Federal Aviation Administration

# U.S. Terminal Procedures Publication

## East Central (EC) Vol 3 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

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CORRECTIONS, COMMENTS AND/OR PROCUREMENT

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

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

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

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

# INOP COMPONENTS 25051

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

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

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

(1) ILS, PAR, LPV, GLS minima

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

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

| Inoperative Component or Visual Aid | Increase Visibility |
|---|---|
| ALSF 1 & 2, MALSR, SSALR | To RVR 4000†<br>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, MALS, 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 |

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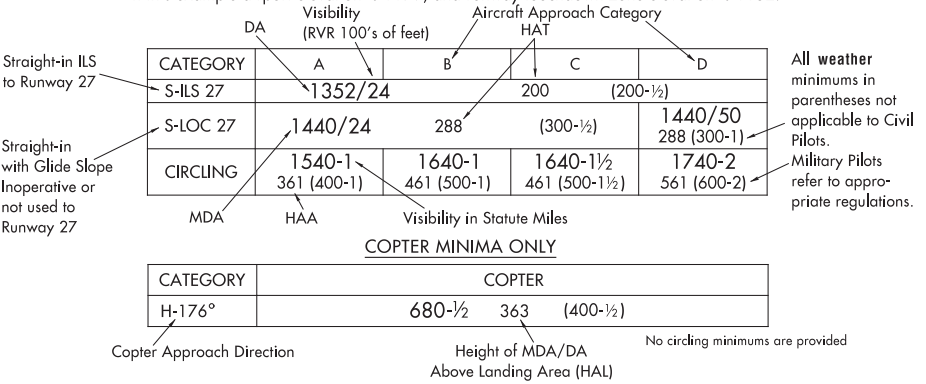
# TERMS/LANDING MINIMA DATA 20142

## 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.




### COPTER MINIMA ONLY




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

### COLD TEMPERATURE ERROR TABLE

HEIGHT ABOVE AIRPORT IN FEET

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

### AIRCRAFT APPROACH CATEGORIES

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

### MANEUVERING TABLE

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

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# 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) |

Visibility (RVR 100's of feet)

Visibility in Statute Miles

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

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".

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

TERMS/LANDING MINIMA DATA 25163





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## 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.


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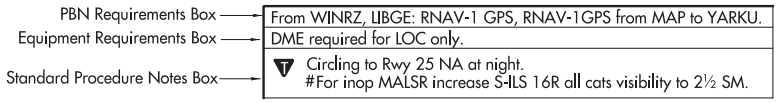
## STANDARD TERMINAL ARRIVALS AND DEPARTURE PROCEDURES

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).

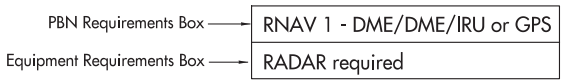
## PROCEDURE PBN/EQUIPMENT REQUIREMENTS

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 contolled lighting, e.g., (A1), (V)

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

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

| KEY MIKE | FUNCTION |
|---|---|
| 7 times within 5 seconds | Highest intensity available |
| 5 times within 5 seconds | Medium or lower intensity (Lower REIL or REIL-off) |
| 3 times within 5 seconds | Lowest intensity available (Lower REIL or REIL-off) |

# ABBREVIATIONS 25107

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

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# ABBREVIATIONS 25107

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

25107





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# 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 |

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# LEGEND 23334

## INSTRUMENT APPROACH PROCEDURES (CHARTS)

## PLANVIEW SYMBOLS

### ROUTES

Procedure Track

Feeder Route

Missed Approach

Visual Flight Path

165°
345°
Procedure Turn
(Type degree and point of turn optional)

Minimum Route Altitude → 3100 NoPT to LOM
045°
Mileage → (14.2)

### HOLDING PATTERNS

Hold-in-lieu of Procedure Turn

HOLD 10000 / 8000
090° (IAS) 270°
4 NM

HOLD 10000 / 8000
090° 1 min 270°

Missed Approach
090° 270°

Arrival
HOLD 8000
090° 270°

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

Reporting Point

Waypoint

MAP WP (Flyby)

MAP WP (Flyover)

GLGHR INT — Intersection

MYLES
I-LVF 14.9 — (Distance From Facility)

DME

Flyover Point

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

R-198 → Radial line and value

LR-198 → Lead Radial

LB-198 → Lead Bearing

### ALTITUDES

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

### INDICATED AIRSPEED

| 175K | 120K | 250K | 180K |
|---|---|---|---|
| Mandatory Airspeed | Minimum Airspeed | Maximum Airspeed | Recommended Airspeed |

### RADIO AIDS TO NAVIGATION

110.1 Underline indicates No Voice transmitted on this frequency

VOR
VORTAC
TACAN
VOR/DME
DME
NDB
NDB/DME
LOM (Compass locator at Outer Marker)
Marker Beacon

Marker beacons that are not specifically part of the procedure.

Localizer Front Course (LOC/LDA)
Right side shading- Front course

Localizer Back Course
Left side shading- Back Course

SDF Course

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

Primary NAVAID
LIMA
114.5 LIM
Chan 92

Secondary NAVAID
LOM
AKRON
362 AK

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

LEGEND 23334





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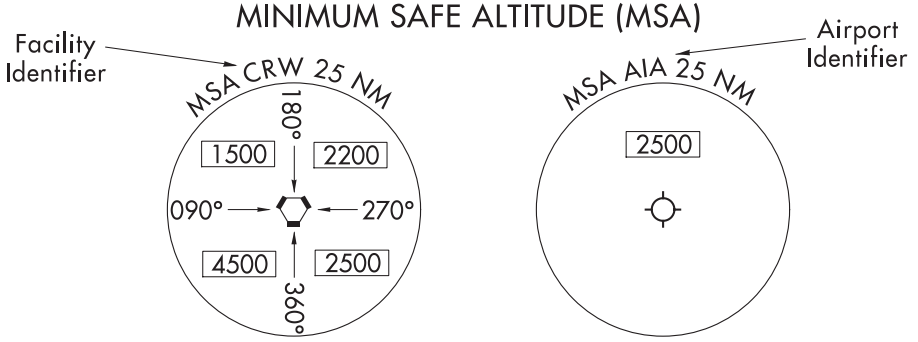
# LEGEND 23110

## INSTRUMENT APPROACH PROCEDURES (CHARTS)

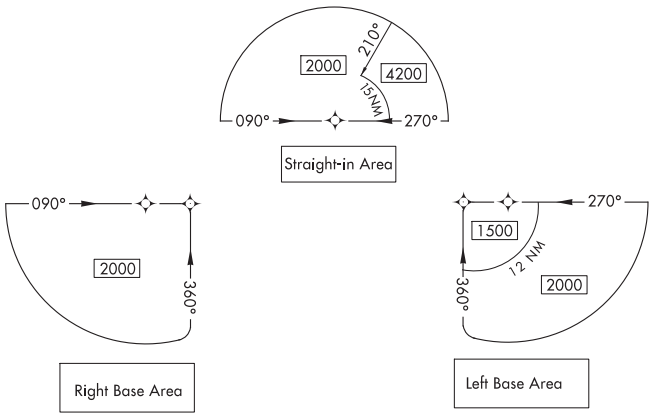
### PLANVIEW SYMBOLS

### MINIMUM SAFE ALTITUDE (MSA)




(arrows on distance circle identify sectors)

### TERMINAL ARRIVAL AREA (TAA)




### MISCELLANEOUS

VOR Changeover Point

RWY 15 S12° 00.52′ W77° 06.91′ End of Rwy Coordinates (DoD only)

Distance not to scale

International Boundary

Air Defense Identification Zone

### SPECIAL USE AIRSPACE

R-352

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

### AIRPORTS

Primary and Secondary (named in planview)

Civil

Seaplane Base

Heliport

Joint (Civil-Military)

### OBSTACLES

- Spot Elevation
- Obstacle
- Highest Obstacle
- Highest Spot Elevation
- Group of Obstacles
- ± Doubtful accuracy

LEGEND 23110



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# LEGEND 24361

## INSTRUMENT APPROACH PROCEDURES (CHARTS)

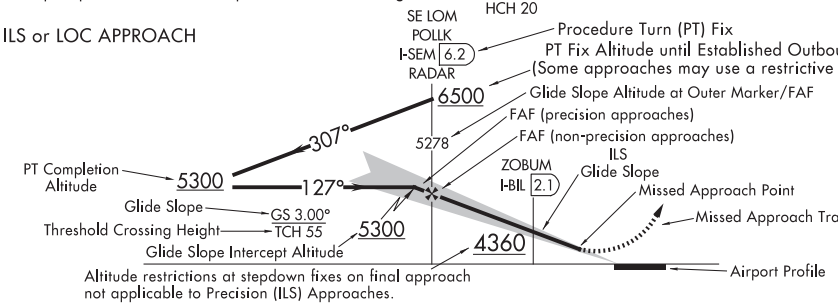
### PROFILE VIEW

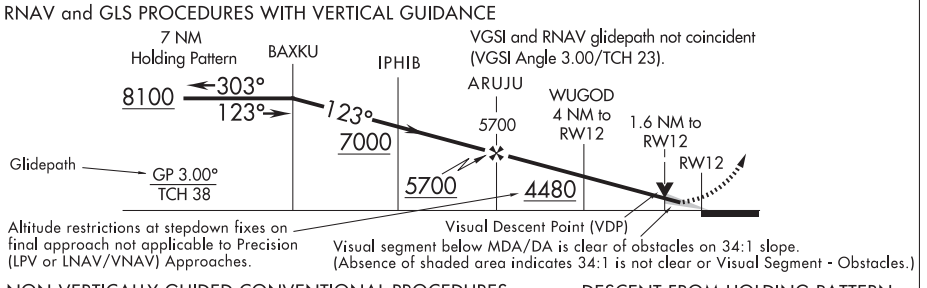
Three different methods are used to depict either electronic or vertical guidance: "GS", "GP", or "VDA".

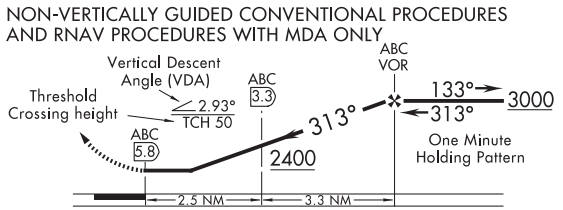
1. "GS" indicates that an Instrument Landing System (ILS) electronic glide slope (a ground antenna) provides vertical guidance. The profile section of ILS procedures depict a GS angle and TCH in the following format: GS 3.00°, TCH 55

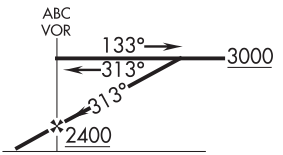
2. "GP" on GLS and RNAV procedures indicates that either electronic vertical guidance (via Wide Area Augmentation System - WAAS or Ground Based Augmentation System - GBAS) or barometric vertical guidance is provided. GLS and RNAV procedures with a published decision altitude (DA/H) depict a GP angle and TCH in the following format: GP 3.00°, TCH 50.

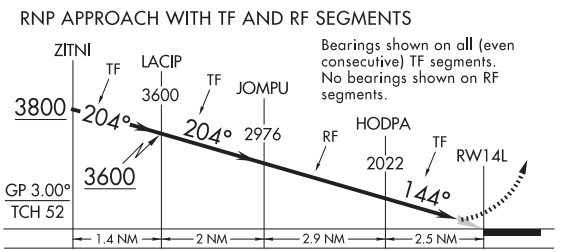
3. An advisory vertical descent angle (VDA) is provided on non-vertically guided conventional procedures and RNAV procedures with only a minimum descent altitude (MDA) to assist in preventing controlled flight into terrain. On Civil (FAA) procedures, this information is placed above or below the procedure track following the fix it is based on. Absence of a VDA or a note that the VDA is not authorized indicates that the prescribed obstacle clearance surface is not clear and the VDA must not be used below MDA. VDA is depicted in the following format: 3.00°, TCH 55. On Copter procedures this is depicted in the following format: 7.30°, HCH 20




#### ALTITUDES

| | | | |
|---|---|---|---|
| 5500 | Mandatory Altitude | 3000 | Recommended Altitude |
| 2500 | Minimum Altitude | 5000 / 3000 | Mandatory Block Altitude |
| 4300 | Maximum Altitude | | |

#### PROFILE SYMBOLS

2400 — 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.

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# LEGEND 23334 STANDARD TERMINAL ARRIVAL (STAR) CHARTS



## RADIO AIDS TO NAVIGATION

Compulsory:

VOR · VORTAC · DME · NDB/DME · VOR/DME · TACAN · NDB

Non-Compulsory:

VOR · VORTAC · DME · NDB/DME · VOR/DME · TACAN · NDB

LOM (Compass locator at outer marker)

Marker Beacon

Localizer Front Course

BACK COURSE

Localizer Back Course (Shading on left)

(T) indicates frequency protection range

ORLANDO
112.25 (T) ORL
Chan 59(Y)

Underline indicates no voice transmitted on this frequency

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

TACAN or DME NAVAID Box

SCOTT
Chan 59
SKE
(112.2)

VHF Paired Frequency

## 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)

## ROUTES

MAA FL200 Maximum Authorized Altitude

4500 MEA-Minimum Enroute Altitude

*3500 MOCA-Minimum Obstruction Clearance Altitude

270° Arrival Route

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

Transition Route

R-275 Radial line and value

Lost Communications Track

V12 J80 Airway/Jet Route Identification

(IAS) Holding Pattern

Lost Comm Holding Pattern

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

## SPECIAL USE AIRSPACE

R-352

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

## ALTITUDES

5500 Mandatory Altitude (Cross at)

2300 Minimum Altitude (Cross at or above)

4800 Maximum Altitude (Cross at or below)

15000
12000
Block Altitude

Altitude change at other than Radio Aids to Navigation

## INDICATED AIRSPEED

175K Mandatory Airspeed

120K Minimum Airspeed

250K Maximum Airspeed

## 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 Rwys 16L/C/R
Terminus identifier

LEGEND 23334



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# LEGEND 23334 DEPARTURE PROCEDURE (DP) CHARTS

## RADIO AIDS TO NAVIGATION

Compulsory:

VOR VORTAC DME NDB/DME

VOR/DME TACAN NDB

Non-Compulsory:

VOR VORTAC DME NDB/DME

VOR/DME TACAN NDB

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

LOM (Compass locator at outer marker)

Marker Beacon

Localizer Front Course

BACK COURSE

Localizer Back Course (Shading on left)

(T) indicates frequency protection range

ORLANDO
112.25 (T) ORL
Chan 59(Y)

Underline indicates no voice transmitted on this frequency

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

TACAN or DME NAVAID Box

SCOTT
Chan 59
SKE
(112.2)

VHF Paired Frequency

## 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

## MISCELLANEOUS

Changeover Point

Distance not to scale

International Boundary

Sector Boundary

Air Defense Identification Zone

Takeoff Minimums and (Obstacle) Departure Procedures entry published.

## ROUTES

4500 MEA-Minimum Enroute Altitude

*3500 MOCA-Minimum Obstruction Clearance Altitude

270° Departure Route

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

Transition Route

R-275 Radial line and value

Lost Communications Track

Visual Flight Path

V12 J80 Airway/Jet Route Identification

(IAS) Holding Pattern

Lost Comm Holding Pattern

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

## SPECIAL USE AIRSPACE

R-352

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

## ALTITUDES

5500 Mandatory Altitude (Cross at)

2300 Minimum Altitude (Cross at or above)

4800 Maximum Altitude (Cross at or below)

15000 / 12000 Block Altitude

TOP ALTITUDE: 5000 Top altitude restriction

## INDICATED AIRSPEED

175K Mandatory Airspeed

120K Minimum Airspeed

250K Maximum Airspeed

## AIRPORTS

Heliport

Civil Military Joint (Civil-Military)

## MINIMUM SAFE ALTITUDE (MSA)

Facility Identifier

MSA CRW 25 NM
180°
4500 4100
090° 270°
5300 4700
360°

Airport Identifier

MSA AIA 25 NM
2500

(arrows on distance circle identify sectors)

LEGEND 23334



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## 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 # TWR

| | Unlit | Lit |
|---|---|---|
| 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 ≥ 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 ½ minute increments. They are further broken down into 6 second ticks, within each 1 minute increments.

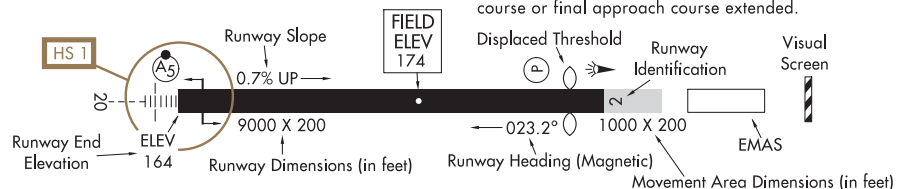
Positional accuracy within ± 600 feet unless otherwise noted on the chart.

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

A D 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.



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# LEGEND 22195

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

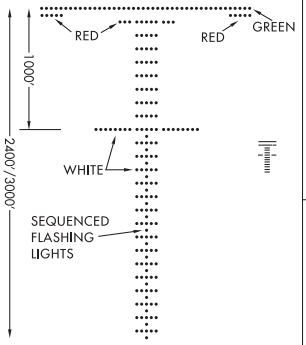
Approach lighting and visual glide slope systems are indicated on the airport sketch by an identifier, e.g., (A2), (V), etc.

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).

## CATEGORY I APPROACH LIGHTING SYSTEM

(A1)

**ALSF-1**

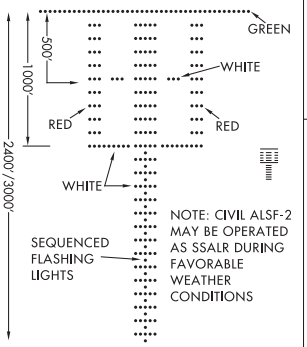



(High Intensity)
LENGTH 2400/3000 FEET

## CATEGORY II APPROACH LIGHTING SYSTEM

(A)

**ALSF-2**

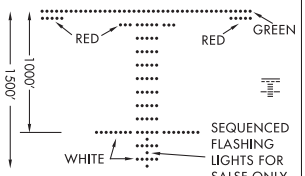



(High Intensity)
LENGTH 2400/3000 FEET

## SHORT APPROACH LIGHTING SYSTEM

(A2) (A2)

**SALS/SALSF**



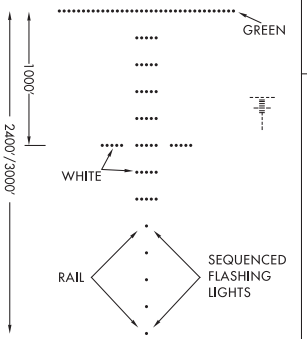

(High Intensity)
LENGTH 1500 FEET

## SIMPLIFIED SHORT APPROACH LIGHTING SYSTEM

with Runway Alignment Indicator Lights

(A3)

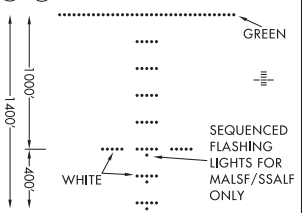
**SSALR**




(High Intensity)
LENGTH 2400/3000 FEET

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

(A4) (A4)



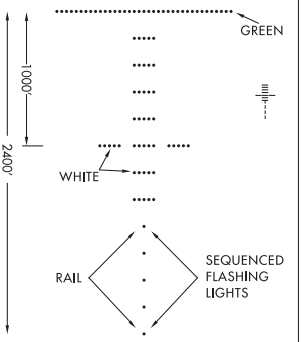

LENGTH 1400 FEET

## MEDIUM INTENSITY APPROACH LIGHTING SYSTEM

with Runway Alignment Indicator Lights

(A5)

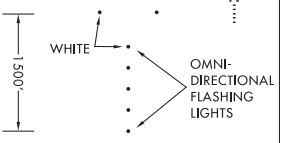
**MALSR**




LENGTH 2400 FEET

## OMNIDIRECTIONAL APPROACH LIGHTING SYSTEM

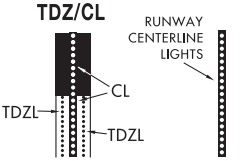
**ODALS**




LENGTH 1500 FEET

## RUNWAY TOUCHDOWN ZONE AND CENTERLINE LIGHTING SYSTEMS

**TDZ/CL**




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

LEGEND 22195





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# LEGEND 22195

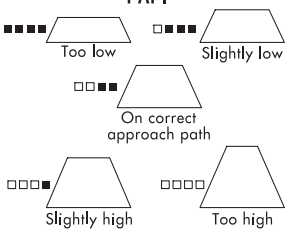
INSTRUMENT APPROACH PROCEDURES (CHARTS)
APPROACH LIGHTING SYSTEM - UNITED STATES

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

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

## (P) PRECISION APPROACH PATH INDICATOR

**PAPI**



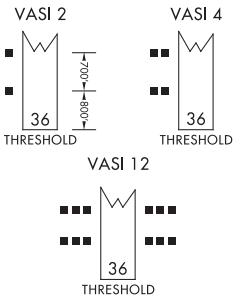

Legend: □ White ■ Red

## (V) VISUAL APPROACH SLOPE INDICATOR

**VASI**

VISUAL APPROACH SLOPE INDICATOR WITH STANDARD THRESHOLD CLEARANCE PROVIDED.

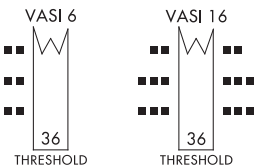
ALL LIGHTS WHITE — — TOO HIGH
FAR LIGHTS RED, NEAR LIGHTS WHITE — ON GLIDE SLOPE
ALL LIGHTS RED — — TOO LOW




## (V3) VISUAL APPROACH SLOPE INDICATOR

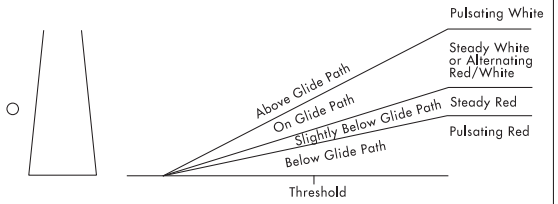
**VASI**

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




## (V2) PULSATING VISUAL APPROACH SLOPE INDICATOR

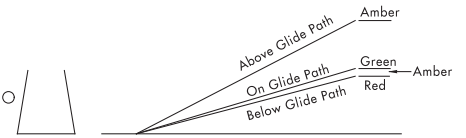
**PVASI**




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

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

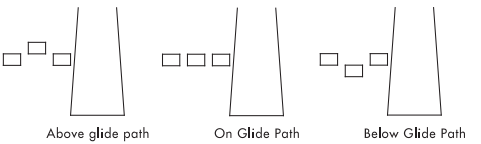
**TRCV**




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

## (V5) ALIGNMENT OF ELEMENTS SYSTEMS

**APAP**




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

LEGEND 22195



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## 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



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# SUPPLEMENTAL TABLES 25107

INSTRUMENT TAKEOFF AND APPROACH PROCEDURE CHARTS
RATE OF CLIMB TABLE
(ft per min)

The rate of climb table is provided for use in planning and executing climbs with a known or approximate ground speed. Rates of climb in ft per min are monitored with a vertical speed indicator (VSI). The use of a climb rate should not be used if it will exceed the aircraft's operational limitations.

| ft/NM | % | GROUND SPEED (knots) | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 60 | 90 | 120 | 150 | 180 | 210 | 240 | 270 | 300 | 330 | 360 |
| 152 | 2.50 | 152 | 228 | 304 | 380 | 456 | 532 | 608 | 684 | 760 | 836 | 912 |
| 200 | 3.29 | 200 | 300 | 400 | 500 | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 |
| 210 | 3.46 | 210 | 315 | 420 | 525 | 630 | 735 | 840 | 945 | 1050 | 1155 | 1260 |
| 220 | 3.62 | 220 | 330 | 440 | 550 | 660 | 770 | 880 | 990 | 1100 | 1210 | 1320 |
| 230 | 3.79 | 230 | 345 | 460 | 575 | 690 | 805 | 920 | 1035 | 1150 | 1265 | 1380 |
| 240 | 3.95 | 240 | 360 | 480 | 600 | 720 | 840 | 960 | 1080 | 1200 | 1320 | 1440 |
| 250 | 4.11 | 250 | 375 | 500 | 625 | 750 | 875 | 1000 | 1125 | 1250 | 1375 | 1500 |
| 260 | 4.28 | 260 | 390 | 520 | 650 | 780 | 910 | 1040 | 1170 | 1300 | 1430 | 1560 |
| 270 | 4.44 | 270 | 405 | 540 | 675 | 810 | 945 | 1080 | 1215 | 1350 | 1485 | 1620 |
| 280 | 4.61 | 280 | 420 | 560 | 700 | 840 | 980 | 1120 | 1260 | 1400 | 1540 | 1680 |
| 290 | 4.77 | 290 | 435 | 580 | 725 | 870 | 1015 | 1160 | 1305 | 1450 | 1595 | 1740 |
| 300 | 4.94 | 300 | 450 | 600 | 750 | 900 | 1050 | 1200 | 1350 | 1500 | 1650 | 1800 |
| 310 | 5.10 | 310 | 465 | 620 | 775 | 930 | 1085 | 1240 | 1395 | 1550 | 1705 | 1860 |
| 320 | 5.27 | 320 | 480 | 640 | 800 | 960 | 1120 | 1280 | 1440 | 1600 | 1760 | 1920 |
| 330 | 5.43 | 330 | 495 | 660 | 825 | 990 | 1155 | 1320 | 1485 | 1650 | 1815 | 1980 |
| 340 | 5.60 | 340 | 510 | 680 | 850 | 1020 | 1190 | 1360 | 1530 | 1700 | 1870 | 2040 |
| 350 | 5.76 | 350 | 525 | 700 | 875 | 1050 | 1225 | 1400 | 1575 | 1750 | 1925 | 2100 |
| 360 | 5.92 | 360 | 540 | 720 | 900 | 1080 | 1260 | 1440 | 1620 | 1800 | 1980 | 2160 |
| 370 | 6.09 | 370 | 555 | 740 | 925 | 1110 | 1295 | 1480 | 1665 | 1850 | 2035 | 2220 |
| 380 | 6.25 | 380 | 570 | 760 | 950 | 1140 | 1330 | 1520 | 1710 | 1900 | 2090 | 2280 |
| 390 | 6.42 | 390 | 585 | 780 | 975 | 1170 | 1365 | 1560 | 1755 | 1950 | 2145 | 2340 |
| 400 | 6.58 | 400 | 600 | 800 | 1000 | 1200 | 1400 | 1600 | 1800 | 2000 | 2200 | 2400 |
| 450 | 7.41 | 450 | 675 | 900 | 1125 | 1350 | 1575 | 1800 | 2025 | 2250 | 2475 | 2700 |
| 500 | 8.23 | 500 | 750 | 1000 | 1250 | 1500 | 1750 | 2000 | 2250 | 2500 | 2750 | 3000 |
| 550 | 9.05 | 550 | 825 | 1100 | 1375 | 1650 | 1925 | 2200 | 2475 | 2750 | 3025 | 3300 |

SUPPLEMENTAL TABLES 25107





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# 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 executingdescents 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





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# INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME PROC SECT PG

**ABRAHAM LINCOLN CAPITAL**
**---SEE SPRINGFIELD, IL**

**ADAMS COUNTY LEGION FLD**
**---SEE FRIENDSHIP (ADAMS), WI**

**ALBERTUS**
**---SEE FREEPORT, IL**

**ALEXANDER FLD SOUTH WOOD COUNTY**
**---SEE WISCONSIN RAPIDS, WI**

**ALTON/ST LOUIS, IL**
**ST LOUIS RGNL(ALN)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
LAHSO ..... O
HOT SPOT ..... P
STARS ..... DELMA FOUR (RNAV) ..... Z7
FARMR THREE (RNAV) ..... Z15
IAPS ..... ILS OR LOC RWY 29 ..... 1
RNAV (GPS) RWY 11 ..... 2
RNAV (GPS) RWY 17 ..... 3
RNAV (GPS) RWY 29 ..... 4
RNAV (GPS) RWY 35 ..... 5
VOR-A ..... 6
AIRPORT DIAGRAM ..... 7
DPS ..... GATEWAY ONE ..... 8
LINDBERGH EIGHT ..... 10
OZARK EIGHT ..... 12
PLESS FIVE ..... 13

**AMERY, WI**
**AMERY MUNI(AHH)**
TAKEOFF MINIMUMS ..... L
IAPS ..... RNAV (GPS) RWY 18 ..... 14
RNAV (GPS) RWY 36 ..... 15

**ANTIGO, WI**
**LANGLADE COUNTY(AIG)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 09 ..... 16
RNAV (GPS) RWY 17 ..... 17
RNAV (GPS) RWY 27 ..... 18
RNAV (GPS) RWY 35 ..... 19

**APPLETON, WI**
**APPLETON INTL(ATW)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
LAHSO ..... O
HOT SPOT ..... P
IAPS ..... ILS OR LOC RWY 03 ..... 20
ILS OR LOC RWY 30 ..... 21
RNAV (GPS) RWY 03 ..... 22
RNAV (GPS) RWY 12 ..... 23
RNAV (GPS) RWY 21 ..... 24
RNAV (GPS) RWY 30 ..... 25
AIRPORT DIAGRAM ..... 26

**ASHLAND, WI**
**JOHN F KENNEDY MEML(ASX)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 02 ..... 27
RNAV (GPS) RWY 13 ..... 28
RNAV (GPS) RWY 20 ..... 29
RNAV (GPS) RWY 31 ..... 30
LOC RWY 02 ..... 31

**AURORA MUNI**
**---SEE CHICAGO/AURORA, IL**

**BARABOO, WI**
**BARABOO/WISCONSIN DELLS RGNL(DLL)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 01 ..... 32
RNAV (GPS) RWY 19 ..... 33
LOC RWY 01 ..... 34
VOR-A ..... 35

**BARABOO/WISCONSIN DELLS RGNL**
**---SEE BARABOO, WI**

**BATTEN INTL**
**---SEE RACINE, WI**

**BELLEVILLE, IL**
**SCOTT AFB/MIDAMERICA ST LOUIS(BLV)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
RADAR MINIMUMS ..... N
HOT SPOT ..... P
STARS ..... BUUDD THREE (RNAV) ..... Z5
CENTRALIA TWO (RNAV) ..... Z6
DELMA FOUR (RNAV) ..... Z7
DIXEE THREE (RNAV) ..... Z8
FARMR THREE (RNAV) ..... Z15
IAPS ..... ILS OR LOC RWY 14L ..... 36
ILS OR LOC RWY 14R ..... 37
ILS OR LOC RWY 32L ..... 38
ILS OR LOC RWY 32R ..... 39
RNAV (GPS) RWY 14L ..... 40
RNAV (GPS) RWY 14R ..... 41
RNAV (GPS) RWY 32L ..... 42
RNAV (GPS) RWY 32R ..... 43
TACAN RWY 14R ..... 44
TACAN RWY 32L ..... 45
TACAN-A ..... 46
AIRPORT DIAGRAM ..... 47
DPS ..... GATEWAY ONE ..... 48
LINDBERGH EIGHT ..... 50
OZARK EIGHT ..... 52
PLESS FIVE ..... 53

**BELOIT, WI**
**BELOIT(44C)**
TAKEOFF MINIMUMS ..... L
IAPS ..... VOR-A ..... 54


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## INDEX OF TERMINAL CHARTS AND MINIMUMS


NAME PROC SECT PG

**BENTON, IL**
**BENTON MUNI(H96)**
TAKEOFF MINIMUMS ..... L
IAPS ..... RNAV (GPS) RWY 18 ..... 55

**BLACK RIVER FALLS, WI**
**BLACK RIVER FALLS AREA(BCK)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 08 ..... 56
RNAV (GPS) RWY 26 ..... 57

**BLACKHAWK AIRFIELD**
**---SEE MADISON, WI**

**BLOOMINGTON/NORMAL, IL**
**CENTRAL IL RGNL/BLOOMINGTON-NORMAL(BMI)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
LAHSO ..... O
HOT SPOT ..... P
IAPS ..... ILS OR LOC RWY 02 ..... 58
ILS OR LOC RWY 20 ..... 59
ILS OR LOC RWY 29 ..... 60
ILS RWY 20 (CAT II) ..... 61
RNAV (GPS) RWY 02 ..... 62
RNAV (GPS) RWY 11 ..... 63
RNAV (GPS) RWY 20 ..... 64
RNAV (GPS) RWY 29 ..... 65
LOC BC RWY 11 ..... 66
AIRPORT DIAGRAM ..... 67

**BLOYER FLD**
**---SEE TOMAH, WI**

**BOLINGBROOK, IL**
**BOLINGBROOK'S CLOW INTL(1C5)**
TAKEOFF MINIMUMS ..... L
IAPS ..... RNAV (GPS)-B ..... 68
VOR-A ..... 69

**BOLINGBROOK'S CLOW INTL**
**---SEE BOLINGBROOK, IL**

**BOSCOBEL, WI**
**BOSCOBEL(OVS)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 07 ..... 70
RNAV (GPS) RWY 25 ..... 71

**BOYCEVILLE, WI**
**BOYCEVILLE MUNI(3T3)**
TAKEOFF MINIMUMS ..... L
IAPS ..... RNAV (GPS) RWY 08 ..... 72
RNAV (GPS) RWY 26 ..... 73

**BULT FLD**
**---SEE MONEE, IL**

**BURLINGTON, WI**
**BURLINGTON MUNI(BUU)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
STARS ..... GOPAC THREE (RNAV) ..... Z20
IAPS ..... RNAV (GPS) RWY 11 ..... 74
RNAV (GPS) RWY 29 ..... 75
VOR-A ..... 76
DPS ..... ACCRA FIVE (RNAV) ..... 77
UECKR SIX (RNAV) ..... 78

**BURNETT COUNTY**
**---SEE SIREN, WI**

**CABLE, WI**
**CABLE UNION(3CU)**
TAKEOFF MINIMUMS ..... L
IAPS ..... RNAV (GPS) RWY 35 ..... 79

**CAHOKIA/ST LOUIS, IL**
**ST LOUIS DOWNTOWN(CPS)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
STARS ..... BUUDD THREE (RNAV) ..... Z5
DELMA FOUR (RNAV) ..... Z7
DIXEE THREE (RNAV) ..... Z8
FARMR THREE (RNAV) ..... Z15
IAPS ..... ILS OR LOC RWY 30L ..... 80
RNAV (GPS) RWY 12R ..... 81
RNAV (GPS) RWY 30L ..... 82
RNAV (GPS) RWY 30R ..... 83
AIRPORT DIAGRAM ..... 84
DPS ..... GATEWAY ONE ..... 85
LINDBERGH EIGHT ..... 87
OZARK EIGHT ..... 89
PLESS FIVE ..... 91

**CAIRO, IL**
**CAIRO RGNL(CIR)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 14 ..... 92
RNAV (GPS) RWY 32 ..... 93

**CAMP DOUGLAS, WI**
**---SEE VOLK FLD**

**CAMPBELL**
**---SEE GRAYSLAKE, IL**

**CANTON, IL**
**INGERSOLL(CTK)**
TAKEOFF MINIMUMS ..... L
IAPS ..... RNAV (GPS) RWY 18 ..... 94
RNAV (GPS) RWY 36 ..... 95
VOR-A ..... 96

## INDEX OF TERMINAL CHARTS AND MINIMUMS


NAME PROC SECT PG

**CARBONDALE/MURPHYSBORO, IL**
**SOUTHERN ILLINOIS(MDH)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
LAHSO ..... O
HOT SPOT ..... P
IAPS ..... ILS OR LOC RWY 18L ..... 97
RNAV (GPS) RWY 18L ..... 98
RNAV (GPS) RWY 36R ..... 99
NDB RWY 18L ..... 100
AIRPORT DIAGRAM ..... 101

**CARMI, IL**
**CARMI MUNI(CUL)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 18 ..... 102
RNAV (GPS) RWY 36 ..... 103

**CASEY, IL**
**CASEY MUNI(1H8)**
TAKEOFF MINIMUMS ..... L
IAPS ..... RNAV (GPS) RWY 04 ..... 104
RNAV (GPS) RWY 22 ..... 105

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

**CENTRAL WISCONSIN**
**---SEE MOSINEE, WI**

**CENTRALIA, IL**
**CENTRALIA MUNI(ENL)**
TAKEOFF MINIMUMS ..... L
IAPS ..... RNAV (GPS) RWY 18 ..... 106
RNAV (GPS) RWY 36 ..... 107
VOR-A ..... 108

**CHAMPAIGN/URBANA, IL**
**UNIVERSITY OF ILLINOIS/WILLARD(CMI)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
RADAR MINIMUMS ..... N
LAHSO ..... O
IAPS ..... ILS OR LOC RWY 32R ..... 109
RNAV (GPS) RWY 04 ..... 110
RNAV (GPS) RWY 14L ..... 111
RNAV (GPS) RWY 22 ..... 112
RNAV (GPS) RWY 32R ..... 113
VOR RWY 04 ..... 114
VOR RWY 22 ..... 115
AIRPORT DIAGRAM ..... 116

**CHETEK, WI**
**CHETEK MUNI/SOUTHWORTH(Y23)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 17 ..... 117
RNAV (GPS) RWY 35 ..... 118

**CHICAGO, IL**
**CHICAGO MIDWAY INTL(MDW)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
HOT SPOT ..... P
STARS ..... ENDEE EIGHT (RNAV) ..... Z10
FISSK SEVEN (RNAV) ..... Z16
PANGG SIX (RNAV) ..... Z26
IAPS ..... ILS OR LOC RWY 04R ..... 119
ILS OR LOC RWY 13L ..... 120
ILS OR LOC RWY 31R ..... 121
RNAV (RNP) X RWY 22L ..... 122
RNAV (RNP) Y RWY 04R ..... 123
RNAV (RNP) Y RWY 13L ..... 124
RNAV (RNP) Y RWY 22L ..... 125
RNAV (RNP) Y RWY 31R ..... 126
RNAV (GPS) RWY 04L ..... 127
RNAV (GPS) RWY 22R ..... 128
RNAV (GPS) Z RWY 04R ..... 129
RNAV (GPS) Z RWY 13L ..... 130
RNAV (GPS) Z RWY 22L ..... 131
RNAV (GPS) Z RWY 31R ..... 132
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MIDWAY EIGHT ..... 135

# INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME PROC SECT PG

## CHICAGO, IL

### CHICAGO O'HARE INTL(ORD)

TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
LAHSO ..... O
HOT SPOT ..... P
STARS ..... BENKY SIX (RNAV) ..... Z3
ERNNY EIGHT (RNAV) ..... Z12
ESSPO FIVE (RNAV) ..... Z14
FYTTE SEVEN (RNAV) ..... Z18
JANESVILLE ONE ..... Z21
MADII SEVEN (RNAV) ..... Z24
SHAIN TWO (RNAV) ..... Z28
TRTLL SIX (RNAV) ..... Z30
VEECK FIVE (RNAV) ..... Z33
WATSN FOUR (RNAV) ..... Z35
WYNDE THREE (RNAV) ..... Z36

## CHICAGO, IL(CON'T)

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

IAPS ..... ILS OR LOC RWY 04R ..... 136
ILS OR LOC RWY 09C ..... 137
ILS OR LOC RWY 09L ..... 138
ILS OR LOC RWY 09R ..... 139
ILS OR LOC RWY 10C ..... 140
ILS OR LOC RWY 10L ..... 141
ILS OR LOC RWY 22L ..... 142
ILS OR LOC RWY 22R ..... 143
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**OCONTO/J DOUGLAS BAKE MUNI**
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**PINCKNEYVILLE/DU QUOIN**
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**PRICE COUNTY**
**---SEE PHILLIPS, WI**

**QUAD CITIES INTL**
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**RHINELANDER/ONEIDA COUNTY**
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**SCOTT AFB/MIDAMERICA ST LOUIS**
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**SHELBYVILLE, IL**
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# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)



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.



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### ALTON/ST LOUIS, IL

ST LOUIS RGNL (ALN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 05MAY11 (11125) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 11,** tree and pole beginning 1066' from DER, 668' left of centerline, up to 76' AGL/575' MSL.
Tree 2822' from DER, 933' right of centerline, 100' AGL/629' MSL.
**Rwy 17,** trees beginning 1063' from DER, 282' left of centerline, up to 67' AGL/606' MSL.
Trees beginning 1321' from DER, 115' right of centerline, up to 100' AGL/621' MSL.
**Rwy 29,** trees and floodlight on hangar beginning 665' from DER, 472' left of centerline, up to 100' AGL/649' MSL. Trees beginning 1570' from DER, 204' right of centerline, up to 75' AGL/604' MSL.
**Rwy 35,** trees beginning 1286' from DER, 477' left of centerline, up to 67' AGL/ 596' MSL.

### AMERY, WI

AMERY MUNI (AHH)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1C 27JAN22 (22027) (FAA)

TAKEOFF MINIMUMS:

**Rwy 18,** 400-1½ or std. w/min. climb of 390' per NM to 1500.

TAKEOFF OBSTACLE NOTES:

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

**CON'T**

**AMERY, WI (CON'T)**

AMERY MUNI (AHH) (CON'T)

**Rwy 36 (CON'T),** pole and tree 352' from DER, 564' left of centerline, up to 1102' MSL.
Tree 569' from DER, 256' left of centerline, 100' AGL/1118' MSL.
Trees and pole beginning 611' from DER, 396' left of centerline, up to 100' AGL/1149' MSL.
Trees beginning 2093' from DER, 270' left of centerline, up to 100' AGL/1150' MSL.
Trees beginning 3827' from DER, 387' left of centerline, up to 100' AGL/1190' MSL.

**ANTIGO, WI**

LANGLADE COUNTY (AIG)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 25JUL13 (13206) (FAA)

TAKEOFF MINIMUMS:

**Rwy 9,** 300-2¼ or std. w/min. climb gradient of 215' per NM to 1900, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1700' prior to DER.

TAKEOFF OBSTACLE NOTES:

**Rwy 9,** sign 28' from DER, 124' left of centerline, 1' AGL/1524' MSL.
Fence 207' from DER, 440' right of centerline, 10' AGL/1534' MSL.
Buildings beginning 432' from DER, 486' right of centerline, up to 28' AGL/1552' MSL.
Trees beginning 1073' from DER, 637' left of centerline, up to 64' AGL/1597' MSL.
Trees beginning 1.6 NM from DER, 1895' right of centerline, 100' AGL/1799' MSL.
**Rwy 17,** vehicles on road beginning 17' from DER, 273' left of centerline, up to 15' AGL/1531' MSL.
Vehicles on road beginning 62' from DER, 247' right of centerline, up to 15' AGL/1529' MSL.
**Rwy 27,** trees beginning 1032' from DER, 379' right of centerline, up to 73' AGL/1587' MSL.
Pole 1142' from DER, 552' right of centerline, 32' AGL/1546' MSL.
Tree 1784' from DER, 159' right of centerline, 55' AGL/1589' MSL.
Trees beginning 1925' from DER, 2' right of centerline, up to 66' AGL/1580' MSL.
Tree 2043' from DER, 225' left of centerline, 60' AGL/1574' MSL.
Tree 2503' from DER, 63' right of centerline, 71' AGL/1580' MSL.
**Rwy 35,** sign 226' from DER, 493' left of centerline, 29' AGL/1543' MSL.
Building 623' from DER, 665' left of centerline, 32' AGL/1551' MSL.
Trees beginning 896' from DER, 499' right of centerline, up to 62' AGL/1586' MSL.
Poles beginning 1049' from DER, 448' left of centerline, up to 33' AGL/1557' MSL.
Trees beginning 1463' from DER, 471' left of centerline, up to 63' AGL/1587' MSL.
Trees beginning 2334' from DER, 1108' right of centerline, up to 69' AGL/1598' MSL.

**APPLETON, WI**

APPLETON INTL (ATW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 10DEC15 (15344) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 3,** antenna on building, 266' from DER, 259' right of centerline, 12' AGL/891' MSL.
Trees beginning 545' from DER, 467' right of centerline, up to 42' AGL/911' MSL.
**Rwy 12,** tree, 85' from DER, 310' left of centerline, 13' AGL/861' MSL.
**Rwy 30,** trees beginning 568' from DER, 575' right of centerline, up to 21' AGL/950' MSL.

**ASHLAND, WI**

JOHN F KENNEDY MEML (ASX)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 05JUN08 (22083) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 2,** trees beginning 52' from DER, 209' right of centerline, up to 100' AGL/939' MSL.
Trees beginning 119' from DER, 110' left of centerline, up to 100' AGL/929' MSL.
Antenna 2411' from DER, 920' left of centerline, 117' AGL/926' MSL.
**Rwy 13,** trees beginning 44' from DER, 161' right of centerline, up to 100' AGL/878' MSL.
Trees beginning 831' from DER, 241' left of centerline, up to 100' AGL/868' MSL.
**Rwy 20,** truck on road 329' from DER, 576' right of centerline, 15' AGL/844' MSL.
Trees beginning 206' from DER, 229' right of centerline, up to 100' AGL/893' MSL.
Trees beginning 1152' from DER, 295' left of centerline, up to 100' AGL/893' MSL.
**Rwy 31,** truck on road 65' from DER, 325' right and 331' left of centerline, 15' AGL/844' MSL.
Trees beginning 90' from DER, 172' right of centerline, up to 100' AGL/919' MSL.
Trees beginning 34' from DER, 222' left of centerline, up to 100' AGL/838' MSL.

**BARABOO, WI**

BARABOO/WISCONSIN DELLS RGNL (DLL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1B 20JUN19 (21336) (FAA)

TAKEOFF MINIMUMS:

**Rwys 14, 32,** NA-Environmental.

DEPARTURE PROCEDURE:

**Rwy 19,** climb on heading 190° to 1800 before turning left.

TAKEOFF OBSTACLE NOTES:

**Rwy 1,** electrical system 9' from DER, 85' right of centerline, 4' AGL/969' MSL.
Electrical system and NAVAID beginning 10' from DER, 20' left of centerline, up to 3' AGL/970' MSL.
Trees beginning 19' from DER, 169' right of centerline, up to 975' MSL.
Tree 164' from DER, 180' right of centerline, 980' MSL.
Tree 600' from DER, 570' left of centerline, 1009' MSL.
Tree 1177' from DER, 352' left of centerline, 45' AGL/1015' MSL.
Tree 1216' from DER, 284' right of centerline, 1010' MSL.
Tree 1269' from DER, 617' right of centerline, 1030' MSL.
Tree 1423' from DER, 419' left of centerline, 1027' MSL.
Tree 1636' from DER, 377' right of centerline, 60' AGL/1036' MSL.
Tree 2406' from DER, 314' left of centerline, 1033' MSL.
Trees beginning 2469' from DER, 27' right of centerline, up to 1064' MSL.
Tree 2533' from DER, 327' left of centerline, 1035' MSL.
Tree 2557' from DER, 338' left of centerline, 1036' MSL.
Tree 2675' from DER, 344' left of centerline, 1037' MSL.
Tree 2800' from DER, 370' left of centerline, 1038' MSL.
Tree 3215' from DER, 422' left of centerline, 1051' MSL.
Tree 3757' from DER, 244' right of centerline, 1075' MSL.
Trees beginning 3800' from DER, 4' right of centerline, up to 1084' MSL.
Trees beginning 3867' from DER, 461' right of centerline, up to 1095' MSL.
Tree 3867' from DER, 48' left of centerline, 1064' MSL.
Tree 4532' from DER, 650' right of centerline, 1111' MSL.
**Rwy 19,** NAVAID and electrical system beginning 9' from DER, 16' left of centerline, up to 2' AGL/979' MSL.
NAVAID and electrical system beginning 9' from DER, 19' right of centerline, up to 2' AGL/979' MSL.
Tree 2055' from DER, 69' right of centerline, 1031' MSL.

**BELLEVILLE, IL**

SCOTT AFB/MIDAMERICA ST LOUIS (BLV)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 29JUL10 (21168) (FAA)

TAKEOFF MINIMUMS:

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

TAKEOFF OBSTACLE NOTES:

**Rwy 32L,** tree 1.24 NM from DER, 2285' left of centerline, 100' AGL/699' MSL.
**Rwy 32R,** trees beginning 352' from DER, 198' left of centerline, up to 77' AGL/501' MSL.
Trees beginning 1349' from DER, 439' right of centerline, up to 94' AGL/516' MSL.

**BELOIT, WI**

BELOIT (44C)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 13NOV14 (14317) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 7,** vehicles on road beginning 11' from DER, left and right of centerline, up to 15' AGL/844' MSL.
Trees beginning 13' from DER, 241' right of centerline, 75' AGL/894' MSL.
Tree 20' from DER, 220' left of centerline, 75' AGL/894' MSL.
Silo 86' from DER, 230' left of centerline, 100' AGL/919' MSL.
Tree 146' from DER, 31' left of centerline, 75' AGL/904' MSL.
Tree 278' from DER, 305' left of centerline, 75' AGL/904' MSL.
Tree 827' from DER, 693' left of centerline, 75' AGL/894' MSL.
Tree 4827' from DER, 1523' right of centerline, 75' AGL/944' MSL.
**Rwy 25,** trees beginning 47' from DER, 35' right of centerline, 75' AGL/884' MSL.
Tree 180' from DER, 237' left of centerline, 75' AGL/874' MSL.

**BENTON, IL**

BENTON MUNI (H96)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 22APR21 (21112) (FAA)

TAKEOFF MINIMUMS:

**Rwy 18,** 300-1 or std. w/min. climb of 355' per NM to 700.

TAKEOFF OBSTACLE NOTES:

**Rwy 18,** lighting 12' from DER, 77' left of centerline, 445' MSL.
General utility 14' from DER, 76' right of centerline, 1' AGL/446' MSL.
Tree 66' from DER, 214' right of centerline, 451' MSL.
Trees beginning 120' from DER, 463' left of centerline, up to 450' MSL.
Tree, terrain, pole, building, vehicle on road beginning 132' from DER, 176' right of centerline, up to 52' AGL/500' MSL.
Tree, pole, vehicle on road, sign beginning 415' from DER, 187' left of centerline, up to 510' MSL.
Tree 1217' from DER, 159' left of centerline, 512' MSL.
Tree, pole beginning 1283' from DER, 51' left of centerline, up to 519' MSL.
Tree, pole beginning 1348' from DER, 38' right of centerline, up to 529' MSL.
Trees beginning 1527' from DER, 440' right of centerline, up to 537' MSL.
Tree, pole, sign beginning 1601' from DER, 12' left of centerline, up to 550' MSL.
Trees beginning 1674' from DER, 28' right of centerline, up to 538' MSL.
Tree, pole beginning 1745' from DER, 119' right of centerline, up to 540' MSL.
Sign, pole, tree beginning 2059' from DER, 74' right of centerline, up to 88' AGL/543' MSL.
Trees beginning 2808' from DER, 49' left of centerline, up to 555' MSL.
Trees beginning 2828' from DER, 543' right of centerline, up to 549' MSL.
Trees beginning 3592' from DER, 1164' left of centerline, up to 556' MSL.
Tank, sign beginning 3617' from DER, 583' right of centerline, up to 146' AGL/596' MSL.
Tank 3807' from DER, 855' right of centerline, 163' AGL/613' MSL.
Tree 4457' from DER, 1678' left of centerline, 100' AGL/557' MSL.
**Rwy 36,** general utility 14' from DER, 77' right of centerline, 3' AGL/441' MSL.
Tree 36' from DER, 378' right of centerline, 445' MSL.
Tree, fence beginning 92' from DER, 229' left of centerline, up to 11' AGL/450' MSL.
Tree 501' from DER, 546' left of centerline, 513' MSL.
Tree 537' from DER, 313' right of centerline, 455' MSL.
Trees beginning 625' from DER, 393' right of centerline, up to 495' MSL.
Tree 630' from DER, 643' left of centerline, 519' MSL.
Tree, pole beginning 673' from DER, 444' left of centerline, up to 91' AGL/532' MSL.
Tree, pole beginning 877' from DER, 435' right of centerline, up to 506' MSL.
Trees beginning 1117' from DER, 141' right of centerline, up to 512' MSL.
Trees beginning 1407' from DER, 11' left of centerline, up to 105' AGL/543' MSL.
Trees beginning 1530' from DER, 117' right of centerline, up to 515' MSL.
Trees beginning 1868' from DER, 292' right of centerline, up to 516' MSL.
Trees beginning 2096' from DER, 147' right of centerline, up to 531' MSL.
Trees beginning 2130' from DER, 39' right of centerline, up to 533' MSL.
Trees beginning 2227' from DER, 11' right of centerline, up to 537' MSL.

**BLACK RIVER FALLS, WI**

BLACK RIVER FALLS AREA (BCK)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 23AUG12 (12236) (FAA)

TAKEOFF MINIMUMS:

**Rwy 26,** 400-3 or std. w/min. climb of 210' per NM to 1400.

TAKEOFF OBSTACLE NOTES:

**Rwy 8,** trees 173' from DER, 271' right of centerline, up to 10' AGL/841' MSL.
OL on WSK 300' from DER, 400' left of centerline, 23' AGL/863' MSL.
Vehicle on road, 460' from DER, 606' left of centerline, 15' AGL/852' MSL.
Poles 1100' from DER, left and right of centerline, up to 32' AGL/872' MSL.
Trees beginning 1112' from DER, left and right of centerline, up to 53' AGL/919' MSL.
**Rwy 26,** vehicle on road, 155' from DER, 440' right of centerline, 15' AGL/ 849' MSL.
Fence 2' from DER, left and right of centerline, 7' AGL/827' MSL.
Trees beginning 16' from DER, left and right of centerline, up to 7' AGL/1219' MSL.

**BLOOMINGTON-NORMAL, IL**

CENTRAL IL RGNL/BLOOMINGTON-NORMAL (BMI)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 15OCT15 (21112) (FAA)

DEPARTURE PROCEDURE:

**Rwy 20,** climb heading 201° to 1400 before turning left.

TAKEOFF OBSTACLE NOTES:

**Rwy 2,** tower 1639' from DER, 908' right of centerline, 78' AGL/922' MSL.
**Rwy 11,** trees beginning 2069' from DER, 870' right of centerline, up to 100' AGL/979' MSL.
**Rwy 29,** vehicle on road 103' from DER, 471' right of centerline, 15' AGL/884' MSL.
Tree 1667' from DER, 462' left of centerline, 100' AGL/979' MSL

**BOLINGBROOK, IL**

BOLINGBROOK'S CLOW INTL (1C5)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 27APR17 (17117) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 18,** trees and buildings beginning 38' from DER, 299' left of centerline, up to 100' MSL/755' MSL.
Hangars and trees beginning 55' from DER, 223' right of centerline, up to 100' AGL/750' MSL.
Trees beginning 551' from DER, left and right of centerline, up to 750' MSL.
**Rwy 36,** trees and buildings beginning 304' from DER, 281' left of centerline, up to 100' AGL/770' MSL.
Vehicle on road 390' from DER, 157' right of centerline, 15' AGL/695' MSL.
Sign 615' from DER, 154' right of centerline, 25' AGL/697' MSL.

**BOSCOBEL, WI**

BOSCOBEL (OVS)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 12JUN25 (25163) (FAA)

TAKEOFF MINIMUMS:

**Rwy 2,** 600-3 or std w/min climb of 461'/NM to 1300.
**Rwy 7,** std w/min climb of 565'/NM to 1500, or 1200-3 for VCOA.
**Rwy 20,** std w/min climb of 672'/NM to 1400, or 1200-3 for VCOA.
**Rwy 25,** std w/min climb of 388'/NM to 1300, or 1200-3 for VCOA.

DEPARTURE PROCEDURE:

**Rwy 2,** climb on heading 017° to 1300 before turning south.
**Rwy 7,** climb on heading 067° to 1500 before turning south.
**Rwy 20,** climb on heading 197° to 1500 before turning east.
**Rwy 25,** climb on heading 247° to 1500 before proceeding on course.

VCOA:

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

TAKEOFF OBSTACLE NOTES:

**Rwy 2,** trees beginning 10' from DER, 58' right of centerline, up to 100' AGL/767' MSL.
Trees beginning 139' from DER, 6' right of centerline, up to 100' AGL/770' MSL.
Trees beginning 171' from DER, 242' left of centerline, up to 100' AGL/763' MSL.
Trees beginning 300' from DER, 9' left of centerline, up to 100' AGL/767' MSL.
Trees beginning 1.1 NM from DER, 2147' left of centerline, up to 100' AGL/976' MSL.
Trees beginning 1.2 NM from DER, 976' left of centerline, up to 100' AGL/1085' MSL.
Trees beginning 1.5 NM from DER, 1064' left of centerline, up to 100' AGL/1095' MSL.
Trees beginning 1.6 NM from DER, 815' left of centerline, up to 100' AGL/1121' MSL.
Trees beginning 1.7 NM from DER, 33' left of centerline, up to 100' AGL/1127' MSL.
Trees beginning 2 NM from DER, 231' right of centerline, up to 100' AGL/1013' MSL.
Trees beginning 2.1 NM from DER, 54' right of centerline, up to 100' AGL/1078' MSL.
Trees beginning 2.2 NM from DER, 2' right of centerline, up to 100' AGL/1134' MSL.
Trees beginning 2.3 NM from DER, 14' left of centerline, up to 100' AGL/1173' MSL.
**Rwy 7,** tree 12' from DER, 489' left of centerline, 690' MSL.
Tree 1108' from DER, 687' right of centerline, 702' MSL.
Tree 1292' from DER, 583' left of centerline, 726' MSL.
Tree 2396' from DER, 583' left of centerline, 736' MSL.
Trees beginning 5070' from DER, 1773' right of centerline, 100' AGL/799' MSL.
Trees beginning 5275' from DER, 1859' right of centerline, 100' AGL/826' MSL.
Trees beginning 5480' from DER, 1946' right of centerline, 100' AGL/888' MSL.
Trees beginning 1 NM from DER, 1925' right of centerline, 100' AGL/960' MSL.
Trees beginning 1.1 NM from DER, 2164' right of centerline, up to 1167' MSL.
**Rwy 20,** vehicle on road 27' from DER, 316' right of centerline, 15' AGL/714' MSL.
Trees, tower beginning 754' from DER, 325' left of centerline, up to 100' AGL/799' MSL.
Bldg 956' from DER, 341' right of centerline, 20' AGL/719' MSL.
Tree 2598' from DER, 310' right of centerline, 100' AGL/799' MSL.
Tree 4738' from DER, 1715' left of centerline, 900' MSL.
Trees beginning 5090' from DER, 1099' left of centerline, up to 100' AGL/1000' MSL.
Trees beginning 5591' from DER, 482' left of centerline, up to 100' AGL/1150' MSL.
Tree 1.5 NM from DER, 1090' right of centerline, 100' AGL/1000' MSL.
Towers, transmission lines beginning 1.7 NM from DER, 401' right of centerline, up to 205' AGL/1196' MSL.
Tree 2.1 NM from DER, 3218' left of centerline, 1159' MSL
**Rwy 25,** tree 402' from DER, 429' right of centerline, 696' MSL.
Tree 637' from DER, 511' left of centerline, 714' MSL.
Trees beginning 929' from DER, 478' right of centerline, up to 731' MSL.
Tree 1059' from DER, 464' left of centerline, 715' MSL.
Tree 1099' from DER, 637' left of centerline, 730' MSL.
Tree 1165' from DER, 700' left of centerline, 733' MSL.
Tree 1188' from DER, 789' left of centerline, 735' MSL.
Trees beginning 1.3 NM from DER, 2401' right of centerline, up to 100' AGL/1026' MSL.
Trees beginning 1.5 NM from DER, 1113' right of centerline, up to 1137' MSL.


EC-3, 07 AUG 2025 to 02 OCT 2025

## BOYCEVILLE, WI

### BOYCEVILLE MUNI (3T3)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 15JUN23 (23166) (FAA)

TAKEOFF MINIMUMS:

**Rwy 8,** std. w/min. climb of 250' per NM to 2600, or 1100-3 for VCOA.

VCOA:

**Rwy 8,** obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Boyceville Muni airport at or above 1900 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

**Rwy 8,** NAVAID 10' from DER, 106' left of centerline, 6' AGL/969' MSL.
Trees beginning 810' from DER, 391' right of centerline, up to 1004' MSL.
Trees beginning 1036' from DER, 508' left of centerline, up to 1013' MSL.
Tree 3011' from DER, 208' right of centerline, 1044' MSL.
Tree 3042' from DER, 1302' right of centerline, 1058' MSL.
Tree 3231' from DER, 1257' right of centerline, 1066' MSL.
**Rwy 26,** terrain 74' from DER, 241' left of centerline, 955' MSL.
Trees, pole beginning 94' from DER, 3' left of centerline, up to 1025' MSL.
Building 521' from DER, 574' right of centerline, 21' AGL/969' MSL.
Building 657' from DER, 613' right of centerline, 27' AGL/974' MSL.
Trees, tower, pole beginning 991' from DER, 81' right of centerline, up to 997' MSL.
Trees beginning 1260' from DER, 114' right of centerline, up to 1004' MSL.
Trees beginning 1280' from DER, 56' right of centerline, up to 1005' MSL.
Trees beginning 1675' from DER, 24' left of centerline, up to 1026' MSL.
Trees, building spire beginning 1771' from DER, 53' right of centerline, up to 1019' MSL.
Trees beginning 2461' from DER, 146' right of centerline, up to 1020' MSL.
Tree 2540' from DER, 68' right of centerline, 1031' MSL.
Tree 2900' from DER, 1206' right of centerline, 1036' MSL.
Trees beginning 1.8 NM from DER, 3389' left of centerline, up to 100' AGL/1249' MSL.
Trees beginning 2 NM from DER, 3521' left of centerline, up to 100' AGL/1278' MSL.
Trees beginning 2 NM from DER, 3823' left of centerline, up to 100' AGL/1285' MSL.

## BURLINGTON, WI

### BURLINGTON MUNI (BUU)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 19SEP13 (13262) (FAA)

TAKEOFF MINIMUMS:

**Rwys 1,19,** NA-Environmental.
**Rwy 29,** 300-1 or std. w/min. climb of 325' per NM to 1000.

TAKEOFF OBSTACLE NOTES:

**Rwy 11,** numerous trees beginning 137' from DER, 41' right of centerline, up to 125' AGL/901' MSL.
Building 1438' from DER, 415' right of centerline, 50' AGL/825' MSL.
Vehicle on road, antenna, and buildings beginning 43' from DER, 3' left of centerline, up to 37' AGL/812' MSL.
Numerous trees beginning 227' from DER, 46' left of centerline, up to 72' AGL/847' MSL.
**Rwy 29,** numerous trees beginning 11' from DER, 77' left of centerline, up to 161' AGL/938' MSL.
Buildings beginning 3568' from DER, 1138' left of centerline, up to 122' AGL/899' MSL.
Numerous trees beginning 177' from DER, 144' right of centerline, up to 37' AGL/812' MSL.

## CABLE, WI

### CABLE UNION (3CU)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5A 10DEC15 (15344) (FAA)

TAKEOFF MINIMUMS:

**Rwys 8, 26,** NA - environmental.
**Rwy 17,** 400-2¾ or std. w/min. climb of 655' per NM to 1900.
**Rwy 35,** 300-1½ or std. w/min. climb of 316' per NM to 1600.

DEPARTURE PROCEDURE:

**Rwy 17,** climb heading 167° to 1900 before turning right.

TAKEOFF OBSTACLE NOTES:

**Rwy 17,** trees beginning 15' from DER, 228' left of centerline, up to 91' AGL/1421' MSL.
Trees beginning 572' from DER, 21' left of centerline, up to 26' AGL/1574' MSL.
Vehicle on road, 636' from DER, on centerline, 15' AGL/1388' MSL.
Trees, fence, road and terrain beginning 18' from DER, 169' right of centerline, up to 100' AGL/1500' MSL.
Trees, terrain and buildings beginning 981' from DER, 9' right of centerline, up to 100' AGL/1720' MSL.
**Rwy 35,** trees beginning 40' from DER, 157' left of centerline, up to 91' AGL/1427' MSL.
Trees beginning 171' from DER, 48' left of centerline, up to 26' AGL/1368' MSL.
Trees beginning 1938' from DER, 14' left of centerline, up to 100' AGL/1502' MSL.
Trees beginning 13' from DER, 216' right of centerline, up to 64' AGL/1403' MSL.
Trees, pole and buildings beginning 610' from DER, 6' right of centerline, up to 100' AGL/1531' MSL.

**CAHOKIA/ST LOUIS, IL**

ST LOUIS DOWNTOWN (CPS)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 8 23SEP10 (10266) (FAA)

TAKEOFF MINIMUMS:

**Rwy 5,** 200-1 ¼ or std. with a min. climb of 343' per NM to 700.

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

DEPARTURE PROCEDURE:

**Rwy 5,** climb on heading 047° to 900 before turning left.

**Rwys 12L,12R,** climb on heading 122° to 1000 before turning left.

**Rwy 23,** climb on heading 227° to 2000 before turning.

**Rwys 30L, 30R,** climb on heading 302° to 1600 before turning.

TAKEOFF OBSTACLE NOTES:

**Rwy 5,** obstruction light on transmission tower 1649' from DER, 19' left of centerline, 79' AGL/482' MSL.
Transmission tower 324' from DER, 79' right of centerline, 78' AGL/487' MSL.

**Rwy 12L,** tree 1629' from DER, 144' left of centerline, 45' AGL/453' MSL.

**Rwy 12R,** tree 3822' from DER, 20' left of centerline, 94' AGL/509' MSL.
Tree 2082' from DER, 927' right of centerline, 69' AGL/486' MSL.

**Rwy 23,** multiple trees beginning 815' from DER, 69' left of centerline, up to 56' AGL/470' MSL.
Multiple trees beginning 740' from DER, 4' right of centerline, up to 78' AGL/492' MSL.

**Rwy 30L,** multiple trees beginning 2510' from DER, 503' left of centerline, up to 107' AGL/521' MSL.
Multiple trees beginning 737' from DER, 32' right of centerline, up to 99' AGL/508' MSL.

**CAIRO, IL**

CAIRO RGNL (CIR)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 27JUN13 (13178) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 2,** bushes beginning 14' from DER, left and right of centerline, up to 15' AGL/336' MSL.
Trees beginning 142' from DER, 293' right of centerline, up to 62' AGL/372' MSL.
Poles beginning 298' from DER, 215' right of centerline, up to 43' AGL/343' MSL.
Trees beginning 551' from DER, left and right of centerline, up to 100' AGL/424' MSL.

**Rwy 14,** light support structure 10' from DER, 56' left of centerline, 1' AGL/321' MSL.
Trees beginning 37' from DER, 413' right of centerline, up to 11' AGL/ 321' MSL.
Trees beginning 44' from DER, 357' left of centerline, up to 39' AGL/ 353' MSL.
Trees beginning 651' from DER, left and right of centerline, up to 105' AGL/ 417' MSL.

**Rwy 20,** trees beginning 38' from DER, 84' left of centerline, up to 34' AGL/349' MSL.
Tree 39' from DER, 79' right of centerline, up to 8' AGL/323' MSL.
Trees beginning 1600' from DER, left and right of centerline, up to 121' AGL/440' MSL.

**Rwy 32,** REIL 10' from DER, 91' right of centerline, 1' AGL/ 314' MSL.
Sign 11' from DER, 125' left of centerline, 4' AGL/ 316' MSL.
Trees beginning 257' from DER, 77' right of centerline, up to 41' AGL/ 354' MSL.
Trees beginning 662' from DER, 12' left of centerline, up to 91' AGL/ 403' MSL.
Trees beginning 1093' from DER, left and right of centerline, up to 107' AGL/420' MSL.

**CANTON, IL**

INGERSOLL (CTK)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 17APR25 (25107) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 9,** pole 9' from DER, 40' left of centerline, 2' AGL/683' MSL.
Tree 481' from DER, 426' left of centerline, 699' MSL.
Trees beginning 562' from DER, 373' right of centerline, up to 703' MSL.
Trees beginning 958' from DER, 375' left of centerline, up to 720' MSL.
Trees beginning 1074' from DER, 47' left of centerline, up to 723' MSL.
Tree 1197' from DER, 724' right of centerline, 725' MSL.
Trees beginning 1370' from DER, 549' right of centerline, up to 738' MSL.
Tree 1504' from DER, 563' left of centerline, 727' MSL.
Trees beginning 1535' from DER, 424' left of centerline, up to 730' MSL.

**Rwy 18,** utility building 20' from DER, 79' left of centerline, 1' AGL/671' MSL.
Utility building 22' from DER, 75' right of centerline, 2' AGL/671' MSL.
Trees beginning 589' from DER, 472' right of centerline, up to 695' MSL.
Pole 637' from DER, 556' left of centerline, 26' AGL/688' MSL.
Pole, trees beginning 746' from DER, 675' left of centerline, up to 36' AGL/699' MSL.
Tree 781' from DER, 490' right of centerline, 697' MSL.
Tree 800' from DER, 691' right of centerline, 698' MSL.
Tree 1105' from DER, 504' right of centerline, 711' MSL.
Tree 1274' from DER, 503' right of centerline, 712' MSL.
Tree 1277' from DER, 275' right of centerline, 724' MSL.
Tree 1786' from DER, 188' left of centerline, 716' MSL.

**CON'T**



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**CANTON, IL (CON'T)**

INGERSOLL (CTK) (CON'T)

**Rwy 27,** trees beginning 41' from DER, 291' left of centerline, up to 24' AGL/701' MSL.
Tree 87' from DER, 246' right of centerline, 695' MSL.
Tree 224' from DER, 249' right of centerline, 698' MSL.
Tree 400' from DER, 250' right of centerline, 711' MSL.
Tree 659' from DER, 330' right of centerline, 717' MSL.
Tree 879' from DER, 689' left of centerline, 713' MSL.
Trees beginning 960' from DER, 576' right of centerline, up to 739' MSL.
Trees, pole beginning 1155' from DER, 658' left of centerline, up to 737' MSL.
**Rwy 36,** terrain 118' from DER, 406' left of centerline, 686' MSL.
Fence 621' from DER, 567' left of centerline, 9' AGL/699' MSL.
Tree 860' from DER, 569' left of centerline, 709' MSL.
Tree 967' from DER, 571' left of centerline, 716' MSL.
Tree 1136' from DER, 570' left of centerline, 717' MSL.
Trees beginning 1210' from DER, 27' right of centerline, up to 81' AGL/758' MSL.
Tree 1709' from DER, 53' left of centerline, 734' MSL.
Trees beginning 1771' from DER, 190' left of centerline, up to 742' MSL.
Tree 2049' from DER, 527' left of centerline, 746' MSL.
Tree 2285' from DER, 13' left of centerline, 749' MSL.
Tree 2688' from DER, 502' right of centerline, 83' AGL/761' MSL.
Tree 4915' from DER, 1804' left of centerline, 100' AGL/806' MSL.

**CARBONDALE/MURPHYSBORO, IL**

SOUTHERN ILLINOIS (MDH)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 11FEB10 (10042) (FAA)

TAKEOFF MINIMUMS:
**Rwys 18L,18R,** std. w/ min. climb of 225' per NM to 1100, or 900-2½ for climb in visual conditions.
DEPARTURE PROCEDURE:
**Rwys 18L,18R,** for climb in visual conditions, cross Southern Illinois airport at or above 1200 MSL before proceeding on course.
TAKEOFF OBSTACLE NOTES:
**Rwy 6,** road 179' from DER, 214' left of centerline, 418' MSL.
**Rwy 18L,** tree 3235' from DER, 696' right of centerline, 100' AGL/497' MSL.
Antenna 2731' from DER, 458' left of centerline, 100' AGL/483' MSL.
Tower 2780' from DER, 484' left of centerline, 100' AGL/483' MSL.
Pole 1166' from DER, 192' right of centerline, 100' AGL/439' MSL.
**Rwy 24,** trees beginning 633' from DER left and right of centerline up to 100' AGL/485' MSL.
**Rwy 36L,** trees beginning 480' from DER left and right of centerline up to 100' AGL/479' MSL.

**CARMI, IL**

CARMI MUNI (CUL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 20OCT11 (11293) (FAA)

TAKEOFF OBSTACLE NOTES:
**Rwy 18,** tree 4288' from DER, 930' right of centerline, 100' AGL/499' MSL.
**Rwy 36,** tree 3078' from DER, 41' left of centerline, 100' AGL/499' MSL.

**CASEY, IL**

CASEY MUNI (1H8)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 29JUL10 (10210) (FAA)

TAKEOFF MINIMUMS:
**Rwys 18, 36,** NA-Environmental.
TAKEOFF OBSTACLE NOTES:
**Rwy 4,** tank 4010' from DER, 1464' right of centerline, 140' AGL/785' MSL.
Vehicle on road 651' from DER, 539' right of centerline, 15' AGL/671' MSL.
Trees 998' from DER, 463' right of centerline, 100' AGL/756' MSL.
**Rwy 22,** vehicle on road 255' from DER, 399' left of centerline, 15' AGL/671' MSL.
Trees 2297' from DER, 766' right of centerline, 100' AGL/756' MSL.

**CENTRALIA, IL**

CENTRALIA MUNI (ENL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 31MAY12 (12152) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 9,** trees beginning 208' from DER, 494' right of centerline, up to 100' AGL/624' MSL.
Trees beginning 528' from DER, 653 ' left of centerline, up to 100' AGL/624' MSL.
**Rwy 18,** trees beginning 60' from DER, 265' left of centerline, up to 100' AGL/562' MSL.
Trees beginning 77' from DER, 207' right of centerline, up to 100' AGL/603' MSL.
Silo 1115' from DER, 755' right of centerline, 73' AGL/608' MSL.
**Rwy 27,** trees beginning 1169' from DER, 493' left of centerline, up to 100' AGL/624' MSL.
Trees beginning 1793' from DER, 377' right of centerline, up to 100' AGL/619' MSL.
**Rwy 36,** trees and poles beginning 37' from DER, 5' right of centerline, up to 100' AGL/604' MSL.
Trees, poles, and buildings beginning 203' from DER, 363' left of centerline, up to 100' AGL/610' MSL.

**CHAMPAIGN/URBANA, IL**

UNIVERSITY OF ILLINOIS/WILLARD (CMI)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 15SEP16 (22027) (FAA)

DEPARTURE PROCEDURE:

**Rwy 4,** climb heading 044° to 1300 before turning left.

TAKEOFF OBSTACLE NOTES:

**Rwy 4,** trees beginning 928' from DER, 554' right of centerline, up to 785' MSL.
Trees beginning 1217' from DER, 339' right of centerline, up to 792' MSL.
Tree 1339' from DER, 474' right of centerline, 798' MSL.
Trees beginning 1343' from DER, 166' right of centerline, up to 802' MSL.
Tree 1695' from DER, 535' right of centerline, 803' MSL.
Trees beginning 1699' from DER, 233' right of centerline, up to 804' MSL.
Tree 1728' from DER, 115' left of centerline, 789' MSL.
Tree 2249' from DER, 441' left of centerline, 808' MSL.
Trees beginning 2352' from DER, 411' right of centerline, up to 811' MSL.
Tree 3096' from DER, 121' right of centerline, 826' MSL.
Tree 3502' from DER, 391' right of centerline, 837' MSL.
Tree 3705' from DER, 380' right of centerline, 843' MSL.
**Rwy 14R,** rod on ol and pole beginning 527' from DER, 388' left of centerline, up to 759' MSL.
Tower and rod on ol gs beginning 543' from DER, 437' left of centerline, up to 37' AGL/780' MSL.
**Rwy 32L,** tower and asr beginning 1914' from DER, 346' left of centerline, up to 79' AGL/832' MSL.
**Rwy 32R,** pole and rod on ol pole beginning 844' from DER, 713' right of centerline, up to 33' AGL/783' MSL.

**CHETEK, WI**

CHETEK MUNI/SOUTHWORTH (Y23)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-B 20APR23 (23110) (FAA)

TAKEOFF MINIMUMS:

**Rwys 7, 25,** NA-Environmental.

TAKEOFF OBSTACLE NOTES:

**Rwy 17,** trees beginning 44' from DER, 13' left of centerline, up to 100' AGL/1120' MSL.
Vehicle on road 355' from DER, across centerline, 15' AGL/1070' MSL.
Multiple poles beginning 338' from DER, 278' left of centerline, up to 29' AGL/1079' MSL.
AG equipment beginning 27' from DER, 451' right of centerline, 19' AGL/1073' MSL.
Pole 294' from DER, 299' right of centerline, 16' AGL/1070' MSL.
Trees beginning 343' from DER, 7' right of centerline, up to 100' AGL/1137' MSL.
**Rwy 35,** beacon 79' from DER, 448' left of centerline, 48' AGL/1103' MSL.
Multiple buildings beginning 154' from DER, 339' left of centerline, up to 28' AGL/1082' MSL.
Multiple poles beginning 881' from DER, 135' left of centerline, up to 34' AGL/1088' MSL.
Multiple antennas beginning 1141' from DER, 40' left of centerline, up to 58' AGL/1107' MSL.
Trees beginning 324' from DER, 4' left of centerline, up to 100' AGL/1146' MSL.
Fence 80' from DER, 145' right of centerline, 6' AGL/1061' MSL.
Multiple buildings beginning 144' from DER, 102' right of centerline, up to 22' AGL/1081' MSL.
Multiple poles beginning 452' from DER, 14' right of centerline, up to 75' AGL/1088' MSL.
Trees beginning 64' from DER, 1' right of centerline, up to 100' AGL/1141' MSL.


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**CHICAGO, IL**

CHICAGO MIDWAY INTL (MDW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 13 12JUN25 (25163) (FAA)

DEPARTURE PROCEDURE:

**Rwys 4L/R,** climbing right turn to 2400 heading 100° before proceeding on course.
**Rwy 13L,** climb heading 138° to 1500 before turning.
**Rwy 13R,** climb heading 138° to 1400 before turning.
**Rwys 22L/R,** climb heading 227° to 1400 before turning.
**Rwy 31L,** climb heading 318° to 1400 before turning.
**Rwy 31R,** climb heading 318° to 1500 before turning.

TAKEOFF OBSTACLE NOTES:

**Rwy 4L,** fence 2' from DER, 421' left of centerline, 8' AGL/610' MSL.
Fence beginning 18' from DER, 256' left of centerline, up to 11' AGL/616' MSL.
Vehicle on road 143' from DER, 161' left of centerline, 620' MSL.
Poles, building beginning 166' from DER, 4' left of centerline, up to 24' AGL/630' MSL.
Poles, tree beginning 374' from DER, 19' right of centerline, up to 28' AGL/633' MSL.
Poles beginning 621' from DER, 27' right of centerline, up to 34' AGL/639' MSL.
Poles beginning 744' from DER, 26' left of centerline, up to 26' AGL/631' MSL.
Poles, tree beginning 1154' from DER, 14' left of centerline, up to 41' AGL/646' MSL.
Tower, pole beginning 1365' from DER, 50' right of centerline, up to 42' AGL/647' MSL.
Sign 1596' from DER, 20' right of centerline, 44' AGL/657' MSL.
Trees, signs beginning 1611' from DER, 33' right of centerline, up to 671' MSL.
Sign, trees beginning 1946' from DER, 19' left of centerline, up to 88' AGL/691' MSL.
Trees, tower beginning 2154' from DER, 145' right of centerline, up to 679' MSL.
**Rwy 4R,** poles, fence beginning 40' from DER, 21' left of centerline, up to 34' AGL/639' MSL.
Pole 45' from DER, 475' right of centerline, 26' AGL/628' MSL.
Poles, fence, NAVAID beginning 225' from DER, on centerline, up to 29' AGL/634' MSL.
Transmission lines, poles, trees beginning 830' from DER, 9' right of centerline, up to 39' AGL/644' MSL.
Poles, transmission lines beginning 891' from DER, 43' left of centerline, up to 38' AGL/641' MSL.
Trees, transmission lines, poles, sign beginning 905' from DER, 73' left of centerline, up to 671' MSL.
Tree, tramway beginning 1374' from DER, 570' right of centerline, up to 657' MSL.
Trees beginning 1448' from DER, 369' left of centerline, up to 679' MSL.
Tower 1823' from DER, 110' right of centerline, 61' AGL/672' MSL.
**Rwy 13L,** building 37' from DER, 470' right of centerline, 23' AGL/630' MSL.
Trees, poles, smokestack, NAVAID, transmission lines, buildings beginning 73' from DER, on centerline, up to 641' MSL.
Building 101' from DER, 253' left of centerline, 15' AGL/625' MSL.
Transmission line, fence beginning 229' from DER, 51' left of centerline, up to 28' AGL/638' MSL.
Tree, poles, building beginning 270' from DER, 143' left of centerline, up to 640' MSL.
Building, poles beginning 391' from DER, 32' left of centerline, up to 32' AGL/641' MSL.
Tree, poles, building, sign beginning 503' from DER, 2' left of centerline, up to 647' MSL.
Trees, poles, transmission lines, buildings beginning 613' from DER, 16' right of centerline, up to 660' MSL.
Transmission lines, poles beginning 661' from DER, 12' left of centerline, up to 39' AGL/649' MSL.
Tree, pole, transmission line, building beginning 708' from DER, 12' left of centerline, up to 680' MSL.
Trees beginning 1536' from DER, 79' right of centerline, up to 667' MSL.
Trees beginning 1624' from DER, 116' right of centerline, up to 670' MSL.
Tree 1728' from DER, 937' left of centerline, 684' MSL.
Tree 1793' from DER, 757' right of centerline, 673' MSL.
Tree 1903' from DER, 731' right of centerline, 678' MSL.
Trees beginning 2038' from DER, 568' right of centerline, up to 679' MSL.
Tree 2310' from DER, 869' right of centerline, 684' MSL.
Trees beginning 2368' from DER, 393' right of centerline, up to 689' MSL.
Tree 2799' from DER, 620' right of centerline, 700' MSL.
**Rwy 13R,** building 79' from DER, 334' right of centerline, 23' AGL/636' MSL.
Pole 262' from DER, 255' left of centerline, 11' AGL/621' MSL.
Building 458' from DER, 594' right of centerline, 50' AGL/660' MSL.
Building 659' from DER, 291' right of centerline, 49' AGL/661' MSL.
Building 689' from DER, 367' right of centerline, 50' AGL/663' MSL.
Trees, poles, transmission line beginning 977' from DER, 52' right of centerline, up to 692' MSL.
**Rwy 22L,** poles, building, trees beginning 73' from DER, 1' left of centerline, up to 31' AGL/648' MSL.
Poles beginning 464' from DER, 75' right of centerline, up to 38' AGL/653' MSL.
Trees, transmission lines, buildings, poles beginning 603' from DER, 1' left of centerline, up to 689' MSL.
Trees, poles, buildings, transmission lines beginning 648' from DER, 1' right of centerline, up to 675' MSL.
Tree 2094' from DER, 705' right of centerline, 679' MSL.
Tree 2248' from DER, 598' right of centerline, 682' MSL.
Tree 2664' from DER, 542' right of centerline, 686' MSL.
Pole 3991' from DER, 1230' left of centerline, 107' AGL/739' MSL.
Tank, water tower beginning 4100' from DER, 160' right of centerline, up to 113' AGL/728' MSL.
Pole 4356' from DER, 845' left of centerline, 107' AGL/740' MSL.
Poles beginning 4484' from DER, 570' left of centerline, up to 107' AGL/743' MSL.
**Rwy 22R,** fence beginning 7' from DER, 132' right of centerline, up to 12' AGL/630' MSL.
Pole, fence beginning 83' from DER, 63' right of centerline, up to 18' AGL/636' MSL.
Trees, poles, buildings, fence beginning 142' from DER, 1' right of centerline, up to 647' MSL.
Fence beginning 201' from DER, on and left of centerline, up to 13' AGL/630' MSL.
Poles, fence beginning 281' from DER, 7' left of centerline, up to 18' AGL/635' MSL.

**CON'T**



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## CHICAGO, IL (CON'T)

### CHICAGO MIDWAY INTL (MDW) (CON'T)

**Rwy 22R (CON'T),** transmission line, buildings beginning 330' from DER, 5' right of centerline, up to 34' AGL/650' MSL.
Tree, building, pole, fence beginning 365' from DER, 25' left of centerline, up to 637' MSL.
Transmission lines, buildings beginning 381' from DER, 44' right of centerline, up to 37' AGL/654' MSL.
Tree, pole beginning 471' from DER, 97' left of centerline, up to 640' MSL.
Building 491' from DER, 154' left of centerline, 30' AGL/647' MSL.
Trees, buildings, poles, transmission lines beginning 492' from DER, 31' right of centerline, up to 668' MSL.
Transmission line 509' from DER, 28' left of centerline, 35' AGL/650' MSL.
Poles, transmission line, building beginning 574' from DER, 46' left of centerline, up to 37' AGL/653' MSL.
Transmission line 662' from DER, 182' left of centerline, 39' AGL/655' MSL.
Trees, pole beginning 676' from DER, 28' left of centerline, up to 660' MSL.
Trees, buildings beginning 765' from DER, 29' left of centerline, up to 668' MSL.
Tree, building beginning 853' from DER, 47' left of centerline, up to 672' MSL.
Trees, buildings beginning 861' from DER, 30' right of centerline, up to 675' MSL.
Trees, poles, buildings, transmission lines beginning 880' from DER, 18' left of centerline, up to 675' MSL.
Trees, building beginning 1275' from DER, 85' left of centerline, up to 677' MSL.
Trees beginning 1386' from DER, 192' right of centerline, up to 689' MSL.
Tree 2325' from DER, 219' left of centerline, 679' MSL.
Tree 2479' from DER, 326' left of centerline, 682' MSL.
Tank, water tower beginning 4331' from DER, 763' left of centerline, up to 113' AGL/728' MSL.
**Rwy 31L,** terrain 14' from DER, 501' right of centerline, 608' MSL.
Sign 67' from DER, 349' right of centerline, 5' AGL/611' MSL.
Sign 82' from DER, 167' left of centerline, 2' AGL/610' MSL.
Building 338' from DER, 559' left of centerline, 49' AGL/657' MSL.
Building, trees, pole beginning 538' from DER, 57' left of centerline, up to 53' AGL/661' MSL.
Tree 1410' from DER, 51' right of centerline, 648' MSL.
Tree 1716' from DER, 192' left of centerline, 662' MSL.
Tree 1723' from DER, 6' right of centerline, 658' MSL.
Tree 2142' from DER, 689' left of centerline, 674' MSL.
**Rwy 31R,** trees, NAVAID beginning 83' from DER, on and left of centerline, up to 648' MSL.
Pole, NAVAID, building beginning 140' from DER, 309' right of centerline, up to 29' AGL/634' MSL.
Transmission line, poles, tree beginning 315' from DER, 20' right of centerline, up to 34' AGL/639' MSL.
Tree 342' from DER, 558' left of centerline, 654' MSL.
Trees, poles, transmission lines, building beginning 395' from DER, 13' left of centerline, up to 658' MSL.
Trees, poles, transmission lines, building beginning 563' from DER, 41' right of centerline, up to 647' MSL.
Transmission lines, poles beginning 1116' from DER, 123' right of centerline, up to 46' AGL/651' MSL.
Trees beginning 1204' from DER, 134' left of centerline, up to 670' MSL.
Tree 1585' from DER, 756' right of centerline, 652' MSL.
Trees beginning 1598' from DER, 654' right of centerline, up to 658' MSL.
Trees beginning 1663' from DER, 435' right of centerline, up to 666' MSL.
Building spire 2213' from DER, 709' left of centerline, 77' AGL/682' MSL.
Tree 2374' from DER, 712' right of centerline, 673' MSL.
Tank 5574' from DER, 1451' right of centerline, 162' AGL/756' MSL.
Water tower 5606' from DER, 1420' right of centerline, 160' AGL/757' MSL.

### CHICAGO O'HARE INTL (ORD)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 23 02DEC21 (21336) (FAA)

TAKEOFF MINIMUMS:

**Rwy 22R,** NA-ATC.
**Rwys 27L/C,** std. w/min. climb of 220' per NM to 1800.
**Rwy 27R,** std. w/min. climb of 220' per NM to 1700.
**Rwy 28L,** std. w/min. climb of 210' per NM to 900, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1300' prior to DER.

TAKEOFF OBSTACLE NOTES:

**Rwy 4L,** lighting 6' from DER, 108' right of centerline, 2' AGL/649' MSL.
Pole 587' from DER, 614' right of centerline, 663' MSL.
Building 3275' from DER, 1320' right of centerline, 93' AGL/734' MSL.
Bldg_twr 3301' from DER, 1248' right of centerline, 109' AGL/750' MSL.
Tower, vehicle on road beginning 3341' from DER, 1206' right of centerline, 107' AGL/747' MSL.
**Rwy 4R,** tree 809' from DER, 610' right of centerline, 675' MSL.
Trees beginning 1108' from DER, 689' right of centerline, up to 700' MSL.
Tree 1306' from DER, 823' right of centerline, 711' MSL.
Antenna 4857' from DER, 1500' right of centerline, 777 MSL.
**Rwy 9C,** terrain 417' from DER, 586' right of centerline, 666' MSL.
**Rwy 9L,** building 2771' from DER, 1233' right of centerline, 94' AGL/745' MSL.
**Rwy 9R**, pole 1026' from DER, 754' right of centerline, 680' MSL.
Pole 1074' from DER, 775' left of centerline, 683' MSL.
Vehicle on road, poles beginning 1076' from DER, 775' left of centerline, up to 41' AGL/684' MSL.
Poles beginning 1171' from DER, 764' right of centerline, up to 682' MSL.
**Rwy 10C,** tower 1169' from DER, 778' left of centerline, 41' AGL/694' MSL.
**CON'T**



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**CHICAGO, IL (CON'T)**

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

**Rwy 10L,** bldg, sign beginning 2517' from DER, 729' right of centerline, 88' AGL/732' MSL.
Tower 3958' from DER, 1287' right of centerline, 127' AGL/771' MSL.
Pole 4388' from DER, 1585' left of centerline, 124' AGL/762' MSL.
Antenna 4390' from DER, 1585' left of centerline, 125' AGL/763' MSL.
**Rwy 10R**, tree 2218' from DER, 1016' right of centerline, 714' MSL.
Tree 2248' from DER, 777' right of centerline, 716' MSL.
Tree 2358' from DER, 821' right of centerline, 717' MSL.
Trees beginning 2365' from DER, 732' right of centerline, up to 720' MSL.
Trees beginning 2415' from DER, 690' right of centerline, up to 71' AGL/724' MSL.
**Rwy 22L,** pole 1301' from DER, 737' right of centerline, 39' AGL/694' MSL.
**Rwy 27C,** terrain 330' from DER, 577' left of centerline, 684' MSL.
Tree 2426' from DER, 593' left of centerline, 737' MSL.
Tree 2494' from DER, 683' right of centerline, 88' AGL/751 MSL.
**Rwy 27L,** terrain 486' from DER, 593' right of centerline, 681' MSL.
Terrain 779' from DER, 661' right of centerline, 688' MSL.
Terrain beginning 1177' from DER, 717' left of centerline, up to 707' MSL.
Tree 2426' from DER, 1013' right of centerline, 737' MSL.
**Rwy 27R,** pole 1051' from DER, 739' left of centerline, 707' MSL.
Vehicle on road 1071' from DER, 560' right of centerline, 698' MSL.
Tree 1248' from DER, 815' right of centerline, 712' MSL.
Tank 1509' from DER, 886' left of centerline, 56' AGL/726' MSL.
Vehicle on road, elevator beginning 2777' from DER, 1019' left of centerline, up to 111' AGL/777' MSL.
**Rwy 28C,** tree, vehicle on road beginning 2373' from DER, 1099' left of centerline, up to 737' MSL.
Tree 2559' from DER, 257' right of centerline, 737' MSL.
Tree, vehicle on road, 2719' from DER, 1194' left of centerline, up to 80' AGL/750' MSL.
Tree 3526' from DER, 695' left of centerline, 768' MSL.
Vehicle on road 3538' from DER, 702' left of centerline, 97' AGL/771' MSL.
**Rwy 28L,** vehicle on road beginning 590' from DER, 656' left of centerline, up to 700' MSL.
Vehicle on road, pole beginning 1070' from DER, 697' left of centerline, up to 707' MSL.
Tree 1583' from DER, 803' left of centerline, 724' MSL.
Tree 1608' from DER, 777' left of centerline, 727' MSL.
Trees beginning 1675' from DER, 759' left of centerline, up to 728' MSL.
Trees beginning 1748' from DER, 724' left of centerline, up to 732' MSL.
Trees beginning 1911' from DER, 788' left of centerline, up to 79' AGL/751' MSL.
Tree, vehicles on road beginning 2552' from DER, 717' left of centerline, up to 758' MSL.
Tank 5893' from DER, 740' right of centerline, 167 AGL/834 MSL.
**Rwy 28R,** tree 2559' from DER, 942' left of centerline, 737' MSL.

LANSING MUNI (IGQ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 02JUL09 (09183) (FAA)

TAKEOFF MINIMUMS:
**Rwy 36,** 300-1¼ or std. w/ min. climb of 322' per NM to 900.

DEPARTURE PROCEDURE:
**Rwy 36,** climb heading 002° to 1200 before proceeding on course.

TAKEOFF OBSTACLE NOTES:
**Rwy 9,** poles beginning 1203' from DER, from left to right of centerline, up to 32' AGL/647' MSL.
Building 1882' from DER, 964' left of centerline, 50' AGL/668' MSL.
Tower 4314' from DER, 664' left of centerline, 149' AGL/764' MSL.
**Rwy 18,** trees beginning 381' from DER, 440' right of centerline, up to 42' AGL/661' MSL.
**Rwy 27,** hangar and building beginning 254' from DER, 69' right of centerline, up to 26' AGL/641' MSL.
Trees, antennas, antennas on buildings, signs, light poles, and road with vehicles beginning 326' from DER, from left to right of centerline, up to 68' AGL/683' MSL.
Tank 575' from DER, 65' left of centerline, 16' AGL/630' MSL.
**Rwy 36,** pole 5546' from DER, 1932' right of centerline, 164' AGL/777' MSL.

**CHICAGO/AURORA, IL**

AURORA MUNI (ARR)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 25OCT07 (07298) (FAA)

TAKEOFF OBSTACLE NOTES:
**Rwy 9,** vehicle on road 794' from DER, right and left of centerline, 15' AGL/734' MSL.
Multiple trees beginning 4126' from DER, on centerline, 100' AGL/819' MSL.
**Rwy 15,** multiple trees, power poles and road beginning 900' from DER, 47' right of centerline, up to 100' AGL/809' MSL.
Power pole 1313' from DER, 47' left of centerline, 34' AGL/733' MSL.
**Rwy 18,** multiple power poles beginning 1218' from DER, 190' right of centerline, up to 35' AGL/734' MSL.
Multiple trees beginning 3646' from DER, on centerline up to 100' AGL/809' MSL.
**Rwy 27,** vehicle on road 1020' from DER, right and left of centerline, 15' AGL/734' MSL.
**Rwy 33,** multiple trees and road beginning 788' from DER, 238' right of centerline, up to 79' AGL/788' MSL.
Road and power pole beginning 577' from DER, 137' left of centerline, up to 38' AGL/747' MSL.
**Rwy 36,** tree, pole and fence beginning 31' from DER, 169' left of centerline, up to 35' AGL/734' MSL.
Vehicle on road beginning 1099' from DER, right and left of centerline, 15' AGL/734' MSL.

## CHICAGO/LAKE IN THE HILLS, IL

LAKE IN THE HILLS (3CK)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 31OCT24 (24305) (FAA)

TAKEOFF OBSTACLE NOTES:

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

## CHICAGO/PROSPECT HEIGHTS/WHEELING, IL

CHICAGO EXEC (PWK)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3A 01FEB18 (21112) (FAA)

TAKEOFF MINIMUMS:

**Rwys 6, 24,** NA - ATC request.
**Rwy 12,** 300-1½ or std. w/ min. climb of 230' per NM to 900, or alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1700' prior to DER.
**Rwy 30,** 300-1 or std. w/ min. climb of 250' per NM to 900, or alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 2000' prior to DER.

TAKEOFF OBSTACLE NOTES:

**Rwy 12,** building, pole beginning 53' from DER, 57' right of centerline, up to 16' AGL/658' MSL.
Vehicles on traverse way beginning 114' from DER, 484' right of centerline, up to 15' AGL/664' MSL.
Fence, pole beginning 126' from DER, 31' left of centerline, up to 8' AGL/648' MSL.
Building, fence beginning 192' from DER, 133' right of centerline, up to 22' AGL/663' MSL.
Vehicles on traverse way, fence beginning 202' from DER, 7' left of centerline, up to 655' MSL.
Lighting, sign, vehicles on traverse way, building beginning 243' from DER, 51' left of centerline, up to 678' MSL.
Building, tree, vehicles on traverse way, pole beginning 255' from DER, 35' right of centerline, up to 35' AGL/677' MSL.
Tree, vehicles on traverse way, pole beginning 417' from DER, 47' left of centerline, up to 696' MSL.
Tree, pole beginning 561' from DER, 110' left of centerline, up to 699' MSL.
Tree, pole beginning 620' from DER, 6' left of centerline, up to 702' MSL.
Building, pole beginning 661' from DER, 14' right of centerline, up to 32' AGL/681' MSL.
Tree, pole, vehicles on traverse way beginning 712' from DER, 80' right of centerline, up to 684' MSL.
Trees beginning 797' from DER, 139' left of centerline, up to 709' MSL.
Pole, vehicles on traverse way, tree, transmission line beginning 838' from DER, 45' right of centerline, up to 36' AGL/690' MSL.
Tree, vehicles on traverse way beginning 931' from DER, 26' left of centerline, up to 80' AGL/717' MSL.
Tree, pole, transmission line beginning 1186' from DER, 89' right of centerline, up to 703' MSL.
Tree, building, pole beginning 1394' from DER, 112' right of centerline, up to 715' MSL.
Trees beginning 1945' from DER, 44' left of centerline, up to 725' MSL.
Trees beginning 2026' from DER, 20' left of centerline, up to 738' MSL.
Trees beginning 2373' from DER, 66' right of centerline, up to 100' AGL/731' MSL.
Building 4040' from DER, 1148' right of centerline, 114' AGL/755' MSL.
Building 4117' from DER, 1190' right of centerline, 128' AGL/769' MSL.
Pole 1 NM from DER, 2072' left of centerline, 138' AGL/798' MSL.
Building 1.1 NM from DER, 141' left of centerline, 174' AGL/834' MSL.
Building 1.1 NM from DER, 141' left of centerline, 152' AGL/818' MSL.
**Rwy 16,** general utility 39' from DER, 113' right of centerline, 4' AGL/646' MSL.
Building 55' from DER, 464' right of centerline, 656' MSL.
Building, vehicles on traverse way beginning 91' from DER, 298' right of centerline, up to 658' MSL.
Pole, sign, vehicles on traverse way beginning 275' from DER, 25' right of centerline, up to 29' AGL/672' MSL.
NAVAID 297' from DER, 2' left of centerline, 11' AGL/653' MSL.
Vehicles on traverse way beginning 306' from DER, 365' left of centerline, up to 15' AGL/671' MSL.
Vehicles on traverse way, 319' from DER, 230' left of centerline, 15' AGL/672' MSL.
Vehicles on traverse way beginning 402' from DER, 11' left of centerline, up to 15' AGL/673' MSL.
Tree, transmission line, pole beginning 442' from DER, 62' right of centerline, up to 682' MSL.
**CON'T**




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

### CHICAGO EXEC (PWK) (CON'T)

**Rwy 16 (CON'T),** tree, building beginning 573' from DER, 34' left of centerline, up to 38' AGL/680' MSL.
Tree 1026' from DER, 237' right of centerline, 684' MSL.
Tree, pole beginning 1082' from DER, 23' right of centerline, up to 688' MSL.
Tree 1094' from DER, 642' left of centerline, 684' MSL.
Tree, building beginning 1102' from DER, 33' left of centerline, up to 685' MSL.
Trees beginning 1237' from DER, 252' left of centerline, up to 689' MSL.
Trees beginning 1248' from DER, 285' right of centerline, up to 693' MSL.
Tree 1370' from DER, 349' left of centerline, 695' MSL.
Tree, tower beginning 1461' from DER, 183' left of centerline, up to 78' AGL/717' MSL.
Trees beginning 1502' from DER, 14' right of centerline, up to 79' AGL/720' MSL.
Tree 2073' from DER, 894' left of centerline, 718' MSL.
Trees beginning 2173' from DER, 97' right of centerline, up to 726' MSL.
**Rwy 30,** fence 25' from DER, 108' left of centerline, 5' AGL/650' MSL.
Vehicles on traverse way, fence beginning 47' from DER, 25' right of centerline, up to 658' MSL.
Tree 56' from DER, 285' left of centerline, 36' AGL/683' MSL.
Tree, vehicles on traverse way, fence beginning 77' from DER, 41' left of centerline, up to 689' MSL.
Building, vehicles on traverse way, pole beginning 79' from DER, 66' right of centerline, up to 670' MSL.
Pole, vehicles on traverse way, tree, transmission line beginning 235' from DER, 99' right of centerline, up to 34' AGL/678' MSL.
Building 383' from DER, 594' left of centerline, 44' AGL/691' MSL.
Tree, building beginning 393' from DER, 1' left of centerline, up to 697' MSL.
Tree, building, transmission line, pole beginning 523' from DER, 240' right of centerline, up to 679' MSL.
Tree, building, pole, transmission line beginning 636' from DER, 48' right of centerline, up to 689' MSL.
Tree, building, pole beginning 794' from DER, 123' right of centerline, up to 709' MSL.
Trees beginning 1114' from DER, 82' left of centerline, up to 702' MSL.
Trees beginning 1267' from DER on centerline, up to 89' AGL/730' MSL.
Trees beginning 1580' from DER, 51' left of centerline, up to 712' MSL.
Transmission line 2741' from DER, 1053' left of centerline, 110' AGL/760' MSL.
Transmission line, tree beginning 2977' from DER, 96' left of centerline, up to 118' AGL/768' MSL.
Transmission line 3858' from DER, 172' right of centerline, 757' MSL.
Transmission line beginning 3873' from DER, 160' right of centerline, up to 108' AGL/776' MSL.
Transmission line 4732' from DER, 1004' right of centerline, 133' AGL/778' MSL.
Transmission line 4792' from DER, 938' right of centerline, 141' AGL/790' MSL.
Tank, transmission line beginning 5087' from DER, 760' right of centerline, up to 802' MSL.
**Rwy 34,** sign 26' from DER, 492' right of centerline, 11' AGL/645' MSL.
Sign, general utility beginning 29' from DER, 115' left of centerline, up to 6' AGL/646' MSL.
General utility 39' from DER, 115' right of centerline, 6' AGL/647' MSL.
Tree, pole, vehicles on traverse way beginning 115' from DER, 55' left of centerline, up to 723' MSL.
Vehicles on traverse way 392' from DER, 584' right of centerline, 15' AGL/678' MSL.
Vehicles on traverse way beginning 526' from DER, 331' right of centerline, up to 15' AGL/679' MSL.
Tree, vehicles on traverse way beginning 594' from DER, 29' right of centerline, up to 686' MSL.
Tree, building, pole, transmission line beginning 708' from DER, 225' right of centerline, up to 697' MSL.
Trees beginning 1507' from DER, 491' right of centerline, up to 700' MSL.
Tree, transmission line, pole beginning 1661' from DER, 53' right of centerline, up to 701' MSL.
Trees beginning 2131' from DER, 121' right of centerline, up to 712' MSL.
Tree 2862' from DER, 637' right of centerline, 716' MSL.
Tree 2927' from DER, 106' right of centerline, 723' MSL.
Trees beginning 2986' from DER, 373' right of centerline, up to 727' MSL.

## CHICAGO/ROCKFORD, IL

### CHICAGO/ROCKFORD INTL (RFD)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 11AUG22 (22223) (FAA)

TAKEOFF MINIMUMS:
**Rwy 7,** 300-1⅛ or std. w/min. climb of 230' per NM to 1000, or alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1700' prior to DER.

TAKEOFF OBSTACLE NOTES:
**Rwy 1,** tree 1287' from DER, 674' left of centerline, 772' MSL.
Tree 1481' from DER, 895' left of centerline, 779' MSL.
Trees, transmission line, pole beginning 1522' from DER, 658' left of centerline, up to 784' MSL.
Tree 1692' from DER, 893' left of centerline, 787' MSL.
Tree 1967' from DER, 843' left of centerline, 794' MSL.
**Rwy 7,** general utility 38' from DER, 146' right of centerline, 6' AGL/739' MSL.
General utility 38' from DER, 150' left of centerline, 3' AGL/737' MSL.
Pole 544' from DER, 596' right of centerline, 771' MSL.
Transmission line, poles, buildings, traverse way beginning 554' from DER, 274' right of centerline, up to 36' AGL/773' MSL.
Transmission line, pole beginning 958' from DER, 660' right of centerline, up to 40' AGL/775' MSL.
Trees beginning 1021' from DER, 591' right of centerline, up to 787' MSL.
Trees beginning 1110' from DER, 472' right of centerline, up to 61' AGL/794' MSL.
Trees beginning 1204' from DER, 157' right of centerline, up to 802' MSL.
Trees beginning 1529' from DER, 353' left of centerline, up to 779' MSL.
Trees beginning 1604' from DER, 255' left of centerline, up to 790' MSL.
**CON'T**



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**CHICAGO/ROCKFORD, IL (CON'T)**

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

**Rwy 7 (CON'T),** tree 2439' from DER, 1082' right of centerline, 805' MSL.
Tower 5359' from DER, 1786' left of centerline, 140' AGL/888' MSL.
**Rwy 19,** vertical point 1' from DER, 4' left of centerline, 1' AGL/710' MSL.
Vertical point, sign beginning 3' from DER, 300' right of centerline, up to 1' AGL/711' MSL.
Tree 861' from DER, 699' right of centerline, 752' MSL.
Trees beginning 1413' from DER, 793' left of centerline, up to 769' MSL.
Tree 1720' from DER, 913' right of centerline, 758' MSL.
Trees beginning 2083' from DER, 792' right of centerline, up to 786' MSL.
Trees beginning 2221' from DER, 989' right of centerline, up to 794' MSL.
**Rwy 25,** NAVAID 7' from DER, 4' left of centerline, 1' AGL/743' MSL.
Trees beginning 4102' from DER, 1082' left of centerline, up to 123' AGL/860' MSL.
Tree 4558' from DER, 1316' left of centerline, 84' AGL/861' MSL.
Trees beginning 4660' from DER, 947' left of centerline, up to 866' MSL.
Tree 4964' from DER, 1175' left of centerline, 76' AGL/870' MSL.

**CHICAGO/ROMEOVILLE, IL**

LEWIS UNIVERSITY (LOT)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 03JUN10 (10154) (FAA)

TAKEOFF MINIMUMS:
**Rwy 2,** 300-1¼ or std. w/ min. climb of 420' per NM to 1200.
DEPARTURE PROCEDURE:
**Rwy 2,** climb heading 016° to 1300 before turning right.
TAKEOFF OBSTACLE NOTES:
**Rwy 2,** multiple towers, tree, and stack beginning 1196' from DER, 49' left of centerline, up to 213' AGL/876' MSL.
**Rwy 9,** multiple trees and building beginning 243' from DER, 358' left of centerline, up to 64' AGL/735' MSL.
Multiple light poles, trees, and sign beginning 112' from DER, 174' right of centerline, up to 77' AGL/721' MSL.
**Rwy 27,** multiple trees beginning 1143' from DER, 634' right of centerline, up to 70' AGL/723' MSL.

**CHICAGO/WAUKEGAN, IL**

WAUKEGAN NTL (UGN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 07DEC17 (21112) (FAA)

TAKEOFF OBSTACLE NOTES:
**Rwy 5,** trees beginning 328' from DER, 493' left of centerline, up to 58' AGL/759' MSL.
**Rwy 14,** hangar 196' from DER, 453' left of centerline, 30' AGL/749' MSL.
Bush 362' from DER, 130' left of centerline, 17' AGL/728' MSL.
Bush 371' from DER, 161' right of centerline, 14' AGL/725' MSL.
Hangar 920' from DER, 452' right of centerline, 30' AGL/749' MSL.
**Rwy 23,** trees beginning 89' from DER, 344' right of centerline, up to 59' AGL/780' MSL.
Trees beginning 212' from DER, 372' left of centerline, up to 44' AGL/758' MSL.
Trees beginning 925' from DER, left and right of centerline, up to 73' AGL/797' MSL.
**Rwy 32,** terrain beginning 7' from DER, 112' left of centerline, up to 738' MSL.
Terrain 122' from DER, 249' right of centerline, 734' MSL.
Vehicle on road 232' from DER, 124' right of centerline, up to 15' AGL/752' MSL.
Trees, bush and wind vane on building beginning 246' from DER, left and right of centerline, up to 54' AGL/784' MSL.
Trees 1560' from DER, 259' right of centerline, 70' AGL/801' MSL.

**CHICAGO/WEST CHICAGO, IL**

DUPAGE (DPA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1B 08NOV18 (18312) (FAA)

TAKEOFF MINIMUMS:
**Rwy 15,** 300-1⅜ or std. w/min. climb of 205' per NM to 1000.
TAKEOFF OBSTACLE NOTES:
**Rwy 2L,** electrical system 9' from DER, 60' left of centerline, 5' AGL/756' MSL.
Transmission line, pole beginning 1075' from DER, 621' left of centerline, up to 39' AGL/792' MSL.
Fence, transmission line beginning 1431' from DER, 745' left of centerline, up to 44' AGL/799' MSL.
Tree, fence beginning 1635' from DER, 635' left of centerline, up to 807' MSL.
Trees beginning 2248' from DER, 447' left of centerline, up to 831' MSL.
Tree 2795' from DER, 930' left of centerline, 835' MSL.
Trees beginning 2832' from DER, 368' left of centerline, up to 836' MSL.
Trees beginning 2868' from DER, 407' left of centerline, up to 841' MSL.
Tree 3866' from DER, 790' left of centerline, 104' AGL/856' MSL.
**Rwy 2R,** lighting 2' from DER, 30' left of centerline, 1' AGL/759' MSL.
**Rwy 10,** lighting, NAVAID beginning 39' from DER, 77' right of centerline, up to 757' MSL.
Building 629' from DER, 611' left of centerline, 22' AGL/777' MSL.
Tower 699' from DER, 632' left of centerline, 36' AGL/792' MSL.
Tree 845' from DER, 679' left of centerline, 805' MSL.
Tree, pole, tower beginning 871' from DER, 1' left of centerline, up to 815' MSL.
**CON'T**

**CHICAGO/WEST CHICAGO, IL (CON'T)**

DUPAGE (DPA) (CON'T)

**Rwy 10 (CON'T),** tree, building, pole, stack beginning 1435' from DER, 133' right of centerline, up to 827' MSL.
Trees beginning 1944' from DER, 130' right of centerline, up to 829' MSL.
Trees beginning 2369' from DER, 170' left of centerline, up to 839' MSL.
Tree 3006' from DER, 502' right of centerline, 841' MSL.
Trees beginning 3396' from DER, 885' right of centerline, up to 849' MSL.
**Rwy 15,** tree, fence, vehicles on traverse way beginning 3' from DER, 240' left of centerline, up to 796' MSL.
Tree, vehicles on traverse way, building beginning 136' from DER, 9' left of centerline, up to 44' AGL/797' MSL.
Tree 493' from DER, 458' left of centerline, 809' MSL.
Tree 538' from DER, 564' left of centerline, 813' MSL.
Tree, vehicles on traverse way beginning 564' from DER, 74' right of centerline, up to 74' AGL/836' MSL.
Tree, vehicles on traverse way, building, pole, transmission line beginning 697' from DER, 8' right of centerline, up to 838' MSL.
Trees beginning 1578' from DER, 29' left of centerline, up to 95' AGL/850' MSL.
Tower 1 NM from DER, 1677' left of centerline, 165' AGL/927' MSL.
**Rwy 20L,** sign beginning 19' from DER, 89' right of centerline, up to 3' AGL/752' MSL.
Fence 209' from DER, 547' left of centerline, 10' AGL/757' MSL.
Tree 614' from DER, 481' left of centerline, 773' MSL.
Trees beginning 1058' from DER, 725' left of centerline, up to 805' MSL.
Tree 1204' from DER, 736' left of centerline, 806' MSL.
Tree 1455' from DER, 812' left of centerline, 816' MSL.
Trees beginning 1482' from DER, 398' left of centerline, up to 820' MSL.
Trees beginning 2194' from DER, 967' left of centerline, up to 844' MSL.
Trees beginning 2346' from DER, 888' left of centerline, up to 102' AGL/849' MSL.
**Rwy 20R,** vertical structure 19' from DER, 88' left of centerline, 3' AGL/753' MSL.
Tree 645' from DER, 616' right of centerline, 768' MSL.
**Rwy 28,** sign 38' from DER, 454' right of centerline, 3' AGL/756' MSL.
Building 974' from DER, 681' right of centerline, 781' MSL.
Tree 1227' from DER, 683' right of centerline, 789' MSL.
Tree 1951' from DER, 968' left of centerline, 810' MSL.
Tree 2146' from DER, 971' left of centerline, 814' MSL.
Trees beginning 2603' from DER, 1025' left of centerline, up to 830' MSL.
Tree 2874' from DER, 1073' right of centerline, 837' MSL.
**Rwy 33,** terrain 15' from DER, 436' left of centerline, 759' MSL.
NAVAID, terrain beginning 50' from DER, 94' right of centerline, up to 760' MSL.
Building 195' from DER, 451' right of centerline, 24' AGL/778' MSL.
Building 239' from DER, 424' right of centerline, 25' AGL/780' MSL.
Tree, fence beginning 335' from DER, 338' left of centerline, up to 807' MSL.
Tree, pole, vehicles on traverse way, building beginning 354' from DER, 154' right of centerline, up to 810' MSL.
Tree, pole beginning 653' from DER, 168' right of centerline, up to 812' MSL.
Tree, pole beginning 704' from DER, 340' right of centerline, up to 817' MSL.
Tree, pole, transmission line beginning 713' from DER, 6' left of centerline, up to 826' MSL.
Tree, pole beginning 835' from DER, 29' right of centerline, up to 832' MSL.
Tree, pole beginning 904' from DER, 76' right of centerline, up to 836' MSL.
Trees beginning 1068' from DER, 521' left of centerline, up to 838' MSL.
Tree, pole, transmission line beginning 1106' from DER, 153' right of centerline, up to 841' MSL.
Trees beginning 1687' from DER, 20' left of centerline, up to 844' MSL.
Trees beginning 1865' from DER, 11' right of centerline, up to 847' MSL.
Trees beginning 2250' from DER, 247' left of centerline, up to 96' AGL/854' MSL.
Trees beginning 2450' from DER, 32' right of centerline, up to 110' AGL/859' MSL.

**CLINTONVILLE, WI**

CLINTONVILLE MUNI (CLI)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2A 24MAY18 (18144) (FAA)

TAKEOFF MINIMUMS:

**Rwys 9, 27, 22,** NA-environmental.

TAKEOFF OBSTACLE NOTES:

**Rwy 4,** trees beginning 79' from DER, 252' left of centerline, up to 822' MSL.
Tree and ground beginning 172' from DER, 277' right of centerline, up to 856' MSL.
Trees beginning 192' from DER, 202' left of centerline, up to 832' MSL.
Tree 352' from DER, 521' left of centerline, 836' MSL.
Tree 376' from DER, 563' right of centerline, 877' MSL.
Tree 392' from DER, 466' right of centerline, 901' MSL.
Trees beginning 397' from DER, 322' left of centerline, up to 864' MSL.
Tree, grain bin/silo, and elevator beginning 508' from DER, 440' right of centerline, up to 905' MSL.
**Rwy 14,** tree 22' from DER, 488' right of centerline, 829' MSL.
Trees beginning 39' from DER, 118' left of centerline, up to 829' MSL.
Trees beginning 94' from DER, 248' right of centerline, up to 847' MSL.
Trees beginning 202' from DER, 402' left of centerline, up to 836' MSL.
Tree 305' from DER, 464' left of centerline, 838' MSL.
Tree 371' from DER, 274' right of centerline, 849' MSL.
Trees beginning 388' from DER, 341' right of centerline, up to 850' MSL.

**CON'T**



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**CLINTONVILLE, WI (CON'T)**

CLINTONVILLE MUNI (CLI) (CON'T)

**Rwy 14 (CON'T),** tree 517' from DER, 484' left of centerline, 846' MSL.
Trees beginning 524' from DER, 63' right of centerline, up to 854' MSL.
Trees beginning 525' from DER, 145' left of centerline, up to 863' MSL.
Trees beginning 691' from DER, 144' right of centerline, up to 870' MSL.
Trees beginning 1253' from DER, 685' right of centerline, up to 882' MSL.
Trees beginning 1362' from DER, 266' right of centerline, up to 885' MSL.
Trees beginning 1416' from DER, 246' right of centerline, up to 893' MSL.
Tree 1995' from DER, 709' left of centerline, 872' MSL.
Trees beginning 2086' from DER, 735' left of centerline, up to 877' MSL.
Tree 2233' from DER, 1044' left of centerline, 882' MSL.
Tree 2336' from DER, 660' left of centerline, 884' MSL.
Trees beginning 2417' from DER, 596' left of centerline, up to 891' MSL.
Tree 3179' from DER, 194' right of centerline, 896' MSL.
**Rwy 32,** ground 32' from DER, 449' left of centerline, 824' MSL.
Ground 160' from DER, 373' left of centerline, 825' MSL.
Pole 199' from DER, 454' left of centerline, 6' AGL/833' MSL.
Pole and ground beginning 286' from DER, 365' left of centerline, up to 8' AGL/834' MSL.
Pole 421' from DER, 572' left of centerline, 8' AGL/839' MSL.
Trees beginning 759' from DER, 410' left of centerline, up to 882' MSL.
Tree and pole beginning 958' from DER, 447' left of centerline, up to 886' MSL.
Trees beginning 1098' from DER, 76' right of centerline, up to 880' MSL.
Trees beginning 1105' from DER, 532' left of centerline, up to 891' MSL.
Tree 1231' from DER, 656' left of centerline, 896' MSL.
Trees beginning 1254' from DER, 51' left of centerline, up to 900' MSL.
Trees beginning 1511' from DER, 189' right of centerline, up to 887' MSL.
Trees beginning 1600' from DER, 301' right of centerline, up to 894' MSL.
Trees beginning 1633' from DER, 4' right of centerline, up to 897' MSL.
Trees beginning 2670' from DER, 321' left of centerline, up to 901' MSL.
Tree 3270' from DER, 199' right of centerline, 906' MSL.
Tree 3318' from DER, 280' right of centerline, 908' MSL.

**CRANDON, WI**

CRANDON/STEVE CONWAY MUNI (Y55)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 08JAN15 (15008) (FAA)

TAKEOFF MINIMUMS:
**Rwys 1, 19,** NA – Environmental.
**Rwy 30,** 300-2 or std. w/min. climb of 218' per NM to 2100, or alternatively with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1800' prior to DER.

TAKEOFF OBSTACLE NOTES:
**Rwy 12,** tree 21' from DER, 315' left of centerline, 3' AGL/1630' MSL.
Obstruction light wind sock 89' from DER, 222' left of centerline, 20' AGL/1649' MSL.
Vehicle on roadway 302' from DER, 258' left to right of centerline, 15' AGL/1644' MSL.
Buildings 438' from DER, 386' right of centerline, up to 19' AGL/1648' MSL.
Apbn 474' from DER, 492' right of centerline, 39' AGL/1668' MSL.
Tree 475' from DER, 437' left of centerline, 17' AGL/1646' MSL.
Pole 678' from DER, 629' right of centerline, 21' AGL/1650' MSL.
Trees beginning from 831' from DER, 222' right of centerline, up to 66' AGL/1685' MSL.
**Rwy 30,** trees beginning 3' from DER, 199' right of centerline, up to 10' AGL/1659' MSL.
Trees beginning 105' from DER, 236' right of centerline, up to 11' AGL/1661' MSL.
Trees beginning 1096' from DER, 42' left of centerline, up to 50' AGL/1679' MSL.
Trees beginning 1126' from DER, 181' left to right of centerline, up to 78' AGL/1707' MSL.
Trees beginning 3974' from DER, 166' right of centerline, up to 86' AGL/1795' MSL.
Trees beginning 5974' from DER, 1892' right of centerline, up to 100' AGL/1939' MSL.

**CUMBERLAND WI**

CUMBERLAND MUNI (UBE)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 31MAR16 (16091) (FAA)

TAKEOFF MINIMUMS:
**Rwy 18, 36,** NA-Environmental.

TAKEOFF OBSTACLE NOTES:
**Rwy 9**, REIL 35' from DER, 107' right of centerline, 3' AGL/1235' MSL.
REIL 35' from DER, 107' left of centerline, 4' AGL/1235' MSL.
Pole 662' from DER, 456' left of centerline, 29' AGL/1260' MSL.
Trees beginning 802' from DER, 573' left of centerline, up to 1292' MSL.
Tree 1618' from DER, 269' right of centerline, 1283' MSL.
Trees beginning 1946' from DER, 64' right of centerline, up to 1298' MSL.
Trees beginning 1947' from DER, 66' left of centerline, up to 1294' MSL.
Trees beginning 1954' from DER, 288' left of centerline, up to 1296' MSL.
Tree 2312' from DER, 1100' left of centerline, 1307' MSL.
**CON'T**



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**CUMBERLAND WI (CON'T)**

CUMBERLAND MUNI (UBE) (CON'T)

**Rwy 27,** pole 10' from DER, 15' right of centerline, 2' AGL/1244' MSL.
Fence 54' from DER, 386' right of centerline, 4' AGL/1246' MSL.
Vehicles on road beginning 634' from DER, left and right of centerline, up to 15' AGL/1262' MSL.
Building 852' from DER, 425' left of centerline, 29' AGL/1271' MSL.
Tree 3356' from DER, 394' right of centerline, 1330' MSL.

**DANVILLE, IL**

VERMILION RGNL (DNV)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 02JUL09 (09183) (FAA)

TAKEOFF OBSTACLE NOTES:
**Rwy 3,** tree 2298' from DER, 725' right of centerline, 50' AGL/761' MSL.
**Rwy 16,** tree 4101' from DER, 378' left of centerline, 50' AGL/789' MSL.
**Rwy 21,** tree 1982' from DER, 802' left of centerline, 50' AGL/728' MSL.
**Rwy 34,** tree 3460' from DER, 2' right of centerline, 50' AGL/812' MSL.

**DE KALB, IL**

DE KALB TAYLOR MUNI (DKB)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4A 30APR15 (15120) (FAA)

TAKEOFF MINIMUMS:
**Rwy 27,** 300-1.
DEPARTURE PROCEDURE:
**Rwy 9,** climb runway heading to 1400 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
**Rwy 9,** antenna tower 4363' from DER, 760' right of centerline, 130' AGL/1024' MSL.

**DECATUR, IL**

DECATUR (DEC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 23SEP10 (10266) (FAA)

DEPARTURE PROCEDURE:
**Rwy 6,** climb heading 060° to 1700 before turning left.
**Rwy 30,** climb heading 300° to 1400 before turning right.
**Rwy 36,** climbing left turn to intercept AXC VORTAC R-340 to 2000 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
**Rwy 24,** pole 802' from DER, 664' left of centerline, 30' AGL/704' MSL.
Trees beginning 895' from DER, 722' right of centerline, up to 88' AGL/762' MSL.
**Rwy 30,** trees beginning 948' from DER, 395' left of centerline, up to 78' AGL/742' MSL.
Trees beginning 1314' from DER, 57' right of centerline, up to 90' AGL/739' MSL.
**Rwy 36,** trees beginning 1549' from DER, 14' left of centerline, up to 75' AGL/749' MSL.
Trees beginning 460' from DER, 84' right of centerline, up to 72' AGL/751' MSL.

**DIXON, IL**

DIXON MUNI-CHARLES R WALGREEN FLD (C73)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 10JAN13 (21224) (FAA)

TAKEOFF MINIMUMS:
**Rwy 26,** 400-2½ or std. w/min. climb of 250' per NM to 1300.
TAKEOFF OBSTACLE NOTES:
**Rwy 8,** vehicle on road beginning 336' from DER, on centerline, up to 15' AGL/798' MSL.
**Rwy 12,** railroad track beginning 198' from DER, 288' right of centerline, up to 23' AGL/810' MSL.
Vehicle on road beginning 150' from DER, 106' left of centerline, up to 15' AGL/794' MSL.
Monopole 1606' from DER, 411' left of centerline, 45' AGL/827' MSL.
**Rwy 26,** tower 2.0 NM from DER, 707' left of centerline, 749' AGL/1100' MSL.
Light poles beginning 166' from DER, 361' right of centerline, up to 39' AGL/806' MSL.
Stack 793' from DER, 672' right of centerline, 60' AGL/843' MSL.
Railroad tracks 572' from DER, 305' right of centerline, 23' AGL/803' MSL.
Rooftops beginning 428' from DER, 413' right of centerline, up to 36' AGL/805' MSL.
Trees beginning 330' from DER, 83' left and right of centerline, up to 14' AGL/833' MSL.
**Rwy 30,** rooftops beginning 321' from DER, 140' left of centerline, up to 62' AGL/833' MSL.
Power line beginning 259' from DER, 120' right of centerline, up to 100' AGL/870' MSL.
Trees beginning 769' from DER, 211' left and right of centerline, up to 100' AGL/896' MSL.


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

25219

## EAGLE RIVER, WI

EAGLE RIVER UNION (EGV)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 05NOV20 (20310) (FAA)

TAKEOFF OBSTACLE NOTES:

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

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

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

## EAST TROY, WI

EAST TROY MUNI (57C)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 29JUL10 (10210) (FAA)

TAKEOFF MINIMUMS:

**Rwys 18, 36,** NA-Environmental.

TAKEOFF OBSTACLE NOTES:

**Rwy 8,** trees beginning 106' from DER, 45' right of centerline, up to 100' AGL/979' MSL.
Trees beginning 34' from DER, 6' left of centerline, up to 100' AGL/908' MSL.

**Rwy 26,** vehicle on road 346' from DER, 17' right of centerline, up to 15' AGL/865' MSL.
Vehicle on road 561' from DER, 588' left of centerline, up to 15' AGL/865' MSL.
Vehicle on road 607' from DER, 46' right of centerline, up to 17' AGL/867' MSL.
Trees beginning 1850' from DER, 131' right of centerline, up to 100' AGL/989' MSL.
Trees beginning 2870' from DER, 431' left of centerline, up to 100' AGL/959' MSL.

## EAU CLAIRE, WI

CHIPPEWA VALLEY RGNL (EAU)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2B 26DEC24 (24361) (FAA)

TAKEOFF MINIMUMS:

**Rwy 14,** 500-2¾ or std w/min climb of 307'/NM to 1500.

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

DEPARTURE PROCEDURE:

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

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

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

TAKEOFF OBSTACLE NOTES:

**Rwy 4,** trees beginning 1403' from DER, 832' left of centerline, up to 960' MSL.
Tree 1808' from DER, 923' right of centerline, 964' MSL.

**Rwy 14,** pole, fence beginning 57' from DER, 302' right of centerline, up to 25' AGL/910' MSL.
Trees, poles beginning 146' from DER, 359' right of centerline, up to 925' MSL.
Trees beginning 817' from DER, 449' right of centerline, up to 949' MSL.
Pole 897' from DER, 619' left of centerline, 34' AGL/935' MSL.
Trees, pole beginning 927' from DER, 339' right of centerline, up to 954' MSL.
Tree 998' from DER, 593' left of centerline, 944' MSL.
Trees beginning 1041' from DER, 27' left of centerline, up to 951' MSL.
Trees beginning 1205' from DER, 5' right of centerline, up to 955' MSL.
Trees, smokes stack beginning 1465' from DER, 50' left of centerline, up to 959' MSL.
Tree 2487' from DER, 545' right of centerline, 962' MSL.
Tree 4159' from DER, 1074' right of centerline, 997' MSL.
Trees beginning 1 NM from DER, 360' left of centerline, up to 1083' MSL.
Trees beginning 1.1 NM from DER, 157' left of centerline, up to 1158' MSL.
Trees, pole beginning 1.1 NM from DER, 25' right of centerline, up to 1164' MSL.
Trees beginning 1.1 NM from DER, 25' left of centerline, up to 1164' MSL.
Trees beginning 1.2 NM from DER, 203' right of centerline, up to 1113' MSL.
Transmission lines beginning 1.2 NM from DER, 547' right of centerline, up to 64' AGL/1114' MSL.
Trees, transmission lines, poles beginning 1.2 NM from DER, 79' right of centerline, up to 1119' MSL.
Trees, transmission lines beginning 1.2 NM from DER, 47' left of centerline, up to 1169' MSL.
Trees beginning 1.3 NM from DER, 1603' right of centerline, up to 1120' MSL.
Towers beginning 2.2 NM from DER, 4' left of centerline, up to 455' AGL/1349' MSL.

**Rwy 22,** fence 3' from DER, 485' right of centerline, 8' AGL/888' MSL.
Vehicles on road, pole beginning 79' from DER, 426' right of centerline, up to 891' MSL.
Trees beginning 594' from DER, 508' left of centerline, up to 926' MSL.
Trees beginning 693' from DER, 468' left of centerline, up to 929' MSL.

**Rwy 32,** vehicles on road 10' from DER, 443' left of centerline, 893' MSL.
Vehicles on road 116' from DER, 438' left of centerline, 15' AGL/895' MSL.
Trees, vehicles on road beginning 184' from DER, 416' left of centerline, up to 928' MSL.
Trees beginning 482' from DER, 391' left of centerline, up to 931' MSL.
Trees beginning 561' from DER, 565' right of centerline, up to 927' MSL.
Trees beginning 903' from DER, 371' right of centerline, up to 939' MSL.
Tree 1054' from DER, 702' right of centerline, 942' MSL.

**CON'T**

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

## EAU CLAIRE, WI (CON'T)

### CHIPPEWA VALLEY RGNL (EAU) (CON'T)

**Rwy 32 (CON'T),** trees, building beginning 1058' from DER, 388' right of centerline, up to 943' MSL.
Trees beginning 1299' from DER, 520' right of centerline, up to 948' MSL.
Tree 4343' from DER, 967' left of centerline, 994' MSL.
Tree 4367' from DER, 1423' left of centerline, 1001' MSL.
Tree 4385' from DER, 1581' left of centerline, 1008' MSL.
Trees beginning 4448' from DER, 1167' left of centerline, up to 1017' MSL.
Tree 4470' from DER, 1412' left of centerline, 1023' MSL.
Trees beginning 4554' from DER, 1209' left of centerline, up to 1025' MSL.
Tree 4563' from DER, 1355' left of centerline, 1029' MSL.
Trees beginning 4571' from DER, 1230' left of centerline, up to 1037' MSL.
Tree 4674' from DER, 1602' left of centerline, 1040' MSL.
Trees beginning 4685' from DER, 1132' left of centerline, up to 1048' MSL.
Trees beginning 4809' from DER, 1089' left of centerline, up to 1059' MSL.
Trees beginning 4917' from DER, 1038' left of centerline, up to 81' AGL/1067' MSL.
Trees beginning 5004' from DER, 756' left of centerline, up to 78' AGL/1070' MSL.
Trees beginning 5051' from DER, 442' left of centerline, up to 73' AGL/1073' MSL.
Trees, transmission lines beginning 5370' from DER, 95' left of centerline, up to 1077' MSL.
Trees beginning 1.1 NM from DER, 1985' left of centerline, up to 85' AGL/1078' MSL.

## EFFINGHAM, IL

### EFFINGHAM COUNTY RGNL (1H2)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5B 22APR21 (24305) (FAA)

TAKEOFF MINIMUMS:
**Rwy 1,** std w/min climb of 235' per NM to 1300 or 1000-3 for VCOA.
DEPARTURE PROCEDURE:
**Rwy 1,** climb on heading 009° to 1400 before proceeding on course.
**Rwy 29,** climb on heading 294° to 1100 before proceeding on course.
VCOA:
**Rwy 1,** obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Effingham County Rgnl airport at or above 1400 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
**Rwy 1,** sign 4' from DER, 208' left of centerline, 3' AGL/581' MSL.
Sign 14' from DER, 51' left of centerline, 55' AGL/581' MSL.
Building 156' from DER, 355' left of centerline, 6' AGL/585' MSL.
Tree 186' from DER, 475' right of centerline, 587' MSL.
Tree 188' from DER, 333' right of centerline, 18' AGL/591' MSL.
Tree 224' from DER, 245' right of centerline, 592' MSL.
Tree 238' from DER, 500' right of centerline, 593' MSL.
Tree 270' from DER, 365' right of centerline, 617' MSL.
Building 283' from DER, 474' left of centerline, 29' AGL/609' MSL.
Tree 313' from DER, 583' right of centerline, 630' MSL.
Tree 358' from DER, 417' right of centerline, 648' MSL.
Pole 370' from DER, 546' left of centerline, 28' AGL/608' MSL.
Tree 384' from DER, 313' right of centerline, 637' MSL.
Building 384' from DER, 418' left of centerline, 600' MSL.
Tree 405' from DER, 50' left of centerline, 593' MSL.
Tree 430' from DER, 578' right of centerline, 644' MSL.
Vehicle on road 467' from DER, 173' left of centerline, 595' MSL.
Tree 477' from DER, 302' left of centerline, 646' MSL.
Tree 494' from DER, 516' left of centerline, 632' MSL.
Tree 503' from DER, 64' right of centerline, 598' MSL.
Tree 553' from DER, 281' right of centerline, 600' MSL.
Tree 563' from DER, 651' left of centerline, 614' MSL.
Tree 620' from DER, 387' left of centerline, 608' MSL.
Tree 666' from DER, 588' left of centerline, 618' MSL.
Pole 713' from DER, 422' left of centerline, 25' AGL/604' MSL.
Tree 721' from DER, 150' right of centerline, 613' MSL.
Tree 782' from DER, 631' left of centerline, 646' MSL.
Tree 814' from DER, 203' right of centerline, 616' MSL.
Elevator 821' from DER, 491' left of centerline, 72' AGL/654' MSL.
Tree 824' from DER, 8' left of centerline, 624' MSL.
Tree 872' from DER, 687' left of centerline, 612' MSL.
Building 877' from DER, 282' left of centerline, 30' AGL/609' MSL.
Building 925' from DER, 453' left of centerline, 27' AGL/607' MSL.
Tree 946' from DER, 163' left of centerline, 622' MSL.
Tree 947' from DER, 85' right of centerline, 626' MSL.
Tree 1046' from DER, 168' left of centerline, 628' MSL.
Tree 2212' from DER, 1049' right of centerline, 636' MSL.
**Rwy 11,** tree 15' from DER, 153' right of centerline, 574' MSL.
Tree 22' from DER, 363' left of centerline, 48' AGL/619' MSL.
Tree 103' from DER, 166' left of centerline, 575' MSL.
**CON'T**



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## EFFINGHAM, IL (CON'T)

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

**Rwy 11 (CON'T),** tree 1311' from DER, 758' left of centerline, 659' MSL.
Tree 1355' from DER, 663' left of centerline, 660' MSL.
Tree 1483' from DER, 720' left of centerline, 652' MSL.
Tree 1494' from DER, 873' left of centerline, 660' MSL.
Tree 1590' from DER, 676' left of centerline, 639' MSL.
Tree 1656' from DER, 773' left of centerline, 626' MSL.
Tree 1699' from DER, 839' right of centerline, 617' MSL.
Tree 1782' from DER, 685' left of centerline, 662' MSL.
Tree 1873' from DER, 854' right of centerline, 635' MSL.
Tree 1887' from DER, 786' left of centerline, 640' MSL.
Tree 1923' from DER, 413' left of centerline, 642' MSL.
Tree 1950' from DER, 699' left of centerline, 641' MSL.
Tree 1951' from DER, 868' left of centerline, 652' MSL.
Tree 2048' from DER, 830' left of centerline, 629' MSL.
Tree 2052' from DER, 568' left of centerline, 626' MSL.
Tree 2156' from DER, 772' left of centerline, 634' MSL.
Tree 2195' from DER, 974' left of centerline, 658' MSL.
Tree 2235' from DER, 600' left of centerline, 636' MSL.
Tree 2306' from DER, 1002' left of centerline, 648' MSL.
Tree 2324' from DER, 281' right of centerline, 634' MSL.
Tree 2338' from DER, 380' left of centerline, 635' MSL.
Tree 2390' from DER, 621' left of centerline, 643' MSL.
Tree 2418' from DER, 209' right of centerline, 641' MSL.
Tree 2457' from DER, 1086' left of centerline, 636' MSL.
Tree 2461' from DER, 394' right of centerline, 636' MSL.
Tree 2494' from DER, 627' left of centerline, 642' MSL.
Tree 2533' from DER, 458' left of centerline, 642' MSL.
Tree 2636' from DER, 1125' right of centerline, 644' MSL.
Tree 2649' from DER, 613' left of centerline, 639' MSL.
Tree 2746' from DER, 738' left of centerline, 641' MSL.
Tree 2813' from DER, 551' left of centerline, 644' MSL.
**Rwy 19,** tree 37' from DER, 461' right of centerline, 620' MSL.
Tree 79' from DER, 468' left of centerline, 63' AGL/627' MSL.
Tree 107' from DER, 229' left of centerline, 612' MSL.
Tree 133' from DER, 400' right of centerline, 627' MSL.
Tree 167' from DER, 346' left of centerline, 615' MSL.
Tree 202' from DER, 524' right of centerline, 638' MSL.
Tree 314' from DER, 392' right of centerline, 624' MSL.
tree 321' from DER, 494' right of centerline, 625' MSL.
Tree 351' from DER, 505' left of centerline, 640' MSL.
Tree 417' from DER, 390' right of centerline, 616' MSL.
Tree 446' from DER, 563' right of centerline, 641' MSL.
Tree 454' from DER, 541' left of centerline, 636' MSL.
Tree 515' from DER, 632' left of centerline, 603' MSL.
Tree 546' from DER, 431' left of centerline, 633' MSL.
Tree 547' from DER, 497' right of centerline, 633' MSL.
Tree 549' from DER, 329' right of centerline, 625' MSL.
Tree 556' from DER, 626' right of centerline, 631' MSL.
Tree 688' from DER, 483' left of centerline, 610' MSL.
Tree 717' from DER, 132' left of centerline, 597' MSL.
Tree 877' from DER, 499' right of centerline, 638' MSL.
Tree 881' from DER, 96' left of centerline, 604' MSL.
Tree 926' from DER, 651' right of centerline, 651' MSL.
Tree 965' from DER, 654' left of centerline, 636' MSL.
Tree 986' from DER, 538' right of centerline, 649' MSL.
Tree 1059' from DER, 590' left of centerline, 623' MSL.
Tree 1239' from DER, 607' left of centerline, 613' MSL.
Tree 1270' from DER, 421' left of centerline, 630' MSL.
Tree 1357' from DER, 585' left of centerline, 638' MSL.
Tree 1430' from DER, 275' left of centerline, 625' MSL.
Tree 1454' from DER, 440' left of centerline, 642' MSL.
Tree 1459' from DER, 676' left of centerline, 647' MSL.
Tree 1475' from DER, 171' left of centerline, 629' MSL.
Tree 1518' from DER, 233' right of centerline, 641' MSL.
Tree 1521' from DER, 315' left of centerline, 638' MSL.
Tree 1522' from DER, 759' left of centerline, 642' MSL.
Tree 1526' from DER, 374' right of centerline, 655' MSL.
Tree 1532' from DER, 76' left of centerline, 643' MSL.
Tree 1538' from DER, 651' right of centerline, 628' MSL.
Tree 1545' from DER, 105' right of centerline, 647' MSL.
Tree 1546' from DER, 793' right of centerline, 635' MSL.
Tree 1619' from DER, 330' right of centerline, 647' MSL.
Tree 1627' from DER, 898' left of centerline, 640' MSL.
**CON'T**



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**EFFINGHAM, IL (CON'T)**

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

**Rwy 19 (CON'T),** tree 1631' from DER, 635' left of centerline, 637' MSL.
Tree 1665' from DER, 129' right of centerline, 645' MSL.
Tree 1721' from DER, 217' right of centerline, 642' MSL.
Tree 1758' from DER, 374' right of centerline, 640' MSL.
Tree 1773' from DER, 930' left of centerline, 657' MSL.
Tree 1829' from DER, 805' left of centerline, 658' MSL.
Tree 1908' from DER, 573' left of centerline, 631' MSL.
Tree 2016' from DER, 475' left of centerline, 633' MSL.
Tree 2017' from DER, 1005' left of centerline, 640' MSL.
Tree 2065' from DER, 853' left of centerline, 647' MSL.
Tree 2181' from DER, 753' left of centerline, 643' MSL.
Tree 2241' from DER, 899' left of centerline, 649' MSL.
Tree 2297' from DER, 1020' left of centerline, 644' MSL.
Tree 2408' from DER, 793' left of centerline, 640' MSL.
Tree 2433' from DER, 1050' left of centerline, 641' MSL.
Tree 2456' from DER, 893' left of centerline, 638' MSL.
Tree 2731' from DER, 1089' left of centerline, 641' MSL.
Tree 2759' from DER, 769' left of centerline, 644' MSL.
**Rwy 29,** electrical system 8' from DER, 352' right of centerline, 1' AGL/588' MSL.
Pole 925' from DER, 630' right of centerline, 32' AGL/612' MSL.
Tree 1043' from DER, 650' right of centerline, 627' MSL.
Pole 1104' from DER, 562' right of centerline, 34' AGL/613' MSL.

**EPHRAIM, WI**

EPHRAIM/GIBRALTAR (3D2)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 07SEP23 (23250) (FAA)

TAKEOFF MINIMUMS:
**Rwys 1, 19,** NA- Environmental.
TAKEOFF OBSTACLE NOTES:
**Rwy 14,** utility poles, trees beginning 3' from DER, 90' left of centerline, up to 34' AGL/781' MSL.
Trees beginning 71' from DER, 162' right of centerline, up to 770' MSL.
Trees, utility poles beginning 302' from DER, 340' left of centerline, up to 804' MSL.
Tree 509' from DER, 586' right of centerline, 771' MSL.
Trees beginning 1039' from DER, 211' left of centerline, up to 81' AGL/810' MSL.
Tree 1071' from DER, 439' right of centerline, 783' MSL.
Tree 1362' from DER, 587' right of centerline, 791' MSL.
Trees beginning 1554' from DER, 161' right of centerline, up to 793' MSL.
Tree 1650' from DER, 590' right of centerline, 800' MSL.
Tree 1693' from DER, 275' right of centerline, 802' MSL.
**Rwy 32,** electrical system 10' from DER, 50' right of centerline, 5' AGL/764' MSL.
Tree 29' from DER, 296' right of centerline, 796' MSL.
Tree 90' from DER, 130' left of centerline, 769' MSL.
Trees beginning 123' from DER, 77' right of centerline, up to 805' MSL.
Tree 174' from DER, 289' left of centerline, 775' MSL.
Trees beginning 175' from DER, 333' left of centerline, up to 790' MSL.
Trees beginning 354' from DER, 3' left of centerline, up to 808' MSL.
Trees beginning 991' from DER, 4' right of centerline, up to 820' MSL.
Tree 1794' from DER, 841' left of centerline, 810' MSL.
Trees beginning 1813' from DER, 106' left of centerline, up to 813' MSL.
Trees beginning 1826' from DER, 276' left of centerline, up to 815' MSL.
Trees beginning 1969' from DER, 40' left of centerline, up to 819' MSL.
Trees beginning 2113' from DER, 381' left of centerline, up to 836' MSL.

**FAIRFIELD, IL**

FAIRFIELD MUNI (FWC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 03JAN19 (19003) (FAA)

TAKEOFF MINIMUMS:
**Rwy 9,** 400-1¾ or std. w/min. climb of 370' per NM to 900.
TAKEOFF OBSTACLE NOTES:
**Rwy 9,** sign 16' from DER, 125' left of centerline, 414' MSL.
Vehicles beginning 341' from DER, 270' right of centerline, up to 427' MSL.
Pole, vehicles beginning 498' from DER, 122' right of centerline, up to 22' AGL/432' MSL.
Pole 504' from DER, 569' left of centerline, 17' AGL/429' MSL.
Poles beginning 673' from DER, 380' left of centerline, up to 36' AGL/446' MSL.
Pole 801' from DER, 212' right of centerline, 32' AGL/442' MSL.
Tree, pole beginning 803' from DER, 180' left of centerline, up to 452' MSL.
Poles beginning 864' from DER, 26' right of centerline, up to 36' AGL/444' MSL.
Trees beginning 1350' from DER, 296' left of centerline, up to 465' MSL.
Trees beginning 1558' from DER, 241' right of centerline, up to 468' MSL.
**CON'T**



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**FAIRFIELD, IL (CON'T)**

FAIRFIELD MUNI (FWC) (CON'T)

**Rwy 9 (CON'T),** trees beginning 1599' from DER, 608' right of centerline, up to 478' MSL.
Tree 1702' from DER, 859' right of centerline, 483' MSL.
Tree 2113' from DER, 853' left of centerline, 467' MSL.
Trees beginning 2206' from DER, 175' right of centerline, up to 496' MSL.
Tree 2270' from DER, 578' left of centerline, 474' MSL.
Trees beginning 2454' from DER, 163' right of centerline, up to 504' MSL.
Trees beginning 3393' from DER, 150' right of centerline, up to 507' MSL.
Terrain 4501' from DER, 1704' left of centerline, 534' MSL.
Terrain 4740' from DER, 1706' left of centerline, 540' MSL.
Tower, trees, tank beginning 4792' from DER, 511' left of centerline, up to 166' AGL/598' MSL.
Tower 1.1 NM from DER, 999' left of centerline, 281' AGL/732' MSL.
Tower 1.2 NM from DER, 2435' left of centerline, 243' AGL/703' MSL.
**Rwy 18,** terrain abeam DER, 278' right of centerline, 414' MSL.
Vehicles beginning 32' from DER, 198' left of centerline, up to 427' MSL.
Tree, fence beginning 97' from DER, 198' right of centerline, up to 424' MSL.
Pole 223' from DER, 400' left of centerline, 21' AGL/431' MSL.
Pole, vehicles beginning 336' from DER, 144' left of centerline, up to 22' AGL/432' MSL.
NAVAID 418' from DER, 446' right of centerline, 13' AGL/425' MSL.
Pole, vehicles beginning 453' from DER, 66' left of centerline, up to 23' AGL/433' MSL.
**Rwy 27,** fence 92' from DER, 319' left of centerline, 3' AGL/438' MSL.
Vehicles 120' from DER, 297' right of centerline, 15' AGL/445' MSL.
Vehicles 208' from DER, 296' right of centerline, 448' MSL.
Vehicles beginning 320' from DER, 296' right of centerline, up to 450' MSL.
Building 519' from DER, 593' left of centerline, 26' AGL/455' MSL.
Vehicles 536' from DER, 440' right of centerline, 451' MSL.
Vehicles beginning 538' from DER, 17' right of centerline, up to 452' MSL.
Tree 609' from DER, 580' left of centerline, 491' MSL.
Tree 764' from DER, 666' left of centerline, 500' MSL.
Trees beginning 811' from DER, 495' left of centerline, up to 83' AGL/511' MSL.
Trees beginning 1069' from DER, 476' left of centerline, up to 512' MSL.
Tree 1178' from DER, 469' left of centerline, 513' MSL.
Building 1198' from DER, 605' right of centerline, 19' AGL/465' MSL.
Trees beginning 1291' from DER, 325' left of centerline, up to 514' MSL.
Trees beginning 1885' from DER, 283' left of centerline, up to 530' MSL.
Trees beginning 2303' from DER, 2' left of centerline, up to 83' AGL/531' MSL.
Trees beginning 2514' from DER, 492' right of centerline, up to 529' MSL.
Trees beginning 2588' from DER, 23' right of centerline, up to 534' MSL.
Tree 2624' from DER, 869' right of centerline, 541' MSL.
Trees beginning 2627' from DER, 154' right of centerline, up to 543' MSL.
Trees beginning 2788' from DER, 13' right of centerline, up to 545' MSL.
Trees beginning 4003' from DER, 597' right of centerline, up to 546' MSL.
Trees 4615' from DER, 1724' left of centerline, 100' AGL/553' MSL.
Trees 4854' from DER, 1726' left of centerline, 100' AGL/557' MSL.

**FLORA, IL**

FLORA MUNI (FOA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 18NOV10 (22055) (FAA)

TAKEOFF MINIMUMS:
**Rwys 15, 33,** NA-Environmental.
TAKEOFF OBSTACLE NOTES:
**Rwy 3,** trees beginning 198' from DER, 55' left of centerline. Up to 99' AGL/554' MSL.
Pole 897' from DER, 389' left of centerline, 29' AGL/493' MSL.
Vehicle on road beginning 293' from DER, 55' left of centerline, 15' AGL/479' MSL.
Trees beginning 59' from DER, 312' right of centerline, up to 99' AGL/537' MSL.
**Rwy 21,** vehicle on road beginning 11' from DER, 445' left of centerline, up to 15' AGL/488' MSL.
Trees beginning 2730' from DER, 29' left of centerline, up to 98' AGL/572' MSL.
Tree 2785' from DER, 108' right of centerline, 99' AGL/547' MSL.

**FOND DU LAC, WI**

FOND DU LAC COUNTY (FLD)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1B 17OCT13 (13290) (FAA)

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



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**FORT ATKINSON, WI**

FORT ATKINSON MUNI (61C)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 07AUG25 (25219) (FAA)

TAKEOFF MINIMUMS:

**Rwy 3,** 300-1⅜ or std w/min climb of 250'/NM to 1100.

TAKEOFF OBSTACLE NOTES:

**Rwy 3,** sign 21' from DER, 160' right of centerline, 7' AGL/800' MSL.
Tree 46' from DER, 186' left of centerline, 808' MSL.
Trees beginning 94' from DER, 110' left of centerline, up to 813' MSL.
Wind indicator, NAVAID beginning 208' from DER, 287' right of centerline, up to 15' AGL/812' MSL.
Trees, building beginning 495' from DER, 229' left of centerline, up to 850' MSL.
Trees beginning 627' from DER, 17' left of centerline, up to 874' MSL.
Building 786' from DER, 693' right of centerline, 22' AGL/817' MSL.
Tree 933' from DER, 635' right of centerline, 859' MSL.
Trees beginning 992' from DER, 31' right of centerline, up to 868' MSL.
Trees beginning 1402' from DER, 32' left of centerline, up to 882' MSL.
Trees beginning 1900' from DER, 314' right of centerline, up to 869' MSL.
Trees beginning 2011' from DER, 152' left of centerline, up to 888' MSL.
Trees beginning 2048' from DER, 371' right of centerline, up to 885' MSL.
Light on water tower 1 NM from DER, 2203' left of centerline, 144' AGL/994' MSL.
Tank 1 NM from DER, 2213' left of centerline, 144' AGL/993' MSL.
**Rwy 21,** tree 27' from DER, 95' right of centerline, 809' MSL.
Trees beginning 28' from DER, 96' right of centerline, up to 813' MSL.
Vehicle on road beginning 34' from DER, 89' left of centerline, up to 808' MSL.
Tree 197' from DER, 533' right of centerline, 830' MSL.
Trees beginning 289' from DER, 473' right of centerline, up to 835' MSL.
Trees, sign beginning 752' from DER, 513' right of centerline, up to 839' MSL.
Tree 993' from DER, 526' right of centerline, 842' MSL.
Trees beginning 1002' from DER, 348' right of centerline, up to 848' MSL.
Trees beginning 1079' from DER, 398' right of centerline, up to 864' MSL.
Trees beginning 1136' from DER, 581' right of centerline, up to 866' MSL.
Trees beginning 1471' from DER, 569' right of centerline, up to 867' MSL.
Tree 1811' from DER, 816' left of centerline, 848' MSL.
Tree 1996' from DER, 406' left of centerline, 855' MSL.
Trees beginning 2113' from DER, 717' right of centerline, up to 884' MSL.
Trees beginning 2594' from DER, 338' left of centerline, up to 867' MSL.
Tree 2730' from DER, 823' left of centerline, 879' MSL.

**FREEPORT, IL**

ALBERTUS (FEP)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 10MAY07 (07130) (FAA)

TAKEOFF MINIMUMS:

**Rwys 13, 18, 31, 36,** NA-Environmental.

TAKEOFF OBSTACLE NOTES:

**Rwy 24,** multiple trees beginning 446' from DER, 450' right of centerline, up to 67' AGL/903' MSL.

**FRIENDSHIP (ADAMS), WI**

ADAMS COUNTY LEGION FLD (63C)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 30JAN20 (22083) (FAA)

TAKEOFF MINIMUMS:

**Rwys 8, 26,** NA-Unsurveyed turf runways.
**Rwy 33,** 500-2¼ or std. w/min. climb of 375' per NM to 1500.

DEPARTURE PROCEDURES:

**Rwy 33,** climb on heading 335° to 1600 before turning left.

TAKEOFF OBSTACLE NOTES:

**Rwy 15,** tree 94' from DER, 417' right of centerline, 1022' MSL.
Tree 195' from DER, 446' right of centerline, 1034' MSL.
Trees beginning 233' from DER, 498' right of centerline, up to 1039' MSL.
Tree 569' from DER, 586' left of centerline, 1012' MSL.
Trees beginning 608' from DER, 243' left of centerline, up to 1033' MSL.
Trees, towers, pole beginning 769' from DER, 216' left of centerline, up to 1038' MSL.
Trees, tower beginning 1395' from DER, 291' left of centerline, up to 1039' MSL.
Pole, tower, trees beginning 1614' from DER, 334' left of centerline, up to 63' AGL/1043' MSL.
Trees, pole beginning 1769' from DER, 105' left of centerline, up to 1053' MSL.
Trees beginning 1857' from DER, 225' right of centerline, up to 1040' MSL.
Trees beginning 2104' from DER, 78' right of centerline, up to 1044' MSL.
Trees beginning 2228' from DER, 25' right of centerline, up to 1045' MSL.
Trees beginning 2552' from DER, 331' left of centerline, up to 1059' MSL.
Trees beginning 2735' from DER, 211' left of centerline, up to 1067' MSL.
**CON'T**

**FRIENDSHIP (ADAMS), WI (CON'T)**

ADAMS COUNTY LEGION FLD (63C) (CON'T)

**Rwy 33,** trees beginning 155' from DER, 492' right of centerline, up to 1014' MSL.
Pole, building beginning 195' from DER, 379' left of centerline, up to 32' AGL/995' MSL.
Tree 657' from DER, 665' right of centerline, 1019' MSL.
Trees beginning 715' from DER, 49' right of centerline, up to 1024' MSL.
Trees beginning 951' from DER, 45' left of centerline, up to 1004' MSL.
Trees beginning 1064' from DER, 87' left of centerline, up to 1007' MSL.
Trees beginning 1299' from DER, 78' right of centerline, up to 1028' MSL.
Trees beginning 1406' from DER, 296' left of centerline, up to 1027' MSL.
Trees, pole beginning 1483' from DER, 73' left of centerline, up to 1045' MSL.
Trees beginning 1594' from DER, right of centerline, up to 1036' MSL.
Tree 2652' from DER, 915' right of centerline, 1056' MSL.
Mountain with trees, buildings, and towers beginning 1.2 NM from DER, 2068' left of centerline up to 1412' MSL.

**GALESBURG, IL**

HARREL W TIMMONS GALESBURG RGNL AIRPORT (GBG)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 29JUL10 (25219) (FAA)

TAKEOFF OBSTACLE NOTES:
**Rwy 3,** trees beginning 1372' from DER, 352' right of centerline to 752' right of centerline, up to 55' AGL/819' MSL.
**Rwy 10,** trees beginning 326' from DER, 154' right of centerline to 764' left of centerline, up to 63' AGL/820' MSL.
Light 3969' from DER, 700' left of centerline 106' AGL/863' MSL.
**Rwy 21,** trees beginning 361' from DER, 496' left of centerline, to 657' right of centerline, up to 42' AGL/796' MSL.
**Rwy 28,** trees beginning 79' from DER, 138' left of centerline, to 330' right of centerline, up to 29' AGL/786' MSL.
Pole 1204' from DER, 372' right of centerline 32' AGL/789' MSL.

**GRANTSBURG, WI**

GRANTSBURG MUNI (GTG)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 20SEP12 (12264) (FAA)

TAKEOFF MINIMUMS:
**Rwys 5, 23,** NA-Environmental.

TAKEOFF OBSTACLE NOTES:
**Rwy 12,** trees beginning 154' from DER, 4' left of centerline, up to 102' AGL/1026' MSL.
Vehicle on road beginning 178' from DER, 48' left of centerline, 15' AGL/938' MSL.
Trees beginning 331' from DER, 34' right of centerline, up to 106' AGL/1030' MSL.
Vehicle on road beginning 204' from DER, 306' right of centerline, 15' AGL/943' MSL.
**Rwy 30,** trees beginning 164' from DER, 181' left of centerline, up to 69' AGL/993' MSL.
Vehicle on road beginning 375' from DER, 451' left of centerline, 15' AGL/940' MSL.
Trees beginning 112' from DER, 199' right of centerline, up to 24' AGL/948' MSL.
Vehicle on road beginning 59' from DER, 30' right of centerline, 15' AGL/937' MSL.

**GRAYSLAKE, IL**

CAMPBELL (C81)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 04MAR82 (82063) (FAA)

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

DEPARTURE PROCEDURE:
**Rwy 9,** climb runway heading to 1200 before turning.

**GREEN BAY, WI**

GREEN BAY/AUSTIN STRAUBEL INTL (GRB)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2A 17AUG17 (21336) (FAA)

DEPARTURE PROCEDURE:
**Rwy 6,** climb heading 062° to 1300 before turning right.
**Rwy 18,** climb heading 182° to 1600 before turning left.

TAKEOFF OBSTACLE NOTES:
**Rwy 18,** tree 3022' from DER, 680' left of centerline, 100' AGL/779' MSL.
**Rwy 24,** trees beginning 1556' from DER, 893' left of centerline, up to 100' AGL/779' MSL.
Pole 1114' from DER, 665' left of centerline, 38' AGL/722' MSL.

**GREENVILLE, IL**
GREENVILLE (GRE)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 11MAR10 (10070) (FAA)
TAKEOFF MINIMUMS:
**Rwys 9, 27,** NA-Environmental.
TAKEOFF OBSTACLE NOTES:
**Rwy 18,** vehicle on road at DER, 376' left of centerline, up to 15' AGL/554' MSL.
Trees beginning 534' from DER, 491' right of centerline, up to 100' AGL/639' MSL.
Trees beginning 3097' from DER, 54' left of centerline, 100' AGL/629' MSL.
**Rwy 36,** vehicle on road at DER, 393' right of centerline, up to 15' AGL/554' MSL.

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

**HARRISBURG, IL**
HARRISBURG-RALEIGH (HSB)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 23SEP10 (10266) (FAA)
TAKEOFF OBSTACLE NOTES:
**Rwy 6,** trees beginning 62' from DER, 257' left of centerline, up to 100' AGL/519' MSL.
Trees and PVC pipe in concrete beginning 627' from DER, 230' left of centerline, up to 100' AGL/519' MSL.
Tree 895' from DER, 523' right of centerline, 61' AGL/454' MSL.
Tree 5590' from DER, 1383' left of centerline, 100' AGL/539' MSL.
**Rwy 14,** vehicle 368' from DER, 594' right of centerline, 15' AGL/394' MSL.
Trees beginning 3343' from DER, 1286' left of centerline, up to 100' AGL/509' MSL.
**Rwy 24,** trees beginning 919' from DER, 487' right of centerline, up to 100' AGL/509' MSL.
Trees beginning 1706' from DER, 420' right of centerline, up to 100' AGL/519' MSL.
**Rwy 32,** vehicle 482' from DER, 609' left of centerline, 15' AGL/414' MSL.
Trees beginning 1087' from DER, 207' left of centerline, up to 100' AGL/509' MSL.
Trees beginning 1616' from DER, 45' right of centerline, up to 100' AGL/509' MSL.

**HARTFORD, WI**
HARTFORD MUNI (HXF)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 26MAR20 (20086) (FAA)
TAKEOFF MINIMUMS:
**Rwys 18, 36,** NA - Environmental.
TAKEOFF OBSTACLE NOTES:
**Rwy 9,** terrain beginning 186' from DER, 381' left of centerline, up to 1084' MSL.
Terrain beginning 412' from DER, 399' left of centerline, up to 1087' MSL.
Terrain 598' from DER, 560' left of centerline, 1088' MSL.
Pole 1315' from DER, 209' left of centerline, 35' AGL/1110' MSL.
Pole 1316' from DER, 42' right of centerline, 31' AGL/1110' MSL.
Trees beginning 1458' from DER, 38' right of centerline, up to 1123' MSL.
Trees beginning 1608' from DER, 27' right of centerline, up to 1136' MSL.
Transmission line 2808' from DER, 713' right of centerline, 95' AGL/1146' MSL.
**Rwy 27,** terrain beginning 13' from DER, 183' right of centerline, up to 1062' MSL.
Building 21' from DER, 471' left of centerline, 16' AGL/1058' MSL.
Building beginning 120' from DER, 402' left of centerline, up to 26' AGL/1069' MSL.

**HAYWARD, WI**

SAWYER COUNTY (HYR)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 20AUG15 (15232) (FAA)

TAKEOFF MINIMUMS:

**Rwy 16, 34,** NA-Environmental.

TAKEOFF OBSTACLE NOTES:

**Rwy 3,** trees and pole beginning 37' from DER, 163' left of centerline, up to 27' AGL/1238' MSL.
Trees beginning 106' from DER, 224' right of centerline, up to 50' AGL/1260' MSL.
Trees beginning 131' from DER, 311' left of centerline, up to 88' AGL/1298' MSL.
Trees beginning 262' from DER, 412' right of centerline, up to 77' AGL/1288' MSL.
Trees beginning 1818' from DER, crossing centerline, up to 100' AGL/1311' MSL.
**Rwy 21,** vehicles on road, pole, and NAVAID beginning 17' from DER, 91' right of centerline, up to 23' AGL/1224' MSL.
Tree 272' from DER, 416' left of centerline, 17' AGL/1218' MSL.
Trees, pole, and NAVAID beginning 326' from DER, 254' right of centerline, up to 86' AGL/1284' MSL.
Trees beginning 2344' from DER, crossing centerline, up to 100' AGL/1311' MSL.

**JACKSONVILLE, IL**

JACKSONVILLE MUNI (IJX)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 20OCT11 (11293) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 13,** trees beginning 811' from DER, 430' left of centerline, up to 100' AGL/708' MSL.
Power lines 705' from DER, crossing centerline, 40' AGL/655' MSL.
**Rwy 22,** trees beginning 2888' from DER, 259' left of centerline, up to 100' AGL/707' MSL.
**Rwy 31,** trees beginning 2044' from DER, 823' right of centerline, up to 100' AGL/688' MSL.

**JANESVILLE, WI**

SOUTHERN WISCONSIN RGNL (JVL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 10APR08 (08101) (FAA)

TAKEOFF MINIMUMS:

**Rwy 36,** 300-2¼ or std. w/ a min. climb of 203' per NM to 1200, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1200' prior to DER.

TAKEOFF OBSTACLE NOTES:

**Rwy 4,** road 342' from DER, 520' right of centerline, 17' AGL/846' MSL.
Trees beginning 624' from DER, 366' left of centerline, up to 60' AGL/889' MSL.
Light on pole 1290' from DER, 595' left of centerline, 21' AGL/840' MSL.
Antenna 804' from DER, 190' left of centerline, 16' AGL/825' MSL.
**Rwy 32,** tree 1524' from DER 857' left of centerline, 100' AGL/869' MSL.
**Rwy 36,** tree 1427' from DER, 108' left of centerline, 42' AGL/851' MSL.
Road 385' from DER, 20' left of centerline, 15' AGL/824' MSL.
Tower 1.92 NM from DER, 1427' left of centerline, 258' AGL/1101' MSL.

**JUNEAU, WI**

DODGE COUNTY (UNU)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 12AUG21 (21224) (FAA)

TAKEOFF MINIMUMS:

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

TAKEOFF OBSTACLE NOTES:

**Rwy 2,** trees beginning 509' from DER, 526' left of centerline, up to 969' MSL.
Wind indicator, pole beginning 517' from DER, 394' right of centerline, up to 958' MSL.
Pole 561' from DER, 536' right of centerline, 36' AGL/969' MSL.
Trees, pole beginning 625' from DER, 309' right of centerline, up to 981' MSL.
Tree 795' from DER, 439' right of centerline, 984' MSL.
Tree, building beginning 862' from DER, 413' right of centerline, up to 989' MSL.
Trees, poles beginning 937' from DER, 311' right of centerline, up to 990' MSL.
**Rwy 8,** buildings beginning 375' from DER, 390' left of centerline, up to 27' AGL/966' MSL.
Buildings beginning 523' from DER, 441' left of centerline, up to 976' MSL.
Trees, pole beginning 567' from DER, 366' left of centerline, up to 988' MSL.
Tree 635' from DER, 466' right of centerline, 970' MSL.
Trees beginning 667' from DER, 340' right of centerline, up to 978' MSL.
Tree 699' from DER, 487' right of centerline, 981' MSL.
Trees beginning 735' from DER, 72' right of centerline, up to 982' MSL.
Tree, tower beginning 813' from DER, 609' right of centerline, up to 986' MSL.
**Rwy 20,** tower 4174' from DER, 1502' left of centerline, 174' AGL/1085' MSL.
**CON'T**

**JUNEAU, WI (CON'T)**

DODGE COUNTY (UNU) (CON'T)

**Rwy 26,** trees beginning 581' from DER, 111' right of centerline, up to 926' MSL.
Trees beginning 683' from DER, 162' right of centerline, up to 940' MSL.
Tree 736' from DER, 453' left of centerline, 929' MSL.
Tree 760' from DER, 687' left of centerline, 949' MSL.
Trees beginning 1112' from DER, 642' right of centerline, up to 952' MSL.
Trees, pole beginning 1138' from DER, 400' left of centerline, up to 966' MSL.
Trees beginning 1590' from DER, 453' right of centerline, up to 957' MSL.
Tree 1783' from DER, 538' right of centerline, 970' MSL.
Trees beginning 1796' from DER, 141' right of centerline, up to 995' MSL.
Trees beginning 2564' from DER, 351' left of centerline, up to 969' MSL.
Trees beginning 2829' from DER, 249' left of centerline, up to 972' MSL.
Tree 3459' from DER, 1284' right of centerline, 998' MSL.
Trees beginning 3582' from DER, 905' right of centerline, up to 1009' MSL.
Tree 3934' from DER, 93' left of centerline, 994' MSL.
Trees beginning 4242' from DER, 37' left of centerline, up to 1022' MSL.
Tree 4422' from DER, 266' left of centerline, 1030' MSL.
Trees beginning 4495' from DER, 42' left of centerline, up to 111' AGL/1036' MSL.
Tree 4603' from DER, on centerline, 84' AGL/1015' MSL.

**KANKAKEE, IL**

GREATER KANKAKEE (IKK)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 02MAY13 (13122) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 4,** trees beginning 1296' from DER, 303' left of centerline, up to 36' AGL/666' MSL.
Trees 2045' from DER, 231' left of centerline, 51' AGL/681' MSL.
**Rwy 16,** trees beginning 525' from DER, 162' left of centerline, up to 27' AGL/639' MSL.
Tree 2658' from DER, 1085' left of centerline, 81' AGL/698' MSL.
**Rwy 34,** trees beginning 72' from DER, 406' right of centerline, up to 26' AGL/647' MSL.
Trees beginning 501' from DER, 123' left of centerline, up to 51' AGL/672' MSL.
Tree 993' from DER, 664' left of centerline, 73' AGL/690' MSL.

**KENOSHA, WI**

KENOSHA RGNL (ENW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 31DEC20 (20366) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 7R,** poles beginning 559' from DER, 342' right of centerline, up to 30' AGL/729' MSL.
Tree 569' from DER, 251' left of centerline, 722' MSL.
Trees, pole beginning 810' from DER, 248' left of centerline, up to 760' MSL.
**Rwy 15,** trees beginning 1604' from DER, 40' right of centerline, up to 100' AGL/809' MSL.
Trees beginning 1964' from DER, 173' left of centerline, up to 100' AGL/799' MSL.
Tree 2950' from DER, 22' left of centerline, 100' AGL/809' MSL.
**Rwy 25L,** buildings, tree beginning 10' from DER, 207' right of centerline, up to 20' AGL/760' MSL.
Trees, fence, vehicles on road beginning 21' from DER, 1' left of centerline, up to 763' MSL.
Poles, buildings beginning 464' from DER, 113' right of centerline, up to 50' AGL/799' MSL.
Building 1164' from DER, 388' left of centerline, 50' AGL/799' MSL.
**Rwy 33,** poles beginning 581' from DER, 455' right of centerline, up to 33' AGL/738' MSL.
Tree 808' from DER, 401' right of centerline, 778' MSL.
Trees beginning 868' from DER, 356' right of centerline, up to 786' MSL.
Trees beginning 960' from DER, 36' right of centerline, up to 792' MSL.
Tree 1171' from DER, 61' left of centerline, 771' MSL.
Trees beginning 1178' from DER, 525' left of centerline, up to 795' MSL.
Trees beginning 1228' from DER, 77' left of centerline, up to 801' MSL.
Trees, poles beginning 1408' from DER, 139' left of centerline, up to 810' MSL.
Trees beginning 1430' from DER, 218' right of centerline, up to 800' MSL.
Trees beginning 3302' from DER, 165' right of centerline, up to 809' MSL.
Tree 3644' from DER, 351' right of centerline, 811' MSL.

**KEWANEE, IL**

KEWANEE MUNI (EZI)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-B 11AUG22 (22223) (FAA)

DEPARTURE PROCEDURE:

**Rwy 1,** climb on heading 013° to 1400 before turning west.
**Rwy 27,** climb on heading 273° before turning north.

TAKEOFF OBSTACLE NOTES:

**Rwy 1,** electrical system 9' from DER, 26' right of centerline, 1' AGL/838' MSL.
Tree 2144' from DER, 1026' right of centerline, 68' AGL/901' MSL.
Tree 2552' from DER, 990' left of centerline, 909' MSL.

**CON'T**

**KEWANEE, IL (CON'T)**

KEWANEE MUNI (EZI) (CON'T)

**Rwy 19,** tower, building beginning 166' from DER, 486' left of centerline, up to 22' AGL/871' MSL.
Tree, pole beginning 685' from DER, 413' right of centerline, up to 887' MSL.
**Rwy 27,** tower, transmission line beginning 1417' from DER, 95' right of centerline, up to 69' AGL/917' MSL.
Transmission line 2606' from DER, 982' left of centerline, 75' AGL/920' MSL.
Elevator 2977' from DER, 794' right of centerline, 92' AGL/945' MSL.

**LA CROSSE, WI**

LA CROSSE RGNL (LSE)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 6A 08JAN15 (15008) (FAA)

TAKEOFF MINIMUMS:
**Rwy 4,** std. w/ min. climb of 460' per NM to 1700, or 1400-2½ for climb in visual conditions.
**Rwy 13,** std. w/ min. climb of 420' per NM to 2000, or 1400-2½ for climb in visual conditions.
**Rwy 18,** std. w/ min. climb of 400' per NM to 2200, or 1400-2½ for climb in visual conditions.
**Rwy 22,** std. w/ min. climb of 430' per NM to 2100, or 1400-2½ for climb in visual conditions.
**Rwy 31,** std. w/ min. climb of 340' per NM to 2500, or 1400-2½ for climb in visual conditions.
**Rwy 36,** std. w/ min. climb of 400' per NM to 2200, or 1400-2½ for climb in visual conditions.
DEPARTURE PROCEDURE:
**Rwys 4, 13, 18, 22, 31, 36,** for climb in visual conditions cross La Crosse Muni airport at or above 1900 MSL before proceeding on course.
TAKEOFF OBSTACLE NOTES:
**Rwy 4,** trees beginning 498' from DER, right and left of centerline, up to 100' AGL/799' MSL.
Pole 4371' from DER, 205' left of centerline, 84' AGL/784' MSL.
**Rwy 13,** trees beginning 423' from DER, right and left of centerline, up to 100' AGL/754' MSL.
**Rwy 18,** trees beginning 1337' from DER, right and left of centerline, up to 100' AGL/739' MSL.
Vehicles on road beginning 477' from DER, right and left of centerline, 15' AGL/694' MSL.
**Rwy 22,** vehicles on road and buildings beginning 478' from DER, right and left of centerline, up to 30' AGL/694' MSL.
Trees beginning 1436' from DER, 281' left of centerline, up to 100' AGL/735' MSL.
Light poles beginning 1503' from DER, 171' right of centerline, up to 35' AGL/695' MSL.
**Rwy 31,** trees beginning 967' from DER, right and left of centerline, up to 100' AGL/754' MSL.
**Rwy 36,** trees beginning 2910' from DER, right and left of centerline, up to 100' AGL/744' MSL.

**LA POINTE, WI**

MAJOR GILBERT FIELD (4R5)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 05JUN08 (08157) (FAA)

TAKEOFF MINIMUMS:
**Rwy 22,** 300-2 or std. w/ min. climb of 213' per NM to 1200.
DEPARTURE PROCEDURE:
**Rwy 22,** Climb heading 220° to 1200 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
**Rwy 4,** trees beginning 69' from DER, 5' left of centerline, up to 100' AGL/759' MSL.
Trees beginning 340' from DER, 52' right of centerline, up to 100' AGL/759' MSL.
**Rwy 22,** trees beginning 1867' from DER, 187' left of centerline, up to 100' AGL/710' MSL.
Trees beginning 167' from DER, 23' right of centerline, up to 100' AGL/729' MSL.

**LACON, IL**

MARSHALL COUNTY (C75)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 12JUN25 (25163) (FAA)

TAKEOFF MINIMUMS:
**Rwy 13,** 300-1½ or std w/min climb of 513'/NM to 800.
**Rwy 18,** 300-1¾ or std w/min climb of 840'/NM to 800.
**Rwy 36,** 300-1⅝ or std w/min climb of 347'/NM to 900.
TAKEOFF OBSTACLE NOTES
**Rwy 13,** utility building 18' from DER, 125' left of centerline, 586' MSL.
Tree, terrain beginning 162' from DER, 41' right of centerline, up to 66' AGL/637' MSL.
Vegetation 165' from DER, 404' left of centerline, 4' AGL/604' MSL.
Terrain 201' from DER, 421' left of centerline, 605' MSL.
Terrain 296' from DER, 479' left of centerline, 618' MSL.
Terrain beginning 405' from DER, 103' left of centerline, up to 619' MSL.
Terrain beginning 598' from DER, 35' left of centerline, up to 620' MSL.
Terrain beginning 666' from DER, 68' left of centerline, up to 635' MSL.
Terrain, vegetation beginning 864' from DER, 114' left of centerline, up to 641' MSL.
Terrain beginning 916' from DER, 286' right of centerline, up to 644' MSL.
Trees, terrain, vehicles on road, vegetation beginning 1006' from DER, 36' right of centerline, up to 718' MSL.
Tree, terrain beginning 1265' from DER, 478' left of centerline, up to 693' MSL.
Trees, terrain beginning 1286' from DER, 3' left of centerline, up to 711' MSL.
Trees, terrain beginning 1593' from DER, 123' left of centerline, up to 716' MSL.
Trees, terrain beginning 1676' from DER, 71' right of centerline, up to 722' MSL.
**CON'T**



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## LACON, IL (CON'T)

MARSHALL COUNTY (C75) (CON'T)

**Rwy 13 (CON'T),** trees, vegetation, terrain beginning 1755' from DER, 303' left of centerline, up to 729' MSL.
Trees, terrain, vegetation, vehicles on road beginning 1854' from DER, 71' left of centerline, up to 733' MSL.
Trees, vegetation, terrain, fence beginning 1857' from DER, 130' right of centerline, up to 726' MSL.
Trees, terrain, fence, vehicles on roads, vegetation beginning 1978' from DER, 15' right of centerline, up to 729' MSL.
Trees, terrain beginning 2468' from DER, 13' left of centerline, up to 743' MSL.
Trees beginning 3720' from DER, 136' right of centerline, up to 730' MSL.
Trees beginning 4945' from DER, 104' right of centerline, up to 86' AGL/740' MSL.
Trees beginning 5635' from DER, 20' left of centerline, up to 751' MSL.
Trees beginning 1 NM from DER, 495' left of centerline, up to 91' AGL/754' MSL.
**Rwy 18,** tree 2' from DER, 382' right of centerline, 568' MSL.
Tree 46' from DER, 484' right of centerline, 574' MSL.
Trees, poles beginning 98' from DER, 150' right of centerline, up to 585' MSL.
Tree 266' from DER, 121' left of centerline, 571' MSL.
Trees beginning 535' from DER, 76' right of centerline, up to 649' MSL.
Tree 702' from DER, 110' left of centerline, 577' MSL.
Tree 734' from DER, 255' left of centerline, 580' MSL.
Trees beginning 745' from DER, 289' left of centerline, up to 72' AGL/595' MSL.
Trees, building, grain silo beginning 1071' from DER, 283' left of centerline, up to 659' MSL.
Tree 2045' from DER, 749' left of centerline, 678' MSL.
Tree 2703' from DER, 742' left of centerline, 685' MSL.
Tree 3628' from DER, 910' left of centerline, 691' MSL.
Trees 3815' from DER, 328' right of centerline, 679' MSL.
Trees 4640' from DER, 819' right of centerline, 739' MSL.
Trees 5464' from DER, 126' right of centerline, 759' MSL.
**Rwy 31,** pole, vehicles on road beginning 55' from DER, 475' right of centerline, up to 31' AGL/568' MSL.
Trees beginning 828' from DER, 646' left of centerline, up to 586' MSL.
Trees beginning 1097' from DER, 392' left of centerline, up to 587' MSL.
Trees, pole beginning 1175' from DER, 292' left of centerline, up to 596' MSL.
Trees beginning 1258' from DER, 621' left of centerline, up to 605' MSL.
Trees beginning 1390' from DER, 133' left of centerline, up to 612' MSL.
Water tower, trees beginning 2355' from DER, 260' left of centerline, up to 85' AGL/631' MSL.
Trees beginning 2604' from DER, 194' left of centerline, up to 96' AGL/639' MSL.
**Rwy 36,** vehicles on road 354' from DER, 3' left of centerline, 569' MSL.
Pole 3095' from DER, 241' left of centerline, 70' AGL/634' MSL.
Trees 3101' from DER, 720' right of centerline, 689' MSL.
Trees 4507' from DER, 1693' right of centerline, 749' MSL.
Trees 1 NM from DER, 2180' right of centerline, 759' MSL.

## LADYSMITH, WI

RUSK COUNTY (RCX)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 15NOV12 (12320) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 1,** multiple trees 7' from DER, 420' right of centerline, up to 21' AGL/1271' MSL.
Multiple trees 127' from DER, 319' right of centerline, up to 3' AGL/1243' MSL.
Trees beginning 197' from DER, right and left of centerline, up to 100' AGL/1354' MSL.
Vehicles on road beginning 110' from DER, right and left of centerline, up to 17' AGL/1263' MSL.
NAVAID 493' from DER, 534' left of centerline, 15' AGL/1252' MSL.
Posts beginning 519' from DER, 387' left of centerline, up to 55' AGL/1296' MSL.
Pole 772' from DER, 453' right of centerline, 35' AGL/1282' MSL.
**Rwy 14,** sign 30' from DER, 485' right of centerline, 10' AGL/1228' MSL.
NAVAID 33' from DER, 124' right of centerline, 12' AGL/1232' MSL.
Trees beginning 84' from DER, 491' left of centerline, up to 75' AGL/1304' MSL.
Trees beginning 900' from DER, right and left of centerline, up to 75' AGL/1305' MSL.
**Rwy 19,** trees beginning 7' from DER, 28' right of centerline, up to 53' AGL/1285' MSL.
Vehicles on road 178' from DER, 349' right of centerline, 17' AGL/1234' MSL.
Trees beginning 1132' from DER, 779' left of centerline up to 65' AGL/1285' MSL.
Obstruction light on water tank and water tower beginning 3382' from DER, 1276' left of centerline, up to 134' AGL/1362' MSL.
**Rwy 32,** trees beginning 22' from DER, 427' right of centerline, up to 30' AGL/1267' MSL.
Trees beginning 137' from DER, right and left of centerline, up to 65' AGL/1301' MSL.
Vehicles on road beginning 109' from DER, 312' right of centerline, up to 17' AGL/ 1251' MSL.
Trees beginning 2458' from DER, 710' right of centerline, up to 100' AGL/1299' MSL.

## LAKE GENEVA, WI

GRAND GENEVA RESORT (C02)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 07DEC17 (17341) (FAA)

TAKEOFF MINIMUMS:

**Rwy 5,** 300-1¼ or 300-1 w/ min. climb of 260' per NM to 1100.

**Rwy 23,** 300-1⅜ or 300-1 w/ min. climb of 310' per NM to 1200.

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

**Rwy 5,** trees beginning abeam DER, 51' right of centerline, up to 100' AGL/939' MSL.
Trees beginning 456' from DER, 167' right of centerline, up to 100' AGL/1019' MSL.
Trees beginning 1652' from DER, left and right of centerline, up to 100' AGL/969' MSL.
Trees beginning 2428' from DER, 459' left of centerline, up to 100' AGL/989' MSL.
Trees beginning 3408' from DER, 253' right of centerline, up to 100' AGL/979' MSL.
Trees beginning 4645' from DER, 1697' left of centerline, up to 100' AGL/959' MSL.
Trees beginning 5477' from DER, 1005' right of centerline, up to 100' AGL/1019' MSL.
**Rwy 23,** trees beginning abeam DER, 86' left of centerline, up to 100' AGL/949' MSL.
Trees beginning 333' from DER, 157' right of centerline, up to 100' AGL/949' MSL.
Trees beginning 1467' from DER, 581' left of centerline, up to 100' AGL/979' MSL.
Trees beginning 1559' from DER, 273' right of centerline, up to 100' AGL/1009' MSL.
Trees beginning 3094' from DER, 558' left of centerline, up to 100' AGL/1009' MSL.
Trees beginning 4099' from DER, left and right of centerline, up to 100' AGL/1039' MSL.

## LAND O' LAKES, WI

KINGS LAND O' LAKES (LNL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 07OCT21 (24249) (FAA)

TAKEOFF MINIMUMS:

**Rwys 5, 23,** NA-Environmental.

**Rwy 32,** 300-1⅜ or std w/ min climb of 250' per NM to 2000.

TAKEOFF OBSTACLE NOTES:

**Rwy 14,** pole 10' from DER, 47' left of centerline, 3' AGL/1705' MSL.
Vehicles on road and fence beginning 11' from DER, 260' left of centerline, up to 1724' MSL.
Vegetation 15' from DER, 121' right of centerline, 1706' MSL.
Tree 48' from DER, 423' right of centerline, 1754' MSL.
Trees, fence, vehicles on road, sign, poles, and transmission line beginning 96' from DER, 31' left of centerline, up to 1769' MSL.
Trees and building beginning 122' from DER, 21' right of centerline, up to 1757' MSL.
Trees beginning 571' from DER, 72' right of centerline, up to 1758' MSL.
Trees beginning 1124' from DER, 17' right of centerline, up to 1760' MSL.
Trees beginning 1187' from DER, 33' right of centerline, up to 1774' MSL.
Trees beginning 1758' from DER, 83' right of centerline, up to 1781' MSL.
Tree 4729' from DER, 671' right of centerline, 1824' MSL.
**Rwy 32,** terrain 5' from DER, 265' right of centerline, 1706' MSL.
Vegetation beginning 60' from DER, 190' left of centerline, up to 1715' MSL.
Fence 129' from DER, 105' right of centerline, 4' AGL/1709' MSL.
Building 164' from DER, 495' right of centerline, 13' AGL/1721' MSL.
Tree 198' from DER, 296' left of centerline, 1719' MSL.
Tree 222' from DER, 485' left of centerline, 1721' MSL.
Trees and vehicles on road beginning 250' from DER, 32' left of centerline, up to 1771' MSL.
Trees, vegetation, poles, tower, and vehicles on road beginning 311' from DER, 14' right of centerline, up to 1799' MSL.
Trees and poles beginning 544' from DER, 1' left of centerline, up to 1785' MSL.
Trees, poles, buildings, towers, antenna, and fence beginning 656' from DER, 3' right of centerline, up to 1801' MSL.
Trees and pole beginning 933' from DER, 43' left of centerline, up to 1790' MSL.
Trees, poles, and stack beginning 1006' from DER, 7' left of centerline, up to 1800' MSL.
Trees and buildings beginning 1538' from DER, 0' left of centerline, up to 1801' MSL.
Trees beginning 1584' from DER, 0' right of centerline, up to 1812' MSL.
Trees beginning 2102' from DER, 70' left of centerline, up to 1803' MSL.
Trees beginning 2195' from DER, 55' left of centerline, up to 1805' MSL.
Trees beginning 2317' from DER, 9' left of centerline, up to 1812' MSL.
Tree 5499' from DER, 1769' right of centerline, 1847' MSL.
Tree 5596' from DER, 1779' right of centerline, 1852' MSL.
Trees beginning 5620' from DER, 1552' right of centerline, up to 1867' MSL.
Trees beginning 5813' from DER, 1528' right of centerline, up to 1877' MSL.
Trees beginning 5848' from DER, 1372' right of centerline, up to 1879' MSL.
Trees beginning 5967' from DER, 747' right of centerline, up to 1890' MSL.
Tree 1.1 NM from DER, 720' right of centerline, 1881' MSL.

**LAWRENCEVILLE, IL**

LAWRENCEVILLE-VINCENNES INTL (LWV)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 19JUL18 (18200) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 9,** ag equipment, 435' from DER, 479' right of centerline, 23' AGL/452' MSL.
**Rwy 18,** ag equipment beginning 274' from DER, 299' right of centerline, up to 448' MSL.
Ag equipment 585' from DER, 473' left of centerline, 445' MSL.
Ag equipment beginning 684' from DER, 362' left of centerline, up to 446' MSL.
**Rwy 27,** vehicle on road 331' from DER, 453' left of centerline, 439' MSL.
Ag equipment 597' from DER, 474' right of centerline, 22' AGL/443' MSL.
**Rwy 36,** tree 3454' from DER, 1063' right of centerline, 100' AGL/539' MSL.

**LINCOLN, IL**

LOGAN COUNTY (AAA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 31MAR16 (16091) (FAA)

TAKEOFF MINIMUMS:

**Rwy 14, 32,** NA-Environmental.
**Rwy 21,** 300-½ or std. with a min. climb of 341' per NM to 800.

TAKEOFF OBSTACLE NOTES:

**Rwy 3,** road/vehicles beginning 210' from DER, 296' right of centerline, up to 15' AGL/607' MSL.
Trees beginning 783' from DER, 353' left of centerline, up to 100' AGL/664' MSL.
Trees 2733' from DER, 390' left of centerline, up to 100' AGL/676' MSL.
**Rwy 21,** NAVAID 9' from DER, 111' right of centerline, 3' AGL/594' MSL.
Trees beginning 377' from DER, 546' right of centerline, up to 100' AGL/621' MSL.
Trees beginning 1773' from DER, 155' right of centerline, up to 100' AGL/669' MSL.
Multiple towers beginning 3190' from DER, 579' right of centerline, up to 101' AGL/689' MSL.
Tower 4139' from DER, 158' left of centerline, 126' AGL/715' MSL.

**LITCHFIELD, IL**

LITCHFIELD MUNI (3LF)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3A 11OCT18 (18284) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 9,** general utility poles 83' from DER, 261' left of centerline, 6' AGL/695' MSL.
Transmission line, pole beginning 146' from DER, 476' left of centerline, up to 31' AGL/720' MSL.
Vehicle on traverse way 178' from DER, 422' right of centerline, 701' MSL.
Vehicle on traverse way 269' from DER, 382' right of centerline, 702' MSL.
Building 285' from DER, 566' right of centerline, 33' AGL/720' MSL.
Transmission line, pole, building beginning 318' from DER, 476' left of centerline, up to 31' AGL/721' MSL.
Tree, vehicle on traverse way, pole, transmission line beginning 327' from DER, 12' right of centerline, up to 730' MSL.
Transmission line, pole, vehicle on traverse way beginning 499' from DER, 68' left of centerline, up to 33' AGL/725' MSL.
Transmission line, pole, tree beginning 745' from DER, 72' left of centerline, up to 38' AGL/729' MSL.
Tower, tree, building, tank beginning 1059' from DER, 66' left of centerline, up to 132' AGL/822' MSL.
Trees, beginning 1688' from DER, 431' right of centerline, up to 741' MSL.
Trees beginning 2538' from DER, 582' right of centerline, up to 82' AGL/758' MSL.
**Rwy 18,** tree 494' from DER, 610' left of centerline, 746' MSL.
**Rwy 27,** REIL 10' from DER, 115' left of centerline, up to 2' AGL/683' MSL.
Vehicle on traverse way beginning 13' from DER, 483' right of centerline, up to 15' AGL/693' MSL.
Vehicle on traverse way 192' from DER, 132' left of centerline, 692' MSL.
Vehicle on traverse way beginning 303' from DER, 127' right of centerline, up to 15' AGL/694' MSL.
Vehicle on traverse way beginning 344' from DER, 77' right of centerline, up to 17' AGL/698' MSL.
Trees beginning 689' from DER, 441' right of centerline, up to 717' MSL.
Tree 777' from DER, 445' left of centerline, 702' MSL.
Transmission line, pole, tree beginning 900' from DER, 436' right of centerline, up to 38' AGL/718' MSL.
**Rwy 36,** tower, pole, tree beginning 2186' from DER, 75' left of centerline, up to 56' AGL/748' MSL.
Tree, sign beginning 2272' from DER, 116' right of centerline, up to 752' MSL.
Transmission line 2682' from DER, 71' right of centerline, 61' AGL/753' MSL.
Tank 2735' from DER, 1121' left of centerline, 71' AGL/763' MSL.

**LONE ROCK, WI**

TRI COUNTY RGNL (LNR)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 03JUL08 (08185) (FAA)

TAKEOFF MINIMUMS:

**Rwys 9, 27,** 600-1¾, or 1000-2½ for climb in visual conditions.
**Rwys 18, 36,** NA-Environmental.

DEPARTURE PROCEDURE:

**Rwys 9, 27,** for climb in visual conditions: cross Tri County Rgnl Airport at or above 1600 before proceeding on course.

**CON'T**



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**LONE ROCK, WI (CON'T)**

TRI COUNTY RGNL (LNR) (CON'T)

TAKEOFF OBSTACLE NOTES:

**Rwy 9,** terrain and trees beginning 23' from DER, 238' left of centerline, up to 100' AGL/1129' MSL.
Road beginning 244' from DER, 330' left of centerline, up to 17' AGL/733' MSL.
Terrain and trees beginning 18' from DER, 235' right of centerline, up to 100' AGL/722' MSL.
**Rwy 27,** building 764' from DER, 386' left of centerline, up to 25' AGL/744' MSL.
Tree 1381' from DER, 590' left of centerline, up to 70' AGL/785' MSL.
Road beginning 245' from DER, on centerline, up to 12' AGL/731' MSL.
Antennas and poles beginning 920' from DER, 372' right of centerline, up to 33' AGL/752' MSL.
Trees and terrain beginning 2 NM from DER, 2658' right of centerline, up to 100' AGL/1199' MSL.

**MACOMB, IL**

MACOMB MUNI (MQB)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 12JUN25 (25163) (FAA)

TAKEOFF MINIMUMS:

**Rwys 18, 36,** NA-Environmental.

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

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

**MADISON, WI**

BLACKHAWK AIRFIELD (87Y)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2A 11AUG22 (22223) (FAA)

TAKEOFF MINIMUMS:

**Rwy 4,** 300-2 or std. w/min. climb of 300' per NM to 1500.
**Rwy 22,** 300-2 or std. w/min. climb of 479' per NM to 1300.
**Rwy 27,** 300-2¼ or std. w/min. climb of 260' per NM to 1400.

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

**Rwy 4,** trees beginning 35' from DER, left and right of centerline, up to 35' AGL/934' MSL.
Vehicle on road beginning 785' from DER, left and right of centerline, up to 17' AGL/926' MSL.
Trees beginning 1.6 NM from DER, left and right of centerline, up to 100' AGL/1069' MSL.
**Rwy 9,** trees beginning 141' from DER, 249' left of centerline, up to 35' AGL/974' MSL.
Vehicle on road beginning 265' from DER, left and right of centerline, up to 15' AGL/944' MSL.
Trees and buildings beginning 1071' from DER, 612' right of centerline, up to 30' AGL/939' MSL.
Trees beginning 1337' from DER, left and right of centerline, up to 100' AGL/999' MSL.
Trees and buildings beginning 1456' from DER, 729' left of centerline, up to 100' AGL/1009' MSL.
**Rwy 22,** trees beginning 35' from DER, left and right of centerline, up to 35' AGL/944' MSL.
Houses beginning 1085' from DER, left and right of centerline, up to 30' AGL/1019' MSL.
Vehicles on road beginning 1087' from DER, left and right of centerline, up to 15' AGL/974' MSL.
Water tower 3995' from DER, 792' left of centerline, 81' AGL/1089' MSL.
**Rwy 27,** tower 5474' from DER, 1145' right of centerline, 55' AGL/1065' MSL.

DANE COUNTY RGNL/TRUAX FLD (MSN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 9 07AUG25 (25219) (FAA)

TAKEOFF MINIMUMS:

**Rwy 36,** 300-1 or std w/min climb of 289'/NM to 1100.

DEPARTURE PROCEDURE:

**Rwy 18,** climb on heading 185° to 2800 before turning right.
**Rwy 21,** climb on heading 212° to 2800 before turning right.

TAKEOFF OBSTACLE NOTES:

**Rwy 3,** tree 4344' from DER, 1564' left of centerline, 1006' MSL.
Trees beginning 4483' from DER, 1526' left of centerline, up to 1009' MSL.
Tree 4672' from DER, 1726' left of centerline, 1016' MSL.
Trees beginning 4747' from DER, 1547' left of centerline, up to 1024' MSL.
**Rwy 14,** vehicle on road, sign beginning 133' from DER, 181' left of centerline, up to 874' MSL.
Pole 935' from DER, 630' left of centerline, 35' AGL/894' MSL.
Pole 1224' from DER, 761' left of centerline, 33' AGL/896' MSL.
Trees beginning 1452' from DER, 493' left of centerline, up to 909' MSL.
Pole 1665' from DER, 838' right of centerline, 33' AGL/905' MSL.
Trees, pole beginning 1714' from DER, 643' right of centerline, up to 940' MSL.
Trees beginning 1910' from DER, 757' right of centerline, up to 955' MSL.
Tree 3297' from DER, 1048' left of centerline, 954' MSL.
Tree 3447' from DER, 1282' left of centerline, 956' MSL.
Tree 3490' from DER, 1096' left of centerline, 958' MSL.

**CON'T**



EC-3, 07 AUG 2025 to 02 OCT 2025

EC-3, 07 AUG 2025 to 02 OCT 2025

**MADISON, WI (CON'T)**

DANE COUNTY RGNL/TRUAX FLD (MSN) (CON'T)

**Rwy 3 (CON'T),** trees beginning 3551' from DER, 1016' left of centerline, up to 971' MSL.
Building, trees beginning 3746' from DER, 120' left of centerline, up to 66' AGL/976' MSL.
Trees beginning 4278' from DER, 353' left of centerline, up to 988' MSL.
**Rwy 18,** trees beginning 2117' from DER, 957' right of centerline, up to 929' MSL.
Tree 2393' from DER, 987' right of centerline, 932' MSL.
Tree 2815' from DER, 1225' left of centerline, 941' MSL.
Rwy 21, sign 15' from DER, 91' right of centerline, 2' AGL/862' MSL.
Tower, NAVAID beginning 1168' from DER, 149' left of centerline, up to 45' AGL/900' MSL.
Tree 2518' from DER, 996' right of centerline, 944' MSL.
Tree 2622' from DER, 112' left of centerline, 930' MSL.
Tree 2833' from DER, 1168' right of centerline, 951' MSL.
Trees beginning 2888' from DER, 373' right of centerline, up to 967' MSL.
Trees beginning 3378' from DER, 764' right of centerline, up to 968' MSL.
Trees beginning 3767' from DER, 916' right of centerline, up to 970' MSL.
Tree 3944' from DER, 1121' right of centerline, 972' MSL.
**Rwy 32,** tree 1810' from DER, 525' right of centerline, 909' MSL.
Tree 1876' from DER, 579' right of centerline, 912' MSL.
Trees beginning 1931' from DER, 546' left of centerline, up to 916' MSL.
Trees beginning 1978' from DER, 694' right of centerline, up to 918' MSL.
Trees beginning 2128' from DER, 816' left of centerline, up to 934' MSL.
Tree 2376' from DER, 928' left of centerline, 943' MSL.
Trees beginning 2422' from DER, 453' left of centerline, up to 951' MSL.
**Rwy 36,** vehicles on road, pole, terrain beginning 1154' from DER, 672' right of centerline, up to 908' MSL.
Tree 1475' from DER, 798' left of centerline, 899' MSL.
Terrain, tree beginning 1541' from DER, 300' right of centerline, up to 923' MSL.
Terrain 1640' from DER, 696' right of centerline, 930' MSL.
Terrain, poles beginning 1719' from DER, 688' right of centerline, up to 947' MSL.
Trees beginning 2699' from DER, 977' right of centerline, up to 987' MSL.
Trees, pole beginning 4216' from DER, 1325' right of centerline, up to 1012' MSL.

**MANITOWISH WATERS, WI**

MANITOWISH WATERS (D25)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 03JUN10 (10154) (FAA)

TAKEOFF MINIMUMS:
**Rwys 4, 22,** NA-Environment.
TAKEOFF OBSTACLE NOTES:
**Rwy 14,** trees beginning 93' from DER, 225' right of centerline, up to 100' AGL/1709' MSL.
Trees beginning 279' from DER, 441' left of centerline, up to 100' AGL/1709' MSL.
**Rwy 32,** trees beginning 70' from DER, 343' left of centerline, up to 100' AGL/1714' MSL.
Trees beginning 151' from DER, 362' right of centerline, up to 100' AGL/1714' MSL.
Road 617' from DER, 44' right of centerline, 15' AGL/1634' MSL.

**MANITOWOC, WI**

MANITOWOC COUNTY (MTW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 12MAR09 (09071) (FAA)

TAKEOFF MINIMUMS:
**Rwy 17,** 300-1½ or std. with a min. climb of 254' per NM to 1000.
DEPARTURE PROCEDURE:
**Rwy 7,** climb heading 072° to 1200 before proceeding on course.
**Rwy 25,** climb heading 252° to 1200 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
**Rwy 7,** tree 520' from DER, 279' left of centerline, 27' AGL/666' MSL.
**Rwy 17,** stack 1.24 NM from DER, 1915' left of centerline, 310' AGL/893' MSL.
Trees beginning 23' from DER, 16' left of centerline, up to 94' AGL/743' MSL.
Trees beginning 1802' from DER, 76' right of centerline, up to 98' AGL/747' MSL.
Flagpole 1234' from DER, 512' right of centerline, 36' AGL/695' MSL.
Antenna 989' from DER, 511' right of centerline, 39' AGL/688' MSL.
**Rwy 25,** tree 734' from DER, 321' right of centerline, 48' AGL/697' MSL.
Tree 1870' from DER, 223' left of centerline, 63' AGL/722' MSL.
Train on railroad, 744' from DER, on centerline, 23' AGL/676' MSL.
**Rwy 35,** trees beginning 167' from DER, 477' right of centerline, up to 66' AGL/710' MSL.
Tree 2012' from DER, 863' left of centerline, 67' AGL/716' MSL.

**MARION, IL**

VETERANS AIRPORT OF SOUTHERN ILLINOIS (MWA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 17AUG17 (17229) (FAA)

TAKEOFF MINIMUMS:

**Rwy 11,** 600-3 or std. w/min. climb of 235' per NM to 1200.

DEPARTURE PROCEDURE:

**Rwy 11,** Climb via heading 107° to 1100 before turning left.

TAKEOFF OBSTACLE NOTES:

**Rwy 2,** trees beginning 119' from DER, 265' left of centerline, up to 106' AGL/543' MSL.
**Rwy 11,** poles beginning 630' from DER, 496' right of centerline, up to 75' AGL/518' MSL.
Tree 1298' from DER, 594' right of centerline, 81' AGL/528' MSL.
Tank 5154' from DER, 800' right of centerline, 164' AGL/601' MSL.
Tower 3.16 NM from DER, 1.32 NM left of centerline, 490' AGL/980' MSL.
**Rwy 20,** trees beginning 1538' from DER, 823' right of centerline, up to 68' AGL/521' MSL.
**Rwy 29,** wind sock 341' from DER, 291' left of centerline, 11' AGL/461' MSL.
Trees beginning 559' from DER, 360' right of centerline, up to 77' AGL/534' MSL.
Theater screen 1347' from DER, 634' right of centerline, 77' AGL/530' MSL.

**MARSHFIELD, WI**

MARSHFIELD MUNI (MFI)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 12JUN25 (25163) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 5,** vehicles on road 9' from DER, 30' right of centerline, 3' AGL/1251' MSL.
Trees, poles beginning 32' from DER, 5' right of centerline, up to 100' AGL/1344' MSL.
Vegetation 32' from DER, 183' left of centerline, 1252' MSL.
Trees, poles beginning 83' from DER, 1' left of centerline, up to 100' AGL/1344' MSL.
Trees 3905' from DER, 655' left of centerline, 100' AGL/1347' MSL.
**Rwy 16,** vehicles on road 7' from DER, 38' left of centerline, 3' AGL/1257' MSL.
Tree 244' from DER, 453' right of centerline, 1291' MSL.
Trees beginning 374' from DER, 478' right of centerline, up to 1319' MSL.
**Rwy 23,** tree 10' from DER, 473' right of centerline, 1255' MSL.
Trees beginning 34' from DER, 51' right of centerline, up to 100' AGL/1354' MSL.
Trees beginning 86' from DER, 4' left of centerline, up to 100' AGL/1354' MSL.
Trees beginning 3807' from DER, 1268' right of centerline, up to 100' AGL/1364' MSL.
Trees 4331' from DER, 1418' right of centerline, 100' AGL/1367' MSL.
Trees 4488' from DER, 1567' right of centerline, 100' AGL/1377' MSL.
Trees 4645' from DER, 1716' right of centerline, 100' AGL/1380' MSL.
Trees 5850' from DER, 2023' right of centerline, 100' AGL/1403' MSL.
**Rwy 34,** terrain 45' from DER, 370' left of centerline, 1280' MSL.
Terrain 195' from DER, 276' left of centerline, 1284' MSL.
Terrain 209' from DER, 485' left of centerline, 1285' MSL.
Vehicles on road 1008' from DER, 759' left of centerline, 1306' MSL.
Pole 1117' from DER, 684' left of centerline, 34' AGL/1317' MSL.
Pole 1368' from DER, 587' left of centerline, 36' AGL/1319' MSL.
Pole 1548' from DER, 516' left of centerline, 41' AGL/1327' MSL.
Elevator, building, tree beginning 1550' from DER, 554' left of centerline, up to 59' AGL/1350' MSL.
Trees, pole beginning 1769' from DER, 416' left of centerline, up to 1351' MSL.
Tree 1837' from DER, 641' left of centerline, 1368' MSL.
Trees beginning 1914' from DER, 284' right of centerline, up to 59' AGL/1329' MSL.
Tree 1915' from DER, 663' left of centerline, 82' AGL/1388' MSL.
Tree 1928' from DER, 644' left of centerline, 84' AGL/1389' MSL.
Tree, pole beginning 1946' from DER, 342' left of centerline, up to 85' AGL/1391' MSL.
Trees beginning 1986' from DER, 236' right of centerline, up to 61' AGL/1334' MSL.
Tree 2063' from DER, 327' right of centerline, 61' AGL/1335' MSL.
Tree 2107' from DER, 310' right of centerline, 66' AGL/1340' MSL.
Trees beginning 2112' from DER, 1' right of centerline, up to 69' AGL/1344' MSL.
Tree 2123' from DER, 756' left of centerline, 84' AGL/1394' MSL.
Trees beginning 2199' from DER, 5' left of centerline, up to 90' AGL/1398' MSL.
Trees beginning 2280' from DER, 125' right of centerline, up to 67' AGL/1345' MSL.
Tree 2333' from DER, 286' right of centerline, 71' AGL/1352' MSL.
Trees beginning 2336' from DER, 28' right of centerline, up to 73' AGL/1354' MSL.
Elevator 4536' from DER, 461' right of centerline, 86' AGL/1394' MSL.
Elevator 4537' from DER, 465' right of centerline, 96' AGL/1404' MSL.

**MATTOON/CHARLESTON, IL**

COLES COUNTY MEML (MTO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 17DEC09 (21112) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 11,** trees beginning 1842' from DER, 869' left of centerline, up to 100' AGL/803' MSL.

**MEDFORD, WI**

TAYLOR COUNTY (MDZ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 07MAR13 (13066) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 9,** trees beginning 1123' from DER, 561' left of centerline, up to 61' AGL/1540' MSL.
Trees beginning 2555' from DER. 592' right of centerline, up to 85' AGL/1544' MSL.
**Rwy 16,** trees beginning 7' from DER, 248' left of centerline, up to 75' AGL/1524' MSL.
Vehicle on road beginning 33' from DER, 8' left of centerline, up to 15' AGL/1466' MSL.
Vehicle on road beginning 27' from DER, 93' right of centerline, up to 15' AGL/1462' MSL.
**Rwy 27,** pole 112' from DER, 498' right of centerline, 13' AGL/1482' MSL.
Windsock 389' from DER, 270' right of centerline, 18' AGL/1487' MSL.
Antenna 598' from DER, 501' right of centerline, 11' AGL/1480' MSL.
Trees beginning 2049' from DER, 627' left of centerline, up to 75' AGL/1525' MSL.
Tower 3741' from DER, 1111' left of centerline, 150' AGL/1580' MSL.
**Rwy 34,** terrain beginning 37' from DER, 482' right of centerline, 1461' MSL.
Trees beginning 370' from DER, 187' right of centerline, up to 41' AGL/1510' MSL.
Poles beginning 489' from DER, 310' right of centerline, up to 26' AGL/1488' MSL.

**MENOMONIE, WI**

MENOMONIE MUNI/SCORE FLD (LUM)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 20JUN19 (21336) (FAA)

TAKEOFF MINIMUMS:

**Rwy 18,** 500-2½ or std. w/min. climb of 601' per NM to 1700.

DEPARTURE PROCEDURE:

**Rwy 18,** climb heading 176° to 1600 before turning right.
**Rwy 36,** climb heading 356° to 1800 before turning left.

TAKEOFF OBSTACLE NOTES:

**Rwy 9,** buildings beginning 116' from DER, 347' right of centerline, up to 27' AGL/915' MSL.
Building 563' from DER, 545' right of centerline, 52' AGL/939' MSL.
**Rwy 18,** trees beginning 7' from DER, 329' right of centerline, up to 100' AGL/999' MSL.
Tree 922' from DER, 175' left of centerline, 100' AGL/999' MSL.
Tree 2264' from DER, 497' right of centerline, 100' AGL/1019' MSL.
Tree 2484' from DER, 501' right of centerline, 100' AGL/1059' MSL.
Tree 2621' from DER, 514' right of centerline, 100' AGL/1079' MSL.
Tree 2743' from DER, 586' right of centerline, 100' AGL/1099' MSL.
Trees beginning 3636' from DER, 126' right of centerline, up to 100' AGL/1119' MSL.
Tree 4388' from DER, 1090' left of centerline, 100' AGL/1019' MSL.
Tree 1.6 NM from DER, 2577' right of centerline, 100' AGL/1239' MSL.
Tower and trees beginning 1.6 NM from DER, 728' right of centerline, up to 250' AGL/1370' MSL.
Tree 1.6 NM from DER, 2278' left of centerline, 100' AGL/1219' MSL.
Tree 2 NM from DER, 122' right of centerline, 100' AGL/1239' MSL.
**Rwy 27,** trees and pole beginning 434' from DER, 545' right of centerline, up to 943' MSL.
Tree 2620' from DER, 688' left of centerline, 969' MSL.
Stack and trees beginning 2667' from DER, 579' left of centerline, up to 93' AGL/987' MSL.
**Rwy 36,** trees and buildings beginning 207' from DER, 62' left of centerline, up to 100' AGL/999' MSL.
Buildings and vehicles on road beginning 409' from DER, 290' right of centerline, up to 40' AGL/959' MSL.
Tree 929' from DER, 383' right of centerline, 100' AGL/1019' MSL.

**MERRILL, WI**

MERRILL MUNI (RRL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 30AUG07 (07242) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 7,** bush 55' from DER, 468' left of centerline, 5' AGL/1311' MSL.
Pole 392' from DER, 512' right of centerline, 23' AGL/1329' MSL.
Building 358' from DER, 451' right of centerline, 21' AGL/1327' MSL.
Multiple trees beginning 905' from DER, from 727' right to 552' left of centerline, up to 91' AGL/1400' MSL.
Multiple trees beginning 2597' from DER, from 22' right to 86' left of centerline, up to 82' AGL/1401' MSL.
**Rwy 16,** multiple trees beginning 1587' from DER, on centerline, up to 100' AGL/1439' MSL.
**Rwy 25,** bush 132' from DER, 494' right of centerline, 13' AGL/1331' MSL.
Pole 1240' from DER, 778' left of centerline, 37' AGL/1356' MSL.
Multiple trees beginning 1085' from DER, from 554' right to 359' left of centerline, up to 69' AGL/1388' MSL.
**Rwy 34,** multiple trees beginning 49' from DER, from 33' right to 139' left of centerline, up to 100' AGL/1439' MSL.

**MIDDLETON, WI**

MIDDLETON MUNI/MOREY FLD (C29)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2A 02DEC21 (21336) (FAA)

TAKEOFF MINIMUMS:

**Rwys 1, 19,** NA-Turf.

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

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

DEPARTURE PROCEDURE:

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

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

TAKEOFF OBSTACLE NOTES:

**Rwy 10,** building 72' from DER, 421' right of centerline, 25' AGL/951' MSL.
Vegetation 128' from DER, 316' left of centerline, 933' MSL.
Pole 583' from DER, 516' right of centerline, 32' AGL/953' MSL.
Pole 874' from DER, 461' right of centerline, 33' AGL/954' MSL.
Terrain 1041' from DER, 755' left of centerline, 972' MSL.
Poles beginning 1148' from DER, 523' left of centerline, up to 30' AGL/973' MSL.
Tree 1168' from DER, 591' right of centerline, 991' MSL.
Building, trees beginning 1276' from DER, 199' left of centerline, up to 30' AGL/975' MSL.
Trees, transmission lines, poles beginning 1299' from DER, 225' right of centerline, up to 81' AGL/1002' MSL.
Poles, transmission lines beginning 2823' from DER, 26' right of centerline, up to 1003' MSL.
Water tower 1 NM from DER, 1833' left of centerline, 94' AGL/1087' MSL.
Tank 1 NM from DER, 1821' left of centerline, 113' AGL/1108' MSL.
**Rwy 28,** vegetation 36' from DER, 173' left of centerline, 930' MSL.
Vegetation 198' from DER, 346' right of centerline, 938' MSL.
Tree 524' from DER, 470' left of centerline, 944' MSL.
Trees beginning 843' from DER, 647' left of centerline, up to 52' AGL/985' MSL.
Trees beginning 1199' from DER, 574' left of centerline, up to 999' MSL.
Trees beginning 2160' from DER, 425' left of centerline, up to 1023' MSL.
Tree, building beginning 2416' from DER, 35' left of centerline, up to 1026' MSL.
Tree 2626' from DER, 17' right of centerline, 1008' MSL.
Trees beginning 2633' from DER, 109' left of centerline, up to 1031' MSL.
Tree 2708' from DER, 1' right of centerline, 1019' MSL.
Tree 3081' from DER, 134' right of centerline, 1022' MSL.
Trees beginning 3088' from DER, 135' right of centerline, up to 1037' MSL.
Tree 4291' from DER, 481' right of centerline, 1038' MSL.
Tree 5015' from DER, 70' right of centerline, 1071' MSL.
Tree 5145' from DER, 74' left of centerline, 1095' MSL.
Trees beginning 5293' from DER, 24' right of centerline, up to 1109' MSL.
Trees beginning 5307' from DER, 112' left of centerline, up to 1098' MSL.
Tree, building beginning 5458' from DER, 7' left of centerline, up to 1105' MSL.
Tree 1 NM from DER, 302' left of centerline, 1107' MSL.
Tree 1 NM from DER, 420' left of centerline, 1121' MSL.
Tree 1 NM from DER, 652' left of centerline, 1124' MSL.
Tree 1 NM from DER, 564' left of centerline, 1127' MSL.
Tree 1.3 NM from DER, 2609' left of centerline, 63' AGL/1139' MSL.
Transmission line beginning 1.5 NM from DER, 214' left of centerline, up to 131' AGL/1206' MSL.
Transmission line 1.5 NM from DER, 579' right of centerline, 123' AGL/1202' MSL.
Transmission line beginning 1.6 NM from DER, 1294' right of centerline, up to 141' AGL/1217' MSL.

**MILWAUKEE, WI**

GENERAL MITCHELL INTL (MKE)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 9 05OCT23 (23278) (FAA)

TAKEOFF MINIMUMS:

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

**Rwy 31,** 300-1⅜ or std w/min climb of 255'/NM to 1000.

TAKEOFF OBSTACLE NOTES:

**Rwy 1L,** fence 147' from DER, 391' left of centerline, 8' AGL/678' MSL.
Light poles 410' from DER, 1' right of centerline, 13' AGL/685' MSL.
Vehicle on road 485' from DER, left and right of centerline, 686' MSL.
Vehicle on road 494' from DER, left and right of centerline, 687' MSL.
Vehicle on road beginning 514' from DER, left and right of centerline, up to 687' MSL.
Pole 575' from DER, 594' left of centerline, 17' AGL/689' MSL.
Light poles 625' from DER, 1' right of centerline, 21' AGL/692' MSL.
Light poles 824' from DER, on centerline, 20' AGL/694' MSL.
Pole, tree, light poles, utility building beginning 1859' from DER, 1' right of centerline, up to 21' AGL/734' MSL.
Light poles 1928' from DER, 8' left of centerline, 21' AGL/727' MSL.
Tree 2011' from DER, 966' right of centerline, 738' MSL.
Tree, poles beginning 2154' from DER, 835' right of centerline, up to 751' MSL.
Poles beginning 2354' from DER, 682' right of centerline, up to 31' AGL/754' MSL.
Trees beginning 2384' from DER, 920' left of centerline, up to 785' MSL.

**CON'T**



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## MILWAUKEE, WI (CON'T)

### GENERAL MITCHELL INTL (MKE) (CON'T)

**Rwy 1L (CON'T),** trees beginning 2772' from DER, 431' left of centerline, up to 790' MSL.
Tree 3724' from DER, 84' right of centerline, 780' MSL.
Trees beginning 3777' from DER, 101' right of centerline, up to 782' MSL.
**Rwy 1R,** light poles 10' from DER, 54' right of centerline, 2' AGL/671' MSL.
Light poles 10' from DER, 55' left of centerline, 2' AGL/671' MSL.
Sign 75' from DER, 249' left of centerline, 5' AGL/672' MSL.
Antenna 579' from DER, 601' left of centerline, 51' AGL/718' MSL.
Tower 581' from DER, 600' left of centerline, 53' AGL/719' MSL.
Tree 3596' from DER, 729' right of centerline, 761' MSL.
Trees beginning 3724' from DER, 600' right of centerline, up to 778' MSL.
Trees beginning 4101' from DER, 213' right of centerline, up to 794' MSL.
Trees beginning 4499' from DER, 979' right of centerline, up to 795' MSL.
**Rwy 7L,** light poles 35' from DER, 88' right of centerline, 3' AGL/676' MSL.
Building 320' from DER, 455' right of centerline, 25' AGL/696' MSL.
Building 1262' from DER, 735' left of centerline, 21' AGL/721' MSL.
Pole 1324' from DER, 453' left of centerline, 31' AGL/733' MSL.
Poles beginning 1341' from DER, 58' right of centerline, up to 38' AGL/711' MSL.
Tree, poles beginning 1407' from DER, 47' left of centerline, up to 739' MSL.
Vehicle on road 1441' from DER, 292' right of centerline, 713' MSL.
Tree, vehicle on road beginning 1466' from DER, 112' right of centerline, up to 718' MSL.
Tree, poles, vehicle on road beginning 1472' from DER, 214' left of centerline, up to 746' MSL.
Trees, poles, vehicles on road beginning 1538' from DER, 49' left of centerline, up to 754' MSL.
Pole 1583' from DER, 223' right of centerline, 40' AGL/732' MSL.
Pole 1664' from DER, 51' right of centerline, 40' AGL/734' MSL.
Trees, poles, vehicle on road, signs, buildings beginning 1882' from DER, 94' left of centerline, up to 759' MSL.
Trees, poles, building, signs beginning 2195' from DER, 14' left of centerline, up to 771' MSL.
Pole 2256' from DER, 221' right of centerline, 35' AGL/739' MSL.
Poles, trees, building beginning 2297' from DER, 10' right of centerline, up to 42' AGL/752' MSL.
Trees, poles beginning 2591' from DER, 42' left of centerline, up to 775' MSL.
Poles, tree beginning 2885' from DER, 38' right of centerline, up to 44' AGL/757' MSL.
Trees, pole, sign beginning 2891' from DER, 13' left of centerline, up to 777' MSL.
Pole 3166' from DER, 361' right of centerline, 66' AGL/772' MSL.
Trees beginning 3685' from DER, 961' left of centerline, up to 781' MSL.
Trees beginning 3813' from DER, 97' right of centerline, up to 785' MSL.
**Rwy 7R,** sign 34' from DER, 286' left of centerline, 3' AGL/671' MSL.
Pole 700' from DER, 538' right of centerline, 39' AGL/707' MSL.
Pole 706' from DER, 543' right of centerline, 41' AGL/709' MSL.
Vehicles on road, trees, poles beginning 753' from DER, 203' right of centerline, up to 711' MSL.
Railroad, pole, trees beginning 922' from DER, 64' right of centerline, up to 712' MSL.
Pole 1051' from DER, 199' left of centerline, 39' AGL/708' MSL.
Railroad, trees, poles beginning 1086' from DER, 77' left of centerline, up to 712' MSL.
Trees beginning 1415' from DER, 685' left of centerline, up to 732' MSL.
Trees beginning 1810' from DER, 895' right of centerline, up to 746' MSL.
Tree 2241' from DER, 870' right of centerline, 752' MSL.
Tree 2300' from DER, 337' left of centerline, 735' MSL.
Trees beginning 2310' from DER, 327' right of centerline, up to 755' MSL.
Tree 2347' from DER, 815' right of centerline, 759' MSL.
Trees beginning 2364' from DER, 224' left of centerline, up to 743' MSL.
Trees beginning 2389' from DER, 177' right of centerline, up to 763' MSL.
Stack 1.1 NM from DER, 2098' right of centerline, 217' AGL/930' MSL.
Stack 1.2 NM from DER, 1166' left of centerline, 180' AGL/891' MSL.
**Rwy 13,** sign 49' from DER, 471' right of centerline, 4' AGL/671' MSL.
Sign 81' from DER, 405' left of centerline, 10' AGL/678' MSL.
Tree 701' from DER, 581' left of centerline, 697' MSL.
Vehicles on road, poles, trees, transmission line, vegetation beginning 703' from DER, 23' left of centerline, up to 712' MSL.
Tree, pole beginning 1136' from DER, 56' right of centerline, up to 707' MSL.
Pole 1186' from DER, 144' right of centerline, 41' AGL/709 ' MSL.
Railroad, pole, trees beginning 1262' from DER, 134' right of centerline, up to 711' MSL.
Antenna, tree beginning 1371' from DER, 43' right of centerline, up to 59' AGL/730' MSL.
Tree 1690' from DER, 119' left of centerline, 717' MSL.
Tree 1844' from DER, 306' left of centerline, 718' MSL.
Trees beginning 1905' from DER, 166' left of centerline, up to 721' MSL.
Trees beginning 2034' from DER, 137' left of centerline, up to 746' MSL.
Trees beginning 2224' from DER, 57' left of centerline, up to 752' MSL.
Tree 2333' from DER, 255' right of centerline, 737' MSL.
Tree 2397' from DER, 42' right of centerline, 739' MSL.
Trees beginning 2453' from DER, 164' right of centerline, up to 749' MSL.
**Rwy 19L,** tower, antenna beginning 1837' from DER, 558' right of centerline, up to 71' AGL/749' MSL.
Trees beginning 1869' from DER, 795' left of centerline, up to 753' MSL.
Trees beginning 2181' from DER, 739' left of centerline, up to 761' MSL.
**Rwy 19R,** trees beginning 2392' from DER, 1035' right of centerline, up to 821' MSL.
**Rwy 25L,** lighting 10' from DER, 4' left of centerline, 1' AGL/730' MSL.
Building 2790' from DER, 1223' right of centerline, 55' AGL/812' MSL.
**CON'T**



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## MILWAUKEE, WI (CON'T)

### GENERAL MITCHELL INTL (MKE) (CON'T)

**Rwy 25R,** light poles 32' from DER, 89' left of centerline, 3' AGL/674' MSL.
Light poles 33' from DER, 88' right of centerline, 3' AGL/673' MSL.
Fence 183' from DER, 386' left of centerline, 12' AGL/684' MSL.
Building 627' from DER, 363' right of centerline, 33' AGL/704' MSL.
Poles beginning 1139' from DER, 127' right of centerline, up to 31' AGL/706' MSL.
Pole 1274' from DER, 141' left of centerline, 31' AGL/706' MSL.
Tree 1302' from DER, 222' left of centerline, 715' MSL.
Trees, signs beginning 1302' from DER, 100' left of centerline, up to 717' MSL.
Trees beginning 1314' from DER, 91' right of centerline, up to 711' MSL.
Sign, pole beginning 1398' from DER, 137' left of centerline, up to 68' AGL/748' MSL.
Pole 1608' from DER, 301' right of centerline, 43' AGL/720' MSL.
Tree 4188' from DER, 169' right of centerline, 777' MSL.
**Rwy 31,** light poles 13' from DER, 40' left of centerline, 1' AGL/672' MSL.
Poles, fence, vehicle on road beginning 30' from DER, 162' right of centerline, up to 31' AGL/707' MSL.
Tree, fence, poles, vehicle on road beginning 326' from DER, 6' right of centerline, up to 710' MSL.
Fence 473' from DER, 3' left of centerline, 12' AGL/683' MSL.
Poles beginning 583' from DER, 27' left of centerline, up to 31' AGL/703' MSL.
Trees beginning 976' from DER, 435' right of centerline, up to 753' MSL.
Tree 1334' from DER, 579' right of centerline, 755' MSL.
Trees, pole beginning 1352' from DER, 272' right of centerline, up to 759' MSL.
Trees, building, poles beginning 1462' from DER, 199' right of centerline, up to 765' MSL.
Tree 1589' from DER, 280' left of centerline, 711' MSL.
Tree 1634' from DER, 196' left of centerline, 712' MSL.
Tree 1774' from DER, 163' left of centerline, 716' MSL.
Trees, poles beginning 1797' from DER, 60' right of centerline, up to 766' MSL.
Tree 1921' from DER, 145' left of centerline, 725' MSL.
Tree 2131' from DER, 60' left of centerline, 728' MSL.
Tree 2170' from DER, 17' left of centerline, 730' MSL.
Tree 2381' from DER, 131' left of centerline, 734' MSL.
Trees, poles, transmission line, building beginning 2386' from DER, 46' right of centerline, up to 768' MSL.
Trees beginning 2769' from DER, 212' right of centerline, up to 777' MSL.
Trees beginning 2930' from DER, 518' right of centerline, up to 784' MSL.
Trees beginning 3019' from DER, 34' right of centerline, up to 785' MSL.
Transmission line 5295' from DER, 1206' right of centerline, 90' AGL/804' MSL.
Tank 1.1 NM from DER, 741' right of centerline, up to 167' AGL/885' MSL.

### LAWRENCE J. TIMMERMAN (MWC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1B 14NOV13 (13318) (FAA)

TAKEOFF MINIMUMS:
**Rwys 4R, 15R, 22L, 33L,** N/A Environmental and obstacles.

DEPARTURE PROCEDURE:
**Rwy 4L,** climb heading 038° to 2100 before turning East.
**Rwy 15L,** climb heading 148° to 2100 before turning East.
**Rwy 22R,** climb heading 218° to 2100 before turning East.
**Rwy 33R,** climb heading 328° to 2100 before turning East.

TAKEOFF OBSTACLE NOTES:
**Rwy 4L,** transmission line 5082' from DER, 917' left of centerline, 133' AGL/878' MSL.
Building 75' from DER, 480' left of centerline, 33' AGL/771' MSL.
Fence 197' from DER, 381' left of centerline, 6' AGL/745' MSL.
Billboard 565' from DER, 176' left of centerline, 17' AGL/755' MSL.
AC equipment 926' from DER, 741' left of centerline, 70' AGL/808' MSL.
Tree 1106' from DER, 731' right of centerline, 70' AGL/808' MSL.
Building 887' from DER, 641' left of centerline, 67' AGL/805' MSL.
Numerous trees beginning 623' from DER, right and left of centerline, up to 100' AGL/820' MSL.
Vehicle on road 517' from DER on centerline, 17' AGL/755' MSL.
**Rwy 15L,** vehicles on road beginning 628' from DER, 186' left of centerline, up to 31' AGL/780' MSL.
Pole 1549' from DER, 462' right of centerline, 41' AGL/796' MSL.
Poles and lights beginning 958' from DER, 281' left of centerline, up to 51' AGL/801' MSL.
Lights beginning 1421' from DER, 512' right of centerline, up to 42' AGL/797' MSL.
Antenna on building 437' from DER, 264' left of centerline, 12' AGL/756' MSL.
Billboard 816' from DER, 297' left of centerline, 31' AGL/775' MSL.
Trees beginning 487' from DER, 397' left of centerline, up to 67' AGL/817' MSL.
Trees beginning 1203' from DER, 247' left of centerline, up to 85' AGL/835' MSL.
Trees beginning 583' from DER, 165' right of centerline, up to 50' AGL/791' MSL.
Trees beginning 1186' from DER, 184' right of centerline, up to 76' AGL/831' MSL.
Trees beginning 2297' from DER, left and right of centerline, up to 86' AGL/841' MSL.
**Rwy 22R,** trees beginning 553' from DER, right and left of centerline, up to 100' AGL/820' MSL.
**Rwy 33R,** trees beginning 495' from DER, 18' left of centerline, up to 100' AGL/797' MSL.
Tree 1257' from DER, 130' right of centerline, 100' AGL/783' MSL.

**MINERAL POINT, WI**

IOWA COUNTY (MRJ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 20OCT11 (11293) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 4,** trees beginning 503' from DER, 103' right of centerline, up to 100' AGL/1289' MSL.
Trees beginning 2199' from DER, 667' left of centerline, up to 100' AGL/1279' MSL.
**Rwy 11,** trees beginning 95' from DER, 79' right of centerline, up to 100' AGL/1259' MSL.
Trees beginning 467' from DER, 517' left of centerline, up to 100' AGL/1259' MSL.
**Rwy 22,** vehicles on road beginning 102' from DER, left and right of centerline, up to 15' AGL/1184' MSL.
Trees beginning 324' from DER, 40' right of centerline, up to 100' AGL/1279' MSL.
Tree 1241' from DER, 627' left of centerline, 100' AGL/1239' MSL.
**Rwy 29,** trees beginning 536' from DER, 497' right of centerline, up to 100' AGL/1179' MSL.
Trees beginning 1319' from DER, 571' left of centerline, up to 100' AGL/1209' MSL.

**MINOCQUA-WOODRUFF, WI**

LAKELAND/NOBLE F LEE MEML FLD (ARV)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 17DEC09 (21224) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 10,** trees beginning 239' from DER, 545' right of centerline, up to 100' AGL/1729' MSL.
Trees beginning 424' from DER, 576' left of centerline, up to 100' AGL/1729' MSL.
**Rwy 18,** trees beginning 785' from DER, 482' right of centerline, up to 100' AGL/1729' MSL.
Trees beginning 825' from DER, 506' left of centerline, up to 100' AGL/1729' MSL.
**Rwy 28,** trees beginning 659' from DER, 564' right of centerline, up to 100' AGL/1729' MSL.
Trees beginning 474' from DER, 432' left of centerline, up to 100' AGL/1729' MSL.
**Rwy 36,** trees and windsock beginning 157' from DER, 5' right of centerline, up to 96' AGL/1725' MSL.
Trees beginning 1280' from DER, 29' left of centerline, up to 100' AGL/1749' MSL.



**MOLINE, IL**

QUAD CITIES INTL (MLI)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 23FEB23 (23054) (FAA)

TAKEOFF MINIMUMS:

**Rwy 5,** 300-1 or std. w/min. climb of 490' per NM to 800.
**Rwy 9,** 300-1¼ or std. w/min. climb of 315' per NM to 900.
**Rwy 13,** 300-1⅝ or std. w/min. climb of 350' per NM to 900.
**Rwy 23,** 300-1¾ or std. w/min. climb of 705' per NM to 800.

DEPARTURE PROCEDURE:

**Rwy 5,** climb on heading 048° to 2100 before turning left.
**Rwy 9,** climb on heading 090° to 1500 before turning left.
**Rwy 13,** climb on heading 126° to 1200 before turning.
**Rwy 23,** climb on heading 228° to 1200 before turning.
**Rwy 27,** climb on heading 270° to 1200 before turning.
**Rwy 31,** climb on heading 306° to 1600 before turning.

TAKEOFF OBSTACLE NOTES:

**Rwy 5,** sign 10' from DER, 113' right of centerline, 3' AGL/584' MSL.
Pole 1167' from DER, 738' left of centerline, 56' AGL/643' MSL.
Tower, pole beginning 1223' from DER, 673' left of centerline, up to 75' AGL/656' MSL.
Tree 2514' from DER, 819' left of centerline, 685' MSL.
Antenna 2593' from DER, 1082' left of centerline, 134' AGL/741' MSL.
Tower 2596' from DER, 1116' left of centerline, 130' AGL/737' MSL.
**Rwy 9,** lighting 10' from DER, 5' left of centerline, 1' AGL/575' MSL.
Lighting 11' from DER, 4' right of centerline, 1' AGL/575' MSL.
Pole 772' from DER, 683' left of centerline, 30' AGL/596' MSL.
Trees beginning 4376' from DER, 1463' right of centerline, up to 735' MSL.
Trees beginning 4557' from DER, 1432' right of centerline, up to 752' MSL.
Trees beginning 4807' from DER, 1468' right of centerline, up to 756' MSL.
Trees beginning 5106' from DER, 1722' right of centerline, up to 763' MSL.
Tree 5652' from DER, 1960' right of centerline, 749' MSL.
**Rwy 13,** tree 1408' from DER, 663' right of centerline, 645' MSL.
Trees beginning 1582' from DER, 432' right of centerline, up to 647' MSL.
Trees beginning 1591' from DER, 718' right of centerline, up to 661' MSL.
Trees beginning 1923' from DER, 719' right of centerline, up to 674' MSL.
Tree 2785' from DER, 927' right of centerline, 679' MSL.
Trees beginning 2828' from DER, 573' right of centerline, up to 685' MSL.
Tree 3059' from DER, 1173' right of centerline, 686' MSL.
Trees beginning 3233' from DER, 330' right of centerline, up to 707' MSL.
Tree 3420' from DER, 1343' right of centerline, 708' MSL.
Trees, terrain beginning 3479' from DER, 295' right of centerline, up to 732' MSL.
Trees beginning 3842' from DER, 291' right of centerline, up to 740' MSL.
Trees beginning 4099' from DER, 127' right of centerline, up to 750' MSL.
Trees beginning 4248' from DER, 47' right of centerline, up to 756' MSL.

**CON'T**



EC-3, 07 AUG 2025 to 02 OCT 2025

**MOLINE, IL (CON'T)**

QUAD CITIES INTL (MLI) (CON'T)

**Rwy 13 (CON'T),** tree, pole, building beginning 4400' from DER, 127' right of centerline, up to 771' MSL.
Trees beginning 4648' from DER, 169' right of centerline, up to 772' MSL.
Tree 4650' from DER, 190' left of centerline, 709' MSL.
Trees beginning 4817' from DER, 1161' right of centerline, up to 779' MSL.
Trees beginning 4993' from DER, 281' right of centerline, up to 784' MSL.
Transmission line beginning 5299' from DER, 405' left of centerline, up to 149' AGL/738' MSL.
Trees beginning 5882' from DER, 1918' left of centerline, up to 763' MSL.
Trees beginning 6014' from DER, 1151' left of centerline, up to 767' MSL.
Transmission line, trees beginning 1 NM from DER, 1843' right of centerline, up to 70' AGL/785' MSL.
Trees beginning 1.1 NM from DER, 1435' left of centerline, up to 777' MSL.
Trees beginning 1.1 NM from DER, 1558' right of centerline, up to 800' MSL.
Trees beginning 1.2 NM from DER, 1420' left of centerline, up to 789' MSL.
Trees beginning 1.3 NM from DER, 1657' left of centerline, up to 792' MSL.
**Rwy 23,** tree 1573' from DER, 733' left of centerline, 663' MSL.
Tree 1607' from DER, 810' right of centerline, 635' MSL.
Tree 1623' from DER, 759' left of centerline, 676' MSL.
Tree 1714' from DER, 784' left of centerline, 706' MSL.
Tree 1717' from DER, 683' right of centerline, 643' MSL.
Trees beginning 1771' from DER, 560' left of centerline, up to 734' MSL.
Tree 1812' from DER, 858' left of centerline, 735' MSL.
Tree, pole beginning 1832' from DER, 276' left of centerline, up to 737' MSL.
Trees beginning 1833' from DER, 550' right of centerline, up to 645' MSL.
Trees beginning 1904' from DER, 92' right of centerline, up to 663' MSL.
Trees beginning 2560' from DER, 216' left of centerline, up to 743' MSL.
Tree 2755' from DER, 205' right of centerline, 666' MSL.
Tree 2756' from DER, 21' right of centerline, 674' MSL.
Trees beginning 2813' from DER, 238' left of centerline, up to 751' MSL.
Trees beginning 2972' from DER, 193' right of centerline, up to 698' MSL.
Tree, pole beginning 3082' from DER, 49' left of centerline, up to 754' MSL.
Trees beginning 3109' from DER, 132' right of centerline, up to 729' MSL.
Tree, pole, building beginning 3261' from DER, 16' left of centerline, up to 773' MSL.
Trees beginning 3594' from DER, 39' right of centerline, up to 739' MSL.
Tree 4537' from DER, 373' right of centerline, 745' MSL.
Tree 4546' from DER, 183' right of centerline, 748' MSL.
Tree, building beginning 4550' from DER, 76' right of centerline, up to 749' MSL.
Trees beginning 5193' from DER, 29' right of centerline, up to 754' MSL.
Transmission line beginning 1.3 NM from DER, 742' left of centerline, up to 107' AGL/807' MSL.
**Rwy 27,** lighting 9' from DER, 5' left of centerline, 1' AGL/579' MSL.
Lighting 10' from DER, 4' right of centerline, 1' AGL/579' MSL.
**Rwy 31,** lighting 39' from DER, 150' right of centerline, 3' AGL/586' MSL.
Tree 1644' from DER, 270' left of centerline, 629' MSL.
Tree 2712' from DER, 263' right of centerline, 654' MSL.

**MONEE, IL**

BULT FLD (C56)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 12MAR09 (22027) (FAA)

TAKEOFF OBSTACLE NOTES:
**Rwy 9,** vehicle on road 145' from DER, on centerline, 15' AGL/785' MSL.
**Rwy 27,** vehicle on road 150' from DER, on centerline, 15' AGL/797' MSL.
Metal chimney 305' from DER, 210' left of centerline, 29' AGL/812' MSL.
Tree 367' from DER, 161' left of centerline, 40' AGL/819' MSL.
Pole barn 421' from DER, 202' left of centerline, 22' AGL/801' MSL.
Trees beginning 1484' from DER, 223' right of centerline, up to 100' AGL/859' MSL.

**MONMOUTH, IL**

MONMOUTH MUNI (C66)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2B 22JUN17 (17173) (FAA)

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

TAKEOFF OBSTACLE NOTES:
**Rwy 3,** vehicle on road beginning at DER, 201' right of centerline, 15' AGL/764' MSL.
Trees beginning at DER, 251' right of centerline, up to 100' AGL/849' MSL.
Trees beginning 841' from DER, left and right of centerline, up to 100' AGL/849' MSL.
**Rwy 21,** vehicle on road, beginning 347' from DER, left and right of centerline, 17' AGL/776' MSL.
Trees beginning 449' from DER, left and right of centerline, up to 100' AGL/859' MSL.

**MONROE, WI**

MONROE MUNI (EFT)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 07MAY09 (09127) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 2,** vehicle on road 926' from DER, left and right of centerline, up to 17' AGL/1116' MSL.
Trees beginning 182' from DER, 175' right of centerline, up to 100' AGL/1169' MSL.
**Rwy 12,** trees beginning 1234' from DER, 655' right of centerline, up to 100' AGL/1189' MSL.
**Rwy 20,** trees beginning 712' from DER, 288' right of centerline, up to 100' AGL/1129' MSL.
**Rwy 30,** trees beginning 1918' from DER, 87' right of centerline, up to 100' AGL/1209' MSL.
Vehicle on road 1166' from DER, 157' right of centerline, up to 17' AGL/1126' MSL.

**MORRIS, IL**

MORRIS MUNI/JAMES R WASHBURN FLD (C09)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 22JUN17 (24305) (FAA)

TAKEOFF MINIMUMS:

**Rwy 18,** 300-1¾ or std w/min climb of 265' per NM to 1000.

TAKEOFF OBSTACLE NOTES:

**Rwy 18,** tower 1.39 NM from DER, 86' left of centerline, 290' AGL/839' MSL.
Terrain 6' from DER, 7' left of centerline, 565' MSL.
**Rwy 36,** vehicle on road beginning 382' from DER, 371' right of centerline, 15' AGL/605' MSL.
Trees beginning 1019' from DER, 469' right of centerline, up to 78' AGL/653' MSL.
Trees beginning 1960' from DER, 17' left of centerline, up to 102' AGL/675' MSL.

**MOSINEE, WI**

CENTRAL WISCONSIN (CWA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 10AUG23 (23222) (FAA)

DEPARTURE PROCEDURE:

**Rwy 35,** climb on heading 335° to 3000 before turning right.

TAKEOFF OBSTACLE NOTES:

**Rwy 8,** tree 156' from DER, 520' right of centerline, 1276' MSL.
Tree 607' from DER, 636' right of centerline, 1282' MSL.
Tree 738' from DER, 676' right of centerline, 1283' MSL.
**Rwy 26,** terrain 13' from DER, 388' right of centerline, 1275' MSL.
Sign beginning 26' from DER, 95' right of centerline, up to 3' AGL/1277' MSL.
Sign 43' from DER, 95' left of centerline, 3' AGL/1276' MSL.
Vertical point, utility building beginning 124' from DER, 449' right of centerline, up to 4' AGL/1278' MSL.
Utility building 125' from DER, 448' right of centerline, 5' AGL/1279' MSL.
Fence 150' from DER, 502' right of centerline, 8' AGL/1284' MSL.
Fence beginning 152' from DER, 176' right of centerline, up to 9' AGL/1286' MSL.
Fence beginning 179' from DER, 103' left of centerline, up to 10' AGL/1283' MSL.
Tree 1819' from DER, 789' right of centerline, 1324' MSL.
Trees beginning 1888' from DER, 658' right of centerline, up to 1326' MSL.
Trees beginning 1927' from DER, 756' right of centerline, up to 1333' MSL.
Tree 2247' from DER, 883' right of centerline, 1338' MSL.
Tree 2252' from DER, 1015' right of centerline, 1341' MSL.
Trees beginning 2351' from DER, 930' right of centerline, up to 1342' MSL.
**Rwy 35,** utility building, vertical point beginning 39' from DER, 153' right of centerline, up to 5' AGL/1279' MSL.
Light poles 39' from DER, 152' left of centerline, 1278' MSL.
Fence beginning 62' from DER, 125' right of centerline, up to 9' AGL/1286' MSL.
Wind indicator 509' from DER, 443' right of centerline, 26' AGL/1302' MSL.
Pole 513' from DER, 443' right of centerline, 23' AGL/1303' MSL.
Pole 912' from DER, 695' right of centerline, 25' AGL/1311' MSL.
NAVAID 1042' from DER, 250' left of centerline, 17' AGL/1306' MSL.
Poles beginning 1098' from DER, 656' right of centerline, up to 27' AGL/1315' MSL.
Pole 1335' from DER, 831' right of centerline, 30' AGL/1318' MSL.
Tree 1404' from DER, 670' right of centerline, 1319' MSL.
Pole, trees beginning 1513' from DER, 693' right of centerline, up to 38' AGL/1327' MSL.
Tree 1869' from DER, 958' right of centerline, 1328' MSL.
Tower, tree beginning 1995' from DER, 867' right of centerline, up to 47' AGL/1349' MSL.
Tree 2500' from DER, 367' left of centerline, 1346' MSL.
Tower 2714' from DER, 857' right of centerline, 44' AGL/1356' MSL.
Smokestack 2838' from DER, 862' right of centerline, 46' AGL/1359' MSL.
Smokestack 3248' from DER, 1353' right of centerline, 72' AGL/1372' MSL.

**MOUNT CARMEL, IL**

MOUNT CARMEL MUNI (AJG)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 03APR14 (14093) (FAA)

TAKEOFF MINIMUMS:

**Rwy 22,** 300-1 or std. w/min. climb of 325' per NM to 700.

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

TAKEOFF OBSTACLE NOTES:

**Rwy 4,** vehicle on road 409' from DER, 170' left of centerline, up to 15' AGL/404' MSL.
Trees 3718' from DER, 130' right of centerline, 85' AGL/525' MSL.
**Rwy 13,** vehicle on road 7' from DER, 190' right of centerline, 15' AGL/445' MSL.
Trees beginning 2438' from DER, 839' right of centerline, up to 100' AGL/542' MSL.
REIL 41' from DER, 112' left of centerline, 1' AGL/413' MSL.
**Rwy 22,** ground beginning 194' from DER, 262' right of centerline, up to 459' MSL.
Trees beginning 535' from DER, 146' right of centerline, up to 90' AGL/587' MSL.
Tree 81' from DER, 146' right of centerline, 19' AGL/448' MSL.
Antenna on grain elevator 4403' from DER, 378' left of centerline, 100' AGL/606' MSL.
**Rwy 31,** poles beginning 1812' from DER, 318' left of centerline, up to 55' AGL/484' MSL.
Trees beginning 2886' from DER, 112' left of centerline, up to 98' AGL/527' MSL.
Trees beginning 3657' from DER, 217' right of centerline, up to 91' AGL/580' MSL.

**MOUNT STERLING, IL**

MOUNT STERLING MUNI (I63)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 02JUL09 (09183) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 18,** trees beginning 1555' from DER, 309' right of centerline, up to 95' AGL/784' MSL.
Tree 2243' from DER, 856' left of centerline, 100' AGL/819' MSL.
**Rwy 36,** vehicle on road and pole 686' from DER, 486' right of centerline, up to 60' AGL/779' MSL.
Vehicle on road and trees beginning 679' from DER, 365' left of centerline, up to 100' AGL/839' MSL.

**MOUNT VERNON, IL**

MOUNT VERNON (MVN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 15MAR07 (07074) (FAA)

DEPARTURE PROCEDURE:

**Rwy 33,** climb via heading 331° to 1300 before turning left.

TAKEOFF OBSTACLE NOTES:

**Rwy 5,** multiple trees beginning 1615' from DER, 7' left of centerline, up to 134' AGL/602' MSL,
Antenna 2477' from DER, 990' right of centerline, 79' AGL/547' MSL.
Tree 3329' from DER, 519' right of centerline, 98' AGL/566' MSL.
**Rwy 15,** multiple trees beginning 712' from DER, 17' right of centerline, up to 71' AGL/529' MSL.
Tree 908' from DER, 465' left of centerline, 70' AGL/527' MSL.
Railroad 608' from DER, 159' right of centerline, 23' AGL/479' MSL.
Road 564' from DER, 3' right of centerline, 15' AGL/472' MSL.
**Rwy 23,** multiple trees beginning 1705' from DER, 102' right of centerline, up to 72' AGL/539' MSL.
Tree 1797' from DER, 158' left of centerline, 57' AGL/524' MSL.
Railroad 238' from DER, 500' left of centerline, 23' AGL/485' MSL.
Multiple roads beginning 12' from DER, 367' left of centerline, up to 15' AGL/479' MSL.
Fencepost 291' from DER, 426' right of centerline, 9' AGL/476' MSL.
**Rwy 33,** multiple trees beginning 696' from DER, 130' right of centerline, up to 93' AGL/573' MSL.
Multiple trees beginning 689' from DER, 216' left of centerline, up to 105' AGL/585' MSL.

**NECEDAH, WI**

NECEDAH (DAF)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 12JUN25 (25163) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 18,** tree 17' from DER, 369' right of centerline, 958' MSL.
Trees beginning 26' from DER, 465' left of centerline, up to 969' MSL.
Trees beginning 120' from DER, 297' right of centerline, up to 51' AGL/969' MSL.
Trees beginning 153' from DER, 312' right of centerline, up to 61' AGL/975' MSL.
Trees, vehicles on road, building beginning 303' from DER, 102' left of centerline, up to 970' MSL.
Trees, buildings, vehicles on road beginning 406' from DER, 19' right of centerline, up to 977' MSL.
Tree, vehicles on road beginning 559' from DER, 136' left of centerline, up to 971' MSL.
Tree 826' from DER, 645' left of centerline, 976' MSL.
Trees beginning 851' from DER, 53' right of centerline, up to 988' MSL.
Tree 860' from DER, 488' left of centerline, 978' MSL.
Trees beginning 952' from DER, 447' left of centerline, up to 979' MSL.
Tree 1412' from DER, 333' left of centerline, 986' MSL.
Trees beginning 1454' from DER, 115' left of centerline, up to 987' MSL.

**CON'T**



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**NECEDAH, WI (CON'T)**

NECEDAH (DAF) (CON'T)

**Rwy 18 (CON'T),** trees beginning 1742' from DER, 22' left of centerline, up to 1004' MSL.
Trees beginning 2220' from DER, 197' right of centerline, up to 59' AGL/990' MSL.
**Rwy 36,** trees, buildings, poles, railroad beginning 16' from DER, 46' right of centerline, up to 63' AGL/975' MSL.
Trees beginning 701' from DER, 30' left of centerline, up to 938' MSL.
Tree 707' from DER, 463' left of centerline, 948' MSL.
Tree 793' from DER, 295' left of centerline, 960' MSL.
Trees beginning 816' from DER, 71' left of centerline, up to 974' MSL.
Trees beginning 1005' from DER, 18' left of centerline, up to 978' MSL.
Trees beginning 1659' from DER, 230' right of centerline, up to 978' MSL.
Trees beginning 1839' from DER, 153' right of centerline, up to 987' MSL.
Trees beginning 2222' from DER, 327' left of centerline, up to 980' MSL.
Tree 2937' from DER, 378' left of centerline, 986' MSL.

**NEILLSVILLE, WI**

NEILLSVILLE MUNI (VIQ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 02DEC21 (21336) (FAA)

TAKEOFF OBSTACLE NOTES:
**Rwy 10,** tree, NAVAID beginning 9' from DER, 30' right of centerline, up to 1252' MSL.
Tree 159' from DER, 528' left of centerline, 1268' MSL.
Trees beginning 417' from DER, 550' left of centerline, up to 1272' MSL.
Tree 774' from DER, 564' left of centerline, 1281' MSL.
Trees beginning 902' from DER, 60' left of centerline, up to 1308' MSL.
Trees beginning 961' from DER, 19' right of centerline, up to 1264' MSL.
Tree 1063' from DER, 772' right of centerline, 1274' MSL.
Trees, vehicle on road beginning 1647' from DER, 309' left of centerline, up to 1309' MSL.
Poles, tree beginning 2152' from DER, 171' left of centerline, up to 34' AGL/1318' MSL.
Trees, pole beginning 2274' from DER, 209' left of centerline, up to 1321' MSL.
Pole 2295' from DER, 145' right of centerline, 33' AGL/1297' MSL.
Pole 2351' from DER, 138' right of centerline, 34' AGL/1302' MSL.
Trees, building, pole, elevator, tank beginning 2375' from DER, 6' right of centerline, up to 1340' MSL.
Tree 2573' from DER, 15' left of centerline, 1330' MSL.
Trees beginning 2660' from DER, 121' left of centerline, up to 1340' MSL.
Tree 2928' from DER, 1146' left of centerline, 1348' MSL.
Trees beginning 3232' from DER, 179' right of centerline, up to 1352' MSL.
Tree 3542' from DER, 998' left of centerline, 1352' MSL.
Trees beginning 3563' from DER, 546' left of centerline, up to 1358' MSL.
Trees beginning 3582' from DER, 275' right of centerline, up to 1371' MSL.
**Rwy 28,** tree 5' from DER, 219' left of centerline, 1213' MSL.
Terrain 147' from DER, 373' right of centerline, 1212' MSL.
Poles, tree beginning 349' from DER, 460' right of centerline, up to 41' AGL/1252' MSL.
Trees beginning 861' from DER, 149' left of centerline, up to 1233' MSL.
Trees beginning 950' from DER, 218' right of centerline, up to 1253' MSL.

**NEW HOLSTEIN, WI**

NEW HOLSTEIN MUNI (8D1)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 20OCT11 (11293) (FAA)

TAKEOFF MINIMUMS:
**Rwys 4, 22,** NA - Environmental.
**Rwy 32,** 300-1 or std. w/min. climb of 350' per NM to 1200.

TAKEOFF OBSTACLE NOTES:
**Rwy 14,** rising terrain beginning 135' from DER, 187' left of centerline, up to 985' MSL.
Terrain with trees beginning 143' from DER, left and right of centerline, up to 100' AGL/1117' MSL.
**Rwy 32,** vehicles on road beginning 6' from DER, 19' right of centerline, up to 19' AGL/998' MSL.
Poles beginning 332' from DER, left and right of centerline, up to 37' AGL/1033' MSL.
Terrain with trees beginning 561' from DER, left and right of centerline, up to 100' AGL/1129' MSL.

**NEW LISBON, WI**

MAUSTON/NEW LISBON UNION (82C)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 05MAR15 (21336) (FAA)

TAKEOFF MINIMUMS:
**Rwys 14, 32**, 400-1 or std. with a min. climb of 220' per NM to 1400.

TAKEOFF OBSTACLE NOTES:
**Rwy 14,** vehicle on road beginning 22' from DER, 153' left of centerline, up to 15' AGL/907' MSL.
Trees beginning 20' from DER, 15' right of centerline, up to 87' AGL/987' MSL.
Trees beginning 715' from DER, 39' left of centerline, up to 95' AGL/985' MSL.
**CON'T**



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**NEW LISBON, WI (CON'T)**

MAUSTON/NEW LISBON UNION (82C) (CON'T)

**Rwy 32,** fence beginning 67' from DER, 300' right of centerline, up to 6' AGL/918' MSL.
Vehicle on road beginning 72' from DER, 5' right and left of centerline, up to 15' AGL/954' MSL.
Trees beginning 110' from DER, 146' left and right of centerline, up to 97' AGL/1007' MSL.
Terrain beginning 190' from DER, 43' left and right of centerline, up to 941' MSL.
Buildings beginning 2202' from DER, 398' left and right of centerline, up to 64' AGL/981' MSL.

**NEW RICHMOND, WI**

NEW RICHMOND RGNL (RNH)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 23JUL15 (15204) (FAA)

TAKEOFF MINIMUMS:
**Rwy 4, 22,** NA-Environmental.

TAKEOFF OBSTACLE NOTES:
**Rwy 14,** multiple trees beginning 810' from DER, 230' left of centerline, up to 100' AGL/1099' MSL.
Vehicle on road 502' from DER, 612' left of centerline, 15' AGL/1014' MSL.
**Rwy 32,** vehicle on road 425' from DER, 591' left of centerline, 15' AGL/1014' MSL.
Multiple trees beginning 1460' from DER, 443' right of centerline, up to 100' AGL/1099' MSL.

**OCONTO, WI**

OCONTO/J DOUGLAS BLAKE MUNI (OCQ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 30JUN11 (21336) (FAA)

TAKEOFF MINIMUMS:
**Rwys 4, 22,** NA-ATC.

TAKEOFF OBSTACLE NOTES:
**Rwy 11,** trees beginning 8' from DER, left and right of centerline, up to 91' AGL/693' MSL
**Rwy 29,** trees beginning 342' from DER, left and right of centerline, up to 80' AGL/684' MSL.
Vehicle on road beginning 182' from DER, 286' right of centerline, 15' AGL/619' MSL.
Fence 340' from DER, 553' left of centerline, 9' AGL/614' MSL.
REIL 14' from DER, 76' left of centerline, 1' AGL/605' MSL.

**OLNEY-NOBLE, IL**

OLNEY-NOBLE (OLY)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 20JUN19 (19171) (FAA)

TAKEOFF OBSTACLE NOTES:
**Rwy 4,** trees beginning 112' from DER, 416' left of centerline, up to 72' AGL/519' MSL.
Trees beginning 387' from DER, 326' left of centerline, up to 525' MSL.
Tree 546' from DER, 455' left of centerline, 530' MSL.
Trees beginning 659' from DER, 353' left of centerline, up to 536' MSL.
Tree 731' from DER, 561' right of centerline, 512' MSL.
Trees beginning 752' from DER, 33' right of centerline, up to 515' MSL.
Trees beginning 1120' from DER, 49' left of centerline, up to 539' MSL.
Trees beginning 1307' from DER, 285' right of centerline, up to 525' MSL.
Tree 2147' from DER, 846' right of centerline, 526' MSL.
Tree 2357' from DER, 8' right of centerline, 538' MSL.
Tree 2377' from DER, 304' right of centerline, 539' MSL.
**Rwy 11,** tree 484' from DER, 500' left of centerline, 503' MSL.
Trees beginning 646' from DER, 6' left of centerline, up to 513' MSL.
Tree 872' from DER, 611' right of centerline, 497' MSL.
Trees beginning 1065' from DER, 127' right of centerline, up to 533' MSL.
Trees beginning 1328' from DER, 797' left of centerline, up to 518' MSL.
Trees beginning 1783' from DER, 731' left of centerline, up to 536' MSL.
Trees beginning 1918' from DER, 303' left of centerline, up to 559' MSL.
Trees beginning 2140' from DER, 579' left of centerline, up to 125' AGL/576' MSL.
**Rwy 22,** vehicles on road, terrain beginning 3' from DER, 124' left of centerline, up to 477' MSL.
Vehicles on road 34' from DER, 20' left of centerline, 479' MSL.
Vehicles on road 46' from DER, 87' right of centerline, 477' MSL.
Vehicles on road beginning 186' from DER, 185' right of centerline, up to 15' AGL/483' MSL.
Vehicles on road beginning 372' from DER, 30' right of centerline, up to 484' MSL.
Pole 685' from DER, 644' left of centerline, 42' AGL/509' MSL.
Pole, tree beginning 854' from DER, 487' left of centerline, up to 43' AGL/510' MSL.
Tree, pole beginning 979' from DER, 383' left of centerline, up to 514' MSL.
Tree 1117' from DER, 742' left of centerline, 545' MSL.
Tree 1567' from DER, 441' right of centerline, 518' MSL.
Tree 1657' from DER, 567' right of centerline, 524' MSL.
Trees beginning 1739' from DER, 245' right of centerline, up to 531' MSL.
Tree 2096' from DER, 970' right of centerline, 546' MSL.
**CON'T**



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

OLNEY-NOBLE (OLY) (CON'T)

**Rwy 29,** tree 181' from DER, 515' right of centerline, 33' AGL/512' MSL.
Tree 213' from DER, 508' right of centerline, 516' MSL.
Tree 329' from DER, 476' right of centerline, 75' AGL/553' MSL.
Trees beginning 790' from DER, 521' left of centerline, up to 525' MSL.
Tree 3062' from DER, 1093' left of centerline, 560' MSL.
Tree 3083' from DER, 992' left of centerline, 563' MSL.
Tree 3174' from DER, 846' left of centerline, 564' MSL.

**OSCEOLA, WI**

L.O. SIMENSTAD MUNI (OEO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 15MAR07 (07074) (FAA)

TAKEOFF MINIMUMS:

**Rwys 4, 22,** NA-environmental.

TAKEOFF OBSTACLE NOTES:

**Rwy 10,** multiple trees beginning 9951' from DER, 3135' right of centerline, up to 100' AGL/1159' MSL.
Multiple trees beginning 1785' from DER, 932' left of centerline, up to 100' AGL/1149' MSL.
**Rwy 28,** multiple trees beginning 3534' from DER, 1277' right of centerline, up to 100' AGL/979' MSL.
Truck on road beginning 421' from DER 71' left of centerline, 15' AGL/904' MSL.

**OSHKOSH, WI**

WITTMAN RGNL (OSH)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 29DEC22 (22363) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 5,** trees beginning 69' from DER, 364' left of centerline, up to 793' MSL.
Pole, traverse way, tree beginning 198' from DER, 58' left of centerline, up to 32' AGL/804' MSL.
Traverse way 285' from DER, 502' right of centerline, 785' MSL.
Pole, traverse way, tree beginning 357' from DER, 96' right of centerline, up to 44' AGL/814' MSL.
Tree 462' from DER, 456' right of centerline, 56' AGL/819' MSL.
Tree, pole, building beginning 482' from DER, 19' right of centerline, up to 52' AGL/820' MSL.
Tree, pole beginning 760' from DER, 23' left of centerline, up to 70' AGL/838' MSL.
Tree, pole beginning 991' from DER, 42' right of centerline, up to 821' MSL.
Tree 1457' from DER, 37' right of centerline, 825' MSL.
Tree, pole beginning 1612' from DER, 74' right of centerline, up to 830' MSL.
Trees beginning 1857' from DER, 28' right of centerline, up to 840' MSL
**Rwy 9,** pole 28' from DER, 485' right of centerline, 28' AGL/800' MSL.
Building, tree, pole beginning 223' from DER, 362' right of centerline, up to 822' MSL.
Pole, traverse way, tree beginning 461' from DER, 144' left of centerline, up to 44' AGL/814' MSL.
Trees beginning 1228' from DER, 263' right of centerline, up to 831' MSL.
Trees beginning 1479' from DER, 147' right of centerline, up to 835' MSL.
Tree 1659' from DER, 668' left of centerline, 818' MSL.
Tree 1684' from DER, 789' left of centerline, 827' MSL.
Trees beginning 1688' from DER, 298' right of centerline, up to 839' MSL.
Tree 1775' from DER, 459' left of centerline, 829' MSL.
Trees beginning 1845' from DER, 503' left of centerline, up to 833' MSL.
Tree 2012' from DER, 422' left of centerline, 837' MSL.
Tree 2252' from DER, 423' left of centerline, 838' MSL.
Tree 2417' from DER, 448' left of centerline, 843' MSL.
Tree 2617' from DER, 417' left of centerline, 852' MSL.
Tree 2858' from DER, 194' right of centerline, 110' AGL/863' MSL.
**Rwy 13,** building beginning 33' from DER, 452' left of centerline, up to 21' AGL/800' MSL.
Tree, traverse way beginning 115' from DER, 140' left of centerline, up to 64' AGL/839' MSL.
Tree, pole beginning 271' from DER, 35' left of centerline, up to 68' AGL/842' MSL.
Traverse way beginning 279' from DER, 9' right of centerline, up to 792' MSL.
Trees beginning 381' from DER, 3' right of centerline, up to 810' MSL.
Tree, pole, pipeline, building, utility building beginning 511' from DER, 6' right of centerline, up to 840' MSL.
Tree, transmission line, pole beginning 1795' from DER, 645' right of centerline, up to 841' MSL.
**Rwy 18,** tree 1563' from DER, 897' left of centerline, 851' MSL.
Tree 2034' from DER, 971' left of centerline, 877' MSL.
**Rwy 23,** building, traverse way, tree, pole beginning 21' from DER, 287' right of centerline, up to 29' AGL/816' MSL.
Terrain 51' from DER, 444' left of centerline, 792' MSL.
Pole, traverse way beginning 320' from DER, 72' right of centerline, up to 30' AGL/819' MSL.
Traverse way 520' from DER, 26' left of centerline, 806' MSL.
Trees beginning 843' from DER, 363' left of centerline, up to 826' MSL.
Tree 996' from DER, 583' left of centerline, 835' MSL.
Pole 1001' from DER, 696' right of centerline, 35' AGL/827' MSL.
Tree, pole beginning 1026' from DER, 60' left of centerline, up to 51' AGL/839' MSL.
Pole, tree beginning 1228' from DER, 161' right of centerline, up to 45' AGL/837' MSL.
Tree 1337' from DER, 193' right of centerline, 838' MSL.
Tree, pole beginning 1345' from DER, 82' right of centerline, up to 844' MSL.
**CON'T**



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**OSHKOSH, WI (CON'T)**

WITTMAN RGNL (OSH) (CON'T)

**Rwy 23 (CON'T),** trees beginning 1355' from DER, 439' left of centerline, up to 841' MSL.
Tree 1611' from DER, 834' left of centerline, 851' MSL.
Light poles 2235' from DER, 708' left of centerline, 138' AGL/938' MSL.
Control tower, transmission line, pole beginning 2241' from DER, 452' left of centerline, up to 141' AGL/941' MSL.
Tower, tree beginning 2513' from DER, 167' right of centerline, up to 65' AGL/872' MSL.
Tree 2793' from DER, 282' right of centerline, 877' MSL.
Trees beginning 2938' from DER, 507' right of centerline, up to 881' MSL.
Trees beginning 3207' from DER, 682' right of centerline, up to 882' MSL.
**Rwy 27,** pole, sign beginning 1204' from DER, 753' right of centerline, up to 28' AGL/833' MSL.
Pole beginning 1795' from DER, 652' right of centerline, up to 42' AGL/845' MSL.
Tree 2197' from DER, 382' left of centerline, 854' MSL.
Pole 2369' from DER, 315' left of centerline, 29' AGL/862' MSL.
Tree, pole beginning 2402' from DER, 62' left of centerline, up to 867' MSL.
Tree 3169' from DER, 1282' right of centerline, 878' MSL.
Pole, transmission line beginning 4253' from DER, 1540' left of centerline, up to 904' MSL.
**Rwy 31,** building, tower, tree, pole beginning 1132' from DER, 317' right of centerline, up to 832' MSL.
Tree, pole beginning 1621' from DER, 193' right of centerline, up to 65' AGL/843' MSL.
**Rwy 36,** sign 23' from DER, 474' left of centerline, 1' AGL/791' MSL.
NAVAID 148' from DER, 3' left of centerline, 15' AGL/801' MSL.

**PARIS, IL**

EDGAR COUNTY (PRG)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 21JUL16 (16203) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 9,** airfield lt 9' from DER, 11' right of centerline, 2' AGL/651' MSL.
Wsk 305' from DER, 237' right of centerline, 660' MSL.
Pole 575' from DER, 385' right of centerline, 673' MSL.
Pole 640' from DER, 321' left of centerline, 671' MSL.
Trees beginning 877' from DER, 556' left of centerline, up to 705' MSL.
Tree 1359' from DER, 634' right of centerline, 688' MSL.
Tree 1513' from DER, 628' right of centerline, 689' MSL.
Tree 1750' from DER, 334' right of centerline, 705' MSL.
Trees beginning 1775' from DER, 126' right of centerline, up to 707' MSL.
Tree 2001' from DER, 322' right of centerline, 710' MSL.
Trees beginning 2100' from DER, 406' right of centerline, up to 711' MSL.
Tree 2129' from DER, 1037' left of centerline, 711' MSL.
Tree 2243' from DER, 1052' left of centerline, 722' MSL.
Tree 2324' from DER, 1037' right of centerline, 713' MSL.
Tree 2429' from DER, 1151' right of centerline, 714' MSL.
**Rwy 18,** terrain 20' from DER, 18' left of centerline, 655' MSL.
Wsk 297' from DER, 235' right of centerline, 668' MSL.
Vehicles on road beginning 440' from DER, 353' right of centerline, up to 672' MSL.
**Rwy 27,** grd 1' from DER, 454' left of centerline, 658' MSL.
Terrain 23' from DER, 14' right of centerline, 655' MSL.
Terrain beginning 42' from DER, 361' left of centerline, up to 659' MSL.
Tree 56' from DER, 321' right of centerline, 693' MSL.
Tree 112' from DER, 439' right of centerline, 716' MSL.
Tree 195' from DER, 372' right of centerline, 79' AGL/727' MSL.
Tree and wsk beginning 266' from DER, 100' right of centerline, up to 93' AGL/729' MSL.
Trees beginning 1204' from DER, 621' left of centerline, up to 718' MSL.
Tree and pole beginning 1331' from DER, 258' left of centerline, up to 739' MSL.
**Rwy 36,** fence 17' from DER, 338' left of centerline, 4' AGL/648' MSL.
Wsk 301' from DER, 136' right of centerline, 656' MSL.
Trees beginning 681' from DER, 47' right of centerline, up to 720' MSL.
Trees beginning 771' from DER, 382' left of centerline, up to 705' MSL.
Trees beginning 1182' from DER, 52' left of centerline, up to 714' MSL.


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## PARK FALLS, WI

PARK FALLS MUNI (PKF)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 02DEC21 (21336) (FAA)

TAKEOFF MINIMUMS:

**Rwy 18,** 300-2¼ or std. w/min. climb of 210' per NM to 1900.

**Rwy 36,** 300-2¼ or std. w/min. climb of 300' per NM to 1700.

DEPARTURE PROCEDURE:

**Rwy 18,** climb on heading 184° to 2400 before turning left.

**Rwy 36,** climb on heading 004° to 2100 before turning right.

TAKEOFF OBSTACLE NOTES:

**Rwy 18,** tree 7' from DER, 488' left of centerline, 1506' MSL.
Tree 46' from DER, 151' right of centerline, 1509' MSL.
Trees beginning 86' from DER, 31' left of centerline, up to 1539' MSL.
Traverse way 96' from DER, 459' right of centerline, 1523' MSL.
Tree, traverse way beginning 105' from DER, 13' right of centerline, up to 1560' MSL.
Trees beginning 475' from DER, 2' left of centerline, up to 1569' MSL.
Tree, traverse way beginning 599' from DER, 4' right of centerline, up to 1578' MSL.
Trees beginning 725' from DER, 12' left of centerline, up to 1573' MSL.
Trees beginning 754' from DER, 47' right of centerline, up to 1594' MSL.
Trees beginning 960' from DER, 6' right of centerline, up to 1600' MSL.
Tree 2411' from DER, 33' left of centerline, 1574' MSL.
Trees beginning 2417' from DER, 5' left of centerline, up to 1579' MSL.
Trees beginning 2527' from DER, 144' left of centerline, up to 1580' MSL.
Trees beginning 2599' from DER, 58' left of centerline, up to 1591' MSL.
Trees beginning 2860' from DER, 12' right of centerline, up to 1603' MSL.
Trees beginning 3143' from DER, 38' left of centerline, up to 1595' MSL.
Trees beginning 3967' from DER, 913' right of centerline, up to 1610' MSL.
Tree 4711' from DER, 1085' right of centerline, 1620' MSL.
Tree 4739' from DER, 741' right of centerline, 1622' MSL.

**Rwy 36,** tree 97' from DER, 178' right of centerline, 1508' MSL.
Trees beginning 114' from DER, 23' left of centerline, up to 1516' MSL.
Trees beginning 348' from DER, 173' right of centerline, up to 1516' MSL.
Trees beginning 462' from DER, 16' right of centerline, up to 1523' MSL.
Trees beginning 581' from DER, 78' right of centerline, up to 1529' MSL.
Tree 761' from DER, 652' left of centerline, 1542' MSL.
Tree 907' from DER, 641' left of centerline, 1547' MSL.
Trees beginning 1097' from DER, 438' left of centerline, up to 1563' MSL.
Trees beginning 1171' from DER, 425' left of centerline, up to 1575' MSL.
Trees beginning 1404' from DER, 159' left of centerline, up to 1582' MSL.
Trees beginning 1667' from DER, 21' left of centerline, up to 1583' MSL.
Trees beginning 1725' from DER, 8' left of centerline, up to 1594' MSL.
Tree 1757' from DER, 29' right of centerline, 1538' MSL.
Tree, transmission line beginning 1762' from DER, 56' left of centerline, up to 1598' MSL.
Trees beginning 1773' from DER, 15' right of centerline, up to 1546' MSL.
Trees beginning 1824' from DER, 51' left of centerline, up to 1601' MSL.
Trees beginning 1835' from DER, 36' right of centerline, up to 1553' MSL.
Trees beginning 1879' from DER, 48' right of centerline, up to 1556' MSL.
Tree, transmission line, pole beginning 2061' from DER, 24' left of centerline, up to 1613' MSL.
Trees beginning 2082' from DER, 272' right of centerline, up to 1565' MSL.
Trees beginning 2121' from DER, 205' right of centerline, up to 1568' MSL.
Tree 2222' from DER, 136' right of centerline, 1571' MSL.
Trees beginning 2225' from DER, 143' right of centerline, up to 1577' MSL.
Trees beginning 2269' from DER, 43' right of centerline, up to 1590' MSL.
Trees beginning 2508' from DER, 94' right of centerline, up to 1598' MSL.
Trees beginning 2550' from DER, 25' right of centerline, up to 1599' MSL.
Trees beginning 2593' from DER, 38' right of centerline, up to 1601' MSL.
Trees beginning 2601' from DER, 10' right of centerline, up to 1615' MSL.
Tree, pole beginning 2609' from DER, 6' left of centerline, up to 1617' MSL.
Trees beginning 2638' from DER, 141' right of centerline, up to 1622' MSL.
Tree, transmission line beginning 2664' from DER, 2' right of centerline, up to 1624' MSL.
Trees beginning 3441' from DER, 43' left of centerline, up to 1619' MSL.
Trees beginning 3459' from DER, 72' left of centerline, up to 1625' MSL.
Trees beginning 3581' from DER, 28' left of centerline, up to 1631' MSL.
Trees beginning 3637' from DER, 1' left of centerline, up to 1635' MSL.
Tree 5412' from DER, 508' right of centerline, 1630' MSL.
Trees beginning 5491' from DER, 53' left of centerline, up to 1639' MSL.
Trees beginning 5515' from DER, 13' right of centerline, up to 1636' MSL.
Tree 5535' from DER, 36' right of centerline, 1639' MSL.
Trees beginning 5600' from DER, 33' right of centerline, up to 1640' MSL.
Trees beginning 5602' from DER, 47' left of centerline, up to 1641' MSL.
Trees beginning 5616' from DER, 18' right of centerline, up to 1643' MSL.
Trees beginning 5621' from DER, 11' left of centerline, up to 1643' MSL.
Trees beginning 5632' from DER, 8' right of centerline, up to 1645' MSL.
Trees beginning 5707' from DER, 11' left of centerline, up to 1645' MSL.

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**PAXTON, IL**

PAXTON (1C1)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 01JUL10 (10182) (FAA)

TAKEOFF MINIMUMS:

**Rwy 36,** 300-1½ or std. w/ min. climb of 321' per NM to 1200.

TAKEOFF OBSTACLE NOTES:

**Rwy 36,** vehicles on road 439' from DER, crossing from left to right, up to 15' AGL/796' MSL.
Trees beginning 557' from DER, 31' right of centerline, up to 60' AGL/849' MSL.
Tower 1.1 NM from DER, 1761' left of centerline, 179' AGL/983' MSL.

**PEKIN, IL**

PEKIN MUNI (C15)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 25SEP08 (08269) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 9,** trees beginning 62' from DER, 411' right of centerline, up to 63' AGL/583' MSL.
Poles beginning 819' from DER, 388' left of centerline, up to 32' AGL/552' MSL.
Poles beginning 824' from DER, 411' right of centerline, up to 34' AGL/554' MSL.
**Rwy 27,** rising terrain 718' from DER, 103' left of centerline, up to 550' MSL.

**PEORIA, IL**

GENERAL DOWNING - PEORIA INTL (PIA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 30APR15 (15120) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 4,** trees beginning 1217' from DER, 548' left of centerline, up to 85' AGL/742' MSL.
Trees beginning 1389' from DER, 597' right of centerline, up to 75' AGL/728' MSL.
Tank 4757' from DER, 1617' left of centerline, 131' AGL/781' MSL.
**Rwy 13,** trees beginning 1020' from DER, 722' left of centerline, up to 85' AGL/705' MSL.
Trees 1175' from DER, 773' right of centerline, 60' AGL/682' MSL.
Flagpole 1748' from DER, 783' right of centerline, 53' AGL/687' MSL.
Trees beginning 3783' from DER, 1448' left of centerline, up to 85' AGL/747' MSL.
**Rwy 22,** trees beginning 450' from DER, 558' right of centerline, up to 60' AGL/691' MSL.
**Rwy 31,** trees beginning 818' from DER, 607' left of centerline, up to 50' AGL/706' MSL.
Trees beginning 1480' from DER, 690' right of centerline, up to 75' AGL/736' MSL.
Trees beginning 2000' from DER, 900' left of centerline, up to 75' AGL/760' MSL.
Trees beginning 3400' from DER, 165' right of centerline, up to 75' AGL/776' MSL.

MOUNT HAWLEY AUXILIARY (3MY)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 12DEC13 (13346) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 18**, trees beginning 369' from DER, 247' left of centerline, up to 100' AGL/826' MSL.
Trees beginning 537' from DER, 351' right of centerline, up to 100' AGL/853' MSL.
Building 714' from DER, 291' left of centerline, 30' AGL/809' MSL.
Building 1104' from DER, 225' left of centerline, 23' AGL/802 MSL.
Trees 1328' from DER, across centerline, up to 100' AGL/834 MSL.
**Rwy 36**, peak 100' from DER, 374' right of centerline. 20' AGL/809' MSL.
Trees beginning 506' from DER, 12' right of centerline, up to 100' AGL/899' MSL.
Trees beginning 810' from DER, 324' left of centerline, up to 100' AGL/909' MSL.
Trees and light poles beginning 946' from DER, 514' right of centerline, 46' AGL/845' MSL.
Vehicles on roadway 984' from DER, 420' left of centerline, 15' AGL/824' MSL.
Tower 2311' from DER, 655' left of centerline, 61' AGL/858' MSL.

**PERU, IL**

ILLINOIS VALLEY RGNL-WALTER A DUNCAN FLD (VYS)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 15OCT15 (21224) (FAA)

TAKEOFF MINIMUMS:

**Rwy 7,** 300-1 or std. w/min. climb of 285' per NM to 900.

DEPARTURE PROCEDURE:

**Rwy 18,** climb heading 198° to 1400 before turning left.

TAKEOFF OBSTACLE NOTES:

**Rwy 7,** numerous poles beginning 501' from DER, right and left of centerline, up to 65' AGL/704' MSL.
**Rwy 18,** bush 82' from DER, 266' right of centerline, 5' AGL/641' MSL.
Tree 1858' from DER, 803' left of centerline, 59' AGL/687' MSL.
**Rwy 25,** trees beginning 1176' from DER, right and left of centerline, up to 111' AGL/718' MSL.
**Rwy 36,** sign 1929' from DER, 936' right of centerline, 69' AGL/723' MSL.
Poles beginning 1070' from DER, crossing left and right of centerline up to 71' AGL/713' MSL.

**PHILLIPS, WI**

PRICE COUNTY (PBH)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 07DEC17 (17341) (FAA)

TAKEOFF MINIMUMS:

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

TAKEOFF OBSTACLE NOTES:

**Rwy 1,** trees beginning 61' from DER, 18' left of centerline, up to 1526' MSL.
Tree 121' from DER, 463' right of centerline, 1519' MSL.
Trees beginning 1027' from DER, 674' right of centerline, up to 1562' MSL.
Trees beginning 1606' from DER, 743' right of centerline, up to 1573' MSL.
Pole, trees beginning 1813' from DER, 905' right of centerline, up to 72' AGL/1583' MSL.
Tree 2544' from DER, 498' left of centerline, 1563' MSL.
Trees beginning 2595' from DER, 655' right of centerline, up to 1586' MSL.
Tree 2765' from DER, 104' left of centerline, 1567' MSL.
Trees beginning 2871' from DER, 26' right of centerline, up to 1592' MSL.
Tree 3056' from DER, 355' left of centerline, 1575' MSL.
Tree 3315' from DER, 75' left of centerline, 1580' MSL.
Tree 3374' from DER, 401' left of centerline, 1583' MSL.
Tree 3560' from DER, 345' right of centerline, 1594' MSL.
Tree 3617' from DER, 20' left of centerline, 1588' MSL.
Trees beginning 3725' from DER, 140' right of centerline, up to 1599' MSL.
**Rwy 6,** trees, terrain beginning 66' from DER, 97' right of centerline, up to 1516' MSL.
Trees beginning 98' from DER, 240' left of centerline, up to 1518' MSL.
Trees, terrain beginning 137' from DER, 159' left of centerline, up to 74' AGL/1523' MSL.
Trees beginning 489' from DER, 296' left of centerline, up to 1533' MSL.
Trees beginning 747' from DER, 45' left of centerline, up to 1537' MSL.
Trees beginning 878' from DER, 382' right of centerline, up to 1518' MSL.
Trees, building, water tower beginning 1189' from DER, 57' left of centerline, up to 1538' MSL.
Tree 1294' from DER, 549' right of centerline, 1520' MSL.
Trees beginning 1296' from DER, 549' right of centerline, up to 1525' MSL.
Tree 1398' from DER, 507' right of centerline, 1530' MSL.
Trees beginning 1430' from DER, 501' right of centerline, up to 1536' MSL.
Tree 1522' from DER, 683' left of centerline, 1545' MSL.
Trees beginning 1591' from DER, 489' right of centerline, up to 1540' MSL.
Trees beginning 1601' from DER, 144' left of centerline, up to 82' AGL/1561' MSL.
Trees, poles beginning 1717' from DER, 8' right of centerline, up to 1553' MSL.
Trees, poles beginning 1895' from DER, 112' left of centerline, up to 1562' MSL.
Trees, transmission lines beginning 2163' from DER, 42' left of centerline, up to 1563' MSL.
Trees beginning 2239' from DER, 36' right of centerline, up to 1562' MSL.
Tree 2353' from DER, 908' right of centerline, 1563' MSL.
Trees beginning 2372' from DER, 7' right of centerline, up to 1574' MSL.
Trees beginning 2373' from DER, 65' left of centerline, up to 1566' MSL.
Trees beginning 2477' from DER, 54' left of centerline, up to 1567' MSL.
Trees beginning 2523' from DER, 12' left of centerline, up to 1569' MSL.
Trees beginning 2646' from DER, 129' left of centerline, up to 1572' MSL.
Trees beginning 3779' from DER, 17' left of centerline, up to 1577' MSL.
Tree 3980' from DER, 79' right of centerline, 1575' MSL.
Trees beginning 4095' from DER, 182' left of centerline, up to 1580' MSL.
Trees beginning 4118' from DER, 56' left of centerline, up to 1587' MSL.
Trees beginning 4289' from DER, 191' left of centerline, up to 1595' MSL.
Tree 4291' from DER, 143' right of centerline, 1592' MSL.
Trees beginning 4292' from DER, 11' right of centerline, up to 85' AGL/1594' MSL.
**Rwy 19,** tree 61' from DER, 452' left of centerline, 1501' MSL.
Trees beginning 1110' from DER, 609' left of centerline, up to 1527' MSL.
Trees beginning 1164' from DER, 654' left of centerline, up to 1530' MSL.
Trees beginning 1309' from DER, 10' left of centerline, up to 1531' MSL.
Tree 1441' from DER, 624' right of centerline, 1506' MSL.
Tree 1463' from DER, 591' right of centerline, 45' AGL/1508' MSL.
Trees beginning 1558' from DER, 418' right of centerline, up to 1515' MSL.
Trees beginning 1999' from DER, 78' right of centerline, up to 1523' MSL.
Trees beginning 3874' from DER, 941' right of centerline, up to 1576' MSL.
Tank 4854' from DER, 1681' left of centerline, 144' AGL/1624' MSL.
Water tower 4890' from DER, 1744' left of centerline, 148' AGL/1631' MSL.
**Rwy 24,** building 38' from DER, 478' right of centerline, 1489' MSL.
Buildings beginning 48' from DER, 454' left of centerline, up to 24' AGL/1489' MSL.
Antenna 97' from DER, 397' right of centerline, 35' AGL/1499' MSL.
Poles beginning 198' from DER, 352' right of centerline, up to 36' AGL/1500' MSL.
Pole 217' from DER, 420' left of centerline, 35' AGL/1500' MSL.
Trees, fence beginning 291' from DER, 91' left of centerline, up to 52' AGL/1516' MSL.
Poles beginning 643' from DER, 455' right of centerline, up to 51' AGL/1512' MSL.
Trees, pole beginning 976' from DER, 283' left of centerline, up to 77' AGL/1537' MSL.
Trees, pole beginning 1162' from DER, 580' right of centerline, up to 1525' MSL.
Trees beginning 1427' from DER, 495' right of centerline, up to 1534' MSL.
Trees beginning 1672' from DER, 504' right of centerline, up to 1541' MSL.
**CON'T**



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**PHILLIPS, WI (CON'T)**

PRICE COUNTY (PBH) (CON'T)

**Rwy 24 (CON'T),** trees beginning 1738' from DER, 405' left of centerline, up to 1548' MSL.
Trees beginning 1823' from DER, 517' right of centerline, up to 1542' MSL.
Trees beginning 1964' from DER, 512' right of centerline, up to 1553' MSL.

**PINCKNEYVILLE, IL**

PINCKNEYVILLE/DU QUOIN (PJY)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 07AUG25 (25219) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 18,** vehicles on road beginning 68' from DER, 333' left of centerline, up to 15' AGL/404' MSL.
Tree, poles beginning 403' from DER, 87' left of centerline, up to 73' AGL/456' MSL.
Vehicles on road 551' from DER, 246' right of centerline, 29' AGL/410' MSL.
Tree 2169' from DER, 898' right of centerline, 62' AGL/455' MSL.
Tree 2197' from DER, 731' right of centerline, 66' AGL/459' MSL.
Trees beginning 2203' from DER, 290' left of centerline, up to 80' AGL/478' MSL.
Trees beginning 2251' from DER, 237' right of centerline, up to 77' AGL/471' MSL.
Tree 2295' from DER, 398' left of centerline, 84' AGL/481' MSL.
Tree 2335' from DER, 629' left of centerline, 87' AGL/484' MSL.
Tree 3268' from DER, 1264' right of centerline, 83' AGL/479' MSL.
Trees beginning 3718' from DER, 1270' left of centerline, up to 98' AGL/489' MSL.
**Rwy 36,** tree, fences beginning 77' from DER, 324' right of centerline, up to 25' AGL/413' MSL.
Tree 1740' from DER, 725' right of centerline, 58' AGL/446' MSL.
Trees beginning 1838' from DER, 705' right of centerline, up to 82' AGL/470' MSL.

**PITTSFIELD, IL**

PITTSFIELD PENSTONE MUNI (PPQ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 26JUL12 (12208) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 13,** vehicles on roadway beginning 27' from DER, 360' right of centerline, up to 15' AGL/724' MSL.
Trees beginning 819' from DER, 564' right of centerline, up to 100' AGL/779' MSL.
Trees beginning 912' from DER, 629' left of centerline, up to 100' AGL/759' MSL.
Trees beginning 3602' from DER, 627' right of centerline, up to 100' AGL/789' MSL.
**Rwy 31,** trees beginning 594' from DER, 626' left of centerline, up to 100' AGL/789' MSL.
Vehicles on roadway beginning 1038' from DER, 776' right of centerline, up to 17' AGL/746' MSL.
Trees beginning 1652' from DER, 172' right of centerline, up to 100' AGL/789' MSL.
Trees beginning 5157' from DER, 1284' right of centerline, up to 100' AGL/859' MSL.

**PLATTEVILLE, WI**

PLATTEVILLE MUNI (PVB)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 27AUG09 (09239) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 7,** vehicle on road beginning 499' from DER, left to right of centerline, up to 15' AGL/1053' MSL.
Pavilion 250' from DER, 345' left of centerline, 17' AGL/1039' MSL.
Poles beginning 208' from DER, 438' left of centerline, up to 37' AGL/1059' MSL.
Trees beginning 224' from DER, 17' right of centerline, up to 47' AGL/1069' MSL.
Trees beginning 257' from DER, 222' left of centerline, up to 29' AGL/1051' MSL.
**Rwy 25,** tree 91' from DER, 277' left of centerline, 21' AGL/1020' MSL.
Trees beginning 57' from DER, 325' right of centerline, up to 10' AGL/1009' MSL.
**Rwy 15,** tree 1145' from DER, 620' right of centerline, 52' AGL/1073' MSL.
Trees beginning 61' from DER, 208' left of centerline, up to 11' AGL/1032' MSL.

**PONTIAC, IL**

PONTIAC MUNI (PNT)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 31JUL08 (08213) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 24,** multiple buildings beginning 766' from DER, 60' left of centerline, up to 28' AGL/672' MSL.
Tree 2226' from DER, 1040' right of centerline, 100' AGL/744' MSL.
Multiple light poles beginning 3635' from DER, 262' right of centerline, up to 130' AGL/774' MSL.

**POPLAR GROVE, IL**

POPLAR GROVE (C77)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 04NOV99 (99308) (FAA)

TAKEOFF MINIMUMS:

**Rwy 30,** 300-1 or std. with a min. climb of 310' per NM to 1000.
**Rwys 9, 12, 17, 27, 35,** NA.



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## PORTAGE, WI

PORTAGE MUNI (C47)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 05JAN17 (17005) (FAA)

TAKEOFF MINIMUMS:

**Rwy 22,** std. w/min. climb of 259' per NM to 1900 or 1000-2½ for VCOA.

DEPARTURE PROCEDURE:

**Rwy 18,** climb on heading 181° to 1900 before turning right.

VCOA:

**Rwy 22,** obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Portage Muni airport at or above 1700 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

**Rwy 4,** trees and vehicles on road beginning at DER, 48' right of centerline, up to 100' AGL/925' MSL.
Vehicles on road 1' from DER, 88' left of centerline, 15' AGL/840' MSL.
Trees beginning 12' from DER, 27' left of centerline, up to 100' AGL/925' MSL.
Trees and telephone line beginning 120' from DER, 264' left of centerline, up to 43' AGL/852' MSL.
Trees beginning 1573' from DER, 551' left of centerline, up to 77' AGL/906' MSL.
**Rwy 18,** trees and poles 5' from DER, 127' right of centerline, up to 42' AGL/860' MSL.
Vehicle on road 64' from DER, 22' right of centerline, 15' AGL/835' MSL.
Parking lots 222' from DER, 134' right of centerline, 837' MSL.
Tree and parking lot beginning 336' from DER, 91' right of centerline, up to 874' MSL.
Tree 373' from DER, 215' right of centerline, 888' MSL.
Tree, parking lot, pole, bldg, telephone line and fence beginning 449' from DER, 19' right of centerline, up to 889' MSL.
Tree 1008' from DER, 437' right of centerline, 895' MSL.
Power transmission lines, tree, vehicles on road beginning 1072' from DER, 2' right of centerline, up to 77' AGL/906' MSL.
Power transmission lines, vehicle on road, tree and pole beginning 1277' from DER, 43' right of centerline, up to 103' AGL/940' MSL.
Pole beginning 47' from DER, 187' left of centerline, up to 26' AGL/848' MSL.
Telephone line, pole and vehicle on road beginning 57' from DER, 81' left of centerline, up to 853' MSL.
Tree 271' from DER, 148' left of centerline, 858' MSL.
Tree and vehicle on road beginning 372' from DER, 135' left of centerline, up to 865' MSL.
Tree 483' from DER, 621' left of centerline, 869' MSL.
Tree and bldg beginning 529' from DER, 66' left of centerline, up to 880' MSL.
Tree 600' from DER, 343' left of centerline, 882' MSL.
Trees beginning 622' from DER, 453' left of centerline, up to 888' MSL.
Tree, pole and telephone line beginning 700' from DER, 150' left of centerline, up to 892' MSL.
Tree and power transmission lines beginning 905' from DER, 3' left of centerline, up to 902' MSL.
Tree 1870' from DER, 111' left of centerline, 907' MSL.
Tree, pole and power transmission lines beginning 1996' from DER, 1' left of centerline, up to 921' MSL.
Power transmission lines and tree beginning 3392' from DER, 222' left of centerline, up to 925' MSL.
**Rwy 22,** trees beginning at DER, 107' right of centerline, up to 100' AGL/925' MSL.
Parking lot 69' from DER, 222' right of centerline, 840' MSL.
Vehicles on road beginning 377' from DER, 9' right of centerline, up to 15' AGL/840' MSL.
Pole 403' from DER, 352' right of centerline, 63' AGL/886' MSL.
Power transmission lines beginning 1000' from DER, 412' right of centerline, up to 64' AGL/886' MSL.
Power transmission lines beginning 1833' from DER, 114' right of centerline, up to 899' MSL.
Power transmission lines beginning 2295' from DER, 1054' right of centerline, up to 955' MSL.
Bldg 7' from DER, 313' left of centerline, 33' AGL/856' MSL.
Ol on bldg and parking lot beginning 14' from DER, 243' left of centerline, up to 859' MSL.
Trees beginning 221' from DER, 68' left of centerline, up to 862' MSL.
Tree, vehicles on road, pole and telephone line beginning 267' from DER, 44' left of centerline, up to 873' MSL.
Tree 443' from DER, 245' left of centerline, 56' AGL/879' MSL.
Tree, telephone line, pole, bldg and sign beginning 507' from DER, 137' left of centerline, up to 890' MSL.
Power transmission lines beginning 1344' from DER, 830' left of centerline, up to 891' MSL.
Power transmission lines beginning 1595' from DER, 562' left of centerline, up to 901' MSL.
Trees beginning 2046' from DER, 183' left of centerline, up to 917' MSL.
Tree 2542' from DER, 636' left of centerline, 923' MSL.
Tree 2625' from DER, 1179' left of centerline, 925' MSL.
**Rwy 36,** trees beginning 2' from DER, 43' right of centerline, up to 51' AGL/847' MSL.
Tree and vehicles on road beginning 46' from DER, 28' right of centerline, up to 882' MSL.
Trees beginning 1633' from DER, 13' right of centerline, up to 883' MSL.
Trees beginning 2673' from DER, 407' right of centerline, up to 110' AGL/903' MSL.
Vehicles on road beginning 13' from DER, 116' left of centerline, up to 821' MSL.
Tree and vehicles on road beginning 105' from DER, 50' left of centerline, up to 827' MSL.
Trees beginning 365' from DER, 224' left of centerline, up to 831' MSL.
Tree 450' from DER, 126' left of centerline, 832' MSL.
Tree 621' from DER, 128' left of centerline, 853' MSL.
Trees beginning 707' from DER, 130' left of centerline, up to 875' MSL.
Trees beginning 997' from DER, 11' left of centerline, up to 880' MSL.
Tree 3079' from DER, 366' left of centerline, 893' MSL.
Trees beginning 3167' from DER, 284' left of centerline, up to 903' MSL.



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

25219

**PRAIRIE DU CHIEN, WI**

PRAIRIE DU CHIEN MUNI (PDC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 26JUL12 (12208) (FAA)

TAKEOFF MINIMUMS:

**Rwy 11,** 200-1¼ or std. w/min. climb of 444' per NM to 900.

**Rwy 14,** 600-3 w/min. climb of 251' per NM to 1400 or std. w/min. climb of 589' per NM to 1400, or 1200-2½ for climb in visual conditions.

**Rwy 29,** 500-3 w/min. climb of 230' per NM to 1300 or std. w/min. climb of 261' per NM to 1300, or 1200-2½ for climb in visual conditions.

DEPARTURE PROCEDURE:

**Rwy 11,** climb heading 110° to 2000 before turning.

**Rwy 14,** climb heading 140° to 2000 before turning, for climb in visual conditions cross Prairie du Chien airport at or above 1700' MSL before proceeding on course. When executing VCOA, notify ATC prior to departure.

**Rwy 29,** climb heading 290° to 2000 before turning, for climb in visual conditions cross Prairie du Chien airport at or above 1700' MSL before proceeding on course. When executing VCOA, notify ATC prior to departure.

**Rwy 32**, climb heading 320° to 2000 before turning.

TAKEOFF OBSTACLE NOTES:

**Rwy 11,** poles, signs, trees, terrain and road beginning 59' from DER, 9' left of centerline, up to 70' AGL/809' MSL.
Trees beginning 966' from DER, 7' right of centerline, up to 111' AGL/810' MSL.

**Rwy 14,** trees, terrain, and NAVAID beginning 21' from DER, 62' left of centerline, up to 187' AGL/801' MSL.
Trees and railroad beginning 180' from DER, 53' right of centerline, up to 112' AGL/727' MSL.

**Rwy 29,** tanks, railroad, trees, and road beginning 141' from DER, 11' left of centerline, up to 70' AGL/724' MSL.
Trees, poles, road, and tower beginning 446' from DER, 89' right of centerline, up to 68' AGL/717' MSL.

**Rwy 32,** NAVAIDs 25' from DER, 77' left and right of centerline, up to 4' AGL/653' MSL.
Pole 2410' from DER, 198' left of centerline, 60' AGL/714' MSL.
Trees, poles, and towers beginning 1418' from DER, 200' right of centerline, up to 65' AGL/719' MSL.

**PRAIRIE DU SAC, WI**

SAUK/PRAIRIE (91C)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 20DEC07 (21336) (FAA)

TAKEOFF MINIMUMS:

**Rwy 36,** std. w/min. climb gradient of 221' per NM to 1700 or 1000-3 for climb in visual conditions.

DEPARTURE PROCEDURE:

**Rwy 36,** climb heading 357° to 1700 before turning or for climb in visual conditions cross Sauk/Prairie airport at or above 1700 MSL before proceeding on course.

TAKEOFF OBSTACLE NOTES:

**Rwy 18,** utility pole, 330' from DER, 325' right of centerline, 19' AGL/839' MSL.
Trees beginning 802' from DER, 175' left of centerline, up to 100' AGL/919' MSL.
Trees beginning 921' from DER, on centerline, up to 100' AGL/929' MSL.

**Rwy 36,** navigation light top 15' from DER, 35' right of centerline, 2' AGL/833' MSL.
Navigation light top 16' from DER, 60' left of centerline, 3' AGL/834' MSL.
Silo top 855' from DER, 414' left of centerline, up to 33' AGL/864' MSL.
Trees beginning 967' from DER, 611' left of centerline, up to 60' AGL/891' MSL.

**QUINCY, IL**

QUINCY RGNL-BALDWIN FLD (UIN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-B 26DEC24 (24361) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 4,** lighting 40' from DER, 149' left of centerline, 3' AGL/749' MSL.
Lighting 43' from DER, 150' right of centerline, 3' AGL/749' MSL.
Terrain 353' from DER, 399' right of centerline, 784' MSL.
Tree 997' from DER, 692' left of centerline, 775' MSL.
Tree 1041' from DER, 706' right of centerline, 797' MSL.

**Rwy 22,** tree 620' from DER, 665' right of centerline, 804' MSL.

**RACINE, WI**

BATTEN INTL (RAC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5B 26DEC24 (24361) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 4,** trees beginning 5' from DER, 64' right of centerline, up to 33' AGL/679' MSL.
Trees beginning 72' from DER, 9' left of centerline, up to 18' AGL/685' MSL.
Trees, vehicles on road, pole beginning 79' from DER, 3' right of centerline, up to 60' AGL/701' MSL.
Trees, pole beginning 178' from DER, 23' left of centerline, up to 40' AGL/699' MSL.
Trees, poles, building beginning 336' from DER, 154' left of centerline, up to 50' AGL/702' MSL.
Trees beginning 632' from DER, 195' left of centerline, up to 59' AGL/707' MSL.
Trees beginning 701' from DER, 15' left of centerline, up to 66' AGL/711' MSL.
Trees, poles beginning 805' from DER, 5' left of centerline, up to 74' AGL/714' MSL.
Trees beginning 907' from DER, 17' right of centerline, up to 62' AGL/702' MSL.

**CON'T**

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



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## RACINE, WI (CON'T)

### BATTEN INTL (RAC) (CON'T)

**Rwy 4 (CON'T),** tree 2699' from DER, 101' left of centerline, 738' MSL.
**Rwy 14,** tree 20' from DER, 496' right of centerline, 673' MSL.
Tree 21' from DER, 315' left of centerline, 702' MSL.
Trees beginning 73' from DER, 178' right of centerline, up to 716' MSL.
Tower, poles, tree beginning 241' from DER, 431' left of centerline, up to 57' AGL/706' MSL.
Pole, trees, antenna beginning 363' from DER, 1' right of centerline, up to 62' AGL/717' MSL.
Trees, tower, antenna beginning 619' from DER, 179' left of centerline, up to 711' MSL.
Trees beginning 1942' from DER, 695' right of centerline, up to 718' MSL.
**Rwy 22,** terrain 3' from DER, 133' right of centerline, 676' MSL.
Wall, terrain beginning 4' from DER, 96' right of centerline, up to 7' AGL/682' MSL.
Terrain 7' from DER, 195' left of centerline, 673' MSL.
Vehicles on road, fence, wall, terrain, trees beginning 29' from DER, 6' right of centerline, up to 692' MSL.
Poles, terrain, wall, fence beginning 36' from DER, 3' left of centerline, up to 22' AGL/694' MSL.
Pole, terrain, fence, traverse way, tree beginning 102' from DER, on and left of centerline, up to 30' AGL/704' MSL.
Trees beginning 170' from DER, 390' right of centerline, up to 65' AGL/731' MSL.
Trees, pole beginning 450' from DER, 29' left of centerline, up to 45' AGL/713' MSL.
Trees beginning 906' from DER, 29' right of centerline, up to 101' AGL/738' MSL.
Tree 1453' from DER, 162' left of centerline, 108' AGL/721' MSL.
Trees beginning 1456' from DER, 12' left of centerline, up to 100' AGL/725' MSL.
Trees beginning 1875' from DER, 14' right of centerline, up to 111' AGL/756' MSL.
Tree 2086' from DER, 22' left of centerline, 89' AGL/726' MSL.
Trees beginning 2120' from DER, 5' left of centerline, up to 93' AGL/733' MSL.
Trees beginning 2618' from DER, 6' left of centerline, up to 82' AGL/742' MSL.
Trees beginning 2654' from DER, 63' right of centerline, up to 86' AGL/757' MSL.
Trees beginning 2683' from DER, 17' right of centerline, up to 95' AGL/758' MSL.
Trees beginning 2693' from DER, 16' right of centerline, up to 93' AGL/762' MSL.
Trees beginning 2721' from DER, 9' right of centerline, up to 99' AGL/764' MSL.
Trees beginning 2762' from DER, 34' left of centerline, up to 84' AGL/744' MSL.
Tree 2795' from DER, 61' left of centerline, 85' AGL/747' MSL.
Trees beginning 2814' from DER, 8' left of centerline, up to 84' AGL/749' MSL.
Trees beginning 2930' from DER, 138' left of centerline, up to 97' AGL/750' MSL.
Tree 2941' from DER, 254' left of centerline, 95' AGL/751' MSL.
Trees beginning 2966' from DER, 181' right of centerline, up to 93' AGL/765' MSL.
Tree 3186' from DER, 60' left of centerline, 88' AGL/752' MSL.
Tree 3272' from DER, 105' left of centerline, 95' AGL/758' MSL.
Trees beginning 3285' from DER, 122' left of centerline, up to 96' AGL/759' MSL.
Trees beginning 3406' from DER, 27' left of centerline, up to 105' AGL/762' MSL.
Tower 3843' from DER, 1213' right of centerline, 103' AGL/797' MSL.
**Rwy 32,** vehicles on road 0' from DER, 149' left of centerline, 691' MSL.
Vehicles on road, fence, building beginning 1' from DER, 66' left of centerline, up to 692' MSL.
Tree, traverse way, fence, pole, building, tower, antenna beginning 68' from DER, 1' left of centerline, up to 64' AGL/742' MSL.
Traverse way, fence beginning 143' from DER, 1' right of centerline, up to 688' MSL.
Poles, vehicles on road beginning 214' from DER, 100' right of centerline, up to 28' AGL/698' MSL.
Trees, vehicles on road, poles beginning 237' from DER, 10' right of centerline, up to 722' MSL.
Trees, vehicles on road beginning 356' from DER, 72' right of centerline, up to 732' MSL.
Trees beginning 390' from DER, 16' right of centerline, up to 70' AGL/737' MSL.
Trees, pole, building beginning 412' from DER, on centerline, up to 74' AGL/743' MSL.
Trees, building, pole beginning 440' from DER, 9' left of centerline, up to 67' AGL/746' MSL.
Trees beginning 785' from DER, 394' left of centerline, up to 68' AGL/750' MSL.
Trees beginning 841' from DER, 239' left of centerline, up to 751' MSL.
Trees beginning 941' from DER, 175' left of centerline, up to 81' AGL/762' MSL.
Trees beginning 1051' from DER, 1' left of centerline, up to 89' AGL/764' MSL.

## RANTOUL, IL

### RANTOUL NTL AVN CNTR-FRANK ELLIOTT FLD (TIP)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 07AUG25 (25219) (FAA)

TAKEOFF MINIMUMS:
**Rwy 36,** 300-1⅛ or std w/min climb of 210'/NM to 1100.

TAKEOFF OBSTACLE NOTES:
**Rwy 9,** antenna 7' from DER, 248' right of centerline, 7' AGL/733' MSL.
Light pole 8' from DER, 149' left of centerline, 2' AGL/730' MSL.
Tree 941' from DER, 721' left of centerline, 771' MSL.
Tree 1268' from DER, 829' right of centerline, 769' MSL.
Trees beginning 1327' from DER, 497' left of centerline, up to 787' MSL.
**Rwy 18,** tree 96' from DER, 234' right of centerline, 8' AGL/740' MSL.
Trees beginning 306' from DER, 214' left of centerline, up to 43' AGL/770' MSL.
Tree 1464' from DER, 463' left of centerline, 773' MSL.
**Rwy 27,** terrain 28' from DER, 272' right of centerline, 736' MSL.
Terrain 42' from DER, 373' right of centerline, 737' MSL.
Poles beginning 1289' from DER, 832' left of centerline, up to 772' MSL.
**CON'T**



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## RANTOUL, IL (CON'T)

RANTOUL NTL AVN CNTR-FRANK ELLIOTT FLD (TIP) (CON'T)

**Rwy 27 (CON'T),** vertical structure 1427' from DER, 509' right of centerline, 774' MSL.
Pole 1568' from DER, 829' left of centerline, 775' MSL.
Trees beginning 1576' from DER, 191' right of centerline, up to 792' MSL.
Tree 1668' from DER, 30' left of centerline, 44' AGL/780' MSL.
Trees beginning 1977' from DER, 630' right of centerline, up to 796' MSL.
Tree 2465' from DER, 1044' left of centerline, 807' MSL.
Tree 2618' from DER, 1021' left of centerline, 80' AGL/816' MSL.
Tree 2779' from DER, 614' right of centerline, 805' MSL.
**Rwy 36,** poles, vehicles on road beginning 67' from DER, 249' left of centerline, up to 45' AGL/783' MSL.
Fence 208' from DER, 536' right of centerline, 744' MSL.
Vehicle on road 366' from DER, 585' right of centerline, 750' MSL.
Building 571' from DER, 632' right of centerline, 763' MSL.
Tree 831' from DER, 674' right of centerline, 771' MSL.
Trees beginning 979' from DER, 294' right of centerline, up to 795' MSL.
Trees beginning 1203' from DER, 485' left of centerline, up to 789' MSL.
Trees beginning 1316' from DER, 293' right of centerline, up to 796' MSL.
Trees beginning 1346' from DER, 34' left of centerline, up to 807' MSL.
Trees beginning 1567' from DER, 146' left of centerline, up to 808' MSL.
Trees beginning 1642' from DER, 263' right of centerline, up to 797' MSL.
Trees beginning 1853' from DER, 511' left of centerline, up to 813' MSL.
Tree, pole beginning 2138' from DER, 77' left of centerline, up to 820' MSL.
Tree 2238' from DER, 668' right of centerline, 804' MSL.
Trees beginning 2239' from DER, 530' right of centerline, up to 805' MSL.
Trees beginning 2309' from DER, 194' right of centerline, up to 806' MSL.
Trees beginning 2490' from DER, 276' right of centerline, up to 71' AGL/810' MSL.
Trees beginning 2623' from DER, 302' right of centerline, up to 819' MSL.
Trees beginning 2733' from DER, 392' right of centerline, up to 86' AGL/820' MSL.
Trees beginning 3003' from DER, 500' left of centerline, up to 823' MSL.
Trees beginning 3183' from DER, 600' left of centerline, up to 825' MSL.
Trees beginning 3520' from DER, 479' left of centerline, up to 830' MSL.
Tank 4948' from DER, 1784' right of centerline, 139' AGL/874' MSL.
Water tower 4951' from DER, 1780' right of centerline, 141' AGL/875' MSL.
Antenna 1.4 NM from DER, 2761' left of centerline, 229' AGL/968' MSL.
Tower 1.4 NM from DER, 2752' left of centerline, 226' AGL/966' MSL.

## REEDSBURG, WI

REEDSBURG MUNI (C35)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 12JUN25 (25163) (FAA)

TAKEOFF MINIMUMS:
**Rwys 7, 25,** NA-Obstacles.
**Rwy 18,** 400-1⅝ w/min climb of 225'/NM to 1400 or std w/min climb of 516'/NM to 1400, or 1000-3 for VCOA.
**Rwy 36,** 400-2 or std w/min climb of 300'/NM to 1400.

VCOA:
**Rwy 18,** obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Reedsburg Muni airport at or above 1700 before proceeding on course.

TAKEOFF OBSTACLE NOTES:
**Rwy 18,** trees beginning 4' from DER, 56' left of centerline, up to 12' AGL/890' MSL.
Tree 21' from DER, 321' right of centerline, 903' MSL.
Trees, vehicle on road beginning 77' from DER, 182' right of centerline, up to 29' AGL/916' MSL.
Trees, vehicle on road, terrain beginning 100' from DER, on and right of centerline, up to 55' AGL/937' MSL.
Trees beginning 139' from DER, 15' left of centerline, up to 31' AGL/903' MSL.
Trees beginning 197' from DER, 17' left of centerline, up to 50' AGL/922' MSL.
Tree, vehicle on road beginning 262' from DER, 1' left of centerline, up to 55' AGL/927' MSL.
Trees beginning 624' from DER, 14' left of centerline, up to 59' AGL/929' MSL.
Trees beginning 645' from DER, 15' left of centerline, up to 60' AGL/930' MSL.
Trees beginning 681' from DER, 18' left of centerline, up to 62' AGL/932' MSL.
Trees beginning 710' from DER, 4' left of centerline, up to 68' AGL/939' MSL.
Trees beginning 844' from DER, 10' left of centerline, up to 944' MSL.
Tree 2646' from DER, 1169' right of centerline, 86' AGL/953' MSL.
Tree 3020' from DER, 1091' left of centerline, 961' MSL.
Trees beginning 3106' from DER, 940' left of centerline, up to 968' MSL.
Trees, transmission lines beginning 3335' from DER, 268' right of centerline, up to 79' AGL/976' MSL.
Trees, transmission lines, electrical system beginning 3541' from DER, 8' right of centerline, up to 76' AGL/989' MSL.
Trees beginning 3677' from DER, 8' left of centerline, up to 71' AGL/978' MSL.
Tree 3718' from DER, 113' left of centerline, 78' AGL/985' MSL.
Trees beginning 3734' from DER, 140' left of centerline, up to 93' AGL/986' MSL.
Trees beginning 3740' from DER, 31' left of centerline, up to 87' AGL/997' MSL.
Transmission lines, pole, trees beginning 3842' from DER, 5' left of centerline, up to 110' AGL/1037' MSL.
Tree 3934' from DER, 1119' right of centerline, 90' AGL/1017' MSL.
Trees beginning 3987' from DER, 581' right of centerline, up to 90' AGL/1046' MSL.
Trees beginning 4049' from DER, 22' right of centerline, up to 90' AGL/1067' MSL.
**CON'T**



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## REEDSBURG, WI (CON'T)

### REEDSBURG MUNI (C35) (CON'T)

**Rwy 18 (CON'T),** trees beginning 4106' from DER, 32' right of centerline, up to 76' AGL/1078' MSL.
Trees beginning 4165' from DER, 204' right of centerline, up to 90' AGL/1089' MSL.
Tree 4177' from DER, 804' right of centerline, 52' AGL/1110' MSL.
Trees beginning 4178' from DER, 111' right of centerline, up to 55' AGL/1113' MSL.
Trees beginning 4262' from DER, 159' right of centerline, up to 1115' MSL.
Tree 4284' from DER, 1331' right of centerline, 66' AGL/1124' MSL.
Trees beginning 4289' from DER, 80' right of centerline, up to 68' AGL/1131' MSL.
Trees, transmission lines beginning 4317' from DER, 27' left of centerline, up to 89' AGL/1043' MSL.
Trees beginning 4330' from DER, 193' right of centerline, up to 61' AGL/1132' MSL.
Trees, terrain beginning 4335' from DER, 13' right of centerline, up to 68' AGL/1135' MSL.
Trees, vehicle on road beginning 4434' from DER, 42' left of centerline, up to 1052' MSL.
Trees, terrain, pole beginning 4475' from DER, 11' right of centerline, up to 70' AGL/1136' MSL.
Trees beginning 4484' from DER, 10' left of centerline, up to 94' AGL/1060' MSL.
Trees beginning 4503' from DER, 16' left of centerline, up to 93' AGL/1062' MSL.
Trees, terrain beginning 4506' from DER, 2' right of centerline, up to 67' AGL/1139' MSL.
Trees, terrain, transmission lines, vehicle on road beginning 4512' from DER, 12' left of centerline, up to 75' AGL/1129' MSL.
Trees, vehicle on road, terrain beginning 4594' from DER, 11' left of centerline, up to 88' AGL/1149' MSL.
Trees, terrain beginning 4648' from DER, 7' right of centerline, up to 88' AGL/1140' MSL.
Trees beginning 4685' from DER, 7' left of centerline, up to 91' AGL/1153' MSL.
Trees beginning 4718' from DER, 140' left of centerline, up to 1159' MSL.
Trees, terrain, poles, vehicle on road beginning 4721' from DER, on centerline, up to 71' AGL/1142' MSL.
Trees beginning 4731' from DER, 5' left of centerline, up to 82' AGL/1164' MSL.
Trees, vehicle on road, poles, terrain, building beginning 4752' from DER, 4' left of centerline, up to 83' AGL/1171' MSL.
Trees, terrain beginning 5394' from DER, 29' left of centerline, up to 80' AGL/1175' MSL.
Trees, terrain beginning 5414' from DER, 43' left of centerline, up to 1176' MSL.
Trees, terrain, vehicle on road beginning 5461' from DER, 516' left of centerline, up to 92' AGL/1184' MSL.
Trees, terrain beginning 5484' from DER, 20' left of centerline, up to 97' AGL/1197' MSL.
Trees, terrain beginning 5587' from DER, 199' left of centerline, up to 96' AGL/1203' MSL.
Trees, terrain beginning 5648' from DER, 88' left of centerline, up to 100' AGL/1204' MSL.
Trees, terrain, vehicle on road beginning 5687' from DER, 40' left of centerline, up to 98' AGL/1217' MSL.
Trees, terrain beginning 5776' from DER, 382' left of centerline, up to 88' AGL/1247' MSL.
Trees, terrain beginning 5792' from DER, 161' left of centerline, up to 89' AGL/1248' MSL.
Trees, terrain beginning 5819' from DER, 3' left of centerline, up to 87' AGL/1256' MSL.
Trees, terrain beginning 5976' from DER, 376' left of centerline, up to 89' AGL/1262' MSL.
Trees, terrain beginning 5996' from DER, 45' left of centerline, up to 91' AGL/1264' MSL.
Trees beginning 6044' from DER, 1191' left of centerline, up to 93' AGL/1266' MSL.
Trees beginning 6048' from DER, 1218' left of centerline, up to 93' AGL/1267' MSL.
Trees, vehicle on road beginning 6068' from DER, 399' left of centerline, up to 90' AGL/1268' MSL.
Trees, vehicle on road, terrain beginning 1 NM from DER, 5' left of centerline, up to 96' AGL/1269' MSL.
Trees beginning 1 NM from DER, 74' right of centerline, up to 102' AGL/1152' MSL.
Trees beginning 1.1 NM from DER, on and right of centerline, up to 95' AGL/1249' MSL.
Tree 1.3 NM from DER, 941' left of centerline, 76' AGL/1111' MSL.
**Rwy 36,** building 24' from DER, 492' right of centerline, 921' MSL.
Buildings, vehicle on road beginning 40' from DER, 180' right of centerline, up to 16' AGL/932' MSL.
Tree, building, poles, fences, vehicles on road beginning 101' from DER, 30' right of centerline, up to 949' MSL.
Fence 125' from DER, 222' left of centerline, 910' MSL.
Fence 182' from DER, 112' left of centerline, 7' AGL/913' MSL.
Sign 197' from DER, 347' left of centerline, 916' MSL.
Poles, sign, vehicles on road beginning 205' from DER, on and left of centerline, up to 928' MSL.
Poles, vehicles on road, signs, buildings, terrain, fences beginning 209' from DER, on and right of centerline, up to 41' AGL/957' MSL.
Poles, vehicles on road, signs, buildings beginning 286' from DER, on and left of centerline, up to 932' MSL.
Signs, buildings, poles, trees, fences beginning 369' from DER, 39' left of centerline, up to 935' MSL.
Buildings, poles, trees, signs, vehicles on road beginning 460' from DER, 22' left of centerline, up to 30' AGL/939' MSL.
Pole 529' from DER, 110' left of centerline, 28' AGL/940' MSL.
Poles, buildings, sign beginning 558' from DER, 113' left of centerline, up to 42' AGL/948' MSL.
Pole, trees beginning 746' from DER, 113' left of centerline, up to 42' AGL/949' MSL.
Tree, buildings, poles beginning 767' from DER, 5' right of centerline, up to 62' AGL/1005' MSL.
Poles beginning 893' from DER, on and left of centerline, up to 44' AGL/952' MSL.
Trees, buildings beginning 936' from DER, 39' right of centerline, up to 57' AGL/1008' MSL.
Trees, buildings, poles, fences, vehicle on road beginning 979' from DER, on and right of centerline, up to 55' AGL/1016' MSL.
Tree, pole, building beginning 1031' from DER, 4' left of centerline, up to 52' AGL/965' MSL.
Poles, trees beginning 1554' from DER, 46' left of centerline, up to 62' AGL/973' MSL.
Trees, pole beginning 1704' from DER, 96' left of centerline, up to 974' MSL.
Trees, buildings, vehicles on road beginning 1750' from DER, 124' right of centerline, up to 68' AGL/1017' MSL.
Trees, pole beginning 1761' from DER, 28' left of centerline, up to 67' AGL/983' MSL.
Trees, poles beginning 1835' from DER, 1' left of centerline, up to 90' AGL/1006' MSL.
Trees beginning 1947' from DER, 394' right of centerline, up to 76' AGL/1019' MSL.
Trees, buildings, poles, spire beginning 1956' from DER, 2' right of centerline, up to 74' AGL/1021' MSL.
Trees, buildings beginning 2450' from DER, 82' left of centerline, up to 71' AGL/1009' MSL.
Trees, buildings beginning 2505' from DER, 45' left of centerline, up to 64' AGL/1013' MSL.
Trees, buildings, poles beginning 2556' from DER, 7' left of centerline, up to 67' AGL/1021' MSL.
**CON'T**



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**REEDSBURG, WI (CON'T)**

REEDSBURG MUNI (C35) (CON'T)

**Rwy 36 (CON'T),** trees, pole, building, transmission line beginning 2703' from DER, 29' left of centerline, up to 68' AGL/1022' MSL.
Tree 4384' from DER, 1545' left of centerline, 1032' MSL.
Tree 5104' from DER, 1706' right of centerline, 1034' MSL.
Trees beginning 5110' from DER, 1249' right of centerline, up to 1061' MSL.
Trees beginning 5397' from DER, 1598' right of centerline, up to 36' AGL/1078' MSL.
Terrain 5452' from DER, 1790' right of centerline, 1081' MSL.
Trees, building beginning 5518' from DER, 1389' right of centerline, up to 53' AGL/1090' MSL.
Trees beginning 5622' from DER, 1537' right of centerline, up to 62' AGL/1092' MSL.
Trees beginning 5697' from DER, 722' right of centerline, up to 86' AGL/1099' MSL.
Trees beginning 1 NM from DER, 990' left of centerline, up to 80' AGL/1082' MSL.
Trees, pole beginning 1.1 NM from DER, 6' right of centerline, up to 115' AGL/1155' MSL.
Trees beginning 1.3 NM from DER, 20' left of centerline, up to 98' AGL/1159' MSL.
Trees beginning 1.3 NM from DER, 111' right of centerline, up to 83' AGL/1179' MSL.
Trees, tank beginning 1.4 NM from DER, 7' left of centerline, up to 104'/AGL/1219' MSL.
Trees beginning 1.4 NM from DER, 16' right of centerline, up to 98' AGL/1209' MSL.
Trees beginning 1.5 NM from DER, 5' right of centerline, up to 81' AGL/1259' MSL.
Trees beginning 1.5 NM from DER, 45' left of centerline, up to 81' AGL/1259' MSL.
Trees beginning 1.6 NM from DER, 176' left of centerline, up to 87' AGL/1270' MSL.

**RHINELANDER, WI**

RHINELANDER/ONEIDA COUNTY (RHI)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4B 05NOV20 (21336) (FAA)

TAKEOFF MINIMUMS:
**Rwy 9,** std. w/min. climb of 230' per NM to 3900, or 1100-3 for VCOA.

DEPARTURE PROCEDURE:
**Rwy 9,** climb on heading 091° to 3900 before turning.

VCOA:
**Rwy 9,** obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Rhinelander/Oneida County airport at or above 2600 before proceeding on course.

TAKEOFF OBSTACLE NOTES:
**Rwy 9,** utility pole 40' from DER, 149' right of centerline, 1' AGL/1601' MSL.
Utility pole 41' from DER, 149' left of centerline, 1' AGL/1601' MSL.
Trees beginning 2294' from DER, 977' right of centerline, up to 1670' MSL.
Tree 2769' from DER, 931' left of centerline, 1669' MSL.
Trees beginning 2870' from DER, 910' left of centerline, up to 1678' MSL.
Tree 3006' from DER, 1092' right of centerline, 1675' MSL.
Tree 3010' from DER, 1283' left of centerline, 1679' MSL.
Tree 3054' from DER, 1196' right of centerline, 1680' MSL.
Trees beginning 3106' from DER, 1076' right of centerline, up to 1684' MSL.
Trees beginning 3110' from DER, 1104' left of centerline, up to 1689' MSL.
Trees beginning 3218' from DER, 710' left of centerline, up to 1690' MSL.
Stack 1.6 NM from DER, 3028' left of centerline, 296' AGL/1857' MSL.
**Rwy 15,** fence beginning 61' from DER, 482' left of centerline, up to 6' AGL/1625' MSL.
Trees and pole beginning 624' from DER, 283' right of centerline, up to 1684' MSL.
Trees beginning 663' from DER, 465' left of centerline, up to 1657' MSL.
Trees beginning 681' from DER, 376' left of centerline, up to 1660' MSL.
**Rwy 27,** vehicle on road beginning 99' from DER, 50' left of centerline, up to 1638' MSL.
Vehicle on road 620' from DER, 611' right of centerline, 1651' MSL.
Fence 763' from DER, 642' right of centerline, 14' AGL/1252' MSL.
Vehicle on road beginning 884' from DER, 648' right of centerline, up to 1655' MSL.
Vehicle on road 1206' from DER, 695' right of centerline, 1660' MSL.
Tree 2686' from DER, 1147' right of centerline, 1691' MSL.
Tree 2890' from DER, 1190' right of centerline, 1696' MSL.
**Rwy 33,** tree 187' from DER, 405' left of centerline, 1609' MSL.
Tree 355' from DER, 347' left of centerline, 1631' MSL.
Tree and poles beginning 704' from DER, 405' left of centerline, up to 1655' MSL.
Tree 891' from DER, 527' right of centerline, 1659' MSL.
Tree 1267' from DER, 831' right of centerline, 1685' MSL.
Tree 1559' from DER, 615' left of centerline, 1658' MSL.
Tree 1650' from DER, 450' right of centerline, 1686' MSL.
Tree 1693' from DER, 426' right of centerline, 1690' MSL.
Tree 1724' from DER, 750' right of centerline, 1703' MSL.
Trees and pole beginning 1770' from DER, 338' right of centerline, up to 1704' MSL.
Pole 1803' from DER, 335' left of centerline, 1664' MSL.
Pole 2135' from DER, 106' left of centerline, 1669' MSL.
Trees beginning 2190' from DER, 150' left of centerline, up to 1678' MSL.
Trees and pole beginning 3018' from DER, 299' right of centerline, up to 1706' MSL.
Trees beginning 3183' from DER, 234' right of centerline, up to 1709' MSL.

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**RICE LAKE, WI**

RICE LAKE RGNL/CARL'S FLD (RPD)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 08NOV18 (21336) (FAA)

TAKEOFF MINIMUMS:

**Rwy 1,** std. w/min. climb of 231' per NM to 2200, or 1200-3 for climb in visual conditions.

DEPARTURE PROCEDURE:

**Rwy 1,** for climb in visual conditions: cross Rice Lake Rgnl/Carl's Fld at or above 2300.

**Rwy 31,** climb via heading 310° to 1900 before turning left.

TAKEOFF OBSTACLE NOTES:

**Rwy 1,** trees beginning 1324' from DER, 701' left of centerline, up to 1157' MSL.
Trees beginning 1703' from DER, 669' left of centerline, up to 1158' MSL.
Tree 1881' from DER, 970' left of centerline, 1162' MSL.
Tree 1971' from DER, 883' left of centerline, 1163' MSL.
Tree 2288' from DER, 893' left of centerline, 1167' MSL.
**Rwy 13,** trees 1550' from DER, 200' right of centerline, 67' AGL/1167' MSL.
**Rwy 19,** trees 2780' from DER, 200' left of centerline, 73' AGL/1169' MSL.
**Rwy 31,** trees 1480' from DER, 50' right of centerline, 64' AGL/1156' MSL.

**RICHLAND CENTER, WI**

RICHLAND (93C)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 29AUG07 (07241) (FAA)

TAKEOFF MINIMUMS:

**Rwys 9,17,** NA.
**Rwy 27,** 400-2 or std. with a min. climb of 491' per NM to 1300.
**Rwy 35,** 300-1 or std. with a min. climb of 222' per NM to 1800.

**ROBINSON, IL**

CRAWFORD COUNTY (RSV)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 25SEP08 (21224) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 9,** trees 2285' from DER, 474' right of centerline, 60' AGL/516' MSL.
Trees 971' from DER, 594' left of centerline, 58' AGL/517' MSL.
**Rwy 17,** tree 2493' from DER, 521' right of centerline, 100' AGL/589' MSL.
**Rwy 27,** trees beginning at 178' from DER, 358' right of centerline, up to 78' AGL/547' MSL.
Trees beginning at 2190' from DER, 89' left of centerline, 98' AGL/567' MSL.
**Rwy 35,** road with vehicle 693' from DER, 611' right of centerline, 15' AGL/474' MSL.
Tree 1545' from DER, 841' left of centerline, 100' AGL/554' MSL.

**ROCHELLE, IL**

ROCHELLE MUNI/KORITZ FLD (RPJ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 04FEB16 (21224) (FAA)

TAKEOFF MINIMUMS:

**Rwy 7,** 300-1 w/min. climb of 243' per NM to 1700 or std. w/min. climb of 364' per NM to 1200.

TAKEOFF OBSTACLE NOTES:

**Rwy 7,** runway lights and NAVAIDs beginning 10' from DER, 17' left and right of centerline, up to 3' AGL/782' MSL.
Fence 184' from DER, 427' right of centerline, 6' AGL/787' MSL.
Tree 292' from DER, 482' right of centerline, 64' AGL/845' MSL.
Trees and transmission line towers beginning 505' from DER, 375' right of centerline, up to 72' AGL/853' MSL.
Vehicle on road 695' from DER, 244' right of centerline, 15' AGL/799' MSL.
Transmission line towers beginning 1056' from DER, 425' left of centerline, up to 39' AGL/814' MSL.
Tower 3413' from DER, 1135' right of centerline, 120' AGL/924' MSL.
Elevator 3540' from DER, 953' right of centerline, 135' AGL/943' MSL.
**Rwy 25,** bush 108' from DER, 465' left of centerline, 6' AGL/778' MSL.
Road sign 152' from DER, 532' right of centerline, 22' AGL/794' MSL.
Tree 1625' from DER, 805' right of centerline, 61' AGL/831' MSL.


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**SALEM, IL**

SALEM-LECKRONE (SLO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 7A 12JUN25 (25163) (FAA)

TAKEOFF MINIMUMS:

**Rwy 18,** 300-1¼ or std w/min climb of 230'/NM to 800' MSL

DEPARTURE PROCEDURE:

**Rwy 18,** climb on heading 181° to 1900 before turning left..

TAKEOFF OBSTACLE NOTES:

**Rwy 18,** tree 108' from DER, 192' right of centerline, 9' AGL/566' MSL.
Tree 681' from DER, 484' left of centerline, 621' MSL.
Trees beginning 717' from DER, 291' left of centerline, up to 635' MSL.
Trees beginning 1064' from DER, 412' right of centerline, up to 601' MSL.
Trees beginning 1611' from DER, 511' right of centerline, up to 616' MSL.
Trees beginning 1792' from DER, 517' right of centerline, up to 617' MSL.
Tree 1892' from DER, 945' right of centerline, 623' MSL.
Tree 2417' from DER, 994' right of centerline, 635' MSL.
Tower 1 NM from DER, 256' right of centerline, 200' AGL/739' MSL.
Towers beginning 1 NM from DER, 72' left of centerline, up to 199' AGL/737' MSL.
**Rwy 36,** tree 59' from DER, 248' right of centerline, 4' AGL/577' MSL.
Tree 318' from DER, 512' right of centerline, 588' MSL.
Tree 2912' from DER, 1145' left of centerline, 647' MSL.

**SAVANNA, IL**

TRI-TOWNSHIP (SFY)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 12AUG21 (21224) (FAA)

TAKEOFF MINIMUMS:

**Rwy 13,** 400-2¾ or std. w/min. climb of 208' per NM to 1100.

TAKEOFF OBSTACLE NOTES:

**Rwy 13,** vehicle on road 20' from DER, 352' left of centerline, 627' MSL.
Tree 99' from DER, 71' right of centerline, 616' MSL.
Tree 104' from DER, 281' left of centerline, 635' MSL.
Trees, vehicle on road, agriculture equipment beginning 199' from DER, 25' left of centerline, up to 638' MSL.
Tree 278' from DER, 346' right of centerline, 627' MSL.
Tree 454' from DER, 0' of centerline, 628' MSL.
Tree 651' from DER, 40' right of centerline, 630' MSL.
Tree 720' from DER, 152' right of centerline, 631' MSL.
Tree 2.1 NM from DER, 3451' left of centerline, 947' MSL.
**Rwy 31,** vehicle on road 7' from DER, 421' right of centerline, 622' MSL.
Vehicle on road beginning 10' from DER, 168' right of centerline, up to 627' MSL.
Trees, vehicle on road beginning 132' from DER, 114' left of centerline, up to 638' MSL.
Tree 173' from DER, 545' right of centerline, 639' MSL.
Trees, vehicle on road beginning 282' from DER, 117' right of centerline, up to 666' MSL.
Trees beginning 693' from DER, 160' left of centerline, up to 640' MSL.
Trees beginning 793' from DER, 4' right of centerline, up to 676' MSL.
Tree 1005' from DER, 768' left of centerline, 641' MSL.
Tree 1050' from DER, 114' left of centerline, 652' MSL.
Trees beginning 1126' from DER, 314' left of centerline, up to 679' MSL.
Trees beginning 1557' from DER, 223' left of centerline, up to 688' MSL.
Trees beginning 1702' from DER, 38' right of centerline, up to 679' MSL.
Trees beginning 1733' from DER, 28' left of centerline, up to 689' MSL.

**SHAWANO, WI**

SHAWANO MUNI (EZS)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 07AUG25 (25219) (FAA)

TAKEOFF MINIMUMS:

**Rwy 12,** 500-2¾ or std w/min climb of 329'/NM to 1600.
**Rwy 17,** 300-2 or std w/min climb of 365'/NM to 1100.
**Rwy 30,** 300-1½ or std w/min climb of 248'/NM to 1100.

DEPARTURE PROCEDURE:

**Rwy 12,** climb on heading 115° to 1300 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

**Rwy 12,** light poles 13' from DER, 78' left of centerline, 3' AGL/813' MSL.
Tree, fence beginning 47' from DER, 309' right of centerline, up to 29' AGL/837' MSL.
Fence 60' from DER, 310' left of centerline, 9' AGL/815' MSL.
Trees beginning 157' from DER, 466' right of centerline, up to 878' MSL.
Tree, fence beginning 167' from DER, 309' left of centerline, up to 821' MSL.
Trees beginning 745' from DER, 29' left of centerline, up to 894' MSL.
Trees beginning 848' from DER, 261' right of centerline, up to 74' AGL/884' MSL.
Trees beginning 1315' from DER, 165' right of centerline, up to 890' MSL.
Trees beginning 1984' from DER, 57' right of centerline, up to 86' AGL/896' MSL.

**CON'T**



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## SHAWANO, WI (CON'T)

### SHAWANO MUNI (EZS) (CON'T)

**Rwy 12 (CON'T),** trees beginning 2505' from DER, 13' left of centerline, up to 903' MSL.
Trees beginning 2759' from DER, on centerline, up to 83' AGL/897' MSL.
Trees beginning 2836' from DER, 4' left of centerline, up to 99' AGL/907' MSL.
Trees beginning 2884' from DER, 54' right of centerline, up to 907' MSL.
Tree 3528' from DER, 621' left of centerline, 908' MSL.
Tree 1.1 NM from DER, 2103' right of centerline, 64' AGL/996' MSL.
Trees beginning 1.2 NM from DER, 1792' right of centerline, up to 1118' MSL.
Trees, vehicles on roadway, transmission lines, poles, electrical systems beginning, 1.3 NM from DER, 1763' right of centerline, up to 1130' MSL.
Pole, tower beginning 2.2 NM from DER, 4015' right of centerline, up to 203' AGL/1217' MSL.
Tower 2.3 NM from DER, 3005' right of centerline, 222' AGL/1240' MSL.
**Rwy 17,** trees beginning 2' from DER, 73' right of centerline, up to 100' AGL/911' MSL.
Trees beginning 59' from DER, 1' left of centerline, up to 100' AGL/914' MSL.
Trees beginning 826' from DER, 9' right of centerline, up to 100' AGL/914' MSL.
Trees beginning 1289' from DER, 8' right of centerline, up to 100' AGL/917' MSL.
Trees beginning 2045' from DER, 77' left of centerline, up to 100' AGL/917' MSL.
Trees beginning 2112' from DER, 2' right of centerline, up to 100' AGL/921' MSL.
Trees beginning 2508' from DER, 206' left of centerline, up to 100' AGL/921' MSL.
Trees beginning 2744' from DER, 127' left of centerline, up to 100' AGL/924' MSL.
Trees beginning 3207' from DER, 47' left of centerline, up to 100' AGL/927' MSL.
Trees beginning 3557' from DER, 177' left of centerline, up to 100' AGL/931' MSL.
Tree 3737' from DER, 804' left of centerline, 100' AGL/934' MSL.
Trees beginning 3759' from DER, 110' right of centerline, up to 100' AGL/924' MSL.
Trees beginning 3794' from DER, 98' left of centerline, up to 100' AGL/944' MSL.
Tree 3815' from DER, 1234' right of centerline, 100' AGL/927' MSL.
Trees beginning 3872' from DER, 399' right of centerline, up to 100' AGL/931' MSL.
Trees beginning 3907' from DER, 18' left of centerline, up to 100' AGL/947' MSL.
Trees beginning 4052' from DER, 190' right of centerline, up to 100' AGL/963' MSL.
Trees beginning 4571' from DER, 348' right of centerline, up to 100' AGL/976' MSL.
Trees beginning 4695' from DER, 140' right of centerline, up to 100' AGL/986' MSL.
Tree 4988' from DER, 1552' right of centerline, 100' AGL/990' MSL.
Trees, tank beginning 5045' from DER, 39' right of centerline, up to 100' AGL/1032' MSL.
Trees beginning 5440' from DER, 119' left of centerline, up to 100' AGL/957' MSL.
Trees beginning 5666' from DER, 39' left of centerline, up to 100' AGL/960' MSL.
Tree 5790' from DER, 248' left of centerline, 100' AGL/963' MSL.
Tree 5847' from DER, 457' left of centerline, 100' AGL/967' MSL.
Trees beginning 5903' from DER, 666' left of centerline, up to 100' AGL/983' MSL.
Tree 6016' from DER, 1084' left of centerline, 100' AGL/986' MSL.
Trees beginning 6073' from DER, 169' left of centerline, up to 100' AGL/990' MSL.
Trees beginning 1 NM from DER, 10' left of centerline, up to 1019' MSL.
Trees beginning 1.1 NM from DER, 128' left of centerline, up to 100' AGL/1022' MSL.
Trees beginning 1.3 NM from DER, 2488' left of centerline, 1029' MSL.
Trees beginning 1.4 NM from DER, 2200' left of centerline, 1062' MSL.
Tree 1.5 NM from DER, 2877' left of centerline, 100' AGL/1049' MSL.
**Rwy 30,** building, vehicles on road beginning 15' from DER, 444' right of centerline, up to 26' AGL/835' MSL.
Building 195' from DER, 517' left of centerline, 15' AGL/826' MSL.
Building, fence beginning 196' from DER, 329' left of centerline, up to 29' AGL/840' MSL.
Tree 251' from DER, 460' right of centerline, 874' MSL.
Trees beginning 371' from DER, 339' right of centerline, up to 82' AGL/891' MSL.
Trees, vehicles on road beginning 399' from DER, 8' left of centerline, up to 70' AGL/880' MSL.
Trees, vehicles on road beginning 437' from DER, 201' right of centerline, up to 893' MSL.
Trees, vehicles on road, poles beginning 443' from DER, on centerline, up to 94' AGL/901' MSL.
Trees beginning 581' from DER, 470' left of centerline, up to 84' AGL/894' MSL.
Trees beginning 679' from DER, 2' left of centerline, up to 84' AGL/897' MSL.
Trees beginning 1144' from DER, 132' left of centerline, up to 90' AGL/904' MSL.
Trees beginning 1228' from DER, 737' left of centerline, up to 118' AGL/932' MSL.
Tree 1248' from DER, 755' left of centerline, 119' AGL/933' MSL.
Trees beginning 1255' from DER, 1' left of centerline, up to 120' AGL/934' MSL.
Trees beginning 1350' from DER, 234' right of centerline, up to 98' AGL/906' MSL.
Trees beginning 1560' from DER, 79' right of centerline, up to 113' AGL/923' MSL.
Trees beginning 1715' from DER, on centerline, up to 125' AGL/935' MSL.
Trees beginning 4654' from DER, 583' left of centerline, up to 134' AGL/953' MSL.
Water tower, tank 1 NM from DER, 1256' right of centerline, 1001' MSL.
**Rwy 35,** trees, vehicles on road, buildings beginning 51' from DER, 6' left of centerline, up to 100' AGL/908' MSL.
Tree 106' from DER, 519' right of centerline, 80' AGL/887' MSL.
Trees, building, pole beginning 118' from DER, 14' right of centerline, up to 100' AGL/908' MSL.
Tree 4022' from DER, 1200' left of centerline, 100' AGL/911' MSL.

**SHEBOYGAN, WI**

SHEBOYGAN COUNTY MEML INTL (SBM)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 10JAN13 (24249) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 13,** tree 366' from DER, 106' left of centerline, 31' AGL/761' MSL.
Tree 494' from DER, 33' left of centerline, 24' AGL/754' MSL.
Trees beginning 29' from DER, 391' left of centerline, up to 91' AGL/821' MSL.
Vehicle on road 553' from DER, west to east, 15' AGL/764' MSL.
Poles and trees beginning 543' from DER, 493' right of centerline, up to 62' AGL/805' MSL.
**Rwy 22,** obstruction light on localizer 157' from DER, 4' left of centerline, 11' AGL/750' MSL.
Aircraft on ramp, 780' from DER, 645' left of centerline, 15' AGL/764' MSL.
Trees 1709' from DER, 35' left of centerline, 83' AGL/794' MSL.
Vehicle on road, 702' from DER, 589' right of centerline, 15' AGL/764' MSL.
Tree 230' from DER, 377' right of centerline, 27' AGL/767' MSL.
Trees 1475' from DER, 291' right of centerline, 92' AGL/792' MSL.
Transmission line tower 5414' from DER, 1625' right of centerline, 133' AGL/883' MSL.
**Rwy 31,** pole 405' from DER, 40' right of centerline, 27' AGL/777' MSL.
Trees and fence 70' from DER, 352' right of centerline, up to 56' AGL/806' MSL.
Trees 1345' from DER, 482' right of centerline, 76' AGL/826' MSL.
Trees 2227' from DER, 18' right of centerline, 71' AGL/821' MSL.
Trees 1604' from DER, 32' left of centerline, 95' AGL/845' MSL.
Tower 4606' from DER, 920' left of centerline, 139' AGL/889' MSL.
Transmission line tower 4691' from DER, 1003' left of centerline, 140' AGL/890' MSL.

**SHELBYVILLE, IL**

SHELBY COUNTY (2H0)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 03JUN10 (10154) (FAA)

TAKEOFF MINIMUMS:

**Rwys 4, 22, 14, 32,** NA-Environmental.

TAKEOFF OBSTACLE NOTES:

**Rwy 18,** vehicle on roadway 529' from DER, left and right of centerline, 15' AGL/634' MSL.
Building 716' from DER, 561' left of centerline, 25' AGL/644' MSL.
Trees 1755' from DER, left and right of centerline, up to 100' AGL/709' MSL.
**Rwy 36,** vehicle on roadway 665' from DER, left and right of centerline, 15' AGL/644' MSL.
Trees beginning 835' from DER, 653' right of centerline, up to 100' AGL/709' MSL.
Trees beginning 1500' from DER, 819' left of centerline, up to 100' AGL/709' MSL.

**SHELL LAKE, WI**

SHELL LAKE MUNI (SSQ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 14FEB08 (08045) (FAA)

TAKEOFF MINIMUMS:

**Rwy 14,** 200-1¼ or std. w/min climb of 238' per NM to 1500, or alternatively with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 2000' prior to DER.
**Rwy 32,** 200-1¼ or std. w/min climb of 235' per NM to 1500, or alternatively with std. takeoff minimums and normal 200' per NM climb gradient, takeoff must occur no later than 2000' prior to DER.

TAKEOFF OBSTACLE NOTES:

**Rwy 14,** vehicle and road 91' from DER, 167' left of centerline, up to 15' AGL/1244' MSL.
Trees beginning 147' from DER, 89' right of centerline up to 100' AGL/1409' MSL.
Vehicle and road 218' from DER, 144' right of centerline, up to 15' AGL/1244' MSL.
Trees beginning 358' from DER, 306' left of centerline up to 100' AGL/1329' MSL.
**Rwy 32,** vehicle and road 84' from departure end of runway, 3' left of centerline, up to 15' AGL/1264' MSL.
Railroad 347' from DER, 56' left of centerline, up to 23' AGL/1272' MSL.
Vehicle and road 745' from DER 30' right of centerline, up to 15' AGL/1274' MSL.
Railroad 827' from DER, 686' right of centerline, up to 23' AGL/1272' MSL.
Trees 2467' from DER, 853' right of centerline, up to 100' AGL/1349' MSL.
Trees 2645' from DER, 100' left of centerline, up to 100' AGL/1419' MSL.

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

25219

## SIREN, WI

BURNETT COUNTY (RZN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 02MAY13 (13122) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 5,** trees beginning 89' from DER, 18' left of centerline, up to 46' AGL/1035' MSL.
Trees beginning 546' from DER 144' right of centerline, up to 55' AGL/1044' MSL.
Trees beginning 1020' from DER, 33' left of centerline, up to 74' AGL/1063' MSL.
Trees beginning 1026' from DER 28' right of centerline, up to 81' AGL/1070' MSL.
Poles beginning 221' from DER, 227' right of centerline, up to 30' AGL/1014' MSL.
Vehicles on road, beginning 147' from DER, 181' right of centerline, up to 15' AGL/1002' MSL.
Building 450' from DER, 471' right of centerline, 18' AGL/1007' MSL.
Equipment 96' from DER, 474' right of centerline, 3' AGL/987' MSL.
**Rwy 14,** trees beginning 271' from DER, 351' left of centerline, up to 37' AGL/1026' MSL.
Trees beginning 493' from DER, 439' right of centerline, up to 64' AGL/1053' MSL.
Trees beginning 1277' from DER, 13' left of centerline, up to 98' AGL/1087' MSL.
Trees beginning 1198' from DER. 7' right of centerline, up to 107' AGL/1096' MSL.
Vehicles on road, beginning 306' from DER, 56' right and left of centerline, up to 15' AGL/' MSL.
Poles beginning 667' from DER, 207' right of centerline, up to 45' AGL/1007' MSL.
Poles beginning 679' from DER, 41' left of centerline, up to 38' AGL/1027' MSL.
Building 1168' from DER, 90' right of centerline, 35' AGL/1019' MSL.
**Rwy 23,** trees beginning 56' from DER, 267' left of centerline, up to 62' AGL/1051' MSL.
Trees beginning 35' from DER, 49' right of centerline, up to 19' AGL/1008' MSL.
Trees beginning 1086' from DER, 10' left of centerline, up to 79' AGL/1068' MSL.
Trees beginning 1091' from DER, 8' right of centerline, up to 75' AGL/1069' MSL.
REIL 10' from DER, 76' left of centerline, 7' AGL/991' MSL.
REIL 10' from DER, 77' right of centerline, 6' AGL/990' MSL.
Pole 1655' from DER, 10' left of centerline, 50' AGL/1034' MSL.
**Rwy 32,** trees beginning 1174' from DER, 449' left of centerline, up to 45' AGL/1029' MSL.
Trees beginning 297' from DER, 522' right of centerline, up to 50' AGL/1039' MSL.
Trees beginning 1400' from DER, 23' left of centerline, up to 78' AGL/1062' MSL.
Trees beginning 1057' from DER, 23' right of centerline, up to 72' AGL/1056' MSL.
Poles beginning 942' from DER, 83' left of centerline, up to 49' AGL/1033' MSL.
Poles beginning 871' from DER, 393' right of centerline, up to 29' AGL/1018' MSL.
Vehicles on road, beginning 118' from DER, 521' left of centerline, up to 15' AGL/998' MSL.

## SOLON SPRINGS, WI

SOLON SPRINGS MUNI (OLG)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 20OCT11 (11293) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 1,** building 37' from DER, 509' right of centerline, 19' AGL/1119' MSL.
Trees beginning 55' from DER, 329' left of centerline, up to 49' AGL/1149' MSL.
Vehicles on roadway left and right of centerline beginning 77' from DER, up to 15' AGL/1114' MSL.
Poles beginning 785' from DER, 526' right of centerline, up to 43' AGL/1143' MSL.
Trees beginning 1140' from DER, 277' right of centerline, up to 48' AGL/1148' MSL.
Trees left and right of centerline beginning 1474' from DER, up to 61' AGL/1161' MSL.
**Rwy 19,** structure 12' from DER, 20' left of centerline, 3' AGL/1104' MSL.
Vehicles on roadway beginning 20' from DER, 248' right of centerline, up to 15' AGL/1116' MSL.
Terrain 40' from DER, 109' right of centerline, 1104' MSL.
Trees beginning 45' from DER, 307' right of centerline, up to 40' AGL/1141' MSL.
Trees beginning 74' from DER, 319' left of centerline, up to 75' AGL/1176' MSL.
Trees left and right of centerline beginning 1027' from DER, up to 54' AGL/1155' MSL.
Transmission line beginning 2455' from DER, 740' right of centerline, up to 123' AGL/1224' MSL.
Trees beginning 2539' from DER, 631' left of centerline, up to 85' AGL/1186' MSL.

## SPARTA, IL

SPARTA COMMUNITY-HUNTER FLD (SAR)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 07AUG25 (25219) (FAA)

TAKEOFF MINIMUMS:

**Rwys 9, 27,** NA-Environmental.
**Rwy 18,** 300-1¾ or std w/min climb of 234'/NM to 900.

TAKEOFF OBSTACLE NOTES:

**Rwy 18,** sign 11' from DER, 151' right of centerline, 1' AGL/526' MSL.
Pole 39' from DER, 503' right of centerline, 554' MSL.
Pole 41' from DER, 495' right of centerline, 27' AGL/555' MSL.
Tree 118' from DER, 144' left of centerline, 526' MSL.
Poles, building, vehicles on road beginning 282' from DER, 144' right of centerline, up to 29' AGL/557' MSL.
Poles, buildings beginning 694' from DER, 370' right of centerline, up to 40' AGL/572' MSL.
Poles beginning 1312' from DER, 248' right of centerline, up to 40' AGL/573' MSL.
Poles beginning 1687' from DER, 370' right of centerline, up to 41' AGL/574' MSL.
Tree 1780' from DER, 68' left of centerline, 570' MSL.

**CON'T**



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

**SPARTA, IL (CON'T)**

SPARTA COMMUNITY-HUNTER FLD (SAR) (CON'T)

**Rwy 18 (CON'T),** trees, poles, transmission lines beginning 1782' from DER, 8' right of centerline, up to 582' MSL.
Trees beginning 1790' from DER, 21' left of centerline, up to 577' MSL.
Trees beginning 1795' from DER, 193' left of centerline, up to 580' MSL.
Tower, tree beginning 1837' from DER, 488' right of centerline, up to 53' AGL/590' MSL.
Trees beginning 2089' from DER, 231' left of centerline, up to 582' MSL.
Tree 2475' from DER, 225' left of centerline, 589' MSL.
Tree 2656' from DER, 426' left of centerline, 590' MSL.
Tree 3074' from DER, 337' right of centerline, 606' MSL.
Trees beginning 3078' from DER, 202' right of centerline, up to 611' MSL.
Tree 3199' from DER, 1126' left of centerline, 603' MSL.
Tree 3219' from DER, 1180' right of centerline, 615' MSL.
Tree 3902' from DER, 1321' right of centerline, 630' MSL.
Tank 5237' from DER, 666' right of centerline, 138' AGL/669' MSL.
Antenna, tower beginning 1.3 NM from DER, 795' right of centerline, up to 242' AGL/764' MSL.
**Rwy 36,** trees beginning 173' from DER, 168' left of centerline, up to 605' MSL.
Tree 611' from DER, 564' right of centerline, 602' MSL.
Trees beginning 746' from DER, 413' right of centerline, up to 619' MSL.

**SPARTA, WI**

SPARTA/FORT MC COY (CMY)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 30JUN11 (11181) (FAA)

TAKEOFF MINIMUMS:
**Rwy 1,** 400-1½.
**Rwy 19,** 500-2¾ w/ min. climb of 217' per NM to 1800 or std. w/min. climb of 425' per NM to 1500, or 1100-2½, for climb in visual conditions.

DEPARTURE PROCEDURE:
**Rwy 1,** climb heading 030° to 1600 before turning on course.
**Rwy 11,** climb heading 112° to 1800 before turning on course.
**Rwy 19,** climb heading 195° to 1500 before turning on course.
**Rwy 29,** climb heading 287° to 1500 before turning on course. For climb in visual conditions. Cross Sparta/Fort Mc Coy airport at or above 1800' MSL before proceeding on course.

TAKEOFF OBSTACLE NOTES:
**Rwy 1,** rising terrain beginning 14' from DER, left and right of centerline, up to 1019' MSL.
Trees beginning 73' from DER, left and right of centerline, up to 100' AGL/1119' MSL.
Vehicles on road beginning 1437' from DER, left and right of centerline, up to 15' AGL/874' MSL.
**Rwy 11,** Obstruction light on pole 759' from DER, 232' left of centerline, 26' AGL/854' MSL.
Trees beginning 989' from DER, left and right of centerline, up to 100' AGL/949' MSL.
**Rwy 19,** trees beginning 99' from DER, left and right of centerline, up to 100' AGL/1239' MSL.
Ridge 8695' from DER, 2008' left of centerline, 0' AGL/1122' MSL.
**Rwy 29,** trees beginning 802' from DER, 31' left of centerline, up to 61' AGL/879' MSL.
Pole 1447' from DER, 432' right of centerline, 50' AGL/866' MSL.

**SPRINGFIELD, IL**

ABRAHAM LINCOLN CAPITAL (SPI)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 15JUN23 (23166) (FAA)

TAKEOFF OBSTACLE NOTES:
**Rwy 4,** multiple trees beginning 1456' from DER, 734' left of centerline, up to 59' AGL/650' MSL.
**Rwy 13,** bush 342' from DER, 299' right of centerline, 43' AGL/592' MSL.
**Rwy 31,** multiple trees beginning 1641' from DER, 619' left of centerline, up to 81' AGL/665' MSL.

**STERLING-ROCKFALLS, IL**

WHITESIDE COUNTY/JOS H BITTORF FLD (SQI)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 20NOV08 (21224) (FAA)

TAKEOFF OBSTACLE NOTES:
**Rwy 7,** elevator 3095' from DER, 1099' right of centerline, 91' AGL/741' MSL.
**Rwy 18,** vehicle on roadway 736' from DER, on centerline, 15' AGL/664' MSL.
Tree 1012' from DER, 288' left of centerline, 35' AGL/680' MSL.
Tree 787' from DER, 120' right of centerline, 29' AGL/669' MSL.
Multiple trees beginning 3619' from DER, 944' left of centerline, up to 100' AGL/769' MSL.
**Rwy 25,** multiple trees beginning 1308' from DER, 22' left of centerline, up to 82' AGL/732' MSL.
Multiple trees beginning 666' from DER, 42' right of centerline, up to 80' AGL/720' MSL.
**Rwy 36,** vehicle on roadway, 575' from DER, on centerline, 17' AGL/668' MSL.
Tree 564' from DER, 103' right of centerline, 11' AGL/662' MSL.

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

25219

## STEVENS POINT, WI

STEVENS POINT MUNI (STE)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 15JAN09 (09015) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 3,** trees beginning 1175' from DER, 649' left of centerline, 54' AGL/1173' MSL.
Tree 2693' from DER, 556' right of centerline, 62' AGL/1181' MSL.
**Rwy 21,** trees beginning 1127' from DER, 119' right of centerline, up to 100' AGL/1209' MSL.
Trees beginning 1247' from DER, 151' left of centerline, up to 45' AGL/1153' MSL.
**Rwy 12,** poles beginning 177' from DER, 197' right of centerline, up to 37' AGL/1126' MSL.
Trees beginning 757' from DER, 27' right of centerline, up to 95' AGL/1204' MSL.
Trees beginning 958' from DER, 112' left of centerline, up to 87' AGL/1196' MSL.
**Rwy 30,** building 217' from DER, 535' left of centerline, 30' AGL/1139' MSL.
Vehicle and road 499' from DER, on centerline, 15' AGL/1124' MSL.
Trees beginning 848' from DER, 66' left of centerline, up to 87' AGL/1206' MSL.
Trees beginning 869' from DER, 139' right of centerline, up to 81' AGL/1210' MSL.

## STURGEON BAY, WI

DOOR COUNTY CHERRYLAND (SUE)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 03DEC20 (20338) (FAA)

TAKEOFF MINIMUMS:

**Rwy 10,** 300-1¾ or std. w/min. climb of 305' per NM to 1100.

DEPARTURE PROCEDURE:

**Rwy 2,** climb on heading 016° to 1600 before turning right.

TAKEOFF OBSTACLE NOTES:

**Rwy 10,** lighting 9' from DER, 77' left of centerline, 717' MSL.
Lighting 10' from DER, 78' right of centerline, 717' MSL.
Traverse way beginning 17' from DER, 347' right of centerline, up to 721' MSL.
Tree 139' from DER, 495' left of centerline, 740' MSL.
Tree 233' from DER, 505' left of centerline, 758' MSL.
Trees beginning 303' from DER, 9' left of centerline, up to 100' AGL/829' MSL.
Trees beginning 438' from DER, 217' right of centerline, up to 767' MSL.
Trees beginning 710' from DER, 347' right of centerline, up to 771' MSL.
Trees beginning 733' from DER, 20' right of centerline, up to 780' MSL.
Crane 1.1 NM from DER, 64' left of centerline, 344' AGL/925' MSL.
Crane 1.2 NM from DER, 91' right of centerline, 344' AGL/924' MSL.
Crane 1.3 NM from DER, 249' right of centerline, 344' AGL/924' MSL.
**Rwy 20,** terrain 122' from DER, 473' right of centerline, 726' MSL.
Pole 203' from DER, 511' right of centerline, 748' MSL.
Pole 321' from DER, 557' left of centerline, 29' AGL/747' MSL.
Pole, traverse way, tree, building beginning 556' from DER, 404' right of centerline, up to 33' AGL/754' MSL.
Trees beginning 576' from DER, 396' left of centerline, up to 769' MSL.
Tree 961' from DER, 375' right of centerline, 763' MSL.
Tree 1972' from DER, 517' right of centerline, 779' MSL.
Trees beginning 2098' from DER, 248' left of centerline, up to 787' MSL.
Trees beginning 2600' from DER, 560' right of centerline, up to 802' MSL.
**Rwy 28,** lighting 11' from DER, 76' right of centerline, 720' MSL.
Lighting 11' from DER, 77' left of centerline, 720' MSL.
Building 66' from DER, 475' left of centerline, 17' AGL/738' MSL.
Building, traverse way, tree beginning 71' from DER, 419' left of centerline, up to 748' MSL.
Tree 613' from DER, 513' right of centerline, 749' MSL.
Tree 2612' from DER, 451' right of centerline, 787' MSL.

## SUPERIOR, WI

RICHARD I BONG (SUW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 6 03APR14 (14093) (FAA)

TAKEOFF MINIMUMS:

**Rwy 4,** 300-1 or std. w/min. climb of 386' per NM to 1000.

DEPARTURE PROCEDURE:

**Rwy 4,** climb heading 038° to 1900 before turning left.
**Rwy 14,** climb heading 141° to 1200 before proceeding on course.
**Rwy 22,** climb heading 218° to 1300 before proceeding on course.
**Rwy 32,** climb heading 321° to 2200 before turning right.

TAKEOFF OBSTACLE NOTES:

**Rwy 4,** NAVAID 11' from DER, 78' right of centerline, 3' AGL/661' MSL.
Bush and trees beginning 4' from DER, 150' left of centerline, up to 20' AGL/671' MSL.
Fence and trees beginning 105' from DER, 202' right of centerline, up to 24' AGL/677' MSL.
Train on railroad beginning 459' from DER, 494' right of centerline, up to 23' AGL/684' MSL.
Trees beginning 535' from DER, 375' left of centerline, up to 48' AGL/699' MSL.
Trees beginning 865' from DER, 599' right of centerline, up to 49' AGL/700' MSL.
Trees beginning 965' from DER, crossing centerline, up to 55' AGL/706' MSL.

**CON'T**

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



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## SUPERIOR, WI (CON'T)

### RICHARD I BONG (SUW) (CON'T)

**Rwy 4 (CON'T),** poles beginning 1692' from DER, 663' left of centerline, up to 64' AGL/715' MSL.
Chimney 4059' from DER, 1488' left of centerline, 225' AGL/861' MSL.
**Rwy 14,** NAVAID 49' from DER, 99' left of centerline, 3' AGL/675' MSL.
NAVAID 50' from DER, 102' right of centerline, 3' AGL/675' MSL.
Tree 424' from DER, 568' right of centerline, 16' AGL/687' MSL.
Vehicle on road beginning 506' from DER, crossing centerline, up to 15' AGL/689' MSL.
Trees beginning 573' from DER, 29' right of centerline, up to 35' AGL/706' MSL.
Trees beginning 579' from DER, 216' left of centerline, up to 21' AGL/692' MSL.
Train on railroad beginning 805' from DER, crossing centerline, up to 23' AGL/698' MSL.
Trees beginning 1083' from DER, 119' right of centerline, up to 45' AGL/711' MSL.
Pole 1794' from DER, 956' left of centerline, 77' AGL/738' MSL.
Pole 2166' from DER, 643' left of centerline, 72' AGL/733' MSL.
**Rwy 22,** terrain 5' from DER, 380' left of centerline, 673' MSL.
NAVAID 11' from DER, 78' right of centerline, 3' AGL/671' MSL.
NAVAID 12' from DER, 77' left of centerline, 3' AGL/673' MSL.
Trees beginning 84' from DER, 329' right of centerline, up to 14' AGL/675' MSL.
Poles beginning 689' from DER, 424' right of centerline, up to 25' AGL/696' MSL.
Pole 1312' from DER, 793' left of centerline, 47' AGL/708' MSL.
Building 1578' from DER, 831' right of centerline, 49' AGL/720' MSL.
**Rwy 32,** NAVAID 49' from DER, 102' right of centerline, 3' AGL/674' MSL.
NAVAID 50' from DER, 101' left of centerline, 3' AGL/674' MSL.
Poles beginning 667' from DER, 413' left of centerline, up to 25' AGL/696' MSL.
Sign and trees beginning 1023' from DER, 117' left of centerline, up to 43' AGL/714' MSL.
Trees beginning 1380' from DER, 23' right of centerline, up to 59' AGL/720' MSL.
Tree 1481' from DER, 825' right of centerline, 51' AGL/712' MSL.
Communication towers beginning 3136' from DER, 1112' left of centerline, up to 118' AGL/779' MSL.

## TAYLORVILLE, IL

### TAYLORVILLE MUNI (TAZ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 11AUG22 (22223) (FAA)

TAKEOFF MINIMUMS:
**Rwys 9L, 27R,** NA-Turf runway.
**Rwys 9R, 27L,** NA-Obstacles.
TAKEOFF OBSTACLE NOTES:
**Rwy 18,** numerous trees 1000' from DER, from 335' left of centerline to 1150' right of centerline, up to 100' AGL/719' MSL.
**Rwy 36,** numerous trees 1580' from DER, from 20' left of centerline to 570' right of centerline, up to 100' AGL/724' MSL.

## TOMAH, WI

### BLOYER FLD (Y72)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 10DEC15 (21224) (FAA)

TAKEOFF MINIMUMS:
**Rwy 25,** 300-1½ or std. w/min. climb of 295' per NM to 1400.
DEPARTURE PROCEDURE:
**Rwy 25,** climb heading 248° to 1500 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
**Rwy 7,** trees beginning 6' from DER, 442' left of centerline, up to 70' AGL/1028' MSL.
Trees beginning 58' from DER, 373' right of center, up to 59' AGL/1019' MSL.
Trees beginning 224' from DER, 192' right of centerline, up to 68' AGL/1028' MSL.
Rr 615' from DER, 566 left of centerline, 23' AGL/983' MSL.
Trees beginning 1091' from DER, 500' left of centerline, up to 82' AGL/1042' MSL.
Trees beginning 1180 from DER, crossing centerline, up to 99' AGL/1049' MSL.
**Rwy 25,** building 3' from DER, 430' left of centerline, 26' AGL/976' MSL.
Buildings beginning 122' from DER, 388' left of centerline, up to 16' AGL/980' MSL.
Tree tops, poles and cranes (mobile) beginning 288' from DER, right to left of centerline, up to 40' AGL/1010' MSL.
Vehicle on road (n) beginning 512' from DER, crossing centerline, 15' AGL/987' MSL.
Trees, utility pole tops, poles, treetops and transmission towers beginning 596' from DER, left to right of centerline, up to 59' AGL/1029' MSL.
Poles, ant, utility pole tops, sign, and trees beginning 605' from DER, left to right of centerline, up to 30' AGL/999' MSL.
Treetops, cranes (mobile), trees, utility pole tops, and transmission towers beginning 735' from DER, right to left of centerline, up to 50' AGL/1020' MSL.
Transmission towers and trees beginning 843' from DER, right to left of centerline, up to 74' AGL/1044' MSL.
Trees, TL tower, and pole beginning 2361' from DER, left to right of centerline, up to 85' AGL/1055' MSL.
Tower and OL communication beginning 1.21 NM from DER, 713' right of centerline, up to 207' AGL/1177' MSL.

**TOMAHAWK, WI**

TOMAHAWK RGNL (TKV)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 31MAY12 (12152) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 9,** vehicles on road 160' from DER, right and left of runway, up to 15' AGL/1494' MSL.
Trees beginning 2' from DER, right and left of runway, up to 100' AGL/1599' MSL.
**Rwy 27,** obstruction light on windsock 10' from DER, 400' left of centerline, 25' AGL/1496' MSL.
Vehicle on road 11' from DER, right and left of runway, 15' AGL/1479' MSL.
Trees beginning 40' from DER, right and left of centerline, up to 100' AGL/1599' MSL.

**VANDALIA, IL**

VANDALIA MUNI (VLA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 31MAY12 (12152) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 9,** trees 2563' from DER, 140' right of centerline, 100' AGL/649' MSL.
Trees 3364' from DER, 740' left of centerline, 100' AGL/644' MSL.
**Rwy 18,** trees 764' from DER, 519' right of centerline, 100' AGL/629' MSL.
Trees beginning 3115' from DER, 293' left of centerline, 100' AGL/659' MSL.
**Rwy 27,** trees beginning 1581' from DER, 885' right of centerline, 100'AGL/659' MSL.
Trees beginning 2548' from DER, 4' to 1230' left of centerline, 100' AGL/649' MSL.
**Rwy 36,** trees beginning 256' from DER, 327' to 882' right of centerline, 100' AGL/659' MSL.
Trees beginning 1834' from DER, 288' to 1548' left of centerline, 100' AGL/649' MSL.

**VIROQUA, WI**

VIROQUA MUNI (Y51)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 23APR20 (20114) (FAA)

TAKEOFF MINIMUMS:

**Rwys 2, 20,** NA - Environmental.
**Rwy 11,** 300-1 or std. w/min. climb of 460' per NM to 1500.

TAKEOFF OBSTACLE NOTES:

**Rwy 11,** tree 1' from DER, 448' left of centerline, 1302' MSL.
Poles and signs beginning 24' from DER, 148' right of centerline, up to 34' AGL/1319' MSL.
Poles and buildings beginning 153' from DER, 424' right of centerline, up to 33' AGL/1325' MSL.
Building 537' from DER, 430' right of centerline, 42' AGL/1328' MSL.
Water tower, tank, elevator and rig beginning 2689' from DER, 439' right of centerline, up to 149' AGL/1445' MSL.
Elevator and rig beginning 4215' from DER, 51' left of centerline, up to 139' AGL/1423' MSL.
**Rwy 29,** lighting 10' from DER, 10' right of centerline, 3' AGL/1265' MSL.
Tree 53' from DER, 339' left of centerline, 1286' MSL.
Trees beginning 181' from DER, 387' left of centerline, up to 1306' MSL.

**VOLK FLD (KVOK)**

CAMP DOUGLAS, WI

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

24MAR22 (22083) (USAF)

TAKEOFF OBSTACLE NOTES:

**Rwy 27,** trees 2537' from DER, 983' right of centerline, 80' AGL/1019' MSL.
Trees 3742' from DER, 835' left of centerline, 80' AGL/1039' MSL.
**Rwy 9,** antenna 4966' from DER, 625' left of centerline, 50' AGL/1040' MSL.

**WASHINGTON ISLAND, WI**

WASHINGTON ISLAND (2P2)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 08NOV18 (18312) (FAA)

DEPARTURE PROCEDURE:

Use WINEP DEPARTURE.

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**WATERTOWN, WI**

WATERTOWN MUNI (RYV)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 20JUN19 (19171) (FAA)

TAKEOFF MINIMUMS:

**Rwy 5,** 300-1⅛ or std. w/min. climb of 295' per NM to 1100.

DEPARTURE PROCEDURE:

**Rwy 29,** climb heading 293° to 1500 before turning north.

TAKEOFF OBSTACLE NOTES:

**Rwy 5,** vegetation 12' from DER, 400' right of centerline, 838' MSL.
Tree, building beginning 209' from DER, 477' left of centerline, up to 851' MSL.
Building, tree beginning 512' from DER, 310' right of centerline, up to 35' AGL/873' MSL.
Tree 609' from DER, 426' left of centerline, 854' MSL.
Trees, poles, buildings beginning 751' from DER, 51' right of centerline, up to 908' MSL.
Trees beginning 874' from DER, 566' left of centerline, up to 892' MSL.
Tree 1064' from DER, 652' left of centerline, 904' MSL.
Trees beginning 1245' from DER, 407' left of centerline, up to 909' MSL.
Tree 1953' from DER, 227' right of centerline, 914' MSL.
Tree 1968' from DER, 775' right of centerline, 919' MSL.
Tree 2102' from DER, 585' right of centerline, 921' MSL.
Trees, pole beginning 2121' from DER, 15' left of centerline, up to 919' MSL.
Trees, building beginning 2173' from DER, 15' right of centerline, up to 922' MSL.
Trees, transmission line beginning 2492' from DER, 213' right of centerline, up to 934' MSL.
Tree 4164' from DER, 578' left of centerline, 930' MSL.
**Rwy 11**, vegetation beginning 38' from DER, 329' left of centerline, up to 10' AGL/849' MSL.
Building 230' from DER, 415' left of centerline, 30' AGL/869' MSL.
Building 736' from DER, 530' left of centerline, 35' AGL/890' MSL.
Structure 892' from DER, 582' right of centerline, 30' AGL/889' MSL.
Trees, power pole beginning 947' from DER, 438' right of centerline, up to 100' AGL/949' MSL.
**Rwy 23,** vehicles on road 248' from DER, 415' left of centerline, 826' MSL.
Pole 742' from DER, 551' left of centerline, 45' AGL/855' MSL.
Pole 1050' from DER, 125' right of centerline, 37' AGL/853' MSL.
Tree, pole beginning 1071' from DER, 10' right of centerline, up to 882' MSL.
Tree, fence beginning 1089' from DER, 105' left of centerline, up to 860' MSL.
Tree 1158' from DER, 687' right of centerline, 889' MSL.
Poles beginning 1238' from DER, 730' right of centerline, up to 45' AGL/897' MSL.
Trees, buildings beginning 1369' from DER, 249' right of centerline, up to 902' MSL.
Trees, tower, building beginning 1599' from DER, 102' left of centerline, up to 893' MSL.
Grain elevator 2329' from DER, 671' left of centerline, 902' MSL.
**Rwy 29,** buildings beginning 192' from DER, 397' left of centerline, up to 20' AGL/839' MSL.
Tower, vehicles on road, power poles, light poles beginning 360' from DER, 156' left of centerline, up to 75' AGL/894' MSL.
Tree, building beginning 667' from DER, 261' right of centerline, up to 30' AGL/849' MSL.
Tree, pole beginning 875' from DER, 50' right of centerline, up to 100' AGL/919' MSL.

**WAUKESHA, WI**

WAUKESHA COUNTY (UES)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 6 07MAY09 (09127) (FAA)

TAKEOFF MINIMUMS:

**Rwy 10,** 400-2½ or std. with a min. climb of 316' per NM to 1400.

TAKEOFF OBSTACLE NOTES:

**Rwy 10,** light pole 146' from DER, 326' left of centerline, 9' AGL/918' MSL.
Light pole 560' from DER, 597' left of centerline, 17' AGL/936' MSL.
Pipe on building 229' from DER, 275' left of centerline, 16' AGL/925' MSL.
Trees beginning 1652' from DER, 171' right of centerline, up to 70' AGL/1029' MSL.
Trees beginning 1868' from DER, 16' left of centerline, up to 54' AGL/983' MSL.
Tower 1.0 NM from DER, 1571' right of centerline, 219' AGL/1148' MSL.
Tower 1.1 NM from DER, 1140' right of centerline, 177' AGL/1126' MSL.
Tower 1.8 NM from DER, 3455' right of centerline, 272' AGL/1238' MSL.
**Rwy 18,** vehicle on road 618' from DER, 162' left of centerline, 15' AGL/946' MSL.
Bush 746' from DER, 107' right of centerline, 9' AGL/938' MSL.
Trees beginning 753' from DER, 187' right of centerline, up to 18' AGL/957' MSL.
Tree 757' from DER, 182' left of centerline, 17' AGL/946' MSL.
Tree 1188' from DER, 27' left of centerline, 27' AGL/956' MSL.
Pole 1976' from DER, 304' left of centerline, 48' AGL/967' MSL.
Pole 2026' from DER, 196' right of centerline, 62' AGL/981' MSL.
Tower 2010' from DER, 932' left of centerline, 66' AGL/984' MSL.
Rod on stack 4489' from DER, 657' left of centerline, 118' AGL/1037' MSL.
**Rwy 28,** vehicle on road 877' from DER, 541' left of centerline, 15' AGL/924' MSL.
Pole 1078' from DER, 739' left of centerline, 47' AGL/936' MSL.
**Rwy 36,** rod on pole 401' from DER, 555' left of centerline, 46' AGL/945' MSL.
Vehicle on road 300' from DER, 349' right of centerline, 15' AGL/914' MSL.
Trees beginning 486' from DER, 175' right of centerline, up to 81' AGL/970' MSL.
Trees beginning 999' from DER, 124' left of centerline, up to 72' AGL/962' MSL.

**WAUPACA, WI**

WAUPACA MUNI (PCZ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 20JAN05 (05020) (FAA)

TAKEOFF MINIMUMS:

**Rwy 28,** 300-2 or std. w/min. climb of 317' per NM to 1300.

TAKEOFF OBSTACLE NOTES:

**Rwy 10,** trees 1400' from DER, 300' left of centerline, 41' AGL/850' MSL.
**Rwy 13,** road and vehicle 240' from DER, 275' right of centerline, 29' AGL/832' MSL.
**Rwy 28,** trees 1.1 NM from DER, 1848' left of centerline, 100' AGL, 1119' MSL.
**Rwy 31,** trees 800' from DER, 150' left of centerline, 19' AGL/846' MSL.
Trees 1965' from DER, 585' left of centerline, 100' AGL/979' MSL.

**WAUSAU, WI**

WAUSAU DOWNTOWN (AUW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 6A 28FEB19 (19059) (FAA)

TAKEOFF MINIMUMS:

**Rwys 12W, 30W,** NA- Environmental.
**Rwy 5,** 400-2½ or std. w/min. climb of 378' per NM to 1700.
**Rwy 23,** 700-3 or std. w/min. climb of 362' per NM to 2100.

DEPARTURE PROCEDURE:

**Rwy 5,** climb heading 047° to 2100 before proceeding on course.
**Rwy 13,** climb heading 127° to 2200 before proceeding on course.
**Rwy 23,** climb heading 227° to 2800 before proceeding on course.
**Rwy 31,** climb heading 307° to 2800 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

**Rwy 5,** trees beginning 885' from DER, 53' right of centerline, up to 100' AGL/1409' MSL.
Rising terrain and trees beginning 4552' from DER, right to left of centerline, up to 100' AGL/1529' MSL.
**Rwy 13,** boat with mast beginning 215' from DER, 498' right of centerline, up to 100' AGL/1222' MSL.
**Rwy 23,** trees and boats with masts beginning 299' from DER, 8' right of centerline, up to 100' AGL/1269' MSL.
Trees and boats with masts beginning 332' from DER, 190' left of centerline, up to 100' AGL/1609' MSL.
Tower 2.3 NM from DER, 3952' left of centerline, 248' AGL/1840' MSL.
**Rwy 31,** boat with masts beginning 236' from DER, 511' right of centerline, up to 100' AGL/1222' MSL.
Trees and boats with masts beginning 169' from DER, 27' left of centerline, up to 100' AGL/1222' MSL.

**WAUTOMA, WI**

WAUTOMA MUNI (Y50)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 16JUN22 (22167) (FAA)

TAKEOFF MINIMUMS:

**Rwys 8, 26,** NA-Turf runway.

DEPARTURE PROCEDURE:

**Rwy 31,** climb runway heading to 1800 before turning north.

**WEST BEND, WI**

WEST BEND MUNI (ETB)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 11FEB10 (10042) (FAA)

TAKEOFF MINIMUMS:

**Rwy 13,** 300-1½ or std. w/ a min. climb of 260' per NM to 1200.
**Rwy 24,** 300-2 or std. w/ a min. climb of 250' per NM to 1400.
**Rwy 31,** 300-1¼ or standard w/ a min. climb of 220' per NM to 1100.

TAKEOFF OBSTACLE NOTES:

**Rwy 6,** vehicle on roads beginning 15' from DER, 251' left of centerline, up to 17' AGL/959' MSL.
Trees beginning 85' from DER, 2' left of centerline, up to 100' AGL/1019' MSL.
Trees beginning 47' from DER, 91' right of centerline, up to 100' AGL/886' MSL.
**Rwy 13,** trees beginning 452' from DER, 127' left of centerline, up to 100' AGL/1109' MSL.
Trees beginning 214' from DER, 179' right of centerline, up to 100' AGL/1049' MSL.
**Rwy 24,** trees beginning 114' from DER, 74' left of centerline, up to 100' AGL/1029' MSL.
Trees beginning 89' from DER, 120' right of centerline, up to 100' AGL/969' MSL.
Tower 1.9 NM from DER, 2572' right of centerline, 196' AGL/1156' MSL.
**Rwy 31,** vehicle on road 99' from DER, 492' left of centerline, 15' AGL/904' MSL.
Trees beginning 550' from DER, 173' left of centerline, up to 100' AGL/1039' MSL.
Vehicle on road 61' from DER, 498' right of centerline, 15' AGL/906' MSL.
Trees beginning 832' from DER, 236' right of centerline, up to 100' AGL/1009' MSL.

**WISCONSIN RAPIDS, WI**

ALEXANDER FLD SOUTH WOOD COUNTY (ISW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 10JAN13 (22083) (FAA)

TAKEOFF MINIMUMS:

**Rwys 18,36,** NA-Environmental.

TAKEOFF OBSTACLE NOTES:

**Rwy 2,** NAVAID 9' from DER, 125' right of centerline, 7' AGL/1022' MSL.
Tree 109' from DER, 308' left of centerline, 26' AGL/1041' MSL.
Trees beginning 179' from DER, 313' right of centerline, up to 67' AGL/1082' MSL.
Trees beginning 962' from DER, left and right of centerline, up to 91' AGL/1111' MSL.
**Rwy 12**, pole 1401' from DER, 93' right of centerline, 97' AGL/1097' MSL.
Trees beginning 2326' from DER, 58' left of centerline, up to 99' AGL/1107' MSL.
**Rwy 20,** trees beginning 125' from DER, 362' right of centerline, up to 101' AGL/1076' MSL.
Trees beginning 88' from DER, 273' left of centerline, up to 85' AGL/1085' MSL.
Trees beginning 2784' from DER, 126' right of centerline, up to 101' AGL/1093' MSL.

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INSTRUMENT APPROACH PROCEDURE CHARTS

## IFR ALTERNATE AIRPORT MINIMUMS

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

MILITARY USERS NOTE: For IFR alternate airport and minima planning, refer to appropriate service directives.

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

| | Precision Approach | Non-Precision Approach |
|---|---|---|
| Standard | **600-2** | **800-2** |
| ⚠Non-Standard or restrictions | As indicated below | As indicated below |
| Helicopters | For the selected approach:<br>Ceiling: 200' above published ceiling<br>Visibility: the greater of 1 SM visibility or the published visibility | |

***Note:*** For alternate airport flight planning purposes, precision approach operations include: ILS, PAR, and GLS, and Non-Precision approach operations include: NDB, VOR, LOC, TACAN, LDA, SDF, ASR, RNAV (GPS) and RNAV (RNP).

| NAME | ALTERNATE MINIMUMS |
|---|---|
| **ALTON/ST. LOUIS, IL** | |
| ST. LOUIS RGNL (ALN) | **ILS or LOC Rwy 29**[1]<br>**RNAV (GPS) Rwy 11**<br>**RNAV (GPS) Rwy 17**<br>**RNAV (GPS) Rwy 29**<br>**RNAV (GPS) Rwy 35**<br>**VOR-A** |
| NA when local weather not available. | |
| [1]NA when control tower closed. | |
| **ANTIGO, WI** | |
| LANGLADE COUNTY (AIG) | **RNAV (GPS) Rwy 9**[1]<br>**RNAV (GPS) Rwy 17**[23]<br>**RNAV (GPS) Rwy 27**[3]<br>**RNAV (GPS) Rwy 35**[23] |
| [1]Categories A, B, C, D, 800-2¼. | |
| [2]NA when local weather not available. | |
| [3]Category D, 800-2¼. | |
| **APPLETON, WI** | |
| APPLETON INTL (ATW) | **ILS or LOC Rwy 3**[1]<br>**RNAV (GPS) Rwy 3**[2]<br>**RNAV (GPS) Rwy 12**[2]<br>**RNAV (GPS) Rwy 21**[2] |
| [1]NA when control tower closed. | |
| [2]NA when local weather not available. | |

| NAME | ALTERNATE MINIMUMS |
|---|---|
| **ASHLAND, WI** | |
| JOHN F KENNEDY MEML (ASX) | **RNAV (GPS) Rwy 2**<br>**RNAV (GPS) Rwy 13**<br>**RNAV (GPS) Rwy 20**<br>**RNAV (GPS) Rwy 31** |
| NA when local weather not available. | |
| Category D, 800-2¼. | |
| **BARABOO, WI** | |
| BARABOO/WISCONSIN DELLS RGNL (DLL) | **RNAV (GPS) Rwy 1**<br>**RNAV (GPS) Rwy 19**<br>**VOR-A** |
| NA when local weather not available. | |


EC-3, 07 AUG 2025 to 02 OCT 2025

| NAME | ALTERNATE MINIMUMS |
|---|---|

**BELLEVILLE, IL**
SCOTT AFB/MIDAMERICA ST LOUIS (BLV)……**ILS or LOC Rwy 14L[12]**
**ILS or LOC Rwy 14R[12]**
**ILS or LOC Rwy 32L[12]**
**ILS or LOC Rwy 32R[12]**
**RADAR-1[3]**
**RNAV (GPS) Rwy 14L[14]**
**RNAV (GPS) Rwy 14R[14]**
**RNAV (GPS) Rwy 32L[14]**
**RNAV (GPS) Rwy 32R[14]**
**TACAN-A[15]**
**TACAN Rwy 14R[13]**
**TACAN Rwy 32L[13]**
[1]NA when local weather not available.
[2]LOC, Category C, 800-2¼; Category D, 800-2½; Category E, 800-2¾.
[3]Category C, 800-2¼; Category D, 800-2½; Category E, 800-2¾.
[4]Category C, 800-2¼; Category D, 800-2½.
[5]Categories A, B, C, 800-2¼; Category D, 800-2½; Category E, 800-2¾.

**BLACK RIVER FALLS, WI**
BLACK RIVER FALLS AREA (BCK)……**RNAV (GPS) Rwy 8**
**RNAV (GPS) Rwy 26**
NA when local weather not available.
Category D 1000-3.

**BLOOMINGTON/NORMAL, IL**
CENTRAL IL RGNL/BLOOMINGTON-NORMAL (BMI)……**ILS or LOC Rwy 2[12]**
**ILS or LOC Rwy 20[12]**
**ILS or LOC Rwy 29[12]**
**LOC BC Rwy 11[13]**
**RNAV (GPS) Rwy 2[3]**
**RNAV (GPS) Rwy 11[3]**
**RNAV (GPS) Rwy 20[3]**
**RNAV (GPS) Rwy 29[3]**
NA when local weather not available.
[1]NA when control tower closed.
[2]LOC, Category C, 800-2¼; Category D, 800-2½.
[3]Category C, 800-2¼; Category D, 800-2½.

**BOSCOBEL, WI**
BOSCOBEL (OVS)……**RNAV (GPS) Rwy 7[1]**
**RNAV (GPS) Rwy 25[2]**
NA when local weather not available.
[1]Category A, 900-2; Category B, 1000-2; Category C, 1000-2¾.
[2]Categories A, B, 1000-4; Category C, 1100-4.

**BURLINGTON, WI**
BURLINGTON MUNI (BUU)……**RNAV (GPS) Rwy 11**
**RNAV (GPS) Rwy 29**
**VOR-A**
NA when local weather not available.
Category D, 800-2½.

**CAHOKIA/ST. LOUIS, IL**
ST. LOUIS DOWNTOWN (CPS)……**ILS or LOC Rwy 30L[12]**
**RNAV (GPS) Rwy 12R[3]**
**RNAV (GPS) Rwy 30L[3]**
**RNAV (GPS) Rwy 30R[3]**
NA when local weather not available.
[1]NA when control tower closed.
[2]LOC, Category C, 900-2½; Category D, 1000-3.
[3]Category C, 900-2½; Category D, 1000-3.

**CAIRO, IL**
CAIRO RGNL (CIR)……**RNAV (GPS) Rwy 14**
**RNAV (GPS) Rwy 32**
NA when local weather not available.

**CARBONDALE/MURPHYSBORO, IL**
SOUTHERN ILLINOIS (MDH)……**ILS or LOC Rwy 18L[12]**
**NDB Rwy 18L[13]**
**RNAV (GPS) Rwy 18L[3]**
**RNAV (GPS) Rwy 36R[3]**
NA when local weather not available.
[1]NA when control tower closed.
[2]LOC, Category C, 800-2¼; Category D, 800-2½.
[3]Category C, 800-2¼; Category D, 800-2½.

**CARMI, IL**
CARMI MUNI (CUL)……**RNAV (GPS) Rwy 18**
**RNAV (GPS) Rwy 36**
NA when local weather not available.

**CHAMPAIGN/URBANA, IL**
UNIVERSITY OF ILLINOIS/WILLARD (CMI)……**ILS or LOC Rwy 32R[123]**
**RADAR-1[14]**
**RNAV (GPS) Rwy 4[34]**
**RNAV (GPS) Rwy 14L[34]**
**RNAV (GPS) Rwy 22[34]**
**RNAV (GPS) Rwy 32R[34]**
**VOR Rwy 4[4]**
**VOR Rwy 22[34]**
[1]NA when control tower closed.
[2]LOC, Category C, 800-2¼; Category D, 800-2½.
[3]NA when local weather not available.
[4]Category C, 800-2¼; Category D, 800-2½.

**CHETEK, WI**
CHETEK MUNI/SOUTHWORTH (Y23)……**RNAV (GPS) Rwy 17**
NA when local weather not available.


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NAME ALTERNATE MINIMUMS

**CHICAGO, IL**

CHICAGO MIDWAY
INTL (MDW)……..…..... **ILS or LOC Rwy 4R**[1]
**ILS or LOC Rwy 13L**[1]
**ILS or LOC Rwy 31R**[1]
**RNAV (GPS) Rwy 4L**[2]
**RNAV (GPS) Rwy 22R**[2]
**RNAV (GPS) Z Rwy 4R**[2]
**RNAV (GPS) Z Rwy 13L**[2]
**RNAV (GPS) Z Rwy 22L**[2]
**RNAV (GPS) Z Rwy 31R**[2]
[1]LOC, Category D, 800-2¼.
[2]Category D, 800-2¼.

CHICAGO O'HARE
INTL (ORD)…….. **ILS or LOC Rwy 4R**[1]
**ILS or LOC Rwy 22L**[1]
**ILS or LOC Rwy 22R**[1]
**RNAV (GPS) Rwy 4R**[2]
**RNAV (GPS) Rwy 22L**[2]
**RNAV (GPS) Rwy 22R**[2]
[1]LOC, Category D, 800-2½.
[2]Category D, 800-2½.

LANSING MUNI (IGQ)…… **RNAV (GPS) Rwy 9**
**RNAV (GPS) Rwy 27**
**RNAV (GPS) Rwy 36**
**VOR-A**
NA when local weather not available.

**CHICAGO/PROSPECT HEIGHTS/ WHEELING, IL**

CHICAGO EXEC (PWK)…….. **ILS or LOC Rwy 16**[1]
**RNAV (GPS) Rwy 16**[2]
**RNAV (GPS) Rwy 30**[2]
**VOR Rwy 16**[2]
NA when local weather not available.
[1]LOC, Category D, 900-2¾.
[2]Category D, 900-2¾.

**CHICAGO/ROCKFORD, IL**

CHICAGO/ROCKFORD
INTL (RFD)……..…….....….. **ILS or LOC Rwy 1**[1]
**ILS or LOC Rwy 7**[1]
**LOC BC Rwy 19**[12]
**RADAR-1**[23]
**RNAV (GPS) Rwy 1**[3]
**RNAV (GPS) Rwy 7**[3]
**RNAV (GPS) Rwy 19**[3]
**RNAV (GPS) Rwy 25**[3]
[1]LOC, Category D, 800-2¼.
[2]NA when local weather not available.
[3]Category D, 800-2¼.

NAME ALTERNATE MINIMUMS

**CHICAGO/ROMEOVILLE, IL**

LEWIS
UNIVERSITY (LOT)..…..…. **RNAV (GPS) Rwy 2**[1]
**RNAV (GPS) Rwy 9**[1]
**RNAV (GPS) Rwy 20**[1]
**RNAV (GPS) Rwy 27**[2]
NA when local weather not available.
[1]Category C, 800-2¼; Category D, 800-2½.
[2]Category C, 900-2¼; Category D, 900-2½.

**CHICAGO/WAUKEGAN, IL**

WAUKEGAN
NTL (UGN)…… ..... **ILS or LOC Rwy 23**[12]
**RNAV (GPS) Rwy 5**[34]
**RNAV (GPS) Rwy 23**[3]
[1]NA when control tower closed.
[2]ILS, Category D, 700-2¼; LOC, Category D, 800-2¼.
[3]Category D, 800-2¼.
[4]NA when local weather not available.

**CHICAGO/WEST CHICAGO, IL**

DUPAGE (DPA)…… **ILS or LOC Rwy 2L**[12]
**ILS or LOC Rwy 10**[34]
**RNAV (GPS) Rwy 2L**[15]
**RNAV (GPS) Rwy 2R**[15]
**RNAV (GPS) Rwy 10**[15]
**RNAV (GPS) Rwy 20L**[15]
**RNAV (GPS) Rwy 20R**[15]
[1]NA when local weather not available.
[2]ILS, Categories A, B, 800-2; Category C, 800-2¼; Category D, 800-2½; LOC, Category C, 800-2¼; Category D, 800-2½.
[3]LOC, NA when local weather not available.
[4]LOC, Category D, 800-2¼.
[5]Category D, 800-2¼.

**CLINTONVILLE, WI**

CLINTONVILLE MUNI (CLI)… **RNAV (GPS) Rwy 22**
NA when local weather not available.

**CUMBERLAND, WI**

CUMBERLAND MUNI (UBE)… **RNAV (GPS) Rwy 9**
**RNAV (GPS) Rwy 27**
NA when local weather not available.
Category D, 800-2¼.

**DANVILLE, IL**

VERMILION RGNL (DNV)……. **RNAV (GPS) Rwy 3**
**RNAV (GPS) Rwy 21**
**RNAV (GPS) Rwy 34**
NA when local weather not available.

NAME ALTERNATE MINIMUMS

**DE KALB, IL**
DE KALB TAYLOR MUNI (DKB)..... **ILS or LOC Rwy 2[1]**
**RNAV (GPS) Rwy 2[2]**
**RNAV (GPS) Rwy 9[2]**
**RNAV (GPS) Rwy 20[2]**
**RNAV (GPS) Rwy 27[2]**
NA when local weather not available.
[1]LOC, Categories A, B, 1000-2, Categories C, D 1000-3.
[2]Category D, 900-2¾.

**DECATUR, IL**
DECATUR (DEC)..... **ILS or LOC Rwy 6[123]**
**LOC BC Rwy 24[456]**
**RNAV (GPS) Rwy 6[16]**
**RNAV (GPS) Rwy 12[16]**
**RNAV (GPS) Rwy 18[16]**
**RNAV (GPS) Rwy 24[16]**
**RNAV (GPS) Rwy 30[56]**
**RNAV (GPS) Rwy 36[56]**
**VOR Rwy 18[1]**
**VOR Rwy 36[56]**
[1]NA when local weather not available.
[2]ILS, LOC, NA when control tower closed, except for operators with approved weather reporting services.
[3]LOC, Category D, 800-2¼.
[4]NA when control tower closed.
[5]NA when local weather not available, except for operators with approved weather reporting services.
[6]Category D, 800-2¼.

**EAGLE RIVER, WI**
EAGLE RIVER UNION (EGV)..... **RNAV (GPS) Rwy 4**
**RNAV (GPS) Rwy 22**
**VOR/DME Rwy 4**
NA when local weather not available.
Category D, 800-2¼.

**EAU CLAIRE, WI**
CHIPPEWA VALLEY RGNL (EAU)..... **ILS or LOC Rwy 22[1]**
**LOC BC Rwy 4[2]**
**RNAV (GPS) Rwy 4[2]**
**RNAV (GPS) Rwy 22[2]**
**VOR-A[3]**
NA when local weather not available.
[1]LOC, Category C, 800-2¼, Category D, 1300-3.
[2]Category C, 800-2¼; Category D, 1300-3.
[3]Categories A, B, 900-2; Category C, 900-2½; Category D, 1300-3.

NAME ALTERNATE MINIMUMS

**EFFINGHAM, IL**
EFFINGHAM COUNTY RGNL (1H2)..... **RNAV (GPS) Rwy 1[12]**
**RNAV (GPS) Rwy 11[3]**
**RNAV (GPS) Rwy 29[1]**
[1]NA when local weather not available.
[2]Category C, 900-2½.
[3]Category C, 900-2½; Category D, 900-2¾.

**EPHRAIM, WI**
EPHRIAM/ GIBRALTAR (3D2)..... **RNAV (GPS) Rwy 14**
**RNAV (GPS) Rwy 32**
NA when local weather not available.

**FAIRFIELD, IL**
FAIRFIELD MUNI (FWC)..... **NDB Rwy 9**
NA when local weather not available.

**FLORA, IL**
FLORA MUNI (FOA)..... **RNAV (GPS) Rwy 3**
**RNAV (GPS) Rwy 21**
NA when local weather not available.

**FOND DU LAC, WI**
FOND DU LAC COUNTY (FLD)..... **RNAV (GPS) Rwy 18**
**RNAV (GPS) Rwy 36**
**VOR Rwy 18**
**VOR/DME Rwy 36**
NA when local weather not available.
Category D, 800-2¼.

**FREEPORT, IL**
ALBERTUS (FEP)..... **RNAV (GPS) Rwy 6**
**RNAV (GPS) Rwy 24**
NA when local weather not available.
Category D, 800-2½.

**GALESBURG, IL**
HARREL W TIMMONS GALESBURG RGNL AIRPORT (GBG)..... **RNAV (GPS) Rwy 3**
**RNAV (GPS) Rwy 21**
NA when local weather not available.
Category D, 900-2¾.

**GREEN BAY, WI**
GREEN BAY/AUSTIN STRAUBEL INTL (GRB)..... **ILS or LOC Rwy 6**
**LOC BC Rwy 24**
**RADAR-1**
NA when control tower closed.

**HARRISBURG, IL**
HARRISBURG-RALEIGH (HSB)..... **RNAV (GPS) Rwy 6**
**RNAV (GPS) Rwy 24**
NA when local weather not available.
Category D, 800-2¼.

NAME ALTERNATE MINIMUMS

**HAYWARD, WI**
SAWYER
COUNTY (HYR)..... **RNAV (GPS) Rwy 3**
**RNAV (GPS) Rwy 21**
NA when local weather not available.
Category C, 900-2½; Category D, 900-2¾.

**JACKSONVILLE, IL**
JACKSONVILLE
MUNI (IJX)..... **RNAV (GPS) Rwy 4**
**RNAV (GPS) Rwy 13**
**RNAV (GPS) Rwy 22**
**RNAV (GPS) Rwy 31**
NA when local weather not available.
Category D, 800-2¼.

**JANESVILLE, WI**
SOUTHERN WISCONSIN
RGNL (JVL)..... **ILS or LOC Rwy 4[1]**
**ILS or LOC Rwy 32[1]**
**RNAV (GPS) Rwy 4**
**RNAV (GPS) Rwy 14**
**RNAV (GPS) Rwy 22**
NA when local weather not available.
[1]NA when control tower closed.

**JUNEAU, WI**
DODGE COUNTY (UNU)..... **RNAV (GPS) Rwy 2**
**RNAV (GPS) Rwy 8**
**RNAV (GPS) Rwy 20**
**RNAV (GPS) Rwy 26**
NA when local weather not available.

**KANKAKEE, IL**
GREATER
KANKAKEE (IKK)..... **RNAV (GPS) Rwy 4**
**RNAV (GPS) Rwy 16**
**RNAV (GPS) Rwy 22**
**RNAV (GPS) Rwy 34**
NA when local weather not available.
Category D, 800-2¼.

**KENOSHA, WI**
KENOSHA
RGNL (ENW)..... **ILS or LOC Rwy 7L[12]**
**RNAV (GPS) Rwy 7L[3]**
**RNAV (GPS) Rwy 15[3]**
**RNAV (GPS) Rwy 25R[3]**
**RNAV (GPS) Rwy 33[3]**
NA when local weather not available.
[1]NA when control tower closed.
[2]LOC, Category D, 800-2¼.
[3]Category D, 800-2¼.

NAME ALTERNATE MINIMUMS

**LA CROSSE, WI**
LA CROSSE
RGNL (LSE)..... **ILS or LOC Rwy 18[12]**
**RNAV (GPS) Rwy 4[3]**
**RNAV (GPS) Rwy 13[4]**
**RNAV (GPS) Rwy 18[14]**
**RNAV (GPS) Rwy 22[5]**
**RNAV (GPS) Rwy 31[6]**
**RNAV (GPS) Rwy 36[4]**
NA when local weather not available.
[1]NA when control tower closed.
[2]LOC, Category B, 900-2; Categories C, D, 1200-3.
[3]Categories A, B, 1000-2; Categories C, D, 1200-3.
[4]Category B, 900-2; Categories C, D, 1200-3.
[5]Categories A, B, 1200-2; Categories C, D, 1200-3.
[6]Categories A, B, 1100-2; Categories C, D, 1200-3.

**LA POINTE, WI**
MAJOR GILBERT
FLD (4R5)..... **RNAV (GPS) Rwy 4**
NA when local weather not available.

**LACON, IL**
MARSHALL
COUNTY (C75)..... **RNAV (GPS) Rwy 13**
NA when local weather not available.

**LADYSMITH, WI**
RUSK COUNTY (RCX)..... **RNAV (GPS) Rwy 14**
**RNAV (GPS) Rwy 32**
NA when local weather not available.

**LAND O' LAKES, WI**
KINGS LAND
O' LAKES (LNL)..... **RNAV (GPS) Rwy 14**
**RNAV (GPS) Rwy 32**
NA when local weather not available.

**LAWRENCEVILLE, IL**
LAWRENCEVILLE-VINCENNES
INTL (LWV)..... **RNAV (GPS) Rwy 9**
**RNAV (GPS) Rwy 18**
**RNAV (GPS) Rwy 27**
**RNAV (GPS) Rwy 36**
NA when local weather not available.
Category D, 800-2¼.

**LINCOLN, IL**
LOGAN COUNTY (AAA)..... **RNAV (GPS) Rwy 3**
**RNAV (GPS) Rwy 21**
**VOR Rwy 3[1]**
NA when local weather not available.
[1]Category D, 800-2¼.

| NAME | ALTERNATE MINIMUMS |
|---|---|

**LITCHFIELD, IL**
LITCHFIELD MUNI (3LF)……**RNAV (GPS) Rwy 9**
**RNAV (GPS) Rwy 18**
**RNAV (GPS) Rwy 27**
**RNAV (GPS) Rwy 36**
NA when local weather not available.

**LONE ROCK, WI**
TRI-COUNTY RGNL (LNR)……**RNAV (GPS) Rwy 9**[1]
**RNAV (GPS) Rwy 27**[2]
NA when local weather not available.
[1]Categories A, B, C, 1000-4.
[2]Categories A, B, C, 900-4.

**MACOMB, IL**
MACOMB MUNI (MQB)……**RNAV (GPS) Rwy 9**
**RNAV (GPS) Rwy 27**
NA when local weather not available.
Category C, 900-2½; Category D, 900-2¾.

**MADISON, WI**
DANE COUNTY RGNL/ TRUAX FLD (MSN)……**ILS or LOC Rwy 18**[12]
**ILS or LOC Rwy 21**[13]
**ILS or LOC/DME Rwy 36**[14]
**RNAV (GPS) Rwy 3**[5]
**RNAV (GPS) Rwy 14**[5]
**RNAV (GPS) Rwy 18**[5]
**RNAV (GPS) Rwy 21**[5]
**RNAV (GPS) Rwy 32**[5]
**RNAV (GPS) Rwy 36**[5]
**VOR Rwy 14**[6]
**VOR Rwy 32**[5]
[1]NA when control tower closed.
[2]LOC, Category D, 900-2¾; Category E, 900-3.
[3]LOC, Category D, 900-2¾.
[4]ILS, LOC, Category D, 900-2¾; Category E, 900-3.
[5]Category D, 900-2¾.
[6]Category A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.

**MANITOWOC, WI**
MANITOWOC COUNTY (MTW)……**ILS or LOC Rwy 17**[1]
**RNAV (GPS) Rwy 17**[2]
**RNAV (GPS) Rwy 35**[2]
NA when local weather not available.
[1]LOC, Category C, 800-2¼; Category D, 900-2¾.
[2]Category C, 800-2¼; Category D, 900-2¾.

| NAME | ALTERNATE MINIMUMS |
|---|---|

**MARION, IL**
VETERANS AIRPORT OF SOUTHERN ILLINOIS (MWA)……**ILS or LOC Rwy 20**[12]
**RNAV (GPS) Rwy 2**[3]
**RNAV (GPS) Rwy 20**[3]
NA when local weather not available.
[1]NA when control tower closed.
[2]LOC, Category D, 900-2¾.
[3]Category D, 900-2¾.

**MARSHFIELD, WI**
MARSHFIELD MUNI (MFI)……**RNAV (GPS) Rwy 5**
**RNAV (GPS) Rwy 16**
**RNAV (GPS) Rwy 23**
**RNAV (GPS) Rwy 34**
NA when local weather not available.
Category C, 800-2¼; Category D, 800-2½.

**MATTOON/CHARLESTON, IL**
COLES COUNTY MEML (MTO)……**RNAV (GPS) Rwy 6**
**RNAV (GPS) Rwy 11**
**RNAV (GPS) Rwy 24**
**RNAV (GPS) Rwy 29**
NA when local weather not available.

**MEDFORD, WI**
TAYLOR COUNTY (MDZ)……**RNAV (GPS) Rwy 9**
**RNAV (GPS) Rwy 16**
**RNAV (GPS) Rwy 27**
**RNAV (GPS) Rwy 34**
NA when local weather not available.
Category D, 800-2¼.

**MENOMONIE, WI**
MENOMONIE MUNI/SCORE FLD (LUM)……**RNAV (GPS) Rwy 9**[1]
**RNAV (GPS) Rwy 27**[2]
**VOR/DME Rwy 27**[13]
[1]Category B, 1000-2; Category C, 1000-2¾.
[2]Category C, 1000-2¾.
[3]NA when local weather not available.

**MERRILL, WI**
MERRILL MUNI (RRL)……**RNAV (GPS) Rwy 7**
**RNAV (GPS) Rwy 25**
NA when local weather not available.

**MIDDLETON, WI**
MIDDLETON MUNI/MOREY FLD (C29)……**RNAV (GPS) Rwy 10**
**RNAV (GPS) Rwy 28**
**VOR Rwy 28**
NA when local weather not available.

| NAME | ALTERNATE MINIMUMS |
|---|---|

**MILWAUKEE, WI**
LAWRENCE J TIMMERMAN (MWC)
**LOC Rwy 15L[1]**
**RNAV (GPS) Rwy 4L**
**RNAV (GPS) Rwy 15L**
**RNAV (GPS) Rwy 22R**
NA when local weather not available.
Category D, 900-2¾.
[1]NA when control tower closed.

**MINERAL POINT, WI**
IOWA COUNTY (MRJ)
**RNAV (GPS) Rwy 4**
**RNAV (GPS) Rwy 11**
**RNAV (GPS) Rwy 22**
**RNAV (GPS) Rwy 29**
NA when local weather not available.

**MINOCQUA-WOODRUFF, WI**
LAKELAND/NOBLE F LEE MEML FLD (ARV)
**RNAV (GPS) Rwy 18**
**RNAV (GPS) Rwy 28**
**RNAV (GPS) Rwy 36**
NA when local weather not available.

**MOLINE, IL**
QUAD CITIES INTL (MLI)
**ILS or LOC Rwy 9[12]**
**ILS or LOC Rwy 27[12]**
**RNAV (GPS) Rwy 9[3]**
**RNAV (GPS) Rwy 13[4]**
**RNAV (GPS) Rwy 27[3]**
**RNAV (GPS) Rwy 31[3]**
NA when local weather not available.
[1]NA when control tower closed.
[2]LOC, Category D, 900-2¾.
[3]Category D, 900-2¾.
[4]Categories A, B, C 800-2½; Category D, 900-2¾.

**MONROE, WI**
MONROE MUNI (EFT)
**RNAV (GPS) Rwy 12**
**RNAV (GPS) Rwy 30**
**VOR/DME Rwy 30**
NA when local weather not available.

**MORRIS, IL**
MORRIS MUNI/JAMES R WASHBURN FLD (C09)
**RNAV (GPS) Rwy 18**
**RNAV (GPS) Rwy 36**
NA when local weather not available.

**MOSINEE, WI**
CENTRAL WISCONSIN (CWA)
**ILS or LOC Rwy 8[12]**
**ILS or LOC Rwy 35[2]**
**RNAV (GPS) Rwy 8[1]**
**RNAV (GPS) Rwy 17[1]**
**RNAV (GPS) Rwy 26[1]**
[1]NA when local weather not available.
[2]NA when control tower closed.

**MOUNT STERLING, IL**
MOUNT STERLING MUNI (I63)
**RNAV (GPS) Rwy 18**
**RNAV (GPS) Rwy 36**
NA when local weather not available.

**MOUNT VERNON, IL**
MOUNT VERNON (MVN)
**ILS or LOC Rwy 23[1]**
**RNAV (GPS) Rwy 5[2]**
**RNAV (GPS) Rwy 23[2]**
NA when local weather not available.
[1]LOC, Category D, 900-3.
[2]Category D, 900-3.

**NEW RICHMOND, WI**
NEW RICHMOND RGNL (RNH)
**RNAV (GPS) Rwy 14**
**RNAV (GPS) Rwy 32**
NA when local weather not available.

**OCONTO, WI**
OCONTO/J DOUGLAS BAKE MUNI (OCQ)
**RNAV (GPS) Rwy 11**
**RNAV (GPS) Rwy 29**
NA when local weather not available.

**OLNEY-NOBLE, IL**
OLNEY-NOBLE (OLY)
**LOC Rwy 11**
**NDB Rwy 4**
**RNAV (GPS) Rwy 4**
**RNAV (GPS) Rwy 11**
NA when local weather not available.
Category D, 800-2¼.

**OSCEOLA, WI**
L O SIMENSTAD MUNI (OEO)
**RNAV (GPS) Rwy 10**
**RNAV (GPS) Rwy 28**
NA when local weather not available.

**OSHKOSH, WI**
WITTMAN RGNL (OSH)
**ILS or LOC Rwy 36[13]**
**LOC/DME BC Rwy 18[1]**
**RNAV (GPS) Rwy 9**
**RNAV (GPS) Rwy 18**
**RNAV (GPS) Rwy 27**
**RNAV (GPS) RWY 36**
**VOR Rwy 9**
**VOR Rwy 18[2]**
**VOR Rwy 27**
**VOR Rwy 36**
NA when local weather not available.
[1]NA when control tower closed.
[2]Category D, 800-2¼.
[3]ILS, Category D, 700-2.

| NAME | ALTERNATE MINIMUMS |
|---|---|

**PARIS, IL**
EDGAR COUNTY (PRG).....**RNAV (GPS) Rwy 9**
**RNAV (GPS) Rwy 18**
**RNAV (GPS) Rwy 27**
**RNAV (GPS) Rwy 36**
NA when local weather not available.

**PEORIA, IL**
GENERAL DOWNING-
PEORIA INTL (PIA).....**ILS or LOC Rwy 4**[1]
**ILS or LOC Rwy 13**[1]
**ILS or LOC Rwy 31**[2]
**NDB Rwy 31**[3]
**RNAV (GPS) Rwy 4**[3]
**RNAV (GPS) Rwy 13**[3]
**RNAV (GPS) Rwy 22**[3]
**RNAV (GPS) Rwy 31**[3]
**VOR or TACAN Rwy 13**[3]
**VOR Z or TACAN Z Rwy 31**[3]
NA when local weather not available.
[1]LOC, Category D, 800-2¼.
[2]LOC, Category D, 800-2¼; Category E, 1100-3.
[3]Category D, 800-2¼.

**PERU, IL**
ILLINOIS VALLEY RGNL-WALTER A
DUNCAN FLD (VYS).....**RNAV (GPS) Rwy 18**
**RNAV (GPS) Rwy 36**
NA when local weather not available.
Category D, 900-2½.

**PHILLIPS, WI**
PRICE COUNTY (PBH).....**RNAV (GPS) Rwy 1**
**RNAV (GPS) Rwy 6**
**RNAV (GPS) Rwy 19**
**RNAV (GPS) Rwy 24**
NA when local weather not available.
Category D, 800-2½.

**PLATTEVILLE, WI**
PLATTEVILLE
MUNI (PVB).....**RNAV (GPS) Rwy 15**
**RNAV (GPS) Rwy 33**
NA when local weather not available.

**PONTIAC, IL**
PONTIAC MUNI (PNT).....**RNAV (GPS) Rwy 6**
**RNAV (GPS) Rwy 24**
NA when local weather not available.

**PRAIRIE DU CHIEN, WI**
PRAIRIE DU
CHIEN MUNI (PDC).....**RNAV (GPS) Rwy 14**[12]
**RNAV (GPS) Rwy 29**[3]
**RNAV (GPS) Rwy 32**[3]
[1]NA when local weather not available.
[2]Category A, 1000-2; Category B, 1100-2; Categories C, D, 1100-3.
[3]Category A, 1000-2; Category B, 1100-2; Categories C, D, 1200-3.

| NAME | ALTERNATE MINIMUMS |
|---|---|

**QUINCY, IL**
QUINCY RGNL-
BALDWIN FLD (UIN).....**RNAV (GPS) Rwy 4**
**RNAV (GPS) Rwy 13**
**RNAV (GPS) Rwy 22**
**RNAV (GPS) Rwy 31**
NA when local weather not available.

**RACINE, WI**
BATTEN
INTL (RAC).....**ILS or LOC Rwy 4**[1]
**RNAV (GPS) Rwy 4**[2]
**RNAV (GPS) Rwy 22**[2]
**RNAV (GPS) Rwy 32**[2]
NA when local weather not available.
[1]LOC, Category D, 800-2¼.
[2]Category D, 800-2¼.

**RANTOUL, IL**
RANTOUL NTL AVN CNTR-FRANK ELLIOTT
FLD (TIP).....**RNAV (GPS) Rwy 9**
**RNAV (GPS) Rwy 18**
**RNAV (GPS) Rwy 27**
**RNAV (GPS) Rwy 36**
NA when local weather not available.
Category D, 800-2¼.

**REEDSBURG, WI**
REEDSBURG MUNI (C35).....**RNAV (GPS) Rwy 36**
NA when local weather not available.

**RHINELANDER, WI**
RHINELANDER/ONEIDA
COUNTY (RHI).....**RNAV (GPS) Rwy 9**
**RNAV (GPS) Rwy 15**
**RNAV (GPS) Rwy 27**
**RNAV (GPS) Rwy 33**
NA when local weather not available.

**RICE LAKE, WI**
RICE LAKE RGNL/
CARL'S FLD (RPD).....**ILS or LOC Rwy 1**[12]
**RNAV (GPS) Rwy 1**[1]
**RNAV (GPS) Rwy 19**[3]
[1]NA when local weather not available.
[2]LOC, Category D, 900-2¾.
[3]Category D, 900-2¾.

**ROBINSON, IL**
CRAWFORD
COUNTY (RSV).....**RNAV (GPS) Rwy 9**[1]
**RNAV (GPS) Rwy 17**
**RNAV (GPS) Rwy 27**[2]
NA when local weather not available.
[1]Categories A, B, C, D, 800-2½.
[2]Category D, 800-2¼.

NAME ALTERNATE MINIMUMS

**ROCHELLE, IL**
ROCHELLE MUNI/KORITZ
FLD (RPJ)……..…**RNAV (GPS) Rwy 7**
**RNAV (GPS) Rwy 25**
NA when local weather not available.
Category C, 900-2¾; Category D, 1100-3.

**SALEM, IL**
SALEM-
LECKRONE (SLO)……**RNAV (GPS) Rwy 18**
**RNAV (GPS) Rwy 36**
Category C, 900-2¼; Category D, 900-2½.

**SAVANNA, IL**
TRI-TOWNSHIP (SFY)……**RNAV (GPS) Rwy 13**
NA when local weather not available.

**SHAWANO, WI**
SHAWANO
MUNI (EZS)……...**RNAV (GPS) Rwy 12**
**RNAV (GPS) Rwy 30**
NA when local weather not available.
Category C, 900-2½; Category D, 900-2¾.

**SHEBOYGAN, WI**
SHEBOYGAN COUNTY
MEML INTL (SBM)..……**RNAV (GPS) Rwy 4**
**RNAV (GPS) Rwy 13**
**RNAV (GPS) Rwy 22**
**RNAV (GPS) Rwy 31**
NA when local weather not available.

**SIREN, WI**
BURNETT
COUNTY (RZN)……..**RNAV (GPS) Rwy 5**
**RNAV (GPS) Rwy 14**
**RNAV (GPS) Rwy 23**
**RNAV (GPS) Rwy 32**
NA when local weather not available
Category D, 800-2¼.

**SPARTA, IL**
SPARTA COMMUNITY-HUNTER
FLD (SAR)……...**RNAV (GPS) Rwy 36**
NA when local weather not available.
Category D, 800-2½.

**SPARTA, WI**
SPARTA/
FORT MCCOY (CMY)……..**NDB Rwy 29**[1]
**RNAV (GPS) Rwy 11**[2]
**RNAV (GPS) Rwy 29**[2]
NA when local weather not available.
[1]Category C, 800-2¼.
[2]Category C, 800-2¼, Category D, 1100-3.

NAME ALTERNATE MINIMUMS

**SPRINGFIELD, IL**
ABRAHAM LINCOLN
CAPITAL (SPI)……**ILS or LOC Rwy 4**[12]
**ILS or LOC Rwy 22**[34]
**RADAR-1**[145]
**RNAV (GPS) Rwy 4**[16]
**RNAV (GPS) Rwy 13**[16]
**RNAV (GPS) Rwy 22**[16]
**RNAV (GPS) Rwy 31**[16]
**VOR Rwy 4**[6]
**VOR/DME Rwy 13**[16]
**VOR/DME Rwy 22**[16]
**VOR/DME Rwy 31**[16]
[1]NA when local weather not available.
[2]ILS, LOC Category C, 800-2¼;
Category D, 800-2½.
[3]LOC, Category C, 800-2¼; Category D, 800-2½.
[4]NA when control tower closed.
[5]Category C, 800-2¼; Category D, 800-2½;
Category E, 800-2¾.
[6]Category C, 800-2¼; Category D, 800-2½.

**STERLING/ROCKFALLS, IL**
WHITESIDE COUNTY/JOS H BITTORF
FLD (SQI)…….....**RNAV (GPS) Rwy 7**
**RNAV (GPS) Rwy 25**
NA when local weather not available.
Category D, 900-2¾.

**STEVENS POINT, WI**
STEVENS POINT
MUNI (STE)……**RNAV (GPS) Rwy 3**
**RNAV (GPS) Rwy 12**
**RNAV (GPS) Rwy 21**
**RNAV (GPS) Rwy 30**
NA when local weather not available.
Category C, 800-2¼; Category D, 800-2½.

**STURGEON BAY, WI**
DOOR COUNTY
CHERRYLAND (SUE)……...**RNAV (GPS) Rwy 2**
**RNAV (GPS) Rwy 10**
**RNAV (GPS) Rwy 20**
**RNAV (GPS) Rwy 28**
NA when local weather not available.

**SUPERIOR, WI**
RICHARD I
BONG (SUW)……..**RNAV (GPS) Rwy 4**
**RNAV (GPS) Rwy 14**
**RNAV (GPS) Rwy 22**[1]
**RNAV (GPS) Rwy 32**
Category D, 800-2¼.
[1]NA when local weather not available.


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| NAME | ALTERNATE MINIMUMS |
|---|---|

**TAYLORVILLE, IL**
TAYLORVILLE MUNI (TAZ)…… **RNAV (GPS) Rwy 18**
**RNAV (GPS) Rwy 36**
NA when local weather not available.

**TOMAHAWK, WI**
TOMAHAWK RGNL (TKV)…… **RNAV (GPS) Rwy 9**
**RNAV (GPS) Rwy 27**
NA when local weather not available.
Category D, 900-2¾.

**VANDALIA, IL**
VANDALIA MUNI (VLA)…… **RNAV (GPS) Rwy 18**
**RNAV (GPS) Rwy 36**
NA when local weather not available.
Category D, 800-2¼.

**VIROQUA, WI**
VIROQUA MUNI (Y51)…….... **RNAV (GPS) Rwy 11**
**RNAV (GPS) Rwy 29**[1]
NA when local weather not available.
[1]Category B, 900-2; Category C, 900-2½.

**WATERTOWN, WI**
WATERTOWN MUNI (RYV)…….. **RNAV (GPS) Rwy 5**[1]
**RNAV (GPS) Rwy 11**[2]
**RNAV (GPS) Rwy 23**[1]
**RNAV (GPS) Rwy 29**[1]
NA when local weather not available.
[1]Category C, 900-2¾; Category D, 900-3.
[2]Categories A, B, 900-2; Category C, 900-2¾; Category D, 900-3.

**WAUKESHA, WI**
WAUKESHA COUNTY (UES)…… **ILS or LOC Rwy 10**[12]
**RNAV (GPS) Rwy 10**[3]
**RNAV (GPS) Rwy 28**[13]
**VOR-A**[3]
NA when local weather not available.
[1]NA when control tower closed.
[2]LOC, Category D, 800-2¼.
[3]Category D, 800-2¼.

**WAUPACA, WI**
WAUPACA MUNI (PCZ)…..…….…. **RNAV (GPS) Rwy 10**
NA when local weather not available.

**WAUSAU, WI**
WAUSAU DOWNTOWN (AUW)…….. **RNAV (GPS) Rwy 13**[1]
**RNAV (GPS) Rwy 31**[2]
[1]Category C, 800-2¼; Category D, 1100-3.
[2]Category D, 1100-3.

| NAME | ALTERNATE MINIMUMS |
|---|---|

**WAUTOMA, WI**
WAUTOMA MUNI (Y50)…….. **RNAV (GPS) Rwy 13**
**RNAV (GPS) Rwy 31**
NA when local weather not available.

**WEST BEND, WI**
WEST BEND MUNI (ETB)…… **RNAV (GPS) Rwy 6**
**RNAV (GPS) Rwy 13**
**RNAV (GPS) Rwy 24**
**RNAV (GPS) Rwy 31**
**VOR Rwy 13**
**VOR Rwy 24**
NA when local weather not available.
Category D, 800-2¼.

**WISCONSIN RAPIDS, WI**
ALEXANDER FLD SOUTH WOOD COUNTY (ISW)……..…… **RNAV (GPS) Rwy 2**[1]
**RNAV (GPS) Rwy 20**
Category D, 800-2½.
[1]NA when local weather not available.

## RADAR INSTRUMENT APPROACH MINIMUMS

### BELLEVILLE, IL
Orig-A, 08SEP22 (22251) (FAA) ELEV **459**

### SCOTT AFB / MIDAMERICA ST LOUIS (BLV)
**RADAR-1** 125.2 281.5 T A

| | RWY | GP/TCH/RPI | CAT | DA/ MDA-VIS | HAT/ HAA | CEIL-VIS | CAT | DA/ MDA-VIS | HAT/ HAA | CEIL-VIS |
|---|---|---|---|---|---|---|---|---|---|---|
| ASR | 32L | | AB | **880**/24 | 441 | (500-½) | CDE | **880**/45 | 441 | (500-⅞) |
| | 32R | | AB | **920**/24 | 478 | (500-½) | CDE | **920**/50 | 478 | (500-1) |
| | 14L | | AB | **1020**/55 | 578 | (600-1) | CDE | **1020**-1⅝ | 578 | (600-1⅝) |
| | 14R | | AB | **1100**/24 | 641 | (700-½) | CDE | **1100**-1⅜ | 641 | (700-1⅜) |
| CIRCLING | ALL RWY | | A | **1100**-1 | 641 | (700-1) | B | **1120**-1 | 661 | (700-1) |
| | | | C | **1240**-2¼ | 781 | (800-2¼) | D | **1240**-2½ | 781 | (800-2½) |
| | | | E | **1240**-2¾ | 781 | (800-2¾) | | | | |

Inoperative table does not apply to S-14L all Cats.
For inoperative ALS, increase S-14R CAT E visibility to 1⅞ mile.
For inoperative ALS, increase S-32L CAT E visibility to 1⅜ mile.
For inoperative ALS, increase S-32R CATs C, D, E visibility to 1⅜ mile.
Rwy 14L helicopter visibility reduction below RVR 4000 not authorized.

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### CHAMPAIGN/URBANA, IL
Amdt 6C, 12NOV15 (22027) (FAA) ELEV **755**

### UNIVERSITY OF ILLINOIS/WILLARD (CMI)
A
**RADAR-1** (319°-138°) 121.35 285.65 (139°-318°) 132.85 290.225

| | RWY | GP/TCH/RPI | CAT | DA/ MDA-VIS | HAT/ HAA | CEIL-VIS | CAT | DA/ MDA-VIS | HAT/ HAA | CEIL-VIS |
|---|---|---|---|---|---|---|---|---|---|---|
| ASR | 32R | | ABC | **1180**/40 | 430 | (500-¾) | D | **1180**/50 | 430 | (500-1) |
| | 14L | | AB | **1200**-1 | 445 | (500-1) | CD | **1200**-1⅜ | 445 | (500-1⅜) |
| CIRCLING | ALL RWY | | AB | **1240**-1 | 485 | (500-1) | C | **1500**-2¼ | 745 | (800-1¼) |
| | | | D | **1500**-2½ | 745 | (800-2½) | | | | |

When control tower closed ASR and alternate minimums NA.

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### CHICAGO/ROCKFORD, IL
Amdt 11, 05SEP24 (24277) (FAA) ELEV **742**

### CHICAGO/ ROCKFORD INTL (RFD)
**RADAR-1** 121.0 327.0 T A

| | RWY | GP/TCH/RPI | CAT | DA/ MDA-VIS | HAT/ HAA | CEIL-VIS | CAT | DA/ MDA-VIS | HAT/ HAA | CEIL-VIS |
|---|---|---|---|---|---|---|---|---|---|---|
| ASR | 1 | | AB | **1180**/24 | 451 | (500-½) | CD | **1180**/45 | 451 | (500-⅞) |
| | 7 | | AB | **1220**/24 | 478 | (500-½) | CD | **1220**/50 | 478 | (500-1) |
| | 25 | | AB | **1200**/55 | 464 | (500-1) | CD | **1200**-1⅜ | 464 | (500-1⅜) |
| CIRCLING | ALL RWY | | A | **1220**-1 | 478 | (500-1) | B | **1280**-1 | 538 | (600-1) |
| | | | C | **1320**-1½ | 578 | (600-1½) | D | **1460**-2¼ | 718 | (800-2¼) |

Rwy 25 helicopter visibility reduction below ¾ SM not authorized.
For inoperative ALS, increase S-7 Cat C and D visibility to 1⅜ SM.



RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS
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## RADAR INSTRUMENT APPROACH MINIMUMS

### GREEN BAY, WI

Amdt 9F, 24MAR22 (22083) (FAA) ELEV **695**

### GREEN BAY/AUSTIN STRAUBEL INTL (GRB)

**RADAR-1** 119.4 338.2 T A

| | RWY | GP/TCH/RPI | CAT | DA/ MDA-VIS | HAT/ HAA | CEIL-VIS | CAT | DA/ MDA-VIS | HAT/ HAA | CEIL-VIS |
|---|---|---|---|---|---|---|---|---|---|---|
| ASR | 36 | | AB | **1100**/24 | 418 | (500-½) | C | **1100**/40 | 418 | (500-¾) |
| | | | D | **1100**/50 | 418 | (500-1) | | | | |
| | 24 | | AB | **1140**-1 | 458 | (500-1) | C | **1140**-1⅜ | 458 | (500-1⅜) |
| | | | D | **1140**-1½ | 458 | (500-1½) | | | | |
| | 6 | | AB | **1220**/24 | 528 | (600-½) | C | **1220**/50 | 528 | (600-1) |
| | | | D | **1220**/60 | 528 | (600-1¼) | | | | |
| | 18 | | AB | **1220**-1 | 525 | (600-1) | C | **1220**-1½ | 525 | (600-1½) |
| | | | D | **1220**-1¾ | 525 | (600-1¾) | | | | |
| CIRCLING | ALL RWY | | AB | **1220**-1 | 525 | (600-1) | C | **1300**-1¾ | 605 | (700-1¾) |
| | | | D | **1300**-2 | 605 | (700-2) | | | | |

For inoperative MALSR, increase ASR S-36 Category D visibility to RVR 6000.
When control tower closed, ASR not authorized.

### SPRINGFIELD, IL

Amdt 9C, 17JUN21 (22251) (FAA) ELEV **598**

### ABRAHAM LINCOLN CAPITAL (SPI)

**RADAR-1** 126.15 323.0 T A

| | RWY | GP/TCH/RPI | CAT | DA/ MDA-VIS | HAT/ HAA | CEIL-VIS | CAT | DA/ MDA-VIS | HAT/ HAA | CEIL-VIS |
|---|---|---|---|---|---|---|---|---|---|---|
| ASR | 4 | | ABC | **1060**/24 | 472 | (500-½) | DE | **1060**/50 | 472 | (500-1) |
| | 22 | | AB | **1100**-½ | 502 | (600-½) | CDE | **1100**-1 | 502 | (600-1) |
| | 31 | | AB | **1240**-½ | 650 | (700-1) | C | **1240**-1¼ | 650 | (700-1¼) |
| | | | D | **1240**-1½ | 650 | (700-1½) | E | **1240**-1¾ | 650 | (700-1¾) |
| CIRCLING | ALL RWY | | AB | **1240**-1 | 642 | (700-1) | C | **1360**-2¼ | 762 | (800-2¼) |
| | | | D | **1380**-2½ | 782 | (800-2½) | E | **1380**-2¾ | 782 | (800-2¾) |

When local altimeter setting not received, use Lincoln altimeter setting and increase all MDAs 60 feet and increase S-22 visibility CATs C/D/E ¼ SM, S-4 visibility CAT C ¼ SM and Circling visibility CATs C/D/E ¼ SM.
For inoperative MALSR increase S-4 CATs D and E visibility to 1½ mile.
When control tower closed, ASR not authorized.

## LAND AND HOLD-SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold-Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

| CITY/AIRPORT | LDG RWY | HOLD-SHORT POINT | AVBL LDG DIST |
|---|---|---|---|
| ALTON/ST. LOUIS, IL | | | |
| ST LOUIS RGNL (ALN) | 29 | 17-35 | 6,850 feet |
| | 35 | 11-29 | 5,100 feet |
| APPLETON, WI | | | |
| APPLETON INTL (ATW) | 03 | 12-30 | 3,300 feet |
| | 21 | 12-30 | 4,100 feet |
| | 30 | 03-21 | 3,400 feet |
| BLOOMINGTON/NORMAL, IL | | | |
| CENTRAL IL RGNL/ | | | |
| BLOOMINGTON-NORMAL (BMI) | 02 | 11-29 | 4,600 feet |
| | 11 | 02-20 | 6,200 feet |
| CARBONDALE-MURPHYSBORO, IL | | | |
| SOUTHERN ILLINOIS (MDH) | 06 | 18L-36R | 3,100 feet |
| | 24 | 18R-36L | 3,800 feet |
| | 36R | 06-24 | 3,000 feet |
| CHAMPAIGN/URBANA, IL | | | |
| UNIVERSITY OF ILLINOIS/ | | | |
| WILLARD (CMI) | 04 | 14L-32R | 3,600 feet |
| | 14L | 04-22 | 3,500 feet |
| | 32R | 04-22 | 4,050 feet |
| CHICAGO, IL | | | |
| CHICAGO O'HARE INTL (ORD) | 09C | TWY TT | 8,830 feet |
| | 09R | TWY TT | 8,780 feet |
| | 10C | TWY GG | 9,610 feet |
| | 27C | TWY VV | 9,725 feet |
| | 27L | TWY VV | 9,620 feet |
| | 28C | TWY Z | 9,610 feet |
| | 28R | TWY SS | 10,530 feet |
| CHICAGO/PROSPECT HEIGHTS/ WHEELING, IL | | | |
| CHICAGO EXEC (PWK) | 16 | 12-30 | 3,600 feet |
| DECATUR, IL | | | |
| DECATUR (DEC) | 06 | 12-30 | 4,800 feet |
| | 12 | 06-24 | 4,450 feet |
| | 18 | 06-24 | 4,450 feet |
| | 24 | 12-30 | 3,000 feet |
| | 24 | 18-36 | 8,000 feet |
| | 30 | 18-36 | 5,050 feet |
| | 36 | 12-30 | 4,800 feet |
| GREEN BAY, WI | | | |
| GREEN BAY/AUSTIN STRAUBEL | | | |
| INTL (GRB) | 18 | 06-24 | 2,692 feet |
| | 24 | 18-36 | 6,050 feet |
| | 36 | 06-24 | 4,932 feet |
| MADISON, WI | | | |
| DANE COUNTY RGNL/ | | | |
| TRUAX FLD (MSN) | 03 | 14-32 | 3,150 feet |
| | 18 | 03-21 | 4,800 feet |
| | 21 | 18-36 | 6,450 feet |
| | 32 | 18-36 | 5,150 feet |
| | 36 | 14-32 | 7,050 feet |

(SEE CONTINUATION PAGE FOR MORE LISTINGS)





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## LAND AND HOLD-SHORT OPERATIONS (LAHSO) (CONTINUED)

| CITY/AIRPORT | LDG RWY | HOLD-SHORT POINT | AVBL LDG DIST |
|---|---|---|---|
| MARION, IL | | | |
| VETERANS AIRPORT OF | | | |
| SOUTHERN ILLINOIS (MWA) | 20 | 11-29 | 6,650 feet |
| | 29 | 02-20 | 4,650 feet |
| ROCKFORD, IL | | | |
| CHICAGO/ROCKFORD | | | |
| INTL (RFD) | 01 | 07-25 | 6,000 feet |
| | 07 | 01-19 | 8,800 feet |

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## HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or ellipses designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

| CITY/AIRPORT | HOT SPOT | DESCRIPTION* |
|---|---|---|
| ALTON/ST. LOUIS, IL | | |
| ST LOUIS RGNL (ALN) | HS 1 | Twy C and Rwy 11, rwy in close proximity of ramp. |
| | HS 2 | Twy A and Rwy 17-35, rwy in close proximity of ramp. |
| APPLETON, WI | | |
| APPLETON INTL (ATW) | HS 1 | Complex int. |
| BELLEVILLE, IL | | |
| SCOTT AFB/MIDAMERICA | | |
| ST LOUIS (BLV) | HS 1 | Maintain vigilance Twy G due to numerous vehicle crossings. |
| | HS 2 | Maintain vigilance Twy G close proximity to the ramp and numerous vehicle crossings. |
| BLOOMINGTON/NORMAL, IL | | |
| CENTRAL IL RGNL/ | | |
| BLOOMINGTON-NORMAL (BMI) | HS 1 | Twy G intersecting Rwy 11-29. |
| | HS 2 | Int of Twy E and Rwy 02-20. |
| CARBONDALE/MURPHYSBORO, IL | | |
| SOUTHERN ILLINOIS (MDH) | HS 1 | Int of Rwy 06-24 and Twy A. Rwy incursion risk. |
| CHICAGO, IL | | |
| CHICAGO O'HARE INTL (ORD) | HS 1 | Twy A between Twy A14 and Twy A12. |
| | HS 2 | Acft/vehicles taxiing on Twy A near Twy A7, use caution for acft pushing onto Twy A from Gates F26 and F28. |
| MIDWAY INTL (MDW) | HS 1 | Displaced thr Rwy 04L. Twy W turn onto Rwy 04L. |
| | HS 2 | Int of Rwy 04R and Twy F. |
| | HS 3 | Rwy 31L hold short line on Twy K. |
| CHICAGO/AURORA, IL | | |
| AURORA MUNI (ARR) | HS 1 | Pilots often miss the hold short markings for Rwy 15-33 on Twy A. Maint vigilance. |
| CHICAGO/PROSPECT HEIGHTS/ WHEELING, IL | | |
| CHICAGO EXEC (PWK) | HS 1 | Complex int in close proximity of rwys. |
| | HS 2 | Twy int in close proximity of Rwy 06. |
| CHICAGO/ROCKFORD | | |
| CHICAGO/ROCKFORD | | |
| INTL (RFD) | HS 1 | Int at Twy F and Twy B. |
| | HS 2 | Runway Incursion Risk. West side of airfield to include both the Rwy and Twy between Rwy 07 approach end and Twy M, poor visibility area from the tower. |
| JANESVILLE, WI | | |
| SOUTHERN WISCONSIN | | |
| RGNL (JVL) | HS 1 | Rwy 32 and Rwy 36 apch ends are closely aligned and may be confused when lining up for departure. |
| KENOSHA, WI | | |
| KENOSHA RGNL (ENW) | HS 1 | Int of Twy D and Twy E. |
| LA CROSSE, WI | | |
| LA CROSSE RGNL (LSE) | HS 1 | Rwy 36 hold position set back on Twy C. |
| | HS 2 | Twy A3, Twy A and Twy B complex int. |

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

25163



EC-3, 07 AUG 2025 to 02 OCT 2025

EC-3, 07 AUG 2025 to 02 OCT 2025

24305

HOT SPOTS

(CONTINUED)

| CITY/AIRPORT | HOT SPOT | DESCRIPTION* |
|---|---|---|
| MADISON, WI | | |
| DANE COUNTY | | |
| RGNL/TRUAX FLD (MSN) | HS 1 | Closely aligned Rwys - Rwy 36 and Rwy 03 at Twy A4. |
| | HS 2 | Twy C and Rwy 03-21. |
| MARION, IL | | |
| VETERANS AIRPORT OF | | |
| SOUTHERN ILLINOIS (MWA) | HS 1 | Area not visible from the twr. |
| | HS 2 | Area not visible from the twr. |
| | HS 3 | Hold short of Rwy 02 at Twy B for departure on Rwy 11. |
| OSHKOSH, WI | | |
| WITTMAN RGNL (OSH) | HS 1 | Int of Twy C1, Twy C, Twy A, Twy A1 and Twy J. |
| PEORIA, IL | | |
| GENERAL DOWNING - | | |
| PEORIA INTL (PIA) | HS 1 | Twy E and Twy A. |
| | HS 2 | Twy A and Twy A4. |
| QUINCY, IL | | |
| QUINCY RGNL-BALDWIN | | |
| FLD (UIN) | HS 1 | Rwy 04-22 and Rwy 31 line of sight issues. |
| WAUKESHA, WI | | |
| WAUKESHA COUNTY (UES) | HS 1 | Rwy Incursion Risk. Rwy 10-28 and Twy C3. Runway Position Holding Markings further from Rwy than expected. |

*See appropriate Chart Supplement HOT SPOT table for additional information.

24305



EC-3, 07 AUG 2025 to 02 OCT 2025

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(AGUDE.AGUDE5) 23334

# AGUDE FIVE ARRIVAL

AL-263 (FAA)

MINNEAPOLIS-ST PAUL, MINNESOTA




## ARRIVAL ROUTE DESCRIPTION

BADGER TRANSITION (BAE.AGUDE5): From over BAE VOR/DME on BAE R-307 to ROBBY INT then on EAU R-123 to EAU VORTAC, then on EAU R-286 to AGUDE/EAU 41 DME. Thence. . . .

THATS TRANSITION (THATS.AGUDE5): From over THATS INT on GEP R-085 to AGUDE/ GEP 42 DME. Thence. . . .

. . . . From over AGUDE/GEP 42 DME via GEP R-085 to GEP VORTAC, then expect RADAR vectors to final approach course.



AGUDE FIVE ARRIVAL
(AGUDE.AGUDE5) 12OCT17
MINNEAPOLIS-ST PAUL, MINNESOTA

EC-3, 07 AUG 2025 to 02 OCT 2025

# ALEXS ONE ARRIVAL (RNAV)






EC-3, 07 AUG 2025 to 02 OCT 2025

ALEXS ONE ARRIVAL (RNAV)
CHICAGO/ROCKFORD, ILLINOIS
CHICAGO/ROCKFORD INTL (RFD)

(BENKY.BENKY6) 25219

AL-166 (FAA)

# BENKY SIX ARRIVAL (RNAV) Transition Routes

CHICAGO O'HARE INTL (ORD)
CHICAGO, ILLINOIS




CHICAGO APP CON
119.0 292.125
D-ATIS
135.4 282.225

NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: CASHN TRANSITION: ATC assigned only.
NOTE: DRAMS TRANSITION: ATC assigned only.

NOTE: Chart not to scale.



EC-3, 07 AUG 2025 to 02 OCT 2025

BENKY SIX ARRIVAL (RNAV) Transition Routes
(BENKY.BENKY6) 05NOV20

CHICAGO, ILLINOIS
CHICAGO O'HARE INTL (ORD)

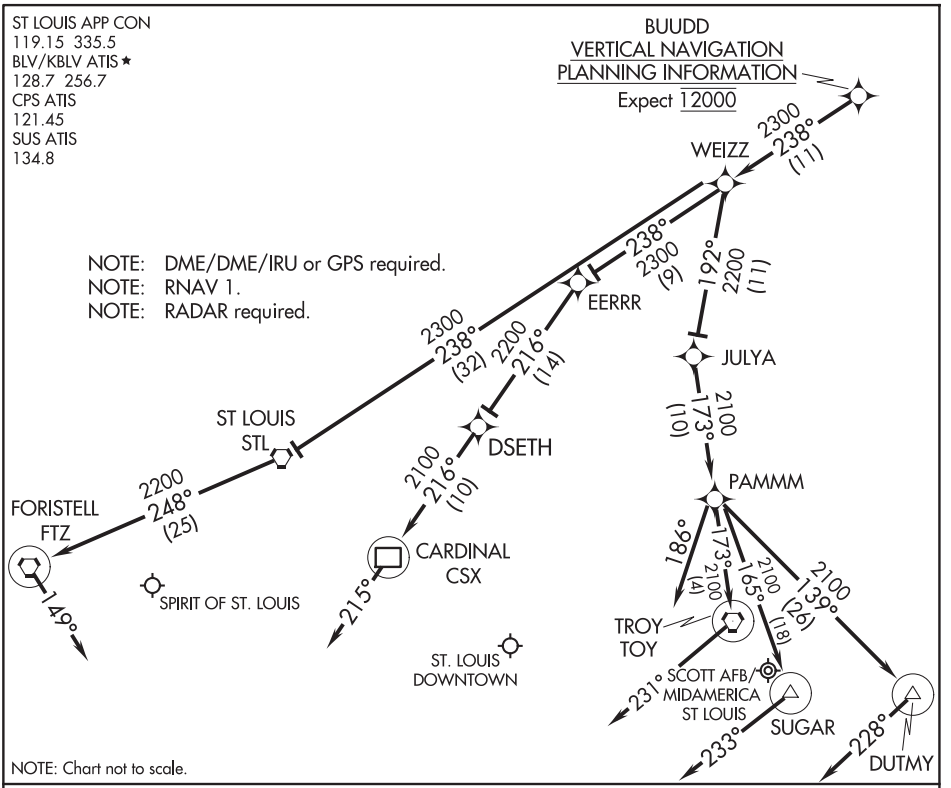
CHICAGO APP CON
119.0 292.125
D-ATIS
135.4 282.225
NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: ORD LANDING EAST: Expect RADAR vectors to final approach course after AHSTN.
BENKY
12000
NEWRK
AHSTN
PETAH
KURKK
JORJO
MONKZ
VULCN
TONIE
HIMGO
RREGY
090°
(7)
051°
(13)
045°
(14)
027°
(14)
093°
(8)
093°
(14)
095°
(14)
093°
(10)
093°
(13)
KORD Ldg Rwys 4L/R, 9L/C/R, 10L/C/R, 22L/R, 27L/C, 28C/R
KORD Ldg Rwy 27R
KORD Ldg Rwy 28L
ARRIVAL ROUTE DESCRIPTION
From BENKY on track 065° to NEWRK, then on track 051° to AHSTN, then on track 045° to PETAH.
LANDING RWYS 4L/R, 9L/C/R, 10L/C/R, 22L/R, 27L/C, 28C/R: From PETAH on track 093° to JORJO, then on track 093° to MONKZ, then on track 093° to TONIE, then on track 093°. Expect RADAR vectors to final approach course.
LANDING RWY 27R: From PETAH on track 027° to KURKK, then on track 093° to VULCN, then on track 093° to HIMGO, then on track 093°. Expect RADAR vectors to final approach course.
LANDING RWY 28L: From PETAH on track 093° to JORJO, then on track 093° to MONKZ, then on track 095° to RREGY, then on track 095°. Expect RADAR vectors to final approach course.
N
NOTE: Chart not to scale.
9 NM

(BUUDD.BUUDD3) 21168

# BUUDD THREE ARRIVAL (RNAV)

AL-46 (FAA)

BELLEVILLE, ILLINOIS




ARRIVAL ROUTE DESCRIPTION

SPIRIT OF ST. LOUIS:

LANDING RUNWAYS 8L/R: From BUUDD on track 238° to WEIZZ, then on track 238° to STL VORTAC, then on track 248° to FTZ VORTAC. Expect RADAR vectors prior to FTZ VORTAC, if no heading received, track 149°.

LANDING RUNWAYS 26L/R: From BUUDD on track 238° to WEIZZ, then on track 238° to EERRR, then on track 216° to DSETH, then on track 216° to CSX DME. Expect RADAR vectors prior to CSX DME, if no heading received, track 215°.

ST. LOUIS DOWNTOWN:

LANDING RUNWAY 12R: From BUUDD on track 238° to WEIZZ, then on track 192° to JULYA, then on track 173° to PAMMM. Expect RADAR vectors prior to PAMMM, if no heading received, track 186°.

LANDING RUNWAYS 30L/R: From BUUDD on track 238° to WEIZZ, then on track 192° to JULYA, then on track 173° to PAMMM, then on track 165° to SUGAR. Expect RADAR vectors prior to SUGAR, if no heading received, track 233°.

SCOTT AFB/MIDAMERICA ST LOUIS:

LANDING RUNWAYS 14L/R: From BUUDD on track 238° to WEIZZ, then on track 192° to JULYA, then on track 173° to PAMMM, then on track 173° to TOY VORTAC. Expect RADAR vectors prior to TOY VORTAC, if no heading received, track 231°.

LANDING RUNWAYS 32L/R: From BUUDD on track 238° to WEIZZ, then on track 192° to JULYA, then on track 173° to PAMMM, then on track 139° to DUTMY. Expect RADAR vectors prior to DUTMY, if no heading received, track 228°.

BUUDD THREE ARRIVAL (RNAV)

BELLEVILLE, ILLINOIS

(BUUDD.BUUDD3) 08NOV18

EC-3, 07 AUG 2025 to 02 OCT 2025

EC-3, 07 AUG 2025 to 02 OCT 2025

(ENL.ENL2) 23054

# CENTRALIA TWO ARRIVAL (RNAV)

SCOTT AFB/MIDAMERICA ST LOUIS (BLV)
BELLEVILLE, ILLINOIS




## ARRIVAL ROUTE DESCRIPTION

LANDING RWYS 14L/R: From ENL VORTAC on track 267° to HOVIZ, then on track 284° to EIKEL, then on track 284° to DUTMY, then on track 311° to TOY VORTAC. Expect radar vector prior to TOY VORTAC, if no heading received, track 228°.

LANDING RWYS 32L/R: From ENL VORTAC on track 267° to HOVIZ, then on track 284° to EIKEL, then on track 284° to DUTMY. Expect radar vector prior to DUTMY, if no heading received, track 225°.



CENTRALIA TWO ARRIVAL (RNAV)
BELLEVILLE, ILLINOIS
SCOTT AFB/MIDAMERICA ST LOUIS (BLV)

(ENL.ENL2) 22AUG13

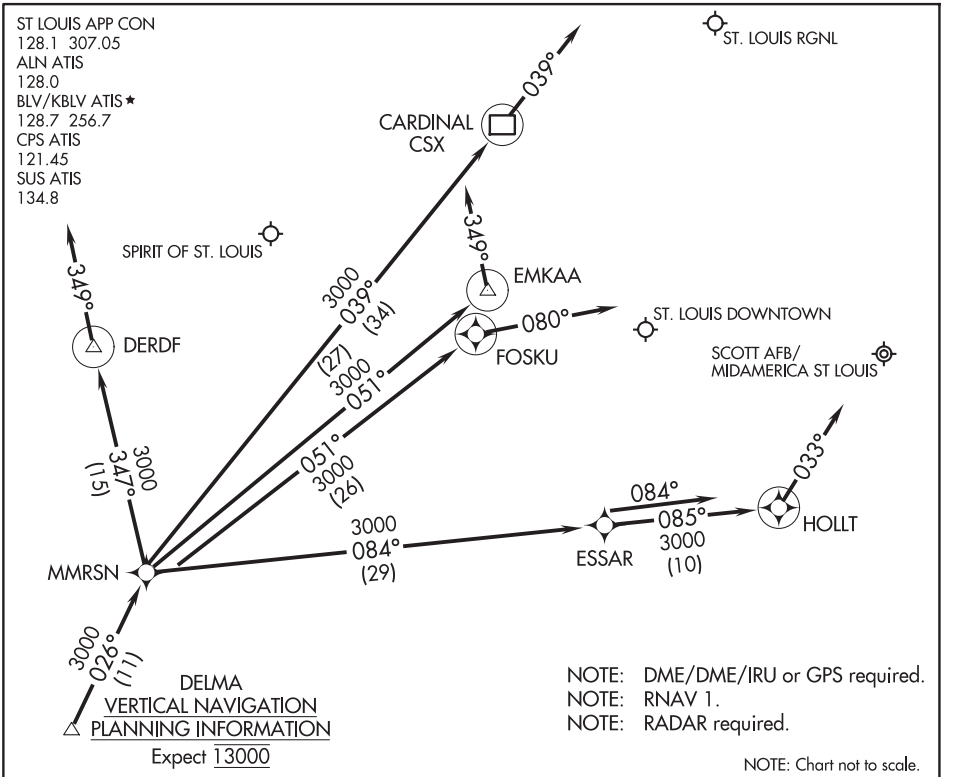
EC-3, 07 AUG 2025 to 02 OCT 2025

# (DELMA.DELMA4) 21168

# DELMA FOUR ARRIVAL (RNAV)

AL-46 (FAA)

BELLEVILLE, ILLINOIS




## ARRIVAL ROUTE DESCRIPTION

SPIRIT OF ST. LOUIS:
LANDING RUNWAYS 8L/R: From DELMA on track 026° to MMRSN, then on track 347° to DERDF. Expect RADAR vectors to final approach. If no heading received, track 349°.
LANDING RUNWAYS 26L/R: From DELMA on track 026° to MMRSN, then on track 051° to EMKAA. Expect RADAR vectors to final approach. If no heading received, track 349°.

ST. LOUIS DOWNTOWN:
LANDING RUNWAY 12R: From DELMA on track 026° to MMRSN, then on track 051° to FOSKU. Expect RADAR vectors to final approach. If no heading received, track 080°.
LANDING RUNWAYS 30L/R: From DELMA on track 026° to MMRSN, then on track 084° to ESSAR, then on track 085° to HOLLT. Expect RADAR vectors to final approach. If no heading received, track 033°.

SCOTT AFB/MIDAMERICA ST LOUIS:
LANDING RUNWAYS 14L/R, 32L/R: From DELMA on track 026° to MMRSN, then on track 084° to ESSAR. Expect RADAR vectors to final approach. If no heading received, track 084°.

ST. LOUIS RGNL:
LANDING RUNWAYS 11, 17, 29, 35: From DELMA on track 026° to MMRSN, then on track 039° to CSX DME. Expect RADAR vectors to final approach course. If no heading received, track 039°.

DELMA FOUR ARRIVAL (RNAV)

BELLEVILLE, ILLINOIS

(DELMA.DELMA4) 08NOV18



EC-3, 07 AUG 2025 to 02 OCT 2025

# DIXEE THREE ARRIVAL (RNAV)

BELLEVILLE, ILLINOIS




## ARRIVAL ROUTE DESCRIPTION

ST. LOUIS DOWNTOWN:

LANDING RWY 12R: From DIXEE on track 105° to EVVNS, then on track 082° to FOSKU. Expect radar vector prior to FOSKU. If no heading received, track 082°.

LANDING RWY 30L/R: From DIXEE on track 105° to EVVNS, then on track 106° to ESSAR, then on track 084° to HOLLT. Expect radar vector prior to HOLLT. If no heading received, track 030°.

SCOTT AFB/MIDAMERICA ST LOUIS:

LANDING RWYS 14L/R, 32L/R: From DIXEE on track 105° to EVVNS, then on track 106° to ESSAR. Expect radar vector prior to ESSAR. If no heading received, track 084°.

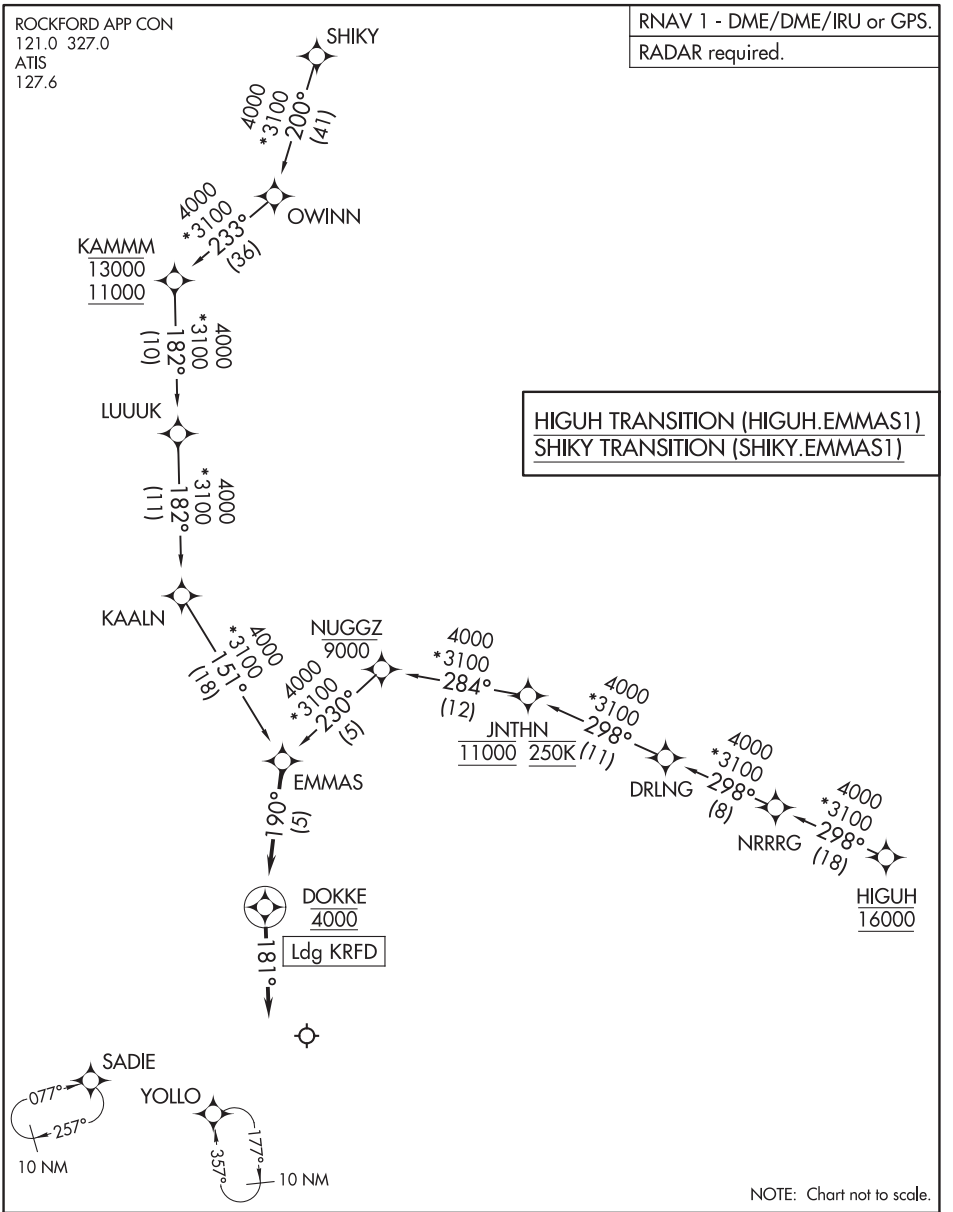


DIXEE THREE ARRIVAL (RNAV)
BELLEVILLE, ILLINOIS

(EMMAS.EMMAS1) 24025 AL-954 (FAA)

# EMMAS ONE ARRIVAL (RNAV)

CHICAGO/ROCKFORD INTL (RFD)
CHICAGO/ROCKFORD, ILLINOIS




## ARRIVAL ROUTE DESCRIPTION

From EMMAS on track 190° to cross DOKKE at 4000, then on track 181°.
Expect RADAR vectors to final approach course.



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EC-3, 07 AUG 2025 to 02 OCT 2025

# ENDEE EIGHT ARRIVAL (RNAV) Transition Routes

# ENDEE EIGHT ARRIVAL (RNAV) Arrival Routes






## ARRIVAL ROUTE DESCRIPTION

From ENDEE on track 055° to cross STKNY at 6000.

LANDING RUNWAY 4R: From STKNY on track 077° to cross ALQUE at 6000, then on track 047°. Expect ILS or LOC RWY 4R approach or RADAR vectors to final approach course.

LANDING RUNWAY 13L: From STKNY on track 043° to GORLC, then on track 043°. Expect RADAR vectors to final approach course.

LANDING RUNWAY 22L: From STKNY on track 062° to cross PKACH at 6000, then on track 062° to TUURN, then on track 090° to WADLL, then on track 095°. Expect RADAR vectors to final approach course.

LANDING RUNWAY 31R: From STKNY on track 087° to WNNRS, then on track 087° to GAGGA, then on track 091°. Expect RADAR vectors to final approach course.

NOTE: Chart not to scale.



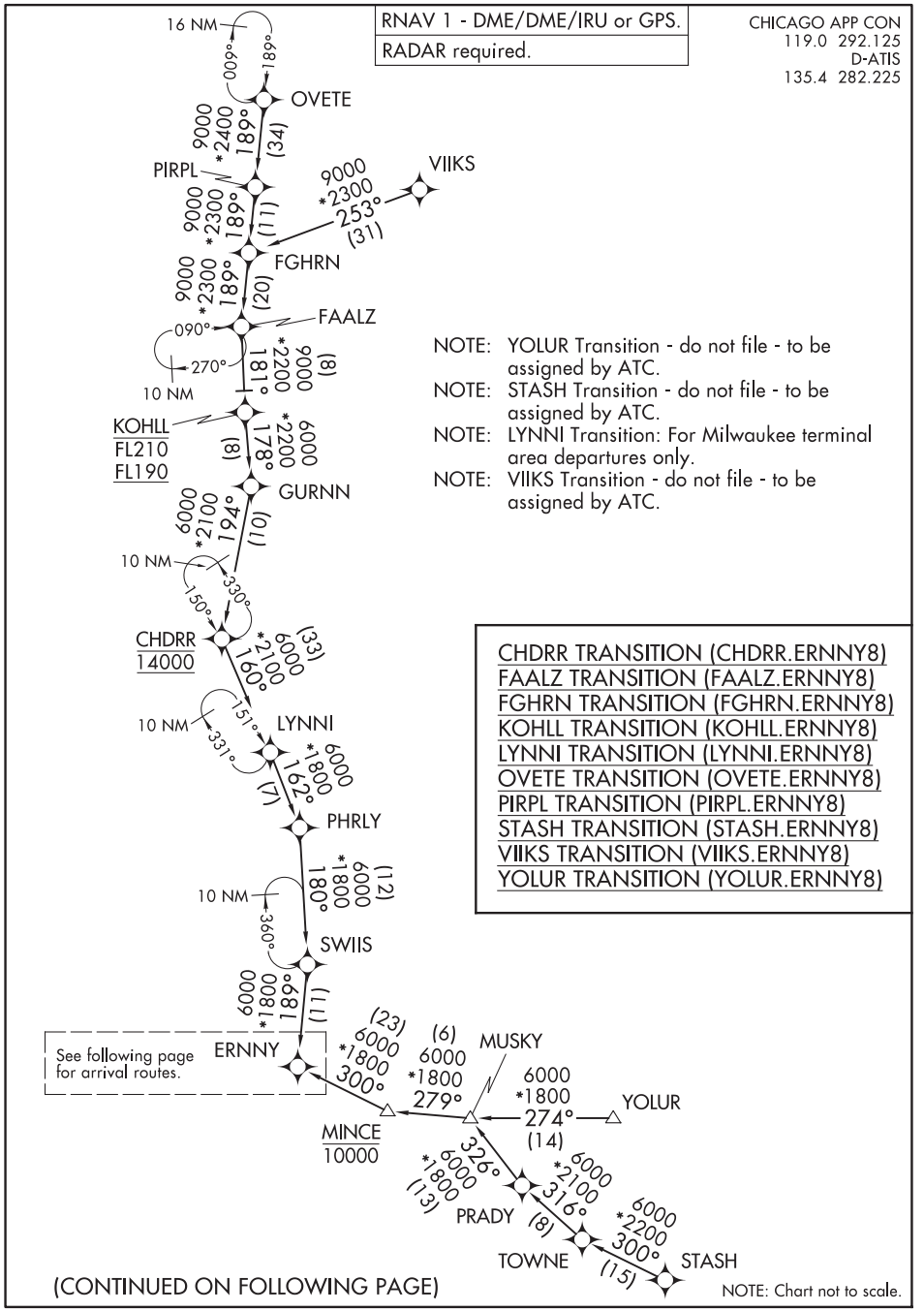
EC-3, 07 AUG 2025 to 02 OCT 2025

ENDEE EIGHT ARRIVAL (RNAV) Arrival Routes



CHICAGO, ILLINOIS
CHICAGO MIDWAY INTL (MDW)

# ERNNY EIGHT ARRIVAL (RNAV) Transition Routes





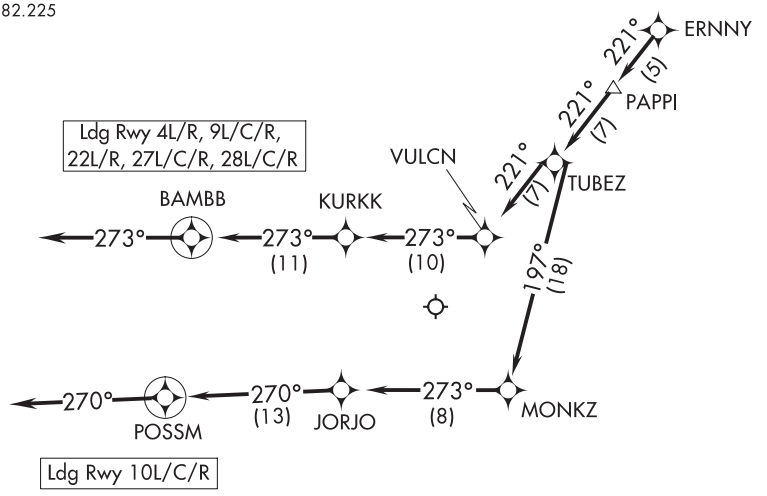
EC-3, 07 AUG 2025 to 02 OCT 2025

# ERNNY EIGHT ARRIVAL (RNAV) Arrival Routes



CHICAGO APP CON
119.0 292.125
D-ATIS
135.4 282.225

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




NOTE: Landing Rwys 4L/R, 22L/R, 27L/C/R, 28L/C/R: Expect RADAR vectors to final approach course after ERNNY.

NOTE: Chart not to scale.

## ARRIVAL ROUTE DESCRIPTION

From ERNNY on track 221° to PAPPI, then on track 221° to TUBEZ.

LANDING RUNWAY 4L/R, 9L/C/R, 22L/R, 27L/C/R, 28L/C/R: From TUBEZ on track 221° to VULCN, then on track 273° to KURKK, then on track 273° to BAMBB, then on track 273°. Expect RADAR vectors to final approach course.

LANDING RUNWAY 10L/C/R: From TUBEZ on track 197° to MONKZ, then on track 273° to JORJO, then on track 270° to POSSM, then on track 270°. Expect RADAR vectors to final approach course.





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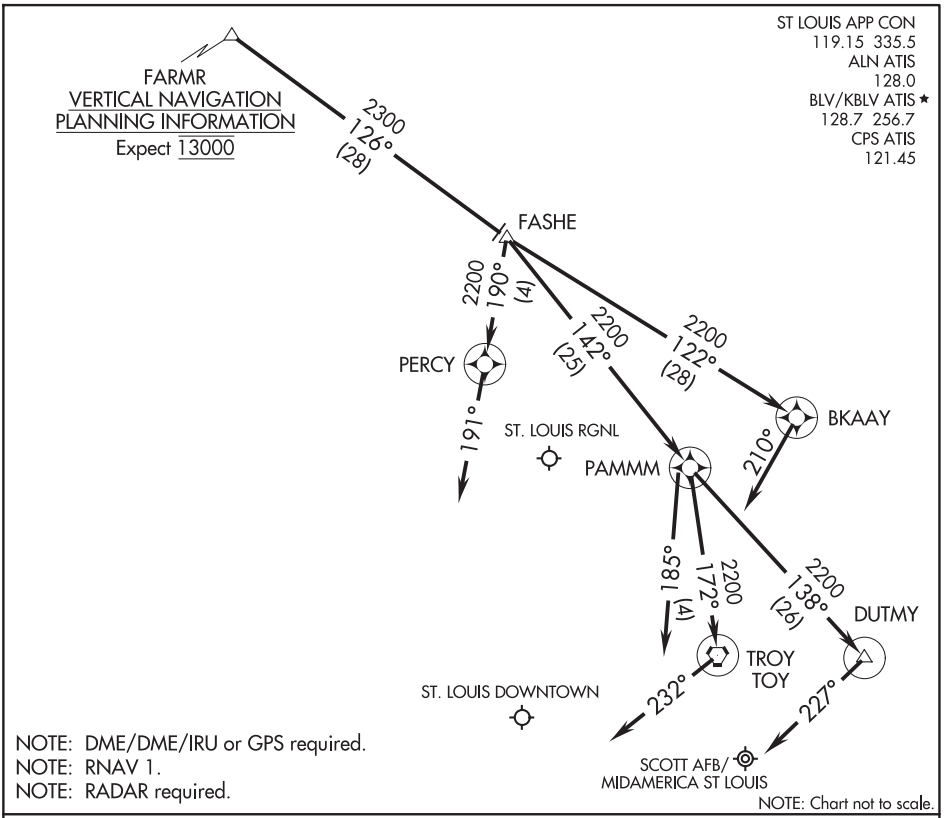
# ESSPO FIVE ARRIVAL (RNAV)

(FARMR.FARMR3) 21168

# FARMR THREE ARRIVAL (RNAV)

AL-46 (FAA)

BELLEVILLE, ILLINOIS




## ARRIVAL DESCRIPTION

ST. LOUIS DOWNTOWN:
LANDING RWY 12R, 30L/R: From FARMR on track 126° to FASHE, then on track 142° to PAMMM. Expect radar vector prior to PAMMM. If no heading received, track 185°.

SCOTT AFB/MIDAMERICA ST LOUIS:
LANDING RWYS 14L/R: From FARMR on track 126° to FASHE, then on track 142° to PAMMM, then on track 172° to TOY VORTAC. Expect RADAR vector prior to TOY VORTAC. If no heading received, track 232°.
LANDING RWYS 32L/R: From FARMR on track 126° to FASHE, then on track 142° to PAMMM, then on track 138° to DUTMY. Expect radar vector prior to DUTMY. If no heading received, track 227°.

ST. LOUIS RGNL:
LANDING RWY 11: From FARMR on track 126° to FASHE, then on track 190° to PERCY. Expect radar vector prior to PERCY. If no heading received, track 191°.
LANDING RWY 29: From FARMR on track 126° to FASHE, then on track 122° to BKAAY. Expect radar vector prior to BKAAY. If no heading received, track 210°.

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ARRIVAL ROUTE DESCRIPTION

DROSE TRANSITION (DROSE.FISSK7)

From FISSK on track 302° to VEECK, then on track 323° to OZZEY, then on track 322° to AZUMO, then on track 301° to cross HALIE at 6000.

LANDING RUNWAY 4R: From HALIE on track 278° to cross OLCYK at or above 4000, then on track 278°. Expect RADAR vectors to final approach course.

LANDING RUNWAY 13L: From HALIE on track 279° to cross TINLY at or above 4000, then on track 279°. Expect RADAR vectors to final approach course.

LANDING RUNWAY 22L: From HALIE on track 343° to cross GERMN at or above 4000, then on track 343° to LNANE, then on track 339° to BOCAH, then on track 274° to cross TACTT at 3000. Expect RNAV Rwy 22L approach or RADAR vectors to final approach course.

LANDING RUNWAY 31R: From HALIE on track 295° to cross ELLJO at 6000, then on track 295° to cross HILLS at 5000 and at 240K. Expect ILS or RNAV Rwy 31R approach or RADAR vectors to final approach course.

LOST COMMUNICATIONS

RUNWAY 22L: If approach clearance not received by TACTT, proceed inbound on RNAV (GPS) or RNAV (RNP) Rwy 22L routing.

(FNLEE.FNLEE1) 24025

AL-954 (FAA)

# FNLEE ONE ARRIVAL (RNAV)

CHICAGO/ROCKFORD INTL (RFD)
CHICAGO/ROCKFORD, ILLINOIS

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

ROCKFORD APP CON
121.0 327.0
ATIS
127.6

VOGZZ
FI240

3000
*2200
076°
(39)

FNLEE
13000 250K

077°
(19)

SADIE
7000
Ldg KRFD

070°

257°
10 NM

YOLLO

177°
357°
10 NM

N

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

VOGZZ TRANSITION (VOGZZ.FNLEE1)

From FNLEE on track 077° to cross SADIE at 7000, then on track 070°.
Expect RADAR vectors to final approach course.



EC-3, 07 AUG 2025 to 02 OCT 2025

FNLEE ONE ARRIVAL (RNAV)
(FNLEE.FNLEE1) 25JAN24

CHICAGO/ROCKFORD, ILLINOIS
CHICAGO/ROCKFORD INTL (RFD)

# FYTTE SEVEN ARRIVAL (RNAV) Transition Routes




BENNR TRANSITION (BENNR.FYTTE7):
BHAWK TRANSITION (BHAWK.FYTTE7):
BOWNN TRANSITION (BOWNN.FYTTE7):
CHMPN TRANSITION (CHMPN.FYTTE7):
MYRRS TRANSITION (MYRRS.FYTTE7):
SHIKY TRANSITION (SHIKY.FYTTE7):
TEEOO TRANSITION (TEEOO.FYTTE7):
ZZIPR TRANSITION (ZZIPR.FYTTE7):

(FYTTE.FYTTE7) 21168

# FYTTE SEVEN ARRIVAL (RNAV) Arrival Routes

CHICAGO O'HARE INTL (ORD)
CHICAGO, ILLINOIS




## ARRIVAL ROUTE DESCRIPTION

From FYTTE on track 103° to MOTRR, then on track 103° to COGSS, then on track 129° to MADII, then on track 133° to SOOLU.

LANDING RWYS 4L/R, 9L/C/R, 10L/C/R, 22L/R, 27L/R: From SOOLU on track 142° to KURKK, then on track 093° to VULCN, then on track 093° to HIMGO, then on track 093°. Expect RADAR vectors to final approach course.

LANDING RWYS 27C, 28C/R: From SOOLU on track 162° to JORJO, then on track 093° to MONKZ, then on track 093° to TONIE, then on track 093°. Expect RADAR vectors to final approach course.

LANDING RWY 28L: From SOOLU on track 162° to JORJO, then on track 093° to MONKZ, then on track 095° to RREGY, then on track 095°. Expect RADAR vectors to final approach course.



FYTTE SEVEN ARRIVAL (RNAV) Arrival Routes
(FYTTE.FYTTE7) 17JUN21
CHICAGO, ILLINOIS
CHICAGO O'HARE INTL (ORD)

EC-3, 07 AUG 2025 to 02 OCT 2025

MILWAUKEE APP CON
126.5 307.0
ENW ATIS
127.175
MKE D-ATIS
126.4
MWC ATIS
128.3
PWK ATIS
124.2
UES ATIS
118.875
UGN ATIS
132.4
RNAV 1 - DME/DME/IRU OR GPS.
RADAR required.
OGECA
9000
*3200
090°
(84)
OHLIE
7000
*3100
091°
(45)
YEDSU
7000
*2600
092°
(7)
GIWFY
7000
*2600
091°
(7)
KPACK
7000
*2300
092°
(9)
093°
273°
10 NM
ZOWRO
7000
*2300
080°
(6)
LEEDR
250K
7000
*2300
081°
(5)
7000
*2300
013°
(5)
7000 GOPAC
*2300
075°
(6)
075°
HARTFORD MUNI
WAUKESHA COUNTY
WEST BEND MUNI
LAWRENCE J TIMMERMAN
Ldg KRAC, KBUU, KPWK, 57C, KMKE, KHXF, KENW, KMWC, KUGN, KUES, and KETB.
GENERAL MITCHELL INTL
EAST TROY MUNI
TAAIL
BATTEN INTL
KNARF
7000
*2300
354°
(3)
BURLINGTON MUNI
TRUDO
250K
7000
*2500
357°
(8)
KENOSHA RGNL
MOWSR
7000
*2500
357°
(11)
TALOR
WAUKEGAN NTL
DETIE
HIGUH
7000
*2500
359°
(7)
NORTHBROOK
OBK
MUMPR
7000
*2500
001°
(32)
CHICAGO EXEC
LEEDN
181°
10 NM
001°
(44)
7000
2500
022°
CHZHD
N
NOTE: Landing KUGN, expect RADAR vectors to final approach course.
NOTE: Landing KPWK, expect RADAR vectors to HIGUH, then to destination airport.
NOTE: Chart not to scale.
ARRIVAL ROUTE DESCRIPTION
CHZHD TRANSITION (CHZHD.GOPAC3):
LEEDN TRANSITION (LEEDN.GOPAC3):
OGECA TRANSITION (OGECA.GOPAC3):
LANDING ALL AIRPORTS: From GOPAC on track 075° to TAAIL, then on track 075°. Expect RADAR vectors to final approach course.

(JVL.JVL1) 25163

# JANESVILLE ONE ARRIVAL

AL-166 (FAA)

CHICAGO O'HARE INTL (ORD)

CHICAGO, ILLINOIS




# JANESVILLE ONE ARRIVAL

(JVL.JVL1) 07OCT21

CHICAGO, ILLINOIS

CHICAGO O'HARE INTL (ORD)



EC-3, 07 AUG 2025 to 02 OCT 2025

# LUCIT THREE ARRIVAL (RNAV)

GARY/CHICAGO, INDIANA






LUCIT THREE ARRIVAL (RNAV)
GARY/CHICAGO, INDIANA

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.

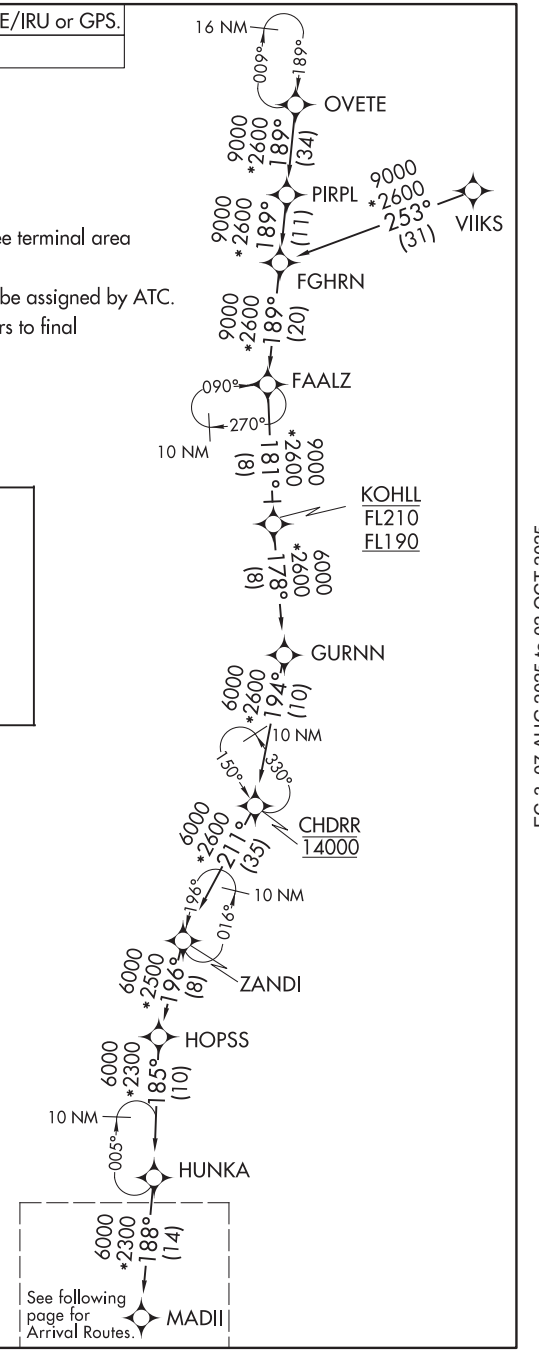
EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

# MADII SEVEN ARRIVAL (RNAV) Transition Routes

CHICAGO APP CON
119.0 292.125
D-ATIS
135.4 282.225

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

NOTE: ZANDI Enroute transition: For Milwaukee terminal area departures only.
NOTE: VIIKS Enroute transition: Do not file - to be assigned by ATC.
NOTE: ORD landing east: Expect RADAR vectors to final approach course after MADII.




CHDRR TRANSITION (CHDRR.MADII7):
FAALZ TRANSITION (FAALZ.MADII7):
FGHRN TRANSITION (FGHRN.MADII7):
KOHLL TRANSITION (KOHLL.MADII7):
OVETE TRANSITION (OVETE.MADII7):
PIRPL TRANSITION (PIRPL.MADII7):
VIIKS TRANSITION (VIIKS.MADII7):
ZANDI TRANSITION (ZANDI.MADII7):

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

MADII SEVEN ARRIVAL (RNAV) Transition Routes


EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

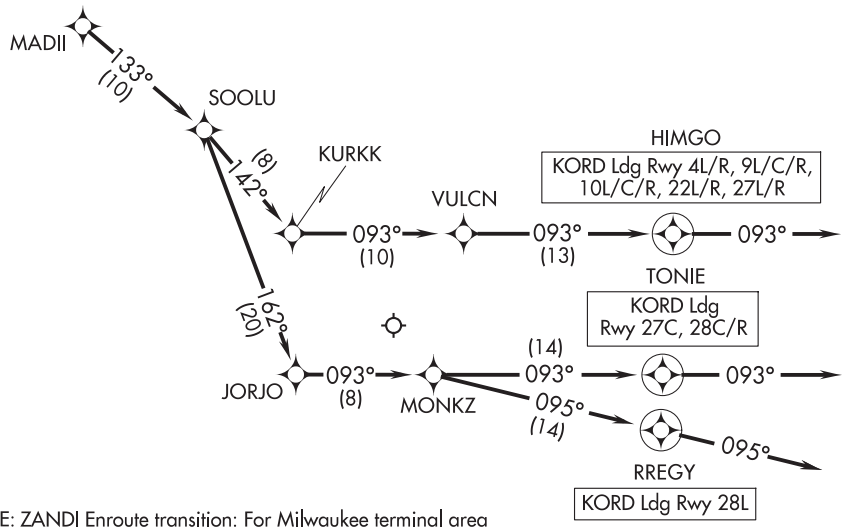
(MADII.MADII7) 25079 AL-166 (FAA)

# MADII SEVEN ARRIVAL (RNAV) Arrival Routes

CHICAGO O'HARE INTL (ORD)
CHICAGO, ILLINOIS

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

CHICAGO APP CON
119.0 292.125
D-ATIS
135.4 282.225




NOTE: ZANDI Enroute transition: For Milwaukee terminal area departures only.

NOTE: VIIKS Enroute transition: Do not file - to be assigned by ATC.

NOTE: ORD landing east: Expect RADAR vectors to final approach course after MADII.

NOTE: Chart not to scale.

## ARRIVAL ROUTE DESCRIPTION

From MADII on track 133° to SOOLU.

LANDING RUNWAY 4L/R, 9L/C/R, 10L/C/R, 22L/R, 27L/R: From SOOLU on track 142° to KURKK, then on track 093° to VULCN, then on track 093° to HIMGO, then on track 093°. Expect RADAR vectors to final approach course.

LANDING RUNWAY 27C, 28C/R: From SOOLU on track 162° to JORJO, then on track 093° to MONKZ, then on track 093° to TONIE, then on track 093°. Expect RADAR vectors to final approach course.

LANDING RUNWAY 28L: From SOOLU on track 162° to JORJO, then on track 093° to MONKZ, then on track 095° to RREGY, then on track 095°. Expect RADAR vectors to final approach course.



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

# PANGG SIX ARRIVAL (RNAV)

CHICAGO APP CON
128.2 353.875
D-ATIS
132.75

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

## ARRIVAL ROUTE DESCRIPTION

BAGEL TRANSITION (BAGEL.PANGG6)
FORT WAYNE TRANSITION (FWA.PANGG6)
LLTCH TRANSITION (LLTCH.PANGG6)

From PANGG on track 274° to MEGGZ, then on track 274° to cross AWSUM at 10000, then on track 273° to IROCK, then on track 273° to cross HALIE at 6000.

LANDING RUNWAY 4R: From HALIE on track 278° to cross OLCYK at or above 4000, then on track 278°. Expect RADAR vectors to final approach course.
LANDING RUNWAY 13L: From HALIE on track 279° to cross TINLY at or above 4000, then on track 279°. Expect RADAR vectors to final approach course.
LANDING RUNWAY 22L: From HALIE on track 343° to cross GERMN at or above 4000, then on track 343° to LNANE, then on track 339° to BOCAH, then on track 274° to cross TACTT at 3000. Expect RNAV Rwy 22L approach or RADAR vectors to final approach course.
LANDING RUNWAY 31R: From HALIE on track 295° to cross ELLIO at 6000, then on track 295° to cross HILLS at 5000 and at 240K. Expect ILS or RNAV Rwy 31R approach or RADAR vectors to final approach course.
LOST COMMUNICATIONS:
RUNWAY 22L: If approach clearance not received by TACTT, proceed inbound on RNAV (GPS) or RNAV (RNP) Rwy 22L routing.




EC-3, 07 AUG 2025 to 02 OCT 2025

(QUOTE.QUOTE1) 24025

AL-954 (FAA)

# QUOTE ONE ARRIVAL (RNAV)

CHICAGO/ROCKFORD INTL (RFD)
CHICAGO/ROCKFORD, ILLINOIS






EC-3, 07 AUG 2025 to 02 OCT 2025

QUOTE ONE ARRIVAL (RNAV)

(QUOTE.QUOTE1) 25JAN24

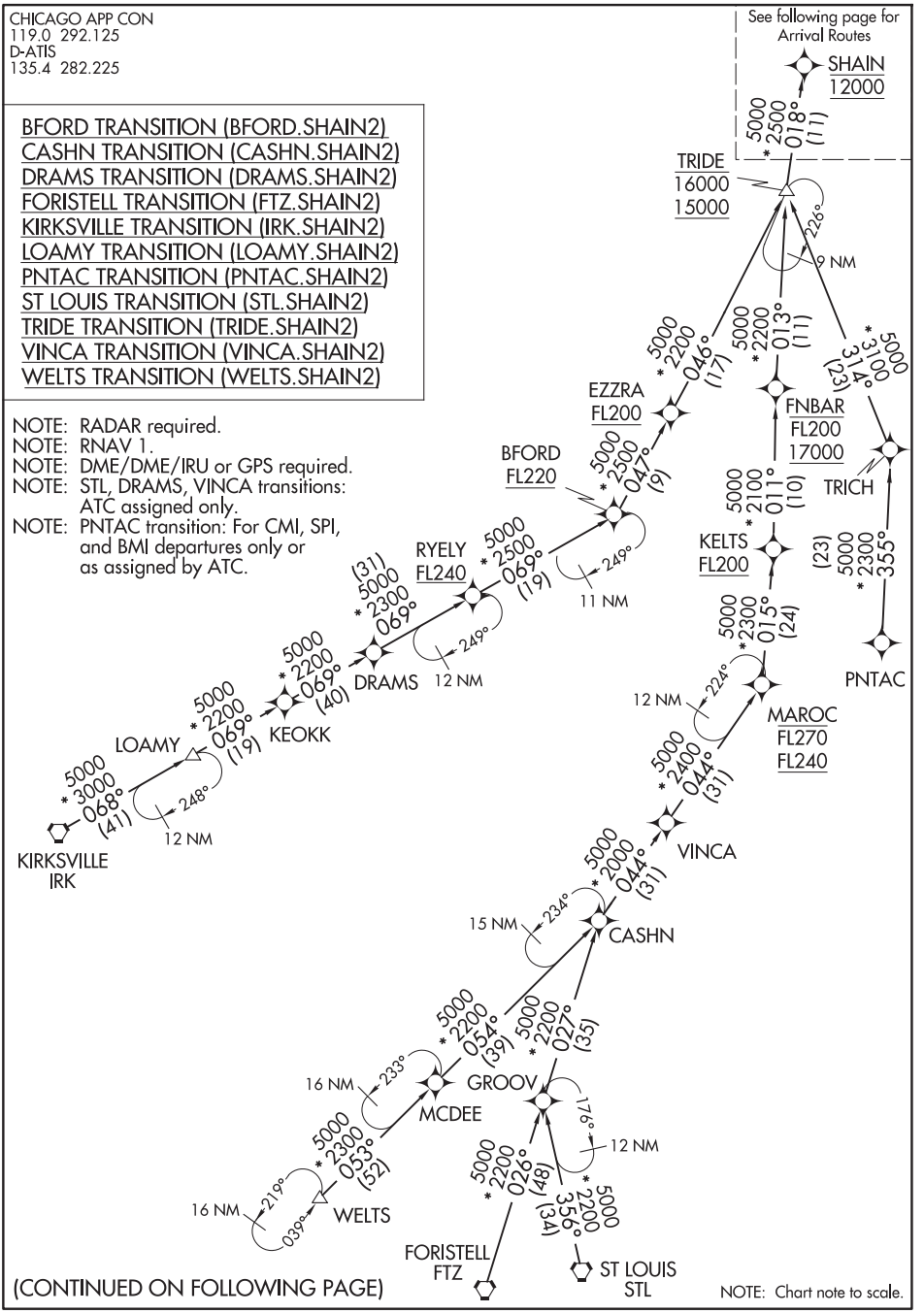
CHICAGO/ROCKFORD, ILLINOIS
CHICAGO/ROCKFORD INTL (RFD)

# SHAIN TWO ARRIVAL (RNAV) Transition Routes

CHICAGO APP CON
119.0 292.125
D-ATIS
135.4 282.225

BFORD TRANSITION (BFORD.SHAIN2)
CASHN TRANSITION (CASHN.SHAIN2)
DRAMS TRANSITION (DRAMS.SHAIN2)
FORISTELL TRANSITION (FTZ.SHAIN2)
KIRKSVILLE TRANSITION (IRK.SHAIN2)
LOAMY TRANSITION (LOAMY.SHAIN2)
PNTAC TRANSITION (PNTAC.SHAIN2)
ST LOUIS TRANSITION (STL.SHAIN2)
TRIDE TRANSITION (TRIDE.SHAIN2)
VINCA TRANSITION (VINCA.SHAIN2)
WELTS TRANSITION (WELTS.SHAIN2)

NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: STL, DRAMS, VINCA transitions: ATC assigned only.
NOTE: PNTAC transition: For CMI, SPI, and BMI departures only or as assigned by ATC.




(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart note to scale.



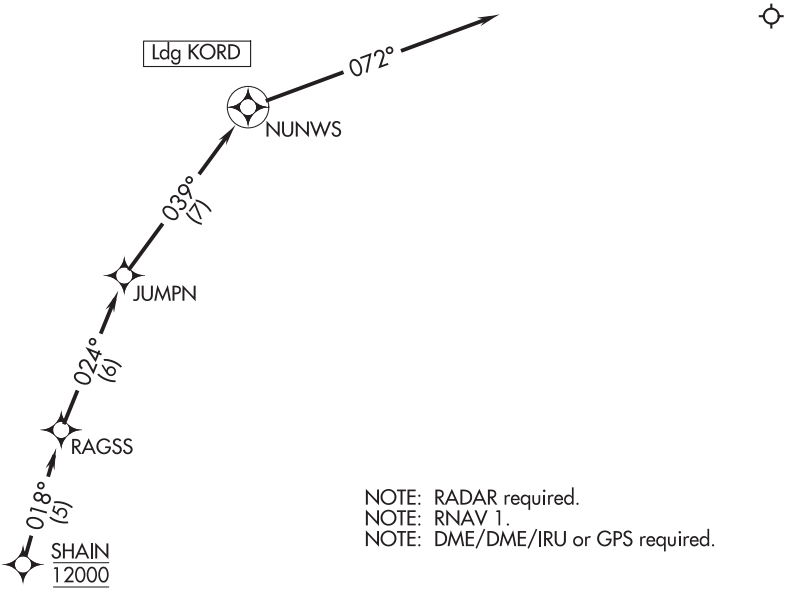
EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

(SHAIN.SHAIN2) 20310 AL-166

# SHAIN TWO ARRIVAL(RNAV) Arrival Routes

CHICAGO O'HARE INTL (ORD)
CHICAGO, ILLINOIS

CHICAGO APP CON
119.0 292.125
D-ATIS
135.4 282.225




NOTE: Chart note to scale.

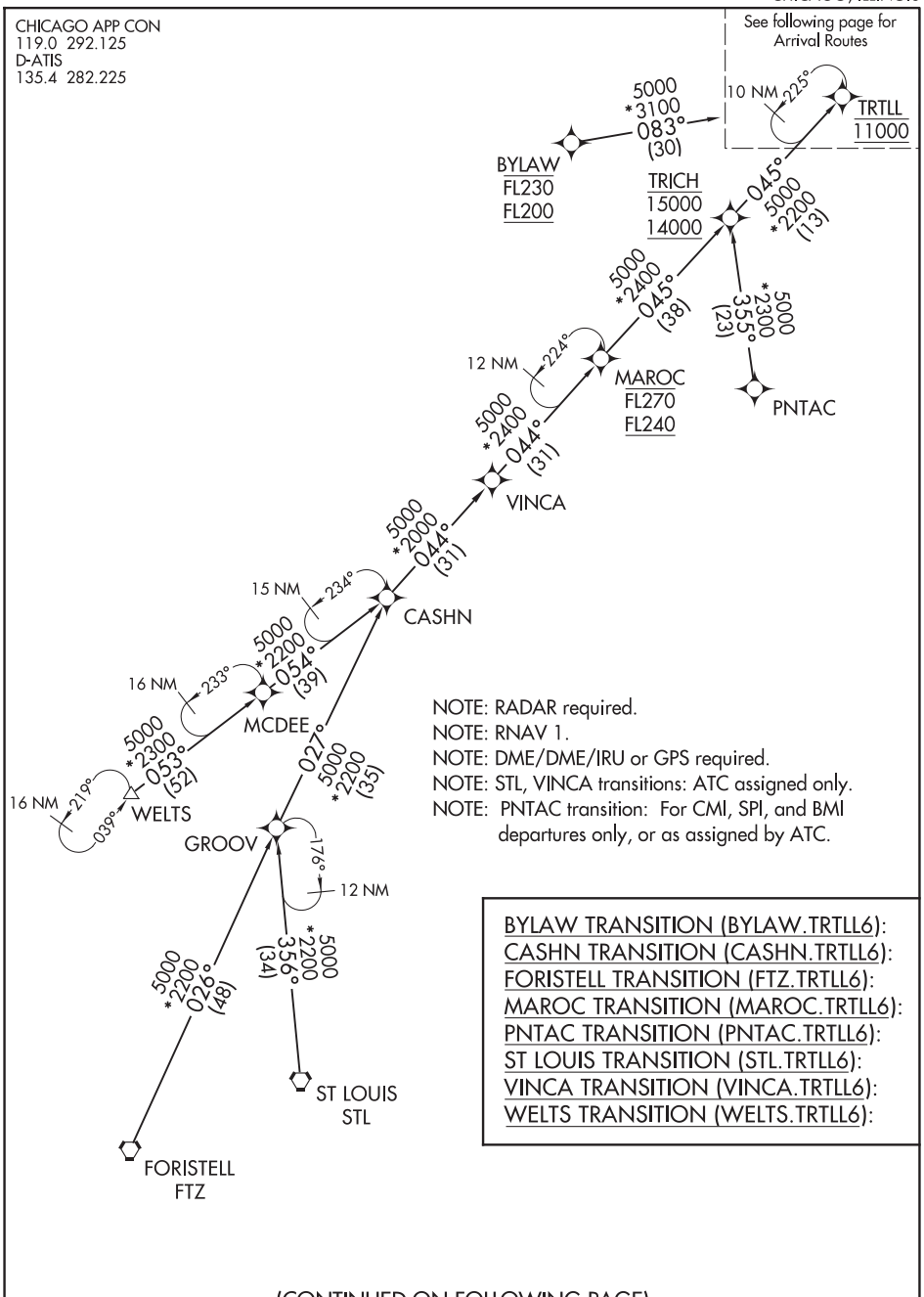
## ARRIVAL ROUTE DESCRIPTION

From SHAIN on track 018° to RAGSS, then on track 024°to JUMPN, then on track 039° to NUNWS, then on track 072°. Expect RADAR vectors to final approach course.



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

# TRTLL SIX ARRIVAL (RNAV) Transition Routes




(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

(TRTLL.TRTLL6) 20310 AL-166 (FAA)

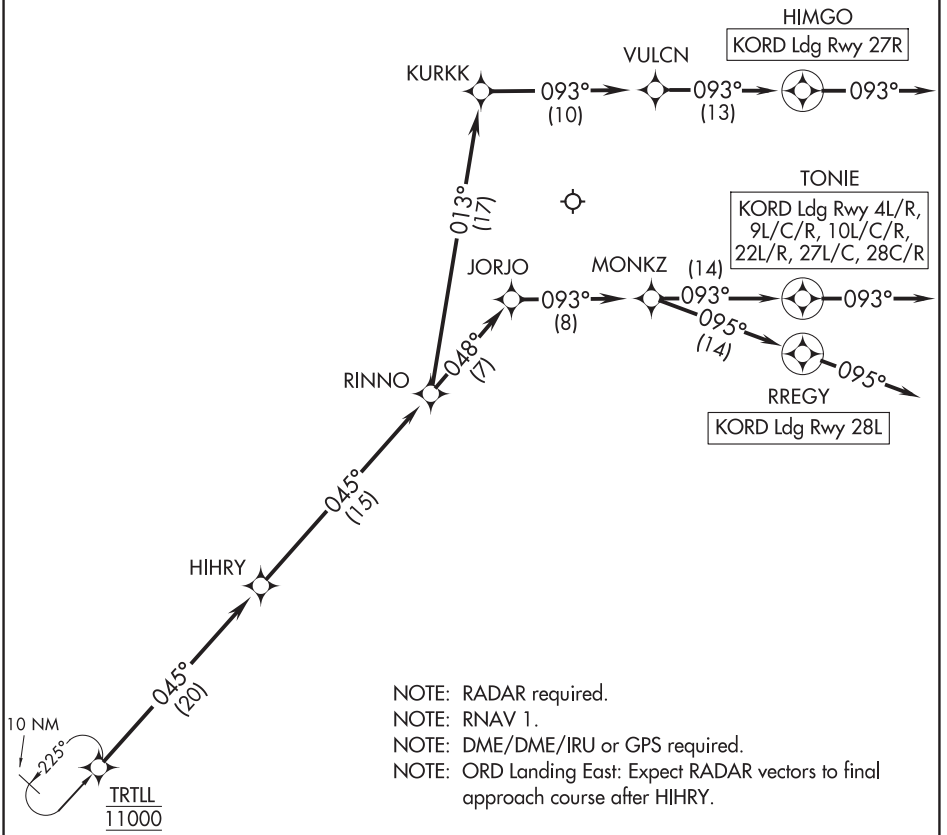
# TRTLL SIX ARRIVAL (RNAV) Arrival Routes

CHICAGO O'HARE INTL (ORD)
CHICAGO, ILLINOIS

CHICAGO APP CON
119.0 292.125
D-ATIS
135.4 282.225

## ARRIVAL ROUTE DESCRIPTION

From TRTLL on track 045° to HIHRY, then on track 045° to RINNO.
LANDING RWYS 4L/R, 9L/C/R, 10L/C/R, 22L/R, 27L/C, 28C/R:
From RINNO on track 048° to JORJO, then on track 093° to MONKZ, then on track 093° to TONIE, then on track 093°. Expect RADAR vectors to final approach course.
LANDING RWY 27R: From RINNO on track 013° to KURKK, then on track 093° to VULCN, then on track 093° to HIMGO, then on track 093°. Expect RADAR vectors to final approach course.
LANDING RWY 28L: From RINNO on track 048° to JORJO, then on track 093° to MONKZ, then on track 095° to RREGY, then on track 095°. Expect RADAR vectors to final approach course.




NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: ORD Landing East: Expect RADAR vectors to final approach course after HIHRY.

NOTE: Chart not to scale.

TRTLL SIX ARRIVAL (RNAV) Arrival Routes

CHICAGO, ILLINOIS
CHICAGO O'HARE INTL (ORD)

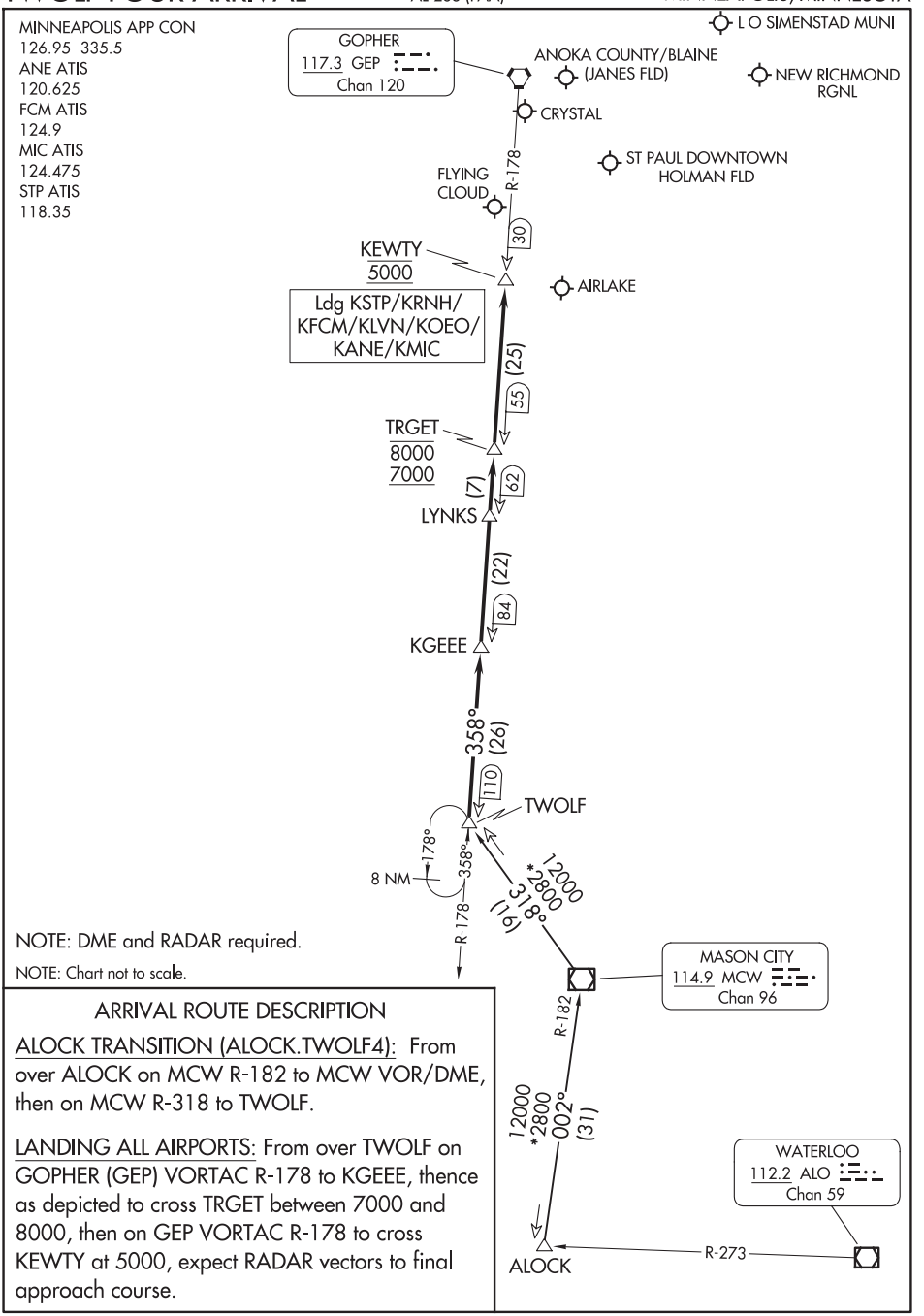
(TRTLL.TRTLL6) 05NOV20


EC-3, 07 AUG 2025 to 02 OCT 2025

# TWOLF FOUR ARRIVAL

AL-263 (FAA)

MINNEAPOLIS, MINNESOTA




## ARRIVAL ROUTE DESCRIPTION

ALOCK TRANSITION (ALOCK.TWOLF4): From over ALOCK on MCW R-182 to MCW VOR/DME, then on MCW R-318 to TWOLF.

LANDING ALL AIRPORTS: From over TWOLF on GOPHER (GEP) VORTAC R-178 to KGEEE, thence as depicted to cross TRGET between 7000 and 8000, then on GEP VORTAC R-178 to cross KEWTY at 5000, expect RADAR vectors to final approach course.

TWOLF FOUR ARRIVAL

MINNEAPOLIS, MINNESOTA



EC-3, 07 AUG 2025 to 02 OCT 2025

EC-3, 07 AUG 2025 to 02 OCT 2025

(VEECK.VEECK5) 20310 AL-166 (FAA)

# VEECK FIVE ARRIVAL (RNAV) Transition Routes

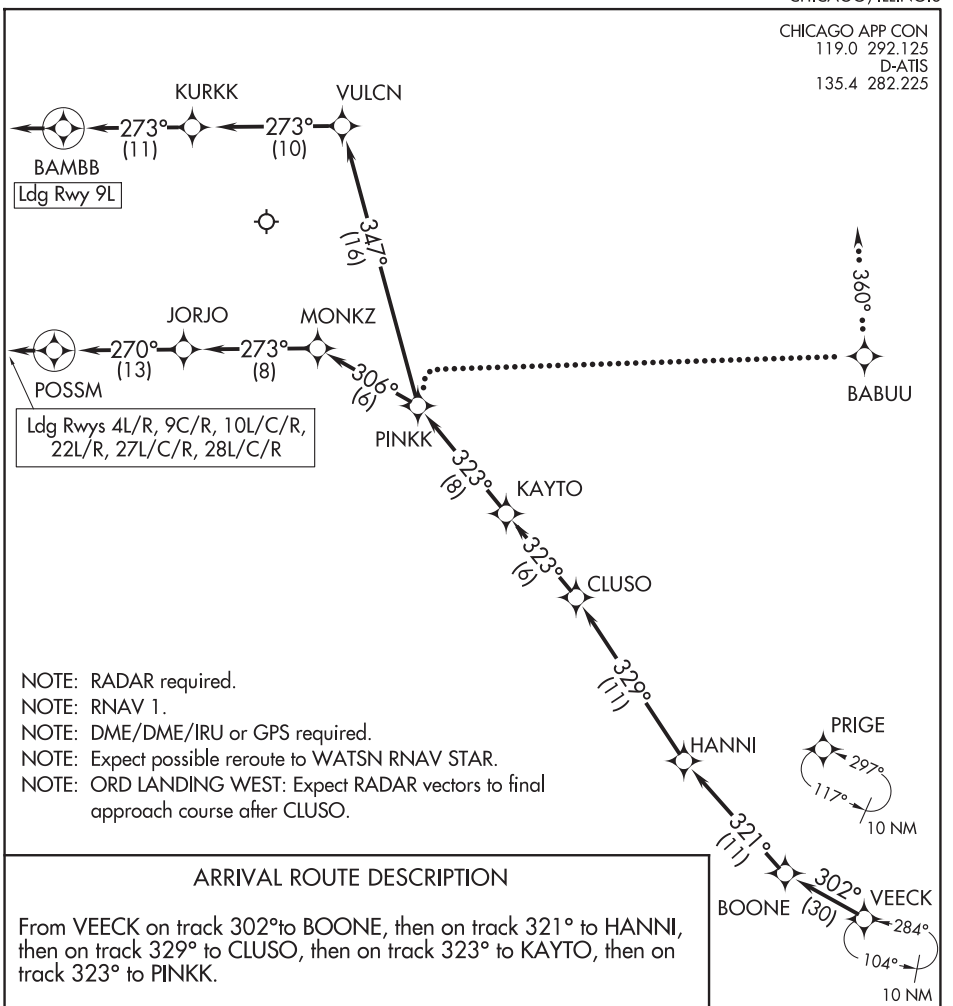
CHICAGO O'HARE INTL (ORD)
CHICAGO, ILLINOIS






EC-3, 07 AUG 2025 to 02 OCT 2025

VEECK FIVE ARRIVAL (RNAV) Transition Routes
(VEECK.VEECK5) 05NOV20
CHICAGO, ILLINOIS
CHICAGO O'HARE INTL (ORD)




EC-3, 07 AUG 2025 to 02 OCT 2025

EC-3, 07 AUG 2025 to 02 OCT 2025

## ARRIVAL ROUTE DESCRIPTION

From VEECK on track 302°to BOONE, then on track 321° to HANNI, then on track 329° to CLUSO, then on track 323° to KAYTO, then on track 323° to PINKK.

LANDING RWYS 4L/R, 9C/R, 10L/C/R, 22L/R, 27L/C/R, 28L/C/R: From PINKK on track 306° to MONKZ, then on track 273° to JORJO, then on track 270° to POSSM, then on track 270°. Expect RADAR vectors to final approach course.

LANDING RWY 9L: From PINKK on track 347° to VULCN, then on track 273° to KURKK, then on track 273° to BAMBB, then on track 273°. Expect RADAR vectors to final approach course.

LOST COMMUNICATIONS:
ORD AIRCRAFT LANDING WEST: At PINKK, turn right direct BABUU, maintain 5000, then via 360° heading, intercept localizer and execute ILS or LOC Rwy 28R approach.
ORD AIRCRAFT LANDING EAST: Standard.

NOTE: Chart not to scale.

(WATSN.WATSN4) 23166

# WATSN FOUR ARRIVAL (RNAV)

CHICAGO O'HARE INTL
CHICAGO, ILLINOIS






WATSN FOUR ARRIVAL (RNAV)
(WATSN.WATSN4) 05NOV20
CHICAGO, ILLINOIS
CHICAGO O'HARE INTL

EC-3, 07 AUG 2025 to 02 OCT 2025

# WYNDE THREE ARRIVAL (RNAV) Transition Routes

(WYNDE.WYNDE3) 07AUG25

CHICAGO, ILLINOIS
CHICAGO O'HARE INTL (ORD)

Z36

FLINT TRANSITION (FNT.WYNDE3)
KAYYS TRANSITION (KAYYS.WYNDE3)
OBSTR TRANSITION (OBSTR.WYNDE3)
ODAXY TRANSITION (ODAXY.WYNDE3)
SAULT STE MARIE TRANSITION (SSM.WYNDE3)
SMUUV TRANSITION (SMUUV.WYNDE3)
TRAVERSE CITY TRANSITION (TVC.WYNDE3)
UFDUH TRANSITION (UFDUH.WYNDE3)
VICTORY TRANSITION (VIO.WYNDE3)

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

CHICAGO APP CON
119.0 292.125
D-ATIS
135.4 282.225

SAULT STE MARIE
SSM

TRAVERSE CITY
TVC
FL240

JODEE

ODAXY

GAULT

PECOK

OBSTR

UFDUH
FL240

CSTLO

BITTR

LTOUR

KAYYS

FLINT
FNT

DITCA

VICTORY
VIO

RHIVR

WLTER

PAITN

SMUUV

WYNDE

N

NOTE: ORD Landing West: Expect RADAR vectors to final approach course after PAPPI.

See following page for Arrival Routes.

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

(WYNDE.WYNDE3) 25219

WYNDE THREE ARRIVAL (RNAV) Transition Routes

CHICAGO, ILLINOIS
CHICAGO O'HARE INTL (ORD)

AL-166 (FAA)

(WYNDE.WYNDE3) 25219

AL-166 (FAA)

# WYNDE THREE ARRIVAL (RNAV) Arrival Routes

CHICAGO O'HARE INTL (ORD)

CHICAGO, ILLINOIS




## ARRIVAL ROUTE DESCRIPTION

From WYNDE on track 253° to FIYER, then on track 253° to ERNNY, then on track 221° to PAPPI, then on track 221° to TUBEZ.

LANDING RUNWAYS 4R, 9L/C/R, 22L/R, 27L/C/R, 28L/C/R:
From TUBEZ on track 221° to VULCN, then on track 273° to KURKK, then on track 273° to BAMBB, then on track 273°. Expect RADAR vectors to final approach course.

LANDING RUNWAYS 10L/C/R: From TUBEZ on track 197° to MONKZ, then on track 273° to JORJO, then on track 270° to POSSM, then on track 270°. Expect RADAR vectors to final approach course.

NOTE: ORD Landing West: Expect RADAR vectors to final approach course after PAPPI.



EC-3, 07 AUG 2025 to 02 OCT 2025

WYNDE THREE ARRIVAL (RNAV) Arrival Routes

(WYNDE.WYNDE3) 07AUG25

CHICAGO O'HARE INTL (ORD)

CHICAGO, ILLINOIS

| LOC/DME I-ALN | APP CRS | Rwy Idg | 8099 |
|---|---|---|---|
| 108.5 | 294° | TDZE | 531 |
| Chan 22 | | Apt Elev | 544 |

# ILS or LOC RWY 29

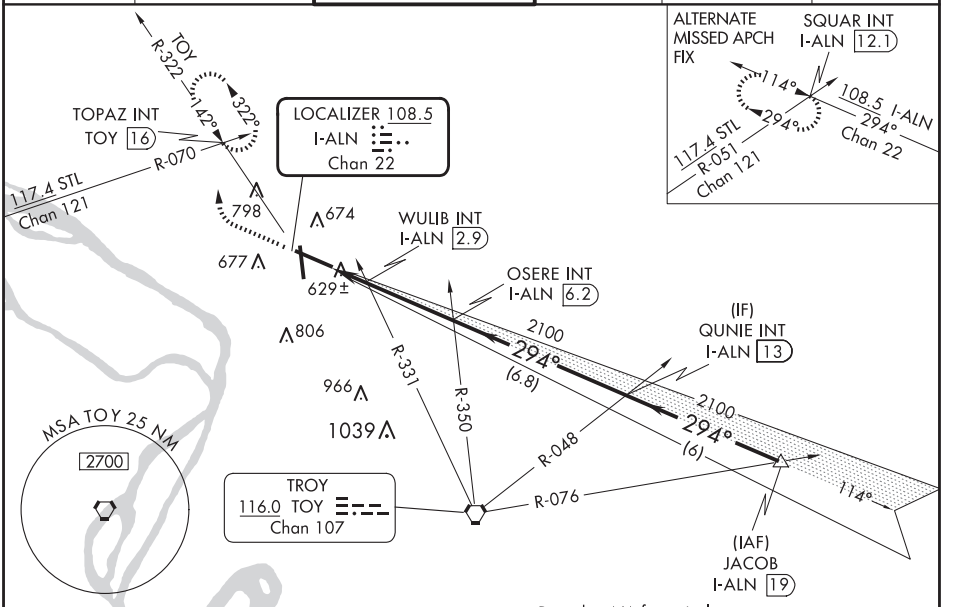
ST LOUIS RGNL (ALN)

For inop ALS, increase WULIB fix minimums S-LOC 29 Cats C/D visibility to 1 SM.

MALSR

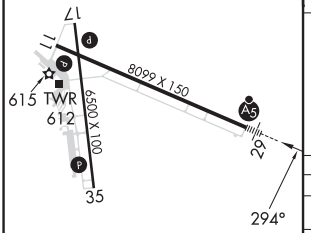
MISSED APPROACH: Climb to 1000 then climbing right turn to 2200 on heading 310° and on TOY VORTAC R-322 to TOPAZ INT/TOY 16 DME and hold.

| ATIS | ST LOUIS APP CON | REGIONAL TOWER★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 128.0 | 124.2 353.9 | 126.0 (CTAF) L 239.0 | 120.2 | 120.2 (when tower closed) | 122.95 |




Procedure NA for arrivals at JACOB on V12 northeast bound.

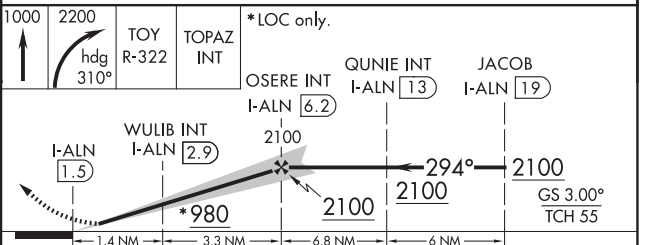
ELEV 544 D TDZE 531




REIL Rwy 11 L
HIRL Rwy 11-29 L
MIRL Rwy 17-35 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 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 29 | 731-½ 200 (200-½) | | | |
| S-LOC 29 | 980-½ 449 (500-½) | | 980-⅞ 449 (500-⅞) | |
| CIRCLING | 1000-1 456 (500-1) | | 1160-1¾ 616 (700-1¾) | 1200-2 656 (700-2) |
| WULIB FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED) | | | | |
| S-LOC 29 | 880-½ 349 (400-½) | | 880-⅝ 349 (400-⅝) | |
| CIRCLING | 1000-1 456 (500-1) | | 1160-1¾ 616 (700-1¾) | 1200-2 656 (700-2) |



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

ALTON/ST LOUIS, ILLINOIS AL-5178 (FAA) 24305

| WAAS | APP CRS | Rwy Idg | 8099 |
|---|---|---|---|
| CH 90417 | 114° | TDZE | 539 |
| W11A | | Apt Elev | 544 |

# RNAV (GPS) RWY 11

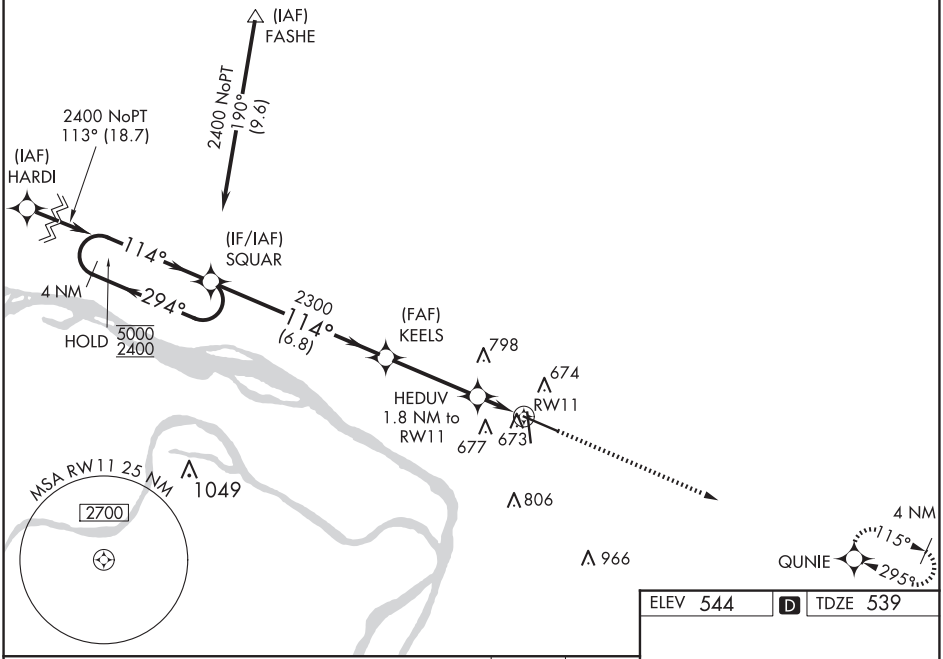
ST LOUIS RGNL (ALN)

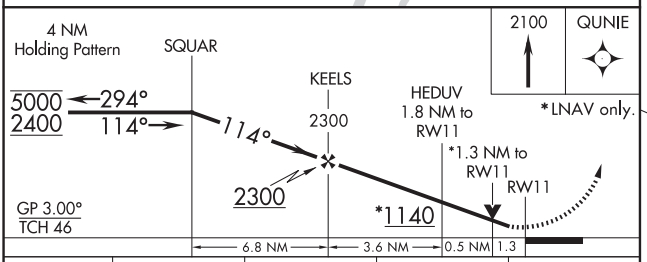
RNP APCH.

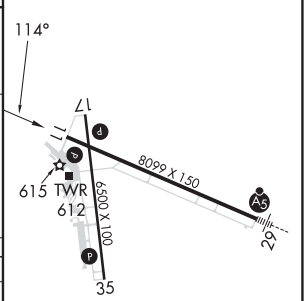
MISSED APPROACH: Climb to 2100 direct QUNIE and hold.

▼ Rwy 11 helicopter visibility reduction below ¾ SM NA.
▲ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

| ATIS | ST LOUIS APP CON | REGIONAL TOWER★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 128.0 | 124.2 353.9 | 126.0 (CTAF) L 239.0 | 120.2 | 120.2 (when tower closed) | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 794-⅞ 255 (300-⅞) | | | |
| LNAV/VNAV DA | 881-1⅛ 342 (400-1⅛) | | | |
| LNAV MDA | 980-1 441 (500-1) | | 980-1⅜ 441 (500-1⅜) | |
| CIRCLING | 1000-1 456 (500-1) | | 1160-1¾ 616 (700-1¾) | 1200-2 656 (700-2) |

REIL Rwy 11 L
HIRL Rwy 11-29 L
MIRL Rwy 17-35 L

ALTON/ST LOUIS, ILLINOIS
Amdt 2C 25MAR21

38°53′N-90°03′W

ST LOUIS RGNL (ALN)

RNAV (GPS) RWY 11

EC-3, 07 AUG 2025 to 02 OCT 2025

EC-3, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 17

ST LOUIS RGNL (ALN)

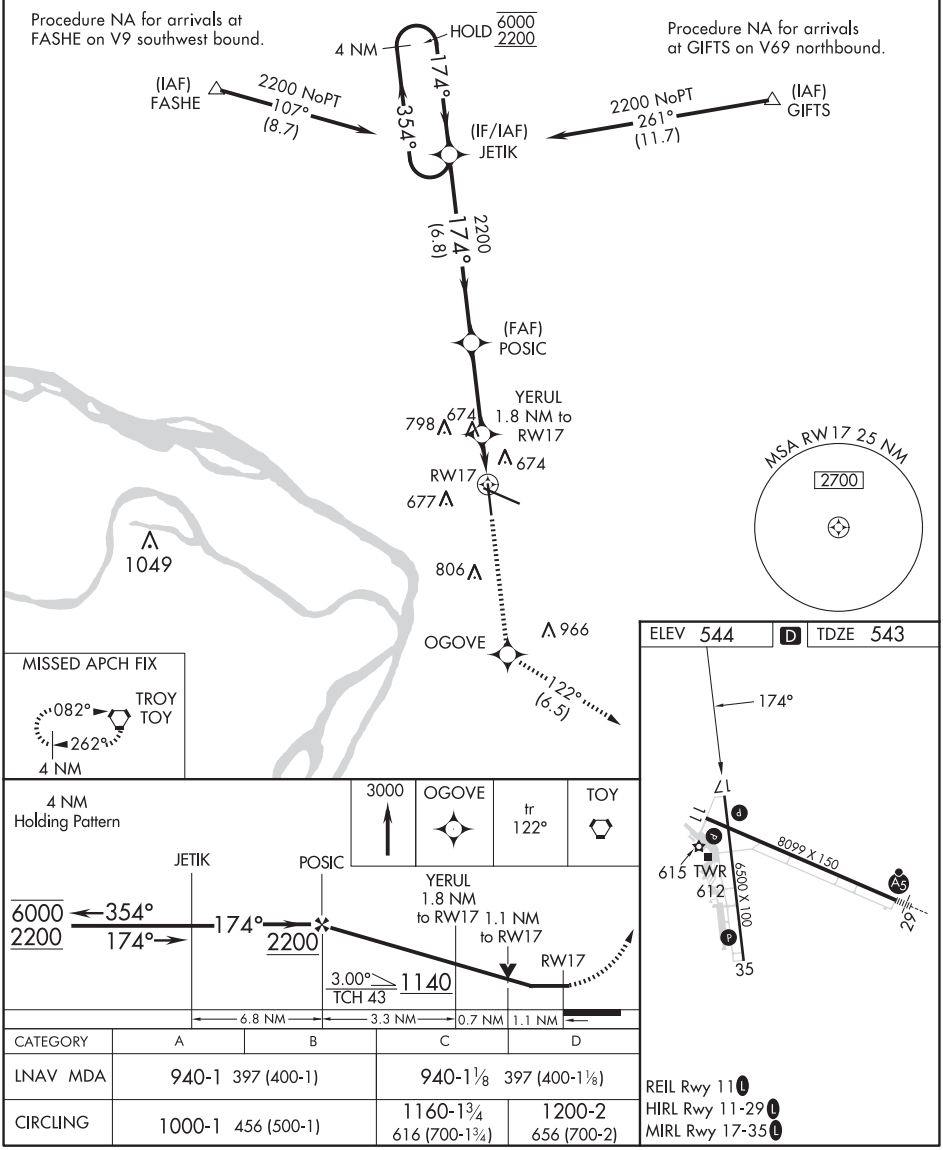
| APP CRS | Rwy Idg | 6500 |
|---|---|---|
| 174° | TDZE | 543 |
| | Apt Elev | 544 |

RNP APCH.

Rwy 17 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 direct OGOVE and on track 122° to TOY VORTAC and hold.

| ATIS | ST LOUIS APP CON | REGIONAL TOWER★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 128.0 | 124.2 353.9 | 126.0 (CTAF) L 239.0 | 120.2 | 120.2 (when tower closed) | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 940-1 397 (400-1) | | 940-1⅛ 397 (400-1⅛) | |
| CIRCLING | 1000-1 456 (500-1) | | 1160-1¾ 616 (700-1¾) | 1200-2 656 (700-2) |

REIL Rwy 11 L
HIRL Rwy 11-29 L
MIRL Rwy 17-35 L



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

ALTON/ST. LOUIS, ILLINOIS AL-5178 (FAA) 24305

# RNAV (GPS) RWY 29

ST LOUIS RGNL (ALN)

| WAAS | APP CRS | Rwy Idg | 8099 |
|---|---|---|---|
| CH 77507 | 294° | TDZE | 531 |
| W29A | | Apt Elev | 544 |

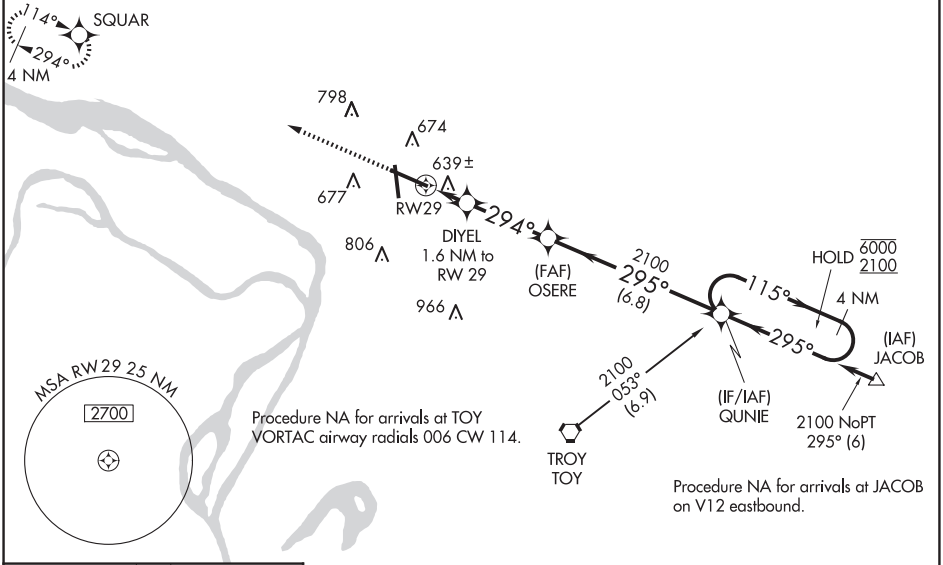
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to ⅞ SM and LNAV Cat C/D visibility to 1 SM.

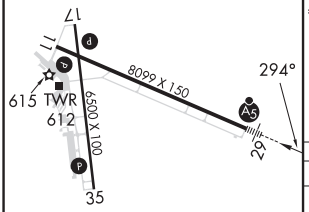
MALSR

MISSED APPROACH: Climb to 2400 direct SQUAR and hold.

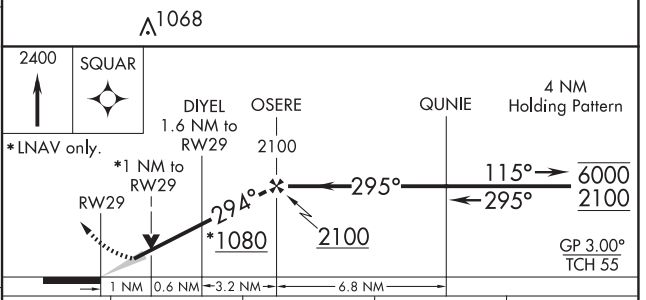
| ATIS | ST LOUIS APP CON | REGIONAL TOWER★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 128.0 | 124.2 353.9 | 126.0 (CTAF) L 239.0 | 120.2 | 120.2 (when tower closed) | 122.95 |




ELEV 544 D TDZE 531




REIL Rwy 11 L
HIRL Rwy 11-29 L
MIRL Rwy 17-35 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 731-½ | 200 (200-½) | | |
| LNAV/VNAV DA | 825-½ | 294 (300-½) | | |
| LNAV MDA | 900-½ | 369 (400-½) | 900-¾ | 369 (400-¾) |
| CIRCLING | 1000-1 | 456 (500-1) | 1160-1¾ 616 (700-1¾) | 1200-2 656 (700-2) |

ALTON/ST. LOUIS, ILLINOIS
Amdt 1C 25MAR21

38°53′N-90°03′W

ST LOUIS RGNL (ALN)

RNAV (GPS) RWY 29


EC-3, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 35

ST LOUIS RGNL (ALN)

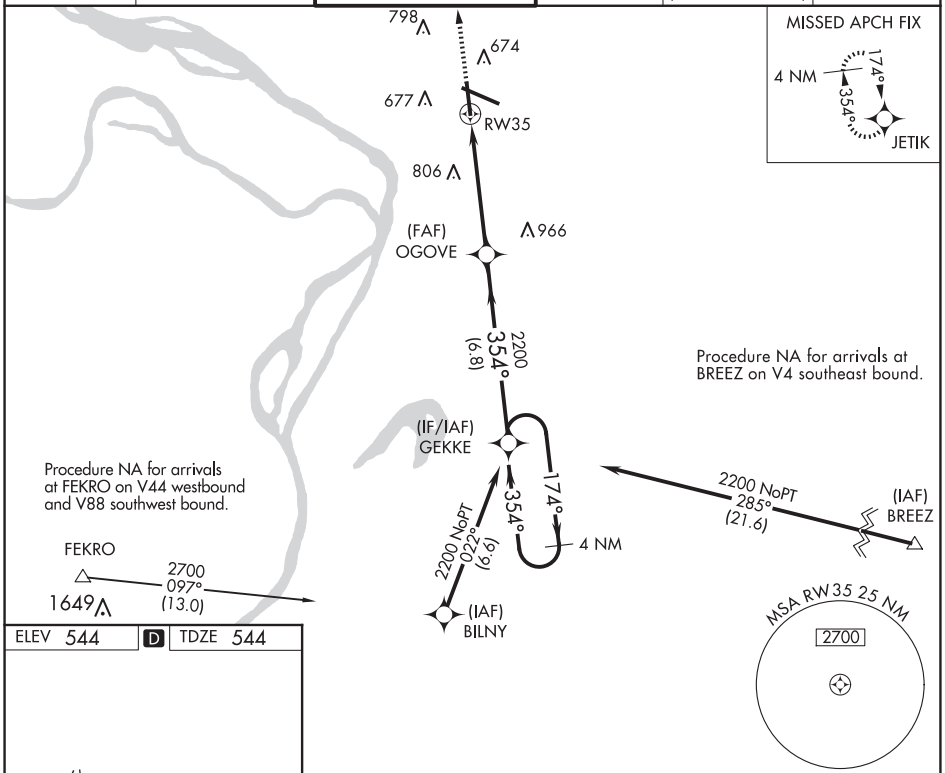
| APP CRS | Rwy Idg | 6500 |
|---|---|---|
| 354° | TDZE | 544 |
| | Apt Elev | 544 |

RNP APCH.

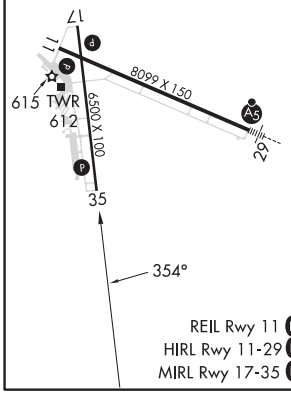
Visibility reduction by helicopters NA. When local altimeter setting not received, use St Louis Lambert Intl altimeter setting and increase all MDA 60 feet, increase LNAV Cat C/ D visibility ⅛ SM and Circling Cat C/D visibility ¼ SM. When VGSI inop, straight-in/Circling Rwy 35 procedure and Circling Rwy 17 NA at night.

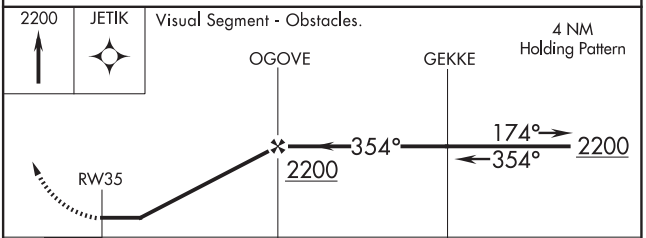
MISSED APPROACH: Climb to 2200 direct JETIK and hold.

| ATIS | ST LOUIS APP CON | REGIONAL TOWER* | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 128.0 | 124.2 353.9 | 126.0 (CTAF) L 239.0 | 120.2 | 120.2 (when tower closed) | 122.95 |




ELEV 544 D TDZE 544




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1020-1 476 (500-1) | | 1020-1⅜ 476 (500-1⅜) | |
| CIRCLING | 1020-1 476 (500-1) | | 1160-1¾ 616 (700-1¾) | 1200-2 656 (600-2) |



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

| VORTAC TOY | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 116.0 | 142° | TDZE | N/A |
| Chan 107 | | Apt Elev | 544 |

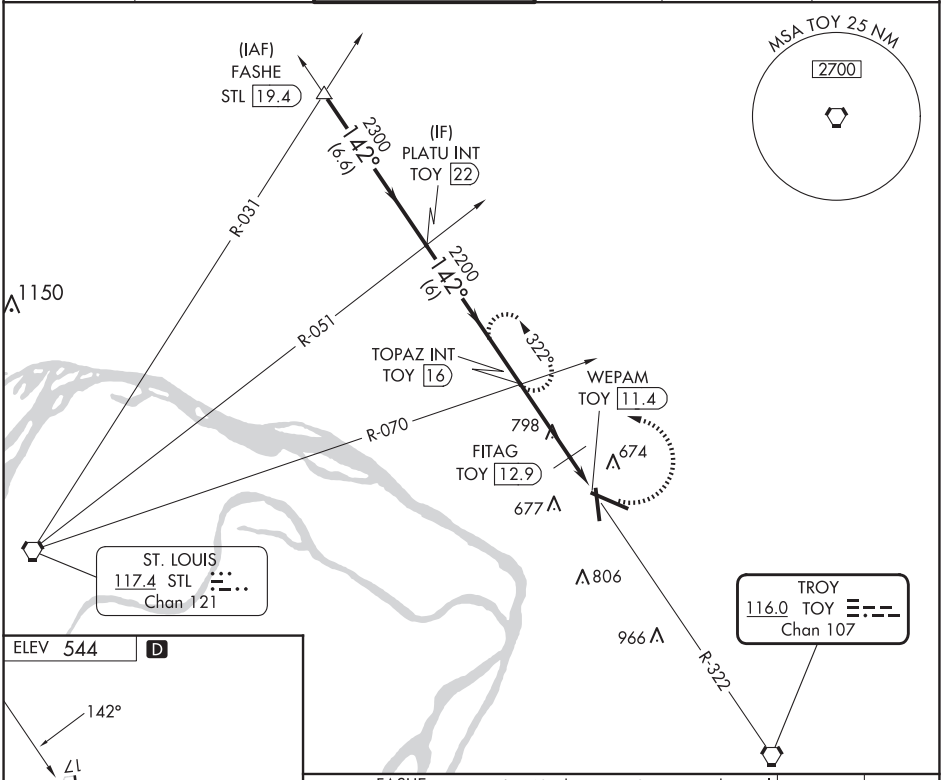
# VOR-A

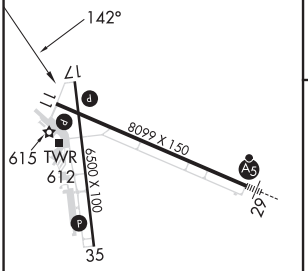
## ST LOUIS RGNL (ALN)

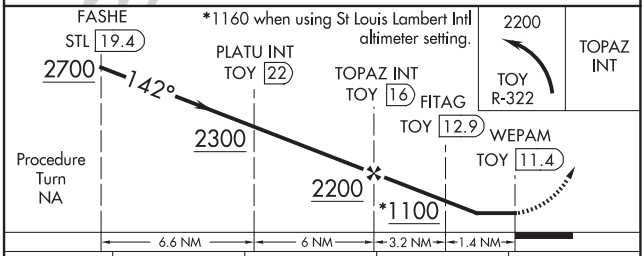
T A When local altimeter setting not received, use St Louis Lambert Intl altimeter setting and increase all MDA 60 feet and increase Circling Cat C/D visibility ¼ SM. When VGSI inop, Circling to Rwy 17/35 NA at night.

MISSED APPROACH: Climbing left turn to 2200 via TOY R-322 to TOPAZ INT/TOY 16 DME and hold.

| ATIS | ST LOUIS APP CON | REGIONAL TOWER* | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 128.0 | 124.2 353.9 | 126.0 (CTAF) L 239.0 | 120.2 | 120.2 (when tower closed) | 122.95 |




REIL Rwy 11 L
HIRL Rwy 11-29 L
MIRL Rwy 17-35 L

FAF to MAP 4.6 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:36 | 3:04 | 2:18 | 1:50 | 1:32 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1100-1 556 (600-1) | | 1160-1¾ 616 (700-1¾) | 1200-2 656 (700-2) |
| FITAG FIX MINIMUMS | | | | |
| CIRCLING | 1000-1 456 (500-1) | | 1160-1¾ 616 (700-1¾) | 1200-2 656 (700-2) |



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

EC-3, 07 AUG 2025 to 02 OCT 2025

(GATWY1.TWILA) 24025

# GATEWAY ONE DEPARTURE

AL-5178 (FAA)

ST LOUIS RGNL (ALN)
ALTON/ST. LOUIS, ILLINOIS






EC-3, 07 AUG 2025 to 02 OCT 2025

GATEWAY ONE DEPARTURE
(GATWY1.TWILA) 08NOV18

ALTON/ST. LOUIS, ILLINOIS
ST LOUIS RGNL (ALN)

DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for vector to appropriate route, maintain 2500 or assigned altitude, thence. . . .

. . . .from over TOY VORTAC on TOY R-076 or over STL VORTAC on STL R-094 to TWILA INT. Then on (transition), expect clearance to filed altitude 10 minutes after departure.

BIBLE GROVE TRANSITION (GATWY1.BIB): From over TWILA on TOY R-076 to JIGSY, then on BIB R-258 to BIB VORTAC.

BRICKYARD TRANSITION (GATWY1.VHP): From over TWILA on TOY R-076 to JIGSY, then on BIB R-258 to BIB VORTAC, then on BIB R-067 to WORKE, then on BIB R-067 and SHB R-251 to KELLY, then on VHP R-209 to VHP VORTAC.

CREEP TRANSITION (GATWY1.CREEP): From over TWILA on TOY R-076 to JIGSY, then on BIB R-258 to BIB VORTAC, then on BIB R-067 to WORKE, then on BIB R-067 and SHB R-251 to KELLY, then on SHB R-251 to SHB VOR/DME, then on SHB R-075 to CREEP.

JIGSY TRANSITION (GATWY1.JIGSY): From over TWILA on TOY R-076 to JIGSY.

ROSEWOOD TRANSITION (GATWY1.ROD): From over TWILA on TOY R-076 to JIGSY, then on BIB R-258 to BIB VORTAC, then on BIB R-067 to WORKE, then on BIB R-067 and SHB R-251 to KELLY, then on SHB R-251 to SHB VOR/DME, then on SHB R-063 and ROD R-250 to ROD VORTAC.

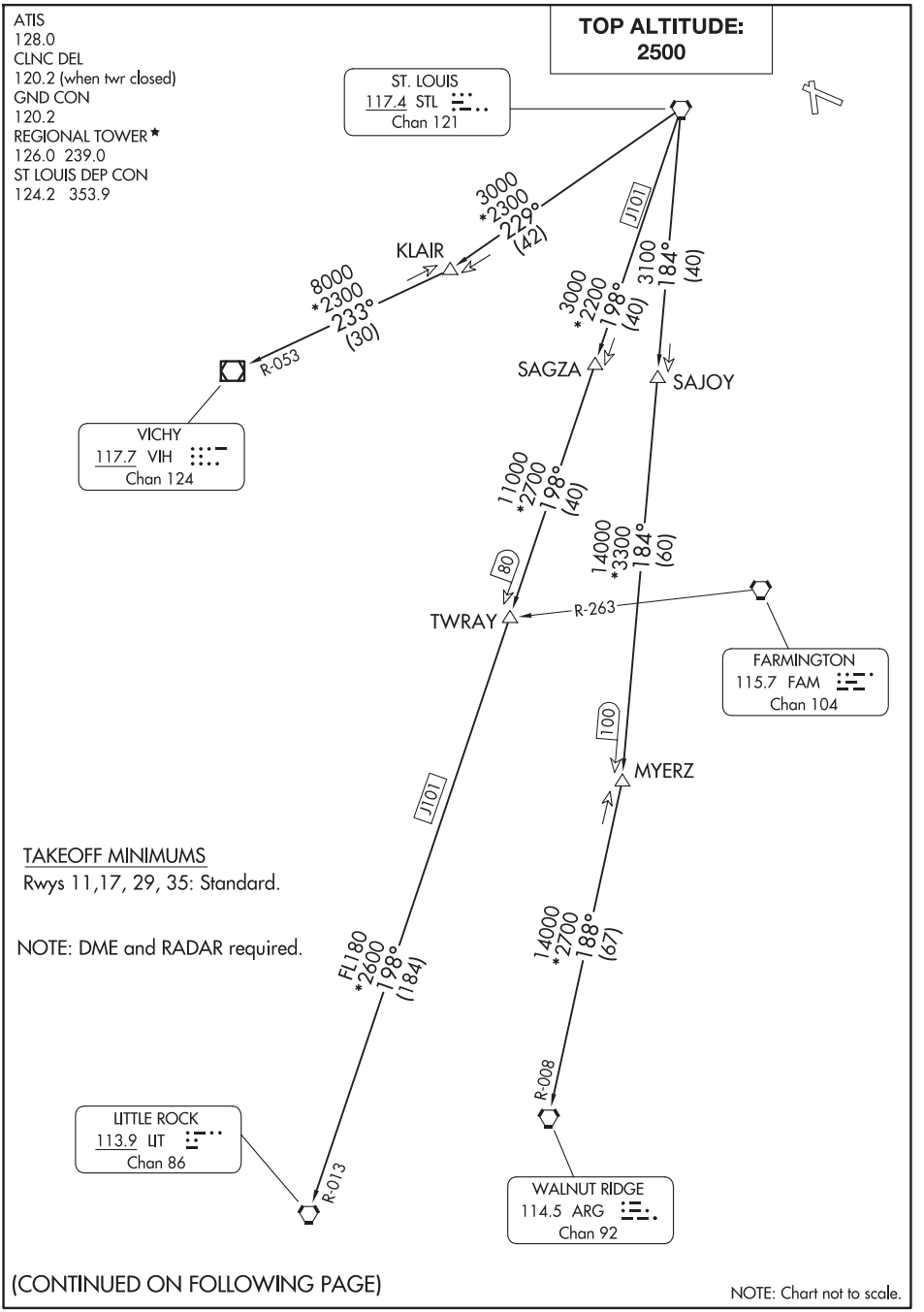
EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

(LINDY8.STL) 24025

# LINDBERGH EIGHT DEPARTURE

AL-5178 (FAA)

ST LOUIS RGNL (ALN)
ALTON/ST. LOUIS, ILLINOIS




TAKEOFF MINIMUMS

Rwys 11,17, 29, 35: Standard.

NOTE: DME and RADAR required.

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.



EC-3, 07 AUG 2025 to 02 OCT 2025

EC-3, 07 AUG 2025 to 02 OCT 2025

EC-3, 07 AUG 2025 to 02 OCT 2025

DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for vector to appropriate route, maintain 2500 or assigned altitude, thence . . . .

. . . . (transition). Expect filed altitude 10 minutes after departure.

LITTLE ROCK TRANSITION (LINDY8.LIT): From over STL VORTAC on STL R-198 to TWRAY, then on STL R-198 and LIT R-013 to LIT VORTAC.
MYERZ TRANSITION (LINDY8.MYERZ): From over STL VORTAC on STL R-184 to MYERZ.
VICHY TRANSITION (LINDY8.VIH): From over STL VORTAC on STL R-229 to KLAIR, then on VIH R-053 to VIH VOR/DME.
WALNUT RIDGE TRANSITION (LINDY8.ARG): From over STL VORTAC on STL R-184 to MYERZ, then on ARG R-008 to ARG VORTAC.

(OZARK8.STL) 24025

# OZARK EIGHT DEPARTURE

AL-5178 (FAA)

ST LOUIS RGNL (ALN)
ALTON/ST. LOUIS, ILLINOIS






EC-3, 07 AUG 2025 to 02 OCT 2025

OZARK EIGHT DEPARTURE

(OZARK8.STL) 07OCT21

ALTON/ST. LOUIS, ILLINOIS
ST LOUIS RGNL (ALN)

## DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for vector to appropriate route. Maintain 2500 or assigned altitude, thence. . . .

. . . . from over STL VORTAC on STL R-130 to PLESS, then on (transition) or (assigned route). Expect filed altitude 10 minutes after departure.

DENNI TRANSITION (PLESS5.DENNI): From over PLESS on STL R-130 to DENNI.

NASHVILLE TRANSITION (PLESS5.BNA): From over PLESS on STL R-130 to DENNI, then on STL R-130 and BNA R-315 to BNA VORTAC.

AMERY, WISCONSIN | AL-6711 (FAA) | 25163

# RNAV (GPS) RWY 18

AMERY MUNI (AHH)

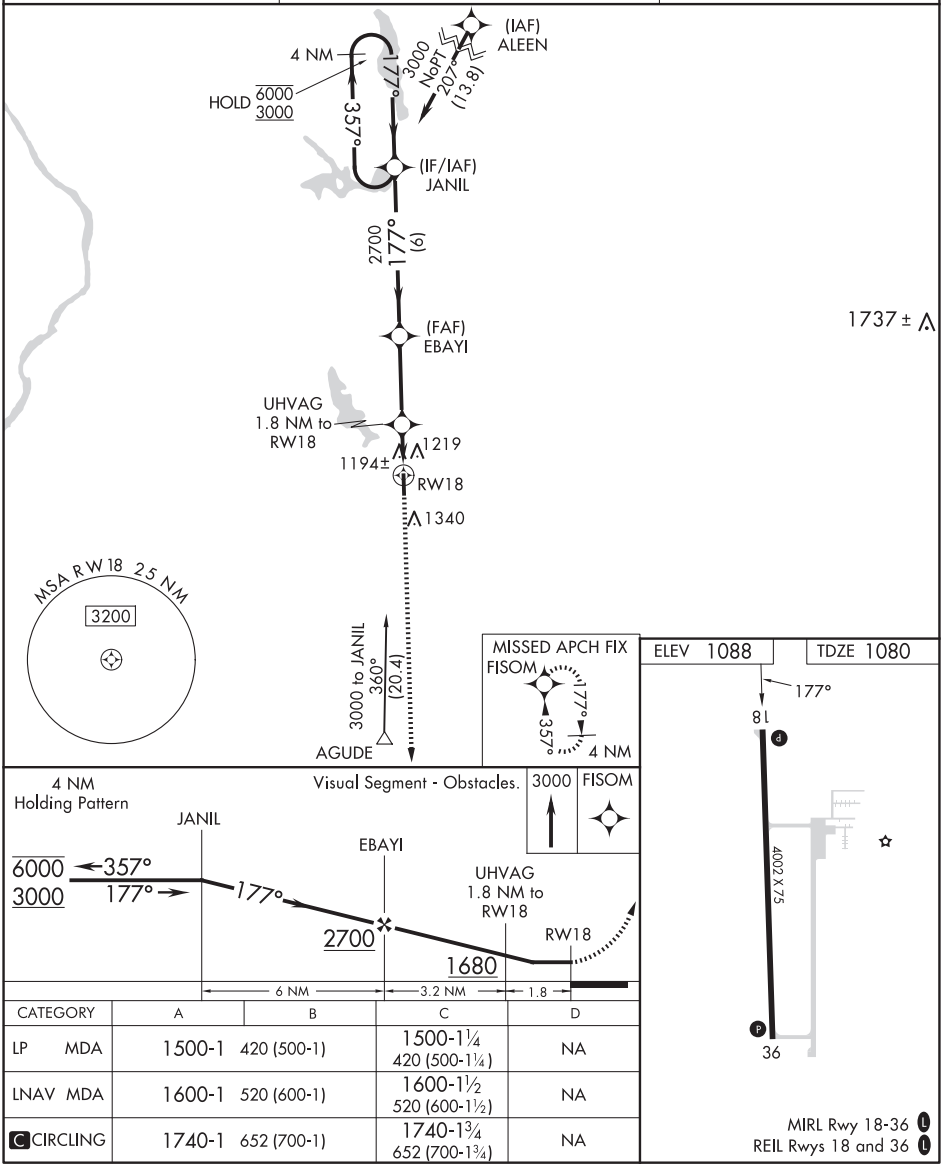
| WAAS | APP CRS | Rwy Ldg | 4002 |
|---|---|---|---|
| CH 77732 | 177° | TDZE | 1080 |
| W18A | | Apt Elev | 1088 |

RNP APCH.

T A NA — Rwy 18 helicopter visibility reduction below ¾ SM NA. Use New Richmond altimeter setting; when not received, use Osceola altimeter setting and increase all MDAs 20 feet and Circling Cat C visibility ¼ SM.

MISSED APPROACH: Climb to 3000 direct FISOM and hold.

| RNH AWOS-3 | MINNEAPOLIS CENTER | UNICOM |
|---|---|---|
| 120.0 | 125.3 335.6 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1500-1 | 420 (500-1) | 1500-1¼ 420 (500-1¼) | NA |
| LNAV MDA | 1600-1 | 520 (600-1) | 1600-1½ 520 (600-1½) | NA |
| C CIRCLING | 1740-1 | 652 (700-1) | 1740-1¾ 652 (700-1¾) | NA |

MIRL Rwy 18-36 L
REIL Rwys 18 and 36 L

AMERY, WISCONSIN
Amdt 1B 05DEC19

45°17'N-92°23'W

AMERY MUNI (AHH)

RNAV (GPS) RWY 18

EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

| WAAS | APP CRS | Rwy Ldg | 4002 |
|---|---|---|---|
| CH 70433 | 357° | TDZE | 1088 |
| W36A | | Apt Elev | 1088 |

# RNAV (GPS) RWY 36

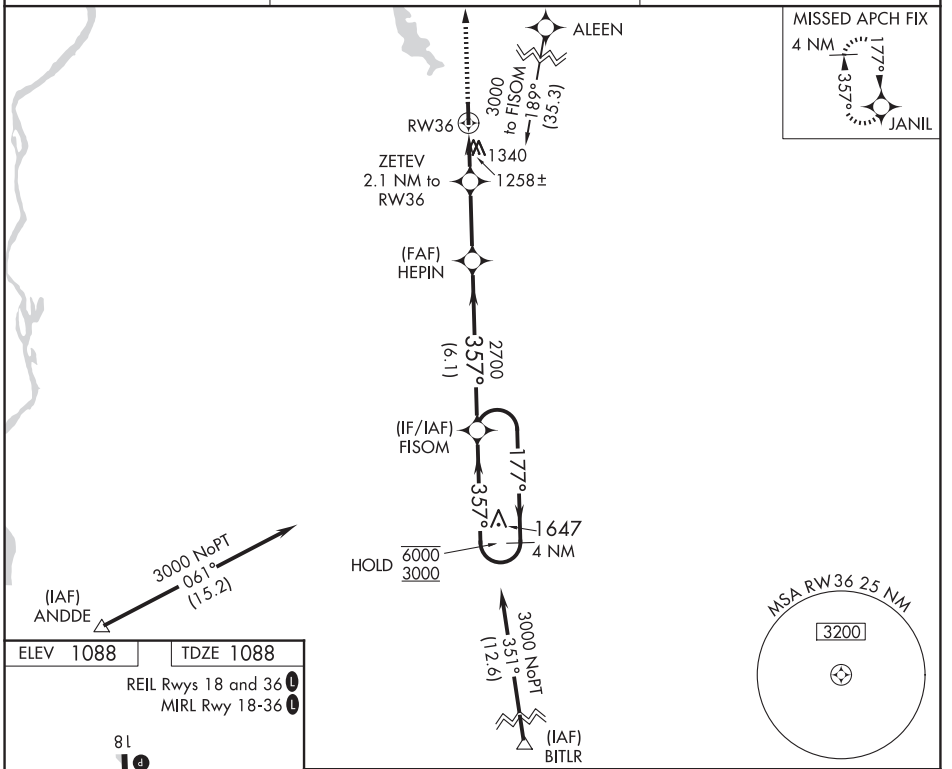
AMERY MUNI (AHH)

RNP APCH.

T A NA — Rwy 36 helicopter visibility reduction below ¾ SM NA. Use New Richmond altimeter setting; when not received, use Osceola altimeter setting and increase all MDAs 20 feet and Circling Cat C visibility ¼ SM.

MISSED APPROACH: Climb to 3000 direct JANIL and hold.

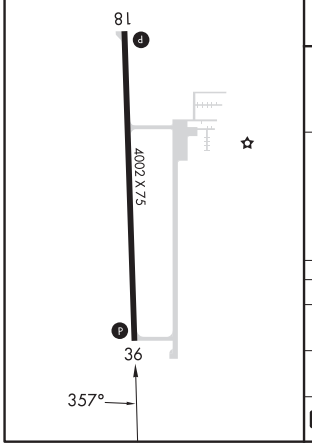
| RNH AWOS-3 | MINNEAPOLIS CENTER | UNICOM |
|---|---|---|
| 120.0 | 125.3 335.6 | 122.8 (CTAF) L |

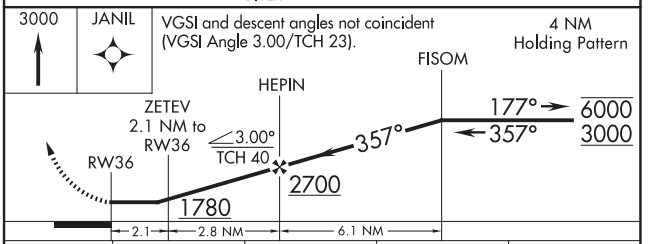



ELEV 1088 TDZE 1088

REIL Rwys 18 and 36 L

MIRL Rwy 18-36 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1560-1 | 472 (500-1) | 1560-1⅜ 472 (500-1⅜) | NA |
| LNAV MDA | 1680-1 | 592 (600-1) | 1680-1¾ 592 (600-1¾) | NA |
| C CIRCLING | 1740-1 | 652 (700-1) | 1740-1¾ 652 (700-1¾) | NA |



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

ANTIGO, WISCONSIN AL-6215 (FAA) 22363

# RNAV (GPS) RWY 9

LANGLADE COUNTY (AIG)

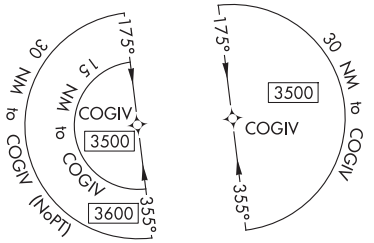
| WAAS CH 82130 W09A | APP CRS 085° | Rwy Idg 3400 TDZE 1522 Apt Elev 1523 |
|---|---|---|

RNP APCH.

Rwy 9 helicopter visibility reduction below ¾ SM NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18C or above 54°C.

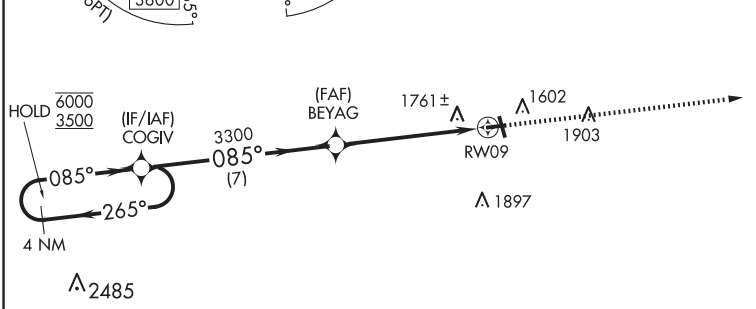
MISSED APPROACH: Climb to 3400 direct HEDIG and hold.

| AWOS-3 | MINNEAPOLIS CENTER | UNICOM |
|---|---|---|
| 119.075 | 124.4 317.7 | 122.8 (CTAF) L |

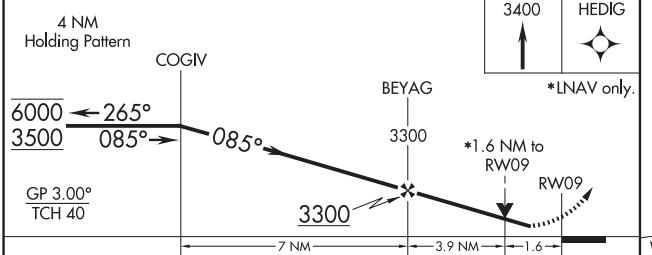




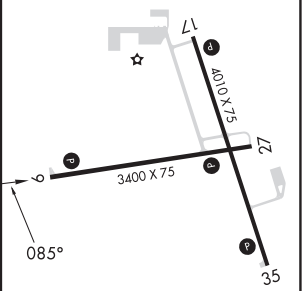





ELEV 1523 TDZE 1522




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1772-1 | 250 (300-1) | | |
| LNAV/VNAV DA | 2135-2¼ | 613 (700-2¼) | | |
| LNAV MDA | 2080-1 558 (600-1) | | 2080-1⅝ 558 (600-1⅝) | |
| C CIRCLING | 2120-1 597 (600-1) | | 2260-2 737 (800-2) | 2260-2¼ 737 (800-2¼) |




REIL Rwys 17 and 35 L
MIRL Rwys 17-35 and 9-27 L

ANTIGO, WISCONSIN
Orig-B 10OCT19

45°09′N-89°07′W

LANGLADE COUNTY (AIG)

RNAV (GPS) RWY 9

EC-3, 07 AUG 2025 to 02 OCT 2025

EC-3, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 17

LANGLADE COUNTY (AIG)

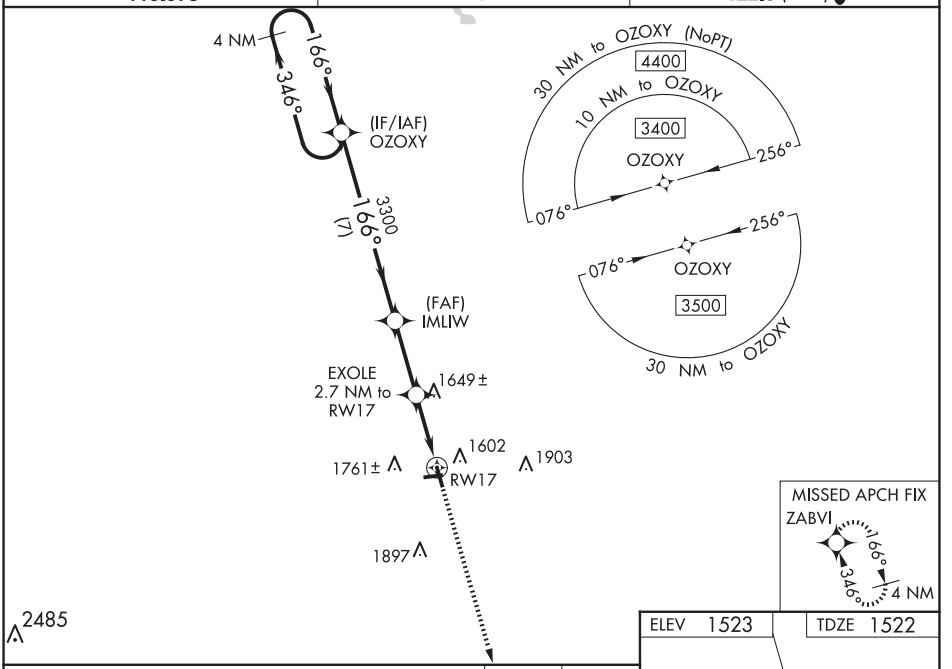
| WAAS | APP CRS | Rwy Idg | 4010 |
|---|---|---|---|
| CH 49131 | 166° | TDZE | 1522 |
| W17A | | Apt Elev | 1523 |

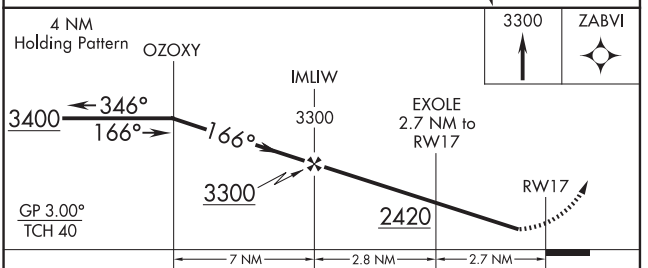
RNP APCH - GPS.

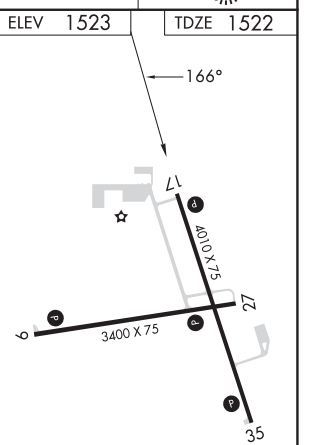
T A Baro-VNAV NA when using AUW altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C. Procedure NA at night. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use AUW altimeter setting and increase LPV DA to 1877 feet and all visibilities ¼ SM. Increase LNAV/VNAV DA to 2029 feet and all visibilities ¼ SM. Increase all MDAs 120 feet and LNAV visibility Cat C/D ¼ SM, and Circling visibility Cat C/D ½ SM.

MISSED APPROACH: Climb to 3300 direct ZABVI and hold.

| AWOS-3 | MINNEAPOLIS CENTER | UNICOM |
|---|---|---|
| 119.075 | 124.4 317.7 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1772-1 250 (300-1) | | | |
| LNAV/VNAV DA | 1924-1⅜ 402 (400-1⅜) | | | |
| LNAV MDA | 1920-1 398 (400-1) | | 1920-1⅛ 398 (400-1⅛) | |
| CIRCLING | 2120-1 597 (600-1) | | 2260-2 737 (800-2) | 2260-2¼ 737 (800-2¼) |

REIL Rwys 17 and 35 L
MIRL Rwys 17-35 and 9-27 L



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

ANTIGO, WISCONSIN | AL-6215 (FAA) | 22363

# RNAV (GPS) RWY 27

LANGLADE COUNTY (AIG)

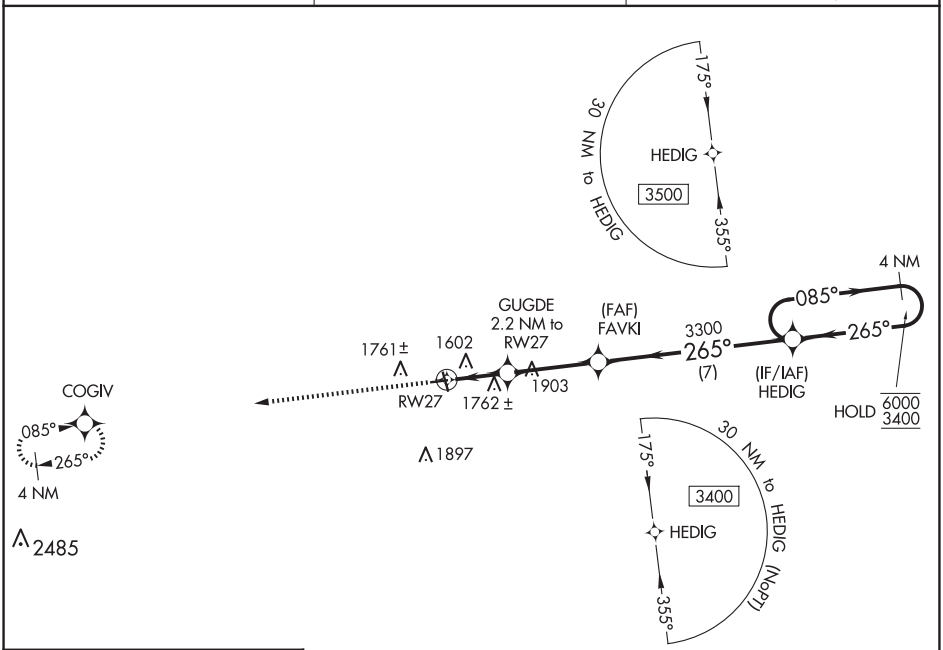
| WAAS | APP CRS | Rwy Idg | 3400 |
|---|---|---|---|
| CH 45629 | 265° | TDZE | 1523 |
| W27A | | Apt Elev | 1523 |

RNP APCH.

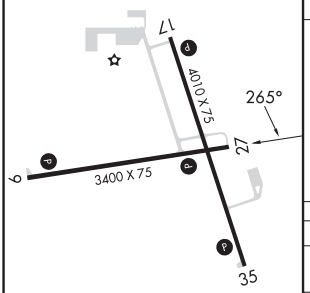
Rwy 27 helicopter visibility reduction below ¾ SM NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C.

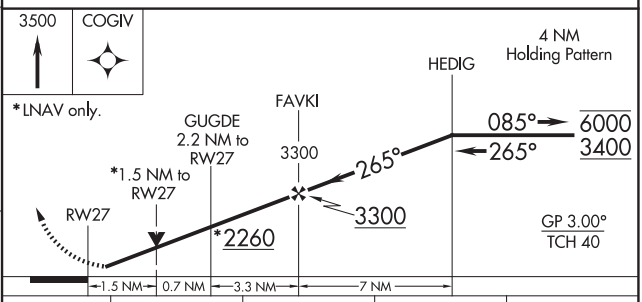
MISSED APPROACH: Climb to 3500 direct COGIV and hold.

| AWOS-3 | MINNEAPOLIS CENTER | UNICOM |
|---|---|---|
| 119.075 | 124.4 317.7 | 122.8 (CTAF) L |




ELEV 1523 | TDZE 1523




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1773-1 250 (300-1) | | | |
| LNAV/VNAV DA | 1792-1 269 (300-1) | | | |
| LNAV MDA | 2020-1 497 (500-1) | | 2020-1⅜ 497 (500-1⅜) | |
| C CIRCLING | 2120-1 597 (600-1) | | 2260-2 737 (800-2) | 2260-2¼ 737 (800-2¼) |

REIL Rwys 17 and 35 L
MIRL Rwys 17-35 and 9-27 L

ANTIGO, WISCONSIN
Amdt 1A 10OCT19

45°09'N-89°07'W

LANGLADE COUNTY (AIG)

RNAV (GPS) RWY 27

EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

| WAAS | APP CRS | Rwy Idg | 4010 |
|---|---|---|---|
| CH **45732** | **346°** | TDZE | **1522** |
| **W35A** | | Apt Elev | **1523** |

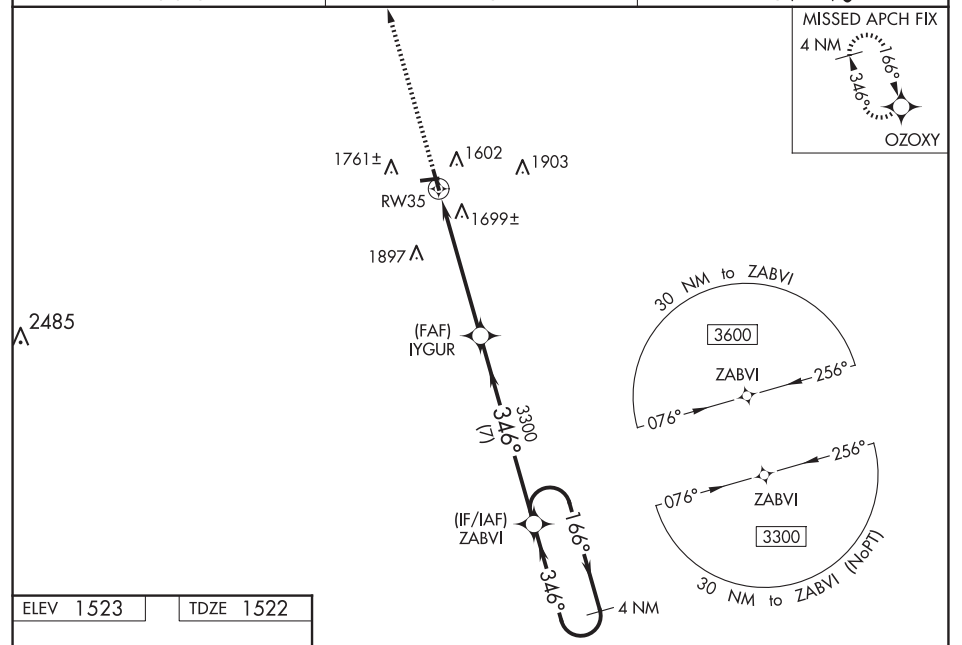
# RNAV (GPS) RWY 35
## LANGLADE COUNTY (AIG)

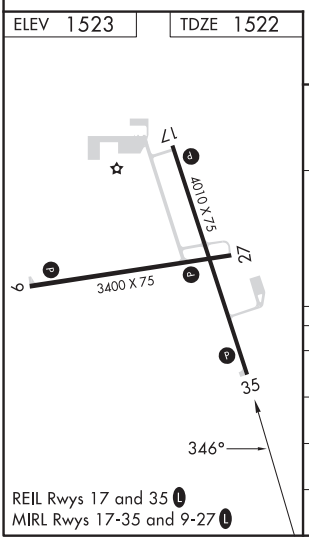
RNP APCH - GPS.

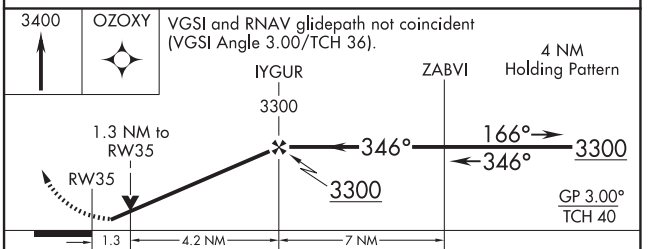
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C . Baro-VNAV and VDP NA when using AUW altimeter setting. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use AUW altimeter setting and increase LPV DA to 1877 feet and all visibilities ¼ SM. Increase LNAV/VNAV DA to 2124 feet and all visibilities ⅜ SM. Increase all MDAs 120 feet and LNAV visibility Cat C/D ⅜ SM, and Circling visibility Cat C/D ½ SM.

MISSED APPROACH: Climb to 3400 direct OZOXY and hold.

| AWOS-3 | MINNEAPOLIS CENTER | UNICOM |
|---|---|---|
| **119.075** | **124.4 317.7** | **122.8** (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1772-1 250 (300-1) | | | |
| LNAV/VNAV DA | 2019-1¾ 497 (500-1¾) | | | |
| LNAV MDA | 1960-1 438 (500-1) | | 1960-1¼ 438 (500-1¼) | |
| CIRCLING | 2120-1 597 (600-1) | | 2260-2 737 (800-2) | 2260-2¼ 737 (800-2¼) |



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

# ILS or LOC RWY 3

APPLETON INTL (ATW)

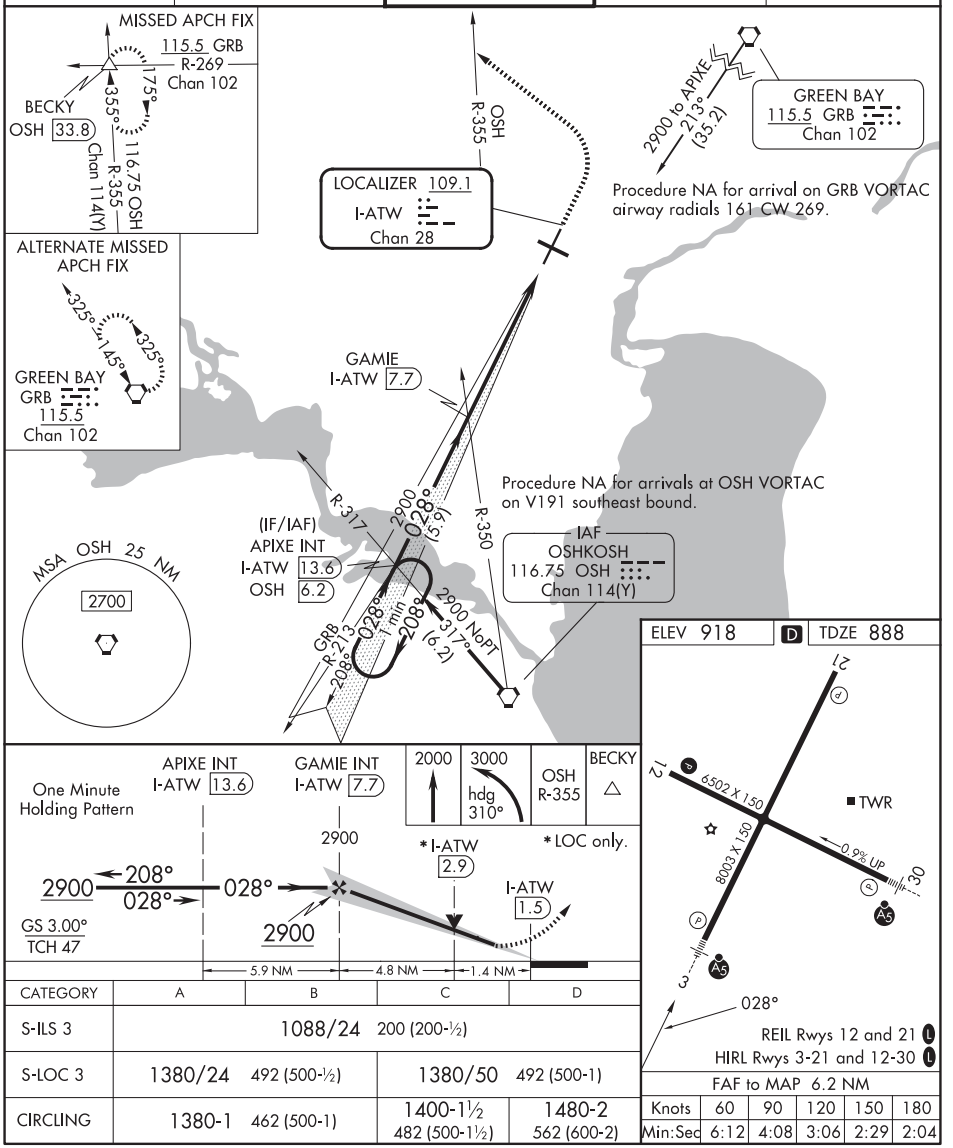
| LOC/DME I-ATW | APP CRS | Rwy Ldg | 8002 |
|---|---|---|---|
| 109.1 | 028° | TDZE | 888 |
| Chan 28 | | Apt Elev | 918 |

T
A For inop ALS, increase S-LOC 3 Cats C/D visibility to 1⅜ SM.

MALSR

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 on heading 310° and OSH VORTAC R-355 to BECKY INT/ OSH VORTAC 33.8 DME and hold.

| ATIS | GREEN BAY APP CON★ | APPLETON TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 127.15 | 126.3 338.2 | 119.6 (CTAF) L | 121.7 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 3 | 1088/24 200 (200-½) | | | |
| S-LOC 3 | 1380/24 492 (500-½) | | 1380/50 492 (500-1) | |
| CIRCLING | 1380-1 462 (500-1) | | 1400-1½ 482 (500-1½) | 1480-2 562 (600-2) |

FAF to MAP 6.2 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 6:12 | 4:08 | 3:06 | 2:29 | 2:04 |



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

# ILS or LOC RWY 30

APPLETON INTL (ATW)

| LOC/DME I-AQZ | APP CRS | Rwy Ldg | 6501 |
|---|---|---|---|
| 109.7 | 298° | TDZE | 875 |
| Chan 34 | | Apt Elev | 918 |

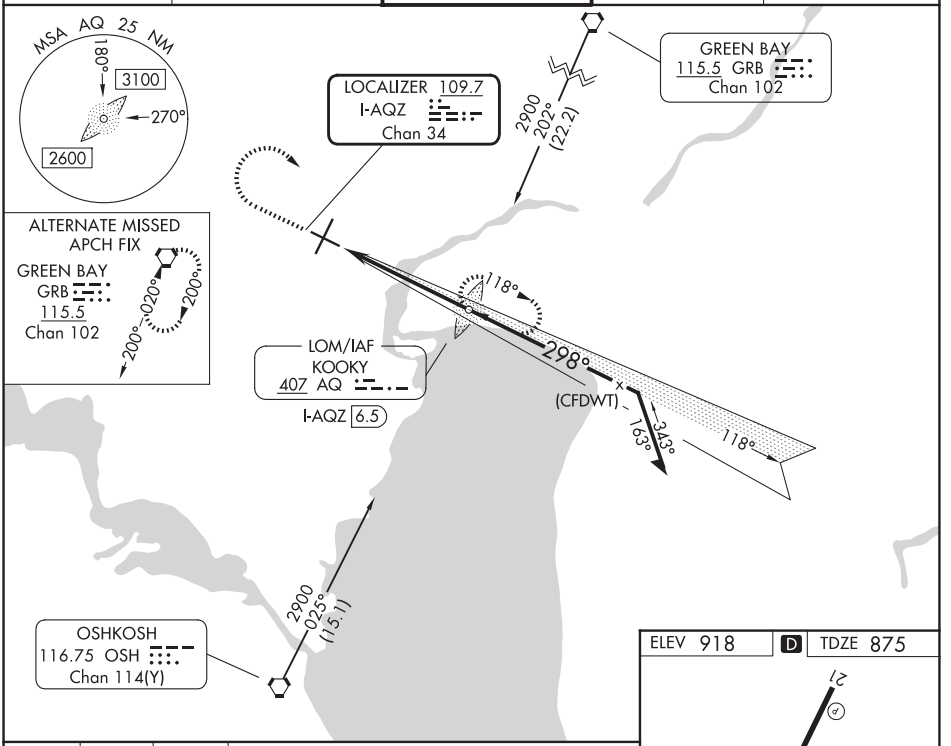
ADF required.

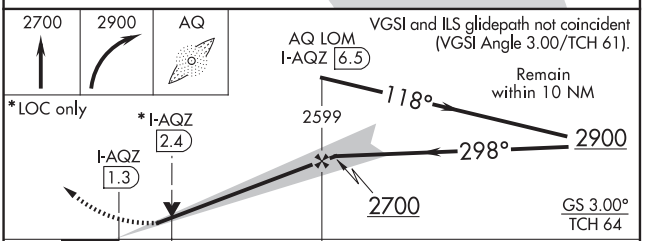
NA

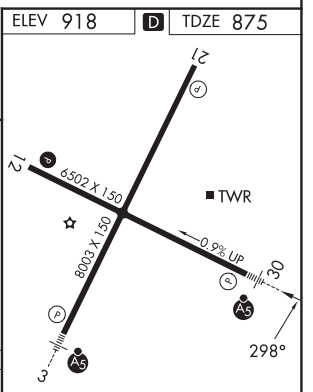
MALSR

MISSED APPROACH: Climb to 2700 then climbing right turn to 2900 direct KOOKY LOM/I-AQZ 6.5 DME and hold.

| ATIS | GREEN BAY APP CON★ | APPLETON TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 127.15 | 126.3 338.2 | 119.6 (CTAF) L | 121.7 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 30 | 1075-½ 200 (200-½) | | | |
| S-LOC 30 | 1260-½ 385 (400-½) | | 1260-⅝ 385 (400-⅝) | |
| CIRCLING | 1340-1 422 (500-1) | 1380-1 462 (500-1) | 1400-1½ 482 (500-1½) | 1480-2 562 (600-2) |

REIL Rwys 12 and 21 L
HIRL Rwys 12-30 and 3-21 L

FAF to MAP 5.2 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:12 | 3:28 | 2:36 | 2:05 | 1:44 |



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 3

APPLETON INTL (ATW)

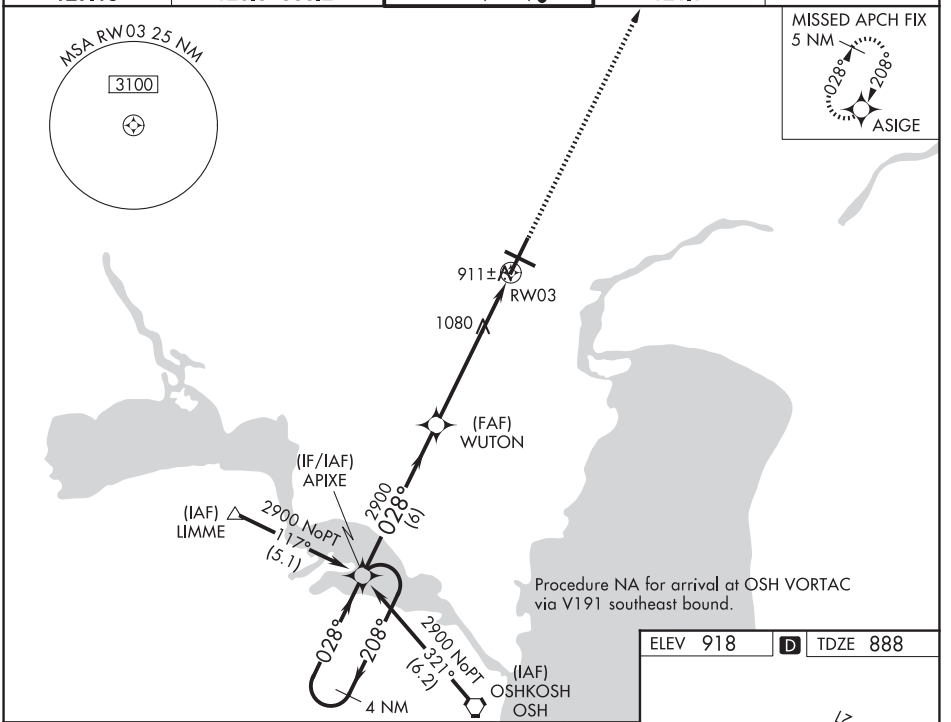
| WAAS | APP CRS | Rwy Ldg | 8002 |
|---|---|---|---|
| CH 56223 | 028° | TDZE | 888 |
| W03A | | Apt Elev | 918 |

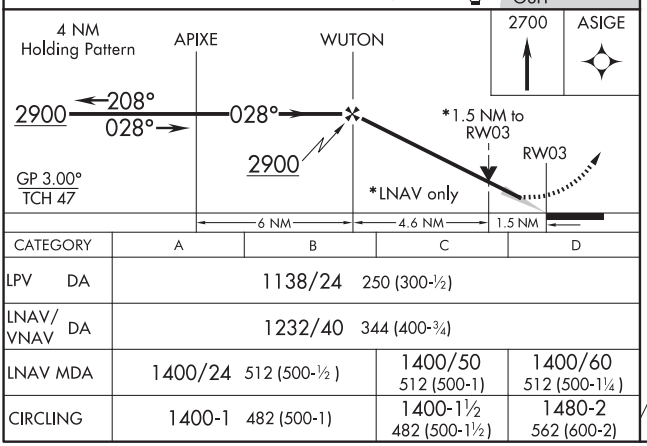
Baro-VNAV NA below -16°C (4°F). DME/DME RNP-0.3 NA. When local altimeter setting not received use Green Bay-Austin Straubel Intl altimeter setting and increase all DAs/MDAs 100 feet. Baro/VNAV and VDP NA when using Green Bay-Austin Straubel Intl altimeter setting. For inoperative MALSR increase LPV visibility to RVR 4000 all Cats.

MALSR

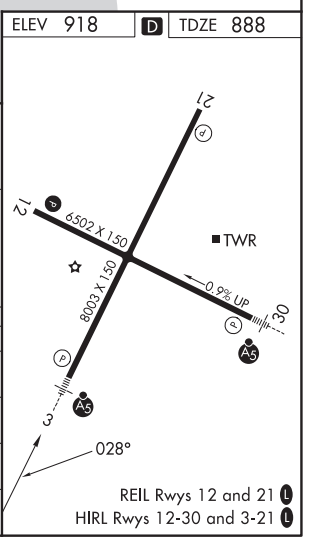
MISSED APPROACH: Climb to 2700 direct ASIGE and hold.

| ATIS | GREEN BAY APP CON★ | APPLETON TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 127.15 | 126.3 338.2 | 119.6 (CTAF) | 121.7 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1138/24 250 (300-½) | | | |
| LNAV/VNAV DA | 1232/40 344 (400-¾) | | | |
| LNAV MDA | 1400/24 512 (500-½) | | 1400/50 512 (500-1) | 1400/60 512 (500-1¼) |
| CIRCLING | 1400-1 482 (500-1) | | 1400-1½ 482 (500-1½) | 1480-2 562 (600-2) |






EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 12

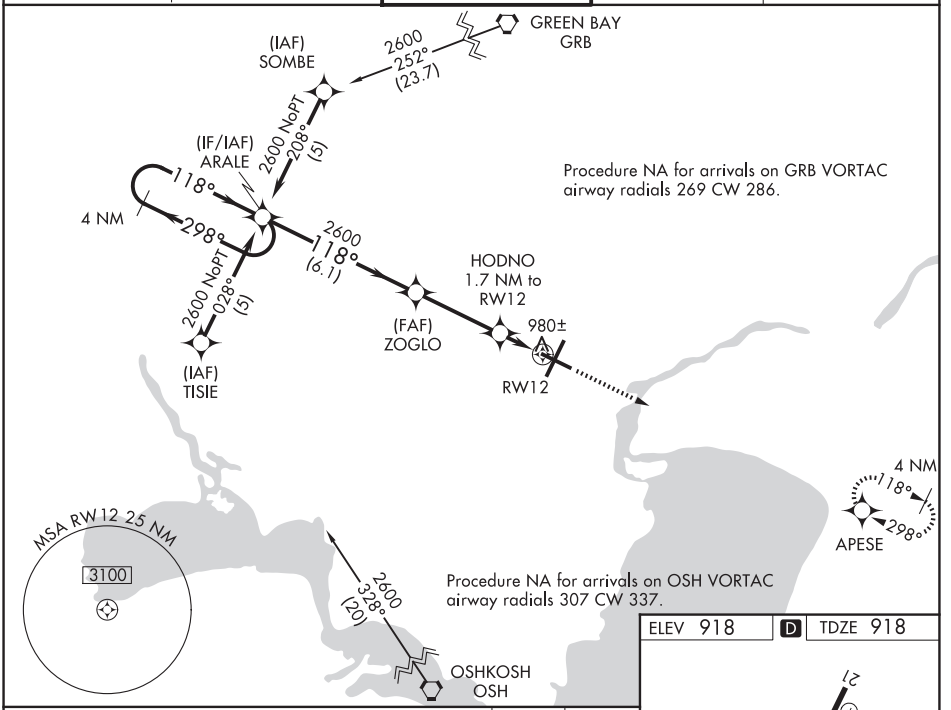
APPLETON INTL (ATW)

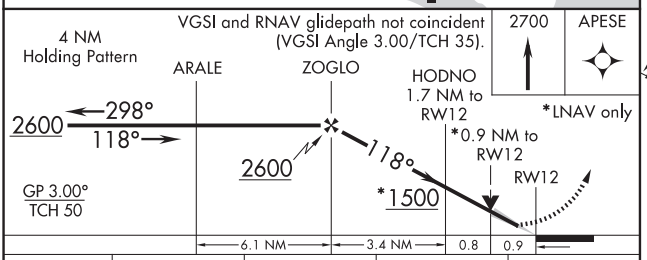
| WAAS | APP CRS | Rwy Ldg | 6501 |
|---|---|---|---|
| CH 82716 | 118° | TDZE | 918 |
| W12A | | Apt Elev | 918 |

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter not received, use Green Bay-Austin Straubel Intl altimeter setting and increase all DA 81 feet and all MDA 100 feet. Increase LPVand LNAV/VNAV all Cats and LNAV Cat C/D visibility ¼ mile. Baro-VNAV and VDP NA when using Green Bay-Austin Straubel altimeter setting.

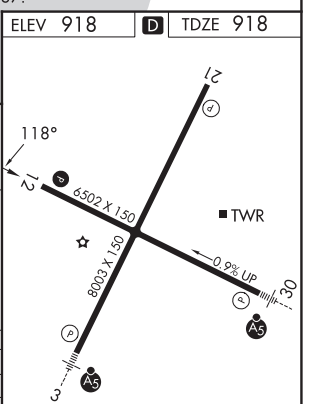
MISSED APPROACH: Climb to 2700 direct APESE and hold.

| ATIS | GREEN BAY APP CON★ | APPLETON TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 127.15 | 126.3 338.2 | 119.6 (CTAF) L | 121.7 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1118-¾ 200 (200-¾) | | | |
| LNAV/VNAV DA | 1329-1½ 411(500-1½) | | | |
| LNAV MDA | 1240-1 322 (400-1) | | | |
| CIRCLING | 1340-1 422 (500-1) | 1380-1 462 (500-1) | 1400-1½ 482 (500-1½) | 1480-2 562 (600-2) |




REIL Rwys 12 and 21 L
HIRL Rwys 12-30 and 3-21 L



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

APPLETON, WISCONSIN AL-5216 (FAA) 25219

# RNAV (GPS) RWY 21

APPLETON INTL (ATW)

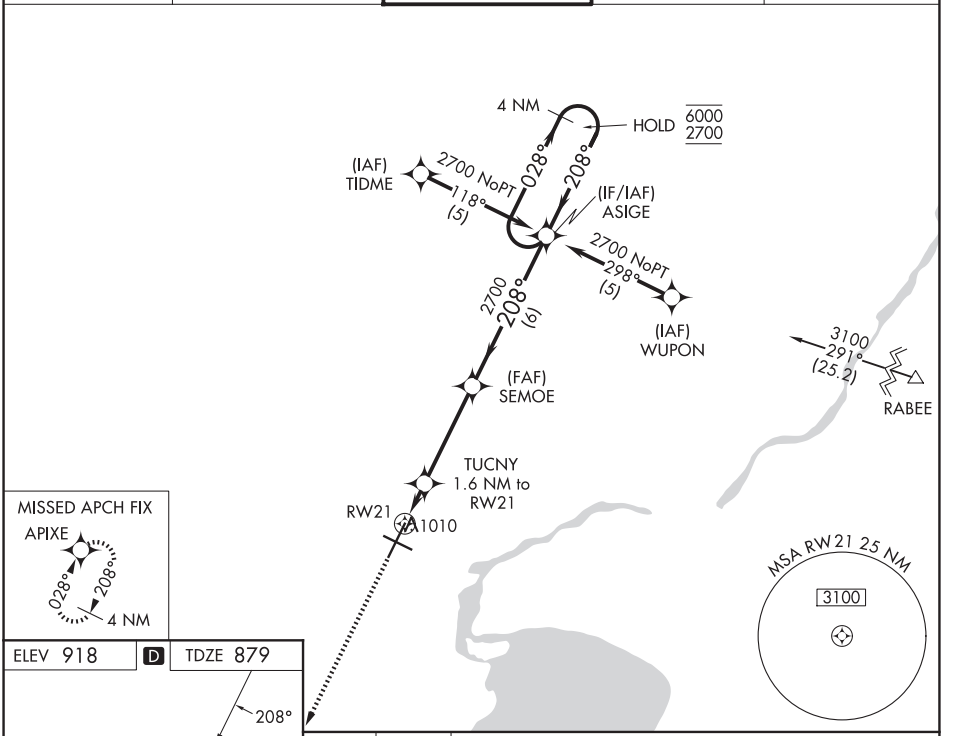
| WAAS CH 93517 W21A | APP CRS 208° | Rwy Ldg 8002 | TDZE 879 | Apt Elev 918 |
|---|---|---|---|---|

RNP APCH - GPS.

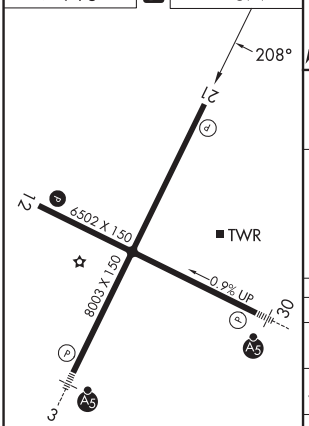
T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 47°C.

MISSED APPROACH:Climb to 2900 direct APIXE and hold.

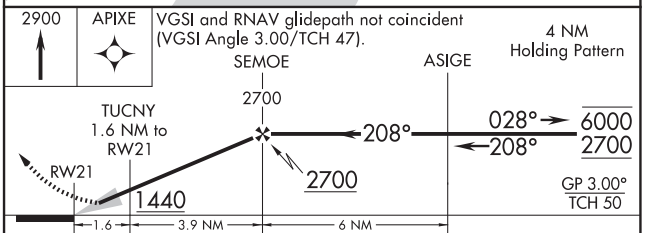
| ATIS | GREEN BAY APP CON★ | APPLETON TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 127.15 | 126.3 338.2 | 119.6 (CTAF) L | 121.7 | 122.95 |




ELEV 918 D TDZE 879




REIL Rwys 12 and 21 L
HIRL Rwys 12-30 and 3-21 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1129-¾ 250 (300-¾) | | | |
| LNAV/VNAV DA | 1261-1⅛ 382 (400-1⅛) | | | |
| LNAV MDA | 1280-1 401 (400-1) | | 1280-1⅛ 401 (400-1⅛) | |
| CIRCLING | 1340-1 422 (500-1) | 1380-1 462 (500-1) | 1400-1½ 482 (500-1½) | 1480-2 562 (600-2) |



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

| WAAS CH 42517 W30A | APP CRS 298° | Rwy Ldg 6501 / TDZE 875 / Apt Elev 918 |
|---|---|---|

# RNAV (GPS) RWY 30

APPLETON INTL (ATW)

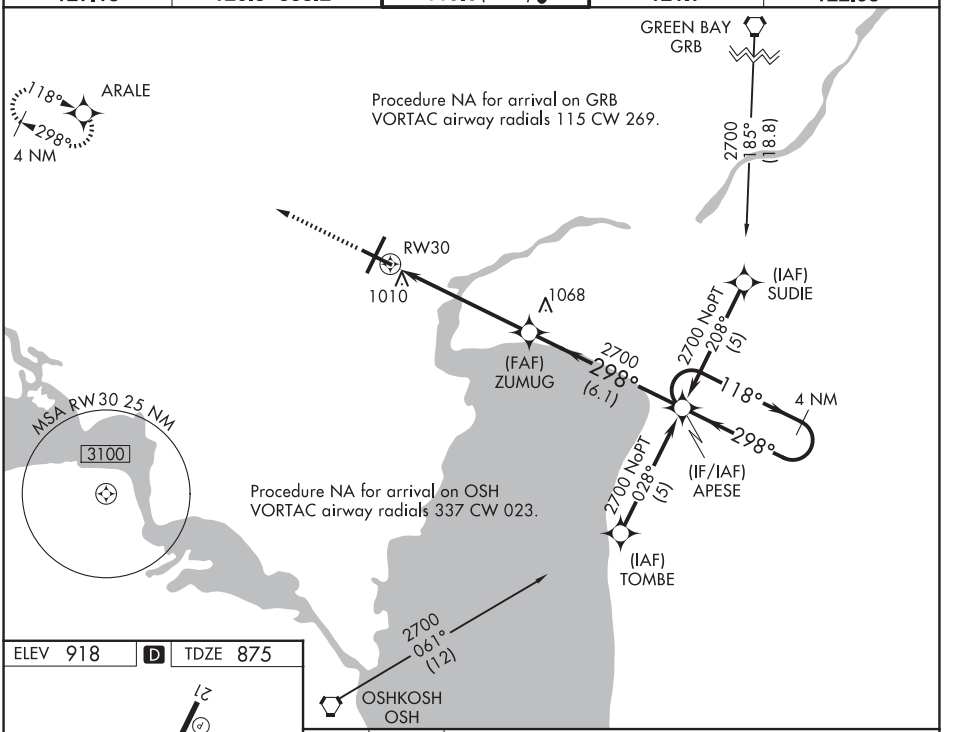
RNP APCH.

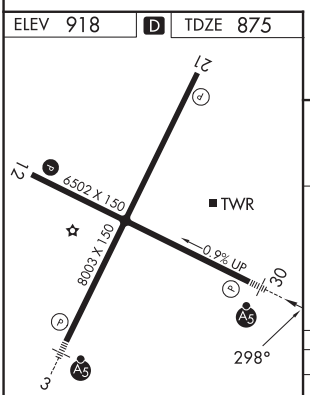
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).

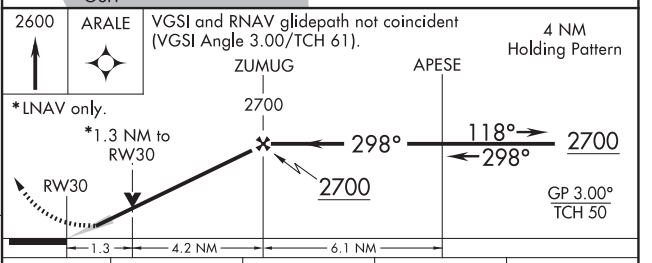
MALSR

MISSED APPROACH: Climb to 2600 direct ARALE and hold.

| ATIS | GREEN BAY APP CON★ | APPLETON TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 127.15 | 126.3 338.2 | 119.6 (CTAF) L | 121.7 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1075-½ 200 (200-½) | | | |
| LNAV/VNAV DA | 1310-1 435 (400-1) | | | |
| LNAV MDA | 1320-½ 445 (500-½) | | 1320-⅞ 445 (500-⅞) | 1320-1 445 (500-1) |
| CIRCLING | 1340-1 422 (500-1) | 1380-1 462 (500-1) | 1400-1½ 482 (500-1½) | 1480-2 562 (600-2) |

REIL Rwys 12 and 21 L
HIRL Rwys 12-30 and 3-21 L



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

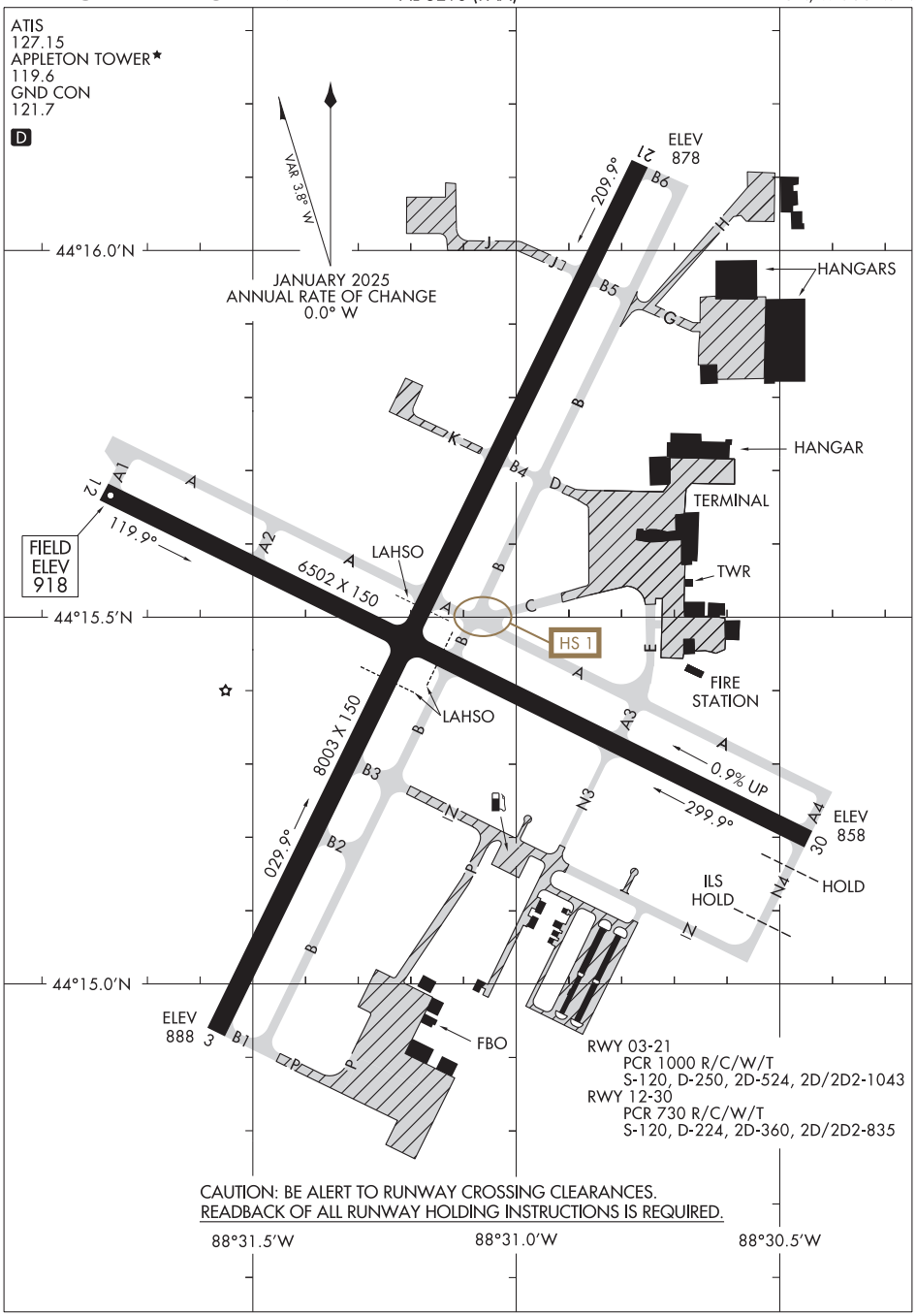
25219

# AIRPORT DIAGRAM

AL-5216 (FAA)

## APPLETON INTL (ATW)

APPLETON, WISCONSIN




AIRPORT DIAGRAM

25219

APPLETON, WISCONSIN

APPLETON INTL (ATW)



EC-3, 07 AUG 2025 to 02 OCT 2025

| WAAS | APP CRS | Rwy Idg | 5197 |
|---|---|---|---|
| CH 72707 | 023° | TDZE | 826 |
| W02A | | Apt Elev | 827 |

# RNAV (GPS) RWY 2

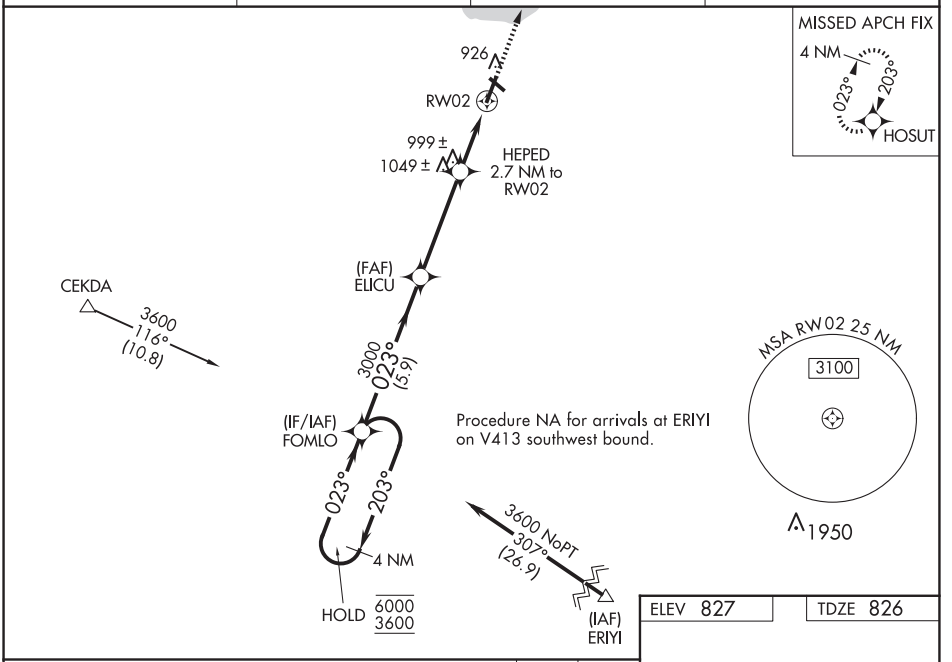
## JOHN F KENNEDY MEML (ASX)

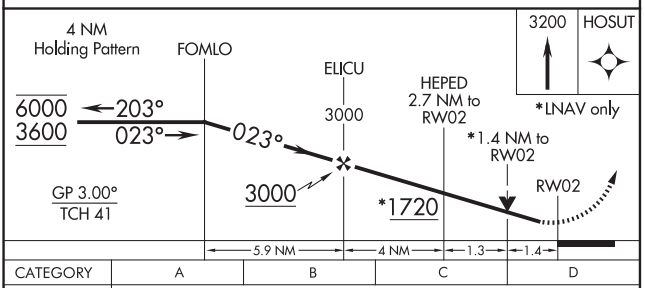
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -28°C or above 54°C. Rwy 2 helicopter visibility reduction below ¾ SM NA. Baro-VNAV and VDP NA when using Ironwood altimeter setting. When local altimeter setting not received, use Ironwood altimeter setting and increase all DA 132 feet and all MDAs 140 feet; increase LPV all Cats and LNAV Cat C/D visibility ⅜ SM, LNAV/VNAV all Cats and Circling Cat C/D visibility ½ SM.

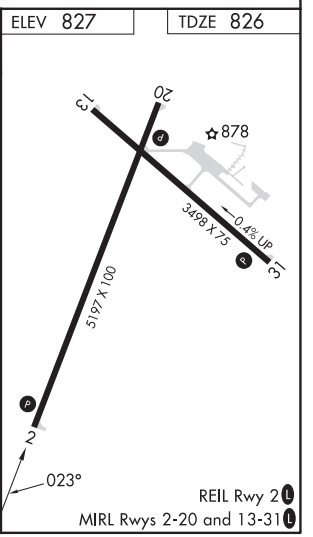
MISSED APPROACH: Climb to 3200 direct HOSUT and hold.

| ASOS | MINNEAPOLIS CENTER | GCO | UNICOM |
|---|---|---|---|
| 126.775 | 126.45 276.4 | 122.25 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | | 1076-1 | 250 (300-1) | |
| LNAV/VNAV DA | | 1103-1 | 277 (300-1) | |
| LNAV MDA | 1300-1 474 (500-1) | | 1300-1⅜ 474 (500-1⅜) | |
| C CIRCLING | 1300-1 473 (500-1) | | 1440-1¾ 613 (700-1¾) | 1560-2¼ 733 (800-2¼) |






EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

ASHLAND, WISCONSIN AL-5383 (FAA) 23222

# RNAV (GPS) RWY 13

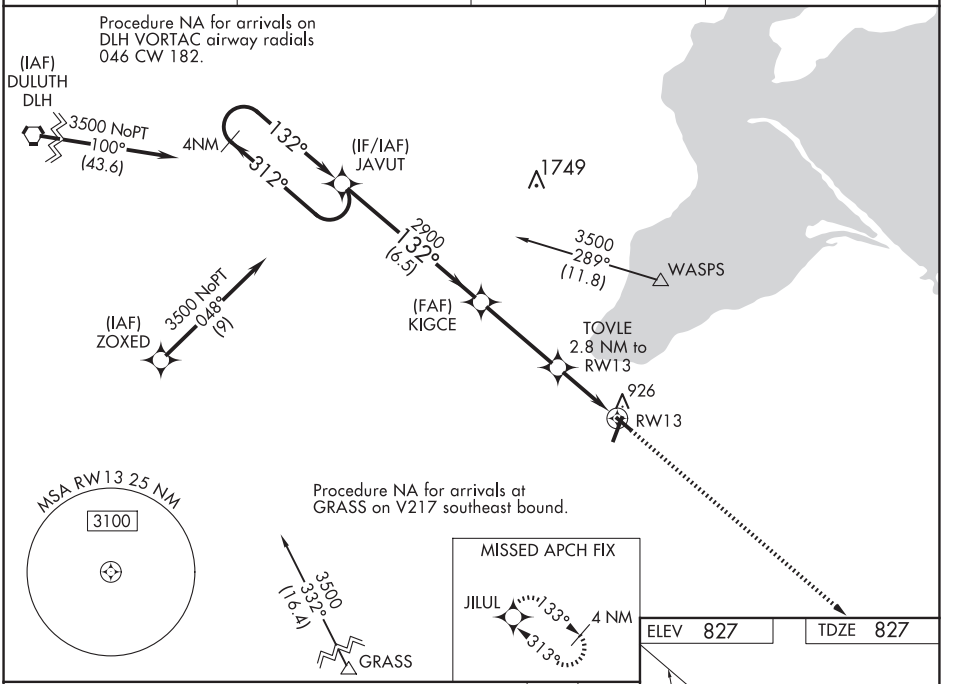
JOHN F KENNEDY MEML (ASX)

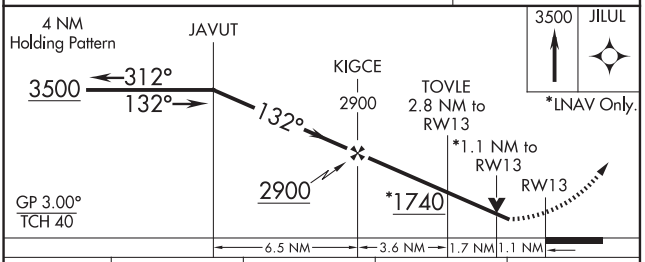
| WAAS | APP CRS | Rwy Idg | 3498 |
|---|---|---|---|
| CH 61107 | 132° | TDZE | 827 |
| W13A | | Apt Elev | 827 |

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -28°C (-18°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. Baro-VNAV and VDP NA when using Ironwood altimeter setting. When local altimeter setting not received, use Ironwood altimeter setting and increase all DAs 132 feet and all MDAs 140 feet; increase LPV, LNAV/VNAV all Cats, and LNAV Cat C/D visibility ⅜ mile and Circling Cat C/D visibility ½ mile.

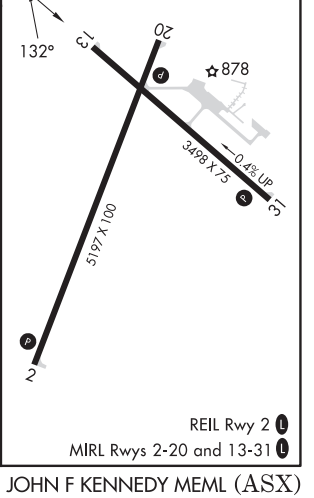
MISSED APPROACH: Climb to 3500 direct JILUL and hold.

| ASOS | MINNEAPOLIS CENTER | GCO | UNICOM |
|---|---|---|---|
| 126.775 | 126.45 276.4 | 122.25 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1077-⅞ | 250 (300-⅞) | | |
| LNAV/VNAV DA | 1110-1 | 283 (300-1) | | |
| LNAV MDA | 1200-1 | 373 (400-1) | | |
| C CIRCLING | 1240-1 413 (500-1) | 1280-1 453 (500-1) | 1440-1¾ 613 (700-1¾) | 1560-2¼ 733 (800-2¼) |




REIL Rwy 2 L
MIRL Rwys 2-20 and 13-31 L

ASHLAND, WISCONSIN
Amdt 1A 02APR15

46° 33'N-90° 55'W

JOHN F KENNEDY MEML (ASX)

RNAV (GPS) RWY 13

EC-3, 07 AUG 2025 to 02 OCT 2025

EC-3, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 20

## JOHN F KENNEDY MEML (ASX)

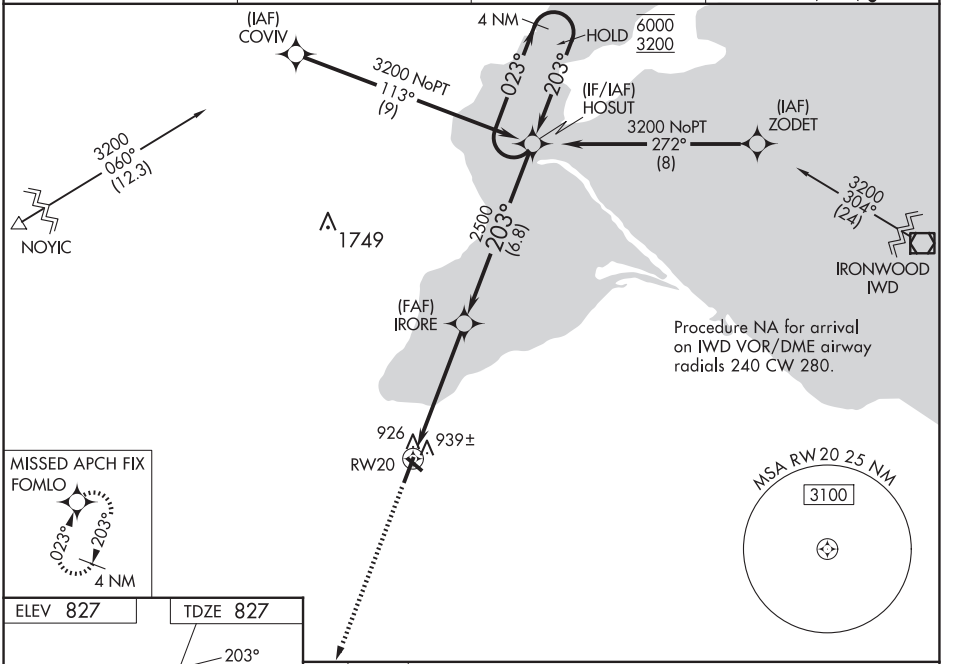
| WAAS | APP CRS | Rwy Idg | 5197 |
|---|---|---|---|
| CH 90307 | 203° | TDZE | 827 |
| W20A | | Apt Elev | 827 |

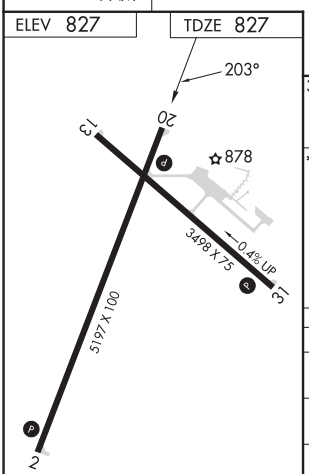
RNP APCH.

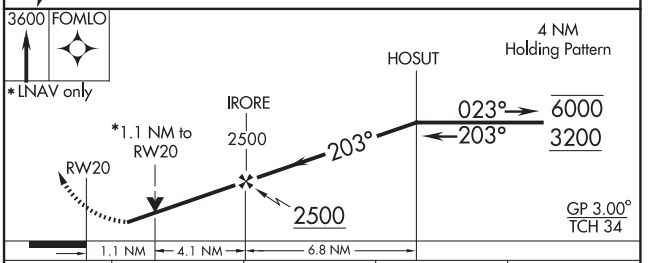
T A Baro-VNAV and VDP NA when using Ironwood altimeter setting. Rwy 20 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 54°C. When local altimeter setting not received, use Ironwood altimeter setting: increase LPV DA to 1260 feet and all visibilities ½ SM; increase LNAV/VNAV DA to 1256 feet and all visibilities ½ SM; increase all MDA 140 feet and LNAV visibility Cat C/D ⅜ SM and Circling visibility Cat C/D ½ SM.

MISSED APPROACH: Climb to 3600 direct FOMLO and hold.

| ASOS | MINNEAPOLIS CENTER | GCO | UNICOM |
|---|---|---|---|
| 126.775 | 126.45 276.4 | 122.25 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | | 1128-1 | 301 (400-1) | |
| LNAV/VNAV DA | | 1124-1 | 297 (300-1) | |
| LNAV MDA | | 1200-1 | 373 (400-1) | |
| C CIRCLING | 1240-1<br>413 (500-1) | 1280-1<br>453 (500-1) | 1440-1¾<br>613 (700-1¾) | 1560-2¼<br>733 (800-2¼) |

REIL Rwy 2 L
MIRL Rwys 2-20 and 13-31 L



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

ASHLAND, WISCONSIN AL-5383 (FAA) 23222

| WAAS | APP CRS | Rwy Idg | 3498 |
|---|---|---|---|
| CH 65807 | 313° | TDZE | 827 |
| W31A | | Apt Elev | 827 |

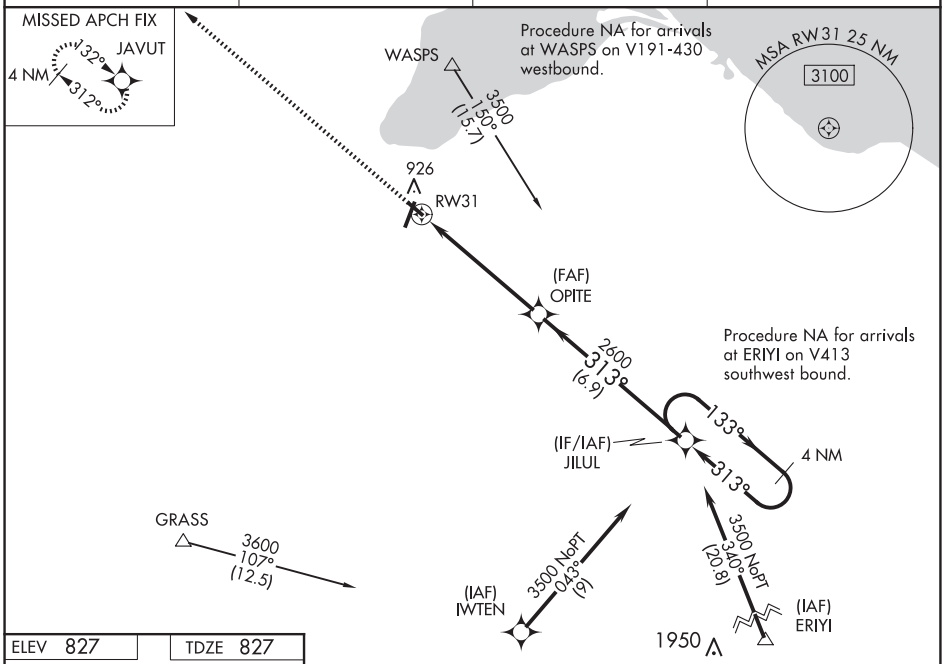
# RNAV (GPS) RWY 31

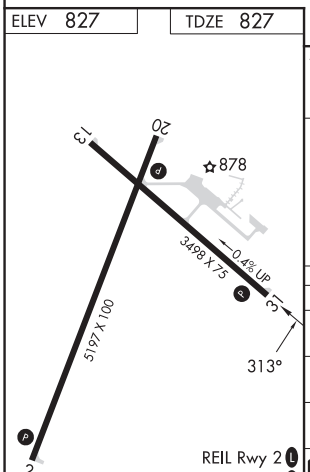
## JOHN F KENNEDY MEML (ASX)

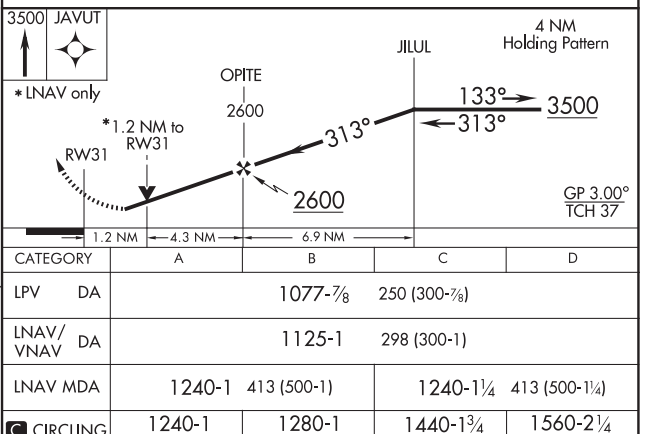
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -28°C (-18°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. Baro-VNAV and VDP NA when using Ironwood altimeter setting. When local altimeter setting not received, use Ironwood altimeter setting and increase all DAs 132 feet and all MDAs 140 feet; increase LPV all Cats and LNAV Cat C/D visibility ⅜ mile, LNAV/VNAV all Cats and Circling Cat C/D visibility ½ mile.

MISSED APPROACH: Climb to 3500 direct JAVUT and hold.

| ASOS | MINNEAPOLIS CENTER | GCO | UNICOM |
|---|---|---|---|
| 126.775 | 126.45 276.4 | 122.25 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1077-⅞ | | 250 (300-⅞) | |
| LNAV/VNAV DA | 1125-1 | | 298 (300-1) | |
| LNAV MDA | 1240-1 | 413 (500-1) | 1240-1¼ | 413 (500-1¼) |
| C CIRCLING | 1240-1 413 (500-1) | 1280-1 453 (500-1) | 1440-1¾ 613 (700-1¾) | 1560-2¼ 733 (800-2¼) |

ASHLAND, WISCONSIN
Amdt 1A 02APR15

46° 33'N-90° 55'W

JOHN F KENNEDY MEML (ASX)
RNAV (GPS) RWY 31

EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

# LOC RWY 2

JOHN F KENNEDY MEML (ASX)

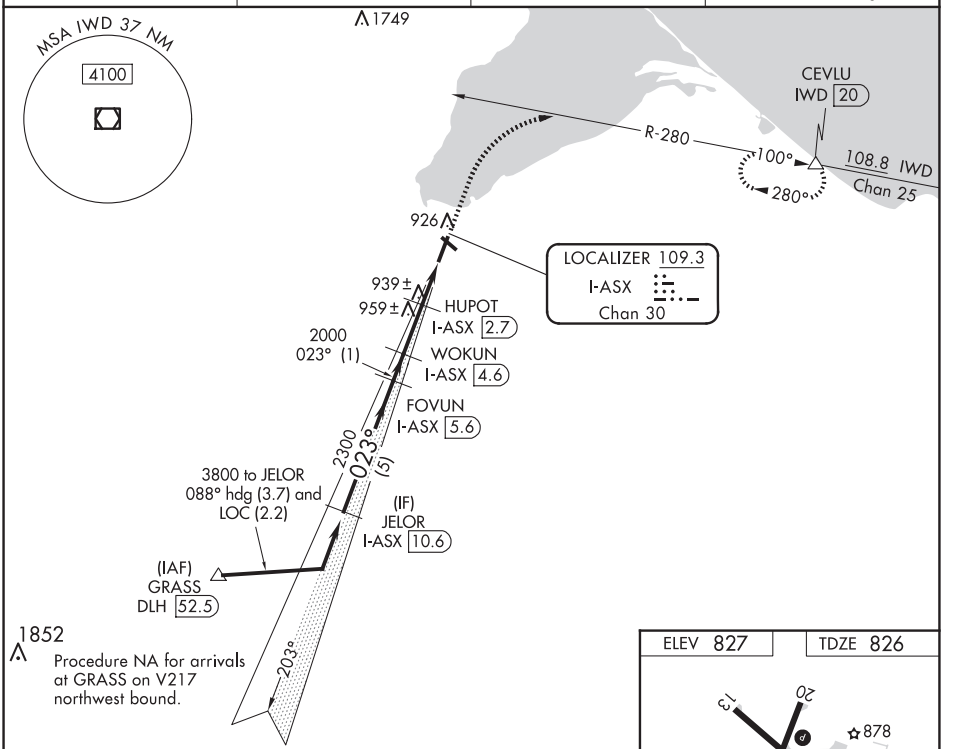
| LOC/DME I-ASX | APP CRS | Rwy Idg 5197 |
|---|---|---|
| 109.3 | 023° | TDZE 826 |
| Chan 30 | | Apt Elev 827 |

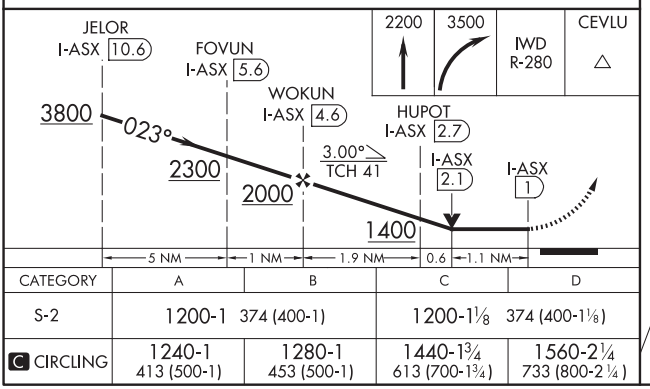
DME required.

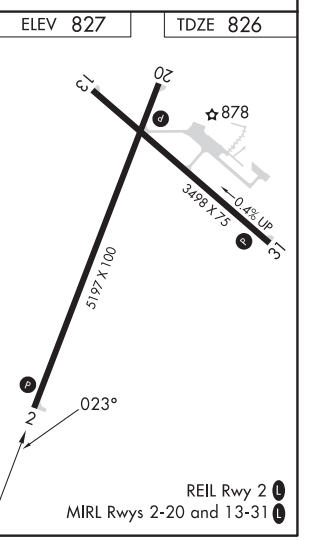
T ANA Rwy 2 helicopter visibility reduction below ¾ SM NA. VDP NA when using Ironwood altimeter setting. When local altimeter setting not received, use Ironwood altimeter setting and increase all MDA 140 feet; increase S-02 Cat C/D visibility ⅜ SM and Circling Cat C/D visibility ½ SM.

MISSED APPROACH: Climb to 2200 then climbing right turn to 3500 on IWD VOR/DME R-280 to CEVLU/ IWD 20 DME and hold.

| ASOS | MINNEAPOLIS CENTER | GCO | UNICOM |
|---|---|---|---|
| 126.775 | 126.45 276.4 | 122.25 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-2 | 1200-1 | 374 (400-1) | 1200-1⅛ | 374 (400-1⅛) |
| C CIRCLING | 1240-1<br>413 (500-1) | 1280-1<br>453 (500-1) | 1440-1¾<br>613 (700-1¾) | 1560-2¼<br>733 (800-2¼) |

REIL Rwy 2 L
MIRL Rwys 2-20 and 13-31 L



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

WAAS CH **53304** **W01A** | APP CRS **010°** | Rwy Idg **5010** TDZE **979** Apt Elev **979**

# RNAV (GPS) RWY 1

## BARABOO/WISCONSIN DELLS RGNL (DLL)

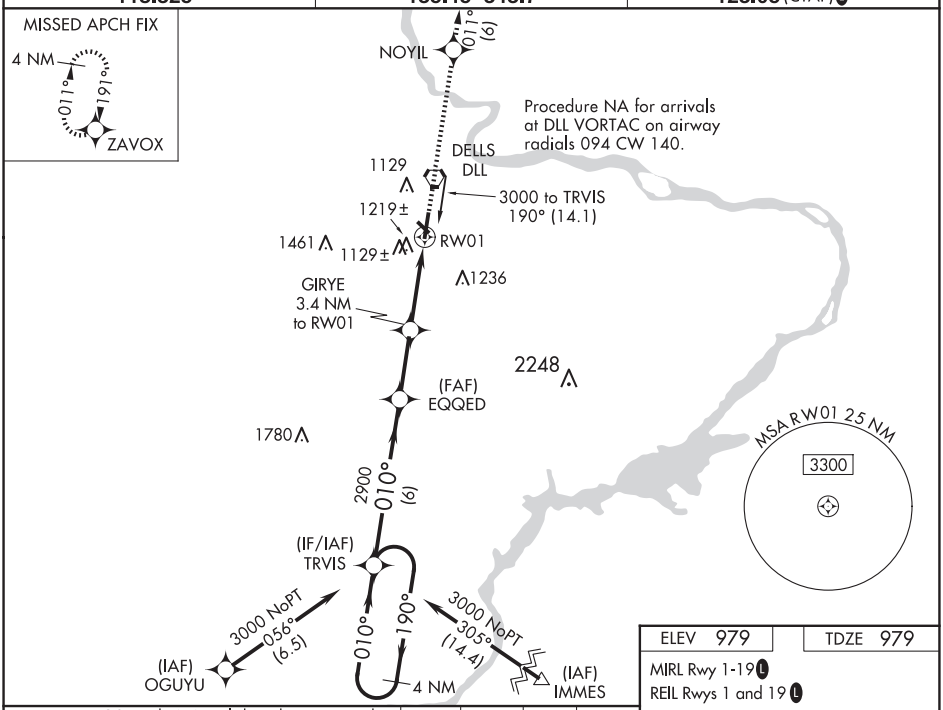
Baro-VNAV NA when using Lone Rock altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Lone Rock altimeter setting and increase all DA 97 feet/MDA 100 feet. Increase LPV all Cats visibility ⅛ mile, LNAV/VNAV all Cats visibility ⅜ mile, LNAV Cat C visibility ⅜ mile, and Circling Cat C visibility ½ mile. Circling NA to Rwy 14-32. Rwy 1 helicopter visibility reduction below ¾ SM NA.

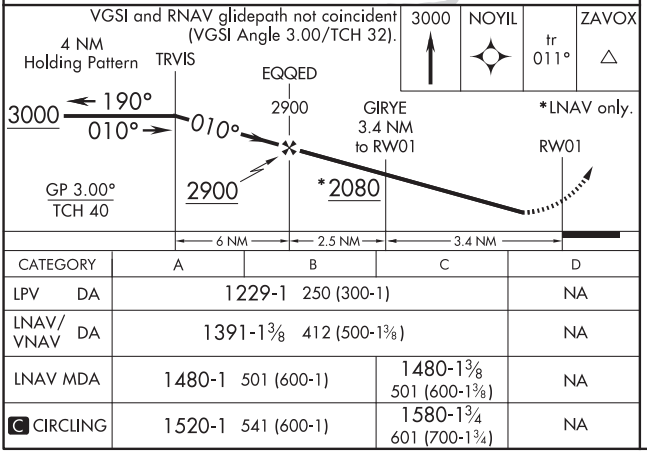
MISSED APPROACH: Climb to 3000 direct NOYIL and on track 011° to ZAVOX and hold.

| AWOS-3 | MADISON APP CON★ | UNICOM |
|---|---|---|
| **118.325** | **135.45 343.7** | **123.05** (CTAF) L |

MISSED APCH FIX



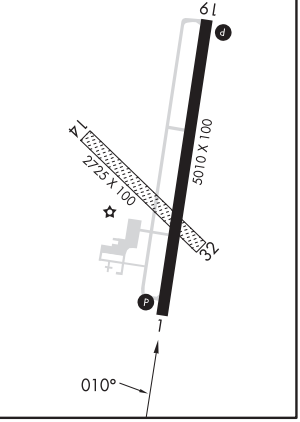




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1229-1 250 (300-1) | | | NA |
| LNAV/VNAV DA | 1391-1⅜ 412 (500-1⅜) | | | NA |
| LNAV MDA | 1480-1 501 (600-1) | | 1480-1⅜ 501 (600-1⅜) | NA |
| C CIRCLING | 1520-1 541 (600-1) | | 1580-1¾ 601 (700-1¾) | NA |

ELEV 979 | TDZE 979

MIRL Rwy 1-19 L

REIL Rwys 1 and 19 L






EC-3, 07 AUG 2025 to 02 OCT 2025

EC-3, 07 AUG 2025 to 02 OCT 2025

| WAAS CH 78232 W19A | APP CRS 190° | Rwy Idg 5010<br>TDZE 979<br>Apt Elev 979 |
|---|---|---|

# RNAV (GPS) RWY 19

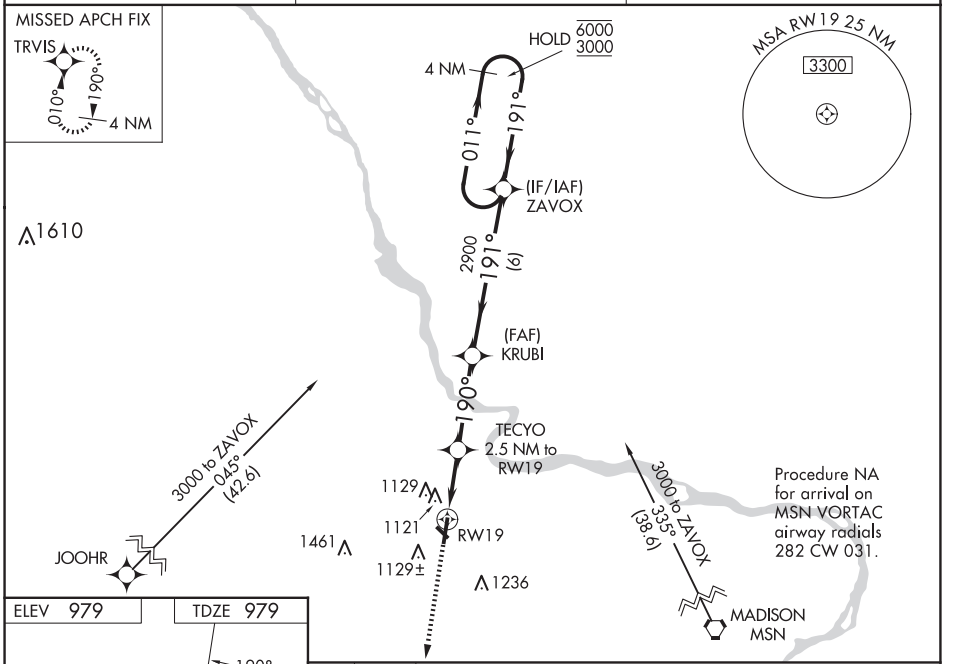
## BARABOO/WISCONSIN DELLS RGNL (DLL)

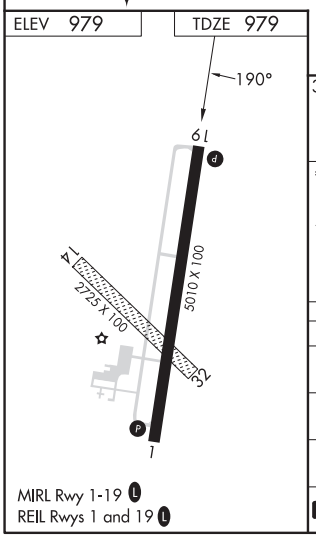
RNP APCH.

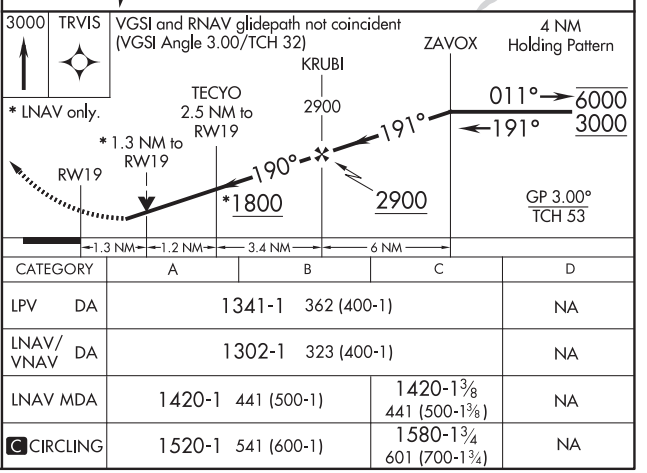
Circling NA to Rwys 14 and 32.
Rwy 19 helicopter visibility reduction below ¾ SM NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

MISSED APPROACH: Climb to 3000 direct TRVIS and hold.

| AWOS-3 | MADISON APP CON ★ | UNICOM |
|---|---|---|
| 118.325 | 135.45 343.7 | 123.05 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1341-1 362 (400-1) | | | NA |
| LNAV/VNAV DA | 1302-1 323 (400-1) | | | NA |
| LNAV MDA | 1420-1 441 (500-1) | | 1420-1⅜ 441 (500-1⅜) | NA |
| C CIRCLING | 1520-1 541 (600-1) | | 1580-1¾ 601 (700-1¾) | NA |



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

# LOC RWY 1

## BARABOO/WISCONSIN DELLS RGNL (DLL)

| LOC/DME I-DLL | APP CRS | Rwy Idg | 5010 |
|---|---|---|---|
| 109.15 | 010° | TDZE | 979 |
| Chan 28 (Y) | | Apt Elev | 979 |

DME required.

Circling NA to Rwys 14 and 32.
Rwy 1 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 4000 direct DLL VORTAC and hold, continue climb-in-hold to 4000.

| AWOS-3 | MADISON APP CON ★ | UNICOM |
|---|---|---|
| 118.325 | 135.45 343.7 | 123.05 (CTAF) L |

Procedure NA for arrivals at DLL VORTAC on V228 northwest bound.

DELLS
117.0 DLL
Chan 117

LOCALIZER 109.15
I-DLL
Chan 28 (Y)

3000 to TRVIS
186° (14.1)

JOVEB
I-DLL 4.1

EQQED
I-DLL 6.9

(IF/IAF)
TRVIS
I-DLL 12.9
DLL 14.1

3000 NoPT
010° (4.9)

(IAF)
NEGUS
I-DLL 17.8

HOLD 5000 3000

DLL
R-186

MSA DLL 25 NM
3300

ALTERNATE MISSED APCH FIX
MADISON
MSN
108.6
Chan 23

| ELEV 979 | TDZE 979 |
|---|---|

MIRL Rwy 1-19 L
REIL Rwys 1 and 19 L

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 32).

4000 DLL

One Minute Holding Pattern

TRVIS I-DLL 12.9
EQQED I-DLL 6.9
JOVEB I-DLL 4.1
I-DLL 2.2
I-DLL 1

5000
3000
190°
010°
010°
3.00°
TCH 40
2900
2000

Use I-DLL DME when on the localizer course.

6 NM 2.8 NM 1.9 NM 1.2 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-1 | 1380-1 401 (500-1) | | 1380-1⅛ 401 (500-1⅛) | NA |
| C CIRCLING | 1520-1 541 (600-1) | | 1580-1¾ 601 (700-1¾) | NA |



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EC-3, 07 AUG 2025 to 02 OCT 2025

| VORTAC DLL | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 117.0 | 187° | TDZE | N/A |
| Chan 117 | | Apt Elev | 979 |

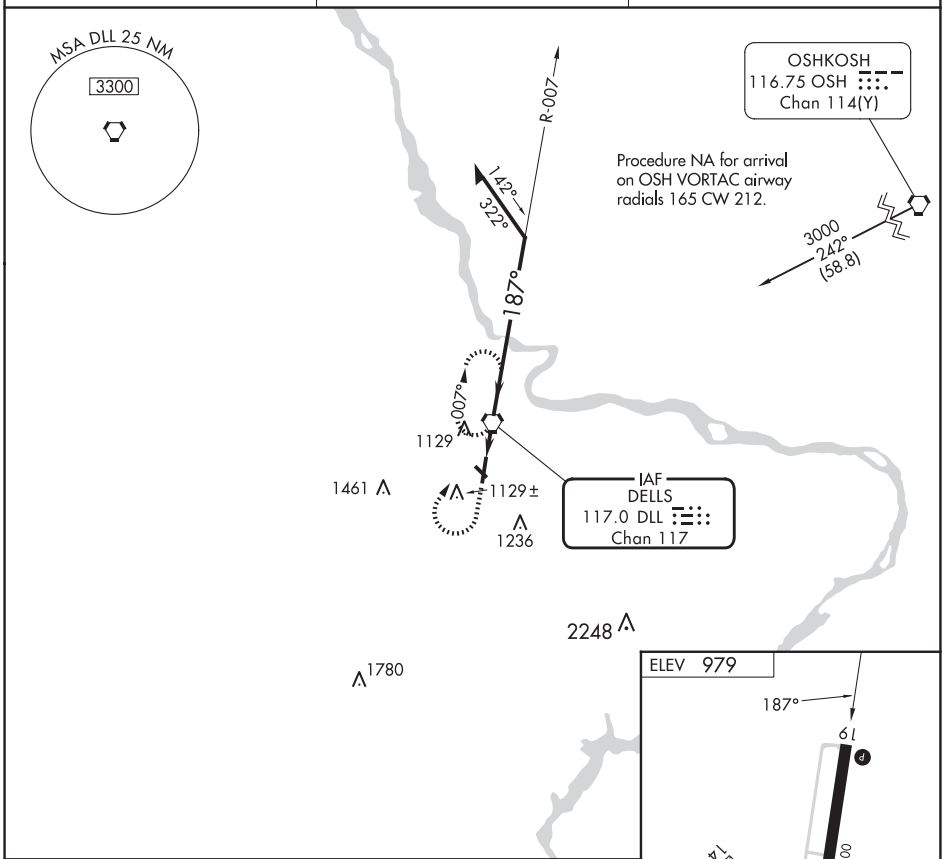
# VOR-A

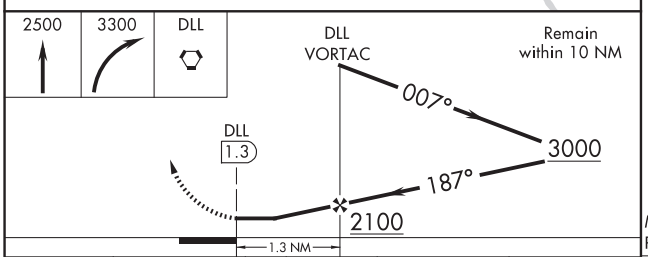
## BARABOO/WISCONSIN DELLS RGNL (DLL)

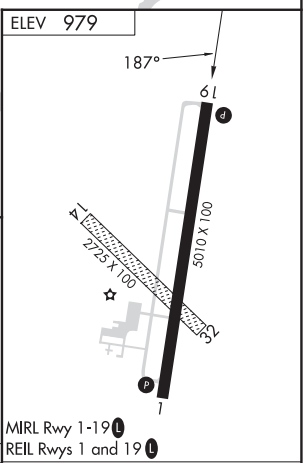
Circling NA to Rwys 14 and 32.

MISSED APPROACH: Climb to 2500 then climbing right turn to 3300 direct DLL VORTAC and hold, continue climb-in-hold to 3300.

| AWOS-3 | MADISON APP CON ★ | UNICOM |
|---|---|---|
| 118.325 | 135.45 343.7 | 123.05 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1520-1 | 541 (600-1) | 1580-1¾ 601 (700-1¾) | NA |

| FAF to MAP 1.3 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 1:18 | 0:52 | 0:39 | 0:31 | 0:26 |



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EC-3, 07 AUG 2025 to 02 OCT 2025

BELLEVILLE, ILLINOIS | AL-46 (FAA) | 25219

| LOC/DME I-BTC | APP CRS | Rwy Ldg 10000 |
|---|---|---|
| 111.15 | 139° | TDZE 442 |
| Chan 48 (Y) | | Apt Elev 459 |

# ILS or LOC RWY 14L

SCOTT AFB/MIDAMERICA ST LOUIS (BLV)

DME required.

Rwy 14L helicopter visibility reduction below RVR 4000 NA.

ASR

MISSED APPROACH: Climb to 2000 on heading 139° and on ENL VORTAC R-277 to DUTMY/ENL VORTAC 19.4 DME and hold.

| ATIS ★ | ST LOUIS APP CON | SCOTT TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 128.7 256.7 | 125.2 281.5 | 128.25 253.5 | 119.2 275.8 | 119.875 263.025 |

Procedure NA for arrivals on TOY VORTAC airway radials 189 CW 263.

MSA TOY 25 NM
130°
2700
2200
040°

IAF TROY
116.0 TOY
Chan 107

2200
214°
14.7
319°
(IF) HETSU
I-BTC 11.8
2200
139°
(5)
WUMOT
I-BTC 6.8
652±
JUGEG
I-BTC 4.8

115.0 ENL
Chan 97
R-277
097°
277°
DUTMY
ENL 19.4

LOCALIZER 111.15
I-BTC
Chan 48 (Y)

ELEV 459 | D | TDZE 442

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).

2000
hdg 139°

ENL
R-277

DUTMY

HETSU
I-BTC 11.8

WUMOT
I-BTC 6.8

JUGEG
I-BTC 4.8

2200
139°
2200
2200
1440
I-BTC 3.1
I-BTC 1.8

GS 3.00°
TCH 55

5 NM | 2 NM | 1.7 NM | 1.3 NM

139°
14
0.5% DOWN
8006 X 150
TWR
10000 X 150
32L
32R

| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 14L | 694/40 252 (300-¾) | | | | |
| S-LOC 14L | 920/55 478 (500-1) | | 920-1⅜ 478 (500-1⅜) | | |
| CIRCLING | 1000-1 541 (600-1) | 1120-1 661 (700-1) | 1240-2¼ 781 (800-2¼) | 1240-2½ 781 (800-2½) | 1240-2¾ 781 (800-2¾) |

REIL Rwy 14L
HIRL Rwys 14R-32L and 14L-32R

BELLEVILLE, ILLINOIS
Orig-I 25JAN24

38°33'N-89°50'W

SCOTT AFB/MIDAMERICA ST LOUIS (BLV)

ILS or LOC RWY 14L

EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

# ILS or LOC RWY 14R

## SCOTT AFB/MIDAMERICA ST LOUIS (BLV)

| LOC I-OXK | APP CRS | Rwy Ldg 8006 / TDZE 459 / Apt Elev 459 |
|---|---|---|
| 109.9 | 139° | |

T A ASR — For inop ALS, increase S-ILS 14R Cat E visibility to RVR 4000 and S-LOC 14R Cat E visibility to 1¾ mile. DME from SKE TACAN. DME use requires simultaneous reception of I-OXK and SKE DME. *RVR 1800 authorized with use of FD or AP or HUD to DA.

ALSF-1

MISSED APPROACH: Climb to 2200 then on TOY VORTAC R-148 to WOMUG INT/TOY 25.6 DME and hold.

| ATIS * | ST LOUIS APP CON | SCOTT TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 128.7 256.7 | 125.2 281.5 | 128.25 253.5 | 119.2 275.8 | 119.875 263.025 |

Procedure NA for arrivals on TOY VORTAC airway radials 189 CW 263.

IAF TROY 116.0 TOY Chan 107

MSA TOY 25 NM: 130°–040° 2700 / 2200

319°

2200 221° (5.8)

R-184

(IF) DADNE INT SKE 10.4 TOY 5.8

R-221

2200 139° (4.5)

HELGU INT SKE 5.9

SCOTT Chan 59 SKE (112.2)

LOCALIZER 109.9 I-OXK

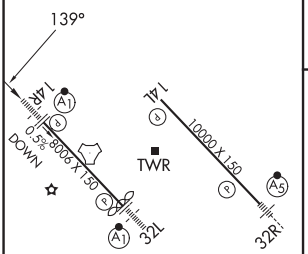
R-148

WOMUG INT TOY 25.6

115.0 ENL Chan 97

R-258 147° 327°

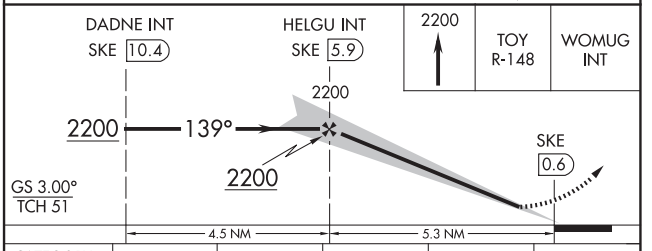
ELEV 459 D TDZE 459




HIRL Rwys 14L-32R and 14R-32L
REIL Rwy 14L

FAF to MAP 5.3 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:18 | 3:32 | 2:39 | 2:07 | 1:46 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 14R * | 659/24 200 (200-½) | | | | |
| S-LOC 14R | 1040/24 581 (600-½) | | 1040-1¼ 581 (600-1¼) | | |
| CIRCLING | 1040-1 581 (600-1) | 1120-1 661 (700-1) | 1240-2¼ 781 (800-2¼) | 1240-2½ 781 (800-2½) | 1240-2¾ 781 (800-2¾) |



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# ILS or LOC RWY 32L

## SCOTT AFB/MIDAMERICA ST LOUIS (BLV)

| LOC I-BLV | APP CRS | Rwy Ldg | 7822 |
|---|---|---|---|
| 109.9 | 319° | TDZE | 439 |
| | | Apt Elev | 459 |

DME required.

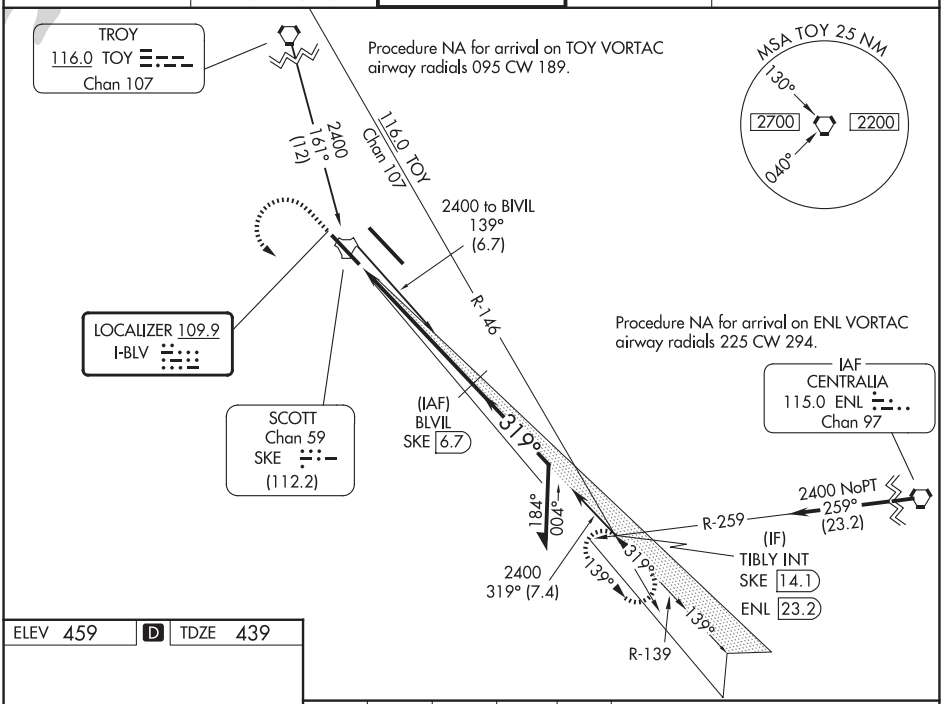
ASR

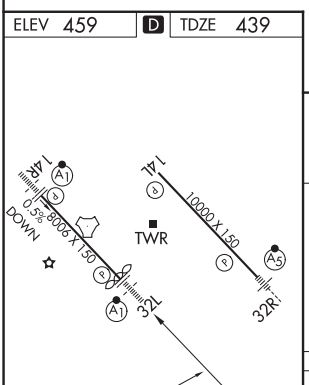
For inop ALS, increase S-ILS 32L Cat E visibility to RVR 4000 and increase S-LOC 32L Cat C/D/E visibility to 1⅜ SM. Procedure turn NA for Cat E aircraft. DME from SKE TACAN. Simultaneous reception of I-BLV and SKE DME required. *RVR 1800 authorized with use of FD or AP or HUD to DA.

ALSF-1

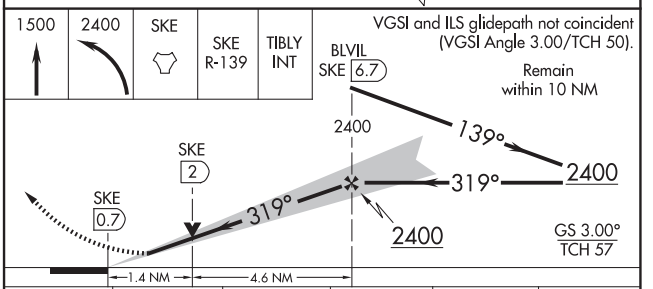
MISSED APPROACH: Climb to 1500 then climbing left turn to 2400 direct SKE TACAN and on SKE R-139 to TIBLY INT/ SKE 14.1 DME and hold.

| ATIS ★ | ST LOUIS APP CON | SCOTT TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 128.7 256.7 | 125.2 281.5 | 128.25 253.5 | 119.2 275.8 | 119.875 263.025 |




REIL Rwy 14L
HIRL Rwys 14R-32L and 14L-32R




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 32L* | 639/24 200 (200-½) | | | | |
| S-LOC 32L | 920/24 481 (500-½) | | 920/50 481 (500-1) | | |
| CIRCLING | 1000-1 541 (600-1) | 1120-1 661 (700-1) | 1240-2¼ 781 (800-2¼) | 1240-2½ 781 (800-2½) | 1240-2¾ 781(800-2¾) |



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# ILS or LOC RWY 32R

## SCOTT AFB/MIDAMERICA ST LOUIS (BLV)

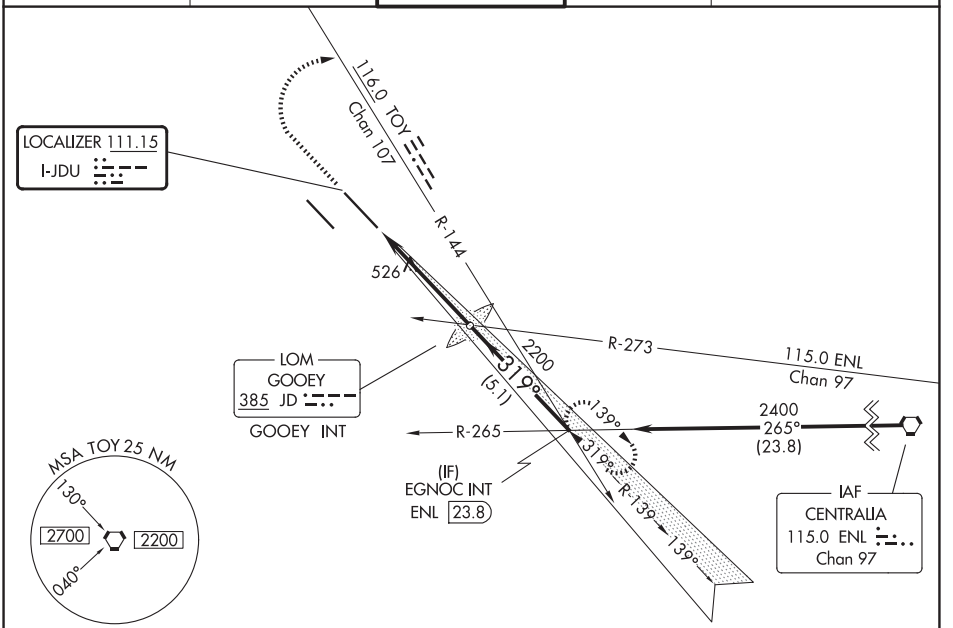
| LOC I-JDU | APP CRS | Rwy Ldg | 10000 |
|---|---|---|---|
| 111.15 | 319° | TDZE | 442 |
| | | Apt Elev | 459 |

ASR: For inop ALS, increase S-ILS 32R Cat E visibility to RVR 4000 and increase S-LOC Cat E visibility to RVR 5000.
*RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

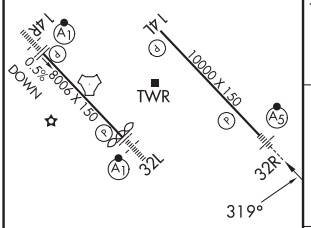
MISSED APPROACH: Climb to 1500 then climbing right turn to 2400 on heading 194° and TOY VORTAC R-144 to EGNOC INT and hold.

| ATIS ★ | ST LOUIS APP CON | SCOTT TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 128.7 256.7 | 125.2 281.5 | 128.25 253.5 | 119.2 275.8 | 119.875 263.025 |




Procedure NA for arrivals on ENL VORTAC airway radials 225 CW 294.

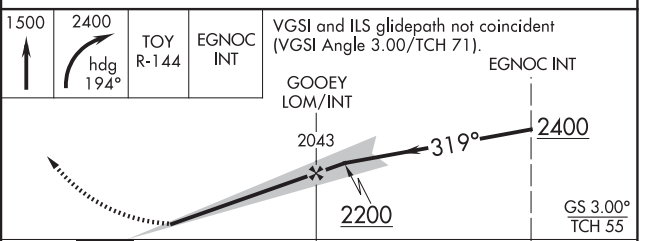
ELEV 459 D TDZE 442




REIL Rwy 14L
HIRL Rwys 14R-32L and 14L-32R

FAF to MAP 4.9 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:54 | 3:16 | 2:27 | 1:58 | 1:38 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 32R * | 642/24 200 (200-½) | | | | |
| S-LOC 32R | 780/24 338 (400-½) | | 780/26 338 (400-½) | | |
| CIRCLING | 1000-1 541 (600-1) | 1120-1 661 (700-1) | 1240-2¼ 781 (800-2¼) | 1240-2½ 781 (800-2½) | 1240-2¾ 781 (800-2¾) |



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| WAAS | APP CRS | Rwy Ldg | 10000 |
|---|---|---|---|
| CH 58218 | 139° | TDZE | 442 |
| W14A | | Apt Elev | 459 |

# RNAV (GPS) RWY 14L

## SCOTT AFB/MIDAMERICA ST LOUIS (BLV)

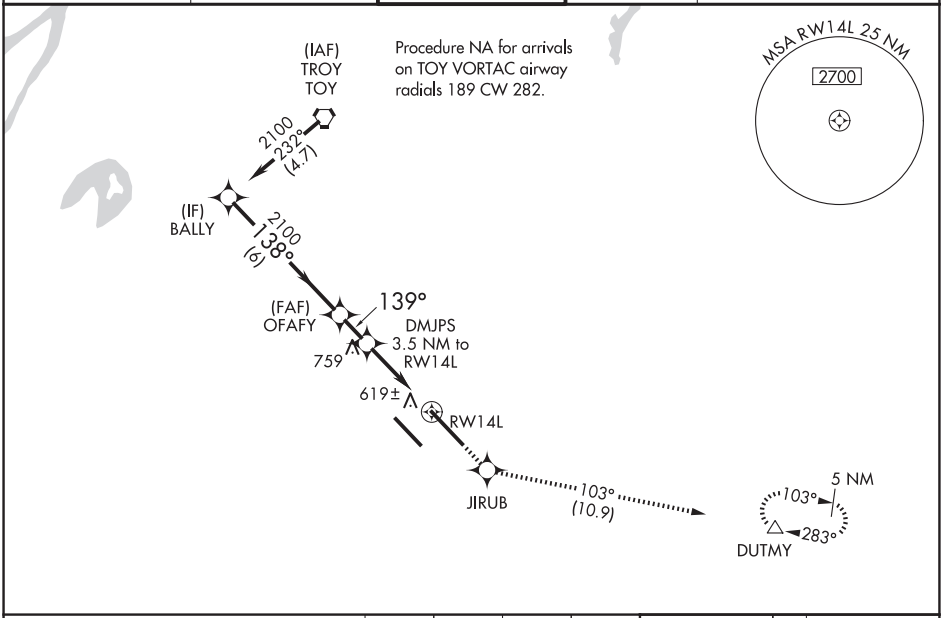
RNAV 1 - GPS.

ASR

Rwy 14L helicopter visibility reduction below RVR 4000 NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C.

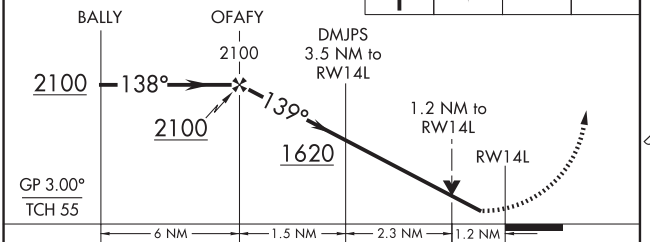
MISSED APPROACH: Climb to 2300 direct JIRUB and on track 103° to DUTMY and hold.

| ATIS ★ | ST LOUIS APP CON | SCOTT TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 128.7 256.7 | 125.2 281.5 | 128.25 253.5 | 119.2 275.8 | 119.875 263.025 |



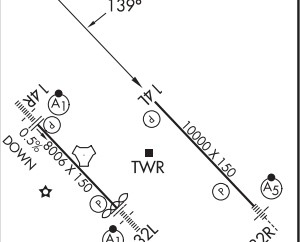

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 71).

| 2300 | JIRUB | tr 103° | DUTMY |
|---|---|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 694/40 252 (300-¾) | | | |
| LNAV/VNAV DA | 934-1⅜ 492 (500-1⅜) | | | |
| LNAV MDA | 900/55 458 (500-1) | | 900-1⅜ 458 (500-1⅜) | |
| CIRCLING | 1000-1 541 (600-1) | 1120-1 661 (700-1) | 1240-2¼ 781 (800-2¼) | 1240-2½ 781 (800-2½) |

ELEV 459 D TDZE 442




REIL Rwy 14L
HIRL Rwys 14R-32L and 14L-32R



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# RNAV (GPS) RWY 14R

## SCOTT AFB/MIDAMERICA ST LOUIS (BLV)

| APP CRS | Rwy Ldg | 8006 |
|---|---|---|
| 139° | TDZE | 459 |
| | Apt Elev | 459 |

RNP APCH - GPS.

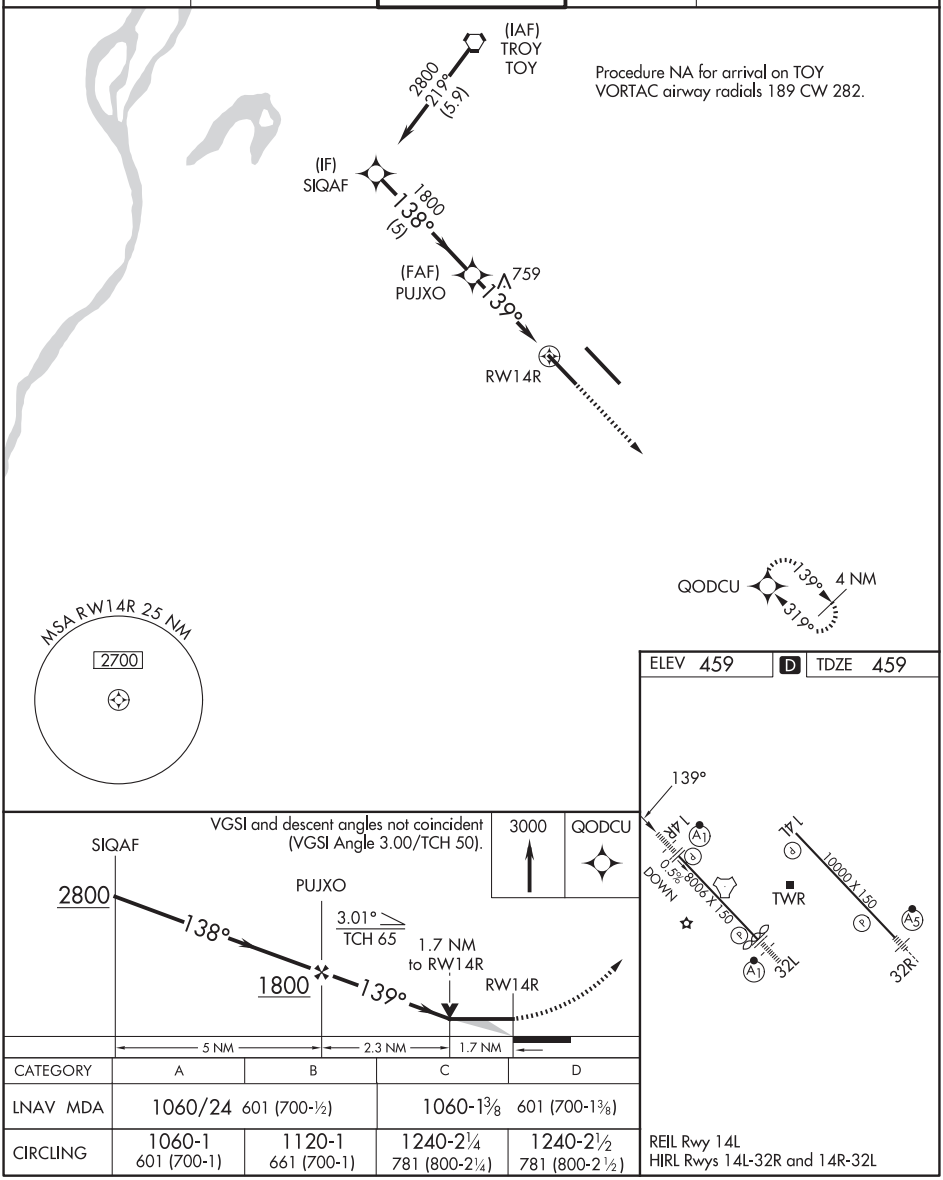
ASR

For inop ALS, increase LNAV Cat C/D visibility to 1¾ SM.

ALSF-1

MISSED APPROACH: Climb to 3000 direct QODCU and hold.

| ATIS ★ | ST LOUIS APP CON | SCOTT TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 128.7 256.7 | 125.2 281.5 | 128.25 253.5 | 119.2 275.8 | 119.875 263.025 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1060/24 601 (700-½) | | 1060-1⅜ 601 (700-1⅜) | |
| CIRCLING | 1060-1 601 (700-1) | 1120-1 661 (700-1) | 1240-2¼ 781 (800-2¼) | 1240-2½ 781 (800-2½) |

REIL Rwy 14L
HIRL Rwys 14L-32R and 14R-32L



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# RNAV (GPS) RWY 32L

## SCOTT AFB/MIDAMERICA ST LOUIS (BLV)

| APP CRS | Rwy Ldg | 7822 |
|---|---|---|
| 319° | TDZE | 439 |
| | Apt Elev | 459 |

RNP APCH-GPS.

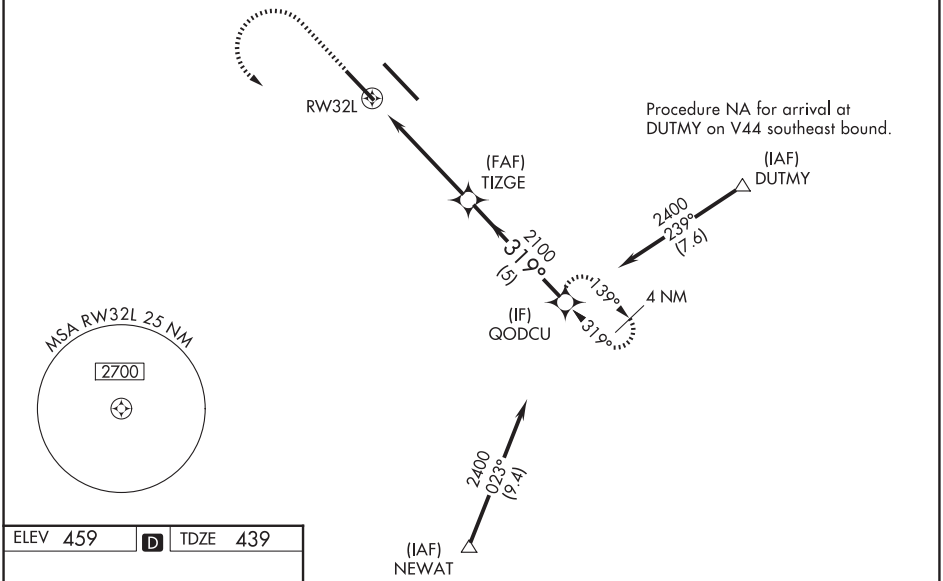
For inop ALS, increase LNAV Cat C/D visibility to 1⅜ mile.

ASR

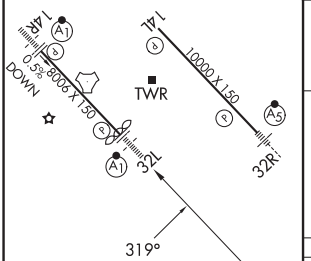
ALSF-1

MISSED APPROACH: Climb to 1500 then climbing left turn to 2400 direct QODCU and hold.

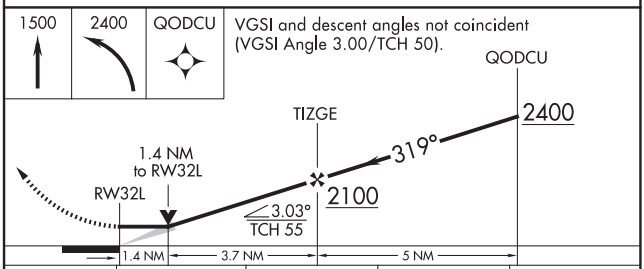
| ATIS ★ | ST LOUIS APP CON | SCOTT TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 128.7 256.7 | 125.2 281.5 | 128.25 253.5 | 119.2 275.8 | 119.875 263.025 |




ELEV 459 D TDZE 439




REIL Rwy 14L
HIRL Rwys 14R-32L and 14L-32R




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 920/24 | 481 (500-½) | 920/50 | 481 (500-1) |
| CIRCLING | 1000-1<br>541 (600-1) | 1120-1<br>661 (700-1) | 1240-2¼<br>781 (800-2¼) | 1240-2½<br>781 (800-2½) |



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| WAAS | APP CRS | Rwy Ldg | 10000 |
|---|---|---|---|
| CH 50518 | 319° | TDZE | 442 |
| W32A | | Apt Elev | 459 |

# RNAV (GPS) RWY 32R

## SCOTT AFB/MIDAMERICA ST LOUIS (BLV)

RNP APCH - GPS.

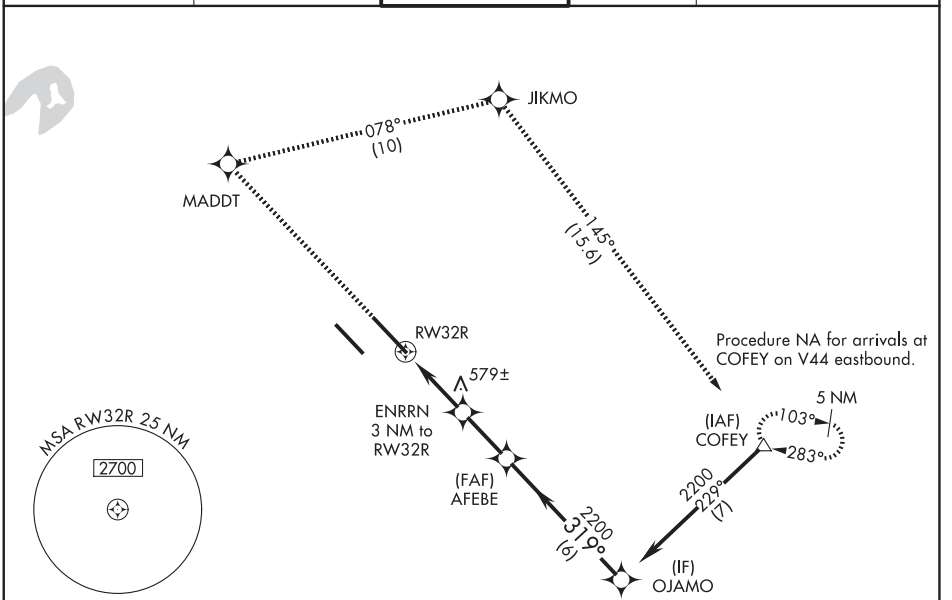
T A ASR

For uncompensated Baro-VNAV systems, procedure NA below -18°C or above 54°C.
For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 5500.

MALSR (A5)

MISSED APPROACH: Climb to 2300 direct MADDT and right turn on track 078° to JIKMO and on track 145° to COFEY and hold.

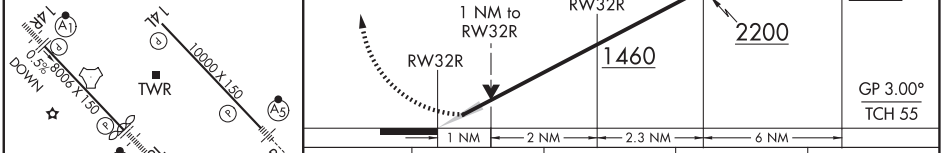
| ATIS ★ | ST LOUIS APP CON | SCOTT TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 128.7 256.7 | 125.2 281.5 | 128.25 253.5 | 119.2 275.8 | 119.875 263.025 |

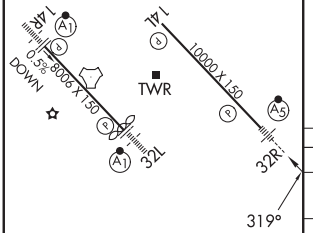



ELEV 459 D TDZE 442

| 2300 | MADDT | tr 078° | JIKMO | tr 145° | COFEY |
|---|---|---|---|---|---|

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 71).




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 642/24 200 (200-½) | | | |
| LNAV/VNAV DA | 804/35 362 (400-⅝) | | | |
| LNAV MDA | 840/24 398 (400-½) | | 840/35 398 (400-⅝) | |
| CIRCLING | 1000-1 541 (600-1) | 1120-1 661 (700-1) | 1240-2¼ 781 (800-2¼) | 1240-2½ 781 (800-2½) |

REIL Rwy 14L
HIRL Rwys 14R-32L and 14L-32R



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# TACAN RWY 14R

SCOTT AFB/MIDAMERICA ST LOUIS (BLV)

| TACAN SKE Chan 59 (112.2) | APP CRS 134° | Rwy Ldg 8006 TDZE 459 Apt Elev 459 |
|---|---|---|

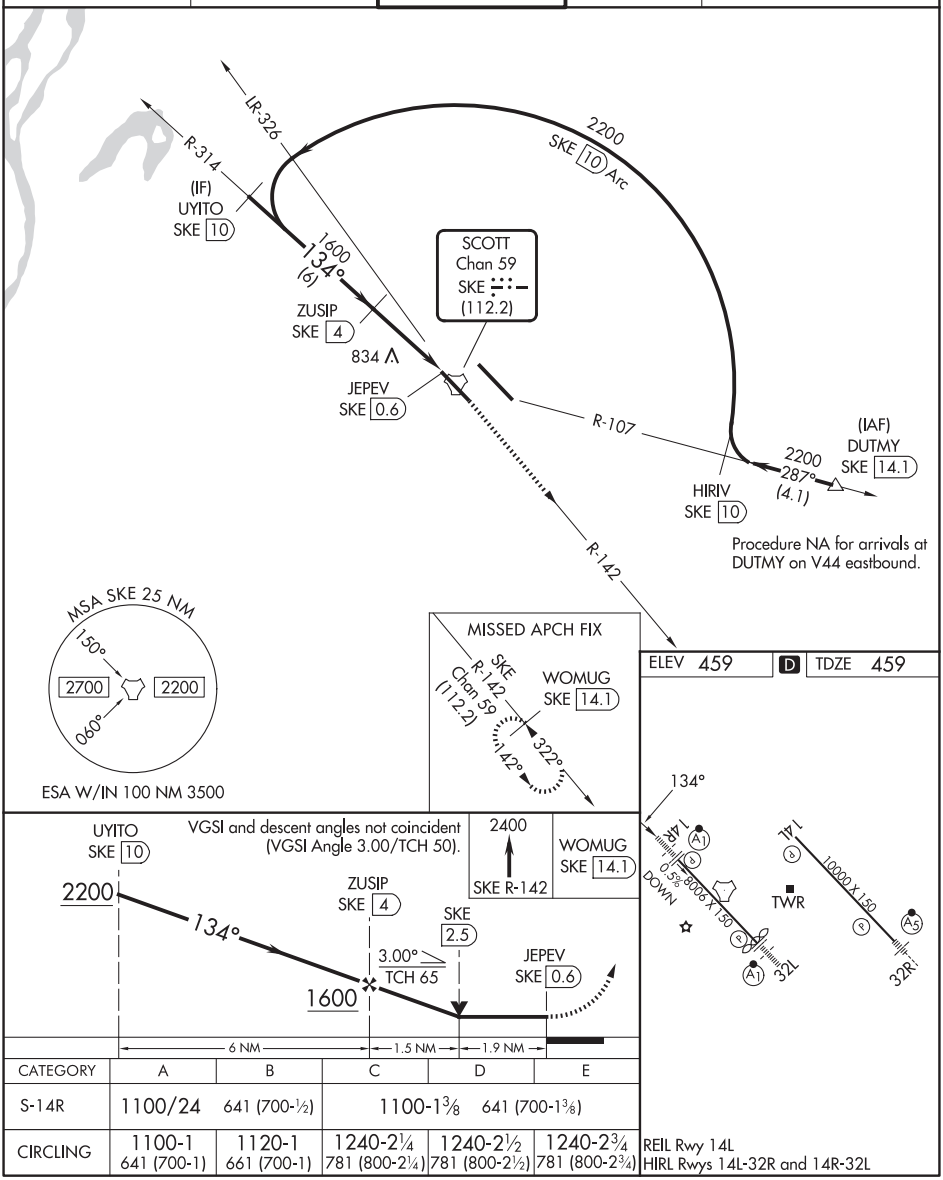
ASR

For inop ALS, increase S-14R Cat E visibility to 1⅞ SM.

ALSF-1

MISSED APPROACH: Climb to 2400 on SKE R-142 to WOMUG/14.1 DME and hold.

| ATIS ★ | ST LOUIS APP CON | SCOTT TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 128.7 256.7 | 125.2 281.5 | 128.25 253.5 | 119.2 275.8 | 119.875 263.025 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-14R | 1100/24 | 641 (700-½) | 1100-1⅜ | 641 (700-1⅜) | |
| CIRCLING | 1100-1 641 (700-1) | 1120-1 661 (700-1) | 1240-2¼ 781 (800-2¼) | 1240-2½ 781 (800-2½) | 1240-2¾ 781 (800-2¾) |

REIL Rwy 14L
HIRL Rwys 14L-32R and 14R-32L



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# TACAN RWY 32L

SCOTT AFB/MIDAMERICA ST LOUIS (BLV)

| TACAN | APP CRS | Rwy Ldg | 7822 |
|---|---|---|---|
| SKE Chan 59 (112.2) | 322° | TDZE | 439 |
| | | Apt Elev | 459 |

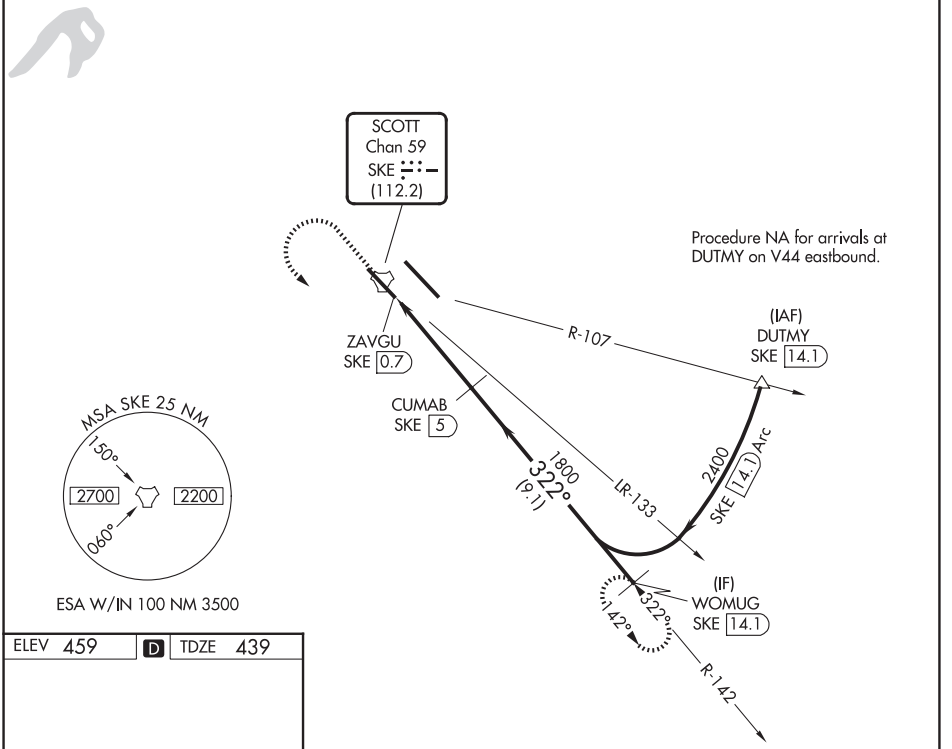
ASR

For inop ALS, increase S-32L Cat C/D/E visibility to 1⅜ SM.

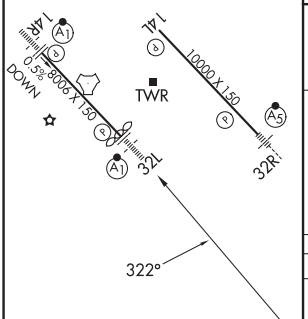
ALSF-1

MISSED APPROACH: Climb to 1500 then climbing left turn to 2400 on SKE R-142 to WOMUG/14.1 DME and hold.

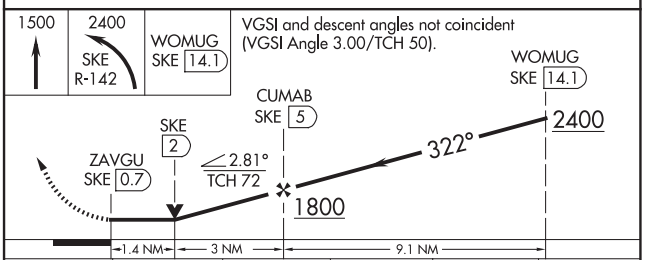
| ATIS ★ | ST LOUIS APP CON | SCOTT TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 128.7 256.7 | 125.2 281.5 | 128.25 253.5 | 119.2 275.8 | 119.875 263.025 |




ELEV 459 D TDZ 439




REIL Rwy 14L
HIRL Rwys 14L-32R and 14R-32L




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-32L | 920/24 481 (500-½) | | 920/50 481 (500-1) | | 920/60 481 (500-1¼) |
| CIRCLING | 1000-1 541 (600-1) | 1120-1 661 (700-1) | 1240-2¼ 781 (800-2¼) | 1240-2½ 781 (800-2½) | 1240-2¾ 781(800-2¾) |



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# TACAN-A

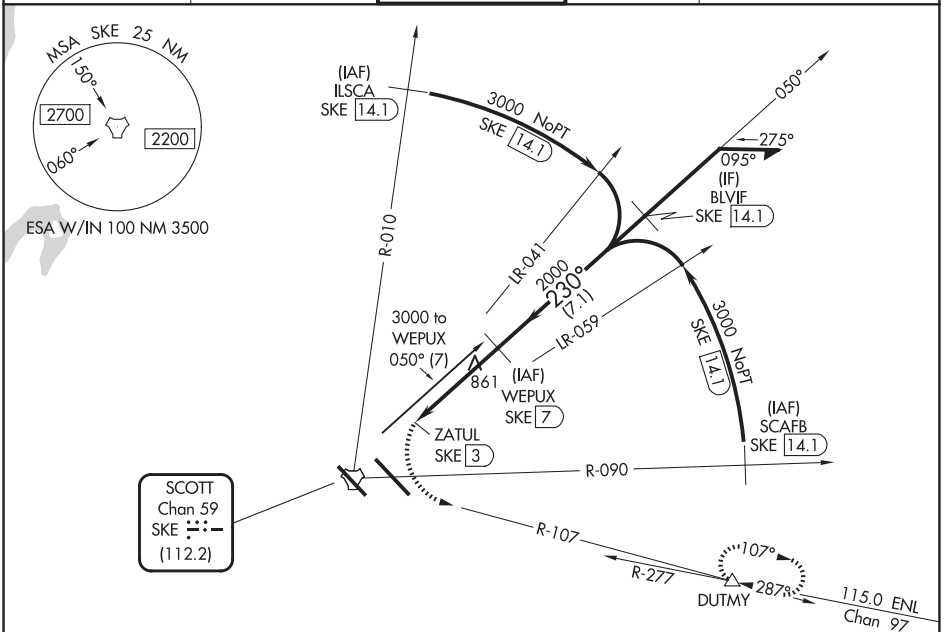
## SCOTT AFB/MIDAMERICA ST LOUIS (BLV)

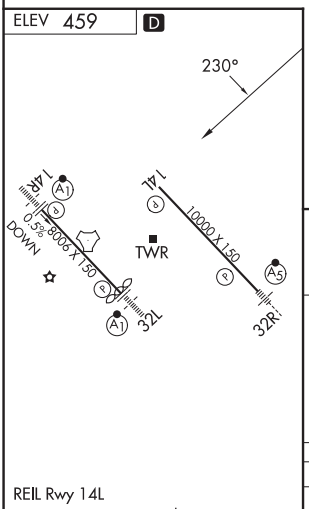
| TACAN | APP CRS | Rwy Ldg | N/A |
|---|---|---|---|
| SKE Chan 59 (112.2) | 230° | TDZE | N/A |
| | | Apt Elev | 459 |

T A ASR — RADAR required. When local altimeter setting not recieved, use St Louis Downtown altimeter setting; increase all MDA 60 feet; increase Circling Cat C/D/E visibility ¼ mile.

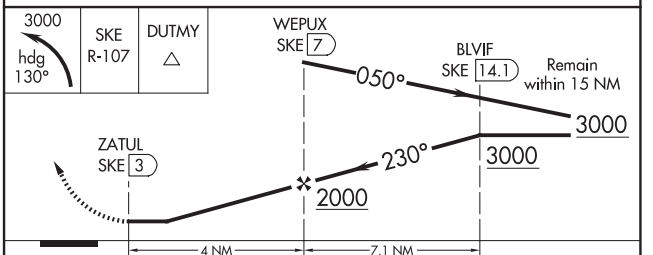
MISSED APPROACH: Climbing left turn to 3000 on heading 130° and SKE TACAN R-107 to DUTMY/SKE 14.1 DME and hold.

| ATIS ★ | ST LOUIS APP CON | SCOTT TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 128.7 256.7 | 125.2 281.5 | 128.25 253.5 | 119.2 275.8 | 119.875 263.025 |




REIL Rwy 14L
HIRL Rwys 14R-32L and 14L-32R




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| CIRCLING | 1180-2¼ | 721 (800-2¼) | 1240-2¼ 781 (800-2¼) | 1240-2½ 781 (800-2½) | 1240-2¾ 781 (800-2¾) |



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(GATWY1.TWILA) 23334

# GATEWAY ONE DEPARTURE

SCOTT AFB/MIDAMERICA ST LOUIS (BLV)
BELLEVILLE, ILLINOIS
AL-46 (FAA)






EC-3, 07 AUG 2025 to 02 OCT 2025

GATEWAY ONE DEPARTURE
(GATWY1.TWILA) 08NOV18
BELLEVILLE, ILLINOIS
SCOTT AFB/MIDAMERICA ST LOUIS (BLV)

DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for vector to appropriate route, maintain 3000 or assigned altitude, thence. . . .

. . . .from over TOY VORTAC on TOY R-076 or over STL VORTAC on STL R-094 to TWILA INT. Then on (transition), expect clearance to filed altitude 10 minutes after departure.

BIBLE GROVE TRANSITION (GATWY1.BIB): From over TWILA on TOY R-076 to JIGSY, then on BIB R-258 to BIB VORTAC.

BRICKYARD TRANSITION (GATWY1.VHP): From over TWILA on TOY R-076 to JIGSY, then on BIB R-258 to BIB VORTAC, then on BIB R-067 to WORKE, then on BIB R-067 and SHB R-251 to KELLY, then on VHP R-209 to VHP VORTAC.

CREEP TRANSITION (GATWY1.CREEP): From over TWILA on TOY R-076 to JIGSY, then on BIB R-258 to BIB VORTAC, then on BIB R-067 to WORKE, then on BIB R-067 and SHB R-251 to KELLY, then on SHB R-251 to SHB VOR/DME, then on SHB R-075 to CREEP.

JIGSY TRANSITION (GATWY1.JIGSY): From over TWILA on TOY R-076 to JIGSY.

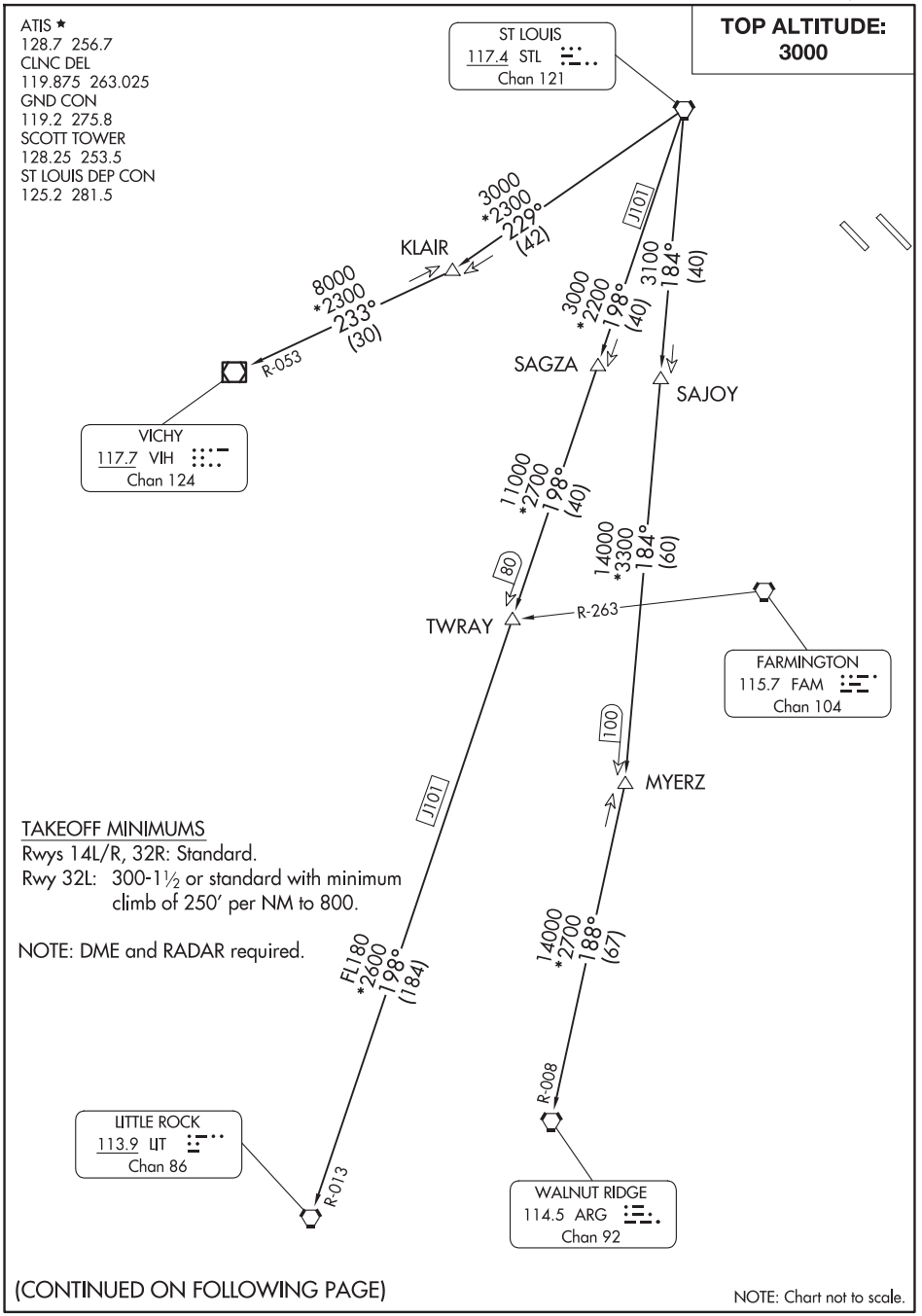
ROSEWOOD TRANSITION (GATWY1.ROD): From over TWILA on TOY R-076 to JIGSY, then on BIB R-258 to BIB VORTAC, then on BIB R-067 to WORKE, then on BIB R-067 and SHB R-251 to KELLY, then on SHB R-251 to SHB VOR/DME, then on SHB R-063 and ROD R-250 to ROD VORTAC.

EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

(LINDY8.STL) 23334

# LINDBERGH EIGHT DEPARTURE

SCOTT AFB/MIDAMERICA ST LOUIS (BLV)
AL-46 (FAA) BELLEVILLE, ILLINOIS




TAKEOFF MINIMUMS

Rwys 14L/R, 32R: Standard.

Rwy 32L: 300-1½ or standard with minimum climb of 250′ per NM to 800.

NOTE: DME and RADAR required.

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.



EC-3, 07 AUG 2025 to 02 OCT 2025

DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for vector to appropriate route, maintain 3000 or assigned altitude, thence . . . .

. . . . (transition). Expect filed altitude 10 minutes after departure.

LITTLE ROCK TRANSITION (LINDY8.LIT): From over STL VORTAC on STL R-198 to TWRAY, then on STL R-198 and LIT R-013 to LIT VORTAC.
MYERZ TRANSITION (LINDY8.MYERZ): From over STL VORTAC on STL R-184 to MYERZ.
VICHY TRANSITION (LINDY8.VIH): From over STL VORTAC on STL R-229 to KLAIR, then on VIH R-053 to VIH VOR/DME.
WALNUT RIDGE TRANSITION (LINDY8.ARG): From over STL VORTAC on STL R-184 to MYERZ, then on ARG R-008 to ARG VORTAC.


EC-3, 07 AUG 2025 to 02 OCT 2025

(OZARK8.STL) 23334

# OZARK EIGHT DEPARTURE

AL-46 (FAA)

SCOTT AFB/MIDAMERICA ST LOUIS (BLV)
BELLEVILLE, ILLINOIS




DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for vector to appropriate route. Maintain 3000 or assigned altitude, thence. . . .

. . . . (transition). Expect filed altitude 10 minutes after departure.

HALLSVILLE TRANSITION (OZARK8.HLV): From over STL VORTAC on STL R-281 to CABIT, then on STL R-281 and HLV R-095 to HLV VORTAC.



OZARK EIGHT DEPARTURE
(OZARK8.STL) 07OCT21

BELLEVILLE, ILLINOIS
SCOTT AFB/MIDAMERICA ST LOUIS (BLV)

EC-3, 07 AUG 2025 to 02 OCT 2025

# PLESS FIVE DEPARTURE



AL-46 (FAA)






PLESS FIVE DEPARTURE

BELLEVILLE, ILLINOIS
SCOTT AFB/MIDAMERICA ST LOUIS (BLV)

(PLESS5.PLESS) 17AUG17

EC-3, 07 AUG 2025 to 02 OCT 2025

BELOIT, WISCONSIN

AL-6180 (FAA)

25219

# VOR-A

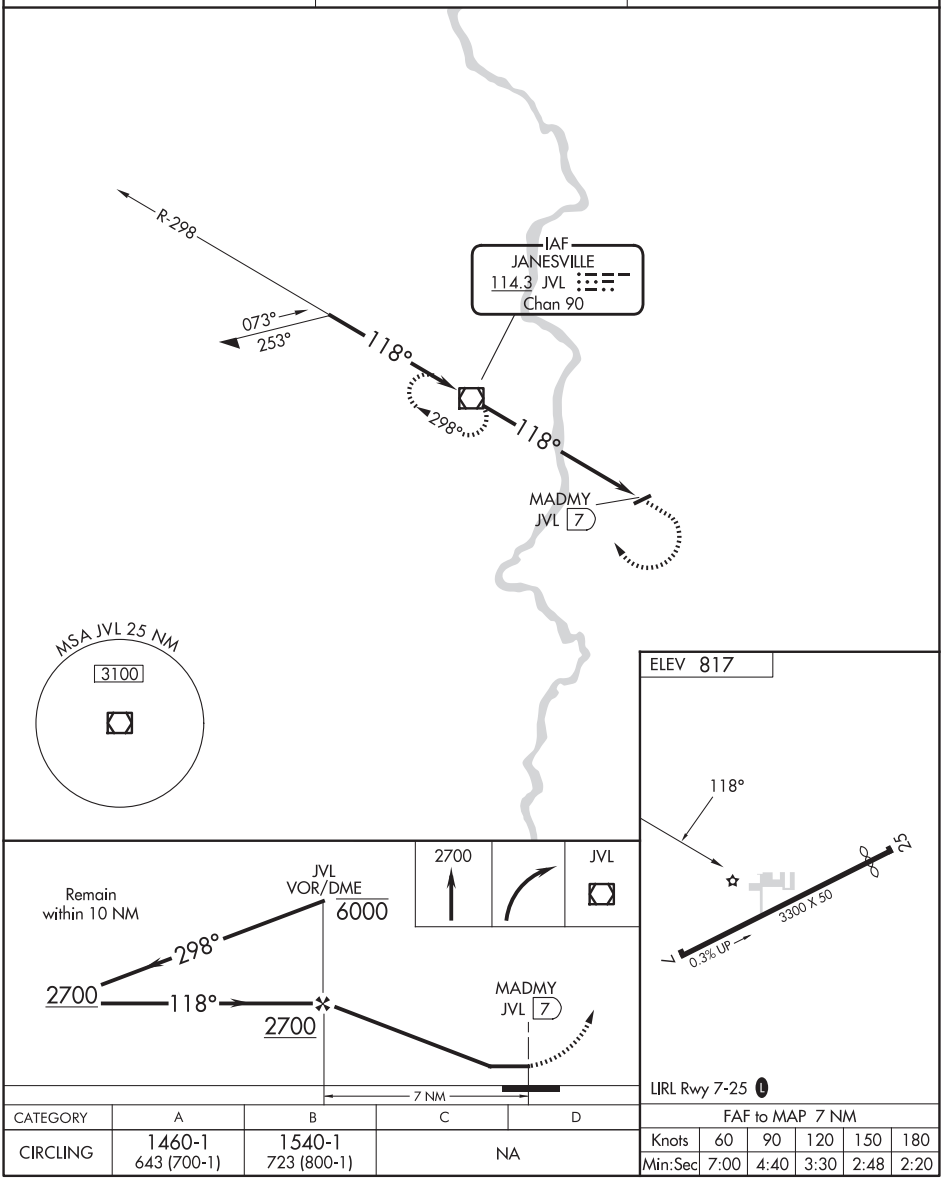
BELOIT (44C)

| VOR/DME JVL | APP CRS | Rwy Ldg | N/A |
|---|---|---|---|
| 114.3 | 118° | TDZE | N/A |
| Chan 90 | | Apt Elev | 817 |

NA — Procedure NA at night. Use JVL altimeter setting; when not received, use RFD altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 2700 then right turn direct JVL VOR/DME and hold.

| JVL AWOS-3 | ROCKFORD APP CON | UNICOM |
|---|---|---|
| 128.25 | 121.0 327.0 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1460-1<br>643 (700-1) | 1540-1<br>723 (800-1) | NA | |

FAF to MAP 7 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 7:00 | 4:40 | 3:30 | 2:48 | 2:20 |

BELOIT, WISCONSIN
Amdt 6 07AUG25

42°30'N-88°58'W

BELOIT (44C)
VOR-A

EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 18

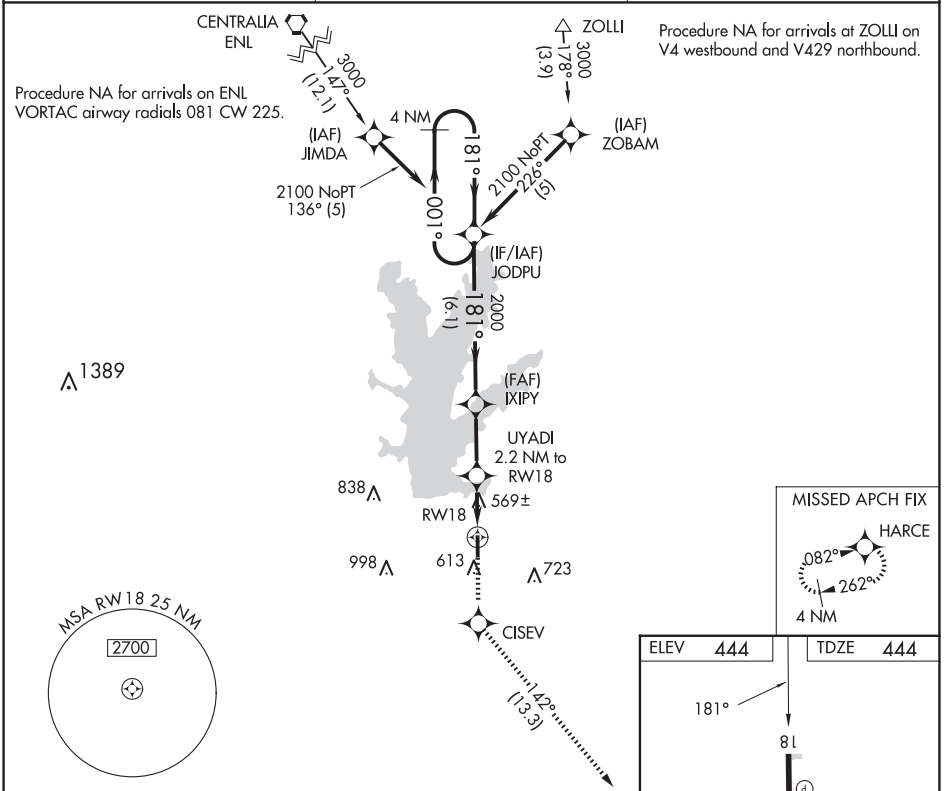
BENTON MUNI (H96)

| APP CRS | Rwy Idg | 4002 |
|---|---|---|
| 181° | TDZE | 444 |
| | Apt Elev | 444 |

DME/DME RNP-0.3 NA. Rwy 18 helicopter visibility reduction below ¾ SM NA. Use Marion altimeter setting; when not received, use Mount Vernon altimeter setting and increase all MDA 20 feet and increase LNAV Cat C visibility to 1¼ mile. Circling Rwy 36 NA at night.

MISSED APPROACH: Climb to 2100 direct CISEV and on track 142° to HARCE and hold.

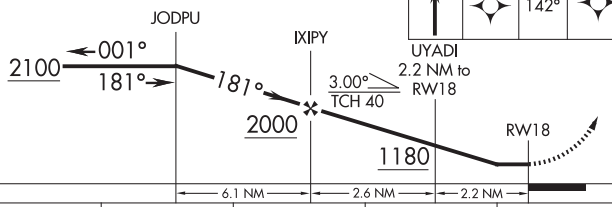
| MWA AWOS-3PT | KANSAS CITY CENTER | UNICOM |
|---|---|---|
| 119.675 | 127.475 346.275 | 122.8 (CTAF) L |




4 NM Holding Pattern

VGSI and descent angles not coincident (VGSI Angle 3.33/TCH 45).

| 2100 | CISEV | tr 142° | HARCE |
|---|---|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 860-1 | 416 (500-1) | 860-1⅛ 416 (500-1⅛) | NA |
| CIRCLING | 1000-1 | 556 (600-1) | 1120-2 676 (700-2) | NA |



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

BLACK RIVER FALLS, WISCONSIN | AL-6256 (FAA) | 22111

| WAAS | APP CRS | Rwy Idg | 4601 |
|---|---|---|---|
| CH 78428 | 080° | TDZE | 831 |
| W08A | | Apt Elev | 836 |

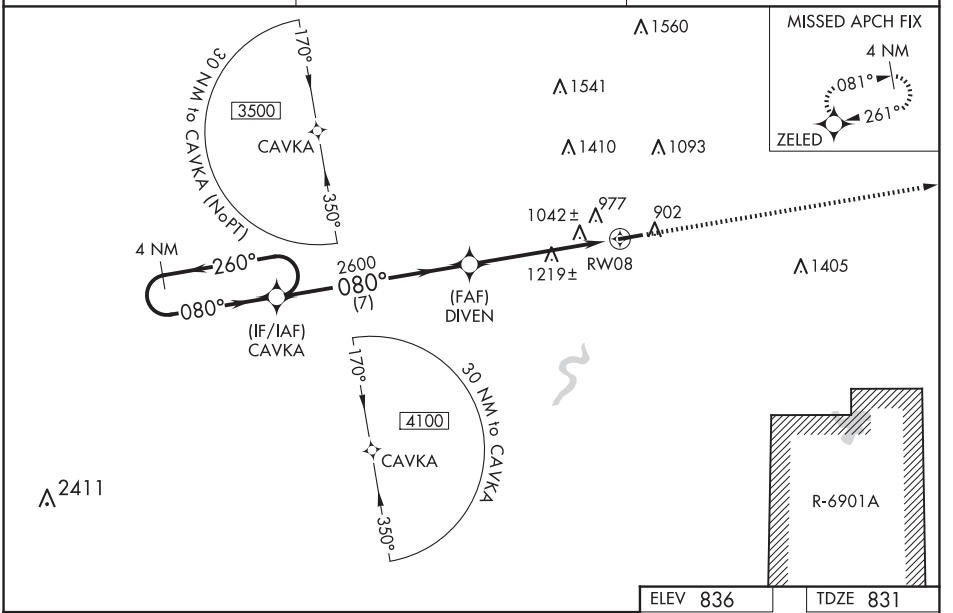
# RNAV (GPS) RWY 8

## BLACK RIVER FALLS AREA (BCK)

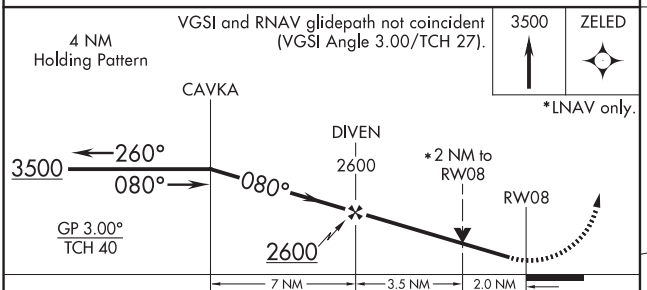
T A Baro-VNAV NA when using La Crosse altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 38° C (100°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA with La Crosse altimeter setting. When local altimeter setting not received, use La Crosse altimeter setting: increase LPV DA to 1172 feet and visibility all Cats ¼ SM; increase LNAV/VNAV DA to 1441 feet and visibility all Cats ½ SM; increase all MDA 100 feet and visibility LNAV Cat B ¼ SM, Cat C and D ⅛ SM and Circling Cat C ¼ SM.

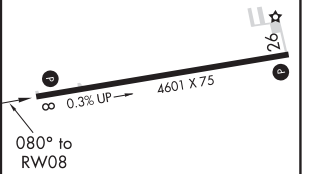
MISSED APPROACH: Climb to 3500 direct ZELED and hold.

| AWOS-3PT | MINNEAPOLIS CENTER | CTAF |
|---|---|---|
| 119.125 | 128.6 363.0 | 122.9 L |




ELEV 836 | TDZE 831




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1081-⅞ 250 (300-⅞) | | | |
| LNAV/VNAV DA | 1350-1¾ 519 (600-1¾) | | | |
| LNAV MDA | 1480-1 649 (700-1) | | 1480-1⅞ 649 (700-1⅞) | |
| CIRCLING | 1480-1 644 (700-1) | | 1520-2 684 (700-2) | 1760-3 924 (1000-3) |

REIL Rwys 8 and 26 L
MIRL Rwy 8-26 L

BLACK RIVER FALLS, WISCONSIN
Amdt 1B 21APR22

44°15′N-90°51′W

BLACK RIVER FALLS AREA (BCK)
RNAV (GPS) RWY 8

EC-3, 07 AUG 2025 to 02 OCT 2025

EC-3, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 26

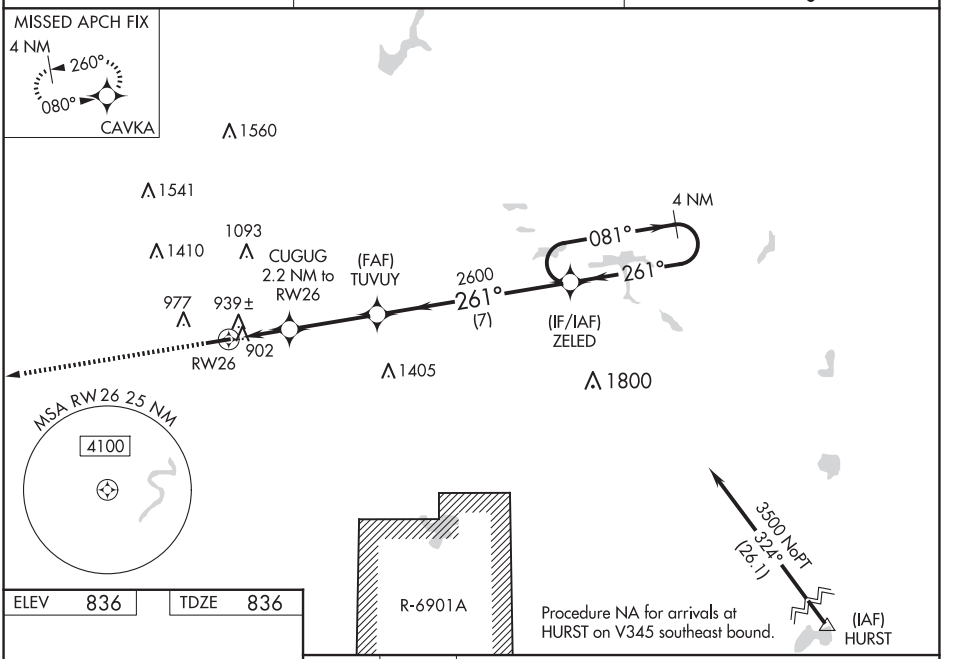
BLACK RIVER FALLS AREA (BCK)

| WAAS | APP CRS | Rwy Idg | 4601 |
|---|---|---|---|
| CH 86230 | 261° | TDZE | 836 |
| W26A | | Apt Elev | 836 |

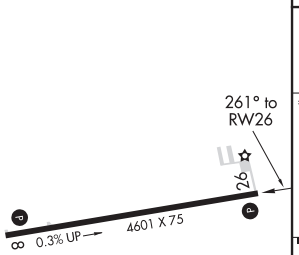
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 38°C (100°F). Baro-VNAV and VDP NA when using La Crosse altimeter setting. Rwy 26 helicopter visibility reduction below ¾ SM NA. DME/DME RNP-0.3 NA. When local altimeter setting not received, use La Crosse altimeter setting: increase LPV DA to 1178 feet and visibility all Cats ⅛ SM; increase LNAV/VNAV DA to 1211 feet and visibility all Cats ¼ SM; increase all MDA 100 feet and visibility LNAV Cat C and D ⅜ SM and Circling Cat C ¼ SM.

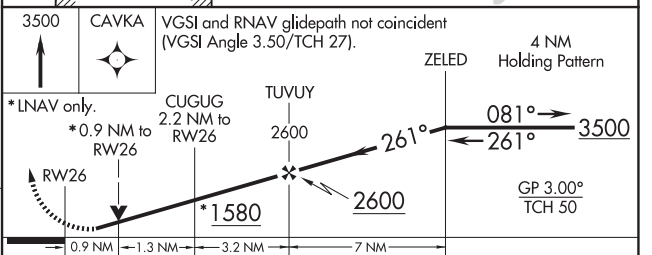
MISSED APPROACH: Climb to 3500 direct CAVKA and hold.

| AWOS-3PT | MINNEAPOLIS CENTER | CTAF |
|---|---|---|
| 119.125 | 128.6 363.0 | 122.9 (L) |




| ELEV | 836 | TDZE | 836 |
|---|---|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1087-1 251 (300-1) | | | |
| LNAV/VNAV DA | 1120-1 284 (300-1) | | | |
| LNAV MDA | 1200-1 364 (400-1) | | | |
| CIRCLING | 1280-1 444 (500-1) | 1380-1 544 (600-1) | 1520-2 684 (700-2) | 1760-3 924 (1000-3) |

REIL Rwys 8 and 26 (L)
MIRL Rwy 8-26 (L)



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

BLOOMINGTON/NORMAL, ILLINOIS AL-5058 (FAA) 25219

| LOC/DME I-TXN | APP CRS | Rwy Ldg | 8000 |
|---|---|---|---|
| 111.55 | 021° | TDZE | 867 |
| Chan 52 (Y) | | Apt Elev | 871 |

# ILS or LOC RWY 2

CENTRAL IL RGNL/BLOOMINGTON-NORMAL (BMI)

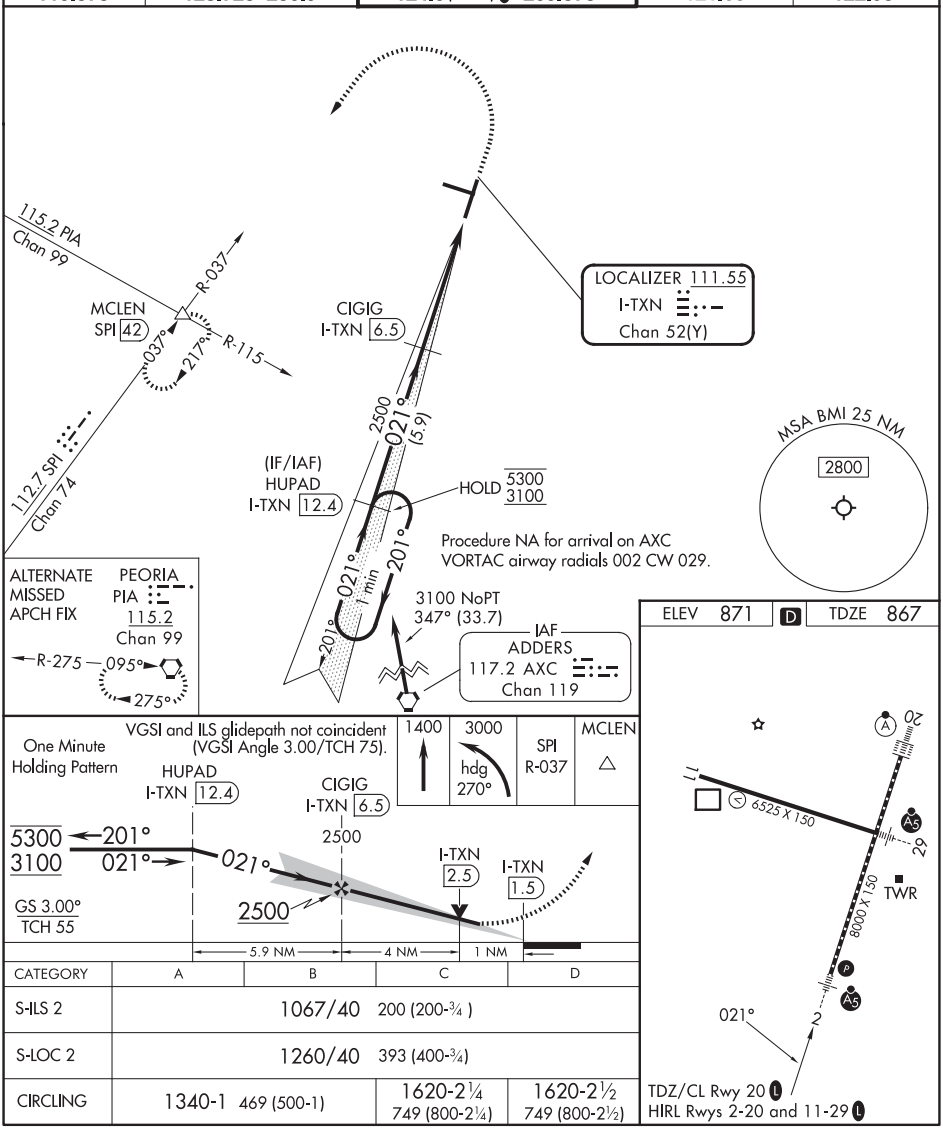
DME required for LOC only.

T A Autopilot coupled approach NA below 1100. VDP NA when using PIA altimeter setting. Inop table does not apply to S-ILS 2. For inop ALS, increase S-LOC 2 Cats C and D visibility to RVR 6000. When local altimeter setting not received, use PIA altimeter setting: increase S-ILS 2 DA to 1183 feet; increase all MDAs 120 feet and Circling visibility Cats C and D ¼ SM. For inop ALS when using PIA altimeter setting, increase S-LOC 2 Cats C and D visibility to 1 ⅜ SM.

MALSR

MISSED APPROACH: Climb to 1400 then climbing left turn to 3000 on heading 270° and SPI VORTAC R-037 to MCLEN INT/SPI 42 DME and hold.

| ATIS | SAINT LOUIS APP CON | BLOOMINGTON TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 119.575 | 128.725 256.9 | 124.6 (CTAF) L 269.575 | 121.65 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 2 | 1067/40 | 200 (200-¾) | | |
| S-LOC 2 | 1260/40 | 393 (400-¾) | | |
| CIRCLING | 1340-1 469 (500-1) | | 1620-2¼ 749 (800-2¼) | 1620-2½ 749 (800-2½) |

TDZ/CL Rwy 20 L
HIRL Rwys 2-20 and 11-29 L

BLOOMINGTON/NORMAL, ILLINOIS
Amdt 1 26DEC24

CENTRAL IL RGNL/BLOOMINGTON-NORMAL (BMI)

40°29'N-88°55'W

ILS or LOC RWY 2

EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

# ILS or LOC RWY 20

CENTRAL IL RGNL/BLOOMINGTON-NORMAL (BMI)

| LOC/DME I-LHJ | APP CRS | Rwy Ldg | 8000 |
|---|---|---|---|
| 111.55 | 201° | TDZE | 871 |
| Chan 52(Y) | | Apt Elev | 871 |

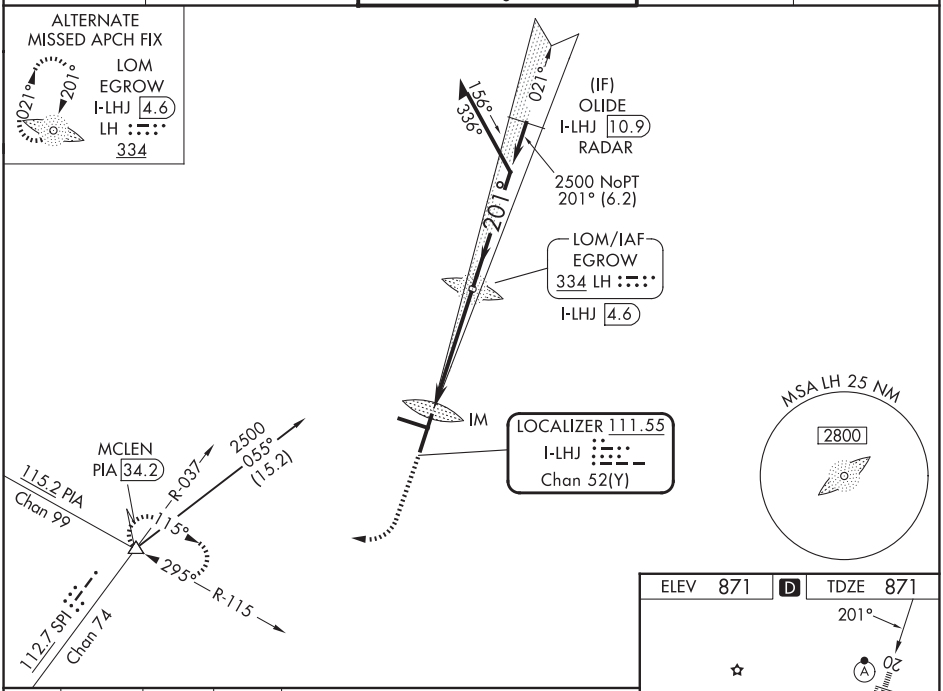
ADF or DME or RADAR required for LOC only.
RADAR required for procedure entry at OLIDE.

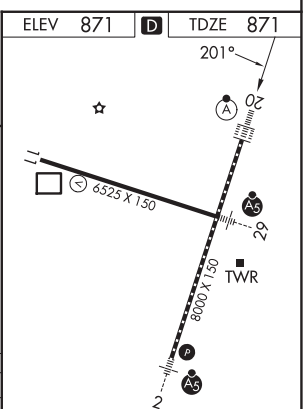
T A VDP NA when using PIA altimeter setting. When local altimeter setting not received, use PIA altimeter setting: increase S-ILS 20 DA to 1187 feet and all visibilities to RVR 2400; increase all MDAs 120 feet and S-LOC 20 visibility Cats C and D to RVR 5500 and Circling visibility Cats C and D ¼ SM. For inop ALS when using PIA altimeter setting, increase S-ILS 20 all Cats visibility to RVR 4500 and S-LOC 20 Cats C and D visibility to 1⅜ SM.

ALSF-2

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 on heading 279° and SPI VORTAC R-037 to MCLEN INT/PIA 34.2 DME and hold, continue climb-in-hold to 3000.

| ATIS | SAINT LOUIS APP CON | BLOOMINGTON TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 119.575 | 128.725 256.9 | 124.6 (CTAF) L 269.575 | 121.65 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 20 | 1071/18 200 (200-½) | | | |
| S-LOC 20 | 1260/24 389 (400-½) | | 1260/35 389 (400-⅝) | |
| CIRCLING | 1340-1 469 (500-1) | | 1620-2¼ 749 (800-2¼) | 1620-2½ 749 (800-2½) |

TDZ/CL Rwy 20 L
HIRL Rwys 2-20 and 11-29 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 |



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

BLOOMINGTON/NORMAL, ILLINOIS AL-5058 (FAA) 25219

| LOC/DME I-BMI | APP CRS | Rwy Ldg | 6525 |
|---|---|---|---|
| 110.95 | 291° | TDZE | 871 |
| Chan 46 (Y) | | Apt Elev | 871 |

# ILS or LOC RWY 29

CENTRAL IL RGNL/BLOOMINGTON-NORMAL (BMI)

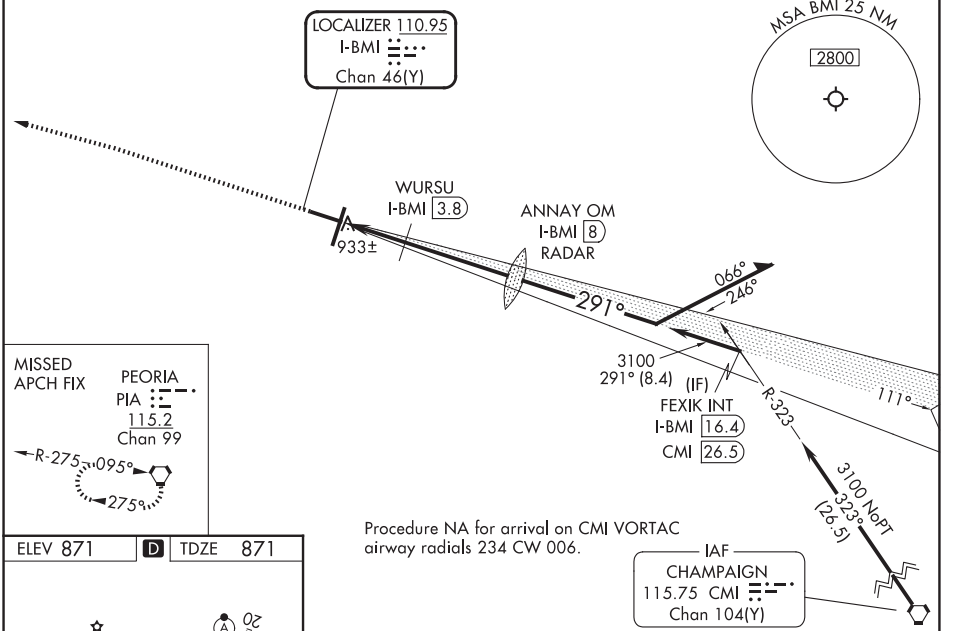
DME required. RADAR required for procedure entry at ANNAY OM.

VDP NA when using PIA altimeter setting. For inop ALS, increase S-LOC 29 Cats C and D visibility to RVR 5500. When local altimeter setting not received, use PIA altimeter setting: increase S-ILS 29 DA to 1187 feet; increase all MDAs 120 feet and S-LOC 29 visibility Cats C and D to RVR 5000 and Circling visibility Cats C and D ¼ SM. For inop ALS when using PIA altimeter setting: increase S-ILS 29 visibility all Cats to RVR 4500 and S-LOC 29 visibility Cats C and D to 1⅜ SM.
* RVR 1800 authorized with use of FD or AP or HUD to DA (NA when using PIA altimeter setting).

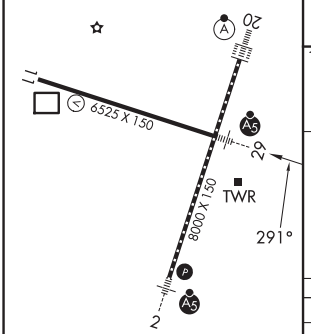
MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 direct PIA VORTAC and hold.

| ATIS | SAINT LOUIS APP CON | BLOOMINGTON TOWER * | GND CON | UNICOM |
|---|---|---|---|---|
| 119.575 | 128.725 256.9 | 124.6 (CTAF) L 269.575 | 121.65 | 122.95 |



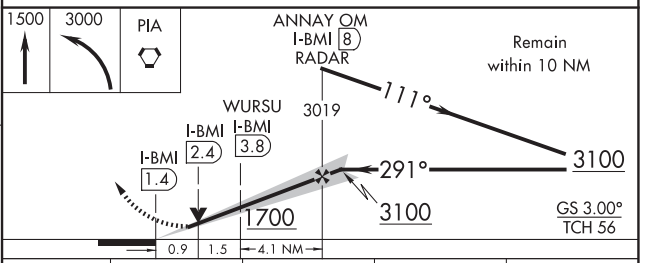

ELEV 871 D TDZE 871




TDZ/CL Rwy 20 L
HIRL Rwys 2-20 and 11-29 L

FAF to MAP 6.6 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 6:36 | 4:24 | 3:18 | 2:38 | 2:12 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 29 * | 1071/24 200 (200-½) | | | |
| S-LOC 29 | 1240/24 369 (400-½) | | 1240/35 369 (400-⅝) | |
| CIRCLING | 1340-1 469 (500-1) | | 1620-2¼ 749 (800-2¼) | 1620-2½ 749 (800-2½) |



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

# ILS RWY 20 (CAT II)

## CENTRAL IL RGNL/BLOOMINGTON-NORMAL (BMI)

| LOC/DME I-LHJ | APP CRS | Rwy Ldg | 8000 |
|---|---|---|---|
| 111.55 | 201° | TDZE | 871 |
| Chan 52 (Y) | | Apt Elev | 871 |

RADAR required for procedure entry at OLIDE.

Procedure NA when tower closed.

ALSF-2

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 on heading 279° and SPI VORTAC R-037 to MCLEN INT/PIA 34.2 DME and hold, continue climb-in-hold to 3000.

| ATIS | SAINT LOUIS APP CON | BLOOMINGTON TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 119.575 | 128.725 256.9 | 124.6 (CTAF) L 269.575 | 121.65 | 122.95 |

ALTERNATE MISSED APCH FIX
LOM EGROW
I-LHJ 4.6
LH
334

021°
201°

(IF) OLIDE
I-LHJ 10.9
RADAR

156°
336°

2500 NoPT
201° (6.2)

LOM/IAF EGROW
334 LH
I-LHJ 4.6

IM

LOCALIZER 111.55
I-LHJ
Chan 52 (Y)

MSA LH 25 NM
2800

MCLEN
PIA 34.2
R-037
2500
055°
(15.2)
115.2 PIA
Chan 99
115°
295°
R-115
112.7 SPI
Chan 74

ELEV 871 D TDZ 871

1500
3000
hdg
279°
SPI
R-037
MCLEN
LH LOM
EGROW
I-LHJ 4.6
Remain within 10 NM

2437
021°
IM
980
201°
2500
2500
GS 3.00°
TCH 58

1048'
4.8 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS-20 | RA 122/12 100 DA 971 | | | |

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

6525 X 150
8000 X 150
TWR
20
29
2

TDZ/CL Rwy 20 L
HIRL Rwys 2-20 and 11-29 L



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

| WAAS | APP CRS | Rwy Ldg 8000 |
|---|---|---|
| CH 56303 | 021° | TDZE 867 |
| W02A | | Apt Elev 871 |

# RNAV (GPS) RWY 2

## CENTRAL IL RGNL/BLOOMINGTON-NORMAL (BMI)

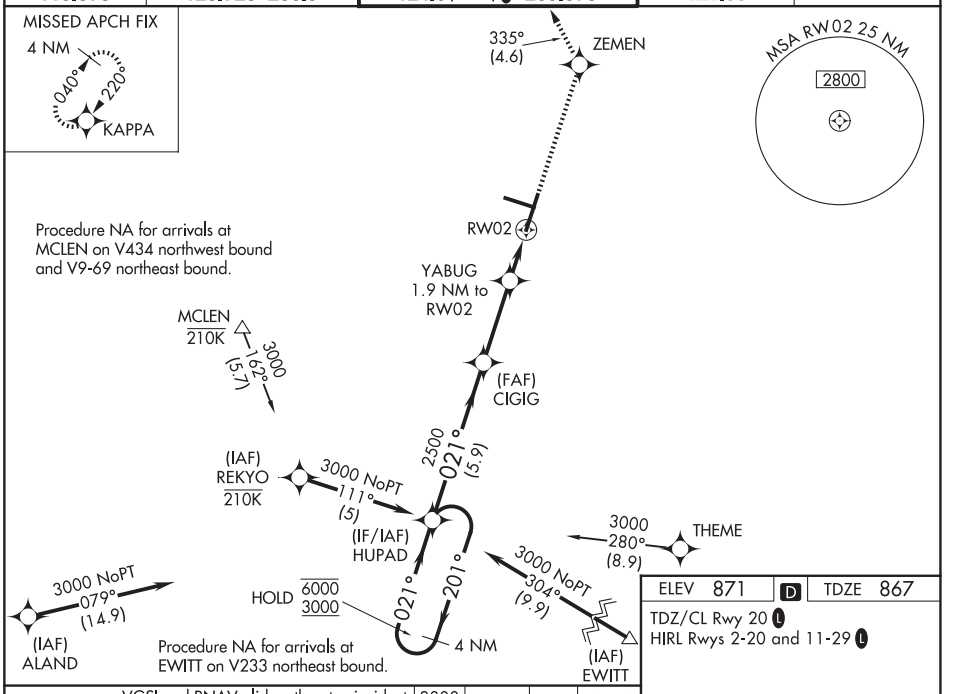
RNP APCH - GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C. Baro-VNAV and VDP NA when using PIA altimeter setting. Inop table does not apply to LPV. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 6000 and LNAV Cats C and D visibility to RVR 6000. When local altimeter setting not received, use PIA altimeter setting: increase LPV DA to 1183 feet; increase LNAV/VNAV DA to 1376 feet and all Cats visibility to RVR 5500; increase all MDAs 120 feet and Circling visibility Cats C and D ¼ SM. For inop ALS when using PIA altimeter setting; increase LNAV/VNAV all Cats visibility to 1⅜ SM and increase LNAV Cats C and D visibility to 1⅜ SM.

MALSR

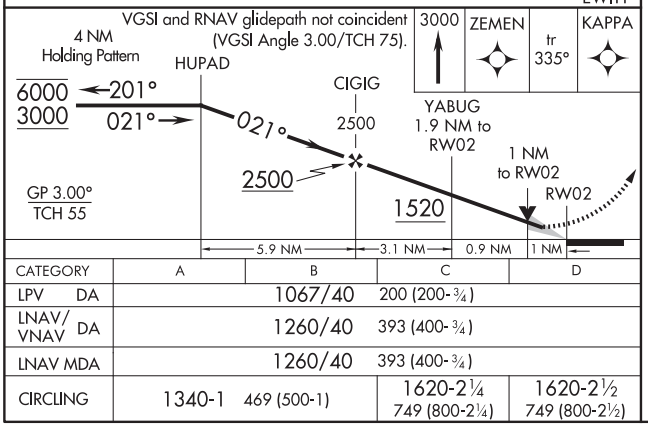
MISSED APPROACH: Climb to 3000 direct ZEMEN and on track 335° to KAPPA and hold, continue climb-in-hold to 3000.

| ATIS | SAINT LOUIS APP CON | BLOOMINGTON TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 119.575 | 128.725 256.9 | 124.6 (CTAF) L 269.575 | 121.65 | 122.95 |

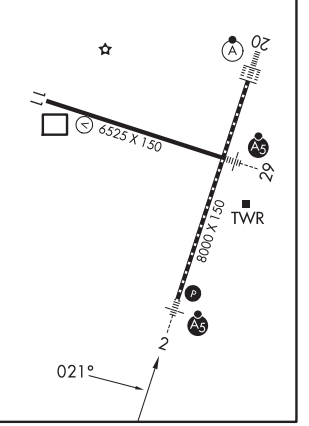



| ELEV 871 | D | TDZ 867 |
|---|---|---|

TDZ/CL Rwy 20 L
HIRL Rwys 2-20 and 11-29 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | | 1067/40 | 200 (200-¾) | |
| LNAV/VNAV DA | | 1260/40 | 393 (400-¾) | |
| LNAV MDA | | 1260/40 | 393 (400-¾) | |
| CIRCLING | 1340-1 469 (500-1) | | 1620-2¼ 749 (800-2¼) | 1620-2½ 749 (800-2½) |






EC-3, 07 AUG 2025 to 02 OCT 2025
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| WAAS | APP CRS | Rwy Ldg | 6525 |
|---|---|---|---|
| CH 97617 | 111° | TDZE | 871 |
| W11A | | Apt Elev | 871 |

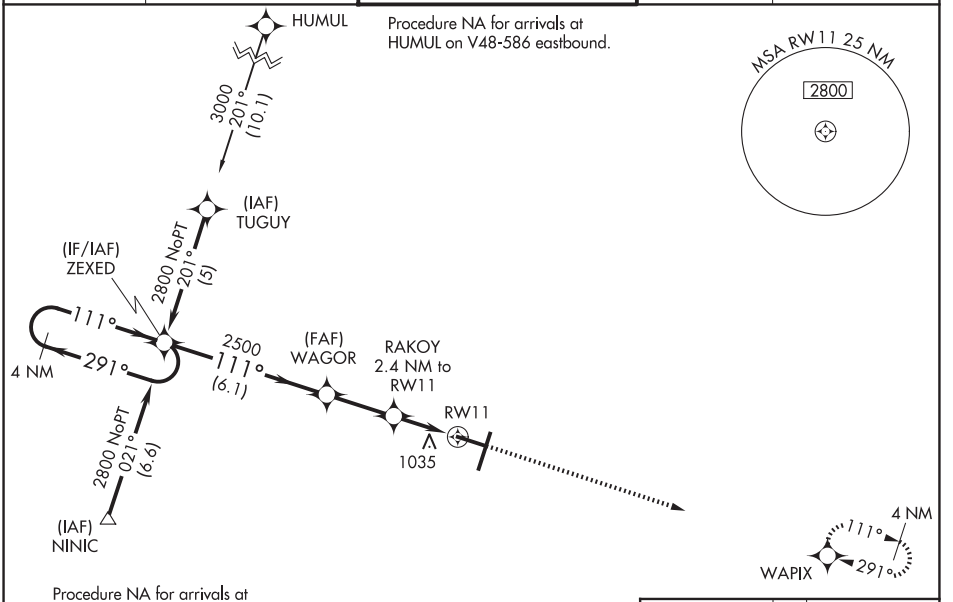
# RNAV (GPS) RWY 11

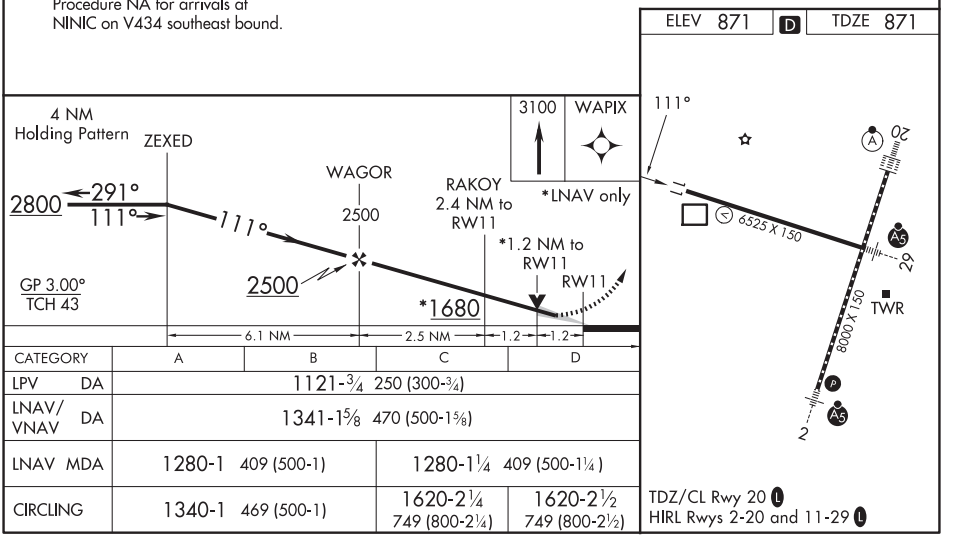
## CENTRAL IL RGNL/BLOOMINGTON-NORMAL (BMI)

T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using General Downing-Peoria Intl altimeter setting. When local altimeter setting not received, use General Downing-Peoria Intl setting: increase all DA 116 feet and all MDA 120 feet; increase LPV all Cats visibility ½ mile, LNAV/VNAV all Cats and LNAV Cat C/D visibility ⅜ mile, and Circling Cats C/D visibility ¼ mile.

MISSED APPROACH: Climb to 3100 direct WAPIX and hold.

| ATIS | SAINT LOUIS APP CON | BLOOMINGTON TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 119.575 | 128.725 256.9 | 124.6 (CTAF) L 269.575 | 121.65 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1121-¾ 250 (300-¾) | | | |
| LNAV/VNAV DA | 1341-1⅝ 470 (500-1⅝) | | | |
| LNAV MDA | 1280-1 409 (500-1) | | 1280-1¼ 409 (500-1¼) | |
| CIRCLING | 1340-1 469 (500-1) | | 1620-2¼ 749 (800-2¼) | 1620-2½ 749 (800-2½) |

TDZ/CL Rwy 20 L
HIRL Rwys 2-20 and 11-29 L



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# RNAV (GPS) RWY 20

CENTRAL IL RGNL/BLOOMINGTON-NORMAL (BMI)

| WAAS | APP CRS | Rwy Ldg | 8000 |
|---|---|---|---|
| CH 99303 | 201° | TDZE | 871 |
| W20A | | Apt Elev | 871 |

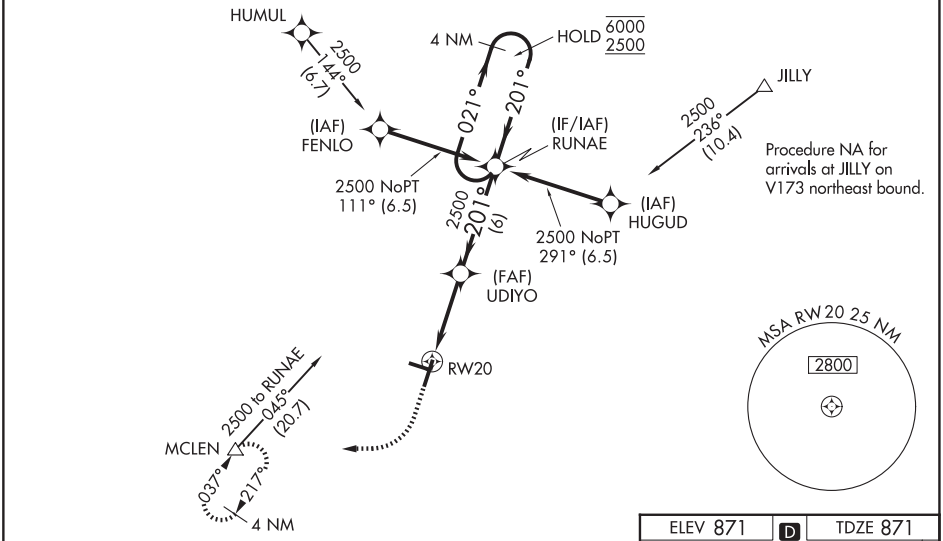
RNP APCH - GPS.

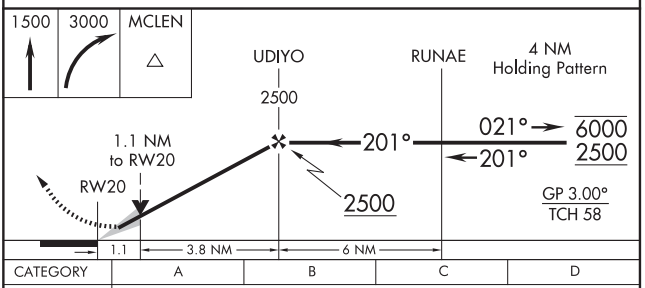
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C. Baro-VNAV and VDP NA when using PIA altimeter setting. When local altimeter setting not received, use PIA altimeter setting: increase LPV DA to 1187 feet and all visibilities to RVR 2400; increase LNAV/VNAV DA to 1417 feet and all visibilites to RVR 6000; increase all MDAs 120 feet and LNAV visibility Cat C and D to RVR 5500 and Circling visibility Cat C and D 1¼ SM. For inop ALS, increase LNAV Cat C and D visibility to RVR 6000. For inop ALS when using PIA altimeter setting, increase LPV all Cats visibility to RVR 4500.

ALSF-2

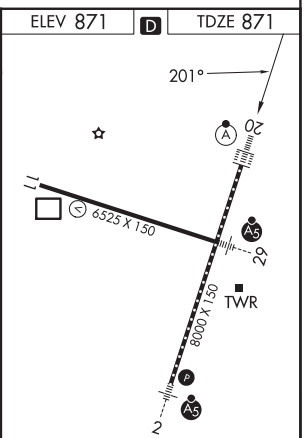
MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct MCLEN and hold.

| ATIS | SAINT LOUIS APP CON | BLOOMINGTON TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 119.575 | 128.725 256.9 | 124.6 (CTAF) L 269.575 | 121.65 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1071/18 200 (200-½) | | | |
| LNAV/VNAV DA | 1301/40 430 (500-¾) | | | |
| LNAV MDA | 1280/24 409 (500-½) | | 1280/40 409 (500-¾) | |
| CIRCLING | 1340-1 469 (500-1) | | 1620-2¼ 749 (800-2¼) | 1620-2½ 749 (800-2½) |




TDZ/CL Rwy 20 L
HIRL Rwys 2-20 and 11-29 L



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# RNAV (GPS) RWY 29

## CENTRAL IL RGNL/BLOOMINGTON-NORMAL (BMI)

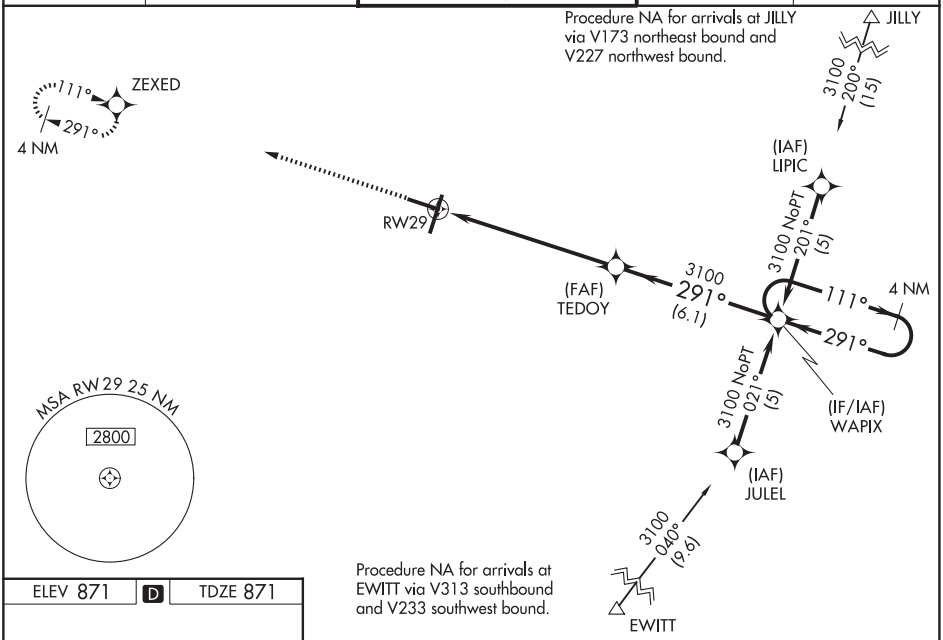
| WAAS | APP CRS | | |
|---|---|---|---|
| CH 60909 | 291° | Rwy Ldg | 6525 |
| W29A | | TDZE | 871 |
| | | Apt Elev | 871 |

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using General Downing-Peoria Intl altimeter setting. When local altimeter setting not received, use General Downing-Peoria Intl altimeter setting: increase all DA 116 feet and all MDA 120 feet; increase LPV all Cats visibility to RVR 3500, LNAV/VNAV all Cats and LNAV Cats C/D visibility ⅜ mile, and Circling Cats C/D visibility ¼ mile. For inoperative MALSRs when using General Downing-Peoria Intl Regional altimeter setting increase LPV all Cats visibility ½ mile, and LNAV Cat C/D visibility ⅞ mile.

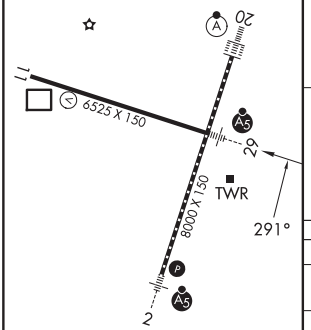
MALSR

MISSED APPROACH: Climb to 2500 direct ZEXED and hold.

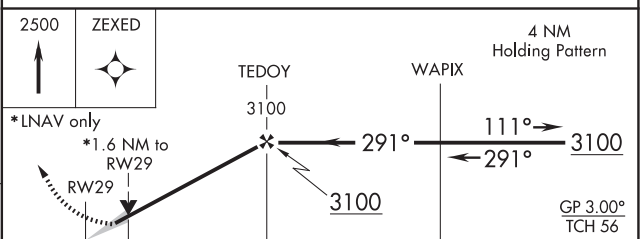
| ATIS | SAINT LOUIS APP CON | BLOOMINGTON TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 119.575 | 128.725 256.9 | 124.6 (CTAF) L 269.575 | 121.65 | 122.95 |




ELEV 871 D TDZE 871




TDZ/CL Rwy 20 L
HIRL Rwys 2-20 and 11-29 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1121/24 250 (300-½) | | | |
| LNAV/VNAV DA | 1304/50 433 (500-1) | | | |
| LNAV MDA | 1460/24 589 (600-½) | | 1460-1¼ 589 (600-1¼) | |
| CIRCLING | 1460-1 589 (600-1) | | 1620-2¼ 749 (800-2¼) | 1620-2½ 749 (800-2½) |



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| LOC/DME I-BMI | APP CRS | Rwy Ldg | 6525 |
|---|---|---|---|
| 110.95 | 111° | TDZE | 871 |
| Chan 46 (Y) | | Apt Elev | 871 |

# LOC BC RWY 11

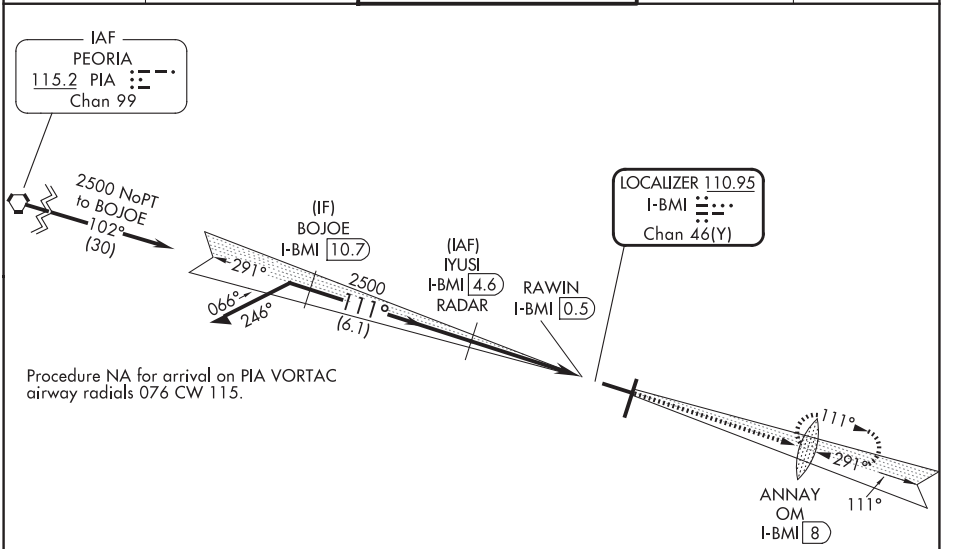
## CENTRAL IL RGNL/BLOOMINGTON-NORMAL (BMI)

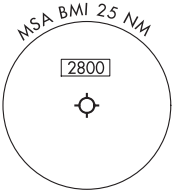
DME required. RADAR required for procedure entry at IYUSI.

When local altimeter setting not received, use PIA altimeter setting: increase all MDAs 120 feet and S-LOC BC 11 visibility Cats C and D ⅜ SM, and Circling visibility Cats C and D ¼ SM.

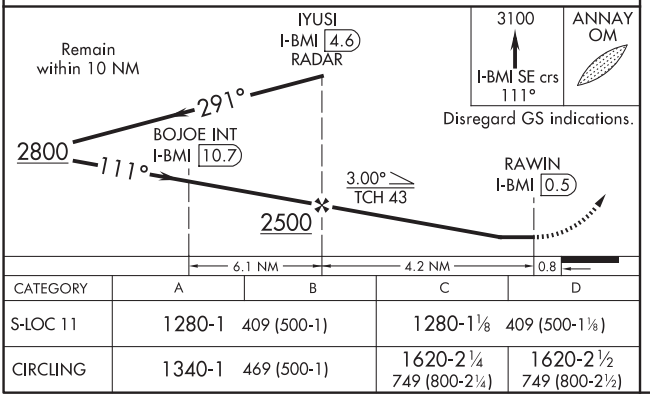
MISSED APPROACH: Climb to 3100 on I-BMI localizer SE course 111° to ANNAY OM/I-BMI 8 DME and hold, continue climb-in-hold to 3100.

| ATIS | SAINT LOUIS APP CON | BLOOMINGTON TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 119.575 | 128.725 256.9 | 124.6 (CTAF) L 269.575 | 121.65 | 122.95 |

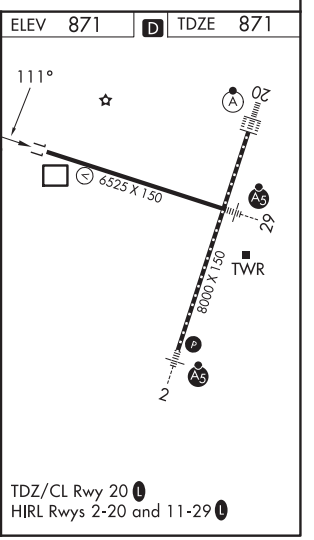



## BACK COURSE



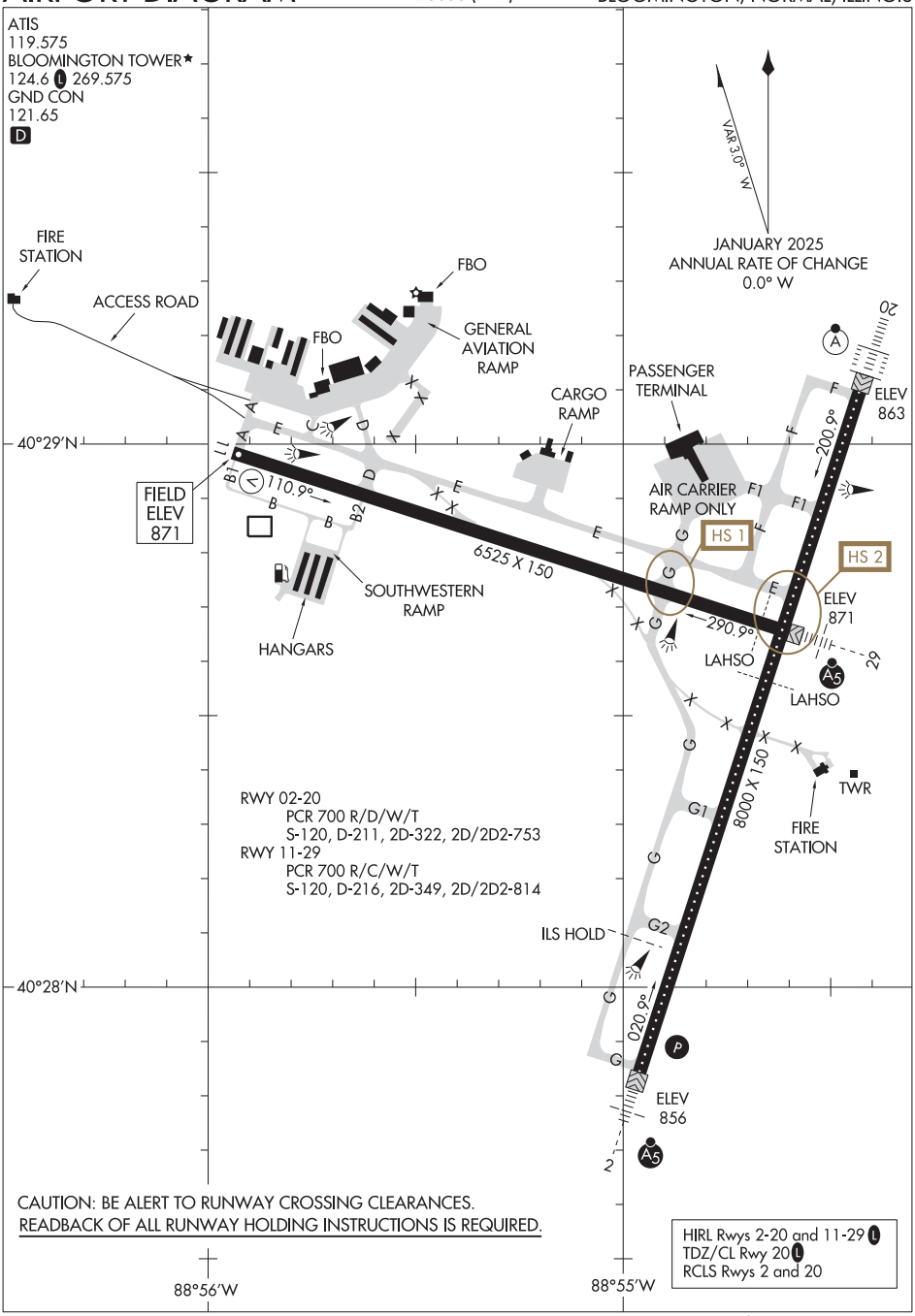

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-LOC 11 | 1280-1 | 409 (500-1) | 1280-1⅛ | 409 (500-1⅛) |
| CIRCLING | 1340-1 | 469 (500-1) | 1620-2¼ 749 (800-2¼) | 1620-2½ 749 (800-2½) |




TDZ/CL Rwy 20 L
HIRL Rwys 2-20 and 11-29 L



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025






EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS)-B

## BOLINGBROOK'S CLOW INTL (1C5)

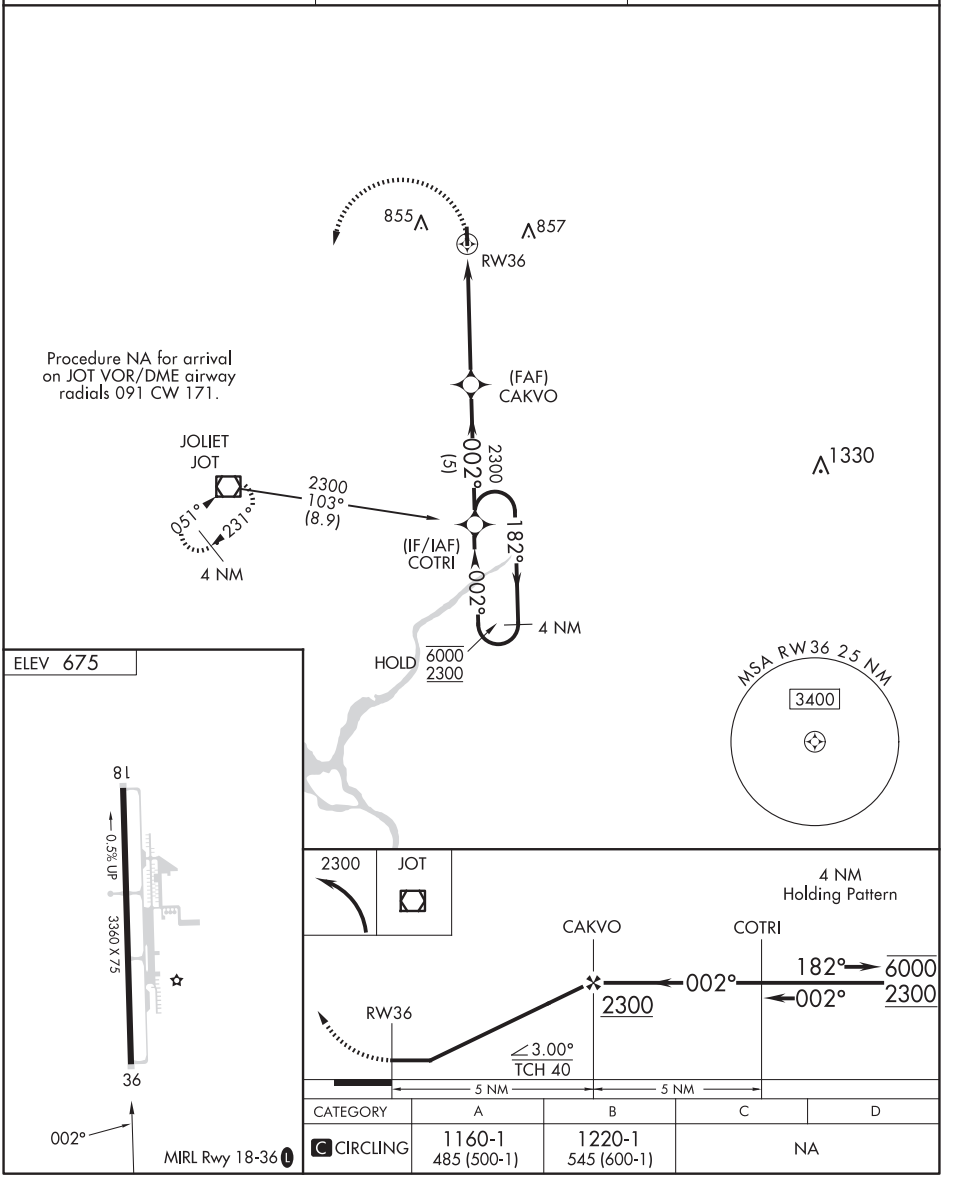
| APP CRS | Rwy Idg | N/A |
|---|---|---|
| 002° | TDZE | N/A |
| | Apt Elev | 675 |

RNP APCH.

T A NA — Procedure NA at night. Use Lewis University altimeter setting.

MISSED APPROACH: Climbing left turn to 2300 direct JOT VOR/DME and hold.

| LOT AWOS-3PT | CHICAGO APP CON | CTAF |
|---|---|---|
| 126.675 | 119.35 354.075 | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 1160-1 485 (500-1) | 1220-1 545 (600-1) | NA | |



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

| VOR/DME JOT 112.3 Chan 70 | APP CRS 041° | Rwy Ldg N/A<br>TDZE N/A<br>Apt Elev 675 |
|---|---|---|

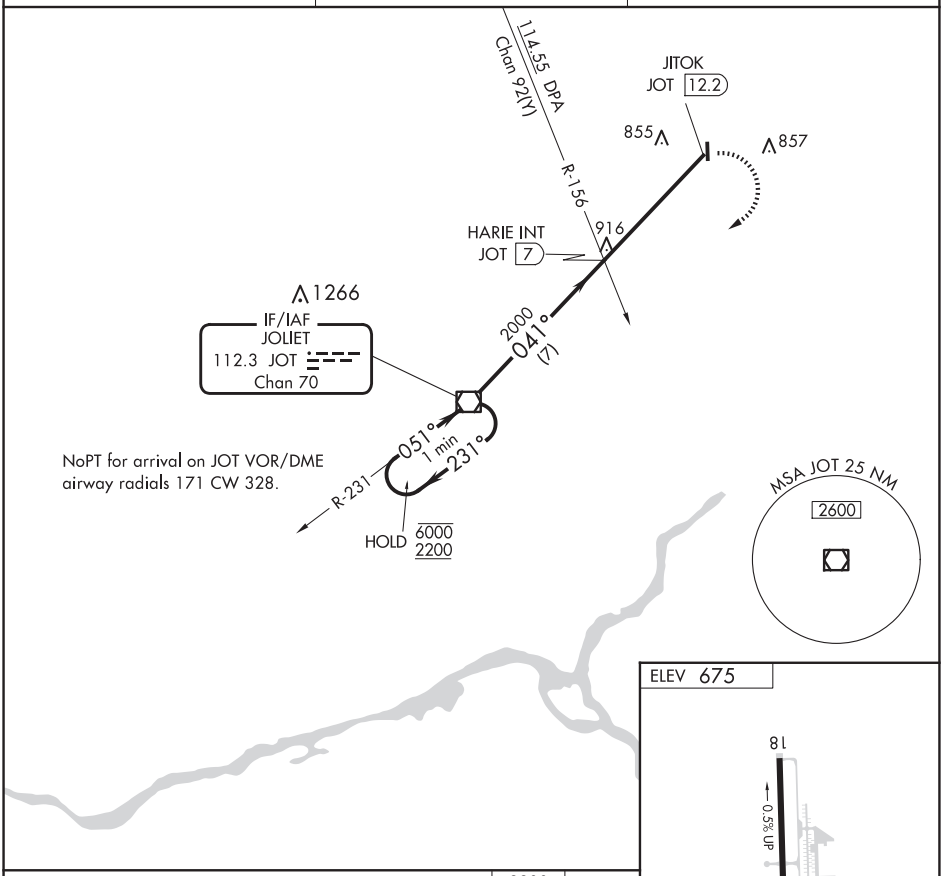
# VOR-A

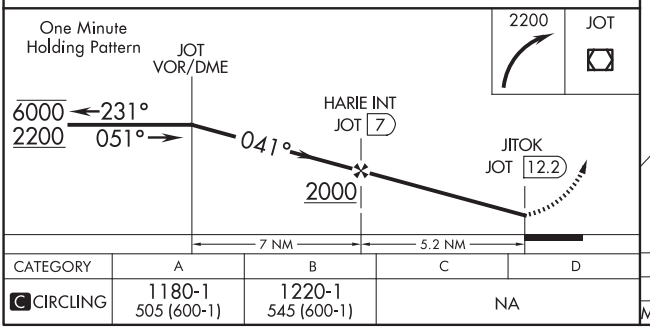
## BOLINGBROOK'S CLOW INTL (1C5)

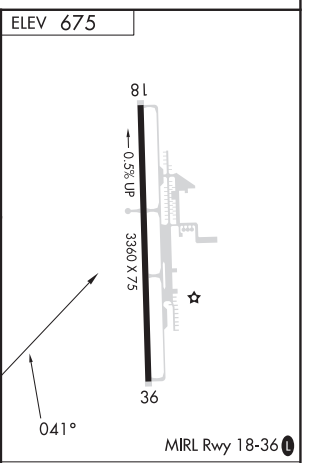
T
A NA Procedure NA at night. Use Lewis University altimeter setting.

MISSED APPROACH: Climbing right turn to 2200 direct JOT VOR/DME and hold.

| LOT AWOS-3PT | CHICAGO APP CON | CTAF |
|---|---|---|
| 126.675 | 119.35 354.075 | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 1180-1<br>505 (600-1) | 1220-1<br>545 (600-1) | NA | |

| FAF to MAP 5.2 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:12 | 3:28 | 2:36 | 2:05 | 1:44 |



EC-3, 07 AUG 2025 to 02 OCT 2025
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BOSCOBEL, WISCONSIN

AL-6361 (FAA)

24361

# RNAV (GPS) RWY 7

BOSCOBEL (OVS)

| WAAS | APP CRS | Rwy Idg | 5000 |
|---|---|---|---|
| CH 77902 | 068° | TDZE | 670 |
| W07A | | Apt Elev | 673 |

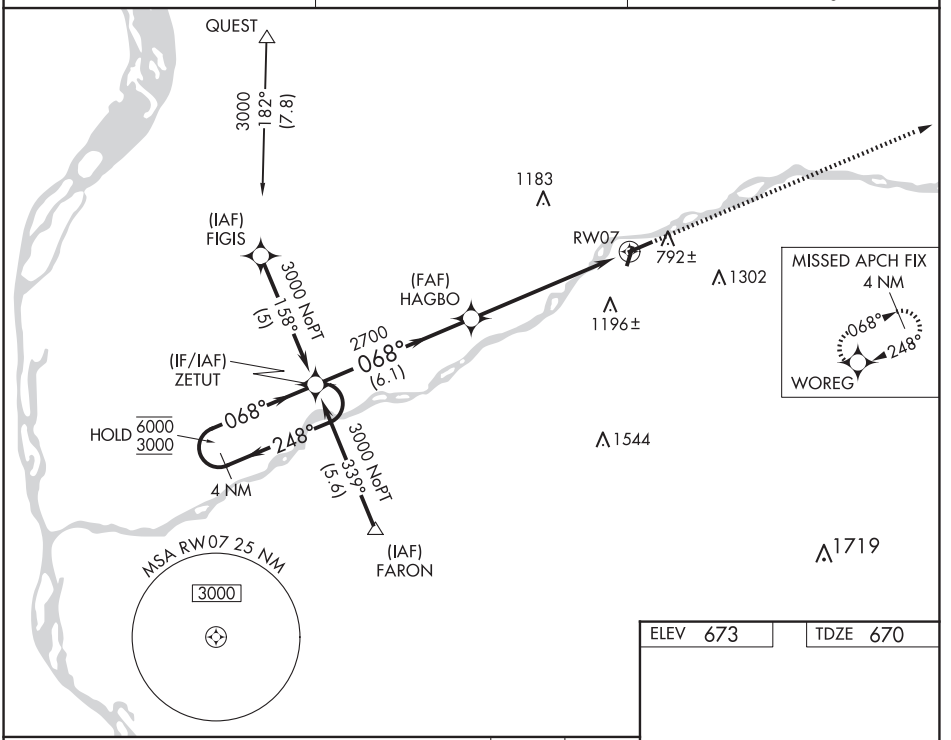
RNP APCH - GPS.

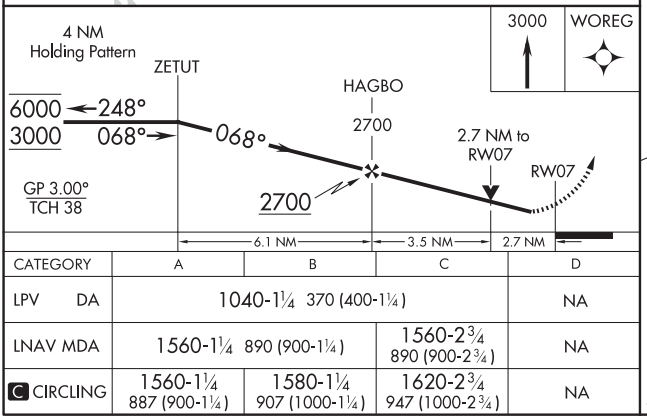
T
A
-30°C

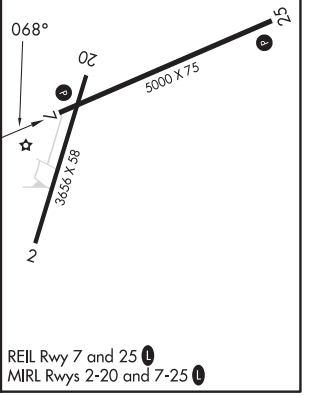
Circling Rwy 2, 20 NA at night. Rwy 7 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 direct WOREG and hold.

| ASOS | CHICAGO CENTER | UNICOM |
|---|---|---|
| 126.775 | 133.3 257.925 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1040-1¼ 370 (400-1¼) | | | NA |
| LNAV MDA | 1560-1¼ 890 (900-1¼) | | 1560-2¾ 890 (900-2¾) | NA |
| C CIRCLING | 1560-1¼ 887 (900-1¼) | 1580-1¼ 907 (1000-1¼) | 1620-2¾ 947 (1000-2¾) | NA |

REIL Rwy 7 and 25 L
MIRL Rwys 2-20 and 7-25 L

BOSCOBEL, WISCONSIN
Orig-C 26DEC24

43°10'N-90°40'W

BOSCOBEL (OVS)

RNAV (GPS) RWY 7

EC-3, 07 AUG 2025 to 02 OCT 2025

EC-3, 07 AUG 2025 to 02 OCT 2025

| WAAS | APP CRS | Rwy Idg | 5000 |
|---|---|---|---|
| CH 82505 | 248° | TDZE | 671 |
| W25A | | Apt Elev | 673 |

# RNAV (GPS) RWY 25

BOSCOBEL (OVS)

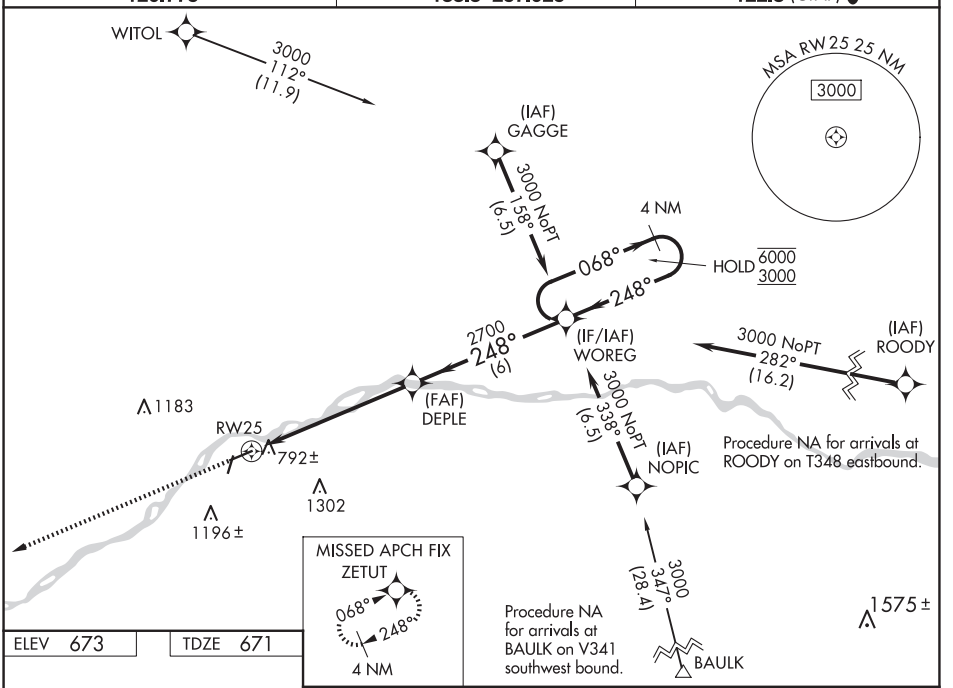
RNP APCH - GPS.

T A -30°C

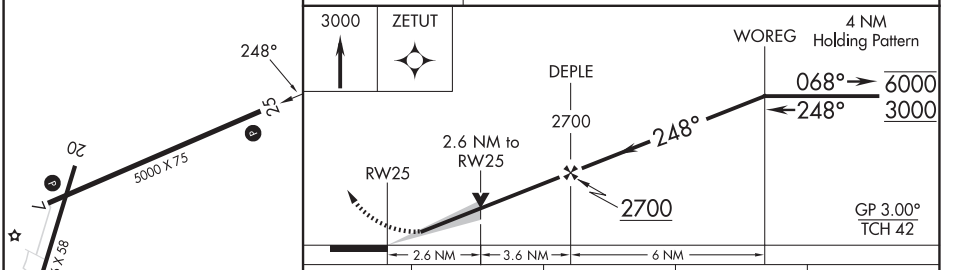
Circling to Rwy 2, 20 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C.

MISSED APPROACH: Climb to 3000 direct ZETUT and hold.

| ASOS | CHICAGO CENTER | UNICOM |
|---|---|---|
| 126.775 | 133.3 257.925 | 122.8 (CTAF) L |




| ELEV 673 | TDZE 671 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 921-1 250 (300-1) | | | NA |
| LNAV/VNAV DA | 1610-4 939 (1000-4) | | | NA |
| LNAV MDA | 1560-1¼ 889 (900-1¼) | | 1560-2½ 889 (900-2½) | NA |
| C CIRCLING | 1560-1¼ 887 (900-1¼) | 1580-1¼ 907 (1000-1¼) | 1740-3 1067 (1100-3) | NA |

REIL Rwy 7 and 25 L
MIRL Rwys 2-20 and 7-25 L



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BOYCEVILLE, WISCONSIN AL-10056 (FAA) 24305

| APP CRS | Rwy Idg | 3299 |
|---|---|---|
| 083° | TDZE | 964 |
| | Apt Elev | 967 |

# RNAV (GPS) RWY 8
BOYCEVILLE MUNI (3T3)

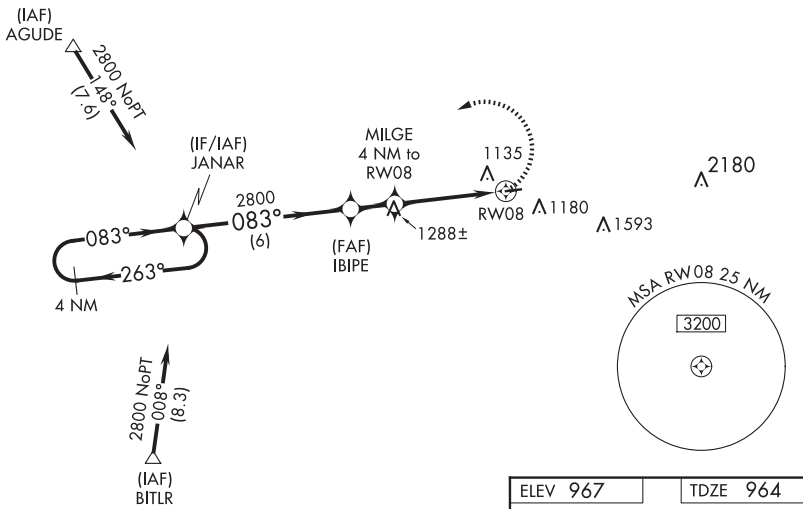
RNP APCH.

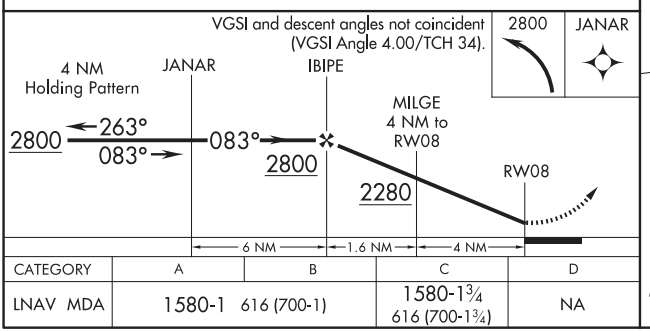
T
A NA
Use New Richmond Rgnl altimeter setting.
When VGSI inop, procedure NA at night.
Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing left turn to 2800 direct JANAR and hold.

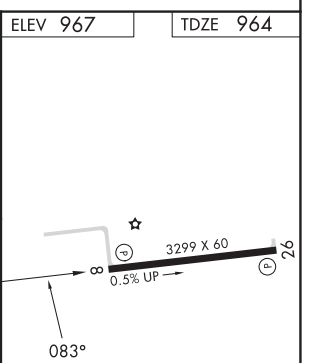
| RNH AWOS-3 | MINNEAPOLIS CENTER | UNICOM |
|---|---|---|
| 120.0 | 125.3 335.6 | 122.8 (CTAF) L |

Procedure NA for arrivals at AGUDE via V78 westbound.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1580-1 616 (700-1) | | 1580-1¾ 616 (700-1¾) | NA |




MIRL Rwy 8-26 L
REIL Rwy 26 L

BOYCEVILLE, WISCONSIN
Amdt 1C 07NOV19

45°03'N-92°01'W

BOYCEVILLE MUNI (3T3)
RNAV (GPS) RWY 8

EC-3, 07 AUG 2025 to 02 OCT 2025

EC-3, 07 AUG 2025 to 02 OCT 2025

| WAAS | APP CRS | Rwy Idg | 3299 |
|---|---|---|---|
| CH 70335 | 264° | TDZE | 967 |
| W26A | | Apt Elev | 967 |

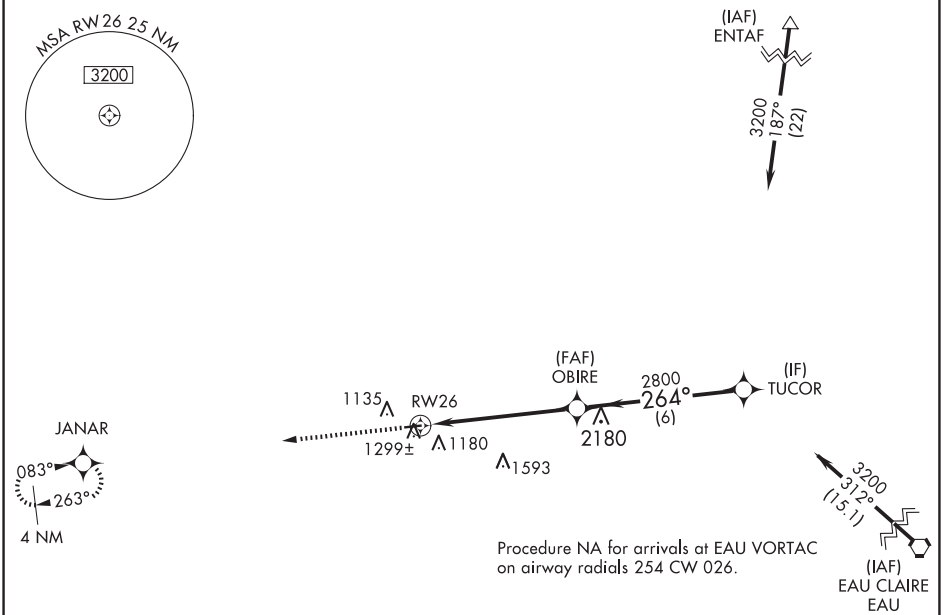
# RNAV (GPS) RWY 26

## BOYCEVILLE MUNI (3T3)

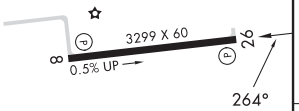
Baro-VNAV NA. Use New Richmond altimeter setting; when not received, use Menomonie altimeter setting. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Procedure NA at night.

MISSED APPROACH: Climb to 2800 direct JANAR and hold.

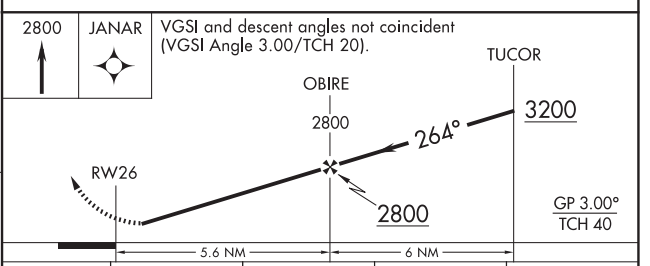
| RNH AWOS-3 | MINNEAPOLIS CENTER | UNICOM |
|---|---|---|
| 120.0 | 125.3 335.6 | 122.8 (CTAF) L |




ELEV 967 TDZ 967




MIRL Rwy 8-26 L
REIL Rwy 26 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1333-1¼ 366 (400-1¼) | | | NA |
| LNAV/VNAV DA | 1526-2 559 (600-2) | | | NA |
| LNAV MDA | 1620-1 653 (700-1) | | 1620-1⅞ 653 (700-1⅞) | NA |
| C CIRCLING | 1680-1 713 (800-1) | | 1700-2 733 (800-2) | NA |



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

BURLINGTON, WISCONSIN AL-5901 (FAA) 24305

| WAAS | APP CRS | Rwy Idg | 4300 |
|---|---|---|---|
| CH 90134 | 112° | TDZE | 780 |
| W11A | | Apt Elev | 780 |

# RNAV (GPS) RWY 11

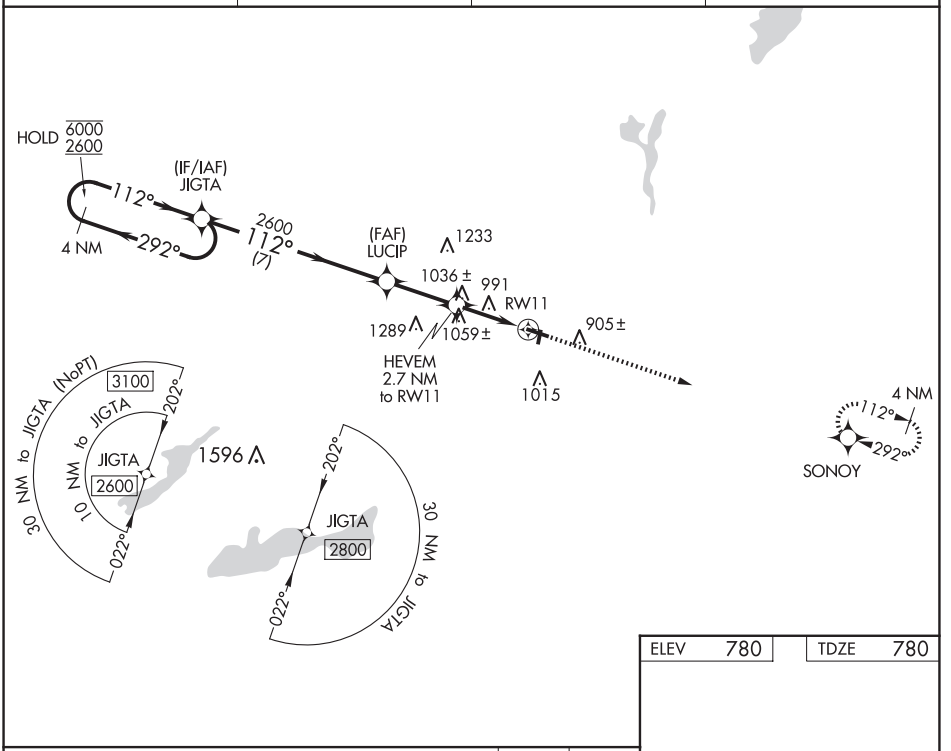
BURLINGTON MUNI (BUU)

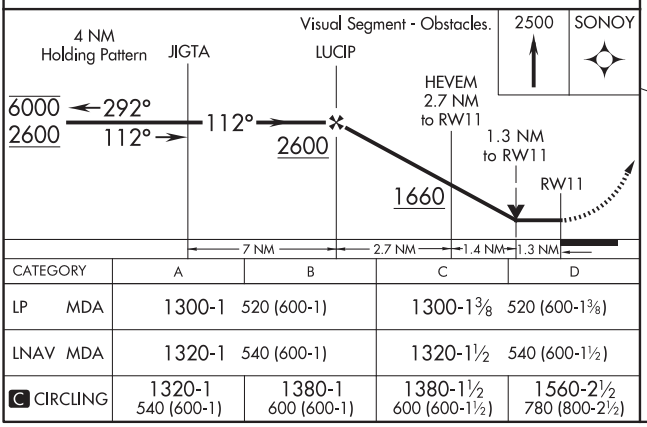
RNP APCH - GPS.

Circling NA to Rwys 1 and 19.
Rwy 11 helicopter visibility reduction below ¾ SM NA.

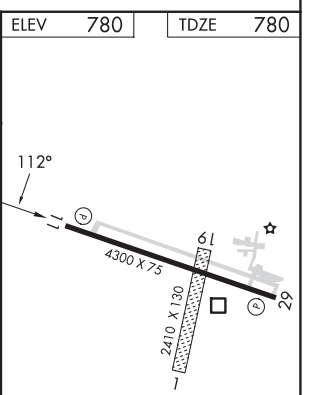
MISSED APPROACH: Climb to 2500 direct SONOY and hold.

| AWOS-3 | MILWAUKEE APP CON | GCO | UNICOM |
|---|---|---|---|
| 125.275 | 135.875 307.0 | 121.725 | 123.05 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1300-1 520 (600-1) | | 1300-1⅜ 520 (600-1⅜) | |
| LNAV MDA | 1320-1 540 (600-1) | | 1320-1½ 540 (600-1½) | |
| C CIRCLING | 1320-1 540 (600-1) | 1380-1 600 (600-1) | 1380-1½ 600 (600-1½) | 1560-2½ 780 (800-2½) |




MIRL Rwy 11-29 L
REIL Rwys 11 and 29 L

BURLINGTON, WISCONSIN
Orig-D 27JAN22

42°41'N-88°18'W

BURLINGTON MUNI (BUU)

RNAV (GPS) RWY 11


EC-3, 07 AUG 2025 to 02 OCT 2025

| WAAS | APP CRS | Rwy Idg | 4300 |
|---|---|---|---|
| CH 82732 | 292° | TDZE | 780 |
| W29A | | Apt Elev | 780 |

# RNAV (GPS) RWY 29

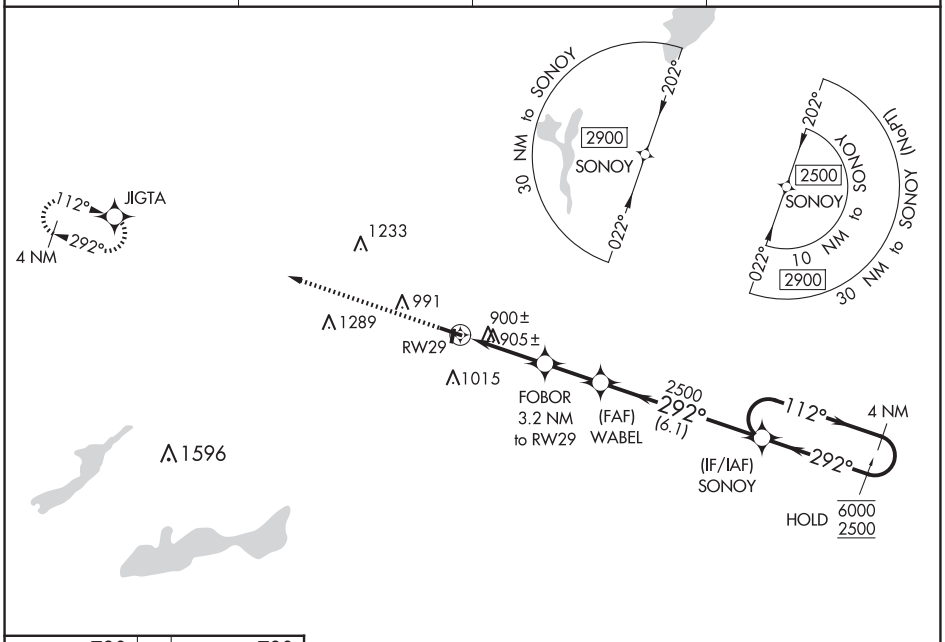
## BURLINGTON MUNI (BUU)

RNP APCH - GPS.

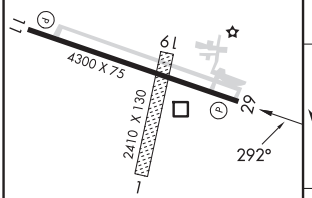
Circling NA to Rwys 1 and 19.
Rwy 29 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2600 direct JIGTA and hold.

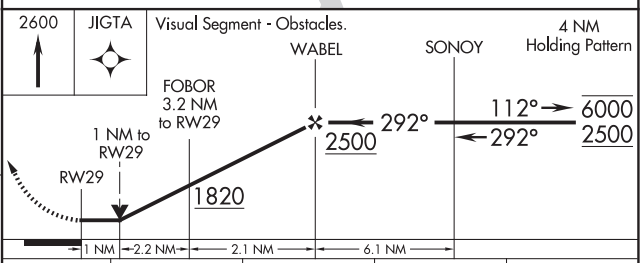
| AWOS-3 | MILWAUKEE APP CON | GCO | UNICOM |
|---|---|---|---|
| 125.275 | 135.875 307.0 | 121.725 | 123.05 (CTAF) L |




| ELEV | 780 | TDZE | 780 |
|---|---|---|---|




MIRL Rwy 11-29 L
REIL Rwys 11 and 29 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1160-1 380 (400-1) | | | |
| LNAV MDA | 1280-1 500 (500-1) | | 1280-1⅜ 500 (500-1⅜) | |
| C CIRCLING | 1300-1 520 (600-1) | 1380-1 600 (600-1) | 1380-1½ 600 (600-1½) | 1560-2½ 780 (800-2½) |



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

BURLINGTON, WISCONSIN AL-5901 (FAA) 24305

# VOR-A

BURLINGTON MUNI (BUU)

| VOR/DME BAE | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 116.4 | 180° | TDZE | N/A |
| Chan 111 | | Apt Elev | 780 |

DME or RADAR required.

Circling NA to Rwys 1 and 19.

MISSED APPROACH: Climb to 2600 then left turn on BAE VOR/DME R-180 to LISSI/20 DME/RADAR and hold.

| AWOS-3 | MILWAUKEE APP CON | GCO | UNICOM |
|---|---|---|---|
| 125.275 | 135.875 307.0 | 121.725 | 123.05 (CTAF) |

Procedure NA for arrival on BAE VOR/DME airway radials 119 CW 226.

IAF BADGER 116.4 BAE Chan 111

1849

2600 180° (14)

R-180

(IF) DARIA BAE 14 RADAR

2600 180° (6)

4 NM 360°

LISSI BAE 20 RADAR

1233

MAFWI BAE 25.4

991

1289

905±

1015

MSA BAE 25 NM 2900

ELEV 780

180°

11 6 29 1

4300 X 75

2410 X 130

MIRL Rwy 11-29 L

REIL Rwys 11 and 29 L

2600 BAE R-180 LISSI BAE 20

LISSI BAE 20 RADAR

DARIA BAE 14 RADAR

MAFWI BAE 25.4

180° 2600

2600

5.4 NM 6 NM

| FAF to MAP 5.4 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:24 | 3:36 | 2:42 | 2:10 | 1:48 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 1400-1 | 620 (700-1) | 1400-1¾ | 1560-2½ |
| | | | 620 (700-1¾) | 780 (800-2½) |

BURLINGTON, WISCONSIN
Amdt 2B 27JAN22

42°41'N-88°18'W

BURLINGTON MUNI (BUU)

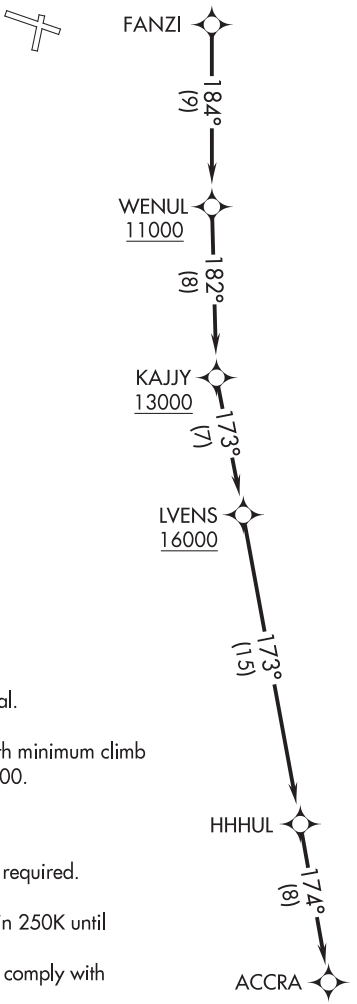
VOR-A

EC-3, 07 AUG 2025 to 02 OCT 2025

EC-3, 07 AUG 2025 to 02 OCT 2025

AWOS-3
125.275
MILWAUKEE DEP CON
135.875 307.0

**TOP ALTITUDE: ASSIGNED BY ATC**




TAKEOFF MINIMUMS
Rwys 1, 19: NA - Environmental.
Rwy 11: Standard.
Rwy 29: 300-1 or standard with minimum climb of 325' per NM to 1000.

NOTE: RNAV 1.
NOTE: GPS or DME/DME/IRU required.
NOTE: RADAR required.
NOTE: Turbojet aircraft maintain 250K until advised by ATC.
NOTE: Advise ATC if unable to comply with crossing restrictions.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for RADAR vectors to FANZI, thence....

....on track 184° to cross WENUL at or above 11000, then on track 182° to cross KAJJY at or above 13000, then on track 173° to cross LVENS at or above 16000, then on track 173° to HHHUL, then on track 174° to ACCRA. Maintain ATC assigned altitude, expect filed altitude ten minutes after departure.



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

(UECKR6.UECKR) 24137

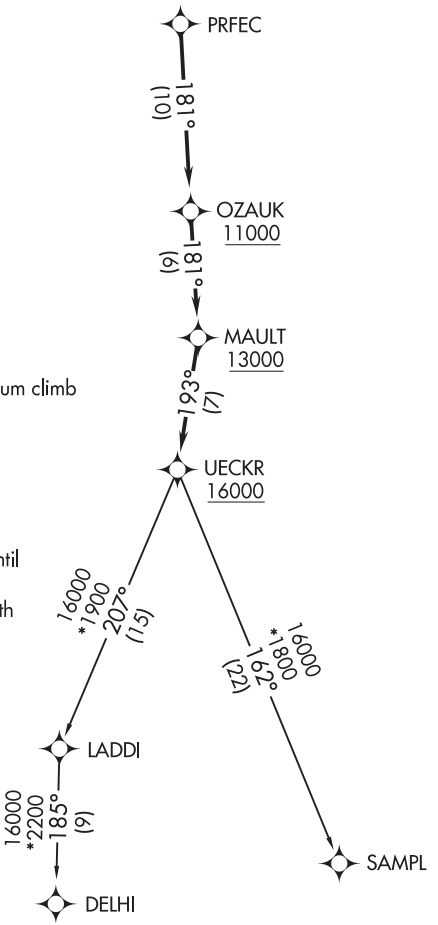
# UECKR SIX DEPARTURE (RNAV)

AL-5901 (FAA)

BURLINGTON MUNI (BUU)
BURLINGTON, WISCONSIN

AWOS-3
125.275
MILWAUKEE DEP CON
135.875 307.0

**TOP ALTITUDE: ASSIGNED BY ATC**




TAKEOFF MINIMUMS
Rwys 1, 19: NA - Environmental.
Rwy 11: Standard.
Rwy 29: 300-1 or standard with a minimum climb of 325' per NM to 1000.

NOTE: RNAV 1.
NOTE: GPS or DME/DME/IRU required.
NOTE: RADAR required.
NOTE: Turbojet aircraft maintain 250K until advised by ATC.
NOTE: Notify ATC if unable to comply with crossing restrictions.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for RADAR vectors to PRFEC, thence....

....on track 181° to cross OZAUK at or above 11000, then on track 181° to cross MAULT at or above 13000, then on track 193° to cross UECKR at or above 16000, then on (transition). Maintain ATC assigned altitude, expect filed altitude ten minutes after departure.

DELHI TRANSITION (UECKR6.DELHI)

SAMPL TRANSITION (UECKR6.SAMPL)



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

| APP CRS | Rwy Idg | 3146 |
|---|---|---|
| 347° | TDZE | 1357 |
| | Apt Elev | 1360 |

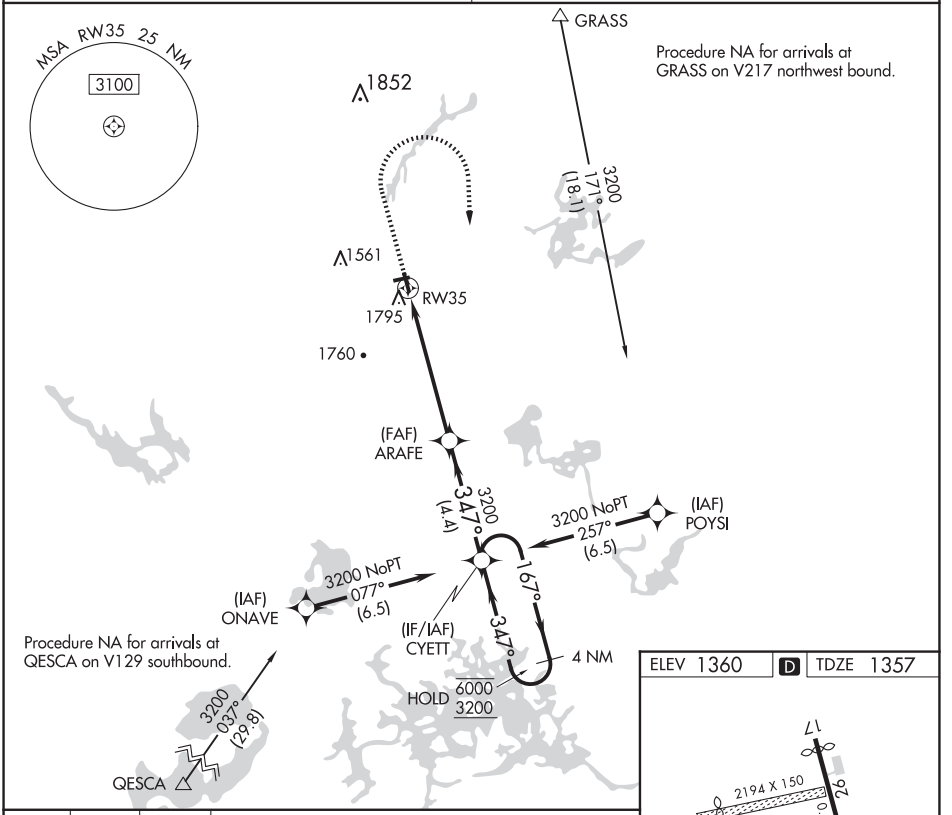
# RNAV (GPS) RWY 35
## CABLE UNION (3CU)

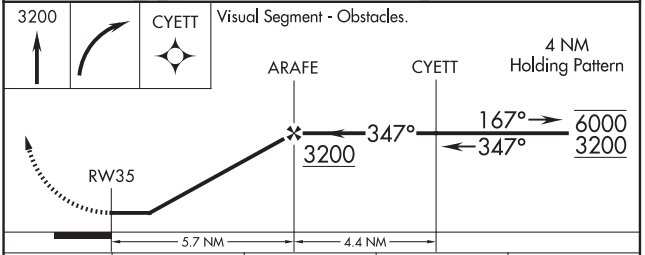
RNP APCH.

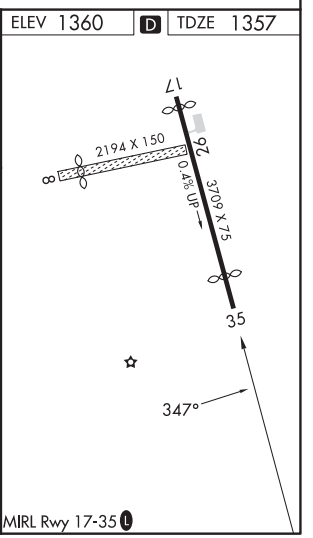
T A NA — Circling NA to Rwys 8 and 26. Procedure NA at night. Rwy 35 helicopter visibility reduction below 1 SM NA. Use Hayward altimeter setting.

MISSED APPROACH: Climb to 3200 then right turn direct CYETT and hold.

| MINNEAPOLIS CENTER | UNICOM |
|---|---|
| 126.45 276.4 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 2120-1<br>763 (800-1) | 2120-1¼<br>763 (800-1¼) | 2120-2½ | 763 (800-2½) |
| C CIRCLING | 2160-1<br>800 (800-1) | 2160-1¼<br>800 (800-1¼) | 2160-2½<br>800 (800-2½) | 2200-2¾<br>840 (900-2¾) |



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

CAHOKIA/ST LOUIS, ILLINOIS | AL-5316 (FAA) | 25219

# ILS or LOC RWY 30L

## ST LOUIS DOWNTOWN (CPS)

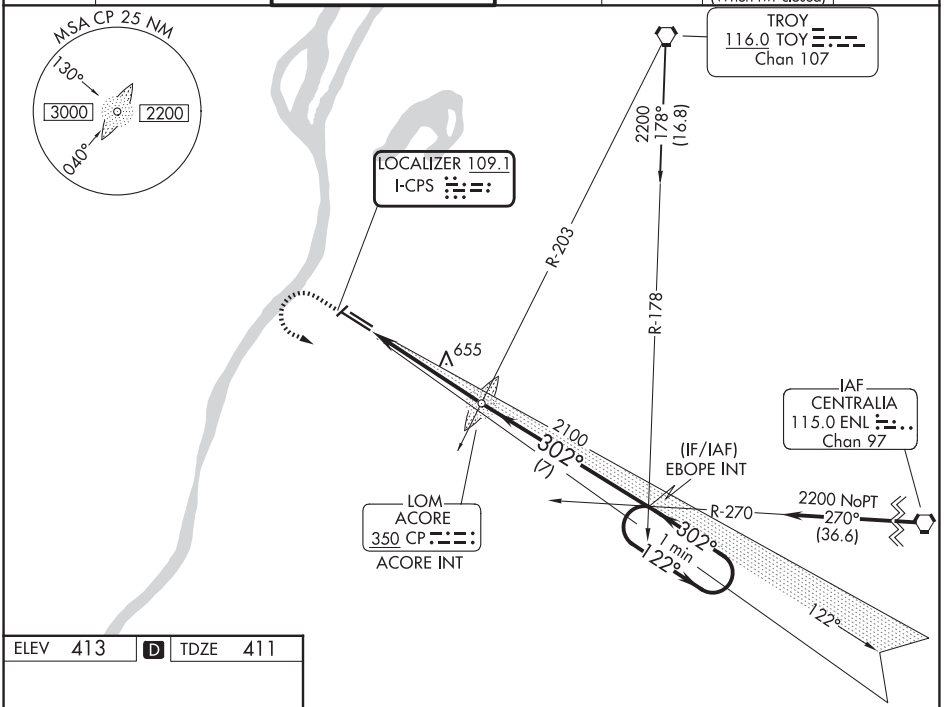
| LOC I-CPS | APP CRS | Rwy Ldg | 7002 |
|---|---|---|---|
| 109.1 | 302° | TDZE | 411 |
| | | Apt Elev | 413 |

T A When local altimeter setting not received, use St Louis Lambert Intl altimeter setting: increase DA to 674 feet, increase all MDAs 80 feet and visibility S-LOC 30L Cats C/D and Circling Cat C ¼ SM. For inop ALS when using St Louis Lambert Intl altimeter setting, increase S-ILS 30L visibility ¼ SM. Circling Rwy 5 NA at night.

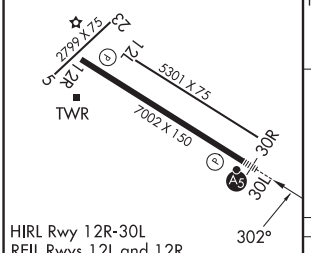
MALSR (A5)

MISSED APPROACH: Climb to 1400 then climbing left turn to 2200 on heading 080° and on I-CPS SE course (122°) to EBOPE INT and hold.

| ATIS | ST LOUIS APP CON | DOWNTOWN TOWER ★ | GND CON | CLNC DEL | CLNC DEL | UNICOM |
|---|---|---|---|---|---|---|
| 121.45 | 123.7 371.875 | 119.925 (CTAF) L 379.3 | 121.8 | 118.275 | 121.8 (When twr closed) | 122.95 |




ELEV 413 | D | TDZE 411

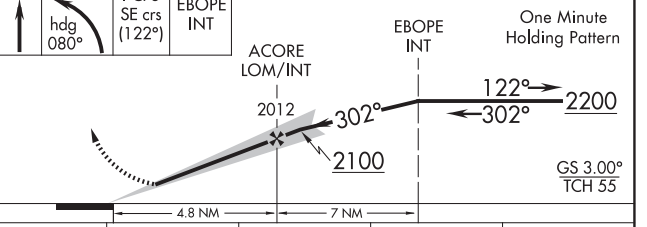



HIRL Rwy 12R-30L
REIL Rwys 12L and 12R
REIL Rwy 30R L
MIRL Rwys 5-23 and 12L-30R

FAF to MAP 4.8 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:48 | 3:12 | 2:24 | 1:55 | 1:36 |

| 1400 | 2200 hdg 080° | I-CPS SE crs (122°) | EBOPE INT |
|---|---|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 30L | 611-½ 200 (200-½) | | | |
| S-LOC 30L | 960-½ 549 (600-½) | | 960-1⅛ 549 (600-1⅛) | 960-1¼ 549 (600-1¼) |
| CIRCLING | 940-1 527 (600-1) | 1120-1 707 (800-1) | 1240-2½ 827 (900-1½) | 1380-3 967 (1000-3) |

CAHOKIA/ST LOUIS, ILLINOIS
Amdt 9E 21MAR24

38°34'N-90°09'W

ST LOUIS DOWNTOWN (CPS)

ILS or LOC RWY 30L

EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 12R

## ST LOUIS DOWNTOWN (CPS)

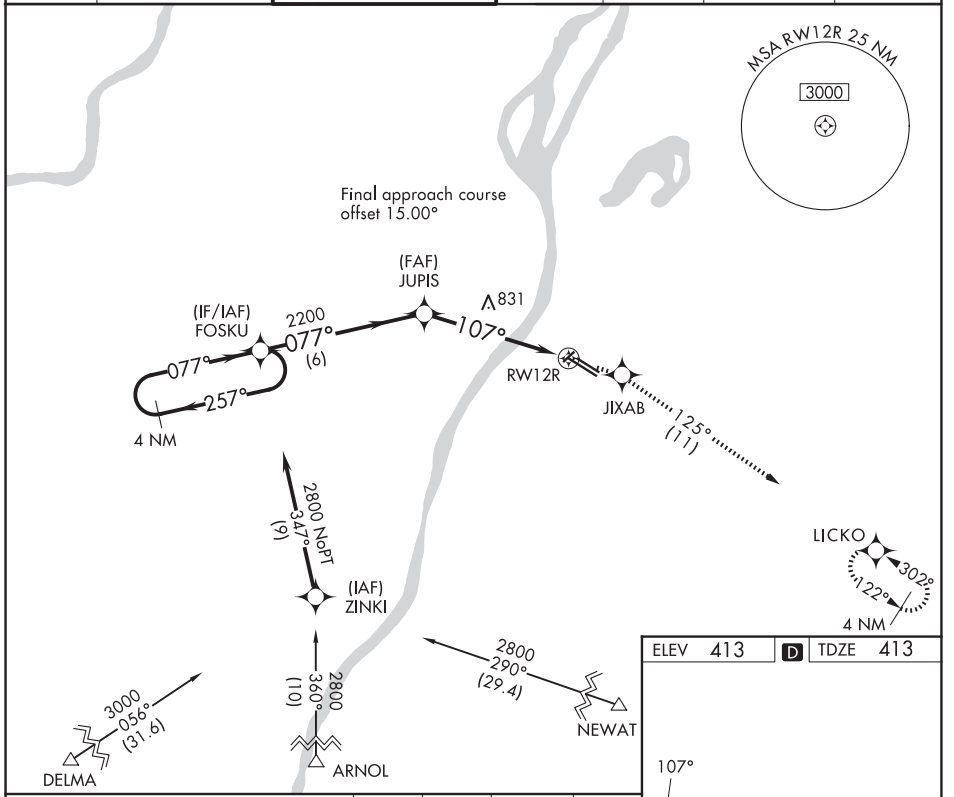
| APP CRS | Rwy Ldg | 7002 |
|---|---|---|
| 107° | TDZE | 413 |
| | Apt Elev | 413 |

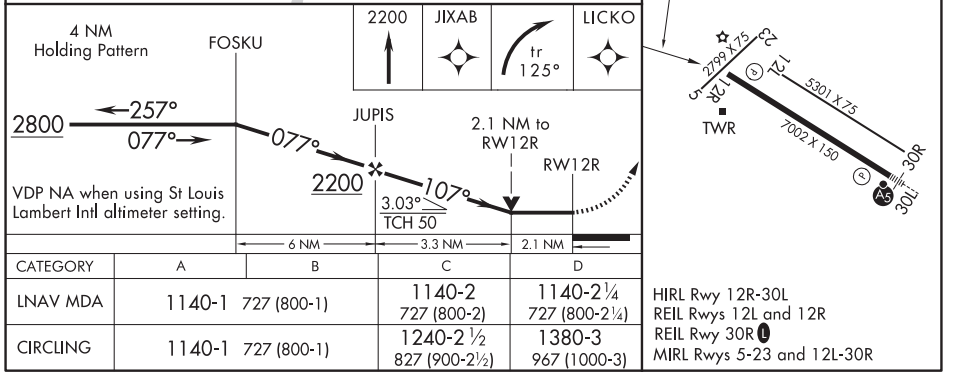
RNP APCH - GPS.

When local altimeter setting not received, use St Louis Lambert Intl altimeter setting and increase all MDAs 80 feet; increase LNAV Cats B/C/D and Circling Cat C visibility ¼ SM. Circling Rwy 5 NA at night. Rwy 12R helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2200 direct JIXAB and right turn on 125° track to LICKO and hold.

| ATIS | ST LOUIS APP CON | DOWNTOWN TOWER ★ | GND CON | CLNC DEL | CLNC DEL (When twr closed) | UNICOM |
|---|---|---|---|---|---|---|
| 121.45 | 123.7 371.875 | 119.925 (CTAF) L 379.3 | 121.8 | 118.275 | 121.8 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1140-1 | 727 (800-1) | 1140-2 727 (800-2) | 1140-2¼ 727 (800-2¼) |
| CIRCLING | 1140-1 | 727 (800-1) | 1240-2½ 827 (900-2½) | 1380-3 967 (1000-3) |

HIRL Rwy 12R-30L
REIL Rwys 12L and 12R
REIL Rwy 30R L
MIRL Rwys 5-23 and 12L-30R



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

CAHOKIA/ST LOUIS, ILLINOIS AL-5316 (FAA) 25219

# RNAV (GPS) RWY 30L

## ST LOUIS DOWNTOWN (CPS)

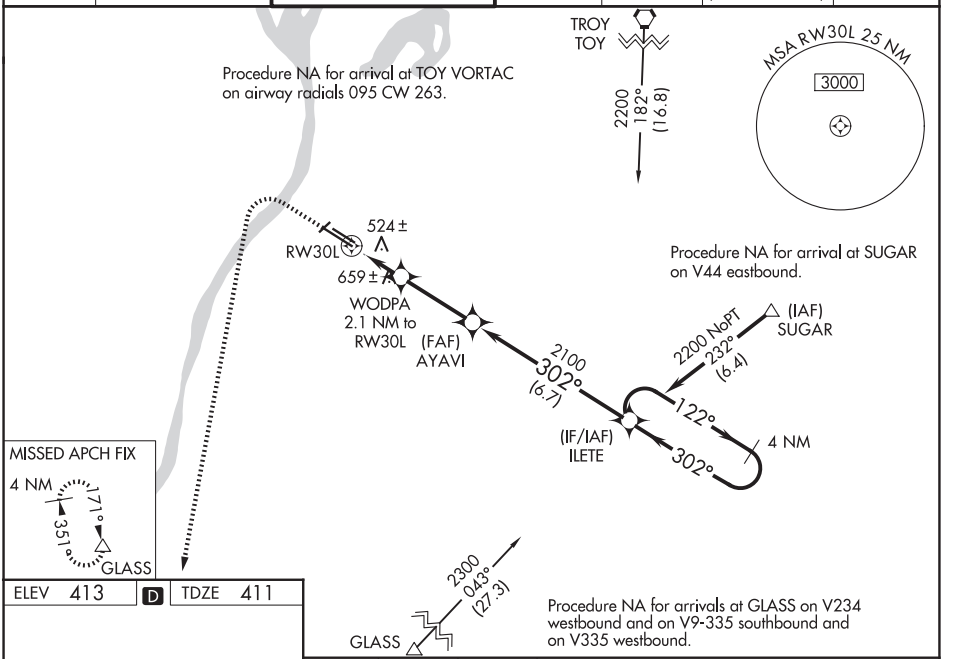
| WAAS | APP CRS | Rwy Ldg | 7002 |
|---|---|---|---|
| CH 70521 | 302° | TDZE | 411 |
| W30A | | Apt Elev | 413 |

DME/DME RNP-0.3 NA. When local altimeter setting not received, use St Louis Lambert Intl altimeter setting and increase LPV DA to 674 feet, LNAV/VNAV DA to 890 feet, and all MDA 80 feet; increase LNAV/VNAV all Cats visibility ¼ SM, LNAV Cats C/D visibility ⅜ SM, and Circling Cat C visibility ¼ SM. VDP and Baro-VNAV NA with St Louis Lambert Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 41°C (105°F). When using St Louis Lambert Intl altimeter setting; for inop MALSR, increase LPV all Cats visibility to ⅞ mile and LNAV Cats C/D visibility to 1¾ mile. Night landing: Rwy 5 NA.

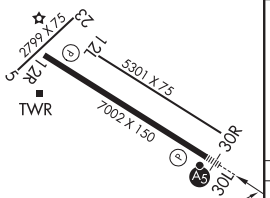
MALSR A5

MISSED APPROACH: Climb to 1000 then climbing left turn to 3000 direct GLASS and hold.

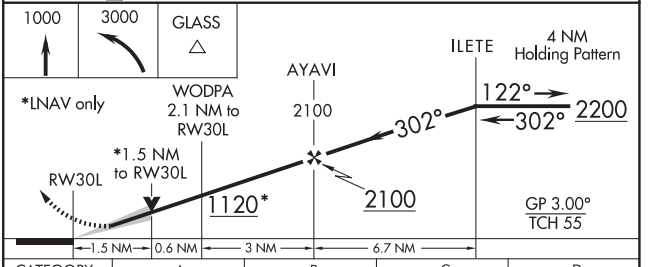
| ATIS | ST LOUIS APP CON | DOWNTOWN TOWER ★ | GND CON | CLNC DEL | CLNC DEL (When twr closed) | UNICOM |
|---|---|---|---|---|---|---|
| 121.45 | 123.7 371.875 | 119.925 (CTAF) L 379.3 | 121.8 | 118.275 | 121.8 | 122.95 |




ELEV 413 D TDZE 411




HIRL Rwy 12R-30L
REIL Rwys 12L and 12R
REIL Rwy 30R L
MIRL Rwys 5-23 and 12L-30R




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 611-½ 200 (200-½) | | | |
| LNAV/VNAV DA | 827-⅞ 416 (500-⅞) | | | |
| LNAV MDA | 940-½ 529 (600-½) | | 940-1 529 (600-1) | |
| CIRCLING | 940-1 527 (600-1) | 1120-1 707 (800-1) | 1240-2½ 827 (900-2½) | 1380-3 967 (1000-3) |

CAHOKIA/ST LOUIS, ILLINOIS
Orig-D 25MAR21

38°34'N-90°09'W

ST LOUIS DOWNTOWN (CPS)

RNAV (GPS) RWY 30L


EC-3, 07 AUG 2025 to 02 OCT 2025

| APP CRS | Rwy Ldg | 5300 |
|---|---|---|
| 302° | TDZE | 408 |
| | Apt Elev | 413 |

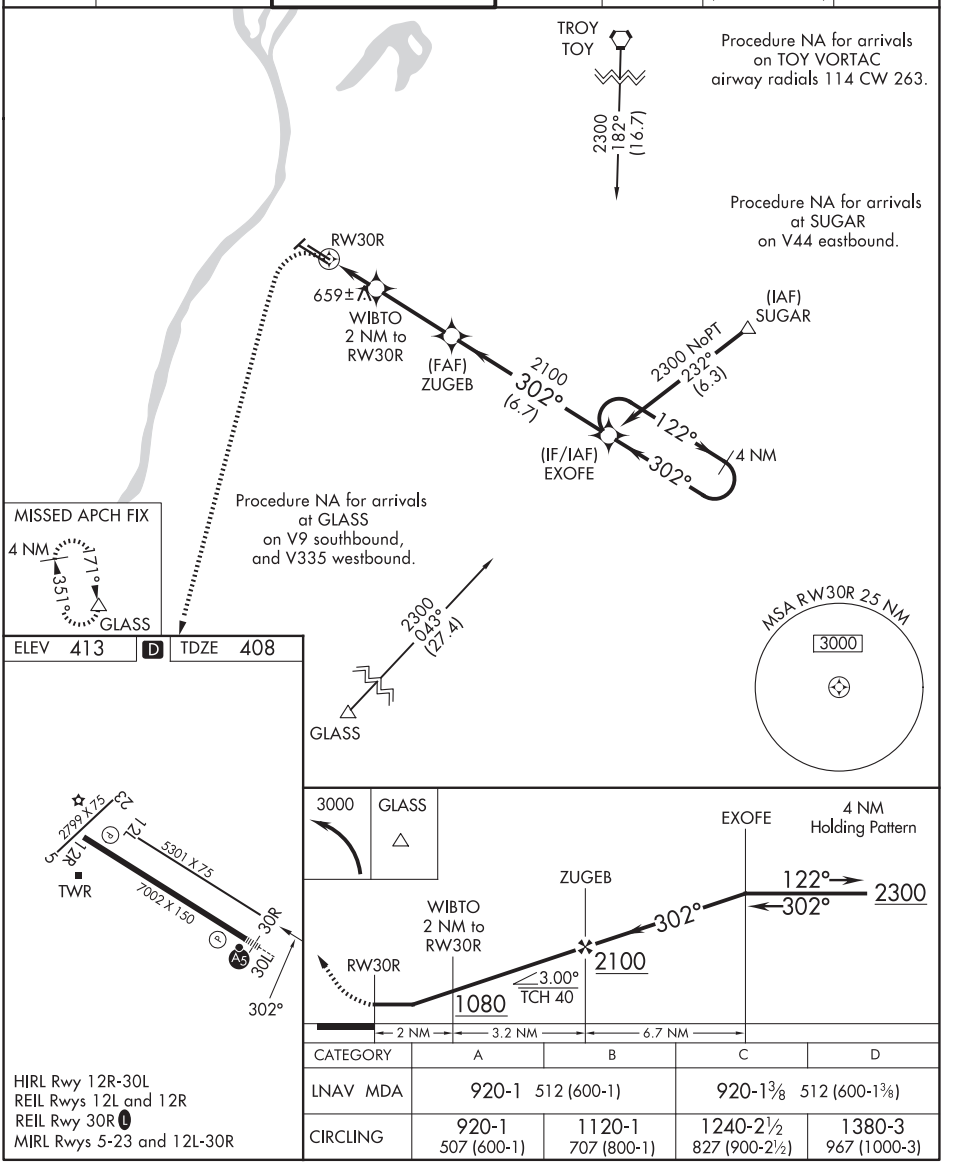
# RNAV (GPS) RWY 30R

## ST LOUIS DOWNTOWN (CPS)

Circling Rwy 5 NA at night. DME/DME RNP-0.3 NA. Rwy 30R helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use St Louis Lambert Intl altimeter setting and increase all MDA 80 feet, increase LNAV Cats C/D visibility ⅜ SM and Circling Cat C visibility ¼ SM.

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

| ATIS | ST LOUIS APP CON | DOWNTOWN TOWER ★ | GND CON | CLNC DEL | CLNC DEL (When twr closed) | UNICOM |
|---|---|---|---|---|---|---|
| 121.45 | 123.7 371.875 | 119.925 (CTAF) L 379.3 | 121.8 | 118.275 | 121.8 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 920-1 512 (600-1) | | 920-1⅜ 512 (600-1⅜) | |
| CIRCLING | 920-1 507 (600-1) | 1120-1 707 (800-1) | 1240-2½ 827 (900-2½) | 1380-3 967 (1000-3) |

HIRL Rwy 12R-30L
REIL Rwys 12L and 12R
REIL Rwy 30R L
MIRL Rwys 5-23 and 12L-30R



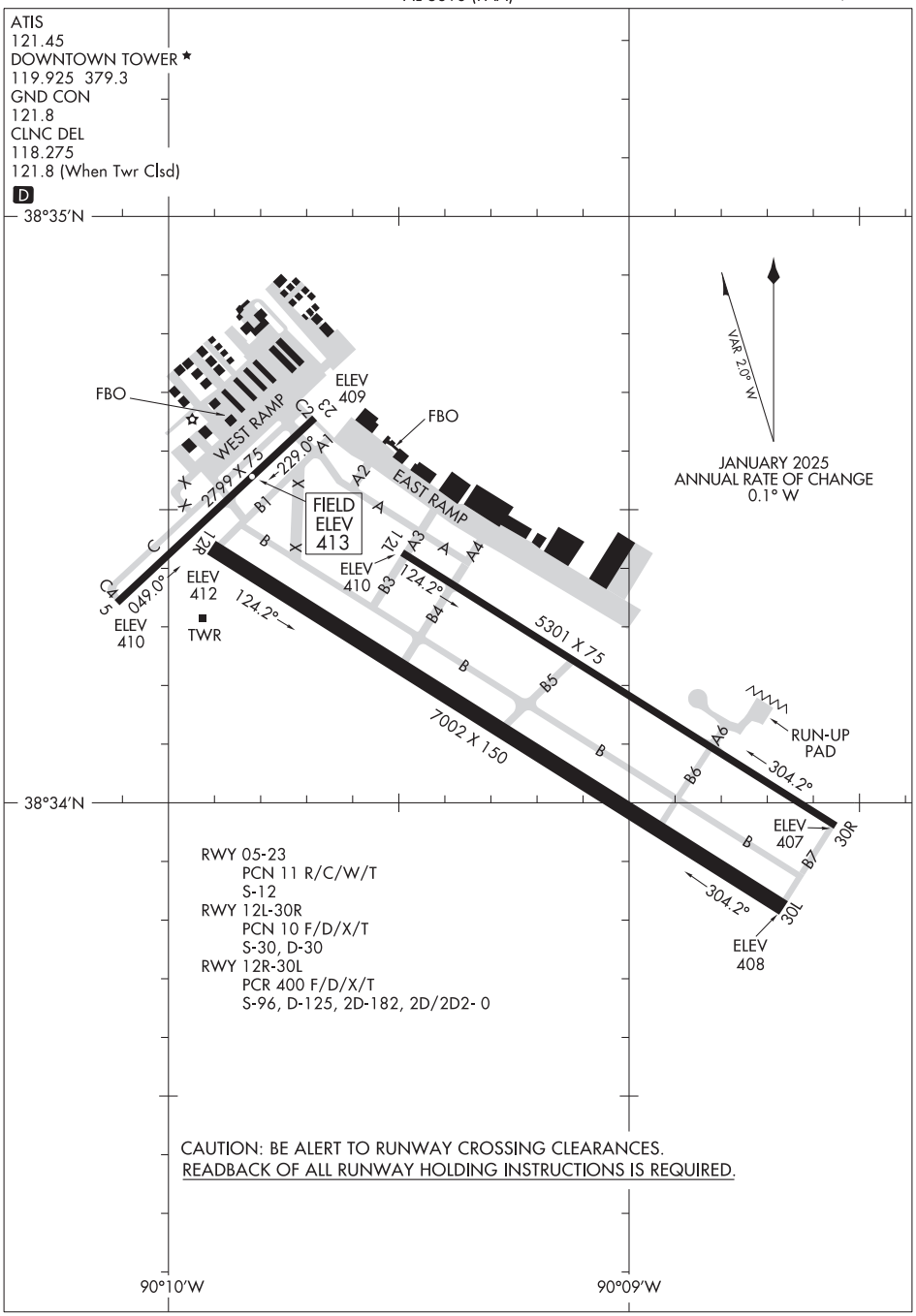
EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

25219

# AIRPORT DIAGRAM

AL-5316 (FAA)

ST LOUIS DOWNTOWN (CPS)
CAHOKIA/ST. LOUIS, ILLINOIS




AIRPORT DIAGRAM
25219

CAHOKIA/ST. LOUIS, ILLINOIS
ST LOUIS DOWNTOWN (CPS)

EC-3, 07 AUG 2025 to 02 OCT 2025

EC-3, 07 AUG 2025 to 02 OCT 2025

TOP ALTITUDE:
ASSIGNED BY ATC
ATIS 121.45
CLNC DEL 118.275
121.8 (when tower closed)
GND CON 121.8
DOWNTOWN TOWER* 119.925 379.3
ST LOUIS DEP CON 123.7 371.875
TAKEOFF MINIMUMS
Rwys 12L/R, 23, 30R: Standard.
Rwy 5: 200-1¼ or standard with minimum climb of 343' per NM to 700.
Rwy 30L: 400-2½ or standard with minimum climb of 220' per NM to 900, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 2100' prior to DER.
ST.LOUIS 117.4 STL Chan 121
BIBLE GROVE 109.0 BIB Chan 27
TERRE HAUTE 115.3 TTH Chan 100
BRICKYARD 116.3 VHP Chan 110
ROSEWOOD 117.5 ROD Chan 122
SHELBYVILLE 116.15 SHB Chan 108(Y)
CENTRALIA 115.0 ENL Chan 97
TROY 116.0 TOY Chan 107
TWILA
KELLY
WORKE
JIGSY
CREEP
V12
V11
R-094
R-097
R-209
R-214
R-250
R-251
R-085
R-258
R-316
R-360
STL R-090
38
61
70
094° (44)
076° (17)
078° (30)
067° (35)
027° (54)
071° (41)
075° (72)
029° (28)
023° (19)
3000
3800
*2000
*2300
*2600
FL180
1600
2000
900
1000
040°
220°
122°
302°
NOTE: RADAR required.
NOTE: BRICKYARD transition, CREEP transition, and ROSEWOOD transition: DME required.
NOTE: Chart not to scale.
N
(CONTINUED ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb heading 047° to 900 before turning left, then climb and maintain 2500 or assigned altitude. Expect vector to appropriate route, thence. . . .
TAKEOFF RUNWAYS 12L/R: Climb heading 122° to 1000 before turning left, then climb and maintain 2500 or assigned altitude. Expect vector to appropriate route, thence. . . .
TAKEOFF RUNWAY 23: Climb heading 227° to 2000 before turning, then climb and maintain 2500 or assigned altitude. Expect vector to appropriate route, thence. . . .
TAKEOFF RUNWAYS 30L/R: Climb heading 302° to 1600 before turning, then climb and maintain 2500 or assigned altitude. Expect vector to appropriate route, thence. . . .

. . . .from over TOY VORTAC on TOY R-076 or over STL VORTAC on STL R-094 to TWILA INT. Then on (transition), expect clearance to filed altitude 10 minutes after departure.

BIBLE GROVE TRANSITION (GATWY1.BIB): From over TWILA on TOY R-076 to JIGSY, then on BIB R-258 to BIB VORTAC.

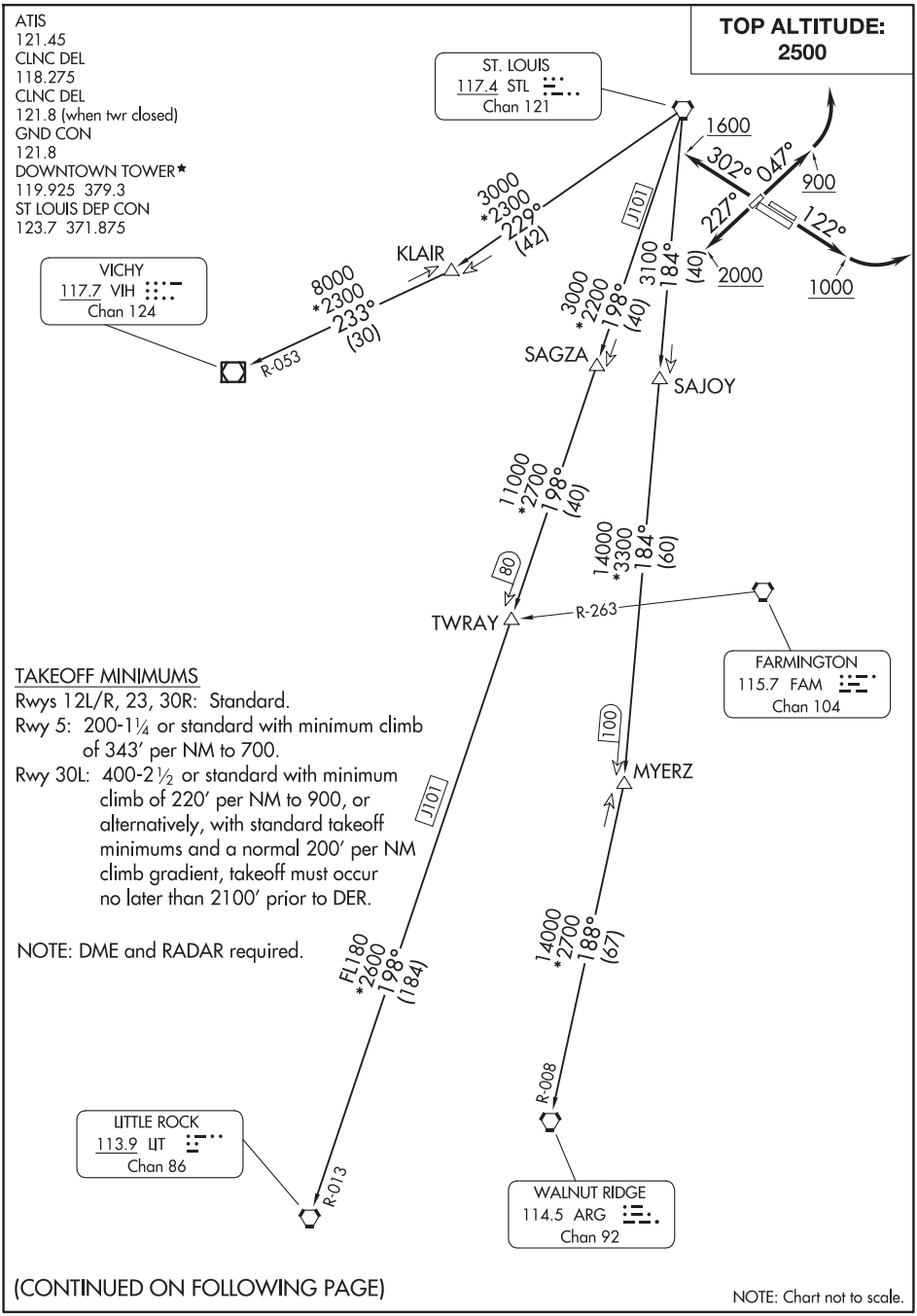
BRICKYARD TRANSITION (GATWY1.VHP): From over TWILA on TOY R-076 to JIGSY, then on BIB R-258 to BIB VORTAC, then on BIB R-067 to WORKE, then on BIB R-067 and SHB R-251 to KELLY, then on VHP R-209 to VHP VORTAC.

CREEP TRANSITION (GATWY1.CREEP): From over TWILA on TOY R-076 to JIGSY, then on BIB R-258 to BIB VORTAC, then on BIB R-067 to WORKE, then on BIB R-067 and SHB R-251 to KELLY, then on SHB R-251 to SHB VOR/DME, then on SHB R-075 to CREEP.

JIGSY TRANSITION (GATWY1.JIGSY): From over TWILA on TOY R-076 to JIGSY.

ROSEWOOD TRANSITION (GATWY1.ROD): From over TWILA on TOY R-076 to JIGSY, then on BIB R-258 to BIB VORTAC, then on BIB R-067 to WORKE, then on BIB R-067 and SHB R-251 to KELLY, then on SHB R-251 to SHB VOR/DME, then on SHB R-063 and ROD R-250 to ROD VORTAC.

EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025




(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb heading 047° to 900 before turning left, then climb and maintain 2500 or assigned altitude. Expect vector to appropriate route, thence . . . .

TAKEOFF RUNWAYS 12L/R: Climb heading 122° to 1000 before turning left, then climb and maintain 2500 or assigned altitude. Expect vector to appropriate route, thence . . . .

TAKEOFF RUNWAY 23: Climb heading 227° to 2000 before turning, then climb and maintain 2500 or assigned altitude. Expect vector to appropriate route, thence . . . .

TAKEOFF RUNWAYS 30L/R: Climb heading 302° to 1600 before turning, then climb and maintain 2500 or assigned altitude. Expect vector to appropriate route, thence . . . .

. . . . (transition). Expect filed altitude 10 minutes after departure.

LITTLE ROCK TRANSITION (LINDY8.LIT): From over STL VORTAC on STL R-198 to TWRAY, then on STL R-198 and LIT R-013 to LIT VORTAC.
MYERZ TRANSITION (LINDY8.MYERZ): From over STL VORTAC on STL R-184 to MYERZ.
VICHY TRANSITION (LINDY8.VIH): From over STL VORTAC on STL R-229 to KLAIR, then on VIH R-053 to VIH VOR/DME.
WALNUT RIDGE TRANSITION (LINDY8.ARG): From over STL VORTAC on STL R-184 to MYERZ, then on ARG R-008 to ARG VORTAC.

TAKEOFF MINIMUMS
Rwys 12L/R, 23, 30R: Standard.
Rwy 5: 200-1¼ or standard with minimum climb of 343' per NM to 700.
Rwy 30L: 400-2½ or standard with minimum climb of 220' per NM to 900, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 2100' prior to DER.

(CONTINUED ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb on heading 047° to 900 before turning left, then climb and maintain 2500 or assigned altitude. Expect vector to appropriate route, thence . . . .

TAKEOFF RUNWAYS 12L/R: Climb on heading 122° to 1000 before turning left, then climb and maintain 2500 or assigned altitude. Expect vector to appropriate route, thence . . . .

TAKEOFF RUNWAY 23: Climb on heading 227° to 2000 before turning, then climb and maintain 2500 or assigned altitude. Expect vector to appropriate route, thence . . . .

TAKEOFF RUNWAYS 30L/R: Climb on heading 302° to 1600 before turning, then climb and maintain 2500 or assigned altitude. Expect vector to appropriate route, thence . . . .

. . . . (transition). Expect filed altitude 10 minutes after departure.

HALLSVILLE TRANSITION (OZARK8.HLV): From over STL VORTAC on STL R-281 to CABIT, then on STL R-281 and HLV R-095 to HLV VORTAC.

EC-3, 07 AUG 2025 to 02 OCT 2025

EC-3, 07 AUG 2025 to 02 OCT 2025

TOP ALTITUDE: ASSIGNED BY ATC
ST. LOUIS
117.4 STL
Chan 121
TAKEOFF MINIMUMS
Rwys 12L/R, 23, 30R: Standard.
Rwy 5: 200-1¼ or standard with minimum climb of 343' per NM to 700.
Rwy 30L: 400-2 ½ or standard with minimum climb of 220' per NM to 900, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 2100' prior to DER.
ATIS 121.45
CLNC DEL 118.275
121.8 (when tower closed)
GND CON 121.8
DOWNTOWN TOWER★ 119.925 379.3
ST LOUIS DEP CON 123.7 371.875
POCKET CITY
113.3 PXV
Chan 80
NASHVILLE
114.1 BNA
Chan 88
130° (95)
J45
PLESS
FL180
*2700
130°
(117)
112
DENNI
NOTE: DME and RADAR required.
FL180
*3100
130°
(132)
J45
R-315
N
NOTE: Chart not to scale.
302°
047°
227°
122°
1600
900
2000
1000
DEPARTURE ROUTE DESCRIPTION
TAKEOFF RUNWAY 5: Climb heading 047° to 900 before turning left, then climb and maintain 2500 or assigned altitude. Expect vector to appropriate route, thence . . . .
TAKEOFF RUNWAYS 12L/R: Climb heading 122° to 1000 before turning left, then climb and maintain 2500 or assigned altitude. Expect vector to appropriate route, thence . . . .
TAKEOFF RUNWAY 23: Climb heading 227° to 2000 before turning, then climb and maintain 2500 or assigned altitude. Expect vector to appropriate route, thence . . . .
TAKEOFF RUNWAYS 30L/R: Climb heading 302° to 1600 before turning, then climb and maintain 2500 or assigned altitude. Expect vector to appropriate route, thence . . . . . from over STL VORTAC on STL R-130 to PLESS, then on (transition) or (assigned route). Expect filed altitude 10 minutes after departure.
DENNI TRANSITION (PLESS5.DENNI): From over PLESS on STL R-130 to DENNI.
NASHVILLE TRANSITION (PLESS5.BNA): From over PLESS on STL R-130 to DENNI, then on STL R-130 and BNA R-315 to BNA VORTAC.

CAIRO, ILLINOIS

AL-5738 (FAA)

25107

# RNAV (GPS) RWY 14

CAIRO RGNL (CIR)

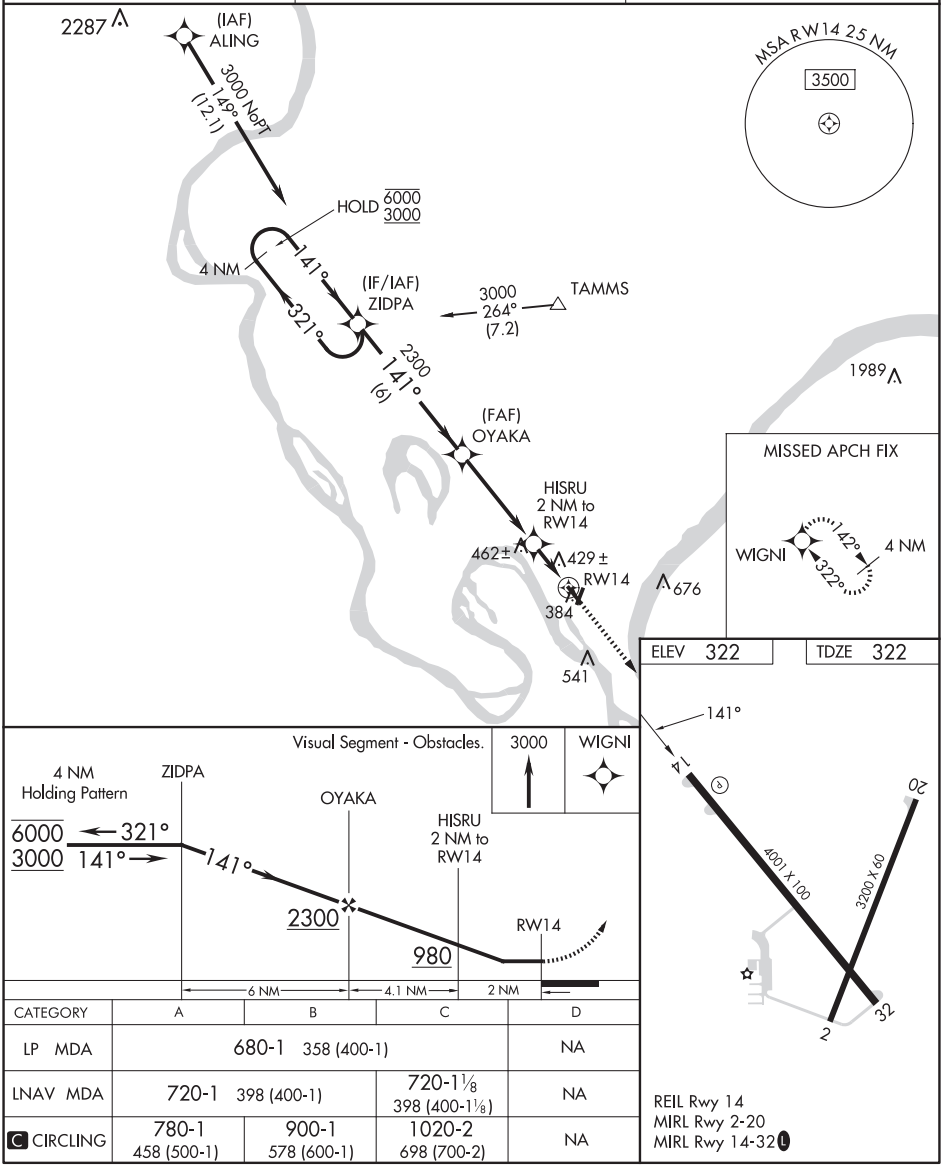
| WAAS | APP CRS | Rwy Idg | 4001 |
|---|---|---|---|
| CH 77932 | 141° | TDZE | 322 |
| W14A | | Apt Elev | 322 |

RNP APCH.

Procedure NA at night.
Rwy 14 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 3000 direct WIGNI and hold.

| AWOS-3 | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 118.025 | 133.65 292.15 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 680-1 358 (400-1) | | | NA |
| LNAV MDA | 720-1 398 (400-1) | | 720-1⅛ 398 (400-1⅛) | NA |
| C CIRCLING | 780-1 458 (500-1) | 900-1 578 (600-1) | 1020-2 698 (700-2) | NA |

REIL Rwy 14
MIRL Rwy 2-20
MIRL Rwy 14-32 L

CAIRO, ILLINOIS
Orig-C 16JUL20

37°04'N-89°13'W

CAIRO RGNL (CIR)

RNAV (GPS) RWY 14

EC-3, 07 AUG 2025 to 02 OCT 2025

EC-3, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 32

CAIRO RGNL (CIR)

| APP CRS | Rwy Idg | 4001 |
|---|---|---|
| 321° | TDZE | 322 |
| | Apt Elev | 322 |

RNP APCH - GPS.

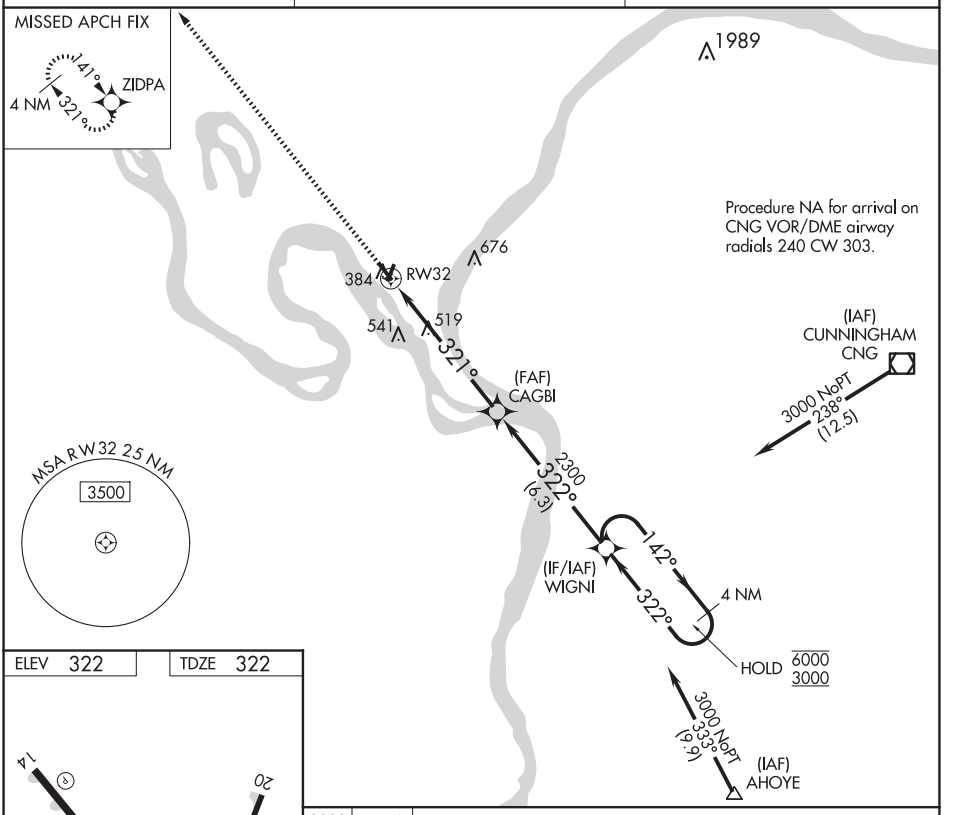
Circling Rwy 14, 20 NA at night. Rwy 32 helicopter visibility reduction below ¾ SM NA.
Straight-in Rwy 32 and Circling Rwy 32 NA at night.

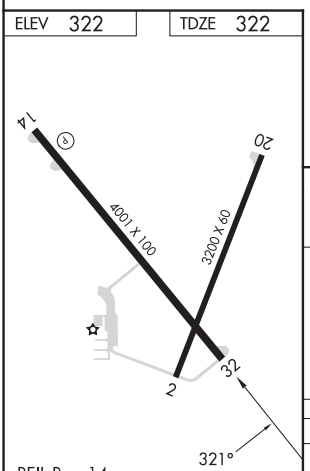
MISSED APPROACH: Climb to 3000 direct ZIDPA and hold.

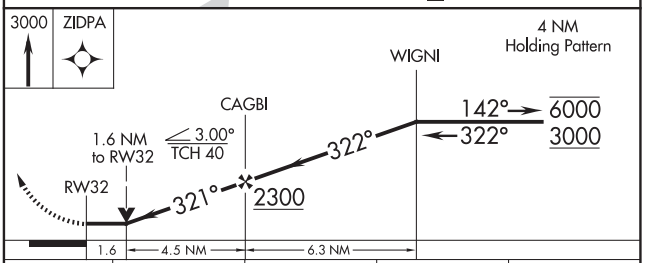
| AWOS-3 | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 118.025 | 133.65 292.15 | 122.8 (CTAF) L |

MISSED APCH FIX




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 860-1 538 (600-1) | | 860-1½ 538 (600-1½) | NA |
| C CIRCLING | 860-1 538 (600-1) | 900-1 578 (600-1) | 1020-2 698 (700-2) | NA |



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

CANTON, ILLINOIS | AL-5900 (FAA) | 25163

# RNAV (GPS) RWY 18

INGERSOLL (CTK)

| WAAS | APP CRS | Rwy Ldg | 3899 |
|---|---|---|---|
| CH 93931 | 183° | TDZE | 682 |
| W18A | | Apt Elev | 684 |

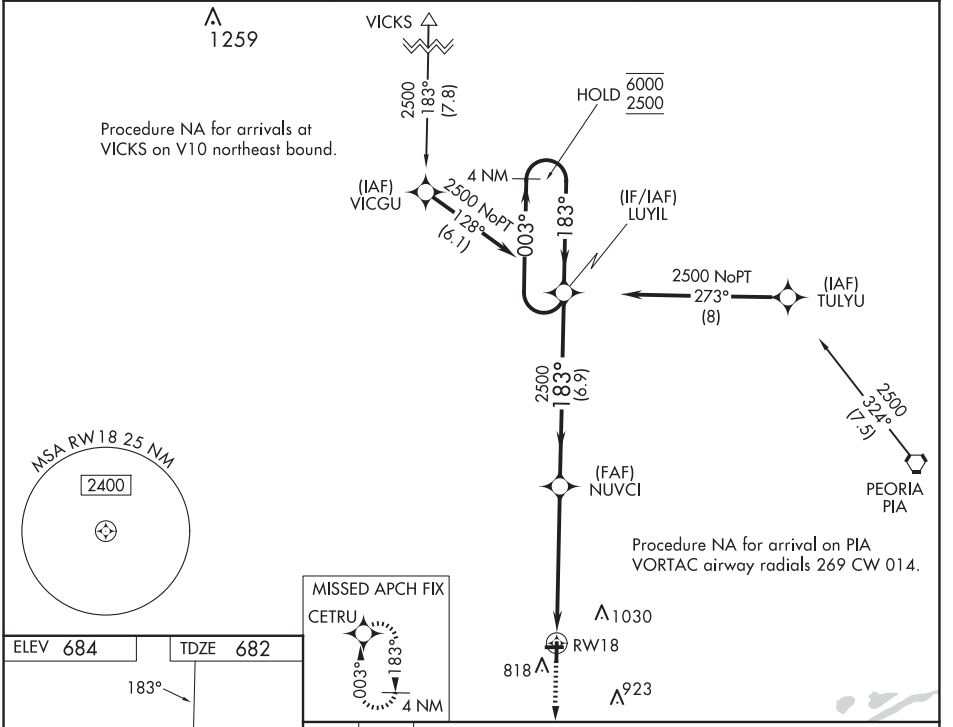
RNP APCH - GPS.

Baro-VNAV NA. Rwy 18 helicopter visibility reduction below ¾ SM NA. Use PIA altimeter setting; when not received, procedure NA.

NA

MISSED APPROACH: Climb to 2500 direct CETRU and hold.

| PIA ASOS | SAINT LOUIS APP CON | UNICOM |
|---|---|---|
| 126.1 282.2 | 125.8 269.2 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 995-1 313 (400-1) | | | NA |
| LNAV/VNAV DA | 1128-1⅜ 446 (500-1⅜) | | | NA |
| LNAV MDA | 1300-1 618 (700-1) | | 1300-1¾ 618 (700-1¾) | NA |
| CIRCLING | 1300-1 616 (700-1) | 1440-1 756 (800-1) | 1440-2¼ 756 (800-2¼) | NA |

REIL Rwy 36 L
MIRL Rwys 9-27 and 18-36 L

CANTON, ILLINOIS
Amdt 1D 12JUN25

40°34'N-90°04'W

INGERSOLL (CTK)

RNAV (GPS) RWY 18

EC-3, 07 AUG 2025 to 02 OCT 2025

EC-3, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 36

INGERSOLL (CTK)

| WAAS | APP CRS | Rwy Ldg | 3899 |
|---|---|---|---|
| CH 78331 | 003° | TDZE | 680 |
| W36A | | Apt Elev | 684 |

RNP APCH - GPS.

Baro-VNAV NA. Rwy 36 helicopter visibility reduction below ¾ SM NA.
NA Use PIA altimeter setting; when not received, procedure NA.

MISSED APPROACH: Climb to 2500 direct LUYIL and hold.

| PIA ASOS | SAINT LOUIS APP CON | UNICOM |
|---|---|---|
| 126.1 282.2 | 125.8 269.2 | 122.8 (CTAF) L |

MISSED APCH FIX

4 NM 183° 003° LUYIL

MSA RW36 25 NM 2500

Procedure NA for arrival on PIA VORTAC airway radials 115 CW 170.

PEORIA PIA 2500 191° (20.1)

1030 818 RW36 923

BURLINGTON BRL

Procedure NA for arrival on BRL VOR/DME airway radials 061 CW 161.

2500 127° (38.6)

(FAF) JITID

2500 003° (6.9)

(IAF) CANUT 2500 NoPT 093° (7)

(IF/IAF) CETRU

(IAF) LOPIY 2500 NoPT 273° (10)

003° 183° 4 NM

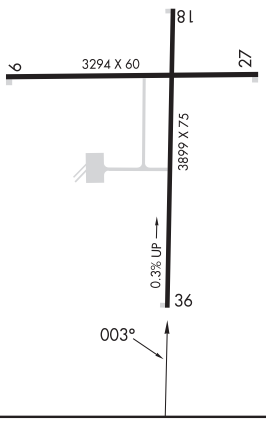
HOLD 6000 2500

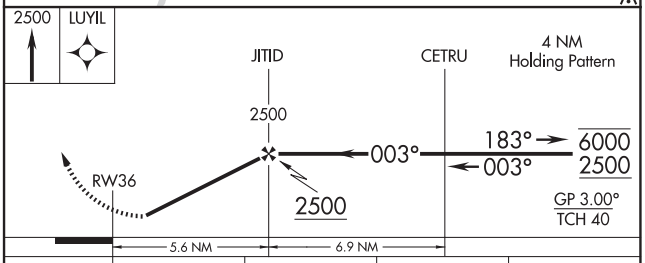
1175

ELEV 684 TDZE 680

REIL Rwy 36 L

MIRL Rwys 9-27 and 18-36 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 976-1 296 (300-1) | | | NA |
| LNAV/VNAV DA | 1044-1 364 (400-1) | | | NA |
| LNAV MDA | 1180-1 500 (500-1) | | 1180-1⅜ 500 (500-1⅜) | NA |
| CIRCLING | 1200-1 516 (600-1) | 1440-1 756 (800-1) | 1440-2¼ 756 (800-2¼) | NA |



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

CANTON, ILLINOIS

AL-5900 (FAA)

25163

# VOR-A

INGERSOLL (CTK)

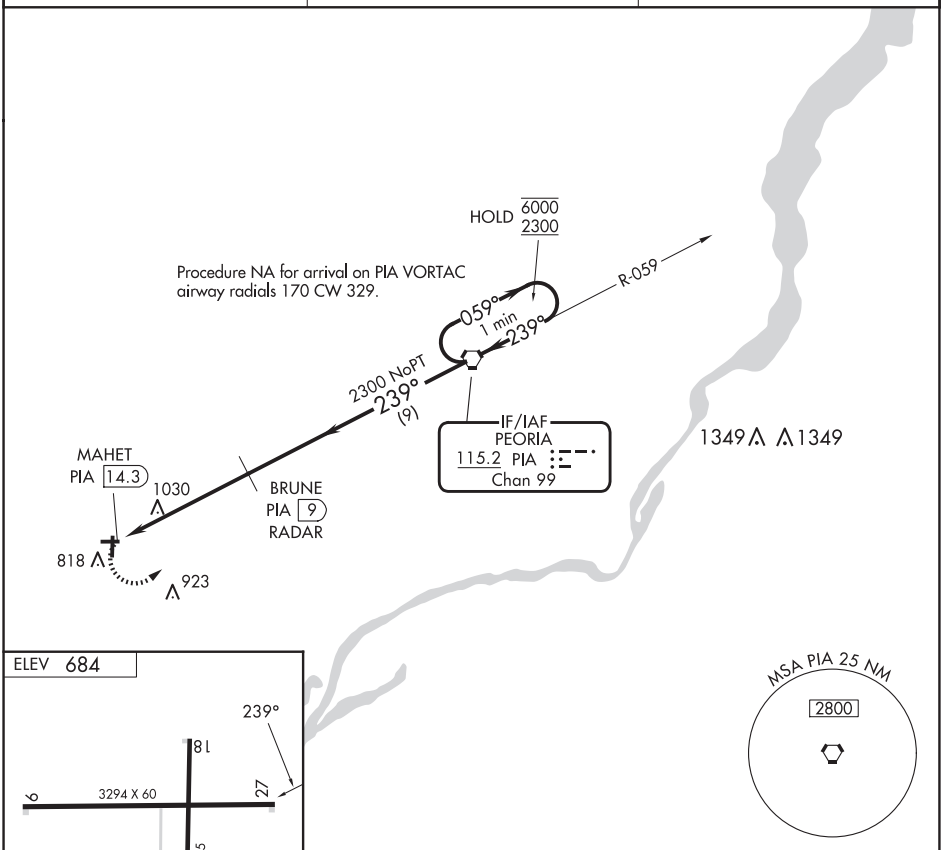
| VORTAC PIA | APP CRS | Rwy Ldg | N/A |
|---|---|---|---|
| 115.2 | 239° | TDZE | N/A |
| Chan 99 | | Apt Elev | 684 |

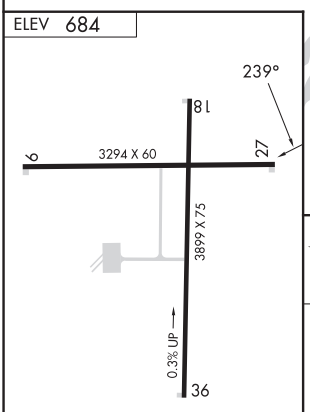
DME or RADAR required.

T A NA — Use PIA altimeter setting; when not received, procedure NA.

MISSED APPROACH: Climbing left turn to 2300 direct PIA VORTAC and hold.

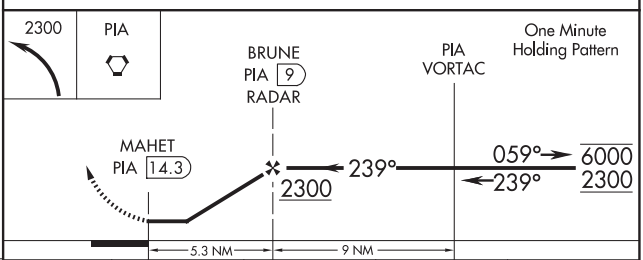
| PIA ASOS | SAINT LOUIS APP CON | UNICOM |
|---|---|---|
| 126.1 282.2 | 125.8 269.2 | 122.8 (CTAF) L |




REIL Rwy 36 L

MIRL Rwys 9-27 and 18-36 L




| FAF to MAP 5.3 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:18 | 3:32 | 2:39 | 2:07 | 1:46 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1400-1<br>716 (800-1) | 1440-1<br>756 (800-1) | 1440-2¼<br>756 (800-2¼) | NA |

CANTON, ILLINOIS

Amdt 9 12JUN25

40°34'N-90°04'W

INGERSOLL (CTK)

VOR-A

EC-3, 07 AUG 2025 to 02 OCT 2025

EC-3, 07 AUG 2025 to 02 OCT 2025

| LOC I-MDH | APP CRS | Rwy Idg | 6506 |
|---|---|---|---|
| 110.9 | 182° | TDZE | 407 |
| | | Apt Elev | 411 |

# ILS or LOC RWY 18L
## SOUTHERN ILLINOIS (MDH)

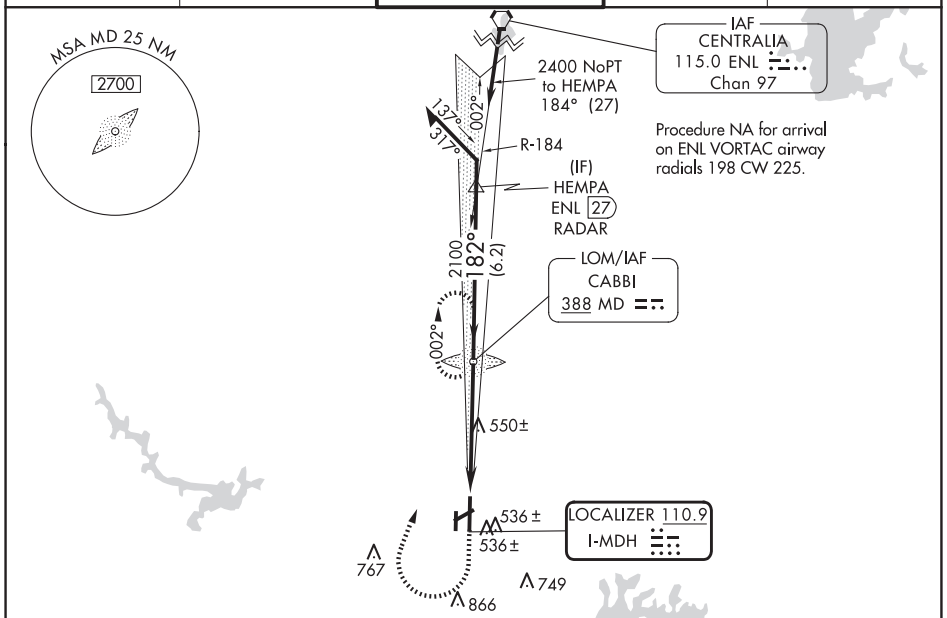
ADF required.

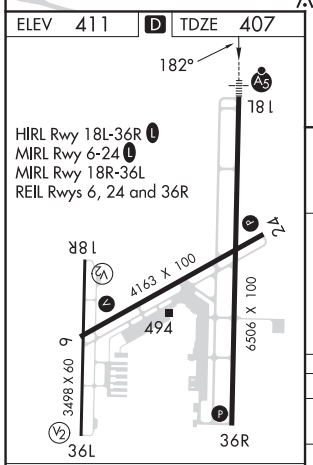
Circling Rwy 6, 36L NA at night.

MALSR

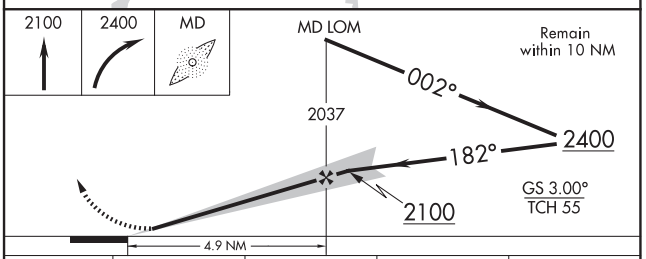
MISSED APPROACH: Climb to 2100 then climbing right turn to 2400 direct CABBI LOM and hold.

| ATIS | KANSAS CITY CENTER | SOUTHERN TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 119.725 | 127.475 346.275 | 125.35 (CTAF) L 322.4 | 121.8 | 122.95 |




| FAF to MAP 4.9 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:54 | 3:16 | 2:27 | 1:58 | 1:38 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 18L | 607-½ 200 (200-½) | | | |
| S-LOC 18L | 800-½ 393 (400-½) | | 800-⅝ 393 (400-⅝) | |
| C CIRCLING | 900-1 489 (500-1) | 920-1 509 (600-1) | 1180-2¼ 769 (800-2¼) | 1180-2½ 769 (800-2½) |



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

CARBONDALE/MURPHYSBORO, ILLINOIS AL-5091 (FAA) 24193

# RNAV (GPS) RWY 18L

SOUTHERN ILLINOIS (MDH)

| APP CRS | Rwy ldg | 6506 |
|---|---|---|
| 182° | TDZE | 407 |
| | Apt Elev | 411 |

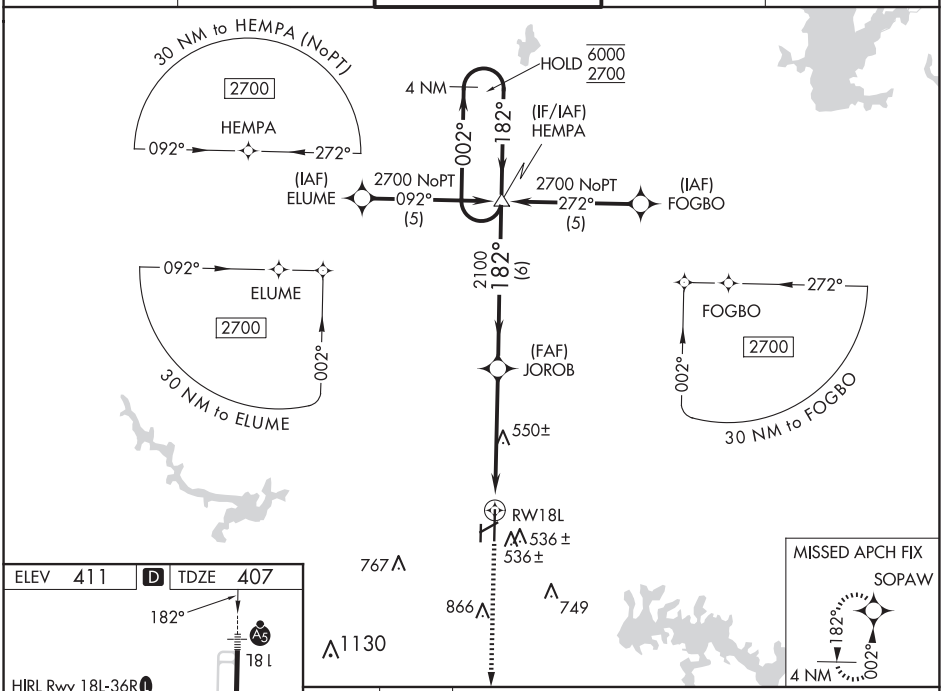
RNP APCH.

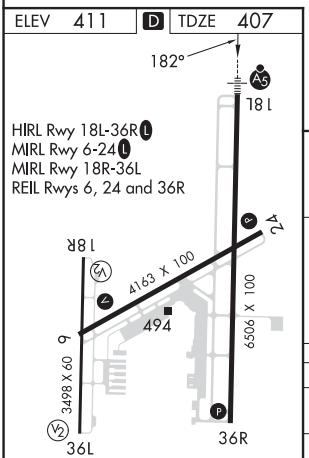
Circling Rwy 6, 36L NA at night.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

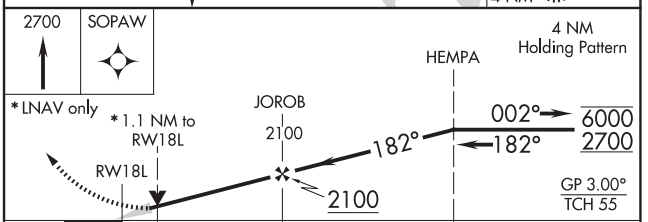
MALSR

MISSED APPROACH: Climb to 2700 direct SOPAW and hold.

| ATIS | KANSAS CITY CENTER | SOUTHERN TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 119.725 | 127.475 346.275 | 125.35 (CTAF) L 322.4 | 121.8 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV/VNAV DA | 804-⅝ 397 (400-⅝) | | | |
| LNAV MDA | 800-½ 393 (400-½) | | 800-⅝ 393 (400-⅝) | |
| CIRCLING | 900-1 489 (500-1) | 920-1 509 (600-1) | 1180-2¼ 769 (800-2¼) | 1180-2½ 769 (800-2½) |

EC-3, 07 AUG 2025 to 02 OCT 2025

EC-3, 07 AUG 2025 to 02 OCT 2025

CARBONDALE/MURPHYSBORO, ILLINOIS SOUTHERN ILLINOIS (MDH)

Orig-A 22APR21 37°47'N-89°15'W RNAV (GPS) RWY 18L

# RNAV (GPS) RWY 36R

SOUTHERN ILLINOIS (MDH)

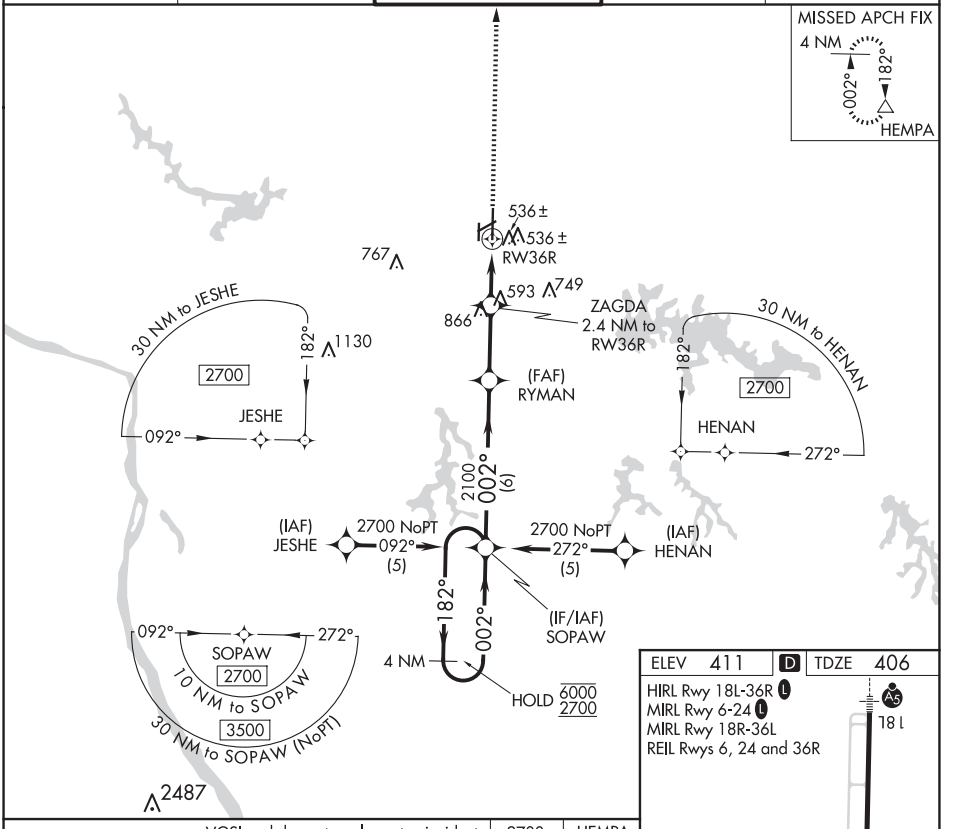
| APP CRS | Rwy Idg | 6506 |
|---|---|---|
| 002° | TDZE | 406 |
| | Apt Elev | 411 |

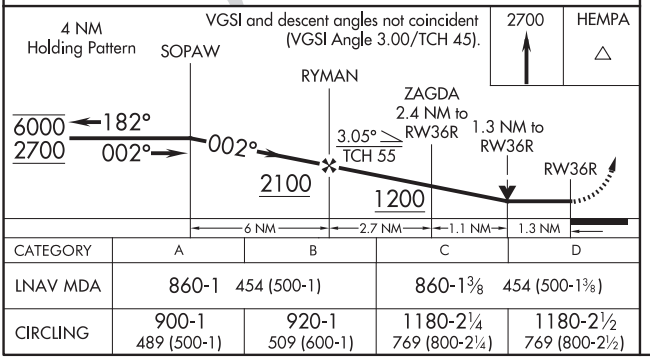
RNP APCH.

Circling Rwy 6, 36L NA at night.
Rwy 36R helicopter visibility reduction below ¾ SM NA.

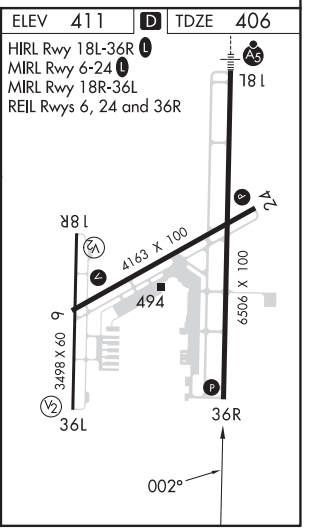
MISSED APPROACH:
Climb to 2700 direct HEMPA and hold.

| ATIS | KANSAS CITY CENTER | SOUTHERN TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 119.725 | 127.475 346.275 | 125.35 (CTAF) L 322.4 | 121.8 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 860-1 454 (500-1) | | 860-1⅜ 454 (500-1⅜) | |
| CIRCLING | 900-1 489 (500-1) | 920-1 509 (600-1) | 1180-2¼ 769 (800-2¼) | 1180-2½ 769 (800-2½) |






EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

CARBONDALE/MURPHYSBORO, ILLINOIS AL-5091 (FAA) 24193

| LOM MD | APP CRS | Rwy Idg | 6506 |
|---|---|---|---|
| 388 | 182° | TDZE | 407 |
| | | Apt Elev | 411 |

# NDB RWY 18L

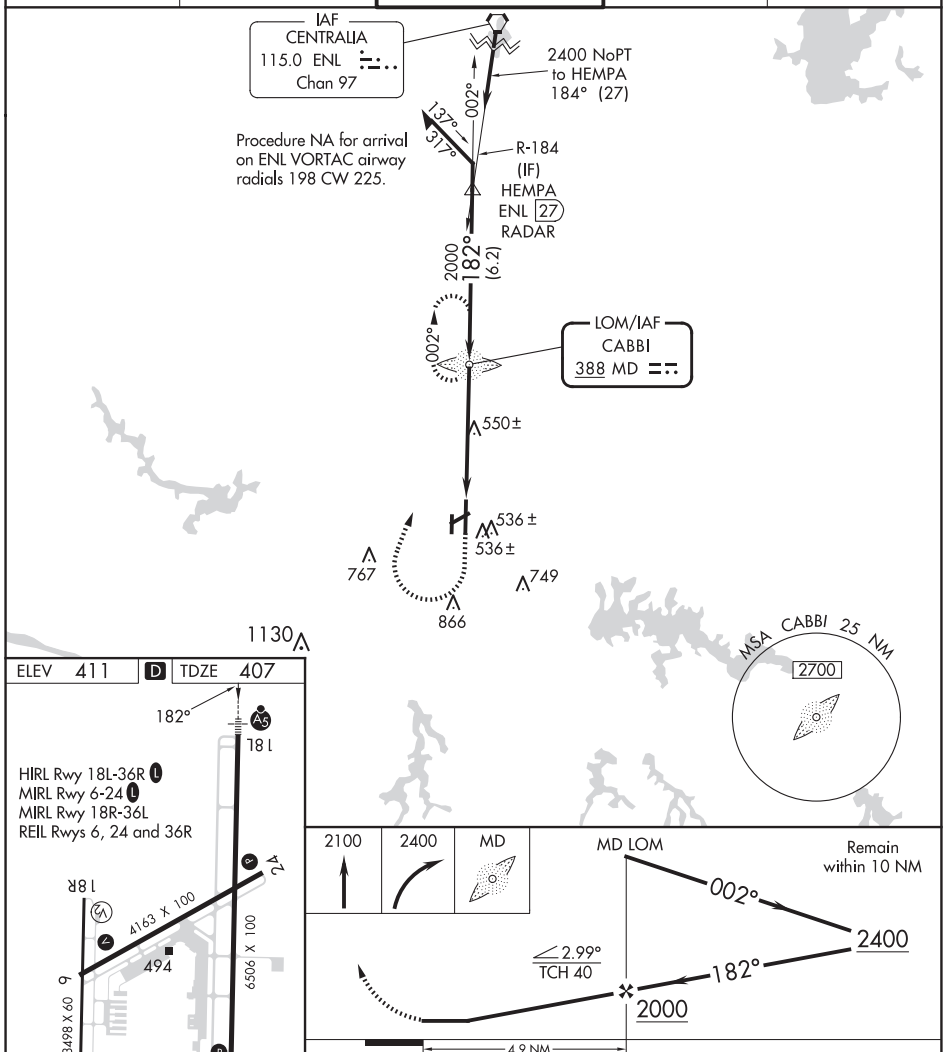
SOUTHERN ILLINOIS (MDH)

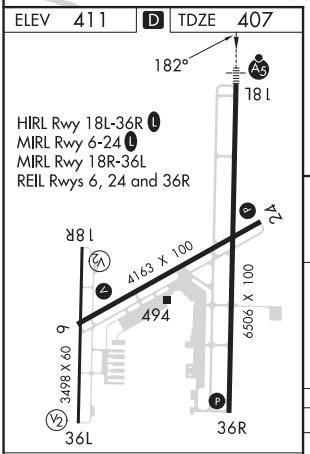
Circling Rwy 6, 36L NA at night.
For inop ALS, increase S-18L Cat A/B visibility to 1 SM.

MALSR

MISSED APPROACH: Climb to 2100 then climbing right turn to 2400 direct CABBI LOM and hold.

| ATIS | KANSAS CITY CENTER | SOUTHERN TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 119.725 | 127.475 346.275 | 125.35 (CTAF) L 322.4 | 121.8 | 122.95 |




FAF to MAP 4.9 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:54 | 3:16 | 2:27 | 1:58 | 1:38 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-18L | 860-¾ 453 (500-¾) | | 860-⅞ 453 (500-⅞) | |
| C CIRCLING | 900-1 489 (500-1) | 920-1 509 (600-1) | 1180-2¼ 769 (800-2¼) | 1180-2½ 769 (800-2½) |

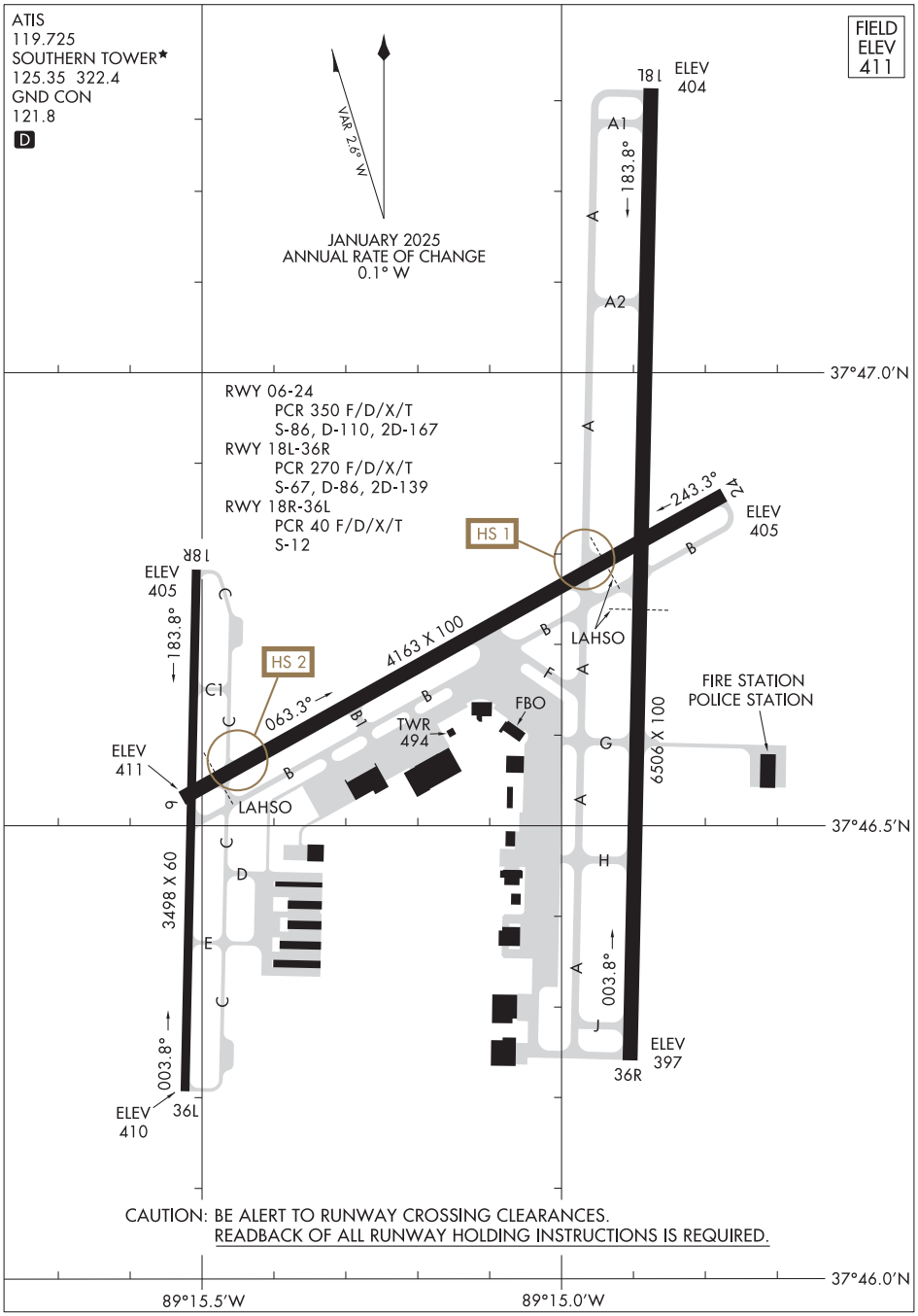
CARBONDALE/MURPHYSBORO, ILLINOIS
Amdt 13B 17JUN21

37°47'N-89°15'W

SOUTHERN ILLINOIS (MDH)

NDB RWY 18L


EC-3, 07 AUG 2025 to 02 OCT 2025






EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

CARMI, ILLINOIS AL-6299 (FAA) 23110

# RNAV (GPS) RWY 18

CARMI MUNI (CUL)

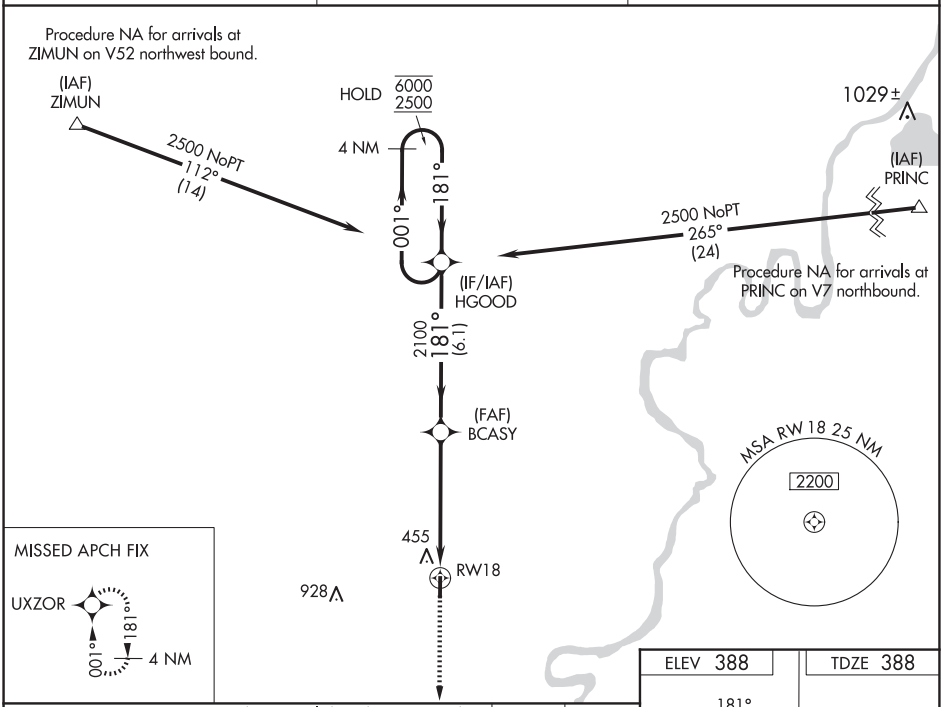
| WAAS CH 56343 W18A | APP CRS 181° | Rwy Idg 4000<br>TDZE 388<br>Apt Elev 388 |
|---|---|---|

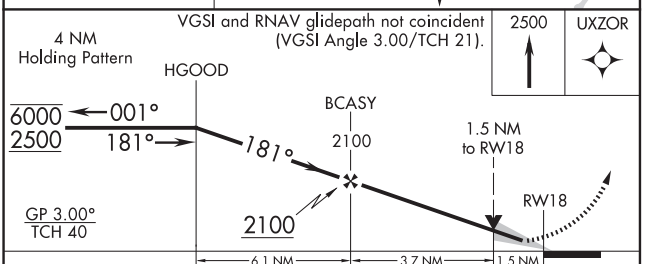
RNP APCH - GPS.

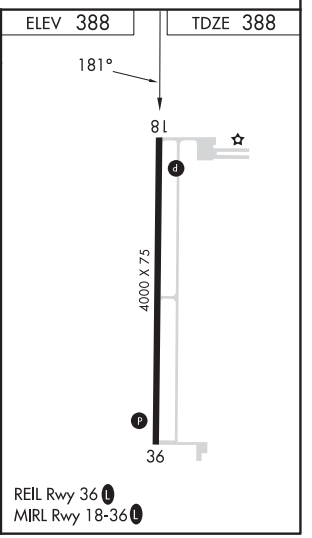
T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C.

MISSED APPROACH: Climb to 2500 direct UXZOR and hold.

| AWOS-3 | EVANSVILLE APP CON ★ | UNICOM |
|---|---|---|
| 118.425 | 127.35 343.7 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 638-¾ 250 (300-¾) | | | NA |
| LNAV/VNAV DA | 679-⅞ 291 (300-⅞) | | | NA |
| LNAV MDA | 900-1 512 (600-1) | | 900-1⅜ 512 (600-1⅜) | NA |
| C CIRCLING | 900-1 512 (600-1) | | 1000-1¾ 612 (700-1¾) | NA |

CARMI, ILLINOIS
Orig-B 20APR23

38°05'N-88°07'W

CARMI MUNI (CUL)

RNAV (GPS) RWY 18

EC-3, 07 AUG 2025 to 02 OCT 2025

EC-3, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 36

CARMI MUNI (CUL)

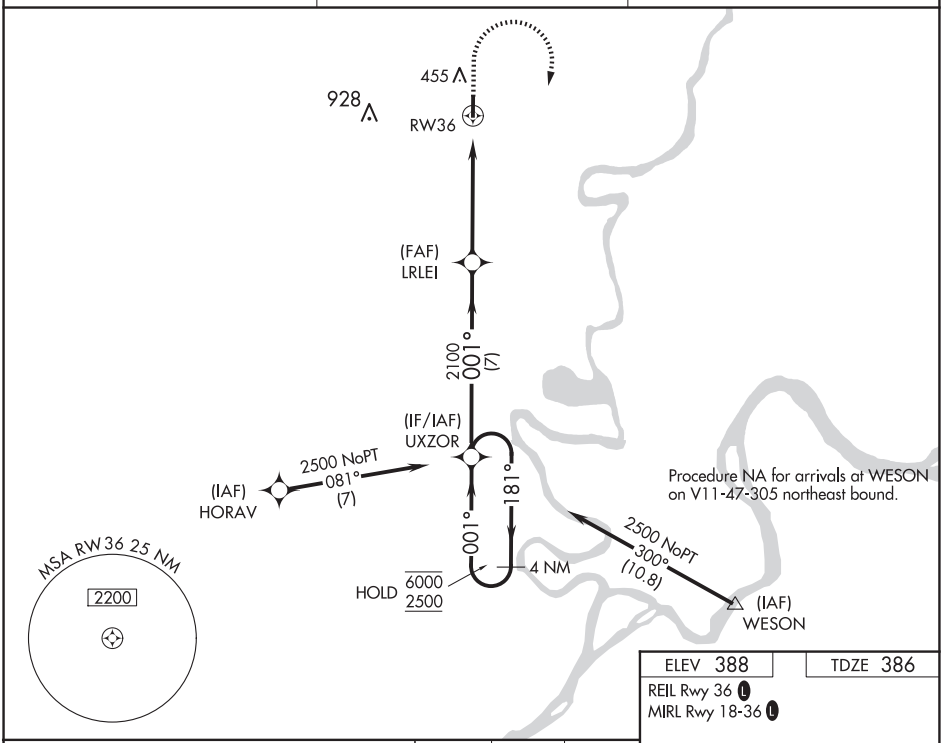
| WAAS CH 77625 W36A | APP CRS 001° | Rwy Idg 4000 TDZE 386 Apt Elev 388 |
|---|---|---|

RNP APCH - GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C.

MISSED APPROACH: Climb to 1500 then climbing right turn to 2500 direct UXZOR and hold.

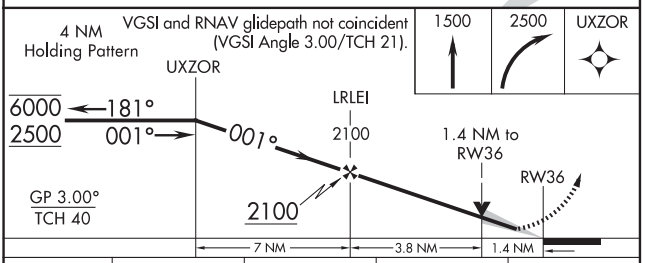
| AWOS-3 | EVANSVILLE APP CON ★ | UNICOM |
|---|---|---|
| 118.425 | 127.35 343.7 | 122.8 (CTAF) L |



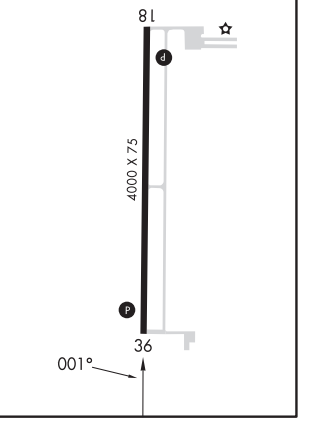

| ELEV 388 | TDZE 386 |
|---|---|

REIL Rwy 36 L

MIRL Rwy 18-36 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 636-¾ | 250 (300-¾) | | NA |
| LNAV/VNAV DA | 796-1⅛ | 410 (500-1⅛) | | NA |
| LNAV MDA | 860-1 | 474 (500-1) | 860-1⅜ 474 (500-1⅜) | NA |
| C CIRCLING | 860-1 | 472 (500-1) | 1000-1¾ 612 (700-1¾) | NA |






EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

CASEY, ILLINOIS AL-6309 (FAA) 25163

| APP CRS | Rwy Idg | 4001 |
|---|---|---|
| 042° | TDZE | 653 |
| | Apt Elev | 655 |

# RNAV (GPS) RWY 4

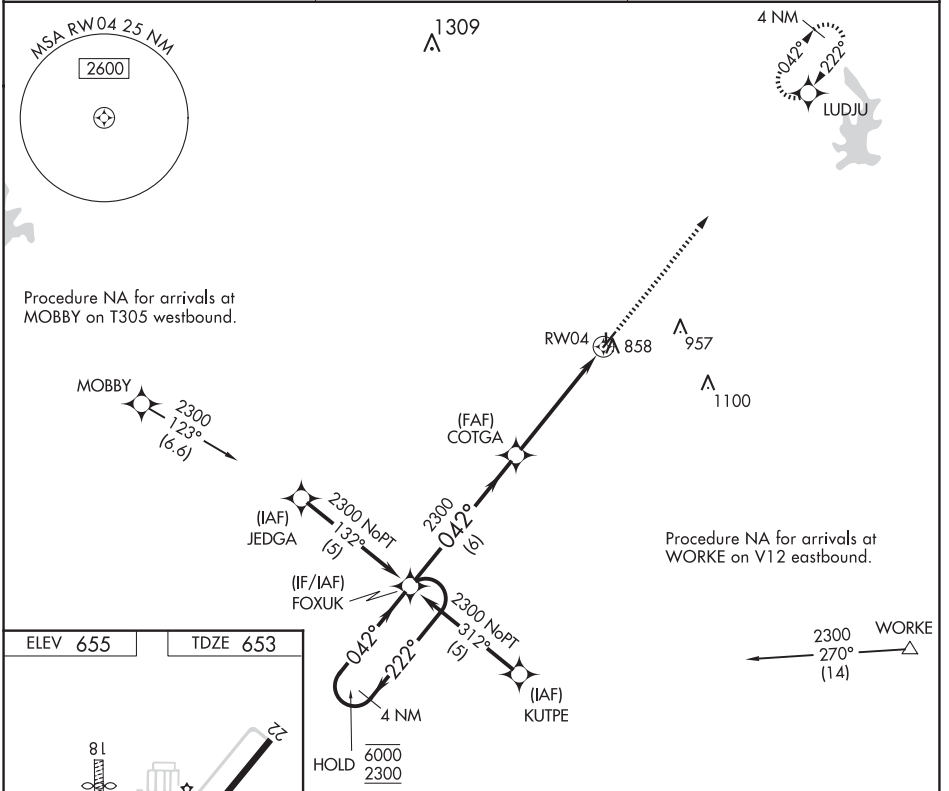
CASEY MUNI (1H8)

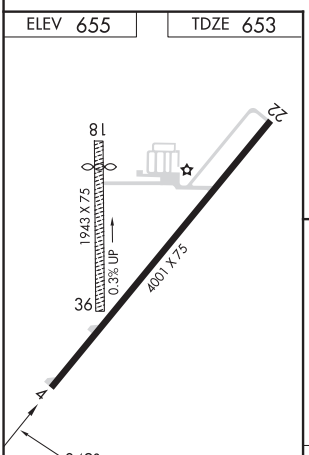
RNP APCH - GPS.

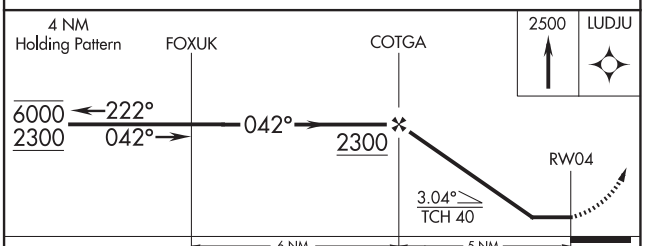
T NA Rwy 4 helicopter visibility reduction below ¾ SM NA. Use Terre Haute Rgnl altimeter setting; when not received, use Robinson altimeter setting.

MISSED APPROACH: Climb to 2500 direct LUDJU and hold.

| HUF ASOS | HULMAN APP CON | UNICOM |
|---|---|---|
| 127.5 | 125.45 263.125 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1260-1 607 (700-1) | | 1260-1¾ 607 (700-1¾) | 1260-2 607 (700-2) |

CASEY, ILLINOIS
Orig-C 25JAN24

39°18′N-88°00′W

CASEY MUNI (1H8)

RNAV (GPS) RWY 4

EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 22

CASEY MUNI (1H8)

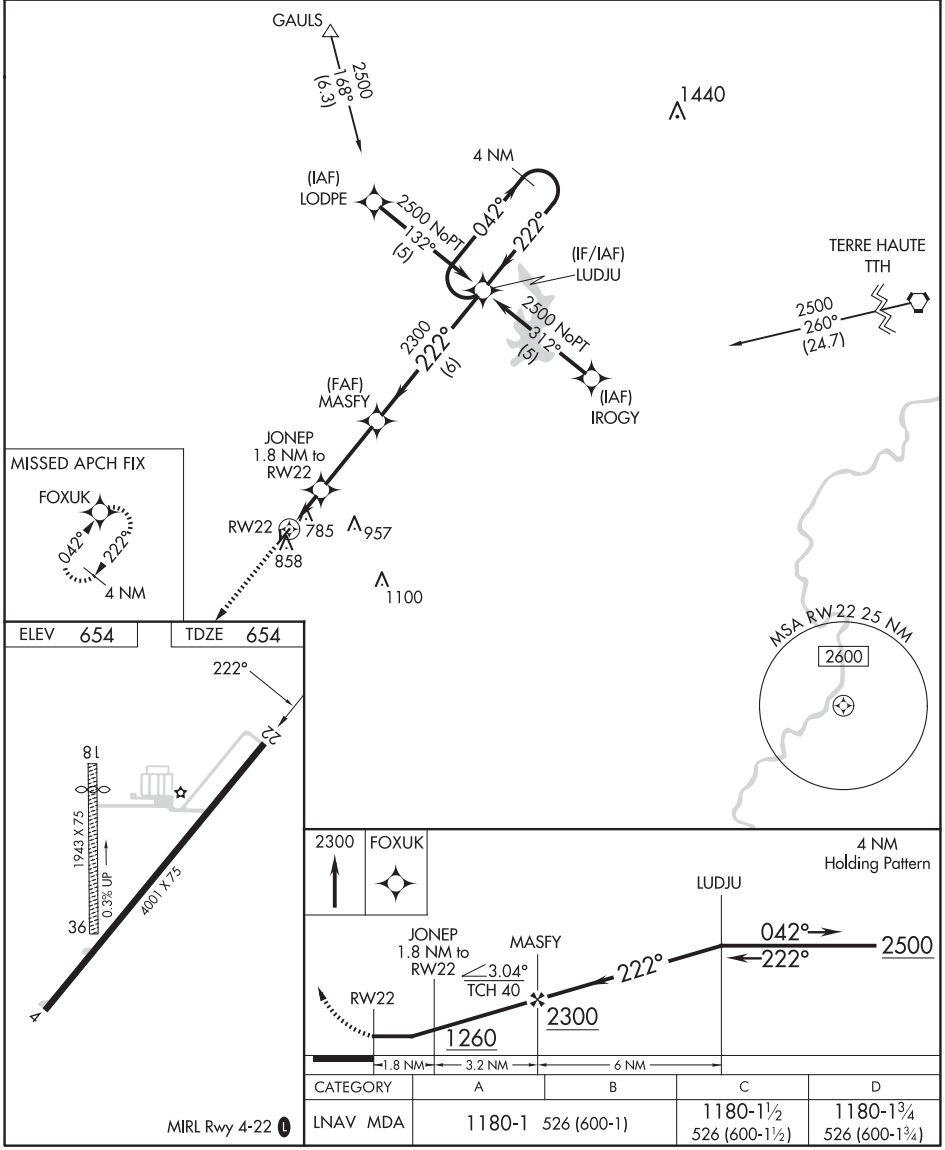
| APP CRS | Rwy Idg | 4001 |
|---|---|---|
| 222° | TDZE | 654 |
| | Apt Elev | 654 |

RNP APCH.

T NA — Rwy 22 helicopter visibility reduction below ¾ SM NA. Use Terre Haute Rgnl altimeter setting; when not received, use Robinson altimeter setting.

MISSED APPROACH: Climb to 2300 direct FOXUK and hold.

| HUF ASOS | HULMAN APP CON | UNICOM |
|---|---|---|
| 127.5 | 125.45 263.125 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1180-1 526 (600-1) | | 1180-1½ 526 (600-1½) | 1180-1¾ 526 (600-1¾) |

MIRL Rwy 4-22 L



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

CENTRALIA, ILLINOIS | AL-5056 (FAA) | 23334

| WAAS | APP CRS | Rwy Idg | 5001 |
|---|---|---|---|
| CH 77728 | 183° | TDZE | 525 |
| W18A | | Apt Elev | 534 |

# RNAV (GPS) RWY 18

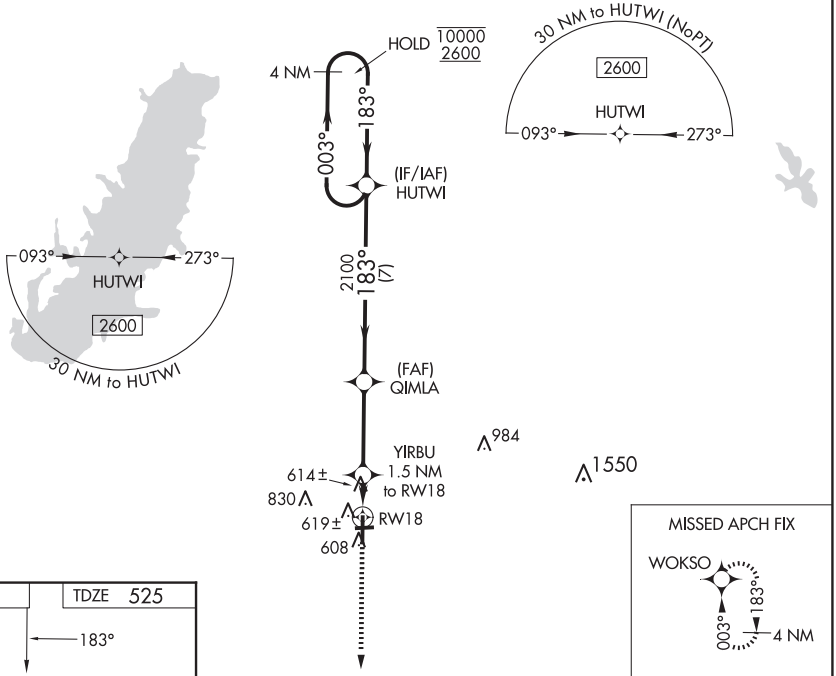
CENTRALIA MUNI (ENL)

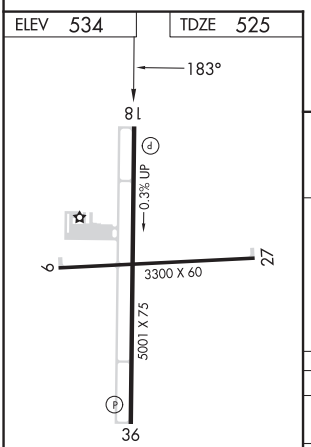
RNP APCH.

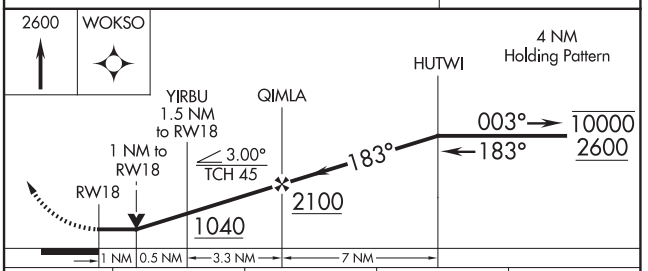
Rwy 18 helicopter visibility reduction below ¾ SM NA.
Circling Rwy 9, 27 NA at night.

MISSED APPROACH: Climb to 2600 direct WOKSO and hold.

| AWOS-3PT | KANSAS CITY CENTER | UNICOM |
|---|---|---|
| 121.125 | 127.7 351.825 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 880-1 355 (400-1) | | | |
| LNAV MDA | 900-1 375 (400-1) | | | |
| C CIRCLING | 980-1 446 (500-1) | 1000-1 466 (500-1) | 1180-1¾ 646 (700-1¾) | 1180-2 646 (700-2) |

MIRL Rwy 9-27 and 18-36 L
REIL Rwys 18 and 36 L

CENTRALIA, ILLINOIS
Amdt 1C 05DEC19

38°31'N-89°05'W

CENTRALIA MUNI (ENL)

RNAV (GPS) RWY 18

EC-3, 07 AUG 2025 to 02 OCT 2025

EC-3, 07 AUG 2025 to 02 OCT 2025

| WAAS | APP CRS | Rwy Idg | 5001 |
|---|---|---|---|
| CH 61028 | 003° | TDZE | 534 |
| W36A | | Apt Elev | 534 |

# RNAV (GPS) RWY 36

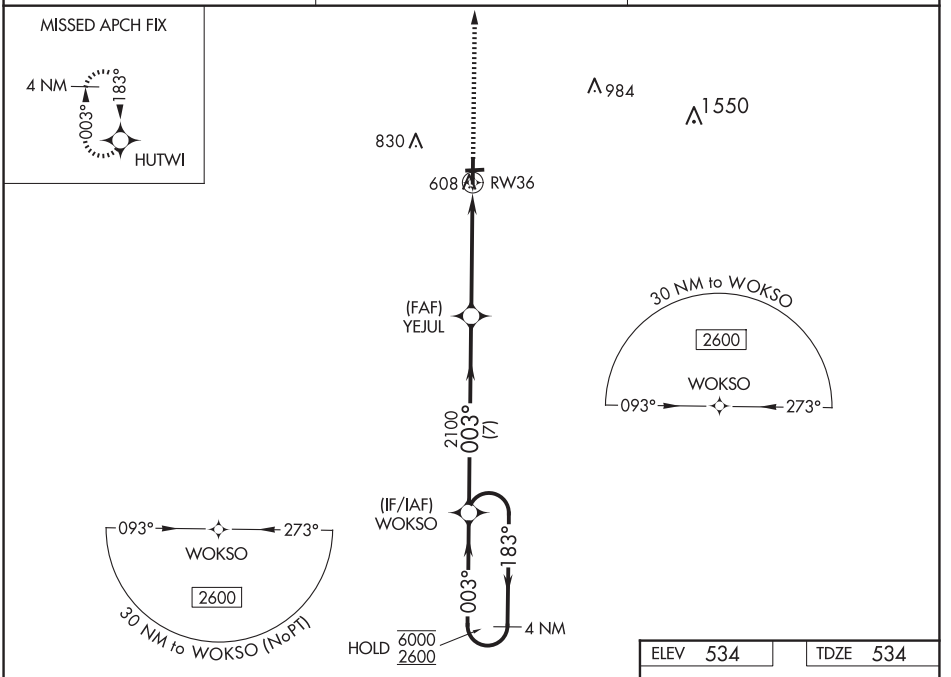
CENTRALIA MUNI (ENL)

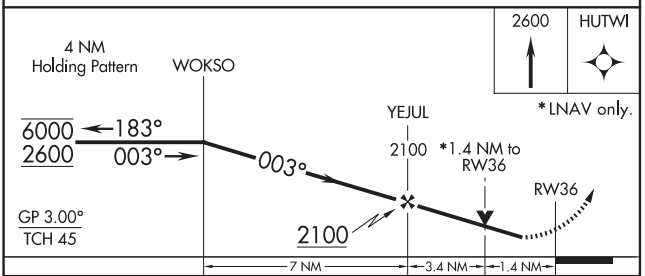
RNP APCH.

Circling Rwy 9, 27 NA at night. Rwy 36 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

MISSED APPROACH: Climb to 2600 direct HUTWI and hold.

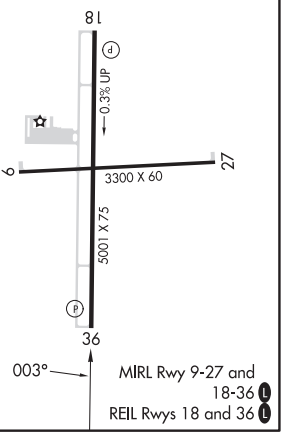
| AWOS-3PT | KANSAS CITY CENTER | UNICOM |
|---|---|---|
| 121.125 | 127.7 351.825 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 784-1 | 250 (300-1) | | |
| LNAV/VNAV DA | 975-1⅜ | 441 (500-1⅜) | | |
| LNAV MDA | 1040-1 | 506 (600-1) | 1040-1⅜ | 506 (600-1⅜) |
| C CIRCLING | 1040-1 | 506 (600-1) | 1180-1¾ | 1180-2 |
| | | | 646 (700-1¾) | 646 (700-2) |

ELEV 534 TDZE 534






EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

CENTRALIA, ILLINOIS AL-5056 (FAA) 23334

# VOR-A

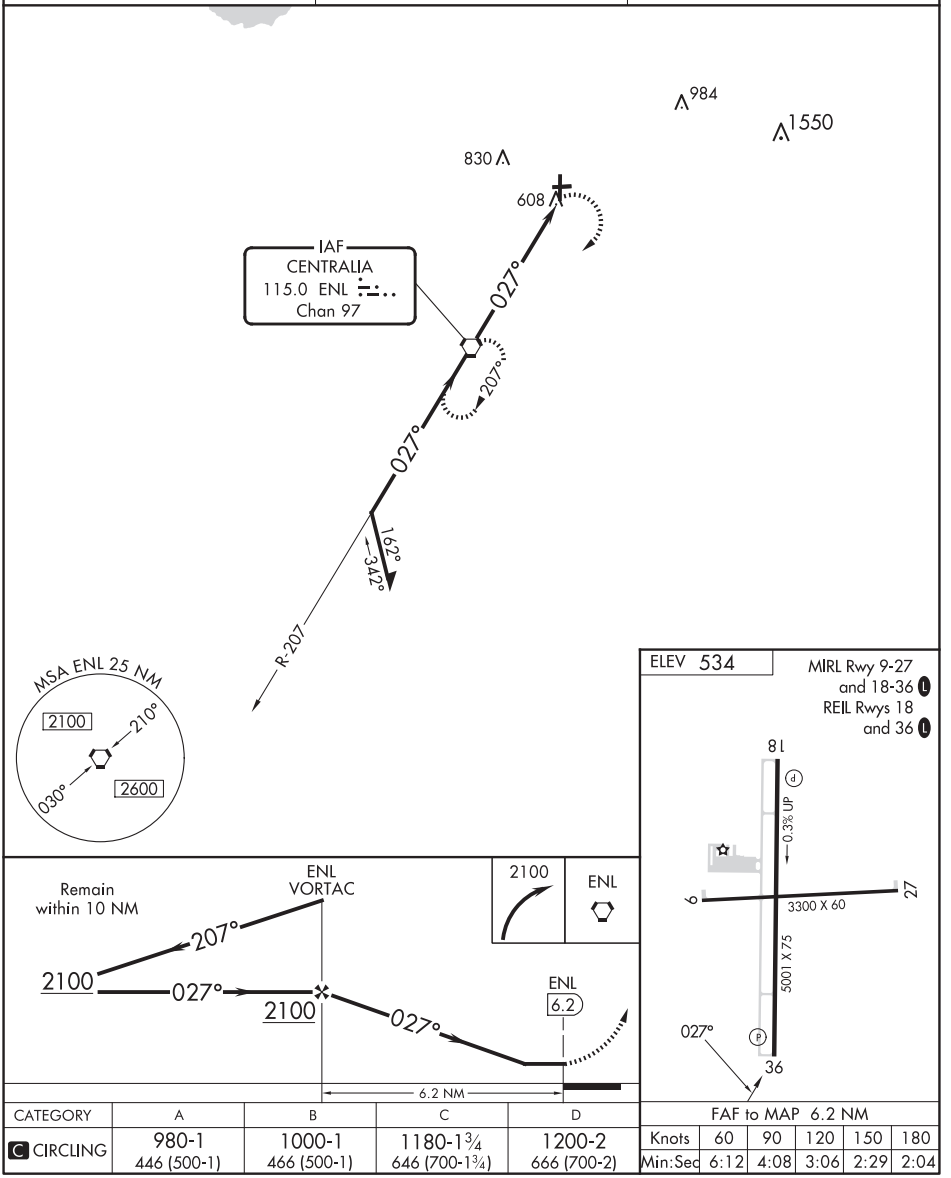
CENTRALIA MUNI (ENL)

| VORTAC ENL 115.0 Chan 97 | APP CRS 027° | Rwy ldg N/A TDZE N/A Apt Elev 534 |
|---|---|---|

Circling Rwy 9, 27 NA at night.

MISSED APPROACH: Climbing right turn to 2100 direct ENL VORTAC and hold.

| AWOS-3PT 121.125 | KANSAS CITY CENTER 127.7 351.825 | UNICOM 122.8 (CTAF) |
|---|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 980-1 446 (500-1) | 1000-1 466 (500-1) | 1180-1¾ 646 (700-1¾) | 1200-2 666 (700-2) |

FAF to MAP 6.2 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 6:12 | 4:08 | 3:06 | 2:29 | 2:04 |

CENTRALIA, ILLINOIS
Amdt 1A 23APR20

38°31′N-89°05′W

CENTRALIA MUNI (ENL)

VOR-A


EC-3, 07 AUG 2025 to 02 OCT 2025

# ILS or LOC RWY 32R

## UNIVERSITY OF ILLINOIS/WILLARD (CMI)

| LOC/DME I-CMI | APP CRS | Rwy Idg | 8101 |
|---|---|---|---|
| 109.1 | 319° | TDZE | 750 |
| Chan 28 | | Apt Elev | 755 |

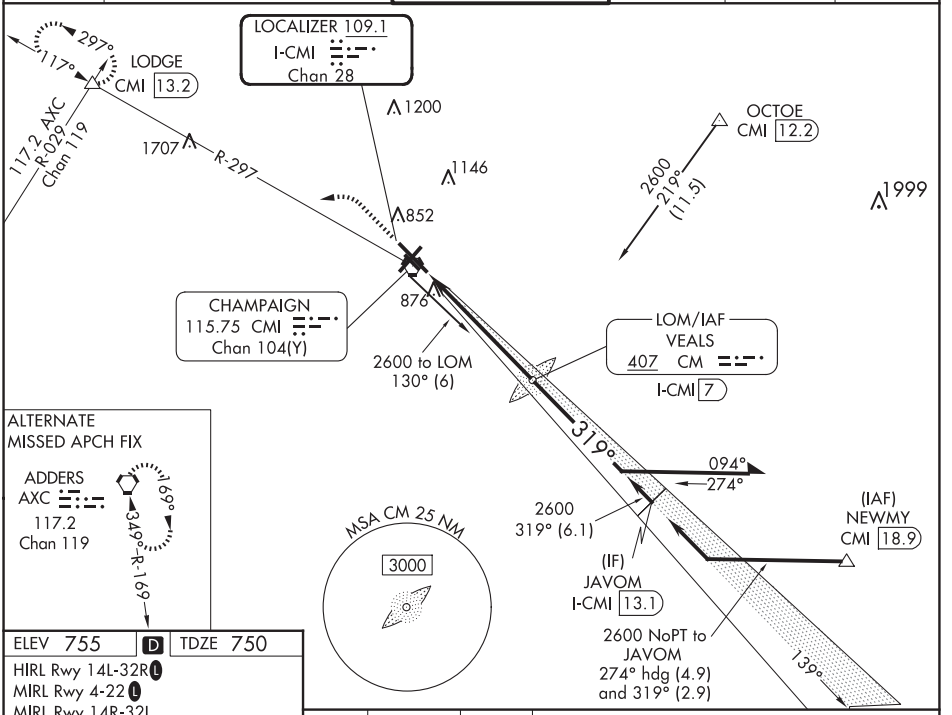
ASR

For inop ALS, increase S-LOC 32R Cat C and D visibility to RVR 6000.
*RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

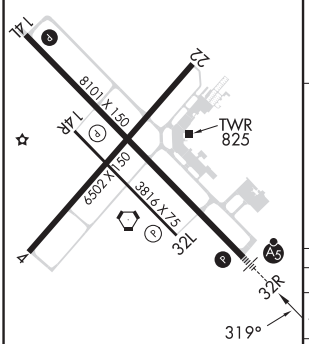
MISSED APPROACH: Climb to 1200 then climbing left turn to 2800 on CMI VORTAC R-297 to LODGE INT/CMI VORTAC 13.2 DME and hold.

| ATIS | CHAMPAIGN APP CON ★ | CHAMPAIGN TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 124.85 | 121.35 285.65 (319°-138°)<br>132.85 290.225 (139°-318°) | 120.4 (CTAF) L 229.4 | 121.8 | 128.75 | 122.95 |

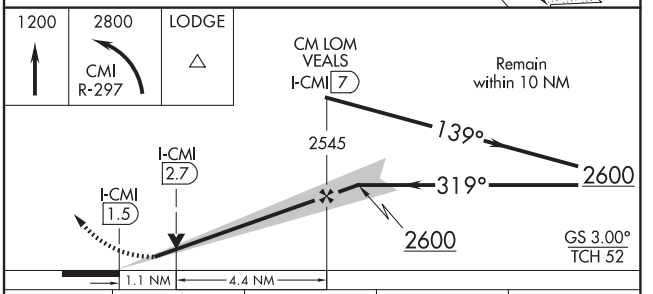



| ELEV 755 | D | TDZE 750 |
|---|---|---|

HIRL Rwy 14L-32R L
MIRL Rwy 4-22 L
MIRL Rwy 14R-32L




| FAF to MAP 5.5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:30 | 3:40 | 2:45 | 2:12 | 1:50 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 32R * | 950/24 200 (200-½) | | | |
| S-LOC 32R | 1160/24 410 (500-½) | | 1160/40 410 (500-¾) | |
| C CIRCLING | 1240-1 485 (500-1) | | 1500-2¼ 745 (800-2¼) | 1500-2½ 745 (800-2½) |



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

CHAMPAIGN/URBANA, ILLINOIS AL-709 (FAA) 24249

| WAAS | APP CRS | Rwy Idg | 6502 |
|---|---|---|---|
| CH 58311 | 041° | TDZE | 751 |
| W04A | | Apt Elev | 755 |

# RNAV (GPS) RWY 4

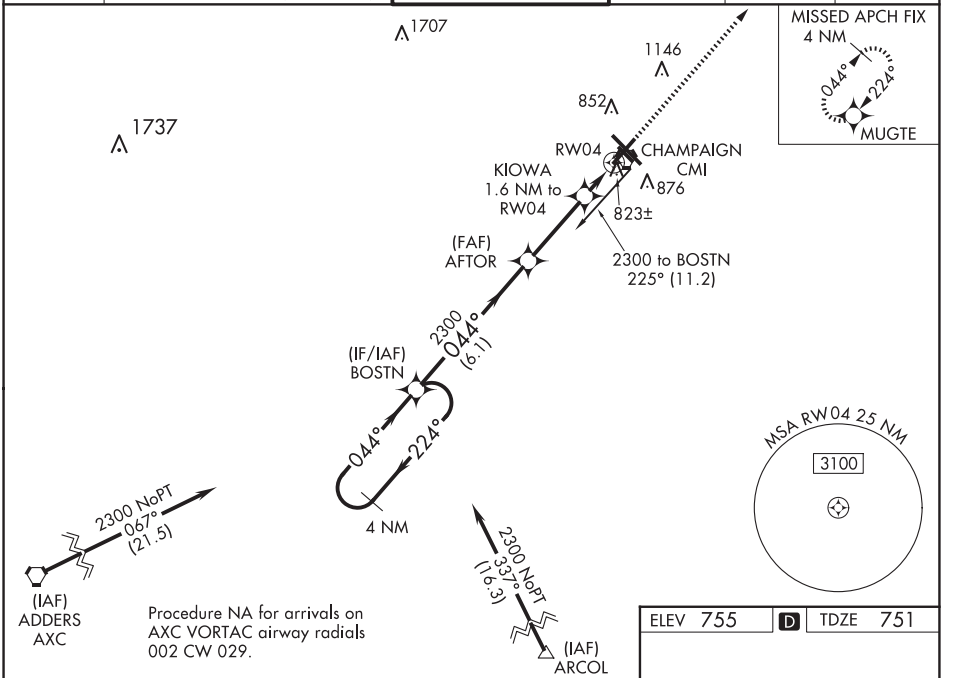
## UNIVERSITY OF ILLINOIS/WILLARD (CMI)

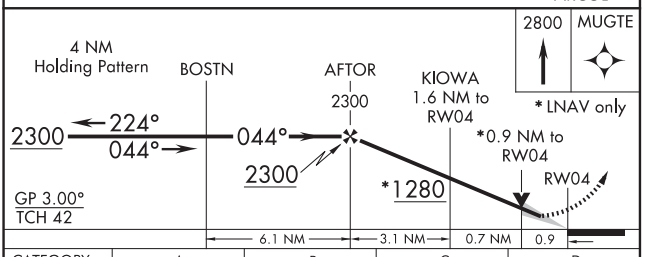
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 54°C (130°F). When local altimeter setting not received, use Rantoul altimeter setting and increase all DA 41 feet, and all MDA 60 feet. Increase LNAV Cat D visibility ¼ mile. DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Rantoul altimeter setting.

ASR

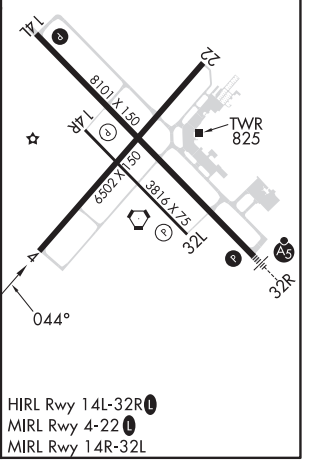
MISSED APPROACH: Climb to 2800 direct MUGTE and hold.

| ATIS | CHAMPAIGN APP CON ★ | CHAMPAIGN TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 124.85 | 121.35 285.65 (319°-138°)<br>132.85 290.225 (139°-318°) | 120.4 (CTAF) L 229.4 | 121.8 | 128.75 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1001-1 250 (300-1) | | | |
| LNAV/VNAV DA | 1083-1¼ 332 (400-1¼) | | | |
| LNAV MDA | 1080-1 329 (400-1) | | | |
| C CIRCLING | 1240-1 485 (500-1) | | 1500-2¼ 745 (800-2¼) | 1500-2½ 745 (800-2½) |




HIRL Rwy 14L-32R L
MIRL Rwy 4-22 L
MIRL Rwy 14R-32L

CHAMPAIGN/URBANA, ILLINOIS
Orig-B 05MAR15

40°02'N-88°17'W

UNIVERSITY OF ILLINOIS/WILLARD (CMI)
RNAV (GPS) RWY 4

EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 14L

## UNIVERSITY OF ILLINOIS/WILLARD (CMI)

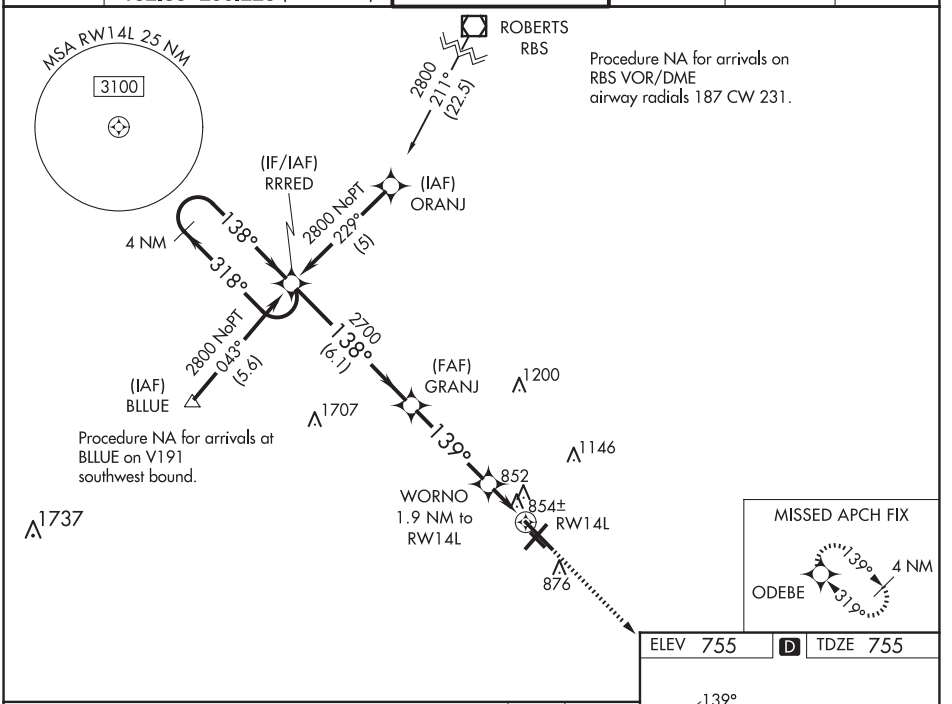
| WAAS | APP CRS | Rwy Idg | 8101 |
|---|---|---|---|
| CH 86419 | 139° | TDZE | 755 |
| W14A | | Apt Elev | 755 |

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F). When local altimeter setting not received, use Rantoul altimeter setting and increase all DA 41 feet and all MDA 60 feet, increase LNAV Cat C visibility ¼ mile. DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Rantoul altimeter setting.

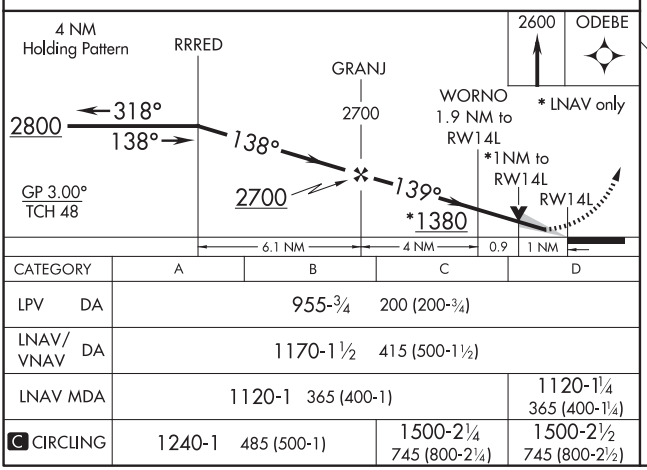
ASR

MISSED APPROACH: Climb to 2600 direct ODEBE and hold.

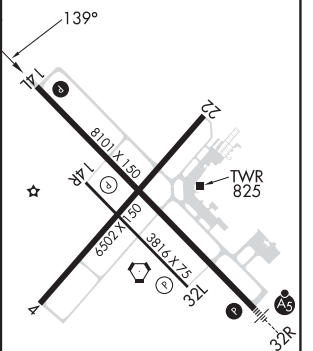
| ATIS | CHAMPAIGN APP CON ★ | CHAMPAIGN TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 124.85 | 121.35 285.65 (319°-138°)<br>132.85 290.225 (139°-318°) | 120.4 (CTAF) L 229.4 | 121.8 | 128.75 | 122.95 |




ELEV 755 D TDZE 755




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 955-¾ 200 (200-¾) | | | |
| LNAV/VNAV DA | 1170-1½ 415 (500-1½) | | | |
| LNAV MDA | 1120-1 365 (400-1) | | | 1120-1¼ 365 (400-1¼) |
| C CIRCLING | 1240-1 485 (500-1) | | 1500-2¼ 745 (800-2¼) | 1500-2½ 745 (800-2½) |




HIRL Rwy 14L-32R L
MIRL Rwy 4-22 L
MIRL Rwy 14R-32L



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

CHAMPAIGN/URBANA, ILLINOIS AL-709 (FAA) 24249

| WAAS | APP CRS | | |
|---|---|---|---|
| CH **97619** | **224°** | Rwy Idg | **6502** |
| **W22A** | | TDZE | **750** |
| | | Apt Elev | **755** |

# RNAV (GPS) RWY 22

## UNIVERSITY OF ILLINOIS/WILLARD (CMI)

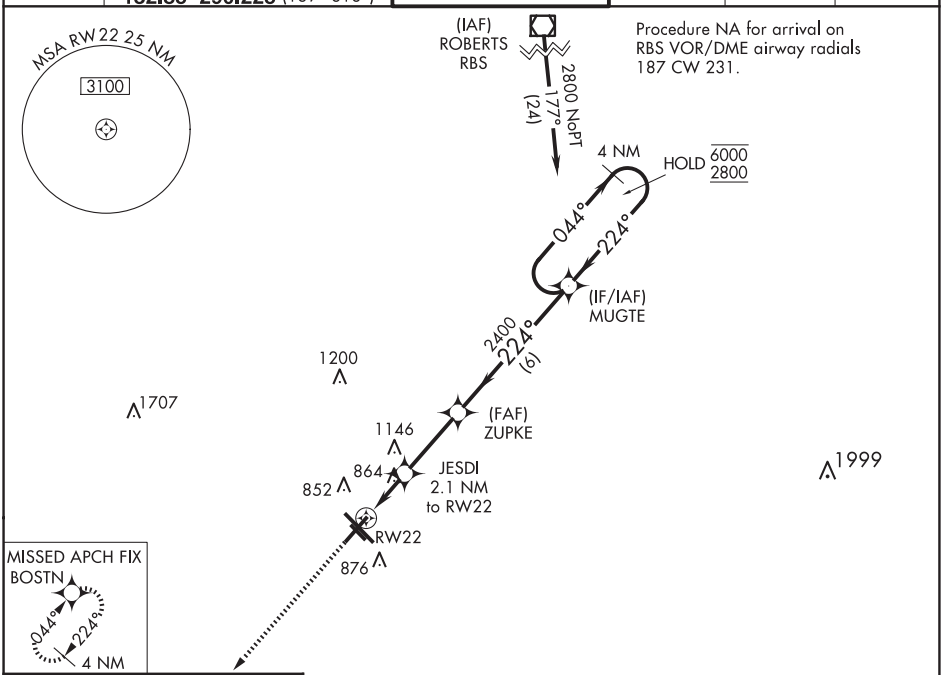
RNP APCH - GPS.

ASR

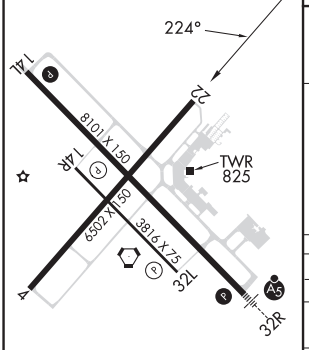
Rwy 22 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C.

MISSED APPROACH: Climb to 2300 direct BOSTN and hold.

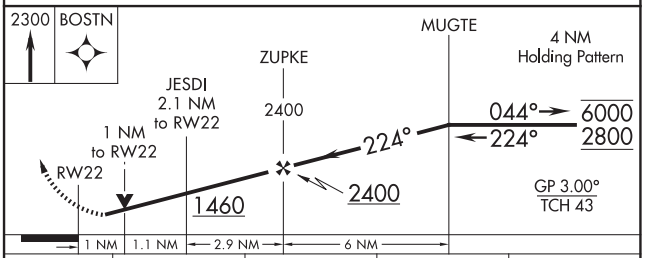
| ATIS | CHAMPAIGN APP CON ★ | CHAMPAIGN TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| **124.85** | **121.35 285.65** (319°-138°)<br>**132.85 290.225** (139°-318°) | **120.4** (CTAF) L **229.4** | **121.8** | **128.75** | **122.95** |




ELEV 755 D TDZE 750




HIRL Rwy 14L-32R L
MIRL Rwy 4-22 L
MIRL Rwy 14R-32L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1000-¾ 250 (300-¾) | | | |
| LNAV/VNAV DA | 1219-1⅜ 469 (500-1⅜) | | | |
| LNAV MDA | 1120-1 370 (400-1) | | | |
| C CIRCLING | 1240-1 485 (500-1) | | 1500-2¼ 745 (800-2¼) | 1500-2½ 745 (800-2½) |

CHAMPAIGN/URBANA, ILLINOIS
Amdt 1C 25JAN24

UNIVERSITY OF ILLINOIS/WILLARD (CMI)

40°02'N-88°17'W

RNAV (GPS) RWY 22

EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 32R

## UNIVERSITY OF ILLINOIS/WILLARD (CMI)

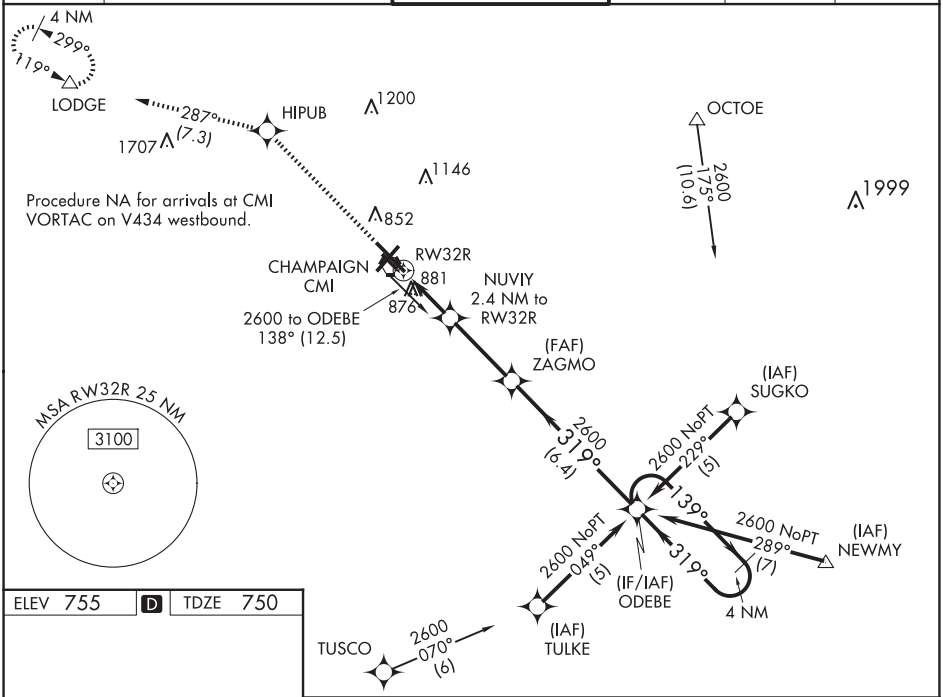
| WAAS | APP CRS | Rwy Idg | 8101 |
|---|---|---|---|
| CH 61110 | 319° | TDZE | 750 |
| W32A | | Apt Elev | 755 |

T A ASR For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19° C (-2° F) or above 54° C (130° F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Rantoul altimeter setting. When local altimeter setting not received, use Rantoul altimeter setting and increase all DA 41 feet, all MDA 60 feet; increase LNAV Cat C/D visibility to RVR 5500. For inoperative MALSR, when using local or Rantoul altimeter setting, increase LNAV Cat C/D visibility to 1⅜ miles.

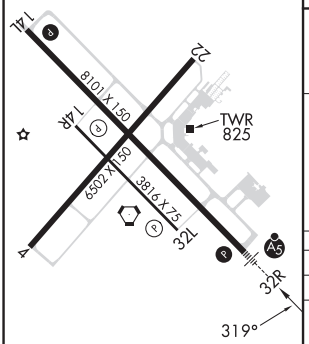
MALSR

MISSED APPROACH: Climb to 2800 direct HIPUB and on track 287° to LODGE and hold.

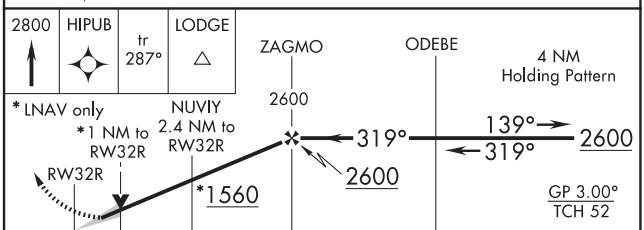
| ATIS | CHAMPAIGN APP CON ★ | CHAMPAIGN TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 124.85 | 121.35 285.65 (319°-138°)<br>132.85 290.225 (139°-318°) | 120.4 (CTAF) L 229.4 | 121.8 | 128.75 | 122.95 |




ELEV 755 D TDZE 750




HIRL Rwy 14L-32R L
MIRL Rwy 4-22 L
MIRL Rwy 14R-32L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1000/24 250 (300-½) | | | |
| LNAV/VNAV DA | 1159/50 409 (500-1) | | | |
| LNAV MDA | 1200/24 450 (500-½) | | 1200/45 450 (500-⅞) | |
| C CIRCLING | 1240-1 485 (500-1) | | 1500-2¼ 745 (800-2¼) | 1500-2½ 745 (800-2½) |



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

| VORTAC CMI | APP CRS | Rwy Idg | 6502 |
|---|---|---|---|
| 115.75 | 052° | TDZE | 751 |
| Chan 104 (Y) | | Apt Elev | 755 |

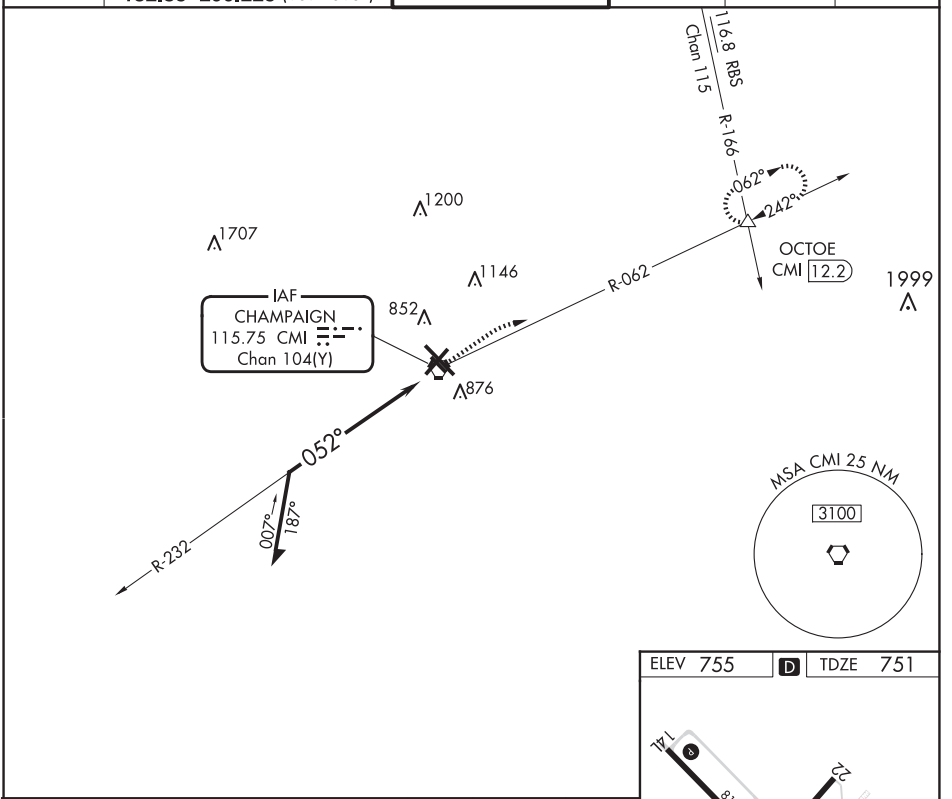
# VOR RWY 4

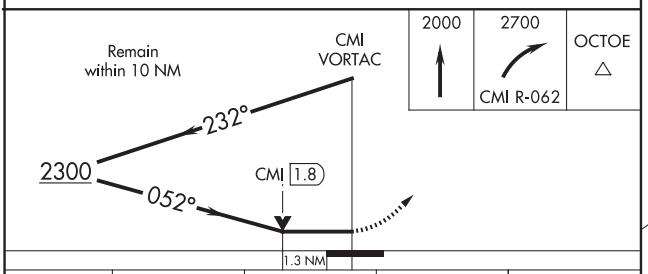
## UNIVERSITY OF ILLINOIS/WILLARD (CMI)

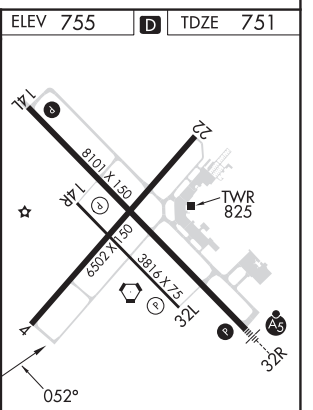
ASR

MISSED APPROACH: Climb to 2000 then climbing right turn to 2700 on CMI VORTAC R-062 to OCTOE INT/CMI 12.2 DME and hold.

| ATIS | CHAMPAIGN APP CON ★ | CHAMPAIGN TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 124.85 | 121.35 285.65 (319°-138°)<br>132.85 290.225 (139°-318°) | 120.4 (CTAF) L 229.4 | 121.8 | 128.75 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-4 | 1220-1 | 469 (500-1) | 1220-1⅜<br>469 (500-1⅜) | 1220-1½<br>469 (500-1½) |
| C CIRCLING | 1240-1 | 485 (500-1) | 1500-2¼<br>745 (800-2¼) | 1500-2½<br>745 (800-2½) |

HIRL Rwy 14L-32R L
MIRL Rwy 4-22 L
MIRL Rwy 14R-32L



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

# VOR RWY 22

## UNIVERSITY OF ILLINOIS/WILLARD (CMI)

| VORTAC CMI | APP CRS | Rwy Ldg | 6502 |
|---|---|---|---|
| 115.75 | 207° | TDZE | 750 |
| Chan 104 (Y) | | Apt Elev | 755 |

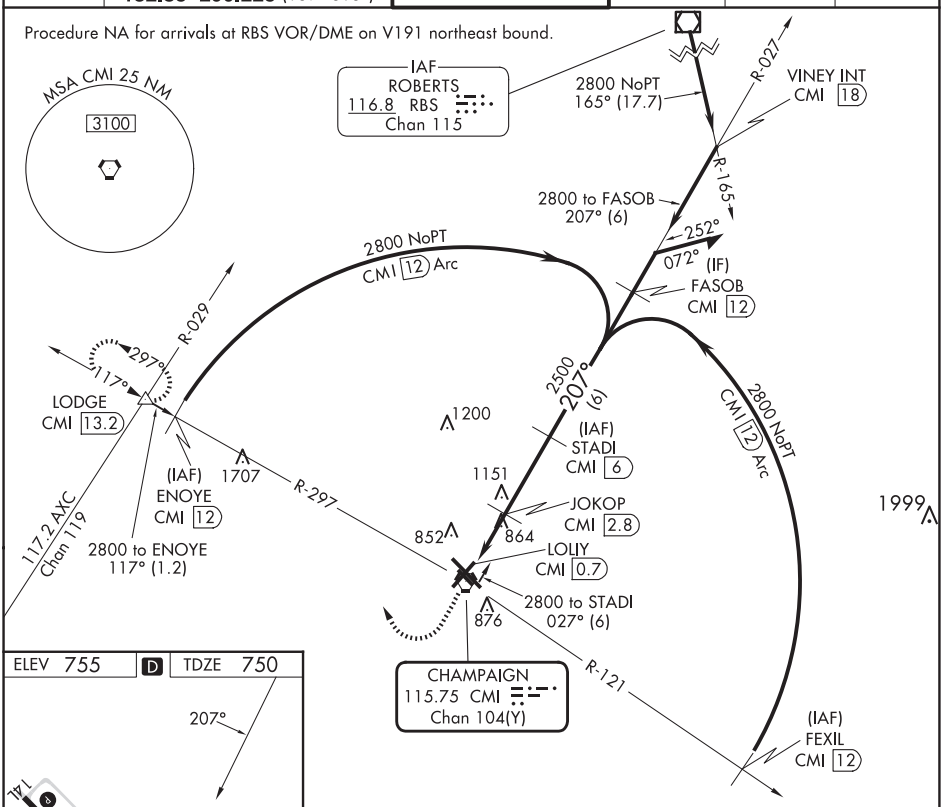
DME required.

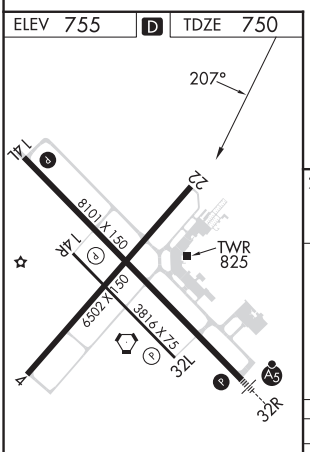
ASR Rwy 22 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2800 then right turn on heading 340° and on CMI VORTAC R-297 to LODGE INT/CMI 13.2 DME and hold.

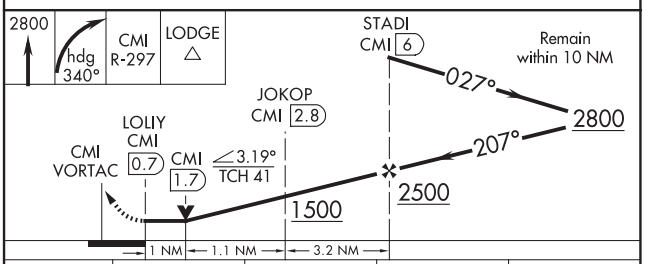
| ATIS | CHAMPAIGN APP CON ★ | CHAMPAIGN TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 124.85 | 121.35 285.65 (319°-138°)<br>132.85 290.225 (139°-318°) | 120.4 (CTAF) L 229.4 | 121.8 | 128.75 | 122.95 |

Procedure NA for arrivals at RBS VOR/DME on V191 northeast bound.




HIRL Rwy 14L-32R L
MIRL Rwy 4-22 L
MIRL Rwy 14R-32L



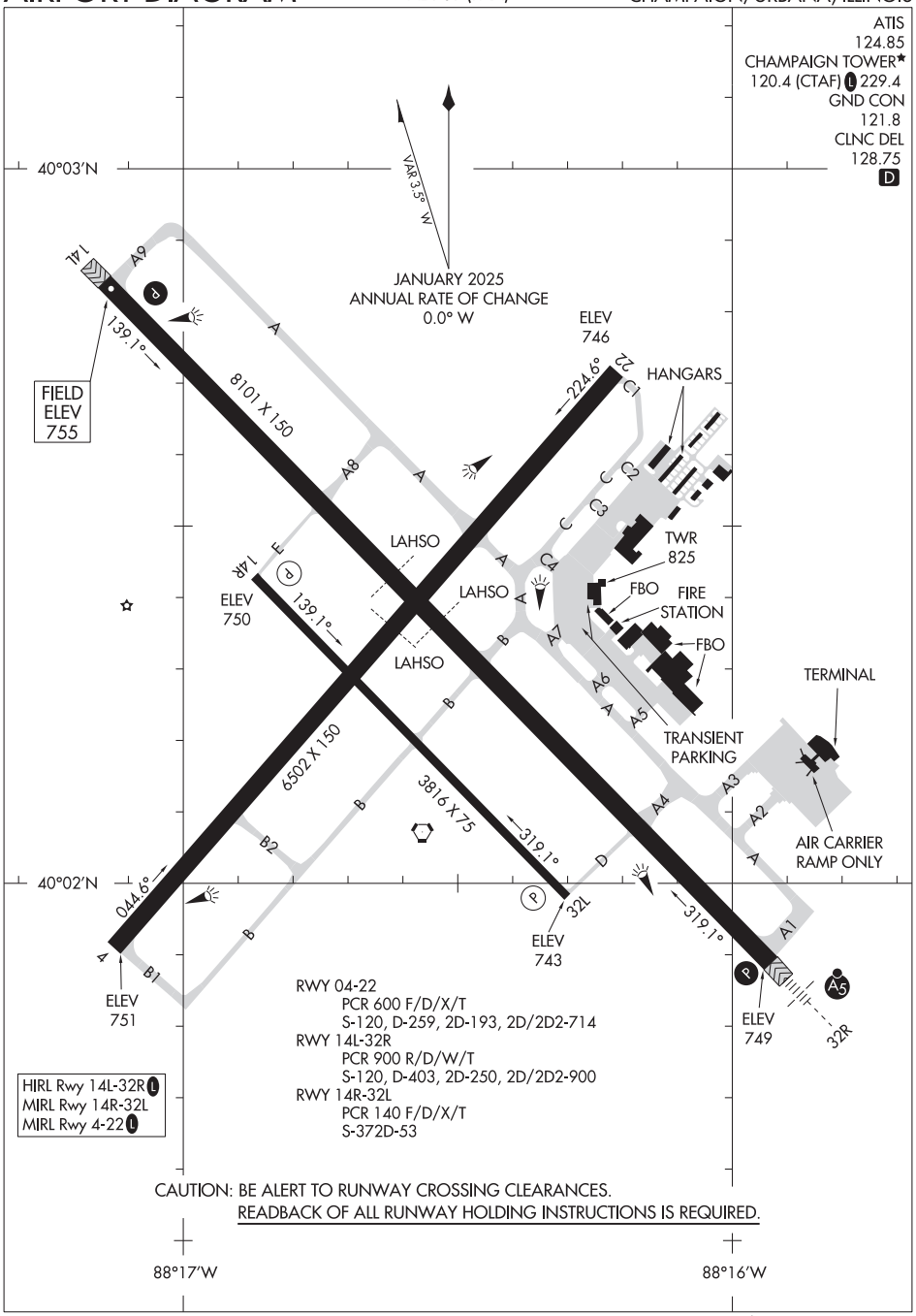

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-22 | 1120-1 370 (400-1) | | | |
| C CIRCLING | 1240-1 485 (500-1) | | 1500-2¼ 745 (800-2¼) | 1500-2½ 745 (800-2½) |



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

25107
# AIRPORT DIAGRAM

UNIVERSITY OF ILLINOIS/WILLARD (CMI)
AL-709 (FAA) CHAMPAIGN/URBANA, ILLINOIS




EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

AIRPORT DIAGRAM
25107
CHAMPAIGN/URBANA, ILLINOIS
UNIVERSITY OF ILLINOIS/WILLARD (CMI)

| APP CRS | Rwy Idg | 2801 |
|---|---|---|
| 175° | TDZE | 1056 |
| | Apt Elev | 1056 |

AL- 6935 (FAA)

# RNAV (GPS) RWY 17

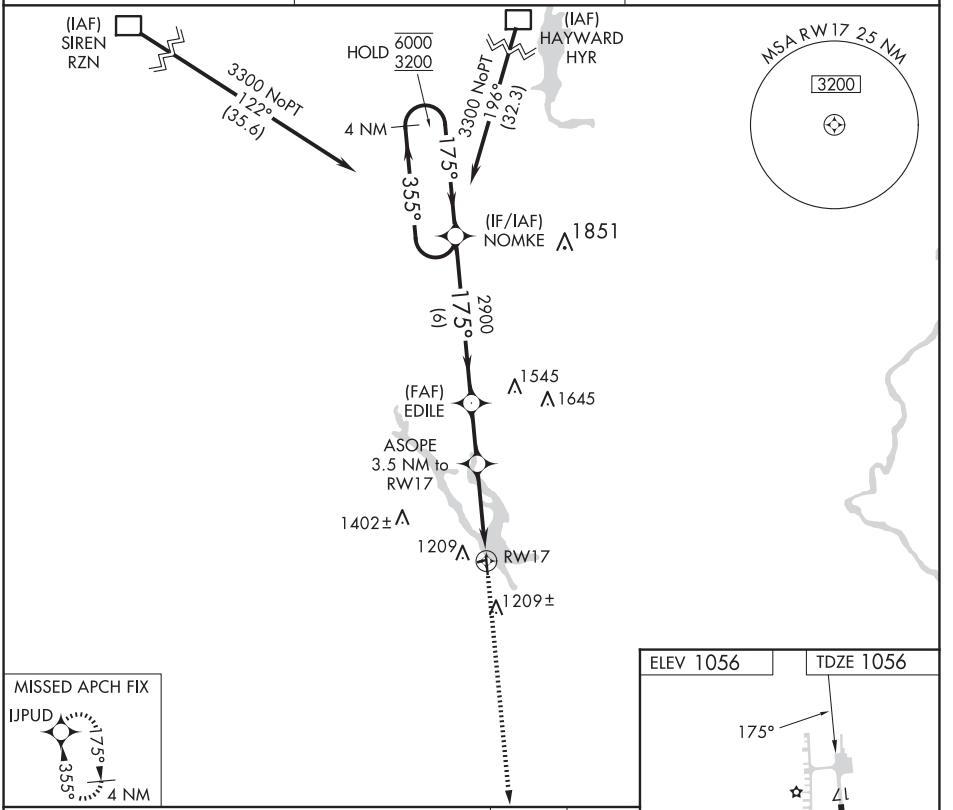
## CHETEK MUNI/SOUTHWORTH (Y23)

RNP APCH.

Procedure NA at night. Rwy 17 helicopter visibility reduction below 1 SM NA. Circling NA to Rwys 7 and 25.

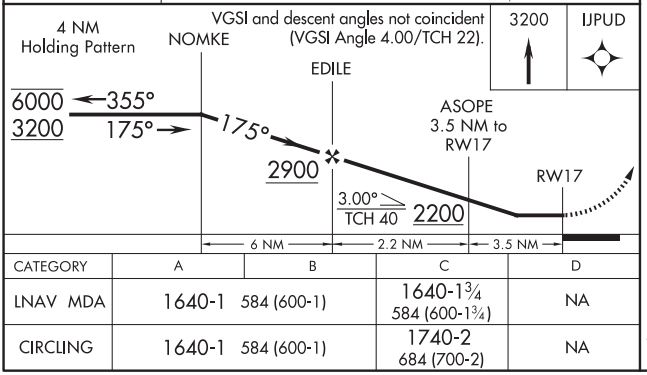
MISSED APPROACH: Climb to 3200 direct IJPUD and hold.

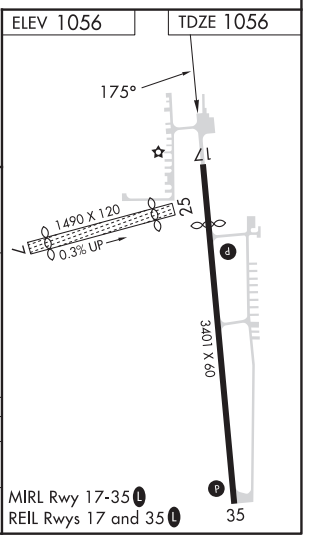
| AWOS-3P | MINNEAPOLIS CENTER | CTAF |
|---|---|---|
| 119.05 | 125.3 335.6 | 122.9 L |










| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1640-1 | 584 (600-1) | 1640-1¾ 584 (600-1¾) | NA |
| CIRCLING | 1640-1 | 584 (600-1) | 1740-2 684 (700-2) | NA |



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

CHETEK, WISCONSIN | AL-6935 (FAA) | 24025

# RNAV (GPS) RWY 35

## CHETEK MUNI/SOUTHWORTH (Y23)

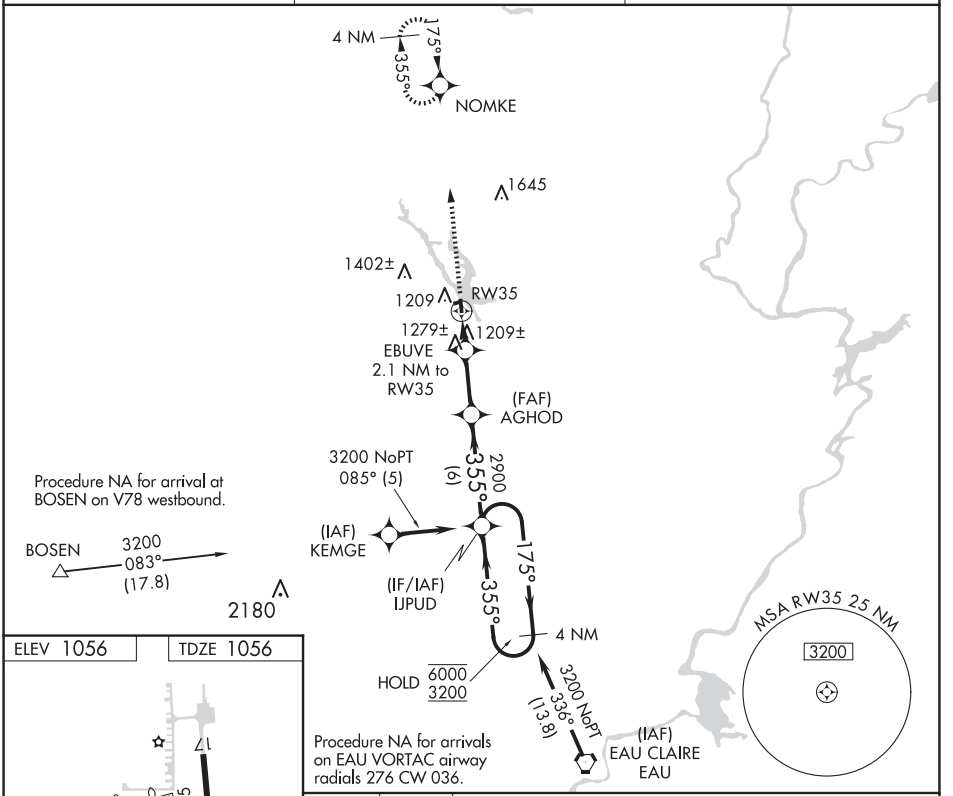
| APP CRS | Rwy Idg | 3401 |
|---|---|---|
| 355° | TDZE | 1056 |
| | Apt Elev | 1056 |

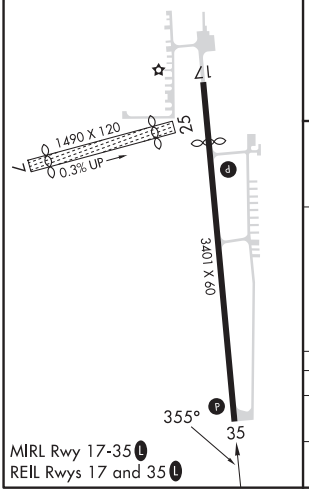
RNP APCH.

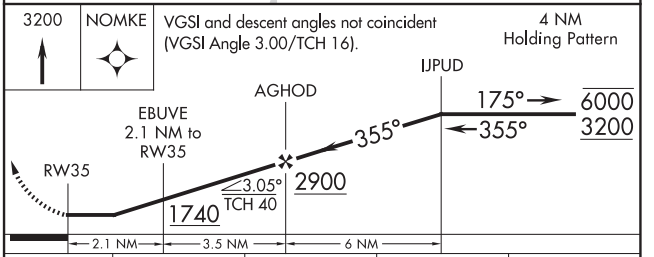
T A NA — Circling to Rwy 17 NA at night. Rwy 35 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Rice Lake altimeter setting. Circling NA to Rwys 7 and 25.

MISSED APPROACH: Climb to 3200 direct NOMKE WP and hold.

| AWOS-3P | MINNEAPOLIS CENTER | CTAF |
|---|---|---|
| 119.05 | 125.3 335.6 | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1580-1 524 (600-1) | | 1580-1½ 524 (600-1½) | NA |
| CIRCLING | 1640-1 584 (600-1) | | 1740-2 684 (700-2) | NA |



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

# ILS or LOC RWY 4R

CHICAGO MIDWAY INTL (MDW)

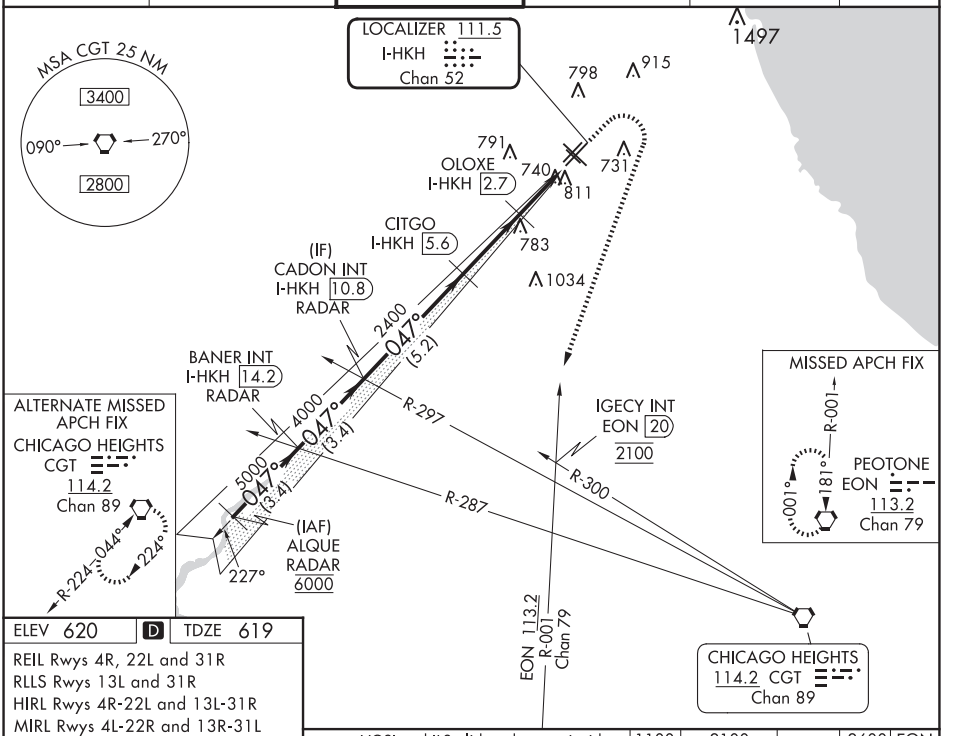
| LOC/DME I-HKH | APP CRS | Rwy Ldg | 5927 |
|---|---|---|---|
| 111.5 | 047° | TDZE | 619 |
| Chan 52 | | Apt Elev | 620 |

DME required for LOC only.
RNP APCH - GPS or RADAR required for procedure entry.

Rwy 4R helicopter visibility reduction below RVR 4000 NA.

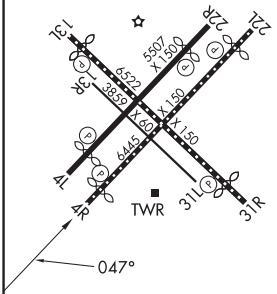
MISSED APPROACH: Climb to 1100 then climbing right turn to 2100 on heading 230° and on EON VORTAC R-001 until crossing IGECY INT/EON 20 DME then climb to 2600 to EON VORTAC and hold.

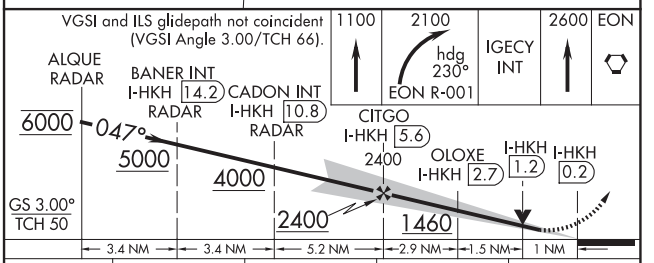
| D-ATIS | CHICAGO APP CON | MIDWAY TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 132.75 | 128.2 353.875 | 135.2 269.125 | 118.075 | 124.625 | |




ELEV 620 | D | TDZE 619

REIL Rwys 4R, 22L and 31R
RLLS Rwys 13L and 31R
HIRL Rwys 4R-22L and 13L-31R
MIRL Rwys 4L-22R and 13R-31L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 4R | 869/40 | 250 (300-¾) | 869/50 | 250 (300-1) |
| S-LOC 4R | 1000/55 | 381 (400-1) | 1000/60 | 381 (400-1¼) |
| C CIRCLING | 1120-1 | 500 (500-1) | 1340-2<br>720 (800-2) | 1340-2¼<br>720 (800-2¼) |



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

CHICAGO, ILLINOIS | AL-81 (FAA) | 25163

# ILS or LOC RWY 13L

## CHICAGO MIDWAY INTL (MDW)

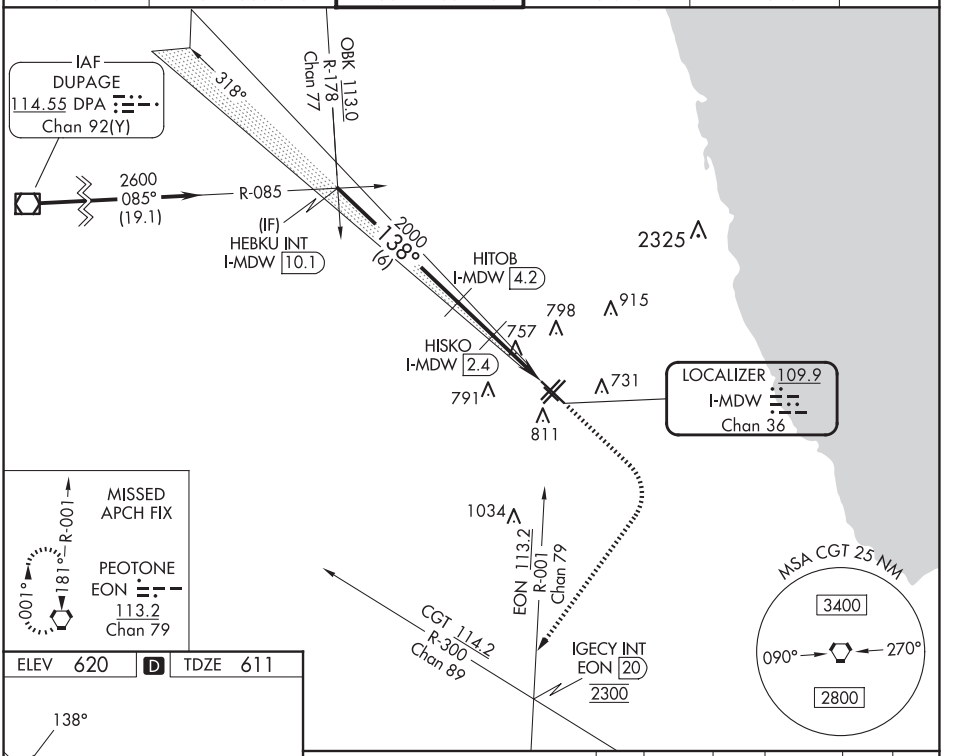
| LOC/DME I-MDW | APP CRS | Rwy Ldg | 6059 |
|---|---|---|---|
| 109.9 | 138° | TDZE | 611 |
| Chan 36 | | Apt Elev | 620 |

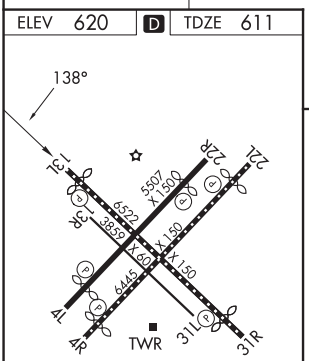
DME required for LOC only.

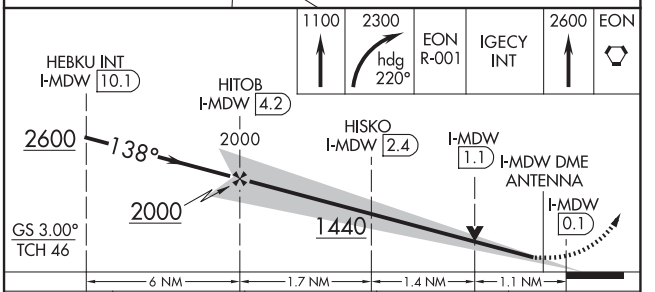
Rwy 13L helicopter visibility reduction below RVR 4000 NA.

MISSED APPROACH: Climb to 1100 then climbing right turn to 2300 on heading 220° and on EON VORTAC R-001 until crossing IGECY INT/EON 20 DME then climb to 2600 to EON VORTAC and hold.

| D-ATIS | CHICAGO APP CON | MIDWAY TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 132.75 | 128.2 353.875 | 135.2 269.125 | 118.075 | 124.625 | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 13L | 861/40 | 250 (300-¾) | | |
| S-LOC 13L | 1020/55 | 409 (400-1) | 1020/60 | 409 (400-1¼) |
| C CIRCLING | 1120-1 | 500 (500-1) | 1340-2<br>720 (800-2) | 1340-2¼<br>720 (800-2¼) |

REIL Rwys 4R, 22L and 31R
RLLS Rwys 13L and 31R
HIRL Rwys 4R-22L and 13L-31R
MIRL Rwys 4L-22R and 13R-31L

CHICAGO, ILLINOIS
Orig 12JUN25

41°47′N-87°45′W

CHICAGO MIDWAY INTL (MDW)

ILS or LOC RWY 13L


EC-3, 07 AUG 2025 to 02 OCT 2025

# ILS or LOC RWY 31R

CHICAGO MIDWAY INTL (MDW)

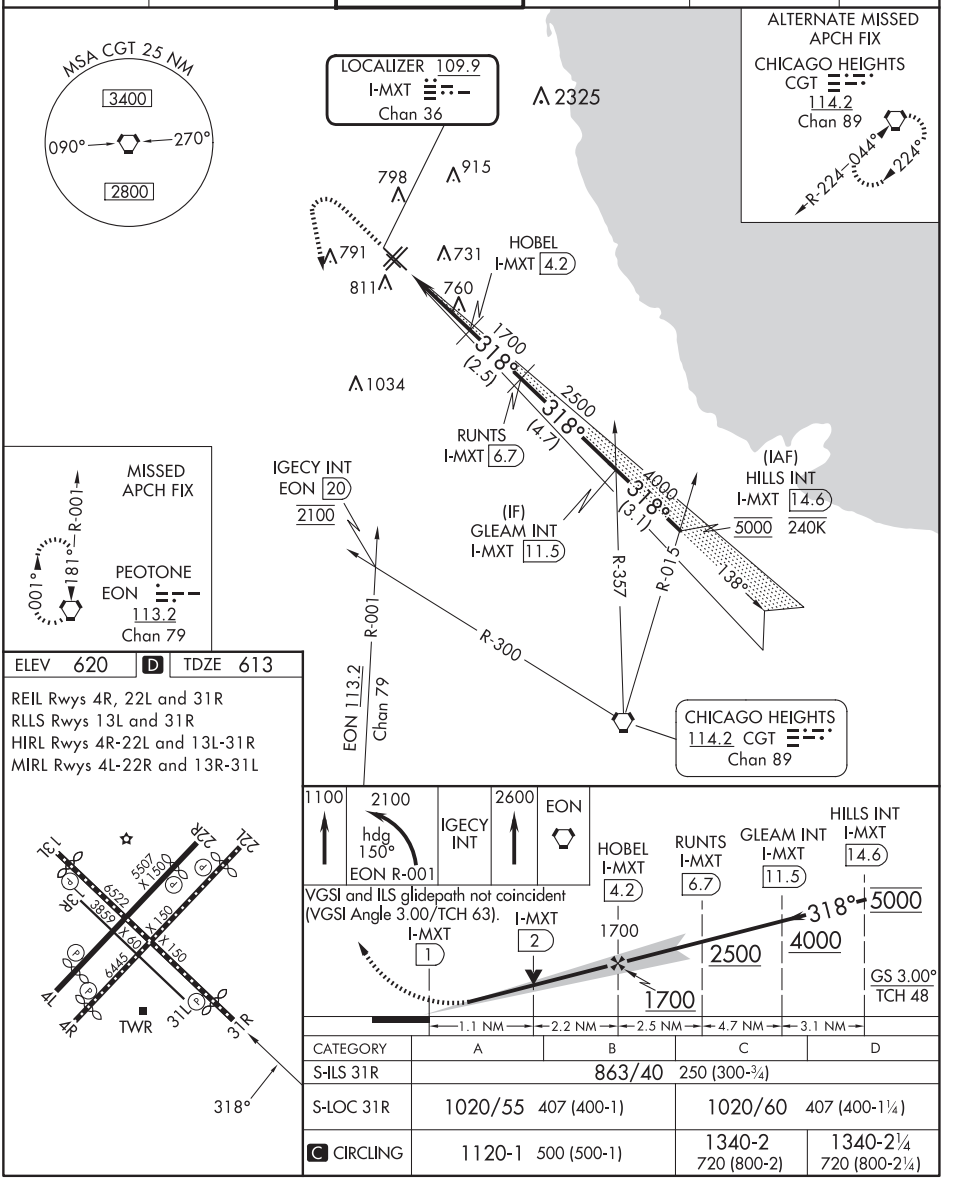
| LOC/DME I-MXT | APP CRS | Rwy Ldg | 5826 |
|---|---|---|---|
| 109.9 | 318° | TDZE | 613 |
| Chan 36 | | Apt Elev | 620 |

DME and RADAR required.

Rwy 31R helicopter visibility reduction below RVR 4000 NA.

MISSED APPROACH: Climb to 1100 then climbing left turn to 2100 on heading 150° and on EON VORTAC R-001 until crossing IGECY INT/EON 20 DME then climb to 2600 direct EON VORTAC and hold.

| D-ATIS | CHICAGO APP CON | MIDWAY TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 132.75 | 128.2 353.875 | 135.2 269.125 | 118.075 | 124.625 | |




ELEV 620 D TDZE 613

REIL Rwys 4R, 22L and 31R
RLLS Rwys 13L and 31R
HIRL Rwys 4R-22L and 13L-31R
MIRL Rwys 4L-22R and 13R-31L







| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 31R | 863/40 250 (300-¾) | | | |
| S-LOC 31R | 1020/55 407 (400-1) | | 1020/60 407 (400-1¼) | |
| C CIRCLING | 1120-1 500 (500-1) | | 1340-2 720 (800-2) | 1340-2¼ 720 (800-2¼) |



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

CHICAGO, ILLINOIS | AL-81 (FAA) | 25163

# RNAV (RNP) X RWY 22L

CHICAGO MIDWAY INTL (MDW)

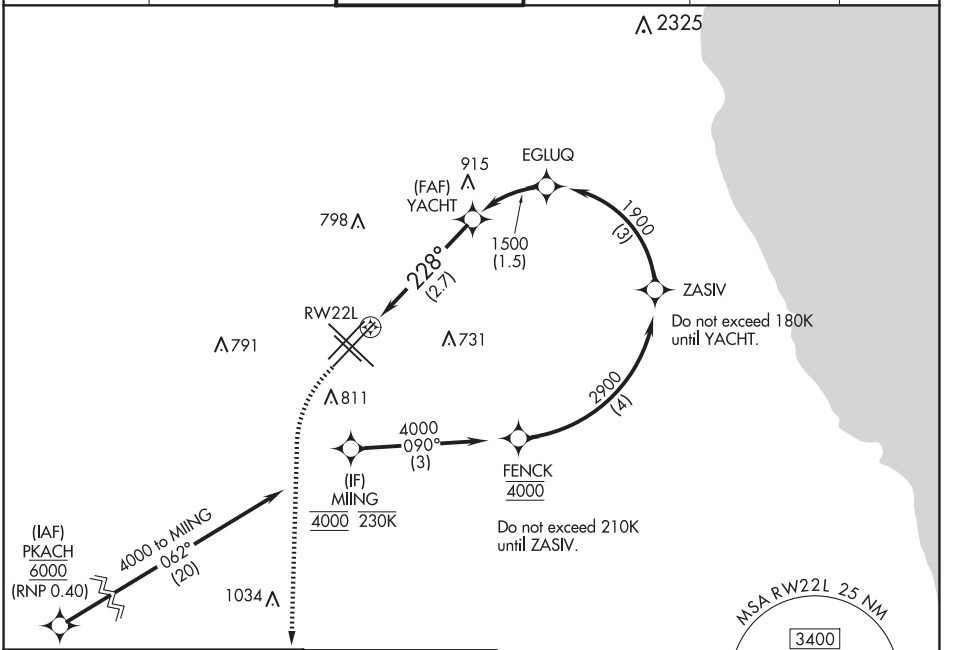
| APP CRS | Rwy Ldg | 5810 |
|---|---|---|
| 228° | TDZE | 611 |
| | Apt Elev | 620 |

RNP AR APCH - GPS.

For uncompensated Baro-VNAV systems, procedure NA below -20°C or above 54°C.

MISSED APPROACH: Climb to 1300 then climbing left turn to 2600 direct EON VORTAC and hold.

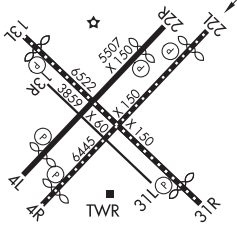
| D-ATIS | CHICAGO APP CON | MIDWAY TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 132.75 | 128.2 353.875 | 135.2 269.125 | 118.075 | 124.625 | |




ELEV 620 | D | TDZE 611

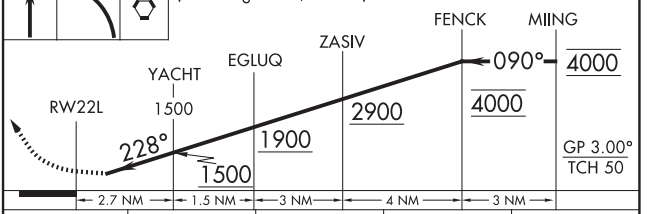
MISSED APCH FIX

4 NM 181° 001° PEOTONE EON




| 1300 | 2600 | EON |
|---|---|---|

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 43).




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.10 DA | | 923/45 | 312 (400-⅞) | |
| RNP 0.20 DA | | 949/50 | 338 (400-1) | |
| RNP 0.30 DA | | 992/60 | 381 (400-1¼) | |

AUTHORIZATION REQUIRED

MIRL Rwys 4L-22R and 13R-31L
HIRL Rwys 4R-22L and 13L-31R
REIL Rwys 4R, 22L and 31R
RLLS Rwys 13L and 31R

CHICAGO, ILLINOIS
Amdt 2 08SEP22

41°47'N-87°45'W

CHICAGO MIDWAY INTL (MDW)

RNAV (RNP) X RWY 22L

EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

| APP CRS | Rwy Ldg | 5927 |
|---|---|---|
| 047° | TDZE | 619 |
| | Apt Elev | 620 |

# RNAV (RNP) Y RWY 4R

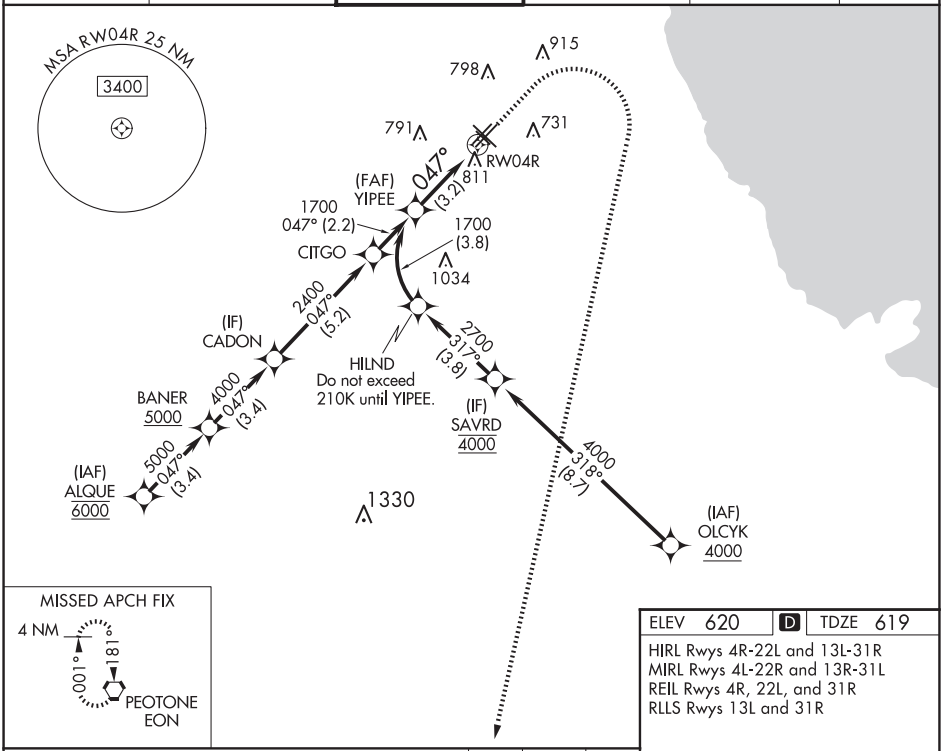
## CHICAGO MIDWAY INTL (MDW)

RNP AR APCH - GPS.

For uncompensated Baro-VNAV systems, procedure NA below -20°C or above 54°C.

MISSED APPROACH: Climb to 1100 then climbing right turn to 2600 direct EON VORTAC and hold.

| D-ATIS | CHICAGO APP CON | MIDWAY TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 132.75 | 128.2 353.875 | 135.2 269.125 | 118.075 | 124.625 | |





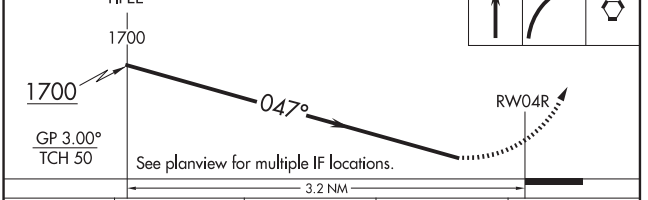


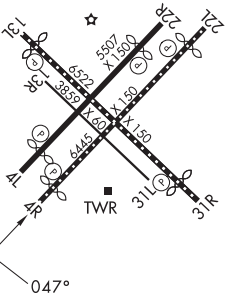
| ELEV 620 | D | TDZE 619 |
|---|---|---|

HIRL Rwys 4R-22L and 13L-31R
MIRL Rwys 4L-22R and 13R-31L
REIL Rwys 4R, 22L, and 31R
RLLS Rwys 13L and 31R

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 66).

| 1100 | 2600 | EON |
|---|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.10 DA | | 951/50 | 332 (400-1) | |
| RNP 0.20 DA | | 1020/60 | 401 (400-1¼) | |
| RNP 0.30 DA | | 1077-1⅜ | 458 (500-1⅜) | |

## AUTHORIZATION REQUIRED



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

CHICAGO, ILLINOIS | AL-81 (FAA) | 25163

# RNAV (RNP) Y RWY 13L

## CHICAGO MIDWAY INTL (MDW)

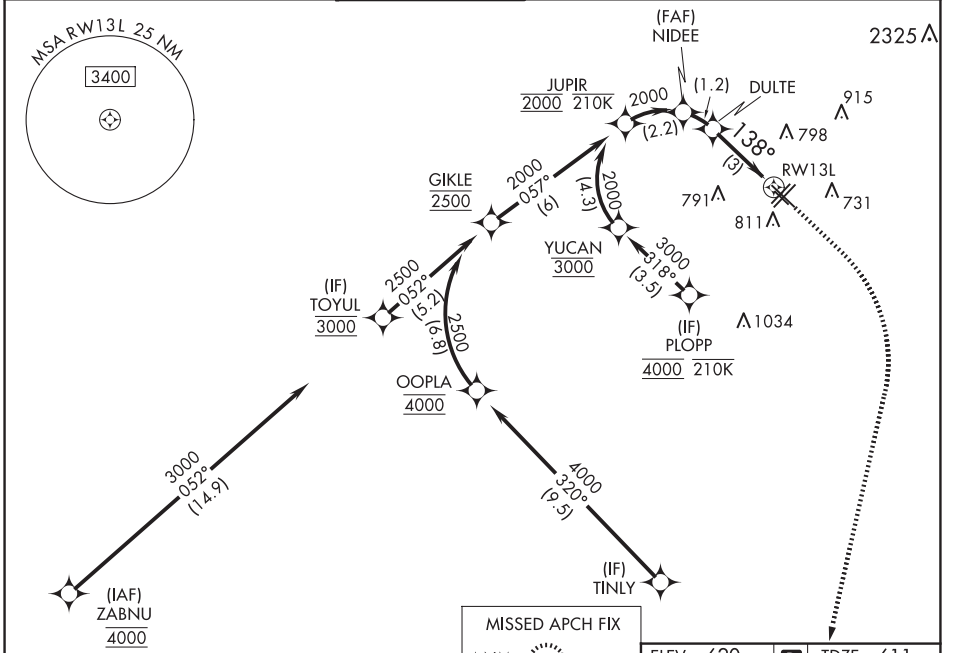
| APP CRS | Rwy Ldg | 6059 |
|---|---|---|
| 138° | TDZE | 611 |
| | Apt Elev | 620 |

RNP AR APCH - GPS, RF. Authorization required.

For uncompensated Baro-VNAV systems, procedure NA below -21°C or above 54°C.

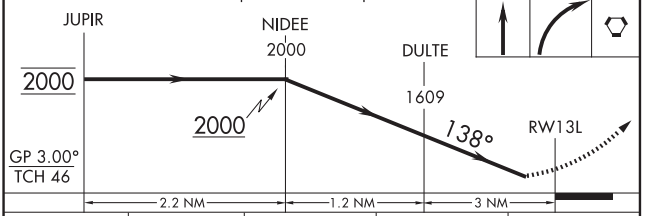
MISSED APPROACH: Climb to 1100 then climbing right turn to 2600 direct EON VORTAC and hold.

| D-ATIS | CHICAGO APP CON | MIDWAY TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 132.75 | 128.2 353.875 | 135.2 269.125 | 118.075 | 124.625 | |




See planview for multiple IF locations.

| 1100 | 2600 | EON |
|---|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.10 DA | | 885/45 | 274 (300-⅞) | |
| RNP 0.20 DA | | 1005/60 | 394 (400-1¼) | |
| RNP 0.30 DA | | 1051-1¼ | 440 (500-1¼) | |

AUTHORIZATION REQUIRED

HIRL Rwys 4R-22L and 13L-31R
MIRL Rwys 4L-22R and 13R-31L
REIL Rwys 4R, 22L, and 31R
RLLS Rwys 13L and 31R

CHICAGO, ILLINOIS
Orig 12JUN25

41°47'N-87°45'W

CHICAGO MIDWAY INTL (MDW)

RNAV (RNP) Y RWY 13L


EC-3, 07 AUG 2025 to 02 OCT 2025

| APP CRS | Rwy Ldg | 5810 |
|---|---|---|
| 228° | TDZE | 611 |
| | Apt Elev | 620 |

# RNAV (RNP) Y RWY 22L

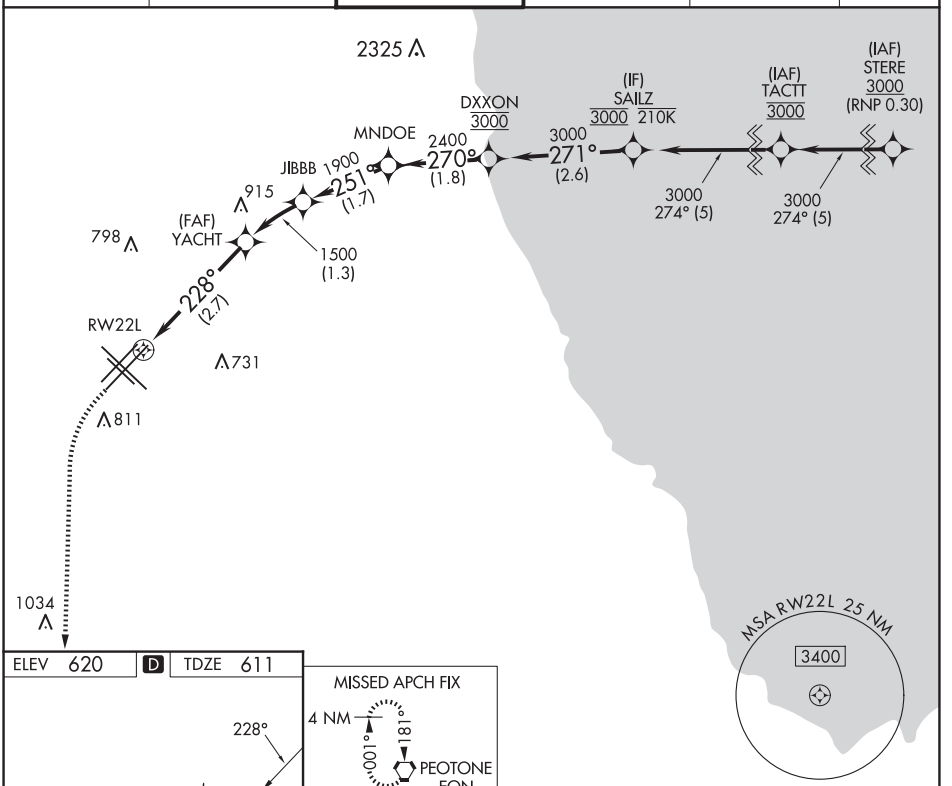
CHICAGO MIDWAY INTL (MDW)

RNP AR APCH - GPS.

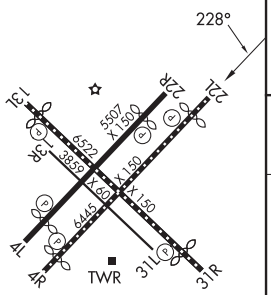
For uncompensated Baro-VNAV systems, procedure NA below -20°C or above 54°C.

MISSED APPROACH: Climb to 1300 then climbing left turn to 2600 direct EON VORTAC and hold.

| D-ATIS | CHICAGO APP CON | MIDWAY TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 132.75 | 128.2 353.875 | 135.2 269.125 | 118.075 | 124.625 | |




| ELEV 620 | D | TDZE 611 |
|---|---|---|

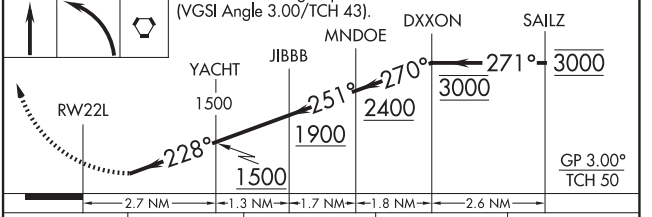



HIRL Rwys 4R-22L and 13L-31R
MIRL Rwys 4L-22R and 13R-31L
REIL Rwys 4R, 22L, and 31R
RLLS Rwys 13L and 31R

MISSED APCH FIX
4 NM
181°
100°
PEOTONE
EON

1300 2600 EON

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 43).




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.10 DA | | 923/45 | 312 (400-⅞) | |
| RNP 0.20 DA | | 949/50 | 338 (400-1) | |
| RNP 0.30 DA | | 992/60 | 381 (400-1¼) | |

AUTHORIZATION REQUIRED



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

CHICAGO, ILLINOIS | AL-81 (FAA) | 25163

# RNAV (RNP) Y RWY 31R

CHICAGO MIDWAY INTL (MDW)

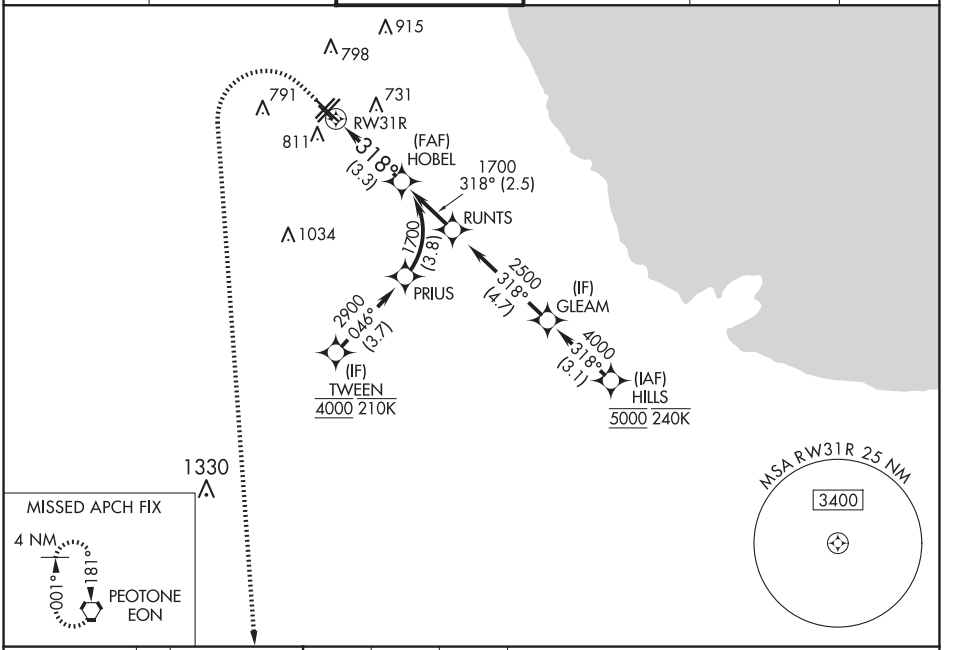
| APP CRS | Rwy Ldg | 5826 |
|---|---|---|
| 318° | TDZE | 613 |
| | Apt Elev | 620 |

RNP AR APCH - GPS.

For uncompensated Baro-VNAV systems, procedure NA below -20°C or above 54°C.

MISSED APPROACH: Climb to 1100 then climbing left turn to 2600 direct EON VORTAC and hold.

| D-ATIS | CHICAGO APP CON | MIDWAY TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 132.75 | 128.2 353.875 | 135.2 269.125 | 118.075 | 124.625 | |

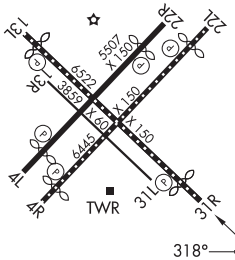


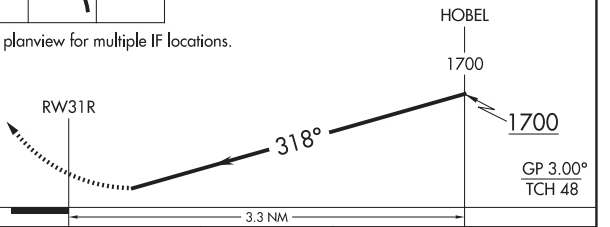

| ELEV 620 | D | TDZE 613 |
|---|---|---|

| 1100 | 2600 | EON |
|---|---|---|

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 63).

See planview for multiple IF locations.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.10 DA | 905/45 | 292 (300-⅞) | | |
| RNP 0.20 DA | 965/55 | 352 (400-1) | | |
| RNP 0.30 DA | 1029/60 | 416 (500-1¼) | | |

AUTHORIZATION REQUIRED

REIL Rwys 4R, 22L and 31R
RLLS Rwys 13L and 31R
HIRL Rwys 4R-22L and 13L-31R
MIRL Rwys 4L-22R and 13R-31L

CHICAGO, ILLINOIS
Orig 12JUN25

41°47′N-87°45′W

CHICAGO MIDWAY INTL (MDW)

RNAV (RNP) Y RWY 31R


EC-3, 07 AUG 2025 to 02 OCT 2025

| WAAS CH 97741 W04B | APP CRS 047° | Rwy Ldg 4749 TDZE 617 Apt Elev 620 |
|---|---|---|

# RNAV (GPS) RWY 4L

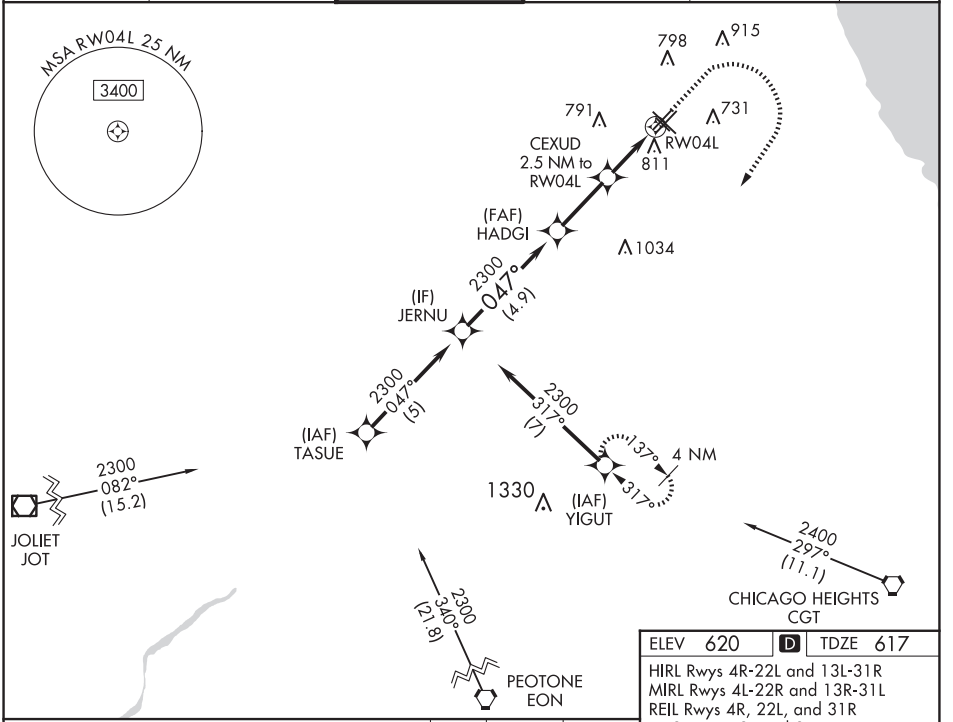
## CHICAGO MIDWAY INTL (MDW)

RNP APCH - GPS.

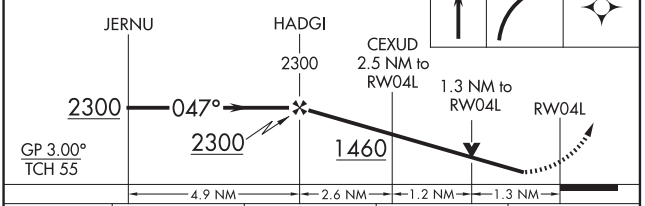
Rwy 4L helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C.

MISSED APPROACH: Climb to 1100 then climbing right turn to 2400 direct YIGUT and hold.

| D-ATIS | CHICAGO APP CON | MIDWAY TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 132.75 | 128.2 353.875 | 135.2 269.125 | 118.075 | 124.625 | |



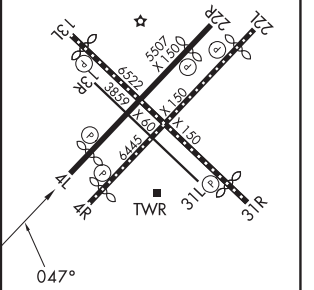

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 39).




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 867-¾ 250 (300-¾) | | | |
| LNAV/VNAV DA | 1021-1⅛ 404 (500-1⅛) | | | |
| LNAV MDA | 1080-1 463 (500-1) | | 1080-1⅜ 463 (500-1⅜) | |
| CIRCLING | 1120-1 500 (500-1) | | 1340-2 720 (800-2) | 1340-2¼ 720 (800-2¼) |

ELEV 620 D TDZE 617

HIRL Rwys 4R-22L and 13L-31R
MIRL Rwys 4L-22R and 13R-31L
REIL Rwys 4R, 22L, and 31R
RLLS Rwys 13L and 31R






EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

CHICAGO, ILLINOIS AL-81 (FAA) 25163

| WAAS CH 56641 W22B | APP CRS 228° | Rwy Ldg 4629 TDZE 614 Apt Elev 620 |
|---|---|---|

# RNAV (GPS) RWY 22R

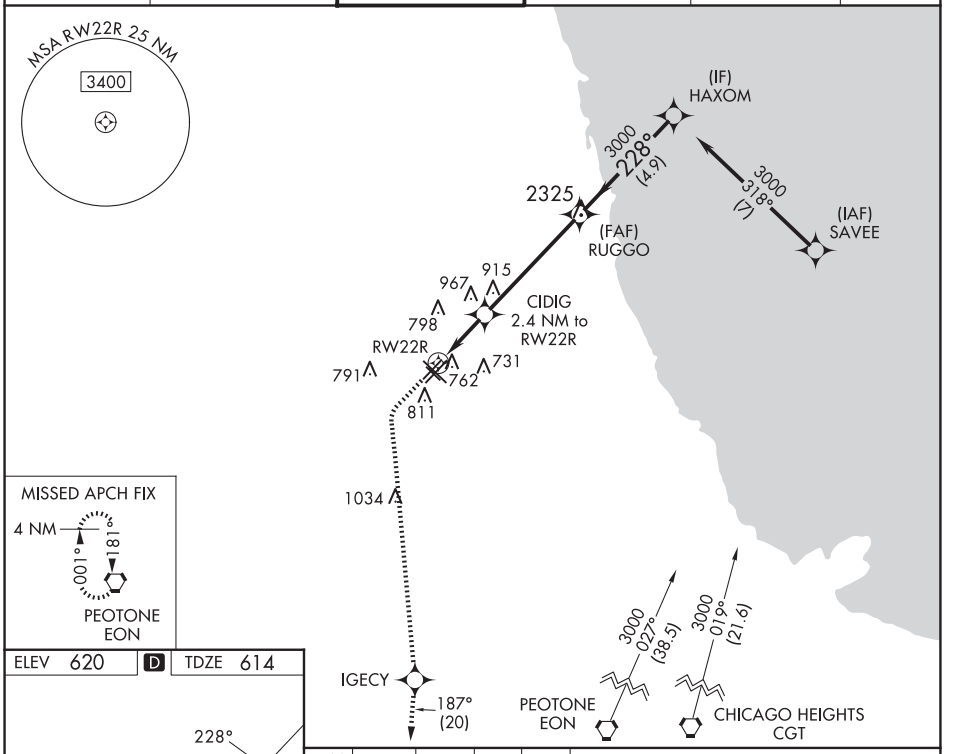
## CHICAGO MIDWAY INTL (MDW)

RNP APCH - GPS.

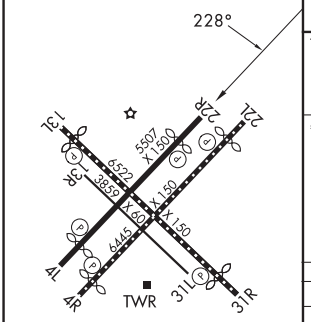
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. Rwy 22R helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 1100 then climbing left turn to 2600 direct IGECY and on track 187° to EON VORTAC and hold.

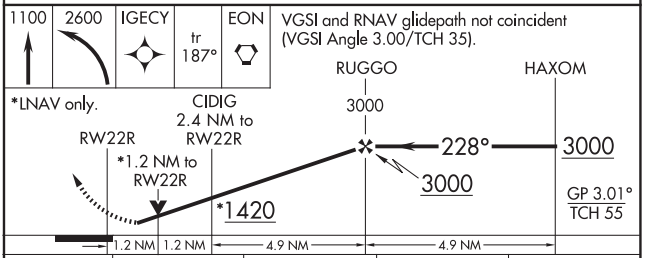
| D-ATIS | CHICAGO APP CON | MIDWAY TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 132.75 | 128.2 388.0 | 135.2 269.125 | 118.075 | 124.625 | |




ELEV 620 D TDZE 614




HIRL Rwys 4R-22L and 13L-31R
MIRL Rwys 4L-22R and 13R-31L
REIL Rwys 4R, 22L, and 31R
RLLS Rwys 13L and 31R




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 893-⅞ 279 (300-⅞) | | | |
| LNAV/VNAV DA | 1005-1⅛ 391 (400-1⅛) | | | |
| LNAV MDA | 1020-1 406 (400-1) | | 1020-1⅛ 406 (400-1⅛) | |
| C CIRCLING | 1120-1 500 (500-1) | | 1340-2 720 (800-2) | 1340-2¼ 720 (800-2¼) |



EC-3, 07 AUG 2025 to 02 OCT 2025
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| WAAS CH 65614 W04A | APP CRS 047° | Rwy Ldg 5927 TDZE 619 Apt Elev 620 |
|---|---|---|

# RNAV (GPS) Z RWY 4R

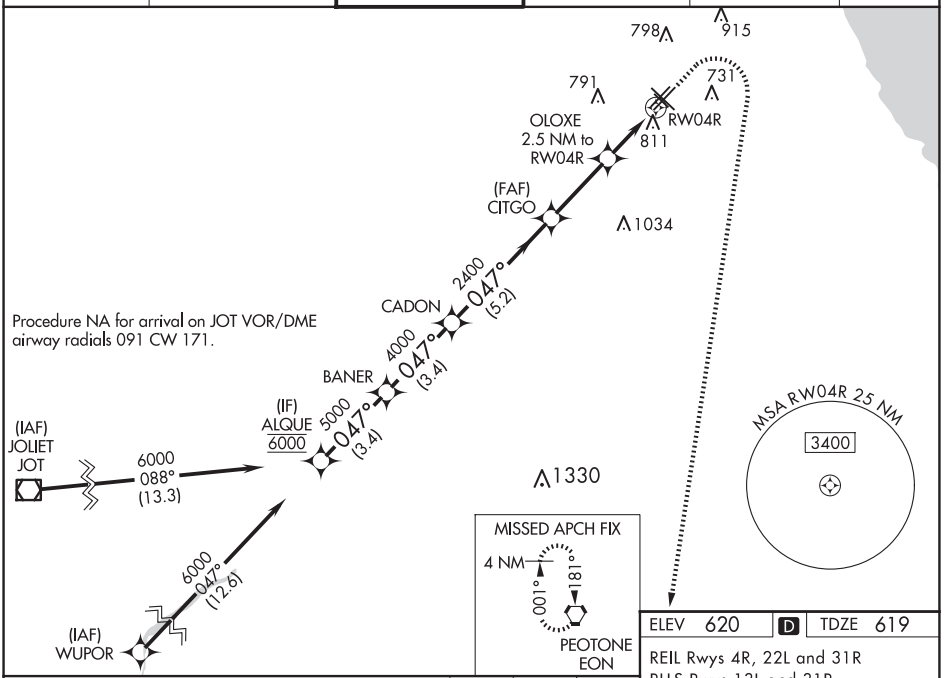
## CHICAGO MIDWAY INTL (MDW)

RNP APCH - GPS

Rwy 4R helicopter visibility reduction below RVR 4000 NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C.

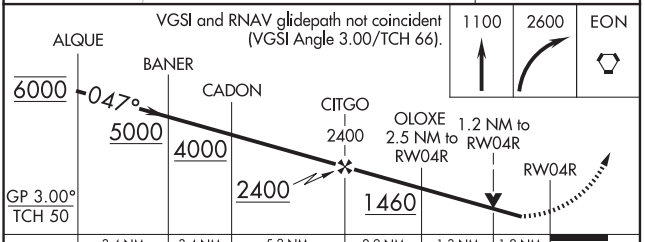
MISSED APPROACH: Climb to 1100 then climbing right turn to 2600 direct EON VORTAC and hold.

| D-ATIS | CHICAGO APP CON | MIDWAY TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 132.75 | 128.2 353.875 | 135.2 269.125 | 118.075 | 124.625 | |

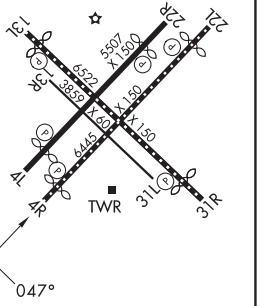



| ELEV 620 | D | TDZE 619 |
|---|---|---|

REIL Rwys 4R, 22L and 31R
RLLS Rwys 13L and 31R
HIRL Rwys 4R-22L and 13L-31R
MIRL Rwys 4L-22R and 13R-31L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 869/40 | 250 (300-¾) | | |
| LNAV/VNAV DA | 1097-1⅜ | 478 (500-1⅜) | | |
| LNAV MDA | 1080/55 | 461 (500-1) | 1080-1⅜ | 461 (500-1⅜) |
| C CIRCLING | 1120-1 | 500 (500-1) | 1340-2 | 1340-2¼ |
| | | | 720 (800-2) | 720 (800-2¼) |



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EC-3, 07 AUG 2025 to 02 OCT 2025

CHICAGO, ILLINOIS | AL-81 (FAA) | 25163

# RNAV (GPS) Z RWY 13L

CHICAGO MIDWAY INTL (MDW)

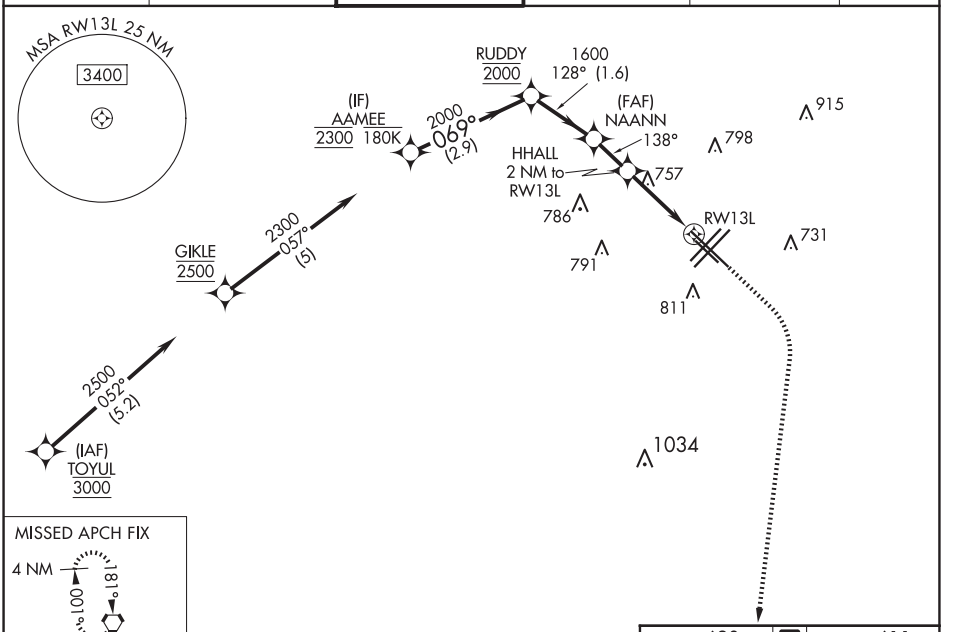
| WAAS | APP CRS | Rwy Ldg | 6059 |
|---|---|---|---|
| CH 65847 | 138° | TDZE | 611 |
| W13A | | Apt Elev | 620 |

RNP APCH - GPS.

Rwy 13L helicopter visibility reduction below RVR 4000 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C.

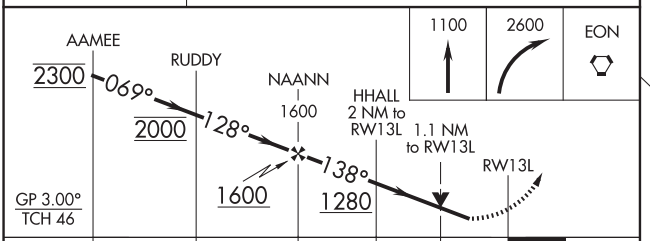
MISSED APPROACH: Climb to 1100 then climbing right turn to 2600 direct EON VORTAC and hold.

| D-ATIS | CHICAGO APP CON | MIDWAY TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 132.75 | 128.2 353.875 | 135.2 269.125 | 118.075 | 124.625 | |



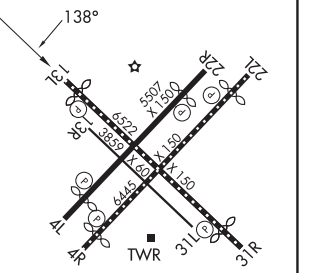

MISSED APCH FIX




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 861/40 250 (300-¾) | | | |
| LNAV\ VNAV DA | 1034-1¼ 423 (500-1¼) | | | |
| LNAV MDA | 1020/55 409 (400-1) | | 1020/60 409 (400-1¼) | |
| C CIRCLING | 1120-1 500 (500-1) | | 1340-2 720 (800-2) | 1340-2¼ 720 (800-2¼) |

ELEV 620 | D | TDZE 611




REIL Rwys 4R, 22L and 31R
RLLS Rwys 13L and 31R
HIRL Rwys 4R-22L and 13L-31R
MIRL Rwys 4L-22R and 13R-31L

CHICAGO, ILLINOIS
Orig 12JUN25

41°47′N-87°45′W

CHICAGO MIDWAY INTL (MDW)

RNAV (GPS) Z RWY 13L

EC-3, 07 AUG 2025 to 02 OCT 2025

EC-3, 07 AUG 2025 to 02 OCT 2025

| WAAS | APP CRS | Rwy Ldg | 5810 |
|---|---|---|---|
| CH 87132 | 238° | TDZE | 611 |
| W22A | | Apt Elev | 620 |

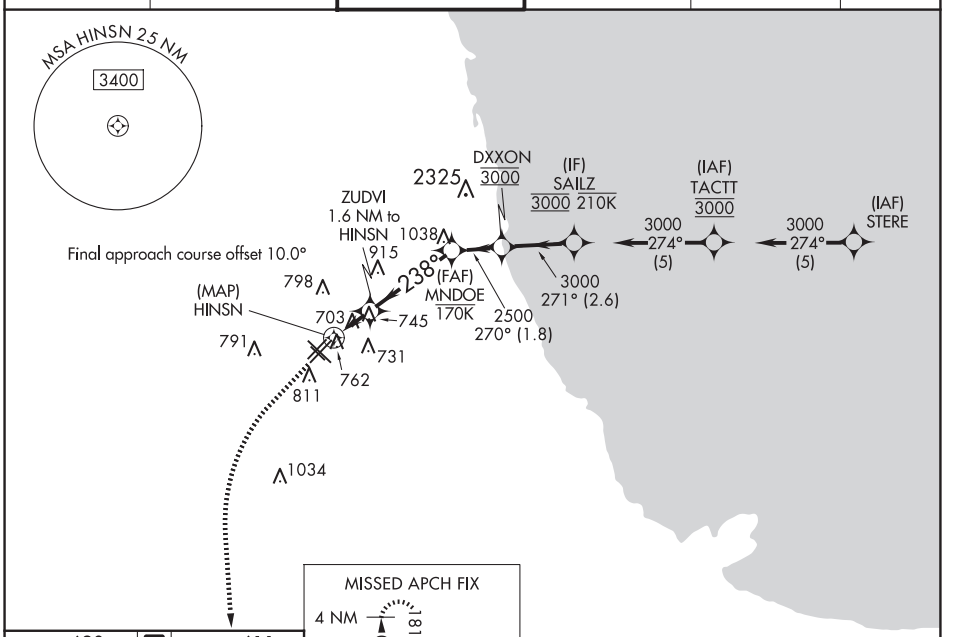
# RNAV (GPS) Z RWY 22L

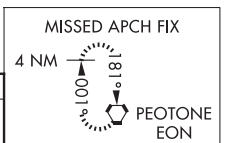
## CHICAGO MIDWAY INTL (MDW)

RNP APCH - GPS.
RADAR required.
T
A Rwy 22L helicopter visibility reduction below RVR 4000 NA.

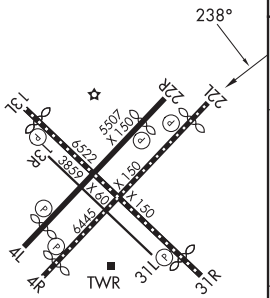
MISSED APPROACH: Climb to 1300 then climbing left turn to 2600 direct EON VORTAC and hold.

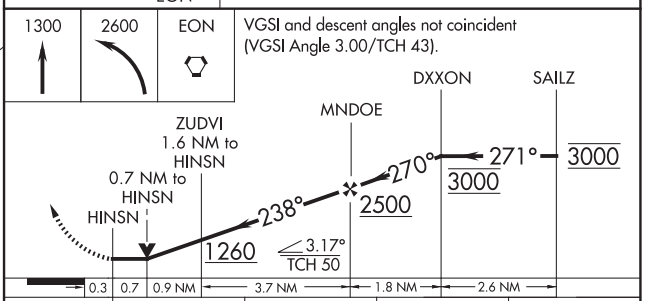
| D-ATIS | CHICAGO APP CON | MIDWAY TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 132.75 | 128.2 353.875 | 135.2 269.125 | 118.075 | 124.625 | |




ELEV 620 | D | TDZE 611




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 960/55 349 (400-1) | | | |
| LNAV MDA | 1020/55 409 (400-1) | | 1020/60 409 (400-1¼) | |
| C CIRCLING | 1120-1 500 (500-1) | | 1340-2 720 (800-2) | 1340-2¼ 720 (800-2¼) |

HIRL Rwys 4R-22L and 13L-31R
MIRL Rwys 4L-22R and 13R-31L
REIL Rwys 4R, 22L, and 31R
RLLS Rwys 13L and 31R



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CHICAGO, ILLINOIS | AL-81 (FAA) | 25163

# RNAV (GPS) Z RWY 31R

CHICAGO MIDWAY INTL (MDW)

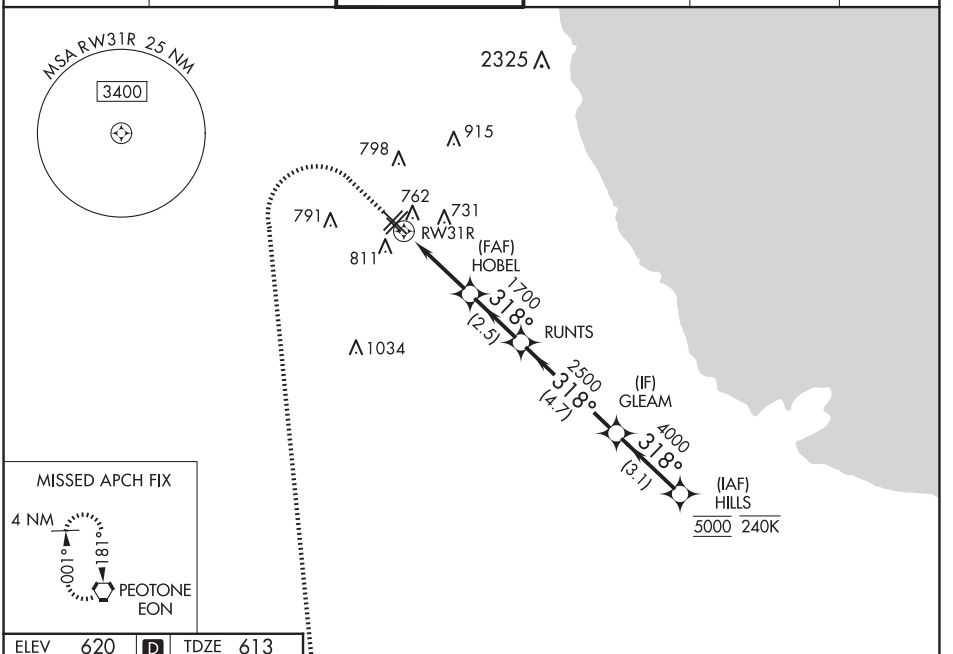
| WAAS | APP CRS | Rwy Ldg | 5826 |
|---|---|---|---|
| CH 61147 | 318° | TDZE | 613 |
| W31A | | Apt Elev | 620 |

RNP APCH - GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C.
Rwy 31R helicopter visibility reduction below RVR 4000 NA.

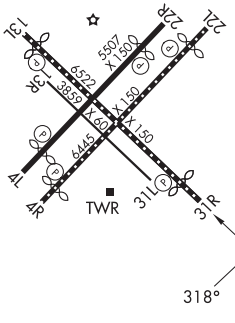
MISSED APPROACH: Climb to 1100 then climbing left turn to 2600 direct EON VORTAC and hold.

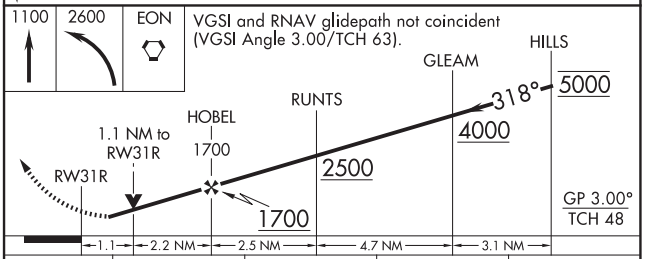
| D-ATIS | CHICAGO APP CON | MIDWAY TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 132.75 | 128.2 353.875 | 135.2 269.125 | 118.075 | 124.625 | |




ELEV 620 D TDZE 613

REIL Rwys 4R, 22L and 31R
RLLS Rwys 13L and 31R
HIRL Rwys 4R-22L and 13L-31R
MIRL Rwys 4L-22R and 13R-31L



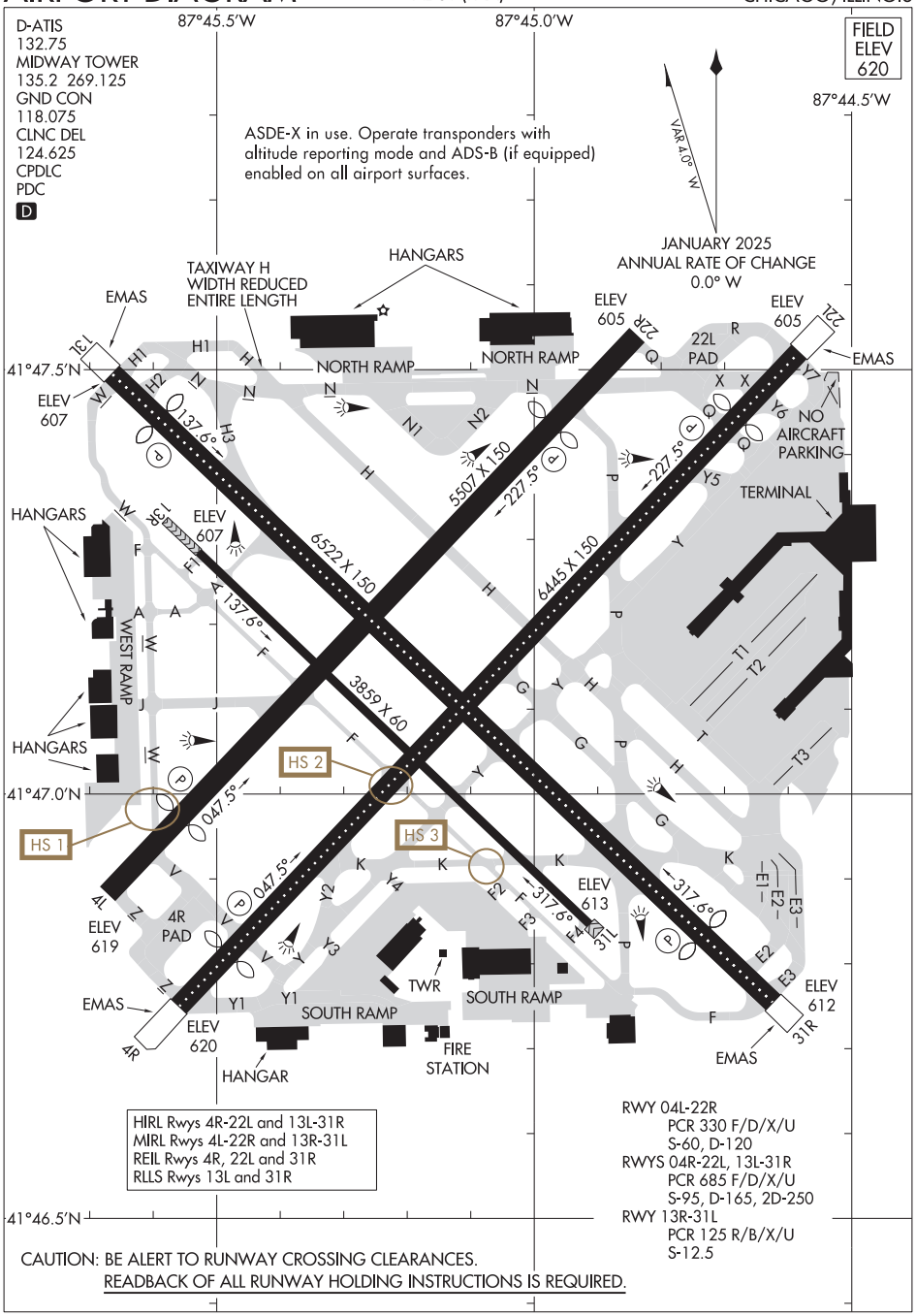

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 863/40 250 (300-¾) | | | |
| LNAV/VNAV DA | 953/50 340 (400-1) | | | |
| LNAV MDA | 1020/55 407 (400-1) | | 1020/60 407 (400-1¼) | |
| C CIRCLING | 1120-1 500 (500-1) | | 1340-2 720 (800-2) | 1340-2¼ 720 (800-2¼) |

CHICAGO, ILLINOIS
Orig 12JUN25

CHICAGO MIDWAY INTL (MDW)

41°47'N-87°45'W RNAV (GPS) Z RWY 31R

EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025





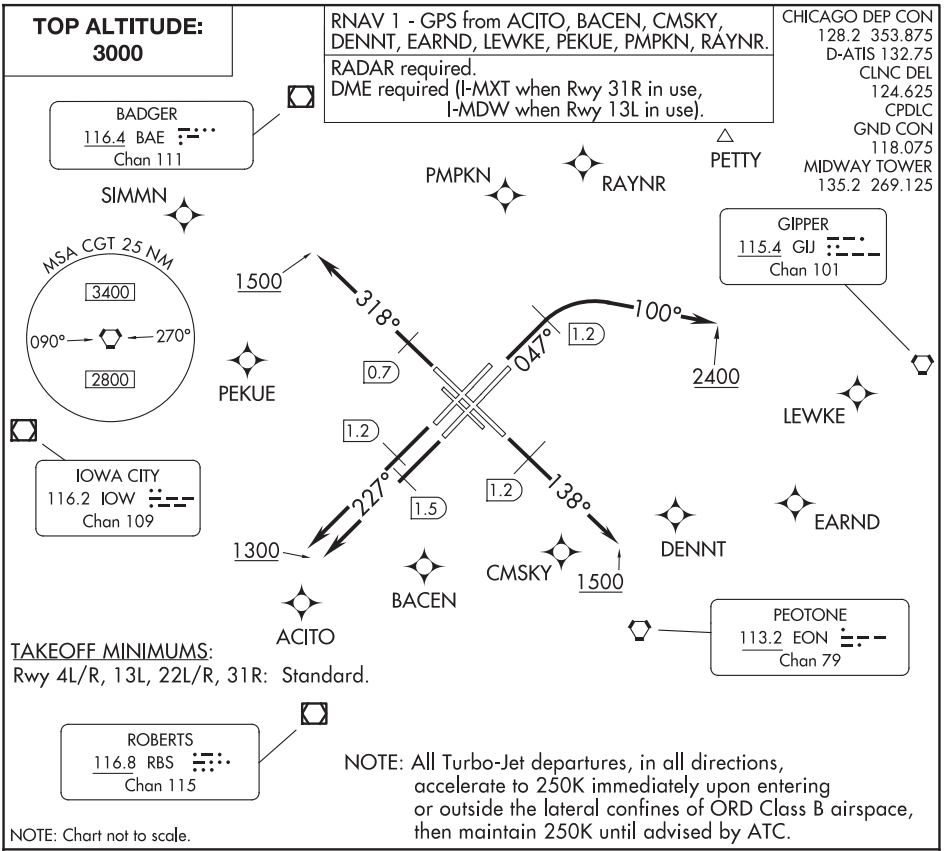

EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

25163

# CICERO FOUR DEPARTURE

AL-81 (FAA)

CHICAGO MIDWAY INTL (MDW)
CHICAGO, ILLINOIS




## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 4L/R: Assigned headings 360° (CW) thru 080° climb on heading 047° to 1.2 DME, then continue climbing right turn heading 100° to 2400, thence....
TAKEOFF RUNWAY 13L: Climb on heading 138° to 1.2 DME, then continue climb to 1500, thence....
TAKEOFF RUNWAY 22L: Climb on heading 227° to 1.5 DME, then continue climb to 1300, thence....
TAKEOFF RUNWAY 22R: Climb on heading 227° to 1.2 DME, then continue climb to 1300, thence....
TAKEOFF RUNWAY 31R: Climb on heading 318° to 0.7 DME, then continue climb to 1500, thence....

ALL AIRCRAFT: Expect RADAR vectors to first enroute fix. Maintain 3000 or assigned lower altitude. Expect clearance to requested altitude/flight level 10 (ten) minutes after departure. Complete initially assigned turn within 4 DME.

....on tower assigned heading/vector to assigned altitude.



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EC-3, 07 AUG 2025 to 02 OCT 2025

# MIDWAY EIGHT DEPARTURE

AL-81 (FAA)

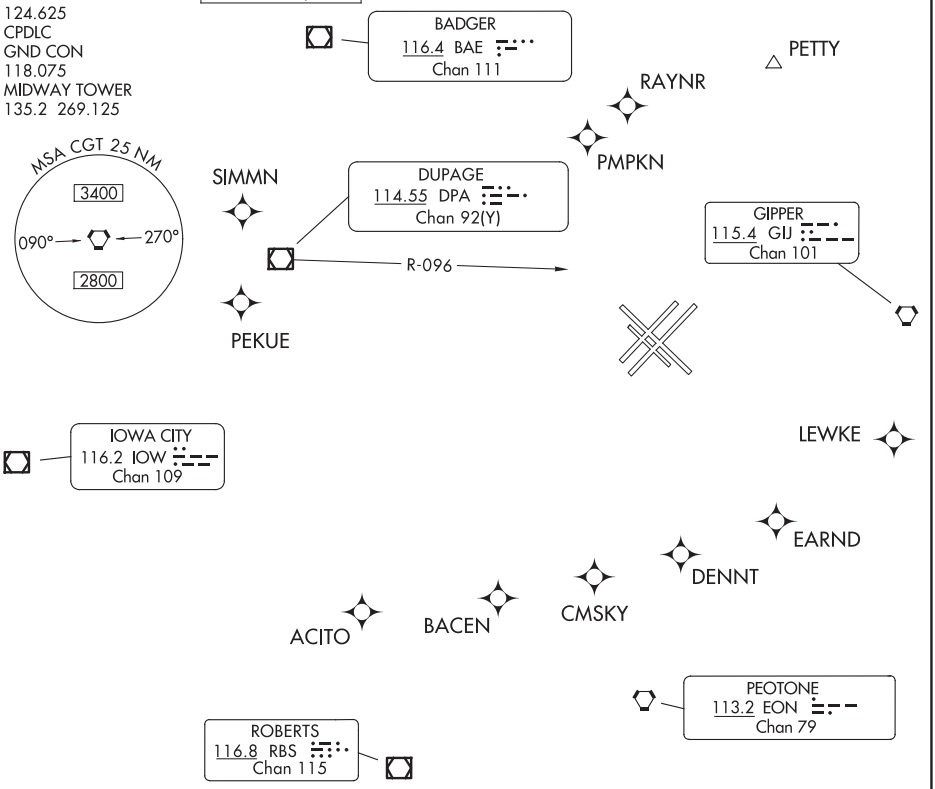
CHICAGO MIDWAY INTL (MDW)
CHICAGO, ILLINOIS

CHICAGO DEP CON
128.2 353.875
D-ATIS 132.75
CLNC DEL
124.625
CPDLC
GND CON
118.075
MIDWAY TOWER
135.2 269.125

RNAV 1 - GPS from ACITO, BACEN, CMSKY, DENNT, EARND, LEWKE, PEKUE, PMPKN, RAYNR.

RADAR required.

**TOP ALTITUDE: 3000**




NOTE: All Turbo-Jet departures, in all directions, accelerate to 250K immediately upon entering or outside the lateral confines of ORD Class B airspace, then maintain 250K until advised by ATC.

TAKEOFF MINIMUMS:
Rwy 4L/R, 13L, 22L/R, 31R: Standard.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

ALL AIRCRAFT:
TAKEOFF RUNWAYS 4L/R, 13L, 22L/R, 31R: Climb on assigned heading for RADAR vectors to filed/assigned route or depicted fix. Maintain 3000, expect filed altitude ten minutes after departure.

ALL AIRCRAFT: Complete initially assigned turn within 4 NM of KMDW airport.



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

# ILS or LOC RWY 4R
## CHICAGO O'HARE INTL (ORD)

| LOC I-FJU | APP CRS | Rwy Ldg | 8075 |
|---|---|---|---|
| 110.1 | 045° | TDZE | 661 |
| | | Apt Elev | 680 |

RADAR required for procedure entry.

MALSR

MISSED APPROACH: Climb to 1200 then climbing right turn to 4000 on heading 060° and OBK VOR/DME R-134 to LAIRD INT/OBK 21.4 DME and hold.

| D-ATIS | CHICAGO APP CON | O'HARE TOWER | GND CON (TWR CENTER) | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 135.4<br>282.225 | 119.0 292.125 | 120.75 348.0 | 124.125 (TWR NORTH) 121.75 (OBND)<br>118.05 (TWR SOUTH) 121.9 (IBND)<br>226.675 (ALL TWRS) | 121.6 | |

CHICAGO Chan 19(Y) GCO (108.25)

DUPAGE 114.55 DPA Chan 92(Y)

LOCALIZER 110.1 I-FJU

LAIRD OBK 21.4

113.0 OBK Chan 77

114.2 CGT Chan 89

R-086 R-104 R-117 R-152 R-176 R-356 R-134

REKKS INT GCO 6.4

NAPER INT GCO 12.2

HARRL INT GCO 15.3

DEGAN INT GCO 23.4

RAHNN INT GCO 31.6

ALTERNATE MISSED APCH FIX

CHICAGO HEIGHTS CGT 114.2 Chan 89

MSA ORD 25 NM 3400

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 67).

| 1200 | 4000 | OBK R-134 | LAIRD |
|---|---|---|---|
| | hdg 060° | | |

GS 3.00° TCH 52

8.2 NM 8.1 NM 3.1 NM 5.9 NM 4.4 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 4R | 861/18 | | 200 (200-½) | |
| S-LOC 4R | 1160/24 | 499 (500-½) | 1160/50 | 499 (500-1) |
| C CIRCLING | 1220-1 | 540 (600-1) | 1220-1½<br>540 (600-1½) | 1460-2½<br>780 (800-2½) |

ELEV 680 D TDZE 661

HIRL all Rwys 045°

TDZ/CL all Rwys except 4L

FAF to MAP 4.4 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:24 | 2:56 | 2:12 | 1:46 | 1:28 |



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

| LOC/DME I-OYG | APP CRS | Rwy Ldg 11245 |
|---|---|---|
| 111.9 | 093° | TDZE 673 |
| Chan 56 | | Apt Elev 680 |

# ILS or LOC RWY 9C
## CHICAGO O'HARE INTL (ORD)

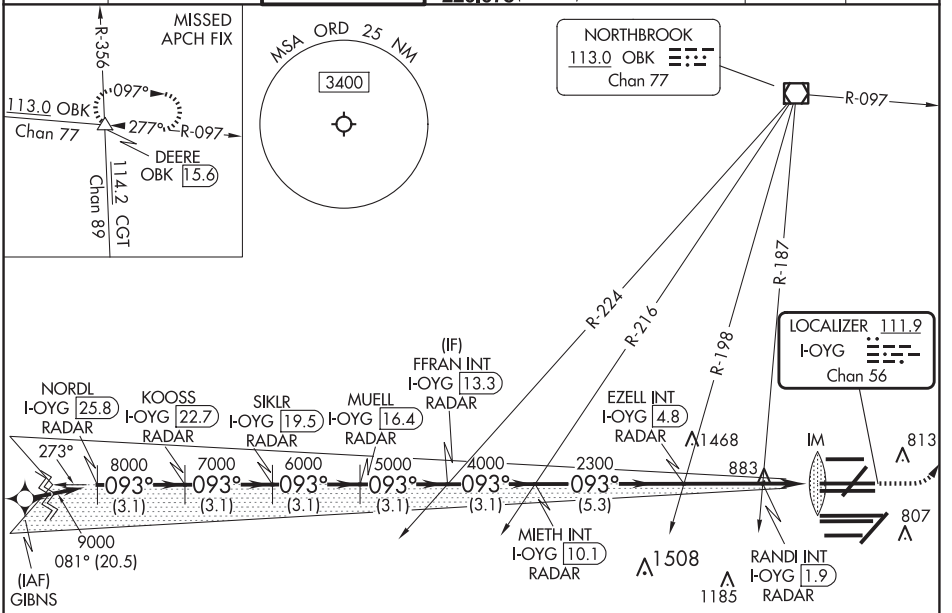
DME or RADAR required. From GIBNS: RNAV 1-GPS required. Aircraft not GPS equipped - RADAR required for procedure entry.

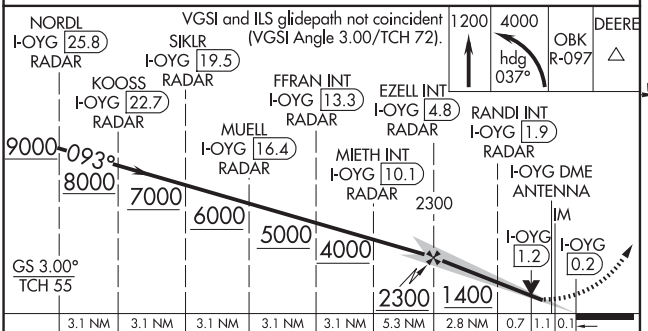
Simultaneous approach authorized. For inop ALS, increase S-LOC 09C Cat C/D visibility to 1⅜ SM.

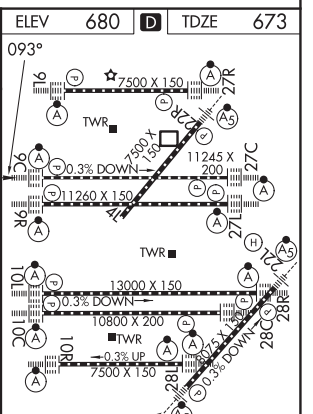
ALSF-2

MISSED APPROACH: Climb to 1200 then climbing left turn to 4000 on heading 037° and OBK VOR/DME R-097 to DEERE INT/ OBK 15.6 DME and hold.

| D-ATIS | CHICAGO APP CON | O'HARE TOWER | GND CON (TWR NORTH) | (TWR CENTER) | CLNC DEL | CPDLC |
|---|---|---|---|---|---|---|
| 135.4 282.225 | 119.0 292.125 | 121.15 348.0 | 124.125 (TWR NORTH) 118.05 (TWR SOUTH) 226.675 (ALL TWRS) | 121.75 (OBND) 121.9 (IBND) | 121.6 | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 9C | 873/18 200 (200-½) | | | |
| S-LOC 9C | 1140/24 467 (500-½) | | 1140/50 467 (500-1) | |

HIRL all Rwys
TDZ/CL all Rwys except 4L

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-3, 07 AUG 2025 to 02 OCT 2025
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# ILS or LOC RWY 9L
## CHICAGO O'HARE INTL (ORD)

| LOC/DME I-SAJ | APP CRS | Rwy Ldg | 7500 |
|---|---|---|---|
| 111.75 | 093° | TDZE | 668 |
| Chan 54 (Y) | | Apt Elev | 680 |

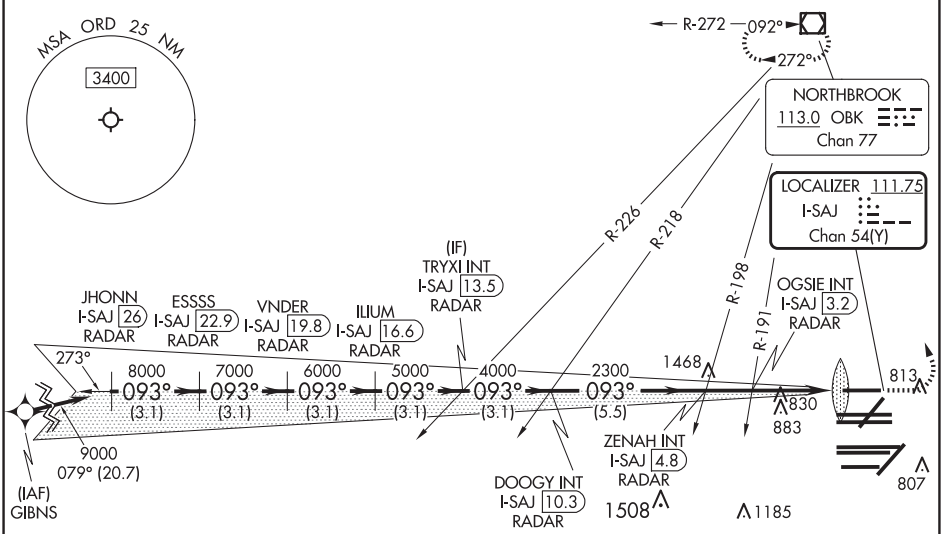
RNAV-1 GPS or RADAR required for procedure entry. RADAR or DME required.

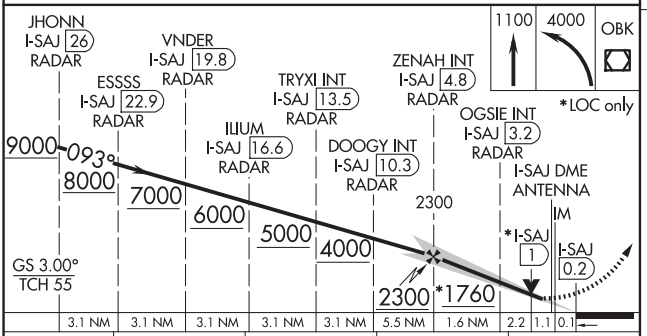
Simultaneous approach authorized.

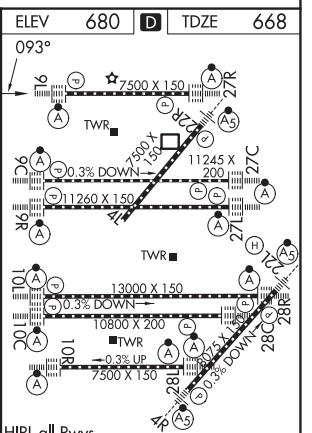
ALSF-2

MISSED APPROACH: Climb to 1100 then climbing left turn to 4000 direct OBK VOR/DME and hold, continue climb-in-hold to 4000.

| D-ATIS | CHICAGO APP CON | O'HARE TOWER | GND CON | (TWR CENTER) | CLNC DEL | CPDLC |
|---|---|---|---|---|---|---|
| 135.4 282.225 | 119.0 292.125 | 128.15 348.0 | 124.125 (TWR NORTH) 118.05 (TWR SOUTH) 226.675 (ALL TWRS) | 121.75 (OBND) 121.9 (IBND) | 121.6 | |




HIRL all Rwys
TDZ/CL all Rwys except 4L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 9L | 868/18 200 (200-½) | | | |
| S-LOC 9L | 1100/24 432 (500-½) | | 1100/40 432 (500-¾) | |

FAF to MAP 5 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:00 | 3:20 | 2:30 | 2:00 | 1:40 |



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# ILS or LOC RWY 9R

## CHICAGO O'HARE INTL (ORD)

| LOC/DME I-JAV | APP CRS | Rwy Ldg 11260 |
|---|---|---|
| 110.5 | 093° | TDZE 668 |
| Chan 42 | | Apt Elev 680 |

RNP APCH-GPS from GIBNS.

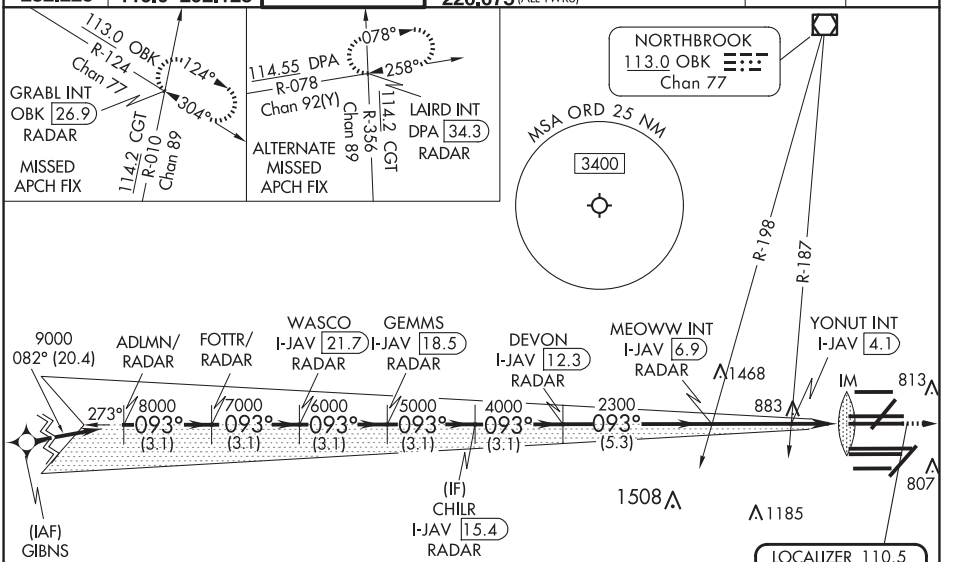
Aircraft not GPS equipped - RADAR required for procedure entry. RADAR or DME required.

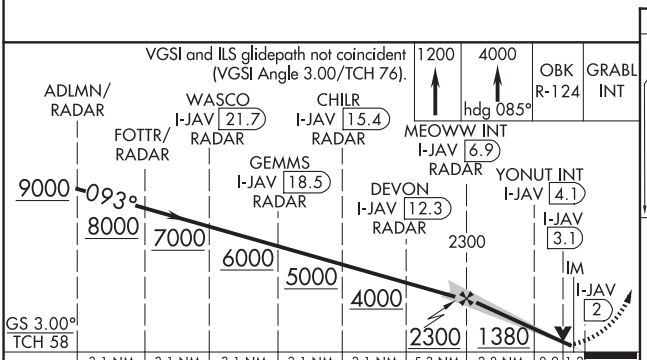
Simultaneous approach authorized. For inop ALS, increase S-LOC 9R Cat C/D visibility to 2 SM.

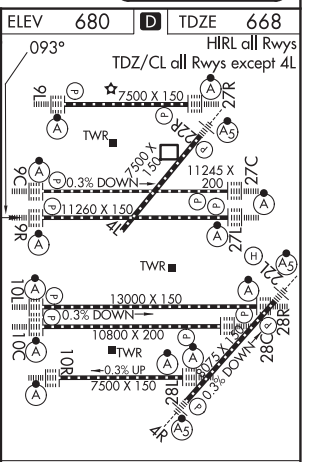
ALSF-2

MISSED APPROACH: Climb to 1200 then climb to 4000 on heading 085° and OBK VOR/DME R-124 to GRABL INT/OKB 26.9 DME/RADAR and hold.

| D-ATIS | CHICAGO APP CON | O'HARE TOWER | GND CON | (TWR CENTER) | CLNC DEL | CPDLC |
|---|---|---|---|---|---|---|
| 135.4<br>282.225 | 119.0 292.125 | 126.9 348.0 | 124.125 (TWR NORTH)<br>118.05 (TWR SOUTH)<br>226.675 (ALL TWRS) | 121.75 (OBND)<br>121.9 (IBND) | 121.6 | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 9R | 868/18 200 (200-½) | | | |
| S-LOC 9R | 1380/24 712 (700-½) | | 1380-1⅝ 712 (700-1⅝) | |
| YONUT FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED) | | | | |
| S-LOC 9R | 1120/24 452 (500-½) | | 1120/45 452 (500-⅞) | |

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-3, 07 AUG 2025 to 02 OCT 2025
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CHICAGO, ILLINOIS | AL-166 (FAA) | 25163

# ILS or LOC RWY 10C

## CHICAGO O'HARE INTL (ORD)

| LOC/DME I-SXH | APP CRS | Rwy Ldg | 10540 |
|---|---|---|---|
| 108.95 | 093° | TDZE | 669 |
| Chan 26(Y) | | Apt Elev | 680 |

From GIBNS: RNAV-1 GPS required.
RNAV 1-GPS or RADAR required for procedure entry. DME or RADAR required.
Simultaneous approach authorized.

ALSF-2

MISSED APPROACH: Climb to 4000 on heading 093° and CGT VORTAC R-336 to CGT VORTAC and hold.

| D-ATIS | CHICAGO APP CON | O'HARE TOWER | GND CON | (TWR CENTER) | CLNC DEL | CPDLC |
|---|---|---|---|---|---|---|
| 135.4<br>282.225 | 119.0 292.125 | 120.75 348.0 | 124.125 (TWR NORTH)<br>118.05 (TWR SOUTH)<br>226.675 (ALL TWRS) | 121.75 (OBND)<br>121.9 (IBND) | 121.6 | |

ALTERNATE MISSED APCH FIX
114.55 DPA
081°
261°
R-081
Chan 92(Y)
BLUTO
DPA 41
RADAR

NORTHBROOK
113.0 OBK
Chan 77

114.2 CGT
R-336
Chan 89

R-197
R-185

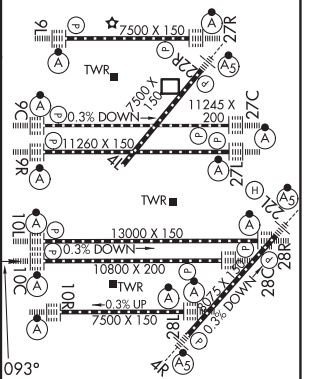
LOCALIZER 108.95
I-SXH
Chan 26(Y)

(IAF)
GIBNS
273°
8000
093°
(3.1)
BAIRY
I-SXH 25.8
RADAR
7000
(3.1)
COUPR
I-SXH 22.6
RADAR
6000
(3.1)
KYLAA
I-SXH 19.5
RADAR
5000
093°
(3.1)
PEPAW
I-SXH 16.4
RADAR
4000
(3.1)
(IF)
SHARN
I-SXH 13.2
RADAR
2300
(5.3)
RRUDA
I-SXH 10.1
RADAR
RAYYY INT
I-SXH 4.8
RADAR
1468
883
844
813
807
IM
1508
1185
ZURSO INT
I-SXH 1.4
9000
085° (20.3)

MSA ORD 25 NM
3400

MISSED APCH FIX
CHICAGO HEIGHTS
CGT
114.2
Chan 89
156°
336°
R-156

ELEV 680 | D | TDZE 669




HIRL all Rwys
TDZ/CL all Rwys except 4L

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 75).

4000 | hdg 093° | CGT R-336 | CGT

BAIRY
I-SXH 25.8
RADAR
COUPR
I-SXH 22.6
RADAR
KYLAA
I-SXH 19.5
RADAR
PEPAW
I-SXH 16.4
RADAR
SHARN
I-SXH 13.2
RADAR
RRUDA
I-SXH 10.1
RADAR
RAYYY INT
I-SXH 4.8
RADAR
*LOC only
I-SXH DME ANTENNA
I-SXH 0.2
ZURSO INT
I-SXH 1.4
IM
9000
8000
7000
6000
5000
4000
093°
2300
*1220
GS 3.00°
TCH 55
3.1 NM | 3.1 NM | 3.1 NM | 3.1 NM | 3.1 NM | 5.3 NM | 3.4 NM | 1.5 NM | 0.1

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 10C | 869/18 | 200 (200-½) | | |
| S-LOC 10C | 1220/24 551 (600-½) | | 1220/60 551 (600-1¼) | |

FAF to MAP 5 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:00 | 3:20 | 2:30 | 2:00 | 1:40 |

ZURSO FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)

| S-LOC 10C | 1100/24 431 (500-½) | 1100/40 431 (500-¾) |
|---|---|---|



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# ILS or LOC RWY 10L

## CHICAGO O'HARE INTL (ORD)

| LOC/DME I-MED | APP CRS | Rwy Ldg 12246 |
|---|---|---|
| 111.1 Chan 48 | 093° | TDZE 672 |
| | | Apt Elev 680 |

From GIBNS: RNAV-1 GPS required.
RNAV 1-GPS or RADAR required for procedure entry. DME or RADAR required.
Simultaneous approach authorized.

ALSF-2

MISSED APPROACH: Climb to 4000 on heading 093° and CGT VORTAC R-336 to CGT VORTAC and hold.

| D-ATIS | CHICAGO APP CON | O'HARE TOWER | GND CON | (TWR CENTER) | CLNC DEL | CPDLC |
|---|---|---|---|---|---|---|
| 135.4 282.225 | 119.0 292.125 | 132.7 348.0 | 124.125 (TWR NORTH) 118.05 (TWR SOUTH) 226.675 (ALL TWRS) | 121.75 (OBND) 121.9 (IBND) | 121.6 | |

ALTERNATE MISSED APCH FIX
081°
114.55 DPA 261° R-081
Chan 92(Y)
BLUTO
DPA 41
RADAR

MSA ORD 25 NM
3400

NORTHBROOK
113.0 OBK
Chan 77

114.2 CGT R-336 Chan 89

R-184 R-197

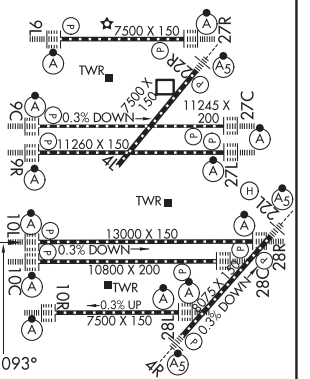
LOCALIZER 111.1
I-MED
Chan 48

(IAF) GIBNS
ARIST I-MED 28.4 RADAR
KALZO I-MED 25.2 RADAR
BURKE I-MED 22.1 RADAR
SYSCO I-MED 18.9 RADAR
(IF) PRATT I-MED 15.8 RADAR
CARLE I-MED 12.7
BUGSE INT I-MED 7.3 RADAR
POPME INT I-MED 3.9

273°
8000 093° (3.1)
7000 (3.1)
6000 (3.1)
5000 (3.1)
4000 (3.1)
2300 093° (5.4)
9000 085° (20.3)
1468 883 IM 813 844 826 807 1508 1185

MISSED APCH FIX
CHICAGO HEIGHTS
CGT
114.2
Chan 89
156° 336° R-156

ELEV 680 D TDZE 672




HIRL all Rwys
TDZ/CL all Rwys except 4L

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 74).

4000 hdg 093° CGT R-336 CGT

* LOC only.

ARIST I-MED 28.4 RADAR
KALZO I-MED 25.2 RADAR
BURKE I-MED 22.1 RADAR
PRATT I-MED 15.8 RADAR
SYSCO I-MED 18.9 RADAR
CARLE I-MED 12.7
BUGSE INT I-MED 7.3 RADAR
POPME INT I-MED 3.9
I-MED 2.4
IM
9000 093° 8000 7000 6000 5000 4000 2300 *1200
GS 3.00°
TCH 56

| | 3.1 NM | 3.1 NM | 3.1 NM | 3.1 NM | 3.1 NM | 5.4 NM | 3.4 NM | 1.4 NM | 0.1 |
|---|---|---|---|---|---|---|---|---|---|

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 10L | | 872/18 | 200 (200-½) | |
| S-LOC 10L | 1200/24 528 (600-½) | | 1200/55 528 (600-1) | |

FAF to MAP 4.9 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:54 | 3:16 | 2:27 | 1:58 | 1:38 |

POPME FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)

| | | |
|---|---|---|
| S-LOC 10L | 1080/24 408 (400-½) | 1080/40 408 (400-¾) |



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# ILS or LOC RWY 22L
## CHICAGO O'HARE INTL (ORD)

| LOC I-LQQ | APP CRS | Rwy Ldg | 8075 |
|---|---|---|---|
| 110.1 | 225° | TDZE | 654 |
| | | Apt Elev | 680 |

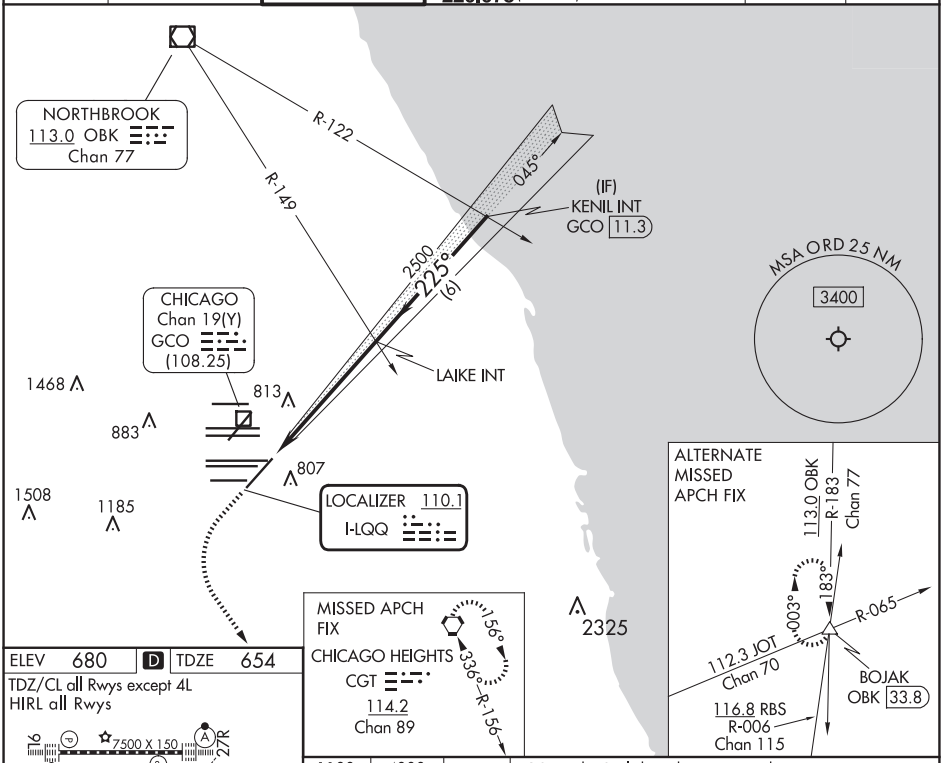
RADAR required for procedure entry.

Simultaneous approach authorized.

MALSR

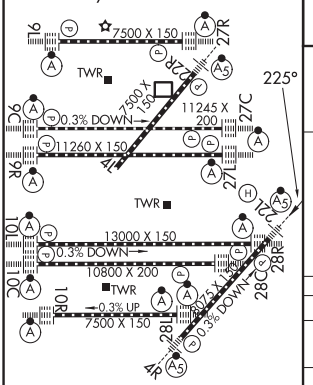
MISSED APPROACH: Climb to 1100 then climbing left turn to 4000 direct CGT VORTAC and hold.

| D-ATIS | CHICAGO APP CON | O'HARE TOWER | GND CON | (TWR CENTER) | CLNC DEL | CPDLC |
|---|---|---|---|---|---|---|
| 135.4<br>282.225 | 119.0 292.125 | 120.75 348.0 | 124.125 (TWR NORTH)<br>118.05 (TWR SOUTH)<br>226.675 (ALL TWRS) | 121.75 (OBND)<br>121.9 (IBND) | 121.6 | |




| ELEV 680 | D | TDZE 654 |
|---|---|---|

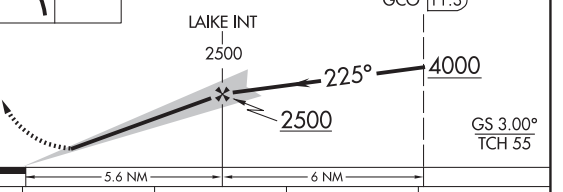
TDZ/CL all Rwys except 4L
HIRL all Rwys




| FAF to MAP 5.6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:36 | 3:44 | 2:48 | 2:14 | 1:52 |

| 1100 | 4000 | CGT |
|---|---|---|

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 73).




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 22L | 854/18 200 (200-½) | | | |
| S-LOC 22L | 1120/24 466 (500-½) | | 1120/50 466 (500-1) | |
| C CIRCLING | 1220-1 540 (600-1) | | 1220-1½ 540 (600-1½) | 1460-2½ 780 (800-2½) |



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# ILS or LOC RWY 22R
## CHICAGO O'HARE INTL (ORD)

| LOC I-RXZ | APP CRS | Rwy Ldg | 7300 |
|---|---|---|---|
| 111.3 | 223° | TDZE | 652 |
| | | Apt Elev | 680 |

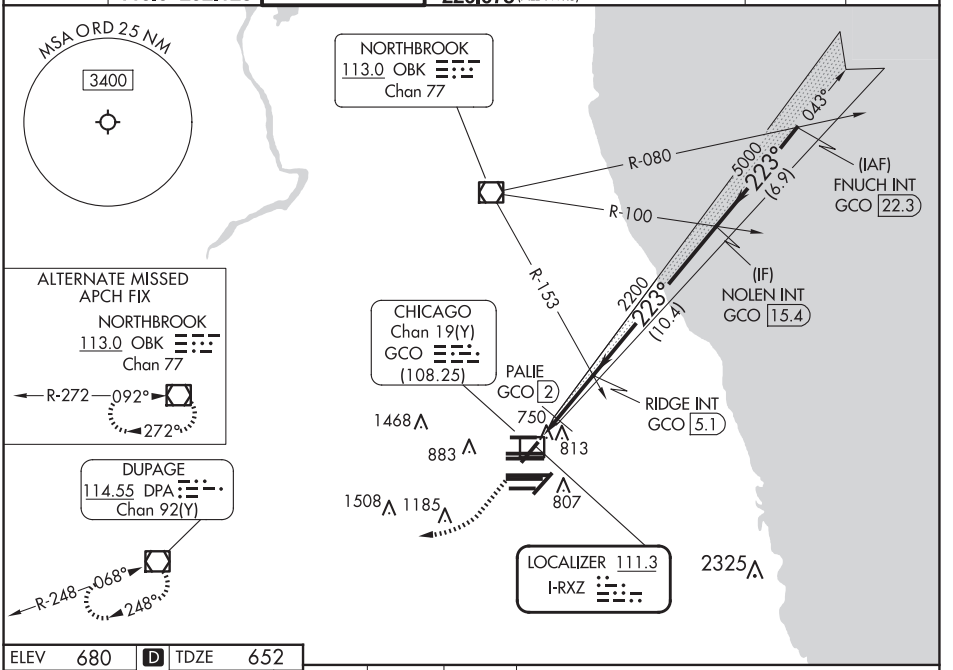
RADAR required for procedure entry.

Simultaneous approach authorized.
DME from GCO DME.

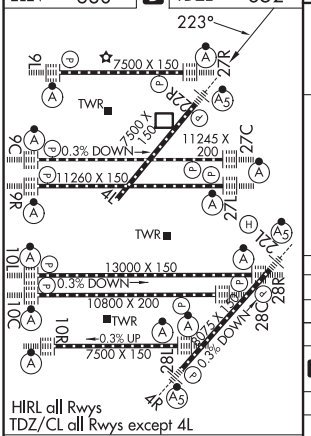
MALSR

MISSED APPROACH: Climb to 1300 then climbing right turn to 4000 direct DPA VOR/DME and hold.

| D-ATIS | CHICAGO APP CON | O'HARE TOWER | GND CON | (TWR CENTER) | CLNC DEL | CPDLC |
|---|---|---|---|---|---|---|
| 135.4 282.225 | 119.0 292.125 | 126.9 348.0 | 124.125 (TWR NORTH) 118.05 (TWR SOUTH) 226.675 (ALL TWRS) | 121.75 (OBND) 121.9 (IBND) | 121.6 | |

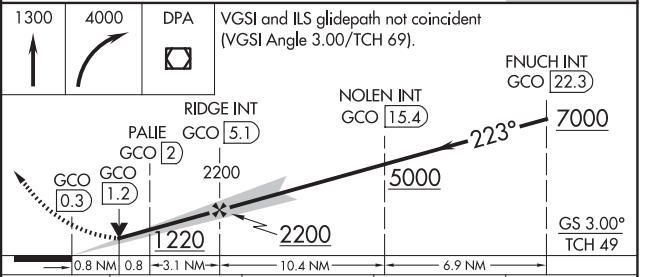



ELEV 680 D TDZE 652




FAF to MAP 4.7 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:42 | 3:08 | 2:21 | 1:53 | 1:34 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 22R | 852/18 200 (200-½) | | | |
| S-LOC 22R | 1220/24 568 (600-½) | | 1220-1¼ 568 (600-1¼) | |
| C CIRCLING | 1220-1 540 (600-1) | | 1220-1⅝ 540 (600-1⅝) | 1460-2½ 780 (800-2½) |
| PALIE FIX MINIMUMS | | | | |
| S-LOC 22R | 980/24 328 (300-½) | | 980/26 328 (300-½) | |
| C CIRCLING | 1220-1 540 (600-1) | | 1220-1½ 540 (600-1½) | 1460-2½ 780 (800-2½) |



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| LOC/DME I-UYJ | APP CRS | Rwy Ldg 11245 |
|---|---|---|
| 111.9 | 273° | TDZE 653 |
| Chan 56 | | Apt Elev 680 |

# ILS or LOC RWY 27C
## CHICAGO O'HARE INTL (ORD)

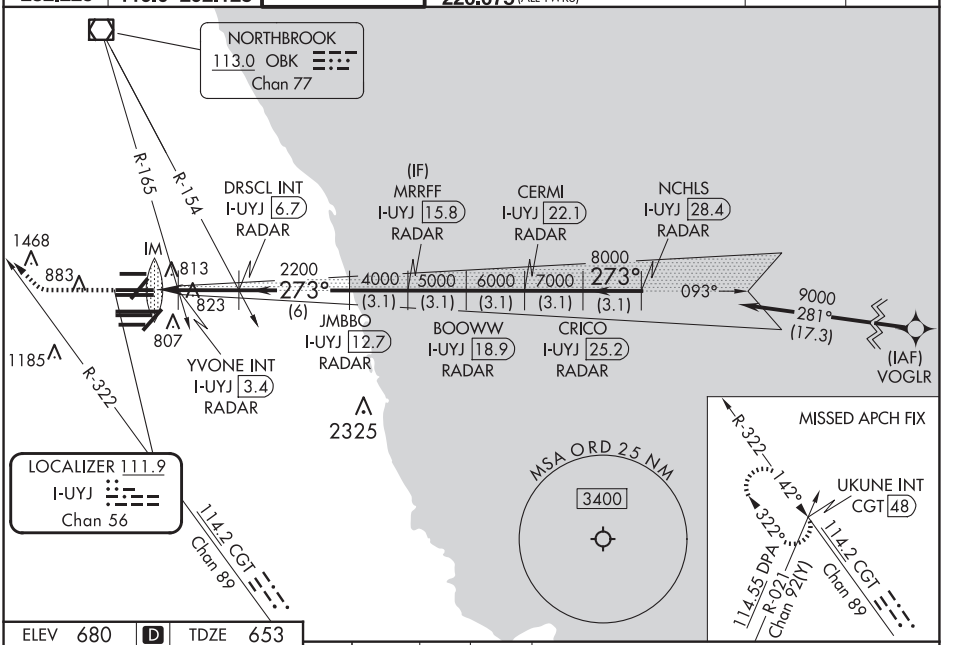
From VOGLR: RNAV 1-GPS required. Aircraft not GPS equipped - RADAR required for procedure entry. DME or RADAR required.

Simultaneous approach authorized. For inop ALS, increase S-LOC 27C Cat C/D visibility to 1⅜ SM.

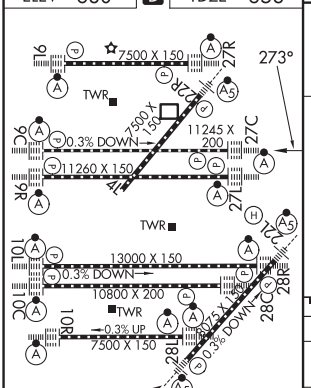
ALSF-2

MISSED APPROACH: Climb to 1100 then climbing right turn to 4000 on heading 290° and CGT R-322 to UKUNE INT/ CGT 48 DME and hold.

| D-ATIS | CHICAGO APP CON | O'HARE TOWER | GND CON | (TWR CENTER) | CLNC DEL | CPDLC |
|---|---|---|---|---|---|---|
| 135.4 282.225 | 119.0 292.125 | 121.15 348.0 | 124.125 (TWR NORTH) 118.05 (TWR SOUTH) 226.675 (ALL TWRS) | 121.75 (OBND) 121.9 (IBND) | 121.6 | |



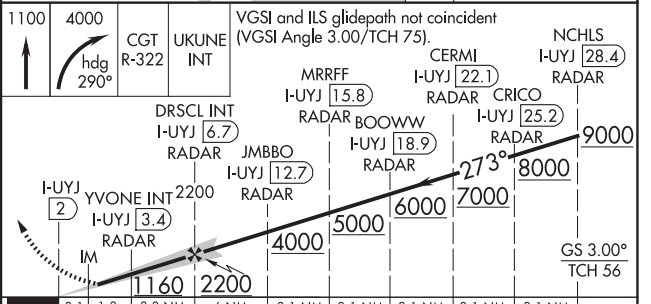

ELEV 680 D TDZE 653




HIRL all Rwys
TDZ/CL all Rwys except 4L

FAF to MAP 4.7 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:42 | 3:08 | 2:21 | 1:53 | 1:34 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 27C | 853/18 200 (200-½) | | | |
| S-LOC 27C | 1160/24 507 (500-½) | | 1160/55 507 (500-1) | |
| YVONE FIX MINIMUMS (DUAL VOR RECEIVERS or DME REQUIRED) | | | | |
| S-LOC 27C | 1080/24 427 (400-½) | | 1080/40 427 (400-¾) | |

CHICAGO, ILLINOIS
Orig-A 15JUN23

41°59'N-87°54'W

CHICAGO O'HARE INTL (ORD)
ILS or LOC RWY 27C

EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

# ILS or LOC RWY 27L

## CHICAGO O'HARE INTL (ORD)

| LOC/DME I-IAC | APP CRS | Rwy Ldg | 11260 |
|---|---|---|---|
| 110.5 | 273° | TDZE | 654 |
| Chan 42 | | Apt Elev | 680 |

RNP APCH-GPS from VOGLR.

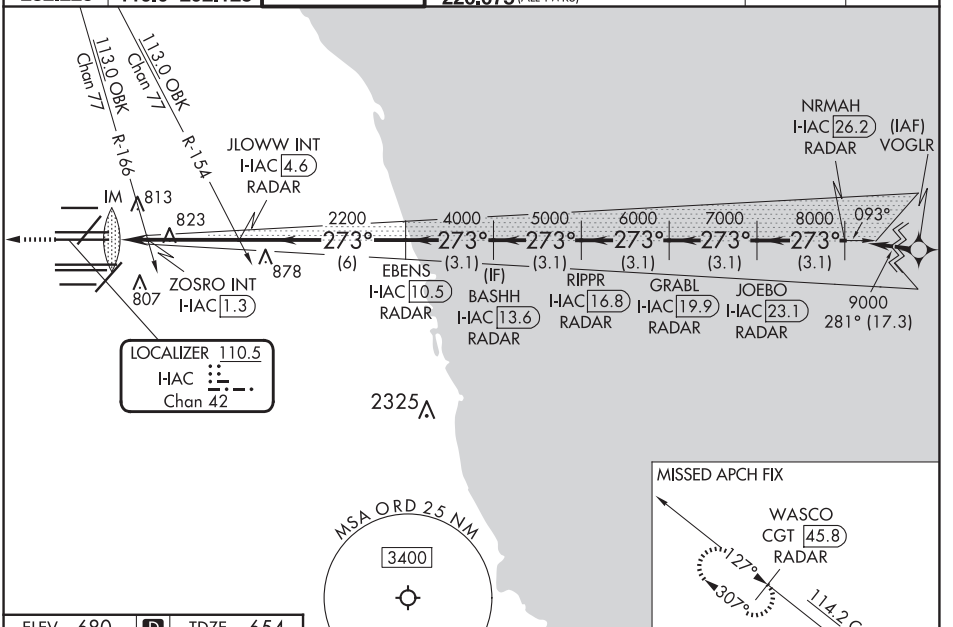
Aircraft not GPS equipped - RADAR required for procedure entry. DME or RADAR required.

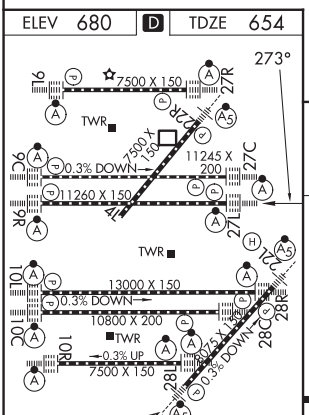
Simultaneous approach authorized. For inop ALS, increase S-LOC 27L Cat C/D visibility to 1⅜ SM.

ALSF-2

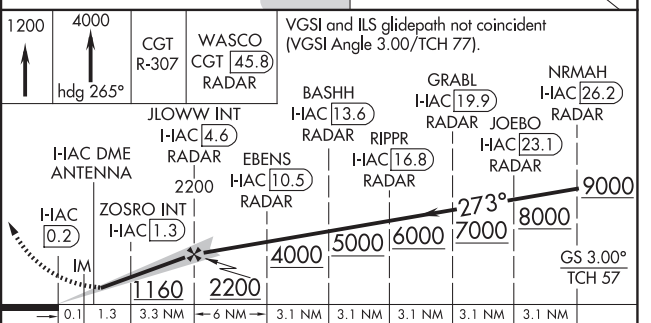
MISSED APPROACH: Climb to 1200 then climb to 4000 on heading 265° and on CGT VORTAC R-307 to WASCO/CGT 45.8 DME/RADAR and hold.

| D-ATIS | CHICAGO APP CON | O'HARE TOWER | GND CON | (TWR CENTER) | CLNC DEL | CPDLC |
|---|---|---|---|---|---|---|
| 135.4 282.225 | 119.0 292.125 | 126.9 348.0 | 124.125 (TWR NORTH) 118.05 (TWR SOUTH) 226.675 (ALL TWRS) | 121.75 (OBND) 121.9 (IBND) | 121.6 | |




| FAF to MAP 4.7 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:42 | 3:08 | 2:21 | 1:53 | 1:34 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 27L | 854/18 200 (200-½) | | | |
| S-LOC 27L | 1160/24 506 (500-½) | | 1160/55 506 (500-1) | |
| ZOSRO FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED) | | | | |
| S-LOC 27L | 1080/24 426 (400-½) | | 1080/40 426 (400-¾) | |



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

CHICAGO, ILLINOIS | AL-166 (FAA) | 25163

# ILS or LOC RWY 27R

CHICAGO O'HARE INTL (ORD)

| LOC/DME I-ABU | APP CRS | Rwy Ldg | 7500 |
|---|---|---|---|
| 111.75 | 273° | TDZE | 664 |
| Chan 54 (Y) | | Apt Elev | 680 |

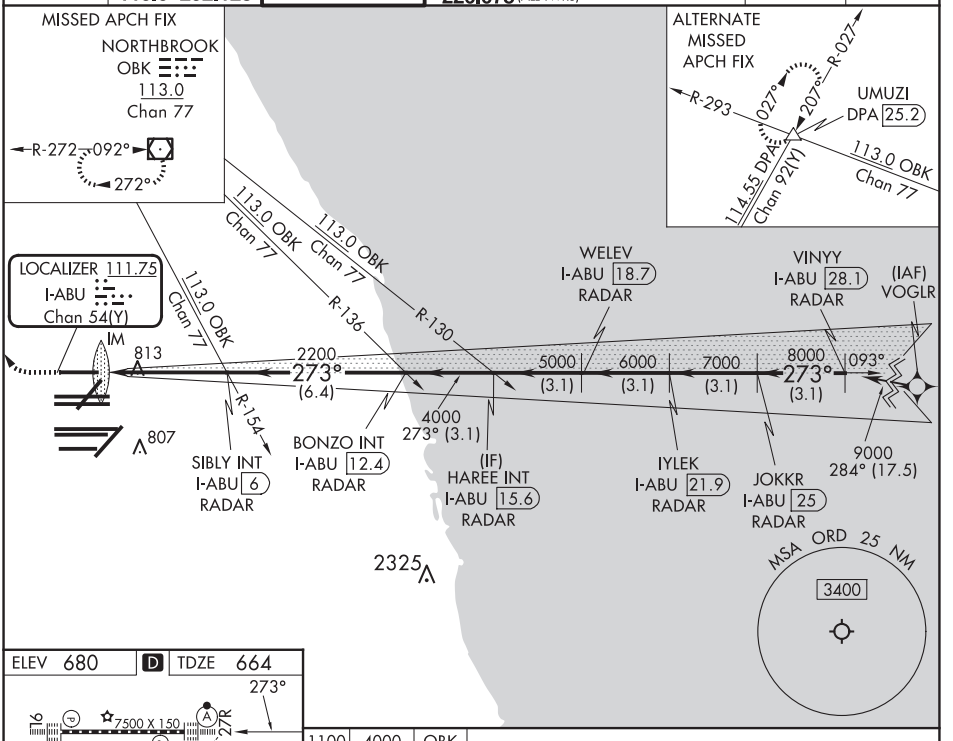
RNAV-1 GPS or RADAR required for procedure entry. RADAR or DME required.

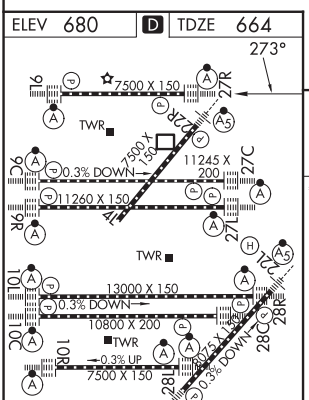
Simultaneous approach authorized.

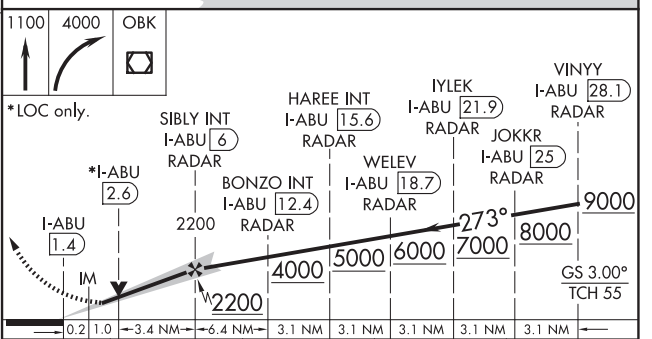
ALSF-2

MISSED APPROACH: Climb to 1100 then climbing right turn to 4000 direct OBK VOR/DME and hold, continue climb-in-hold to 4000.

| D-ATIS | CHICAGO APP CON | O'HARE TOWER | GND CON | (TWR CENTER) | CLNC DEL | CPDLC |
|---|---|---|---|---|---|---|
| 135.4<br>282.225 | 119.0 292.125 | 128.15 348.0 | 124.125 (TWR NORTH)<br>118.05 (TWR SOUTH)<br>226.675 (ALL TWRS) | 121.75 (OBND)<br>121.9 (IBND) | 121.6 | |




FAF to MAP 4.7 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:42 | 3:08 | 2:21 | 1:53 | 1:34 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 27R | 864/18 200 (200-½) | | | |
| S-LOC 27R | 1120/24 456 (500-½) | | 1120/45 456 (500-⅞) | |

CHICAGO, ILLINOIS
Amdt 4B 12SEP19

41°59'N-87°54'W

CHICAGO O'HARE INTL (ORD)

ILS or LOC RWY 27R

EC-3, 07 AUG 2025 to 02 OCT 2025

EC-3, 07 AUG 2025 to 02 OCT 2025

# ILS or LOC RWY 28C

## CHICAGO O'HARE INTL (ORD)

| LOC/DME I-VZE | APP CRS | Rwy Ldg | 10800 |
|---|---|---|---|
| 108.95 | 273° | TDZE | 651 |
| Chan 26 (Y) | | Apt Elev | 680 |

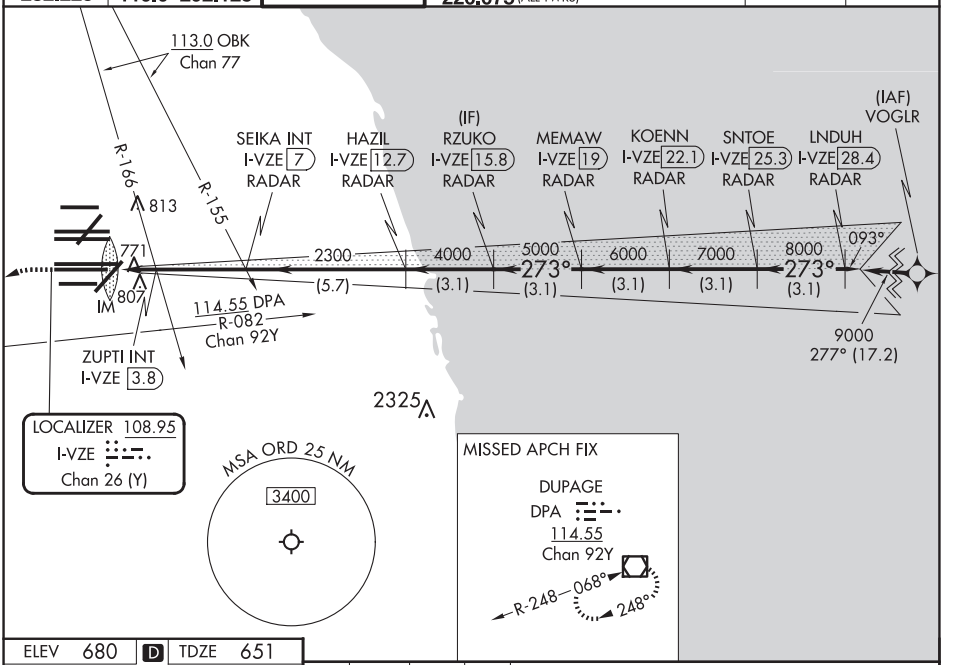
From VOGLR: RNAV 1-GPS required.
Aircraft not GPS equipped - RADAR required for procedure entry.
DME or RADAR required.

Simultaneous approach authorized.

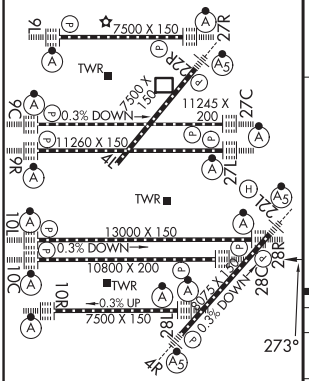
ALSF-2

MISSED APPROACH: Climb to 1100 then climbing left turn to 4000 on heading 215° and DPA VOR/DME R-082 to DPA VOR/DME and hold.

| D-ATIS | CHICAGO APP CON | O'HARE TOWER | GND CON | (TWR CENTER) | CLNC DEL | CPDLC |
|---|---|---|---|---|---|---|
| 135.4<br>282.225 | 119.0 292.125 | 120.75 348.0 | 124.125 (TWR NORTH)<br>118.05 (TWR SOUTH)<br>226.675 (ALL TWRS) | 121.75 (OBND)<br>121.9 (IBND) | 121.6 | |



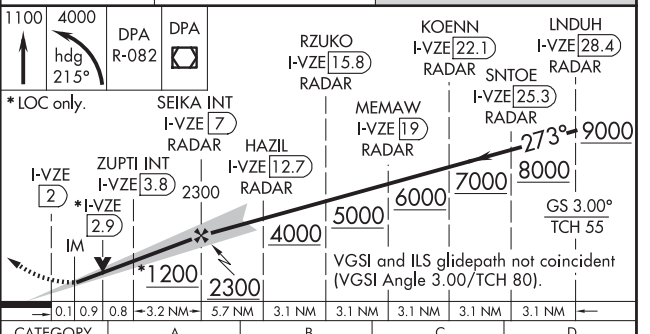

ELEV 680 | D | TDZE 651




HIRL all Rwys
TDZ/CL all Rwys except 4L

FAF to MAP 5 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:00 | 3:20 | 2:30 | 2:00 | 1:40 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 28C | 851/18 200 (200-½) | | | |
| S-LOC 28C | 1200/24 549 (600-½) | | 1200/60 549 (600-1¼) | |
| ZUPTI FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED) | | | | |
| S-LOC 28C | 1040/24 389 (400-½) | | 1040/35 389 (400-⅝) | |



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

CHICAGO, ILLINOIS | AL-166 (FAA) | 25163

# ILS or LOC RWY 28L

## CHICAGO O'HARE INTL (ORD)

| LOC/DME I-VQX | APP CRS | Rwy Ldg | 7500 |
|---|---|---|---|
| 110.75 | 274° | TDZE | 667 |
| Chan 44 (Y) | | Apt Elev | 680 |

Aircraft not GPS equipped - RADAR required for procedure entry. DME or RADAR required.

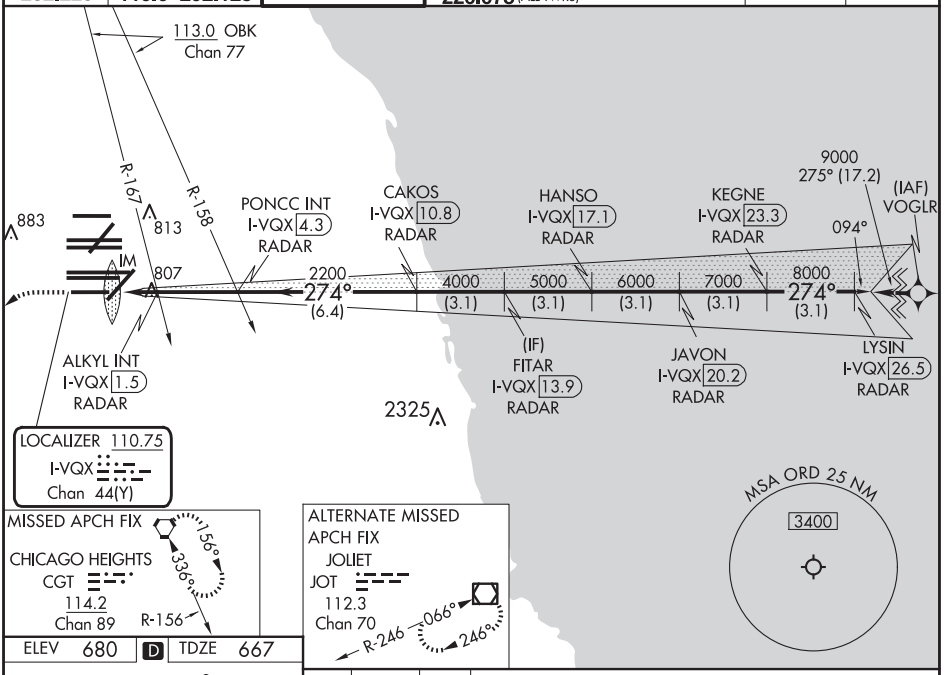
From VOGLR: RNAV 1-GPS required.

Simultaneous approach authorized.

ALSF-2

MISSED APPROACH: Climb to 1200 then climbing left turn to 4000 direct CGT VORTAC and hold.

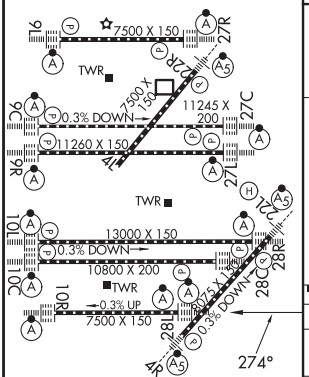
| D-ATIS | CHICAGO APP CON | O'HARE TOWER | GND CON | (TWR CENTER) | CLNC DEL | CPDLC |
|---|---|---|---|---|---|---|
| 135.4<br>282.225 | 119.0 292.125 | 133.0 348.0 | 124.125 (TWR NORTH)<br>118.05 (TWR SOUTH)<br>226.675 (ALL TWRS) | 121.75 (OBND)<br>121.9 (IBND) | 121.6 | |




MISSED APCH FIX
CHICAGO HEIGHTS
CGT
114.2
Chan 89
156°
336°
R-156

ALTERNATE MISSED APCH FIX
JOLIET
JOT
112.3
Chan 70
R-246
066°
246°

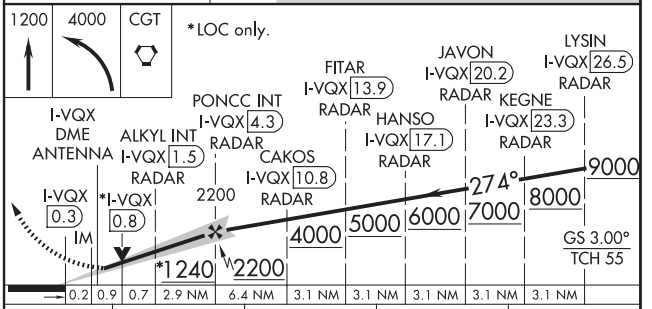
ELEV 680 | D | TDZE 667




HIRL all Rwys
TDZ/CL all Rwys except 4L

FAF to MAP 4.7 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:42 | 3:08 | 2:21 | 1:53 | 1:34 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 28L | 867/18 200 (200-½) | | | |
| S-LOC 28L | 1240/24 573 (600-½) | | 1240-1¼ 573 (600-1¼) | |

ALKYL FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)

| | | |
|---|---|---|
| S-LOC 28L | 1060/24 393 (400-½) | 1060/35 393 (400-⅝) |



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

| LOC/DME I-TSL | APP CRS | Rwy Ldg 13000 |
|---|---|---|
| 111.1 | 273° | TDZE 651 |
| Chan 48 | | Apt Elev 680 |

# ILS or LOC RWY 28R
## CHICAGO O'HARE INTL (ORD)

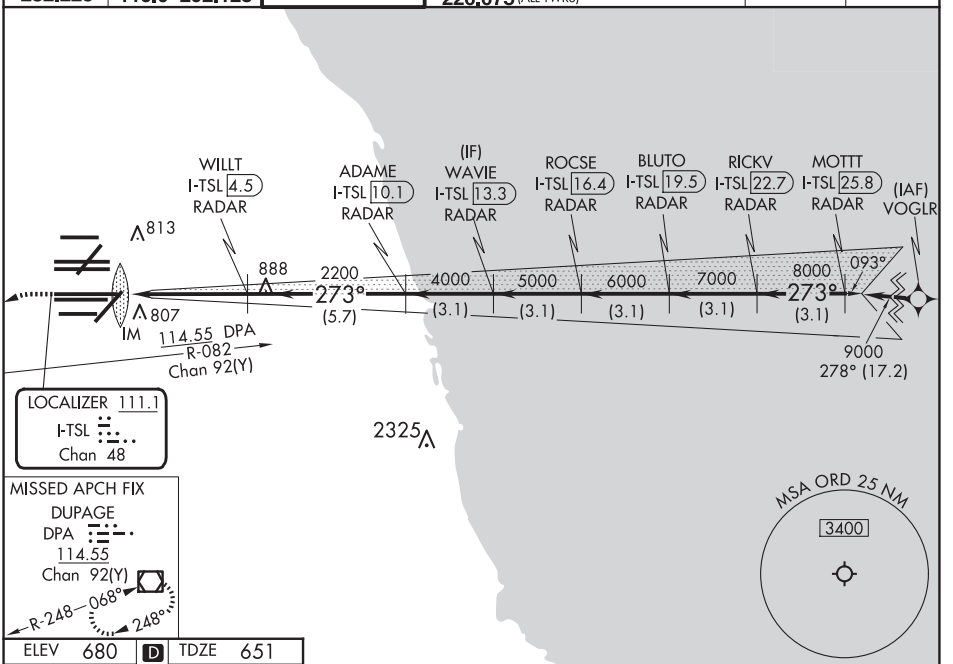
From VOGLR: RNAV 1-GPS required.
Aircraft not GPS equipped - RADAR required for procedure entry.
DME or RADAR required.

Simultaneous approach authorized.

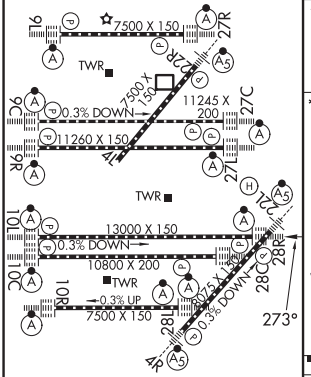
ALSF-2

MISSED APPROACH: Climb to 1100 then climbing left turn to 4000 on heading 215° and DPA VOR/DME R-082 to DPA VOR/DME and hold.

| D-ATIS | CHICAGO APP CON | O'HARE TOWER | GND CON | (TWR CENTER) | CLNC DEL | CPDLC |
|---|---|---|---|---|---|---|
| 135.4<br>282.225 | 119.0 292.125 | 132.7 348.0 | 124.125 (TWR NORTH)<br>118.05 (TWR SOUTH)<br>226.675 (ALL TWRS) | 121.75 (OBND)<br>121.9 (IBND) | 121.6 | |




ELEV 680 D TDZ 651




HIRL all Rwys
TDZ/CL all Rwys except 4L

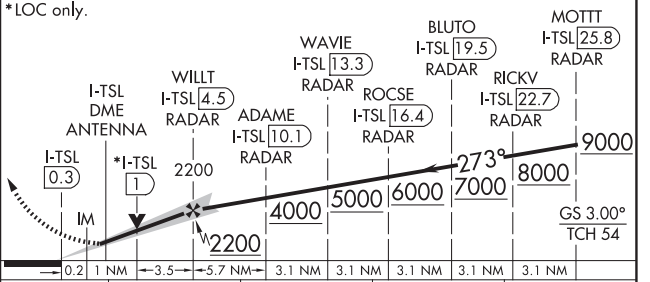
FAF to MAP 4.7 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:42 | 3:08 | 2:21 | 1:53 | 1:34 |

| 1100 | 4000 hdg 215° | DPA R-082 | DPA |
|---|---|---|---|

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 70).

*LOC only.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 28R | 851/18 200 (200-½) | | | |
| S-LOC 28R | 1120/24 469 (500-½) | | 1120/50 469 (500-1) | |



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

CHICAGO, ILLINOIS | AL-166 (FAA) | 25163

# ILS Y or LOC Y RWY 10R

CHICAGO O'HARE INTL (ORD)

| LOC/DME I-BYW | APP CRS | Rwy Ldg | 7500 |
|---|---|---|---|
| 110.9 | 091° | TDZE | 680 |
| Chan 46 | | Apt Elev | 680 |

RNAV 1-GPS or RADAR required for procedure entry. DME or RADAR required.
From GIBNS: RNAV-1 GPS required.
Simultaneous approach authorized.

ALSF-2

MISSED APPROACH: Climb to 1200 then climbing right turn to 4000 direct DPA VOR/DME and hold.

| D-ATIS | CHICAGO APP CON | O'HARE TOWER | GND CON | (TWR CENTER) | CLNC DEL | CPDLC |
|---|---|---|---|---|---|---|
| 135.4 282.225 | 119.0 292.125 | 133.0 348.0 | 124.125 (TWR NORTH) 118.05 (TWR SOUTH) 226.675 (ALL TWRS) | 121.75 (OBND) 121.9 (IBND) | 121.6 | |

ALTERNATE MISSED APCH FIX
JOLIET
JOT
112.3
Chan 70
R-246 066° 246°

MSA ORD 25 NM
3400

113.0 OBK Chan 77
113.0 OBK Chan 77
R-195
R-185

(IAF) GIBNS
FERLL I-BYW 27.8 RADAR
MLSEN I-BYW 24.7 RADAR
OLLGA I-BYW 21.5 RADAR
LEATH I-BYW 18.4 RADAR
(IF) GOOZY I-BYW 15.3 RADAR
KVENN I-BYW 12.1 RADAR
FLLYN INT I-BYW 6.6 RADAR
TRUFL INT I-BYW 3.5
WUGIX I-BYW 2.1

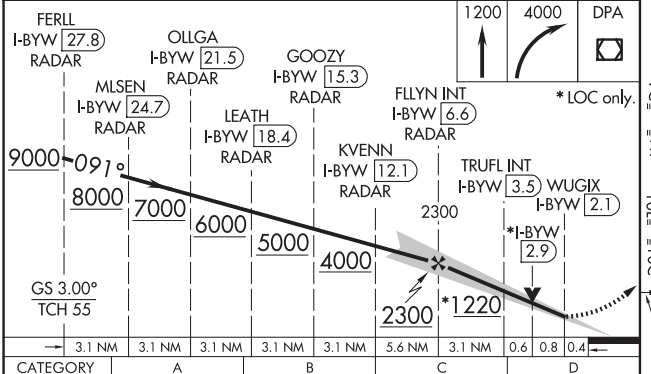
271° 8000 091° (3.1) 7000 (3.1) 6000 (3.1) 5000 (3.1) 4000 (3.1) 2300 091° (5.6)
9000 087° (20.1)
1468 883 1508 1185 852 813 807

R-248 068° 248°
DUPAGE
114.55 DPA
Chan 92(Y)

LOCALIZER 110.9
I-BYW
Chan 46
LOC offset 2.50°

EC-3, 07 AUG 2025 to 02 OCT 2025

EC-3, 07 AUG 2025 to 02 OCT 2025

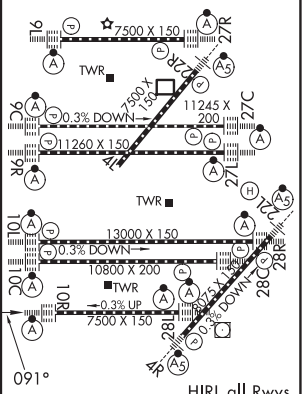



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 10R | 930/24 250 (300-½) | | | |
| S-LOC 10R | 1220/24 540 (600-½) | | 1220/55 540 (600-1) | |

TRUFL FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)

| | | | |
|---|---|---|---|
| S-LOC 10R | 1120/24 440 (500-½) | 1120/40 440 (500-¾) | |

ELEV 680 | D | TDZE 680




HIRL all Rwys
TDZ/CL all Rwys except 4L

FAF to MAP 4.5 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:30 | 3:00 | 2:15 | 1:48 | 1:30 |

CHICAGO, ILLINOIS
Orig-D 22APR21

41°59'N-87°54'W

CHICAGO O'HARE INTL (ORD)
ILS Y or LOC Y RWY 10R

# ILS Z or LOC Z RWY 10R

CHICAGO O'HARE INTL (ORD)

| LOC/DME I-IZJ | APP CRS | Rwy Ldg | 7500 |
|---|---|---|---|
| 110.75 | 094° | TDZE | 680 |
| Chan 44 (Y) | | Apt Elev | 680 |

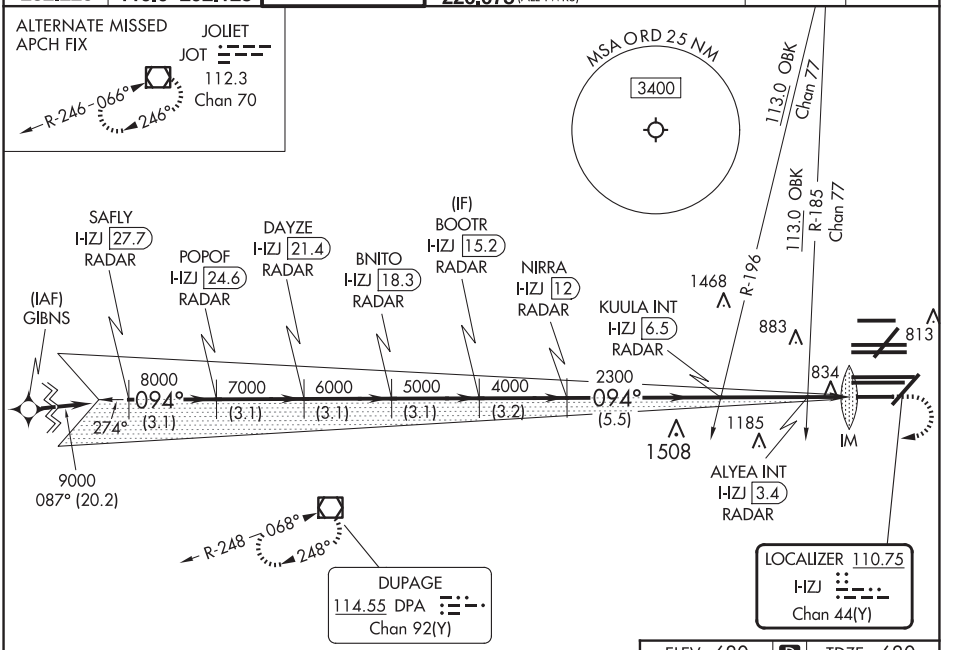
RNAV 1-GPS or RADAR required for procedure entry. DME or RADAR required.
From GIBNS: RNAV-1 GPS required.
Simultaneous approach authorized.
For inop ALS, increase S-LOC 10R Cat C and D visibility to RVR 6000.

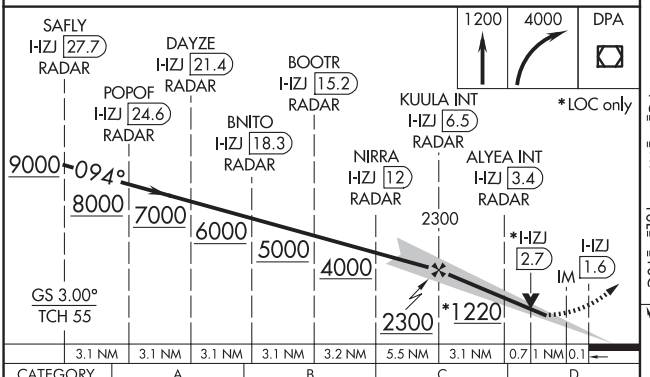
ALSF-2

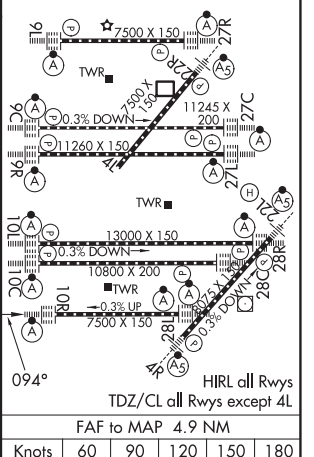
MISSED APPROACH: Climb to 1200 then climbing right turn to 4000 direct DPA VOR/DME and hold.

| D-ATIS | CHICAGO APP CON | O'HARE TOWER | GND CON | (TWR CENTER) | CLNC DEL | CPDLC |
|---|---|---|---|---|---|---|
| 135.4 282.225 | 119.0 292.125 | 133.0 348.0 | 124.125 (TWR NORTH) 118.05 (TWR SOUTH) 226.675 (ALL TWRS) | 121.75 (OBND) 121.9 (IBND) | 121.6 | |

ALTERNATE MISSED APCH FIX
JOLIET
JOT
112.3
Chan 70
R-246-066°
246°




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 10R | 880/18 200 (200-½) | | | |
| S-LOC 10R | 1100/24 420 (500-½) | | | |

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-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

| LOC/DME I-OYG | APP CRS | Rwy Ldg 11245 |
|---|---|---|
| 111.9 Chan 56 | 093° | TDZE 673 |
| | | Apt Elev 680 |

# ILS RWY 9C (SA CAT I)
## CHICAGO O'HARE INTL (ORD)

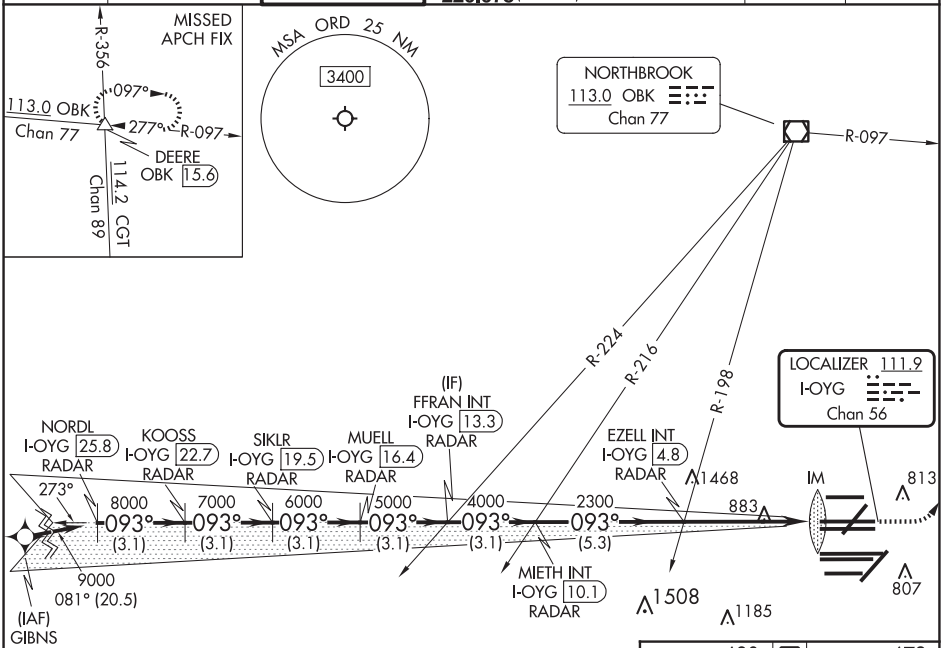
DME or RADAR required. From GIBNS: RNAV 1-GPS required. Aircraft not GPS equipped - RADAR required for procedure entry.

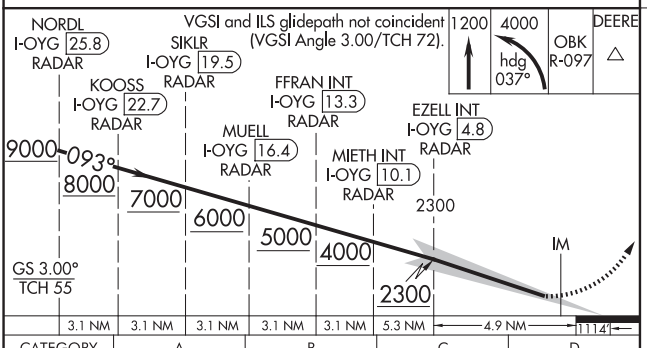
Simultaneous approach authorized. Requires specific OPSPEC, MSPEC or LOA approval.

ALSF-2

MISSED APPROACH: Climb to 1200 then climbing left turn to 4000 on heading 037° and OBK VOR/DME R-097 to DEERE INT/ OBK 15.6 DME and hold.

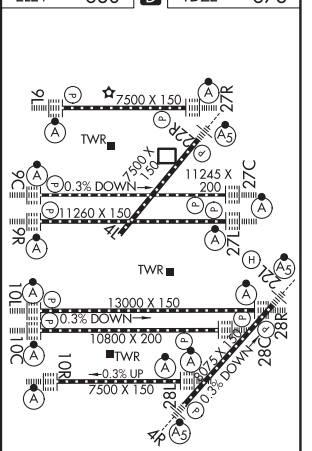
| D-ATIS | CHICAGO APP CON | O'HARE TOWER | GND CON | (TWR CENTER) | CLNC DEL | CPDLC |
|---|---|---|---|---|---|---|
| 135.4 282.225 | 119.0 292.125 | 121.15 348.0 | 124.125 (TWR NORTH) 118.05 (TWR SOUTH) 226.675 (ALL TWRS) | 121.75 (OBND) 121.9 (IBND) | 121.6 | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 9C | RA 154/14 | 150 DA 823 | | |

**SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**






EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

| LOC/DME I-SAJ | APP CRS | Rwy Ldg | 7500 |
|---|---|---|---|
| 111.75 | 093° | TDZE | 668 |
| Chan 54 (Y) | | Apt Elev | 680 |

# ILS RWY 9L (SA CAT I)
## CHICAGO O'HARE INTL (ORD)

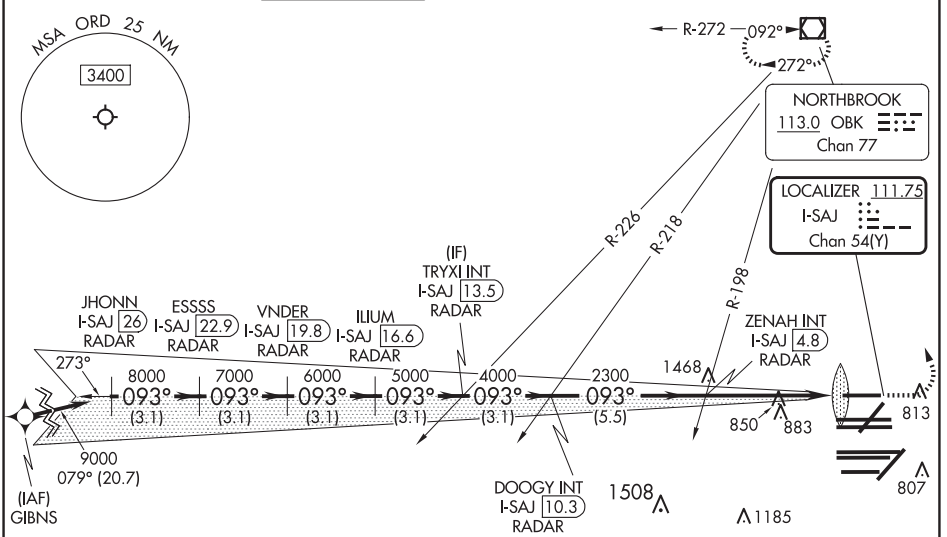
RNAV-1 GPS or RADAR required for procedure entry. RADAR or DME required.

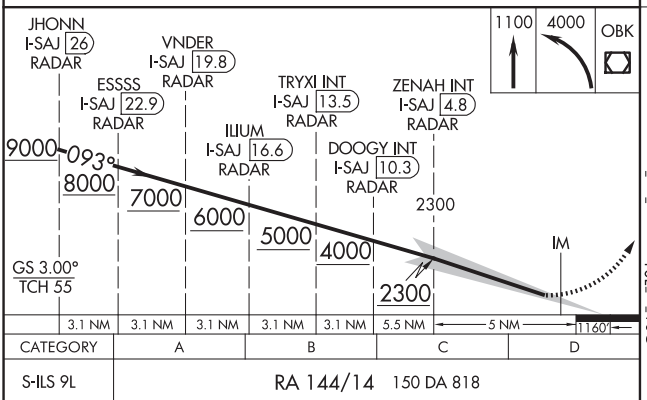
Simultaneous approach authorized. Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

ALSF-2

MISSED APPROACH: Climb to 1100 then climbing left turn to 4000 direct OBK VOR/DME and hold, continue climb-in-hold to 4000.

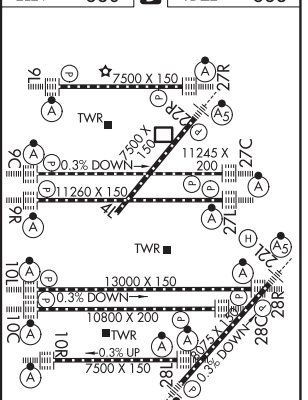
| D-ATIS | CHICAGO APP CON | O'HARE TOWER | GND CON | (TWR CENTER) | CLNC DEL | CPDLC |
|---|---|---|---|---|---|---|
| 135.4 282.225 | 119.0 292.125 | 128.15 348.0 | 124.125 (TWR NORTH) 118.05 (TWR SOUTH) 226.675 (ALL TWRS) | 121.75 (OBND) 121.9 (IBND) | 121.6 | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 9L | RA 144/14 | 150 DA 818 | | |

**SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**






EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

CHICAGO, ILLINOIS AL-166 (FAA) 25163

# ILS RWY 10C (SA CAT I)

CHICAGO O'HARE INTL (ORD)

| LOC/DME I-SXH | APP CRS | Rwy Ldg | 10540 |
|---|---|---|---|
| 108.95 | 093° | TDZE | 669 |
| Chan 26(Y) | | Apt Elev | 680 |

From GIBNS: RNAV-1 GPS required.
RNAV 1-GPS or RADAR required for procedure entry. DME or RADAR required.
Simultaneous approach authorized. Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

ALSF-2

MISSED APPROACH: Climb to 4000 on heading 093° and CGT VORTAC R-336 to CGT VORTAC and hold.

| D-ATIS | CHICAGO APP CON | O'HARE TOWER | GND CON | (TWR CENTER) | CLNC DEL | CPDLC |
|---|---|---|---|---|---|---|
| 135.4 282.225 | 119.0 292.125 | 120.75 348.0 | 124.125 (TWR NORTH) 118.05 (TWR SOUTH) 226.675 (ALL TWRS) | 121.75 (OBND) 121.9 (IBND) | 121.6 | |

ALTERNATE MISSED APCH FIX
114.55 DPA
081° 261°
R-081
Chan 92(Y)
BLUTO
DPA 41
RADAR

MSA ORD 25 NM
3400

NORTHBROOK
113.0 OBK
Chan 77

114.2 CGT
R-336
Chan 89

R-197

LOCALIZER 108.95
I-SXH
Chan 26(Y)

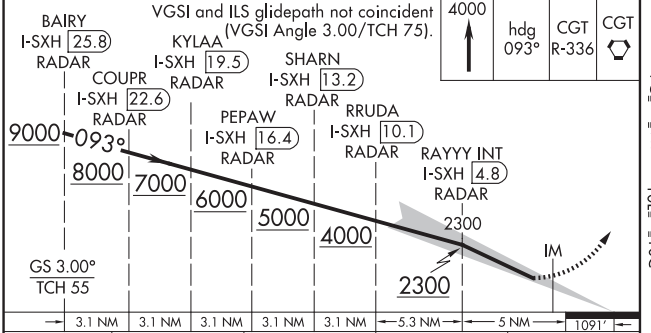
(IAF) GIBNS
BAIRY I-SXH 25.8 RADAR
COUPR I-SXH 22.6 RADAR
KYLAA I-SXH 19.5 RADAR
PEPAW I-SXH 16.4 RADAR
(IF) SHARN I-SXH 13.2 RADAR
RRUDA I-SXH 10.1 RADAR
RAYYY INT I-SXH 4.8 RADAR
IM

273° 8000 093° (3.1) 7000 (3.1) 6000 (3.1) 5000 093° (3.1) 4000 (3.1) 2300 (5.3)
9000 085° (20.3)
1468 883 813 844 807 1508 1185

MISSED APCH FIX
CHICAGO HEIGHTS
CGT
114.2
Chan 89
156° 336° R-156

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 75).

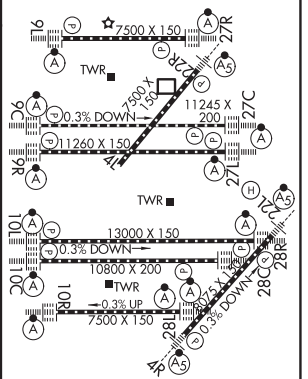
4000 | hdg 093° | CGT R-336 | CGT




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 10C | RA 148/14 | | 150 DA 819 | |

## SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 680 D TDZE 669




HIRL all Rwys
TDZ/CL all Rwys except 4L

CHICAGO, ILLINOIS
Amdt 2A 03JAN19

41°59'N-87°54'W

CHICAGO O'HARE INTL (ORD)

ILS RWY 10C (SA CAT I)

EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

| LOC/DME I-MED | APP CRS | Rwy Ldg 12246 |
|---|---|---|
| 111.1 | 093° | TDZE 672 |
| Chan 48 | | Apt Elev 680 |

# ILS RWY 10L (SA CAT I)

## CHICAGO O'HARE INTL (ORD)

From GIBNS: RNAV-1 GPS required.
RNAV 1-GPS or RADAR required for procedure entry. DME or RADAR required.
Simultaneous approach authorized. Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

ALSF-2

MISSED APPROACH: Climb to 4000 on heading 093° and CGT VORTAC R-336 to CGT VORTAC and hold.

| D-ATIS | CHICAGO APP CON | O'HARE TOWER | GND CON | (TWR CENTER) | CLNC DEL | CPDLC |
|---|---|---|---|---|---|---|
| 135.4 282.225 | 119.0 292.125 | 132.7 348.0 | 124.125 (TWR NORTH) 118.05 (TWR SOUTH) 226.675 (ALL TWRS) | 121.75 (OBND) 121.9 (IBND) | 121.6 | |

ALTERNATE MISSED APCH FIX
081°
114.55 DPA
261°
R-081
Chan 92(Y)
BLUTO
DPA 41
RADAR

MSA ORD 25 NM
3400

NORTHBROOK
113.0 OBK
Chan 77

114.2 CGT
R-336
Chan 89

R-197

LOCALIZER 111.1
I-MED
Chan 48

(IAF) GIBNS
ARIST I-MED 28.4 RADAR
KALZO I-MED 25.2 RADAR
BURKE I-MED 22.1 RADAR
SYSCO I-MED 18.9 RADAR
(IF) PRATT I-MED 15.8 RADAR
CARLE I-MED 12.7
BUGSE INT I-MED 7.3 RADAR

273°
8000
093° (3.1)
7000 (3.1)
6000 (3.1)
5000 (3.1)
4000 (3.1)
2300
093° (5.4)
9000
085° (20.3)

1468
883
813
IM
826
844
807
1508
1185

MISSED APCH FIX
156°
336°
R-156
CHICAGO HEIGHTS
CGT
114.2
Chan 89

ELEV 680 D TDZE 672

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 74).

4000 hdg 093° CGT R-336 CGT

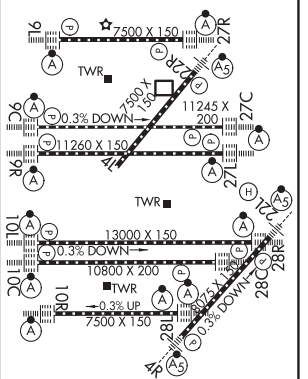
ARIST I-MED 28.4 RADAR
BURKE I-MED 22.1 RADAR
KALZO I-MED 25.2 RADAR
PRATT I-MED 15.8 RADAR
SYSCO I-MED 18.9 RADAR
BUGSE INT I-MED 7.3 RADAR
CARLE I-MED 12.7

9000
093°
8000
7000
6000
5000
4000
2300
IM
GS 3.00°
TCH 56
2300

3.1 NM | 3.1 NM | 3.1 NM | 3.1 NM | 3.1 NM | 5.4 NM | 4.9 NM | 1113'

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 10L | RA 162/14 150 DA 822 | | | |

## SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED




HIRL all Rwys
TDZ/CL all Rwys except 4L



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

CHICAGO, ILLINOIS AL-166 (FAA) 25163

| LOC/DME I-UYJ | APP CRS | Rwy Ldg 11245 |
|---|---|---|
| 111.9 | 273° | TDZE 653 |
| Chan 56 | | Apt Elev 680 |

# ILS RWY 27C (SA CAT I)
## CHICAGO O'HARE INTL (ORD)

From VOGLR: RNAV 1-GPS required. Aircraft not GPS equipped - RADAR required for procedure entry. DME or RADAR required.

Simultaneous approach authorized. Requires specific OPSPEC, MSPEC, or LOA approval.

ALSF-2

MISSED APPROACH: Climb to 1100 then climbing right turn to 4000 on heading 290° and CGT R-322 to UKUNE INT/CGT 48 DME and hold.

| D-ATIS | CHICAGO APP CON | O'HARE TOWER | GND CON | (TWR CENTER) | CLNC DEL | CPDLC |
|---|---|---|---|---|---|---|
| 135.4 282.225 | 119.0 292.125 | 121.15 348.0 | 124.125 (TWR NORTH) 118.05 (TWR SOUTH) 226.675 (ALL TWRS) | 121.75 (OBND) 121.9 (IBND) | 121.6 | |

NORTHBROOK 113.0 OBK Chan 77

R-154

DRSCL INT I-UYJ 6.7 RADAR

(IF) MRRFF I-UYJ 15.8 RADAR

CERMI I-UYJ 22.1 RADAR

NCHLS I-UYJ 28.4 RADAR

1468 IM 883 813 823 807 2200 273° (6) 4000 5000 6000 7000 8000 273° (3.1) (3.1) (3.1) (3.1) (3.1) 093° 9000 281° (17.3)

JMBBO I-UYJ 12.7 RADAR

BOOWW I-UYJ 18.9 RADAR

CRICO I-UYJ 25.2 RADAR

(IAF) VOGLR

1185 R-322 2325

LOCALIZER 111.9 I-UYJ Chan 56

114.2 CGT Chan 89

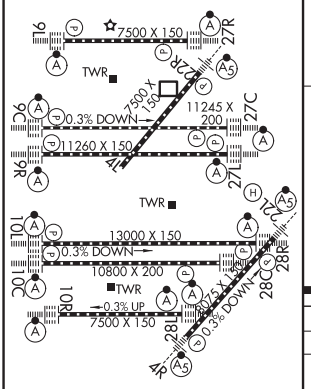
MSA ORD 25 NM 3400

MISSED APCH FIX

R-322 142° UKUNE INT CGT 48

322° 114.55 DPA R-021 Chan 92(Y) 114.2 CGT Chan 89

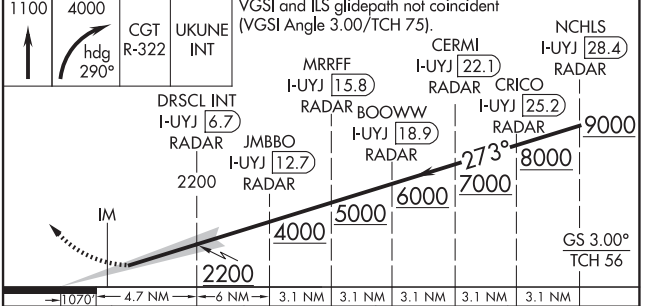
ELEV 680 D TDZE 653




HIRL all Rwys
TDZ/CL all Rwys except 4L

1100 4000 hdg 290° CGT R-322 UKUNE INT

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 75).




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 27C | RA 158/14 150 DA 803 | | | |

**SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

CHICAGO, ILLINOIS Orig-A 15JUN23 41°59'N-87°54'W CHICAGO O'HARE INTL (ORD) ILS RWY 27C (SA CAT I)


EC-3, 07 AUG 2025 to 02 OCT 2025

| LOC/DME I-IAC | APP CRS | Rwy Ldg | 11260 |
|---|---|---|---|
| 110.5 | 273° | TDZE | 654 |
| Chan 42 | | Apt Elev | 680 |

# ILS RWY 27L (SA CAT I)
## CHICAGO O'HARE INTL (ORD)

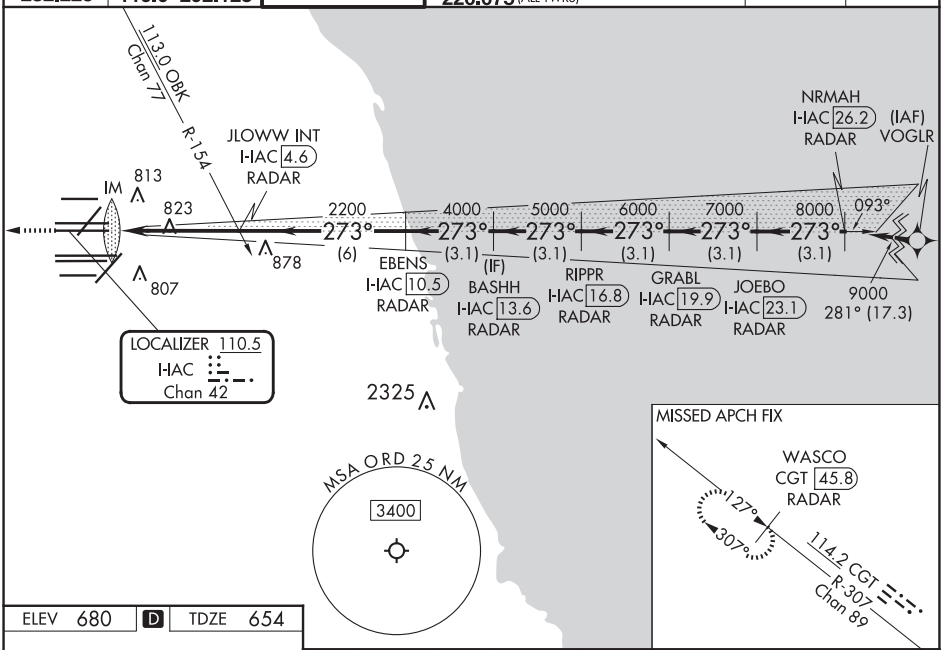
RNP APCH-GPS from VOGLR.
Aircraft not GPS equipped - RADAR required for procedure entry. DME or RADAR required.

Simultaneous approach authorized.
Requires specific OPSPEC, MSPEC, or LOA approval.

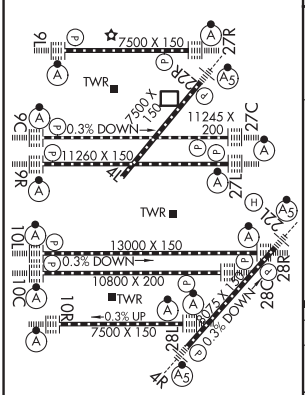
ALSF-2

MISSED APPROACH: Climb to 1200 then climb to 4000 on heading 265° and on CGT VORTAC R-307 to WASCO/CGT 45.8 DME/RADAR and hold.

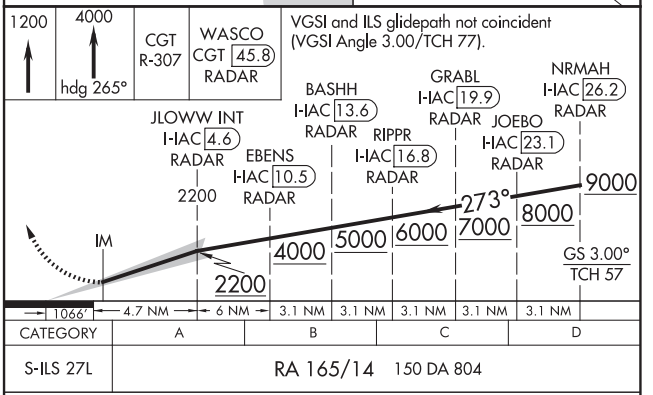
| D-ATIS | CHICAGO APP CON | O'HARE TOWER | GND CON | (TWR CENTER) | CLNC DEL | CPDLC |
|---|---|---|---|---|---|---|
| 135.4<br>282.225 | 119.0 292.125 | 126.9 348.0 | 124.125 (TWR NORTH)<br>118.05 (TWR SOUTH)<br>226.675 (ALL TWRS) | 121.75 (OBND)<br>121.9 (IBND) | 121.6 | |




ELEV 680 | D | TDZE 654




HIRL all Rwys
TDZ/CL all Rwys except 4L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 27L | RA 165/14 150 DA 804 | | | |

**SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

CHICAGO, ILLINOIS

AL-166 (FAA)

25163

| LOC/DME I-ABU | APP CRS | Rwy Ldg 7500 |
|---|---|---|
| 111.75 | 273° | TDZE 664 |
| Chan 54 (Y) | | Apt Elev 680 |

# ILS RWY 27R (SA CAT I)

## CHICAGO O'HARE INTL (ORD)

RNAV-1 GPS or RADAR required for procedure entry. RADAR or DME required.

Simultaneous approach authorized. Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

ALSF-2

MISSED APPROACH: Climb to 1100 then climbing right turn to 4000 direct OBK VOR/DME and hold, continue climb-in-hold to 4000.

| D-ATIS | CHICAGO APP CON | O'HARE TOWER | GND CON | (TWR CENTER) | CLNC DEL | CPDLC |
|---|---|---|---|---|---|---|
| 135.4<br>282.225 | 119.0 292.125 | 128.15 348.0 | 124.125 (TWR NORTH)<br>118.05 (TWR SOUTH)<br>226.675 (ALL TWRS) | 121.75 (OBND)<br>121.9 (IBND) | 121.6 | |

MISSED APCH FIX

NORTHBROOK OBK 113.0 Chan 77

R-272 092° 272°

ALTERNATE MISSED APCH FIX

R-293 027° R-027 207°

UMUZI DPA 25.2

113.55 DPA Chan 92(Y)

113.0 OBK Chan 77

LOCALIZER 111.75 I-ABU Chan 54(Y)

IM 813 A 807

2200 273° (6.4)

4000 273° (3.1)

5000 (3.1) 6000 (3.1) 7000 (3.1) 8000 273° (3.1) 093°

9000 284° (17.5)

WELEV I-ABU 18.7 RADAR

VINYY I-ABU 28.1 RADAR

(IAF) VOGLR

SIBLY INT I-ABU 6 RADAR

BONZO INT I-ABU 12.4 RADAR

(IF) HAREE INT I-ABU 15.6 RADAR

IYLEK I-ABU 21.9 RADAR

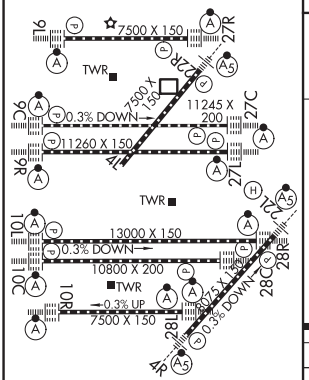
JOKKR I-ABU 25 RADAR

R-154 R-136 R-130

2325 A

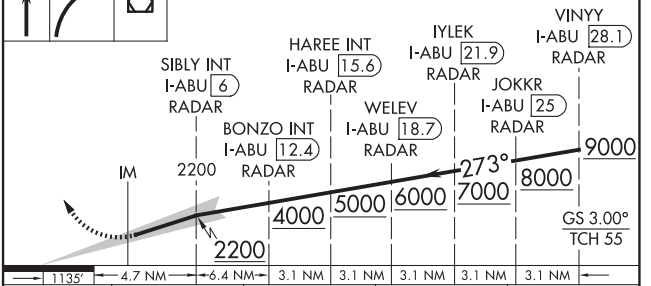
MSA ORD 25 NM 3400

ELEV 680 D TDZE 664




HIRL all Rwys
TDZ/CL all Rwys except 4L

1100 4000 OBK




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS-27R | RA 171/14 150 DA 814 | | | |

SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

CHICAGO, ILLINOIS

Amdt 4B 12SEP19

41°59'N-87°54'W

CHICAGO O'HARE INTL (ORD)

ILS RWY 27R (SA CAT I)



EC-3, 07 AUG 2025 to 02 OCT 2025

# ILS RWY 28C (SA CAT I)

## CHICAGO O'HARE INTL (ORD)

| LOC/DME I-VZE | APP CRS | Rwy Ldg | 10800 |
|---|---|---|---|
| 108.95 | 273° | TDZE | 651 |
| Chan 26 (Y) | | Apt Elev | 680 |

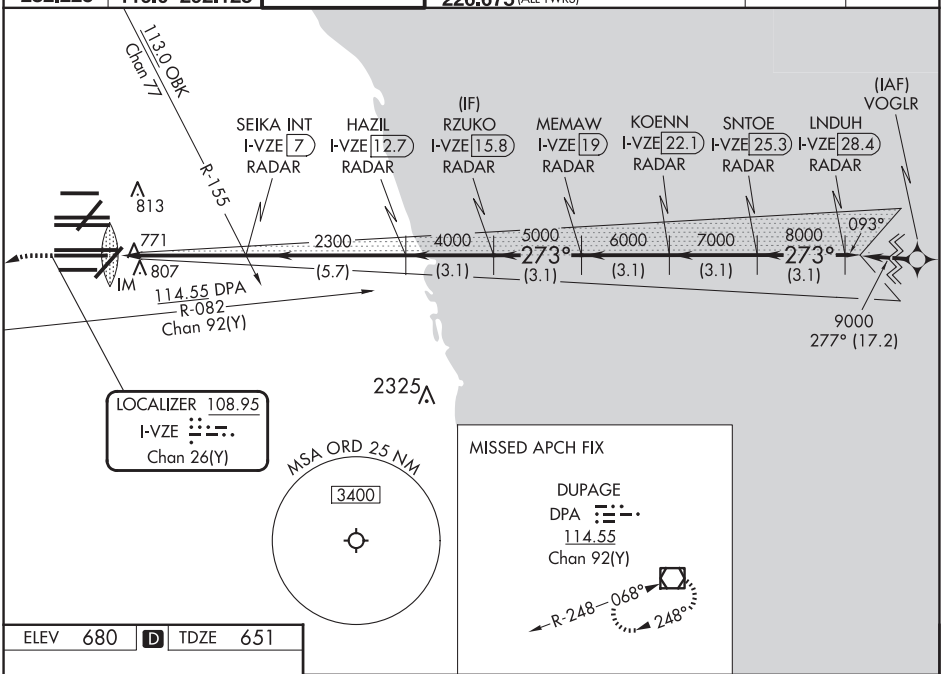
From VOGLR: RNAV 1-GPS required.
Aircraft not GPS equipped - RADAR required for procedure entry.
DME or RADAR required.

Simultaneous approach authorized. Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

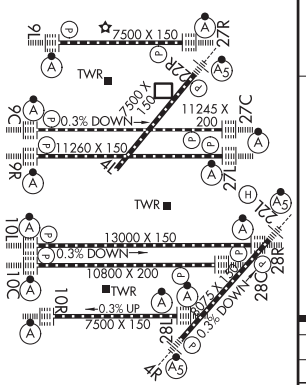
ALSF-2

MISSED APPROACH: Climb to 1100 then climbing left turn to 4000 on heading 215° and DPA VOR/DME R-082 to DPA VOR/DME and hold.

| D-ATIS | CHICAGO APP CON | O'HARE TOWER | GND CON | (TWR CENTER) | CLNC DEL | CPDLC |
|---|---|---|---|---|---|---|
| 135.4<br>282.225 | 119.0 292.125 | 120.75 348.0 | 124.125 (TWR NORTH)<br>118.05 (TWR SOUTH)<br>226.675 (ALL TWRS) | 121.75 (OBND)<br>121.9 (IBND) | 121.6 | |



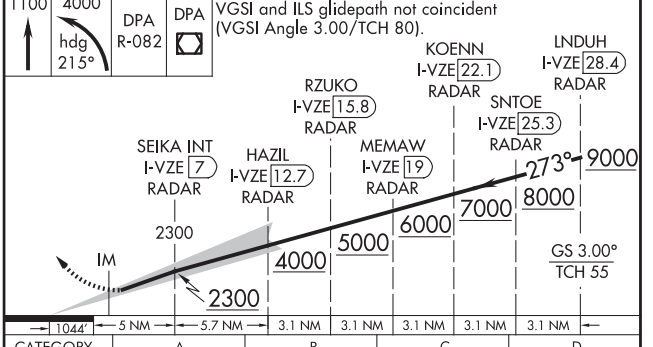

ELEV 680 | D | TDZE 651




HIRL all Rwys
TDZ/CL all Rwys except 4L

1100 | 4000 hdg 215° | DPA R-082 | DPA

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 80).




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 28C | RA 155/14 150 DA 801 | | | |

## SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

CHICAGO, ILLINOIS AL-166 (FAA) 25163

| LOC/DME I-VQX | APP CRS | Rwy Ldg | 7500 |
|---|---|---|---|
| 110.75 | 274° | TDZE | 667 |
| Chan 44 (Y) | | Apt Elev | 680 |

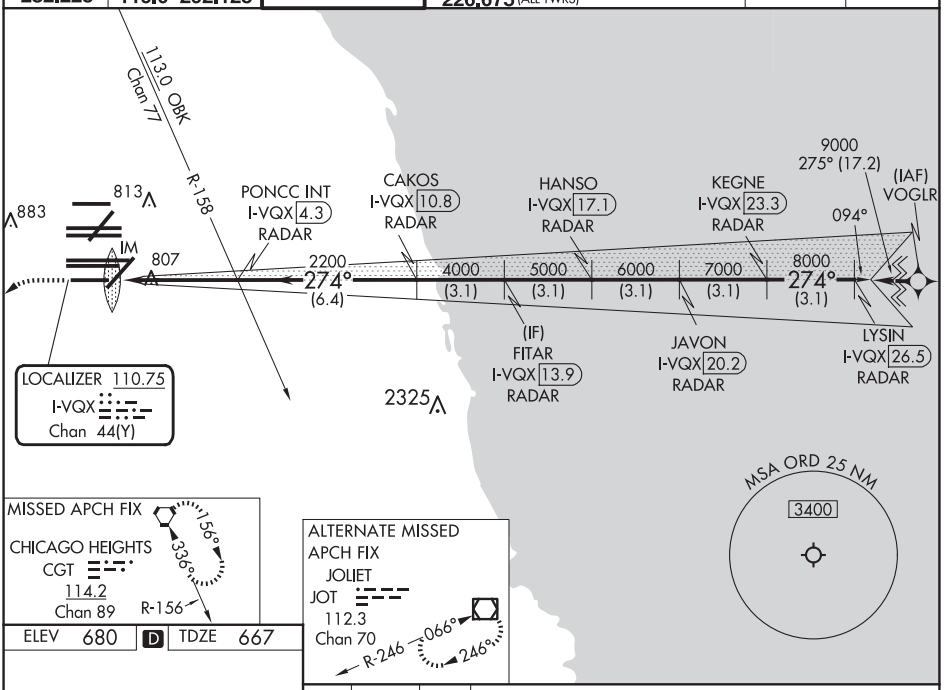
# ILS RWY 28L (SA CAT I)
## CHICAGO O'HARE INTL (ORD)

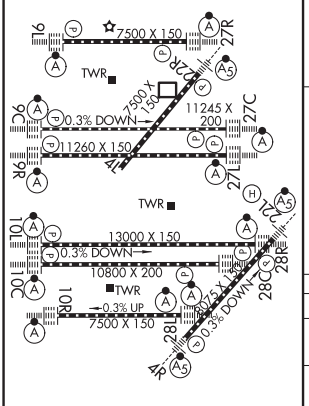
From VOGLR: RNAV 1-GPS required.
Aircraft not GPS equipped - RADAR required for procedure entry. DME or RADAR required.
Simultaneous approach authorized.
Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

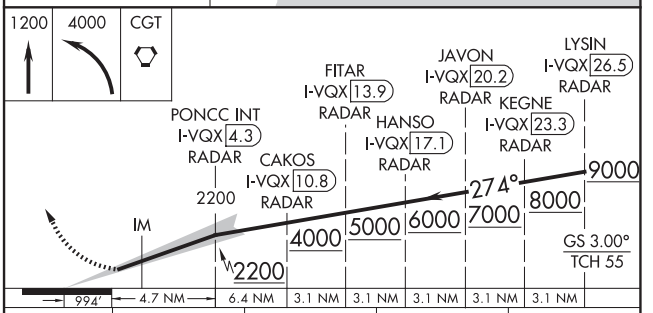
ALSF-2

MISSED APPROACH: Climb to 1200 then climbing left turn to 4000 direct CGT VORTAC and hold.

| D-ATIS | CHICAGO APP CON | O'HARE TOWER | GND CON | (TWR CENTER) | CLNC DEL | CPDLC |
|---|---|---|---|---|---|---|
| 135.4<br>282.225 | 119.0 292.125 | 133.0 348.0 | 124.125 (TWR NORTH)<br>118.05 (TWR SOUTH)<br>226.675 (ALL TWRS) | 121.75 (OBND)<br>121.9 (IBND) | 121.6 | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 28L | RA 157/14 150 DA 817 | | | |

**SA CATEGORY I ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

| LOC/DME I-TSL | APP CRS | Rwy Ldg 13000 |
|---|---|---|
| 111.1 | 273° | TDZE 651 |
| Chan 48 | | Apt Elev 680 |

# ILS RWY 28R (SA CAT I)
## CHICAGO O'HARE INTL (ORD)

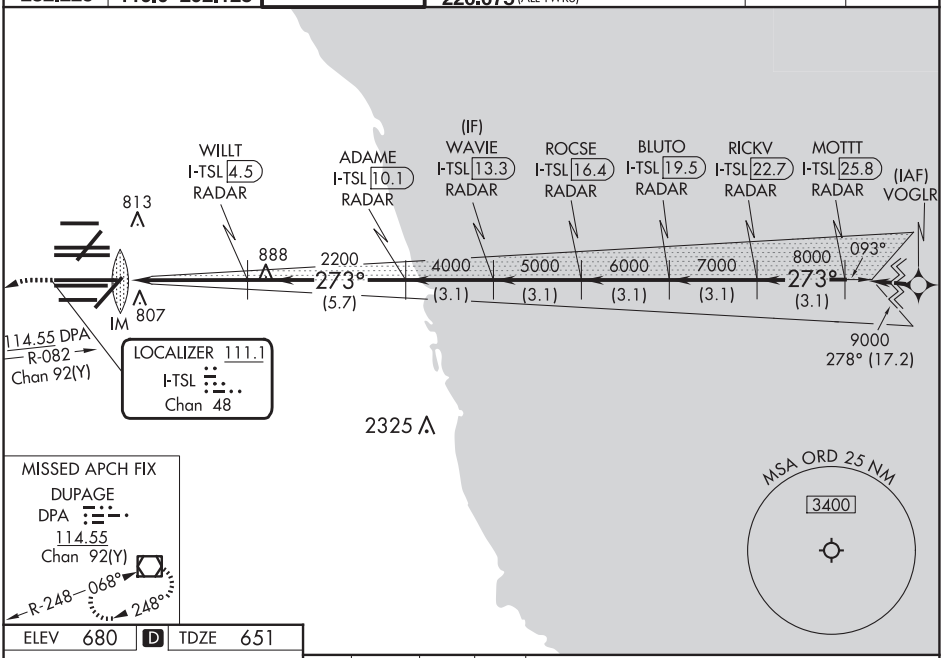
From VOGLR: RNAV 1-GPS required.
Aircraft not GPS equipped - RADAR required for procedure entry.
DME or RADAR required.

Simultaneous approach authorized. Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

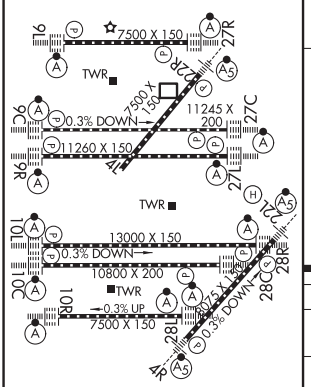
ALSF-2

MISSED APPROACH: Climb to 1100 then climbing left turn to 4000 on heading 215° and DPA VOR/DME R-082 to DPA VOR/DME and hold.

| D-ATIS | CHICAGO APP CON | O'HARE TOWER | GND CON | (TWR CENTER) | CLNC DEL | CPDLC |
|---|---|---|---|---|---|---|
| 135.4 282.225 | 119.0 292.125 | 132.7 348.0 | 124.125 (TWR NORTH) 118.05 (TWR SOUTH) 226.675 (ALL TWRS) | 121.75 (OBND) 121.9 (IBND) | 121.6 | |



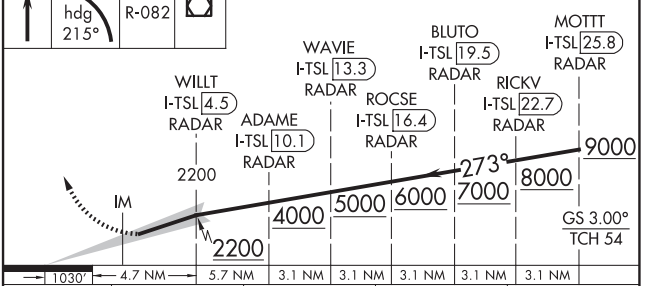

ELEV 680 D TDZ 651




HIRL all Rwys
TDZ/CL all Rwys except 4L

| 1100 | 4000 hdg 215° | DPA R-082 | DPA |
|---|---|---|---|

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 70).




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 28R | RA 161/14 150 DA 801 | | | |

**SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

CHICAGO, ILLINOIS AL-166 (FAA) 25163

| LOC/DME I-IZJ | APP CRS | Rwy Ldg | 7500 |
|---|---|---|---|
| 110.75 | 094° | TDZE | 680 |
| Chan 44 (Y) | | Apt Elev | 680 |

# ILS Z RWY 10R (SA CAT I)

## CHICAGO O'HARE INTL (ORD)

RNAV 1-GPS or RADAR required for procedure entry. DME or RADAR required.
From GIBNS: RNAV-1 GPS required.

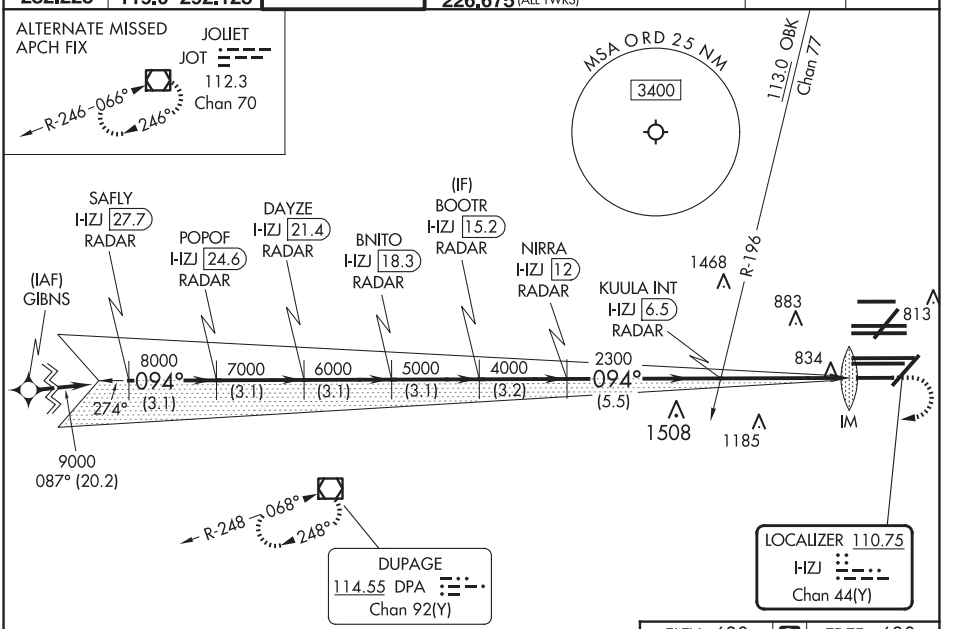
Simultaneous approach authorized. Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

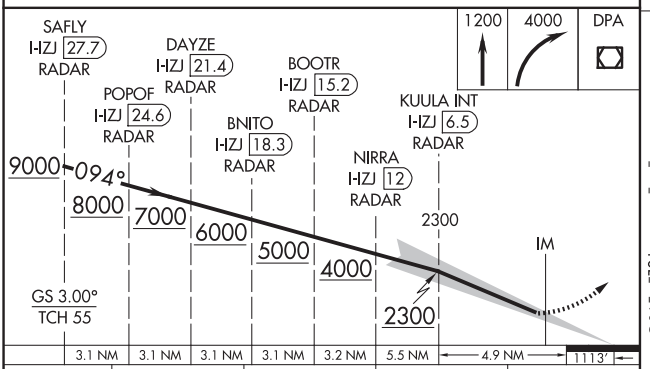
ALSF-2

MISSED APPROACH: Climb to 1200 then climbing right turn to 4000 direct DPA VOR/DME and hold.

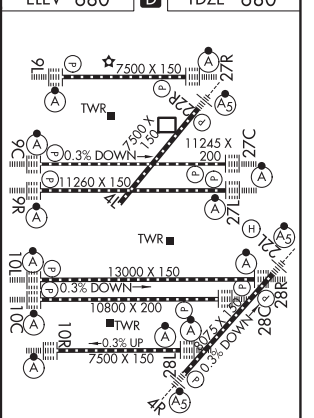
| D-ATIS | CHICAGO APP CON | O'HARE TOWER | GND CON | (TWR CENTER) | CLNC DEL | CPDLC |
|---|---|---|---|---|---|---|
| 135.4 282.225 | 119.0 292.125 | 133.0 348.0 | 124.125 (TWR NORTH) 118.05 (TWR SOUTH) 226.675 (ALL TWRS) | 121.75 (OBND) 121.9 (IBND) | 121.6 | |

ALTERNATE MISSED APCH FIX
JOLIET JOT 112.3 Chan 70
R-246-066° 246°




ELEV 680 D TDZE 680




HIRL all Rwys
TDZ/CL all Rwys except 4L

SA CATEGORY I ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

CHICAGO, ILLINOIS
Orig-B 03JAN19

41°59'N-87°54'W

CHICAGO O'HARE INTL (ORD)
ILS Z RWY 10R (SA CAT I)


EC-3, 07 AUG 2025 to 02 OCT 2025

| LOC I-FJU | APP CRS | Rwy Ldg | 8075 |
|---|---|---|---|
| 110.1 | 045° | TDZE | 661 |
| | | Apt Elev | 680 |

# ILS RWY 4R (SA CAT I & II)

## CHICAGO O'HARE INTL (ORD)

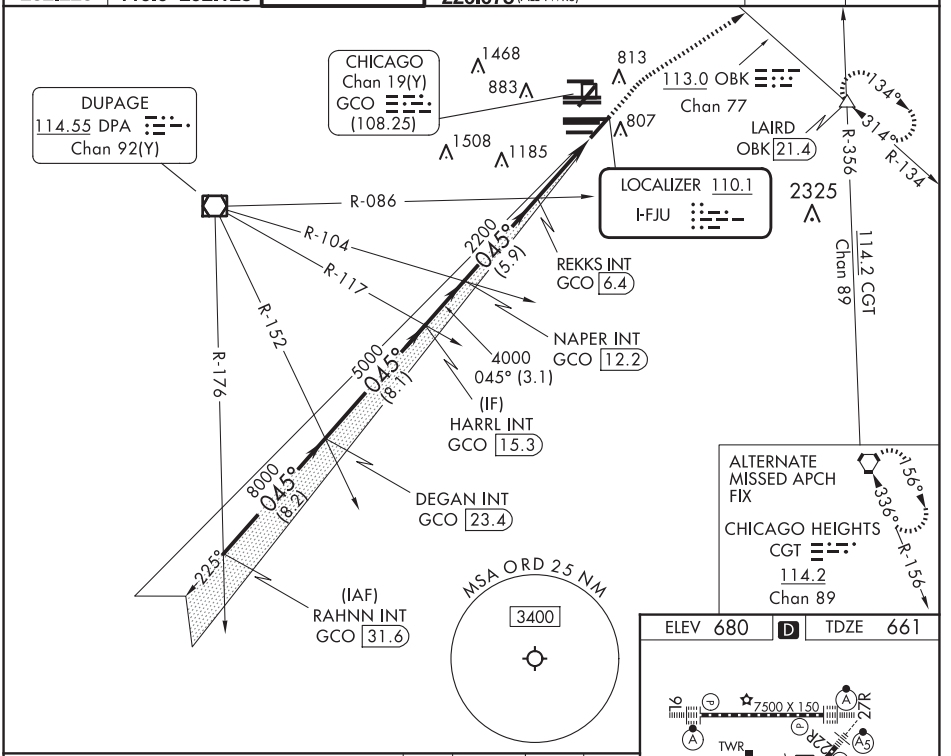
RADAR required for procedure entry.

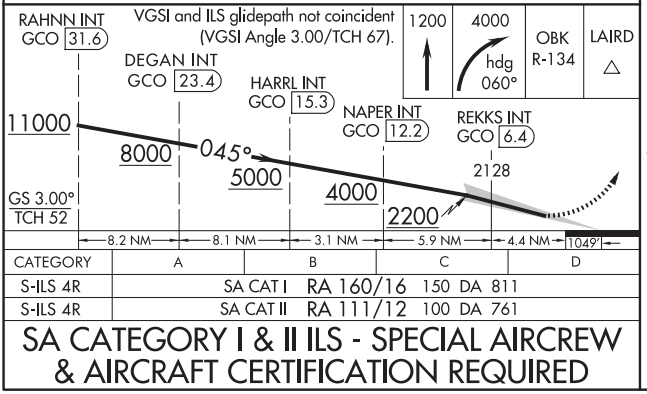
SA CAT I: Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.
SA CAT II: Reduced lighting: Requires specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

MALSR

MISSED APPROACH: Climb to 1200 then climbing right turn to 4000 on heading 060° and OBK VOR/DME R-134 to LAIRD INT/OBK 21.4 DME and hold.

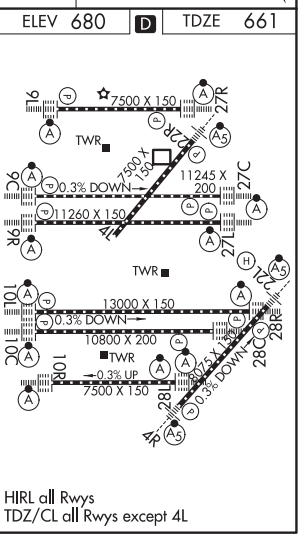
| D-ATIS | CHICAGO APP CON | O'HARE TOWER | GND CON | (TWR CENTER) | CLNC DEL | CPDLC |
|---|---|---|---|---|---|---|
| 135.4 282.225 | 119.0 292.125 | 120.75 348.0 | 124.125 (TWR NORTH) 118.05 (TWR SOUTH) 226.675 (ALL TWRS) | 121.75 (OBND) 121.9 (IBND) | 121.6 | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 4R | SA CAT I | RA 160/16 | 150 | DA 811 |
| S-ILS 4R | SA CAT II | RA 111/12 | 100 | DA 761 |

## SA CATEGORY I & II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED






EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

CHICAGO, ILLINOIS | AL-166 (FAA) | 25163

| LOC I-LQQ | APP CRS | Rwy Ldg | 8075 |
|---|---|---|---|
| 110.1 | 225° | TDZE | 654 |
| | | Apt Elev | 680 |

# ILS RWY 22L (SA CAT I & II)

## CHICAGO O'HARE INTL (ORD)

RADAR required for procedure entry.

Simultaneous approach authorized.
SA CAT I: Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.
SA CAT II: Reduced lighting: Requires specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

MALSR

MISSED APPROACH: Climb to 1100 then climbing left turn to 4000 direct CGT VORTAC and hold.

| D-ATIS | CHICAGO APP CON | O'HARE TOWER | GND CON | (TWR CENTER) | CLNC DEL | CPDLC |
|---|---|---|---|---|---|---|
| 135.4<br>282.225 | 119.0 292.125 | 120.75 348.0 | 124.125 (TWR NORTH)<br>118.05 (TWR SOUTH)<br>226.675 (ALL TWRS) | 121.75 (OBND)<br>121.9 (IBND) | 121.6 | |

NORTHBROOK
113.0 OBK
Chan 77

R-122
R-149
045°
(IF)
KENIL INT
GCO 11.3
2500
225°
16
LAIKE INT

MSA ORD 25 NM
3400

CHICAGO
Chan 19(Y)
GCO
(108.25)

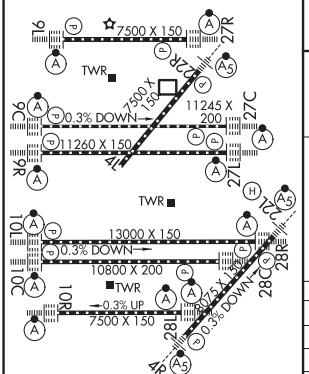
1468
883
813
807
1508
1185
2325

LOCALIZER 110.1
I-LQQ

ALTERNATE MISSED APCH FIX
113.0 OBK
R-183
Chan 77
183°
003°
R-065
112.3 JOT
Chan 70
BOJAK
OBK 33.8
116.8 RBS
R-006
Chan 115

MISSED APCH FIX
CHICAGO HEIGHTS
CGT
114.2
Chan 89
156°
336°
R-156

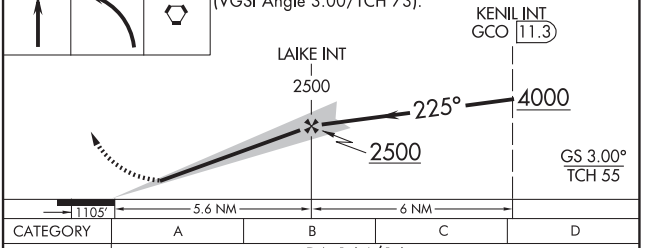
ELEV 680 | D | TDZE 654




HIRL all Rwys
TDZ/CL all Rwys except 4L

| 1100 | 4000 | CGT |
|---|---|---|

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 73).




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 22L | SA CAT I | RA 164/16 | 150 DA 804 | |
| S-ILS 22L | SA CAT II | RA 112/12 | 100 DA 754 | |

**SA CATEGORY I & II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

CHICAGO, ILLINOIS
Amdt 7A 25MAR21

41°59'N-87°54'W

CHICAGO O'HARE INTL (ORD)
ILS RWY 22L (SA CAT I & II)

EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

# ILS RWY 9C (CAT II & III)

## CHICAGO O'HARE INTL (ORD)

| LOC/DME I-OYG | APP CRS | Rwy Ldg | 11245 |
|---|---|---|---|
| 111.9 | 093° | TDZE | 673 |
| Chan 56 | | Apt Elev | 680 |

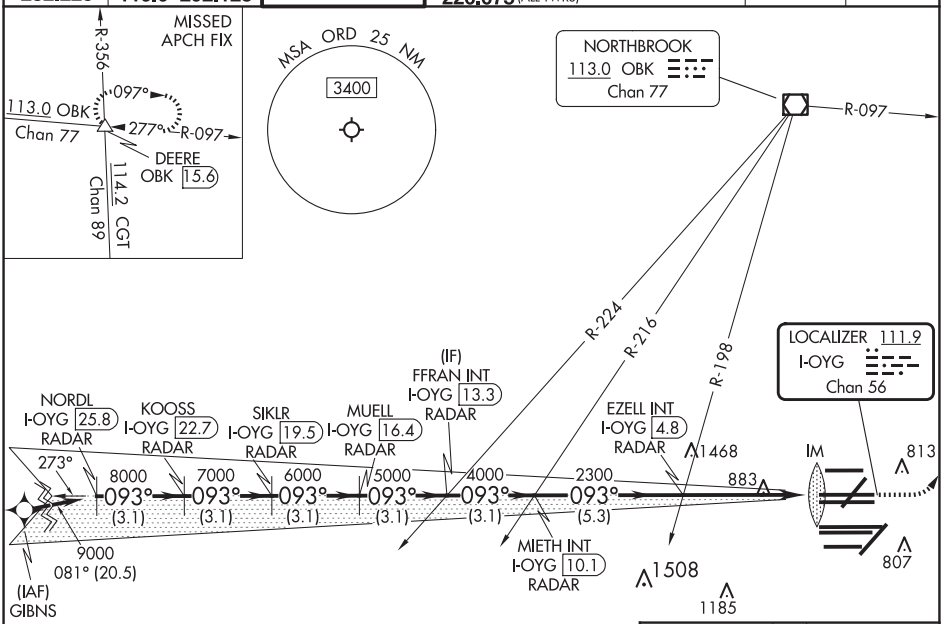
DME or RADAR required. From GIBNS: RNAV 1-GPS required. Aircraft not GPS equipped - RADAR required for procedure entry.

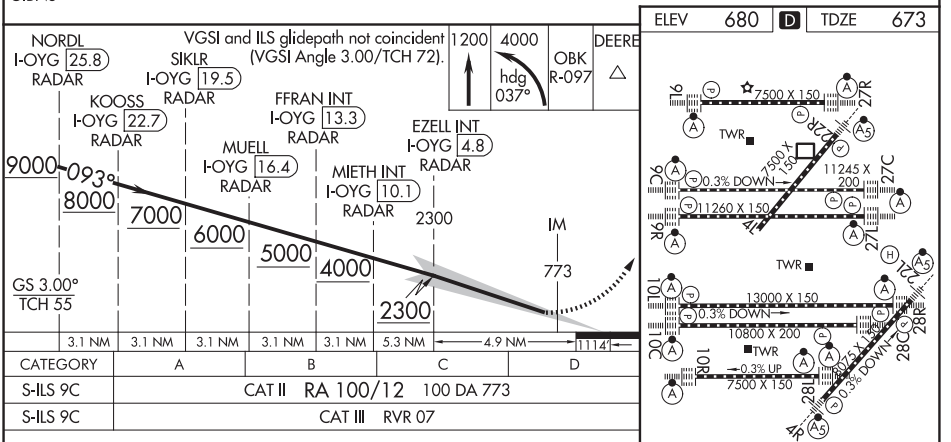
Simultaneous approach authorized. CAT II: RVR 1000 authorized with specific OPSPEC, MSPEC or LOA approval and use of Autoland or HUD to touchdown.

ALSF-2

MISSED APPROACH: Climb to 1200 then climbing left turn to 4000 on heading 037° and OBK VOR/DME R-097 to DEERE INT/ OBK 15.6 DME and hold.

| D-ATIS | CHICAGO APP CON | O'HARE TOWER | GND CON | (TWR CENTER) | CLNC DEL | CPDLC |
|---|---|---|---|---|---|---|
| 135.4 282.225 | 119.0 292.125 | 121.15 348.0 | 124.125 (TWR NORTH) 118.05 (TWR SOUTH) 226.675 (ALL TWRS) | 121.75 (OBND) 121.9 (IBND) | 121.6 | |







HIRL all Rwys
TDZ/CL all Rwys except 4L

## CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

| LOC/DME I-SAJ | APP CRS | Rwy Ldg | 7500 |
|---|---|---|---|
| 111.75 | 093° | TDZE | 668 |
| Chan 54 (Y) | | Apt Elev | 680 |

# ILS RWY 9L (CAT II & III)

## CHICAGO O'HARE INTL (ORD)

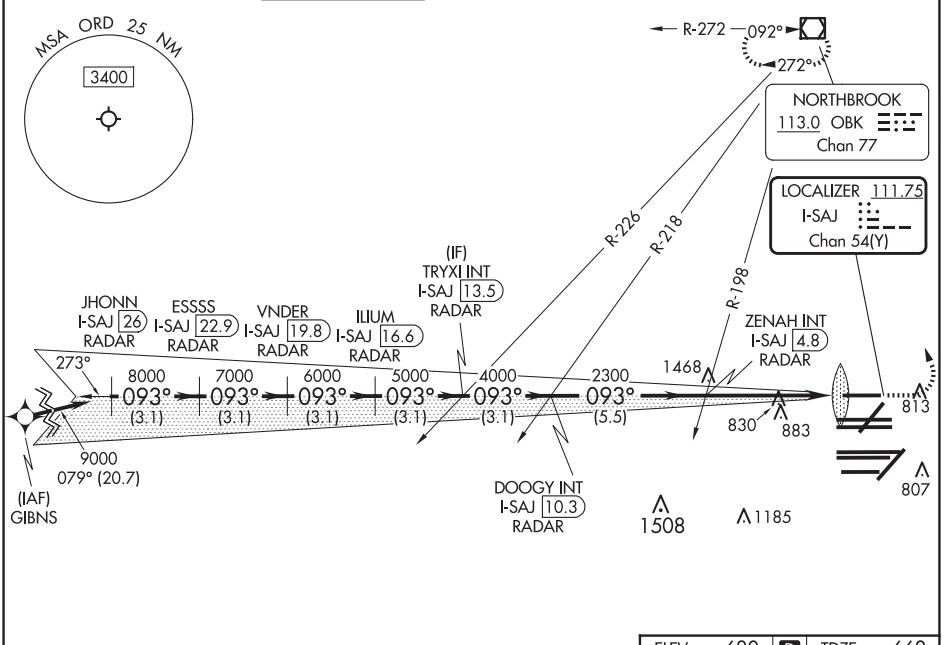
RNAV-1 GPS or RADAR required for procedure entry. RADAR or DME required.

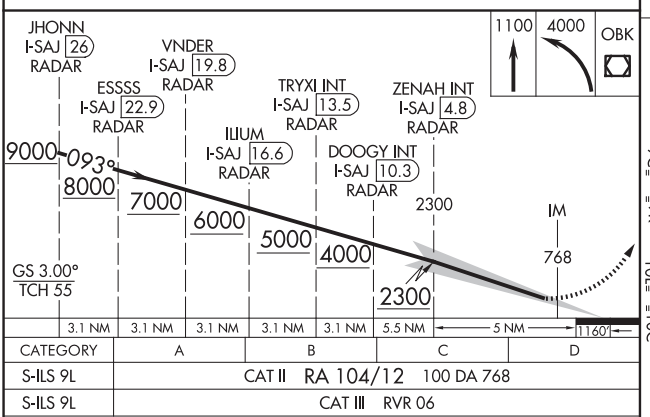
Simultaneous approach authorized.

ALSF-2

MISSED APPROACH: Climb to 1100 then climbing left turn to 4000 direct OBK VOR/DME and hold, continue climb-in-hold to 4000.

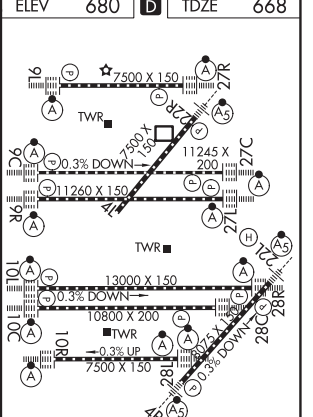
| D-ATIS | CHICAGO APP CON | O'HARE TOWER | GND CON | (TWR CENTER) | CLNC DEL | CPDLC |
|---|---|---|---|---|---|---|
| 135.4 282.225 | 119.0 292.125 | 128.15 348.0 | 124.125 (TWR NORTH) 118.05 (TWR SOUTH) 226.675 (ALL TWRS) | 121.75 (OBND) 121.9 (IBND) | 121.6 | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 9L | CAT II RA 104/12 100 DA 768 | | | |
| S-ILS 9L | CAT III RVR 06 | | | |

**CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**






EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

# ILS RWY 9R (CAT II & III)

## CHICAGO O'HARE INTL (ORD)

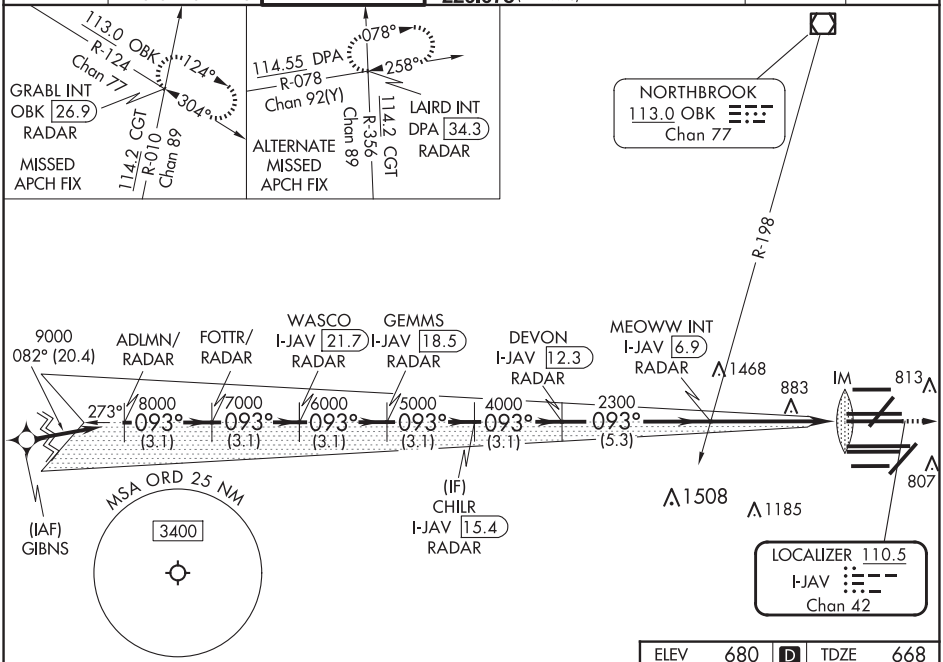
| LOC/DME I-JAV | APP CRS | Rwy Ldg 11260 |
|---|---|---|
| 110.5 | 093° | TDZE 668 |
| Chan 42 | | Apt Elev 680 |

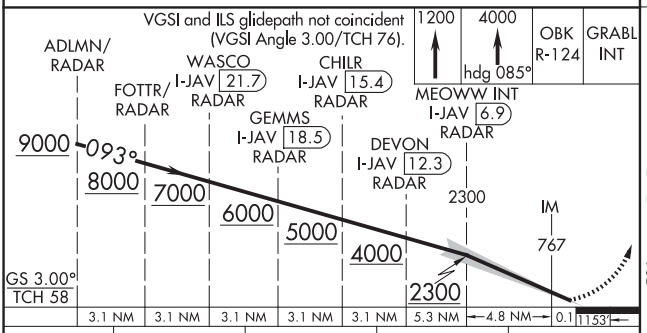
RNP APCH-GPS from GIBNS.
Aircraft not GPS equipped - RADAR required for procedure entry. RADAR or DME required.
Simultaneous approach authorized.

ALSF-2

MISSED APPROACH: Climb to 1200 then climb to 4000 on heading 085° and OBK VOR/DME R-124 to GRABL INT/OKB 26.9 DME/RADAR and hold.

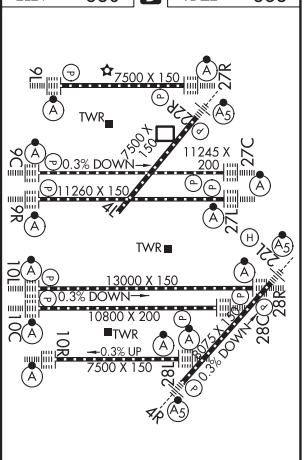
| D-ATIS | CHICAGO APP CON | O'HARE TOWER | GND CON | (TWR CENTER) | CLNC DEL | CPDLC |
|---|---|---|---|---|---|---|
| 135.4 282.225 | 119.0 292.125 | 126.9 348.0 | 124.125 (TWR NORTH) 118.05 (TWR SOUTH) 226.675 (ALL TWRS) | 121.75 (OBND) 121.9 (IBND) | 121.6 | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 9R | CAT II RA 99/12 100 DA 768 | | | |
| S-ILS 9R | CAT III RVR 06 | | | |

**CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**






EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

CHICAGO, ILLINOIS AL-166 (FAA) 25163

# ILS RWY 10C (CAT II & III)

## CHICAGO O'HARE INTL (ORD)

| LOC/DME I-SXH | APP CRS | Rwy Ldg | 10540 |
|---|---|---|---|
| 108.95 | 093° | TDZE | 669 |
| Chan 26(Y) | | Apt Elev | 680 |

From GIBNS: RNAV-1 GPS required.
RNAV 1-GPS or RADAR required for procedure entry. DME or RADAR required.
Simultaneous approach authorized. CAT II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

ALSF-2

MISSED APPROACH: Climb to 4000 on heading 093° and CGT VORTAC R-336 to CGT VORTAC and hold.

| D-ATIS | CHICAGO APP CON | O'HARE TOWER | GND CON (TWR NORTH) | GND CON (TWR SOUTH) | GND CON (ALL TWRS) | (TWR CENTER) | CLNC DEL | CPDLC |
|---|---|---|---|---|---|---|---|---|
| 135.4 282.225 | 119.0 292.125 | 120.75 348.0 | 124.125 | 118.05 | 226.675 | 121.75 (OBND) 121.9 (IBND) | 121.6 | |

ALTERNATE MISSED APCH FIX
114.55 DPA
081° 261°
R-081
Chan 92(Y)
BLUTO
DPA 41
RADAR

MSA ORD 25 NM
3400

NORTHBROOK
113.0 OBK
Chan 77

114.2 CGT
R-336
Chan 89

R-197

LOCALIZER 108.95
I-SXH
Chan 26(Y)

(IAF) GIBNS
BAIRY I-SXH 25.8 RADAR
COUPR I-SXH 22.6 RADAR
KYLAA I-SXH 19.5 RADAR
PEPAW I-SXH 16.4 RADAR
(IF) SHARN I-SXH 13.2 RADAR
RRUDA I-SXH 10.1 RADAR
RAYYY INT I-SXH 4.8 RADAR

273° 8000 093° (3.1) 7000 (3.1) 6000 (3.1) 5000 093° (3.1) 4000 (3.1) 2300 (5.3)
9000 085° (20.3)
1468 883 IM 813 844 807 1508 1185

MISSED APCH FIX
CHICAGO HEIGHTS
CGT
114.2
Chan 89
156° 336° R-156

ELEV 680 D TDZ 669

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 75).

| 4000 | hdg 093° | CGT R-336 | CGT |
|---|---|---|---|

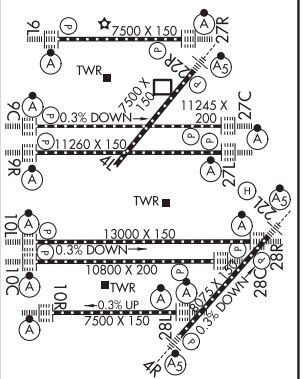
BAIRY I-SXH 25.8 RADAR
COUPR I-SXH 22.6 RADAR
KYLAA I-SXH 19.5 RADAR
SHARN I-SXH 13.2 RADAR
PEPAW I-SXH 16.4 RADAR
RRUDA I-SXH 10.1 RADAR
RAYYY INT I-SXH 4.8 RADAR

9000 093° 8000 7000 6000 5000 4000 2300 IM 770
GS 3.00° TCH 55
2300

3.1 NM | 3.1 NM | 3.1 NM | 3.1 NM | 3.1 NM | 5.3 NM | 5 NM | 1091'

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 10C | CAT II RA 102/12 100 DA 769 | | | |
| S-ILS 10C | CAT III RVR 06 | | | |

## CATEGORY II and III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED




HIRL all Rwys
TDZ/CL all Rwys except 4L

CHICAGO, ILLINOIS
Amdt 2A 03JAN19

41°59'N-87°54'W

CHICAGO O'HARE INTL (ORD)
ILS RWY 10C (CAT II & III)

EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

| LOC/DME I-MED | APP CRS | Rwy Ldg 12246 |
|---|---|---|
| 111.1 Chan 48 | 093° | TDZE 672 Apt Elev 680 |

# ILS RWY 10L (CAT II & III)
## CHICAGO O'HARE INTL (ORD)

From GIBNS: RNAV-1 GPS required.
RNAV 1-GPS or RADAR required for procedure entry. DME or RADAR required.
Simultaneous approach authorized.

ALSF-2

MISSED APPROACH: Climb to 4000 on heading 093° and CGT VORTAC R-336 to CGT VORTAC and hold.

| D-ATIS | CHICAGO APP CON | O'HARE TOWER | GND CON | (TWR CENTER) | CLNC DEL | CPDLC |
|---|---|---|---|---|---|---|
| 135.4 282.225 | 119.0 292.125 | 132.7 348.0 | 124.125 (TWR NORTH) 118.05 (TWR SOUTH) 226.675 (ALL TWRS) | 121.75 (OBND) 121.9 (IBND) | 121.6 | |

ALTERNATE MISSED APCH FIX
081° 261° R-081
114.55 DPA
Chan 92(Y)
BLUTO
DPA 41
RADAR

MSA ORD 25 NM
3400

NORTHBROOK
113.0 OBK
Chan 77

114.2 CGT R-336 Chan 89

R-197

LOCALIZER 111.1
I-MED
Chan 48

(IAF) GIBNS
ARIST I-MED 28.4 RADAR
KALZO I-MED 25.2 RADAR
BURKE I-MED 22.1 RADAR
SYSCO I-MED 18.9 RADAR
(IF) PRATT I-MED 15.8 RADAR
CARLE I-MED 12.7
BUGSE INT I-MED 7.3 RADAR

273°
8000
093° (3.1)
7000 (3.1)
6000 (3.1)
5000 (3.1)
4000 (3.1)
2300
093° (5.4)
IM
1468
883
826
1508
1185
844
813
807
9000
085° (20.3)

MISSED APCH FIX
156° 336° R-156
CHICAGO HEIGHTS
CGT
114.2
Chan 89

ELEV 680 D TDZE 672

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 74).

4000 hdg 093° CGT R-336 CGT

ARIST I-MED 28.4 RADAR
BURKE I-MED 22.1 RADAR
KALZO I-MED 25.2 RADAR
PRATT I-MED 15.8 RADAR
SYSCO I-MED 18.9 RADAR
BUGSE INT I-MED 7.3 RADAR
CARLE I-MED 12.7
IM
9000
093°
8000
7000
6000
5000
4000
2300
773
GS 3.00°
TCH 56
2300

| 3.1 NM | 3.1 NM | 3.1 NM | 3.1 NM | 3.1 NM | 5.4 NM | 4.9 NM | 1113′ |
|---|---|---|---|---|---|---|---|

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 10L | CAT II RA 95/12 100 DA 772 | | | |
| S-ILS 10L | CAT III RVR 06 | | | |

TWR
7500 X 150
11245 X 200
0.3% DOWN
11260 X 150
13000 X 150
10800 X 200
0.3% UP

HIRL all Rwys
TDZ/CL all Rwys except 4L

## CATEGORY II and III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

# ILS RWY 27C (CAT II & III)

## CHICAGO O'HARE INTL (ORD)

| LOC/DME I-UYJ | APP CRS | Rwy Ldg 11245 |
|---|---|---|
| 111.9 | 273° | TDZE 653 |
| Chan 56 | | Apt Elev 680 |

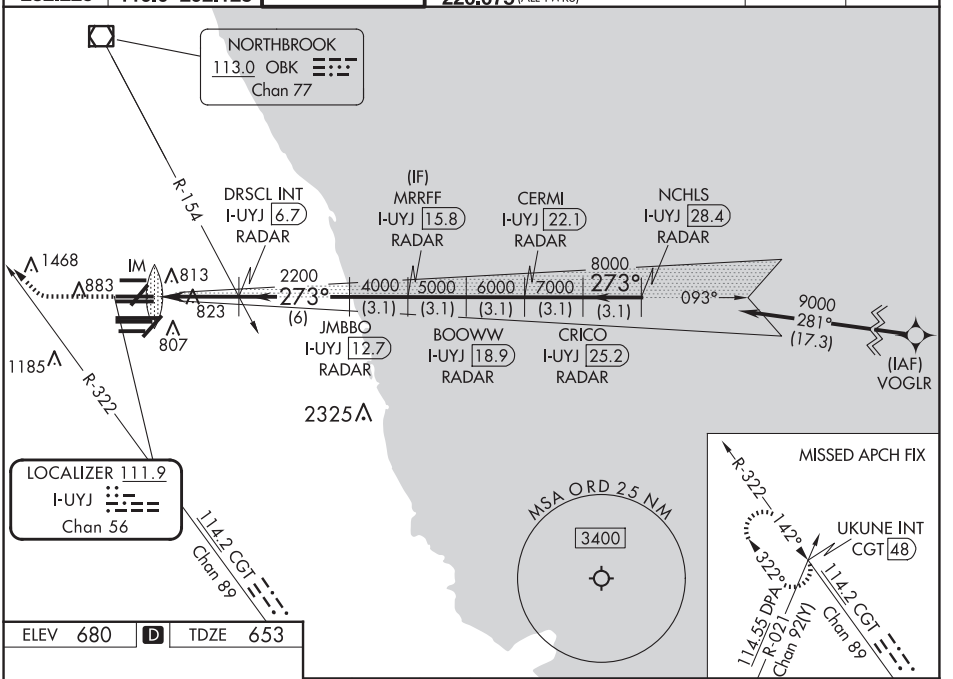
From VOGLR: RNAV 1-GPS required. Aircraft not GPS equipped - RADAR required for procedure entry. DME or RADAR required.

Simultaneous approach authorized. CAT II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

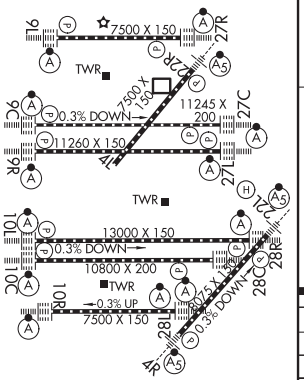
ALSF-2

MISSED APPROACH: Climb to 1100 then climbing right turn to 4000 on heading 290° and CGT R-322 to UKUNE INT/CGT 48 DME and hold.

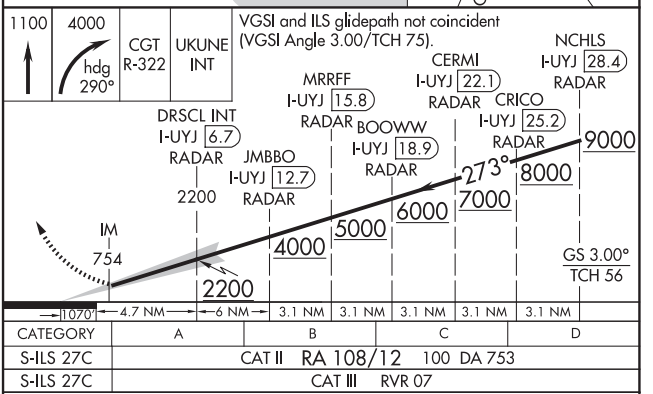
| D-ATIS | CHICAGO APP CON | O'HARE TOWER | GND CON | (TWR CENTER) | CLNC DEL | CPDLC |
|---|---|---|---|---|---|---|
| 135.4<br>282.225 | 119.0 292.125 | 121.15 348.0 | 124.125 (TWR NORTH)<br>118.05 (TWR SOUTH)<br>226.675 (ALL TWRS) | 121.75 (OBND)<br>121.9 (IBND) | 121.6 | |




ELEV 680 | D | TDZE 653




HIRL all Rwys
TDZ/CL all Rwys except 4L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 27C | CAT II RA 108/12 100 DA 753 | | | |
| S-ILS 27C | CAT III RVR 07 | | | |

**CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

# ILS RWY 27L (CAT II & III)

## CHICAGO O'HARE INTL (ORD)

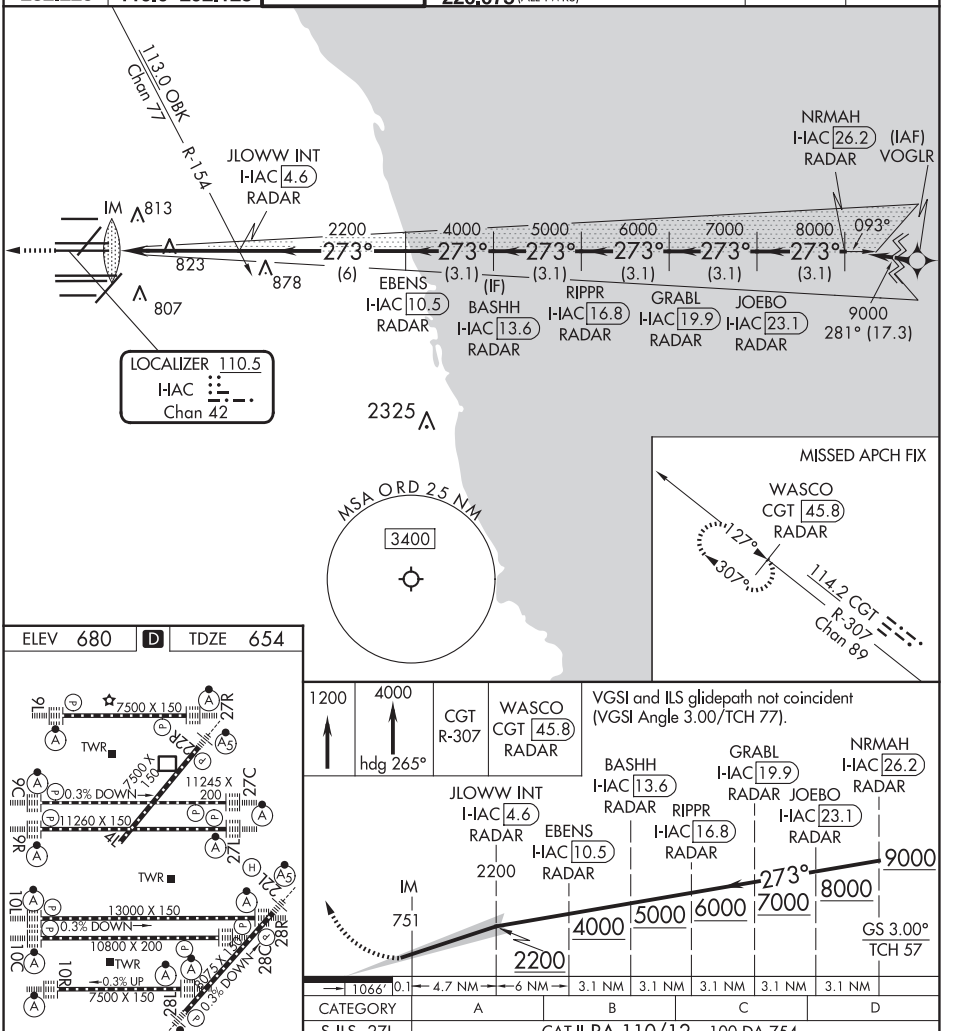
| LOC/DME I-IAC | APP CRS | Rwy Ldg | 11260 |
|---|---|---|---|
| 110.5 | 273° | TDZE | 654 |
| Chan 42 | | Apt Elev | 680 |

RNP APCH-GPS from VOGLR.
Aircraft not GPS equipped - RADAR required for procedure entry. DME or RADAR required.
Simultaneous approach authorized.

ALSF-2

MISSED APPROACH: Climb to 1200 then climb to 4000 on heading 265° and on CGT VORTAC R-307 to WASCO/CGT 45.8 DME/RADAR and hold.

| D-ATIS | CHICAGO APP CON | O'HARE TOWER | GND CON | (TWR CENTER) | CLNC DEL | CPDLC |
|---|---|---|---|---|---|---|
| 135.4 282.225 | 119.0 292.125 | 126.9 348.0 | 124.125 (TWR NORTH) 118.05 (TWR SOUTH) 226.675 (ALL TWRS) | 121.75 (OBND) 121.9 (IBND) | 121.6 | |




ELEV 680 | D | TDZE 654




HIRL all Rwys
TDZ/CL all Rwys except 4L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 27L | CAT II RA 110/12 100 DA 754 | | | |
| S-ILS 27L | CAT III RVR 06 | | | |

## CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

CHICAGO, ILLINOIS

AL-166 (FAA)

25163

| LOC/DME I-ABU | APP CRS | Rwy Ldg | 7500 |
|---|---|---|---|
| 111.75 | 273° | TDZE | 664 |
| Chan 54 (Y) | | Apt Elev | 680 |

# ILS RWY 27R (CAT II & III)

## CHICAGO O'HARE INTL (ORD)

RNAV-1 GPS or RADAR required for procedure entry. RADAR or DME required.

Simultaneous approach authorized.

ALSF-2

MISSED APPROACH: Climb to 1100 then climbing right turn to 4000 direct OBK VOR/DME and hold, continue climb-in-hold to 4000.

| D-ATIS | CHICAGO APP CON | O'HARE TOWER | GND CON | (TWR CENTER) | CLNC DEL | CPDLC |
|---|---|---|---|---|---|---|
| 135.4<br>282.225 | 119.0 292.125 | 128.15 348.0 | 124.125 (TWR NORTH)<br>118.05 (TWR SOUTH)<br>226.675 (ALL TWRS) | 121.75 (OBND)<br>121.9 (IBND) | 121.6 | |

MISSED APCH FIX

NORTHBROOK OBK 113.0 Chan 77

R-272 092° 272°

MSA ORD 25 NM 3400

ALTERNATE MISSED APCH FIX

R-293 027° 207° R-027

UMUZI DPA 25.2

114.55 DPA Chan 92(Y)

113.0 OBK Chan 77

LOCALIZER 111.75 I-ABU Chan 54(Y)

113.0 OBK Chan 77

IM 813 A 807

2200 273° (6.4)

R-136 R-130 R-154

WELEV I-ABU 18.7 RADAR

VINYY I-ABU 28.1 RADAR

(IAF) VOGLR

5000 (3.1) 6000 (3.1) 7000 (3.1) 8000 (3.1) 093°

273°

4000 273° (3.1)

SIBLY INT I-ABU 6 RADAR

BONZO INT I-ABU 12.4 RADAR

(IF) HAREE INT I-ABU 15.6 RADAR

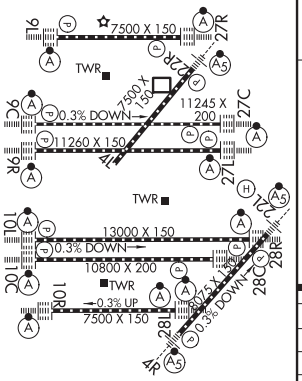
IYLEK I-ABU 21.9 RADAR

JOKKR I-ABU 25 RADAR

9000 284° (17.5)

2325

ELEV 680 D TDZE 664




HIRL all Rwys

TDZ/CL all Rwys except 4L

1100 4000 OBK

SIBLY INT I-ABU 6 RADAR

HAREE INT I-ABU 15.6 RADAR

IYLEK I-ABU 21.9 RADAR

VINYY I-ABU 28.1 RADAR

JOKKR I-ABU 25 RADAR

WELEV I-ABU 18.7 RADAR

BONZO INT I-ABU 12.4 RADAR

IM 764 2200 4000 5000 6000 7000 8000 9000 273°

GS 3.00° TCH 55

1135' 4.7 NM 6.4 NM 3.1 NM 3.1 NM 3.1 NM 3.1 NM 3.1 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS-27R | CAT II RA 101/12 100 DA 764 | | | |
| S-ILS-27R | CAT III RVR 06 | | | |

## CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



EC-3, 07 AUG 2025 to 02 OCT 2025

EC-3, 07 AUG 2025 to 02 OCT 2025

# ILS RWY 28C (CAT II & III)

## CHICAGO O'HARE INTL (ORD)

| LOC/DME I-VZE | APP CRS | Rwy Ldg | 10800 |
|---|---|---|---|
| 108.95 | 273° | TDZE | 651 |
| Chan 26 (Y) | | Apt Elev | 680 |

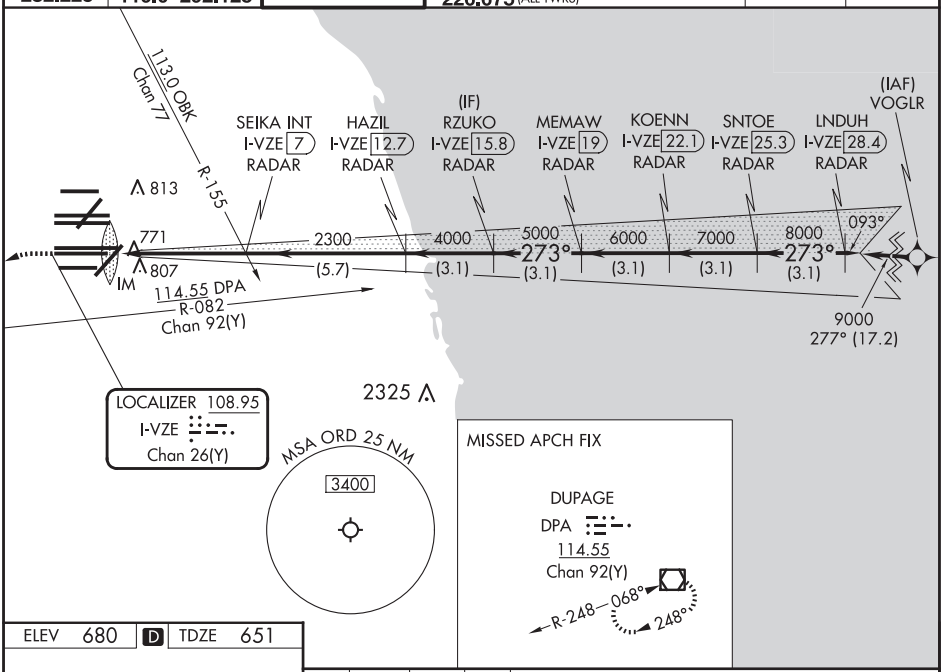
From VOGLR: RNAV 1-GPS required.
Aircraft not GPS equipped - RADAR required for procedure entry.
DME or RADAR required.

Simultaneous approach authorized. CAT II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

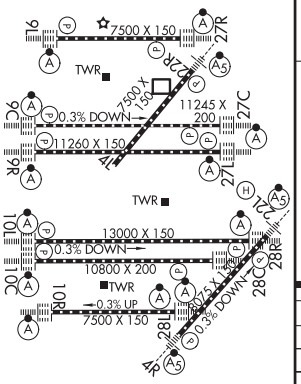
ALSF-2

MISSED APPROACH: Climb to 1100 then climbing left turn to 4000 on heading 215° and DPA VOR/DME R-082 to DPA VOR/DME and hold.

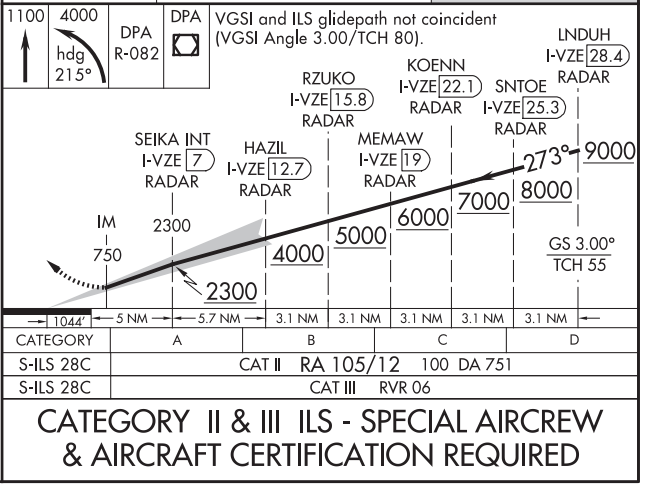
| D-ATIS | CHICAGO APP CON | O'HARE TOWER | GND CON | (TWR CENTER) | CLNC DEL | CPDLC |
|---|---|---|---|---|---|---|
| 135.4 282.225 | 119.0 292.125 | 120.75 348.0 | 124.125 (TWR NORTH) 118.05 (TWR SOUTH) 226.675 (ALL TWRS) | 121.75 (OBND) 121.9 (IBND) | 121.6 | |




ELEV 680 D TDZE 651




HIRL all Rwys
TDZ/CL all Rwys except 4L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 28C | CAT II RA 105/12 100 DA 751 | | | |
| S-ILS 28C | CAT III RVR 06 | | | |

## CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

CHICAGO, ILLINOIS | AL-166 (FAA) | 25163

# ILS RWY 28L (CAT II & III)

## CHICAGO O'HARE INTL (ORD)

| LOC/DME I-VQX | APP CRS | Rwy Ldg | 7500 |
|---|---|---|---|
| 110.75 | 274° | TDZE | 667 |
| Chan 44 (Y) | | Apt Elev | 680 |

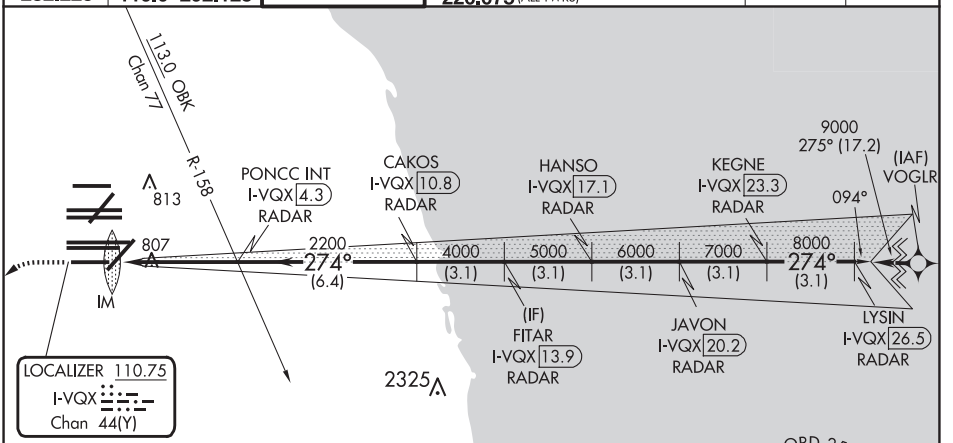
From VOGLR: RNAV 1-GPS required.
Aircraft not GPS equipped - RADAR required for procedure entry.
DME or RADAR required.

Simultaneous approach authorized.
CAT II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

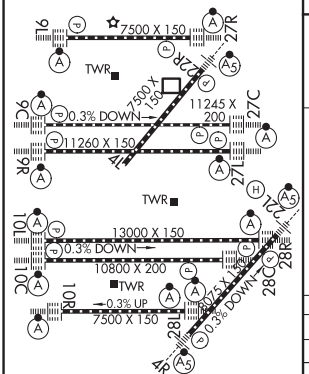
ALSF-2

MISSED APPROACH: Climb to 1200 then climbing left turn to 4000 direct CGT VORTAC and hold.

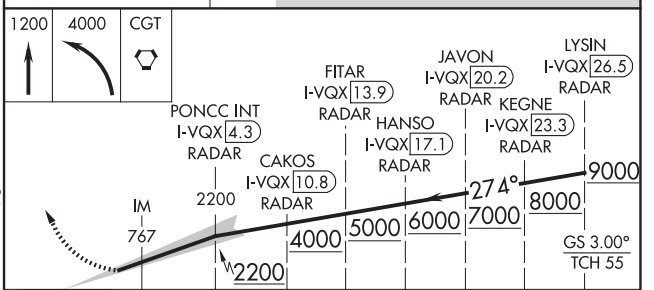
| D-ATIS | CHICAGO APP CON | O'HARE TOWER | GND CON | (TWR CENTER) | CLNC DEL | CPDLC |
|---|---|---|---|---|---|---|
| 135.4<br>282.225 | 119.0 292.125 | 133.0 348.0 | 124.125 (TWR NORTH)<br>118.05 (TWR SOUTH)<br>226.675 (ALL TWRS) | 121.75 (OBND)<br>121.9 (IBND) | 121.6 | |




ELEV 680 | D | TDZE 667




HIRL all Rwys
TDZ/CL all Rwys except 4L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 28L | CAT II RA 106/12 100 DA 767 | | | |
| S-ILS 28L | CAT III RVR 06 | | | |

**CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

CHICAGO, ILLINOIS
Orig-B 03JAN19

41°59'N-87°54'W

CHICAGO O'HARE INTL (ORD)
ILS RWY 28L (CAT II & III)

EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

| LOC/DME I-TSL | APP CRS | Rwy Ldg 13000 |
|---|---|---|
| 111.1 | 273° | TDZE 651 |
| Chan 48 | | Apt Elev 680 |

# ILS RWY 28R (CAT II & III)

## CHICAGO O'HARE INTL (ORD)

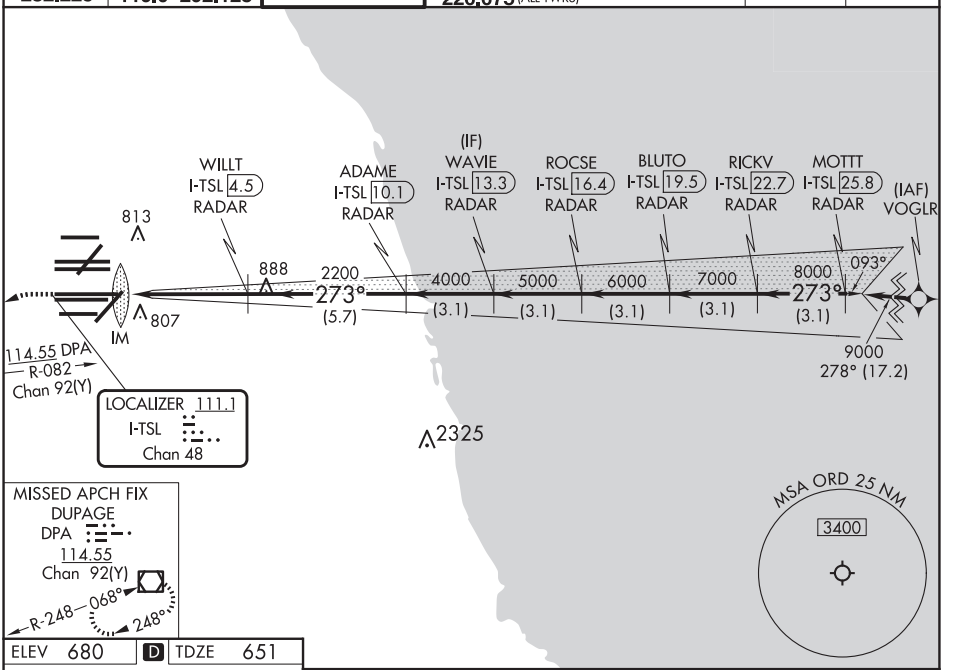
From VOGLR: RNAV 1-GPS required.
Aircraft not GPS equipped - RADAR required for procedure entry.
DME or RADAR required.

Simultaneous approach authorized.

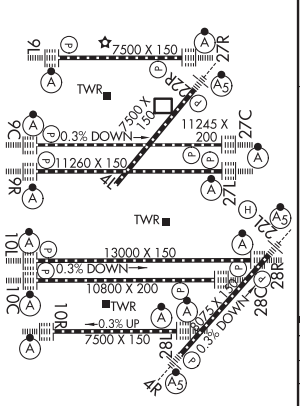
ALSF-2

MISSED APPROACH: Climb to 1100 then climbing left turn to 4000 on heading 215° and DPA VOR/DME R-082 to DPA VOR/DME and hold.

| D-ATIS | CHICAGO APP CON | O'HARE TOWER | GND CON | (TWR CENTER) | CLNC DEL | CPDLC |
|---|---|---|---|---|---|---|
| 135.4<br>282.225 | 119.0 292.125 | 132.7 348.0 | 124.125 (TWR NORTH)<br>118.05 (TWR SOUTH)<br>226.675 (ALL TWRS) | 121.75 (OBND)<br>121.9 (IBND) | 121.6 | |



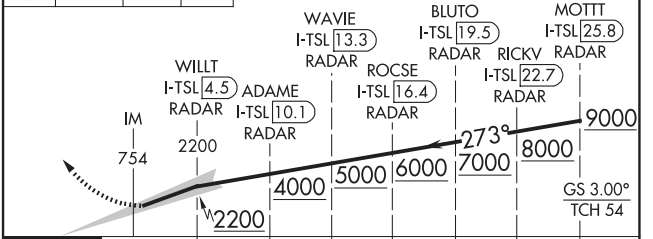

| ELEV 680 | D | TDZE 651 |
|---|---|---|




HIRL all Rwys
TDZ/CL all Rwys except 4L

| 1100 | 4000 hdg 215° | DPA R-082 | DPA |
|---|---|---|---|

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 70).




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 28R | CAT II RA 97/12 100 DA 751 | | | |
| S-ILS 28R | CAT III RVR 06 | | | |

## CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

# ILS Z RWY 10R (CAT II & III)

## CHICAGO O'HARE INTL (ORD)

| LOC/DME I-IZJ | APP CRS | Rwy Ldg | 7500 |
|---|---|---|---|
| 110.75 | 094° | TDZE | 680 |
| Chan 44 (Y) | | Apt Elev | 680 |

RNAV 1-GPS or RADAR required for procedure entry. DME or RADAR required.
From GIBNS: RNAV-1 GPS required.

Simultaneous approach authorized. CAT II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

ALSF-2

MISSED APPROACH: Climb to 1200 then climbing right turn to 4000 direct DPA VOR/DME and hold.

| D-ATIS | CHICAGO APP CON | O'HARE TOWER | GND CON | (TWR CENTER) | CLNC DEL | CPDLC |
|---|---|---|---|---|---|---|
| 135.4 282.225 | 119.0 292.125 | 133.0 348.0 | 124.125 (TWR NORTH) 118.05 (TWR SOUTH) 226.675 (ALL TWRS) | 121.75 (OBND) 121.9 (IBND) | 121.6 | |

ALTERNATE MISSED APCH FIX
JOLIET
JOT 112.3 Chan 70
R-246-066° 246°

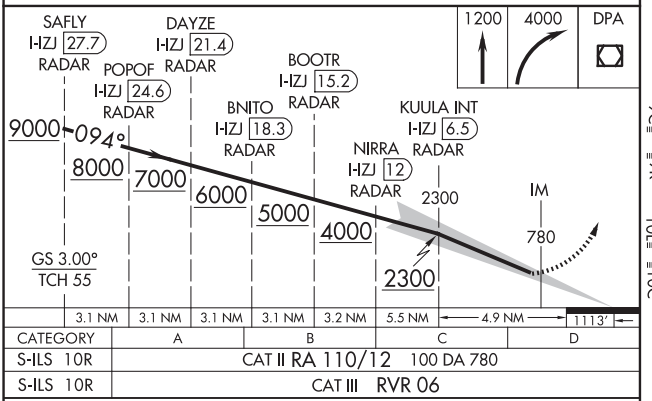
MSA ORD 25 NM
3400
113.0 OBK Chan 77

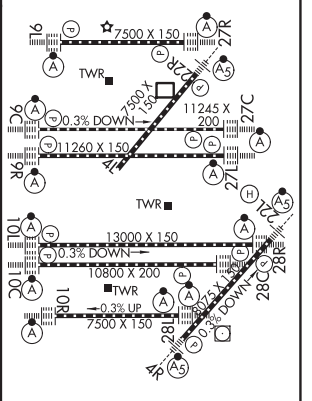
(IAF) GIBNS
SAFLY I-IZJ 27.7 RADAR
POPOF I-IZJ 24.6 RADAR
DAYZE I-IZJ 21.4 RADAR
BNITO I-IZJ 18.3 RADAR
(IF) BOOTR I-IZJ 15.2 RADAR
NIRRA I-IZJ 12 RADAR
KUULA INT I-IZJ 6.5 RADAR
R-196
1468
883
813
834
8000
094°
7000 (3.1)
6000 (3.1)
5000 (3.1)
4000 (3.2)
2300
094° (5.5)
274° (3.1)
9000
087° (20.2)
1508
1185
IM

R-248 068° 248°
DUPAGE
114.55 DPA Chan 92(Y)

LOCALIZER 110.75
I-IZJ
Chan 44(Y)

ELEV 680 D TDZE 680




## CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

| APP CRS | Rwy Ldg | 11260 |
|---|---|---|
| 273° | TDZE | 654 |
| | Apt Elev | 680 |

# RNAV (RNP) Y RWY 27L

CHICAGO O'HARE INTL (ORD)

RNP AR APCH - GPS.

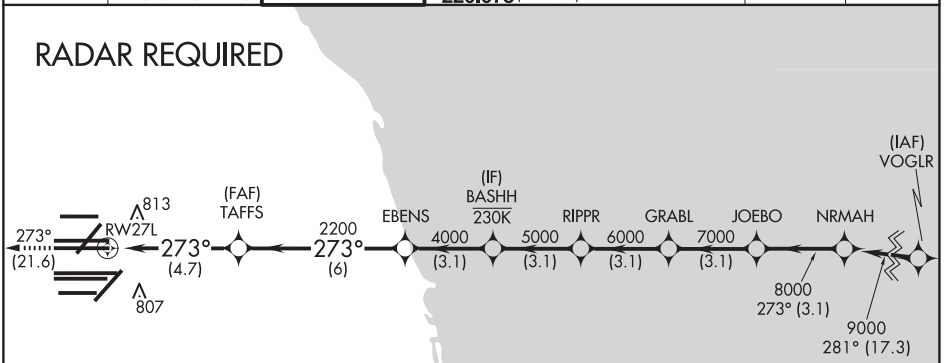
Simultaneous approach authorized. Use of FD or AP required during simultaneous operations. For uncompensated Baro-VNAV systems, procedure NA below -19°C or above 54°C.

ALSF-2

MISSED APPROACH: Climb to 4000 on track 273° to WASCO and hold.

| D-ATIS | CHICAGO APP CON | O'HARE TOWER | GND CON | (TWR CENTER) | CLNC DEL | CPDLC |
|---|---|---|---|---|---|---|
| 135.4<br>282.225 | 119.0 292.125 | 126.9 348.0 | 124.125 (TWR NORTH)<br>118.05 (TWR SOUTH)<br>226.675 (ALL TWRS) | 121.75 (OBND)<br>121.9 (IBND) | 121.6 | |

## RADAR REQUIRED




MISSED APCH FIX

WASCO

093°

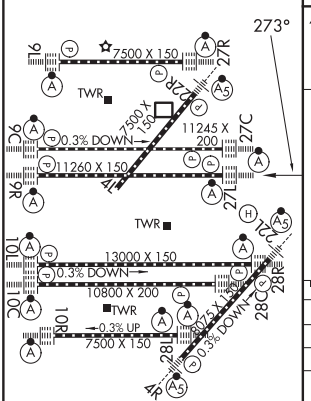
273°

4 NM

MSA RW27L 25 NM

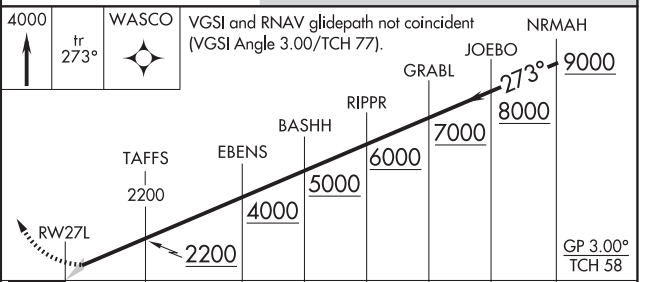
3400

| ELEV | 680 | D | TDZE | 654 |
|---|---|---|---|---|




HIRL all Rwys

TDZ/CL all Rwys except 4L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.15 DA | 989/26 | 335 (400-½) | | |
| RNP 0.30 DA | 1133/50 | 479 (500-1) | | |

## AUTHORIZATION REQUIRED



EC-3, 07 AUG 2025 to 02 OCT 2025
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25163

CHICAGO, ILLINOIS

AL-166 (FAA)

# RNAV (GPS) PRM RWY 28C (CLOSE PARALLEL)

CHICAGO O'HARE INTL (ORD)

| WAAS | APP CRS | Rwy Ldg 10800 |
|---|---|---|
| CH 53639 | 273° | TDZE 651 |
| W28B | | Apt Elev 680 |

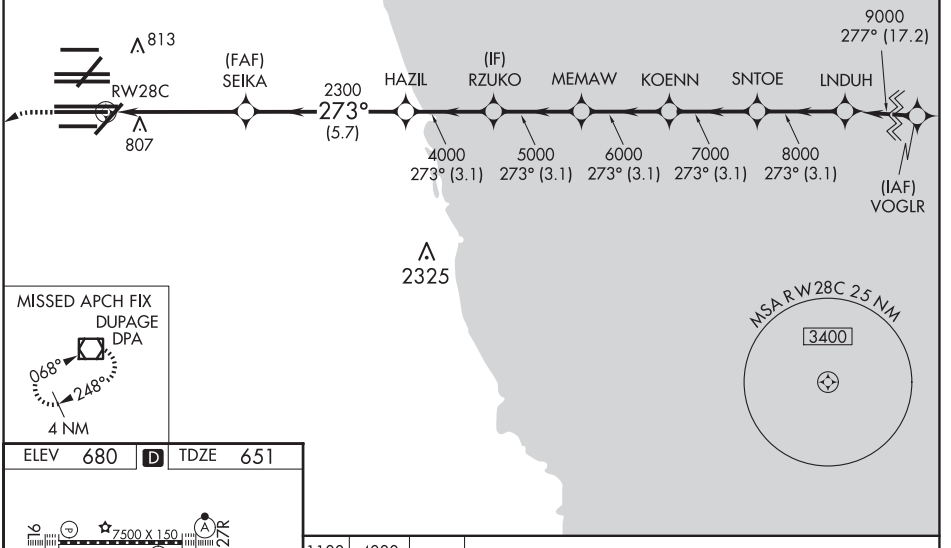
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Use of FD or AP providing RNAV track guidance required during simultaneous operations. Simultaneous approach authorized. Dual VHF comm required. See additional requirements on AAUP.

ALSF-2

MISSED APPROACH: Climb to 1100 then climbing left turn to 4000 direct DPA VOR/DME and hold.

| D-ATIS | CHICAGO APP CON | O'HARE TOWER | GND CON | (TWR CENTER) | CLNC DEL | CPDLC |
|---|---|---|---|---|---|---|
| 135.4<br>282.225 | 119.0 292.125 | 120.75 348.0<br>PRM 119.625 | 124.125 (TWR NORTH)<br>118.05 (TWR SOUTH)<br>226.675 (ALL TWRS) | 121.75 (OBND)<br>121.9 (IBND) | 121.6 | |

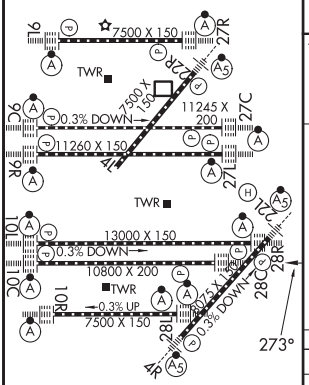
RADAR REQUIRED




MISSED APCH FIX
DUPAGE
DPA
068°
248°
4 NM

MSA RW28C 25 NM
3400

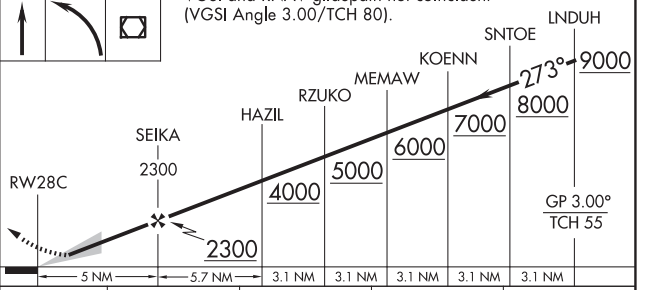
ELEV 680 | D | TDZE 651




HIRL all Rwys
TDZ/CL all Rwys except 4L

1100 | 4000 | DPA

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 80).




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 851/18 200 (200-½) | | | |
| LNAV/VNAV DA | 1094/50 443 (500-1) | | | |



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EC-3, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 4R

## CHICAGO O'HARE INTL (ORD)

| WAAS CH 81929 W04A | APP CRS 044° | Rwy Ldg 8075 TDZE 661 Apt Elev 680 |
|---|---|---|

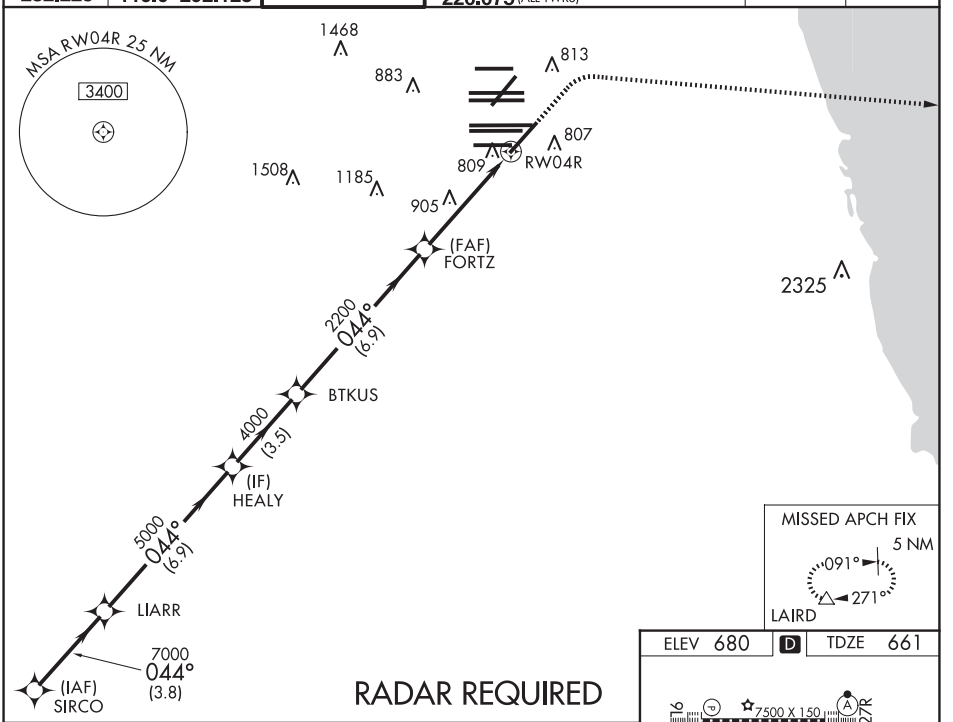
RNP APCH - GPS.

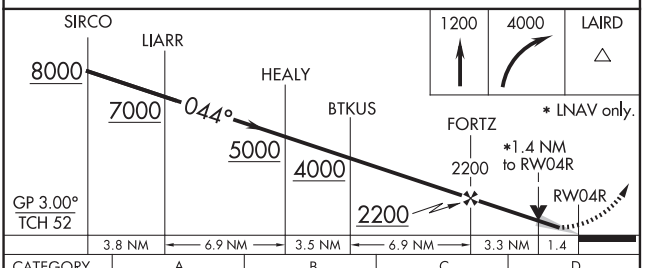
MALSR

MISSED APPROACH: Climb to 1200 then climbing right turn to 4000 direct LAIRD and hold, continue climb-in-hold to 4000.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 39°C.

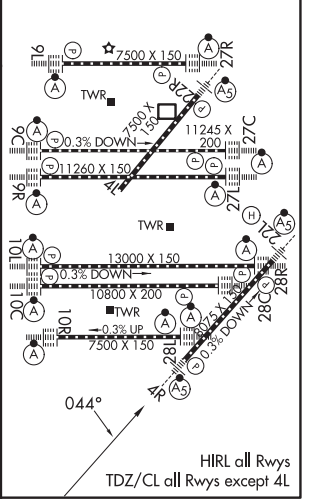
| D-ATIS | CHICAGO APP CON | O'HARE TOWER | GND CON | (TWR CENTER) | CLNC DEL | CPDLC |
|---|---|---|---|---|---|---|
| 135.4 282.225 | 119.0 292.125 | 120.75 348.0 | 124.125 (TWR NORTH) 118.05 (TWR SOUTH) 226.675 (ALL TWRS) | 121.75 (OBND) 121.9 (IBND) | 121.6 | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | | 861/18 | 200 (200-½) | |
| LNAV/VNAV DA | | 990/32 | 329 (400-⅝) | |
| LNAV MDA | 1160/24 | 499 (500-½) | 1160/50 | 499 (500-1) |
| C CIRCLING | 1220-1 | 540 (600-1) | 1220-1½ 540 (600-1½) | 1460-2½ 780 (800-2½) |

ELEV 680 D TDZE 661



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CHICAGO, ILLINOIS AL-166 (FAA) 25163

# RNAV (GPS) RWY 9C

## CHICAGO O'HARE INTL (ORD)

| WAAS | APP CRS | Rwy Ldg | 11245 |
|---|---|---|---|
| CH 58143 | 093° | TDZE | 673 |
| W09D | | Apt Elev | 680 |

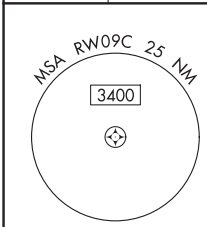
RNP APCH.

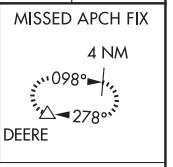
Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. For inop ALS, increase LNAV/VNAV all cats visibility to RVR 4500 and LNAV Cat C/D to 1⅜ SM.

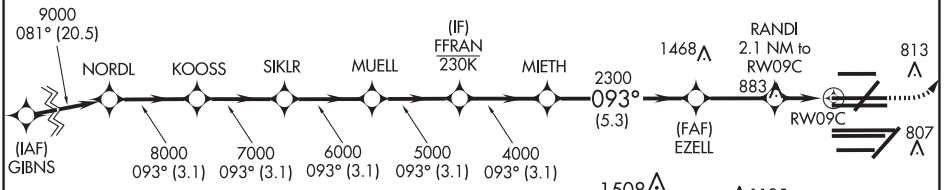
ALSF-2

MISSED APPROACH: Climb to 1200 then climbing left turn to 4000 direct DEERE and hold.

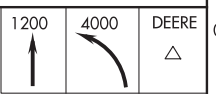
| D-ATIS | CHICAGO APP CON | O'HARE TOWER | GND CON | (TWR CENTER) | CLNC DEL | CPDLC |
|---|---|---|---|---|---|---|
| 135.4 282.225 | 119.0 292.125 | 121.15 348.0 | 124.125 (TWR NORTH) 118.05 (TWR SOUTH) 226.675 (ALL TWRS) | 121.75 (OBND) 121.9 (IBND) | 121.6 | |



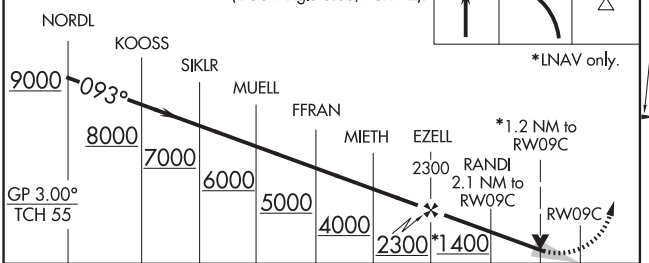




VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 72).

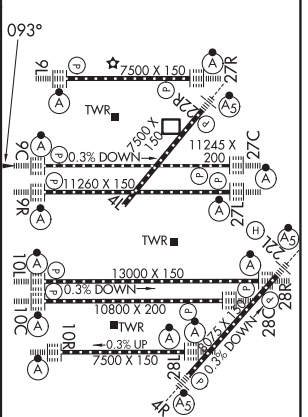



*LNAV only.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 873/18 | 200 (200-½) | | |
| LNAV/VNAV DA | 976/24 | 303 (300-½) | | |
| LNAV MDA | 1140/24 | 467 (500-½) | 1140/50 | 467 (500-1) |

ELEV 680 D TDZE 673




HIRL all Rwys
TDZ/CL all Rwys except 4L

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| WAAS | APP CRS | Rwy Ldg | 7500 |
|---|---|---|---|
| CH 99508 | 093° | TDZE | 668 |
| W09B | | Apt Elev | 680 |

# RNAV (GPS) RWY 9L

## CHICAGO O'HARE INTL (ORD)

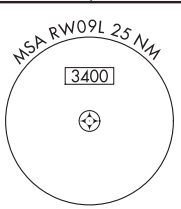
RADAR required for procedure entry. RNP APCH.

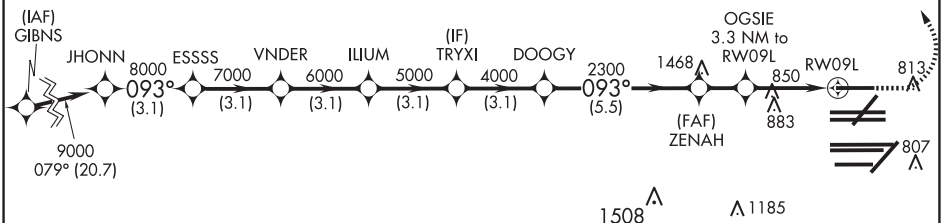
T Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For uncompensated Baro-VNAV systems, procedure NA below -19°C or above 54°C.

ALSF-2

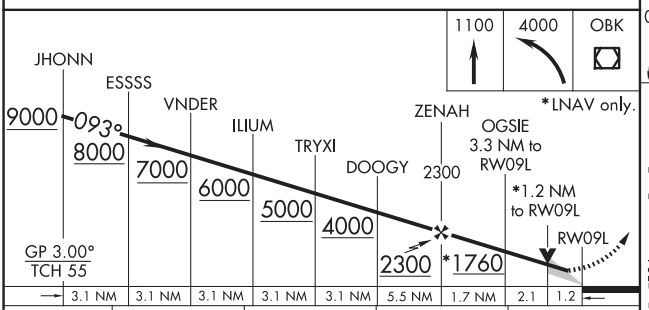
MISSED APPROACH: Climb to 1100 then climbing left turn to 4000 direct OBK VOR/DME and hold, continue climb-in-hold to 4000.

| D-ATIS | CHICAGO APP CON | O'HARE TOWER | GND CON | (TWR CENTER) | CLNC DEL | CPDLC |
|---|---|---|---|---|---|---|
| 135.4 282.225 | 119.0 292.125 | 128.15 348.0 | 124.125 (TWR NORTH) 118.05 (TWR SOUTH) 226.675 (ALL TWRS) | 121.75 (OBND) 121.9 (IBND) | 121.6 | |

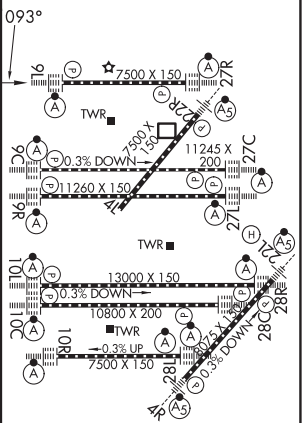





ELEV 680 D TDZE 668




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 868/18 200 (200-½) | | | |
| LNAV/VNAV DA | 1034/35 366 (400-⅝) | | | |
| LNAV MDA | 1100/24 432 (500-½) | | 1100/40 432 (500-¾) | |






EC-3, 07 AUG 2025 to 02 OCT 2025
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# RNAV (GPS) RWY 9R

## CHICAGO O'HARE INTL (ORD)

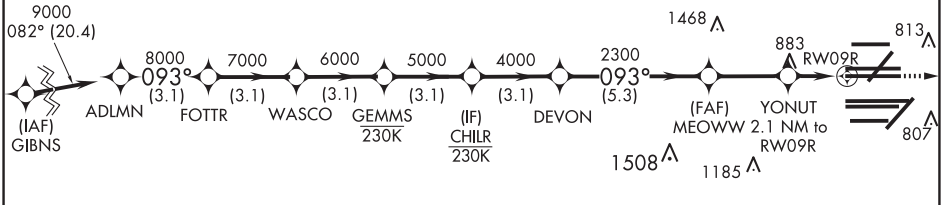
| WAAS CH 78204 W09A | APP CRS 093° | Rwy Ldg 11260 TDZE 668 Apt Elev 680 |
|---|---|---|

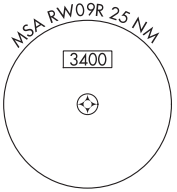
RNP APCH - GPS.

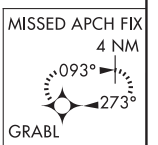
Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4500. For inop ALS, increase LNAV Cats C/D visibility to 1⅜ SM.

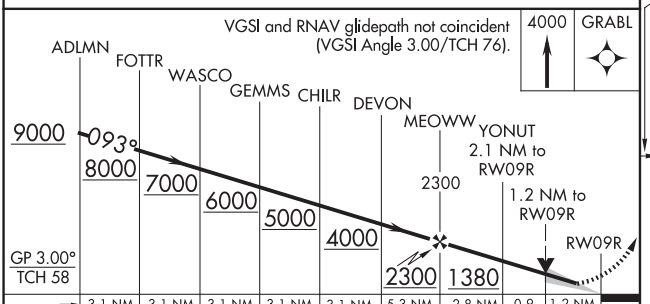
MISSED APPROACH: Climb to 4000 direct GRABL and hold.

| D-ATIS | CHICAGO APP CON | O'HARE TOWER | GND CON | (TWR CENTER) | CLNC DEL | CPDLC |
|---|---|---|---|---|---|---|
| 135.4 282.225 | 119.0 292.125 | 126.9 348.0 | 124.125 (TWR NORTH) 118.05 (TWR SOUTH) 226.675 (ALL TWRS) | 121.75 (OBND) 121.9 (IBND) | 121.6 | |

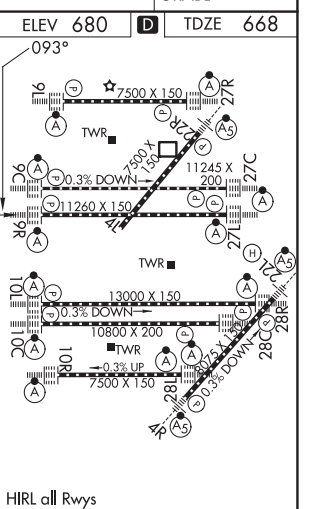



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 868/18 200 (200-½) | | | |
| LNAV/VNAV DA | 976/24 308 (300-½) | | | |
| LNAV MDA | 1140/24 472 (500-½) | | 1140/50 472 (500-1) | |



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| WAAS | APP CRS | Rwy Ldg | 10540 |
|---|---|---|---|
| CH 81934 | 093° | TDZE | 669 |
| W10B | | Apt Elev | 680 |

# RNAV (GPS) RWY 10C

## CHICAGO O'HARE INTL (ORD)

RNP APCH - GPS.

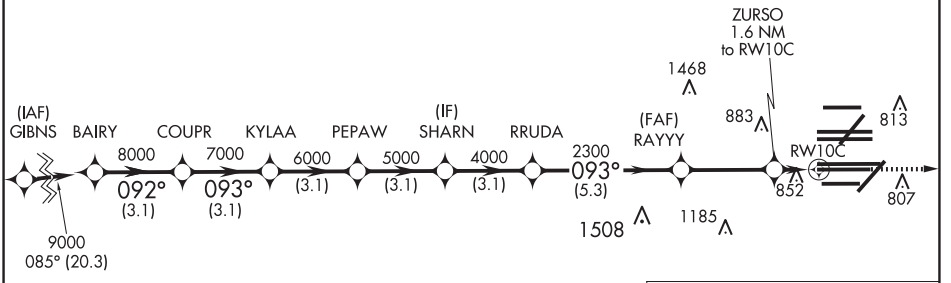
Simultaneous approach authorized. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. Rwy 10C helicopter visibility reduction below RVR 4000 NA.

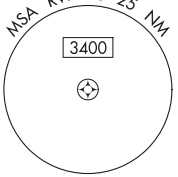
ALSF-2

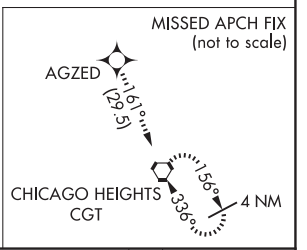
MISSED APPROACH: Climb to 4000 direct AGZED and on track 161° to CGT VORTAC and hold.

| D-ATIS | CHICAGO APP CON | O'HARE TOWER | GND CON | (TWR CENTER) | CLNC DEL | CPDLC |
|---|---|---|---|---|---|---|
| 135.4 282.225 | 119.0 292.125 | 120.75 348.0 | 124.125 (TWR NORTH) 118.05 (TWR SOUTH) 226.675 (ALL TWRS) | 121.75 (OBND) 121.9 (IBND) | 121.6 | |

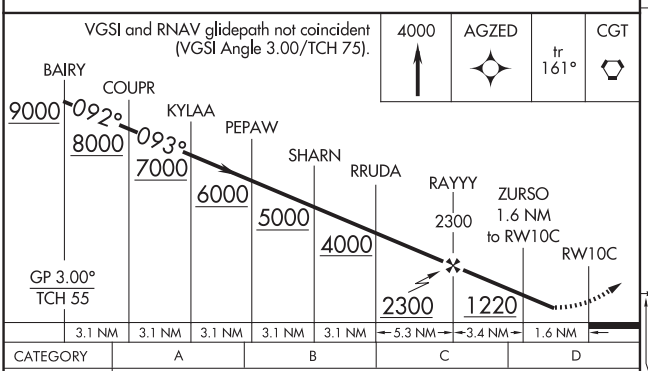
## RADAR REQUIRED

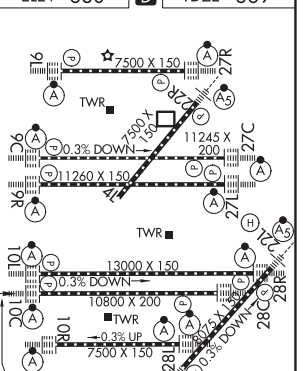



ELEV 680 D TDZE 669




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 869/18 200 (200-½) | | | |
| LNAV/VNAV DA | 1062/40 393 (400-¾) | | | |
| LNAV MDA | 1120/24 451 (500-½) | | 1120/45 451 (500-⅞) | |

HIRL all Rwys
TDZ/CL all Rwys except 4L



EC-3, 07 AUG 2025 to 02 OCT 2025
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CHICAGO, ILLINOIS | AL-166 (FAA) | 25163

| WAAS | APP CRS | Rwy Ldg | 12246 |
|---|---|---|---|
| CH 48904 | 093° | TDZE | 672 |
| W10A | | Apt Elev | 680 |

# RNAV (GPS) RWY 10L

## CHICAGO O'HARE INTL (ORD)

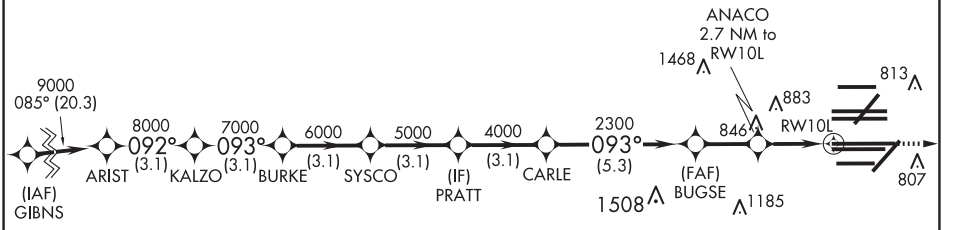
RADAR required for procedure entry. RNP APCH.

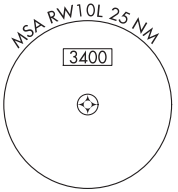
T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

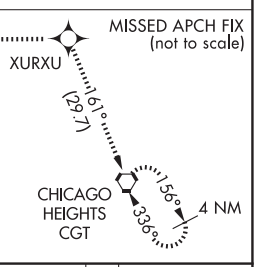
ALSF-2

MISSED APPROACH: Climb to 4000 direct XURXU and on track 161° to CGT VORTAC and hold.

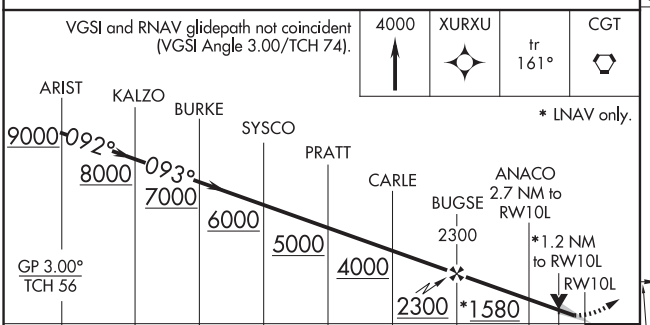
| D-ATIS | CHICAGO APP CON | O'HARE TOWER | GND CON | (TWR CENTER) | CLNC DEL | CPDLC |
|---|---|---|---|---|---|---|
| 135.4<br>282.225 | 119.0 292.125 | 132.7 348.0 | 124.125 (TWR NORTH)<br>118.05 (TWR SOUTH)<br>226.675 (ALL TWRS) | 121.75 (OBND)<br>121.9 (IBND) | 121.6 | |



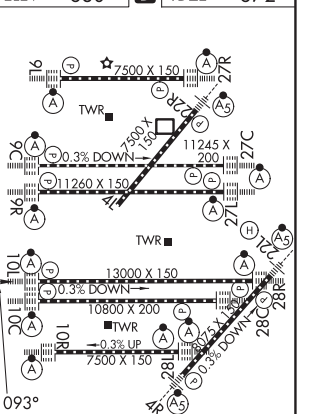




| ELEV | 680 | D | TDZE | 672 |
|---|---|---|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 872/18 | 200 (200-½) | | |
| LNAV/VNAV DA | 1062/35 | 390 (400-⅝) | | |
| LNAV MDA | 1120/24 | 448 (500-½) | 1120/45 | 448 (500-⅞) |




EC-3, 07 AUG 2025 to 02 OCT 2025

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| WAAS | APP CRS | Rwy Ldg | 8075 |
|---|---|---|---|
| CH 50228 | 225° | TDZE | 654 |
| W22B | | Apt Elev | 680 |

# RNAV (GPS) RWY 22L

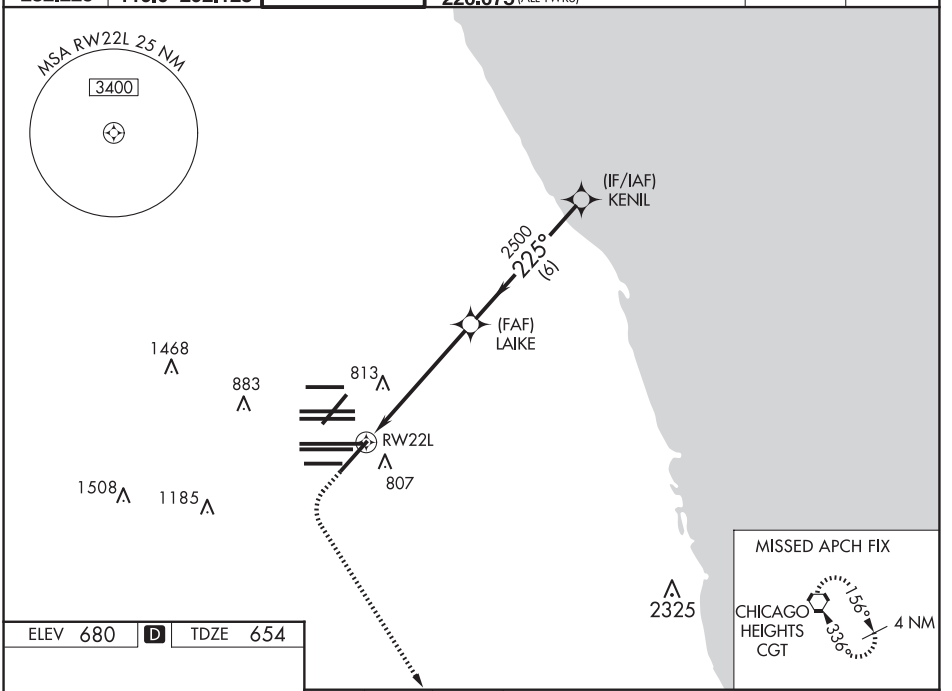
## CHICAGO O'HARE INTL (ORD)

T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). Simultaneous approach authorized with Rwy 22R. DME/DME RNP-0.3 NA. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

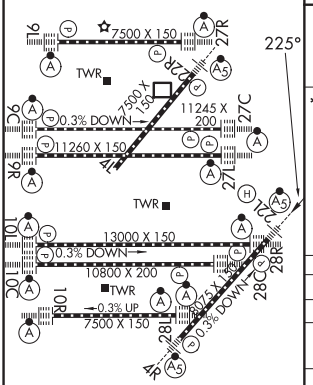
MALSR (A5)

MISSED APPROACH: Climb to 1100 then climbing left turn to 4000 direct CGT VORTAC and hold.

| D-ATIS | CHICAGO APP CON | O'HARE TOWER | GND CON | (TWR CENTER) | CLNC DEL | CPDLC |
|---|---|---|---|---|---|---|
| 135.4<br>282.225 | 119.0 292.125 | 120.75 348.0 | 124.125 (TWR NORTH)<br>118.05 (TWR SOUTH)<br>226.675 (ALL TWRS) | 121.75 (OBND)<br>121.9 (IBND) | 121.6 | |



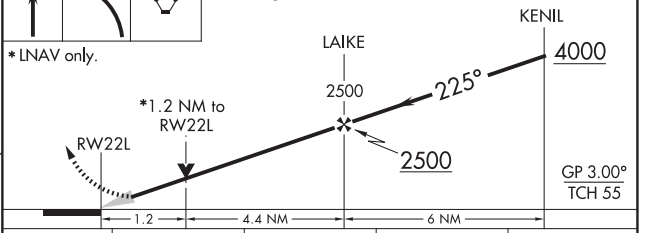

ELEV 680 D TDZE 654




HIRL all Rwys
TDZ/CL all Rwys except 4L

| 1100 | 4000 | CGT |
|---|---|---|

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 73).




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 854/18 200 (200-½) | | | |
| LNAV/VNAV DA | 1066/45 412 (400-⅞) | | | |
| LNAV MDA | 1120/24 466 (500-½) | | 1120/50 466 (500-1) | |
| C CIRCLING | 1220-1 540 (600-1) | | 1220-1½ 540 (600-1½) | 1460-2½ 780 (800-2½) |



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# RNAV (GPS) RWY 22R

## CHICAGO O'HARE INTL (ORD)

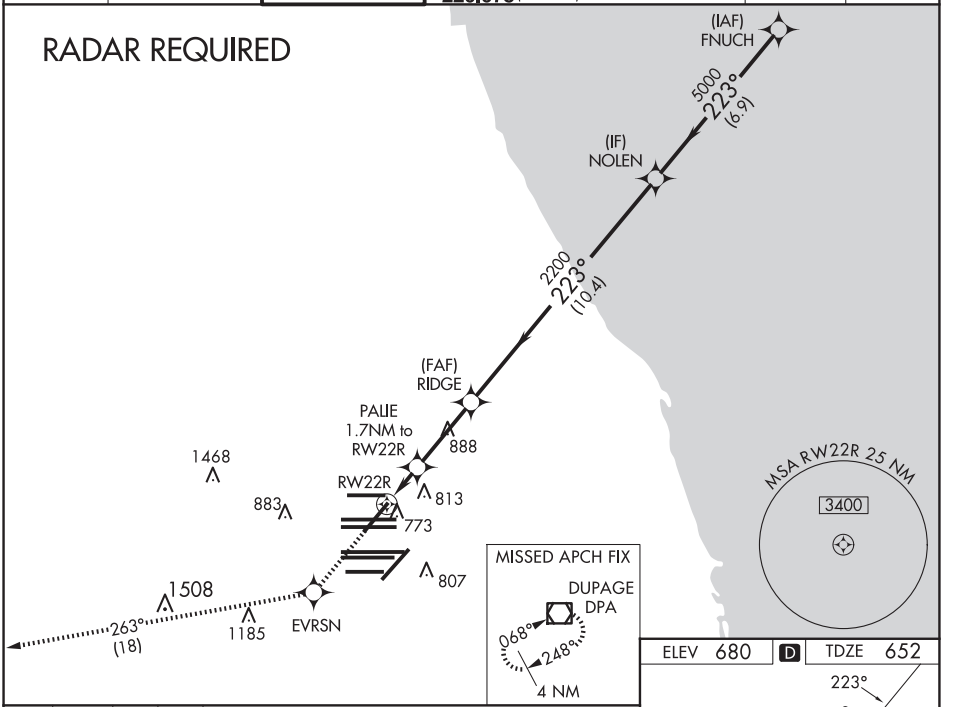
| WAAS | APP CRS | Rwy Ldg | 7300 |
|---|---|---|---|
| CH 90504 | 223° | TDZE | 652 |
| W22A | | Apt Elev | 680 |

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 39°C (102°F). Simultaneous approach authorized with Rwy 22L. DME/DME RNP-0.3 NA. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

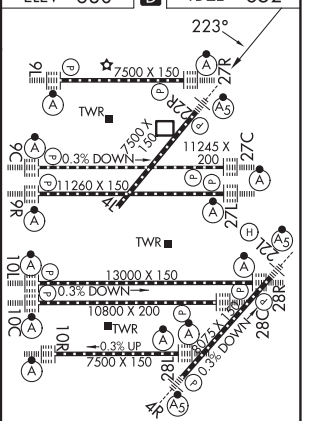
MALSR

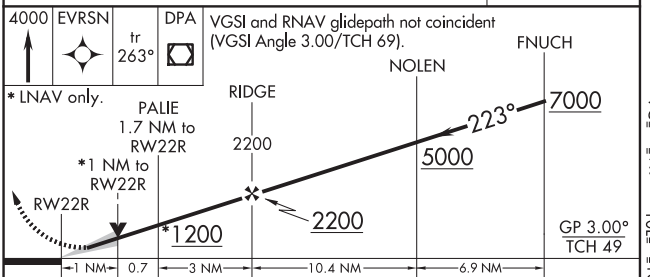
MISSED APPROACH: Climb to 4000 direct EVRSN and on track 263° to DPA VOR/DME and hold.

| D-ATIS | CHICAGO APP CON | O'HARE TOWER | GND CON | (TWR CENTER) | CLNC DEL | CPDLC |
|---|---|---|---|---|---|---|
| 135.4<br>282.225 | 119.0 292.125 | 126.9 348.0 | 124.125 (TWR NORTH)<br>118.05 (TWR SOUTH)<br>226.675 (ALL TWRS) | 121.75 (OBND)<br>121.9 (IBND) | 121.6 | |




| ELEV 680 | D | TDZE 652 |
|---|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 852/18 | 200 (200-½) | | |
| LNAV/VNAV DA | 972/32 | 320 (300-⅝) | | |
| LNAV MDA | 1040/24 | 388 (400-½) | 1040/35 | 388 (400-⅝) |
| C CIRCLING | 1220-1 | 540 (600-1) | 1220-1½<br>540 (600-1½) | 1460-2½<br>780 (800-2½) |

HIRL all Rwys
TDZ/CL all Rwys except 4L



41°59'N-87°54'W



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| WAAS | APP CRS | Rwy Ldg 11245 |
|---|---|---|
| CH 70643 | 273° | TDZE 653 |
| W27D | | Apt Elev 680 |

# RNAV (GPS) RWY 27C

## CHICAGO O'HARE INTL (ORD)

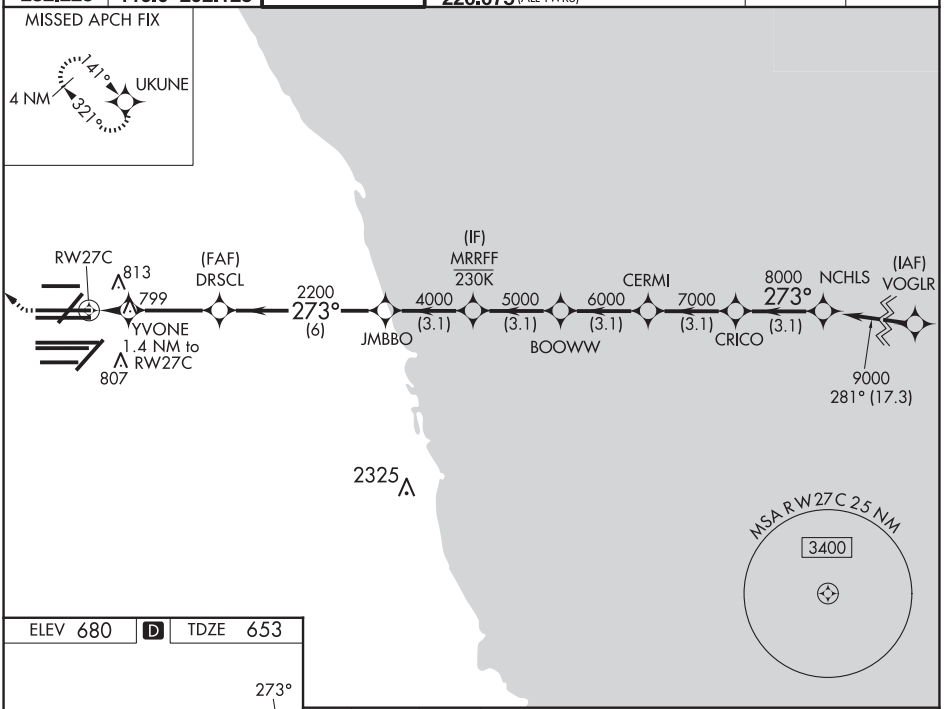
RNP APCH.

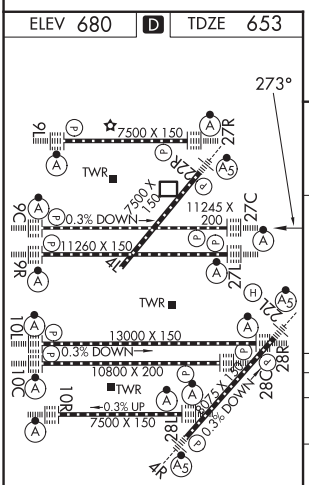
T Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. For inop ALS, increase LNAV Cat C/D visibility to RVR 6000.

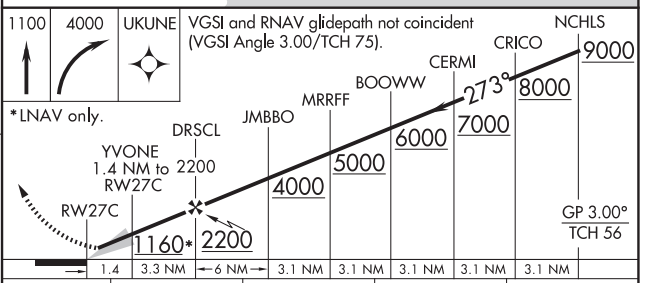
ALSF-2

MISSED APPROACH: Climb to 1100 then climbing right turn to 4000 direct UKUNE and hold.

| D-ATIS | CHICAGO APP CON | O'HARE TOWER | GND CON (TWR CENTER) | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 135.4 282.225 | 119.0 292.125 | 121.15 348.0 | 124.125 (TWR NORTH) 118.05 (TWR SOUTH) 226.675 (ALL TWRS) 121.75 (OBND) 121.9 (IBND) | 121.6 | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 853/18 200 (200-½) | | | |
| LNAV/VNAV DA | 1086/40 433 (500-¾) | | | |
| LNAV MDA | 1060/24 407 (400-½) | | 1060/40 407 (400-¾) | |



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CHICAGO, ILLINOIS | AL-166 (FAA) | 25163

# RNAV (GPS) RWY 27R

## CHICAGO O'HARE INTL (ORD)

| WAAS | APP CRS | Rwy Ldg | 7500 |
|---|---|---|---|
| CH 69508 | 273° | TDZE | 664 |
| W27B | | Apt Elev | 680 |

RNP APCH.
RADAR required for procedure entry.
T Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For uncompensated Baro-VNAV systems, procedure NA below -19°C or above 54°C.

ALSF-2

MISSED APPROACH: Climb to 1100 then climbing right turn to 4000 direct OBK VOR/DME and hold, continue climb-in-hold to 4000.

| D-ATIS | CHICAGO APP CON | O'HARE TOWER | GND CON | (TWR CENTER) | CLNC DEL | CPDLC |
|---|---|---|---|---|---|---|
| 135.4 282.225 | 119.0 292.125 | 128.15 348.0 | 124.125 (TWR NORTH) 118.05 (TWR SOUTH) 226.675 (ALL TWRS) | 121.75 (OBND) 121.9 (IBND) | 121.6 | |

MISSED APCH FIX
NORTHBROOK OBK
092°
272°
9 NM

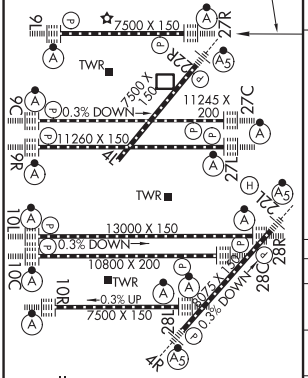
RW27R 813 (FAF) SIBLY 2200 273° (6.4) BONZO 4000 (3.1) (IF) HAREE 5000 (3.1) WELEV 6000 (3.1) IYLEK 7000 (3.1) JOKKR 8000 273° (3.1) VINYY 9000 284° (17.5) (IAF) VOGLR

807

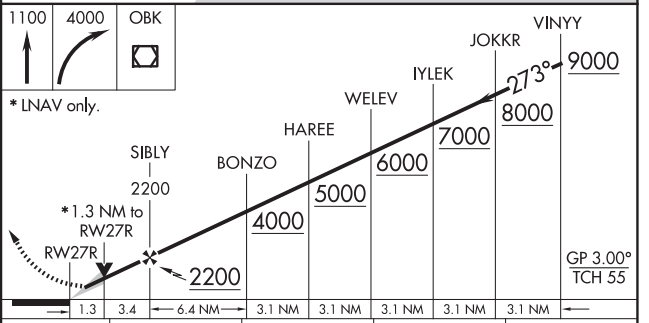
2325

MSA RW27R 25 NM
3400

ELEV 680 D TDZE 664




HIRL all Rwys
TDZ/CL all Rwys except 4L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 864/18 200 (200-½) | | | |
| LNAV/VNAV DA | 961/24 297 (300-½) | | | |
| LNAV MDA | 1120/24 456 (500-½) | | 1120/45 456 (500-⅞) | |

CHICAGO, ILLINOIS
Amdt 4 05NOV20

41°59'N-87°54'W

CHICAGO O'HARE INTL (ORD)
RNAV (GPS) RWY 27R


EC-3, 07 AUG 2025 to 02 OCT 2025

| WAAS | APP CRS | Rwy Ldg 10800 |
|---|---|---|
| CH 42634 | 273° | TDZE 651 |
| W28B | | Apt Elev 680 |

# RNAV (GPS) RWY 28C

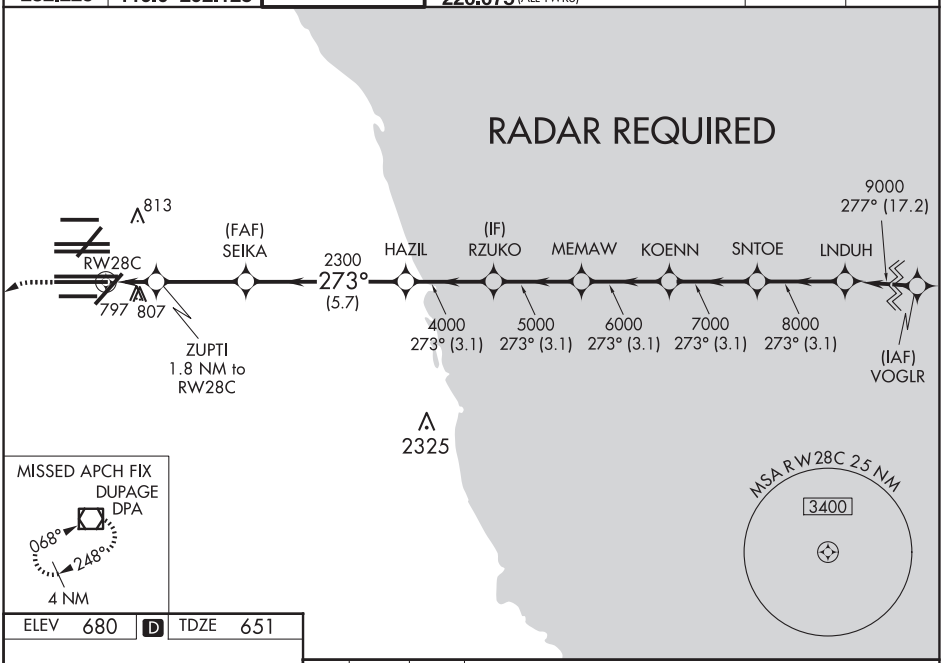
## CHICAGO O'HARE INTL (ORD)

DME/DME RNP-0.3 NA. Simultaneous approach authorized. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For inop ALSF, increase LNAV Cat C and D visibility to RVR 6000.

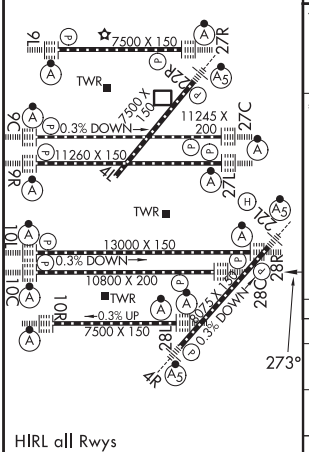
ALSF-2

MISSED APPROACH: Climb to 1100 then climbing left turn to 4000 direct DPA VOR/DME and hold.

| D-ATIS | CHICAGO APP CON | O'HARE TOWER | GND CON | (TWR CENTER) | CLNC DEL | CPDLC |
|---|---|---|---|---|---|---|
| 135.4 282.225 | 119.0 292.125 | 120.75 348.0 | 124.125 (TWR NORTH) 118.05 (TWR SOUTH) 226.675 (ALL TWRS) | 121.75 (OBND) 121.9 (IBND) | 121.6 | |




ELEV 680 D TDZE 651

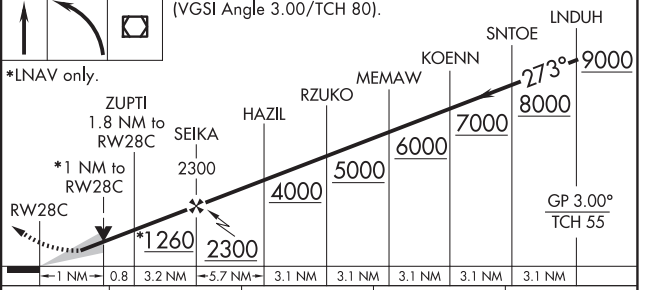



HIRL all Rwys
TDZ/CL all Rwys except 4L

1100 4000 DPA

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 80).

*LNAV only.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 851/18 200 (200-½) | | | |
| LNAV/VNAV DA | 1094/50 443 (500-1) | | | |
| LNAV MDA | 1060/24 409 (400-½) | | 1060/40 409 (400-¾) | |



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CHICAGO, ILLINOIS

AL-166 (FAA)

25163

# RNAV (GPS) RWY 28R

CHICAGO O'HARE INTL (ORD)

| WAAS | APP CRS | Rwy Ldg | 13000 |
|---|---|---|---|
| CH 42804 | 273° | TDZE | 651 |
| W28A | | Apt Elev | 680 |

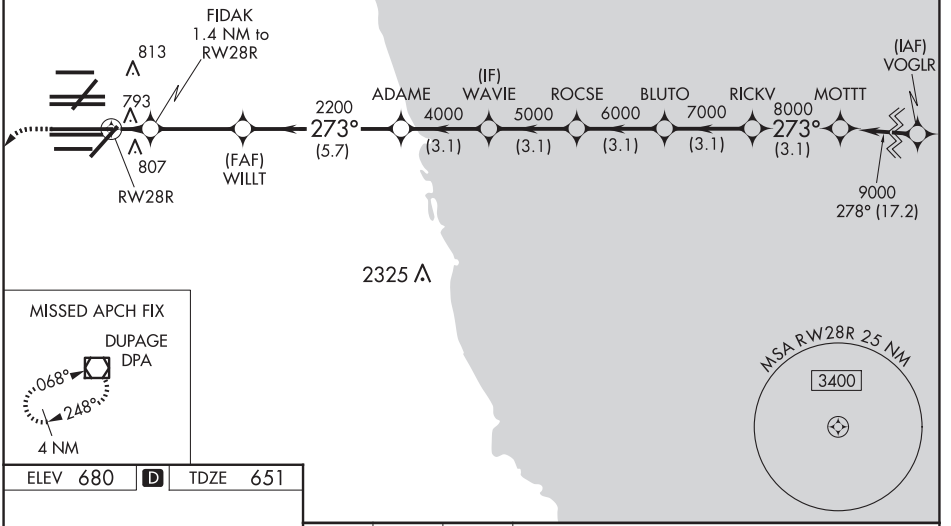
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). Simultaneous approach authorized. DME/DME RNP-0.3 NA. For inop ALSF-2, increase LNAV/VNAV all Cats visibility to 1¼ mile and LNAV Cats C/D visibility to RVR 6000. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

ALSF-2

MISSED APPROACH: Climb to 1200 then climbing left turn to 4000 direct DPA VOR/DME and hold.

| D-ATIS | CHICAGO APP CON | O'HARE TOWER | GND CON | (TWR CENTER) | CLNC DEL | CPDLC |
|---|---|---|---|---|---|---|
| 135.4<br>282.225 | 119.0 292.125 | 132.7 348.0 | 124.125 (TWR NORTH)<br>118.05 (TWR SOUTH)<br>226.675 (ALL TWRS) | 121.75 (OBND)<br>121.9 (IBND) | 121.6 | |

RADAR REQUIRED

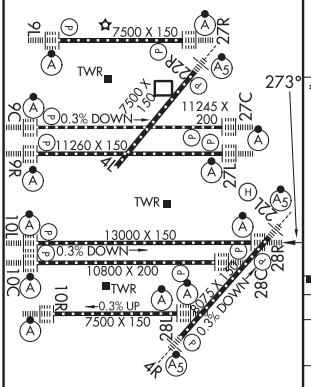



MISSED APCH FIX

DUPAGE
DPA
068°
248°
4 NM

MSA RW28R 25 NM
3400

ELEV 680 D TDZE 651

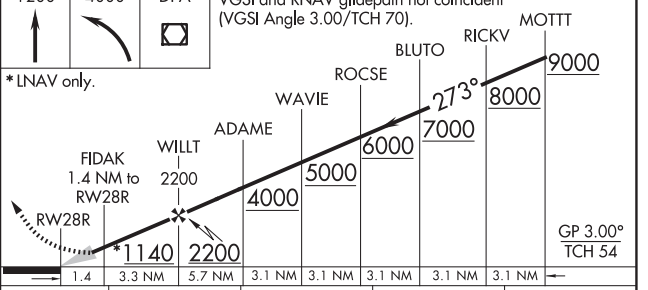



HIRL all Rwys
TDZ/CL all Rwys except 4L

1200 4000 DPA

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 70).

*LNAV only.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 851/18 200 (200-½) | | | |
| LNAV/VNAV DA | 1041/45 390 (400-⅞) | | | |
| LNAV MDA | 1060/24 409 (400-½) | | 1060/40 409 (400-¾) | |

CHICAGO, ILLINOIS
Amdt 4A 17AUG17

41°59'N-87°54'W

CHICAGO O'HARE INTL (ORD)

RNAV (GPS) RWY 28R

EC-3, 07 AUG 2025 to 02 OCT 2025
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| WAAS | APP CRS | Rwy Ldg | 7500 |
|---|---|---|---|
| CH 77937 | 090° | TDZE | 680 |
| W10D | | Apt Elev | 680 |

# RNAV (GPS) Y RWY 10R

## CHICAGO O'HARE INTL (ORD)

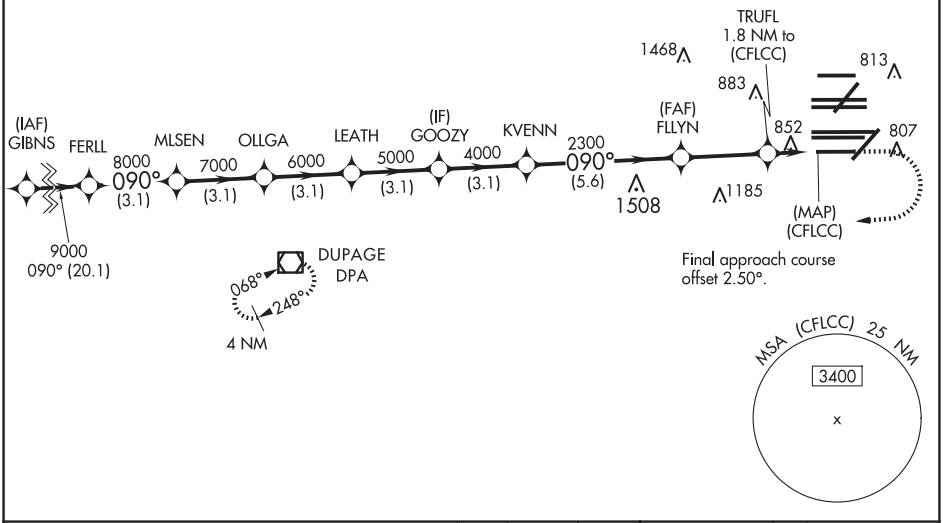
RNP APCH.

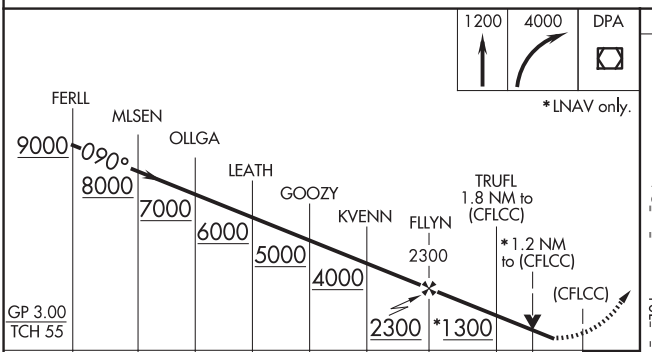
Simultaneous approach authorized. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C.
LNAV procedure NA during simultaneous operations.
Use of FD or AP providing RNAV track guidance required during simultaneous operations.
For inop ALS, increase LNAV/VNAV all Cats visibility to 1⅜ SM.

ALSF-2

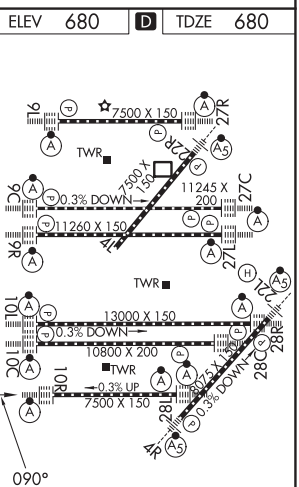
MISSED APPROACH: Climb to 1200 then climbing right turn to 4000 direct DPA VOR/DME and hold.

| D-ATIS | CHICAGO APP CON | O'HARE TOWER | GND CON | (TWR CENTER) | CLNC DEL | CPDLC |
|---|---|---|---|---|---|---|
| 135.4<br>282.225 | 119.0 292.125 | 133.0 348.0 | 124.125 (TWR NORTH)<br>118.05 (TWR SOUTH)<br>226.675 (ALL TWRS) | 121.75 (OBND)<br>121.9 (IBND) | 121.6 | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 930/24 250 (300-½) | | | |
| LNAV/VNAV DA | 1157/50 477 (500-1) | | | |
| LNAV MDA | 1120/24 440 (500-½) | | 1120/40 440 (500-¾) | |



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CHICAGO, ILLINOIS | AL-166 (FAA) | 25163

# RNAV (GPS) Y RWY 28L

## CHICAGO O'HARE INTL (ORD)

| WAAS | APP CRS | Rwy Ldg | 7500 |
|---|---|---|---|
| CH 93839 | 275° | TDZE | 667 |
| W28E | | Apt Elev | 680 |

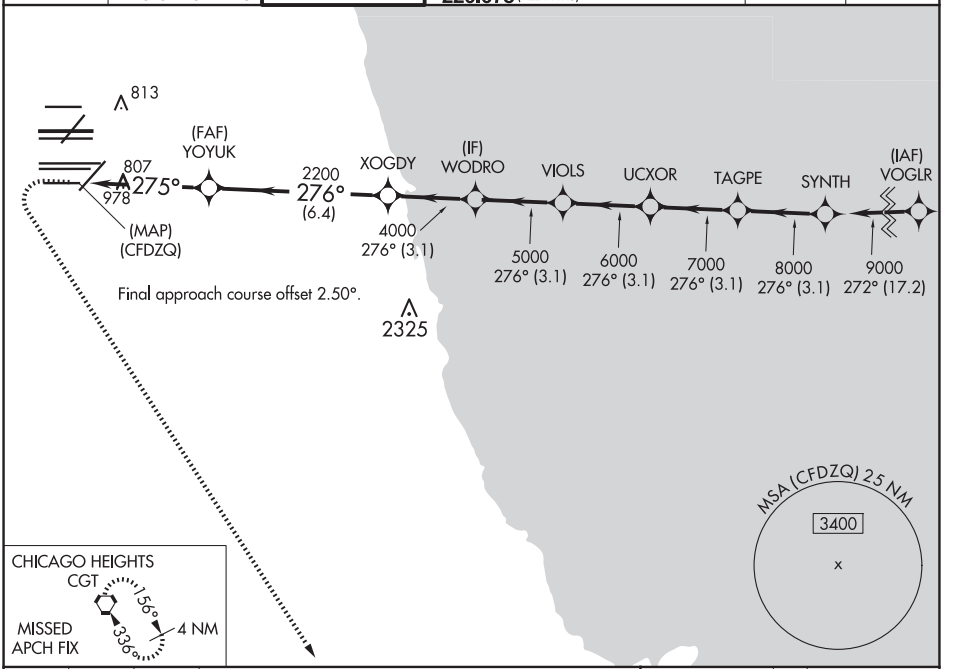
RNP APCH.

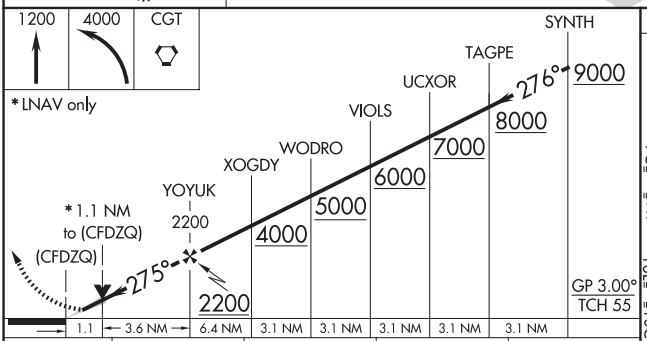
T Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. Use of FD or AP required during simultaneous operations.

ALSF-2

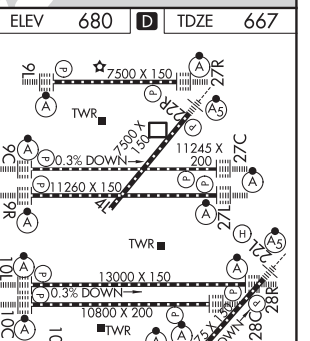
MISSED APPROACH: Climb to 1200 then climbing left turn to 4000 direct CGT VORTAC and hold.

| D-ATIS | CHICAGO APP CON | O'HARE TOWER | GND CON | (TWR CENTER) | CLNC DEL | CPDLC |
|---|---|---|---|---|---|---|
| 135.4 282.225 | 119.0 292.125 | 133.0 348.0 | 124.125 (TWR NORTH) 118.05 (TWR SOUTH) 226.675 (ALL TWRS) | 121.75 (OBND) 121.9 (IBND) | 121.6 | |




| CATEGORY | | A | B | C | D |
|---|---|---|---|---|---|
| LPV | DA | 917/24 | 250 (300-½) | | |
| LNAV/VNAV | DA | 1090/40 | 423 (500-¾) | | |
| LNAV | MDA | 1060/24 | 393 (400-½) | 1060/35 | 393 (400-⅝) |




CHICAGO, ILLINOIS | CHICAGO O'HARE INTL (ORD)

Orig-A 13SEP18 | 41°59'N-87°54'W | RNAV (GPS) Y RWY 28L

EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) Z RWY 10R

## CHICAGO O'HARE INTL (ORD)

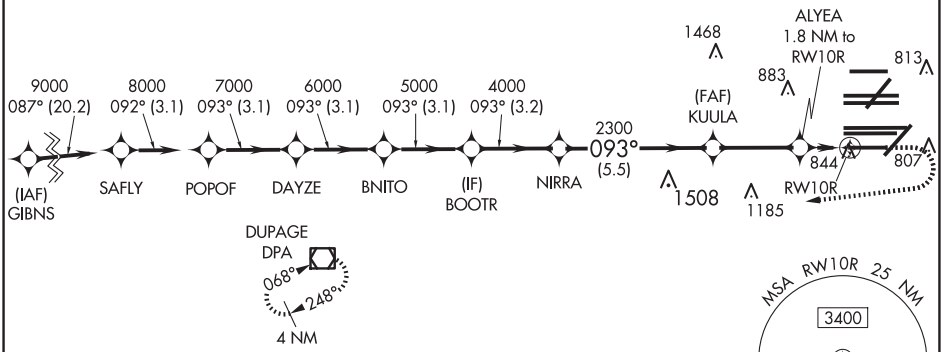
| WAAS | APP CRS | Rwy Ldg | 7500 |
|---|---|---|---|
| CH 99340 | 093° | TDZE | 680 |
| W10E | | Apt Elev | 680 |

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). Simultaneous approach authorized. Use of FD or AP providing RNAV track guidance required during simultaneous operations. LNAV procedure required during simultaneous operations. DME/DME RNP-0.3 NA. For inop ALS, increase LNAV Cat C and D visibility to RVR 6000.

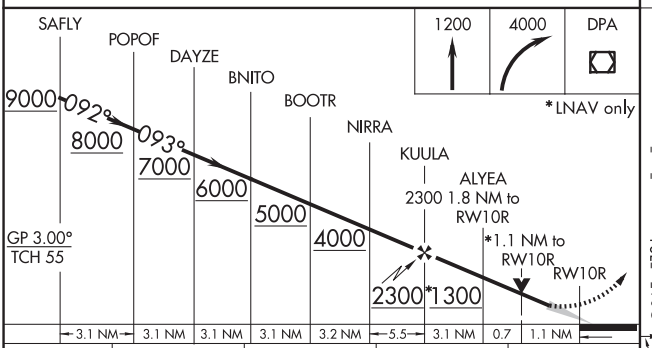
ALSF-2

MISSED APPROACH: Climb to 1200 then climbing right turn to 4000 direct DPA VOR/DME and hold.

| D-ATIS | CHICAGO APP CON | O'HARE TOWER | GND CON | (TWR CENTER) | CLNC DEL | CPDLC |
|---|---|---|---|---|---|---|
| 135.4 282.225 | 119.0 292.125 | 133.0 348.0 | 124.125 (TWR NORTH) 118.05 (TWR SOUTH) 226.675 (ALL TWRS) | 121.75 (OBND) 121.9 (IBND) | 121.6 | |

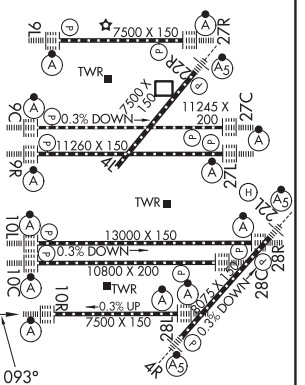



## RADAR REQUIRED




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 881/18 201 (300-½) | | | |
| LNAV/VNAV DA | 1122/50 442 (500-1) | | | |
| LNAV MDA | 1100/24 420 (500-½) | | 1100/40 420 (500-¾) | |

ELEV 680 D TDZE 680




HIRL all Rwys
TDZ/CL all Rwys except 4L



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

CHICAGO, ILLINOIS | AL-166 (FAA) | 25163

# RNAV (GPS) Z RWY 27L

## CHICAGO O'HARE INTL (ORD)

| WAAS | APP CRS | Rwy Ldg | 11260 |
|---|---|---|---|
| CH 77804 | 273° | TDZE | 654 |
| W27A | | Apt Elev | 680 |

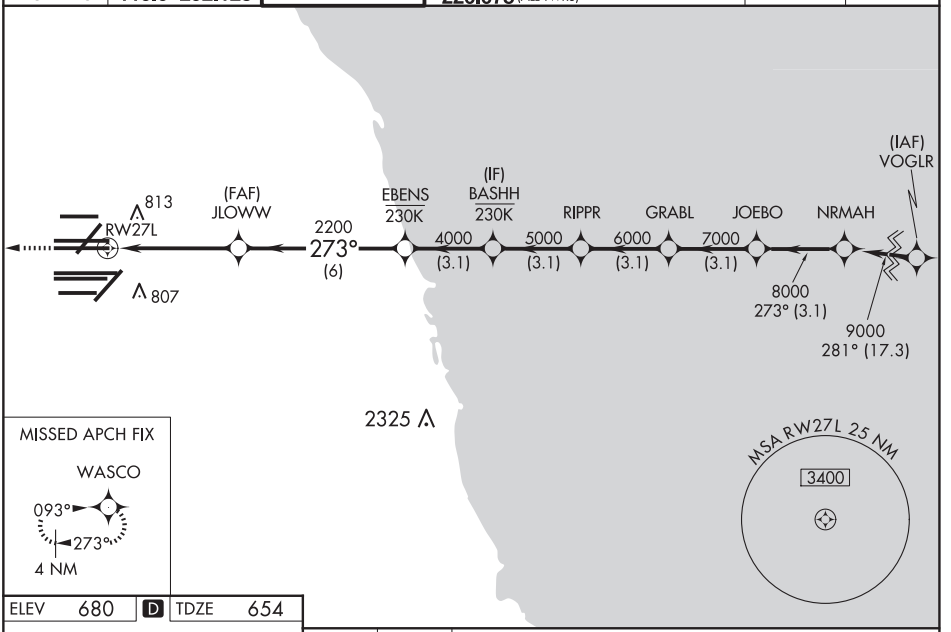
RNP APCH - GPS.

T Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C.

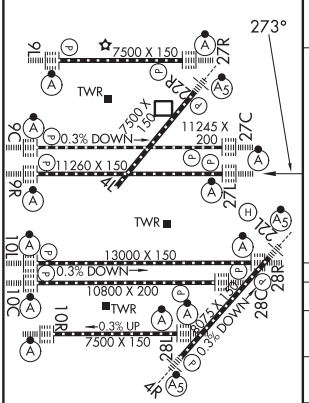
ALSF-2

MISSED APPROACH: Climb to 4000 direct WASCO and hold.

| D-ATIS | CHICAGO APP CON | O'HARE TOWER | GND CON | (TWR CENTER) | CLNC DEL | CPDLC |
|---|---|---|---|---|---|---|
| 135.4<br>282.225 | 119.0 292.125 | 126.9 348.0 | 124.125 (TWR NORTH)<br>118.05 (TWR SOUTH)<br>226.675 (ALL TWRS) | 121.75 (OBND)<br>121.9 (IBND) | 121.6 | |

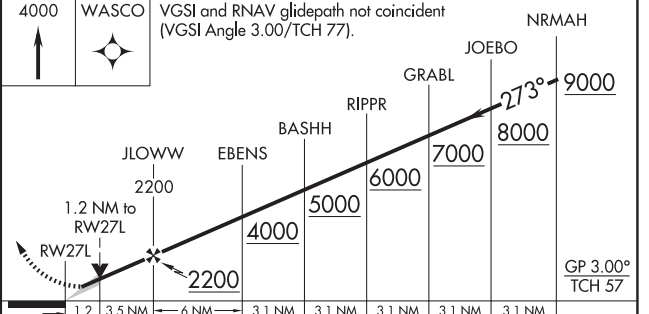



ELEV 680 | D | TDZE 654




4000 | WASCO

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 77).




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 854/18 200 (200-½) | | | |
| LNAV/VNAV DA | 1088/40 434 (500-¾) | | | |
| LNAV MDA | 1100/24 446 (500-½) | | 1100/45 446 (500-⅞) | |

CHICAGO, ILLINOIS
Amdt 6 08SEP22

41°59'N-87°54'W

CHICAGO O'HARE INTL (ORD)

RNAV (GPS) Z RWY 27L

EC-3, 07 AUG 2025 to 02 OCT 2025

EC-3, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) Z RWY 28L

## CHICAGO O'HARE INTL (ORD)

| WAAS | APP CRS | Rwy Ldg | 7500 |
|---|---|---|---|
| CH 65837 | 273° | TDZE | 667 |
| W28D | | Apt Elev | 680 |

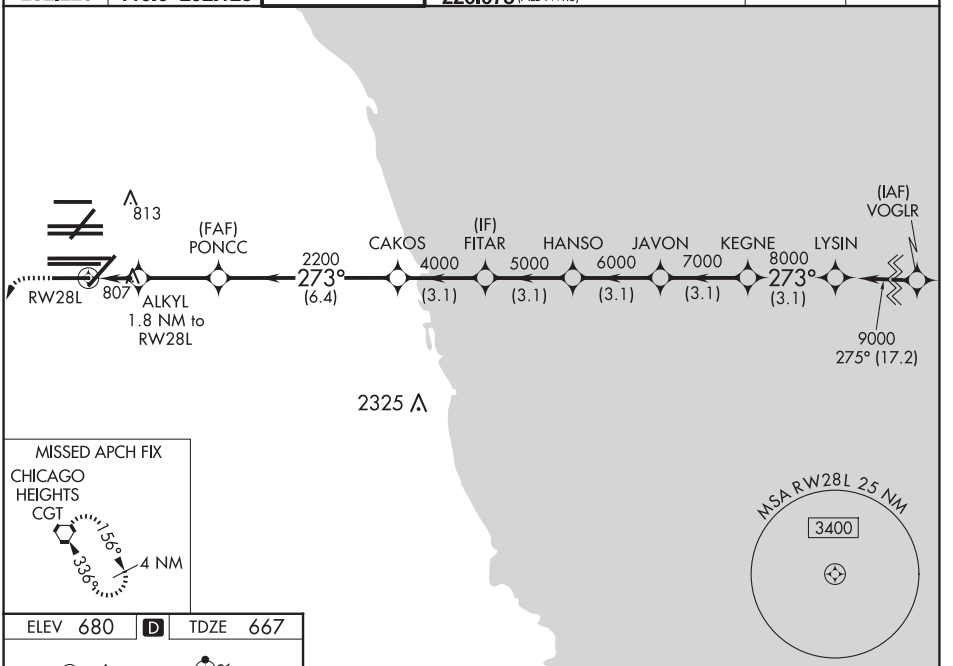
RNP APCH.

T Simultaneous approach authorized.
LNAV procedure NA during simultaneous operations.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19C or above 54C.
Use of FD or AP required during simultaneous operations.

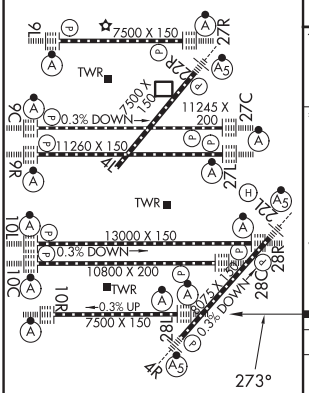
ALSF-2

MISSED APPROACH: Climb 1200 then climbing left turn to 4000 direct CGT VORTAC and hold.

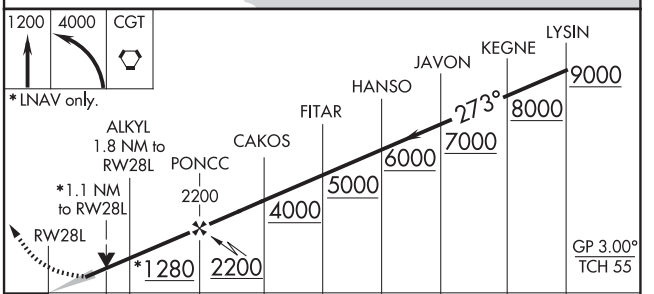
| D-ATIS | CHICAGO APP CON | O'HARE TOWER | GND CON | (TWR CENTER) | CLNC DEL | CPDLC |
|---|---|---|---|---|---|---|
| 135.4 282.225 | 119.0 292.125 | 133.0 348.0 | 124.125 (TWR NORTH) 118.05 (TWR SOUTH) 226.675 (ALL TWRS) | 121.75 (OBND) 121.9 (IBND) | 121.6 | |




ELEV 680 D TDZE 667




HIRL all Rwys
TDZ/CL all Rwys except 4L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 867/18 200 (200-½) | | | |
| LNAV/VNAV DA | 1090/40 423 (500-¾) | | | |
| LNAV MDA | 1060/24 393 (400-½) | | 1060/35 393 (400-⅝) | |



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

## ATTENTION ALL USERS PAGE (AAUP)

**Pilots who are unable to participate** will be afforded appropriate arrival services as operational conditions permit and must notify the controlling ARTCC as soon as practical but at least 120 miles from destination.

**ILS PRM Rwys 10C, 28C**
**ILS PRM Rwys 10C (SA CAT I), 28C (SA CAT I)**
**ILS PRM Rwys 10C (CAT II-III), 28C (CAT II-III)**
**ILS PRM Y 10R**
**RNAV (GPS) PRM Rwys 10C, 28C**
**RNAV (GPS) PRM Y Rwys 10R, 28L**

### General

Review procedure for executing a climbing and descending PRM breakout

Breakout phraseology: "TRAFFIC ALERT (call sign) TURN (left/right) IMMEDIATELY HEADING (degrees) CLIMB/DESCEND AND MAINTAIN (altitude)."

All breakouts: Hand flown, initiate immediately.

Descending on the glideslope/glidepath ensures compliance with any charted crossing restrictions.

Dual VHF Comm.: When assigned or planning a specific PRM approach, tune a second receiver to the PRM monitor frequency or, if silent, another active frequency (i.e. ATIS), set the volume, retune the PRM frequency if necessary, then deselect the audio. When directed by ATC, immediately switch to the tower frequency and select the second receiver audio to ON.

If later assigned the same runway, non-PRM approach, consider it briefed provided the same minimums are utilized. PRM related chart notes and PRM frequency no longer apply.

TCAS during breakout: Follow TCAS climb/descend if it differs from ATC, while executing the breakout turn.

### Runway Specific

**RWY 10R**

- Final approach offset by 2.5 degrees.
- If later assigned a Visual Approach to RWY 10R, expect clearance via the ILS or RNAV (GPS) PRM Y final approach course.

**RWY 28L**

- RWY 28L PRM final approach course offset by 2.5 degrees.

EC-3, 07 AUG 2025 to 02 OCT 2025

EC-3, 07 AUG 2025 to 02 OCT 2025

CHICAGO, ILLINOIS

AL-166 (FAA)

# ILS PRM RWY 10C (CLOSE PARALLEL)

CHICAGO O'HARE INTL (ORD)

| LOC/DME I-SXH | APP CRS | Rwy Ldg 10540 |
|---|---|---|
| 108.95 | 093° | TDZE 669 |
| Chan 26(Y) | | Apt Elev 680 |

RNAV 1-GPS or RADAR required for procedure entry. DME or RADAR required.
From GIBNS: RNAV-1 GPS required.
Simultaneous approach authorized.
Use of FD or AP required during simultaneous operations.
Dual VHF comm required. See additional requirements on AAUP.

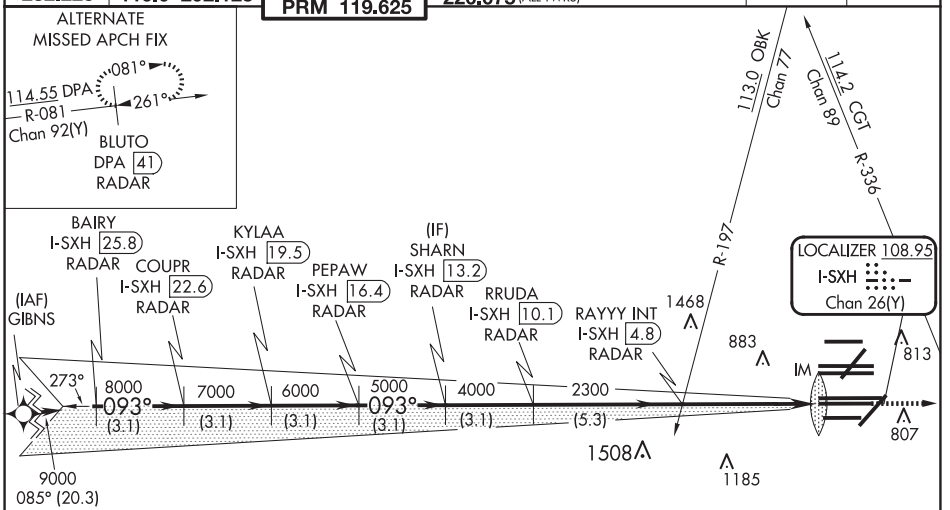
ALSF-2

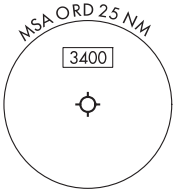
MISSED APPROACH: Climb to 4000 on heading 093° and CGT VORTAC R-336 to CGT VORTAC and hold.

| D-ATIS | CHICAGO APP CON | O'HARE TOWER | GND CON | (TWR CENTER) | CLNC DEL | CPDLC |
|---|---|---|---|---|---|---|
| 135.4 282.225 | 119.0 292.125 | 120.75 348.0 PRM 119.625 | 124.125 (TWR NORTH) 118.05 (TWR SOUTH) 226.675 (ALL TWRS) | 121.75 (OBND) 121.9 (IBND) | 121.6 | |

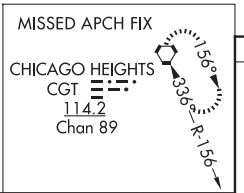
ALTERNATE MISSED APCH FIX

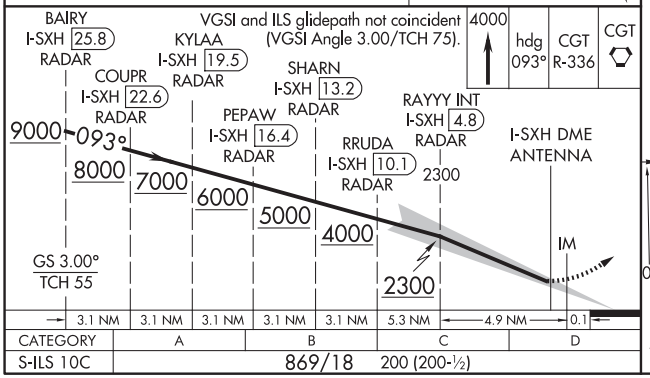


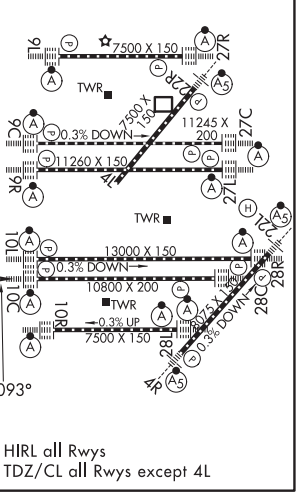

MISSED APCH FIX




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 10C | 869/18 | 200 (200-½) | | |

ELEV 680 | D | TDZE 669




HIRL all Rwys
TDZ/CL all Rwys except 4L

CHICAGO, ILLINOIS
Amdt 1A 03JAN19

41°59'N-87°54'W

CHICAGO O'HARE INTL (ORD)

ILS PRM RWY 10C (CLOSE PARALLEL)



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

25163

CHICAGO, ILLINOIS

AL-166 (FAA)

# ILS PRM RWY 28C
## (CLOSE PARALLEL)
CHICAGO O'HARE INTL (ORD)

| LOC/DME I-VZE | APP CRS | Rwy Ldg | 10800 |
|---|---|---|---|
| 108.95 | 273° | TDZE | 651 |
| Chan 26 (Y) | | Apt Elev | 680 |

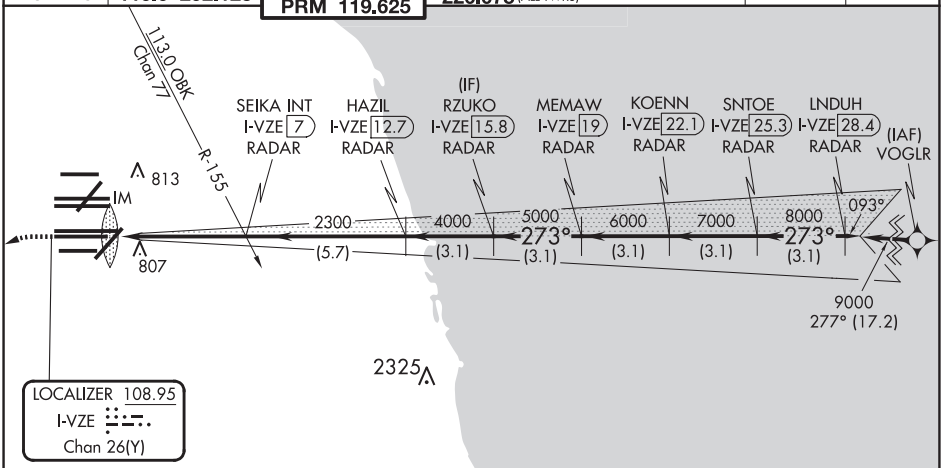
Aircraft not GPS equipped - RADAR required for procedure entry.
DME or RADAR required.
From VOGLR: RNAV 1-GPS required.

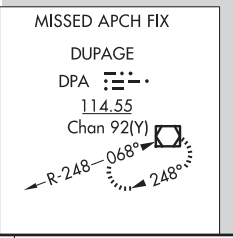
Simultaneous approach authorized. Use of FD or AP required during simultaneous operations. Dual VHF comm required. See additional requirements on AAUP.

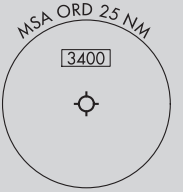
ALSF-2

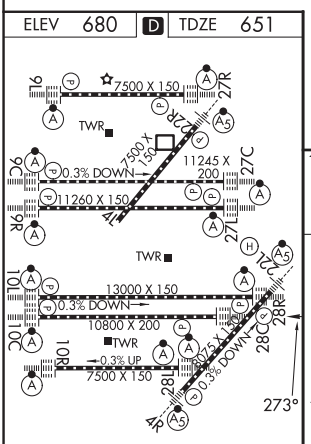
MISSED APPROACH: Climb to 1100 then climbing left turn to 4000 on heading 215°and DPA VOR/DME R-082 to DPA VOR/DME and hold.

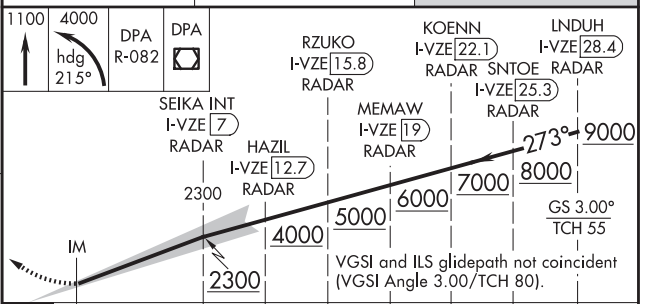
| D-ATIS | CHICAGO APP CON | O'HARE TOWER | GND CON | (TWR CENTER) | CLNC DEL | CPDLC |
|---|---|---|---|---|---|---|
| 135.4<br>282.225 | 119.0 292.125 | 120.75 348.0<br>PRM 119.625 | 124.125 (TWR NORTH)<br>118.05 (TWR SOUTH)<br>226.675 (ALL TWRS) | 121.75 (OBND)<br>121.9 (IBND) | 121.6 | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 28C | 851/18 | 200 (200-½) | | |

HIRL all Rwys
TDZ/CL all Rwys except 4L



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

| LOC/DME I-BYW | APP CRS | Rwy Ldg | 7500 |
|---|---|---|---|
| 110.9 | 091° | TDZE | 680 |
| Chan 46 | | Apt Elev | 680 |

# ILS PRM Y RWY 10R (CLOSE PARALLEL)

CHICAGO O'HARE INTL (ORD)

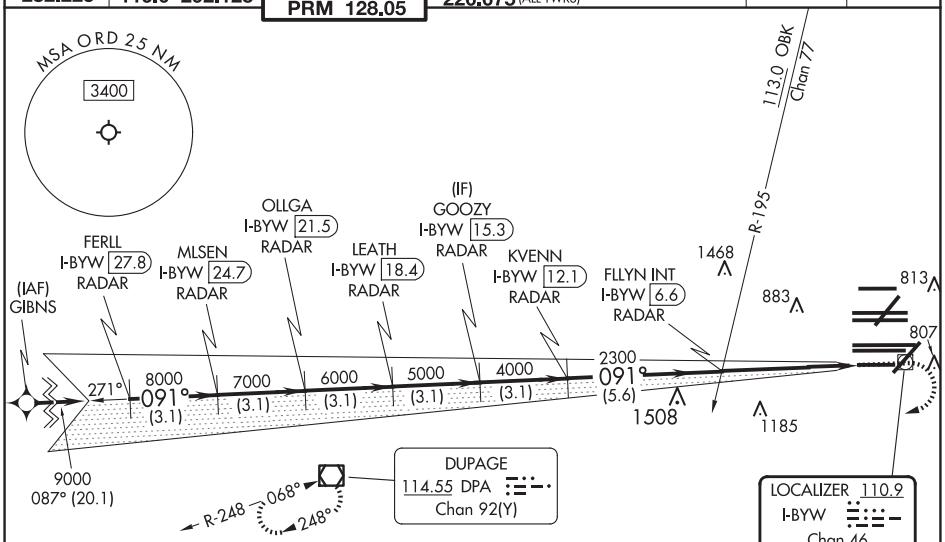
RNAV 1-GPS or RADAR required for procedure entry. DME or RADAR required.
From GIBNS: RNAV-1 GPS required.

Simultaneous approach authorized. Use of FD or AP required during simultaneous operations. Dual VHF Comm required.
See additional requirements on AAUP.

ALSF-2

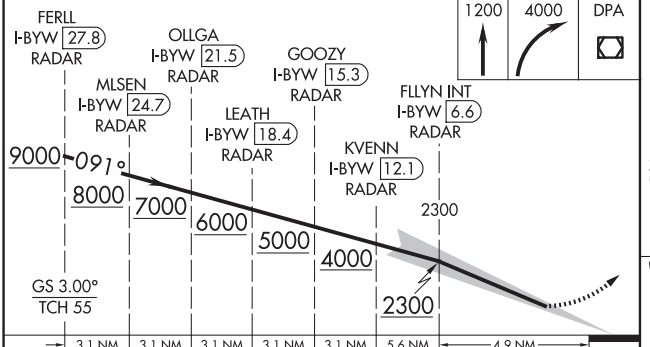
MISSED APPROACH: Climb to 1200 then climbing right turn to 4000 direct DPA VOR/DME and hold.

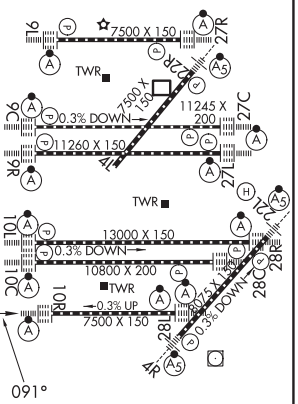
| D-ATIS | CHICAGO APP CON | O'HARE TOWER | GND CON | (TWR CENTER) | CLNC DEL | CPDLC |
|---|---|---|---|---|---|---|
| 135.4<br>282.225 | 119.0 292.125 | 133.0 348.0<br>PRM 128.05 | 124.125 (TWR NORTH)<br>118.05 (TWR SOUTH)<br>226.675 (ALL TWRS) | 121.75 (OBND)<br>121.9 (IBND) | 121.6 | |




ALTERNATE MISSED APCH FIX
JOLIET
JOT
112.3
Chan 70
R-246 066° 246°

ELEV 680 D TDZE 680




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 10R | 930/24 | 250 (300-½) | | |

HIRL all Rwys
TDZ/CL all Rwys except 4L



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

CHICAGO, ILLINOIS

AL-166 (FAA)

# ILS PRM RWY 10C (SA CAT I) (CLOSE PARALLEL)

CHICAGO O'HARE INTL (ORD)

| LOC/DME I-SXH | APP CRS | Rwy Ldg 10540 |
|---|---|---|
| 108.95 | 093° | TDZE 669 |
| Chan 26(Y) | | Apt Elev 680 |

RNAV 1-GPS or RADAR required for procedure entry. DME or RADAR required.

From GIBNS: RNAV-1 GPS required.

T Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH. Simultaneous approach authorized. Use of FD or AP required during simultaneous operations. Dual VHF comm required. See additional requirements on AAUP.

ALSF-2 (A)

MISSED APPROACH: Climb to 4000 on heading 093° and CGT VORTAC R-336 to CGT VORTAC and hold.

| D-ATIS | CHICAGO APP CON | O'HARE TOWER | GND CON | (TWR CENTER) | CLNC DEL | CPDLC |
|---|---|---|---|---|---|---|
| 135.4 | 119.0 292.125 | 120.75 348.0 | 124.125 (TWR NORTH) | 121.75 (OBND) | 121.6 | |
| 282.225 | | PRM 119.625 | 118.05 (TWR SOUTH) | 121.9 (IBND) | | |
| | | | 226.675 (ALL TWRS) | | | |

ALTERNATE MISSED APCH FIX

114.55 DPA R-081 Chan 92(Y)

081° 261°

BLUTO DPA 41 RADAR

MSA ORD 25 NM

3400

113.0 OBK Chan 77

114.2 CGT R-336 Chan 89

R-197

LOCALIZER 108.95 I-SXH Chan 26(Y)

(IAF) GIBNS

BAIRY I-SXH 25.8 RADAR

COUPR I-SXH 22.6 RADAR

KYLAA I-SXH 19.5 RADAR

PEPAW I-SXH 16.4 RADAR

(IF) SHARN I-SXH 13.2 RADAR

RRUDA I-SXH 10.1 RADAR

RAYYY INT I-SXH 4.8 RADAR

273° 8000 093° (3.1) 7000 (3.1) 6000 (3.1) 5000 093° (3.1) 4000 (3.1) 2300 (5.3) IM

9000 085° (20.3)

1468 883 813 807 1508 1185

MISSED APCH FIX

CHICAGO HEIGHTS CGT 114.2 Chan 89

156° 336° R-156

ELEV 680 D TDZ 669

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 75).

4000 hdg 093° CGT R-336

I-SXH DME ANTENNA

BAIRY I-SXH 25.8 RADAR

COUPR I-SXH 22.6 RADAR

KYLAA I-SXH 19.5 RADAR

SHARN I-SXH 13.2 RADAR

PEPAW I-SXH 16.4 RADAR

RRUDA I-SXH 10.1 RADAR

RAYYY INT I-SXH 4.8 RADAR

9000 093° 8000 7000 6000 5000 4000 2300 IM

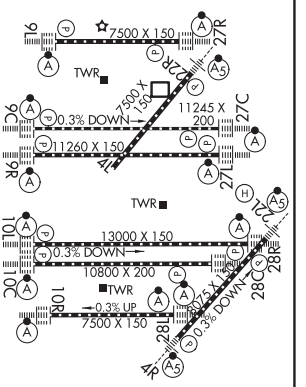
GS 3.00° TCH 55

2300

3.1 NM | 3.1 NM | 3.1 NM | 3.1 NM | 3.1 NM | 5.3 NM | 5 NM | 1091'

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 10C | RA 148/14 | 150 DA 819 | | |

SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED




HIRL all Rwys

TDZ/CL all Rwys except 4L

CHICAGO, ILLINOIS

Amdt 1A 03JAN19

41°59'N-87°54'W

CHICAGO O'HARE INTL (ORD)

ILS PRM RWY 10C (SA CAT I) (CLOSE PARALLEL)

EC-3, 07 AUG 2025 to 02 OCT 2025

EC-3, 07 AUG 2025 to 02 OCT 2025

CHICAGO, ILLINOIS

AL-166 (FAA)

# ILS PRM RWY 28C (SA CAT I) (CLOSE PARALLEL)

CHICAGO O'HARE INTL (ORD)

| LOC/DME I-VZE | APP CRS | Rwy Ldg | 10800 |
|---|---|---|---|
| 108.95 | 273° | TDZE | 651 |
| Chan 26 (Y) | | Apt Elev | 680 |

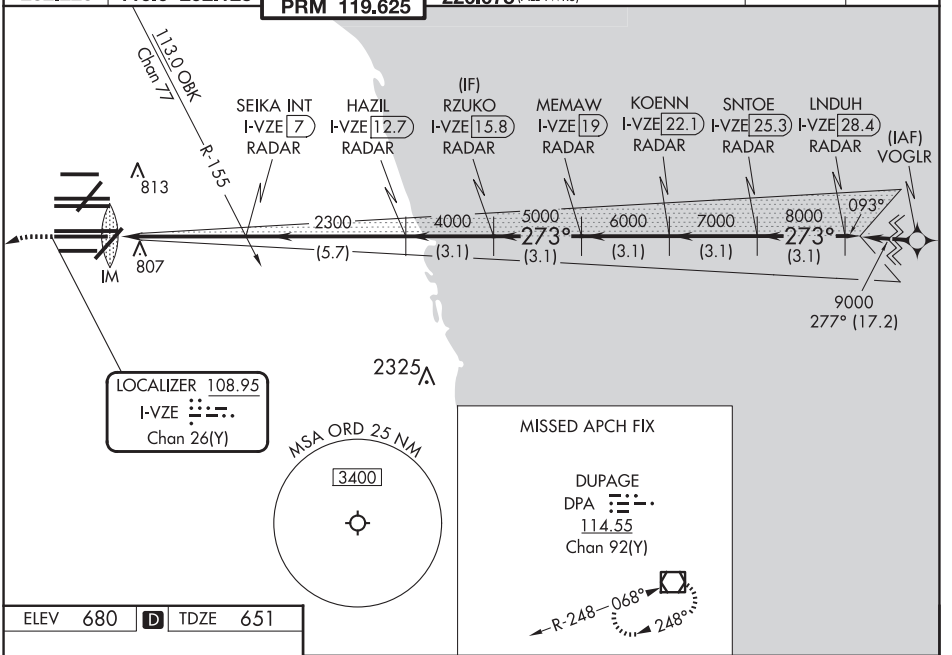
Aircraft not GPS equipped - RADAR required for procedure entry.
DME or RADAR required.
From VOGLR: RNAV 1-GPS required.

T Simultaneous approach authorized. Use of FD or AP required during simultaneous operations. Dual VHF comm required. See additional requirements on AAUP. Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

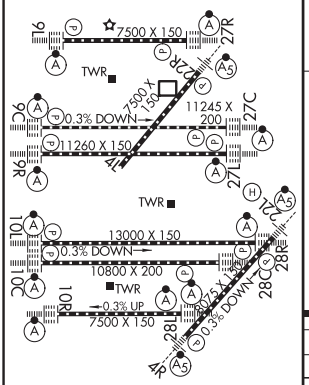
ALSF-2

MISSED APPROACH: Climb to 1100 then climbing left turn to 4000 on heading 215° and DPA VOR/DME R-082 to DPA VOR/DME and hold.

| D-ATIS | CHICAGO APP CON | O'HARE TOWER | GND CON | (TWR CENTER) | CLNC DEL | CPDLC |
|---|---|---|---|---|---|---|
| 135.4<br>282.225 | 119.0 292.125 | 120.75 348.0<br>PRM 119.625 | 124.125 (TWR NORTH)<br>118.05 (TWR SOUTH)<br>226.675 (ALL TWRS) | 121.75 (OBND)<br>121.9 (IBND) | 121.6 | |



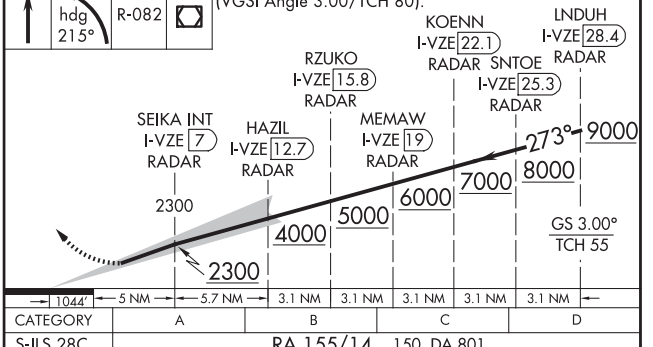

ELEV 680 D TDZE 651




HIRL all Rwys
TDZ/CL all Rwys except 4L

1100 | 4000 hdg 215° | DPA R-082 | DPA

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 80).




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 28C | RA 155/14 150 DA 801 | | | |

## SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



EC-3, 07 AUG 2025 to 02 OCT 2025

EC-3, 07 AUG 2025 to 02 OCT 2025

25163

CHICAGO, ILLINOIS

AL-166 (FAA)

# ILS PRM RWY 10C (CAT II & III) (CLOSE PARALLEL)

CHICAGO O'HARE INTL (ORD)

| LOC/DME I-SXH | APP CRS | Rwy Ldg 10540 |
|---|---|---|
| 108.95 | 093° | TDZE 669 |
| Chan 26(Y) | | Apt Elev 680 |

RNAV 1-GPS or RADAR required for procedure entry. DME or RADAR required.

From GIBNS: RNAV-1 GPS required.

T CAT II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of Autoland or HUD touchdown.
Simultaneous approach authorized. Use of FD or AP required during simultaneous operations. Dual VHF comm required. See additional requirements on AAUP.

ALSF-2 (A)

MISSED APPROACH: Climb to 4000 on heading 093° and CGT VORTAC R-336 to CGT VORTAC and hold.

| D-ATIS | CHICAGO APP CON | O'HARE TOWER | GND CON | (TWR CENTER) | CLNC DEL | CPDLC |
|---|---|---|---|---|---|---|
| 135.4 | 119.0 292.125 | 120.75 348.0 | 124.125 (TWR NORTH) | 121.75 (OBND) | 121.6 | |
| 282.225 | | PRM 119.625 | 118.05 (TWR SOUTH) | 121.9 (IBND) | | |
| | | | 226.675 (ALL TWRS) | | | |

ALTERNATE MISSED APCH FIX
114.55 DPA
R-081
Chan 92(Y)
081°
261°
BLUTO
DPA 41
RADAR

MSA ORD 25 NM
3400

113.0 OBK Chan 77
114.2 CGT R-336 Chan 89
R-197

BAIRY I-SXH 25.8 RADAR
COUPR I-SXH 22.6 RADAR
KYLAA I-SXH 19.5 RADAR
PEPAW I-SXH 16.4 RADAR
(IF) SHARN I-SXH 13.2 RADAR
RRUDA I-SXH 10.1 RADAR
RAYYY INT I-SXH 4.8 RADAR
(IAF) GIBNS

LOCALIZER 108.95
I-SXH
Chan 26(Y)

1468
883
IM
813
807
1508
1185

273°
8000
093°
(3.1)
7000
(3.1)
6000
(3.1)
5000
093°
(3.1)
4000
(3.1)
2300
(5.3)

9000
085° (20.3)

MISSED APCH FIX
CHICAGO HEIGHTS
CGT
114.2
Chan 89
156°
336°
R-156

ELEV 680 D TDZ 669

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 75).

| 4000 | hdg 093° | CGT R-336 | CGT |
|---|---|---|---|

BAIRY I-SXH 25.8 RADAR
COUPR I-SXH 22.6 RADAR
KYLAA I-SXH 19.5 RADAR
PEPAW I-SXH 16.4 RADAR
SHARN I-SXH 13.2 RADAR
RRUDA I-SXH 10.1 RADAR
RAYYY INT I-SXH 4.8 RADAR
I-SXH DME ANTENNA

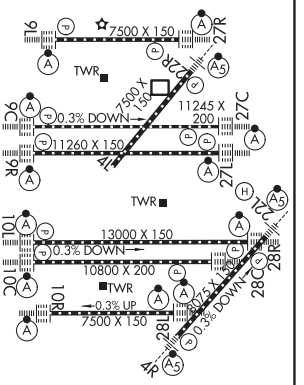
9000
093°
8000
7000
6000
5000
4000
2300
IM
770
2300

GS 3.00°
TCH 55

3.1 NM | 3.1 NM | 3.1 NM | 3.1 NM | 3.1 NM | 5.3 NM | 5 NM | 1091'

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 10C | CAT II RA 102/12 100 DA 769 | | | |
| S-ILS 10C | CAT III RVR 06 | | | |

## CATEGORY II and III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED




HIRL all Rwys
TDZ/CL all Rwys except 4L

CHICAGO, ILLINOIS
Amdt 1A 03JAN19

41°59'N-87°54'W

CHICAGO O'HARE INTL (ORD)

ILS PRM RWY 10C (CAT II & III) (CLOSE PARALLEL)

EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

CHICAGO, ILLINOIS

AL-166 (FAA)

# ILS PRM RWY 28C (CAT II & III) (CLOSE PARALLEL)

CHICAGO O'HARE INTL (ORD)

| LOC/DME I-VZE | APP CRS | Rwy Ldg | 10800 |
|---|---|---|---|
| 108.95 | 273° | TDZE | 651 |
| Chan 26 (Y) | | Apt Elev | 680 |

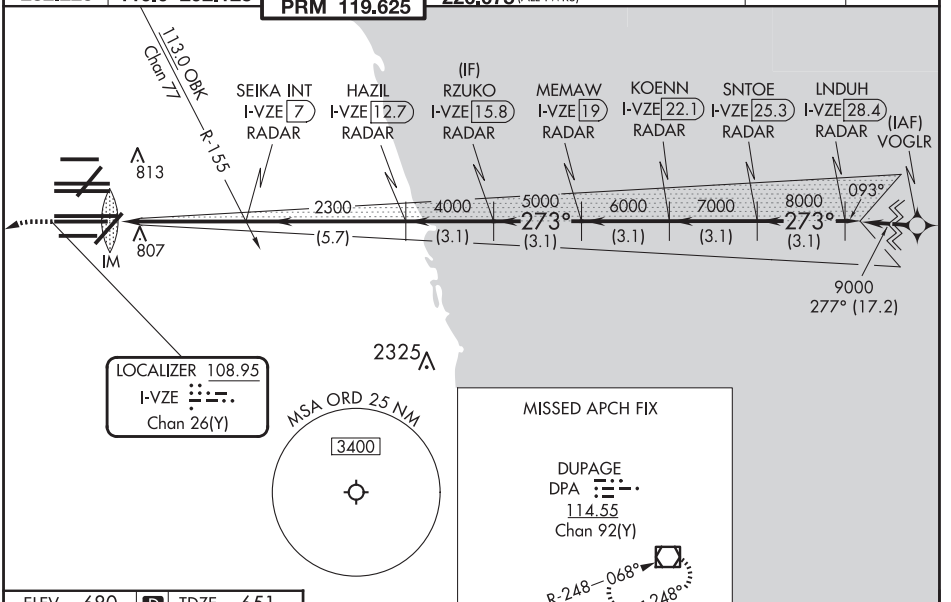
Aircraft not GPS equipped - RADAR required for procedure entry.
DME or RADAR required.
From VOGLR: RNAV 1-GPS required.

T Simultaneous approach authorized. Use of FD or AP required during simultaneous operations. Dual VHF comm required. See additional requirements on AAUP. CAT II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

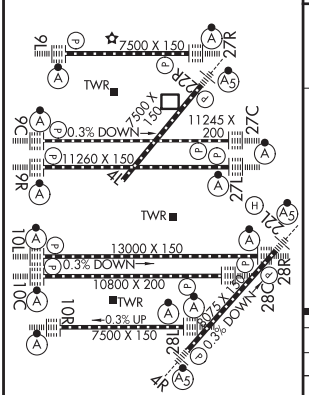
ALSF-2

MISSED APPROACH: Climb to 1100 then climbing left turn to 4000 on heading 215° and DPA VOR/DME R-082 to DPA VOR/DME and hold.

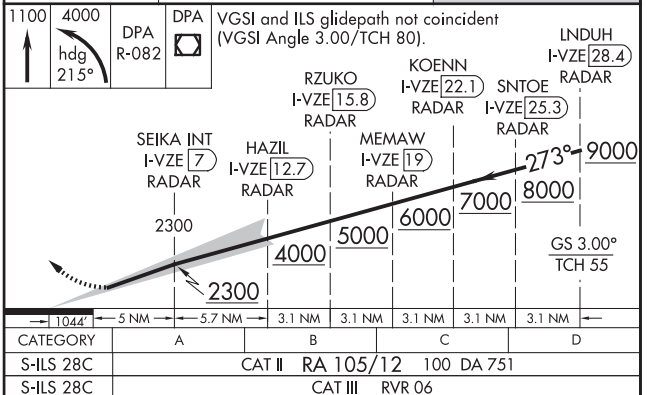
| D-ATIS | CHICAGO APP CON | O'HARE TOWER | GND CON | (TWR CENTER) | CLNC DEL | CPDLC |
|---|---|---|---|---|---|---|
| 135.4 282.225 | 119.0 292.125 | 120.75 348.0 PRM 119.625 | 124.125 (TWR NORTH) 118.05 (TWR SOUTH) 226.675 (ALL TWRS) | 121.75 (OBND) 121.9 (IBND) | 121.6 | |




ELEV 680 D TDZE 651




HIRL all Rwys
TDZ/CL all Rwys except 4L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 28C | CAT II RA 105/12 100 DA 751 | | | |
| S-ILS 28C | CAT III RVR 06 | | | |

**CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

CHICAGO, ILLINOIS
Amdt 1A 03JAN19

41°59'N-87°54'W

CHICAGO O'HARE INTL (ORD)

ILS PRM RWY 28C (CAT II & III) (CLOSE PARALLEL)



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

25163

CHICAGO, ILLINOIS

AL-166 (FAA)

# RNAV (GPS) PRM RWY 10C (CLOSE PARALLEL)

CHICAGO O'HARE INTL (ORD)

| WAAS | APP CRS | Rwy Ldg | 10540 |
|---|---|---|---|
| CH 81934 | 093° | TDZE | 669 |
| W10B | | Apt Elev | 680 |

RNP APCH - GPS.

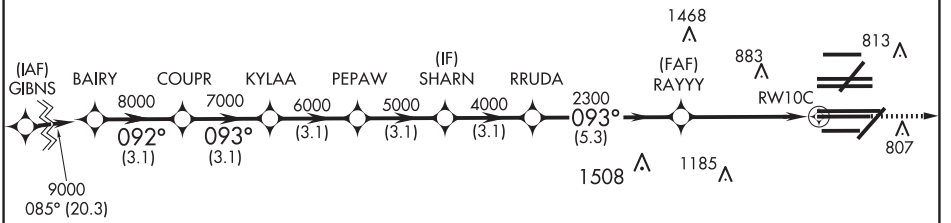
T Simultaneous approach authorized. Dual VHF comm required. See additional requirements on AAUP. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. Rwy 10C helicopter visibility reduction below RVR 4000 NA. Use of FD or AP required during simultaneous operations.

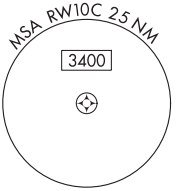
ALSF-2

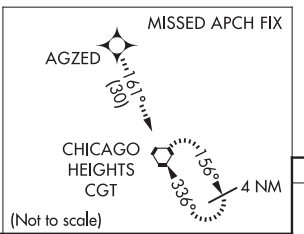
MISSED APPROACH: Climb to 4000 direct AGZED and on track 161° to CGT VORTAC and hold.

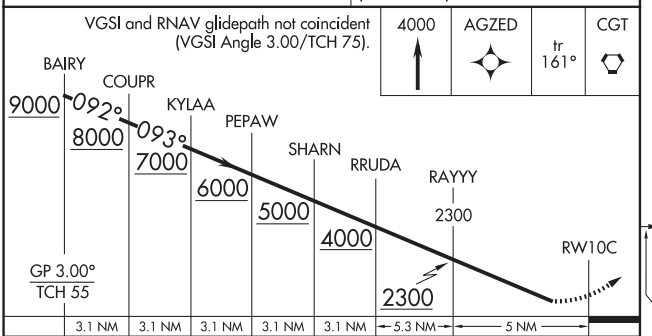
| D-ATIS | CHICAGO APP CON | O'HARE TOWER | GND CON | (TWR CENTER) | CLNC DEL | CPDLC |
|---|---|---|---|---|---|---|
| 135.4<br>282.225 | 119.0 292.125 | 120.75 348.0<br>PRM 119.625 | 124.125 (TWR NORTH)<br>118.05 (TWR SOUTH)<br>226.675 (ALL TWRS) | 121.75 (OBND)<br>121.9 (IBND) | 121.6 | |

## RADAR REQUIRED

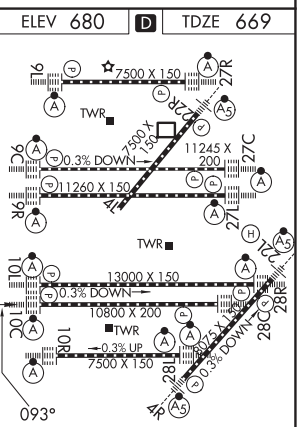



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 869/18 | 200 (200-½) | | |
| LNAV/VNAV DA | 1062/40 | 393 (400-¾) | | |




HIRL all Rwys
TDZ/CL all Rwys except 4L

CHICAGO, ILLINOIS
Orig-B 25JAN24

41°59'N-87°54'W

CHICAGO O'HARE INTL (ORD)

RNAV (GPS) PRM RWY 10C (CLOSE PARALLEL)

EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

CHICAGO, ILLINOIS

# RNAV (GPS) PRM Y RWY 10R
## (CLOSE PARALLEL)
CHICAGO O'HARE INTL (ORD)

| WAAS | APP CRS | Rwy Ldg | 7500 |
|---|---|---|---|
| CH 77937 | 090° | TDZE | 680 |
| W10D | | Apt Elev | 680 |

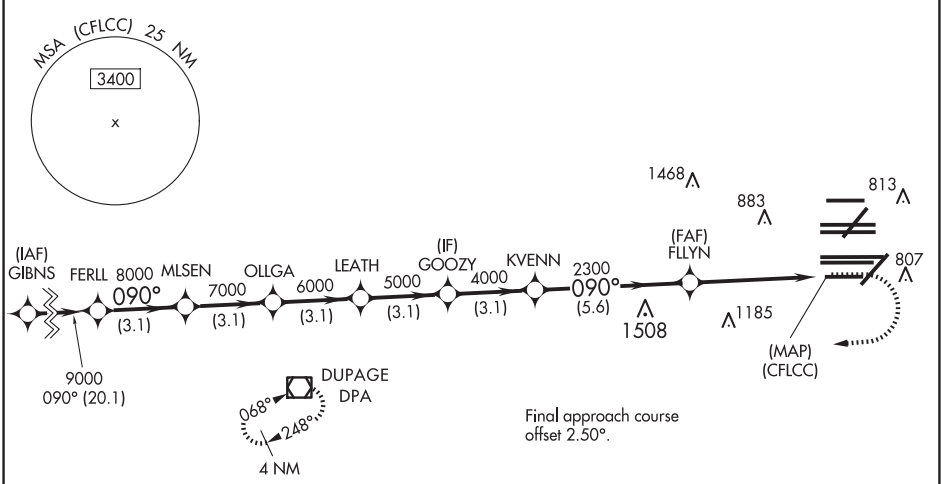
RNP APCH.

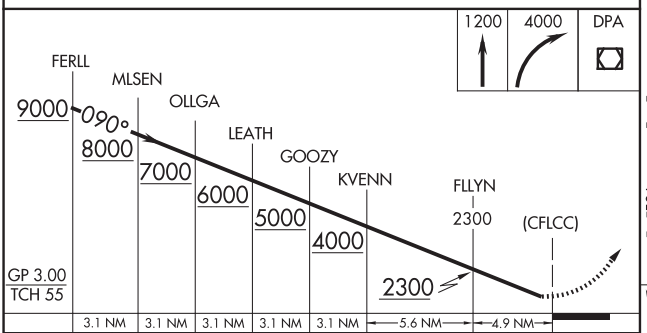
T Simultaneous approach authorized. Dual VHF comm required. See additional requirements on AAUP. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For inop ALS, increase LNAV/VNAV all Cats visibility to 1⅜ SM.

ALSF-2

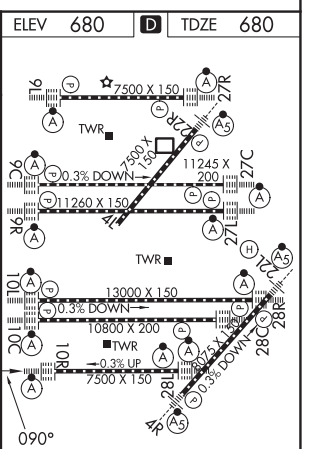
MISSED APPROACH: Climb to 1200 then climbing right turn to 4000 direct DPA VOR/DME and hold.

| D-ATIS | CHICAGO APP CON | O'HARE TOWER | GND CON | (TWR CENTER) | CLNC DEL | CPDLC |
|---|---|---|---|---|---|---|
| 135.4<br>282.225 | 119.0 292.125 | 133.0 348.0<br>PRM 128.05 | 124.125 (TWR NORTH)<br>118.05 (TWR SOUTH)<br>226.675 (ALL TWRS) | 121.75 (OBND)<br>121.9 (IBND) | 121.6 | |




| CATEGORY | | A | B | C | D |
|---|---|---|---|---|---|
| LPV | DA | 930/24 | 250 (300-½) | | |
| LNAV/VNAV | DA | 1157/50 | 477 (500-1) | | |




HIRL all Rwys
TDZ/CL all Rwys except 4L



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

25163

CHICAGO, ILLINOIS

AL-166 (FAA)

# RNAV (GPS) PRM Y RWY 28L (CLOSE PARALLEL)

CHICAGO O'HARE INTL (ORD)

| WAAS | APP CRS | Rwy Ldg | 7500 |
|---|---|---|---|
| CH 93839 | 275° | TDZE | 667 |
| W28E | | Apt Elev | 680 |

RNP APCH. RADAR required.

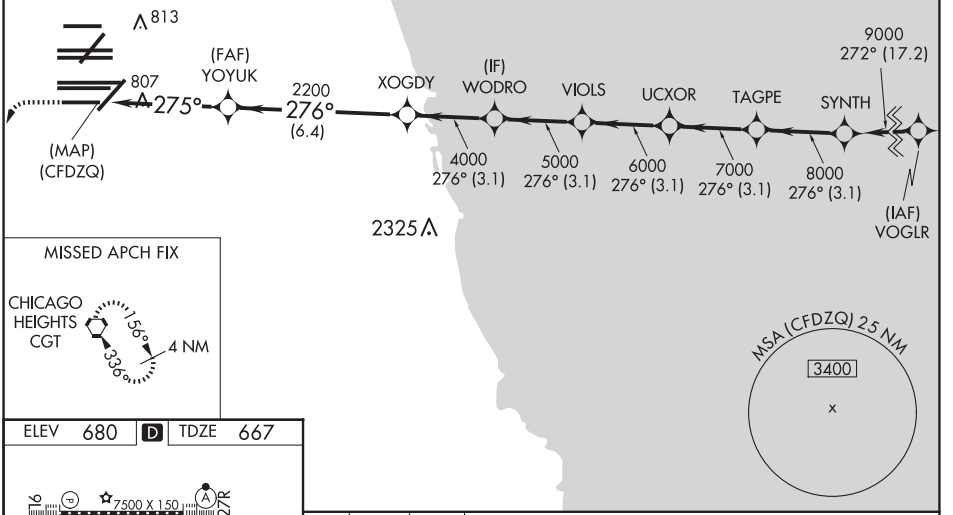
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. Simultaneous approach authorized. Use of FD or AP required during simultaneous operations. Dual VHF comm required. See additional requirements on AAUP.

ALSF-2

MISSED APPROACH: Climb to 1200 then climbing left turn to 4000 direct CGT VORTAC and hold.

| D-ATIS | CHICAGO APP CON | O'HARE TOWER | GND CON | (TWR CENTER) | CLNC DEL | CPDLC |
|---|---|---|---|---|---|---|
| 135.4 282.225 | 119.0 292.125 | 133.0 348.0 PRM 128.05 | 124.125 (TWR NORTH) 118.05 (TWR SOUTH) 226.675 (ALL TWRS) | 121.75 (OBND) 121.9 (IBND) | 121.6 | |

Final approach course offset 2.50°.

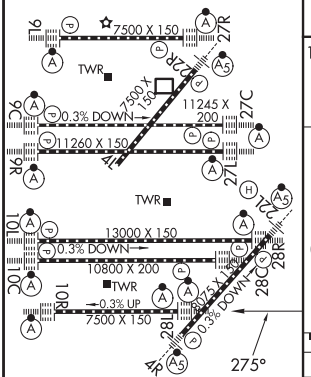




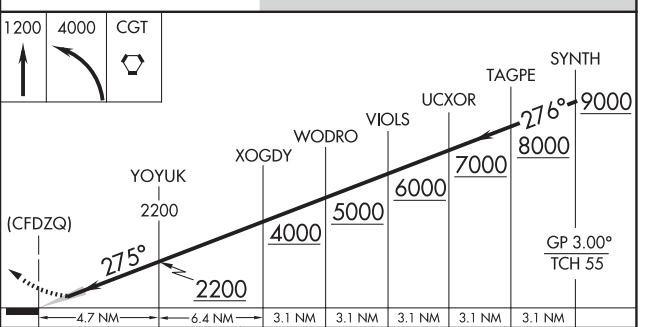





ELEV 680 D TDZE 667




HIRL all Rwys
TDZ/CL all Rwys except 4L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 917/24 250 (300-½) | | | |
| LNAV/VNAV DA | 1090/40 423 (500-¾) | | | |

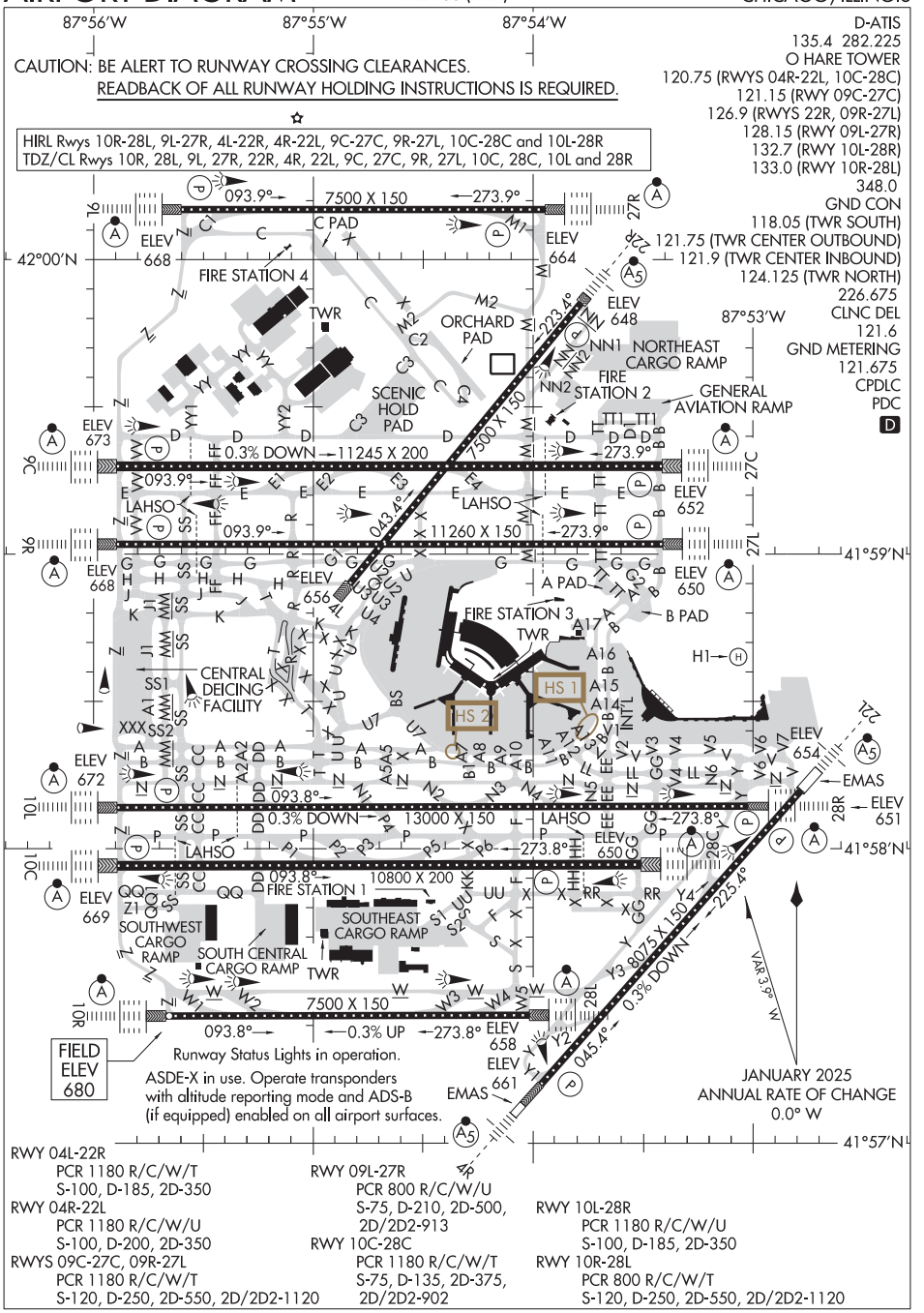
CHICAGO, ILLINOIS
Orig-A 13SEP18

41°59'N-87°54'W

CHICAGO O'HARE INTL (ORD)

RNAV (GPS) PRM Y RWY 28L (CLOSE PARALLEL)

EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025




RWY 04L-22R
PCR 1180 R/C/W/T
S-100, D-185, 2D-350
RWY 04R-22L
PCR 1180 R/C/W/U
S-100, D-200, 2D-350
RWYS 09C-27C, 09R-27L
PCR 1180 R/C/W/T
S-120, D-250, 2D-550, 2D/2D2-1120

RWY 09L-27R
PCR 800 R/C/W/U
S-75, D-210, 2D-500, 2D/2D2-913
RWY 10C-28C
PCR 1180 R/C/W/T
S-75, D-135, 2D-375, 2D/2D2-902

RWY 10L-28R
PCR 1180 R/C/W/U
S-100, D-185, 2D-350
RWY 10R-28L
PCR 800 R/C/W/T
S-120, D-250, 2D-550, 2D/2D2-1120



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

# O'HARE EIGHT DEPARTURE

CHICAGO O'HARE INTL (ORD)
CHICAGO, ILLINOIS






O'HARE EIGHT DEPARTURE
CHICAGO, ILLINOIS
CHICAGO O'HARE INTL (ORD)

DEPARTURE ROUTE DESCRIPTION

ALL AIRCRAFT: Expect RADAR vectors to first enroute navaid/fix.
Expect clearance to requested altitude/flight level ten minutes after departure.

ALL AIRCRAFT: Cross 5.5 DME arc of GCO DME at or above 3000, cross 8.5 DME arc of GCO DME at or above 4000, maintain 5000 or assigned altitude. If unable to comply advise ATC as soon as possible prior to departure.

EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

CHICAGO, ILLINOIS | AL-5826 (FAA) | 25163

# RNAV (GPS) RWY 9

## LANSING MUNI (IGQ)

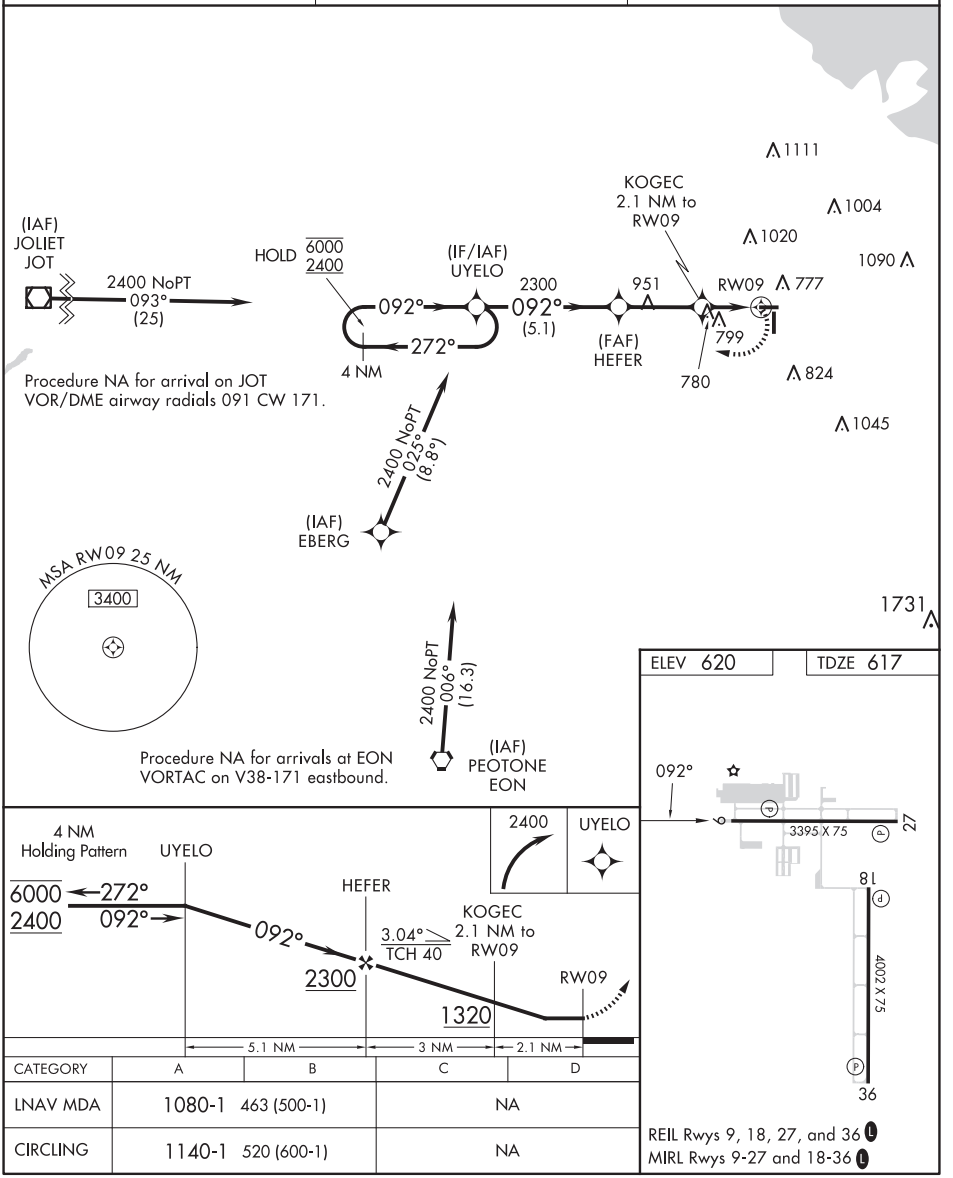
| APP CRS | Rwy Ldg | 3395 |
|---|---|---|
| 092° | TDZE | 617 |
| | Apt Elev | 620 |

RNP APCH - GPS.

Rwy 9 helicopter visibility reduction below 1 SM NA.
Straight-in and Circling Rwy 9 NA at night.

MISSED APPROACH: Climbing right turn to 2400 direct UYELO and hold.

| AWOS-3PT | CHICAGO APP CON | UNICOM |
|---|---|---|
| 124.925 | 128.2 285.6 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1080-1 | 463 (500-1) | NA | |
| CIRCLING | 1140-1 | 520 (600-1) | NA | |

REIL Rwys 9, 18, 27, and 36 L
MIRL Rwys 9-27 and 18-36 L

CHICAGO, ILLINOIS
Amdt 1 12JUN25

41°32'N-87°32'W

LANSING MUNI (IGQ)

RNAV (GPS) RWY 9

EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 27

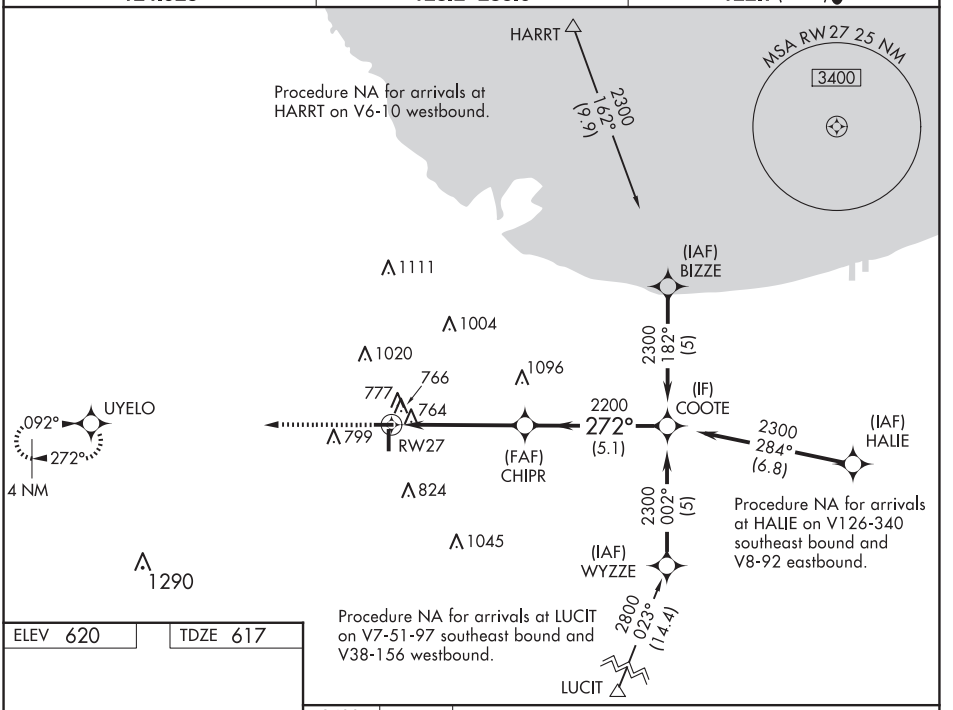
LANSING MUNI (IGQ)

| WAAS | APP CRS | Rwy Ldg | 3395 |
|---|---|---|---|
| CH 61303 | 272° | TDZE | 617 |
| W27A | | Apt Elev | 620 |

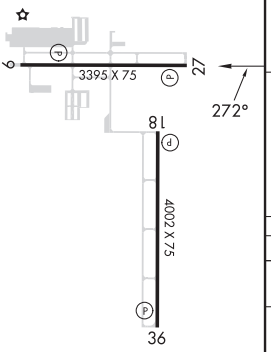
Baro-VNAV NA when using Chicago Midway Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Rwy 27 helicopter visibility reduction below ¾ SM NA. DME/DME RNP-0.3 NA. VDP NA when using Chicago Midway Intl altimeter setting. When local altimeter setting not received, use Chicago Midway Intl altimeter setting: increase LPV DA to 1058 and LNAV/VNAV DA to 1114 and all MDA 60 feet. Circling Rwy 9 NA at night.

MISSED APPROACH: Climb to 2400 direct UYELO and hold.

| AWOS-3PT | CHICAGO APP CON | UNICOM |
|---|---|---|
| 124.925 | 128.2 285.6 | 122.7 (CTAF) L |

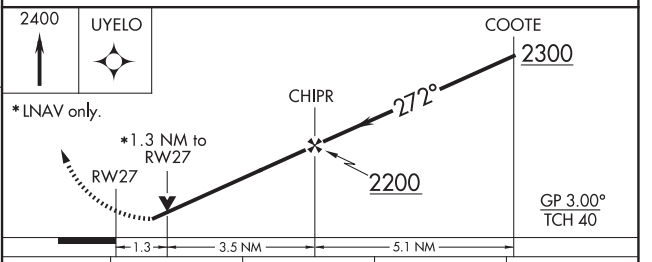



| ELEV 620 | TDZE 617 |
|---|---|




REIL Rwys 9, 18, 27, and 36 L

MIRL Rwys 9-27 and 18-36 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1016-1½ 399 (400-1½) | | NA | |
| LNAV/VNAV DA | 1072-1¾ 455 (500-1¾) | | NA | |
| LNAV MDA | 1080-1 463 (500-1) | | NA | |
| CIRCLING | 1140-1 520 (600-1) | | NA | |



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

CHICAGO, ILLINOIS AL-5826 (FAA) 24305

| APP CRS | Rwy Idg | 4002 |
|---|---|---|
| 002° | TDZE | 620 |
| | Apt Elev | 620 |

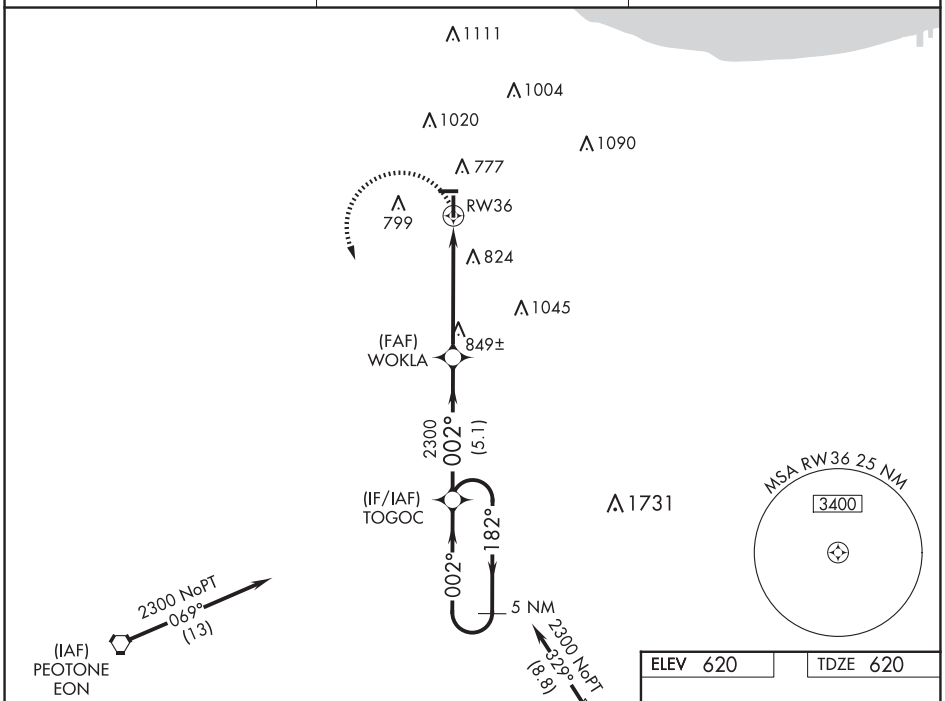
# RNAV (GPS) RWY 36

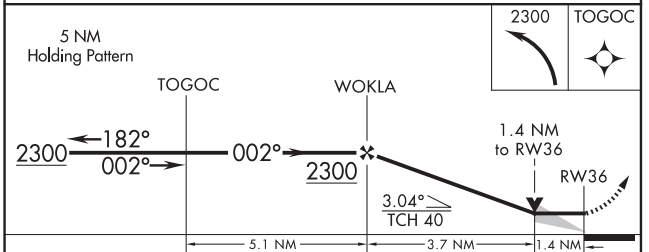
LANSING MUNI (IGQ)

DME/DME RNP-0.3 NA. VDP NA when using Chicago Midway Intl altimeter setting. Circling Rwy 9 NA at night. When local altimeter setting not received, use Chicago Midway Intl altimeter setting and increase all MDAs 60 feet.

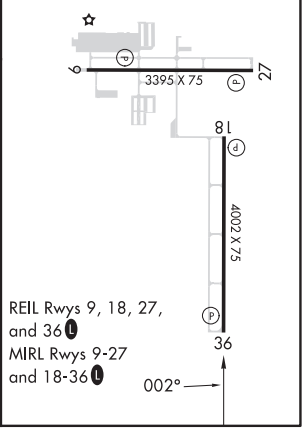
MISSED APPROACH: Climbing left turn to 2300 direct TOGOC and hold.

| AWOS-3PT | CHICAGO APP CON | UNICOM |
|---|---|---|
| 124.925 | 128.2 285.6 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1100-1 480 (500-1) | | NA | |
| CIRCLING | 1140-1 520 (600-1) | | NA | |




REIL Rwys 9, 18, 27, and 36 L
MIRL Rwys 9-27 and 18-36 L

CHICAGO, ILLINOIS
Orig-A 30MAR17

41°32'N-87°32'W

LANSING MUNI (IGQ)

RNAV (GPS) RWY 36

EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

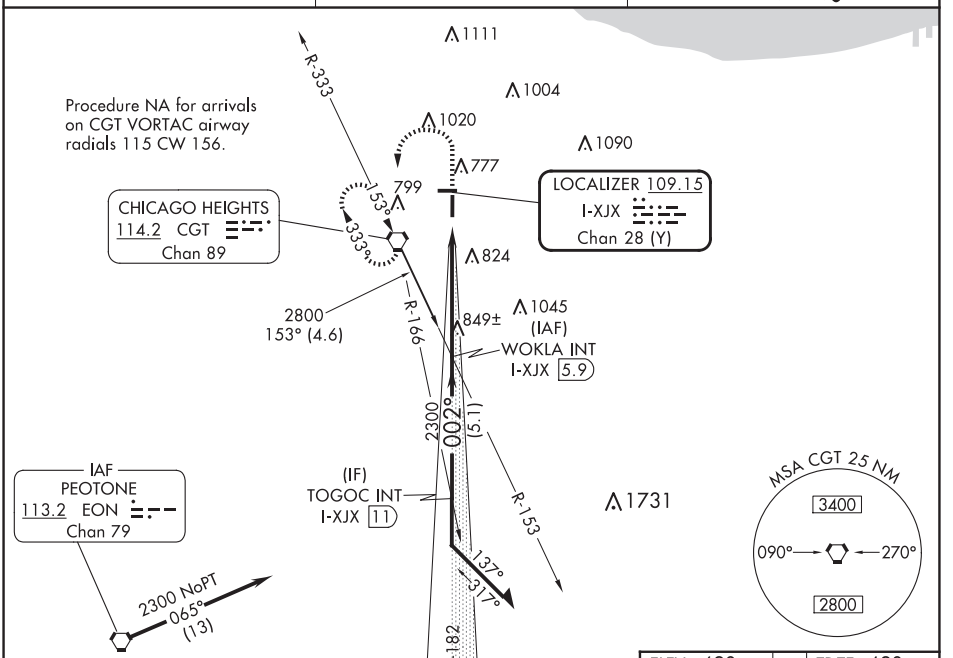
| LOC/DME I-XJX | APP CRS | Rwy Idg 4002 |
|---|---|---|
| 109.15 | 002° | TDZE 620 |
| Chan 28 (Y) | | Apt Elev 620 |

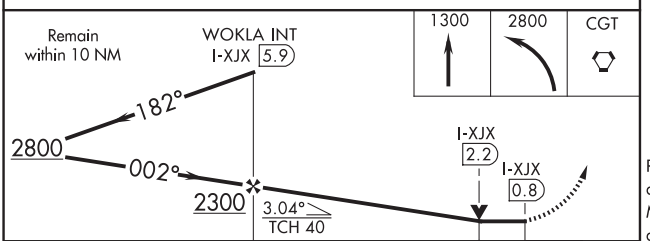
# LOC RWY 36
## LANSING MUNI (IGQ)

NA — VDP NA when using Chicago Midway Intl altimeter setting. When local altimeter setting not received, use Chicago Midway Intl altimeter setting and increase all MDAs 60 feet. Circling Rwy 9 NA at night.

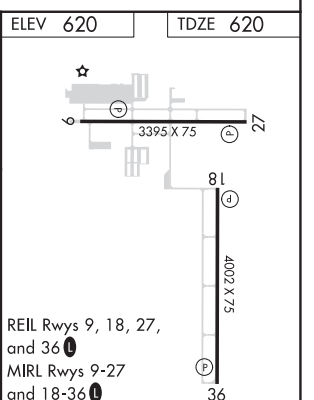
MISSED APPROACH: Climb to 1300 then climbing left turn to 2800 direct CGT VORTAC and hold, continue climb-in-hold to 2800.

| AWOS-3PT | CHICAGO APP CON | UNICOM |
|---|---|---|
| 124.925 | 128.2 285.6 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-36 | 1100-1 | 480 (500-1) | NA | |
| CIRCLING | 1140-1 | 520 (600-1) | NA | |




| FAF to MAP 5.1 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:06 | 3:24 | 2:33 | 2:02 | 1:42 |



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

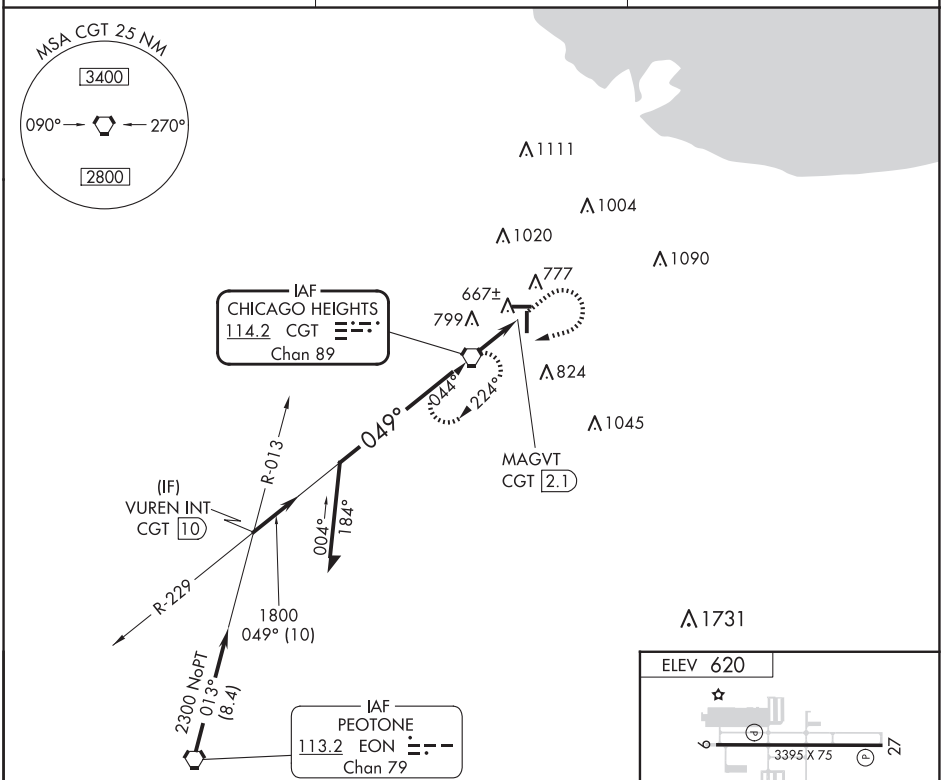
| VORTAC CGT | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 114.2 | 049° | TDZE | N/A |
| Chan 89 | | Apt Elev | 620 |

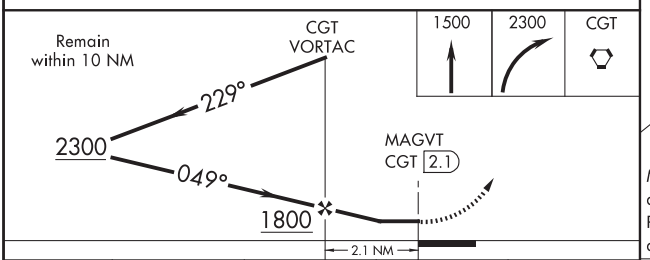
# VOR-A
## LANSING MUNI (IGQ)

When local altimeter setting not received, use Chicago Midway Intl altimeter setting and increase all MDAs 60 feet. Circling Rwy 9 NA at night.

MISSED APPROACH: Climb to 1500 then climbing right turn to 2300 direct CGT VORTAC and hold.

| AWOS-3PT | CHICAGO APP CON | UNICOM |
|---|---|---|
| 124.925 | 128.2 285.6 | 122.7 (CTAF) L |



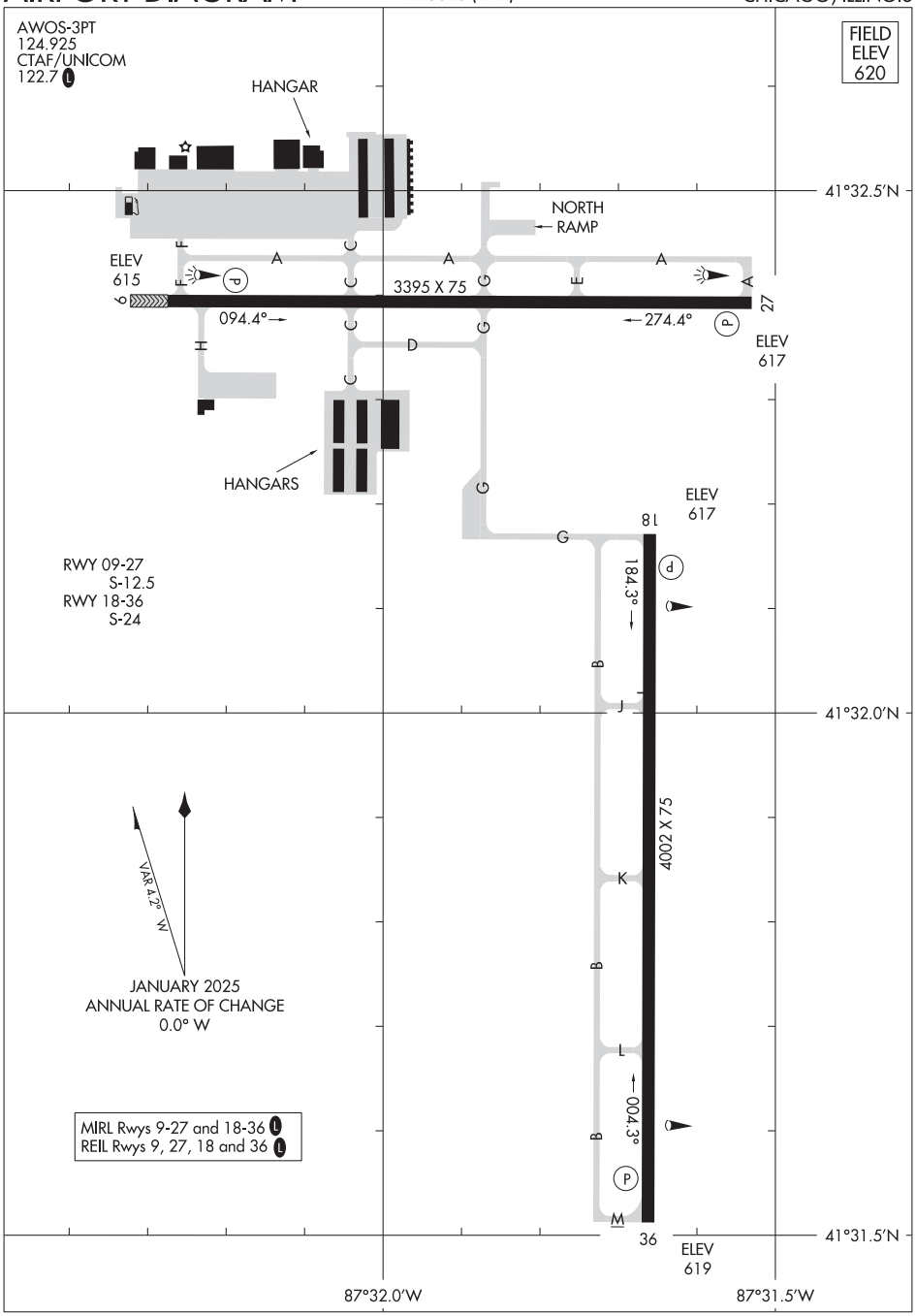




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1140-1 520 (600-1) | | NA | |

| FAF to MAP 2.1 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 2:06 | 1:24 | 1:03 | 0:50 | 0:42 |



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025






EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

CHICAGO/AURORA, ILLINOIS AL-5103 (FAA) 25219

# ILS or LOC RWY 9

AURORA MUNI (ARR)

| LOC I-ARR | APP CRS | Rwy Ldg | 6501 |
|---|---|---|---|
| 108.9 | 090° | TDZE | 707 |
| | | Apt Elev | 712 |

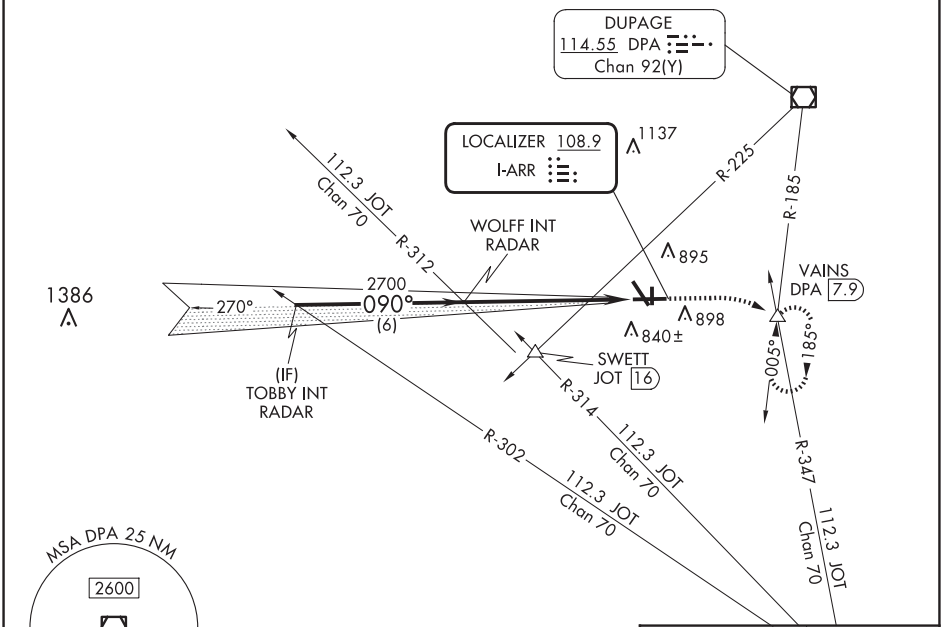
RADAR required for procedure entry.

For inop ALS, increase S-LOC 9 Cat C/D visibilities to 1⅜ SM.

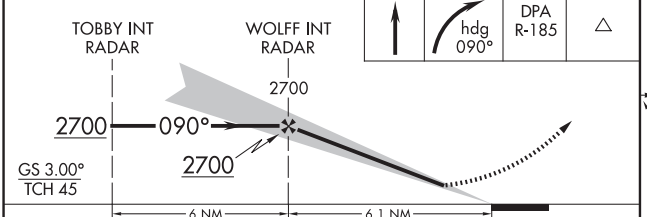
MALSR

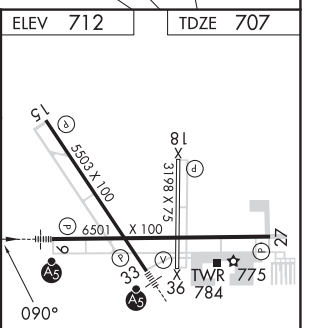
MISSED APPROACH: Climb to 1200 then climbing right turn to 3000 on heading 090° and on DPA VOR/DME R-185 to VAINS INT/DPA 7.9 DME and hold, continue climb-in-hold to 3000.

| ATIS | CHICAGO APP CON | AURORA TOWER★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 125.85 | 133.5 349.0 | 120.6 (CTAF) L | 121.7 | 121.7 (When tower closed) | 122.95 123.5 |




| 1200 | 3000 | DPA | VAINS |
|---|---|---|---|
| ↑ | hdg 090° | R-185 | △ |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 9 | 907-½ 200 (200-½) | | | |
| S-LOC 9 | 1220-½ 513 (600-½) | | 1220-1 513 (600-1) | |
| C CIRCLING | 1220-1 508 (600-1) | | 1300-1½ 588 (600-1½) | 1320-2 608 (700-2) |

MIRL Rwys 18-36 L
HIRL Rwys 15-33 and 9-27 L
REIL Rwys 15, 18, 27, and 36 L

FAF to MAP 6.1 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 6:06 | 4:04 | 3:03 | 2:26 | 2:02 |

CHICAGO/AURORA, ILLINOIS
Amdt 4A 08SEP22

41°46'N-88°29'W

AURORA MUNI (ARR)

ILS or LOC RWY 9

EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 9

## AURORA MUNI (ARR)

| WAAS | APP CRS | Rwy Idg | 6501 |
|---|---|---|---|
| CH 45522 | 090° | TDZE | 707 |
| W09A | | Apt Elev | 712 |

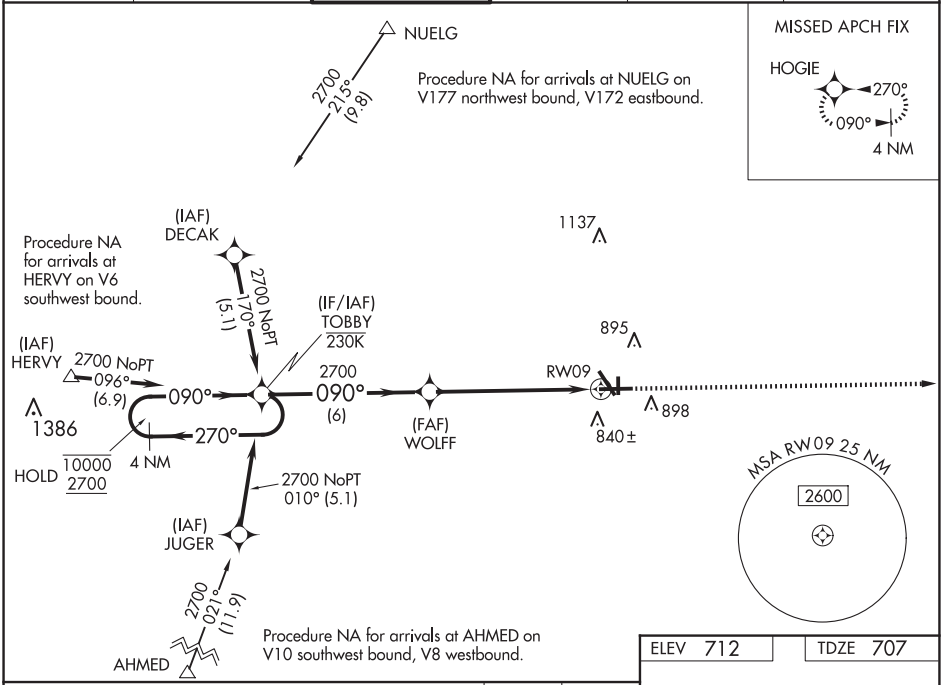
RNP APCH - GPS.

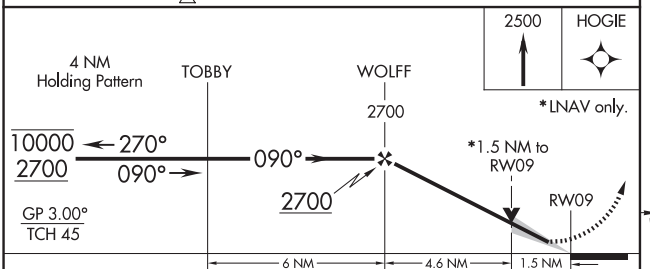
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C. For inop ALS, increase LNAV Cat C/D visibility to 1⅜ SM.

MALSR

MISSED APPROACH: Climb to 2500 direct HOGIE and hold.

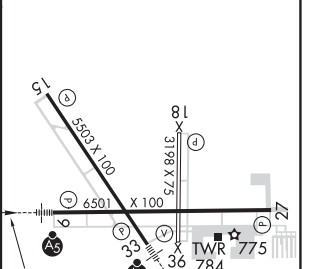
| ATIS | CHICAGO APP CON | AURORA TOWER★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 125.85 | 133.5 349.0 | 120.6 (CTAF) L | 121.7 | 121.7 (When tower closed) | 122.95 123.5 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 957-½ 250 (300-½) | | | |
| LNAV/VNAV DA | 1035-½ 328 (400-½) | | | |
| LNAV MDA | 1220-½ 513 (600-½) | | 1220-1 513 (600-1) | |
| C CIRCLING | 1220-1 508 (600-1) | | 1300-1½ 588 (600-1½) | 1320-2 608 (700-2) |

ELEV 712 TDZE 707




MIRL Rwys 18-36 L
HIRL Rwys 15-33 and 9-27 L
REIL Rwys 15, 18, 27, and 36 L



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

CHICAGO/AURORA, ILLINOIS | AL-5103 (FAA) | 24081

# RNAV (GPS) RWY 15

AURORA MUNI (ARR)

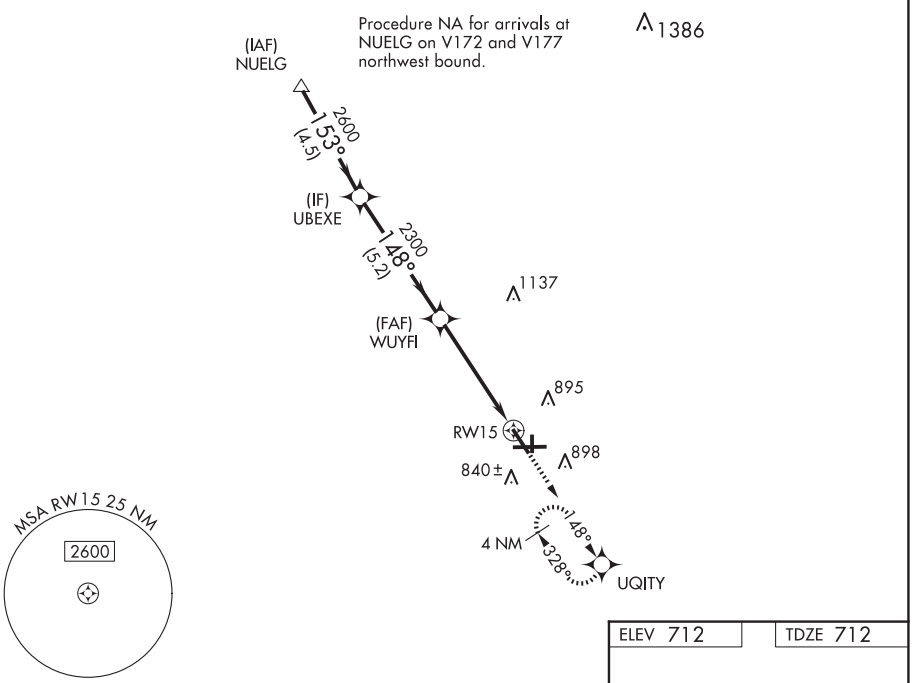
| WAAS | APP CRS | Rwy ldg | 5503 |
|---|---|---|---|
| CH 72941 | 148° | TDZE | 712 |
| W15A | | Apt Elev | 712 |

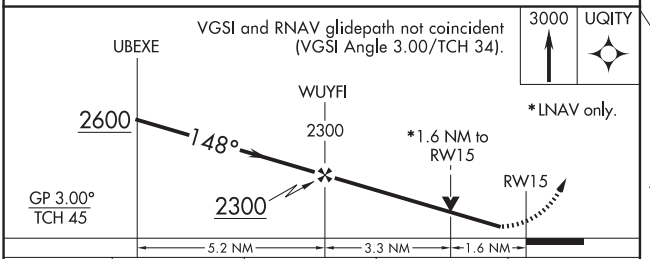
RNP APCH - GPS.

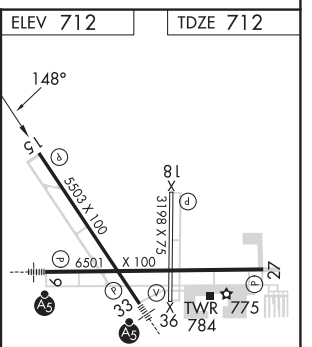
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C. Rwy 15 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 direct UQITY and hold, continue climb-in-hold to 3000.

| ATIS | CHICAGO APP CON | AURORA TOWER★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 125.85 | 133.5 349.0 | 120.6 (CTAF) L | 121.7 | 121.7 (When tower closed) | 122.95 123.5 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 962-¾ 250 (300-¾) | | | |
| LNAV/VNAV DA | 962-¾ 250 (300-¾) | | | |
| LNAV MDA | 1260-1 548 (600-1) | | 1260-1⅝ 548 (600-1⅝) | |
| C CIRCLING | 1260-1 548 (600-1) | | 1300-1⅝ 588 (600-1⅝) | 1320-2 608 (700-2) |

HIRL Rwys 15-33 and 9-27 L
MIRL Rwys 18-36 L
REIL Rwys 15, 18, 27, and 36 L

CHICAGO/AURORA, ILLINOIS
Amdt 1A 08SEP22

41°46'N-88°28'W

AURORA MUNI (ARR)

RNAV (GPS) RWY 15


EC-3, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 27
## AURORA MUNI (ARR)

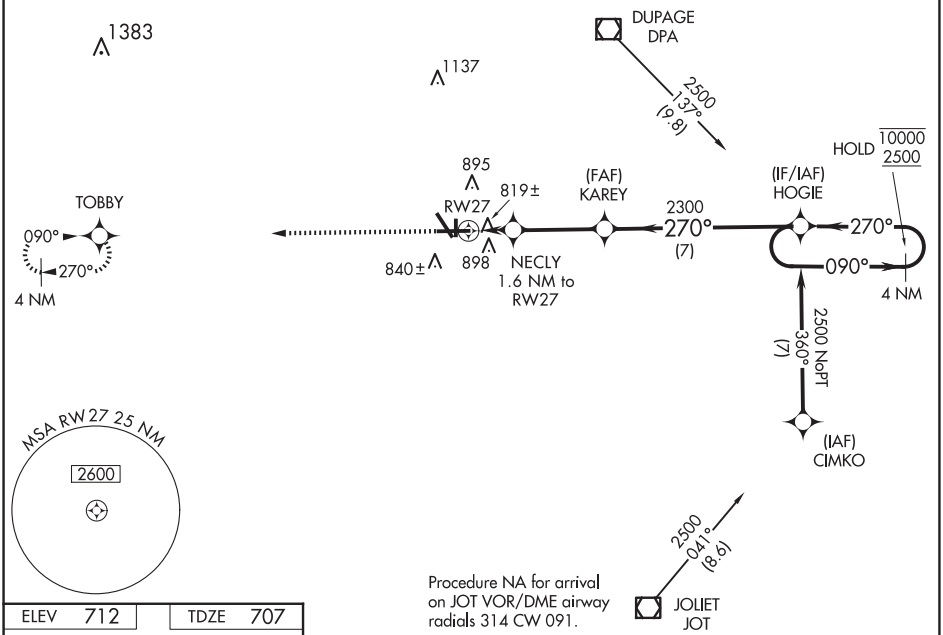
| WAAS | APP CRS | Rwy Idg | 6460 |
|---|---|---|---|
| CH 48822 | 270° | TDZE | 707 |
| W27A | | Apt Elev | 712 |

RNP APCH - GPS.

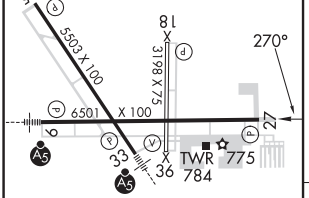
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

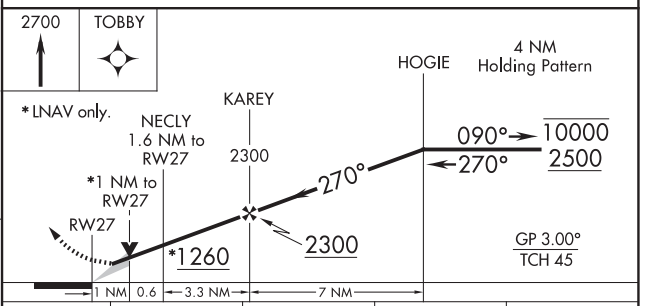
MISSED APPROACH: Climb to 2700 direct TOBBY and hold.

| ATIS | CHICAGO APP CON | AURORA TOWER★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 125.85 | 133.5 349.0 | 120.6 (CTAF) L | 121.7 | 121.7 (When tower closed) | 122.95 123.5 |




ELEV 712 TDZE 707




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | | 907-¾ | 200 (200-¾) | |
| LNAV/VNAV DA | | 1002-1 | 295 (300-1) | |
| LNAV MDA | | 1080-1 | 373 (400-1) | |
| C CIRCLING | 1200-1 488 (500-1) | | 1300-1½ 588 (600-1½) | 1320-2 608 (700-2) |

MIRL Rwys 18-36 L
HIRL Rwys 15-33 and 9-27 L
REIL Rwys 15, 18, 27, and 36 L



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

CHICAGO/AURORA, ILLINOIS

AL-5103 (FAA)

24081

| WAAS | APP CRS | Rwy Idg | 5503 |
|---|---|---|---|
| CH 49105 | 328° | TDZE | 705 |
| W33A | | Apt Elev | 712 |

# RNAV (GPS) RWY 33

AURORA MUNI (ARR)

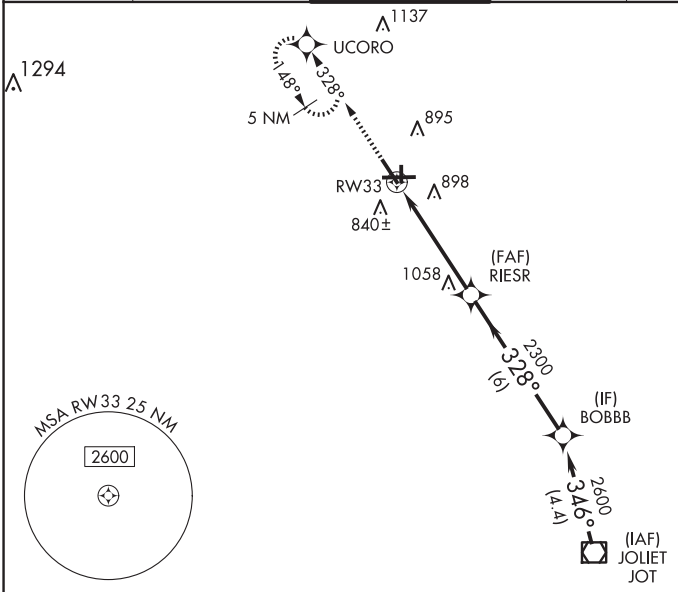
RNP APCH - GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. For inop MALSR, increase LPV visibility to 1¼ SM all Cats, LNAV Cats A/B visibility to 1 SM.

MALSR

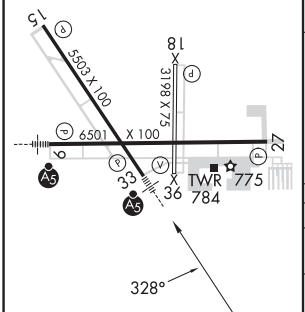
MISSED APPROACH: Climb to 3000 direct UCORO and hold, continue climb-in-hold to 3000.

| ATIS | CHICAGO APP CON | AURORA TOWER★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 125.85 | 133.5 349.0 | 120.6 (CTAF) L | 121.7 | 121.7 (When tower closed) | 122.95 123.5 |

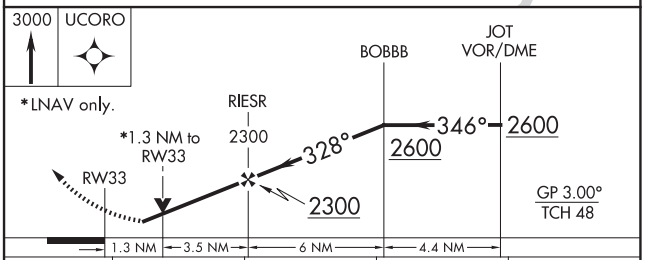



ELEV 712 | TDZE 705

Procedure NA for arrival on JOT VOR/DME airway radials 314 CW 328.




HIRL Rwys 15-33 and 9-27 L
MIRL Rwys 18-36 L
REIL Rwys 15, 18, 27, and 36 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1042-¾ 337 (400-¾) | | | |
| LNAV/VNAV DA | 1194-1¼ 489 (500-1¼) | | | |
| LNAV MDA | 1140-¾ 435 (500-¾) | | | 1140-1 435 (500-1) |
| C CIRCLING | 1200-1 488 (500-1) | | 1300-1½ 588 (600-1½) | 1320-2 608 (700-2) |

CHICAGO/AURORA, ILLINOIS

Amdt 1B 08SEP22

41°46'N-88°29'W

AURORA MUNI (ARR)

RNAV (GPS) RWY 33



EC-3, 07 AUG 2025 to 02 OCT 2025

# LOC RWY 33

## AURORA MUNI (ARR)

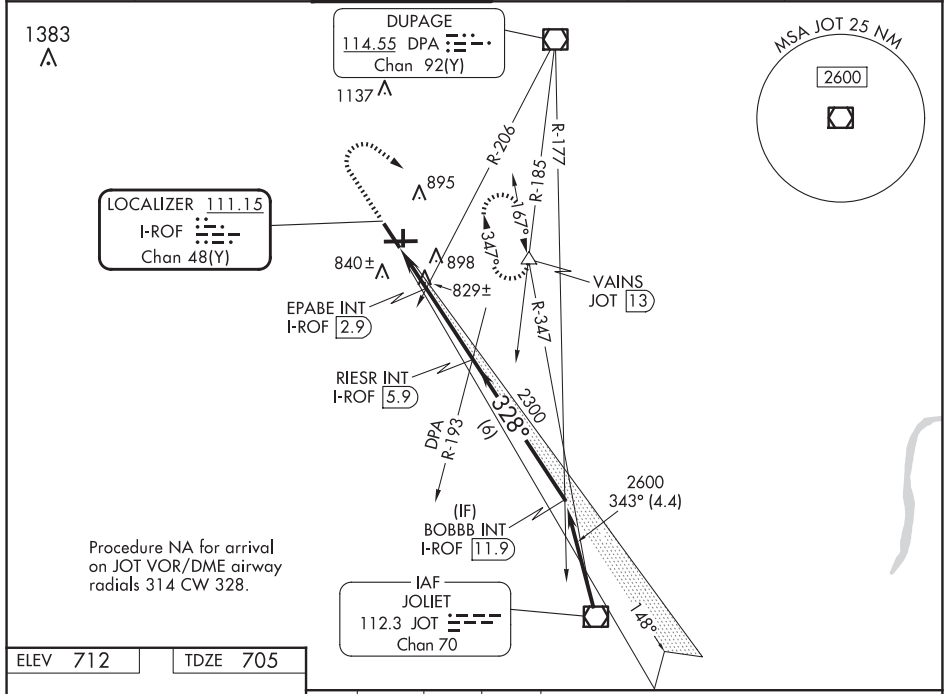
| LOC/DME I-ROF | APP CRS | Rwy Ldg | 5503 |
|---|---|---|---|
| 111.15 | 328° | TDZE | 705 |
| Chan 48 (Y) | | Apt Elev | 712 |

For inop ALS, increase S-LOC 33 Cats C and D visibility to 1¾ SM and EPABE FIX minimums S-LOC 33 Cats C and D visibility to 1 SM.

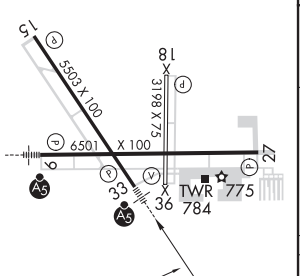
MALSR

MISSED APPROACH: Climb to 1400 then climbing right turn to 3000 on heading 146° and JOT VOR/DME R-347 to VAINS INT/JOT 13 DME and hold, continue climb-in-hold to 3000.

| ATIS | CHICAGO APP CON | AURORA TOWER★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 125.85 | 133.5 349.0 | 120.6 (CTAF) L | 121.7 | 121.7 (When tower closed) | 122.95 123.5 |

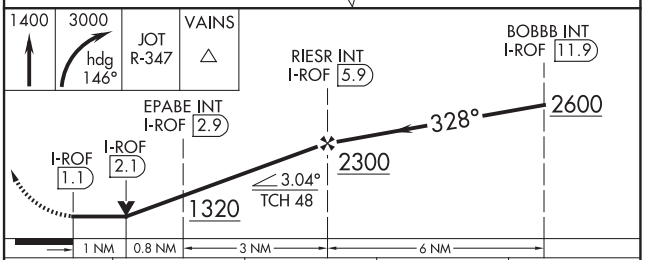



ELEV 712 TDZE 705




HIRL Rwys 15-33 and 9-27 L
MIRL Rwys 18-36 L
REIL Rwys 15, 18, 27, and 36 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 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-LOC 33 | 1320-½ 615 (700-½) | | 1320-1⅜ 615 (700-1⅜) | |
| C CIRCLING | 1320-1 608 (700-1) | | 1320-1¾ 608 (700-1¾) | 1320-2 608 (700-2) |
| EPABE FIX MINIMUMS (DUAL VOR RECEIVERS or DME REQUIRED) | | | | |
| S-LOC 33 | 1080-½ 375 (400-½) | | 1080-⅝ 375 (400-⅝) | |
| C CIRCLING | 1200-1 488 (500-1) | | 1300-1½ 588 (600-1½) | 1320-2 608 (700-2) |



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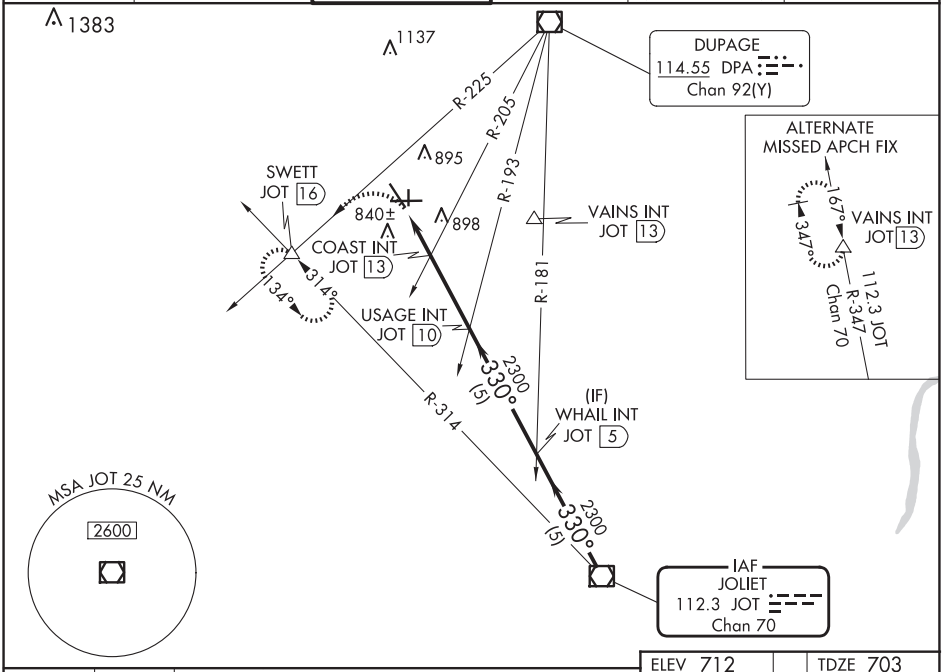
CHICAGO/AURORA, ILLINOIS AL-5103 (FAA) 25163

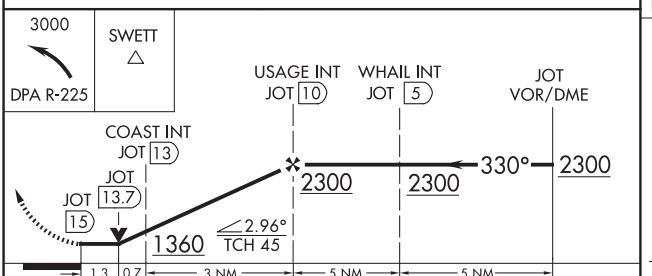
# VOR RWY 36
## AURORA MUNI (ARR)

| VOR/DME JOT 112.3 Chan 70 | APP CRS 330° | Rwy Ldg 3198 TDZE 703 Apt Elev 712 |
|---|---|---|

MISSED APPROACH: Climbing left turn to 3000 on DPA VOR/DME R-225 to SWETT INT/16 DME and hold.

| ATIS | CHICAGO APP CON | AURORA TOWER★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 125.85 | 133.5 349.0 | 120.6 (CTAF) L | 121.7 | 121.7 (When tower closed) | 122.95 123.5 |

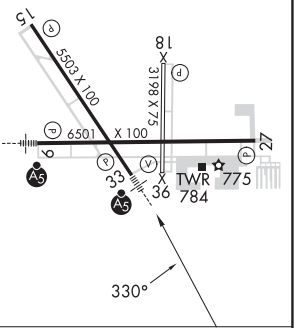



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-36 | 1360-1 657 (700-1) | | 1360-1¾ 657 (700-1¾) | 1360-2 657 (700-2) |
| C CIRCLING | 1360-1 648 (700-1) | | 1360-1¾ 648 (700-1¾) | 1360-2 648 (700-2) |
| COAST FIX MINIMUMS (DUAL VOR RECEIVERS or DME REQUIRED) | | | | |
| S-36 | 1160-1 457 (500-1) | | 1160-1¼ 457 (500-1¼) | 1160-1½ 457 (500-1½) |
| C CIRCLING | 1200-1 488 (500-1) | | 1300-1½ 588 (600-1½) | 1320-2 608 (700-2) |

ELEV 712 TDZE 703

MIRL Rwys 18-36 L
HIRL Rwys 15-33 and 9-27 L
REIL Rwys 15, 18, 27, and 36 L




FAF to MAP 5 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:00 | 3:20 | 2:30 | 2:00 | 1:40 |



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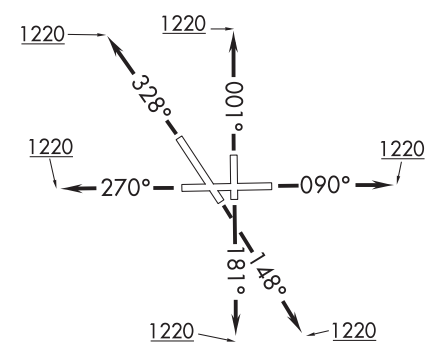
(ADELL7.ADELL) 24305

# ADELL SEVEN DEPARTURE (RNAV) AL-5103 (FAA)

AURORA MUNI (ARR)
CHICAGO/AURORA, ILLINOIS

**TOP ALTITUDE: 3000**

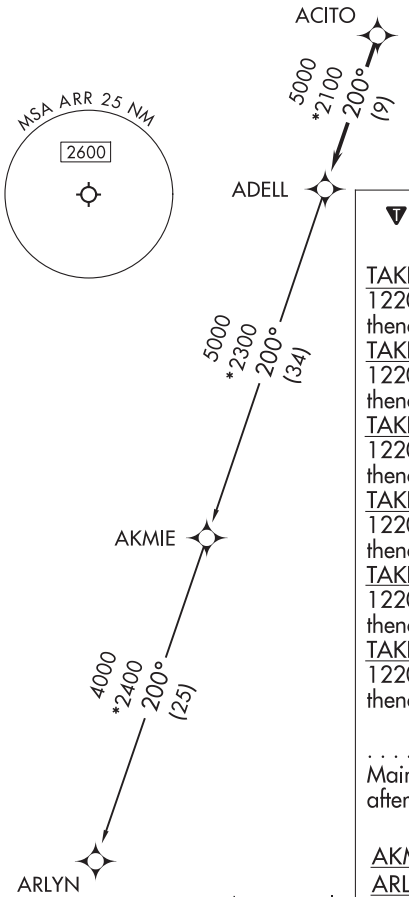
CHICAGO DEP CON
133.5 349.0
ATIS
125.85
GND CON
121.7
AURORA TOWER ★
120.6 (CTAF)




TAKEOFF MINIMUMS:
Rwys 9, 15, 18, 27, 33, 36: Standard.

NOTE: Turbojet departures maintain 250K until advised by ATC.

NOTE: AKMIE Transition: For aircraft inbound to BMI, SPI, PIA, or as assigned by ATC.




NOTE: Chart not to scale.

RNAV 1 - DME/DME/IRU or GPS.

RADAR required. RADAR required for non-GPS eqipped aircraft.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 090° to 1220, then as assigned by ATC, for vectors to ACITO, thence. . . .

TAKEOFF RUNWAY 15: Climb on heading 148° to 1220, then as assigned by ATC, for vectors to ACITO, thence. . . .

TAKEOFF RUNWAY 18: Climb on heading 181° to 1220, then as assigned by ATC, for vectors to ACITO, thence. . . .

TAKEOFF RUNWAY 27: Climb on heading 270° to 1220, then as assigned by ATC, for vectors to ACITO, thence. . . .

TAKEOFF RUNWAY 33: Climb on heading 328° to 1220, then as assigned by ATC, for vectors to ACITO, thence. . . .

TAKEOFF RUNWAY 36: Climb on heading 001° to 1220, then as assigned by ATC, for vectors to ACITO, thence . . . .

. . . . on track 200° to ADELL, then on (transition). Maintain 3000. Expect filed altitude 10 minutes after departure.

AKMIE TRANSITION (ADELL7.AKMIE):

ARLYN TRANSITION (ADELL7.ARLYN):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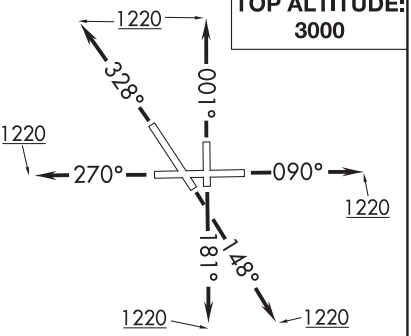
# BLOKR SEVEN DEPARTURE (RNAV)

CHICAGO DEP CON
133.5 349.0
ATIS
125.85
GND CON
121.7
AURORA TOWER ★
120.6 (CTAF)

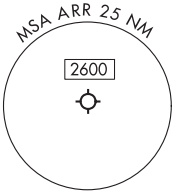
RNAV 1 - DME/DME/IRU or GPS.
RADAR required. RADAR required for non-GPS equipped aircraft.

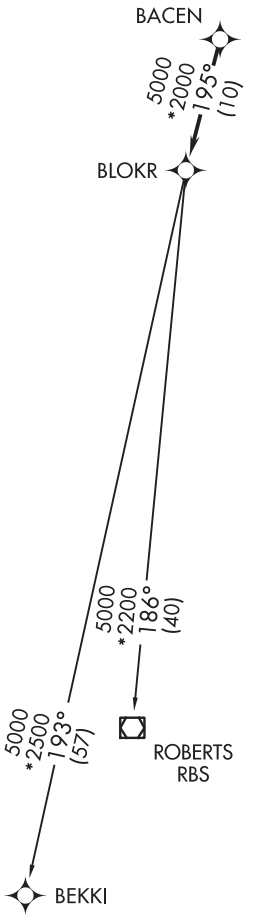
**TOP ALTITUDE: 3000**




TAKEOFF MINIMUMS:
Rwys 9, 15, 18, 27, 33, 36: Standard.

NOTE: Turbojet departures maintain 250K until advised by ATC.
NOTE: ROBERTS Transition: For aircraft inbound to CMI or STL, or as assigned by ATC.




NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 090° to 1220, then as assigned by ATC, for vectors to BACEN, thence. . . .
TAKEOFF RUNWAY 15: Climb on heading 148° to 1220, then as assigned by ATC, for vectors to BACEN, thence. . . .
TAKEOFF RUNWAY 18: Climb on heading 181° to 1220, then as assigned by ATC, for vectors to BACEN, thence. . . .
TAKEOFF RUNWAY 27: Climb on heading 270° to 1220, then as assigned by ATC, for vectors to BACEN, thence. . . .
TAKEOFF RUNWAY 33: Climb on heading 328° to 1220, then as assigned by ATC, for vectors to BACEN, thence. . . .
TAKEOFF RUNWAY 36: Climb on heading 001° to 1220, then as assigned by ATC, for vectors to BACEN, thence. . . .

. . . .on track 195° to BLOKR, then on (transition). Maintain 3000. Expect filed altitude 10 minutes after departure.

BEKKI TRANSITION (BLOKR7.BEKKI):
ROBERTS TRANSITION (BLOKR7.RBS):

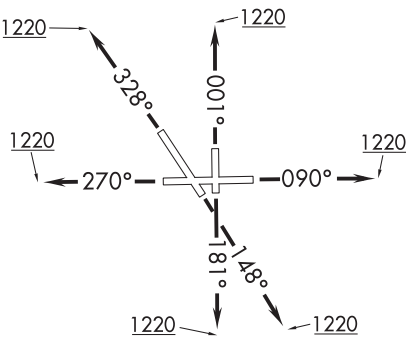
(CARYN7.CARYN) 24305 AL-5103 (FAA)

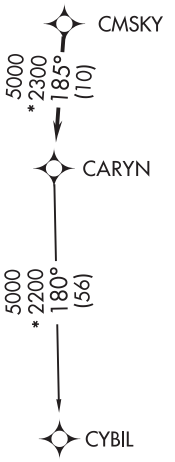
# CARYN SEVEN DEPARTURE (RNAV)

AURORA MUNI (ARR)
CHICAGO/AURORA, ILLINOIS

CHICAGO DEP CON
133.5 349.0
ATIS
125.85
GND CON
121.7
AURORA TOWER ★
120.6 (CTAF)

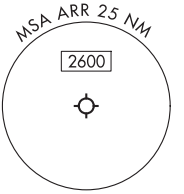
**TOP ALTITUDE: 3000**




NOTE: Turbojet departures maintain 250K until advised by ATC.

TAKEOFF MINIMUMS:
Rwys 9, 15, 18, 27, 33, 36: Standard.




NOTE: Chart not to scale.

| |
|---|
| RNAV 1 - DME/DME/IRU or GPS. |
| RADAR required.<br>RADAR required for non-GPS equipped aircraft. |

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 090° to 1220, then as assigned by ATC, for vectors to CMSKY, thence....
TAKEOFF RUNWAY 15: Climb on heading 148° to 1220, then as assigned by ATC, for vectors to CMSKY, thence....
TAKEOFF RUNWAY 18: Climb on heading 181° to 1220, then as assigned by ATC, for vectors to CMSKY, thence....
TAKEOFF RUNWAY 27: Climb on heading 270° to 1220, then as assigned by ATC, for vectors to CMSKY, thence....
TAKEOFF RUNWAY 33: Climb on heading 328° to 1220, then as assigned by ATC, for vectors to CMSKY, thence....
TAKEOFF RUNWAY 36: Climb on heading 001° to 1220, then as assigned by ATC, for vectors to CMSKY, thence....

....on track 185° to CARYN, then on (transition), maintain 3000.
Expect filed altitude 10 minutes after departure.

CYBIL TRANSITION (CARYN7.CYBIL):



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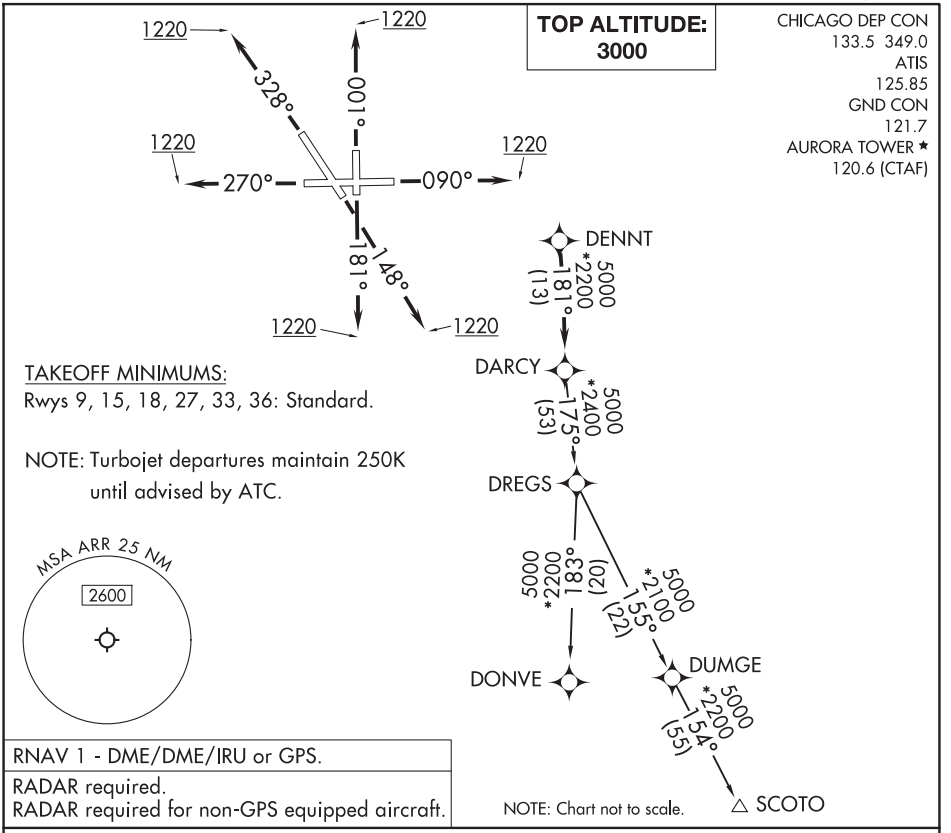
# DARCY SEVEN DEPARTURE (RNAV)




## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 090° to 1220, then as assigned by ATC, for vectors to DENNT, thence. . . .
TAKEOFF RUNWAY 15: Climb on heading 148° to 1220, then as assigned by ATC, for vectors to DENNT, thence. . . .
TAKEOFF RUNWAY 18: Climb on heading 181° to 1220, then as assigned by ATC, for vectors to DENNT, thence. . . .
TAKEOFF RUNWAY 27: Climb on heading 270° to 1220, then as assigned by ATC, for vectors to DENNT, thence. . . .
TAKEOFF RUNWAY 33: Climb on heading 328° to 1220, then as assigned by ATC, for vectors to DENNT, thence. . . .
TAKEOFF RUNWAY 36: Climb on heading 001° to 1220, then as assigned by ATC, for vectors to DENNT, thence. . . .

. . . . on track 181° to DARCY, then on (transition), maintain 3000.
Expect filed altitude 10 minutes after departure.

DONVE TRANSITION (DARCY7.DONVE):
SCOTO TRANSITION (DARCY7.SCOTO):



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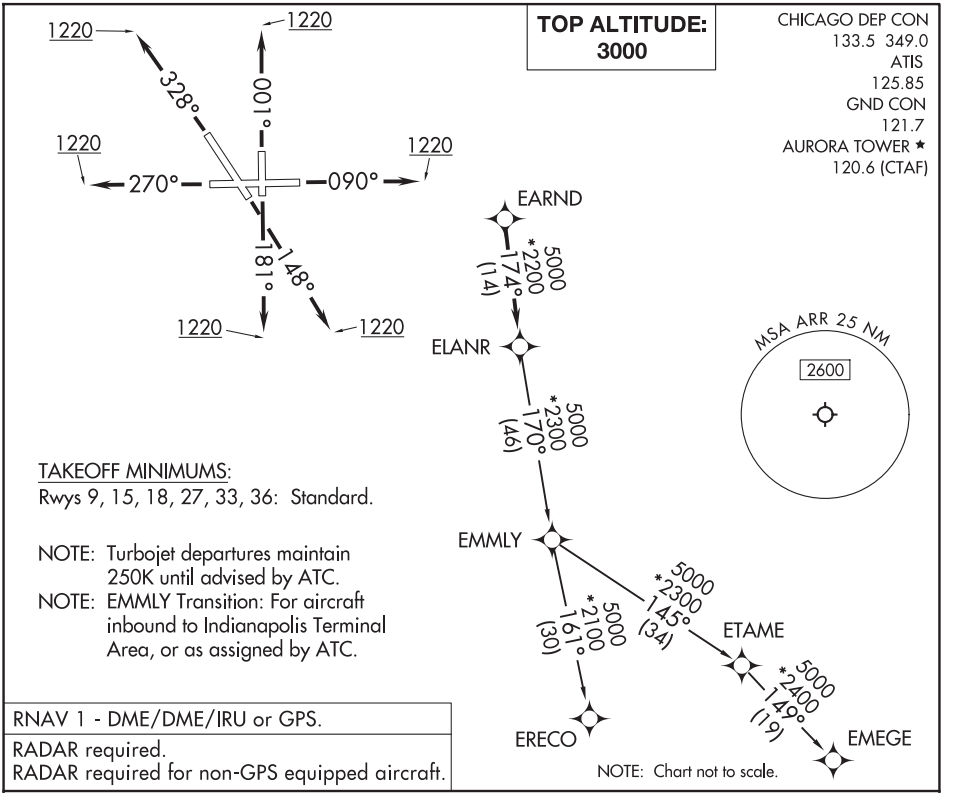
(ELANR8.ELANR) 25107 AL-5103 (FAA)

# ELANR EIGHT DEPARTURE (RNAV)

AURORA MUNI (ARR)
CHICAGO/AURORA, ILLINOIS




## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 090° to 1220, then as assigned by ATC, for vectors to EARND, thence. . . .
TAKEOFF RUNWAY 15: Climb on heading 148° to 1220, then as assigned by ATC, for vectors to EARND, thence. . . .
TAKEOFF RUNWAY 18: Climb on heading 181° to 1220, then as assigned by ATC, for vectors to EARND, thence. . . .
TAKEOFF RUNWAY 27: Climb on heading 270° to 1220, then as assigned by ATC, for vectors to EARND, thence. . . .
TAKEOFF RUNWAY 33: Climb on heading 328° to 1220, then as assigned by ATC, for vectors to EARND, thence. . . .
TAKEOFF RUNWAY 36: Climb on heading 001° to 1220, then as assigned by ATC, for vectors to EARND, thence. . . .

. . . .on track 174° to ELANR, then on (transition), maintain 3000.
Expect filed altitude 10 minutes after departure.

EMEGE TRANSITION (ELANR8.EMEGE):
EMMLY TRANSITION (ELANR8.EMMLY):
ERECO TRANSITION (ELANR8.ERECO):



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TOP ALTITUDE: 3000
ATIS 125.85
GND CON 121.7
AURORA TOWER★ 120.6
CHICAGO DEP CON 133.5 349.0
001°
090°
148°
181°
270°
328°
1220
OREOS
VERTICAL NAVIGATION PLANNING INFORMATION
Expect 13000
OBENE
264° (23)
N
MONNY
6000 *2500 283° (71)
6000 *2500 271° (92)
6000 *2500 263° (103)
NIGHT
6000 *4000 306° (72)
6000 *3100 289° (60)
6000 *2500 267° (74)
6000 *2700 256° (179)
6000 *3100 245° (152)
CARET
6000 *3100 247° (60)
SMIDD
MNOSO
IANNA
6000 *3100 289° (24)
6000 *3500 272° (100)
JORDY
NITWT
6000 *3300 263° (171)
OGALE
ROTTN
EERAE
6000 *3100 245° (32)
ELYNA
ROEZZ
TAKEOFF MINIMUMS
Rwys 9, 15, 18, 27, 33, 36:
Standard with minimum climb of 500' per NM to 1220.
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojet departures maintain 250K until advised by ATC.
NOTE: Chart not to scale.
(NARRATIVE ON FOLLOWING PAGE)

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DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb heading 090° to 1220, then continue climb on 090° heading or as assigned by ATC, for vectors to OREOS. Thence . . . .
TAKEOFF RUNWAY 15: Climb heading 148° to 1220, then continue climb on 148° heading or as assigned by ATC, for vectors to OREOS. Thence . . . .
TAKEOFF RUNWAY 18: Climb heading 181° to 1220, then continue climb on 181° heading or as assigned by ATC, for vectors to OREOS. Thence . . . .
TAKEOFF RUNWAY 27: Climb heading 270° to 1220, then continue climb on 270° heading or as assigned by ATC, for vectors to OREOS. Thence . . . .
TAKEOFF RUNWAY 33: Climb heading 328° to 1220, then continue climb on 328° heading or as assigned by ATC, for vectors to OREOS. Thence . . . .
TAKEOFF RUNWAY 36: Climb heading 001° to 1220, then continue climb on 001° heading or as assigned by ATC, for vectors to OREOS. Thence . . . .

. . . . on depicted route to OBENE, maintain 3000. Expect filed altitude 10 minutes after departure.

ELYNA TRANSITION (OBENE3.ELYNA)
IANNA TRANSITION (OBENE3.IANNA)
JORDY TRANSITION (OBENE3.JORDY)
MNOSO TRANSITION (OBENE3.MNOSO): For Minneapolis terminal area arrivals or assigned by ATC.
NITWT TRANSITION (OBENE3.NITWT)
OGALE TRANSITION (OBENE3.OGALE)
ROTTN TRANSITION (OBENE3.ROTTN)
ROEZZ TRANSITION (OBENE3.ROEZZ)
SMIDD TRANSITION (OBENE3.SMIDD)

# RNAV (GPS) RWY 8

LAKE IN THE HILLS (3CK)

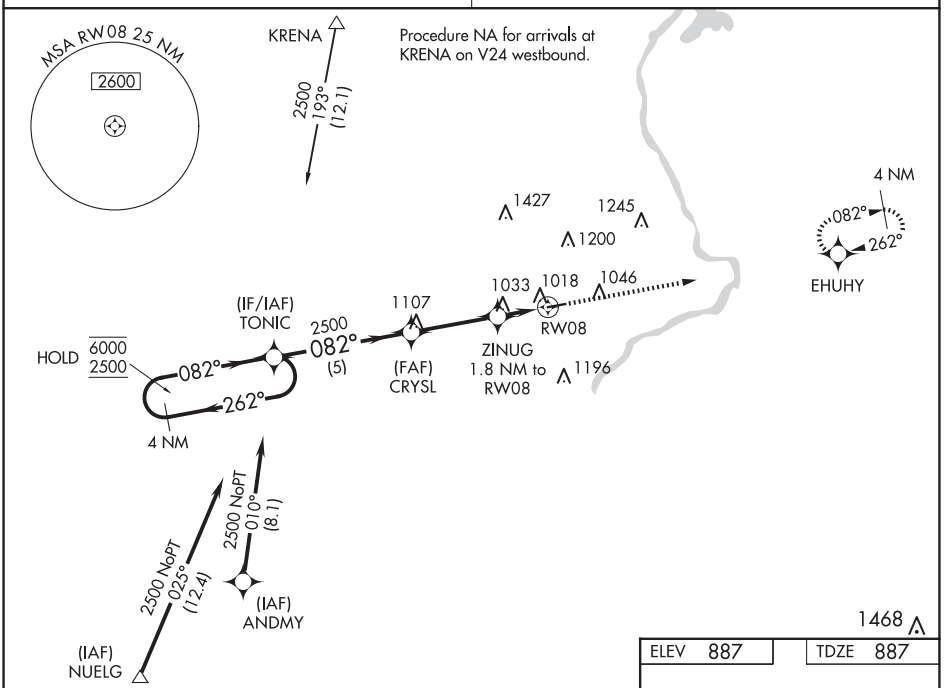
| APP CRS | Rwy Ldg | 3800 |
|---|---|---|
| 082° | TDZE | 887 |
| | Apt Elev | 887 |

RNP APCH - GPS.

NA Rwy 8 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2500 direct EHUHY and hold.

| CHICAGO APP CON | UNICOM |
|---|---|
| 120.55 306.925 | 123.05 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1300-1 413 (500-1) | | 1300-1⅛ 413 (500-1⅛) | NA |

REIL Rwys 8 and 26 L

MIRL Rwy 8-26 L



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| APP CRS | Rwy Idg | 3800 |
|---|---|---|
| 262° | TDZE | 887 |
| | Apt Elev | 887 |

# RNAV (GPS) RWY 26

LAKE IN THE HILLS (3CK)

RNP APCH - GPS.

VDP NA when using DPA altimeter setting. Obtain local altimeter setting on CTAF; when not received, use DPA altimeter setting and increase all MDAs 60 feet.

NA

MISSED APPROACH: Climb to 1800 then climbing right turn to 2500 direct EHUHY and hold.

| CHICAGO APP CON | UNICOM |
|---|---|
| 120.55 306.925 | 123.05 (CTAF) L |

Procedure NA for arrivals at KRENA on V24 westbound.

KRENA

2500
103°
(17.4)

Procedure NA for arrivals at GRIFT on T265 southwest bound.

GRIFT

2600 to EHUHY
097°
(35.7)

(IAF)
IJBIJ
200K

2500 NoPT
172°
(5)

4 NM
082°
262°
HOLD 6000 2500

1427
1200
1245
1033
2400
262°
(5.3)
1018
1046
RW26
(FAF)
UBHOD
(IF/IAF)
EHUHY
1196

MSA RW 26 25 NM
2600

1468

| ELEV 887 | TDZE 887 |
|---|---|

262°

3800 X 75

20

8

1800 | 2500 | EHUHY

EHUHY
4 NM
Holding Pattern
082°
262°
6000
2500

UBHOD
262°
1.3 NM to RW26
RW26
2400
3.00°
TCH 33

1.3 | 3.3 NM | 5.3 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1340-1 453 (500-1) | | 1340-1⅜ 453 (500-1⅜) | NA |

REIL Rwys 8 and 26 L
MIRL Rwy 8-26 L



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| LOC/DME I-PWK | APP CRS | Rwy Idg | 5001 |
|---|---|---|---|
| 109.75 | 161° | TDZE | 643 |
| Chan 34 (Y) | | Apt Elev | 647 |

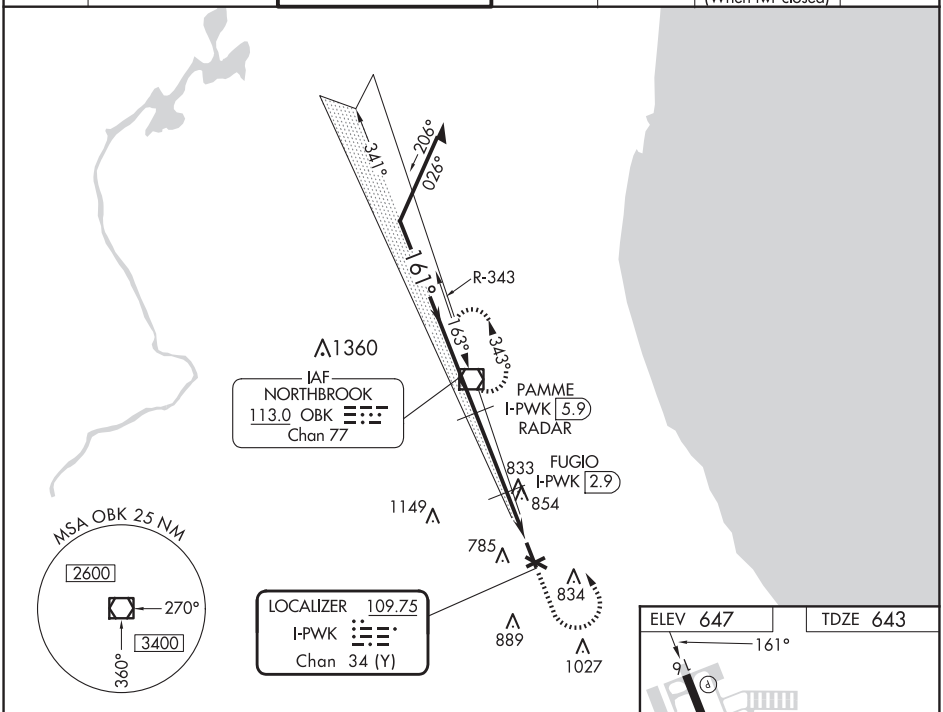
# ILS or LOC RWY 16
## CHICAGO EXEC (PWK)

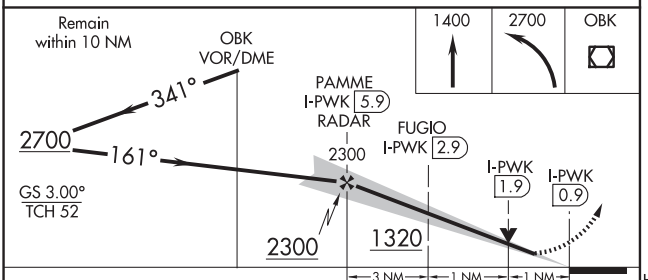
DME required.

Circling Rwy 6, 12, 24, 30 NA at night.
Rwy 16 helicopter visibility reduction below ¾ SM NA.

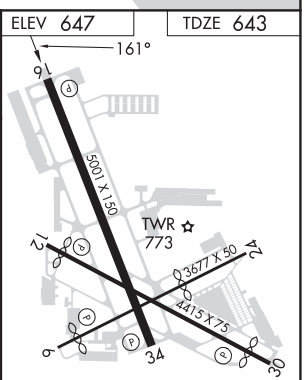
MISSED APPROACH: Climb to 1400 then climbing left turn to 2700 direct OBK VOR/DME and hold, continue climb-in-hold to 2700.

| ATIS | CHICAGO APP CON | EXECUTIVE TOWER ★ | GND CON | CLNC DEL | CLNC DEL | UNICOM |
|---|---|---|---|---|---|---|
| 124.2 | 120.55 306.925 | 119.9 (CTAF) L | 121.7 | 124.7 | 124.7 (When twr closed) | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 16 | 927-⅞ 284 (300-⅞) | | | |
| S-LOC 16 | 1020-1 377 (400-1) | | | |
| C CIRCLING | 1140-1 493 (500-1) | 1160-1 513 (600-1) | 1200-1½ 553 (600-2) | 1460-2¾ 813 (900-2¾) |




HIRL Rwy 6-24 and 16-34 L
MIRL Rwy 12-30 L
REIL Rwys 12 and 30
REIL Rwys 16 and 34 L
RLLS Rwy 16 L

FAF to MAP 5 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:00 | 3:20 | 2:30 | 2:00 | 1:40 |



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

CHICAGO/PROSPECT HEIGHTS/WHEELING, ILLINOIS AL-5028 (FAA) 24025

| WAAS | APP CRS | Rwy Idg | 5001 |
|---|---|---|---|
| CH 45627 | 161° | TDZE | 643 |
| W16A | | Apt Elev | 647 |

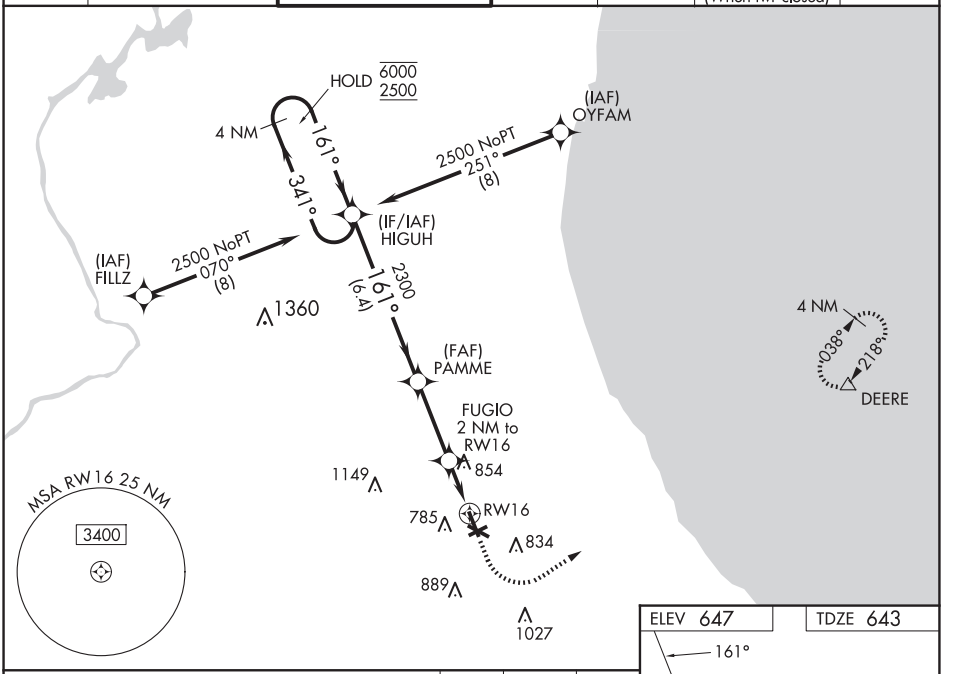
# RNAV (GPS) RWY 16
## CHICAGO EXEC (PWK)

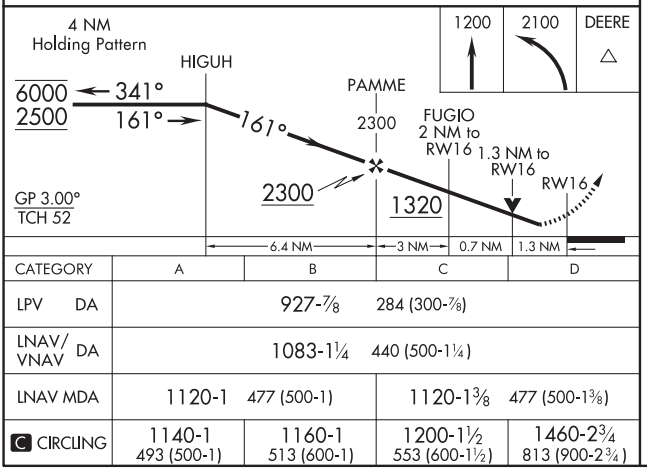
RNP APCH - GPS.

Circling Rwy 6, 12, 24, 30 NA at night.
Rwy 16 helicopter visibility reduction below ¾ SM NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C.

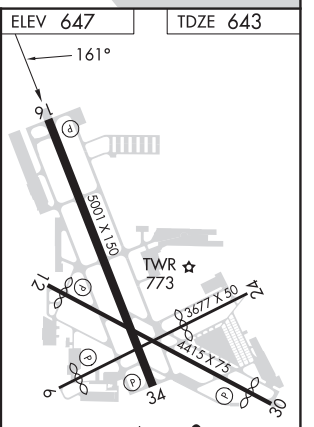
MISSED APPROACH: Climb to 1200 then climbing left turn to 2100 direct DEERE and hold.

| ATIS | CHICAGO APP CON | EXECUTIVE TOWER ★ | GND CON | CLNC DEL | CLNC DEL (When twr closed) | UNICOM |
|---|---|---|---|---|---|---|
| 124.2 | 120.55 306.925 | 119.9 (CTAF) L | 121.7 | 124.7 | 124.7 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 927-⅞ | 284 (300-⅞) | | |
| LNAV/VNAV DA | 1083-1¼ | 440 (500-1¼) | | |
| LNAV MDA | 1120-1 | 477 (500-1) | 1120-1⅜ | 477 (500-1⅜) |
| C CIRCLING | 1140-1 493 (500-1) | 1160-1 513 (600-1) | 1200-1½ 553 (600-1½) | 1460-2¾ 813 (900-2¾) |




HIRL Rwy 6-24 and 16-34 L
MIRL Rwy 12-30 L
REIL Rwys 12 and 30
REIL Rwys 16 and 34 L
RLLS Rwy 16 L



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 30

## CHICAGO EXEC (PWK)

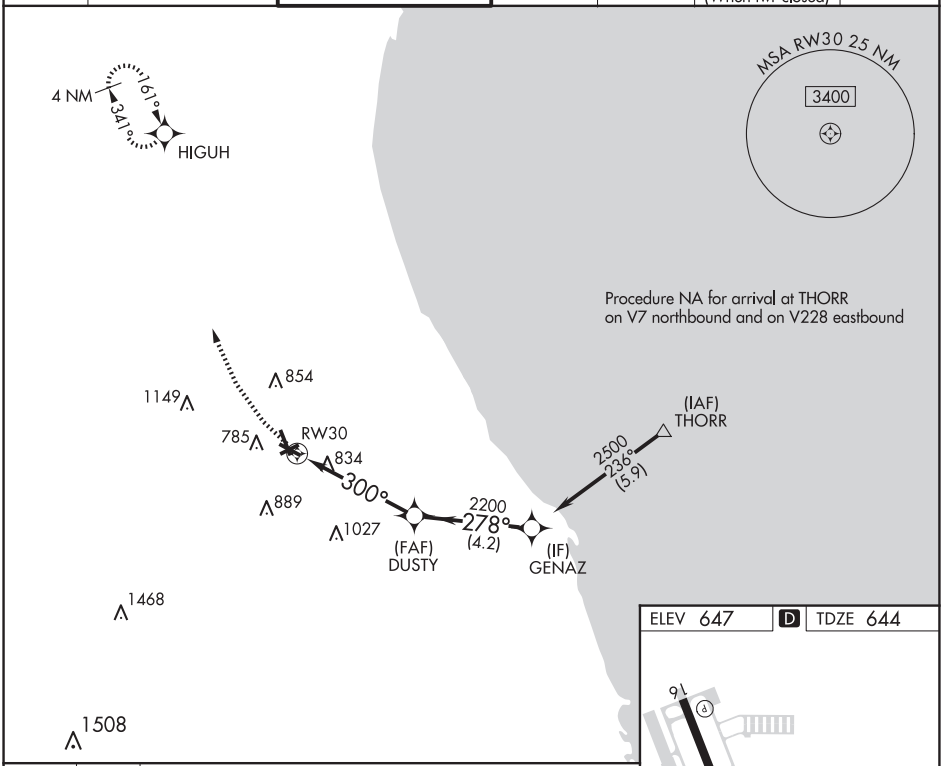
| APP CRS | Rwy Idg | 3725 |
|---|---|---|
| 300° | TDZE | 644 |
| | Apt Elev | 647 |

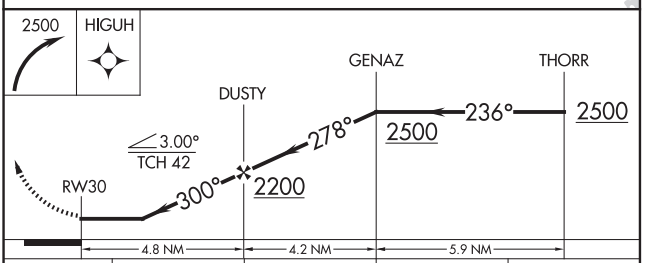
RNP APCH - GPS.

Circling Rwy 6, 12, 24, 30 NA at night.
Rwy 30 Straight-in procedure NA at night.
Rwy 30 helicopter visibility reduction below 1 SM NA.

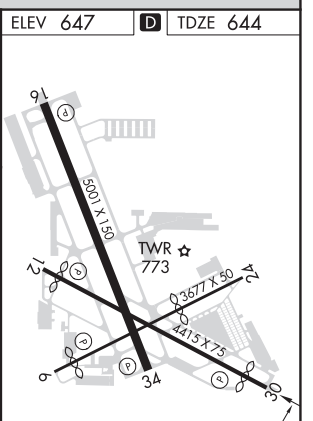
MISSED APPROACH: Climbing right turn to 2500 direct HIGUH and hold.

| ATIS | CHICAGO APP CON | EXECUTIVE TOWER ★ | GND CON | CLNC DEL | CLNC DEL | UNICOM |
|---|---|---|---|---|---|---|
| 124.2 | 120.55 306.925 | 119.9 (CTAF) L | 121.7 | 124.7 | 124.7 (When twr closed) | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1120-1 | 476 (500-1) | 1120-1⅜ | 476 (500-1⅜) |
| CIRCLING | 1140-1 493 (500-1) | 1160-1 513 (600-1) | 1200-1½ 553 (600-1½) | 1460-2¾ 813 (900-2¾) |




HIRL Rwy 6-24 and 16-34 L
MIRL Rwy 12-30 L
REIL Rwys 12 and 30
REIL Rwys 16 and 34 L
RLLS Rwy 16 L



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

CHICAGO/PROSPECT HEIGHTS/WHEELING, ILLINOIS AL-5028 (FAA)

24025

# VOR RWY 16

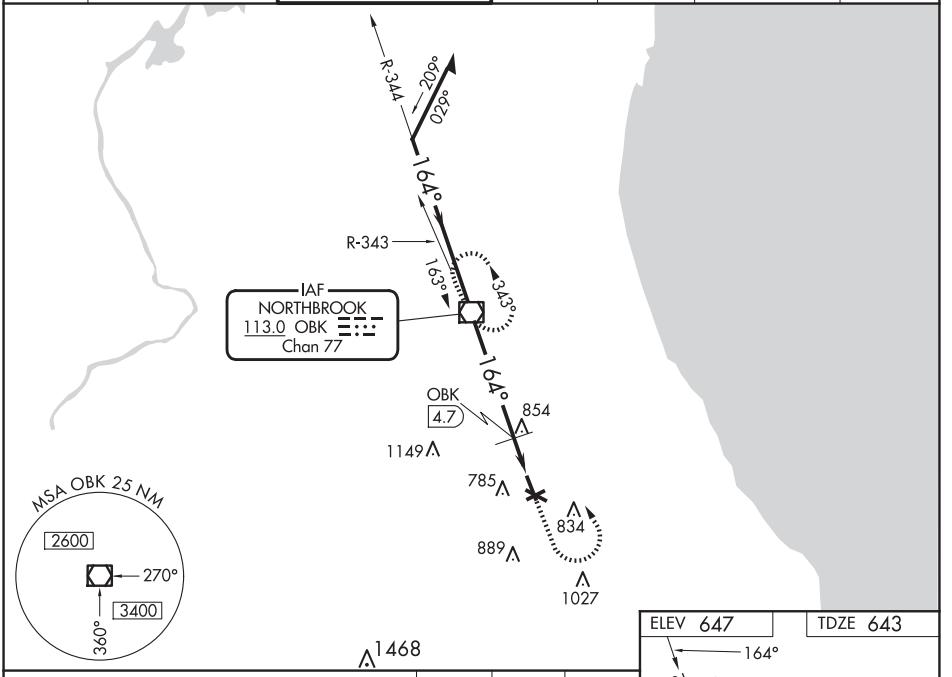
CHICAGO EXEC (PWK)

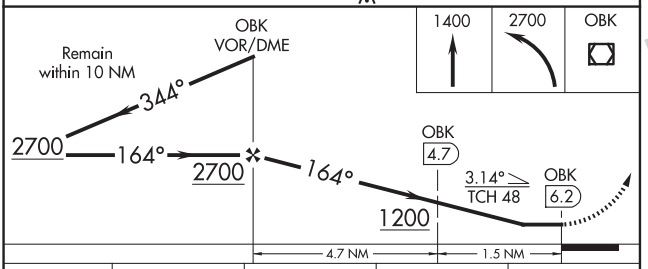
| VOR/DME OBK | APP CRS | Rwy Idg | 5001 |
|---|---|---|---|
| 113.0 | 164° | TDZE | 643 |
| Chan 77 | | Apt Elev | 647 |

Rwy 16 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Chicago-O'Hare Intl altimeter setting: increase all MDAs 40 feet and visibility DME minimums S-16 Cats C and D ¼ SM. Circling Rwy 6, 12, 24, 30 NA at night.

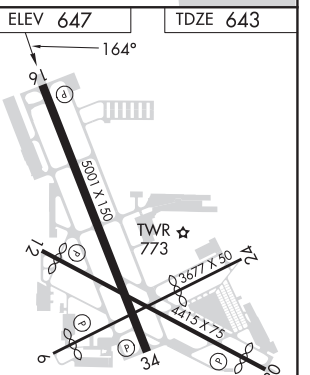
MISSED APPROACH: Climb to 1400, then climbing left turn to 2700 direct OBK VOR/DME and hold.

| ATIS | CHICAGO APP CON | EXECUTIVE TOWER ★ | GND CON | CLNC DEL | CLNC DEL | UNICOM |
|---|---|---|---|---|---|---|
| 124.2 | 120.55 306.925 | 119.9 (CTAF) L | 121.7 | 124.7 | 124.7 (When twr closed) | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-16 | 1200-1 557 (600-1) | | 1200-1½ 557 (600-1½) | 1200-1¾ 557 (600-1¾) |
| CIRCLING | 1200-1 553 (600-1) | | 1200-1½ 553 (600-1½) | 1460-2¾ 813 (900-2¾) |
| DME MINIMUMS | | | | |
| S-16 | 1120-1 477 (500-1) | | 1120-1¼ 477 (500-1¼) | 1120-1½ 477 (500-1½) |
| CIRCLING | 1140-1 493 (500-1) | 1160-1 513 (600-1) | 1200-1½ 553 (600-1½) | 1460-2¾ 813 (900-2¾) |



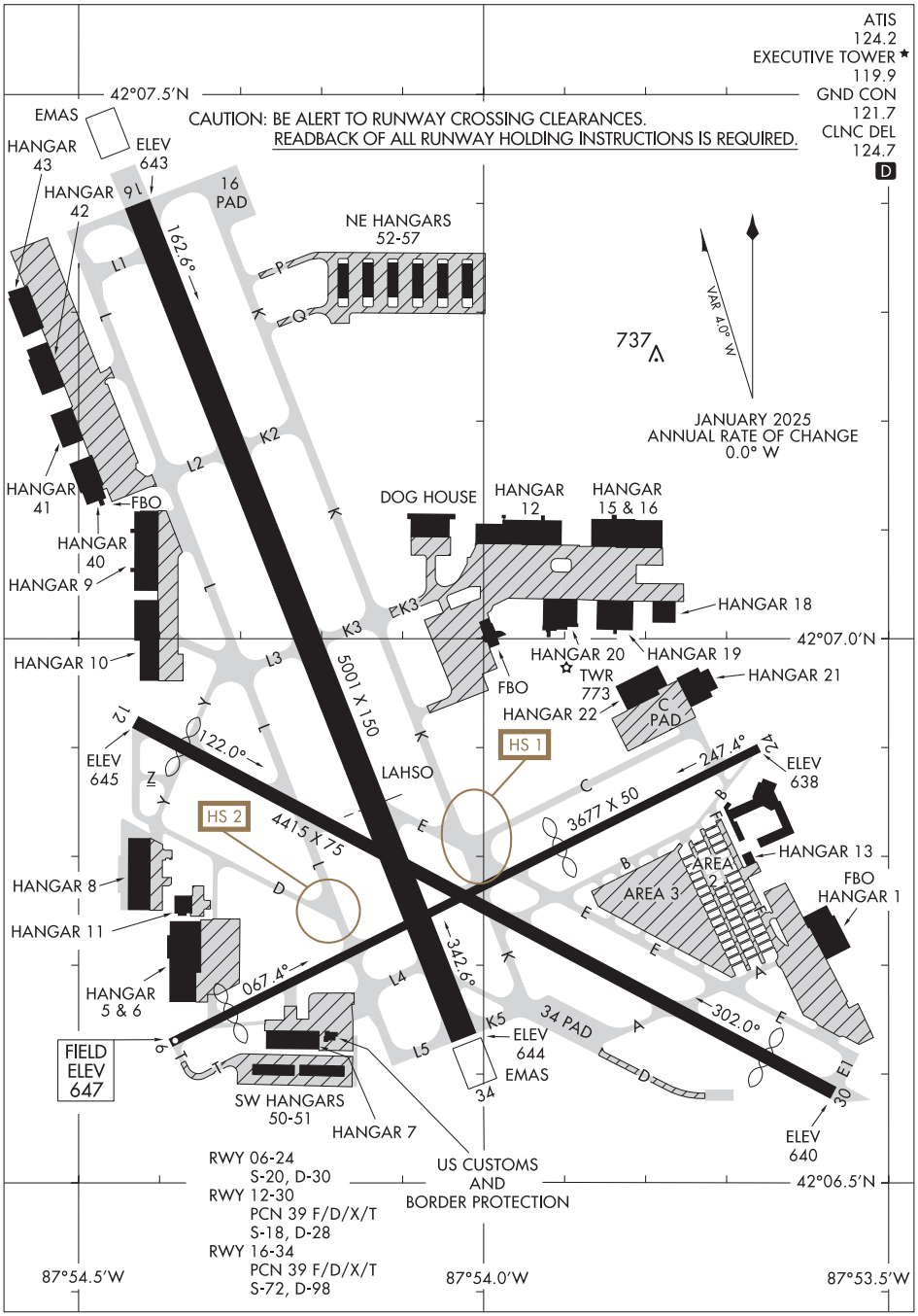

HIRL Rwy 6-24 and 16-34 L
MIRL Rwy 12-30 L
REIL Rwys 12 and 30
REIL Rwys 16 and 34 L
RLLS Rwy 16 L

FAF to MAP 6.2 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 6:12 | 4:08 | 3:06 | 2:29 | 2:04 |



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025






EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

(JORJO5.JORJO) 21112 AL-5028 (FAA)

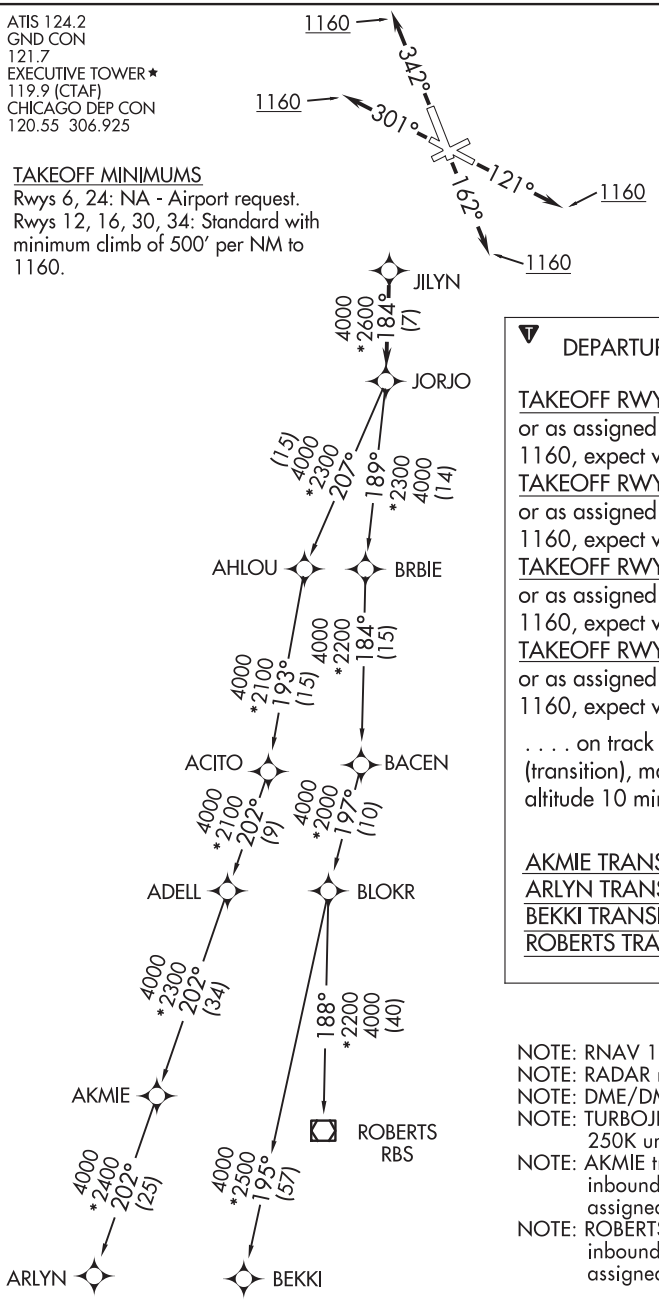
# JORJO FIVE DEPARTURE (RNAV)

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

ATIS 124.2
GND CON
121.7
EXECUTIVE TOWER ★
119.9 (CTAF)
CHICAGO DEP CON
120.55 306.925

**TOP ALTITUDE: 3000**

TAKEOFF MINIMUMS
Rwys 6, 24: NA - Airport request.
Rwys 12, 16, 30, 34: Standard with minimum climb of 500' per NM to 1160.




## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 12: Climb heading 121° or as assigned by ATC to at or above 1160, expect vectors to JILYN. Thence . . .
TAKEOFF RWY 16: Climb heading 162° or as assigned by ATC to at or above 1160, expect vectors to JILYN. Thence . . .
TAKEOFF RWY 30: Climb heading 301° or as assigned by ATC to at or above 1160, expect vectors to JILYN. Thence . . .
TAKEOFF RWY 34: Climb heading 342° or as assigned by ATC to at or above 1160, expect vectors to JILYN. Thence . . .

. . . . on track 184° to JORJO, then on (transition), maintain 3000, expect filed altitude 10 minutes after departure.

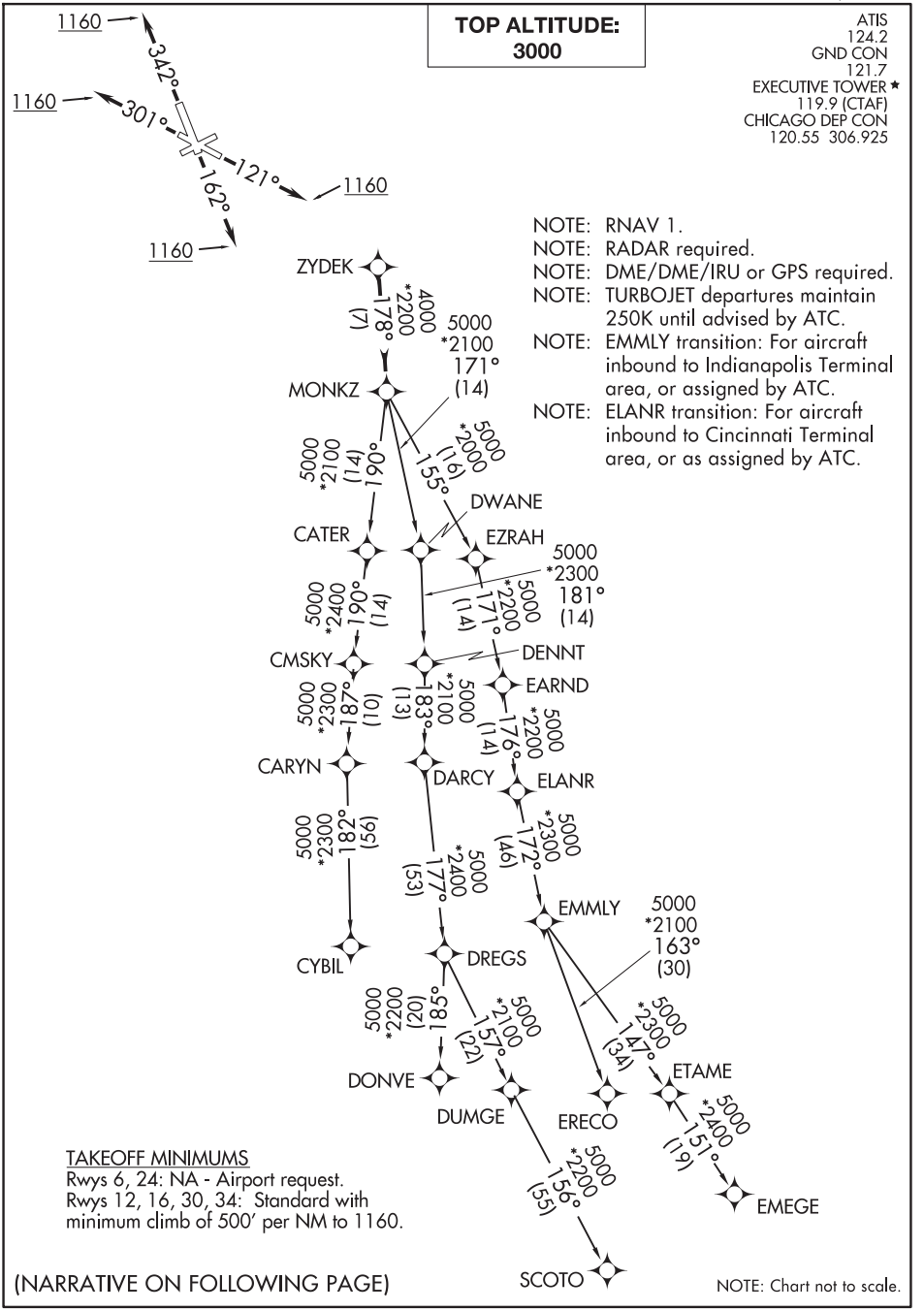
AKMIE TRANSITION (JORJO5.AKMIE)
ARLYN TRANSITION (JORJO5.ARLYN)
BEKKI TRANSITION (JORJO5.BEKKI)
ROBERTS TRANSITION (JORJO5.RBS)

NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: TURBOJET depatures maintain 250K until advised by ATC.
NOTE: AKMIE transition: for aircraft inbound to BMI, SPI, or PIA, or as assigned by ATC.
NOTE: ROBERTS transition: for aircraft inbound to CMI or STL, or as assigned by ATC.

NOTE: Chart not to scale.



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025




TAKEOFF MINIMUMS
Rwys 6, 24: NA - Airport request.
Rwys 12, 16, 30, 34: Standard with minimum climb of 500' per NM to 1160.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 12: Climb heading 121° or as assigned by ATC to at or above 1160, expect vectors to ZYDEK, thence . . . .
TAKEOFF RWY 16: Climb heading 162° or as assigned by ATC to at or above 1160, expect vectors to ZYDEK, thence . . . .
TAKEOFF RWY 30: Climb heading 301° or as assigned by ATC to at or above 1160, expect vectors to ZYDEK, thence . . . .
TAKEOFF RWY 34: Climb heading 342° or as assigned by ATC to at or above 1160, expect vectors to ZYDEK, thence . . . .

. . . .on track 178° to MONKZ, then on (transition), maintain 3000, expect filed altitude ten minutes after departure.

CYBIL TRANSITION (MONKZ5.CYBIL)
DONVE TRANSITION (MONKZ5.DONVE)
ELANR TRANSITION (MONKZ5.ELANR)
EMEGE TRANSITION (MONKZ5.EMEGE)
EMMLY TRANSITION (MONKZ5.EMMLY)
ERECO TRANSITION (MONKZ5.ERECO)
SCOTO TRANSITION (MONKZ5.SCOTO)



EC-3, 07 AUG 2025 to 02 OCT 2025

# PAL-WAUKEE SEVEN DEPARTURE

CHICAGO/PROSPECT HEIGHTS/WHEELING, ILLINOIS



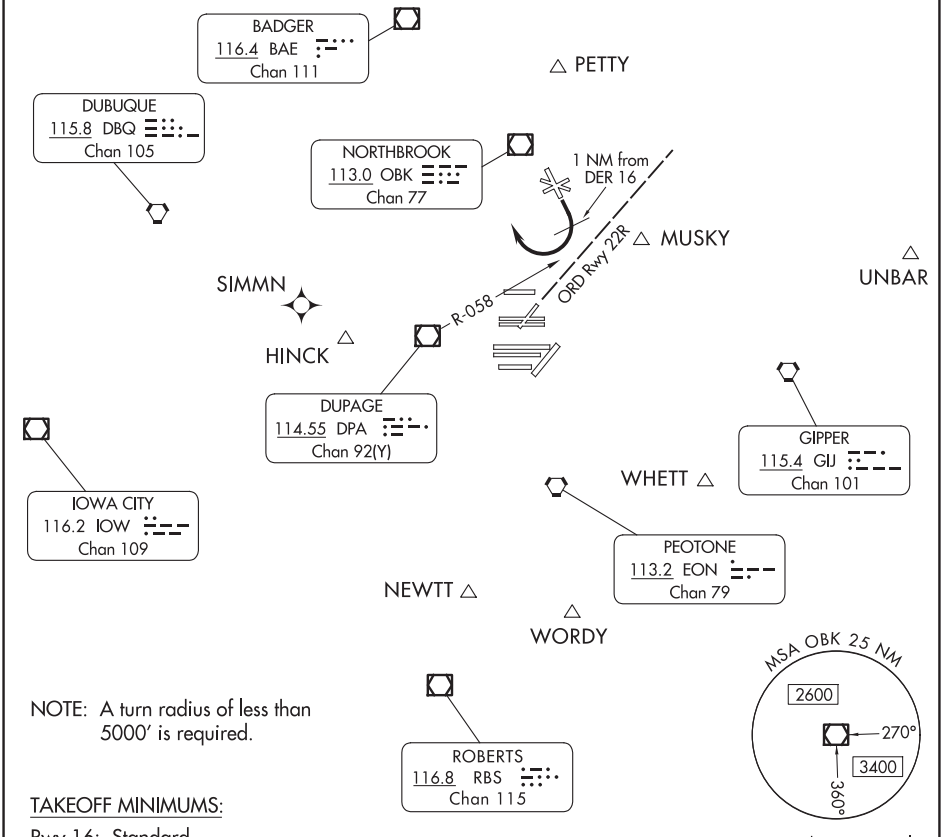
CHICAGO DEP CON
120.55 306.925
ATIS
124.2
CLNC DEL
124.7 (When twr closed)
GND CON
121.7
EXECUTIVE TOWER★
119.9 (CTAF)

RADAR required

**TOP ALTITUDE: ASSIGNED BY ATC.**

NO WIND

| BANK ANGLE | 5° | 10° | 15° | 20° | 25° | 30° |
|---|---|---|---|---|---|---|
| MAXIMUM TAS | 70 kts | 99 kts | 122 kts | 143 kts | 162 kts | 180 kts |




NOTE: A turn radius of less than 5000′ is required.

TAKEOFF MINIMUMS:

Rwy 16: Standard.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 16: Start right turn within 1 NM of departure end of runway and complete turn to assigned heading north of R-058 of the Dupage (DPA) VOR/DME. If unable to comply, advise Executive Tower prior to take-off, thence . . . .

. . . . all aircraft RADAR vectors to navaid/fix. Maintain ATC assigned altitude, expect requested altitude (three minutes for jet/turbo engines or five minutes for piston engines) after departure.



EC-3, 07 AUG 2025 to 02 OCT 2025

CHICAGO/ROCKFORD, ILLINOIS AL-954 (FAA) 25051

| LOC/DME I-RFD | APP CRS | Rwy Idg | 8199 |
|---|---|---|---|
| 109.3 | 008° | TDZE | 729 |
| Chan 30 | | Apt Elev | 742 |

# ILS or LOC RWY 1
## CHICAGO/ROCKFORD INTL (RFD)

DME or RADAR required.

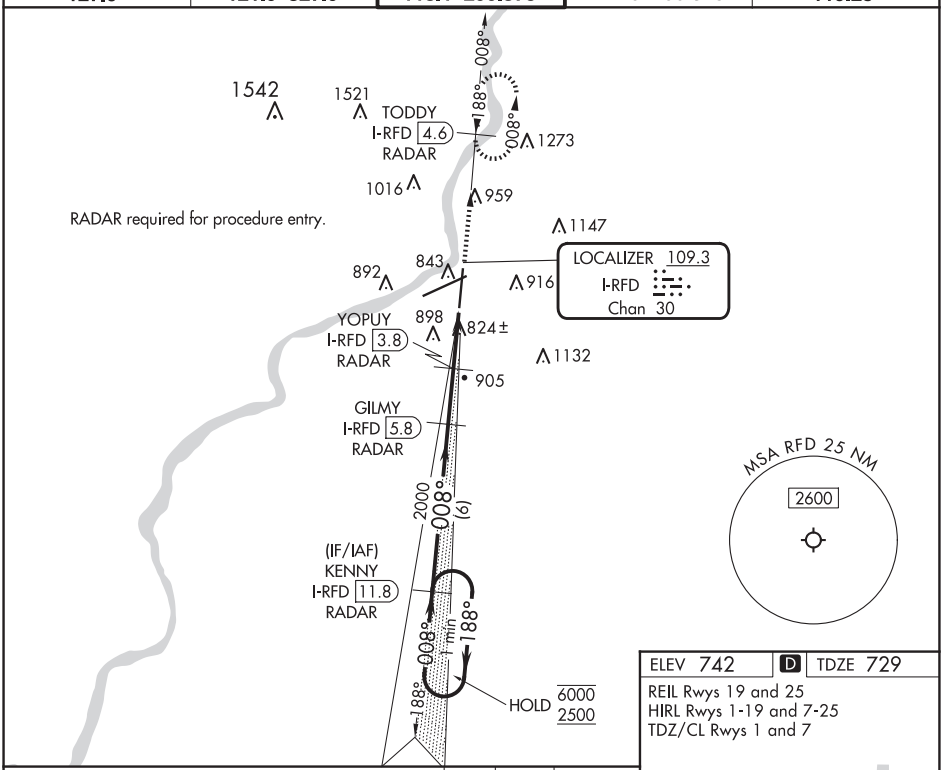
ASR

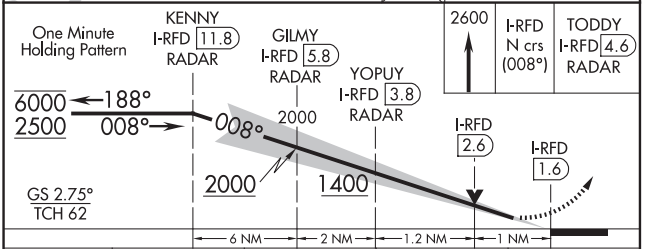
Inop table does not apply to S-ILS. For inop ALS, increase S-LOC 1 Cat C/D visibility to RVR 5500.

MALSR

MISSED APPROACH: Climb to 2600 on I-RFD localizer N course (008°) to TODDY/4.6 DME/RADAR and hold, continue climb-in-hold to 2600.

| ATIS | ROCKFORD APP CON | ROCKFORD TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 127.6 | 121.0 327.0 | 118.1 290.375 | 121.9 290.375 | 119.25 |

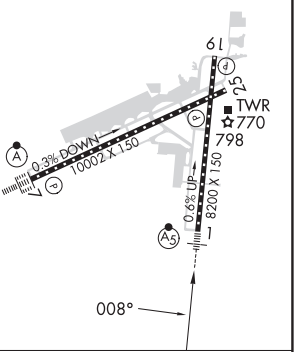



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 1 | 929/18 200 (200-½) | | | |
| S-LOC 1 | 1080/24 351 (400-½) | | 1080/30 351 (400-⅝) | |
| C CIRCLING | 1220-1 478 (500-1) | 1280-1 538 (600-1) | 1320-1½ 578 (600-1½) | 1460-2¼ 718 (800-2¼) |

ELEV 742 D TDZE 729

REIL Rwys 19 and 25
HIRL Rwys 1-19 and 7-25
TDZ/CL Rwys 1 and 7




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-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

# ILS or LOC RWY 7

CHICAGO/ROCKFORD INTL (RFD)

| LOC/DME I-UDY | APP CRS | Rwy Idg | 10002 |
|---|---|---|---|
| 109.55 | 068° | TDZE | 742 |
| Chan 32 (Y) | | Apt Elev | 742 |

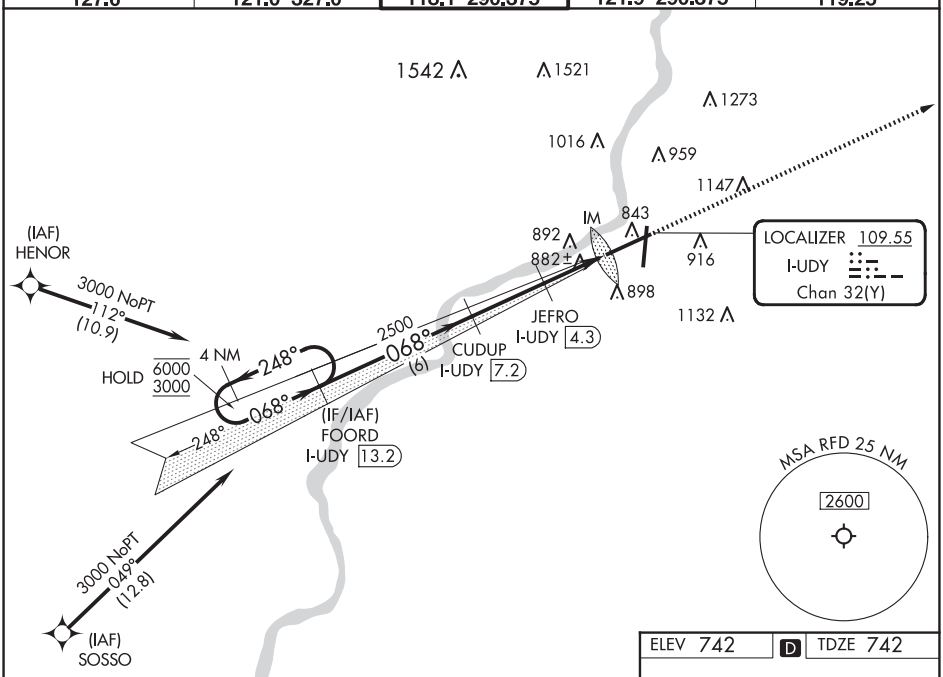
DME required for LOC only.
RNP APCH - GPS. From HENOR or SOSSO.
RADAR required.

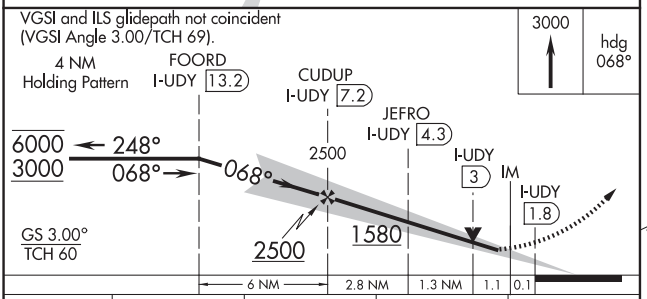
ASR

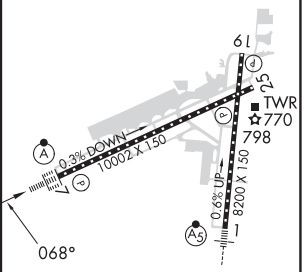
ALSF-2

MISSED APPROACH: Climb to 3000 on heading 068°. Expect RADAR vectors. (RADAR required).

| ATIS | ROCKFORD APP CON | ROCKFORD TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 127.6 | 121.0 327.0 | 118.1 290.375 | 121.9 290.375 | 119.25 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 7 | 942/18 | 200 (200-½) | | |
| S-LOC 7 | 1200/24 | 458 (500-½) | 1200/45 | 458 (500-⅞) |
| C CIRCLING | 1220-1<br>478 (500-1) | 1280-1<br>538 (600-1) | 1320-1½<br>578 (600-1½) | 1460-2¼<br>718 (800-2¼) |

REIL Rwys 19 and 25
HIRL Rwys 1-19 and 7-25
TDZ/CL Rwys 1 and 7

FAF to MAP 5.3 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:18 | 3:32 | 2:39 | 2:07 | 1:46 |



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

# ILS RWY 7 (SA CAT I)

## CHICAGO/ROCKFORD INTL (RFD)

| LOC/DME I-UDY | APP CRS | Rwy Idg | 10002 |
|---|---|---|---|
| 109.55 | 068° | TDZE | 742 |
| Chan 32 (Y) | | Apt Elev | 742 |

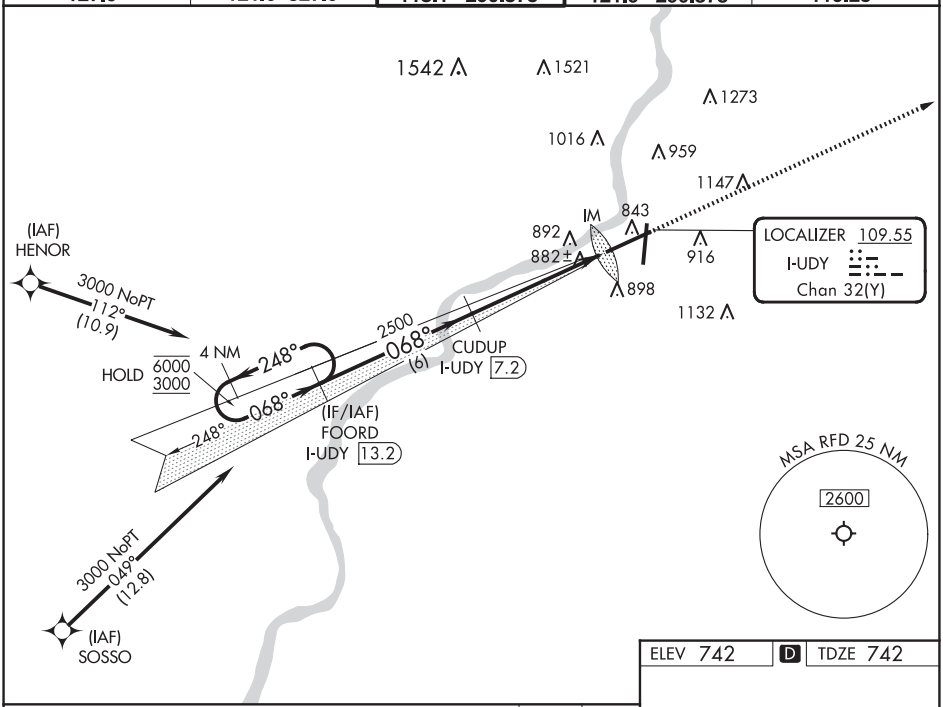
RNP APCH - GPS. From HENOR or SOSSO. RADAR required.

ASR Requires specific OPSPEC, MSPEC, or LOA approval.

ALSF-2

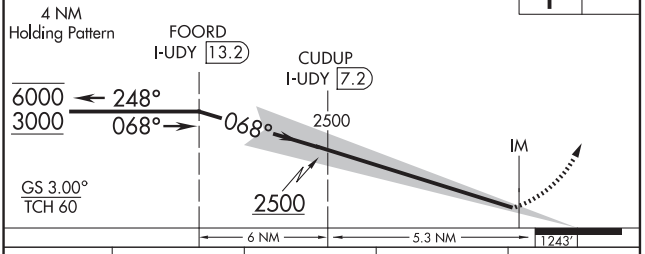
MISSED APPROACH: Climb to 3000 on heading 068°. Expect RADAR vectors. (RADAR required).

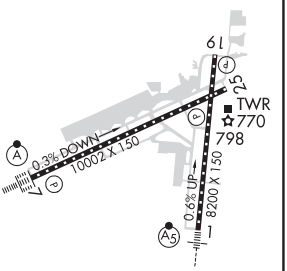
| ATIS | ROCKFORD APP CON | ROCKFORD TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 127.6 | 121.0 327.0 | 118.1 290.375 | 121.9 290.375 | 119.25 |




ELEV 742 D TDZE 742

VGSI and ILS glidepath not coincident
(VGSI Angle 3.00/TCH 69).




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 7 | RA 164/14 150 DA 892 | | | |

## SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

REIL Rwys 19 and 25
HIRL Rwys 1-19 and 7-25
TDZ/CL Rwys 1 and 7



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

| LOC/DME I-UDY | APP CRS | Rwy Idg | 10002 |
|---|---|---|---|
| 109.55 | 068° | TDZE | 742 |
| Chan 32 (Y) | | Apt Elev | 742 |

# ILS RWY 7 (CAT II & III)
## CHICAGO/ROCKFORD INTL (RFD)

RNP APCH - GPS. From HENOR or SOSSO. RADAR required.

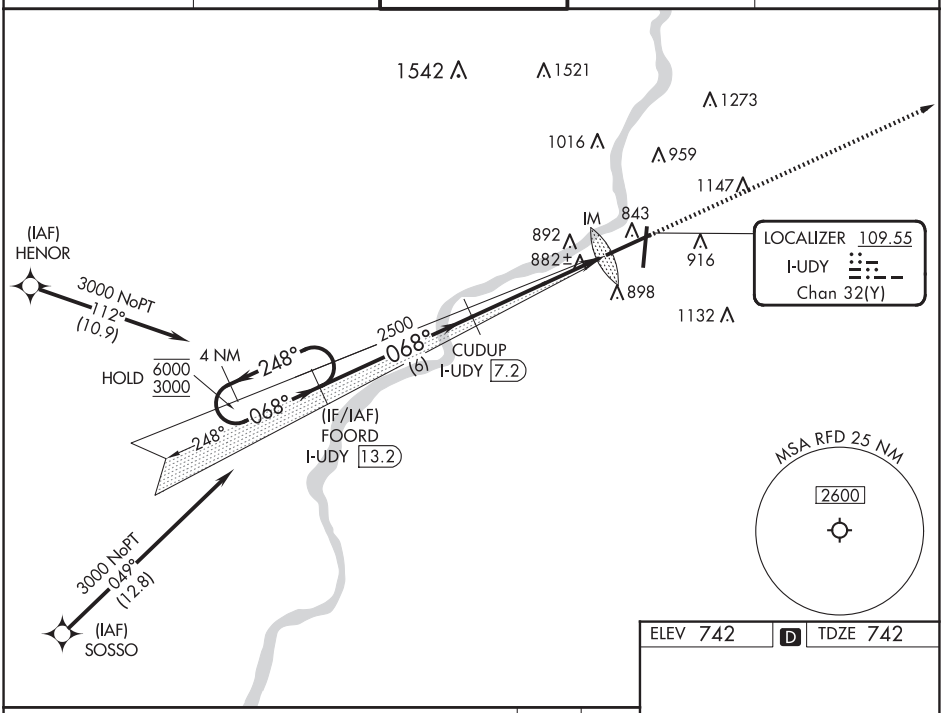
ASR

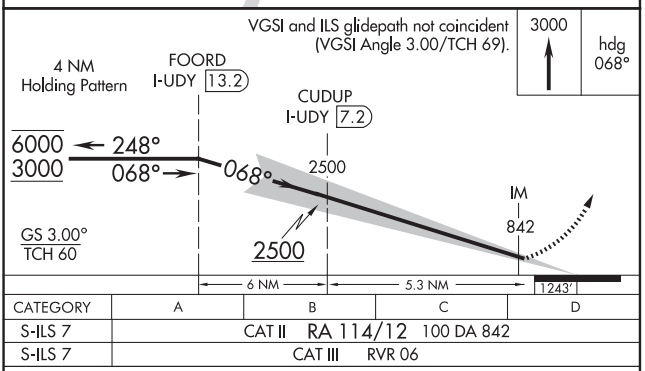
CAT II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

ALSF-2

MISSED APPROACH: Climb to 3000 on heading 068°. Expect RADAR vectors. (RADAR required).

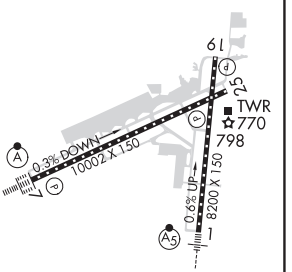
| ATIS | ROCKFORD APP CON | ROCKFORD TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 127.6 | 121.0 327.0 | 118.1 290.375 | 121.9 290.375 | 119.25 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 7 | CAT II RA 114/12 100 DA 842 | | | |
| S-ILS 7 | CAT III RVR 06 | | | |

ELEV 742 D TDZE 742




## CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

REIL Rwys 19 and 25
HIRL Rwys 1-19 and 7-25
TDZ/CL Rwys 1 and 7



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

CHICAGO/ROCKFORD, ILLINOIS AL-954 (FAA) 25051

| WAAS | APP CRS | Rwy Idg | 8199 |
|---|---|---|---|
| CH 42720 | 008° | TDZE | 729 |
| W01A | | Apt Elev | 742 |

# RNAV (GPS) RWY 1

## CHICAGO/ROCKFORD INTL (RFD)

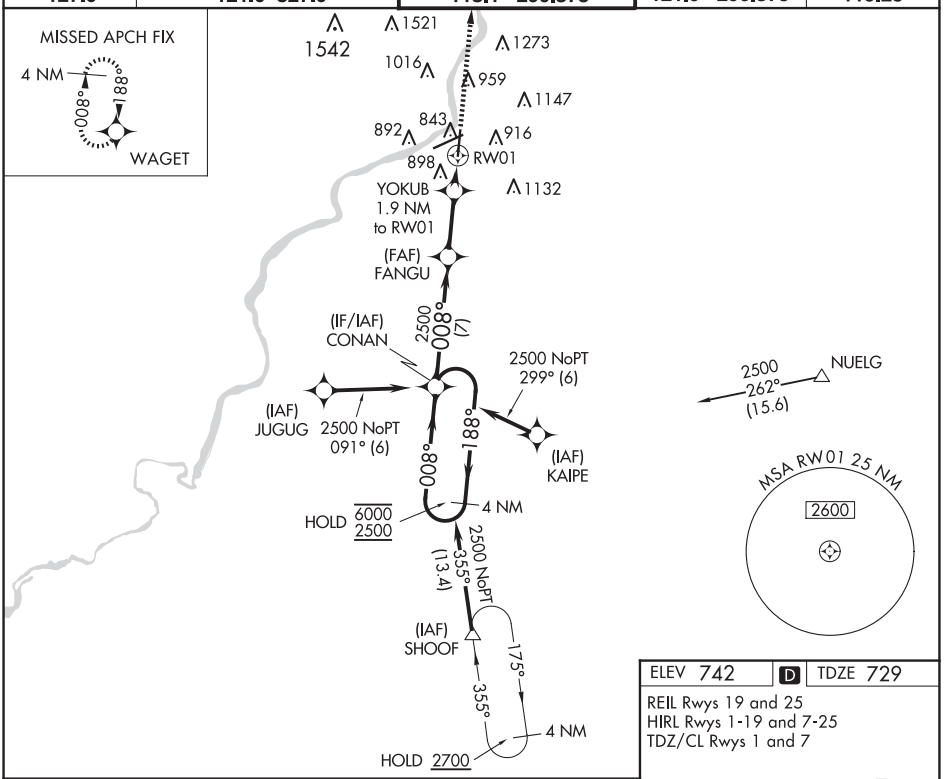
RNP APCH - GPS.

T A ASR For uncompensated Baro-VNAV systems, procedure NA below -16°C or above 54°C. For inop ALS, increase LNAV Cats C and D visibility to RVR 6000. *RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

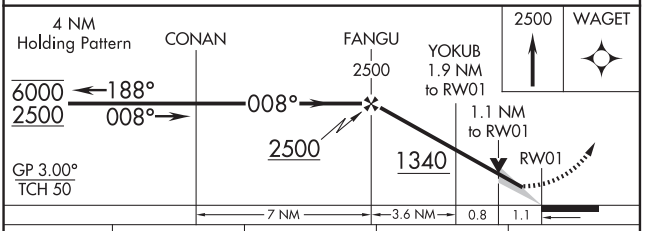
MISSED APPROACH: Climb to 2500 direct WAGET and hold.

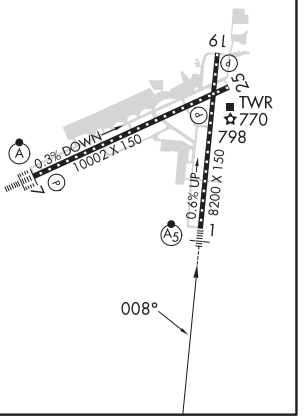
| ATIS | ROCKFORD APP CON | ROCKFORD TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 127.6 | 121.0 327.0 | 118.1 290.375 | 121.9 290.375 | 119.25 |




| ELEV 742 | D | TDZE 729 |
|---|---|---|

REIL Rwys 19 and 25
HIRL Rwys 1-19 and 7-25
TDZ/CL Rwys 1 and 7




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA* | 929/24 | 200 (200-½) | | |
| LNAV/VNAV DA | 1200/60 | 471 (500-1¼) | | |
| LNAV MDA | 1120/24 | 391 (400-½) | 1120/35 | 391 (400-⅝) |
| CIRCLING | 1220-1 478 (500-1) | 1280-1 538 (600-1) | 1320-1½ 578 (600-1½) | 1460-2¼ 718 (800-2¼) |

CHICAGO/ROCKFORD, ILLINOIS
Amdt 1E 25JAN24

42°12'N - 89°06'W

CHICAGO/ROCKFORD INTL (RFD)

RNAV (GPS) RWY 1

EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

| WAAS | APP CRS | Rwy Idg | 10002 |
|---|---|---|---|
| CH 53621 | 068° | TDZE | 742 |
| W07A | | Apt Elev | 742 |

# RNAV (GPS) RWY 7

## CHICAGO/ROCKFORD INTL (RFD)

RNP APCH - GPS.

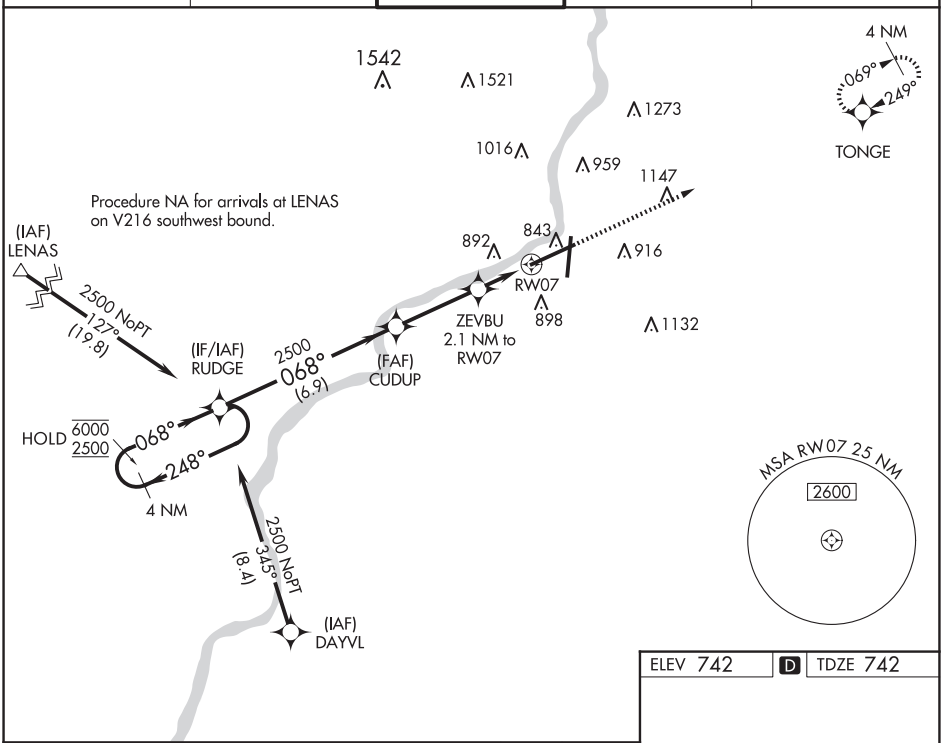
T A ASR

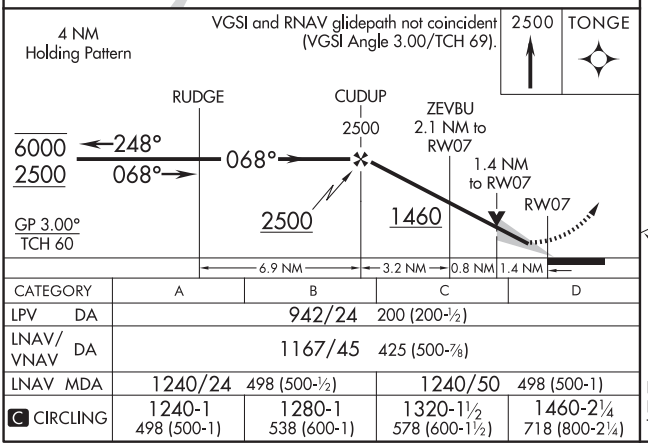
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

ALSF-2

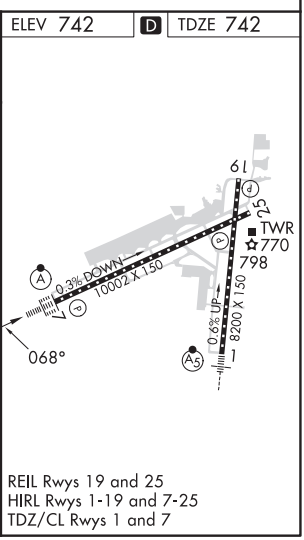
MISSED APPROACH: Climb to 2500 direct TONGE and hold.

| ATIS | ROCKFORD APP CON | ROCKFORD TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 127.6 | 121.0 327.0 | 118.1 290.375 | 121.9 290.375 | 119.25 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 942/24 200 (200-½) | | | |
| LNAV/VNAV DA | 1167/45 425 (500-⅞) | | | |
| LNAV MDA | 1240/24 498 (500-½) | | 1240/50 498 (500-1) | |
| C CIRCLING | 1240-1 498 (500-1) | 1280-1 538 (600-1) | 1320-1½ 578 (600-1½) | 1460-2¼ 718 (800-2¼) |




REIL Rwys 19 and 25
HIRL Rwys 1-19 and 7-25
TDZ/CL Rwys 1 and 7



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

CHICAGO/ROCKFORD, ILLINOIS AL-954 (FAA) 25051

| WAAS | APP CRS | Rwy Idg | 8099 |
|---|---|---|---|
| CH 40435 | 188° | TDZE | 736 |
| W19A | | Apt Elev | 742 |

# RNAV (GPS) RWY 19

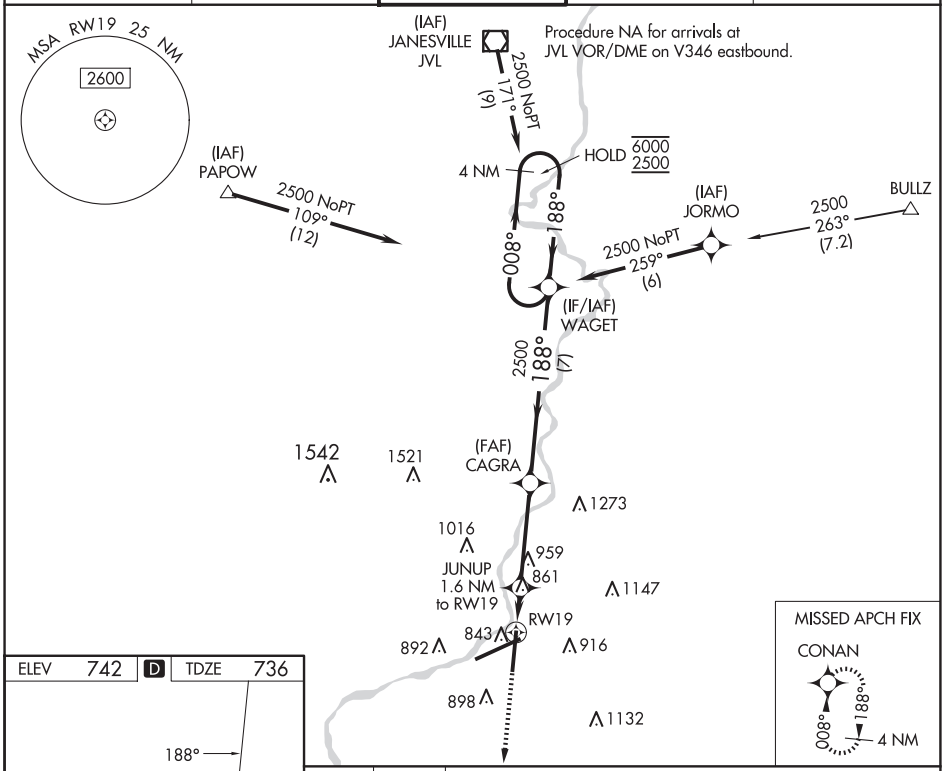
CHICAGO/ROCKFORD INTL (RFD)

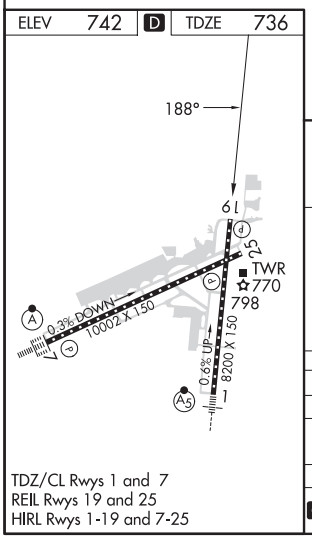
RNP APCH - GPS.

T A ASR For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C.

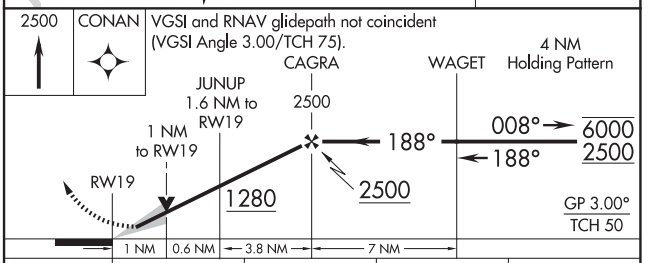
MISSED APPROACH: Climb to 2500 direct CONAN and hold.

| ATIS | ROCKFORD APP CON | ROCKFORD TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 127.6 | 121.0 327.0 | 118.1 290.375 | 121.9 290.375 | 119.25 |




TDZ/CL Rwys 1 and 7
REIL Rwys 19 and 25
HIRL Rwys 1-19 and 7-25




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 936-¾ 200 (200-¾) | | | |
| LNAV/VNAV DA | 1039-⅞ 303 (300-⅞) | | | |
| LNAV MDA | 1120-1 384 (400-1) | | 1120-1⅛ 384 (400-1⅛) | |
| C CIRCLING | 1220-1 478 (500-1) | 1280-1 538 (600-1) | 1320-1½ 578 (600-1½) | 1460-2¼ 718 (800-2¼) |



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

| WAAS | APP CRS | Rwy Idg | 10002 |
|---|---|---|---|
| CH 40128 | 249° | TDZE | 736 |
| W25A | | Apt Elev | 742 |

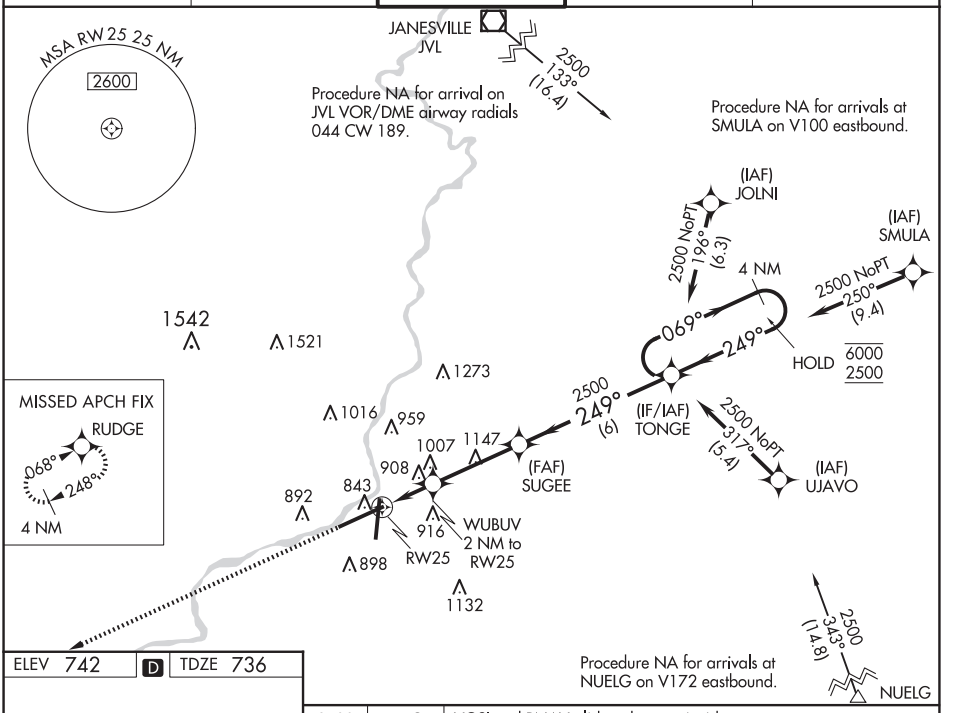
# RNAV (GPS) RWY 25
## CHICAGO/ROCKFORD INTL (RFD)

RNP APCH.

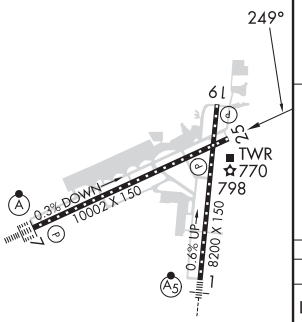
T A ASR Rwy 25 helicopter visibility reduction below ¾ SM NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C or above 39°C.

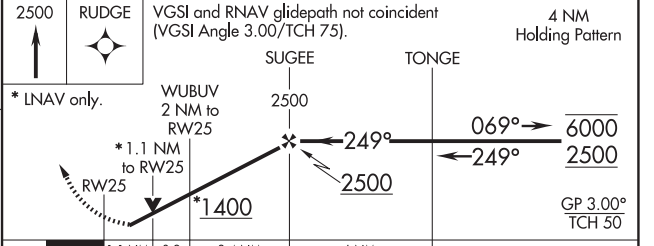
MISSED APPROACH: Climb to 2500 direct RUDGE and hold.

| ATIS | ROCKFORD APP CON | ROCKFORD TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 127.6 | 121.0 327.0 | 118.1 290.375 | 121.9 290.375 | 119.25 |




ELEV 742 D TDZE 736




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 986/50 | 250 (300-1) | | |
| LNAV/VNAV DA | 1191-1⅜ | 455 (500-1⅜) | | |
| LNAV MDA | 1160/55 | 424 (500-1) | | |
| C CIRCLING | 1220-1 478 (500-1) | 1280-1 538 (600-1) | 1320-1½ 578 (600-1½) | 1460-2¼ 718 (800-2¼) |

REIL Rwys 19 and 25
HIRL Rwys 1-19 and 7-25
TDZ/CL Rwys 1 and 7



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

CHICAGO/ROCKFORD, ILLINOIS AL-954 (FAA) 25051

| LOC/DME I-RFD | APP CRS | Rwy Idg 8099 |
|---|---|---|
| 109.3 Chan 30 | 188° | TDZE 736 |
| | | Apt Elev 742 |

# LOC BC RWY 19

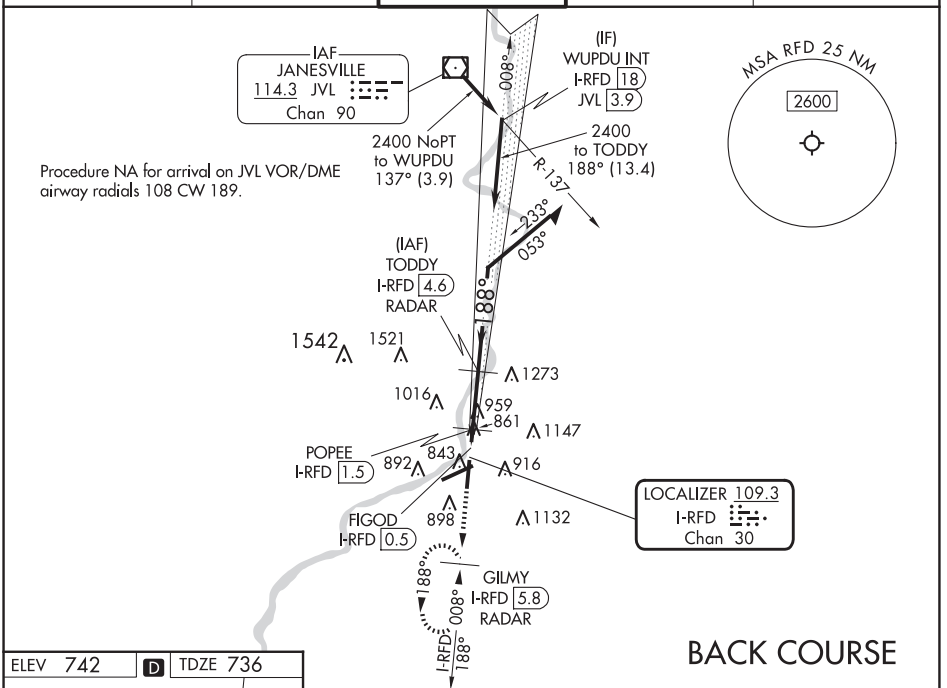
## CHICAGO/ROCKFORD INTL (RFD)

DME or RADAR required.

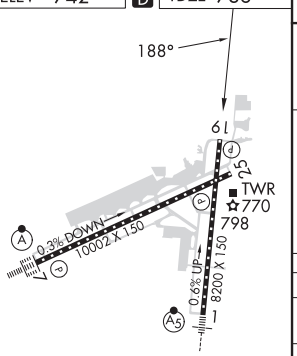
T A ASR

MISSED APPROACH: Climb to 2500 on I-RFD localizer course S (188°) to GILMY 5.8 DME/RADAR and hold, continue climb-in-hold to 2500.

| ATIS | ROCKFORD APP CON | ROCKFORD TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 127.6 | 121.0 327.0 | 118.1 290.375 | 121.9 290.375 | 119.25 |

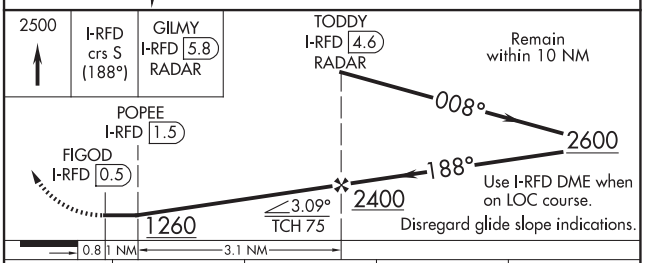



ELEV 742 D TDZE 736




REIL Rwys 19 and 25
HIRL Rwys 1-19 and 7-25
TDZ/CL Rwys 1 and 7

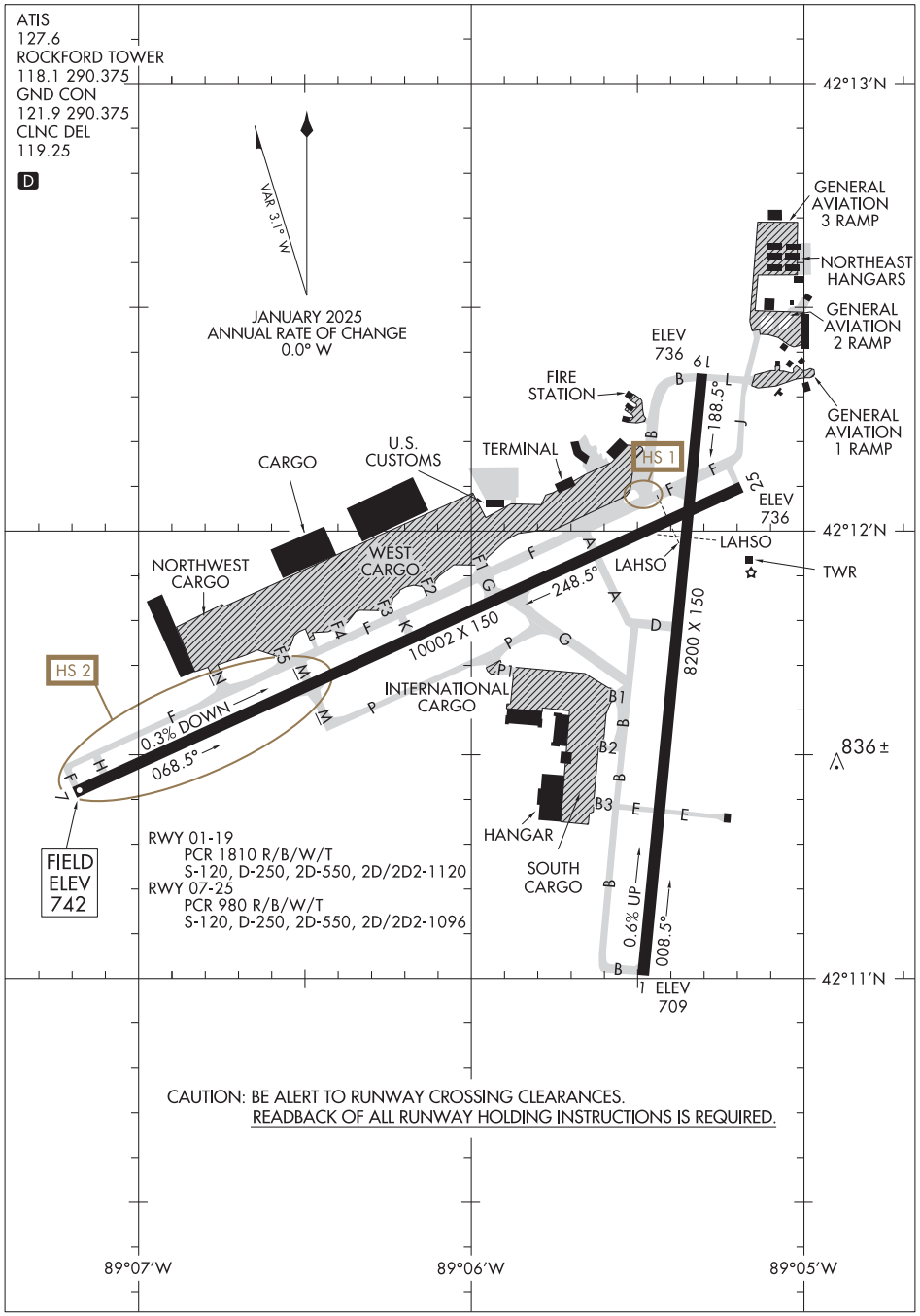
| FAF to MAP 4.1 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:06 | 2:44 | 2:03 | 1:38 | 1:22 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-19 | 1260-1 524 (600-1) | | 1260-1½ 524 (600-1½) | |
| C CIRCLING | 1260-1 518 (600-1) | 1280-1 538 (600-1) | 1320-1½ 578 (600-1½) | 1460-2¼ 718 (800-2¼) |
| POPEE FIX MINIMUMS (DME REQUIRED) | | | | |
| S-19 | 1140-1 404 (400-1) | | 1140-1⅛ 404 (400-1⅛) | |
| C CIRCLING | 1220-1 478 (500-1) | 1280-1 538 (600-1) | 1320-1½ 578 (600-1½) | 1460-2¼ 718 (800-2¼) |



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025




EC-3, 07 AUG 2025 to 02 OCT 2025

EC-3, 07 AUG 2025 to 02 OCT 2025

(BIXBY1.BIXBY) 24025 AL-954 (FAA)

CHICAGO/ROCKFORD INTL (RFD)

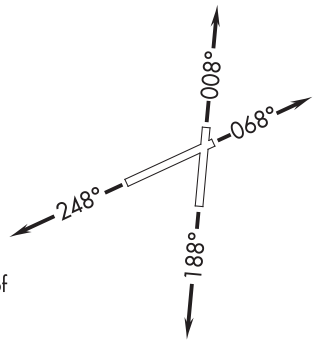
# BIXBY ONE DEPARTURE (RNAV)

CHICAGO/ROCKFORD, ILLINOIS

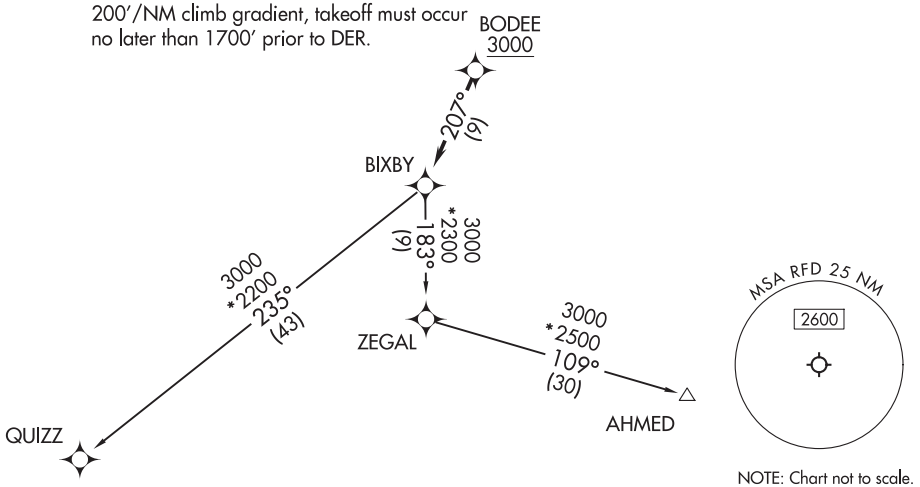
ROCKFORD DEP CON
121.0 327.0
ATIS
127.6
CLNC DEL
119.25
GND CON
121.9 290.375
ROCKFORD TOWER
118.1 290.375

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

**TOP ALTITUDE: 3000**




TAKEOFF MINIMUMS
Rwys 1, 19, 25: Standard.
Rwy 7: 300-1⅛ or standard with minimum climb of 230'/NM to 1000, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1700' prior to DER.




NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 1: Climb on heading 008° or as assigned by ATC. Thence . . . .
TAKEOFF RUNWAY 7: Climb on heading 068° or as assigned by ATC. Thence . . . .
TAKEOFF RUNWAY 19: Climb on heading 188° or as assigned by ATC. Thence . . . .
TAKEOFF RUNWAY 25: Climb on heading 248° or as assigned by ATC. Thence . . . .

. . . . for RADAR vectors to BODEE. Then on track 207° to BIXBY, then on transition. Maintain 3000. Expect filed altitude 10 minutes after departure.

AHMED TRANSITION (BIXBY1.AHMED)
QUIZZ TRANSITION (BIXBY1.QUIZZ)



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

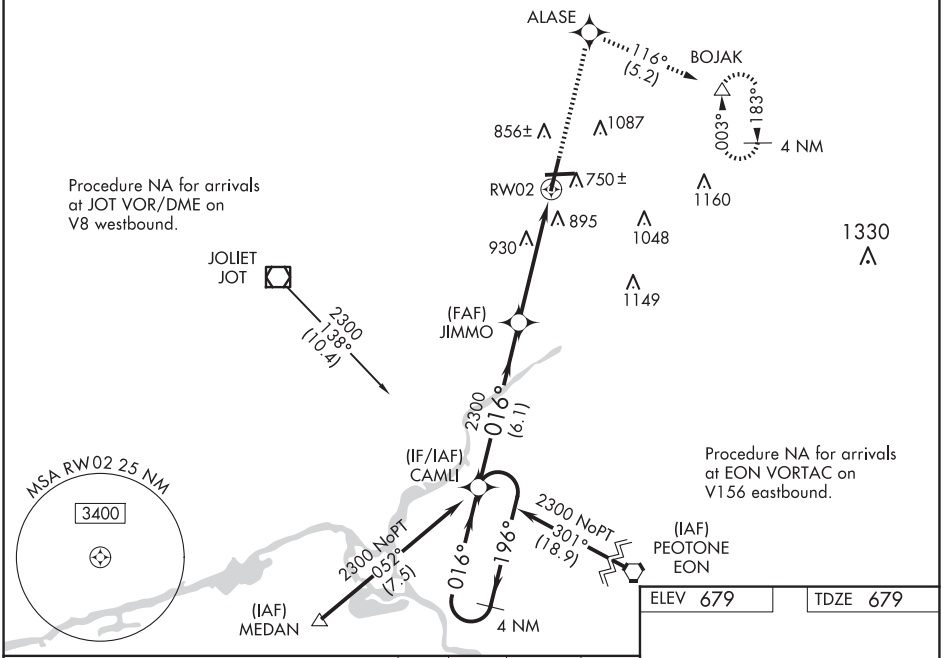
| WAAS | APP CRS | Rwy Idg 6500 |
|---|---|---|
| Ch 93520 | 016° | TDZE 679 |
| W02A | | Apt Elev 679 |

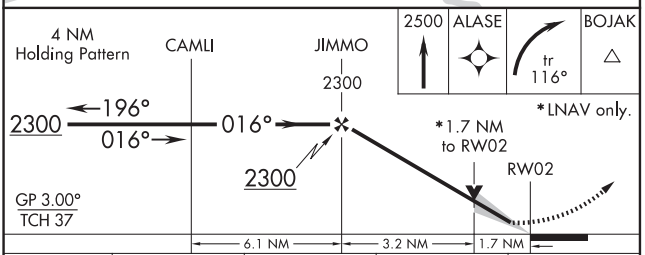
# RNAV (GPS) RWY 2
## LEWIS UNIVERSITY (LOT)

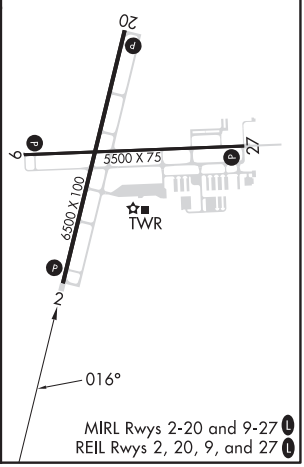
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2500 direct ALASE and right turn on track 116° to BOJAK and hold.

| D-ATIS | CHICAGO APP CON | LEWIS TOWER ★ | GND CON |
|---|---|---|---|
| 126.675 | 119.35 354.075 | 134.8 (CTAF) L | 120.425 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 879-¾ 200 (200-¾) | | | |
| LNAV/VNAV DA | 1256-2 577 (600-2) | | | |
| LNAV MDA | 1240-1 561 (600-1) | | 1240-1½ 561 (600-1½) | 1240-1¾ 561 (600-1¾) |
| CIRCLING | 1260-1 581 (600-1) | 1440-1 761 (800-1) | 1440-2¼ 761 (800-2¼) | 1460-2½ 781 (800-2½) |



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 9

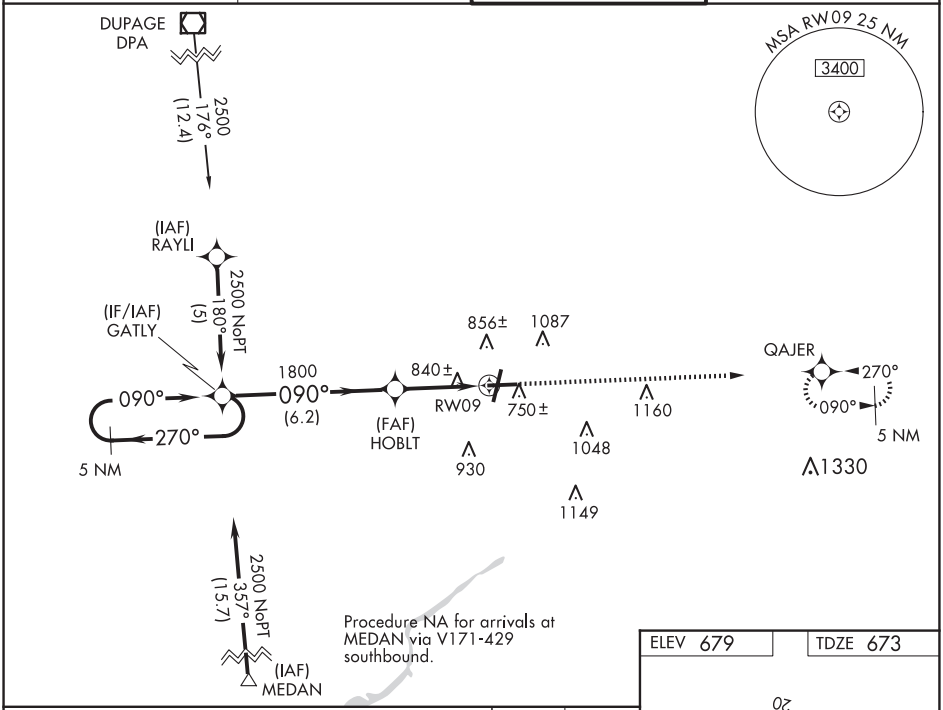
## LEWIS UNIVERSITY (LOT)

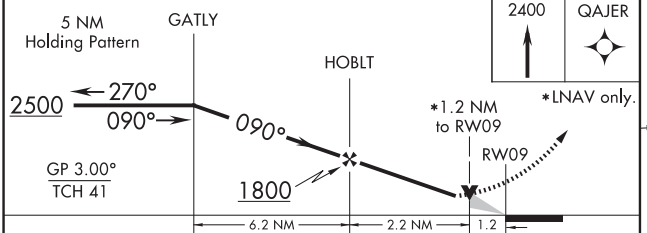
| WAAS | APP CRS | Rwy Idg | 5500 |
|---|---|---|---|
| CH 72604 | 090° | TDZE | 673 |
| W09A | | Apt Elev | 679 |

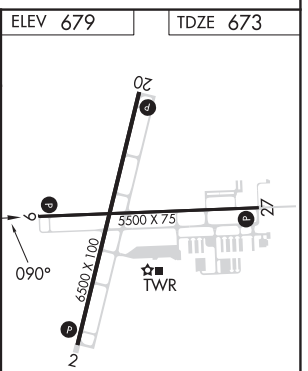
DME/DME RNP-0.3 NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 46°C (114°F).

MISSED APPROACH: Climb to 2400 direct QAJER and hold.

| D-ATIS | CHICAGO APP CON | LEWIS TOWER★ | GND CON |
|---|---|---|---|
| 126.675 | 119.35 354.075 | 134.8 (CTAF) L | 120.425 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1124-1½ 451 (500-1½) | | | |
| LNAV/VNAV DA | 1153-1¾ 480 (500-1¾) | | | |
| LNAV MDA | 1100-1 427 (500-1) | | 1100-1¼ 427 (500-1¼) | 1100-1½ 427 (500-1½) |
| CIRCLING | 1260-1 581 (600-1) | 1440-1 761 (800-1) | 1440-2¼ 761 (800-2¼) | 1460-2½ 781 (800-2½) |

MIRL Rwys 2-20 and 9-27 L
REIL Rwys 2, 20, 9, and 27 L



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 20

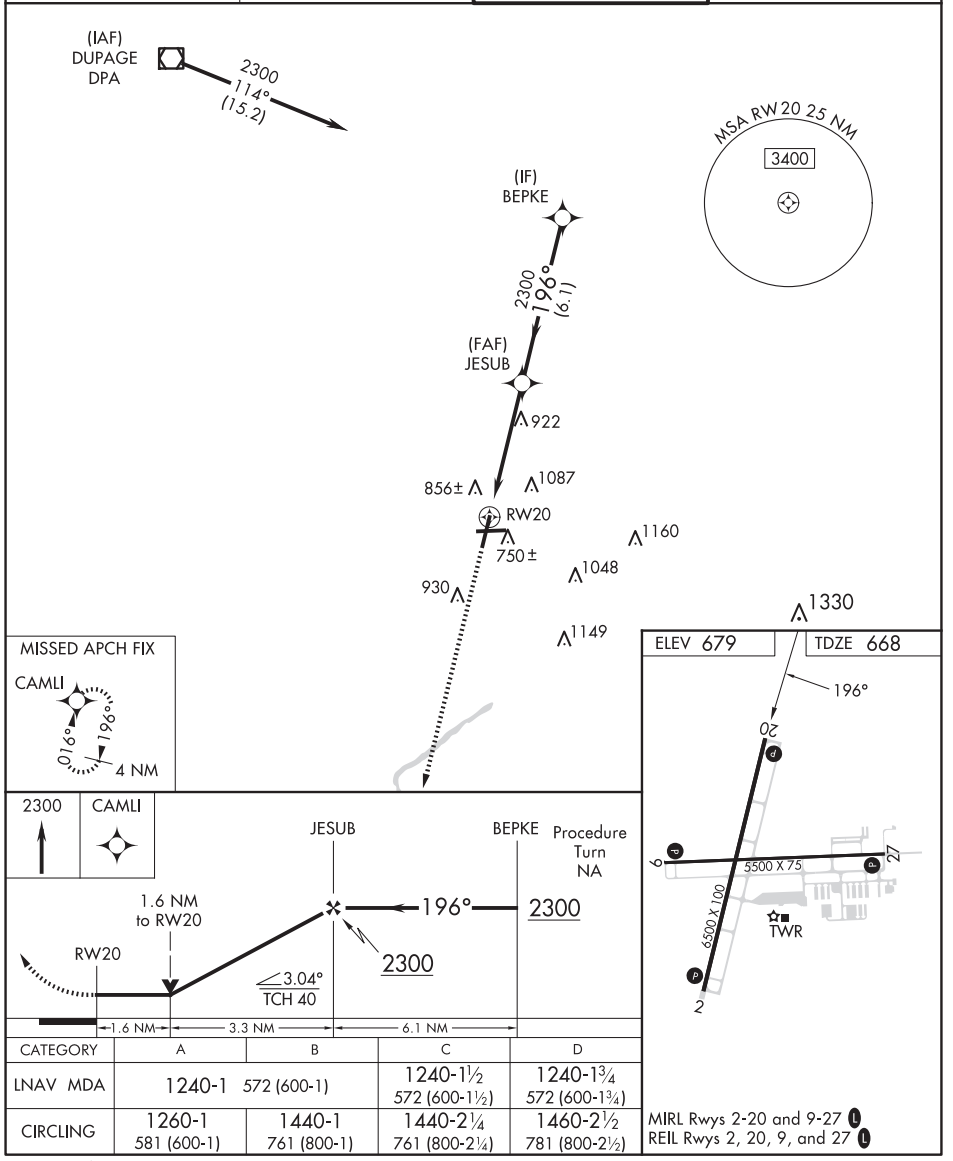
LEWIS UNIVERSITY (LOT)

| APP CRS | Rwy ldg | 6500 |
|---|---|---|
| 196° | TDZE | 668 |
| | Apt Elev | 679 |

DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2300 direct CAMLI and hold.

| D-ATIS | CHICAGO APP CON | LEWIS TOWER★ | GND CON |
|---|---|---|---|
| 126.675 | 119.35 354.075 | 134.8 (CTAF) L | 120.425 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1240-1 572 (600-1) | | 1240-1½ 572 (600-1½) | 1240-1¾ 572 (600-1¾) |
| CIRCLING | 1260-1 581 (600-1) | 1440-1 761 (800-1) | 1440-2¼ 761 (800-2¼) | 1460-2½ 781 (800-2½) |

MIRL Rwys 2-20 and 9-27 L
REIL Rwys 2, 20, 9, and 27 L

EC-3, 07 AUG 2025 to 02 OCT 2025

EC-3, 07 AUG 2025 to 02 OCT 2025

CHICAGO/ROMEOVILLE, ILLINOIS AL-6063 (FAA) 25163

| WAAS | APP CRS | Rwy Idg | 5500 |
|---|---|---|---|
| CH 78004 | 270° | TDZE | 668 |
| W27A | | Apt Elev | 679 |

# RNAV (GPS) RWY 27

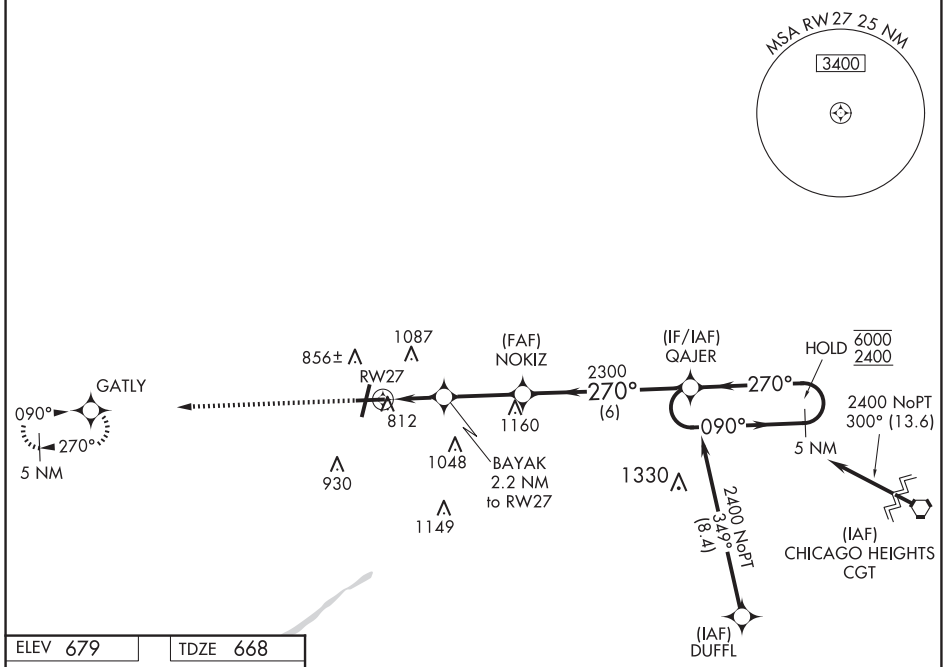
LEWIS UNIVERSITY (LOT)

RNP APCH - GPS.

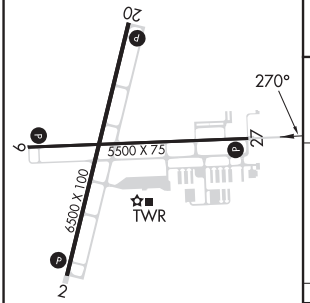
Rwy 27 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2500 direct GATLY and hold.

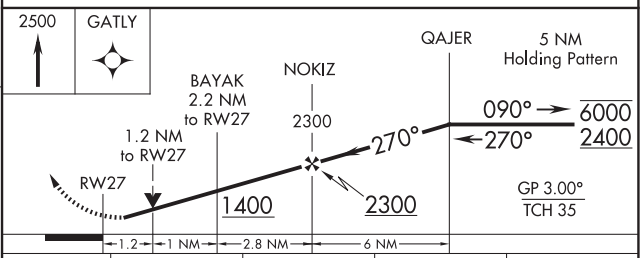
| D-ATIS | CHICAGO APP CON | LEWIS TOWER★ | GND CON |
|---|---|---|---|
| 126.675 | 119.35 354.075 | 134.8 (CTAF) L | 120.425 |




ELEV 679 TDZE 668




Procedure NA for arrival on CGT VORTAC airway radials 272 CW 356.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 918-¾ 250 (300-¾) | | | |
| LNAV MDA | 1080-1 412 (500-1) | | 1080-1⅛ 412 (500-1⅛) | |
| CIRCLING | 1260-1 581 (600-1) | 1440-1 761 (800-1) | 1480-2¼ 801 (900-2¼) | 1480-2½ 801 (900-2½) |

REIL Rwys 2, 9, 20 and 27 L
MIRL Rwys 2-20 and 9-27 L



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

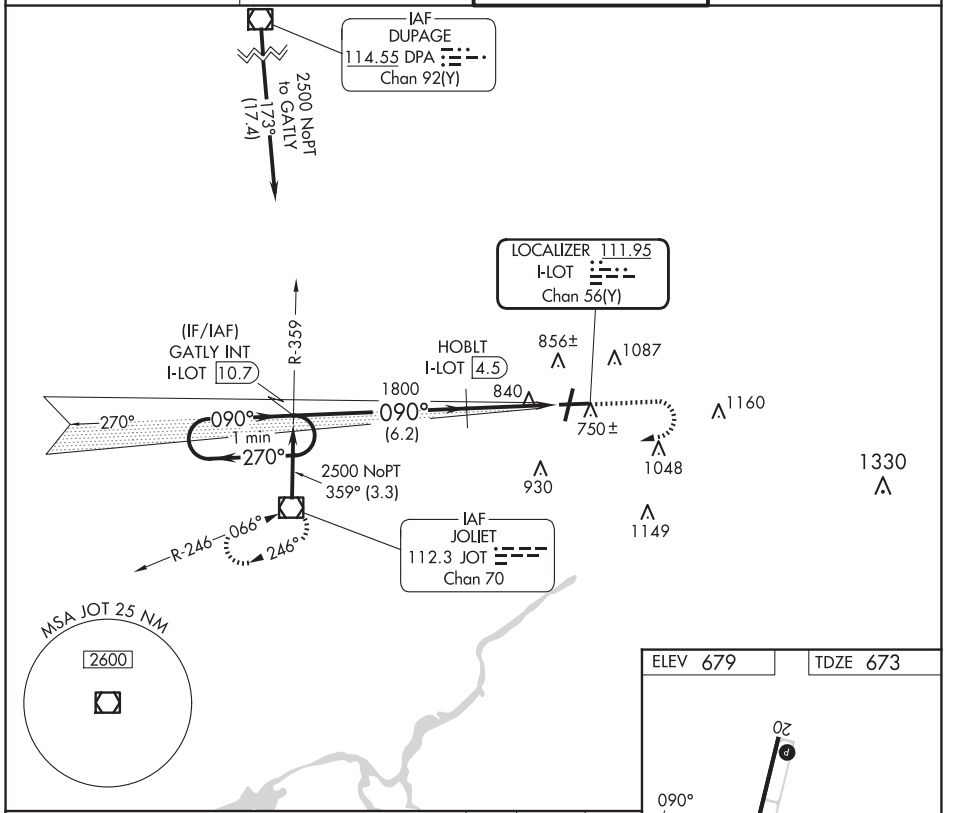
| LOC/DME I-LOT | APP CRS | Rwy Ldg | 5500 |
|---|---|---|---|
| 111.95 | 090° | TDZE | 673 |
| Chan 56(Y) | | Apt Elev | 679 |

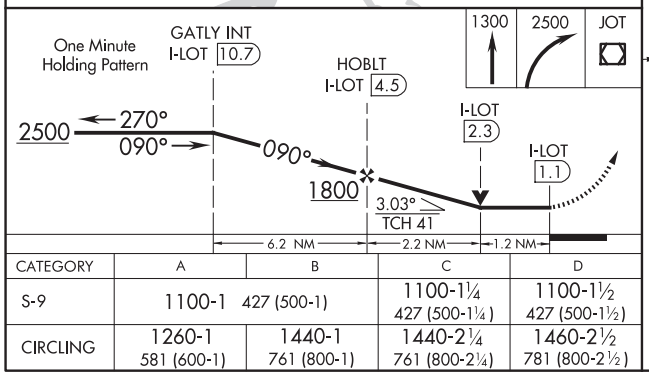
# LOC/DME RWY 9
## LEWIS UNIVERSITY (LOT)

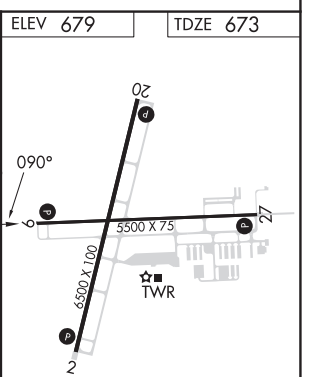
NA

MISSED APPROACH: Climb to 1300 then climbing right turn to 2500 direct JOT VOR/DME and hold.

| D-ATIS | CHICAGO APP CON | LEWIS TOWER★ | GND CON |
|---|---|---|---|
| 126.675 | 119.35 354.075 | 134.8 (CTAF) L | 120.425 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-9 | 1100-1 427 (500-1) | | 1100-1¼ 427 (500-1¼) | 1100-1½ 427 (500-1½) |
| CIRCLING | 1260-1 581 (600-1) | 1440-1 761 (800-1) | 1440-2¼ 761 (800-2¼) | 1460-2½ 781 (800-2½) |

MIRL Rwys 2-20 and 9-27 L
REIL Rwys 2, 20, 9, and 27 L



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

# LOC RWY 2

## LEWIS UNIVERSITY (LOT)

| LOC/DME I-JQH | APP CRS | Rwy Idg | 6500 |
|---|---|---|---|
| 108.55 | 016° | TDZE | 679 |
| Chan 22 (Y) | | Apt Elev | 679 |

T
NA

MISSED APPROACH: Climbing right turn to 2500 via JOT VOR/DME R-065 to BOJAK INT/OBK 33.8 DME and hold.

| D-ATIS | CHICAGO APP CON | LEWIS TOWER★ | GND CON |
|---|---|---|---|
| 126.675 | 119.35 354.075 | 134.8 (CTAF) L | 120.425 |

ALTERNATE MISSED APCH FIX: JOLIET JOT 112.3 Chan 70; R-246 066° 246°

LOCALIZER 108.55 I-JQH Chan 22 (Y)

113.0 OBK Chan 77

R-183 183° 003°

BOJAK OBK 33.8

1087 856± 750± 1160 930 805 1048 1149 1330

JOLIET 112.3 JOT Chan 70

R-065

TURRK I-JQH 2.9

2300 098° (8.8)

R-098

(IAF) JIMMO INT I-JQH 6.1

R-006

016°

241° 061° 196°

116.8 RBS Chan 115

MSA JOT 25 NM 2600

Remain within 10 NM

JIMMO INT I-JQH 6.1

TURRK I-JQH 2.9

2500 JOT R-065

BOJAK

196° 2300 016° 2300

I-JQH 2.4

I-JQH 1.2

3.04° TCH 37 1260

3.2 NM 0.6 1.1

ELEV 679 TDZE 679

20 2 6 24 27 5500 X 75 6500 X 100 TWR

016°

MIRL Rwys 2-20 and 9-27 L
REIL Rwys 2, 20, 9, and 27 L

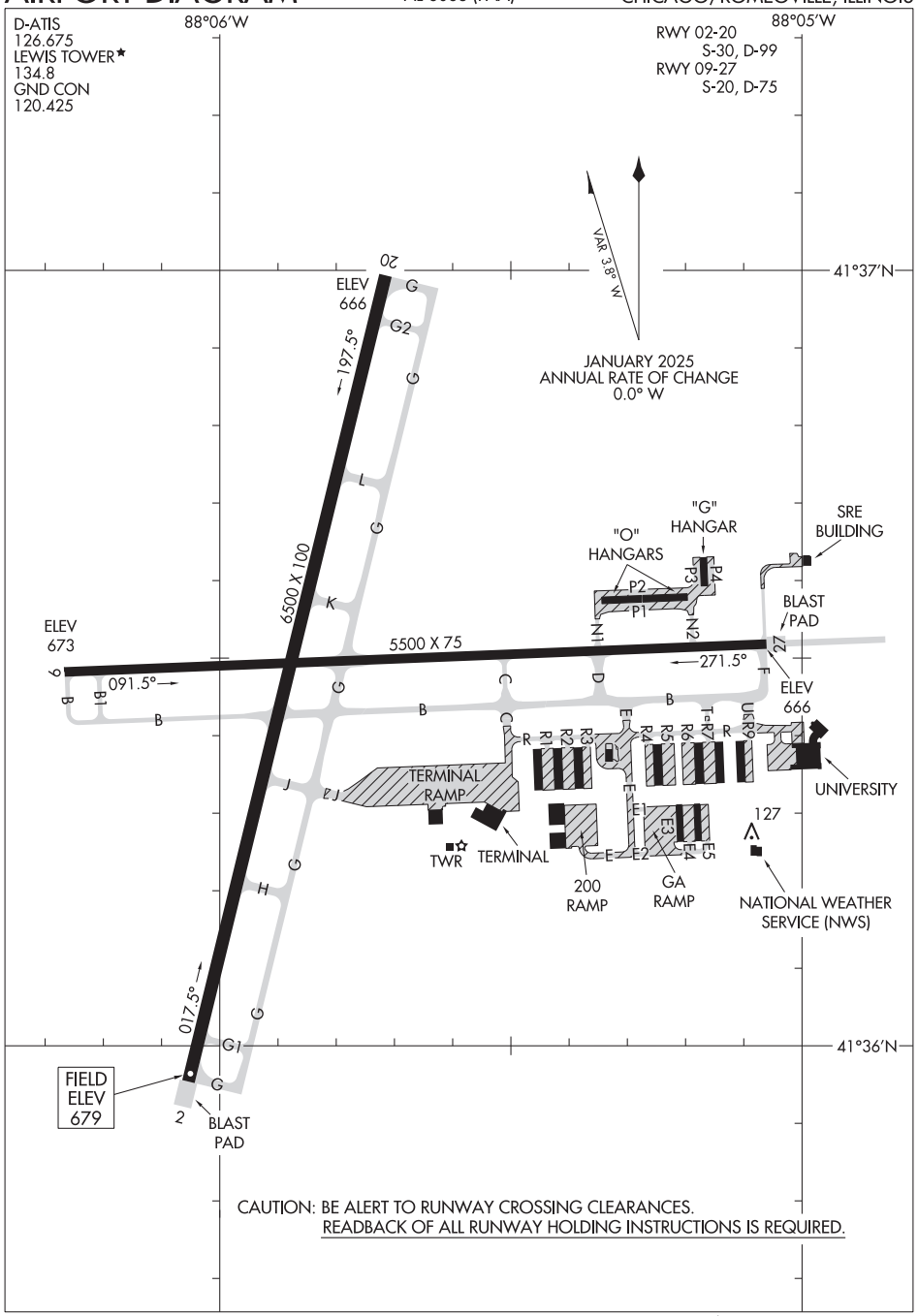
| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-2 | 1260-1 581 (600-1) | | 1260-1½ 581 (600-1½) | 1260-1¾ 581 (600-1¾) |
| CIRCLING | 1260-1 581 (600-1) | 1440-1 761 (800-1) | 1440-2¼ 761 (800-2¼) | 1460-2½ 781 (800-2½) |
| TURRK FIX MINIMUMS | | | | |
| S-2 | 1080-1 401 (500-1) | | 1080-1¼ 401 (500-1¼) | |
| CIRCLING | 1260-1 581 (600-1) | 1440-1 761 (800-1) | 1440-2¼ 761 (800-2¼) | 1460-2½ 781 (800-2½) |

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-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025






EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

(ADELL7.ADELL) 24305 AL-6063 (FAA)

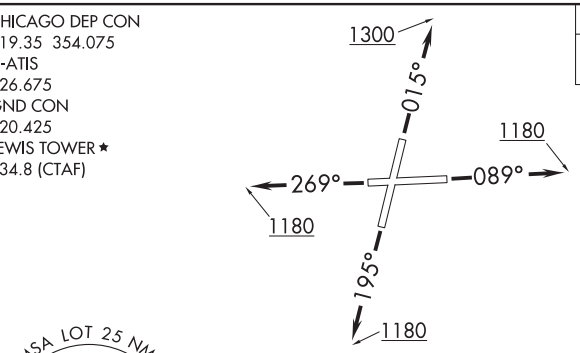
# ADELL SEVEN DEPARTURE (RNAV)

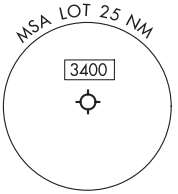
LEWIS UNIVERSITY (LOT)
CHICAGO/ROMEOVILLE, ILLINOIS

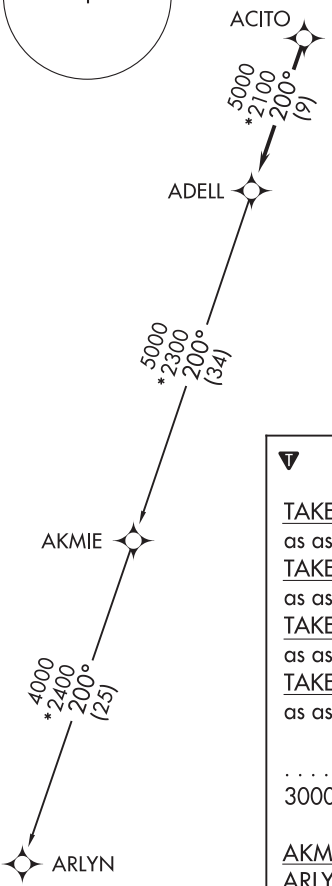
CHICAGO DEP CON
119.35 354.075
D-ATIS
126.675
GND CON
120.425
LEWIS TOWER ★
134.8 (CTAF)

RNAV 1 - DME/DME/IRU or GPS.
RADAR required. RADAR required for non-GPS eqipped aircraft.

**TOP ALTITUDE: 3000**




NOTE: Chart not to scale.

TAKEOFF MINIMUMS:
Rwy 2: Standard with minimum climb of 420' per NM to 2700.
Rwy 9: Standard with minimum climb of 310' per NM to 2700.
Rwy 20: Standard with minimum climb of 370' per NM to 2700.
Rwy 27: Standard with minimum climb of 340' per NM to 2700.

NOTE: Turbojet departures maintain 250K until advised by ATC.
NOTE: AKMIE Transition: For aircraft inbound to BMI, SPI, PIA, or as assigned by ATC.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb on heading 015° to 1300, then as assigned by ATC, for vectors to ACITO, thence. . . .
TAKEOFF RUNWAY 9: Climb on heading 089° to 1180, then as assigned by ATC, for vectors to ACITO, thence. . . .
TAKEOFF RUNWAY 20: Climb on heading 195° to 1180, then as assigned by ATC, for vectors to ACITO, thence. . . .
TAKEOFF RUNWAY 27: Climb on heading 269° to 1180, then as assigned by ATC, for vectors to ACITO, thence. . . .

. . . . on track 200° to ADELL, then on (transition). Maintain 3000. Expect filed altitude 10 minutes after departure.

AKMIE TRANSITION (ADELL7.AKMIE):
ARLYN TRANSITION (ADELL7.ARLYN):



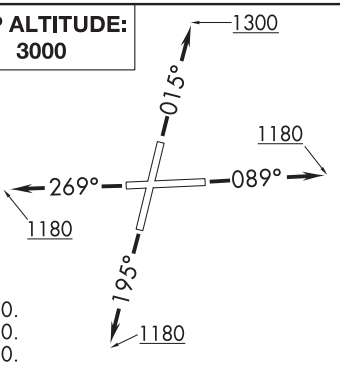
EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

# BLOKR SEVEN DEPARTURE (RNAV)

CHICAGO DEP CON
119.35 354.075
D-ATIS
126.675
GND CON
120.425
LEWIS TOWER ★
134.8 (CTAF)

RNAV 1 - DME/DME/IRU or GPS.
RADAR required. RADAR required for non-GPS equipped aircraft.

**TOP ALTITUDE: 3000**

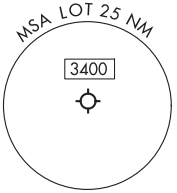


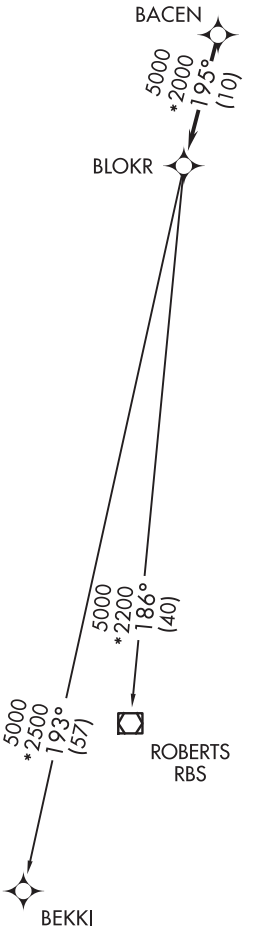

TAKEOFF MINIMUMS:

Rwy 2: Standard with minimum climb of 420′ per NM to 2700.
Rwy 9: Standard with minimum climb of 310′ per NM to 2700.
Rwy 20: Standard with minimum climb of 370′ per NM to 2700.
Rwy 27: Standard with minimum climb of 340′ per NM to 2700.

NOTE: Turbojet departures maintain 250K until advised by ATC.

NOTE: ROBERTS Transition: For aircraft inbound to CMI or STL, or as assigned by ATC.




NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb on heading 015° to 1300, then as assigned by ATC, for vectors to BACEN, thence. . . .
TAKEOFF RUNWAY 9: Climb on heading 089° to 1180, then as assigned by ATC, for vectors to BACEN, thence. . . .
TAKEOFF RUNWAY 20: Climb on heading 195° to 1180, then as assigned by ATC, for vectors to BACEN, thence. . . .
TAKEOFF RUNWAY 27: Climb on heading 269° to 1180, then as assigned by ATC, for vectors to BACEN, thence. . . .

. . . .on track 195° to BLOKR, then on (transition). Maintain 3000. Expect filed altitude 10 minutes after departure.

BEKKI TRANSITION (BLOKR7.BEKKI):
ROBERTS TRANSITION (BLOKR7.RBS):



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

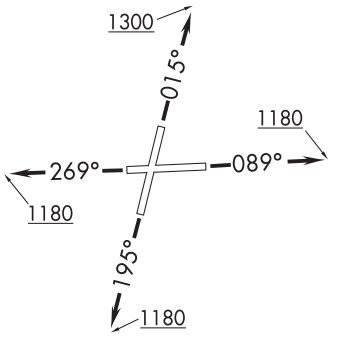
(CARYN7.CARYN) 24305 AL-6063 (FAA)

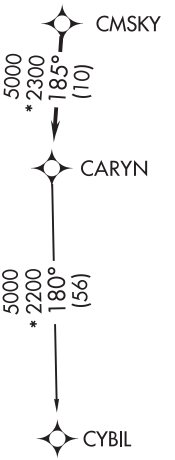
# CARYN SEVEN DEPARTURE (RNAV)

LEWIS UNIVERSITY (LOT)
CHICAGO/ROMEOVILLE, ILLINOIS

CHICAGO DEP CON
119.35 354.075
D-ATIS
126.675
GND CON
120.425
LEWIS TOWER ★
134.8 (CTAF)

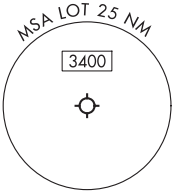
**TOP ALTITUDE: 3000**




NOTE: Turbojet departures maintain 250K until advised by ATC.

TAKEOFF MINIMUMS:
Rwy 2: Standard with minimum climb of 420′ per NM to 2700.
Rwy 9: Standard with minimum ATC climb of 260′ per NM to 2700.
Rwys 20, 27: Standard.




NOTE: Chart not to scale.

RNAV 1 - DME/DME/IRU or GPS.

RADAR required.
RADAR required for non-GPS equipped aircraft.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb on heading 015° to 1300, then as assigned by ATC, for vectors to CMSKY, thence....

TAKEOFF RUNWAY 9: Climb on heading 089° to 1180, then as assigned by ATC, for vectors to CMSKY, thence....

TAKEOFF RUNWAY 20: Climb on heading 195° to 1180, then as assigned by ATC, for vectors to CMSKY, thence....

TAKEOFF RUNWAY 27: Climb on heading 269° to 1180, then as assigned by ATC, for vectors to CMSKY, thence....

....on track 185° to CARYN, then on (transition), maintain 3000.
Expect filed altitude 10 minutes after departure.

CYBIL TRANSITION (CARYN7.CYBIL):

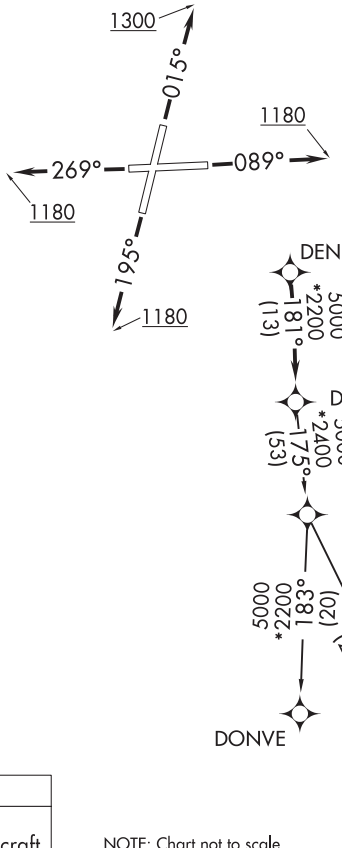


EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

# DARCY SEVEN DEPARTURE (RNAV)

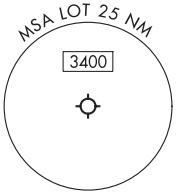
CHICAGO DEP CON
119.35 354.075
D-ATIS
126.675
GND CON
120.425
LEWIS TOWER ★
134.8 (CTAF)

**TOP ALTITUDE: 3000**




TAKEOFF MINIMUMS:
Rwys 9, 20, 27: Standard.
Rwy 2: Standard with minimum climb of 420′ per NM to 1200.

NOTE: Turbojet departures maintain 250K until advised by ATC.




RNAV 1 - DME/DME/IRU or GPS.
RADAR required.
RADAR required for non-GPS equipped aircraft.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb on heading 015° to 1300, then as assigned by ATC, for vectors to DENNT, thence. . . .
TAKEOFF RUNWAY 9: Climb on heading 089° to 1180, then as assigned by ATC, for vectors to DENNT, thence. . . .
TAKEOFF RUNWAY 20: Climb on heading 195° to 1180, then as assigned by ATC, for vectors to DENNT, thence. . . .
TAKEOFF RUNWAY 27: Climb on heading 269° to 1180, then as assigned by ATC, for vectors to DENNT, thence. . . .

. . . . on track 181° to DARCY, then on (transition), maintain 3000.
Expect filed altitude 10 minutes after departure.

DONVE TRANSITION (DARCY7.DONVE):
SCOTO TRANSITION (DARCY7.SCOTO):



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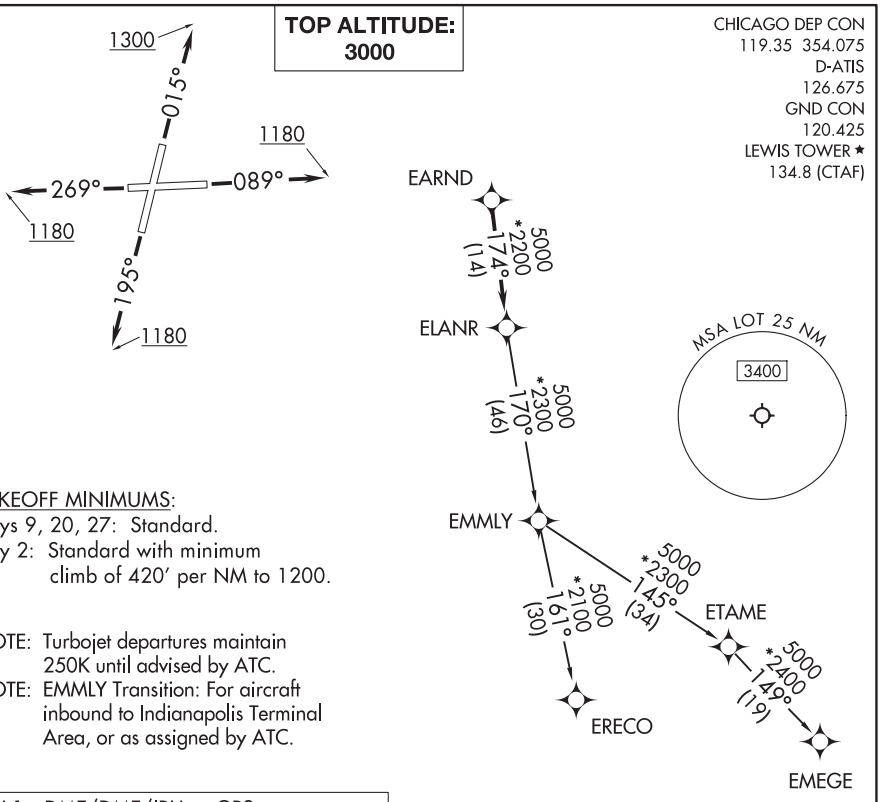
EC-3, 07 AUG 2025 to 02 OCT 2025

(ELANR8.ELANR) 25107 AL-6063 (FAA)

# ELANR EIGHT DEPARTURE (RNAV)

LEWIS UNIVERSITY (LOT)
CHICAGO/ROMEOVILLE, ILLINOIS




## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb on heading 015° to 1300, then as assigned by ATC, for vectors to EARND, thence. . . .
TAKEOFF RUNWAY 9: Climb on heading 089° to 1180, then as assigned by ATC, for vectors to EARND, thence. . . .
TAKEOFF RUNWAY 20: Climb on heading 195° to 1180, then as assigned by ATC, for vectors to EARND, thence. . . .
TAKEOFF RUNWAY 27: Climb on heading 269° to 1180, then as assigned by ATC, for vectors to EARND, thence. . . .

. . . .on track 174° to ELANR, then on (transition), maintain 3000.
Expect filed altitude 10 minutes after departure.

EMEGE TRANSITION (ELANR8.EMEGE):
EMMLY TRANSITION (ELANR8.EMMLY):
ERECO TRANSITION (ELANR8.ERECO):



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EC-3, 07 AUG 2025 to 02 OCT 2025

EC-3, 07 AUG 2025 to 02 OCT 2025

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb heading 015° to 1180, then continue climb on 015° heading or as assigned by ATC, for vectors to OREOS. Thence . . . .
TAKEOFF RUNWAY 9: Climb heading 089° to 1180, then continue climb on 089° heading or as assigned by ATC, for vectors to OREOS. Thence . . . .
TAKEOFF RUNWAY 20: Climb heading 195° to 1180, then continue climb on 195° heading or as assigned by ATC, for vectors to OREOS. Thence . . . .
TAKEOFF RUNWAY 27: Climb heading 269° to 1180, then continue climb on 269° heading or as assigned by ATC, for vectors to OREOS. Thence . . . .

. . . . on depicted route to OBENE, maintain 3000. Expect filed altitude 10 minutes after departure.

ELYNA TRANSITION (OBENE3.ELYNA)
IANNA TRANSITION (OBENE3.IANNA)
JORDY TRANSITION (OBENE3.JORDY)
MNOSO TRANSITION (OBENE3.MNOSO): For Minneapolis terminal area arrivals or assigned by ATC.
NITWT TRANSITION (OBENE3.NITWT)
OGALE TRANSITION (OBENE3.OGALE)
ROTTN TRANSITION (OBENE3.ROTTN)
ROEZZ TRANSITION (OBENE3.ROEZZ)
SMIDD TRANSITION (OBENE3.SMIDD)


EC-3, 07 AUG 2025 to 02 OCT 2025

# ILS or LOC RWY 23

WAUKEGAN NTL (UGN)

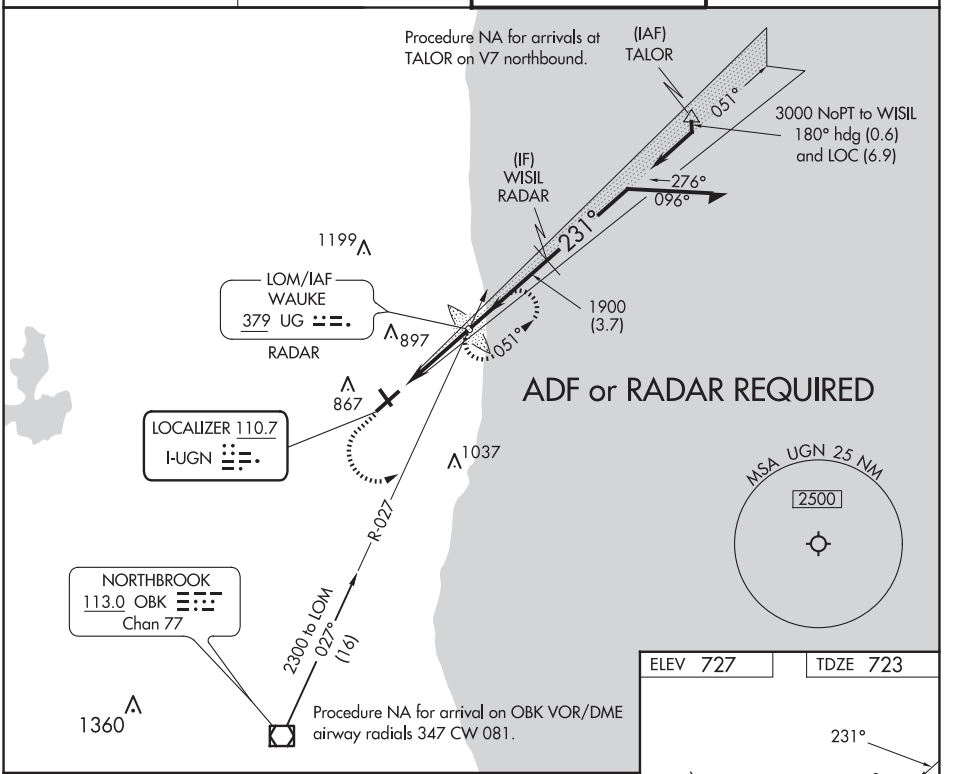
| LOC I-UGN | APP CRS | Rwy Idg | 6001 |
|---|---|---|---|
| 110.7 | 231° | TDZE | 723 |
| | | Apt Elev | 727 |

Circling to Rwy 14, 32 NA at night.
ADF or RADAR required.

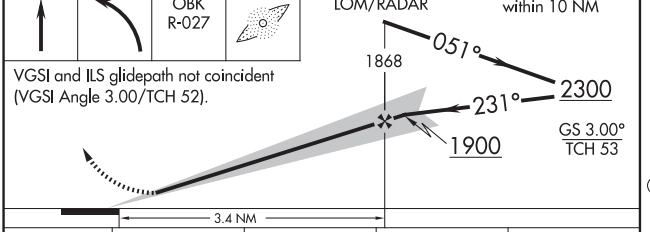
MALSR

MISSED APPROACH: Climb to 1600 then climbing left turn to 2300 to intercept OBK VOR/DME R-027 to WAUKE LOM/RADAR and hold.

| ATIS | CHICAGO APP CON | WAUKEGAN TOWER ★ | GND CON |
|---|---|---|---|
| 132.4 | 120.55 | 120.05 (CTAF) L 273.55 | 121.65 |

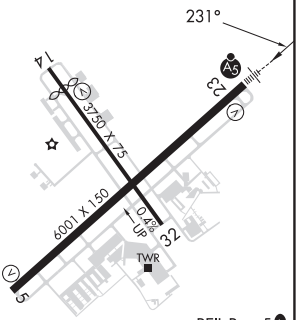



| 1600 | 2300 | OBK R-027 | UG |
|---|---|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 23 | 923-½ 200 (200-½) | | | |
| S-LOC 23 | 1040-½ 317 (400-½) | | | |
| C CIRCLING | 1220-1 493 (500-1) | | 1220-1½ 493 (500-1½) | 1400-2¼ 673 (700-2¼) |

ELEV 727 TDZE 723




REIL Rwy 5 L
HIRL Rwy 5-23 L
MIRL Rwy 14-32 L

| FAF to MAP 3.4 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 3:24 | 2:16 | 1:42 | 1:21 | 1:08 |



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

CHICAGO/WAUKEGAN, ILLINOIS AL-5324 (FAA) 23166

# RNAV (GPS) RWY 5

WAUKEGAN NTL (UGN)

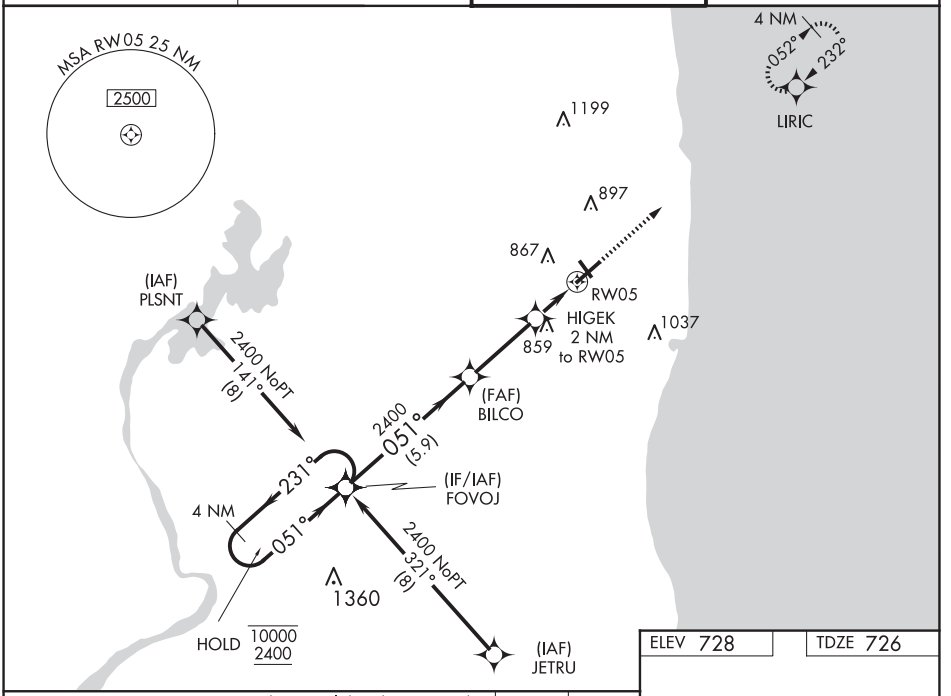
| WAAS | APP CRS | Rwy Idg | 6001 |
|---|---|---|---|
| CH 81812 | 051° | TDZE | 726 |
| W05A | | Apt Elev | 728 |

RNP APCH - GPS.

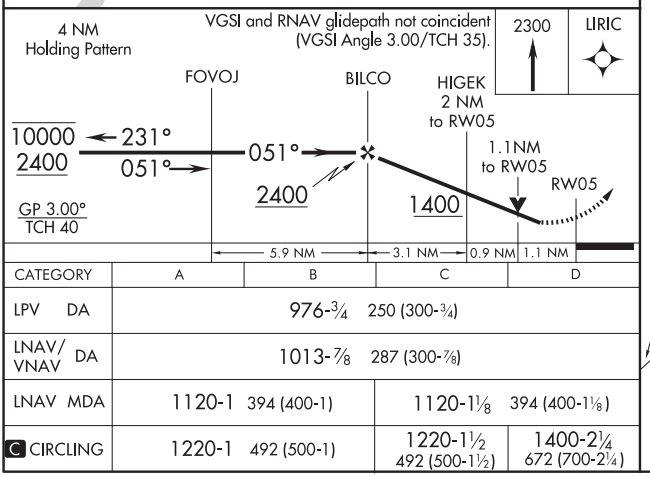
Rwy 5 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Circling Rwy 14, 32 NA at night.

MISSED APPROACH: Climb to 2300 direct LIRIC and hold.

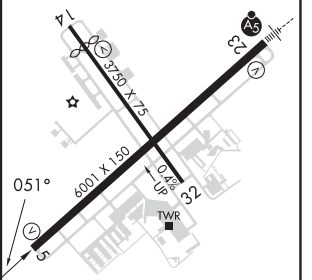
| ATIS | CHICAGO APP CON | WAUKEGAN TOWER ★ | GND CON |
|---|---|---|---|
| 132.4 | 120.55 | 120.05 (CTAF) L 273.55 | 121.65 |




ELEV 728 TDZE 726




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 976-¾ 250 (300-¾) | | | |
| LNAV/VNAV DA | 1013-⅞ 287 (300-⅞) | | | |
| LNAV MDA | 1120-1 394 (400-1) | | 1120-1⅛ 394 (400-1⅛) | |
| C CIRCLING | 1220-1 492 (500-1) | | 1220-1½ 492 (500-1½) | 1400-2¼ 672 (700-2¼) |




REIL Rwy 5 L
HIRL Rwy 5-23 L
MIRL Rwy 14-32 L

CHICAGO/WAUKEGAN, ILLINOIS
Amdt 1 17JUN21

42°25'N-87°52'W

WAUKEGAN NTL (UGN)

RNAV (GPS) RWY 5

EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 23

## WAUKEGAN NTL (UGN)

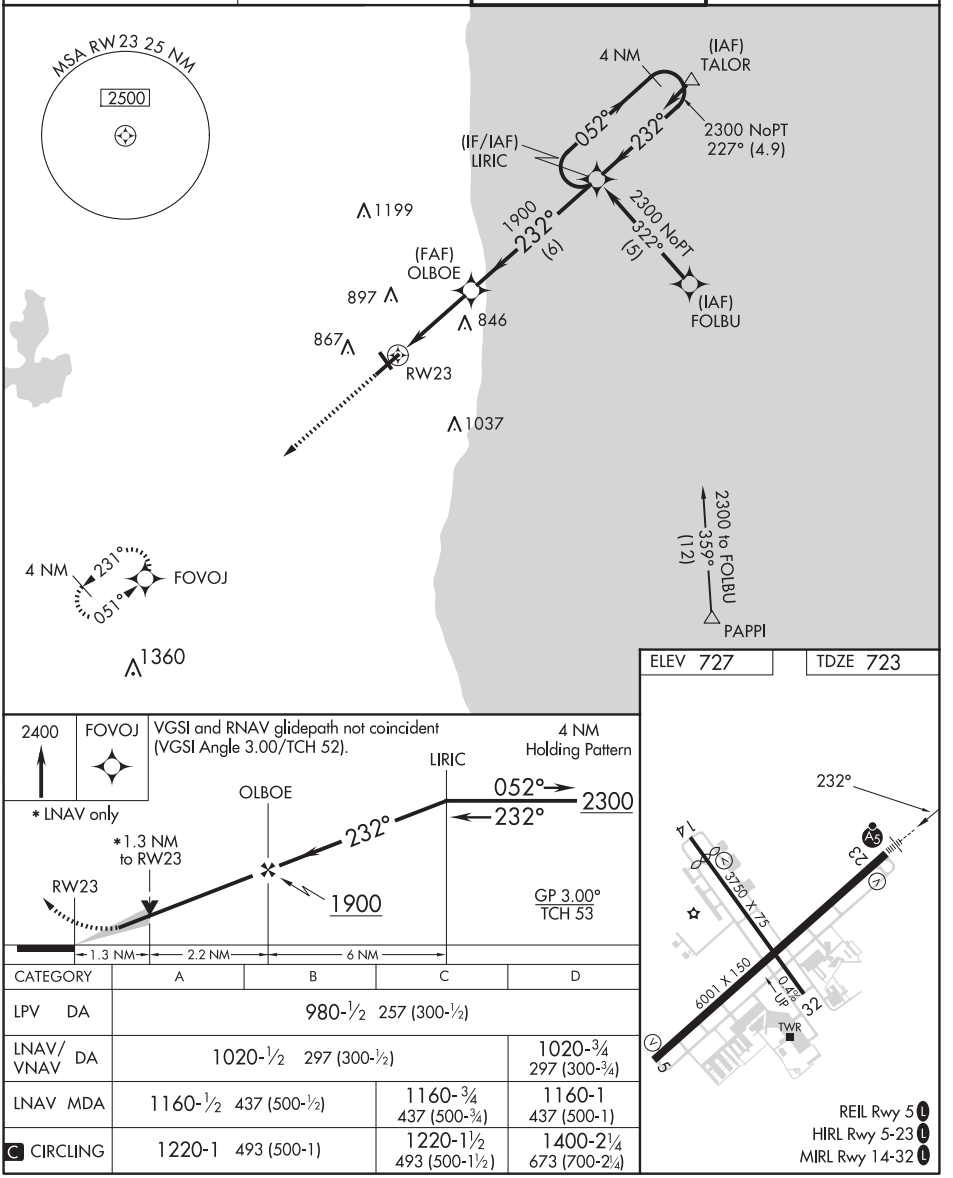
| WAAS | APP CRS | Rwy Idg | 6001 |
|---|---|---|---|
| CH 86211 W23A | 232° | TDZE | 723 |
| | | Apt Elev | 727 |

Circling to Rwy 14, 32 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inoperative ALS, increase LNAV/VNAV all Cats visibility to ⅞ SM.

MALSR

MISSED APPROACH: Climb to 2400 direct FOVOJ and hold.

| ATIS | CHICAGO APP CON | WAUKEGAN TOWER ★ | GND CON |
|---|---|---|---|
| 132.4 | 120.55 | 120.05 (CTAF) L 273.55 | 121.65 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 980-½ 257 (300-½) | | | |
| LNAV/VNAV DA | 1020-½ 297 (300-½) | | | 1020-¾ 297 (300-¾) |
| LNAV MDA | 1160-½ 437 (500-½) | | 1160-¾ 437 (500-¾) | 1160-1 437 (500-1) |
| C CIRCLING | 1220-1 493 (500-1) | | 1220-1½ 493 (500-1½) | 1400-2¼ 673 (700-2¼) |



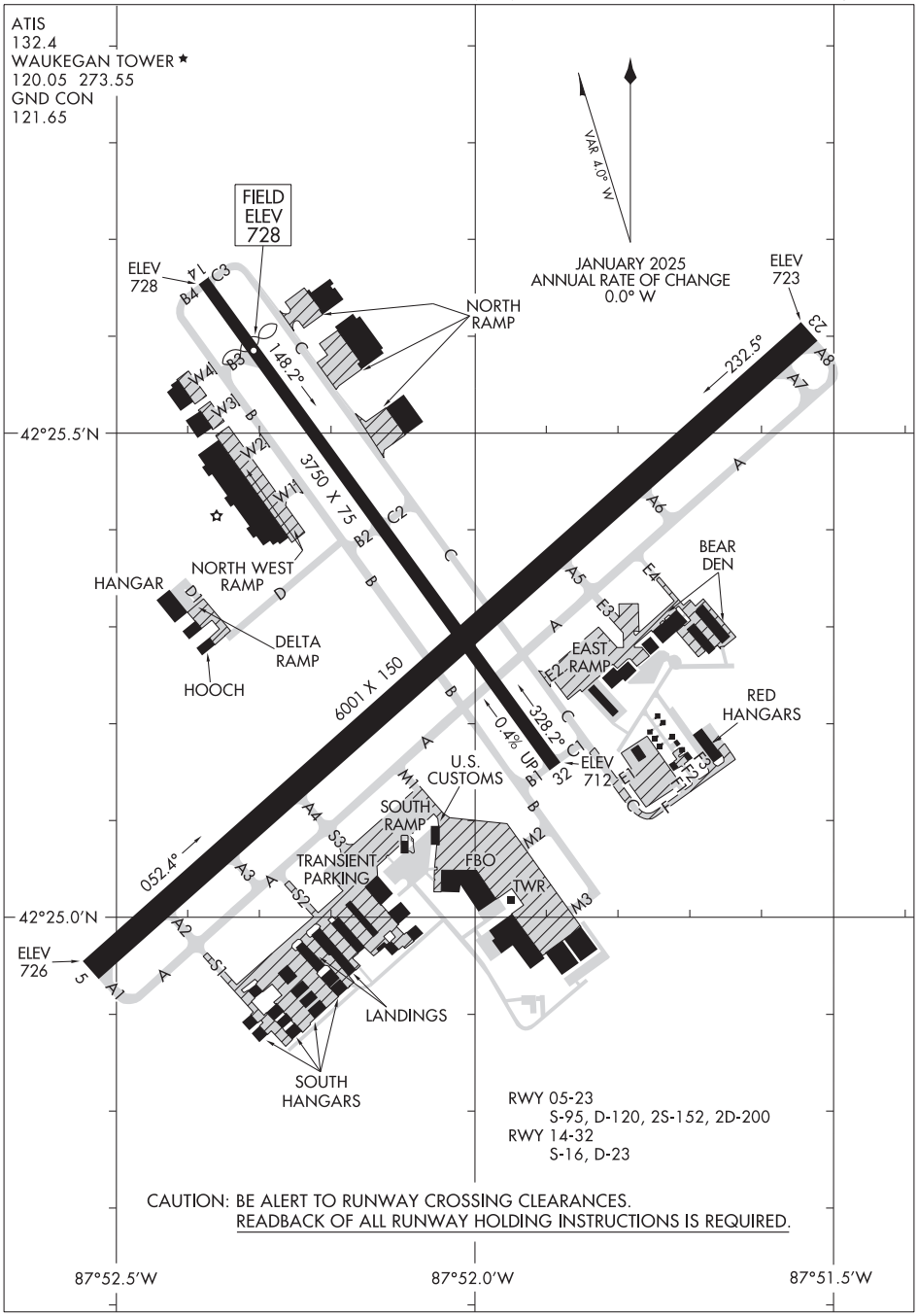
EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

25107

# AIRPORT DIAGRAM

AL-5324 (FAA)

WAUKEGAN NTL (UGN)
CHICAGO/WAUKEGAN, ILLINOIS




EC-3, 07 AUG 2025 to 02 OCT 2025

EC-3, 07 AUG 2025 to 02 OCT 2025

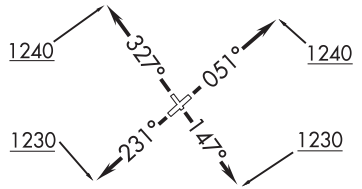
AIRPORT DIAGRAM
25107

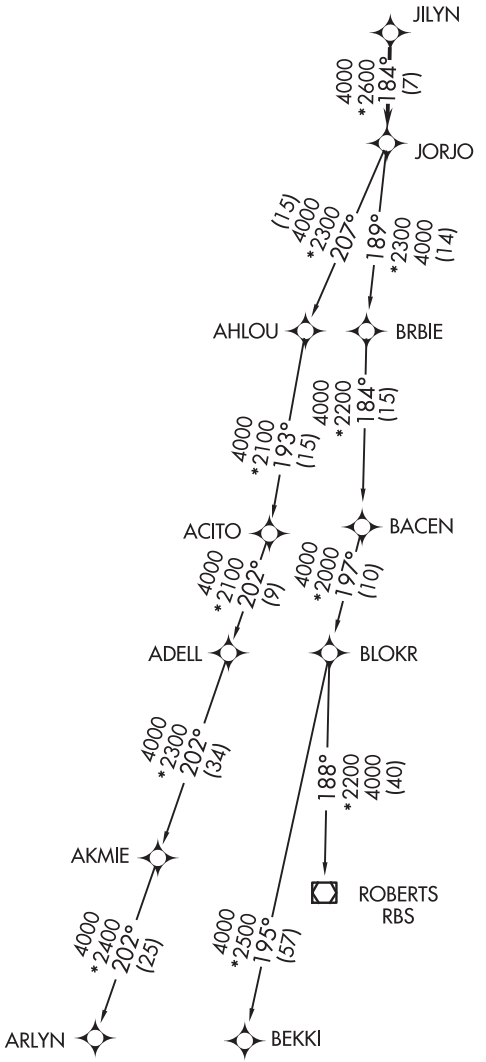
CHICAGO/WAUKEGAN, ILLINOIS
WAUKEGAN NTL (UGN)

# JORJO FIVE DEPARTURE (RNAV)

ATIS
132.4
GND CON
121.65
WAUKEGAN TOWER★
120.05 273.55
DEP CON
120.55

**TOP ALTITUDE: 3000**




TAKEOFF MINIMUMS

Rwys 5, 32: Standard with minimum climb of 500′ per NM to 1240.
Rwys 14, 23: Standard with minimum climb of 500′ per NM to 1230.

NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: TURBOJET depatures maintain 250K until advised by ATC.
NOTE: AKMIE transition: for aircraft inbound to BMI, SPI, or PIA, or as assigned by ATC.
NOTE: ROBERTS transition: for aircraft inbound to CMI or STL, or as assigned by ATC.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 5: Climb heading 051° or as assigned by ATC to at or above 1240, expect vectors to JILYN, thence . . . .
TAKEOFF RWY 14: Climb heading 147° or as assigned by ATC to at or above 1230, expect vectors to JILYN, thence . . . .
TAKEOFF RWY 23: Climb heading 231° or as assigned by ATC to at or above 1230, expect vectors to JILYN, thence . . . .
TAKEOFF RWY 32: Climb heading 327° or as assigned by ATC to at or above 1240, expect vectors to JILYN, thence . . . .

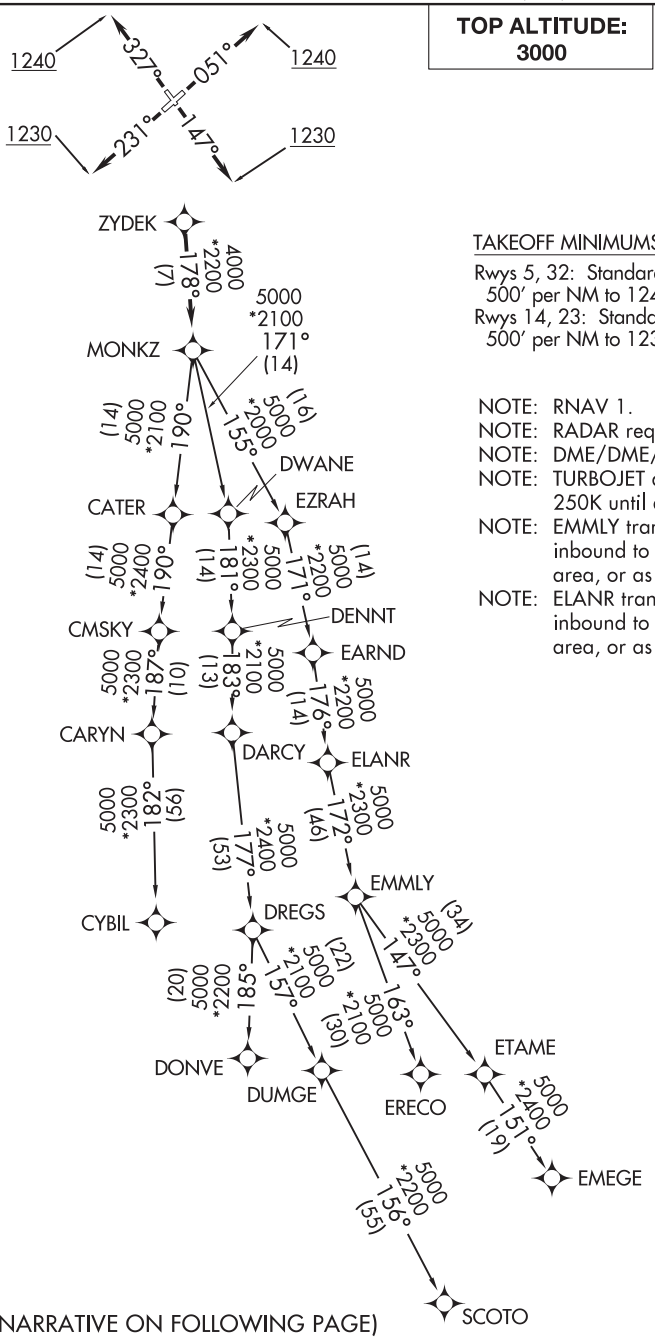
. . . . on track 184° to JORJO, then on (transition), maintain 3000, expect filed altitude ten minutes after departure.

AKMIE TRANSITION (JORJO5.AKMIE)
ARLYN TRANSITION (JORJO5.ARLYN)
BEKKI TRANSITION (JORJO5.BEKKI)
ROBERTS TRANSITION (JORJO5.RBS)

EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

**TOP ALTITUDE: 3000**

ATIS 132.4
GND CON 121.65
WAUKEGAN TOWER★ 120.05 273.55
DEP CON 120.55




TAKEOFF MINIMUMS

Rwys 5, 32: Standard with minimum climb of 500' per NM to 1240.
Rwys 14, 23: Standard with minimum climb of 500' per NM to 1230.

NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: TURBOJET departures maintain 250K until advised by ATC.
NOTE: EMMLY transition: For aircraft inbound to Indianapolis Terminal area, or as assigned by ATC.
NOTE: ELANR transition: For aircraft inbound to Cincinnati Terminal area, or as assigned by ATC.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 5: Climb heading 051° or as assigned by ATC to at or above 1240, expect vectors to ZYDEK. Thence. . . .
TAKEOFF RWY 14: Climb heading 147° or as assigned by ATC to at or above 1230, expect vectors to ZYDEK. Thence. . . .
TAKEOFF RWY 23: Climb heading 231° or as assigned by ATC to at or above 1230, expect vectors to ZYDEK. Thence. . . .
TAKEOFF RWY 32: Climb heading 327° or as assigned by ATC to at or above 1240, expect vectors to ZYDEK. Thence. . . .

. . . .on track 178° to MONKZ, then on (transition), maintain 3000, expect filed altitude ten minutes after departure.

CYBIL TRANSITION (MONKZ5.CYBIL)
DONVE TRANSITION (MONKZ5.DONVE)
ELANR TRANSITION (MONKZ5.ELANR)
EMEGE TRANSITION (MONKZ5.EMEGE)
EMMLY TRANSITION (MONKZ5.EMMLY)
ERECO TRANSITION (MONKZ5.ERECO)
SCOTO TRANSITION (MONKZ5.SCOTO)

EC-3, 07 AUG 2025 to 02 OCT 2025

EC-3, 07 AUG 2025 to 02 OCT 2025

# ILS or LOC RWY 2L

DUPAGE (DPA)

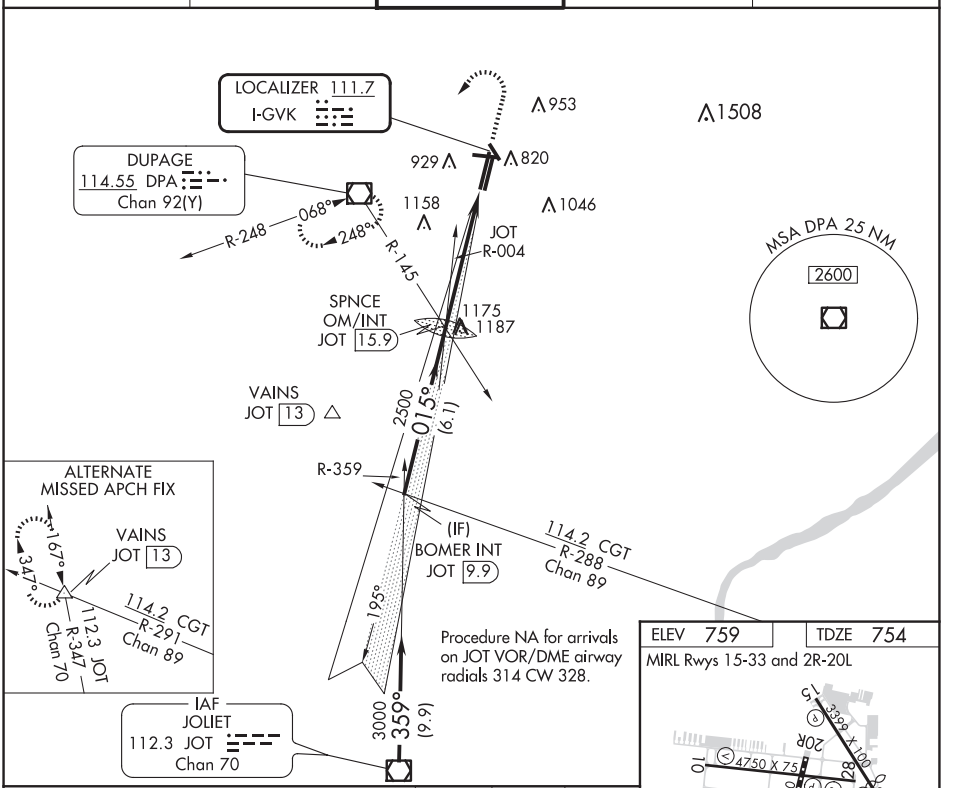
| LOC I-GVK | APP CRS | Rwy Ldg | 7571 |
|---|---|---|---|
| 111.7 | 015° | TDZE | 754 |
| | | Apt Elev | 759 |

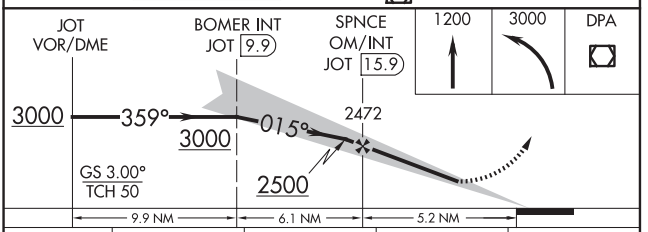
Circling Rwy 15, 28, 33 NA at night. When local altimeter setting not received, use Aurora altimeter setting and increase all DA 37 feet and all MDA 40 feet. For inop ALS, increase S-LOC 2L Cat C/D visibility to 2 SM. For inop ALS when using Aurora altimeter setting, increase S-LOC 2L Cat C/D visibility to 2½ SM.

MALSR

MISSED APPROACH: Climb to 1200 then climbing left turn to 3000 direct DPA VOR/DME and hold, continue climb-in-hold to 3000.

| ATIS | CHICAGO APP CON | DUPAGE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 132.075 | 133.5 349.0 | 120.9 257.8 | 121.8 | 119.75 |

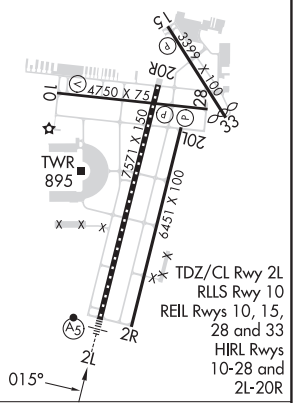



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 2L | 954-½ 200 (200-½) | | | |
| S-LOC 2L | 1500-½ 746 (800-½) | 1500-¾ 746 (800-¾) | 1500-1¾ | 746 (800-1¾) |
| C CIRCLING | 1500-1 741 (800-1) | 1500-1¼ 741 (800-1¼) | 1500-2¼ 741 (800-2¼) | 1500-2½ 741 (800-2½) |

ELEV 759 TDZE 754

MIRL Rwys 15-33 and 2R-20L




FAF to MAP 5.2 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:12 | 3:28 | 2:36 | 2:05 | 1:44 |



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EC-3, 07 AUG 2025 to 02 OCT 2025

# ILS or LOC RWY 10

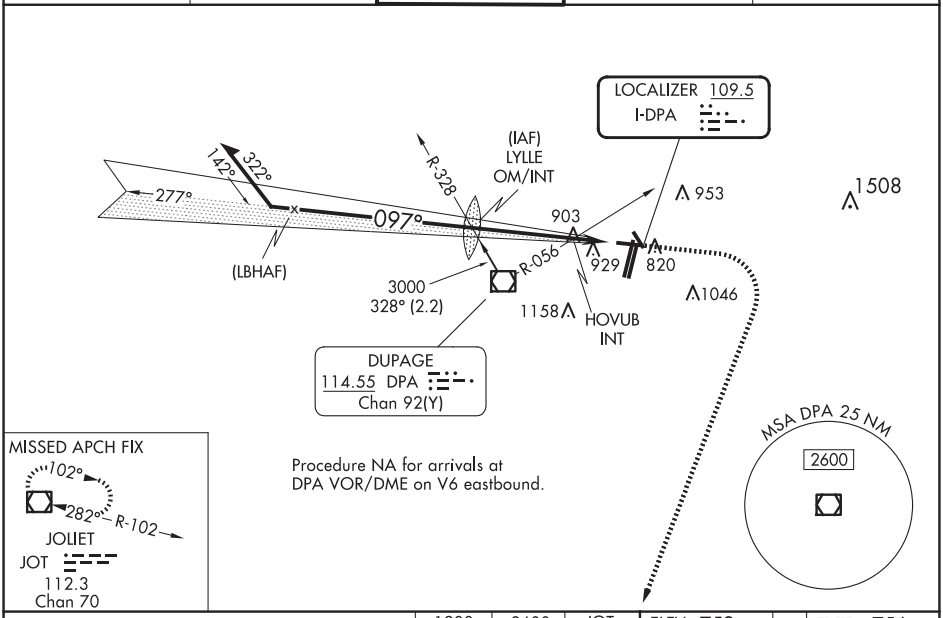
DUPAGE (DPA)

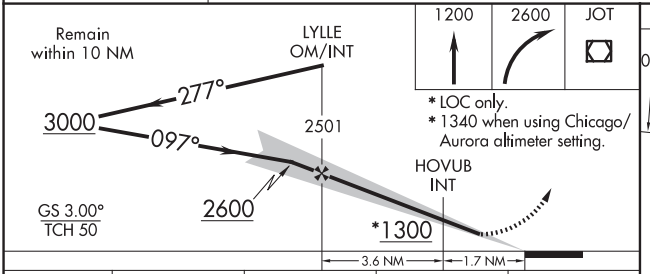
| LOC I-DPA | APP CRS | Rwy Ldg | 4750 |
|---|---|---|---|
| 109.5 | 097° | TDZE | 756 |
| | | Apt Elev | 759 |

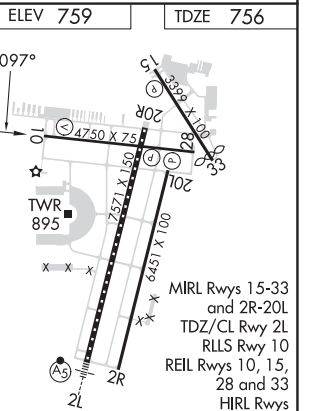
When local altimeter setting not received, use Chicago/Aurora altimeter setting: increase S-ILS 10 DA to 993 feet; increase all MDA 40 feet and visibility S-LOC 10 Cats C/D and HOVUB INT minimums S-LOC 10 Cats C/D ⅛ SM, and Circling and HOVUB INT minimums Circling Cats C/D ¼ SM. Circling Rwy 15, 28, 33 NA at night.

MISSED APPROACH: Climb to 1200 then climbing right turn to 2600 direct JOT VOR/DME and hold.

| ATIS | CHICAGO APP CON | DUPAGE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 132.075 | 133.5 349.0 | 120.9 257.8 | 121.8 | 119.75 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 10 | 956-¾ 200 (200-¾) | | | |
| S-LOC 10 | 1300-1 544 (600-1) | | 1300-1⅝ 544 (600-1⅝) | |
| CIRCLING | 1300-1 541 (600-1) | 1360-1 601 (700-1) | 1460-2 701 (800-2) | 1460-2¼ 701 (800-2¼) |
| HOVUB INT MINIMUMS (DUAL VOR RECEIVERS REQUIRED) | | | | |
| S-LOC 10 | 1220-1 464 (500-1) | | 1220-1⅜ 464 (500-1⅜) | |
| CIRCLING | 1260-1 501 (600-1) | 1360-1 601 (700-1) | 1460-2 701 (800-2) | 1460-2¼ 701 (800-2¼) |

FAF to MAP 5.3 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:18 | 3:32 | 2:39 | 2:07 | 1:46 |



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

| WAAS CH 86830 W02B | APP CRS 015° | Rwy Idg 7571 TDZE 754 Apt Elev 759 |
|---|---|---|

# RNAV (GPS) RWY 2L

DUPAGE (DPA)

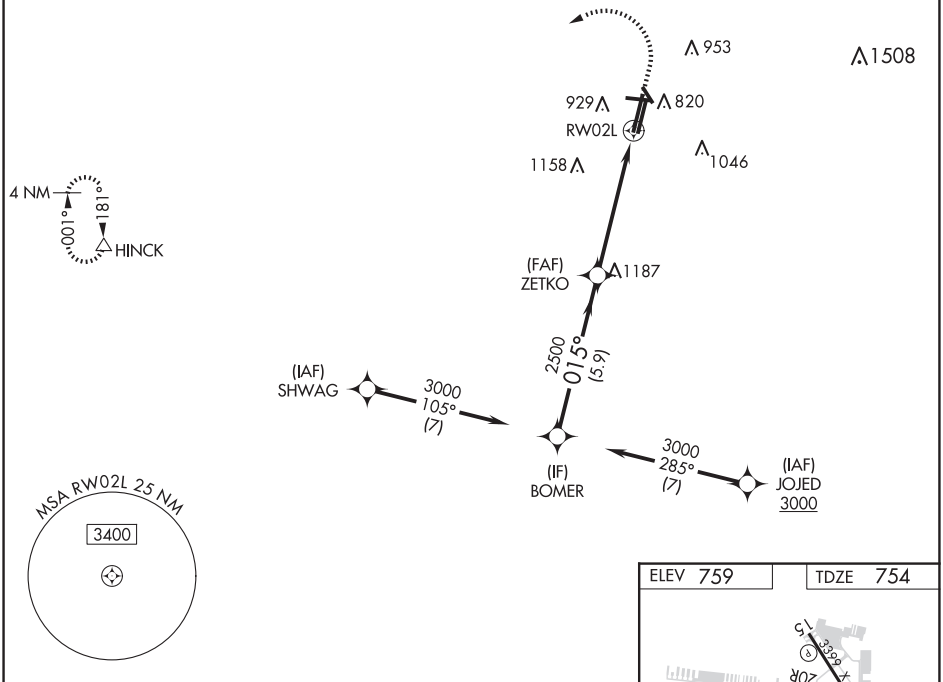
RNP APCH - GPS.

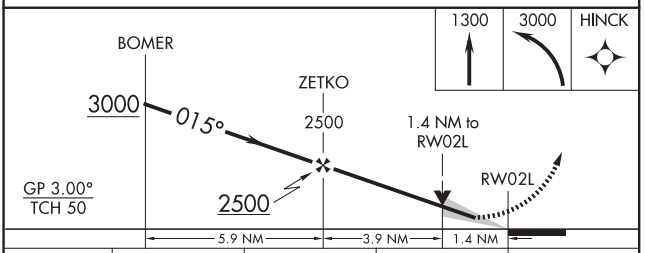
Circling Rwy 15, 28, 33 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C. For inop ALS, increase LNAV Cats C/D visibility to 1⅜ SM.

MALSR

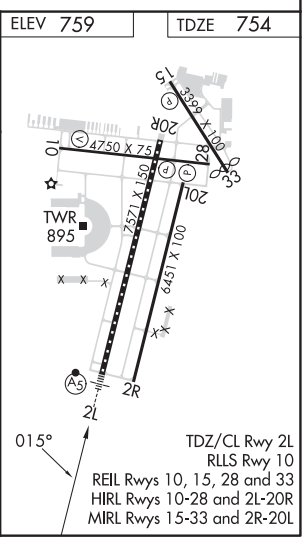
MISSED APPROACH: Climb to 1300 then climbing left turn to 3000 direct HINCK and hold.

| ATIS | CHICAGO APP CON | DUPAGE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 132.075 | 133.5 349.0 | 120.9 257.8 | 121.8 | 119.75 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | | 954/18 | 200 (200-½) | |
| LNAV/VNAV DA | | 1214/45 | 460 (500-⅞) | |
| LNAV MDA | 1260/24 | 506 (600-½) | 1260/55 | 506 (600-1) |
| CIRCLING | 1260-1 501 (600-1) | 1360-1 601 (700-1) | 1460-2 701 (800-2) | 1460-2¼ 701 (800-2¼) |






EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 2R

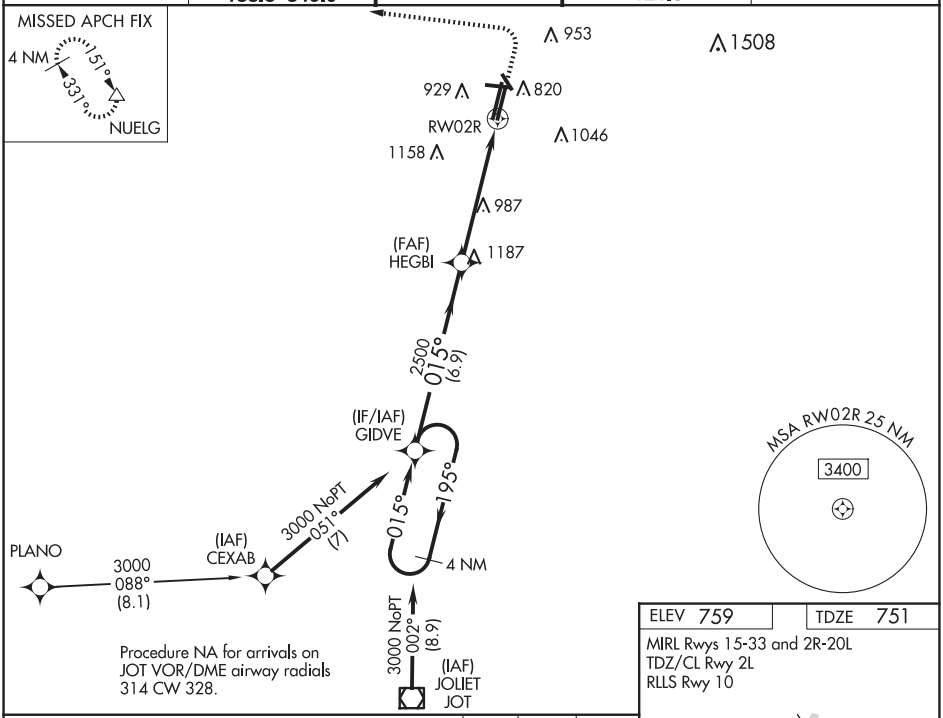
DUPAGE (DPA)

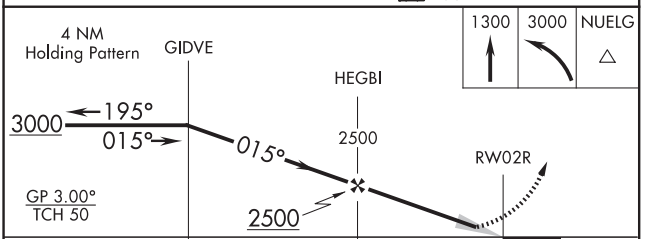
| WAAS CH 45531 W02A | APP CRS 015° | Rwy Ldg 6451 TDZE 751 Apt Elev 759 |
|---|---|---|

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Aurora altimeter setting: increase LPV DA to 1038 feet, LNAV/VNAV DA to 1148 feet and visibility LNAV/VNAV all Cats ¼ SM; increase all MDA 40 feet and visibility LNAV Cat C/D visibility ⅛ SM and Circling Cat C/D ¼ SM. VDP and Baro-VNAV NA when using Aurora altimeter setting. Circling Rwy 15, 28, 33 NA at night.

MISSED APPROACH: Climb to 1300 then climbing left turn to 3000 direct NUELG and hold.

| ATIS | CHICAGO APP CON | DUPAGE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 132.075 | 133.5 349.0 | 120.9 257.8 | 121.8 | 119.75 |

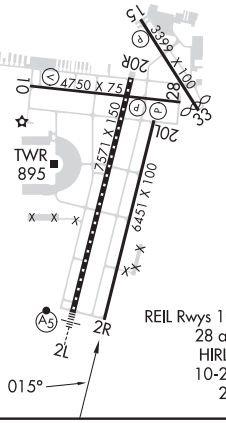



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1001-1 | 250 (300-1) | | |
| LNAV/VNAV DA | 1111-1⅛ | 360 (400-1⅛) | | |
| LNAV MDA | 1240-1 | 489 (500-1) | 1240-1⅜ | 489 (500-1⅜) |
| CIRCLING | 1260-1 501 (600-1) | 1360-1 601 (700-1) | 1460-2 701 (800-2) | 1460-2¼ 701 (800-2¼) |

ELEV 759 TDZE 751

MIRL Rwys 15-33 and 2R-20L
TDZ/CL Rwy 2L
RLLS Rwy 10




REIL Rwys 10, 15, 28 and 33
HIRL Rwys 10-28 and 2L-20R



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# RNAV (GPS) RWY 10

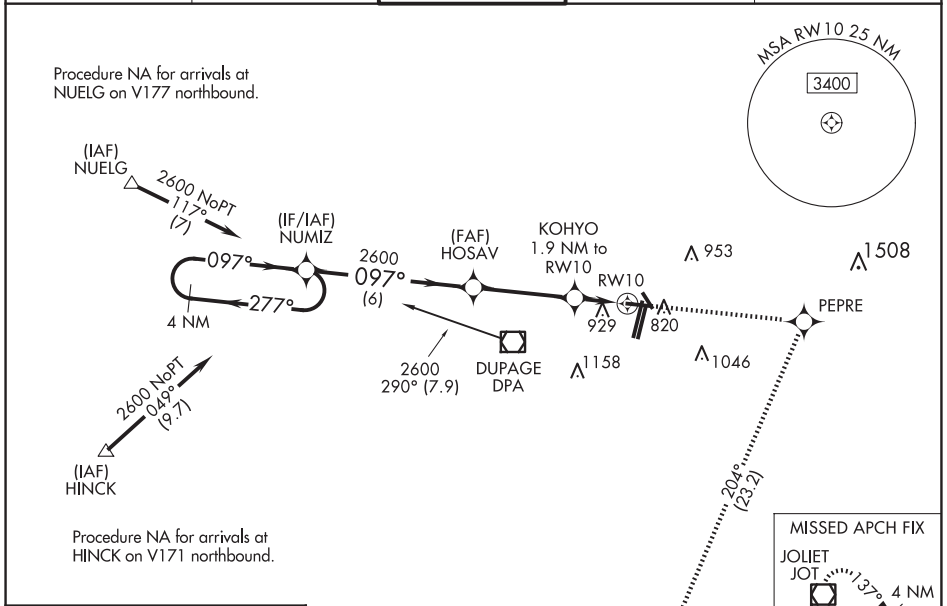
DUPAGE (DPA)

| WAAS CH 53618 W10A | APP CRS 097° | Rwy Idg 4750 TDZE 756 Apt Elev 759 |
|---|---|---|

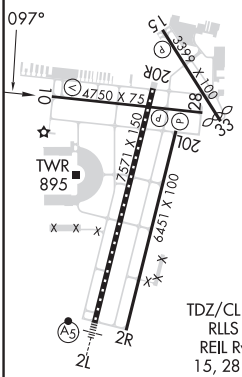
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Aurora altimeter setting: increase LPV DA to 993 feet and LNAV/VNAV DA to 1281; increase all MDA 40 feet and visibility LNAV Cat D and Circling Cat C/D ¼ SM. VDP and Baro-VNAV NA when using Aurora altimeter setting. Circling Rwy 15, 28, 33 NA at night.

MISSED APPROACH: Climb to 2600 direct PEPRE and right turn on track 204° to JOT VOR/DME and hold.

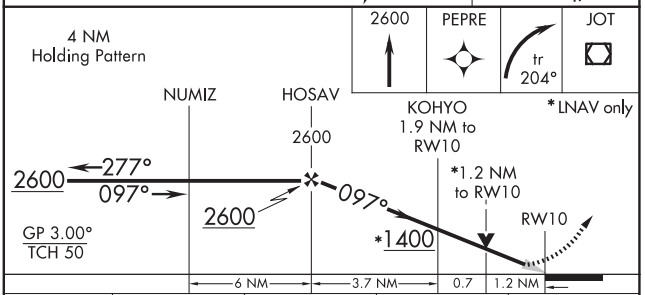
| ATIS | CHICAGO APP CON | DUPAGE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 132.075 | 133.5 349.0 | 120.9 257.8 | 121.8 | 119.75 |




ELEV 759 TDZE 756




TDZ/CL Rwy 2L
RLLS Rwy 10
REIL Rwys 10, 15, 28 and 33
HIRL Rwys 10-28 and 2L-20R
MIRL Rwys 15-33 and 2R-20L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 956-¾ 200 (200-¾) | | | |
| LNAV/VNAV DA | 1244-1¾ 488 (500-1¾) | | | |
| LNAV MDA | 1180-1 424 (500-1) | | 1180-1¼ 424 (500-1¼) | |
| CIRCLING | 1260-1 501 (600-1) | 1360-1 601 (700-1) | 1460-2 701 (800-2) | 1460-2¼ 701 (800-2¼) |



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# RNAV (GPS) RWY 20L

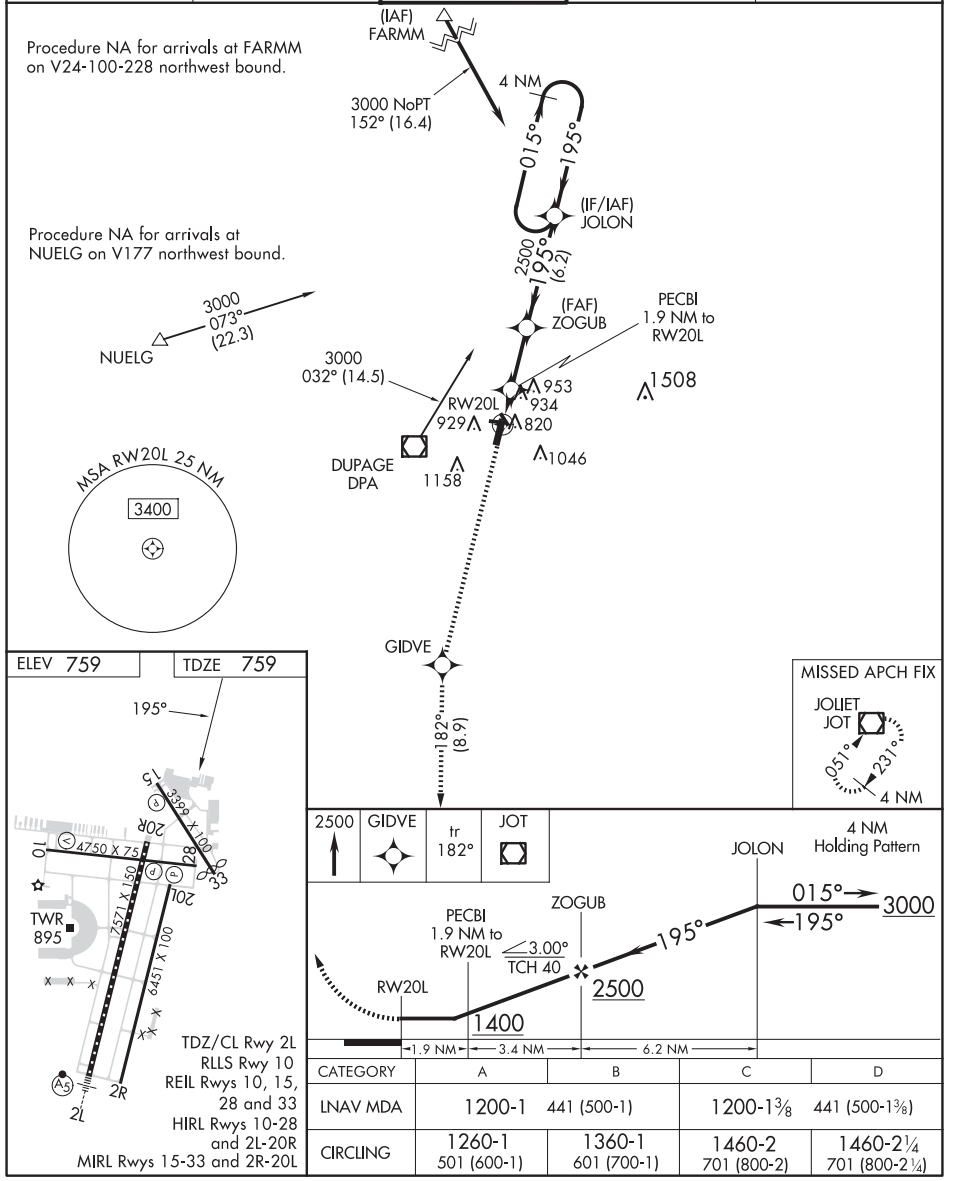
DUPAGE (DPA)

| APP CRS | Rwy Idg | 6451 |
|---|---|---|
| 195° | TDZE | 759 |
| | Apt Elev | 759 |

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Aurora altimeter setting and increase all MDA 40 feet and visibility Circling Cat C/D ¼ SM. Circling Rwy 15, 28, 33 NA at night.

MISSED APPROACH: Climb to 2500 direct GIDVE and on track 182° to JOT VOR/DME and hold.

| ATIS | CHICAGO APP CON | DUPAGE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 132.075 | 133.5 349.0 | 120.9 257.8 | 121.8 | 119.75 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1200-1 | 441 (500-1) | 1200-1⅜ | 441 (500-1⅜) |
| CIRCLING | 1260-1<br>501 (600-1) | 1360-1<br>601 (700-1) | 1460-2<br>701 (800-2) | 1460-2¼<br>701 (800-2¼) |



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# RNAV (GPS) RWY 20R

DUPAGE (DPA)

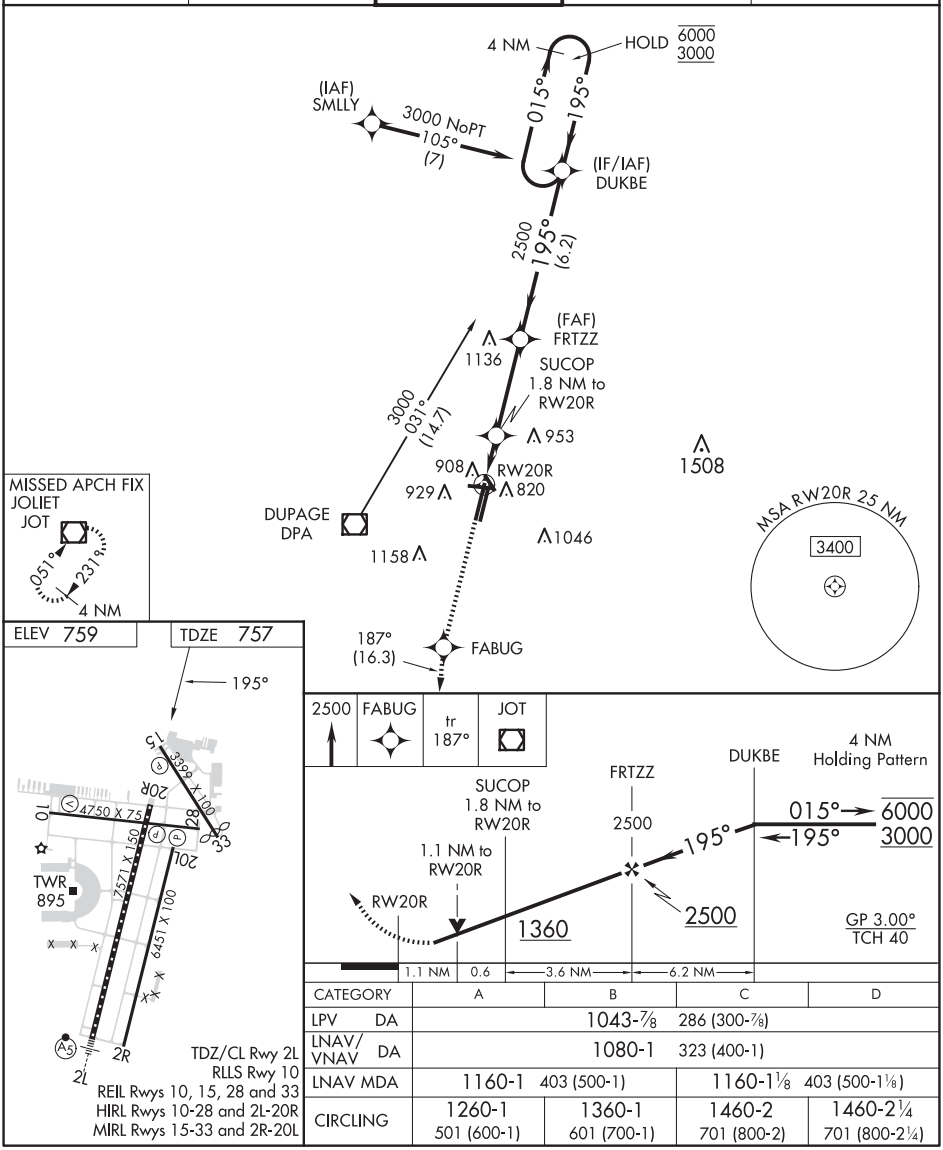
| WAAS | APP CRS | Rwy Idg | 7571 |
|---|---|---|---|
| CH 45921 | 195° | TDZE | 757 |
| W20A | | Apt Elev | 759 |

RNP APCH - GPS.

Circling Rwy 15, 28, 33 NA at night.
Rwy 20R helicopter visibility reduction below ¾ SM NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 54°C.

MISSED APPROACH: Climb to 2500 direct FABUG and 187° track to JOT VOR/DME and hold.

| ATIS | CHICAGO APP CON | DUPAGE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 132.075 | 133.5 349.0 | 120.9 257.8 | 121.8 | 119.75 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1043-⅞ 286 (300-⅞) | | | |
| LNAV/VNAV DA | 1080-1 323 (400-1) | | | |
| LNAV MDA | 1160-1 403 (500-1) | | 1160-1⅛ 403 (500-1⅛) | |
| CIRCLING | 1260-1 501 (600-1) | 1360-1 601 (700-1) | 1460-2 701 (800-2) | 1460-2¼ 701 (800-2¼) |



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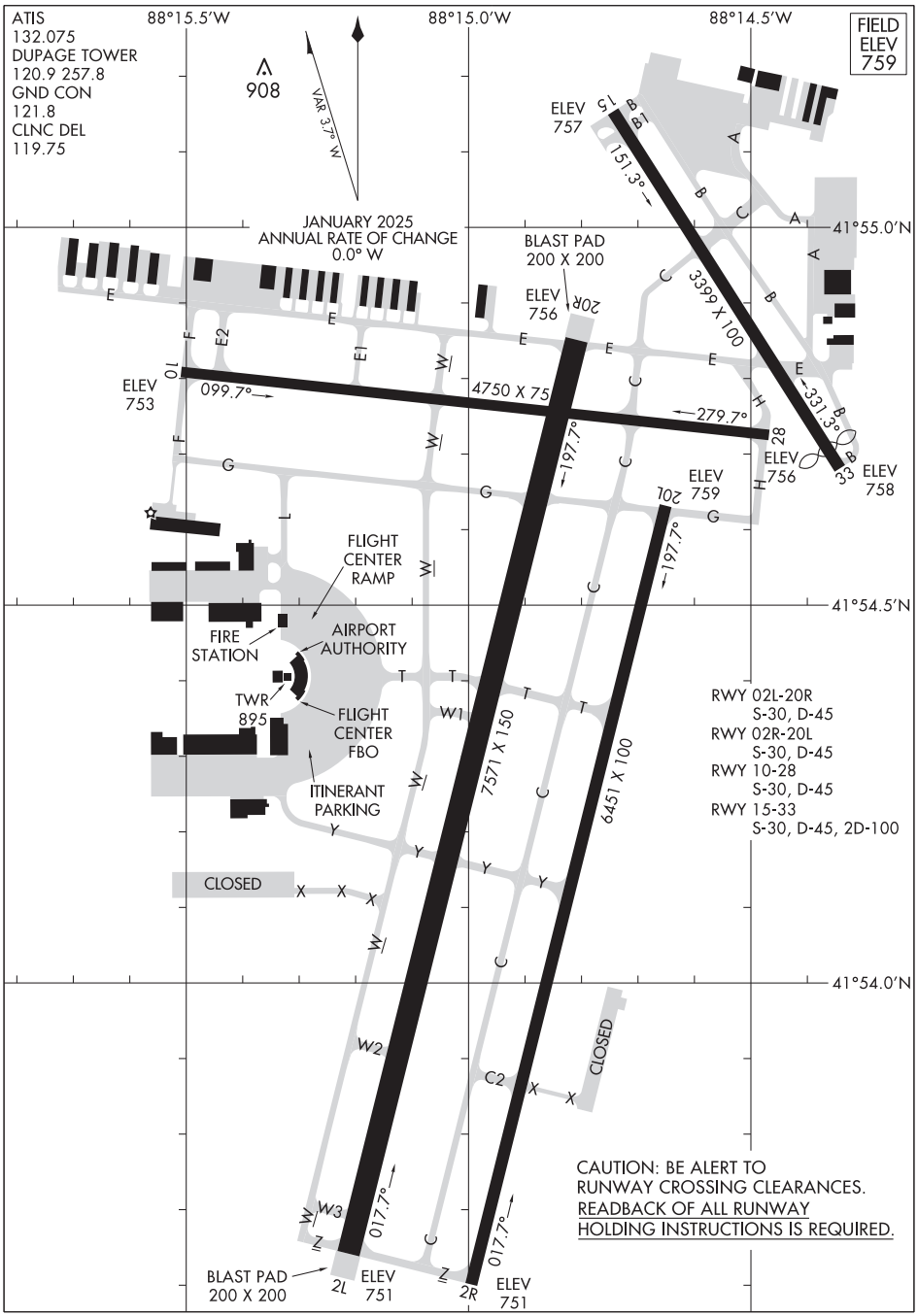
25107

# AIRPORT DIAGRAM

AL-5104 (FAA)

DUPAGE (DPA)

CHICAGO/WEST CHICAGO, ILLINOIS




EC-3, 07 AUG 2025 to 02 OCT 2025

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AIRPORT DIAGRAM

CHICAGO/WEST CHICAGO, ILLINOIS

DUPAGE (DPA)

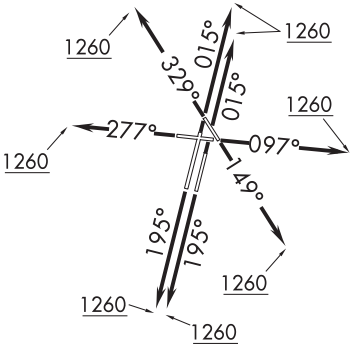
25107

# ADELL SEVEN DEPARTURE (RNAV)

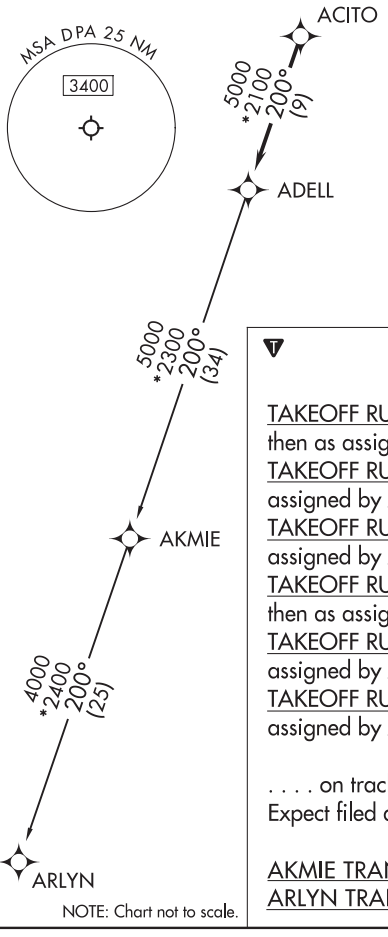
RNAV 1 - DME/DME/IRU or GPS.
RADAR required. RADAR required for non-GPS eqipped aircraft.

CHICAGO DEP CON
133.5 349.0
ATIS
132.075
GND CON
121.8
DUPAGE TOWER
120.9 257.8

**TOP ALTITUDE: 3000**




TAKEOFF MINIMUMS:
Rwys 2L/R, 10, 20L/R, 28, 33: Standard.
Rwy 15: 300-1 or standard with minimum climb of 205' per NM to 1000.




NOTE: Turbojet departures maintain 250K until advised by ATC.
NOTE: AKMIE Transition: For aircraft inbound to BMI, SPI, PIA, or as assigned by ATC.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 2L/R: Climb on heading 015° to 1260, then as assigned by ATC, for vectors to ACITO, thence . . . .
TAKEOFF RUNWAY 10: Climb on heading 097° to 1260, then as assigned by ATC, for vectors to ACITO, thence . . . .
TAKEOFF RUNWAY 15: Climb on heading 149° to 1260, then as assigned by ATC, for vectors to ACITO, thence . . . .
TAKEOFF RUNWAYS 20L/R: Climb on heading 195° to 1260, then as assigned by ATC, for vectors to ACITO, thence . . . .
TAKEOFF RUNWAY 28: Climb on heading 277° to 1260, then as assigned by ATC, for vectors to ACITO, thence . . . .
TAKEOFF RUNWAY 33: Climb on heading 329° to 1260, then as assigned by ATC, for vectors to ACITO, thence . . . .

. . . . on track 200° to ADELL, then on (transition). Maintain 3000. Expect filed altitude 10 minutes after departure.

AKMIE TRANSITION (ADELL7.AKMIE):
ARLYN TRANSITION (ADELL7.ARLYN):



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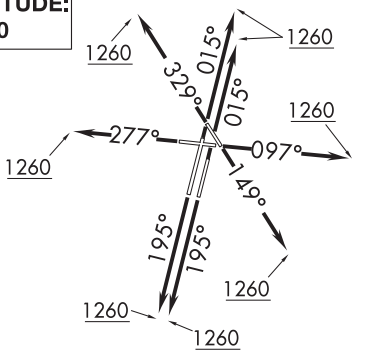
(BLOKR7.BLOKR) 24305 AL-5104 (FAA)

# BLOKR SEVEN DEPARTURE (RNAV)

DUPAGE (DPA)
CHICAGO/WEST CHICAGO, ILLINOIS

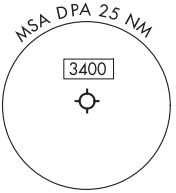
CHICAGO DEP CON
133.5 349.0
ATIS
132.075
GND CON
121.8
DUPAGE TOWER
120.9 257.8

**TOP ALTITUDE: 3000**




TAKEOFF MINIMUMS:
Rwys 2L/R, 10, 20L/R, 28, 33: Standard.
Rwy 15: 300-1⅜ or standard with minimum climb of 205' per NM to 1000.

NOTE: Turbojet departures maintain 250K until advised by ATC.
NOTE: ROBERTS TRANSITION: For aircraft inbound to CMI or STL, or as assigned by ATC.



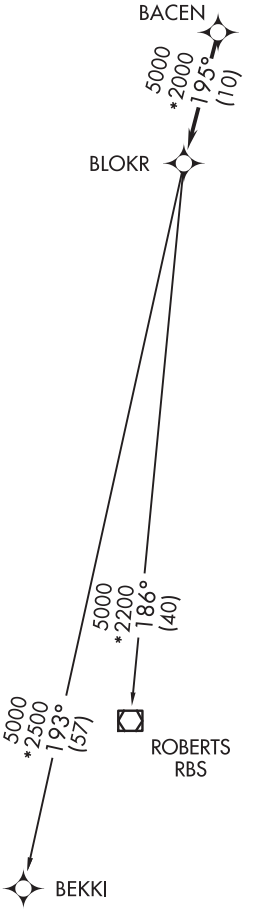

RNAV 1 - DME/DME/IRU or GPS.
RADAR required. RADAR required for non-GPS equipped aircraft.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 2L/R: Climb on heading 015° to 1260, then as assigned by ATC, for vectors to BACEN, thence. . . .
TAKEOFF RUNWAY 10: Climb on heading 097° to 1260, then as assigned by ATC, for vectors to BACEN, thence. . . .
TAKEOFF RUNWAY 15: Climb on heading 149° to 1260, then as assigned by ATC, for vectors to BACEN, thence. . . .
TAKEOFF RUNWAYS 20L/R: Climb on heading 195° to 1260, then as assigned by ATC, for vectors to BACEN, thence. . . .
TAKEOFF RUNWAY 28: Climb on heading 277° to 1260, then as assigned by ATC, for vectors to BACEN, thence. . . .
TAKEOFF RUNWAY 33: Climb on heading 329° to 1260, then as assigned by ATC, for vectors to BACEN, thence. . . .

. . . .on track 195° to BLOKR, then on (transition). Maintain 3000. Expect filed altitude 10 minutes after departure.

BEKKI TRANSITION (BLOKR7.BEKKI):
ROBERTS TRANSITION (BLOKR7.RBS):




NOTE: Chart not to scale.



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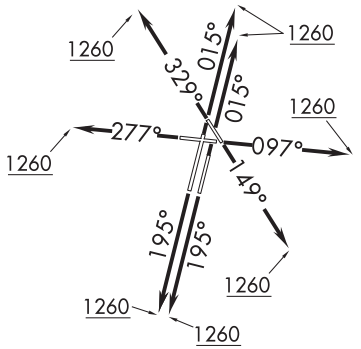
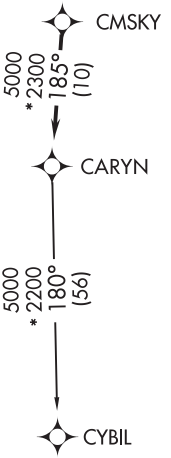
# CARYN SEVEN DEPARTURE (RNAV)

CHICAGO DEP CON
133.5 349.0
ATIS
132.075
GND CON
121.8
DUPAGE TOWER
120.9 257.8

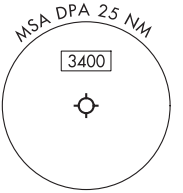
**TOP ALTITUDE: 3000**




NOTE: Turbojet departures maintain 250K until advised by ATC.

TAKEOFF MINIMUMS:
Rwys 2L/R, 10, 20L/R, 28, 33: Standard.
Rwy 15: 300-1⅜ or standard with minimum climb of 205' per NM to 1000.




NOTE: Chart not to scale.

| RNAV 1 - DME/DME/IRU or GPS. |
|---|
| RADAR required.<br>RADAR required for non-GPS equipped aircraft. |

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 2L/R: Climb on heading 015° to 1260, then as assigned by ATC, for vectors to CMSKY, thence....
TAKEOFF RUNWAY 10: Climb on heading 097° to 1260, then as assigned by ATC, for vectors to CMSKY, thence....
TAKEOFF RUNWAY 15: Climb on heading 149° to 1260, then as assigned by ATC, for vectors to CMSKY, thence....
TAKEOFF RUNWAYS 20L/R: Climb on heading 195° to 1260, then as assigned by ATC, for vectors to CMSKY, thence....
TAKEOFF RUNWAY 28: Climb on heading 277° to 1260, then as assigned by ATC, for vectors to CMSKY, thence....
TAKEOFF RUNWAY 33: Climb on heading 329° to 1260, then as assigned by ATC, for vectors to CMSKY, thence....

....on track 185° to CARYN, then on (transition), maintain 3000.
Expect filed altitude 10 minutes after departure.

CYBIL TRANSITION (CARYN7.CYBIL):



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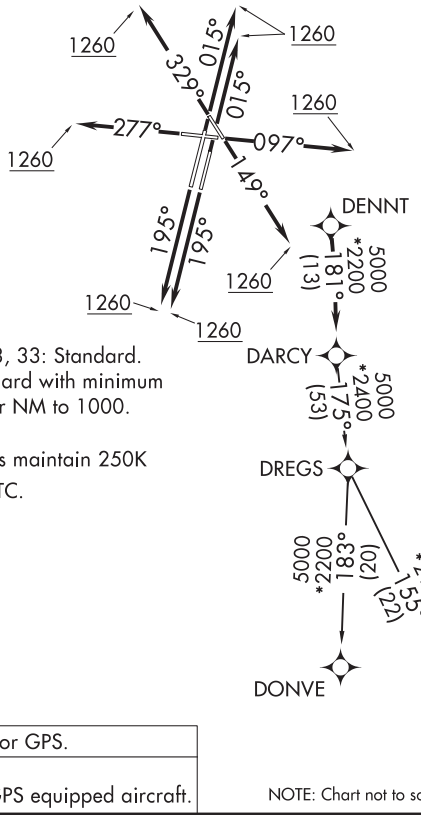
(DARCY7.DARCY) 24305 AL-5104 (FAA)

# DARCY SEVEN DEPARTURE (RNAV)

DUPAGE (DPA)
CHICAGO/WEST CHICAGO, ILLINOIS

CHICAGO DEP CON
133.5 349.0
ATIS
132.075
GND CON
121.8
DUPAGE TOWER
120.9 257.8

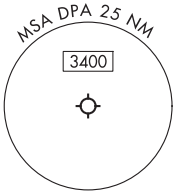
**TOP ALTITUDE: 3000**




TAKEOFF MINIMUMS:

Rwys 2L/R, 10, 20L/R, 28, 33: Standard.
Rwy 15: 300-1⅜ or standard with minimum climb of 205' per NM to 1000.

NOTE: Turbojet departures maintain 250K until advised by ATC.




RNAV 1 - DME/DME/IRU or GPS.

RADAR required.
RADAR required for non-GPS equipped aircraft.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 2L/R: Climb on heading 015° to 1260, then as assigned by ATC, for vectors to DENNT, thence . . . .

TAKEOFF RUNWAY 10: Climb on heading 097° to 1260, then as assigned by ATC, for vectors to DENNT, thence . . . .

TAKEOFF RUNWAY 15: Climb on heading 149° to 1260, then as assigned by ATC, for vectors to DENNT, thence . . . .

TAKEOFF RUNWAYS 20L/R: Climb on heading 195° to 1260, then as assigned by ATC, for vectors to DENNT, thence . . . .

TAKEOFF RUNWAY 28: Climb on heading 277° to 1260, then as assigned by ATC, for vectors to DENNT, thence . . . .

TAKEOFF RUNWAY 33: Climb on heading 329° to 1260, then as assigned by ATC, for vectors to DENNT, thence . . . .

. . . . on track 181° to DARCY, then on (transition), maintain 3000.
Expect filed altitude 10 minutes after departure.

DONVE TRANSITION (DARCY7.DONVE):

SCOTO TRANSITION (DARCY7.SCOTO):



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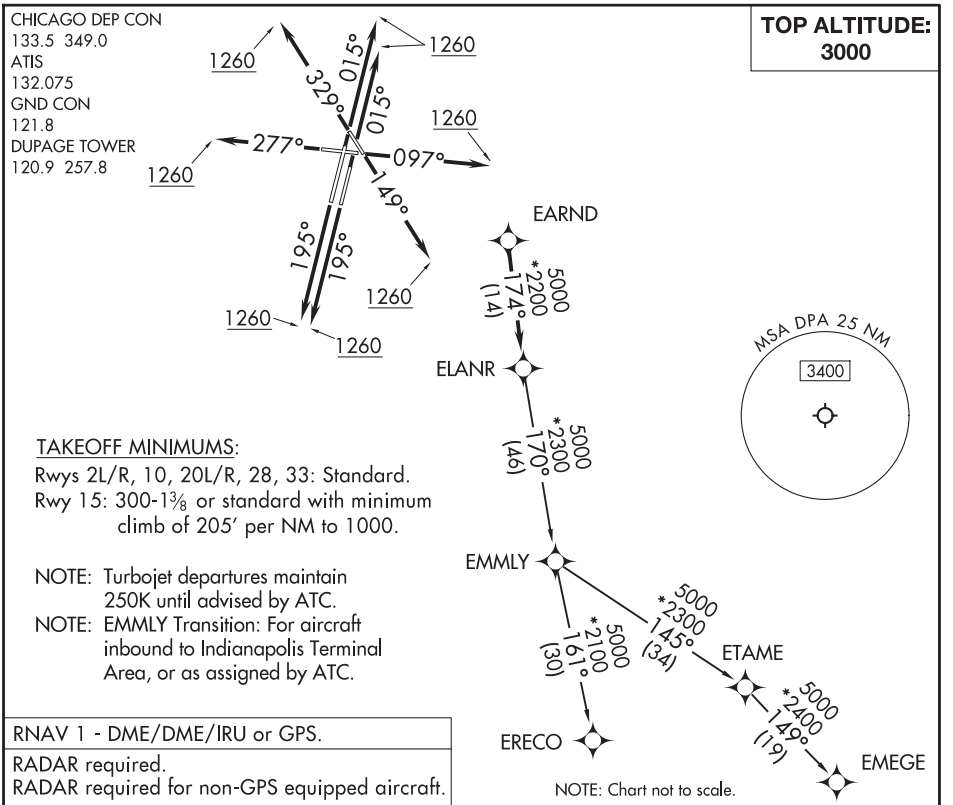
# ELANR EIGHT DEPARTURE (RNAV)




## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 2L/R: Climb on heading 015° to 1260, then as assigned by ATC, for vectors to EARND, thence. . . .
TAKEOFF RUNWAY 10: Climb on heading 097° to 1260, then as assigned by ATC, for vectors to EARND, thence. . . .
TAKEOFF RUNWAY 15: Climb on heading 149° to 1260, then as assigned by ATC, for vectors to EARND, thence. . . .
TAKEOFF RUNWAYS 20L/R: Climb on heading 195° to 1260, then as assigned by ATC, for vectors to EARND, thence. . . .
TAKEOFF RUNWAY 28: Climb on heading 277° to 1260, then as assigned by ATC, for vectors to EARND, thence. . . .
TAKEOFF RUNWAY 33: Climb on heading 329° to 1260, then as assigned by ATC, for vectors to EARND, thence. . . .

. . . .on track 174° to ELANR, then on (transition), maintain 3000.
Expect filed altitude 10 minutes after departure.

EMEGE TRANSITION (ELANR8.EMEGE):
EMMLY TRANSITION (ELANR8.EMMLY):
ERECO TRANSITION (ELANR8.ERECO):



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(OBENE3.OBENE) 18312

# OBENE THREE DEPARTURE (RNAV) AL-5104 (FAA)

DUPAGE (DPA)
CHICAGO/WEST CHICAGO, ILLINOIS




# OBENE THREE DEPARTURE (RNAV)

(OBENE3.OBENE) 08NOV18

CHICAGO/WEST CHICAGO, ILLINOIS
DUPAGE (DPA)



EC-3, 07 AUG 2025 to 02 OCT 2025

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 2L/R: Climb heading 015° to 1260, then continue climb on 015° heading or as assigned by ATC, for vectors to OREOS. Thence . . . .
TAKEOFF RUNWAY 10: Climb heading 097° to 1260, then continue climb on 097° heading or as assigned by ATC, for vectors to OREOS. Thence . . . .
TAKEOFF RUNWAY 15: Climb heading 149° to 1260, then continue climb on 149° heading or as assigned by ATC, for vectors to OREOS. Thence . . . .
TAKEOFF RUNWAYS 20L/R: Climb heading 195° to 1260, then continue climb on 195° heading or as assigned by ATC, for vectors to OREOS. Thence . . . .
TAKEOFF RUNWAY 28: Climb heading 277° to 1260, then continue climb on 277° heading or as assigned by ATC, for vectors to OREOS. Thence . . . .
TAKEOFF RUNWAY 33: Climb heading 329° to 1260, then continue climb on 329° heading or as assigned by ATC, for vectors to OREOS. Thence . . . .

. . . . on depicted route to OBENE, maintain 3000. Expect filed altitude 10 minutes after departure.

ELYNA TRANSITION (OBENE3.ELYNA)
IANNA TRANSITION (OBENE3.IANNA)
JORDY TRANSITION (OBENE3.JORDY)
MNOSO TRANSITION (OBENE3.MNOSO): For Minneapolis terminal area arrivals or assigned by ATC.
NITWT TRANSITION (OBENE3.NITWT)
OGALE TRANSITION (OBENE3.OGALE)
ROTTN TRANSITION (OBENE3.ROTTN)
ROEZZ TRANSITION (OBENE3.ROEZZ)
SMIDD TRANSITION (OBENE3.SMIDD)


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CLINTONVILLE, WISCONSIN

AL-5280 (FAA)

24025

# RNAV (GPS) RWY 4

## CLINTONVILLE MUNI (CLI)

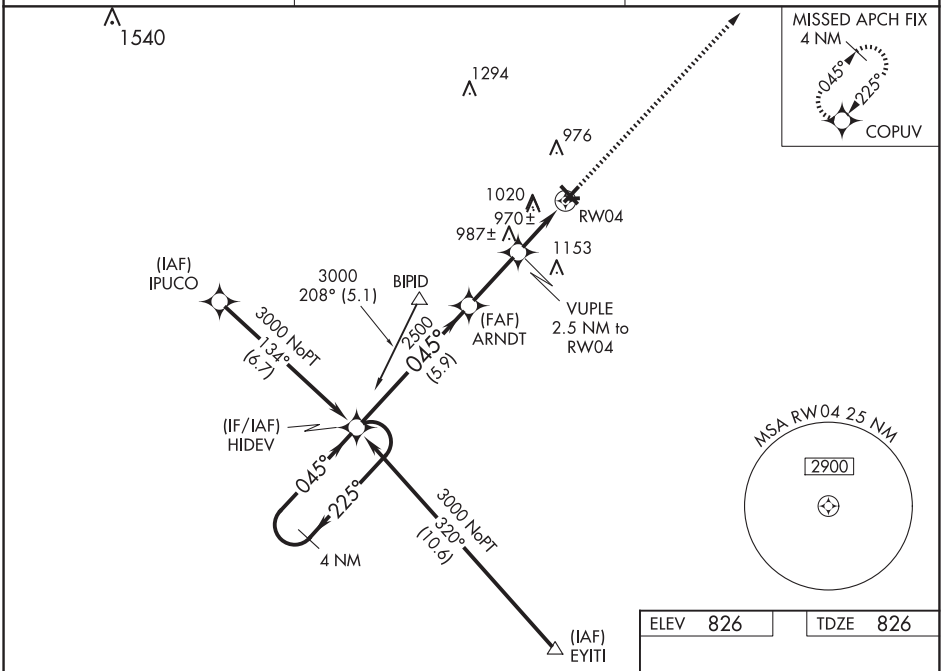
| WAAS | APP CRS | Rwy Idg | 3812 |
|---|---|---|---|
| CH 86516 | 045° | TDZE | 826 |
| W04A | | Apt Elev | 826 |

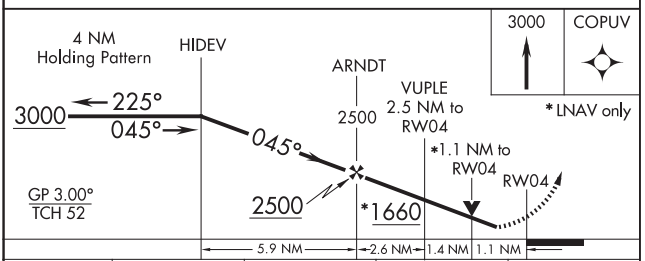
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Rwy 4 helicopter visibility reduction below ¾ SM NA. Circling Rwy 14 NA at night. Circling NA to Rwys 9 and 27.

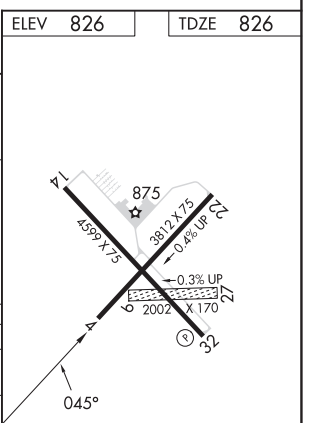
MISSED APPROACH: Climb to 3000 direct COPUV and hold.

| AWOS-3 | GREEN BAY APP CON ★ | UNICOM |
|---|---|---|
| 120.675 | 126.3 338.2 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1076-1 | 250 (300-1) | NA | |
| LNAV/VNAV DA | 1229-1⅜ | 403 (500-1⅜) | NA | |
| LNAV MDA | 1220-1 | 394 (400-1) | NA | |
| C CIRCLING | 1340-1 | 514 (600-1) | NA | |




REIL Rwy 32 L

MIRL Rwys 4-22 and 14-32 L



EC-3, 07 AUG 2025 to 02 OCT 2025

EC-3, 07 AUG 2025 to 02 OCT 2025

| WAAS | APP CRS | Rwy Idg | 4599 |
|---|---|---|---|
| CH 42816 | 139° | TDZE | 822 |
| W14A | | Apt Elev | 826 |

# RNAV (GPS) RWY 14

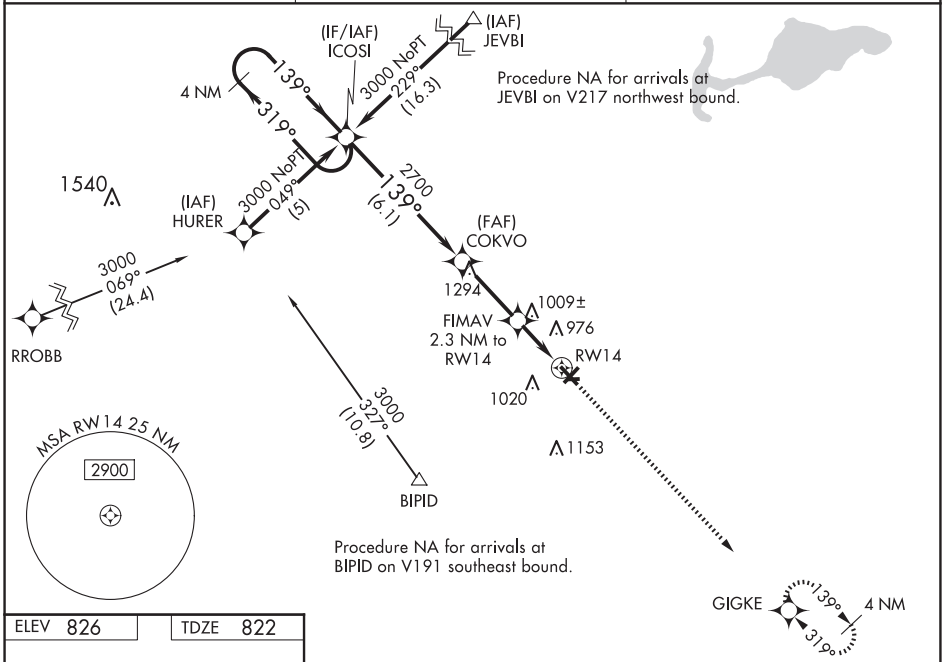
## CLINTONVILLE MUNI (CLI)

RNP APCH.

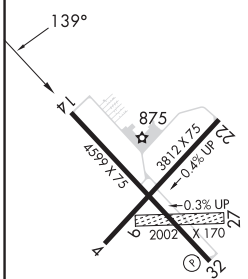
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Circling NA to Rwys 9 and 27. Straight-in Rwy 14 NA at night, Circling Rwy 14 NA at night. Rwy 14 helicopter visibility below 1 SM NA.

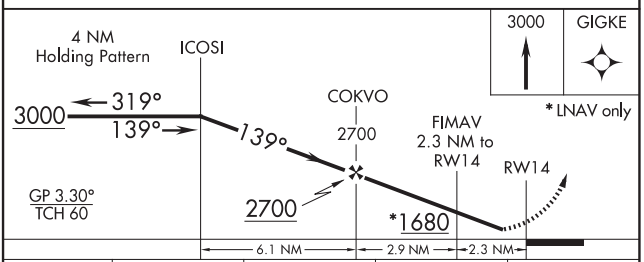
MISSED APPROACH: Climb to 3000 direct GIGKE and hold.

| AWOS-3 | GREEN BAY APP CON ★ | UNICOM |
|---|---|---|
| 120.675 | 126.3 338.2 | 122.8 (CTAF) L |




| ELEV 826 | TDZE 822 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1101-1 279 (300-1) | | NA | |
| LNAV/VNAV DA | 1329-1½ 507 (600-1½) | | NA | |
| LNAV MDA | 1260-1 438 (500-1) | | NA | |
| C CIRCLING | 1340-1 514 (600-1) | | NA | |

REIL Rwy 32 L
MIRL Rwys 4-22 and 14-32 L



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

CLINTONVILLE, WISCONSIN

AL-5280 (FAA)

24025

# RNAV (GPS) RWY 22

CLINTONVILLE MUNI (CLI)

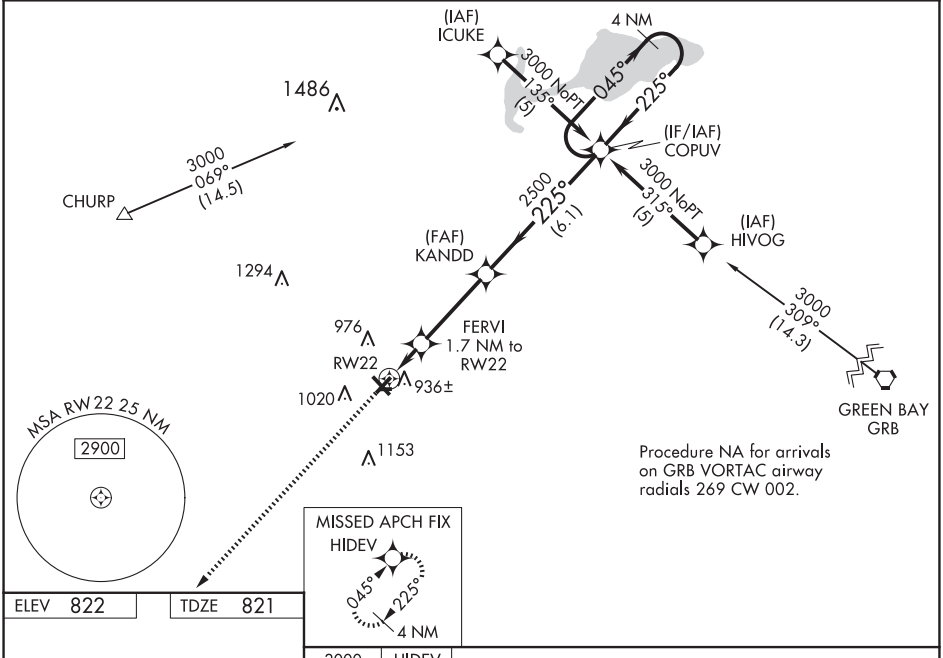
| WAAS | APP CRS | Rwy Idg | 3812 |
|---|---|---|---|
| CH 40316 | 225° | TDZE | 821 |
| W22A | | Apt Elev | 822 |

RNP APCH.

Baro-VNAV NA when using Green Bay altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. When local altimeter setting not received, use Green Bay altimeter setting and increase all DA/MDA 80 feet. Increase LPV visibility ⅜ SM all Cats and LNAV/VNAV visibility ¼ SM all Cats. Circling NA to Rwys 9 and 27. Circling Rwy 14 NA at night. Rwy 22 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 direct HIDEV and hold.

| AWOS-3 | GREEN BAY APP CON ★ | UNICOM |
|---|---|---|
| 120.675 | 126.3 338.2 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1183-1 362 (400-1) | | NA | |
| LNAV/VNAV DA | 1236-1⅛ 415 (500-1⅛) | | NA | |
| LNAV MDA | 1220-1 399 (400-1) | | NA | |
| CIRCLING | 1340-1 518 (600-1) | | NA | |

REIL Rwy 32 L
MIRL Rwys 4-22 and 14-32 L

EC-3, 07 AUG 2025 to 02 OCT 2025

EC-3, 07 AUG 2025 to 02 OCT 2025

WAAS CH **42740** **W32A** | APP CRS **319°** | Rwy Idg **4599** TDZE **821** Apt Elev **826**

# RNAV (GPS) RWY 32

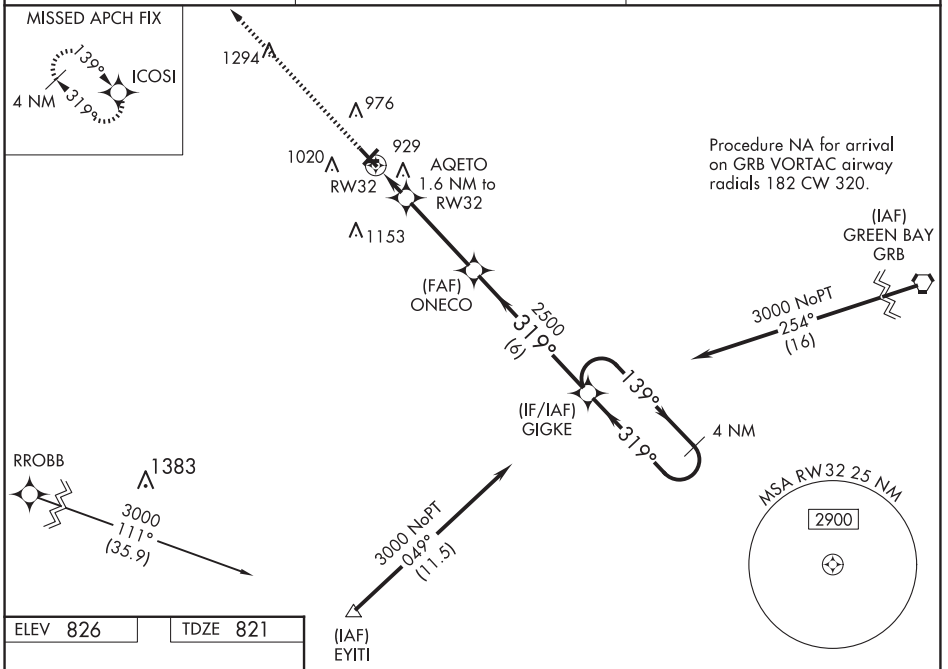
## CLINTONVILLE MUNI (CLI)

RNP APCH.

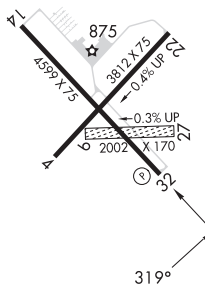
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Rwy 32 helicopter visibility reduction below ¾ SM NA. Circling Rwy 14 NA at night. Circling NA to Rwys 9 and 27.

MISSED APPROACH: Climb to 3000 direct ICOSI and hold.

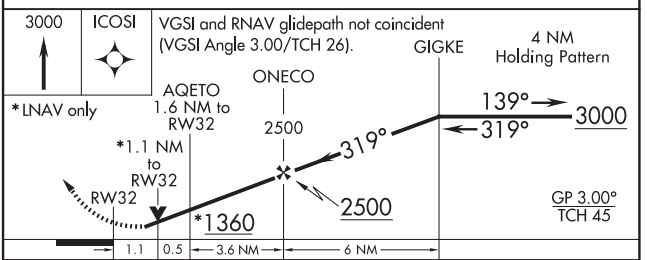
| AWOS-3 | GREEN BAY APP CON ★ | UNICOM |
|---|---|---|
| **120.675** | **126.3 338.2** | **122.8** (CTAF) L |




ELEV 826 | TDZE 821




REIL Rwy 32 L
MIRL Rwys 4-22 and 14-32 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1071-⅞ 250 (300-⅞) | | NA | |
| LNAV/VNAV DA | 1209-1⅛ 388 (400-1⅛) | | NA | |
| LNAV MDA | 1180-1 359 (400-1) | | NA | |
| C CIRCLING | 1340-1 514 (600-1) | | NA | |



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# RNAV (GPS) RWY 12

## CRANDON/STEVE CONWAY MUNI (Y55)

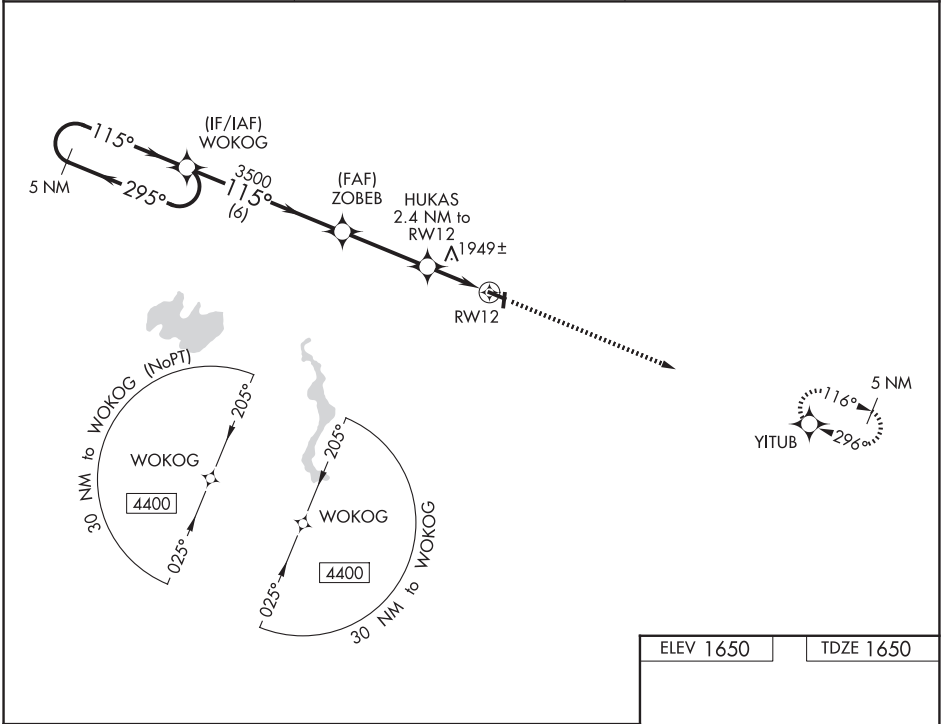
| WAAS | APP CRS | Rwy Ldg | 3550 |
|---|---|---|---|
| CH 58036 | 115° | TDZE | 1650 |
| W12A | | Apt Elev | 1650 |

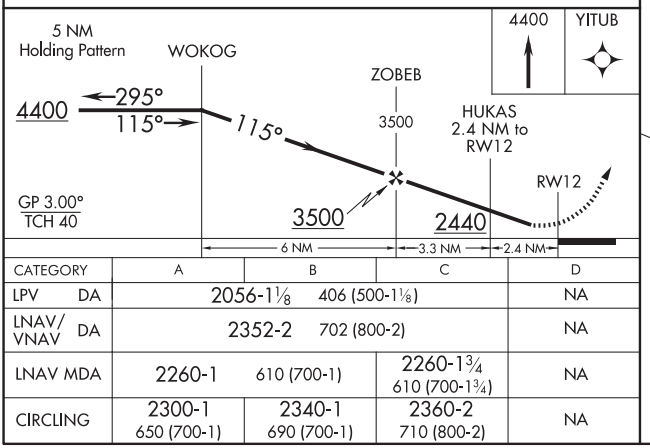
RNP APCH - GPS.

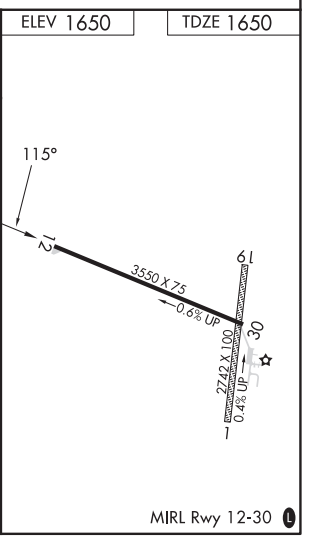
Baro-VNAV NA. Use Rhinelander altimeter setting, when not received, use Eagle River altimeter setting and increase LPV DA to 2063 feet; increase LNAV/VNAV DA to 2359 feet; increase all MDAs 20 feet. Rwy 12 helicopter visibility reduction below ¾ SM NA. Circling to Rwys 1, 19 NA.

MISSED APPROACH: Climb to 4400 direct YITUB and hold.

| RHI ASOS | MINNEAPOLIS CENTER | CTAF |
|---|---|---|
| 126.825 | 133.65 281.5 | 122.9 (L) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 2056-1⅛ | 406 (500-1⅛) | | NA |
| LNAV/VNAV DA | 2352-2 | 702 (800-2) | | NA |
| LNAV MDA | 2260-1 | 610 (700-1) | 2260-1¾ 610 (700-1¾) | NA |
| CIRCLING | 2300-1 650 (700-1) | 2340-1 690 (700-1) | 2360-2 710 (800-2) | NA |

MIRL Rwy 12-30 (L)



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| WAAS | APP CRS | Rwy Ldg | 3550 |
|---|---|---|---|
| CH 62936 | 296° | TDZE | 1647 |
| W30A | | Apt Elev | 1650 |

# RNAV (GPS) RWY 30

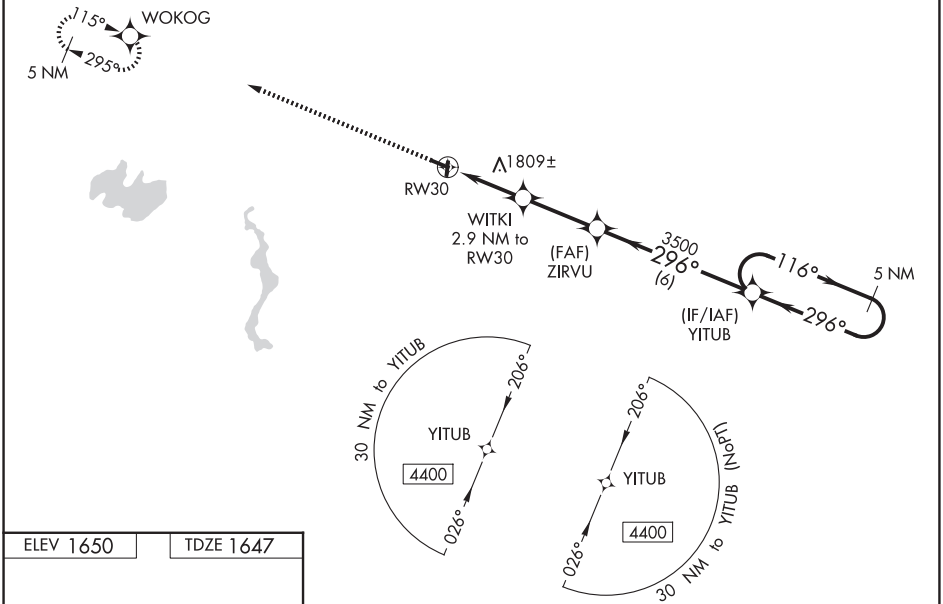
## CRANDON/STEVE CONWAY MUNI (Y55)

RNP APCH - GPS.

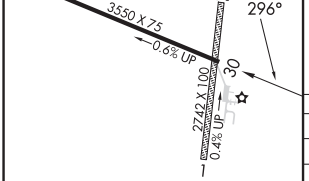
Baro-VNAV NA. Rwy 30 helicopter visibility reduction below ¾ SM NA. Use Rhinelander altimeter setting, when not received, use Eagle River altimeter setting and increase LPV DA to 1965 feet; increase LNAV/VNAV DA to 2012 feet; increase all MDAs 20 feet. Circling to Rwys 1, 19 NA.

MISSED APPROACH: Climb to 4400 direct WOKOG and hold.

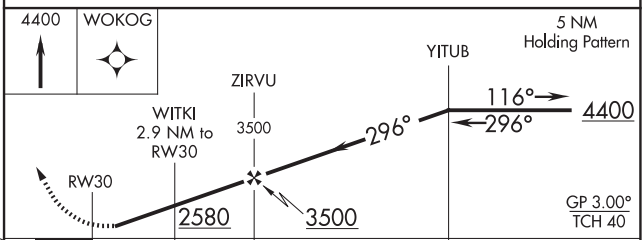
| RHI ASOS | MINNEAPOLIS CENTER | CTAF |
|---|---|---|
| 126.825 | 133.65 281.5 | 122.9 (L) |




ELEV 1650 TDZE 1647




MIRL Rwy 12-30 (L)




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1958-1 311 (400-1) | | | NA |
| LNAV/VNAV DA | 2005-1 358 (400-1) | | | NA |
| LNAV MDA | 2120-1 473 (500-1) | | 2120-1⅜ 473 (500-1⅜) | NA |
| CIRCLING | 2300-1 650 (700-1) | 2340-1 690 (700-1) | 2360-2 710 (800-2) | NA |



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CUMBERLAND, WISCONSIN | AL-6874 (FAA) | 24305

# RNAV (GPS) RWY 9

## CUMBERLAND MUNI (UBE)

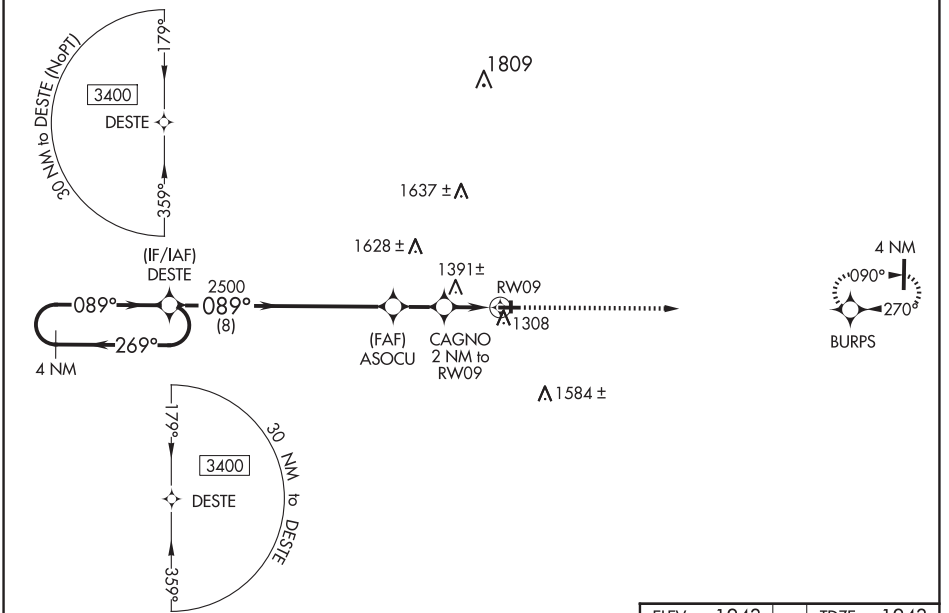
| WAAS | APP CRS | Rwy Idg | 4043 |
|---|---|---|---|
| CH 49138 | 089° | TDZE | 1243 |
| W09A | | Apt Elev | 1243 |

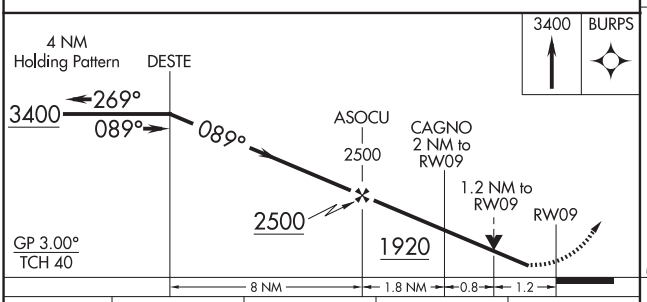
RNP APCH - GPS.

T A Baro-VNAV NA when using Rice Lake altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. Rwy 9 helicopter visibility reduction below ¾ SM NA. VDP NA when using Rice Lake altimeter setting. When local altimeter setting not received, use Rice Lake altimeter setting; increase LPV DA to 1536 feet and LNAV/VNAV DA to 1562 feet and all MDA 60 feet; increase LNAV/VNAV all Cats visibility ⅛ mile and increase LNAV Cat C/D visibility and Circling Cat C/D visibility ¼ mile. Circling Rwy 18, 36 NA at night.

MISSED APPROACH: Climb to 3400 direct BURPS and hold.

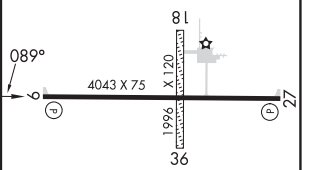
| AWOS-3PT | MINNEAPOLIS CENTER | GCO | UNICOM |
|---|---|---|---|
| 119.175 | 125.3 335.6 | 121.725 | 122.8 (CTAF) L |










ELEV 1243 | TDZE 1243

| CATEGORY | A | B | 1.9 NM C | D |
|---|---|---|---|---|
| LPV DA | 1493-1 250 (300-1) | | | |
| LNAV/VNAV DA | 1519-1 276 (300-1) | | | |
| LNAV MDA | 1660-1 417 (500-1) | | 1660-1⅛ 417 (500-1⅛) | |
| C CIRCLING | 1660-1 417 (500-1) | 1940-1 697 (700-1) | 1940-2 697 (700-2) | 1980-2¼ 737 (800-2¼) |

REIL Rwys 9 and 27 L
MIRL Rwy 9-27 L



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| WAAS | APP CRS | | |
|---|---|---|---|
| CH **93838** | **270°** | Rwy Idg | **4043** |
| **W27A** | | TDZE | **1240** |
| | | Apt Elev | **1243** |

# RNAV (GPS) RWY 27

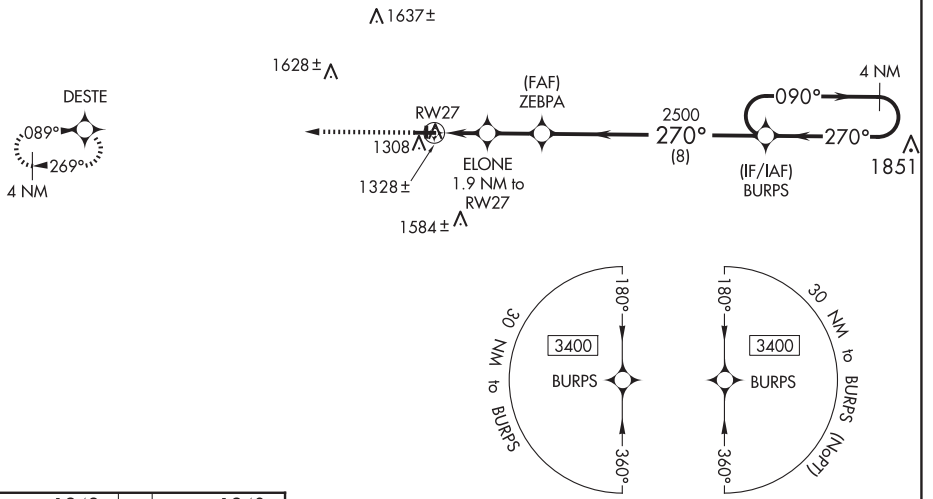
## CUMBERLAND MUNI (UBE)

RNP APCH - GPS.

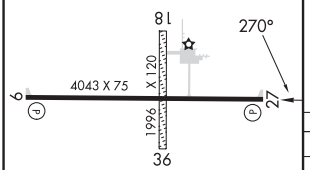
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. Baro-VNAV and VDP NA when using Rice Lake altimeter setting. Rwy 27 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Rice Lake altimeter setting; increase LPV DA to 1533 feet and LNAV/VNAV DA to 1549 feet and all MDA 60 feet; increase LPV all Cats visibility and LNAV Cat C/D visibility ⅛ mile; increase Circling Cat D visibility ¼ mile. Circling Rwy 18, 36 NA at night.

MISSED APPROACH: Climb to 3400 direct DESTE and hold.

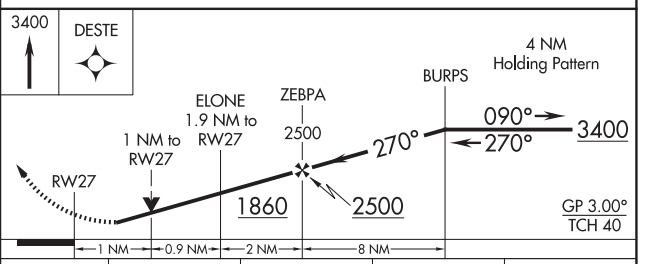
| AWOS-3PT | MINNEAPOLIS CENTER | GCO | UNICOM |
|---|---|---|---|
| **119.175** | **125.3 335.6** | **121.725** | **122.8** (CTAF) L |




ELEV 1243 TDZE 1240




REIL Rwys 9 and 27 L
MIRL Rwy 9-27 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1490-1 | 250 (300-1) | | |
| LNAV/VNAV DA | 1506-1 | 266 (300-1) | | |
| LNAV MDA | 1580-1 | 340 (400-1) | | |
| C CIRCLING | 1640-1<br>397 (400-1) | 1940-1<br>697 (700-1) | 1940-2<br>697 (700-2) | 1980-2 ¼<br>737 (800-2 ¼) |



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DANVILLE, ILLINOIS

AL-5117 (FAA)

23334

# ILS or LOC RWY 21

VERMILION RGNL (DNV)

| LOC I-DNV | APP CRS | Rwy Idg | 6006 |
|---|---|---|---|
| 108.5 | 209° | TDZE | 697 |
| | | Apt Elev | 697 |

ADF required.

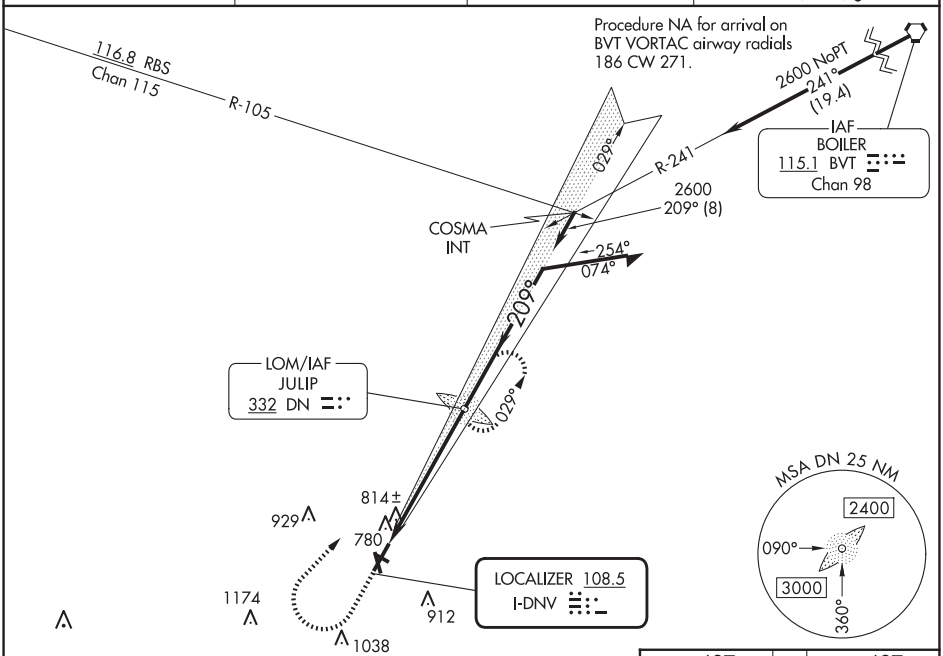
NA

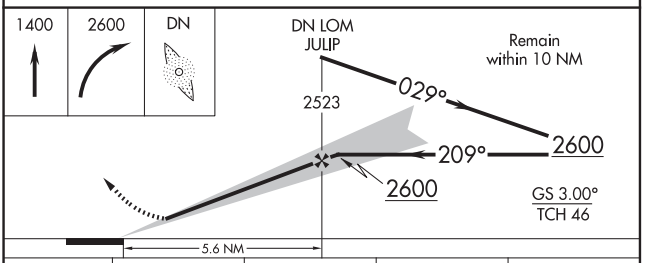
Circling NA to Rwys 12 and 30.

MALSR

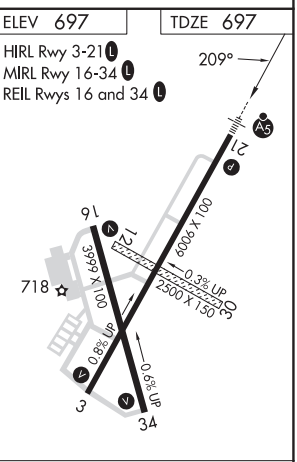
MISSED APPROACH: Climb to 1400 then climbing right turn to 2600 direct JULIP LOM and hold, continue climb-in-hold to 2600.

| AWOS-3 | CHAMPAIGN APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.275 | 121.35 285.65 | 121.7 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 21 | 897-½ 200 (200-½) | | | |
| S-LOC 21 | 1080-½ 383 (400-½) | | 1080-⅝ 383 (400-⅝) | |
| CIRCLING | 1160-1 463 (500-1) | | 1240-1½ 543 (600-1½) | 1340-2 643 (700-2) |




| FAF to MAP 5.6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:36 | 3:44 | 2:48 | 2:14 | 1:52 |

DANVILLE, ILLINOIS
Amdt 8 30NOV23

40°12'N-87°36'W

VERMILION RGNL (DNV)

ILS or LOC RWY 21

EC-3, 07 AUG 2025 to 02 OCT 2025

EC-3, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 3

VERMILION RGNL (DNV)

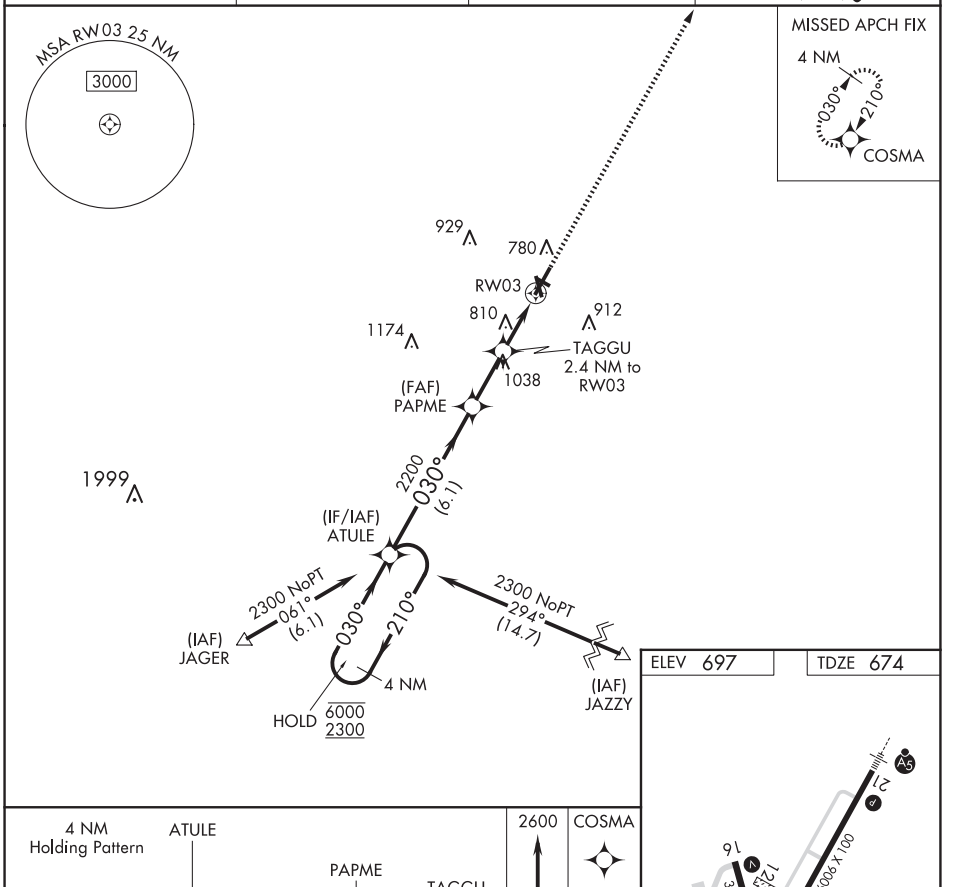
| APP CRS | Rwy Idg | 6006 |
|---|---|---|
| 030° | TDZE | 674 |
| | Apt Elev | 697 |

RNP APCH - GPS.

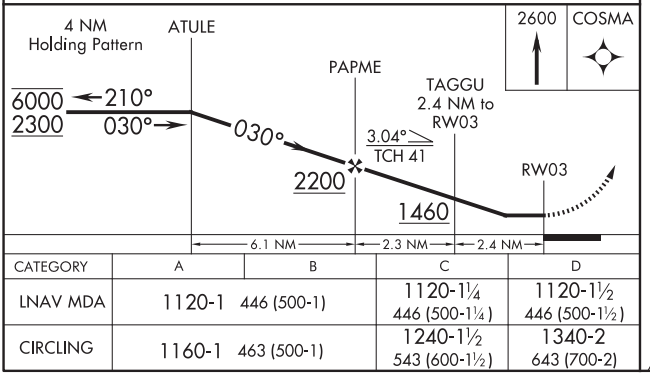
Circling NA to Rwys 12 and 30.
Rwy 3 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2600 direct COSMA and hold.

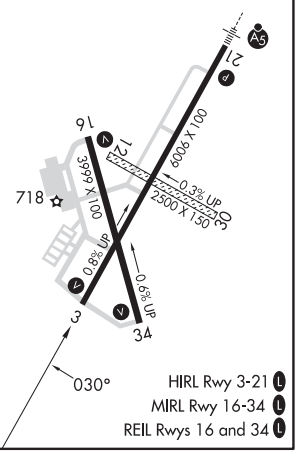
| AWOS-3 | CHAMPAIGN APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.275 | 121.35 285.65 | 121.7 | 122.7 (CTAF) L |




ELEV 697 TDZE 674




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1120-1 446 (500-1) | | 1120-1¼ 446 (500-1¼) | 1120-1½ 446 (500-1½) |
| CIRCLING | 1160-1 463 (500-1) | | 1240-1½ 543 (600-1½) | 1340-2 643 (700-2) |



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DANVILLE, ILLINOIS

AL-5117 (FAA)

23334

# RNAV (GPS) RWY 21

VERMILION RGNL (DNV)

| WAAS | APP CRS | Rwy Idg | 6006 |
|---|---|---|---|
| CH 58004 | 210° | TDZE | 697 |
| W21A | | Apt Elev | 697 |

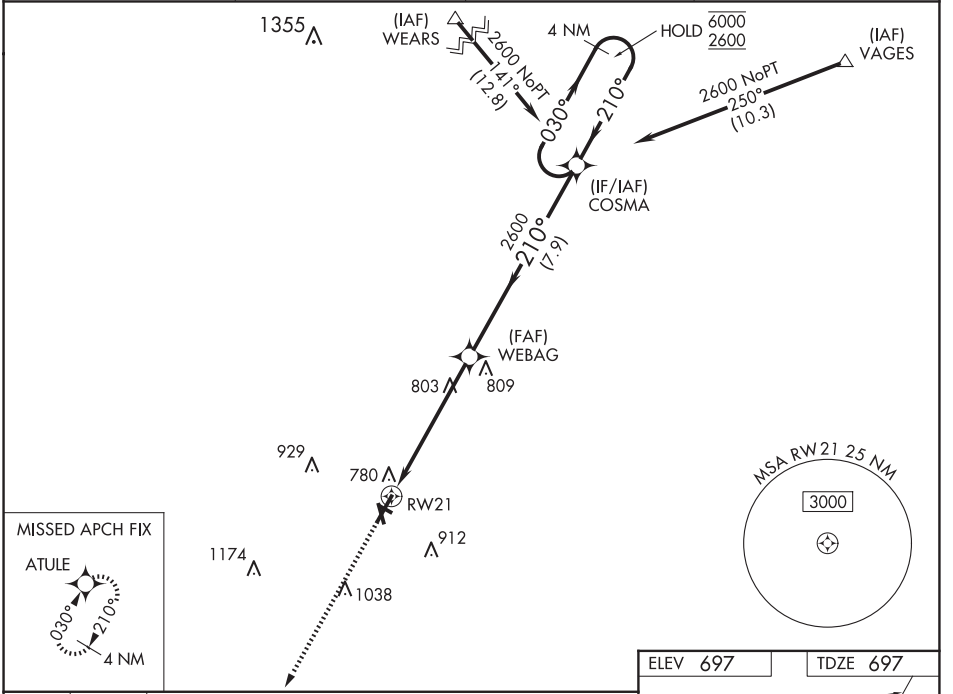
RNP APCH - GPS.

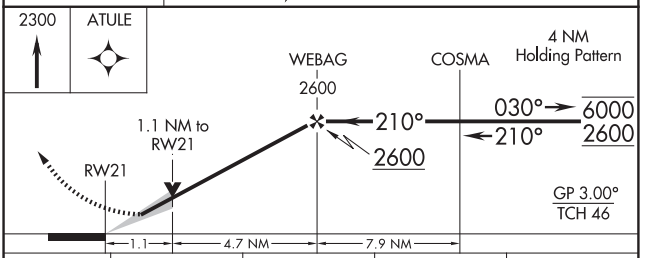
Circling NA to Rwys 12 and 30. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. For inop ALS, increase LPV all Cats visibility to 1 SM and LNAV Cat D visibility to 1¼ SM.

MALSR

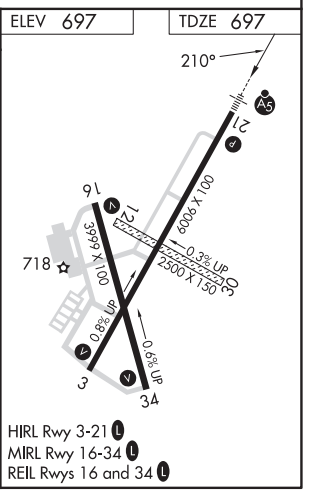
MISSED APPROACH: Climb to 2300 direct ATULE and hold.

| AWOS-3 | CHAMPAIGN APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.275 | 121.35 285.65 | 121.7 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 990-½ 293 (300-½) | | | |
| LNAV/VNAV DA | 1069-¾ 372 (400-¾) | | | |
| LNAV MDA | 1080-½ 383 (400-½) | | | 1080-1 383 (400-1) |
| CIRCLING | 1160-1 463 (500-1) | | 1240-1½ 543 (600-1½) | 1340-2 643 (700-2) |




DANVILLE, ILLINOIS
Orig-C 30NOV23

40°12'N-87°36'W

VERMILION RGNL (DNV)

RNAV (GPS) RWY 21

EC-3, 07 AUG 2025 to 02 OCT 2025

EC-3, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 34

VERMILION RGNL (DNV)

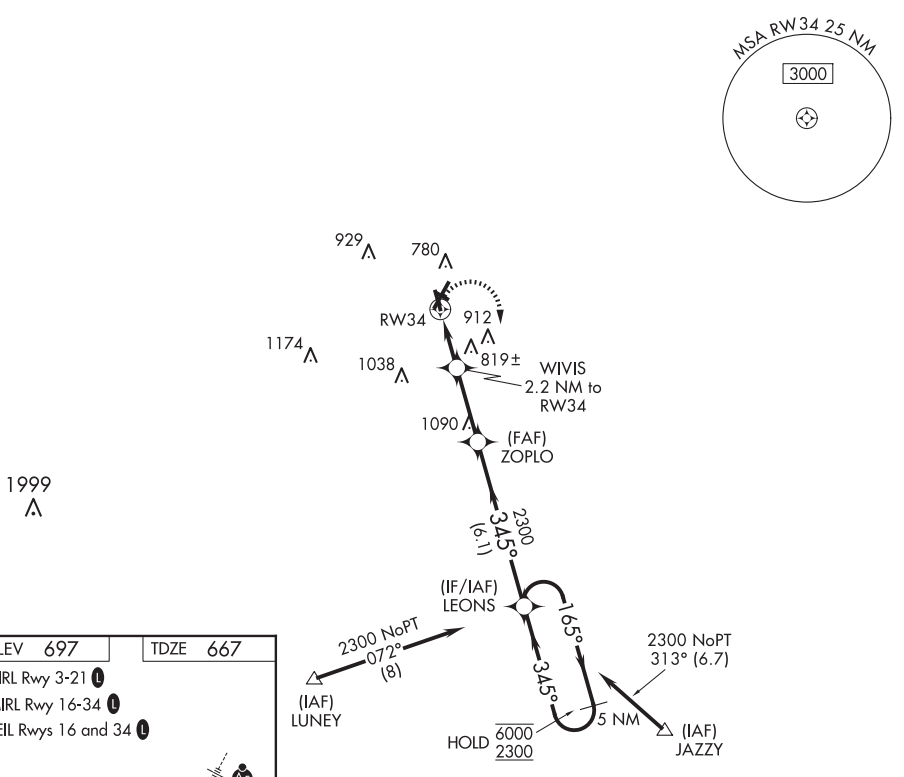
| APP CRS | Rwy Idg | 3999 |
|---|---|---|
| 345° | TDZE | 667 |
| | Apt Elev | 697 |

RNP APCH - GPS.

Circling NA to Rwys 12 and 30.
Rwy 34 helicopter visibility reduction below ¾ SM NA.

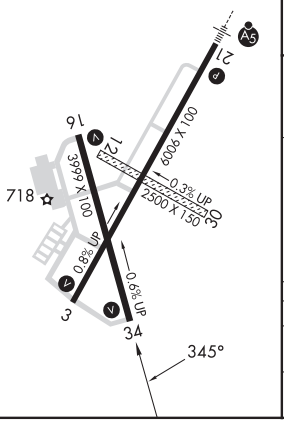
MISSED APPROACH: Climbing right turn to 2300 direct LEONS and hold.

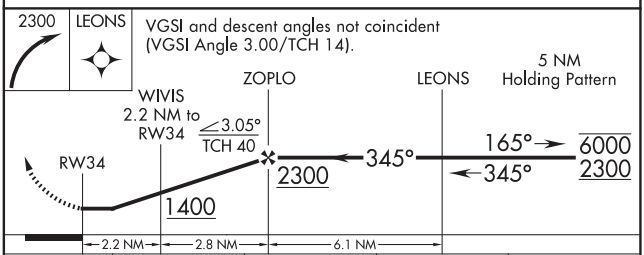
| AWOS-3 | CHAMPAIGN APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.275 | 121.35 285.65 | 121.7 | 122.7 (CTAF) L |




ELEV 697 TDZE 667

HIRL Rwy 3-21 L
MIRL Rwy 16-34 L
REIL Rwys 16 and 34 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1080-1 413 (400-1) | | 1080-1¼ 413 (400-1¼) | |
| CIRCLING | 1160-1 463 (500-1) | | 1240-1½ 543 (600-1½) | 1340-2 643 (700-2) |



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

DE KALB, ILLINOIS | AL-6050 (FAA) | 25163

| LOC/DME I-DJK | APP CRS | Rwy Ldg | 7026 |
|---|---|---|---|
| 109.95 | 022° | TDZE | 913 |
| Chan 36 (Y) | | Apt Elev | 913 |

# ILS or LOC RWY 2

## DE KALB TAYLOR MUNI (DKB)

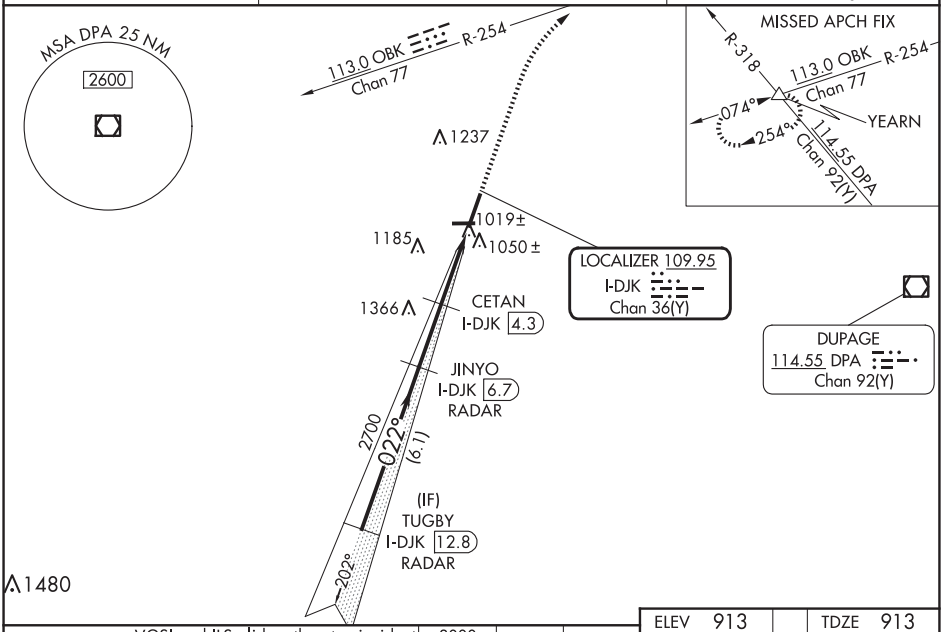
RADAR required for procedure entry. DME or RADAR required.

VDP NA with Aurora altimeter setting. When local altimeter setting not received, use Aurora altimeter setting and increase DA to 1174 feet and all MDA 80 feet; CETAN fix minimums increase Circling Cat C and D visibility ¼ SM. For inop ALS, increase S-ILS 2 all Cats visibility to ⅞ SM. CETAN fix minimums: For inop ALS, increase S-LOC 2 Cat C and D visibility to 1 SM.

MALSR

MISSED APPROACH: Climb to 3000 on heading 022° and OBK VOR/DME R-254 to YEARN INT and hold.

| AWOS-3 | CHICAGO APP CON | UNICOM |
|---|---|---|
| 119.075 | 133.5 349.0 | 122.7 (CTAF) L |

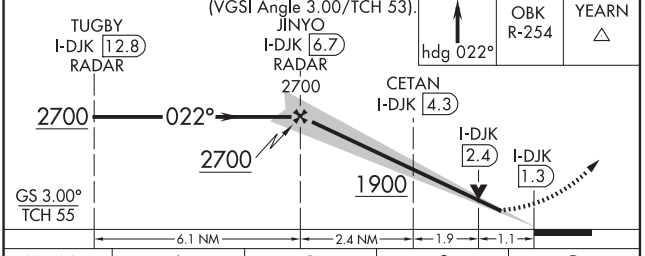



VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 53).

3000 hdg 022°

OBK R-254

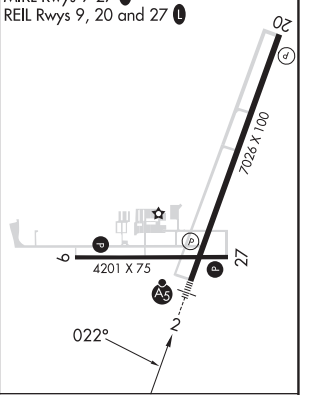
YEARN




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 2 | | 1113-½ 200 (200-½) | | |
| S-LOC 2 | 1900-¾ 987 (1000-¾) | 1900-1 987 (1000-1) | 1900-2½ 987 (1000-2½) | |
| CIRCLING | 1900-1¼ 987 (1000-1¼) | 1900-1½ 987 (1000-1½) | 1900-3 987 (1000-3) | |
| CETAN FIX MINIMUMS (DME REQUIRED) | | | | |
| S-LOC 2 | 1280-½ 367 (400-½) | | 1280-⅝ 367 (400-⅝) | |
| CIRCLING | 1360-1 447 (500-1) | 1500-1 587 (600-1) | 1600-2 687 (700-2) | 1740-2¾ 827 (900-2¾) |

ELEV 913 | TDZE 913

MIRL Rwys 2-20
MIRL Rwys 9-27 L
REIL Rwys 9, 20 and 27 L




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-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 2

## DE KALB TAYLOR MUNI (DKB)

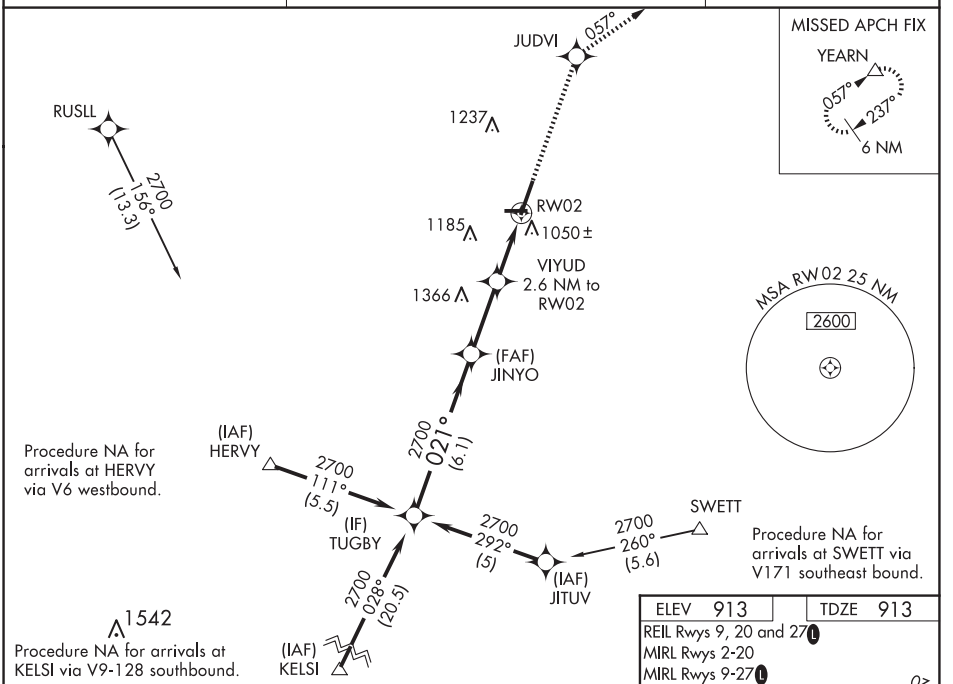
| WAAS | APP CRS | Rwy Idg | 7026 |
|---|---|---|---|
| CH 58109 | 021° | TDZE | 913 |
| W02A | | Apt Elev | 913 |

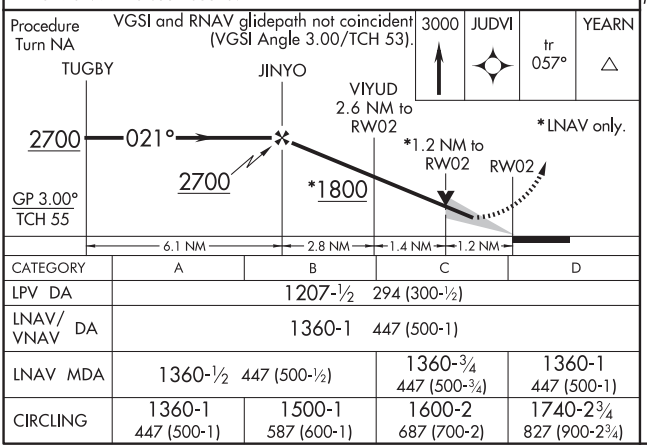
Baro-VNAV NA when using Aurora altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. VDP NA when using Aurora altimeter setting. When local altimeter setting not received, use Aurora altimeter setting and increase all DA 61 feet and all MDA 80 feet; increase all LPV and LNAV/VNAV visibilities, LNAV Cats C/D visibility, and Circling Cats C/D visibility ¼ mile. For inop MALSR, increase LPV all Cats visibility to 1.

MALSR

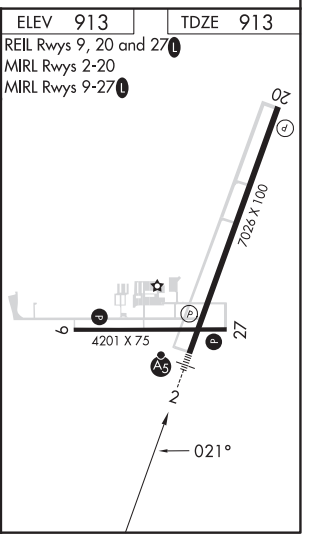
MISSED APPROACH: Climb to 3000 direct JUDVI and via 057° track to YEARN and hold.

| AWOS-3 | CHICAGO APP CON | UNICOM |
|---|---|---|
| 119.075 | 133.5 349.0 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1207-½ 294 (300-½) | | | |
| LNAV/VNAV DA | 1360-1 447 (500-1) | | | |
| LNAV MDA | 1360-½ 447 (500-½) | | 1360-¾ 447 (500-¾) | 1360-1 447 (500-1) |
| CIRCLING | 1360-1 447 (500-1) | 1500-1 587 (600-1) | 1600-2 687 (700-2) | 1740-2¾ 827 (900-2¾) |




DE KALB, ILLINOIS
Orig-B 30DEC21

41°56'N-88°42'W

DE KALB TAYLOR MUNI (DKB)

RNAV (GPS) RWY 2



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

DE KALB, ILLINOIS

AL-6050 (FAA)

24025

# RNAV (GPS) RWY 9

## DE KALB TAYLOR MUNI (DKB)

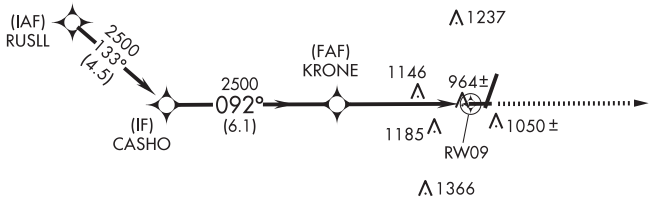
| WAAS | APP CRS | Rwy Idg | 4201 |
|---|---|---|---|
| CH 82208 | 092° | TDZE | 912 |
| W09A | | Apt Elev | 913 |

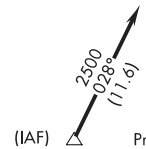
When local altimeter setting not received, use Aurora altimeter setting and increase all DA 61 feet and all MDA 80 feet; increase all LPV and LNAV/VNAV visibilities, LNAV Cats C/D visibility, and Circling Cats C/D visibility ¼ mile. Baro-VNAV NA when using Aurora altimeter setting. VDP NA when using Aurora altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct OPIKE and hold.

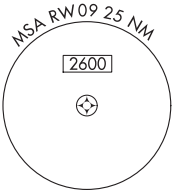
| AWOS-3 | CHICAGO APP CON | UNICOM |
|---|---|---|
| 119.075 | 133.5 349.0 | 122.7 (CTAF) L |

Procedure NA for arrivals at RUSLL via V172 westbound.




Procedure NA for arrivals at SHOOF via V9-128 southbound.



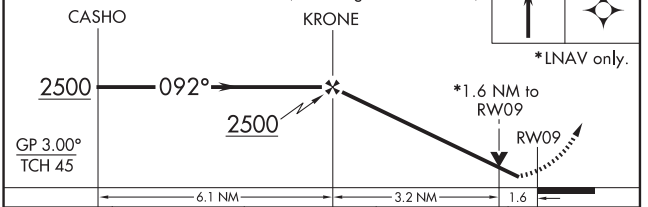

1480

Procedure Turn NA

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 30).

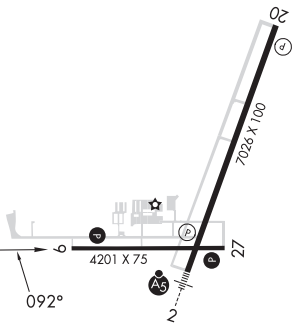
3000 OPIKE

*LNAV only.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1186-1 274 (300-1) | | | |
| LNAV/VNAV DA | 1543-2¼ 631 (700-2¼) | | | |
| LNAV MDA | 1460-1 548 (600-1) | | 1460-1½ 548 (600-1½) | 1460-1¾ 548 (600-1¾) |
| CIRCLING | 1460-1 547 (600-1) | 1500-1 587 (600-1) | 1600-2 687 (700-2) | 1740-2¾ 827 (900-2¾) |

ELEV 913 TDZE 912




REIL Rwys 9, 20 and 27 L

MIRL Rwys 2-20

MIRL Rwys 9-27 L



EC-3, 07 AUG 2025 to 02 OCT 2025

EC-3, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 20

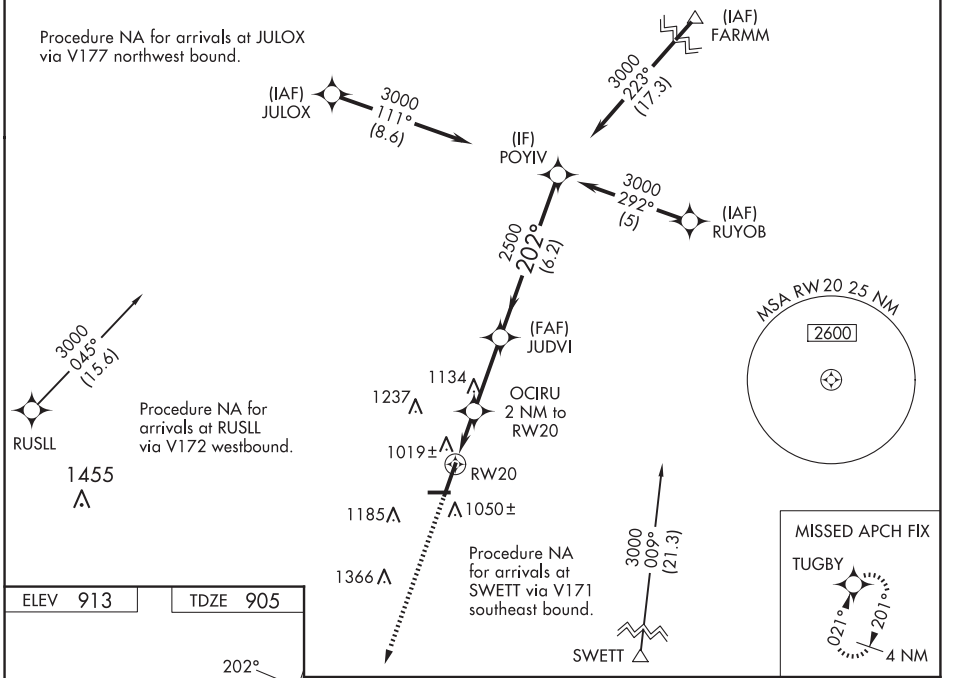
## DE KALB TAYLOR MUNI (DKB)

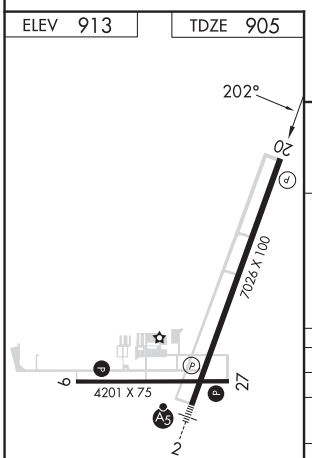
| WAAS | APP CRS | Rwy Idg | 7026 |
|---|---|---|---|
| CH 50409 | 202° | TDZE | 905 |
| W20A | | Apt Elev | 913 |

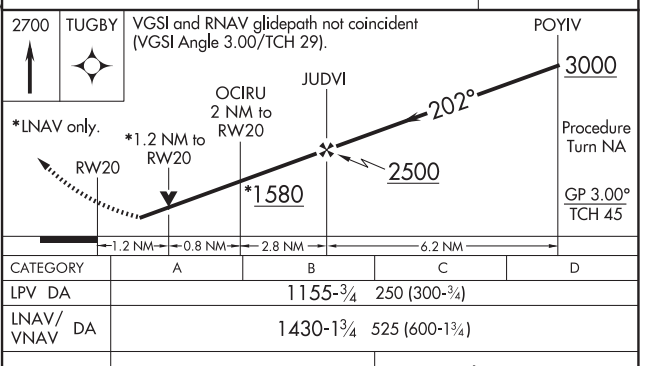
Baro-VNAV NA when using Aurora altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Aurora altimeter setting. When local altimeter setting not received, use Aurora altimeter setting and increase all DA 61 feet and all MDA 80 feet; increase all LPV and LNAV/VNAV visibilities, LNAV Cat D visibility, and Circling Cats C/D visibility ¼ mile.

MISSED APPROACH: Climb to 2700 direct TUGBY and hold.

| AWOS-3 | CHICAGO APP CON | UNICOM |
|---|---|---|
| 119.075 | 133.5 349.0 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1155-¾ 250 (300-¾) | | | |
| LNAV/VNAV DA | 1430-1¾ 525 (600-1¾) | | | |
| LNAV MDA | 1320-1 415 (500-1) | | 1320-1¼ 415 (500-1¼) | |
| CIRCLING | 1360-1 447 (500-1) | 1500-1 587 (600-1) | 1600-2 687 (700-2) | 1740-2¾ 827 (900-2¾) |



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

DE KALB, ILLINOIS | AL-6050 (FAA) | 24025

# RNAV (GPS) RWY 27

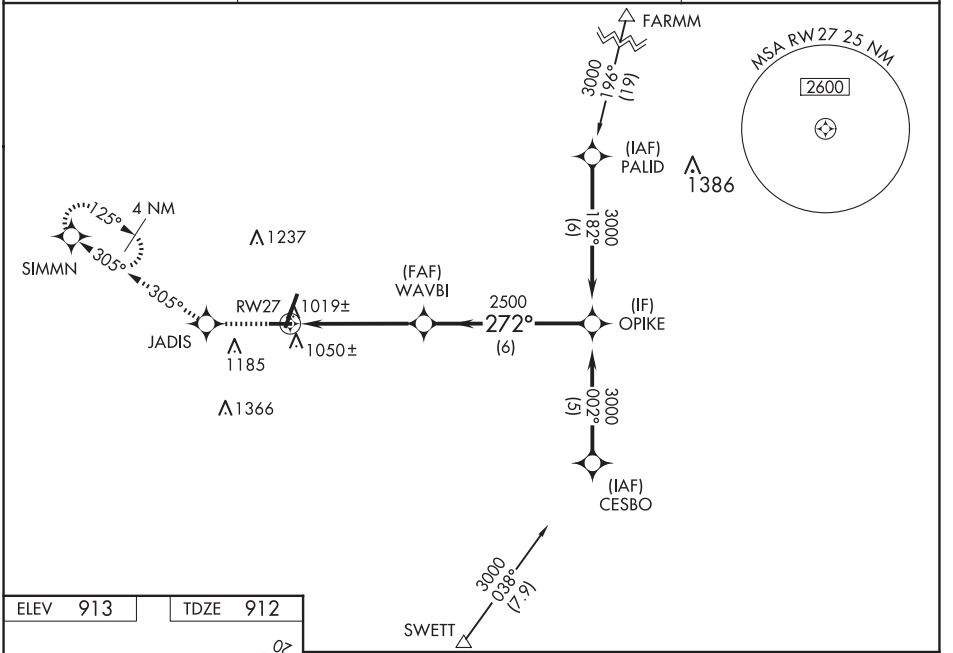
## DE KALB TAYLOR MUNI (DKB)

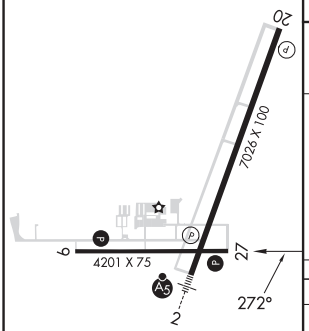
| WAAS | APP CRS | Rwy Idg | 4201 |
|---|---|---|---|
| CH 72709 | 272° | TDZE | 912 |
| W27A | | Apt Elev | 913 |

When local altimeter setting not received, use Aurora altimeter setting and increase all DA 61 feet and all MDA 80 feet; increase all LPV and LNAV/VNAV visibilities, LNAV Cats C/D visibility, and Circling Cats C/D visibility ¼ mile. Baro-VNAV NA when using Aurora altimeter setting. VDP NA when using Aurora altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4°F) or above 47° C (116° F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct JADIS and via 305° track to SIMMN and hold.

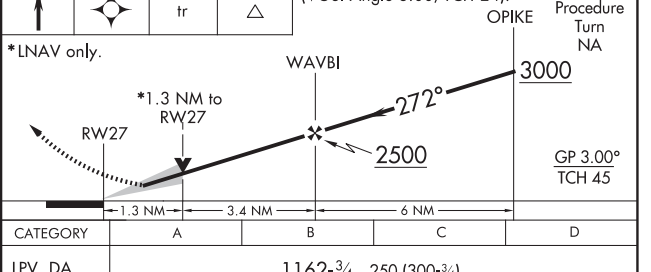
| AWOS-3 | CHICAGO APP CON | UNICOM |
|---|---|---|
| 119.075 | 133.5 349.0 | 122.7 (CTAF) L |




| 3000 | JADIS | 305° tr | SIMMN |
|---|---|---|---|

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 24).




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1162-¾ 250 (300-¾) | | | |
| LNAV/VNAV DA | 1317-1½ 405 (500-1½) | | | |
| LNAV MDA | 1360-1 448 (500-1) | | 1360-1¼ 448 (500-1¼) | 1360-1½ 448 (500-1½) |
| CIRCLING | 1360-1 447 (500-1) | 1500-1 587 (600-1) | 1600-2 687 (700-2) | 1740-2¾ 827 (900-2¾) |

REIL Rwys 9, 20 and 27 L
MIRL Rwys 2-20
MIRL Rwys 9-27 L

DE KALB, ILLINOIS
Amdt 1A 30DEC21

41°56'N-88°42'W

DE KALB TAYLOR MUNI (DKB)

RNAV (GPS) RWY 27

EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

# ILS or LOC RWY 6

DECATUR (DEC)

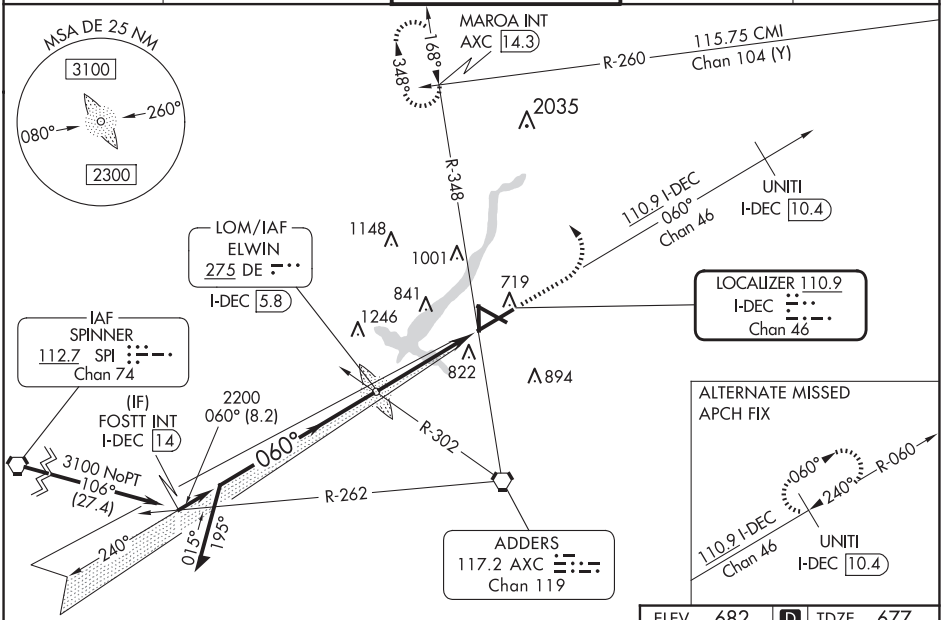
| LOC/DME I-DEC | APP CRS | Rwy Idg | 8496 |
|---|---|---|---|
| 110.9 | 060° | TDZE | 677 |
| Chan 46 | | Apt Elev | 682 |

T A When local altimeter setting not received, use Lincoln altimeter setting and increase S-ILS 6 DA to 957 feet; increase all MDAs 80 feet and S-LOC 6 visibility Cat C/D to RVR 6000 and Circling visibility Cat C/D ¼ SM. For inop ALS, increase S-LOC 6 Cat C/D visibility to 1⅜ SM. For inop ALS when using Lincoln altimeter, increase S-ILS all Cats visibility to RVR 4500. VDP NA when using Lincoln altimeter setting. *RVR 1800 authorized with use of FD or AP or HUD to DA (NA when using Lincoln altimeter setting).

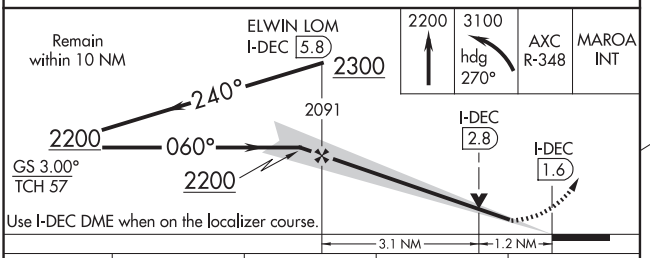
MALSR A5

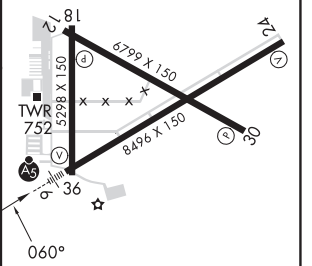
MISSED APPROACH: Climb to 2200 then climbing left turn to 3100 on heading 270° and AXC VORTAC R-348 to MAROA INT/ AXC 14.3 DME and hold.

| ATIS | CHAMPAIGN APP CON* | DECATUR TOWER* | GND CON | UNICOM |
|---|---|---|---|---|
| 126.35 | 132.85 290.225 | 118.9 (CTAF) L 291.775 | 121.75 291.775 | 122.95 |




Procedure NA for arrival on SPI VORTAC airway radials 062 CW 153.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 6* | 877/24 200 (200-½) | | | |
| S-LOC 6 | 1140/24 463 (500-½) | | 1140/50 463 (500-1) | |
| C CIRCLING | 1140-1 458 (500-1) | 1240-1 558 (600-1) | 1360-2 678 (700-2) | 1360-2¼ 678 (700-2¼) |

HIRL Rwy 6-24 L
MIRL Rwys 12-30 and 18-36 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 |



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 6
## DECATUR (DEC)

| WAAS | APP CRS | Rwy Idg | 8496 |
|---|---|---|---|
| CH 86207 | 060° | TDZE | 677 |
| W06A | | Apt Elev | 682 |

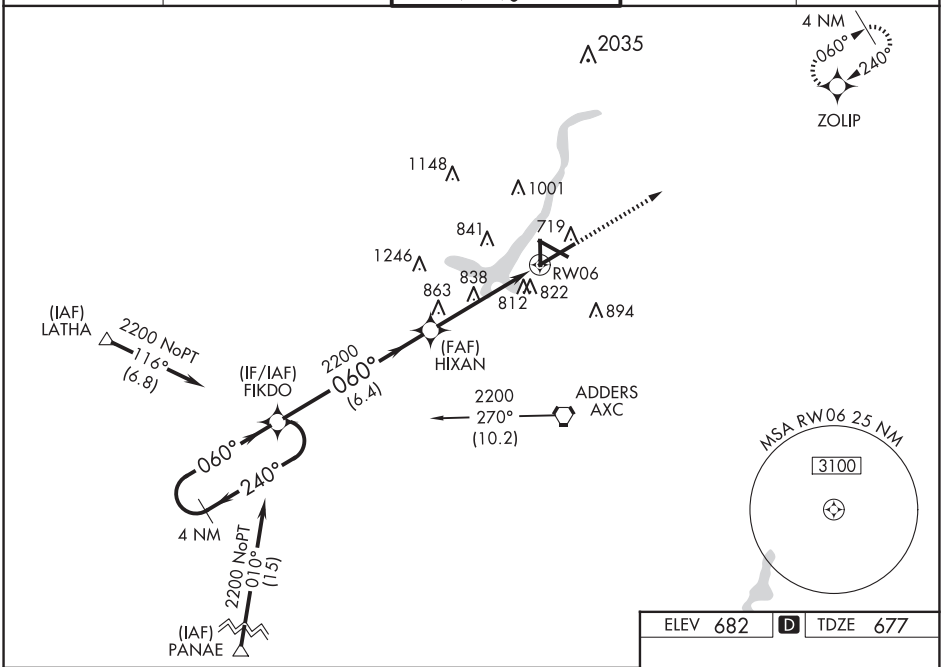
RNP APCH - GPS.

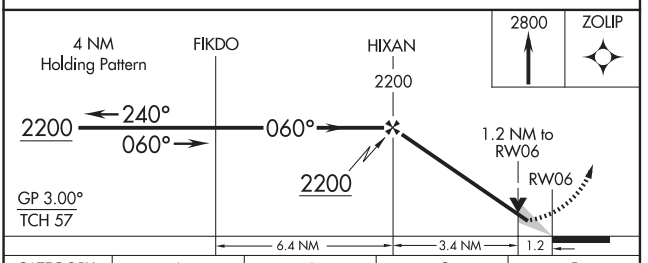
T A For inoperative MALSR, increase LPV all Cats visibility to RVR 5000 and LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 47°C. Baro-VNAV and VDP NA when using Logan County altimeter setting. When local altimeter setting not received, use Logan County altimeter setting and increase all DA/MDA 80 feet, increase all Cats LPV and LNAV/VNAV visibility ¼ mile. Increase LNAV Cat C and Circling Cats C/D visibility ¼ mile. For inoperative MALSR when using Logan County altimeter setting increase LPV visibility to 1¼ mile. Circling to Rwy 12 NA at night.

MALSR

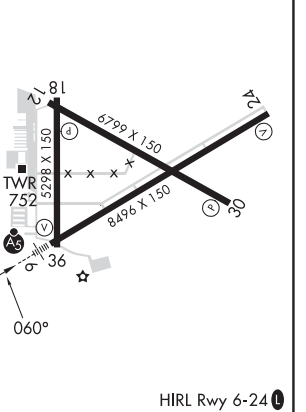
MISSED APPROACH: Climb to 2800 direct ZOLIP and hold.

| ATIS | CHAMPAIGN APP CON★ | DECATUR TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 126.35 | 132.85 290.225 | 118.9 (CTAF) L 291.775 | 121.75 291.775 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 951/24 274 (300-½) | | | |
| LNAV/VNAV DA | 1101/50 424 (500-1) | | | |
| LNAV MDA | 1100/24 423 (500-½) | | 1100/40 423 (500-¾) | 1100/50 423 (500-1) |
| C CIRCLING | 1200-1 518 (600-1) | 1240-1 558 (600-1) | 1360-2 678 (700-2) | 1360-2¼ 678 (700-2¼) |




HIRL Rwy 6-24 L
MIRL Rwys 12-30 and 18-36 L



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 12

DECATUR (DEC)

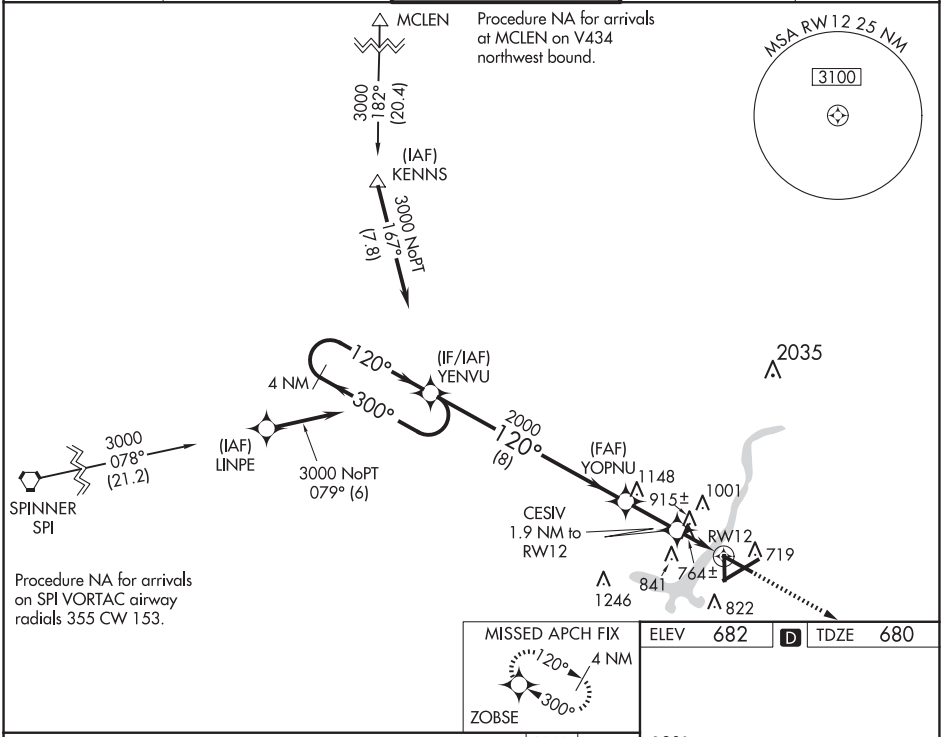
| WAAS | APP CRS | Rwy Idg | 6799 |
|---|---|---|---|
| CH 70627 | 120° | TDZE | 680 |
| W12A | | Apt Elev | 682 |

RNP APCH - GPS.

Procedure NA at night. Rwy 12 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Lincoln altimeter setting and increase all MDA 80 feet, increase LP Cat C and D visibility ¼ SM, LNAV Cat C and D visibility ⅜ SM, and Circling Cat C and D visibility ¼ SM.

MISSED APPROACH: Climb to 3000 direct ZOBSE and hold.

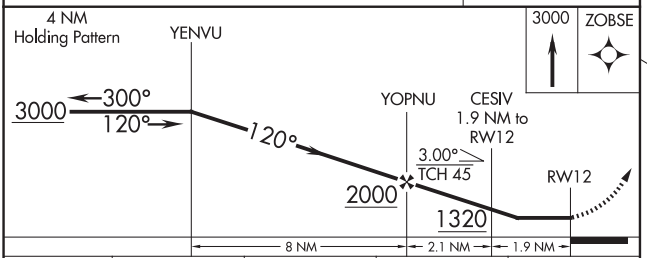
| ATIS | CHAMPAIGN APP CON★ | DECATUR TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 126.35 | 132.85 290.225 | 118.9 (CTAF) L 291.775 | 121.75 291.775 | 122.95 |

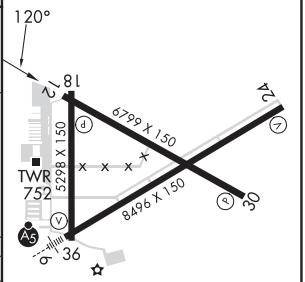



MISSED APCH FIX




ELEV 682 D TDZE 680




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1020-1 340 (400-1) | | | |
| LNAV MDA | 1180-1 500 (500-1) | | 1180-1⅜ 500 (500-1⅜) | |
| C CIRCLING | 1200-1 518 (600-1) | 1240-1 558 (600-1) | 1360-2 678 (700-2) | 1360-2¼ 678 (700-2¼) |

HIRL Rwy 6-24 L
MIRL Rwys 12-30 and 18-36 L



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

DECATUR, ILLINOIS | AL-710 (FAA) | 24137

# RNAV (GPS) RWY 18

DECATUR (DEC)

| WAAS | APP CRS | Rwy Idg | 5298 |
|---|---|---|---|
| CH 82038 | 180° | TDZE | 680 |
| W18A | | Apt Elev | 682 |

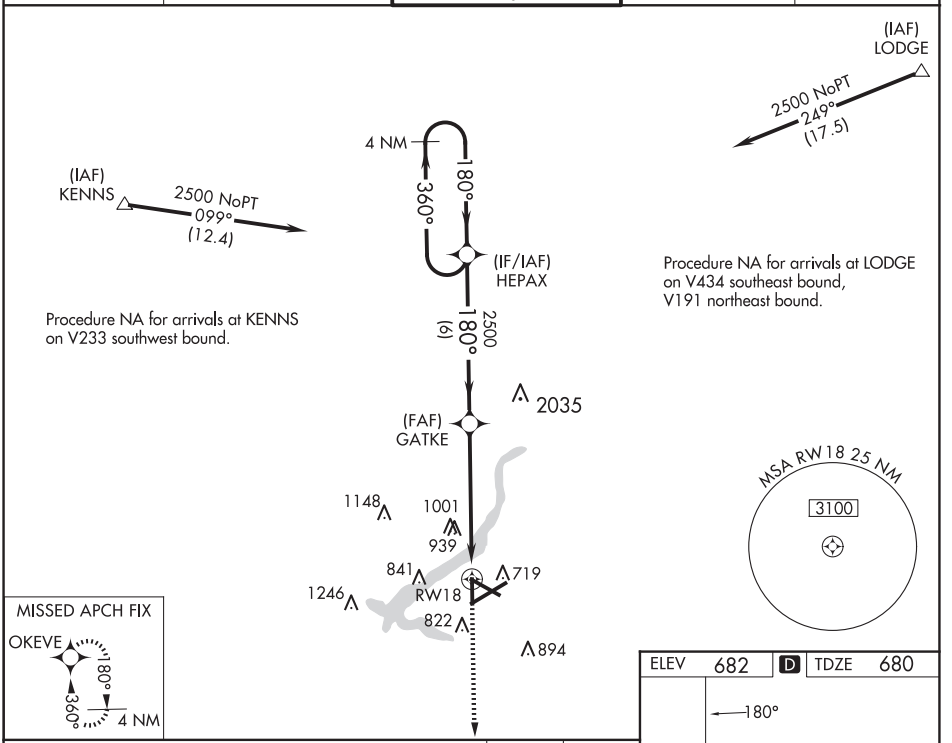
RNP APCH - GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C.

Rwy 18 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2300 direct OKEVE and hold.

| ATIS | CHAMPAIGN APP CON ★ | DECATUR TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 126.35 | 132.85 290.225 | 118.9 (CTAF) L 291.775 | 121.75 291.775 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 952-⅞ 272 (300-⅞) | | | |
| LNAV/VNAV DA | 1279-1⅞ 599 (600-1⅞) | | | |
| LNAV MDA | 1240-1 560 (600-1) | | 1240-1⅝ 560 (600-1⅝) | |
| C CIRCLING | 1240-1 558 (600-1) | | 1360-2 678 (700-2) | 1360-2¼ 678 (700-2¼) |

HIRL Rwy 6-24 L

MIRL Rwys 12-30 and 18-36 L

DECATUR, ILLINOIS
Amdt 1B 16JUN22

39°50'N-88°52'W

DECATUR (DEC)

RNAV (GPS) RWY 18

EC-3, 07 AUG 2025 to 02 OCT 2025

EC-3, 07 AUG 2025 to 02 OCT 2025

| WAAS CH 93738 W24A | APP CRS 240° | Rwy Idg 8496<br>TDZE 682<br>Apt Elev 682 |
|---|---|---|

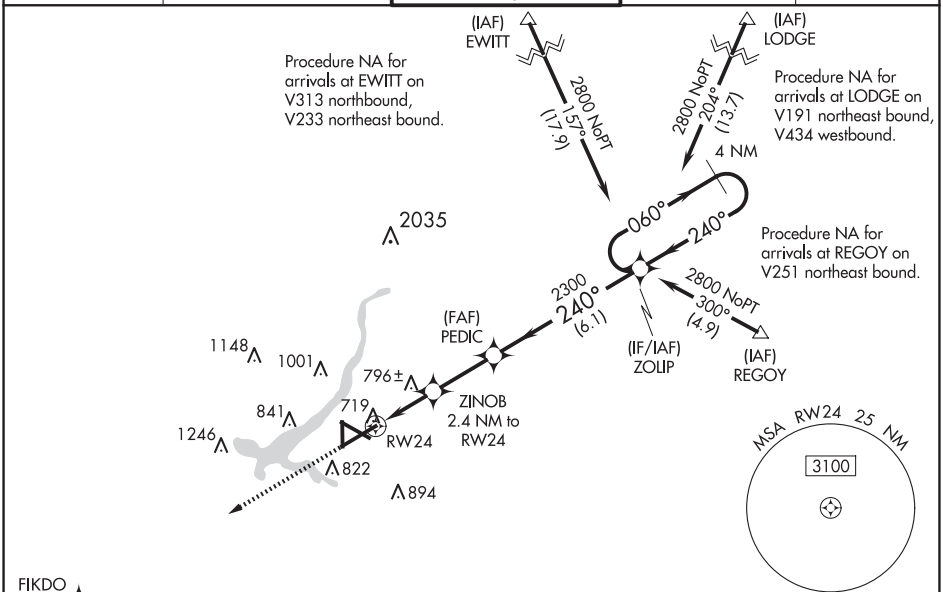
# RNAV (GPS) RWY 24
DECATUR (DEC)

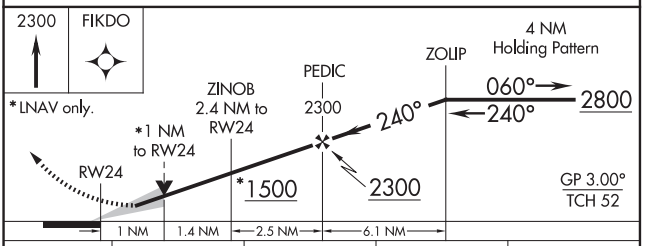
RNP APCH.

T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C.
A Baro-VNAV and VDP NA when using Logan County altimeter setting.
When local altimeter setting not received, use Logan County altimeter setting; increase LPV DA to 1012 feet and visibility all Cats ¼ mile, LNAV/VNAV DA to 1168 feet and visibility all Cats ¼ mile; increase all MDA 80 feet and LNAV visibility Cats C/D ⅜ mile, Circling visibility Cats C/D ¼ mile.

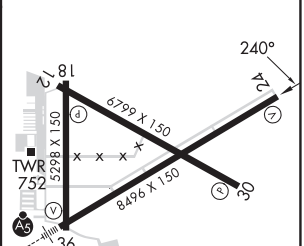
MISSED APPROACH: Climb to 2300 direct FIKDO and hold.

| ATIS | CHAMPAIGN APP CON★ | DECATUR TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 126.35 | 132.85 290.225 | 118.9 (CTAF) L 291.775 | 121.75 291.775 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 932-¾ 250 (300-¾) | | | |
| LNAV/VNAV DA | 1088-1⅜ 406 (500-1⅜) | | | |
| LNAV MDA | 1060-1 378 (400-1) | | | |
| C CIRCLING | 1140-1 458 (500-1) | 1240-1 558 (600-1) | 1360-2 678 (700-2) | 1360-2¼ 678 (700-2¼) |




HIRL Rwy 6-24 L
MIRL Rwys 12-30 and 18-36 L



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

DECATUR, ILLINOIS | AL-710 (FAA) | 24137

# RNAV (GPS) RWY 30
DECATUR (DEC)

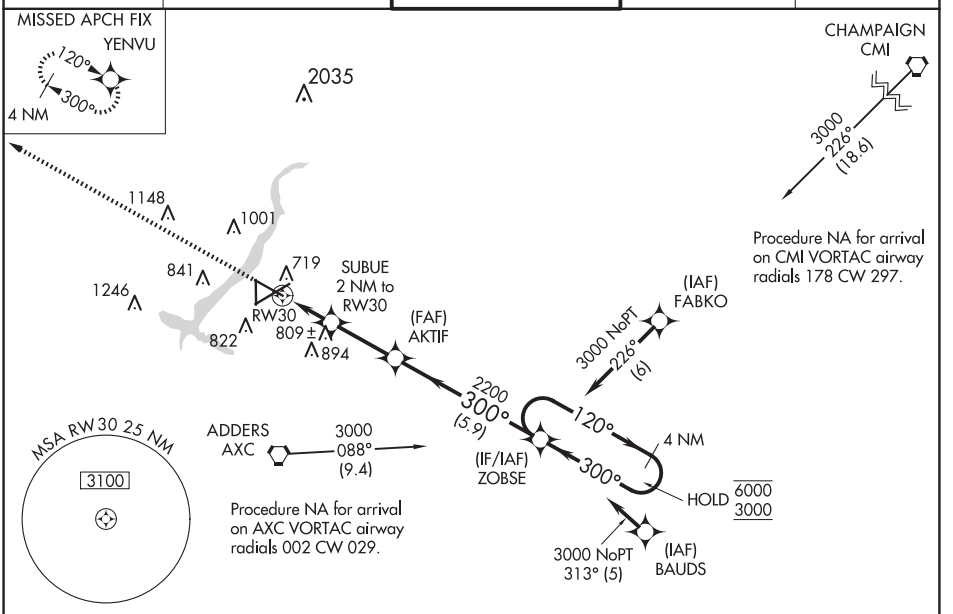
| WAAS | APP CRS | Rwy Idg | 6799 |
|---|---|---|---|
| CH 49127 | 300° | TDZE | 679 |
| W30A | | Apt Elev | 682 |

RNP APCH.

T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C.
A When local altimeter setting not received, use Lincoln altimeter setting and increase all DA/MDA 80 feet, increase LNAV Cat C/D and Circling Cat C/D visibility ¼ SM. Baro-VNAV and VDP NA when using Lincoln altimeter setting.

MISSED APPROACH: Climb to 3000 direct YENVU and hold.

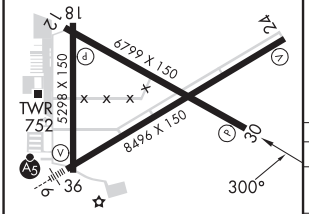
| ATIS | CHAMPAIGN APP CON★ | DECATUR TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 126.35 | 132.85 290.225 | 118.9 (CTAF) L 291.775 | 121.75 291.775 | 122.95 |

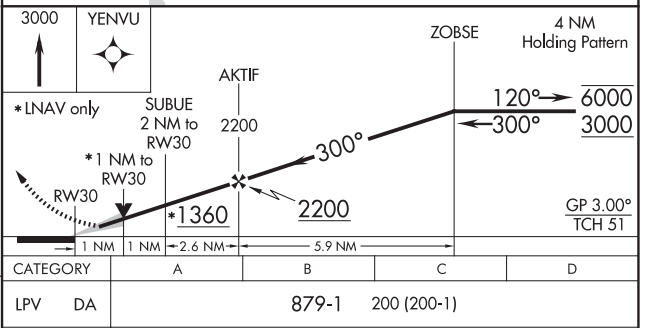



EC-3, 07 AUG 2025 to 02 OCT 2025

EC-3, 07 AUG 2025 to 02 OCT 2025

ELEV 682 D TDZE 679




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 879-1 200 (200-1) | | | |
| LNAV/VNAV DA | 929-1 250 (300-1) | | | |
| LNAV MDA | 1060-1 381 (400-1) | | 1060-1⅛ 381 (400-1⅛) | |
| C CIRCLING | 1140-1 458 (500-1) | 1240-1 558 (600-1) | 1360-2 678 (700-2) | 1360-2¼ 678 (700-2¼) |

HIRL Rwy 6-24 L
MIRL Rwys 12-30 and 18-36 L

| WAAS | APP CRS | | |
|---|---|---|---|
| CH **45738** | **360°** | Rwy Idg | **5298** |
| **W36A** | | TDZE | **678** |
| | | Apt Elev | **682** |

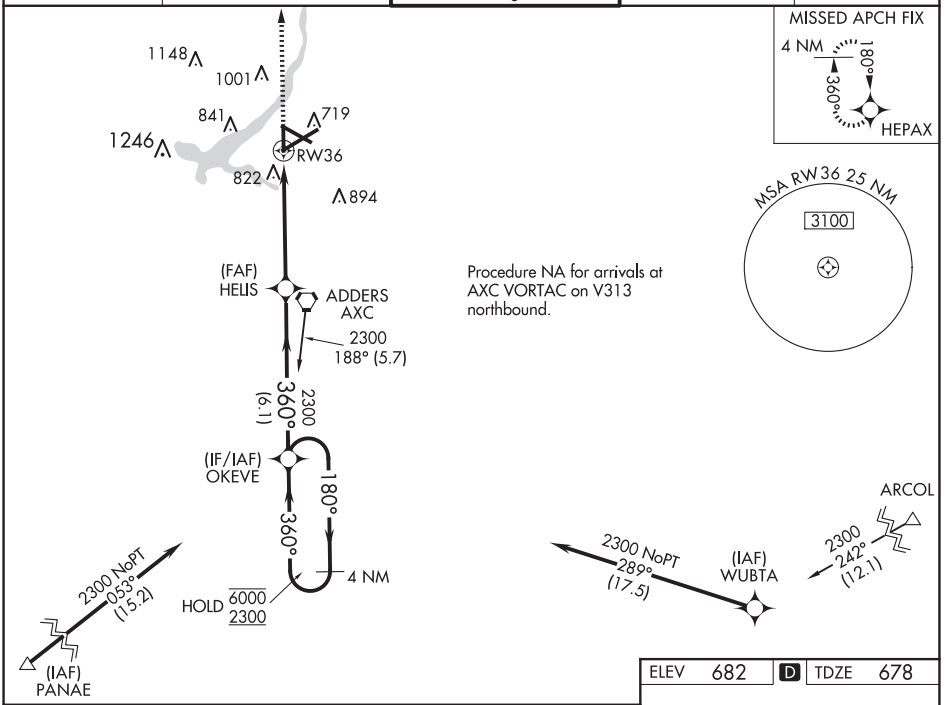
# RNAV (GPS) RWY 36
## DECATUR (DEC)

RNP APCH.

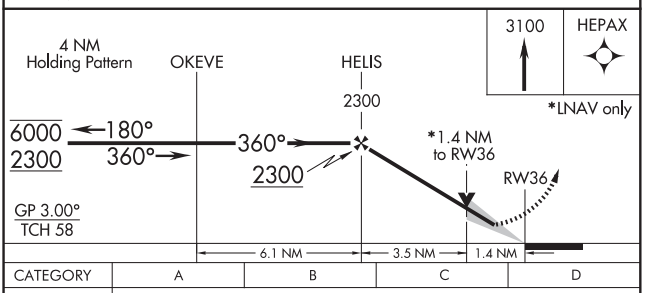
Baro-VNAV and VDP NA when using Lincoln altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. When local altimeter setting not received, use Lincoln altimeter setting and increase all DA/MDA 80 feet, increase LPV all Cats visibility ¼ SM, LNAV/VNAV all Cats visibility ¼ SM, LNAV Cat C/D and Circling Cat C/D visibility ⅜ SM.

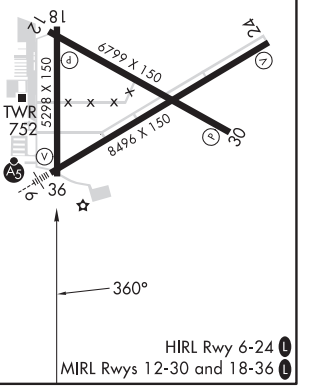
MISSED APPROACH: Climb to 3100 direct HEPAX and hold.

| ATIS | CHAMPAIGN APP CON★ | DECATUR TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| **126.35** | **132.85 290.225** | **118.9** (CTAF) **291.775** | **121.75 291.775** | **122.95** |




ELEV 682 | D | TDZE 678




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 984-⅞ 306 (400-⅞) | | | |
| LNAV/VNAV DA | 1082-1⅛ 404 (400-1⅛) | | | |
| LNAV MDA | 1180-1 502 (500-1) | | 1180-1⅜ 502 (500-1⅜) | |
| C CIRCLING | 1180-1 498 (500-1) | 1240-1 558 (600-1) | 1360-2 678 (700-2) | 1360-2¼ 678 (700-2¼) |



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

DECATUR, ILLINOIS | AL-710 (FAA) | 24137

# LOC BC RWY 24
DECATUR (DEC)

| LOC/DME I-DEC | APP CRS | Rwy Idg | 8496 |
|---|---|---|---|
| 110.9 | 240° | TDZE | 682 |
| Chan 46 | | Apt Elev | 682 |

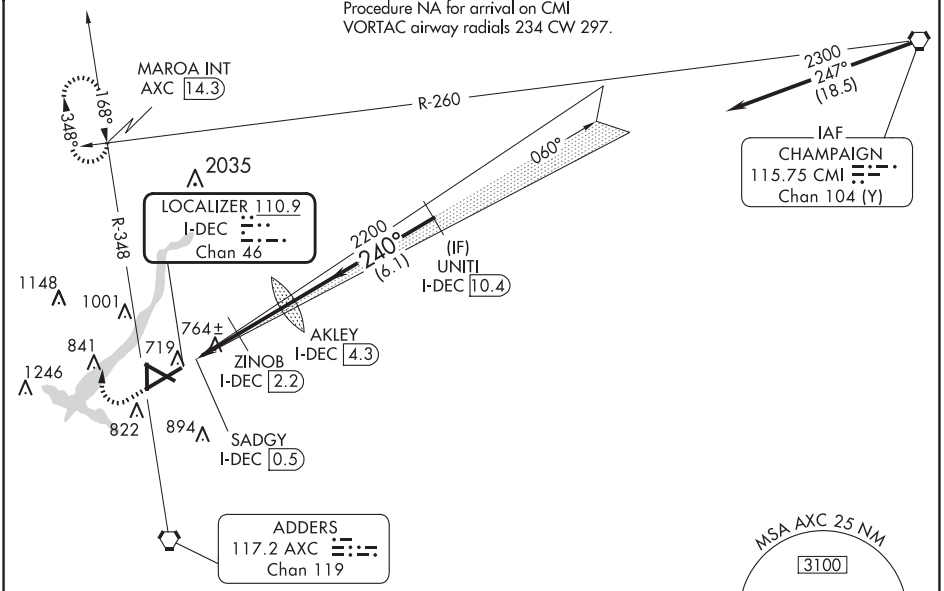
DME required.

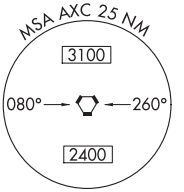
When local altimeter setting not received use Lincoln altimeter setting and increase all MDA 80 feet, increase S-LOC 24 Cat C/D visibility ⅛ SM and Circling Cat C/D visibility ¼ SM.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3100 on heading 050° and AXC VORTAC R-348 to MAROA INT/AXC 14.3 DME and hold.

| ATIS | CHAMPAIGN APP CON* | DECATUR TOWER* | GND CON | UNICOM |
|---|---|---|---|---|
| 126.35 | 132.85 290.225 | 118.9 (CTAF) L 291.775 | 121.75 291.775 | 122.95 |

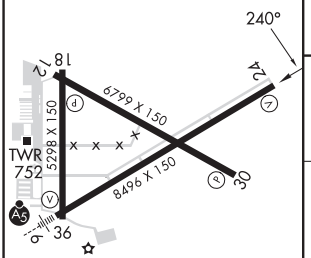
Procedure NA for arrival on CMI VORTAC airway radials 234 CW 297.



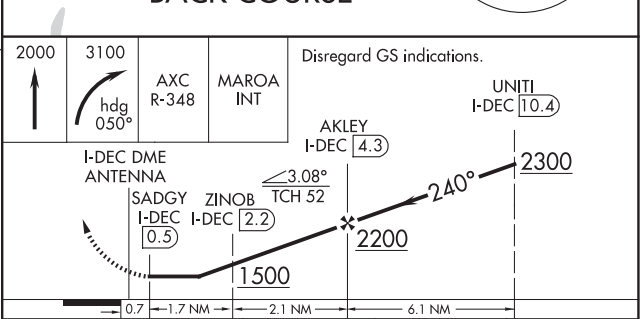

## BACK COURSE

| ELEV 682 | D | TDZE 682 |
|---|---|---|




HIRL Rwy 6-24 L
MIRL Rwys 12-30 and 18-36 L

| FAF to MAP 3.8 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 3:48 | 2:32 | 1:54 | 1:31 | 1:16 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-LOC 24 | 1020-1 338 (400-1) | | | |
| C CIRCLING | 1140-1 458 (500-1) | 1240-1 558 (600-1) | 1360-2 678 (700-2) | 1360-2¼ 678 (700-2¼) |



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

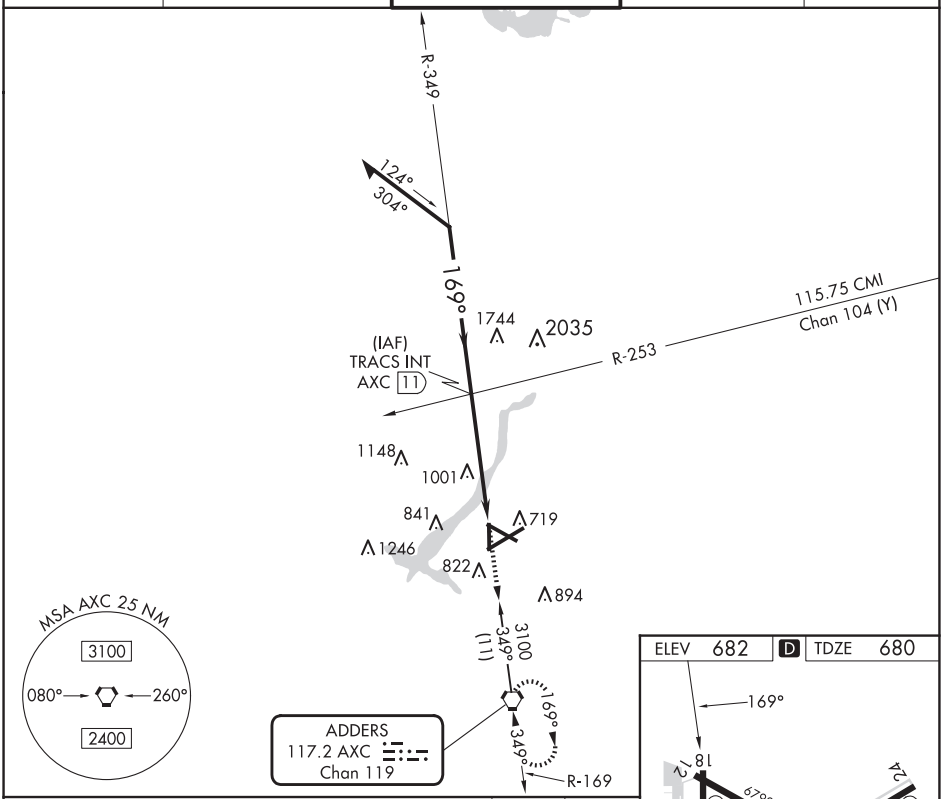
| VORTAC AXC 117.2 Chan 119 | APP CRS 169° | Rwy Idg 5298 TDZE 680 Apt Elev 682 |
|---|---|---|

# VOR RWY 18
DECATUR (DEC)

When local altimeter setting not received, use Logan County altimeter setting and increase all MDA 80 feet; increase S-18 Cat C/D and Circling Cat C/D visibility ¼ SM. Rwy 18 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 direct AXC VORTAC and hold, continue climb-in-hold to 3000.

| ATIS | CHAMPAIGN APP CON★ | DECATUR TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 126.35 | 132.85 290.225 | 118.9 (CTAF) L 291.775 | 121.75 291.775 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-18 | 1260-1 | 580 (600-1) | 1260-1½ 580 (600-1½) | 1260-1¾ 580 (600-1¾) |
| C CIRCLING | 1260-1 | 578 (600-1) | 1360-2 678 (700-2) | 1360-2¼ 678 (700-2¼) |

HIRL Rwy 6-24 L
MIRL Rwys 12-30 and 18-36 L

FAF to MAP 4.7 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:42 | 3:08 | 2:21 | 1:53 | 1:34 |



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

DECATUR, ILLINOIS AL-710 (FAA) 24137

# VOR RWY 36
DECATUR (DEC)

| VORTAC AXC 117.2 Chan 119 | APP CRS 348° | Rwy Idg 5298 TDZE 678 Apt Elev 682 |
|---|---|---|

DME required.

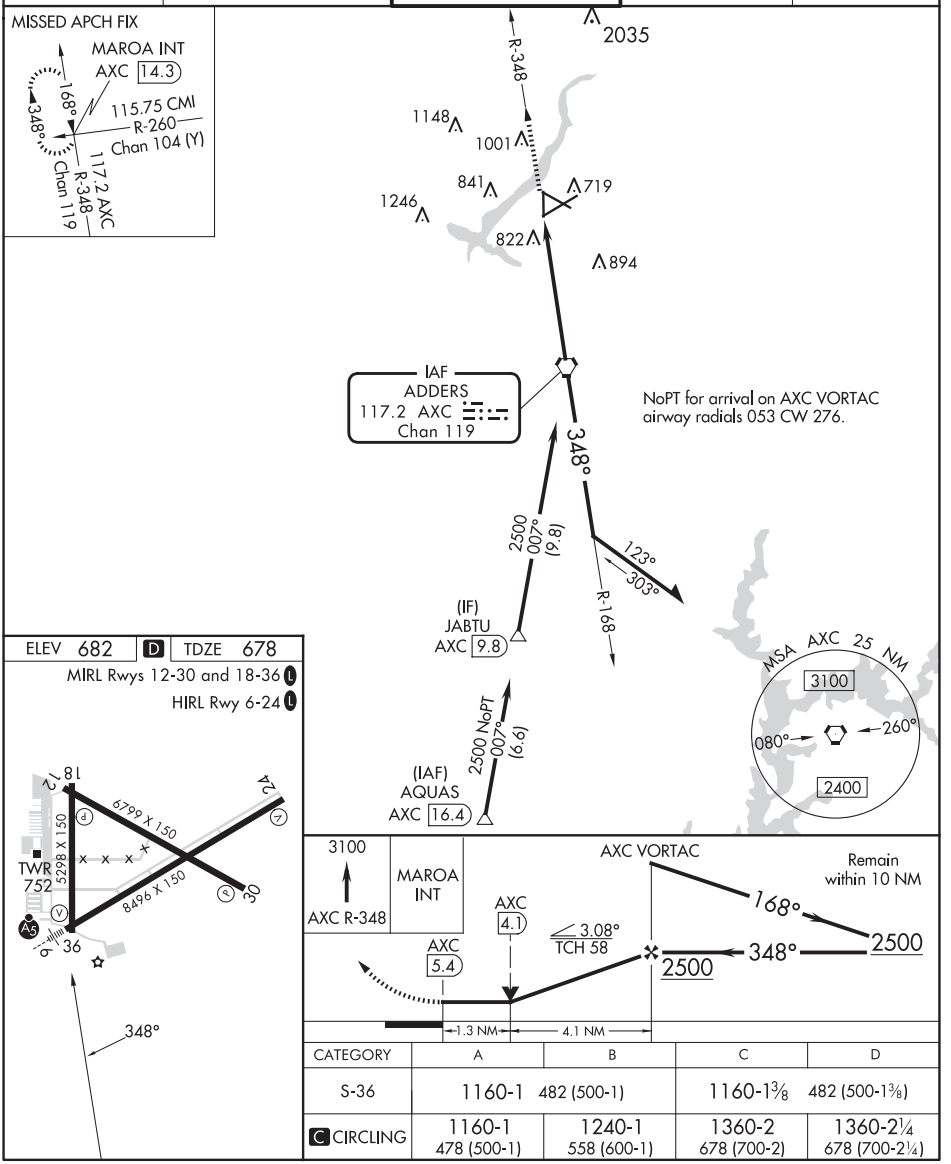
Rwy 36 helicopter visibility reduction below ¾ NA. When local altimeter setting not received, use Lincoln altimeter setting and increase all MDA 80 feet, increase S-36 Cat C/D and Circling Cat C/D visibility ¼ SM. VDP NA when using Lincoln altimeter setting.

MISSED APPROACH: Climb to 3100 on AXC VORTAC R-348 to MAROA INT/AXC 14.3 DME and hold.

| ATIS | CHAMPAIGN APP CON ★ | DECATUR TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 126.35 | 132.85 290.225 | 118.9 (CTAF) L 291.775 | 121.75 291.775 | 122.95 |

MISSED APCH FIX




ELEV 682 D TDZE 678

MIRL Rwys 12-30 and 18-36 L

HIRL Rwy 6-24 L







| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-36 | 1160-1 482 (500-1) | | 1160-1⅜ | 482 (500-1⅜) |
| C CIRCLING | 1160-1 478 (500-1) | 1240-1 558 (600-1) | 1360-2 678 (700-2) | 1360-2¼ 678 (700-2¼) |

DECATUR, ILLINOIS
Amdt 17A 07OCT21

39°50′N-88°52′W

DECATUR (DEC)
VOR RWY 36

EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

EC-3, 07 AUG 2025 to 02 OCT 2025

DIXON, ILLINOIS | AL-5285 (FAA) | 24025

# RNAV (GPS) RWY 8

## DIXON MUNI-CHARLES R WALGREEN FLD (C73)

| WAAS | APP CRS | Rwy Idg | 3897 |
|---|---|---|---|
| CH 42821 | 082° | TDZE | 782 |
| W08A | | Apt Elev | 785 |

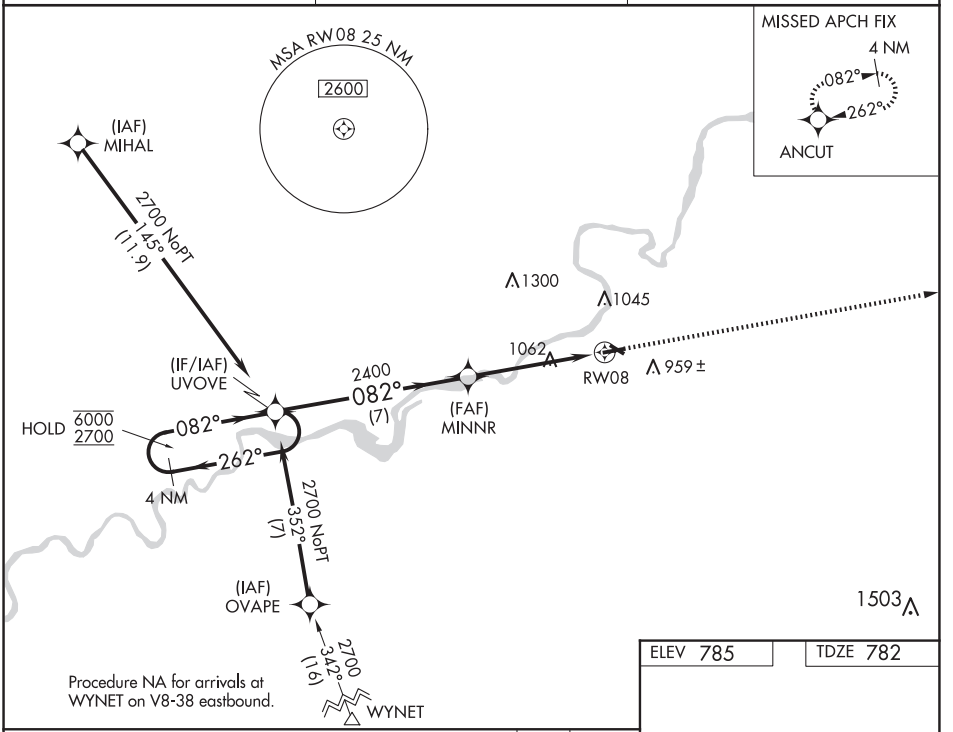
RNP APCH - GPS.

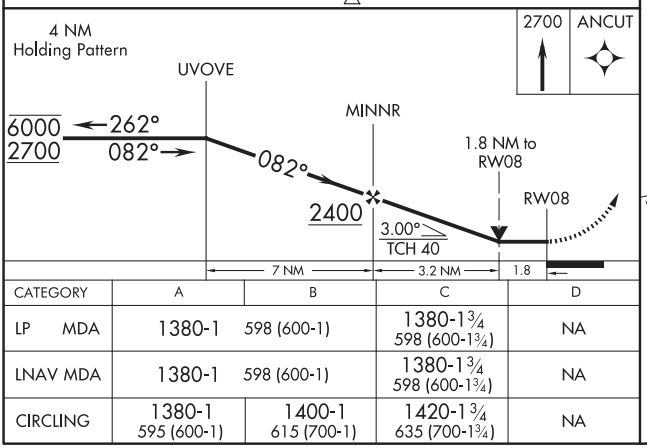
Rwy 8 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Rochelle altimeter setting and increase all MDAs 40 feet and Circling visibility Cat C ¼ SM. VDP NA when using Rochelle altimeter setting.

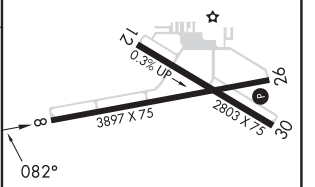
NA

MISSED APPROACH: Climb to 2700 direct ANCUT and hold.

| AWOS-AV | ROCKFORD APP CON | UNICOM |
|---|---|---|
| 118.575 | 126.0 327.0 | 123.05 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1380-1 598 (600-1) | | 1380-1¾ 598 (600-1¾) | NA |
| LNAV MDA | 1380-1 598 (600-1) | | 1380-1¾ 598 (600-1¾) | NA |
| CIRCLING | 1380-1 595 (600-1) | 1400-1 615 (700-1) | 1420-1¾ 635 (700-1¾) | NA |

REIL Rwy 8 L
MIRL Rwys 8-26 and 12-30 L

DIXON, ILLINOIS
Amdt 2 25JAN24

DIXON MUNI-CHARLES R WALGREEN FLD (C73)
41°50′N-89°27′W

RNAV (GPS) RWY 8

EC-3, 07 AUG 2025 to 02 OCT 2025

EC-3, 07 AUG 2025 to 02 OCT 2025

| WAAS | APP CRS | Rwy Idg | 3897 |
|---|---|---|---|
| CH 65712 | 262° | TDZE | 784 |
| W26A | | Apt Elev | 785 |

# RNAV (GPS) RWY 26

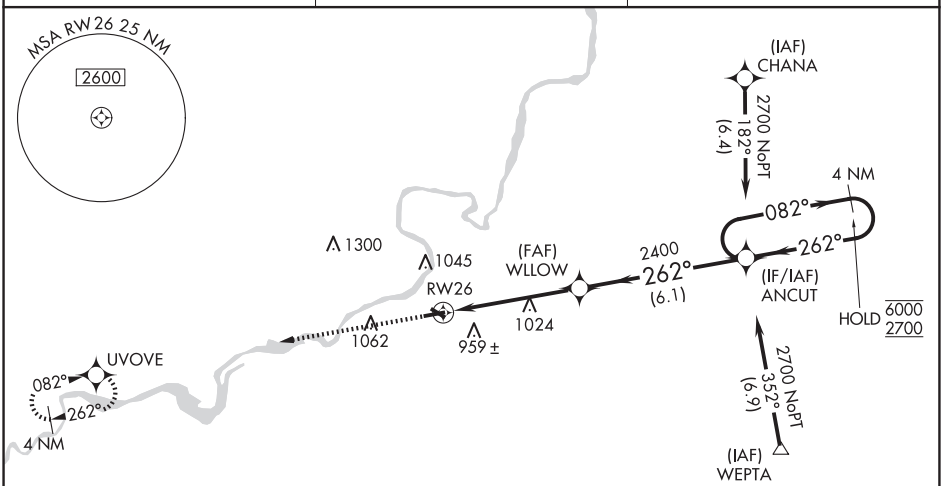
## DIXON MUNI-CHARLES R WALGREEN FLD (C73)

RNP APCH - GPS.

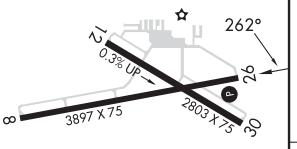
T NA Baro-VNAV and VDP NA when using Rochelle altimeter setting. Rwy 26 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. When local altimeter setting not received, use Rochelle altimeter setting and increase LPV DA to 1074 feet and all visibilities ⅛ SM; increase LNAV/VNAV DA to 1266 feet; increase all MDAs 40 feet and LNAV visibility Cat C ⅛ SM, and Circling visibility Cat C ¼ SM.

MISSED APPROACH: Climb to 2700 direct UVOVE and hold.

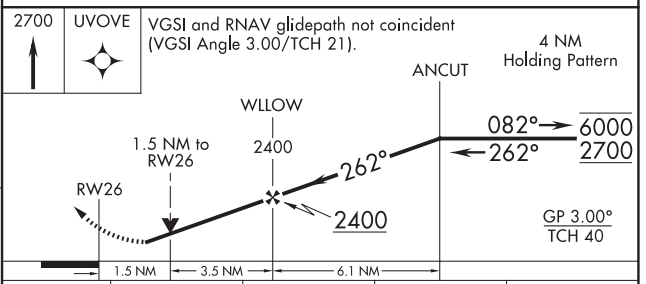
| AWOS-AV | ROCKFORD APP CON | UNICOM |
|---|---|---|
| 118.575 | 126.0 327.0 | 123.05 (CTAF) L |




| ELEV 785 | TDZE 784 |
|---|---|




REIL Rwy 8 L
MIRL Rwys 8-26 and 12-30 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1034-¾ 250 (300-¾) | | | NA |
| LNAV/VNAV DA | 1226-1⅜ 442 (500-1⅜) | | | NA |
| LNAV MDA | 1280-1 496 (500-1) | | 1280-1⅜ 496 (500-1⅜) | NA |
| CIRCLING | 1300-1 515 (600-1) | 1400-1 615 (700-1) | 1420-1¾ 635 (700-1¾) | NA |



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

EAGLE RIVER, WISCONSIN AL-5884 (FAA) 23334

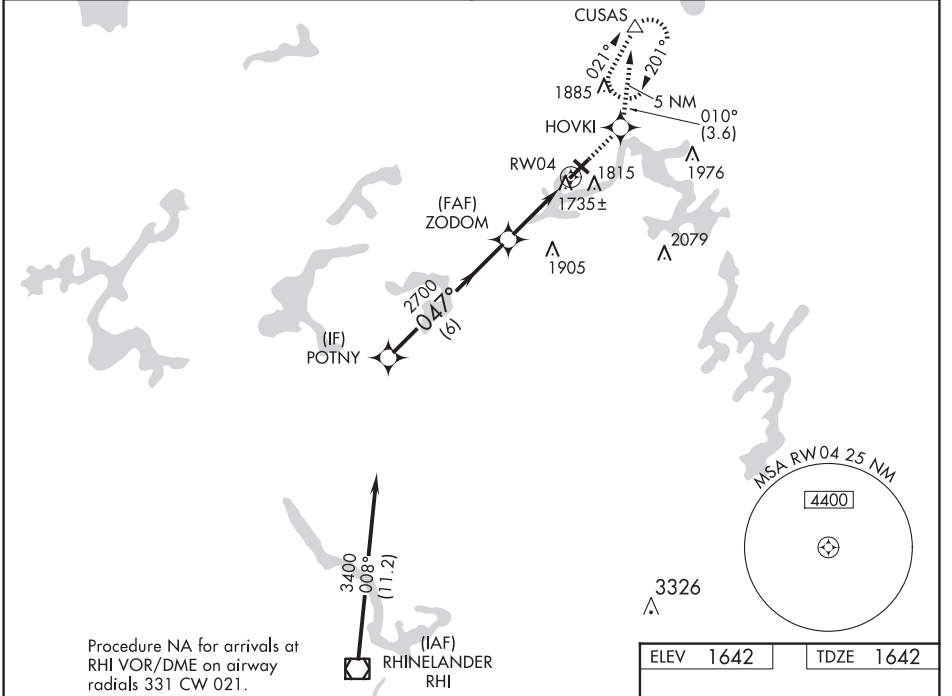
WAAS CH **82002** **W04A** | APP CRS **047°** | Rwy Idg **5000** TDZE **1642** Apt Elev **1642**

# RNAV (GPS) RWY 4
## EAGLE RIVER UNION (EGV)

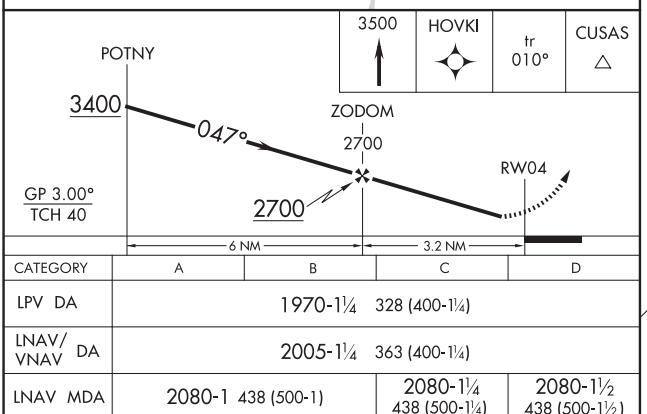
Baro-VNAV NA when using Minocqua-Woodruff altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18° C (0° F) or above 44° C (112° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Minocqua-Woodruff altimeter setting and increase LPV DA to 2017, LNAV/VNAV DA to 2052, and all MDAs 60 feet. Increase Circling Cat C/D visibility ¼ SM.

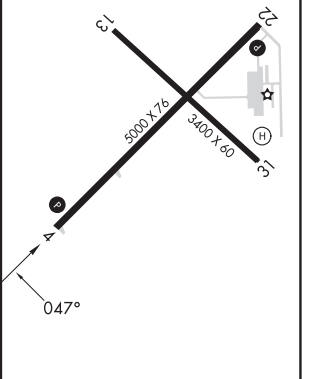
MISSED APPROACH: Climb to 3500 direct HOVKI and on track 010° to CUSAS and hold.

| AWOS-3 | MINNEAPOLIS CENTER | UNICOM |
|---|---|---|
| **118.325** | **133.65 281.5** | **122.8** (CTAF) L |




ELEV 1642 TDZE 1642




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1970-1¼ 328 (400-1¼) | | | |
| LNAV/VNAV DA | 2005-1¼ 363 (400-1¼) | | | |
| LNAV MDA | 2080-1 438 (500-1) | | 2080-1¼ 438 (500-1¼) | 2080-1½ 438 (500-1½) |
| CIRCLING | 2120-1¼ 478 (500-1¼) | | 2260-1¾ 618 (700-1¾) | 2340-2¼ 698 (700-2¼) |

REIL Rwys 4 and 22 L
MIRL Rwys 4-22 and 13-31 L

EAGLE RIVER, WISCONSIN
Orig-B 22APR21

45°56'N-89°16'W

EAGLE RIVER UNION (EGV)
RNAV (GPS) RWY 4

EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

| WAAS CH 99304 W22A | APP CRS 227° | Rwy Idg 5000 TDZE 1642 Apt Elev 1642 |
|---|---|---|

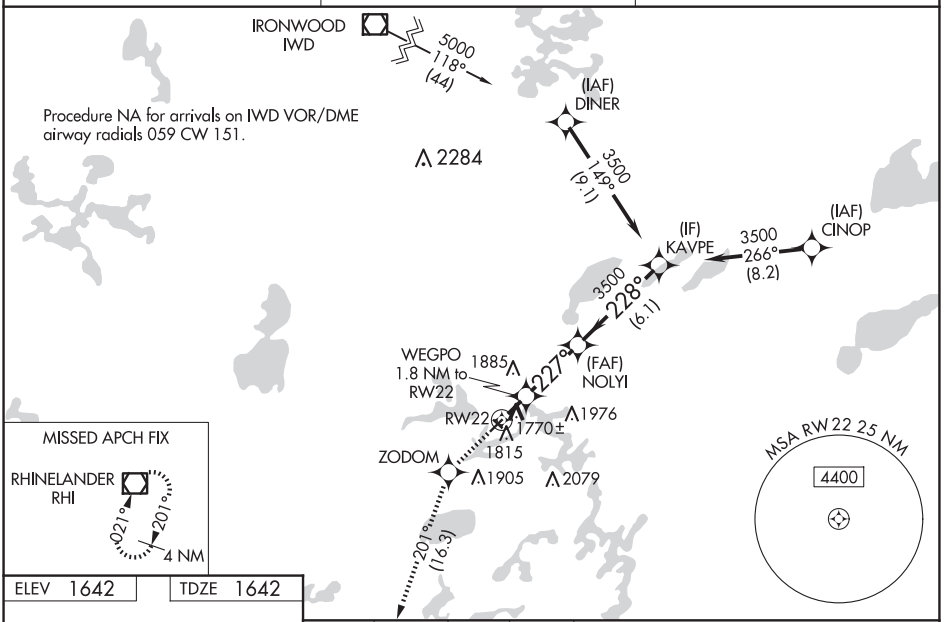
# RNAV (GPS) RWY 22
## EAGLE RIVER UNION (EGV)

RNP APCH - GPS

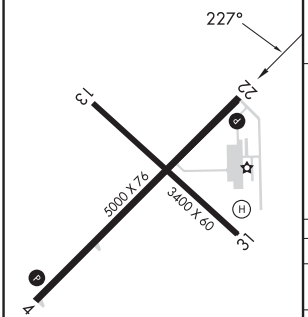
Baro-VNAV and VDP NA when using ARV altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C. Rwy 22 helicopter visibility reduction below ¾SM NA. Circling Rwy 13 and 31 NA at night. When local altimeter setting not recieved, use ARV altimeter setting and increase LPV DA to 2013 feet; increase LNAV/VNAV DA to 2085 feet and all visibilities ¼SM. Increase all MDAs 60 feet and LNAV visibility Cat C/D ¼SM, and Circling visibility Cat C/D ¼SM.

MISSED APPROACH: Climb to 3500 direct ZODOM and on track 201° to RHI VOR/DME and hold.

| AWOS-3 | MINNEAPOLIS CENTER | UNICOM |
|---|---|---|
| 118.325 | 133.65 281.5 | 122.8 (CTAF) L |



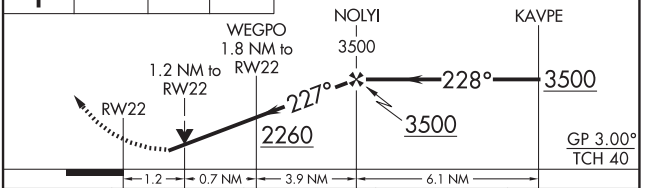

ELEV 1642 TDZ 1642




REIL Rwys 4 and 22 L
MIRL Rwys 4-22 and 13-31 L

| 3500 | ZODOM | tr 201° | RHI |
|---|---|---|---|

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 34).




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1966-1 | | 324 (400-1) | |
| LNAV/VNAV DA | 2038-1⅛ | | 396 (400-1⅛) | |
| LNAV MDA | 2040-1 | 398 (400-1) | 2040-1⅛ | 398 (400-1⅛) |
| CIRCLING | 2120-1 | 478 (500-1) | 2260-1¾ 618 (700-1¾) | 2340-2¼ 698 (700-2¼) |



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

EAGLE RIVER, WISCONSIN

AL-5884 (FAA)

23334

# LOC/DME RWY 4

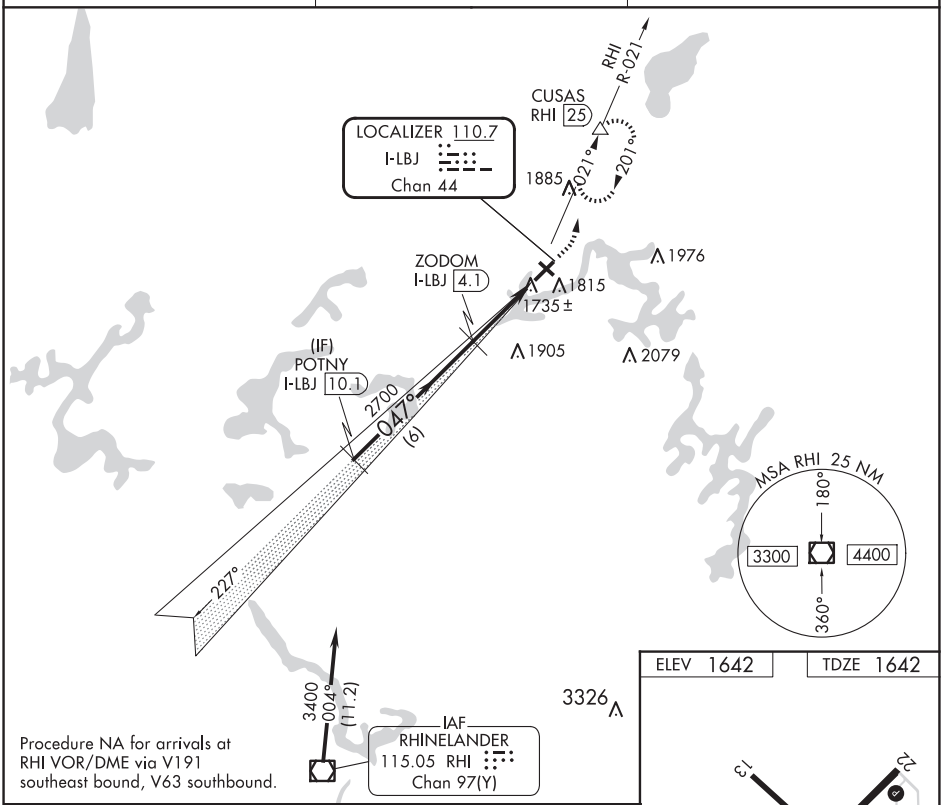
EAGLE RIVER UNION (EGV)

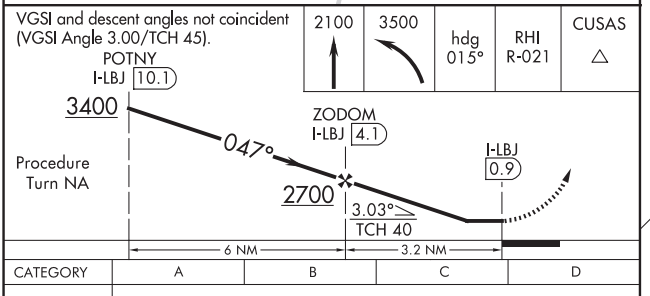
| LOC/DME I-LBJ | APP CRS | Rwy Idg | 5000 |
|---|---|---|---|
| 110.7 | 047° | TDZE | 1642 |
| Chan 44 | | Apt Elev | 1642 |

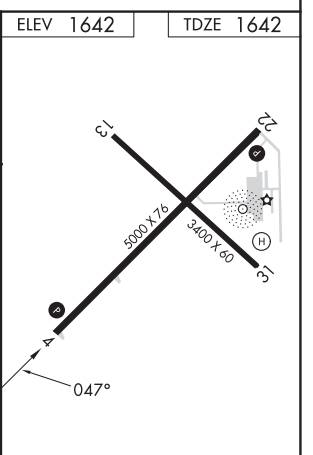
NA Visibility reduction by helicopters NA. When local altimeter setting not received, use Minocqua-Woodruff altimeter setting and increase all MDAs 60 feet and Circling Cat C/D visibility ¼ SM.

MISSED APPROACH: Climb to 2100 then climbing left turn to 3500 on heading 015° and RHI R-021 to CUSAS/RHI 25 DME and hold.

| AWOS-3 | MINNEAPOLIS CENTER | UNICOM |
|---|---|---|
| 118.325 | 133.65 281.5 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-4 | 2000-1 358 (400-1) | | | |
| CIRCLING | 2120-1 478 (500-1) | | 2260-1¾ 618 (700-1¾) | 2340-2¼ 698 (700-2¼) |

REIL Rwys 4 and 22 L
MIRL Rwys 4-22 and 13-31 L

EAGLE RIVER, WISCONSIN

Orig-C 22APR21

45°56'N-89°16'W

EAGLE RIVER UNION (EGV)

LOC/DME RWY 4

EC-3, 07 AUG 2025 to 02 OCT 2025

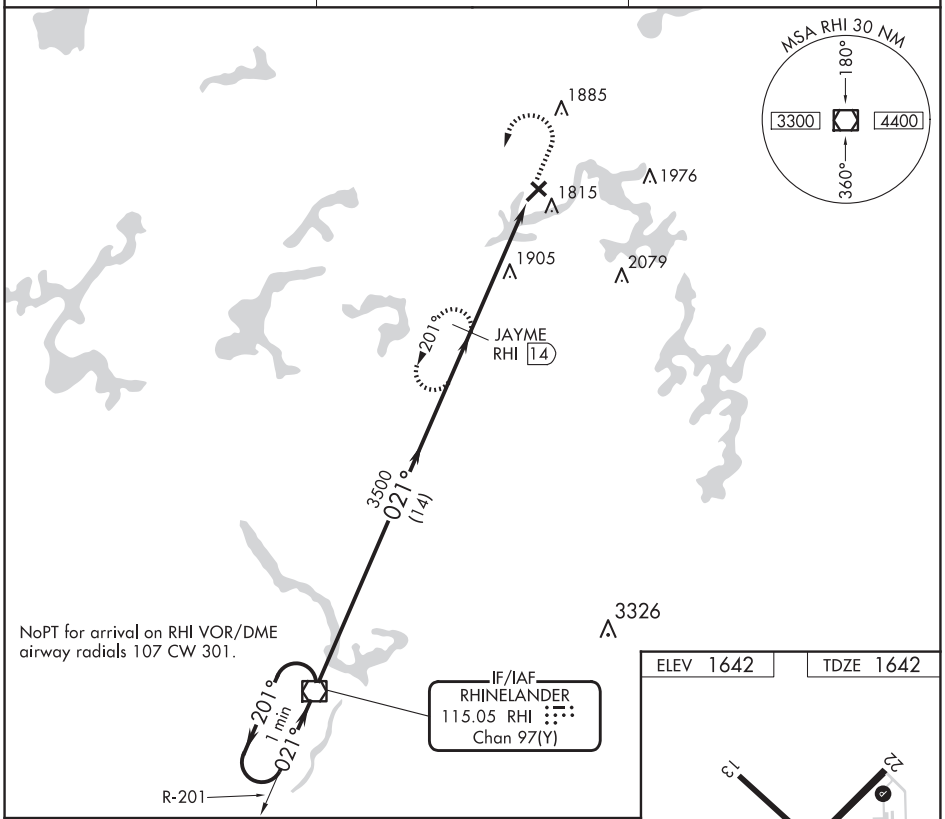
EC-3, 07 AUG 2025 to 02 OCT 2025

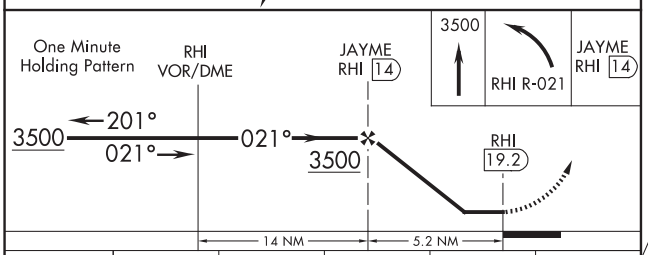
| VOR/DME RHI | APP CRS | Rwy Idg | 5000 |
|---|---|---|---|
| 115.05 | 021° | TDZE | 1642 |
| Chan 97(Y) | | Apt Elev | 1642 |

# VOR/DME RWY 4
## EAGLE RIVER UNION (EGV)

MISSED APPROACH: Climb to 3500 then left turn on RHI VOR/DME R-021 to JAYME/14 DME and hold.

| AWOS-3 | MINNEAPOLIS CENTER | UNICOM |
|---|---|---|
| 118.325 | 133.65 281.5 | 122.8 (CTAF) L |



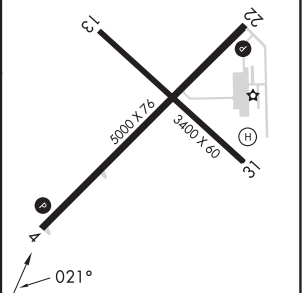







| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-4 | 2260-1 | 618 (700-1) | 2260-1¾ 618 (700-1¾) | 2260-2 618 (700-2) | NA |
| CIRCLING | 2260-1 | 618 (700-1) | 2260-1¾ 618 (700-1¾) | 2340-2¼ 698 (700-2¼) | NA |

ELEV 1642 TDZE 1642




REIL Rwys 4 and 22 L
MIRL Rwys 4-22 and 13-31 L



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

EAST TROY, WISCONSIN | AL-9098 (FAA) | 22139

# RNAV (GPS) RWY 8

EAST TROY MUNI (57C)

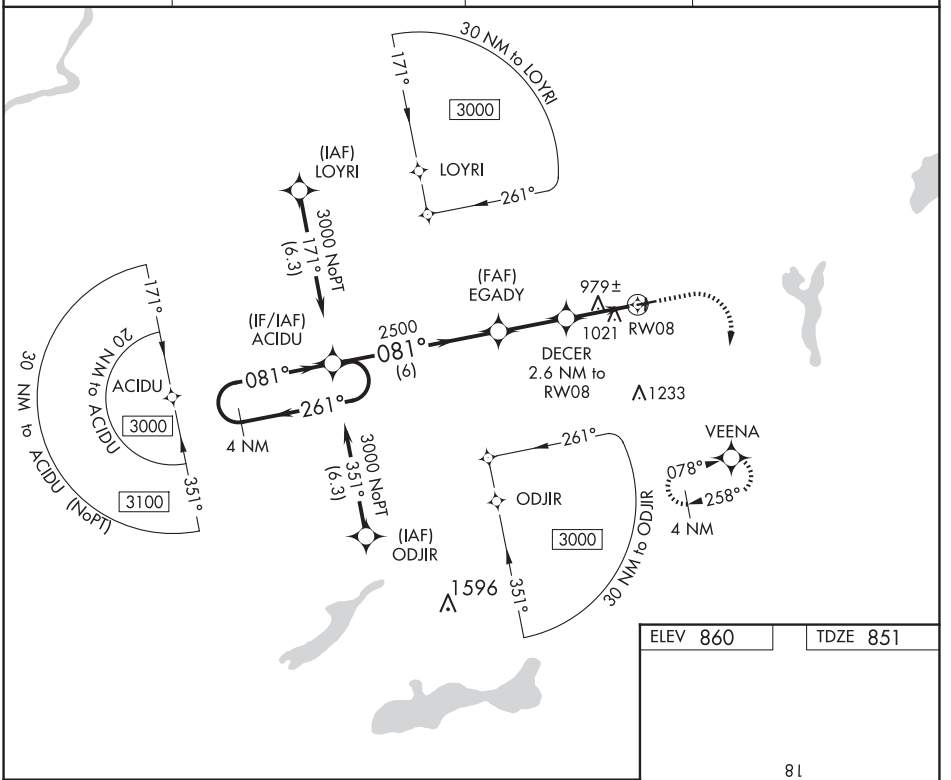
| WAAS | APP CRS | Rwy Idg | 3900 |
|---|---|---|---|
| CH 78423 | 081° | TDZE | 851 |
| W08A | | Apt Elev | 860 |

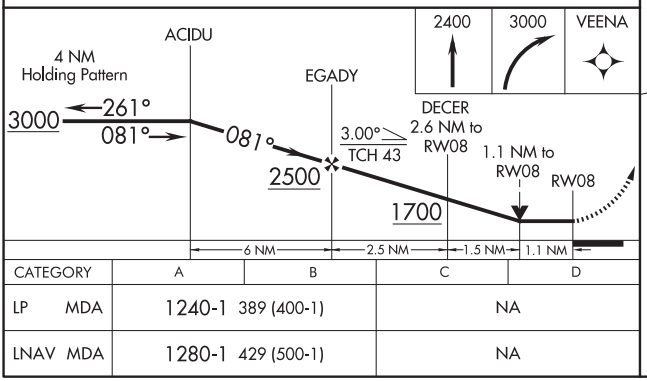
RNP APCH.

T Obtain local altimeter setting on CTAF; when not received use General Mitchell Intl altimeter setting and increase all MDA 80 feet. Rwy 8 helicopter visibility reduction below ¾ SM NA. VDP NA when using General Mitchell Intl altimeter setting.

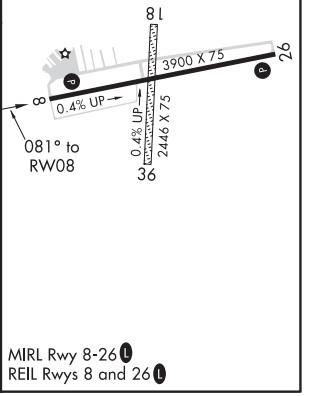
MISSED APPROACH: Climb to 2400 then climbing right turn to 3000 direct VEENA and hold.

| AWOS-3PT | MILWAUKEE APP CON | GCO | UNICOM |
|---|---|---|---|
| 118.125 | 125.35 307.0 | 121.725 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1240-1 389 (400-1) | | NA | |
| LNAV MDA | 1280-1 429 (500-1) | | NA | |




MIRL Rwy 8-26 L
REIL Rwys 8 and 26 L

EAST TROY, WISCONSIN
Orig-D 07NOV19

42°48'N-88°22'W

EAST TROY MUNI (57C)

RNAV (GPS) RWY 8

EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

| WAAS | APP CRS | Rwy Idg | 3900 |
|---|---|---|---|
| CH 73023 | 261° | TDZE | 860 |
| W26A | | Apt Elev | 860 |

# RNAV (GPS) RWY 26

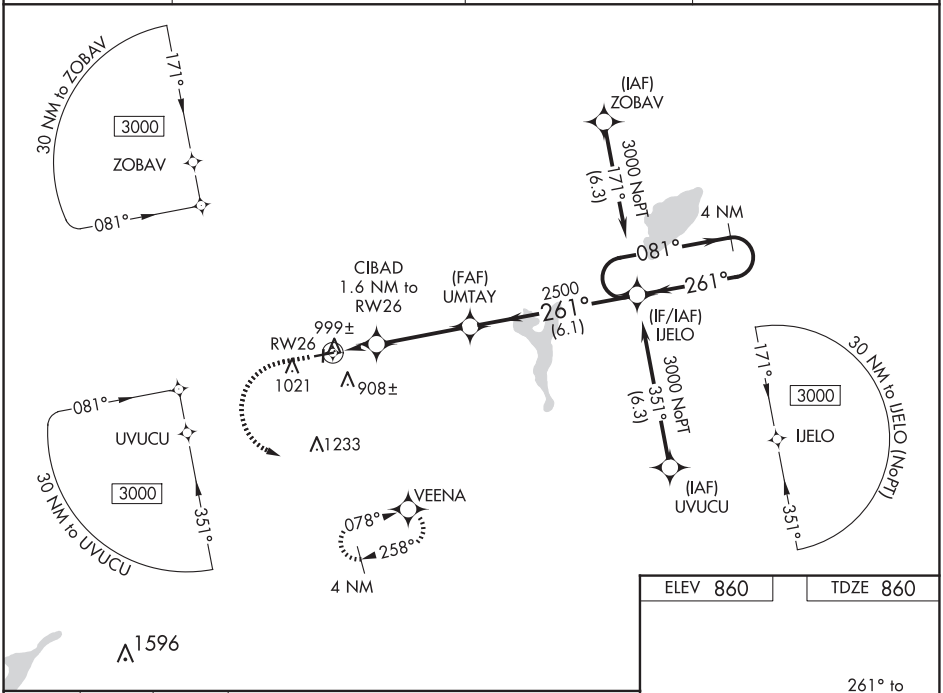
EAST TROY MUNI (57C)

RNP APCH.

T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Obtain local altimeter setting on CTAF; when not received, use General Mitchell Intl altimeter setting and increase all DA 72 feet and all MDA 80 feet, increase LNAV/VNAV visibility all Cats ¼ mile. Rwy 26 helicopter visibility reduction below ¾ SM NA. Baro-VNAV and VDP NA when using General Mitchell Intl altimeter setting.

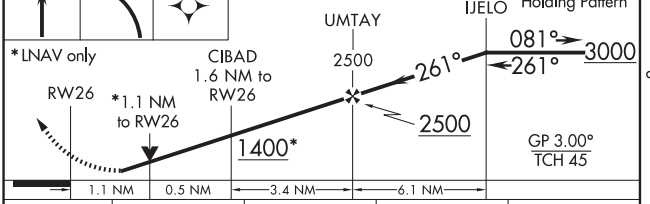
MISSED APPROACH: Climb to 1800 then climbing left turn to 3000 direct VEENA and hold.

| AWOS-3PT | MILWAUKEE APP CON | GCO | UNICOM |
|---|---|---|---|
| 118.125 | 125.35 307.0 | 121.725 | 123.0 (CTAF) L |



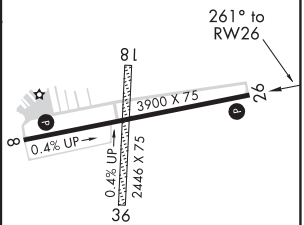

| 1800 | 3000 | VEENA |
|---|---|---|

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 40).




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1110-1 250 (300-1) | | NA | |
| LNAV/VNAV DA | 1161-1 301 (400-1) | | NA | |
| LNAV MDA | 1260-1 400 (500-1) | | NA | |

| ELEV 860 | TDZE 860 |
|---|---|




MIRL Rwy 8-26 L
REIL Rwys 8 and 26 L

EC-3, 07 AUG 2025 to 02 OCT 2025

EC-3, 07 AUG 2025 to 02 OCT 2025

EAST TROY, WISCONSIN | AL-9098 (FAA) | 21056

# VOR/DME-A

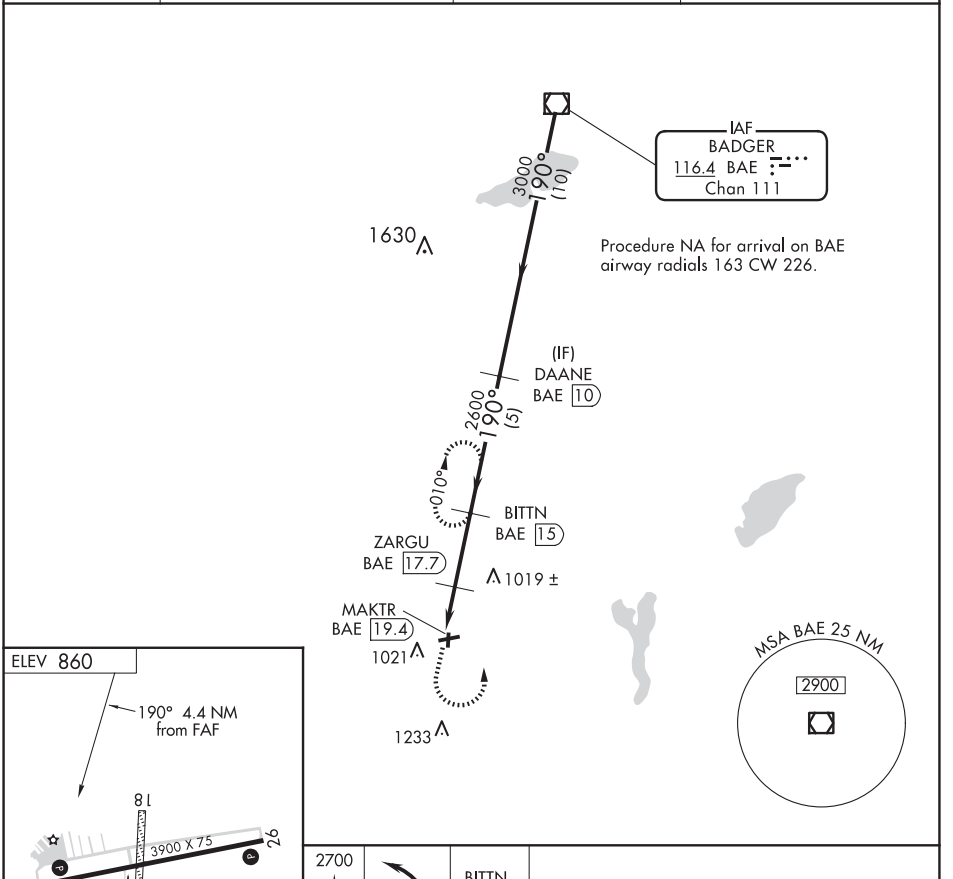
EAST TROY MUNI (57C)

| VOR/DME BAE | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 116.4 | 190° | TDZE | N/A |
| Chan 111 | | Apt Elev | 860 |

Circling NA to Rwys 18 and 36.

MISSED APPROACH: Climb to 2700 then left turn on BAE VOR/DME R-190 to BITTN/ 15 DME and hold.

| AWOS-3PT | MILWAUKEE APP CON | GCO | UNICOM |
|---|---|---|---|
| 118.125 | 125.35 307.0 | 121.725 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1340-1 480 (500-1) | | NA | |

MIRL Rwy 8-26 L
REIL Rwys 8 and 26 L

EAST TROY, WISCONSIN
Amdt 1C 19JUL18

42°48'N-88°22'W

EAST TROY MUNI (57C)

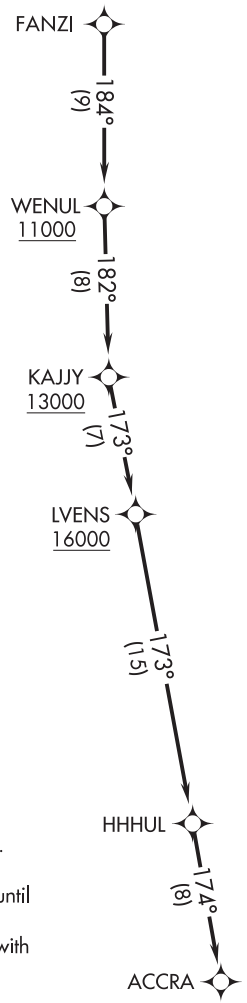
VOR/DME-A

EC-3, 07 AUG 2025 to 02 OCT 2025

EC-3, 07 AUG 2025 to 02 OCT 2025

AWOS-3PT
118.125
MILWAUKEE DEP CON
125.35 307.0

**TOP ALTITUDE: ASSIGNED BY ATC**




TAKEOFF MINIMUMS
Rwys 18, 36: NA - Environmental.
Rwys 8, 26: Standard.

NOTE: RNAV 1.
NOTE: GPS or DME/DME/IRU required.
NOTE: RADAR required.
NOTE: Turbojet aircraft maintain 250K until advised by ATC.
NOTE: Advise ATC if unable to comply with crossing restrictions.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for RADAR vectors to FANZI, thence....

....on track 184° to cross WENUL at or above 11000, then on track 182° to cross KAJJY at or above 13000, then on track 173° to cross LVENS at or above 16000, then on track 173° to HHHUL, then on track 174° to ACCRA. Maintain ATC assigned altitude, expect filed altitude ten minutes after departure.



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

(UECKR6.UECKR) 24137

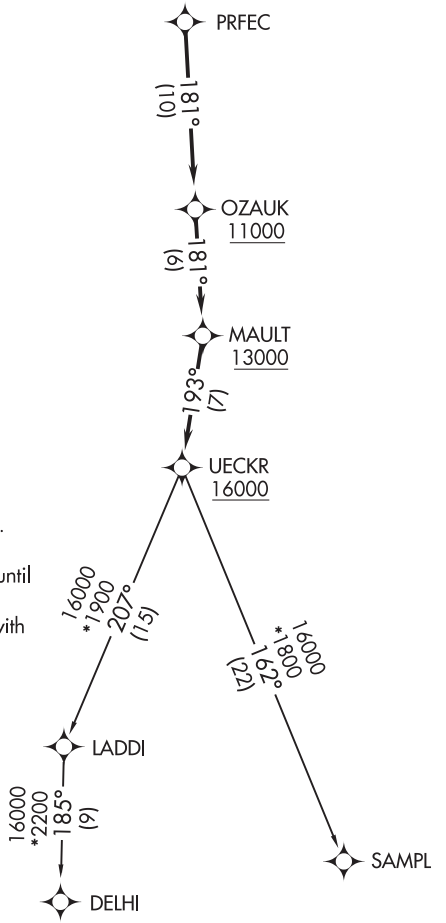
# UECKR SIX DEPARTURE (RNAV)

AL-9098 (FAA)

EAST TROY MUNI (57C)
EAST TROY, WISCONSIN

**TOP ALTITUDE: ASSIGNED BY ATC**

AWOS-3PT
118.125
MILWAUKEE DEP CON
125.35 307.0




TAKEOFF MINIMUMS
Rwys 18, 36: NA - Environmental.
Rwys 8, 26: Standard.

NOTE: RNAV 1.
NOTE: GPS or DME/DME/IRU required.
NOTE: RADAR required.
NOTE: Turbojet aircraft maintain 250K until advised by ATC.
NOTE: Notify ATC if unable to comply with crossing restrictions.

NOTE: Chart not to scale.

EC-3, 07 AUG 2025 to 02 OCT 2025

EC-3, 07 AUG 2025 to 02 OCT 2025

## DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for RADAR vectors to PRFEC, thence....

....on track 181° to cross OZAUK at or above 11000, then on track 181° to cross MAULT at or above 13000, then on track 193° to cross UECKR at or above 16000, then on (transition). Maintain ATC assigned altitude, expect filed altitude ten minutes after departure.

DELHI TRANSITION (UECKR6.DELHI)

SAMPL TRANSITION (UECKR6.SAMPL)

| LOC/DME I-EAU | APP CRS | Rwy Ldg | 7301 |
|---|---|---|---|
| 109.5 | 224° | TDZE | 913 |
| Chan 32 | | Apt Elev | 913 |

# ILS or LOC RWY 22
## CHIPPEWA VALLEY RGNL (EAU)

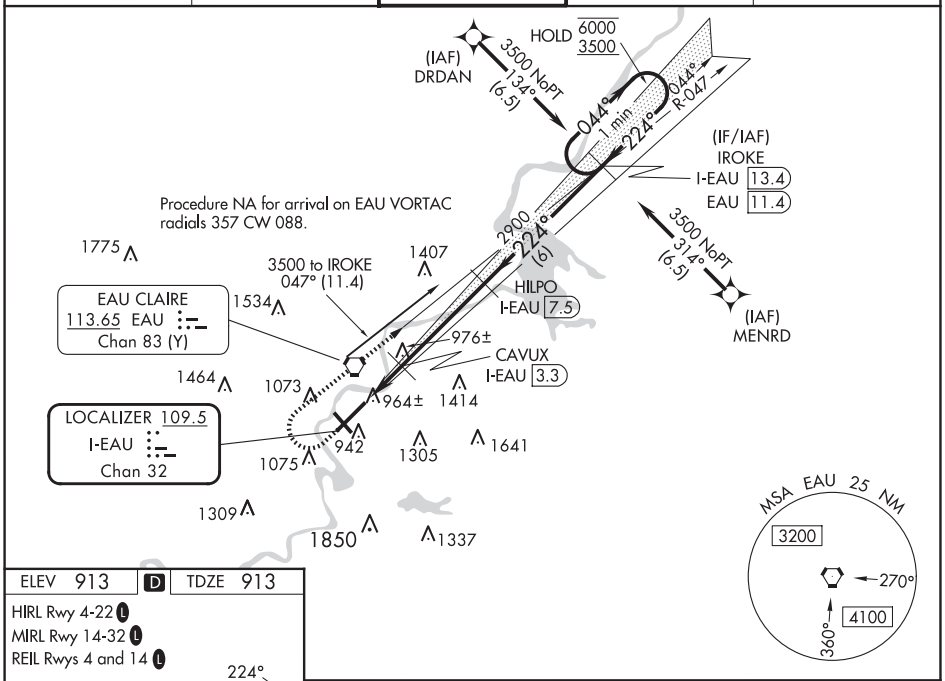
From DRDAN and MENRD RNAV-1 GPS required.
DME required.

T For inop ALS increase S-LOC 22 Cat C and D visibility to ⅞ SM. For inop ALS
A when using Rice Lake altimeter setting, increase S-ILS 22 all Cats visibility to 1 SM. When local altimeter setting not received, use Rice Lake altimeter setting and increase DA 110 feet and all MDA 120 feet, increase S-LOC 22 Cat C and D and Circling Cat C visibility ¼ SM. VDP NA when using Rice Lake altimeter setting.

MALSR

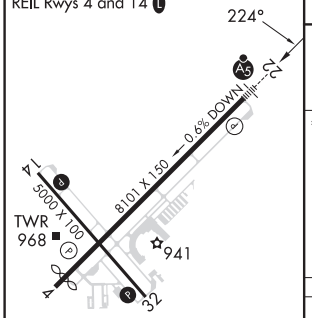
MISSED APPROACH: Climb to 1600 then climbing right turn to 3500 on EAU VORTAC R-047 to IROKE/I-EAU LOC/DME 13.4 DME and hold.

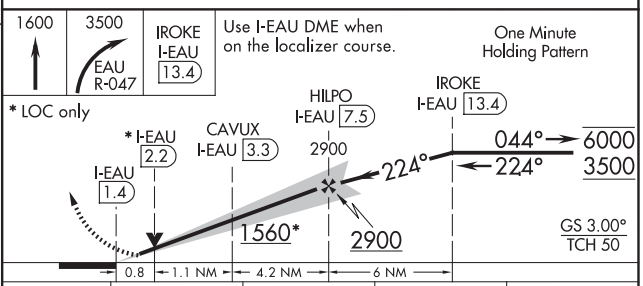
| ATIS | MINNEAPOLIS CENTER | EAU CLAIRE TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 126.025 | 125.3 335.6 | 118.575 (CTAF) L | 120.925 | 122.95 |




| ELEV 913 | D | TDZE 913 |
|---|---|---|

HIRL Rwy 4-22 L
MIRL Rwy 14-32 L
REIL Rwys 4 and 14 L




| FAF to MAP 6.1 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 6:06 | 4:04 | 3:03 | 2:26 | 2:02 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 22 | 1113-½ 200 (200-½) | | | |
| S-LOC 22 | 1220-½ 307 (400-½) | | | |
| C CIRCLING | 1480-1 567 (600-1) | 1540-1 627 (700-1) | 1660-2¼ 747 (800-2¼) | 2200-3 1287 (1300-3) |



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

EAU CLAIRE, WISCONSIN | AL-937 (FAA) | 21336

# RNAV (GPS) RWY 4

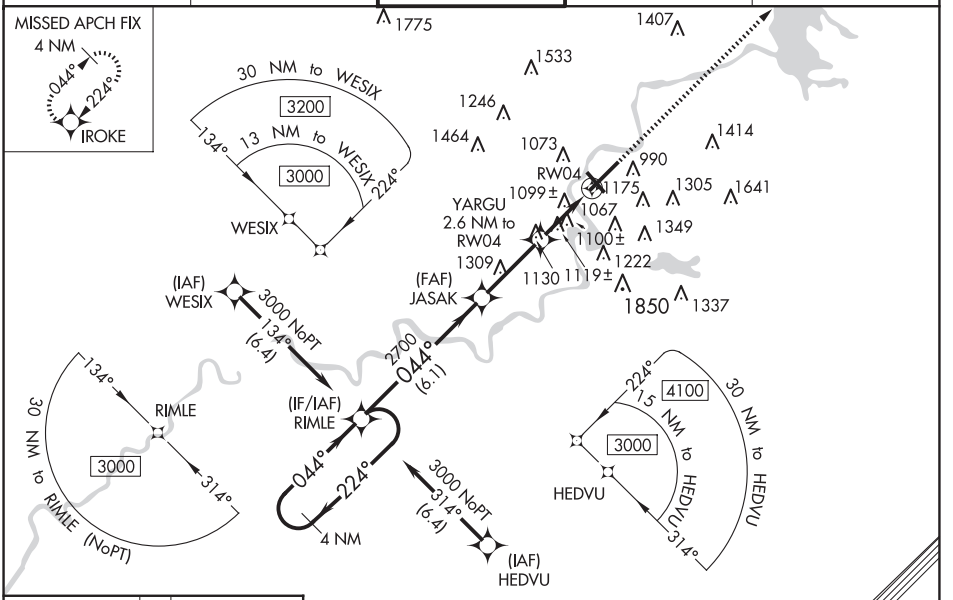
CHIPPEWA VALLEY RGNL (EAU)

| WAAS | APP CRS | Rwy Idg | 7701 |
|---|---|---|---|
| CH 69217 | 044° | TDZE | 889 |
| W04A | | Apt Elev | 913 |

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Rice Lake Rgnl/Carl's Fld altimeter setting. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Rice Lake Rgnl/Carl's Fld altimeter setting and increase LPV DA to 1199, LNAV/VNAV DA to 1489 and all visibilities ⅞ SM. Increase all MDA 120 feet and LNAV Cat C/D and Circling Cat C visibility ¼ SM. Circling Rwy 32 NA at night.

MISSED APPROACH: Climb to 3000 direct IROKE and hold.

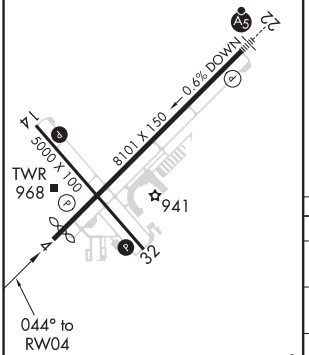
| ATIS | MINNEAPOLIS CENTER | EAU CLAIRE TOWER* | GND CON | UNICOM |
|---|---|---|---|---|
| 126.025 | 125.3 335.6 | 118.575 (CTAF) L | 120.925 | 122.95 |

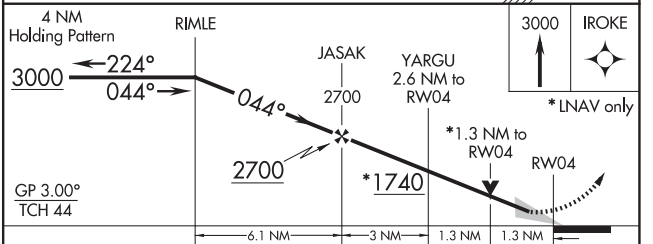



EC-3, 07 AUG 2025 to 02 OCT 2025

EC-3, 07 AUG 2025 to 02 OCT 2025

ELEV 913 D TDZE 889




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1089-¾ 200 (200-¾) | | | |
| LNAV/VNAV DA | 1379-1⅝ 490 (500-1⅝) | | | |
| LNAV MDA | 1360-1 471 (500-1) | | 1360-1⅜ 471 (500-1⅜) | |
| C CIRCLING | 1480-1 567 (600-1) | 1540-1 627 (700-1) | 1660-2¼ 747 (800-2¼) | 2200-3 1287 (1300-3) |

HIRL Rwy 4-22 L
MIRL Rwy 14-32 L
REIL Rwys 4 and 14 L

EAU CLAIRE, WISCONSIN
Amdt 1 10NOV16

44° 52'N-91° 29'W

CHIPPEWA VALLEY RGNL (EAU)

RNAV (GPS) RWY 4

# RNAV (GPS) RWY 22

## CHIPPEWA VALLEY RGNL (EAU)

| WAAS | APP CRS | Rwy Idg | 7301 |
|---|---|---|---|
| CH 87006 | 224° | TDZE | 913 |
| W22A | | Apt Elev | 913 |

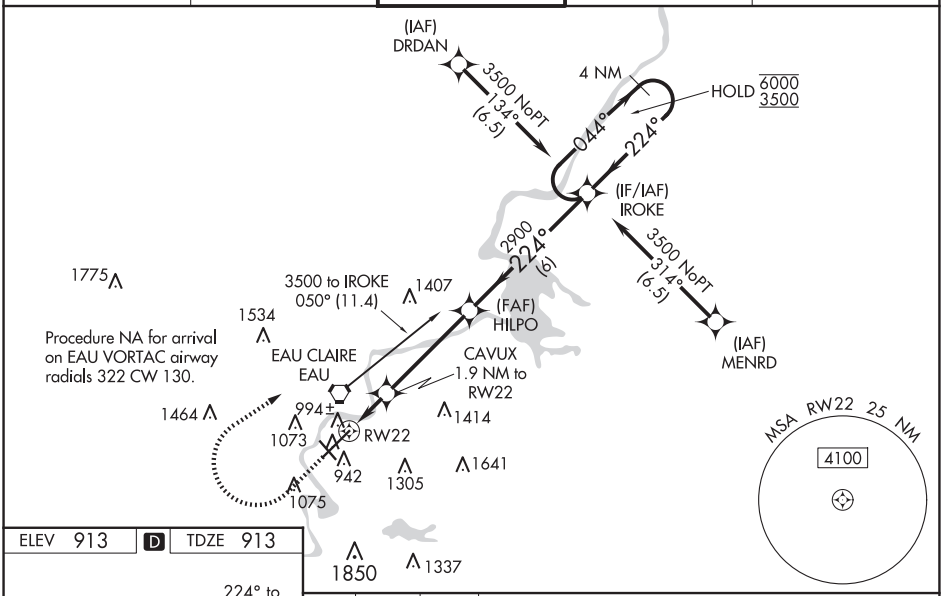
RNP APCH.

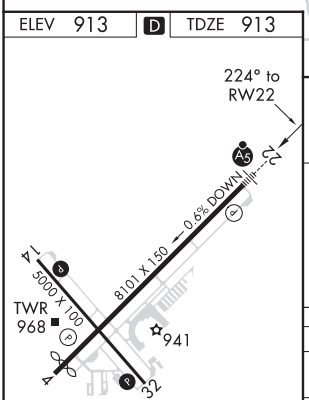
Baro-VNAV and VDP NA when using Rice Lake altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C. When local altimeter setting not received, use Rice Lake altimeter setting and increase LPV DA to 1223, LNAV/VNAV DA to 1285, and increase LNAV/VNAV visibility all Cats ¼ SM; increase all MDA 120 feet and LNAV Cats C/D visibility ⅜ SM and Circling Cat C visibility ¼ SM. For inop ALS increase LNAV/VNAV visibility all Cats to ⅞ SM and LNAV Cats C/D visibility to 1 SM. For inop ALS when using Rice Lake altimeter setting increase LPV visibility all Cats to 1 SM and LNAV Cats C/D visibility to 1⅜ SM.

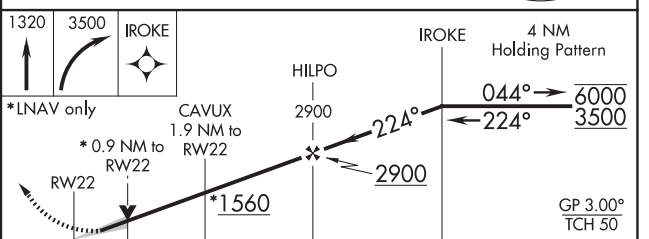
MALSR

MISSED APPROACH: Climb to 1320 then climbing right turn to 3500 direct IROKE and hold.

| ATIS | MINNEAPOLIS CENTER | EAU CLAIRE TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 126.025 | 125.3 335.6 | 118.575 (CTAF) L | 120.925 | 122.95 |




| CATEGORY | | A | B | C | D |
|---|---|---|---|---|---|
| LPV | DA | 1113-½ | 200 (200-½) | | |
| LNAV/VNAV | DA | 1175-½ | 262 (300-½) | | |
| LNAV MDA | | 1260-½ | 347 (400-½) | 1260-⅝ | 347 (400-⅝) |
| C CIRCLING | | 1480-1<br>567 (600-1) | 1540-1<br>627 (700-1) | 1660-2¼<br>747 (800-2¼) | 2200-3<br>1287 (1300-3) |

HIRL Rwy 4-22 L
MIRL Rwy 14-32 L
REIL Rwys 4 and 14 L



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

EAU CLAIRE, WISCONSIN | AL-937 (FAA) | 24081

# LOC BC RWY 4

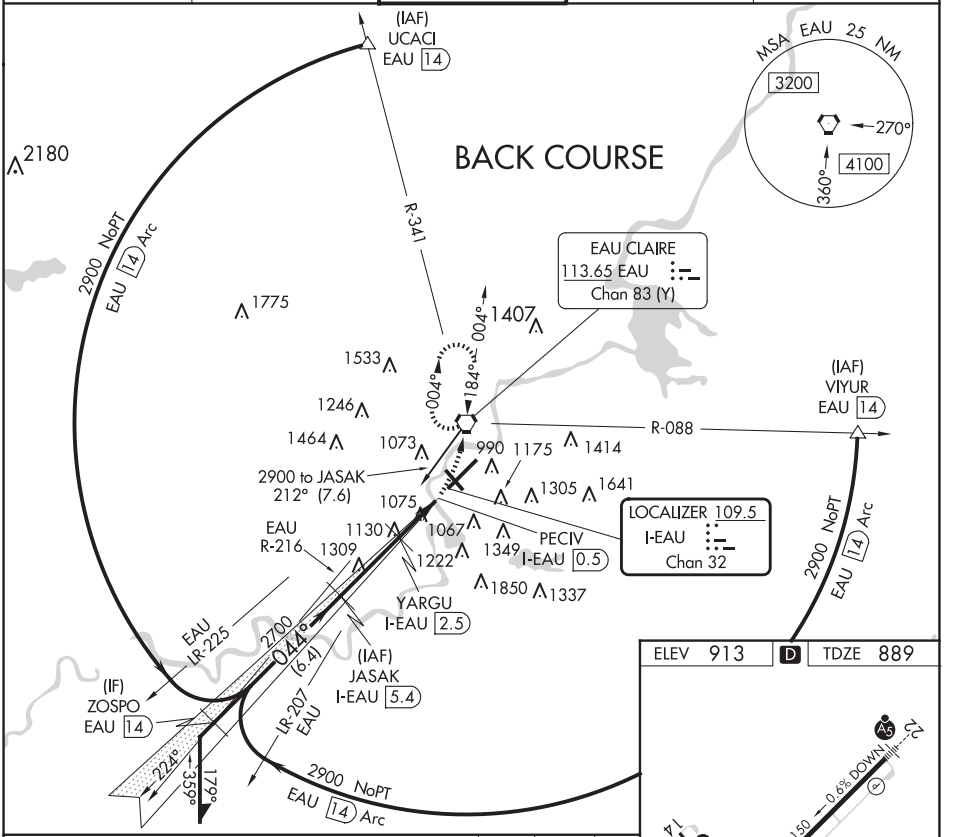
CHIPPEWA VALLEY RGNL (EAU)

| LOC/DME I-EAU | APP CRS | Rwy Idg | 7701 |
|---|---|---|---|
| 109.5 | 044° | TDZE | 889 |
| Chan 32 | | Apt Elev | 913 |

T A DME required. VDP NA with Rice Lake Rgnl/Carl's Fld airport altimeter setting. When local altimeter setting not received, use Rice Lake Rgnl/Carl's Fld airport altimeter setting increase all MDA 120 feet, increase S-4 Cats C and D and Circling Cat C visibility ¼ mile. Circling Rwy 32 NA at night.

MISSED APPROACH: Climb to 2900 then left turn direct EAU VORTAC and hold.

| ATIS | MINNEAPOLIS CENTER | EAU CLAIRE TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 126.025 | 125.3 335.6 | 118.575 (CTAF) L | 120.925 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-4 | 1380-1 491 (500-1) | | 1380-1⅜ 491 (500-1⅜) | |
| C CIRCLING | 1480-1 567 (600-1) | 1540-1 627 (700-1) | 1660-2¼ 747 (800-2¼) | 2200-3 1287 (1300-3) |

HIRL Rwy 4-22 L
MIRL Rwy 14-32 L
REIL Rwys 4 and 14 L

EAU CLAIRE, WISCONSIN
Amdt 10 10NOV16

44°52′N-91°29′W

CHIPPEWA VALLEY RGNL (EAU)

LOC BC RWY 4

EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

| VORTAC EAU | APP CRS | Rwy ldg | N/A |
|---|---|---|---|
| 113.65 | 184° | TDZE | N/A |
| Chan 83 (Y) | | Apt Elev | 913 |

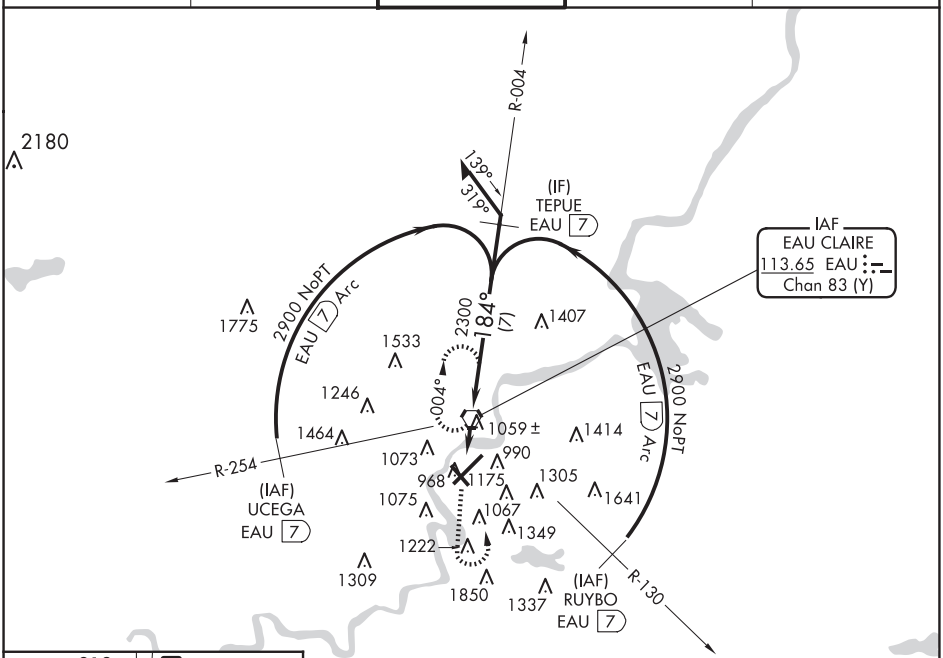
# VOR-A

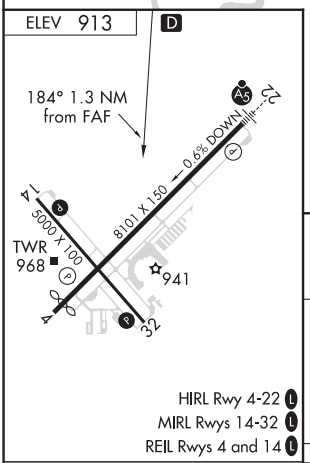
CHIPPEWA VALLEY RGNL (EAU)

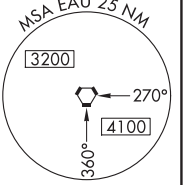
Visibility reduction by helicopters NA. When local altimeter setting not received, use Rice Lake altimeter setting and increase all MDA 120 feet, increase Circling Cat A and B visibility ¼ mile and Cat C visibility ½ mile.

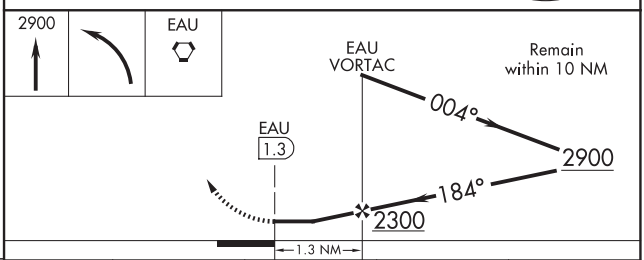
MISSED APPROACH: Climb to 2900 then left turn direct EAU VORTAC and hold.

| ATIS | MINNEAPOLIS CENTER | EAU CLAIRE TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 126.025 | 125.3 335.6 | 118.575 (CTAF) L | 120.925 | 122.95 |




| FAF to MAP 1.3 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 1:18 | 0:52 | 0:39 | 0:31 | 0:26 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1780-1<br>867 (900-1) | 1780-1¼<br>867 (900-1¼) | 1780-2½<br>867 (900-2½) | 2200-3<br>1287 (1300-3) |



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

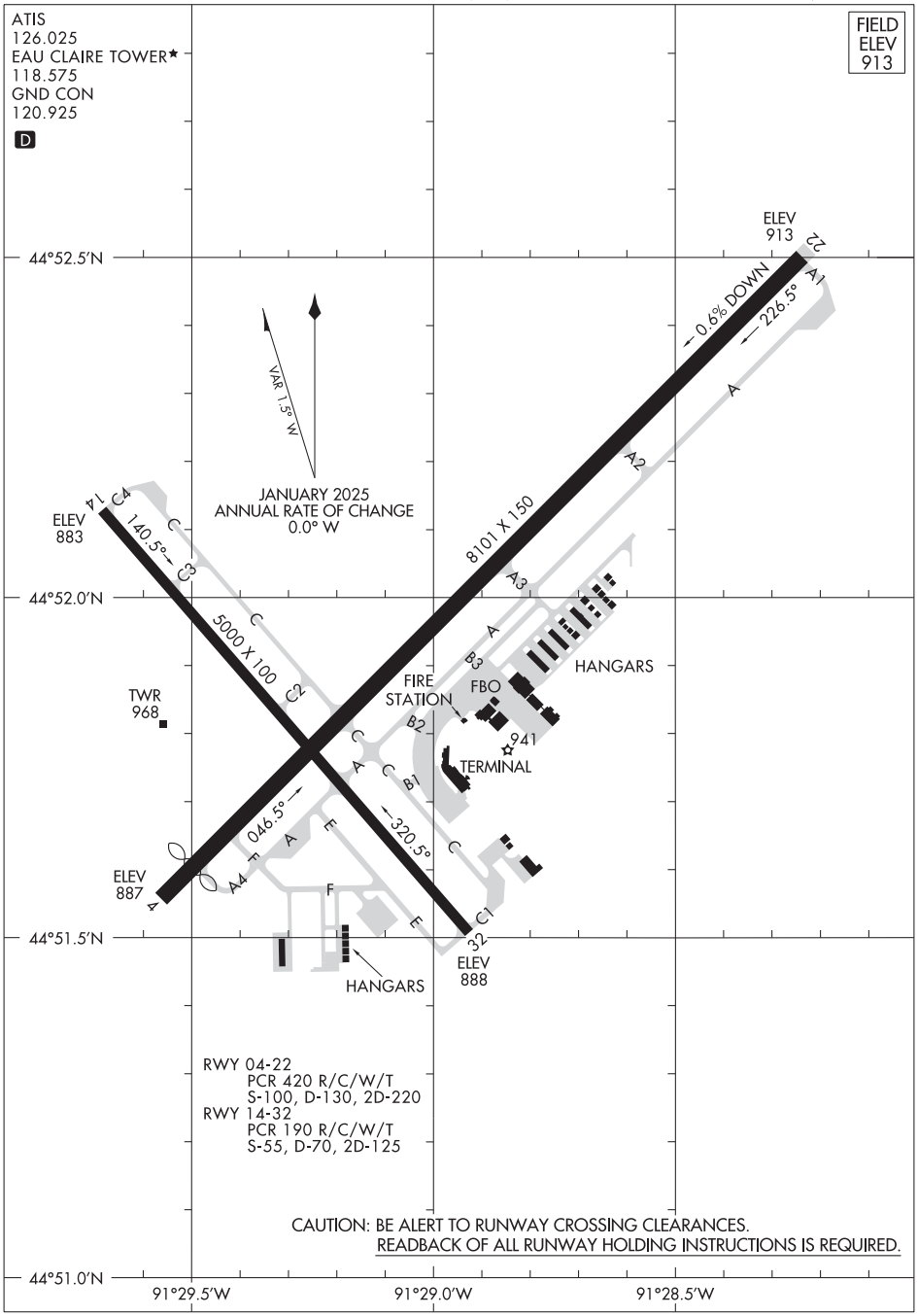
25107

# AIRPORT DIAGRAM

CHIPPEWA VALLEY RGNL (EAU)

EAU CLAIRE, WISCONSIN

AL-937 (FAA)




RWY 04-22
PCR 420 R/C/W/T
S-100, D-130, 2D-220
RWY 14-32
PCR 190 R/C/W/T
S-55, D-70, 2D-125

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

EC-3, 07 AUG 2025 to 02 OCT 2025

EC-3, 07 AUG 2025 to 02 OCT 2025

AIRPORT DIAGRAM
25107
EAU CLAIRE, WISCONSIN
CHIPPEWA VALLEY RGNL (EAU)

| APP CRS | Rwy Idg | 3400 |
|---|---|---|
| 009° | TDZE | 580 |
| | Apt Elev | 585 |

# RNAV (GPS) RWY 1

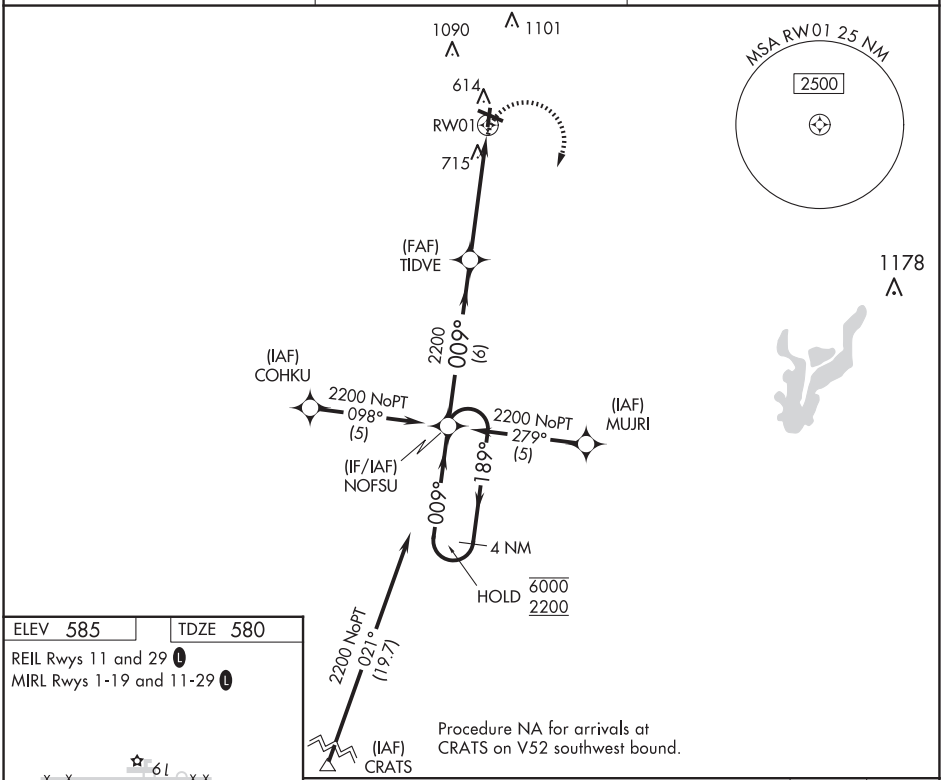
## EFFINGHAM COUNTY RGNL (1H2)

RNP APCH - GPS.

T A Rwy 1 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 1 NA at night, Circling Rwy 1, 19 NA at night. When local altimeter setting not received, use Olney-Noble altimeter setting and increase all MDA 80 feet and increase LNAV visibility Cat C ⅛ SM, and Circling visibility Cat C ¼ SM.

MISSED APPROACH: Climbing right turn to 2200 direct NOFSU and hold.

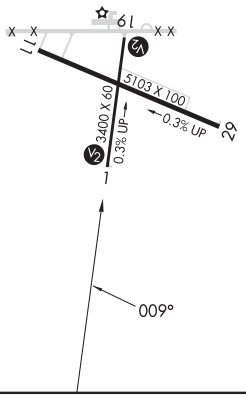
| AWOS-3PT | KANSAS CITY CENTER | UNICOM |
|---|---|---|
| 118.375 | 124.3 269.15 | 122.725 (CTAF) L |




| ELEV 585 | TDZE 580 |
|---|---|

REIL Rwys 11 and 29 L

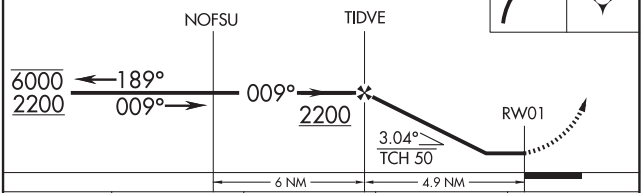
MIRL Rwys 1-19 and 11-29 L




4 NM Holding Pattern

VGSI and descent angles not coincident (VGSI Angle 4.00/TCH 40).

2200 NOFSU




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1020-1 | 440 (500-1) | 1020-1¼ 440 (500-1¼) | NA |
| C CIRCLING | 1020-1 435 (500-1) | 1140-1 555 (600-1) | 1440-2½ 855 (900-2½) | NA |



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

EFFINGHAM, ILLINOIS | AL-5930 (FAA) | 24305

# RNAV (GPS) RWY 11

EFFINGHAM COUNTY RGNL (1H2)

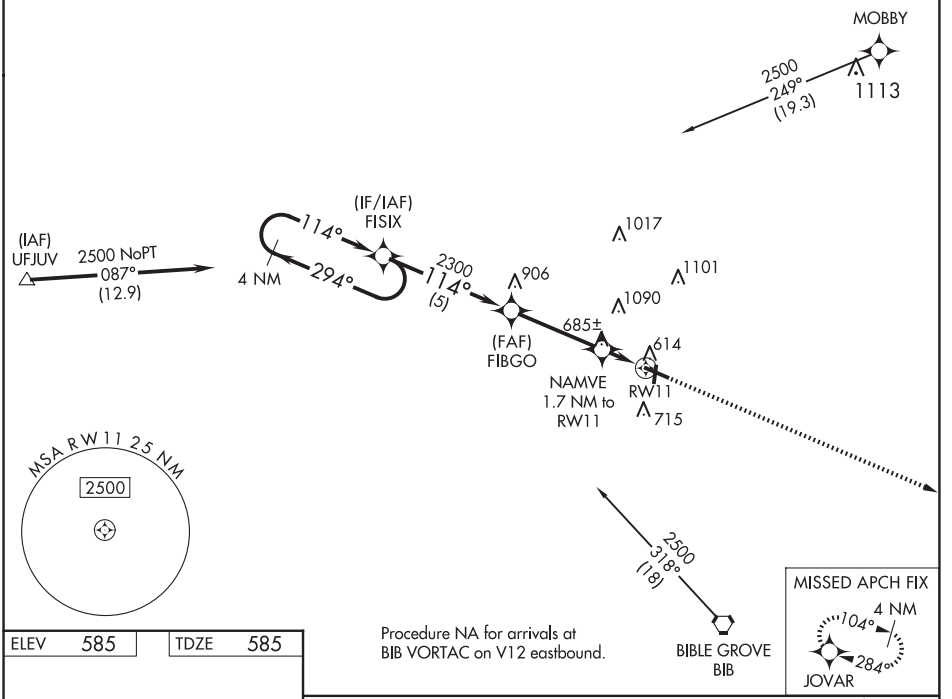
| WAAS | APP CRS | Rwy Idg | 5103 |
|---|---|---|---|
| CH 99439 | 114° | TDZE | 585 |
| W11A | | Apt Elev | 585 |

RNP APCH.

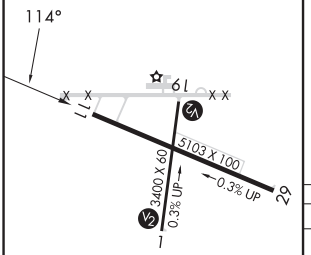
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Straight-in Rwy 1 NA at night, Circling Rwy 1, 19 NA at night.

MISSED APPROACH: Climb to 2300 direct JOVAR and hold.

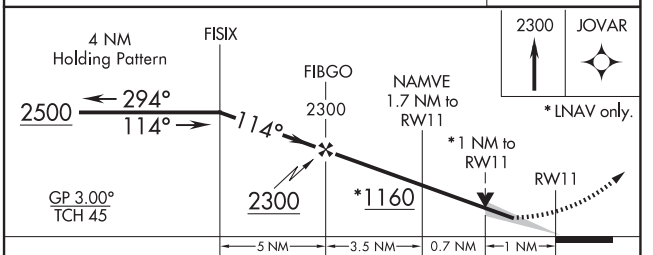
| AWOS-3PT | KANSAS CITY CENTER | UNICOM |
|---|---|---|
| 118.375 | 124.3 269.15 | 122.725 (CTAF) L |




| ELEV | 585 | TDZE | 585 |
|---|---|---|---|




REIL Rwys 11 and 29 L
MIRL Rwys 1-19 and 11-29 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | | 835-1 | 250 (300-1) | |
| LNAV/VNAV DA | | 856-1 | 271 (300-1) | |
| LNAV MDA | | 940-1 | 355 (400-1) | |
| C CIRCLING | 1020-1<br>435 (500-1) | 1140-1<br>555 (600-1) | 1440-2½<br>855 (900-2½) | 1440-2¾<br>855 (900-2¾) |

EFFINGHAM, ILLINOIS
Orig-A 26MAR20

39°04'N-88°32'W

EFFINGHAM COUNTY RGNL (1H2)

RNAV (GPS) RWY 11

EC-3, 07 AUG 2025 to 02 OCT 2025

EC-3, 07 AUG 2025 to 02 OCT 2025

| WAAS | APP CRS | Rwy Idg | 5103 |
|---|---|---|---|
| CH 93933 | 294° | TDZE | 579 |
| W29A | | Apt Elev | 585 |

# RNAV (GPS) RWY 29

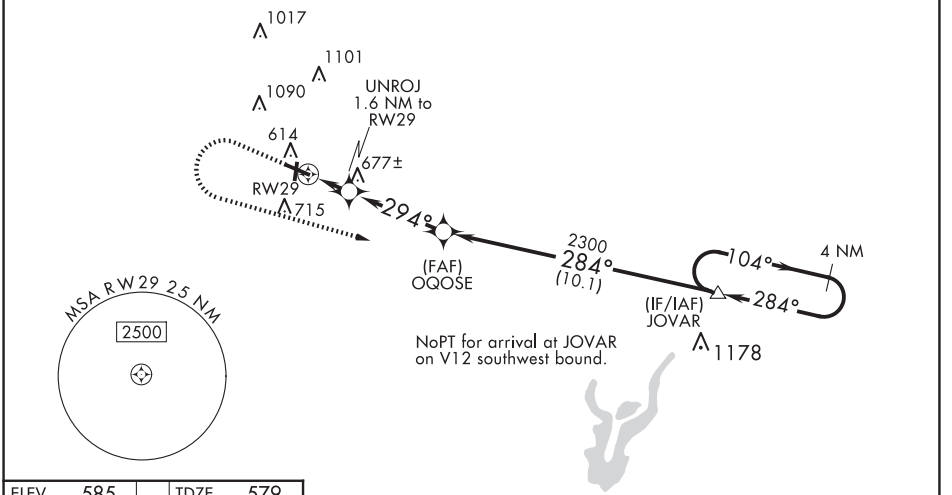
## EFFINGHAM COUNTY RGNL (1H2)

RNP APCH.

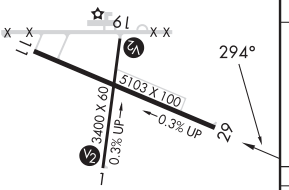
T A Rwy 29 helicopter visibility reduction below ¾ SM NA. Straight-in Rwy 1 NA at night, Circling Rwy 1, 19 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV below -16°C or above 54°C. Baro-VNAV and VDP NA when using Olney-Noble altimeter setting. When local altimeter setting not received, use Olney-Noble altimeter setting and increase all DA 77 feet and all MDA 80 feet; increase LPV all Cats and Circling Cat C/D visibility ¼ SM, increase LNAV/VNAV all Cats visibility ⅜ SM.

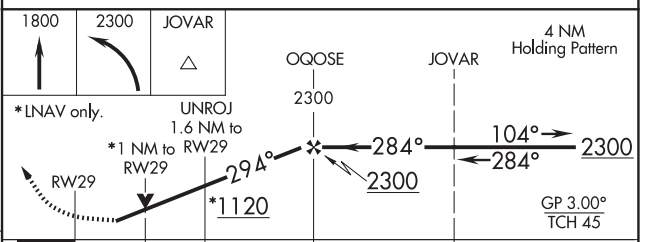
MISSED APPROACH: Climb to 1800 then climbing left turn to 2300 direct JOVAR and hold.

| AWOS-3PT | KANSAS CITY CENTER | UNICOM |
|---|---|---|
| 118.375 | 124.3 269.15 | 122.725 (CTAF) L |




ELEV 585 TDZE 579




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 838-⅞ | 259 (300-⅞) | | |
| LNAV/VNAV DA | 859-⅞ | 280 (300-⅞) | | |
| LNAV MDA | 940-1 | 361 (400-1) | | |
| C CIRCLING | 1020-1 435 (500-1) | 1140-1 555 (600-1) | 1440-2½ 855 (900-2½) | 1440-2¾ 855 (900-2¾) |

REIL Rwys 11 and 29 L
MIRL Rwys 1-19 and 11-29 L



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

EPHRAIM, WISCONSIN AL-9004 (FAA) 25163

# RNAV (GPS) RWY 14

EPHRAIM/GIBRALTAR (3D2)

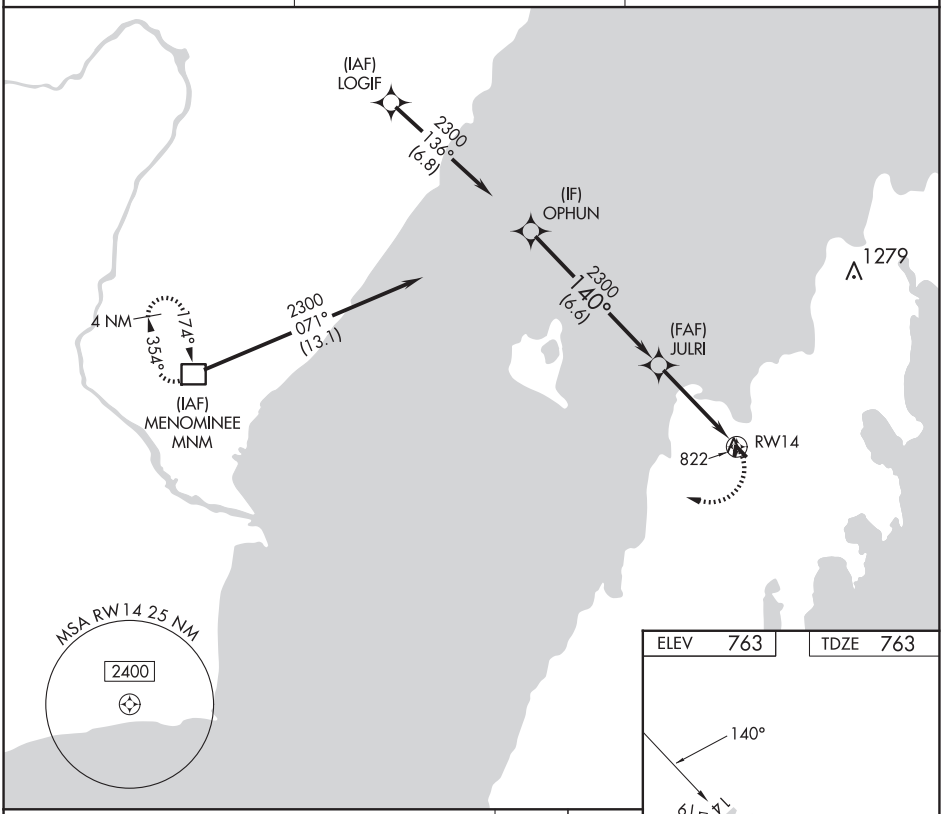
| APP CRS | Rwy Ldg | 2697 |
|---|---|---|
| 140° | TDZE | 763 |
| | Apt Elev | 763 |

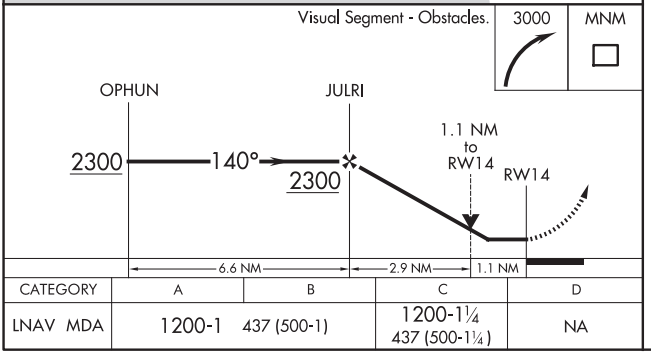
RNP APCH - GPS.

Rwy 14 helicopter visibility reduction below ¾ SM NA.

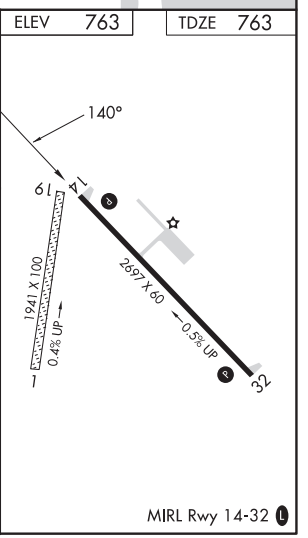
MISSED APPROACH: Climbing right turn to 3000 direct MNM DME and hold.

| AWOS-3PT | GREEN BAY APP CON★ | UNICOM |
|---|---|---|
| 124.175 | 120.3 338.2 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1200-1 | 437 (500-1) | 1200-1¼ 437 (500-1¼) | NA |




MIRL Rwy 14-32 L

EPHRAIM, WISCONSIN
Amdt 1 08SEP22

45°08′N-87°11′W

EPHRAIM/GIBRALTAR (3D2)

RNAV (GPS) RWY 14

EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 32

EPHRAIM/GIBRALTAR (3D2)

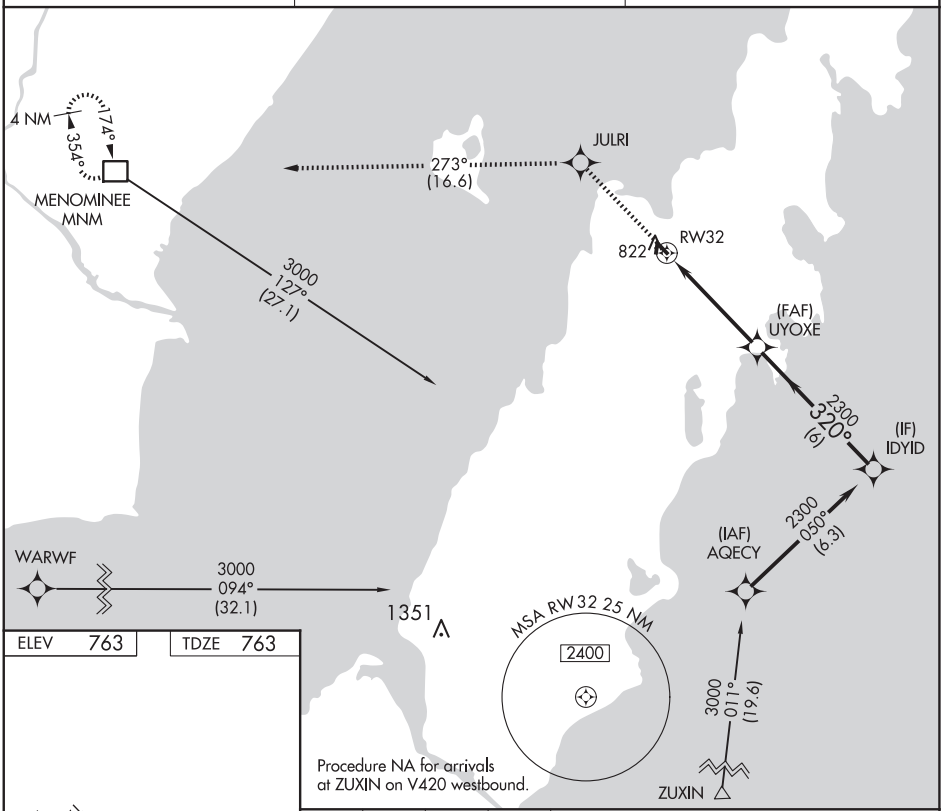
| APP CRS | Rwy Ldg | 2697 |
|---|---|---|
| 320° | TDZE | 763 |
| | Apt Elev | 763 |

RNP APCH - GPS.

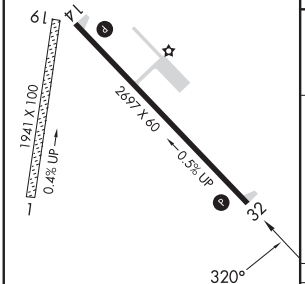
Procedure NA at night. Rwy 32 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 direct JULRI and on track 273° to MNM DME and hold.

| AWOS-3PT | GREEN BAY APP CON★ | UNICOM |
|---|---|---|
| 124.175 | 120.3 338.2 | 123.0 (CTAF) L |



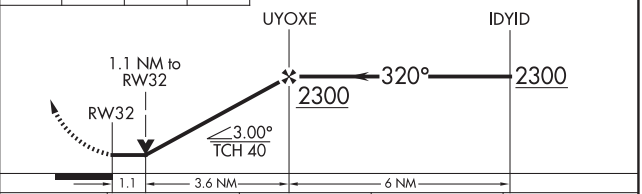

| ELEV | 763 | TDZE | 763 |
|---|---|---|---|




MIRL Rwy 14-32 L

| 3000 | JULRI | tr 273° | MNM |
|---|---|---|---|

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 25).




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1120-1 | 357 (400-1) | | NA |



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

FAIRFIELD, ILLINOIS | AL-5961 (FAA) | 24193

# RNAV (GPS) RWY 9

FAIRFIELD MUNI (FWC)

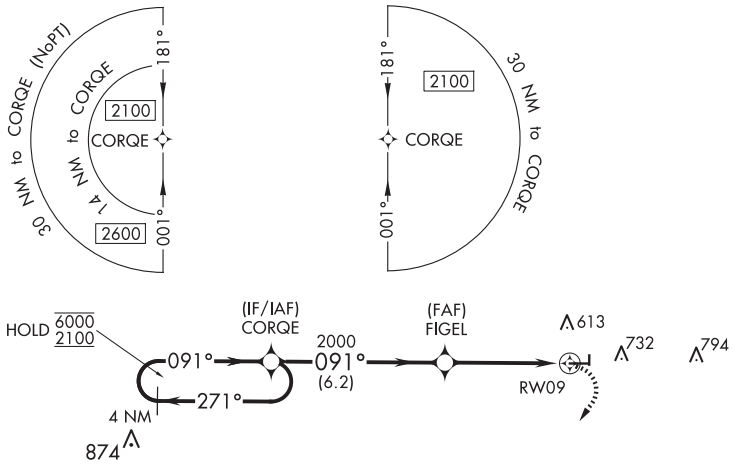
| APP CRS | Rwy Idg | 4000 |
|---|---|---|
| 091° | TDZE | 434 |
| | Apt Elev | 434 |

RNP APCH.

Rwy 9 helicopter visibility reduction below 1 SM NA.
Straight-in Rwy 9 NA at night, Circling Rwy 9, 27, 36 NA at night.

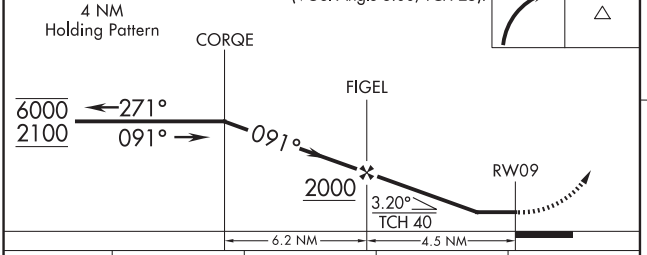
MISSED APPROACH: Climbing right turn to 3000 direct DAHLL and hold.

| AWOS-3PT | KANSAS CITY CENTER | UNICOM |
|---|---|---|
| 119.425 | 127.7 351.825 | 123.05 (CTAF) L |



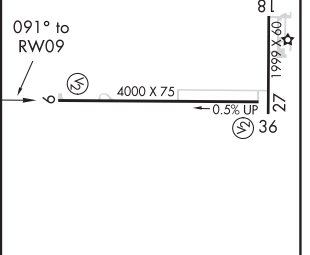
VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 25).

3000 | DAHLL




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 880-1 446 (500-1) | | 880-1 3/8 446 (500-1 3/8) | NA |
| C CIRCLING | 1040-1 606 (700-1) | | 1100-1 3/4 666 (700-1 3/4) | NA |

ELEV 434 | TDZE 434




REIL Rwy 9 L
MIRL Rwys 9-27 and 18-36 L

FAIRFIELD, ILLINOIS
Amdt 1 08NOV18

38°23'N-88°25'W

FAIRFIELD MUNI (FWC)

RNAV (GPS) RWY 9

EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

# NDB RWY 9

FAIRFIELD MUNI (FWC)

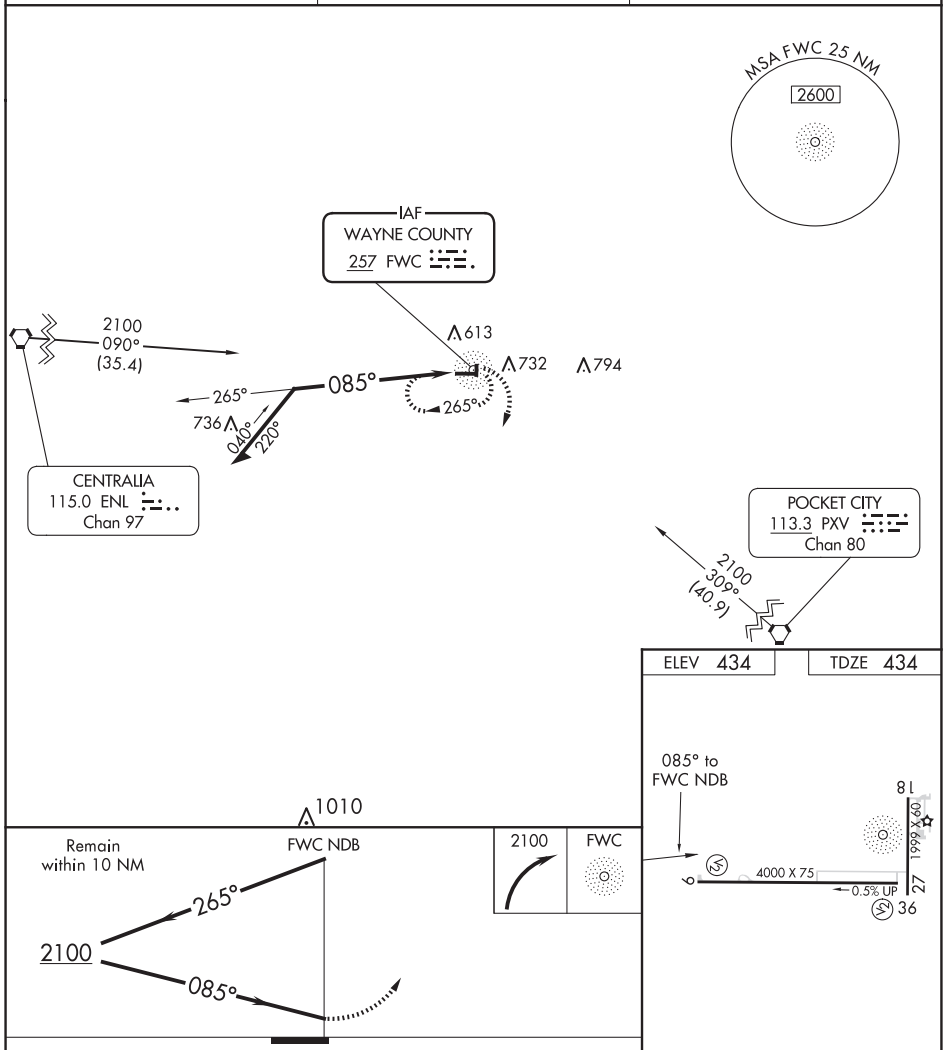
| NDB FWC | APP CRS | | |
|---|---|---|---|
| 257 | 085° | Rwy Idg | 4000 |
| | | TDZE | 434 |
| | | Apt Elev | 434 |

ADF required.

Rwy 9 helicopter visibility reduction below 1 SM NA.
Straight-in Rwy 9 NA at night, Circling Rwy 9, 27, 36 NA at night.

MISSED APPROACH: Climbing right turn to 2100 in FWC NDB holding pattern.

| AWOS-3PT | KANSAS CITY CENTER | UNICOM |
|---|---|---|
| 119.425 | 127.7 351.825 | 123.05 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-9 | 1100-1 | 666 (700-1) | 1100-1¾ 666 (700-1¾) | NA |
| C CIRCLING | 1100-1 | 666 (700-1) | 1100-1¾ 666 (700-1¾) | NA |

REIL Rwy 9 L
MIRL Rwys 9-27 and 18-36 L



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

FLORA, ILLINOIS AL-6547 (FAA) 23166

# RNAV (GPS) RWY 3

FLORA MUNI (FOA)

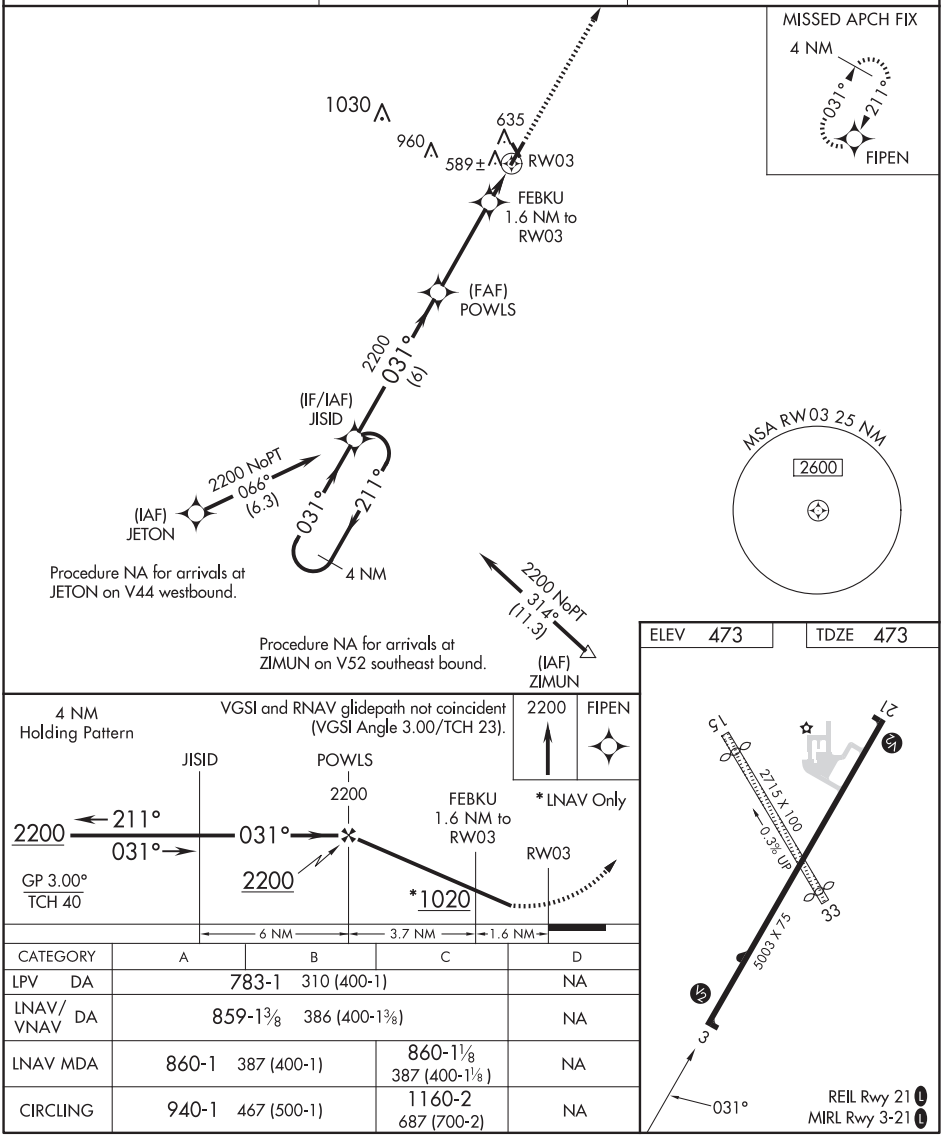
| WAAS | APP CRS | Rwy Idg | 5003 |
|---|---|---|---|
| CH 82428 | 031° | TDZE | 473 |
| W03A | | Apt Elev | 473 |

RNP APCH.

Baro-VNAV NA when using Olney-Noble altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. When local altimeter setting not received, use Olney-Noble altimeter setting: increase LPV DA to 816 feet and visibility ⅛ SM; increase LNAV/VNAV DA to 892 feet; increase all MDAs 40 feet and LNAV Cat C visibility ⅛ SM. Rwy 3 helicopter visibility reduction below ¾ SM NA. Circling NA to Rwys 15 and 33.

MISSED APPROACH: Climb to 2200 direct FIPEN and hold.

| AWOS-3 | KANSAS CITY CENTER | UNICOM |
|---|---|---|
| 120.175 | 127.7 351.825 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 783-1 | 310 (400-1) | | NA |
| LNAV/VNAV DA | 859-1⅜ | 386 (400-1⅜) | | NA |
| LNAV MDA | 860-1 | 387 (400-1) | 860-1⅛ 387 (400-1⅛) | NA |
| CIRCLING | 940-1 | 467 (500-1) | 1160-2 687 (700-2) | NA |




FLORA, ILLINOIS
Amdt 2C 30DEC21

38°40'N-88°27'W

FLORA MUNI (FOA)

RNAV (GPS) RWY 3

EC-3, 07 AUG 2025 to 02 OCT 2025

EC-3, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 21

FLORA MUNI (FOA)

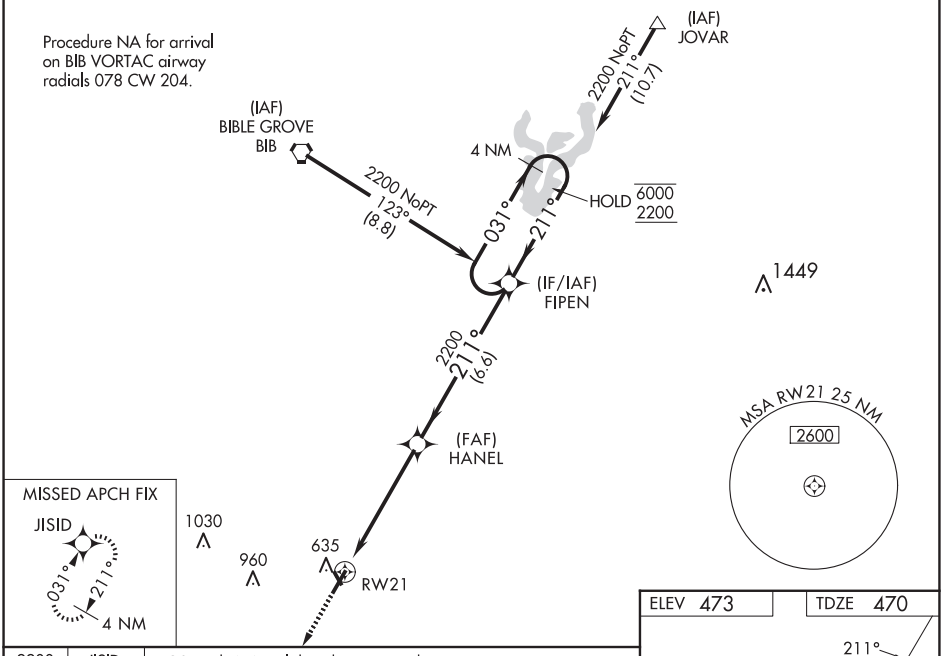
| WAAS | APP CRS | Rwy Idg | 5003 |
|---|---|---|---|
| CH 86428 | 211° | TDZE | 470 |
| W21A | | Apt Elev | 473 |

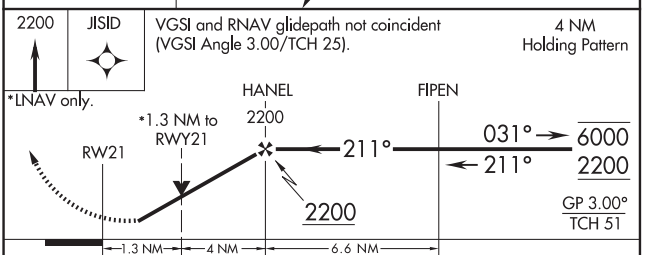
RNP APCH.

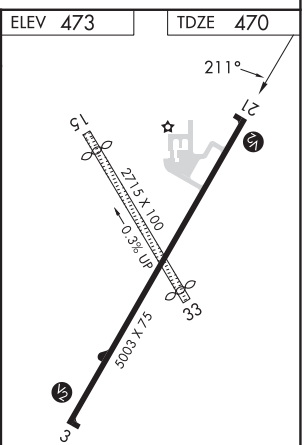
Circling NA to Rwys 15 and 33. Baro-VNAV and VDP NA when using Olney-Noble altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. Rwy 21 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Olney-Noble altimeter setting and increase LPV DA to 779 feet, LNAV/VNAV DA to 838 feet and increase LNAV/VNAV visibility all Cats ⅛ SM, increase all MDA 40 feet.

MISSED APPROACH: Climb to 2200 direct JISID and hold.

| AWOS-3 | KANSAS CITY CENTER | UNICOM |
|---|---|---|
| 120.175 | 127.7 351.825 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 746-1 276 (300-1) | | | NA |
| LNAV/VNAV DA | 805-1 335 (400-1) | | | NA |
| LNAV MDA | 920-1 450 (500-1) | | 920-1⅜ 450 (500-1⅜) | NA |
| CIRCLING | 940-1 467 (500-1) | | 1160-2 687 (700-2) | NA |

REIL Rwy 21 L
MIRL Rwy 3-21 L



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

# LOC RWY 21

FLORA MUNI (FOA)

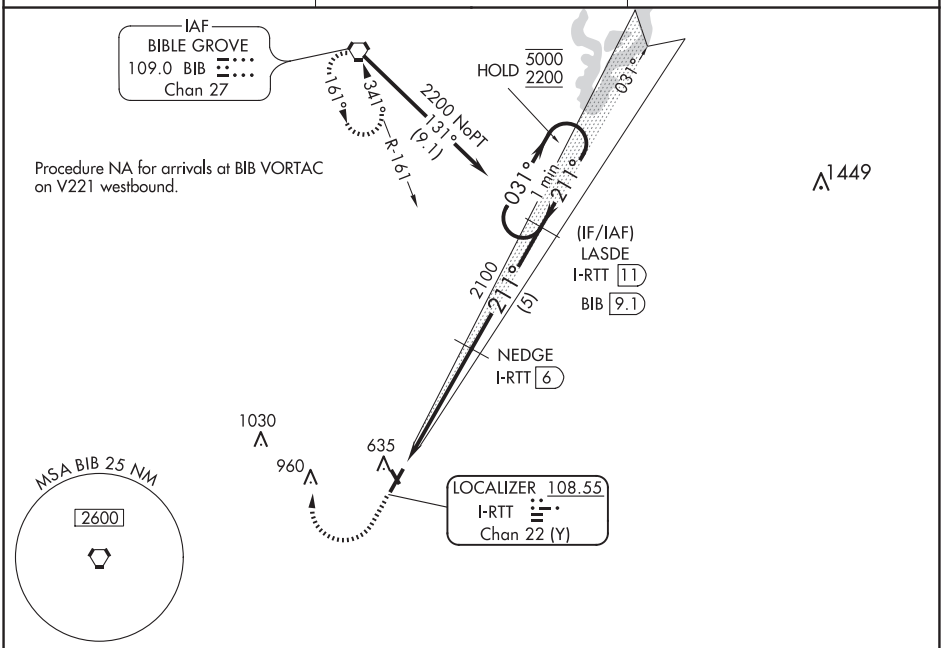
| LOC/DME I-RTT | APP CRS | Rwy Idg | 5003 |
|---|---|---|---|
| 108.55 | 211° | TDZE | 470 |
| Chan 22 (Y) | | Apt Elev | 473 |

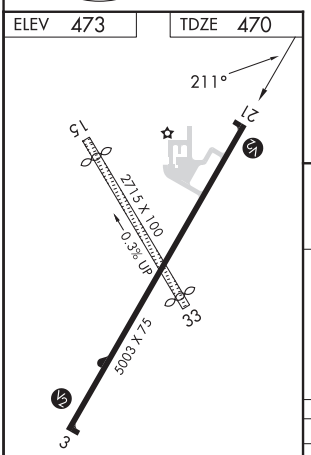
DME required.

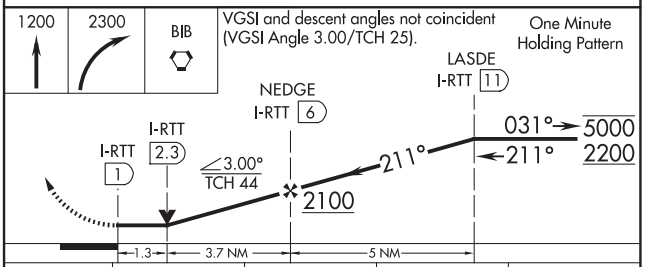
T A NA — Circling NA to Rwys 15 and 33.
Rwy 21 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 1200 then climbing right turn to 2300 direct BIB VORTAC and hold.

| AWOS-3 | KANSAS CITY CENTER | UNICOM |
|---|---|---|
| 120.175 | 127.7 351.825 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-21 | 920-1 450 (500-1) | | 920-1⅜ 450 (500-1⅜) | NA |
| C CIRCLING | 940-1 467 (500-1) | 1120-1 647 (700-1) | 1160-2 687 (700-2) | NA |



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

| WAAS | APP CRS | Rwy Idg | 5941 |
|---|---|---|---|
| CH 99638 | 184° | TDZE | 791 |
| W18A | | Apt Elev | 808 |

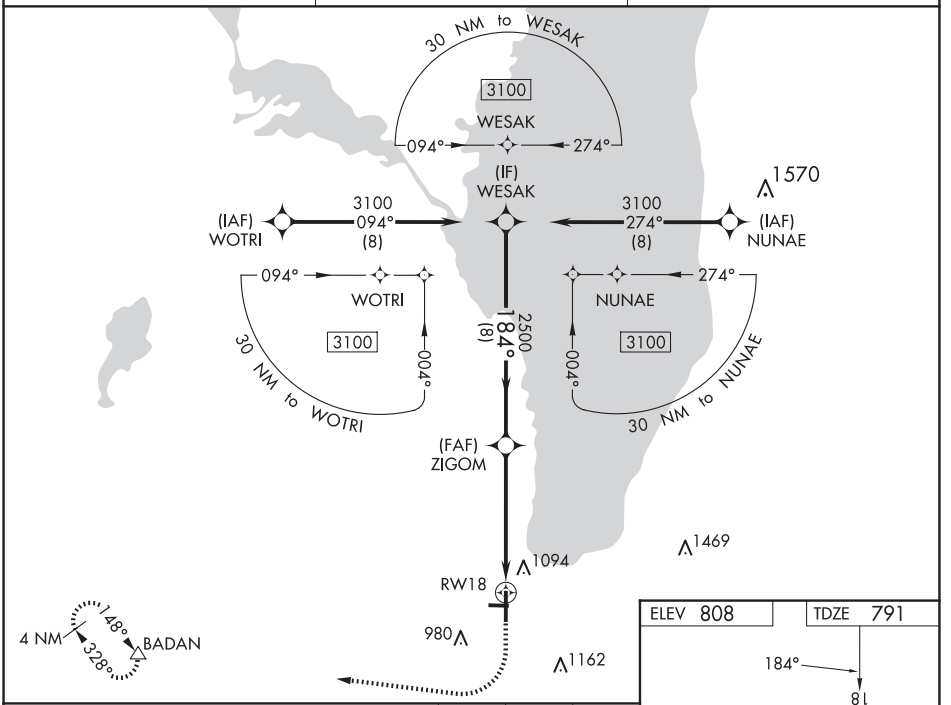
# RNAV (GPS) RWY 18

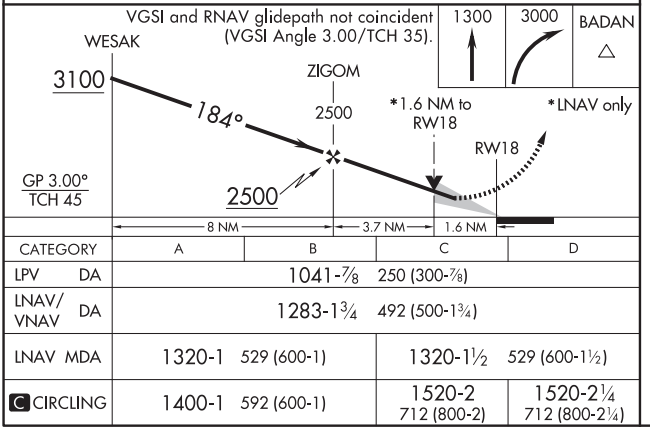
## FOND DU LAC COUNTY (FLD)

Night landing: Rwy 9, 27 NA. Baro-VNAV NA when using Oshkosh altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Oshkosh altimeter setting: increase LPV DA to 1072 feet and LNAV/VNAV DA to 1314 feet and all MDA 60 feet; increase LPV visibility all Cats, LNAV/VNAV visibility all Cats and LNAV Cat C/D visibility ⅛ mile; increase Circling Cat D visibility ¼ mile.

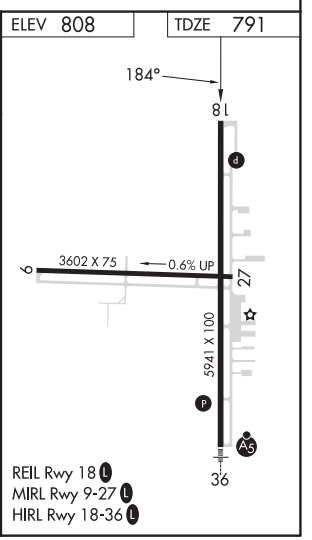
MISSED APPROACH: Climb to 1300 then climbing right turn 3000 direct BADAN and hold.

| ASOS | MILWAUKEE APP CON | UNICOM |
|---|---|---|
| 134.0 | 127.0 263.075 | 123.05 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1041-⅞ 250 (300-⅞) | | | |
| LNAV/VNAV DA | 1283-1¾ 492 (500-1¾) | | | |
| LNAV MDA | 1320-1 529 (600-1) | | 1320-1½ 529 (600-1½) | |
| C CIRCLING | 1400-1 592 (600-1) | | 1520-2 712 (800-2) | 1520-2¼ 712 (800-2¼) |






EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

FOND DU LAC, WISCONSIN | AL-5231 (FAA) | 23054

# RNAV (GPS) RWY 36

FOND DU LAC COUNTY (FLD)

| WAAS | APP CRS | Rwy Idg | 5941 |
|---|---|---|---|
| CH 93800 | 004° | TDZE | 795 |
| W36A | | Apt Elev | 808 |

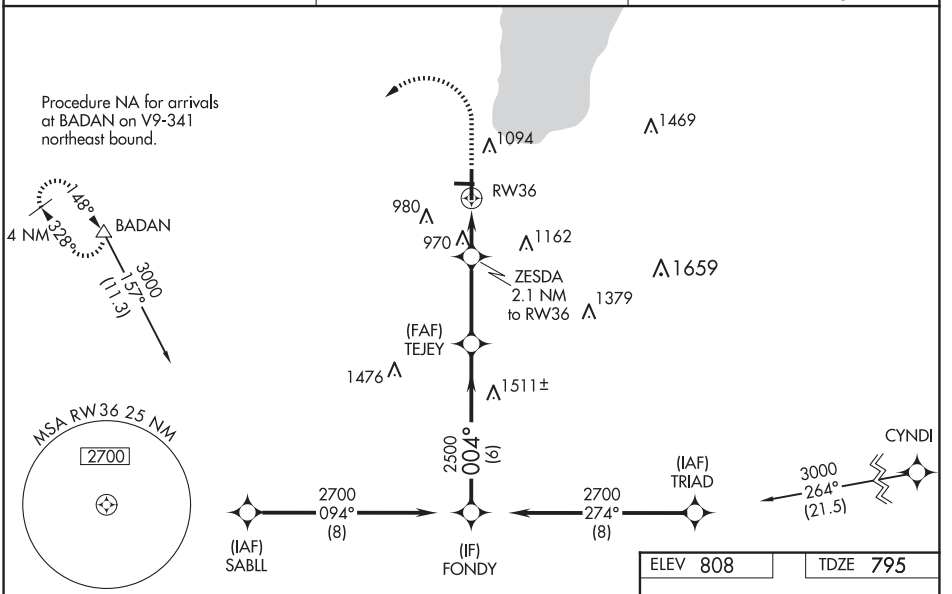
RNP APCH.

T A Circling Rwy 9, 27 NA at night. Baro-VNAV and VDP NA when using Oshkosh altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C. When local altimeter setting not received, use Oshkosh altimeter setting: increase LPV DA to 1202 feet and LNAV/VNAV DA to 1260 feet; increase all MDAs 40 feet and visibility Circling Cat C/D ¼ SM. For inop ALS, increase LNAV/VNAV all Cats visibility to 1¼ SM and LNAV Cat A/B visibility to 1 SM, and Cat C/D visibility to 1⅜ SM. For inop ALS when using Oshkosh altimeter setting, increase LPV all Cats visibility to 1⅛ SM and LNAV/VNAV visibility all Cats to 1⅜ SM and LNAV Cat A/B visibility to 1 SM.

MALSR

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

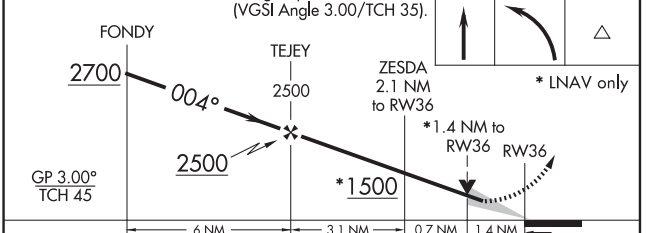
| ASOS | MILWAUKEE APP CON | UNICOM |
|---|---|---|
| 134.0 | 127.0 263.075 | 123.05 (CTAF) L |




ELEV 808 | TDZE 795

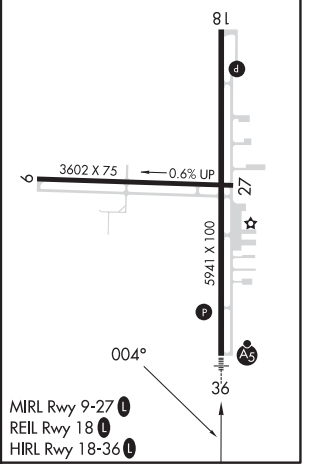
VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 35).

| 1400 | 3000 | BADAN |
|---|---|---|
| ↑ | ↱ | △ |




* LNAV only

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1171-¾ 376 (400-¾) | | | |
| LNAV/VNAV DA | 1229-1 434 (500-1) | | | |
| LNAV MDA | 1280-¾ 485 (500-¾) | | 1280-1 485 (500-1) | |
| C CIRCLING | 1400-1 592 (600-1) | | 1520-2 712 (800-2) | 1520-2¼ 712 (800-2¼) |




FOND DU LAC, WISCONSIN
Amdt 1A 10OCT19

43°46′N-88°29′W

FOND DU LAC COUNTY (FLD)

RNAV (GPS) RWY 36

EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

| LOC/DME I-FLD | APP CRS | Rwy Idg | 5941 |
|---|---|---|---|
| 108.3 | 002° | TDZE | 795 |
| Chan 20 | | Apt Elev | 808 |

# LOC RWY 36

## FOND DU LAC COUNTY (FLD)

DME required. Radar required for Procedure Entry at ERAGE.

T NA Circling Rwy 9, 27 NA at night. For inop ALS, increase S-LOC 36 Cat A/B visibility to 1 SM, and Cat C/D to 1⅛ SM. When local altimeter setting not received, use Oshkosh altimeter setting: increase all MDA 40 feet and increase Circling Cat C/D visibility ¼ SM. VDP NA when using Oshkosh altimeter setting. For inop ALS when using Oshkosh altimeter setting, increase S-LOC 36 Cat A/B visibility to 1 SM.

MALSR

MISSED APPROACH Climb to 2000 then climbing left turn to 3000 direct OSH VORTAC and hold.

| ASOS | MILWAUKEE APP CON | UNICOM |
|---|---|---|
| 134.0 | 127.0 263.075 | 123.05 (CTAF) L |

OSHKOSH 116.75 OSH Chan 114(Y)

LOCALIZER 108.3 I-FLD Chan 20 LOC offset 2.06°

MSA OSH 25 NM 2700

R-182 002° 182°

2800 to CADVU 168° (17.9)

R-111

R-212

(IAF) ERAGE OSH 26

(IAF) DOYAG OSH 26

(IAF) CADVU I-FLD 5.1

OHEGI I-FLD 2.8

BIBME I-FLD 1.6

1094 1469 1659 1162 1379 1476 1511± 920± 980

002°

137° 317°

2800 NoPT OSH 26 Arc

2100 002° (8.1)

OSH LR-175

OSH LR-165

182°

Procedure NA for arrival on BAE VOR/DME airway radials 302 CW 001.

(IF) GODEC I-FLD 13.2 BAE 27.9

2800 NoPT 341° (27.9)

IAF BADGER 116.4 BAE Chan 111

ELEV 808 TDZE 795

MIRL Rwy 9-27 L

REIL Rwy 18 L

HIRL Rwy 18-36 L

18 27 36 002°

3602 X 75 0.6% UP

5941 X 100

2000 3000 OSH

Use I-FLD DME when on the localizer course.

CADVU I-FLD 5.1 Remain within 15 NM

182° 2800

OHEGI I-FLD 2.8

I-FLD 2.2 3.00° TCH 55

BIBME I-FLD 1.6

002° 2100

*1400 using Oshkosh altimeter setting.

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 35).

*1360

0.5 0.6 NM 0.6 NM 2.3 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-LOC 36 | 1180-¾ 385 (400-¾) | | | |
| C CIRCLING | 1400-1 592 (600-1) | | 1520-2 712 (800-2) | 1520-2¼ 712 (800-2¼) |



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FOND DU LAC, WISCONSIN AL-5231 (FAA) 23054

| VORTAC OSH | APP CRS | Rwy Idg | 5941 |
|---|---|---|---|
| 116.75 | 346° | TDZE | 795 |
| Chan 114 (Y) | | Apt Elev | 808 |

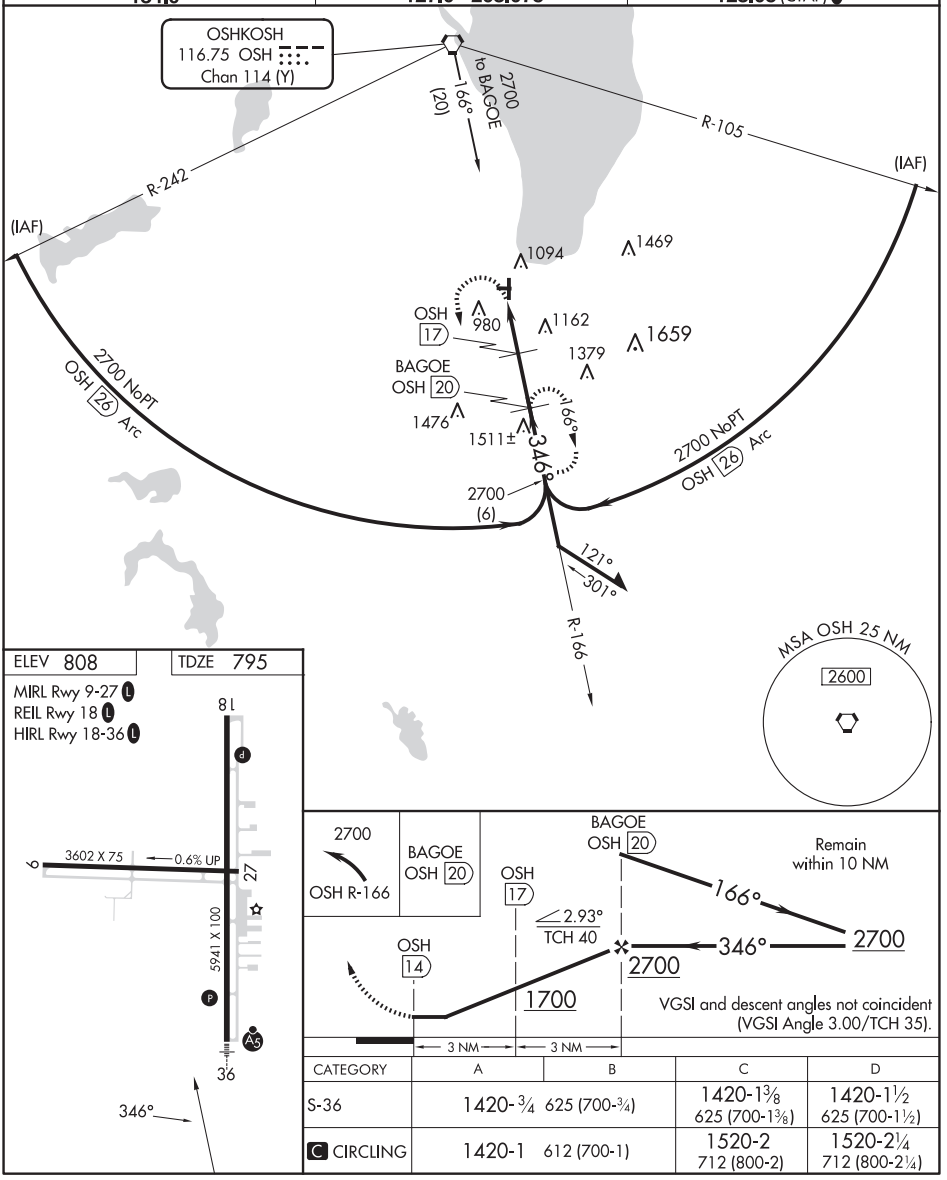
# VOR/DME RWY 36
## FOND DU LAC COUNTY (FLD)

T A Rwy 36 helicopter visibility reduction below ¾ SM NA. Circling Rwy 9, 27 NA at night. For inop ALS when using Oshkosh altimeter setting, increase S-36 Cat A/B visibility to 1 SM, and Cat C/D to 1⅞ SM. For inop ALS, increase S-36 Cat A/B visibility to 1 SM, Cat C/D to 1¾ SM. When local altimeter setting not received, use Oshkosh altimeter setting and increase all MDAs 40 feet and visibility S-36 Cat C ⅛ SM and Circling Cat C/D ¼ SM.

MALSR

MISSED APPROACH: Climbing left turn to 2700 on OSH R-166 to BAGOE/ 20 DME and hold.

| ASOS | MILWAUKEE APP CON | UNICOM |
|---|---|---|
| 134.0 | 127.0 263.075 | 123.05 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-36 | 1420-¾ 625 (700-¾) | | 1420-1⅜ 625 (700-1⅜) | 1420-1½ 625 (700-1½) |
| C CIRCLING | 1420-1 612 (700-1) | | 1520-2 712 (800-2) | 1520-2¼ 712 (800-2¼) |



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| VORTAC OSH 116.75 Chan 114 (Y) | APP CRS 165° | Rwy Idg 5941 TDZE 791 Apt Elev 808 |
|---|---|---|

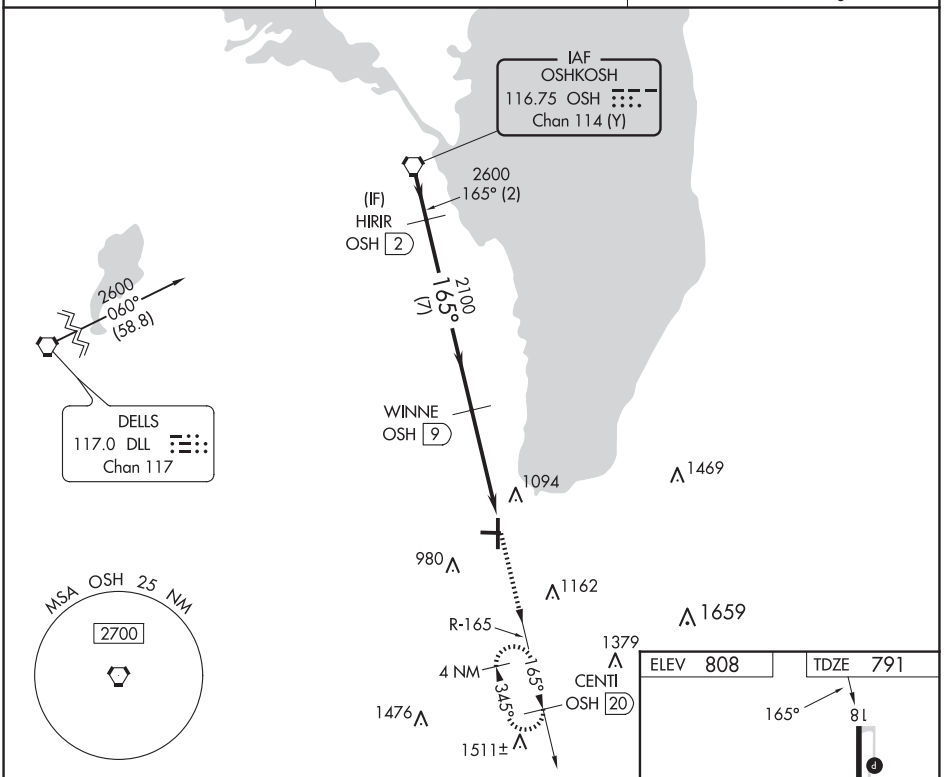
# VOR RWY 18

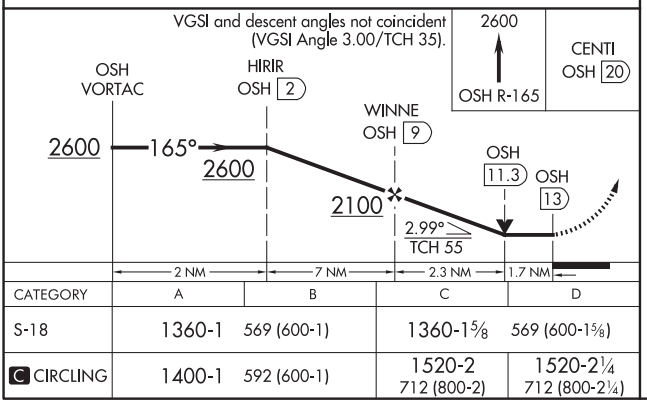
FOND DU LAC COUNTY (FLD)

Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Oshkosh altimeter setting: increase all MDA 40 feet; increase S-18 Cat C/D visibility ⅛ mile, and increase Circling Cat C/D visibility ¼ mile. Night landing: Rwy 9, 27 NA. VDP NA when using Oshkosh altimeter setting. DME required.

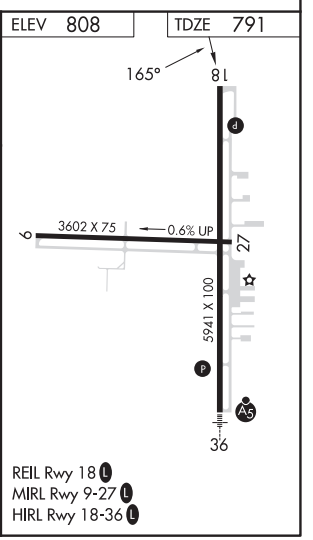
MISSED APPROACH: Climb to 2600 on OSH VORTAC R-165 to CENTI/OSH 20 DME and hold.

| ASOS | MILWAUKEE APP CON | UNICOM |
|---|---|---|
| 134.0 | 127.0 263.075 | 123.05 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-18 | 1360-1 | 569 (600-1) | 1360-1⅝ | 569 (600-1⅝) |
| C CIRCLING | 1400-1 | 592 (600-1) | 1520-2<br>712 (800-2) | 1520-2¼<br>712 (800-2¼) |




REIL Rwy 18 L
MIRL Rwy 9-27 L
HIRL Rwy 18-36 L



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

FORT ATKINSON, WISCONSIN

AL-9037 (FAA)

24249

# RNAV (GPS) RWY 3

FORT ATKINSON MUNI (61C)

| WAAS | APP CRS | Rwy Idg | 3800 |
|---|---|---|---|
| CH 40342 | 030° | TDZE | 800 |
| W03A | | Apt Elev | 800 |

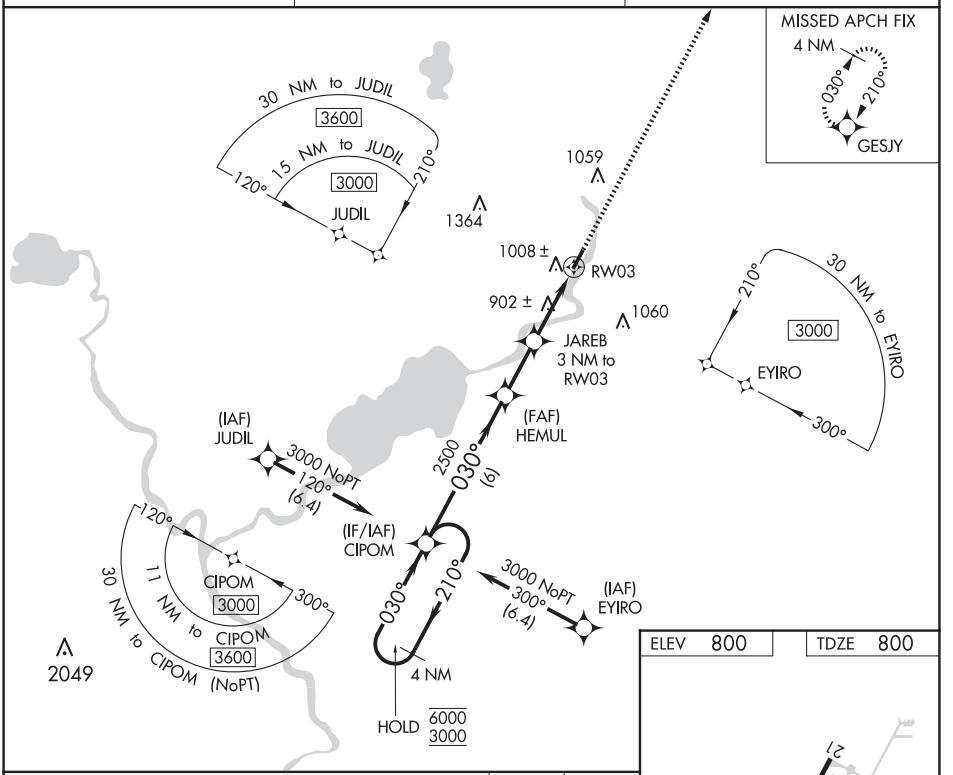
RNP APCH.

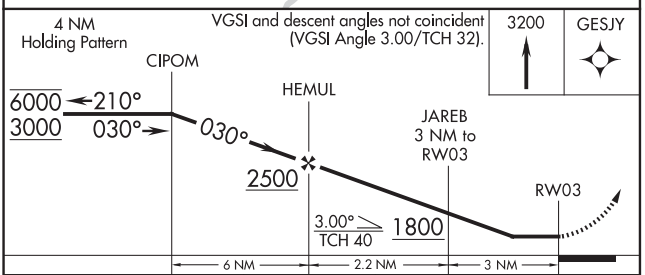
Procedure NA at night. Rwy 3 helicopter visibility reduction below 1 SM NA. Use Watertown altimeter setting; when not received use Southern Wisconsin Rgnl altimeter setting and increase all MDA 20 feet.

NA

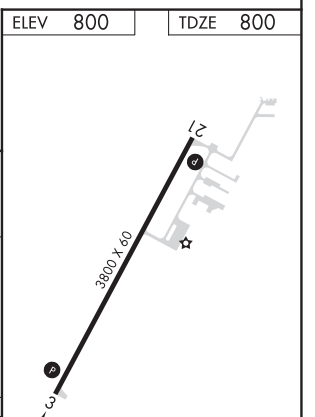
MISSED APPROACH: Climb to 3200 direct GESJY and hold.

| RYV AWOS-3 | MADISON APP CON ★ | CTAF |
|---|---|---|
| 119.975 | 120.1 350.3 | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1200-1 | 400 (400-1) | 1200-1⅛ 400 (400-1⅛) | NA |
| LNAV MDA | 1300-1 | 500 (500-1) | 1300-1⅜ 500 (500-1⅜) | NA |




FORT ATKINSON, WISCONSIN

Amdt 1A 07NOV19

42°58'N-88°49'W

FORT ATKINSON MUNI (61C)

RNAV (GPS) RWY 3

EC-3, 07 AUG 2025 to 02 OCT 2025

EC-3, 07 AUG 2025 to 02 OCT 2025

| WAAS | APP CRS | Rwy Idg | 3800 |
|---|---|---|---|
| CH 45842 | 210° | TDZE | 800 |
| W21A | | Apt Elev | 800 |

# RNAV (GPS) RWY 21

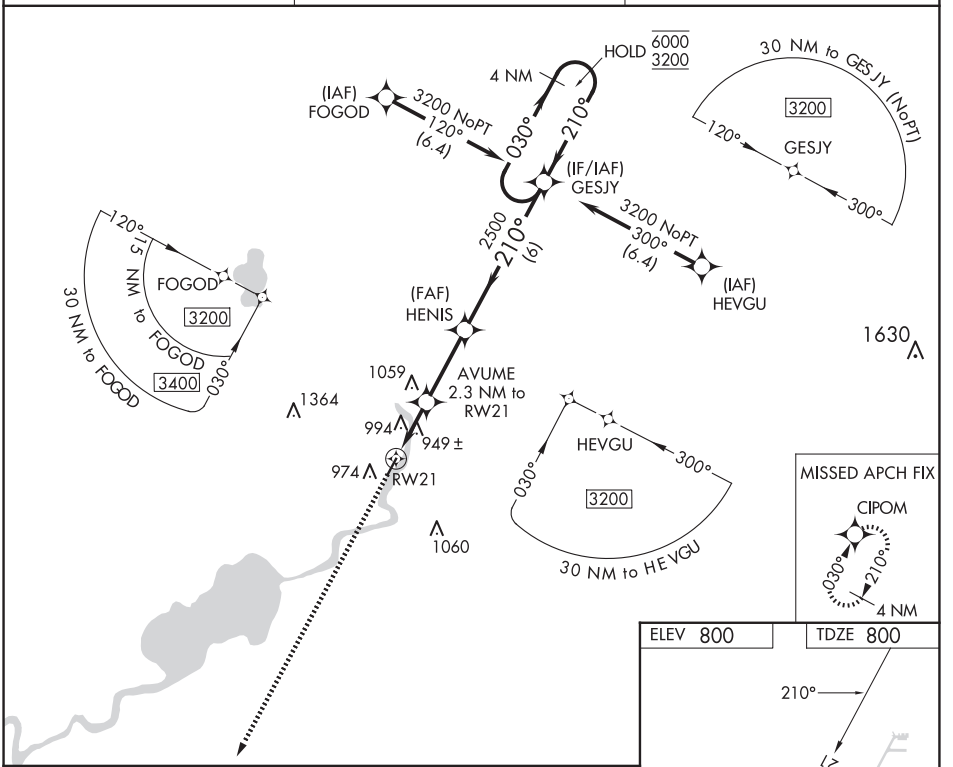
## FORT ATKINSON MUNI (61C)

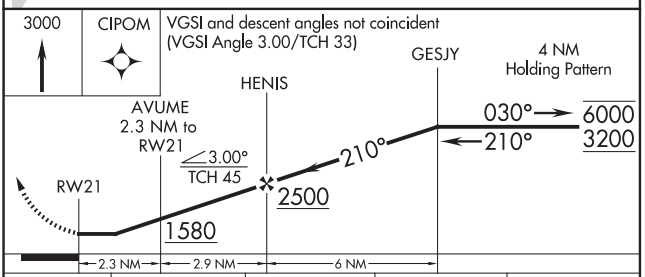
RNP APCH.

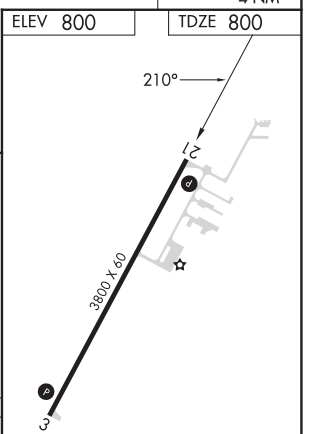
T NA — Rwy 21 helicopter visibility reduction below ¾ SM NA. Use Watertown altimeter setting; when not received use Southern Wisconsin Rgnl altimeter setting and increase all MDA 20 feet, increase LP Cat C visibility ⅛ SM.

MISSED APPROACH: Climb to 3000 direct CIPOM and hold.

| RYV AWOS-3 | MADISON APP CON * | CTAF |
|---|---|---|
| 119.975 | 120.1 350.3 | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1240-1 | 440 (500-1) | 1240-1¼ 440 (500-1¼) | NA |
| LNAV MDA | 1280-1 | 480 (500-1) | 1280-1⅜ 480 (500-1⅜) | NA |



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EC-3, 07 AUG 2025 to 02 OCT 2025

FORT ATKINSON, WISCONSIN | AL-9037 (FAA) | 24249

| VOR/DME BAE | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 116.4 | 247° | TDZE | N/A |
| Chan 111 | | Apt Elev | 800 |

# VOR-A

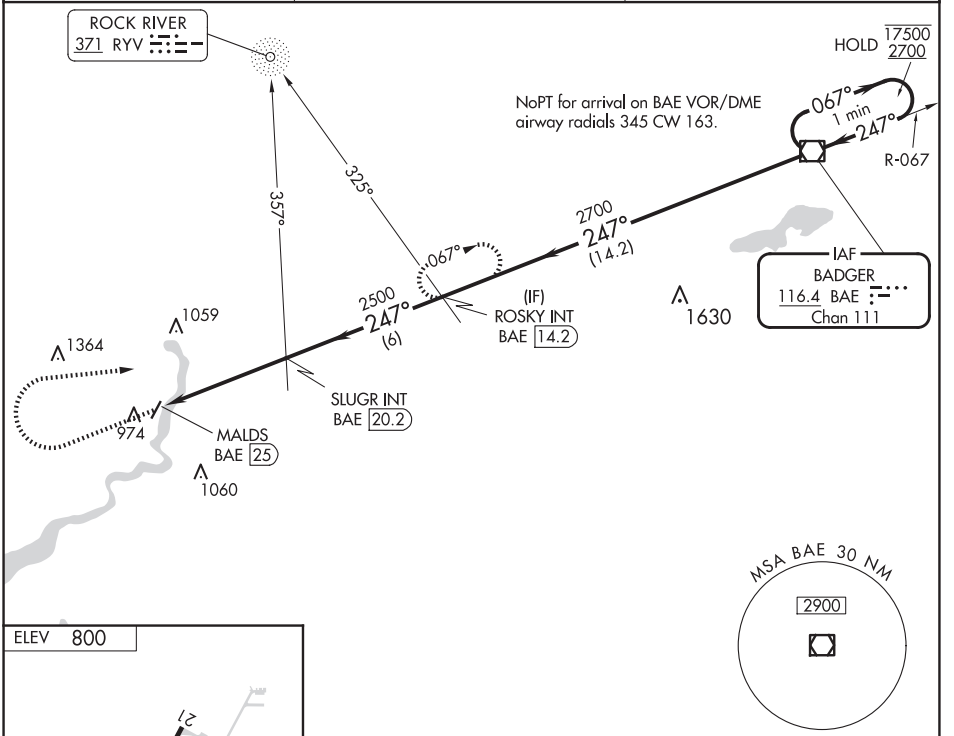
FORT ATKINSON MUNI (61C)

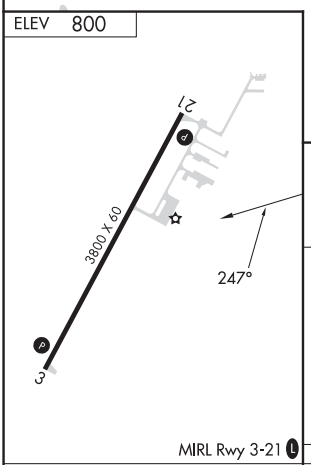
ADF or DME required.

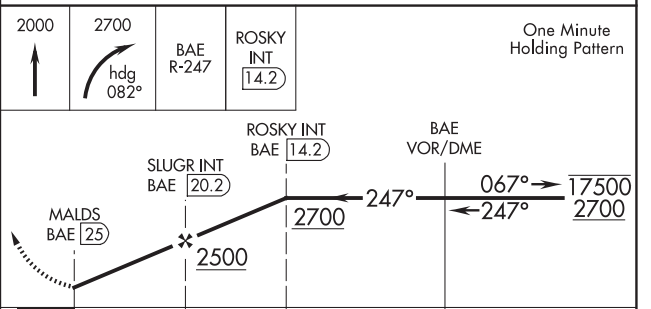
Circling to Rwy 3 NA at night. Rwy 3 helicopter visibility reduction below 1 SM NA. Use Watertown altimeter setting.

MISSED APPROACH: Climb to 2000 then climbing right turn to 2700 on heading 082° and on BAE VOR/DME R-247 to ROSKY INT/BAE 14.2 DME and hold.

| RYV AWOS-3 | MADISON APP CON ★ | CTAF |
|---|---|---|
| 119.975 | 120.1 350.3 | 122.9 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 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 1440-1 | 640 (700-1) | 1460-1¾ 660 (700-1¾) | NA |

FORT ATKINSON, WISCONSIN
Amdt 1 08NOV18

42°58′N-88°49′W

FORT ATKINSON MUNI (61C)
VOR-A

EC-3, 07 AUG 2025 to 02 OCT 2025
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# ILS or LOC RWY 24

ALBERTUS (FEP)

| LOC/DME I-PJE | APP CRS | Rwy Idg | 5504 |
|---|---|---|---|
| 108.3 | 234° | TDZE | 847 |
| Chan 20 | | Apt Elev | 859 |

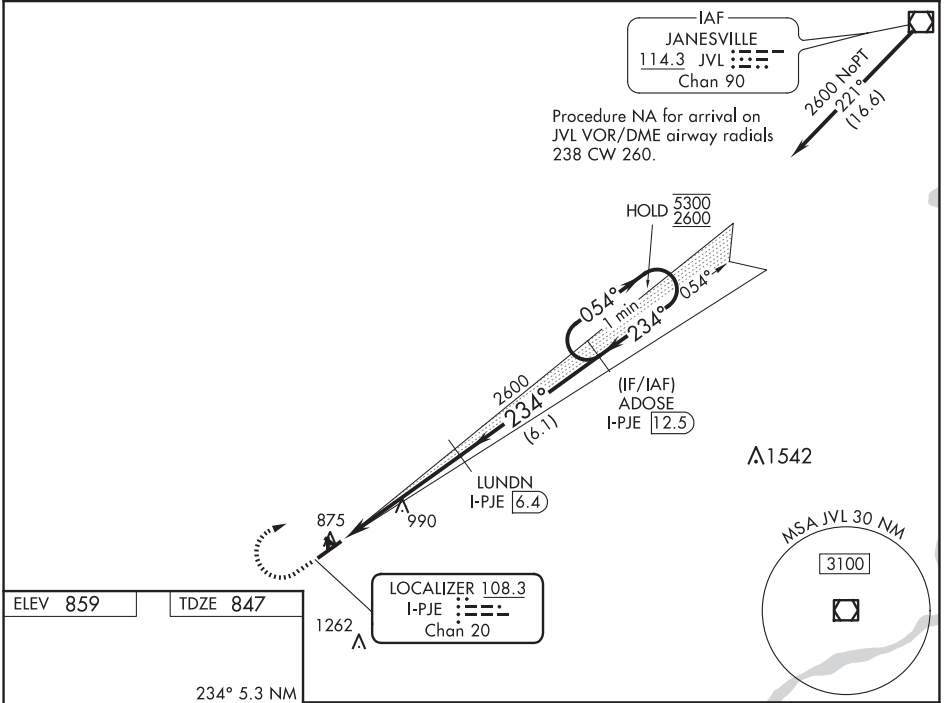
DME required.

T
A NA — VDP NA when using Chicago/Rockford altimeter setting. Circling NA to Rwys 13, 18, 31, 36. For inop ALS when using Chicago/Rockford altimeter setting, increase S-ILS 24 all Cats visibility to ⅞ SM. When local altimeter setting not received, use Chicago/Rockford altimeter setting: increase all DA to 1114 feet; increase all MDA 80 feet and S-LOC 24 Cat C/D visibility ⅛ SM and Circling Cat C/D ¼ SM.

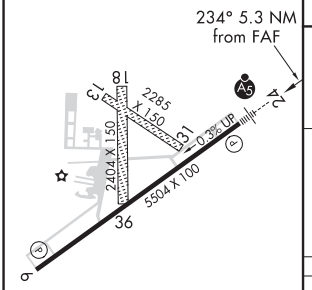
MALSR

MISSED APPROACH: Climb to 1400 then climbing right turn to 2600 on JVL VOR/DME R-221 to ADOSE/I-PJE 12.5 DME and hold.

| AWOS-3 | ROCKFORD APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 120.525 | 126.0 327.0 | 121.85 | 122.8 (CTAF) L |

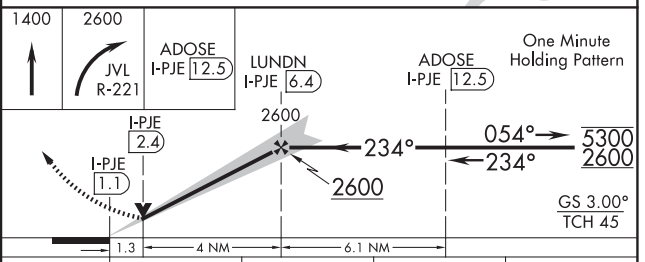



ELEV 859 | TDZE 847




MIRL Rwy 6-24 L

| FAF to MAP 5.3 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:18 | 3:32 | 2:39 | 2:07 | 1:46 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 24 | 1047-½ 200 (200-½) | | | |
| S-LOC 24 | 1300-½ 453 (500-½) | | 1300-⅞ 453 (500-⅞) | |
| CIRCLING | 1320-1 461 (500-1) | 1400-1 541 (600-1) | 1440-1½ 581 (600-1½) | 1620-2½ 761 (800-2½) |



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# RNAV (GPS) RWY 6

ALBERTUS (FEP)

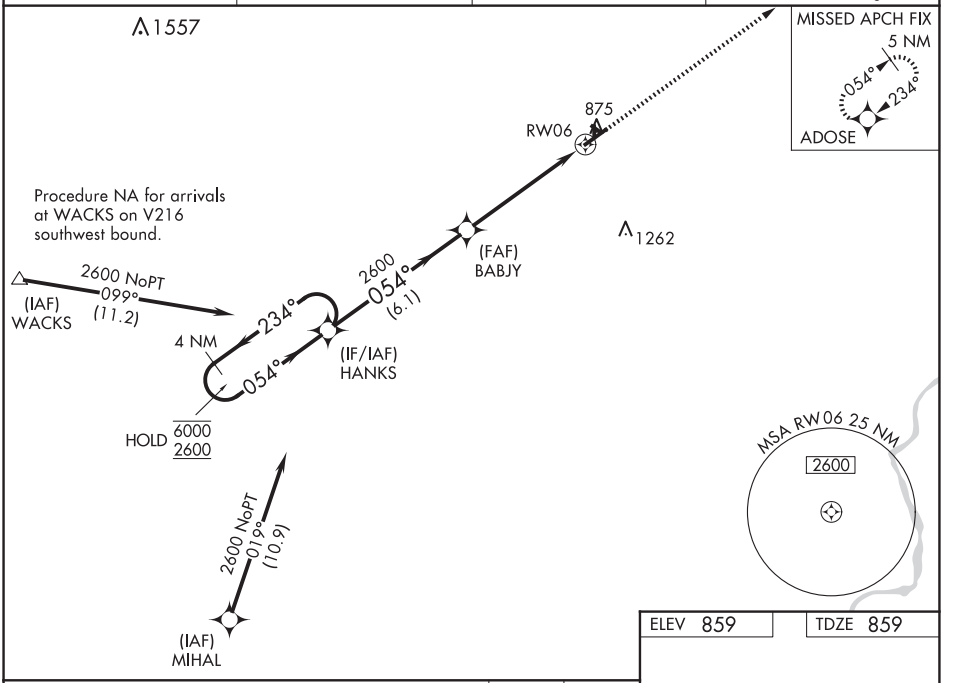
| WAAS | APP CRS | Rwy Idg | 5504 |
|---|---|---|---|
| CH 56404 | 054° | TDZE | 859 |
| W06A | | Apt Elev | 859 |

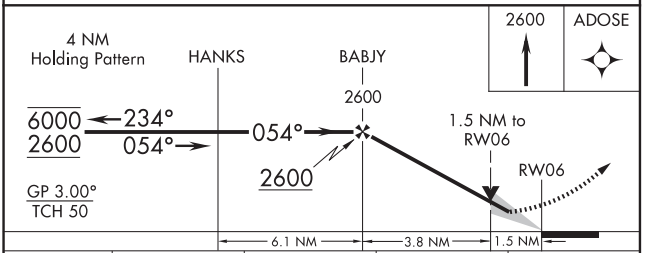
RNP APCH - GPS.

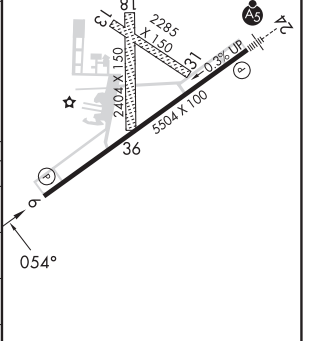
Circling NA to Rwys 13, 18, 31, and 36.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

MISSED APPROACH:
Climb to 2600 direct ADOSE and hold.

| AWOS-3 | ROCKFORD APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 120.525 | 126.0 327.0 | 121.85 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1109-¾ 250 (300-¾) | | | |
| LNAV/VNAV DA | 1371-1⅜ 512 (600-1⅜) | | | |
| LNAV MDA | 1380-1 521 (600-1) | | 1380-1½ 521 (600-1½) | |
| CIRCLING | 1380-1 521 (600-1) | 1400-1 541 (600-1) | 1440-1½ 581 (600-1½) | 1620-2½ 761 (800-2½) |

MIRL Rwy 6-24 L



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# RNAV (GPS) RWY 24

ALBERTUS (FEP)

| WAAS CH 78403 W24A | APP CRS 234° | Rwy Idg 5504 TDZE 847 Apt Elev 859 |
|---|---|---|

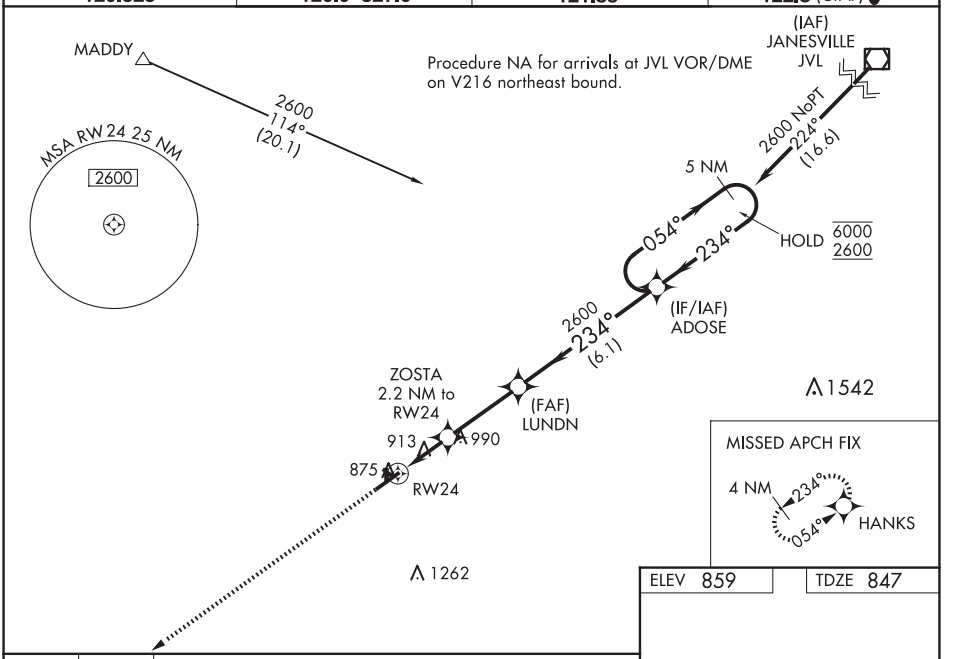
RNP APCH - GPS.

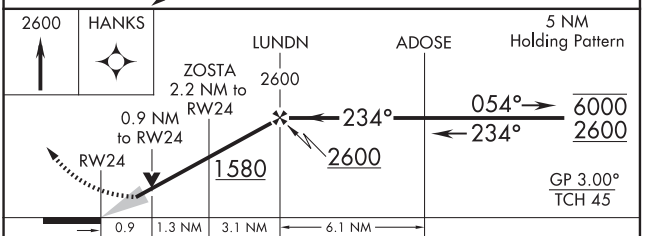
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. When local altimeter setting not received, use Chicago/Rockford altimeter setting: increase LPV and LNAV/VNAV DA to 1164 feet; increase all MDA 80 feet and LNAV visibility Cat C/D and Circling Cat C/D visibility ¼ SM. Baro-VNAV and VDP NA when using Chicago/Rockford altimeter setting. Circling NA to Rwys 13, 18, 31, 36. For inop ALS, increase LNAV/VNAV all Cats visibility to ¾ SM. For inop ALS, when using Chicago/Rockford altimeter setting, increase LPV and LNAV/VNAV all Cats visibility to ⅞ SM and LNAV C/D visibility to 1⅛ SM.

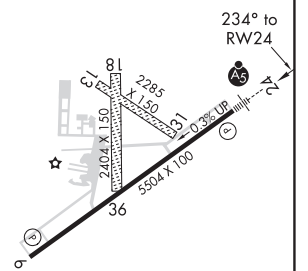
MALSR

MISSED APPROACH: Climb to 2600 direct HANKS and hold.

| AWOS-3 | ROCKFORD APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 120.525 | 126.0 327.0 | 121.85 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1097-½ | 250 (300-½) | | |
| LNAV/VNAV DA | 1097-½ | 250 (300-½) | | |
| LNAV MDA | 1180-½ | 333 (400-½) | | |
| CIRCLING | 1320-1 461 (500-1) | 1400-1 541 (600-1) | 1440-1½ 581 (600-1½) | 1620-2½ 761 (800-2½) |

MIRL Rwy 6-24 L



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# RNAV (GPS) RWY 33

## ADAMS COUNTY LEGION FLD (63C)

| APP CRS | Rwy ldg | 3398 |
|---|---|---|
| 334° | TDZE | 979 |
| | Apt Elev | 979 |

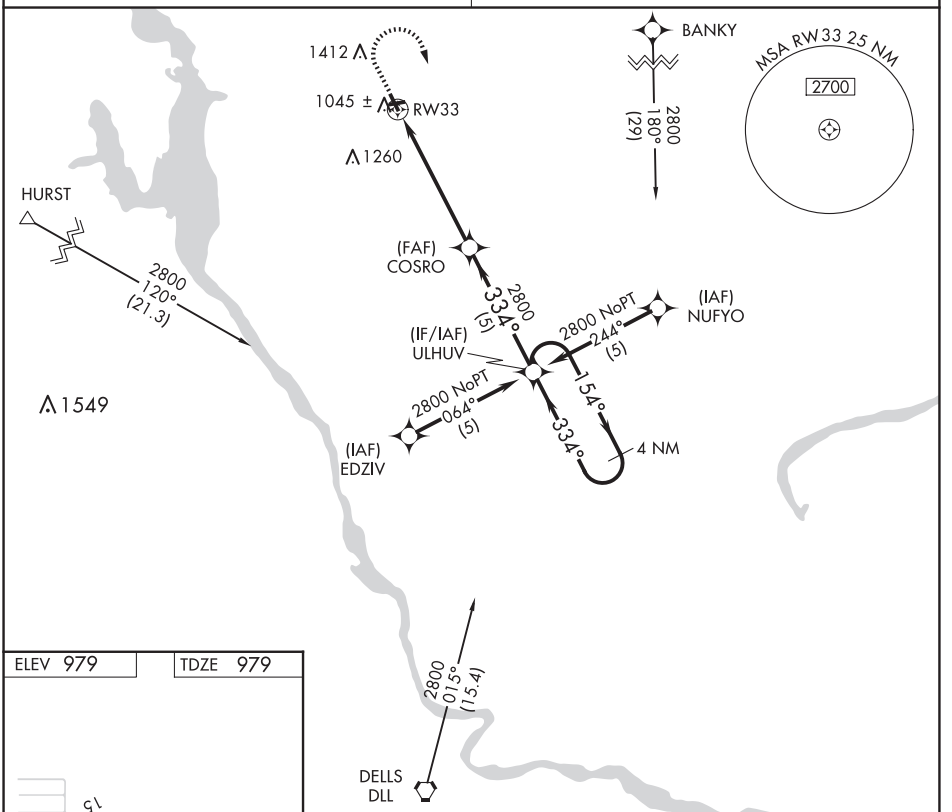
RNP APCH.

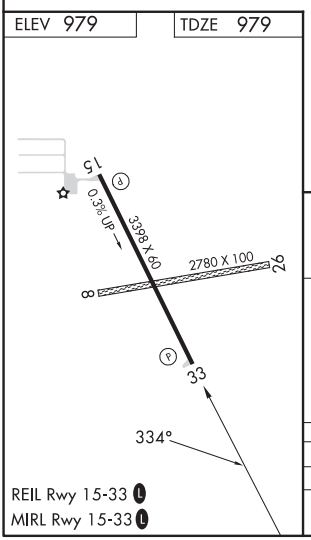
Procedure NA at night. Rwy 33 helicopter visibility reduction below 1 SM NA. Circling NA to Rwys 8 and 26. Use Baraboo Wisconsin Dells altimeter setting.

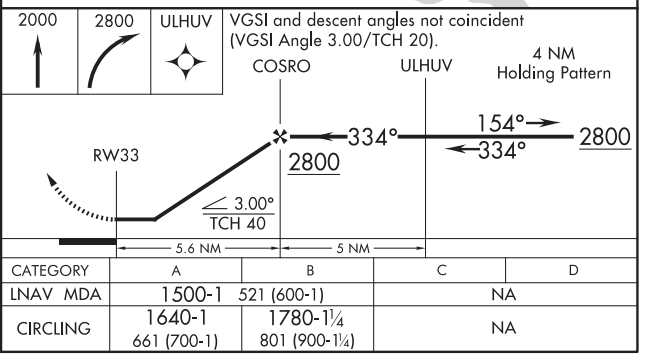
MISSED APPROACH: Climb to 2000 then climbing right turn to 2800 direct ULHUV and hold.

VOLK APP CON★ 135.25 244.875

CTAF 122.9 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1500-1 | 521 (600-1) | NA | |
| CIRCLING | 1640-1<br>661 (700-1) | 1780-1¼<br>801 (900-1¼) | NA | |



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EC-3, 07 AUG 2025 to 02 OCT 2025

# ILS or LOC RWY 3

## HARREL W TIMMONS GALESBURG RGNL (GBG)

| LOC I-GBG | APP CRS | Rwy Ldg | 5792 |
|---|---|---|---|
| 110.7 | 030° | TDZE | 764 |
| | | Apt Elev | 764 |

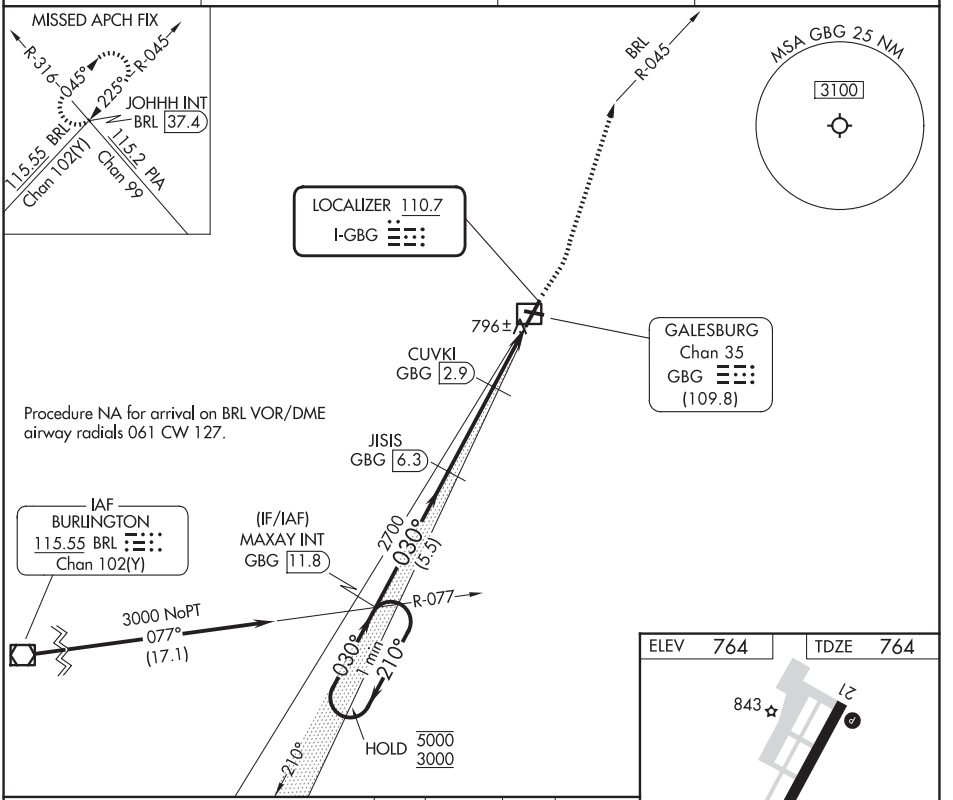
DME required.

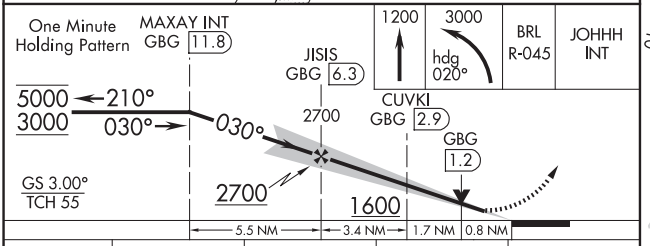
NA — For inop ALS, increase S-LOC 3 Cat C/D visibility to ⅞ SM. DME from GBG DME. DME use requires simultaneous reception of I-GBG and GBG DME.

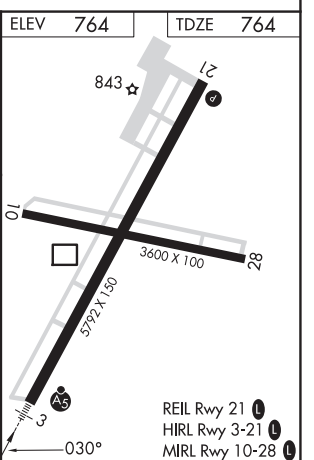
MALSR

MISSED APPROACH: Climb to 1200 then climbing left turn to 3000 on heading 020° and BRL VOR/DME R-045 to JOHHH INT/ BRL 37.4 DME and hold.

| AWOS-3 | QUAD CITY APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 118.975 | 133.275 257.8 | 120.7 | 123.0 (CTAF) L |




FAF to MAP 5.9 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:54 | 3:56 | 2:57 | 2:22 | 1:58 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 3 | 964-½ 200 (200-½) | | | |
| S-LOC 3 | 1060-½ 296 (300-½) | | | |
| CIRCLING | 1220-1 456 (500-1) | | 1380-1¾ 616 (700-1¾) | 1620-2¾ 856 (900-2¾) |



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

GALESBURG, ILLINOIS | AL-5214 (FAA) | 25219

# RNAV (GPS) RWY 3

HARREL W TIMMONS GALESBURG RGNL (GBG)

| WAAS | APP CRS | Rwy Ldg | 5792 |
|---|---|---|---|
| CH 93629 | 030° | TDZE | 764 |
| W03A | | Apt Elev | 764 |

RNP APCH - GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. For inop ALS, increase LNAV/VNAV visibility to ⅞ all Cats and LNAV Cats C/D to 1 SM.

MALSR

MISSED APPROACH: Climb to 3000 direct EJIYU and hold.

| AWOS-3 | QUAD CITY APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 118.975 | 133.275 257.8 | 120.7 | 123.0 (CTAF) L |

MISSED APCH FIX
4 NM
030°
210°
EJIYU

MSA RW03 25 NM
3100

RW03

CUVKI
2.5 NM to RW03
879 ±

(FAF)
JISIS
2700
030° (6)

(IF/IAF)
IQOCI

(IAF)
XUMOH
3000 NoPT
075° (5)

030°
210°
4 NM

HOLD 6000 3000

3000 NoPT
345° (6)

(IAF)
UYEKU

Procedure NA for arrival on BRL VOR/DME airway radials 015 CW 161.

BURLINGTON
BRL
3000
090°
(11.9)

Procedure NA for arrival on PIA VORTAC airway radials 230 CW 329.

PEORIA
PIA
3000
270°
(33.3)

ELEV 764 | TDZE 764

4 NM
Holding Pattern
6000
3000
210°
030°

IQOCI
JISIS
2700
030°
CUVKI
2.5 NM to RW03
1 NM to RW03
RW03
2700
1600
GP 3.00°
TCH 55

3000 | EJIYU

6 NM | 3.4 NM | 1.5 | 1 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 964-½ 200 (200-½) | | | |
| LNAV/VNAV DA | 1060-½ 296 (300-½) | | | |
| LNAV MDA | 1140-½ 376 (400-½) | | 1140-⅝ 376 (400-⅝) | |
| CIRCLING | 1220-1 456 (500-1) | | 1380-1¾ 616 (700-1¾) | 1620-2¾ 856 (900-2¾) |

843
21
10
28
3
3600 X 100
5792 X 150
030°

REIL Rwy 21 L
HIRL Rwy 3-21 L
MIRL Rwy 10-28 L

GALESBURG, ILLINOIS
Orig-C 19MAY22

HARREL W TIMMONS GALESBURG RGNL (GBG)
40°56′N-90°26′W

RNAV (GPS) RWY 3

EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

| WAAS CH 50428 W21A | APP CRS 210° | Rwy Ldg 5792 TDZE 764 Apt Elev 764 |
|---|---|---|

# RNAV (GPS) RWY 21

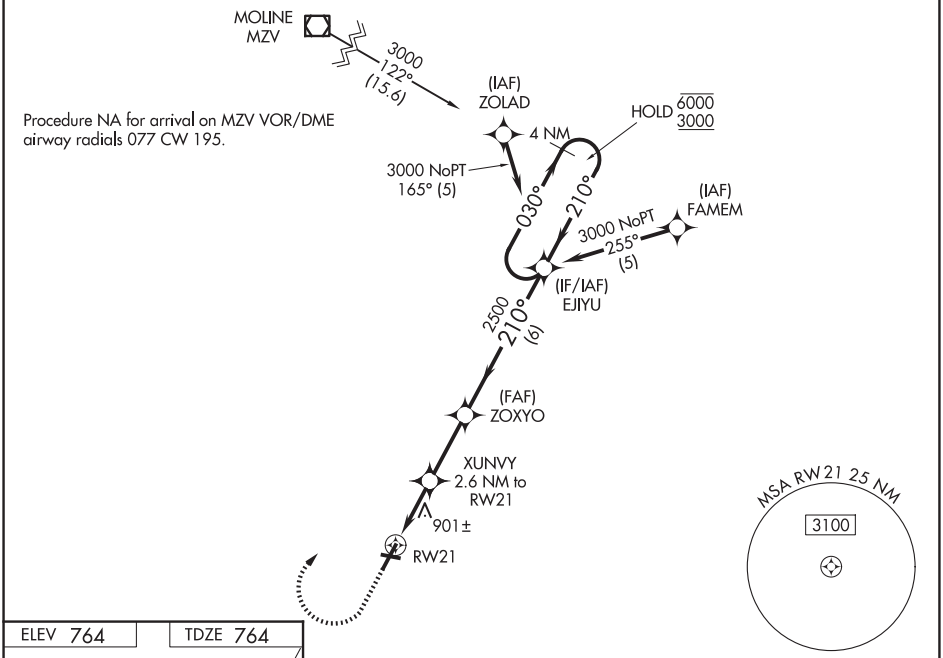
HARREL W TIMMONS GALESBURG RGNL (GBG)

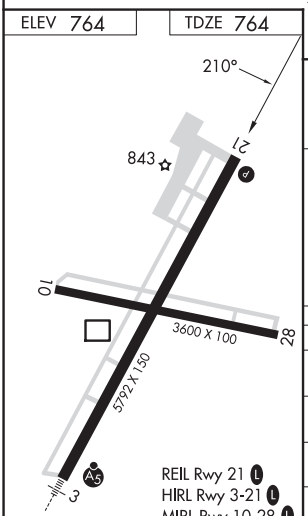
RNP APCH - GPS.

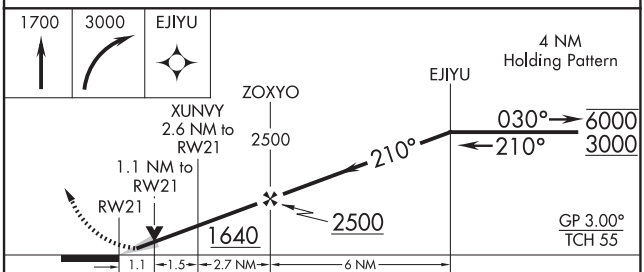
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

MISSED APPROACH: Climb to 1700 then climbing right turn to 3000 direct EJIYU and hold.

| AWOS-3 | QUAD CITY APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 118.975 | 133.275 257.8 | 120.7 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 964-¾ 200 (200-¾) | | | |
| LNAV/VNAV DA | 1155-1⅛ 391 (400-1⅛) | | | |
| LNAV MDA | 1160-1 396 (400-1) | | 1160-1⅛ 396 (400-1⅛) | |
| CIRCLING | 1220-1 456 (500-1) | | 1380-1¾ 616 (700-1¾) | 1620-2¾ 856 (900-2¾) |



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

GRANTSBURG, WISCONSIN | AL-6605 (FAA) | 22251

| WAAS | APP CRS | Rwy Idg | 2999 |
|---|---|---|---|
| CH 70533 | 121° | TDZE | 927 |
| W12A | | Apt Elev | 927 |

# RNAV (GPS) RWY 12

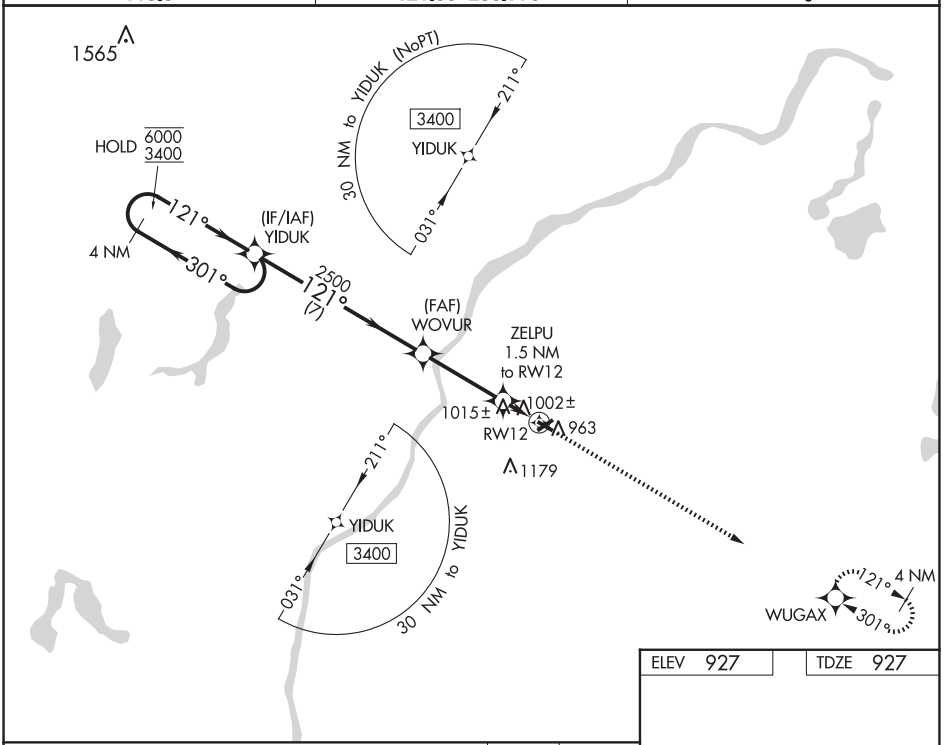
GRANTSBURG MUNI (GTG)

RNP APCH.

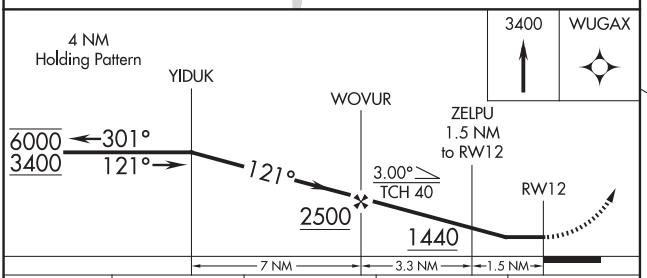
T NA — Procedure NA at night. Rwy 12 helicopter visibility reduction below 1 SM NA. Circling NA to Rwys 5 and 23. Use Rush City altimeter setting, when not received, use Siren altimeter setting.

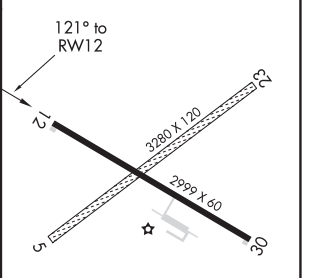
MISSED APPROACH: Climb to 3400 direct WUGAX and hold.

| ROS AWOS-3 | MINNEAPOLIS CENTER | CTAF |
|---|---|---|
| 118.8 | 121.05 235.775 | 122.9 L |




ELEV 927 | TDZE 927




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1300-1 373 (400-1) | | | NA |
| LNAV MDA | 1320-1 393 (400-1) | | 1320-1⅛ 393 (400-1⅛) | NA |
| C CIRCLING | 1480-1 553 (600-1) | 1580-1 653 (700-1) | 1580-1¾ 653 (700-1¾) | NA |

MIRL Rwy 12-30 L

GRANTSBURG, WISCONSIN
Orig-B 21MAY20

45°48′N-92°40′W

GRANTSBURG MUNI (GTG)
RNAV (GPS) RWY 12

EC-3, 07 AUG 2025 to 02 OCT 2025

EC-3, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 30

GRANTSBURG MUNI (GTG)

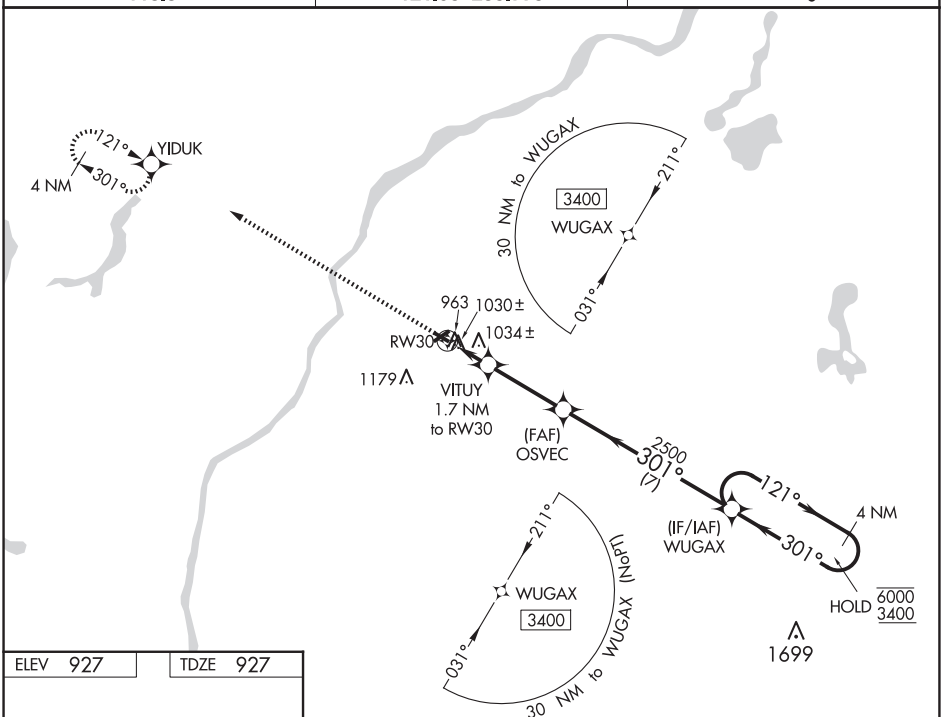
| WAAS | APP CRS | Rwy Idg | 2999 |
|---|---|---|---|
| CH 49033 | 301° | TDZE | 927 |
| W30A | | Apt Elev | 927 |

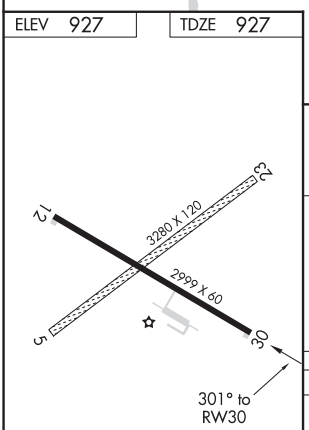
RNP APCH.

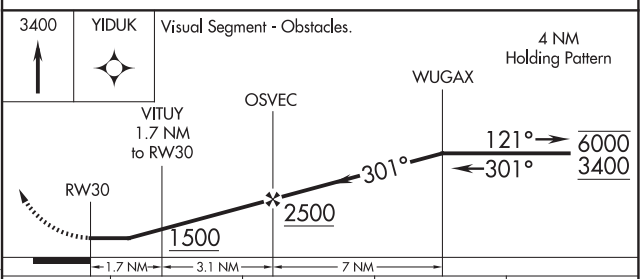
T NA — Procedure NA at night. Rwy 30 helicopter visibility reduction below 1 SM NA. Use Rush City altimeter setting, when not received, use Siren altimeter setting. Circling NA to Rwys 5 and 23.

MISSED APPROACH: Climb to 3400 direct YIDUK and hold.

| ROS AWOS-3 | MINNEAPOLIS CENTER | CTAF |
|---|---|---|
| 118.8 | 121.05 235.775 | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1320-1 | 393 (400-1) | 1320-1 1/8<br>393 (400-1 1/8) | NA |
| LNAV MDA | 1340-1 | 413 (500-1) | 1340-1 1/8<br>413 (500-1 1/8) | NA |
| C CIRCLING | 1480-1<br>553 (600-1) | 1580-1<br>653 (700-1) | 1580-1 3/4<br>653 (700-1 3/4) | NA |

MIRL Rwy 12-30 L



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

GRAYSLAKE, ILLINOIS AL-5913 (FAA) 23222

| APP CRS | Rwy Idg | N/A |
|---|---|---|
| 118° | TDZE | N/A |
| | Apt Elev | 788 |

# RNAV (GPS)-B

CAMPBELL (C81)

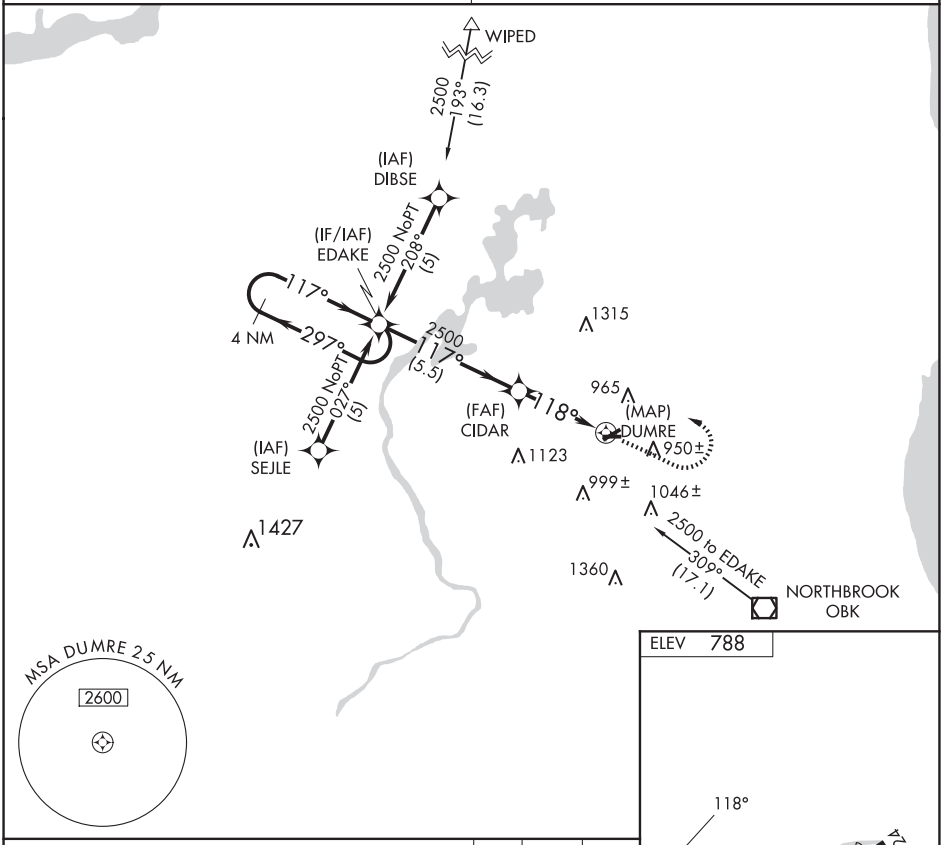
NA

Use Chicago O'Hare altimeter setting.
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000, then climbing left turn to 2500 direct EDAKE WP and hold.

CHICAGO APP CON
**120.55 306.925**

UNICOM
**122.7** (CTAF)




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1400-1 612 (700-1) | | 1400-1¾ 612 (700-1¾) | NA |

GRAYSLAKE, ILLINOIS
Orig-A 25MAR21

CAMPBELL (C81)

42°19'N-88°04'W

RNAV (GPS)-B

EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

# ILS or LOC RWY 6

## GREEN BAY/AUSTIN STRAUBEL INTL (GRB)

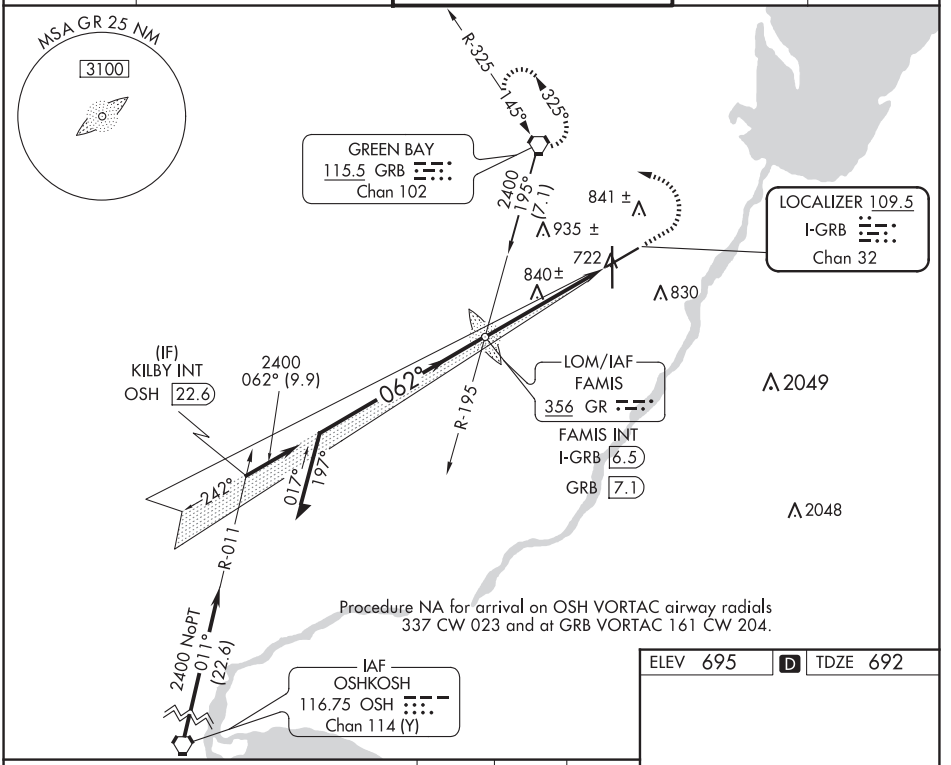
| LOC/DME I-GRB | APP CRS | Rwy Idg | 7699 |
|---|---|---|---|
| 109.5 | 062° | TDZE | 692 |
| Chan 32 | | Apt Elev | 695 |

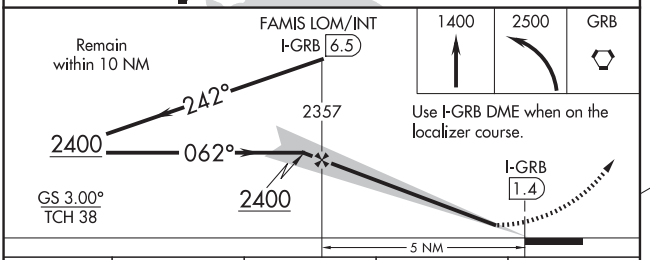
ASR For inop ALS, increase S-LOC 6 Cats C/D visibility to 1⅜ SM. *RVR 1800 authorized with the use of FD or AP or HUD to DA.

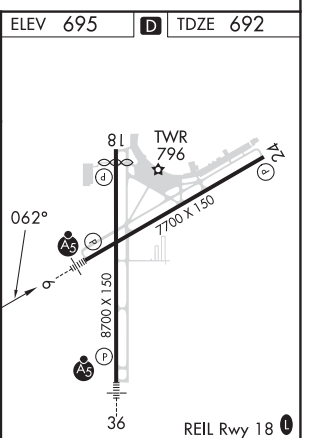
MALSR

MISSED APPROACH: Climb to 1400 then climbing left turn to 2500 direct GRB VORTAC and hold.

| ATIS | GREEN BAY APP CON★ | GREEN BAY TOWER★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.1 | 119.4 338.2 | 118.7(CTAF) L 257.8 | 121.9 | 121.75 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 6 * | 892/24 200 (200-½) | | | |
| S-LOC 6 | 1200/24 508 (600-½) | | 1200/55 | 508 (600-1) |
| C CIRCLING | 1200-1 505 (600-1) | | 1300-1¾ 605 (700-1¾) | 1300-2 605 (700-2) |

FAF to MAP 5 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:00 | 3:20 | 2:30 | 2:00 | 1:40 |



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

GREEN BAY, WISCONSIN — AL-873 (FAA) — 23222

# ILS or LOC RWY 36

GREEN BAY/AUSTIN STRAUBEL INTL (GRB)

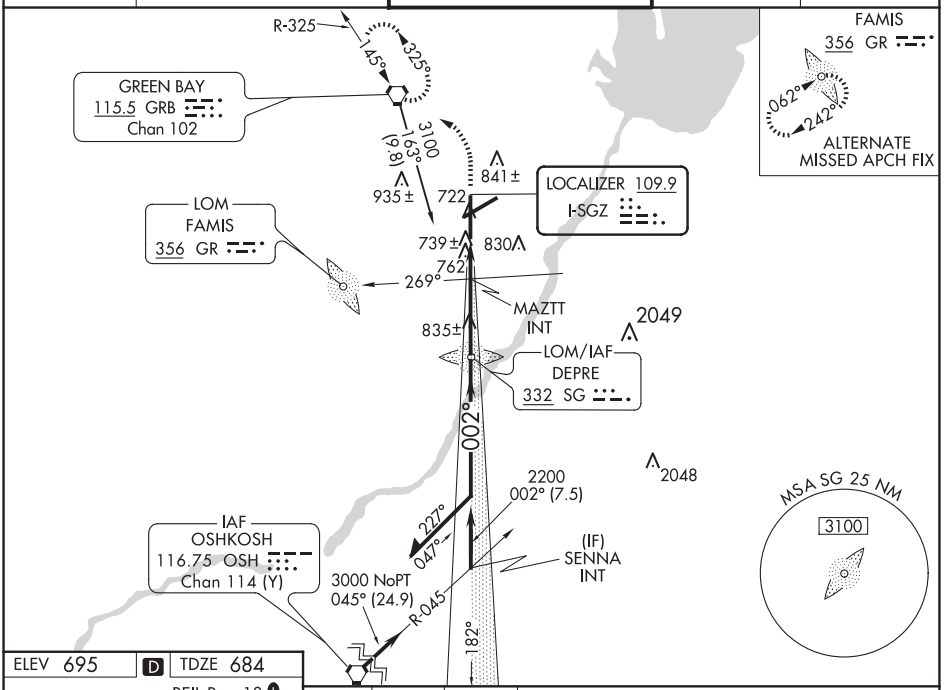
| LOC I-SGZ | APP CRS | Rwy Idg | 8201 |
|---|---|---|---|
| 109.9 | 002° | TDZE | 684 |
| | | Apt Elev | 695 |

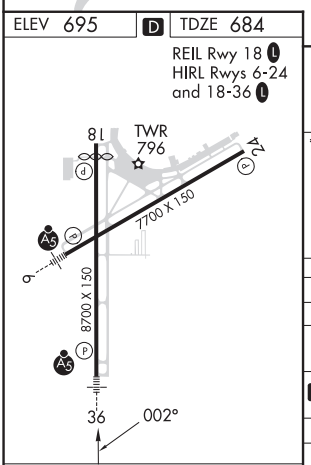
T NA ASR — For inop ALS, increase S-LOC 36 Cats C/D visibility to 1⅜ SM. ** RVR 1800 authorized with the use of FD or AP or HUD to DA.

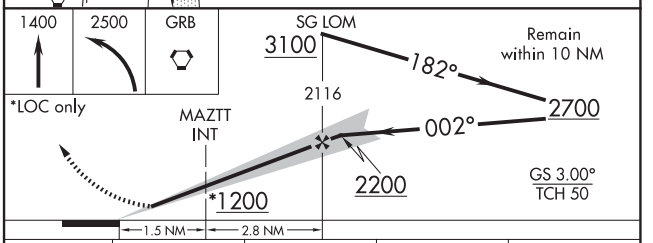
MALSR

MISSED APPROACH: Climb to 1400 then climbing left turn to 2500 direct GRB VORTAC and hold.

| ATIS | GREEN BAY APP CON ★ | GREEN BAY TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.1 | 119.4 338.2 | 118.7 (CTAF) L 257.8 | 121.9 | 121.75 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 36 | **884/24 200 (200-½) | | | |
| S-LOC 36 | 1200/24 516 (600-½) | | 1200/55 | 516 (600-1) |
| C CIRCLING | 1200-1 505 (600-1) | | 1300-1¾ 605 (700-1¾) | 1300-2 605 (700-2) |
| MAZTT FIX MINIMUMS | | | | |
| S-LOC 36 | 1020/24 336 (400-½) | | 1020/26 | 336 (400-½) |
| C CIRCLING | 1200-1 505 (600-1) | | 1200-1½ 505 (600-1½) | 1260-2 565 (600-2) |

FAF to MAP 4.3 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:18 | 2:52 | 2:09 | 1:43 | 1:26 |



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 6

## GREEN BAY/AUSTIN STRAUBEL INTL (GRB)

| WAAS | APP CRS | | |
|---|---|---|---|
| CH **63015** | **062°** | Rwy Idg | **7699** |
| **W06A** | | TDZE | **692** |
| | | Apt Elev | **695** |

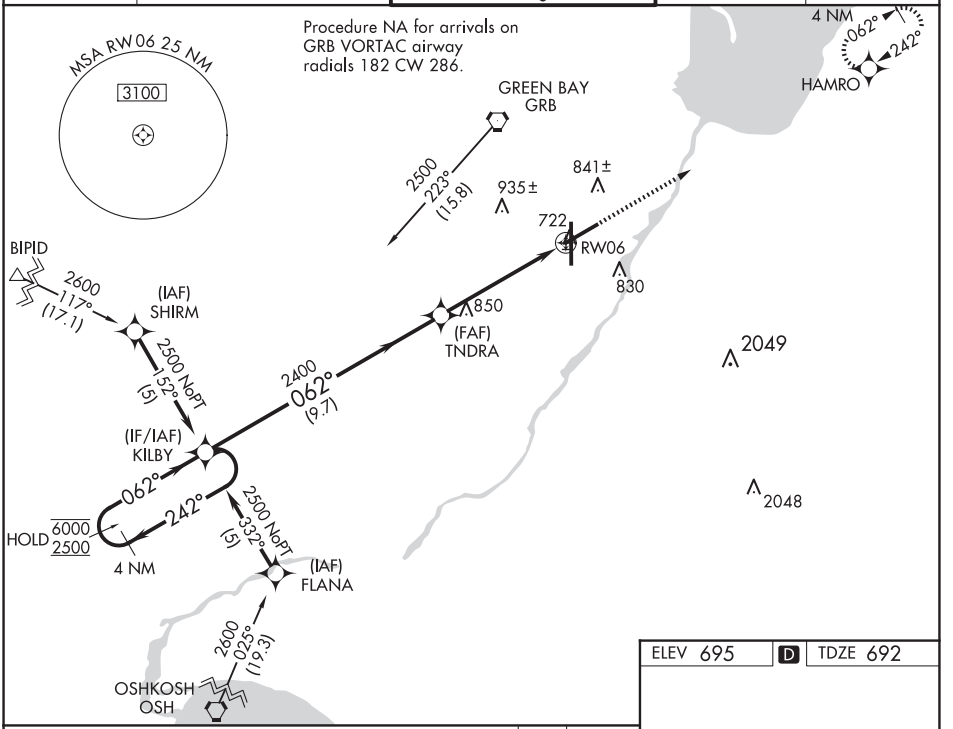
RNP APCH.

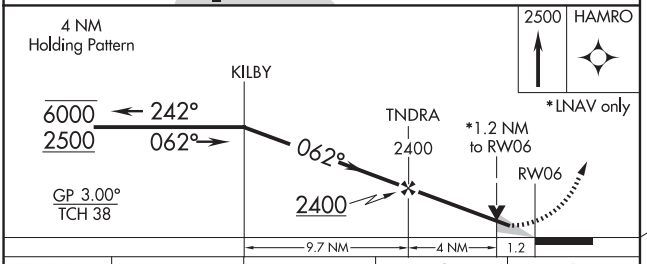
ASR For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4500, and LNAV Cats C and D visibility to RVR 6000. **RVR 1800 authorized with use of FD or AP or HUD to DA

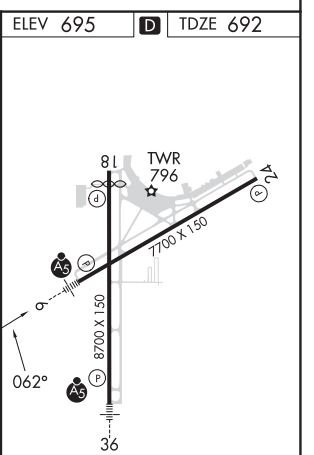
MALSR

MISSED APPROACH: Climb to 2500 direct HAMRO and hold.

| ATIS | GREEN BAY APP CON★ | GREEN BAY TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| **124.1** | **119.4 338.2** | **118.7** (CTAF) L **257.8** | **121.9** | **121.75** |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA** | | 892/24 200 (200-½) | | |
| LNAV/VNAV DA | | 1000/24 308 (400-½) | | 1000/40 308 (400-¾) |
| LNAV MDA | | 1100/24 408 (500-½) | 1100/40 | 408 (500-¾) |
| CIRCLING | 1200-1 505 (600-1) | | 1300-1¾ 605 (700-1½) | 1300-2 605 (700-2) |

HIRL Rwys 6-24 and 18-36 L
REIL Rwy 18 L



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

GREEN BAY, WISCONSIN | AL-873 (FAA) | 23222

# RNAV (GPS) RWY 18

## GREEN BAY/AUSTIN STRAUBEL INTL (GRB)

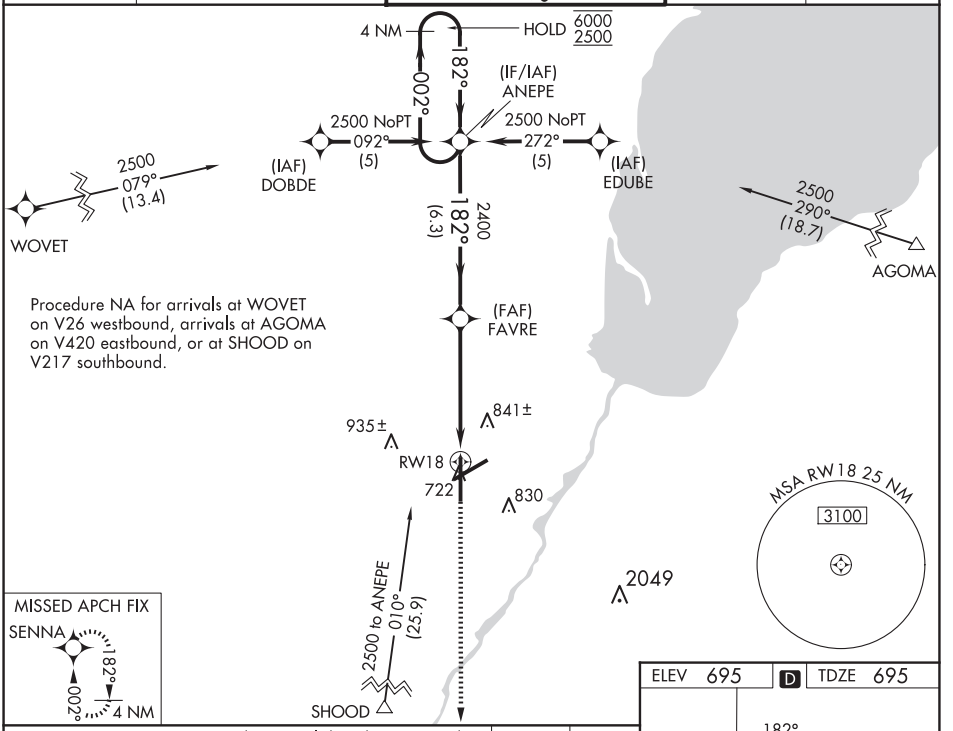
| WAAS | APP CRS | Rwy Idg | 8201 |
|---|---|---|---|
| CH 42802 | 182° | TDZE | 695 |
| W18A | | Apt Elev | 695 |

RNP APCH.

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

MISSED APPROACH: Climb to 2500 direct SENNA and hold.

| ATIS | GREEN BAY APP CON★ | GREEN BAY TOWER★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.1 | 119.4 338.2 | 118.7 (CTAF) L 257.8 | 121.9 | 121.75 |



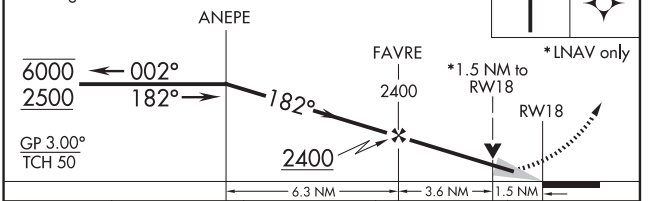

MISSED APCH FIX

SENNA 182° 002° 4 NM

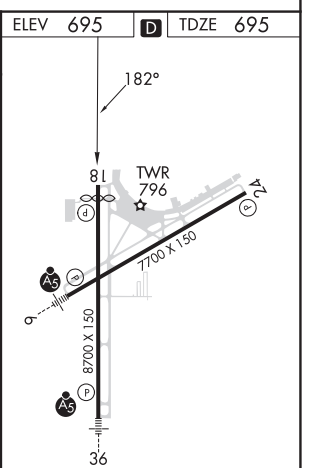
4 NM Holding Pattern

VGSI and RNAV glidepath not coincident (VGSI angle 3.00/TCH 54).

2500 SENNA




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 979-7/8 | 284 (300-7/8) | | |
| LNAV/VNAV DA | 1187-1 3/8 | 492 (500-1 3/8) | | |
| LNAV MDA | 1220-1 | 525 (600-1) | 1220-1 1/2 | 525 (600-1 1/2) |
| CIRCLING | 1220-1 | 525 (600-1) | 1300-1 3/4 605 (700-1 3/4) | 1300-2 605 (700-2) |




HIRL Rwys 6-24 and 18-36 L

REIL Rwy 18 L

EC-3, 07 AUG 2025 to 02 OCT 2025

EC-3, 07 AUG 2025 to 02 OCT 2025

GREEN BAY, WISCONSIN
Amdt 1C 17JUN21

44°29′N-88°08′W

GREEN BAY/AUSTIN STRAUBEL INTL (GRB)
RNAV (GPS) RWY 18

# RNAV (GPS) RWY 24

## GREEN BAY/AUSTIN STRAUBEL INTL (GRB)

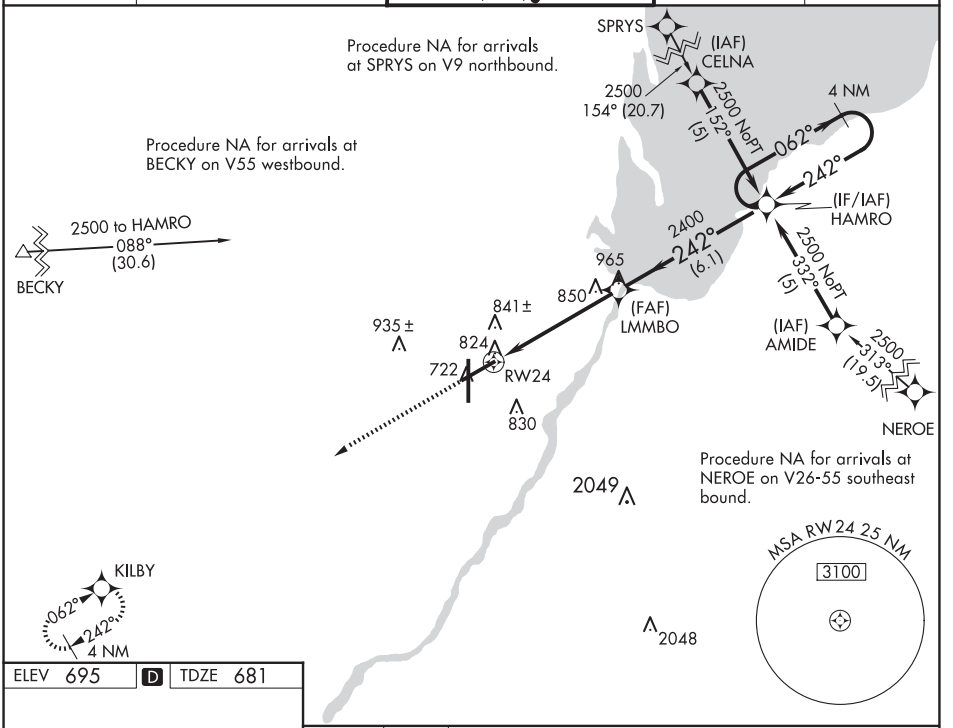
| WAAS | APP CRS | Rwy Idg | 7699 |
|---|---|---|---|
| CH 99515 | 242° | TDZE | 681 |
| W24A | | Apt Elev | 695 |

RNP APCH-GPS.

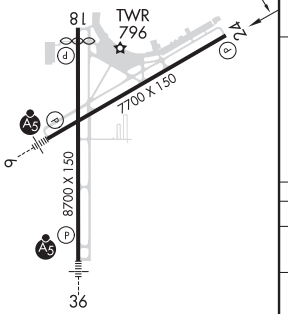
ASR For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C or above 54°C.

MISSED APPROACH: Climb to 2500 direct KILBY and hold.

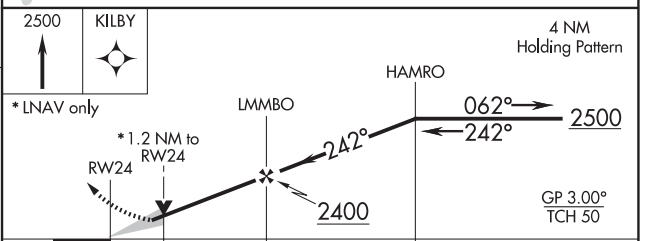
| ATIS | GREEN BAY APP CON ★ | GREEN BAY TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.1 | 119.4 338.2 | 118.7 (CTAF) L 257.8 | 121.9 | 121.75 |




ELEV 695 D TDZ 681




REIL Rwy 18 L
HIRL Rwys 6-24 and 18-36 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 970-1 289 (300-1) | | | |
| LNAV/VNAV DA | 1143-1½ 462 (500-1½) | | | |
| LNAV MDA | 1100-1 419 (500-1) | | 1100-1¼ 419 (500-1¼) | |
| C CIRCLING | 1200-1 505 (600-1) | | 1300-1¾ 605 (700-1¾) | 1300-2 605 (700-2) |



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

GREEN BAY, WISCONSIN

AL-873 (FAA)

23222

# RNAV (GPS) RWY 36

## GREEN BAY/AUSTIN STRAUBEL INTL (GRB)

| WAAS | APP CRS | Rwy Idg | 8201 |
|---|---|---|---|
| CH 42902 | 002° | TDZE | 684 |
| W36A | | Apt Elev | 695 |

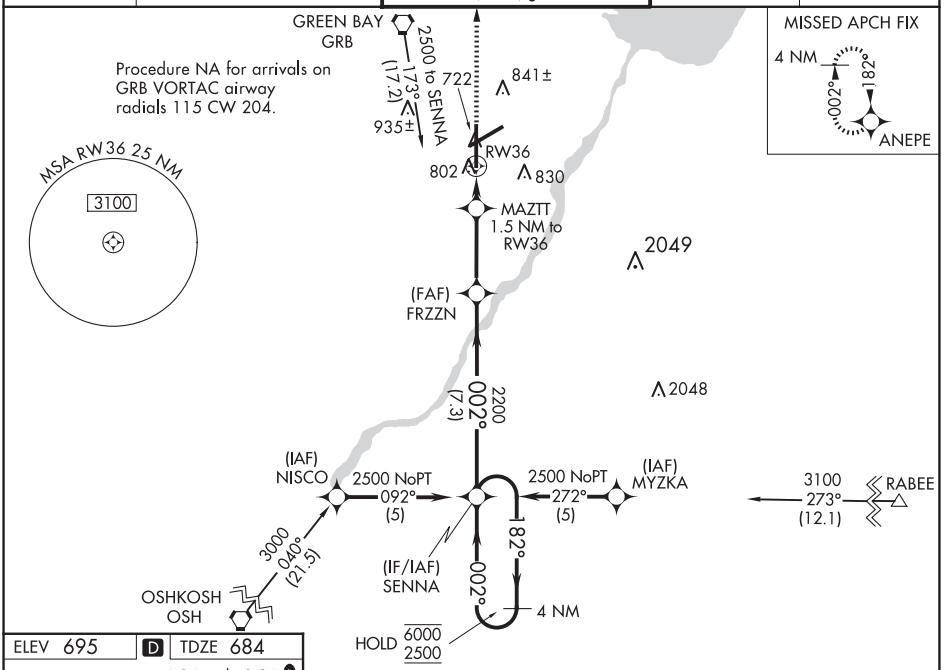
RNP APCH.

ASR — For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 6000 and LNAV Cats C/D visibility to RVR 5500.
** RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 2500 direct ANEPE and hold.

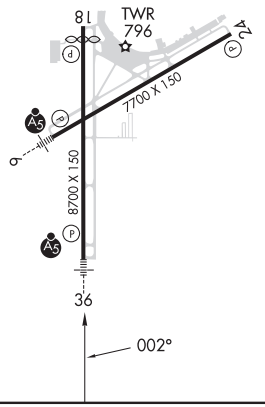
| ATIS | GREEN BAY APP CON★ | GREEN BAY TOWER★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.1 | 119.4 338.2 | 118.7 (CTAF) L 257.8 | 121.9 | 121.75 |

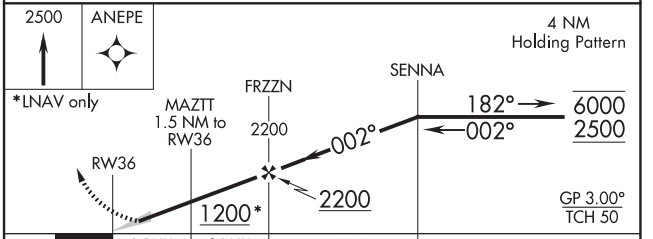



ELEV 695 | D | TDZE 684

HIRL Rwys 6-24 and 18-36 L

REIL Rwy 18 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 884/24 200 (200-½) | | | |
| LNAV/VNAV DA | 1097/40 413 (500-¾) | | | |
| LNAV MDA | 1060/24 376 (400-½) | | 1060/35 376 (400-⅝) | |
| CIRCLING | 1200-1 505 (600-1) | | 1300-1¾ 605 (700-1¾) | 1300-2 605 (700-2) |



EC-3, 07 AUG 2025 to 02 OCT 2025

EC-3, 07 AUG 2025 to 02 OCT 2025

# LOC BC RWY 24

## GREEN BAY/AUSTIN STRAUBEL INTL (GRB)

| LOC/DME I-GRB | APP CRS | Rwy Idg | 7699 |
|---|---|---|---|
| 109.5 | 242° | TDZE | 682 |
| Chan 32 | | Apt Elev | 695 |

ASR

MISSED APPROACH: Climb to 1500 then climbing right turn to 2500 direct GRB VORTAC and hold.

| ATIS | GREEN BAY APP CON★ | GREEN BAY TOWER★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.1 | 119.4 338.2 | 118.7 (CTAF) L 257.8 | 121.9 | 121.75 |

BACK COURSE

Procedure NA for arrival on GRB VORTAC airway radials 085 CW 161.

R-325 145° 325° 2400 102° (7.3) 965 850 242° 841± 935± 722 R-102 JUKOB I-GRB 0.5 (IAF) PROST INT I-GRB 3.9 GRB 7.3 830 2049 2048 017° 197° 062° (CFFBS)

GREEN BAY 115.5 GRB Chan 102

LOM FAMIS 356 GR

LOCALIZER 109.5 I-GRB Chan 32

ALTERNATE MISSED APCH FIX FAMIS 356 GR 062° 242°

MSA GRB 25 NM 180° 2500 270° 3100

ELEV 695 D TDZE 682

242° 81 TWR 796 7700 X 150 8700 X 150 36

REIL Rwy 18 L
HIRL Rwys 6-24 and 18-36 L

FAF to MAP 3.4 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 3:24 | 2:16 | 1:42 | 1:21 | 1:08 |

1500 2500 GRB

Disregard GS indications.

PROST INT I-GRB 3.9 062° 2400 242° 2100 3.14° TCH 50 JUKOB I-GRB 0.5 0.7 3.4 NM

Remain within 10 NM

Use I-GRB DME when on the localizer course.

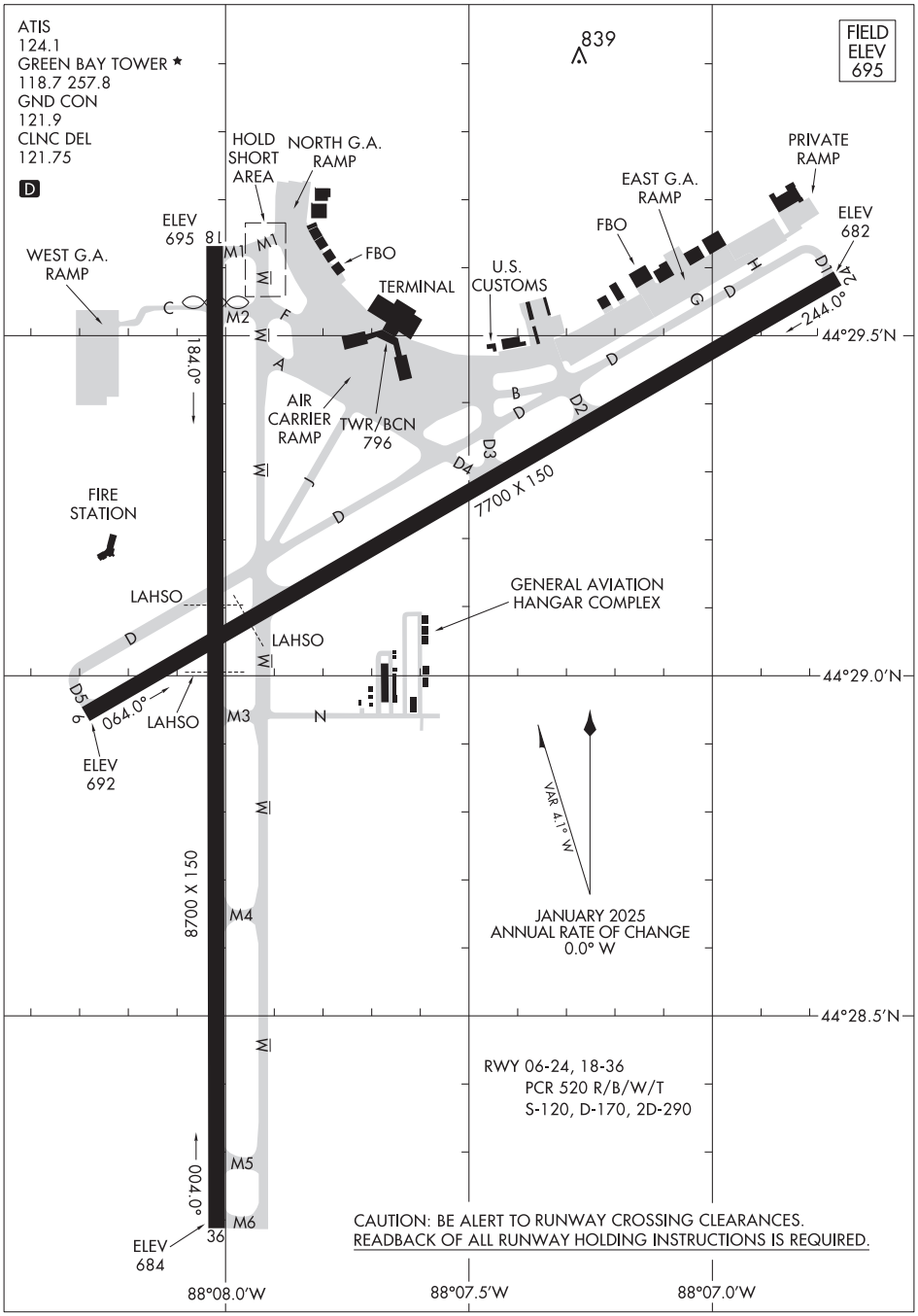
| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-24 | 1100-1 418 (500-1) | | 1100-1⅛ 418 (500-1⅛) | |
| C CIRCLING | 1200-1 505 (600-1) | | 1300-1¾ 605 (700-1¾) | 1300-2 605 (700-2) |



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

25107
# AIRPORT DIAGRAM

GREEN BAY/AUSTIN STRAUBEL INTL (GRB)
AL-873 (FAA)
GREEN BAY, WISCONSIN




AIRPORT DIAGRAM
25107
GREEN BAY, WISCONSIN
GREEN BAY/AUSTIN STRAUBEL INTL (GRB)

EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

| WAAS CH 69638 W18A | APP CRS 182° | Rwy Idg 4002 TDZE 541 Apt Elev 541 |
|---|---|---|

# RNAV (GPS) RWY 18

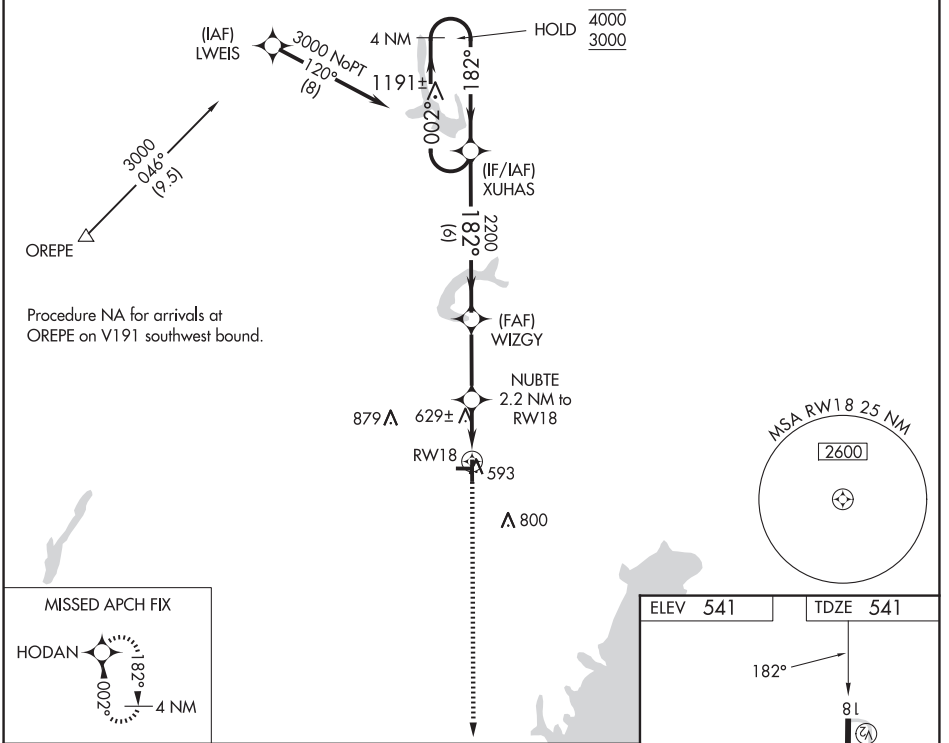
GREENVILLE (GRE)

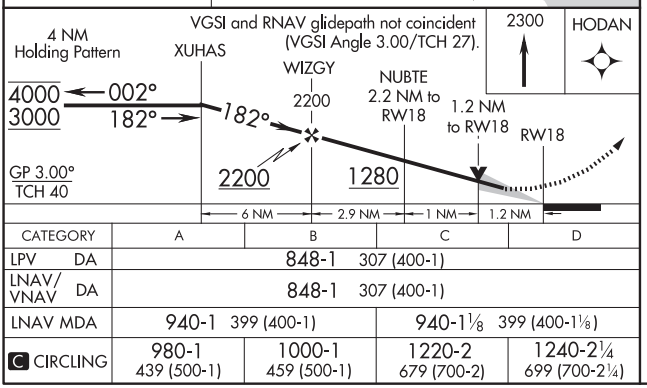
RNP APCH - GPS.

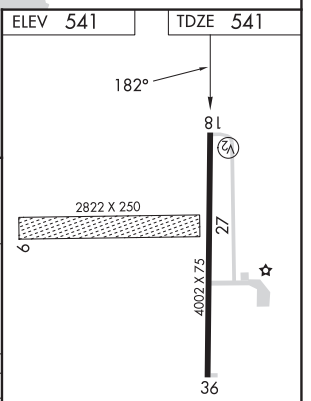
T A NA Circling NA to Rwys 9 and 27. Baro-VNAV and VDP NA when using Salem altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Procedure NA at night. When local altimeter setting not received, use Salem altimeter setting and increase LPV DA to 905 feet; increase LNAV/VNAV DA to 905 feet; increase all MDAs 60 feet and LNAV visibility Cat C/D ¼ SM, and Circling visibility Cat D ¼ SM.

MISSED APPROACH: Climb to 2300 direct HODAN and hold.

| AWOS-AV | KANSAS CITY CENTER | UNICOM |
|---|---|---|
| 123.05 | 124.3 269.15 | 123.05 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 848-1 307 (400-1) | | | |
| LNAV/VNAV DA | 848-1 307 (400-1) | | | |
| LNAV MDA | 940-1 399 (400-1) | | 940-1⅛ 399 (400-1⅛) | |
| C CIRCLING | 980-1 439 (500-1) | 1000-1 459 (500-1) | 1220-2 679 (700-2) | 1240-2¼ 699 (700-2¼) |

REIL Rwy 18 and 36
MIRL Rwy 18-36 L



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

GREENVILLE, ILLINOIS | AL-5503 (FAA) | 24361

# RNAV (GPS) RWY 36

GREENVILLE (GRE)

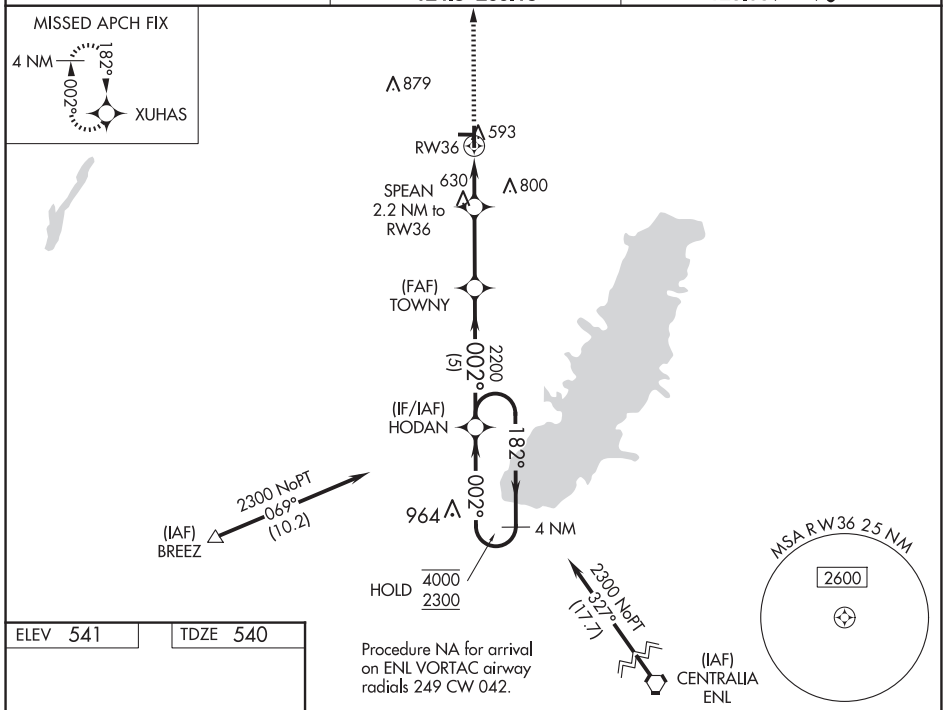
| WAAS | APP CRS | Rwy Idg | 4002 |
|---|---|---|---|
| CH 73038 | 002° | TDZE | 540 |
| W36A | | Apt Elev | 541 |

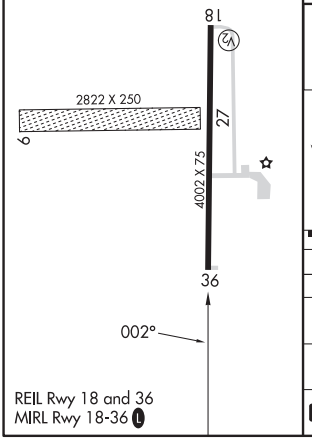
RNP APCH - GPS.

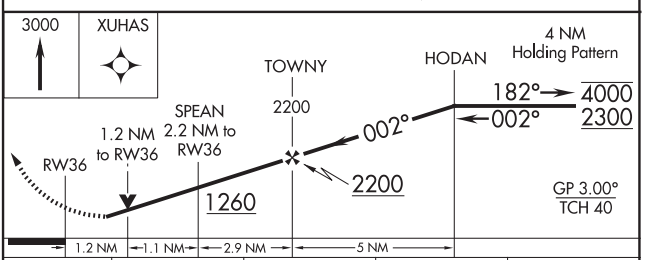
T NA Rwy 36 helicopter visibility reduction below ¾ SM NA. Circling NA to Rwys 9 and 27. Procedure NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. When local altimeter setting not received, use Salem altimeter setting and increase LPV DA to 910 feet; increase LNAV/VNAV DA to 904 feet; increase all MDAs 60 feet and LNAV visibility Cat C/D ¼ SM, and Circling visibility Cat D ¼ SM. Baro-VNAV and VDP NA when using Salem altimeter setting.

MISSED APPROACH: Climb to 3000 direct XUHAS and hold.

| AWOS-AV | KANSAS CITY CENTER | UNICOM |
|---|---|---|
| 123.05 | 124.3 269.15 | 123.05 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 853-1 | 313 (400-1) | | |
| LNAV/VNAV DA | 847-1 | 307 (400-1) | | |
| LNAV MDA | 940-1 | 400 (400-1) | 940-1⅛ | 400 (400-1⅛) |
| C CIRCLING | 980-1 | 1000-1 | 1220-2 | 1240-2¼ |
| | 439 (500-1) | 459 (500-1) | 679 (700-2) | 699 (700-2¼) |



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS)-B

GALT FLD (1ØC)

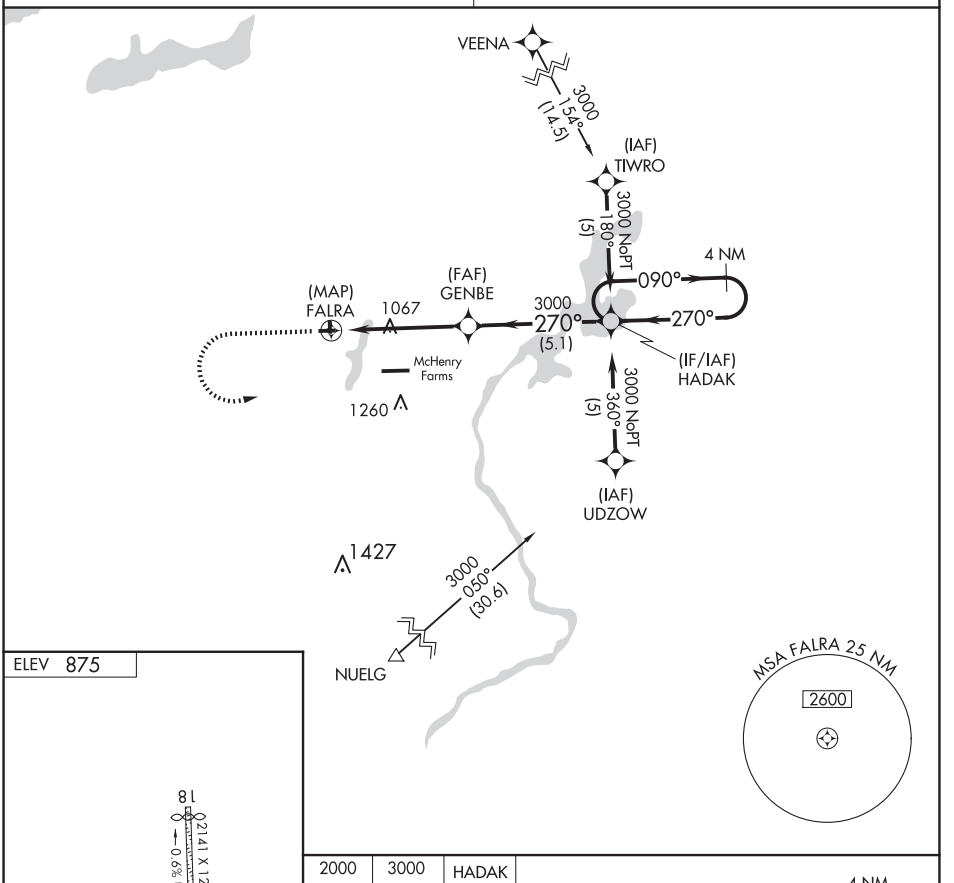
| APP CRS | Rwy Idg | N/A |
|---|---|---|
| 270° | TDZE | N/A |
| | Apt Elev | 875 |

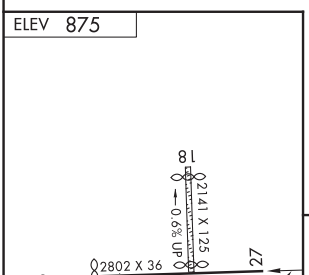
Use Waukegan Rgnl altimeter setting.
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

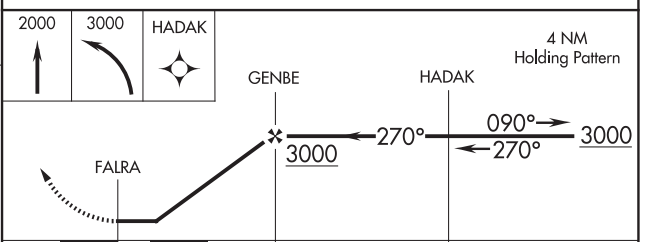
NA

MISSED APPROACH: Climb to 2000, then climbing left turn to 3000 direct HADAK WP and hold.

| CHICAGO APP CON | UNICOM |
|---|---|
| 120.55 306.925 | 122.8 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1480-1 605 (700-1) | | 1540-1¾ 665 (700-1¾) | NA |

LIRL Rwy 9-27



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

HARRISBURG, ILLINOIS AL-5198 (FAA) 25163

| WAAS | APP CRS | Rwy Ldg | 5013 |
|---|---|---|---|
| CH 63119 | 063° | TDZE | 394 |
| W06A | | Apt Elev | 398 |

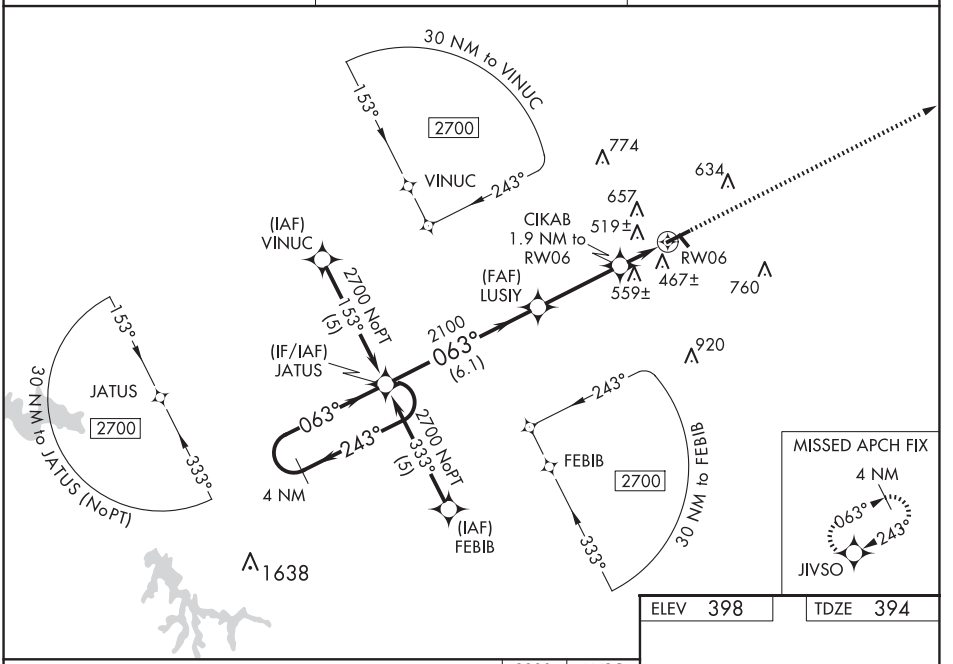
# RNAV (GPS) RWY 6

## HARRISBURG-RALEIGH (HSB)

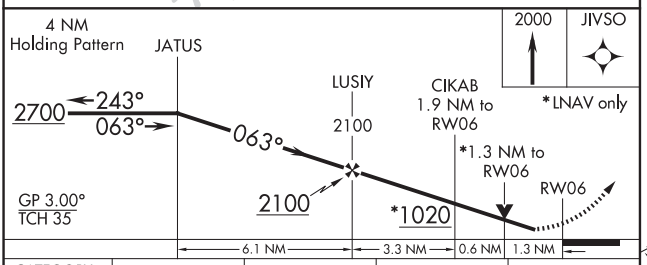
Baro-VNAV NA when using Williamson County Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Marion altimeter setting: increase LPV DA to 744 feet; increase LNAV/VNAV DA to 1020 feet; increase all MDAs 80 feet and LNAV visibility Cat C/D ⅛ SM and Circling visibility Cat C/D ¼ SM. VDP NA with Williamson County Rgnl altimeter setting.

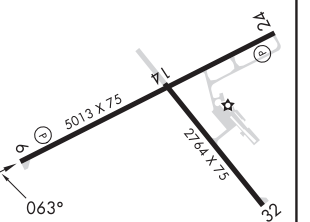
MISSED APPROACH: Climb to 2000 direct JIVSO and hold.

| AWOS-3PT | KANSAS CITY CENTER | UNICOM |
|---|---|---|
| 135.925 | 127.475 346.275 | 122.8 (CTAF) L |




ELEV 398 TDZE 394




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 682-1 288 (300-1) | | | |
| LNAV/VNAV DA | 958-2 564 (600-2) | | | |
| LNAV MDA | 820-1 426 (500-1) | | 820-1¼ 426 (500-1¼) | |
| CIRCLING | 900-1 502 (600-1) | 1020-1 622 (700-1) | 1020-1¾ 622 (700-1¾) | 1080-2¼ 682 (700-2¼) |

REIL Rwys 6 and 24 L
MIRL Rwys 6-24 and 14-32 L

HARRISBURG, ILLINOIS
Amdt 1A 19MAY22

37°49′N - 88°33′W

HARRISBURG-RALEIGH (HSB)

RNAV (GPS) RWY 6

EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 24

## HARRISBURG-RALEIGH (HSB)

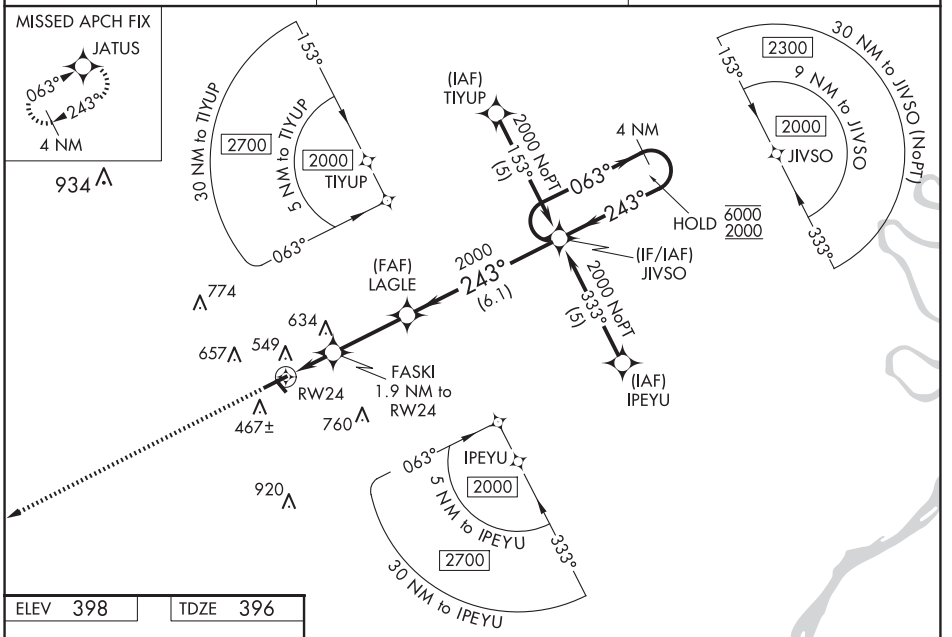
| WAAS CH 56519 W24A | APP CRS 243° | Rwy Ldg 5013 TDZE 396 Apt Elev 398 |
|---|---|---|

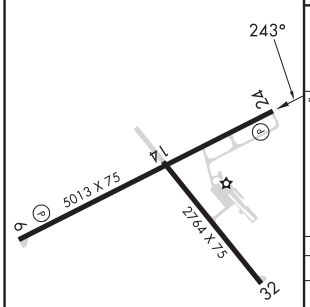
RNP APCH.

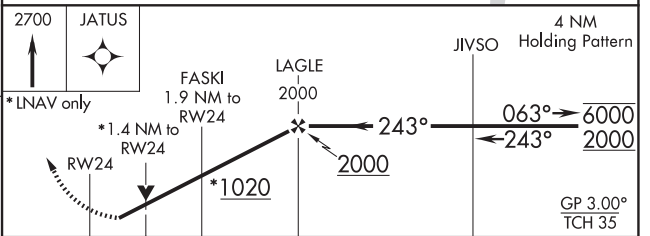
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.
Rwy 24 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2700 direct JATUS and hold.

| AWOS-3PT | KANSAS CITY CENTER | UNICOM |
|---|---|---|
| 135.925 | 127.475 346.275 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 697-1 301 (300-1) | | | |
| LNAV/VNAV DA | 859-1¾ 463 (500-1¾) | | | |
| LNAV MDA | 880-1 484 (500-1) | | 880-1¼ 484 (500-1¼) | 880-1½ 484 (500-1½) |
| CIRCLING | 900-1 502 (600-1) | 1020-1 622 (700-1) | 1020-1¾ 622 (700-1¾) | 1080-2¼ 682 (700-2¼) |

REIL Rwys 6 and 24 L
MIRL Rwys 6-24 and 14-32 L



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 9

## HARTFORD MUNI (HXF)

| WAAS CH 42743 W09A | APP CRS 094° | Rwy Idg 3401 TDZE 1068 Apt Elev 1070 |
|---|---|---|

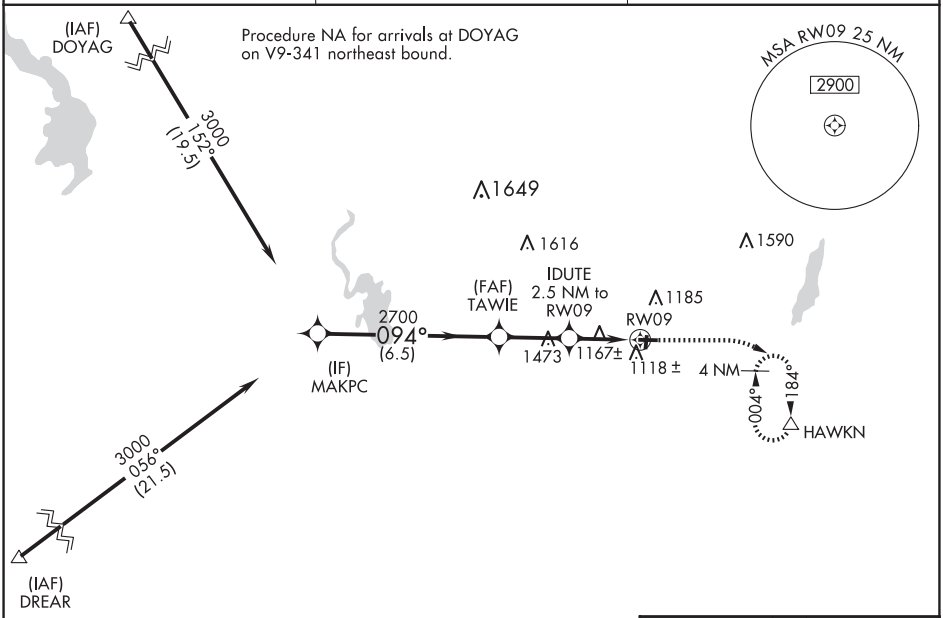
RNP APCH.

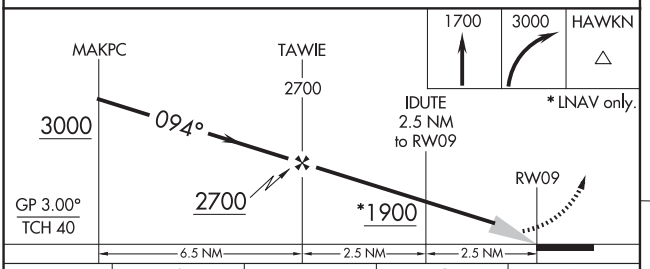
T NA

Circling NA to Rwys 18 and 36.
Baro-VNAV NA.
Use Westbend altimeter setting.

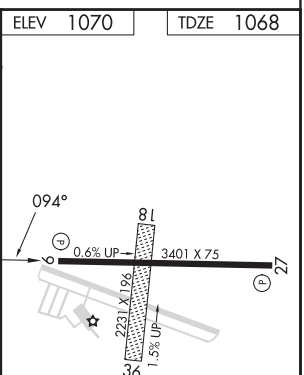
MISSED APPROACH: Climb to 1700 then climbing right turn to 3000 direct HAWKN and hold, continue climb-in-hold to 3000.

| ETB AWOS-3 | MILWAUKEE APP CON | UNICOM |
|---|---|---|
| 120.0 | 125.35 307.0 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1372-7/8 | 304 (400-7/8) | NA | |
| LNAV/VNAV DA | 1372-7/8 | 304 (400-7/8) | NA | |
| LNAV MDA | 1480-1 | 412 (500-1) | NA | |
| C CIRCLING | 1560-1 | 490 (500-1) | NA | |




MIRL Rwy 9-27 L

REIL Rwys 9 and 27 L



43°21'N-88°23'W



EC-3, 07 AUG 2025 to 02 OCT 2025

EC-3, 07 AUG 2025 to 02 OCT 2025

| WAAS CH 86943 W27A | APP CRS 274° | Rwy Idg 3401<br>TDZE 1070<br>Apt Elev 1070 |
|---|---|---|

# RNAV (GPS) RWY 27
## HARTFORD MUNI (HXF)

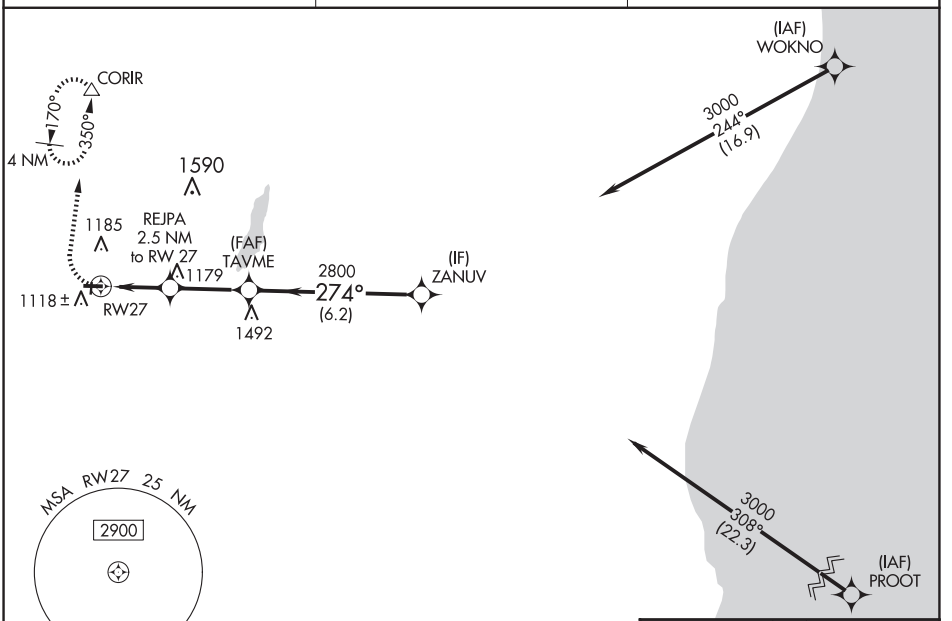
RNP APCH.

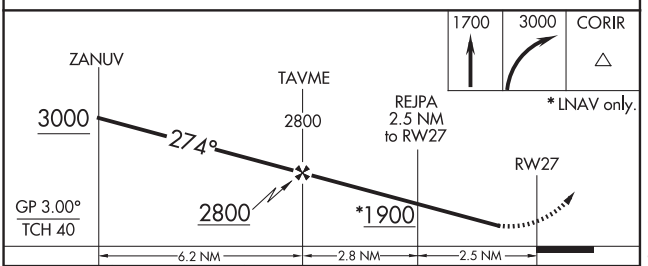
T
A NA

Circling NA to Rwys 18 and 36.
Rwy 27 helicopter visibility reduction below ¾ SM NA.
Baro-VNAV NA. Use West Bend altimeter setting.

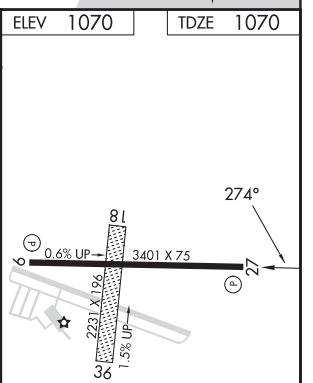
MISSED APPROACH: Climb to 1700 then climbing right turn to 3000 direct CORIR and hold, continue climb-in-hold to 3000.

| ETB AWOS-3 | MILWAUKEE APP CON | UNICOM |
|---|---|---|
| 120.0 | 125.35 307.0 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1374-⅞ | 304 (400-⅞) | NA | |
| LNAV/VNAV DA | 1415-1 | 345 (400-1) | NA | |
| LNAV MDA | 1540-1 | 470 (500-1) | NA | |
| C CIRCLING | 1560-1 | 490 (500-1) | NA | |




MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

(ACCRA5.ACCRA) 20086

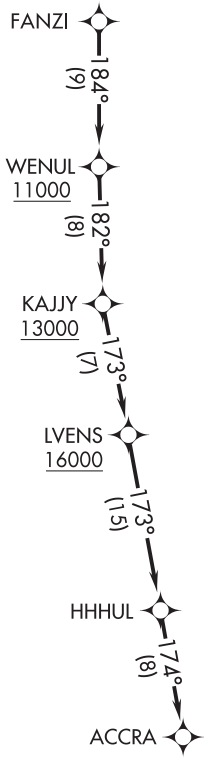
# ACCRA FIVE DEPARTURE (RNAV)

AL-6088 (FAA)

HARTFORD MUNI (HXF)
HARTFORD, WISCONSIN

MILWAUKEE DEP CON
125.35 307.0

**TOP ALTITUDE: ASSIGNED BY ATC**




TAKEOFF MINIMUMS
Rwys 18, 36: NA - Environmental.
Rwys 9, 27: Standard.

NOTE: RNAV 1.
NOTE: GPS or DME/DME/IRU required.
NOTE: RADAR required.
NOTE: Turbojet aircraft maintain 250K until advised by ATC.
NOTE: Advise ATC if unable to comply with crossing restrictions.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for RADAR vectors to FANZI, thence....

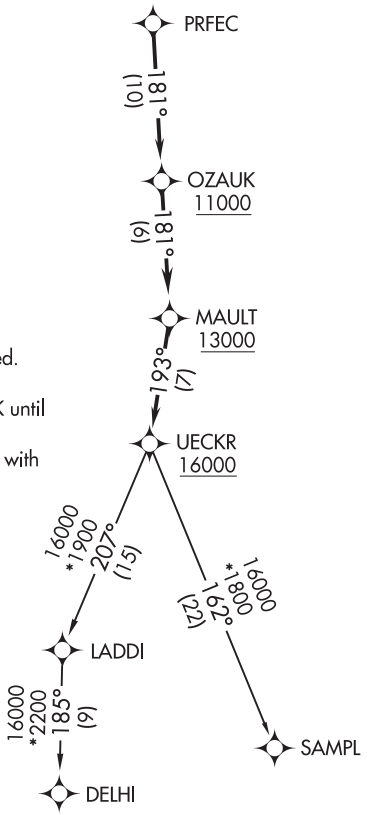
....on track 184° to cross WENUL at or above 11000, then on track 182° to cross KAJJY at or above 13000, then on track 173° to cross LVENS at or above 16000, then on track 173° to HHHUL, then on track 174° to ACCRA. Maintain ATC assigned altitude, expect filed altitude ten minutes after departure.



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

MILWAUKEE DEP CON
125.35 307.0

**TOP ALTITUDE: ASSIGNED BY ATC**




TAKEOFF MINIMUMS
Rwys 18, 36: NA - Environmental.
Rwys 9, 27: Standard.

NOTE: RNAV 1.
NOTE: GPS or DME/DME/IRU required.
NOTE: RADAR required.
NOTE: Turbojet aircraft maintain 250K until advised by ATC.
NOTE: Notify ATC if unable to comply with crossing restrictions.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for RADAR vectors to PRFEC, thence....

....on track 181° to cross OZAUK at or above 11000, then on track 181° to cross MAULT at or above 13000, then on track 193° to cross UECKR at or above 16000, then on (transition). Maintain ATC assigned altitude, expect filed altitude ten minutes after departure.

DELHI TRANSITION (UECKR6.DELHI)

SAMPL TRANSITION (UECKR6.SAMPL)



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

HAYWARD, WISCONSIN AL-5411 (FAA) 23334

# ILS or LOC RWY 21

SAWYER COUNTY (HYR)

| LOC/DME I-HTY | APP CRS | Rwy ldg | 5002 |
|---|---|---|---|
| 108.5 | 205° | TDZE | 1216 |
| Chan 22 | | Apt Elev | 1216 |

From RZN DME: RNAV 1-GPS required.
DME required.

T
A NA Circling NA to Rwys 16 and 34. Rwy 21 helicopter visibility reduction below ¾ SM NA. For inop ALS, increase S-ILS 21 all Cats visibility to ⅞ SM, increase LOC Cat A/B visibility to 1 SM, Cat C/D to 1⅛ SM.

MALSR

MISSED APPROACH: Climb to 2200 then climbing right turn to 3300 on heading 060° and I-HTY northeast course to OBBEY/ I-HTY 6.4 DME and hold.

| ASOS | MINNEAPOLIS CENTER | UNICOM |
|---|---|---|
| 118.4 | 126.45 276.4 | 122.8 (CTAF) L |

MSA HYR 25 NM
3100

Procedure NA for arrivals at GRASS on V217 southeast bound.

(IAF) GRASS DLH 53

025°

1852

3300 NoPT to DAIVE 250° hdg (5.9) and LOC (7.6)

3000
205° (5.9)

(IF) DAIVE I-HTY 12.3

HOLD 5700 3300

025° 1 min 205°

(IAF) OBBEY I-HTY 6.4

SIREN
Chan 31
RZN
(109.4)

3300 to OBBEY 067° (45)

1332±

1395

POVYI I-HTY 3.3

1587

1280

1770

1770

1654

LOCALIZER 108.5
I-HTY
Chan 22

ELEV 1216 TDZE 1216

205°

21

5002 X 100

16

1088 X 120

34

3

REIL Rwy 3 L
MIRL Rwy 3-21 L

| 2200 | 3300 | I-HTY | OBBEY |
|---|---|---|---|
| | hdg 060° | NE crs | I-HTY 6.4 |

OBBEY I-HTY 6.4

One Minute Holding Pattern

3000

*LOC only.

I-HTY 0.9

*I-HTY 2

POVYI I-HTY 3.3

025° 5700
205° 3300

205°

3000

GS 3.00°
TCH 42

*2020

1.1 NM 1.3 NM 3.1 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 21 | 1518-¾ 302 (400-¾) | | | |
| S-LOC 21 | 1600- ¾ 384 (400-¾) | | | |
| C CIRCLING | 1860-1 644 (700-1) | 2060-1¼ 844 (900-1¼) | 2120-2¾ 904 (1000-2¾) | 2120-3 904 (1000-3) |



EC-3, 07 AUG 2025 to 02 OCT 2025

EC-3, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 3

SAWYER COUNTY (HYR)

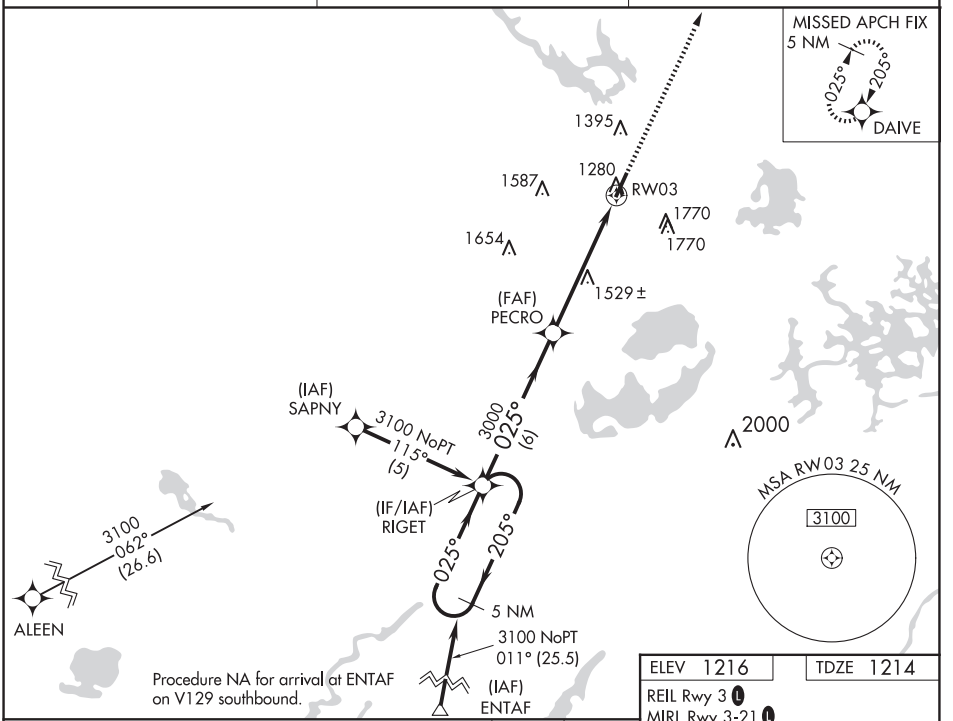
| WAAS | APP CRS | Rwy Idg | 5002 |
|---|---|---|---|
| CH 90400 | 025° | TDZE | 1214 |
| W03A | | Apt Elev | 1216 |

RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 54°C.
Rwy 3 helicopter visibility reduction below ¾ SM NA. Circling NA to Rwys 16 and 34.

MISSED APPROACH: Climb to 3300 direct DAIVE and hold.

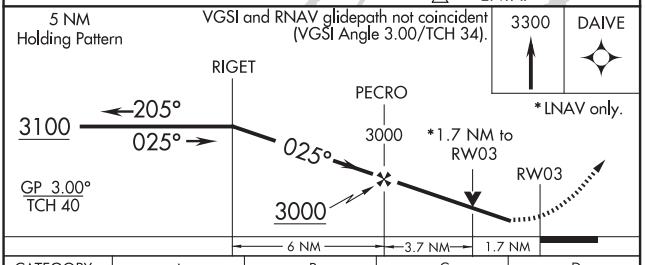
| ASOS | MINNEAPOLIS CENTER | UNICOM |
|---|---|---|
| 118.4 | 126.45 276.4 | 122.8 (CTAF) L |

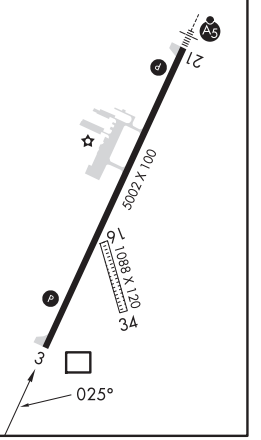



ELEV 1216 TDZE 1214

REIL Rwy 3 L

MIRL Rwy 3-21 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1514-1 300 (300-1) | | | |
| LNAV/VNAV DA | 1916-2½ 702 (700-2½) | | | |
| LNAV MDA | 1780-1 566 (600-1) | | 1780-1½ 566 (600-1½) | 1780-1¾ 566 (600-1¾) |
| C CIRCLING | 1860-1 644 (700-1) | 2060-1¼ 844 (900-1¼) | 2120-2¾ 904 (1000-2¾) | 2120-3 904 (1000-3) |



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

HAYWARD, WISCONSIN | AL-5411 (FAA) | 23110

# RNAV (GPS) RWY 21

SAWYER COUNTY (HYR)

| WAAS | APP CRS | Rwy Idg | 5002 |
|---|---|---|---|
| CH 49000 | 205° | TDZE | 1216 |
| W21A | | Apt Elev | 1216 |

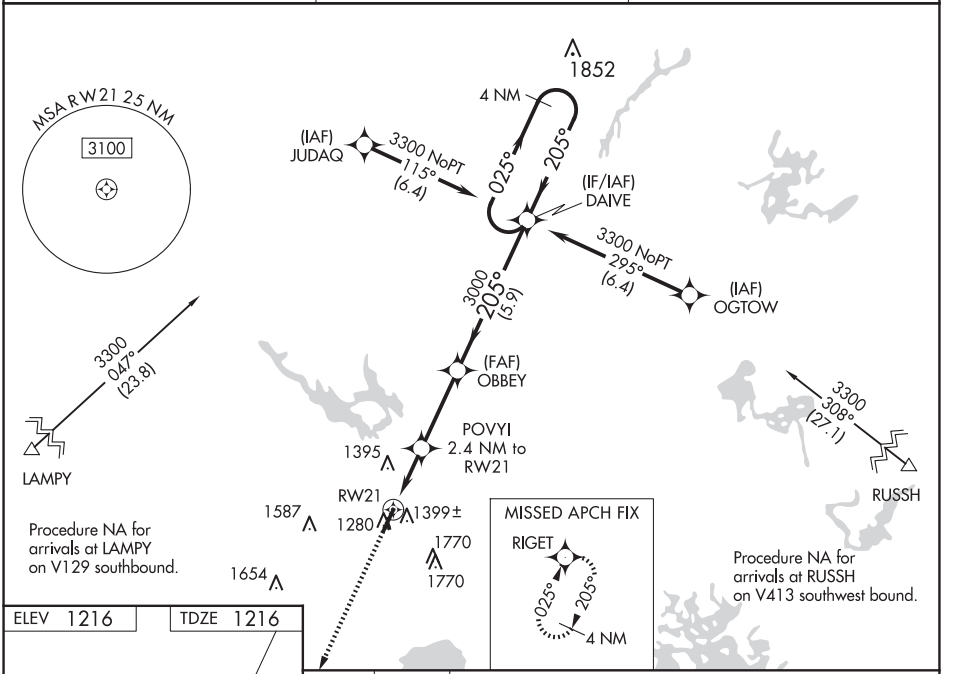
RNP APCH.

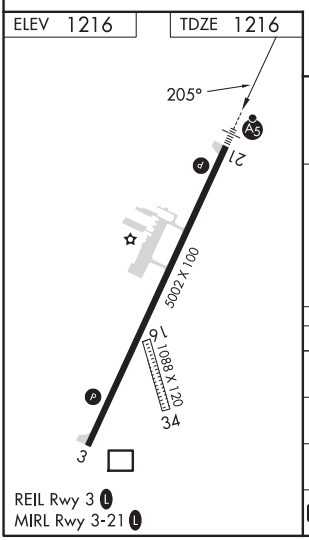
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 54°C (130°F). For inop MALSR, increase LNAV/VNAV all Cats visibility to 1⅛ mile and LNAV Cat A and B visibility to 1 mile. Rwy 21 helicopter visibility reduction below ¾ SM NA. Circling NA to Rwys 16 and 34.

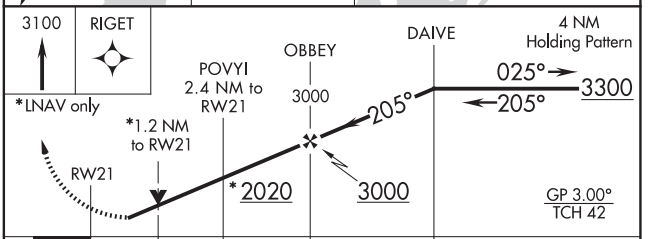
MALSR

MISSED APPROACH: Climb to 3100 direct RIGET and hold.

| ASOS | MINNEAPOLIS CENTER | UNICOM |
|---|---|---|
| 118.4 | 126.45 276.4 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1518-¾ 302 (400-¾) | | | |
| LNAV/VNAV DA | 1560-¾ 344 (400-¾) | | | |
| LNAV MDA | 1640-¾ 424 (500-¾) | | | |
| C CIRCLING | 1860-1 644 (700-1) | 2060-1¼ 844 (900-1¼) | 2120-2¾ 904 (1000-2¾) | 2120-3 904 (1000-3) |

HAYWARD, WISCONSIN
Amdt 1C 11OCT18

46°02'N-91°27'W

SAWYER COUNTY (HYR)

RNAV (GPS) RWY 21

EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 4

## JACKSONVILLE MUNI (IJX)

| APP CRS | Rwy Idg | 4001 |
|---|---|---|
| 042° | TDZE | 620 |
| | Apt Elev | 624 |

RNP APCH.

T A Rwy 4 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2700 direct RACOD and hold.

| AWOS-3PT | SAINT LOUIS APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 120.525 | 126.15 323.0 | 118.45 | 122.8 (CTAF) L |

Procedure NA for arrivals at SEXTN on V580 northbound and on V50 westbound.

SEXTN

2700 141° (11.4)

4 NM 042° 222° RACOD

MSA RW04 25 NM 2700

RW04

977 1234 1123 1242 1286 1286 1286

PRUITT A MOA

(FAF) GELBE

(IAF) CITIX

2700 NoPT 132° (5)

2300 042° (6.4)

(IF/IAF) JANGI

042° 222° 4 NM

2700 NoPT 312° (5)

(IAF) FIMEN

2700 285° (18)

LOFTY

PRUITT B MOA

ELEV 624 TDZE 620

4 NM Holding Pattern

JANGI

GELBE

2700 222° 042° 042° 2300

1.7 NM to RW04

RW04

3.05° TCH 40

2700 RACOD

6.4 NM 3.3 NM 1.7 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1220-1 | 600 (600-1) | 1220-1¾ | 600 (600-1¾) |
| CIRCLING | 1220-1 | 596 (600-1) | 1280-1¾ 656 (700-1¾) | 1360-2¼ 736 (800-2¼) |

5000 X 75

4001 X 75

4 13 22 31

042°

REIL Rwys 13, 22 and 31 L

MIRL Rwys 4-22 and 13-31 L



EC-3, 07 AUG 2025 to 02 OCT 2025

EC-3, 07 AUG 2025 to 02 OCT 2025

JACKSONVILLE, ILLINOIS | AL-5686 (FAA) | 24025

| APP CRS | Rwy Idg | 5000 |
|---|---|---|
| 132° | TDZE | 622 |
| | Apt Elev | 624 |

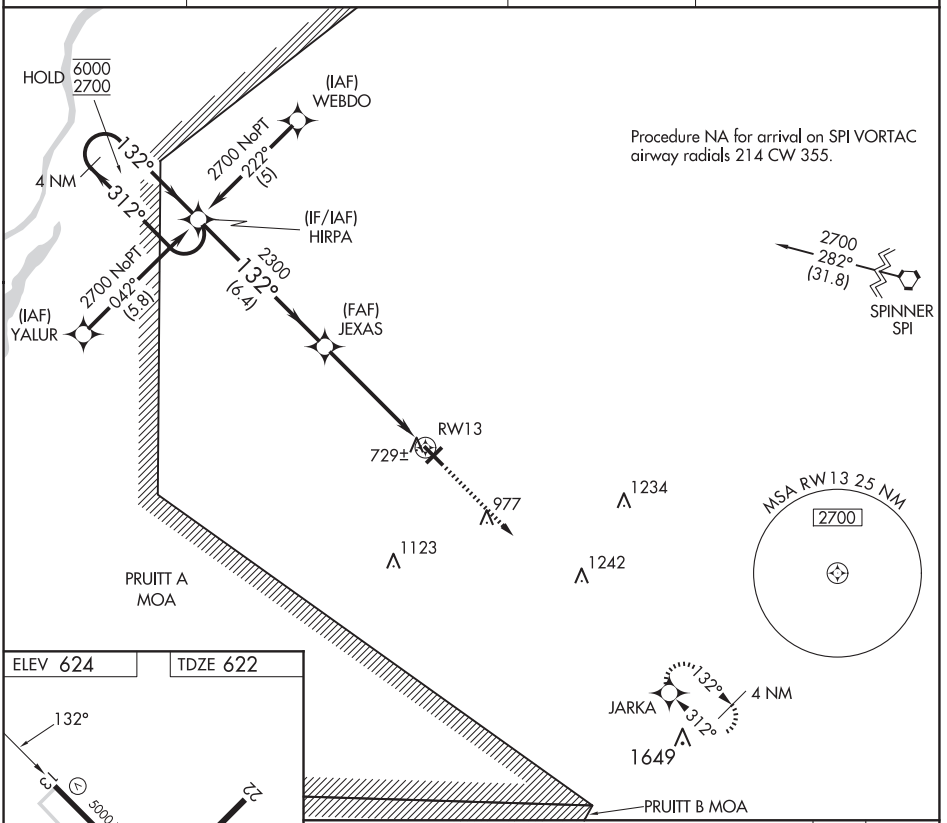
# RNAV (GPS) RWY 13

## JACKSONVILLE MUNI (IJX)

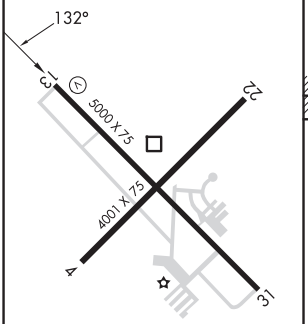
RNP APCH - GPS.

MISSED APPROACH: Climb to 2700 direct JARKA and hold.

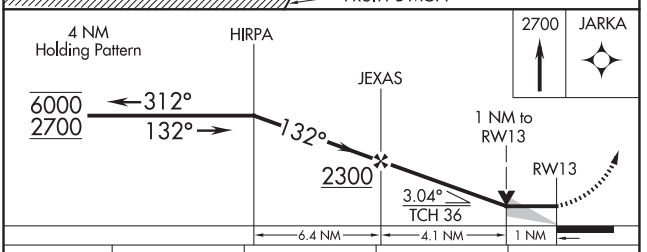
| AWOS-3PT | SAINT LOUIS APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 120.525 | 126.15 323.0 | 118.45 | 122.8 (CTAF) L |




ELEV 624 | TDZE 622




REIL Rwys 13, 22 and 31 L
MIRL Rwys 4-22 and 13-31 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 980-1 358 (400-1) | | | |
| CIRCLING | 1040-1 416 (500-1) | 1080-1 456 (500-1) | 1280-1¾ 656 (700-1¾) | 1360-2¼ 736 (800-2¼) |

JACKSONVILLE, ILLINOIS
Orig-D 25JAN24

39°46'N-90°14'W

JACKSONVILLE MUNI (IJX)

RNAV (GPS) RWY 13

EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 22

## JACKSONVILLE MUNI (IJX)

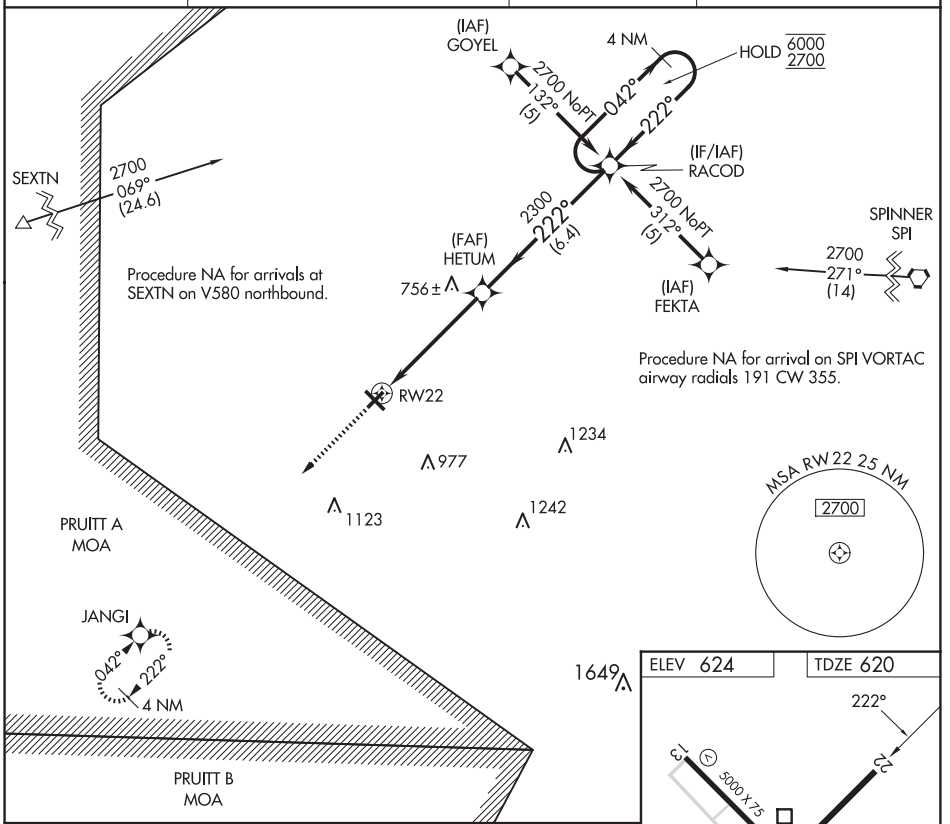
| APP CRS | Rwy Idg | 4001 |
|---|---|---|
| 222° | TDZE | 620 |
| | Apt Elev | 624 |

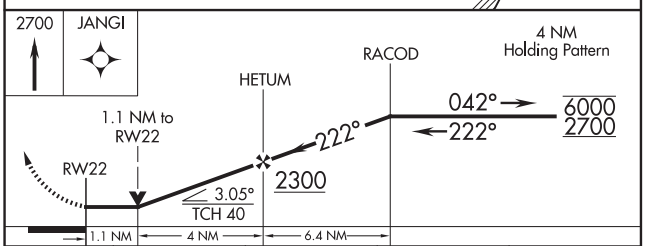
RNP APCH - GPS.

Rwy 22 helicopter visibility reduction below ¾ SM NA.

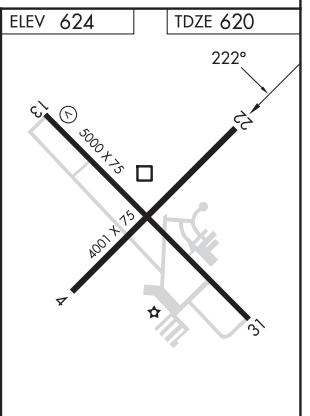
MISSED APPROACH: Climb to 2700 direct JANGI and hold.

| AWOS-3PT | SAINT LOUIS APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 120.525 | 126.15 323.0 | 118.45 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1020-1 400 (400-1) | | 1020-1⅛ | 400 (400-1⅛) |
| CIRCLING | 1040-1 416 (500-1) | 1080-1 456 (500-1) | 1280-1¾ 656 (700-1¾) | 1360-2¼ 736 (800-2¼) |




REIL Rwys 13, 22 and 31 L
MIRL Rwys 4-22 and 13-31 L



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

JACKSONVILLE, ILLINOIS | AL-5686 (FAA) | 23334

# RNAV (GPS) RWY 31

## JACKSONVILLE MUNI (IJX)

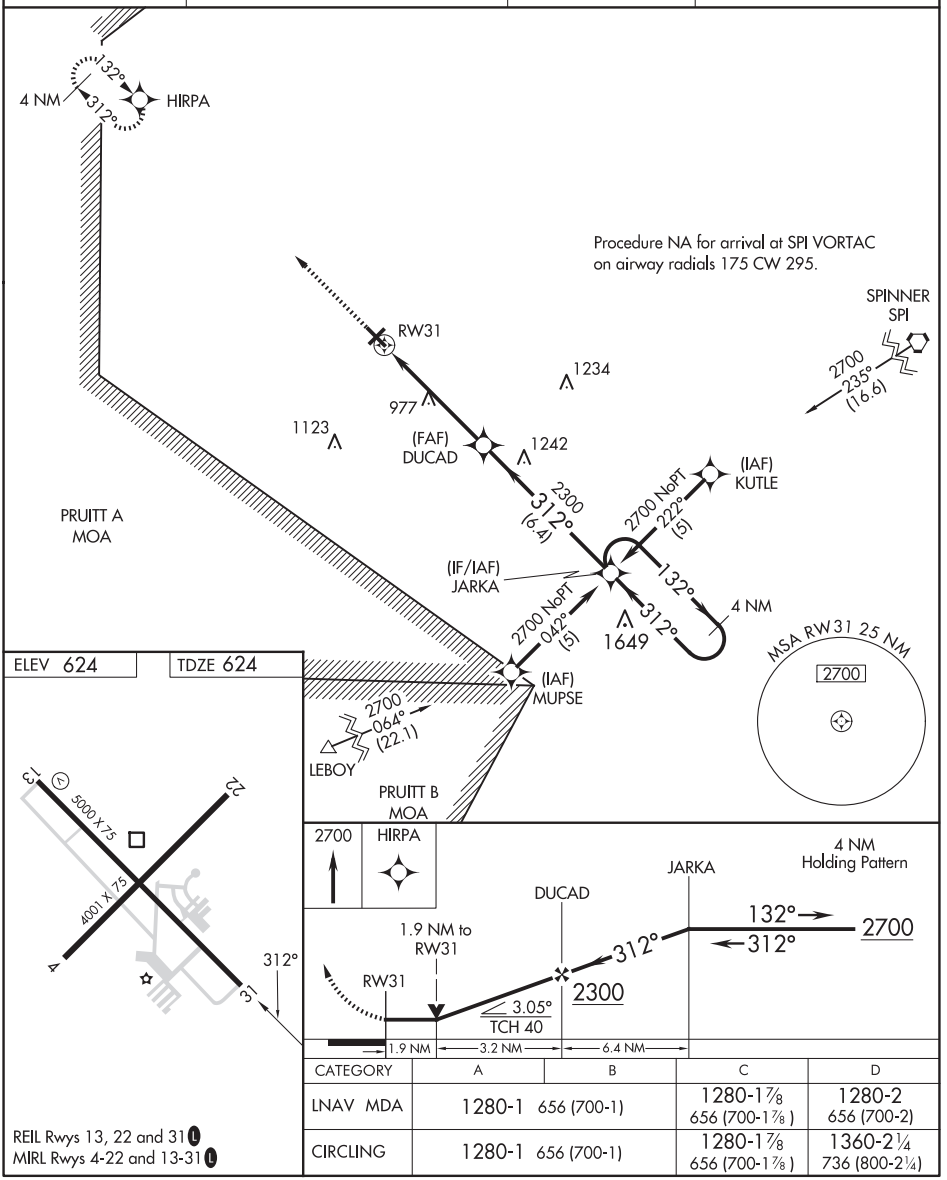
| APP CRS | Rwy Idg | TDZE | Apt Elev |
|---|---|---|---|
| 312° | 5000 | 624 | 624 |

RNP APCH.

Rwy 31 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2700 direct HIRPA and hold.

| AWOS-3PT | SAINT LOUIS APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 120.525 | 126.15 323.0 | 118.45 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1280-1 | 656 (700-1) | 1280-1 7/8 656 (700-1 7/8) | 1280-2 656 (700-2) |
| CIRCLING | 1280-1 | 656 (700-1) | 1280-1 7/8 656 (700-1 7/8) | 1360-2 1/4 736 (800-2 1/4) |

REIL Rwys 13, 22 and 31 L
MIRL Rwys 4-22 and 13-31 L

JACKSONVILLE, ILLINOIS
Orig-C 25MAR21

39°46'N-90°14'W

JACKSONVILLE MUNI (IJX)
RNAV (GPS) RWY 31

EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

# ILS or LOC RWY 4

## SOUTHERN WISCONSIN RGNL (JVL)

| LOC I-JVL | APP CRS | Rwy Idg | 6701 |
|---|---|---|---|
| 109.1 | 044° | TDZE | 806 |
| | | Apt Elev | 808 |

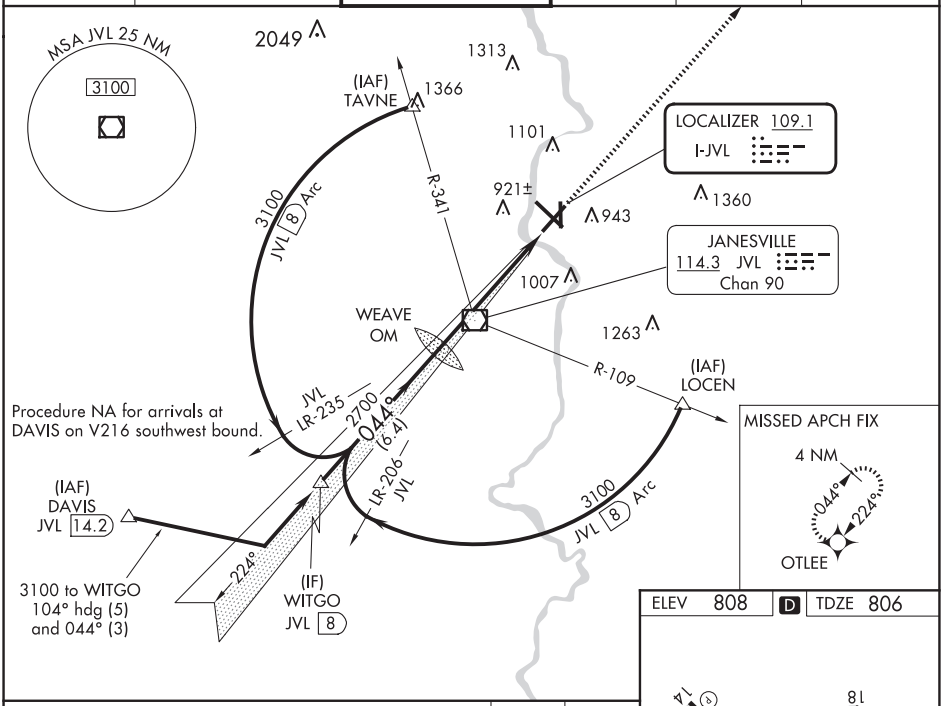
DME required. RNP APCH - GPS.

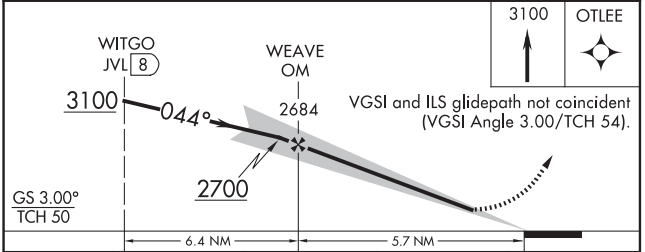
When local altimeter setting not received, use Rockford altimeter setting and increase DA 69 feet and all MDAs 80 feet; increase S-LOC 4 Cats C/D and Circling Cats C/D ¼ SM. For inop ALS when using Rockford altimeter setting; increase S-ILS 4 all Cats visibility to ⅞ SM and S-LOC 4 Cats C/D visibility to 1⅞ SM. Circling Rwy 18 NA at night. DME from JVL VOR/DME. DME use requires simultaneous reception of I-JVL and JVL VOR/DME.

MALSR

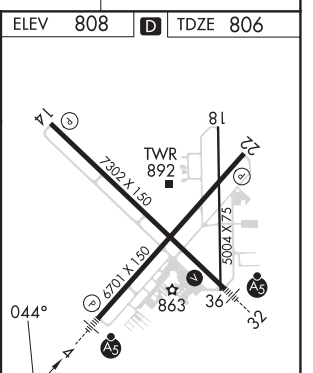
MISSED APPROACH: Climb to 3100 direct OTLEE and hold.

| ATIS | ROCKFORD APP CON | JANESVILLE TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 128.25 | 121.0 327.0 | 118.8 (CTAF) L 225.4 | 121.65 | 121.65 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 4 | 1006-½ 200 (200-½) | | | |
| S-LOC 4 | 1400-½ 594 (600-½) | | 1400-1 594 (600-1) | 1400-1¼ 594 (600-1¼) |
| C CIRCLING | 1400-1 592 (600-1) | | 1420-1¾ 612 (700-1¾) | 1460-2 652 (700-2) |




REIL Rwys 14 and 22 L
MIRL Rwy 18-36 L
HIRL Rwys 4-22 and 14-32 L

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-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

JANESVILLE, WISCONSIN | AL-938 (FAA) | 24081

# ILS or LOC RWY 32

SOUTHERN WISCONSIN RGNL (JVL)

| LOC/DME I-REE | APP CRS | Rwy Idg | 7302 |
|---|---|---|---|
| 111.35 | 316° | TDZE | 806 |
| Chan 50 (Y) | | Apt Elev | 808 |

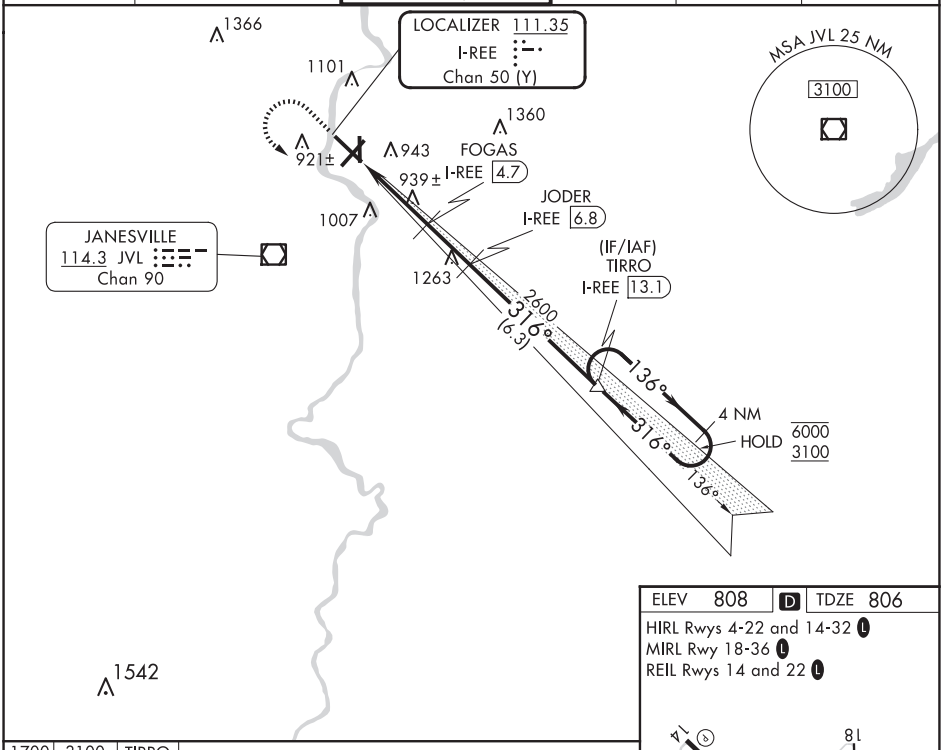
DME required. RNP APCH - GPS.

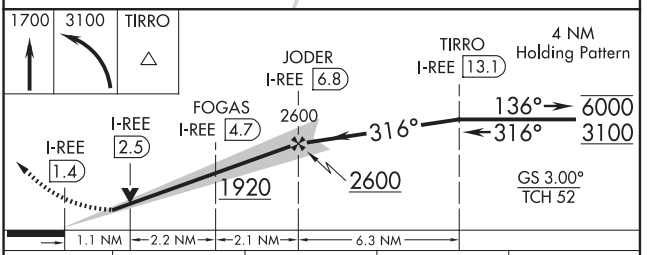
Circling Rwy 18 NA at night. When local altimeter setting not received, use Chicago/Rockford Intl altimeter setting and increase DA to 1075, increase all MDA 80 feet. Increase S-LOC 32 Cats C and D visibility ⅜ SM, and Circling Cats C/D ¼ SM. VDP NA when using Chicago/Rockford Intl altimeter setting. For inop ALS when using Chicago/Rockford Intl altimeter setting, increase S-ILS 32 visibility all Cats to ⅞ SM and S-LOC 32 visibility Cats C/D to 1⅜ SM.

MALSR

MISSED APPROACH: Climb to 1700 then climbing left turn to 3100 direct TIRRO and hold.

| ATIS | ROCKFORD APP CON | JANESVILLE TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 128.25 | 121.0 327.0 | 118.8 (CTAF) L 225.4 | 121.65 | 121.65 | 122.95 |



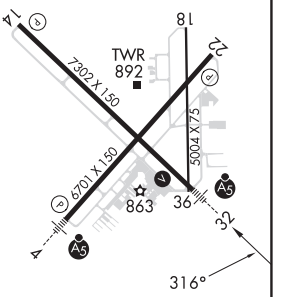

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 32 | 1006-½ 200 (200-½) | | | |
| S-LOC 32 | 1200-½ 394 (400-½) | | 1200-⅝ 394 (400-⅝) | |
| C CIRCLING | 1260-1 452 (500-1) | 1320-1 512 (600-1) | 1420-1¾ 612 (700-1¾) | 1460-2 652 (700-2) |

ELEV 808 | D | TDZE 806

HIRL Rwys 4-22 and 14-32 L

MIRL Rwy 18-36 L

REIL Rwys 14 and 22 L




FAF to MAP 5.4 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:24 | 3:36 | 2:42 | 2:10 | 1:48 |

JANESVILLE, WISCONSIN
Amdt 1D 16JUN22

42°37′N-89°02′W

SOUTHERN WISCONSIN RGNL (JVL)

ILS or LOC RWY 32

EC-3, 07 AUG 2025 to 02 OCT 2025

EC-3, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 4

## SOUTHERN WISCONSIN RGNL (JVL)

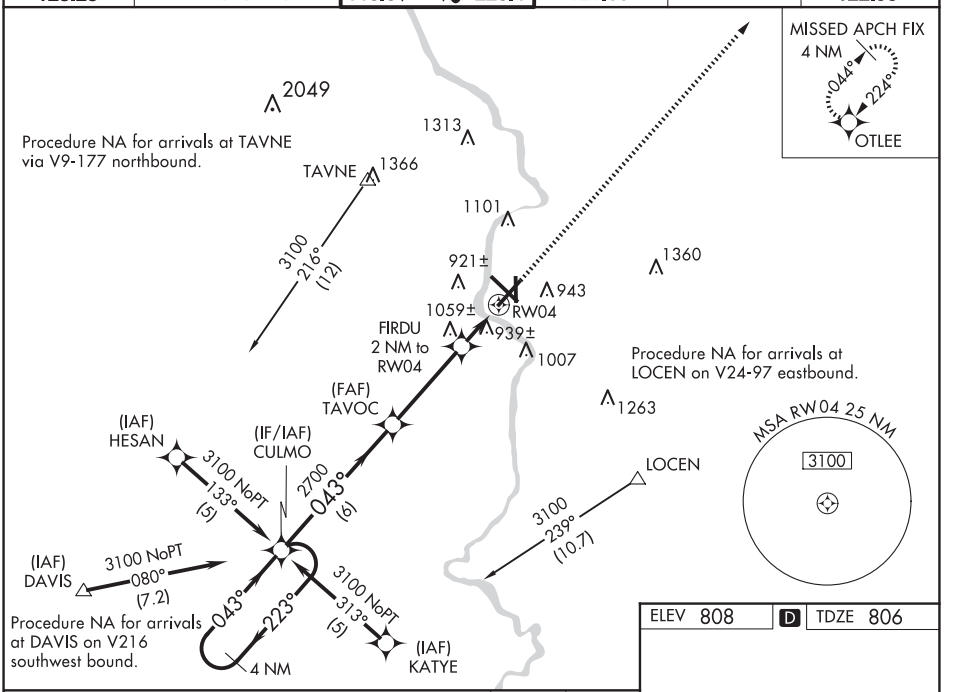
| WAAS CH 82617 W04A | APP CRS 043° | Rwy Idg 6701 / TDZE 806 / Apt Elev 808 |
|---|---|---|

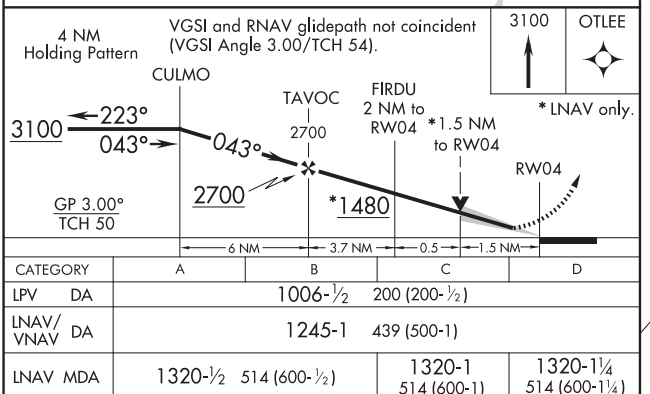
T A Circling to Rwy 18 NA at night. Baro-VNAV NA when using Rockford altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. VDP NA with Rockford altimeter setting. When local altimeter setting not received, use Rockford altimeter setting and increase LPV DA to 1075 feet, LNAV/VNAV DA to 1314 feet and all MDAs 80 feet; increase LNAV Cat C and Circling Cats C/D visibility ¼ SM. For inop ALS, when using Rockford altimeter setting increase LPV all Cats visibility to ⅞ SM and LNAV/VNAV all Cats visibility to 1⅜ SM.

MALSR

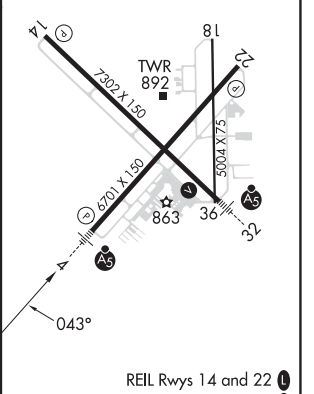
MISSED APPROACH: Climb to 3100 direct OTLEE and hold.

| ATIS | ROCKFORD APP CON | JANESVILLE TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 128.25 | 121.0 327.0 | 118.8 (CTAF) L 225.4 | 121.65 | 121.65 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1006-½ 200 (200-½) | | | |
| LNAV/VNAV DA | 1245-1 439 (500-1) | | | |
| LNAV MDA | 1320-½ 514 (600-½) | | 1320-1 514 (600-1) | 1320-1¼ 514 (600-1¼) |
| CIRCLING | 1320-1 512 (600-1) | | 1420-1¾ 612 (700-1¾) | 1460-2 652 (700-2) |






EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

JANESVILLE, WISCONSIN | AL-938 (FAA) | 24081

# RNAV (GPS) RWY 14

## SOUTHERN WISCONSIN RGNL (JVL)

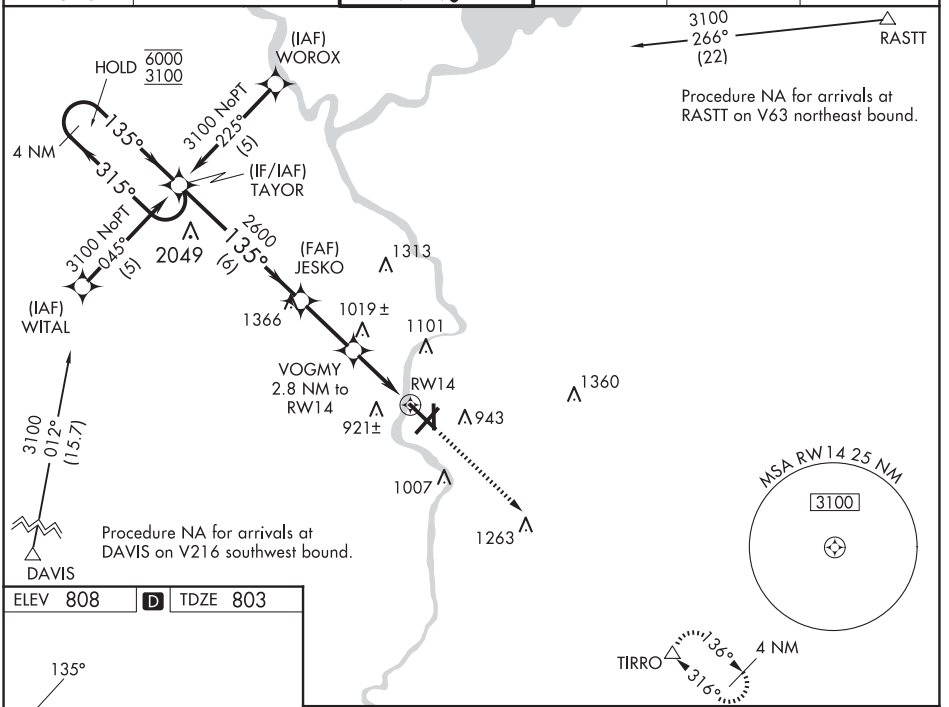
| WAAS | APP CRS | Rwy Idg | 7302 |
|---|---|---|---|
| CH 86617 | 135° | TDZE | 803 |
| W14A | | Apt Elev | 808 |

RNP APCH-GPS.

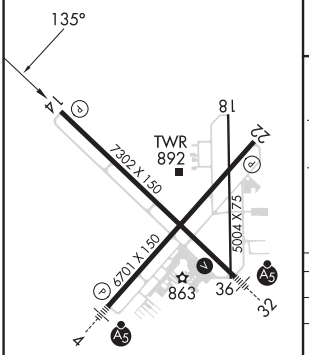
T A Circling Rwy 18 NA at night. Baro-VNAV NA when using Rockford altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 47°C. VDP NA when using Rockford altimeter setting. When local altimeter setting not received, use Rockford altimeter setting and increase LPV DA to 1072 feet, LNAV/VNAV DA to 1291 feet, and all MDAs 80 feet; increase LPV all Cats visibility ⅛ SM, LNAV/VNAV all Cats visibility ¼ SM, LNAV Cat C/D visibility ¼ SM, and Circling Cat C/D visibility ¼ SM.

MISSED APPROACH: Climb to 3100 direct TIRRO and hold.

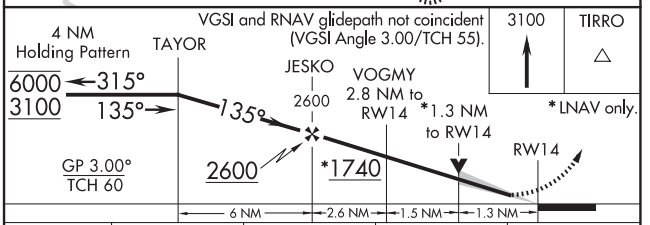
| ATIS | ROCKFORD APP CON | JANESVILLE TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 128.25 | 121.0 327.0 | 118.8 (CTAF) L 225.4 | 121.65 | 121.65 | 122.95 |




ELEV 808 | D | TDZE 803




REIL Rwys 14 and 22 L
MIRL Rwy 18-36 L
HIRL Rwys 4-22 and 14-32 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1003-¾ 200 (200-¾) | | | |
| LNAV/VNAV DA | 1222-1⅛ 419 (500-1⅛) | | | |
| LNAV MDA | 1280-1 477 (500-1) | | 1280-1⅜ 477 (500-1⅜) | 1280-1⅜ 477 (500-1⅜) |
| CIRCLING | 1280-1 472 (500-1) | 1320-1 512 (600-1) | 1420-1¾ 612 (700-1¾) | 1460-2 652 (700-2) |



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| WAAS | APP CRS | Rwy Idg | 6701 |
|---|---|---|---|
| CH 40417 | 224° | TDZE | 805 |
| W22A | | Apt Elev | 808 |

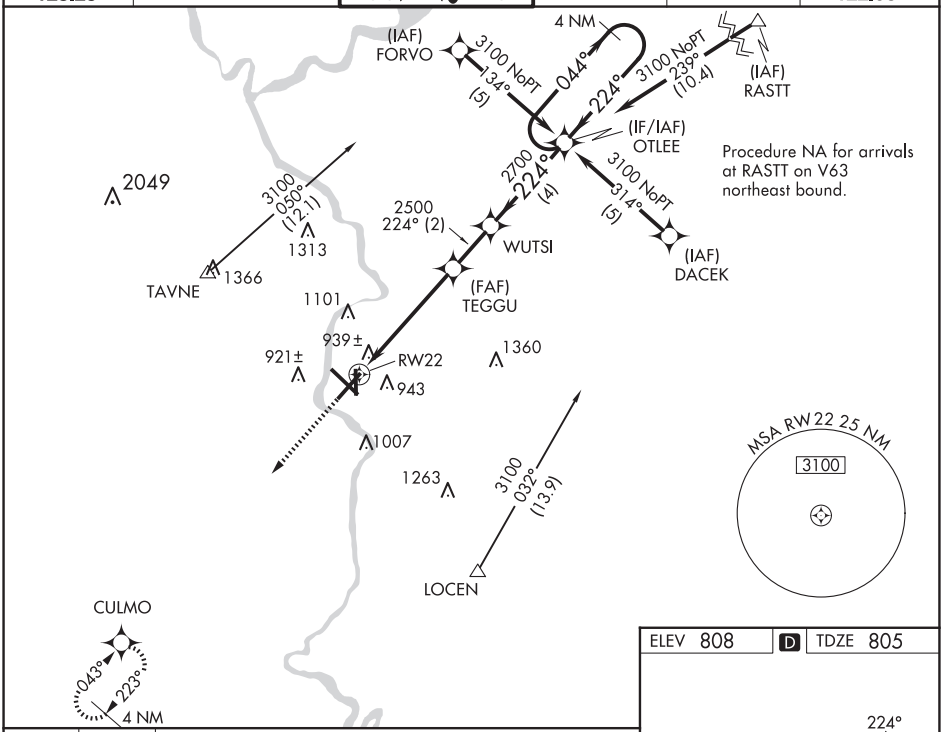
# RNAV (GPS) RWY 22

## SOUTHERN WISCONSIN RGNL (JVL)

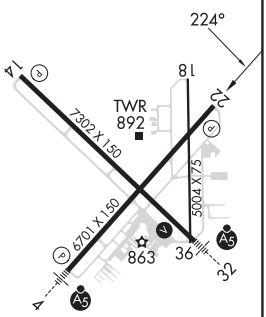
T Circling to Rwy 18 NA at night. Baro-VNAV NA when using Rockford altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F).
A DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Rockford altimeter setting and increase LPV DA to 1189 feet, LNAV/VNAV DA to 1313 feet, and all MDAs 80 feet; increase LPV all Cats visibility ¼ SM, LNAV/VNAV all Cats visibility ⅛ SM, LNAV Cats C/D visibility ⅜ SM and Circling Cats C/D visibility ¼ SM.
VDP NA with Rockford altimeter setting.

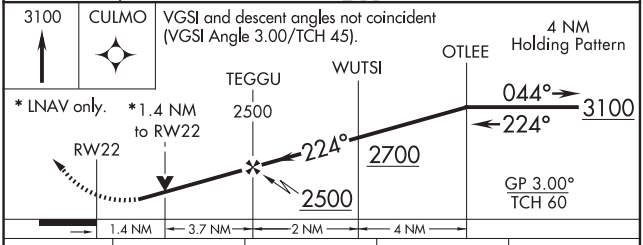
MISSED APPROACH: Climb to 3100 direct CULMO and hold.

| ATIS | ROCKFORD APP CON | JANESVILLE TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 128.25 | 121.0 327.0 | 118.8 (CTAF) L 225.4 | 121.65 | 121.65 | 122.95 |




| ELEV 808 | D | TDZE 805 |
|---|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1120-1 315 (400-1) | | | |
| LNAV/VNAV DA | 1244-1½ 439 (500-1½) | | | |
| LNAV MDA | 1320-1 515 (600-1) | | 1320-1½ 515 (600-1½) | 1320-1¾ 515 (600-1¾) |
| CIRCLING | 1320-1 512 (600-1) | | 1420-1¾ 612 (700-1¾) | 1460-2 652 (700-2) |

REIL Rwys 14 and 22 L
MIRL Rwy 18-36 L
HIRL Rwys 4-22 and 14-32 L



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

JANESVILLE, WISCONSIN | AL-938 (FAA) | 24081

# RNAV (GPS) RWY 32

## SOUTHERN WISCONSIN RGNL (JVL)

| APP CRS | Rwy Idg | 7302 |
|---|---|---|
| 316° | TDZE | 806 |
| | Apt Elev | 808 |

RNP APCH-GPS.

T NA

Circling Rwy 18 NA at night. Baro-VNAV and VDP NA when using Rockford altimeter setting. For uncompensated Baro-VNAV systems, procedure NA below -16° C or above 54°C. When local altimeter setting not received, use Rockford altimeter setting and increase LNAV/VNAV DA to 1289 feet and all MDAs 80 feet; increase LNAV/VNAV all Cats visibility ¼ SM, LNAV Cat C/D visibility ⅜ SM, and Circling Cat C/D visibility ¼ SM. For inop ALS when using Rockford altimeter setting, increase LNAV/VNAV all Cats visibility and LNAV Cat C/D visibility to 1⅜ SM.

MALSR

MISSED APPROACH: Climb to 3100 direct TAYOR and hold.

| ATIS | ROCKFORD APP CON | JANESVILLE TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 128.25 | 121.0 327.0 | 118.8 (CTAF) L 225.4 | 121.65 | 121.65 | 122.95 |

MISSED APCH FIX

4 NM 135° 315° TAYOR

2049 1313 1366 1101 921± 943 1360 1007 939± RW32

RASTT 3100 195° (19.5)

Procedure NA for arrivals at RASTT on V63 northeast bound.

MSA RW32 25 NM 3100

(FAF) JODER 1263

2600 316° (6.3)

(IAF) WEPAX 3100 NoPT 226° (5)

136° 316° 4 NM

HOLD 6000 3100

(IF/IAF) TIRRO

3100 NoPT 046° (5)

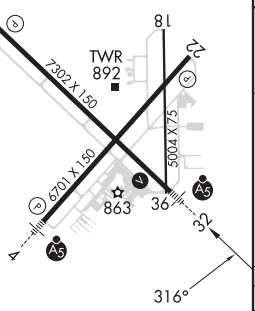
(IAF) WASOR

NoPT for arrival at TIRRO on V24-97 northwest bound.

Procedure NA for arrivals at DAVIS on V216 southwest bound.

DAVIS 3100 095° (20.6)

ELEV 808 | D | TDZ 806

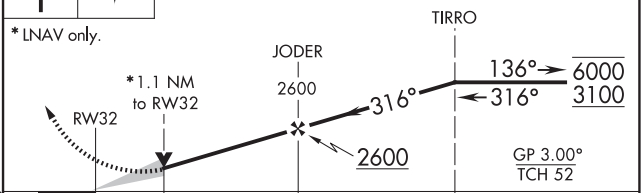



316°

3100 TAYOR

4 NM Holding Pattern

* LNAV only.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV/VNAV DA | 1220-¾ 414 (500-¾) | | | |
| LNAV MDA | 1200-½ 394 (400-½) | | 1200-⅝ 394 (400-⅝) | |
| CIRCLING | 1260-1 452 (500-1) | 1320-1 512 (600-1) | 1420-1¾ 612 (700-1¾) | 1460-2 652 (700-2) |

REIL Rwys 14 and 22 L
MIRL Rwys 18-36 L
HIRL Rwys 4-22 and 14-32 L

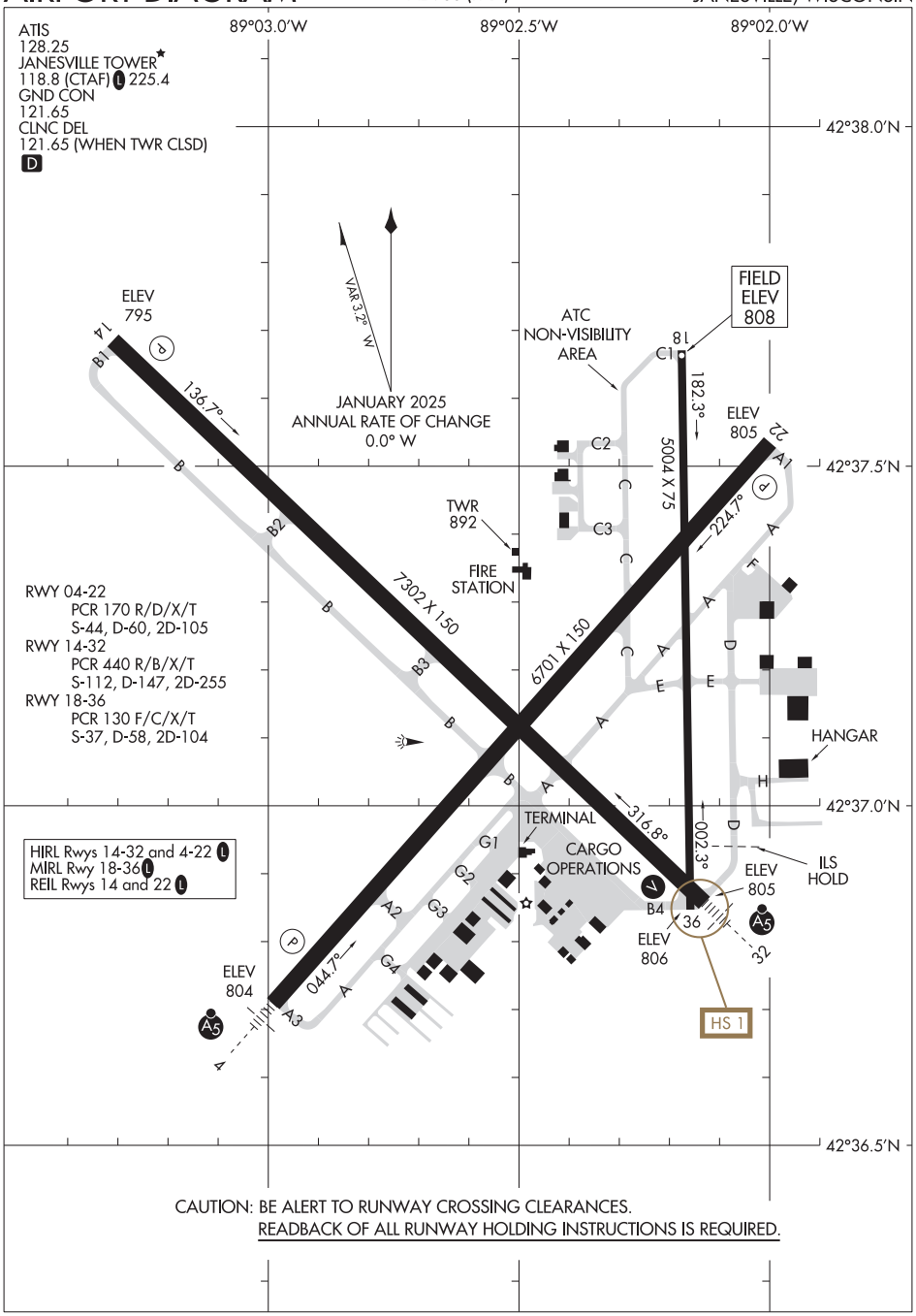
JANESVILLE, WISCONSIN
Orig-D 16JUN22

42°37'N-89°02'W

SOUTHERN WISCONSIN RGNL (JVL)
RNAV (GPS) RWY 32

EC-3, 07 AUG 2025 to 02 OCT 2025

EC-3, 07 AUG 2025 to 02 OCT 2025



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EC-3, 07 AUG 2025 to 02 OCT 2025

JUNEAU, WISCONSIN AL-5452 (FAA) 23222

| WAAS | APP CRS | Rwy Idg | 4028 |
|---|---|---|---|
| CH 87107 | 018° | TDZE | 933 |
| W02A | | Apt Elev | 934 |

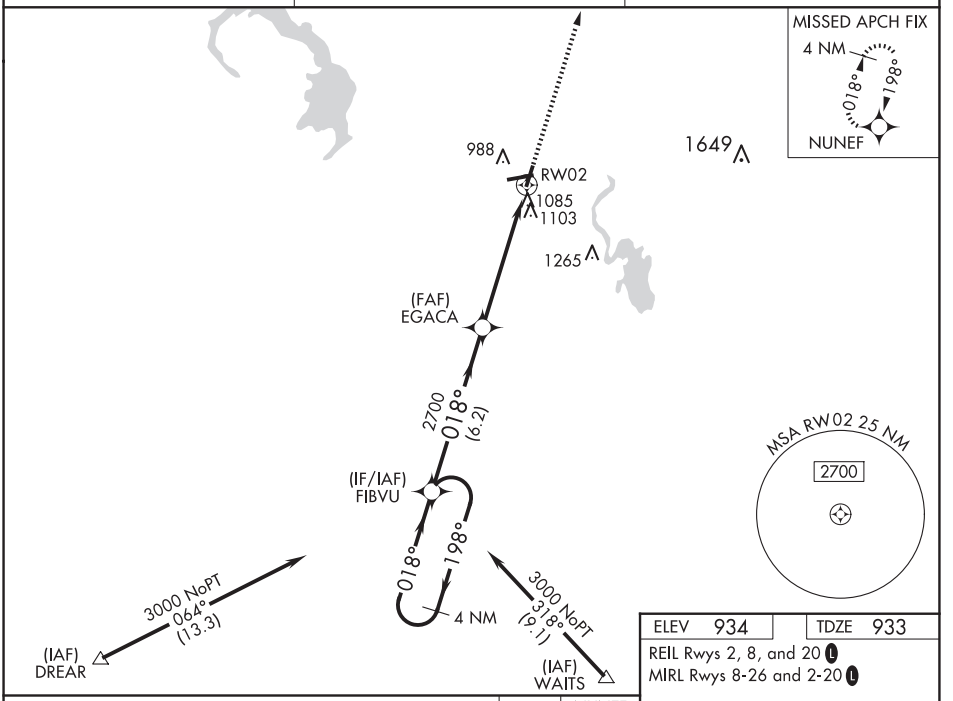
# RNAV (GPS) RWY 2

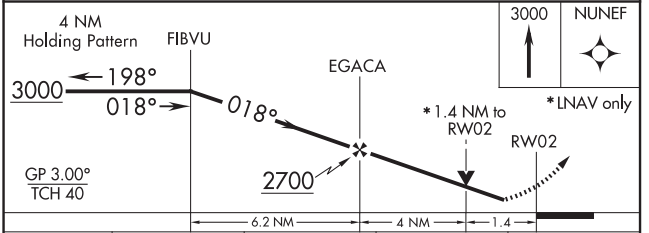
## DODGE COUNTY (UNU)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 54° C (130° F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Dane County Rgnl-Truax Fld altimeter setting and increase all DA/MDA 100 feet, increase all visibilities ½ mile. VDP and Baro-VNAV NA when using Dane County Rgnl-Truax Fld altimeter setting. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct NUNEF and hold.

| AWOS-3 | MADISON APP CON ★ | UNICOM |
|---|---|---|
| 120.825 | 119.15 343.7 | 122.7 (CTAF) L |



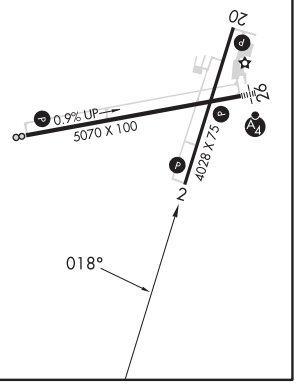




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1189-1 256 (300-1) | | | NA |
| LNAV/VNAV DA | 1432-1¾ 499 (500-1¾) | | | NA |
| LNAV MDA | 1400-1 467 (500-1) | | 1400-1¼ 467 (500-1¼) | NA |
| C CIRCLING | 1440-1 506 (600-1) | | 1440-1½ 506 (600-1½) | NA |

ELEV 934 TDZE 933

REIL Rwys 2, 8, and 20 L

MIRL Rwys 8-26 and 2-20 L




JUNEAU, WISCONSIN
Amdt 1A 08OCT20

43°26'N-88°42'W

DODGE COUNTY (UNU)

RNAV (GPS) RWY 2

EC-3, 07 AUG 2025 to 02 OCT 2025

EC-3, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 8

DODGE COUNTY(UNU)

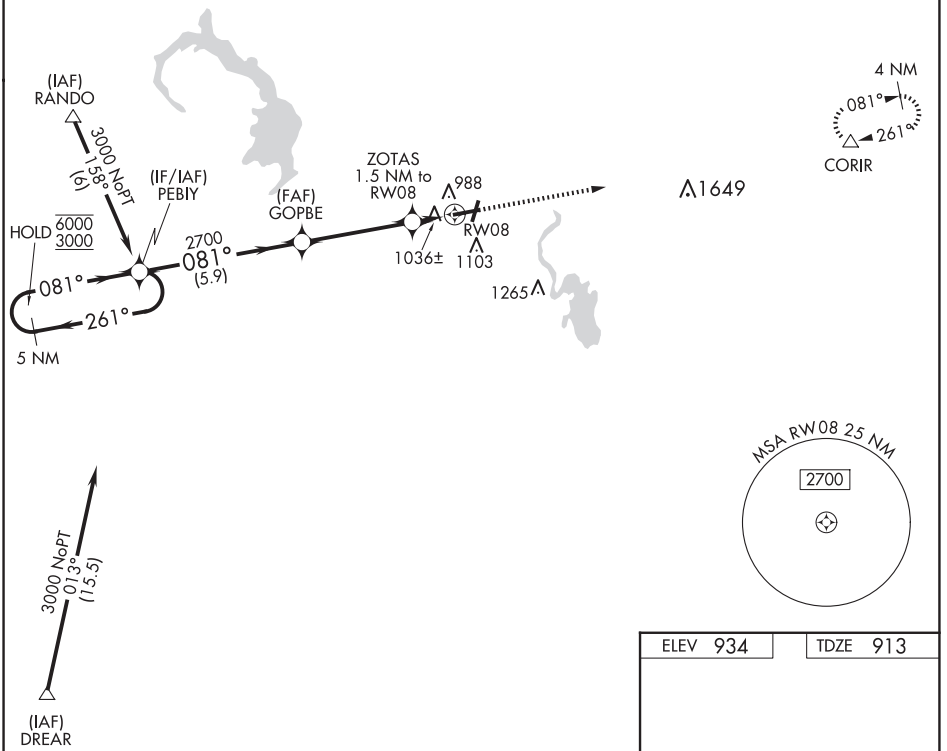
| APP CRS | Rwy Ldg | 5070 |
|---|---|---|
| 081° | TDZE | 913 |
| | Apt Elev | 934 |

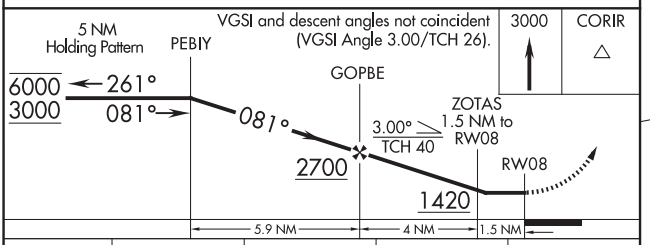
RNP APCH - GPS.

Rwy 8 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 direct CORIR and hold.

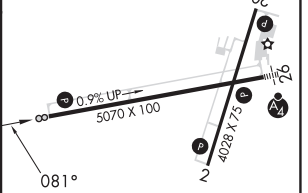
| AWOS-3 | MADISON APP CON ★ | UNICOM |
|---|---|---|
| 120.825 | 119.15 343.7 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1320-1 | 407 (400-1) | 1320-1⅛ 407 (400-1⅛) | NA |
| C CIRCLING | 1420-1 | 486 (500-1) | 1420-1½ 486 (500-1½) | NA |

| ELEV 934 | TDZE 913 |
|---|---|




REIL Rwys 2, 8, and 20 L
MIRL Rwys 8-26 and 2-20 L



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

JUNEAU, WISCONSIN | AL-5452 (FAA) | 23222

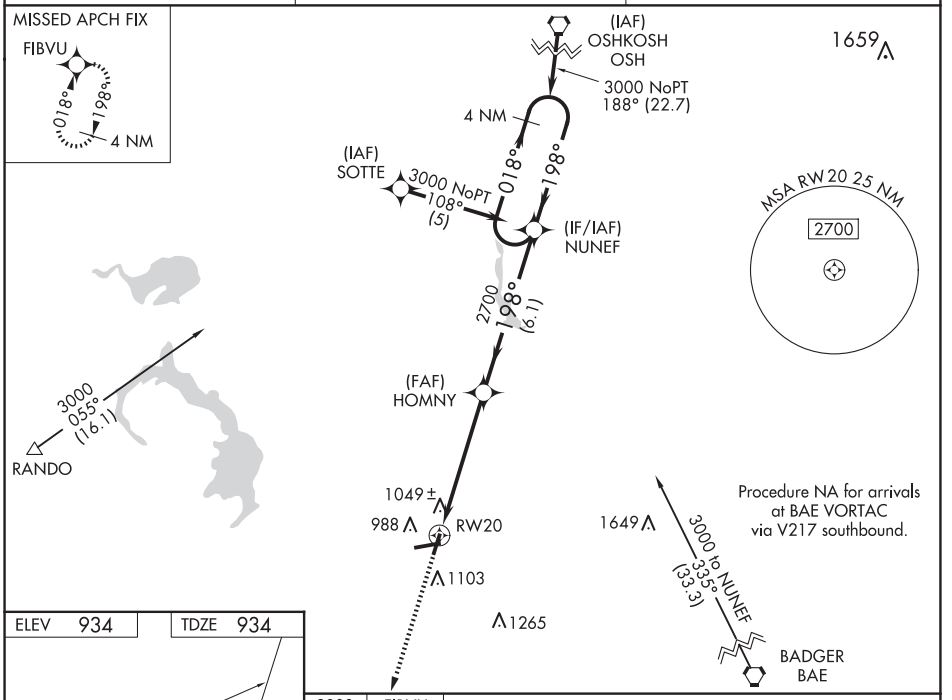
| WAAS | APP CRS | Rwy Idg | 4028 |
|---|---|---|---|
| CH 61307 | 198° | TDZE | 934 |
| W20A | | Apt Elev | 934 |

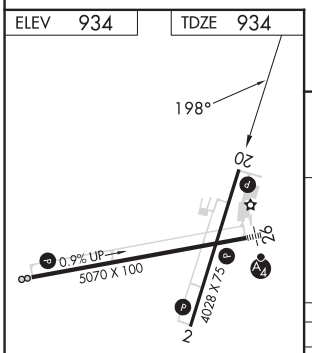
# RNAV (GPS) RWY 20
## DODGE COUNTY (UNU)

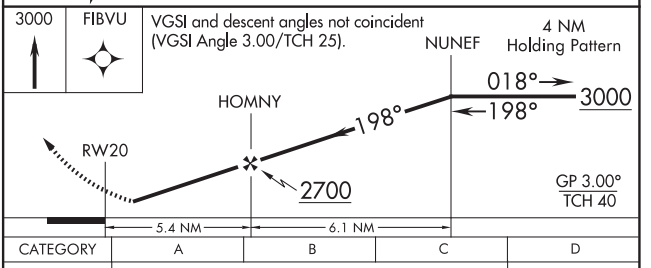
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 54° C (130° F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Dane County Rgnl-Truax Fld altimeter setting and increase all DA/MDA 100 feet, increase visibilities ¼ mile. Baro-VNAV NA when using Dane County Rgnl-Truax Fld altimeter setting. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct FIBVU and hold.

| AWOS-3 | MADISON APP CON ★ | UNICOM |
|---|---|---|
| 120.825 | 119.15 343.7 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1214-1 280 (300-1) | | | NA |
| LNAV/VNAV DA | 1350-1½ 416 (500-1½) | | | NA |
| LNAV MDA | 1300-1 366 (400-1) | | | NA |
| C CIRCLING | 1440-1 506 (600-1) | | 1440-1½ 506 (600-1½) | NA |

REIL Rwys 2, 8, and 20 L
MIRL Rwys 8-26 and 2-20 L

JUNEAU, WISCONSIN
Amdt 1A 08OCT20

43°26'N-88°42'W

DODGE COUNTY (UNU)
RNAV (GPS) RWY 20

EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

| APP CRS | Rwy Ldg | 5070 |
|---|---|---|
| 261° | TDZE | 934 |
| | Apt Elev | 934 |

# RNAV (GPS) RWY 26
## DODGE COUNTY(UNU)

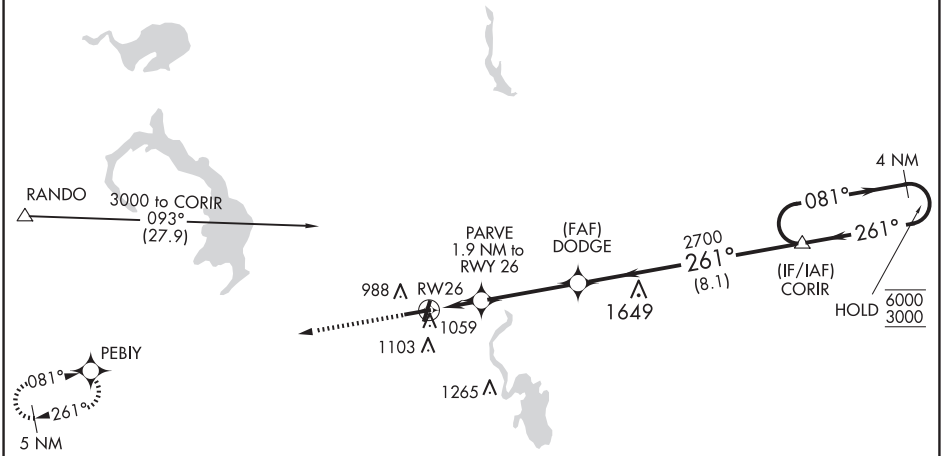
RNP APCH - GPS.

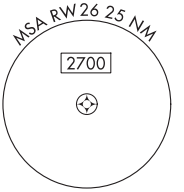
MALSF

MISSED APPROACH: Climb to 3000 direct PEBIY and hold.

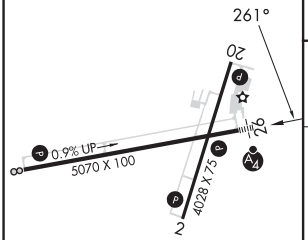
| AWOS-3 | MADISON APP CON ★ | UNICOM |
|---|---|---|
| 120.825 | 119.15 343.7 | 122.7 (CTAF) L |

Procedure NA for arrivals at RANDO on V9-341 southwest bound and V170 northwest bound.




ELEV 934 TDZE 934

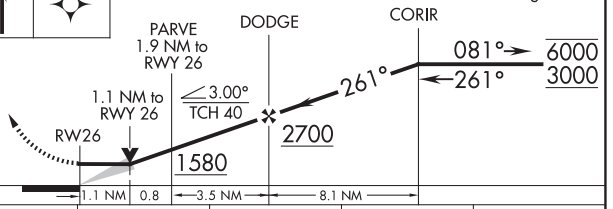



REIL Rwys 2, 8, and 20 L
MIRL Rwys 8-26 and 2-20 L

3000 PEBIY

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 35).

4 NM Holding Pattern




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1320-¾ | 386 (400-¾) | 1320-⅞ 386 (400-⅞) | NA |
| C CIRCLING | 1420-1 | 486 (500-1) | 1420-1½ 486 (500-1½) | NA |



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

KANKAKEE, ILLINOIS AL-5278 (FAA) 25219

# ILS or LOC RWY 4

GREATER KANKAKEE (IKK)

| LOC I-IKK | APP CRS | Rwy Ldg | 5981 |
|---|---|---|---|
| 108.7 | 042° | TDZE | 624 |
| | | Apt Elev | 630 |

RADAR required for procedure entry. DME required. ADF required.

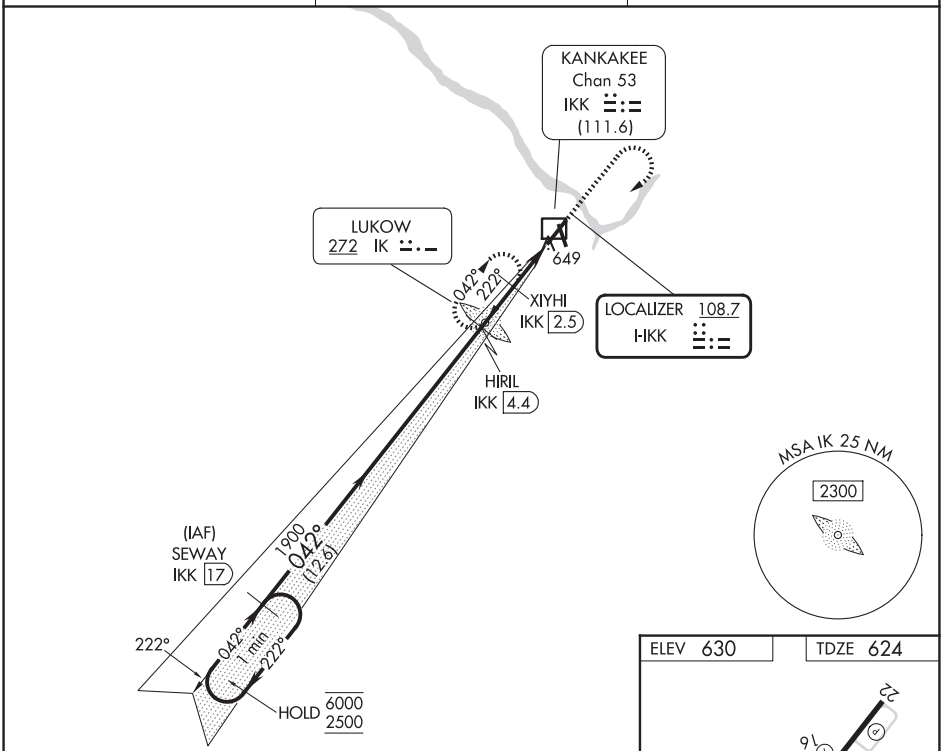
Circling to Rwy 16, 34 NA at night. DME from IKK DME.
DME use requires simultaneous reception of I-IKK and IKK DME.
For inop ALS, increase S-LOC 4 Cat C/D visibility to ⅞ SM.

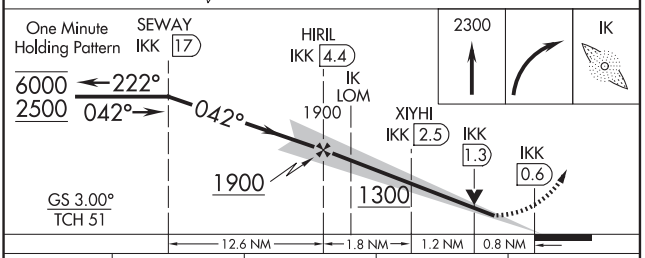
NA

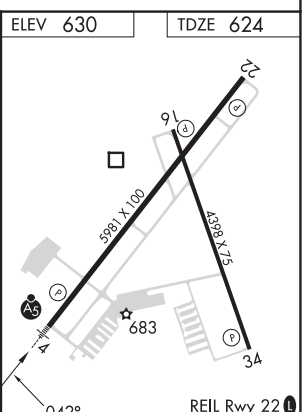
MALSR

MISSED APPROACH: Climb to 2300 then right turn direct LUKOW LOM and hold.

| AWOS-3 | CHICAGO CENTER | UNICOM |
|---|---|---|
| 128.475 | 132.5 284.7 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 4 | 824-½ 200 (200-½) | | | |
| S-LOC 4 | 920-½ 296 (300-½) | | | |
| CIRCLING | 1080-1 450 (500-1) | 1100-1 470 (500-1) | 1140-1½ 510 (600-1½) | 1340-2¼ 710 (800-2¼) |

REIL Rwy 22 L
HIRL Rwy 4-22 L
MIRL Rwy 16-34 L

FAF to MAP 3.9 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 3:54 | 2:36 | 1:57 | 1:34 | 1:18 |



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 4

## GREATER KANKAKEE (IKK)

| WAAS | APP CRS | Rwy Ldg | 5981 |
|---|---|---|---|
| CH 42799 | 042° | TDZE | 624 |
| W04A | | Apt Elev | 630 |

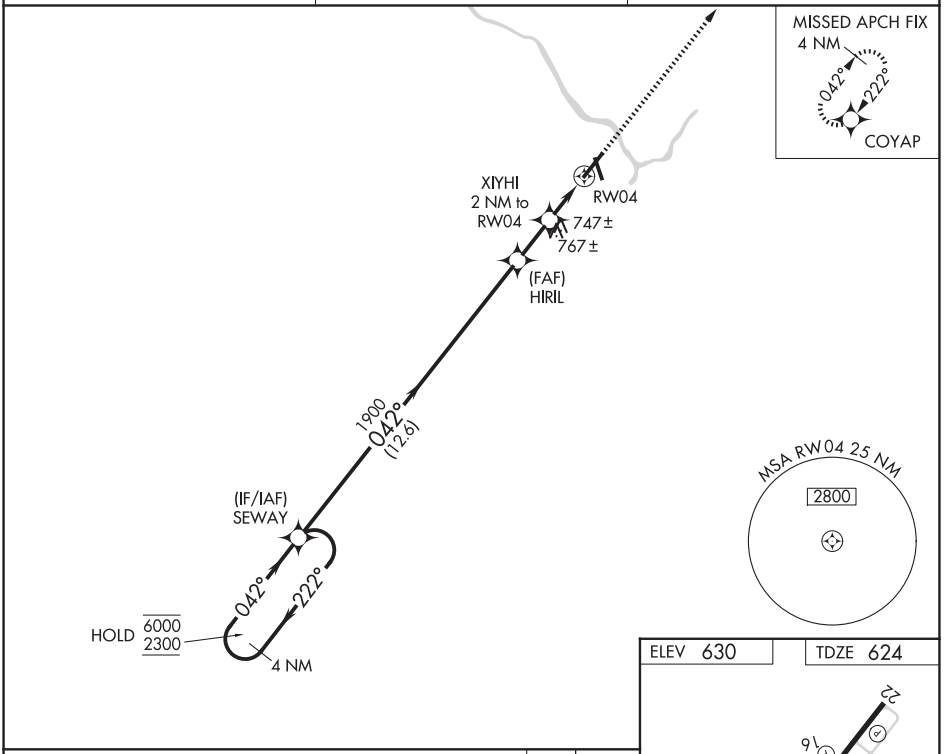
RNP APCH - GPS.

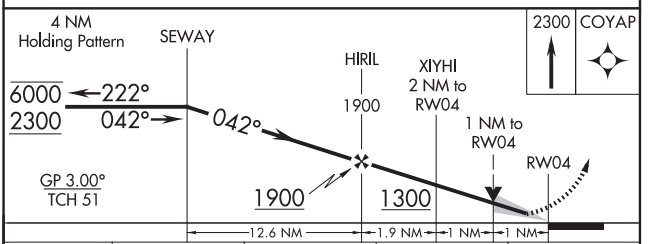
Circling Rwy 16, 34 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. For inop ALS, increase LNAV Cats C/D to 1 SM.

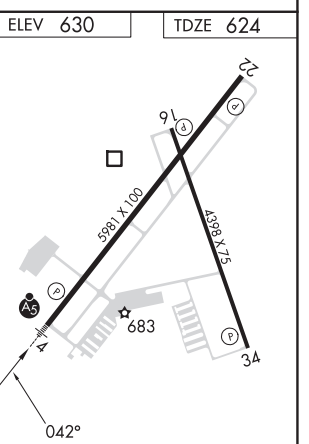
MALSR

MISSED APPROACH: Climb to 2300 direct COYAP and hold.

| AWOS-3 | CHICAGO CENTER | UNICOM |
|---|---|---|
| 128.475 | 132.5 284.7 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 824-½ 200 (200-½) | | | |
| LNAV/VNAV DA | 1010-⅝ 386 (400-⅝) | | | |
| LNAV MDA | 1000-½ 376 (400-½) | | 1000-⅝ 376 (400-⅝) | |
| CIRCLING | 1080-1 450 (500-1) | 1100-1 470 (500-1) | 1140-1½ 510 (600-1½) | 1340-2¼ 710 (800-2¼) |

REIL Rwy 22 L
HIRL Rwy 4-22 L
MIRL Rwy 16-34 L



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

KANKAKEE, ILLINOIS

AL-5278 (FAA)

25219

# RNAV (GPS) RWY 16

GREATER KANKAKEE (IKK)

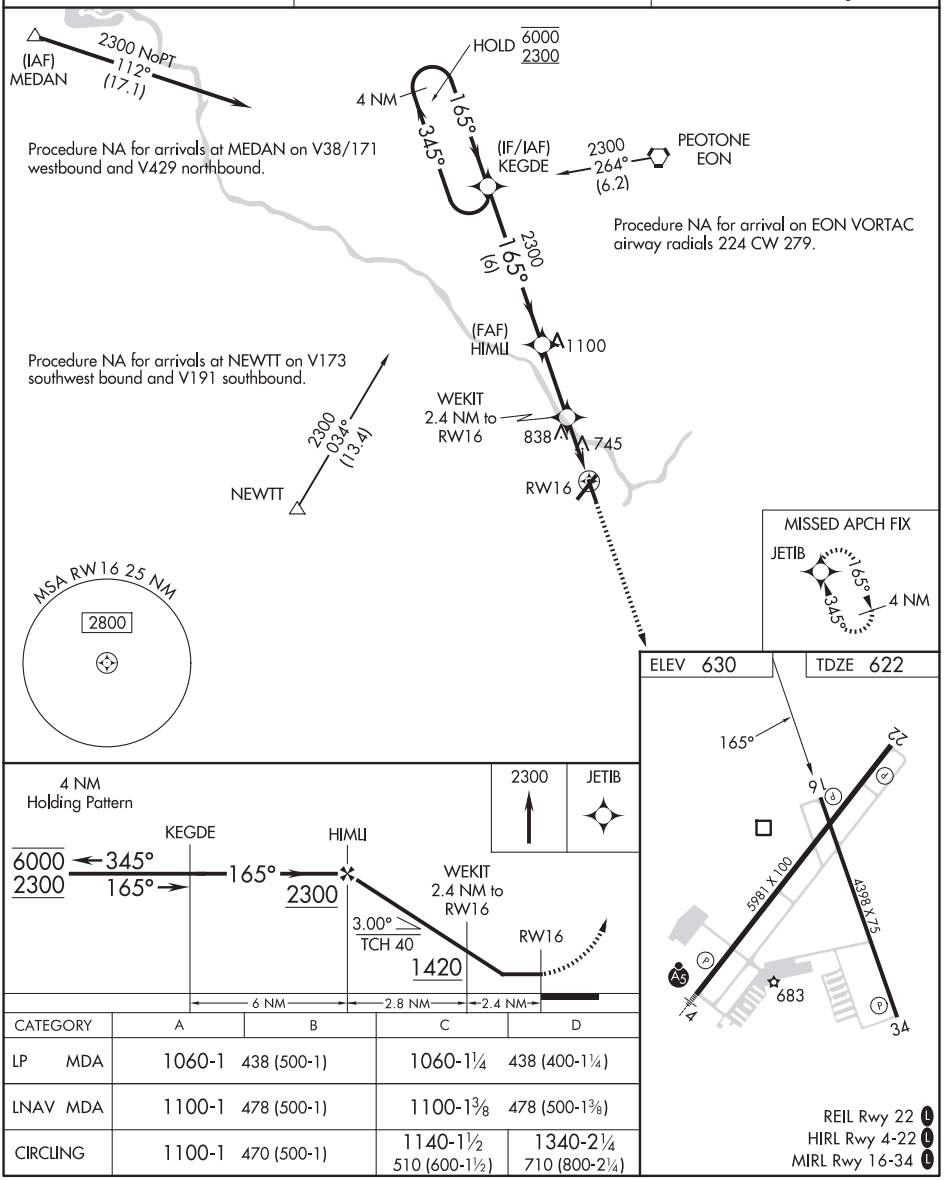
| WAAS | APP CRS | Rwy Ldg | 4398 |
|---|---|---|---|
| CH 56232 | 165° | TDZE | 622 |
| W16A | | Apt Elev | 630 |

RNP APCH.

Rwy 16 helicopter visibility reduction below 1 SM NA. Straight-in and Circling Rwy 16 NA at night, Circling Rwy 34 NA at night.

MISSED APPROACH: Climb to 2300 direct JETIB and hold.

| AWOS-3 | CHICAGO CENTER | UNICOM |
|---|---|---|
| 128.475 | 132.5 284.7 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1060-1 438 (500-1) | | 1060-1¼ 438 (400-1¼) | |
| LNAV MDA | 1100-1 478 (500-1) | | 1100-1⅜ 478 (500-1⅜) | |
| CIRCLING | 1100-1 470 (500-1) | | 1140-1½ 510 (600-1½) | 1340-2¼ 710 (800-2¼) |

REIL Rwy 22 L
HIRL Rwy 4-22 L
MIRL Rwy 16-34 L

KANKAKEE, ILLINOIS
Amdt 1B 10SEP20

41°04′N-87°51′W

GREATER KANKAKEE (IKK)

RNAV (GPS) RWY 16

EC-3, 07 AUG 2025 to 02 OCT 2025

EC-3, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 22

GREATER KANKAKEE (IKK)

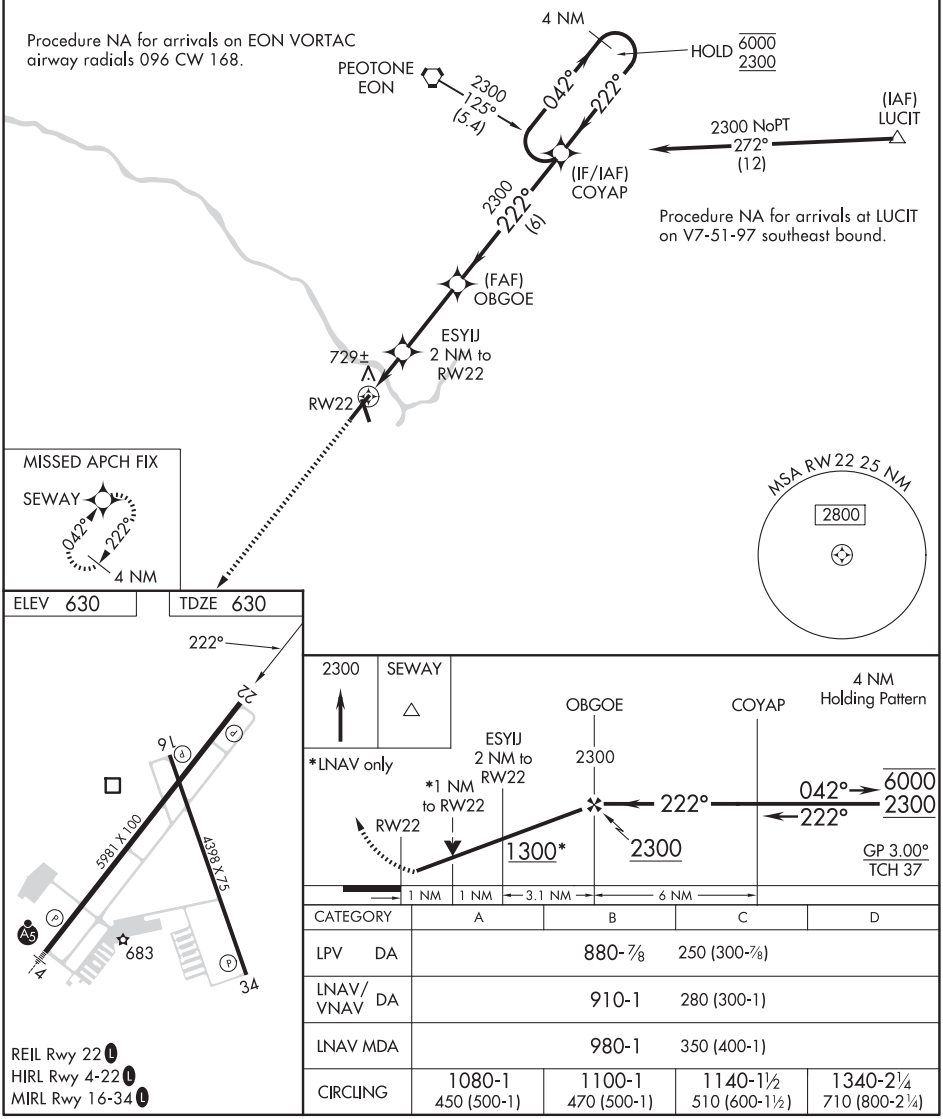
| WAAS | APP CRS | Rwy Ldg | 5981 |
|---|---|---|---|
| CH 72730 | 222° | TDZE | 630 |
| W22A | | Apt Elev | 630 |

RNP APCH.

MISSED APPROACH: Climb to 2300 direct SEWAY and hold.

Circling Rwy 16, 34 NA at night. Rwy 22 helicopter visibility reduction below ¾ SM NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

| AWOS-3 | CHICAGO CENTER | UNICOM |
|---|---|---|
| 128.475 | 132.5 284.7 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | | 880-⅞ | 250 (300-⅞) | |
| LNAV/VNAV DA | | 910-1 | 280 (300-1) | |
| LNAV MDA | | 980-1 | 350 (400-1) | |
| CIRCLING | 1080-1 450 (500-1) | 1100-1 470 (500-1) | 1140-1½ 510 (600-1½) | 1340-2¼ 710 (800-2¼) |

REIL Rwy 22 L
HIRL Rwy 4-22 L
MIRL Rwy 16-34 L



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

KANKAKEE, ILLINOIS AL-5278 (FAA) 25219

| WAAS | APP CRS | Rwy Ldg | 4398 |
|---|---|---|---|
| CH 86731 | 345° | TDZE | 620 |
| W34A | | Apt Elev | 630 |

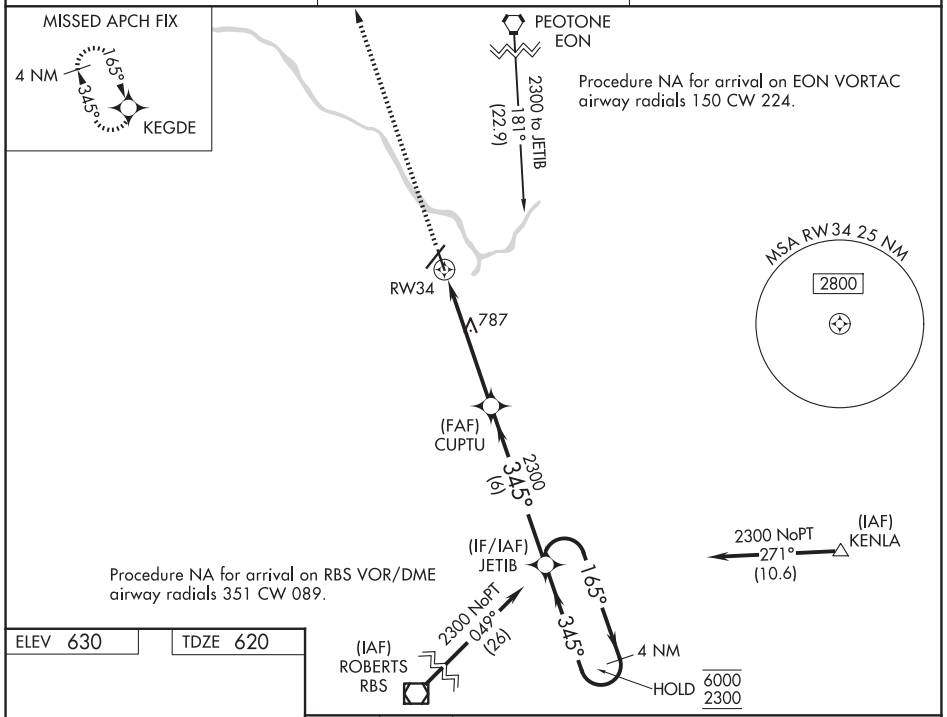
# RNAV (GPS) RWY 34
## GREATER KANKAKEE (IKK)

RNP APCH.

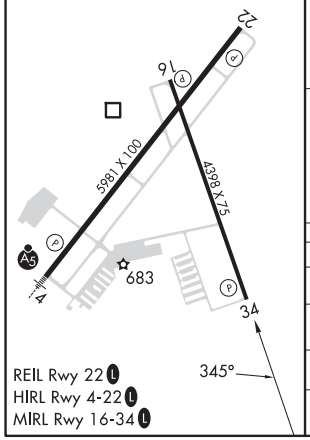
Rwy 34 helicopter visibility reduction below 1 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C or above 54° C. Straight-in and Circling Rwy 34 NA at night, Circling Rwy 16 NA at night.

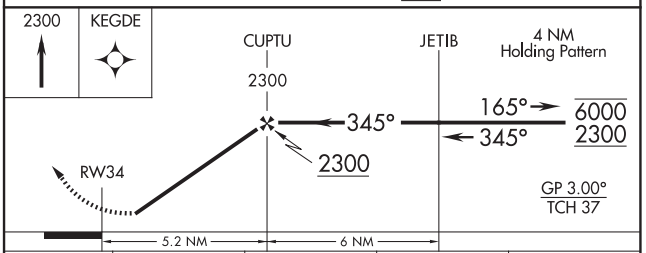
MISSED APPROACH: Climb to 2300 direct KEGDE and hold.

| AWOS-3 | CHICAGO CENTER | UNICOM |
|---|---|---|
| 128.475 | 132.5 284.7 | 123.0 (CTAF) L |




ELEV 630 TDZE 620




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 870-1 250 (300-1) | | | |
| LNAV/VNAV DA | 885-1 265 (300-1) | | | |
| LNAV MDA | 1040-1 420 (500-1) | | 1040-1¼ 420 (500-1¼) | |
| CIRCLING | 1080-1 450 (500-1) | 1100-1 470 (500-1) | 1140-1½ 510 (600-1½) | 1340-2¼ 710 (800-2¼) |



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

# ILS or LOC RWY 7L
KENOSHA RGNL (ENW)

| LOC I-ENW | APP CRS | Rwy Idg | 6600 |
|---|---|---|---|
| 109.35 | 068° | TDZE | 742 |
| | | Apt Elev | 742 |

DME required for LOC only. RNAV 1-GPS required.

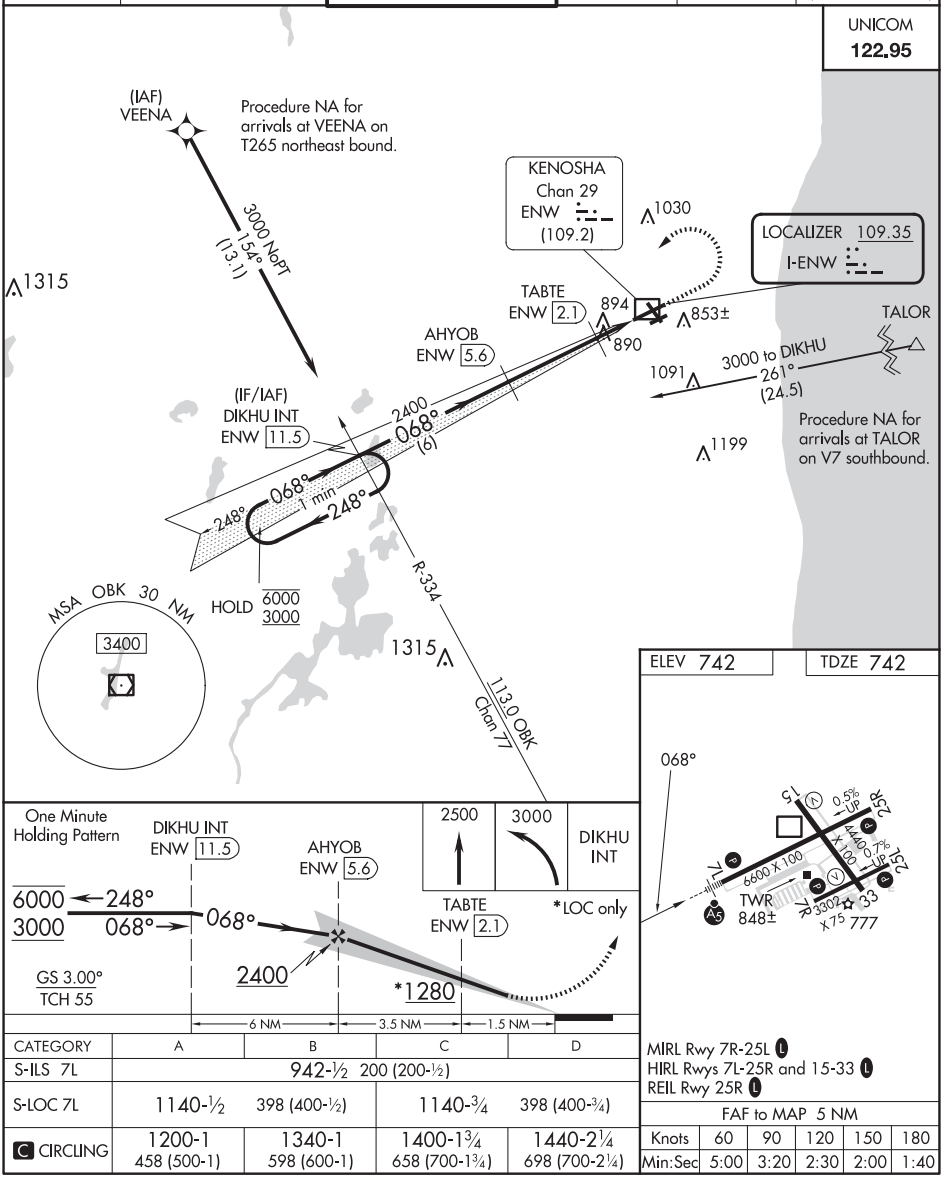
Circling Rwy 7R, 15 NA at night.

MALSR

MISSED APPROACH: Climb to 2500 then climbing left turn to 3000 direct DIKHU and hold.

| ATIS | MILWAUKEE APP CON | KENOSHA TOWER ★ | GND CON | CLNC DEL | CLNC DEL |
|---|---|---|---|---|---|
| 127.175 | 135.875 317.725 | 118.6 (CTAF) L 353.6 | 121.875 | 121.875 | 118.6 (When twr closed) |

UNICOM 122.95







| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 7L | 942-½ 200 (200-½) | | | |
| S-LOC 7L | 1140-½ | 398 (400-½) | 1140-¾ | 398 (400-¾) |
| C CIRCLING | 1200-1 458 (500-1) | 1340-1 598 (600-1) | 1400-1¾ 658 (700-1¾) | 1440-2¼ 698 (700-2¼) |




MIRL Rwy 7R-25L L
HIRL Rwys 7L-25R and 15-33 L
REIL Rwy 25R L

FAF to MAP 5 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:00 | 3:20 | 2:30 | 2:00 | 1:40 |



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

KENOSHA, WISCONSIN | AL-5449 (FAA) | 23278

# RNAV (GPS) RWY 7L

KENOSHA RGNL (ENW)

| WAAS CH 50314 W07A | APP CRS 066° | Rwy Idg 6600 / TDZE 742 / Apt Elev 742 |
|---|---|---|

RNP APCH - GPS.

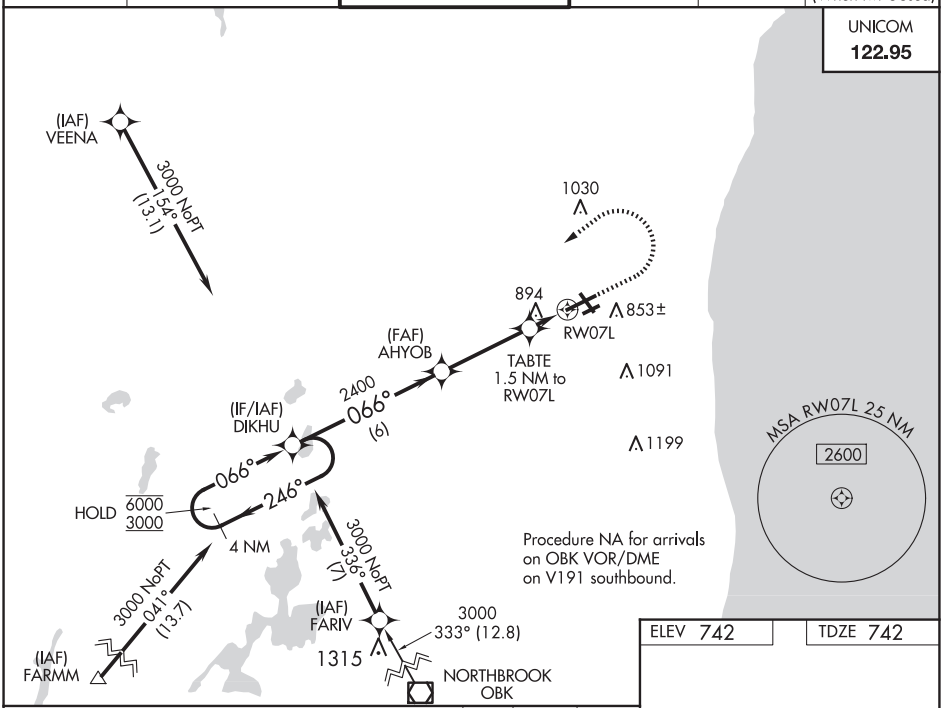
Circling Rwy 7R, 15 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. For inop ALS, increase LNAV Cat C/D visibility to 1⅛ SM.

MALSR

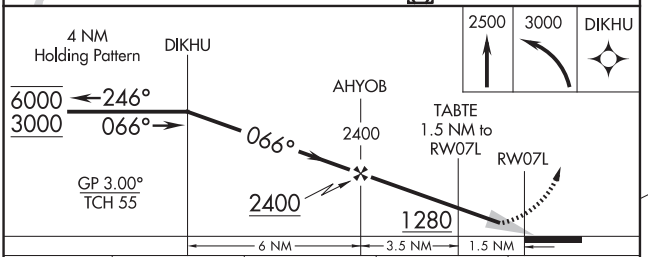
MISSED APPROACH: Climb to 2500 then climbing left turn to 3000 direct DIKHU and hold.

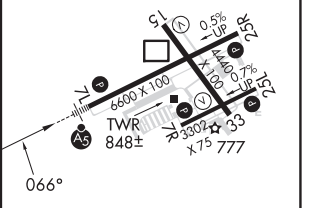
| ATIS | MILWAUKEE APP CON | KENOSHA TOWER ★ | GND CON | CLNC DEL | CLNC DEL |
|---|---|---|---|---|---|
| 127.175 | 135.875 317.725 | 118.6 (CTAF) L 353.6 | 121.875 | 121.875 | 118.6 (When twr closed) |

UNICOM 122.95




ELEV 742 | TDZE 742




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 942-½ 200 (200-½) | | | |
| LNAV/VNAV DA | 1181-¾ 439 (500-¾) | | | |
| LNAV MDA | 1160-½ 418 (500-½) | | 1160-¾ 418 (500-¾) | |
| C CIRCLING | 1200-1 458 (500-1) | 1340-1 598 (600-1) | 1400-1¾ 658 (700-1¾) | 1440-2¼ 698 (700-2¼) |

MIRL Rwy 7R-25L L
HIRL Rwys 7L-25R and 15-33 L
REIL Rwy 25R L

KENOSHA, WISCONSIN
Amdt 1B 06OCT22

42°36'N-87°56'W

KENOSHA RGNL (ENW)

RNAV (GPS) RWY 7L


EC-3, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 15

KENOSHA RGNL (ENW)

| APP CRS | Rwy Idg | 4440 |
|---|---|---|
| 146° | TDZE | 721 |
| | Apt Elev | 742 |

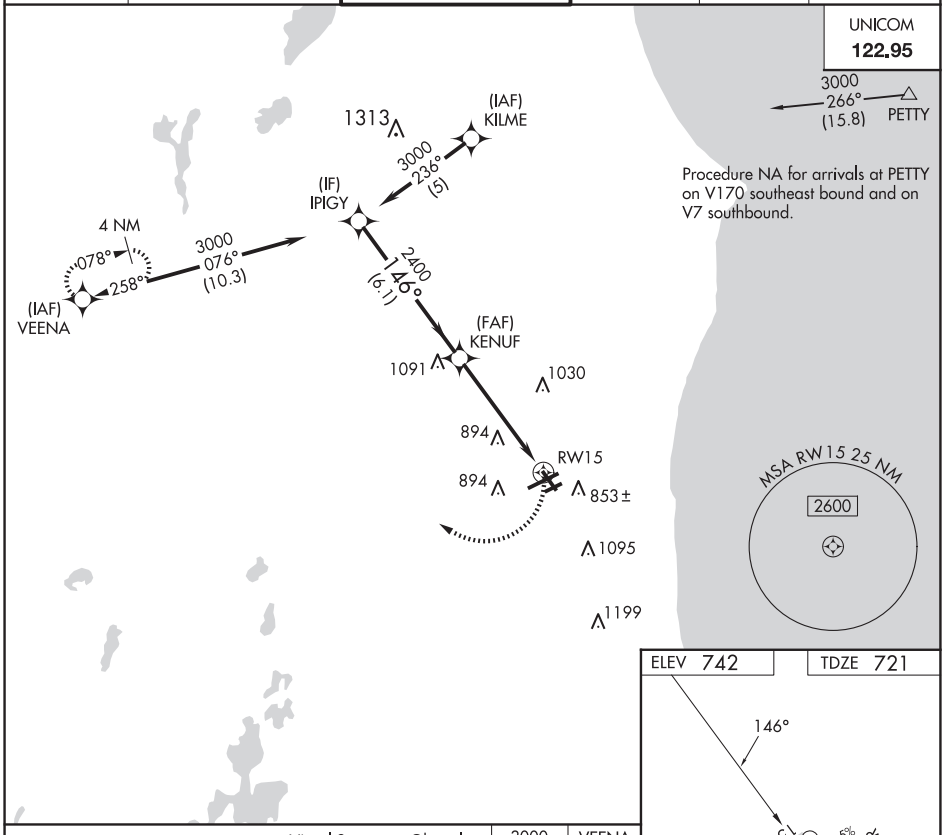
RNP APCH.

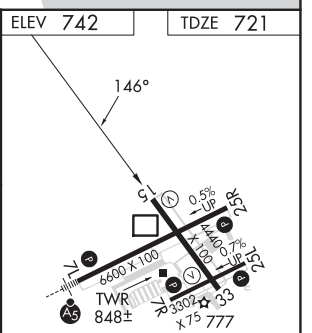
Rwy 15 helicopter visibility reduction below 1 SM NA. Straight-In and Circling Rwy 15 NA at night, Circling Rwy 7R NA at night.

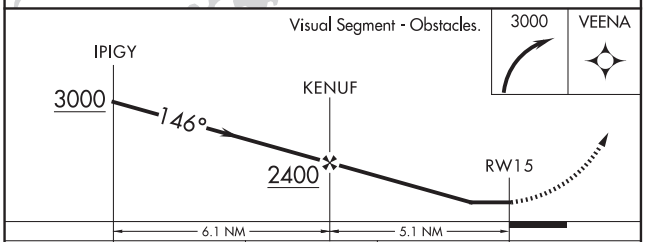
MISSED APPROACH: Climbing right turn to 3000 direct VEENA and hold.

| ATIS | MILWAUKEE APP CON | KENOSHA TOWER ★ | GND CON | CLNC DEL | CLNC DEL |
|---|---|---|---|---|---|
| 127.175 | 135.875 317.725 | 118.6 (CTAF) L 353.6 | 121.875 | 121.875 | 118.6 (When twr closed) |

UNICOM 122.95




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1200-1 479 (500-1) | | 1200-1⅜ 479 (500-1⅜) | 1200-1½ 479 (500-1½) |
| CIRCLING | 1200-1 458 (500-1) | 1340-1 598 (600-1) | 1400-1¾ 658 (700-1¾) | 1440-2¼ 698 (700-2¼) |

MIRL Rwy 7R-25L L
HIRL Rwys 7L-25R and 15-33 L
REIL Rwy 25R L



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

KENOSHA, WISCONSIN AL-5449 (FAA) 23278

# RNAV (GPS) RWY 25R

KENOSHA RGNL (ENW)

| WAAS CH 49014 W25A | APP CRS 246° | Rwy Idg 6600 / TDZE 723 / Apt Elev 742 |
|---|---|---|

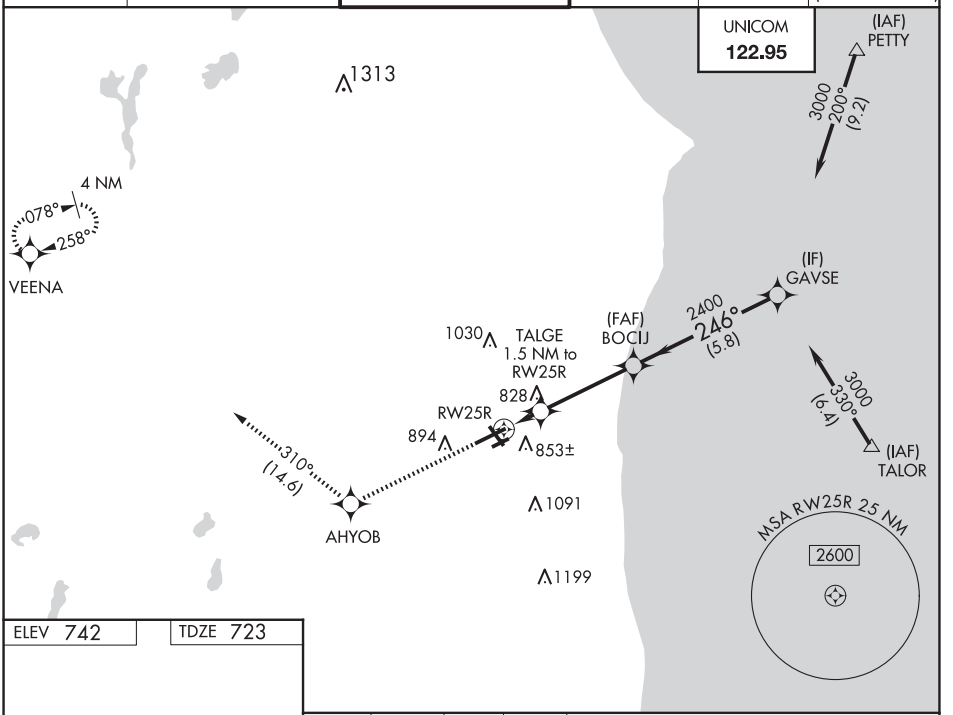
RNP APCH.

Circling Rwy 7R, 15 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C or above 54°C.

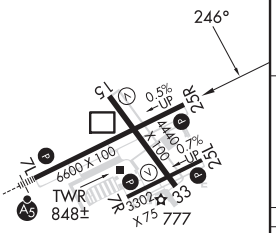
MISSED APPROACH: Climb to 3000 direct AHYOB and on track 310° to VEENA and hold.

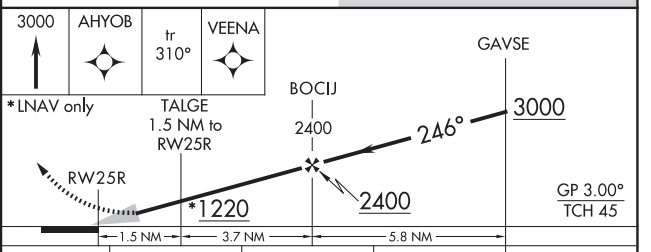
| ATIS | MILWAUKEE APP CON | KENOSHA TOWER ★ | GND CON | CLNC DEL | CLNC DEL |
|---|---|---|---|---|---|
| 127.175 | 135.875 317.725 | 118.6 (CTAF) L 353.6 | 121.875 | 121.875 | 118.6 (When twr closed) |

UNICOM 122.95




ELEV 742 TDZE 723




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 923-¾ 200 (200-¾) | | | |
| LNAV/VNAV DA | 984-⅞ 261 (300-⅞) | | | |
| LNAV MDA | 1080-1 357 (400-1) | | | |
| C CIRCLING | 1200-1 458 (500-1) | 1340-1 598 (600-1) | 1400-1¾ 658 (700-1¾) | 1440-2¼ 698 (700-2¼) |

MIRL Rwy 7R-25L L
HIRL Rwys 7L-25R and 15-33 L
REIL Rwy 25R L

KENOSHA, WISCONSIN
Amdt 1 31DEC20

42°36'N-87°56'W

KENOSHA RGNL (ENW)

RNAV (GPS) RWY 25R

EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 33

KENOSHA RGNL (ENW)

| APP CRS | Rwy Idg | 4440 |
|---|---|---|
| 326° | TDZE | 721 |
| | Apt Elev | 742 |

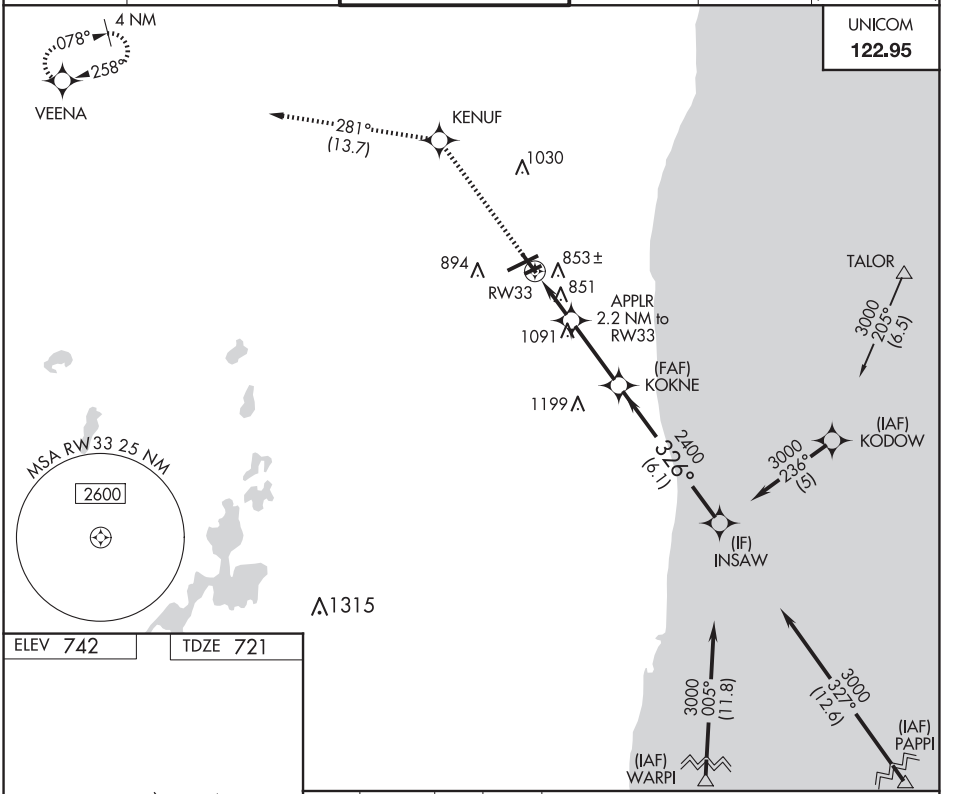
RNP APCH.

Circling Rwy 7R, 15 NA at night.

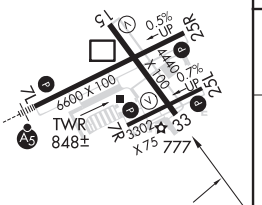
MISSED APPROACH: Climb to 3000 direct KENUF and on track 281° to VEENA and hold.

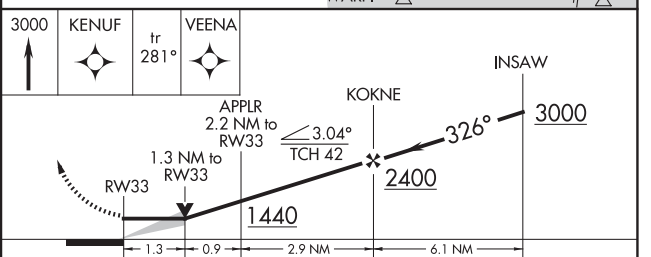
| ATIS | MILWAUKEE APP CON | KENOSHA TOWER ★ | GND CON | CLNC DEL | CLNC DEL |
|---|---|---|---|---|---|
| 127.175 | 135.875 317.725 | 118.6 (CTAF) L 353.6 | 121.875 | 121.875 | 118.6 (When twr closed) |

UNICOM 122.95




ELEV 742 TDZE 721




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1180-1 459 (500-1) | | 1180-1⅜ 459 (500-1⅜) | 1180-1½ 459 (500-1½) |
| CIRCLING | 1200-1 458 (500-1) | 1340-1 598 (600-1) | 1400-1¾ 658 (700-1¾) | 1440-2¼ 698 (700-2¼) |

MIRL Rwy 7R-25L L
HIRL Rwys 7L-25R and 15-33 L
REIL Rwy 25R L



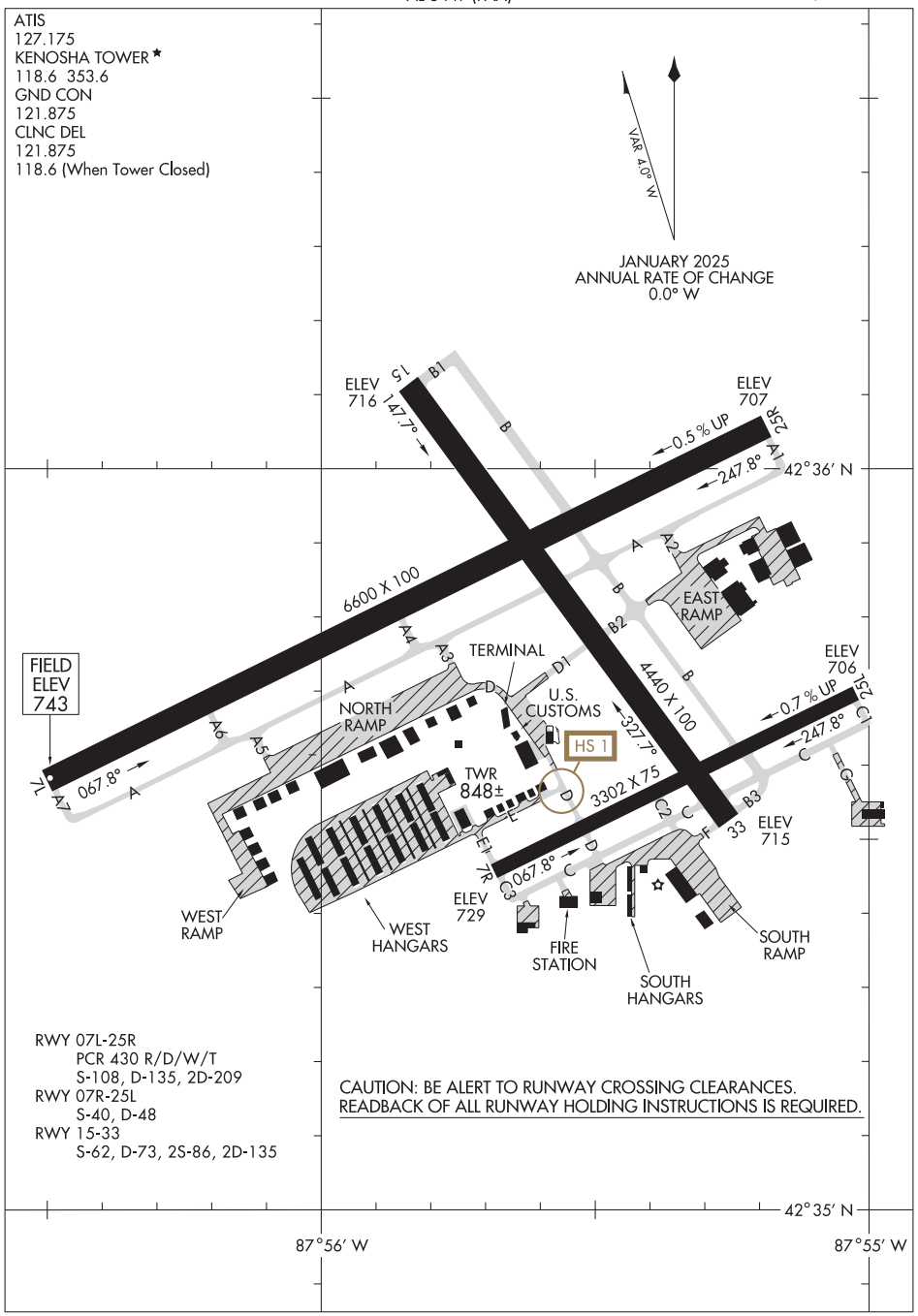
EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

25107

# AIRPORT DIAGRAM

KENOSHA RGNL(ENW)
KENOSHA, WISCONSIN

AL-5449 (FAA)




AIRPORT DIAGRAM
25107

KENOSHA, WISCONSIN
KENOSHA RGNL(ENW)

EC-3, 07 AUG 2025 to 02 OCT 2025

EC-3, 07 AUG 2025 to 02 OCT 2025

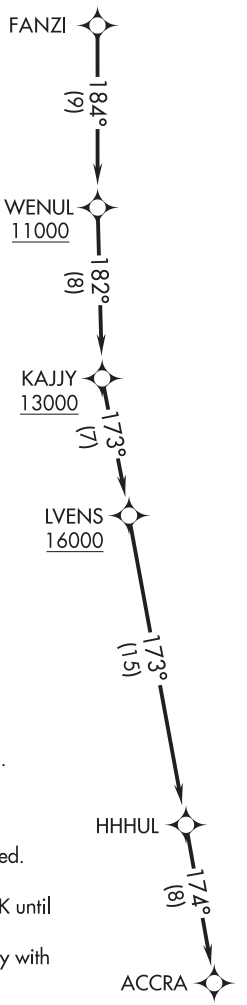
# ACCRA FIVE DEPARTURE (RNAV)

AL-5449 (FAA)



ATIS
127.175
CLNC DEL
121.875
118.6 (When twr closed)
GND CON
121.875
MILWAUKEE DEP CON
135.875 317.725

**TOP ALTITUDE: ASSIGNED BY ATC**




TAKEOFF MINIMUMS
Rwys 7L/R, 15, 25L/R, 33: Standard.

NOTE: RNAV 1.
NOTE: GPS or DME/DME/IRU required.
NOTE: RADAR required.
NOTE: Turbojet aircraft maintain 250K until advised by ATC.
NOTE: Advise ATC if unable to comply with crossing restrictions.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for RADAR vectors to FANZI, thence....

....on track 184° to cross WENUL at or above 11000, then on track 182° to cross KAJJY at or above 13000, then on track 173° to cross LVENS at or above 16000, then on track 173° to HHHUL, then on track 174° to ACCRA. Maintain ATC assigned altitude, expect filed altitude ten minutes after departure.



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

(UECKR6.UECKR) 24137

# UECKR SIX DEPARTURE (RNAV)

AL-5449 (FAA)

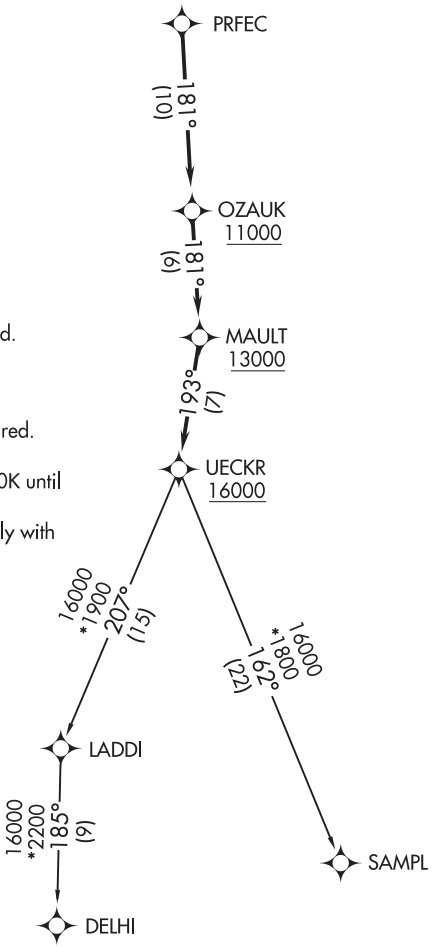
KENOSHA RGNL (ENW)
KENOSHA, WISCONSIN

ATIS
127.175
CLNC DEL
121.875
118.6 (When twr closed)
GND CON
121.875
MILWAUKEE DEP CON
135.875 317.725

**TOP ALTITUDE: ASSIGNED BY ATC**

TAKEOFF MINIMUMS
Rwys 7L/R, 15, 25L/R, 33: Standard.

NOTE: RNAV 1.
NOTE: GPS or DME/DME/IRU required.
NOTE: RADAR required.
NOTE: Turbojet aircraft maintain 250K until advised by ATC.
NOTE: Notify ATC if unable to comply with crossing restrictions.




NOTE: Chart not to scale.

EC-3, 07 AUG 2025 to 02 OCT 2025

EC-3, 07 AUG 2025 to 02 OCT 2025

## DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for RADAR vectors to PRFEC, thence....

....on track 181° to cross OZAUK at or above 11000, then on track 181° to cross MAULT at or above 13000, then on track 193° to cross UECKR at or above 16000, then on (transition). Maintain ATC assigned altitude, expect filed altitude ten minutes after departure.

DELHI TRANSITION (UECKR6.DELHI)

SAMPL TRANSITION (UECKR6.SAMPL)

# RNAV (GPS) RWY 1

KEWANEE MUNI (EZI)

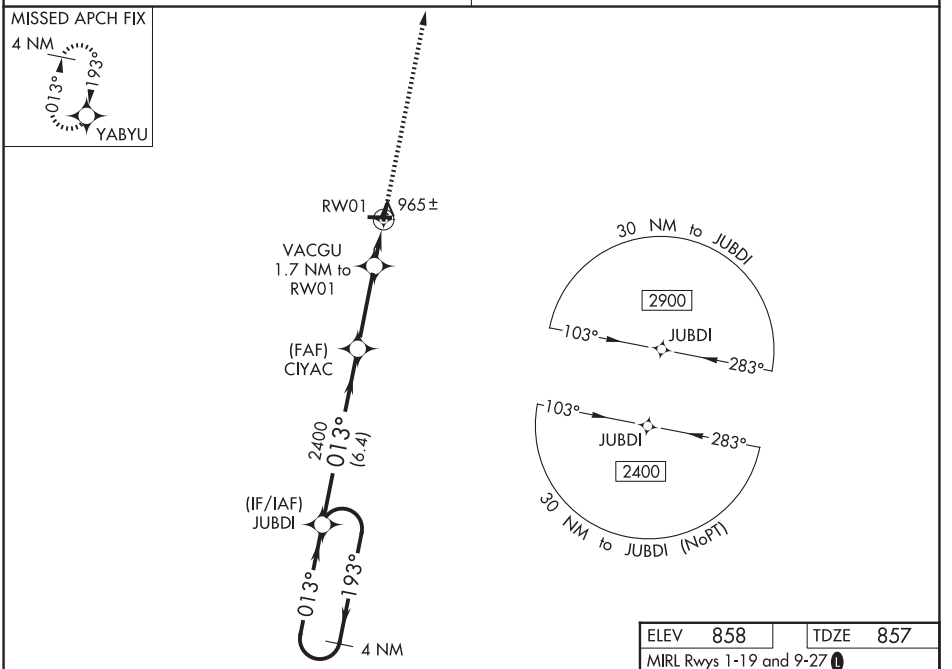
| WAAS | APP CRS | Rwy Ldg | 3200 |
|---|---|---|---|
| CH 50333 | 013° | TDZE | 857 |
| W01A | | Apt Elev | 858 |

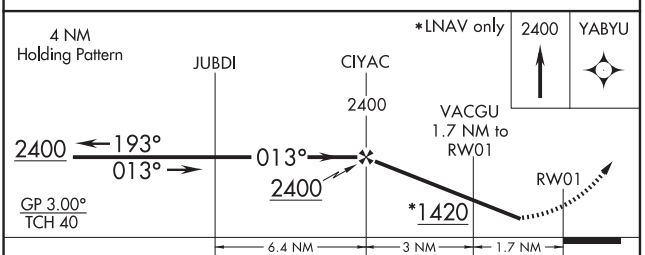
Baro-VNAV NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. Use Galesburg altimeter setting; when not received, use Moline altimeter setting and increase all DA 29 feet and all MDA 40 feet, increase LPV all Cats visibility ⅛ mile, and Circling Cat C visibility ¼ mile.

NA

MISSED APPROACH: Climb to 2400 direct YABYU and hold.

| QUAD CITY APP CON ★ | UNICOM |
|---|---|
| 133.275 257.8 | 122.8 (CTAF) L |



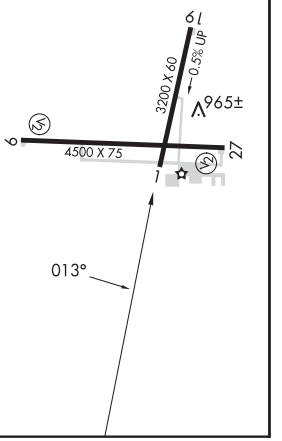




*LNAV only 2400 YABYU

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1182-1⅛ 325 (400-1⅛) | | | NA |
| LNAV/VNAV DA | 1212-1¼ 355 (400-1¼) | | | NA |
| LNAV MDA | 1300-1 443 (500-1) | | 1300-1⅜ 443 (500-1⅜) | NA |
| CIRCLING | 1340-1 482 (500-1) | 1520-1 662 (700-1) | 1520-1¾ 662 (700-1¾) | NA |

ELEV 858 TDZE 857

MIRL Rwys 1-19 and 9-27 L






EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

KEWANEE, ILLINOIS | AL-6300 (FAA) | 25219

# RNAV (GPS) RWY 9

KEWANEE MUNI (EZI)

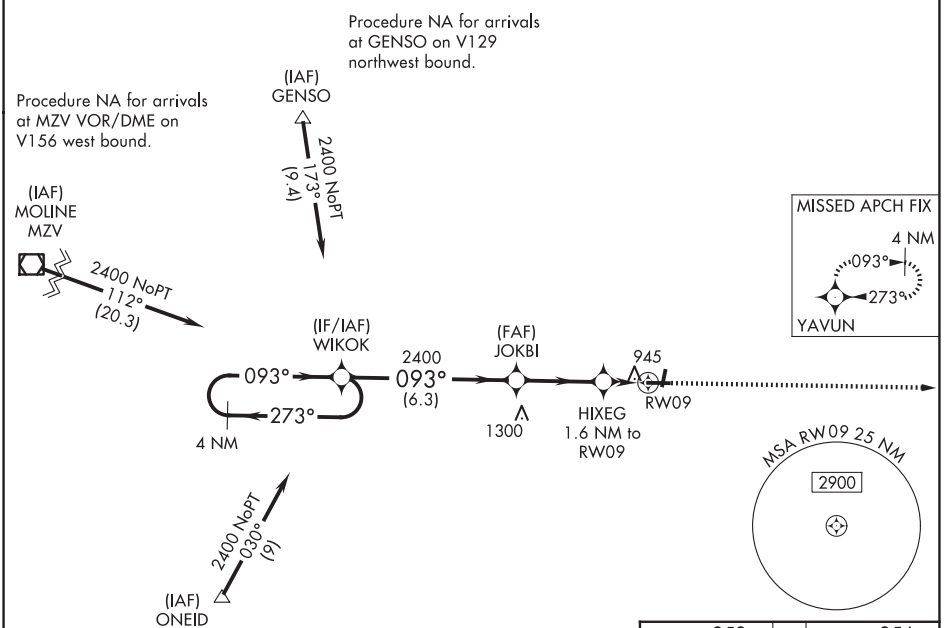
| WAAS | APP CRS | Rwy Ldg | 4500 |
|---|---|---|---|
| CH 72833 | 093° | TDZE | 856 |
| W09A | | Apt Elev | 858 |

RNP APCH.

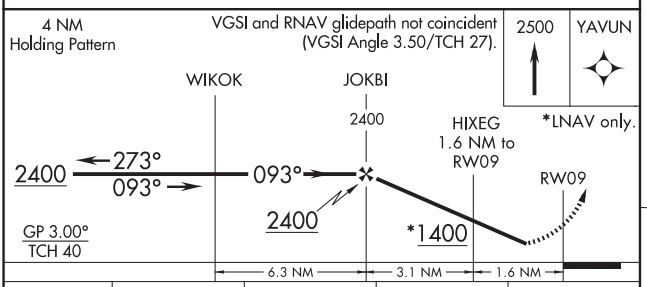
T NA — Rwy 9 helicopter visibility reduction below ¾ SM NA. Baro-VNAV NA. Use Galesburg altimeter setting, when not received, use Moline altimeter setting and increase all DA to 1210 feet and all visibilities ⅛ SM; increase all MDA 40 feet, and Circling Cat C visibility ¼ SM.

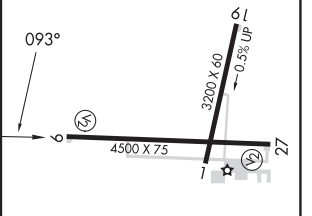
MISSED APPROACH: Climb to 2500 direct YAVUN and hold.

| QUAD CITY APP CON ★ | UNICOM |
|---|---|
| 133.275 257.8 | 122.8 (CTAF) L |




ELEV 858 | TDZE 856




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1181-1⅛ 325 (400-1⅛) | | | NA |
| LNAV/VNAV DA | 1181-1⅛ 325 (400-1⅛) | | | NA |
| LNAV MDA | 1300-1 444 (500-1) | | 1300-1⅜ 444 (500-1⅜) | NA |
| CIRCLING | 1340-1 482 (500-1) | 1520-1 662 (700-1) | 1520-1¾ 662 (700-1¾) | NA |

MIRL Rwys 1-19 and 9-27 L

KEWANEE, ILLINOIS
Amdt 1B 24MAY18

41°12′N - 89°58′W

KEWANEE MUNI (EZI)

RNAV (GPS) RWY 9

EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

| WAAS CH 97533 W19A | APP CRS 193° | Rwy Ldg 3200 TDZE 857 Apt Elev 858 |
|---|---|---|

# RNAV (GPS) RWY 19

KEWANEE MUNI (EZI)

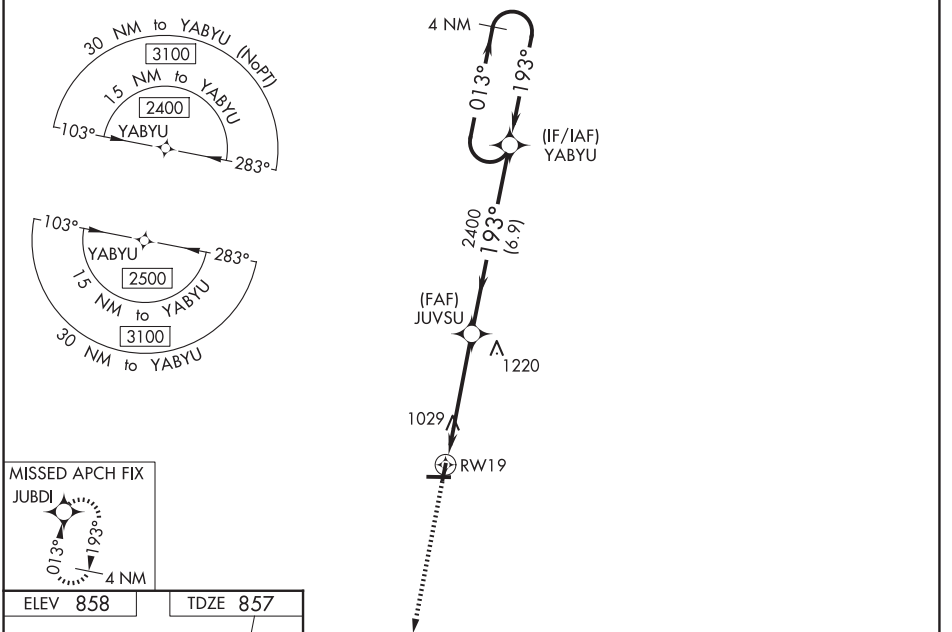
RNP APCH - GPS.

Baro-VNAV NA. Use Galesburg altimeter setting. When local altimeter setting not received, use Moline altimeter setting and increase LPV DA to 1212 feet; increase LNAV/VNAV DA to 1446 feet and all visibilities ⅛ SM. Increase all MDAs 40 feet and LNAV visibility Cat C ⅛ SM, and Circling visibility Cat C ¼.

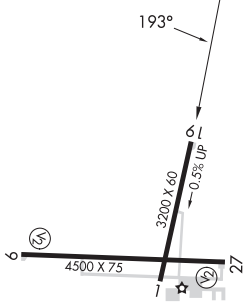
NA

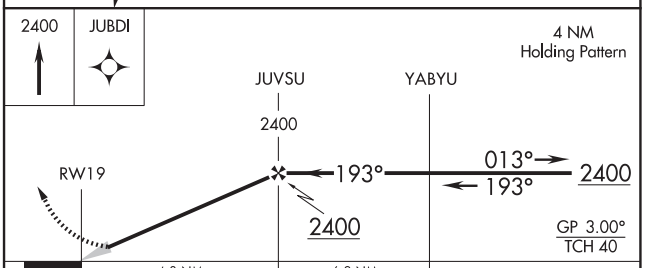
MISSED APPROACH: Climb to 2400 direct JUBDI and hold.

| QUAD CITY APP CON ★ | UNICOM |
|---|---|
| 133.275 257.8 | 122.8 (CTAF) L |




ELEV 858 TDZE 857




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1182-1 325 (400-1) | | | NA |
| LNAV/VNAV DA | 1416-1⅝ 559 (600-1⅝) | | | NA |
| LNAV MDA | 1400-1 543 (600-1) | | 1400-1⅝ 543 (600-1⅝) | NA |
| CIRCLING | 1400-1 542 (600-1) | 1520-1 662 (700-1) | 1520-1¾ 662 (700-1¾) | NA |

MIRL Rwys 1-19 and 9-27 L



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

KEWANEE, ILLINOIS | AL-6300 (FAA) | 25219

# RNAV (GPS) RWY 27

KEWANEE MUNI (EZI)

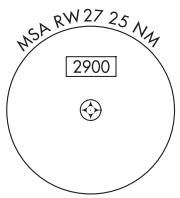
| WAAS | APP CRS | Rwy Ldg | 4500 |
|---|---|---|---|
| CH 56433 | 273° | TDZE | 858 |
| W27A | | Apt Elev | 858 |

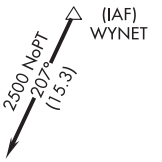
RNP APCH - GPS.

T A NA — Baro-VNAV NA. Use GBG altimeter setting; when not received use MLI altimeter setting and increase LPV DA to 1213 feet, LNAV/VNAV DA to 1242 feet and all visibilities ⅛ SM; increase all MDAs 40 feet and LNAV visibility Cat C ⅛ SM, and Circling visibility Cat C ¼ SM.

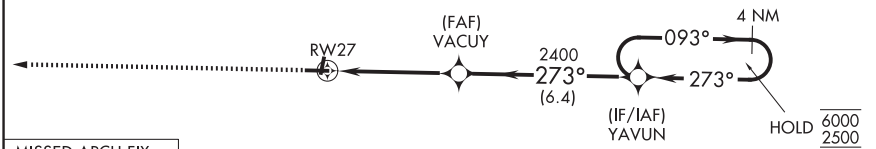
MISSED APPROACH: Climb to 2500 direct WIKOK and hold.

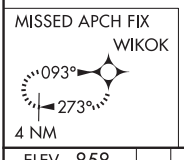
| QUAD CITY APP CON ★ | UNICOM |
|---|---|
| 133.275 257.8 | 122.8 (CTAF) L |

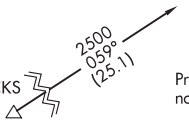



Procedure NA for arrivals at WYNET on V8 and V38 eastbound.

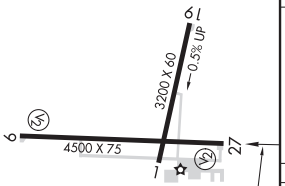


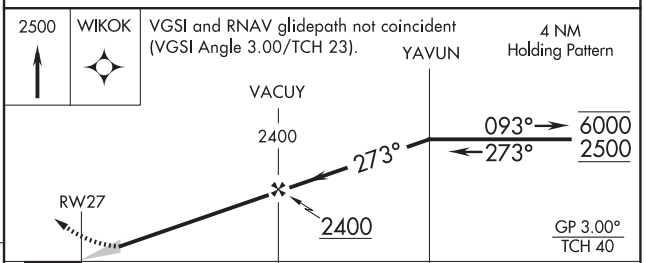




Procedure NA for arrivals at VICKS on V434 northwest bound and V10 southeast bound.

| ELEV 858 | TDZE 858 |
|---|---|




MIRL Rwys 1-19 and 9-27 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1183-1 325 (400-1) | | | NA |
| LNAV/VNAV DA | 1212-1 354 (400-1) | | | NA |
| LNAV MDA | 1380-1 522 (600-1) | | 1380-1½ 522 (600-1½) | NA |
| CIRCLING | 1380-1 522 (600-1) | 1520-1 662 (700-1) | 1520-1¾ 662 (700-1¾) | NA |



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# ILS or LOC RWY 18

LA CROSSE RGNL (LSE)

| LOC I-LSE | APP CRS | Rwy Idg | 8536 |
|---|---|---|---|
| 111.1 | 180° | TDZE | 653 |
| | | Apt Elev | 655 |

T A -22°C — When local altimeter setting not received, use ONA altimeter setting and increase S-ILS 18 DA to 907 and increase all MDA 60 feet and S-LOC 18 visibility Cat C/D ⅛ SM, and Circling visibility Cat B ¼ SM. For inop ALS increase S-LOC Cats C and D visibility to 1⅜ SM.

MALSR

MISSED APPROACH: Climb to 2400 then climbing right turn to 3400 direct ODI VORTAC and hold.

| ATIS | MINNEAPOLIS CENTER | LA CROSSE TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 124.95 | 128.6 363.0 | 118.45 (CTAF) L 251.075 | 121.8 | 122.95 |

EAU CLAIRE
113.65 EAU
Chan 83 (Y)

Procedure NA for arrival on EAU VORTAC airway radials 130 CW 176.

3500
163° (41.3)
360°
VOLK FALLS MOA

(IAF)
ELANE INT
EAU 41.3

ODI R-024 (8.9)
180°
3500
(IF)
JONRO INT
2411
3000
180° (3.3)
LANIY INT
2900
180° (3)
OCIPO INT
1571
1541
822
1241
UPOCI INT
745
1296
1496
1599
1529
1400
2045
1599
178°
358°-R-178-

NODINE
117.9 ODI
Chan 126

R-035
R-045
R-056
R-077

MSA ODI 25 NM
3500

LOCALIZER 111.1
I-LSE

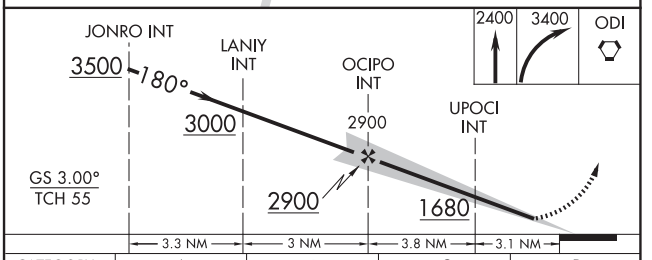
ELEV 655 D TDZE 653

180°
18
8742 X 150
6050 X 150
X 150
22
13
31
36
519°
712
TWR
724

MIRL Rwy 13-31 L
HIRL Rwys 4-22 and 18-36 L
REIL Rwys 13, 31 and 36 L

FAF to MAP 6.9 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 6:54 | 4:36 | 3:27 | 2:46 | 2:18 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 18 | 853-½ 200 (200-½) | | | |
| S-LOC 18 | 1140-½ 487 (500-½) | | 1140-1 487 (500-1) | |
| C CIRCLING | 1140-1 485 (500-1) | 1460-1 805 (900-1) | 1760-3 1105 (1200-3) | 1820-3 1165 (1200-3) |



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EC-3, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 4
## LA CROSSE RGNL (LSE)

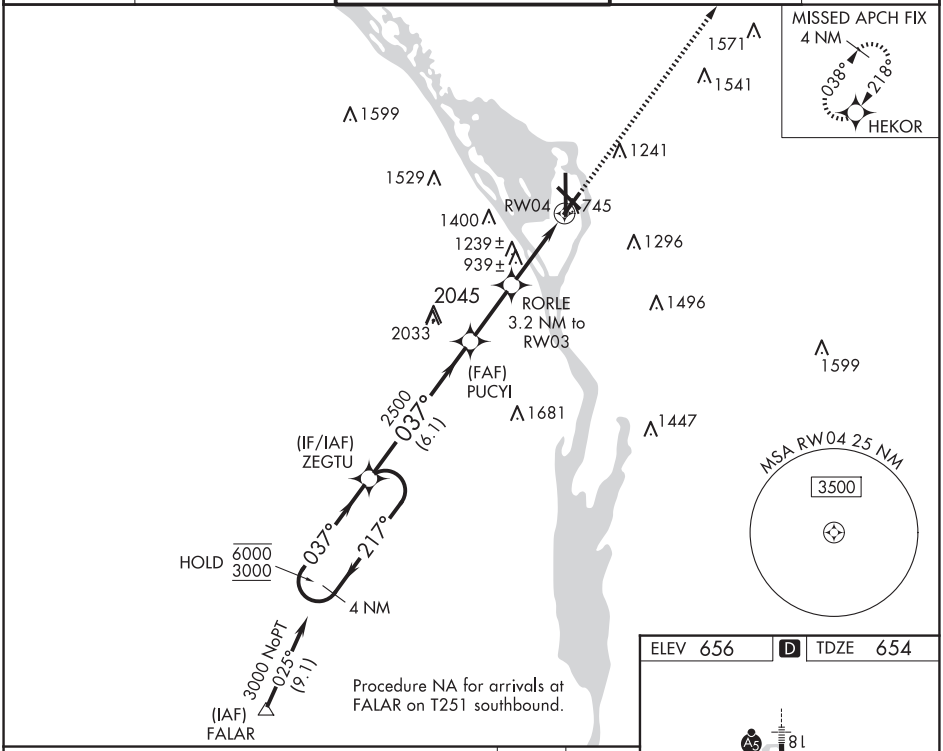
| WAAS CH 82622 W04A | APP CRS 037° | Rwy Idg 5199 TDZE 654 Apt Elev 656 |
|---|---|---|

RNP APCH.

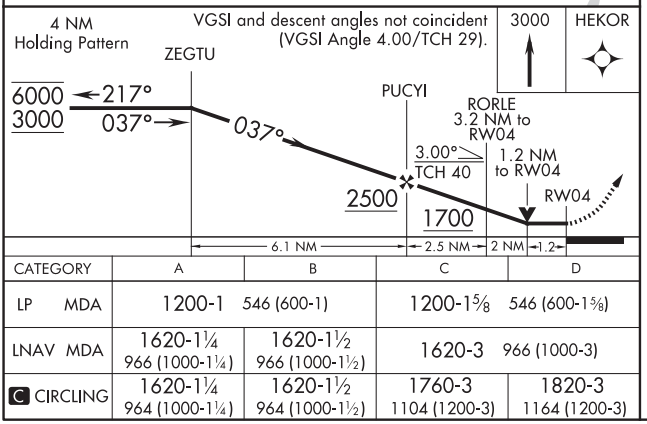
Circling Rwy 22 NA at night.
Rwy 22 helicopter visibility reduction below ¾ SM NA.
-22°C

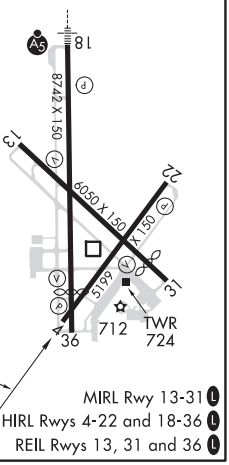
MISSED APPROACH: Climb to 3000 direct HEKOR and hold.

| ATIS | MINNEAPOLIS CENTER | LA CROSSE TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 124.95 | 128.6 363.0 | 118.45 (CTAF) L 251.075 | 121.8 | 122.95 |




ELEV 656 D TDZE 654




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1200-1 546 (600-1) | | 1200-1⅝ 546 (600-1⅝) | |
| LNAV MDA | 1620-1¼ 966 (1000-1¼) | 1620-1½ 966 (1000-1½) | 1620-3 966 (1000-3) | |
| C CIRCLING | 1620-1¼ 964 (1000-1¼) | 1620-1½ 964 (1000-1½) | 1760-3 1104 (1200-3) | 1820-3 1164 (1200-3) |

MIRL Rwy 13-31 L
HIRL Rwys 4-22 and 18-36 L
REIL Rwys 13, 31 and 36 L



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

| WAAS | APP CRS | Rwy Idg | 5310 |
|---|---|---|---|
| CH 56509 | 135° | TDZE | 656 |
| W13A | | Apt Elev | 656 |

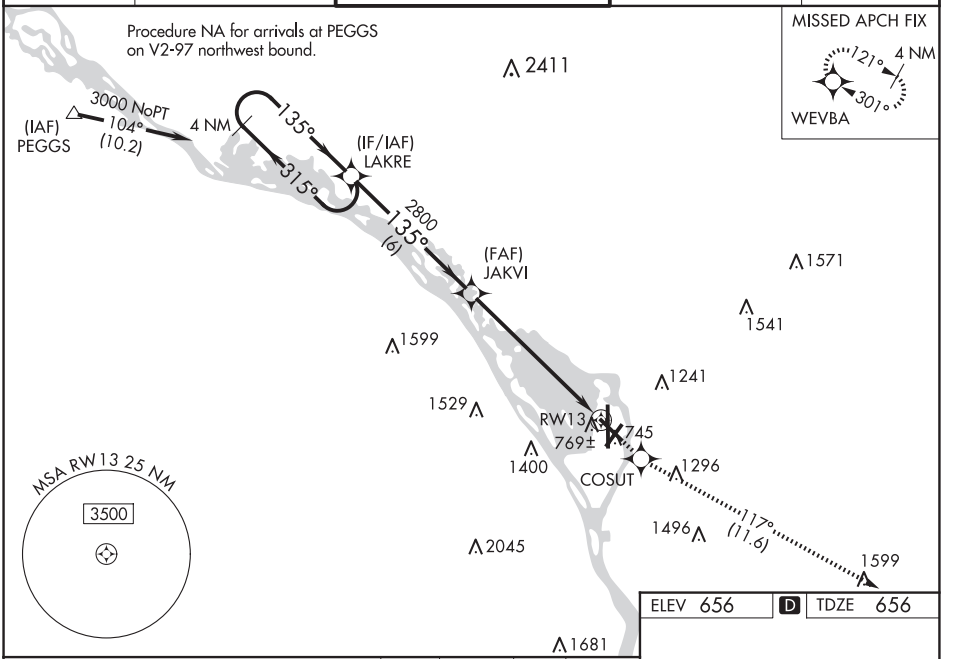
# RNAV (GPS) RWY 13
## LA CROSSE RGNL (LSE)

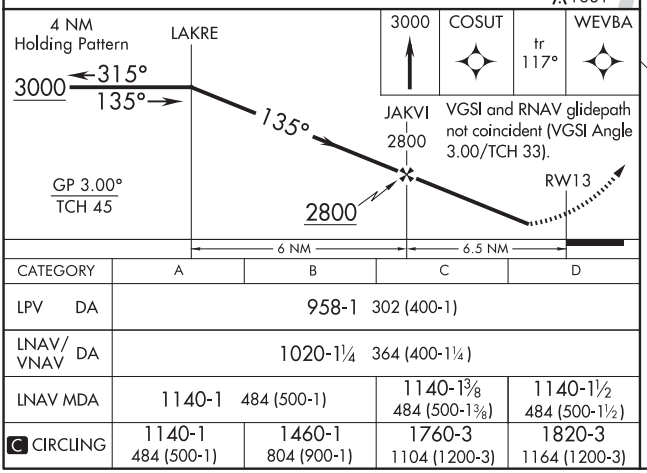
Baro-VNAV NA when using Winona altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -27° C (-16° F) or above 54° C (130° F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. Circling to Rwy 22 NA at night. When local altimeter setting not received, use Winona altimeter setting and increase DA 53 feet, increase LPV and LNAV/VNAV visibility ¼ mile all Cats, increase all MDA 60 feet, increase LNAV Cats C/D and Circling Cat B visibility ¼ mile.

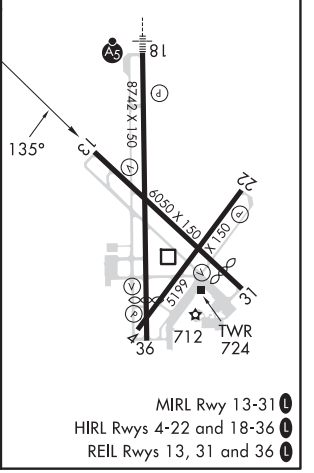
-22°C

MISSED APPROACH: Climb to 3000 direct COSUT and on track 117° to WEVBA and hold.

| ATIS | MINNEAPOLIS CENTER | LA CROSSE TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 124.95 | 128.6 363.0 | 118.45 (CTAF) L 251.075 | 121.8 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 958-1 302 (400-1) | | | |
| LNAV/VNAV DA | 1020-1¼ 364 (400-1¼) | | | |
| LNAV MDA | 1140-1 484 (500-1) | | 1140-1⅜ 484 (500-1⅜) | 1140-1½ 484 (500-1½) |
| C CIRCLING | 1140-1 484 (500-1) | 1460-1 804 (900-1) | 1760-3 1104 (1200-3) | 1820-3 1164 (1200-3) |

MIRL Rwy 13-31 L
HIRL Rwys 4-22 and 18-36 L
REIL Rwys 13, 31 and 36 L



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

LA CROSSE, WISCONSIN AL-219 (FAA) 24249

WAAS CH 72809 W18A | APP CRS 180° | Rwy Idg 8536 TDZE 653 Apt Elev 655

# RNAV (GPS) RWY 18

## LA CROSSE RGNL (LSE)

RNP APCH - GPS.

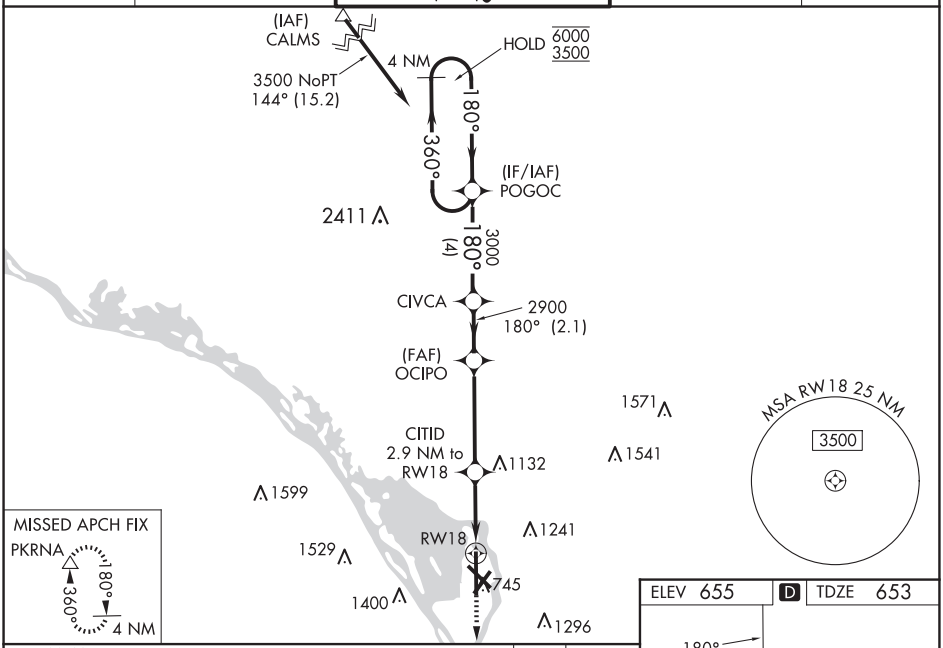
T A -22°C

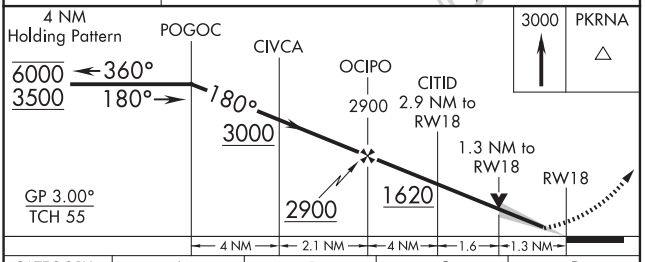
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. When local altimeter setting not received, use ONA altimeter setting and increase LPV DA to 907 feet; increase LNAV/VNAV DA to 1174 feet; increase all MDAs 60 feet and Circling visibility Cat B ¼ SM. For inop ALS, increase LNAV/VNAV all Cats visibility to 1⅜ SM, and LNAV Cats C and D to 1⅜ SM. Baro-VNAV and VDP NA when using ONA altimeter setting.

MALSR

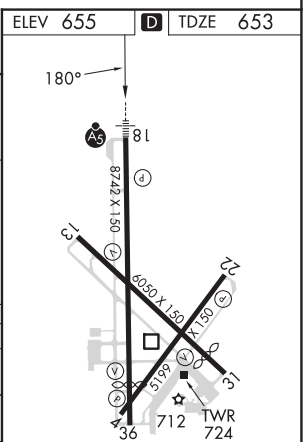
MISSED APPROACH: Climb to 3000 direct PKRNA and hold.

| ATIS | MINNEAPOLIS CENTER | LA CROSSE TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 124.95 | 128.6 363.0 | 118.45 (CTAF) L 251.075 | 121.8 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 853-½ 200 (200-½) | | | |
| LNAV/VNAV DA | 1120-1 467 (500-1) | | | |
| LNAV MDA | 1120-½ 467 (500-½) | | 1120-1 467 (500-1) | |
| C CIRCLING | 1140-1 485 (500-1) | 1460-1 805 (900-1) | 1760-3 1105 (1200-3) | 1820-3 1165 (1200-3) |




MIRL Rwy 13-31 L
HIRL Rwys 4-22 and 18-36 L
REIL Rwys 13, 31 and 36 L

LA CROSSE, WISCONSIN
Amdt 1 05SEP24

43°53'N-91°15'W

LA CROSSE RGNL (LSE)
RNAV (GPS) RWY 18

EC-3, 07 AUG 2025 to 02 OCT 2025

EC-3, 07 AUG 2025 to 02 OCT 2025

| APP CRS | Rwy Idg | 5199 |
|---|---|---|
| 217° | TDZE | 654 |
| | Apt Elev | 656 |

# RNAV (GPS) RWY 22

## LA CROSSE RGNL (LSE)

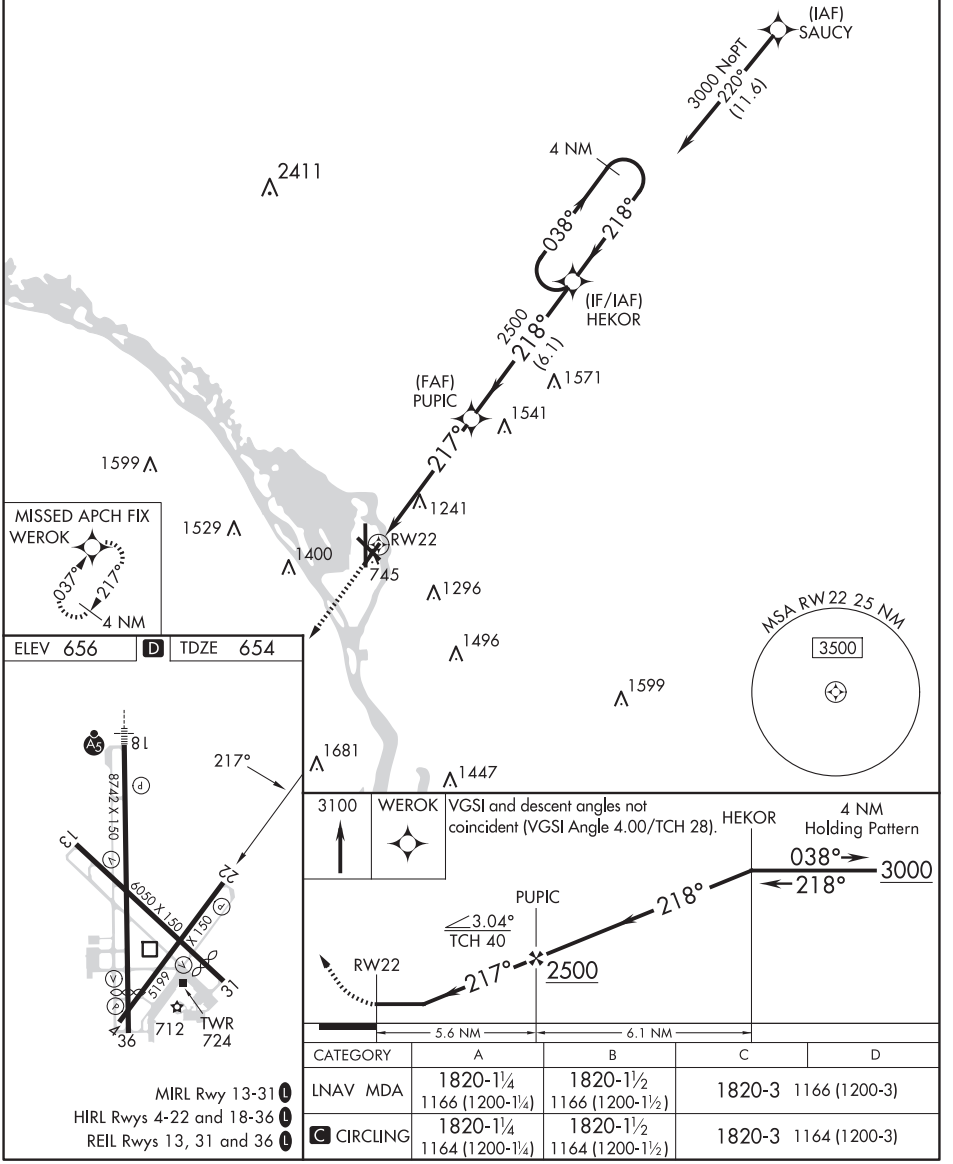
RNP APCH.

When local altimeter setting not received, use Winona altimeter setting and increase all MDA 60 feet. Rwy 22 helicopter visibility reduction below 1 SM NA.

-22°C

MISSED APPROACH: Climb to 3100 direct WEROK and hold.

| ATIS | MINNEAPOLIS CENTER | LA CROSSE TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 124.95 | 128.6 363.0 | 118.45 (CTAF) L 251.075 | 121.8 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1820-1¼ 1166 (1200-1¼) | 1820-1½ 1166 (1200-1½) | 1820-3 1166 (1200-3) | |
| C CIRCLING | 1820-1¼ 1164 (1200-1¼) | 1820-1½ 1164 (1200-1½) | 1820-3 1164 (1200-3) | |

MIRL Rwy 13-31 L
HIRL Rwys 4-22 and 18-36 L
REIL Rwys 13, 31 and 36 L



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

LA CROSSE, WISCONSIN AL-219 (FAA) 23054

# RNAV (GPS) RWY 31

LA CROSSE RGNL (LSE)

| APP CRS | Rwy Idg | 5310 |
|---|---|---|
| 300° | TDZE | 654 |
| | Apt Elev | 656 |

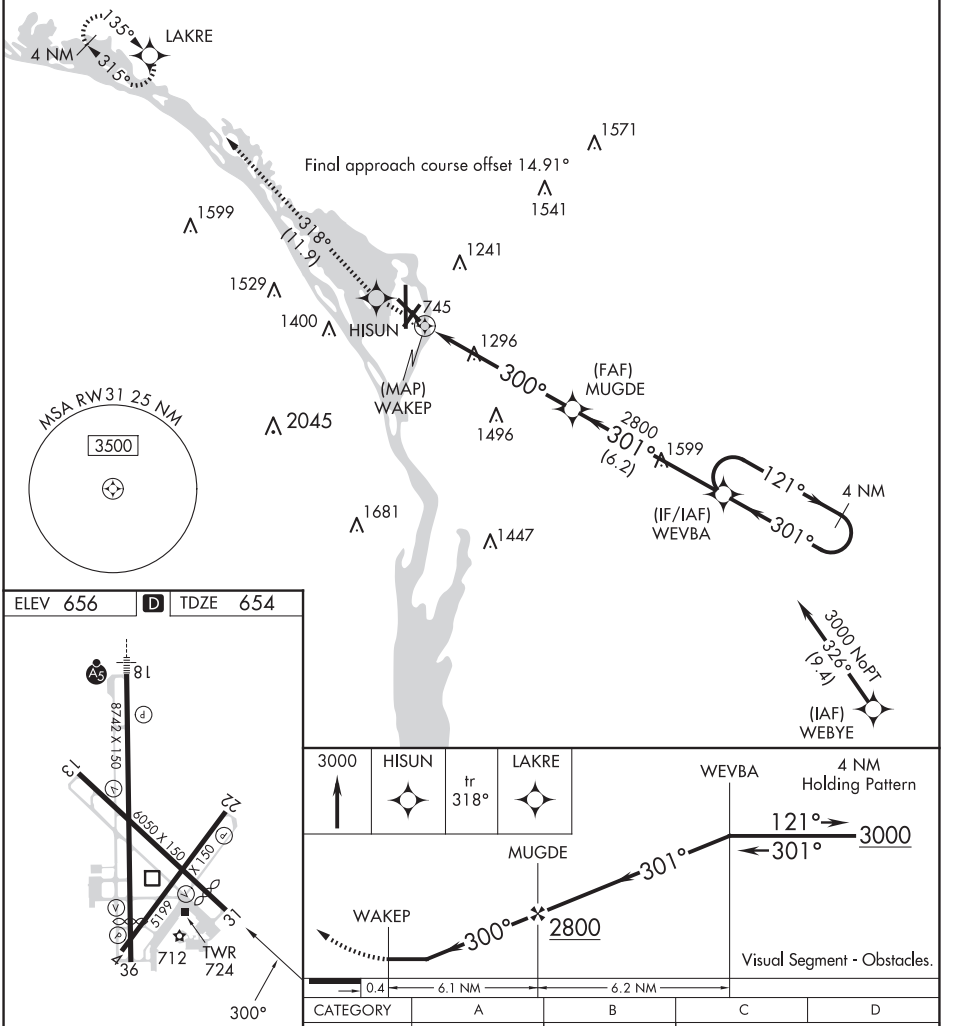
RNP APCH.

T A -22°C

Circling Rwy 22 NA at night. Rwy 31 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Winona altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climb to 3000 direct HISUN and on track 318° to LAKRE and hold.

| ATIS | MINNEAPOLIS CENTER | LA CROSSE TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 124.95 | 128.6 363.0 | 118.45 (CTAF) L 251.075 | 121.8 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1720-1¼ 1066 (1100-1¼) | 1720-1½ 1066 (1100-1½) | 1720-3 1066 (1100-3 ) | |
| C CIRCLING | 1720-1¼ 1064 (1100-1¼) | 1720-1½ 1064 (1100-1½) | 1760-3 1104 (1200-3) | 1820-3 1164 (1200-3) |

MIRL Rwy 13-31 L
HIRL Rwys 4-22 and 18-36 L
REIL Rwys 13, 31 and 36 L

LA CROSSE, WISCONSIN
Orig-D 31DEC20

43°53'N-91°15'W

LA CROSSE RGNL (LSE)

RNAV (GPS) RWY 31

EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 36

LA CROSSE RGNL (LSE)

| WAAS | APP CRS | Rwy Idg | 7433 |
|---|---|---|---|
| CH 86509 | 360° | TDZE | 653 |
| W36A | | Apt Elev | 656 |

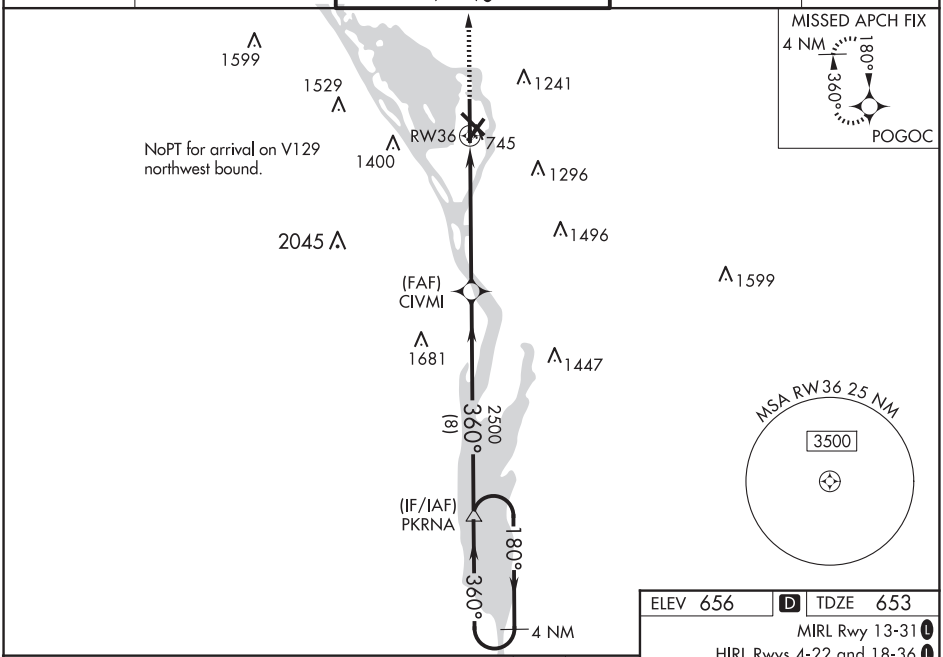
RNP APCH.

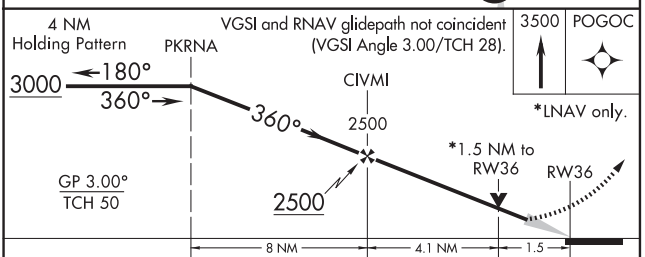
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -27° C or above 54° C. When local altimeter setting not received, use Winona altimeter setting: increase LPV DA to 1006 feet, LNAV/VNAV DA to 1256 feet and all MDA 60 feet. Increase LPV all Cats visibility ¼ SM, LNAV/VNAV all Cats visibility ¼ SM, LNAV Cats C/D visibility ¼ SM and Circling Cat C visibility ¼ SM. Circling to Rwy 22 NA at night. Baro-VNAV and VDP NA when using Winona altimeter setting.

-22°C

MISSED APPROACH: Climb to 3500 direct POGOC and hold.

| ATIS | MINNEAPOLIS CENTER | LA CROSSE TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 124.95 | 128.6 363.0 | 118.45 (CTAF) L 251.075 | 121.8 | 122.95 |



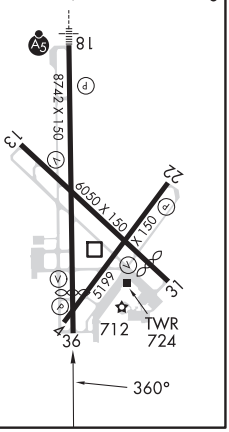

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 953-1 300 (300-1) | | | |
| LNAV/VNAV DA | 1203-2 550 (600-2) | | | |
| LNAV MDA | 1140-1 487 (500-1) | | 1140-1¼ 487 (500-1¼) | 1140-1½ 487 (500-1½) |
| C CIRCLING | 1140-1 484 (500-1) | 1460-1 804 (900-1) | 1760-3 1104 (1200-3) | 1820-3 1164 (1200-3) |

ELEV 656 D TDZE 653

MIRL Rwy 13-31 L

HIRL Rwys 4-22 and 18-36 L

REIL Rwys 13, 31 and 36 L





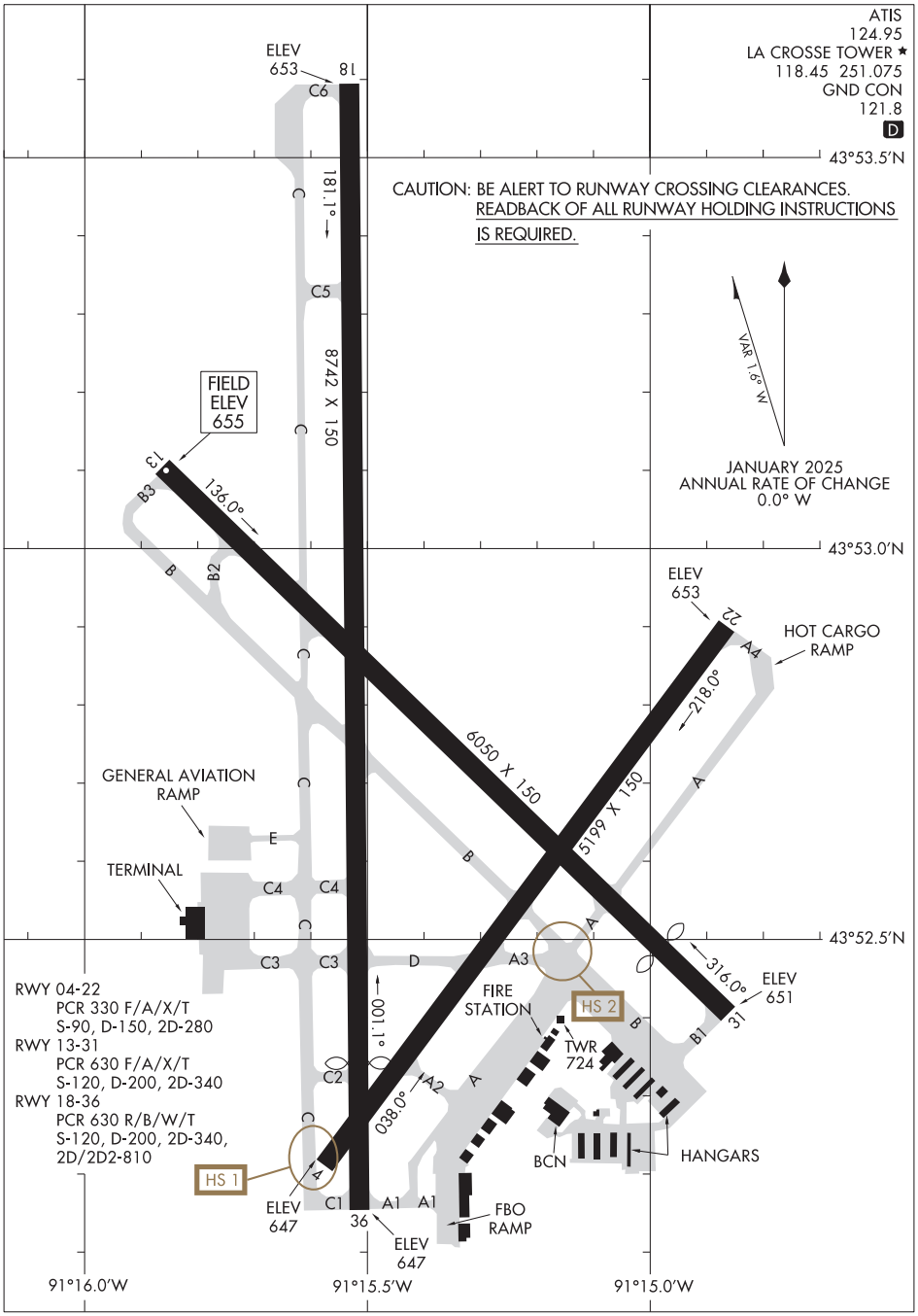

EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

25107

# AIRPORT DIAGRAM

AL-219 (FAA)

LA CROSSE RGNL (LSE)
LA CROSSE, WISCONSIN




RWY 04-22
PCR 330 F/A/X/T
S-90, D-150, 2D-280
RWY 13-31
PCR 630 F/A/X/T
S-120, D-200, 2D-340
RWY 18-36
PCR 630 R/B/W/T
S-120, D-200, 2D-340,
2D/2D2-810

AIRPORT DIAGRAM
25107

LA CROSSE, WISCONSIN
LA CROSSE RGNL (LSE)

EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 4

MAJOR GILBERT FLD (4R5)

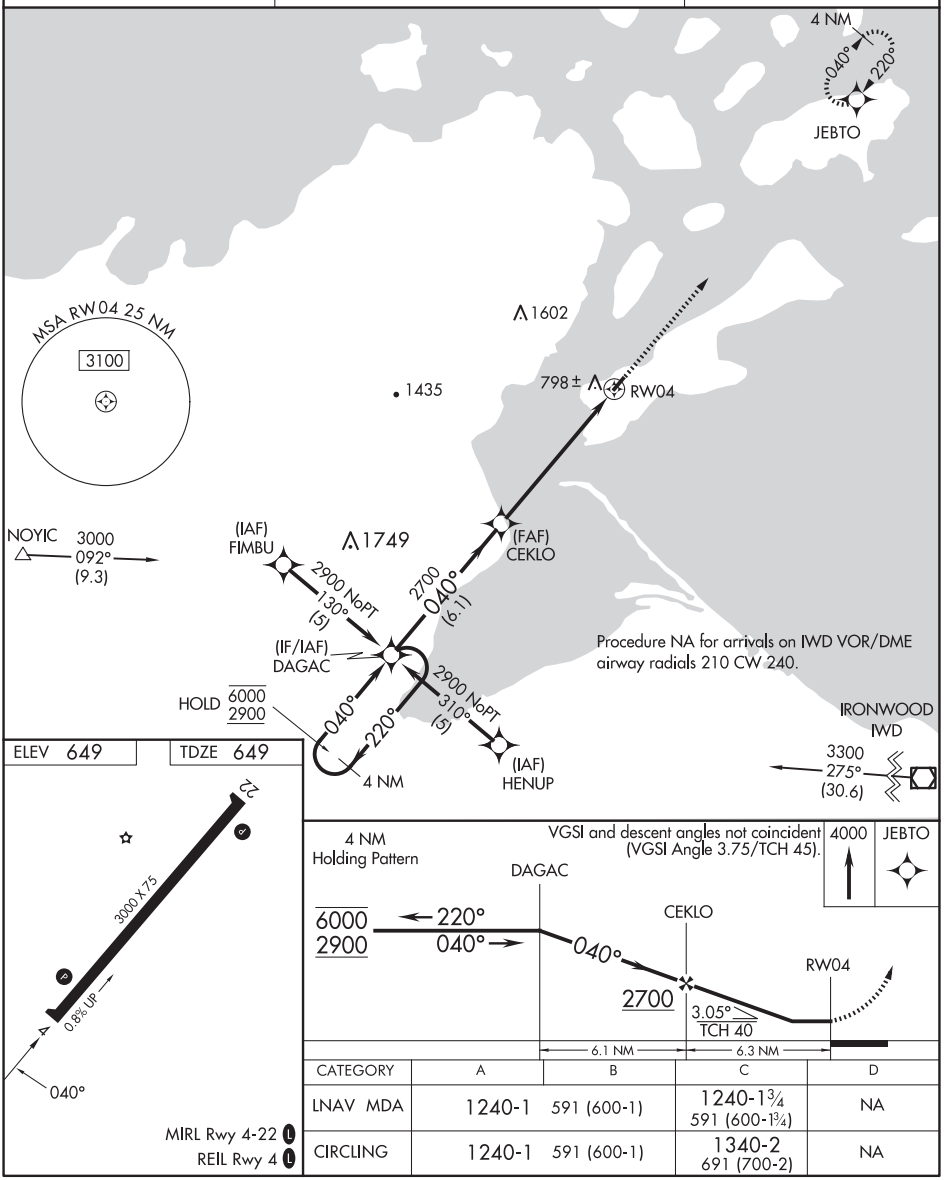
| APP CRS | Rwy Idg | 3000 |
|---|---|---|
| 040° | TDZE | 649 |
| | Apt Elev | 649 |

RNP APCH.

T A Rwy 4 helicopter visibilty reduction below 1 SM NA. Procedure NA at night.

MISSED APPROACH: Climb to 4000 direct JEBTO and hold.

| AWOS-3PT | MINNEAPOLIS APP CON | CTAF |
|---|---|---|
| 119.375 | 133.55 | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1240-1 | 591 (600-1) | 1240-1¾ 591 (600-1¾) | NA |
| CIRCLING | 1240-1 | 591 (600-1) | 1340-2 691 (700-2) | NA |



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

LA POINTE, WISCONSIN AL-9398 (FAA) 23110

# RNAV (GPS) RWY 22

MAJOR GILBERT FLD (4R5)

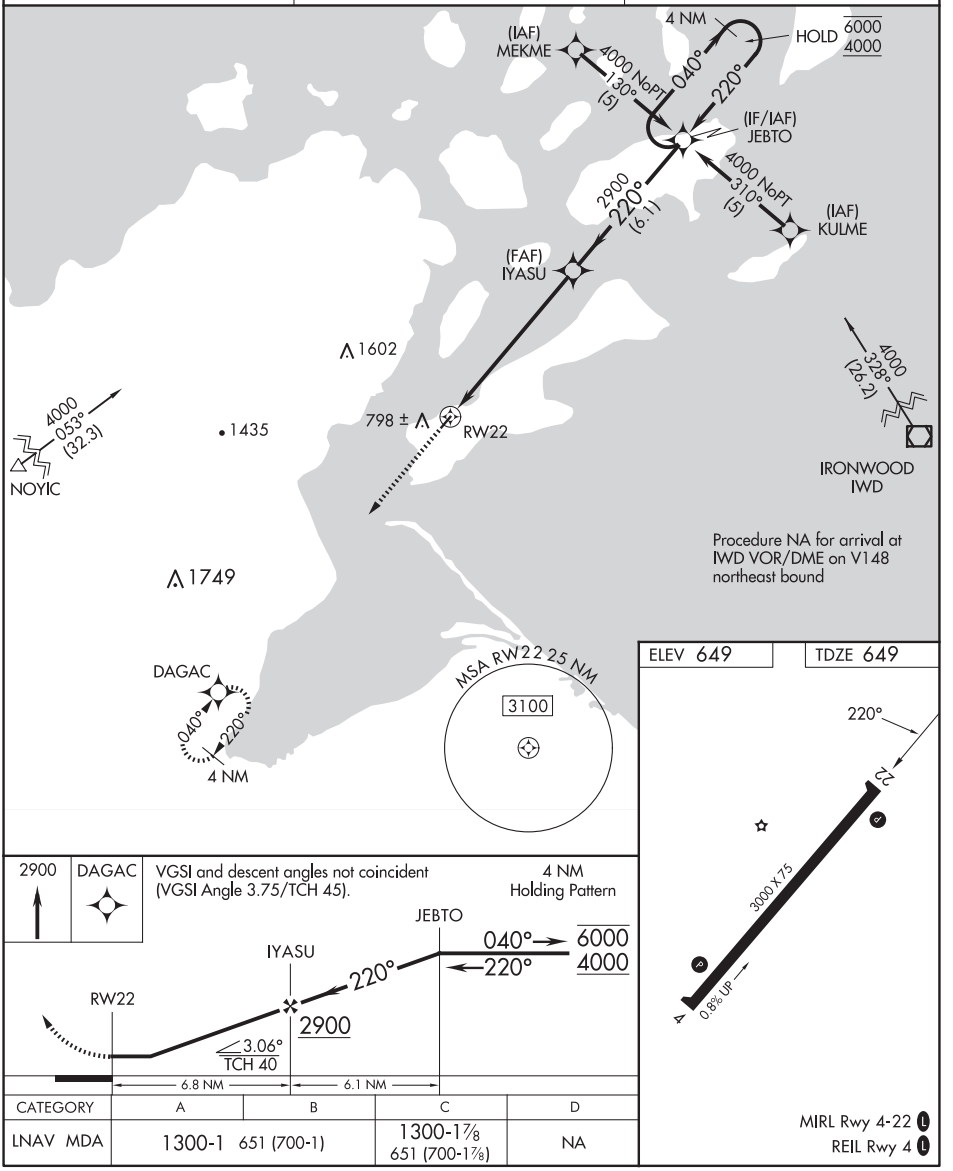
| APP CRS | Rwy Idg | 3000 |
|---|---|---|
| 220° | TDZE | 649 |
| | Apt Elev | 649 |

RNP APCH.

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

MISSED APPROACH: Climb to 2900 direct DAGAC and hold.

| AWOS-3PT | MINNEAPOLIS APP CON | CTAF |
|---|---|---|
| 119.375 | 133.55 | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1300-1 651 (700-1) | | 1300-1⅞ 651 (700-1⅞) | NA |

MIRL Rwy 4-22 L
REIL Rwy 4 L



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 13

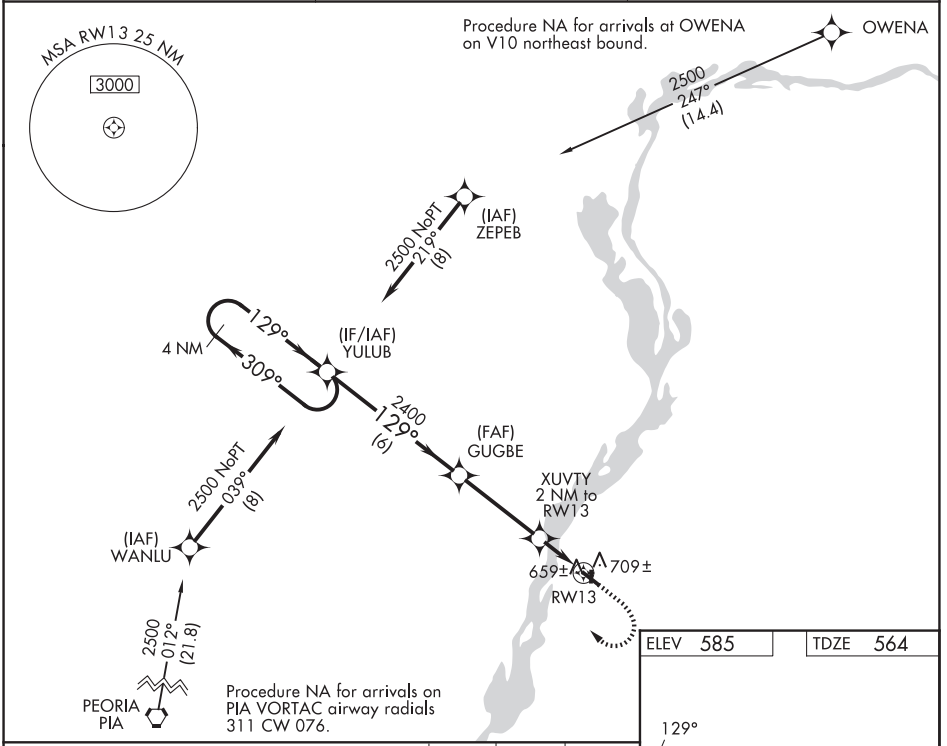
MARSHALL COUNTY (C75)

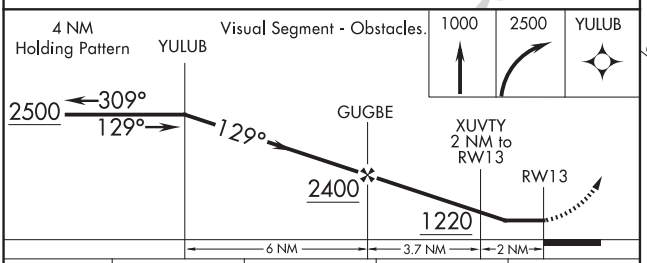
| WAAS | APP CRS | Rwy Ldg | 4003 |
|---|---|---|---|
| CH 66035 | 129° | TDZE | 564 |
| W13A | | Apt Elev | 585 |

DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Peru altimeter setting and increase all MDA 80 feet and increase LP and Circling Cat C visibilities ¼ mile and LNAV Cat C visibility ⅛ mile. Night landing: Rwy 18, 31, 36 NA.

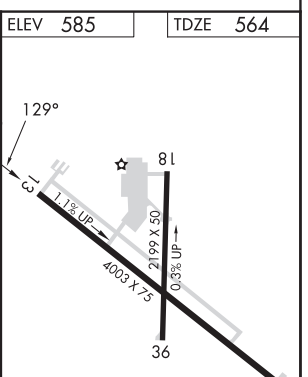
MISSED APPROACH: Climb to 1000 then climbing right turn to 2500 direct YULUB and hold.

| AWOS-3 | CHICAGO CENTER | UNICOM |
|---|---|---|
| 119.425 | 124.55 307.125 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 920-1 | 356 (400-1) | 920-1⅛ 356 (400-1⅛) | NA |
| LNAV MDA | 960-1 | 396 (400-1) | 960-1¼ 396 (400-1¼) | NA |
| CIRCLING | 1100-1 | 515 (600-1) | 1200-1¾ 615 (700-1¾) | NA |




REIL Rwy 13 L
MIRL Rwy 13-31 L
LIRL Rwy 18-36



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

LADYSMITH, WISCONSIN

AL-6704 (FAA)

22363

# RNAV (GPS) RWY 14

RUSK COUNTY (RCX)

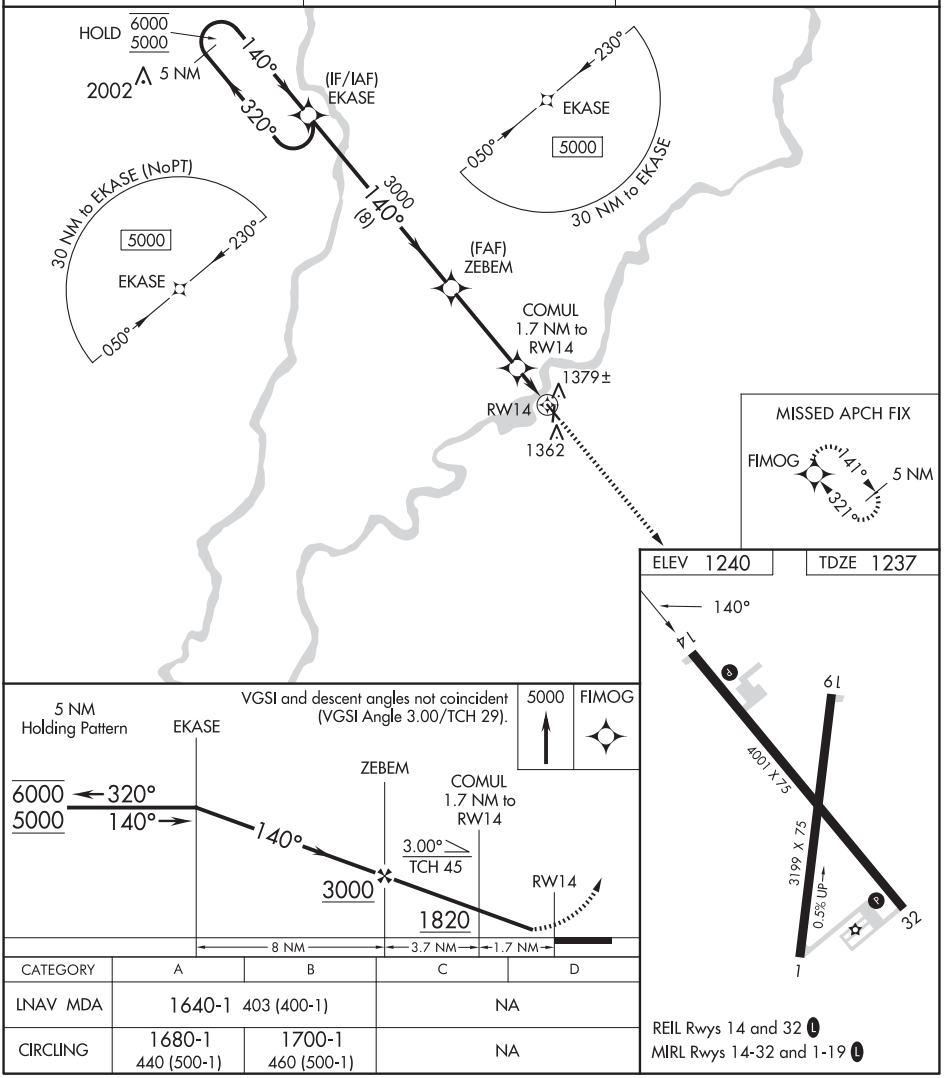
| WAAS | APP CRS | Rwy Idg | 4001 |
|---|---|---|---|
| CH 77921 | 140° | TDZE | 1237 |
| W14A | | Apt Elev | 1240 |

RNP APCH.

Rwy 14 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 14 NA at night, Circling Rwy 1, 14, 19 NA at night. When local altimeter setting not received, use Rice Lake altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climb to 5000 direct FIMOG and hold, continue climb-in-hold to 5000.

| AWOS-3 | MINNEAPOLIS CENTER | UNICOM |
|---|---|---|
| 118.125 | 133.65 281.5 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1640-1 403 (400-1) | | NA | |
| CIRCLING | 1680-1 440 (500-1) | 1700-1 460 (500-1) | NA | |

REIL Rwys 14 and 32 L

MIRL Rwys 14-32 and 1-19 L



EC-3, 07 AUG 2025 to 02 OCT 2025

EC-3, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 32

RUSK COUNTY (RCX)

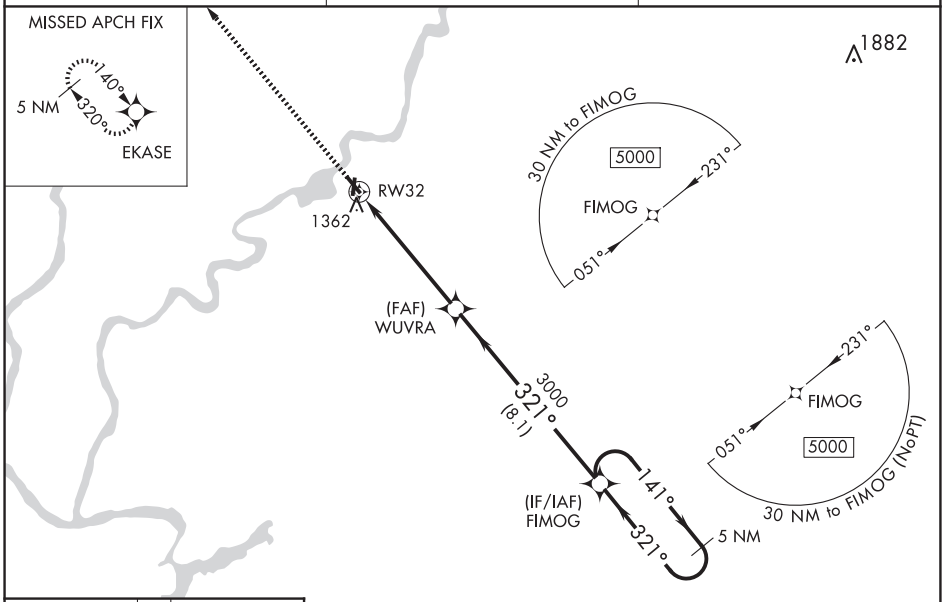
| WAAS | APP CRS | | |
|---|---|---|---|
| CH **70721** | **321°** | Rwy Idg | **4001** |
| **W32A** | | TDZE | **1233** |
| | | Apt Elev | **1240** |

RNP APCH.

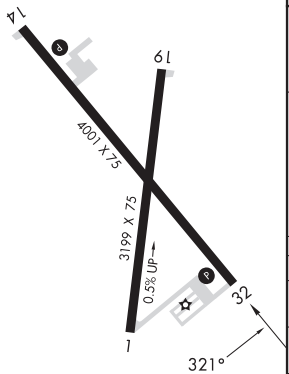
Circling to Rwy 1, 14, 19 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C . When local altimeter setting not received, use Rice Lake altimeter setting: increase all DAs/MDAs 100 feet. VDP and Baro-VNAV NA when using Rice Lake altimeter setting. Rwy 32 helicopter visibility below ¾ SM NA.

MISSED APPROACH: Climb to 5000 direct EKASE and hold, continue climb-in-hold to 5000.

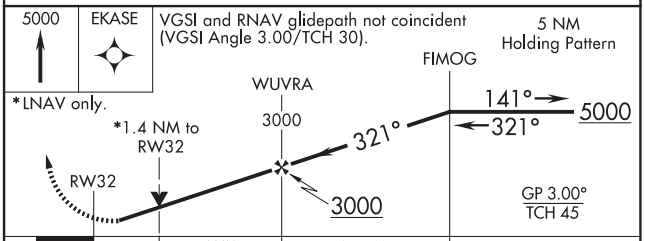
| AWOS-3 | MINNEAPOLIS CENTER | UNICOM |
|---|---|---|
| **118.125** | **133.65 281.5** | **122.8** (CTAF) L |




ELEV 1240 TDZE 1233




REIL Rwys 14 and 32 L
MIRL Rwys 14-32 and 1-19 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1483-1 | 250 (300-1) | NA | |
| LNAV/VNAV DA | 1510-1 | 277 (300-1) | NA | |
| LNAV MDA | 1700-1 | 467 (500-1) | NA | |
| CIRCLING | 1700-1 | 460 (500-1) | NA | |



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

LAKE GENEVA, WISCONSIN | AL-5988 (FAA) | 23278

# RNAV (GPS) RWY 23

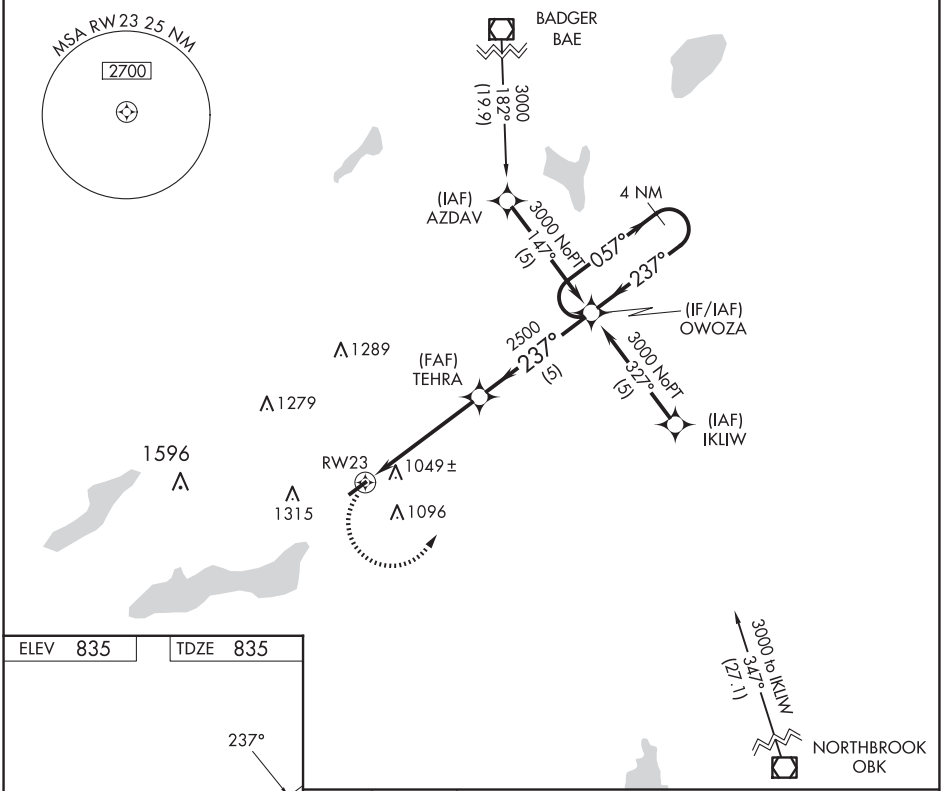
## GRAND GENEVA RESORT (CØ2)

| APP CRS | Rwy Idg | TDZE | Apt Elev |
|---|---|---|---|
| 237° | 4100 | 835 | 835 |

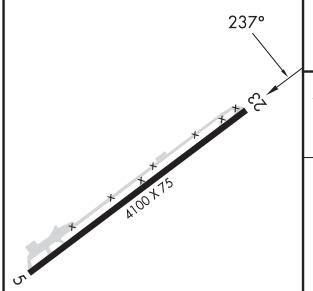
NA — DME/DME RNP-0.3 NA. Procedure NA at night. Rwy 23 helicopter visibility reduction below 1 SM NA. Use Kenosha altimeter setting.

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

| ENW ASOS | MILWAUKEE APP CON | UNICOM |
|---|---|---|
| 127.175 | 135.875 | 122.8 (CTAF) |

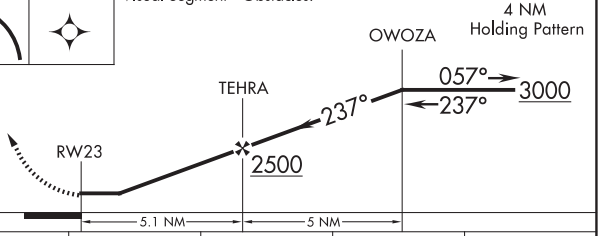



ELEV 835 | TDZE 835




MIRL Rwy 5-23

3000 | OWOZA | Visual Segment - Obstacles.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1360-1 525 (600-1) | | 1360-1½ 525 (600-1½) | NA |
| CIRCLING | 1500-1 665 (700-1) | 1520-1 685 (700-1) | 1740-2¾ 905 (1000-2¾) | NA |

LAKE GENEVA, WISCONSIN
Orig-C 04NOV21

42°37′N - 88°23′W

GRAND GENEVA RESORT (CØ2)
RNAV (GPS) RWY 23

EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 14

## KINGS LAND O' LAKES (LNL)

| APP CRS | | |
|---|---|---|
| 145° | Rwy Ldg | 3799 |
| | TDZE | 1705 |
| | Apt Elev | 1706 |

RNP APCH - GPS.

Circling NA to Rwys 5 and 23.
Rwy 14 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 3500 direct TOLOY and hold.

| AWOS-3 | MINNEAPOLIS CENTER | UNICOM |
|---|---|---|
| 119.525 | 133.65 281.5 | 122.8 (CTAF) L |

Procedure NA for arrivals at COTMO on V316 westbound.

(IAF) COTMO

3500 NoPT 144° (16)

HOLD 6000 3500 145° 4 NM 325°

(IF/IAF) TECOL

3500 NoPT 070° (5.2)

(IAF) HURSO

3500 145° (6)

3500 307° (9.4)

(FAF) JELAR

DINER

Procedure NA for arrivals at DINER on V430 southeast bound.

POZWU 1.4 NM to RW14

1921±

2284

RW14 1940

1920

MSA RW14 25 NM

3300

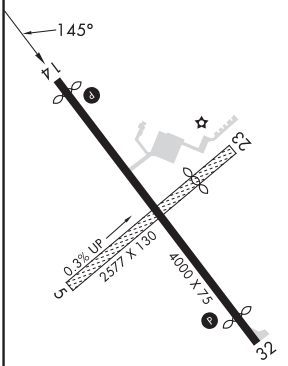
3500 347° (25.6)

JAYME

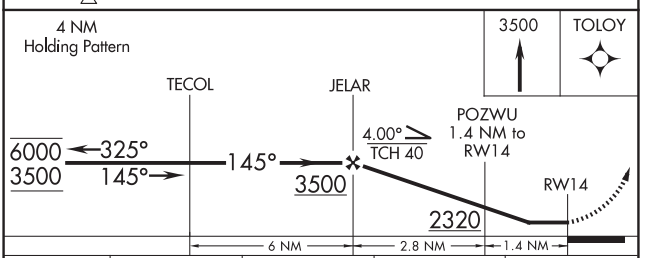
Procedure NA for arrivals at JAYME on V63 southbound.

TOLOY 145° 325° 4 NM

ELEV 1706 TDZE 1705




MIRL Rwy 14-32 L
REIL Rwy 14 and 32 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 2180-1 475 (500-1) | | NA | |
| C CIRCLING | 2200-1 494 (500-1) | 2240-1 534 (600-1) | NA | |



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

LAND O' LAKES, WISCONSIN

AL-5315 (FAA)

25163

# RNAV (GPS) RWY 32

KINGS LAND O' LAKES (LNL)

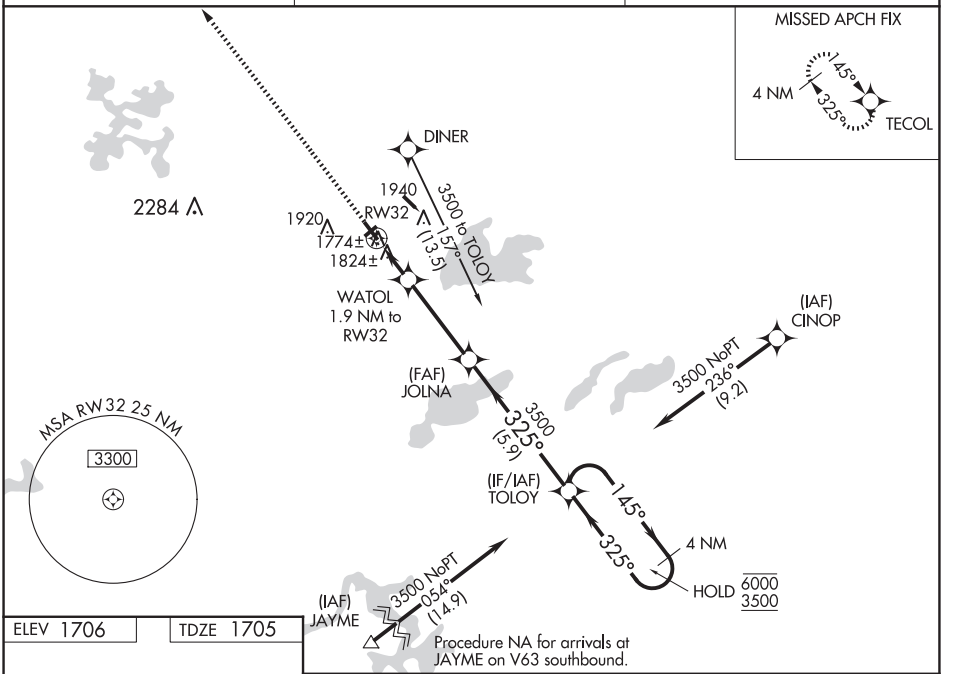
| WAAS CH 97744 W32A | APP CRS 325° | Rwy Ldg 3601 | TDZE 1705 | Apt Elev 1706 |
|---|---|---|---|---|

RNP APCH - GPS.

Circling NA to Rwys 5 and 23. Rwy 32 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C.

MISSED APPROACH: Climb to 3500 direct TECOL and hold.

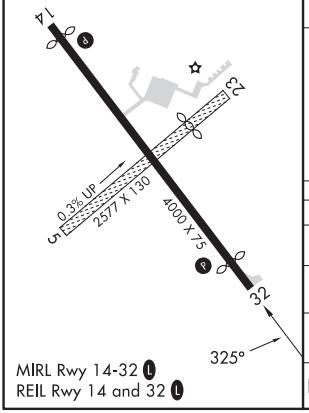
| AWOS-3 | MINNEAPOLIS CENTER | UNICOM |
|---|---|---|
| 119.525 | 133.65 281.5 | 122.8 (CTAF) L |

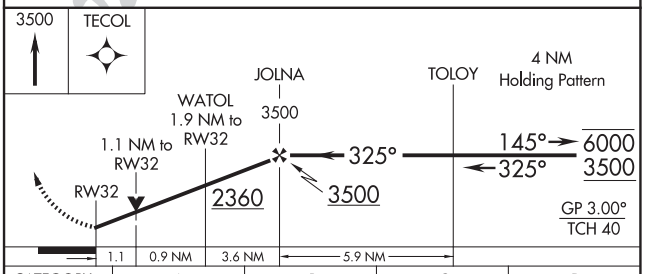



EC-3, 07 AUG 2025 to 02 OCT 2025

EC-3, 07 AUG 2025 to 02 OCT 2025

ELEV 1706 | TDZE 1705




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1955-1 250 (300-1) | | | NA |
| LNAV/ LNAV DA | 1974-1 269 (300-1) | | | NA |
| LNAV MDA | 2080-1 375 (400-1) | | | NA |
| C CIRCLING | 2200-1 494 (500-1) | 2240-1 534 (600-1) | 2240-1½ 534 (600-1½) | NA |

LAND O' LAKES, WISCONSIN

Amdt 1 23FEB23

46°09'N - 89°13'W

KINGS LAND O' LAKES (LNL)

RNAV (GPS) RWY 32

# RNAV (GPS) RWY 9

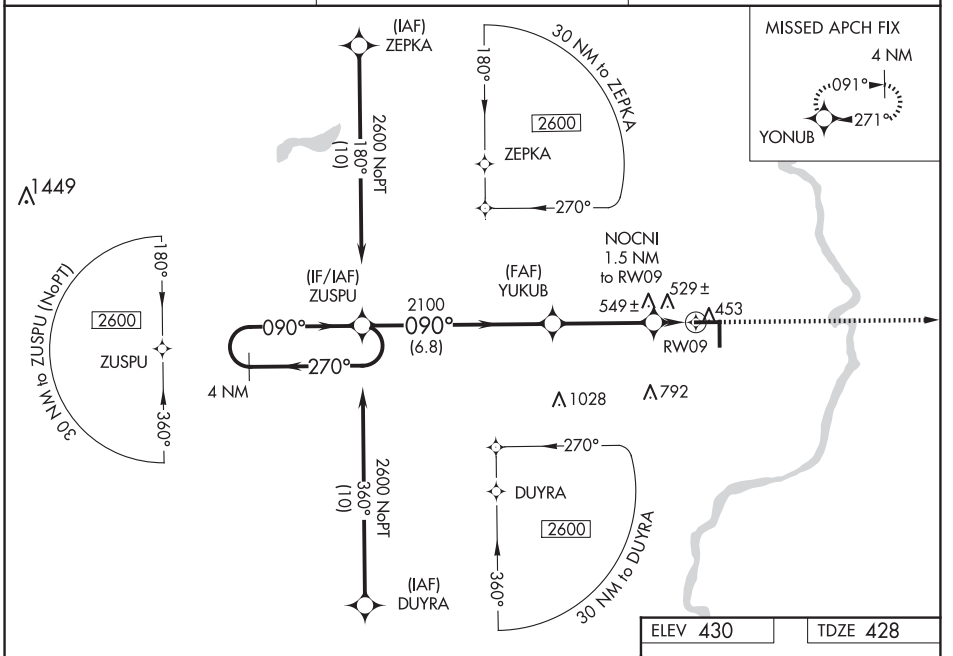
## LAWRENCEVILLE-VINCENNES INTL (LWV)

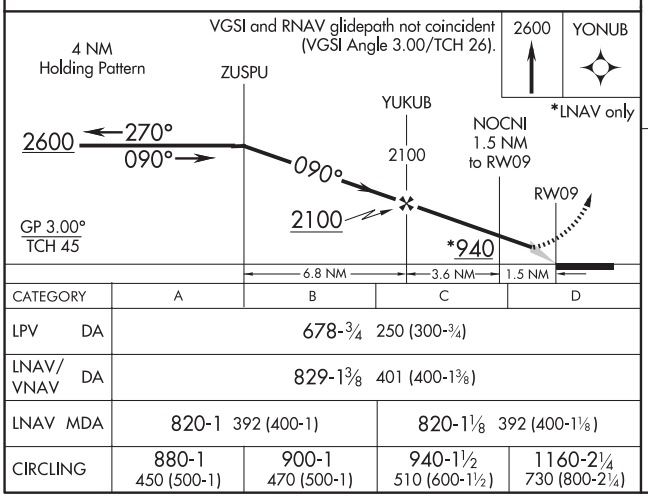
| WAAS | APP CRS | Rwy Idg | 5198 |
|---|---|---|---|
| CH 93728 | 090° | TDZE | 428 |
| W09A | | Apt Elev | 430 |

Baro-VNAV NA when using Mount Carmel altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 41°C (105°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Mount Carmel altimeter setting: increase LPV DA to 704 feet and all visibilities ⅛ SM; increase LNAV/VNAV DA to 855 feet and all visibilities ⅛ SM; increase all MDAs 40 feet and LNAV visibility Cat C/D ⅛ SM, and Circling visibility Cat D ¼ SM. Circling to Rwy 36 NA at night.

MISSED APPROACH: Climb to 2600 direct YONUB and hold.

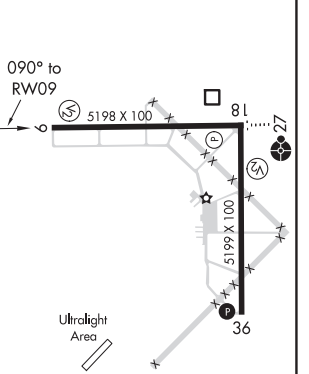
| ASOS | EVANSVILLE APP CON ★ | UNICOM |
|---|---|---|
| 118.0 | 125.6 343.7 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 678-¾ 250 (300-¾) | | | |
| LNAV/VNAV DA | 829-1⅜ 401 (400-1⅜) | | | |
| LNAV MDA | 820-1 392 (400-1) | | 820-1⅛ 392 (400-1⅛) | |
| CIRCLING | 880-1 450 (500-1) | 900-1 470 (500-1) | 940-1½ 510 (600-1½) | 1160-2¼ 730 (800-2¼) |

ELEV 430 TDZE 428




REIL Rwys 9, 27, 18 and 36 L
MIRL Rwys 9-27 and 18-36 L



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

LAWRENCEVILLE, ILLINOIS | AL-229 (FAA) | 22139

# RNAV (GPS) RWY 18

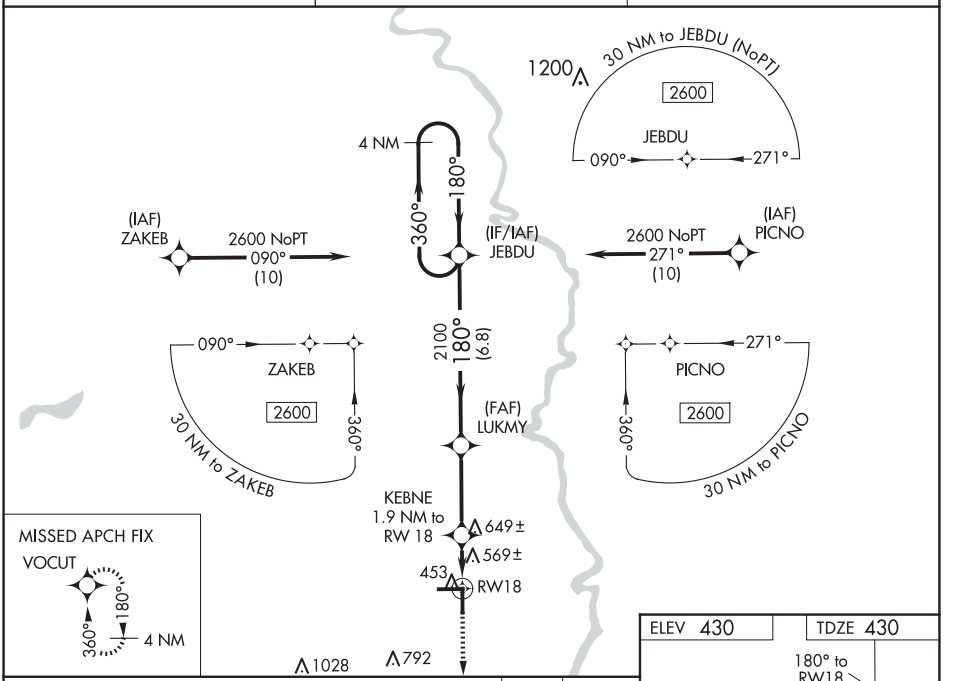
LAWRENCEVILLE-VINCENNES INTL (LWV)

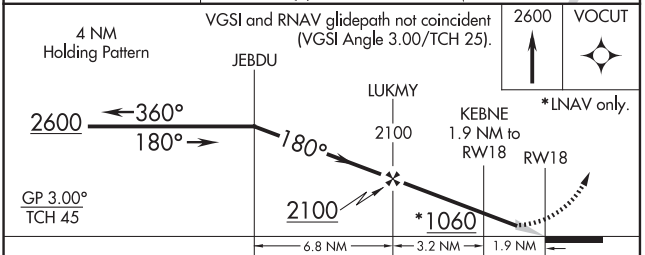
| WAAS | APP CRS | Rwy Idg | 5199 |
|---|---|---|---|
| CH 53528 | 180° | TDZE | 430 |
| W18A | | Apt Elev | 430 |

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 41°C (105°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Mount Carmel altimeter setting. When local altimeter setting not received, use Mount Carmel altimeter setting: increase LPV DA 656 feet; increase LNAV/VNAV DA to 902 feet and all visibilities ⅛ SM; increase all MDAs 40 feet and LNAV visibility Cat C/D ¼ SM; and Circling visibility Cat D ¼ SM. Circling to Rwy 36 NA at night.

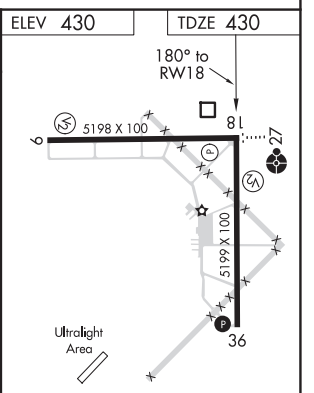
MISSED APPROACH: Climb to 2600 direct VOCUT and hold.

| ASOS | EVANSVILLE APP CON ★ | UNICOM |
|---|---|---|
| 118.0 | 125.6 343.7 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 630-¾ 200 (200-¾) | | | |
| LNAV/VNAV DA | 876-1½ 446 (500-1½) | | | |
| LNAV MDA | 940-1 510 (600-1) | | 940-1⅜ 510 (600-1⅜) | |
| CIRCLING | 940-1 510 (600-1) | | 940-1½ 510 (600-1½) | 1160-2¼ 730 (800-2¼) |




REIL Rwys 9, 27, 18 and 36 L
MIRL Rwys 9-27 and 18-36 L

LAWRENCEVILLE, ILLINOIS
Amdt 1C 19MAY22

38°46'N - 87°36'W

LAWRENCEVILLE-VINCENNES INTL (LWV)

RNAV (GPS) RWY 18


EC-3, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 27

## LAWRENCEVILLE-VINCENNES INTL (LWV)

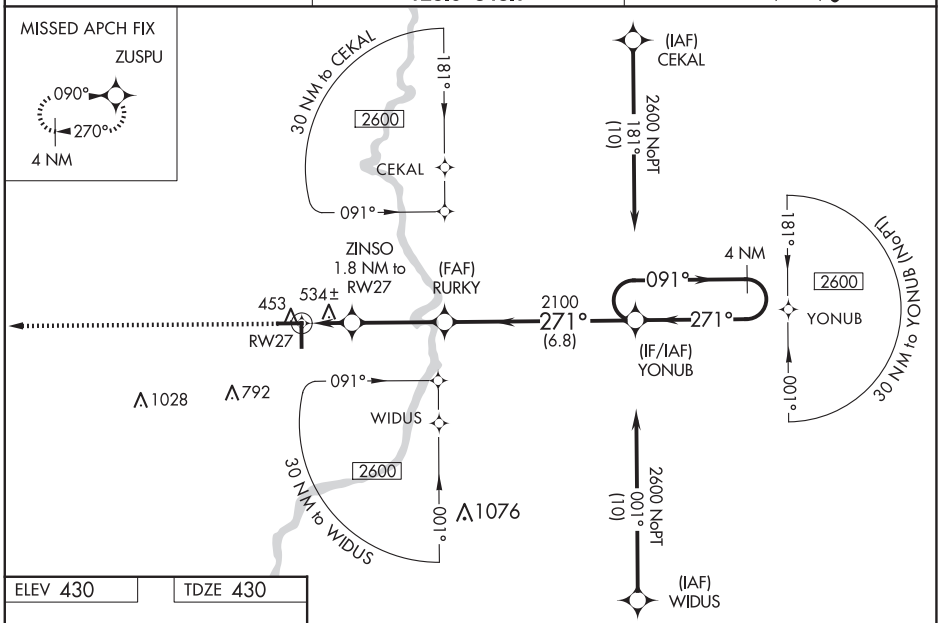
| WAAS | APP CRS | Rwy Idg | 5198 |
|---|---|---|---|
| CH 63028 | 271° | TDZE | 430 |
| W27A | | Apt Elev | 430 |

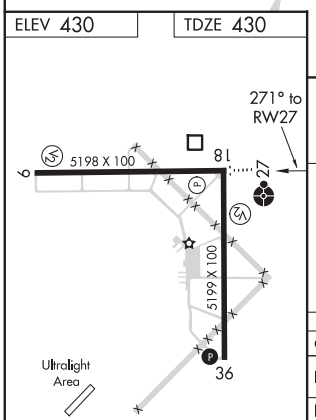
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 41°C (105°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Mount Carmel altimeter setting. When local altimeter setting not received, use Mount Carmel altimeter setting: increase LPV DA to 706 feet; increase LNAV/VNAV DA to 858 feet and all visibilities ⅛ SM; increase all MDAs 40 feet and Circling visibility Cat D ¼ SM. Inop table does not apply to LNAV Cat C. For inop ODALS increase LNAV/VNAV all Cats visibility to 1⅜ miles. For inop ODALS when using Mount Carmel altimeter setting increase LPV all Cats visibility to ⅞ mile, LNAV/VNAV all Cats visibility to 1½ miles and LNAV Cats C and D visibility to 1⅛ miles. Circling to Rwy 36 NA at night.

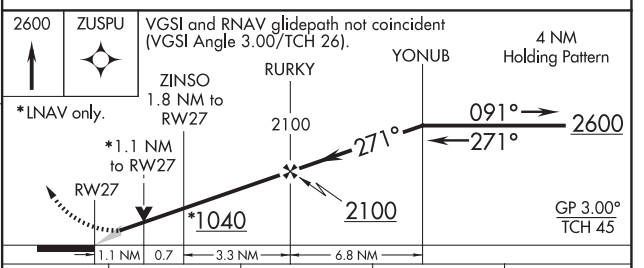
ODALS

MISSED APPROACH: Climb to 2600 direct ZUSPU and hold.

| ASOS | EVANSVILLE APP CON ★ | UNICOM |
|---|---|---|
| 118.0 | 125.6 343.7 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 680-¾ | 250 (300-¾) | | |
| LNAV/VNAV DA | 832-1¼ | 402 (500-1¼) | | |
| LNAV MDA | 800-¾ 370 (400-¾) | | 800-1 370 (400-1) | |
| CIRCLING | 880-1 450 (500-1) | 900-1 470 (500-1) | 940-1½ 510 (600-1½) | 1160-2¼ 730 (800-2¼) |

REIL Rwys 9, 27, 18 and 36 L
MIRL Rwys 9-27 and 18-36 L



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 36

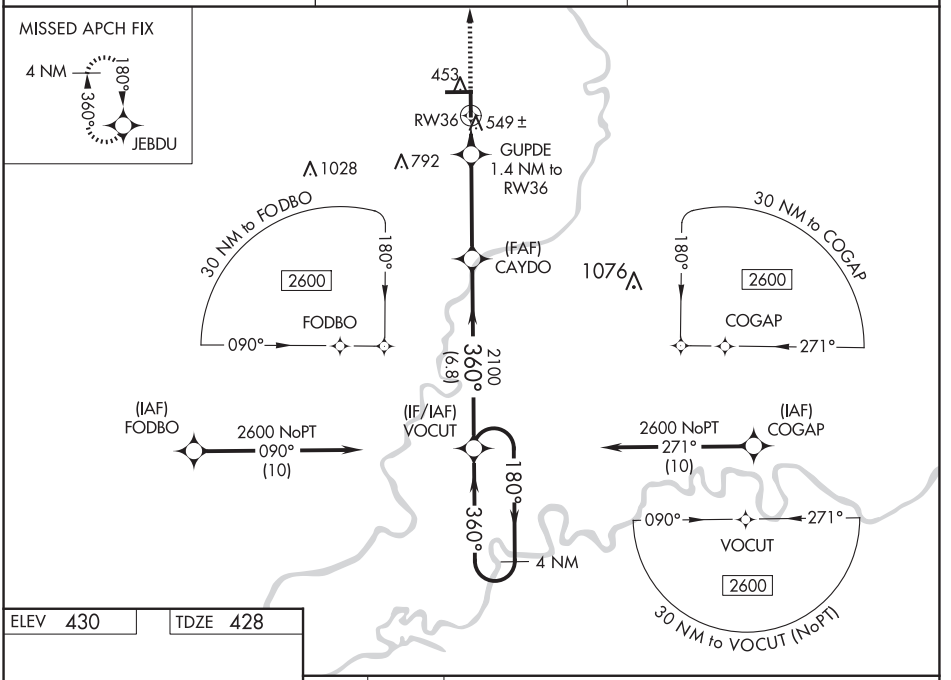
## LAWRENCEVILLE-VINCENNES INTL (LWV)

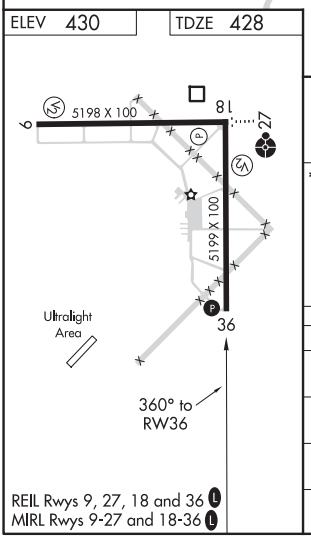
| WAAS | APP CRS | Rwy Idg | 5199 |
|---|---|---|---|
| CH 99528 | 360° | TDZE | 428 |
| W36A | | Apt Elev | 430 |

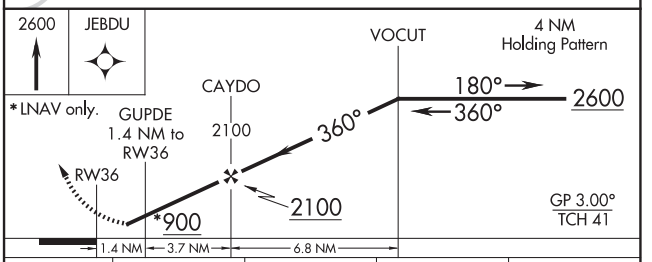
Baro-VNAV NA when using Mount Carmel altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 41°C (105°F). Rwy 36 Straight-in and Circling minimums NA at night. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Mount Carmel altimeter setting: increase LPV DA to 704 feet; increase LNAV/VNAV DA to 850 feet and all visibilities ⅛ SM; increase all MDAs 40 feet and LNAV visibility Cat C/D ⅛ SM and Circling visibility Cat D ¼ SM.

MISSED APPROACH: Climb to 2600 direct JEBDU and hold.

| ASOS | EVANSVILLE APP CON ★ | UNICOM |
|---|---|---|
| 118.0 | 125.6 343.7 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 678-1 | 250 (300-1) | | |
| LNAV/VNAV DA | 824-1⅜ | 396 (400-1⅜) | | |
| LNAV MDA | 800-1 | 372 (400-1) | | |
| CIRCLING | 880-1<br>450 (500-1) | 900-1<br>470 (500-1) | 940-1½<br>510 (600-1½) | 1160-2¼<br>730 (800-2¼) |

REIL Rwys 9, 27, 18 and 36 L
MIRL Rwys 9-27 and 18-36 L



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 3

LOGAN COUNTY (AAA)

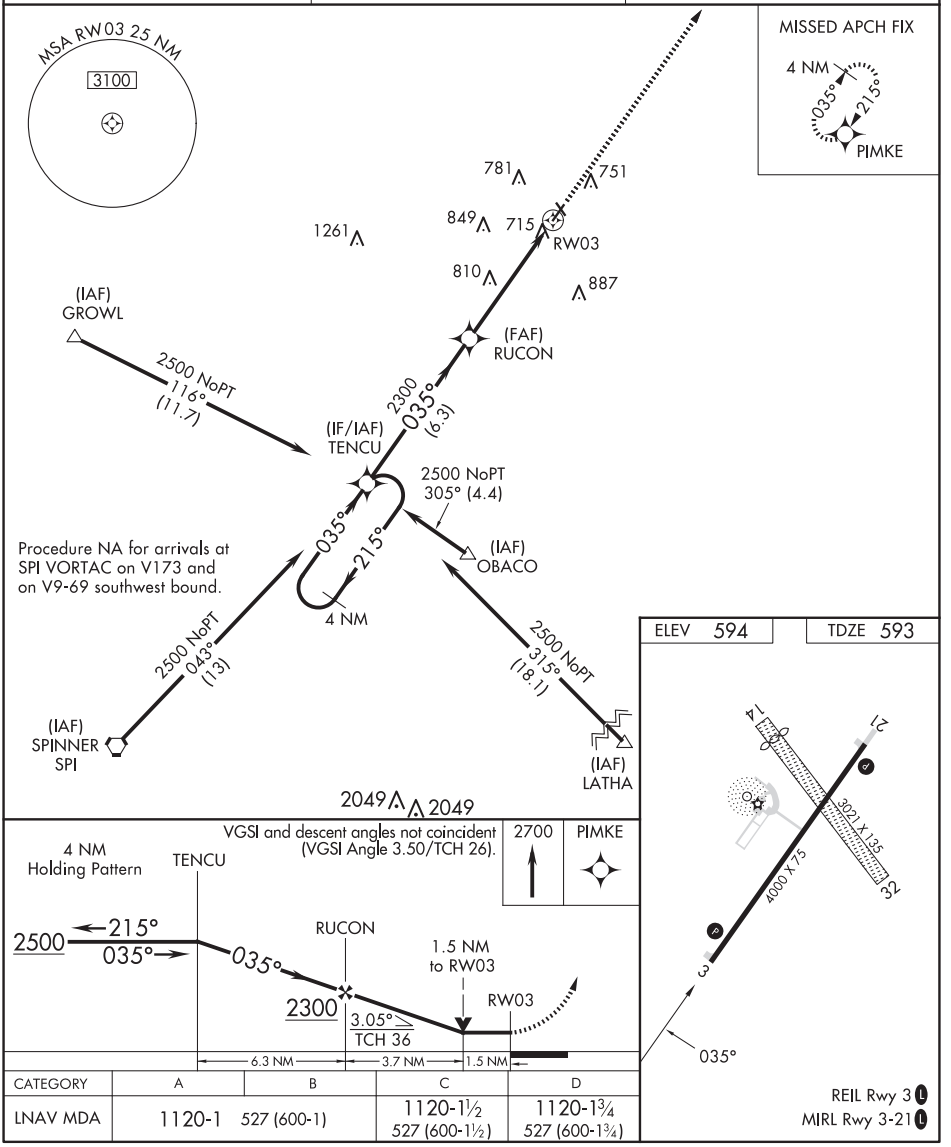
| APP CRS | Rwy Ldg | 4000 |
|---|---|---|
| 035° | TDZE | 593 |
| | Apt Elev | 594 |

RNP APCH.

If local altimeter setting not received, use Springfield, IL altimeter setting and increase all MDAs 60 feet. VDP NA with Springfield, IL altimeter setting. Rwy 3 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2700 direct PIMKE and hold.

| AWOS-3 | SAINT LOUIS APP CON ★ | UNICOM |
|---|---|---|
| 118.775 | 126.15 323.0 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1120-1 | 527 (600-1) | 1120-1½ 527 (600-1½) | 1120-1¾ 527 (600-1¾) |

REIL Rwy 3 L
MIRL Rwy 3-21 L



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

LINCOLN, ILLINOIS AL-5697 (FAA) 25163

| APP CRS | Rwy Ldg | 4000 |
|---|---|---|
| 215° | TDZE | 594 |
| | Apt Elev | 594 |

# RNAV (GPS) RWY 21
## LOGAN COUNTY (AAA)

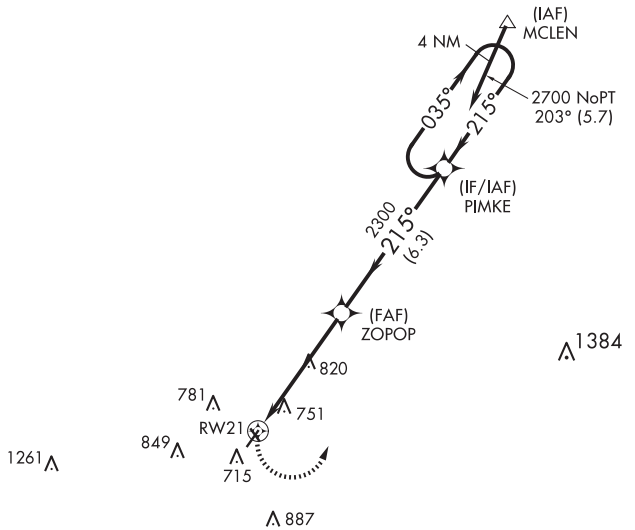
RNP APCH.

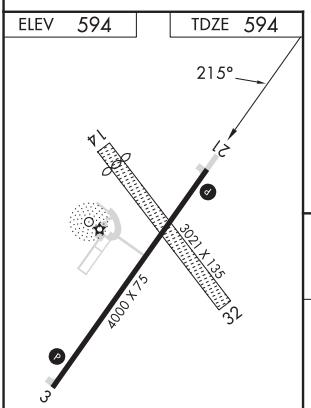
If local altimeter setting not received, use Springfield, IL altimeter setting and increase all MDAs 60 feet. VDP NA with Springfield, IL altimeter setting. Rwy 21 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climbing left turn to 2700 direct PIMKE and hold.

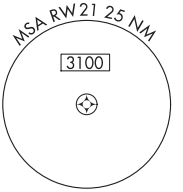
| AWOS-3 | SAINT LOUIS APP CON ★ | UNICOM |
|---|---|---|
| 118.775 | 126.15 323.0 | 122.8 (CTAF) L |

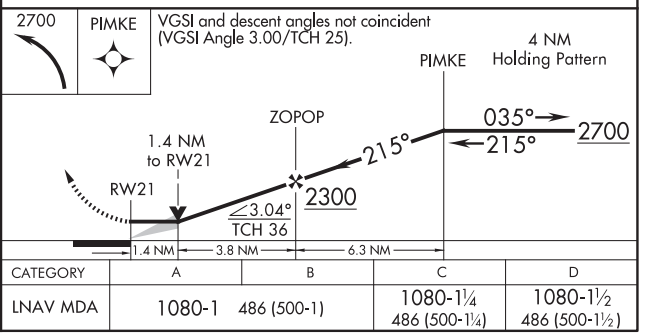
Procedure NA for arrivals at MCLEN on V9-69 northeast bound.




REIL Rwy 3 L
MIRL Rwy 3-21 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1080-1 | 486 (500-1) | 1080-1¼ 486 (500-1¼) | 1080-1½ 486 (500-1½) |



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

| VORTAC SPI | APP CRS | Rwy Ldg | 4000 |
|---|---|---|---|
| 112.7 | 041° | TDZE | 593 |
| Chan 74 | | Apt Elev | 594 |

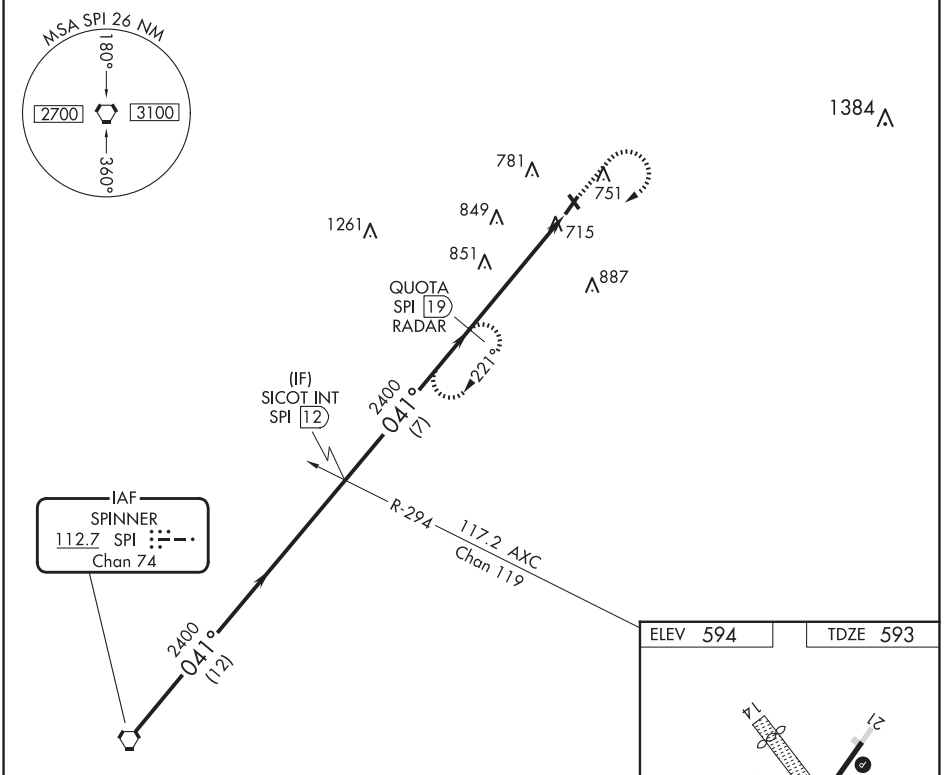
# VOR RWY 3
## LOGAN COUNTY (AAA)

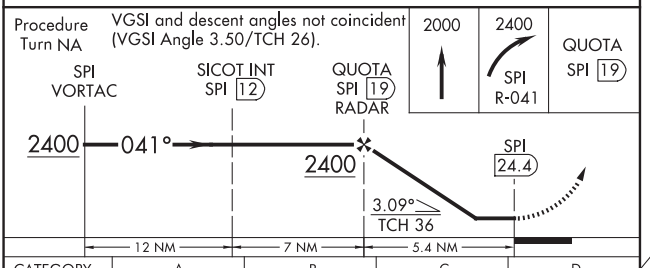
DME or RADAR required.

When local altimeter setting not received, use Springfield, IL altimeter setting and increase all MDAs 60 feet, increase Circling Cat C/D visibility ¼ SM. Circling NA to Rwys 14 and 32. Rwy 3 helicopter visibility reduction below ¾ SM NA.

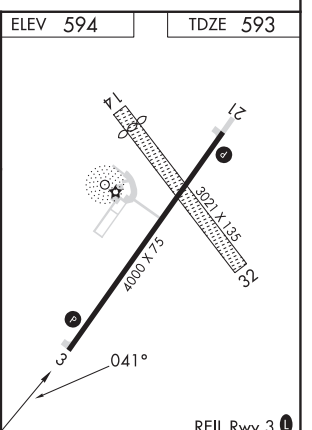
MISSED APPROACH: Climb to 2000 then climbing right turn to 2400 via SPI R-041 to QUOTA/19 DME/RADAR and hold.

| AWOS-3 | SAINT LOUIS APP CON ★ | UNICOM |
|---|---|---|
| 118.775 | 126.15 323.0 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-3 | 1120-1<br>527 (600-1) | 1120-1¼<br>527 (600-1¼) | 1120-1½<br>527 (600-1½) | 1120-1¾<br>527 (600-1¾) |
| CIRCLING | 1140-1<br>546 (600-1) | 1140-1¼<br>546 (600-1¼) | 1280-2<br>686 (700-2) | 1280-2¼<br>686 (700-2¼) |




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-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 9

## LITCHFIELD MUNI (3LF)

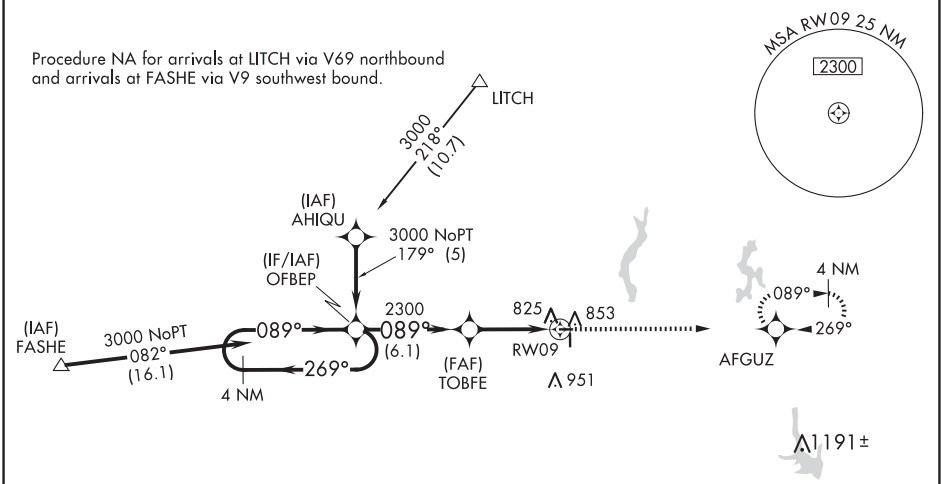
| APP CRS | Rwy Idg | 3900 |
|---|---|---|
| 089° | TDZE | 690 |
| | Apt Elev | 690 |

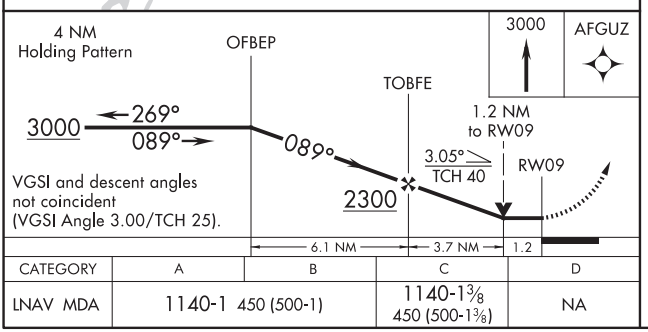
RNP APCH.

When local altimeter setting not received, use Taylorville altimeter setting and increase all MDA 80 feet and LNAV Cat C visibility to 1½ SM. VDP NA with Taylorville altimeter setting. Rwy 9 helicopter visibility reduction below ¾ SM NA.

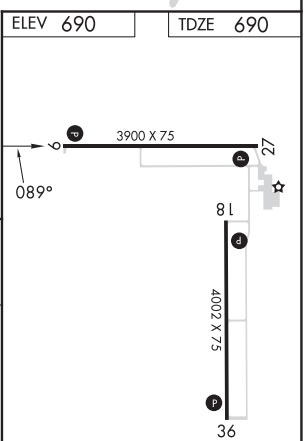
MISSED APPROACH: Climb to 3000 direct AFGUZ and hold.

| AWOS-3PT | ST. LOUIS APP CON | UNICOM |
|---|---|---|
| 118.175 | 124.2 353.9 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1140-1 450 (500-1) | | 1140-1⅜ 450 (500-1⅜) | NA |




MIRL Rwys 9-27 and 18-36 L
REIL Rwys 9, 18, 27 and 36 L



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 18

## LITCHFIELD MUNI (3LF)

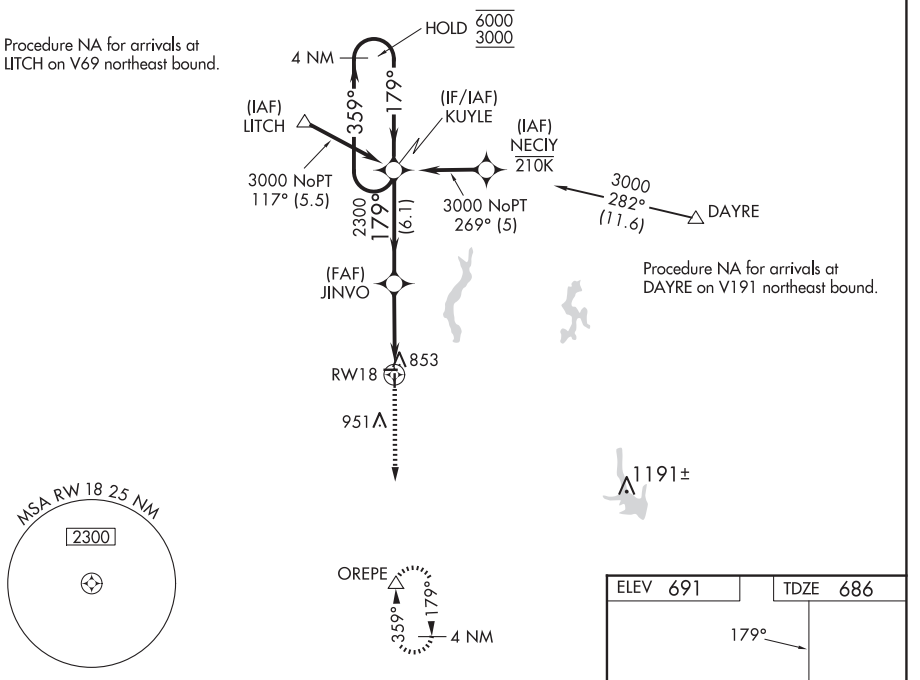
| WAAS | APP CRS | Rwy Idg | 4002 |
|---|---|---|---|
| CH 58203 | 179° | TDZE | 686 |
| W18A | | Apt Elev | 691 |

RNP APCH - GPS.

Baro-VNAV and VDP NA when using Taylorville altimeter setting. Rwy 18 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. When local altimeter setting not received, use Taylorville altimeter setting and increase LPV DA to 1025 feet and all visibilities ⅛ SM, increase LNAV/VNAV DA to 1146 feet and all visibilities ¼ SM, increase all MDAs 80 feet and LNAV visibility Cat C ⅛ SM.

MISSED APPROACH: Climb to 3000 direct OREPE and hold.

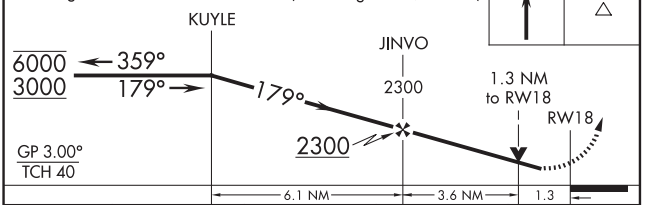
| AWOS-3PT | ST. LOUIS APP CON | UNICOM |
|---|---|---|
| 118.175 | 124.2 353.9 | 122.8 (CTAF) L |



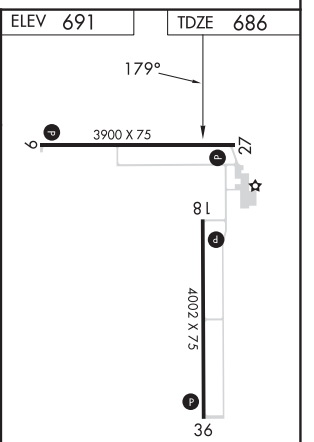

4 NM Holding Pattern

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 23).

3000 OREPE




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 952-⅞ 266 (300-⅞) | | | NA |
| LNAV/VNAV DA | 1073-1⅛ 387 (400-1⅛) | | | NA |
| LNAV MDA | 1120-1 434 (500-1) | | 1120-1¼ 434 (500-1¼) | NA |




MIRL Rwys 9-27 and 18-36 L
REIL Rwys 9, 18, 27 and 36 L



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 27

## LITCHFIELD MUNI (3LF)

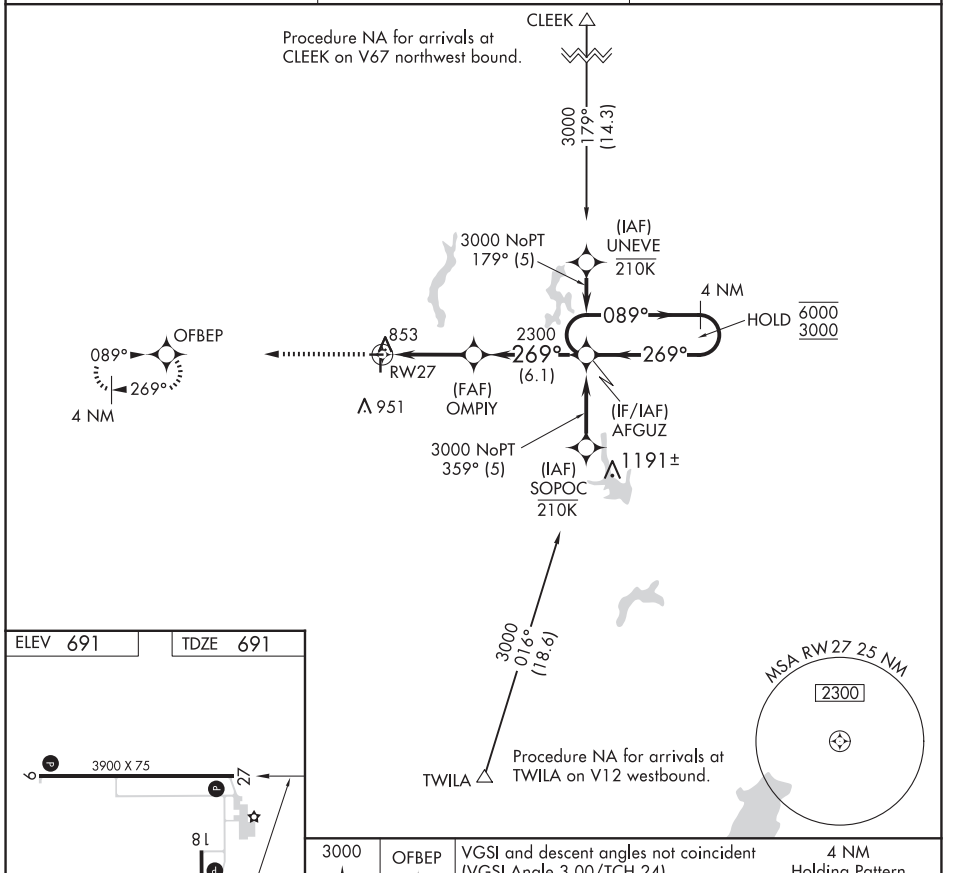
| APP CRS | Rwy Idg | 3900 |
|---|---|---|
| 269° | TDZE | 691 |
| | Apt Elev | 691 |

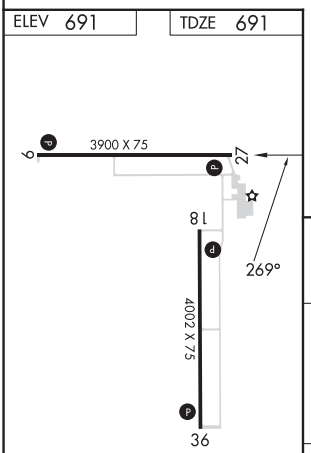
RNP APCH - GPS.

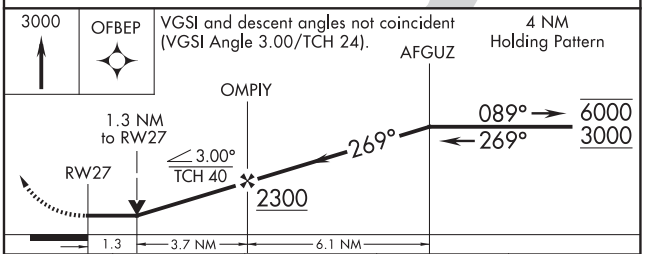
Rwy 27 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Taylorville altimeter setting and increase all MDA 80 feet and LNAV Cat C visibility ⅛ SM. VDP NA when using Taylorville altimeter setting.

MISSED APPROACH: Climb to 3000 direct OFBEP and hold.

| AWOS-3PT | ST. LOUIS APP CON | UNICOM |
|---|---|---|
| 118.175 | 124.2 353.9 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1120-1 | 429 (500-1) | 1120-1¼ 429 (500-1¼) | NA |

MIRL Rwys 9-27 and 18-36 L
REIL Rwys 9, 18, 27 and 36 L



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 36

LITCHFIELD MUNI (3LF)

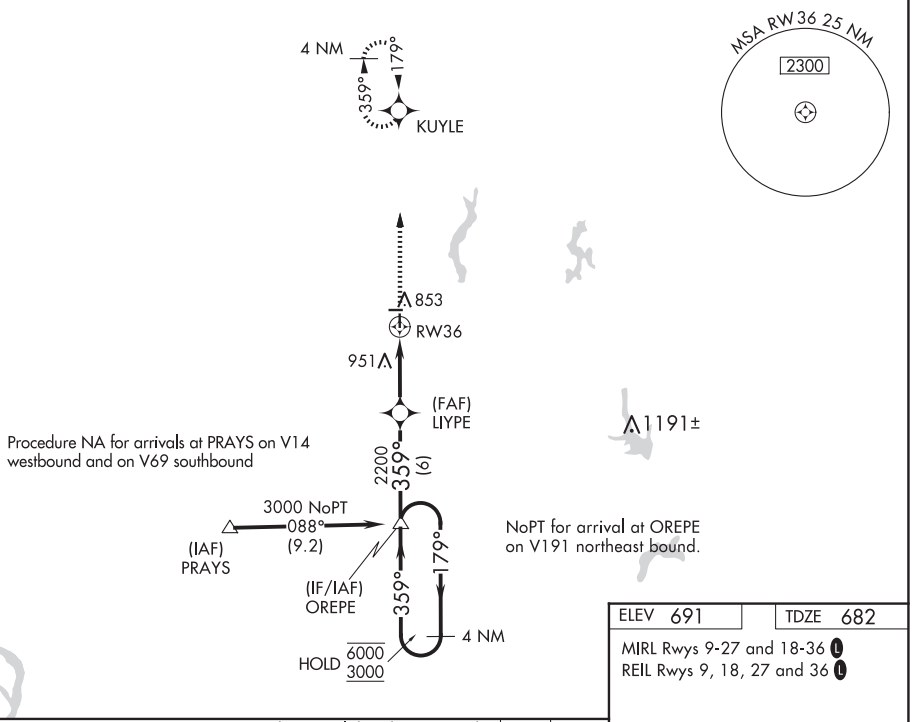
| WAAS | APP CRS | Rwy Idg | 4002 |
|---|---|---|---|
| CH 40403 | 359° | TDZE | 682 |
| W36A | | Apt Elev | 691 |

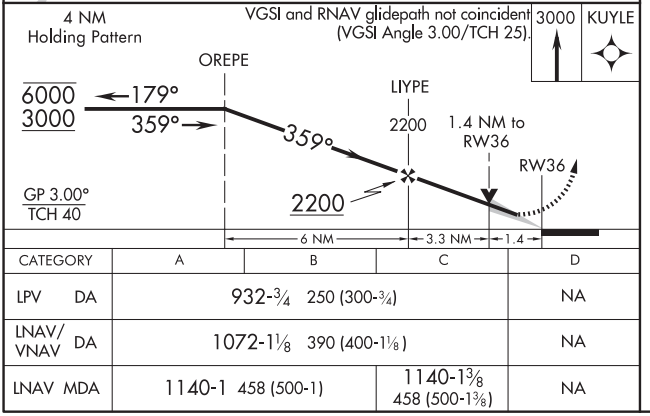
RNP APCH - GPS.

T A Baro-VNAV and VDP NA when using Taylorville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. When local altimeter setting not received, use Taylorville altimeter setting and increase LPV DA to 1005 feet and all visibilities ¼ SM, increase LNAV/VNAV DA to 1145 and all visibilities ¼ SM; increase all MDAs 80 feet and increase LNAV Cat C visibility ⅛ SM.

MISSED APPROACH: Climb to 3000 direct KUYLE and hold.

| AWOS-3PT | ST. LOUIS APP CON | UNICOM |
|---|---|---|
| 118.175 | 124.2 353.9 | 122.8 (CTAF) L |



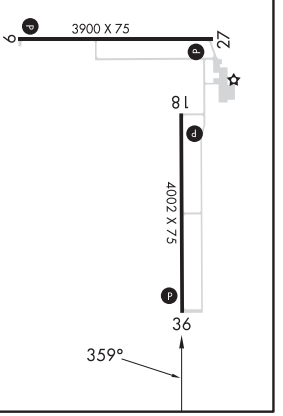




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 932-¾ 250 (300-¾) | | | NA |
| LNAV/VNAV DA | 1072-1⅛ 390 (400-1⅛) | | | NA |
| LNAV MDA | 1140-1 458 (500-1) | | 1140-1⅜ 458 (500-1⅜) | NA |

ELEV 691 TDZE 682

MIRL Rwys 9-27 and 18-36 L

REIL Rwys 9, 18, 27 and 36 L






EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

LONE ROCK, WISCONSIN | AL-235 (FAA) | 23278

# RNAV (GPS) RWY 9

## TRI-COUNTY RGNL (LNR)

| WAAS | APP CRS | Rwy Idg | 5000 |
|---|---|---|---|
| CH 78206 | 090° | TDZE | 717 |
| W09A | | Apt Elev | 717 |

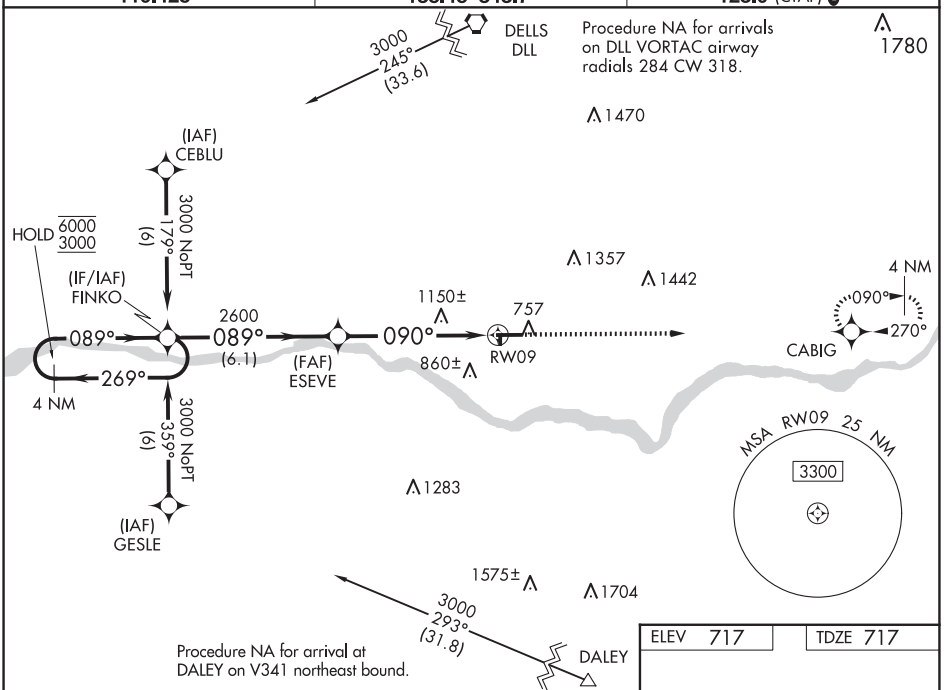
RNP APCH.

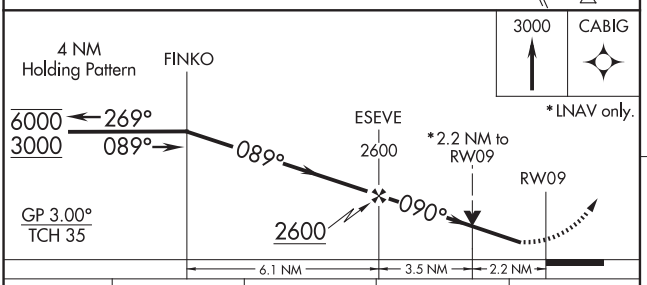
V A -30°C

Circling Rwy 18, 36 NA at night. Baro-VNAV and VDP NA when using Dane County Rgnl-Truax Fld altimeter setting. Rwy 9 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 54°C. When local altimeter setting not received, use Dane County Rgnl-Truax Fld altimeter setting and increase LPV DA to 1104, LNAV/VNAV DA to 1769, and all MDA 120 feet. Increase LPV visibility all Cats ⅛ SM, LNAV visibility Cat C and Circling visibility Cat A ¼ SM, Circling visibility Cat C ½ SM.

MISSED APPROACH: Climb to 3000 direct CABIG and hold.

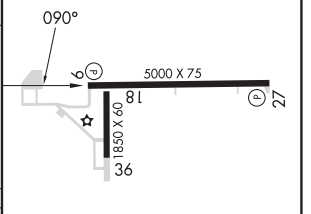
| ASOS | MADISON APP CON ★ | UNICOM |
|---|---|---|
| 119.425 | 135.45 343.7 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 994-1 277 (300-1) | | | NA |
| LNAV/VNAV DA | 1659-4 942 (1000-4) | | | NA |
| LNAV MDA | 1460-1 743 (800-1) | 1460-1¼ 743 (800-1¼) | 1460-2¼ 743 (800-2¼) | NA |
| C CIRCLING | 1520-1 803 (900-1) | 1520-1¼ 803 (900-1¼) | 1560-2½ 843 (900-2½) | NA |

ELEV 717 | TDZE 717




REIL Rwy 9 and 27 L

MIRL Rwys 9-27 and 18-36 L

LONE ROCK, WISCONSIN
Orig-B 05NOV20

43°13'N-90°11'W

TRI-COUNTY RGNL (LNR)

RNAV (GPS) RWY 9

EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 27

TRI-COUNTY RGNL (LNR)

| WAAS | APP CRS | Rwy Idg | 5000 |
|---|---|---|---|
| CH 69506 | 270° | TDZE | 717 |
| W27A | | Apt Elev | 717 |

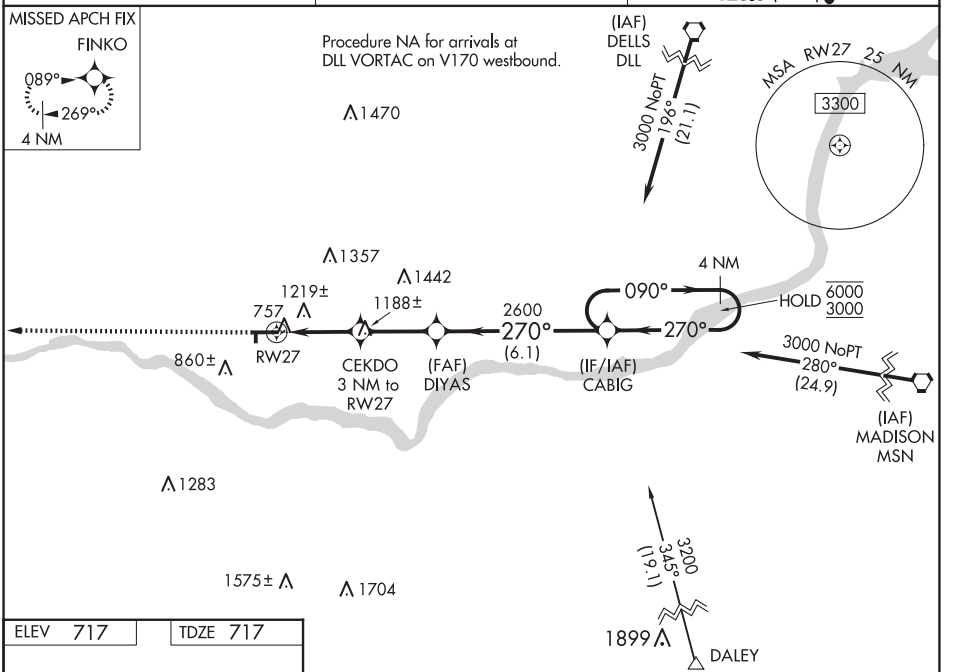
RNP APCH.

T A -30°C

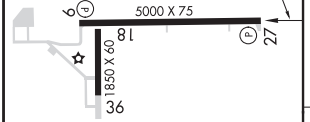
Circling Rwy 18, 36 NA at night. Baro-VNAV and VDP NA when using Dane County Rgnl-Truax Fld altimeter setting. Rwy 27 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 54°C. When local altimeter setting not received, use Dane County Rgnl-Truax Fld altimeter setting and increase LPV DA to 1485, LNAV/VNAV DA to 1694, and all MDA 120 feet. Increase LPV visibility all Cats and Circling visibility Cat C ½ SM, LNAV visibility Cat A and Circling visibility Cat A ¼ SM.

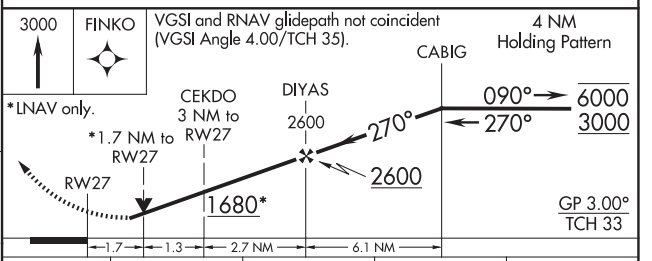
MISSED APPROACH: Climb to 3000 direct FINKO and hold.

| ASOS | MADISON APP CON ★ | UNICOM |
|---|---|---|
| 119.425 | 135.45 343.7 | 123.0 (CTAF) L |




ELEV 717 TDZE 717




| CATEGORY | | A | B | C | D |
|---|---|---|---|---|---|
| LPV | DA | 1375-2 658 (700-2) | | | NA |
| LNAV/VNAV | DA | 1584-4 867 (900-4) | | | NA |
| LNAV | MDA | 1480-1 763 (800-1) | 1480-1¼ 763 (800-1¼) | 1480-2½ 763 (800-2½) | NA |
| C CIRCLING | | 1520-1 803 (900-1) | 1520-1¼ 803 (900-1¼) | 1560-2½ 843 (900-2½) | NA |

REIL Rwy 9 and 27 L
MIRL Rwys 9-27 and 18-36 L



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

LONE ROCK, WISCONSIN | AL-235 (FAA) | 23278

# LOC RWY 27

TRI-COUNTY RGNL (LNR)

| LOC/DME I-LNR | APP CRS | Rwy Idg 5000 |
|---|---|---|
| 108.35 | 270° | TDZE 717 |
| Chan 20 (Y) | | Apt Elev 717 |

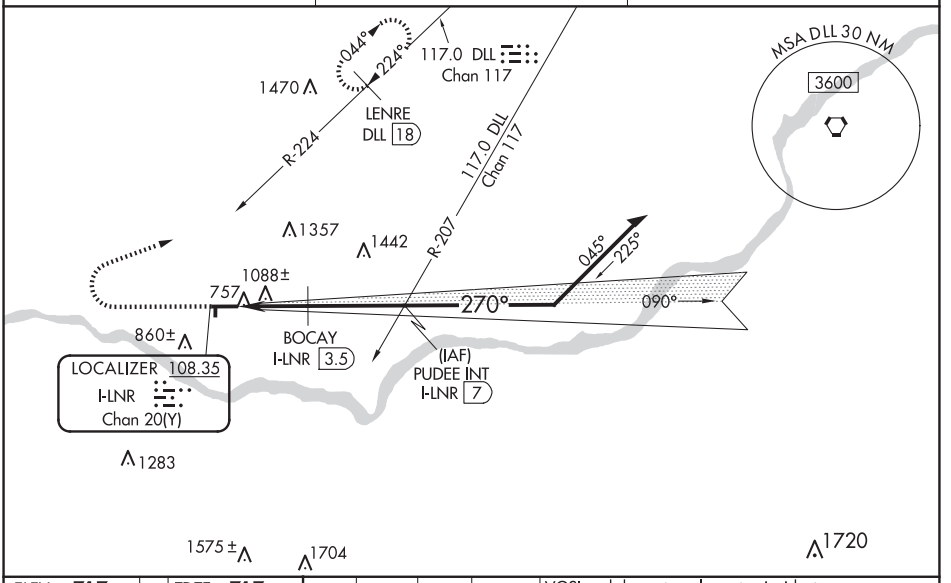
DME required. RADAR required for procedure entry.

T A NA -30°C

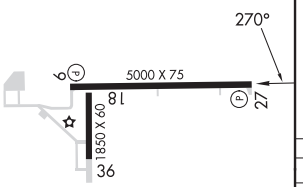
Circling Rwy 18, 36 NA at night. Rwy 27 helicopter visibility reduction below ¾ SM NA. If local altimeter setting not received, use Dane County Rgnl-Truax Fld altimeter setting and increase all MDA 120 feet. Increase S-27 visibility Cat A/B ¼ SM, Cat C ½ SM, Circling visibility Cat B ¼ SM, Cat C ½ SM. Increase BOCAY fix minimums S-27 visibility Cat C ¼ SM, Circling Cat A/B ¼ SM, Cat C ½ SM.

MISSED APPROACH: Climb to 2200 then climbing right turn to 3300 on heading 070° and on DLL R-224 to LENRE/DLL VORTAC 18 DME and hold.

| ASOS | MADISON APP CON ★ | UNICOM |
|---|---|---|
| 119.425 | 135.45 343.7 | 123.0 (CTAF) L |




ELEV 717 | TDZE 717




REIL Rwy 9 and 27 L

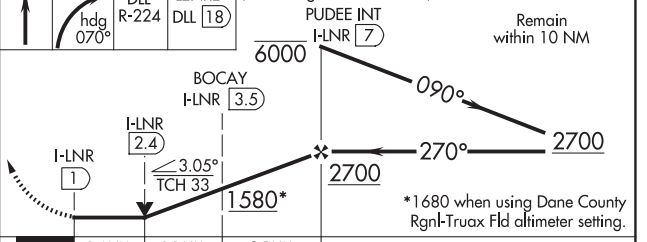
MIRL Rwys 9-27 and 18-36 L

FAF to MAP 6 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 6:00 | 4:00 | 3:00 | 2:24 | 2:00 |

2200 | 3300 hdg 070° | DLL R-224 | LENRE DLL 18

VGSI and descent angles not coincident (VGSI Angle 4.00/TCH 35).




*1680 when using Dane County Rgnl-Truax Fld altimeter setting.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-LOC 27 | 1580-1 863 (900-1) | 1580-1¼ 863 (900-1¼) | 1580-2½ 863 (900-2½) | NA |
| C CIRCLING | 1580-1¼ 863 (900-1¼) | | 1580-2½ 863 (900-2½) | NA |
| BOCAY FIX MINIMUMS | | | | |
| S-LOC 27 | 1360-1 643 (700-1) | | 1360-1¾ 643 (700-1¾) | NA |
| C CIRCLING | 1520-1 803 (900-1) | | 1560-2½ 843 (900-2½) | NA |

LONE ROCK, WISCONSIN
Amdt 1 05NOV20

43°13'N-90°11'W

TRI-COUNTY RGNL (LNR)
LOC RWY 27

EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

| WAAS | APP CRS | Rwy Ldg | 5100 |
|---|---|---|---|
| CH 82531 | 089° | TDZE | 706 |
| W09A | | Apt Elev | 706 |

# RNAV (GPS) RWY 9

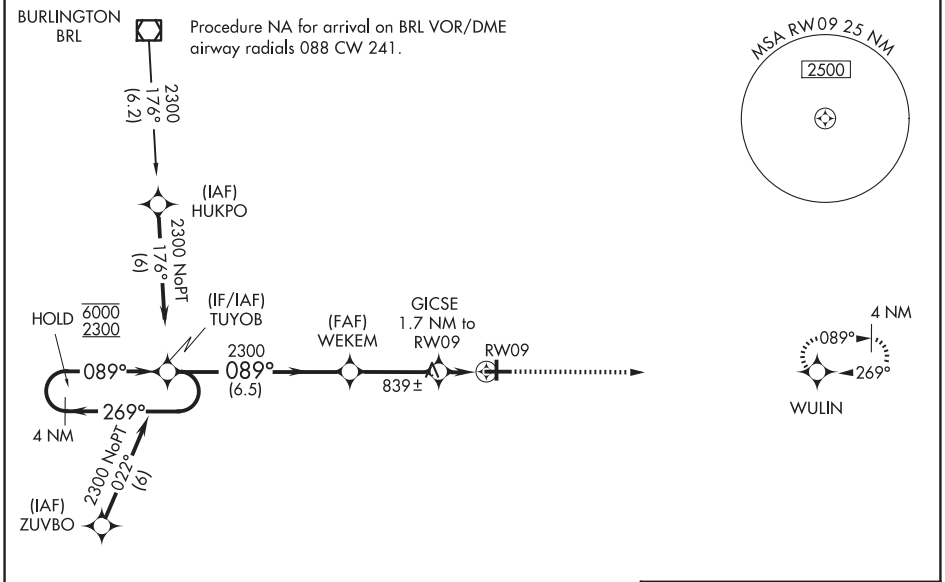
MACOMB MUNI (MQB)

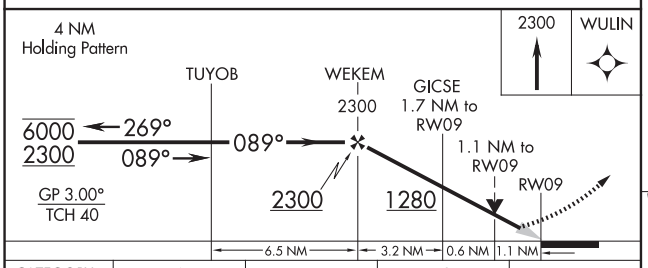
RNP APCH - GPS.

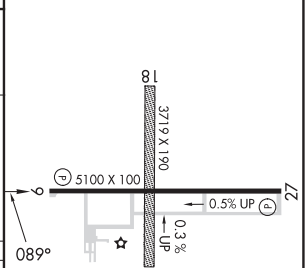
Circling NA to Rwys 18 and 36. Baro-VNAV and VDP NA when using Burlington IA altimeter setting. For uncompensted Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. When local altimeter setting not received, use Burlington IA altimeter setting: increase LPV DA to 969 feet and LNAV/VNAV DA to 1173 feet; increase all MDA 80 feet and visibility Cats C and D ¼ SM.

MISSED APPROACH: Climb to 2300 direct WULIN and hold.

| AWOS-3 | CHICAGO CENTER | UNICOM |
|---|---|---|
| 119.025 | 135.6 316.1 | 122.8 (CTAF) L |







| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 906-1 200 (200-1) | | | |
| LNAV/VNAV DA | 1110-1⅜ 404 (500-1⅜) | | | |
| LNAV MDA | 1100-1 394 (400-1) | | 1100-1⅛ 394 (400-1⅛) | |
| CIRCLING | 1120-1 414 (500-1) | 1260-1 554 (600-1) | 1520-2½ 814 (900-2½) | 1520-2¾ 814 (900-2¾) |

REIL Rwys 9 and 27 L
HIRL Rwy 9-27 L



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

MACOMB, ILLINOIS | AL-5629 (FAA) | 25219

# RNAV (GPS) RWY 27

MACOMB MUNI (MQB)

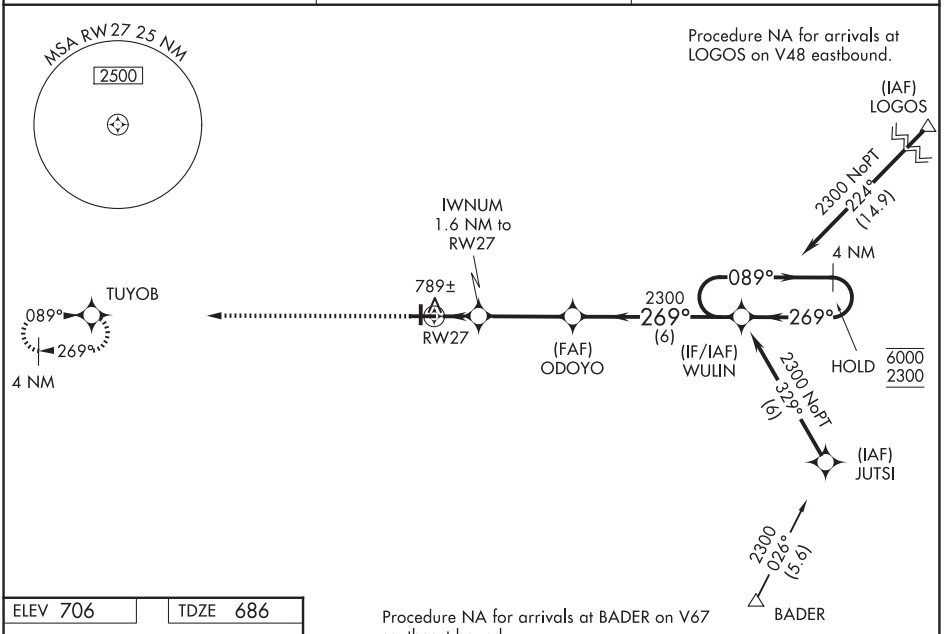
| WAAS | APP CRS | Rwy Ldg | 5100 |
|---|---|---|---|
| CH 40331 | 269° | TDZE | 686 |
| W27A | | Apt Elev | 706 |

RNP APCH - GPS.

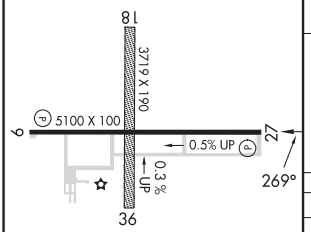
Baro-VNAV and VDP NA when using Burlington altimeter setting. Circling NA to Rwys 18 and 36. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. When local altimeter setting not received, use Burlington altimeter setting and increase LPV DA to 949 feet; increase LNAV/VNAV DA to 1040 feet; increase all MDAs 80 feet and visibility Cat C/D ¼ SM.

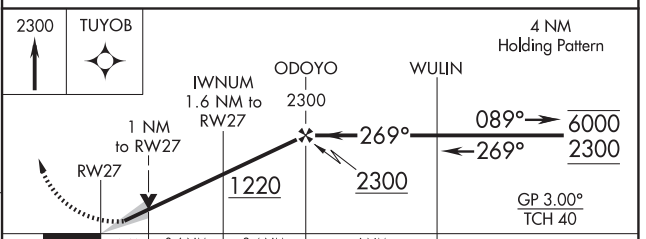
MISSED APPROACH: Climb to 2300 direct TUYOB and hold.

| AWOS-3 | CHICAGO CENTER | UNICOM |
|---|---|---|
| 119.025 | 135.6 316.1 | 122.8 (CTAF) L |




ELEV 706 | TDZE 686




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 886-1 200 (200-1) | | | |
| LNAV/VNAV DA | 977-1 291 (300-1) | | | |
| LNAV MDA | 1040-1 354 (400-1) | | | |
| CIRCLING | 1120-1 414 (500-1) | 1260-1 554 (600-1) | 1520-2½ 814 (900-2½) | 1520-2¾ 814 (900-2¾) |

REIL Rwys 9 and 27 L
HIRL Rwy 9-27 L

MACOMB, ILLINOIS
Amdt 1D 28DEC23

40°31'N-90°39'W

MACOMB MUNI (MQB)

RNAV (GPS) RWY 27

EC-3, 07 AUG 2025 to 02 OCT 2025

EC-3, 07 AUG 2025 to 02 OCT 2025

# LOC RWY 27

## MACOMB MUNI (MQB)

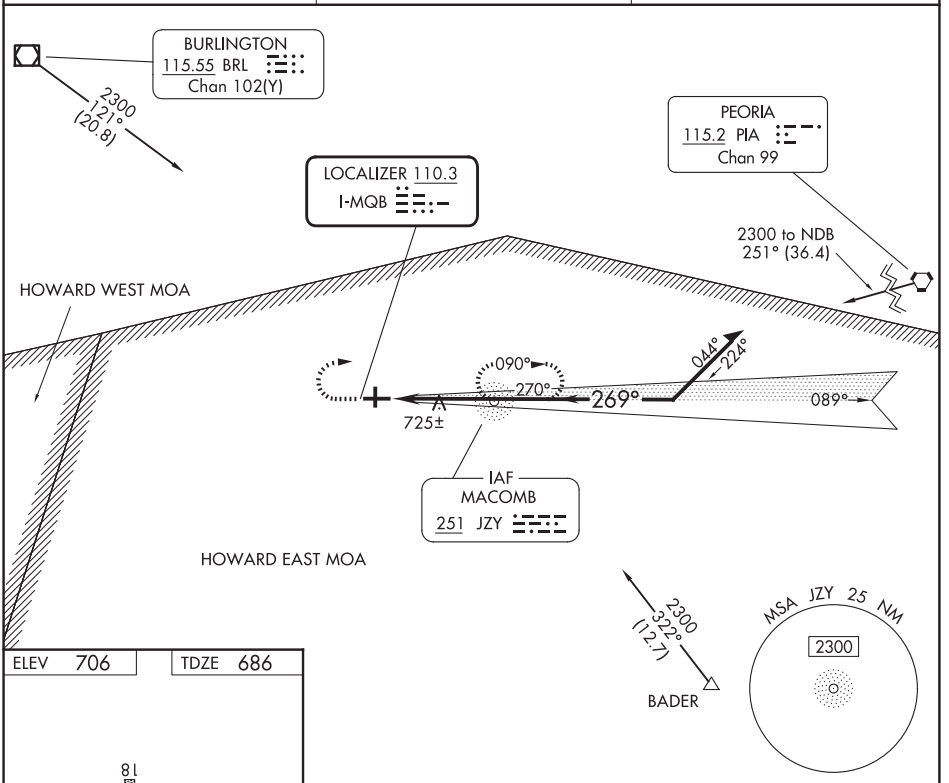
| LOC I-MQB | APP CRS | Rwy Ldg | 5100 |
|---|---|---|---|
| 110.3 | 269° | TDZE | 686 |
| | | Apt Elev | 706 |

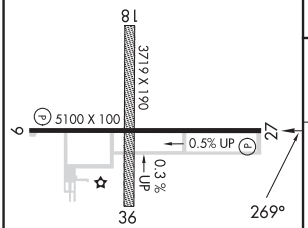
ADF required.

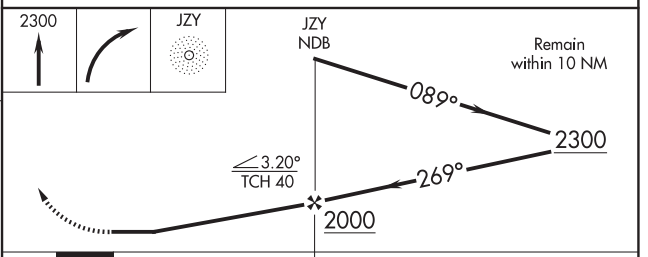
V A NA — Circling NA to Rwys 18 and 36.

MISSED APPROACH: Climb to 2300 then right turn direct JZY NDB and hold.

| AWOS-3 | CHICAGO CENTER | UNICOM |
|---|---|---|
| 119.025 | 135.6 316.1 | 122.8 (CTAF) L |




REIL Rwys 9 and 27 L
HIRL Rwy 9-27 L

FAF to MAP 3.8 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 3:48 | 2:32 | 1:54 | 1:31 | 1:16 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-27 | 980-1 294 (300-1) | | | |
| CIRCLING | 1140-1 434 (500-1) | 1200-1 494 (500-1) | 1520-2½ 814 (900-2½) | 1520-2¾ 814 (900-2¾) |



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

MADISON, WISCONSIN AL-9015 (FAA) 23222

# VOR or GPS-A

## BLACKHAWK AIRFIELD (87Y)

| VORTAC MSN | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 108.6 | 106° | TDZE | N/A |
| Chan 23 | | Apt Elev | 920 |

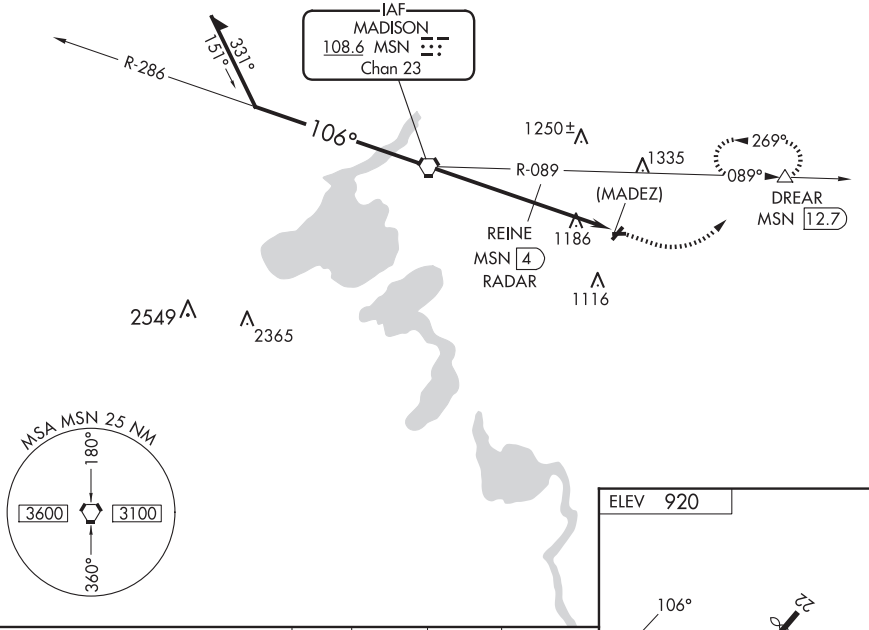
NA
-24°C

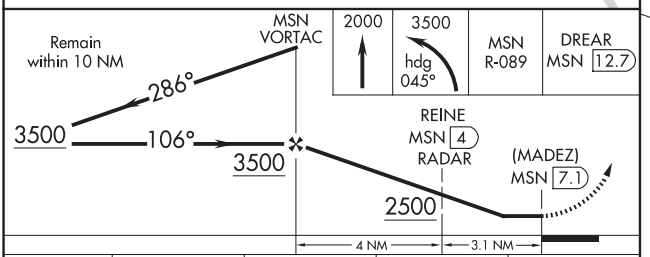
Use Dane County Rgnl-Truax Fld altimeter setting.
DME required.

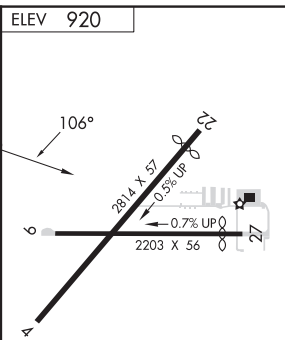
MISSED APPROACH: Climb to 2000 then climbing left turn to 3500 via heading 045° and MSN R-089 to DREAR/MSN 12.7 DME and hold.

| MADISON APP CON ★ | UNICOM |
|---|---|
| 120.1 343.7 | 122.7 (CTAF) |

NoPT for arrivals on MSN VORTAC radials 231 CW 351.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 2500-1¼<br>1580 (1600-1¼) | 2500-1½<br>1580 (1600-1½) | NA | |

LIRL Rwy 9-27

REINE FIX MINIMUMS

| C CIRCLING | 1520-1<br>600 (600-1) | 1560-1<br>640 (700-1) | 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 |

MADISON, WISCONSIN
Orig-F 08OCT20

43°06'N-89°11'W

BLACKHAWK AIRFIELD (87Y)
VOR or GPS-A

EC-3, 07 AUG 2025 to 02 OCT 2025

EC-3, 07 AUG 2025 to 02 OCT 2025

# ILS or LOC RWY 18

## DANE COUNTY RGNL/TRUAX FLD (MSN)

| LOC/DME I-DSZ | APP CRS | Rwy Idg | 8606 |
|---|---|---|---|
| 110.1 | 185° | TDZE | 864 |
| Chan 38 | | Apt Elev | 887 |

DME or RADAR required.

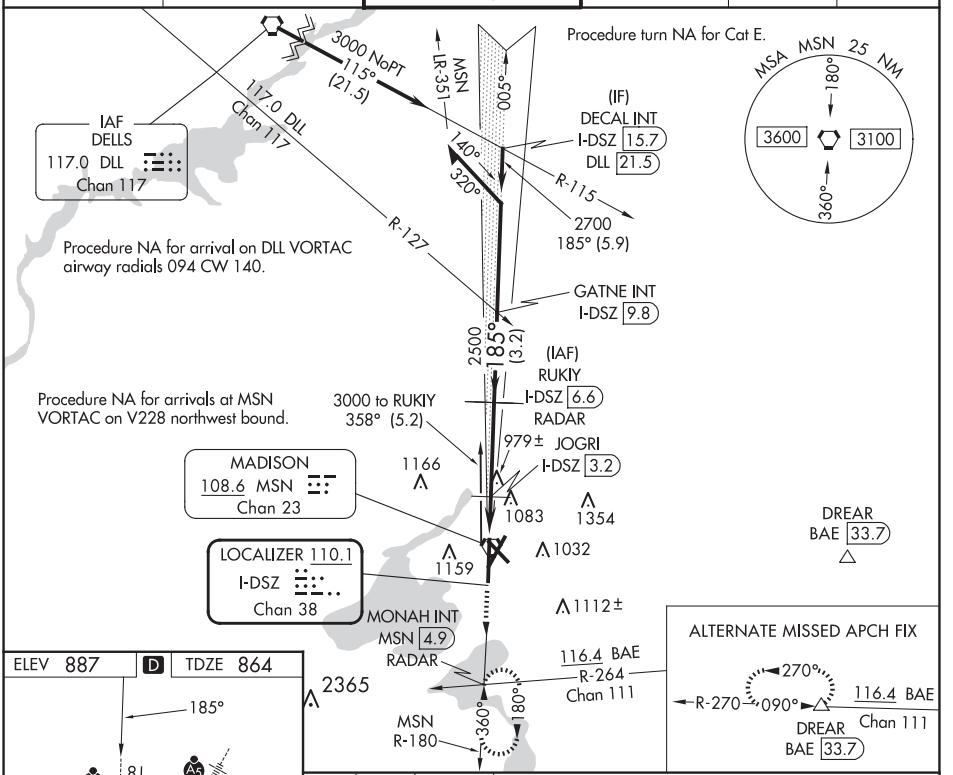
T For inop ALS, increase S-ILS 18 Cat E visibility to RVR 4000 and S-LOC 18 Cat C/D/E visibility to RVR 5500.

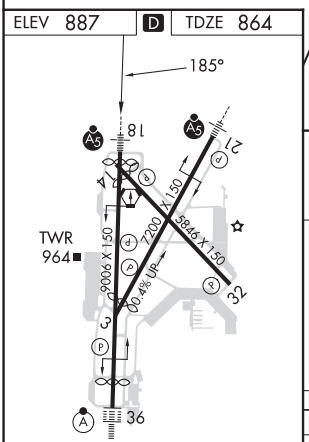
A *RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

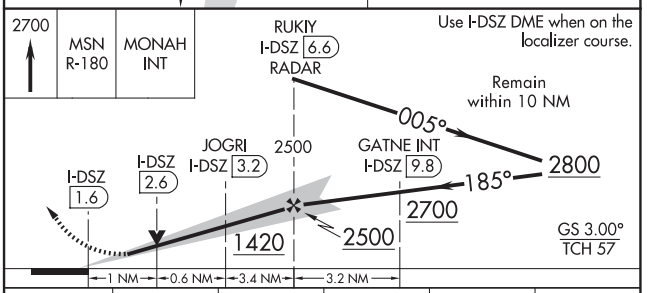
MISSED APPROACH: Climb to 2700 on MSN VORTAC R-180 to MONAH INT/ MSN VORTAC 4.9 DME/RADAR and hold.

| ATIS | MADISON APP CON * | MADISON TOWER * | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 124.65 278.3 | 135.45 343.7 | 119.3 (CTAF) L 257.8 | 121.9 348.6 | 121.625 | 122.95 |




HIRL all Rwys L
REIL Rwys 3, 14 and 32 L




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 18 * | 1064/24 200 (200-½) | | | | |
| S-LOC 18 | 1240/24 376 (400-½) | | 1240/35 376 (400-⅝) | | |
| C CIRCLING | 1420-1 533 (600-1) | 1460-1 573 (600-1) | 1460-1½ 573 (600-1½) | 1700-2¾ 813 (900-2¾) | 1700-3 813 (900-3) |



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

# ILS or LOC RWY 21

## DANE COUNTY RGNL/TRUAX FLD (MSN)

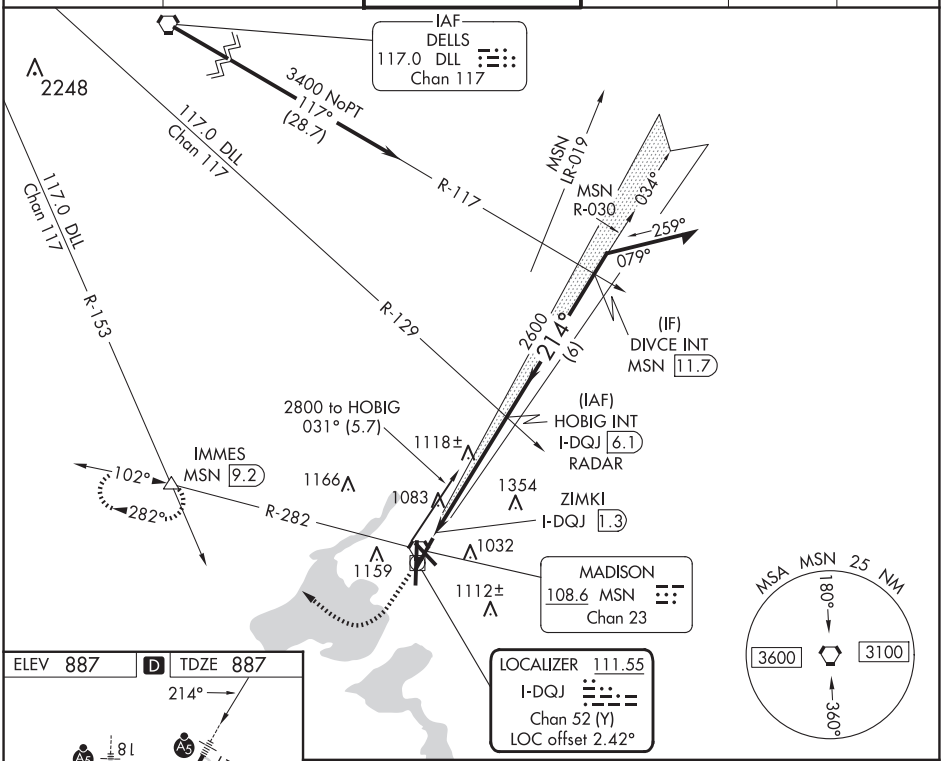
| LOC/DME I-DQJ | APP CRS | Rwy Idg | 7015 |
|---|---|---|---|
| 111.55 | 214° | TDZE | 887 |
| Chan 52 (Y) | | Apt Elev | 887 |

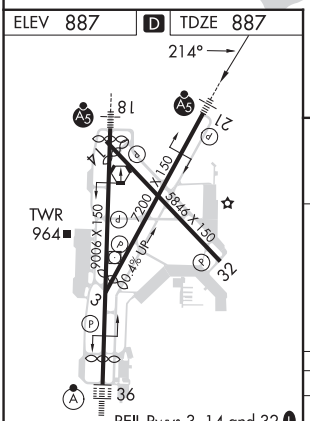
For inop ALS, increase S-LOC 21 Cat C/D visibility to 1⅜ mile.

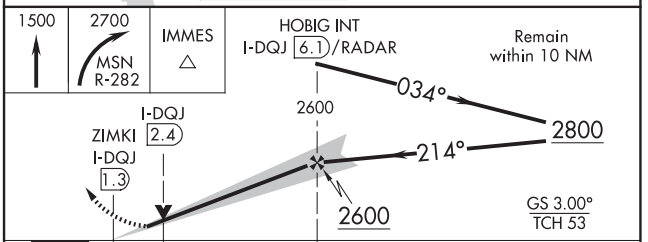
MALSR

MISSED APPROACH: Climb to 1500 then climbing right turn to 2700 on MSN VORTAC R-282 to IMMES INT/MSN VORTAC 9.2 DME and hold.

| ATIS | MADISON APP CON ★ | MADISON TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 124.65 278.3 | 135.45 343.7 | 119.3 (CTAF) L 257.8 | 121.9 348.6 | 121.625 | 122.95 |




FAF to MAP 4.8 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:48 | 3:12 | 2:24 | 1:55 | 1:36 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 21 | 1137-½ 250 (300-½) | | | |
| S-LOC 21 | 1380-½ 493 (500-½) | | 1380-1 493 (500-1) | |
| C CIRCLING | 1420-1 533 (600-1) | 1460-1 573 (600-1) | 1460-1½ 573 (600-1½) | 1700-2¾ 813 (900-2¾) |



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

# ILS or LOC/DME RWY 36

DANE COUNTY RGNL/TRUAX FLD (MSN)

| LOC/DME I-MSN | APP CRS | Rwy ldg | 8005 |
|---|---|---|---|
| 110.1 | 005° | TDZE | 862 |
| Chan 38 | | Apt Elev | 887 |

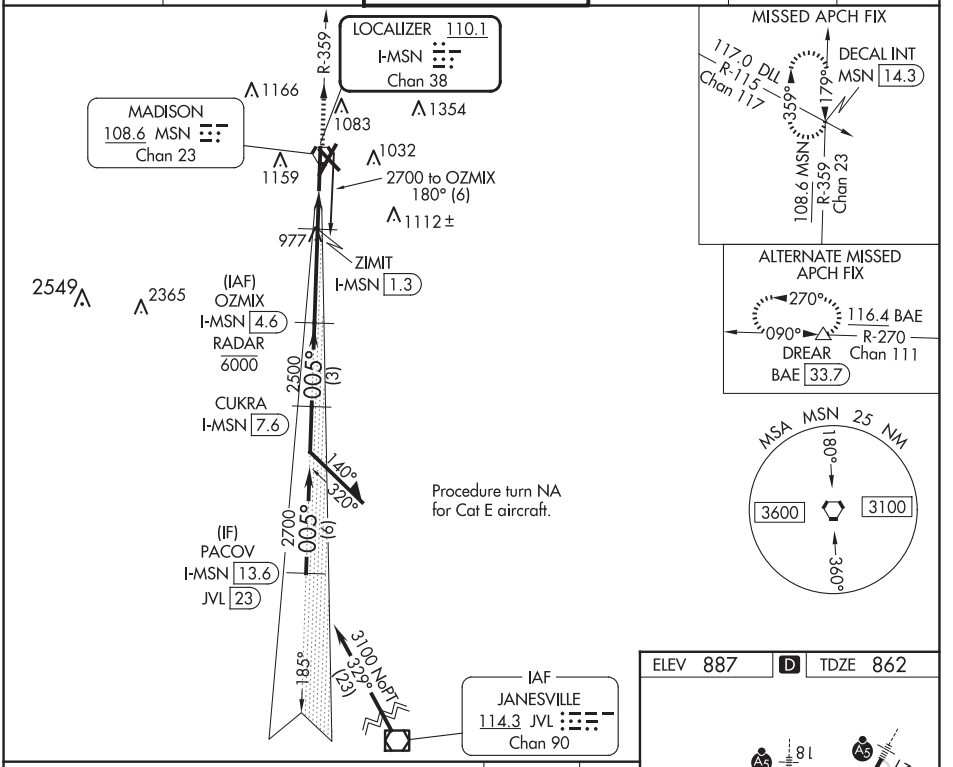
DME or RADAR required.

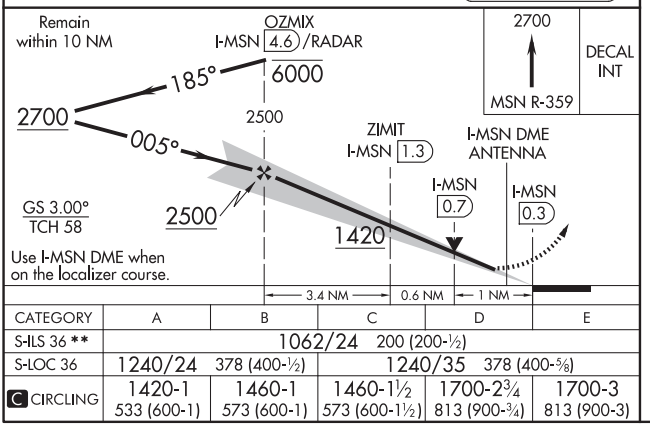
For inop ALS, increase S-ILS 36 Cat E visibility to RVR 4000 and S-LOC 36 Cat C/D/E visibility to RVR 5500.
**RVR 1800 authorized with use of FD or AP or HUD to DA.

ALSF-2

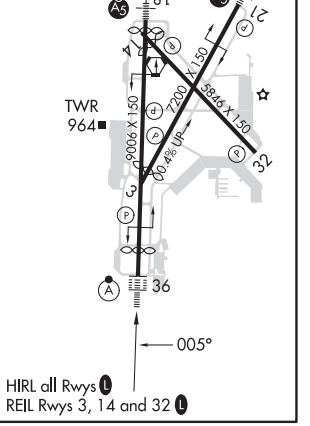
MISSED APPROACH: Climb to 2700 on MSN VORTAC R-359 to DECAL INT/MSN 14.3 DME and hold.

| ATIS | MADISON APP CON ★ | MADISON TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 124.65 278.3 | 135.45 343.7 | 119.3 (CTAF) L 257.8 | 121.9 348.6 | 121.625 | 122.95 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 36 ** | 1062/24 200 (200-½) | | | | |
| S-LOC 36 | 1240/24 378 (400-½) | | 1240/35 378 (400-⅝) | | |
| C CIRCLING | 1420-1 533 (600-1) | 1460-1 573 (600-1) | 1460-1½ 573 (600-1½) | 1700-2¾ 813 (900-¾) | 1700-3 813 (900-3) |






EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

MADISON, WISCONSIN AL-245 (FAA) 24333

| LOC/DME I-MSN | APP CRS | Rwy Idg | 8005 |
|---|---|---|---|
| 110.1 | 005° | TDZE | 862 |
| Chan 38 | | Apt Elev | 887 |

# ILS RWY 36 (SA CAT I)

DANE COUNTY RGNL/TRUAX FLD (MSN)

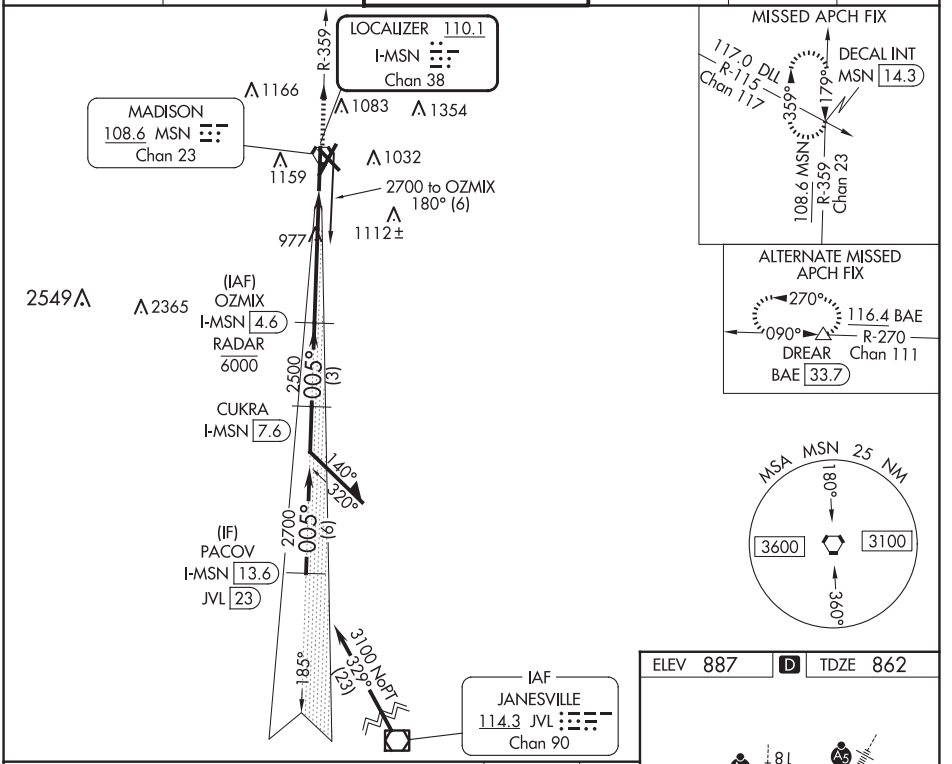
DME or RADAR required.

Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH. Procedure NA when tower closed.

ALSF-2

MISSED APPROACH: Climb to 2700 on MSN VORTAC R-359 to DECAL INT/MSN 14.3 DME and hold.

| ATIS | MADISON APP CON ★ | MADISON TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 124.65 278.3 | 135.45 343.7 | 119.3 (CTAF) L 257.8 | 121.9 348.6 | 121.625 | 122.95 |



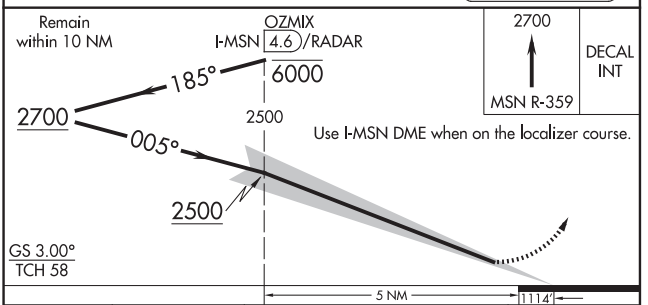








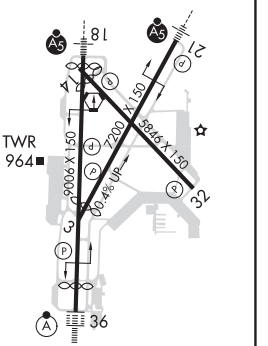





| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 36 | RA 159/14 | 150 DA 1012 | | |

## SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 887 D TDZE 862




HIRL all Rwys L
REIL Rwys 3, 14 and 32 L

MADISON, WISCONSIN DANE COUNTY RGNL/TRUAX FLD (MSN)

Amdt 2B 05SEP24 43°08'N-89°20'W ILS RWY 36 (SA CAT I)

EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

# ILS RWY 18 (SA CAT I & II)

## DANE COUNTY RGNL/TRUAX FLD (MSN)

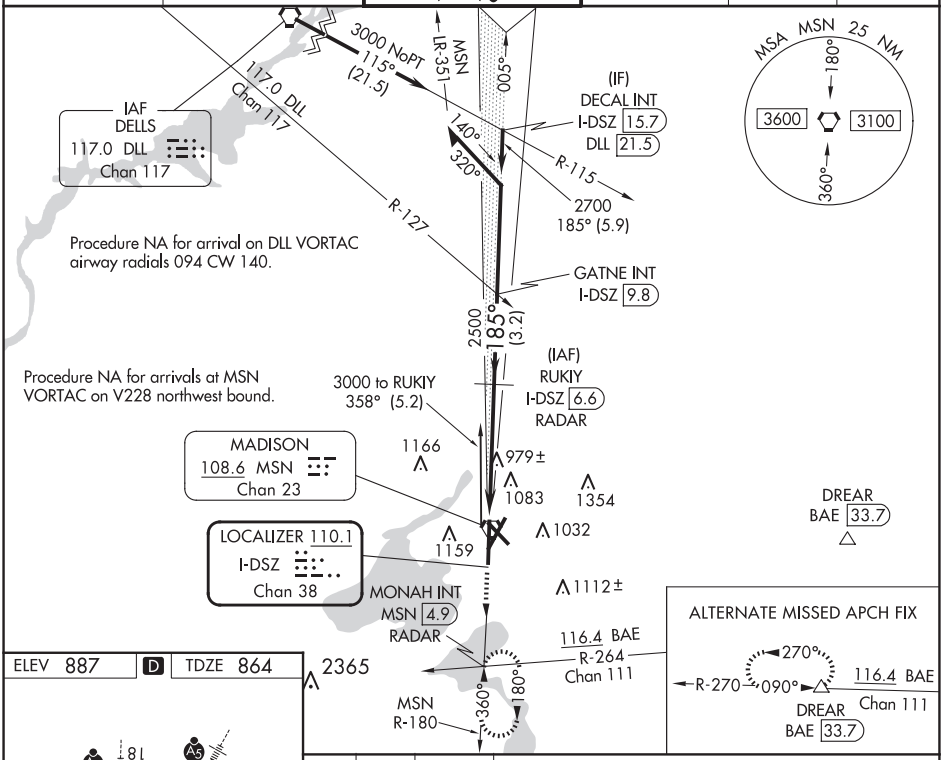
| LOC/DME I-DSZ | APP CRS | Rwy Idg | 8606 |
|---|---|---|---|
| 110.1 | 185° | TDZE | 864 |
| Chan 38 | | Apt Elev | 887 |

DME or RADAR required.
T Procedure NA when tower closed.
A SA CAT I: Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.
SA CAT II: Reduced lighting: Requires specific OPSPEC MSPEC, or LOA approval and use of autoland or HUD to touchdown.

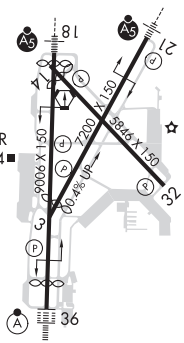
MALSR

MISSED APPROACH: Climb to 2700 on MSN VORTAC R-180 to MONAH INT/MSN VORTAC 4.9 DME/RADAR and hold.

| ATIS | MADISON APP CON ★ | MADISON TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 124.65 278.3 | 135.45 343.7 | 119.3 (CTAF) L 257.8 | 121.9 348.6 | 121.625 | 122.95 |

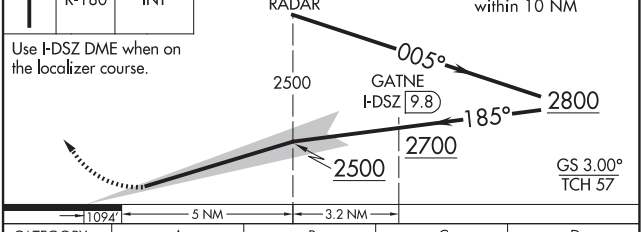



ELEV 887 D TDZE 864




| 2700 | MSN R-180 | MONAH INT |
|---|---|---|

Use I-DSZ DME when on the localizer course.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 18 | SA CAT I | RA 153/14 | 150 DA 1014 | |
| S-ILS 18 | SA CAT II | RA 103/12 | 100 DA 964 | |

**SA CATEGORY I & II ILS SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

HIRL all Rwys L
REIL Rwys 3, 14 and 32 L



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

MADISON, WISCONSIN AL-245 (FAA) 24333

| LOC/DME I-MSN | APP CRS | Rwy Idg | 8005 |
|---|---|---|---|
| 110.1 | 005° | TDZE | 862 |
| Chan 38 | | Apt Elev | 887 |

# ILS RWY 36 (CAT II & III)

DANE COUNTY RGNL/TRUAX FLD (MSN)

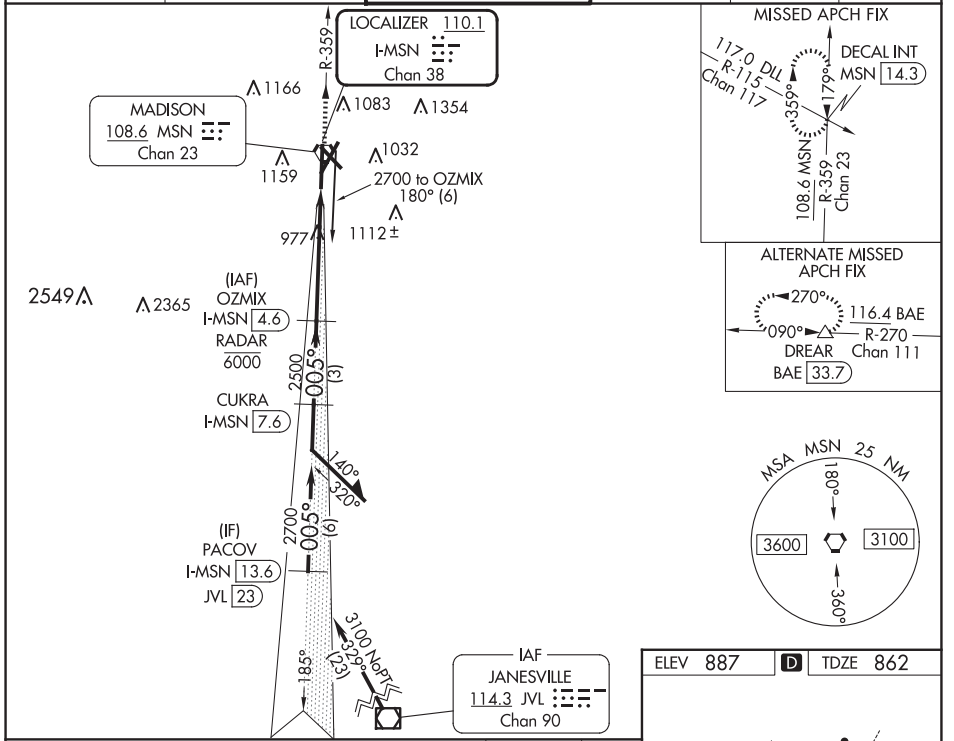
DME or RADAR required.

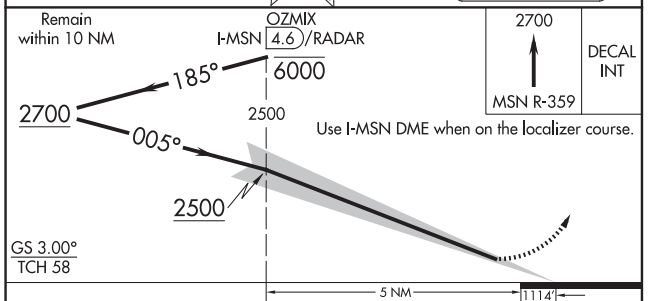
Procedure NA when tower closed. CAT II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

ALSF-2

MISSED APPROACH: Climb to 2700 on MSN VORTAC R-359 to DECAL INT/MSN 14.3 DME and hold.

| ATIS | MADISON APP CON ★ | MADISON TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 124.65 278.3 | 135.45 343.7 | 119.3 (CTAF) L 257.8 | 121.9 348.6 | 121.625 | 122.95 |

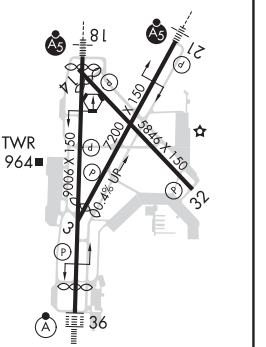



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 36 | CAT II RA 109/12 100 DA 962 | | | |
| S-ILS 36 | CAT III RVR 06 | | | |

## CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 887 D TDZE 862




HIRL all Rwys L
REIL Rwys 3, 14 and 32 L

MADISON, WISCONSIN DANE COUNTY RGNL/TRUAX FLD (MSN)

Amdt 2B 05SEP24 43°08'N-89°20'W ILS RWY 36 (CAT II & III)

EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 3

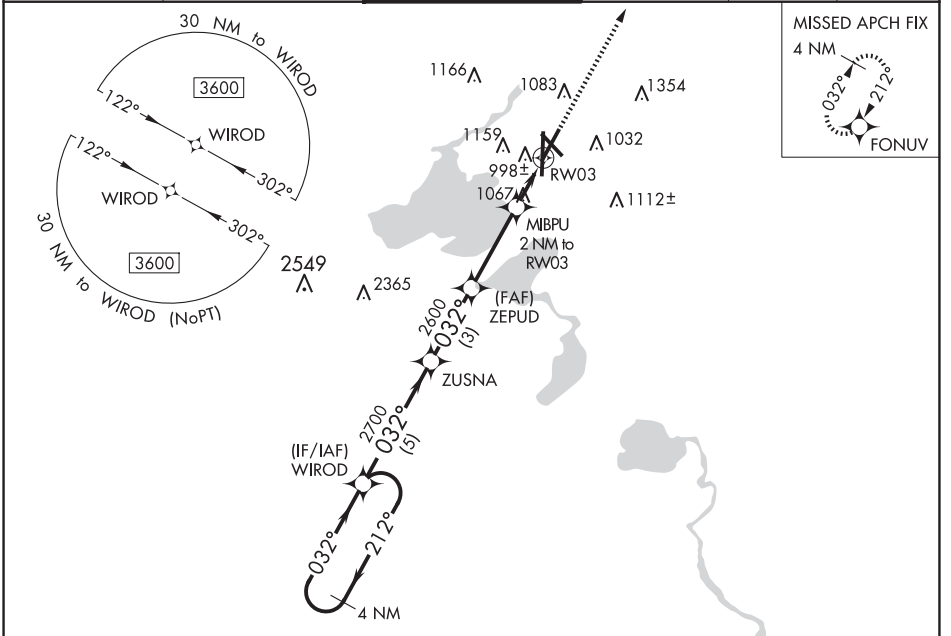
## DANE COUNTY RGNL/TRUAX FLD (MSN)

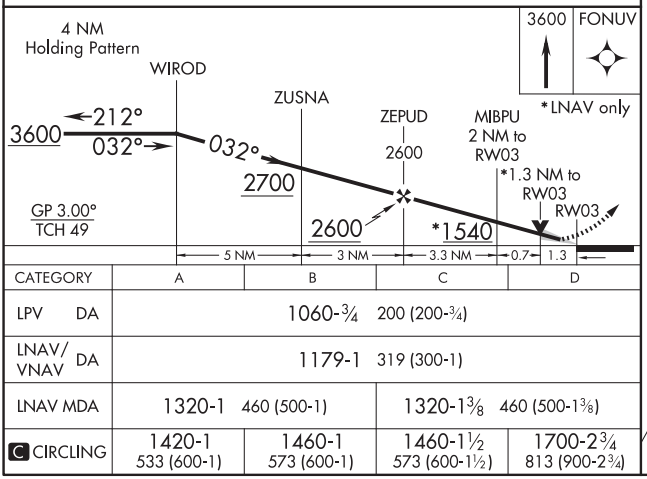
| WAAS | APP CRS | Rwy Idg | 6769 |
|---|---|---|---|
| CH 87029 | 032° | TDZE | 860 |
| W03A | | Apt Elev | 887 |

T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3600 direct FONUV and hold.

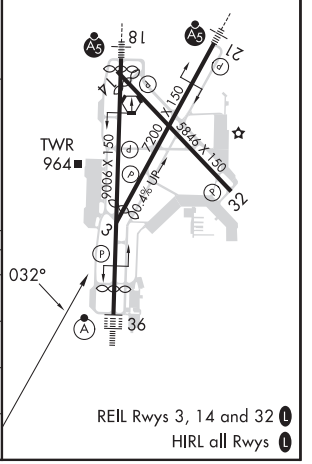
| ATIS | MADISON APP CON ★ | MADISON TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 124.65 278.3 | 135.45 343.7 | 119.3 (CTAF) L 257.8 | 121.9 348.6 | 121.625 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1060-¾ 200 (200-¾) | | | |
| LNAV/VNAV DA | 1179-1 319 (300-1) | | | |
| LNAV MDA | 1320-1 460 (500-1) | | 1320-1⅜ 460 (500-1⅜) | |
| C CIRCLING | 1420-1 533 (600-1) | 1460-1 573 (600-1) | 1460-1½ 573 (600-1½) | 1700-2¾ 813 (900-2¾) |

ELEV 887 D TDZE 860






EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

MADISON, WISCONSIN | AL-245 (FAA) | 24025

| WAAS | APP CRS | Rwy Idg | 5369 |
|---|---|---|---|
| CH 86821 | 139° | TDZE | 861 |
| W14A | | Apt Elev | 887 |

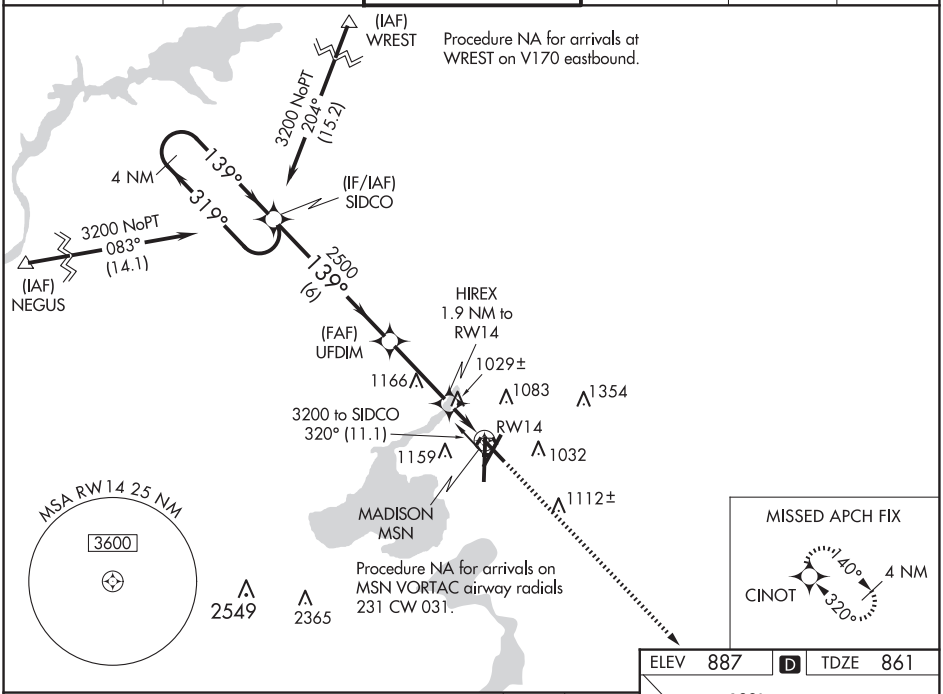
# RNAV (GPS) RWY 14

## DANE COUNTY RGNL/TRUAX FLD (MSN)

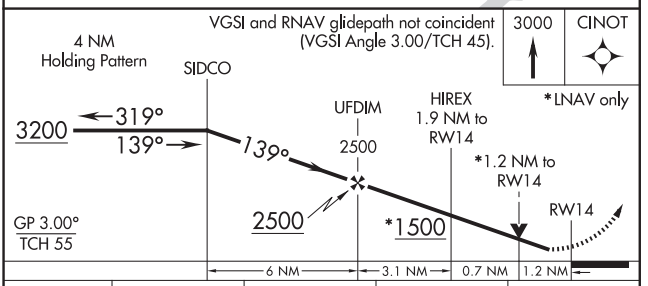
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). Helicopter visibility reduction below ¾ SM NA. DME/DME RNP-0.3 NA.

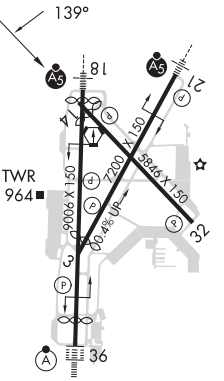
MISSED APPROACH: Climb to 3000 direct CINOT and hold.

| ATIS | MADISON APP CON ★ | MADISON TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 124.65 278.3 | 135.45 343.7 | 119.3 (CTAF) L 257.8 | 121.9 348.6 | 121.625 | 122.95 |




| ELEV 887 | D | TDZ 861 |
|---|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1111-¾ 250 (300-¾) | | | |
| LNAV/VNAV DA | 1246-1¼ 385 (400-1¼) | | | |
| LNAV MDA | 1280-1 419 (400-1) | | 1280-1¼ 419 (400-1¼) | |
| C CIRCLING | 1420-1 533 (600-1) | 1460-1 573 (600-1) | 1460-1½ 573 (600-1½) | 1700-2¾ 813 (900-2¾) |

HIRL all Rwys L
REIL Rwys 3, 14 and 32 L

MADISON, WISCONSIN
Amdt 2E 04FEB16

43°08′N-89°20′W

DANE COUNTY RGNL/TRUAX FLD (MSN)

RNAV (GPS) RWY 14

EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 18

## DANE COUNTY RGNL/TRUAX FLD (MSN)

| WAAS CH 42522 W18A | APP CRS 185° | Rwy Idg 8606 / TDZE 864 / Apt Elev 887 |
|---|---|---|

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inop MALSR, increase LNAV/VNAV all Cats visibility to 1⅝ mile and LNAV Cat C/D visibility to 1⅜ miles.
** RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 3000 direct DEKEY and hold.

| ATIS | MADISON APP CON ★ | MADISON TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 124.65 278.3 | 135.45 343.7 | 119.3 (CTAF) L 257.8 | 121.9 348.6 | 121.625 | 122.95 |

(IAF) DELLS DLL
3000 NoPT
126° (22.5)
2248

Procedure NA for arrivals on DLL VORTAC airway radial 140.

(IAF) WREST
3000 NoPT
169° (10.6)

Procedure NA for arrivals at WREST on V177 northbound.

(IAF) RANDO
3000 NoPT
241° (15.6)

Procedure NA for arrivals at RANDO on V9-341 northeast bound.

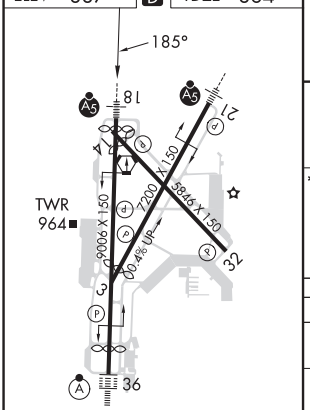
4 NM
005°
185°
(IF/IAF) AYECO
2700
185° (3.7)
2500
185° (3.2)
GATNE
(FAF) RUKIY

1166
1083
1109±
1354
RW18
1159
1032
1112±

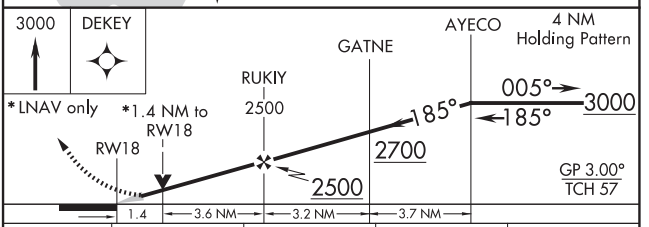
MISSED APCH FIX
DEKEY
005°
185°
5 NM

MSA RW18 25 NM
3600

ELEV 887 D TDZE 864




HIRL all Rwys L
REIL Rwys 3, 14 and 32 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA ** | 1064/24 200 (200-½) | | | |
| LNAV/VNAV DA | 1360-1¼ 496 (500-1¼) | | | |
| LNAV MDA | 1360/24 496 (500-½) | | 1360/55 496 (500-1) | |
| C CIRCLING | 1420-1 533 (600-1) | 1460-1 573 (600-1) | 1460-1½ 573 (600-1½) | 1700-2¾ 813 (900-2¾) |



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

MADISON, WISCONSIN AL-245 (FAA) 24025

| WAAS | APP CRS | Rwy Idg | 7015 |
|---|---|---|---|
| CH 42829 | 212° | TDZE | 887 |
| W21A | | Apt Elev | 887 |

# RNAV (GPS) RWY 21

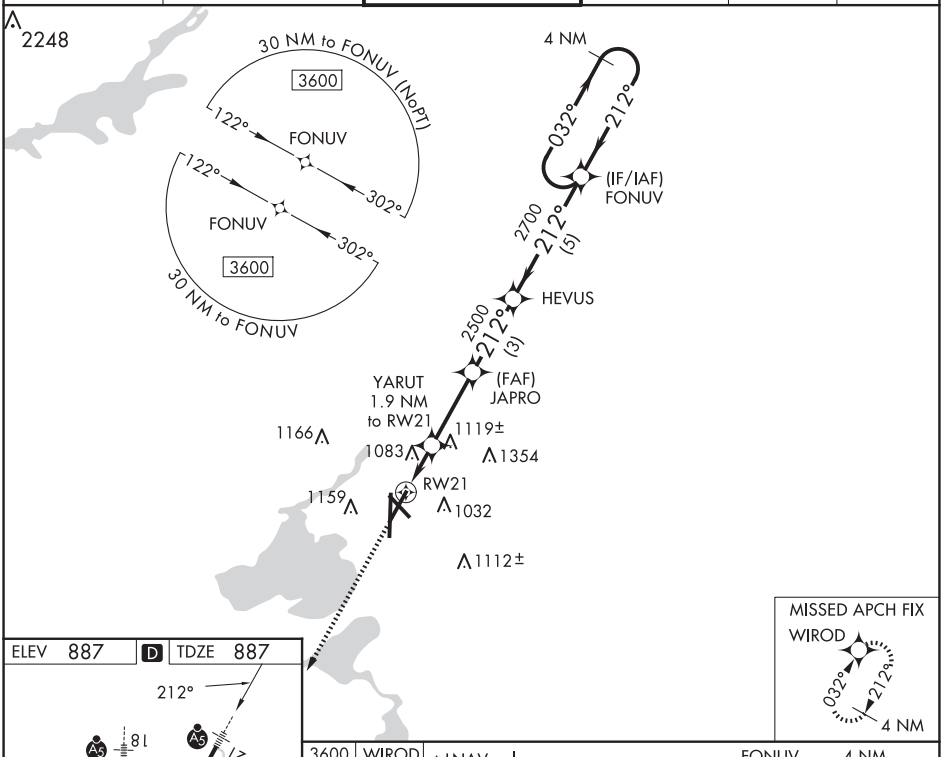
DANE COUNTY RGNL/TRUAX FLD (MSN)

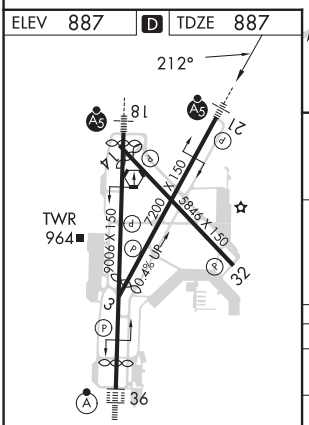
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inop MALSR, increase LNAV/VNAV all Cats visibility to 1¾ mile and LNAV Cat C/D visibility to 1⅜ mile.

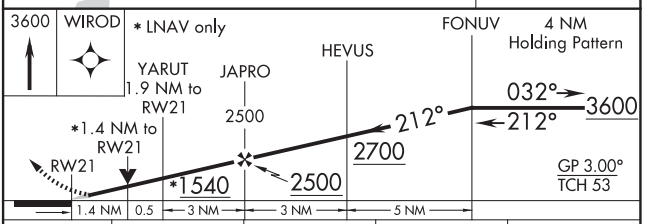
MALSR

MISSED APPROACH: Climb to 3600 direct WIROD and hold.

| ATIS | MADISON APP CON ★ | MADISON TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 124.65 278.3 | 135.45 343.7 | 119.3 (CTAF) L 257.8 | 121.9 348.6 | 121.625 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1087-½ 200 (200-½) | | | |
| LNAV/VNAV DA | 1412-1⅜ 525 (600-1⅜) | | | |
| LNAV MDA | 1380-½ 493 (500-½) | | 1380-1 493 (500-1) | |
| C CIRCLING | 1420-1 533 (600-1) | 1460-1 573 (600-1) | 1460-1½ 573 (600-1½) | 1700-2¾ 813 (900-2¾) |

HIRL all Rwys L
REIL Rwys 3, 14 and 32 L

MADISON, WISCONSIN
Amdt 2C 04FEB16

43°08′N-89°20′W

DANE COUNTY RGNL/TRUAX FLD (MSN)

RNAV (GPS) RWY 21

EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

| WAAS | APP CRS | Rwy Idg | 5846 |
|---|---|---|---|
| CH 58021 | 320° | TDZE | 862 |
| W32A | | Apt Elev | 887 |

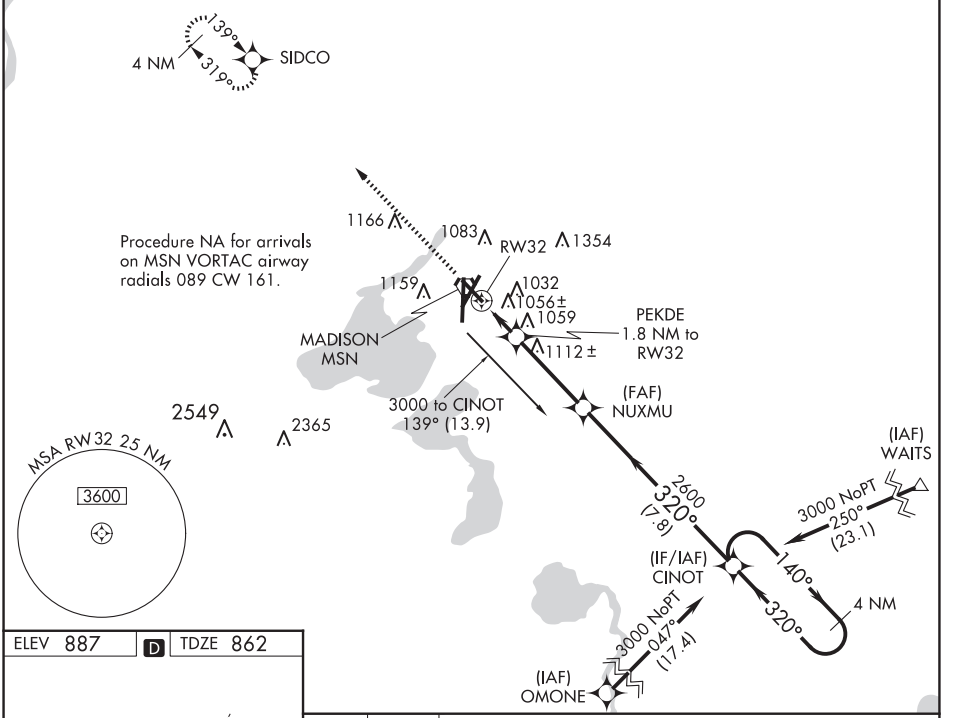
# RNAV (GPS) RWY 32

DANE COUNTY RGNL/TRUAX FLD (MSN)

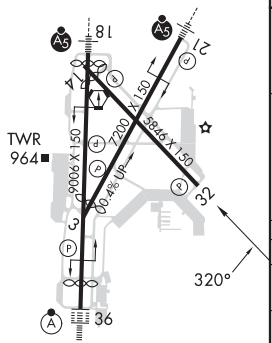
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA.

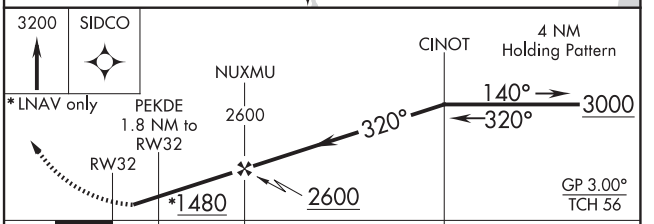
MISSED APPROACH: Climb to 3200 direct SIDCO and hold.

| ATIS | MADISON APP CON ★ | MADISON TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 124.65 278.3 | 135.45 343.7 | 119.3 (CTAF) L 257.8 | 121.9 348.6 | 121.625 | 122.95 |




ELEV 887 D TDZE 862




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1232-1¼ 370 (400-1¼) | | | |
| LNAV/VNAV DA | 1237-1¼ 375 (400-1¼) | | | |
| LNAV MDA | 1360-1 498 (500-1) | | 1360-1⅜ 498 (500-1⅜) | |
| C CIRCLING | 1420-1 533 (600-1) | 1460-1 573 (600-1) | 1460-1½ 573 (600-1½) | 1700-2¾ 813 (900-2¾) |

HIRL all Rwys L
REIL Rwys 3, 14 and 32 L



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

MADISON, WISCONSIN | AL-245 (FAA) | 24025

# RNAV (GPS) RWY 36

DANE COUNTY RGNL/TRUAX FLD (MSN)

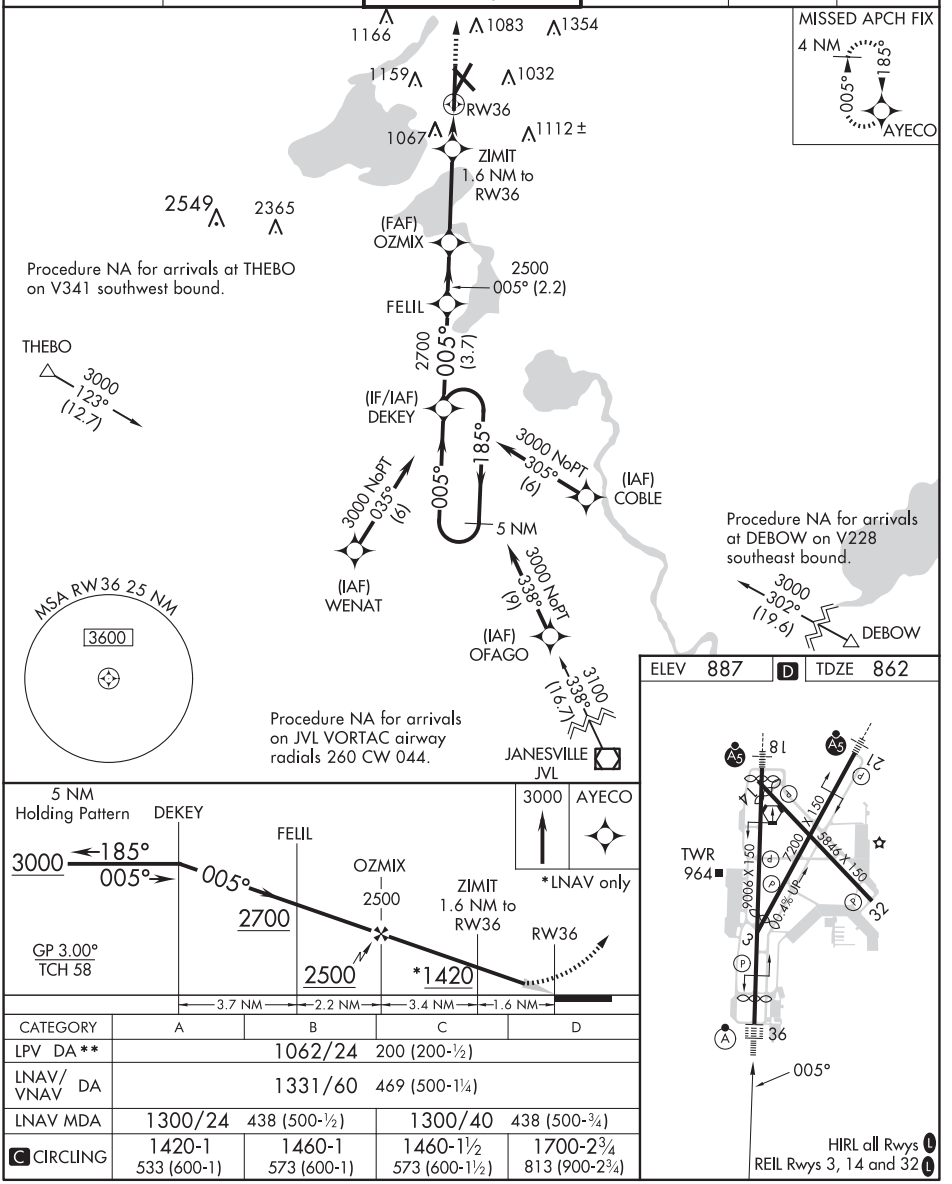
| WAAS | APP CRS | Rwy Idg | 8005 |
|---|---|---|---|
| CH 82721 | 005° | TDZE | 862 |
| W36A | | Apt Elev | 887 |

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inop ALSF-2, increase LNAV/VNAV all Cats visibility to 1½ miles.**RVR 1800 authorized with use of FD or AP or HUD to DA.

ALSF-2

MISSED APPROACH: Climb to 3000 direct AYECO and hold.

| ATIS | MADISON APP CON ★ | MADISON TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 124.65 278.3 | 135.45 343.7 | 119.3 (CTAF) L 257.8 | 121.9 348.6 | 121.625 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA** | 1062/24 | 200 (200-½) | | |
| LNAV/VNAV DA | 1331/60 | 469 (500-1¼) | | |
| LNAV MDA | 1300/24 | 438 (500-½) | 1300/40 | 438 (500-¾) |
| C CIRCLING | 1420-1 | 1460-1 | 1460-1½ | 1700-2¾ |
| | 533 (600-1) | 573 (600-1) | 573 (600-1½) | 813 (900-2¾) |



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

# VOR RWY 14

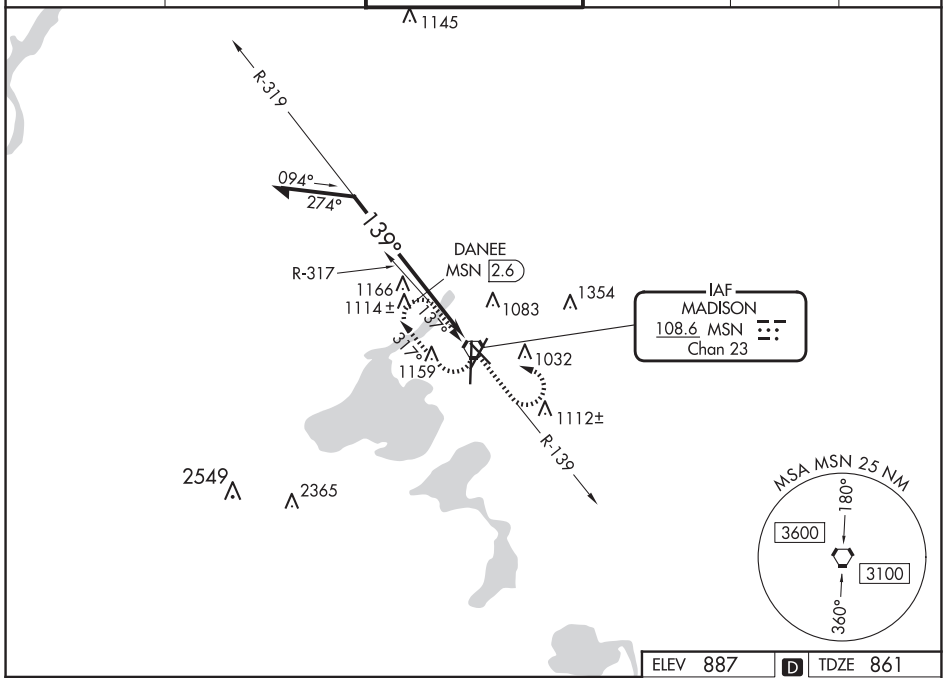
DANE COUNTY RGNL/TRUAX FLD (MSN)

| VORTAC MSN | APP CRS | Rwy Idg | 5369 |
|---|---|---|---|
| 108.6 | 139° | TDZE | 861 |
| Chan 23 | | Apt Elev | 887 |

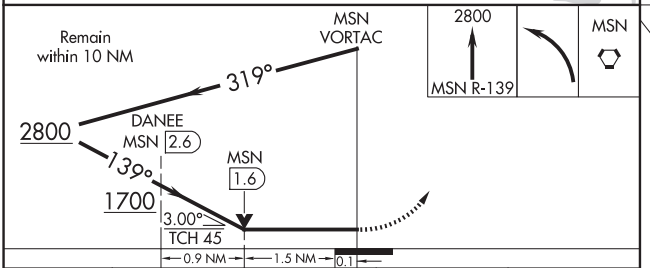
Rwy 14 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2800 on MSN VORTAC R-139 then left turn direct MSN VORTAC and hold.

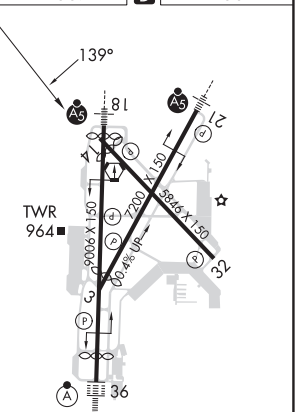
| ATIS | MADISON APP CON ★ | MADISON TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 124.65 278.3 | 135.45 343.7 | 119.3 (CTAF) L 257.8 | 121.9 348.6 | 121.625 | 122.95 |




ELEV 887 D TDZE 861




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-14 | 1700-1 839 (900-1) | 1700-1¼ 839 (900-1¼) | 1700-2½ | 839 (900-2½) |
| C CIRCLING | 1700-1¼ | 813 (900-1¼) | 1700-2½ 813 (900-2½) | 1700-2¾ 813 (900-2¾) |
| DANEE FIX MINIMUMS | | | | |
| S-14 | 1380-1 | 519 (500-1) | 1380-1⅜ | 519 (500-1⅜) |
| C CIRCLING | 1680-1 | 793 (800-1) | 1680-2¼ 793 (800-2¼) | 1680-2½ 793 (800-2½) |




HIRL all Rwys L

REIL Rwys 3, 14 and 32 L



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

# VOR RWY 32

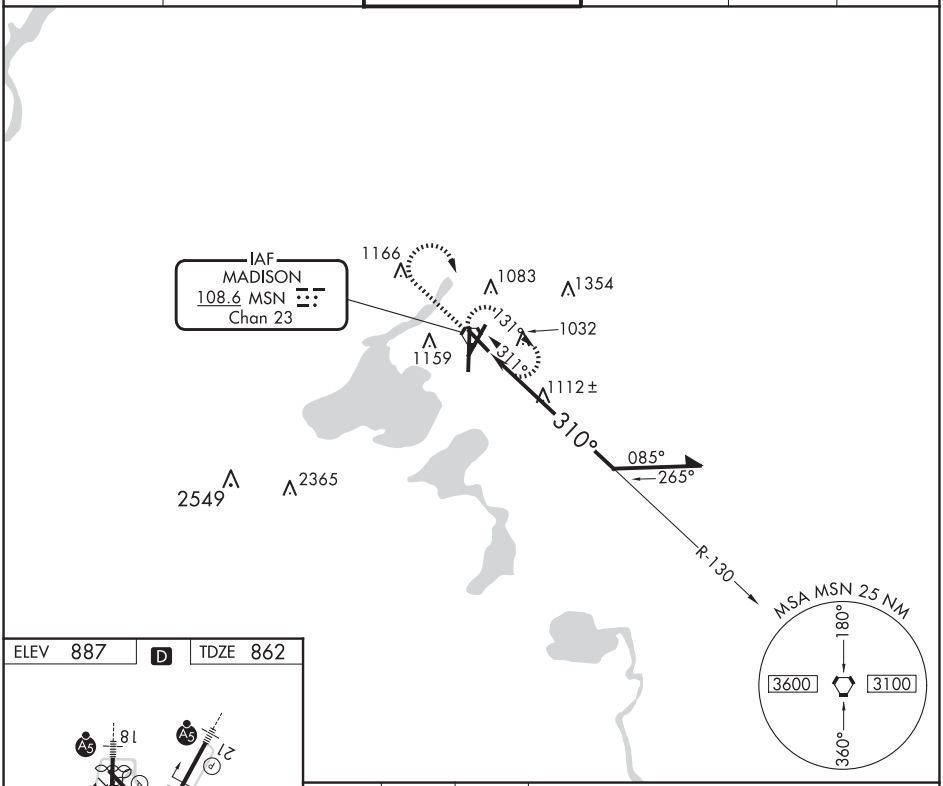
DANE COUNTY RGNL/TRUAX FLD (MSN)

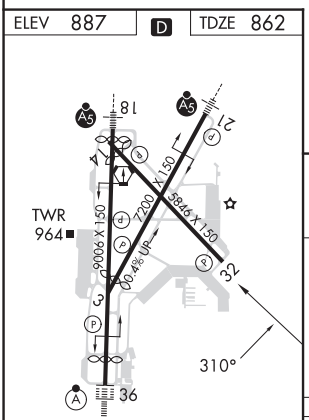
| VORTAC MSN | APP CRS | Rwy Idg | 5846 |
|---|---|---|---|
| 108.6 | 310° | TDZE | 862 |
| Chan 23 | | Apt Elev | 887 |

When VGSI inop, Straight-In and Circling Rwy 32 procedures NA at night. Visibility reduction by helicopters NA.

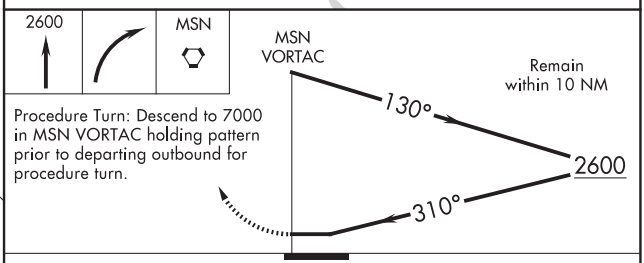
MISSED APPROACH: Climb to 2600 then right turn direct MSN VORTAC and hold.

| ATIS | MADISON APP CON ★ | MADISON TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 124.65 278.3 | 135.45 343.7 | 119.3 (CTAF) L 257.8 | 121.9 348.6 | 121.625 | 122.95 |




HIRL all Rwys L
REIL Rwys 3, 14 and 32 L

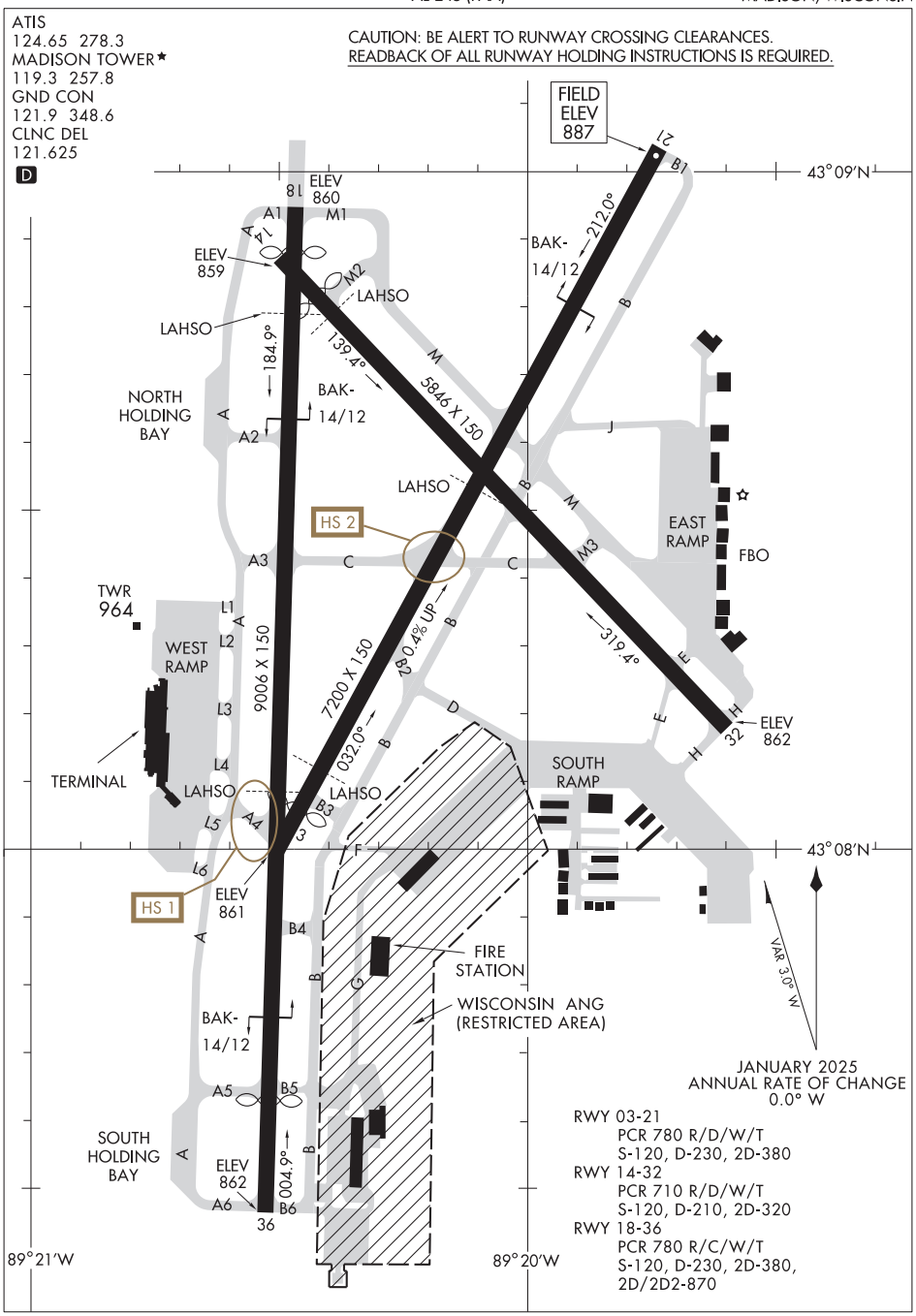



Procedure Turn: Descend to 7000 in MSN VORTAC holding pattern prior to departing outbound for procedure turn.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-32 | 1560-1 | 698 (700-1) | 1560-2 | 698 (700-2) |
| C CIRCLING | 1560-1 | 673 (700-1) | 1560-2<br>673 (700-2) | 1700-2¾<br>813 (900-2¾) |



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025






EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

MANITOWISH WATERS, WISCONSIN AL-9005 (FAA) 23110

| APP CRS | Rwy Idg | 3498 |
|---|---|---|
| 142° | TDZE | 1610 |
| | Apt Elev | 1610 |

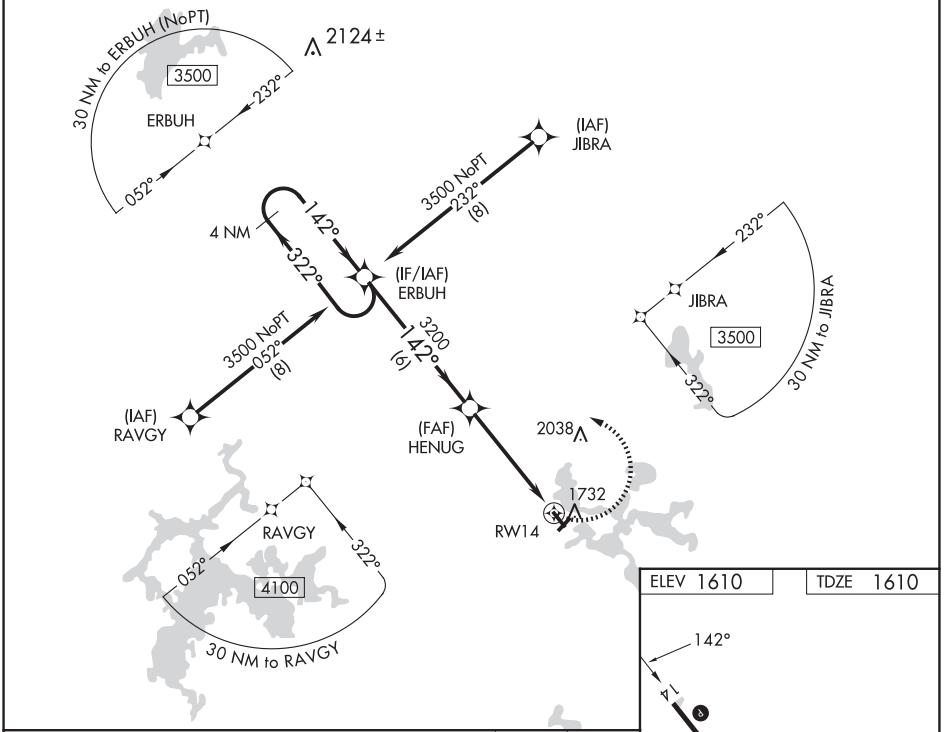
# RNAV (GPS) RWY 14

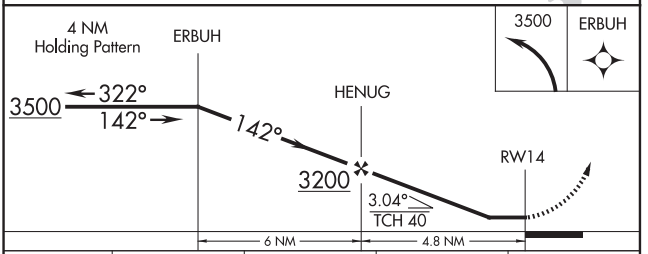
MANITOWISH WATERS (D25)

Circling NA to Rwys 4 and 22. DME/DME RNP-0.3 NA. Procedure NA at night. Rwy 14 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Minocqua-Woodruff altimeter setting; increase all MDA 40 feet, increase LNAV Cat C visibility ⅛ mile and Circling Cat C visibility ¼ mile.

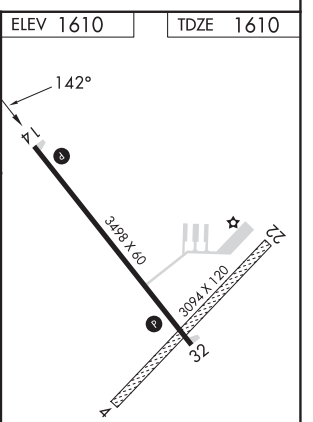
MISSED APPROACH: Climbing left turn to 3500 direct ERBUH and hold.

| AWOS-3PT | MINNEAPOLIS CENTER | UNICOM |
|---|---|---|
| 118.175 | 133.65 281.5 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 2100-1 | 490 (500-1) | 2100-1⅜ 490 (500-1⅜) | NA |
| C CIRCLING | 2100-1 | 490 (500-1) | 2340-2 730 (800-2) | NA |




REIL Rwys 14 and 32 L
MIRL Rwy 14-32 L

MANITOWISH WATERS, WISCONSIN
Amdt 1 02MAR17

46°07'N-89°53'W

MANITOWISH WATERS (D25)

RNAV (GPS) RWY 14

EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

| APP CRS | Rwy Idg | 3498 |
|---|---|---|
| 322° | TDZE | 1610 |
| | Apt Elev | 1610 |

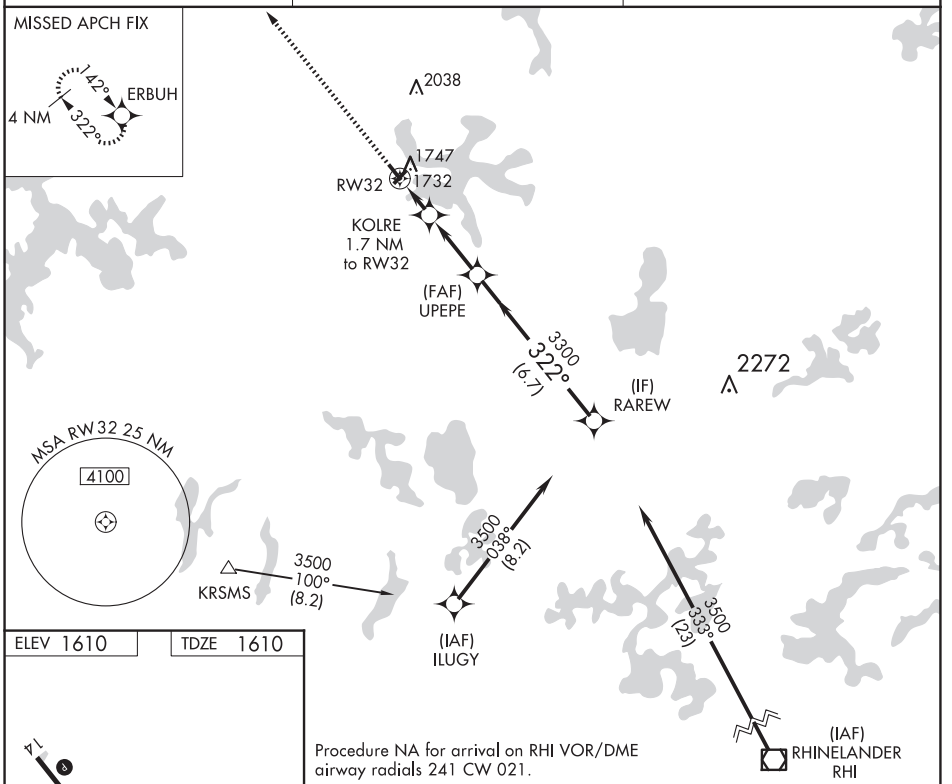
# RNAV (GPS) RWY 32

MANITOWISH WATERS (D25)

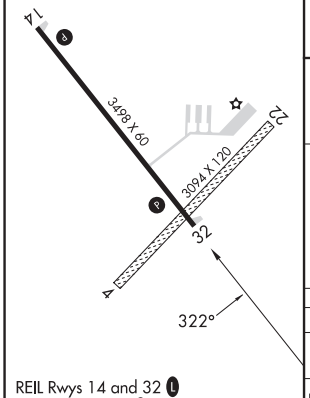
Circling NA to Rwys 4 and 22. DME/DME RNP-0.3 NA. Procedure NA at night. Rwy 32 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Minocqua-Woodruff altimeter setting and increase all MDA 40 feet and LNAV Cat C visibility ⅛ mile and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3500 direct ERBUH and hold.

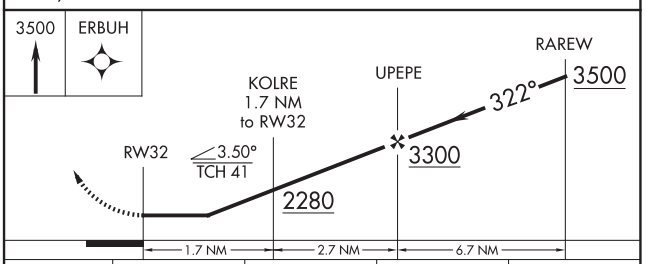
| AWOS-3PT | MINNEAPOLIS CENTER | UNICOM |
|---|---|---|
| 118.175 | 133.65 281.5 | 122.8 (CTAF) L |




ELEV 1610 TDZE 1610




REIL Rwys 14 and 32 L
MIRL Rwy 14-32 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 2000-1 | 390 (400-1) | 2000-1⅛ 390 (400-1⅛) | NA |
| C CIRCLING | 2060-1 | 450 (500-1) | 2340-2 730 (800-2) | NA |



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

# ILS or LOC RWY 17
## MANITOWOC COUNTY (MTW)

| LOC I-MTW | APP CRS | Rwy Idg | 5001 |
|---|---|---|---|
| 111.3 | 172° | TDZE | 651 |
| | | Apt Elev | 651 |

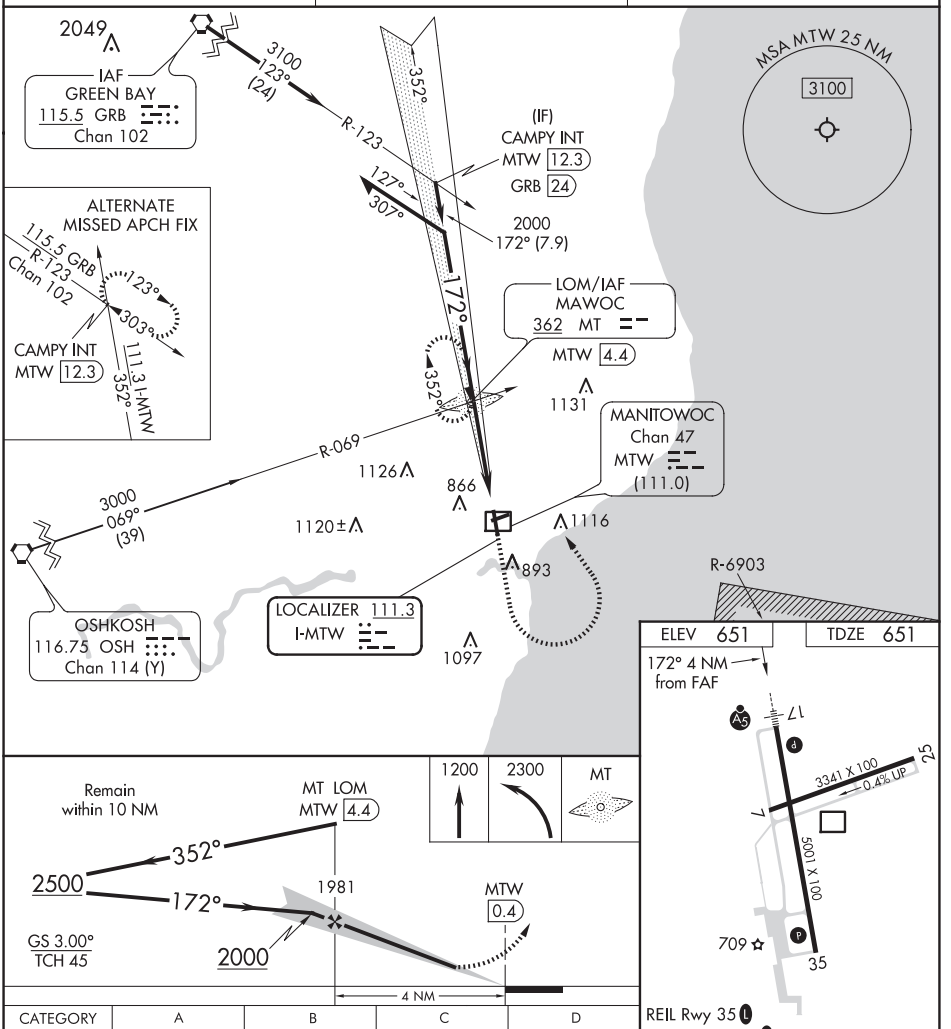
ADF required.

For inop ALS, increase S-LOC 17 Cat C/D visibility to 1⅜ SM.

MALSR

MISSED APPROACH: Climb to 1200 then climbing left turn to 2300 direct MAWOC LOM and hold.

| AWOS-3PT | GREEN BAY APP CON ★ | UNICOM |
|---|---|---|
| 123.775 | 120.2 338.2 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 17 | 851-½ 200 (200-½) | | | |
| S-LOC 17 | 1160-½ 509 (600-½) | | 1160-1 509 (600-1) | |
| C CIRCLING | 1200-1 549 (600-1) | | 1420-2¼ 769 (800-2¼) | 1480-2¾ 829 (900-2¾) |

FAF to MAP 4 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:00 | 2:40 | 2:00 | 1:36 | 1:20 |



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EC-3, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 17

MANITOWOC COUNTY (MTW)

| WAAS CH 63111 W17A | APP CRS 172° | Rwy Idg 5001 / TDZE 651 / Apt Elev 651 |
|---|---|---|

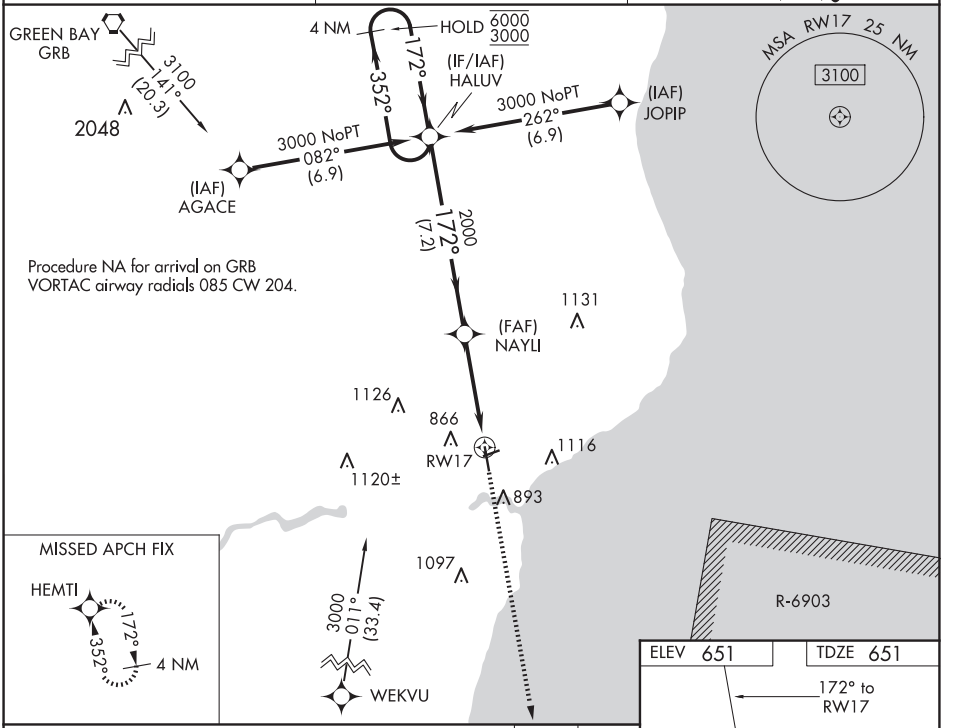
RNP APCH.

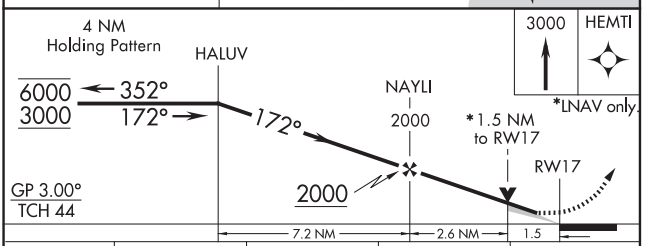
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to 7/8 SM.

MALSR

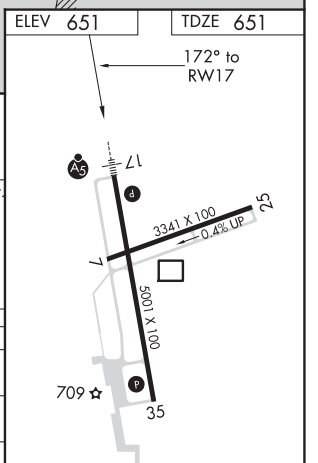
MISSED APPROACH: Climb to 3000 direct HEMTI and hold.

| AWOS-3PT | GREEN BAY APP CON ★ | UNICOM |
|---|---|---|
| 123.775 | 120.2 338.2 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 851-½ | 200 (200-½) | | |
| LNAV/VNAV DA | 942-½ | 291 (300-½) | | |
| LNAV MDA | 1180-½ | 529 (600-½) | 1180-1 | 529 (600-1) |
| C CIRCLING | 1200-1 | 549 (600-1) | 1420-2¼ 769 (800-2¼) | 1480-2¾ 829 (900-2¾) |




HIRL Rwy 17-35 L
MIRL Rwy 7-25 L
REIL Rwy 35 L



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

MANITOWOC, WISCONSIN AL-5281 (FAA) 24277

# RNAV (GPS) RWY 35
MANITOWOC COUNTY (MTW)

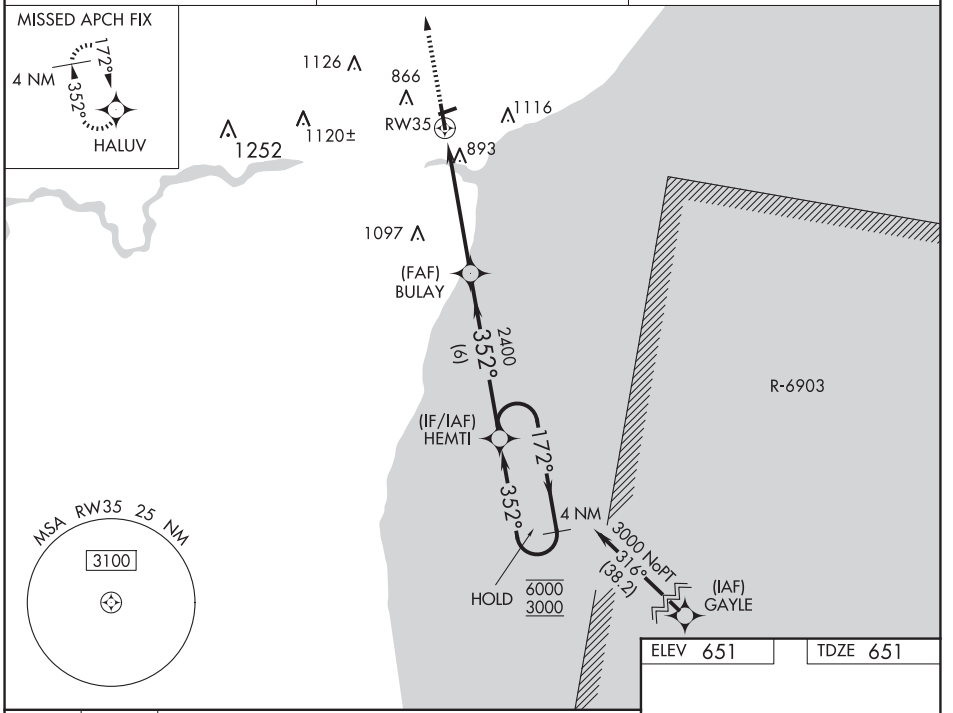
| WAAS | APP CRS | Rwy Idg | 5001 |
|---|---|---|---|
| CH 82611 W35A | 352° | TDZE | 651 |
| | | Apt Elev | 651 |

RNP APCH - GPS.

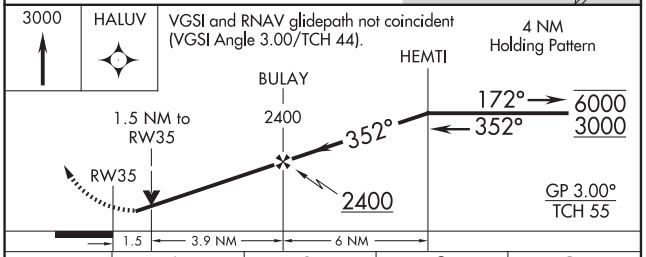
Rwy 35 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

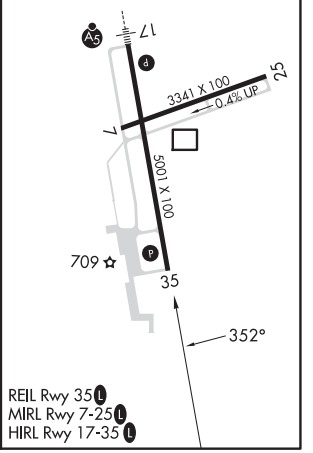
MISSED APPROACH: Climb to 3000 direct HALUV and hold.

| AWOS-3PT | GREEN BAY APP CON ★ | UNICOM |
|---|---|---|
| 123.775 | 120.2 338.2 | 122.8 (CTAF) L |




| ELEV 651 | TDZE 651 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | | 957-⅞ | 306 (400-⅞) | |
| LNAV/VNAV DA | | 1199-1⅝ | 548 (600-1⅝) | |
| LNAV MDA | 1160-1 509 (600-1) | | 1160-1⅜ | 509 (600-1⅜) |
| C CIRCLING | 1200-1 549 (600-1) | | 1420-2¼ 769 (800-2¼) | 1480-2¾ 829 (900-2¾) |

REIL Rwy 35 L
MIRL Rwy 7-25 L
HIRL Rwy 17-35 L



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EC-3, 07 AUG 2025 to 02 OCT 2025

# ILS or LOC RWY 20

## VETERANS AIRPORT OF SOUTHERN ILLINOIS(MWA)

| LOC I-MWA | APP CRS | Rwy Idg | TDZE | Apt Elev |
|---|---|---|---|---|
| 109.3 | 202° | 8012 | 468 | 472 |

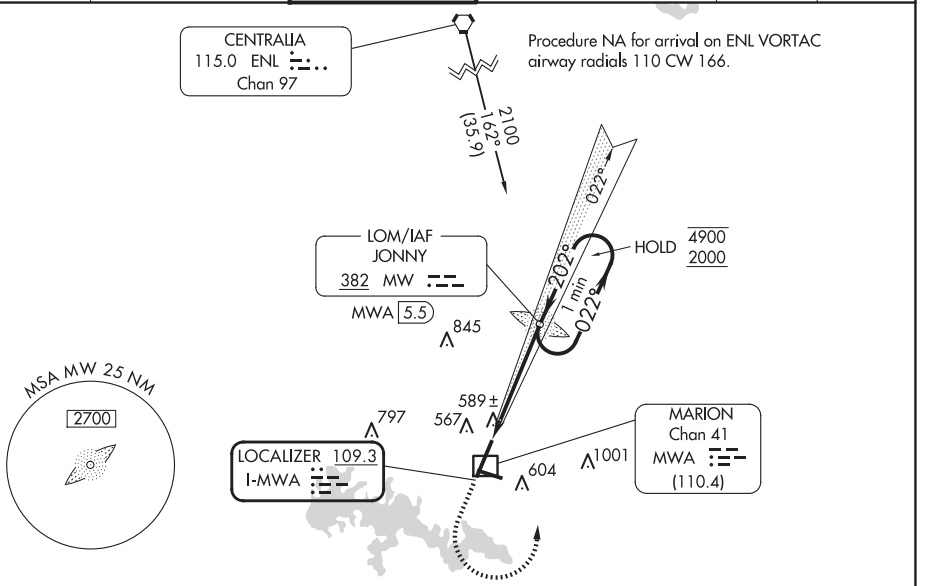
DME required. ADF required.

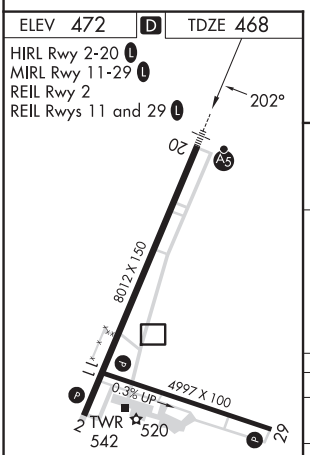
Circling Rwy 11 NA at night. For inop ALS, increase S-LOC 20 Cat C/D visibilities to 1 SM.

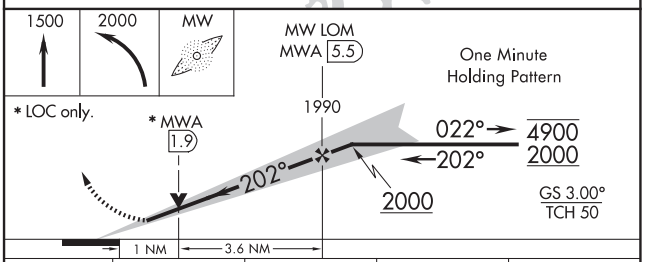
MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 2000 direct JONNY LOM/MWA 5.5 DME and hold.

| AWOS-3P | KANSAS CITY CENTER | MARION TOWER★ | CLNC DEL | GND CON | UNICOM |
|---|---|---|---|---|---|
| 119.675 | 127.475 346.275 | 128.4 (CTAF) L | 127.475 (When twr closed) | 121.7 | 122.95 |




| FAF to MAP 4.6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:36 | 3:04 | 2:18 | 1:50 | 1:32 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 20 | 668- ½ | 200 (200-½) | | |
| S-LOC 20 | 840- ½ | 372 (400-½) | 840- ⅝ | 372 (400- ⅝) |
| CIRCLING | 920-1 448 (500-1) | 940-1 468 (500-1) | 1040-1½ 568 (600-1½) | 1340-2¾ 868 (900-2¾) |



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# RNAV (GPS) RWY 2

## VETERANS AIRPORT OF SOUTHERN ILLINOIS (MWA)

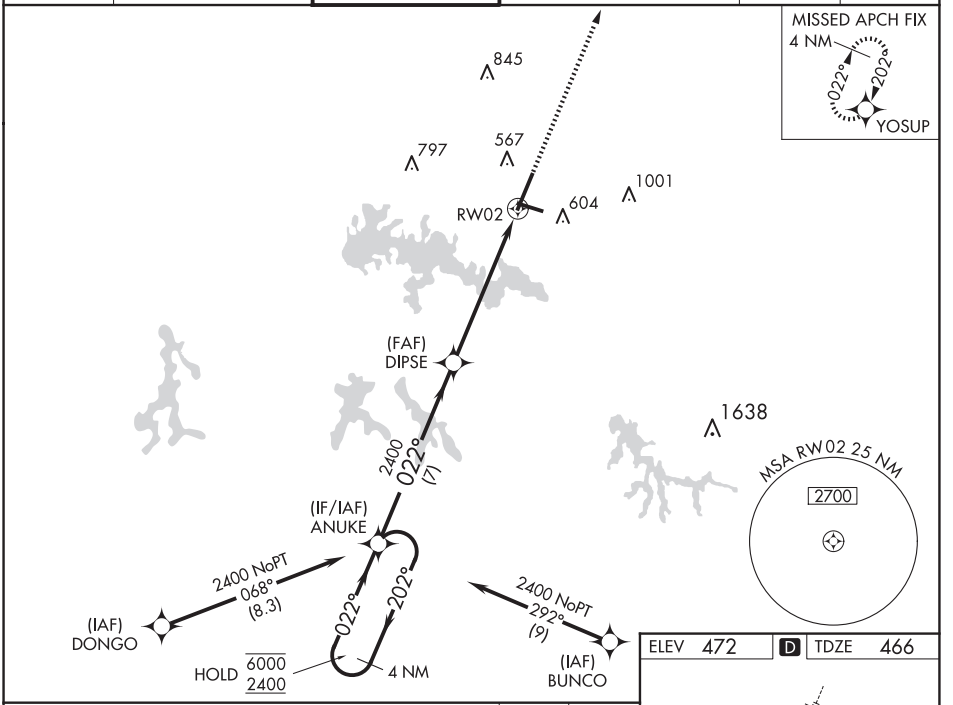
| WAAS | APP CRS | Rwy Idg | 8012 |
|---|---|---|---|
| CH 61230 | 022° | TDZE | 466 |
| W02A | | Apt Elev | 472 |

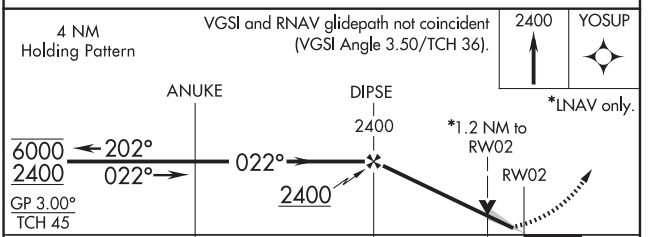
RNP APCH.

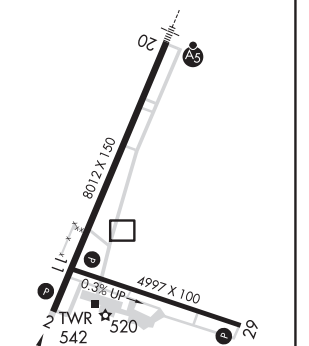
T A Circling Rwy 11 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

MISSED APPROACH: Climb to 2400 direct YOSUP and hold.

| AWOS-3P | KANSAS CITY CENTER | MARION TOWER★ | CLNC DEL | GND CON | UNICOM |
|---|---|---|---|---|---|
| 119.675 | 127.475 346.275 | 128.4 (CTAF) L | 127.475 (When twr closed) | 121.7 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 666-¾ 200 (200-¾) | | | |
| LNAV/VNAV DA | 753-⅞ 287 (300-⅞) | | | |
| LNAV MDA | 940-1 474 (500-1) | | 940-1⅜ 474 (500-1⅜) | |
| CIRCLING | 940-1 468 (500-1) | | 1040-1½ 568 (600-1½) | 1340-2¾ 868 (900-2¾) |





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# RNAV (GPS) RWY 20

## VETERANS AIRPORT OF SOUTHERN ILLINOIS (MWA)

| WAAS | APP CRS | Rwy Idg | 8012 |
|---|---|---|---|
| CH 57904 | 202° | TDZE | 468 |
| W20A | | Apt Elev | 472 |

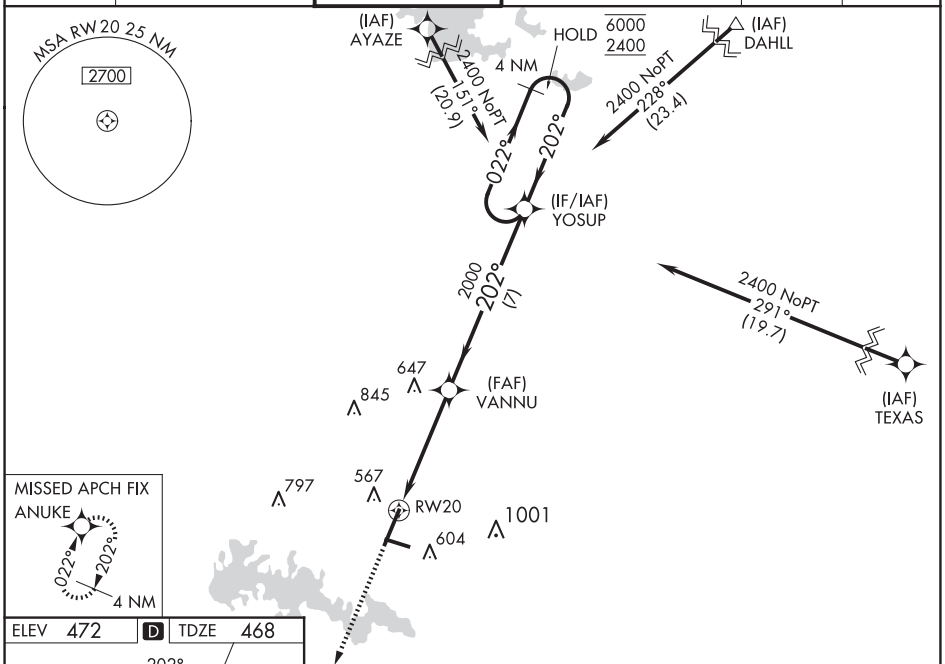
RNP APCH.

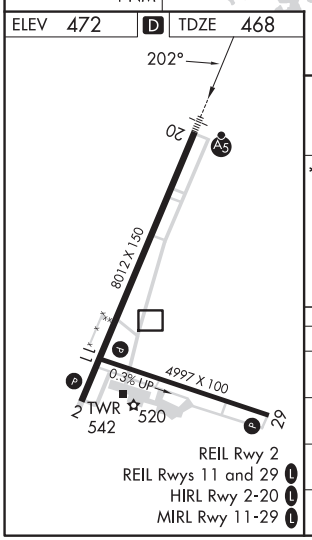
Circling Rwy 11 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to ⅞ SM and LNAV Cats C/D visibility to 1⅛ SM.

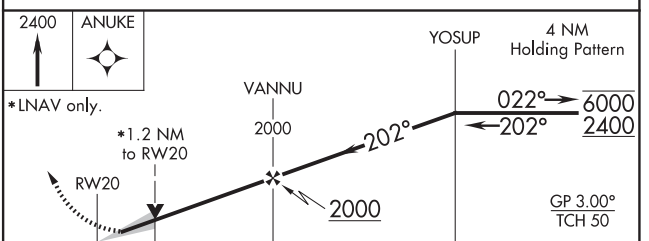
MALSR

MISSED APPROACH: Climb to 2400 direct ANUKE and hold.

| AWOS-3P | KANSAS CITY CENTER | MARION TOWER★ | CLNC DEL | GND CON | UNICOM |
|---|---|---|---|---|---|
| 119.675 | 127.475 346.275 | 128.4 (CTAF) L | 127.475 (When twr closed) | 121.7 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 668-½ 200 (200-½) | | | |
| LNAV/VNAV DA | 773-½ 305 (400-½) | | | |
| LNAV MDA | 880-½ 412 (500-½) | | 880-¾ 412 (500-¾) | |
| CIRCLING | 920-1 448 (500-1) | 940-1 468 (500-1) | 1040-1½ 568 (600-1½) | 1340-2¾ 868 (900-2¾) |



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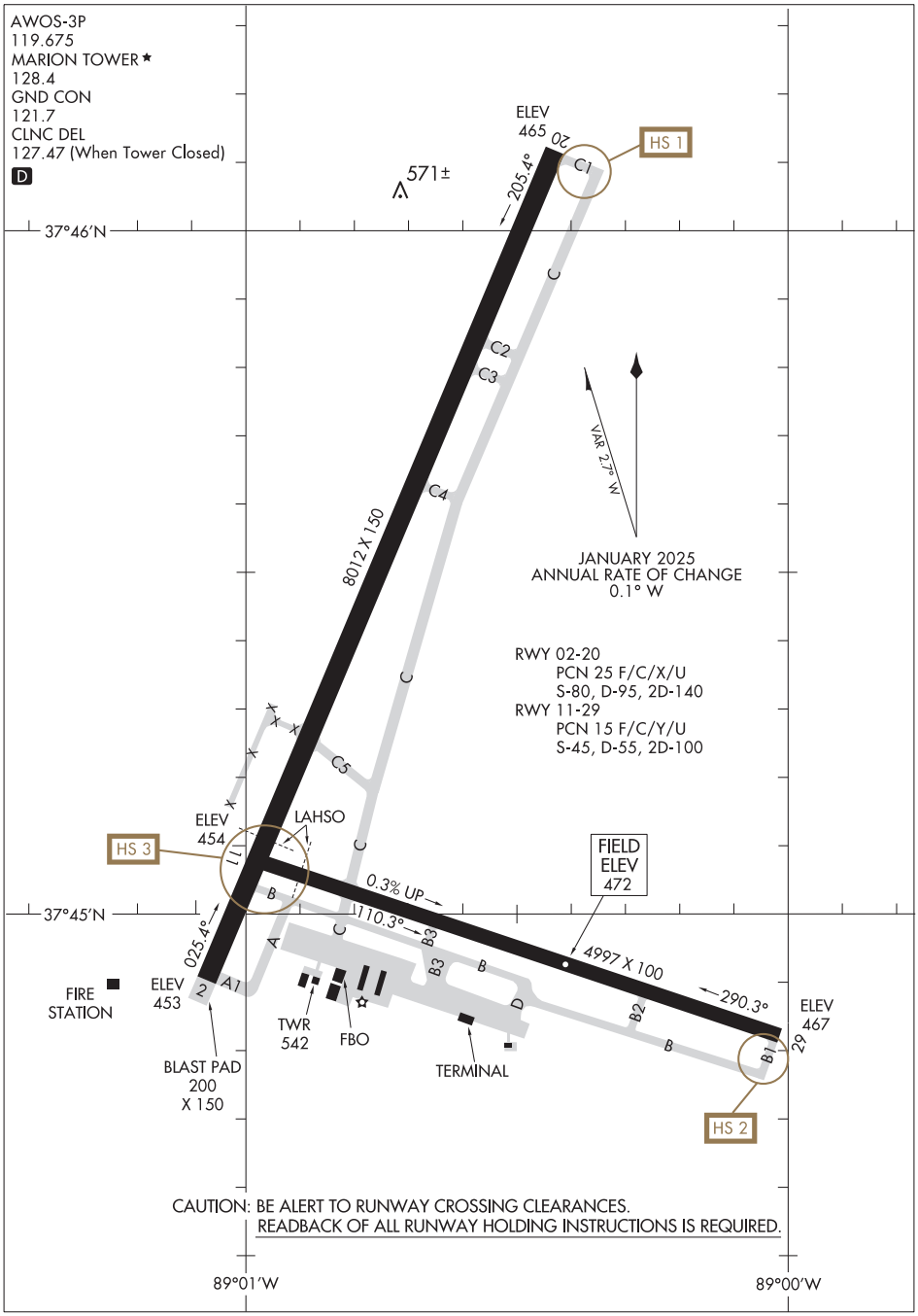
25107

# AIRPORT DIAGRAM

## VETERANS AIRPORT OF SOUTHERN ILLINOIS (MWA)

AL-5215 (FAA)

MARION, ILLINOIS




AIRPORT DIAGRAM

VETERANS AIRPORT OF SOUTHERN ILLINOIS (MWA)

MARION, ILLINOIS

25107



EC-3, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 5

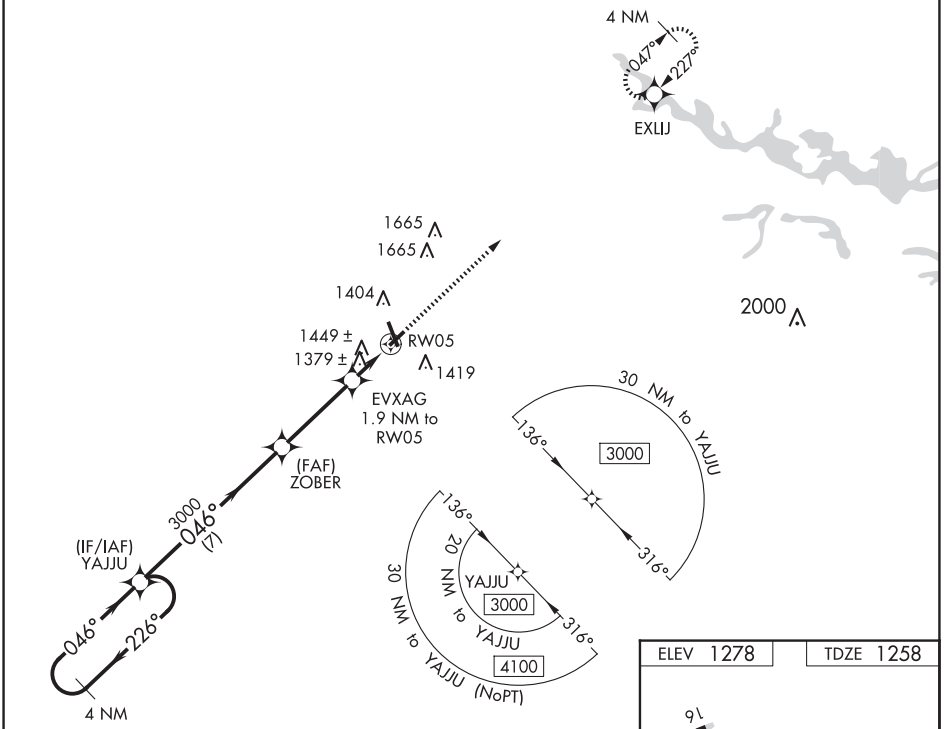
MARSHFIELD MUNI (MFI)

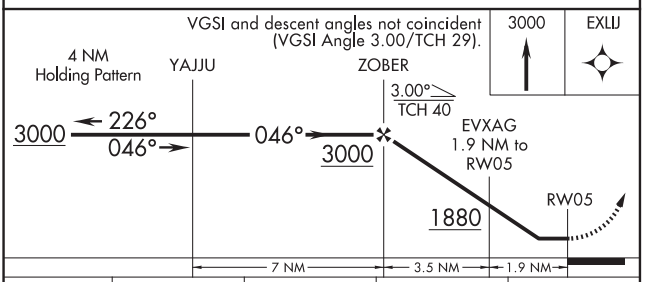
| WAAS | APP CRS | Rwy Idg | 3600 |
|---|---|---|---|
| CH 50532 | 046° | TDZE | 1258 |
| W05A | | Apt Elev | 1278 |

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Central Wisconsin altimeter setting and increase all MDA 60 feet, increase visibility LP Cat C/D ¼.

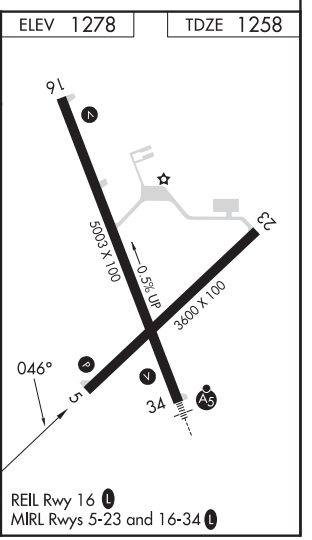
MISSED APPROACH: Climb to 3000 direct EXLIJ and hold.

| ASOS | MINNEAPOLIS CENTER | UNICOM |
|---|---|---|
| 121.575 | 124.4 317.7 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1640-1 | 382 (400-1) | 1640-1⅛ | 382 (500-1⅛) |
| LNAV MDA | 1700-1 | 442 (500-1) | 1700-1⅜ | 442 (500-1⅜) |
| C CIRCLING | 1760-1 | 482 (500-1) | 2020-2¼ 742 (800-2¼) | 2020-2½ 742 (800-2½) |



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EC-3, 07 AUG 2025 to 02 OCT 2025

MARSHFIELD, WISCONSIN | AL-5368 (FAA) | 25107

# RNAV (GPS) RWY 16

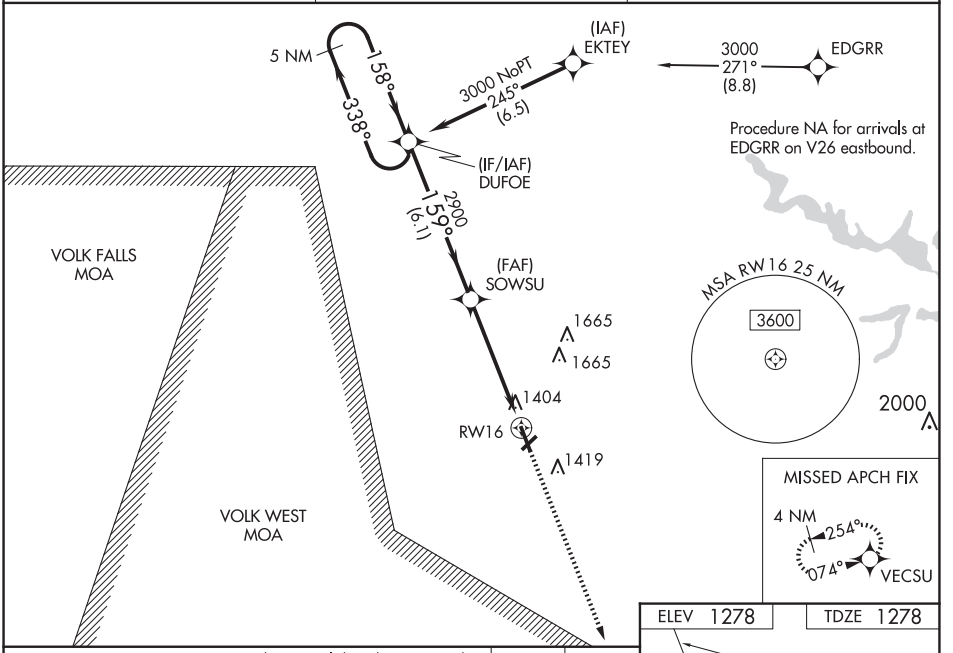
MARSHFIELD MUNI (MFI)

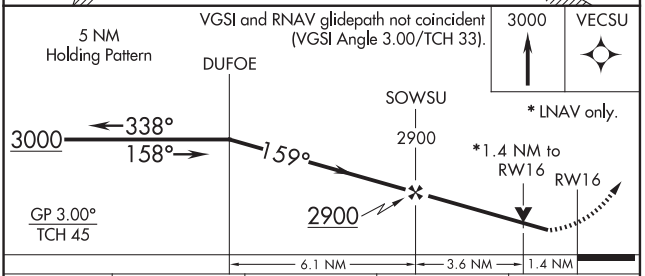
| WAAS | APP CRS | Rwy Idg | 5003 |
|---|---|---|---|
| CH 99501 | 159° | TDZE | 1278 |
| W16A | | Apt Elev | 1278 |

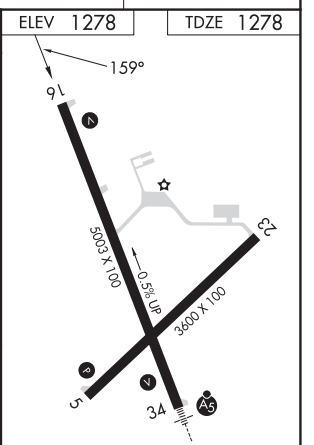
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Central Wisconsin altimeter setting. DME/DME RNP-0.3 NA. Rwy 16 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Central Wisconsin altimeter setting and increase all DA 56 feet and all visibility ⅛ SM, increase all MDA 60 feet and LNAV Cat C/D visibility ¼ SM.

MISSED APPROACH: Climb to 3000 direct VECSU and hold.

| ASOS | MINNEAPOLIS CENTER | UNICOM |
|---|---|---|
| 121.575 | 124.4 317.7 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1639-1¼ 361 (400-1¼) | | | |
| LNAV/VNAV DA | 1682-1⅜ 404 (500-1⅜) | | | |
| LNAV MDA | 1760-1 482 (500-1) | | 1760-1⅜ 482 (500-1⅜) | |
| C CIRCLING | 1760-1 482 (500-1) | | 2020-2¼ 742 (800-2¼) | 2020-2½ 742 (800-2½) |

REIL Rwy 16 L
MIRL Rwys 5-23 and 16-34 L



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| WAAS | APP CRS | Rwy Idg | 3600 |
|---|---|---|---|
| CH 70732 | 227° | TDZE | 1258 |
| W23A | | Apt Elev | 1278 |

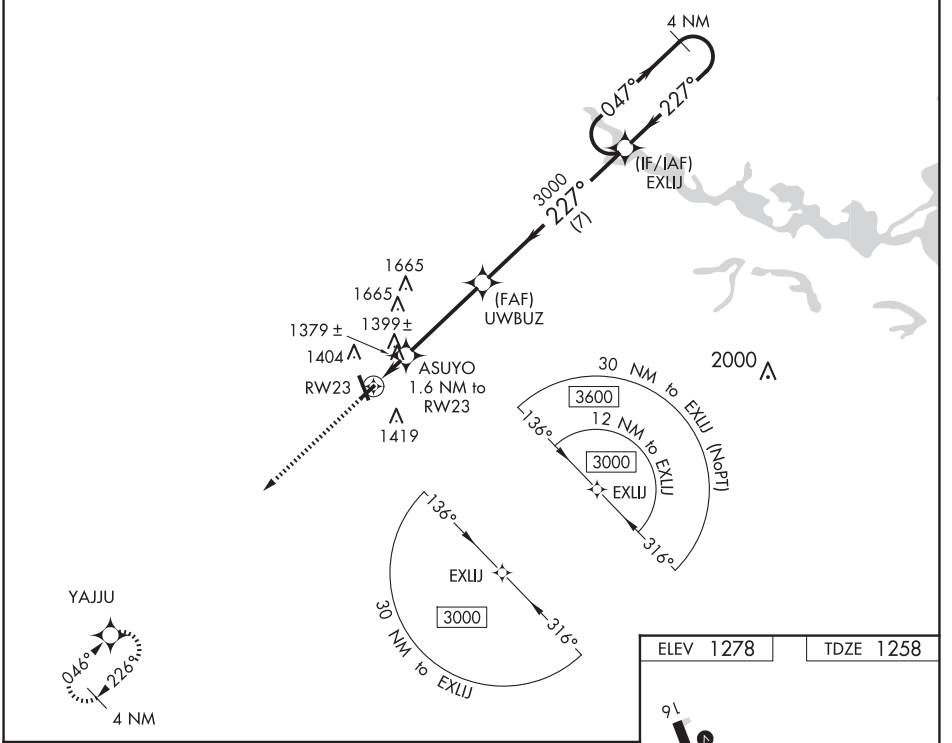
# RNAV (GPS) RWY 23

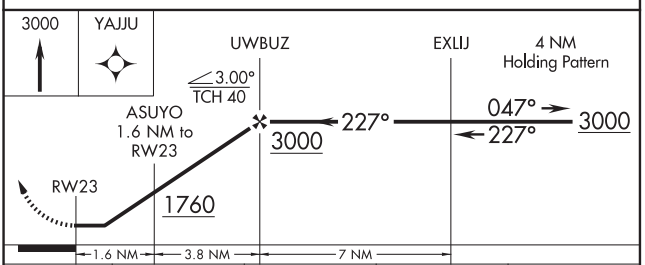
## MARSHFIELD MUNI (MFI)

DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Central Wisconsin altimeter setting and increase all MDA 60 feet, increase LP and LNAV visibility Cat C/D ¼ mile.

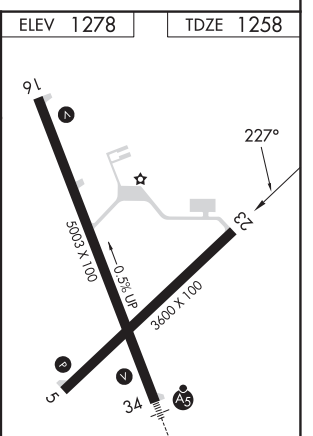
MISSED APPROACH: Climb to 3000 direct YAJJU and hold.

| ASOS | MINNEAPOLIS CENTER | UNICOM |
|---|---|---|
| 121.575 | 124.4 317.7 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1640-1 | 382 (400-1) | 1640-1⅛ | 382 (400-1⅛) |
| LNAV MDA | 1660-1 | 402 (400-1) | 1660-1⅛ | 402 (400-1⅛) |
| C CIRCLING | 1760-1 | 482 (500-1) | 2020-2¼<br>742 (800-2¼) | 2020-2½<br>742 (800-2½) |




REIL Rwy 16 L
MIRL Rwys 5-23 and 16-34 L



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 34

## MARSHFIELD MUNI (MFI)

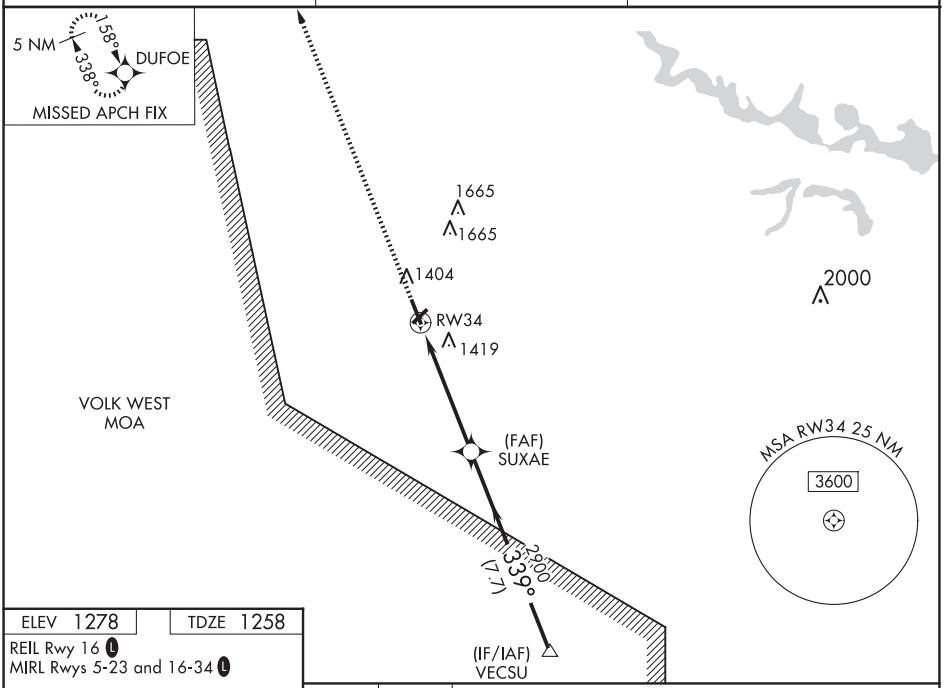
| WAAS | APP CRS | Rwy Idg | 5003 |
|---|---|---|---|
| CH 58101 | 339° | TDZE | 1258 |
| W34A | | Apt Elev | 1278 |

For inoperative MALSR increase LPV all Cats visibility to 1, increase LNAV Cats A and B to 1 and Cat D to 1¼. If local altimeter setting not received, use Central Wisconsin altimeter setting and increase all DAs/MDAs 60 feet. VDP and Baro-VNAV NA when using Central Wisconsin altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17° C (2° F) or above 46° C (115° F). DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 3000 direct DUFOE and hold.

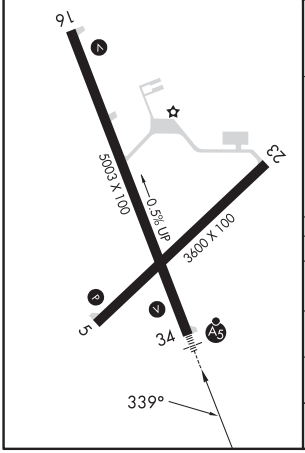
| ASOS | MINNEAPOLIS CENTER | UNICOM |
|---|---|---|
| 121.575 | 124.4 317.7 | 123.0 (CTAF) L |

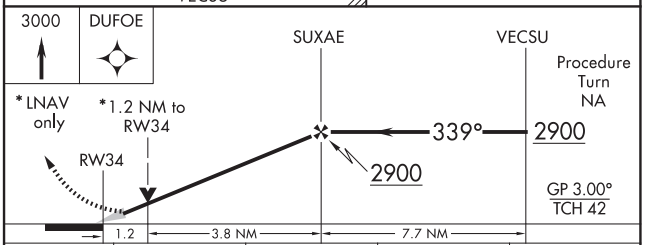



ELEV 1278 TDZE 1258

REIL Rwy 16 L

MIRL Rwys 5-23 and 16-34 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1508-¾ 250 (300-¾) | | | |
| LNAV/ VNAV DA | 1718-1¼ 460 (500-1¼) | | | |
| LNAV MDA | 1680-¾ 422 (500-¾) | | | 1680-1 422 (500-1) |
| C CIRCLING | 1760-1¾ 482 (500-1¾) | | 2020-2¼ 742 (800-2¼) | 2020-2½ 742 (800-2½) |



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| LOC I-MTO | APP CRS | Rwy Idg | 6501 |
|---|---|---|---|
| 111.1 | 296° | TDZE | 718 |
| | | Apt Elev | 722 |

# ILS or LOC RWY 29
## COLES COUNTY MEML (MTO)

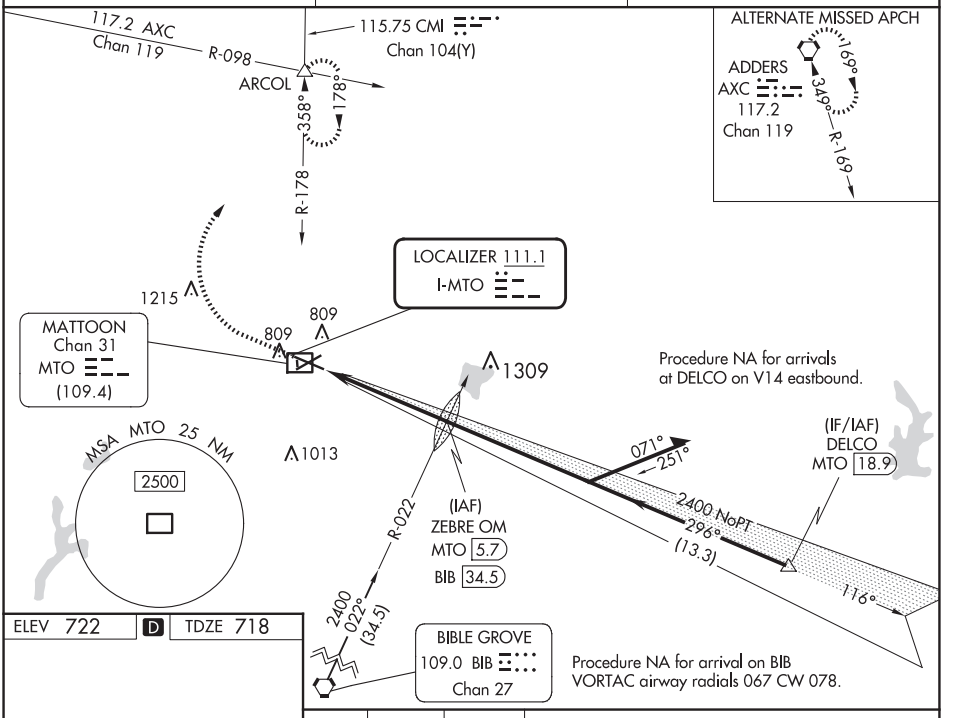
DME required for procedure entry from BIB VORTAC.

T A NA — DME from MTO DME. Simultaneous reception of I-MTO and MTO DME required. Circling NA to Rwys 18 and 36.

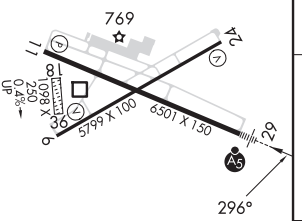
MALSR

MISSED APPROACH: Climb to 1200 then climbing right turn to 2500 on CMI R-178 to ARCOL INT and hold.

| ASOS | CHAMPAIGN APP CON★ | UNICOM |
|---|---|---|
| 118.475 | 132.85 290.225 | 122.7 (CTAF) L |



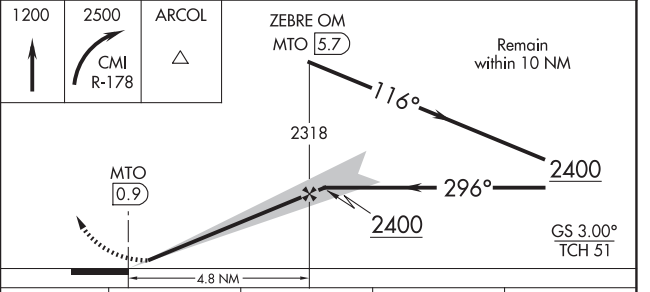

| ELEV 722 | D | TDZE 718 |
|---|---|---|




MIRL Rwy 6-24 L
HIRL Rwy 11-29 L
REIL Rwys 6, 11, and 24 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 |

| 1200 | 2500 | ARCOL |
|---|---|---|
| | CMI R-178 | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 29 | 918-½ | 200 (200-½) | | |
| S-LOC 29 | 1160-½ | 442 (500-½) | 1160-⅞ | 442 (500-⅞) |
| C CIRCLING | 1160-1 438 (500-1) | 1180-1 458 (500-1) | 1240-1½ 518 (600-1½) | 1380-2 658 (700-2) |



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MATTOON/CHARLESTON, ILLINOIS AL-5180 (FAA) 23166

# RNAV (GPS) RWY 6

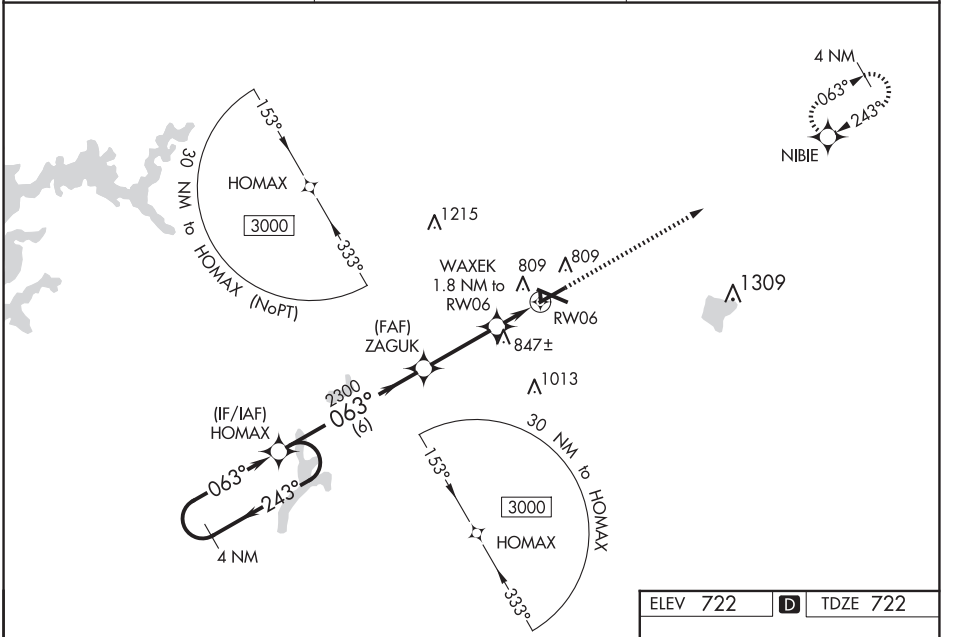
COLES COUNTY MEML (MTO)

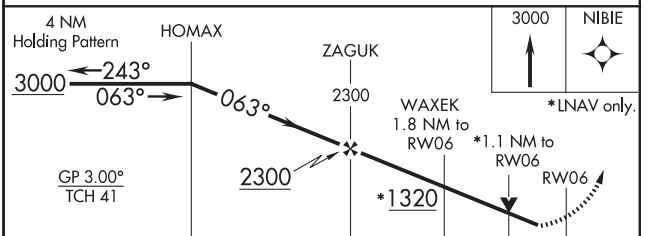
| WAAS | APP CRS | Rwy Idg | 5799 |
|---|---|---|---|
| CH 56537 | 063° | TDZE | 722 |
| W06A | | Apt Elev | 722 |

T A DME/DME RNP-0.3 NA. When local altimeter setting not received, use Champaign/Urbana altimeter setting and increase all DA 82 feet, increase MDA 100 feet, increase LPV, LNAV/VNAV all Cats, LNAV Cats C/D and Circling Cat D visibility ¼ mile. Baro-VNAV and VDP NA when using Champaign/Urbana altimeter setting. Rwy 6 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). Circling NA to Rwys 18 and 36.

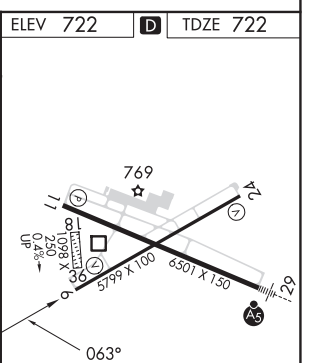
MISSED APPROACH: Climb to 3000 direct NIBIE and hold.

| ASOS | CHAMPAIGN APP CON ★ | UNICOM |
|---|---|---|
| 118.475 | 132.85 290.225 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 972-⅞ 250 (300-⅞) | | | |
| LNAV/VNAV DA | 1124-1⅜ 402 (500-1⅜) | | | |
| LNAV MDA | 1100-1 378 (400-1) | | 1100-1⅛ 378 (400-1⅛) | |
| C CIRCLING | 1160-1 438 (500-1) | 1180-1 458 (500-1) | 1240-1½ 518 (600-1½) | 1380-2 658 (700-2) |




MIRL Rwy 6-24 L
HIRL Rwy 11-29 L
REIL Rwys 6, 11, and 24 L

MATTOON/CHARLESTON, ILLINOIS
Orig-A 04JAN18

39°29'N-88°17'W

COLES COUNTY MEML (MTO)

RNAV (GPS) RWY 6


EC-3, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 11

COLES COUNTY MEML (MTO)

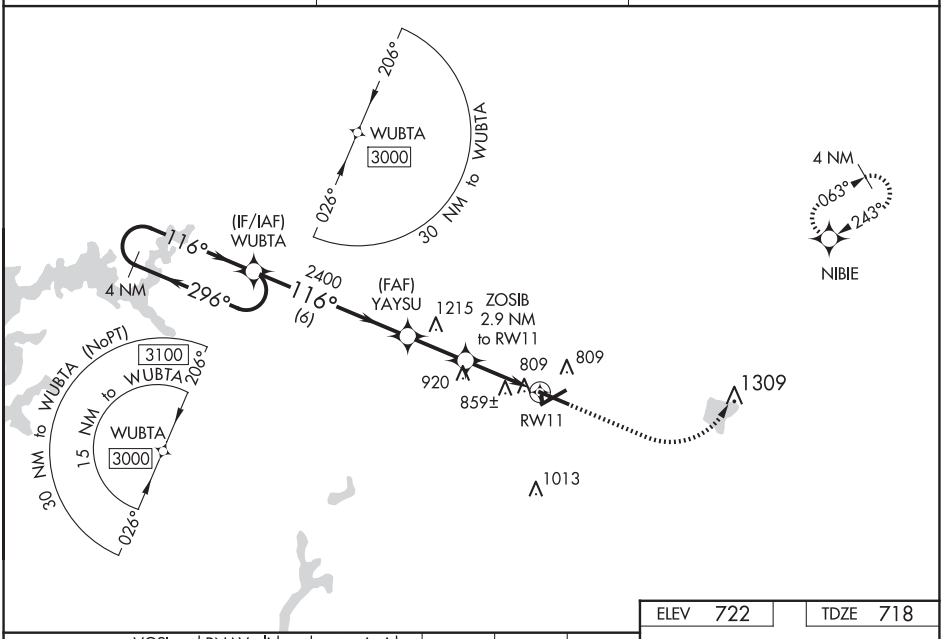
| WAAS CH 86537 W11A | APP CRS 116° | Rwy ldg 6501 TDZE 718 Apt Elev 722 |
|---|---|---|

RNP APCH.

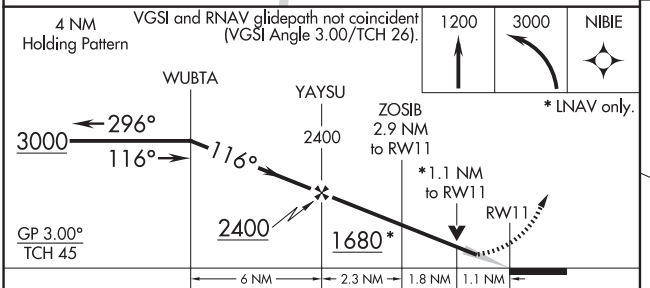
When local altimeter setting not received, use Champaign/Urbana altimeter setting and increase all DA 82 feet, increase all MDA 100 feet, and increase LPV all Cats visibility ⅛ mile, LNAV/VNAV all Cats visibility ⅜ mile, LNAV Cats C and D and Circling Cat C visibility ¼ mile, and Circling D visibility ½ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. Baro-VNAV and VDP NA when using Champaign/Urbana altimeter setting. Circling NA to Rwys 18 and 36.

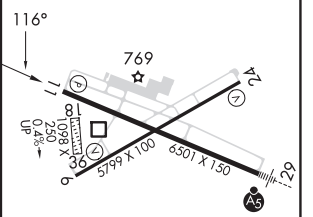
MISSED APPROACH: Climb to1200 then climbing left turn to 3000 direct NIBIE and hold.

| ASOS | CHAMPAIGN APP CON ★ | UNICOM |
|---|---|---|
| 118.475 | 132.85 290.225 | 122.7 (CTAF) L |




| ELEV 722 | TDZE 718 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 918-¾ 200 (200-¾) | | | |
| LNAV/VNAV DA | 1175-1⅝ 457 (500-1⅝) | | | |
| LNAV MDA | 1120-1 402 (400-1) | | 1120-1⅛ 402 (400-1⅛) | |
| C CIRCLING | 1160-1 438 (500-1) | 1180-1 458 (500-1) | 1240-1½ 518 (600-1½) | 1380-2 658 (700-2) |

MIRL Rwy 6-24 L
HIIL Rwy 11-29 L
REIL Rwys 6, 11, and 24 L



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| WAAS CH 82537 W24A | APP CRS 243° | Rwy Idg 5799 / TDZE 719 / Apt Elev 722 |
|---|---|---|

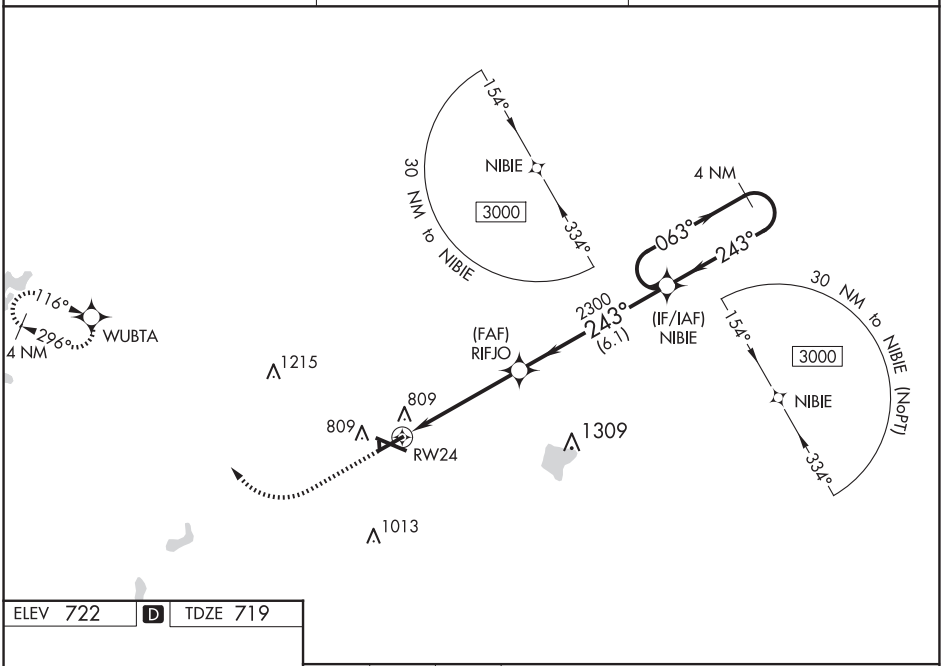
# RNAV (GPS) RWY 24

## COLES COUNTY MEML (MTO)

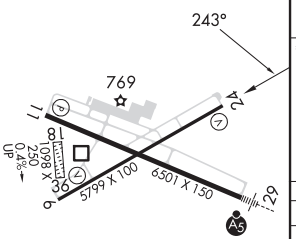
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Champaign/Urbana altimeter setting and increase all DA 82 feet, increase all MDA 100 feet, increase LPV all Cats visibility ⅛ mile, LNAV/VNAV all Cats, LNAV Cats C/D and Circling Cat D visibility ¼ mile. Baro-VNAV and VDP NA when using Champaign/Urbana altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). Circling NA to Rwys 18 and 36.

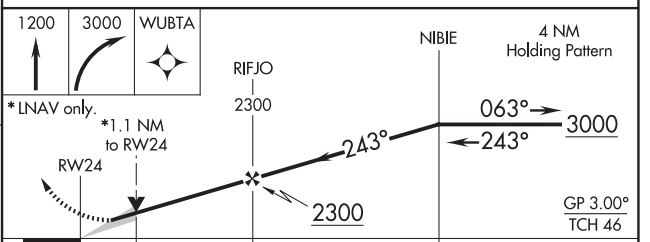
MISSED APPROACH: Climb to 1200 then climbing right turn to 3000 direct WUBTA and hold.

| ASOS | CHAMPAIGN APP CON ★ | UNICOM |
|---|---|---|
| 118.475 | 132.85 290.225 | 122.7 (CTAF) L |




ELEV 722 D TDZE 719




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 969-⅞ 250 (300-⅞) | | | |
| LNAV/VNAV DA | 1017-1 298 (300-1) | | | |
| LNAV MDA | 1120-1 408 (500-1) | | 1120-1⅛ 408 (500-1⅛) | |
| C CIRCLING | 1160-1 438 (500-1) | 1180-1 458 (500-1) | 1240-1½ 518 (600-1½) | 1380-2 658 (700-2) |

MIRL Rwy 6-24 L
HIRL Rwy 11-29 L
REIL Rwys 6, 11, and 24 L



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 29

## COLES COUNTY MEML (MTO)

| WAAS | APP CRS | Rwy Idg | 6501 |
|---|---|---|---|
| CH 93510 | 296° | TDZE | 718 |
| W29A | | Apt Elev | 722 |

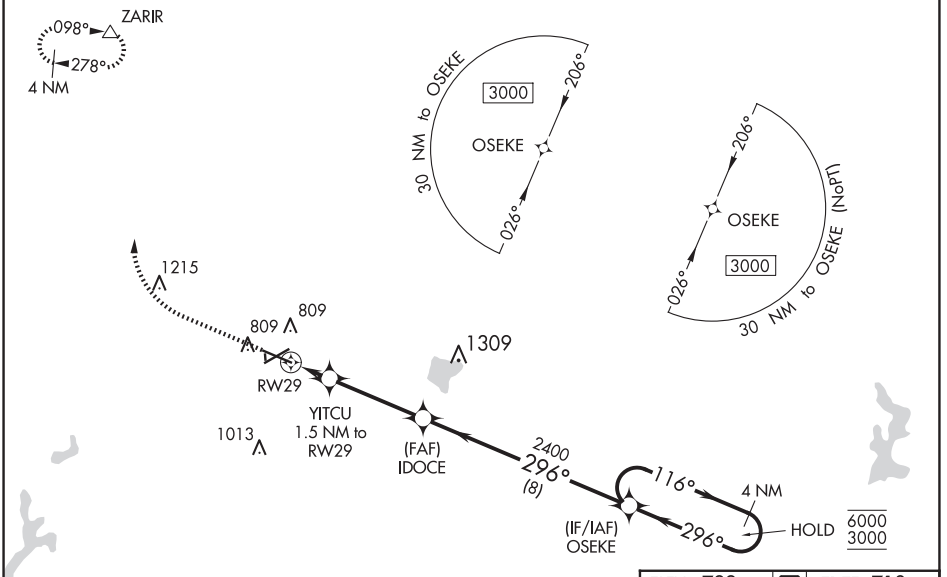
RNP APCH.

Circling NA to Rwys 18 and 36. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to ⅞ SM and increase LNAV Cat C/D visibility to 1 SM.

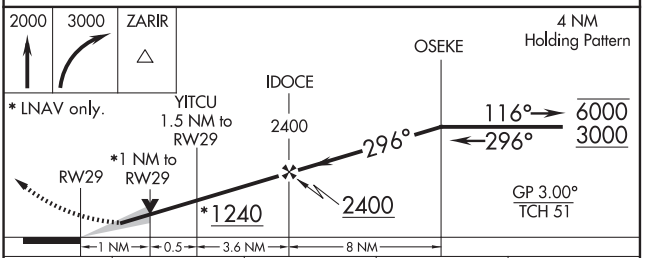
MALSR

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

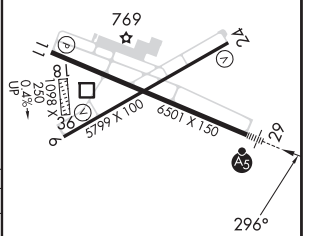
| ASOS | CHAMPAIGN APP CON ★ | UNICOM |
|---|---|---|
| 118.475 | 132.85 290.225 | 122.7 (CTAF) L |




ELEV 722 D TDZE 718




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 918-½ 200 (200-½) | | | |
| LNAV/VNAV DA | 1014-½ 296 (300-½) | | | |
| LNAV MDA | 1080-½ 362 (400-½) | | 1080-⅝ 362 (400-⅝) | |
| C CIRCLING | 1160-1 438 (500-1) | 1180-1 458 (500-1) | 1240-1½ 518 (600-1½) | 1380-2 658 (700-2) |




MIRL Rwy 6-24 L
HIRL Rwy 11-29 L
REIL Rwys 6, 11, and 24 L



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

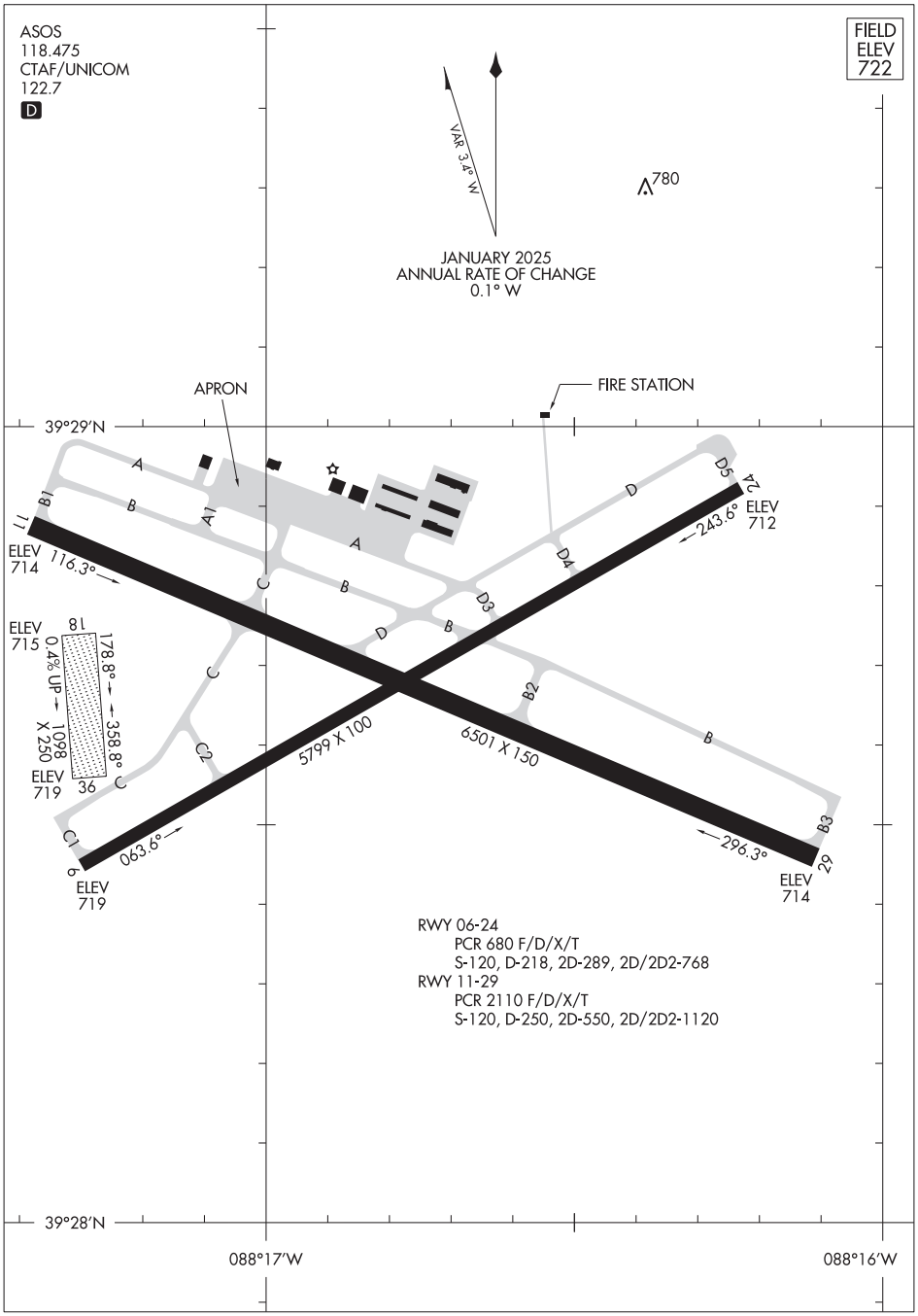
25107

# AIRPORT DIAGRAM

AL-5180 (FAA)

COLES COUNTY MEML (MTO)

MATTOON/CHARLESTON, ILLINOIS




EC-3, 07 AUG 2025 to 02 OCT 2025

EC-3, 07 AUG 2025 to 02 OCT 2025

AIRPORT DIAGRAM

MATTOON/CHARLESTON, ILLINOIS

COLES COUNTY MEML (MTO)

25107

# RNAV (GPS) RWY 9

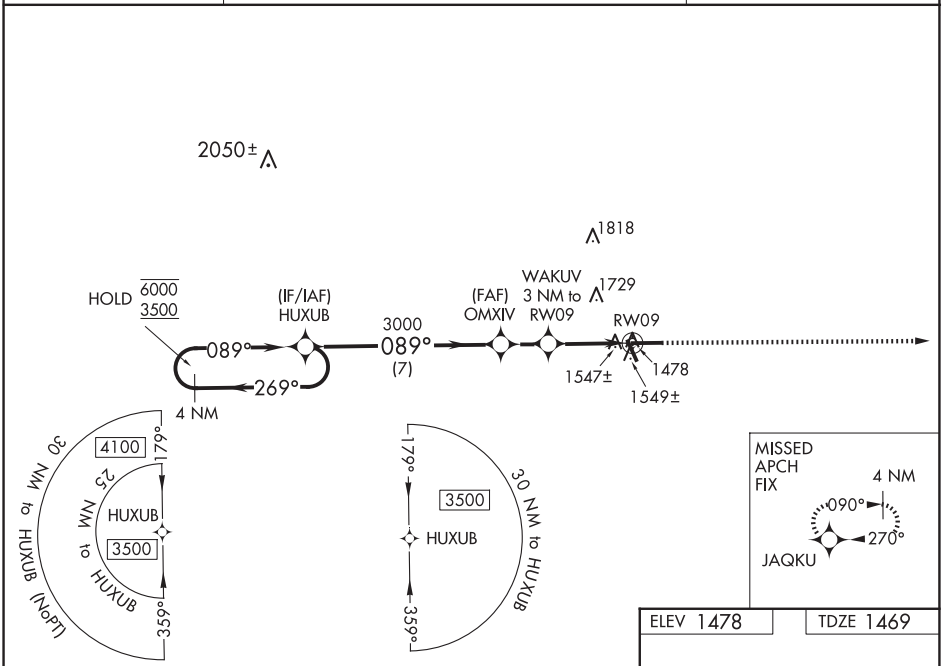
TAYLOR COUNTY (MDZ)

| WAAS | APP CRS | Rwy Idg | 6000 |
|---|---|---|---|
| CH 99331 | 089° | TDZE | 1469 |
| W09A | | Apt Elev | 1478 |

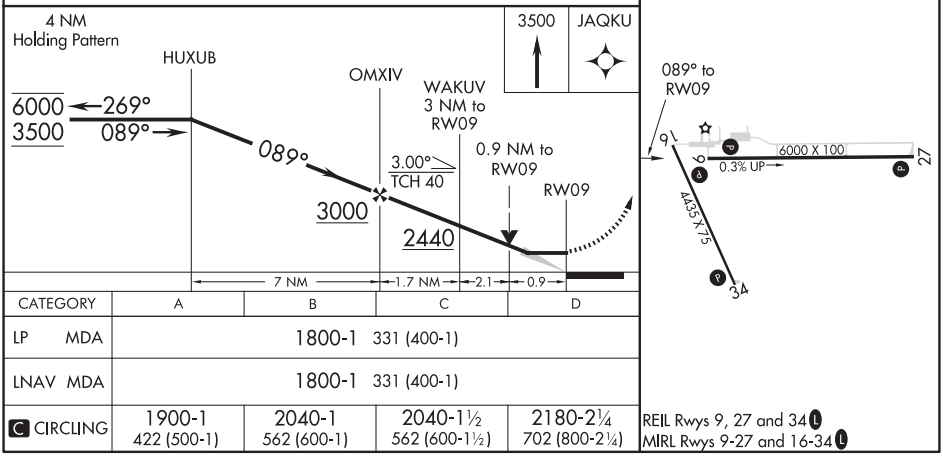
RNP APCH.

MISSED APPROACH: Climb to 3500 direct JAQKU and hold.

| AWOS-3 | MINNEAPOLIS CENTER | UNICOM |
|---|---|---|
| 119.025 | 124.4 317.7 | 122.8 (CTAF) L |




ELEV 1478 TDZE 1469




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1800-1 331 (400-1) | | | |
| LNAV MDA | 1800-1 331 (400-1) | | | |
| C CIRCLING | 1900-1 422 (500-1) | 2040-1 562 (600-1) | 2040-1½ 562 (600-1½) | 2180-2¼ 702 (800-2¼) |

REIL Rwys 9, 27 and 34 L
MIRL Rwys 9-27 and 16-34 L



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

MEDFORD, WISCONSIN | AL-6200 (FAA) | 22027

# RNAV (GPS) RWY 16

TAYLOR COUNTY (MDZ)

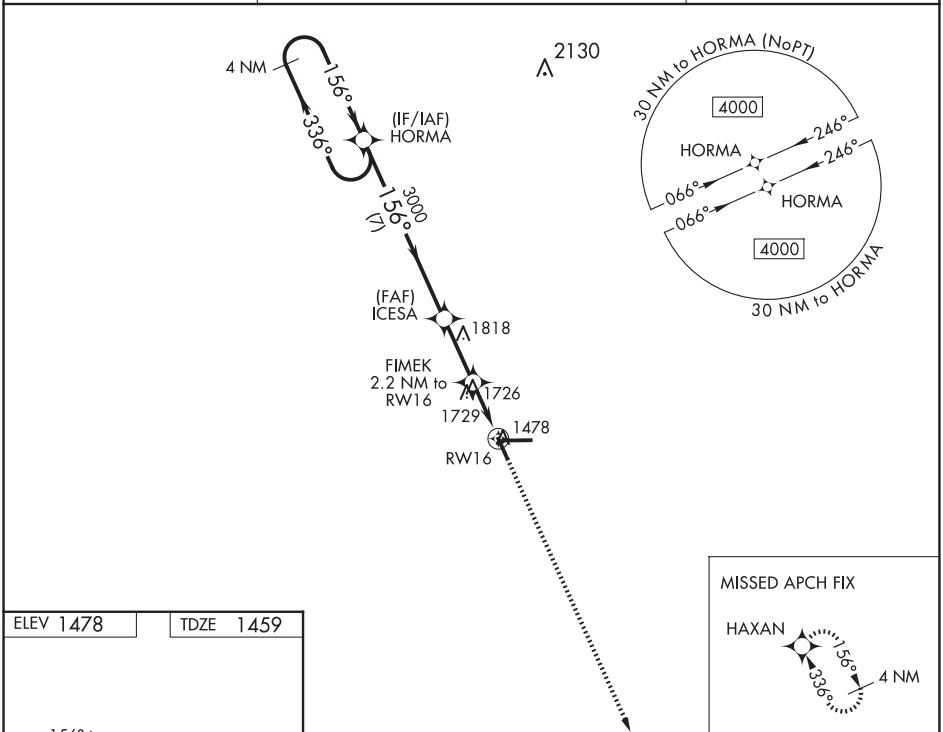
| WAAS CH 86231 W16A | APP CRS 156° | Rwy Idg 4435 / TDZE 1459 / Apt Elev 1478 |
|---|---|---|

RNP APCH.

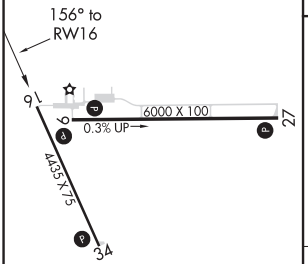
When local altimeter setting not received, use Merrill altimeter setting and increase all MDA 100 feet and increase all Cat C/D visibility ¼ mile. Rwy 16 helicopter visibility reduction below ¾ SM NA. VDP NA when using Merrill altimeter setting.

MISSED APPROACH: Climb to 4000 direct HAXAN and hold.

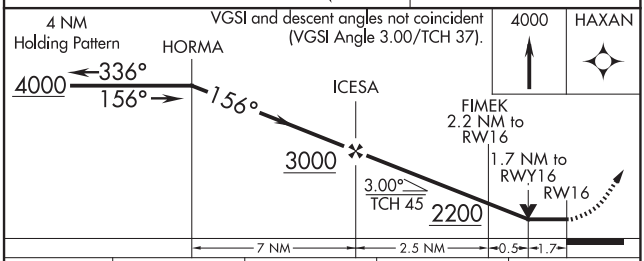
| AWOS-3 | MINNEAPOLIS CENTER | UNICOM |
|---|---|---|
| 119.025 | 124.4 317.7 | 122.8 (CTAF) L |




ELEV 1478 | TDZE 1459




REIL Rwys 9, 27 and 34 L
MIRL Rwys 9-27 and 16-34 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 2040-1 | 581 (600-1) | 2040-1¾ | 581 (600-1¾) |
| LNAV MDA | 2060-1 | 601 (600-1) | 2060-1¾ | 601 (600-1¾) |
| CIRCLING | 2060-1 | 582 (600-1) | 2060-1¾ 582 (600-1¾) | 2180-2¼ 702 (800-2¼) |

MEDFORD, WISCONSIN | TAYLOR COUNTY (MDZ)

Orig-C 27JAN22 | 45°06'N-90°18'W

RNAV (GPS) RWY 16



EC-3, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 27

TAYLOR COUNTY (MDZ)

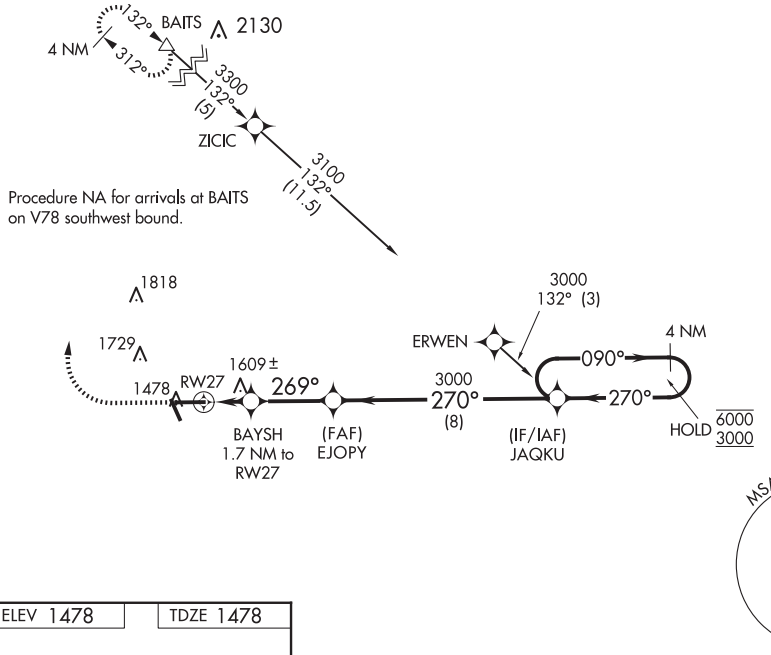
| WAAS | APP CRS | Rwy Idg | 6000 |
|---|---|---|---|
| CH 66011 | 269° | TDZE | 1478 |
| W27A | | Apt Elev | 1478 |

RNP APCH-GPS.

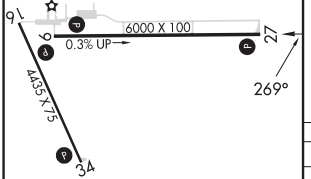
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3300 direct BAITS and hold.

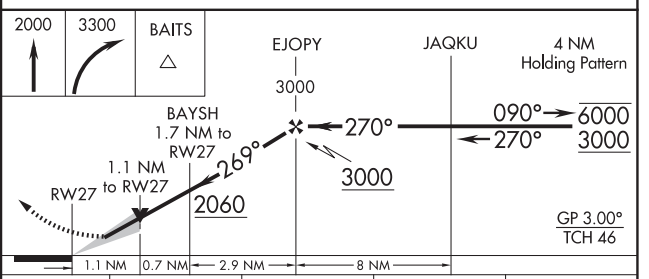
| AWOS-3 | MINNEAPOLIS CENTER | UNICOM |
|---|---|---|
| 119.025 | 124.4 317.7 | 122.8 (CTAF) L |




ELEV 1478 TDZE 1478




REIL Rwys 9, 27 and 34 L
MIRL Rwys 9-27 and 16-34 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1678-¾ 200 (200-¾) | | | |
| LNAV/VNAV DA | 1877-1⅛ 399 (400-1⅛) | | | |
| LNAV MDA | 1860-1 382 (400-1) | | 1860-1⅛ 382 (400-1⅛) | |
| C CIRCLING | 1900-1 422 (500-1) | 2040-1 562 (600-1) | 2040-1½ 562 (600-1½) | 2180-2¼ 702 (800-2¼) |



EC-3, 07 AUG 2025 to 02 OCT 2025
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MEDFORD, WISCONSIN | AL-6200 (FAA) | 22027

# RNAV (GPS) RWY 34

TAYLOR COUNTY (MDZ)

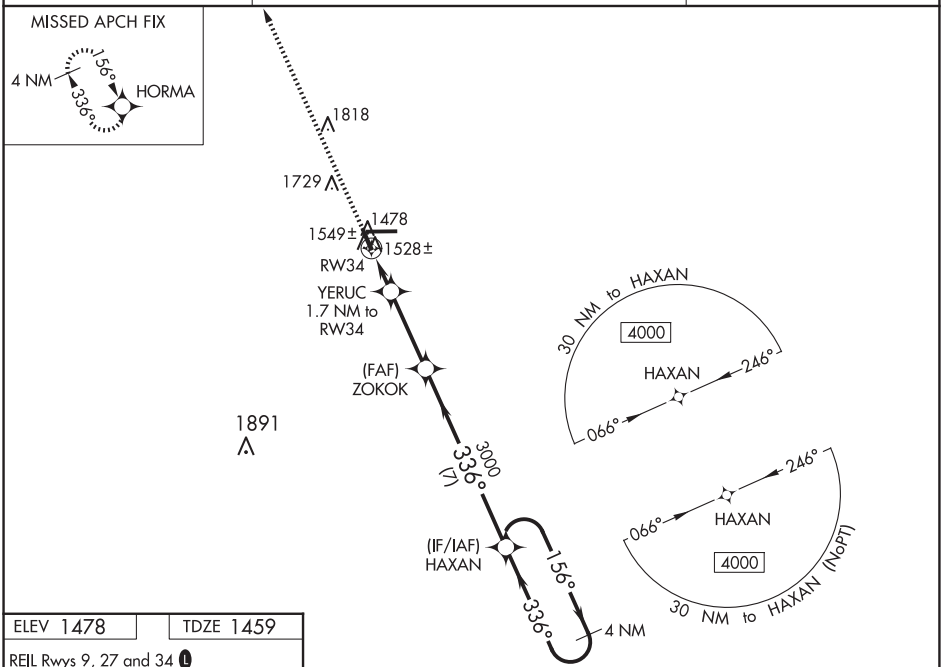
| WAAS | APP CRS | Rwy Idg | 4435 |
|---|---|---|---|
| CH 73029 | 336° | TDZE | 1459 |
| W34A | | Apt Elev | 1478 |

RNP APCH.

When local altimeter setting not received, use Merrill altimeter setting: increase all MDA 100 feet and all Cat C and D visibilities ¼ SM. VDP NA when using Merrill altimeter setting.

MISSED APPROACH: Climb to 4000 direct HORMA and hold.

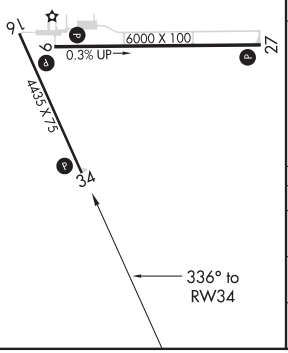
| AWOS-3 | MINNEAPOLIS CENTER | UNICOM |
|---|---|---|
| 119.025 | 124.4 317.7 | 122.8 (CTAF) L |

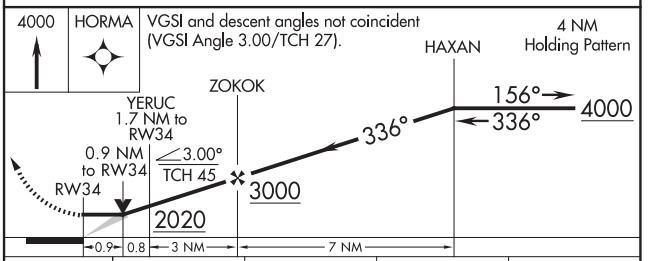



ELEV 1478 | TDZE 1459

REIL Rwys 9, 27 and 34 L

MIRL Rwys 9-27 and 16-34 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1780-1 321 (400-1) | | | |
| LNAV MDA | 1800-1 341 (400-1) | | | |
| CIRCLING | 1940-1 462 (500-1) | 2040-1 562 (600-1) | 2040-1½ 562 (600-1½) | 2180-2¼ 702 (800-2¼) |

MEDFORD, WISCONSIN | TAYLOR COUNTY (MDZ)

Orig-C 27JAN22 | 45°06'N-90°18'W | RNAV (GPS) RWY 34



EC-3, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 9

## MENOMONIE MUNI/SCORE FLD (LUM)

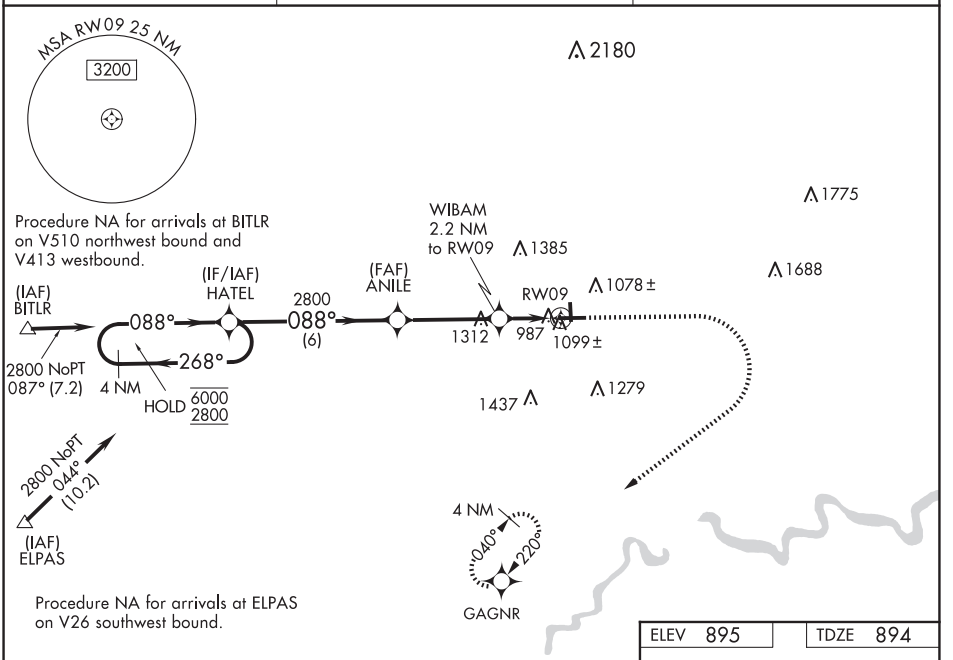
| WAAS | APP CRS | | |
|---|---|---|---|
| CH **40304** | **088°** | Rwy Ldg | **5074** |
| **W09A** | | TDZE | **894** |
| | | Apt Elev | **895** |

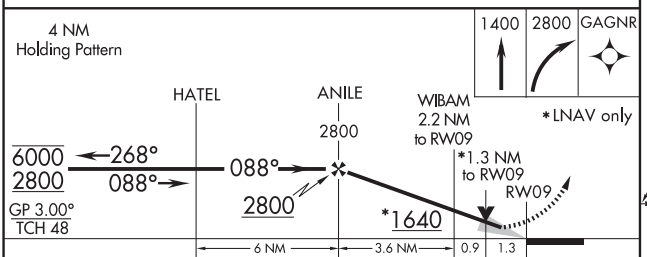
RNP APCH.

Circling Rwy 18, 36 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

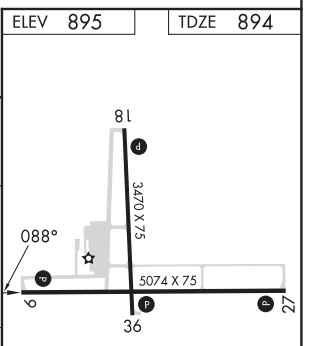
MISSED APPROACH: Climb to 1400 then climbing right turn to 2800 direct GAGNR and hold.

| AWOS-3 | MINNEAPOLIS CENTER | UNICOM |
|---|---|---|
| **118.025** | **125.3 335.6** | **123.075** (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1144-3/4 250 (300-1) | | | NA |
| LNAV/VNAV DA | 1423-1½ 529 (600-1½) | | | NA |
| LNAV MDA | 1360-1 466 (500-1) | | 1360-1⅜ 466 (500-1⅜) | NA |
| C CIRCLING | 1420-1 525 (600-1) | 1800-1¼ 905 (1000-1¼) | 1820-2¾ 925 (1000-1¾) | NA |




REIL Rwys 9 and 27 L
MIRL Rwys 9-27 and 18-36 L



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 27

## MENOMONIE MUNI/SCORE FLD (LUM)

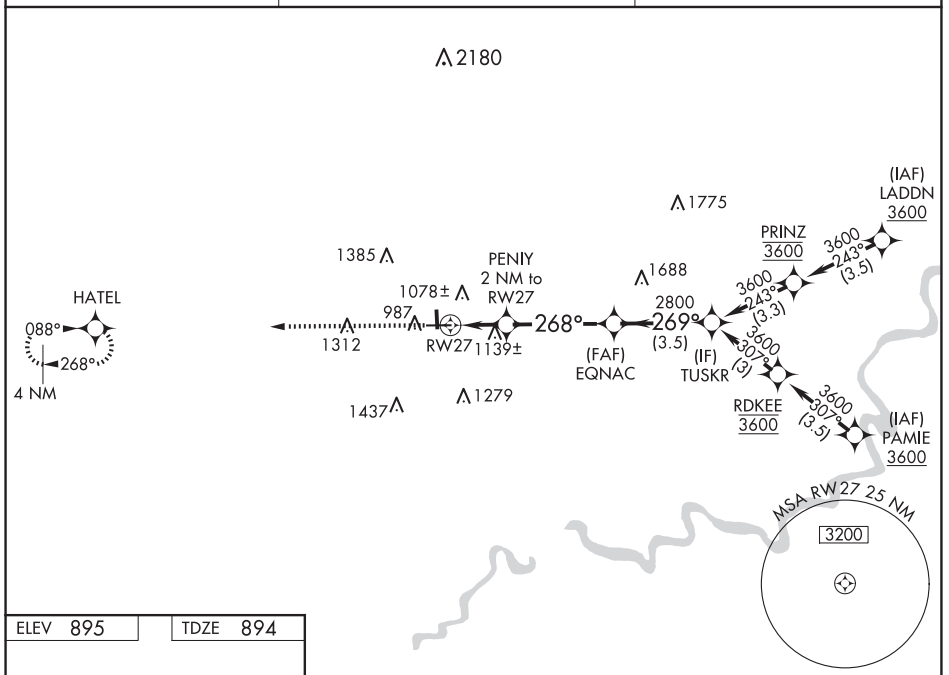
| WAAS | APP CRS | Rwy Ldg | 5074 |
|---|---|---|---|
| CH 97604 | 268° | TDZE | 894 |
| W27A | | Apt Elev | 895 |

RNP APCH.

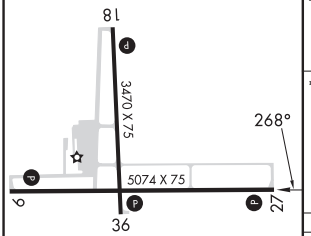
Circling Rwy 18, 36 NA at night.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

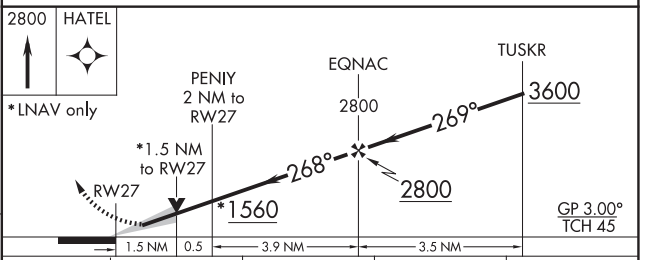
MISSED APPROACH: Climb to 2800 direct HATEL and hold.

| AWOS-3 | MINNEAPOLIS CENTER | UNICOM |
|---|---|---|
| 118.025 | 125.3 335.6 | 123.075 (CTAF) L |




| ELEV 895 | TDZE 894 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1144-¾ 250 (300-¾) | | | NA |
| LNAV/VNAV DA | 1470-1⅝ 576 (600-1⅝) | | | NA |
| LNAV MDA | 1400-1 506 (600-1) | | 1400-1⅜ 506 (600-1⅜) | NA |
| C CIRCLING | 1420-1 525 (600-1) | 1800-1¼ 905 (1000-1¼) | 1820-2¾ 925 (1000-2¾) | NA |

REIL Rwys 9 and 27 L
MIRL Rwys 9-27 and 18-36 L



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

| VORTAC EAU | APP CRS | Rwy Ldg | 5074 |
|---|---|---|---|
| 113.65 | 265° | TDZE | 894 |
| Chan 83 (Y) | | Apt Elev | 895 |

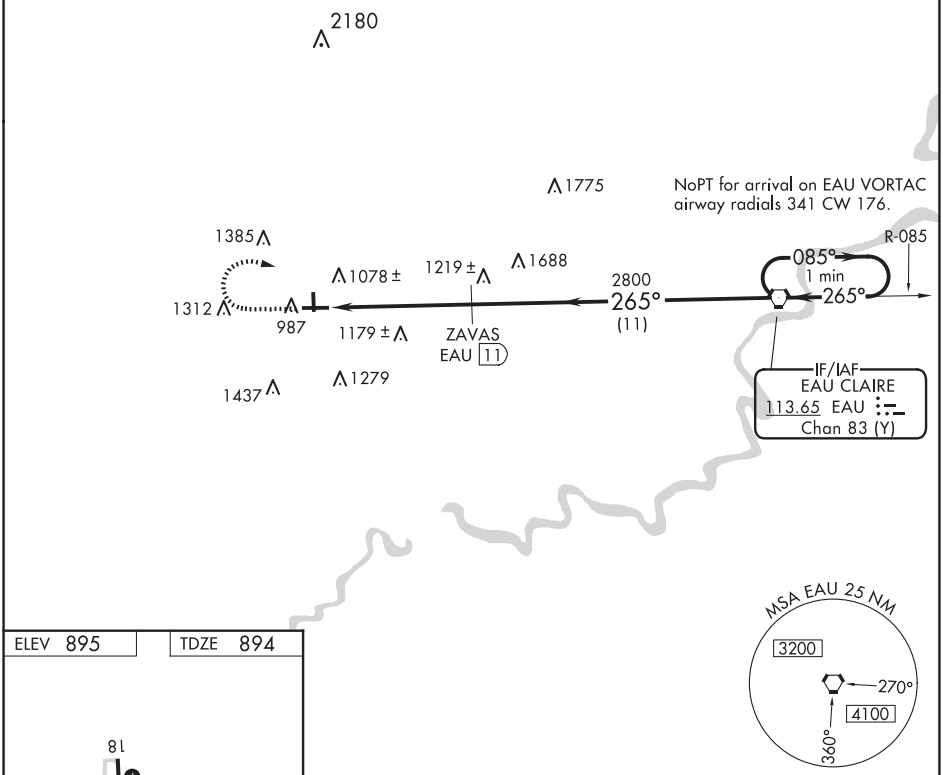
# VOR/DME RWY 27

## MENOMONIE MUNI/SCORE FLD (LUM)

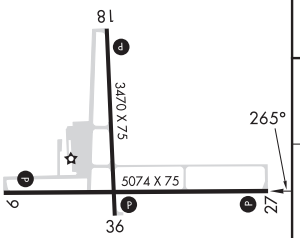
When local altimeter setting not received, use Chippewa Valley Rgnl altimeter setting and increase all MDA 60 feet, increase Circling Cat B and C visibility ¼ SM. VDP NA when using Chippewa Valley Rgnl altimeter setting. Rwy 27 helicopter visibility reduction below ¾ SM NA.

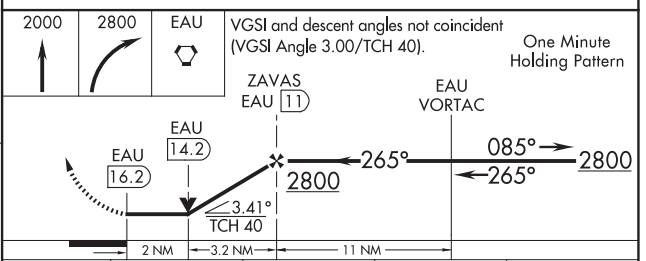
MISSED APPROACH: Climb to 2000 then climbing right turn to 2800 direct EAU VORTAC and hold.

| AWOS-3 | MINNEAPOLIS CENTER | UNICOM |
|---|---|---|
| 118.025 | 125.3 335.6 | 123.075 (CTAF) L |




| ELEV 895 | TDZE 894 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-27 | 1560-1 666 (700-1) | | 1560-1¾ 666 (700-1¾) | NA |
| C CIRCLING | 1560-1 665 (700-1) | 1800-1¼ 905 (1000-1¼) | 1820-2¾ 925 (1000-2¾) | NA |

REIL Rwys 9 and 27 L
MIRL Rwys 9-27 and 18-36 L



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

MERRILL, WISCONSIN | AL-5718 (FAA) | 25163

# RNAV (GPS) RWY 7

MERRILL MUNI (RRL)

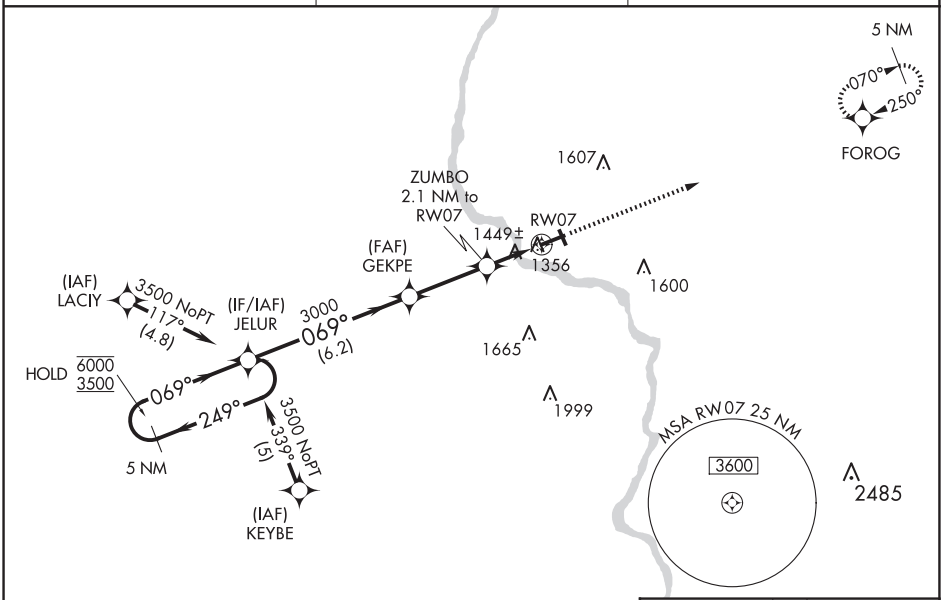
| WAAS | APP CRS | Rwy Ldg | 5101 |
|---|---|---|---|
| CH 70604 | 069° | TDZE | 1318 |
| W07A | | Apt Elev | 1318 |

RNP APCH - GPS.

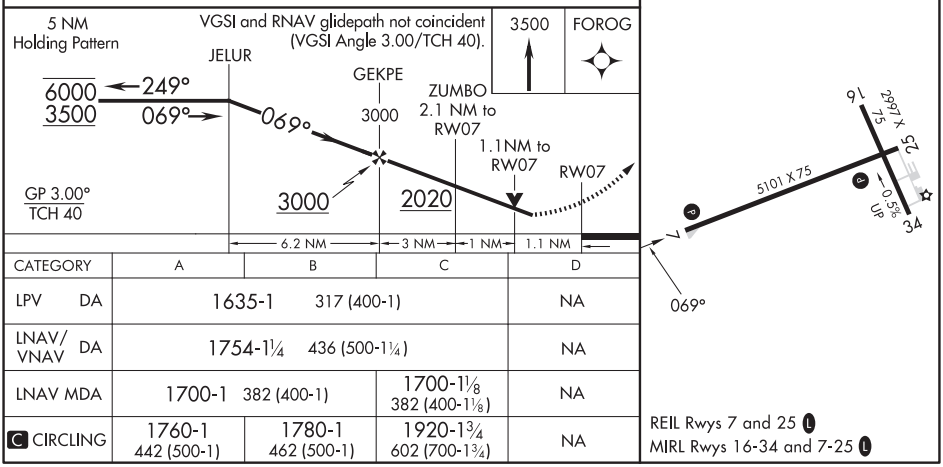
Circling Rwy 16, 34 NA at night. Rwy 7 helicopter visibility reduction below ¾ SM NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.

MISSED APPROACH: Climb to 3500 direct FOROG and hold.

| AWOS-3 | MINNEAPOLIS CENTER | UNICOM |
|---|---|---|
| 119.925 | 124.4 317.7 | 122.8 (CTAF) L |




ELEV 1318 | TDZE 1318




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1635-1 317 (400-1) | | | NA |
| LNAV/VNAV DA | 1754-1¼ 436 (500-1¼) | | | NA |
| LNAV MDA | 1700-1 382 (400-1) | | 1700-1⅛ 382 (400-1⅛) | NA |
| C CIRCLING | 1760-1 442 (500-1) | 1780-1 462 (500-1) | 1920-1¾ 602 (700-1¾) | NA |

REIL Rwys 7 and 25 L
MIRL Rwys 16-34 and 7-25 L

MERRILL, WISCONSIN
Amdt 1D 29DEC22

45°12'N - 89°43'W

MERRILL MUNI (RRL)

RNAV (GPS) RWY 7

EC-3, 07 AUG 2025 to 02 OCT 2025

EC-3, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 25

MERRILL MUNI (RRL)

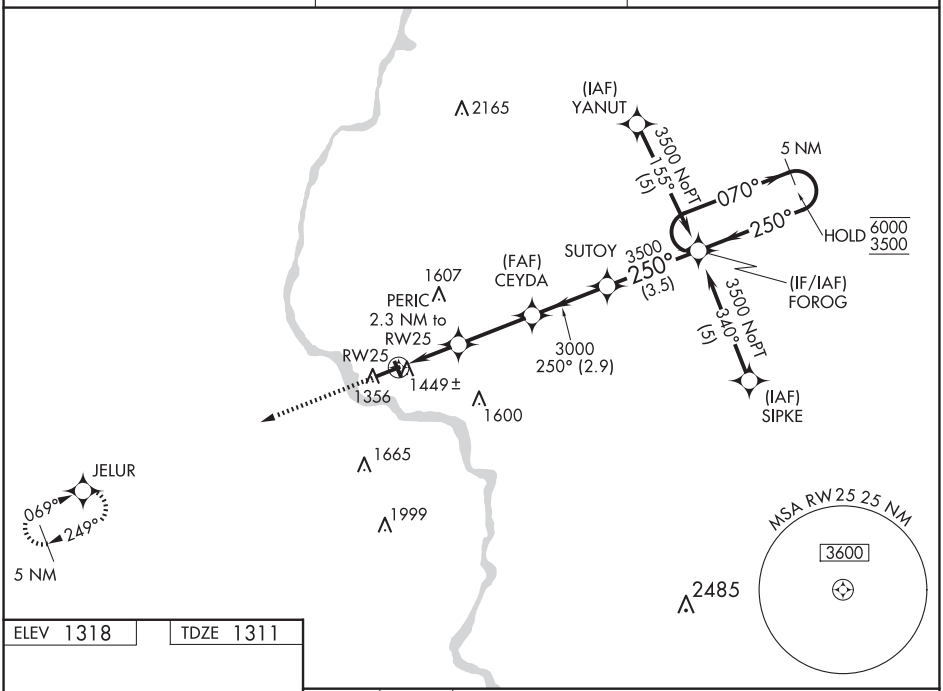
| WAAS | APP CRS | Rwy Ldg | 5101 |
|---|---|---|---|
| CH 49104 | 250° | TDZE | 1311 |
| W25A | | Apt Elev | 1318 |

RNP APCH - GPS.

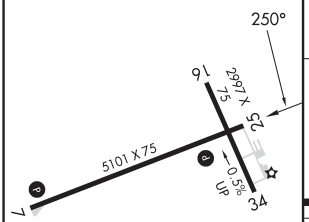
Circling Rwy 16, 34 NA at night. Rwy 25 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.

MISSED APPROACH: Climb to 3500 direct JELUR and hold.

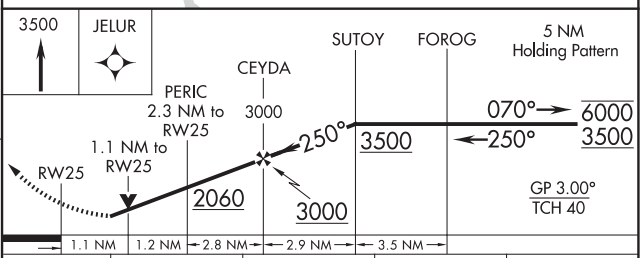
| AWOS-3 | MINNEAPOLIS CENTER | UNICOM |
|---|---|---|
| 119.925 | 124.4 317.7 | 122.8 (CTAF) L |




ELEV 1318 TDZE 1311




REIL Rwys 7 and 25 L
MIRL Rwys 16-34 and 7-25 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1640-1 329 (400-1) | | | NA |
| LNAV/VNAV DA | 1719-1⅛ 408 (500-1⅛) | | | NA |
| LNAV MDA | 1700-1 389 (400-1) | | 1700-1⅛ 389 (400-1⅛) | NA |
| C CIRCLING | 1760-1 442 (500-1) | 1780-1 462 (500-1) | 1920-1¾ 602 (700-1¾) | NA |



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 10

## MIDDLETON MUNI/MOREY FLD (C29)

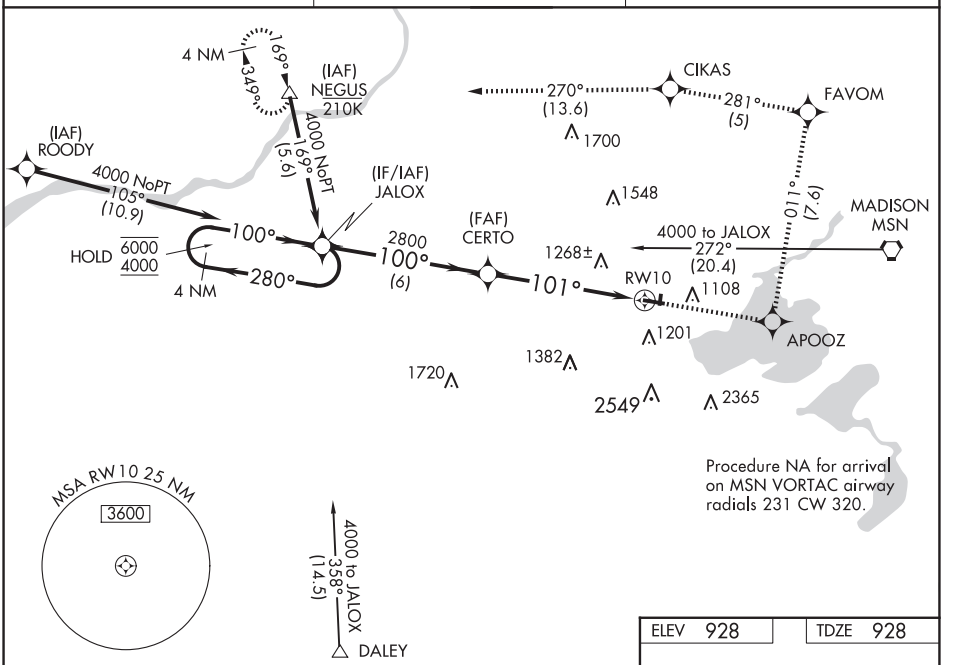
| WAAS | APP CRS | Rwy Idg | 4001 |
|---|---|---|---|
| CH 62912 | 101° | TDZE | 928 |
| W10A | | Apt Elev | 928 |

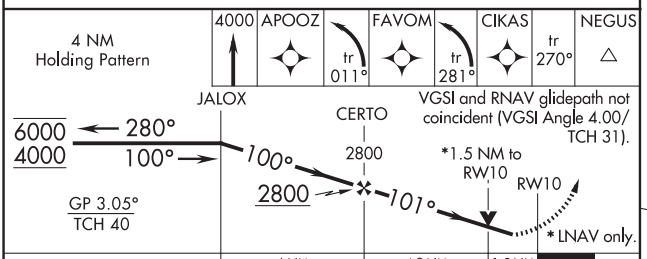
RNP APCH.

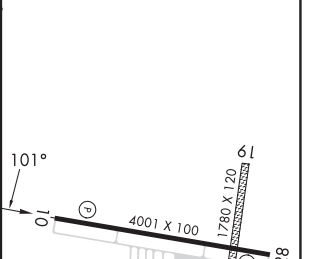
T A Circling NA to Rwys 1 and 19. Helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

MISSED APPROACH: (Do not exceed 185K until APOOZ) Climb to 4000 direct APOOZ then climbing left turn on track 011° to FAVOM then climbing left turn on track 281° to CIKAS and track 270° to NEGUS and hold.

| AWOS-3 | MADISON APP CON * | UNICOM |
|---|---|---|
| 118.675 | 135.45 343.7 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1408-1⅜ 480 (500-1⅜) | | | NA |
| LNAV/VNAV DA | 1596-1⅞ 668 (700-1⅞) | | | NA |
| LNAV MDA | 1600-1 672 (700-1) | | 1600-1⅞ 672 (700-1⅞) | NA |
| C CIRCLING | 1600-1 672 (700-1) | 1620-1 692 (700-1) | 1640-2 712 (800-2) | NA |

MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 28

## MIDDLETON MUNI/MOREY FLD (C29)

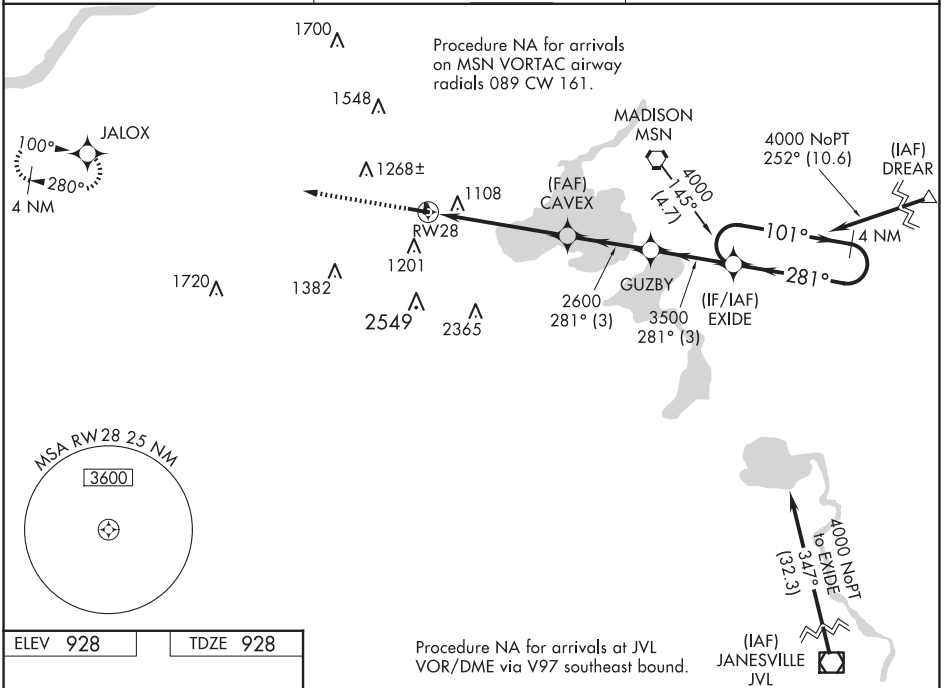
| WAAS | APP CRS | Rwy Idg | 4001 |
|---|---|---|---|
| CH 82404 | 281° | TDZE | 928 |
| W28A | | Apt Elev | 928 |

RNP APCH - GPS.

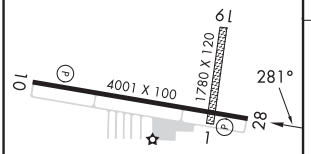
Baro-VNAV NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Dane County Rgnl/Truax Fld altimeter setting. VDP NA when using Dane County Rgnl/Truax Fld altimeter setting. Circling NA to Rwys 1 and 19.

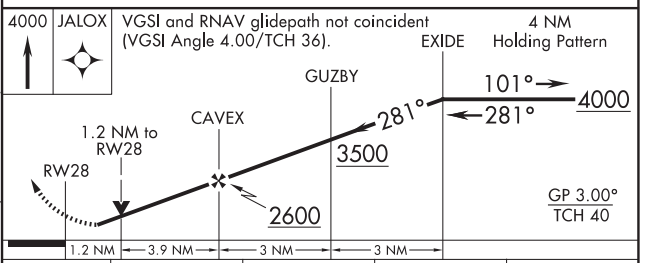
MISSED APPROACH: Climb to 4000 direct JALOX and hold.

| AWOS-3 | MADISON APP CON ★ | UNICOM |
|---|---|---|
| 118.675 | 135.45 343.7 | 123.0 (CTAF) L |




ELEV 928 TDZ 928




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1326-1½ 398 (400-1½) | | | NA |
| LNAV/ VNAV DA | 1442-1¾ 514 (600-1¾) | | | NA |
| LNAV MDA | 1480-1 552 (600-1) | | 1480-1½ 552 (600-1½) | NA |
| CIRCLING | 1560-1 632 (700-1) | 1640-1 712 (800-1) | 1660-2 732 (800-2) | NA |

MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

MIDDLETON, WISCONSIN | AL-6171 (FAA) | 23278

| LOC/DME I-CFQ | APP CRS | Rwy Idg | 4001 |
|---|---|---|---|
| 110.35 | 101° | TDZE | 928 |
| Chan 40 (Y) | | Apt Elev | 928 |

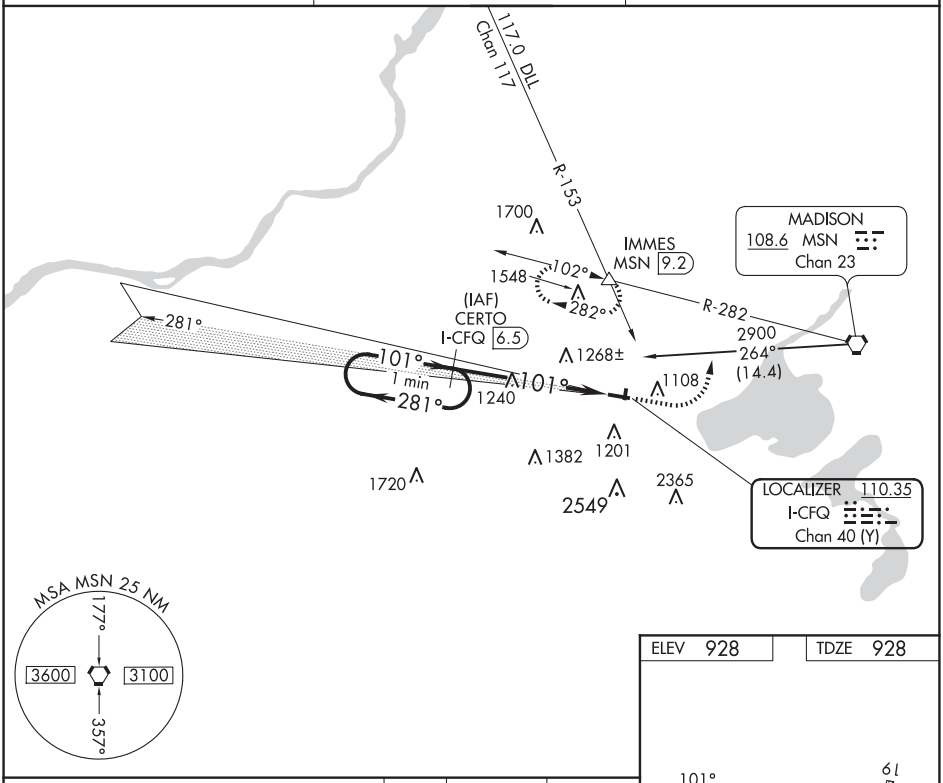
# LOC/DME RWY 10

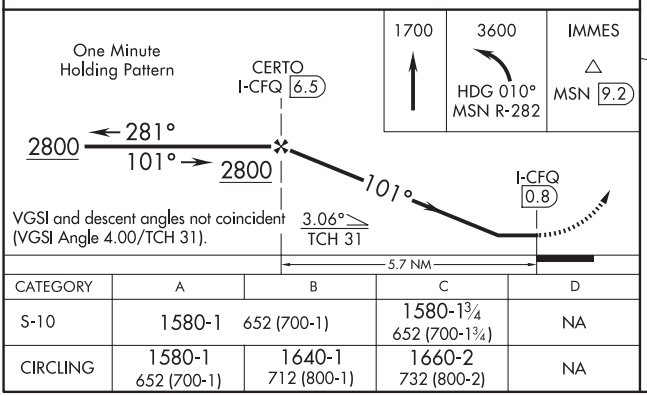
## MIDDLETON MUNI/MOREY FLD (C29)

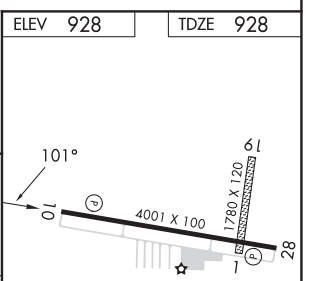
Helicopter visibility reduction below ¾ SM NA. Use Dane County Rgnl-Truax Fld altimeter setting; when not received, use Baraboo altimeter setting and increase all MDAs 60 feet and S-10 Cat C visibility ¼ SM and Circling Cat C visibility ¼ SM. Circling NA to Rwys 1 and 19.

MISSED APPROACH: Climb to 1700 then climbing left turn to 3600 via heading 010° and MSN VORTAC R-282 to IMMES Int/MSN 9.2 DME and hold, continue climb-in-hold to 3600.

| AWOS-3 | MADISON APP CON★ | UNICOM |
|---|---|---|
| 118.675 | 135.45 343.7 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-10 | 1580-1 | 652 (700-1) | 1580-1¾ 652 (700-1¾) | NA |
| CIRCLING | 1580-1 652 (700-1) | 1640-1 712 (800-1) | 1660-2 732 (800-2) | NA |

MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

| VORTAC MSN | APP CRS | Rwy Idg | 4001 |
|---|---|---|---|
| 108.6 | 254° | TDZE | 928 |
| Chan 23 | | Apt Elev | 928 |

# VOR RWY 28

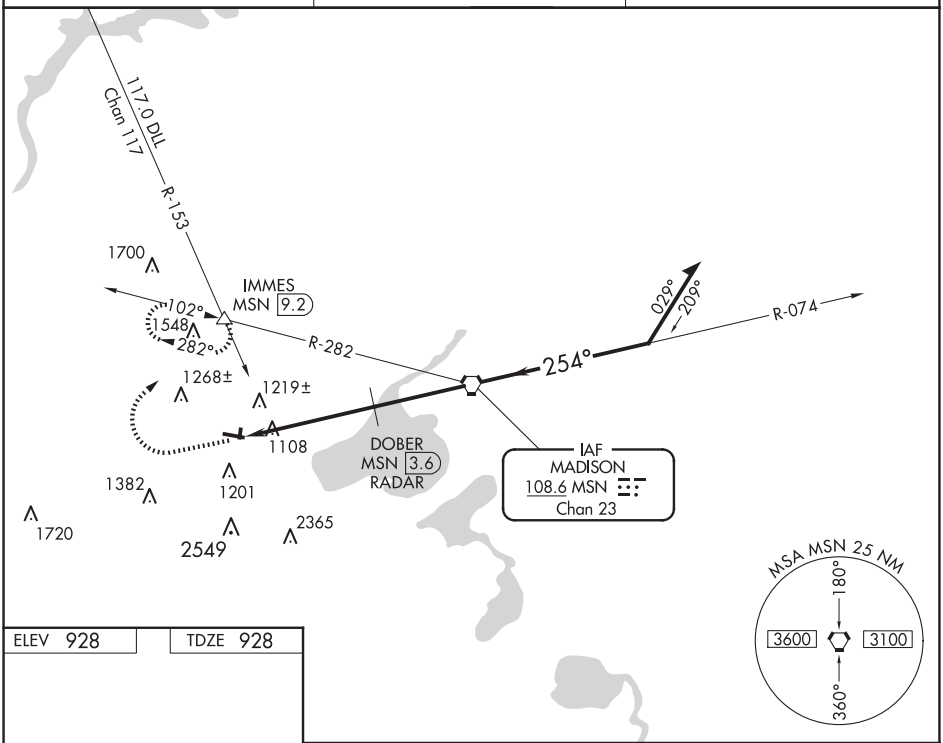
## MIDDLETON MUNI/MOREY FLD (C29)

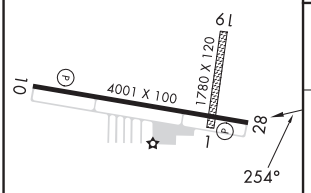
T When local altimeter setting not received, use Dane County Rgnl/Truax Fld altimeter setting and increase all MDAs 40 feet and S-28 visibility Cat C ⅛ SM, and Circling visibility Cat C ¼ SM. RADAR or DME required. Circling NA to Rwys 1 and 19. Rwy 28 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 28 NA at night, Circling Rwy 28 NA at night.

A

MISSED APPROACH: Climb to 2000 then climbing right turn to 3500 on heading 020° and MSN R-282 to IMMES INT/9.2 DME and hold.

| AWOS-3 | MADISON APP CON★ | UNICOM |
|---|---|---|
| 118.675 | 135.45 343.7 | 123.0 (CTAF) L |

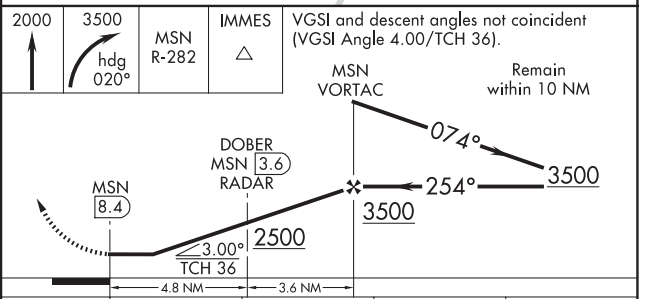



MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L

FAF to MAP 8.4 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 8:24 | 5:36 | 4:12 | 3:22 | 2:48 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-28 | 1500-1 | 572 (600-1) | 1500-1⅝ 572 (600-1⅝) | NA |
| CIRCLING | 1560-1 632 (700-1) | 1640-1 712 (800-1) | 1660-2 732 (800-2) | NA |



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

# ILS or LOC RWY 1L
## GENERAL MITCHELL INTL (MKE)

| LOC/DME I-MKE | APP CRS | | 1L | 1R |
|---|---|---|---|---|
| 110.3 | 011° | Rwy Ldg | 9080 | 4182 |
| Chan 40 | | TDZE | 704 | 678 |
| | | Apt Elev | 728 | 728 |

DME or RADAR required.

ALSF-2 Rwy 1L

MISSED APPROACH: Climb to 1200 then climbing left turn to 2900 direct BAE VOR/DME and hold.

| D-ATIS | MILWAUKEE APP CON | MILWAUKEE TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 126.4 | 126.5 307.0 | 124.575 269.05 | 121.8 263.125 | 120.8 | |

BADGER 116.4 BAE Chan 111

LOCALIZER 110.3 I-MKE Chan 40

1273 1533 1037 930 921 IM 853 1200

Procedure NA for arrival on BAE VOR/DME airway radials 100 CW 191.

2700 143° (27.6)

CUTMO I-MKE 7.8 RADAR

(IF/IAF) YOUNT I-MKE 13.7 RADAR

2600 011° (5.9) 191° 1 min 011° 191° HOLD 5000 2700

MSA BAE 25 NM 2900

MISSED APCH FIX R-270 090° 270° BADGER BAE 116.4 Chan 111

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 72).

One Minute Holding Pattern 5000 2700 191° 011°

YOUNT I-MKE 13.7 RADAR

CUTMO I-MKE 7.8 RADAR

011° 2600 I-MKE 3.1 I-MKE 2 IM

GS 3.00° TCH 56

2600

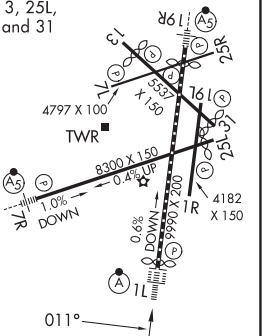
5.9 NM 4.6 NM 1.1 NM 0.1

1200 2900 BAE

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 1L | 904/18 200 (200-½) | | | |
| S-LOC 1L | 1140/24 436 (500-½) | | 1140/40 436 (500-¾) | |
| SIDESTEP 1R | 1140-1 462 (500-1) | | 1140-1½ 462 (500-1½) | 1140-2 462 (500-2) |
| C CIRCLING | 1240-1 512 (600-1) | | 1240-1½ 512 (600-1½) | 1360-2 632 (700-2) |

ELEV 728 D TDZE 1L 704 TDZE 1R 678

TDZ/CL Rwy 1L REIL Rwys 1R, 7L, 13, 25L, 25R and 31




HIRL Rwys 1L-19R and 7R-25L
MIRL Rwys 1R-19L, 13-31, and 7L-25R

FAF to MAP 5.8 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:48 | 3:52 | 2:54 | 2:19 | 1:56 |



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

# ILS or LOC RWY 7R
## GENERAL MITCHELL INTL (MKE)

| LOC/DME I-GMF | APP CRS | Rwy Ldg 8012 |
|---|---|---|
| 111.5 | 076° | TDZE 729 |
| Chan 52 | | Apt Elev 729 |

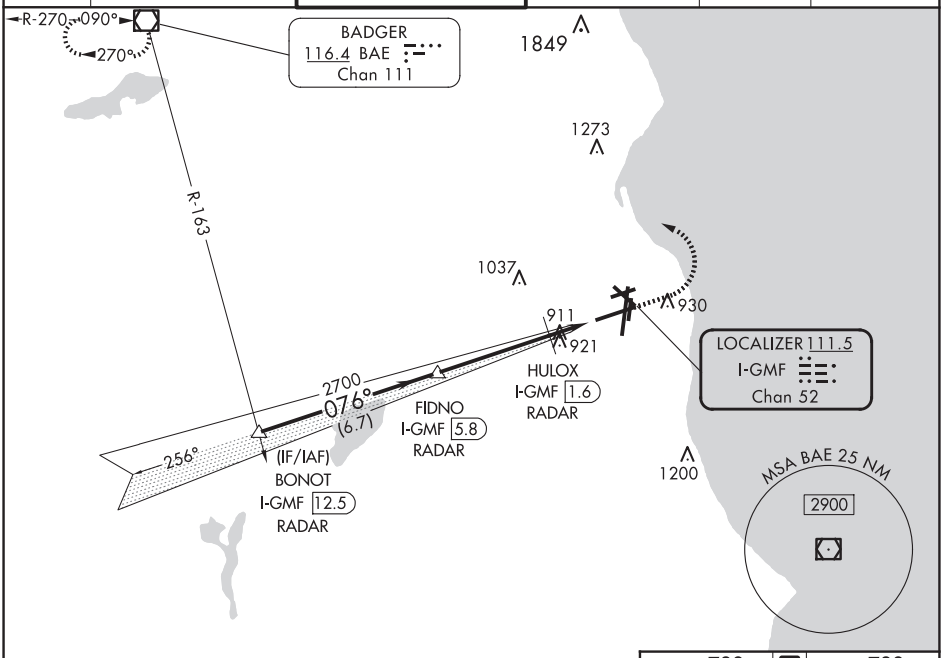
RADAR required for procedure entry. DME or RADAR required.

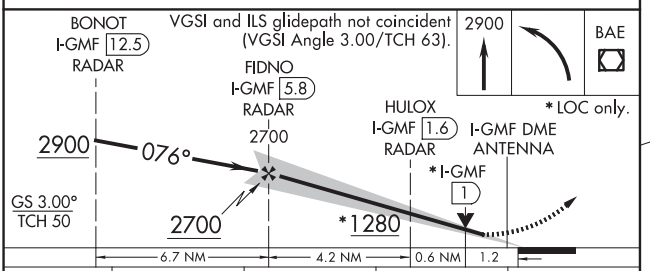
▼ #RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

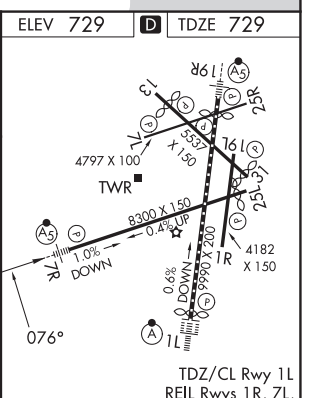
MISSED APPROACH: Climb to 2900 then left turn direct BAE VOR/DME and hold.

| D-ATIS | MILWAUKEE APP CON | MILWAUKEE TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 126.4 | 126.5 307.0 | 124.575 269.05 | 121.8 263.125 | 120.8 | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 7R # | 929/24 200 (200-½) | | | |
| S-LOC 7R | 1180/24 451 (500-½) | | 1180/45 451 (500-⅞) | |
| C CIRCLING | 1240-1 511 (600-1) | | 1240-1½ 511 (600-1½) | 1360-2 631 (700-2) |




TDZ/CL Rwy 1L
REIL Rwys 1R, 7L, 13, 25L, 25R and 31
HIRL Rwys 1L-19R and 7R-25L
MIRL Rwys 1R-19L, 13-31, and 7L-25R

FAF to MAP 6 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 6:00 | 4:00 | 3:00 | 2:24 | 2:00 |



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

MILWAUKEE, WISCONSIN AL-262 (FAA) 25163

# ILS or LOC RWY 19R
GENERAL MITCHELL INTL (MKE)

| LOC/DME I-BLY | APP CRS | Rwy 19R Ldg 9205 | Rwy 19L Ldg 4182 |
|---|---|---|---|
| 110.3 Chan 40 | 191° | TDZE 672 | TDZE 674 |
| | | Apt Elev 728 | Apt Elev 728 |

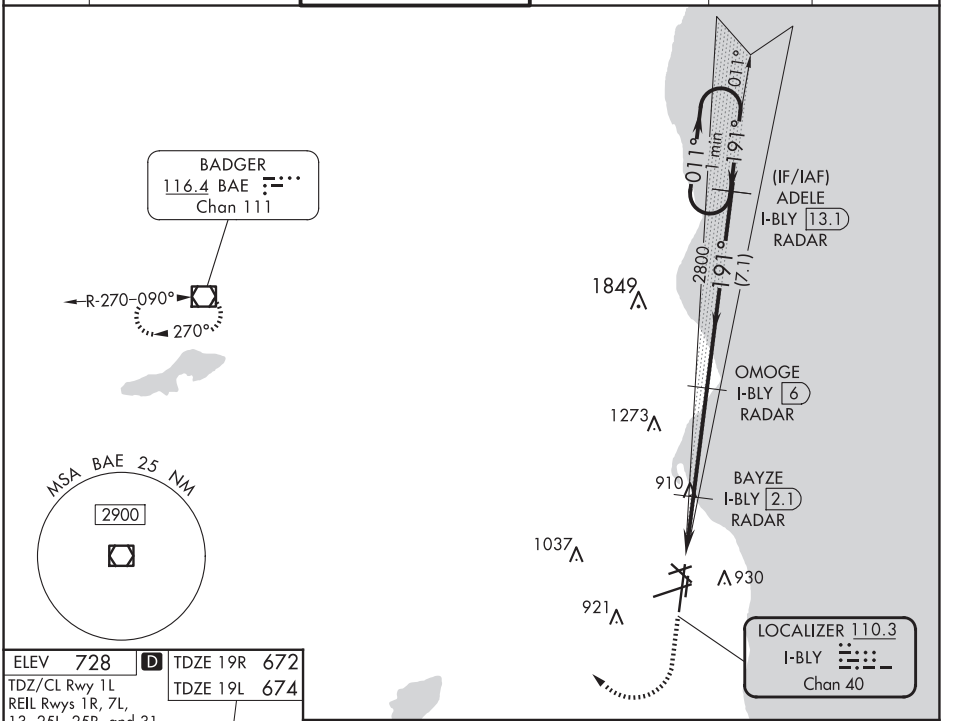
RADAR required for procedure entry, RADAR or DME required for LOC only.

For inop ALS, increase S-LOC 19R Cats C and D visibility to 1⅜ SM. *RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR Rwy 19R (A5)

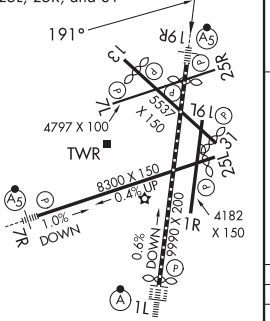
MISSED APPROACH: Climb to 2800 then right turn direct BAE VOR/DME and hold.

| D-ATIS | MILWAUKEE APP CON | MILWAUKEE TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 126.4 | 126.5 307.0 | 124.575 269.05 | 121.8 263.125 | 120.8 | |




ELEV 728 D TDZE 19R 672 TDZE 19L 674

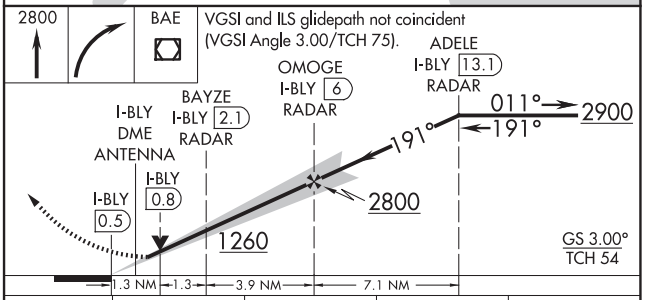
TDZ/CL Rwy 1L
REIL Rwys 1R, 7L, 13, 25L, 25R, and 31




HIRL Rwys 1L-19R and 7R-25L
MIRL Rwys 1R-19L, 13-31, and 7L-25R

FAF to MAP 6.5 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 6:30 | 4:20 | 3:15 | 2:36 | 2:10 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 19R* | 872/24 | 200 (200-½) | | |
| S-LOC 19R | 1160/24 | 488 (500-½) | 1160/50 | 488 (500-1) |
| SIDESTEP 19L | 1160-1 | 486 (500-1) | 1160-1½ 486 (500-1½) | 1160-2 486 (500-2) |
| C CIRCLING | 1240-1 | 512 (600-1) | 1240-1½ 512 (600-1½) | 1360-2 632 (700-2) |

MILWAUKEE, WISCONSIN
Amdt 13B 20FEB25

42°57′N-87°54′W

GENERAL MITCHELL INTL (MKE)
ILS or LOC RWY 19R

EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

# ILS RWY 1L (CAT II & III)

## GENERAL MITCHELL INTL (MKE)

| LOC/DME I-MKE | APP CRS | Rwy Ldg | 9080 |
|---|---|---|---|
| 110.3 | 011° | TDZE | 704 |
| Chan 40 | | Apt Elev | 728 |

DME or RADAR required.

ALSF-2

MISSED APPROACH: Climb to 1200 then climbing left turn to 2900 direct BAE VOR/DME and hold.

| D-ATIS | MILWAUKEE APP CON | MILWAUKEE TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 126.4 | 126.5 307.0 | 124.575 269.05 | 121.8 263.125 | 120.8 | |

BADGER 116.4 BAE Chan 111

LOCALIZER 110.3 I-MKE Chan 40

1273

1533

1037

930

921

IM

Procedure NA for arrival on BAE VOR/DME airway radials 100 CW 191.

2700 143° (27.6)

853

1200

CUTMO I-MKE 7.8 RADAR

(IF/IAF) YOUNT I-MKE 13.7 RADAR

2600

011° (5.9)

1 min

191°

011°

191°

HOLD 5000 2700

MSA BAE 25 NM 2900

MISSED APCH FIX

R-270 BADGER BAE 116.4 Chan 111 090° 270°

| ELEV 728 | D | TDZE 704 |
|---|---|---|

TDZ/CL Rwy 1L
REIL Rwys 1R, 7L, 13, 25L, 25R and 31

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 72).

| 1200 | 2900 | BAE |
|---|---|---|

One Minute Holding Pattern

YOUNT I-MKE 13.7 RADAR

CUTMO I-MKE 7.8 RADAR

5000 2700 ←191° 011°→

011°

2600

IM

819

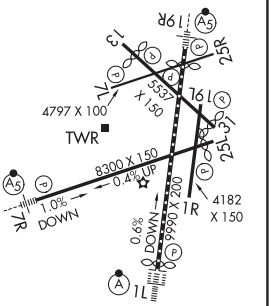
GS 3.00° TCH 56

2600

5.9 NM 5.8 NM 1251'

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 1L | CAT II | RA 98/12 | 100 DA 804 | |
| S-ILS 1L | CAT III | RVR 06 | | |

## CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED




HIRL Rwys 1L-19R and 7R-25L
MIRL Rwys 1R-19L, 13-31, and 7L-25R



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

MILWAUKEE, WISCONSIN | AL-262 (FAA) | 25163

# RNAV (RNP) Y RWY 7R

GENERAL MITCHELL INTL (MKE)

| APP CRS | Rwy Ldg | 8012 |
|---|---|---|
| 076° | TDZE | 729 |
| | Apt Elev | 729 |

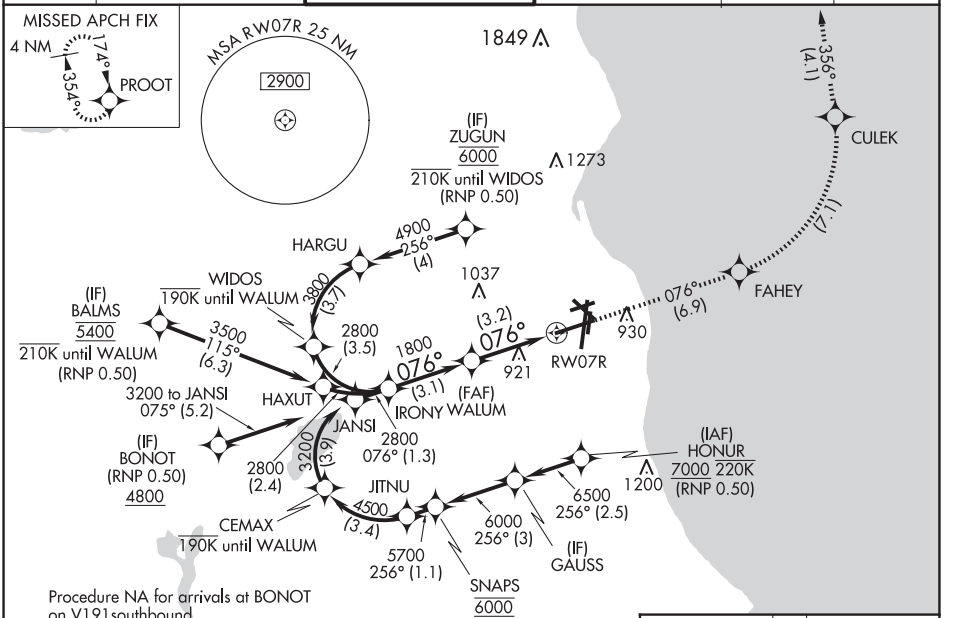
RF required. RNP AR APCH.

For uncompensated Baro-VNAV systems, procedure NA below -20°C or above 54°C. For inop ALS, increase RNP 0.10 all Cats visibility to 1¼ . For inop ALS, increase RNP 0.15 all Cats visibility to 1⅝ . For inop ALS, increase RNP 0.30 all Cats visibility 1¾ .

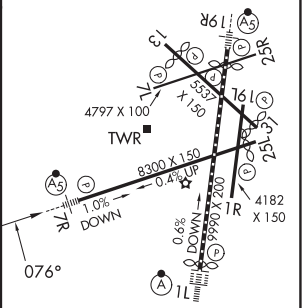
MALSR

MISSED APPROACH: Climb to 3700 on the RNAV missed approach route to PROOT and hold.

| D-ATIS | MILWAUKEE APP CON | MILWAUKEE TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 126.4 | 126.5 307.0 | 124.575 269.05 | 121.8 263.125 | 120.8 | |



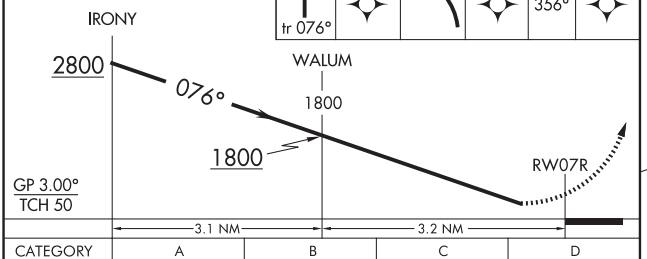

ELEV 729 | D | TDZE 729




TDZ/CL Rwy 1L
REIL Rwys 1R, 7L, 13, 25L, 25R, and 31
HIRL Rwys 1L-19R and 7R-25L
MIRL Rwys 1R-19L, 13-31 and 7L-25R

See planview for multiple IF locations.

| 3700 | FAHEY | | CULEK | tr 356° | PROOT |
|---|---|---|---|---|---|
| tr 076° | | | | | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.10 DA | | 1119/45 | 390 (400-⅞) | |
| RNP 0.15 DA | | 1203/60 | 474 (500-1¼) | |
| RNP 0.30 DA | | 1255-1⅜ | 526 (600-1⅜) | |

AUTHORIZATION REQUIRED

MILWAUKEE, WISCONSIN
Orig-B 13SEP18

42°57′N-87°54′W

GENERAL MITCHELL INTL (MKE)

RNAV (RNP) Y RWY 7R

EC-3, 07 AUG 2025 to 02 OCT 2025

EC-3, 07 AUG 2025 to 02 OCT 2025

| APP CRS | Rwy Ldg | 7867 |
|---|---|---|
| 256° | TDZE | 683 |
| | Apt Elev | 729 |

# RNAV (RNP) Y RWY 25L

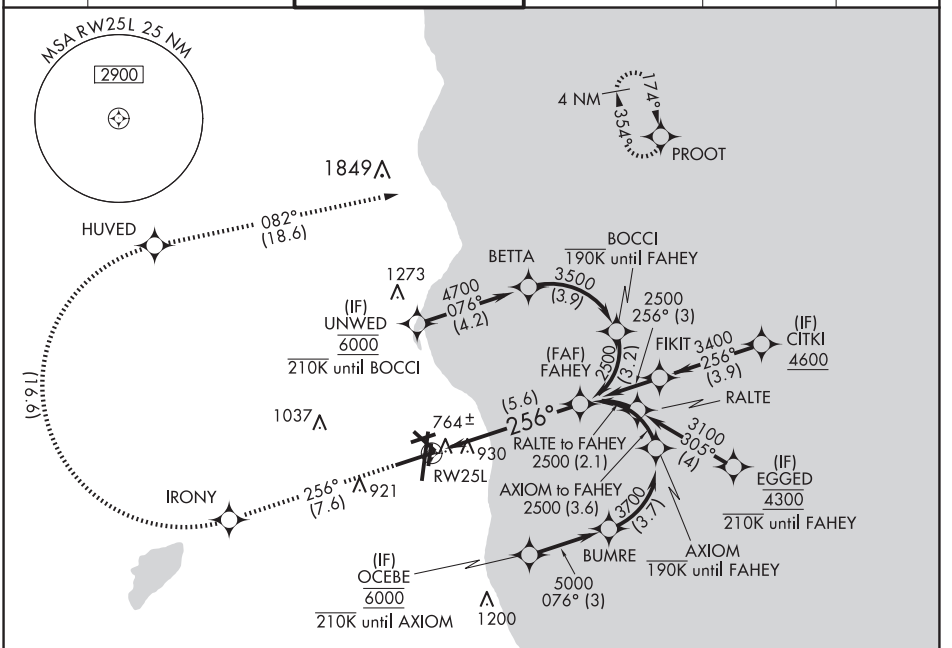
GENERAL MITCHELL INTL (MKE)

RF required. RNP AR APCH.

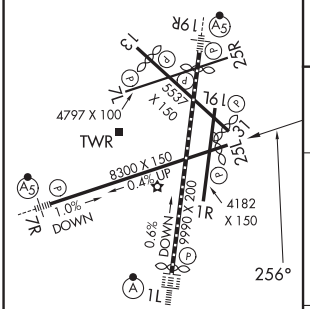
For uncompensated Baro-VNAV systems, procedure NA below -20°C or above 54°C.

MISSED APPROACH: Climb to 3700 on the RNAV missed approach route to PROOT and hold.

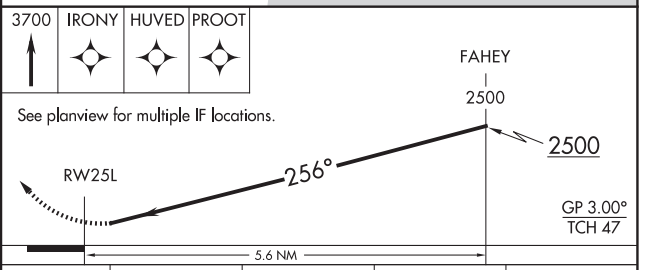
| D-ATIS | MILWAUKEE APP CON | MILWAUKEE TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 126.4 | 126.5 307.0 | 124.575 269.05 | 121.8 263.125 | 120.8 | |




ELEV 729 D TDZE 683




TDZ/CL Rwy 1L
REIL Rwys 1R, 7L, 13, 25R, 25L and 31
HIRL Rwys 1L-19R and 7R-25L
MIRL Rwys 1R-19L, 13-31 and 7L-25R




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.10 DA | | 1087-1⅜ | 404 (400-1⅜) | |
| RNP 0.30 DA | | 1256-2 | 573 (600-2) | |

AUTHORIZATION REQUIRED



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 1L
## GENERAL MITCHELL INTL (MKE)

| WAAS CH 45742 W01A | APP CRS 011° | Rwy Ldg 9080 TDZE 704 Apt Elev 728 |
|---|---|---|

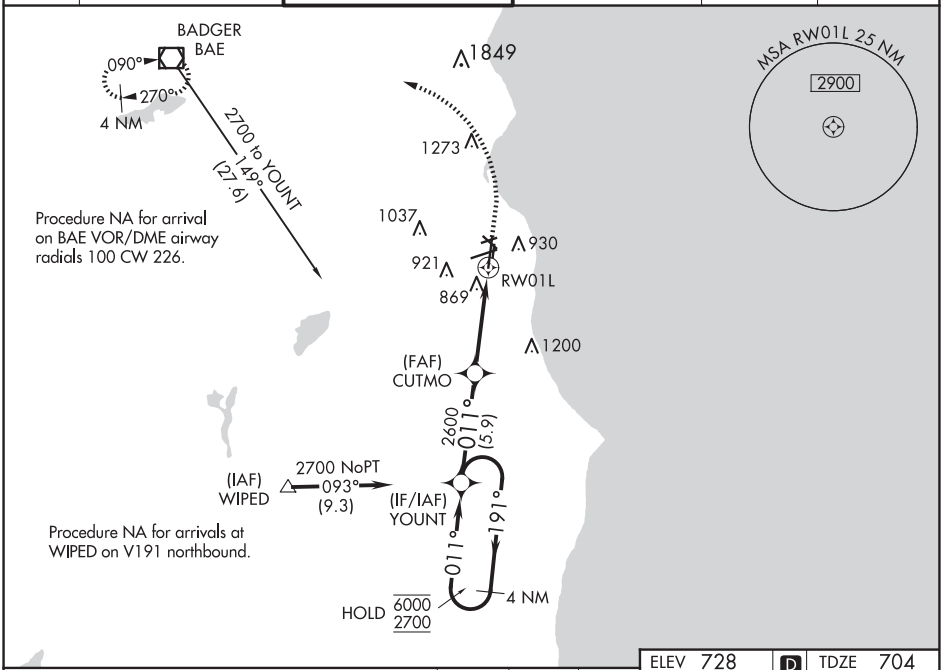
RNP APCH - GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. For inop ALS increase LNAV/VNAV all Cats visibility to RVR 6000, increase LNAV Cat C/D visibility to RVR 6000.

ALSF-2

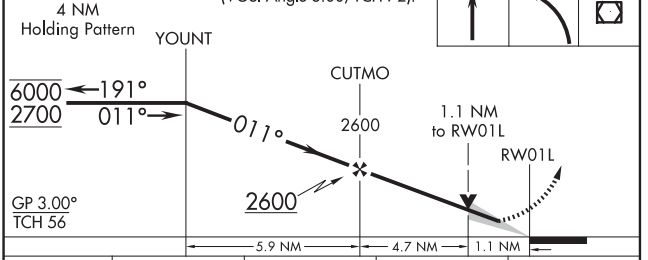
MISSED APPROACH: Climb to 1130 then climbing left turn to 2900 direct BAE VOR/DME and hold.

| D-ATIS | MILWAUKEE APP CON | MILWAUKEE TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 126.4 | 126.5 307.0 | 124.575 269.05 | 121.8 263.125 | 120.8 | |



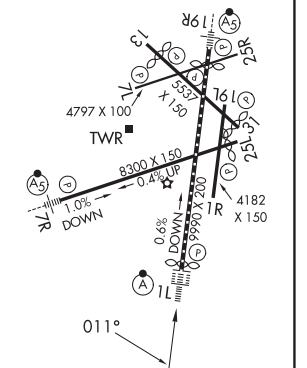

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 72).

1130 2900 BAE




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 904/18 200 (200-½) | | | |
| LNAV/VNAV DA | 1120/40 416 (400-¾) | | | |
| LNAV MDA | 1120/24 416 (400-½) | | 1120/40 416 (400-¾) | |
| C CIRCLING | 1240-1 512 (600-1) | | 1240-1½ 512 (600-1½) | 1360-2 632 (700-2) |

ELEV 728 D TDZE 704






EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 1R

## GENERAL MITCHELL INTL (MKE)

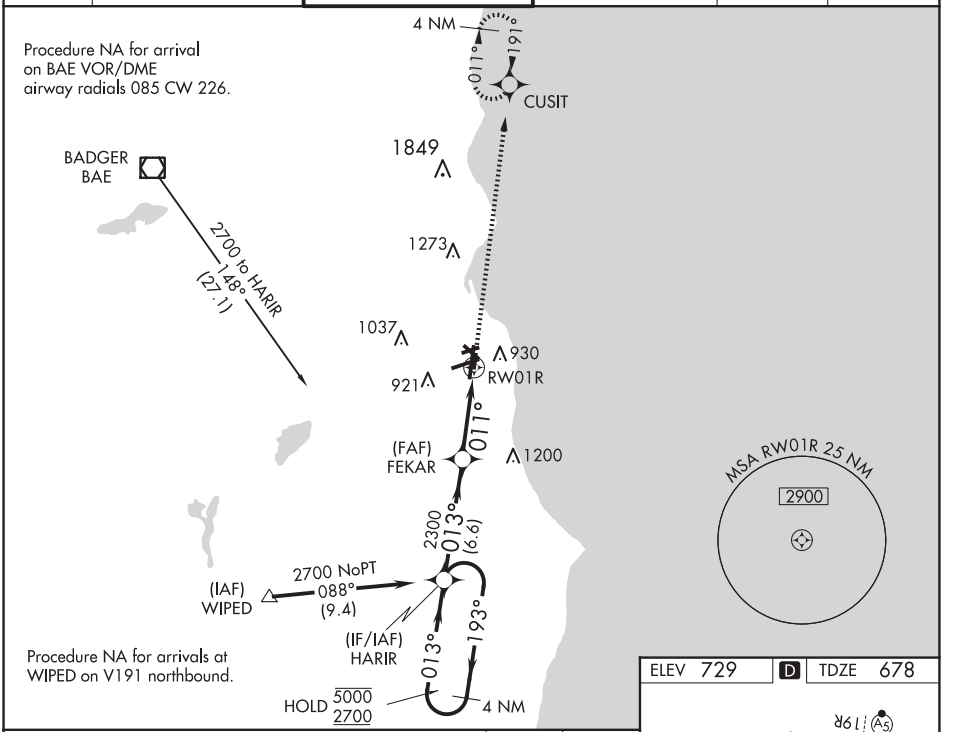
| WAAS | APP CRS | Rwy Ldg | 4182 |
|---|---|---|---|
| CH 97442 | 011° | TDZE | 678 |
| W01B | | Apt Elev | 729 |

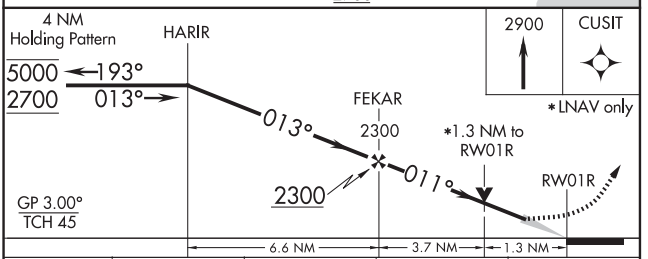
RNP APCH.

T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C.

MISSED APPROACH: Climb to 2900 direct CUSIT and hold.

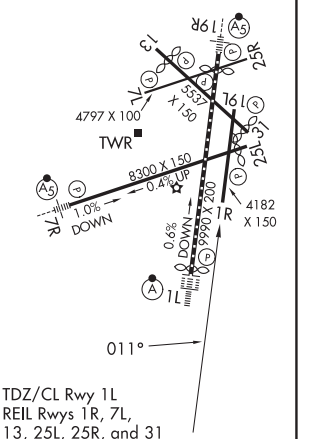
| D-ATIS | MILWAUKEE APP CON | MILWAUKEE TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 126.4 | 126.5 307.0 | 124.575 269.05 | 121.8 263.125 | 120.8 | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 928-1 | 250 (200-1) | | |
| LNAV/VNAV DA | 1078-1⅛ | 400 (400-1⅛) | | |
| LNAV MDA | 1140-1 | 462 (500-1) | 1140-1⅜ | 462 (500-1⅜) |
| C CIRCLING | 1240-1 | 511 (600-1) | 1240-1½ 511 (600-1½) | 1360-2 631 (700-2) |

ELEV 729 D TDZE 678




TDZ/CL Rwy 1L
REIL Rwys 1R, 7L, 13, 25L, 25R, and 31
HIRL Rwys 1L-19R and 7R-25L
MIRL Rwys 1R-19L, 13-31, and 7L-25R



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

MILWAUKEE, WISCONSIN AL-262 (FAA) 25163

| WAAS | APP CRS | Rwy Ldg | 4797 |
|---|---|---|---|
| CH 42542 | 076° | TDZE | 672 |
| W07B | | Apt Elev | 728 |

# RNAV (GPS) RWY 7L

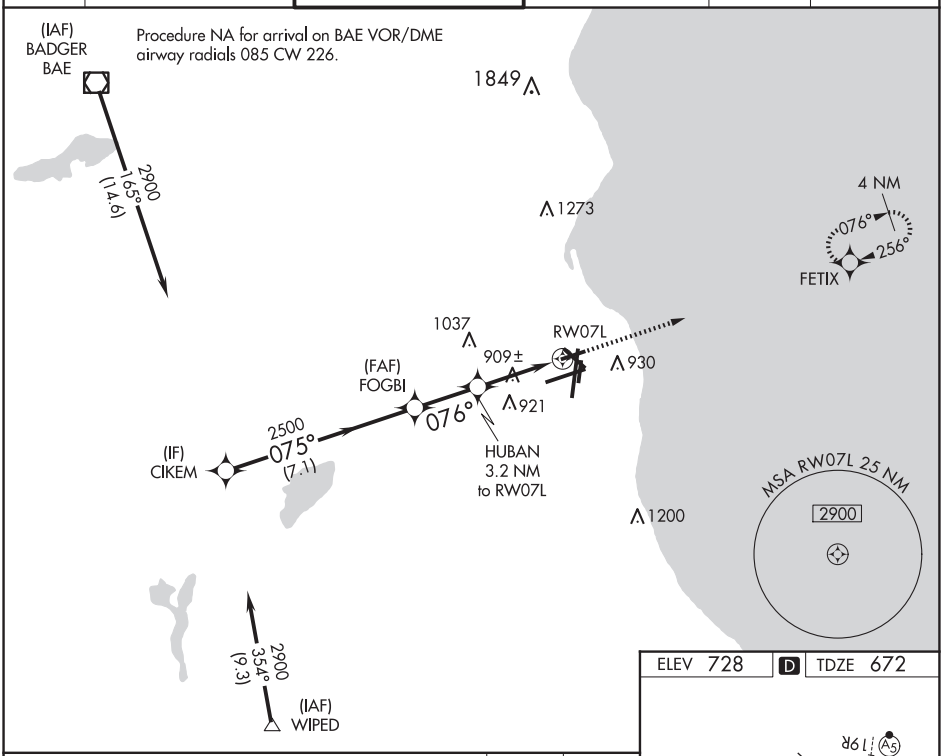
GENERAL MITCHELL INTL (MKE)

RNP APCH - GPS.

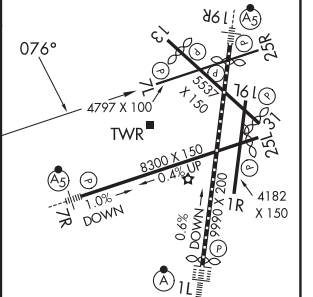
Rwy 7L helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C.

MISSED APPROACH: Climb to 2900 direct to FETIX and hold.

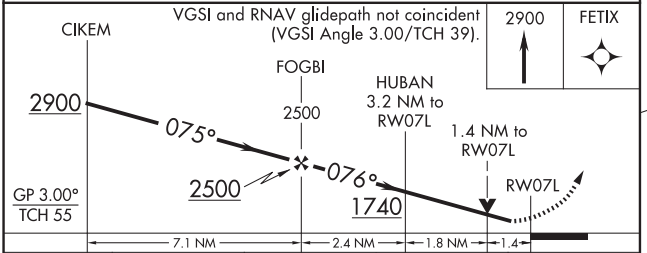
| D-ATIS | MILWAUKEE APP CON | MILWAUKEE TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 126.4 | 126.5 307.0 | 124.575 269.05 | 121.8 263.125 | 120.8 | |




ELEV 728 D TDZE 672




TDZ/CL Rwy 1L
REIL Rwys 1R, 7L, 13, 25L, 25R, and 31
HIRL Rwys 1L-19R and 7R-25L
MIRL Rwys 1R-19L, 13-31, and 7L-25R




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 922-1 | 250 (200-1) | | |
| LNAV/VNAV DA | 1118-1⅜ | 446 (400-1⅜) | | |
| LNAV MDA | 1160-1 | 488 (500-1) | 1160-1⅜ | 488 (500-1⅜) |
| C CIRCLING | 1240-1 | 512 (600-1) | 1240-1½ 512 (600-1½) | 1360-2 632 (700-2) |

MILWAUKEE, WISCONSIN
Amdt 1A 23FEB23

42°57′N-87°54′W

GENERAL MITCHELL INTL (MKE)

RNAV (GPS) RWY 7L

EC-3, 07 AUG 2025 to 02 OCT 2025
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| WAAS | APP CRS | Rwy Ldg | 4797 |
|---|---|---|---|
| CH 99342 | 136° | TDZE | 671 |
| W13A | | Apt Elev | 729 |

# RNAV (GPS) RWY 13

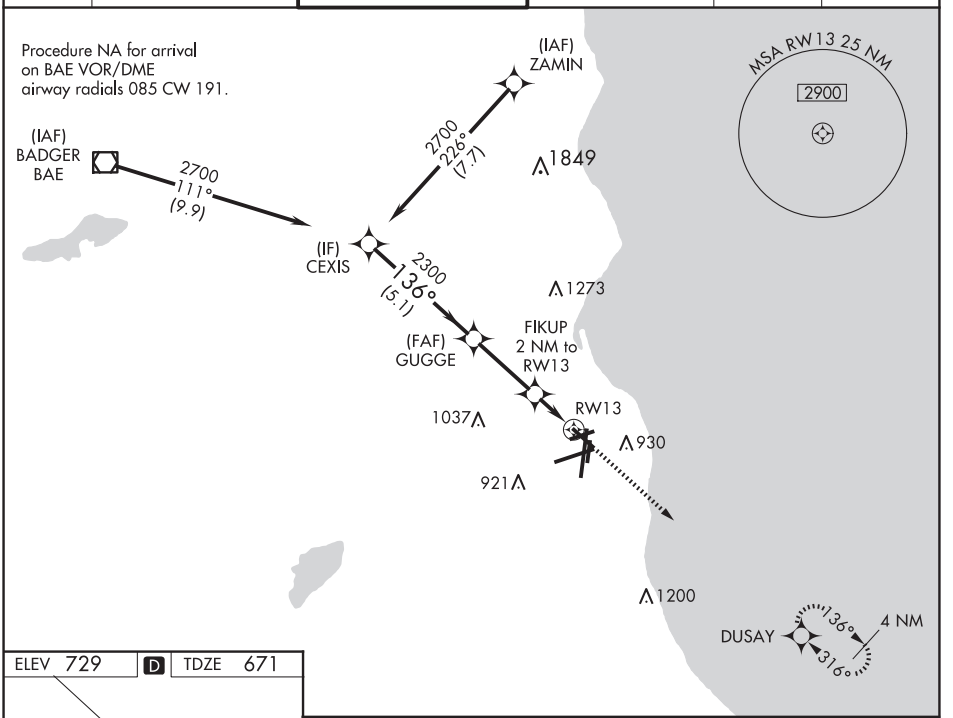
## GENERAL MITCHELL INTL (MKE)

RNP APCH.

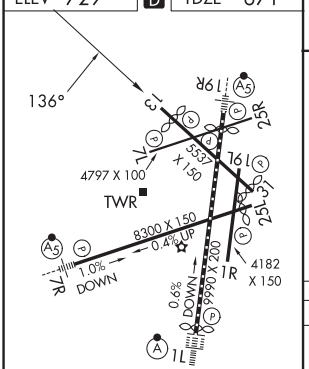
▼ Rwy 13 helicopter visibility reduction below ¾ SM NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C.

MISSED APPROACH: Climb to 2900 direct DUSAY and hold.

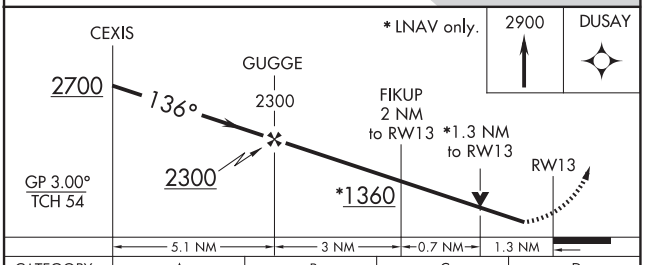
| D-ATIS | MILWAUKEE APP CON | MILWAUKEE TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 126.4 | 126.5 307.0 | 124.575 269.05 | 121.8 263.125 | 120.8 | |




ELEV 729 | D | TDZE 671




TDZ/CL Rwy 1L
REIL Rwys 1R, 7L, 13, 25L, 25R, and 31
HIRL Rwys 1L-19R and 7R-25L
MIRL Rwys 1R-19L, 13-31, and 7L-25R




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 971-1 | 300 (300-1) | | |
| LNAV/VNAV DA | 1189-1⅜ | 518 (500-1⅜) | | |
| LNAV MDA | 1140-1 | 469 (500-1) | 1140-1⅜ | 469 (500-1⅜) |
| C CIRCLING | 1240-1 | 511 (600-1) | 1240-1½ 511 (600-1½) | 1360-2 631 (700-2) |



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MILWAUKEE, WISCONSIN AL-262 (FAA) 25163

| WAAS CH 42642 W19B | APP CRS 191° | Rwy Ldg 4182 TDZE 675 Apt Elev 729 |
|---|---|---|

# RNAV (GPS) RWY 19L

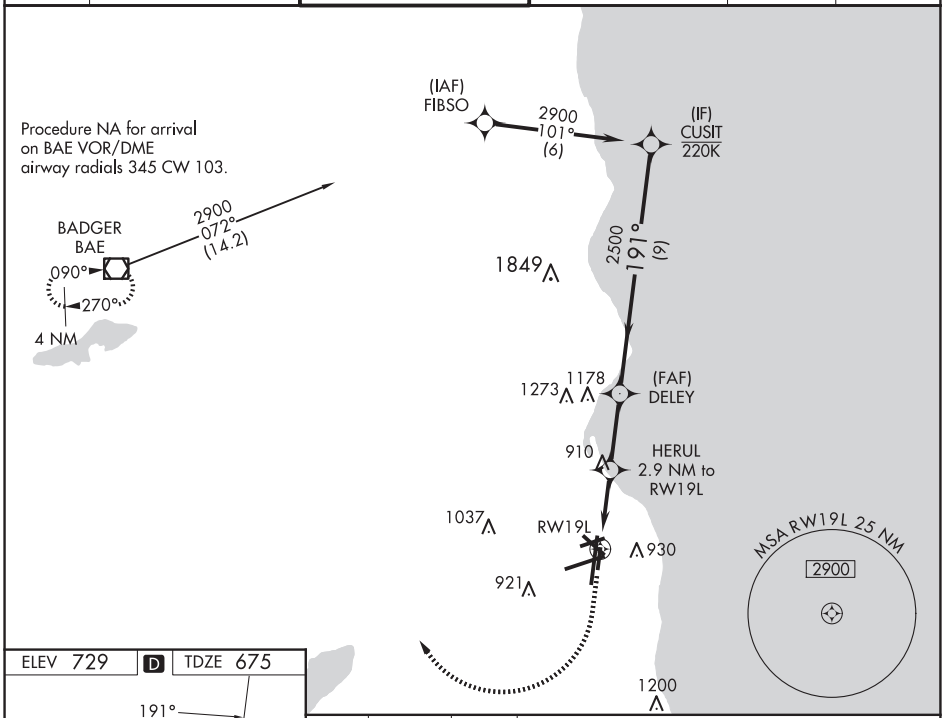
GENERAL MITCHELL INTL (MKE)

RNP APCH.

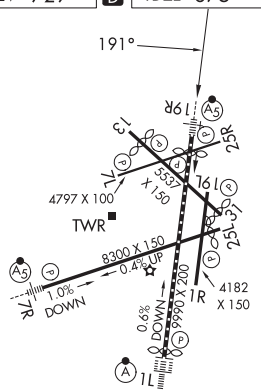
T Rwy 19L helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C.

MISSED APPROACH: Climb to 1600 then climbing right turn to 2900 direct BAE VOR/DME and hold.

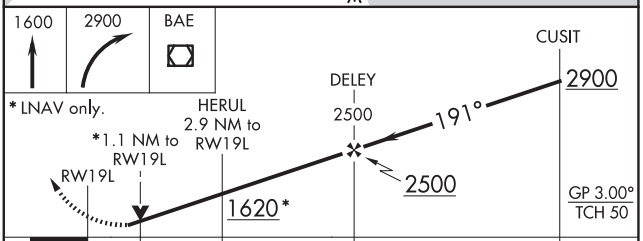
| D-ATIS | MILWAUKEE APP CON | MILWAUKEE TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 126.4 | 126.5 307.0 | 124.575 269.05 | 121.8 263.125 | 120.8 | |




ELEV 729 D TDZ 675




TDZ/CL Rwy 1L
REIL Rwys 1R, 7L, 13, 25L, 25R, and 31
HIRL Rwys 1L-19R and 7R-25L
MIRL Rwys 1R-19L, 13-31, and 7L-25R




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1032-1 357 (400-1) | | | |
| LNAV/VNAV DA | 1072-1⅛ 397 (400-1⅛) | | | |
| LNAV MDA | 1080-1 405 (400-1) | | 1080-1⅛ 405 (400-1⅛) | |
| C CIRCLING | 1240-1 511 (600-1) | | 1240-1½ 511 (600-1½) | 1360-2 631 (700-2) |

MILWAUKEE, WISCONSIN
Amdt 1 13SEP18

42°57′N-87°54′W

GENERAL MITCHELL INTL (MKE)

RNAV (GPS) RWY 19L

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EC-3, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 19R

GENERAL MITCHELL INTL (MKE)

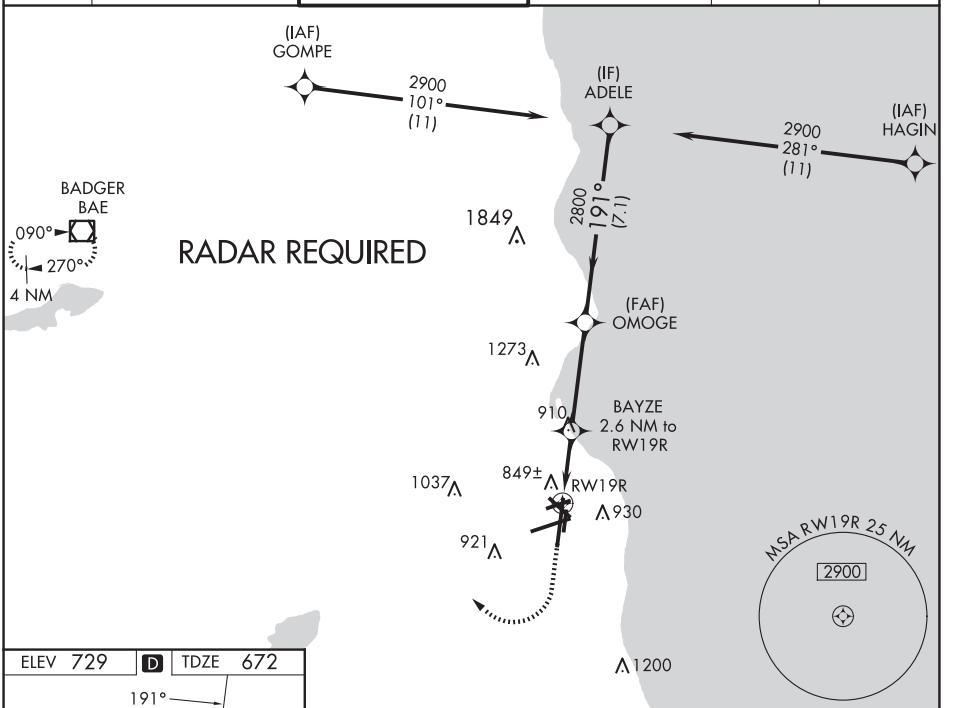
| WAAS | APP CRS | Rwy Ldg | 9205 |
|---|---|---|---|
| CH 99322 | 191° | TDZE | 672 |
| W19A | | Apt Elev | 729 |

T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 39°C (102°F). DME/DME RNP-0.3 NA.
For inop MALSR, increase LNAV/VNAV all Cats visibility to 1⅛ mile.
** RVR 1800 authorized with use of FD or AP or HUD to DA.

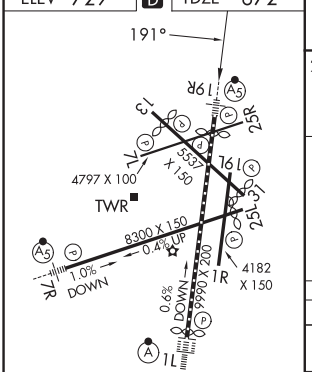
MALSR

MISSED APPROACH: Climb to 2000 then climbing right turn to 2800 direct BAE VOR/DME and hold.

| D-ATIS | MILWAUKEE APP CON | MILWAUKEE TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 126.4 | 126.5 307.0 | 124.575 269.05 | 121.8 263.125 | 120.8 | |



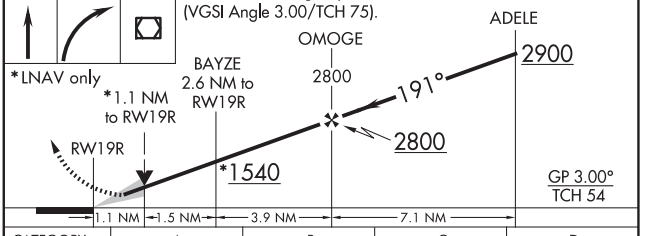

ELEV 729 D TDZE 672




TDZ/CL Rwy 1L
REIL Rwys 1R, 7L, 13, 25R, 25L and 31
HIRL Rwys 1L-19R and 7R-25L
MIRL Rwys 1R-19L, 13-31, and 7L-25R

2000 2800 BAE

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 75).




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA ** | 872/24 200 (200-½) | | | |
| LNAV/VNAV DA | 1031/40 359 (400-¾) | | | |
| LNAV MDA | 1100/24 428 (400-½) | | 1100/40 428 (400-¾) | |
| C CIRCLING | 1240-1 511 (600-1) | | 1240-1½ 511 (600-1½) | 1360-2 631 (700-2) |



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MILWAUKEE, WISCONSIN AL-262 (FAA) 25163

# RNAV (GPS) RWY 25R

GENERAL MITCHELL INTL (MKE)

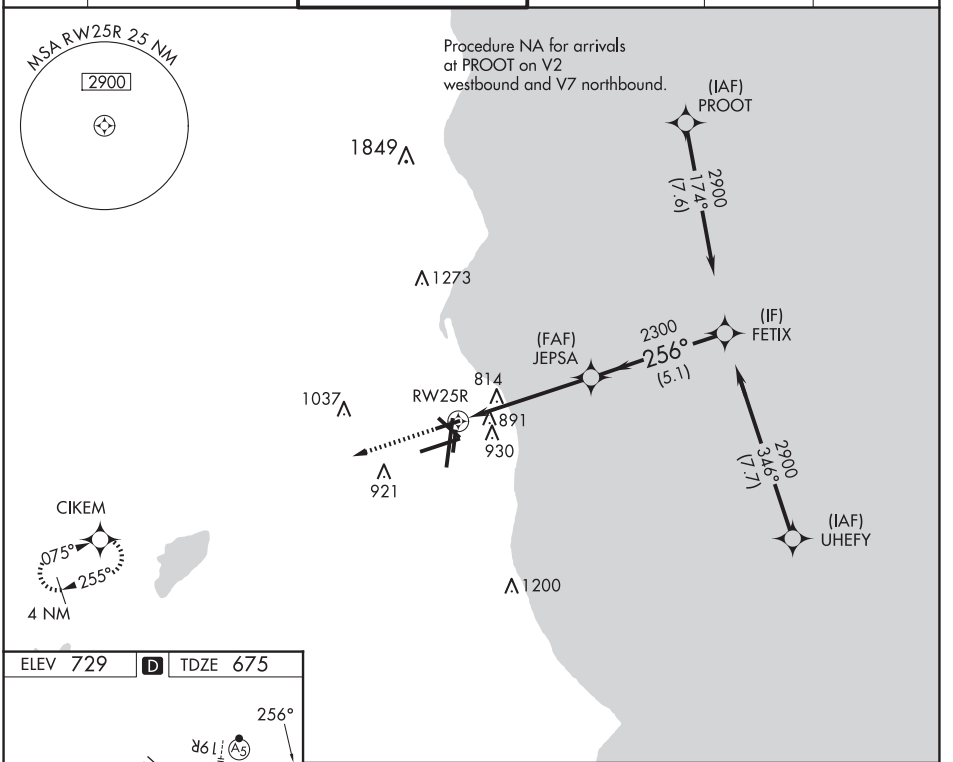
| WAAS | APP CRS | Rwy Ldg | 4797 |
|---|---|---|---|
| CH 77543 | 256° | TDZE | 675 |
| W25B | | Apt Elev | 729 |

RNP APCH.

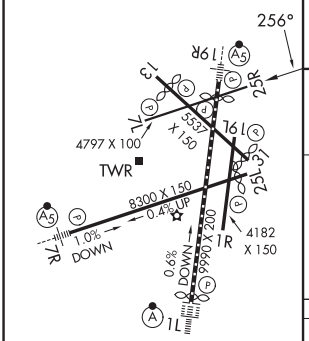
Rwy 25R helicopter visibility reduction below ¾ SM NA.

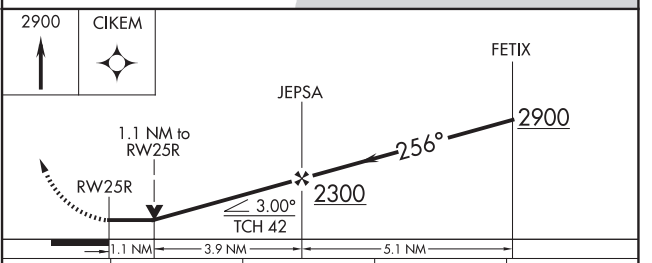
MISSED APPROACH: Climb to 2900 direct CIKEM and hold.

| D-ATIS | MILWAUKEE APP CON | MILWAUKEE TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 126.4 | 126.5 307.0 | 124.575 269.05 | 121.8 263.125 | 120.8 | |




ELEV 729 D TDZE 675




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1080-1 405 (400-1) | | 1080-1⅛ 405 (400-1⅛) | |
| LNAV MDA | 1160-1 485 (500-1) | | 1160-1⅜ 485 (500-1⅜) | |
| C CIRCLING | 1240-1 511 (600-1) | | 1240-1½ 511 (600-1½) | 1360-2 631 (700-2) |

TDZ/CL Rwy 1L
REIL Rwys 1R, 7L, 13, 25L, 25R, and 31
HIRL Rwys 1L-19R and 7R-25L
MIRL Rwys 1R-19L, 13-31, and 7L-25R



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

| WAAS CH 48842 W31A | APP CRS 316° | Rwy Ldg 5152 / TDZE 670 / Apt Elev 729 |
|---|---|---|

# RNAV (GPS) RWY 31

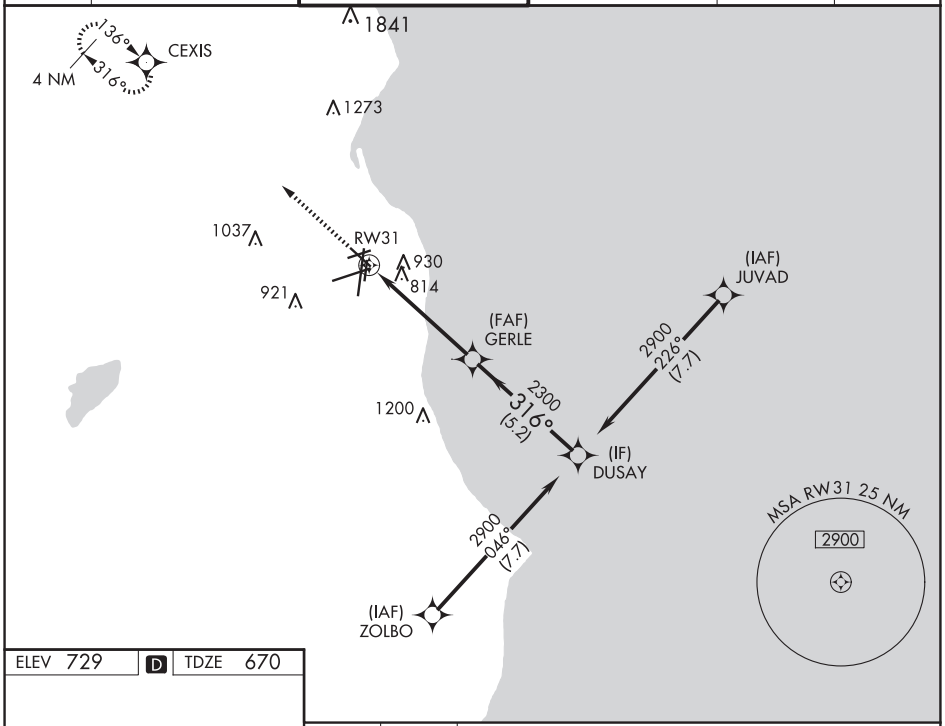
GENERAL MITCHELL INTL (MKE)

RNP APCH.

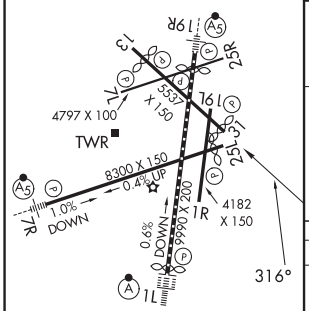
T Rwy 31 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C.

MISSED APPROACH: Climb to 2900 direct CEXIS and hold.

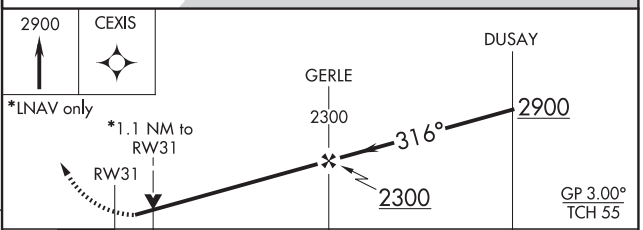
| D-ATIS | MILWAUKEE APP CON | MILWAUKEE TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 126.4 | 126.5 307.0 | 124.575 269.05 | 121.8 263.125 | 120.8 | |




ELEV 729 | D | TDZE 670




TDZ/CL Rwy 1L
REIL Rwys 1R, 7L, 13, 25L, 25R, and 31
HIRL Rwys 1L-19R and 7R-25L
MIRL Rwys 1R-19L, 13-31, and 7L-25R




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 948-1 278 (300-1) | | | |
| LNAV/VNAV DA | 1092-1¼ 422 (400-1¼) | | | |
| LNAV MDA | 1080-1 410 (400-1) | | 1080-1⅛ 410 (400-1⅛) | |
| C CIRCLING | 1240-1 511 (600-1) | | 1240-1½ 511 (600-1½) | 1360-2 631 (700-2) |



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# RNAV (GPS) Z RWY 7R

GENERAL MITCHELL INTL (MKE)

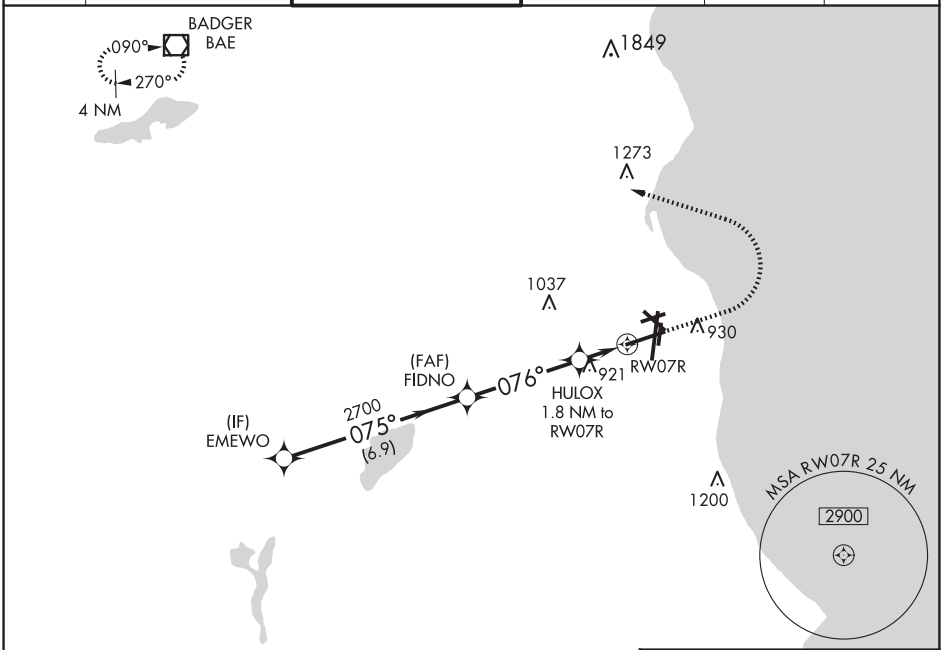
| WAAS | APP CRS | Rwy Ldg | 8012 |
|---|---|---|---|
| CH 69226 | 076° | TDZE | 729 |
| W07A | | Apt Elev | 729 |

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. # RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 2900 then climbing left turn to 3000 direct BAE VOR/DME and hold.

| D-ATIS | MILWAUKEE APP CON | MILWAUKEE TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 126.4 | 126.5 307.0 | 124.575 269.05 | 121.8 263.125 | 120.8 | |

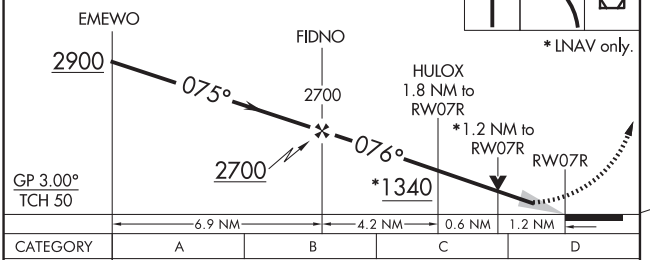



ELEV 729 D TDZ 729

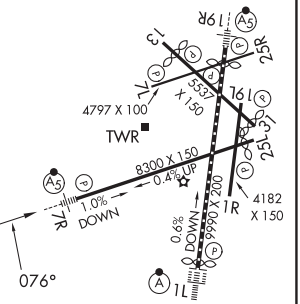
VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 63).

2900 3000 BAE

* LNAV only.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA # | 929/24 200 (200-½) | | | |
| LNAV/VNAV DA | 1232-1¼ 503 (600-1¼) | | | |
| LNAV MDA | 1180/24 451 (500-½) | | 1180/45 451 (500-⅞) | |
| C CIRCLING | 1240-1 511 (600-1) | | 1240-1½ 511 (600-1½) | 1360-2 631 (700-2) |




TDZ/CL Rwy 1L
REIL Rwys 1R, 7L, 13, 25R, 25L and 31
HIRL Rwys 1L-19R and 7R-25L
MIRL Rwys 1R-19L, 13-31 and 7L-25R



42°57′N-87°54′W



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# RNAV (GPS) Z RWY 25L

GENERAL MITCHELL INTL (MKE)

| WAAS | APP CRS | Rwy Ldg | 7867 |
|---|---|---|---|
| CH 62826 | 256° | TDZE | 683 |
| W25A | | Apt Elev | 729 |

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2900 direct OMTOE and on track 336° to BAE VOR/DME and hold.

| D-ATIS | MILWAUKEE APP CON | MILWAUKEE TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 126.4 | 126.5 307.0 | 124.575 269.05 | 121.8 263.125 | 120.8 | |

MISSED APCH FIX

BADGER BAE

090° 270°

4 NM

RADAR REQUIRED

(IAF) BRANS

2900

166° (10.5)

MSA RW25L 25 NM

2900

1849

1273

(FAF) FAHEY

2500

256° (6.9)

(IF) CITKI

1037

930

RW25L

921

336°

OMTOE

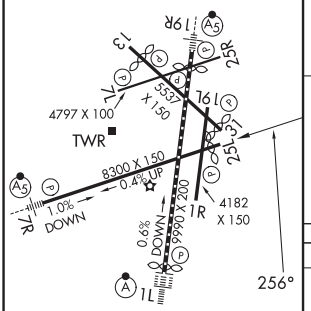
1200

2900

346° (10.5)

(IAF) FITGU

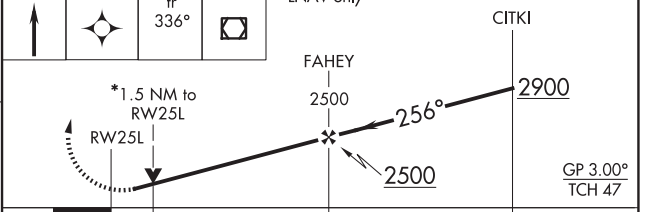
ELEV 729 D TDZE 683




TDZ/CL Rwy 1L
REIL Rwys 1R, 7L, 13, 25R, 25L and 31
HIRL Rwys 1L-19R and 7R-25L
MIRL Rwys 1R-19L, 13-31 and 7L-25R

| 2900 | OMTOE | tr 336° | BAE |
|---|---|---|---|

* LNAV only




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 973-1 | 290 (300-1) | | |
| LNAV/VNAV DA | 1262-2 | 579 (600-2) | | |
| LNAV MDA | 1180-1 | 497 (500-1) | 1180-1⅜ | 497 (500-1⅜) |
| C CIRCLING | 1240-1 | 511 (600-1) | 1240-1½ 511 (600-1½) | 1360-2 631 (700-2) |



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

MILWAUKEE, WISCONSIN | AL-262 (FAA) | 25163

# LOC RWY 25L

GENERAL MITCHELL INTL (MKE)

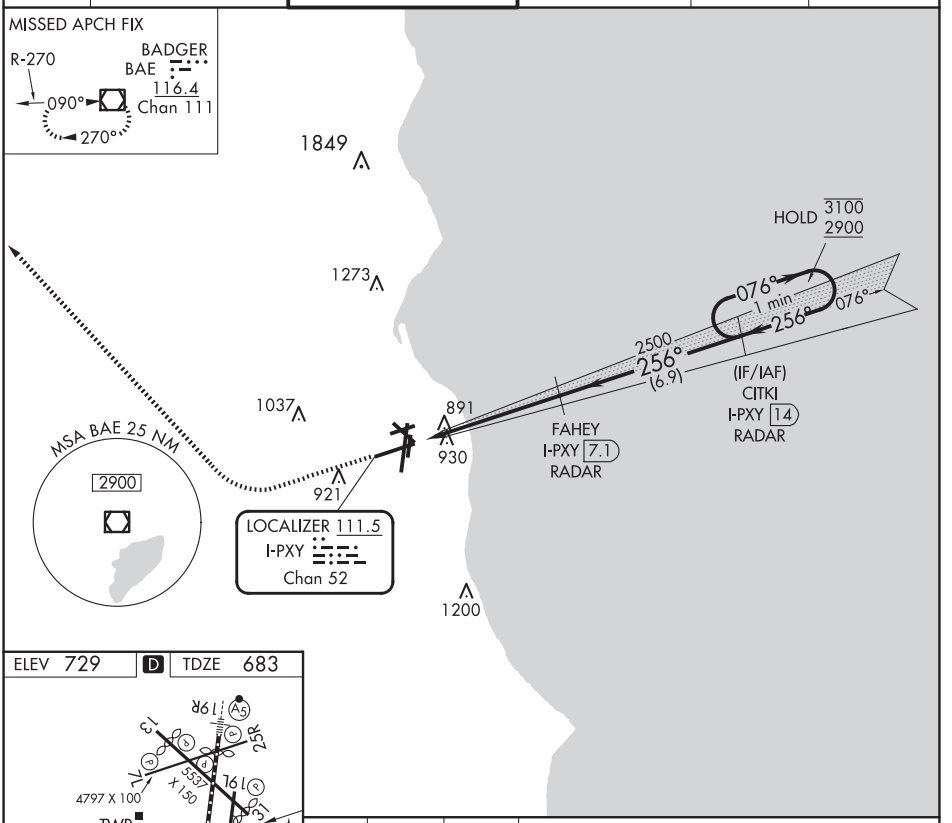
| LOC/DME I-PXY | APP CRS | Rwy Ldg | 7867 |
|---|---|---|---|
| 111.5 | 256° | TDZE | 683 |
| Chan 52 | | Apt Elev | 729 |

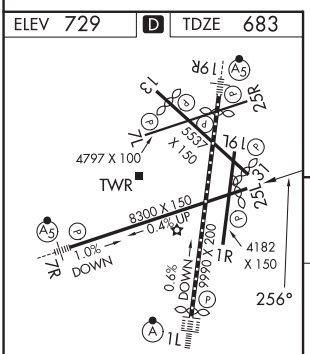
RADAR required for procedure entry. DME or RADAR required.

T Rwy 25L helicopter visibility reduction below ¾ SM NA.

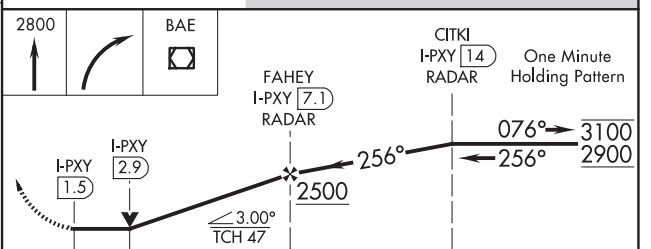
MISSED APPROACH: Climb to 2800 then right turn direct BAE VOR/DME and hold.

| D-ATIS | MILWAUKEE APP CON | MILWAUKEE TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 126.4 | 126.5 307.0 | 124.575 269.05 | 121.8 263.125 | 120.8 | |




TDZ/CL Rwy 1L
REIL Rwys 1R, 7L, 13, 25L, 25R, and 31
HIRL Rwys 1L-19R and 7R-25L
MIRL Rwys 1R-19L, 13-31, and 7L-25R



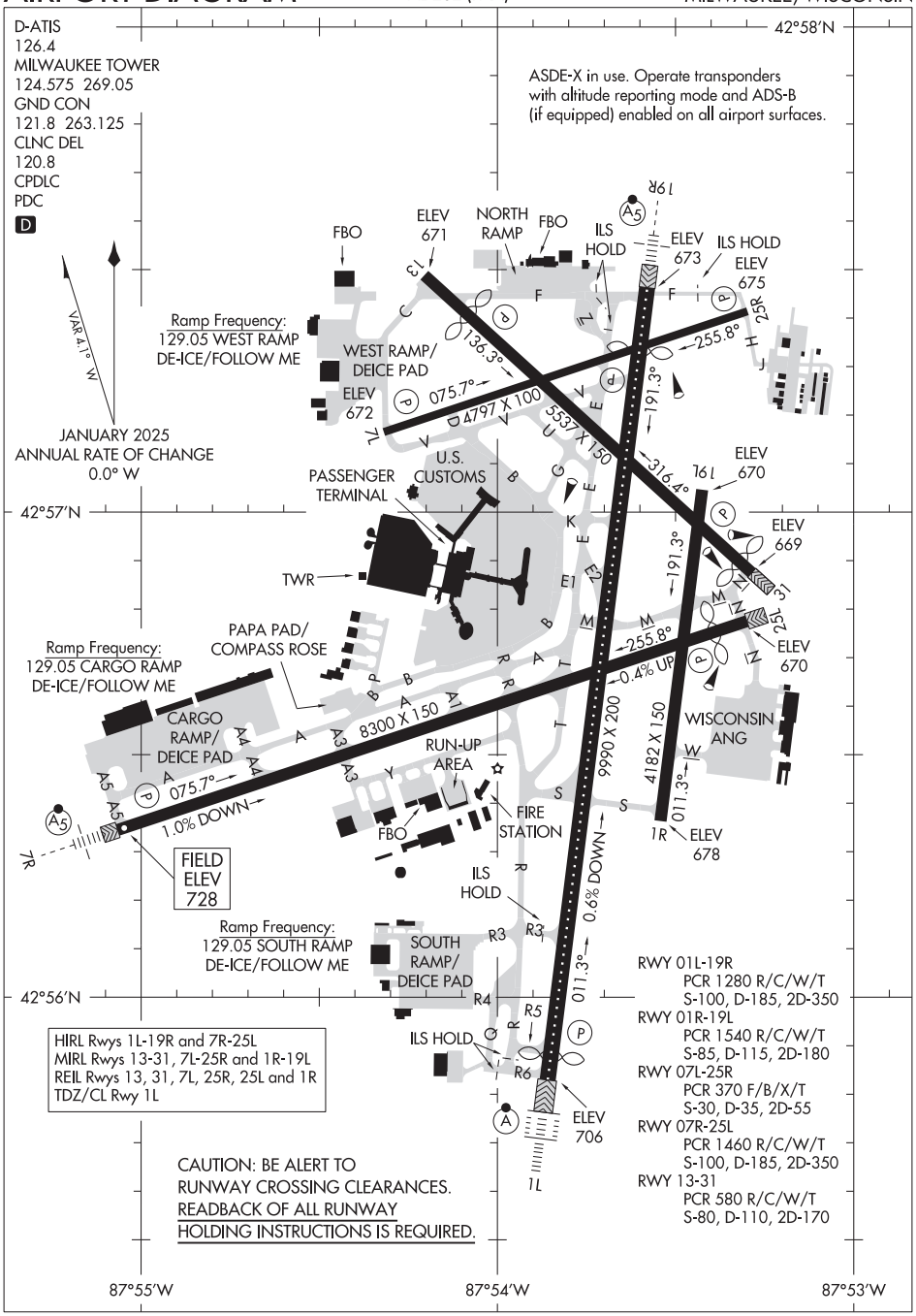

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-LOC 25L | 1160-1 477 (500-1) | | 1160-1⅜ | 477 (500-1⅜) |
| C CIRCLING | 1240-1 511 (600-1) | | 1240-1½ 511 (600-1½) | 1360-2 631 (700-2) |

FAF to MAP 5.6 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:36 | 3:44 | 2:48 | 2:14 | 1:52 |



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025






EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

(ACCRA5.ACCRA) 20086

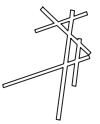
# ACCRA FIVE DEPARTURE (RNAV)

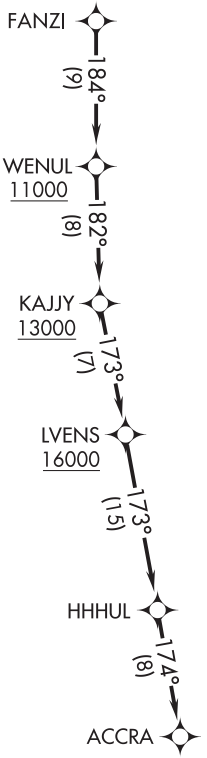
AL-262 (FAA)

GENERAL MITCHELL INTL (MKE)
MILWAUKEE, WISCONSIN

**TOP ALTITUDE: ASSIGNED BY ATC**

D-ATIS
126.4
CLNC DEL
120.8
CPDLC
GND CON
121.8 263.125
MILWAUKEE DEP CON
135.875 317.725 (SE)
125.35 307.0 (NW)






NOTE: Chart not to scale.

TAKEOFF MINIMUMS
Rwys 1L/R, 7L, 13, 19L/R, 25L/R: Standard.
Rwy 7R: 300-1½ or standard with minimum climb of 290′ per NM to 1100.
Rwy 31: 300-1½ or standard with minimum climb of 255′ per NM to 1000.

NOTE: RNAV 1.
NOTE: GPS or DME/DME/IRU required.
NOTE: RADAR required.
NOTE: Turbojet aircraft maintain 250K until advised by ATC.
NOTE: Advise ATC if unable to comply with crossing restrictions.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 1L/R, 7L/R, 13, 19L/R, 25L/R, 31: Climb on assigned heading for RADAR vectors to FANZI, thence....

....on track 184° to cross WENUL at or above 11000, then on track 182° to cross KAJJY at or above 13000, then on track 173° to cross LVENS at or above 16000, then on track 173° to HHHUL, then on track 174° to ACCRA. Maintain ATC assigned altitude, expect filed altitude ten minutes after departure.



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

# MITCHELL NINE DEPARTURE

AL-262 (FAA)

GENERAL MITCHELL INTL (MKE)
MILWAUKEE, WISCONSIN



EC-3, 07 AUG 2025 to 02 OCT 2025

D-ATIS
126.4
CLNC DEL
120.8
CPDLC
GND CON
121.8 263.125
MILWAUKEE DEP CON
135.875 317.725 (SE)
125.35 307.0 (NW)

RADAR required.

**TOP ALTITUDE: 5000**

MILWAUKEE DEP CON
AS ASSIGNED

MSA BAE 25 NM
2900

MILWAUKEE WEST DEP CON
125.35 307.0

CYNDI

HAWKN

BADGER
116.4 BAE
Chan 111

JAYEX

BUBLR

SQUIB

GREAS

BRAVE

MILWAUKEE DEP CON
AS ASSIGNED

MILWAUKEE EAST DEP CON
135.875 317.725

NOTE: From over GREAS direct JAYEX, then on assigned route.
NOTE: From over HAWKN, CYNDI, SQUIB, or BRAVE, proceed on assigned route.
NOTE: Utilize BRAVE only for aircraft filed below 10000'.
NOTE: Non-RNAV aircraft, expect vectors to filed/assigned route.

TAKEOFF MINIMUMS
Rwy 1L/R, 7L, 13, 19L/R, 25L/R: Standard.
Rwy 7R: 300-1½ or standard with minimum climb of 293' per NM to 1100.
Rwy 31: 300-1⅜ or standard with minimum climb of 255' per NM to 1000.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Turn to assigned heading, maintain 5000 or assigned altitude. Expect RADAR vectors to join filed/assigned route. Expect clearance to filed altitude ten minutes after departure.

(UECKR6.UECKR) 24137

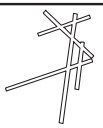
# UECKR SIX DEPARTURE (RNAV)

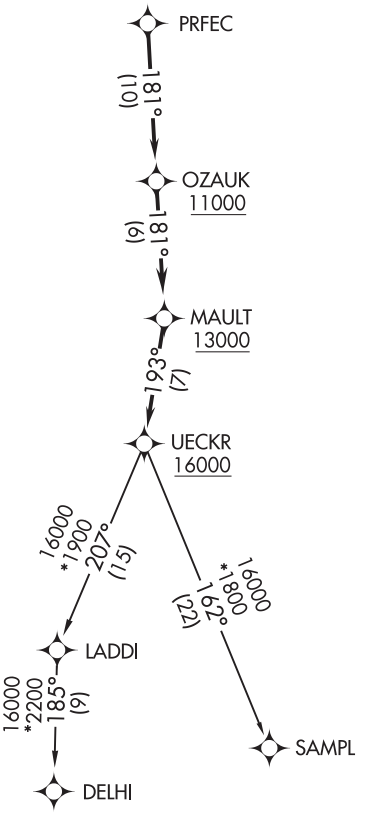
AL-262 (FAA)

GENERAL MITCHELL INTL (MKE)
MILWAUKEE, WISCONSIN

**TOP ALTITUDE: ASSIGNED BY ATC**

D-ATIS
126.4
CLNC DEL
120.8
CPDLC
GND CON
121.8 263.125
MILWAUKEE DEP CON
135.875 317.725 (SE)
125.35 307.0 (NW)






TAKEOFF MINIMUMS
Rwys 1L/R, 7L, 13, 19L/R, 25L/R: Standard.
Rwy 7R: 300-1½ or standard with minimum climb of 290′ per NM to 1100.
Rwy 31: 300-1½ or standard with minimum climb of 255′ per NM to 1000.

NOTE: RNAV 1.
NOTE: GPS or DME/DME/IRU required.
NOTE: RADAR required.
NOTE: Turbojet aircraft maintain 250K until advised by ATC.
NOTE: Notify ATC if unable to comply with crossing restrictions.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 1L/R, 7L/R, 13, 19L/R, 25L/R, 31: Climb on assigned heading for RADAR vectors to PRFEC, thence....

....on track 181° to cross OZAUK at or above 11000, then on track 181° to cross MAULT at or above 13000, then on track 193° to cross UECKR at or above 16000, then on (transition). Maintain ATC assigned altitude, expect filed altitude ten minutes after departure.

DELHI TRANSITION (UECKR6.DELHI)

SAMPL TRANSITION (UECKR6.SAMPL)



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 4L

## LAWRENCE J TIMMERMAN (MWC)

| WAAS | APP CRS | | |
|---|---|---|---|
| CH 90520 W04A | 038° | Rwy Idg | 3203 |
| | | TDZE | 738 |
| | | Apt Elev | 745 |

RNP APCH - GPS.

Circling NA to Rwys 4R, 15R, 22L and 33L.

Rwy 4L helicopter visibility reduction below ¾ SM NA.

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

| ATIS | MILWAUKEE APP CON | TIMMERMAN TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 128.3 | 125.35 307.0 | 120.5 (CTAF) L | 121.7 | 121.7 (When twr closed) | 122.95 |

MISSED APCH FIX

4 NM

005° 185°

HAWKN

Procedure NA for arrival on BAE VOR/DME airway radials 100 CW 226.

1349

BADGER BAE

1192 950 910

RW04L 932 983 797

1848

OTEPY 1.8 NM to RW04L

1009

2600 15° (10.6)

(FAF) OWYAL 1320

1166

2300 038° (6.5)

(IAF) GREAS

2600 NoPT 089° (15.7)

218° 038°

(IF/IAF) IVALY

4 NM

2600 NoPT 004° (5)

HOLD 6000 2600

(IAF) BONOT

MSA RW04L 25 NM

2900

ELEV 745 TDZE 738

VGSI and descent angles not coincident. (VGSI Angle 4.00/TCH 44)

3000 HAWKN

4 NM Holding Pattern

IVALY

6000 2600 218° 038°

038°

OWYAL

OTEPY 1.8 NM to RW04L

3.00° TCH 44

1.1 NM to RW04

2300

1340

RW04L

6.5 NM 3 NM 0.7 1.1 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1240-1 | 502 (500-1) | 1240-1⅜ | 502 (500-1⅜) |
| LNAV MDA | 1300-1 | 562 (600-1) | 1300-1⅝ | 562 (600-1⅝) |
| CIRCLING | 1300-1 555 (600-1) | 1340-1 595 (600-1) | 1360-1¾ 615 (700-1¾) | 1560-2¾ 815 (900-2¾) |

15L 4197 X 75 22R 3203 X 75 22L 15R 3231 X 270 0.3% UP 2840 X 270 TWR 822 4L 4R 33L 33R

038°

REIL Rwys 4L, 15L, 22R, and 33R L

MIRL Rwys 4L-22R and 15L-33R L



EC-3, 07 AUG 2025 to 02 OCT 2025
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# RNAV (GPS) RWY 15L

## LAWRENCE J TIMMERMAN (MWC)

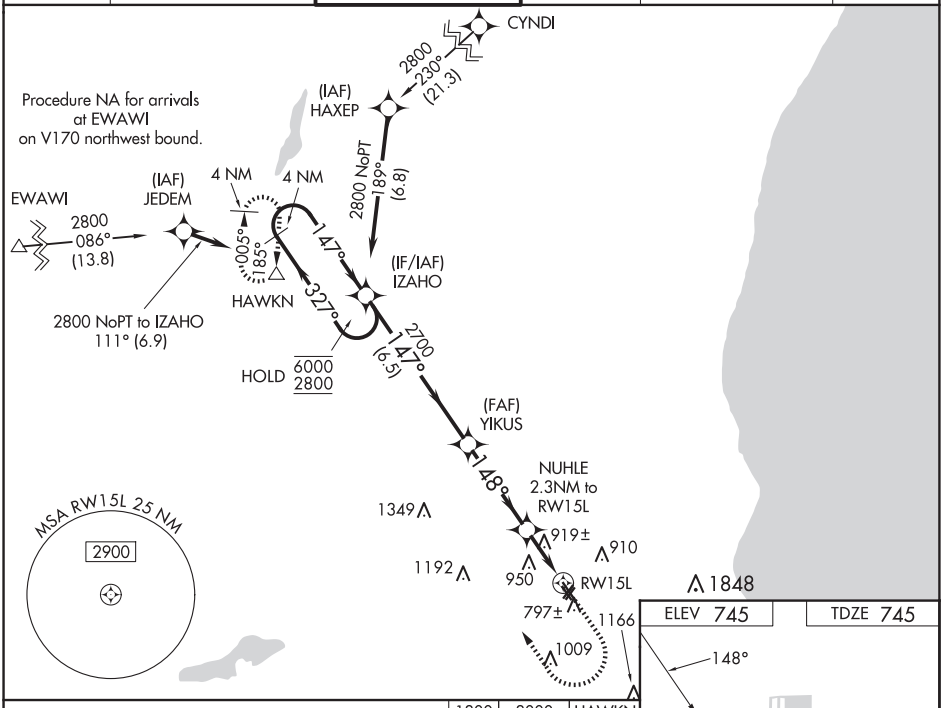
| WAAS | APP CRS | Rwy Idg | 4107 |
|---|---|---|---|
| CH 63020 | 148° | TDZE | 745 |
| W15A | | Apt Elev | 745 |

RNP APCH.

T A Circling NA to Rwys 4R, 15R, 22L and 33L. Rwy 15L helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. VDP and Baro-VNAV NA when using General Mitchell Intl altimeter setting. When local altimeter setting not received, use General Mitchell Intl altimeter setting and increase LPV DA to 1024 feet and LNAV/VNAV DA to 1251 feet; increase all MDAs 40 feet and LNAV visibility Cats C and D ⅛ SM.

MISSED APPROACH: Climb to 1300 then climbing right turn to 3000 direct HAWKN and hold.

| ATIS | MILWAUKEE APP CON | TIMMERMAN TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 128.3 | 125.35 307.0 | 120.5 (CTAF) L | 121.7 | 121.7 (When twr closed) | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 995-1 | 250 (300-1) | | |
| LNAV/VNAV DA | 1222-1⅝ | 477 (500-1⅝) | | |
| LNAV MDA | 1180-1 | 435 (500-1) | 1180-1¼ | 435 (500-1¼) |
| CIRCLING | 1220-1 475 (500-1) | 1340-1 595 (600-1) | 1360-1¾ 615 (700-1¾) | 1560-2¾ 815 (900-2¾) |



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# RNAV (GPS) RWY 22R

LAWRENCE J TIMMERMAN (MWC)

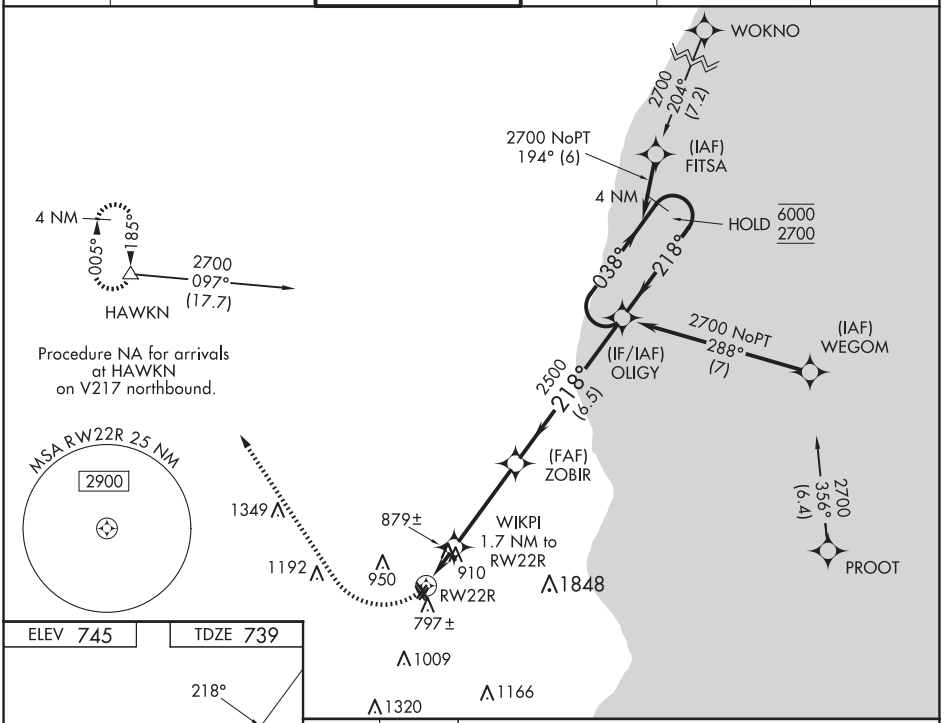
| WAAS | APP CRS | Rwy Idg | 3203 |
|---|---|---|---|
| CH 69524 | 218° | TDZE | 739 |
| W22A | | Apt Elev | 745 |

RNP APCH.

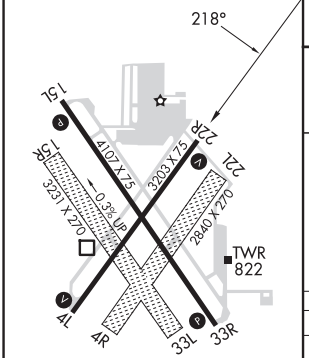
Circling NA to Rwys 4R, 15R, 22L, and 33L. Rwy 22R helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use General Mitchell Intl altimeter setting and increase all MDAs 40 feet and LP and LNAV visibility Cats C and D ⅛ SM.

MISSED APPROACH: Climbing right turn to 3000 direct HAWKN and hold.

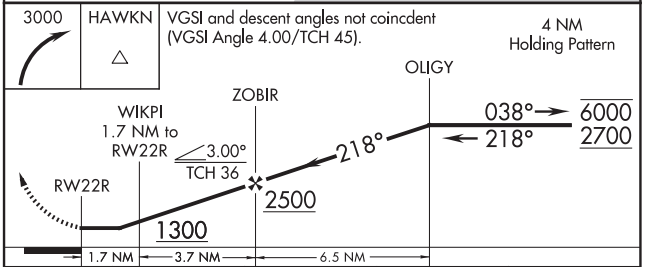
| ATIS | MILWAUKEE APP CON | TIMMERMAN TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 128.3 | 125.35 307.0 | 120.5 (CTAF) L | 121.7 | 121.7 (When twr closed) | 122.95 |




ELEV 745 TDZE 739




REIL Rwys 4L, 22R, 15L and 33R L
MIRL Rwys 4L-22R and 15L-33R L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1160-1 421 (500-1) | | 1160-1¼ 421 (500-1¼) | |
| LNAV MDA | 1160-1 421 (500-1) | | 1160-1¼ 421 (500-1¼) | |
| CIRCLING | 1220-1 475 (500-1) | 1340-1 595 (600-1) | 1360-1¾ 615 (700-1¾) | 1560-2¾ 815 (900-2¾) |



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

MILWAUKEE, WISCONSIN | AL-5077 (FAA) | 24025

# LOC RWY 15L

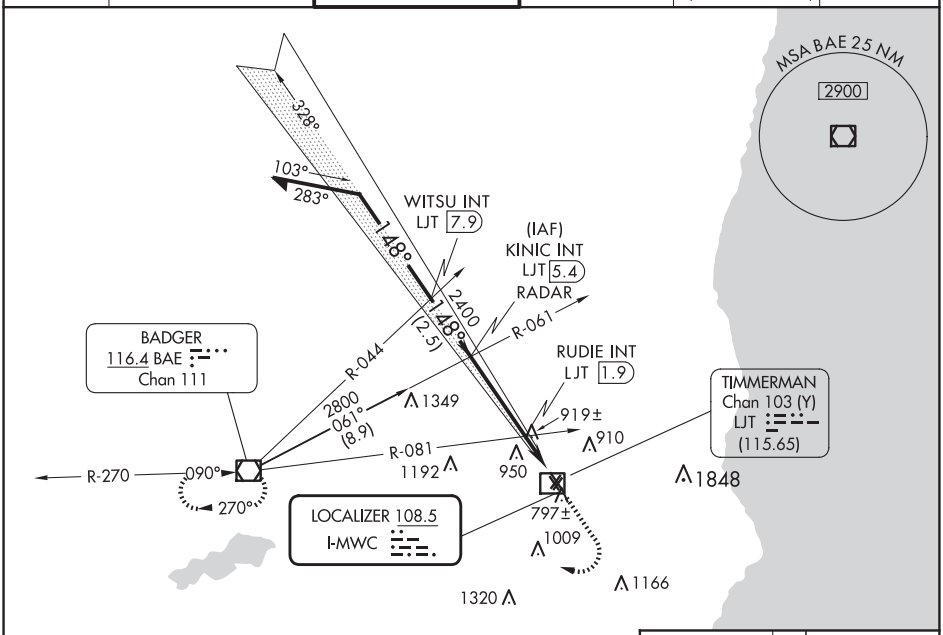
LAWRENCE J TIMMERMAN (MWC)

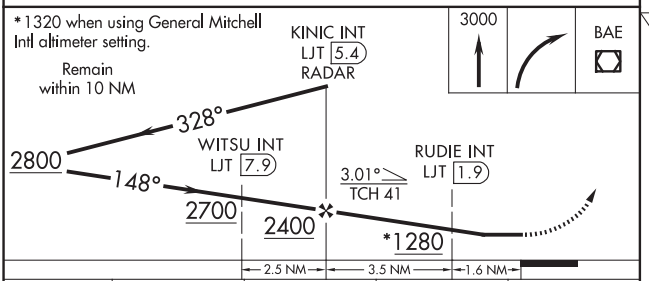
| LOC I-MWC | APP CRS | Rwy Idg | 4107 |
|---|---|---|---|
| 108.5 | 148° | TDZE | 745 |
| | | Apt Elev | 745 |

Circling NA to Rwys 4R, 15R, 22L and 33L. Rwy 15L helicopter visibility reduction below ¾ SM NA. # Simultaneous reception of I-MWC and LJT DME required.

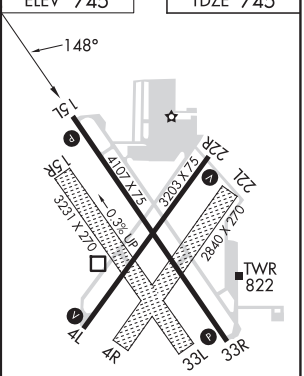
MISSED APPROACH: Climb to 3000 then right turn direct BAE VOR/DME and hold.

| ATIS | MILWAUKEE APP CON | TIMMERMAN TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 128.3 | 125.35 307.0 | 120.5 (CTAF) L | 121.7 | 121.7 (When twr closed) | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-LOC 15L | 1280-1 535 (600-1) | | 1280-1½ 535 (600-1½) | |
| CIRCLING | 1280-1 535 (600-1) | 1340-1 595 (600-1) | 1360-1¾ 615 (700-1¾) | 1560-2¾ 815 (900-2¾) |
| RUDIE FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED #) | | | | |
| S-LOC 15L | 1180-1 435 (500-1) | | 1180-1¼ 435 (500-1¼) | |
| CIRCLING | 1220-1 475 (500-1) | 1340-1 595 (600-1) | 1360-1¾ 615 (700-1¾) | 1560-2¾ 815 (900-2¾) |




REIL Rwys 4L, 15L, 22R and 33R L
MIRL Rwys 4L-22R and 15L-33R L

FAF to MAP 5.1 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:06 | 3:24 | 2:33 | 2:02 | 1:42 |

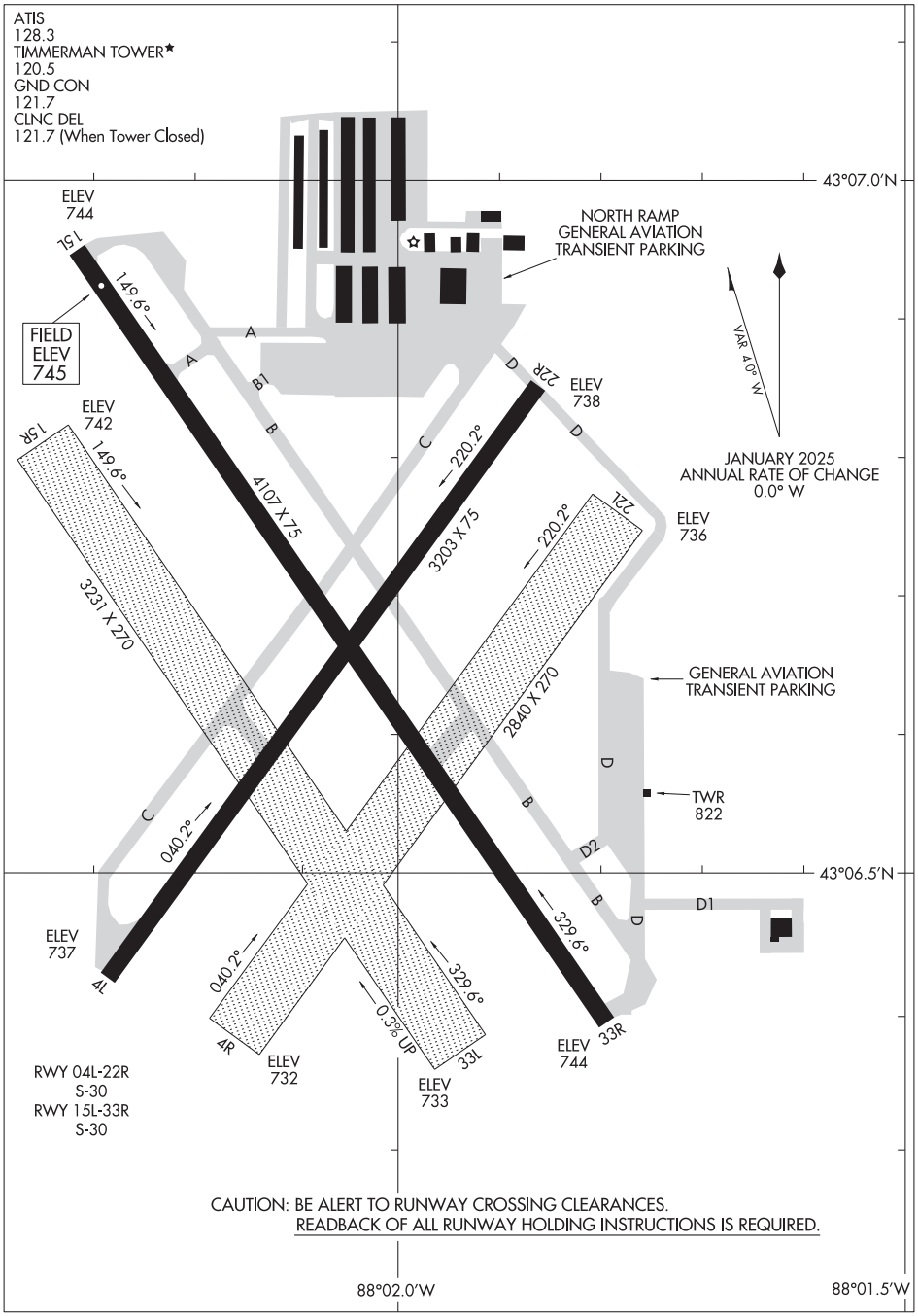
MILWAUKEE, WISCONSIN
Amdt 6F 15JUN23

43°07′N-88°02′W

LAWRENCE J TIMMERMAN (MWC)

LOC RWY 15L

EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025




EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

(ACCRA5.ACCRA) 20086

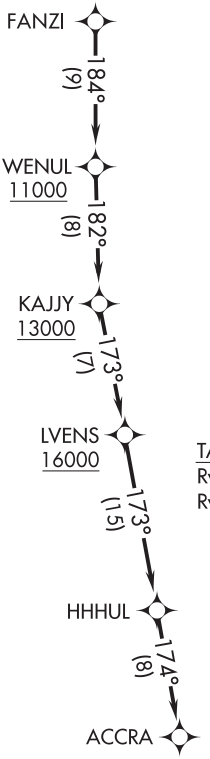
# ACCRA FIVE DEPARTURE (RNAV)

AL-5077 (FAA)

LAWRENCE J TIMMERMAN (MWC)
MILWAUKEE, WISCONSIN

ATIS
128.3
CLNC DEL
121.7 (when twr closed)
GND CON
121.7
MILWAUKEE DEP CON
125.35 307.0

**TOP ALTITUDE: ASSIGNED BY ATC**




NOTE: Chart not to scale.

TAKEOFF MINIMUMS

Rwys 4R, 15R, 22L, 33L: NA - Environmental.
Rwys 4L, 15L, 22R, 33R: Standard with minimum climb of 500' per NM to 2000.

NOTE: RNAV 1.
NOTE: GPS or DME/DME/IRU required.
NOTE: RADAR required.
NOTE: Turbojet aircraft maintain 250K until advised by ATC.
NOTE: Advise ATC if unable to comply with crossing restrictions.

DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for RADAR vectors to FANZI, thence....

....on track 184° to cross WENUL at or above 11000, then on track 182° to cross KAJJY at or above 13000, then on track 173° to cross LVENS at or above 16000, then on track 173° to HHHUL, then on track 174° to ACCRA. Maintain ATC assigned altitude, expect filed altitude ten minutes after departure.



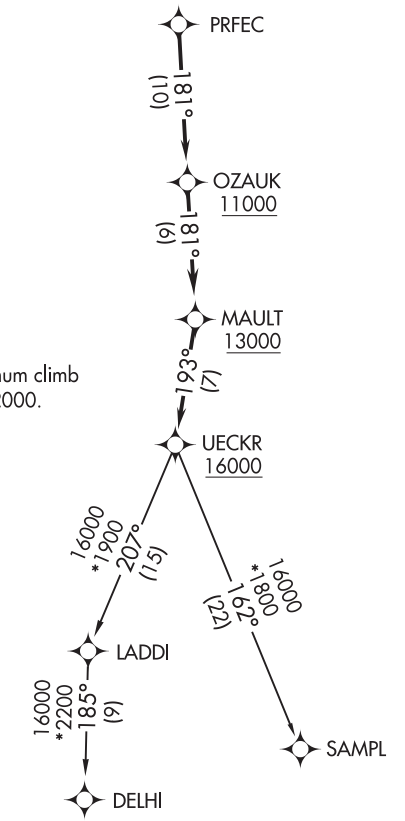
EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

# UECKR SIX DEPARTURE (RNAV)

AL-5077 (FAA)

ATIS
128.3
CLNC DEL
121.7 (when twr closed)
GND CON
121.7
MILWAUKEE DEP CON
125.35 307.0

**TOP ALTITUDE: ASSIGNED BY ATC**




TAKEOFF MINIMUMS
Rwys 4R, 15R, 22L, 33L: NA - Environmental.
Rwys 4L, 15L, 22R, 33R: Standard with minimum climb of 500' per NM to 2000.

NOTE: RNAV 1.
NOTE: GPS or DME/DME/IRU required.
NOTE: RADAR required.
NOTE: Turbojet aircraft maintain 250K until advised by ATC.
NOTE: Notify ATC if unable to comply with crossing restrictions.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for RADAR vectors to PRFEC, thence....

....on track 181° to cross OZAUK at or above 11000, then on track 181° to cross MAULT at or above 13000, then on track 193° to cross UECKR at or above 16000, then on (transition). Maintain ATC assigned altitude, expect filed altitude ten minutes after departure.

DELHI TRANSITION (UECKR6.DELHI)

SAMPL TRANSITION (UECKR6.SAMPL)



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

MINERAL POINT, WISCONSIN AL-6389 (FAA) 24249

| WAAS | APP CRS | Rwy Idg | 3600 |
|---|---|---|---|
| CH 93530 | 040° | TDZE | 1168 |
| W04A | | Apt Elev | 1171 |

# RNAV (GPS) RWY 4

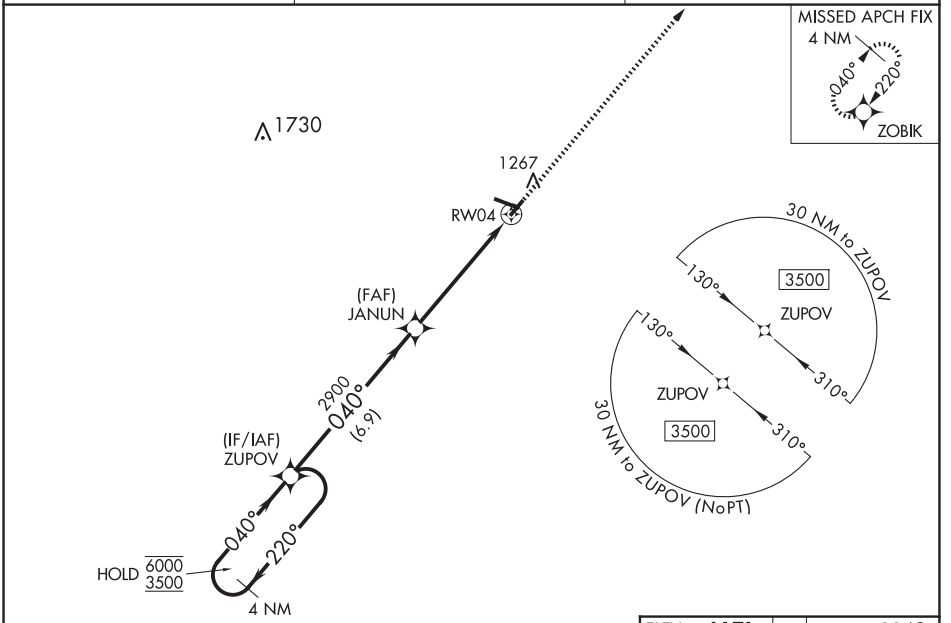
IOWA COUNTY (MRJ)

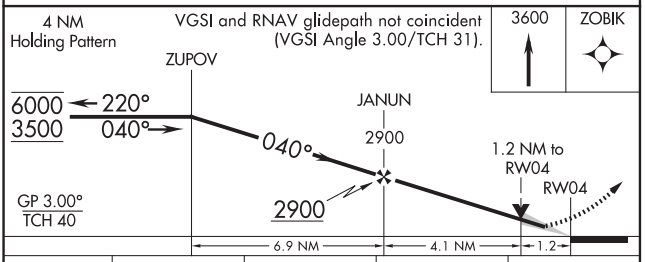
RNP APCH - GPS.

Baro-VNAV and VDP NA when using Platteville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. When local altimeter setting not received, use Platteville altimeter setting and increase LPV DA to 1473 feet, increase LNAV/VNAV DA to 1498 feet, increase all MDAs 60 feet, and LNAV visibility Cat C ¼ SM.

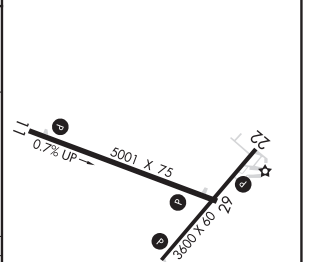
MISSED APPROACH: Climb to 3600 direct ZOBIK and hold.

| AWOS-3 | CHICAGO CENTER | UNICOM |
|---|---|---|
| 118.525 | 133.95 281.4 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1418-1 | 250 (300-1) | | NA |
| LNAV/VNAV DA | 1443-1 | 275 (300-1) | | NA |
| LNAV MDA | 1580-1 412 (500-1) | | 1580-1⅛ 412 (500-1⅛) | NA |
| CIRCLING | 1620-1 449 (500-1) | 1640-1 469 (500-1) | 1640-1½ 469 (500-1½) | NA |




MINERAL POINT, WISCONSIN
Amdt 1B 11JUL24

42°53'N-90°14'W

IOWA COUNTY (MRJ)

RNAV (GPS) RWY 4

EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 11

IOWA COUNTY (MRJ)

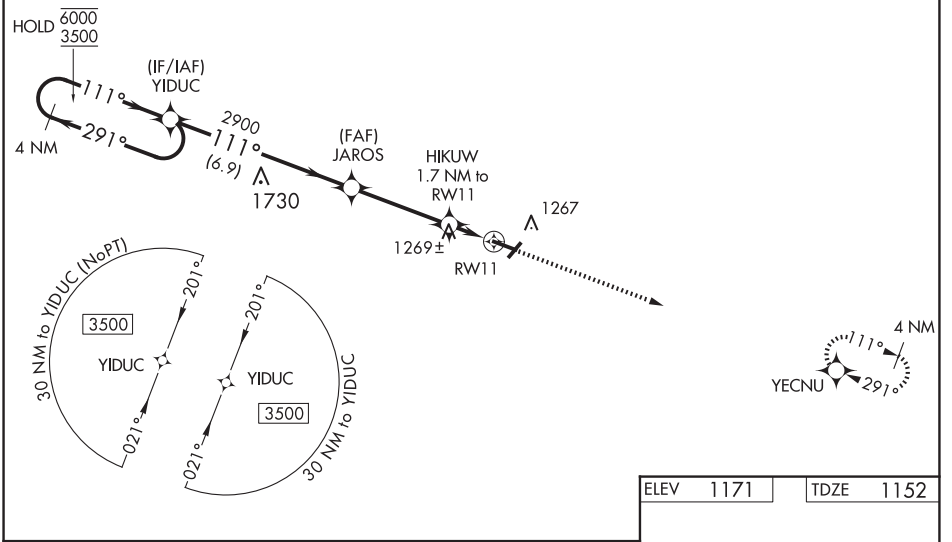
| WAAS | APP CRS | Rwy Idg | 5001 |
|---|---|---|---|
| CH 72630 | 111° | TDZE | 1152 |
| W11A | | Apt Elev | 1171 |

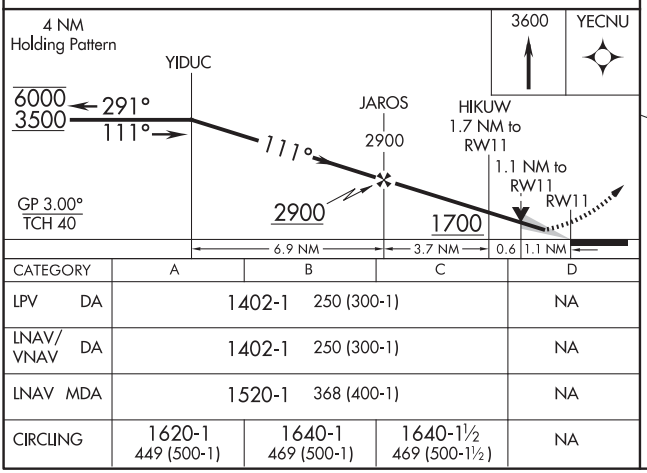
RNP APCH - GPS.

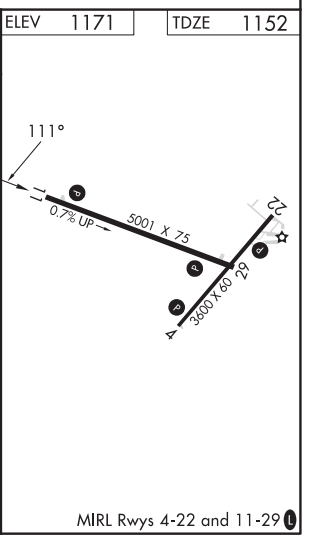
Baro-VNAV and VDP NA when using Platteville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. When local altimeter setting not received, use Platteville altimeter setting and increase LPV and LNAV/VNAV DA to 1457 feet; increase all MDAs 60 feet and LNAV visibility Cat C ¼ SM.

MISSED APPROACH: Climb to 3600 direct YECNU and hold.

| AWOS-3 | CHICAGO CENTER | UNICOM |
|---|---|---|
| 118.525 | 133.95 281.4 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1402-1 | 250 (300-1) | | NA |
| LNAV/VNAV DA | 1402-1 | 250 (300-1) | | NA |
| LNAV MDA | 1520-1 | 368 (400-1) | | NA |
| CIRCLING | 1620-1<br>449 (500-1) | 1640-1<br>469 (500-1) | 1640-1½<br>469 (500-1½) | NA |

MIRL Rwys 4-22 and 11-29 L



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

MINERAL POINT, WISCONSIN AL-6389 (FAA) 24249

# RNAV (GPS) RWY 22

IOWA COUNTY (MRJ)

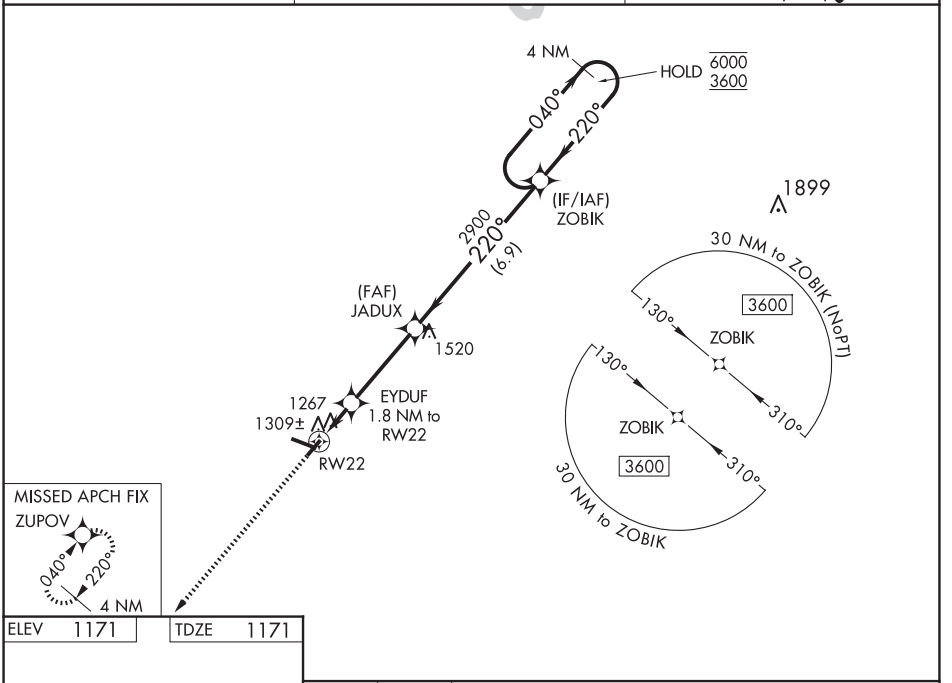
| WAAS | APP CRS | Rwy Idg | 3600 |
|---|---|---|---|
| CH 57930 | 220° | TDZE | 1171 |
| W22A | | Apt Elev | 1171 |

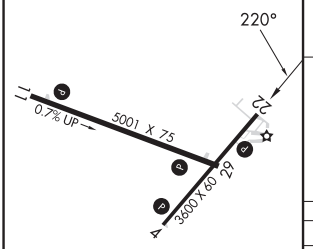
RNP APCH - GPS.

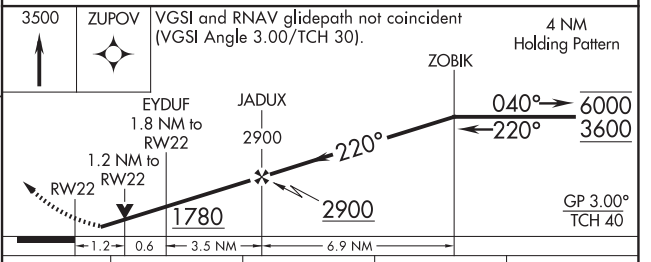
Baro-VNAV and VDP NA when using Platteville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. Rwy 22 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Platteville altimeter setting and increase LPV DA to 1476 feet, increase LNAV/VNAV DA to 1534 feet, increase all MDAs 60 feet, and LNAV visibility Cat C ¼ SM.

MISSED APPROACH: Climb to 3500 direct ZUPOV and hold.

| AWOS-3 | CHICAGO CENTER | UNICOM |
|---|---|---|
| 118.525 | 133.95 281.4 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1421-1 250 (300-1) | | | NA |
| LNAV/VNAV DA | 1479-1 308 (400-1) | | | NA |
| LNAV MDA | 1580-1 409 (500-1) | | 1580-1⅛ 409 (500-1⅛) | NA |
| CIRCLING | 1620-1 449 (500-1) | 1640-1 469 (500-1) | 1640-1½ 469 (500-1½) | NA |

MIRL Rwys 4-22 and 11-29 L

MINERAL POINT, WISCONSIN
Amdt 1B 11JUL24

42°53′N-90°14′W

IOWA COUNTY (MRJ)

RNAV (GPS) RWY 22

EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

| WAAS | APP CRS | Rwy Idg | 5001 |
|---|---|---|---|
| CH 82330 | 291° | TDZE | 1164 |
| W29A | | Apt Elev | 1171 |

# RNAV (GPS) RWY 29

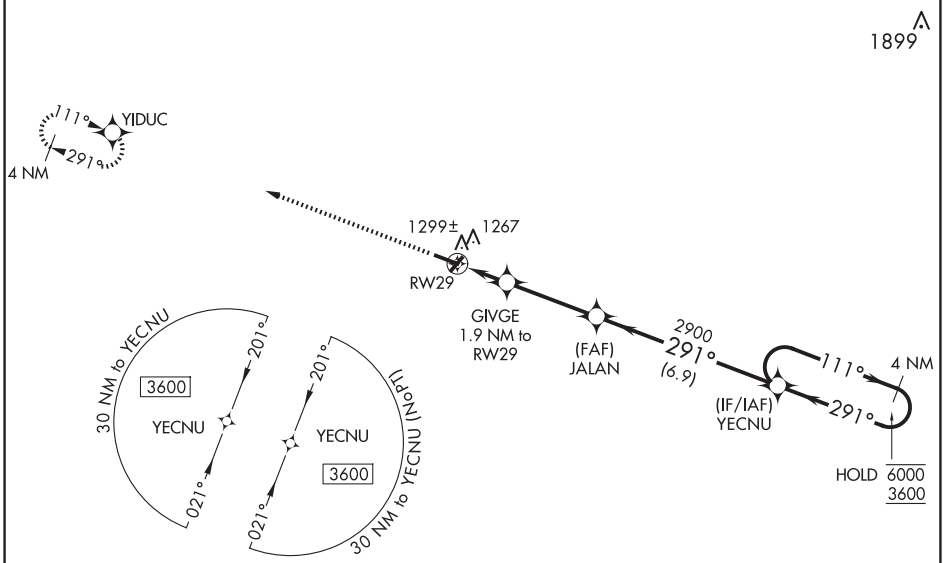
IOWA COUNTY (MRJ)

RNP APCH - GPS.

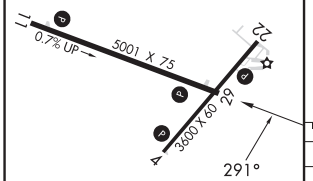
T A Baro-VNAV and VDP NA when using Platteville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. When local altimeter setting not received, use Platteville altimeter setting and increase LPV DA to 1469 feet; increase LNAV/VNAV DA to 1524 feet; increase all MDAs 60 feet and LNAV visibility Cat C ¼ SM.

MISSED APPROACH: Climb to 3500 direct YIDUC and hold.

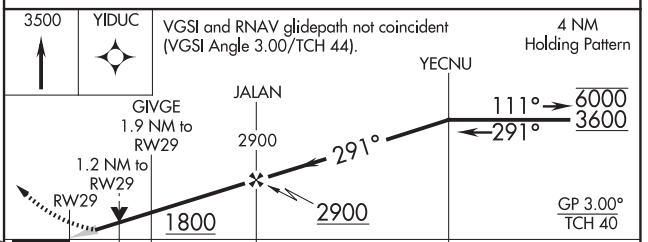
| AWOS-3 | CHICAGO CENTER | UNICOM |
|---|---|---|
| 118.525 | 133.95 281.4 | 122.8 (CTAF) L |




ELEV 1171 TDZE 1164




MIRL Rwys 4-22 and 11-29 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1414-1 250 (300-1) | | | NA |
| LNAV/VNAV DA | 1469-1 305 (300-1) | | | NA |
| LNAV MDA | 1580-1 416 (500-1) | | 1580-1⅛ 416 (500-1⅛) | NA |
| CIRCLING | 1620-1 449 (500-1) | 1640-1 469 (500-1) | 1640-1½ 469 (500-1½) | NA |



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

MINOCQUA-WOODRUFF, WISCONSIN AL-5692 (FAA) 25107

# RNAV (GPS) RWY 18

LAKELAND/NOBLE F LEE MEML FLD (ARV)

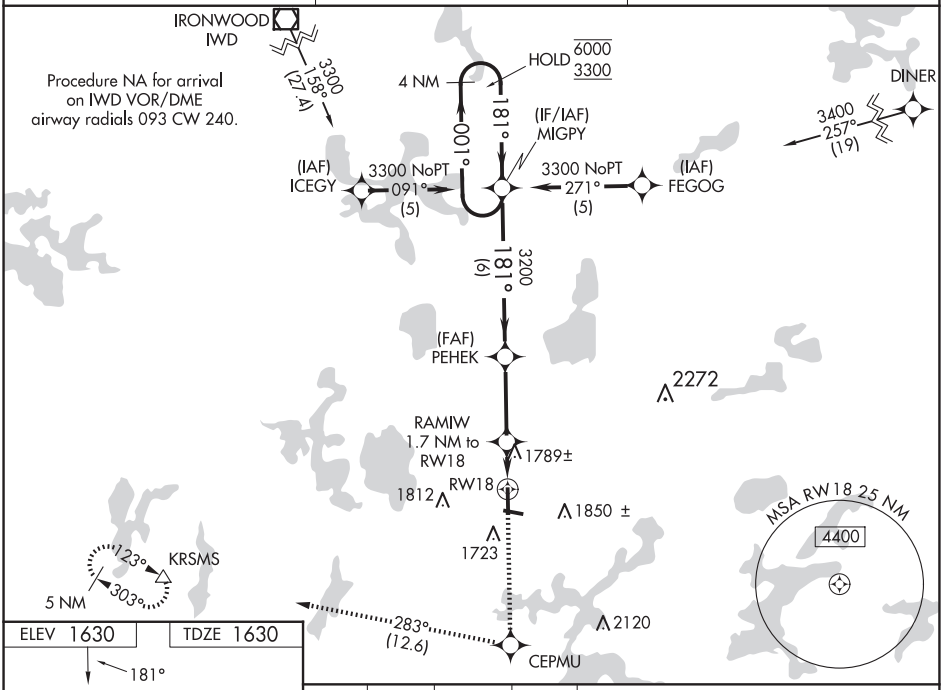
| WAAS | APP CRS | Rwy Idg | 5150 |
|---|---|---|---|
| CH 72915 | 181° | TDZE | 1630 |
| W18A | | Apt Elev | 1630 |

RNP APCH.

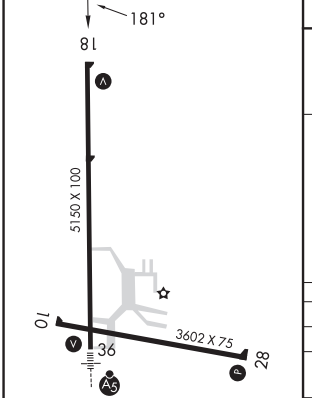
Circling Rwy 10, 28 NA at night. Rwy 18 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C.

MISSED APPROACH: Climb to 6000 direct CEPMU and right turn on track 283° to KRSMS and hold, continue climb-in-hold to 6000.

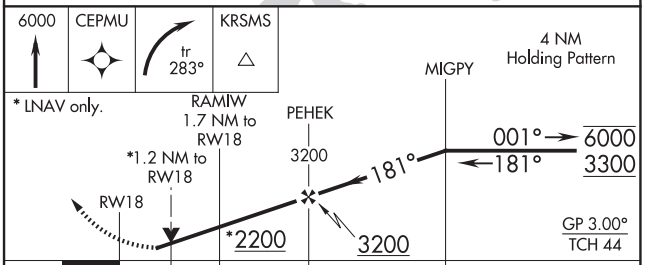
| AWOS-3 | MINNEAPOLIS CENTER | UNICOM |
|---|---|---|
| 121.125 | 133.65 281.5 | 122.7 (CTAF) L |




ELEV 1630 TDZE 1630




MIRL Rwy 10-28 L
HIRL Rwy 18-36 L
REIL Rwys 18 and 28 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1974-1¼ 344 (400-1¼) | | | |
| LNAV/VNAV DA | 2101-1¾ 471 (500-1¾) | | | |
| LNAV MDA | 2040-1 410 (500-1) | | 2040-1¼ 410 (500-1¼) | |
| C CIRCLING | 2100-1 470 (500-1) | 2200-1 570 (600-1) | 2200-1½ 570 (600-1½) | 2220-2 590 (600-2) |



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

| APP CRS | Rwy Idg | 3602 |
|---|---|---|
| 283° | TDZE | 1625 |
| | Apt Elev | 1630 |

# RNAV (GPS) RWY 28

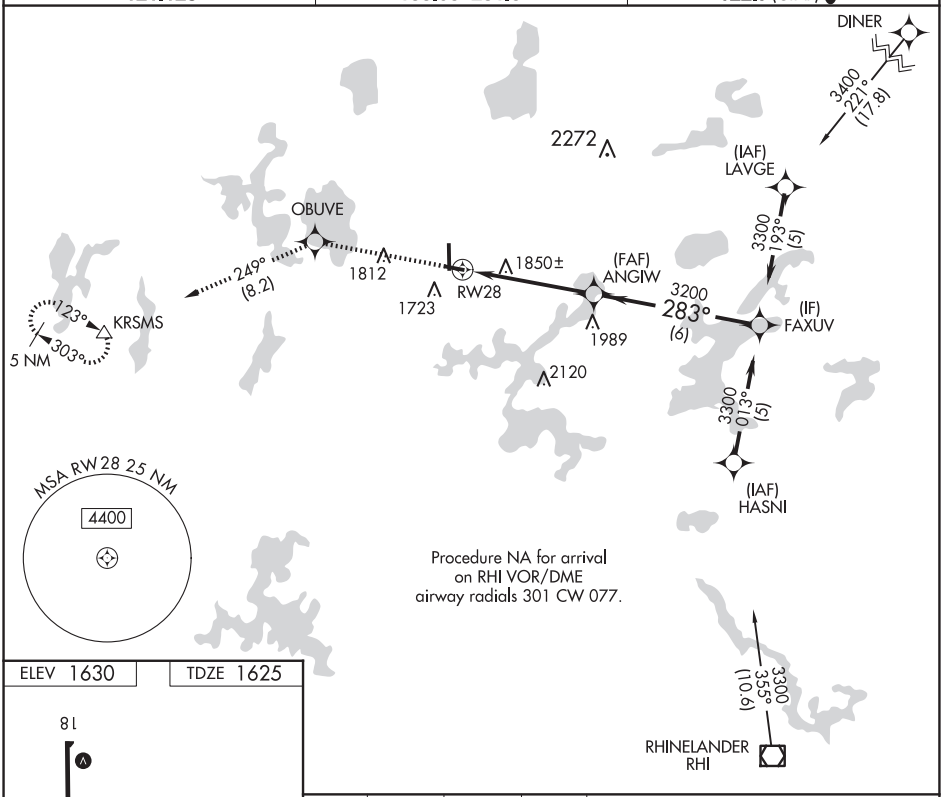
LAKELAND/NOBLE F LEE MEML FLD (ARV)

RNP APCH.

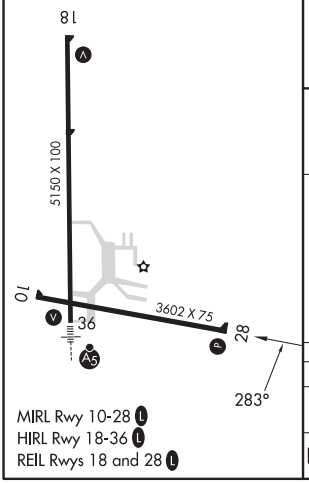
Rwy 28 helicopter visibility reduction below 1 SM NA.
Straight-in and Circling Rwy 28 NA at night, Circling Rwy 10 NA at night.

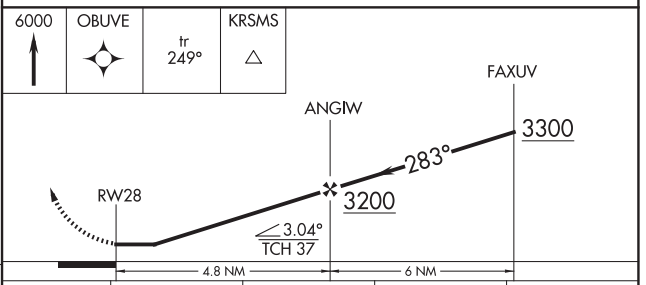
MISSED APPROACH: Climb to 6000 direct OBUVE and on track 249° to KRSMS and hold.

| AWOS-3 | MINNEAPOLIS CENTER | UNICOM |
|---|---|---|
| 121.125 | 133.65 281.5 | 122.7 (CTAF) L |




ELEV 1630 TDZE 1625




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 2140-1 515 (600-1) | | 2140-1½ 515 (600-1½) | 2140-1¾ 515 (600-1¾) |
| C CIRCLING | 2140-1 510 (600-1) | 2200-1 570 (600-1) | 2200-1½ 570 (600-1½) | 2220-2 590 (600-2) |



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

MINOCQUA-WOODRUFF, WISCONSIN | AL-5692 (FAA) | 23278

| WAAS | APP CRS | Rwy Idg | 5150 |
|---|---|---|---|
| CH 49115 | 001° | TDZE | 1627 |
| W36A | | Apt Elev | 1630 |

# RNAV (GPS) RWY 36

LAKELAND/NOBLE F LEE MEML FLD (ARV)

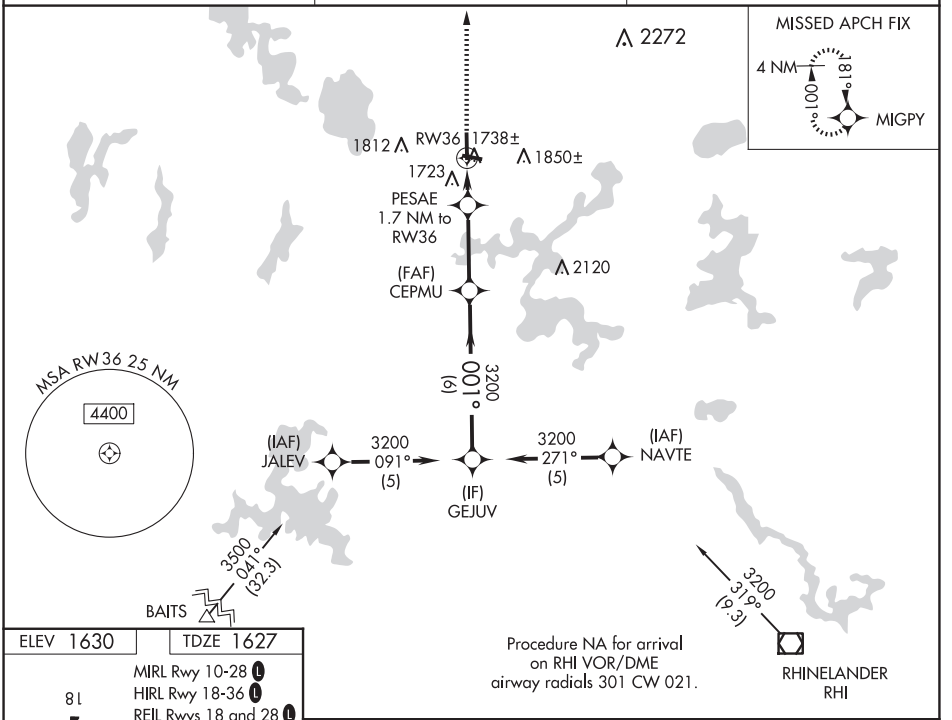
RNP APCH.

Circling Rwy 10, 28 NA at night. Rwy 36 helicopter visibility reduction below ¾ SM NA. Inop table does not apply. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C.

MALSR

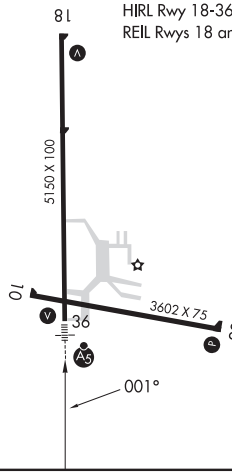
MISSED APPROACH: Climb to 3300 direct MIGPY and hold.

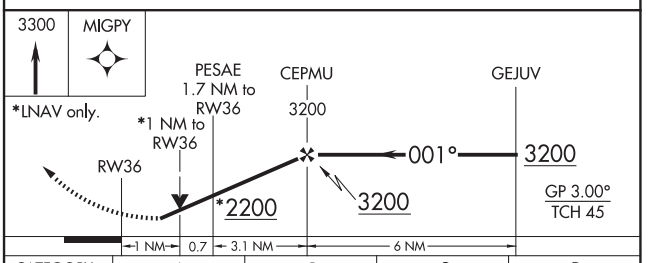
| AWOS-3 | MINNEAPOLIS CENTER | UNICOM |
|---|---|---|
| 121.125 | 133.65 281.5 | 122.7 (CTAF) L |




ELEV 1630 | TDZE 1627

MIRL Rwy 10-28 L
HIRL Rwy 18-36 L
REIL Rwys 18 and 28 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | | 1948-1 | 321 (400-1) | |
| LNAV/VNAV DA | | 1999-1 | 372 (400-1) | |
| LNAV MDA | | 2000-1 | 373 (400-1) | |
| C CIRCLING | 2100-1<br>470 (500-1) | 2200-1<br>570 (600-1) | 2200-1½<br>570 (600-1½) | 2220-2<br>590 (600-2) |

MINOCQUA-WOODRUFF, WISCONSIN
Orig-C 10OCT19

45°56'N-89°44'W

LAKELAND/NOBLE F LEE MEML FLD (ARV)

RNAV (GPS) RWY 36

EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

# ILS or LOC RWY 9

QUAD CITIES INTL (MLI)

| LOC/DME I-MLI | APP CRS | Rwy Idg 10002 |
|---|---|---|
| 110.5 | 090° | TDZE 587 |
| Chan 42 | | Apt Elev 590 |

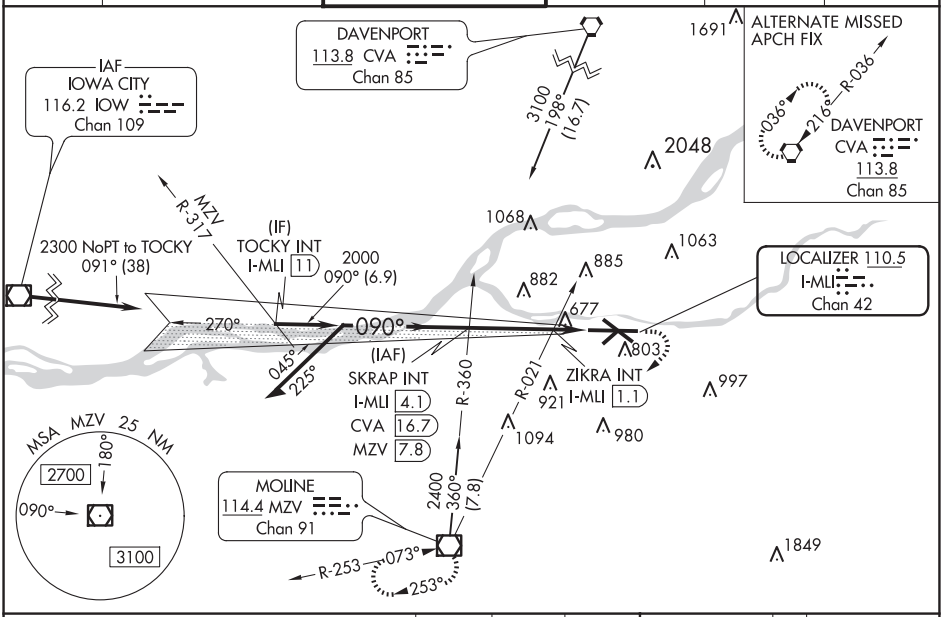
DME required for procedure entry at CVA VORTAC and MZV VOR/DME.

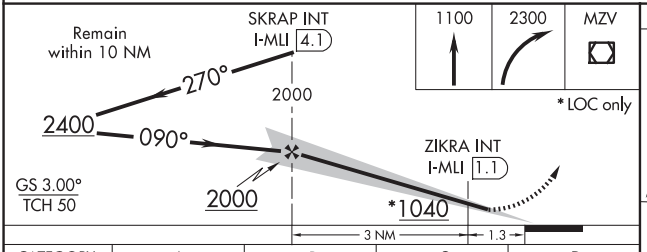
Circling to Rwy 5 NA at night. For inop ALS, increase S-LOC 9 Cats C and D visibility to 1⅜ SM. ZIKRA Minimums: For inop ALS, increase S-LOC Cats C and D visibility to 1 SM.
# RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 1100 then climbing right turn to 2300 direct MZV VOR/DME and hold.

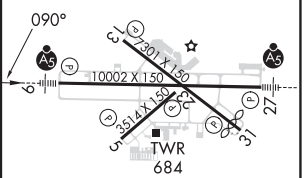
| ATIS | QUAD CITY APP CON ★ | QUAD CITY TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 121.2 | 125.95 257.8 | 119.4 (CTAF) L 269.55 | 121.9 | 124.05 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 9# | 787/24 200 (200-½) | | | |
| S-LOC 9 | 1040/24 453 (500-½) | | 1040/50 453 (500-1) | |
| CIRCLING | 1140-1 550 (600-1) | 1200-1 610 (700-1) | 1320-2 730 (800-2) | 1420-2¾ 830 (900-2¾) |
| ZIKRA MINIMUMS (Dual VOR receivers or DME required) | | | | |
| S-LOC 9 | 940/24 353 (400-½) | | 940/35 353 (400-⅝) | |
| CIRCLING | 1140-1 550 (600-1) | 1200-1 610 (700-1) | 1320-2 730 (800-2) | 1420-2¾ 830 (900-2¾) |

ELEV 590 D TDZE 587




MIRL Rwy 5-23
REIL Rwys 13 and 31 L
HIRL Rwys 9-27 and 13-31

FAF to MAP 4.3 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:18 | 2:52 | 2:09 | 1:43 | 1:26 |



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

MOLINE, ILLINOIS AL-269 (FAA) 23222

| LOC/DME I-GEQ | APP CRS | Rwy Idg 10002 |
|---|---|---|
| 110.5 | 270° | TDZE 581 |
| Chan 42 | | Apt Elev 590 |

# ILS or LOC RWY 27

QUAD CITIES INTL (MLI)

Circling to Rwy 5 NA at night. When local altimeter setting not received, use Davenport altimeter setting and increase DA to 828 feet and all MDA 60 feet, increase S-LOC-27 and Circling Cats C/D visibility ¼ SM.
# RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 1100, then climbing left turn to 2300 direct MZV VOR/DME and hold.

| ATIS | QUAD CITY APP CON ★ | QUAD CITY TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 121.2 | 125.95 257.8 | 119.4 (CTAF) L 269.55 | 121.9 | 124.05 | 122.95 |

ALTERNATE MISSED APCH FIX

036° 216° R-036

DAVENPORT CVA 113.8 Chan 85

DAVENPORT 113.8 CVA Chan 85

159° 3100 (16.4)

MSA MZV 25 NM

180° 2700 090° 3100

1691 2048 1068 1063 885 882 766± 803 921 1094 980 997 990

R-159 R-052 045° 225° 270° (CFBDB) 090°

LOCALIZER 110.5 I-GEQ Chan 42

(IAF) KAYES INT I-GEQ 7.1

2300 052° (14.1)

MOLINE 114.4 MZV Chan 91

R-253 073° 253°

1849

1100 2300 MZV

* LOC only.

Remain within 10 NM

KAYES INT I-GEQ 7.1

I-GEQ 1.9 * I-GEQ 3.2 2300 090° 270° 2300 2300

GS 3.00° TCH 52

1.4 NM 3.8 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 27# | 781/24 200 (200-½) | | | |
| S-LOC 27 | 1060/24 479 (500-½) | | 1060/40 479 (500-¾) | 1060/50 479 (500-1) |
| CIRCLING | 1140-1 550 (600-1) | 1200-1 610 (700-1) | 1320-2 730 (800-2) | 1420-2¾ 830 (900-2¾) |

ELEV 590 D TDZE 581

270° 9 13 7301 X 150 10002 X 150 5 23 5351 X 150 27 31 TWR 684

HIRL Rwys 9-27 and 13-31
MIRL Rwy 5-23
REIL Rwys 13 and 31 L

FAF to MAP 5.2 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:12 | 3:28 | 2:36 | 2:05 | 1:44 |

MOLINE, ILLINOIS
Amdt 2C 09SEP21

41°27'N-90°30'W

QUAD CITIES INTL (MLI)

ILS or LOC RWY 27

EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

| WAAS | APP CRS | Rwy Idg | 10002 |
|---|---|---|---|
| CH 61123 | 090° | TDZE | 587 |
| W09A | | Apt Elev | 590 |

# RNAV (GPS) RWY 9

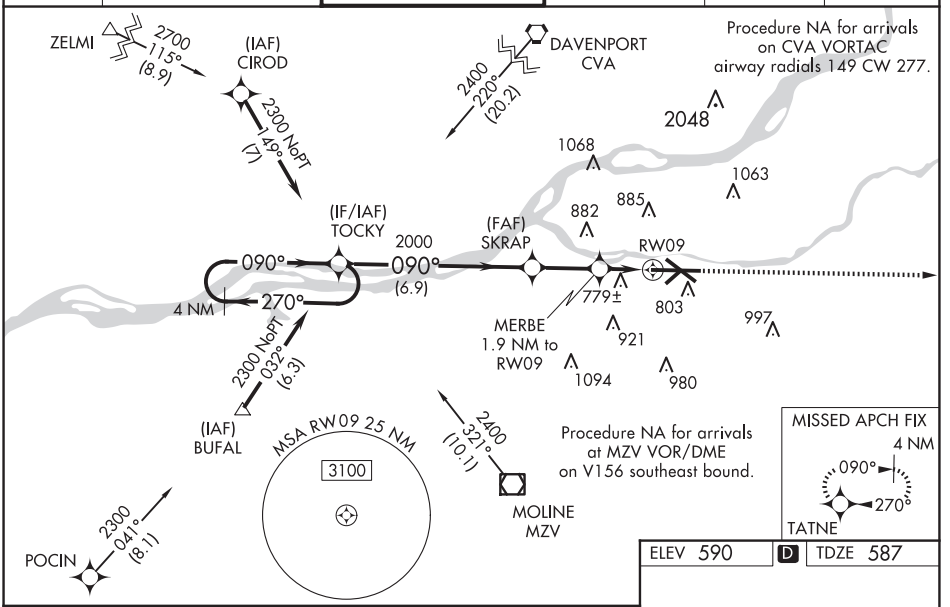
## QUAD CITIES INTL (MLI)

Circling to Rwy 5 NA at night. Baro-VNAV NA when using Davenport altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -26°C (-14°F) or above 40°C (104°F). DME/DME RNP-0.3 NA. VDP NA when using Davenport altimeter setting. When local altimeter setting not received, use Davenport altimeter setting and increase LPV DA to 825 feet and LNAV/VNAV DA to 1160 feet and LNAV/VNAV visibility all Cats 1/8 SM; increase all MDA 60 feet and LNAV visibility Cats C and D 1/8 SM, Circling Cats C and D 1/4 SM. For inoperative ALS, increase LNAV visibility Cats C and D to 1 3/8 SM. When using Davenport altimeter increase LNAV/VNAV visibility all Cats to 2 SM, LNAV visibility Cats C and D to 1 3/8 SM.
** RVR 1800 authorized with use of FD or AP or HUD to DA.

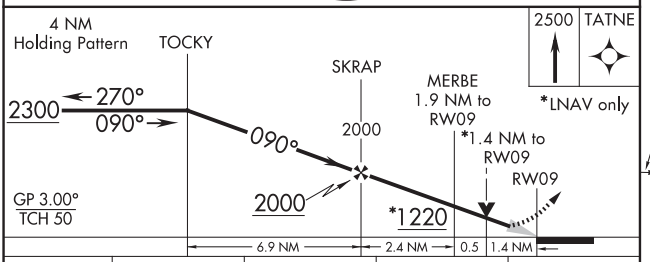
MALSR

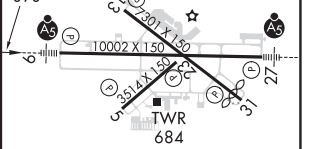
MISSED APPROACH: Climb to 2500 direct TATNE and hold.

| ATIS | QUAD CITY APP CON ★ | QUAD CITY TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 121.2 | 125.95 257.8 | 119.4 (CTAF) L 269.55 | 121.9 | 124.05 | 122.95 |




ELEV 590 D TDZE 587




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA ** | 787/24 200 (200-½) | | | |
| LNAV/VNAV DA | 1122-1 3/8 535 (600-1 3/8) | | | |
| LNAV MDA | 1060/24 473 (500-½) | | 1060/50 473 (500-1) | |
| CIRCLING | 1140-1 550 (600-1) | 1200-1 610 (700-1) | 1320-2 730 (800-2) | 1420-2 3/4 830 (900-2 3/4) |

MIRL Rwy 5-23
REIL Rwys 13 and 31 L
HIRL Rwys 9-27 and 13-31



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 13

## QUAD CITIES INTL (MLI)

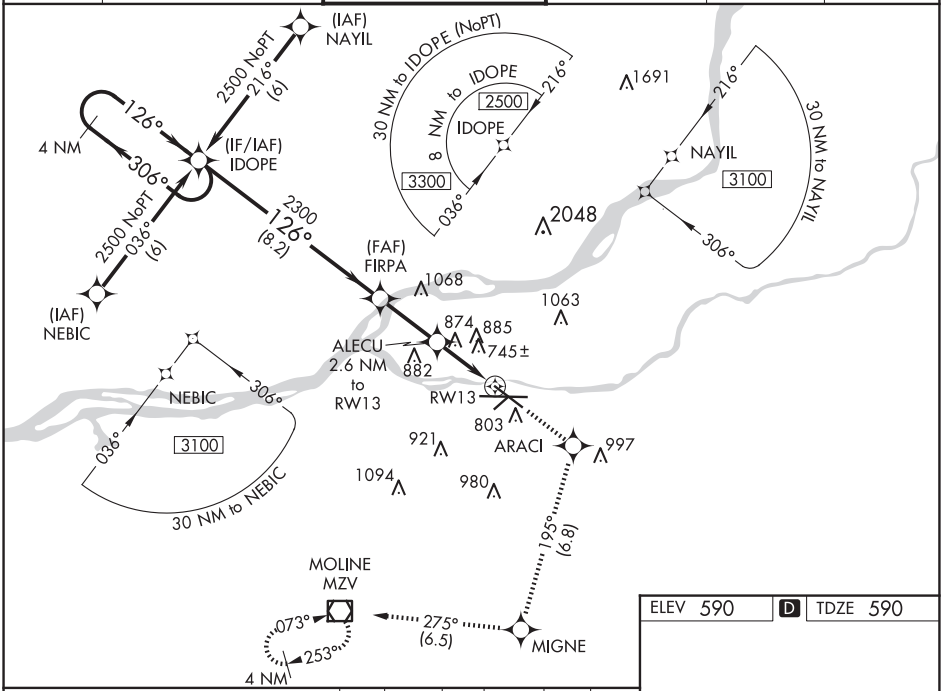
| WAAS | APP CRS | Rwy Idg | 7032 |
|---|---|---|---|
| CH 42515 | 126° | TDZE | 590 |
| W13A | | Apt Elev | 590 |

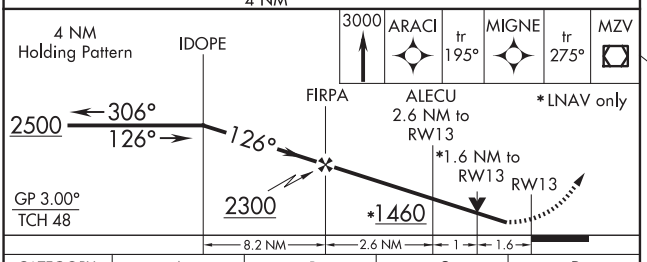
T Circling to Rwy 5 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Davenport altimeter setting and increase LPV DA to 955 feet, LNAV/VNAV DA to 1339 feet and all MDA 60 feet; increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cats C and D, and Circling Cats C and D visibility ¼ SM. Rwy 13 helicopter reduction below ¾ SM NA. VDP and Baro-VNAV NA when using Davenport altimeter setting.

A

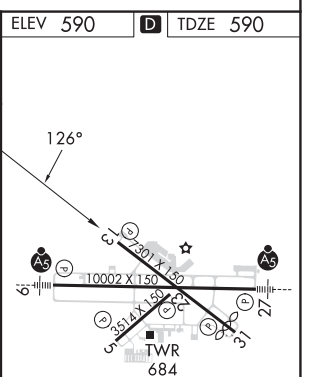
MISSED APPROACH: Climb to 3000 direct ARACI and on track 195° to MIGNE and on track 275° to MZV VOR/DME and hold.

| ATIS | QUAD CITY APP CON ★ | QUAD CITY TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 121.2 | 125.95 257.8 | 119.4 (CTAF) L 269.55 | 121.9 | 124.05 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 908-1 318 (400-1) | | | |
| LNAV/VNAV DA | 1292-2½ 702 (800-2½) | | | |
| LNAV MDA | 1140-1 550 (600-1) | | 1140-1½ 550 (600-1½) | 1140-1¾ 550 (600-1¾) |
| CIRCLING | 1140-1 550 (600-1) | 1200-1 610 (700-1) | 1320-2 730 (800-2) | 1420-2¾ 830 (900-2¾) |




HIRL Rwys 9-27 and 13-31
MIRL Rwy 5-23
REIL Rwys 13 and 31 L



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 27

QUAD CITIES INTL (MLI)

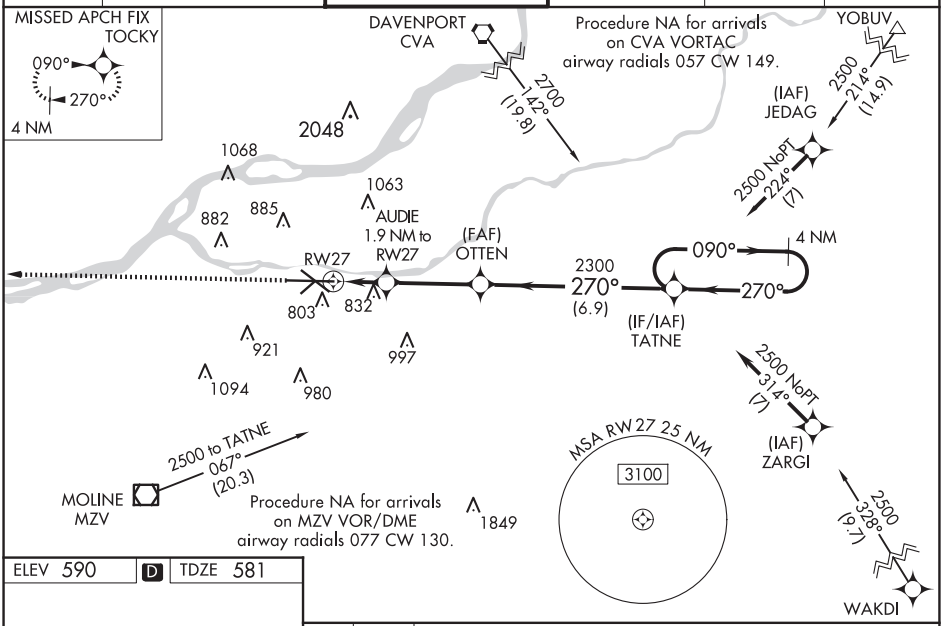
| WAAS | APP CRS | Rwy Ldg | 10002 |
|---|---|---|---|
| CH 86824 | 270° | TDZE | 581 |
| W27A | | Apt Elev | 590 |

Circling to Rwy 5 NA at night. Baro-VNAV NA when using Davenport altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -26°C (-14°F) or above 40°C (104°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Davenport altimeter setting: increase LPV DA to 828 feet and LNAV/VNAV DA to 1233 feet and LNAV/VNAV visibility all Cats ⅛ SM; increase all MDA 60 feet and LNAV visibility Cats C and D ¼ SM, Circling visibility Cats C and D ¼ SM. For inoperative ALS, increase LNAV/VNAV visibility all Cats to 2 SM, LNAV visibility Cats C and D to 1⅜ SM. When using Davenport altimeter setting increase LNAV visibility Cats C and D to 1⅝ SM.
**RVR 1800 authorized with use of FD or AP or HUD to DA.

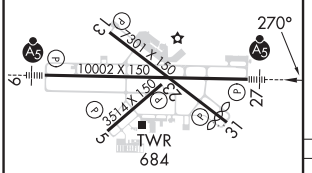
MALSR

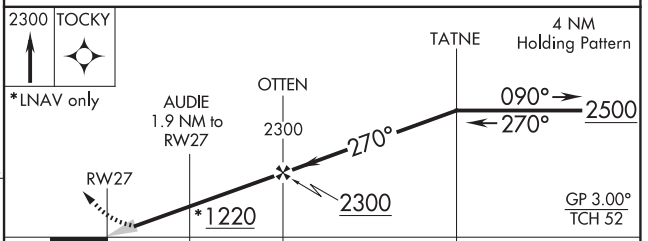
MISSED APPROACH: Climb to 2300 direct TOCKY and hold.

| ATIS | QUAD CITY APP CON ★ | QUAD CITY TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 121.2 | 125.95 257.8 | 119.4 (CTAF) L 269.55 | 121.9 | 124.05 | 122.95 |




| ELEV 590 | D | TDZE 581 |
|---|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA** | 781/24 200 (200-½) | | | |
| LNAV/VNAV DA | 1186-1⅝ 605 (600-1⅝) | | | |
| LNAV MDA | 1100/24 519 (600-½) | | 1100/55 519 (600-1) | |
| CIRCLING | 1140-1 550 (600-1) | 1200-1 610 (700-1) | 1320-2 730 (800-2) | 1420-2¾ 830 (900-2¾) |

MIRL Rwy 5-23
REIL Rwys 13 and 31 L
HIRL Rwys 9-27 and 13-31



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

MOLINE, ILLINOIS AL-269 (FAA) 23222

| WAAS | APP CRS | Rwy Idg | 6432 |
|---|---|---|---|
| CH 86715 | 306° | TDZE | 583 |
| W31A | | Apt Elev | 590 |

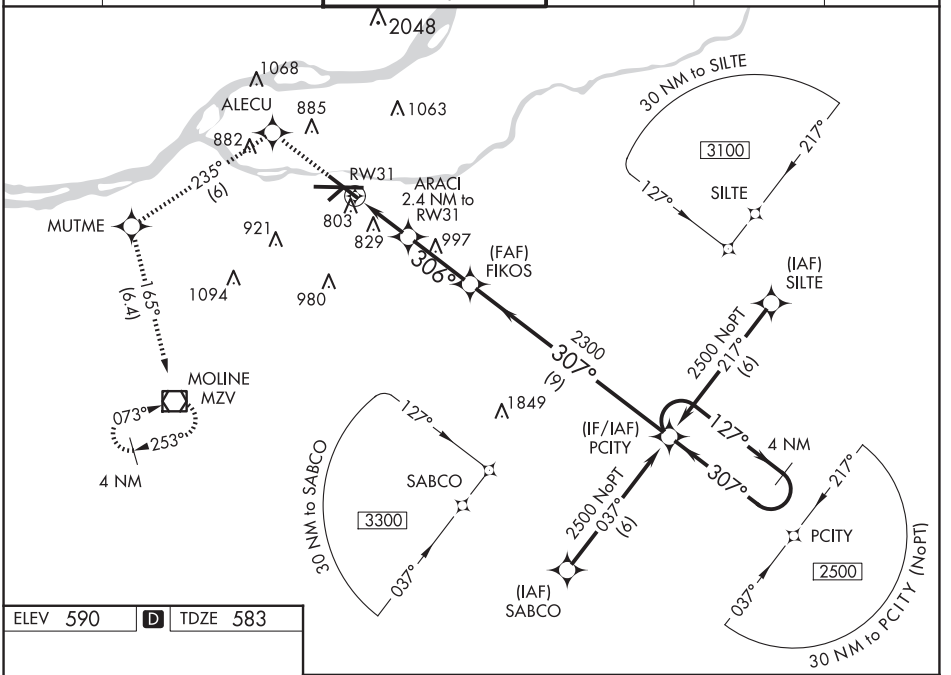
# RNAV (GPS) RWY 31

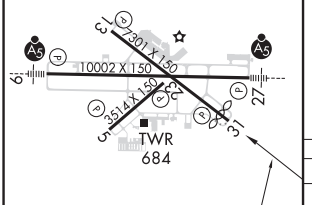
## QUAD CITIES INTL (MLI)

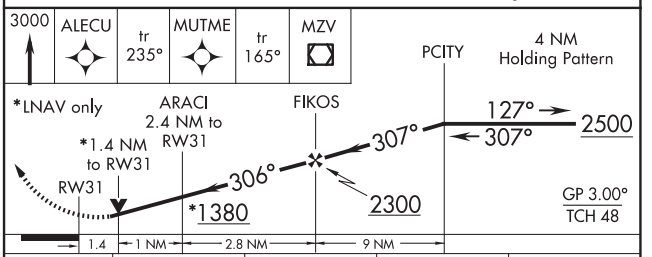
Circling to Rwy 5 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Davenport altimeter setting and increase LPV DA to 1078 feet and LNAV/VNAV DA to 1207 feet and all MDA 60 feet, increase LPV all Cats, LNAV/VNAV all cats, LNAV Cats C and D, and Circling Cats C and D visibility ¼ SM. Baro-VNAV and VDP NA when using Davenport altimeter setting. Rwy 31 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 direct ALECU and on track 235° to MUTME and on track 165° to MZV VOR/DME and hold.

| ATIS | QUAD CITY APP CON ★ | QUAD CITY TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 121.2 | 125.95 257.8 | 119.4 (CTAF) L 269.55 | 121.9 | 124.05 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1031-1½ 448 (500-1½) | | | |
| LNAV/VNAV DA | 1160-2 577 (600-2) | | | |
| LNAV MDA | 1080-1 497 (500-1) | | 1080-1¼ 497 (500-1¼) | 1080-1½ 497 (500-1½) |
| CIRCLING | 1140-1 550 (600-1) | 1200-1 610 (700-1) | 1320-2 730 (800-2) | 1420-2¾ 830 (900-2¾) |

HIRL Rwys 9-27 and 13-31
MIRL Rwy 5-23
REIL Rwys 13 and 31 L

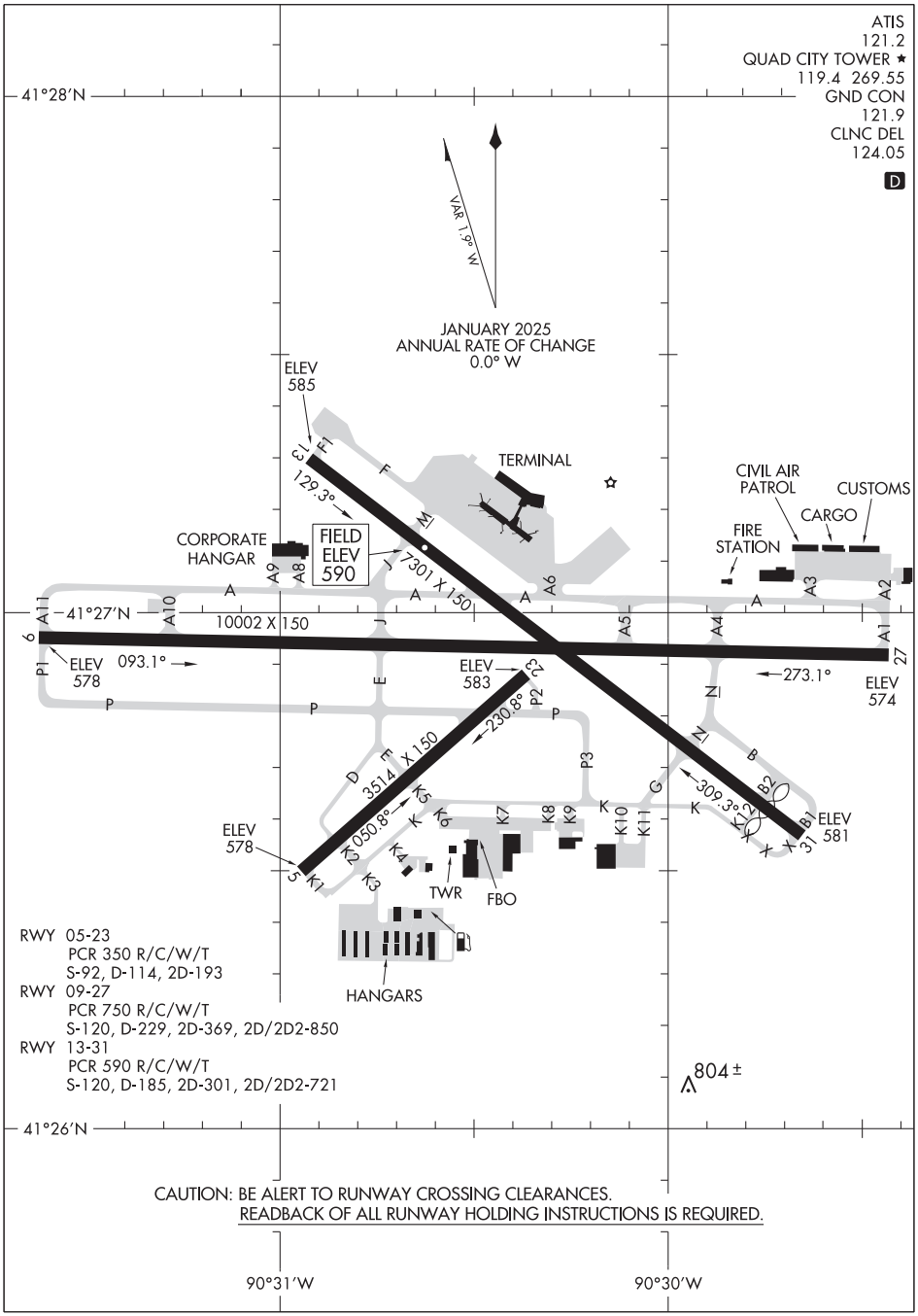
MOLINE, ILLINOIS
Amdt 1D 09SEP21

41°27'N-90°30'W

QUAD CITIES INTL (MLI)

RNAV (GPS) RWY 31

EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025






EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

MONEE, ILLINOIS AL-6218 (FAA) 24305

| APP CRS | Rwy Idg | 5001 |
|---|---|---|
| 093° | TDZE | 790 |
| | Apt Elev | 790 |

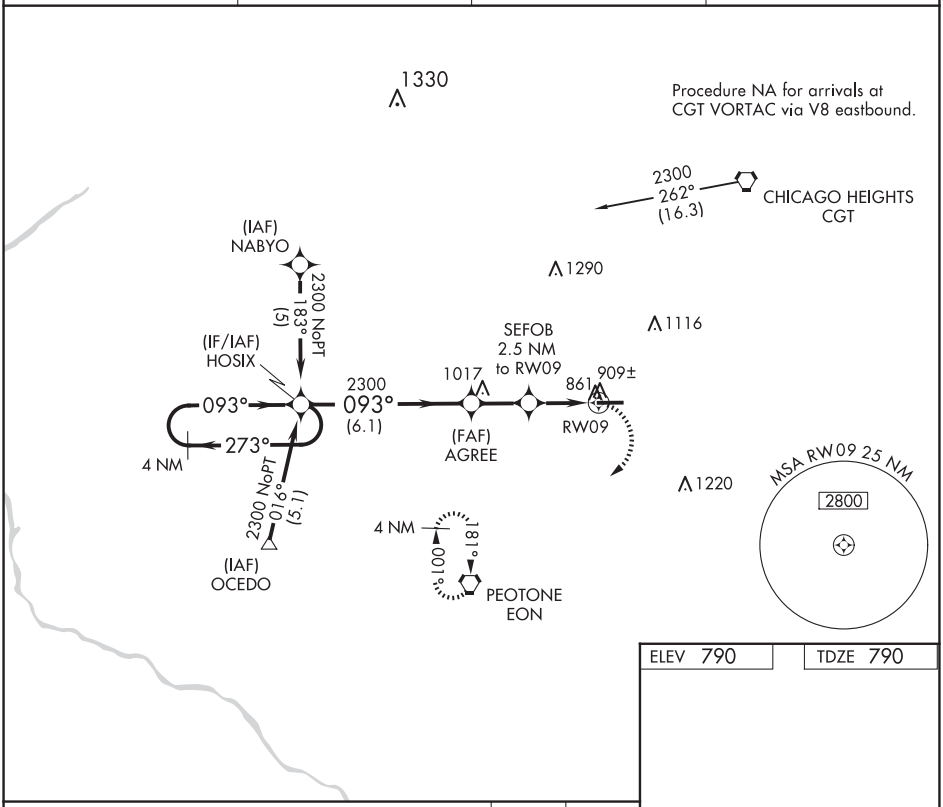
# RNAV (GPS) RWY 9

BULT FLD (C56)

T NA DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Lansing Muni altimeter setting; when not received, use Chicago Midway Intl altimeter setting and increase all MDA 40 feet. Procedure NA at night.

MISSED APPROACH: Climbing right turn to 2600 direct EON VORTAC and hold.

| AWOS-AV | IGQ AWOS-3PT | CHICAGO CENTER | UNICOM |
|---|---|---|---|
| 119.125 | 124.925 | 132.5 284.7 | 123.0 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1220-1 | 430 (500-1) | 1220-1¼ 430 (500-1¼) | NA |
| CIRCLING | 1260-1 470 (500-1) | 1400-1½ 610 (700-1½) | 1400-1¾ 610 (700-1¾) | NA |

LIRL Rwy 9-27

MONEE, ILLINOIS
Orig-B 15JUL21

41°23'N-87°41'W

BULT FLD (C56)

RNAV (GPS) RWY 9


EC-3, 07 AUG 2025 to 02 OCT 2025

| APP CRS | Rwy Idg | 4850 |
|---|---|---|
| 273° | TDZE | 778 |
| | Apt Elev | 790 |

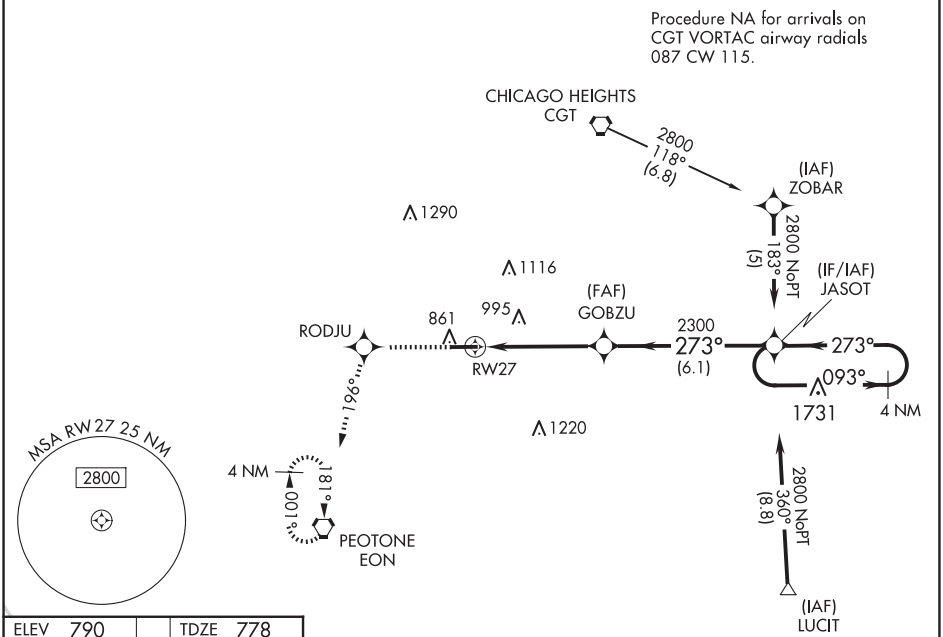
# RNAV (GPS) RWY 27

BULT FLD (C56)

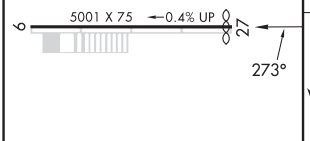
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Lansing Muni altimeter setting, when not received, use Chicago Midway Intl altimeter setting and increase all MDA 40 feet. Procedure NA at night.

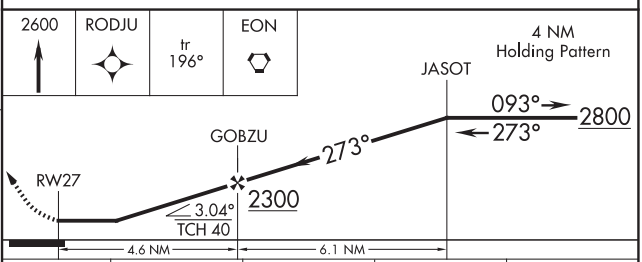
MISSED APPROACH: Climb to 2600 direct RODJU and via 196° track to EON VORTAC and hold.

| AWOS-AV | IGQ AWOS-3PT | CHICAGO CENTER | UNICOM |
|---|---|---|---|
| 119.125 | 124.925 | 132.5 284.7 | 123.0 (CTAF) |




| ELEV 790 | TDZE 778 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1320-1 542 (600-1) | | 1320-1½ 542 (600-1½) | NA |
| CIRCLING | 1320-1 530 (600-1) | 1400-1 610 (700-1) | 1400-1¾ 610 (700-1¾) | NA |

LIRL Rwy 9-27



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

MONMOUTH, ILLINOIS | AL-6036 (FAA) | 23222

# RNAV (GPS)-A

MONMOUTH MUNI (C66)

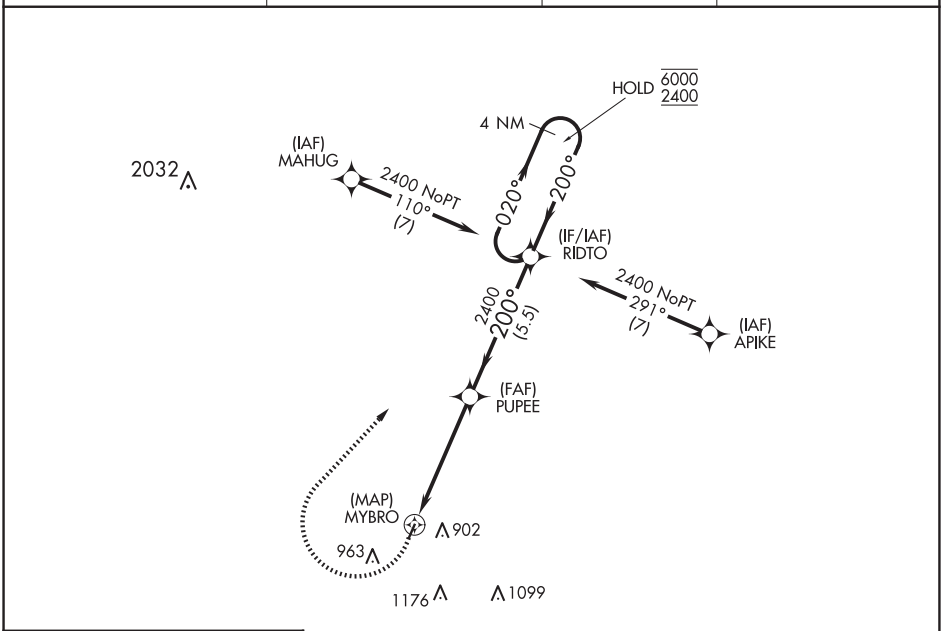
| APP CRS | Rwy Idg | N/A |
|---|---|---|
| 200° | TDZE | N/A |
| | Apt Elev | 753 |

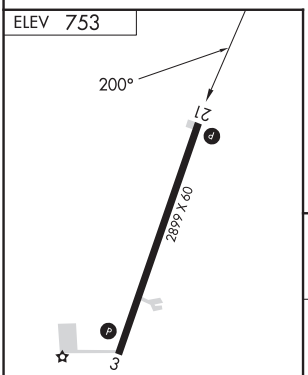
RNP APCH - GPS

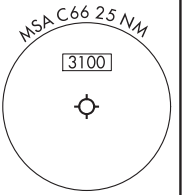
NA — Procedure NA at night. Rwy 3 and 21 helicopter visibility reduction below 1 SM NA. Use Galesburg altimeter setting; when not received, use Moline altimeter setting and increase all MDAs 80 feet; increase Circling visibility Cat C ¼ SM.

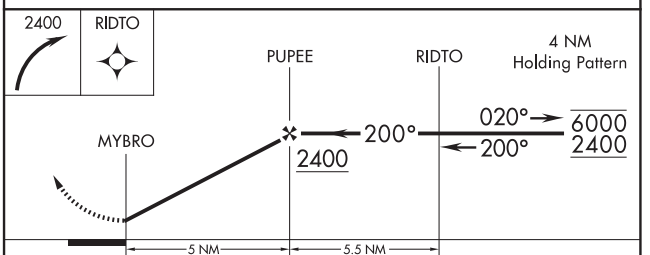
MISSED APPROACH: Climbing right turn to 2400 direct RIDTO and hold.

| GBG AWOS-3 | QUAD CITY APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 118.975 | 133.275 257.8 | 120.7 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 1340-1 | 587 (600-1) | 1500-2¼ 747 (800-2¼) | NA |

MIRL Rwy 3-21 L

MONMOUTH, ILLINOIS
Orig 12AUG21

40°56'N-90°38'W

MONMOUTH MUNI (C66)

RNAV (GPS)-A

EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 12

## MONROE MUNI (EFT)

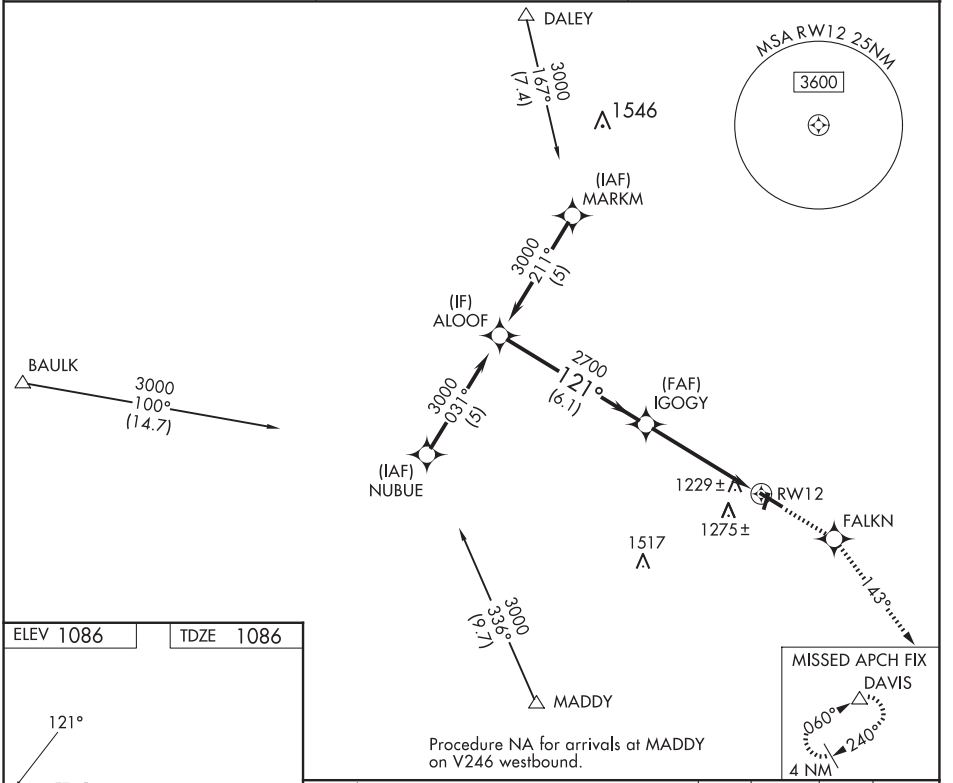
| APP CRS | Rwy Idg | 5000 |
|---|---|---|
| 121° | TDZE | 1086 |
| | Apt Elev | 1086 |

RNP APCH-GPS.

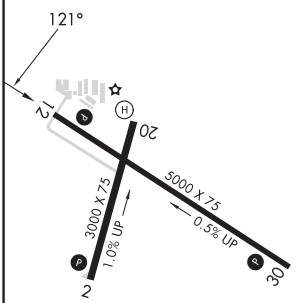
VDP NA when using Albertus altimeter setting. When local altimeter setting not received, use Albertus altimeter setting and increase all MDA 100 feet, increase LNAV Cat C/D and Circling Cat C visibility ¼ mile. Rwy 12 helicopter visibility reduction below ¾ SM NA. Circling to Rwy 2-20 NA at night.

MISSED APPROACH: Climb to 3000 direct FALKN and on track 143° to DAVIS and hold.

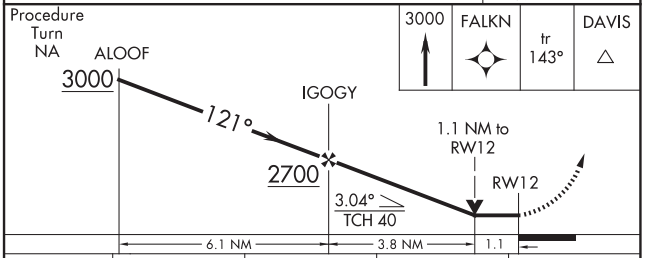
| AWOS-3 | ROCKFORD APP CON | UNICOM |
|---|---|---|
| 118.375 | 126.0 327.0 | 123.05 (CTAF) L |




ELEV 1086 TDZE 1086




MIRL Rwys 12-30 and 2-20 L
REIL Rwys 2, 12, 20 and 30 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1480-1 394 (400-1) | | | 1480-1¼ 394 (400-1¼) |
| CIRCLING | 1540-1 454 (500-1) | 1640-1 554 (600-1) | 1640-1½ 554 (600-1½) | 1640-2 554 (600-2) |



EC-3, 07 AUG 2025 to 02 OCT 2025
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MONROE, WISCONSIN | AL-6003 (FAA) | 23222

# RNAV (GPS) RWY 30
## MONROE MUNI (EFT)

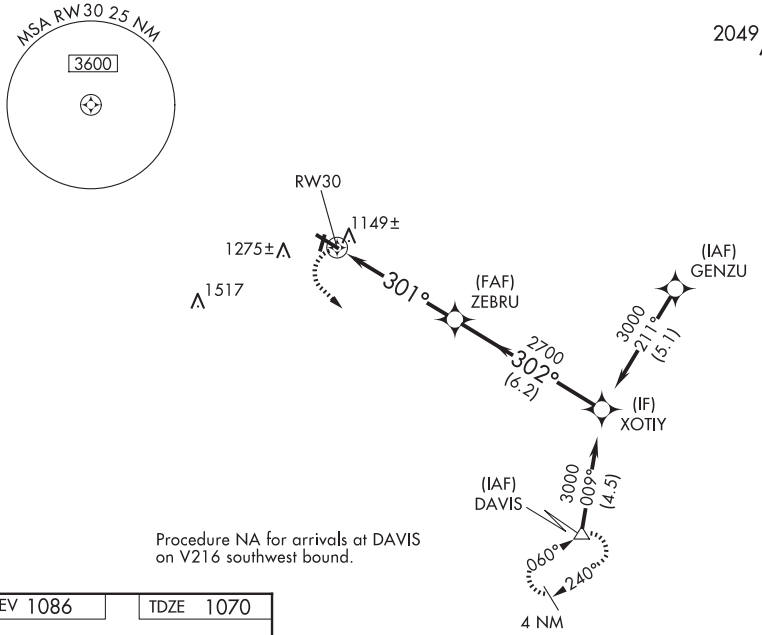
| APP CRS | Rwy Idg | 5000 |
|---|---|---|
| 301° | TDZE | 1070 |
| | Apt Elev | 1086 |

RNP APCH-GPS.

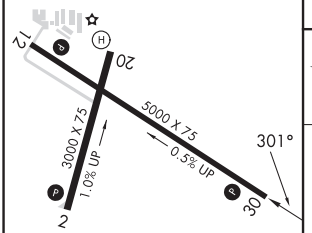
When local altimeter setting not received, use Albertus altimeter setting and increase all MDA 100 feet, increase LNAV Cat C/D and Circling Cat C visibility ¼ mile. VDP NA when using Albertus altimeter setting. Rwy 30 helicopter visibility reduction below ¾ SM NA. Circling to Rwy 2-20 NA at night.

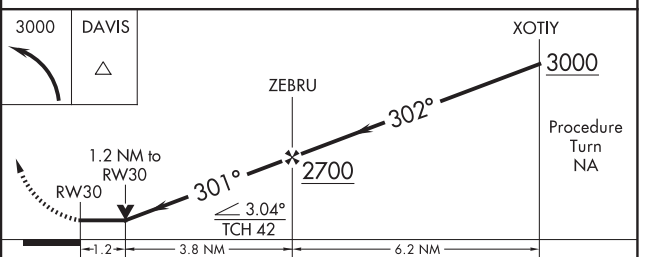
MISSED APPROACH: Climbing left turn to 3000 direct DAVIS and hold.

| AWOS-3 | ROCKFORD APP CON | UNICOM |
|---|---|---|
| 118.375 | 126.0 327.0 | 123.05 (CTAF) L |




ELEV 1086 | TDZE 1070




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1480-1 410 (400-1) | | 1480-1¼ 410 (400-1¼) | |
| CIRCLING | 1540-1 454 (500-1) | 1640-1 554 (600-1) | 1640-1½ 554 (600-1½) | 1640-2 554 (600-2) |

MIRL Rwys 12-30 and 2-20 L
REIL Rwys 2, 12, 20, and 30 L

MONROE, WISCONSIN
Orig-B 20MAY21

42°37′N-89°35′W

MONROE MUNI (EFT)
RNAV (GPS) RWY 30

EC-3, 07 AUG 2025 to 02 OCT 2025
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| VOR/DME JVL | APP CRS | Rwy Idg | 5000 |
|---|---|---|---|
| 114.3 | 276° | TDZE | 1070 |
| Chan 90 | | Apt Elev | 1086 |

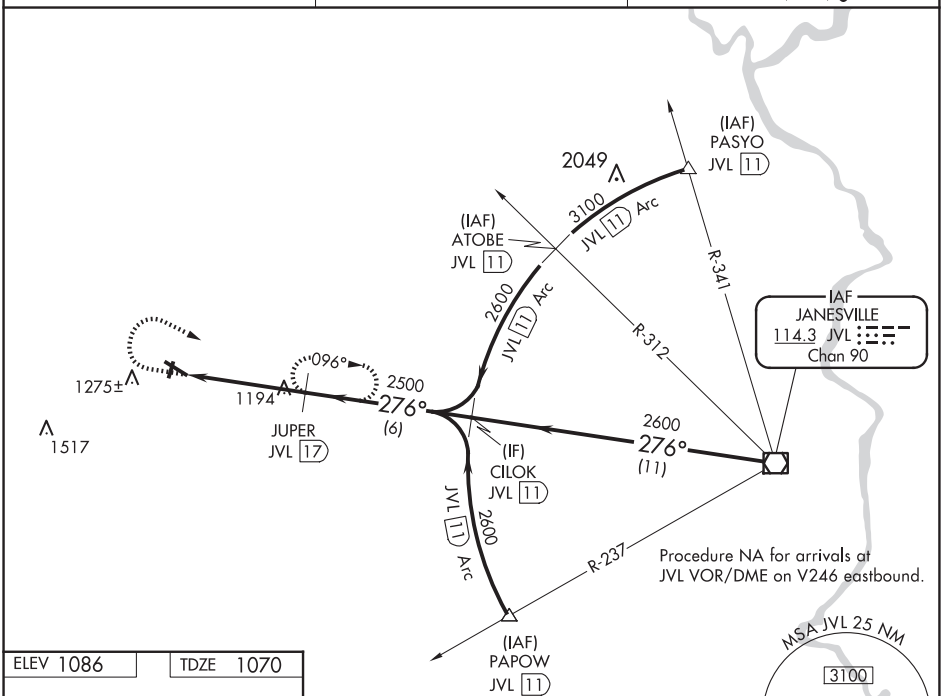
# VOR/DME RWY 30

## MONROE MUNI (EFT)

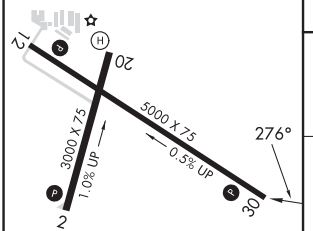
When local altimeter setting not received, use Albertus altimeter setting and increase all MDA 100 feet, increase Circling Cat C visibility ¼ mile. Rwy 30 helicopter visibility reduction below ¾ SM NA. Circling to Rwy 2-20 NA at night.

MISSED APPROACH: Climb to 1800 then climbing right turn to 2600 on JVL VOR/DME R-276 to JUPER/JVL 17 DME and hold.

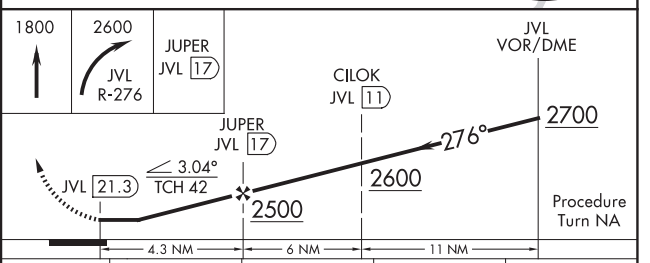
| AWOS-3 | ROCKFORD APP CON | UNICOM |
|---|---|---|
| 118.375 | 126.0 327.0 | 123.05 (CTAF) L |




ELEV 1086 TDZE 1070




MIRL Rwys 12-30 and 2-20 L
REIL Rwys 2, 12, 20 and 30 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-30 | 1460-1<br>390 (400-1) | 1460-1¼<br>390 (400-1¼) | 1460-1½<br>390 (400-1½) | 1460-1¾<br>390 (400-1¾) |
| CIRCLING | 1540-1<br>454 (500-1) | 1640-1<br>554 (600-1) | 1640-1½<br>554 (600-1½) | 1640-2<br>554 (600-2) |



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MORRIS, ILLINOIS AL-5004 (FAA) 25219

| APP CRS | Rwy Ldg | 5501 |
|---|---|---|
| 182° | TDZE | 585 |
| | Apt Elev | 585 |

# RNAV (GPS) RWY 18

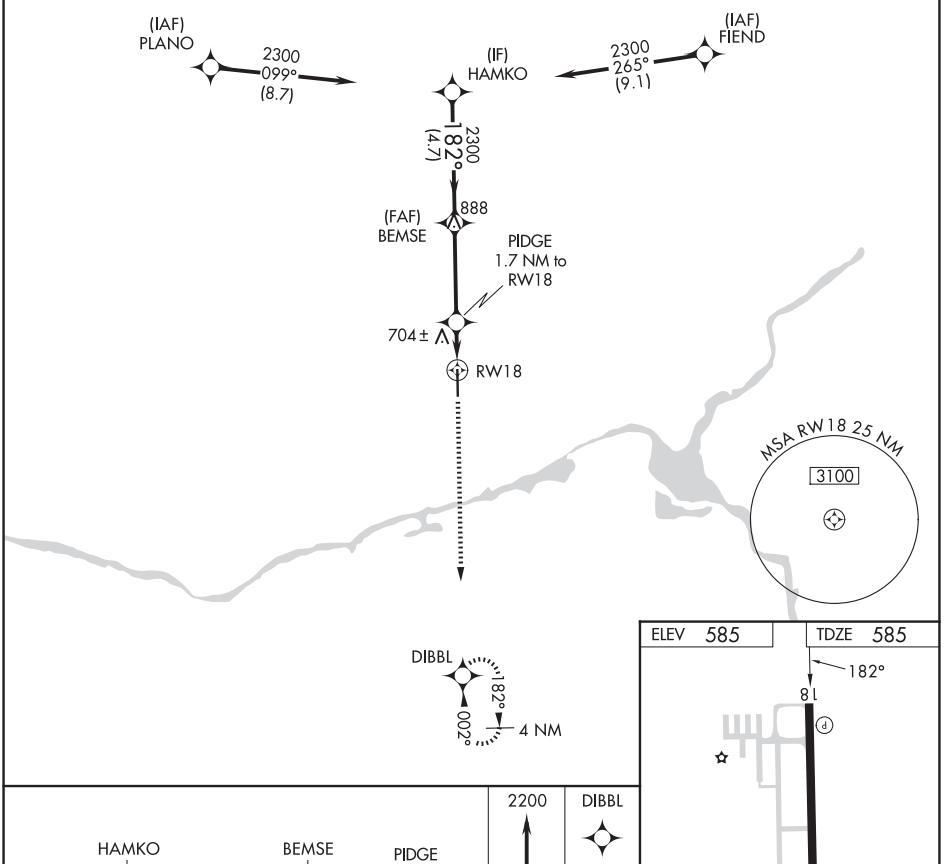
MORRIS MUNI/JAMES R WASHBURN FLD (CØ9)

RNP APCH - GPS.

Rwy 18 helicopter visibility reduction below ¾ SM NA. VDP NA when using JOT altimeter setting. When local altimeter setting not received, use JOT altimeter setting and increase all MDAs 40 feet and LNAV visibility Cat C ⅛ SM.

MISSED APPROACH: Climb to 2200 direct DIBBL and hold.

| AWOS-3 | CHICAGO APP CON | UNICOM |
|---|---|---|
| 118.175 | 119.35 354.075 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 960-1 375 (400-1) | | | NA |
| CIRCLING | 1020-1 435 (500-1) | 1140-1 555 (600-1) | 1140-1½ 555 (600-1½) | NA |

MIRL Rwy 18-36 L
REIL Rwys 18 and 36 L



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

| APP CRS | Rwy Ldg | 5501 |
|---|---|---|
| 002° | TDZE | 570 |
| | Apt Elev | 585 |

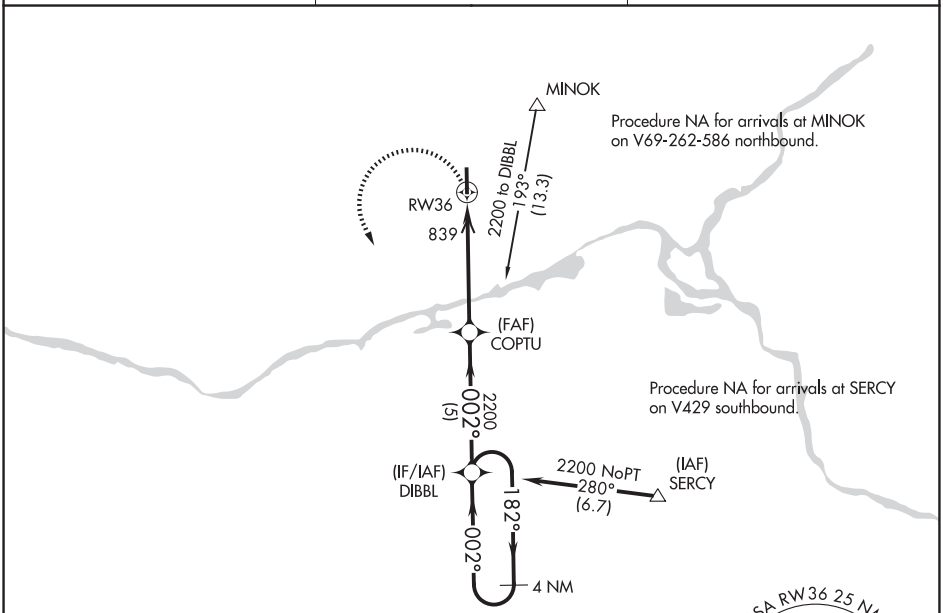
# RNAV (GPS) RWY 36

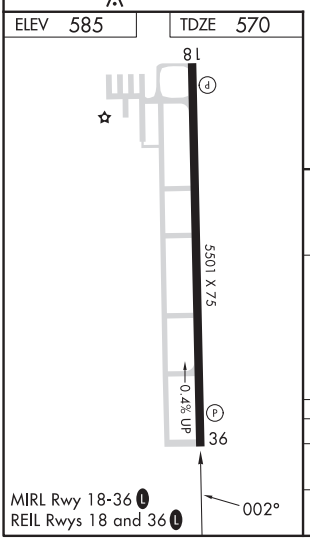
MORRIS MUNI/JAMES R WASHBURN FLD (C09)

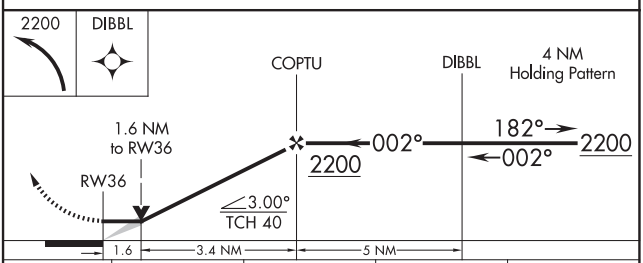
Night landing: Rwy 18 NA. DME/DME RNP-0.3 NA. VDP NA with Joliet altimeter setting. When local altimeter setting not received, use Joliet altimeter setting and increase all MDA 40 feet, and increase LNAV and Circling Cat C visibility ⅜ mile.

MISSED APPROACH: Climbing left turn to 2200 direct DIBBL and hold.

| AWOS-3 | CHICAGO APP CON | UNICOM |
|---|---|---|
| 118.175 | 119.35 354.075 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1100-1 530 (600-1) | | 1100-1½ 530 (600-1½) | NA |
| CIRCLING | 1100-1 515 (600-1) | 1140-1 555 (600-1) | 1140-1½ 555 (600-1½) | NA |



EC-3, 07 AUG 2025 to 02 OCT 2025
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MORRIS, ILLINOIS

AL-5004 (FAA)

25219

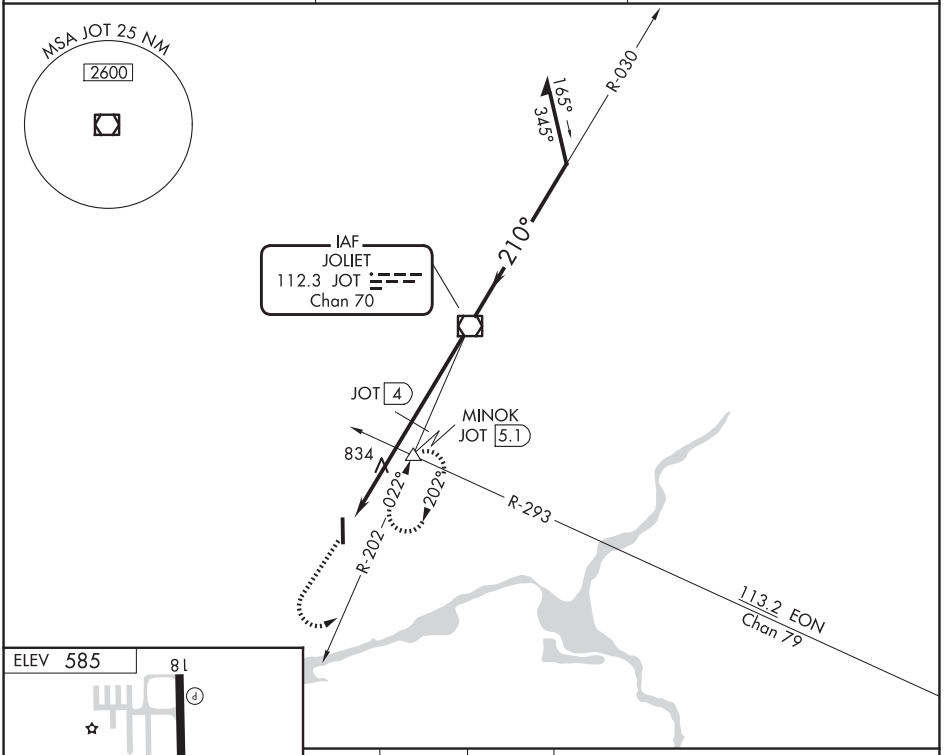
# VOR-A

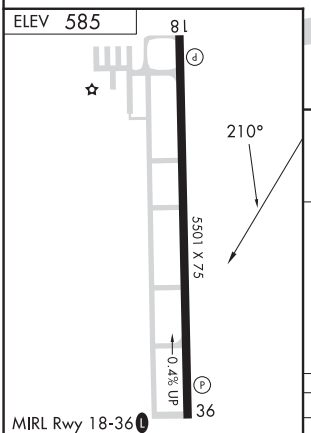
MORRIS MUNI/JAMES R WASHBURN FLD (CØ9)

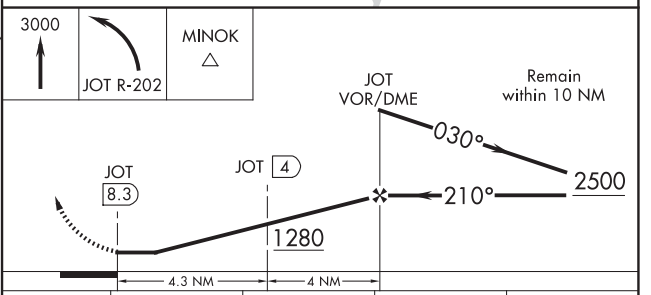
| VOR/DME JOT | APP CRS | Rwy Ldg | N/A |
|---|---|---|---|
| 112.3 | 210° | TDZE | N/A |
| Chan 70 | | Apt Elev | 585 |

MISSED APPROACH: Climb to 3000 then left turn on JOT VOR/DME R-202 to MINOK INT/JOT 5.1 DME and hold.

| AWOS-3 | CHICAGO APP CON | UNICOM |
|---|---|---|
| 118.175 | 119.35 354.075 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1280-1 | 696 (700-1) | 1280-2 696 (700-2) | NA |

| DME MINIMUMS | | | | |
|---|---|---|---|---|
| CIRCLING | 1100-1 516 (600-1) | 1200-1 616 (700-1) | 1200-2 616 (700-2) | NA |

FAF to MAP 8.3 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 8:18 | 5:32 | 4:09 | 3:19 | 2:46 |



EC-3, 07 AUG 2025 to 02 OCT 2025

EC-3, 07 AUG 2025 to 02 OCT 2025

# ILS or LOC RWY 8

CENTRAL WISCONSIN (CWA)

| LOC/DME I-CWA | APP CRS | Rwy Idg | 7723 |
|---|---|---|---|
| 110.3 | 077° | TDZE | 1274 |
| Chan 40 | | Apt Elev | 1277 |

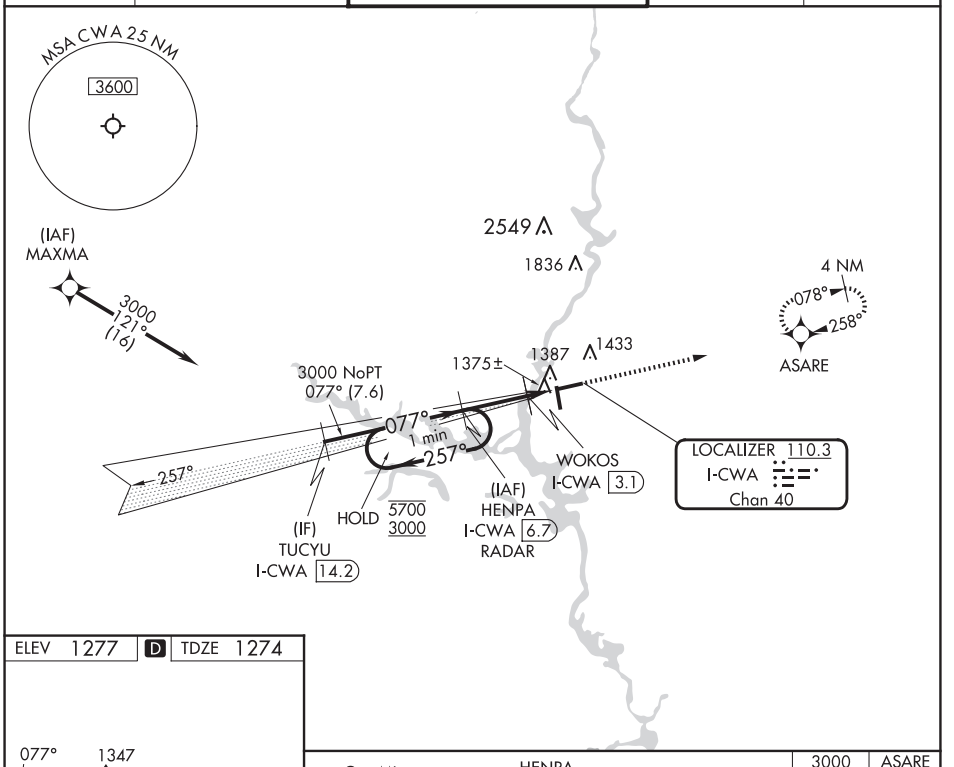
DME required. RNP APCH - GPS.

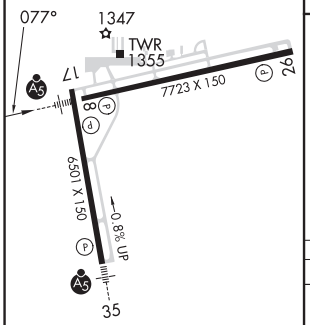
For inop ALS, increase S-LOC 8 Cat C and D visibility to 1 SM.

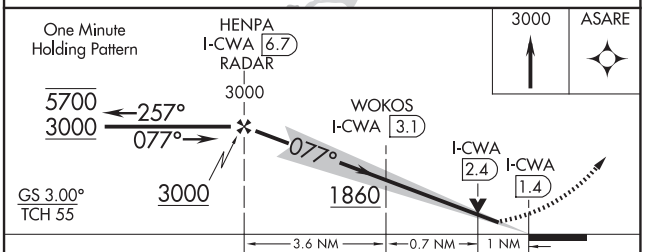
MALSR

MISSED APPROACH: Climb to 3000 direct ASARE and hold.

| ATIS | MINNEAPOLIS CENTER | CWA TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 127.45 | 124.4 317.7 | 119.75 (CTAF) L 360.7 | 121.9 360.7 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 8 | 1474-½ 200 (200-½) | | | |
| S-LOC 8 | 1640-½ 366 (400-½) | | 1640-⅝ 366 (400-⅝) | |
| CIRCLING | 1740-1 463 (500-1) | | 1740-1½ 463 (500-1½) | 1840-2 563 (600-2) |

REIL Rwys 17 and 26 L
HIRL Rwys 8-26 and 17-35 L



EC-3, 07 AUG 2025 to 02 OCT 2025
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MOSINEE, WISCONSIN | AL-5674 (FAA) | 24081

# ILS or LOC RWY 35

CENTRAL WISCONSIN(CWA)

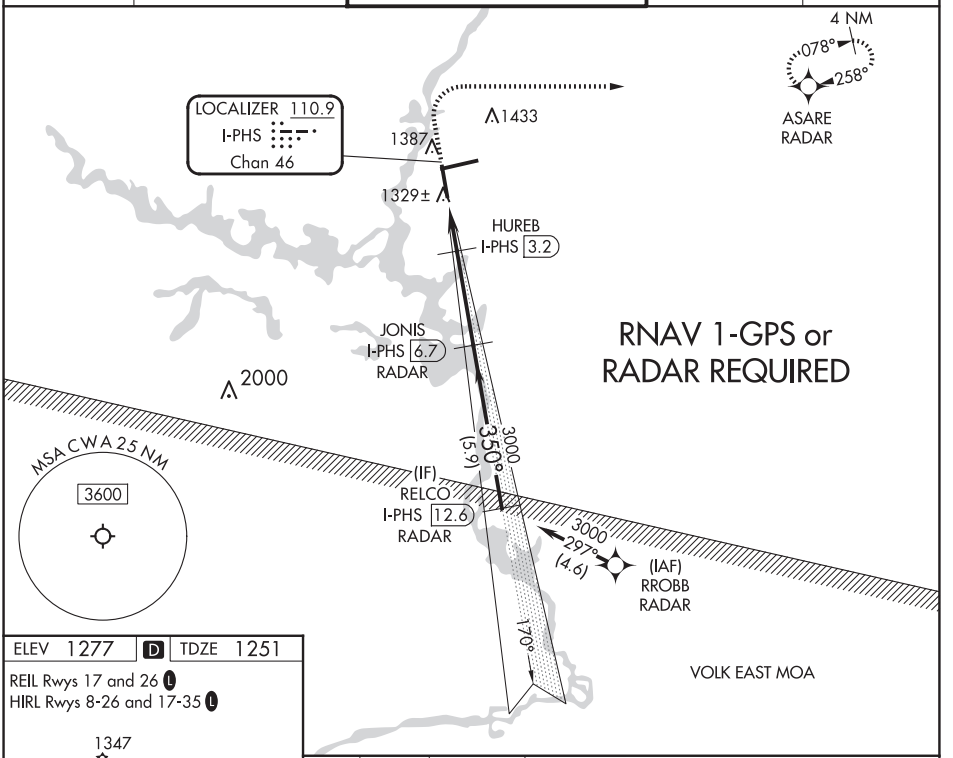
| LOC/DME I-PHS | APP CRS | Rwy Idg | 6501 |
|---|---|---|---|
| 110.9 | 350° | TDZE | 1251 |
| Chan 46 | | Apt Elev | 1277 |

DME required.
RNAV 1-GPS or RADAR required.

MALSR

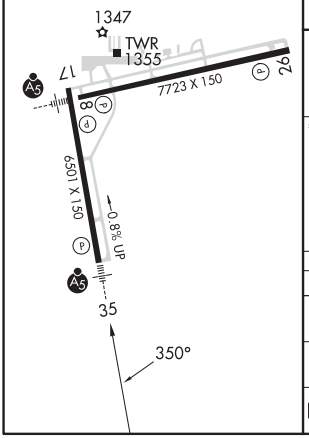
MISSED APPROACH: Climb to 1700 then climbing right turn to 3000 direct ASARE/RADAR and hold.

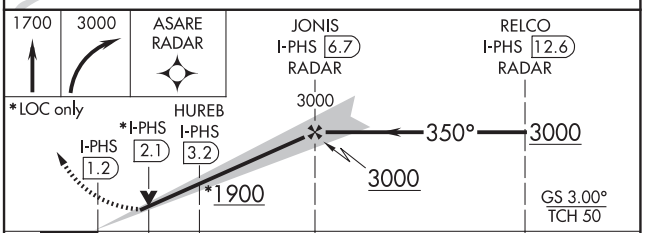
| ATIS | MINNEAPOLIS CENTER | CWA TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 127.45 | 124.4 317.7 | 119.75(CTAF) L 360.7 | 121.9 360.7 | 122.95 |




ELEV 1277 | D | TDZE 1251

REIL Rwys 17 and 26 L
HIRL Rwys 8-26 and 17-35 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 35 | 1451-½ 200 (200-½) | | | |
| S-LOC 35 | 1560-½ 309 (300-½) | | | |
| C CIRCLING | 1740-1 463 (500-1) | | 1740-1½ 463 (500-1½) | 1840-2 563 (600-2) |

MOSINEE, WISCONSIN
Amdt 3 17AUG17

44°47′N-89°40′W

CENTRAL WISCONSIN(CWA)

ILS or LOC RWY 35

EC-3, 07 AUG 2025 to 02 OCT 2025

EC-3, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 8

CENTRAL WISCONSIN (CWA)

| WAAS | APP CRS | Rwy Idg | 7723 |
|---|---|---|---|
| CH 42820 | 077° | TDZE | 1274 |
| W08A | | Apt Elev | 1277 |

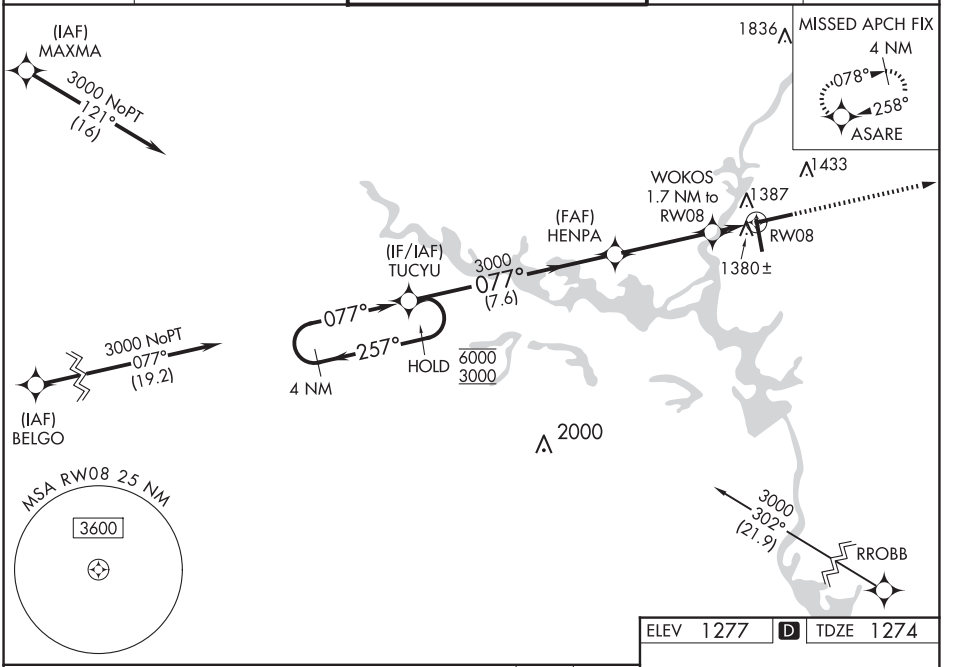
RNP APCH - GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. For inop ALS, increase LNAV Cat C and D visibility to 1⅛ SM.

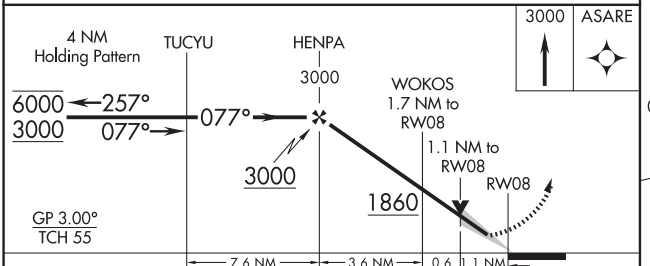
MALSR

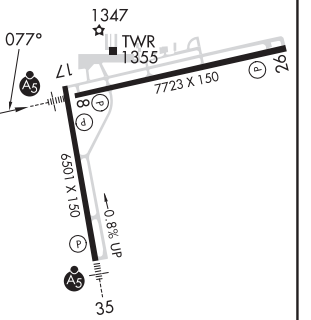
MISSED APPROACH: Climb to 3000 direct ASARE and hold.

| ATIS | MINNEAPOLIS CENTER | CWA TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 127.45 | 124.4 317.7 | 119.75 (CTAF) L 360.7 | 121.9 360.7 | 122.95 |




ELEV 1277 D TDZE 1274




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1474-½ 200 (200-½) | | | |
| LNAV/VNAV DA | 1601-½ 327 (400-½) | | | |
| LNAV MDA | 1640-½ 366 (400-½) | | 1640-¾ 366 (400-¾) | |
| C CIRCLING | 1740-1 463 (500-1) | | 1740-1½ 463 (500-1½) | 1840-2 563 (600-2) |

REIL Rwys 17 and 26 L
HIRL Rwys 8-26 and 17-35 L



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EC-3, 07 AUG 2025 to 02 OCT 2025

MOSINEE, WISCONSIN | AL-5674 (FAA) | 24081

# RNAV (GPS) RWY 17

CENTRAL WISCONSIN (CWA)

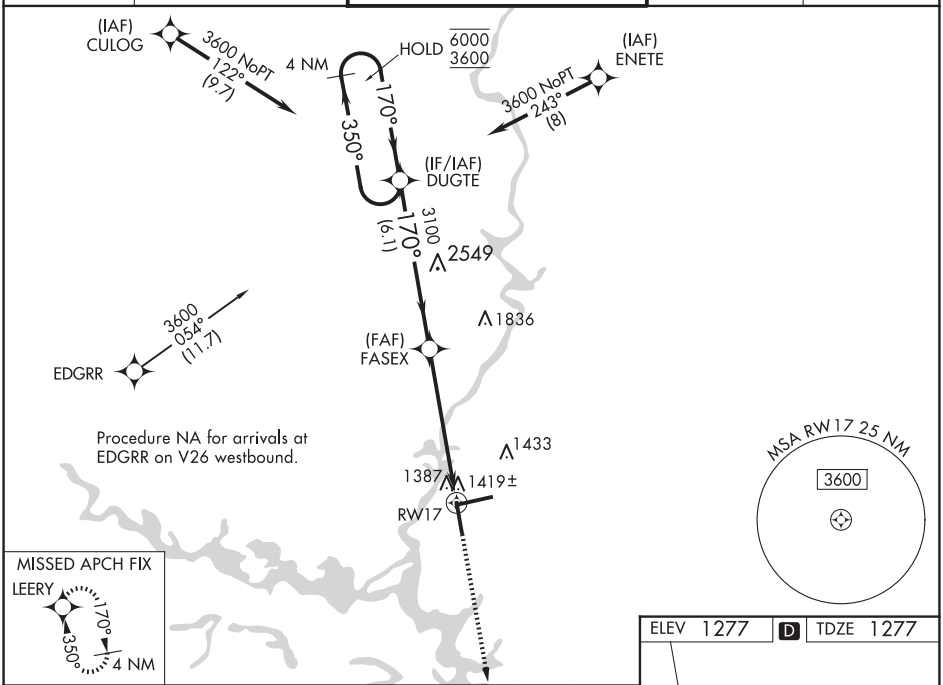
| WAAS | APP CRS | Rwy Idg | 6501 |
|---|---|---|---|
| CH 53321 | 170° | TDZE | 1277 |
| W17A | | Apt Elev | 1277 |

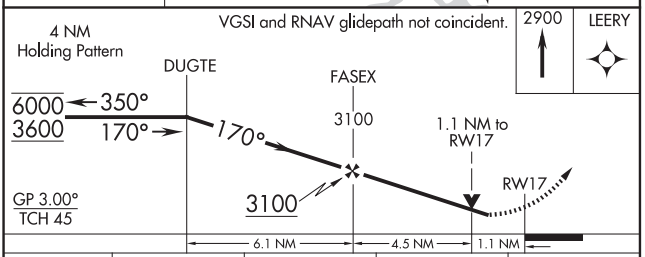
RNP APCH - GPS.

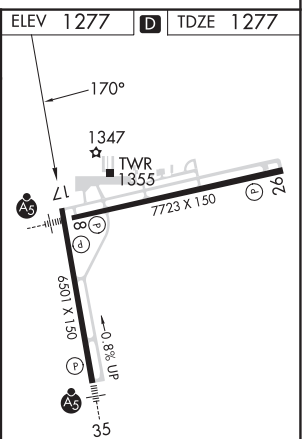
Rwy 17 helicopter visibility reduction below ¾ SM NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.

MISSED APPROACH: Climb to 2900 direct LEERY and hold.

| ATIS | MINNEAPOLIS CENTER | CWA TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 127.45 | 124.4 317.7 | 119.75 (CTAF) L 360.7 | 121.9 360.7 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1534-1 257 (300-1) | | | |
| LNAV/VNAV DA | 1601-1⅛ 324 (400-1⅛) | | | |
| LNAV MDA | 1680-1 403 (500-1) | | 1680-1⅛ 403 (500-1⅛) | |
| C CIRCLING | 1740-1 463 (500-1) | | 1740-1½ 463 (500-1½) | 1840-2 563 (600-2) |

REIL Rwys 17 and 26 L
HIRL Rwys 8-26 and 17-35 L

MOSINEE, WISCONSIN
Amdt 1D 05OCT23

44°47′N-89°40′W

CENTRAL WISCONSIN (CWA)

RNAV (GPS) RWY 17

EC-3, 07 AUG 2025 to 02 OCT 2025

EC-3, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 26
## CENTRAL WISCONSIN (CWA)

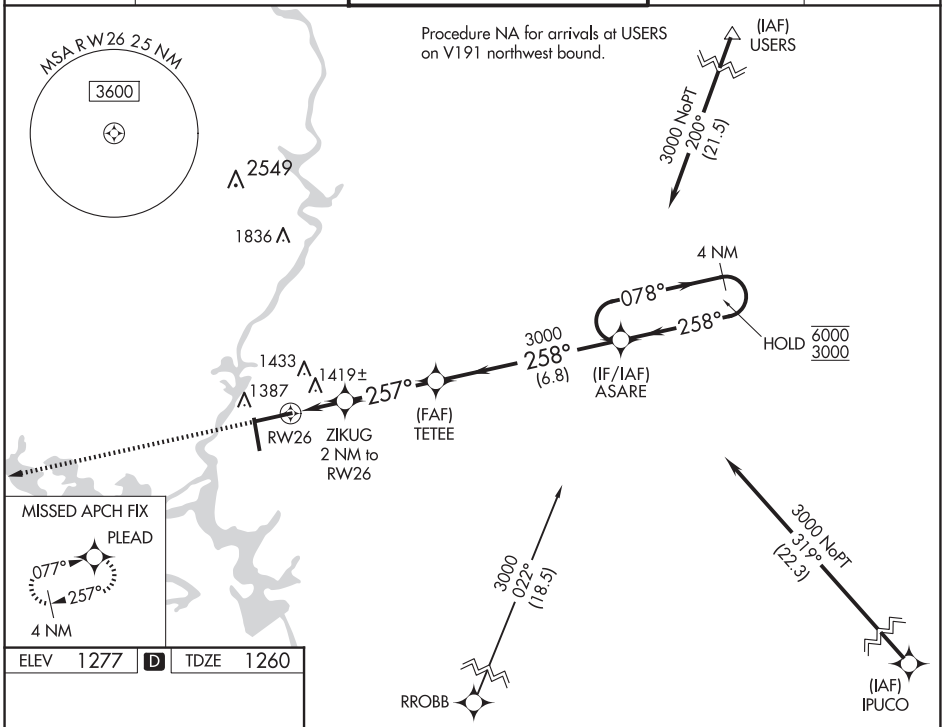
| WAAS | APP CRS | Rwy Idg | 7629 |
|---|---|---|---|
| CH 58220 | 257° | TDZE | 1260 |
| W26A | | Apt Elev | 1277 |

RNP APCH - GPS.

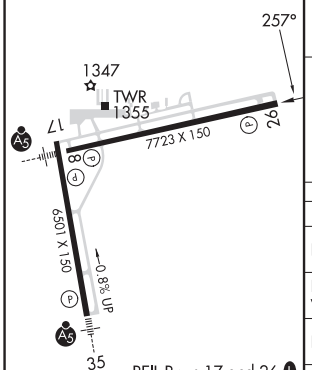
For uncompensated Baro-VNAV systems LNAV/VNAV NA below -17°C or above 54°C.

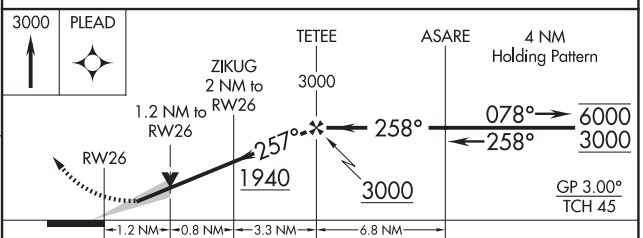
MISSED APPROACH: Climb to 3000 direct PLEAD and hold.

| ATIS | MINNEAPOLIS CENTER | CWA TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 127.45 | 124.4 317.7 | 119.75 (CTAF) L 360.7 | 121.9 360.7 | 122.95 |




ELEV 1277 D TDZE 1260




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1460-¾ 200 (200-¾) | | | |
| LNAV/VNAV DA | 1680-1⅛ 420 (500-1⅛) | | | |
| LNAV MDA | 1680-1 420 (500-1) | | 1680-1⅛ 420 (500-1⅛) | |
| C CIRCLING | 1740-1 463 (500-1) | | 1740-1½ 463 (500-1½) | 1840-2 563 (600-2) |



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

MOSINEE, WISCONSIN | AL-5674 (FAA) | 24081

WAAS CH 93521 W35A | APP CRS 350° | Rwy Idg 6501 | TDZE 1251 | Apt Elev 1277

# RNAV (GPS) RWY 35

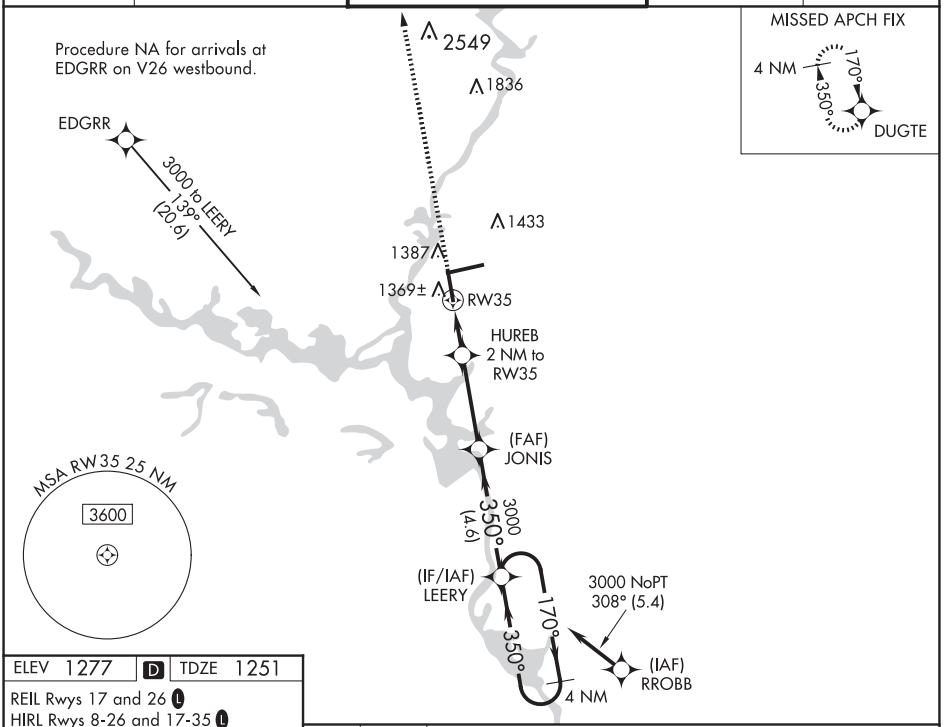
CENTRAL WISCONSIN (CWA)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 3600 direct DUGTE and hold.

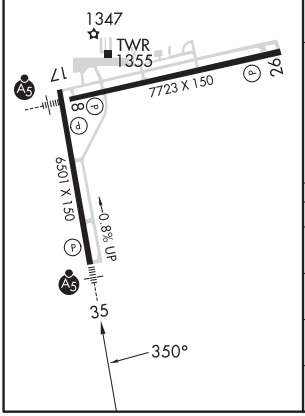
| ATIS | MINNEAPOLIS CENTER | CWA TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 127.45 | 124.4 317.7 | 119.75 (CTAF) L 360.7 | 121.9 360.7 | 122.95 |

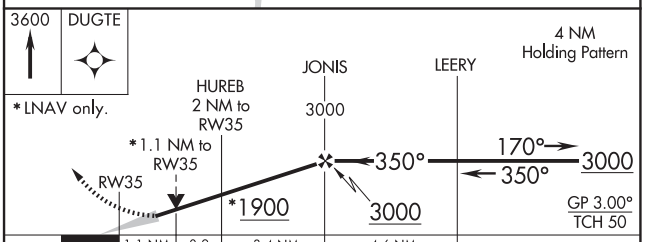



ELEV 1277 | D | TDZE 1251

REIL Rwys 17 and 26 L

HIRL Rwys 8-26 and 17-35 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1451-½ 200 (200-½) | | | |
| LNAV/VNAV DA | 1576-¾ 325 (300-¾) | | | |
| LNAV MDA | 1620-½ 369 (400-½) | | 1620-⅝ 369 (400-⅝) | |
| C CIRCLING | 1740-1 463 (500-1) | | 1740-1½ 463 (500-1½) | 1840-2 563 (600-2) |

MOSINEE, WISCONSIN
Amdt 2 17AUG17

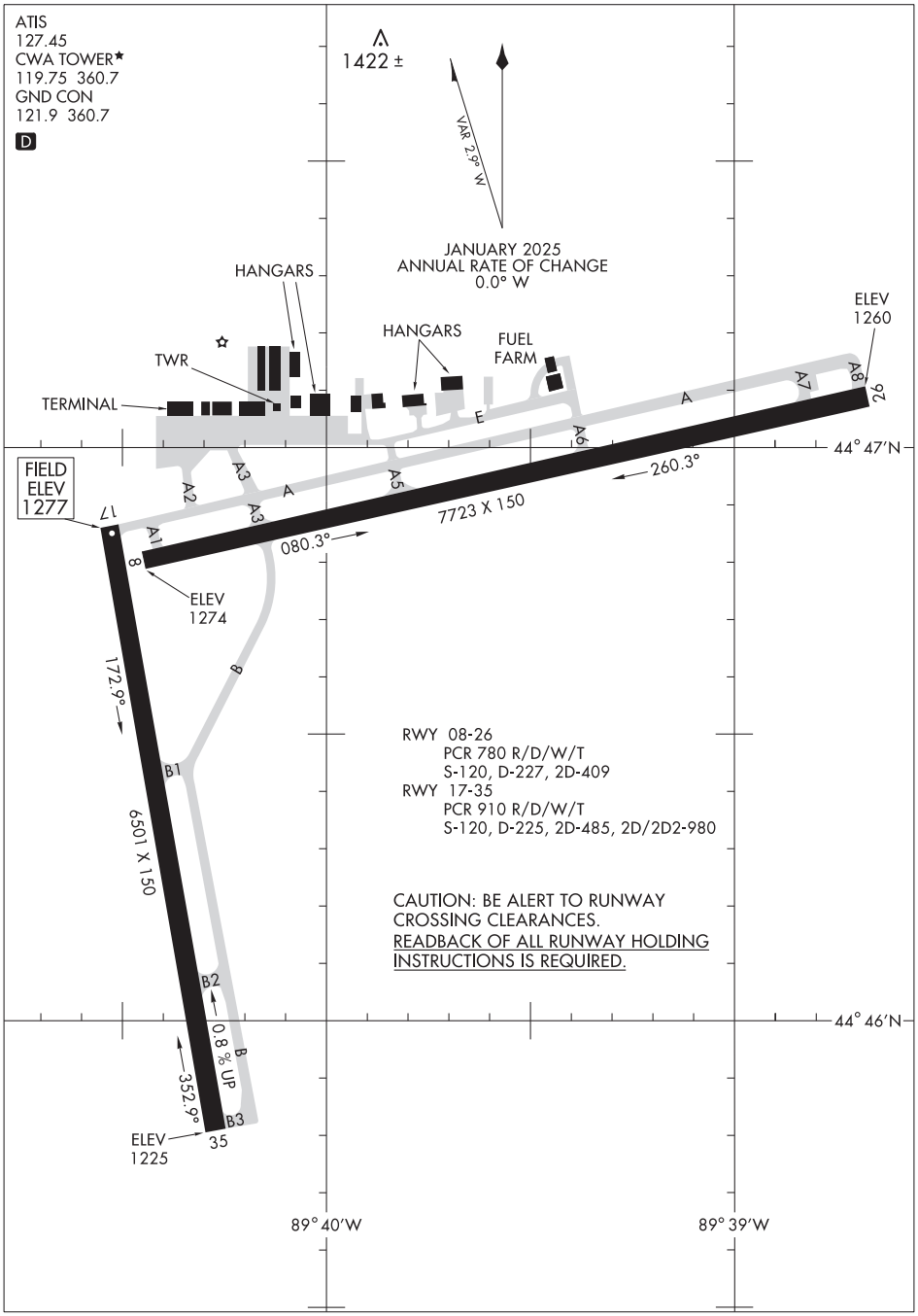
44°47′N-89°40′W

CENTRAL WISCONSIN (CWA)

RNAV (GPS) RWY 35

EC-3, 07 AUG 2025 to 02 OCT 2025

EC-3, 07 AUG 2025 to 02 OCT 2025




EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

MOUNT CARMEL, ILLINOIS | AL-6159 (FAA) | 22363

# RNAV (GPS) RWY 4

## MOUNT CARMEL MUNI (AJG)

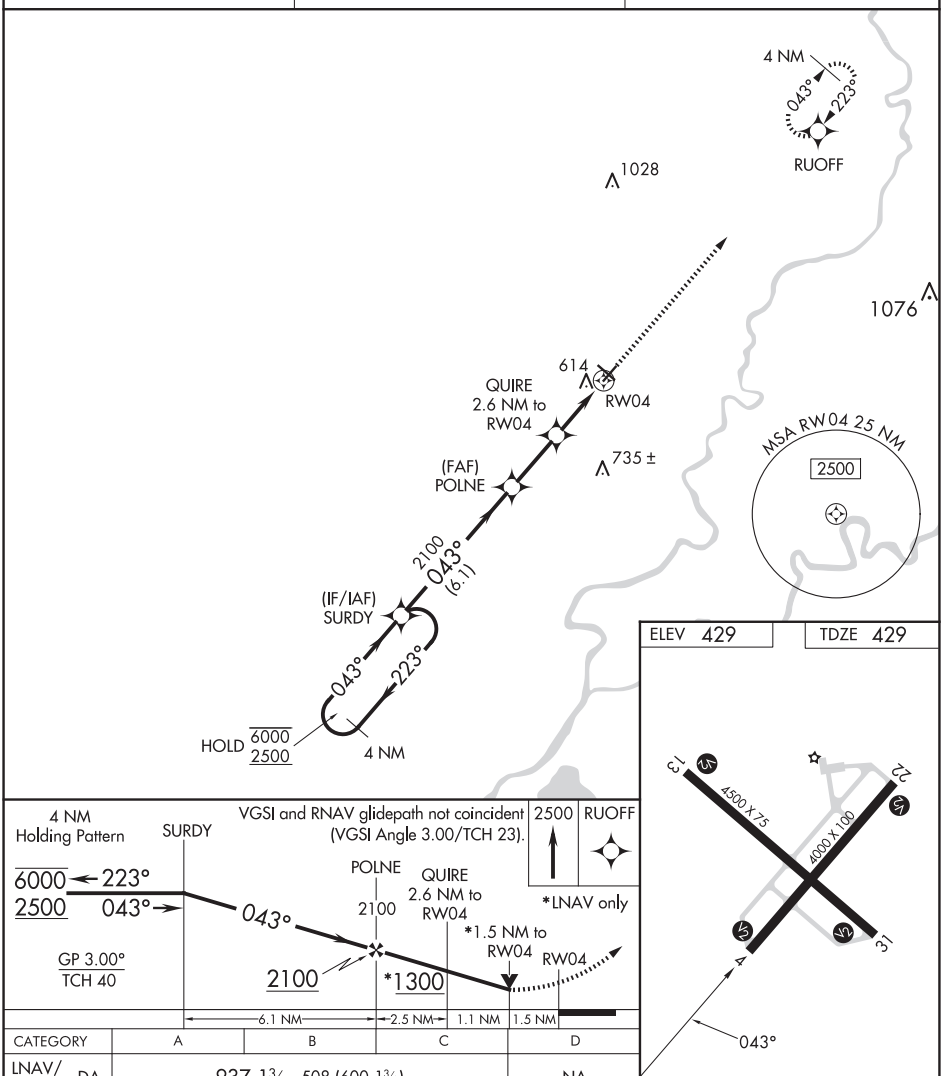
| APP CRS | Rwy Idg | 4000 |
|---|---|---|
| 043° | TDZE | 429 |
| | Apt Elev | 429 |

RNP APCH.

T Rwy 4 helicopter visibility reduction below ¾ SM NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

MISSED APPROACH: Climb to 2500 direct RUOFF and hold.

| AWOS-3 | EVANSVILLE APP CON★ | UNICOM |
|---|---|---|
| 134.9 | 125.6 343.7 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV/VNAV DA | 937-1¾ 508 (600-1¾) | | | NA |
| LNAV MDA | 920-1 491 (500-1) | | 920-1¼ 491 (500-1¼) | NA |

REIL Rwys 4, 13, 22 and 31 L
MIRL Rwys 4-22 and 13-31 L

MOUNT CARMEL, ILLINOIS
Orig-C 07NOV19

38°36'N-87°44'W

MOUNT CARMEL MUNI (AJG)

RNAV (GPS) RWY 4

EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 22

## MOUNT CARMEL MUNI (AJG)

| WAAS | APP CRS | Rwy Idg | 4000 |
|---|---|---|---|
| CH 53317 | 223° | TDZE | 429 |
| W22A | | Apt Elev | 429 |

RNP APCH.

Rwy 22 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2500 direct SURDY and hold.

| AWOS-3 | EVANSVILLE APP CON★ | UNICOM |
|---|---|---|
| 134.9 | 125.6 343.7 | 122.7 (CTAF) L |

Procedure NA for arrivals at LISLE on V221 eastbound and V7 northbound.

(IAF) LISLE

2500 NoPT 210° (20.9)

4 NM

043° 223°

HOLD 6000 2500

(IF/IAF) RUOFF

2100 223° (6.1)

1028

(FAF) HEGSI

1076

609±

ZALRA 2.6 NM to RW22

614

RW22

735±

MISSED APCH FIX

SURDY

043° 223°

4 NM

MSA RW22 25 NM

2500

ELEV 429 TDZE 429

223°

13 22 4 31

4500 X 75

4000 X 100

REIL Rwys 4, 13, 22 and 31 L

MIRL Rwys 4-22 and 13-31 L

2500 SURDY

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 22).

4 NM Holding Pattern

*LNAV only

*1.3 NM to RW22

ZALRA 2.6 NM to RW22

HEGSI

2100

RUOFF

043° 6000

223° 2500

RW22

1300*

2100

GP 3.00°

TCH 40

1.3 1.3 NM 2.5 NM 6.1 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 679-1 250 (300-1) | | | NA |
| LNAV/VNAV DA | 888-1¾ 459 (500-1¾) | | | NA |
| LNAV MDA | 860-1 431 (500-1) | | 860-1¼ 431 (500-1¼) | NA |



EC-3, 07 AUG 2025 to 02 OCT 2025

EC-3, 07 AUG 2025 to 02 OCT 2025

MOUNT CARMEL, ILLINOIS

AL-6159 (FAA)

22363

# RNAV (GPS) RWY 31

MOUNT CARMEL MUNI (AJG)

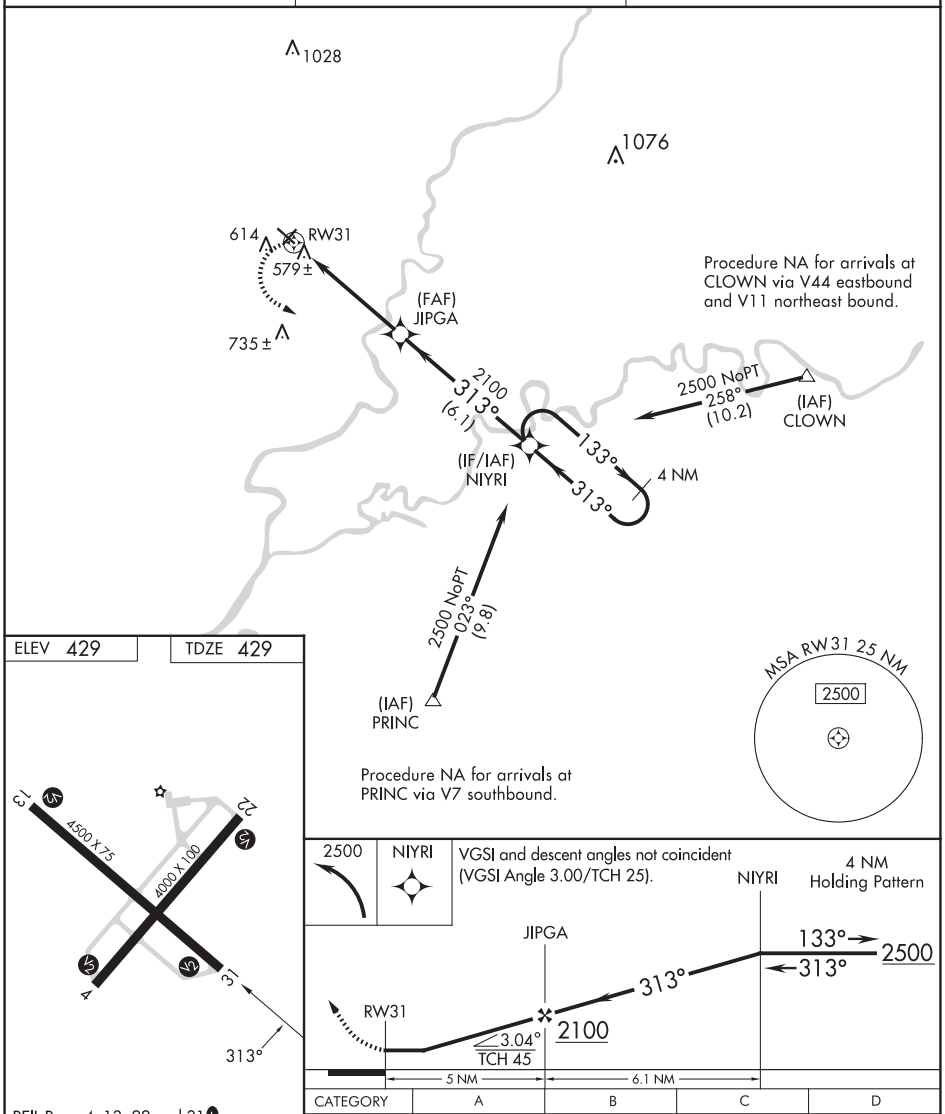
| APP CRS | Rwy Idg | 4500 |
|---|---|---|
| 313° | TDZE | 429 |
| | Apt Elev | 429 |

RNP APCH.

When local altimeter setting not received, use Lawrenceville altimeter setting and increase all MDA 40 feet and increase LNAV Cat D visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 2500 direct NIYRI and hold.

| AWOS-3 | EVANSVILLE APP CON★ | UNICOM |
|---|---|---|
| 134.9 | 125.6 343.7 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 840-1 411 (500-1) | | 840-1¼ 411 (500-1¼) | |

MOUNT CARMEL, ILLINOIS
Orig-A 07NOV19

38°36'N-87°44'W

MOUNT CARMEL MUNI (AJG)

RNAV (GPS) RWY 31

EC-3, 07 AUG 2025 to 02 OCT 2025

EC-3, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 18

## MOUNT STERLING MUNI (I63)

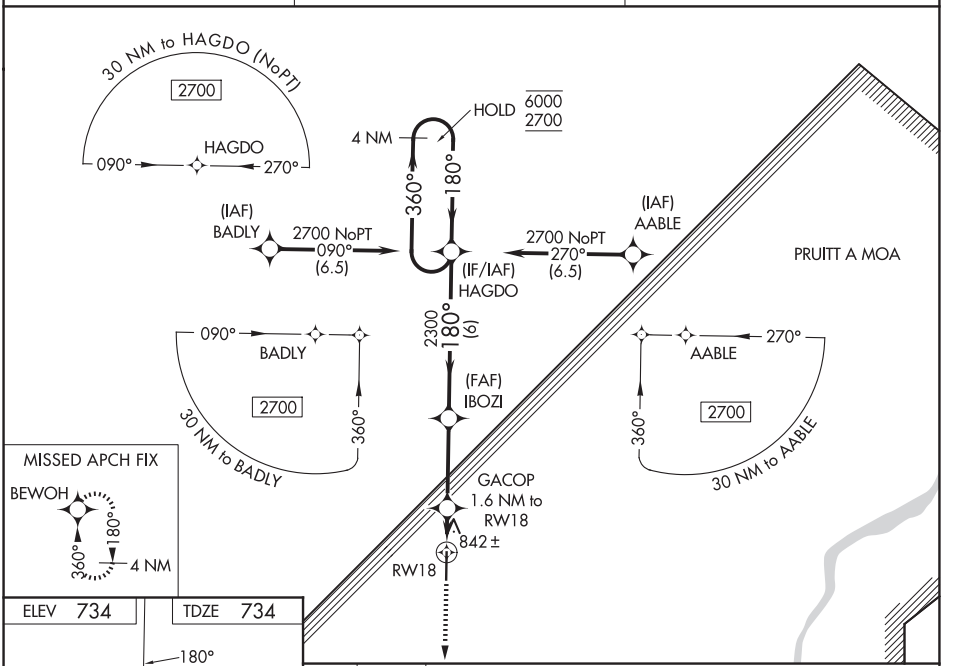
| WAAS CH 45912 W18A | APP CRS 180° | Rwy Ldg 5905 TDZE 734 Apt Elev 734 |
|---|---|---|

RNP APCH - GPS.

T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Baro-VNAV and VDP NA when using UIN altimeter setting. When local altimeter setting not received, use UIN altimeter setting and increase LPV DA to 1087 feet; increase LNAV/VNAV DA to 1146 feet and all visibilities ⅛ SM; increase all MDAs 60 feet and LNAV visibility Cat C/D ¼ SM, and Circling visibility Cat C/D ¼ SM.

MISSED APPROACH: Climb to 2700 direct BEWOH and hold.

| AWOS-3PT | KANSAS CITY CENTER | UNICOM |
|---|---|---|
| 118.325 | 126.225 317.775 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1041-1 307 (400-1) | | | |
| LNAV/VNAV DA | 1100-1 366 (400-1) | | | |
| LNAV MDA | 1100-1 366 (400-1) | | | |
| CIRCLING | 1160-1 426 (500-1) | 1200-1 466 (500-1) | 1360-1¾ 626 (700-1¾) | 1360-2 626 (700-2) |

MIRL Rwy 18-36 L



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

MOUNT STERLING, ILLINOIS | AL-9120 (FAA) | 25219

# RNAV (GPS) RWY 36

## MOUNT STERLING MUNI (I63)

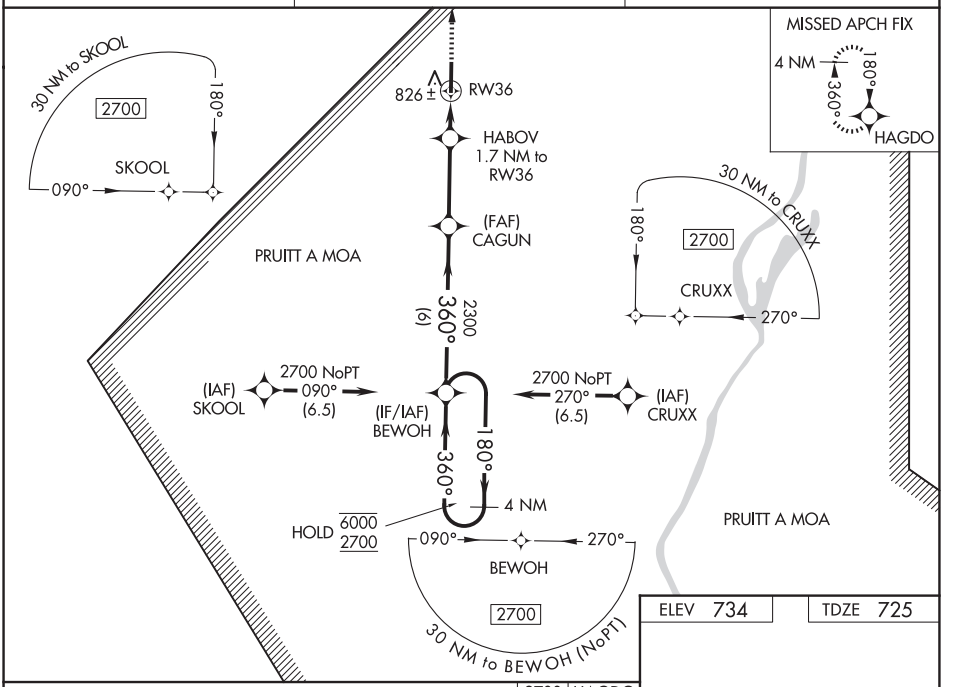
| WAAS | APP CRS | Rwy Ldg | 5905 |
|---|---|---|---|
| CH 97712 | 360° | TDZE | 725 |
| W36A | | Apt Elev | 734 |

RNP APCH - GPS.

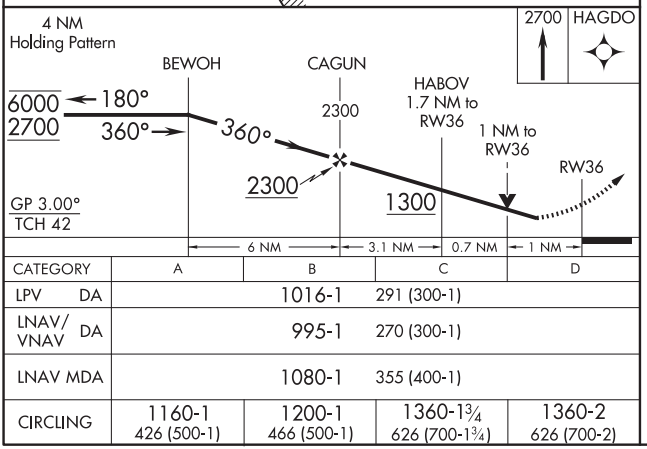
Rwy 36 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Baro-VNAV and VDP NA when using UIN altimeter setting. When local altimeter setting not received, use UIN altimeter setting and increase LPV DA to 1062 feet; increase LNAV/VNAV DA to 1041; increase all MDAs 60 feet and LNAV visibility Cat C/D ⅛ SM, and Circling visibility Cat C/D ¼ SM.

MISSED APPROACH: Climb to 2700 direct HAGDO and hold.

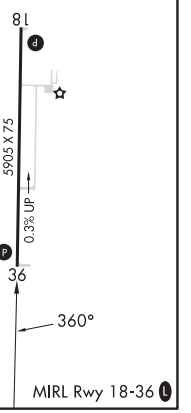
| AWOS-3PT | KANSAS CITY CENTER | UNICOM |
|---|---|---|
| 118.325 | 126.225 317.775 | 122.8 (CTAF) L |




ELEV 734 | TDZE 725




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | | 1016-1 | 291 (300-1) | |
| LNAV/VNAV DA | | 995-1 | 270 (300-1) | |
| LNAV MDA | | 1080-1 | 355 (400-1) | |
| CIRCLING | 1160-1<br>426 (500-1) | 1200-1<br>466 (500-1) | 1360-1¾<br>626 (700-1¾) | 1360-2<br>626 (700-2) |




MOUNT STERLING, ILLINOIS
Amdt 1 07AUG25

39°59'N-90°48'W

MOUNT STERLING MUNI (I63)

RNAV (GPS) RWY 36

EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

# ILS or LOC RWY 23

MOUNT VERNON (MVN)

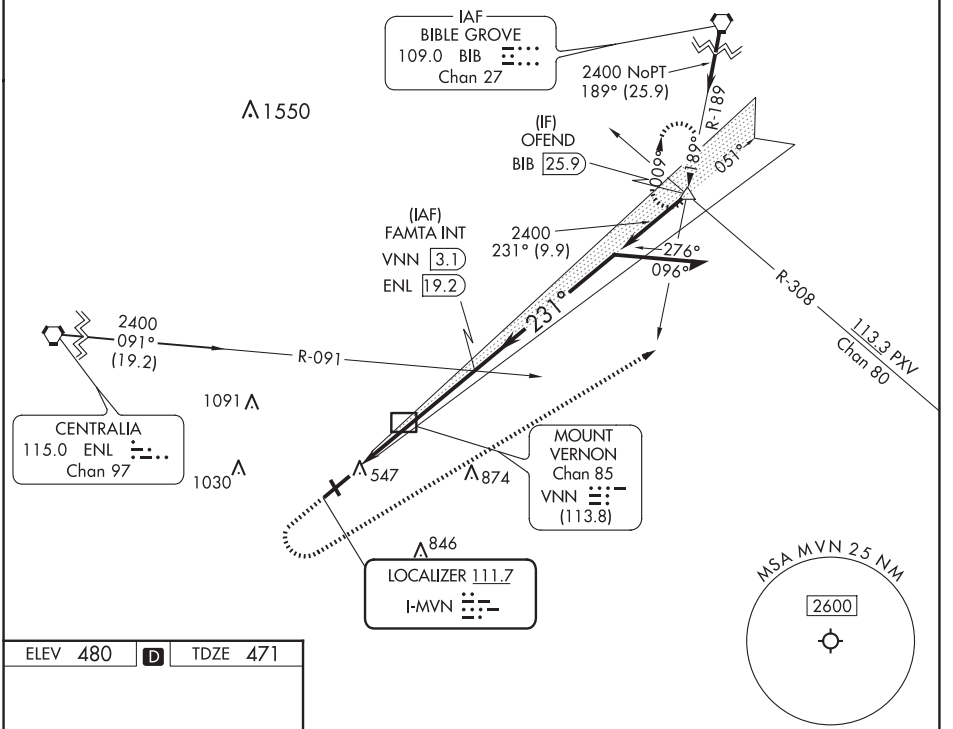
| LOC I-MVN | APP CRS | Rwy Idg | 5572 |
|---|---|---|---|
| 111.7 | 231° | TDZE | 471 |
| | | Apt Elev | 480 |

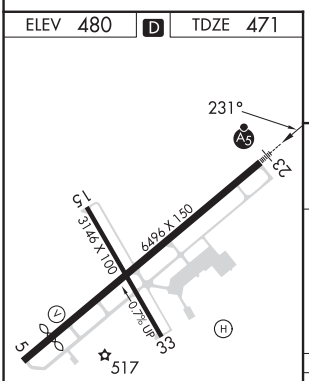
T A Circling Rwy 15, 33 NA at night.

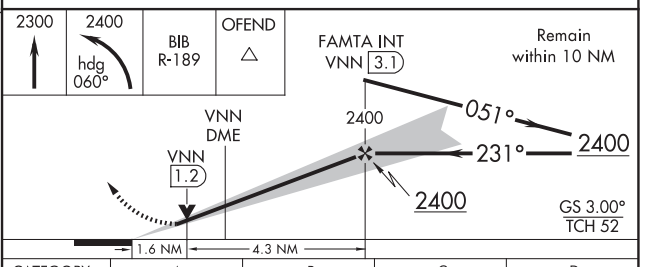
MALSR

MISSED APPROACH: Climb to 2300 then climbing left turn to 2400 on heading 060°and on BIB VORTAC R-189 to OFEND and hold.

| AWOS-3PT | KANSAS CITY CENTER | UNICOM |
|---|---|---|
| 118.2 | 127.7 351.825 | 123.0 (CTAF) L |




HIRL Rwy 5-23 L
MIRL Rwy 15-33 L

FAF to MAP 5.9 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:54 | 3:56 | 2:57 | 2:22 | 1:58 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 23 | 671-½ 200 (200-½) | | | |
| S-LOC 23 | 1020-½ 549 (600-½) | | 1020-1⅛ 549 (600-1⅛) | |
| C CIRCLING | 1020-1 540 (600-1) | | 1140-1¾ 660 (700-1¾) | 1380-3 900 (1000-3) |



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 5

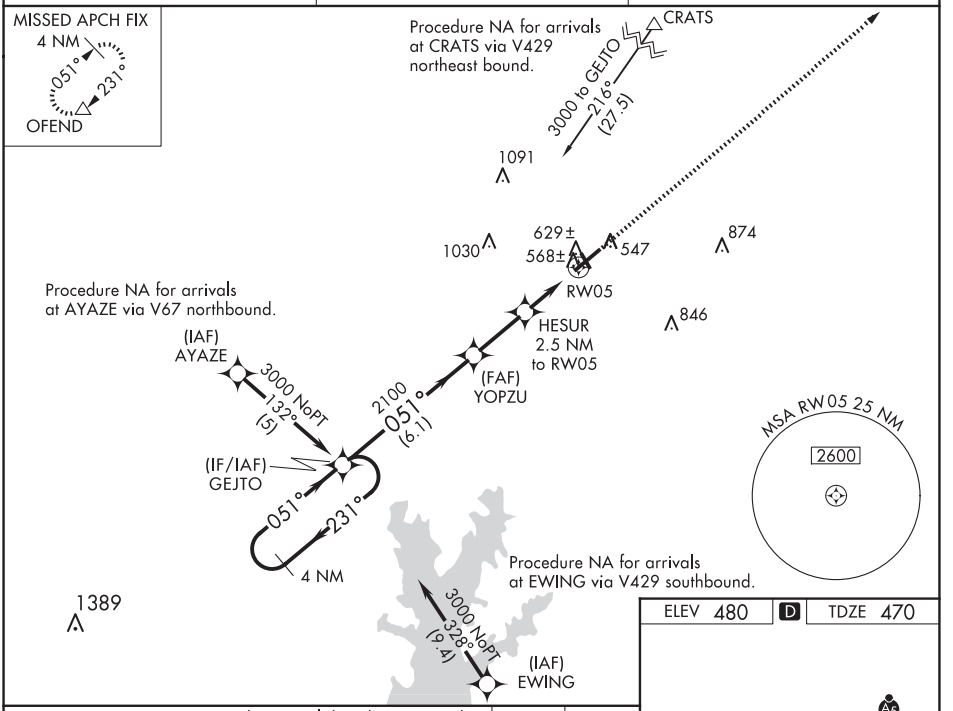
## MOUNT VERNON (MVN)

| WAAS | APP CRS | | |
|---|---|---|---|
| CH 48910 | 051° | Rwy Idg | 5722 |
| W05A | | TDZE | 470 |
| | | Apt Elev | 480 |

T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5°F) or above 48° C (118° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Centralia altimeter setting: increase LPV DA to 847 feet; increase LNAV/VNAV DA to 883 feet and all visibilities ¼ SM; increase all MDAs 60 feet and LNAV visibility Cat D and Circling Cat C ¼ SM. Baro-VNAV NA when using Centralia altimeter setting. Circling to Rwy 15/33 NA at night.

MISSED APPROACH: Climb to 2400 direct OFEND and hold.

| AWOS-3PT | KANSAS CITY CENTER | UNICOM |
|---|---|---|
| 118.2 | 127.7 351.825 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 802-1¼ 332 (400-1¼) | | | |
| LNAV/VNAV DA | 838-1¼ 368 (400-1¼) | | | |
| LNAV MDA | 880-1 410 (400-1) | | 880-1¼ 410 (400-1¼) | |
| CIRCLING | 1000-1 520 (600-1) | | 1140-1¾ 660 (700-1¾) | 1380-3 900 (900-3) |

HIRL Rwy 5-23 L
MIRL Rwy 15-33 L



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 23
## MOUNT VERNON (MVN)

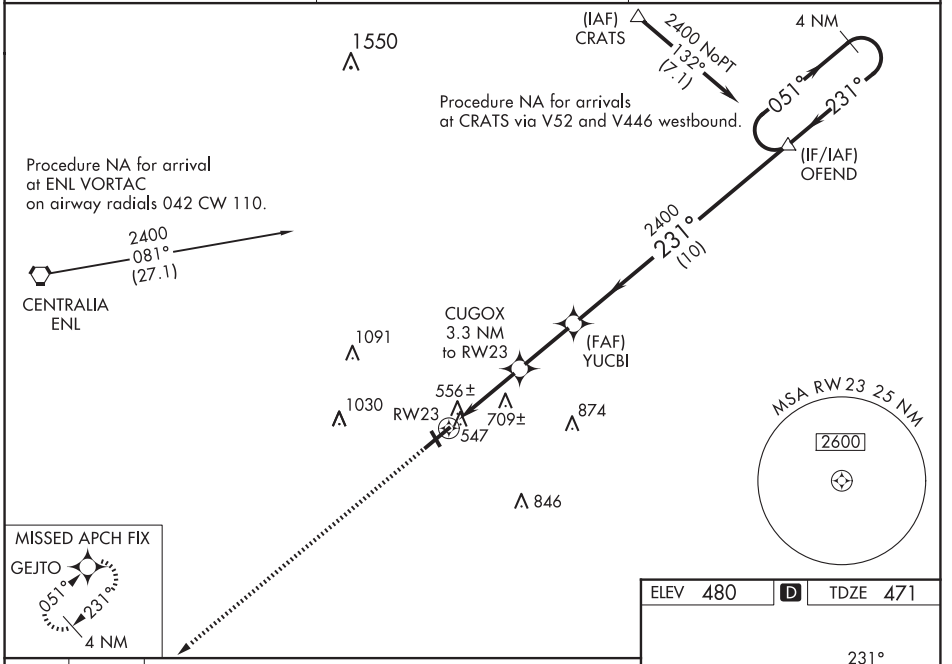
| WAAS | APP CRS | Rwy Idg | 5572 |
|---|---|---|---|
| CH 58010 | 231° | TDZE | 471 |
| W23A | | Apt Elev | 480 |

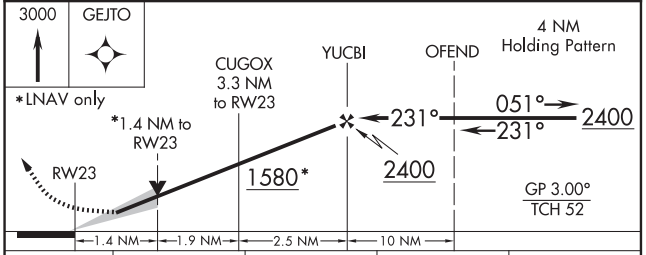
T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5°F) or above 48° C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Centralia altimeter setting: increase LPV DA to 766 feet; increase LNAV VNAV DA to 918 feet; increase all MDAs 60 feet and LNAV visibility Cat C/D and Circling Cat C ¼ SM. For inop MALSR, when using Centralia altimeter setting, increase LPV all Cats visibility to 1 mile. VDP and Baro-VNAV NA when using Centralia altimeter setting.Circling to Rwy 15/33 NA at night.

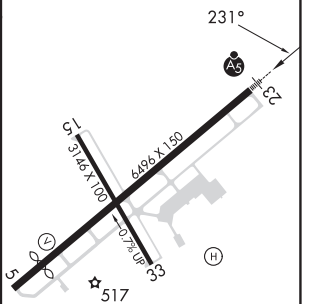
MALSR

MISSED APPROACH: Climb to 3000 direct GEJTO and hold.

| AWOS-3PT | KANSAS CITY CENTER | UNICOM |
|---|---|---|
| 118.2 | 127.7 351.825 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 721-½ 250 (300-½) | | | |
| LNAV/VNAV DA | 873-1 402 (400-1) | | | |
| LNAV MDA | 960-½ 489 (500-½) | | 960-¾ 489 (500-¾) | 960-1 489 (500-1) |
| CIRCLING | 1000-1 520 (600-1) | | 1140-1¾ 660 (700-1¾) | 1380-3 900 (900-3) |

HIRL Rwy 5-23 L
MIRL Rwy 15-33 L



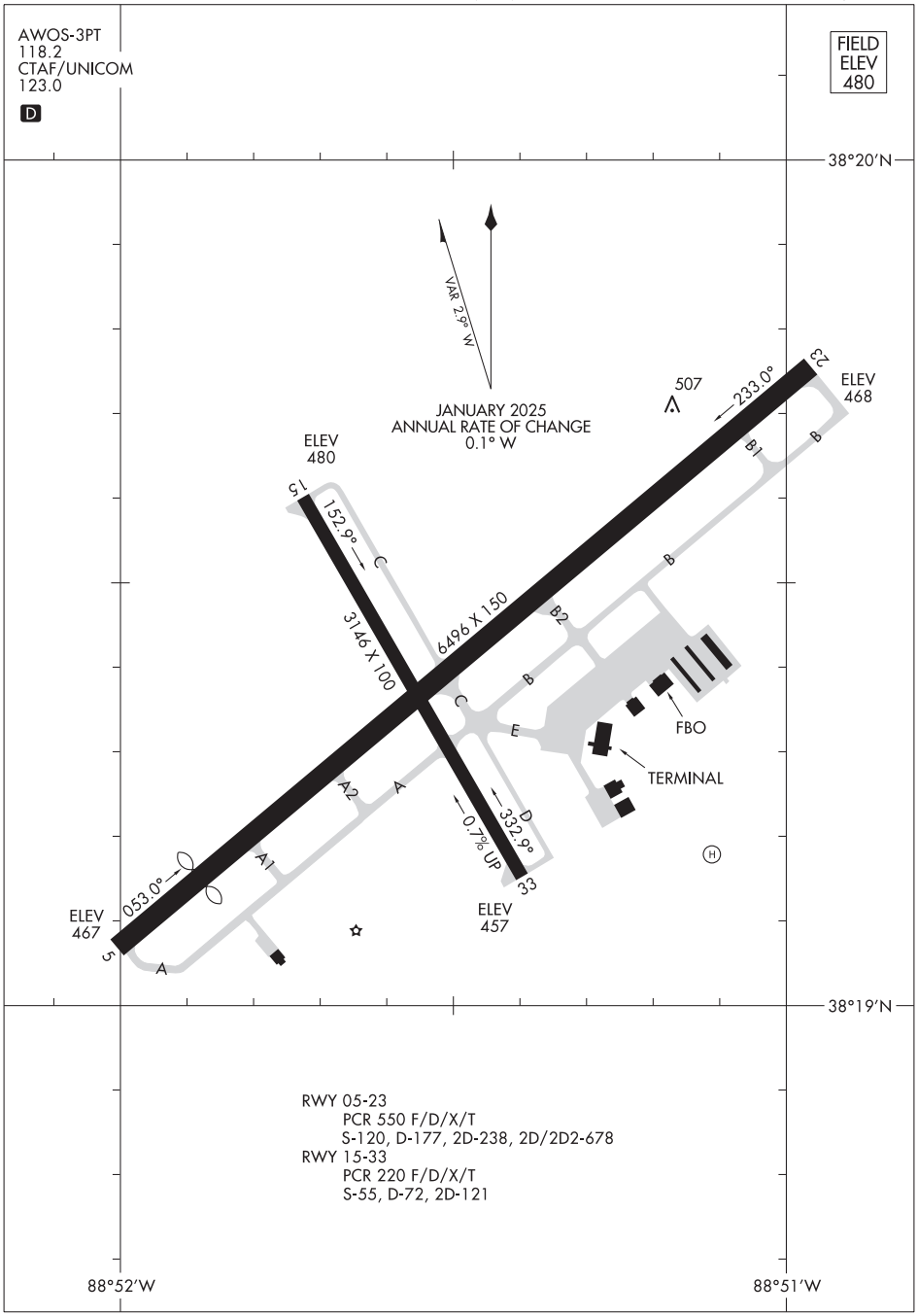
EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

25107

# AIRPORT DIAGRAM

AL-5317 (FAA)

MOUNT VERNON (MVN)
MOUNT VERNON, ILLINOIS




AIRPORT DIAGRAM
25107

MOUNT VERNON, ILLINOIS
MOUNT VERNON (MVN)



EC-3, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 36

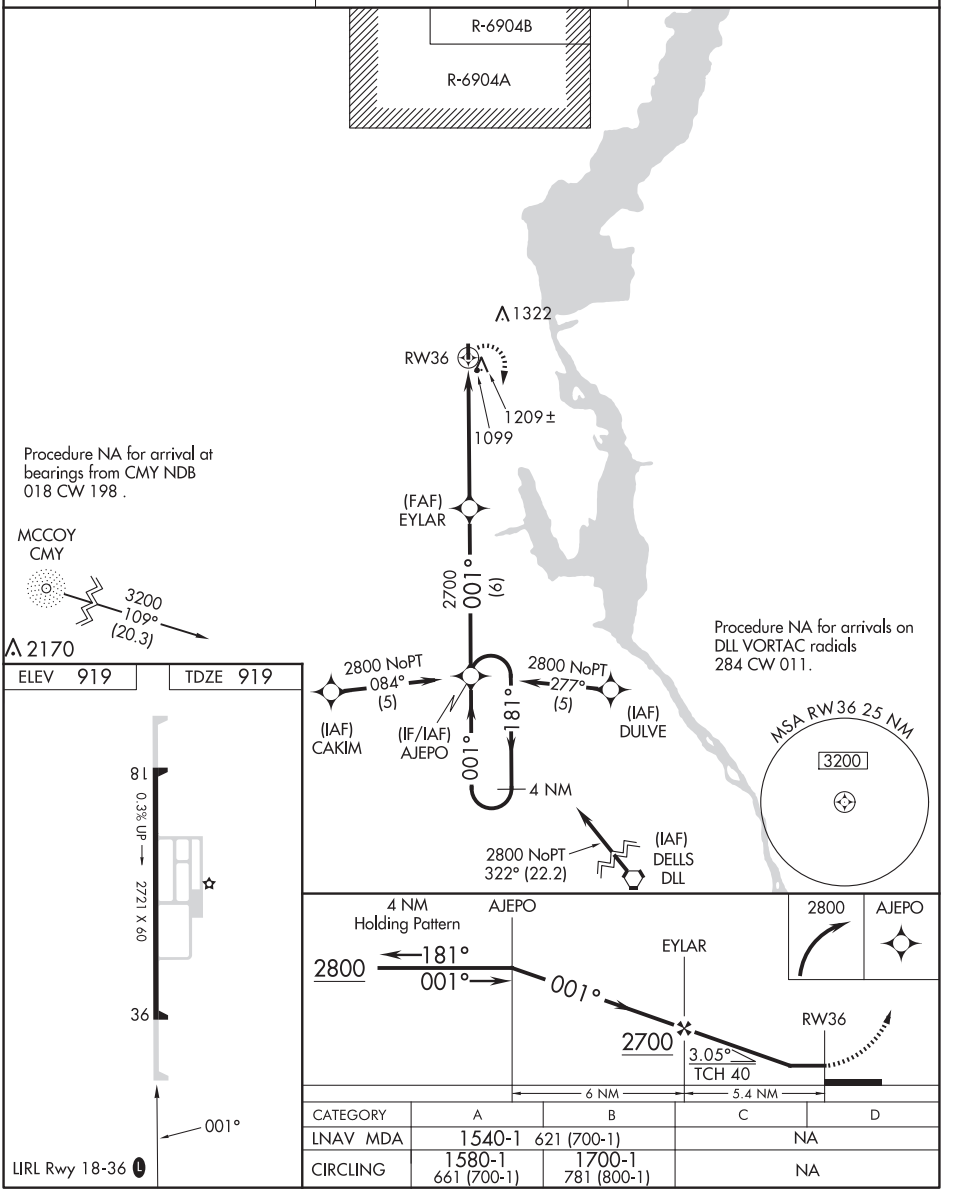
NECEDAH (DAF)

| APP CRS | Rwy Idg | 2721 |
|---|---|---|
| 001° | TDZE | 919 |
| | Apt Elev | 919 |

Rwy 36 helicopter visibility reduction below 1 SM NA. DME/DME-0.3 NA. Procedure NA at night. Use Wisconsin Rapids altimeter setting.

MISSED APPROACH: Climbing right turn to 2800 direct AJEPO and hold.

| ISW ASOS | VOLK APP CON ★ | UNICOM |
|---|---|---|
| 126.575 | 135.25 244.875 | 122.7 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1540-1 621 (700-1) | | NA | |
| CIRCLING | 1580-1 661 (700-1) | 1700-1 781 (800-1) | NA | |



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# RNAV (GPS) RWY 10

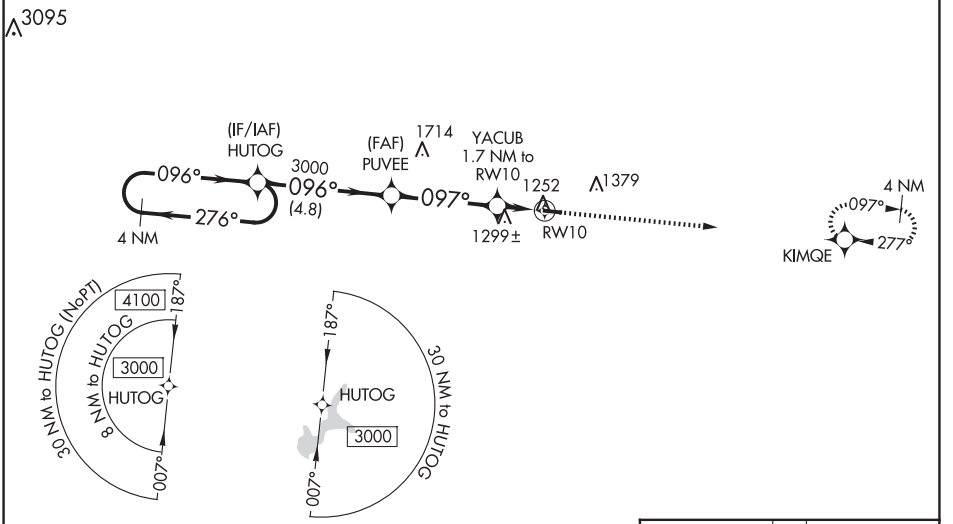
NEILLSVILLE MUNI (VIQ)

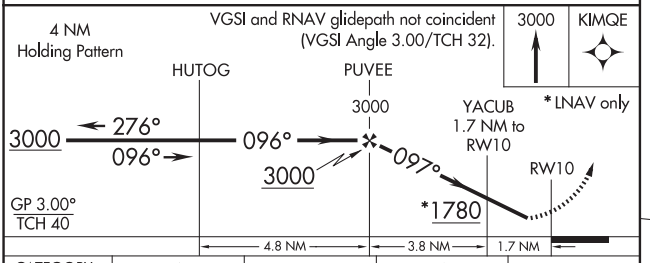
| WAAS | APP CRS | Rwy Idg | 3400 |
|---|---|---|---|
| CH 90131 | 097° | TDZE | 1236 |
| W10A | | Apt Elev | 1238 |

Baro-VNAV NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. Use Marshfield altimeter setting; when not received, use Wisconsin Rapids altimeter setting and increase all DA 63 feet and all MDA 80 feet. Incease LPV and LNAV/VNAV Cats A/B visibility ¼ mile.

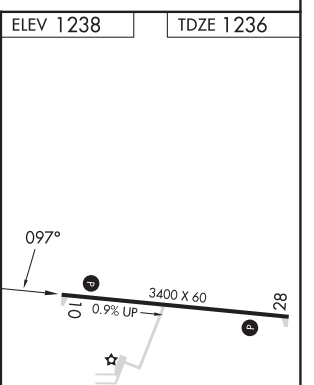
MISSED APPROACH: Climb to 3000 direct KIMQE and hold.

| MFI ASOS | MINNEAPOLIS CENTER | UNICOM |
|---|---|---|
| 121.575 | 124.4 317.7 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1526-1 | 290 (300-1) | NA | |
| LNAV/VNAV DA | 1526-1 | 290 (300-1) | NA | |
| LNAV MDA | 1600-1 | 364 (400-1) | NA | |
| CIRCLING | 1720-1 | 482 (500-1) | NA | |



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# RNAV (GPS) RWY 28

NEILLSVILLE MUNI (VIQ)

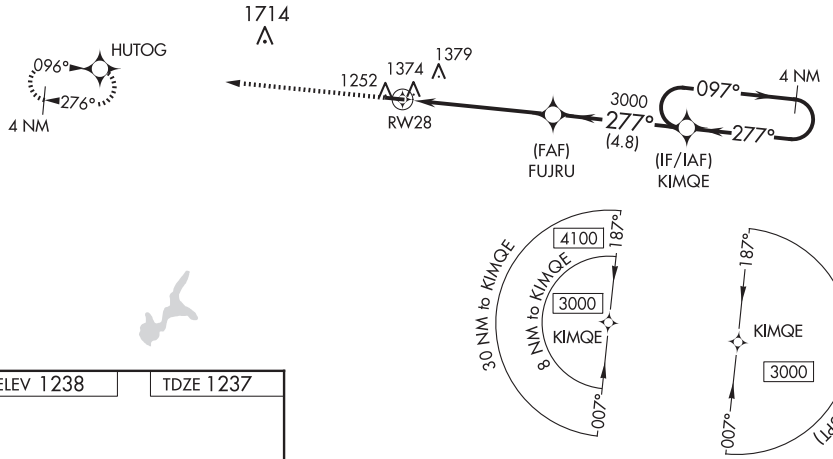
| APP CRS | Rwy Idg | 3400 |
|---|---|---|
| 277° | TDZE | 1237 |
| | Apt Elev | 1238 |

RNP APCH.

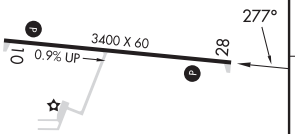
NA — Rwy 28 helicopter visibility reduction below ¾ SM NA. Use Marshfield altimeter setting; when not received, use Wisconsin Rapids altimeter setting and increase all MDA 80 feet.

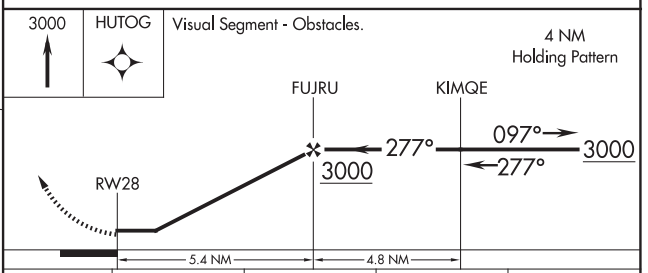
MISSED APPROACH: Climb to 3000 direct HUTOG and hold.

| MFI ASOS | MINNEAPOLIS CENTER | UNICOM |
|---|---|---|
| 121.575 | 124.4 317.7 | 122.8 (CTAF) L |




ELEV 1238 | TDZE 1237




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1680-1 443 (500-1) | | NA | |
| CIRCLING | 1720-1 482 (500-1) | | NA | |

LIRL Rwy 10-28 L



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NEW HOLSTEIN, WISCONSIN | AL-6665 (FAA) | 25051

| WAAS | APP CRS | Rwy Idg | 3600 |
|---|---|---|---|
| CH 99625 | 144° | TDZE | 977 |
| W14A | | Apt Elev | 992 |

# RNAV (GPS) RWY 14

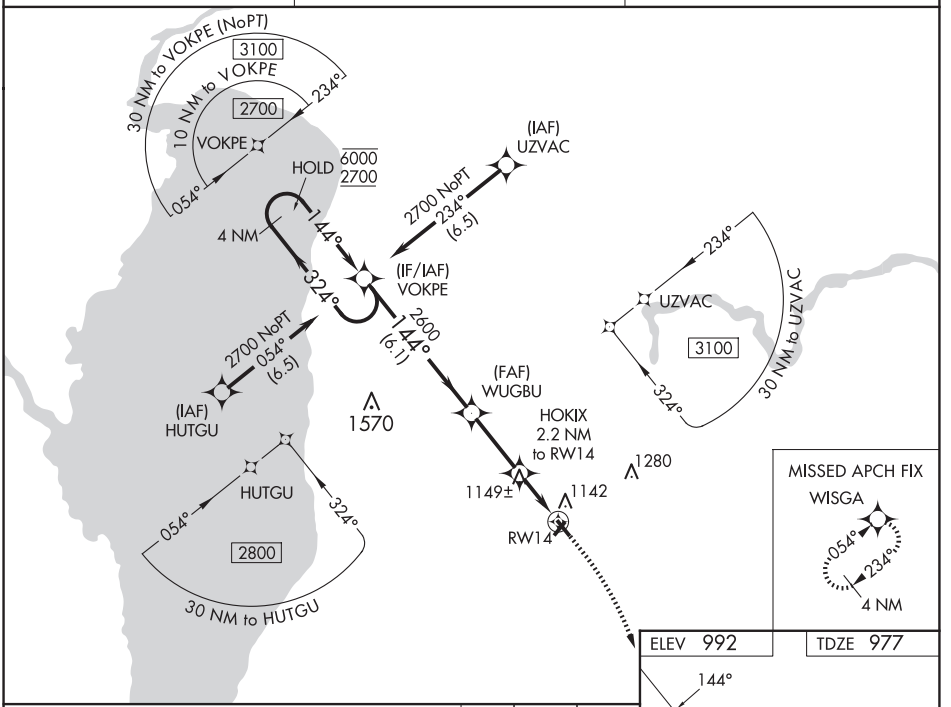
## NEW HOLSTEIN MUNI (8D1)

RNP APCH.

NA — Rwy 14 helicopter visibility reduction below ¾ SM NA. Baro-VNAV NA. Use Oshkosh altimeter setting, when not received use Appleton altimeter setting.

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct WISGA and hold.

| OSH ASOS | MILWAUKEE APP CON | UNICOM |
|---|---|---|
| 125.9 | 127.0 263.075 | 123.0 (CTAF) L |

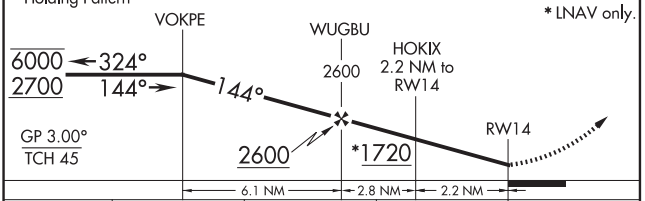



ELEV 992 | TDZ 977

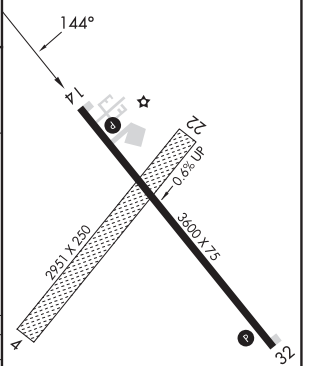
VGSI and RNAV glidepath not coincident (VGSI Angle 3.20/TCH 27).

| 1500 | 3000 | WISGA |
|---|---|---|

* LNAV only.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1358-1⅛ | 381 (400-1⅛) | NA | |
| LNAV/VNAV DA | 1390-1¼ | 413 (400-1¼) | NA | |
| LNAV MDA | 1480-1 | 503 (500-1) | NA | |




REIL Rwys 14 and 32 L
MIRL Rwy 14-32 L



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EC-3, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 32

## NEW HOLSTEIN MUNI (8D1)

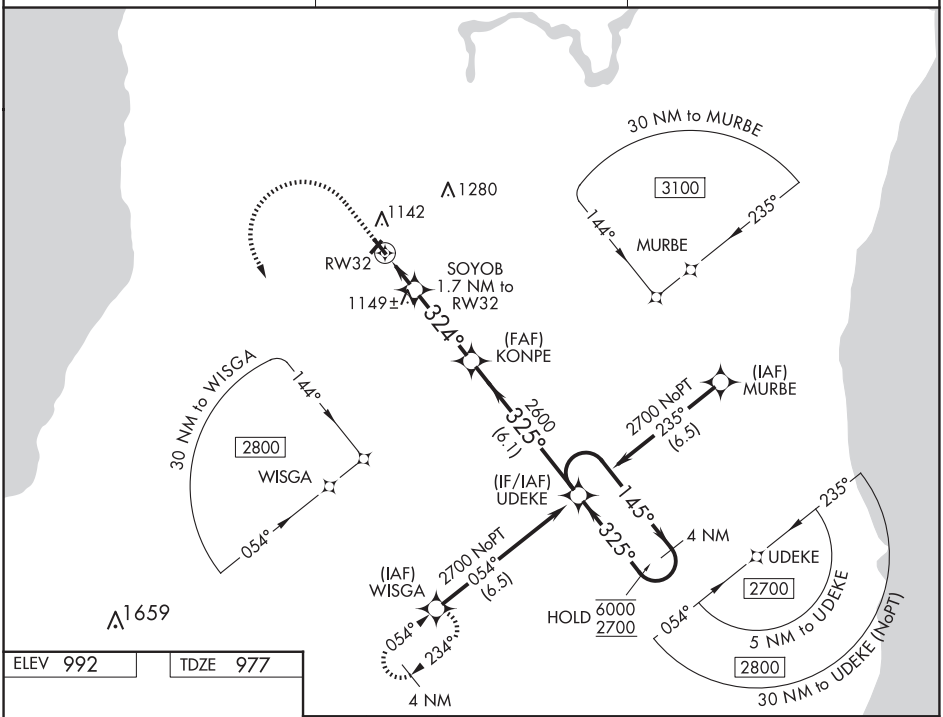
| WAAS | APP CRS | Rwy Idg | 3600 |
|---|---|---|---|
| CH 58225 | 324° | TDZE | 977 |
| W32A | | Apt Elev | 992 |

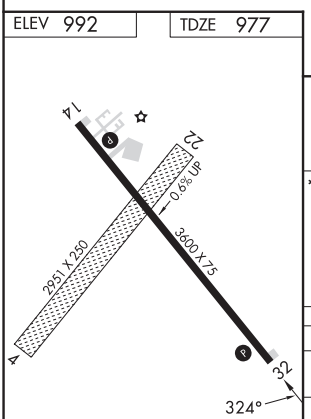
RNP APCH.

T A NA — Circling NA to Rwys 4 and 22. Rwy 32 helicopter visibility reduction below 1 SM NA. Baro-VNAV NA. Use Oshkosh altimeter setting, when not received use Appleton altimeter setting. Straight-in Rwy 32 NA at night, Circling Rwy 32 NA at night.

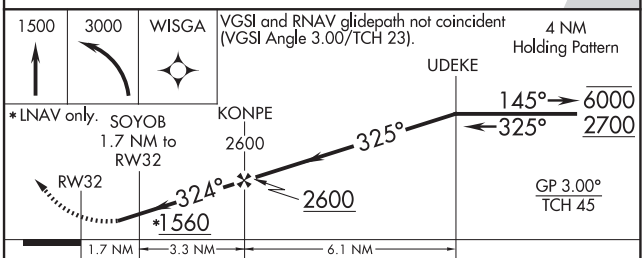
MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 direct WISGA and hold.

| OSH ASOS | MILWAUKEE APP CON | UNICOM |
|---|---|---|
| 125.9 | 127.0 263.075 | 123.0 (CTAF) L |




REIL Rwys 14 and 32 L
MIRL Rwy 14-32 L




| CATEGORY | | A | B | C | D |
|---|---|---|---|---|---|
| LPV | DA | 1376-1⅜ | 399 (400-1⅜) | NA | |
| LNAV/VNAV | DA | 1509-1⅞ | 532 (600-1⅞) | NA | |
| LNAV MDA | | 1480-1 | 503 (500-1) | NA | |
| CIRCLING | | 1540-1 | 548 (600-1) | NA | |



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NEW LISBON, WISCONSIN | AL-9008 (FAA) | 24025

# RNAV (GPS) RWY 14

## MAUSTON/NEW LISBON UNION (82C)

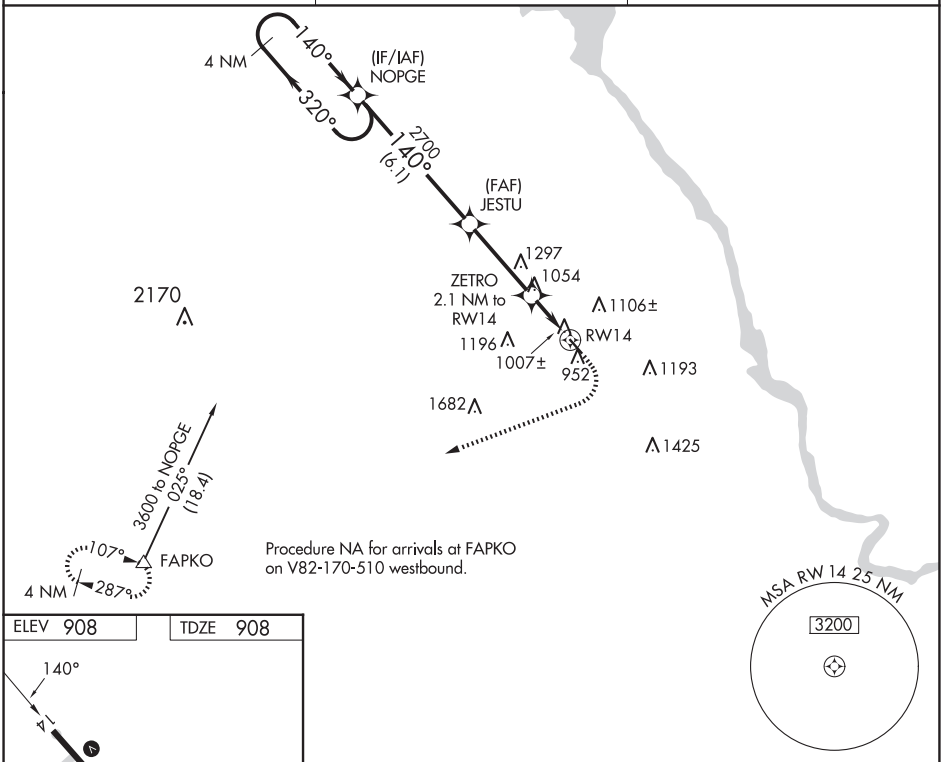
| WAAS | APP CRS | Rwy Idg | 3688 |
|---|---|---|---|
| CH 78329 | 140° | TDZE | 908 |
| W14A | | Apt Elev | 908 |

RNP APCH.

Use Volk Field altimeter setting; when not received use Wisconsin Dells altimeter setting and increase all MDA 60 feet and all Cat C visibilities ¼ mile. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 1500 then climbing right turn to 4000 direct FAPKO and hold.

| AWOS-3 | VOLK APP CON ★ | CTAF |
|---|---|---|
| 123.925 | 135.25 244.875 | 122.9 (L) |

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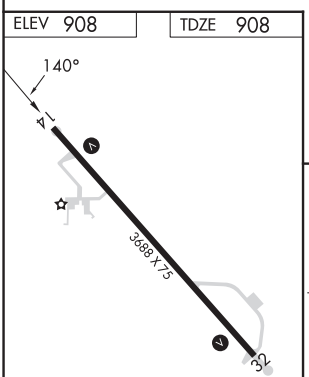
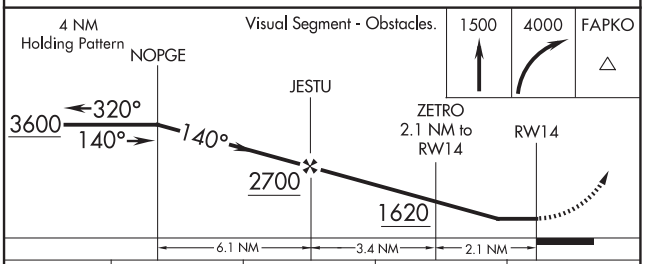
EC-3, 07 AUG 2025 to 02 OCT 2025




MIRL Rwy 14-32 (L)




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1280-1 372 (400-1) | | | NA |
| LNAV MDA | 1340-1 432 (500-1) | | 1340-1¼ 432 (500-1¼) | NA |

NEW LISBON, WISCONSIN
Orig-C 07NOV19

43°50′N-90°08′W

MAUSTON/NEW LISBON UNION (82C)

RNAV (GPS) RWY 14

# RNAV (GPS) RWY 32

## MAUSTON/NEW LISBON UNION (82C)

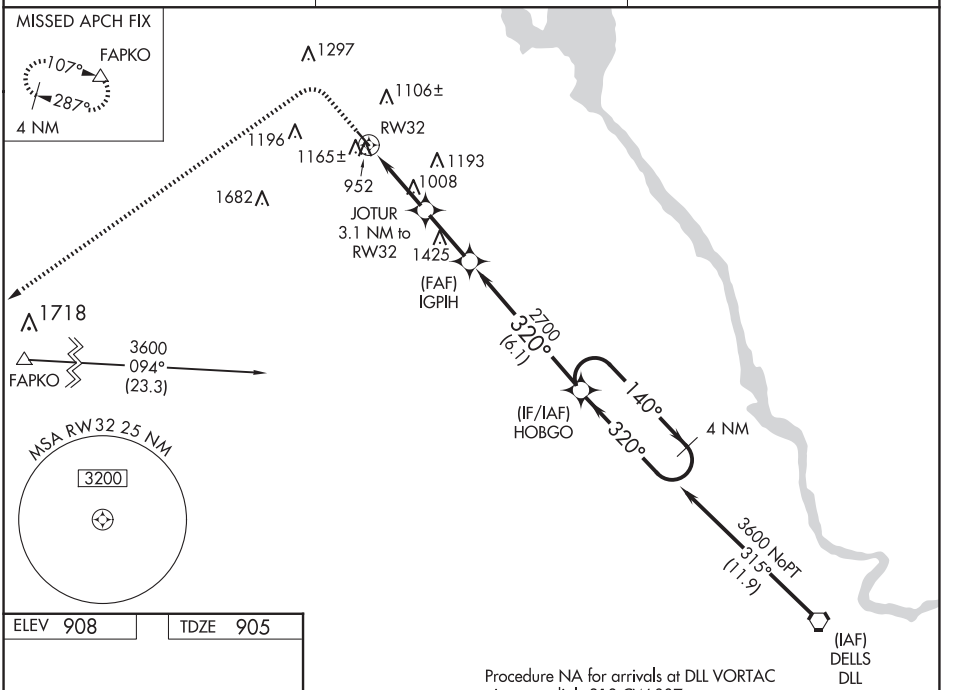
| WAAS | APP CRS | | |
|---|---|---|---|
| CH **49129** | **320°** | Rwy Idg | **3688** |
| **W32A** | | TDZE | **905** |
| | | Apt Elev | **908** |

RNP APCH.

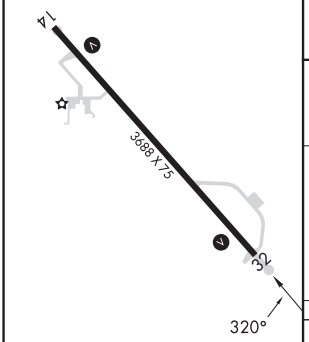
▼ ▲NA Use Volk Field altimeter setting; when not received use Wisconsin Dells altimeter setting and increase all MDA 60 feet and all Cat C visibilities ¼ mile. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

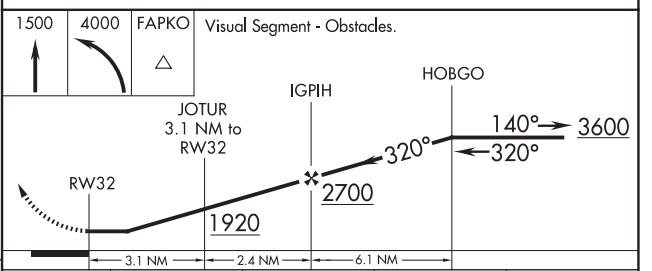
MISSED APPROACH: Climb to 1500 then climbing left turn to 4000 direct FAPKO and hold.

| AWOS-3 | VOLK APP CON ★ | CTAF |
|---|---|---|
| **123.925** | **135.25 244.875** | **122.9** (L) |




ELEV 908 TDZE 905




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1280-1 375 (400-1) | | 1280-1⅛ 375 (400-1⅛) | NA |
| LNAV MDA | 1440-1 535 (600-1) | | 1440-1⅝ 535 (600-1⅝) | NA |

MIRL Rwy 14-32 (L)



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NEW RICHMOND, WISCONSIN AL-6578 (FAA) 25107

| WAAS CH 82425 W14A | APP CRS 141° | Rwy Idg 5507 TDZE 998 Apt Elev 998 |
|---|---|---|

# RNAV (GPS) RWY 14

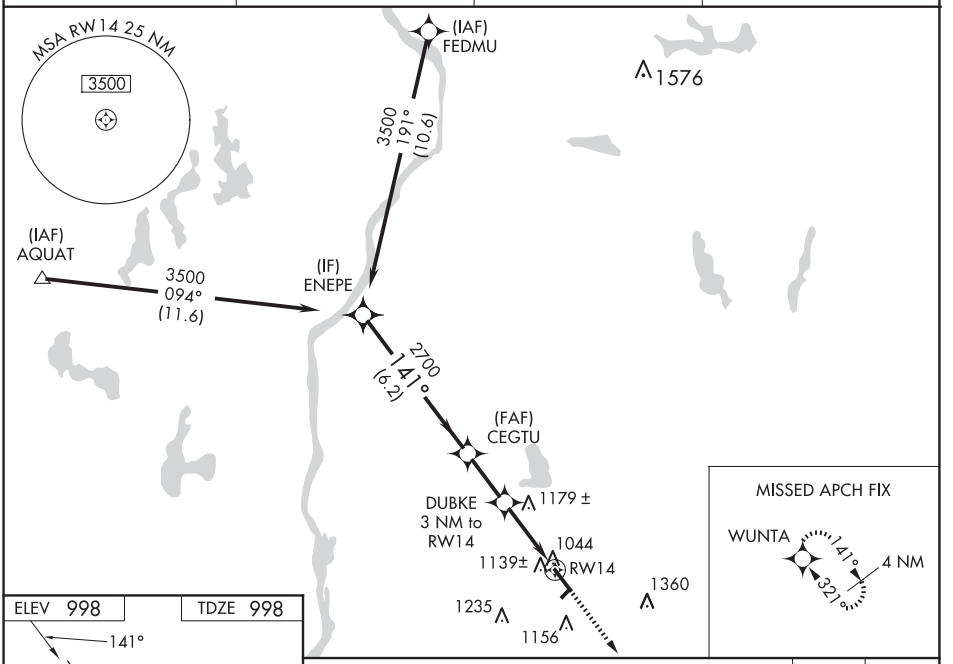
NEW RICHMOND RGNL (RNH)

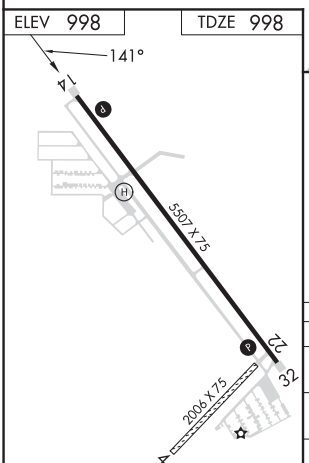
RNP APCH.

Baro-VNAV NA when using Osceola altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 37°C (98°F). Rwy 14 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Osceola altimeter setting and increase all DA/MDA 40 feet; Circling visibility Cats C and D ¼ SM.

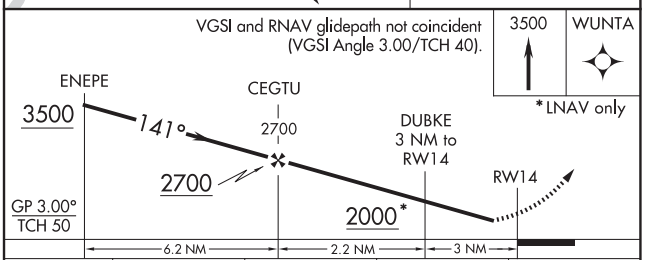
MISSED APPROACH: Climb to 3500 direct WUNTA and hold.

| AWOS-3 | MINNEAPOLIS APP CON | GCO | UNICOM |
|---|---|---|---|
| 120.0 | 121.2 335.65 | 121.725 | 122.975 (CTAF) L |




MIRL Rwy 14-32 L
REIL Rwys 14 and 32 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1272-1 274 (300-1) | | | |
| LNAV/VNAV DA | 1320-1 322 (400-1) | | | |
| LNAV MDA | 1440-1 442 (500-1) | | 1440-1⅜ 442 (500-1⅜) | |
| C CIRCLING | 1540-1 542 (600-1) | | 1660-1¾ 662 (700-1¾) | 1660-2 662 (700-2) |



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| WAAS | APP CRS | Rwy Idg | 5507 |
|---|---|---|---|
| CH 86525 | 321° | TDZE | 996 |
| W32A | | Apt Elev | 998 |

# RNAV (GPS) RWY 32

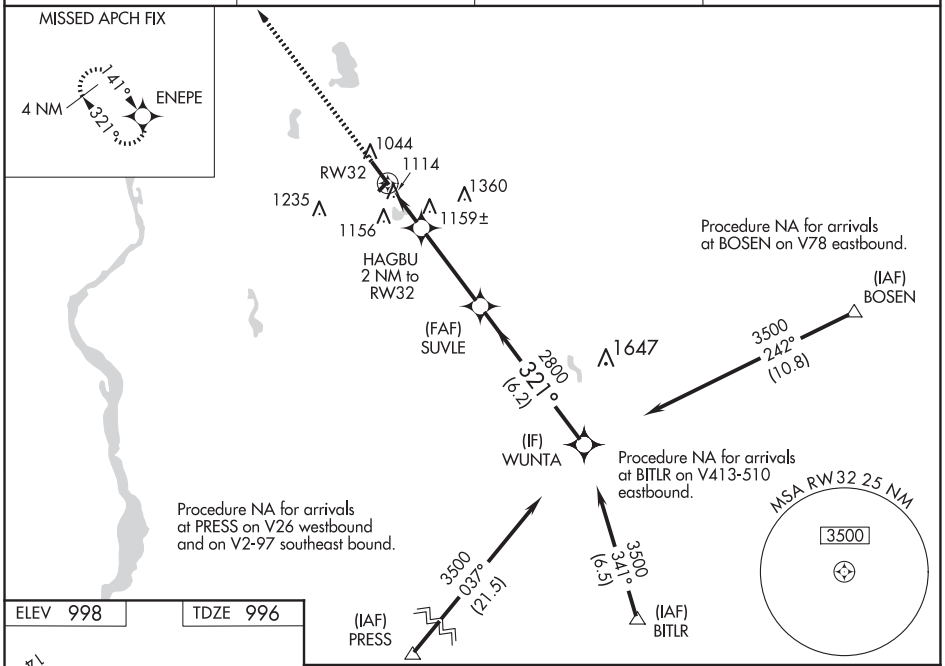
## NEW RICHMOND RGNL (RNH)

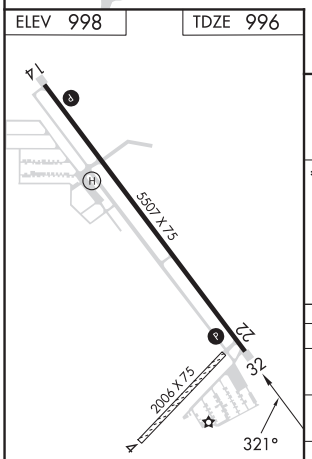
RNP APCH.

Baro-VNAV NA when using Osceola altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 37°C (98°F). Rwy 32 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Osceola altimeter setting and increase all DA/MDA 40 feet; increase LNAV visibility Cats C and D ⅛ SM and Circling Cats C and D ¼ SM. Circling to Rwy 4, 22 NA.

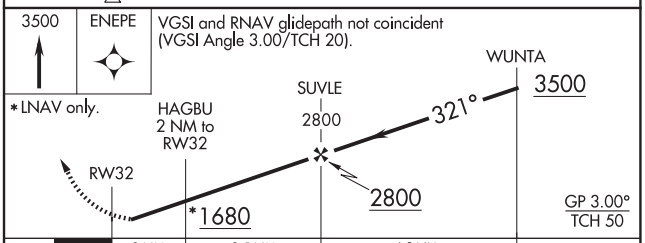
MISSED APPROACH: Climb to 3500 direct ENEPE and hold.

| AWOS-3 | MINNEAPOLIS APP CON | GCO | UNICOM |
|---|---|---|---|
| 120.0 | 121.2 335.65 | 121.725 | 122.975 (CTAF) L |




MIRL Rwy 14-32 L
REIL Rwys 14 and 32 L




* LNAV only.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1246-1 250 (300-1) | | | |
| LNAV/VNAV DA | 1295-1 299 (300-1) | | | |
| LNAV MDA | 1420-1 424 (500-1) | | 1420-1¼ 424 (500-1¼) | |
| C CIRCLING | 1540-1 542 (600-1) | | 1660-1¾ 662 (700-1¾) | 1660-2 662 (700-2) |



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EC-3, 07 AUG 2025 to 02 OCT 2025

OCONTO, WISCONSIN | AL-6337 (FAA) | 25051

# RNAV (GPS) RWY 11

## OCONTO/J DOUGLAS BAKE MUNI (OCQ)

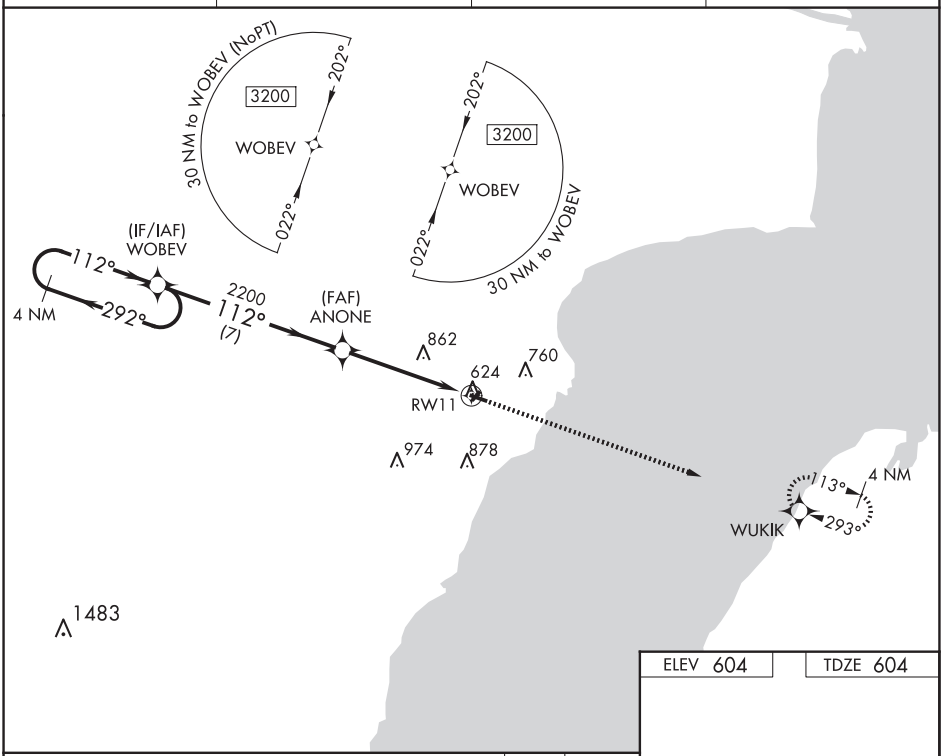
| WAAS | APP CRS | Rwy Idg | 3199 |
|---|---|---|---|
| CH 99629 | 112° | TDZE | 604 |
| W11A | | Apt Elev | 604 |

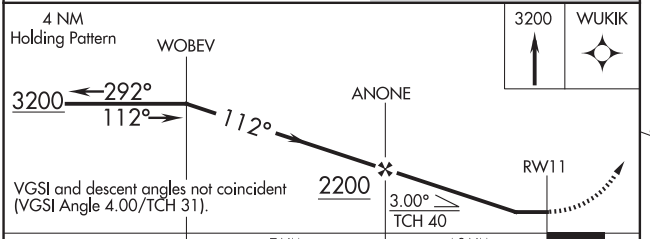
RNP APCH - GPS.

When local altimeter setting not received, use Menominee, MI altimeter setting. Procedure NA at night. Rwy 11 helicopter visibility reduction below ¾ SM NA. Circling NA to Rwys 4 and 22.

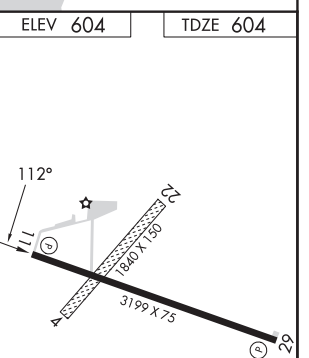
MISSED APPROACH: Climb to 3200 direct WUKIK and hold.

| AWOS-3 | MNM AWOS-3PT | GREEN BAY APP CON ★ | UNICOM |
|---|---|---|---|
| 120.925 | 121.45 | 120.3 338.2 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1200-1 | 596 (600-1) | 1200-1¾ 596 (600-1¾) | NA |
| LNAV MDA | 1220-1 | 616 (700-1) | 1220-1¾ 616 (700-1¾) | NA |
| CIRCLING | 1220-1 | 616 (700-1) | 1260-1¾ 656 (700-1¾) | NA |




REIL Rwys 11 and 29 L
MIRL Rwy 11-29 L

OCONTO, WISCONSIN
Orig-C 10AUG23

OCONTO/J DOUGLAS BAKE MUNI (OCQ)
44°52'N-87°55'W
RNAV (GPS) RWY 11

EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 29

## OCONTO/J DOUGLAS BAKE MUNI (OCQ)

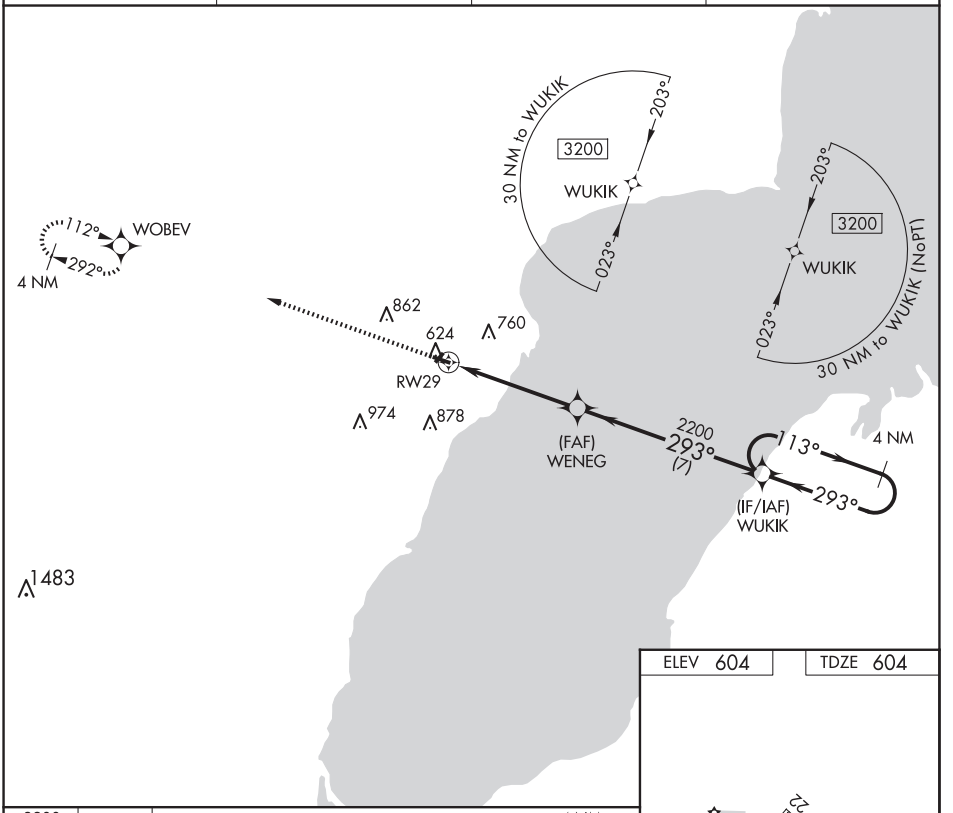
| APP CRS | Rwy Idg | 3199 |
|---|---|---|
| 293° | TDZE | 604 |
| | Apt Elev | 604 |

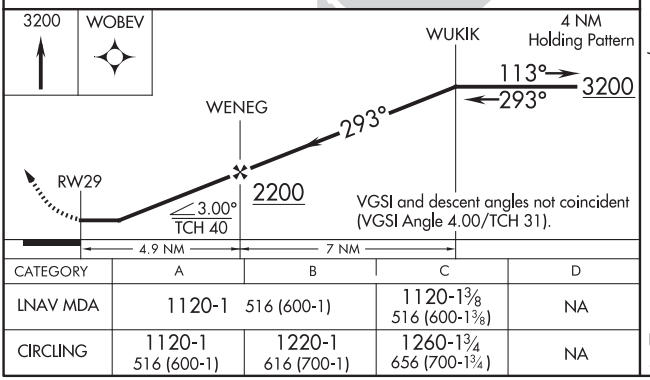
RNP APCH - GPS.

When local altimeter setting not received, use Menominee, MI altimeter setting. Procedure NA at night. Rwy 29 helicopter visibility reduction below ¾ SM NA. Circling NA to Rwys 4 and 22.

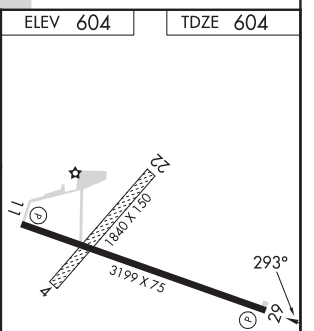
MISSED APPROACH: Climb to 3200 direct WOBEV and hold.

| AWOS-3 | MNM AWOS-3PT | GREEN BAY APP CON ★ | UNICOM |
|---|---|---|---|
| 120.925 | 121.45 | 120.3 338.2 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1120-1 516 (600-1) | | 1120-1⅜ 516 (600-1⅜) | NA |
| CIRCLING | 1120-1 516 (600-1) | 1220-1 616 (700-1) | 1260-1¾ 656 (700-1¾) | NA |




REIL Rwys 11 and 29 L
MIRL Rwy 11-29 L



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

OLNEY-NOBLE, ILLINOIS | AL-5428 (FAA) | 24025

| APP CRS | Rwy Idg | 3598 |
|---|---|---|
| 039° | TDZE | 472 |
| | Apt Elev | 482 |

# RNAV (GPS) RWY 4

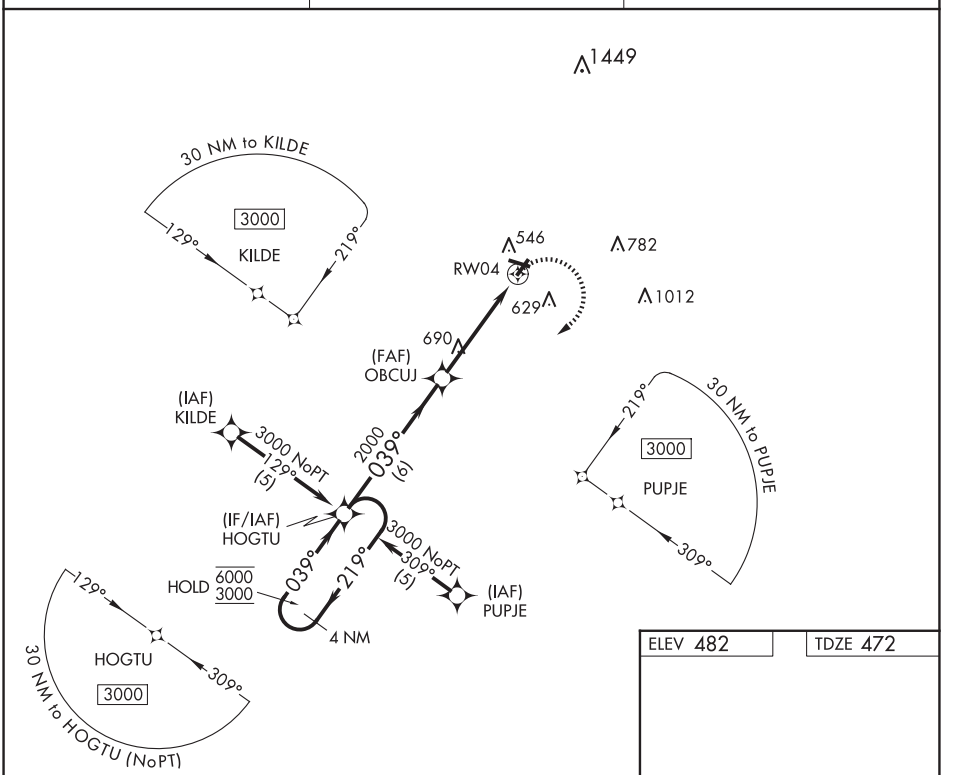
OLNEY-NOBLE (OLY)

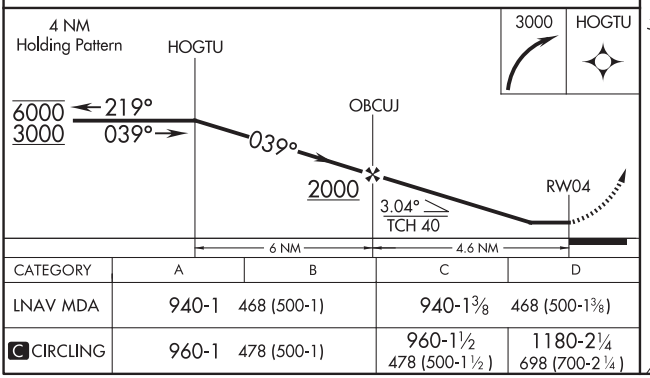
RNP APCH.

T A Rwy 4 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Evansville Rgnl altimeter setting and increase all MDA 140 feet and increase LNAV Cat C/D and Circling Cat C/D visibility ½ mile.

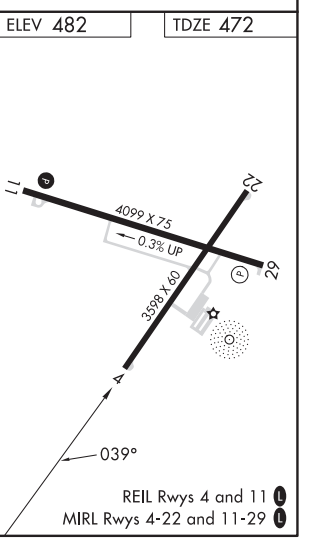
MISSED APPROACH: Climbing right turn to 3000 direct HOGTU and hold.

| AWOS-3 | KANSAS CITY CENTER | UNICOM |
|---|---|---|
| 119.275 | 124.3 269.15 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 940-1 | 468 (500-1) | 940-1⅜ | 468 (500-1⅜) |
| C CIRCLING | 960-1 | 478 (500-1) | 960-1½ 478 (500-1½) | 1180-2¼ 698 (700-2¼) |




OLNEY-NOBLE, ILLINOIS
Orig-C 20JUN19

38°43′N-88°11′W

OLNEY-NOBLE (OLY)

RNAV (GPS) RWY 4


EC-3, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 11

OLNEY-NOBLE (OLY)

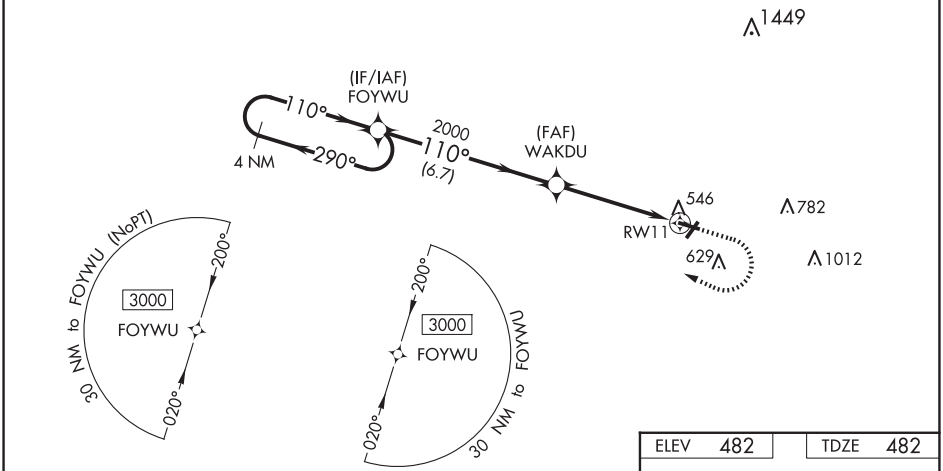
| WAAS | APP CRS | Rwy Idg | 4099 |
|---|---|---|---|
| CH 82231 | 110° | TDZE | 482 |
| W11A | | Apt Elev | 482 |

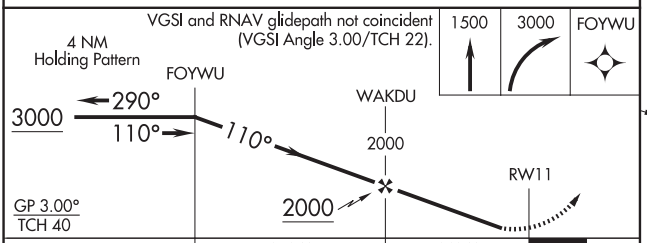
RNP APCH.

Baro-VNAV NA when using Evansville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use Evansville altimeter setting and increase all DAs 126 feet, MDAs 140 feet; increase LNAV/VNAV all Cats visibility ⅛ SM, LNAV Cat C/D ⅜ SM and Circling Cat C ¼ SM and Cat D ½ SM.

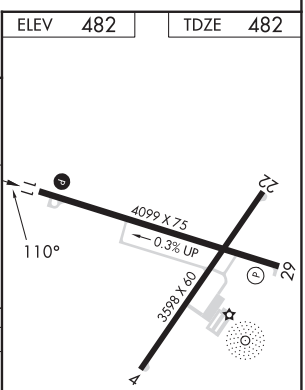
MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct FOYWU and hold.

| AWOS-3 | KANSAS CITY CENTER | UNICOM |
|---|---|---|
| 119.275 | 124.3 269.15 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 732-1 250 (300-1) | | | |
| LNAV/VNAV DA | 962-1⅝ 480 (500-1⅝) | | | |
| LNAV MDA | 920-1 438 (500-1) | | 920-1¼ 438 (500-1¼) | |
| C CIRCLING | 960-1 478 (500-1) | | 960-1½ 478 (500-1½) | 1180-2¼ 698 (700-2¼) |




REIL Rwys 4 and 11 L
MIRL Rwys 4-22 and 11-29 L



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

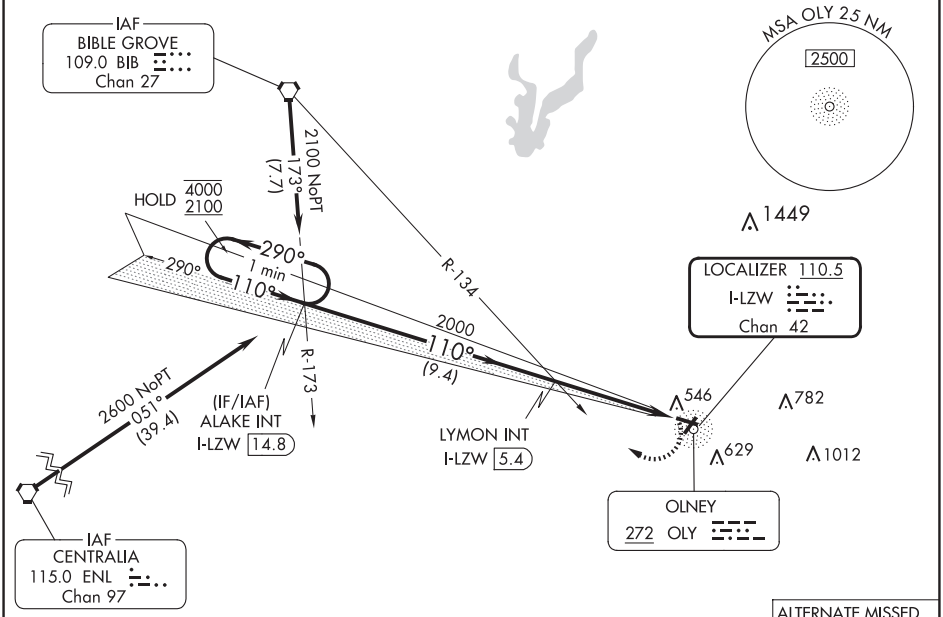
OLNEY-NOBLE, ILLINOIS | AL-5428 (FAA) | 24025

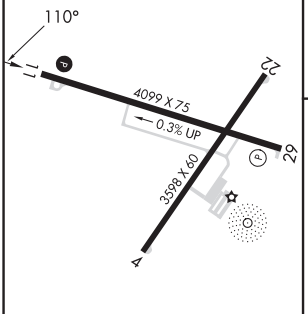
| LOC/DME I-LZW | APP CRS | Rwy Idg | 4099 |
|---|---|---|---|
| 110.5 | 110° | TDZE | 482 |
| Chan 42 | | Apt Elev | 482 |

# LOC RWY 11
## OLNEY-NOBLE (OLY)

MISSED APPROACH: Climbing right turn to 2400 on heading 290° and BIB VORTAC R-173 to ALAKE INT/I-LZW LOC/DME 14.8 DME and hold.

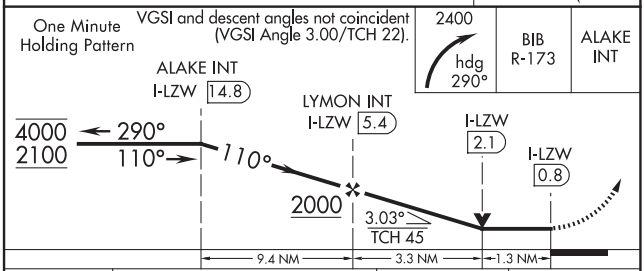
| AWOS-3 | KANSAS CITY CENTER | UNICOM |
|---|---|---|
| 119.275 | 124.3 269.15 | 123.0 (CTAF) L |




REIL Rwys 4 and 11 L
MIRL Rwys 4-22 and 11-29 L

| FAF to MAP 4.6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:36 | 3:04 | 2:18 | 1:50 | 1:32 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-11 | 920-1 438 (500-1) | | 920-1¼ 438 (500-1¼) | |
| C CIRCLING | 920-1 438 (500-1) | 940-1 458 (500-1) | 960-1½ 478 (500-1½) | 1180-2¼ 698 (700-2¼) |



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

| NDB OLY 272 | APP CRS 048° | Rwy Idg 3598<br>TDZE 472<br>Apt Elev 482 |
|---|---|---|

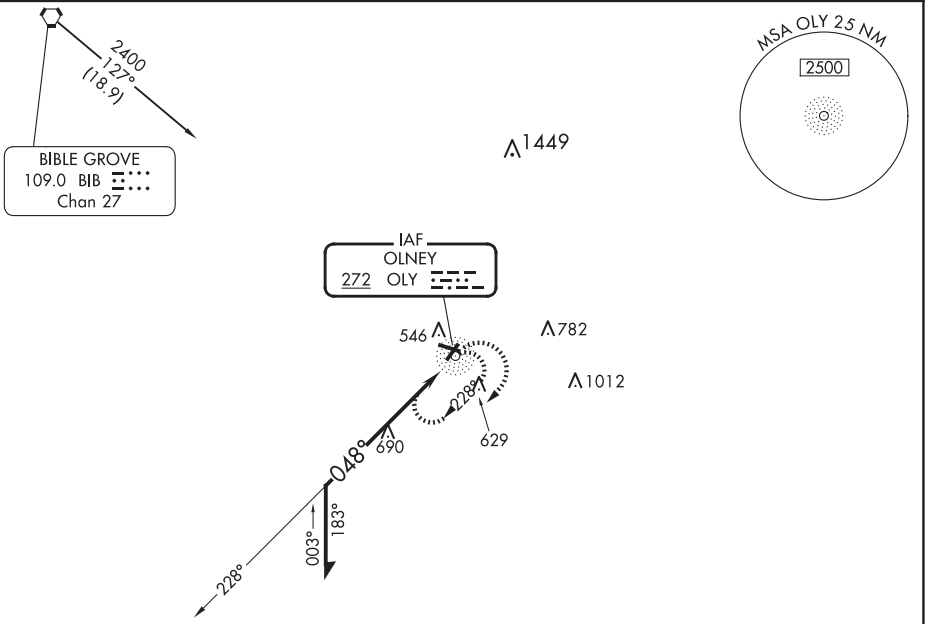
# NDB RWY 4

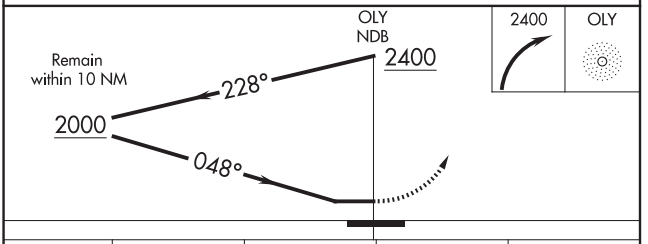
## OLNEY-NOBLE (OLY)

Rwy 4 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Evansville Rgnl altimeter setting and increase all MDA 140 feet and increase S-4 Cat C and D and Circling Cat C visibility ⅜ mile and Circling Cat D visibility ½ mile.

MISSED APPROACH: Climbing right turn to 2400 in OLY NDB holding pattern.

| AWOS-3 | KANSAS CITY CENTER | UNICOM |
|---|---|---|
| 119.275 | 124.3 269.15 | 123.0 (CTAF) L |

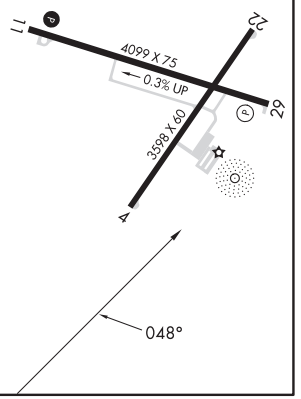



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-4 | 1040-1 | 568 (600-1) | 1040-1⅝ | 568 (600-1⅝) |
| C CIRCLING | 1040-1 | 558 (600-1) | 1040-1⅝<br>558 (600-1⅝) | 1180-2¼<br>698 (700-2¼) |

| ELEV 482 | TDZE 472 |
|---|---|

REIL Rwys 4 and 11 L
MIRL Rwys 4-22 and 11-29 L






EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

OSCEOLA, WISCONSIN | AL-5526 (FAA) | 23222

# RNAV (GPS) RWY 10

## L O SIMENSTAD MUNI (OEO)

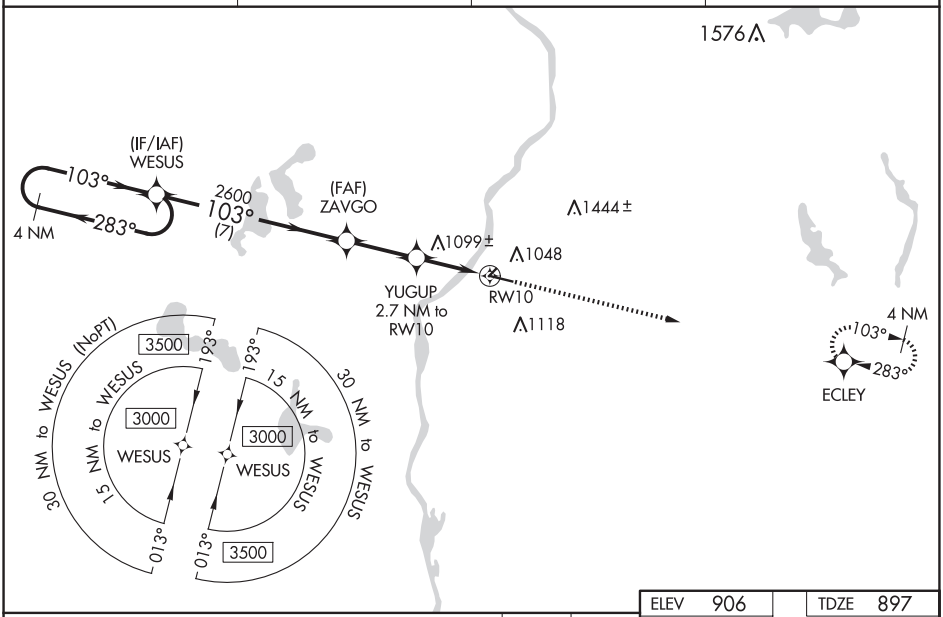
| WAAS | APP CRS | Rwy Idg | 5006 |
|---|---|---|---|
| CH 69532 | 103° | TDZE | 897 |
| W10A | | Apt Elev | 906 |

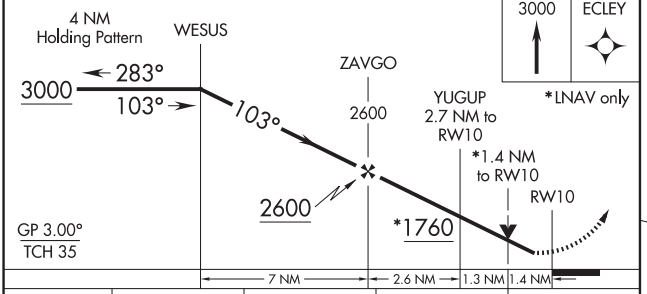
RNP APCH - GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. VDP and Baro-VNAV NA when using Anoka County/Blaine (Janes Fld) altimeter setting. When local altimeter setting not received, use Anoka County/Blaine (Janes Fld) altimeter setting: increase LPV DA to 1204 feet and visibility all Cats ⅛ SM; increase LNAV/VNAV DA to 1247 feet and visibility all Cats ¼ SM; increase all MDAs 60 feet and visibility LNAV Cat C ⅛ SM and Circling Cat C ¼ SM. Rwy 10 helicopter visibility reduction below ¾ SM NA. Circling NA to Rwys 4 and 22.

MISSED APPROACH: Climb to 3000 direct ECLEY and hold.

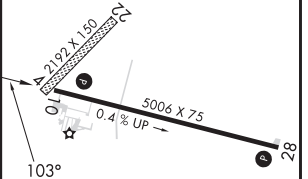
| AWOS-3 | MINNEAPOLIS APP CON | GCO | CTAF |
|---|---|---|---|
| 119.925 | 121.2 335.65 | 121.725 | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1147-⅞ 250 (300-⅞) | | | NA |
| LNAV/VNAV DA | 1190-1 293 (300-1) | | | NA |
| LNAV MDA | 1360-1 463 (500-1) | | 1360-1⅜ 463 (500-1⅜) | NA |
| C CIRCLING | 1360-1 454 (500-1) | 1500-1 594 (600-1) | 1520-1¾ 614 (700-1¾) | NA |

ELEV 906 | TDZE 897




REIL Rwy 28 L
MIRL Rwys 10 and 28 L

OSCEOLA, WISCONSIN
Orig-B 08SEP22

45°19′N-92°41′W

L O SIMENSTAD MUNI (OEO)
RNAV (GPS) RWY 10

EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

| WAAS | APP CRS | Rwy Idg | 5006 |
|---|---|---|---|
| CH 97731 | 283° | TDZE | 906 |
| W28A | | Apt Elev | 906 |

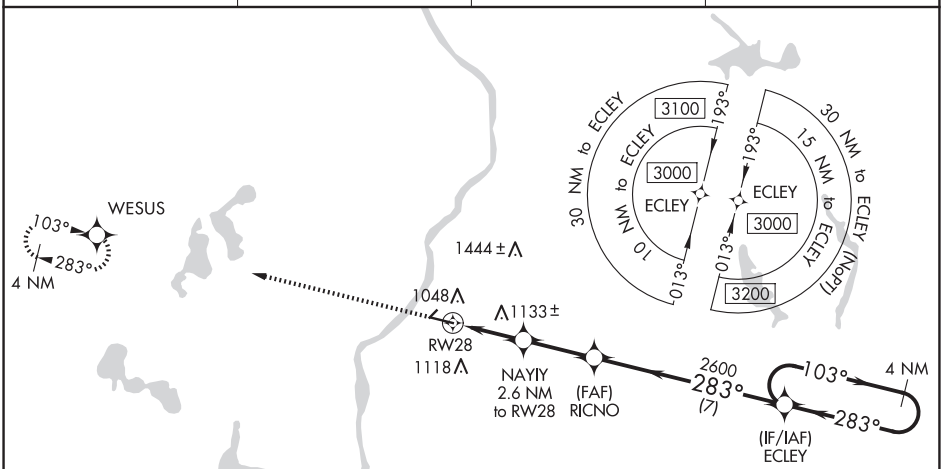
# RNAV (GPS) RWY 28
## L O SIMENSTAD MUNI (OEO)

RNP APCH - GPS.

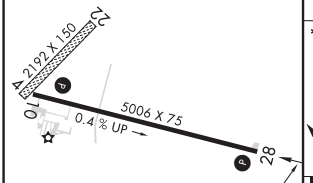
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. VDP and Baro-VNAV NA when using Anoka County/Blaine (Janes Fld) altimeter setting. Rwy 28 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Anoka County/Blaine (Janes Fld) altimeter setting: increase LPV DA to 1163 feet and visibility all Cats ⅛ SM; increase LNAV/VNAV DA to 1236 feet and visibility all Cats ¼ SM; increase all MDAs 60 feet and visibility LNAV Cat C ⅛ SM and Circling Cat C ¼ SM. Circling NA to Rwys 4 and 22.

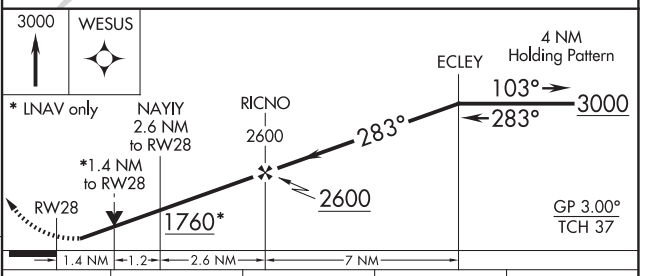
MISSED APPROACH: Climb to 3000 direct WESUS and hold.

| AWOS-3 | MINNEAPOLIS APP CON | GCO | CTAF |
|---|---|---|---|
| 119.925 | 121.2 335.65 | 121.725 | 122.9 L |




ELEV 906 TDZE 906




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1106-¾ 200 (200-¾) | | | NA |
| LNAV/VNAV DA | 1179-⅞ 273 (300-⅞) | | | NA |
| LNAV MDA | 1400-1 494 (500-1) | | 1400-1⅜ 494 (500-1⅜) | NA |
| C CIRCLING | 1400-1 494 (500-1) | 1500-1 594 (600-1) | 1520-1¾ 614 (700-1¾) | NA |

REIL Rwy 28 L
MIRL Rwys 10 and 28 L



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

OSHKOSH, WISCONSIN AL-730 (FAA) 23222

# ILS or LOC RWY 36

WITTMAN RGNL (OSH)

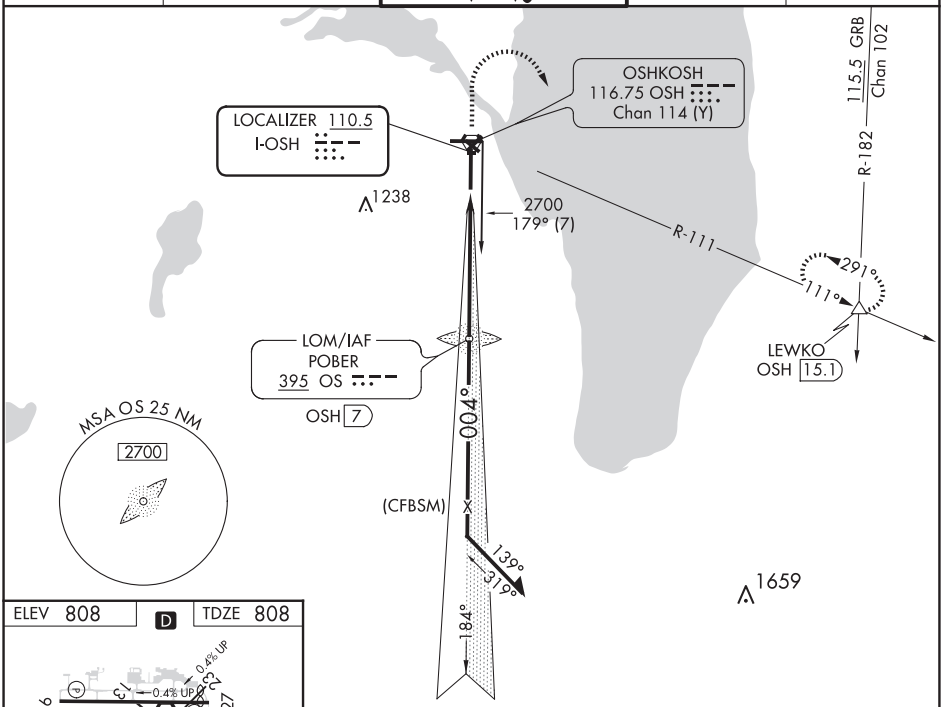
| LOC I-OSH | APP CRS | Rwy Idg | 8002 |
|---|---|---|---|
| 110.5 | 004° | TDZE | 808 |
| | | Apt Elev | 808 |

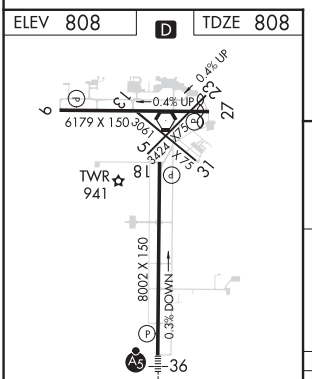
When local altimeter setting not received, use Fond Du Lac altimeter setting and increase DA 31 feet and all MDA 40 feet; increase S-LOC 36 Cat C/D and Circling Cat C/D visibilities ¼ mile. For inop MALSR when using Fond Du Lac altimeter setting, increase S-LOC 36 Cat C/D visibility to 1⅜ mile. Circling to Rwy 5, 23, and 31 NA at night.
* RVR 1800 authorized with the use of FD or AP or HUD to DA, NA when using Fond Du Lac altimeter setting.

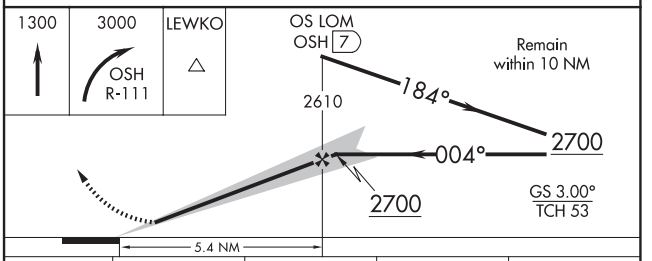
MALSR

MISSED APPROACH: Climb to 1300 then climbing right turn to 3000 on OSH R-111 to LEWKO INT/OSH 15 DME and hold.

| ATIS | MILWAUKEE APP CON | OSHKOSH TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 125.9 | 127.0 263.075 | 118.5 (CTAF) 290.9 | 132.3 | 122.95 |




FAF to MAP 5.4 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:24 | 3:36 | 2:42 | 2:10 | 1:48 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 36 * | 1008/24 200 (200-½) | | | |
| S-LOC 36 | 1340/24 532 (600-½) | | 1340/55 532 (600-1) | |
| C CIRCLING | 1340-1 532 (600-1) | | 1360-1½ 552 (600-1½) | 1440-2 632 (700-2) |

OSHKOSH, WISCONSIN
Amdt 7C 29MAR18

43°59′N-88°33′W

WITTMAN RGNL (OSH)

ILS or LOC RWY 36

EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

| WAAS | APP CRS | | |
|---|---|---|---|
| CH 86734 | 093° | Rwy Idg | 5648 |
| W09A | | TDZE | 797 |
| | | Apt Elev | 808 |

# RNAV (GPS) RWY 9

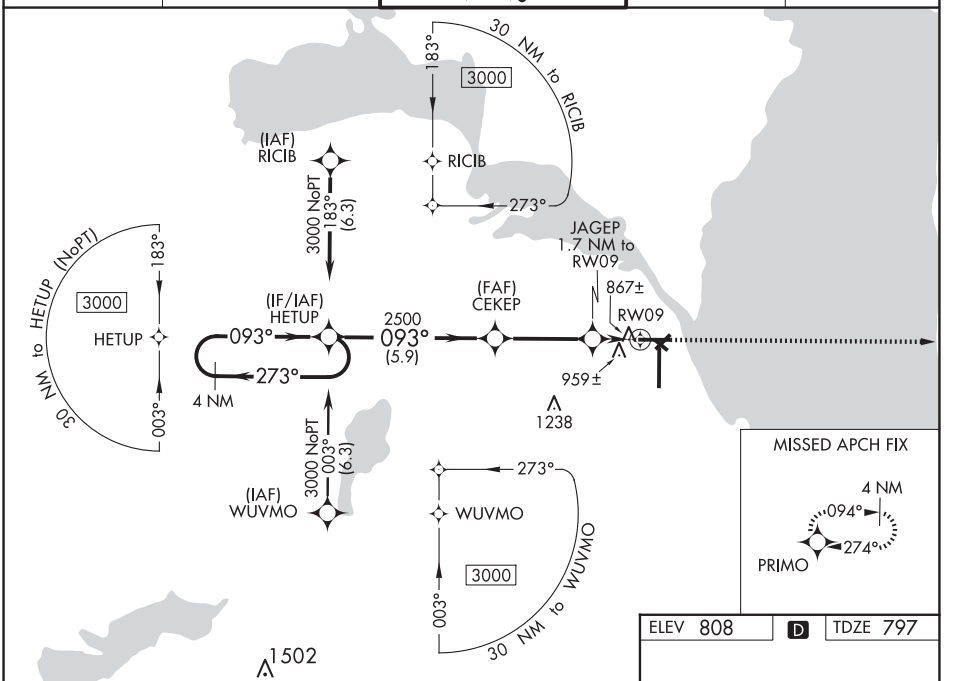
## WITTMAN RGNL (OSH)

RNP APCH.

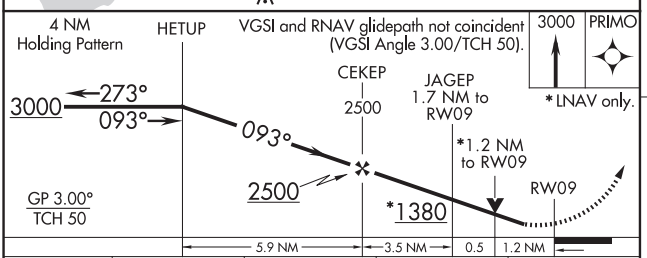
VDP and Baro-VNAV NA with using Fond Du Lac County altimeter setting. When local altimeter setting not received, use Fond Du Lac altimeter setting and increase all DA 31 feet and all MDA 40 feet; increase LPV and LNAV/VNAV all Cats visibility and LNAV Cats C/D visibility ⅛ mile, increase Circling Cat D visibility ¼ mile. Circling Rwy 5, 23, 31 NA at night. Rwy 9 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20° C or above 54° C.

MISSED APPROACH: Climb to 3000 direct PRIMO and hold.

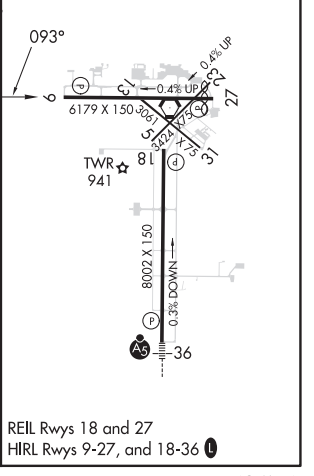
| ATIS | MILWAUKEE APP CON | OSHKOSH TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 125.9 | 127.0 263.075 | 118.5 (CTAF) L 290.9 | 132.3 | 122.95 |




ELEV 808 D TDZE 797




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1055-¾ 258 (300-¾) | | | |
| LNAV/VNAV DA | 1140-1⅛ 343 (400-1⅛) | | | |
| LNAV MDA | 1220-1 423 (500-1) | | 1220-1¼ 423 (500-1¼) | |
| C CIRCLING | 1280-1 472 (500-1) | 1300-1 492 (500-1) | 1360-1½ 552 (600-1½) | 1440-2 632 (700-2) |




REIL Rwys 18 and 27
HIRL Rwys 9-27, and 18-36 L



EC-3, 07 AUG 2025 to 02 OCT 2025
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OSHKOSH, WISCONSIN AL-730 (FAA) 23222

# RNAV (GPS) RWY 18

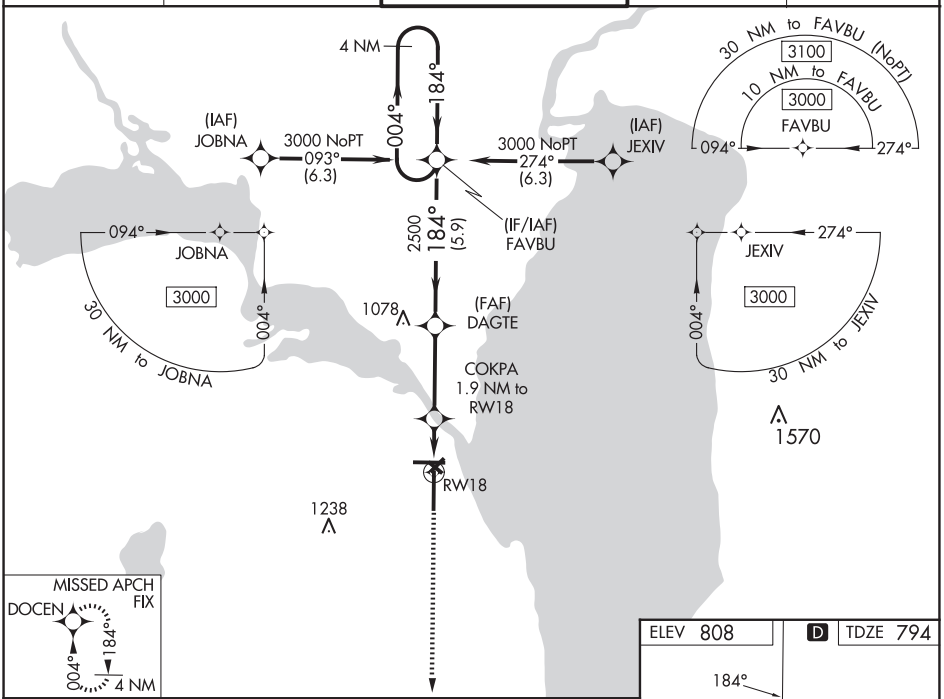
WITTMAN RGNL (OSH)

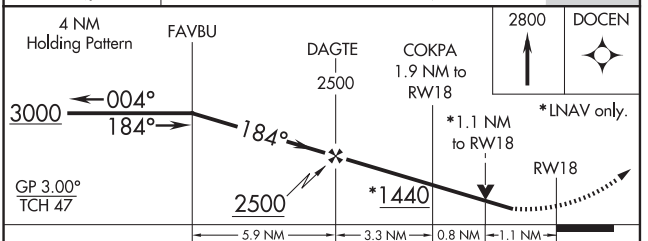
| WAAS | APP CRS | Rwy Idg | 8002 |
|---|---|---|---|
| CH 58333 | 184° | TDZE | 794 |
| W18A | | Apt Elev | 808 |

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F). VDP and Baro-VNAV NA when using Fond Du Lac altimeter setting. When local altimeter setting not received, use Fond Du Lac altimeter setting and increase all DA 31 feet and all MDA 40 feet; increase LPV and LNAV/VNAV all Cats visibility ⅛ mile, increase LNAV Cat C/D and Circling Cat D visibility ¼ mile. Helicopter visibility reduction below ¾ SM NA. Circling to Rwy 5, 23 and 31 NA at night. DME/DME RNP-0.3 NA.

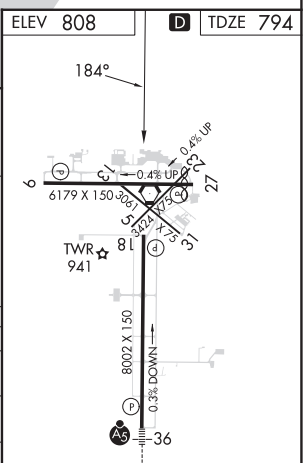
MISSED APPROACH: Climb to 2800 direct DOCEN and hold.

| ATIS | MILWAUKEE APP CON | OSHKOSH TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 125.9 | 127.0 263.075 | 118.5 (CTAF) L 290.9 | 132.3 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1044-¾ 250 (300-¾) | | | |
| LNAV/VNAV DA | 1122-1⅛ 328 (400-1⅛) | | | |
| LNAV MDA | 1200-1 406 (400-1) | | 1200-1⅛ 406 (400-1⅛) | |
| C CIRCLING | 1280-1 472 (500-1) | 1300-1 492 (500-1) | 1360-1½ 552 (600-1½) | 1440-2 632 (700-2) |




REIL Rwys 18 and 27
HIRL Rwys 9-27, and 18-36 L

OSHKOSH, WISCONSIN
Amdt 1A 02APR15

43°59′N-88°33′W

WITTMAN RGNL (OSH)

RNAV (GPS) RWY 18

EC-3, 07 AUG 2025 to 02 OCT 2025

EC-3, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 27

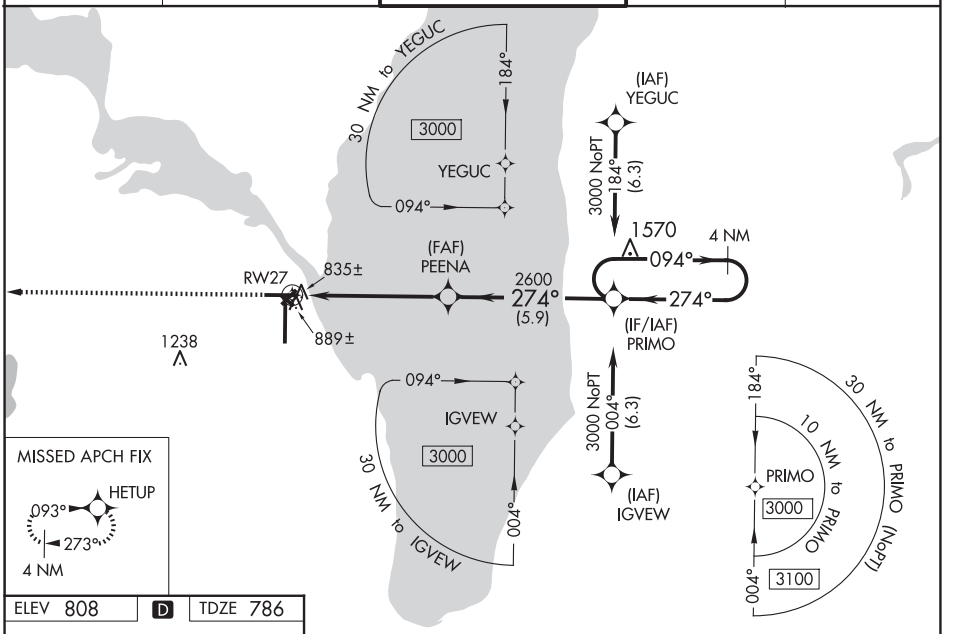
WITTMAN RGNL (OSH)

| WAAS | APP CRS | Rwy Idg | 5648 |
|---|---|---|---|
| CH 93534 | 274° | TDZE | 786 |
| W27A | | Apt Elev | 808 |

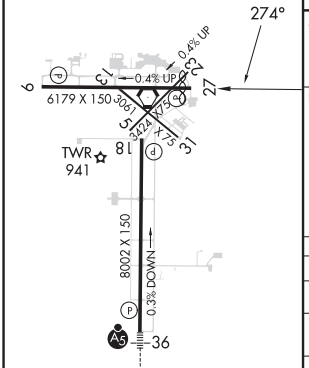
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Fond Du Lac altimeter setting and increase all DA 31 feet and all MDA 40 feet; increase LPV and LNAV/VNAV all Cats visibility and LNAV Cats C and D visibility ⅛ mile, increase Circling Cat D ¼ mile. Baro-VNAV and VDP NA with Fond Du Lac altimeter setting. Circling to Rwys 5, 23, and 31 NA at night. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 direct HETUP and hold.

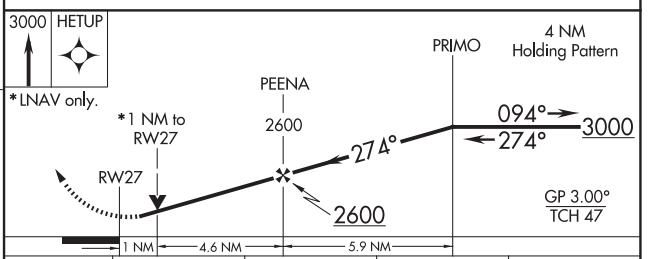
| ATIS | MILWAUKEE APP CON | OSHKOSH TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 125.9 | 127.0 263.075 | 118.5 (CTAF) L 290.9 | 132.3 | 122.95 |




ELEV 808 D TDZE 786




REIL Rwys 18 and 27
HIRL Rwys 9-27, and 18-36 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1036-¾ | 250 (300-¾) | | |
| LNAV/VNAV DA | 1078-1 | 292 (300-1) | | |
| LNAV MDA | 1140-1 | 354 (400-1) | | |
| C CIRCLING | 1280-1 472 (500-1) | 1300-1 492 (500-1) | 1360-1½ 552 (600-1½) | 1440-2 632 (700-2) |



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OSHKOSH, WISCONSIN AL-730 (FAA) 23222

# RNAV (GPS) RWY 36

WITTMAN RGNL (OSH)

| WAAS | APP CRS | Rwy Idg | 8002 |
|---|---|---|---|
| CH 65602 | 004° | TDZE | 808 |
| W36A | | Apt Elev | 808 |

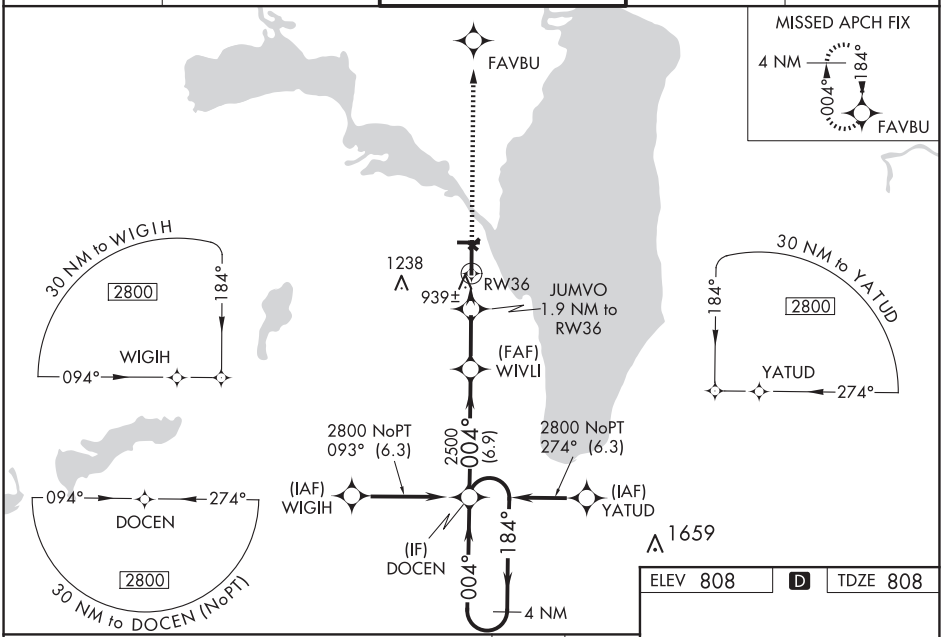
T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Fond Du Lac altimeter setting and increase all DA 31 feet and all MDA 40 feet; increase LNAV/VNAV all Cats visibility to RVR 5600, increase LNAV Cat C/D visibility to RVR 4000, increase Circling Cat D visibility ¼ mile. For inop MALSR when using Fond Du Lac altimeter setting, increase LNAV/VNAV all Cats visibility to 1½ mile and LNAV Cats C/D to RVR 6000. Baro-VNAV and VDP NA when using Fond Du Lac altimeter setting. Circling to Rwy 5, 23 and 31 NA at night. # RVR 1800 authorized with use of FD or AP or HUD to DA, NA when using Fond Du Lac altimeter setting.

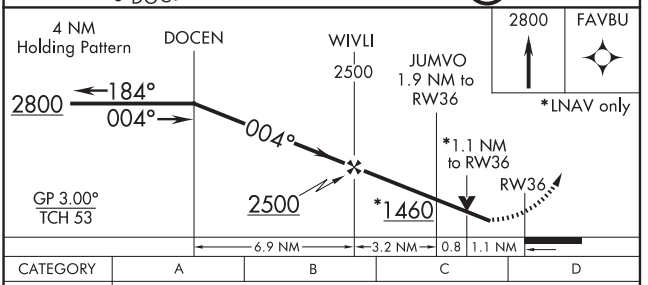
A

MALSR

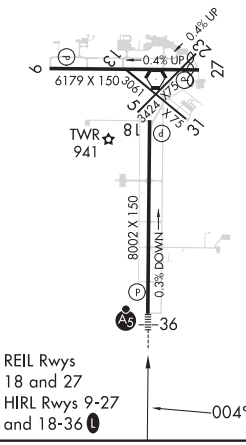
MISSED APPROACH: Climb to 2800 direct FAVBU and hold.

| ATIS | MILWAUKEE APP CON | OSHKOSH TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 125.9 | 127.0 263.075 | 118.5 (CTAF) L 290.9 | 132.3 | 122.95 |




ELEV 808 D TDZE 808




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA# | 1008/24 200 (200-½) | | | |
| LNAV/VNAV DA | 1247/50 439 (500-1) | | | |
| LNAV MDA | 1200/24 392 (400-½) | | 1200/35 392 (400-⅝) | |
| C CIRCLING | 1280-1 472 (500-1) | 1300-1 492 (500-1) | 1360-1½ 552 (600-1½) | 1440-2 632 (700-2) |



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# LOC/DME BC RWY 18

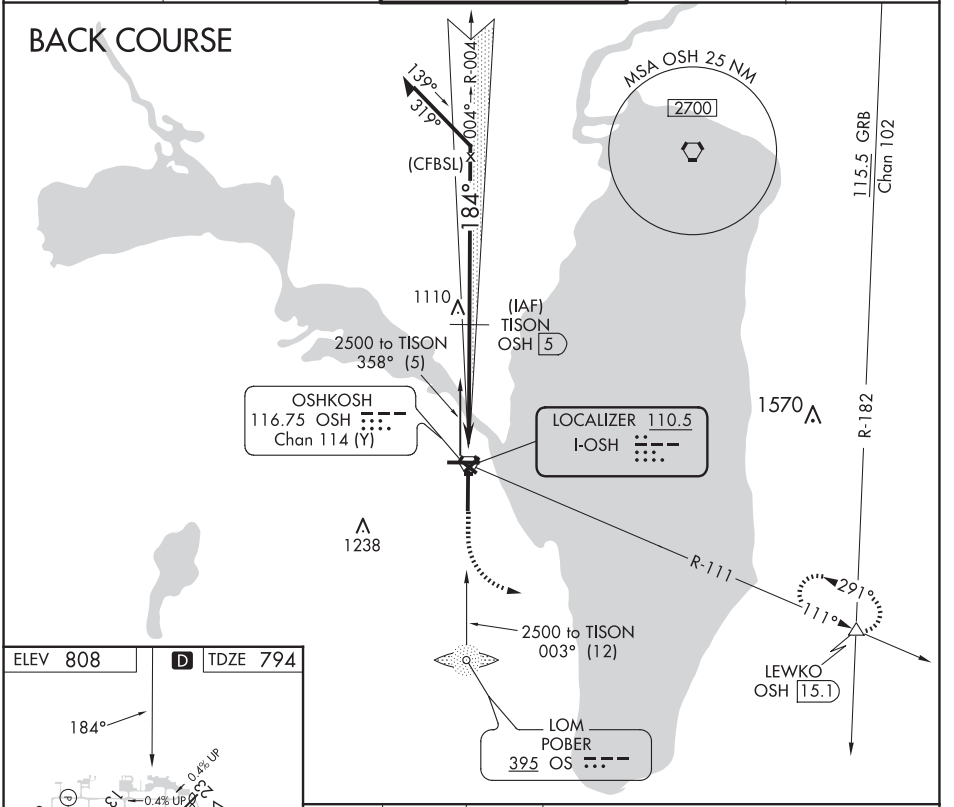
WITTMAN RGNL (OSH)

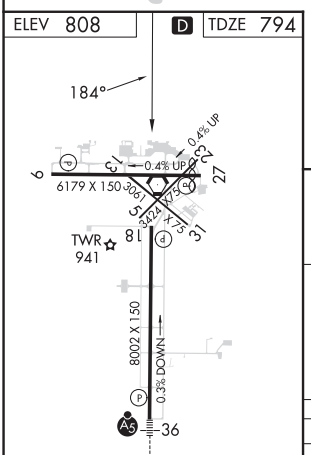
| LOC I-OSH | APP CRS | Rwy Idg | 8002 |
|---|---|---|---|
| 110.5 | 184° | TDZE | 794 |
| | | Apt Elev | 808 |

T A Simultaneous reception of I-OSH and OSH DME required. DME from OSH VORTAC. When local altimeter setting not received, use Fond Du Lac altimeter setting and increase all MDA 40 feet; increase Circling Cat D visibility ¼ mile. Circling to Rwy 5, 23, and 31 NA at night. Helicopter visibility reduction below ¾ SM NA.

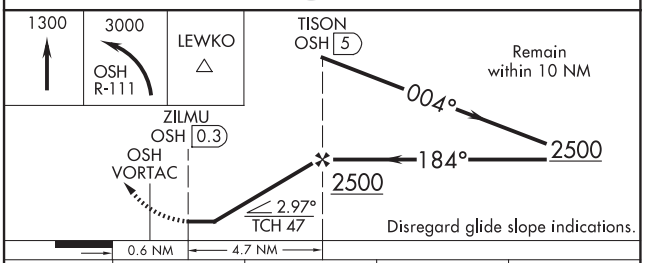
MISSED APPROACH: Climb to 1300 then climbing left turn to 3000 on OSH R-111 to LEWKO INT/OSH 15.1 DME and hold.

| ATIS | MILWAUKEE APP CON | OSHKOSH TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 125.9 | 127.0 263.075 | 118.5 (CTAF) L 290.9 | 132.3 | 122.95 |




REIL Rwys 18 and 27
HIRL Rwys 9-27 and 18-36 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-18 | 1240-1 | 446 (500-1) | 1240-1⅜ | 446 (500-1⅜) |
| C CIRCLING | 1280-1<br>472 (500-1) | 1300-1<br>492 (500-1) | 1360-1½<br>552 (600-1½) | 1440-2<br>632 (700-2) |



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OSHKOSH, WISCONSIN

AL-730 (FAA)

23222

# VOR RWY 9

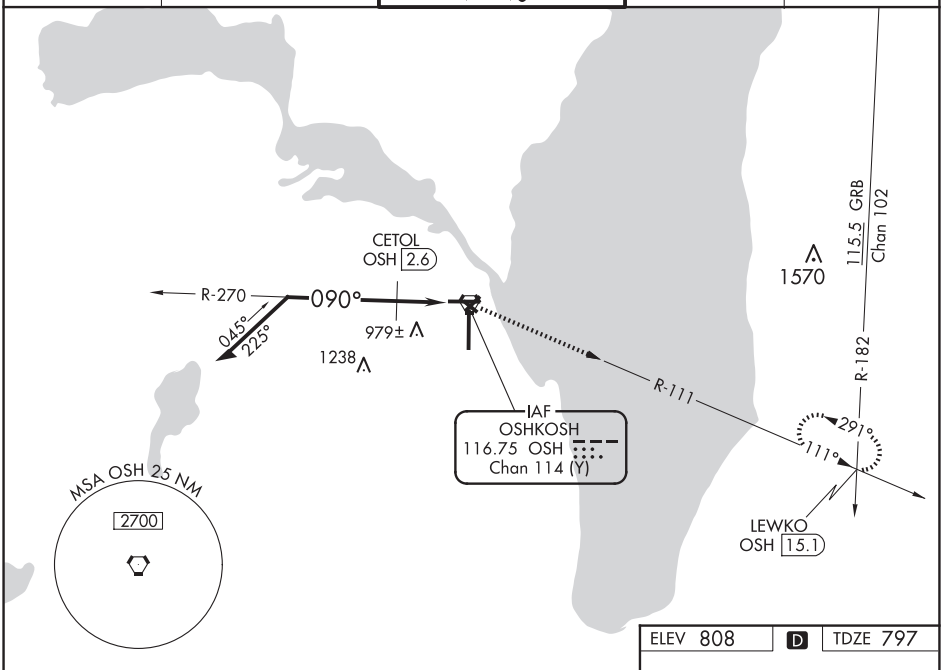
WITTMAN RGNL (OSH)

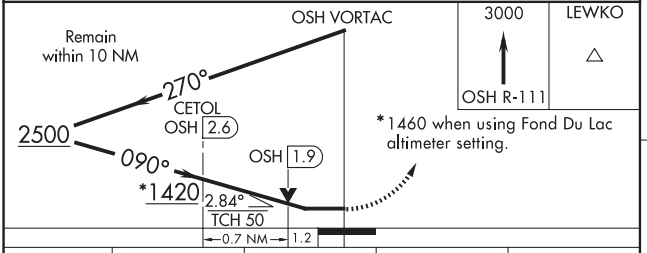
| VORTAC OSH | APP CRS | Rwy Idg | 5648 |
|---|---|---|---|
| 116.75 | 090° | TDZE | 797 |
| Chan 114 (Y) | | Apt Elev | 808 |

Circling to Rwy 5, 23, and 31 NA at night. When local altimeter setting not received, use Fond Du Lac altimeter setting and increase all MDA 40 feet and increase S-9 Cats C and D visibility and Circling Cat C visibility ⅛ mile and Circling Cat D visibility ¼ mile, increase CETOL fix minimums Circling Cat D visibility ¼ mile. VDP NA with Fond Du Lac altimeter setting. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 on OSH VORTAC R-111 to LEWKO INT/OSH 15.1 DME and hold.

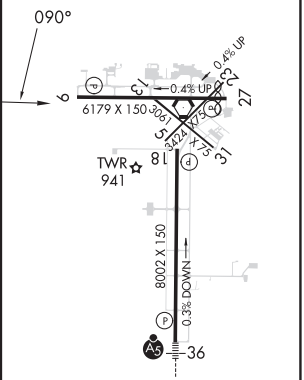
| ATIS | MILWAUKEE APP CON | OSHKOSH TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 125.9 | 127.0 263.075 | 118.5 (CTAF) L 290.9 | 132.3 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-9 | 1420-1 | 623 (700-1) | 1420-1¾ | 623 (700-1¾) |
| C CIRCLING | 1420-1 | 612 (700-1) | 1420-1¾ 612 (700-1¾) | 1440-2 632 (700-2) |
| CETOL FIX MINIMUMS | | | | |
| S-9 | 1240-1 | 443 (500-1) | 1240-1⅜ | 443 (500-1⅜) |
| C CIRCLING | 1280-1 472 (500-1) | 1300-1 492 (500-1) | 1360-1½ 552 (600-1½) | 1440-2 632 (700-2) |

ELEV 808 | D | TDZE 797




REIL Rwys 18 and 27
HIRL Rwys 9-27 and 18-36 L

OSHKOSH, WISCONSIN
Amdt 10B 21JUL16

43°59′N-88°33′W

WITTMAN RGNL (OSH)

VOR RWY 9

EC-3, 07 AUG 2025 to 02 OCT 2025

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# VOR RWY 18

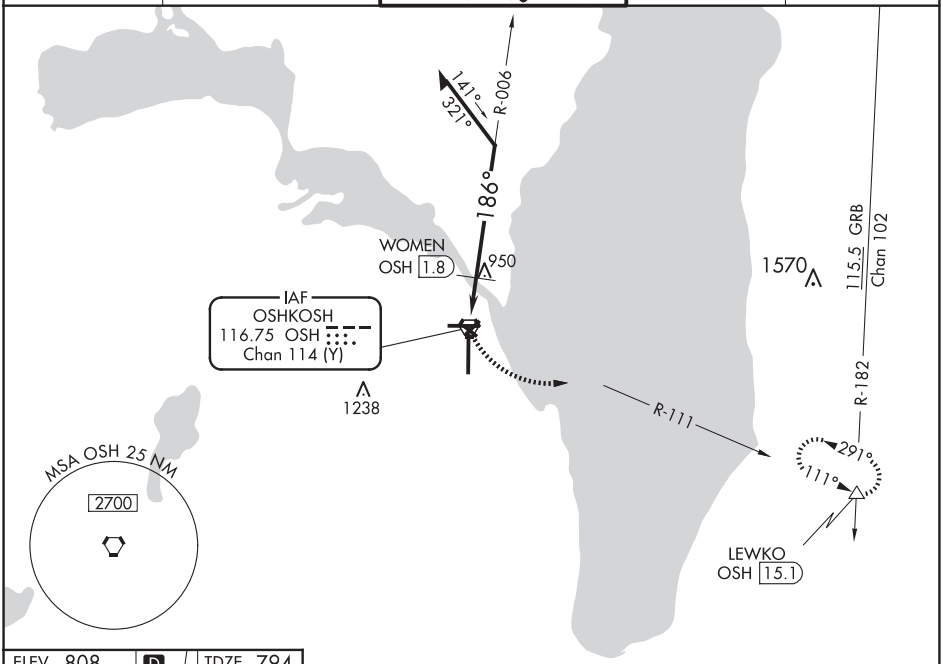
WITTMAN RGNL (OSH)

| VORTAC OSH | APP CRS | Rwy Idg | 8002 |
|---|---|---|---|
| 116.75 | 186° | TDZE | 794 |
| Chan 114 (Y) | | Apt Elev | 808 |

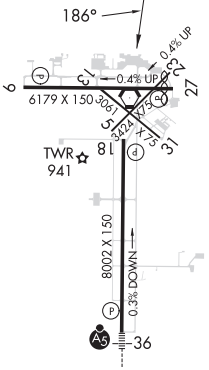
Circling to Rwy 5, 23, and 31 NA at night. VDP NA with Fond Du Lac County altimeter setting. When local altimeter setting not received, use Fond Du Lac altimeter setting and increase all MDA 40 feet; increase WOMEN fix minimums Circling Cat D visibility ¼ mile. Helicopter visibility reduction below ¾ SM NA.

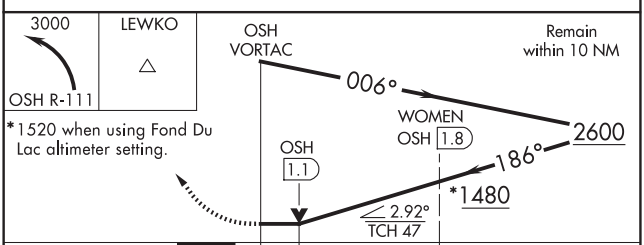
MISSED APPROACH: Climbing left turn to 3000 on OSH VORTAC R-111 to LEWKO INT/OSH 15.1 DME and hold.

| ATIS | MILWAUKEE APP CON | OSHKOSH TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 125.9 | 127.0 263.075 | 118.5 (CTAF) L 290.9 | 132.3 | 122.95 |




ELEV 808 D TDZE 794




*1520 when using Fond Du Lac altimeter setting.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-18 | 1480-1 686 (700-1) | | 1480-2 686 (700-2) | |
| C CIRCLING | 1480-1 672 (700-1) | | 1480-2 672 (700-2) | 1480-2¼ 672 (700-2¼) |
| WOMEN FIX MINIMUMS | | | | |
| S-18 | 1260-1 466 (500-1) | | 1260-1⅜ 466 (500-1⅜) | |
| C CIRCLING | 1280-1 472 (500-1) | 1300-1 492 (500-1) | 1360-1½ 552 (600-1½) | 1440-2 632 (700-2) |

REIL Rwys 18 and 27
HIRL Rwys 9-27 and 18-36 L



EC-3, 07 AUG 2025 to 02 OCT 2025
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OSHKOSH, WISCONSIN AL-730 (FAA) 23222

| VORTAC OSH | APP CRS | Rwy Idg | 5648 |
|---|---|---|---|
| 116.75 | 265° | TDZE | 786 |
| Chan 114 (Y) | | Apt Elev | 808 |

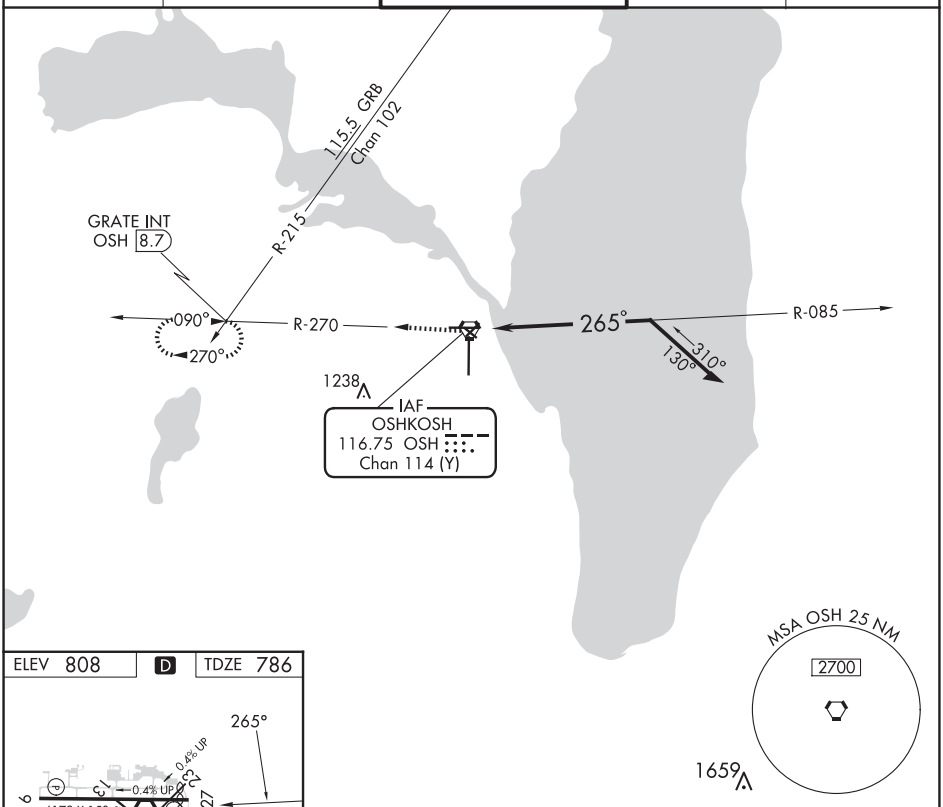
# VOR RWY 27

## WITTMAN RGNL (OSH)

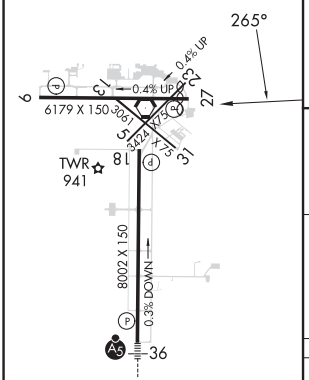
Circling to Rwy 5, 23, and 31 NA at night. When local altimeter setting not received, use Fond Du Lac altimeter setting and increase all MDA 40 feet; increase S-27 Cats C and D visibility ¼ mile and Circling Cat C visibility ⅛ mile, and Cat D ¼ mile. VDP NA with Fond Du Lac altimeter setting. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 on OSH VORTAC R-270 to GRATE INT/OSH 8.7 DME and hold.

| ATIS | MILWAUKEE APP CON | OSHKOSH TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 125.9 | 127.0 263.075 | 118.5 (CTAF) L 290.9 | 132.3 | 122.95 |

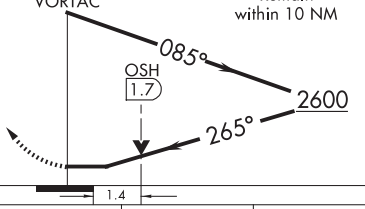



ELEV 808 D TDZ 786




REIL Rwys 18 and 27
HIRL Rwys 9-27 and 18-36 L

| 3000 | GRATE INT |
|---|---|
| OSH R-270 | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-27 | 1280-1 494 (500-1) | | 1280-1⅜ 494 (500-1⅜) | |
| C CIRCLING | 1280-1 472 (500-1) | 1300-1 492 (500-1) | 1360-1½ 552 (600-1½) | 1440-2 632 (700-2) |

OSHKOSH, WISCONSIN
Amdt 5A 02APR15

43°59′N-88°33′W

WITTMAN RGNL (OSH)
VOR RWY 27

EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

# VOR RWY 36

WITTMAN RGNL (OSH)

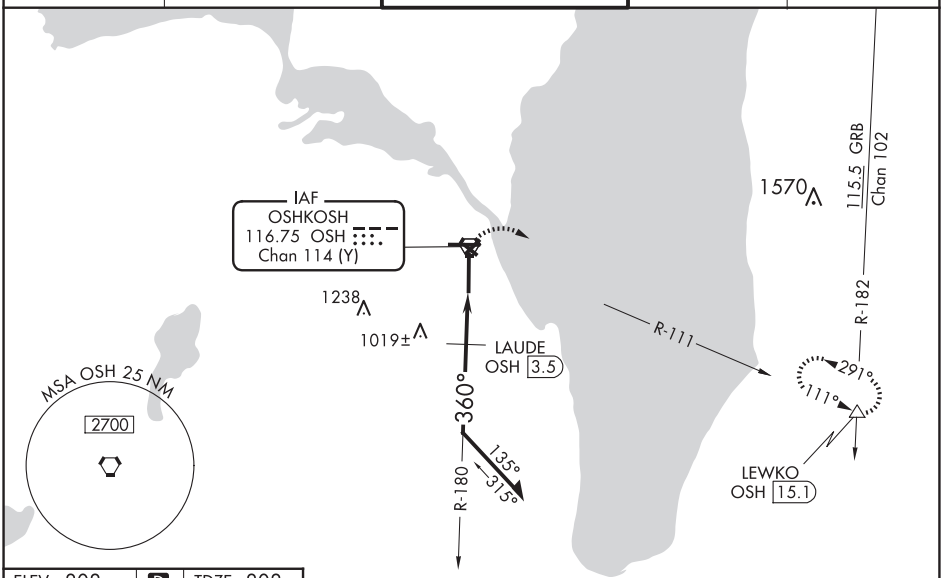
| VORTAC OSH | APP CRS | Rwy Idg | 8002 |
|---|---|---|---|
| 116.75 | 360° | TDZE | 808 |
| Chan 114 (Y) | | Apt Elev | 808 |

Circling to Rwy 5, 23, and 31 NA at night. When local altimeter setting not received, use Fond Du Lac altimeter setting and increase all MDA 40 feet; increase S-36 Cats C/D visibility and, Circling Cat C visibility ⅛ mile, increase Circling Cat D visibility ¼ mile, LAUDE fix minimums increase S-36 Cats C/D visibility to RVR 5500 and Circling Cat D visibility to 2¼ mile. For inop MALSR, when using Fond Du Lac altimeter setting, increase LAUDE fix minimums S-36 Cats C/D visibility to 1⅜ mile. VDP NA with Fond Du Lac altimeter setting.

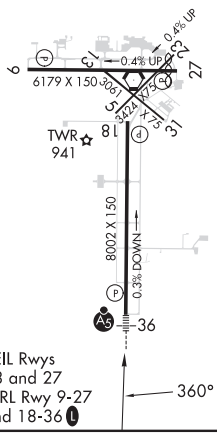
MALSR

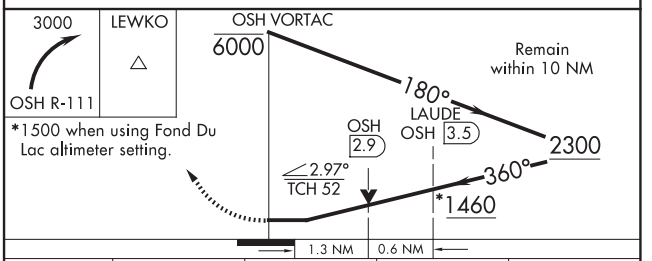
MISSED APPROACH: Climbing right turn to 3000 on OSH VORTAC R-111 to LEWKO INT/ OSH 15.1 DME and hold.

| ATIS | MILWAUKEE APP CON | OSHKOSH TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 125.9 | 127.0 263.075 | 118.5 (CTAF) L 290.9 | 132.3 | 122.95 |




ELEV 808 D TDZE 808




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-36 | 1460/24 652 (700-½) | | 1460-1⅜ 652 (700-1⅜) | |
| C CIRCLING | 1460-1 652 (700-1) | | 1460-1⅞ 652 (700-1⅞) | 1460-2 652 (700-2) |
| | LAUDE FIX MINIMUMS | | | |
| S-36 | 1280/24 472 (500-½) | | 1280/50 472 (500-1) | |
| C CIRCLING | 1280-1 472 (500-1) | 1300-1 492 (500-1) | 1360-1½ 552 (600-1½) | 1440-2 632 (700-2) |



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

OSHKOSH, WISCONSIN | AL-730 (FAA) | 23222

# NDB RWY 36

WITTMAN RGNL (OSH)

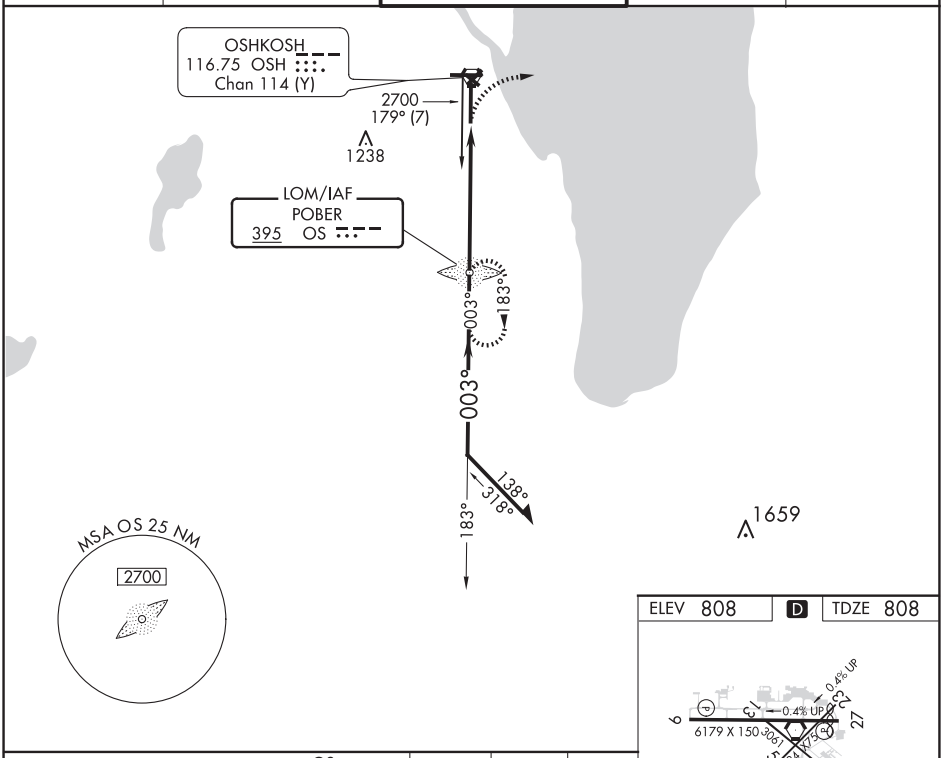
| LOM OS 395 | APP CRS 003° | Rwy Idg 8002 / TDZE 808 / Apt Elev 808 |
|---|---|---|

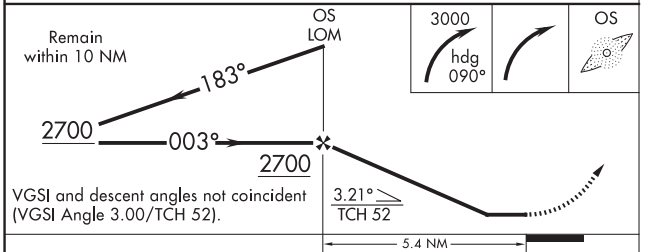
T NA — When local altimeter setting not received, use Fond Du Lac altimeter setting and increase all MDA 40 feet; increase S-36 Cat C/D and Circling Cat C visibilities ⅛ mile, increase Circling Cat D visibility ¼ mile. For inop MALSR, increase S-36 Cat D visibility to 1⅞ mile. For inop MALSR when using Fond Du Lac altimeter setting, increase S-36 Cat D visibility to 2 miles. Circling to Rwy 5, 23, and 31 NA at night.

MALSR

MISSED APPROACH: Climbing right turn to 3000 on heading 090° then right turn direct POBER LOM and hold.

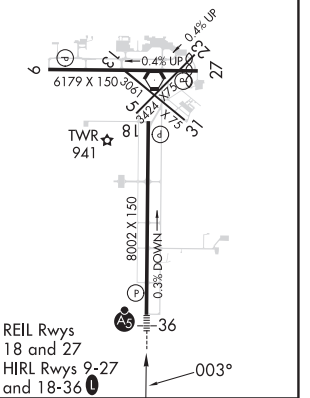
| ATIS | MILWAUKEE APP CON | OSHKOSH TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 125.9 | 127.0 263.075 | 118.5 (CTAF) L 290.9 | 132.3 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-36 | 1460/40 | 652 (700-¾) | 1460-1⅜ | 652 (700-1⅜) |
| C CIRCLING | 1460-1 | 652 (700-1) | 1460-1⅞ 652 (700-1⅞) | 1460-2 652 (700-2) |

ELEV 808 | D | TDZE 808

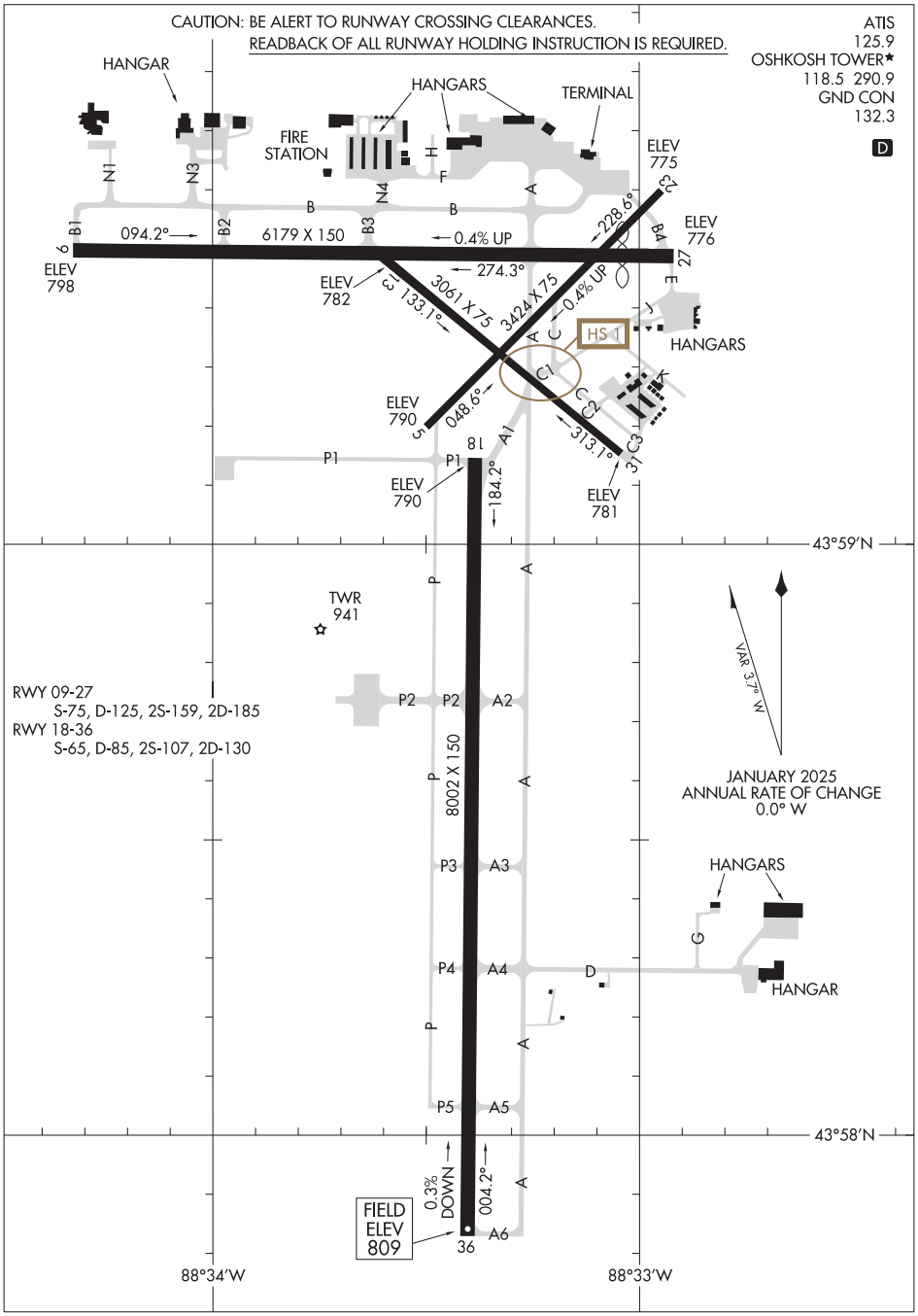



FAF to MAP 5.4 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:24 | 3:36 | 2:42 | 2:10 | 1:48 |



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025






EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

PARIS, ILLINOIS AL-6298 (FAA) 23054

# RNAV (GPS) RWY 9

EDGAR COUNTY (PRG)

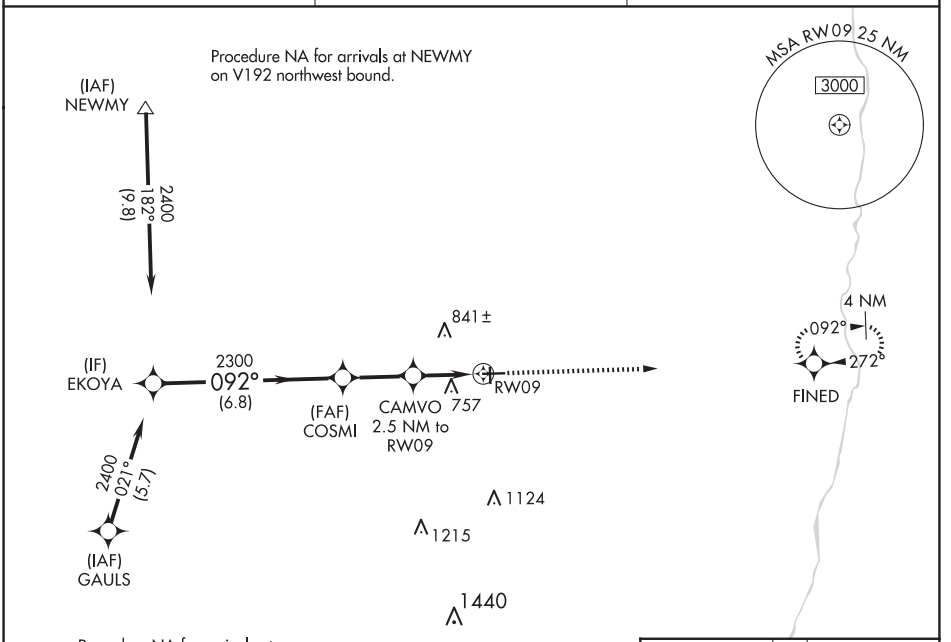
| WAAS | APP CRS | Rwy Idg | 4501 |
|---|---|---|---|
| CH 50439 | 092° | TDZE | 654 |
| W09A | | Apt Elev | 654 |

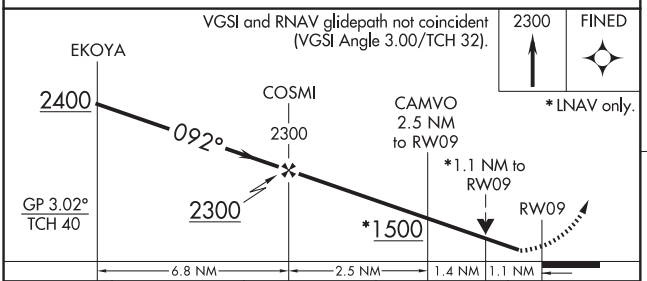
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.
Rwy 9 helicopter visibility reduction below ¾ SM NA. Circling Rwy 18 NA at night.

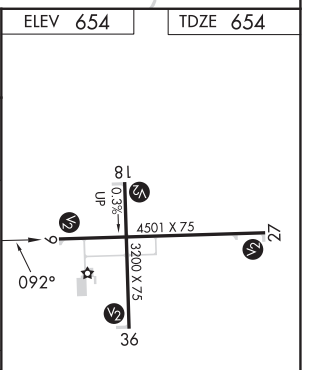
MISSED APPROACH: Climb to 2300 direct FINED and hold.

| AWOS-3 | HULMAN APP CON | UNICOM |
|---|---|---|
| 124.175 | 125.45 339.8 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 904-1 250 (300-1) | | | |
| LNAV/VNAV DA | 908-1 254 (300-1) | | | |
| LNAV MDA | 1020-1 366 (400-1) | | | |
| C CIRCLING | 1080-1 426 (500-1) | 1120-1 466 (500-1) | 1200-1½ 546 (600-1½) | 1320-2 666 (700-2) |




REIL Rwy 27
MIRL Rwys 9-27 and 18-36 L

PARIS, ILLINOIS
Amdt 1B 25FEB21

39°42'N-87°40'W

EDGAR COUNTY (PRG)

RNAV (GPS) RWY 9

EC-3, 07 AUG 2025 to 02 OCT 2025

EC-3, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 18

EDGAR COUNTY (PRG)

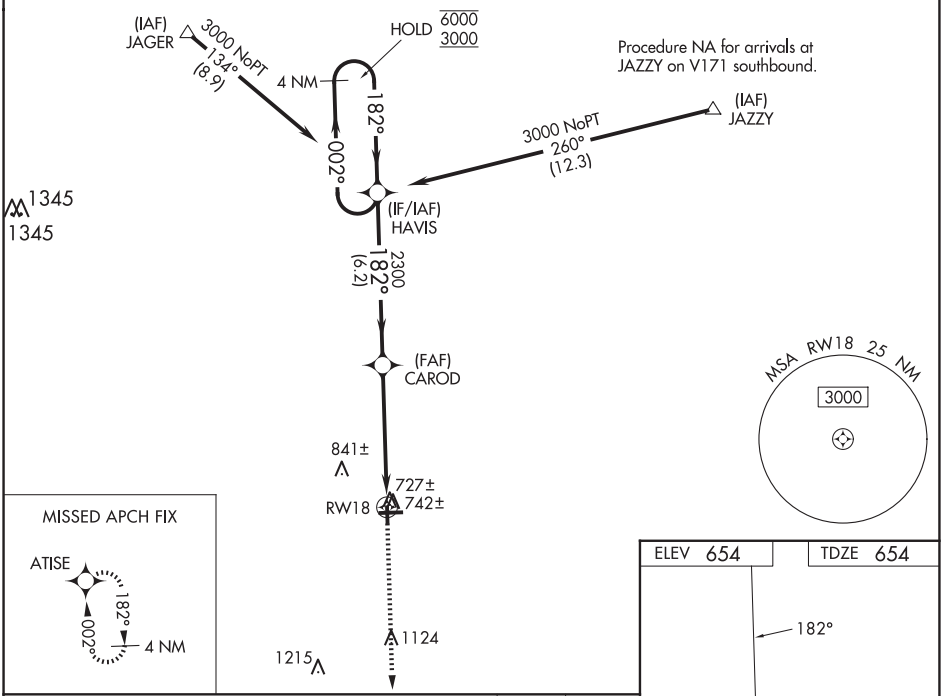
| WAAS CH 82639 W18A | APP CRS 182° | Rwy Idg 3200 / TDZE 654 / Apt Elev 654 |
|---|---|---|

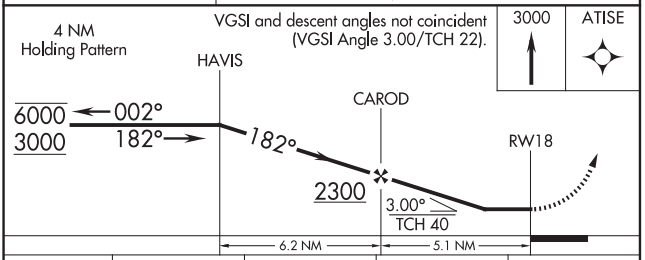
RNP APCH.

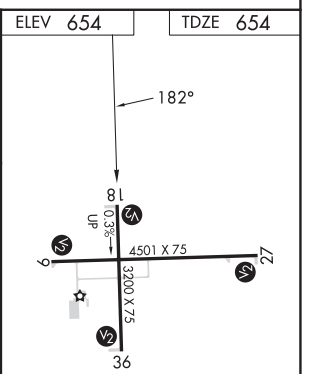
T A Rwy 18 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 18 NA at night, Circling Rwy 18 NA at night.

MISSED APPROACH: Climb to 3000 direct ATISE and hold.

| AWOS-3 | HULMAN APP CON | UNICOM |
|---|---|---|
| 124.175 | 125.45 339.8 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | | 980-1 | 326 (400-1) | |
| LNAV MDA | | 1000-1 | 346 (400-1) | |
| C CIRCLING | 1080-1 426 (500-1) | 1120-1 466 (500-1) | 1200-1½ 546 (600-1½) | 1320-2 666 (700-2) |

REIL Rwy 27
MIRL Rwys 9-27 and 18-36 L



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

PARIS, ILLINOIS | AL-6298 (FAA) | 23054

# RNAV (GPS) RWY 27

EDGAR COUNTY (PRG)

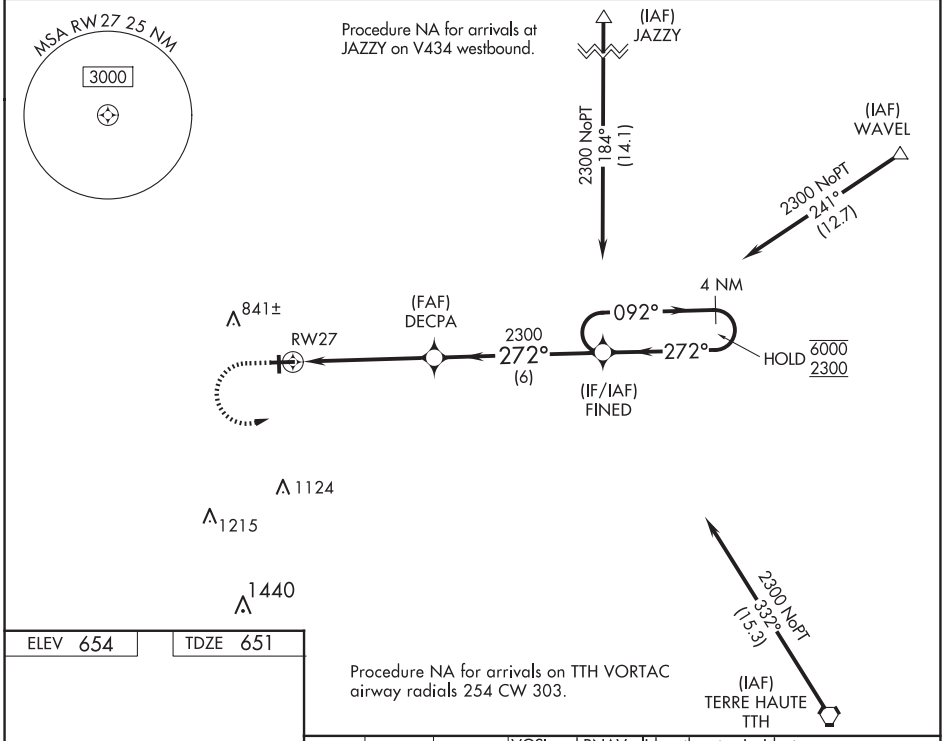
| WAAS | APP CRS | Rwy Idg | 4501 |
|---|---|---|---|
| CH 61239 | 272° | TDZE | 651 |
| W27A | | Apt Elev | 654 |

RNP APCH.

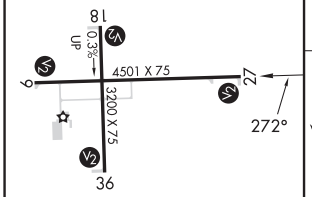
Circling Rwy 18 NA at night. Rwy 27 helicopter visibility reduction below ¾ SM NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

MISSED APPROACH: Climb to 1120 then climbing left turn to 2300 direct FINED and hold.

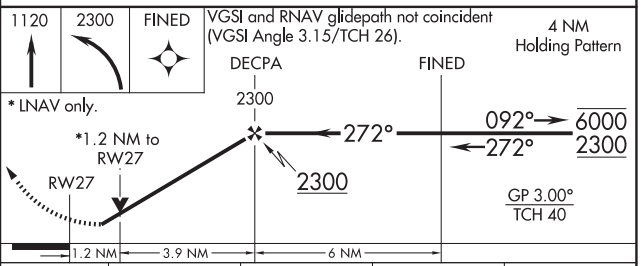
| AWOS-3 | HULMAN APP CON | UNICOM |
|---|---|---|
| 124.175 | 125.45 339.8 | 123.0 (CTAF) L |




ELEV 654 | TDZE 651




REIL Rwy 27
MIRL Rwys 9-27 and 18-36 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 901-1 250 (300-1) | | | |
| LNAV/VNAV DA | 925-1 274 (300-1) | | | |
| LNAV MDA | 1080-1 429 (500-1) | | 1080-1¼ 429 (500-1¼) | |
| C CIRCLING | 1080-1 426 (500-1) | 1120-1 466 (500-1) | 1200-1½ 546 (600-1½) | 1320-2 666 (700-2) |



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 36

EDGAR COUNTY (PRG)

| WAAS | APP CRS | | |
|---|---|---|---|
| CH 78339 | 002° | Rwy Idg | 3200 |
| W36A | | TDZE | 654 |
| | | Apt Elev | 654 |

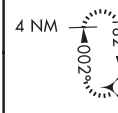
RNP APCH.

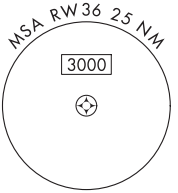
For uncompensated Baro-VNAV systems, procedure NA below -16°C or above 54°C.
Circling Rwy 18 NA at night.

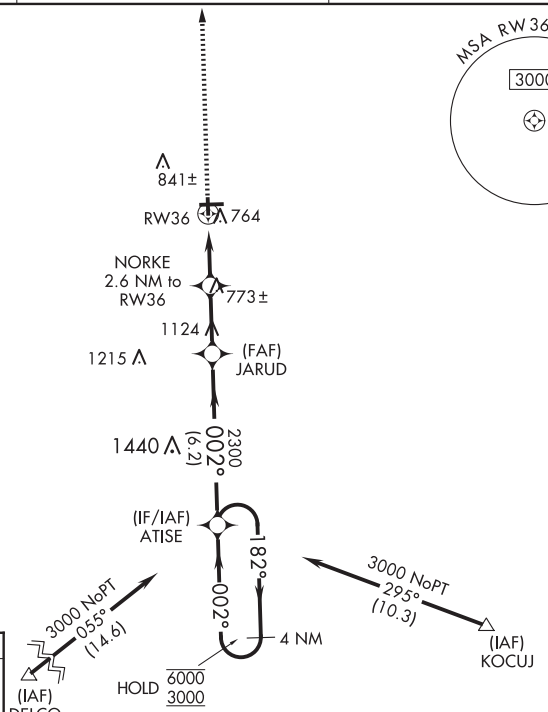
MISSED APPROACH: Climb to 3000 direct HAVIS and hold.

| AWOS-3 | HULMAN APP CON | UNICOM |
|---|---|---|
| 124.175 | 125.45 339.8 | 123.0 (CTAF) |

MISSED APCH FIX

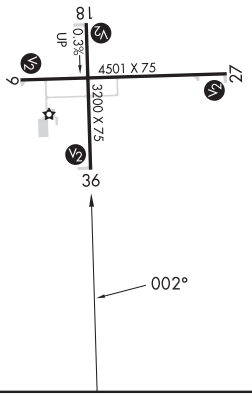


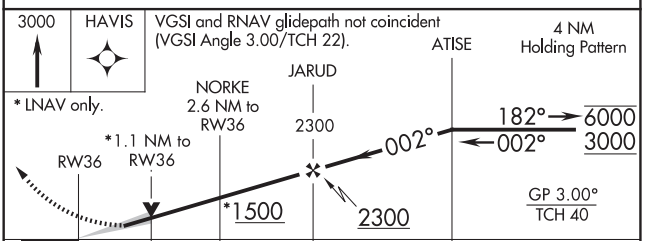




ELEV 654 | TDZE 654

REIL Rwy 27
MIRL Rwys 9-27 and 18-36




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 904-1 250 (300-1) | | | |
| LNAV/VNAV DA | 925-1 271 (300-1) | | | |
| LNAV MDA | 1020-1 366 (400-1) | | | |
| C CIRCLING | 1080-1 426 (500-1) | 1120-1 466 (500-1) | 1200-1½ 546 (600-1½) | 1320-2 666 (700-2) |



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

PARK FALLS, WISCONSIN | AL-9387 (FAA) | 23222

| APP CRS | Rwy Idg | 3200 |
|---|---|---|
| 184° | TDZE | 1494 |
| | Apt Elev | 1501 |

# RNAV (GPS) RWY 18

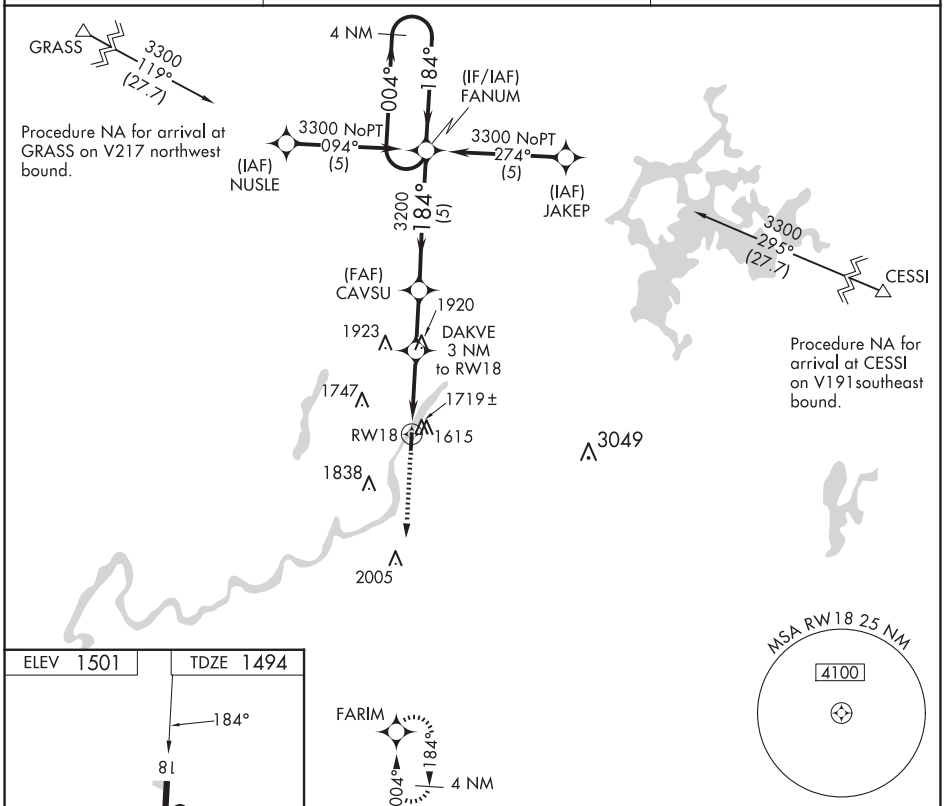
PARK FALLS MUNI (PKF)

Use Phillips altimeter setting. DME/DME RNP-0.3 NA. Procedure NA at night.

NA

MISSED APPROACH: Climb to 3200 direct FARIM WP and hold.

| PBH AWOS-3 | MINNEAPOLIS CENTER | CTAF |
|---|---|---|
| 125.875 | 133.65 281.5 | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 2020-1 | 526 (600-1) | 2020-1½ 526 (600-1½) | NA |
| CIRCLING | 2060-1 | 559 (600-1) | 2180-2 679 (700-2) | NA |

MIRL Rwy 18-36 L



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

| APP CRS | Rwy Idg | 3200 |
|---|---|---|
| 004° | TDZE | 1500 |
| | Apt Elev | 1501 |

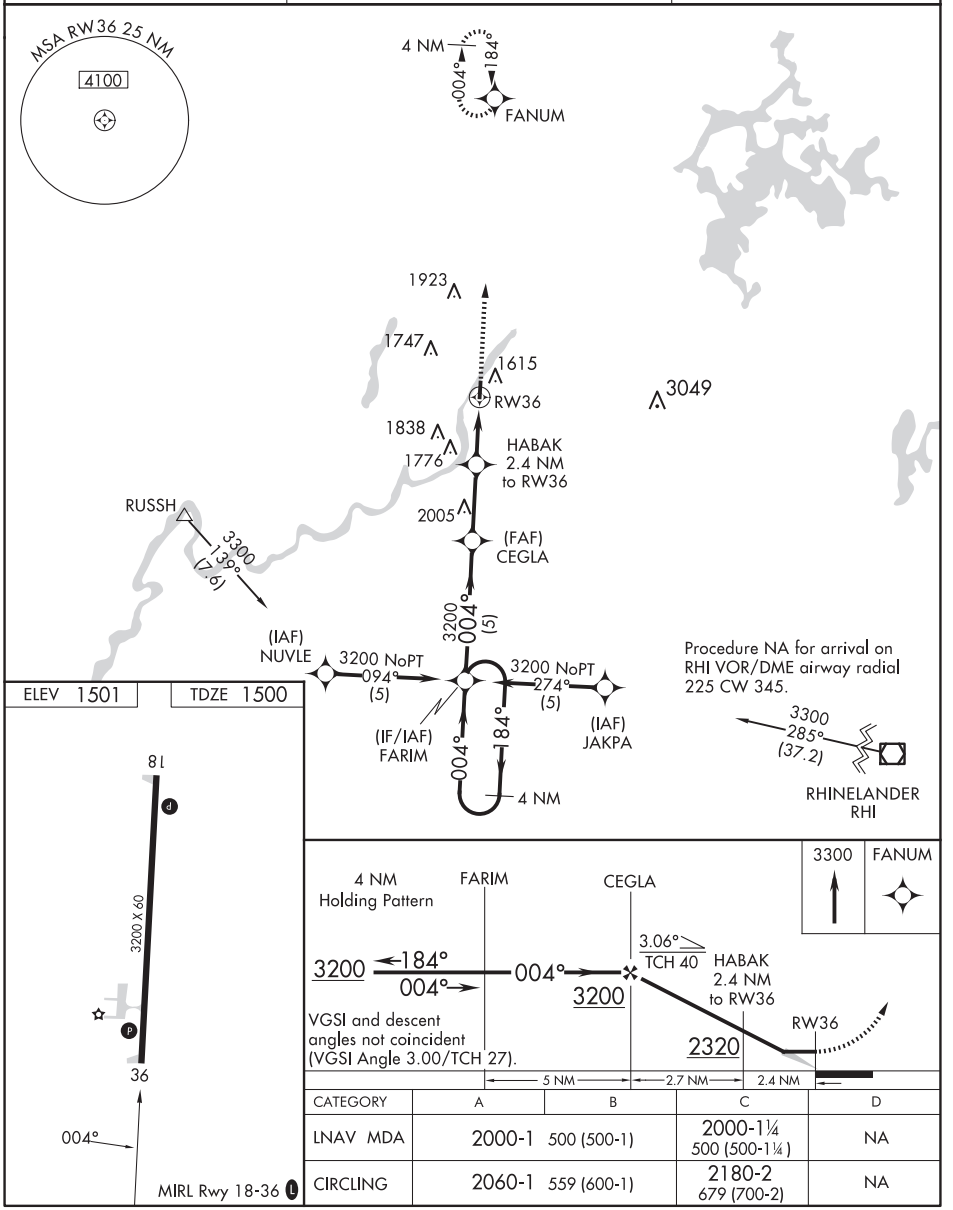
# RNAV (GPS) RWY 36

PARK FALLS MUNI (PKF)

T NA DME/DME RNP-0.3 NA. Procedure NA at night. Use Phillips altimeter setting.

MISSED APPROACH: Climb to 3300 direct FANUM and hold.

| PBH AWOS-3 | MINNEAPOLIS CENTER | CTAF |
|---|---|---|
| 125.875 | 133.65 281.5 | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 2000-1 | 500 (500-1) | 2000-1¼ 500 (500-1¼) | NA |
| CIRCLING | 2060-1 | 559 (600-1) | 2180-2 679 (700-2) | NA |



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

PAXTON, ILLINOIS | AL-6857 (FAA) | 24361

| APP CRS | Rwy Idg | 2609 |
|---|---|---|
| 183° | TDZE | 777 |
| | Apt Elev | 779 |

# RNAV (GPS) RWY 18

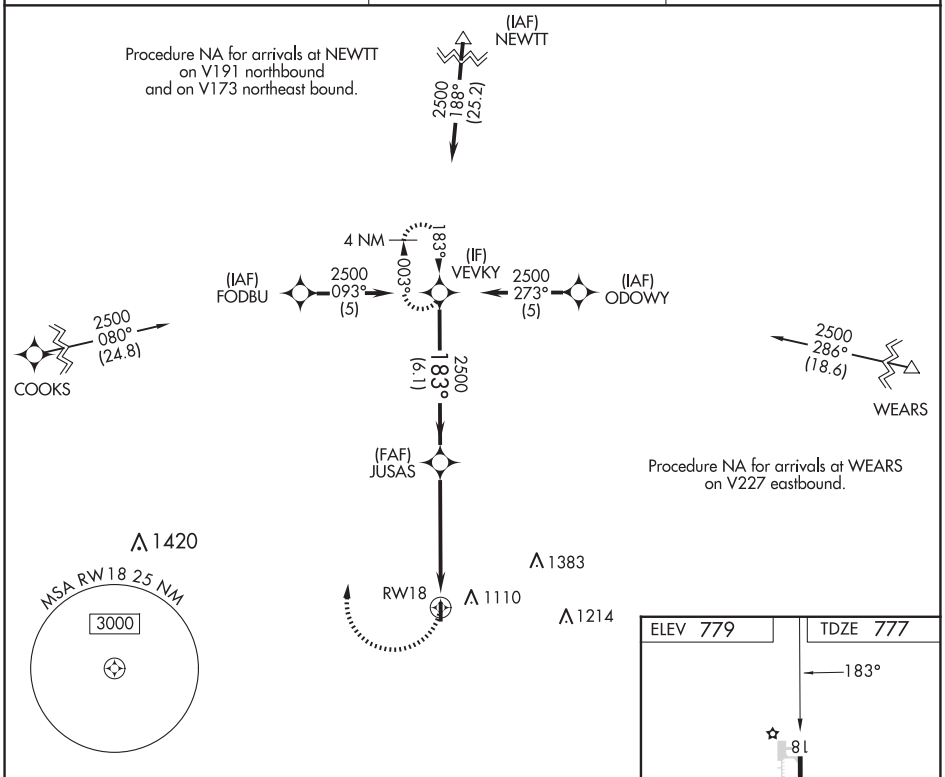
PAXTON (1C1)

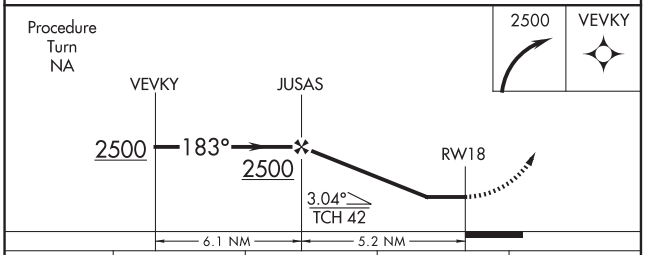
T
A NA

DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Use Champaign-Urbana altimeter setting; when not received, use Decatur altimeter setting and increase all MDA 80 feet; increase LNAV Cat C and Circling all Cats visibility ¼ SM. Procedure NA at night.

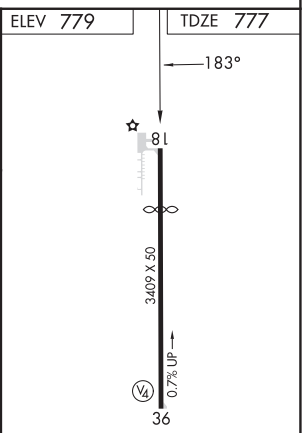
MISSED APPROACH: Climbing right turn to 2500 direct VEVKY and hold.

| CMI ASOS | CHAMPAIGN APP CON ★ | UNICOM |
|---|---|---|
| 124.85 | 121.35 285.65 | 122.8 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1400-1 623 (700-1) | | 1400-1¾ 623 (700-1¾) | NA |
| CIRCLING | 1540-1 761 (800-1) | 1540-1¼ 761 (800-1¼) | 1620-2½ 841 (900-2½) | NA |




LIRL Rwys 18-36
REIL Rwy 18

PAXTON, ILLINOIS
Orig-B 04NOV21

40°27′N-88°08′W

PAXTON (1C1)

RNAV (GPS) RWY 18

EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

| VOR/DME RBS | APP CRS | Rwy Idg 2609 |
|---|---|---|
| 116.8 | 166° | TDZE 777 |
| Chan 115 | | Apt Elev 779 |

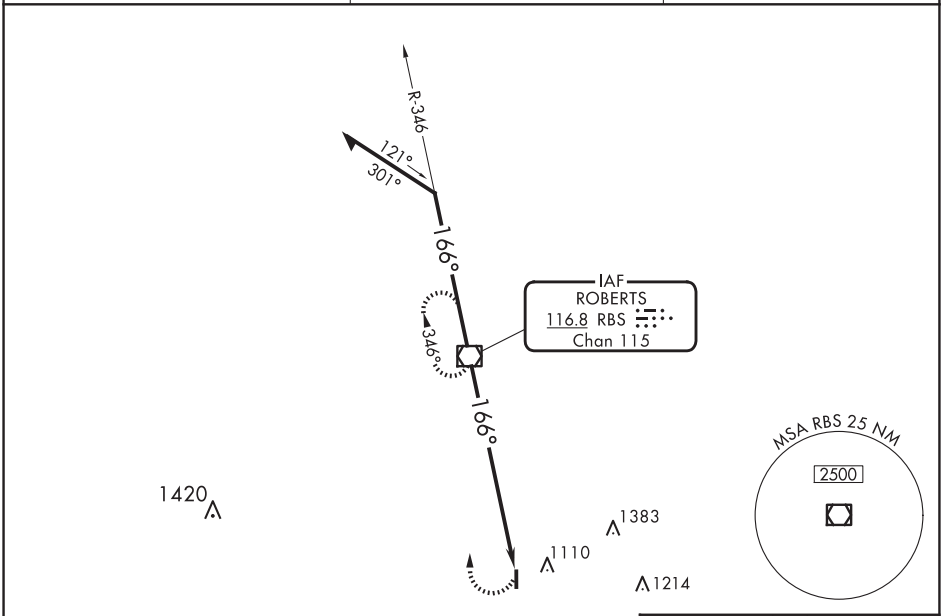
# VOR RWY 18

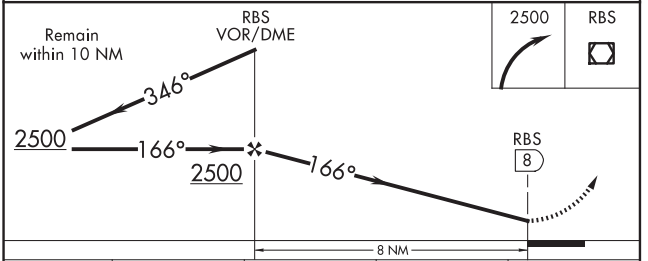
PAXTON (1C1)

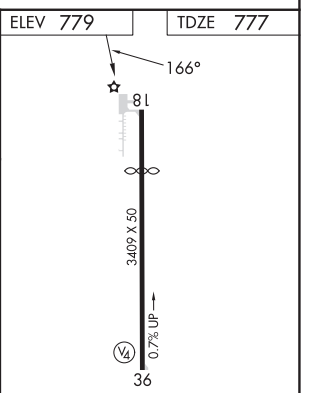
NA Helicopter visibility reduction below 1 SM NA. Use Champaign-Urbana altimeter setting; when not received, use Decatur altimeter setting and increase all MDA 80 feet; increase S-18 Cat A and Circling all Cats visibility ¼ SM, and S-18 Cat C visibility ½ SM. Procedure NA at night.

MISSED APPROACH: Climbing right turn to 2500 direct RBS VOR/DME and hold.

| CMI ASOS | CHAMPAIGN APP CON* | UNICOM |
|---|---|---|
| 124.85 | 121.35 285.65 | 122.8 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-18 | 1580-1<br>803 (900-1) | 1580-1¼<br>803 (900-1¼) | 1580-2¼<br>803 (900-2¼) | NA |
| CIRCLING | 1580-1<br>801 (900-1) | 1580-1¼<br>801 (900-1¼) | 1620-2½<br>841 (900-2½) | NA |

LIRL Rwy 18-36
REIL Rwy 18

FAF to MAP 8 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 8:00 | 5:20 | 4:00 | 3:12 | 2:40 |



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

PEKIN, ILLINOIS | AL-5812 (FAA) | 23278

# RNAV (GPS) RWY 9

PEKIN MUNI (C15)

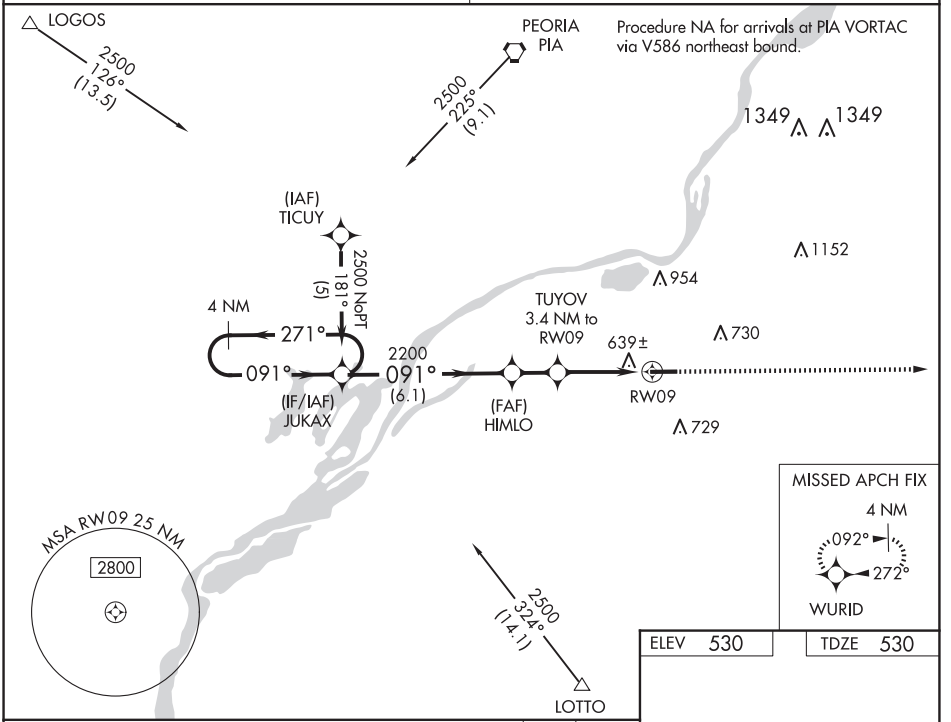
| WAAS | APP CRS | Rwy Idg | 5000 |
|---|---|---|---|
| CH 53509 | 091° | TDZE | 530 |
| W09A | | Apt Elev | 530 |

RNP APCH-GPS.

T NA Baro-VNAV NA. Rwy 9 helicopter visibility reduction below ¾ SM NA. Use General Downing - Peoria Intl altimeter setting: when not received, use Lincoln altimeter setting; increase LPV DA to 887 feet; increase LNAV/VNAV DA to 1007 feet; increase all MDAs 40 feet and visibility Cat C and D ¼ SM.

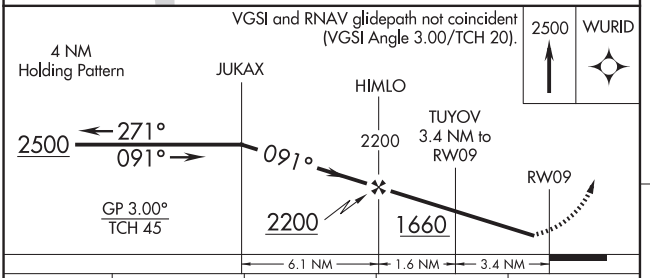
MISSED APPROACH: Climb to 2500 direct WURID and hold.

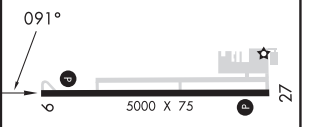
| SAINT LOUIS APP CON | UNICOM |
|---|---|
| 125.8 269.2 | 122.8 (CTAF) L |




ELEV 530 | TDZE 530

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 20).




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 862-1 332 (400-1) | | | |
| LNAV/VNAV DA | 982-1⅜ 452 (500-1⅜) | | | |
| LNAV MDA | 940-1 410 (500-1) | | 940-1⅛ 410 (500-1⅛) | |
| CIRCLING | 1060-1 530 (600-1) | | 1100-1½ 570 (600-1½) | 1360-2¾ 830 (900-2¾) |

REIL Rwy 9 and 27 L
MIRL Rwy 9-27 L

PEKIN, ILLINOIS
Orig-C 19MAY22

40°29'N-89°41'W

PEKIN MUNI (C15)

RNAV (GPS) RWY 9

EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 27

PEKIN MUNI (C15)

| WAAS | APP CRS | Rwy Idg | 5000 |
|---|---|---|---|
| CH 99509 | 272° | TDZE | 525 |
| W27A | | Apt Elev | 530 |

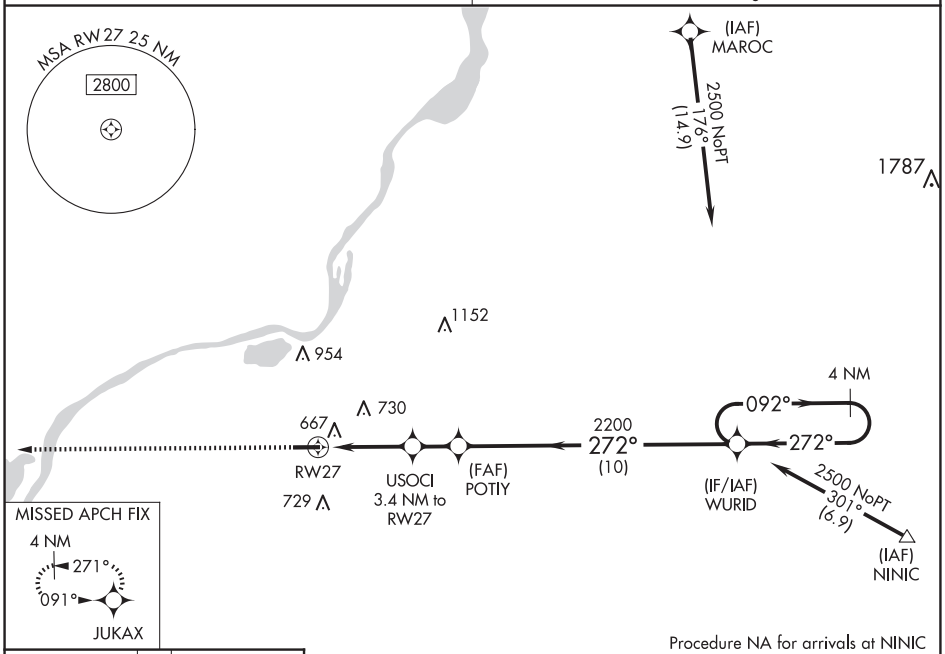
RNP APCH-GPS.

T NA

Baro-VNAV NA. Rwy 27 helicopter visibility reduction below 1 SM NA. Use General Downing - Peoria Intl altimeter setting: when not received use Lincoln altimeter setting; increase LPV DA to 889 feet; increase LNAV/VNAV DA to 1035 feet; increase all MDAs 40 feet and LNAV visibility Cat C/D 1/8 SM and Circling visibility Cat C 1/4 SM.

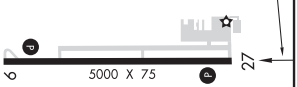
MISSED APPROACH: Climb to 2500 direct JUKAX and hold.

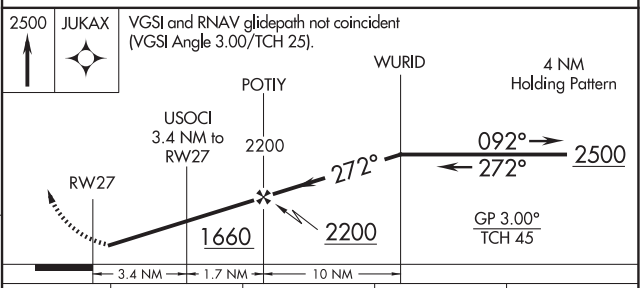
| SAINT LOUIS APP CON | UNICOM |
|---|---|
| 125.8 269.2 | 122.8 (CTAF) L |




Procedure NA for arrivals at NINIC via V434 southeast bound.

ELEV 530 TDZE 525




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 864-1 339 (400-1) | | | |
| LNAV/VNAV DA | 1010-1 3/8 485 (500-1 3/8) | | | |
| LNAV MDA | 1020-1 495 (500-1) | | 1020-1 3/8 495 (500-1 3/8) | |
| CIRCLING | 1060-1 530 (600-1) | | 1100-1 1/2 570 (600-1 1/2) | 1360-2 3/4 830 (900-2 3/4) |

REIL Rwy 9 and 27 L

MIRL Rwy 9-27 L



EC-3, 07 AUG 2025 to 02 OCT 2025

EC-3, 07 AUG 2025 to 02 OCT 2025

PEKIN, ILLINOIS

AL-5812 (FAA)

23278

# VOR-A

PEKIN MUNI (C15)

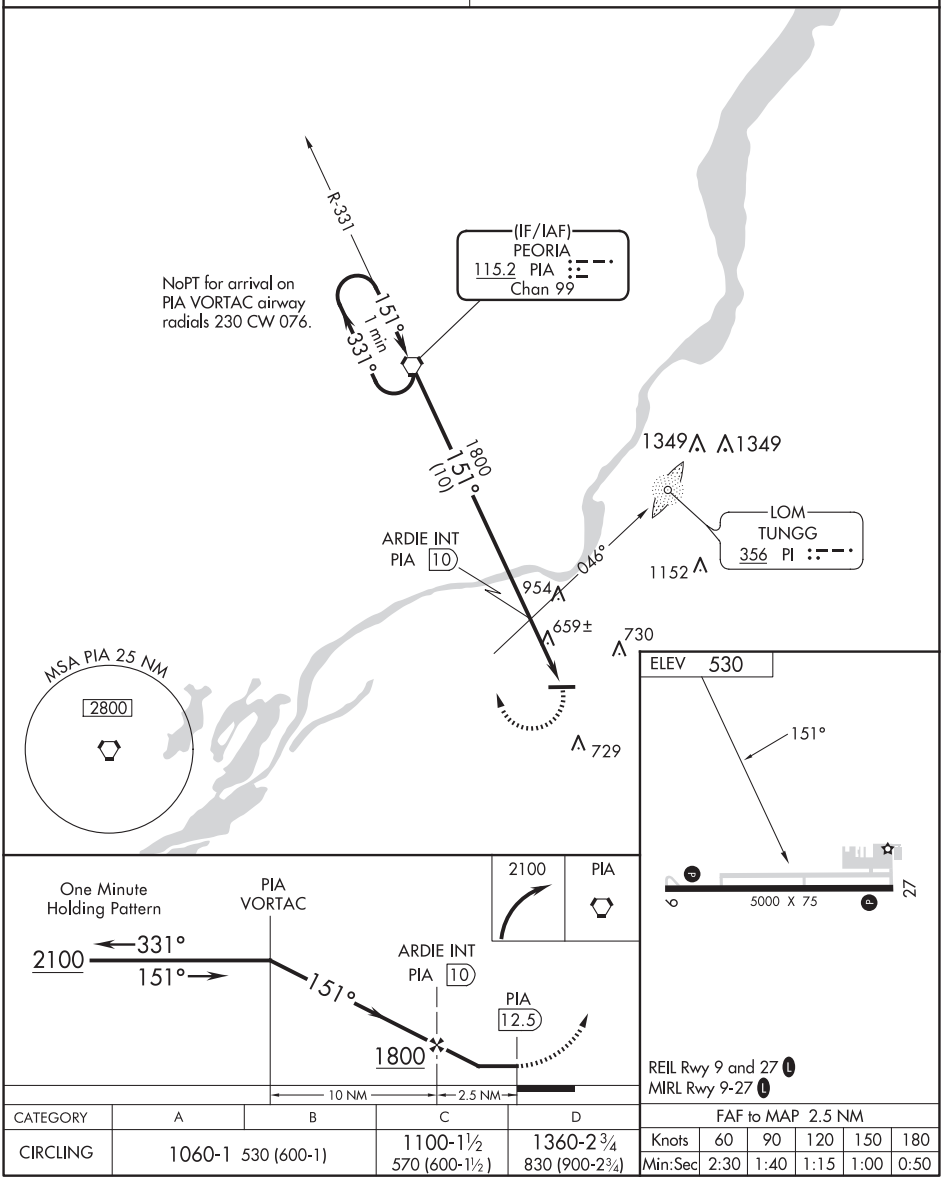
| VORTAC PIA | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 115.2 | 151° | TDZE | N/A |
| Chan 99 | | Apt Elev | 530 |

DME or ADF required.

T NA Use General Downing - Peoria Intl altimeter setting; when not received use Lincoln altimeter setting and increase all MDAs 40 feet and visibility Cat C ¼ SM.

MISSED APPROACH: Climbing right turn to 2100 direct PIA VORTAC and hold.

| SAINT LOUIS APP CON | UNICOM |
|---|---|
| 125.8 269.2 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1060-1 530 (600-1) | | 1100-1½ 570 (600-1½) | 1360-2¾ 830 (900-2¾) |

| FAF to MAP 2.5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 2:30 | 1:40 | 1:15 | 1:00 | 0:50 |



EC-3, 07 AUG 2025 to 02 OCT 2025

EC-3, 07 AUG 2025 to 02 OCT 2025

# ILS or LOC RWY 4

## GENERAL DOWNING - PEORIA INTL (PIA)

| LOC/DME I-RNX | APP CRS | Rwy Ldg | 7826 |
|---|---|---|---|
| 110.55 | 041° | TDZE | 652 |
| Chan 42 (Y) | | Apt Elev | 661 |

DME required.

Circling Rwy 13, 31 NA at night. For inop ALS, increase S-LOC 4 Cats C and D visibility to RVR 5500.
**RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 2700 direct PIA VORTAC and hold, continue climb-in-hold to 2700.

| ATIS | SAINT LOUIS APP CON | PEORIA TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 126.1 282.2 | 125.8 269.2 | 124.0 353.85 | 121.85 348.6 | 124.675 317.55 |

ALTERNATE MISSED APCH FIX
TUNGG PI 356
129°
309°

PEORIA 115.2 PIA Chan 99

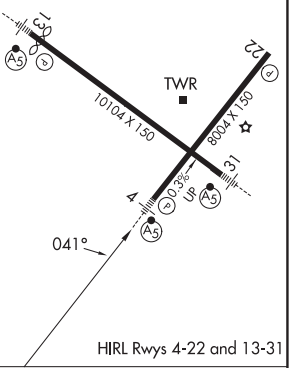
Procedure NA for arrival on PIA VORTAC airway radials 170 CW 230.

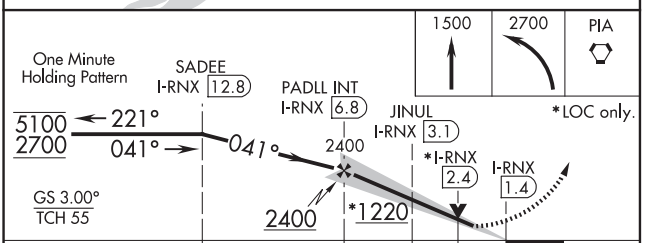
LOCALIZER 110.55 I-RNX Chan 42(Y)

MSA PIA 25 NM
180°
2300
2800
360°

R-350
170°
350°
2700
190° (10.8)
R-165
R-190
732±
JINUL I-RNX 3.1
(IF/IAF) SADEE I-RNX 12.8 PIA 10.8
2400
041°
(6)
PADLL INT I-RNX 6.8
LOM TUNGG 356 PI
041°
1 min
221°
221°
HOLD 5100 2700

ELEV 661 D TDZE 652




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 4** | 852/24 | 200 (200-½) | | |
| S-LOC 4 | 1000/24 | 348 (400-½) | 1000/30 | 348 (400-⅝) |
| CIRCLING | 1160-1 | 499 (500-1) | 1180-1½ 519 (600-1½) | 1400-2¼ 739 (800-2¼) |

FAF to MAP 5.4 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:24 | 3:36 | 2:42 | 2:10 | 1:48 |



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EC-3, 07 AUG 2025 to 02 OCT 2025

PEORIA, ILLINOIS AL-597 (FAA) 25219

| LOC I-GZX | APP CRS | Rwy Ldg | 9604 |
|---|---|---|---|
| 109.9 | 129° | TDZE | 632 |
| | | Apt Elev | 661 |

# ILS or LOC RWY 13

## GENERAL DOWNING - PEORIA INTL (PIA)

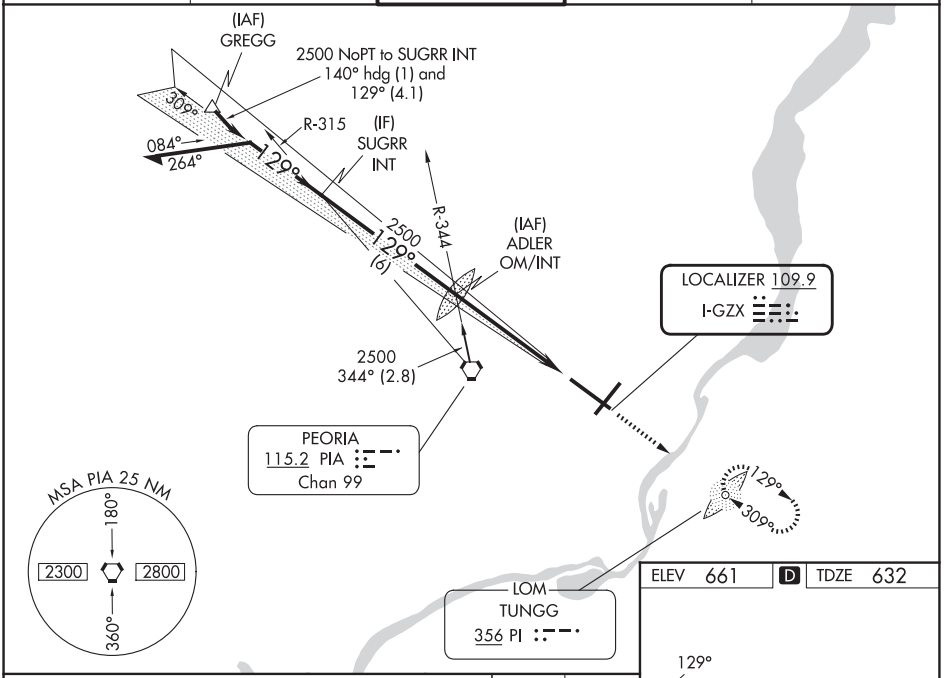
ADF required. DME required for procedure entry at GREGG.

Circling Rwy 13, 31 NA at night. When local altimeter setting not received, use AAA altimeter setting and increase S-ILS* 13 DA to 921 feet; increase all MDAs 100 feet; and Circling visibility Cat C/D ½ SM. For inop ALS when using AAA altimeter setting, increase S-ILS 13* all Cats visibility to RVR 4500.
* RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 2500 direct TUNGG LOM and hold, continue climb-in-hold to 2500.

| ATIS | SAINT LOUIS APP CON | PEORIA TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 126.1 282.2 | 125.8 269.2 | 124.0 353.85 | 121.85 348.6 | 124.675 317.55 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 13 * | 832/24 | | 200 (200-½) | |
| S-LOC 13 | 1180/24 | 548 (600-½) | 1180/60 | 548 (600-1¼) |
| CIRCLING | 1180-1 | 519 (600-1) | 1180-1⅝ 519 (600-1⅝) | 1400-2¼ 739 (800-2¼) |

HIRL Rwys 4-22 and 13-31

FAF to MAP 5.3 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:18 | 3:32 | 2:39 | 2:07 | 1:46 |



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EC-3, 07 AUG 2025 to 02 OCT 2025

# ILS or LOC RWY 31

## GENERAL DOWNING - PEORIA INTL (PIA)

| LOC I-PIA | APP CRS | Rwy Ldg | 10104 |
|---|---|---|---|
| 109.9 | 309° | TDZE | 650 |
| | | Apt Elev | 661 |

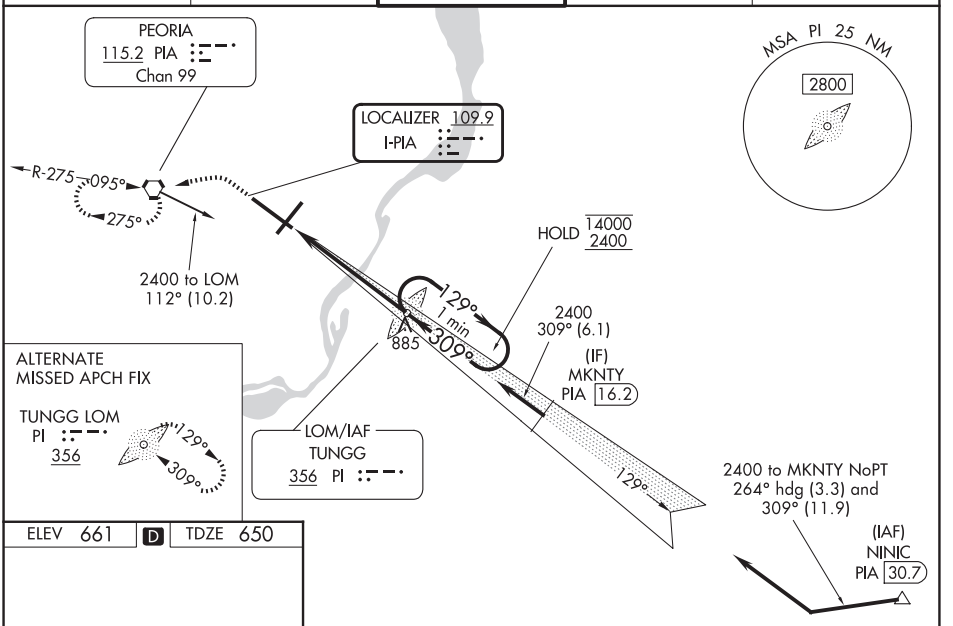
DME required for procedure entry.

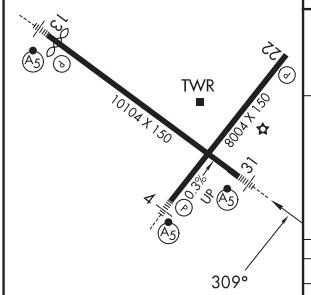
When local altimeter setting not received, use AAA altimeter setting: increase S-ILS 31 DA to 939 feet; increase all MDAs 100 feet and S-LOC 31 visibility CAT C/D/E to 1¼ SM and Circling visibility Cat C ¼ SM and Cat D ½ SM. Circling Rwy 13, 31 NA at night. For inop ALS, when using AAA altimeter setting, increase S-ILS 31 all Cats visibility to RVR 4500, S-LOC 31 visibility Cats C/D/E to 1⅝ SM. For inop ALS, increase S-ILS 31 Cat E visibility to RVR 4000 and S-LOC 31 Cats C/D/E to 1⅜ SM. DME from PIA VORTAC. DME use requires simultaneous reception of I-PIA and PIA DME. * RVR 1800 authorized with the use of FD or AP or HUD to DA. (NA when using AAA altimeter setting).

MALSR (A5)

MISSED APPROACH: Climb to 1200 then climbing left turn to 2400 direct PIA VORTAC and hold, continue climb-in-hold to 2400.

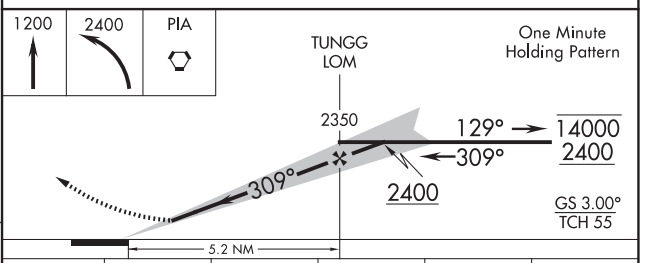
| ATIS | SAINT LOUIS APP CON | PEORIA TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 126.1 282.2 | 125.8 269.2 | 124.0 353.85 | 121.85 348.6 | 124.675 317.55 |




FAF to MAP 5.2 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:12 | 3:28 | 2:36 | 2:05 | 1:44 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 31 * | 850/24 | 200 (200-½) | | | |
| S-LOC 31 | 1120/24 | 470 (500-½) | 1120/50 | 470 (500-1) | |
| CIRCLING | 1160-1 | 499 (500-1) | 1180-1½ 519 (600-1½) | 1400-2¼ 739 (800-2¼) | 1680-3 1019 (1100-3) |



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EC-3, 07 AUG 2025 to 02 OCT 2025

PEORIA, ILLINOIS

AL-597 (FAA)

25219

| LOC/DME I-RNX | APP CRS | Rwy Ldg | 7826 |
|---|---|---|---|
| 110.55 | 041° | TDZE | 652 |
| Chan 42 (Y) | | Apt Elev | 661 |

# ILS RWY 4 (SA CAT I & II)

## GENERAL DOWNING - PEORIA INTL(PIA)

DME required.

T A SA CAT I: Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH. SA CAT II: Reduced Lighting: requires specific OPSPEC, MSPEC, or LOA approval and use of Autoland or HUD to touchdown.

MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 2700 direct PIA VORTAC and hold, continue climb-in-hold to 2700.

| ATIS | SAINT LOUIS APP CON | PEORIA TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 126.1 282.2 | 125.8 269.2 | 124.0 353.85 | 121.85 348.6 | 124.675 317.55 |

ALTERNATE MISSED APCH FIX

TUNGG PI 356

129° 309°

MSA PIA 25 NM

180° 2300 2800 360°

PEORIA 115.2 PIA Chan 99

Procedure NA for arrival on PIA VORTAC airway radials 170 CW 230.

LOCALIZER 110.55 I-RNX Chan 42(Y)

R-350 170° 350° R-165 R-190

2700 190° (10.8)

732±

(IF/IAF) SADEE I-RNX 12.8 PIA 10.8

2400 041° (6)

PADLL INT I-RNX 6.8

LOM TUNGG 356 PI

041° 1 min 221°

221° 041°

HOLD 5100 2700

1500 2700 PIA

One Minute Holding Pattern

SADEE I-RNX 12.8

PADLL INT I-RNX 6.8

5100 2700 221° 041° 041° 2400 2400

I-RNX 1.4

GS 3.00° TCH 55

6 NM 5.4 NM 1027'

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 4 | SA CAT I RA 171/14 150 DA 802 | | | |
| S-ILS 4 | SA CAT II RA 115/12 100 DA 752 | | | |

## SA CATEGORY I & II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 661 D TDZE 652

TWR

10104 X 150

8004 X 150

10.5%

HIRL Rwys 4-22 and 13-31

EC-3, 07 AUG 2025 to 02 OCT 2025

EC-3, 07 AUG 2025 to 02 OCT 2025

| WAAS CH 56210 W04A | APP CRS 041° | Rwy Ldg 7826 | TDZE 652 | Apt Elev 661 |
|---|---|---|---|---|

# RNAV (GPS) RWY 4

## GENERAL DOWNING - PEORIA INTL (PIA)

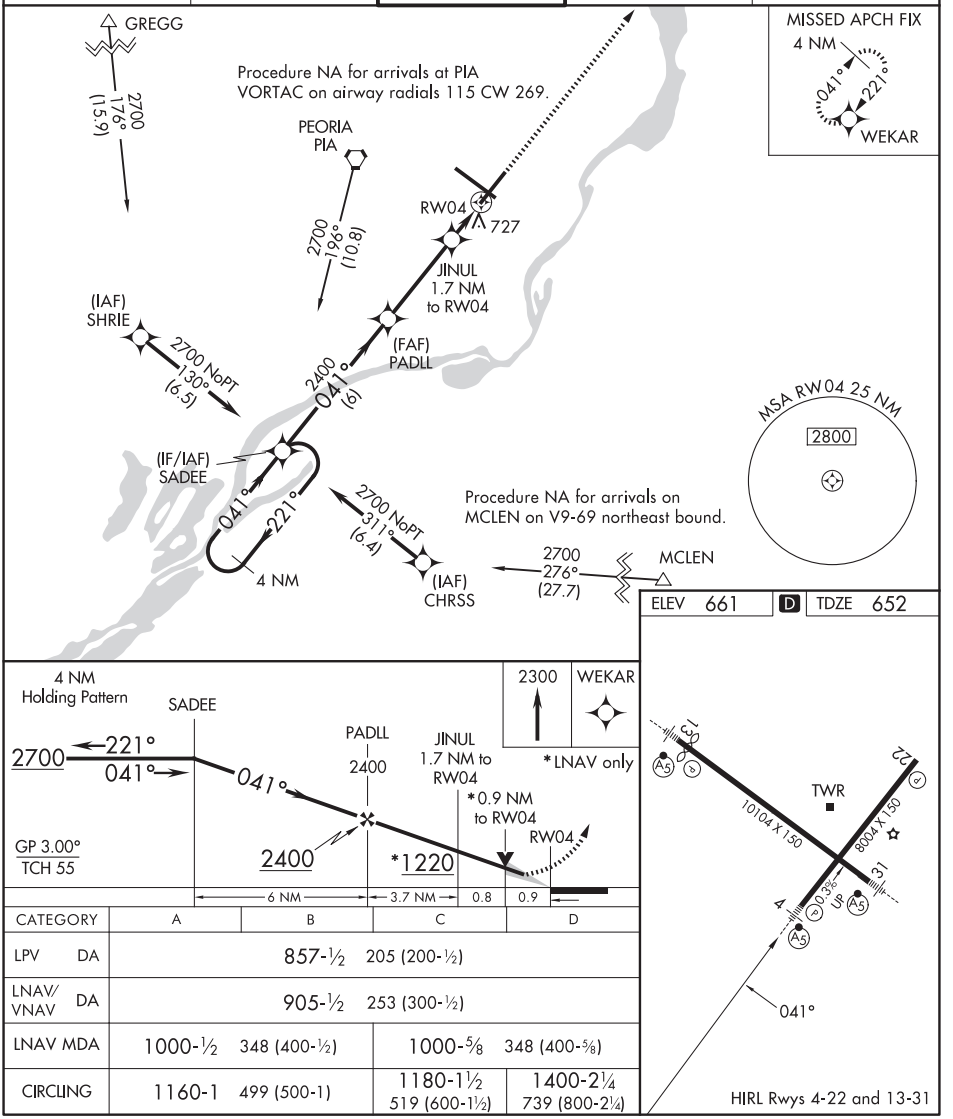
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. VDP and Baro-VNAV NA with Logan County altimeter setting. When local altimeter setting not received, use Logan County altimeter setting and increase all DA 89 feet and all MDA 100 feet, increase LNAV/VNAV all Cats visibility ⅛ mile, LNAV Cat C and D visibility ¼ mile, and Circling Cat C ¼ mile and Cat D ½ mile. For inoperative MALSR using Logan County altimeter setting, increase LPV all Cats visibility to 1 mile. For inop ALS, increase LNAV Cat C/D visibility to 1 SM. Circling Rwy 13, 31 NA at night.

MALSR (A5)

MISSED APPROACH: Climb to 2300 direct WEKAR and hold.

| ATIS | SAINT LOUIS APP CON | PEORIA TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 126.1 282.2 | 125.8 269.2 | 124.0 353.85 | 121.85 348.6 | 124.675 317.55 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 857-½ 205 (200-½) | | | |
| LNAV/VNAV DA | 905-½ 253 (300-½) | | | |
| LNAV MDA | 1000-½ 348 (400-½) | | 1000-⅝ 348 (400-⅝) | |
| CIRCLING | 1160-1 499 (500-1) | | 1180-1½ 519 (600-1½) | 1400-2¼ 739 (800-2¼) |



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

PEORIA, ILLINOIS | AL-597 (FAA) | 25219

| WAAS | APP CRS | Rwy Ldg | 9604 |
|---|---|---|---|
| CH 60922 | 128° | TDZE | 632 |
| W13A | | Apt Elev | 661 |

# RNAV (GPS) RWY 13

## GENERAL DOWNING - PEORIA INTL (PIA)

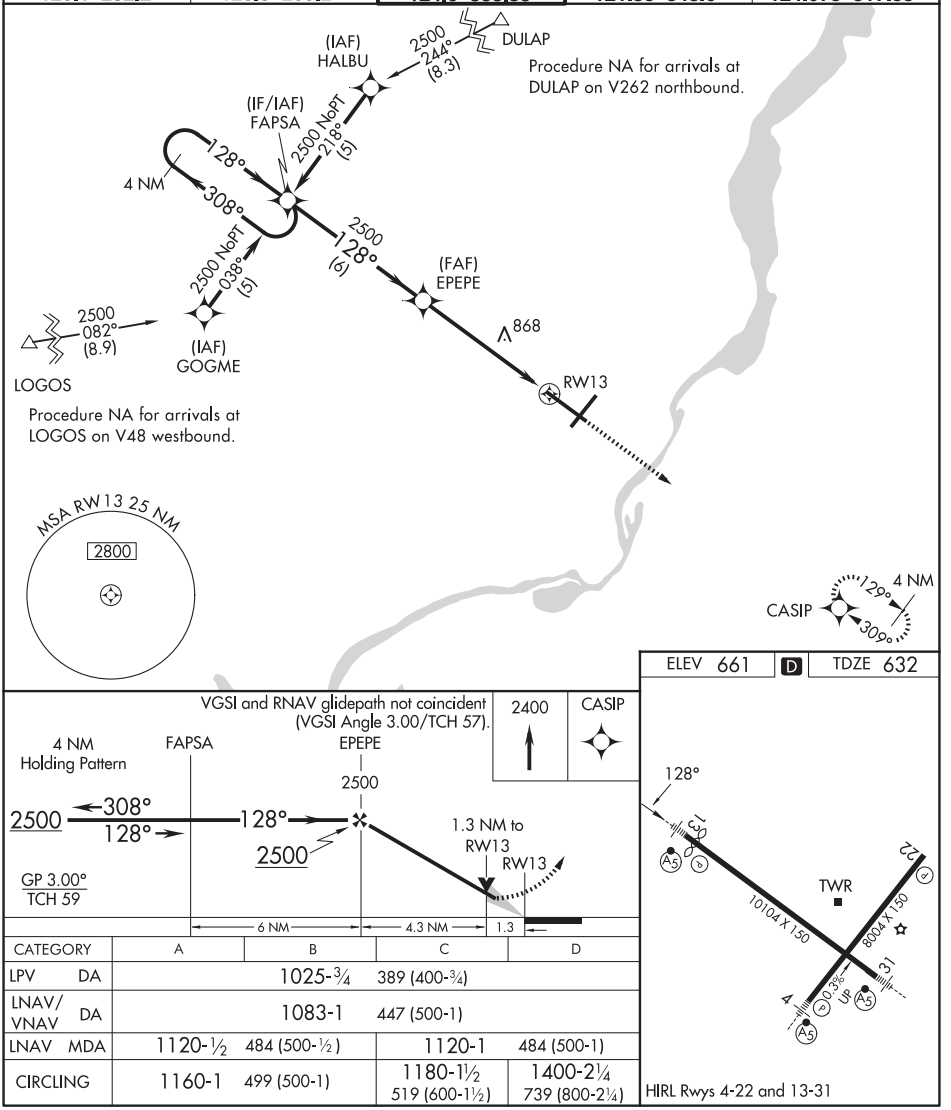
RNP APCH - GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. When local altimeter setting not received, use Lincoln altimeter setting increase LPV DA to 1110 feet and all visibilities ¼ SM. Increase LNAV/VNAV DA to 1168 feet and all visibilities ⅛ SM. Increase all MDAs 100 feet and LNAV visibility Cat C/D ¼ SM, and Circling visibility Cat C/D ½ SM. Baro-VNAV and VDP NA when using Lincoln altimeter setting. For inop ALS, increase LPV all Cats visibility to 1⅛ SM, LNAV Cat A/B visibility to 1 SM and Cat C/D visibility to 1⅜ SM. For inop ALS when using Lincoln altimeter setting, increase LPV visibility all Cats to 1⅜ SM and LNAV Cat A/B visibility to 1 SM.

MALSR (A5)

MISSED APPROACH: Climb to 2400 direct CASIP and hold.

| ATIS | SAINT LOUIS APP CON | PEORIA TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 126.1 282.2 | 125.8 269.2 | 124.0 353.85 | 121.85 348.6 | 124.675 317.55 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1025-¾ | 389 (400-¾) | | |
| LNAV/VNAV DA | 1083-1 | 447 (500-1) | | |
| LNAV MDA | 1120-½ | 484 (500-½) | 1120-1 | 484 (500-1) |
| CIRCLING | 1160-1 | 499 (500-1) | 1180-1½ 519 (600-1½) | 1400-2¼ 739 (800-2¼) |



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EC-3, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 22

## GENERAL DOWNING - PEORIA INTL (PIA)

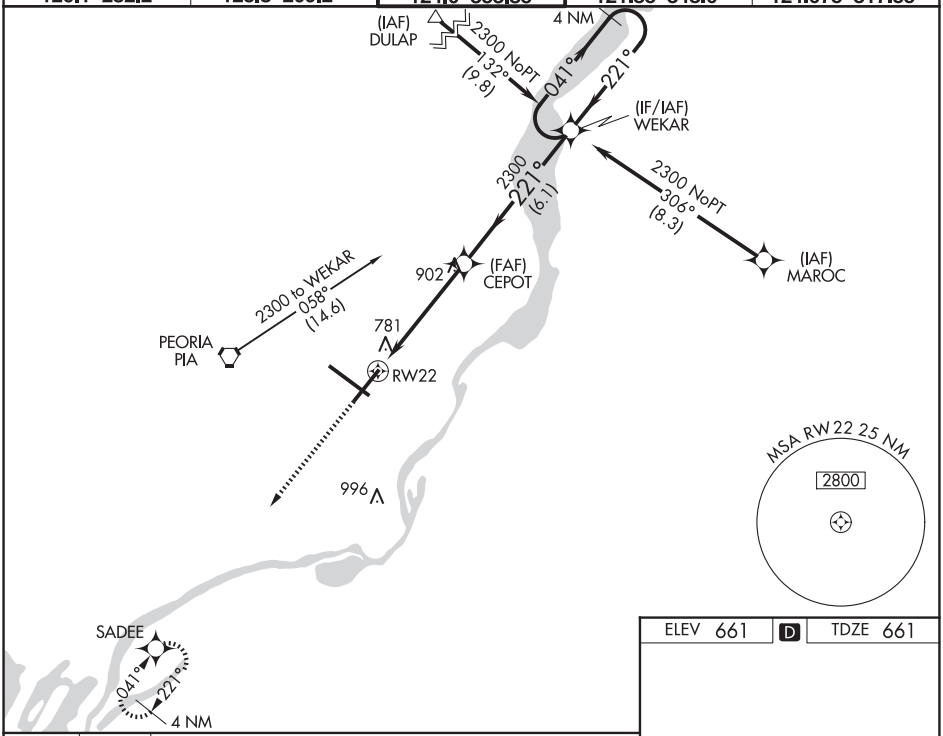
| APP CRS | Rwy Ldg | 8004 |
|---|---|---|
| 221° | TDZE | 661 |
| | Apt Elev | 661 |

RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. When local altimeter setting not received, use Logan County altimeter setting and increase all DA 89 feet and all MDA 100 feet, increase LNAV/VNAV DA all Cats visibility to 1½ mile, LNAV MDA Cat C and D visibility to 1¾ mile, and Circling Cat C ¼ mile and Cat D ½ mile. Baro-VNAV and VDP NA when using Logan County altimeter setting. Rwy 22 helicopter visibility reduction below ¾ SM NA. Circling Rwy 13, 31 NA at night.

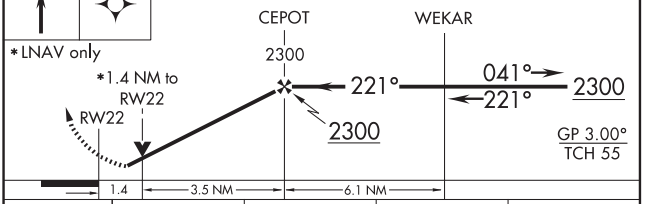
MISSED APPROACH: Climb to 2700 direct SADEE and hold.

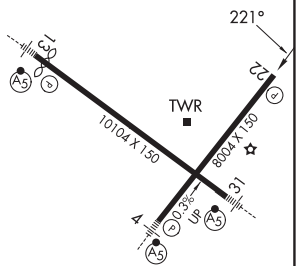
| ATIS | SAINT LOUIS APP CON | PEORIA TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 126.1 282.2 | 125.8 269.2 | 124.0 353.85 | 121.85 348.6 | 124.675 317.55 |




| ELEV 661 | D | TDZE 661 |
|---|---|---|

2700 | SADEE | VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 45). | 4 NM Holding Pattern




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV/VNAV DA | 1093-1⅜ 432 (500-1⅜) | | | |
| LNAV MDA | 1160-1 499 (500-1) | | 1160-1⅜ 499 (500-1⅜) | |
| CIRCLING | 1160-1 499 (500-1) | | 1180-1½ 519 (600-1½) | 1400-2¼ 739 (800-2¼) |

HIRL Rwys 4-22 and 13-31



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

PEORIA, ILLINOIS | AL-597 (FAA) | 25219

| WAAS | APP CRS | Rwy Ldg 10104 |
|---|---|---|
| CH 77509 | 309° | TDZE 650 |
| W31A | | Apt Elev 661 |

# RNAV (GPS) RWY 31

## GENERAL DOWNING - PEORIA INTL (PIA)

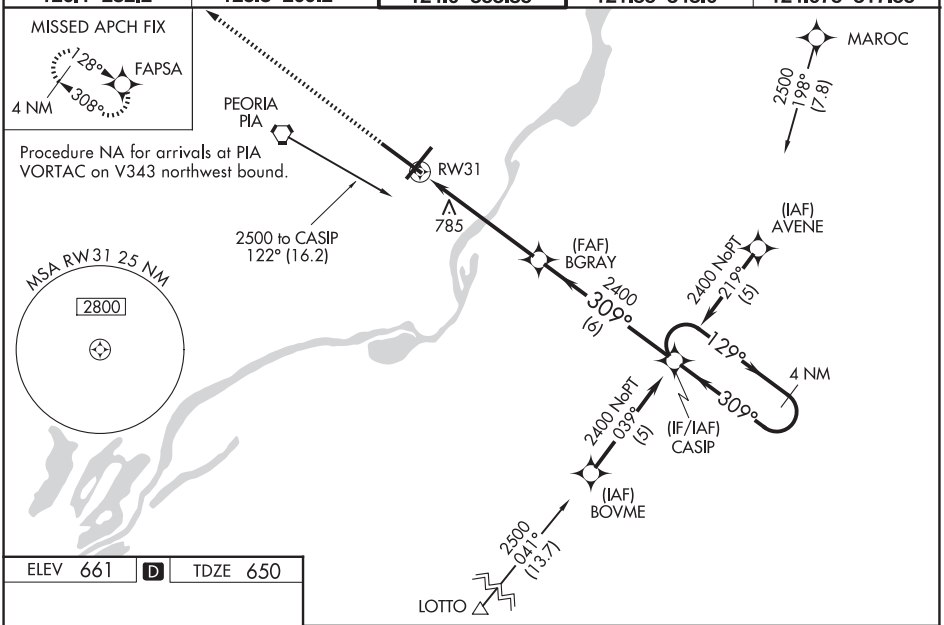
RNP APCH - GPS.

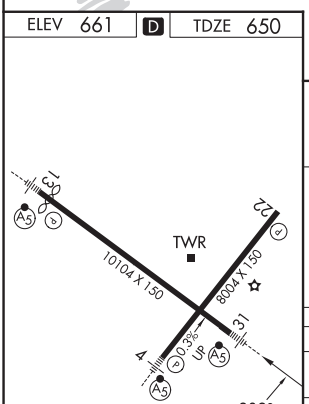
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C. When local altimeter setting not received, use Lincoln altimeter setting and increase LPV DA to 1028 feet and all visibilities to RVR 3500; increase LNAV/VNAV DA to 1211 feet and all visibilities to 1¼ SM; increase all MDAs 100 feet and LNAV visibility Cat C/D to 1¼ SM, and Circling visibility Cat C/D ½ SM. Baro-VNAV and VDP NA when using Lincoln altimeter setting. For inop ALS, increase LPV all Cats visibility to RVR 4500, LNAV/VNAV all Cats visibility to 1⅜ SM, and LNAV visibility Cat C/D to 1⅜ SM. For inop ALS when using Lincoln altimeter setting, increase LPV all Cats visibility to RVR 5500, LNAV/VNAV all Cats visibility to 1⅝ SM, and LNAV visibility Cat C/D to 1⅝ .

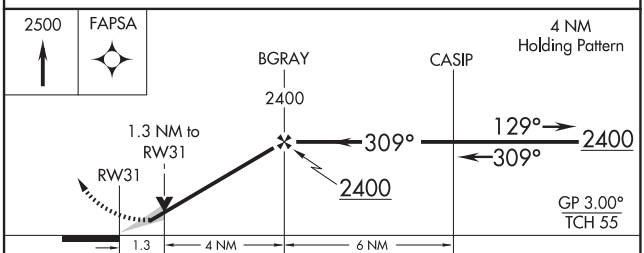
MALSR

MISSED APPROACH: Climb to 2500 direct FAPSA and hold.

| ATIS | SAINT LOUIS APP CON | PEORIA TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 126.1 282.2 | 125.8 269.2 | 124.0 353.85 | 121.85 348.6 | 124.675 317.55 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 939/24 289 (300-½) | | | |
| LNAV/VNAV DA | 1122/60 472 (500-1¼) | | | |
| LNAV MDA | 1120/24 470 (500-½) | | 1120/50 470 (500-1) | |
| CIRCLING | 1160-1 499 (500-1) | | 1180-1½ 519 (600-1½) | 1400-2¼ 739 (800-2¼) |

HIRL Rwys 4-22 and 13-31

EC-3, 07 AUG 2025 to 02 OCT 2025

EC-3, 07 AUG 2025 to 02 OCT 2025

# VOR or TACAN RWY 13

## GENERAL DOWNING - PEORIA INTL (PIA)

| VORTAC PIA | APP CRS | Rwy Ldg | 9604 |
|---|---|---|---|
| 115.2 | 093° | TDZE | 632 |
| Chan 99 | | Apt Elev | 661 |

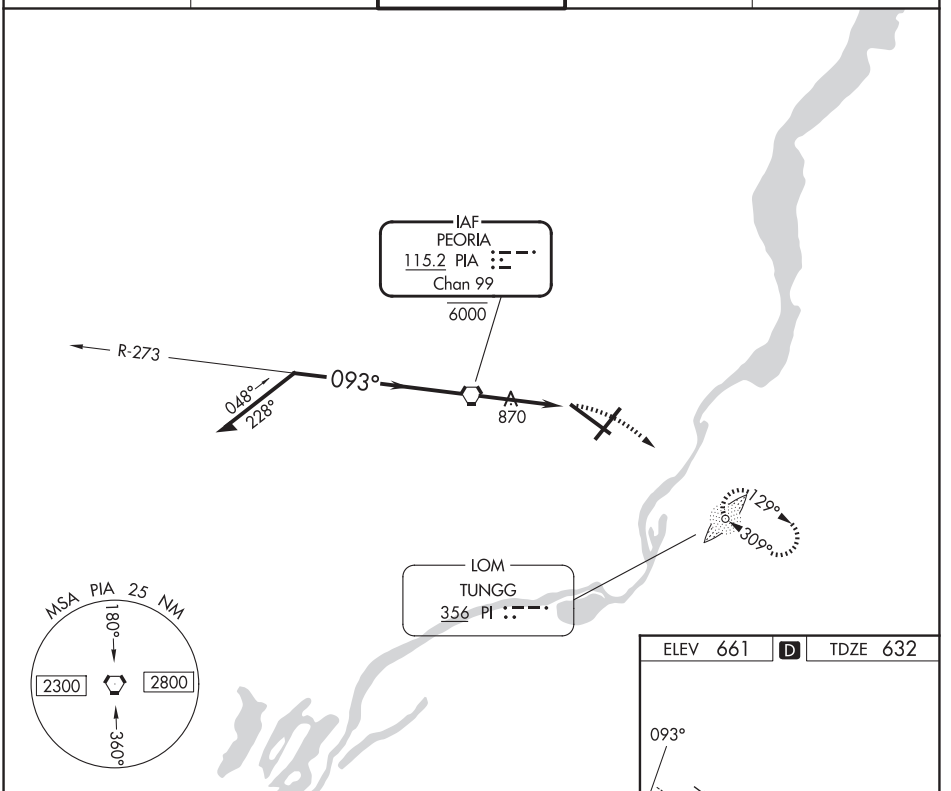
ADF required.

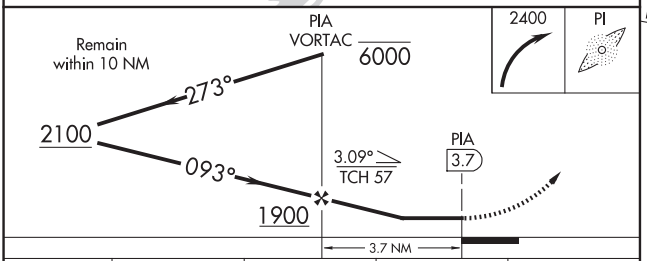
Rwy 13 helicopter visibility reduction below 1 SM NA. Inop table does not apply. Straight-in and Circling Rwy 13 NA at night, Circling Rwy 31 NA at night.

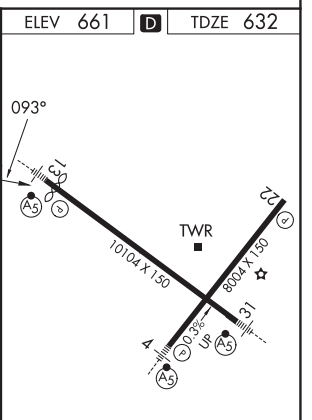
MALSR

MISSED APPROACH: Climbing right turn to 2400 direct PI LOM and hold, continue climb-in-hold to 2400.

| ATIS | SAINT LOUIS APP CON | PEORIA TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 126.1 282.2 | 125.8 269.2 | 124.0 353.85 | 121.85 348.6 | 124.675 317.55 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-13 | 1120-1 | 488 (500-1) | 1120-1⅜ | 488 (500-1⅜) |
| CIRCLING | 1160-1 | 499 (500-1) | 1180-1½<br>519 (600-1½) | 1400-2¼<br>739 (800-2¼) |

HIRL Rwys 4-22 and 13-31

FAF to MAP 3.7 NM

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



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PEORIA, ILLINOIS AL-597 (FAA) 25219

| VORTAC PIA | APP CRS | Rwy Ldg | 10104 |
|---|---|---|---|
| 115.2 | 281° | TDZE | 650 |
| Chan 99 | | Apt Elev | 661 |

# VOR Z or TACAN Z RWY 31

## GENERAL DOWNING - PEORIA INTL (PIA)

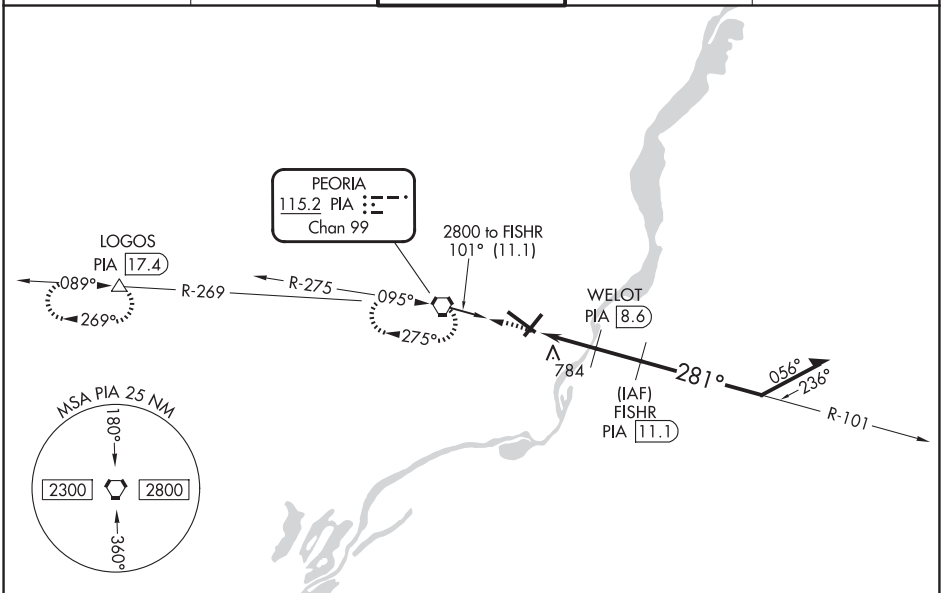
DME required.

Rwy 31 helicopter visibility reduction below RVR 5000 NA.
Inop table does not apply. Straight-in and Circling Rwy 31 NA at night. Circling Rwy 13 NA at night. When local altimeter setting not recevied, use AAA altimeter setting; increase all MDAs 100 feet and Circling visibility Cat C/D ½ SM.

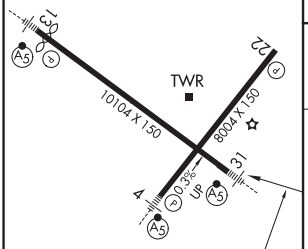
MALSR

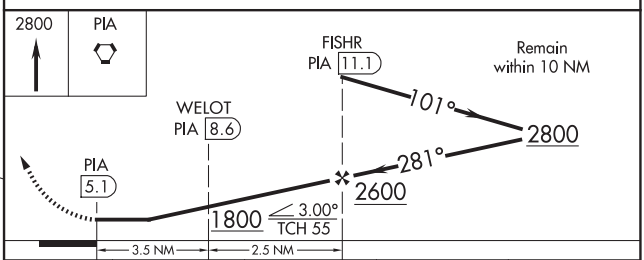
MISSED APPROACH: Climb to 2800 direct PIA VORTAC and hold, continue climb-in-hold to 2800. (TACAN aircraft continue on PIA VORTAC R-269 to LOGOS/PIA 17.4 DME and hold west, right turn, 089° inbound).

| ATIS | SAINT LOUIS APP CON | PEORIA TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 126.1 282.2 | 125.8 269.2 | 124.0 353.85 | 121.85 348.6 | 124.675 317.55 |




ELEV 661 D TDZE 650




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-31 | 1040/55 | 390 (400-1) | 1040/60 | 390 (400-1¼) |
| CIRCLING | 1160-1 | 499 (500-1) | 1180-1½ 519 (600-1½) | 1400-2¼ 739 (800-2¼) |

HIRL Rwys 4-22 and 13-31

PEORIA, ILLINOIS
Amdt 10 26DEC24

40°40'N-89°42'W

GENERAL DOWNING - PEORIA INTL (PIA)
VOR Z or TACAN Z RWY 31

EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

| LOM PI | APP CRS | Rwy Ldg 10104 |
|---|---|---|
| 356 | 309° | TDZE 650 |
| | | Apt Elev 661 |

# NDB RWY 31

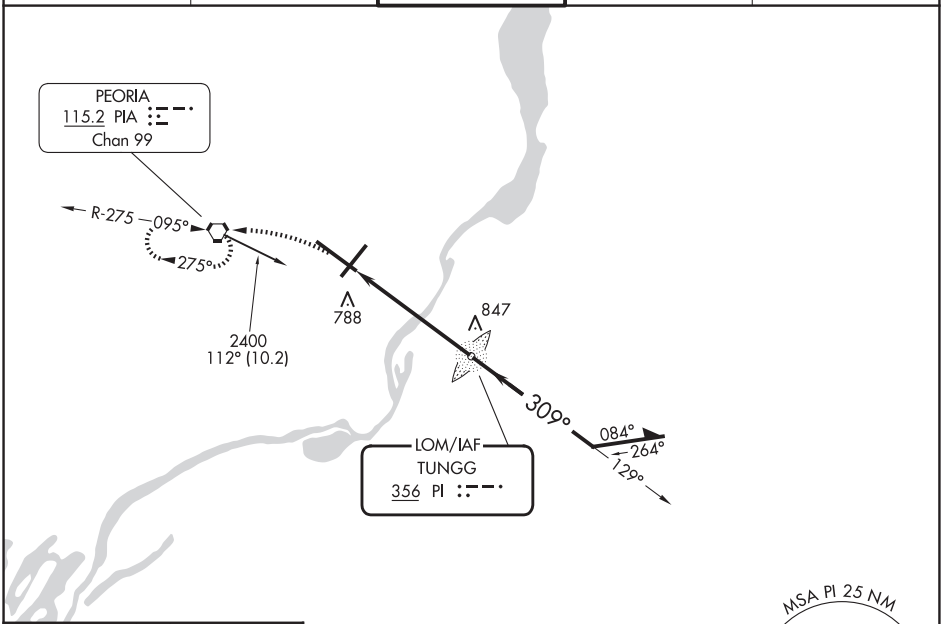
## GENERAL DOWNING - PEORIA INTL (PIA)

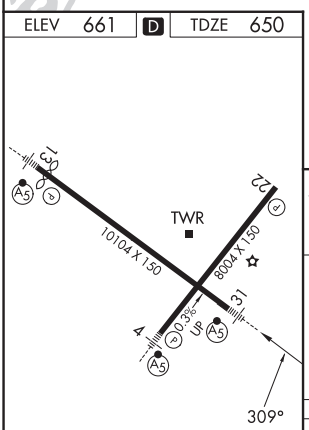
T A For inop ALS, increase S-31 Cat A/B visibility to RVR 5500, and Cat C/D to 1⅜ SM. When local altimeter setting not received, use Logan County altimeter setting and increase all MDA 100 feet, increase S-31 Cat C and D visibility ¼ mile, and Circling Cat C ¼ mile and Cat D ½ mile. Circling Rwy 13, 31 NA at night.

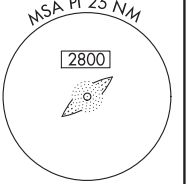
MALSR (A5)

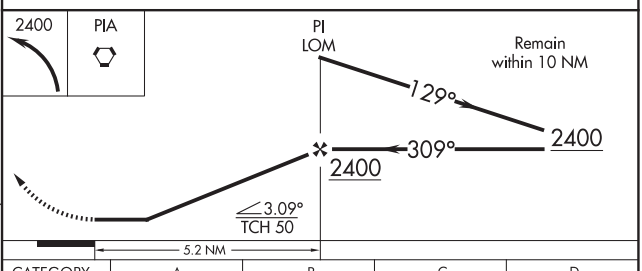
MISSED APPROACH: Climbing left turn 2400 direct PIA VORTAC and hold.

| ATIS | SAINT LOUIS APP CON | PEORIA TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 126.1 282.2 | 125.8 269.2 | 124.0 353.85 | 121.85 348.6 | 124.675 317.55 |




HIRL Rwys 4-22 and 13-31

FAF to MAP 5.2 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:12 | 3:28 | 2:36 | 2:05 | 1:44 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-31 | 1140/40 490 (500-¾) | | 1140/50 490 (500-1) | |
| CIRCLING | 1160-1 499 (500-1) | | 1180-1½ 519 (600-1½) | 1400-2¼ 739 (800-2¼) |



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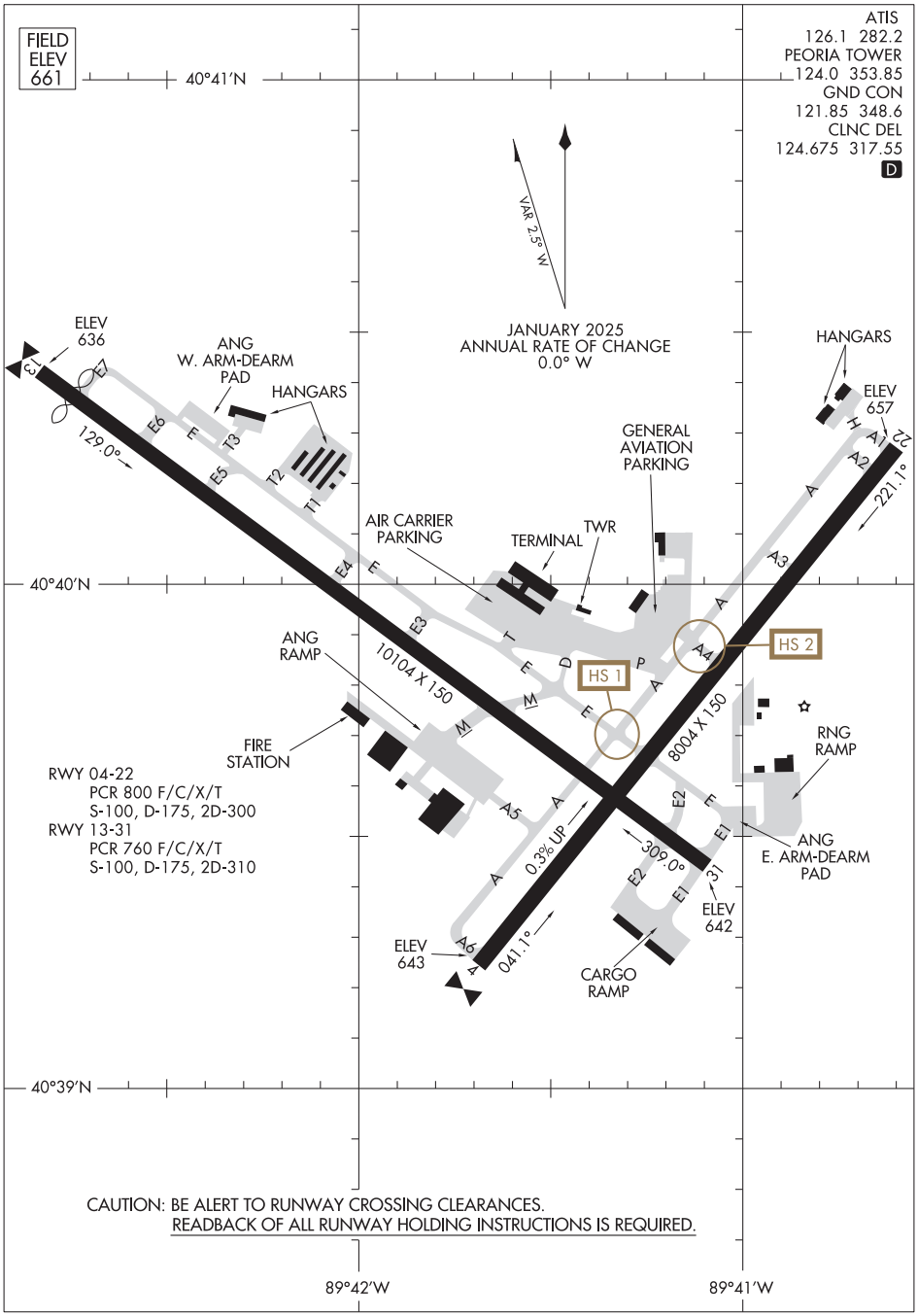
25219

# AIRPORT DIAGRAM

## GENERAL DOWNING - PEORIA INTL (PIA)

AL-597 (FAA)

PEORIA, ILLINOIS




AIRPORT DIAGRAM

25219

PEORIA, ILLINOIS

GENERAL DOWNING - PEORIA INTL (PIA)

EC-3, 07 AUG 2025 to 02 OCT 2025

EC-3, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 18

## MOUNT HAWLEY AUXILIARY (3MY)

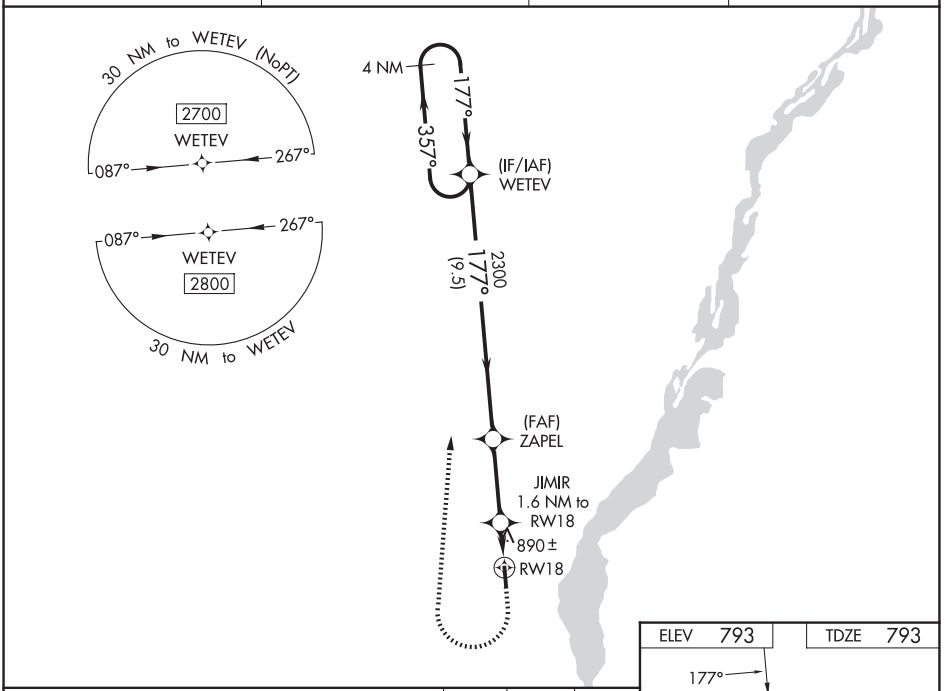
| WAAS | APP CRS | Rwy Ldg | 4001 |
|---|---|---|---|
| CH 69434 | 177° | TDZE | 793 |
| W18A | | Apt Elev | 793 |

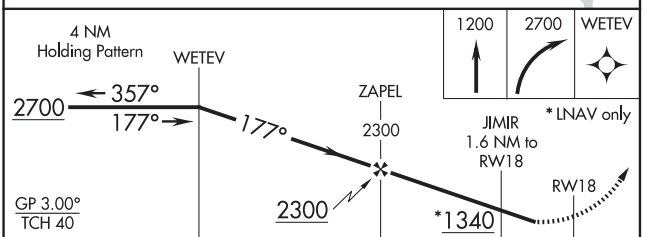
NA

Circling to Rwy 36 NA at night. DME/DME RNP-0.3 NA. Baro-VNAV NA. Use General Downing-Peoria Intl altimeter setting, when not received, use Lacon altimeter setting: increase LPV DA to 1112 feet and all visibilities ⅛ mile, increase LNAV/VNAV DA to 1228 feet and all visibilities ⅛ mile; increase all MDAs 40 feet and visibility Cat C ⅛ SM. Rwy 18 helicopter visibility reduction below 1 SM NA.

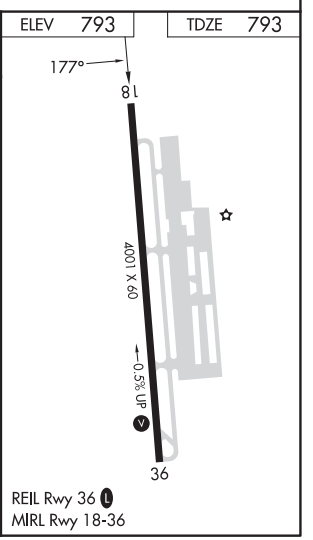
MISSED APPROACH: Climb to 1200 then climbing right turn to 2700 direct WETEV and hold.

| PIA ASOS | SAINT LOUIS APP CON | CLINC DEL | UNICOM |
|---|---|---|---|
| 126.1 282.2 | 125.8 269.2 | 121.6 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1082-1¼ | 289 (300-1¼) | | NA |
| LNAV/VNAV DA | 1198-1⅜ | 405 (500-1⅜) | | NA |
| LNAV MDA | 1180-1 | 387 (400-1) | 1180-1⅛ 387 (400-1⅛) | NA |
| CIRCLING | 1360-1 | 567 (600-1) | 1420-1¾ 627 (700-1¾) | NA |






EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

PERU, ILLINOIS | AL-6866 (FAA) | 25219

| WAAS | APP CRS | Rwy Ldg | 5999 |
|---|---|---|---|
| CH 86937 | 183° | TDZE | 654 |
| W18A | | Apt Elev | 654 |

# RNAV (GPS) RWY 18

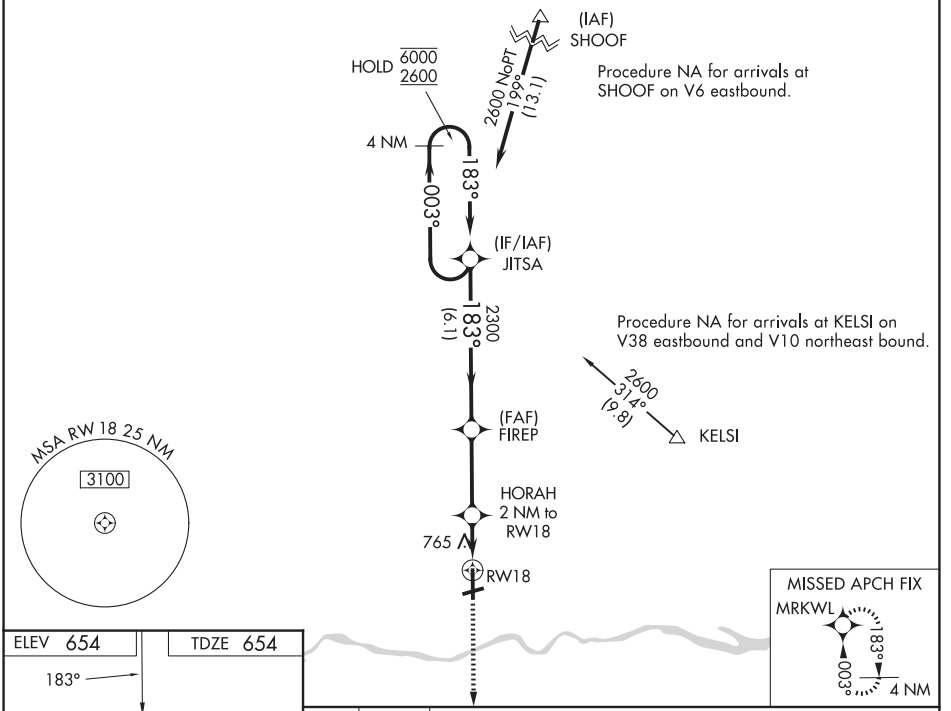
## ILLINOIS VALLEY RGNL-WALTER A DUNCAN FLD (VYS)

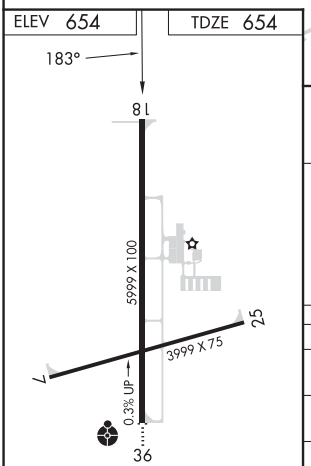
RNP APCH - GPS.

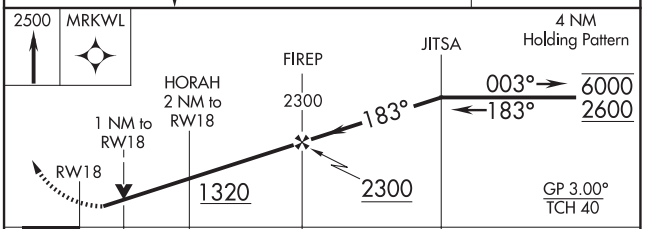
Rwy 18 helicopter visibility reduction below ¾ SM NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

MISSED APPROACH: Climb to 2500 direct MRKWL and hold.

| AWOS-3 | CHICAGO CENTER | UNICOM |
|---|---|---|
| 120.025 | 123.75 259.1 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 939-1 | 285 (300-1) | | |
| LNAV/VNAV DA | 926-1 | 272 (300-1) | | |
| LNAV MDA | 1020-1 | 366 (400-1) | | |
| CIRCLING | 1120-1 466 (500-1) | 1240-1 586 (600-1) | 1260-1¾ 606 (700-1¾) | 1460-2½ 806 (900-2½) |

MIRL Rwy 7-25 and 18-36 L
REIL Rwy 7 and 25 L



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EC-3, 07 AUG 2025 to 02 OCT 2025

| WAAS CH 82037 W36A | APP CRS 003° | Rwy Ldg 5999 TDZE 650 Apt Elev 654 |
|---|---|---|

# RNAV (GPS) RWY 36

## ILLINOIS VALLEY RGNL-WALTER A DUNCAN FLD (VYS)

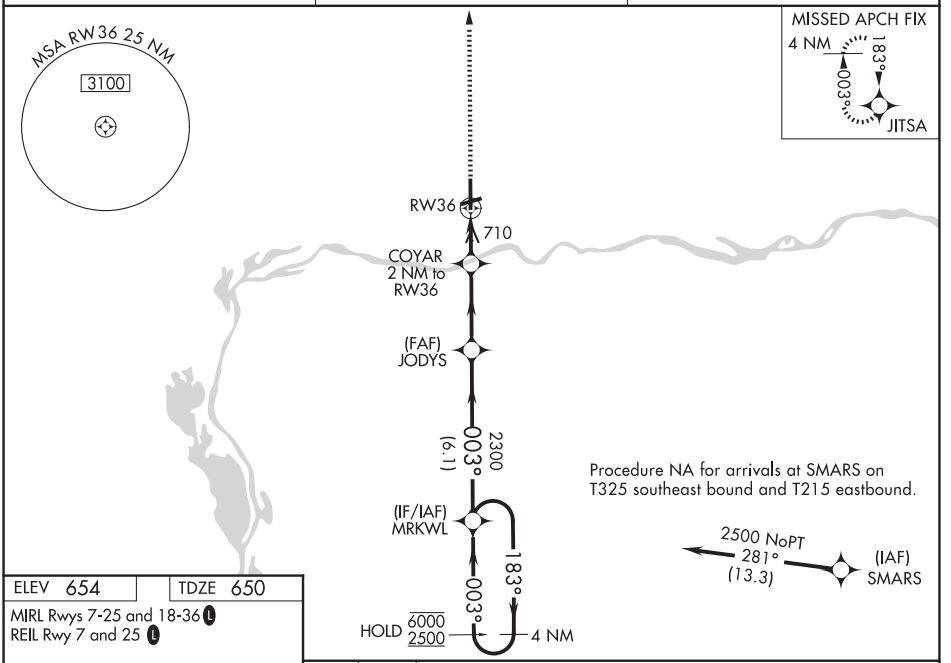
RNP APCH - GPS.

T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Inop table does not apply.

ODALS

MISSED APPROACH: Climb to 2600 direct JITSA and hold.

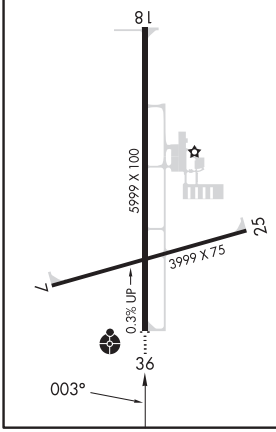
| AWOS-3 | CHICAGO CENTER | UNICOM |
|---|---|---|
| 120.025 | 123.75 259.1 | 123.0 (CTAF) L |

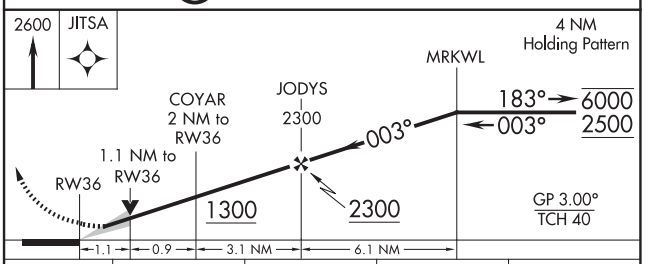



ELEV 654 TDZE 650

MIRL Rwys 7-25 and 18-36 L

REIL Rwy 7 and 25 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | | 900-1 | 250 (300-1) | |
| LNAV/VNAV DA | | 900-1 | 250 (300-1) | |
| LNAV MDA | | 1020-1 | 370 (400-1) | |
| CIRCLING | 1120-1 466 (500-1) | 1240-1 586 (600-1) | 1260-1¾ 606 (700-1¾) | 1460-2½ 806 (900-2½) |



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

PHILLIPS, WISCONSIN | AL-6663 (FAA) | 20086

| WAAS | APP CRS | Rwy Idg | 5220 |
|---|---|---|---|
| CH 56305 | 007° | TDZE | 1481 |
| W01A | | Apt Elev | 1497 |

# RNAV (GPS) RWY 1

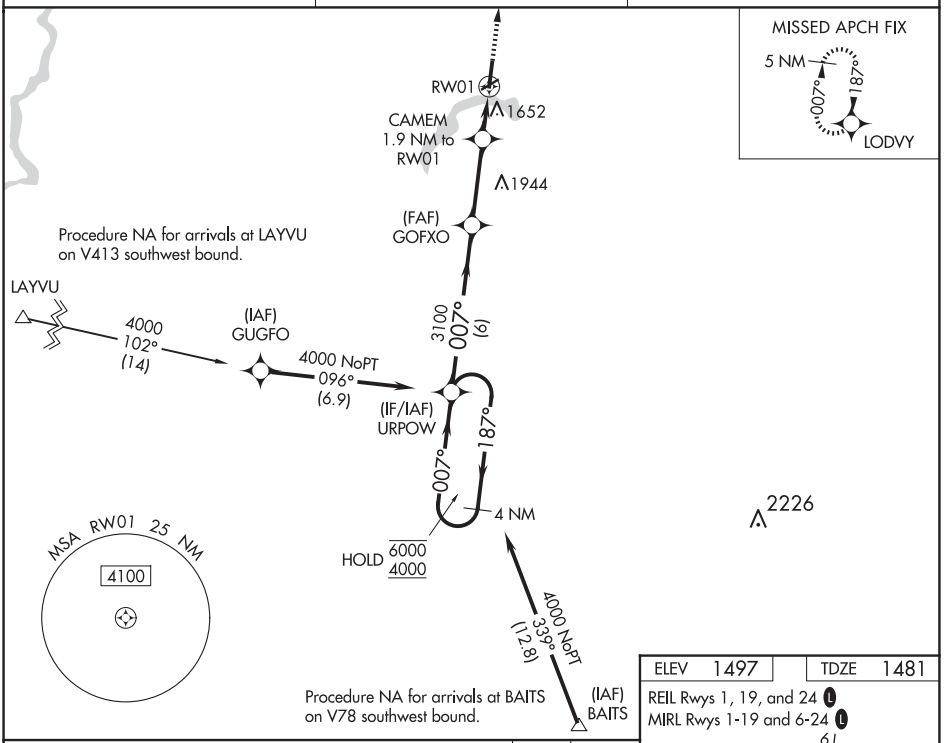
PRICE COUNTY (PBH)

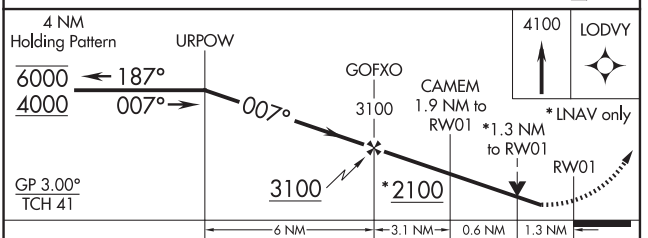
RNP APCH.

Circling Rwy 6, 24 NA at night. Rwy 1 helicopter visibility reduction below ¾ SM NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.

MISSED APPROACH: Climb to 4100 direct LODVY and hold.

| AWOS-3 | MINNEAPOLIS CENTER | UNICOM |
|---|---|---|
| 125.875 | 133.65 281.5 | 122.8 (CTAF) L |

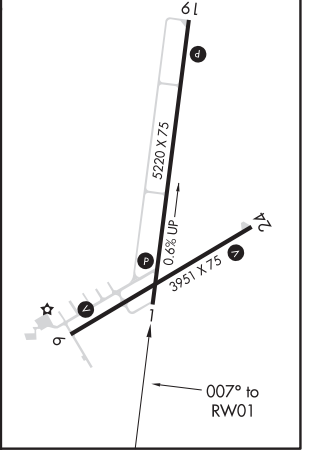



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1731-1 250 (300-1) | | | |
| LNAV/VNAV DA | 1813-1⅛ 332 (400-1⅛) | | | |
| LNAV MDA | 1920-1 439 (500-1) | | 1920-1¼ 439 (500-1¼) | |
| C CIRCLING | 1960-1 463 (500-1) | | 2000-1½ 503 (600-1½) | 2260-2½ 763 (800-2½) |

ELEV 1497 | TDZE 1481

REIL Rwys 1, 19, and 24 L
MIRL Rwys 1-19 and 6-24 L




PHILLIPS, WISCONSIN
Amdt 1A 26MAR20

45°43'N-90°24'W

PRICE COUNTY (PBH)

RNAV (GPS) RWY 1

EC-3, 07 AUG 2025 to 02 OCT 2025

EC-3, 07 AUG 2025 to 02 OCT 2025

| WAAS | APP CRS | Rwy Idg | 3951 |
|---|---|---|---|
| CH 49126 | 059° | TDZE | 1471 |
| W06A | | Apt Elev | 1497 |

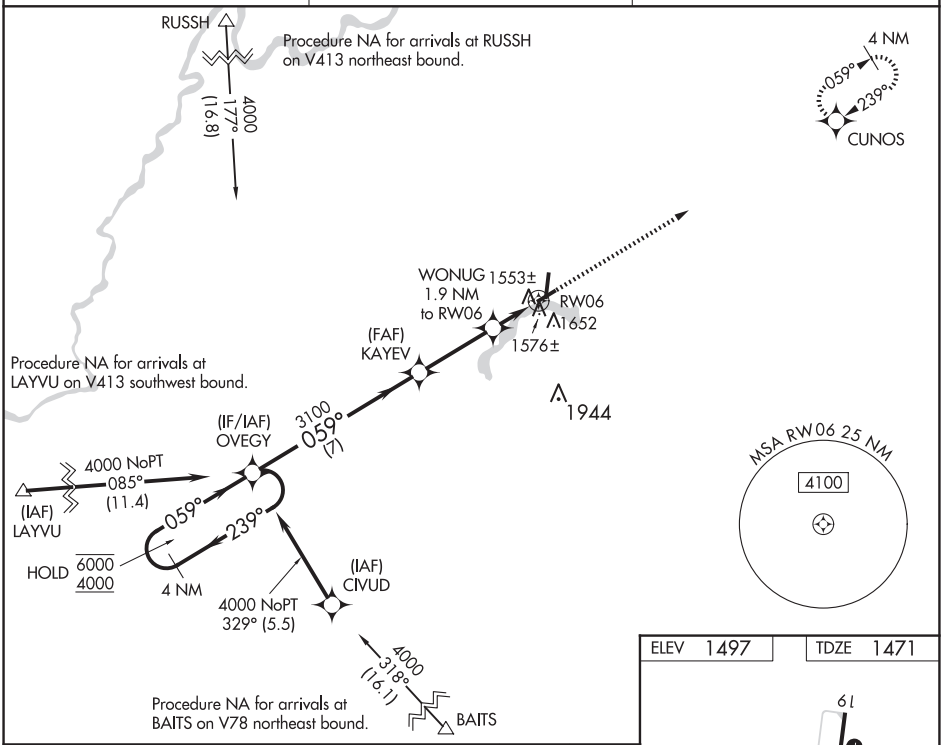
# RNAV (GPS) RWY 6
PRICE COUNTY (PBH)

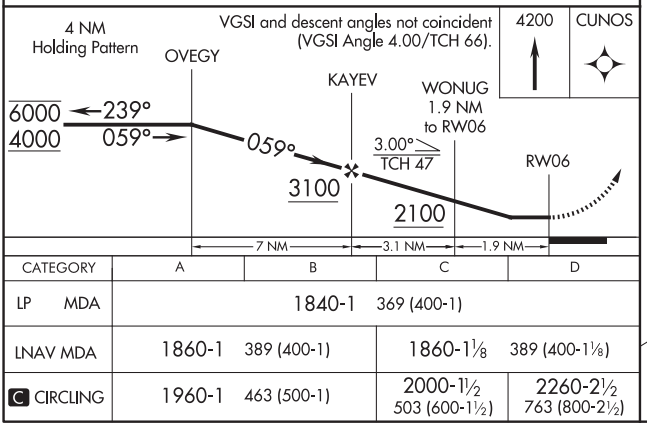
RNP APCH.

T A Rwy 6 helicopter visibility reduction below 1 SM NA.
Straight-in Rwy 6 NA at night, Circling Rwy 6, 24 NA at night.

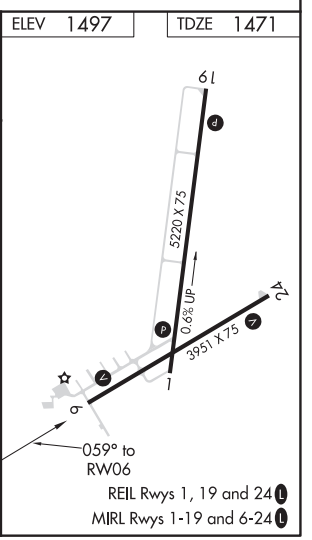
MISSED APPROACH: Climb to 4200 direct CUNOS and hold.

| AWOS-3 | MINNEAPOLIS CENTER | UNICOM |
|---|---|---|
| 125.875 | 133.65 281.5 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1840-1 | 369 (400-1) | | |
| LNAV MDA | 1860-1 | 389 (400-1) | 1860-1⅛ | 389 (400-1⅛) |
| C CIRCLING | 1960-1 | 463 (500-1) | 2000-1½ 503 (600-1½) | 2260-2½ 763 (800-2½) |






EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

PHILLIPS, WISCONSIN | AL-6663 (FAA) | 23278

# RNAV (GPS) RWY 19

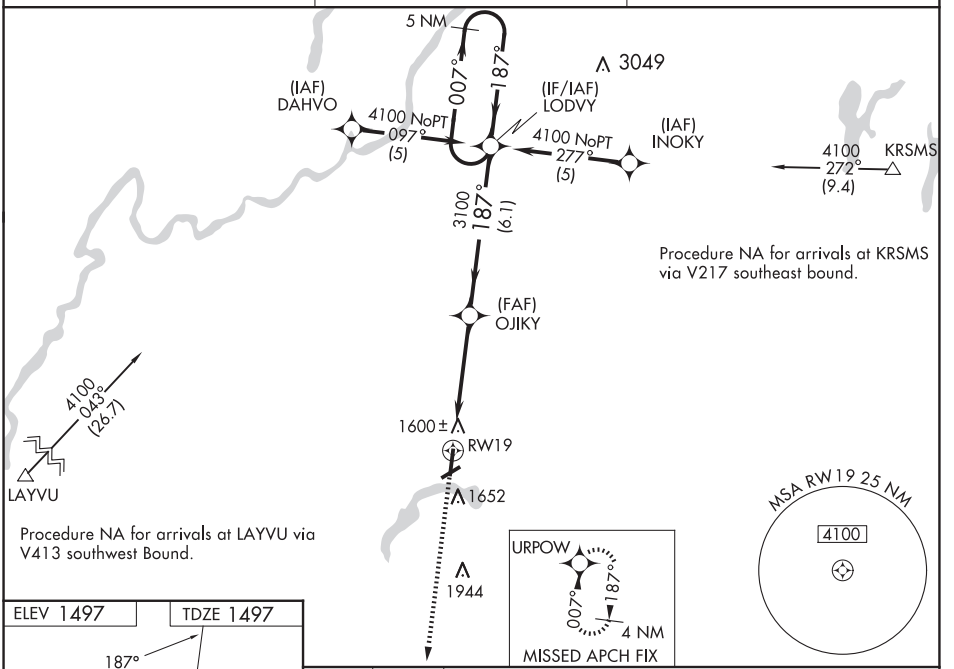
PRICE COUNTY (PBH)

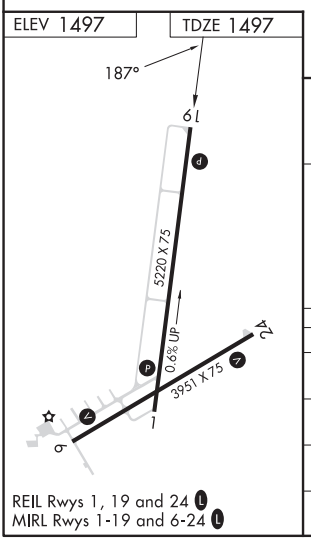
| WAAS | APP CRS | Rwy Idg | 5220 |
|---|---|---|---|
| CH 97405 | 187° | TDZE | 1497 |
| W19A | | Apt Elev | 1497 |

T A Baro-VNAV NA when using Minocqua-Woodruff altimeter setting. When local altimeter setting not received, use Minocqua-Woodruff altimeter setting and increase all DA 91 feet and all Cats visibility ⅜ mile, increase all MDA 100 feet and all Cats C and D visibility ¼ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 34°C (93°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. Night landing: Rwy 6, 24 NA.

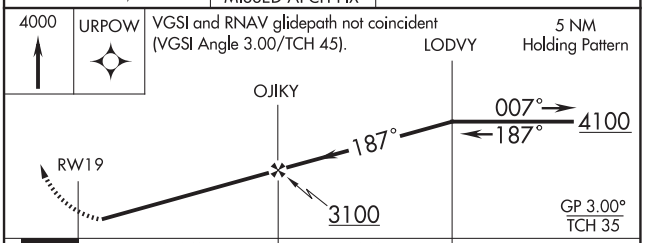
MISSED APPROACH: Climb to 4000 direct URPOW and hold.

| AWOS-3 | MINNEAPOLIS CENTER | UNICOM |
|---|---|---|
| 125.875 | 133.65 281.5 | 122.8 (CTAF) L |




REIL Rwys 1, 19 and 24 L
MIRL Rwys 1-19 and 6-24 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1843-1⅛ 346 (400-1⅛) | | | |
| LNAV/VNAV DA | 1886-1⅜ 389 (400-1⅜) | | | |
| LNAV MDA | 1920-1 423 (500-1) | | 1920-1¼ 423 (500-1¼) | |
| CIRCLING | 2100-1 603 (700-1) | | 2100-1¾ 603 (700-1¾) | 2260-2½ 763 (800-2½) |

PHILLIPS, WISCONSIN
Orig-D 21APR22

45°43'N-90°24'W

PRICE COUNTY (PBH)

RNAV (GPS) RWY 19


EC-3, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 24

PRICE COUNTY (PBH)

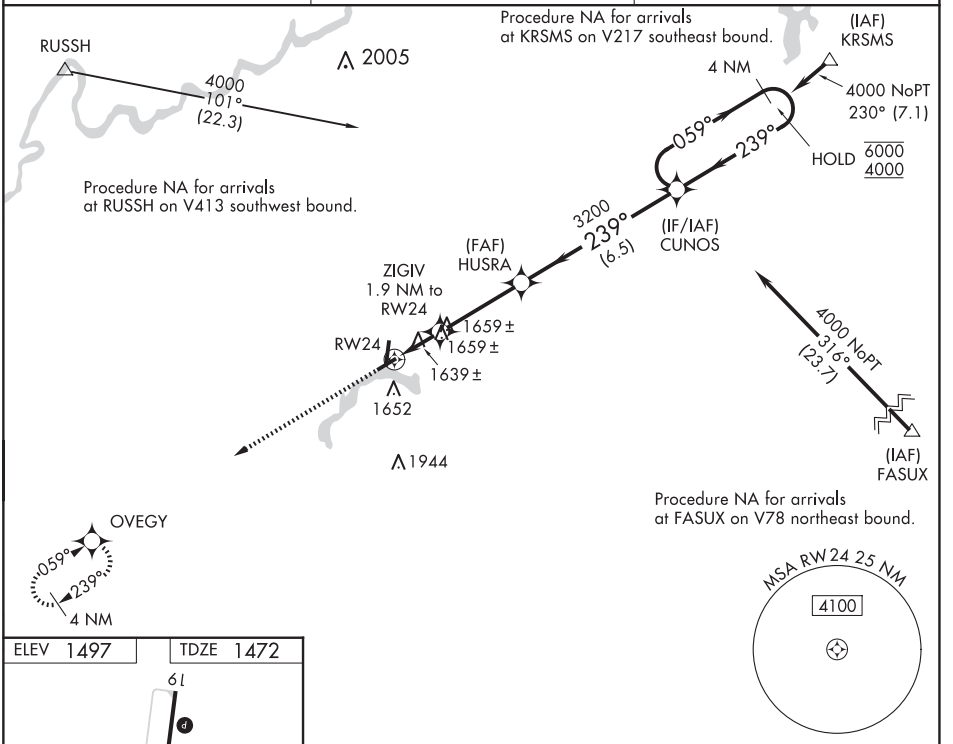
| WAAS | APP CRS | Rwy Idg | 3951 |
|---|---|---|---|
| CH 53726 | 239° | TDZE | 1472 |
| W24A | | Apt Elev | 1497 |

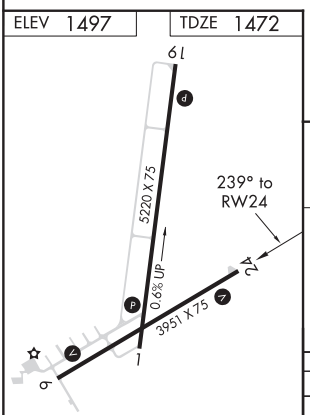
RNP APCH - GPS.

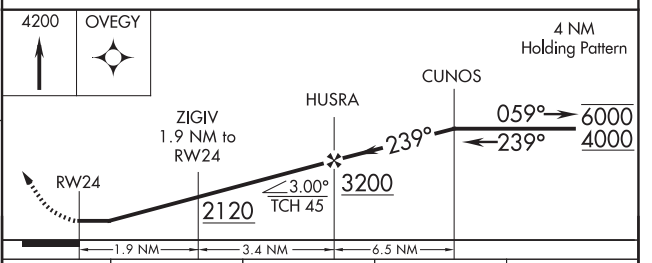
T A Rwy 24 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Minocqua-Woodruff altimeter setting and increase all MDAs 100 feet and visibility Cats C and D ¼ SM. Straight-in Rwy 24 NA at night, Circling Rwy 6, 24 NA at night.

MISSED APPROACH: Climb to 4200 direct OVEGY and hold.

| AWOS-3 | MINNEAPOLIS CENTER | UNICOM |
|---|---|---|
| 125.875 | 133.65 281.5 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1900-1 | 428 (500-1) | 1900-1¼ | 428 (500-1¼) |
| LNAV MDA | 1920-1 | 448 (500-1) | 1920-1⅜ | 448 (500-1⅜) |
| CIRCLING | 2100-1 | 603 (700-1) | 2100-1¾ 603 (700-1¾) | 2260-2½ 763 (800-2½) |

REIL Rwys 1, 19 and 24 L
MIRL Rwys 1-19 and 6-24 L



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

PINCKNEYVILLE, ILLINOIS

AL-6850 (FAA)

23278

# RNAV (GPS) RWY 18

PINCKNEYVILLE/DU QUOIN (PJY)

| WAAS | APP CRS | Rwy Idg | 3999 |
|---|---|---|---|
| CH 57932 | 181° | TDZE | 400 |
| W18A | | Apt Elev | 400 |

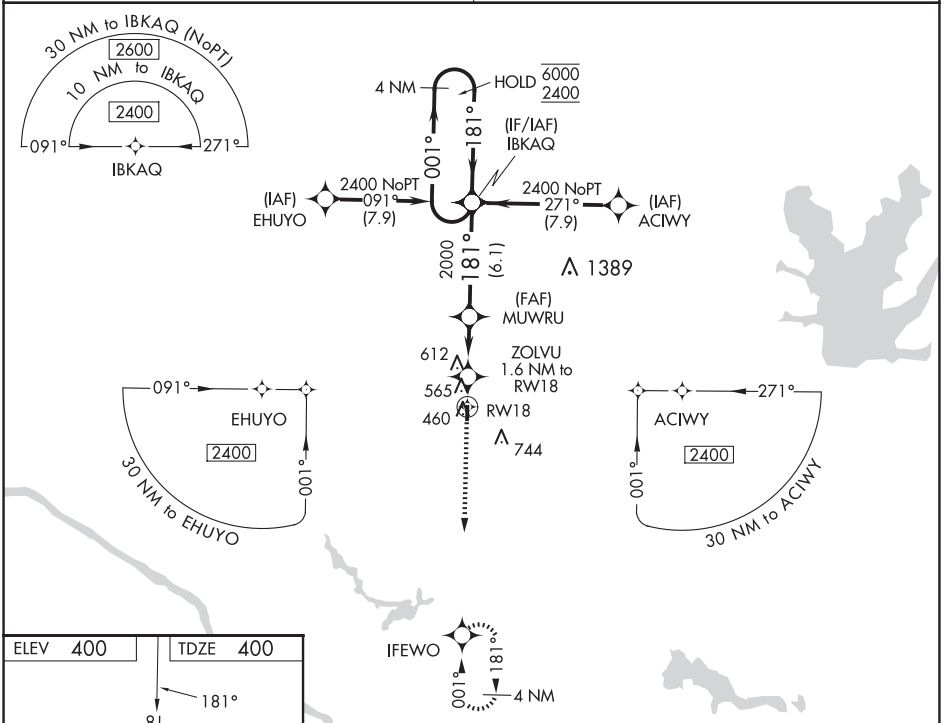
RNP APCH.

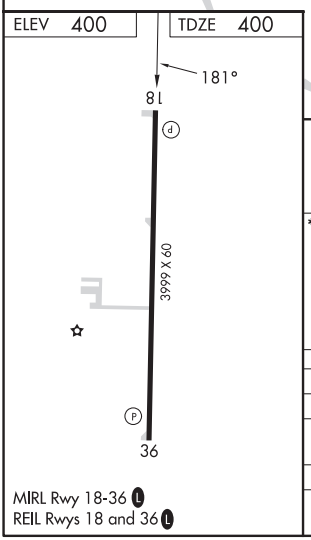
NA

Baro-VNAV NA. Use Carbondale-Murphysboro altimeter setting.

MISSED APPROACH: Climb to 2400 direct IFEWO and hold.

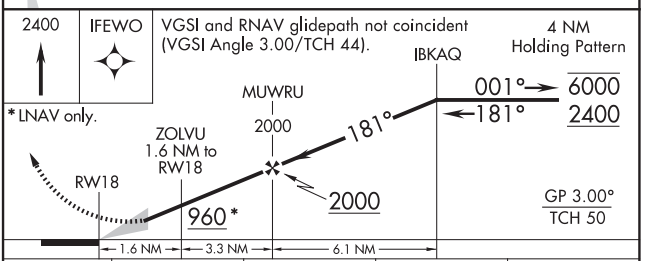
| KANSAS CITY CENTER | UNICOM |
|---|---|
| 127.475 346.275 | 122.8 (CTAF) L |




MIRL Rwy 18-36 L

REIL Rwys 18 and 36 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 682-1 282 (300-1) | | | |
| LNAV/VNAV DA | 808-1⅛ 408 (500-1⅛) | | | |
| LNAV MDA | 900-1 500 (500-1) | | 900-1⅜ 500 (500-1⅜) | |
| CIRCLING | 960-1 560 (600-1) | | 1080-2 680 (700-2) | 1080-2¼ 680 (700-2¼) |



EC-3, 07 AUG 2025 to 02 OCT 2025

EC-3, 07 AUG 2025 to 02 OCT 2025

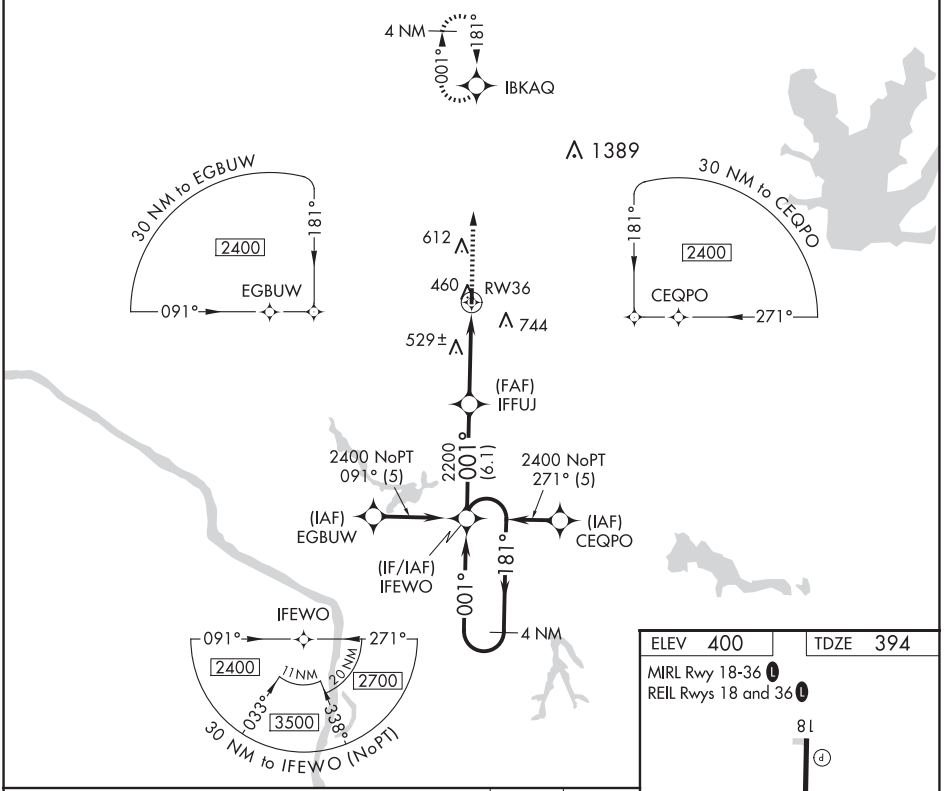
| APP CRS | Rwy Idg | 3999 |
|---|---|---|
| 001° | TDZE | 394 |
| | Apt Elev | 400 |

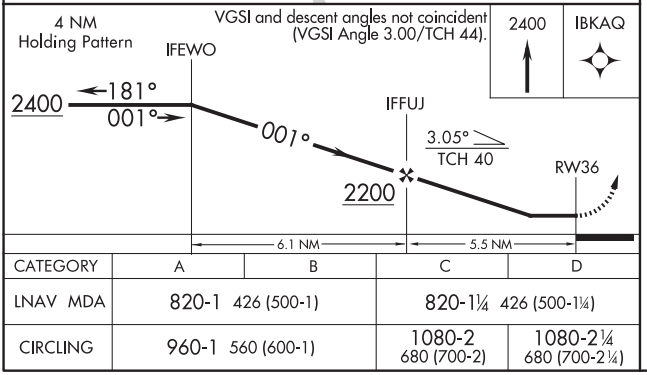
# RNAV (GPS) RWY 36
## PINCKNEYVILLE/DU QUOIN (PJY)

T A NA — Use Carbondale-Murphysboro altimeter setting; when not received, use Sparta Community-Hunter Fld altimeter setting and increase all MDA 40 feet and LNAV Cat C/D visibility ⅛ mile. DME/DME RNP-0.3 NA. Rwy 36 helicopter visibility reduction below ¾ SM NA.

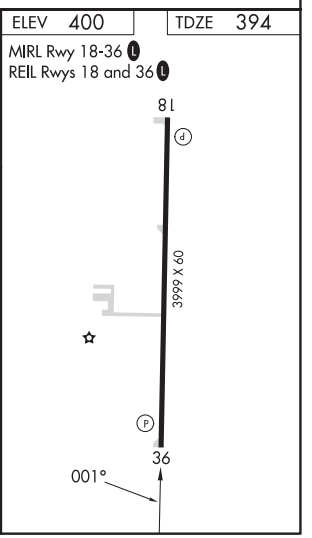
MISSED APPROACH: Climb to 2400 direct IBKAQ and hold

| KANSAS CITY CENTER | UNICOM |
|---|---|
| 127.475 346.275 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 820-1 426 (500-1) | | 820-1¼ 426 (500-1¼) | |
| CIRCLING | 960-1 560 (600-1) | | 1080-2 680 (700-2) | 1080-2¼ 680 (700-2¼) |






EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

PITTSFIELD, ILLINOIS | AL-6310 (FAA) | 23334

# RNAV (GPS) RWY 13

## PITTSFIELD PENSTONE MUNI (PPQ)

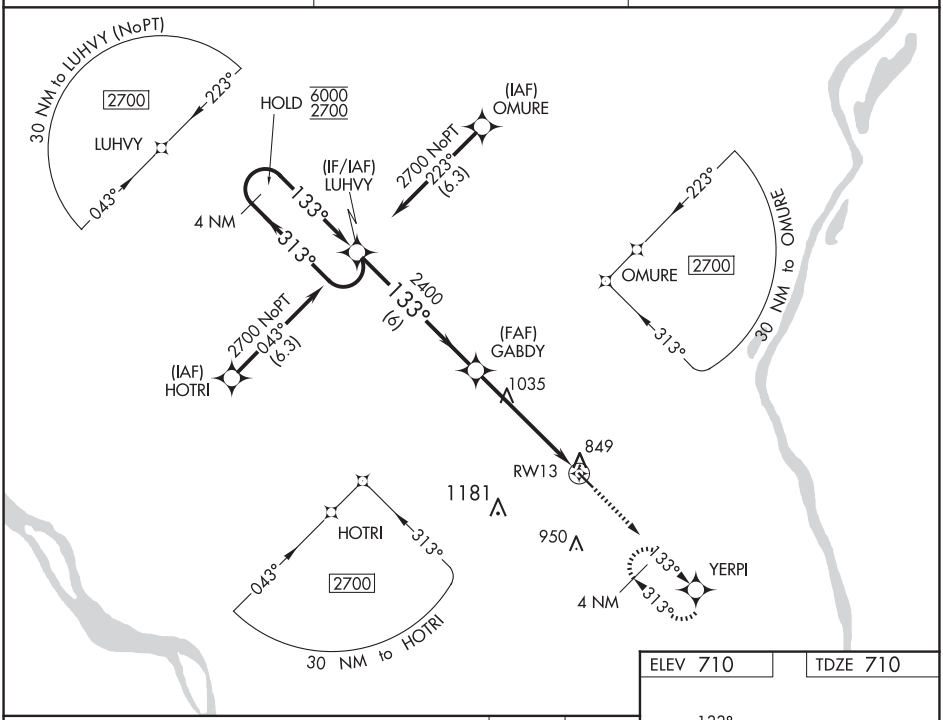
| WAAS | APP CRS | Rwy Idg | 4000 |
|---|---|---|---|
| CH 86642 | 133° | TDZE | 710 |
| W13A | | Apt Elev | 710 |

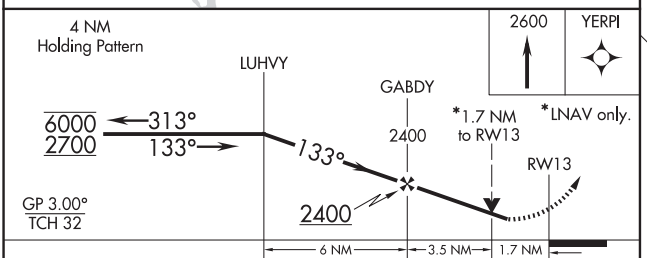
RNP APCH.

T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Rwy 13 helicopter visibility reduction below ¾ SM NA.

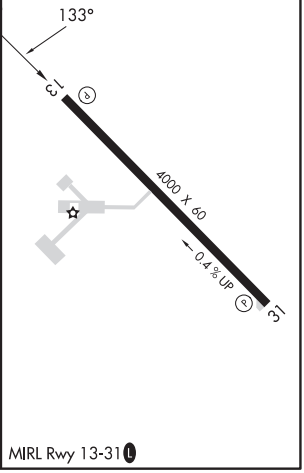
MISSED APPROACH: Climb to 2600 direct YERPI and hold.

| AWOS-3PT | KANSAS CITY CENTER | UNICOM |
|---|---|---|
| 118.525 | 126.225 317.775 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 960-1 250 (300-1) | | | NA |
| LNAV/VNAV DA | 1168-1⅜ 458 (500-1⅜) | | | NA |
| LNAV MDA | 1300-1 590 (600-1) | | 1300-1¾ 590 (600-1¾) | NA |
| C CIRCLING | 1300-1 590 (600-1) | | 1340-1¾ 630 (700-1¾) | NA |




PITTSFIELD, ILLINOIS
Amdt 1 20JUN19

39°38'N-90°47'W

PITTSFIELD PENSTONE MUNI (PPQ)

RNAV (GPS) RWY 13

EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 31

## PITTSFIELD PENSTONE MUNI (PPQ)

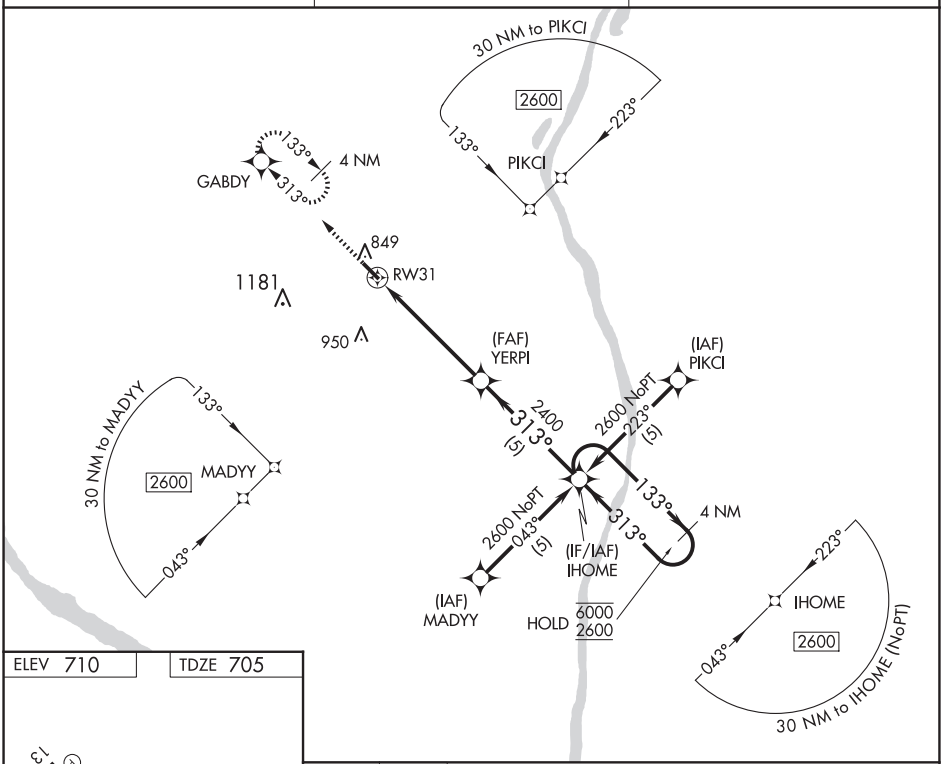
| APP CRS | Rwy Idg | 4000 |
|---|---|---|
| 313° | TDZE | 705 |
| | Apt Elev | 710 |

RNP APCH.

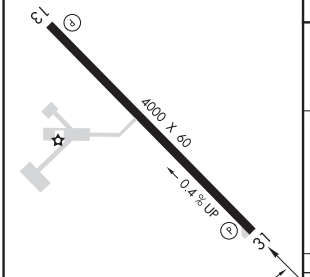
T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

MISSED APPROACH: Climb to 2600 direct GABDY and hold.

| AWOS-3PT | KANSAS CITY CENTER | UNICOM |
|---|---|---|
| 118.525 | 126.225 317.775 | 122.8 (CTAF) L |



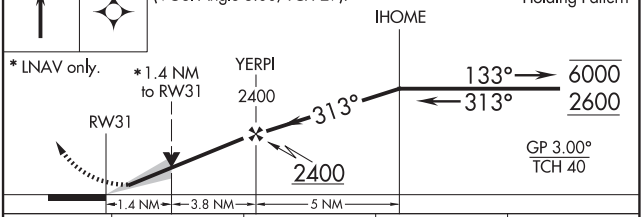

ELEV 710 TDZE 705




MIRL Rwy 13-31 L

2600 GABDY VGSI and RNAV glidepath not conicident (VGSI Angle 3.00/TCH 29).

4 NM Holding Pattern




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV/VNAV DA | 970-1 265 (300-1) | | | NA |
| LNAV MDA | 1160-1 455 (500-1) | | 1160-1⅜ 455 (500-1⅜) | NA |
| C CIRCLING | 1160-1 450 (500-1) | 1240-1 530 (600-1) | 1340-1¾ 630 (700-1¾) | NA |



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

PLATTEVILLE, WISCONSIN AL-5875 (FAA) 24305

# RNAV (GPS) RWY 7

PLATTEVILLE MUNI (PVB)

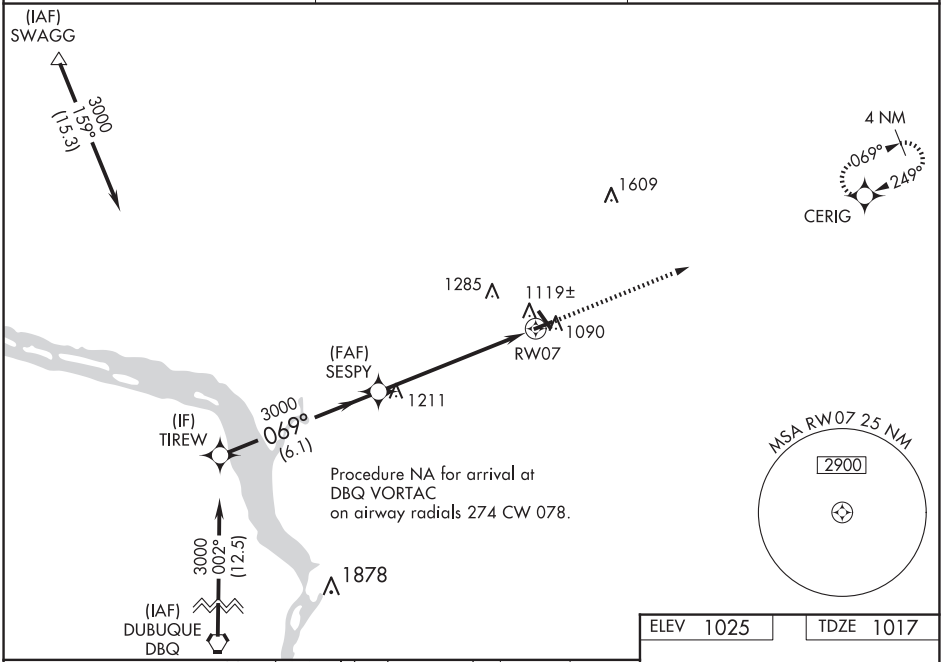
| WAAS | APP CRS | Rwy Idg | 3600 |
|---|---|---|---|
| CH 82315 | 069° | TDZE | 1017 |
| W07A | | Apt Elev | 1025 |

RNP APCH - GPS.

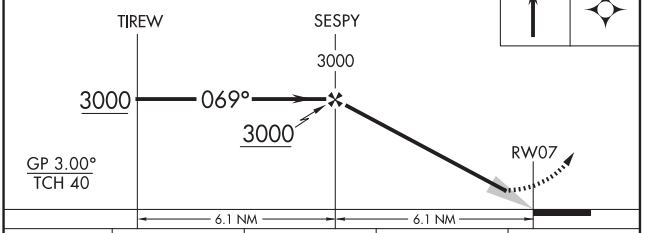
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. Straight-in Rwy 7 NA at night, Circling Rwy 7, 25 NA at night. Rwy 7 helicopter visisbility reduction below 1 SM NA.

MISSED APPROACH: Climb to 3000 direct CERIG and hold.

| AWOS-3 | CHICAGO CENTER | UNICOM |
|---|---|---|
| 120.575 | 133.95 281.4 | 122.7 (CTAF) L |

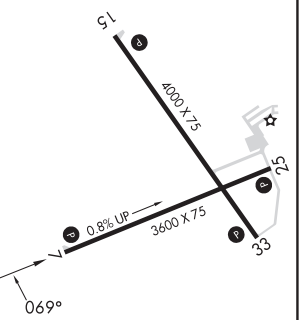



VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 20).




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1284-1 267 (300-1) | | | NA |
| LNAV/VNAV DA | 1407-1½ 390 (400-1½) | | | NA |
| LNAV MDA | 1480-1 463 (500-1) | | | NA |
| CIRCLING | 1480-1 455 (500-1) | 1600-1 575 (600-1) | 1600-1½ 575 (600-1½) | NA |

ELEV 1025 TDZE 1017




REIL Rwys 15 and 33 L
MIRL Rwys 7-25 and 15-33 L

PLATTEVILLE, WISCONSIN
Orig-E 31OCT24

42°41'N - 90°27'W

PLATTEVILLE MUNI (PVB)

RNAV (GPS) RWY 7

EC-3, 07 AUG 2025 to 02 OCT 2025

EC-3, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 15

PLATTEVILLE MUNI (PVB)

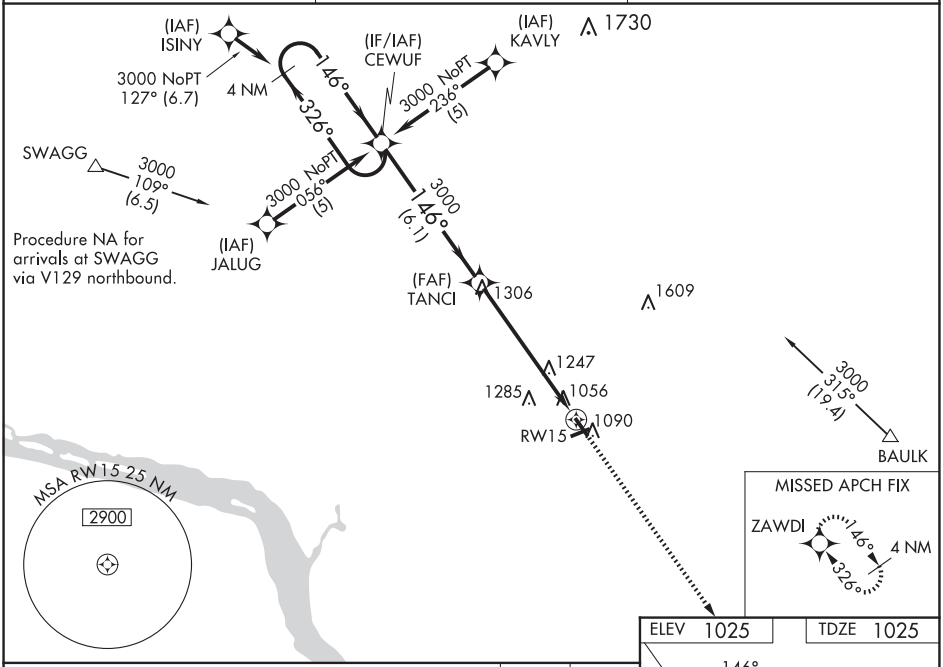
| WAAS | APP CRS | Rwy Idg | 4000 |
|---|---|---|---|
| CH 42615 | 146° | TDZE | 1025 |
| W15A | | Apt Elev | 1025 |

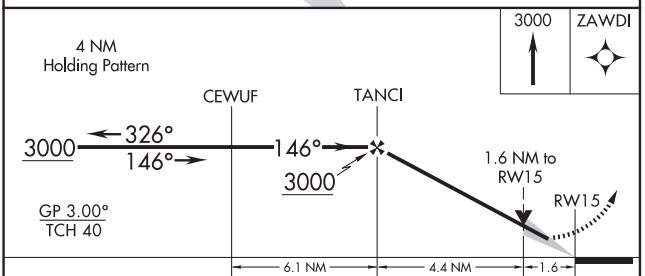
RNP APCH - GPS.

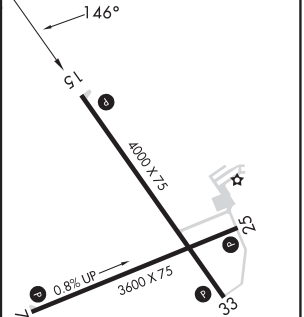
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). When local altimeter setting not received, use DBQ altimeter setting and increase LPV DA to 1331 feet; increase LNAV/VNAV DA to 1394 feet; increase all MDAs 60 feet and LNAV visibility Cat C ¼ SM, and Circling visiblity Cat C ¼ SM. Baro-VNAV and VD NA when using Dubuque altimeter setting. Circling Rwy 7, 25 NA at night.

MISSED APPROACH: Climb to 3000 direct ZAWDI and hold.

| AWOS-3 | CHICAGO CENTER | UNICOM |
|---|---|---|
| 120.575 | 133.95 281.4 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1275-1 250 (300-1) | | | NA |
| LNAV/VNAV DA | 1338-1 313 (400-1) | | | NA |
| LNAV MDA | 1560-1 535 (600-1) | | 1560-1½ 535 (600-1½) | NA |
| CIRCLING | 1560-1 535 (600-1) | 1600-1 575 (600-1) | 1600-1½ 575 (600-1½) | NA |

REIL Rwys 15 and 33 L
MIRL Rwys 7-25 and 15-33 L



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

PLATTEVILLE, WISCONSIN | AL-5875 (FAA) | 24305

| APP CRS | Rwy Idg | 3600 |
|---|---|---|
| 249° | TDZE | 1022 |
| | Apt Elev | 1025 |

# RNAV (GPS) RWY 25

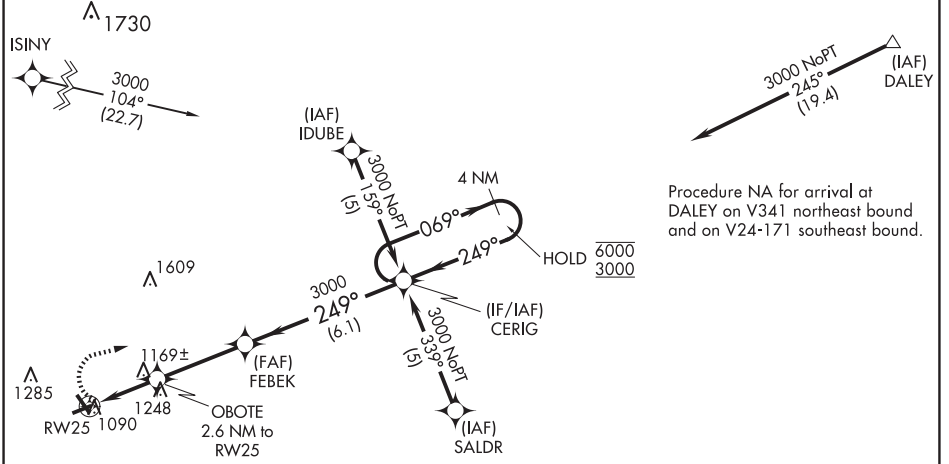
## PLATTEVILLE MUNI (PVB)

RNP APCH - GPS.

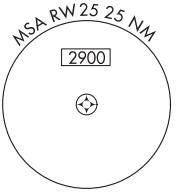
Rwy 25 helicopter visibility reduction below 1 SM NA.
Straight-in Rwy 25 NA at night, Circling Rwys 7, 25 NA at night.

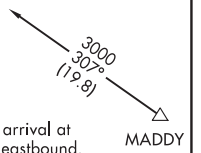
MISSED APPROACH: Climbing right turn to 3000 direct CERIG and hold.

| AWOS-3 | CHICAGO CENTER | UNICOM |
|---|---|---|
| 120.575 | 133.95 281.4 | 122.7 (CTAF) L |



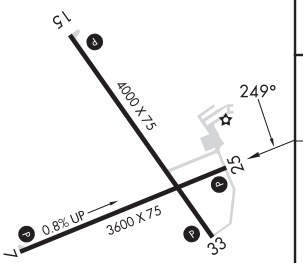

Procedure NA for arrival at DALEY on V341 northeast bound and on V24-171 southeast bound.



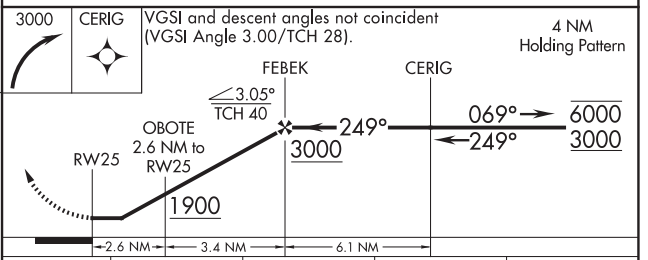




Procedure NA for arrival at MADDY on V246 eastbound.

ELEV 1025 | TDZE 1022




REIL Rwys 15 and 33 L
MIRL Rwys 7-25 and 15-33 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1500-1 478 (500-1) | | 1500-1⅜ 478 (500-1⅜) | NA |
| CIRCLING | 1500-1 475 (500-1) | 1600-1 575 (600-1) | 1600-1½ 575 (600-1½) | NA |



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# RNAV (GPS) RWY 33

PLATTEVILLE MUNI (PVB)

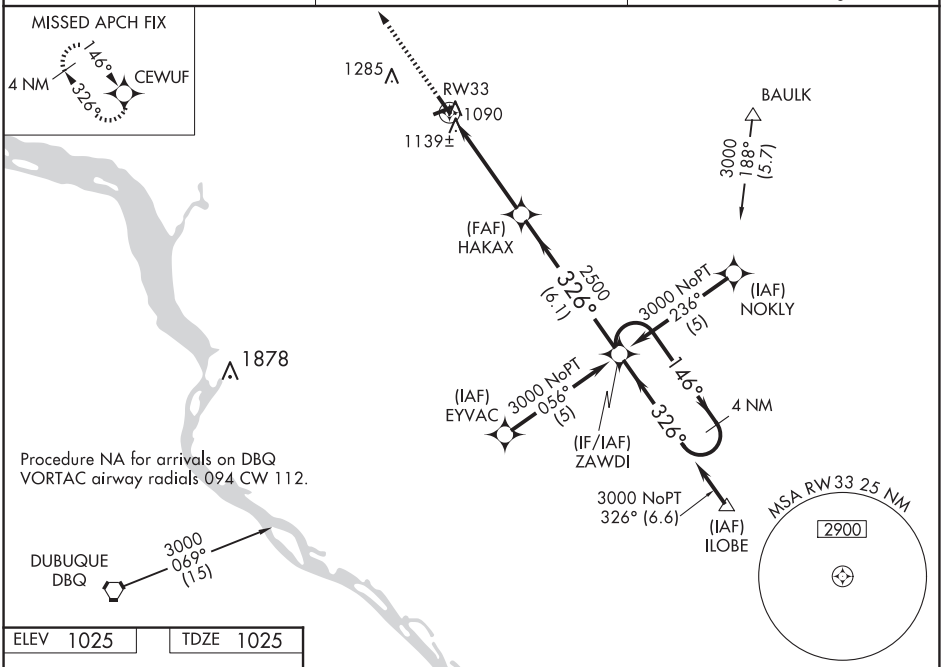
| WAAS | APP CRS | Rwy Idg | 4000 |
|---|---|---|---|
| CH 40115 | 326° | TDZE | 1025 |
| W33A | | Apt Elev | 1025 |

RNP APCH - GPS

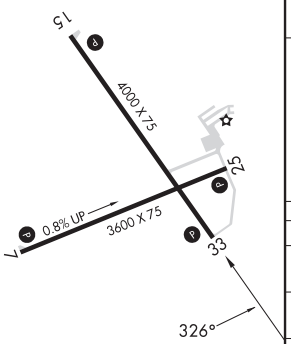
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. When local altimeter setting not received, use DBQ altimeter setting and increase LPV DA to 1331 feet; increase LNAV/VNAV DA to 1497 feet and all Cats visibilities ¼ SM; increase all MDAs 60 feet, increase LNAV and Circling Cat C visibility ¼ SM. Baro-VNAV and VDP NA when using DBQ altimeter setting. Circling Rwy 7, 25 NA at night.

MISSED APPROACH: Climb to 3000 direct CEWUF and hold.

| AWOS-3 | CHICAGO CENTER | UNICOM |
|---|---|---|
| 120.575 | 133.95 281.4 | 122.7 (CTAF) L |




ELEV 1025 TDZE 1025



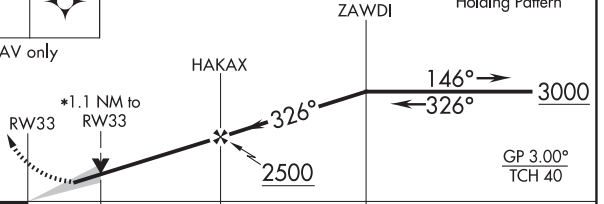

REIL Rwys 15 and 33 L
MIRL Rwys 7-25 and 15-33 L

3000 CEWUF

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 25).

4 NM Holding Pattern

* LNAV only




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1275-1 250 (300-1) | | | NA |
| LNAV/VNAV DA | 1441-1½ 416 (500-1½) | | | NA |
| LNAV MDA | 1400-1 375 (400-1) | | | NA |
| CIRCLING | 1460-1 435 (500-1) | 1600-1 575 (600-1) | 1600-1½ 575 (600-1½) | NA |



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# RNAV (GPS) RWY 6

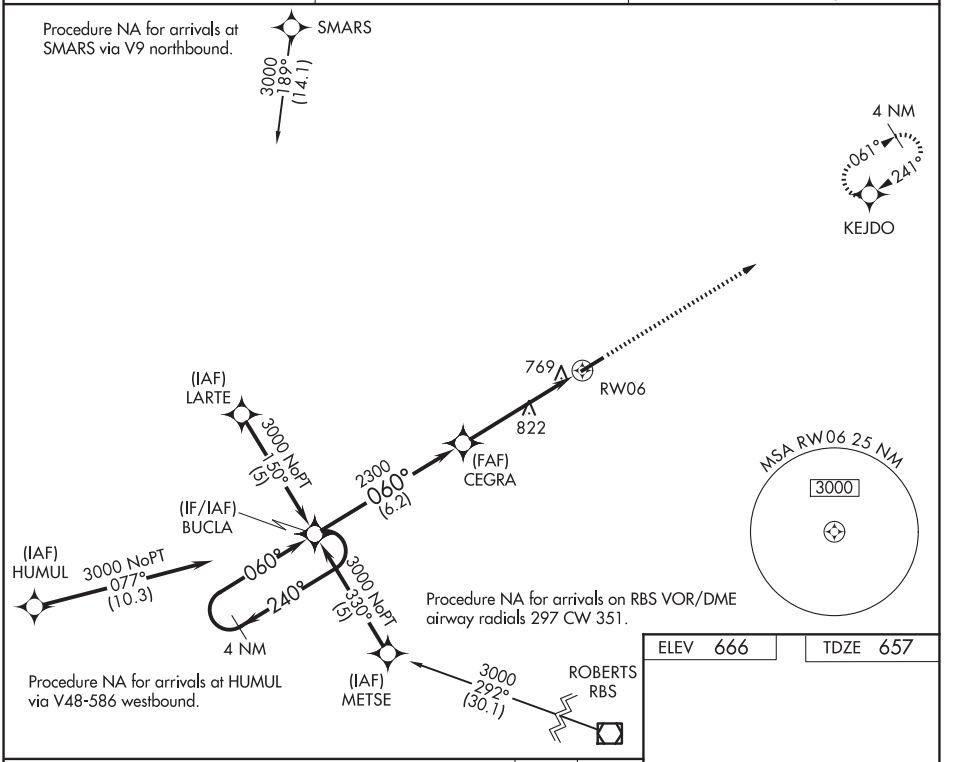
PONTIAC MUNI (PNT)

| WAAS CH 86708 W06A | APP CRS 060° | Rwy Ldg 5000 TDZE 657 Apt Elev 666 |
|---|---|---|

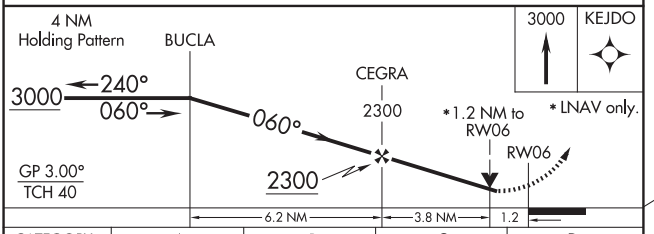
T A DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Bloomington/Normal altimeter setting. When local altimeter setting not received, use Bloomington/Normal altimeter setting: increase LPV DA to 1138 feet and all visibilities ¼ SM; increase LNAV/VNAV DA to 1339 feet and all visibilities 1 SM; increase all MDAs 100 feet and Circling Cat C visibility ½ SM. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct KEJDO and hold.

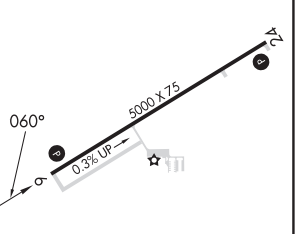
| AWOS-3 | CHICAGO CENTER | UNICOM |
|---|---|---|
| 119.675 | 123.75 259.1 | 123.075 (CTAF) L |




ELEV 666 TDZE 657




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1040-1½ | 383 (400-1½) | | NA |
| LNAV/VNAV DA | 1071-1½ | 414 (500-1½) | | NA |
| LNAV MDA | 1080-1 | 423 (500-1) | 1080-1¼ 423 (500-1¼) | NA |
| CIRCLING | 1180-1 514 (600-1) | 1200-1 534 (600-1) | 1320-1¾ 654 (700-1¾) | NA |



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| WAAS | APP CRS | Rwy Ldg | 5000 |
|---|---|---|---|
| CH 50308 | 241° | TDZE | 666 |
| W24A | | Apt Elev | 666 |

# RNAV (GPS) RWY 24

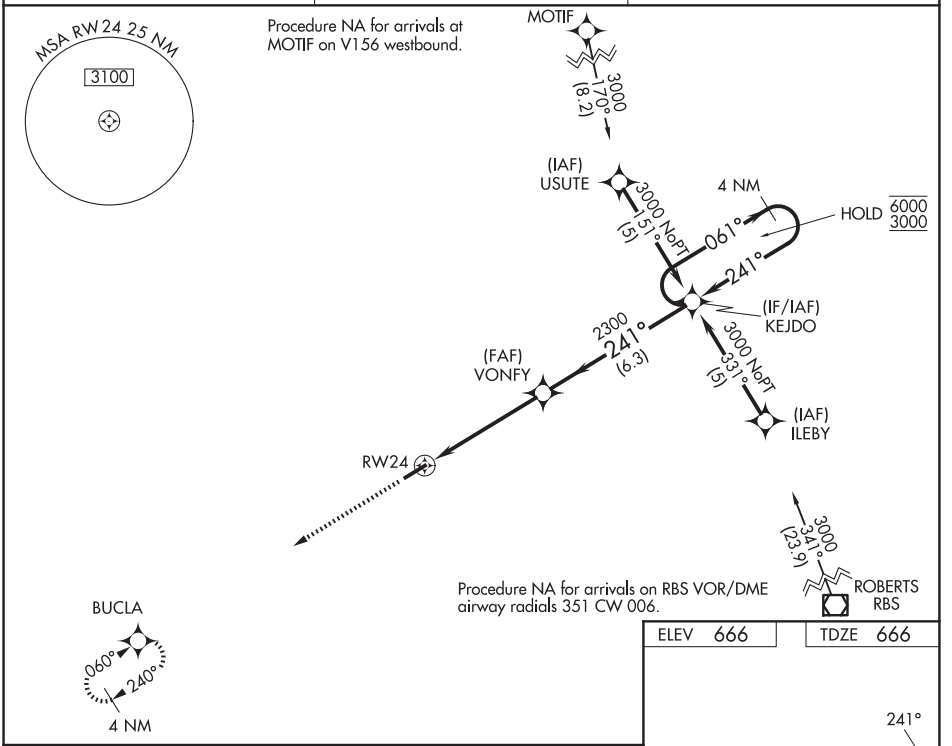
PONTIAC MUNI (PNT)

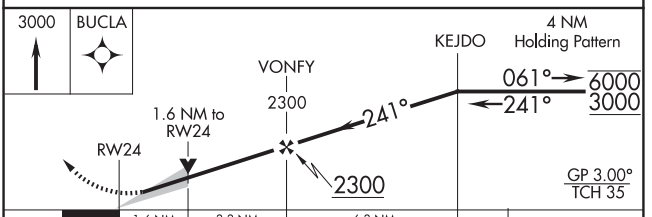
RNP APCH - GPS.

T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Baro-VNAV and VDP NA when using BMI altimeter setting. When local altimeter setting not received, use BMI altimeter setting: increase LPV DA to 1014 feet; increase LNAV/VNAV DA to 1237 feet and all visibilities ¼ SM; increase all MDAs 100 feet and visibility LNAV Cat C ¼ SM and Circling Cat C ½ SM.

MISSED APPROACH: Climb to 3000 direct BUCLA and hold.

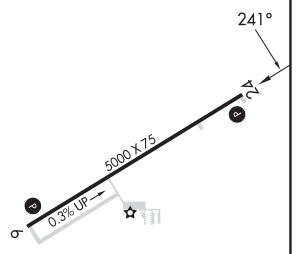
| AWOS-3 | CHICAGO CENTER | UNICOM |
|---|---|---|
| 119.675 | 123.75 259.1 | 123.075 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 916-1 | 250 (300-1) | | NA |
| LNAV/VNAV DA | 1139-1⅜ | 473 (500-1⅜) | | NA |
| LNAV MDA | 1220-1 | 554 (600-1) | 1220-1⅝ 554 (600-1⅝) | NA |
| CIRCLING | 1220-1 | 554 (600-1) | 1320-1¾ 654 (700-1¾) | NA |

ELEV 666 TDZE 666




MIRL Rwy 6-24 L



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POPLAR GROVE, ILLINOIS

AL-6413 (FAA)

23278

# RNAV (GPS)-A

POPLAR GROVE (C77)

| APP CRS | Rwy Idg | N/A |
|---|---|---|
| 306° | TDZE | N/A |
| | Apt Elev | 857 |

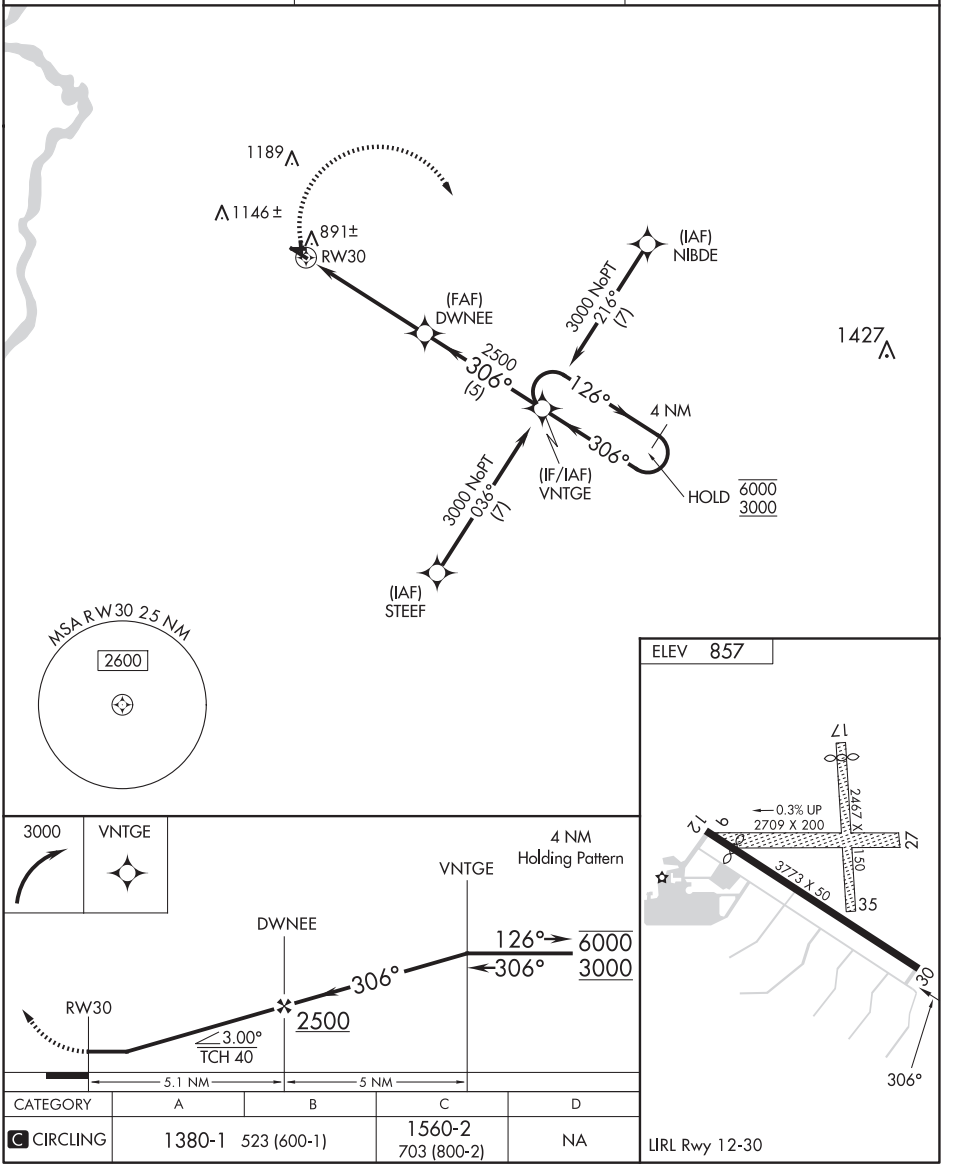
RNP APCH - GPS.

T
A NA

Circling NA to Rwys 09, 17, 27 and 35. Procedure NA at night. Rwy 12 and 30 helicopter visibility reduction below 1 SM NA. Use Chicago/Rockford altimeter setting.

MISSED APPROACH: Climbing right turn to 3000 direct VNTGE and hold.

| RFD ASOS | ROCKFORD APP CON | UNICOM |
|---|---|---|
| 127.6 | 121.0 327.0 | 122.8 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 1380-1 523 (600-1) | | 1560-2 703 (800-2) | NA |

LIRL Rwy 12-30



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# RNAV (GPS) RWY 18

PORTAGE MUNI (C47)

| WAAS | APP CRS | | |
|---|---|---|---|
| CH 78040 | 181° | Rwy Idg | 3672 |
| W18A | | TDZE | 819 |
| | | Apt Elev | 824 |

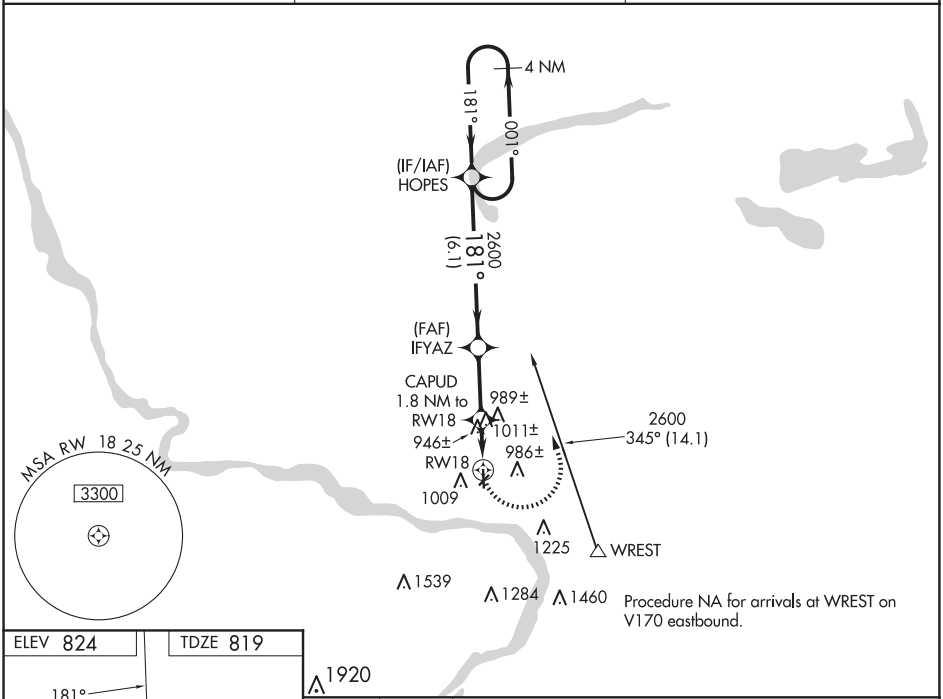
RNP APCH - GPS.

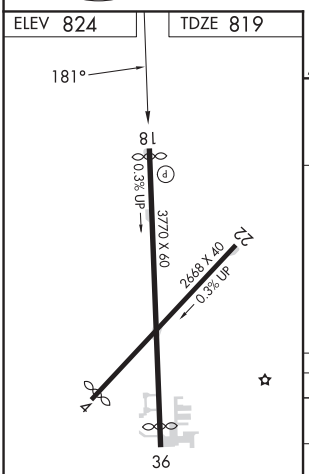
Rwy 18 helicopter visibility reduction below 1 SM NA. Procedure NA at night. Use Baraboo altimeter setting.

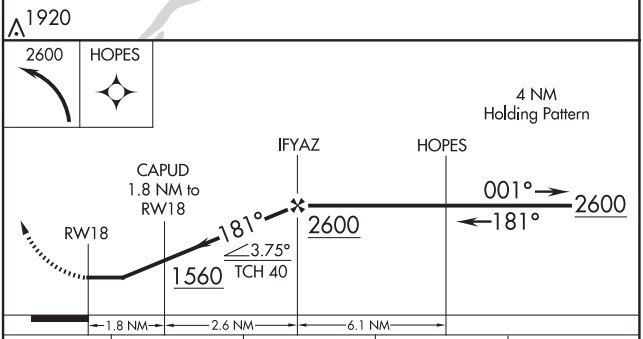
NA

MISSED APPROACH: Climbing left turn to 2600 direct HOPES and hold.

| DLL AWOS-3 | MADISON APP CON ★ | UNICOM |
|---|---|---|
| 118.325 | 135.45 343.7 | 122.7 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1260-1 | 441 (500-1) | 1260-1⅜ 441 (500-1⅜) | NA |
| LNAV MDA | 1320-1 | 501 (500-1) | 1320-1⅜ 501 (500-1⅜) | NA |
| C CIRCLING | 1420-1 | 596 (600-1) | 1640-2½ 816 (900-2½) | NA |



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PRAIRIE DU CHIEN, WISCONSIN | AL-6037 (FAA) | 25163

| WAAS | APP CRS | Rwy Ldg | 5000 |
|---|---|---|---|
| CH 48947 | 140° | TDZE | 655 |
| W14A | | Apt Elev | 660 |

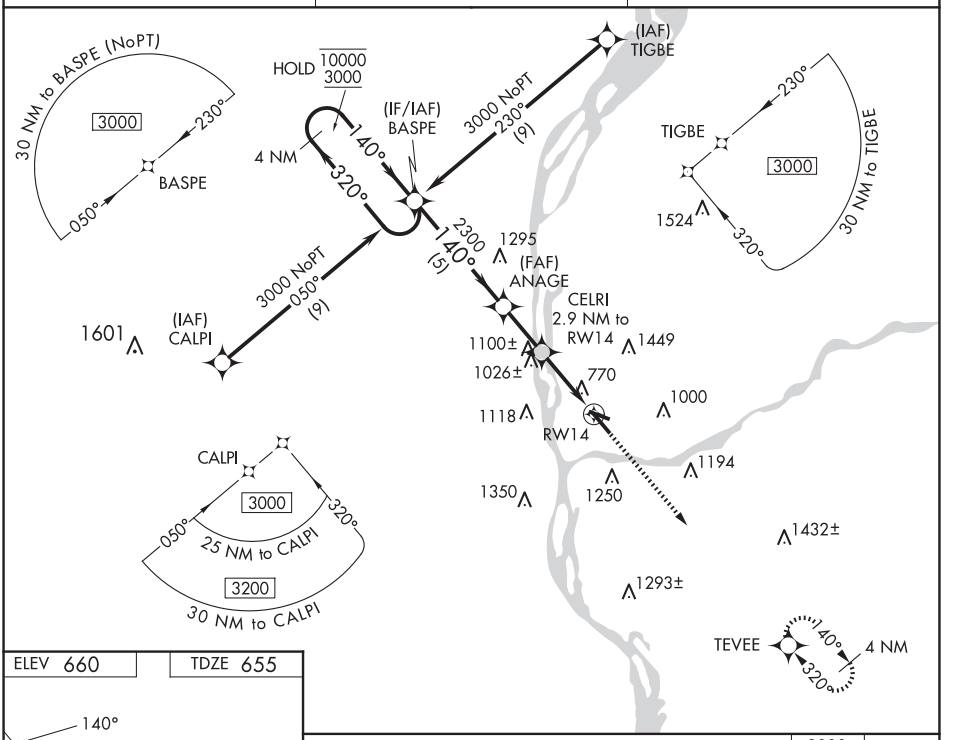
# RNAV (GPS) RWY 14
## PRAIRIE DU CHIEN MUNI (PDC)

RNP APCH - GPS.

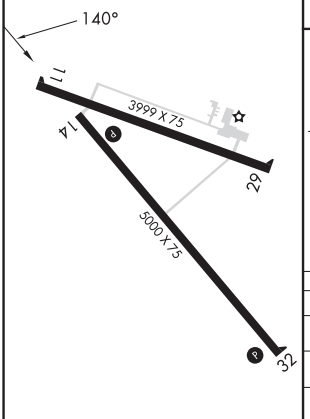
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Circling Rwy 32 NA at night.

MISSED APPROACH: Climb to 3000 direct TEVEE and hold.

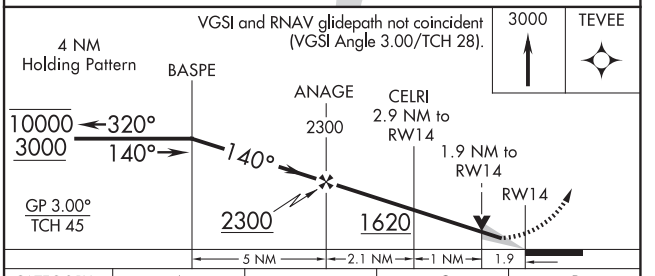
| AWOS-3 | CHICAGO CENTER | UNICOM |
|---|---|---|
| 119.925 | 133.95 281.4 | 122.8 (CTAF) |




ELEV 660 | TDZE 655




REIL Rwys 14 and 32 (L)
MIRL Rwys 11-29 and 14-32 (L)




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 983-1 328 (400-1) | | | |
| LNAV/VNAV DA | 1111-1⅜ 456 (500-1⅜) | | | |
| LNAV MDA | 1280-1 625 (700-1) | | 1280-1¾ 625 (700-1¾) | |
| CIRCLING | 1580-1¼ 920 (1000-1¼) | 1760-1½ 1100 (1100-1½) | 1760-3 1100 (1100-3) | |



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# RNAV (GPS) RWY 29

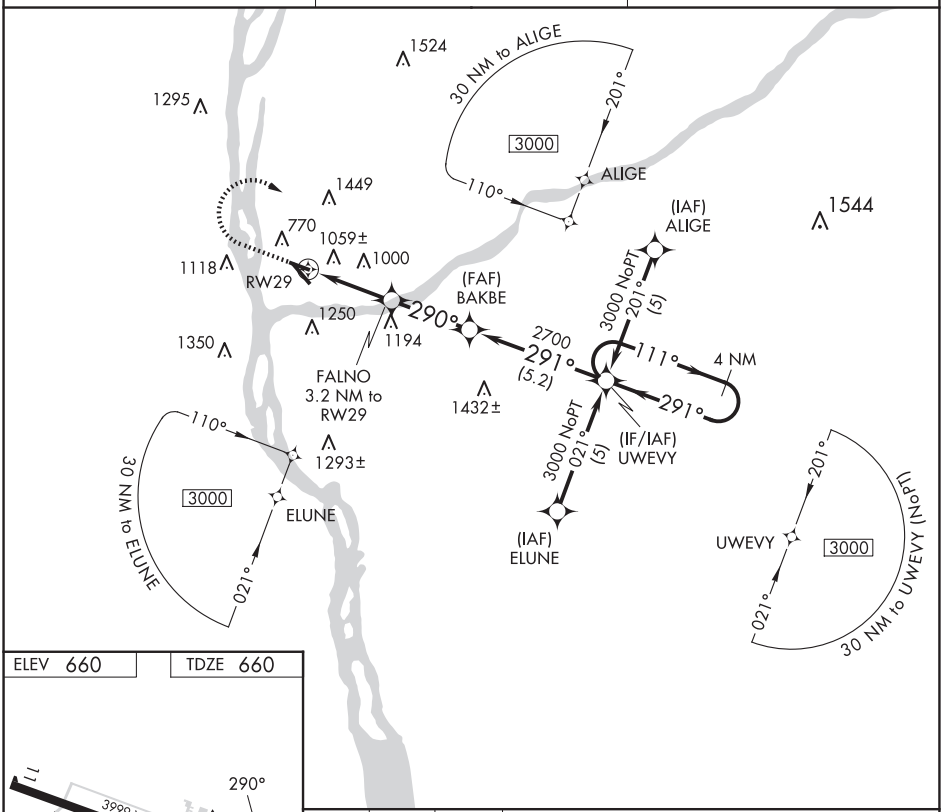
## PRAIRIE DU CHIEN MUNI (PDC)

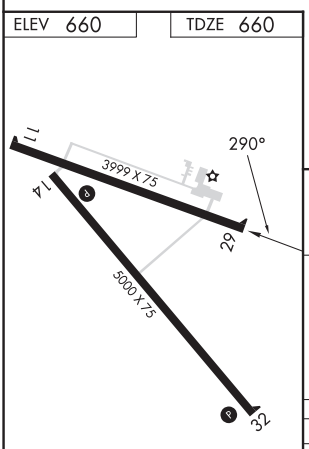
| APP CRS | Rwy Ldg | 3999 |
|---|---|---|
| 290° | TDZE | 660 |
| | Apt Elev | 660 |

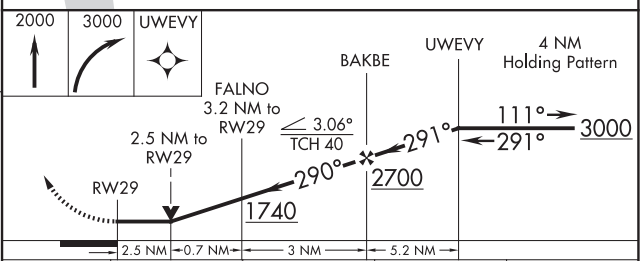
DME/DME RNP-0.3 NA.
Night landing: Rwy 11, 32 NA.
Helicopter visibility reduction below ¾ SM NA.

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

| AWOS-3 | CHICAGO CENTER | UNICOM |
|---|---|---|
| 119.925 | 133.95 281.4 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1520-1<br>860 (900-1) | 1520-1¼<br>860 (900-1¼) | 1520-2½ | 860 (900-2½) |
| CIRCLING | 1580-1¼<br>920 (1000-1¼) | 1760-1½<br>1100 (1100-1½) | 1800-3 | 1140 (1200-3) |

REIL Rwys 14 and 32 L
MIRL Rwys 11-29 and 14-32 L



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PRAIRIE DU CHIEN, WISCONSIN | AL-6037 (FAA) | 25163

# RNAV (GPS) RWY 32

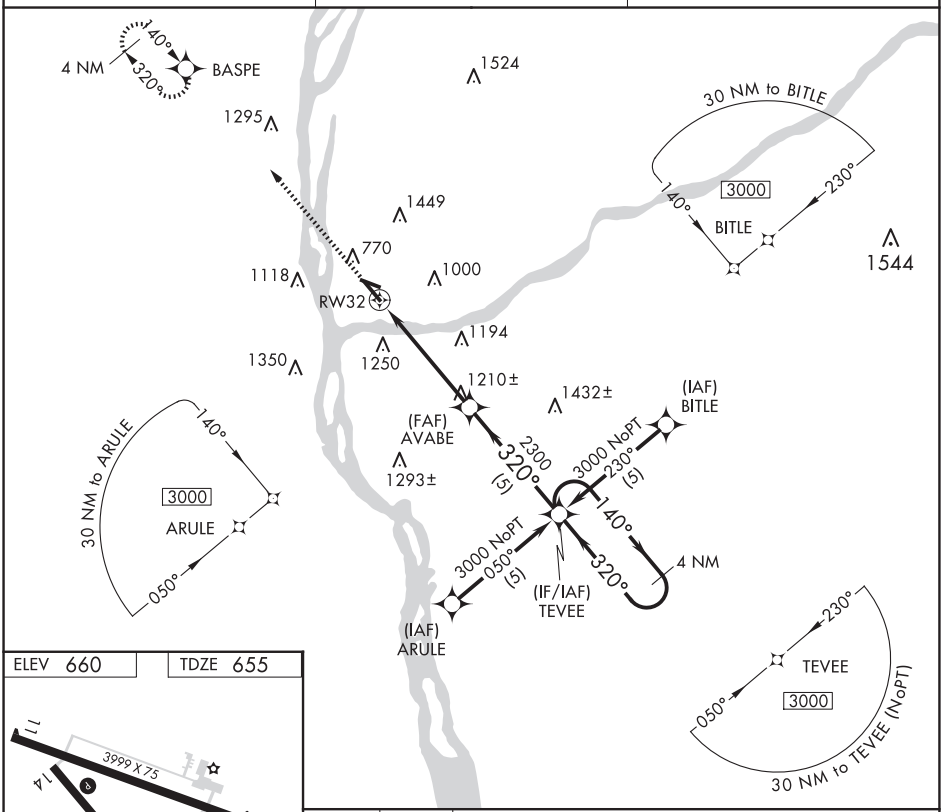
## PRAIRIE DU CHIEN MUNI (PDC)

| APP CRS | Rwy Ldg | 5000 |
|---|---|---|
| 320° | TDZE | 655 |
| | Apt Elev | 660 |

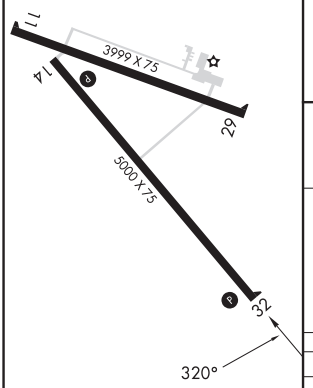
DME/DME RNP-0.3 NA.
Night landing: Rwy 11, 32 NA.
Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 3000 direct BASPE and hold.

| AWOS-3 | CHICAGO CENTER | UNICOM |
|---|---|---|
| 119.925 | 133.95 281.4 | 122.8 (CTAF) L |




ELEV 660 | TDZE 655

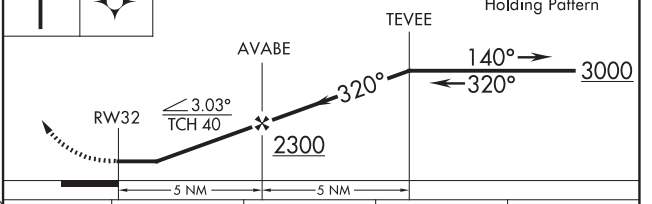



REIL Rwys 14 and 32 L
MIRL Rwys 14-32 and 11-29 L

3000 | BASPE

VGSI and descent angles not coincident (VGSI Angle 4.00/TCH 40).

4 NM Holding Pattern




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1560-1¼ 905 (900-1¼) | | 1560-2⅝ 905 (900-2⅝) | |
| CIRCLING | 1580-1¼ 920 (1000-1¼) | 1760-1½ 1100 (1100-1½) | 1800-3 1140 (1200-3) | |

PRAIRIE DU CHIEN, WISCONSIN
Orig-D 21APR22

43°01'N-91°07'W

PRAIRIE DU CHIEN MUNI (PDC)
RNAV (GPS) RWY 32

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# RNAV (GPS) RWY 18

SAUK/PRAIRIE (91C)

| APP CRS | Rwy Ldg | 2936 |
|---|---|---|
| 177° | TDZE | 832 |
| | Apt Elev | 832 |

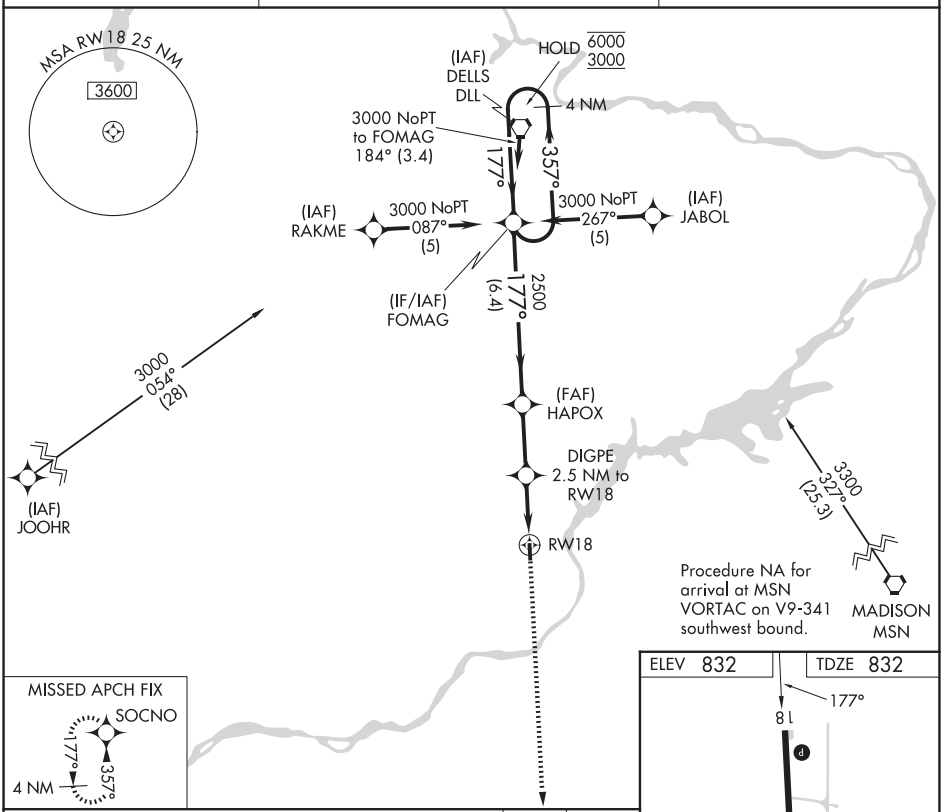
RNP APCH.

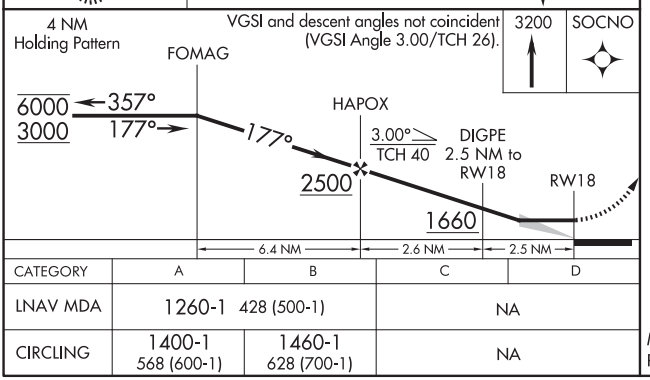
T
NA

Use Madison altimeter setting.

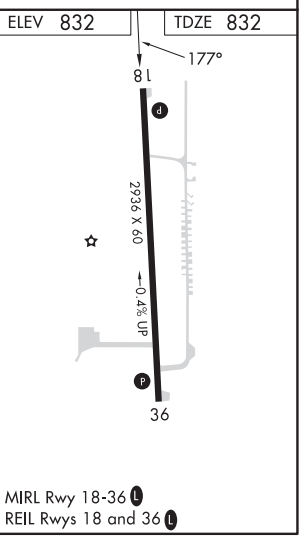
MISSED APPROACH: Climb to 3200 direct SOCNO and hold.

| MSN ASOS | MADISON APP CON★ | CTAF |
|---|---|---|
| 124.65 278.3 | 135.45 343.7 | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1260-1 | 428 (500-1) | NA | |
| CIRCLING | 1400-1<br>568 (600-1) | 1460-1<br>628 (700-1) | NA | |




MIRL Rwy 18-36 L
REIL Rwys 18 and 36 L



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

PRAIRIE DU SAC, WISCONSIN

AL-10335 (FAA)

25219

# RNAV (GPS) RWY 36

SAUK/PRAIRIE (91C)

| APP CRS | Rwy Ldg | 2936 |
|---|---|---|
| 357° | TDZE | 832 |
| | Apt Elev | 832 |

RNP APCH.

Rwy 36 helicopter visibility reduction below ¾ SM NA. Use Madison altimeter setting.

MISSED APPROACH: Climb to 3000 direct FOMAG and hold.

| MSN ASOS | MADISON APP CON ★ | CTAF |
|---|---|---|
| 124.65 278.3 | 135.45 343.7 | 122.9 L |

MISSED APCH FIX

FOMAG 177° 357° 4 NM

DELLS DLL

Procedure NA for arrival at DLL VORTAC on V170 westbound.

3200 to SOCNO 178° (27)

MSA RW36 25 NM 3600

RW36

915 ∧

BIKBE 2.5 NM to RW36

(FAF) OCARA

2600 357° (1.5)

ANOXE

ROODY

3200 125° (10.1)

2700 357° (4.6)

Procedure NA for arrivals at MSN VORTAC on V341 northeast bound.

MADISON MSN

4800 260° (12.9)

3200 NoPT 087° (5)

(IAF) MOKRE

3200 NoPT 267° (5)

(IAF) KETME

(IF/IAF) SOCNO

177° 357°

4 NM HOLD 6000 3200

ELEV 832 TDZE 832

18 L

2936 X 60

0.4% UP

36

357°

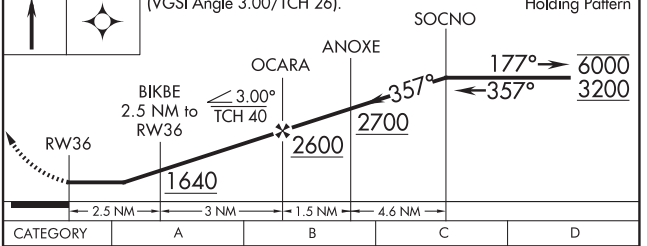
MIRL Rwy 18-36 L

REIL Rwys 18 and 36 L

3000 FOMAG

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 26).

4 NM Holding Pattern




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1240-1 | 408 (500-1) | NA | |
| CIRCLING | 1400-1 568 (600-1) | 1460-1 628 (700-1) | NA | |

PRAIRIE DU SAC, WISCONSIN

Amdt 1 05DEC19

43°18'N-89°45'W

SAUK/PRAIRIE (91C)

RNAV (GPS) RWY 36

EC-3, 07 AUG 2025 to 02 OCT 2025

EC-3, 07 AUG 2025 to 02 OCT 2025

| LOC I-UIN | APP CRS | Rwy Idg | 7098 |
|---|---|---|---|
| 110.1 | 038° | TDZE | 763 |
| | | Apt Elev | 768 |

# ILS or LOC RWY 4

## QUINCY RGNL-BALDWIN FLD (UIN)

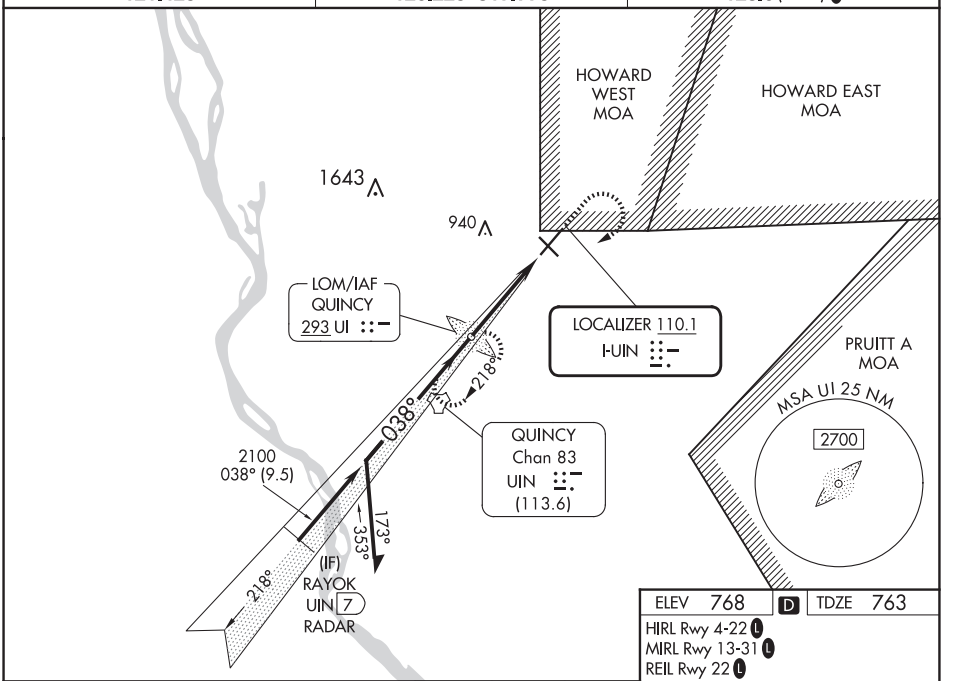
ADF required.
RADAR required for procedure entry at RAYOK.

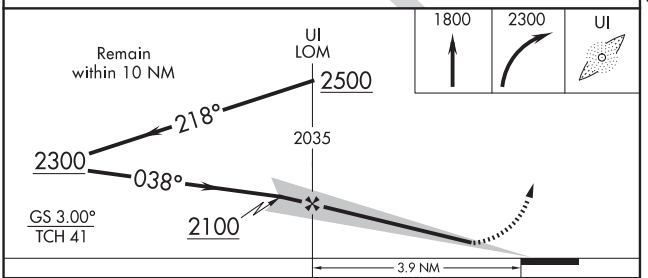
T A NA DME from UIN TACAN. DME use requires simultaneous reception of I-UIN and UIN TACAN. When local altimeter setting not received, use Pittsfield altimeter setting and increase S-ILS 04 DA to 1033 feet; increase all MDAs 80 feet and S-LOC 04 visibility Cat C/D ⅜ SM. For inop ALS when local altimeter not received, increase S-ILS 4 all Cats visibility to ⅞ SM and S-LOC 4 Cat C and D visibility to 1 ⅜ SM.

MALSR A5

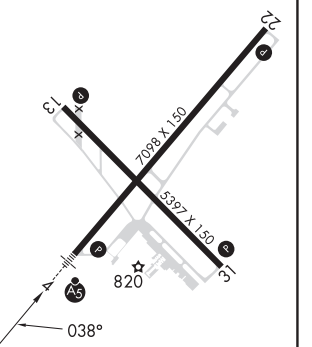
MISSED APPROACH: Climb to 1800 then climbing right turn to 2300 direct QUINCY LOM and hold.

| ASOS | KANSAS CITY CENTER | UNICOM |
|---|---|---|
| 121.425 | 126.225 317.775 | 123.0 (CTAF) L |




ELEV 768 D TDZE 763
HIRL Rwy 4-22 L
MIRL Rwy 13-31 L
REIL Rwy 22 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 4 | 963-½ 200 (200-½) | | | |
| S-LOC 4 | 1160-½ 397 (400-½) | | 1160-⅝ 397 (400-⅝) | |
| C CIRCLING | 1180-1 412 (500-1) | 1220-1 452 (500-1) | 1240-1½ 472 (500-1½) | 1320-2 552 (600-2) |

FAF to MAP 3.9 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 3:54 | 2:36 | 1:57 | 1:34 | 1:18 |



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

QUINCY, ILLINOIS

AL-862 (FAA)

25051

| WAAS | APP CRS | | |
|---|---|---|---|
| CH 53510 | 038° | Rwy Idg | 7098 |
| W04A | | TDZE | 763 |
| | | Apt Elev | 768 |

# RNAV (GPS) RWY 4

## QUINCY RGNL-BALDWIN FLD (UIN)

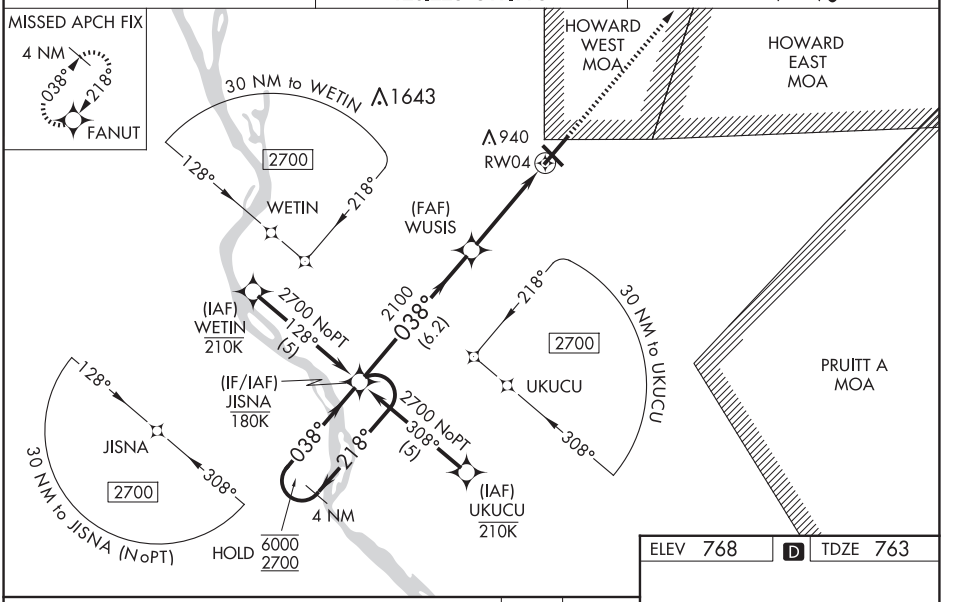
RNP APCH - GPS.

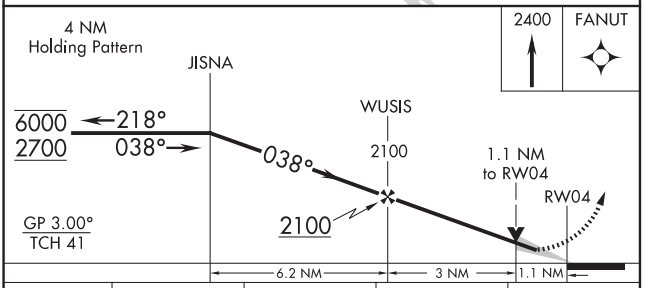
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C. Baro-VNAV and VDP NA when using PPQ altimeter setting. When local altimeter setting not received, use Pittsfield altimeter setting and increase LPV DA to 1033 feet; increase LNAV/VNAV DA to 1104 feet and all visibilities ⅛ SM. Increase all MDAs 80 feet and LNAV visibility Cat C/D ⅜ SM. For inop ALS when local altimeter setting not received, increase LPV all Cats visibility to ⅜ SM; increase LNAV/VNAV all Cats visibility to 1 SM; increase LNAV Cat C and D visibility to 1⅜ SM. For inop ALS increase LNAV/VNAV all Cats visibility to ⅜ SM.

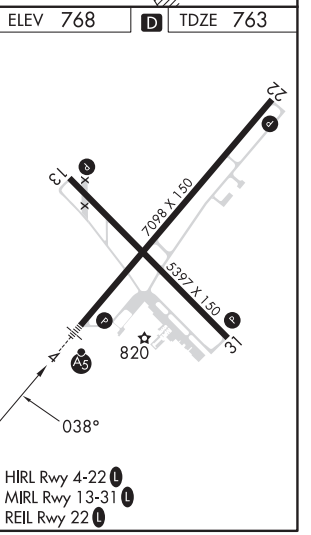
MALSR

MISSED APPROACH: Climb to 2400 direct FANUT and hold.

| ASOS | KANSAS CITY CENTER | UNICOM |
|---|---|---|
| 121.425 | 126.225 317.775 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 963-½ | 200 (200-½) | | |
| LNAV/VNAV DA | 1034-½ | 271 (300-½) | | |
| LNAV MDA | 1160-½ | 397 (400-½) | 1160-⅝ | 397 (400-⅝) |
| CIRCLING | 1180-1 412 (500-1) | 1220-1 452 (500-1) | 1240-1½ 472 (500-1½) | 1320-2 552 (600-2) |

QUINCY, ILLINOIS
Amdt 1 26DEC24

39°57′N-91°12′W

QUINCY RGNL-BALDWIN FLD (UIN)

RNAV (GPS) RWY 4

EC-3, 07 AUG 2025 to 02 OCT 2025

EC-3, 07 AUG 2025 to 02 OCT 2025

| WAAS | APP CRS | Rwy Idg | 5123 |
|---|---|---|---|
| CH 65910 | 133° | TDZE | 767 |
| W13A | | Apt Elev | 769 |

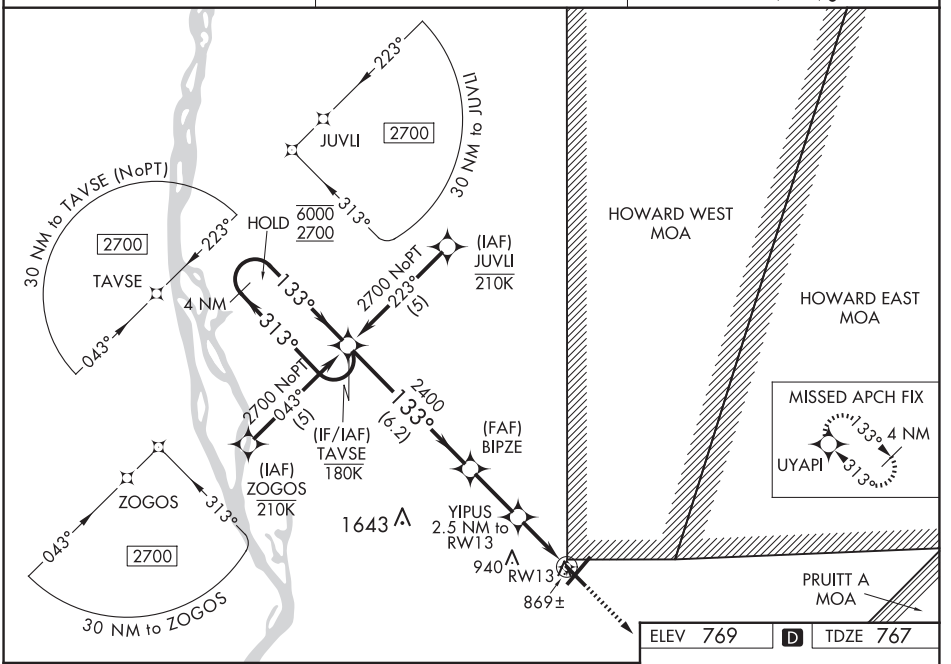
# RNAV (GPS) RWY 13
## QUINCY RGNL-BALDWIN FLD (UIN)

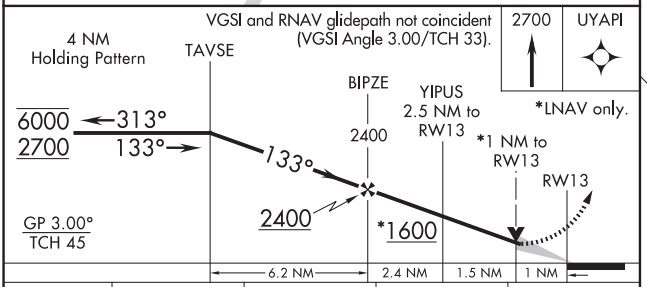
RNP APCH.

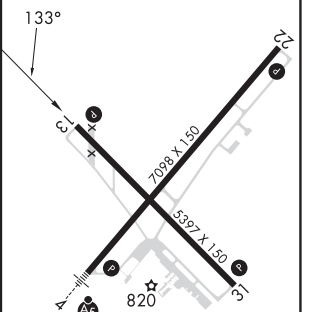
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C or above 54° C.

MISSED APPROACH: Climb to 2700 direct UYAPI and hold.

| ASOS | KANSAS CITY CENTER | UNICOM |
|---|---|---|
| 121.425 | 126.225 317.775 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1116-1¼ 349 (400-1¼) | | | |
| LNAV/VNAV DA | 1139-1¼ 372 (400-1¼) | | | |
| LNAV MDA | 1120-1 353 (400-1) | | | 1120-1¼ 353 (400-1¼) |
| CIRCLING | 1180-1 411 (500-1) | 1220-1 451 (500-1) | 1240-1½ 471 (500-1½) | 1320-2 551 (600-2) |

HIRL Rwy 4-22 L
MIRL Rwy 13-31 L
REIL Rwy 22 L

EC-3, 07 AUG 2025 to 02 OCT 2025

EC-3, 07 AUG 2025 to 02 OCT 2025

QUINCY, ILLINOIS | AL-862 (FAA) | 25051

# RNAV (GPS) RWY 22

## QUINCY RGNL-BALDWIN FLD (UIN)

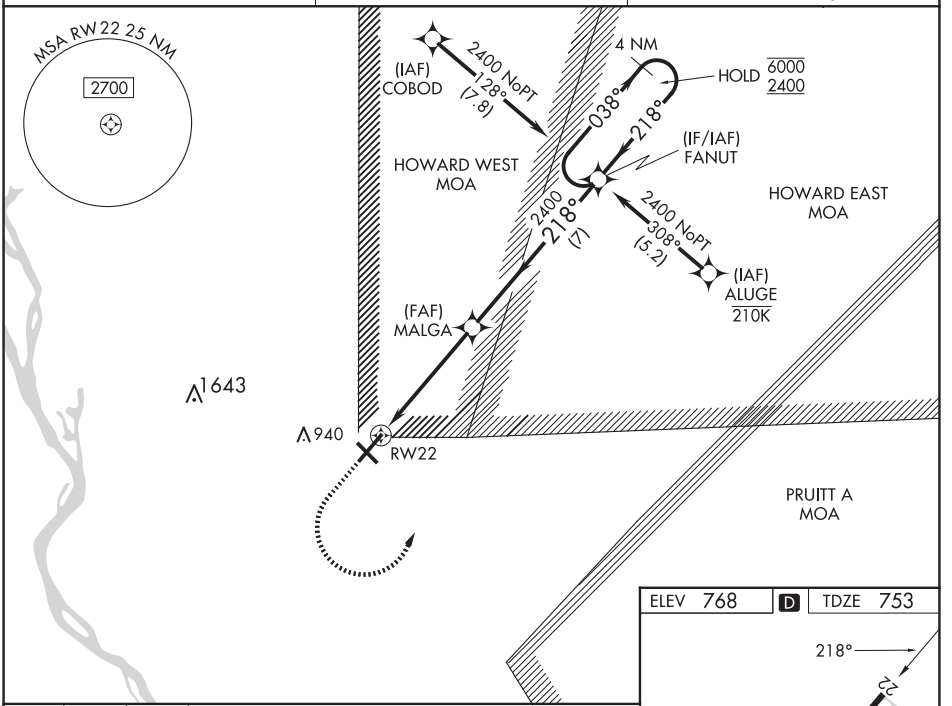
| WAAS | APP CRS | | |
|---|---|---|---|
| CH **45705** | **218°** | Rwy Idg | **7098** |
| **W22A** | | TDZE | **753** |
| | | Apt Elev | **768** |

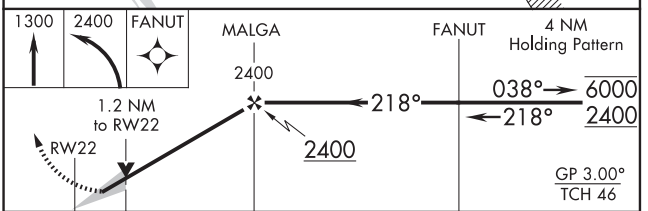
RNP APCH - GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C. Baro-VNAV and VDP NA when using Pittsfield altimeter setting. When local altimeter setting not received, use Pittsfield altimeter setting and increase LPV DA to 1073 feet and all visibilities ⅛ SM. Increase LNAV/VNAV DA to 1120 feet and all visibilities ⅛ SM. Increase all MDAs 80 feet and LNAV visibility Cat C/D ⅛ SM.

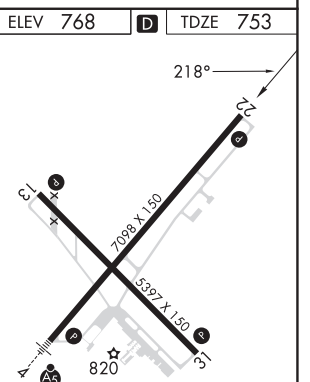
MISSED APPROACH: Climb to 1300 then climbing left turn to 2400 direct FANUT and hold.

| ASOS | KANSAS CITY CENTER | UNICOM |
|---|---|---|
| **121.425** | **126.225 317.775** | **123.0** (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | | 1003-¾ | 250 (300-¾) | |
| LNAV/VNAV DA | | 1050-⅞ | 297 (300-⅞) | |
| LNAV MDA | 1180-1 | 427 (500-1) | 1180-1¼ | 427 (500-1¼) |
| C CIRCLING | 1180-1<br>412 (500-1) | 1220-1<br>452 (500-1) | 1240-1½<br>472 (500-1½) | 1320-2<br>552 (600-2) |




QUINCY, ILLINOIS
Amdt 2 26DEC24

39°57′N-91°12′W

QUINCY RGNL-BALDWIN FLD (UIN)
RNAV (GPS) RWY 22

EC-3, 07 AUG 2025 to 02 OCT 2025

EC-3, 07 AUG 2025 to 02 OCT 2025

| WAAS | APP CRS | Rwy Idg | 5146 |
|---|---|---|---|
| CH 61210 | 313° | TDZE | 769 |
| W31A | | Apt Elev | 769 |

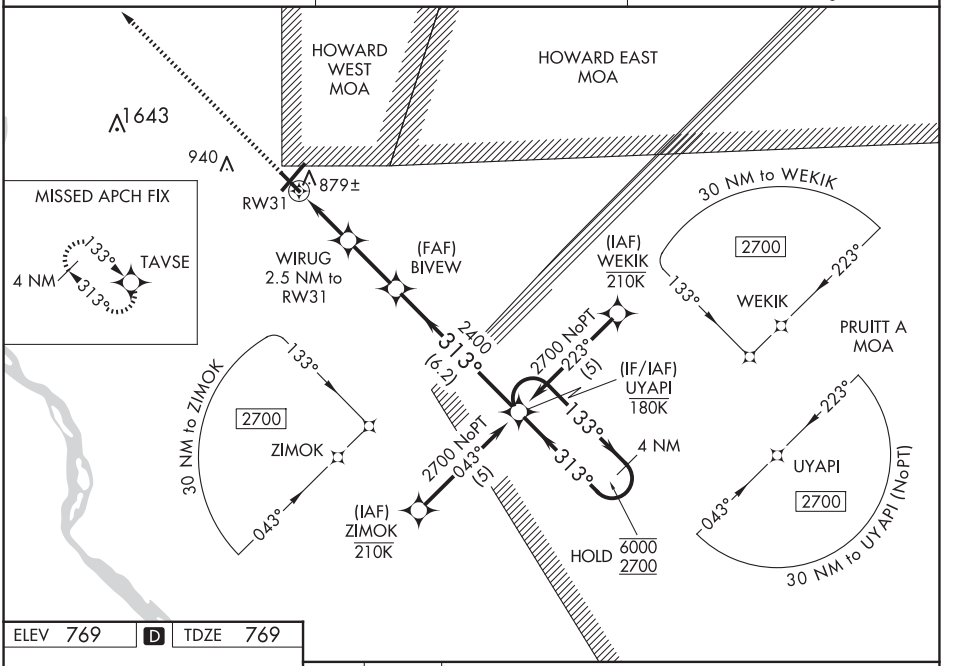
# RNAV (GPS) RWY 31
## QUINCY RGNL-BALDWIN FLD (UIN)

RNP APCH.

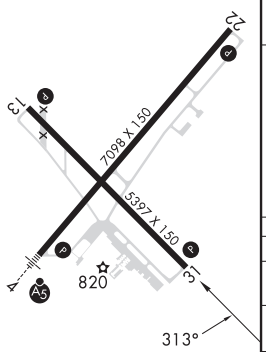
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C or above 54° C.

MISSED APPROACH: Climb to 2700 direct TAVSE and hold.

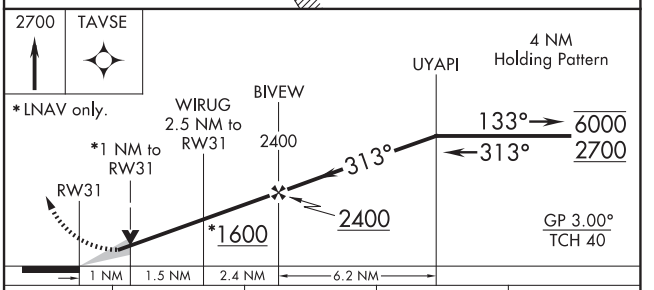
| ASOS | KANSAS CITY CENTER | UNICOM |
|---|---|---|
| 121.425 | 126.225 317.775 | 123.0 (CTAF) L |




ELEV 769 D TDZE 769




HIRL Rwy 4-22 L
MIRL Rwy 13-31 L
REIL Rwy 22 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1057-1 288 (300-1) | | | |
| LNAV/VNAV DA | 1168-1½ 399 (400-1½) | | | |
| LNAV MDA | 1140-1 371 (400-1) | | | 1140-1¼ 371 (400-1¼) |
| CIRCLING | 1180-1 411 (500-1) | 1220-1 451 (500-1) | 1240-1½ 471 (500-1½) | 1320-2 551 (600-2) |



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

QUINCY, ILLINOIS | AL-862 (FAA) | 25051

| LOC I-UIN | APP CRS | Rwy Idg | 7098 |
|---|---|---|---|
| 110.1 | 218° | TDZE | 753 |
| | | Apt Elev | 768 |

# LOC BC RWY 22

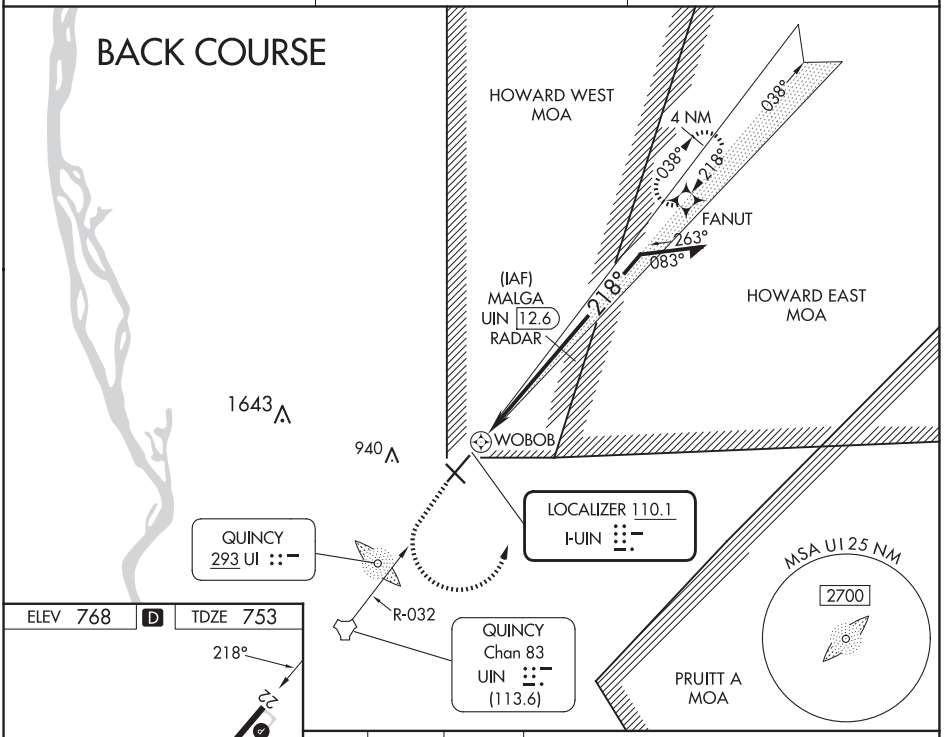
QUINCY RGNL-BALDWIN FLD (UIN)

RADAR required for procedure entry at MALGA. RNP APCH - GPS.

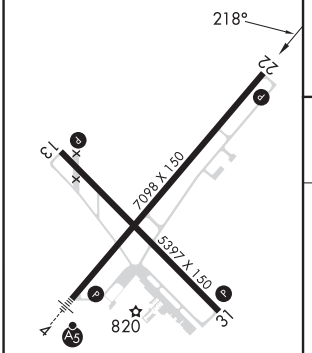
VDP NA when using Pittsfield altimeter setting. When local altimeter setting not received, use Pittsfield altimeter setting and increase all MDAs 80 feet and S-22 visibility Cat C/D ⅛ SM. DME from UIN TACAN. DME use requires simultaneous reception of I-UIN and UIN DME.

MISSED APPROACH: Climb to 1200 then climbing left turn to 2400 direct FANUT and hold.

| ASOS | KANSAS CITY CENTER | UNICOM |
|---|---|---|
| 121.425 | 126.225 317.775 | 123.0 (CTAF) L |



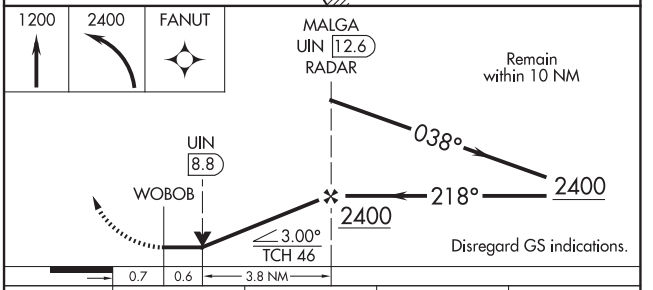

ELEV 768 D TDZE 753




HIRL Rwy 4-22 L
MIRL Rwy 13-31 L
REIL Rwy 22 L

FAF to MAP 4.4 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:24 | 2:56 | 2:12 | 1:46 | 1:28 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-22 | 1180-1 427 (500-1) | | 1180-1¼ 427 (500-1¼) | |
| C CIRCLING | 1180-1 412 (500-1) | 1220-1 452 (500-1) | 1240-1½ 472 (500-1½) | 1320-2 552 (600-2) |

QUINCY, ILLINOIS
Amdt 8 26DEC24

39°57′N-91°12′W

QUINCY RGNL-BALDWIN FLD (UIN)

LOC BC RWY 22

EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

| LOM UI | APP CRS | Rwy Idg | 7098 |
|---|---|---|---|
| 293 | 038° | TDZE | 763 |
| | | Apt Elev | 768 |

# NDB RWY 4

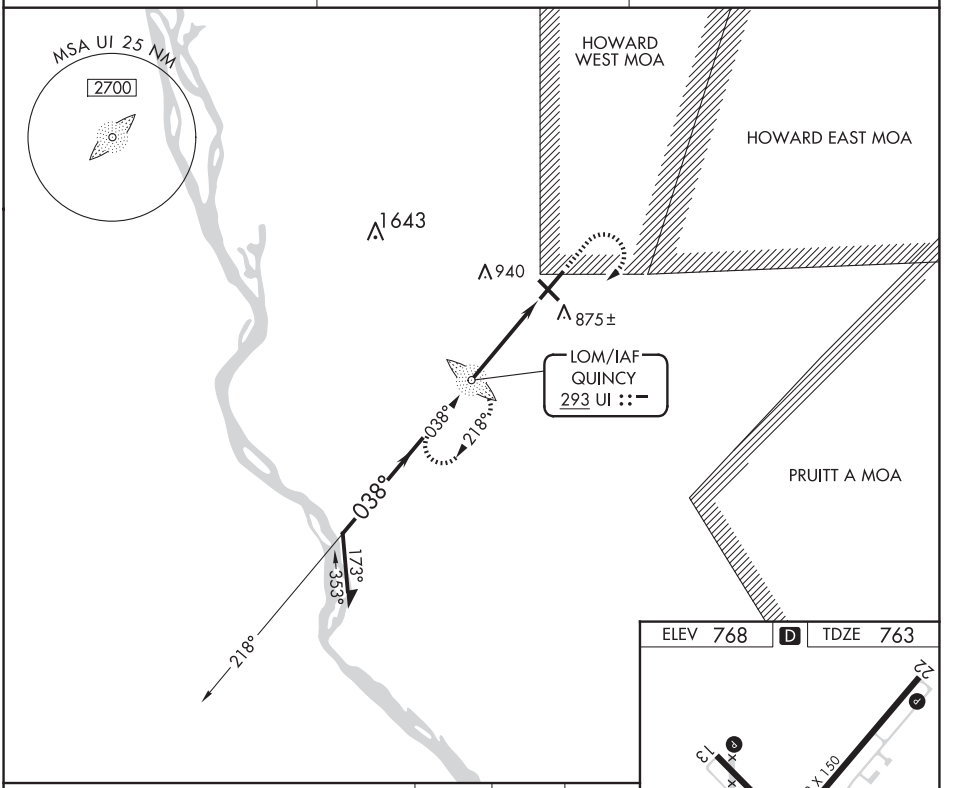
## QUINCY RGNL-BALDWIN FLD (UIN)

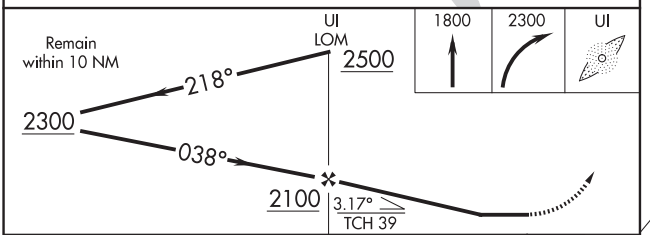
T A NA For inop ALS, increase S-04 Cat A and B visibility to 1 SM and Cat C and D visibility to 1⅛ SM. When local altimeter setting not received, use Pittsfield altimeter setting and increase all MDAs 80 feet and S-04 visibility Cat C/D ¼ SM. For inop ALS when local altimeter setting not received increase S-04 Cat A/B visibility to 1 SM and Cat C/D visibility to 1⅜ SM.

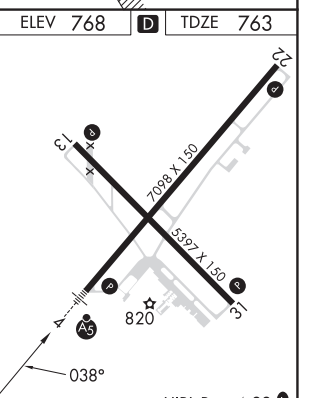
MALSR A5

MISSED APPROACH: Climb to 1800 then climbing right turn to 2300 direct UI LOM and hold.

| ASOS | KANSAS CITY CENTER | UNICOM |
|---|---|---|
| 121.425 | 126.225 317.775 | 123.0 (CTAF) L |




HIRL Rwy 4-22 L
MIRL Rwy 13-31 L
REIL Rwy 22 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-4 | 1180-¾ 417 (500-¾) | | | |
| C CIRCLING | 1180-1 412 (500-1) | 1220-1 452 (500-1) | 1240-1½ 472 (500-1½) | 1320-2 552 (600-2) |

FAF to MAP 3.9 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 3:54 | 2:36 | 1:57 | 1:34 | 1:18 |



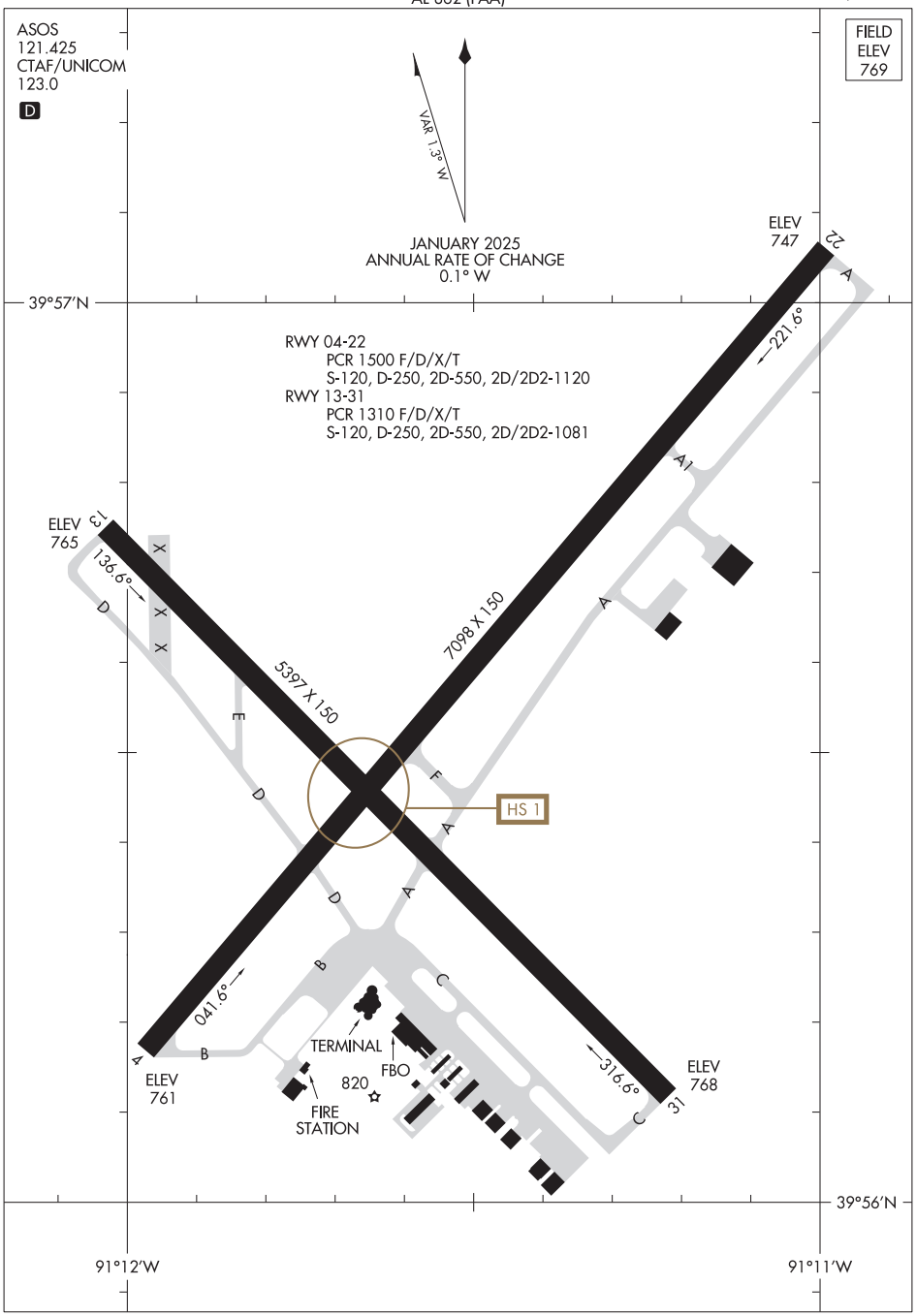
EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

25107

# AIRPORT DIAGRAM

## QUINCY RGNL-BALDWIN FLD (UIN)

QUINCY, ILLINOIS




EC-3, 07 AUG 2025 to 02 OCT 2025

EC-3, 07 AUG 2025 to 02 OCT 2025

AIRPORT DIAGRAM

QUINCY, ILLINOIS

QUINCY RGNL-BALDWIN FLD (UIN)

25107

# ILS or LOC RWY 4

BATTEN INTL (RAC)

| LOC I-RAC | APP CRS | Rwy Idg | 5840 |
|---|---|---|---|
| 108.7 | 041° | TDZE | 668 |
| | | Apt Elev | 674 |

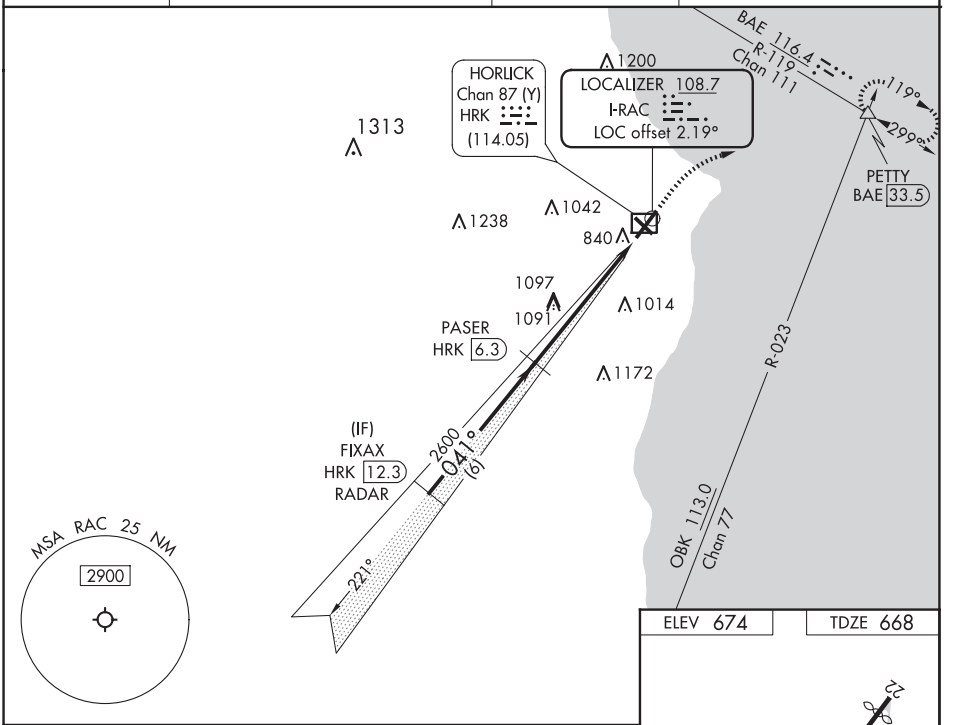
RADAR required for procedure entry. DME required.

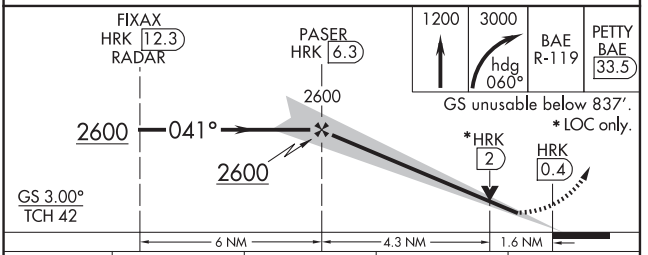
Circling Rwy 14 NA at night.
Rwy 4 helicopter visibility reduction below ¾ SM NA.
Inop table does not apply to S-ILS 4.
DME from HRK DME. Simultaneous reception of I-RAC and HRK DME required.

MALSF

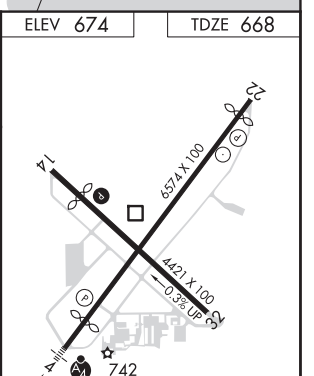
MISSED APPROACH: Climb to 1200 then climbing right turn to 3000 on heading 060° and BAE VOR/DME R-119 to PETTY INT/BAE 33.5 DME and hold, continue climb-in-hold to 3000.

| ASOS | MILWAUKEE APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 121.425 | 135.875 317.725 | 120.15 | 123.075 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 4 | 923-¾ 255 (300-¾) | | | |
| S-LOC 4 | 1220-¾ 552 (600-¾) | | 1220-1⅜ 552 (600-1⅜) | |
| C CIRCLING | 1220-1 546 (600-1) | | 1380-2 706 (800-2) | 1380-2¼ 706 (800-2¼) |




REIL Rwys 14, 22 and 32 L
HIRL Rwy 4-22 L
MIRL Rwy 14-32 L

FAF to MAP 5.9 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:54 | 3:56 | 2:57 | 2:22 | 1:58 |



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

RACINE, WISCONSIN AL-5121 (FAA) 23110

| WAAS | APP CRS | | |
|---|---|---|---|
| CH **97516** | **039°** | Rwy Idg | **5840** |
| **W04A** | | TDZE | **668** |
| | | Apt Elev | **674** |

# RNAV (GPS) RWY 4

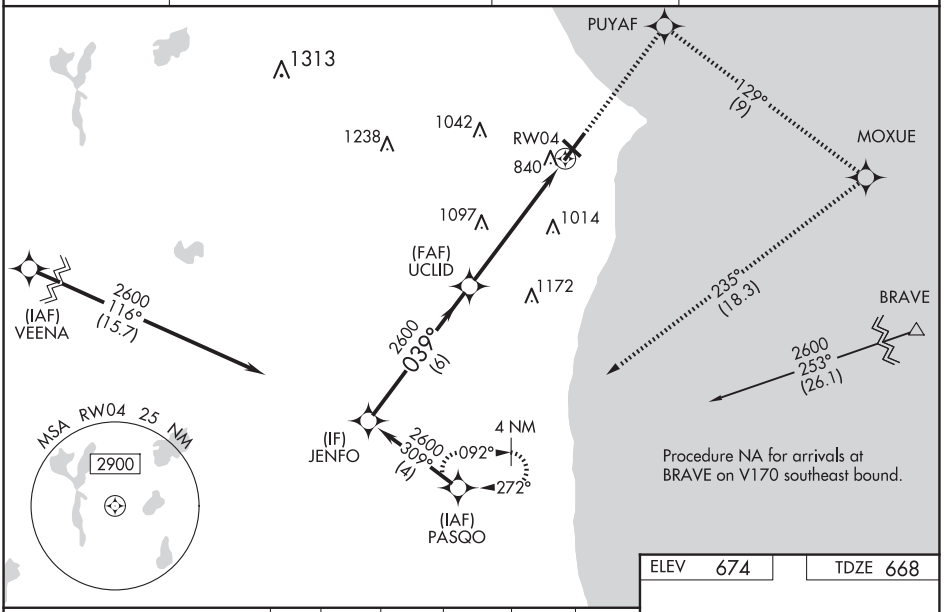
## BATTEN INTL (RAC)

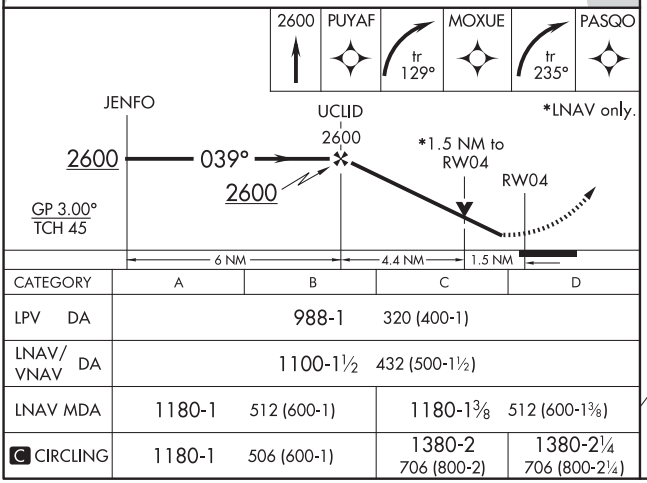
Baro-VNAV NA when using General Mitchell Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. VDP NA when using General Mitchell Intl altimeter setting. When local altimeter setting not received, use General Mitchell Intl altimeter setting: increase LPV DA to 1023 and all visibilities ⅛ SM; increase LNAV/VNAV DA to 1135 and all visibilities ⅛ SM; increase all MDA 40 feet and visibility Cat C and D ¼ SM. Circling Rwy 14 NA at night. Rwy 4 helicopter visibility reduction below ¾ SM NA. Inop table does not apply.

MALSF

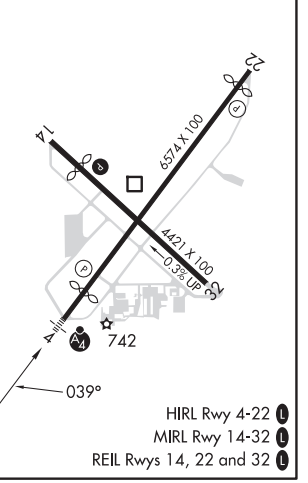
MISSED APPROACH: Climb to 2600 direct PUYAF and right turn on track 129° to MOXUE and right turn on track 235° to PASQO and hold.

| ASOS | MILWAUKEE APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| **121.425** | **135.875 317.725** | **120.15** | **123.075** (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 988-1 | 320 (400-1) | | |
| LNAV/VNAV DA | 1100-1½ | 432 (500-1½) | | |
| LNAV MDA | 1180-1 | 512 (600-1) | 1180-1⅜ | 512 (600-1⅜) |
| C CIRCLING | 1180-1 | 506 (600-1) | 1380-2 | 1380-2¼ |
| | 706 (800-2) | | 706 (800-2¼) | |




RACINE, WISCONSIN
Orig-B 22JUN17

42°46'N-87°49'W

BATTEN INTL (RAC)
RNAV (GPS) RWY 4

EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

| WAAS CH 53516 W22A | APP CRS 219° | Rwy Idg 6184 / TDZE 666 / Apt Elev 674 |
|---|---|---|

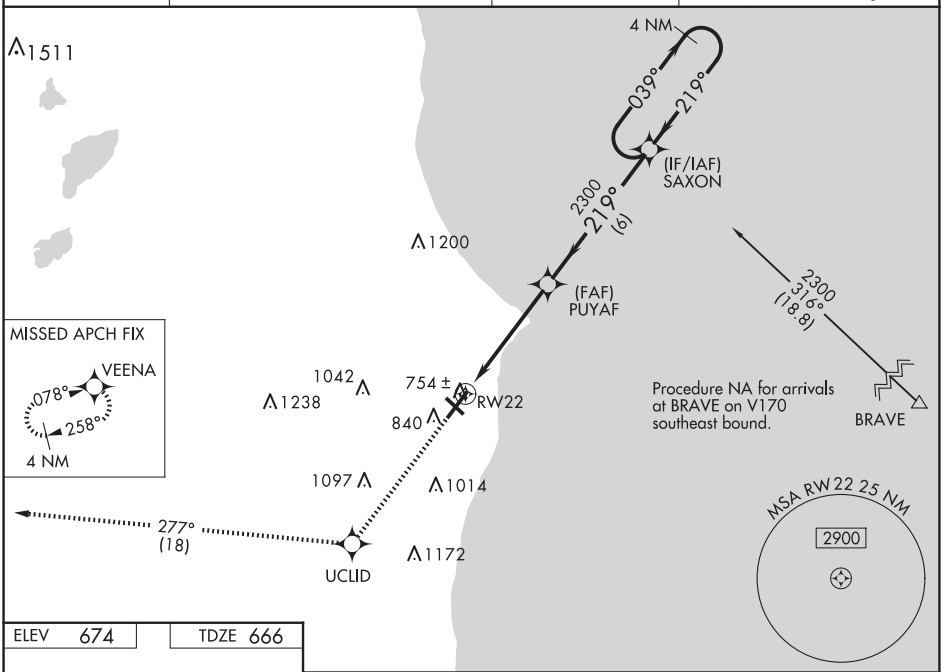
# RNAV (GPS) RWY 22

BATTEN INTL (RAC)

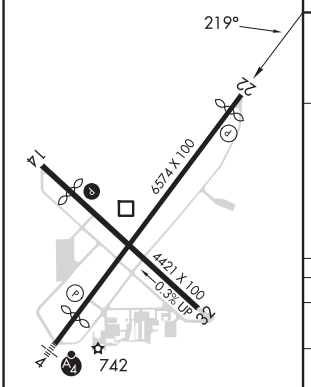
T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use General Mitchell Intl altimeter setting: increase LPV DA to 984 and all visibilities ⅛ SM; increase LNAV/VNAV DA to 1032 and all visibilities ¼ SM; increase all MDA 40 feet and LNAV Cat C and D visibility ⅛ SM and Circling Cat C and D visibility ¼ SM. Circling Rwy 14 NA at night. Rwy 22 helicopter visibility reduction below ¾ SM NA. Baro-VNAV and VDP NA when using General Mitchell Intl altimeter setting.

MISSED APPROACH: Climb to 3000 direct UCLID and track 277° to VEENA and hold.

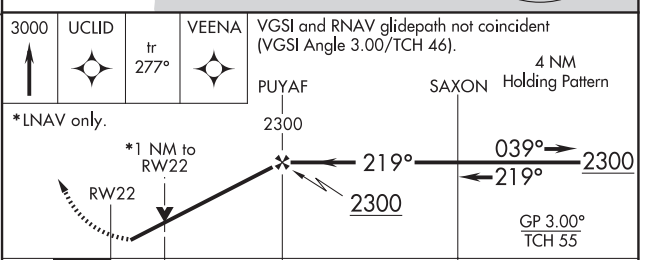
| ASOS | MILWAUKEE APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 121.425 | 135.875 317.725 | 120.15 | 123.075 (CTAF) L |




| ELEV 674 | TDZE 666 |
|---|---|




HIRL Rwy 4-22 L
MIRL Rwy 14-32 L
REIL Rwys 14, 22 and 32 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 949-⅞ | 283 (300-⅞) | | |
| LNAV/VNAV DA | 997-1 | 331 (400-1) | | |
| LNAV MDA | 1020-1 | 354 (400-1) | | |
| C CIRCLING | 1140-1 466 (500-1) | 1160-1 486 (500-1) | 1380-2 706 (800-2) | 1380-2¼ 706 (800-2¼) |



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

RACINE, WISCONSIN | AL-5121 (FAA) | 23110

# RNAV (GPS) RWY 32

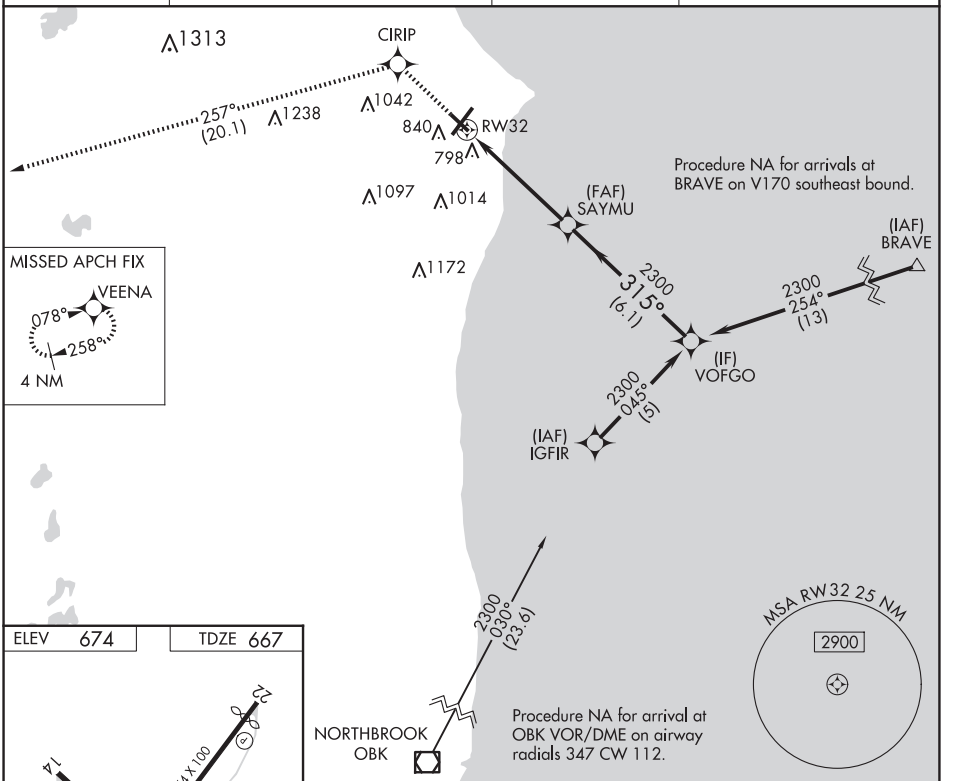
BATTEN INTL (RAC)

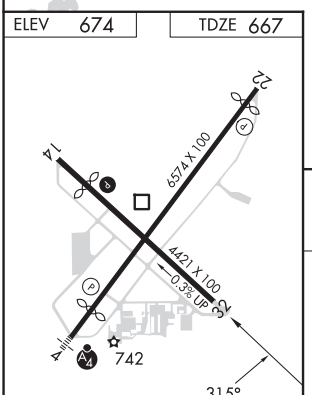
| APP CRS | Rwy Idg | 4421 |
|---|---|---|
| 315° | TDZE | 667 |
| | Apt Elev | 674 |

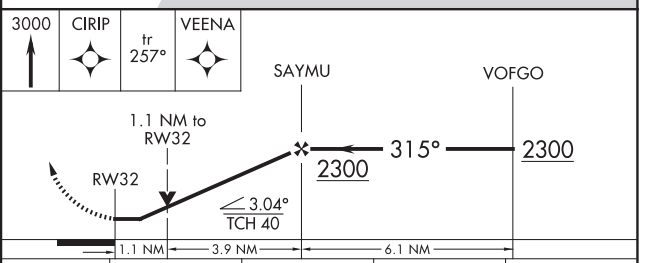
DME/DME RNP-0.3 NA. VDP NA when using General Mitchell Intl altimeter setting. When local altimeter setting not received, use General Mitchell Intl altimeter setting: Increase all MDA 40 feet and visibility Cat C and D ¼ SM. Rwy 32 helicopter visibility reduction below ¾ SM NA. Circling Rwy 14 NA at night.

MISSED APPROACH: Climb to 3000 direct CIRIP and track 257° to VEENA and hold.

| ASOS | MILWAUKEE APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 121.425 | 135.875 317.725 | 120.15 | 123.075 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1060-1 393 (400-1) | | 1060-1⅛ 393 (400-1⅛) | |
| C CIRCLING | 1140-1 466 (500-1) | 1160-1 486 (500-1) | 1380-2 706 (800-2) | 1380-2¼ 706 (800-2¼) |

HIRL Rwy 4-22 L
MIRL Rwy 14-32 L
REIL Rwys 14, 22 and 32 L

RACINE, WISCONSIN
Orig-B 22JUN17

42°46'N-87°49'W

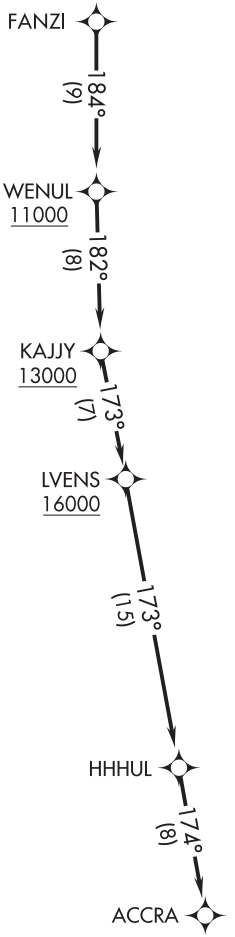
BATTEN INTL (RAC)

RNAV (GPS) RWY 32

EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

ASOS
121.425
CLNC DEL
120.15
MILWAUKEE DEP CON
135.875 317.725

**TOP ALTITUDE: ASSIGNED BY ATC**




NOTE: Chart not to scale.

TAKEOFF MINIMUMS
Rwys 4, 14, 22, 32: Standard.

NOTE: RNAV 1.
NOTE: GPS or DME/DME/IRU required.
NOTE: RADAR required.
NOTE: Turbojet aircraft maintain 250K until advised by ATC.
NOTE: Advise ATC if unable to comply with crossing restrictions.

DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for RADAR vectors to FANZI, thence....

....on track 184° to cross WENUL at or above 11000, then on track 182° to cross KAJJY at or above 13000, then on track 173° to cross LVENS at or above 16000, then on track 173° to HHHUL, then on track 174° to ACCRA. Maintain ATC assigned altitude, expect filed altitude ten minutes after departure.



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

(UECKR6.UECKR) 24137

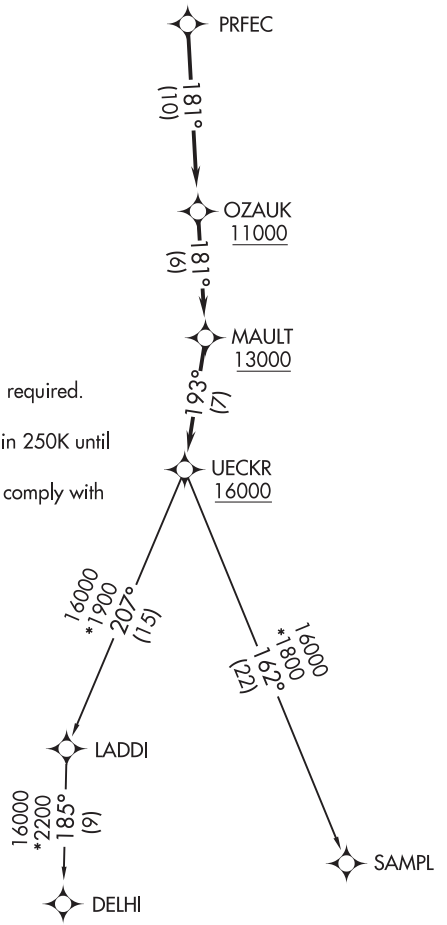
# UECKR SIX DEPARTURE (RNAV)

AL-5121 (FAA)

BATTEN INTL (RAC)
RACINE, WISCONSIN

ASOS
121.425
CLNC DEL
120.15
MILWAUKEE DEP CON
135.875 317.725

**TOP ALTITUDE: ASSIGNED BY ATC**




TAKEOFF MINIMUMS
Rwys 4, 14, 22, 32: Standard.

NOTE: RNAV 1.
NOTE: GPS or DME/DME/IRU required.
NOTE: RADAR required.
NOTE: Turbojet aircraft maintain 250K until advised by ATC.
NOTE: Notify ATC if unable to comply with crossing restrictions.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for RADAR vectors to PRFEC, thence....

....on track 181° to cross OZAUK at or above 11000, then on track 181° to cross MAULT at or above 13000, then on track 193° to cross UECKR at or above 16000, then on (transition). Maintain ATC assigned altitude, expect filed altitude ten minutes after departure.

DELHI TRANSITION (UECKR6.DELHI)

SAMPL TRANSITION (UECKR6.SAMPL)



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

| WAAS | APP CRS | Rwy Idg | 5001 |
|---|---|---|---|
| CH 62937 | 091° | TDZE | 735 |
| W09A | | Apt Elev | 738 |

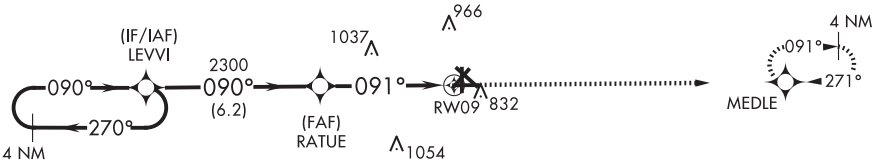
# RNAV (GPS) RWY 9

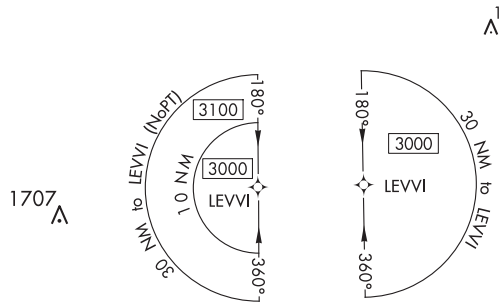
## RANTOUL NTL AVN CNTR-FRANK ELLIOTT FLD (TIP)

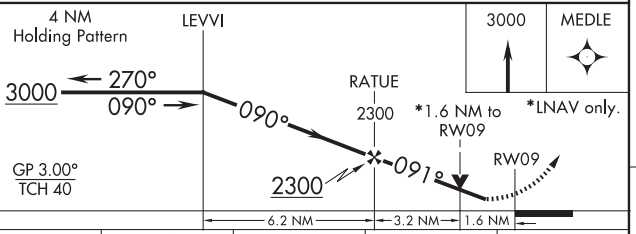
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Champaign Urbana altimeter setting and increase DA 41 feet and all MDA 60 feet; increase LNAV/VNAV all Cats and LNAV Cats C/D visibility ⅛ mile and Circling Cats C/D visibility ¼ mile. Baro-VNAV and VDP NA when using Champaign Urbana altimeter setting. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 direct MEDLE and hold.

| AWOS-3 | CHAMPAIGN APP CON ★ | UNICOM |
|---|---|---|
| 119.025 | 121.35 285.65 | 123.0 (CTAF) L |

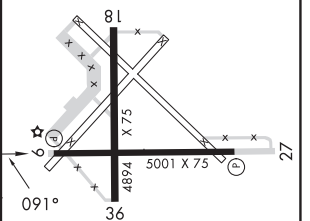



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 985-1 250 (300-1) | | | |
| LNAV/VNAV DA | 1167-1½ 432 (500-1½) | | | |
| LNAV MDA | 1280-1 545 (600-1) | | 1280-1⅝ 545 (600-1⅝) | |
| C CIRCLING | 1280-1 542 (600-1) | | 1380-1¾ 642 (700-1¾) | 1420-2¼ 682 (700-2¼) |

ELEV 738 TDZE 735




REIL Rwys 9 and 27 L
MIRL Rwys 9-27 and 18-36 L



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

RANTOUL, ILLINOIS AL-9195 (FAA) 23278

| WAAS | APP CRS | Rwy Idg | 4894 |
|---|---|---|---|
| CH 90239 | 181° | TDZE | 738 |
| W18A | | Apt Elev | 738 |

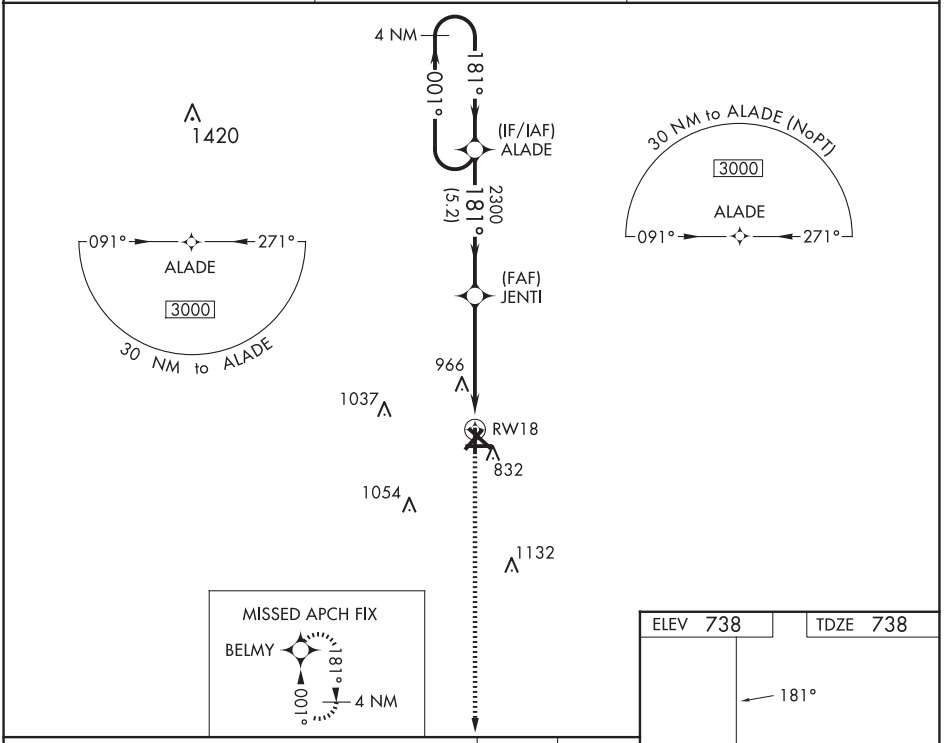
# RNAV (GPS) RWY 18

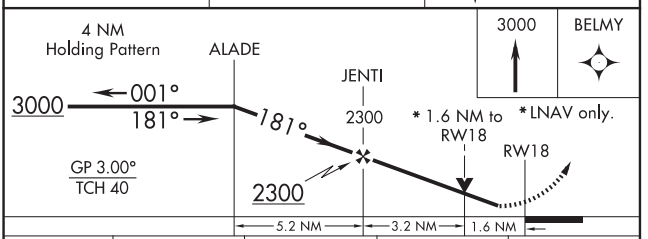
RANTOUL NTL AVN CNTR-FRANK ELLIOTT FLD (TIP)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Champaign Urbana altimeter setting. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Champaign Urbana altimeter setting and increase LPV DA to 1056 and all visibilities to 1⅛ mile, increase LNAV/VNAV DA to 1312 and all visibilities to 2 mile: increase all MDA 60 feet; increase LNAV and Circling Cats C/D visibility ¼ mile.

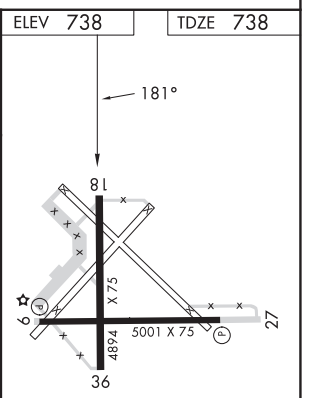
MISSED APPROACH: Climb to 3000 direct BELMY and hold.

| AWOS-3 | CHAMPAIGN APP CON ★ | UNICOM |
|---|---|---|
| 119.025 | 121.35 285.65 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1015-1 277 (300-1) | | | |
| LNAV/VNAV DA | 1271-1⅞ 533 (600-1⅞) | | | |
| LNAV MDA | 1280-1 542 (600-1) | | 1280-1⅝ 542 (600-1⅝) | |
| C CIRCLING | 1280-1 542 (600-1) | | 1380-1¾ 642 (700-1¾) | 1420-2¼ 682 (700-2¼) |




REIL Rwys 9 and 27 L
MIRL Rwys 9-27 and 18-36 L

RANTOUL, ILLINOIS
Amdt 2 21JUL16

RANTOUL NTL AVN CNTR-FRANK ELLIOTT FLD (TIP)
40°18′N-88°09′W
RNAV (GPS) RWY 18

EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 27

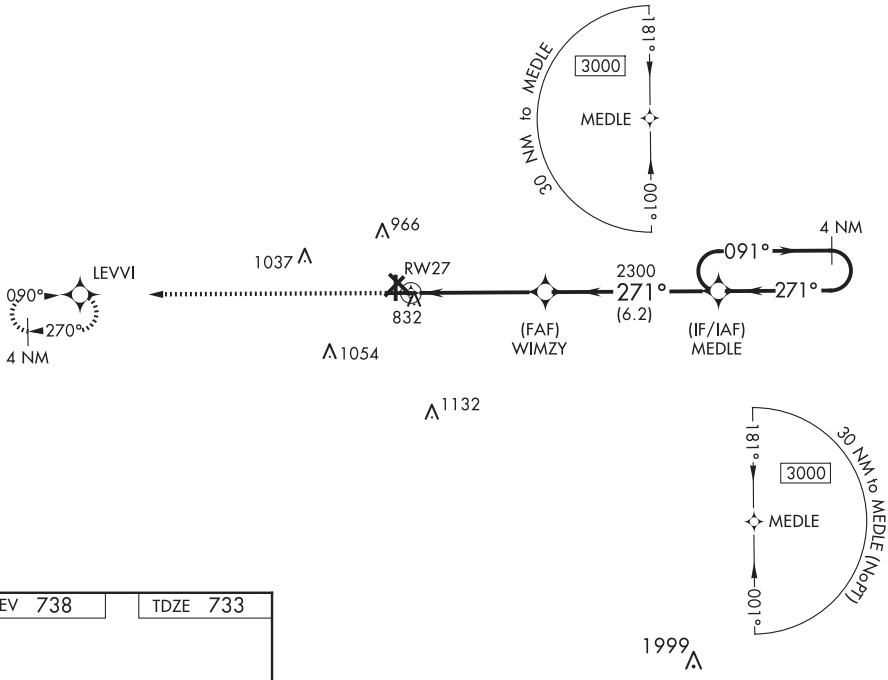
## RANTOUL NTL AVN CNTR-FRANK ELLIOTT FLD (TIP)

| WAAS | APP CRS | Rwy ldg | 5001 |
|---|---|---|---|
| CH 42737 | 271° | TDZE | 733 |
| W27A | | Apt Elev | 738 |

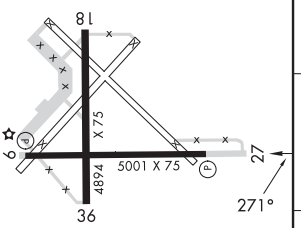
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Champaign Urbana altimeter setting and increase all DA 41 feet and all MDA 60 feet; increase LNAV/VNAV all Cats visibility ⅛ mile and LNAV and Circling Cats C/D visibility ¼ mile. Baro-VNAV and VDP NA when using Champaign Urbana altimeter setting. Helicopter visibility reduction below ¾ SM NA.

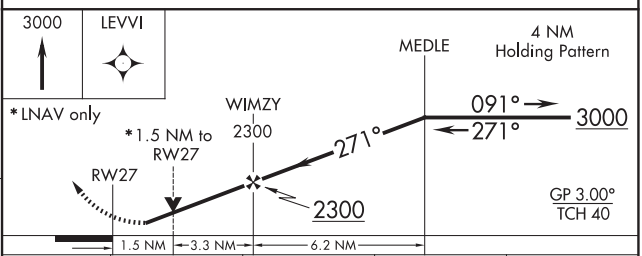
MISSED APPROACH: Climb to 3000 direct LEVVI and hold.

| AWOS-3 | CHAMPAIGN APP CON ★ | UNICOM |
|---|---|---|
| 119.025 | 121.35 285.65 | 123.0 (CTAF) L |




ELEV 738 TDZE 733




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 983-1 250 (300-1) | | | |
| LNAV/VNAV DA | 1029-1 296 (300-1) | | | |
| LNAV MDA | 1240-1 507 (600-1) | | 1240-1⅜ 507 (600-1⅜) | |
| C CIRCLING | 1240-1 502 (600-1) | 1280-1 542 (600-1) | 1380-1¾ 642 (700-1¾) | 1420-2¼ 682 (700-2¼) |

REIL Rwys 9 and 27 L
MIRL Rwys 9-27 and 18-36 L



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

RANTOUL, ILLINOIS AL-9195 (FAA) 23278

| WAAS | APP CRS | Rwy ldg | 4894 |
|---|---|---|---|
| CH 61137 | 001° | TDZE | 736 |
| W36A | | Apt Elev | 738 |

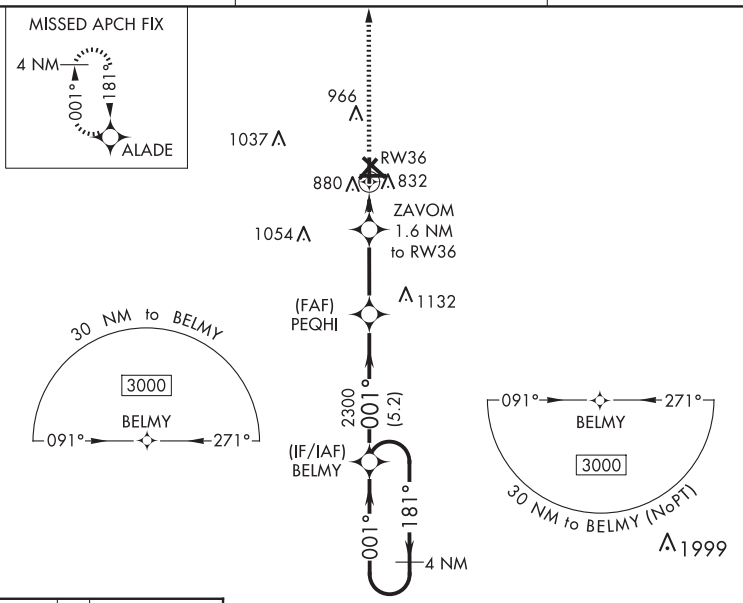
# RNAV (GPS) RWY 36

RANTOUL NTL AVN CNTR-FRANK ELLIOTT FLD (TIP)

Baro-VNAV NA when using Champaign Urbana altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Champaign Urbana altimeter setting and increase all DA 41 feet and all MDA 60 feet; increase LNAV/VNAV all Cats visibility ⅛ mile and LNAV and Circling Cats C/D visibility ¼ mile. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 direct ALADE and hold.

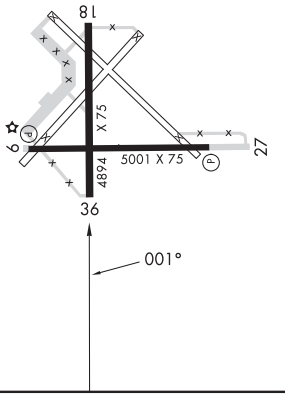
| AWOS-3 | CHAMPAIGN APP CON ★ | UNICOM |
|---|---|---|
| 119.025 | 121.35 285.65 | 123.0 (CTAF) L |

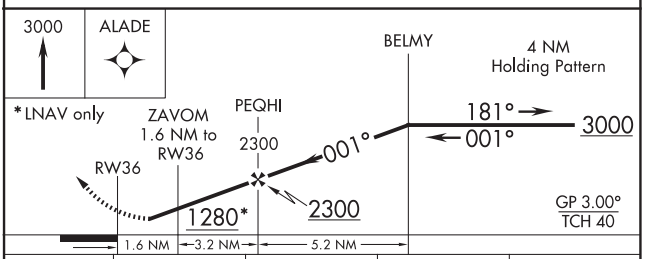



ELEV 738 TDZE 736

REIL Rwys 9 and 27 L

MIRL Rwys 9-27 and 18-36 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 986-1 250 (300-1) | | | |
| LNAV/VNAV DA | 1147-1⅜ 411 (500-1⅜) | | | |
| LNAV MDA | 1140-1 404 (500-1) | | 1140-1⅛ 404 (500-1⅛) | |
| C CIRCLING | 1220-1 482 (500-1) | 1280-1 542 (600-1) | 1380-1¾ 642 (700-1¾) | 1420-2¼ 682 (700-2¼) |



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 18

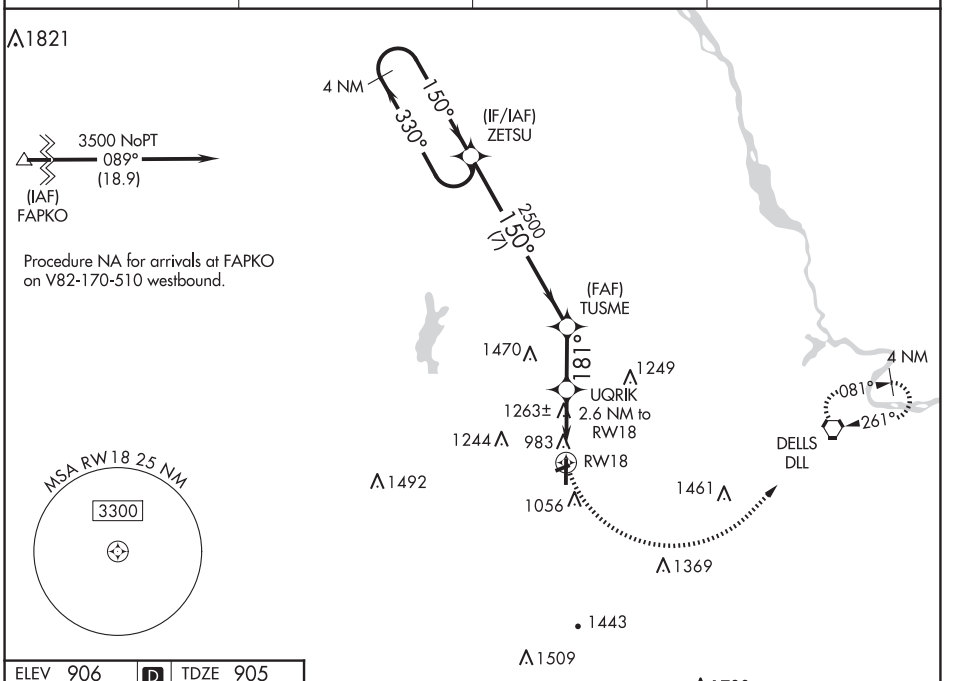
REEDSBURG MUNI (C35)

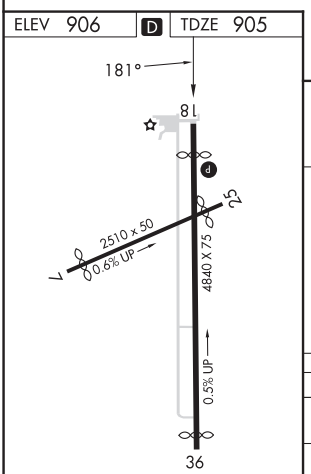
| WAAS | APP CRS | | |
|---|---|---|---|
| CH 78427 W18A | 181° | Rwy Ldg | 4100 |
| | | TDZE | 905 |
| | | Apt Elev | 906 |

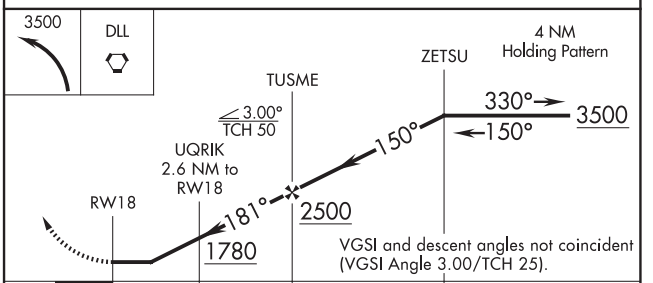
T A NA — Use Baraboo altimeter setting; when not received, use Lone Rock altimeter setting and increase all MDA 60 feet. DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 3500 direct DLL VORTAC and hold.

| AWOS-3PT | DLL AWOS-3 | MADISON APP CON ★ | UNICOM |
|---|---|---|---|
| 118.95 | 118.325 | 135.45 343.7 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1560-1 | 655 (700-1) | NA | |
| LNAV MDA | 1580-1 | 675 (700-1) | NA | |
| C CIRCLING | 1600-1 | 694 (700-1) | NA | |



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

REEDSBURG, WISCONSIN | AL-6176 (FAA) | 25163

# RNAV (GPS) RWY 36

REEDSBURG MUNI (C35)

| WAAS | APP CRS | Rwy Ldg | 4100 |
|---|---|---|---|
| CH 82727 | 360° | TDZE | 903 |
| W36A | | Apt Elev | 906 |

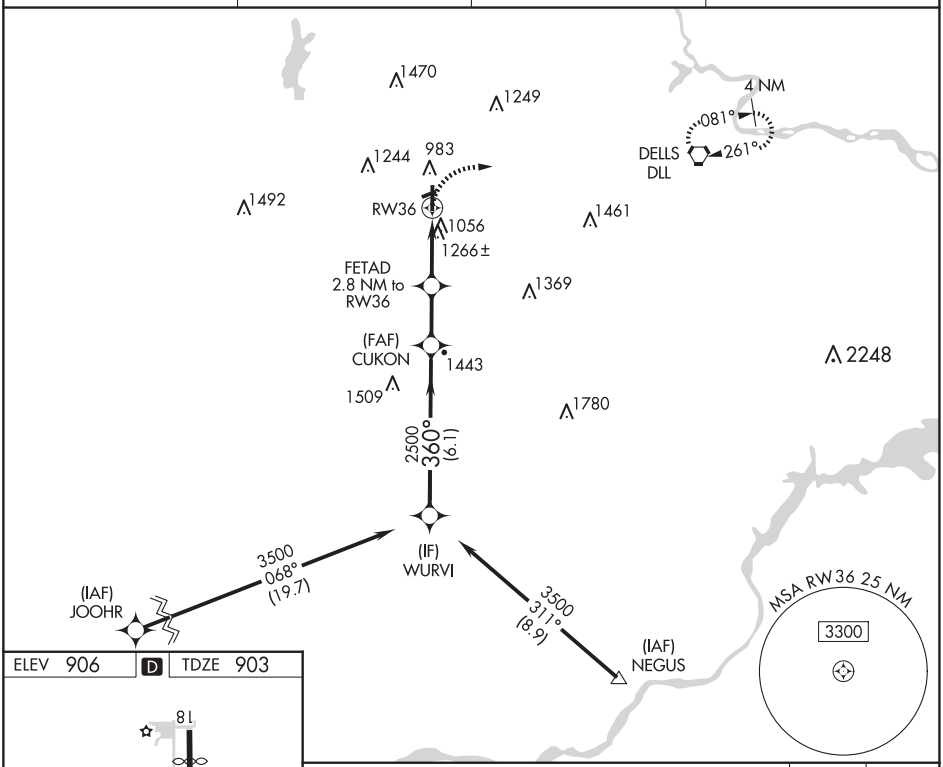
RNP APCH - GPS.

Procedure NA at night.

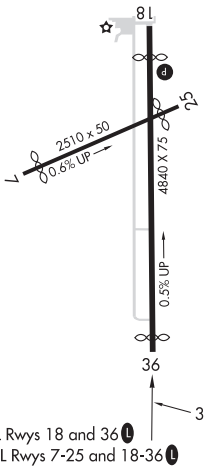
Rwy 36 helicopter visibility reduction below 1 SM NA.

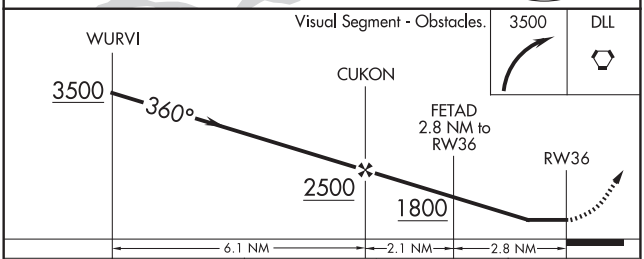
MISSED APPROACH: Climbing right turn to 3500 direct DLL VORTAC and hold, continue climb-in-hold to 3500.

| AWOS-3PT | DLL AWOS-3 | MADISON APP CON ★ | UNICOM |
|---|---|---|---|
| 118.95 | 118.325 | 135.45 343.7 | 122.8 (CTAF) L |




ELEV 906 D TDZE 903




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1560-1 | 657 (700-1) | NA | |
| LNAV MDA | 1580-1 | 677 (700-1) | NA | |
| C CIRCLING | 1600-1 | 694 (700-1) | NA | |

REEDSBURG, WISCONSIN
Amdt 1A 05SEP24

43°32′N-89°59′W

REEDSBURG MUNI (C35)

RNAV (GPS) RWY 36

EC-3, 07 AUG 2025 to 02 OCT 2025

EC-3, 07 AUG 2025 to 02 OCT 2025

| LOC I-RHI | APP CRS | Rwy Ldg | 6799 |
|---|---|---|---|
| 111.3 | 091° | TDZE | 1623 |
| | | Apt Elev | 1623 |

# ILS or LOC RWY 9

RHINELANDER/ONEIDA COUNTY (RHI)

ADF or DME required.

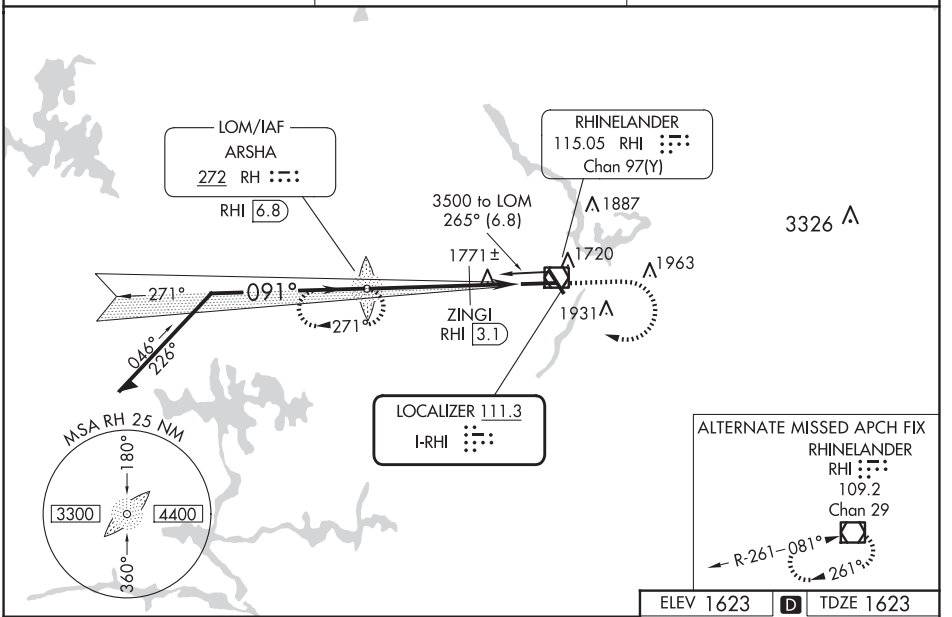
NA

** DME from RHI VOR/DME.

MALSR

MISSED APPROACH:
Climb to 2100 then climbing right turn to 3500 direct ARSHA LOM/RHI VOR/DME 6.8 DME and hold, continue climb-in-hold to 3500.

| ASOS | MINNEAPOLIS CENTER | UNICOM |
|---|---|---|
| 126.825 | 133.65 281.5 | 123.0 (CTAF) L |




ELEV 1623 D TDZE 1623

*2240 when using Tomahawk altimeter setting.

Remain within 10 NM

RH LOM RHI 6.8

271°

3500

091°

3477

3500

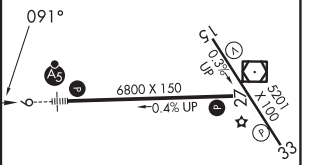
ZINGI RHI 3.1

*2180

GS 3.00°
TCH 52

| 2100 | 3500 | RH |
|---|---|---|
| ↑ | ↱ | ◇ |

3.7 NM 1.9 NM




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 9 | 1823-½ 200 (200-½) | | | |
| S-LOC 9 | 2180-½ 557 (600-½) | | 2180-1⅛ 557 (600-1⅛) | |
| C CIRCLING | 2180-1 557 (600-1) | 2260-1 637 (700-1) | 2260-1¾ 637 (700-1¾) | 2280-2 657 (700-2) |
| ZINGI FIX MINIMUMS** | | | | |
| S-LOC 9 | 2040-½ 417 (500-½) | | 2040-¾ 417 (500-¾) | |
| C CIRCLING | 2100-1 477 (500-1) | 2260-1 637 (700-1) | 2260-1¾ 637 (700-1¾) | 2280-2 657 (700-2) |

HIRL Rwys 9-27 and 15-33 L
REIL Rwys 15, 27 and 33 L

FAF to MAP 5.6 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:36 | 3:44 | 2:48 | 2:14 | 1:52 |



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

RHINELANDER, WISCONSIN | AL-5085 (FAA) | 25163

| WAAS | APP CRS | Rwy Ldg | 6799 |
|---|---|---|---|
| CH 97715 | 091° | TDZE | 1623 |
| W09A | | Apt Elev | 1623 |

# RNAV (GPS) RWY 9

RHINELANDER/ONEIDA COUNTY (RHI)

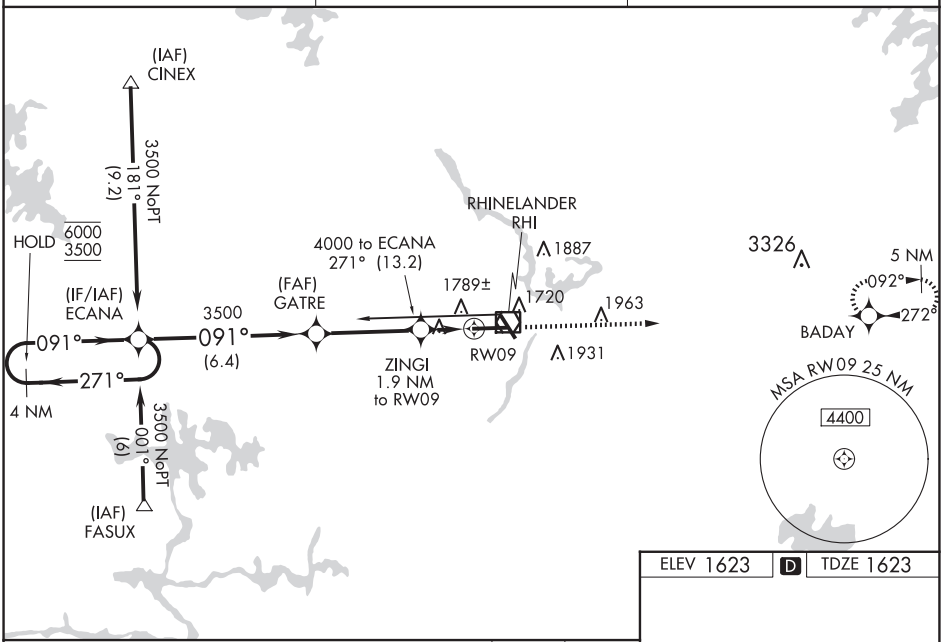
RNP APCH - GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C. For inop ALS, increase LNAV Cats C/D visibility to 1⅛ SM.

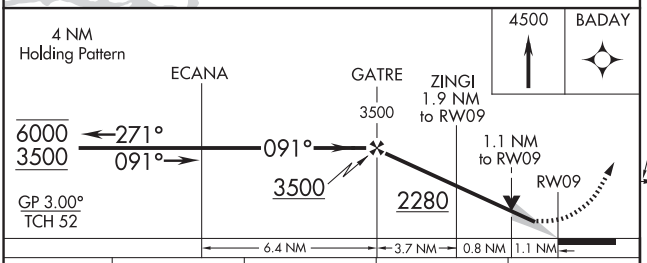
MALSR

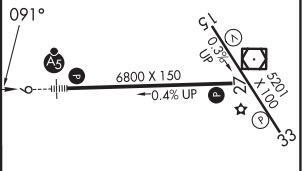
MISSED APPROACH: Climb to 4500 direct BADAY and hold.

| ASOS | MINNEAPOLIS CENTER | UNICOM |
|---|---|---|
| 126.825 | 133.65 281.5 | 123.0 (CTAF) L |




ELEV 1623 | D | TDZE 1623




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1823-½ | | 200 (200-½) | |
| LNAV/VNAV DA | 2050-¾ | | 427 (500-¾) | |
| LNAV MDA | 2040-½ | 417 (500-½) | 2040-¾ | 417 (500-¾) |
| C CIRCLING | 2100-1 477 (500-1) | 2260-1 637 (700-1) | 2260-1¾ 637 (700-1¾) | 2280-2 657 (700-2) |

HIRL Rwys 9-27 and 15-33 L
REIL Rwys 15, 27 and 33 L

RHINELANDER, WISCONSIN
Amdt 1E 08SEP22

45°38′N-89°28′W

RHINELANDER/ONEIDA COUNTY (RHI)
RNAV (GPS) RWY 9

EC-3, 07 AUG 2025 to 02 OCT 2025

EC-3, 07 AUG 2025 to 02 OCT 2025

| APP CRS | Rwy Ldg | 5201 |
|---|---|---|
| 150° | TDZE | 1600 |
| | Apt Elev | 1623 |

# RNAV (GPS) RWY 15

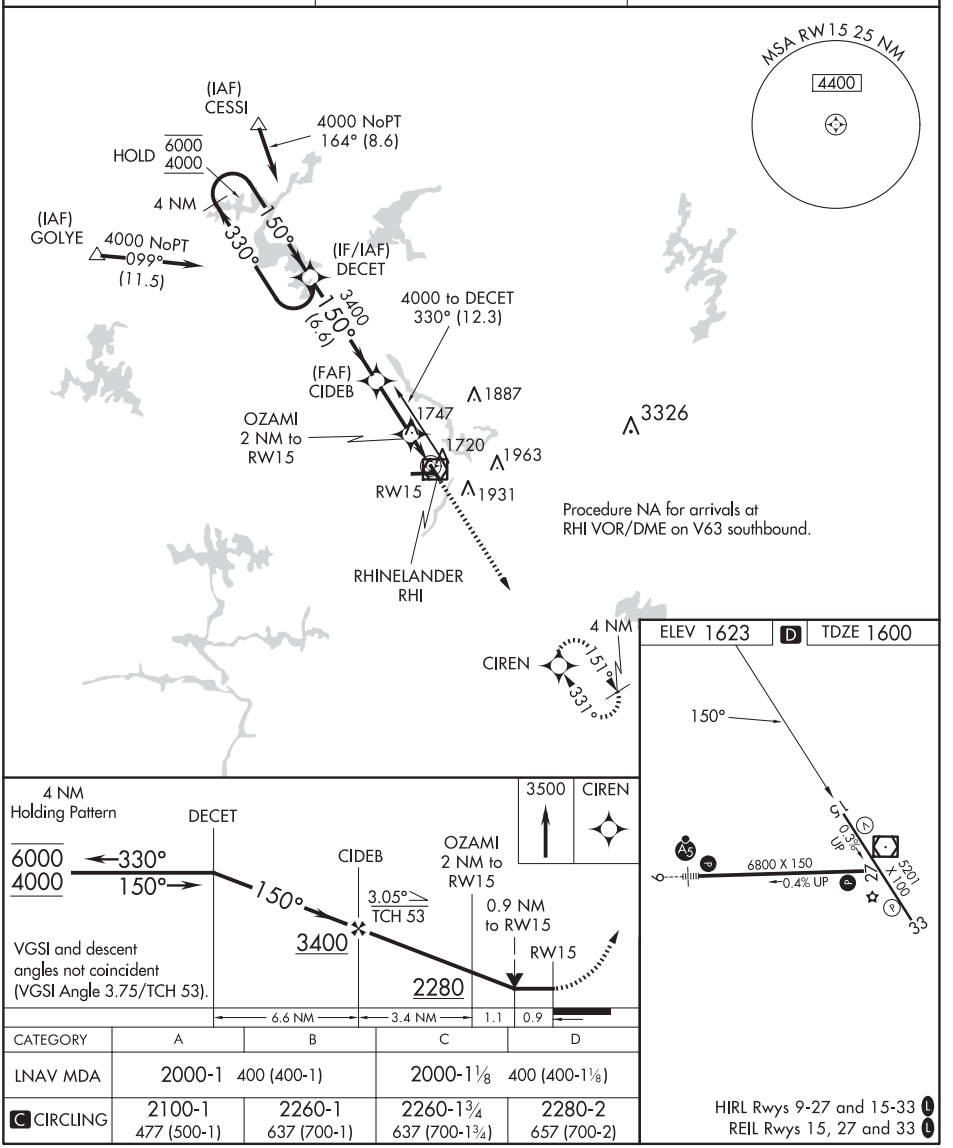
RHINELANDER/ONEIDA COUNTY (RHI)

RNP APCH - GPS.

T A Rwy 15 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3500 direct CIREN and hold.

| ASOS | MINNEAPOLIS CENTER | UNICOM |
|---|---|---|
| 126.825 | 133.65 281.5 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 2000-1 400 (400-1) | | 2000-1⅛ 400 (400-1⅛) | |
| C CIRCLING | 2100-1 477 (500-1) | 2260-1 637 (700-1) | 2260-1¾ 637 (700-1¾) | 2280-2 657 (700-2) |

HIRL Rwys 9-27 and 15-33 L
REIL Rwys 15, 27 and 33 L



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

RHINELANDER, WISCONSIN | AL-5085 (FAA) | 25163

| WAAS | APP CRS | Rwy Ldg | 6799 |
|---|---|---|---|
| CH 50217 | 271° | TDZE | 1605 |
| W27A | | Apt Elev | 1623 |

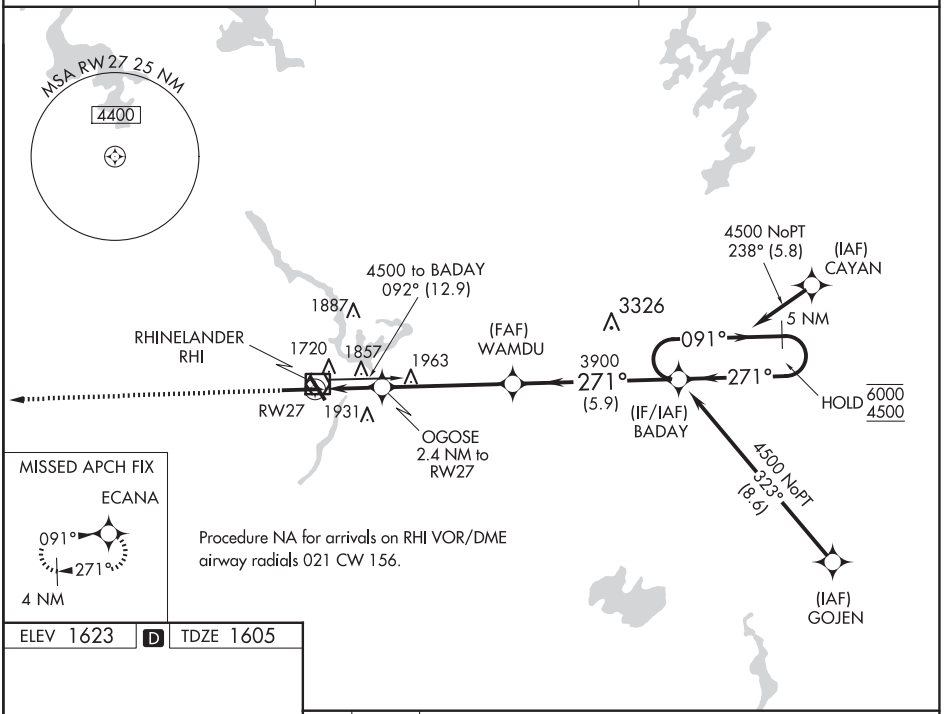
# RNAV (GPS) RWY 27
## RHINELANDER/ONEIDA COUNTY (RHI)

RNP APCH - GPS.

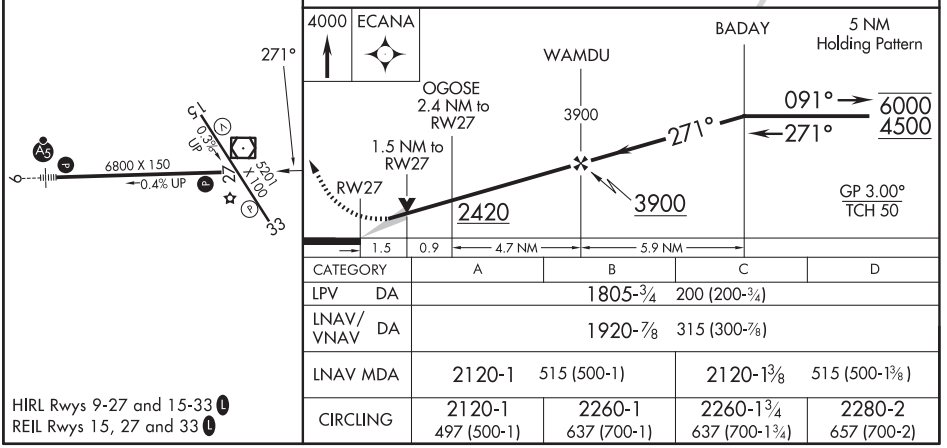
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 54°C.

MISSED APPROACH: Climb to 4000 direct ECANA and hold.

| ASOS | MINNEAPOLIS CENTER | UNICOM |
|---|---|---|
| 126.825 | 133.65 281.5 | 123.0 (CTAF) L |




ELEV 1623 D TDZE 1605




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1805-¾ 200 (200-¾) | | | |
| LNAV/VNAV DA | 1920-⅞ 315 (300-⅞) | | | |
| LNAV MDA | 2120-1 515 (500-1) | | 2120-1⅜ 515 (500-1⅜) | |
| CIRCLING | 2120-1 497 (500-1) | 2260-1 637 (700-1) | 2260-1¾ 637 (700-1¾) | 2280-2 657 (700-2) |

HIRL Rwys 9-27 and 15-33 L
REIL Rwys 15, 27 and 33 L

RHINELANDER, WISCONSIN
Amdt 2 05SEP24

45°38'N-89°28'W

RHINELANDER/ONEIDA COUNTY (RHI)
RNAV (GPS) RWY 27


EC-3, 07 AUG 2025 to 02 OCT 2025

| WAAS | APP CRS | Rwy Ldg | 5201 |
|---|---|---|---|
| CH 69407 | 330° | TDZE | 1611 |
| W33A | | Apt Elev | 1623 |

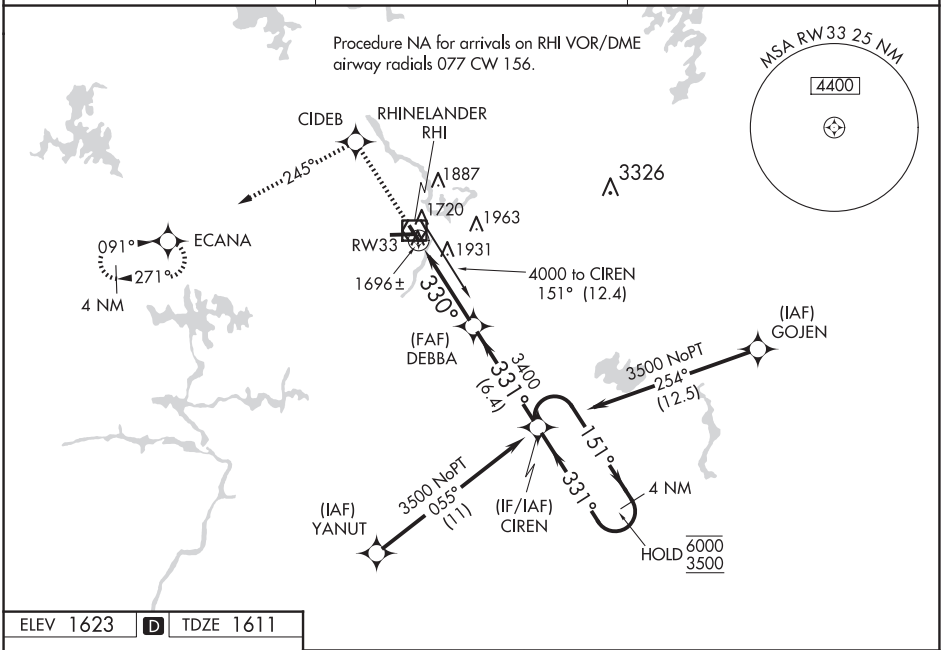
# RNAV (GPS) RWY 33
## RHINELANDER/ONEIDA COUNTY (RHI)

RNP APCH - GPS.

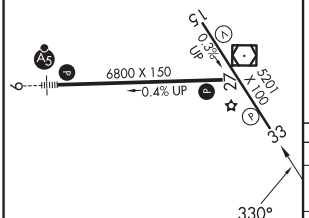
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C.
Rwy 33 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 4000 direct CIDEB and on track 245° to ECANA and hold.

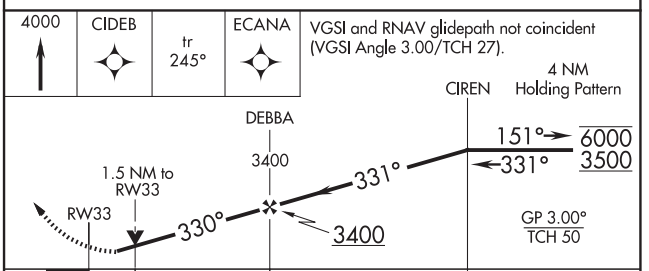
| ASOS | MINNEAPOLIS CENTER | UNICOM |
|---|---|---|
| 126.825 | 133.65 281.5 | 123.0 (CTAF) L |




ELEV 1623 D TDZE 1611




HIRL Rwys 9-27 and 15-33 L
REIL Rwys 15, 27 and 33 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1861-1 | | 250 (300-1) | |
| LNAV/VNAV DA | 1920-1 | | 309 (300-1) | |
| LNAV MDA | 2100-1 | 489 (500-1) | 2100-1⅜ | 489 (500-1⅜) |
| CIRCLING | 2100-1<br>477 (500-1) | 2260-1<br>637 (700-1) | 2260-1¾<br>637 (700-1¾) | 2280-2<br>657 (700-2) |



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

# VOR/DME RWY 27

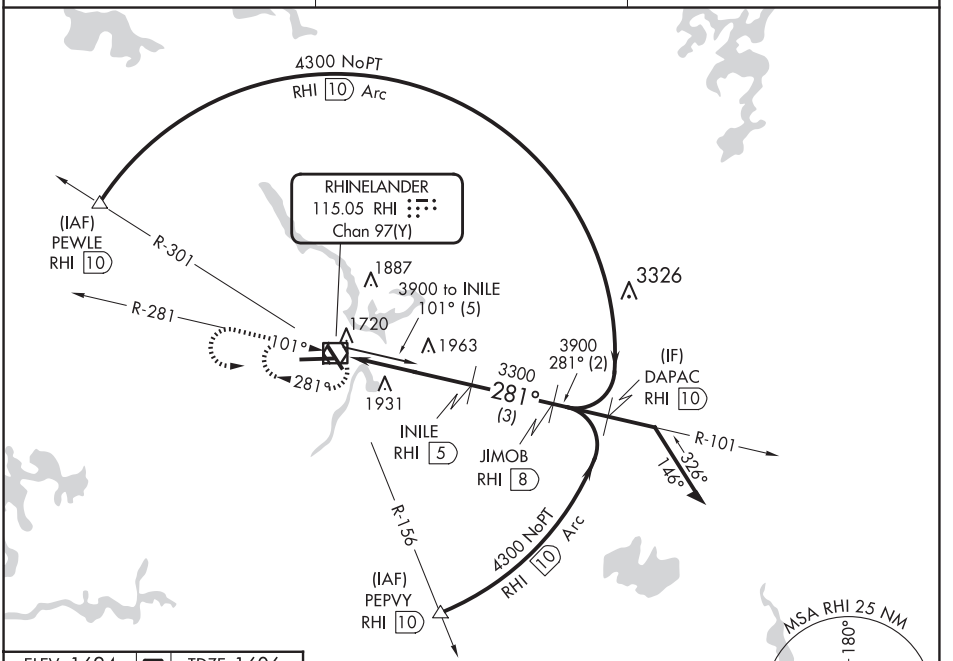
RHINELANDER/ONEIDA COUNTY (RHI)

| VOR/DME RHI | APP CRS | Rwy Ldg | 6799 |
|---|---|---|---|
| 115.05 | 281° | TDZE | 1606 |
| Chan 97(Y) | | Apt Elev | 1624 |

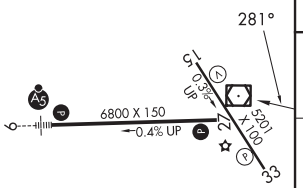
When local altimeter setting not received, use Tomahawk altimeter setting and increase all MDA 60 feet and Cat C/D visibility ¼ mile.

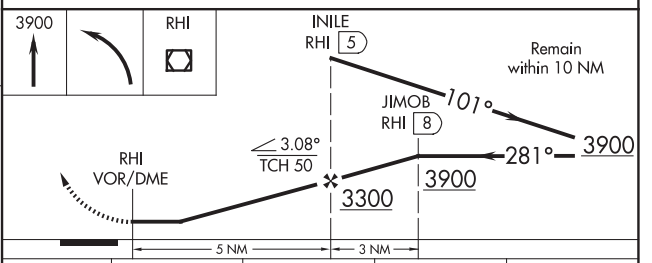
MISSED APPROACH: Climb to 3900 then left turn direct RHI VOR/DME and hold.

| ASOS | MINNEAPOLIS CENTER | UNICOM |
|---|---|---|
| 126.825 | 133.65 281.5 | 123.0 (CTAF) L |




ELEV 1624 D TDZE 1606



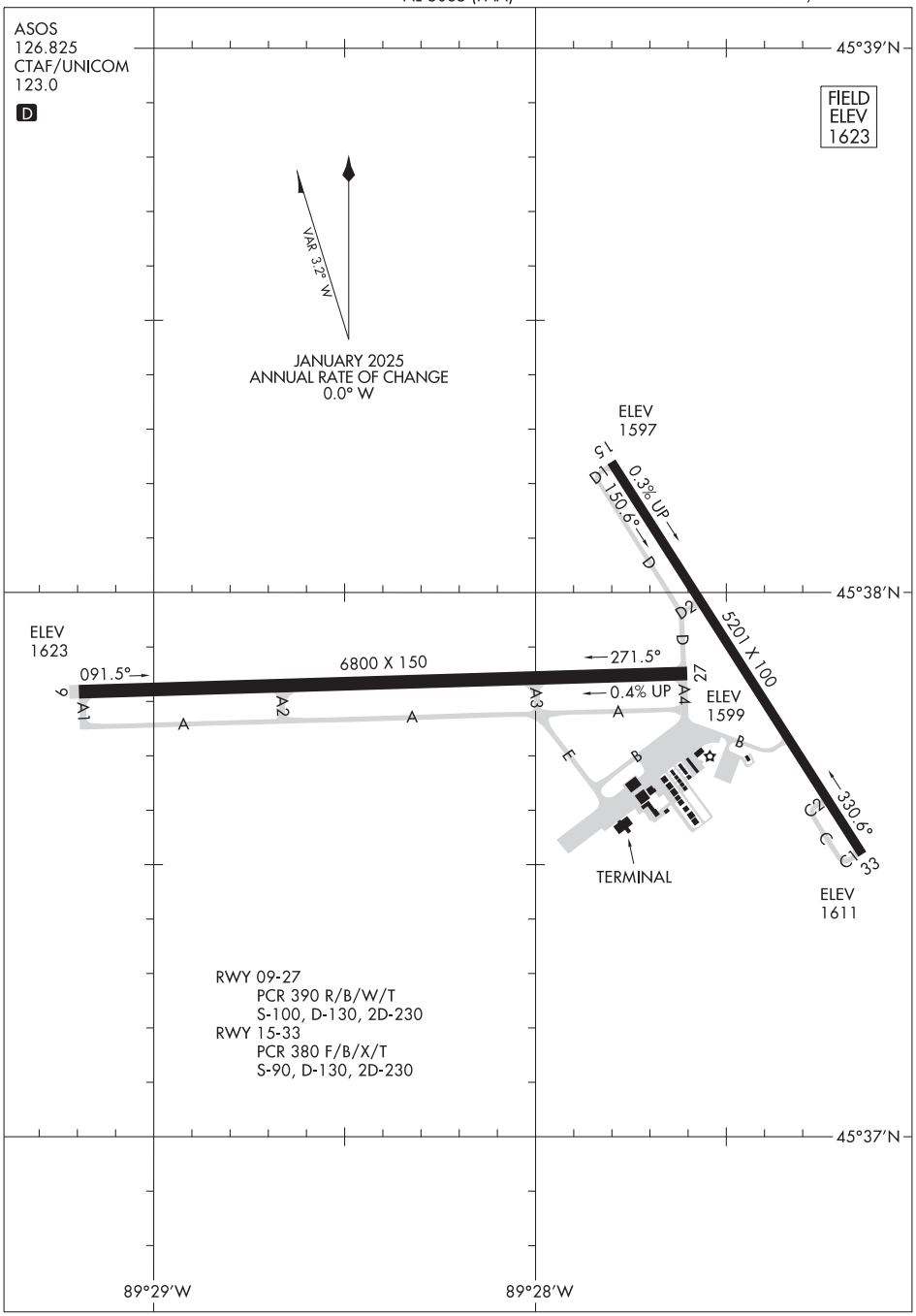




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-27 | 2220-1 | 614 (600-1) | 2220-1¾ | 614 (600-1¾) |
| CIRCLING | 2220-1<br>596 (600-1) | 2260-1<br>636 (700-1) | 2260-1¾<br>636 (700-1¾) | 2280-2<br>656 (700-2) |

HIRL Rwys 9-27 and 15-33 L
REIL Rwys 15, 27 and 33 L



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025






EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

RICE LAKE, WISCONSIN | AL-9210 (FAA) | 23110

# ILS or LOC RWY 1

RICE LAKE RGNL/CARL'S FLD (RPD)

| LOC I-RPD | APP CRS | Rwy Idg | 6500 |
|---|---|---|---|
| 108.3 | 010° | TDZE | 1102 |
| | | Apt Elev | 1109 |

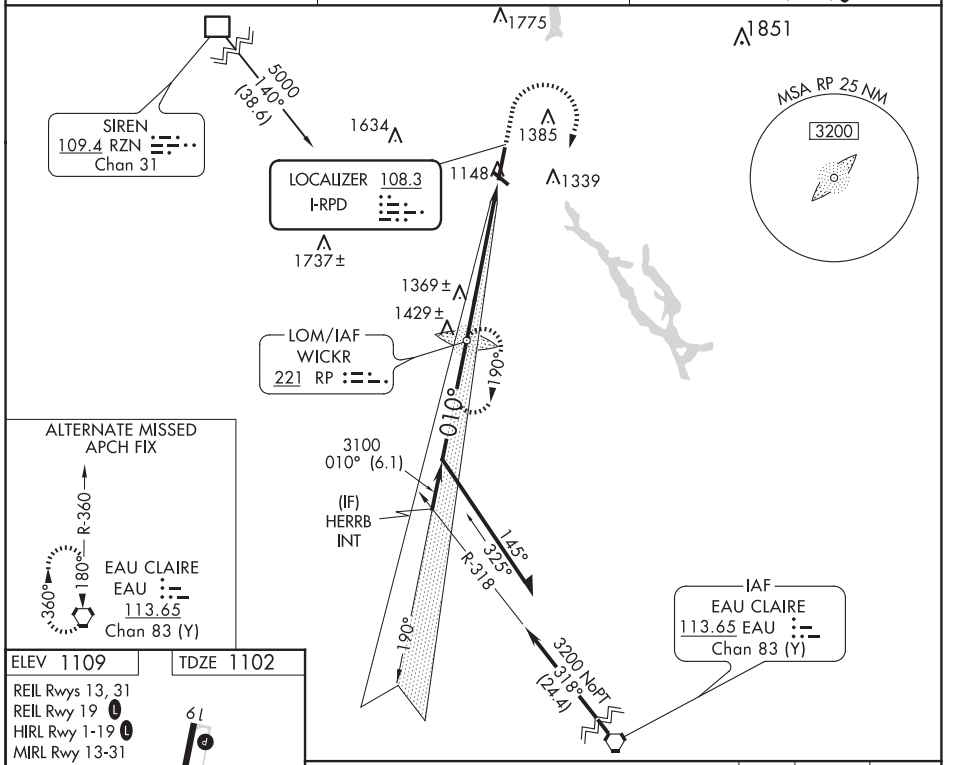
ADF required. From RZN DME: RNAV 1-GPS required.

Circling Rwy 13, 31 NA at night.

MALSR

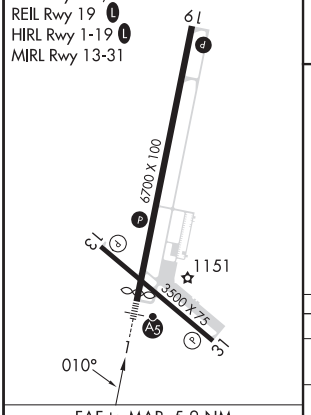
MISSED APPROACH: Climb to 2200 then climbing right turn to 3200 direct WICKR LOM and hold.

| AWOS-3 | MINNEAPOLIS CENTER | UNICOM |
|---|---|---|
| 120.525 | 125.3 335.6 | 122.7 (CTAF) L |



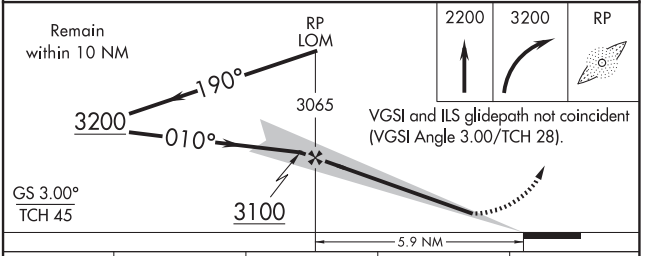

ELEV 1109 | TDZE 1102

REIL Rwys 13, 31
REIL Rwy 19 L
HIRL Rwy 1-19 L
MIRL Rwy 13-31




FAF to MAP 5.9 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:54 | 3:56 | 2:57 | 2:22 | 1:58 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 1 | 1302-½ 200 (200-½) | | | |
| S-LOC 1 | 1620-½ 518 (600-½) | | 1620-1 518 (600-1) | 1620-1¼ 518 (600-1¼) |
| C CIRCLING | 1620-1 511 (600-1) | 1740-1 631 (700-1) | 1740-1¾ 631 (700-1¾) | 1940-2¾ 831 (900-2¾) |

RICE LAKE, WISCONSIN
Orig-C 22APR21

45°25'N-91°46'W

RICE LAKE RGNL/CARL'S FLD (RPD)

ILS or LOC RWY 1

EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 1

RICE LAKE RGNL/CARL'S FLD (RPD)

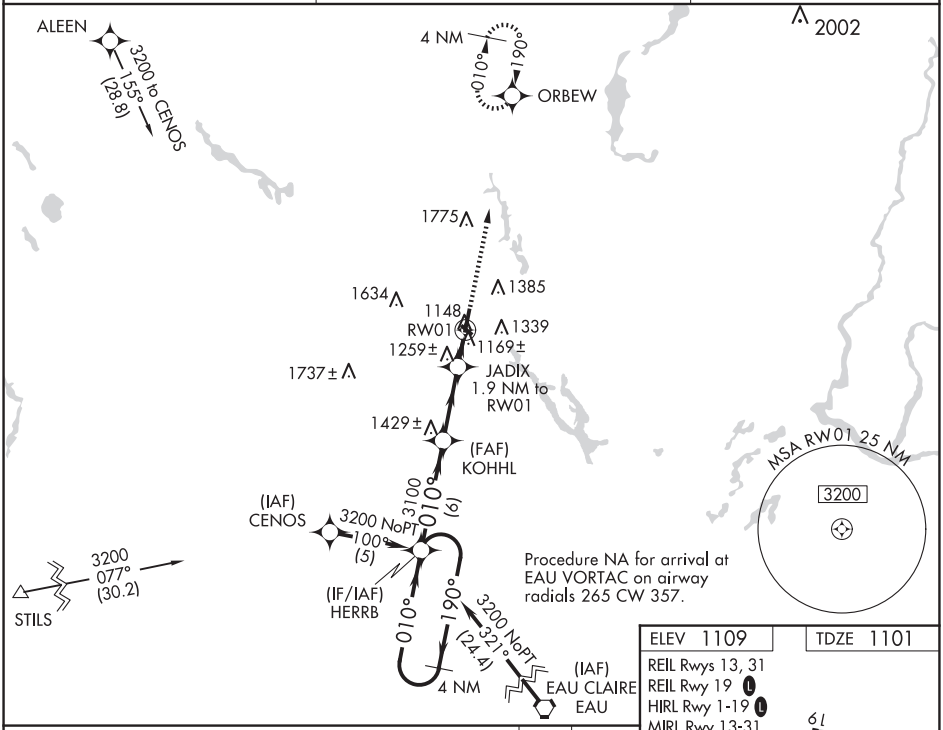
| WAAS | APP CRS | | |
|---|---|---|---|
| CH **86217** | **010°** | Rwy Idg | **6500** |
| **W01A** | | TDZE | **1101** |
| | | Apt Elev | **1109** |

If local altimeter setting not received, use Chippewa Valley Rgnl altimeter setting and increase all DAs/MDAs 120 feet. DME/DME RNP-0.3 NA. Baro-VNAV NA below -17°C (3°F). Baro VNAV and VDP NA when using Chippewa Valley Rgnl altimeter setting. For inoperative MALSR, increase LPV visibilty to 1, and LNAV Cat D visibility to 1¼. Circling Rwy 13, 31 NA at night.

MALSR

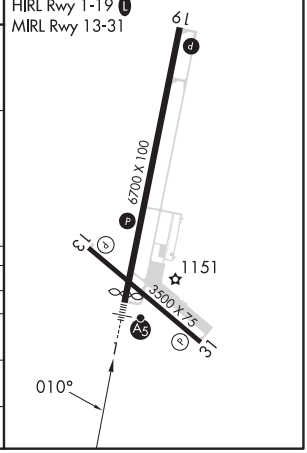
MISSED APPROACH: Climb to 3200 direct ORBEW and hold.

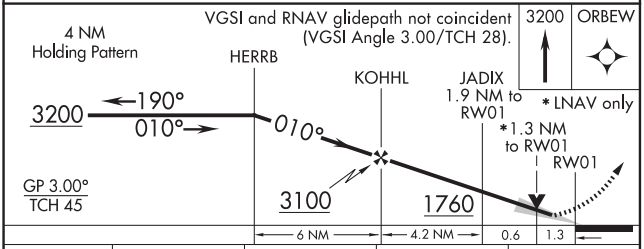
| AWOS-3 | MINNEAPOLIS CENTER | UNICOM |
|---|---|---|
| **120.525** | **125.3 335.6** | **122.7**(CTAF) |




ELEV 1109 | TDZE 1101

REIL Rwys 13, 31
REIL Rwy 19 L
HIRL Rwy 1-19 L
MIRL Rwy 13-31




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1390-½ | | 289 (300-½) | |
| LNAV/VNAV DA | 1440-¾ | | 339 (400-¾) | |
| LNAV MDA | 1520-½ | 419 (500-½) | 1520-¾ 419 (500-¾) | 1520-1 419 (500-1) |
| C CIRCLING | 1600-1¼ 493 (500-1¼) | 1740-1¼ 631 (700-1¼) | 1740-1¾ 631 (700-1¾) | 1940-2¾ 831 (900-2¾) |



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

RICE LAKE, WISCONSIN

AL-9210 (FAA)

23110

# RNAV (GPS) RWY 19

RICE LAKE RGNL/CARL'S FLD (RPD)

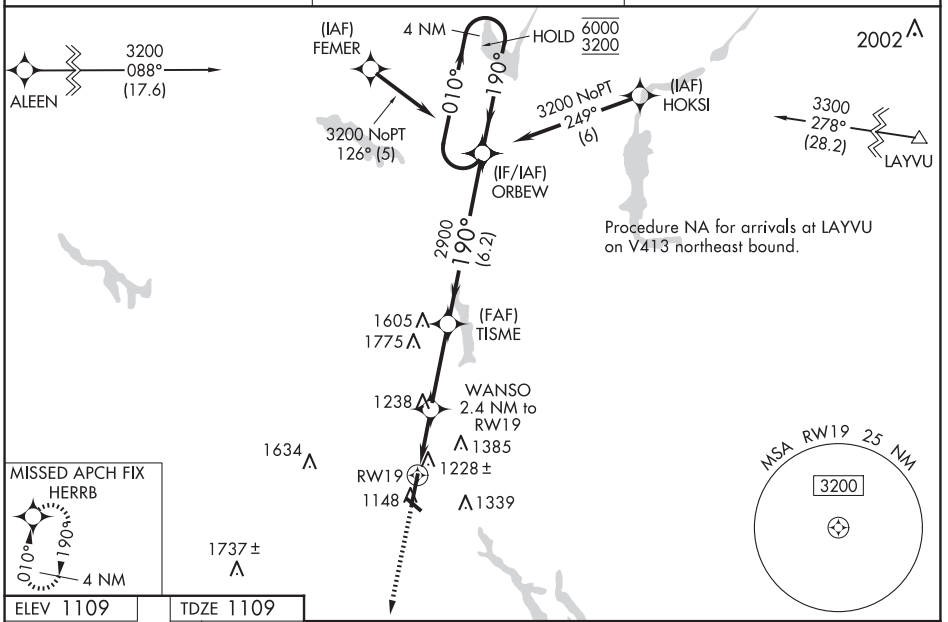
| WAAS | APP CRS | | |
|---|---|---|---|
| CH **93542** | **190°** | Rwy ldg | **6700** |
| **W19A** | | TDZE | **1109** |
| | | Apt Elev | **1109** |

RNP APCH.

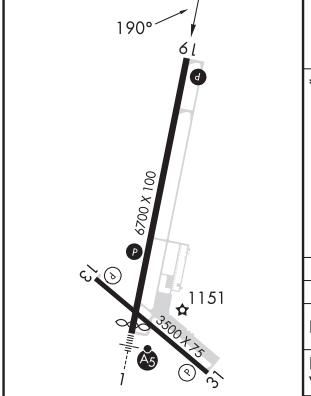
Circling Rwy 13, 31 NA at night. For uncompensated Baro-VNAV systems, procedure NA below -17°C or above 54°C.

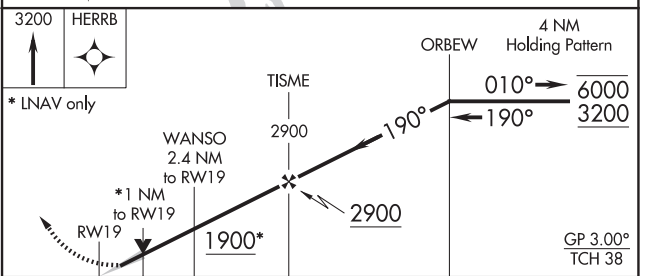
MISSED APPROACH: Climb to 3200 direct HERRB and hold.

| AWOS-3 | MINNEAPOLIS CENTER | UNICOM |
|---|---|---|
| **120.525** | **125.3 335.6** | **122.7** (CTAF) L |




ELEV 1109 TDZE 1109




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1309-¾ 200 (200-¾) | | | |
| LNAV/VNAV DA | 1389-⅞ 280 (300-⅞) | | | |
| LNAV MDA | 1480-1 371 (400-1) | | | |
| C CIRCLING | 1580-1 471 (500-1) | 1740-1 631 (700-1) | 1740-1¾ 631 (700-1¾) | 1940-2¾ 831 (900-2¾) |



EC-3, 07 AUG 2025 to 02 OCT 2025

EC-3, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS)-A

RICHLAND (93C)

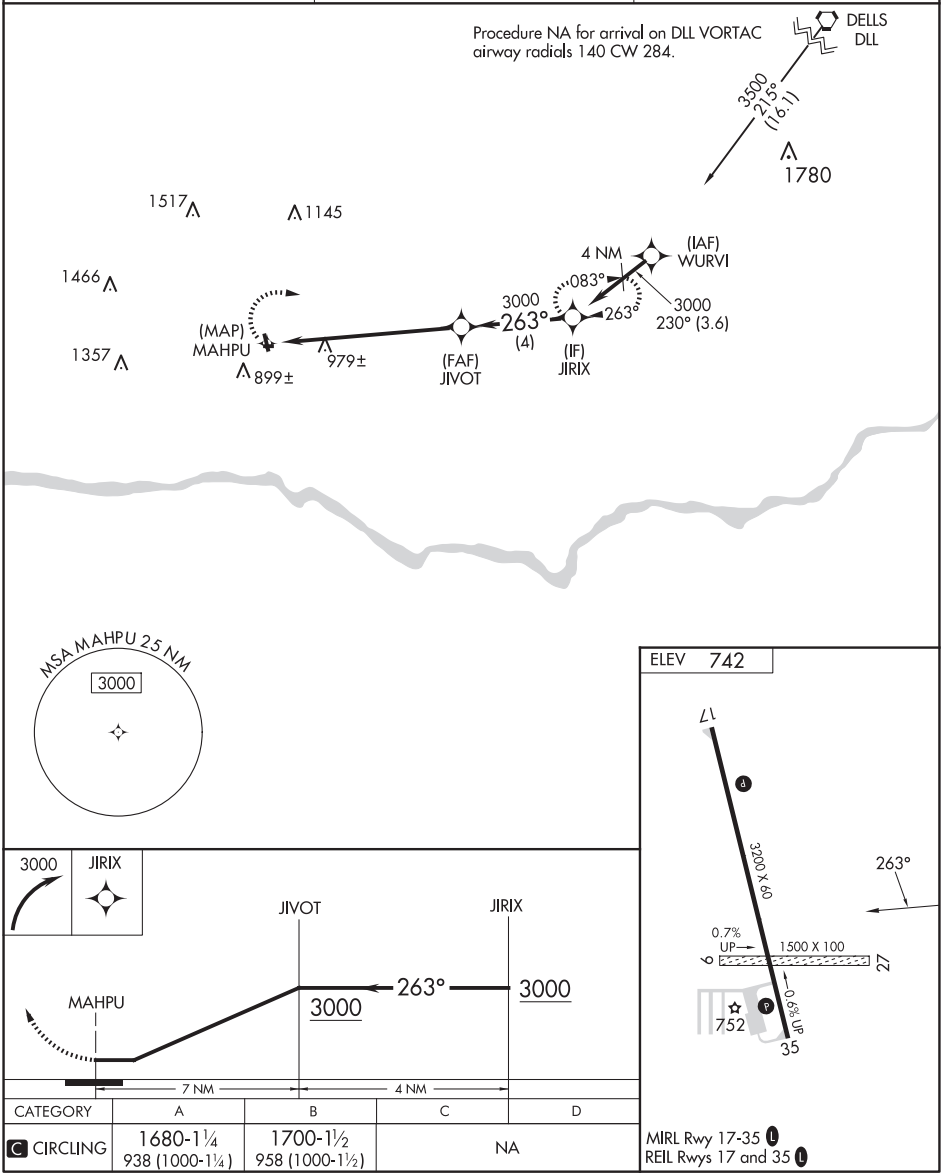
| APP CRS | Rwy Idg | N/A |
|---|---|---|
| 263° | TDZE | N/A |
| | Apt Elev | 742 |

RNP APCH.

T A NA — Circling NA to Rwys 9 and 27. Procedure NA at night. Use Lone Rock altimeter setting.

MISSED APPROACH: Climbing right turn to 3000 direct JIRIX and hold.

| LNR ASOS | CHICAGO CENTER | CTAF |
|---|---|---|
| 119.425 | 133.3 257.925 | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 1680-1¼ 938 (1000-1¼) | 1700-1½ 958 (1000-1½) | NA | |

MIRL Rwy 17-35 L
REIL Rwys 17 and 35 L



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

ROBINSON, ILLINOIS | AL-5308 (FAA) | 24305

| WAAS | APP CRS | Rwy Idg | 5108 |
|---|---|---|---|
| CH 49109 | 095° | TDZE | 461 |
| W09A | | Apt Elev | 461 |

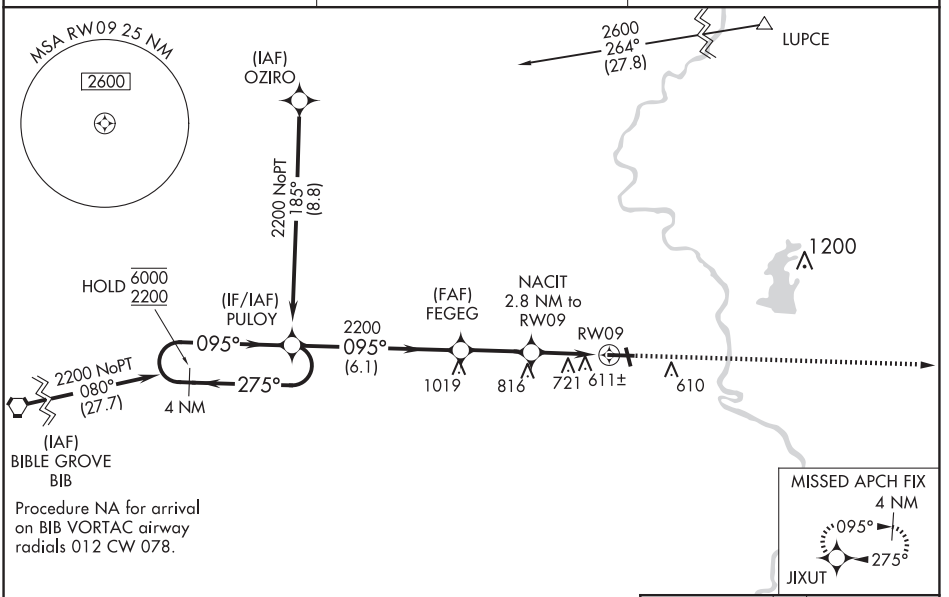
# RNAV (GPS) RWY 9
## CRAWFORD COUNTY (RSV)

RNP APCH - GPS.

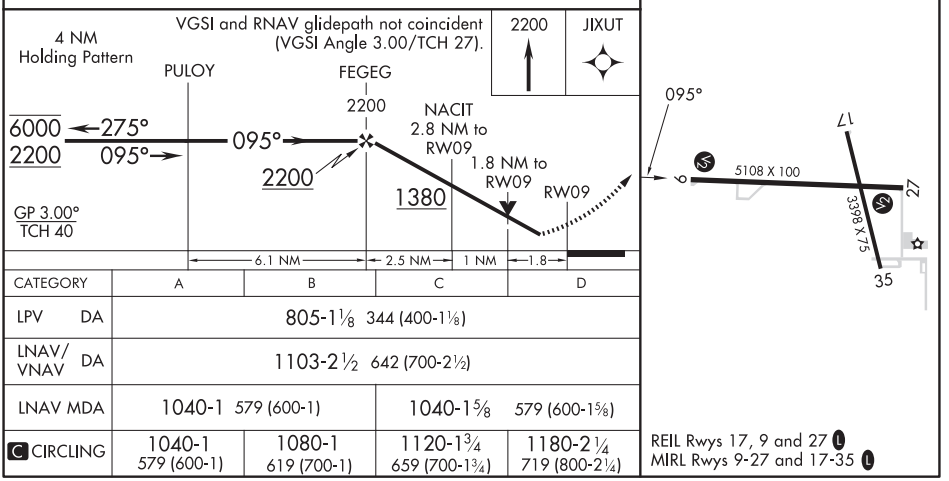
T A Rwy 9 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C or above 54° C.

MISSED APPROACH: Climb to 2200 direct JIXUT and hold.

| AWOS-3 | HULMAN APP CON | UNICOM |
|---|---|---|
| 120.50 | 135.35 339.8 | 123.0 (CTAF) L |




ELEV 461 | TDZE 461




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 805-1⅛ 344 (400-1⅛) | | | |
| LNAV/VNAV DA | 1103-2½ 642 (700-2½) | | | |
| LNAV MDA | 1040-1 579 (600-1) | | 1040-1⅝ 579 (600-1⅝) | |
| C CIRCLING | 1040-1 579 (600-1) | 1080-1 619 (700-1) | 1120-1¾ 659 (700-1¾) | 1180-2¼ 719 (800-2¼) |

REIL Rwys 17, 9 and 27 L
MIRL Rwys 9-27 and 17-35 L

ROBINSON, ILLINOIS
Amdt 1B 14JUL22

39°01'N-87°39'W

CRAWFORD COUNTY (RSV)
RNAV (GPS) RWY 9

EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

| WAAS CH 63033 W17A | APP CRS 169° | Rwy Idg 3398<br>TDZE 455<br>Apt Elev 461 |
|---|---|---|

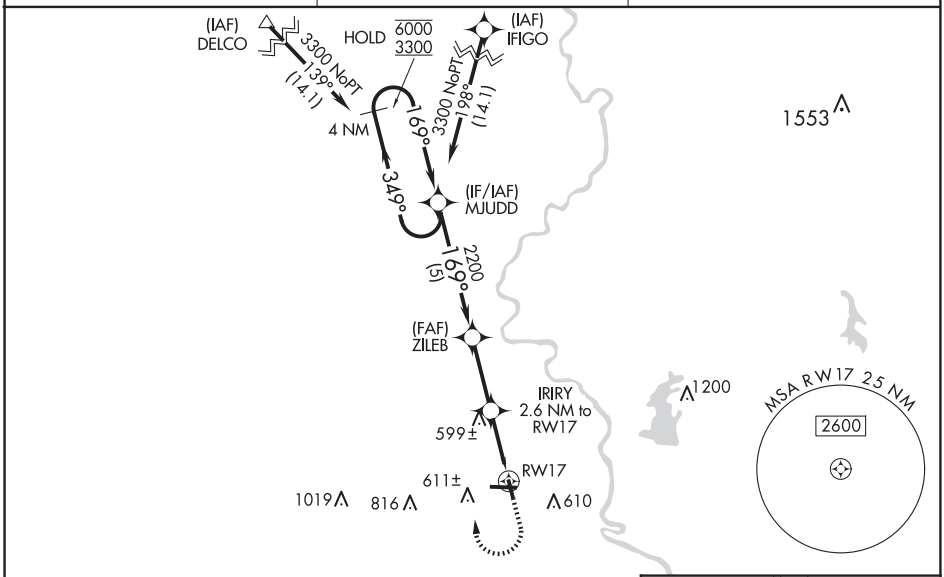
# RNAV (GPS) RWY 17
## CRAWFORD COUNTY (RSV)

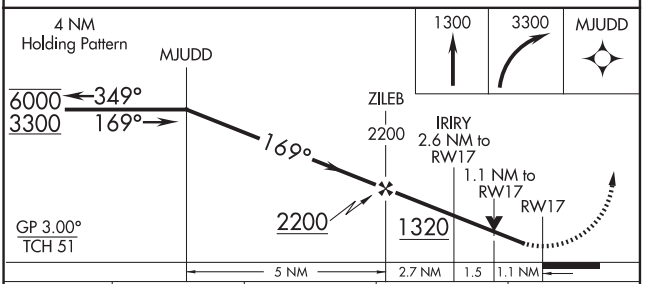
RNP APCH - GPS.

Rwy 17 helicopter visibility reduction below ¾ SM NA.
For uncompensated Baro-VNAV systems,
LNAV/VNAV NA below -15°C or above 54°C.

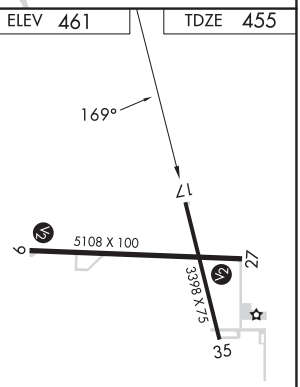
MISSED APPROACH: Climb to 1300 then climbing right turn to 3300 direct MJUDD and hold.

| AWOS-3 | HULMAN APP CON | UNICOM |
|---|---|---|
| 120.50 | 135.35 339.8 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 734-1 279 (300-1) | | | NA |
| LNAV/VNAV DA | 812-1⅛ 357 (400-1⅛) | | | NA |
| LNAV MDA | 860-1 405 (400-1) | | 860-1⅛ 405 (400-1⅛) | NA |
| C CIRCLING | 940-1 479 (500-1) | 1080-1 619 (700-1) | 1120-1¾ 659 (700-1¾) | NA |




REIL Rwys 17, 9 and 27 L
MIRL Rwys 9-27 and 17-35 L



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

ROBINSON, ILLINOIS AL-5308 (FAA) 24193

# RNAV (GPS) RWY 27
CRAWFORD COUNTY (RSV)

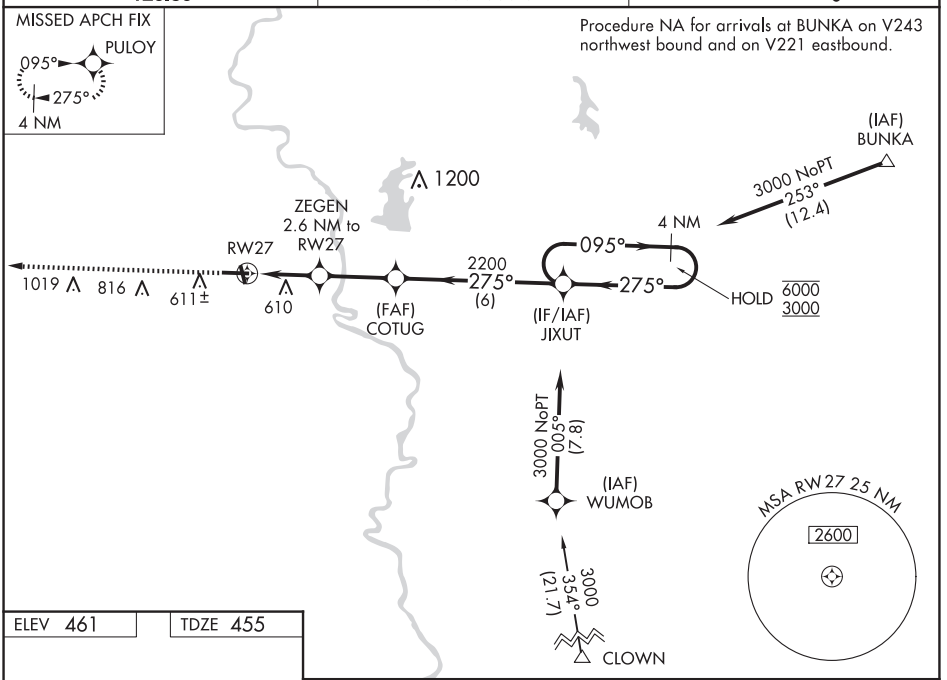
| WAAS | APP CRS | Rwy Idg | 5108 |
|---|---|---|---|
| CH 69509 | 275° | TDZE | 455 |
| W27A | | Apt Elev | 461 |

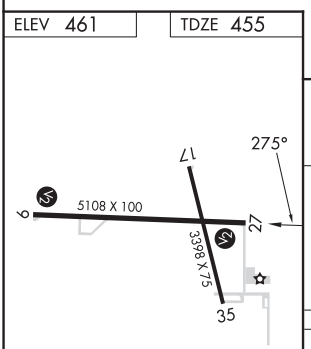
RNP APCH-GPS.

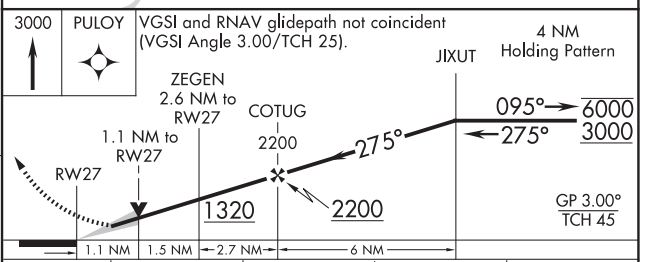
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

MISSED APPROACH: Climb to 3000 direct PULOY and hold.

| AWOS-3 | HULMAN APP CON | UNICOM |
|---|---|---|
| 120.50 | 135.35 339.8 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 705-1 250 (300-1) | | | |
| LNAV/VNAV DA | 845-1¼ 390 (400-1¼) | | | |
| LNAV MDA | 840-1 385 (400-1) | | 840-1⅛ 385 (400-1⅛) | |
| C CIRCLING | 940-1 479 (500-1) | 1080-1 619 (700-1) | 1120-1¾ 659 (700-1¾) | 1180-2¼ 719 (800-2¼) |

REIL Rwys 17, 9 and 27 L
MIRL Rwys 9-27 and 17-35 L

ROBINSON, ILLINOIS
Amdt 1B 14JUL22

39°01'N-87°39'W

CRAWFORD COUNTY (RSV)
RNAV (GPS) RWY 27

EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

| WAAS | APP CRS | Rwy Idg | 5001 |
|---|---|---|---|
| CH 78228 | 071° | TDZE | 775 |
| W07A | | Apt Elev | 781 |

# RNAV (GPS) RWY 7

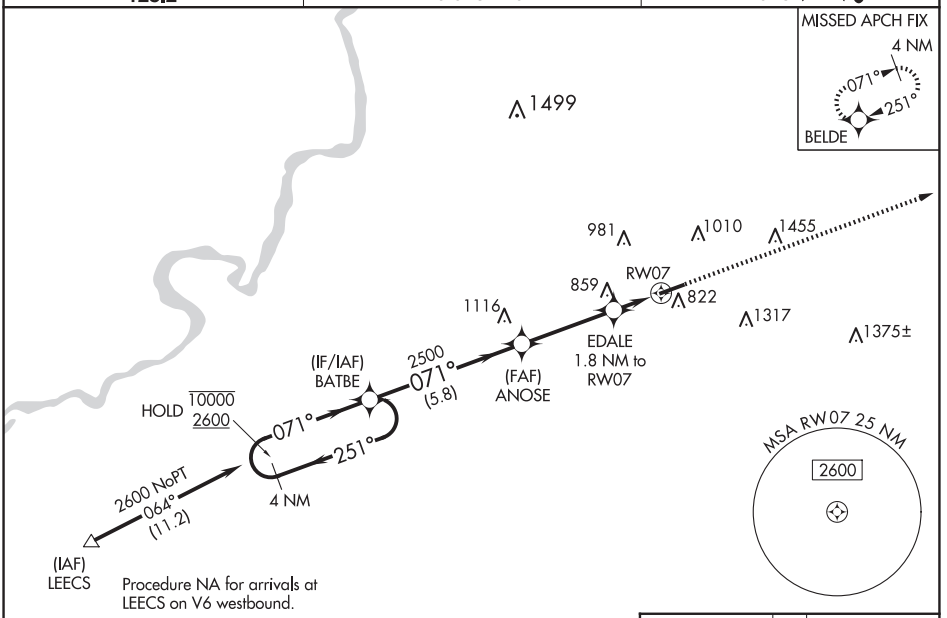
## ROCHELLE MUNI/KORITZ FLD (RPJ)

RNP APCH - GPS.

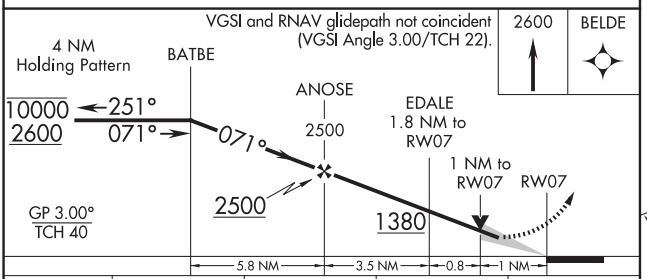
Baro-VNAV NA when using Chicago/Rockford Intl altimeter setting. For uncompensated Baro-VNAV systems, procedure NA below -17°C or above 54°C. VDP NA when using Chicago/Rockford Intl altimeter setting. When local altimeter setting not received, use Chicago/Rockford Intl altimeter setting: increase all DA to 1073 feet and all MDA 60 feet; increase LNAV visibility Cats C/D ⅛ mile; increase Circling Cat C visibility ¼ mile.

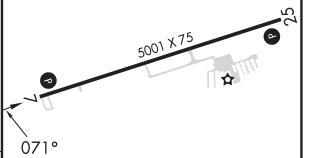
MISSED APPROACH: Climb to 2600 direct BELDE and hold.

| AWOS-3 | ROCKFORD APP CON | UNICOM |
|---|---|---|
| 125.2 | 126.0 327.0 | 122.975 (CTAF) L |




ELEV 781 TDZE 775




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | | 1025-1 | 250 (300-1) | |
| LNAV/VNAV DA | | 1025-1 | 250 (300-1) | |
| LNAV MDA | | 1120-1 | 345 (400-1) | |
| C CIRCLING | 1260-1<br>479 (500-1) | 1360-1<br>579 (600-1) | 1680-2¾<br>899 (900-2¾) | 1820-3<br>1039 (1100-3) |

MIRL Rwy 7-25 L
REIL Rwys 7 and 25 L



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

ROCHELLE, ILLINOIS | AL-5990 (FAA) | 24305

| WAAS | APP CRS | Rwy Idg | 5001 |
|---|---|---|---|
| CH 40328 | 251° | TDZE | 781 |
| W25A | | Apt Elev | 781 |

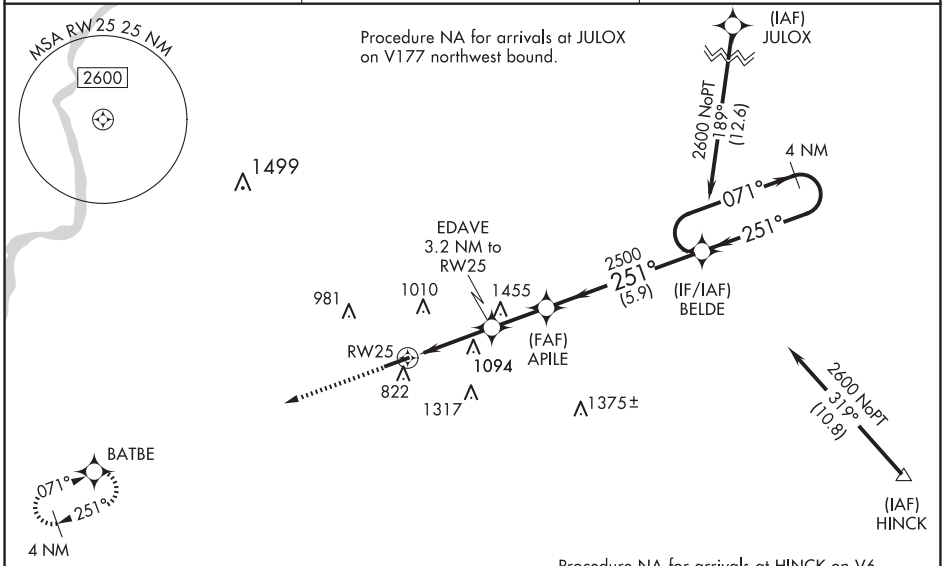
# RNAV (GPS) RWY 25

## ROCHELLE MUNI/KORITZ FLD (RPJ)

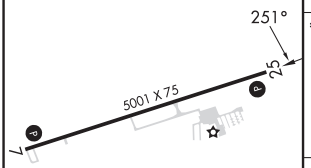
Baro-VNAV NA when using Chicago/Rockford Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Chicago/Rockford Intl altimeter setting: increase LPV DA to 1079 feet and LNAV/VNAV DA to 1152 feet and all MDA 60 feet; increase LNAV/VNAV visibility all Cats and LNAV Cat C/D visibility ⅛ mile; increase Circling Cat C visibility ¼ mile. Helicopter visibility reduction below ¾ SM NA. VDP NA when using Chicago/Rockford Intl altimeter setting.

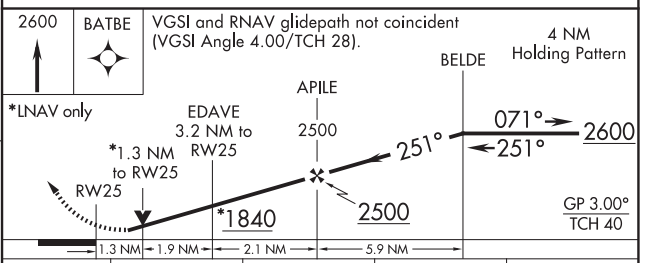
MISSED APPROACH: Climb to 2600 direct BATBE and hold.

| AWOS-3 | ROCKFORD APP CON | UNICOM |
|---|---|---|
| 125.2 | 126.0 327.0 | 122.975 (CTAF) L |




| ELEV 781 | TDZE 781 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1031-1 250 (300-1) | | | |
| LNAV/VNAV DA | 1104-1⅛ 323 (400-1⅛) | | | |
| LNAV MDA | 1360-1 579 (600-1) | | 1360-1⅝ 579 (600-1⅝) | |
| C CIRCLING | 1360-1 579 (600-1) | | 1680-2¾ 899 (900-2¾) | 1820-3 1039 (1100-3) |

MIRL Rwy 7-25 L
REIL Rwys 7 and 25 L

ROCHELLE, ILLINOIS
Amdt 2 10DEC15

41°54′N-89°05′W

ROCHELLE MUNI/KORITZ FLD (RPJ)
RNAV (GPS) RWY 25

EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 18

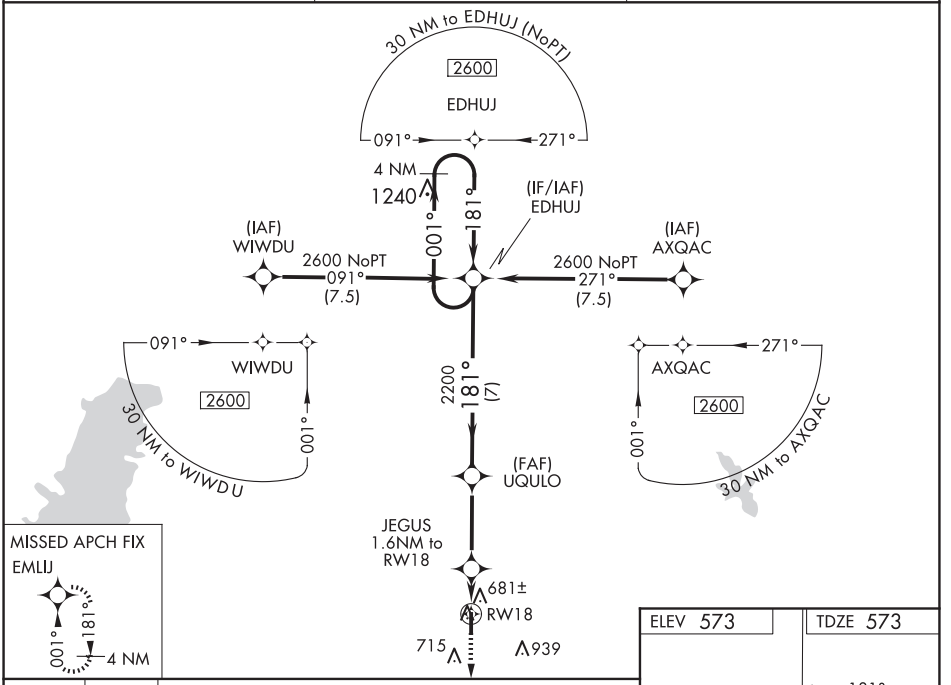
SALEM-LECKRONE (SLO)

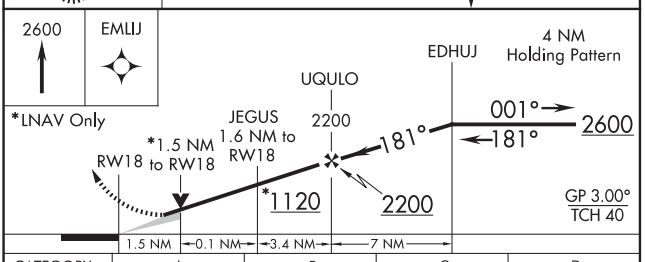
| WAAS CH 78032 W18A | APP CRS 181° | Rwy Idg 4098<br>TDZE 573<br>Apt Elev 573 |
|---|---|---|

Baro-VNAV NA when using Centralia altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 54°C (130°F). When local altimeter setting not received, use Centralia altimeter setting: increase LPV DA to 801 feet; increase LNAV/VNAV DA to 890 feet and visibility ⅛ SM; increase all MDAs 40 feet and LNAV Cats C/D visibility ⅛ SM and Circling Cats C/D visibility ¼ SM. DME/DME RNP-0.3 NA.

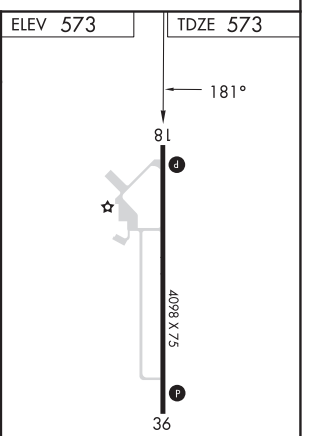
MISSED APPROACH: Climb to 2600 direct EMLIJ and hold.

| AWOS-3PT | KANSAS CITY CENTER | UNICOM |
|---|---|---|
| 118.525 | 127.7 351.825 | 122.725 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | | 773-1 | 200 (200-1) | |
| LNAV/VNAV DA | | 862-1 | 289 (300-1) | |
| LNAV MDA | | 940-1 | 367 (400-1) | |
| CIRCLING | 1040-1 467 (500-1) | | 1380-2¼ 807 (900-2¼) | 1380-2½ 807 (900-2½) |




REIL Rwy 18-36 L
MIRL Rwy 18-36 L



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

SALEM, ILLINOIS | AL-5364 (FAA) | 23334

| WAAS | APP CRS | Rwy Idg | 4098 |
|---|---|---|---|
| CH 82332 | 001° | TDZE | 572 |
| W36A | | Apt Elev | 573 |

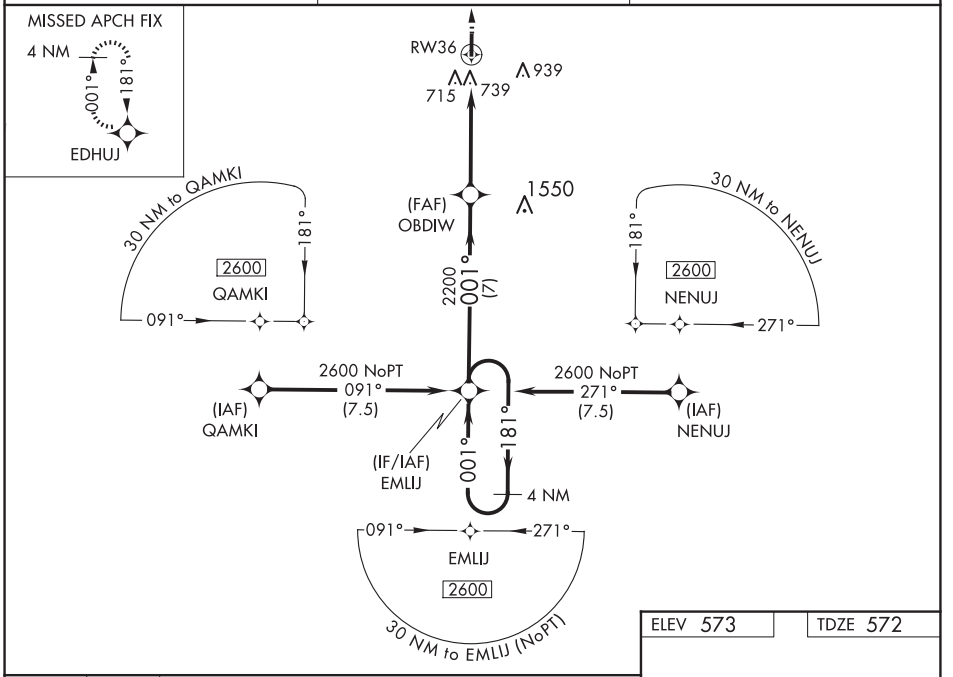
# RNAV (GPS) RWY 36

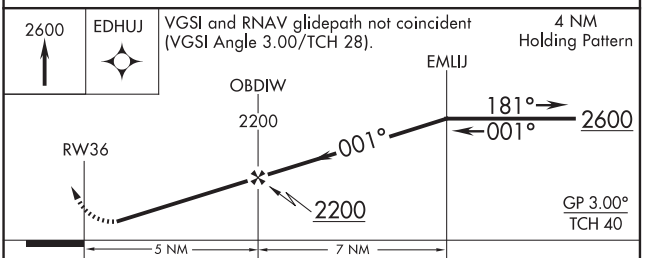
## SALEM-LECKRONE (SLO)

Baro-VNAV NA when using Centralia altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 54°C (130°F). When local altimeter setting not received, use Centralia altimeter setting: increase LPV DA to 1045 feet and visibility ⅛ SM; increase LNAV/VNAV DA to 1093 feet; increase all MDAs 40 feet and Circling Cats C/D visibility ¼ SM. Procedure NA at night. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA.

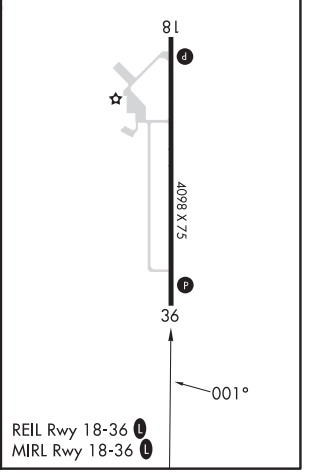
MISSED APPROACH: Climb to 2600 direct EDHUJ and hold.

| AWOS-3PT | KANSAS CITY CENTER | UNICOM |
|---|---|---|
| 118.525 | 127.7 351.825 | 122.725 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1017-1½ | 445 (500-1½) | | |
| LNAV/VNAV DA | 1065-1¾ | 493 (500-1¾) | | |
| LNAV MDA | 1040-1 | 468 (500-1) | 1040-1⅜ | 468 (500-1⅜) |
| CIRCLING | 1040-1 | 467 (500-1) | 1380-2¼ 807 (900-2¼) | 1380-2½ 807 (900-2½) |




SALEM, ILLINOIS
Amdt 1B 30DEC21

38°39′N-88°58′W

SALEM-LECKRONE (SLO)

RNAV (GPS) RWY 36

EC-3, 07 AUG 2025 to 02 OCT 2025

EC-3, 07 AUG 2025 to 02 OCT 2025

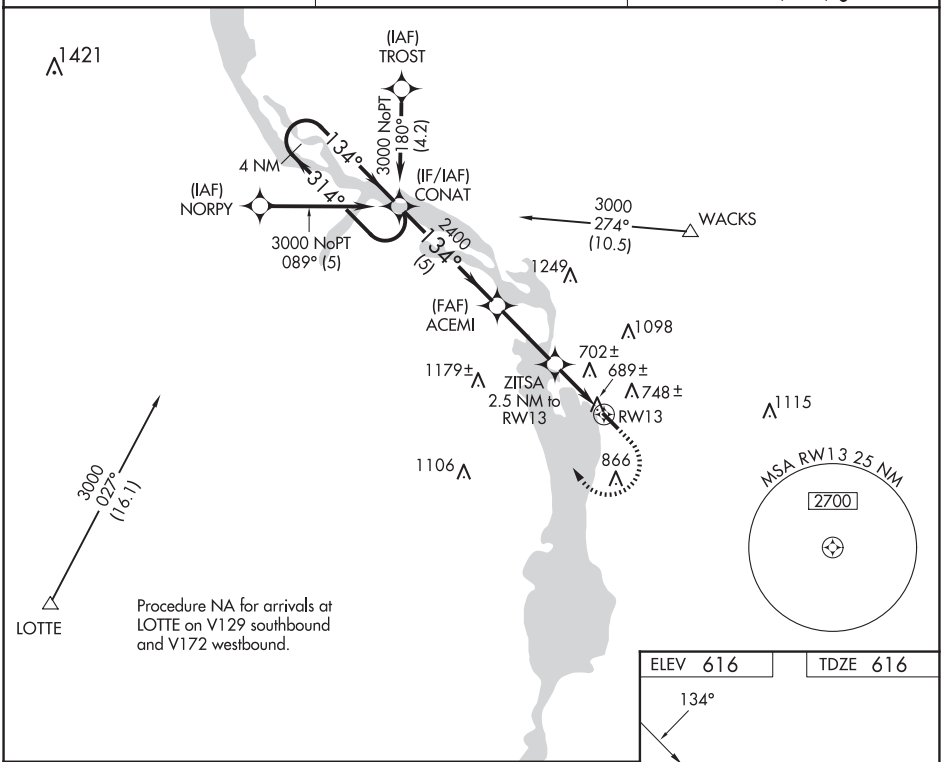
| WAAS | APP CRS | Rwy Idg | 4001 |
|---|---|---|---|
| CH 61328 | 134° | TDZE | 616 |
| W13A | | Apt Elev | 616 |

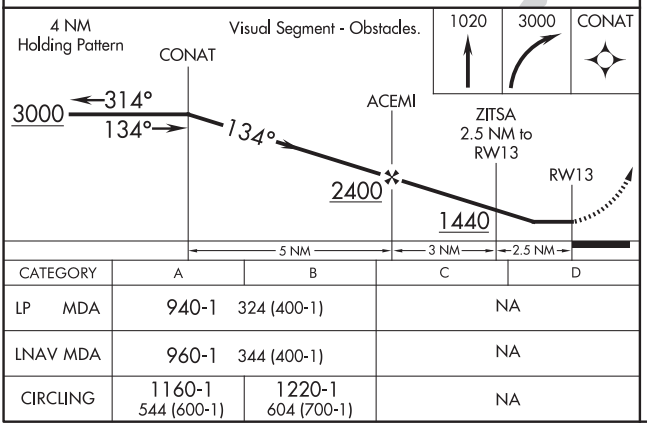
# RNAV (GPS) RWY 13
## TRI-TOWNSHIP (SFY)

When local altimeter setting not received, use Sterling/Rockfalls altimeter setting and increase all MDA 80 feet. Procedure NA at night. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA.

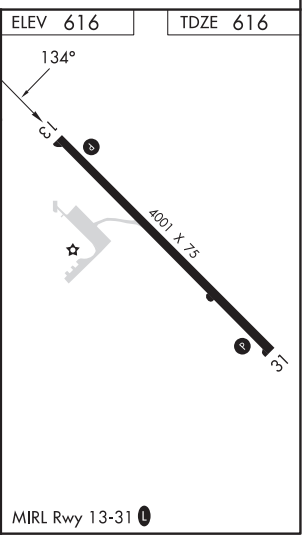
MISSED APPROACH: Climb to 1020 then climbing right turn to 3000 direct CONAT and hold.

| AWOS-3PT | QUAD CITY APP CON★ | UNICOM |
|---|---|---|
| 118.650 | 125.95 257.8 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 940-1 | 324 (400-1) | NA | |
| LNAV MDA | 960-1 | 344 (400-1) | NA | |
| CIRCLING | 1160-1<br>544 (600-1) | 1220-1<br>604 (700-1) | NA | |






EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

SAVANNA, ILLINOIS AL-9152 (FAA) 23222

| VORTAC CVA | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 113.8 | 036° | TDZE | N/A |
| Chan 85 | | Apt Elev | 616 |

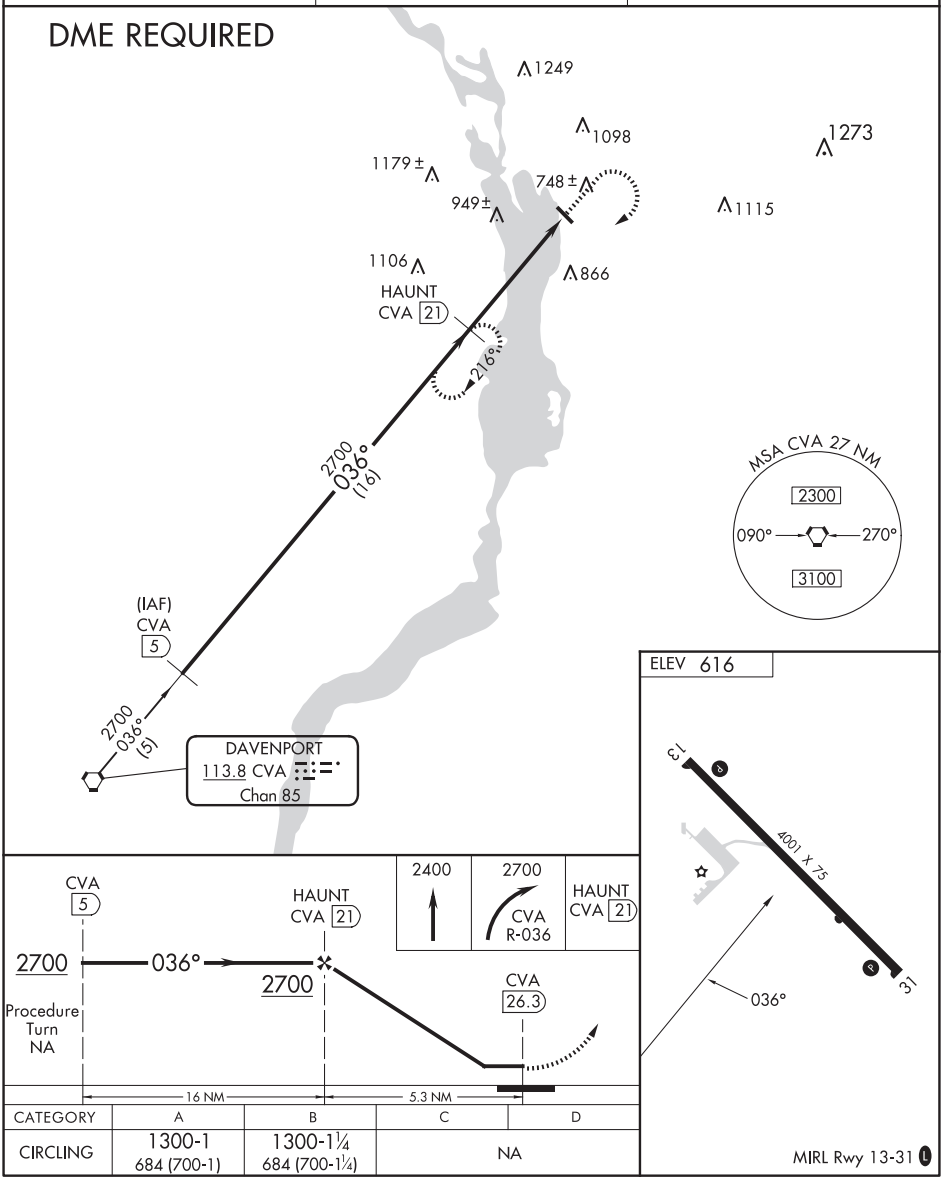
# VOR-A

TRI-TOWNSHIP (SFY)

When local altimeter setting not received, use Sterling/Rockfalls altimeter setting and increase all MDA 80 feet. Procedure NA at night. Rwy 13, 31 helicopter visibility reduction below 1 SM NA. DME required.

MISSED APPROACH: Climb to 2400 then climbing right turn to 2700 on CVA VORTAC R-036 to HAUNT and hold.

| AWOS-3PT | QUAD CITY APP CON ★ | UNICOM |
|---|---|---|
| 118.650 | 125.95 257.8 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1300-1<br>684 (700-1) | 1300-1¼<br>684 (700-1¼) | NA | |

SAVANNA, ILLINOIS
Orig-C 25MAR21

42°03'N-90°06'W

TRI-TOWNSHIP (SFY)
VOR-A

EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 12

SHAWANO MUNI (EZS)

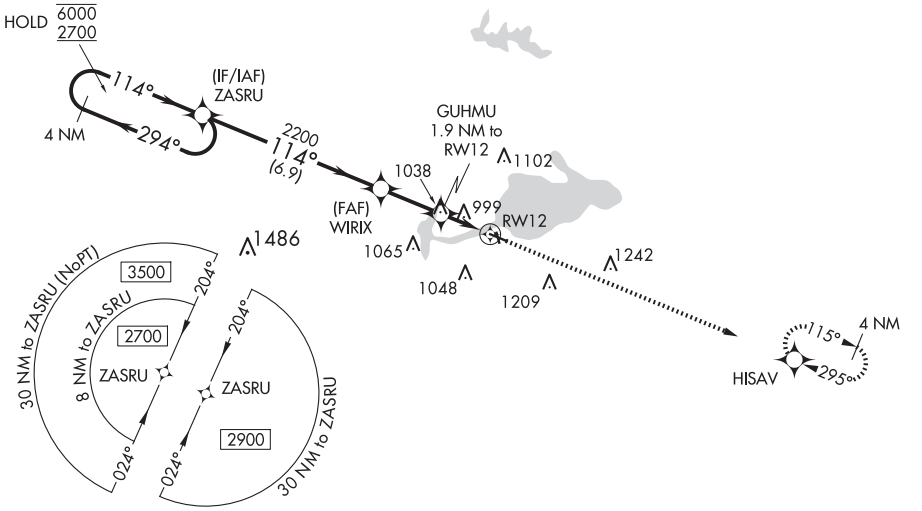
| WAAS CH 86429 W12A | APP CRS 114° | Rwy Idg 3901<br>TDZE 811<br>Apt Elev 813 |
|---|---|---|

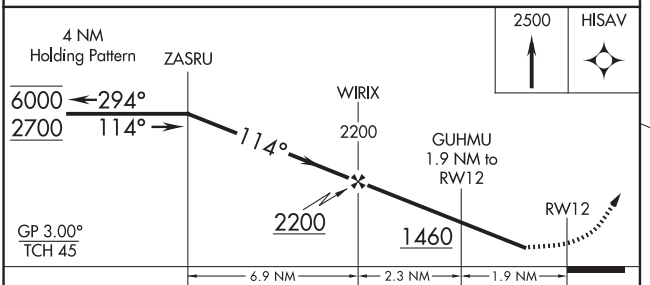
RNP APCH - GPS.

Rwy 12 helicopter visibility reduction below 1 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Straight-in Rwy 12 and Circling Rwy 12, 35 NA at night.

MISSED APPROACH: Climb to 2500 direct HISAV and hold.

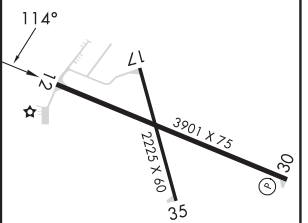
| AWOS-3 | GREEN BAY APP CON ★ | UNICOM |
|---|---|---|
| 118.65 | 119.4 338.2 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1082-1 271 (300-1) | | | |
| LNAV/VNAV DA | 1378-1⅝ 567 (600-1⅝) | | | |
| LNAV MDA | 1300-1 489 (500-1) | | 1300-1⅜ 489 (500-1⅜) | |
| C CIRCLING | 1340-1 527 (600-1) | 1440-1 627 (700-1) | 1680-2½ 867 (900-2½) | 1680-2¾ 867 (900-2¾) |

ELEV 813 TDZE 811




WATER ALL-WAY: 12000 X 1000

MIRL Rwys 12-30 and 17-35 L
REIL Rwy 30 L



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

SHAWANO, WISCONSIN

AL-9009 (FAA)

25107

# RNAV (GPS) RWY 30

SHAWANO MUNI (EZS)

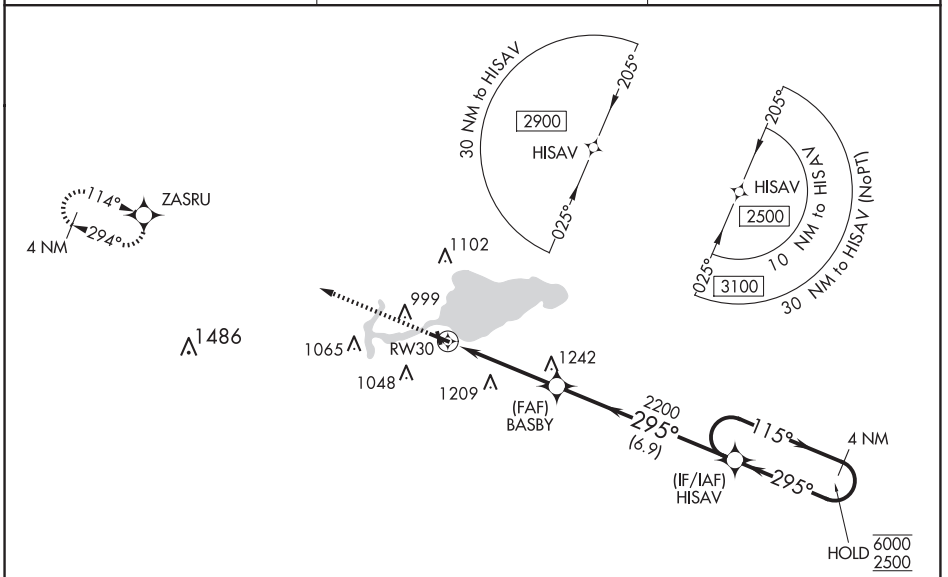
| WAAS | APP CRS | Rwy Idg | 3901 |
|---|---|---|---|
| CH 77729 | 295° | TDZE | 810 |
| W30A | | Apt Elev | 813 |

RNP APCH - GPS.

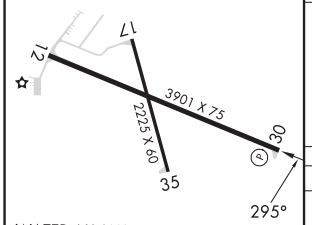
Rwy 30 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Circling to Rwy 12, 35 NA at night.

MISSED APPROACH: Climb to 2700 direct ZASRU and hold.

| AWOS-3 | GREEN BAY APP CON ★ | UNICOM |
|---|---|---|
| 118.65 | 119.4 338.2 | 122.8 (CTAF) L |

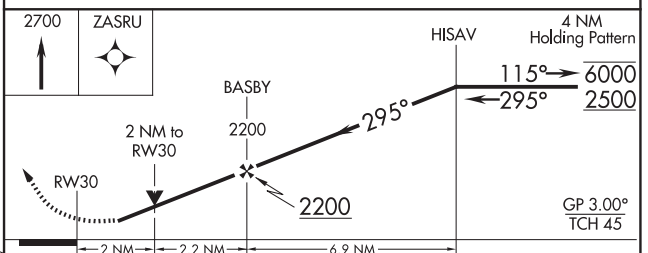



ELEV 813 | TDZE 810




WATER ALL-WAY: 12000 X 1000

MIRL Rwys 12-30 and 17-35 L
REIL Rwy 30 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1097-1 287 (300-1) | | | |
| LNAV/VNAV DA | 1456-1⅞ 646 (700-1⅞) | | | |
| LNAV MDA | 1500-1 690 (700-1) | | 1500-2 690 (700-2) | |
| C CIRCLING | 1500-1 687 (700-1) | | 1680-2½ 867 (900-2½) | 1680-2¾ 867 (900-2¾) |



EC-3, 07 AUG 2025 to 02 OCT 2025

EC-3, 07 AUG 2025 to 02 OCT 2025

# ILS or LOC RWY 22

SHEBOYGAN COUNTY MEML INTL (SBM)

| LOC/DME I-HEV | APP CRS | Rwy Ldg | 6801 |
|---|---|---|---|
| 110.7 | 217° | TDZE | 743 |
| Chan 44 | | Apt Elev | 755 |

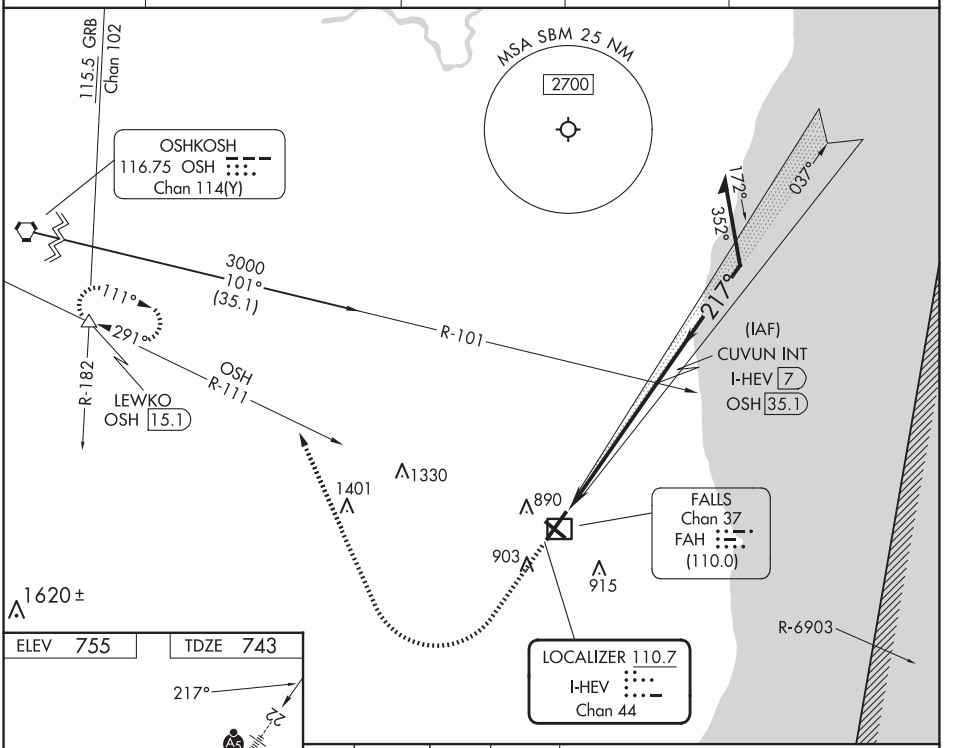
DME required.

NA

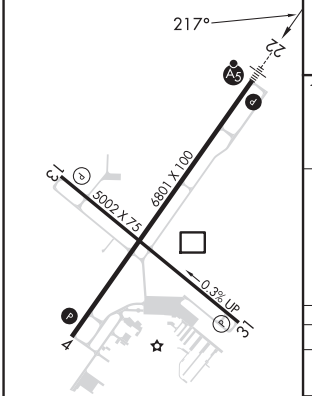
MALSR

MISSED APPROACH: Climb to 1400 then climbing right turn to 3000 on heading 338° and OSH VORTAC R-111 to LEWKO INT/OSH 15.1 DME and hold.

| ASOS | MILWAUKEE APP CON | GCO | CLNC DEL | UNICOM |
|---|---|---|---|---|
| 118.425 | 127.375 263.075 | 121.725 | 127.375 | 122.7 (CTAF) |



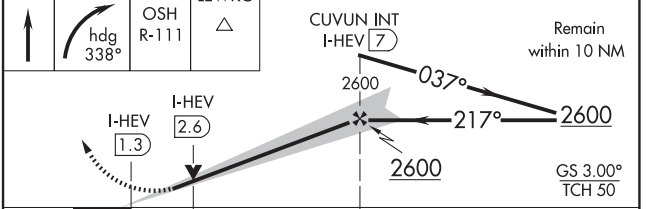

ELEV 755 TDZE 743




REIL Rwy 4
MIRL Rwy 13-31
HIRL Rwy 4-22

| 1400 | 3000 hdg 338° | OSH R-111 | LEWKO |
|---|---|---|---|

Use I-HEV DME when on the localizer course.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 22 | 943-½ 200 (200-½) | | | |
| S-LOC 22 | 1200-½ 457 (500-½) | | 1200-⅞ 457 (500-⅞) | |
| C CIRCLING | 1200-1 445 (500-1) | 1240-1 485 (500-1) | 1340-1½ 585 (600-1½) | 1360-2 605 (700-2) |



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

SHEBOYGAN, WISCONSIN AL-5379 (FAA) 25163

# RNAV (GPS) RWY 4

SHEBOYGAN COUNTY MEML INTL (SBM)

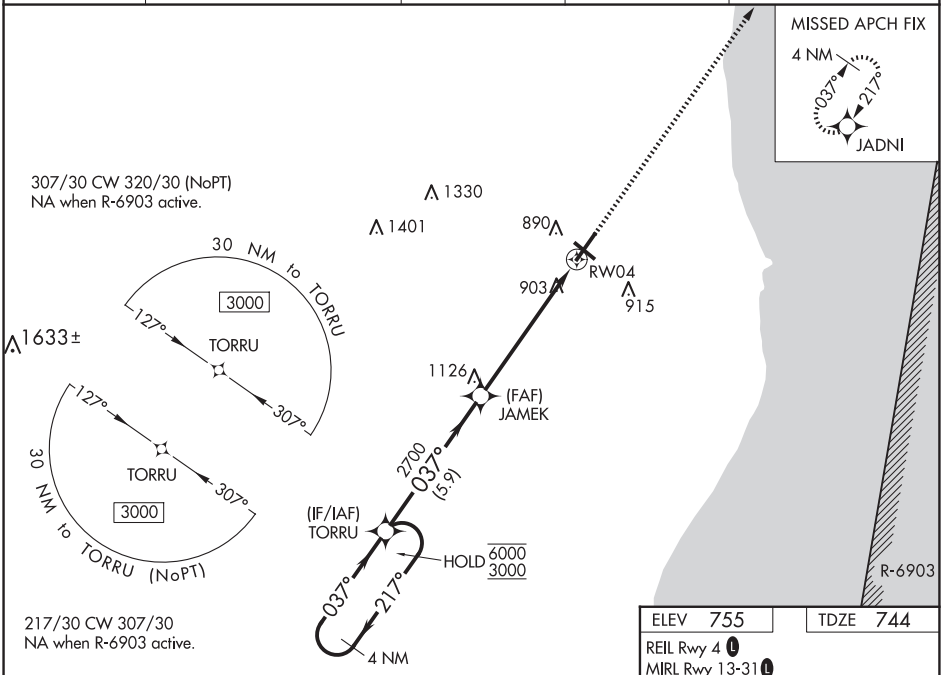
| WAAS | APP CRS | Rwy Ldg | 6801 |
|---|---|---|---|
| CH 61104 | 037° | TDZE | 744 |
| W04A | | Apt Elev | 755 |

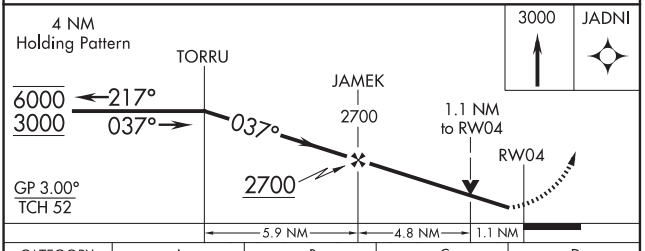
RNP APCH - GPS.

Rwy 4 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C.

MISSED APPROACH: Climb to 3000 direct JADNI and hold.

| ASOS | MILWAUKEE APP CON | GCO | CLNC DEL | UNICOM |
|---|---|---|---|---|
| 118.425 | 127.375 263.075 | 121.725 | 127.375 | 122.7 (CTAF) L |



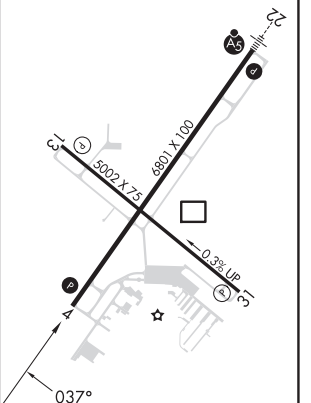

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 994-1 250 (300-1) | | | |
| LNAV/VNAV DA | 1193-1⅜ 449 (500-1⅜) | | | |
| LNAV MDA | 1160-1 416 (500-1) | | 1160-1⅛ 416 (500-1⅛) | |
| C CIRCLING | 1200-1 445 (500-1) | 1240-1 485 (500-1) | 1340-1½ 585 (600-1½) | 1360-2 605 (700-2) |

ELEV 755 TDZE 744

REIL Rwy 4 L

MIRL Rwy 13-31 L

HIRL Rwy 4-22 L




SHEBOYGAN, WISCONSIN

Amdt 3D 12JUN25

43°46′N-87°51′W

SHEBOYGAN COUNTY MEML INTL (SBM)

RNAV (GPS) RWY 4



EC-3, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 13

## SHEBOYGAN COUNTY MEML INTL (SBM)

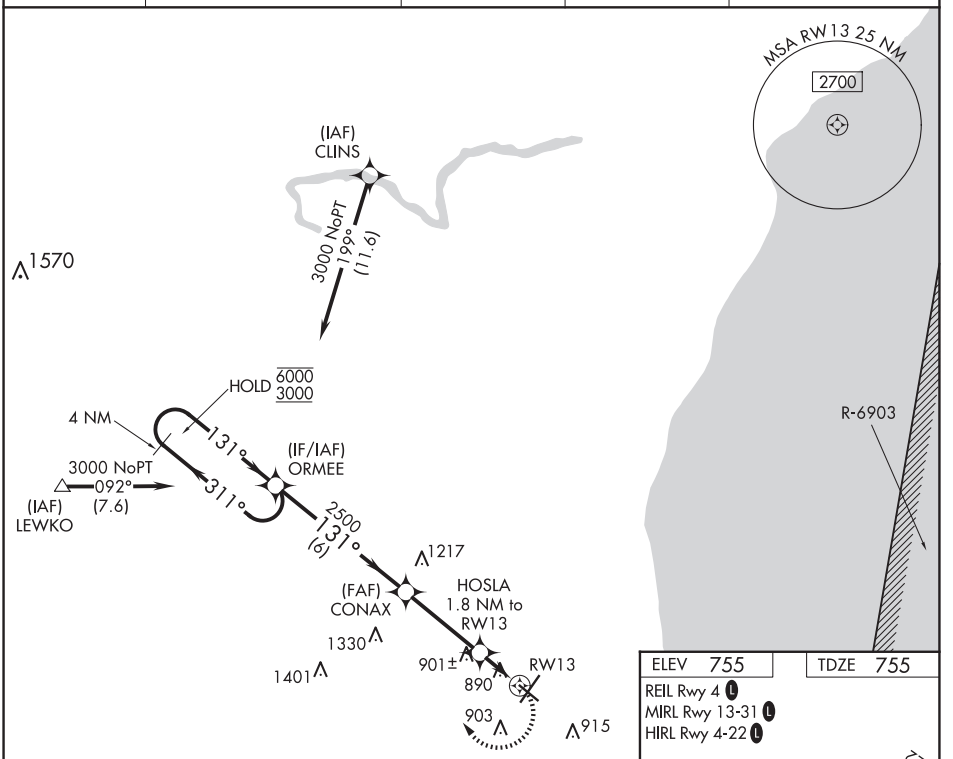
| APP CRS | Rwy Ldg | 5002 |
|---|---|---|
| 131° | TDZE | 755 |
| | Apt Elev | 755 |

RNP APCH - GPS.

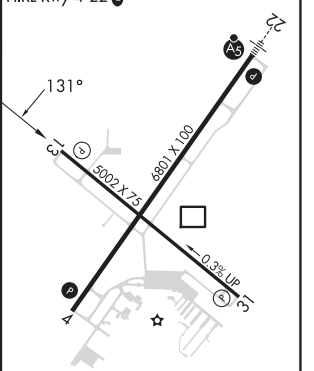
Rwy 13 helicopter visibility reduction below ¾ SM NA.

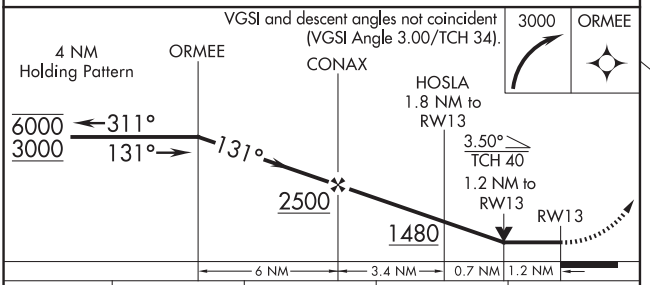
MISSED APPROACH: Climbing right turn to 3000 direct ORMEE and hold.

| ASOS | MILWAUKEE APP CON | GCO | CLNC DEL | UNICOM |
|---|---|---|---|---|
| 118.425 | 127.375 263.075 | 121.725 | 127.375 | 122.7 (CTAF) L |




| ELEV 755 | TDZE 755 |
|---|---|
| REIL Rwy 4 L | |
| MIRL Rwy 13-31 L | |
| HIRL Rwy 4-22 L | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1160-1 | 405 (500-1) | 1160-1⅛ | 405 (500-1⅛) |
| C CIRCLING | 1200-1<br>445 (500-1) | 1240-1<br>485 (500-1) | 1340-1½<br>585 (600-1½) | 1360-2<br>605 (700-2) |



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

SHEBOYGAN, WISCONSIN | AL-5379 (FAA) | 25163

# RNAV (GPS) RWY 22

## SHEBOYGAN COUNTY MEML INTL (SBM)

| WAAS CH 65904 W22A | APP CRS 217° | Rwy Ldg 6801 | TDZE 743 | Apt Elev 755 |
|---|---|---|---|---|

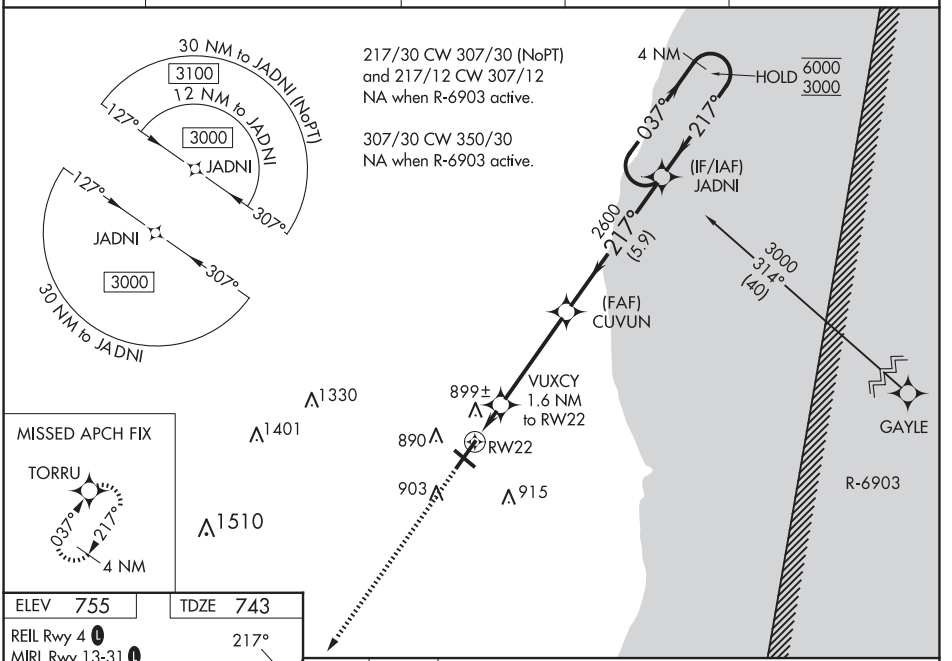
RNP APCH - GPS.

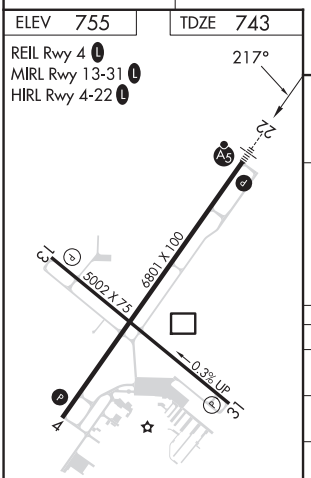
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. For inop ALS, increase LNAV Cats C and D visibility to 1⅛ SM.

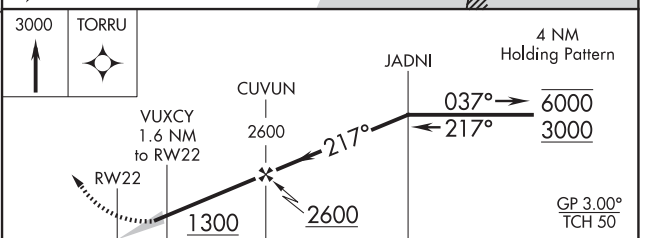
MALSR

MISSED APPROACH: Climb to 3000 direct TORRU and hold.

| ASOS | MILWAUKEE APP CON | GCO | CLNC DEL | UNICOM |
|---|---|---|---|---|
| 118.425 | 127.375 263.075 | 121.725 | 127.375 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 943-½ 200 (200-½) | | | |
| LNAV/VNAV DA | 1188-⅞ 445 (500-⅞) | | | |
| LNAV MDA | 1160-½ 417 (500-½) | | 1160-¾ 417 (500-¾) | |
| CIRCLING | 1200-1 445 (500-1) | 1240-1 485 (500-1) | 1340-1½ 585 (600-1½) | 1360-2 605 (700-2) |



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 31

## SHEBOYGAN COUNTY MEML INTL (SBM)

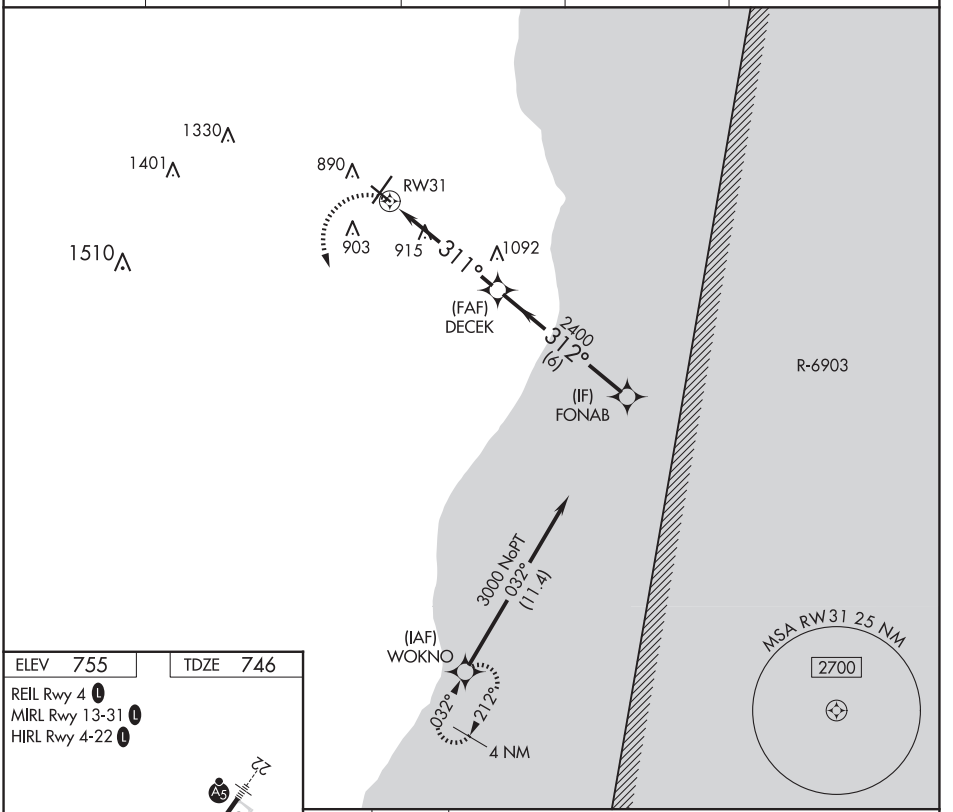
| APP CRS | Rwy Ldg | 5002 |
|---|---|---|
| 311° | TDZE | 746 |
| | Apt Elev | 755 |

RNP APCH - GPS.

Rwy 31 helicopter visibility reduction below ¾ SM NA.

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

| ASOS | MILWAUKEE APP CON | GCO | CLNC DEL | UNICOM |
|---|---|---|---|---|
| 118.425 | 127.375 263.075 | 121.725 | 127.375 | 122.7 (CTAF) L |

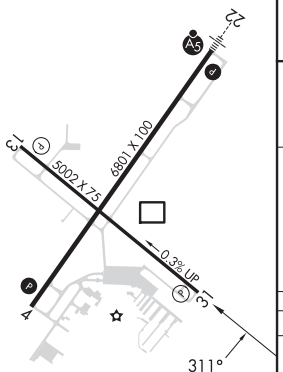


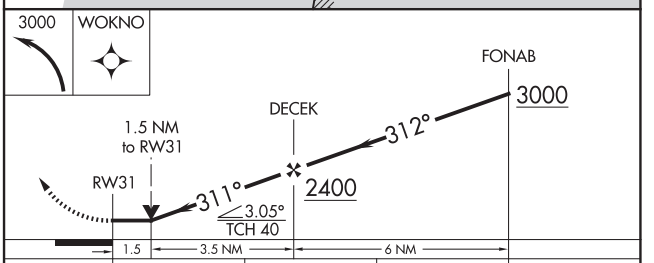

ELEV 755 TDZE 746

REIL Rwy 4 L

MIRL Rwy 13-31 L

HIRL Rwy 4-22 L



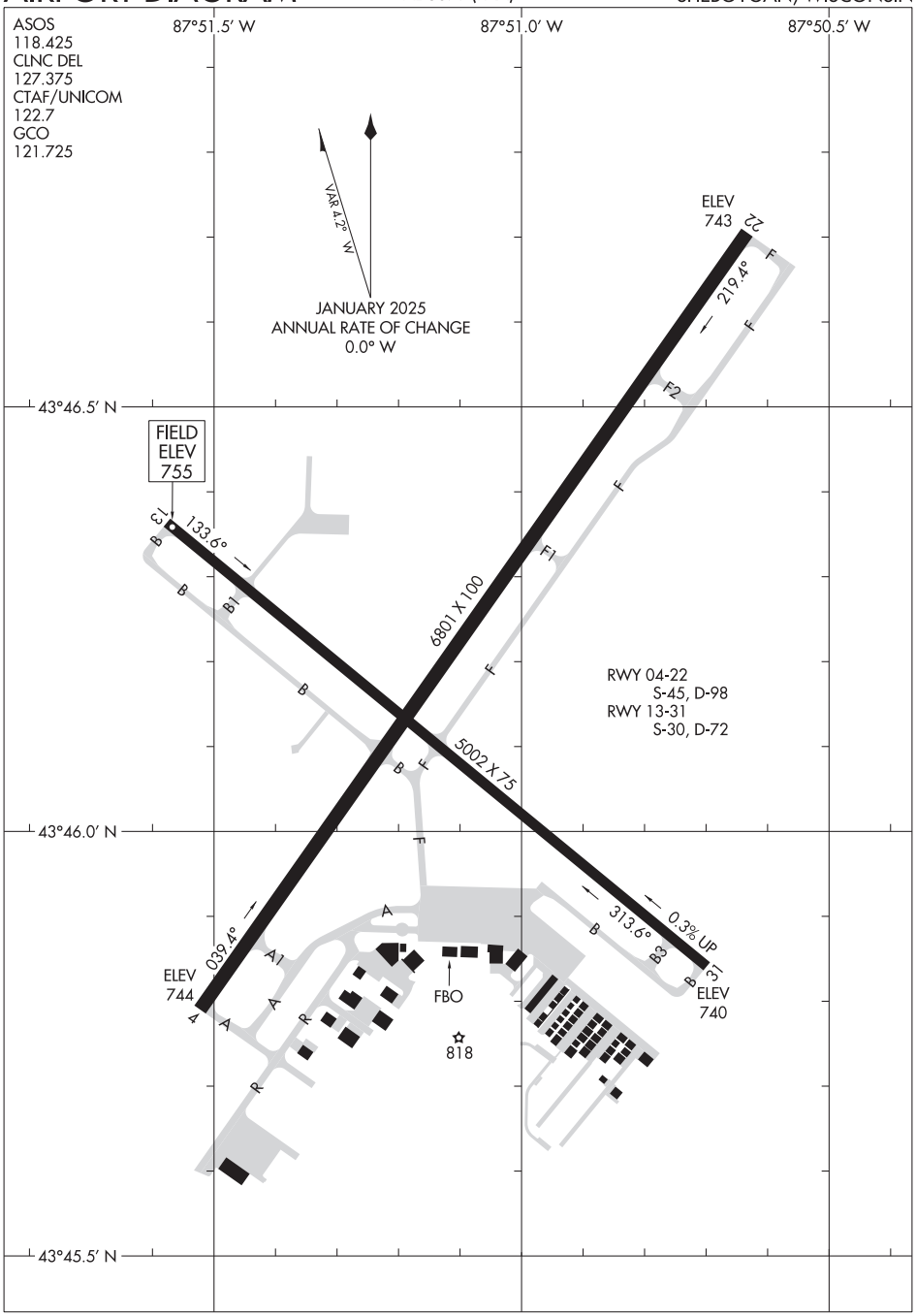

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1260-1 514 (600-1) | | 1260-1⅜ 514 (600-1⅜) | |
| C CIRCLING | 1260-1 505 (600-1) | | 1340-1½ 585 (600-1½) | 1360-2 605 (700-2) |



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

25107
# AIRPORT DIAGRAM

SHEBOYGAN COUNTY MEML INTL (SBM)
AL-5379 (FAA)
SHEBOYGAN, WISCONSIN






EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 36

SHELBY COUNTY (2HØ)

| APP CRS | Rwy Ldg | 4098 |
|---|---|---|
| 002° | TDZE | 619 |
| | Apt Elev | 619 |

RNP APCH - GPS.

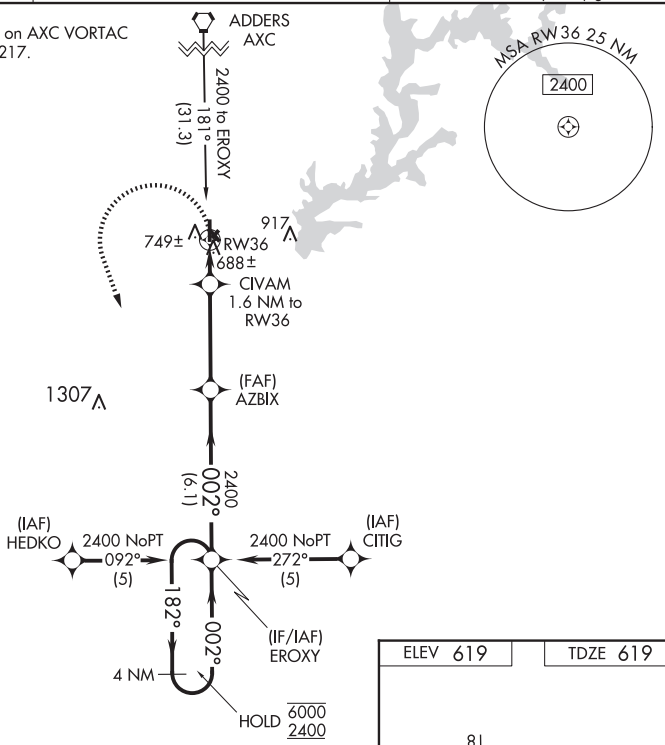
Circling NA to Rwys 4, 14, 22, and 32. Use Decatur altimeter setting, when not received use Mattoon/Charleston altimeter setting and increase all MDAs 20 feet, and Circling Cat C visibility ¼ SM. Rwy 36 helicopter visibility reduction below 1 SM NA. Straight-in and Circling Rwy 36 NA at night.

NA

MISSED APPROACH: Climbing left turn to 2400 direct EROXY and hold.

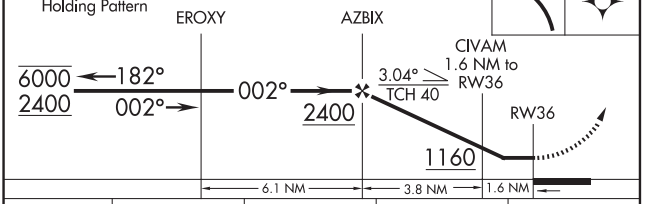
| DEC ASOS | KANSAS CITY CENTER | UNICOM |
|---|---|---|
| 126.35 | 124.3 269.15 | 122.8 (CTAF) L |

Procedure NA for arrival on AXC VORTAC airway radials 098 CW 217.



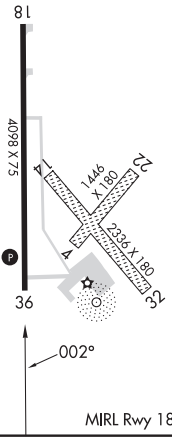

VGSI and descent angles not coincident (VGSI Angle 4.00/TCH 29).

2400 EROXY




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1080-1 | 461 (500-1) | 1080-1⅜ 461 (500-1⅜) | NA |
| C CIRCLING | 1280-1 | 661 (700-1) | 1340-2 721 (800-2) | NA |

ELEV 619 TDZE 619




MIRL Rwy 18-36 L



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

# NDB-A

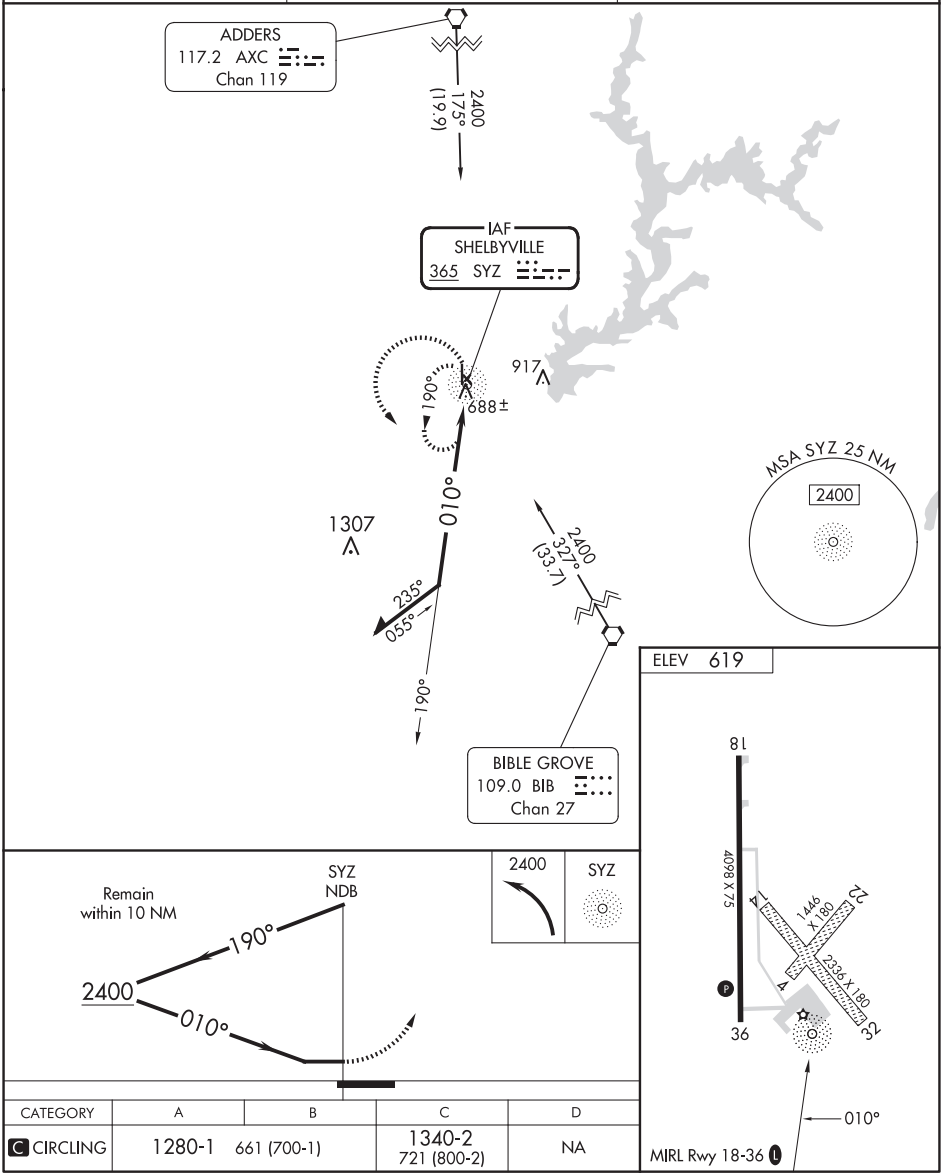
## SHELBY COUNTY (2HØ)

| NDB SYZ 365 | APP CRS 010° | Rwy Ldg N/A<br>TDZE N/A<br>Apt Elev 619 |
|---|---|---|

Circling Rwy 36 NA at night. Circling NA to Rwys 4, 14, 22, and 32. Use Decatur altimeter setting, when not received use Mattoon/Charleston altimeter setting and increase all MDAs 20 feet and Cat C visibility ¼ SM.

MISSED APPROACH: Climbing left turn to 2400 in SYZ NDB holding pattern.

| DEC ASOS | KANSAS CITY CENTER | UNICOM |
|---|---|---|
| 126.35 | 124.3 269.15 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 1280-1 | 661 (700-1) | 1340-2<br>721 (800-2) | NA |



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

| APP CRS | Rwy Ldg | 2881 |
|---|---|---|
| 136° | TDZE | 1233 |
| | Apt Elev | 1233 |

# RNAV (GPS) RWY 14

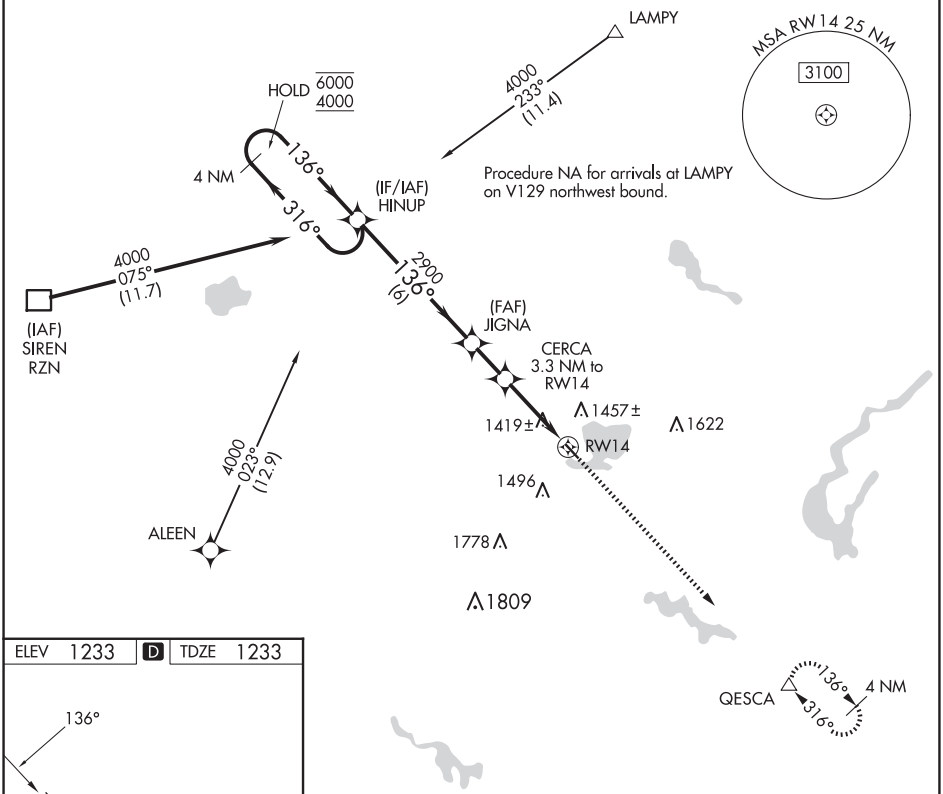
## SHELL LAKE MUNI (SSQ)

RNP APCH.

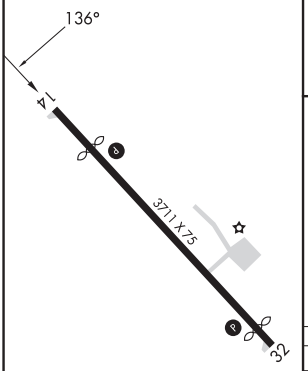
▼ Procedure NA at night. Rwy 14 helicopter visibility reduction below 1 SM NA.
▲ NA Use Cumberland altimeter setting.

MISSED APPROACH: Climb to 4000 direct QESCA and hold.

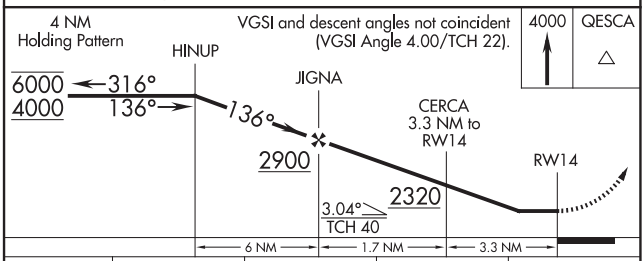
| UBE AWOS-3PT | MINNEAPOLIS CENTER | UNICOM |
|---|---|---|
| 119.175 | 126.45 276.4 | 122.8 (CTAF) L |




ELEV 1233 D TDZE 1233




REIL Rwy 32 L
MIRL Rwy 14-32 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1740-1 507 (600-1) | | 1740-1½ 507 (600-1½) | |
| CIRCLING | 1840-1 607 (700-1) | | 1840-1¾ 607 (700-1¾) | 2020-2½ 787 (800-2½) |



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

SHELL LAKE, WISCONSIN | AL-6541 (FAA) | 25163

# RNAV (GPS) RWY 32

SHELL LAKE MUNI (SSQ)

| APP CRS | Rwy Ldg | 3500 |
|---|---|---|
| 316° | TDZE | 1233 |
| | Apt Elev | 1233 |

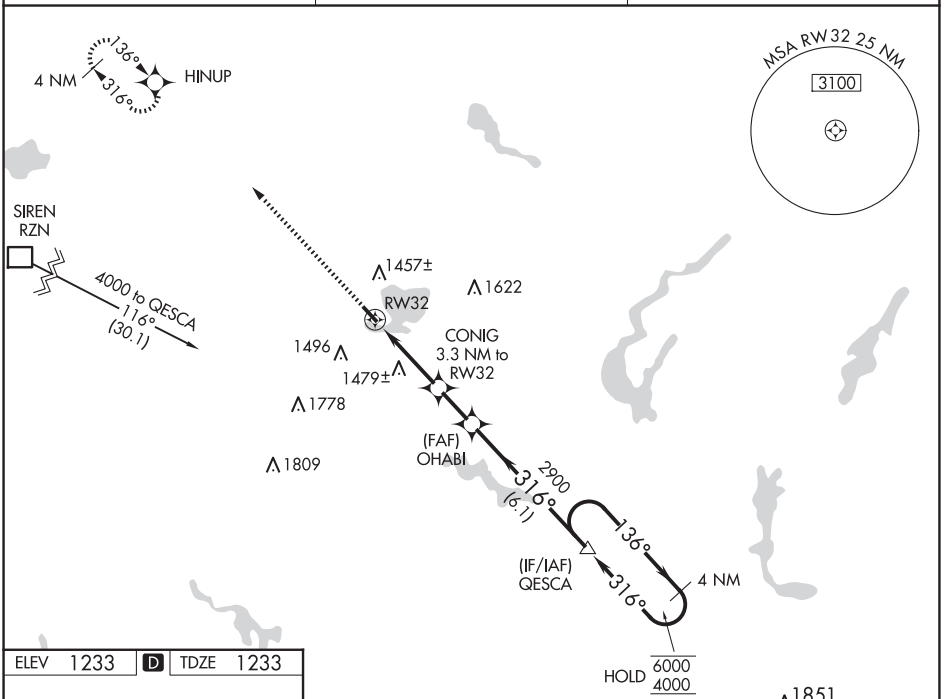
RNP APCH.

Procedure NA at night. Rwy 32 helicopter visibility reduction below 1 SM NA.

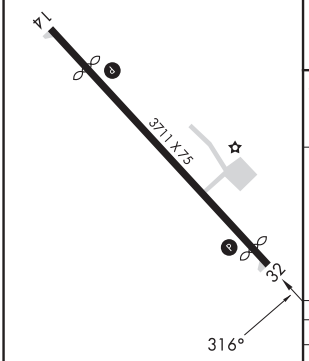
NA Use Cumberland altimeter setting.

MISSED APPROACH: Climb to 4000 direct HINUP and hold.

| UBE AWOS-3PT | MINNEAPOLIS CENTER | UNICOM |
|---|---|---|
| 119.175 | 126.45 276.4 | 122.8 (CTAF) L |

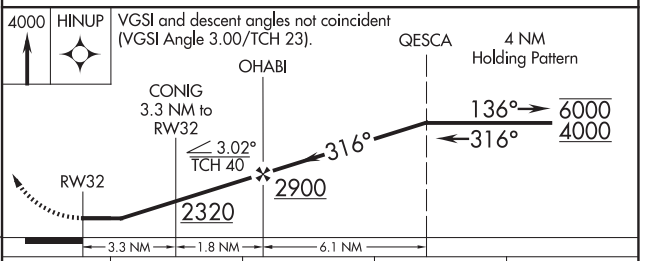



ELEV 1233 D TDZE 1233




REIL Rwy 32 L

MIRL Rwy 14-32 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1800-1 567 (600-1) | | 1800-1⅝ 567 (600-1⅝) | 1800-1¾ 567 (600-1¾) |
| CIRCLING | 1840-1 607 (700-1) | | 1840-1¾ 607 (700-1¾) | 2020-2½ 787 (800-2½) |

SHELL LAKE, WISCONSIN
Orig-C 21APR22

45°44'N-91°55'W

SHELL LAKE MUNI (SSQ)

RNAV (GPS) RWY 32

EC-3, 07 AUG 2025 to 02 OCT 2025

EC-3, 07 AUG 2025 to 02 OCT 2025

| APP CRS | Rwy Idg | 3900 |
|---|---|---|
| 046° | TDZE | 989 |
| | Apt Elev | 989 |

# RNAV (GPS) RWY 5

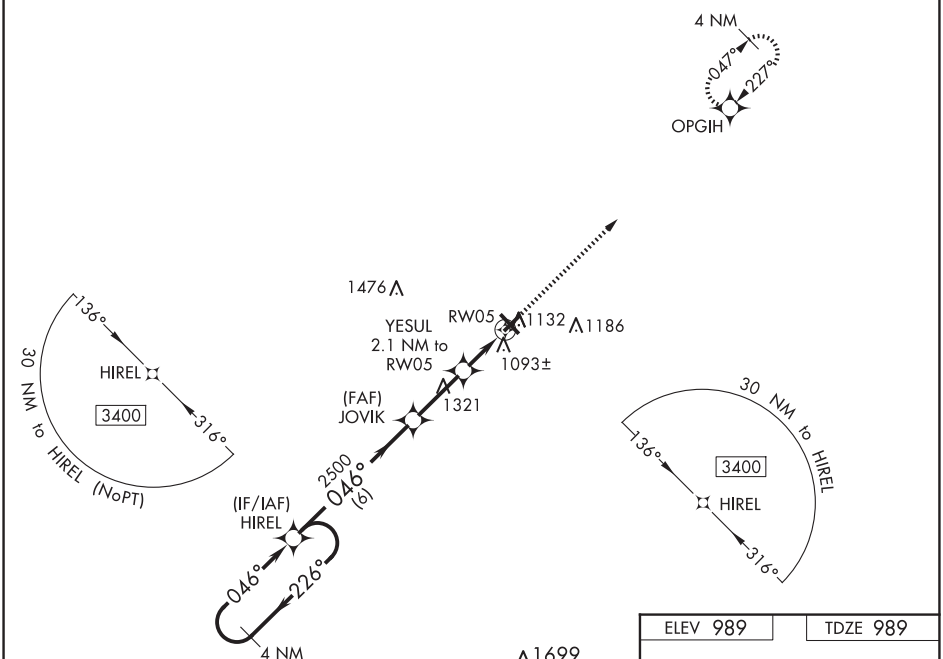
BURNETT COUNTY (RZN)

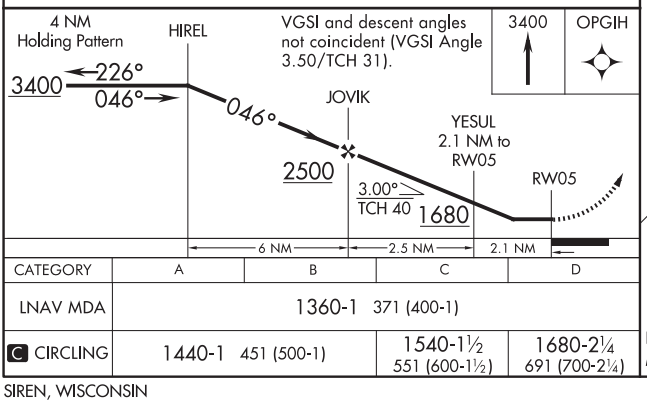
T A

DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Night Landing: Rwy 5, 23, 32 NA. When local altimeter setting not received, use Rush City, MN altimeter setting and increase all MDA 80 feet; increase LNAV Cat C/D visibility ⅜ mile, and Circling Cat C/D visibility ¼ mile.

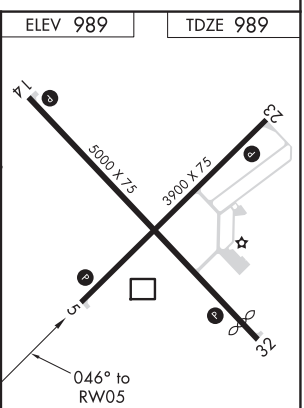
MISSED APPROACH: Climb to 3400 direct OPGIH and hold.

| AWOS-3 | MINNEAPOLIS CENTER | UNICOM |
|---|---|---|
| 118.325 | 121.05 235.775 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1360-1 371 (400-1) | | | |
| C CIRCLING | 1440-1 451 (500-1) | | 1540-1½ 551 (600-1½) | 1680-2¼ 691 (700-2¼) |




REIL Rwys 5, 14, 23 and 32 L
MIRL Rwys 5-23 and 14-32 L



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

SIREN, WISCONSIN AL-6889 (FAA) 22251

| APP CRS | Rwy Idg | 5000 |
|---|---|---|
| 138° | TDZE | 988 |
| | Apt Elev | 989 |

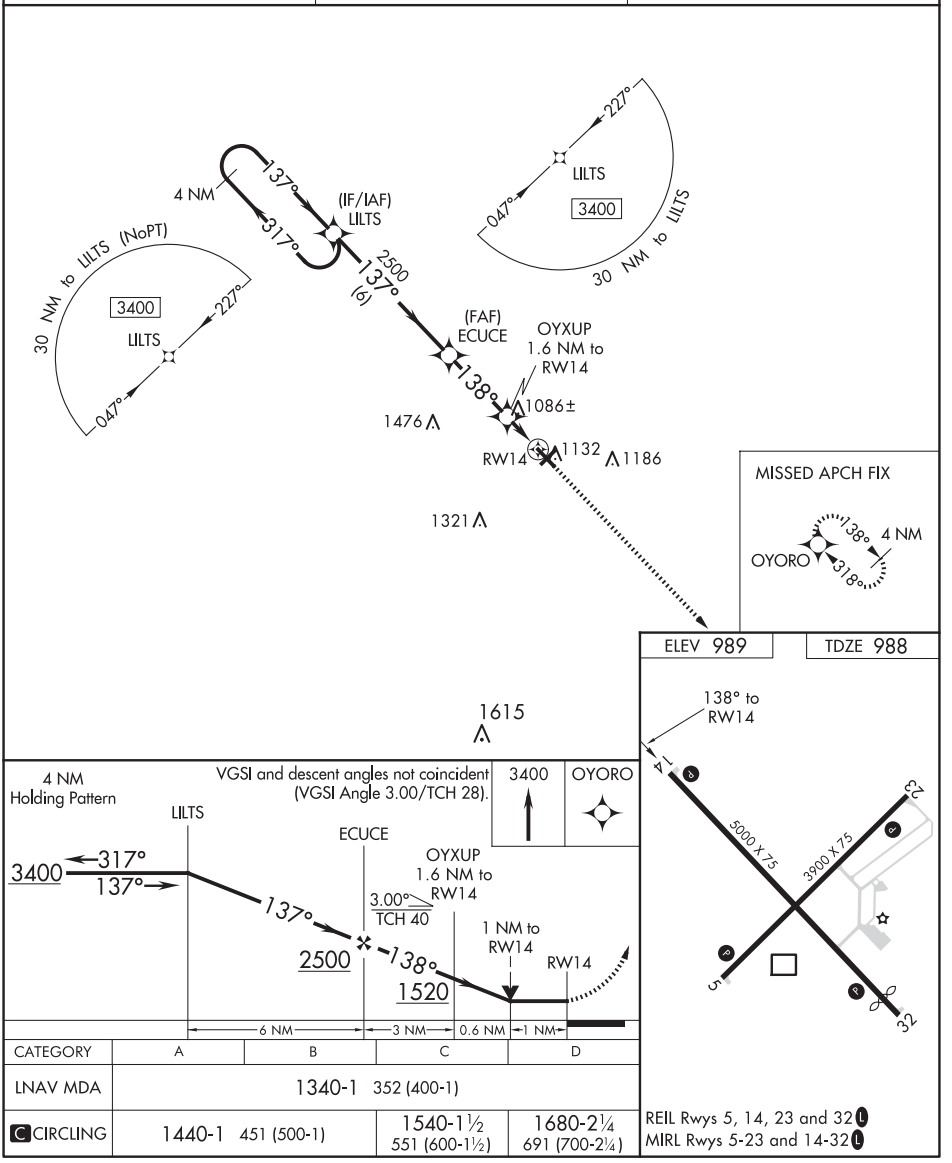
# RNAV (GPS) RWY 14

BURNETT COUNTY (RZN)

DME/DME RNP-0.3 NA. VDP NA with Rush City, MN altimeter setting.
When local altimeter setting not received, use Rush City, MN altimeter setting and increase all MDA 80 feet; increase LNAV Cat C/D visibility and Circling Cat C/D visibility ¼ mile.
Helicopter visibility reduction below ¾ SM NA. Night landing: Rwy 5, 23, 32 NA.

MISSED APPROACH: Climb to 3400 direct OYORO and hold.

| AWOS-3 | MINNEAPOLIS CENTER | UNICOM |
|---|---|---|
| 118.325 | 121.05 235.775 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1340-1 352 (400-1) | | | |
| C CIRCLING | 1440-1 451 (500-1) | | 1540-1½ 551 (600-1½) | 1680-2¼ 691 (700-2¼) |

REIL Rwys 5, 14, 23 and 32 L
MIRL Rwys 5-23 and 14-32 L

SIREN, WISCONSIN
Orig 30APR15

45°49'N-92°22'W

BURNETT COUNTY (RZN)

RNAV (GPS) RWY 14

EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

| APP CRS | | |
|---|---|---|
| 226° | Rwy Idg | 3900 |
| | TDZE | 989 |
| | Apt Elev | 989 |

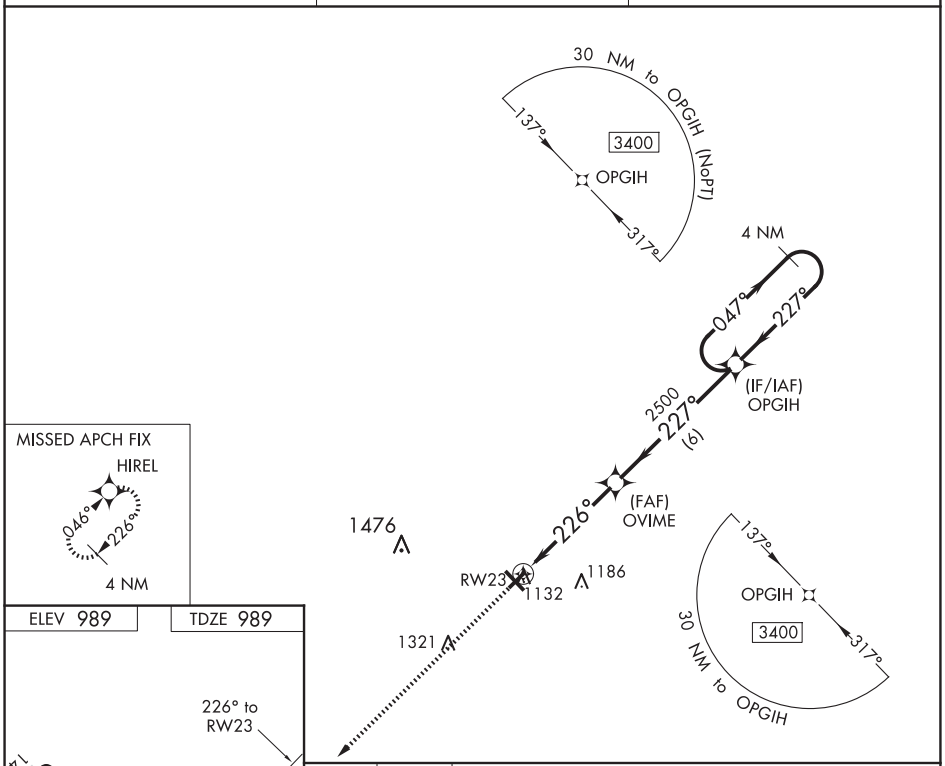
# RNAV (GPS) RWY 23

BURNETT COUNTY (RZN)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Rush City, MN altimeter setting and increase all MDA 80 feet; increase LNAV Cat C/D visibility ⅛ mile, and Circling Cat C/D visibility ¼ mile. Helicopter visibility reduction below 1 SM NA. Night landing: Rwy 5, 23, 32, NA.

MISSED APPROACH: Climb to 3400 direct HIREL and hold.

| AWOS-3 | MINNEAPOLIS CENTER | UNICOM |
|---|---|---|
| 118.325 | 121.05 235.775 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1440-1 | 451 (500-1) | 1440-1⅜ | 451 (500-1⅜) |
| C CIRCLING | 1440-1 | 451 (500-1) | 1540-1½ 551 (600-1½) | 1680-2¼ 691 (700-2¼) |

REIL Rwys 5, 14, 23 and 32 L
MIRL Rwys 5-23 and 14-32 L



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

SIREN, WISCONSIN AL-6889 (FAA) 22251

| APP CRS | Rwy Idg | 4660 |
|---|---|---|
| 318° | TDZE | 988 |
| | Apt Elev | 989 |

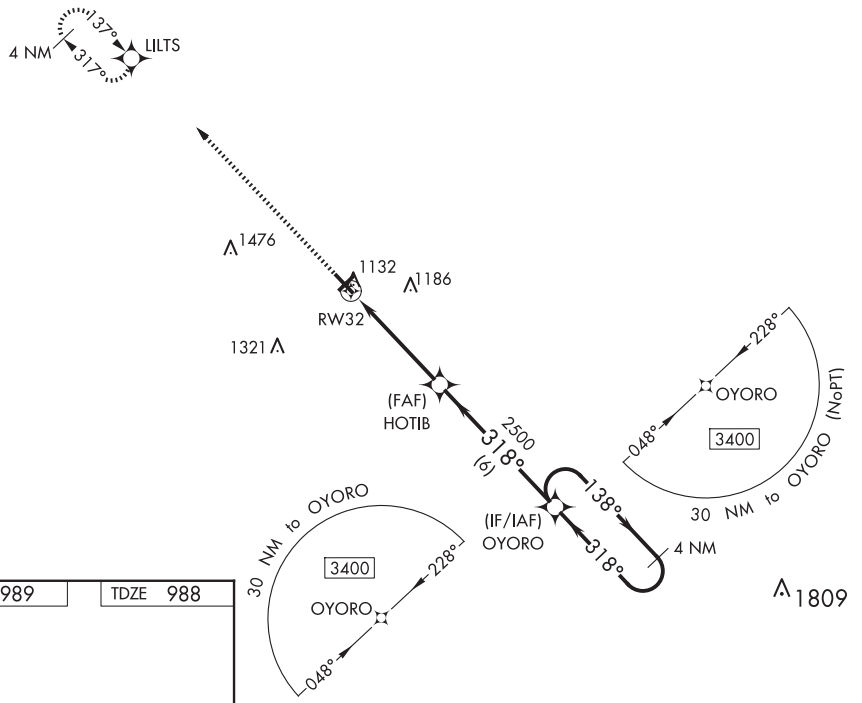
# RNAV (GPS) RWY 32

BURNETT COUNTY (RZN)

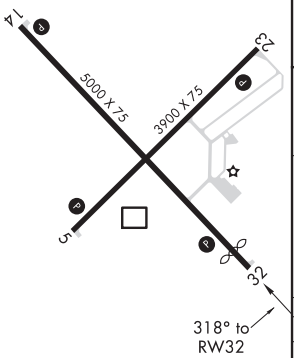
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Rush City, MN altimeter setting and increase all MDA 80 feet; increase LNAV Cat C/D visibility ⅛ mile, and Circling Cat C/D visibility ¼ mile. Helicopter visibility reduction below 1 SM NA. Night landing: Rwy 5, 23, 32 NA.

MISSED APPROACH: Climb to 3400 direct LILTS and hold.

| AWOS-3 | MINNEAPOLIS CENTER | UNICOM |
|---|---|---|
| 118.325 | 121.05 225.775 | 122.8 (CTAF) L |

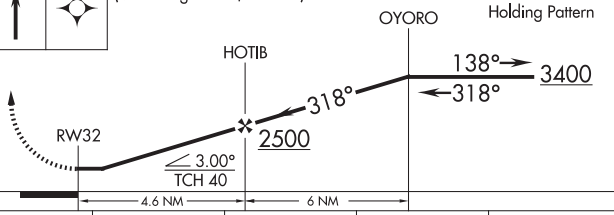



ELEV 989 TDZE 988




REIL Rwys 5, 23, 14 and 32 L
MIRL Rwys 5-23 and 14-32 L

3400 LILTS VGSI and descent angles not coincident (VGSI Angle 4.00/TCH 38).




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1440-1 452 (500-1) | | 1440-1⅜ 452 (500-1⅜) | |
| C CIRCLING | 1440-1 451 (500-1) | | 1540-1½ 551 (600-1½) | 1680-2¼ 691 (700-2¼) |

SIREN, WISCONSIN
Orig 30APR15

45°49'N-92°22'W

BURNETT COUNTY (RZN)

RNAV (GPS) RWY 32

EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

| APP CRS | Rwy Ldg | 3100 |
|---|---|---|
| 187° | TDZE | 1102 |
| | Apt Elev | 1102 |

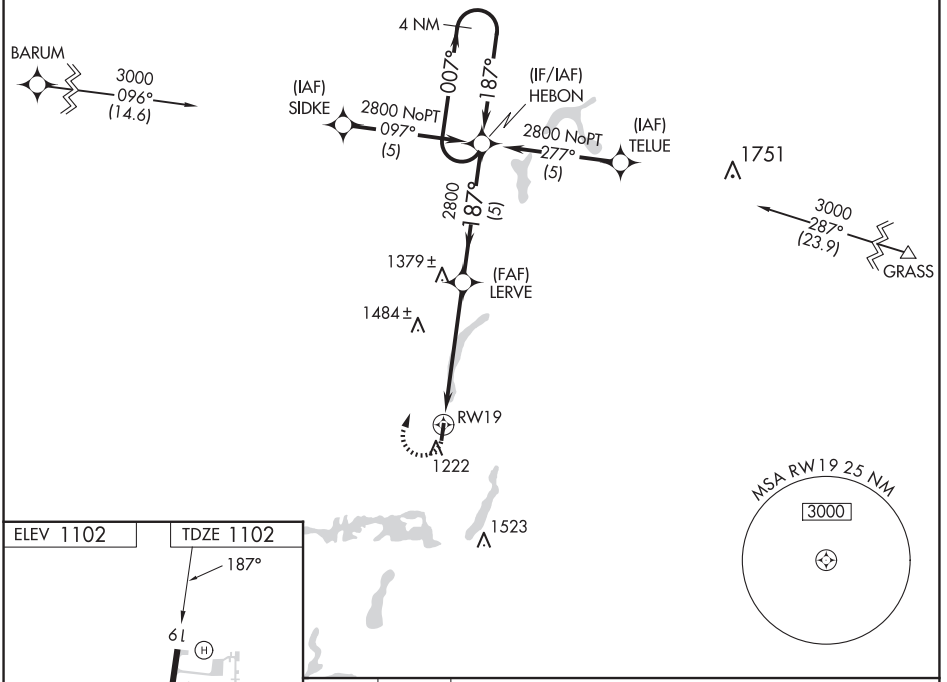
# RNAV (GPS) RWY 19
## SOLON SPRINGS MUNI (OLG)

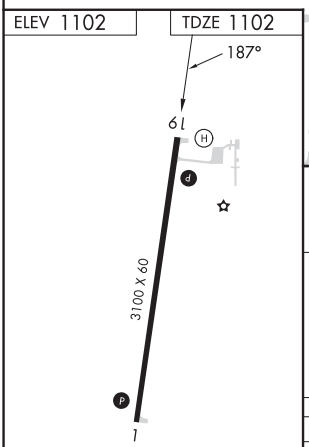
RNP APCH.

Straight-in Rwy 19 NA at night, Circling Rwy 19 NA at night.
Rwy 19 helicopter visibility reduction below 1 SM NA.

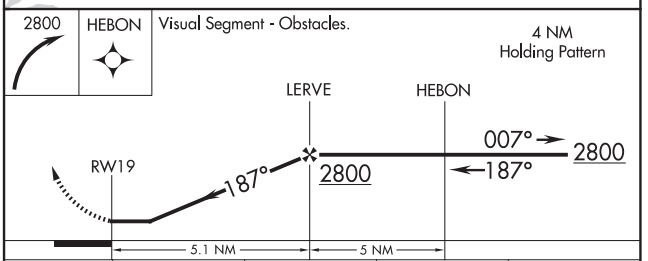
MISSED APPROACH: Climbing right turn to 2800 direct HEBON WP and hold.

| AWOS-3 | DULUTH APP CON | CTAF |
|---|---|---|
| 119.6 | 125.45 233.7 | 122.9 L |




MIRL Rwy 1-19 L
REIL Rwys 1 and 19 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1800-1 | 698 (700-1) | 1800-2 698 (700-2) | NA |
| C CIRCLING | 1800-1 | 698 (700-1) | 1800-2 698 (700-2) | NA |



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

SPARTA, ILLINOIS | AL-5821 (FAA) | 23334

| WAAS | APP CRS | Rwy Idg | 4002 |
|---|---|---|---|
| CH 93630 | 179° | TDZE | 538 |
| W18A | | Apt Elev | 538 |

# RNAV (GPS) RWY 18

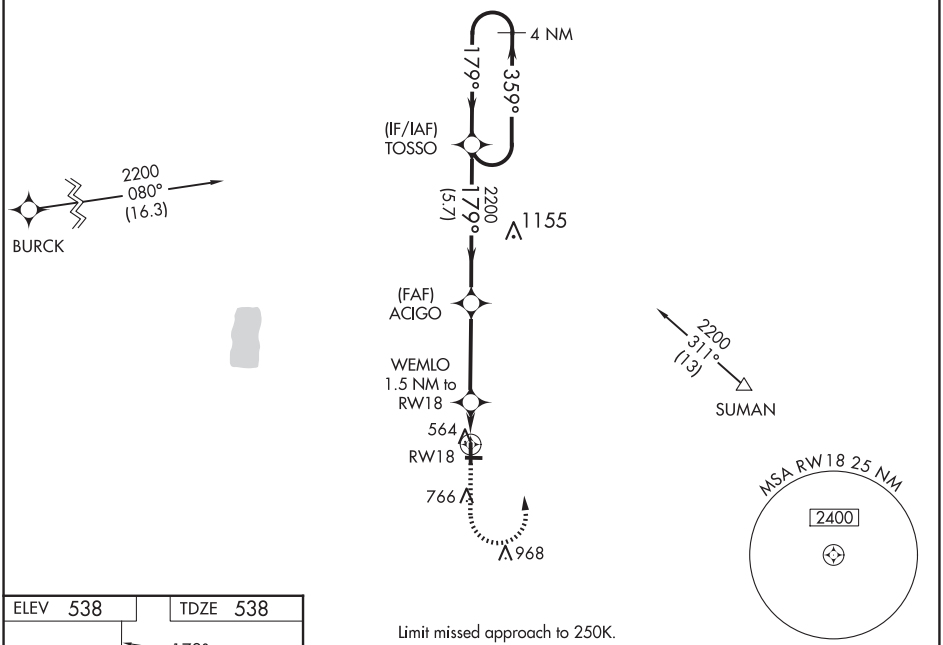
## SPARTA COMMUNITY-HUNTER FLD (SAR)

NA

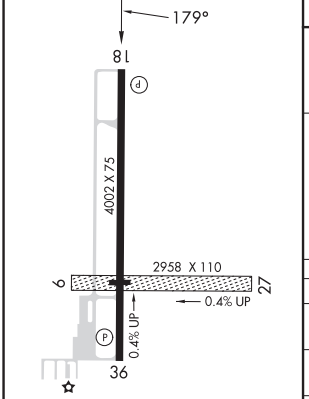
Baro-VNAV NA when using Scott AFB/Midamerica St Louis altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Scott AFB/Midamerica St Louis altimeter setting and increase all DA 68 feet and all MDA 80 feet, increase LNAV and circling Cat C/D visibility ¼ mile. Circling NA to Rwy 9/27.

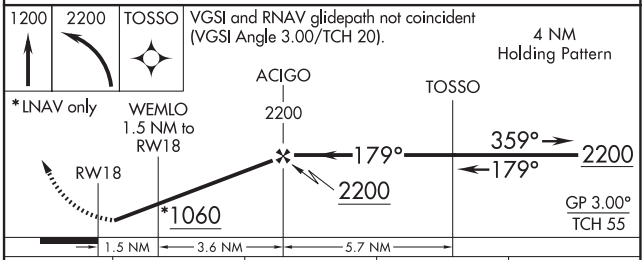
MISSED APPROACH: Climb to 1200 then climbing left turn to 2200 direct TOSSO and hold.

| AWOS-3PT | ST. LOUIS APP CON | UNICOM |
|---|---|---|
| 118.375 | 125.2 281.5 | 123.075 (CTAF) L |




ELEV 538 | TDZE 538




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 788-1 250 (300-1) | | | |
| LNAV/VNAV DA | 788-1 250 (300-1) | | | |
| LNAV MDA | 880-1 342 (400-1) | | | |
| CIRCLING | 980-1 442 (500-1) | 1140-1 602 (700-1) | 1140-1¾ 602 (700-1¾) | 1320-2½ 782 (800-2½) |

SPARTA, ILLINOIS
Amdt 1C 22APR21

38°09'N-89°42'W

SPARTA COMMUNITY-HUNTER FLD (SAR)

RNAV (GPS) RWY 18

EC-3, 07 AUG 2025 to 02 OCT 2025

EC-3, 07 AUG 2025 to 02 OCT 2025

| APP CRS | Rwy Idg | 4002 |
|---|---|---|
| 359° | TDZE | 533 |
| | Apt Elev | 538 |

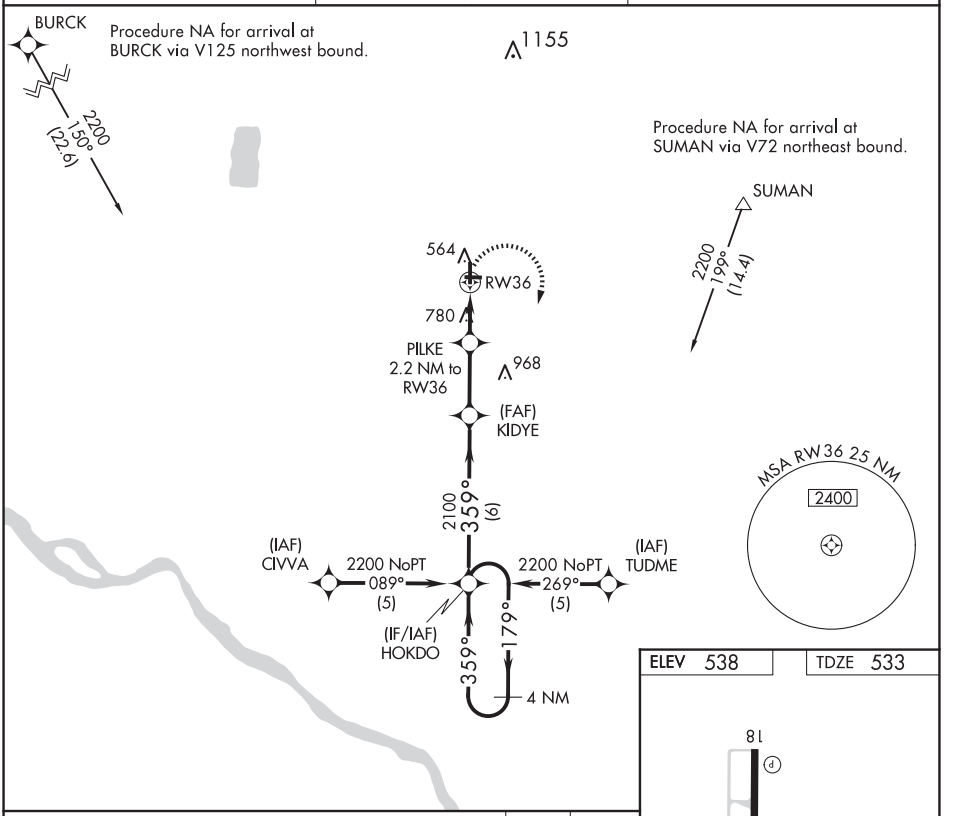
# RNAV (GPS) RWY 36

SPARTA COMMUNITY-HUNTER FLD (SAR)

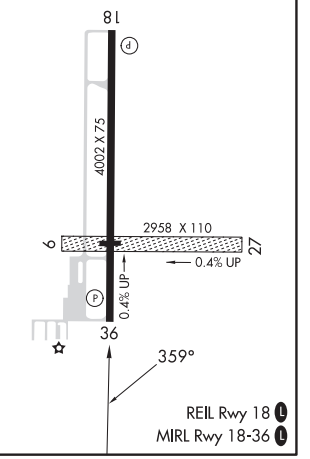
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Scott AFB/Midamerica St Louis altimeter setting and increase all MDAs 80 feet and increase Circling Cat C/D visibility ¼ SM. Helicopter visibility reduction below ¾ SM NA. Circling NA to Rwy 9/27. VDP NA when using Scott AFB/Midamerica St Louis altimeter setting.

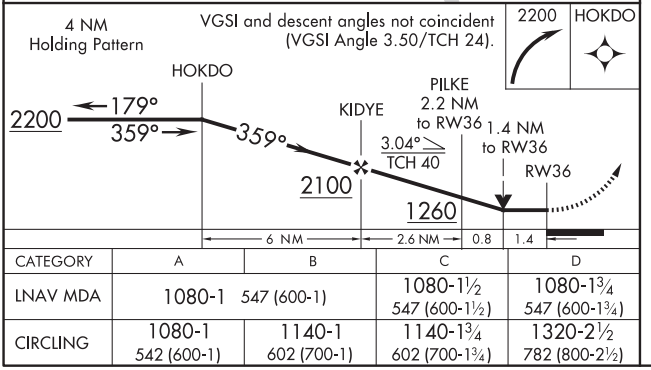
MISSED APPROACH: Climbing right turn to 2200 direct HOKDO and hold.

| AWOS-3PT | ST. LOUIS APP CON | UNICOM |
|---|---|---|
| 118.375 | 125.2 281.5 | 123.075 (CTAF) L |




| ELEV 538 | TDZE 533 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1080-1 547 (600-1) | | 1080-1½ 547 (600-1½) | 1080-1¾ 547 (600-1¾) |
| CIRCLING | 1080-1 542 (600-1) | 1140-1 602 (700-1) | 1140-1¾ 602 (700-1¾) | 1320-2½ 782 (800-2½) |



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

SPARTA, WISCONSIN | AL-6902 (FAA) | 24081

| WAAS CH 65721 W11A | APP CRS 112° | Rwy Idg 4697 | TDZE 829 | Apt Elev 838 |
|---|---|---|---|---|

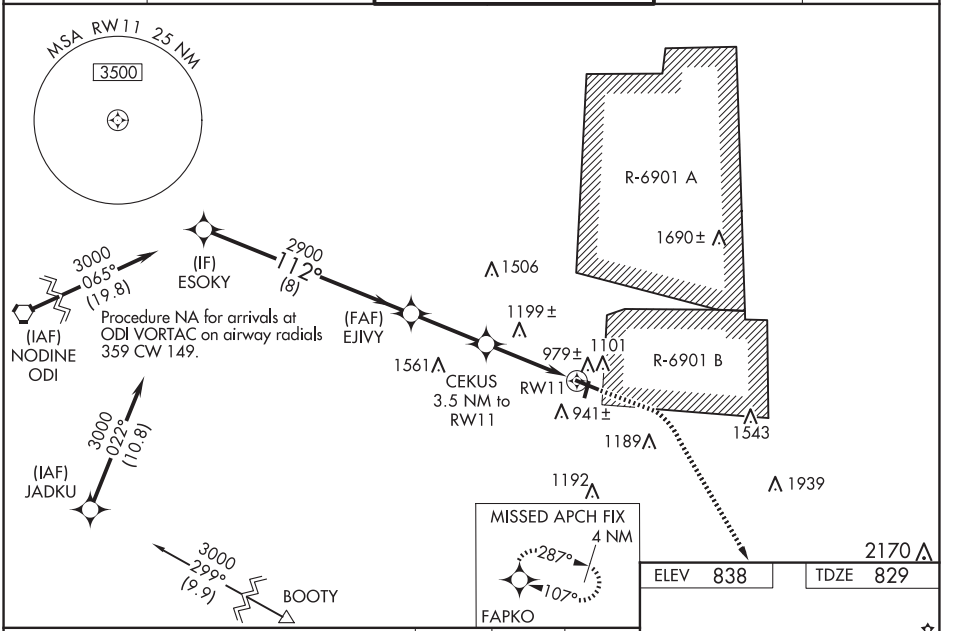
# RNAV (GPS) RWY 11

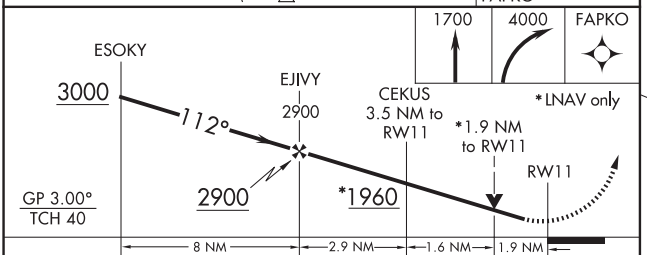
SPARTA/FORT MC COY (CMY)

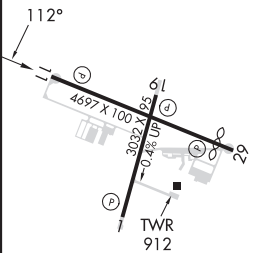
Circling to Rwy 19 NA at night. Baro-VNAV NA when using La Crosse altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 38°C (100°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA with La Crosse altimeter setting. When local altimeter setting not received, use La Crosse altimeter setting and increase all DA 79 feet and all MDA 80 feet; increase LPV and LNAV/VNAV all Cats and LNAV and Circling Cats C/D visibility ¼ mile. Procedure not authorized when R-6901B active.

MISSED APPROACH: Climb to 1700 then climbing right turn to 4000 direct FAPKO and hold.

| ASOS | VOLK APP CON ★ | SPARTA/MC COY TOWER ★ | GND CON | CTAF |
|---|---|---|---|---|
| 119.775 | 135.25 244.875 | 124.6 254.375 | 123.625 | 124.6 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1079-⅞ 250 (300-⅞) | | | |
| LNAV/VNAV DA | 1190-1¼ 361 (400-1¼) | | | |
| LNAV MDA | 1460-1 631 (700-1) | | 1460-1¾ 631 (700-1¾) | |
| CIRCLING | 1520-1 682 (700-1) | 1560-1 722 (800-1) | 1620-2¼ 782 (800-2¼) | 1860-3 1022 (1100-3) |

REIL Rwys 11 and 29 L
MIRL Rwys 1-19 and 11-29 L



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

| WAAS CH 56318 W29A | APP CRS 292° | Rwy Idg 4266 / TDZE 831 / Apt Elev 838 |
|---|---|---|

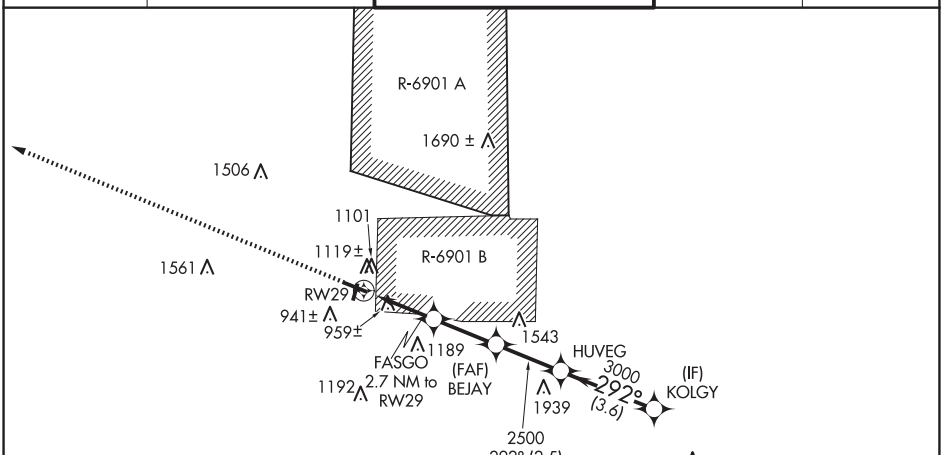
# RNAV (GPS) RWY 29

SPARTA/FORT MC COY (CMY)

Circling to Rwy 19 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 38°C (100°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM not authorized. Baro-VNAV and VDP NA when using La Crosse altimeter setting. When local altimeter setting not received, use La Crosse altimeter setting and increase all DA 79 feet and all MDA 80 feet; increase LPV all Cats visibility ⅜ mile, and LNAV/VNAV all Cats and LNAV and Circling Cats C/D visibility ¼ mile. Procedure not authorized when R-6901B is active.

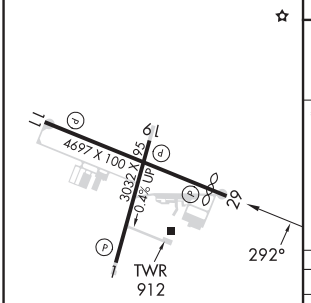
MISSED APPROACH: Climb to 4000 direct ESOKY and hold.

| ASOS | VOLK APP CON ★ | SPARTA/MC COY TOWER ★ | GND CON | CTAF |
|---|---|---|---|---|
| 119.775 | 135.25 244.875 | 124.6 254.375 | 123.625 | 124.6 L |

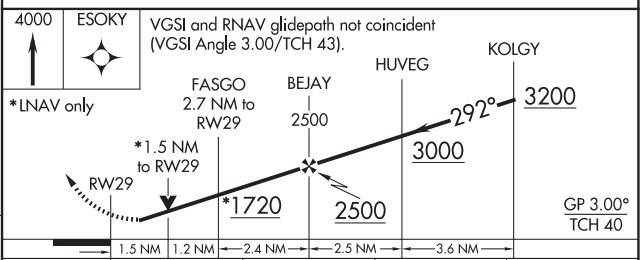



Procedure NA for arrivals at FAPKO on V82-170-510 eastbound.

| ELEV 838 | TDZE 831 |
|---|---|




REIL Rwys 11 and 29 L
MIRL Rwys 1-19 and 11-29 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1107-⅞ 276 (300-⅞) | | | |
| LNAV/VNAV DA | 1263-1½ 432 (500-1½) | | | |
| LNAV MDA | 1320-1 489 (500-1) | | 1320-1⅜ 489 (500-1⅜) | |
| CIRCLING | 1520-1 682 (700-1) | 1560-1 722 (800-1) | 1620-2¼ 782 (800-2¼) | 1860-3 1022 (1100-3) |



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

SPARTA, WISCONSIN | AL-6902 (FAA) | 24081

| NDB CMY | APP CRS | Rwy Idg | 4266 |
|---|---|---|---|
| 412 | 287° | TDZE | 831 |
| | | Apt Elev | 838 |

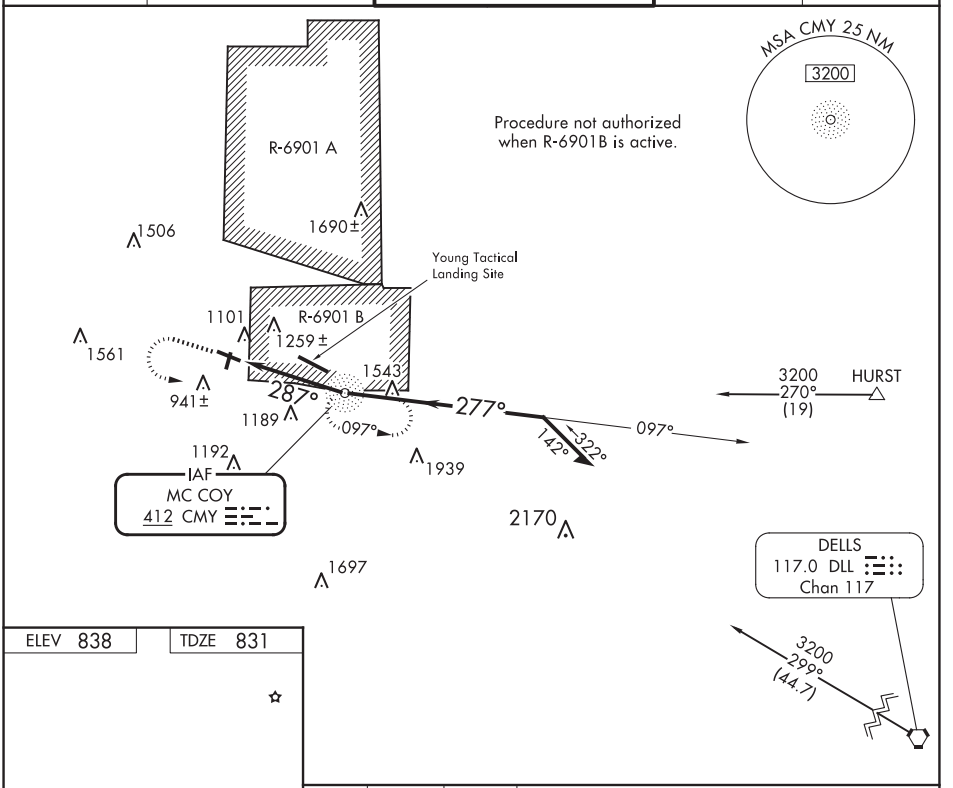
# NDB RWY 29

SPARTA/FORT MC COY (CMY)

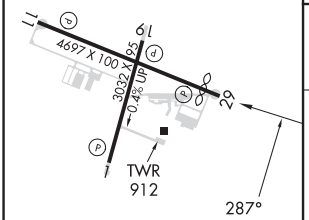
Circling to Rwy 19 NA at night. When local altimeter setting not received, use La Crosse altimeter setting and increase all MDA 80 feet and visibility S-29 Cat B ¼ mile and Cat C ½ mile, Circling Cat B and C ¼ mile. Helicopter visibility reduction below 1 SM not authorized.

MISSED APPROACH: Climb to 2100 then climbing left turn to 3200 direct CMY NDB and hold.

| ASOS | VOLK APP CON ★ | SPARTA/MC COY TOWER ★ | GND CON | CTAF |
|---|---|---|---|---|
| 119.775 | 135.25 244.875 | 124.6 254.375 | 123.625 | 124.6 L |



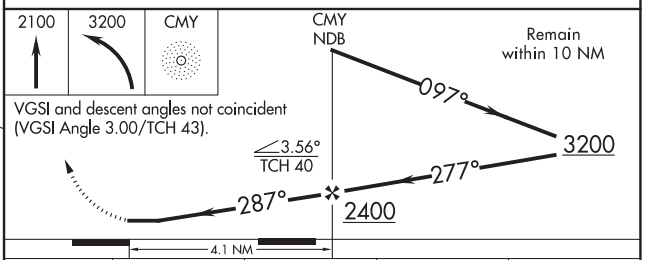

ELEV 838 | TDZE 831




REIL Rwys 11 and 29 L
MIRL Rwys 1-19 and 11-29 L

FAF to MAP 4.1 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:06 | 2:44 | 2:03 | 1:38 | 1:22 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-29 | 1560-1 | 729 (800-1) | 1560-2 729 (800-2) | NA |
| CIRCLING | 1560-1 | 722 (800-1) | 1620-2¼ 782 (800-2¼) | NA |

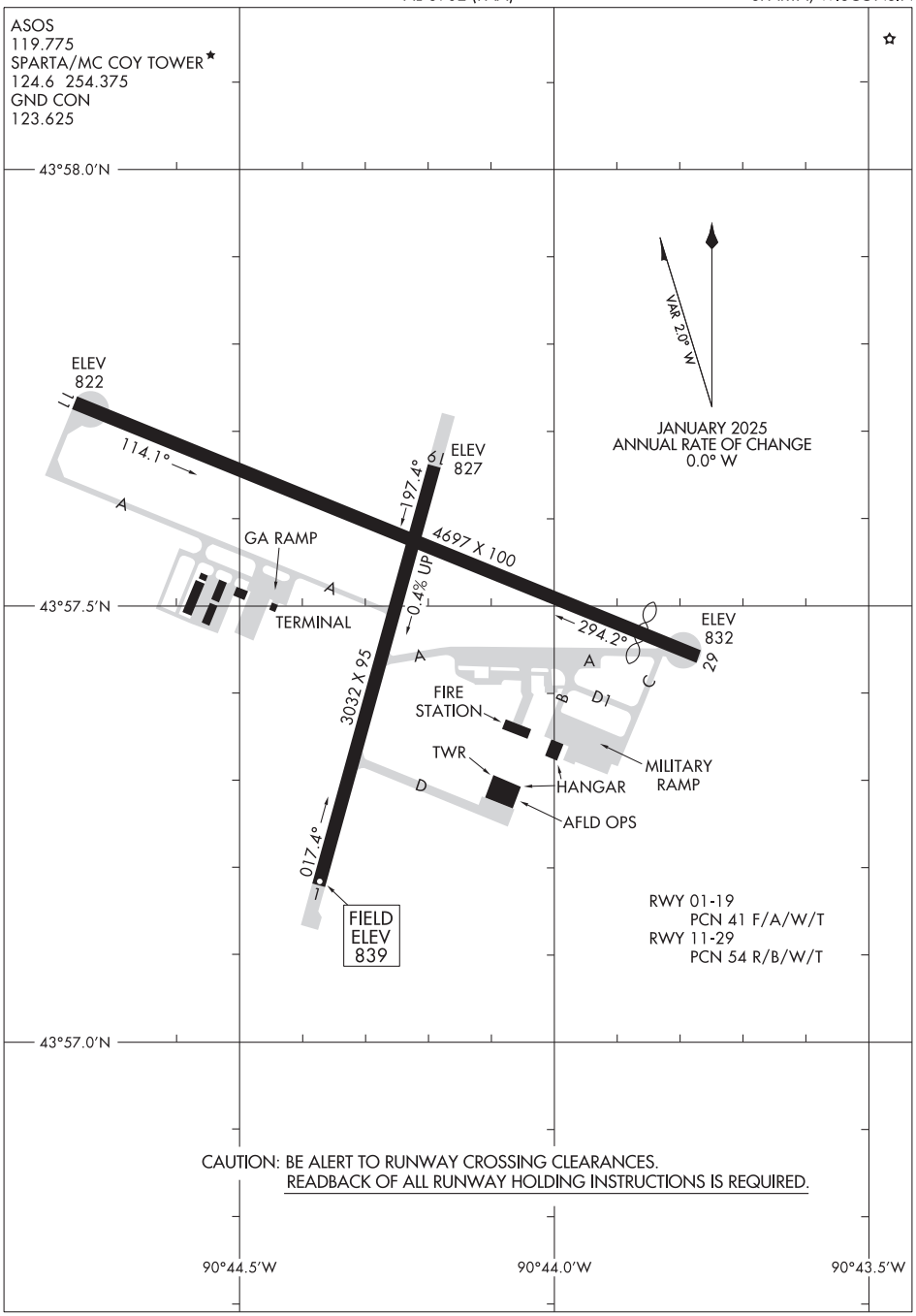
SPARTA, WISCONSIN
Amdt 4B 30DEC21

43°58′N-90°44′W

SPARTA/FORT MC COY (CMY)

NDB RWY 29

EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025






EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

SPRINGFIELD, ILLINOIS | AL-518 (FAA) | 24249

# ILS or LOC RWY 4

ABRAHAM LINCOLN CAPITAL (SPI)

| LOC I-SPI | APP CRS | Rwy Idg | 7927 |
|---|---|---|---|
| 109.5 | 043° | TDZE | 592 |
| | | Apt Elev | 598 |

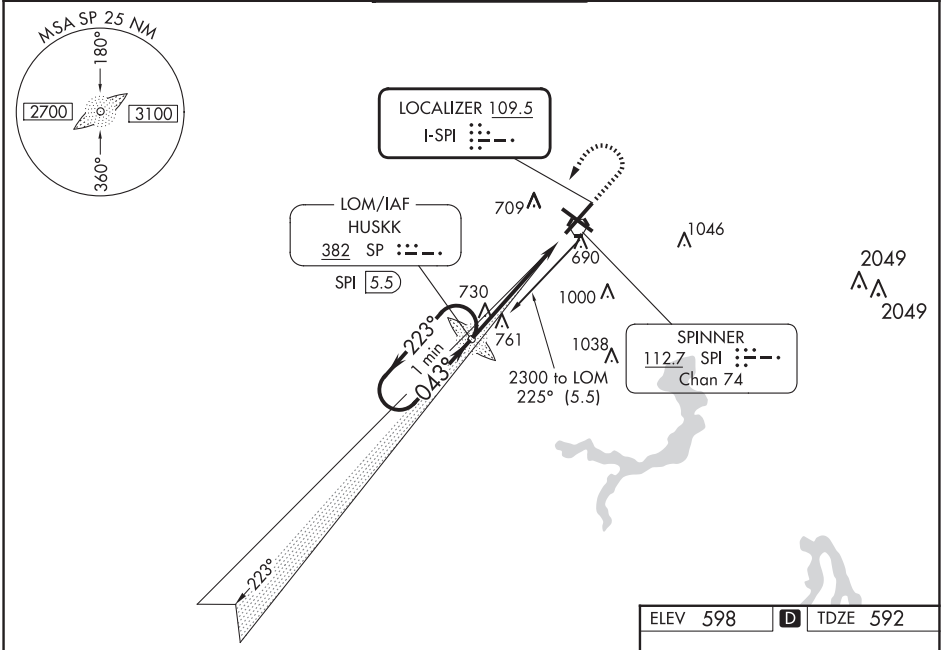
ADF Required.

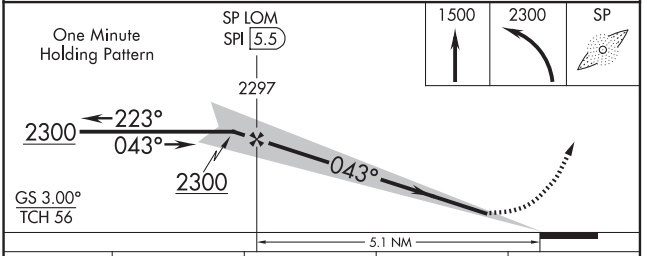
T A ASR When local altimeter setting not received, use Lincoln altimeter setting and increase all DA 57 feet, all MDA 60 feet, increase S-LOC and Circling Cat C/D visibility ¼ mile. For inop ALS when using Lincoln altimeter setting, increase S-LOC 4 Cats C and D visibility to 1⅜ SM. *RVR 1800 authorized with use of FD or AP or HUD to DA (NA when using Lincoln altimeter setting).

MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 2300 direct HUSKK LOM and hold.

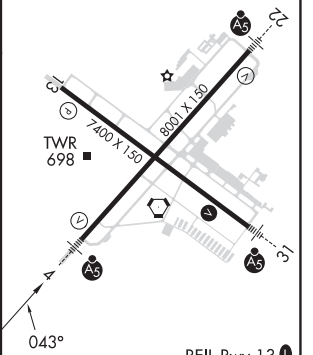
| ATIS | SAINT LOUIS APP CON ★ | SPRINGFIELD TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 127.65 270.1 | 126.15 323.0 | 121.3 (CTAF) L 257.8 | 121.9 348.6 | 121.7 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 4 | *792/24 200 (200-½) | | | |
| S-LOC 4 | 1020/24 428 (500-½) | | 1020/40 428 (500-¾) | |
| C CIRCLING | 1040-1 442 (500-1) | 1100-1 502 (600-1) | 1360-2¼ 762 (800-2¼) | 1380-2½ 782 (800-2½) |

ELEV 598 D TDZE 592




REIL Rwy 13 L

HIRL Rwys 4-22 and 13-31 L

FAF to MAP 5.1 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:06 | 3:24 | 2:33 | 2:02 | 1:42 |

SPRINGFIELD, ILLINOIS
Amdt 25H 21JUN18

39°51'N-89°41'W

ABRAHAM LINCOLN CAPITAL (SPI)

ILS or LOC RWY 4

EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

# ILS or LOC RWY 22

## ABRAHAM LINCOLN CAPITAL (SPI)

| LOC I-LQY | APP CRS | Rwy Idg | 8001 |
|---|---|---|---|
| 111.7 | 223° | TDZE | 598 |
| | | Apt Elev | 598 |

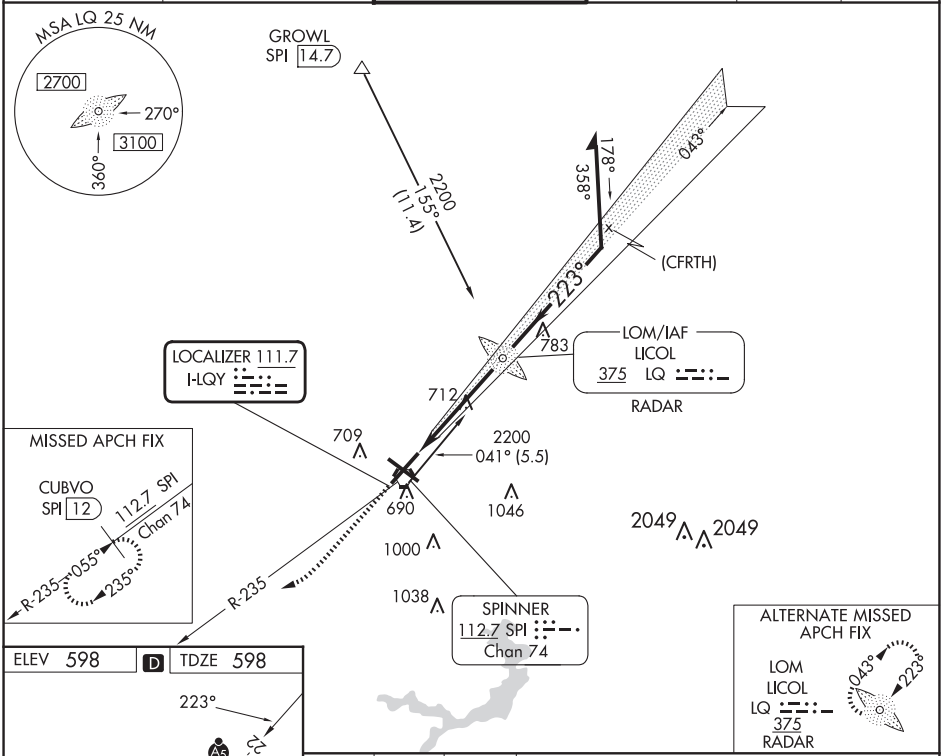
ADF or RADAR required for procedure entry, DME required.

ASR

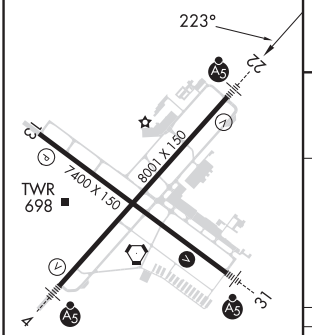
MALSR

MISSED APPROACH: Climb to 1500 then climbing right turn to 2700 on SPI VORTAC R-235 to CUBVO/SPI 12 DME and hold.

| ATIS | SAINT LOUIS APP CON ★ | SPRINGFIELD TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 127.65 270.1 | 126.15 323.0 | 121.3 (CTAF) L 257.8 | 121.9 348.6 | 121.7 | 122.95 |

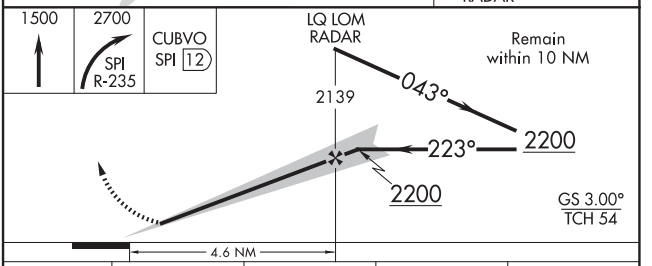



ELEV 598 D TDZE 598




REIL Rwy 13 L

HIRL Rwys 4-22 and 13-31 L




| FAF to MAP 4.6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:36 | 3:04 | 2:18 | 1:50 | 1:32 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 22 | 798-½ 200 (200-½) | | | |
| S-LOC 22 | 980-½ 382 (400-½) | | 980-⅝ 382 (400-⅝) | |
| C CIRCLING | 1040-1 442 (500-1) | 1100-1 502 (600-1) | 1360-2¼ 762 (800-2¼) | 1380-2½ 782 (800-2½) |



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

SPRINGFIELD, ILLINOIS | AL-518 (FAA) | 24249

# ILS or LOC RWY 31

## ABRAHAM LINCOLN CAPITAL (SPI)

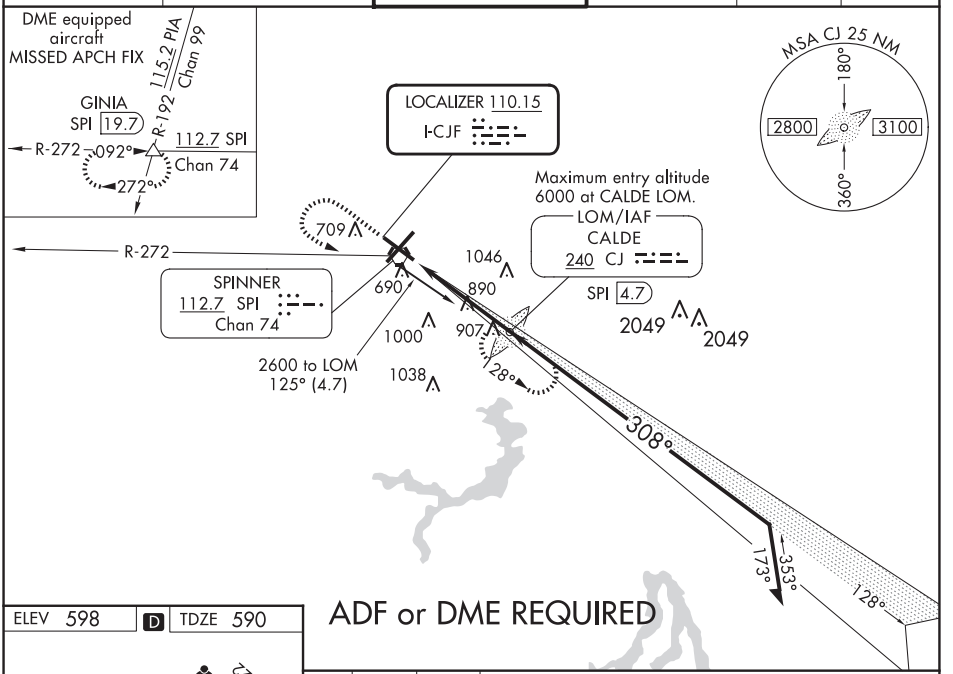
| LOC I-CJF | APP CRS | Rwy Idg | 7000 |
|---|---|---|---|
| 110.15 | 308° | TDZE | 590 |
| | | Apt Elev | 598 |

ADF or DME required. When local altimeter setting not received, use Logan County altimeter setting: increase DA to 848 feet and all MDA 60 feet, increase Circling Cat C/D/E visibility ¼ SM. For inop MALSR, increase S-ILS-31 Cat E visibility to ¾ and S-LOC-31 Cat E visibility to 2¼. Autopilot coupled approach NA below 850.

MALSR

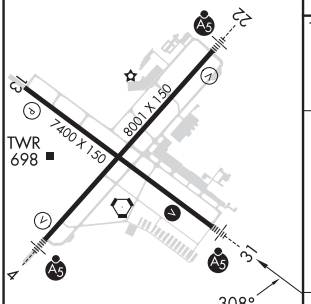
MISSED APPROACH: Climb to 1700 then climbing left turn to 3100 direct CALDE LOM and hold. (DME equipped aircraft climb to 1700, then climbing left turn to 3200 via SPI R-272 to GINIA INT/SPI 19.7 DME and hold.)

| ATIS | SAINT LOUIS APP CON ★ | SPRINGFIELD TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 127.65 270.1 | 126.15 323.0 | 121.3 (CTAF) L 257.8 | 121.9 348.6 | 121.7 | 122.95 |




ADF or DME REQUIRED

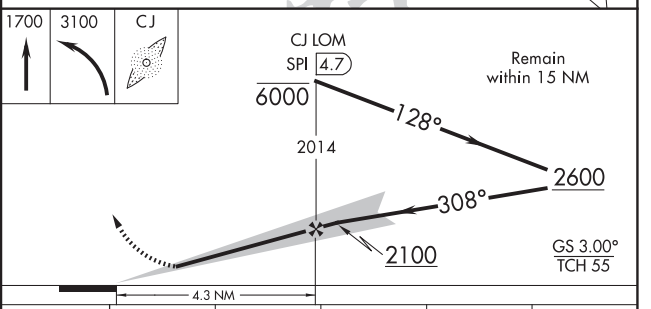
ELEV 598 | D | TDZE 590




REIL Rwy 13 L
HIRL Rwys 4-22 and 13-31 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 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 31 | 790-½ 200 (200-½) | | | | |
| S-LOC 31 | 1200-½ 610 (700-½) | | 1200-1¼ 610 (700-1¼) | 1200-1½ 610 (700-1½) | 1200-1¾ 610 (700-1¾) |
| CIRCLING | 1200-1 602 (700-1) | | 1360-2¼ 762 (800-2¼) | 1380-2½ 782 (800-2½) | 1380-2¾ 782 (800-2¾) |



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 4

## ABRAHAM LINCOLN CAPITAL (SPI)

| WAAS | APP CRS | Rwy Idg | 7927 |
|---|---|---|---|
| CH 70309 | 043° | TDZE | 592 |
| W04A | | Apt Elev | 598 |

RNP APCH - GPS.

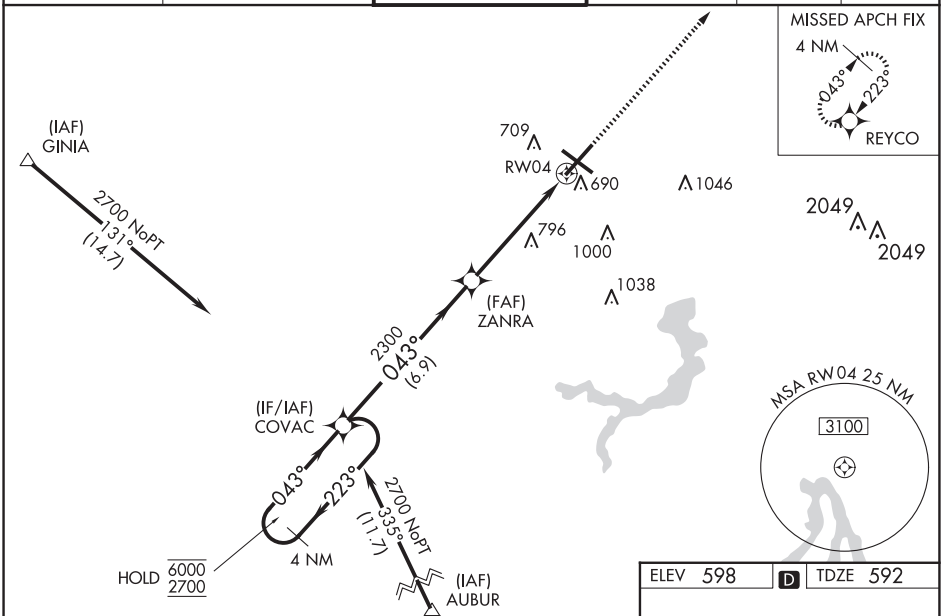
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Baro-VNAV and VDP NA when using Lincoln altimeter setting. For inop ALS, increase LPV all Cats visibility to RVR 4500 and LNAV Cats C/D visibility to 1⅜ SM. When local altimeter setting not received, use Lincoln altimeter setting and increase LPV DA to 912 feet; increase LNAV/VNAV DA to 989 feet and all visibilities to RVR 3500; increase all MDAs 60 feet and LNAV visibility Cat C/D to RVR 5500 and Circling visibility Cat C/D ¼ SM. For inop ALS when using Lincoln altimeter setting, increase LPV all Cats visibility to RVR 4500.

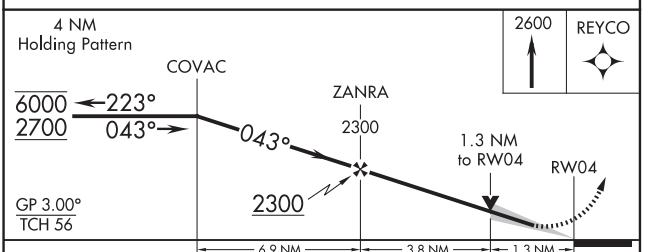
ASR

MALSR

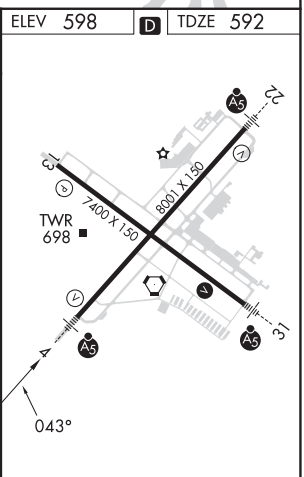
MISSED APPROACH: Climb to 2600 direct REYCO and hold.

| ATIS | SAINT LOUIS APP CON ★ | SPRINGFIELD TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 127.65 270.1 | 126.15 323.0 | 121.3 (CTAF) L 257.8 | 121.9 348.6 | 121.7 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 854/24 262 (300-½) | | | |
| LNAV/VNAV DA | 931/26 339 (400-½) | | | |
| LNAV MDA | 1060/24 468 (500-½) | | 1060/50 468 (500-1) | |
| C CIRCLING | 1060-1 462 (500-1) | 1100-1 502 (600-1) | 1360-2¼ 762 (800-2¼) | 1380-2½ 782 (800-2½) |






EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

SPRINGFIELD, ILLINOIS | AL-518 (FAA) | 24249

| WAAS | APP CRS | Rwy Idg | 7217 |
|---|---|---|---|
| CH 99616 | 128° | TDZE | 592 |
| W13A | | Apt Elev | 598 |

# RNAV (GPS) RWY 13

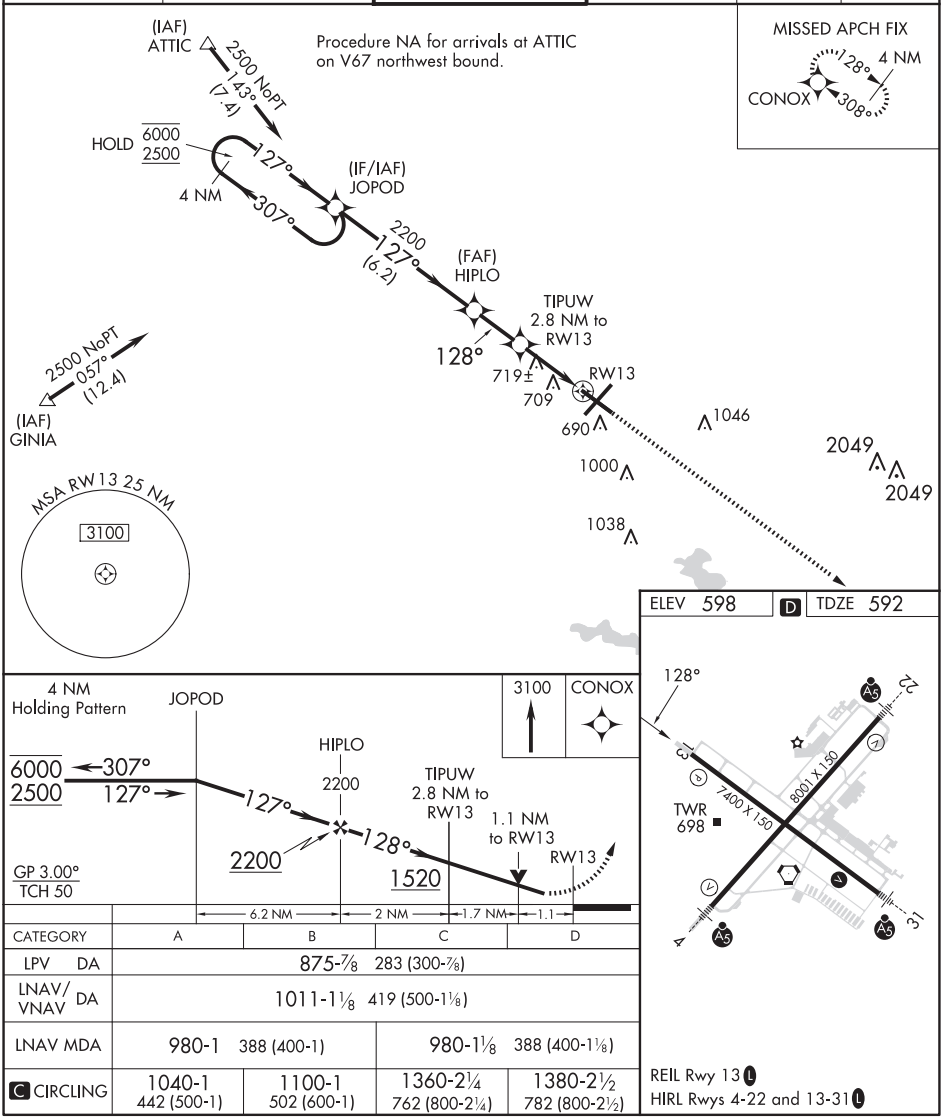
## ABRAHAM LINCOLN CAPITAL (SPI)

RNP APCH - GPS.

T A ASR — Baro-VNAV and VDP NA when using Lincoln altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. When local altimeter setting not received, use Lincoln altimeter setting: increase LPV DA to 932 feet and all visibilities ⅛ SM; increase LNAV/VNAV DA to 1068 feet and all visibilities ¼ SM; increase all MDAs 60 feet and LNAV visibility Cat C/D ¼ SM, and Circling visibility Cat C/D ¼ SM. Rwy 13 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3100 direct CONOX and hold.

| ATIS | SAINT LOUIS APP CON ★ | SPRINGFIELD TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 127.65 270.1 | 126.15 323.0 | 121.3 (CTAF) L 257.8 | 121.9 348.6 | 121.7 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 875-⅞ 283 (300-⅞) | | | |
| LNAV/VNAV DA | 1011-1⅛ 419 (500-1⅛) | | | |
| LNAV MDA | 980-1 388 (400-1) | | 980-1⅛ 388 (400-1⅛) | |
| C CIRCLING | 1040-1 442 (500-1) | 1100-1 502 (600-1) | 1360-2¼ 762 (800-2¼) | 1380-2½ 782 (800-2½) |

REIL Rwy 13 L
HIRL Rwys 4-22 and 13-31 L

SPRINGFIELD, ILLINOIS
Amdt 1D 28DEC23

39°51'N-89°41'W

ABRAHAM LINCOLN CAPITAL (SPI)
RNAV (GPS) RWY 13

EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 22

## ABRAHAM LINCOLN CAPITAL (SPI)

| WAAS | APP CRS | Rwy Idg | 8001 |
|---|---|---|---|
| CH 81809 | 223° | TDZE | 598 |
| W22A | | Apt Elev | 598 |

RNP APCH - GPS.

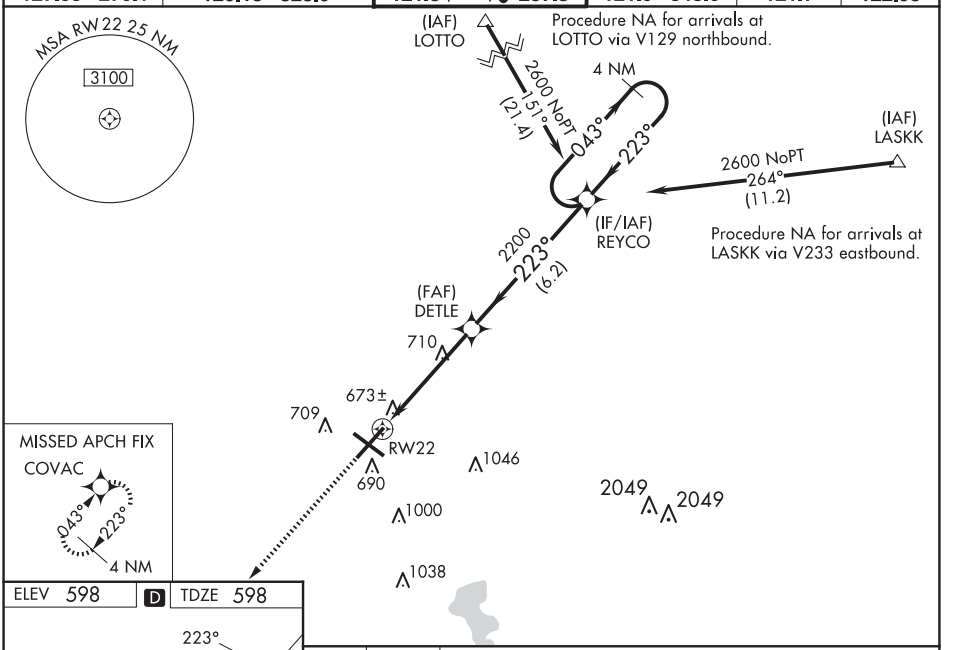
ASR

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. When local altimeter not received, use Lincoln altimeter setting: increase LPV DA to 942 feet and all visibilities ⅛ SM, LNAV/VNAV DA to 1108 feet and all visibilities ⅛ SM; increase all MDAs 60 feet and visibility LNAV and Circling Cat C/D ¼ SM. Baro-VNAV and VDP NA when using Lincoln altimeter setting. For inop ALS, increase LPV all Cats visibility to ⅞ SM. For inop ALS when using Lincoln altimeter setting, increase LPV all Cats visibility to 1 SM, increase LNAV/VNAV all Cats visibility to 1⅜ SM.

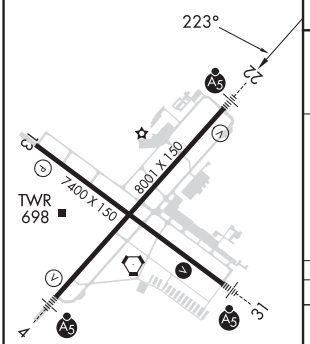
MALSR

MISSED APPROACH: Climb to 2700 direct COVAC and hold.

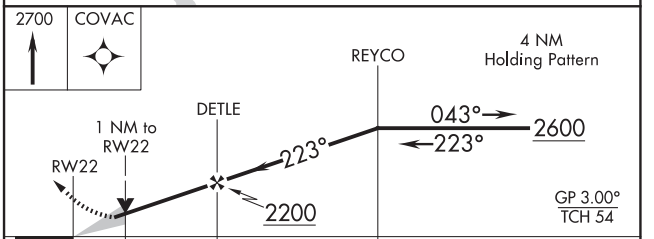
| ATIS | SAINT LOUIS APP CON ★ | SPRINGFIELD TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 127.65 270.1 | 126.15 323.0 | 121.3 (CTAF) L 257.8 | 121.9 348.6 | 121.7 | 122.95 |




ELEV 598 D TDZE 598




REIL Rwy 13 L
HIRL Rwys 4-22 and 13-31 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 884-½ 286 (300-½) | | | |
| LNAV/VNAV DA | 1050-⅞ 452 (500-⅞) | | | |
| LNAV MDA | 980-½ 382 (400-½) | | 980-⅝ 382 (400-⅝) | |
| C CIRCLING | 1040-1¼ 442 (500-1¼) | 1100-1¼ 502 (600-1¼) | 1360-2¼ 762 (800-2¼) | 1380-2½ 782 (800-2½) |



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

SPRINGFIELD, ILLINOIS | AL-518 (FAA) | 24249

# RNAV (GPS) RWY 31

## ABRAHAM LINCOLN CAPITAL (SPI)

| WAAS | APP CRS | Rwy Idg | 7000 |
|---|---|---|---|
| CH 90124 | 308° | TDZE | 590 |
| W31A | | Apt Elev | 597 |

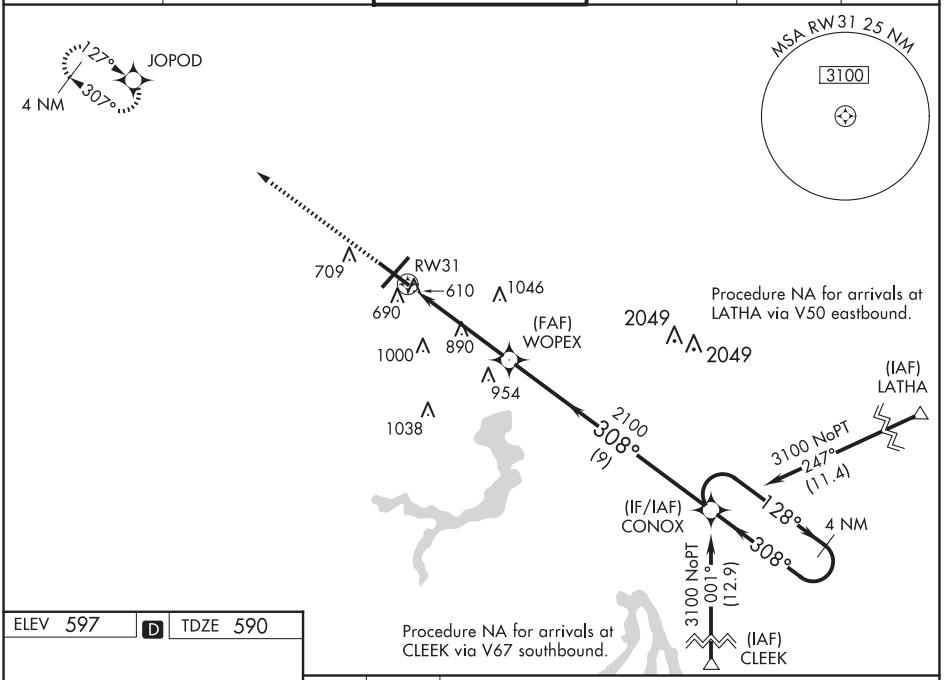
T A ASR

DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (4°F). When local altimeter setting not received, use Lincoln altimeter setting: increase all DA 57 feet and MDA 60 feet, increase Circling Cat C and D visibility ¼ SM. VDP and Baro-VNAV NA when using Logan County altimeter setting. For inoperative MALSR, increase LPV visibility to ¾ all Cats, increase LNAV/VNAV Cat D visibility to 1.

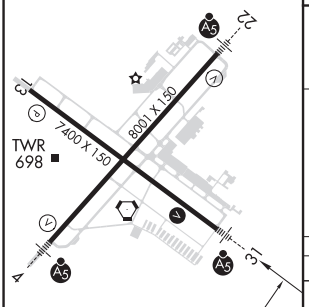
MALSR

MISSED APPROACH: Climb to 2500 direct JOPOD and hold.

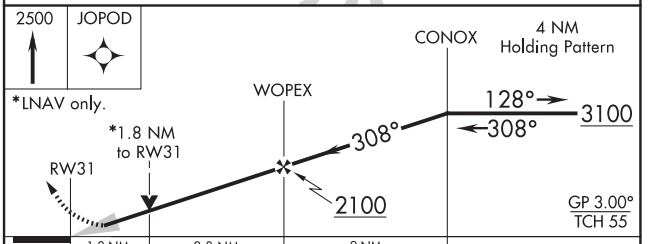
| ATIS | SAINT LOUIS APP CON ★ | SPRINGFIELD TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 127.65 270.1 | 126.15 323.0 | 121.3 (CTAF) L 257.8 | 121.9 348.6 | 121.7 | 122.95 |




ELEV 597 | D | TDZE 590




REIL Rwy 13 L
HIRL Rwys 4-22 and 13-31 L




| CATEGORY | | A | B | C | D |
|---|---|---|---|---|---|
| LPV | DA | 840-½ 250 (300-½) | | | |
| LNAV/VNAV | DA | 865-½ 275 (300-½) | | | 865-¾ 275 (300-¾) |
| LNAV MDA | | 1200-½ 610 (700-½) | | 1200-1¼ 610 (700-1¼) | 1200-1½ 610 (700-1½) |
| C CIRCLING | | 1200-1 603 (700-1) | | 1360-2¼ 762 (800-2¼) | 1380-2½ 782 (800-2½) |

SPRINGFIELD, ILLINOIS
Orig-A 13AUG20

39°51'N-89°41'W

ABRAHAM LINCOLN CAPITAL (SPI)
RNAV (GPS) RWY 31

EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

# VOR/DME RWY 13

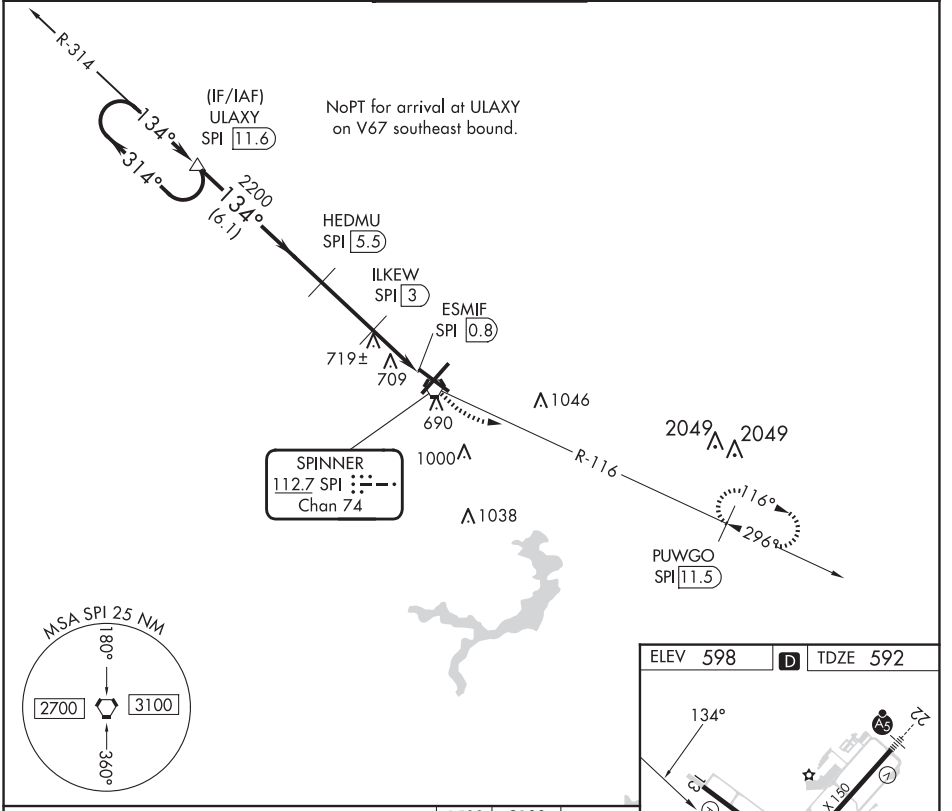
## ABRAHAM LINCOLN CAPITAL (SPI)

| VORTAC SPI | APP CRS | Rwy Idg | 7217 |
|---|---|---|---|
| 112.7 | 134° | TDZE | 592 |
| Chan 74 | | Apt Elev | 598 |

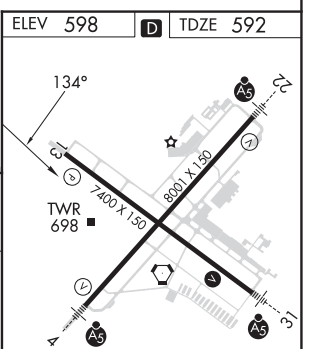
T A ASR Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Lincoln altimeter setting: increase all MDA 60 feet and S-13 and Circling Cat C and D visibility ¼ SM. VDP NA when using Lincoln altimeter setting.

MISSED APPROACH: Climb to 1500 then climbing left turn to 3100 via SPI VORTAC R-116 to PUWGO/SPI 11.5 DME and hold.

| ATIS | SAINT LOUIS APP CON ★ | SPRINGFIELD TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 127.65 270.1 | 126.15 323.0 | 121.3 (CTAF) L 257.8 | 121.9 348.6 | 121.7 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-13 | 980-1 388 (400-1) | | 980-1⅛ 388 (400-1⅛) | |
| C CIRCLING | 1040-1 442 (500-1) | 1100-1 502 (600-1) | 1360-2¼ 762 (800-2¼) | 1380-2½ 782 (800-2½) |




REIL Rwy 13 L
HIRL Rwys 4-22 and 13-31 L



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

| VORTAC SPI | APP CRS | Rwy Idg | 8001 |
|---|---|---|---|
| 112.7 | 216° | TDZE | 598 |
| Chan 74 | | Apt Elev | 598 |

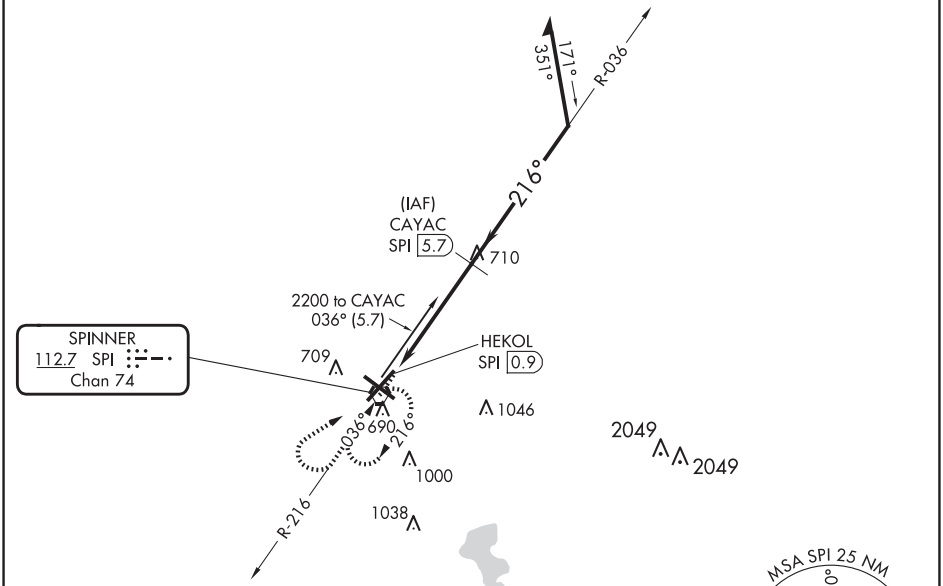
# VOR/DME RWY 22

## ABRAHAM LINCOLN CAPITAL (SPI)

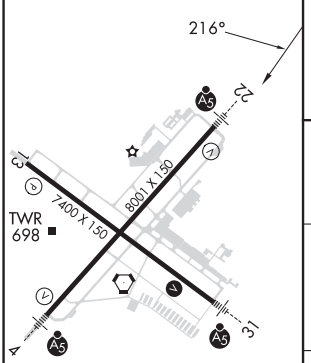
T A ASR When local altimeter setting not received, use Lincoln altimeter setting: increase all MDA 60 feet and S-13 and Circling Cat C and D visibility ¼ SM. VDP NA when using Lincoln altimeter setting.

MALSR A5 MISSED APPROACH: Climb to 2200 via SPI R-216 then right turn direct SPI VORTAC and hold.

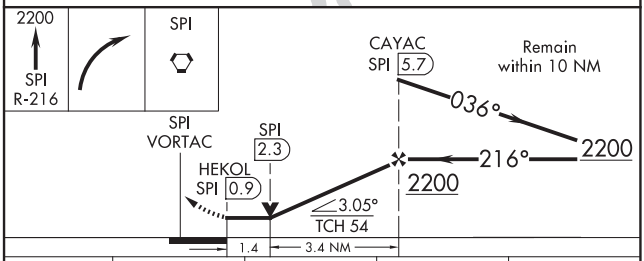
| ATIS | SAINT LOUIS APP CON ★ | SPRINGFIELD TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 127.65 270.1 | 126.15 323.0 | 121.3 (CTAF) L 257.8 | 121.9 348.6 | 121.7 | 122.95 |




ELEV 598 D TDZE 598




REIL Rwy 13 L
HIRL Rwys 4-22 and 13-31 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-22 | 1100-½ 502 (600-½) | | 1100-1 502 (600-1) | |
| C CIRCLING | 1100-1 502 (600-1) | | 1360-2¼ 762 (800-2¼) | 1380-2½ 782 (800-2½) |



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

# VOR/DME RWY 31

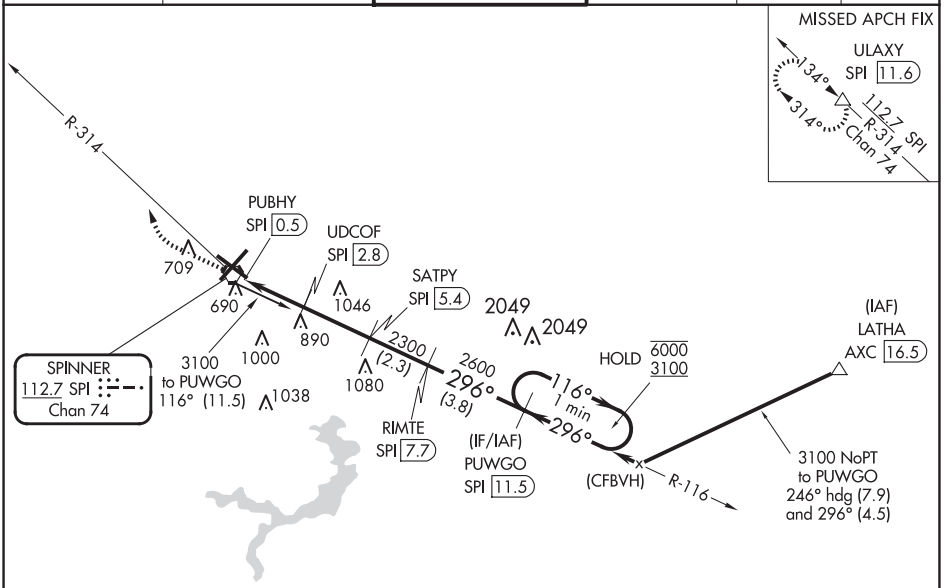
## ABRAHAM LINCOLN CAPITAL (SPI)

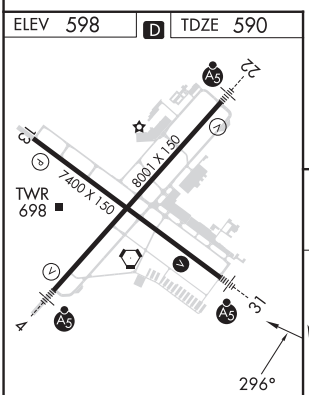
| VORTAC SPI | APP CRS | Rwy Idg | 7000 |
|---|---|---|---|
| 112.7 | 296° | TDZE | 590 |
| Chan 74 | | Apt Elev | 598 |

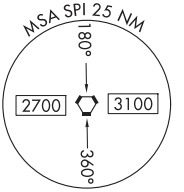
MALSR

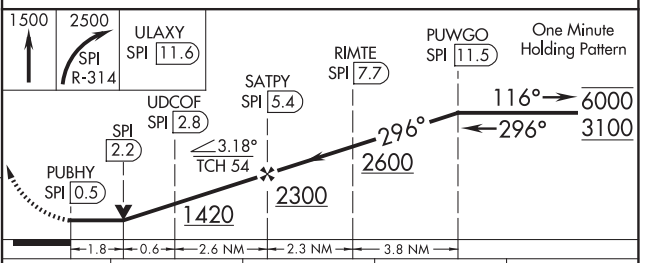
MISSED APPROACH: Climb to 1500 then climbing right turn to 2500 on SPI VORTAC R-314 to ULAXY/SPI 11.6 DME and hold.

| ATIS | SAINT LOUIS APP CON ★ | SPRINGFIELD TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 127.65 270.1 | 126.15 323.0 | 121.3 (CTAF) L 257.8 | 121.9 348.6 | 121.7 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-31 | 1200-¾ 610 (700-¾) | | 1200-1⅜ 610 (700-1⅜) | |
| C CIRCLING | 1200-1 602 (700-1) | | 1360-2¼ 762 (800-2¼) | 1380-2½ 782 (800-2½) |

REIL Rwy 13 L
HIRL Rwys 4-22 and 13-31 L



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

SPRINGFIELD, ILLINOIS | AL-518 (FAA) | 24249

| VORTAC SPI | APP CRS | Rwy Idg | 7927 |
|---|---|---|---|
| 112.7 | 055° | TDZE | 592 |
| Chan 74 | | Apt Elev | 598 |

# VOR RWY 4

## ABRAHAM LINCOLN CAPITAL (SPI)

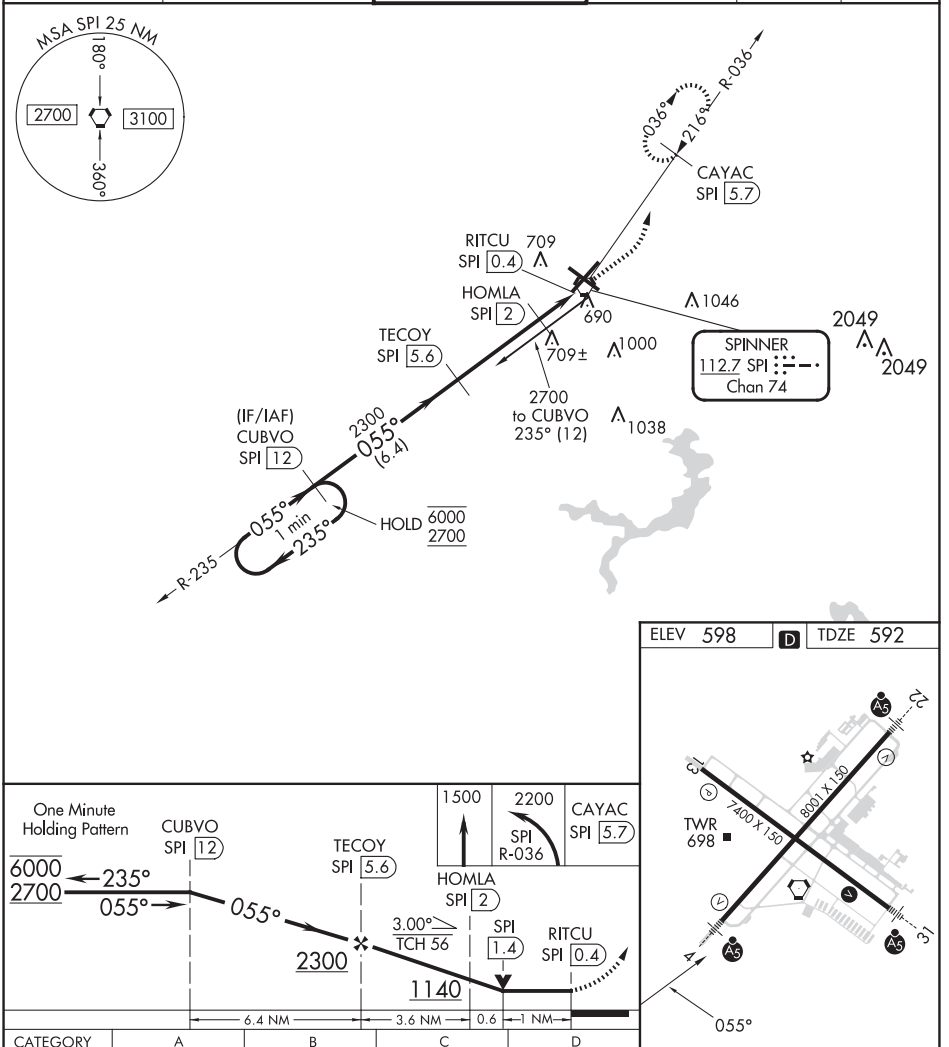
DME required.

ASR

MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 2200 on SPI VORTAC R-036 to CAYAC/5.7 DME and hold.

| ATIS | SAINT LOUIS APP CON ★ | SPRINGFIELD TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 127.65 270.1 | 126.15 323.0 | 121.3 (CTAF) L 257.8 | 121.9 348.6 | 121.7 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-4 | 960/24 368 (400-½) | | 960/40 368 (400-¾) | |
| C CIRCLING | 1040-1 442 (500-1) | 1100-1 502 (600-1) | 1360-2¼ 762 (800-2¼) | 1380-2½ 782 (800-2½) |

REIL Rwy 13 L

HIRL Rwys 4-22 and 13-31 L

SPRINGFIELD, ILLINOIS

Orig-C 19JUL18

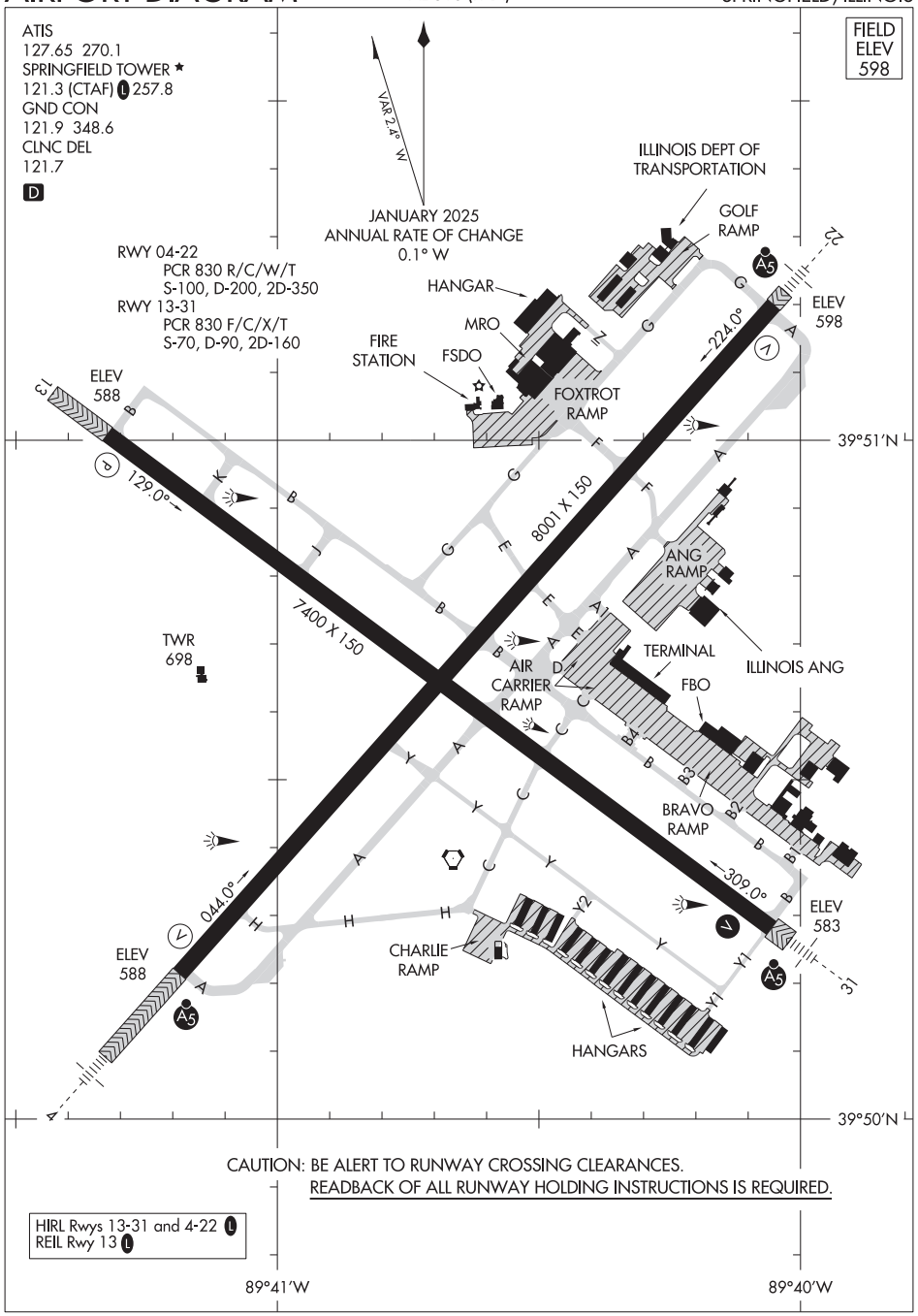
39°51'N-89°41'W

ABRAHAM LINCOLN CAPITAL (SPI)

VOR RWY 4

EC-3, 07 AUG 2025 to 02 OCT 2025

EC-3, 07 AUG 2025 to 02 OCT 2025






EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

STERLING/ROCKFALLS, ILLINOIS — AL-5388 (FAA) — 23334

# ILS or LOC RWY 25

WHITESIDE COUNTY/JOS H BITTORF FLD (SQI)

| LOC/DME I-SQI | APP CRS | Rwy Idg | 6499 |
|---|---|---|---|
| 111.5 | 252° | TDZE | 647 |
| Chan 52 | | Apt Elev | 648 |

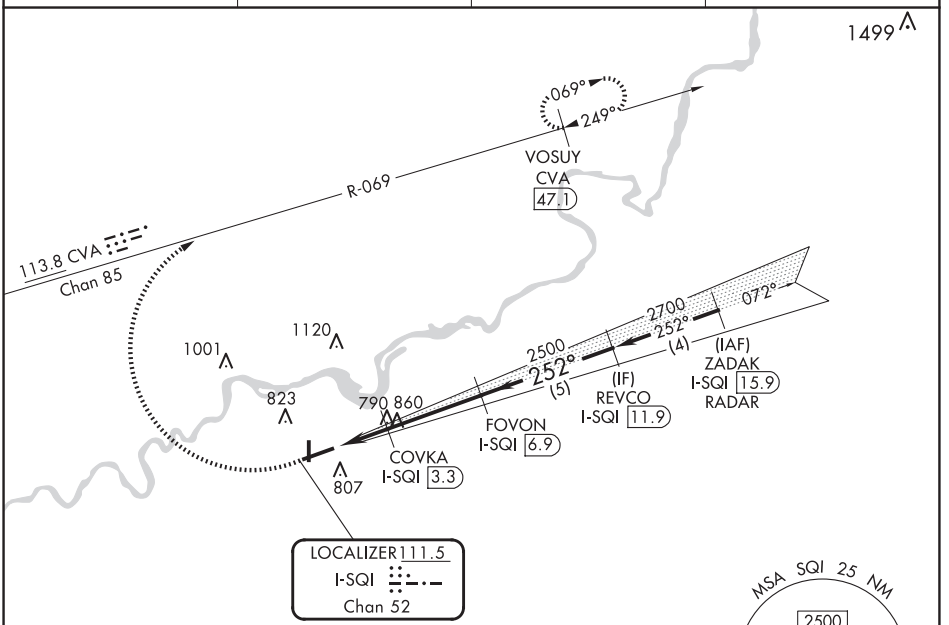
DME required. Radar required for procedure entry.

T
A NA

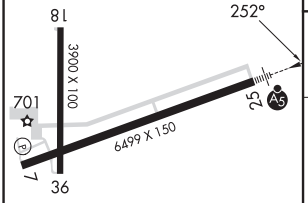
MALSR

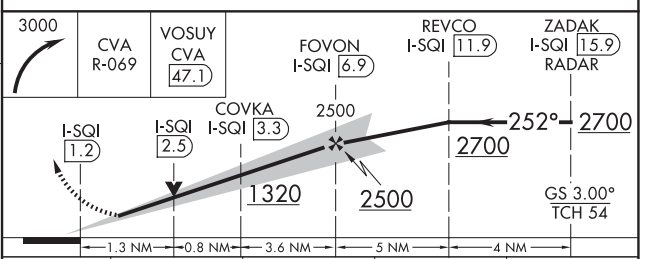
MISSED APPROACH: Climbing right turn to 3000 on CVA VORTAC R-069 to VOSUY/CVA 47.1 DME and hold.

| AWOS-3PT | ROCKFORD APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.175 | 126.0 327.0 | 128.0 | 123.0 (CTAF) L |




ELEV 648 | TDZE 647




HIRL Rwy 7-25 L
MIRL Rwy 18-36 L
REIL Rwys 7, 18 and 36 L

FAF to MAP 5.7 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:42 | 3:48 | 2:51 | 2:17 | 1:54 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 25 | 847-½ 200 (200-½) | | | |
| S-LOC 25 | 1100-½ 453 (500-½) | | 1100-⅞ 453 (500-⅞) | |
| C CIRCLING | 1140-1 492 (500-1) | | 1160-1½ 512 (600-1½) | 1480-2¾ 832 (900-2¾) |

STERLING/ROCKFALLS, ILLINOIS
Amdt 12 07OCT21

41°45′N-89°41′W

WHITESIDE COUNTY/JOS H BITTORF FLD (SQI)

ILS or LOC RWY 25

EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 7

## WHITESIDE COUNTY/JOS H BITTORF FLD (SQI)

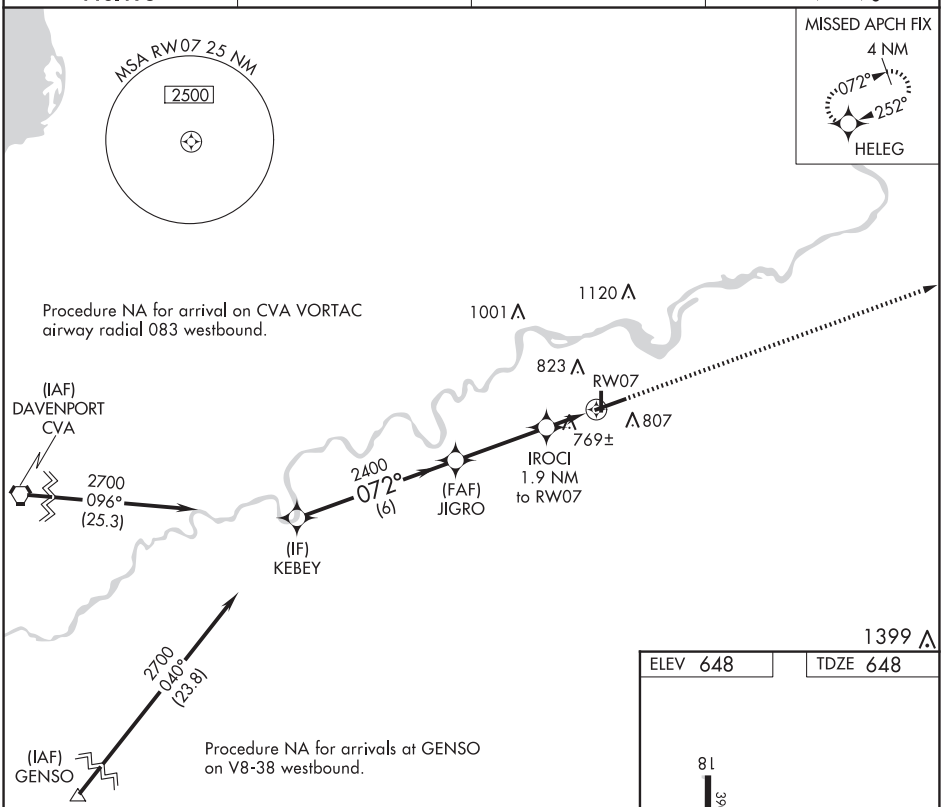
| APP CRS | Rwy Idg | 6499 |
|---|---|---|
| 072° | TDZE | 648 |
| | Apt Elev | 648 |

RNP APCH -GPS.

T A Rwy 7 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2700 direct HELEG and hold.

| AWOS-3PT | ROCKFORD APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.175 | 126.0 327.0 | 128.0 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1020-1 372 (400-1) | | | |
| C CIRCLING | 1140-1 492 (500-1) | | 1160-1½ 512 (600-1½) | 1480-2¾ 832 (900-2¾) |

HIRL Rwy 7-25 L
MIRL Rwy 18-36 L
REIL Rwys 7, 18 and 36 L



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

STERLING/ROCKFALLS, ILLINOIS | AL-5388 (FAA) | 23334

# RNAV (GPS) RWY 25

WHITESIDE COUNTY/JOS H BITTORF FLD (SQI)

| WAAS CH 57910 W25A | APP CRS 252° | Rwy Idg 6499 TDZE 647 Apt Elev 648 |
|---|---|---|

RNP APCH - GPS.

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

MALSR

MISSED APPROACH: Climb to 2700 direct KEBEY and hold.

| AWOS-3PT | ROCKFORD APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.175 | 126.0 327.0 | 128.0 | 123.0 (CTAF) L |

MISSED APCH FIX: KEBEY, 072°, 252°, 4 NM

MSA RW25 25 NM: 2600

1499 ^

(IAF) VOSUY

2500 NoPT (8) 162°

4 NM 072° 252° HOLD 6000 2500

(IF/IAF) HELEG

2500 252° (6)

1001 ^ 1120 ^

823 ^ RW25 807

790

(FAF) FOVON

COVKA 2.1 NM to RW25

2500 NoPT (8) 342°

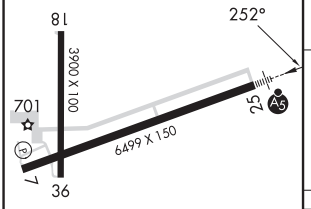
(IAF) TEVUE

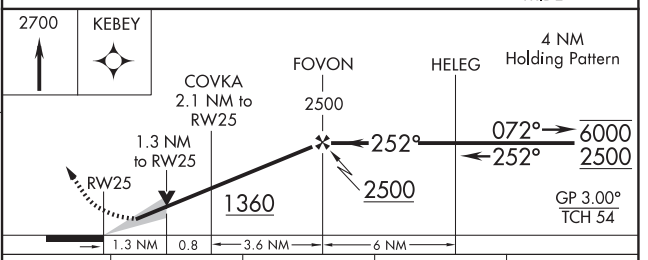
2500 334° (14.9)

TRIDE

Procedure NA for arrivals at TRIDE on V8-38 eastbound.

ELEV 648 | TDZE 647




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 847-½ 200 (200-½) | | | |
| LNAV/VNAV DA | 1047-⅝ 400 (400-⅝) | | | |
| LNAV MDA | 1100-½ 453 (500-½) | | 1100-⅞ 453 (500-⅞) | |
| C CIRCLING | 1140-1 492 (500-1) | | 1160-1½ 512 (600-1½) | 1480-2¾ 832 (900-2¾) |

HIRL Rwy 7-25 L
MIRL Rwy 18-36 L
REIL Rwys 7, 18 and 36 L



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

| LOC/DME I-SQI | APP CRS | Rwy Ldg | 6499 |
|---|---|---|---|
| 111.5 | 072° | TDZE | 648 |
| Chan 52 | | Apt Elev | 648 |

# LOC BC RWY 7

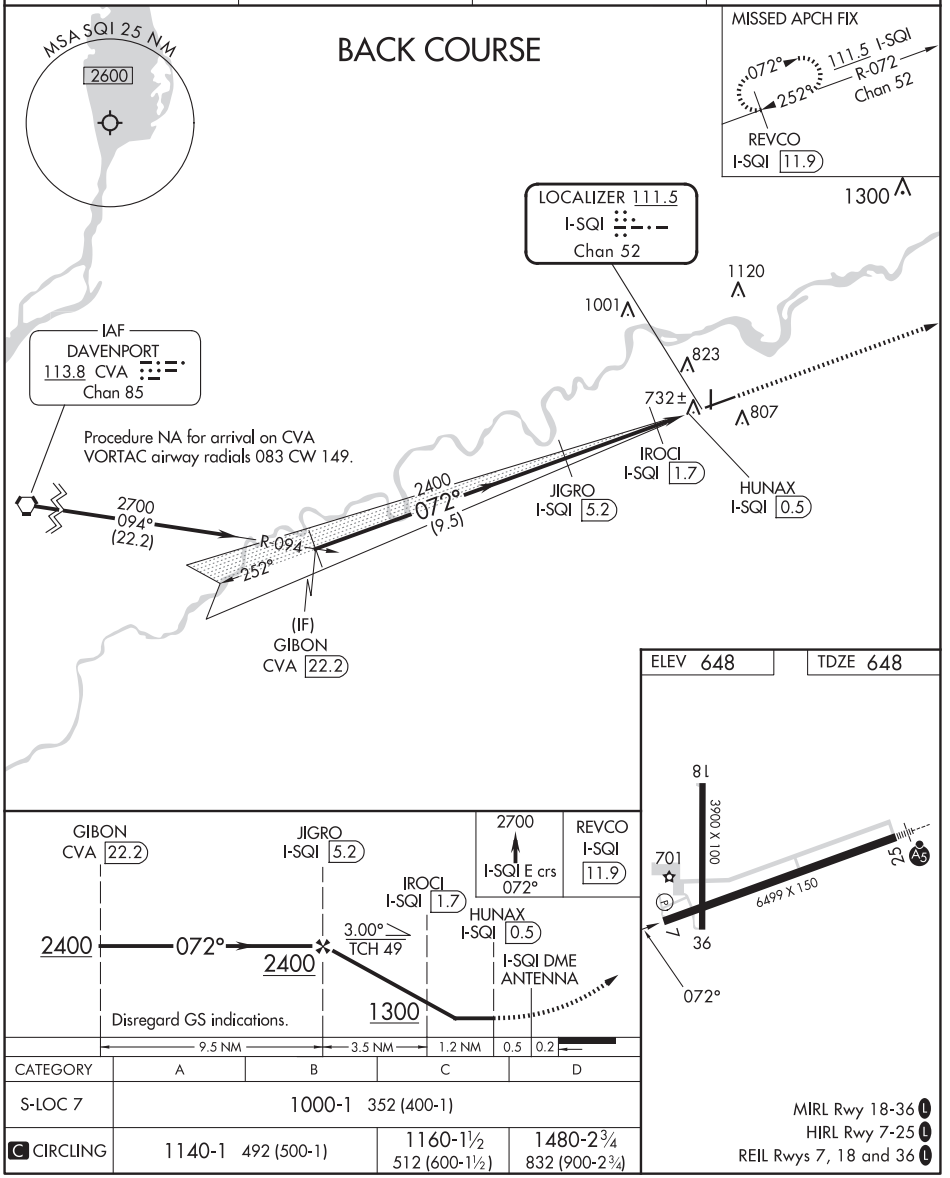
WHITESIDE COUNTY/JOS H BITTORF FLD (SQI)

DME required.

T A NA Rwy 7 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2700 on I-SQI localizer east course 072° to REVCO/I-SQI 11.9 DME and hold.

| AWOS-3PT | ROCKFORD APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.175 | 126.0 327.0 | 128.0 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-LOC 7 | 1000-1 352 (400-1) | | | |
| C CIRCLING | 1140-1 492 (500-1) | | 1160-1½ 512 (600-1½) | 1480-2¾ 832 (900-2¾) |

MIRL Rwy 18-36 L
HIRL Rwy 7-25 L
REIL Rwys 7, 18 and 36 L



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

STEVENS POINT, WISCONSIN | AL-5050 (FAA) | 24081

# ILS or LOC RWY 21

STEVENS POINT MUNI (STE)

| LOC/DME I-STE | APP CRS | Rwy Idg | 6028 |
|---|---|---|---|
| 111.35 | 211° | TDZE | 1110 |
| Chan 50 (Y) | | Apt Elev | 1110 |

RNP APCH - GPS.

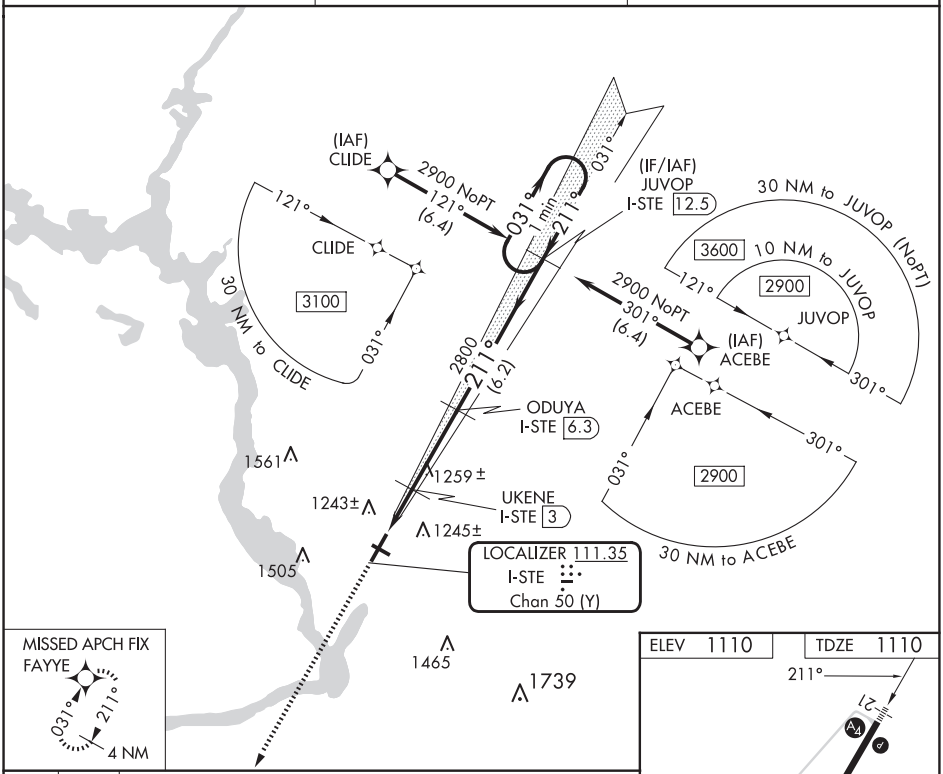
DME required.

For inop ALS, increase S-LOC 21 Cat C/D visibility to 1⅛ SM. Inop table does not apply to S-ILS 21 all Cats. Autopilot coupled approach NA below 1400.

MALS

MISSED APPROACH: Climb to 2800 direct FAYYE and hold.

| AWOS-3 | MINNEAPOLIS CENTER | UNICOM |
|---|---|---|
| 119.275 | 124.4 317.7 | 122.7 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 21 | 1360-¾ 250 (300-¾) | | | |
| S-LOC 21 | 1520-¾ 410 (500-¾) | | 1520-1 410 (500-1) | |
| C CIRCLING | 1580-1 470 (500-1) | 1600-1 490 (500-1) | 1860-2¼ 750 (800-2¼) | 1860-2½ 750 (800-2½) |

FAF to MAP 5.2 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:12 | 3:28 | 2:36 | 2:05 | 1:44 |

STEVENS POINT, WISCONSIN
Amdt 1B 21MAR24

44°33′N-89°32′W

STEVENS POINT MUNI (STE)

ILS or LOC RWY 21

EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

| WAAS | APP CRS | | |
|---|---|---|---|
| CH **77910** | **031°** | Rwy Idg | **6028** |
| **W03A** | | TDZE | **1108** |
| | | Apt Elev | **1110** |

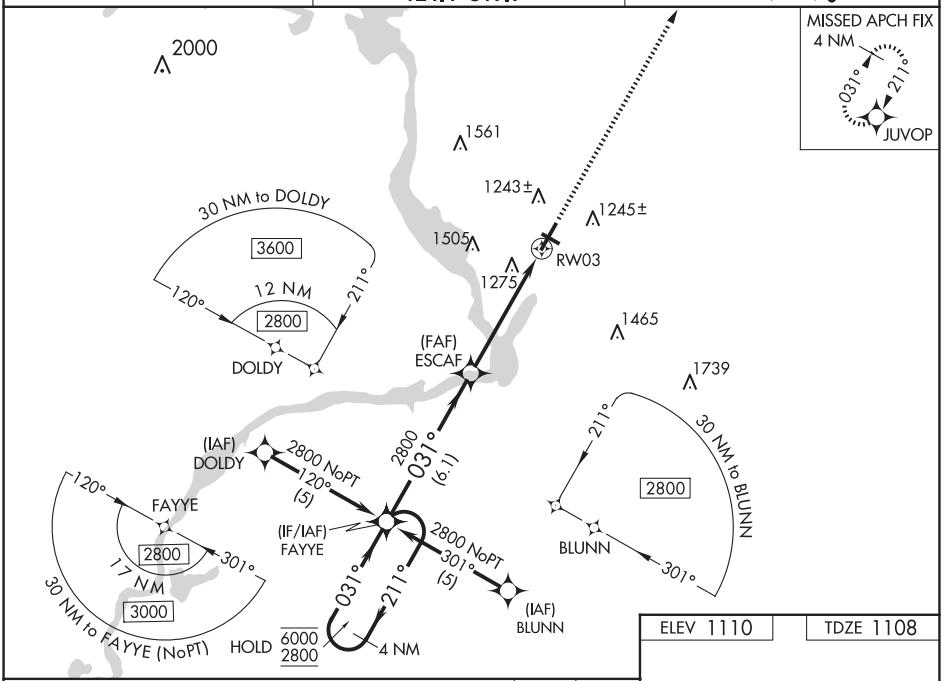
# RNAV (GPS) RWY 3
## STEVENS POINT MUNI (STE)

RNP APCH - GPS.

T A Rwy 3 helicopter visibility reduction below ¾ SM NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17° C or above 54°C.

MISSED APPROACH: Climb to 2900 direct JUVOP and hold.

| AWOS-3 | MINNEAPOLIS CENTER | UNICOM |
|---|---|---|
| **119.275** | **124.4 317.7** | **122.7** (CTAF) L |

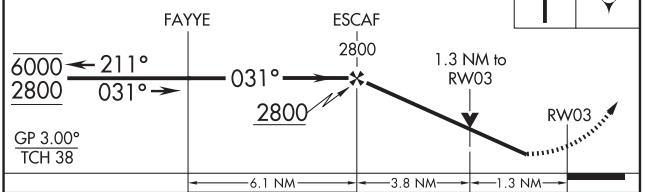


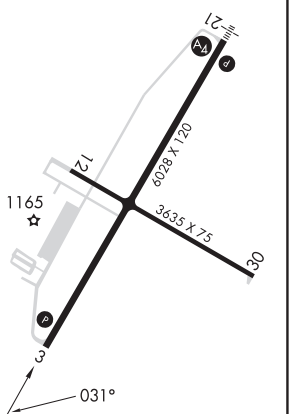

ELEV 1110 TDZE 1108

4 NM Holding Pattern

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 44).

2900 JUVOP




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1409-⅞ 301 (300-⅞) | | | |
| LNAV/VNAV DA | 1594-1⅜ 486 (500-1⅜) | | | |
| LNAV MDA | 1540-1 432 (500-1) | | 1540-1¼ 432 (500-1¼) | |
| C CIRCLING | 1580-1 470 (500-1) | 1600-1 490 (500-1) | 1860-2¼ 750 (800-2¼) | 1860-2½ 750 (800-2½) |

REIL Rwy 3 L
HIRL Rwys 3-21 and 12-30 L



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

STEVENS POINT, WISCONSIN | AL-5050 (FAA) | 23278

| APP CRS | Rwy Idg | 3635 |
|---|---|---|
| 121° | TDZE | 1108 |
| | Apt Elev | 1110 |

# RNAV (GPS) RWY 12

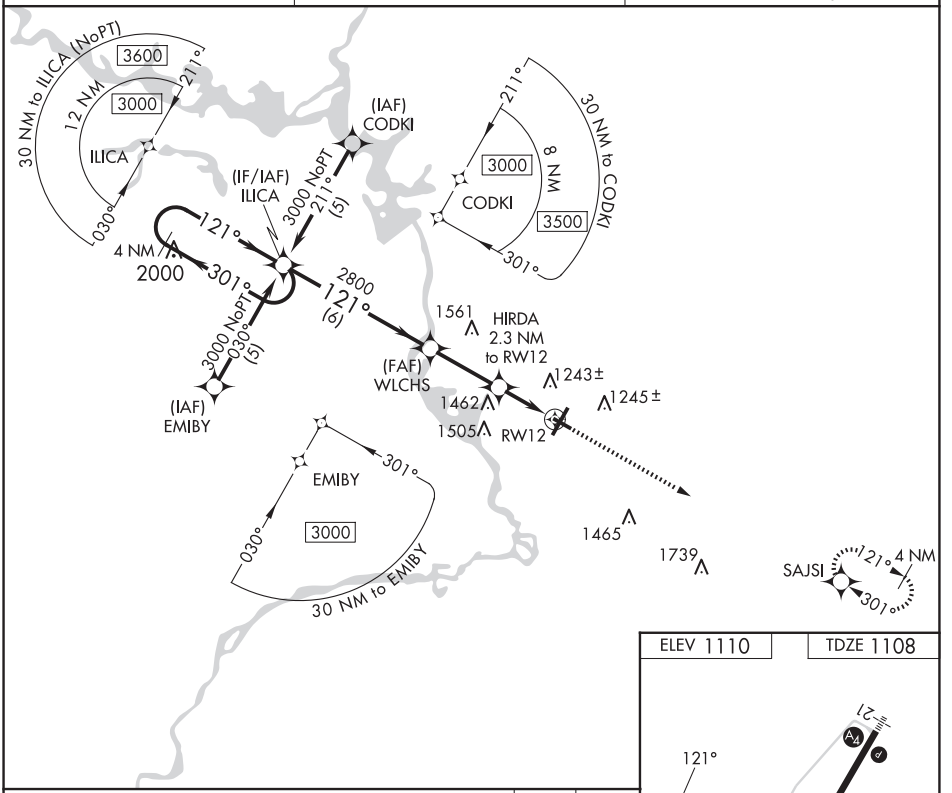
STEVENS POINT MUNI (STE)

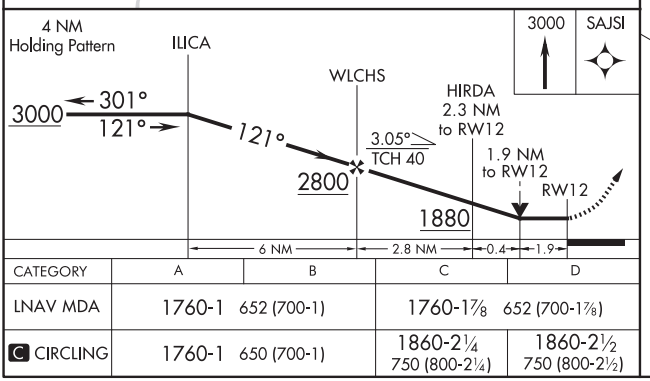
RNP APCH - GPS.

T A Rwy 12 helicopter visibility reduction below ¾ SM NA. When local altimeter not received, use Mosinee altimeter setting and increase all MDA 60 feet, increase LNAV Cat C and D visibility ⅛ SM. VDP NA when using Mosinee altimeter setting.

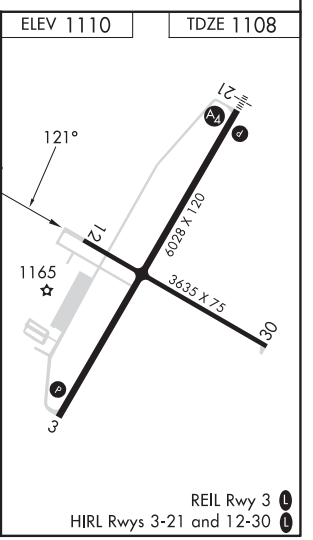
MISSED APPROACH: Climb to 3000 direct SAJSI and hold.

| AWOS-3 | MINNEAPOLIS CENTER | UNICOM |
|---|---|---|
| 119.275 | 124.4 317.7 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1760-1 | 652 (700-1) | 1760-1⅞ | 652 (700-1⅞) |
| C CIRCLING | 1760-1 | 650 (700-1) | 1860-2¼ 750 (800-2¼) | 1860-2½ 750 (800-2½) |




REIL Rwy 3 L
HIRL Rwys 3-21 and 12-30 L

STEVENS POINT, WISCONSIN
Orig-C 27JAN22

44°33′N - 89°32′W

STEVENS POINT MUNI (STE)
RNAV (GPS) RWY 12

EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 21

## STEVENS POINT MUNI (STE)

| WAAS | APP CRS | Rwy Idg | 6028 |
|---|---|---|---|
| CH 86511 | 211° | TDZE | 1110 |
| W21A | | Apt Elev | 1110 |

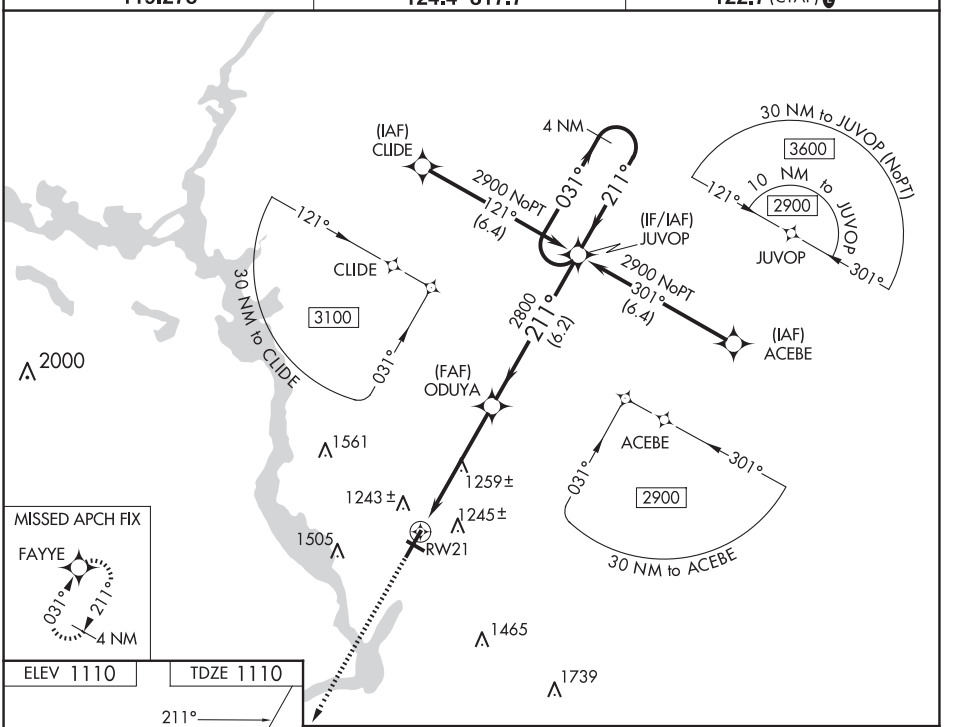
RNP APCH - GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. Inop table does not apply to LPV all Cats. For inop ALS, increase LNAV Cat C and D visibility to 1⅛ SM.

MALS

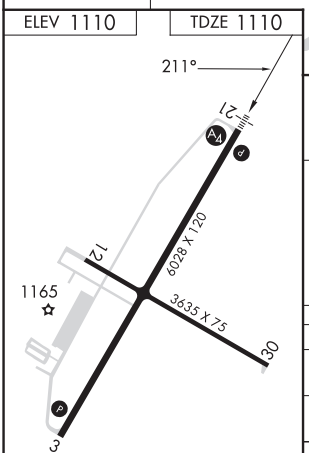
MISSED APPROACH: Climb to 2800 direct FAYYE and hold.

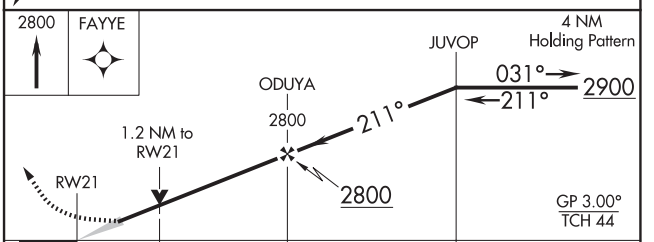
| AWOS-3 | MINNEAPOLIS CENTER | UNICOM |
|---|---|---|
| 119.275 | 124.4 317.7 | 122.7 (CTAF) L |










| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1360-¾ 250 (300-¾) | | | |
| LNAV/VNAV DA | 1457-¾ 347 (400-¾) | | | |
| LNAV MDA | 1520-¾ 410 (500-¾) | | 1520-1 410 (500-1) | |
| C CIRCLING | 1580-1 470 (500-1) | 1600-1 490 (500-1) | 1860-2¼ 750 (800-2¼) | 1860-2½ 750 (800-2½) |

REIL Rwy 3 L
HIRL Rwys 3-21 and 12-30 L


EC-3, 07 AUG 2025 to 02 OCT 2025

STEVENS POINT, WISCONSIN | AL-5050 (FAA) | 23278

| APP CRS | Rwy Idg | 3635 |
|---|---|---|
| 301° | TDZE | 1108 |
| | Apt Elev | 1110 |

# RNAV (GPS) RWY 30

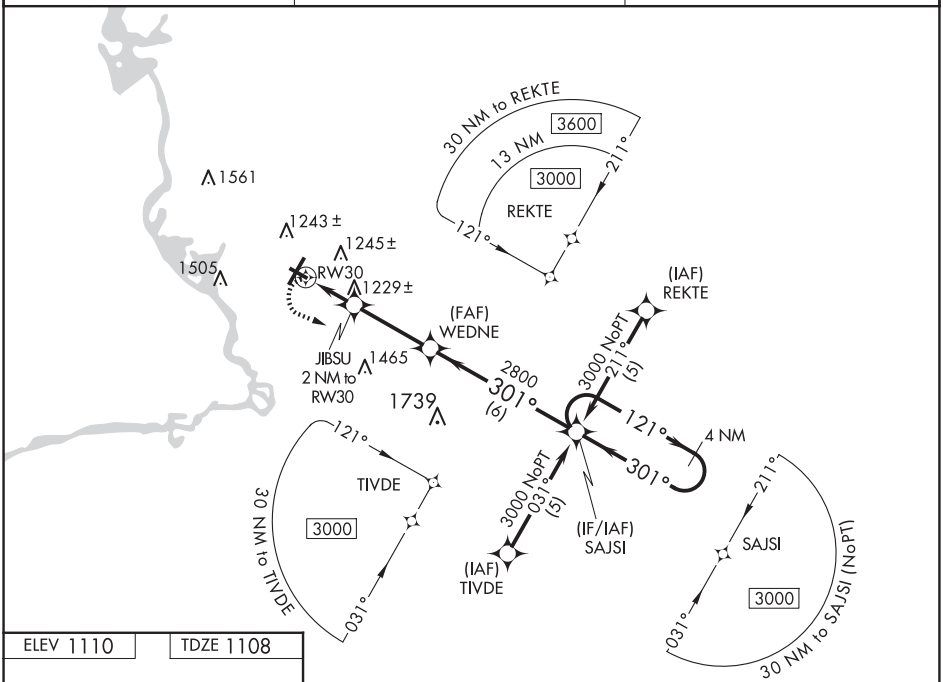
STEVENS POINT MUNI (STE)

RNP APCH - GPS.

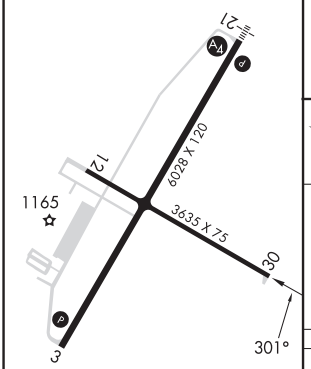
Rwy 30 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Mosinee altimeter setting and increase all MDA 60 feet, increase LNAV Cat C and D visibility ¼ SM. VDP NA when using Mosinee altimeter setting.

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

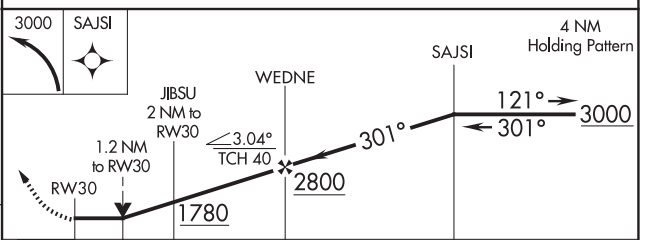
| AWOS-3 | MINNEAPOLIS CENTER | UNICOM |
|---|---|---|
| 119.275 | 124.4 317.7 | 122.7 (CTAF) |




ELEV 1110 | TDZE 1108




REIL Rwy 3 (L)
HIRL Rwys 3-21 and 12-30 (L)




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1520-1 412 (500-1) | | 1520-1⅛ 412 (500-1⅛) | |
| C CIRCLING | 1580-1 470 (500-1) | 1600-1 490 (500-1) | 1860-2¼ 750 (800-2¼) | 1860-2½ 750 (800-2½) |

STEVENS POINT, WISCONSIN
Orig-C 27JAN22

44°33′N - 89°32′W

STEVENS POINT MUNI (STE)

RNAV (GPS) RWY 30


EC-3, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 2

## DOOR COUNTY CHERRYLAND (SUE)

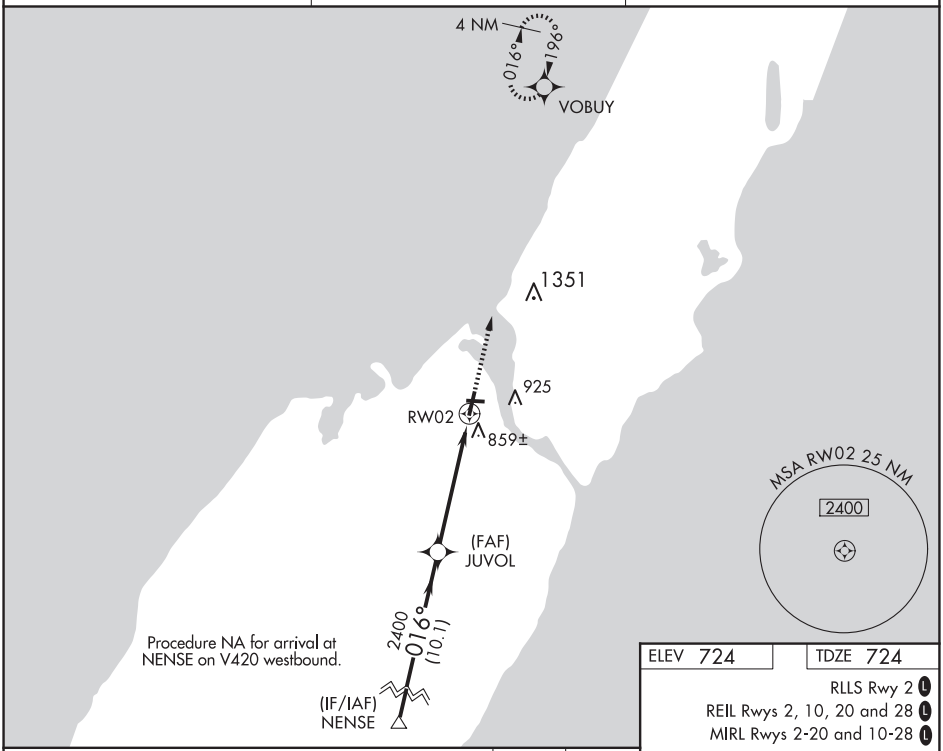
| WAAS | APP CRS | | |
|---|---|---|---|
| CH **81904** | **016°** | Rwy Idg | **4599** |
| **W02A** | | TDZE | **724** |
| | | Apt Elev | **724** |

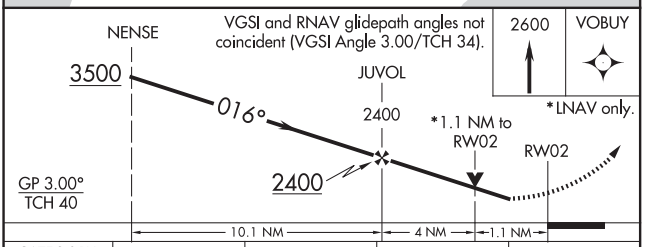
RNP APCH.

Rwy 2 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

MISSED APPROACH: Climb to 2600 direct VOBUY and hold.

| AWOS-3PT | GREEN BAY APP CON ★ | UNICOM |
|---|---|---|
| **128.325** | **119.25 338.2** | **122.7** (CTAF) L |

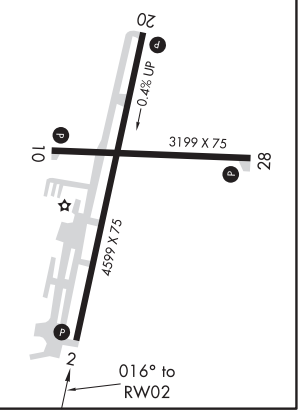



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1013-1 289 (300-1) | | | |
| LNAV/VNAV DA | 1164-1½ 440 (500-1½) | | | |
| LNAV MDA | 1120-1 396 (400-1) | | 1120-1⅛ 396 (400-1⅛) | |
| CIRCLING | 1280-1 556 (600-1) | | 1280-1½ 556 (600-1½) | 1340-2 616 (700-2) |

| ELEV 724 | TDZE 724 |
|---|---|

RLLS Rwy 2 L
REIL Rwys 2, 10, 20 and 28 L
MIRL Rwys 2-20 and 10-28 L






EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

STURGEON BAY, WISCONSIN | AL-5409 (FAA) | 22251

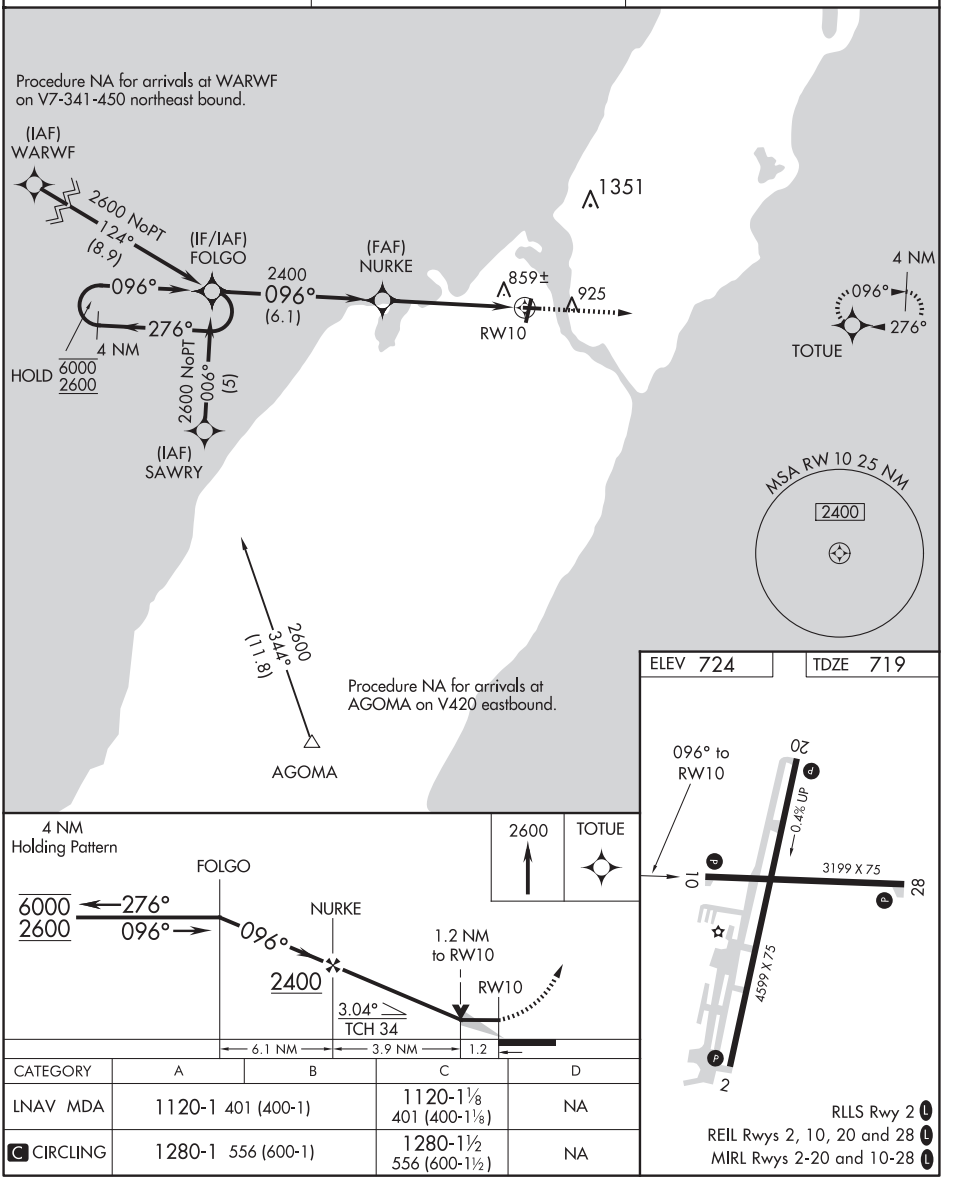
| APP CRS | Rwy Idg | 3199 |
|---|---|---|
| 096° | TDZE | 719 |
| | Apt Elev | 724 |

# RNAV (GPS) RWY 10
## DOOR COUNTY CHERRYLAND (SUE)

RNP APCH.

MISSED APPROACH: Climb to 2600 direct TOTUE and hold.

| AWOS-3PT | GREEN BAY APP CON ★ | UNICOM |
|---|---|---|
| 128.325 | 119.25 338.2 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1120-1 401 (400-1) | | 1120-1⅛ 401 (400-1⅛) | NA |
| C CIRCLING | 1280-1 556 (600-1) | | 1280-1½ 556 (600-1½) | NA |

RLLS Rwy 2 L
REIL Rwys 2, 10, 20 and 28 L
MIRL Rwys 2-20 and 10-28 L

STURGEON BAY, WISCONSIN
Orig-C 08OCT20

44°51'N-87°25'W

DOOR COUNTY CHERRYLAND (SUE)
RNAV (GPS) RWY 10

EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

| WAAS | APP CRS | Rwy Idg | 4599 |
|---|---|---|---|
| CH 86304 | 196° | TDZE | 724 |
| W20A | | Apt Elev | 724 |

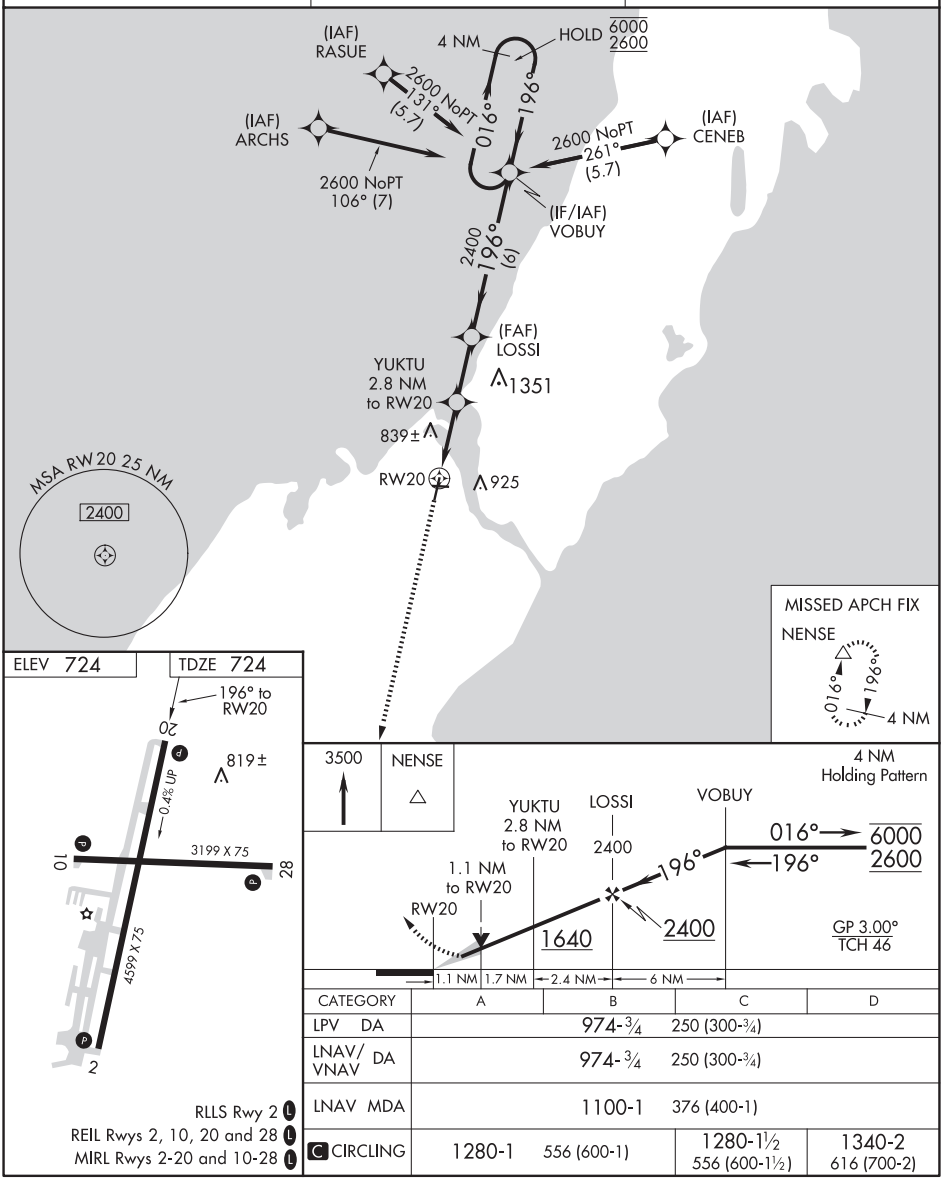
# RNAV (GPS) RWY 20
## DOOR COUNTY CHERRYLAND (SUE)

RNP APCH - GPS.

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

MISSED APPROACH: Climb to 3500 direct NENSE and hold.

| AWOS-3PT | GREEN BAY APP CON ★ | UNICOM |
|---|---|---|
| 128.325 | 119.25 338.2 | 122.7 (CTAF) L |




ELEV 724 TDZE 724




RLLS Rwy 2 L
REIL Rwys 2, 10, 20 and 28 L
MIRL Rwys 2-20 and 10-28 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | | 974-¾ | 250 (300-¾) | |
| LNAV/VNAV DA | | 974-¾ | 250 (300-¾) | |
| LNAV MDA | | 1100-1 | 376 (400-1) | |
| C CIRCLING | 1280-1 556 (600-1) | | 1280-1½ 556 (600-1½) | 1340-2 616 (700-2) |



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

STURGEON BAY, WISCONSIN | AL-5409 (FAA) | 22195

# RNAV (GPS) RWY 28

## DOOR COUNTY CHERRYLAND (SUE)

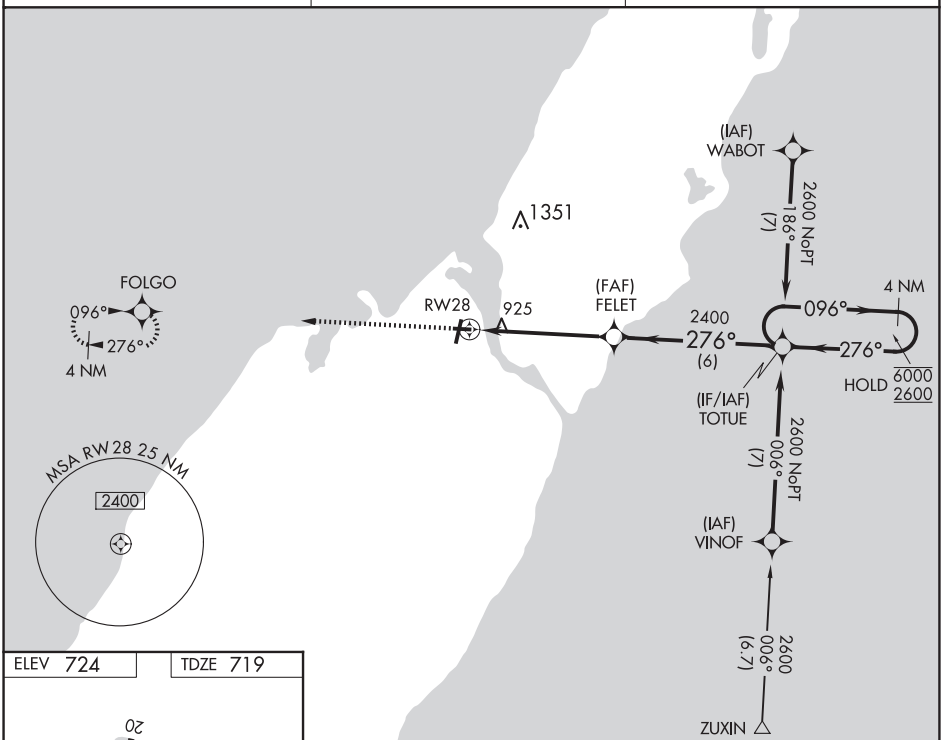
| APP CRS | Rwy Idg | 3199 |
|---|---|---|
| 276° | TDZE | 719 |
| | Apt Elev | 724 |

RNP APCH - GPS.

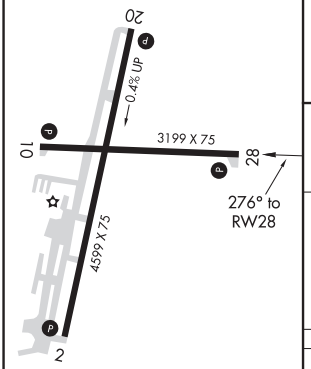
Rwy 28 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2600 direct FOLGO and hold.

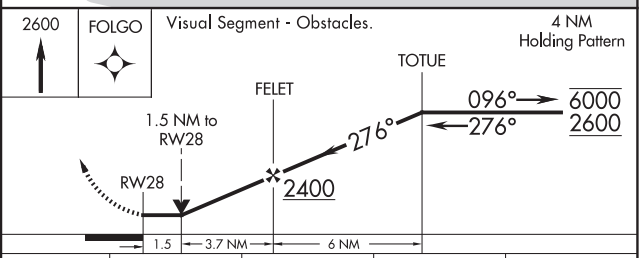
| AWOS-3PT | GREEN BAY APP CON ★ | UNICOM |
|---|---|---|
| 128.325 | 119.25 338.2 | 122.7 (CTAF) L |




ELEV 724 | TDZE 719




RLLS Rwy 2 L
REIL Rwys 2, 10, 20 and 28 L
MIRL Rwys 2-20 and 10-28 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1240-1 | 521 (600-1) | 1240-1½<br>521 (600-1½) | NA |
| C CIRCLING | 1280-1 | 556 (600-1) | 1280-1½<br>556 (600-1½) | NA |

STURGEON BAY, WISCONSIN
Amdt 1 14JUL22

44°51'N-87°25'W

DOOR COUNTY CHERRYLAND (SUE)
RNAV (GPS) RWY 28

EC-3, 07 AUG 2025 to 02 OCT 2025

EC-3, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 4

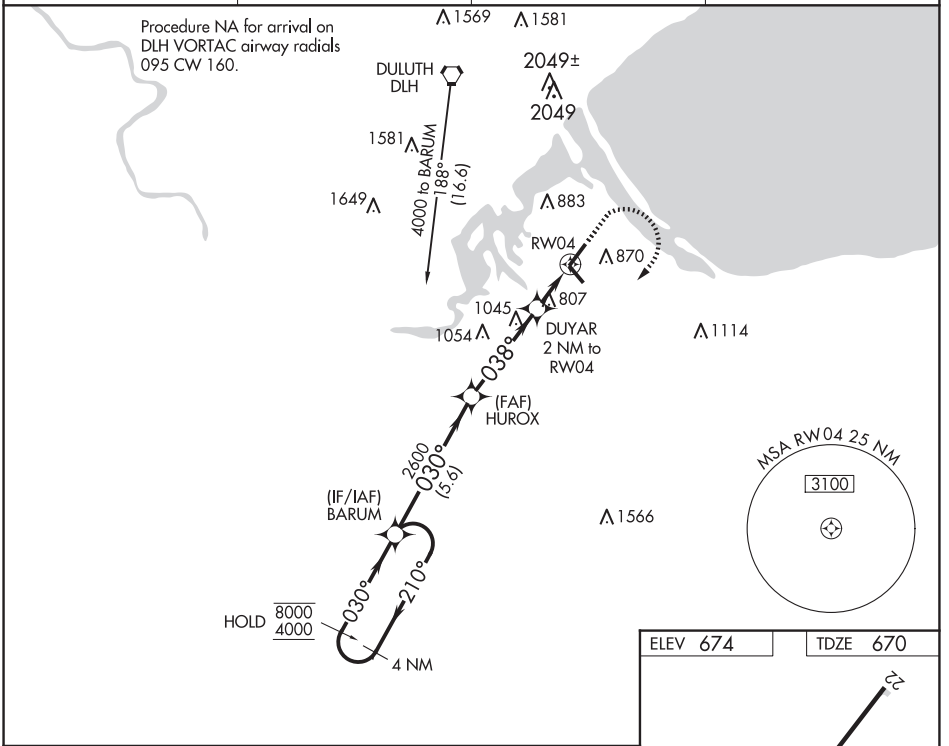
RICHARD I BONG (SUW)

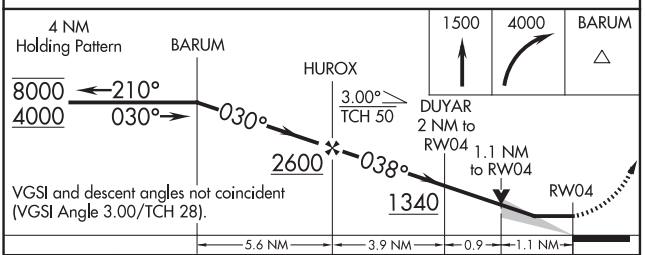
| WAAS CH 63029 W04A | APP CRS 038° | Rwy Idg 5100<br>TDZE 670<br>Apt Elev 674 |
|---|---|---|

RNP APCH.

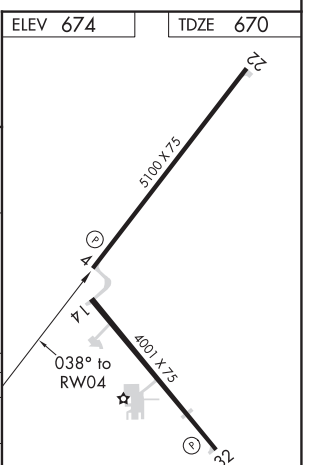
MISSED APPROACH: Climb to 1500 then climbing right turn to 4000 direct BARUM and hold, continue climb-in-hold to 4000.

| AWOS-3 | DULUTH APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 120.35 | 125.45 233.7 | 124.8 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1060-1 390 (400-1) | | 1060-1⅛ 390 (400-1⅛) | |
| LNAV MDA | 1080-1 410 (500-1) | | 1080-1⅛ 410 (500-1⅛) | |
| CIRCLING | 1220-1 546 (600-1) | | 1360-2 686 (700-2) | 1360-2¼ 686 (700-2¼) |




REIL Rwys 4, 14, and 32 L
MIRL Rwys 4-22 and 14-32 L



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

SUPERIOR, WISCONSIN AL-6083 (FAA) 22167

| WAAS | APP CRS | Rwy Idg | 4001 |
|---|---|---|---|
| CH 49029 | 141° | TDZE | 674 |
| W14A | | Apt Elev | 674 |

# RNAV (GPS) RWY 14

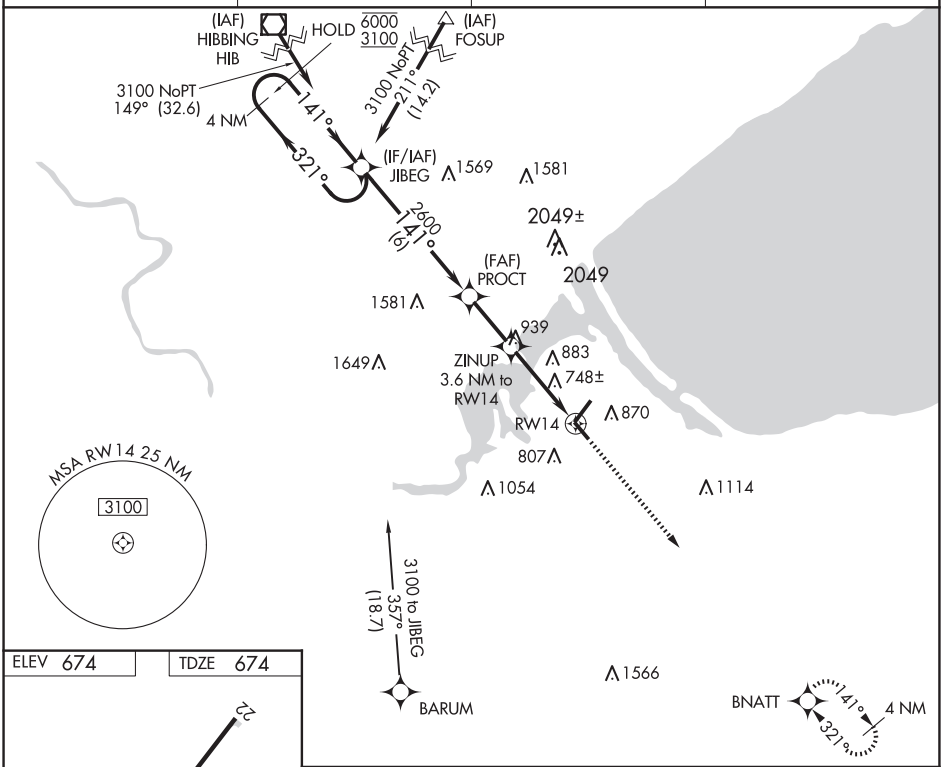
RICHARD I BONG (SUW)

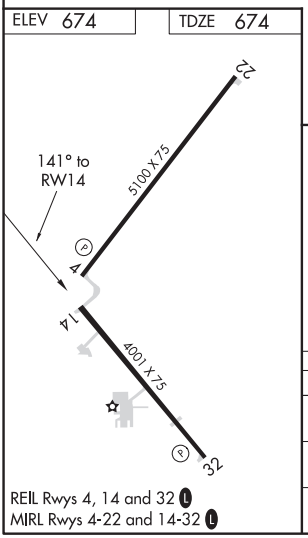
RNP APCH.

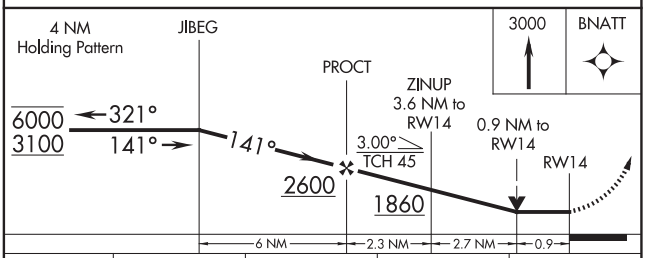
Rwy 14 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 direct BNATT and hold.

| AWOS-3 | DULUTH APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 120.35 | 125.45 233.7 | 124.8 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1000-1 326 (400-1) | | | |
| LNAV MDA | 1140-1 466 (500-1) | | 1140-1⅜ 466 (500-1⅜) | |
| CIRCLING | 1220-1 546 (600-1) | | 1360-2 686 (700-2) | 1360-2¼ 686 (700-2¼) |

SUPERIOR, WISCONSIN
Orig-D 16JUN22

46°41'N-92°06'W

RICHARD I BONG (SUW)

RNAV (GPS) RWY 14

EC-3, 07 AUG 2025 to 02 OCT 2025

EC-3, 07 AUG 2025 to 02 OCT 2025

| WAAS | APP CRS | Rwy Idg | 5100 |
|---|---|---|---|
| CH 69429 | 218° | TDZE | 666 |
| W22A | | Apt Elev | 674 |

# RNAV (GPS) RWY 22

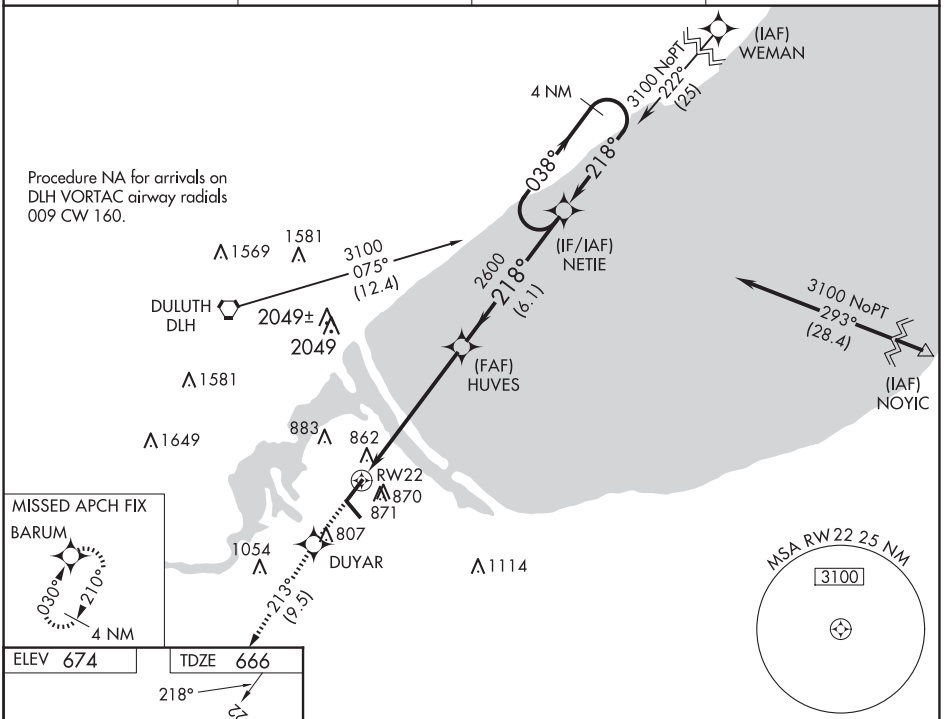
RICHARD I BONG (SUW)

RNP APCH.

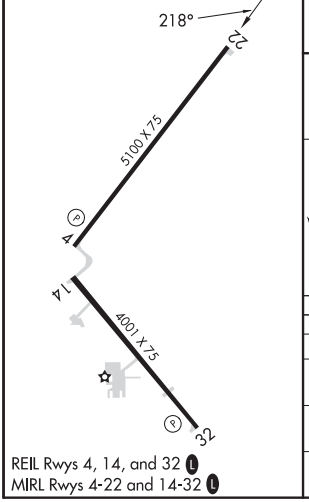
Rwy 22 helicopter visibility reduction below 3/4 SM NA.
When local altimeter setting not received, use Sky Harbor altimeter setting.

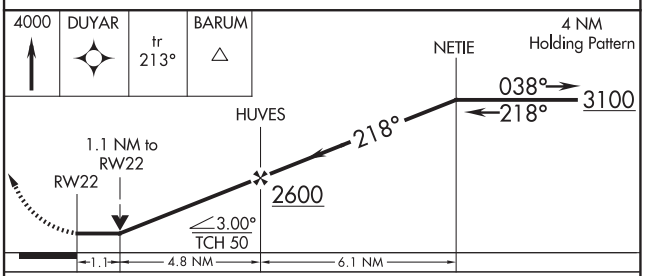
MISSED APPROACH: Climb to 4000 direct DUYAR and on track 213° to BARUM and hold, continue climb-in-hold to 4000.

| AWOS-3 | DULUTH APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 120.35 | 125.45 233.7 | 124.8 | 122.7 (CTAF) L |




ELEV 674 TDZE 666




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1060-1 | 394 (400-1) | 1060-1⅛ | 394 (400-1⅛) |
| LNAV MDA | 1240-1 | 574 (600-1) | 1240-1⅝ | 574 (600-1⅝) |
| CIRCLING | 1240-1 | 566 (600-1) | 1360-2<br>686 (700-2) | 1360-2¼<br>686 (700-2¼) |



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

SUPERIOR, WISCONSIN AL-6083 (FAA) 22167

| WAAS | APP CRS | Rwy Idg | 4001 |
|---|---|---|---|
| CH 72829 | 321° | TDZE | 674 |
| W32A | | Apt Elev | 674 |

# RNAV (GPS) RWY 32

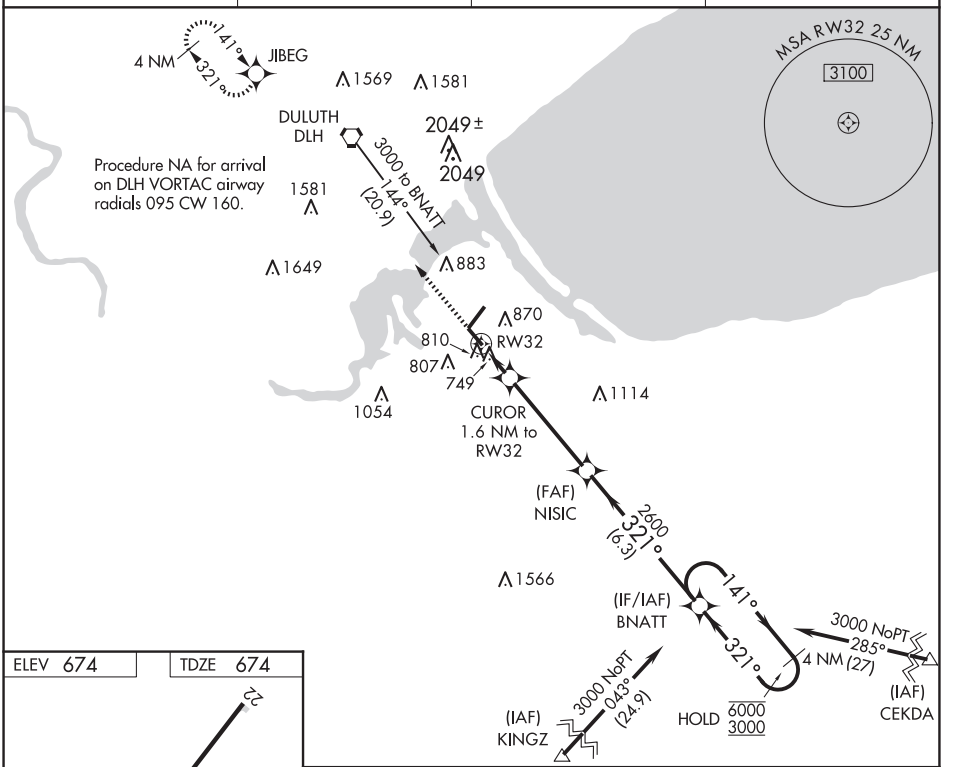
RICHARD I BONG (SUW)

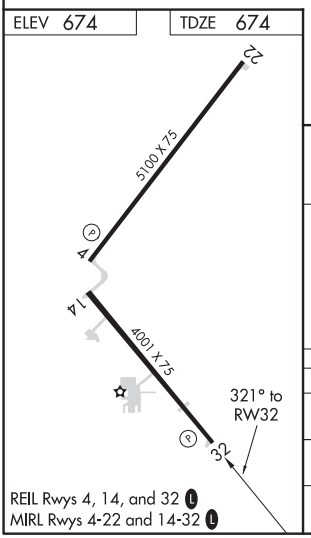
RNP APCH.

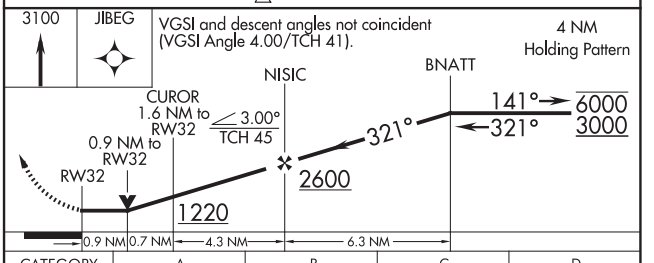
Rwy 32 helicoper visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3100 direct JIBEG and hold.

| AWOS-3 | DULUTH APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 120.35 | 125.45 233.7 | 124.8 | 122.7 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1000-1 326 (400-1) | | | |
| LNAV MDA | 1060-1 386 (400-1) | | 1060-1⅛ 386 (400-1⅛) | |
| CIRCLING | 1220-1 546 (600-1) | | 1360-2 686 (700-2) | 1360-2¼ 686 (700-2¼) |

SUPERIOR, WISCONSIN
Orig-D 16JUN22

46°41'N-92°06'W

RICHARD I BONG (SUW)

RNAV (GPS) RWY 32


EC-3, 07 AUG 2025 to 02 OCT 2025

| APP CRS | Rwy Idg | 4001 |
|---|---|---|
| 179° | TDZE | 620 |
| | Apt Elev | 622 |

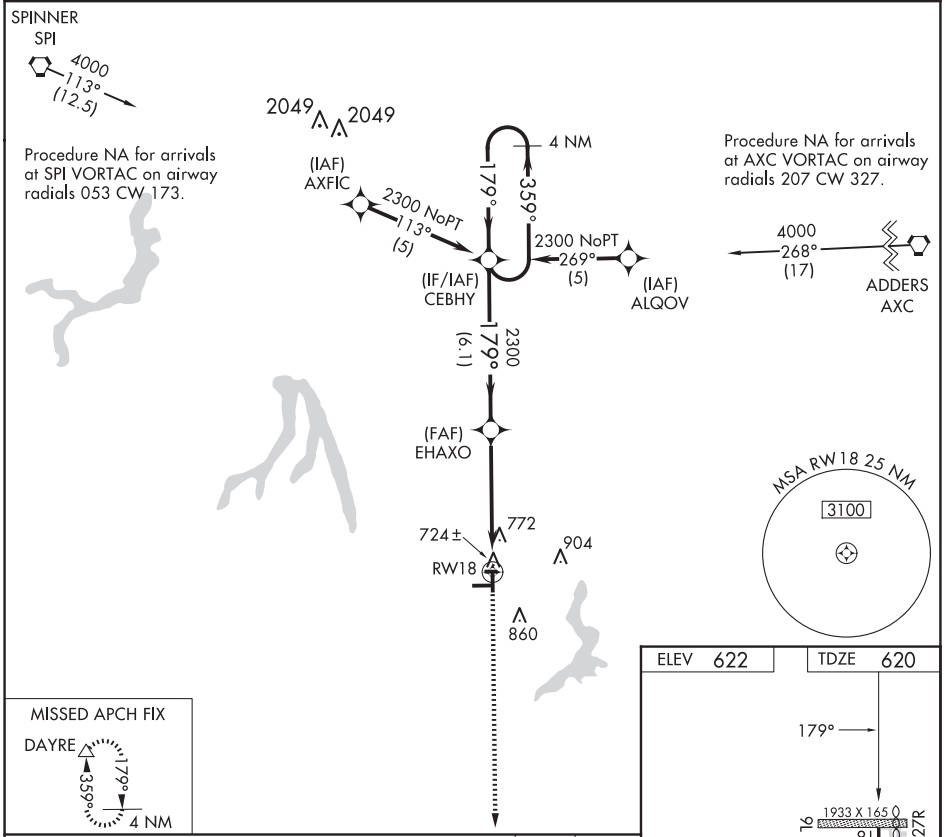
# RNAV (GPS) RWY 18

## TAYLORVILLE MUNI (TAZ)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Springfield altimeter setting and increase all MDA 80 feet, increase LNAV and Circling Cat C visibility ¼ SM.

MISSED APPROACH: Climb to 2500 direct DAYRE and hold.

| AWOS-3PT | SAINT LOUIS APP CON ★ | UNICOM |
|---|---|---|
| 123.875 | 126.15 323.0 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1080-1 | 460 (500-1) | 1080-1¼ 460 (500-1¼) | NA |
| CIRCLING | 1160-1 | 538 (600-1) | 1260-1¾ 638 (700-1¾) | NA |

REIL Rwy 9R, 27L and 18 L
MIRL Rwy 9R-27L and 18-36 L



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

TAYLORVILLE, ILLINOIS | AL-6536 (FAA) | 24025

# RNAV (GPS) RWY 36

TAYLORVILLE MUNI (TAZ)

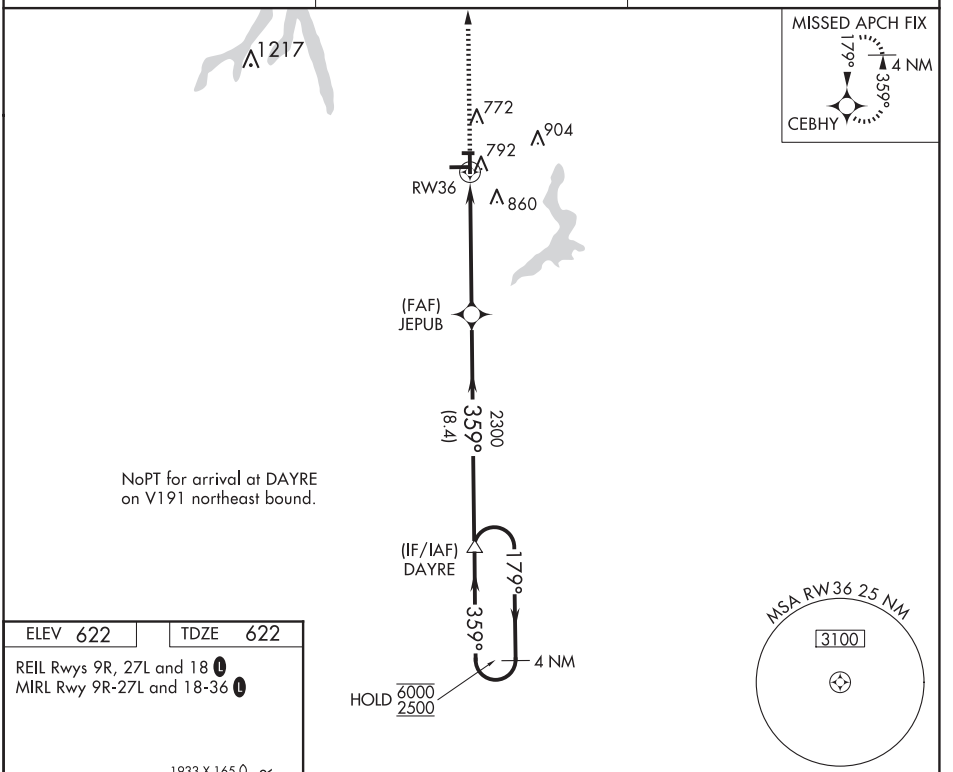
| APP CRS | Rwy Idg | TDZE | Apt Elev |
|---|---|---|---|
| 359° | 4001 | 622 | 622 |

RNP APCH - GPS.

Rwy 36 helicopter visibility reduction below 1 SM NA. When VGSI inop, Circling Rwy 18 NA at night. Circling NA to Rwys 9L and 27R. When local altimeter setting not received, use Springfield altimeter setting and increase all MDAs 80 feet and LNAV visibility Cat C ¼ SM, and Circling visibility Cat C ¼ SM. LNAV MDA minimums NA at night.

MISSED APPROACH: Climb to 2300 direct CEBHY and hold.

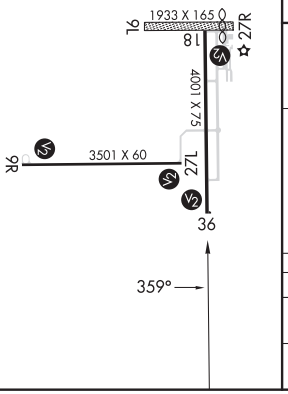
| AWOS-3PT | SAINT LOUIS APP CON ★ | UNICOM |
|---|---|---|
| 123.875 | 126.15 323.0 | 122.8 (CTAF) L |

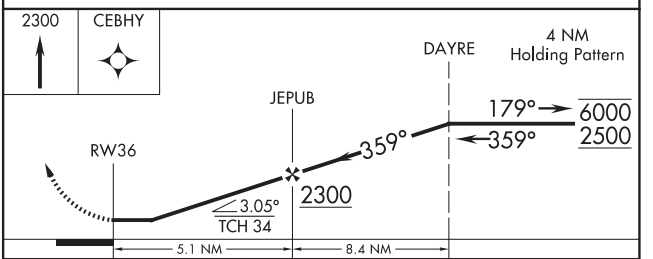



ELEV 622 | TDZE 622

REIL Rwys 9R, 27L and 18 L

MIRL Rwy 9R-27L and 18-36 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1100-1 478 (500-1) | | 1100-1⅜ 478 (500-1⅜) | NA |
| CIRCLING | 1160-1 538 (600-1) | | 1260-1¾ 638 (700-1¾) | NA |

TAYLORVILLE, ILLINOIS
Orig-B 25JAN24

39°32'N-89°20'W

TAYLORVILLE MUNI (TAZ)

RNAV (GPS) RWY 36

EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

| WAAS | APP CRS | Rwy Ldg | 3900 |
|---|---|---|---|
| CH 97737 | 068° | TDZE | 966 |
| W07A | | Apt Elev | 966 |

# RNAV (GPS) RWY 7

BLOYER FLD (Y72)

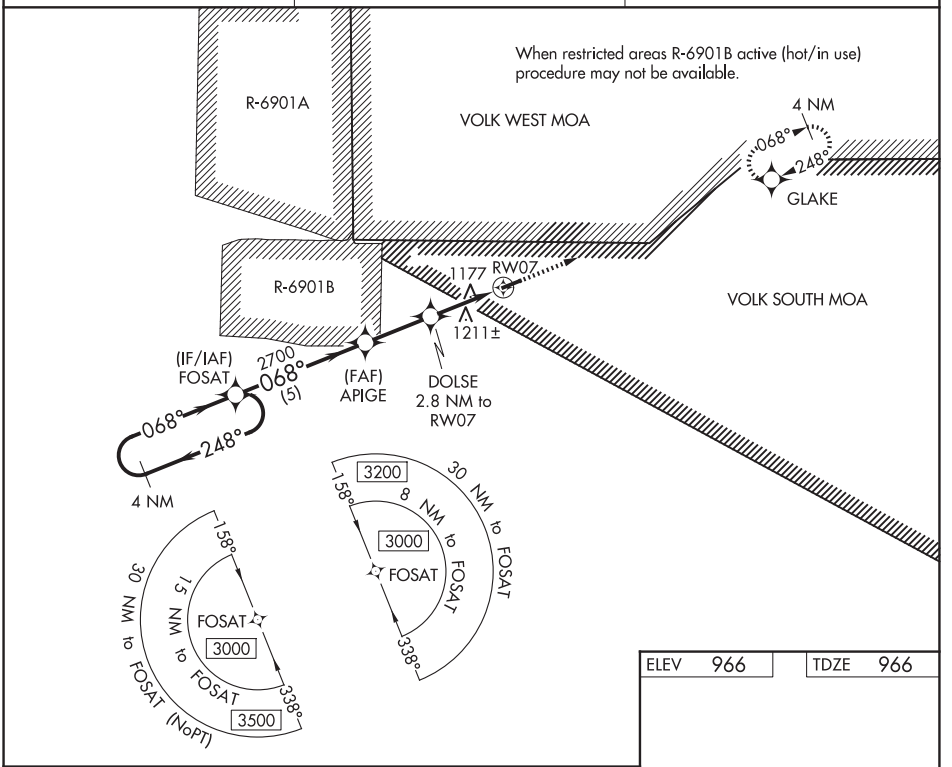
RNP APCH - GPS.

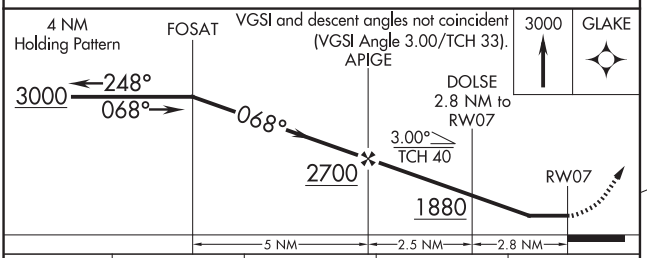
T Obtain local altimeter setting on CTAF, when not received, use CMY altimeter setting and increase all MDAs 20 feet, increase LNAV visibility Cat C 1⅛ SM.

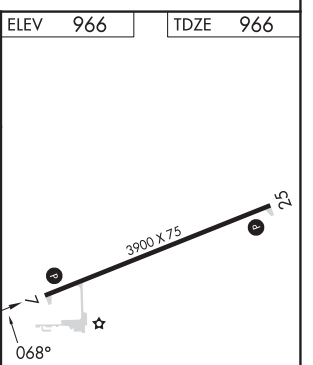
NA Rwy 7 helicopter visibility reduction below 1 SM NA. Procedure NA at night.

MISSED APPROACH: Climb to 3000 direct GLAKE and hold.

| VOLK APP CON ★ | VOLK CTAF | CTAF |
|---|---|---|
| 135.25 244.875 | 127.5 | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1460-1 494 (500-1) | | 1460-1⅜ 494 (500-1⅜) | NA |
| LNAV MDA | 1500-1 534 (600-1) | | 1500-1½ 534 (600-1½) | NA |
| CIRCLING | 1540-1 574 (600-1) | 1560-1 594 (600-1) | 1660-2 694 (700-2) | NA |

MIRL Rwy 7-25 L
REIL Rwys 7 and 25 L



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

TOMAH, WISCONSIN | AL-10763 (FAA) | 25219

| WAAS | APP CRS | Rwy Ldg | 3900 |
|---|---|---|---|
| CH 56637 | 248° | TDZE | 966 |
| W25A | | Apt Elev | 966 |

# RNAV (GPS) RWY 25

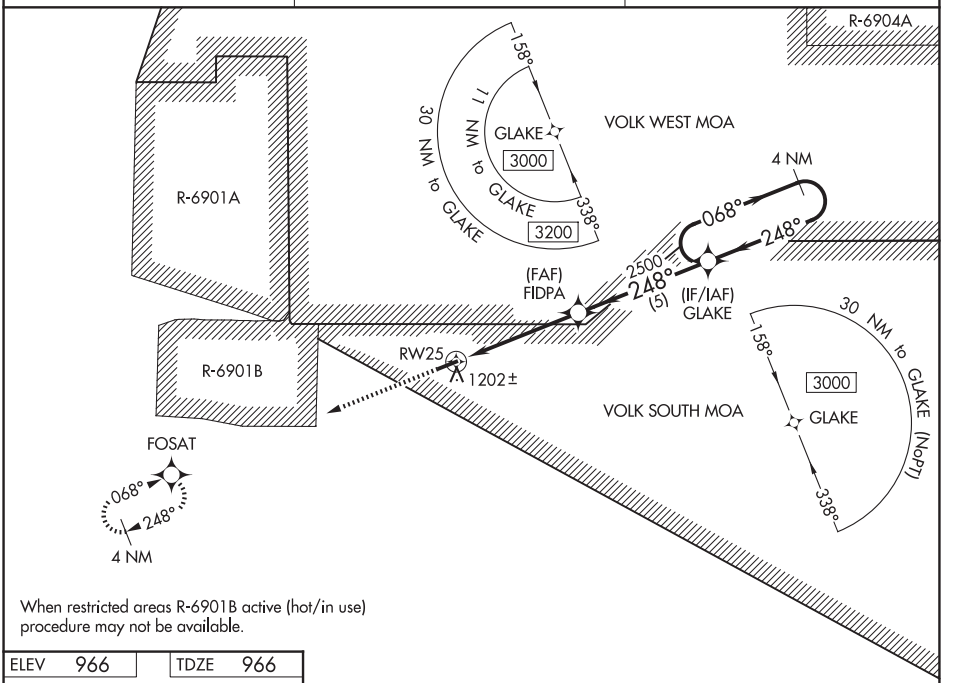
BLOYER FLD (Y72)

RNP APCH - GPS.

T NA Obtain local altimeter setting on CTAF, when not received, use CMY altimeter setting and increase all MDAs 20 feet. Rwy 7 helicopter visibility reduction below 1 SM NA. Procedure NA at night.

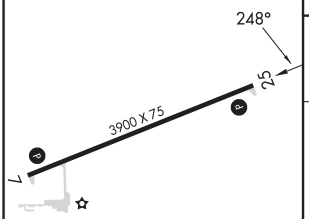
MISSED APPROACH: Climb to 3000 direct FOSAT and hold.

| VOLK APP CON ★ | VOLK CTAF | CTAF |
|---|---|---|
| 135.25 244.875 | 127.5 | 122.9 L |

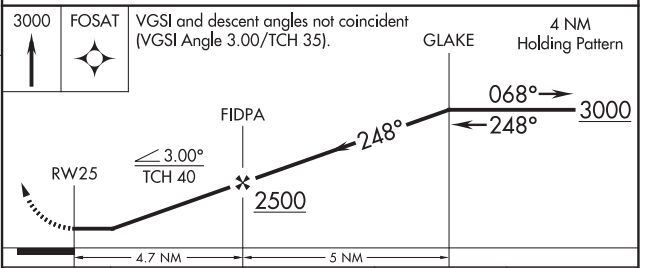



When restricted areas R-6901B active (hot/in use) procedure may not be available.

ELEV 966 | TDZE 966




MIRL Rwy 7-25 L
REIL Rwys 7 and 25 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1440-1 474 (500-1) | | 1440-1 3/8 474 (500-1 3/8) | NA |
| LNAV MDA | 1480-1 514 (600-1) | | 1480-1 3/8 514 (600-1 3/8) | NA |
| CIRCLING | 1540-1 574 (600-1) | 1560-1 594 (600-1) | 1660-2 694 (700-2) | NA |

TOMAH, WISCONSIN
Orig-A 26DEC24

43°59'N-90°29'W

BLOYER FLD (Y72)

RNAV (GPS) RWY 25

EC-3, 07 AUG 2025 to 02 OCT 2025

EC-3, 07 AUG 2025 to 02 OCT 2025

| WAAS | APP CRS | | |
|---|---|---|---|
| CH **78308** | **092°** | Rwy Idg | **4401** |
| **W09A** | | TDZE | **1482** |
| | | Apt Elev | **1487** |

# RNAV (GPS) RWY 9

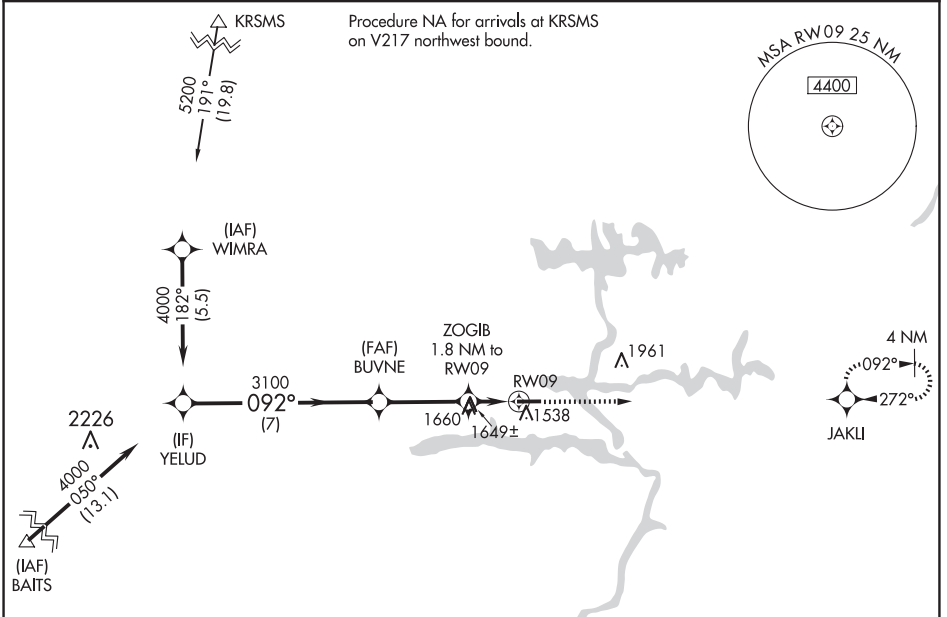
TOMAHAWK RGNL (TKV)

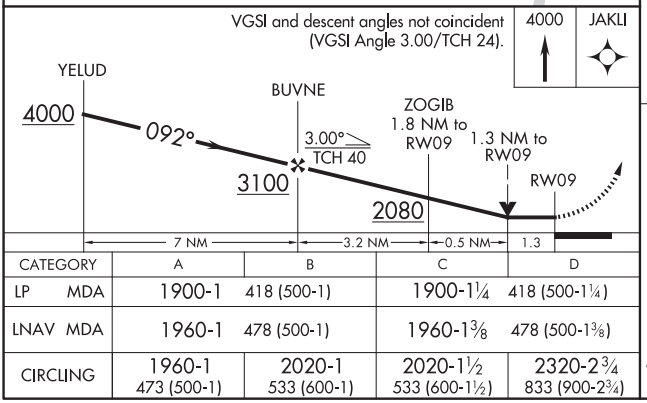
RNP APCH.

Rwy 9 helicopter visibility reduction below ¾ SM NA.

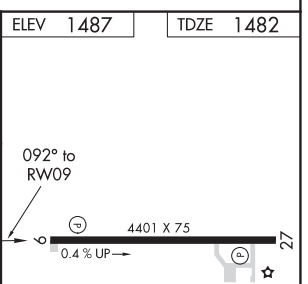
MISSED APPROACH: Climb to 4000 direct JAKLI and hold.

| AWOS-3 | MINNEAPOLIS CENTER | UNICOM |
|---|---|---|
| **118.250** | **133.65 281.5** | **122.8** (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1900-1 | 418 (500-1) | 1900-1¼ | 418 (500-1¼) |
| LNAV MDA | 1960-1 | 478 (500-1) | 1960-1⅜ | 478 (500-1⅜) |
| CIRCLING | 1960-1<br>473 (500-1) | 2020-1<br>533 (600-1) | 2020-1½<br>533 (600-1½) | 2320-2¾<br>833 (900-2¾) |




MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

TOMAHAWK, WISCONSIN
Amdt 2E 21APR22

45°28′N-89°48′W

TOMAHAWK RGNL (TKV)
RNAV (GPS) RWY 9



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

TOMAHAWK, WISCONSIN AL-9242 (FAA) 22111

# RNAV (GPS) RWY 27

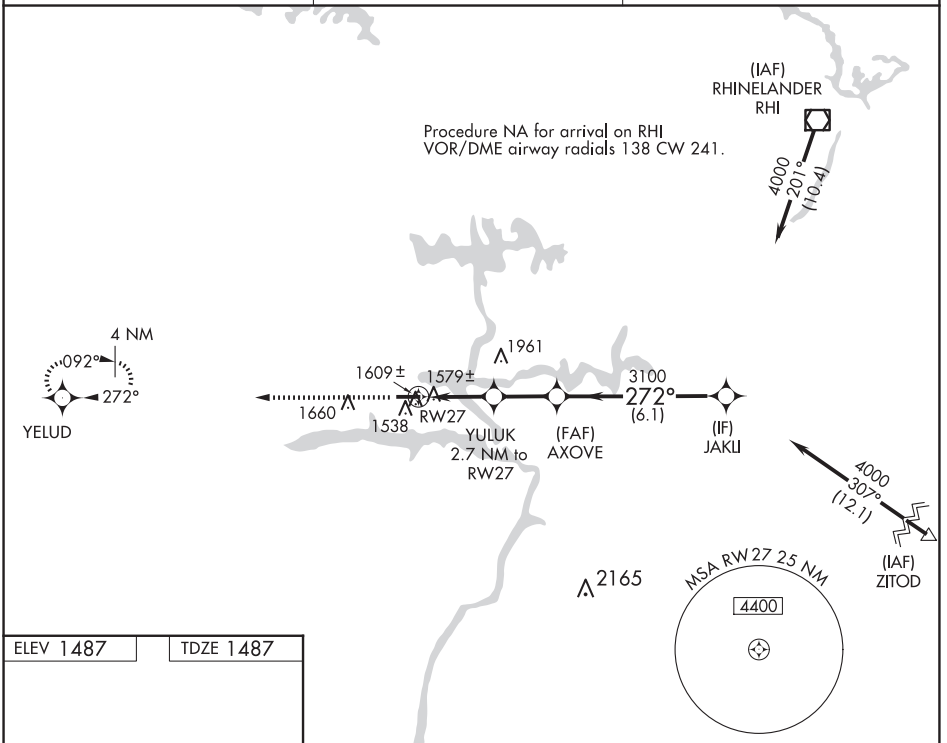
TOMAHAWK RGNL (TKV)

| WAAS | APP CRS | Rwy Idg | 4401 |
|---|---|---|---|
| CH 45728 | 272° | TDZE | 1487 |
| W27A | | Apt Elev | 1487 |

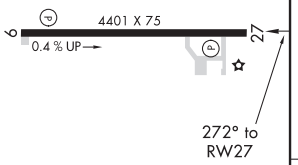
Rwy 27 helicopter visibility reduction below ¾ SM NA. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Rhinelander altimeter setting: increase all MDA 60 feet and visibility LP Cat C and D ⅛ SM and LNAV Cat C and D and Circling Cat D ¼ SM.

MISSED APPROACH: Climb to 4000 direct YELUD and hold.

| AWOS-3 | MINNEAPOLIS CENTER | UNICOM |
|---|---|---|
| 118.250 | 133.65 281.5 | 122.8 (CTAF) L |

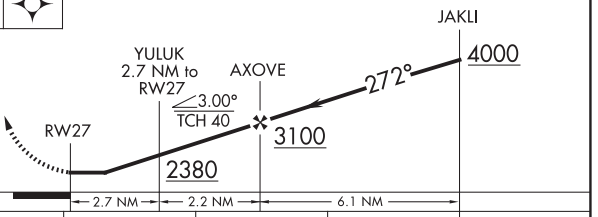



ELEV 1487 TDZE 1487




4000 YELUD

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 27).




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1840-1 353 (400-1) | | | |
| LNAV MDA | 1860-1 373 (400-1) | | | |
| CIRCLING | 1920-1 433 (500-1) | 2020-1 533 (600-1) | 2020-1½ 533 (600-1½) | 2320-2¾ 833 (900-2¾) |

MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

TOMAHAWK, WISCONSIN
Amdt 2C 21APR22

45°28′N-89°48′W

TOMAHAWK RGNL (TKV)

RNAV (GPS) RWY 27

EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

| VORTAC CMI | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 115.75 | 025° | TDZE | N/A |
| Chan 104 (Y) | | Apt Elev | 735 |

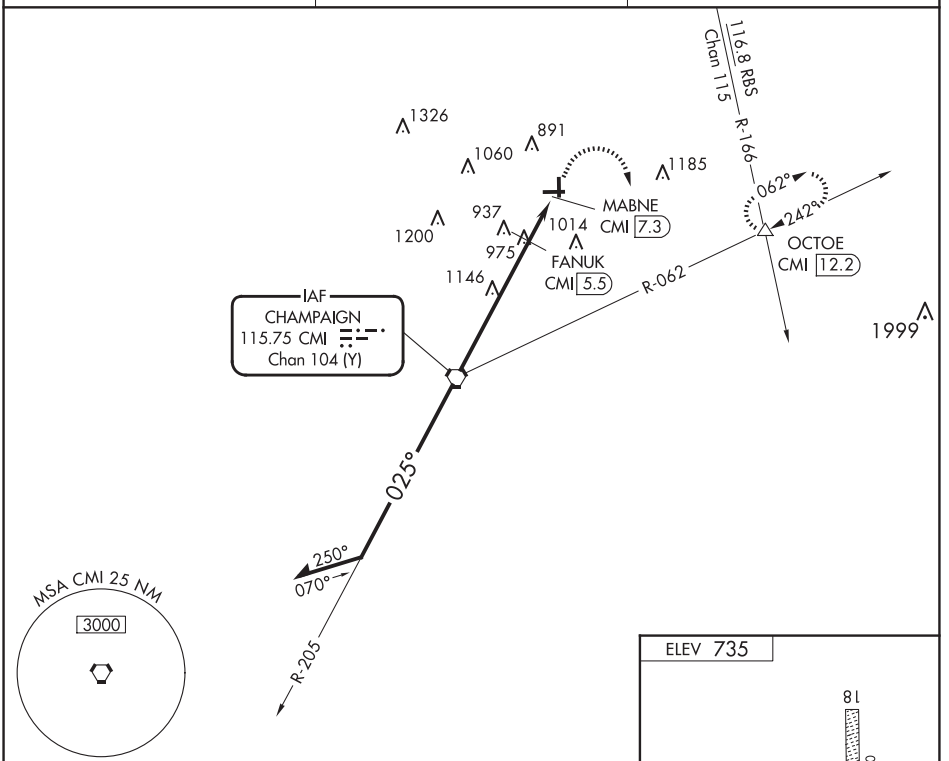
# VOR-A

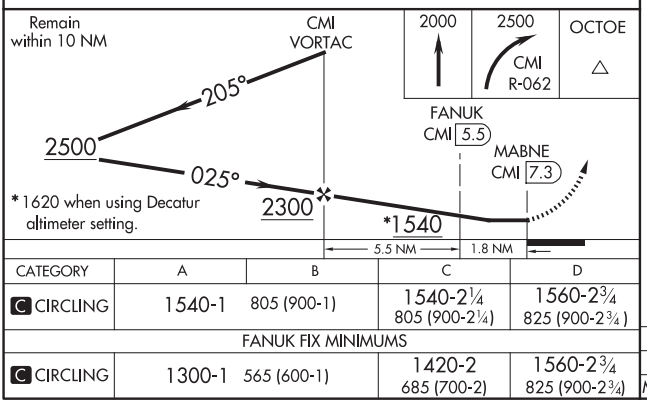
## FRASCA FLD (C16)

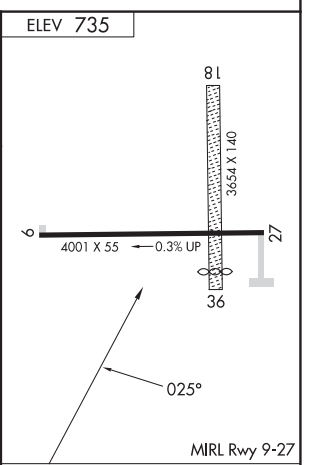
⚠ NA Circling NA to Rwys 18 and 36. Procedure NA at night. Use University of Illinois/Willard altimeter setting; when not received, use Decatur altimeter setting: increase all MDAs 80 feet and visibility Cats A and B ¼ SM, Cat C ½ SM and Cat D ¼ SM; increase FANUK fix minimum visibility Cats C and D ¼ SM.

MISSED APPROACH: Climb to 2000 then climbing right turn to 2500 on CMI VORTAC R-062 to OCTOE INT and hold.

| CMI ASOS | CHAMPAIGN APP CON ★ | UNICOM |
|---|---|---|
| 124.85 | 121.35 285.65 | 122.8 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 1540-1 | 805 (900-1) | 1540-2¼ 805 (900-2¼) | 1560-2¾ 825 (900-2¾) |
| FANUK FIX MINIMUMS | | | | |
| C CIRCLING | 1300-1 | 565 (600-1) | 1420-2 685 (700-2) | 1560-2¾ 825 (900-2¾) |

FAF to MAP 7.3 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 7:18 | 4:52 | 3:39 | 2:55 | 2:26 |



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

VANDALIA, ILLINOIS AL-743 (FAA) 24025

| APP CRS | Rwy Idg | 3751 |
|---|---|---|
| 181° | TDZE | 534 |
| | Apt Elev | 537 |

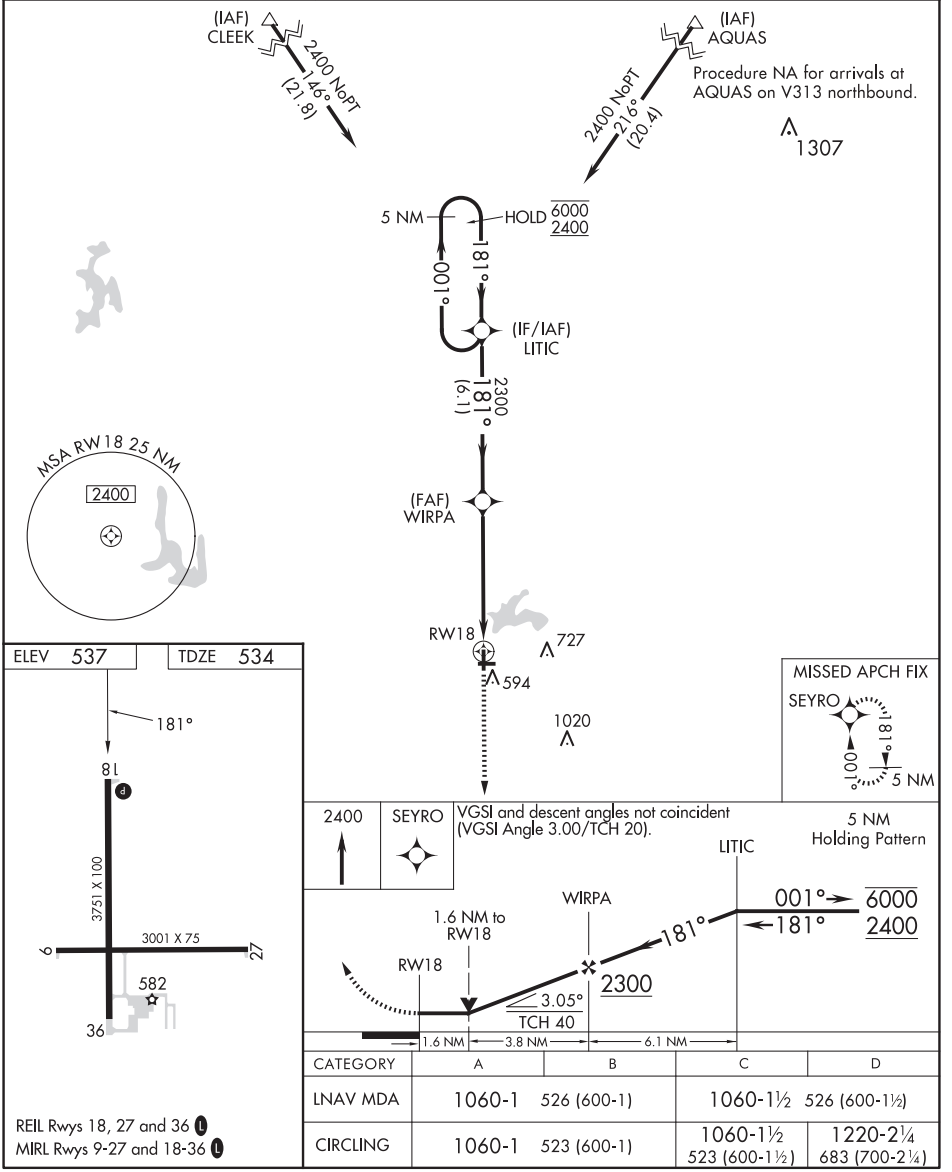
# RNAV (GPS) RWY 18
## VANDALIA MUNI (VLA)

RNP APCH - GPS.

Rwy 18 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Salem altimeter setting; increase all MDAs 60 feet and visibility Cats C and D ¼ SM.

MISSED APPROACH: Climb to 2400 direct SEYRO and hold.

| AWOS-AV | KANSAS CITY CENTER | UNICOM |
|---|---|---|
| 122.8 | 124.3 269.15 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1060-1 526 (600-1) | | 1060-1½ 526 (600-1½) | |
| CIRCLING | 1060-1 523 (600-1) | | 1060-1½ 523 (600-1½) | 1220-2¼ 683 (700-2¼) |

REIL Rwys 18, 27 and 36 L
MIRL Rwys 9-27 and 18-36 L



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 36
## VANDALIA MUNI (VLA)

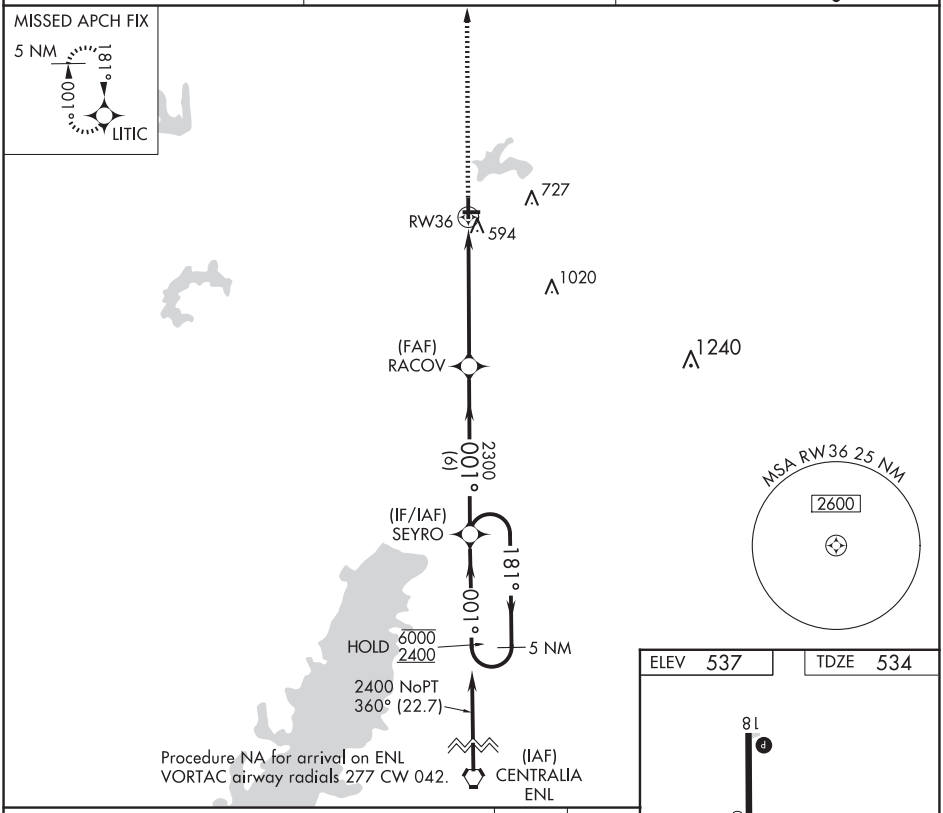
| APP CRS | Rwy Idg | 3751 |
|---|---|---|
| 001° | TDZE | 534 |
| | Apt Elev | 537 |

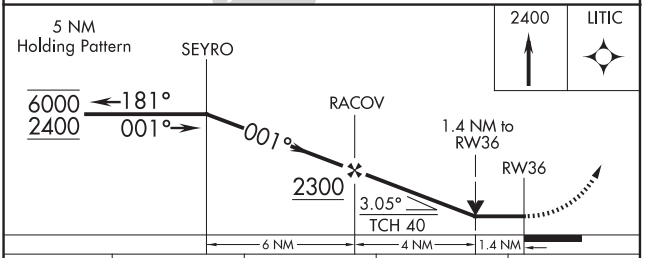
RNP APCH - GPS.

Rwy 36 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Salem altimeter setting; increase all MDAs 60 feet and visibility Cats C and D ¼ SM.

MISSED APPROACH: Climb to 2400 direct LITIC and hold.

| AWOS-AV | KANSAS CITY CENTER | UNICOM |
|---|---|---|
| 122.8 | 124.3 269.15 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1020-1 | 486 (500-1) | 1020-1⅜ | 486 (500-1⅜) |
| CIRCLING | 1040-1 | 503 (600-1) | 1060-1½ 523 (600-1½) | 1220-2¼ 683 (700-2¼) |



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

VIROQUA, WISCONSIN | AL-10182 (FAA) | 25219

# RNAV (GPS) RWY 11
## VIROQUA MUNI (Y51)

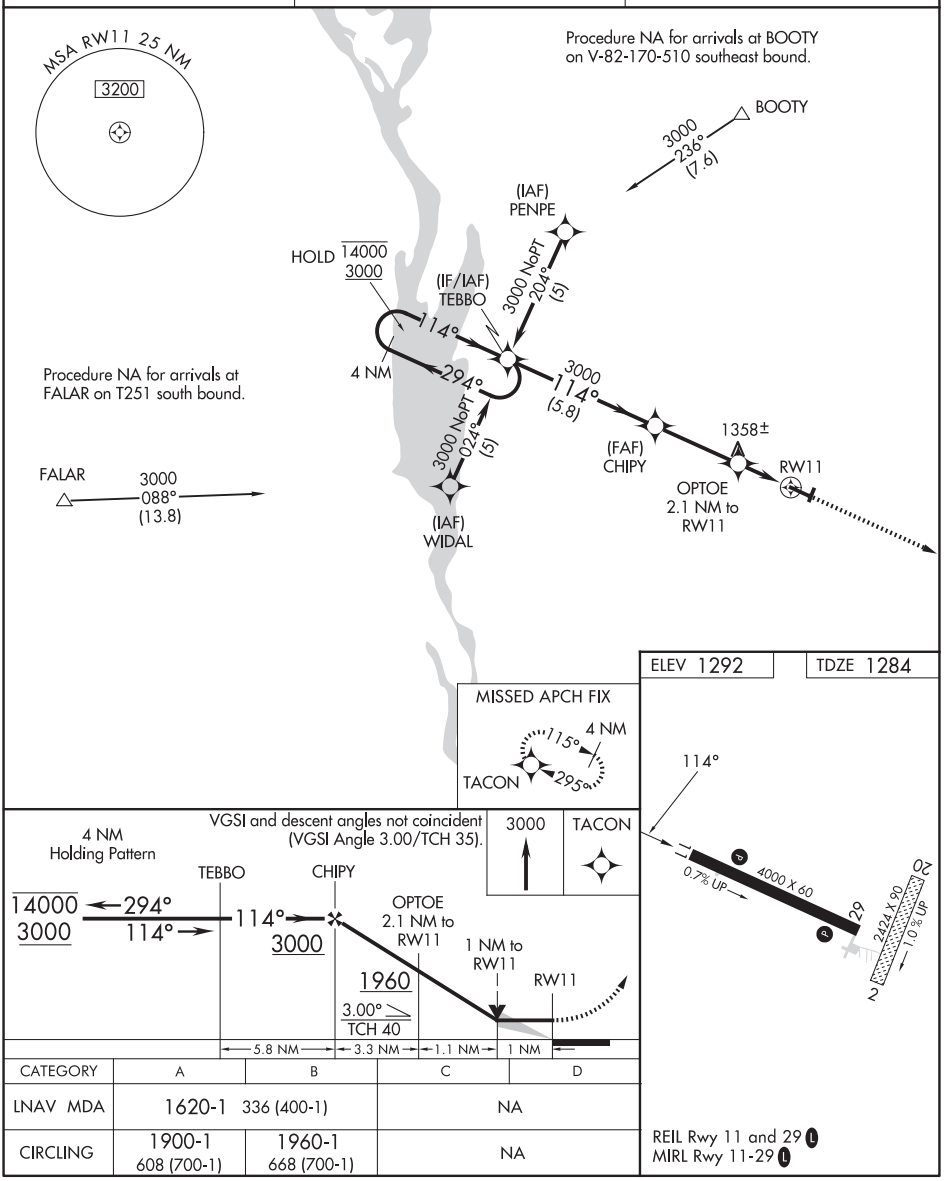
| APP CRS | Rwy Ldg | 4000 |
|---|---|---|
| 114° | TDZE | 1284 |
| | Apt Elev | 1292 |

RNP APCH.

Circling NA to Rwys 2 and 20.

MISSED APPROACH: Climb to 3000 direct TACON and hold.

| AWOS-3P | MINNEAPOLIS CENTER | CTAF |
|---|---|---|
| 118.975 | 128.6 363.0 | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1620-1 | 336 (400-1) | NA | |
| CIRCLING | 1900-1<br>608 (700-1) | 1960-1<br>668 (700-1) | NA | |

REIL Rwy 11 and 29 L
MIRL Rwy 11-29 L

VIROQUA, WISCONSIN
Orig 27JAN22

43°35'N-90°54'W

VIROQUA MUNI (Y51)
RNAV (GPS) RWY 11

EC-3, 07 AUG 2025 to 02 OCT 2025

EC-3, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 29

VIROQUA MUNI (Y51)

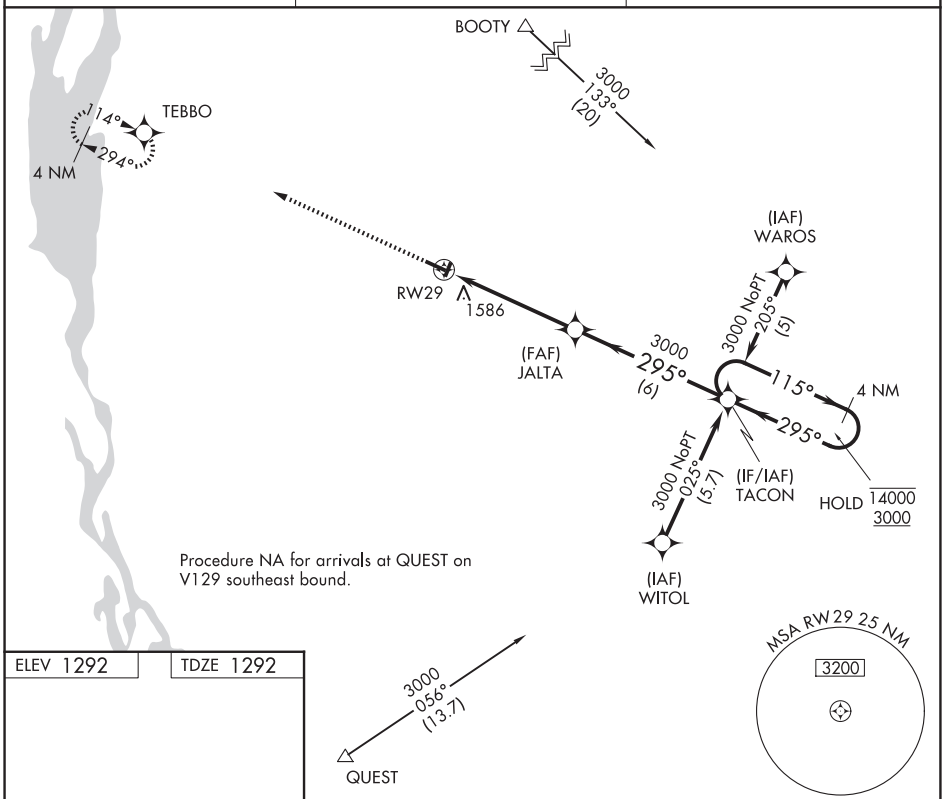
| APP CRS | Rwy Ldg | 4000 |
|---|---|---|
| 295° | TDZE | 1292 |
| | Apt Elev | 1292 |

RNP APCH.

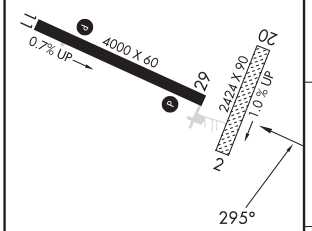
Circling NA to Rwys 2 and 20. Rwy 29 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 direct TEBBO and hold.

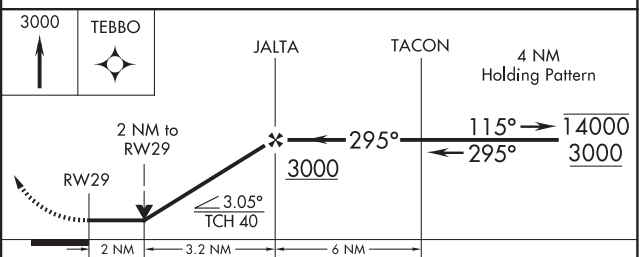
| AWOS-3P | MINNEAPOLIS CENTER | CTAF |
|---|---|---|
| 118.975 | 128.6 363.0 | 122.9 L |




ELEV 1292 TDZE 1292




REIL Rwy 11 and 29 L
MIRL Rwy 11-29 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1980-1 688 (700-1) | | 1980-2 688 (700-2) | NA |
| CIRCLING | 2060-1 768 (800-1) | 2100-1¼ 808 (900-1¼) | 2120-2½ 828 (900-2½) | NA |



EC-3, 07 AUG 2025 to 02 OCT 2025
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22083

CAMP DOUGLAS, WISCONSIN

# ILS or LOC/DME RWY 27

| LOC I-VOK | APCH CRS | Rwy ldg | 9000 |
|---|---|---|---|
| 108.5 | 269° | THRE | 904 |
| | | Arpt Elev | 912 |

AL-714 [USAF]

VOLK FLD (KVOK)

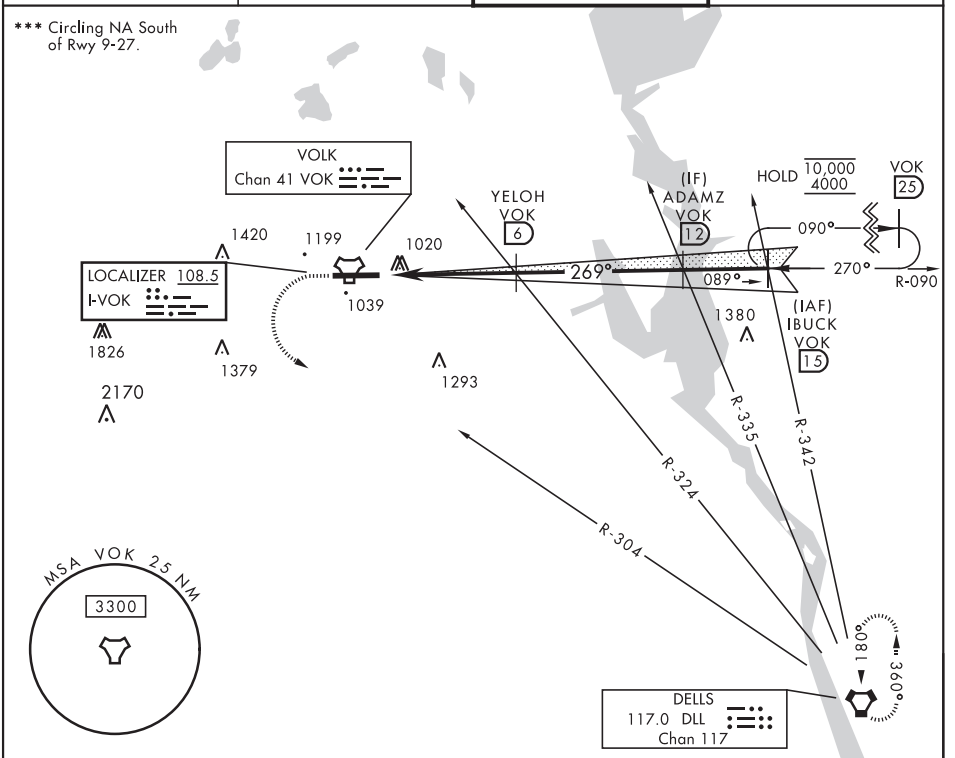
* When ALS inop, increase vis to ¾ mile.
** When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1⅛ miles.

ALSF-1

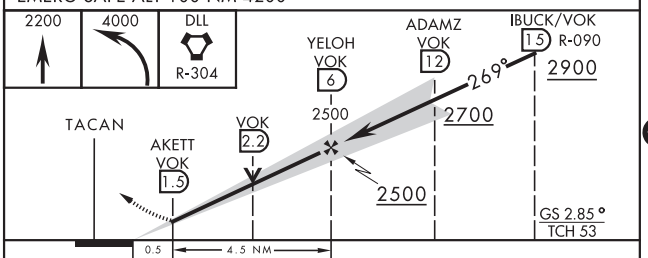
MISSED APPROACH: Climb to 2200, then climbing left turn to 4000 via DLL VORTAC R-304 direct DLL and hold.

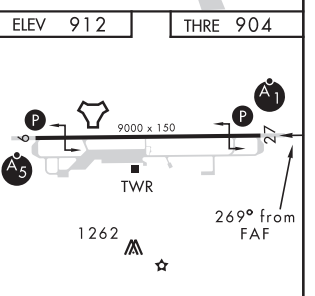
| ATIS | APP CON | TOWER ★ | GND CON |
|---|---|---|---|
| 134.35 257.85 | 135.25 244.875 | 127.5 L (CTAF) 239.25 L | 121.9 275.8 |

*** Circling NA South of Rwy 9-27.




EMERG SAFE ALT 100 NM 4200




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 27 * | 1104/24 | | 200 | (200-½) | |
| S-LOC 27 ** | 1320/24 | 416 (500-½) | 1320/40 | 416 (500-¾) | |
| CIRCLING *** | 1400-1 488 (500-1) | 1500-1 588 (600-1) | 1500-1½ 588 (600-1½) | 1500-2 588 (600-2) | 1580-2¼ 668 (700-2¼) |

HIRL Rwy 9-27 L

| FAF to MAP 4.5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:30 | 3:00 | 2:15 | 1:48 | 1:30 |

CAMP DOUGLAS, WISCONSIN

43°56'N-90°15'W

VOLK FLD (KVOK)

Amdt 4

ILS or LOC/DME RWY 27

EC-3, 07 AUG 2025 to 02 OCT 2025

EC-3, 07 AUG 2025 to 02 OCT 2025

CAMP DOUGLAS, WISCONSIN

# RNAV (GPS) RWY 9

| APCH CRS | Rwy ldg | 9000 |
|---|---|---|
| 089° | THRE | 912 |
| | Arpt Elev | 912 |

AL-714 [USAF]

VOLK FLD (KVOK)

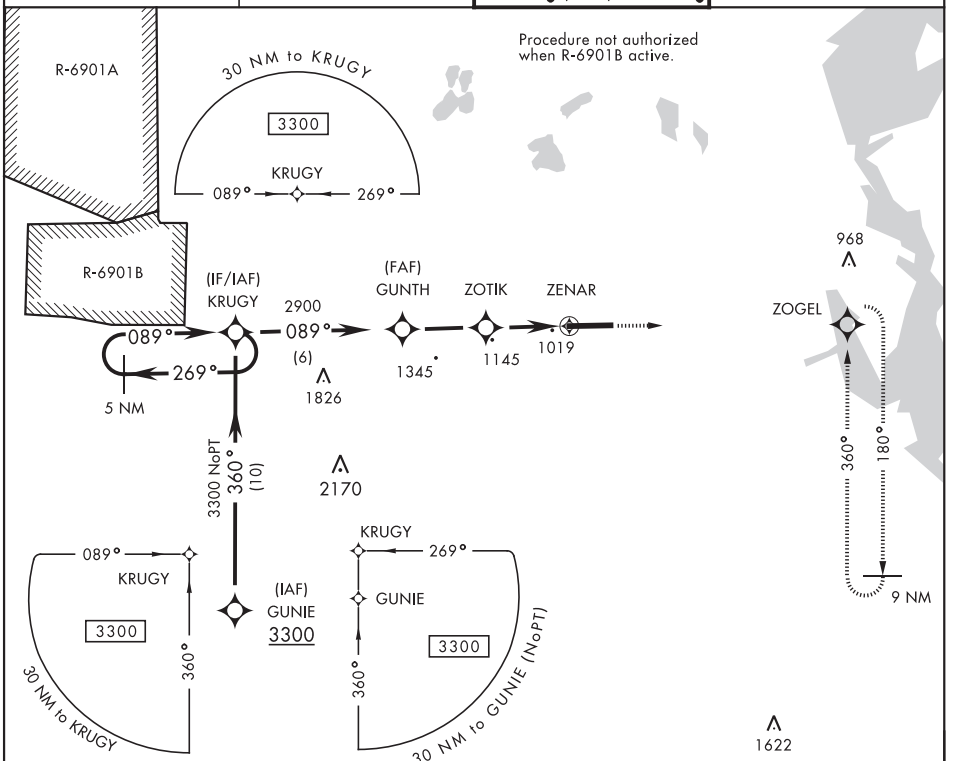
RNAV 1 - GPS required. DME/DME RNP-0.3 NA.

* When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1¾ miles.

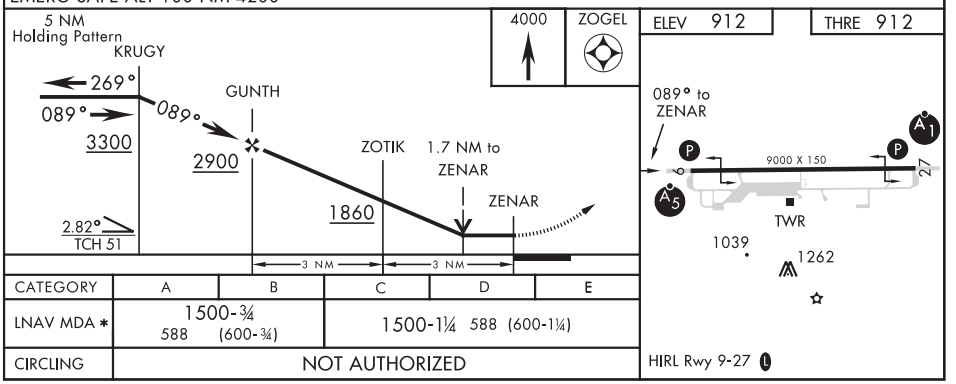
MALSR

MISSED APPROACH: Climb to 4000 direct ZOGEL and hold, continue climb-in-hold to 4000.

| ATIS | APP CON | TOWER ★ | GND CON |
|---|---|---|---|
| 134.35 257.85 | 135.25 244.875 | 127.5 L (CTAF) 239.25 L | 121.9 275.8 |




EMERG SAFE ALT 100 NM 4200




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LNAV MDA * | 1500-¾ 588 (600-¾) | | 1500-1¼ 588 (600-1¼) | | |
| CIRCLING | NOT AUTHORIZED | | | | |

HIRL Rwy 9-27 L

CAMP DOUGLAS, WISCONSIN 43°56'N-90°15'W VOLK FLD (KVOK)

Amdt 1

RNAV (GPS) RWY 9



EC-3, 07 AUG 2025 to 02 OCT 2025

EC-3, 07 AUG 2025 to 02 OCT 2025

CAMP DOUGLAS, WISCONSIN

# TACAN RWY 9

| TACAN VOK Chan 41 | APCH CRS 076° | Rwy Idg 9000 THRE 912 Arpt Elev 912 |
|---|---|---|

AL-714 [USAF]

VOLK FLD (KVOK)

* When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1¾ miles.
** Circling not authorized South of Rwy 9-27.

MALSR

MISSED APPROACH: Climb to 1900, then climbing right turn to 3000 intercept VOK R-180 to MAXXX and hold.

| ATIS | APP CON | TOWER ★ | GND CON |
|---|---|---|---|
| 134.35 257.85 | 135.25 244.875 | 127.5 L (CTAF) 239.25 L | 121.9 275.8 |

*** When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 2 miles.

R-6901A

R-6901B

VOLK
Chan 41 VOK

DORAH VOK 6

1420

1199

1020

(IF) SANCH VOK 12

076°

1379

NITNE VOK 3

1293

R-256

1826

(IAF) ARCEE VOK 13

2170

R-180

MAXXX VOK 11

HOLD 8000

180°

265R

360°

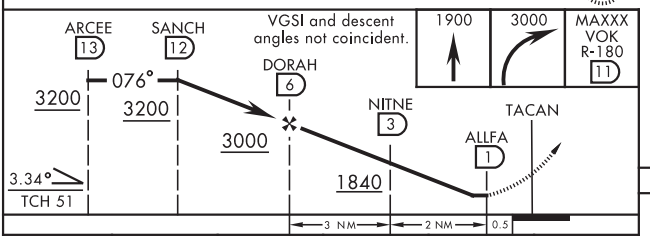
USE LA CROSSE ALTIMETER WHEN LOCAL ALTIMETER IS NOT AVAILABLE

EMERG SAFE ALT 100 NM 4200

MSA VOK 25 NM
3300

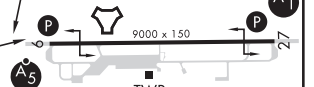
VGSI and descent angles not coincident.

| 1900 | 3000 | MAXXX VOK R-180 11 |
|---|---|---|




ELEV 912 | THRE 912

076° to TACAN




1039

1262

HIRL Rwy 9-27 L

| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-9 * | 1500-¾ 588 (600-¾) | | 1500-1¼ 588 (600-1¼) | | |
| CIRCLING ** | 1500-1 588 (600-1) | | 1500-1¾ 588 (600-1¾) | 1500-2 588 (600-2) | 1580-2¼ 668 (700-2¼) |
| LA CROSSE ALTIMETER SETTING MINIMUMS | | | | | |
| S-9 *** | 1640-¾ 728 (800-¾) | | 1640-1⅝ 728 (800-1⅝) | | |
| CIRCLING ** | 1640-1 728 (800-1) | | 1640-2 728 (800-2) | 1640-2¼ 728 (800-2¼) | 1720-2¾ 808(900-2¾) |



43°56'N-90°15'W



EC-3, 07 AUG 2025 to 02 OCT 2025

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CAMP DOUGLAS, WISCONSIN

# TACAN RWY 27

| TACAN | APCH CRS | Rwy Idg | 9000 |
|---|---|---|---|
| VOK Chan 41 | 277° | THRE | 904 |
| | | Arpt Elev | 912 |

AL-714 [USAF]

VOLK FLD (KVOK)

T

* When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CDE vis to 1⅜ miles.

** Circling not authorized South of Rwy 9-27.

ALSF-1

MISSED APPROACH: Climbing left turn to 3000, intercept VOK TACAN R-180 to MAXXX and hold.

| ATIS | APP CON | TOWER ★ | GND CON |
|---|---|---|---|
| 134.35 257.85 | 135.25 244.875 | 127.5 L (CTAF) 239.25 L | 121.9 275.8 |

*** When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CDE vis to 1¾ miles.

Use LA CROSSE altimeter when local altimeter is not available.

(IAF) ZACCK VOK 11 4000

VOK 11 Arc 2800

R-360

VOLK Chan 41 VOK

1420 1199 1020 LEEVN VOK 5 LR-086 (IF) ZOBAL VOK 11

277° 277° HOLD 4000 097° 277° R-097

1379 1293 LR-108 1380 (IAF) PEKAY VOK 15 3700

R-180

2800 VOK 11 Arc

(IAF) MAXXX VOK 11 4000

HOLD 8000 360° 265K 180°

MSA VOK 25 NM 3300

EMERG SAFE ALT 100 NM 4200

3000 MAXXX VOK R-180 11

ELEV 912 THRE 904

9000 x 150 27

TWR

1039 1262

277° to TACAN

ZOBAL 11 2800

LEEVN 5 277° 2200

TACAN EEDEE 1.5

2.94° TCH 53

0.5 3.5 NM

| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-27 * | 1360/24 456 (500-½) | | 1360/45 456 (500-⅞) | | |
| CIRCLING ** | 1400-1 488 (500-1) | 1500-1 588 (600-1) | 1500-1½ 588 (600-1½) | 1500-2 588 (600-2) | 1580-2¼ 668 (700-2¼) |
| LA CROSSE ALTIMETER SETTING MINIMUMS | | | | | |
| S-27 *** | 1500/24 596 (600-½) | | 1500-1¼ 596 (600-1¼) | | |
| CIRCLING ** | 1540-1 628 (700-1) | 1640-1 728 (800-1) | 1640 -2 728 (800-2) | 1640-2¼ 728 (800-2¼) | 1720-2¾ 808 (900-2¾) |

HIRL Rwy 9-27 L

CAMP DOUGLAS, WISCONSIN 43°56'N-90°15'W VOLK FLD (KVOK)

Orig

TACAN RWY 27



EC-3, 07 AUG 2025 to 02 OCT 2025

EC-3, 07 AUG 2025 to 02 OCT 2025

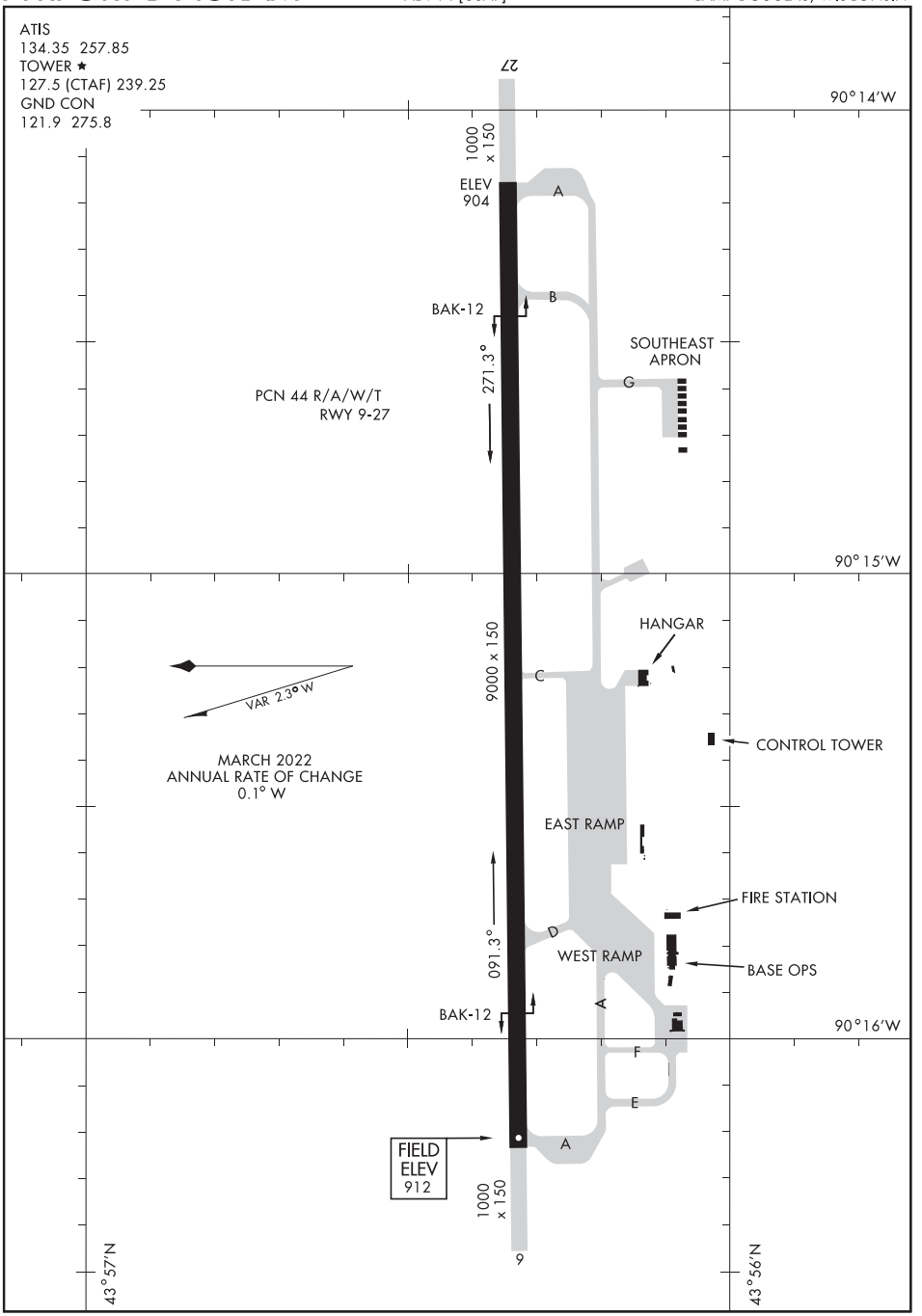
22083

# AIRPORT DIAGRAM

VOLK FLD (KVOK)

AL-714 [USAF]

CAMP DOUGLAS, WISCONSIN




EC-3, 07 AUG 2025 to 02 OCT 2025

EC-3, 07 AUG 2025 to 02 OCT 2025

AIRPORT DIAGRAM

CAMP DOUGLAS, WISCONSIN

VOLK FLD (KVOK)

# COPTER RNAV (GPS) 029°

## WASHINGTON ISLAND (2P2)

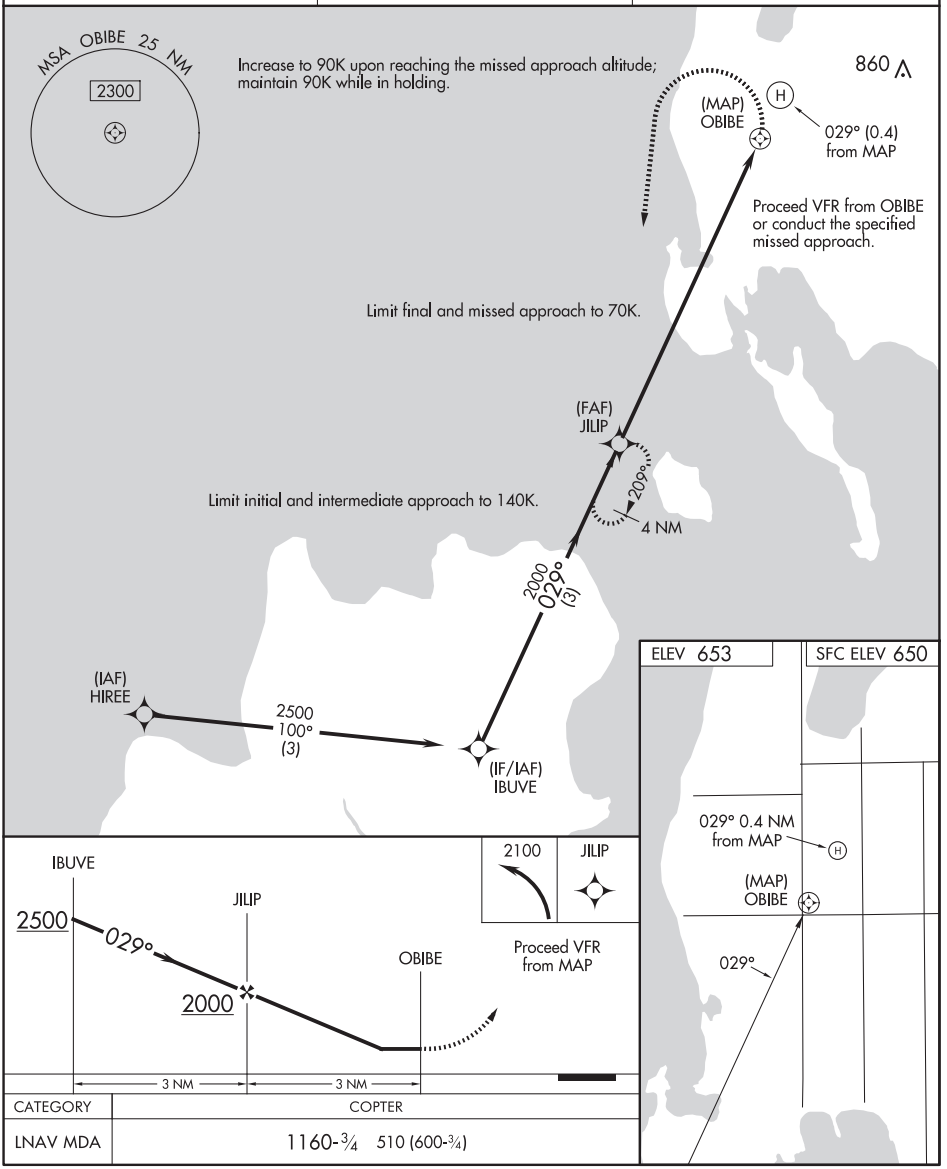
| APP CRS | Rwy Idg | N/A |
|---|---|---|
| 029° | Sfc Elev | 650 |
| | Apt Elev | 653 |

RNP APCH.

NA

MISSED APPROACH: Climbing left turn to 2100 direct JILIP and hold.

| AWOS-3PT | MINNEAPOLIS CENTER | CTAF |
|---|---|---|
| 118.525 | 127.65 | 122.9 |




| CATEGORY | COPTER |
|---|---|
| LNAV MDA | 1160-¾ 510 (600-¾) |



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

(WINEP1.WINEP) 24221 AL-9765 (FAA)

# WINEP ONE DEPARTURE (RNAV)

WASHINGTON ISLAND (2P2)
WASHINGTON ISLAND, WISCONSIN

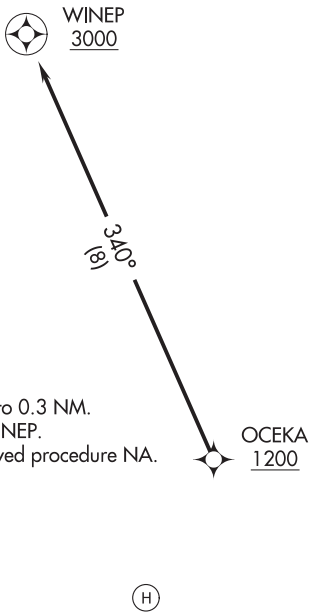


EC-3, 07 AUG 2025 to 02 OCT 2025

MINNEAPOLIS CENTER
127.65
AWOS-3PT
118.525
CTAF
122.9

ESCANABA
ESC

**TOP ALTITUDE: 3000**




NOTE: RNAV 1
NOTE: GPS required.
NOTE: Pilot must ensure CDI sensitivity is set to 0.3 NM. CDI may be reset to 1.0 NM after WINEP.
NOTE: When local altimeter setting not received procedure NA.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

VFR SEGMENT: VFR climb to OCEKA, cross OCEKA at or above 1200.
IFR SEGMENT: Track 340° to cross WINEP at or above 3000.

| APP CRS | Rwy Idg | 4239 |
|---|---|---|
| 054° | TDZE | 821 |
| | Apt Elev | 833 |

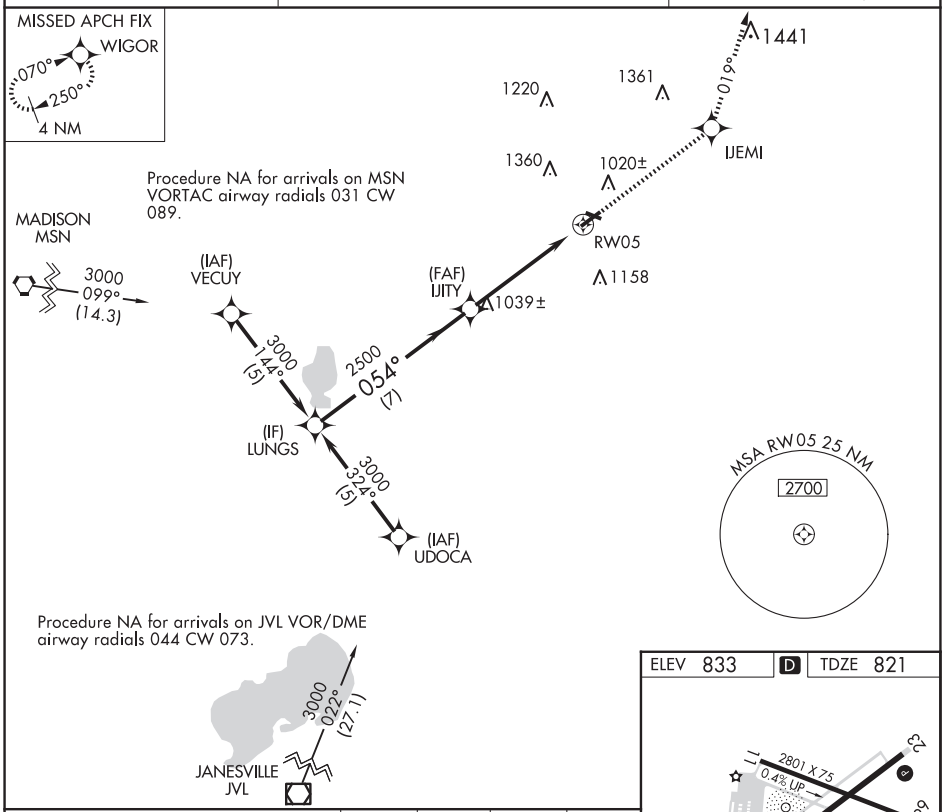
# RNAV (GPS) RWY 5
## WATERTOWN MUNI (RYV)

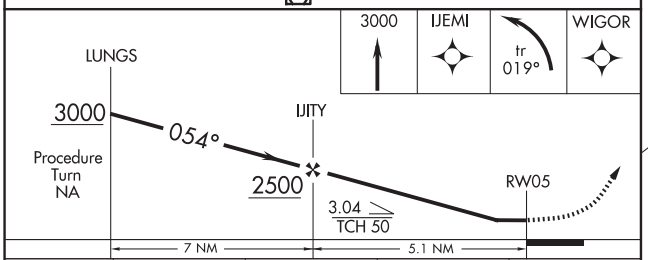
RNP APCH.

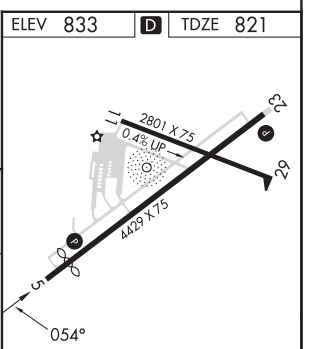
T Rwy 5 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Dodge County altimeter setting and increase all MDAs 60 feet, increase LNAV Cat C visibility ⅛ SM. Circling Rwy 23 NA at night.

MISSED APPROACH: Climb to 3000 direct IJEMI and left turn on 019° track to WIGOR and hold.

| AWOS-3 | MADISON APP CON ★ | UNICOM |
|---|---|---|
| 119.975 | 119.15 343.7 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1440-1 619 (700-1) | | 1440-1¾ 619 (700-1¾) | 1440-2 619 (700-2) |
| CIRCLING | 1440-1 607 (700-1) | | 1720-2¾ 887 (900-2¾) | 1720-3 887 (900-3) |

REIL Rwys 5 and 23 L
MIRL Rwys 5-23 and 11-29 L



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

WATERTOWN, WISCONSIN | AL-6179 (FAA) | 24025

| APP CRS | Rwy Idg | 2801 |
|---|---|---|
| 113° | TDZE | 833 |
| | Apt Elev | 833 |

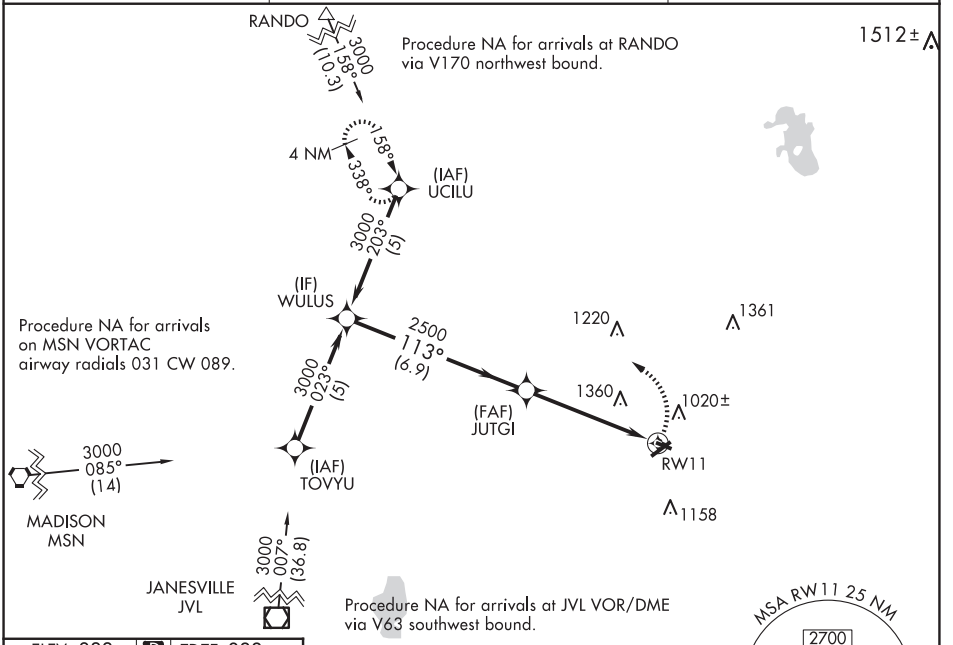
# RNAV (GPS) RWY 11
## WATERTOWN MUNI (RYV)

RNP APCH.

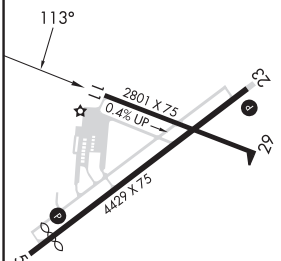
When local altimeter setting not received, use Dodge County altimeter setting and increase all MDAs 60 feet and Circling visibility Cat A ¼ SM. VDP NA when using Dodge County altimeter setting. Circling Rwy 23 NA at night.

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

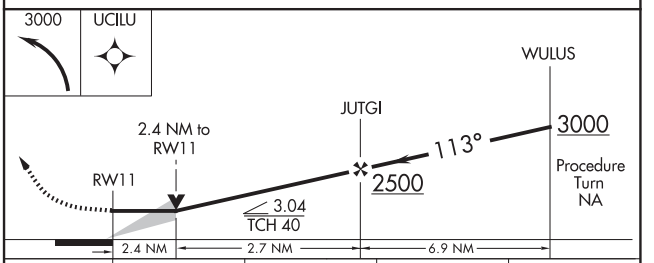
| AWOS-3 | MADISON APP CON ★ | UNICOM |
|---|---|---|
| 119.975 | 119.15 343.7 | 122.8 (CTAF) L |




ELEV 833 | D | TDZE 833




REIL Rwys 5 and 23 L
MIRL Rwys 5-23 and 11-29 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1640-1<br>807 (900-1) | 1640-1¼<br>807 (900-1¼) | 1640-2½ | 807 (900-2½) |
| CIRCLING | 1640-1<br>807 (900-1) | 1640-1¼<br>807 (900-1¼) | 1720-2¾<br>887 (900-2¾) | 1720-3<br>887 (900-3) |



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

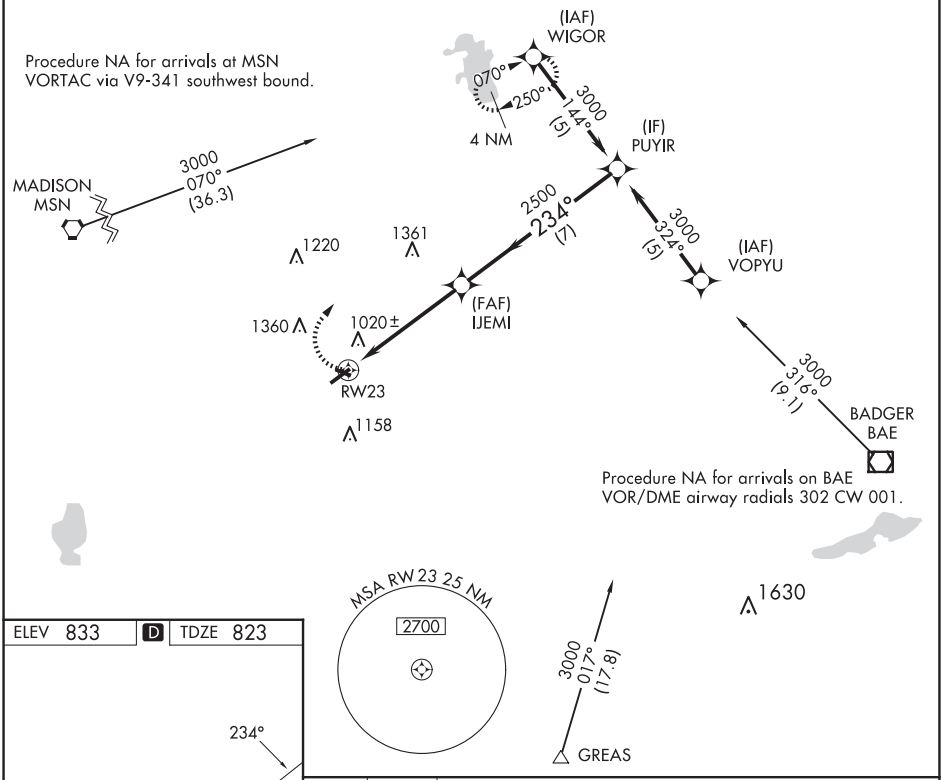
| APP CRS | Rwy Idg | 4429 |
|---|---|---|
| 234° | TDZE | 823 |
| | Apt Elev | 833 |

# RNAV (GPS) RWY 23
## WATERTOWN MUNI (RYV)

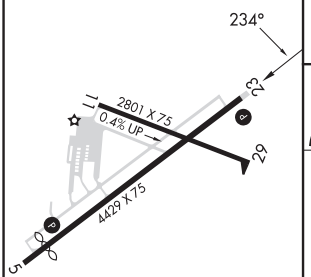
Rwy 23 helicopter visibility reduction below 1 SM NA. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Dodge County altimeter setting and increase all MDAs 60 feet, increase LNAV Cat C and D visibility ⅛ SM. Straight-in Rwy 23 NA at night, Circling Rwy 23 NA at night.

MISSED APPROACH: Climbing right turn to 3000 direct WIGOR and hold.

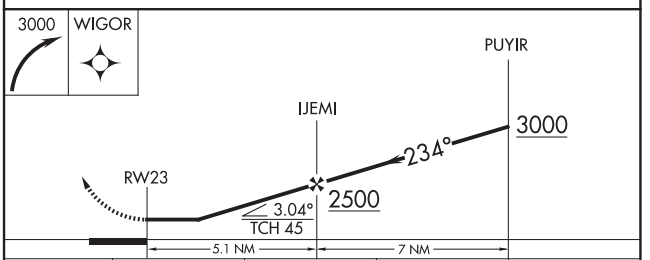
| AWOS-3 | MADISON APP CON ★ | UNICOM |
|---|---|---|
| 119.975 | 119.15 343.7 | 122.8 (CTAF) L |




ELEV 833 D TDZE 823




REIL Rwys 5 and 23 L
MIRL Rwys 5-23 and 11-29 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1420-1 597 (600-1) | | 1420-1¾ 597 (600-1¾) | |
| CIRCLING | 1420-1 587 (600-1) | 1440-1 607 (700-1) | 1720-2¾ 887 (900-2¾) | 1720-3 887 (900-3) |



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 29

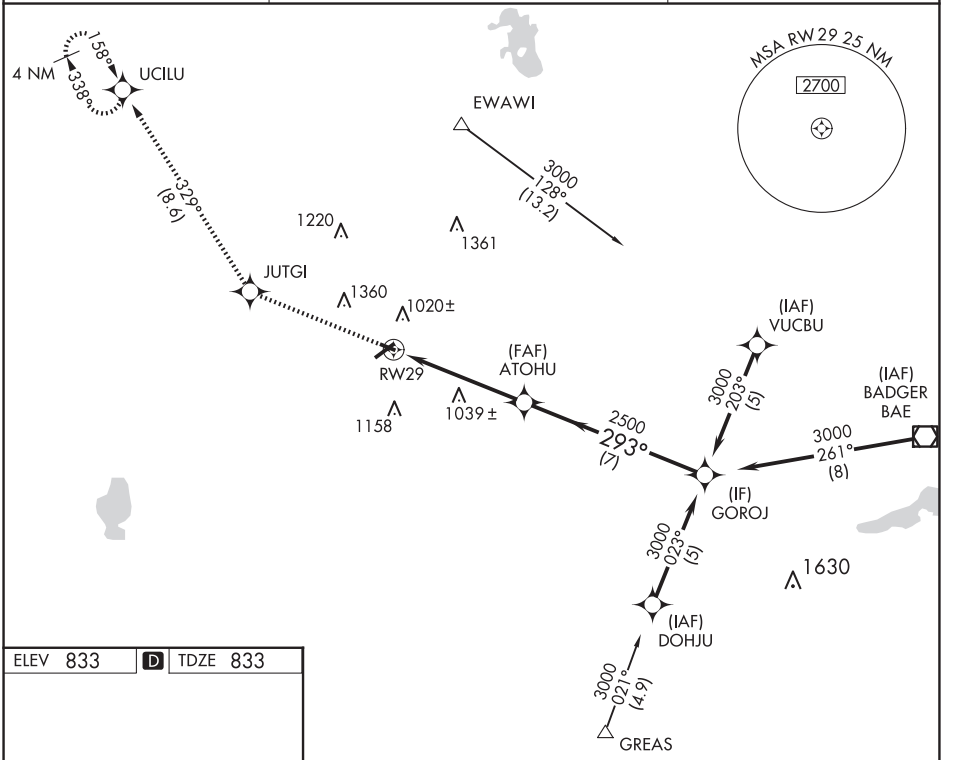
## WATERTOWN MUNI (RYV)

| APP CRS | Rwy Idg | 2801 |
|---|---|---|
| 293° | TDZE | 833 |
| | Apt Elev | 833 |

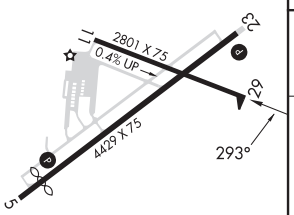
Circling to Rwy 23 NA at night. Rwy 29 helicopter visibility reduction below 1 SM NA. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Dodge County altimeter setting and increase all MDAs 60 feet and LNAV visibility Cat C/D 1⅛ SM.

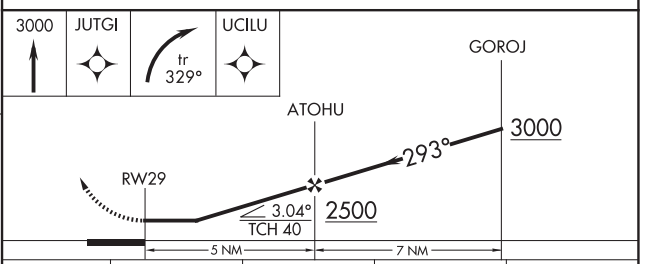
MISSED APPROACH: Climb to 3000 direct JUTGI and right turn via 329° track to UCILU and hold.

| AWOS-3 | MADISON APP CON ★ | UNICOM |
|---|---|---|
| 119.975 | 119.15 343.7 | 122.8 (CTAF) L |




ELEV 833 D TDZE 833




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1400-1 567 (600-1) | | 1400-1⅝ 567 (600-1⅝) | 1400-1¾ 567 (600-1¾) |
| CIRCLING | 1400-1 567 (600-1) | 1440-1 607 (700-1) | 1720-2¾ 887 (900-2¾) | 1720-3 887 (900-3) |

REIL Rwys 5 and 23 L
MIRL Rwys 5-23 and 11-29 L



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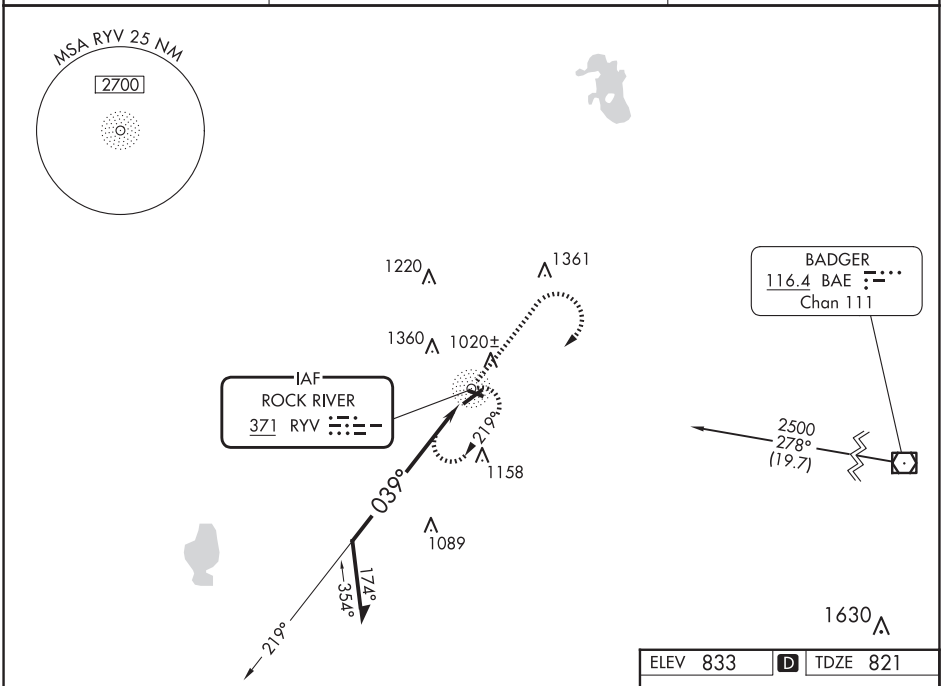
| NDB RYV | APP CRS | Rwy Idg | 4239 |
|---|---|---|---|
| 371 | 039° | TDZE | 821 |
| | | Apt Elev | 833 |

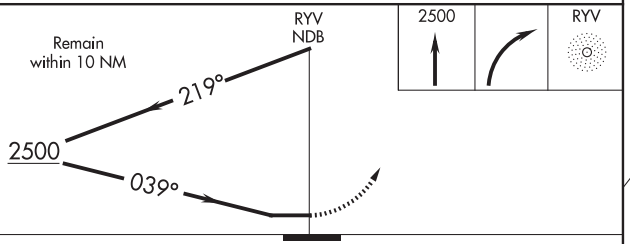
# NDB RWY 5
## WATERTOWN MUNI (RYV)

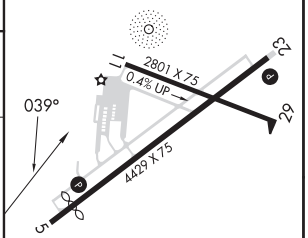
Rwy 5 helicopter visibility reduction below 1 SM NA.
Straight-In Rwy 5 NA at night, Circling Rwy 5, 23 NA at night.

MISSED APPROACH: Climb to 2500 then right turn direct RYV NDB and hold.

| AWOS-3 | MADISON APP CON ★ | UNICOM |
|---|---|---|
| 119.975 | 119.15 343.7 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-5 | 1460-1 639 (700-1) | | 1460-1¾ 639 (700-1¾) | 1460-2 639 (700-2) |
| CIRCLING | 1460-1 627 (700-1) | | 1720-2¾ 887 (900-2¾) | 1720-3 887 (900-3) |

REIL Rwys 5 and 23 L
MIRL Rwys 5-23 and 11-29 L



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

# NDB RWY 23

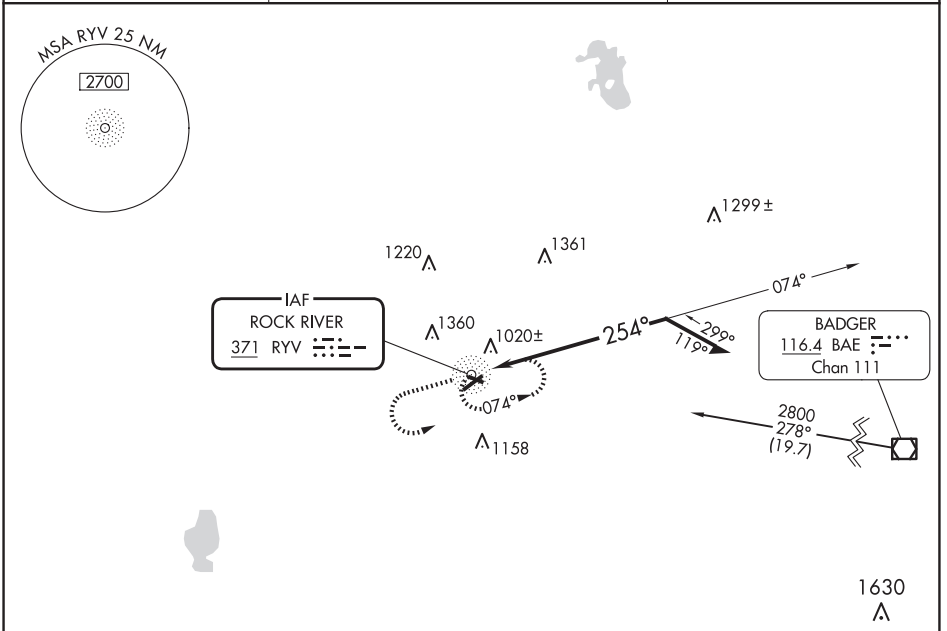
## WATERTOWN MUNI (RYV)

| NDB RYV | APP CRS | Rwy Idg | 4429 |
|---|---|---|---|
| 371 | 254° | TDZE | 823 |
| | | Apt Elev | 833 |

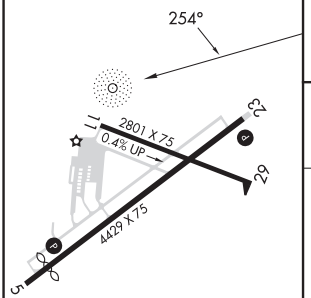
T NA Rwy 23 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Dodge County altimeter setting and increase all MDA 60 feet, and increase visibility Cat A, C and D ¼ mile. Straight-In Rwy 23 NA at night, Circling Rwy 23 NA at night.

MISSED APPROACH: Climb to 2800 then left turn direct RYV NDB and hold.

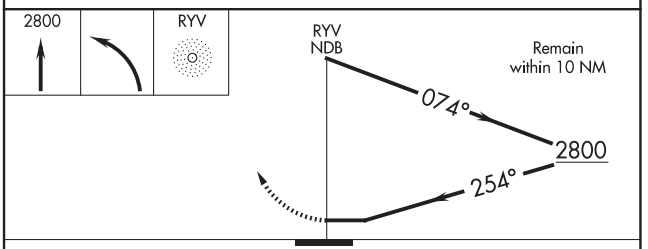
| AWOS-3 | MADISON APP CON ★ | UNICOM |
|---|---|---|
| 119.975 | 119.15 343.7 | 122.8 (CTAF) L |




ELEV 833 D TDZE 823




REIL Rwys 5 and 23 L
MIRL Rwys 5-23 and 11-29 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-23 | 1660-1<br>837 (900-1) | 1660-1¼<br>837 (900-1¼) | 1660-2½<br>837 (900-2½) | 1660-2¾<br>837 (900-2¾) |
| CIRCLING | 1660-1¼ 827 (900-1¼) | | 1720-2¾<br>887 (900-2¾) | 1720-3<br>887 (900-3) |



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# ILS or LOC RWY 10

WAUKESHA COUNTY (UES)

| LOC I-SKC | APP CRS | Rwy Ldg | 5849 |
|---|---|---|---|
| 109.5 | 103° | TDZE | 901 |
| | | Apt Elev | 912 |

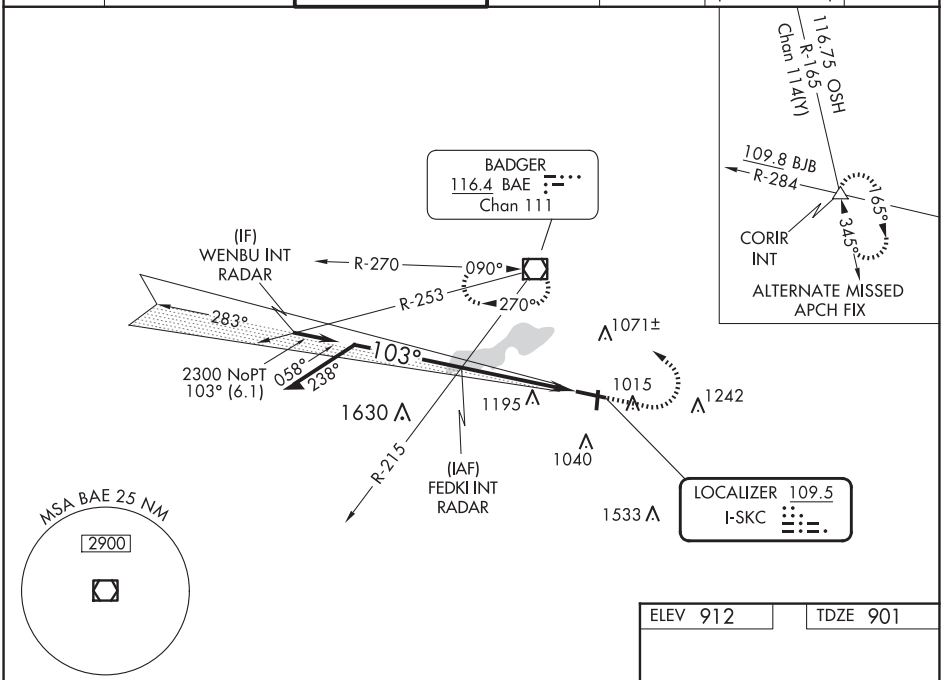
RADAR required for procedure entry.

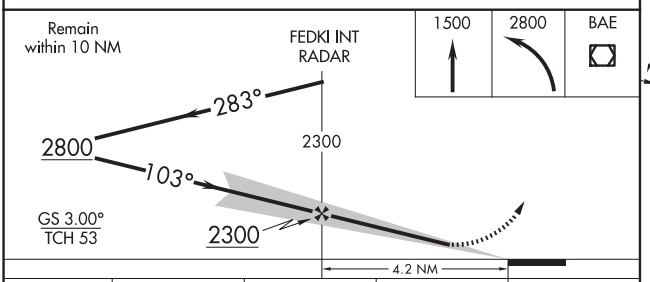
T A For inop ALS, increase S-LOC 10 visibility to 1⅜ SM. When local altimeter setting not received, use MWC altimeter setting and increase S-ILS 10 DA to 1149 feet; increase all MDAs 60 feet and S-LOC 10 visibility Cats C and D ⅛ SM, and Circling visibility Cats C and D ¼ SM.

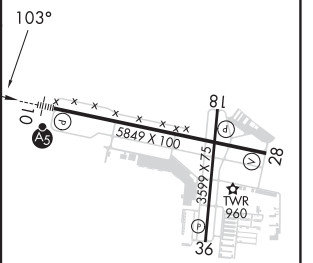
MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 2800 direct BAE VOR/DME and hold, continue climb-in-hold to 2800.

| ATIS | MILWAUKEE APP CON | WAUKESHA TOWER ★ | GND CON | CLNC DEL | CLNC DEL | UNICOM |
|---|---|---|---|---|---|---|
| 118.875 | 125.35 307.0 | 123.7 (CTAF) L | 121.6 | 121.6 | 128.7 (When twr closed) | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 10 | 1101-½ | 200 (200-½) | | |
| S-LOC 10 | 1400-½ | 499 (500-½) | 1400-1 | 499 (500-1) |
| C CIRCLING | 1460-1 548 (600-1) | 1500-1 588 (600-1) | 1540-1¾ 628 (700-1¾) | 1640-2¼ 728 (800-2¼) |

HIRL Rwy 10-28 L
MIRL Rwy 18-36 L
REIL Rwy 28 L
REIL Rwys 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 |



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# RNAV (GPS) RWY 10

## WAUKESHA COUNTY (UES)

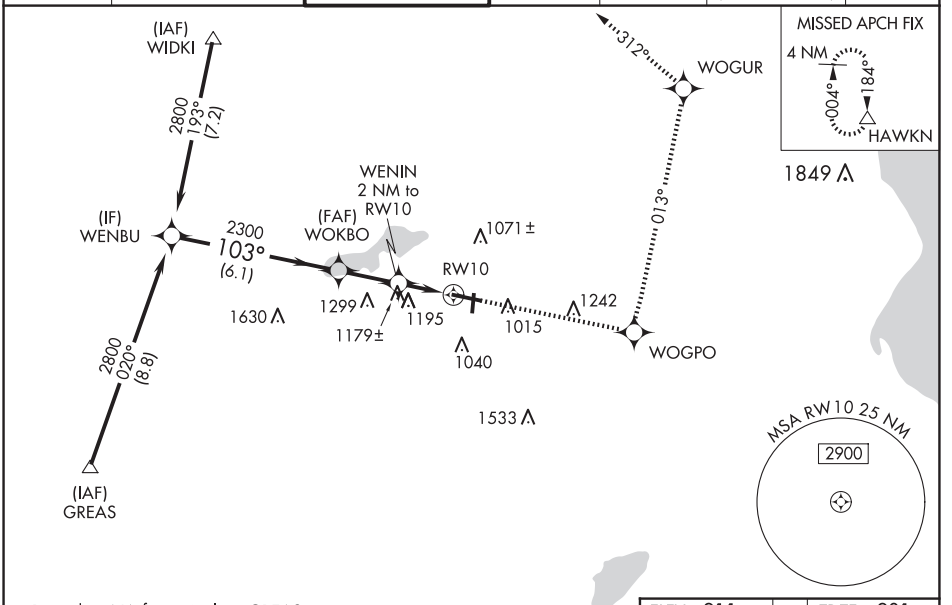
| WAAS | APP CRS | Rwy Idg | 5849 |
|---|---|---|---|
| CH 53411 | 103° | TDZE | 901 |
| W10A | | Apt Elev | 911 |

Baro-VNAV NA when using Lawrence J Timmerman altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Lawrence J Timmerman altimeter setting: increase LPV DA to 1147 feet, LNAV/VNAV DA to 1583 feet and all Cats visibility ¼ SM; increase all MDAs 60 feet and Circling Cat C and D visibility ¼ SM.

MALSR

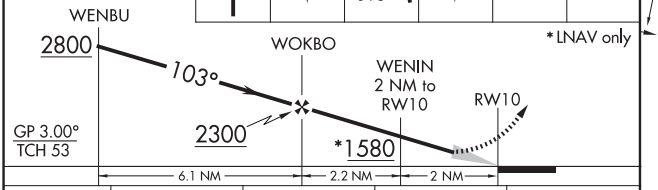
MISSED APPROACH: Climb to 3000 direct WOGPO and left turn on track 013° to WOGUR and track 312° to HAWKN and hold.

| ATIS | MILWAUKEE APP CON | WAUKESHA TOWER ★ | GND CON | CLNC DEL | CLNC DEL | UNICOM |
|---|---|---|---|---|---|---|
| 118.875 | 125.35 307.0 | 123.7 (CTAF) L | 121.6 | 121.6 | 128.7 (When twr closed) | 122.95 |




Procedure NA for arrivals at GREAS via V63 southwest bound.

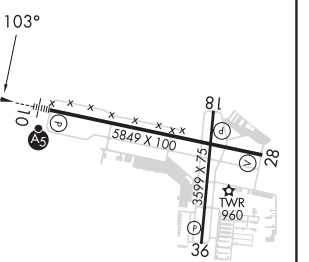
| Procedure Turn NA | 3000 | WOGPO | tr 013° | WOGUR | tr 312° | HAWKN |
|---|---|---|---|---|---|---|




*LNAV only

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1101-½ 200 (200-½) | | | |
| LNAV/VNAV DA | 1537-1¾ 636 (700-1¾) | | | |
| LNAV MDA | 1440-½ 539 (600-½) | | 1440-1 539 (600-1) | 1440-1¼ 539 (600-1¼) |
| CIRCLING | 1460-1 549 (600-1) | 1500-1 589 (600-1) | 1540-1¾ 629 (700-1¾) | 1640-2¼ 729 (800-2¼) |

| ELEV 911 | TDZE 901 |
|---|---|




HIRL Rwy 10-28 L
MIRL Rwy 18-36 L
REIL Rwy 28 L
REIL Rwys 18 and 36



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| APP CRS | Rwy Ldg | 5849 |
|---|---|---|
| 283° | TDZE | 906 |
| | Apt Elev | 912 |

# RNAV (GPS) RWY 28

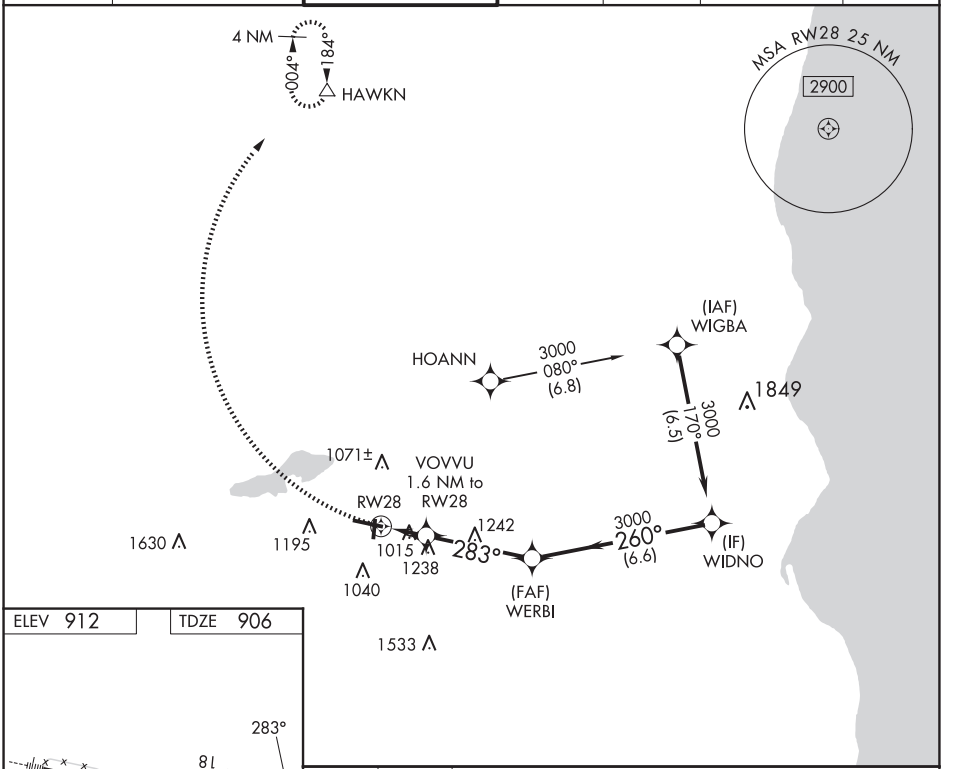
## WAUKESHA COUNTY (UES)

RNP APCH - GPS.

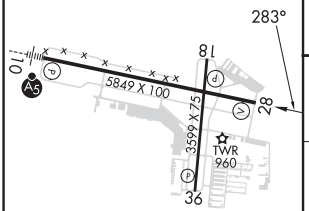
Rwy 28 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use MWC altimeter setting and increase all MDAs 60 feet and LNAV visibility Cats C and D ⅛ SM, and Circling visibility Cats C and D ¼ SM.

MISSED APPROACH: Climbing right turn to 3000 direct HAWKN and hold.

| ATIS | MILWAUKEE APP CON | WAUKESHA TOWER ★ | GND CON | CLNC DEL | CLNC DEL | UNICOM |
|---|---|---|---|---|---|---|
| 118.875 | 125.35 307.0 | 123.7 (CTAF) L | 121.6 | 121.6 | 128.7 (When twr closed) | 122.95 |



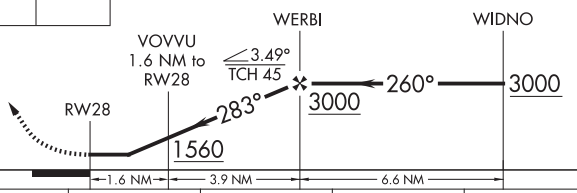

ELEV 912 TDZE 906




HIRL Rwy 10-28 L
MIRL Rwy 18-36 L
REIL Rwy 28 L
REIL Rwys 18 and 36

| 3000 | HAWKN |
|---|---|

VGSI and descent angles not coincident (VGSI Angle 3.75/TCH 37).




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1500-1 | 594 (600-1) | 1500-1¾ | 594 (600-1¾) |
| CIRCLING | 1500-1 | 588 (600-1) | 1540-1¾ 628 (700-1¾) | 1640-2¼ 728 (800-2¼) |



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WAUKESHA, WISCONSIN AL-5078 (FAA) 25051

| VORTAC BAE | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 116.4 | 153° | TDZE | N/A |
| Chan 111 | | Apt Elev | 911 |

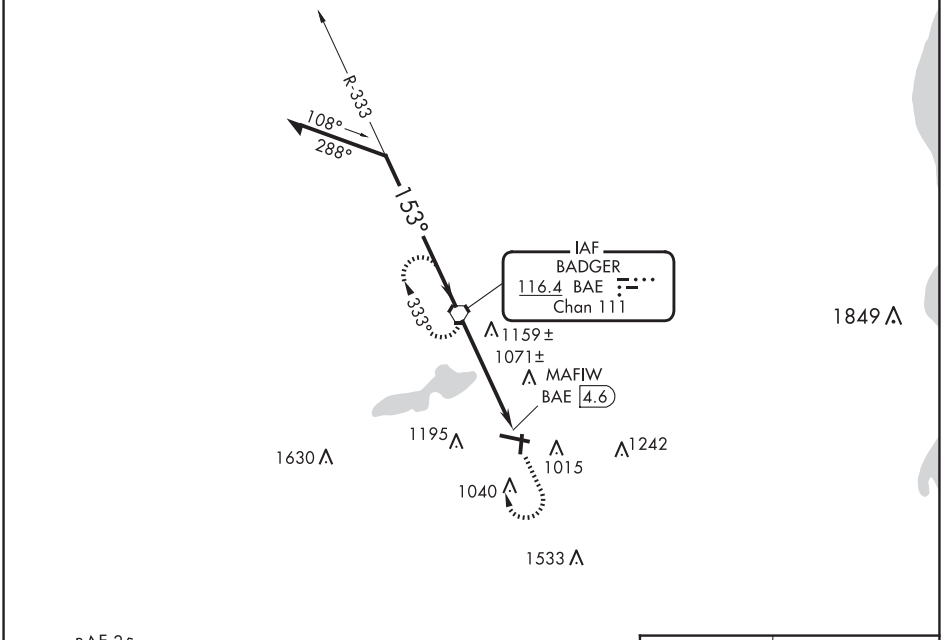
# VOR-A

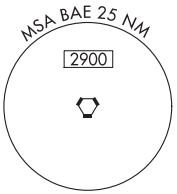
## WAUKESHA COUNTY (UES)

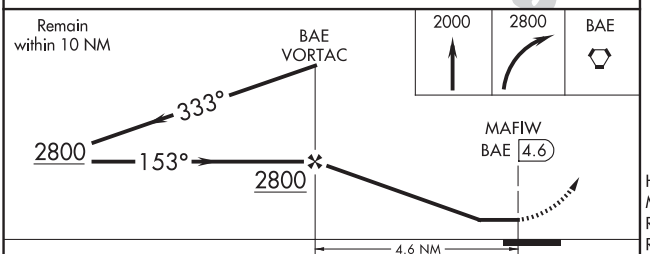
When local altimeter setting not received, use Lawrence J Timmerman altimeter setting; increase all MDAs 60 feet and increase Circling Cat C and D visibility ¼ SM.

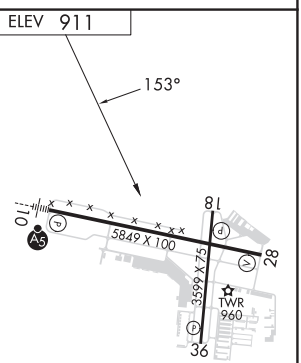
MISSED APPROACH: Climb to 2000, then climbing right turn to 2800 direct BAE VORTAC and hold.

| ATIS | MILWAUKEE APP CON | WAUKESHA TOWER ★ | GND CON | CLNC DEL | CLNC DEL | UNICOM |
|---|---|---|---|---|---|---|
| 118.875 | 125.35 307.0 | 123.7 (CTAF) L | 121.6 | 121.6 | 128.7 (When twr closed) | 122.95 |




HIRL Rwy 10-28 L
MIRL Rwy 18-36 L
REIL Rwy 28 L
REIL Rwys 18 and 36

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1460-1 549 (600-1) | 1500-1 589 (600-1) | 1540-1¾ 629 (700-1¾) | 1640-2¼ 729 (800-2¼) |

FAF to MAP 4.6 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:36 | 3:04 | 2:18 | 1:50 | 1:32 |



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

ATIS
118.875
WAUKESHA TOWER
123.7
GND CON
121.6
CLNC DEL
121.6
128.7 (WHEN TWR CLSD)
EAST CORPORATE HANGAR AREA
EAST CORPORATE HANGAR AREA
NORTH RAMP
HS 1
ELEV 906
285.8°
TWR
SOUTHEAST HANGARS
189.0°
ELEV 906
3599 X 75
009.0°
TERMINAL RAMP
FIELD ELEV 912
SOUTH TIEDOWN
TERMINAL
WEST TIEDOWN
SOUTHWEST HANGARS
5849 X 100
WEST CORPORATE HANGAR AREA
VAR 3.8° W
JANUARY 2025
ANNUAL RATE OF CHANGE
0.0° W
1043
105.8°
ELEV 897
RWY 10-28 S-60, D-100, 2S-84
RWY 18-36 S-20
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
43°02.5' N
43°02.0' N
88°15.0' W
88°14.5' W
88°14.0' W
88°13.5' W

(ACCRA5.ACCRA) 20086

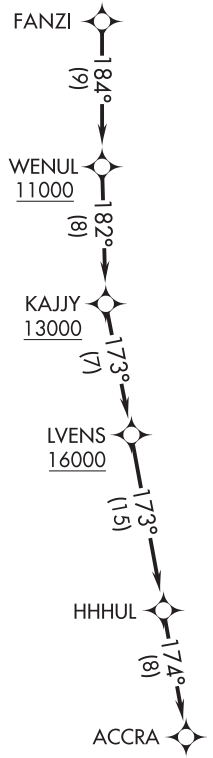
# ACCRA FIVE DEPARTURE (RNAV)

AL-5078 (FAA)

WAUKESHA COUNTY (UES)
WAUKESHA, WISCONSIN

ATIS
118.875
CLNC DEL
121.6
MILWAUKEE CLNC DEL
128.7 (when twr closed)
GND CON
121.6
MILWAUKEE DEP CON
125.35 307.0

**TOP ALTITUDE: ASSIGNED BY ATC**




TAKEOFF MINIMUMS
Rwys 18, 28, 36: Standard.
Rwy 10: 400-2½ or standard with minimum climb of 316' per NM to 1400.

NOTE: RNAV 1.
NOTE: GPS or DME/DME/IRU required.
NOTE: RADAR required.
NOTE: Turbojet aircraft maintain 250K until advised by ATC.
NOTE: Advise ATC if unable to comply with crossing restrictions.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for RADAR vectors to FANZI, thence....

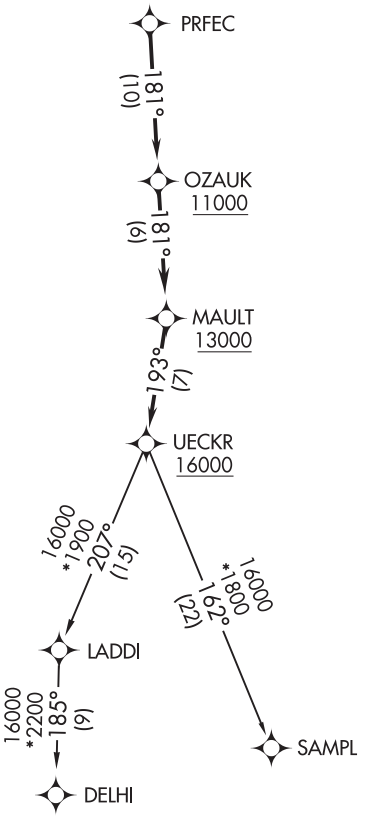
....on track 184° to cross WENUL at or above 11000, then on track 182° to cross KAJJY at or above 13000, then on track 173° to cross LVENS at or above 16000, then on track 173° to HHHUL, then on track 174° to ACCRA. Maintain ATC assigned altitude, expect filed altitude ten minutes after departure.



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

ATIS
118.875
CLNC DEL
121.6
MILWAUKEE CLNC DEL
128.7 (when twr closed)
GND CON
121.6
MILWAUKEE DEP CON
125.35 307.0

**TOP ALTITUDE: ASSIGNED BY ATC**




TAKEOFF MINIMUMS
Rwys 18, 28, 36: Standard.
Rwy 10: 400-2½ or standard with minimum climb of 316' per NM to 1400.

NOTE: RNAV 1.
NOTE: GPS or DME/DME/IRU required.
NOTE: RADAR required.
NOTE: Turbojet aircraft maintain 250K until advised by ATC.
NOTE: Notify ATC if unable to comply with crossing restrictions.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for RADAR vectors to PRFEC, thence....

....on track 181° to cross OZAUK at or above 11000, then on track 181° to cross MAULT at or above 13000, then on track 193° to cross UECKR at or above 16000, then on (transition). Maintain ATC assigned altitude, expect filed altitude ten minutes after departure.

DELHI TRANSITION (UECKR6.DELHI)

SAMPL TRANSITION (UECKR6.SAMPL)



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

WAUPACA, WISCONSIN

AL-6330 (FAA)

22363

# RNAV (GPS) RWY 10

## WAUPACA MUNI (PCZ)

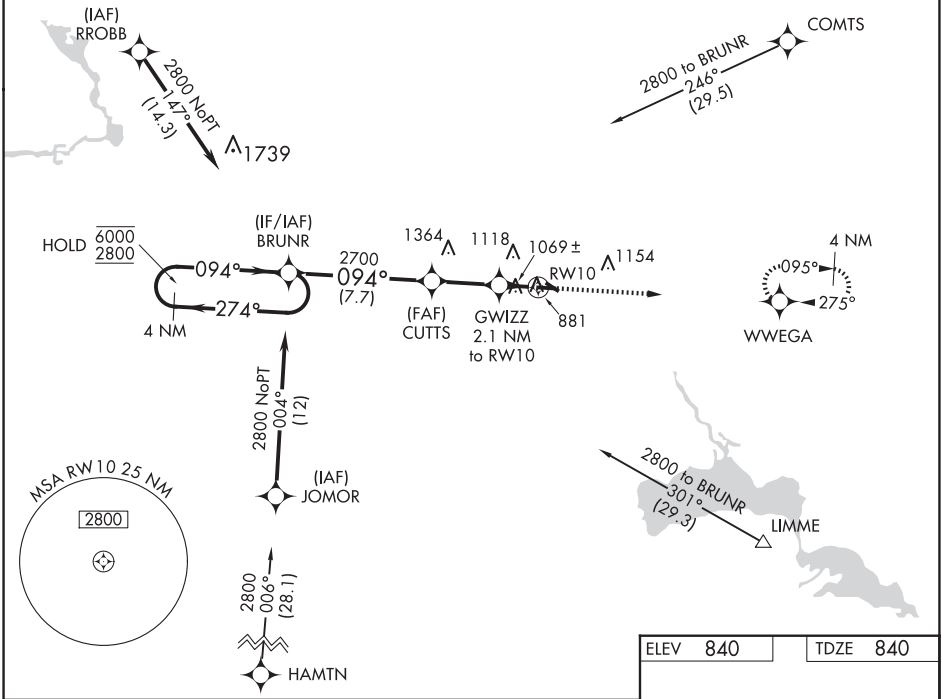
| WAAS CH 63120 W10A | APP CRS 094° | Rwy Idg 5200<br>TDZE 840<br>Apt Elev 840 |
|---|---|---|

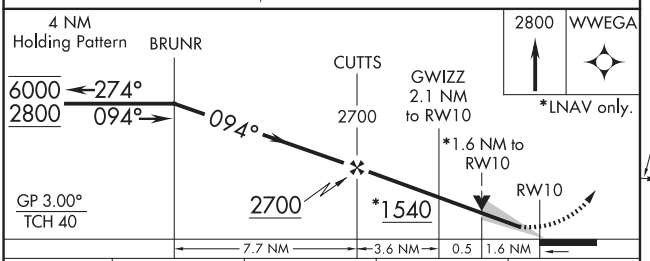
RNP APCH.

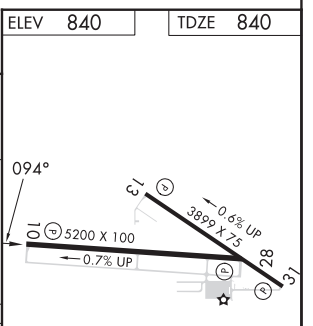
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

MISSED APPROACH: Climb to 2800 direct WWEGA and hold.

| AWOS-3 | MINNEAPOLIS CENTER | UNICOM |
|---|---|---|
| 118.625 | 124.4 317.7 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1090-¾ 250 (300-¾) | | | |
| LNAV/VNAV DA | 1384-1⅝ 544 (600-1⅝) | | | |
| LNAV MDA | 1380-1 540 (600-1) | | 1380-1½ 540 (600-1½) | |
| C CIRCLING | 1380-1 540 (600-1) | 1420-1 580 (600-1) | 1420-1½ 580 (600-1½) | 1500-2 660 (700-2) |

REIL Rwy 10 and 28 L
MIRL Rwy 10-28 and 13-31 L

WAUPACA, WISCONSIN

Amdt 2B 22APR21

44°20'N-89°01'W

WAUPACA MUNI (PCZ)

RNAV (GPS) RWY 10

EC-3, 07 AUG 2025 to 02 OCT 2025

EC-3, 07 AUG 2025 to 02 OCT 2025

| WAAS | APP CRS | Rwy Idg | 5200 |
|---|---|---|---|
| CH 42621 | 275° | TDZE | 827 |
| W28A | | Apt Elev | 840 |

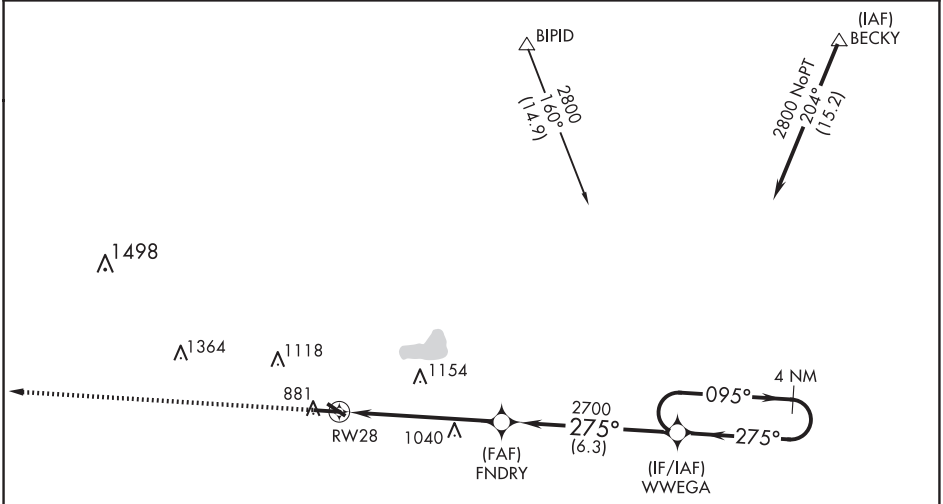
# RNAV (GPS) RWY 28

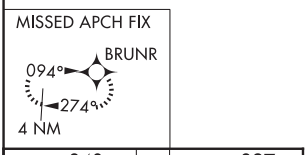
WAUPACA MUNI (PCZ)

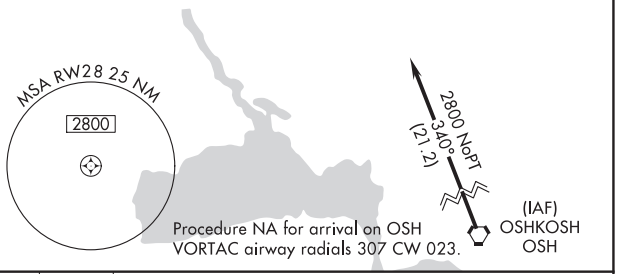
Rwy 28 helicopter visibility reduction below ¾ SM NA.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2800 direct BRUNR and hold.

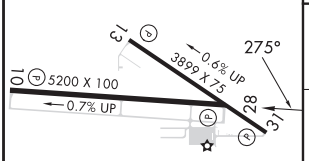
| AWOS-3 | MINNEAPOLIS CENTER | UNICOM |
|---|---|---|
| 118.625 | 124.4 317.7 | 122.8 (CTAF) L |

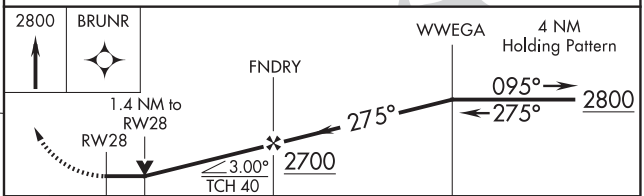



ELEV 840 TDZE 827




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1260-1 433 (500-1) | | 1260-1⅜ | 433 (500-1⅜) |
| LNAV MDA | 1340-1 513 (600-1) | | 1340-1⅜ | 513 (600-1⅜) |
| C CIRCLING | 1380-1 540 (600-1) | 1420-1 580 (600-1) | 1420-1½ 580 (600-1½) | 1500-2 660 (700-2) |

REIL Rwy 10 and 28 L
MIRL Rwy 10-28 and 13-31 L



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

WAUSAU, WISCONSIN | AL-874 (FAA) | 24137

# RNAV (GPS) RWY 13
## WAUSAU DOWNTOWN (AUW)

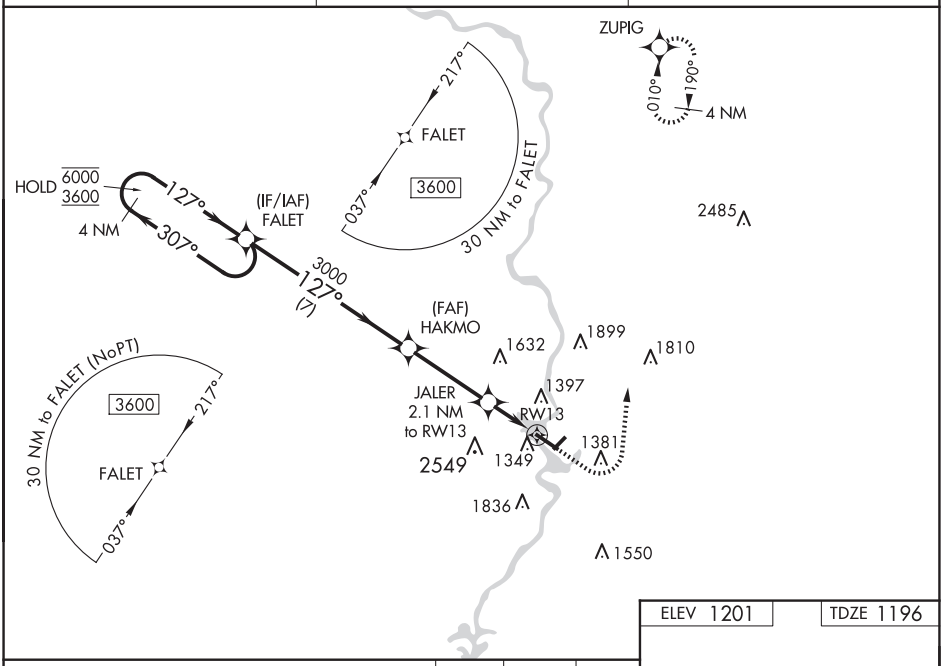
| WAAS | APP CRS | Rwy Idg | 5200 |
|---|---|---|---|
| CH 90330 | 127° | TDZE | 1196 |
| W13A | | Apt Elev | 1201 |

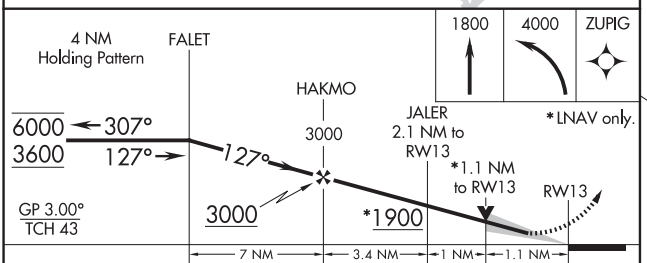
RNP APCH.

Circling NA to Rwys 12W and 30W.
Circling NA southwest of Rwy 13-31.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.

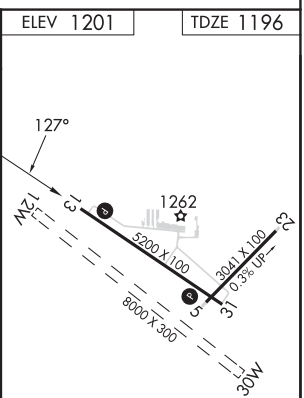
MISSED APPROACH: Climb to 1800 then climbing left turn to 4000 direct ZUPIG and hold.

| ASOS | MINNEAPOLIS CENTER | UNICOM |
|---|---|---|
| 125.925 | 124.4 317.7 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1446-¾ 250 (300-¾) | | | |
| LNAV/VNAV DA | 1534-1⅛ 338 (400-1⅛) | | | |
| LNAV MDA | 1600-1 404 (400-1) | | 1600-1⅛ 404 (400-1⅛) | |
| C CIRCLING | 1840-1 639 (700-1) | | 1960-2¼ 759 (800-2¼) | 2260-3 1059 (1100-3) |




REIL Rwys 13 and 31 L
MIRL Rwys 5-23 and 13-31 L

WAUSAU, WISCONSIN
Amdt 1B 15AUG19

44°56'N-89°38'W

WAUSAU DOWNTOWN (AUW)
RNAV (GPS) RWY 13

EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 31
## WAUSAU DOWNTOWN (AUW)

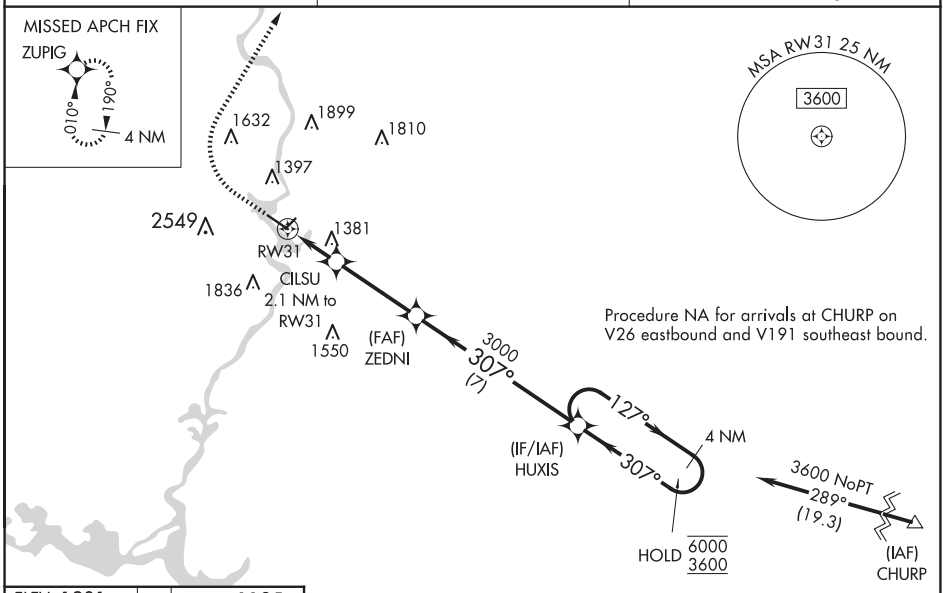
| WAAS | APP CRS | Rwy Idg | 5200 |
|---|---|---|---|
| CH 45730 | 307° | TDZE | 1195 |
| W31A | | Apt Elev | 1201 |

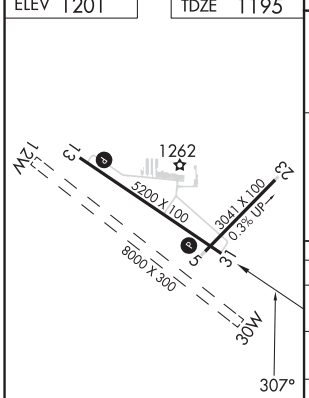
RNP APCH.

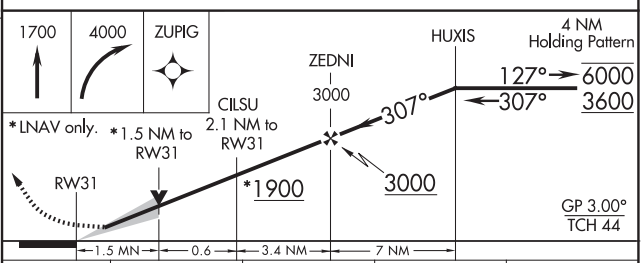
Circling NA to Rwys 12W and 30W. Circling NA southwest of Rwy 13-31. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C.

MISSED APPROACH: Climb to 1700 then climbing right turn to 4000 direct ZUPIG and hold.
** Missed approach requires minimum climb of 300 feet per NM to 2100.

| ASOS | MINNEAPOLIS CENTER | UNICOM |
|---|---|---|
| 125.925 | 124.4 317.7 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1445-⅞ 250 (300-⅞) | | | |
| LNAV/VNAV DA | **1505-1 310 (400-1) | | | |
| LNAV/VNAV DA | 1661-1⅝ 466 (500-1⅝) | | | |
| LNAV MDA | 1700-1 505 (500-1) | | 1700-1⅜ 505 (500-1⅜) | |
| C CIRCLING | 1840-1 639 (700-1) | | 1960-2 759 (800-2) | 2260-3 1059 (1100-3) |

REIL Rwys 13 and 31 L
MIRL Rwys 5-23 and 13-31 L



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

WAUTOMA, WISCONSIN

AL-9011 (FAA)

23110

# RNAV (GPS) RWY 13

WAUTOMA MUNI (Y50)

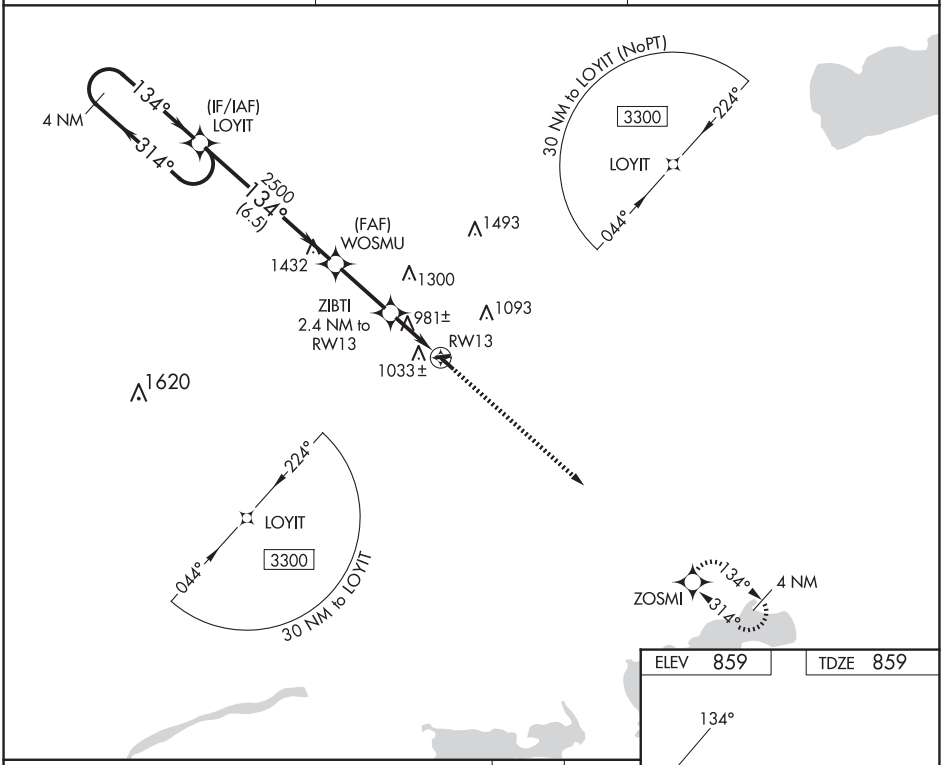
| WAAS | APP CRS | Rwy Idg | 3300 |
|---|---|---|---|
| CH 82029 | 134° | TDZE | 859 |
| W13A | | Apt Elev | 859 |

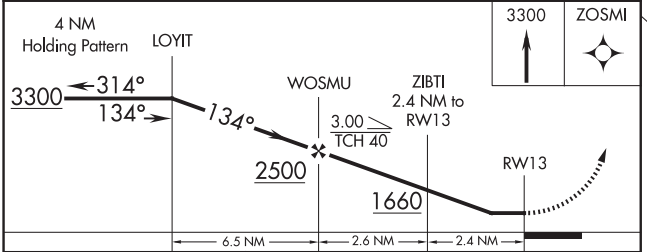
RNP APCH - GPS.

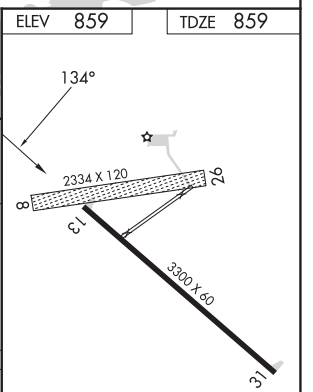
T A Circling Rwy 8, 26 NA. Rwy 13 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Oshkosh altimeter setting and increase all MDA 100 feet. Procedure NA at night.

MISSED APPROACH: Climb to 3300 direct ZOSMI and hold.

| AWOS-3PT | MILWAUKEE APP CON | UNICOM |
|---|---|---|
| 119.475 | 127.0 263.075 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1240-1 | 381 (400-1) | NA | |
| LNAV MDA | 1300-1 | 441 (500-1) | NA | |
| CIRCLING | 1340-1<br>481 (500-1) | 1380-1<br>521 (600-1) | NA | |

MIRL Rwy 13-31 L



EC-3, 07 AUG 2025 to 02 OCT 2025

EC-3, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 31

## WAUTOMA MUNI (Y50)

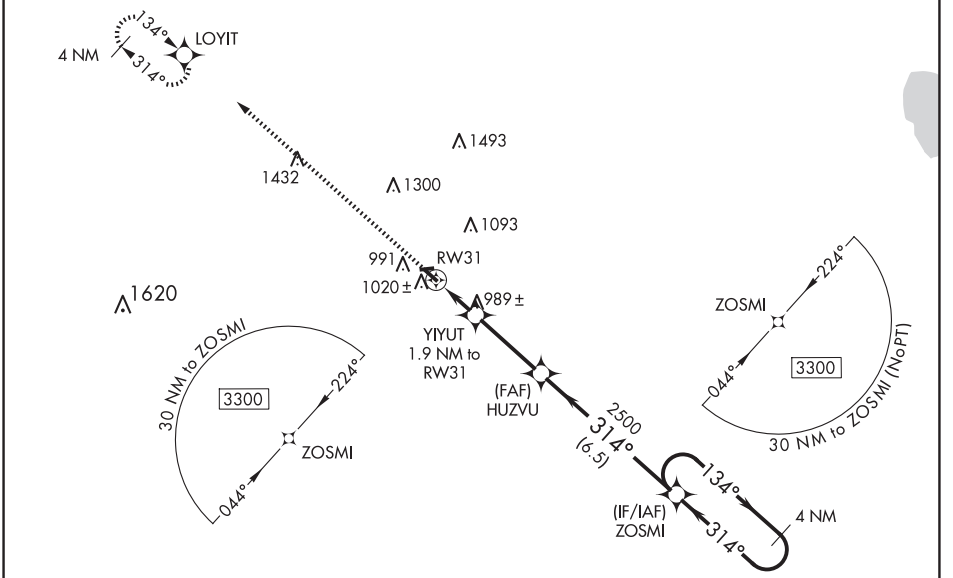
| WAAS | APP CRS | Rwy Idg | 3300 |
|---|---|---|---|
| CH 78229 | 314° | TDZE | 859 |
| W31A | | Apt Elev | 859 |

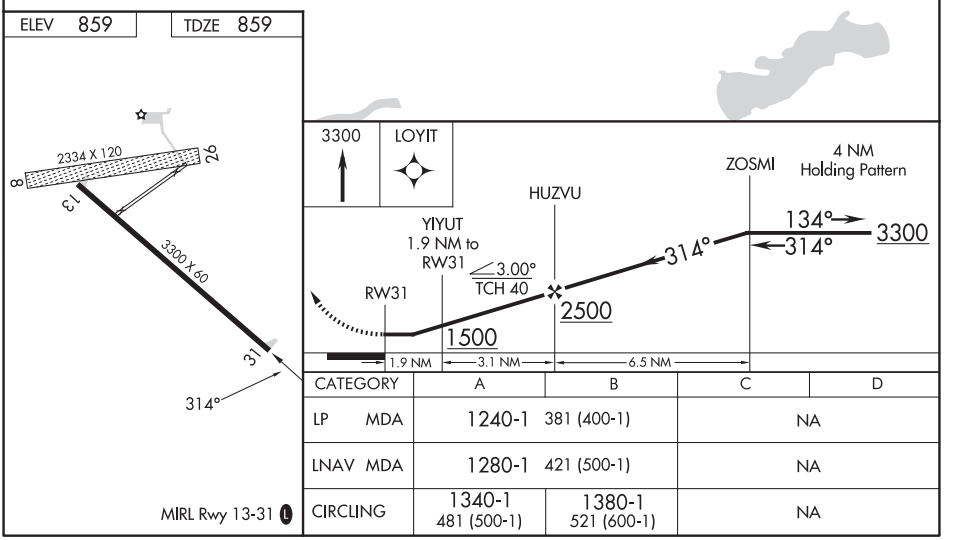
RNP APCH - GPS.

Circling Rwy 8, 26 NA. Rwy 13 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Oshkosh altimeter and increase all MDA 100 feet. Procedure NA at night.

MISSED APPROACH: Climb to 3300 direct LOYIT and hold.

| AWOS-3PT | MILWAUKEE APP CON | UNICOM |
|---|---|---|
| 119.475 | 127.0 263.075 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1240-1 381 (400-1) | | NA | |
| LNAV MDA | 1280-1 421 (500-1) | | NA | |
| CIRCLING | 1340-1 481 (500-1) | 1380-1 521 (600-1) | NA | |



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

WEST BEND, WISCONSIN AL-5649 (FAA) 24305

| APP CRS | Rwy Idg | 3898 |
|---|---|---|
| 060° | TDZE | 887 |
| | Apt Elev | 887 |

# RNAV (GPS) RWY 6

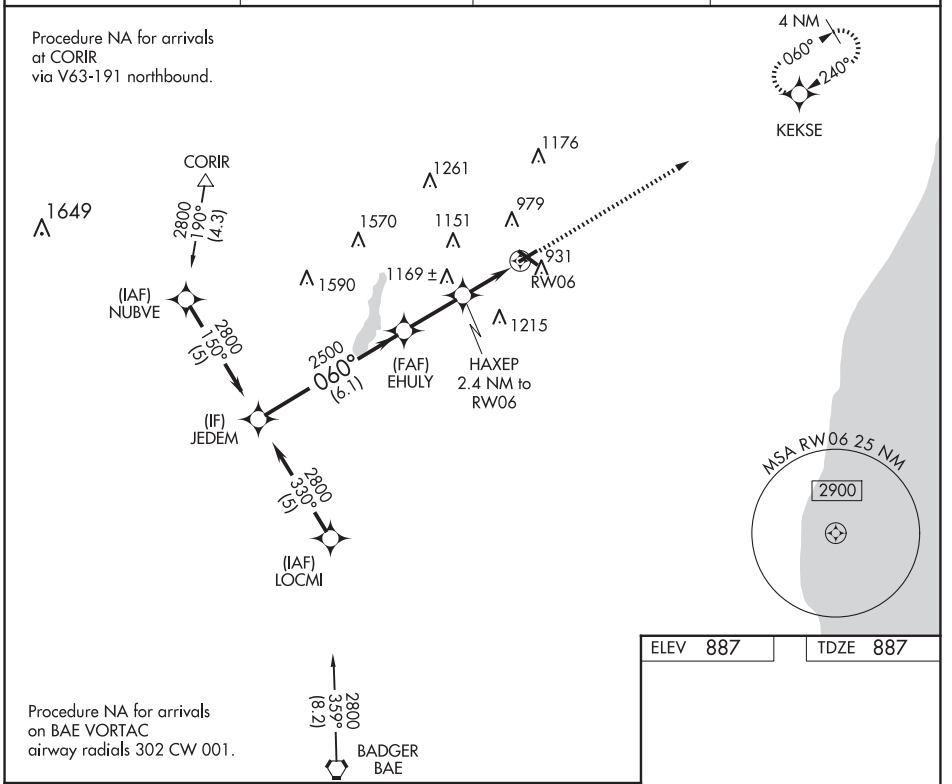
## WEST BEND MUNI (ETB)

RNP APCH - GPS.

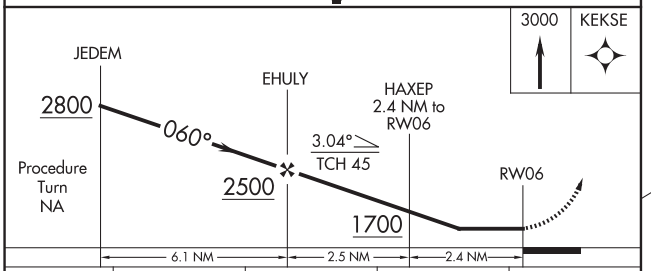
When local altimeter setting not received, use Milwaukee/Lawrence J. Timmerman altimeter setting and increase all MDA 80 feet and LNAV and Circling Cat C/D visibility ¼ mile.
Night landing: Rwy 6 NA. Helicopter visibility reduction below 1 SM NA.

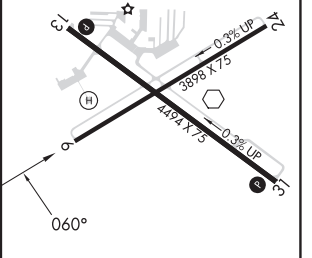
MISSED APPROACH: Climb to 3000 direct KEKSE and hold.

| AWOS-3 | MILWAUKEE APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 120.0 | 125.35 307.0 | 124.75 | 123.05 (CTAF) L |




ELEV 887 TDZE 887




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1460-1 573 (600-1) | | 1460-1⅝ 573 (600-1⅝) | 1460-1¾ 573 (600-1¾) |
| CIRCLING | 1460-1 573 (600-1) | 1520-1 633 (700-1) | 1560-2 673 (700-2) | 1560-2¼ 673 (700-2¼) |

REIL Rwys 13 and 31 L
MIRL Rwys 6-24 and 13-31 L

WEST BEND, WISCONSIN 43°25'N-88°08'W WEST BEND MUNI (ETB)
Orig-C 07OCT21

RNAV (GPS) RWY 6

EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 13

## WEST BEND MUNI (ETB)

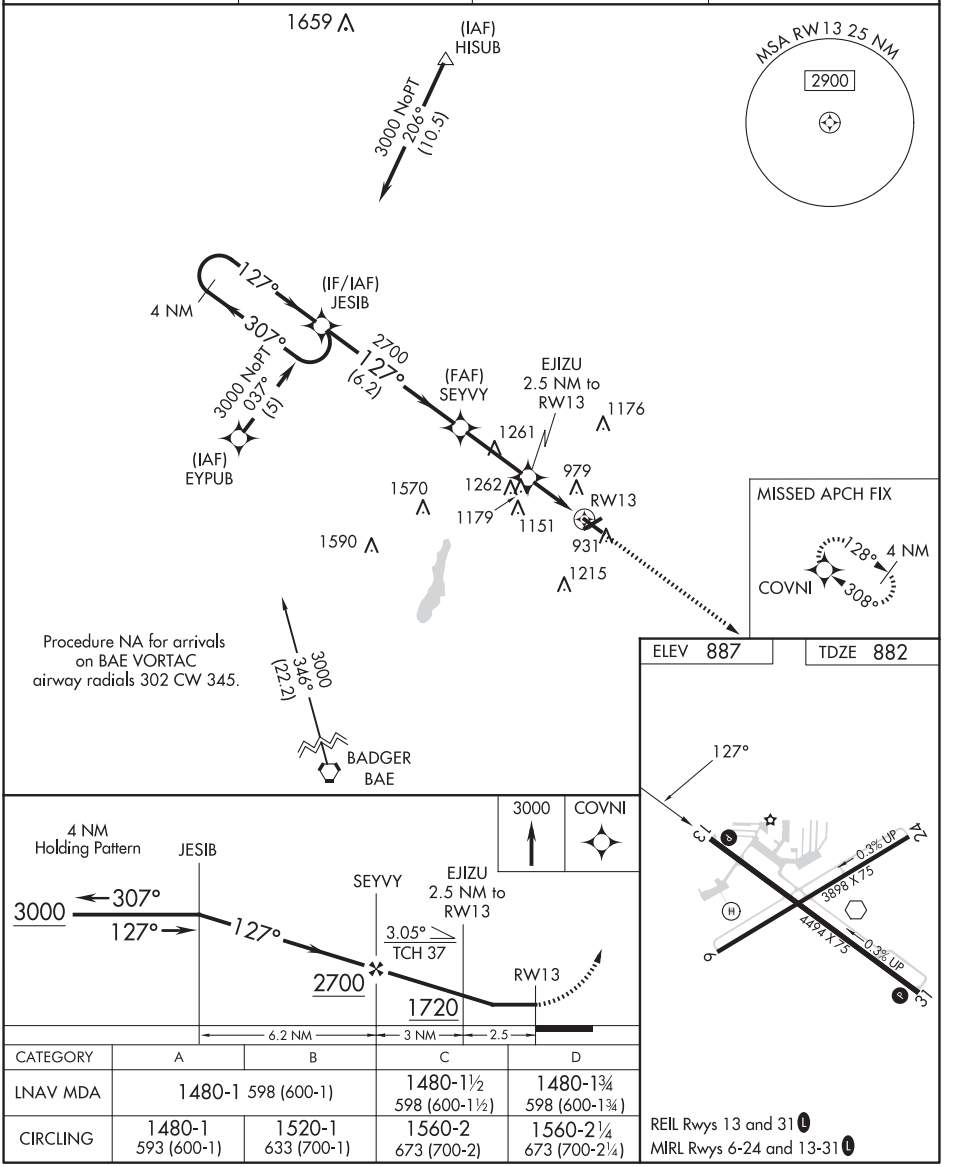
| APP CRS | Rwy Idg | 4494 |
|---|---|---|
| 127° | TDZE | 882 |
| | Apt Elev | 887 |

RNP APCH - GPS.

When local altimeter setting not received, use Milwaukee/Lawrence J Timmerman altimeter setting: increase all MDA 80 feet and increase LNAV Cat C/D visibility ½ SM and Circling Cat C/D visibility ¼ SM. Night landing: Rwy 6 NA. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 direct COVNI and hold.

| AWOS-3 | MILWAUKEE APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 120.0 | 125.35 307.0 | 124.75 | 123.05 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1480-1 598 (600-1) | | 1480-1½ 598 (600-1½) | 1480-1¾ 598 (600-1¾) |
| CIRCLING | 1480-1 593 (600-1) | 1520-1 633 (700-1) | 1560-2 673 (700-2) | 1560-2¼ 673 (700-2¼) |

REIL Rwys 13 and 31 L
MIRL Rwys 6-24 and 13-31 L



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

WEST BEND, WISCONSIN AL-5649 (FAA) 24305

# RNAV (GPS) RWY 24
## WEST BEND MUNI (ETB)

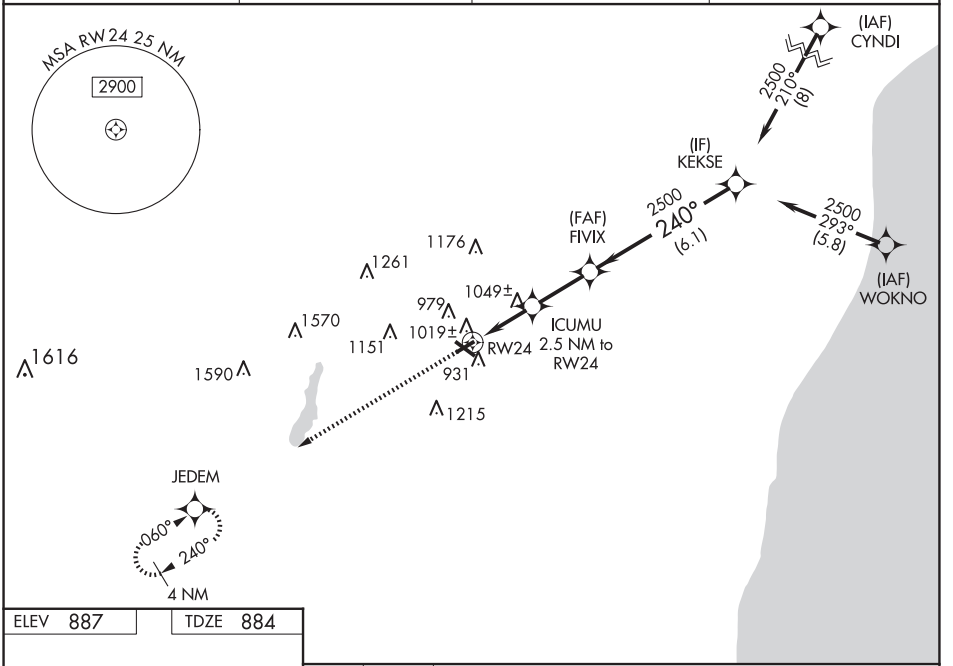
| WAAS | APP CRS | Rwy Idg | 3898 |
|---|---|---|---|
| CH 70716 | 240° | TDZE | 884 |
| W24A | | Apt Elev | 887 |

RNP APCH - GPS.

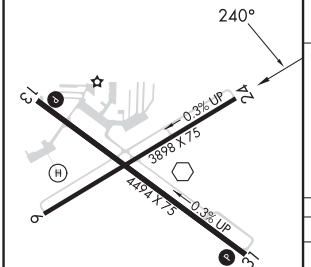
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 47°C. Rwy 24 helicopter visibility reduction below ¾ SM NA. Baro-VNAV and VDP NA when using Lawrence J Timmerman altimeter setting. When local altimeter setting not received, use Milwaukee/Lawrence J Timmerman altimeter setting and increase LPV DA to 1260 feet; LNAV/VNAV DA to 1433 feet and all visibility ¼ SM; increase all MDA 80 feet and LNAV Cat C/D and Circling Cat C/D visibility ¼ SM.

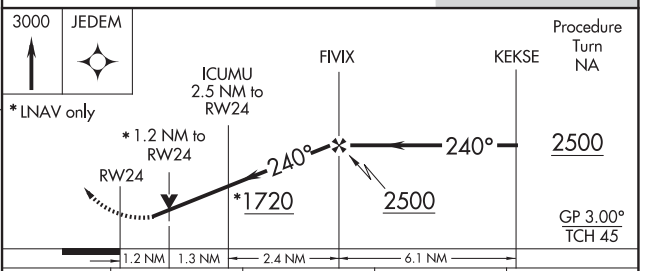
MISSED APPROACH: Climb to 3000 direct JEDEM and hold.

| AWOS-3 | MILWAUKEE APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 120.0 | 125.35 307.0 | 124.75 | 123.05 (CTAF) L |




ELEV 887 TDZE 884




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1196-1 312 (400-1) | | | |
| LNAV/VNAV DA | 1369-1¾ 485 (500-1¾) | | | |
| LNAV MDA | 1300-1 416 (500-1) | | 1300-1¼ 416 (500-1¼) | |
| CIRCLING | 1420-1 533 (600-1) | 1520-1 633 (700-1) | 1560-2 673 (700-2) | 1560-2¼ 673 (700-2¼) |

REIL Rwys 13 and 31 L
MIRL Rwys 6-24 and 13-31 L



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 31

## WEST BEND MUNI (ETB)

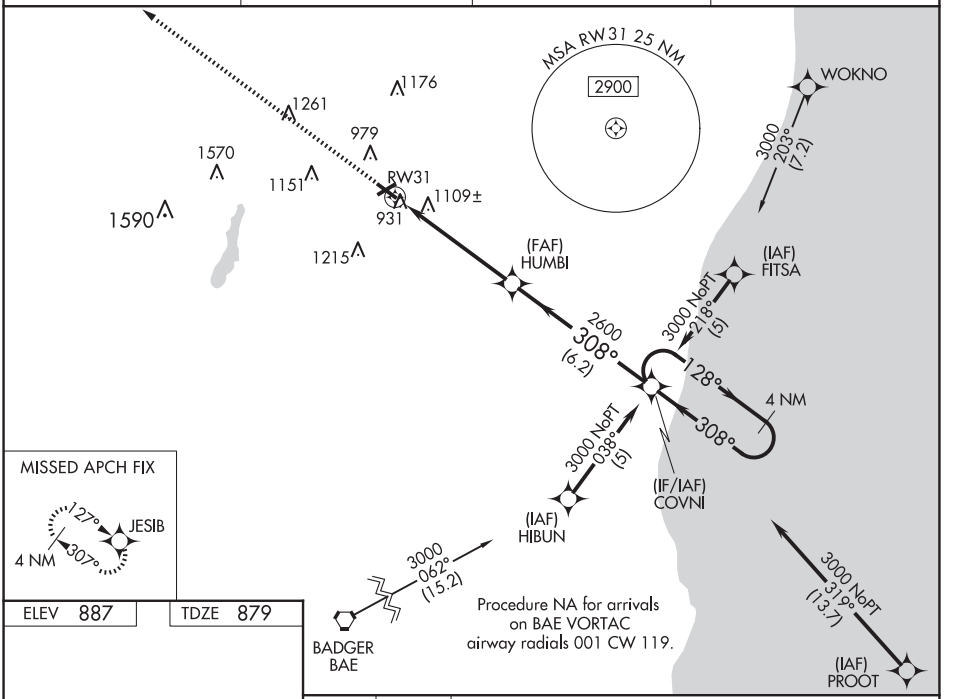
| WAAS | APP CRS | Rwy Idg | 4494 |
|---|---|---|---|
| CH 93816 | 308° | TDZE | 879 |
| W31A | | Apt Elev | 887 |

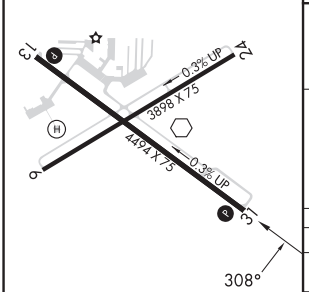
RNP APCH - GPS.

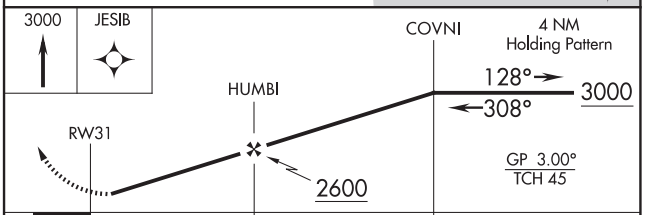
Baro-VNAV NA when using Milwaukee/Lawrence J. Timmerman altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 47°C. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Milwaukee/Lawrence J.Timmerman altimeter setting and increase all DA 64 feet and all MDA 80 feet. Increase LPV all Cats and LNAV and Circling Cats C/D visibility ¼ mile. Circling Rwy 6 NA at night.

MISSED APPROACH: Climb to 3000 direct JESIB and hold.

| AWOS-3 | MILWAUKEE APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 120.0 | 125.35 307.0 | 124.75 | 123.05 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1175-1 296 (300-1) | | | |
| LNAV/VNAV DA | 1482-2 603 (600-2) | | | |
| LNAV MDA | 1420-1 541 (600-1) | | 1420-1½ 541 (600-1½) | 1420-1¾ 541 (600-1¾) |
| CIRCLING | 1420-1 533 (600-1) | 1520-1 633 (700-1) | 1560-2 673 (700-2) | 1560-2¼ 673 (700-2¼) |

REIL Rwys 13 and 31 L
MIRL Rwys 6-24 and 13-31 L



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

WEST BEND, WISCONSIN | AL-5649 (FAA) | 24305

# VOR RWY 13

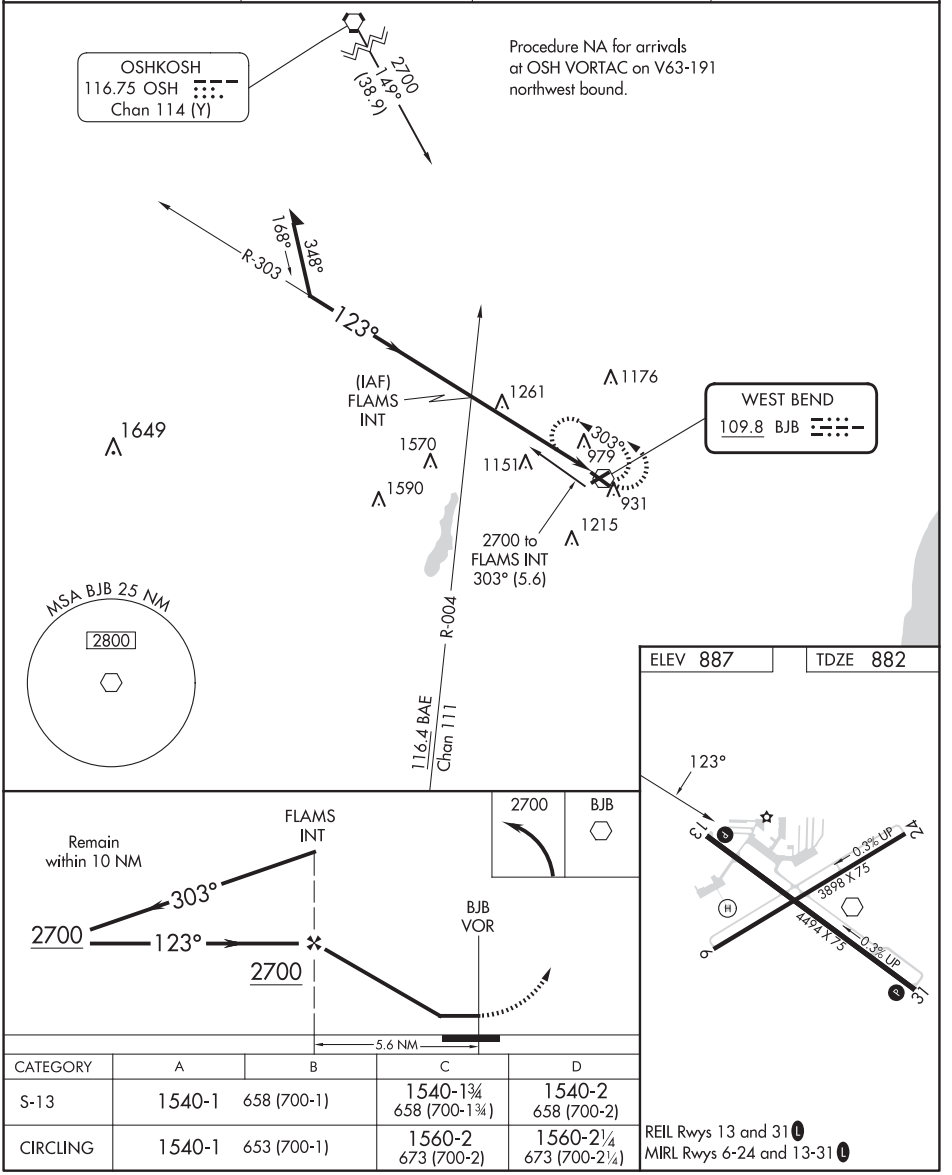
## WEST BEND MUNI (ETB)

| VOR BJB | APP CRS | Rwy Idg | 4494 |
|---|---|---|---|
| 109.8 | 123° | TDZE | 882 |
| | | Apt Elev | 887 |

Rwy 13 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Lawrence J Timmerman altimeter setting and increase all MDAs 80 feet and visibility Cat C/D ¼ SM.

MISSED APPROACH: Climbing left turn to 2700 in BJB VOR holding pattern.

| AWOS-3 | MILWAUKEE APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 120.0 | 125.35 307.0 | 124.75 | 123.05 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-13 | 1540-1 | 658 (700-1) | 1540-1¾ 658 (700-1¾) | 1540-2 658 (700-2) |
| CIRCLING | 1540-1 | 653 (700-1) | 1560-2 673 (700-2) | 1560-2¼ 673 (700-2¼) |

REIL Rwys 13 and 31 L
MIRL Rwys 6-24 and 13-31 L



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

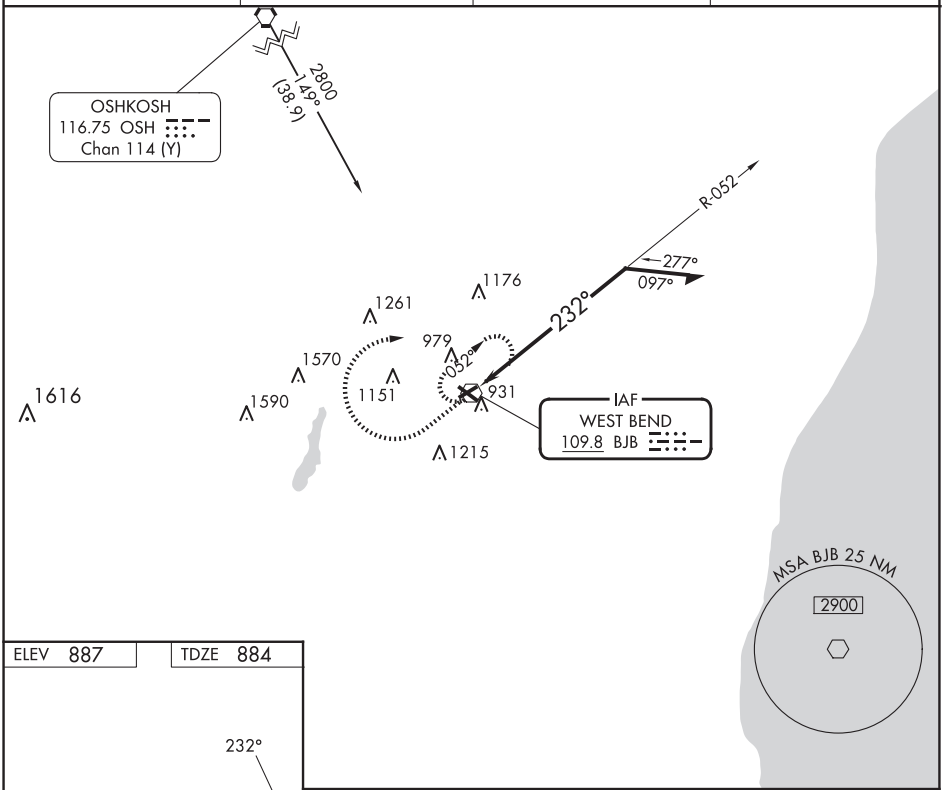
| VOR BJB 109.8 | APP CRS 232° | Rwy Idg 3898<br>TDZE 884<br>Apt Elev 887 |
|---|---|---|

# VOR RWY 24
## WEST BEND MUNI (ETB)

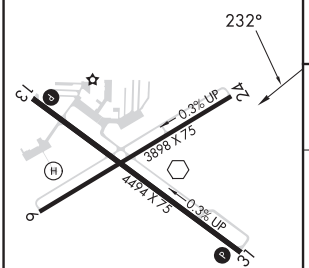
Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Milwaukee/Lawrence J Timmerman altimeter setting and increase all MDA 80 feet, increase all Cat C/D visibilities ¼ mile. Night landing: Rwy 6, 24 NA.

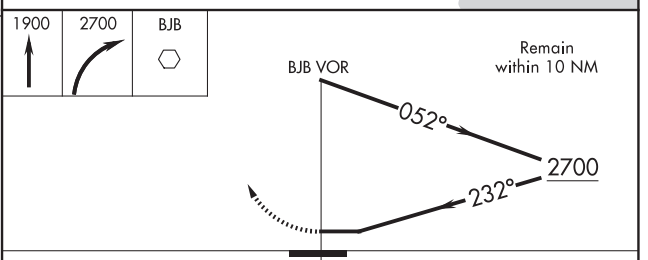
MISSED APPROACH: Climb to 1900 then climbing right turn 2700 direct BJB VOR and hold, continue climb-in-hold to 2700.

| AWOS-3 | MILWAUKEE APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 120.0 | 125.35 307.0 | 124.75 | 123.05 (CTAF) L |




ELEV 887 TDZE 884




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-24 | 1500-1 | 616 (700-1) | 1500-1¾<br>616 (700-1¾) | 1500-2<br>616 (700-2) |
| CIRCLING | 1500-1<br>613 (700-1) | 1520-1<br>633 (700-1) | 1560-2<br>673 (700-2) | 1560-2¼<br>673 (700-2¼) |

REIL Rwys 13 and 31 L
MIRL Rwys 6-24 and 13-31 L



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

(ACCRA5.ACCRA) 20086

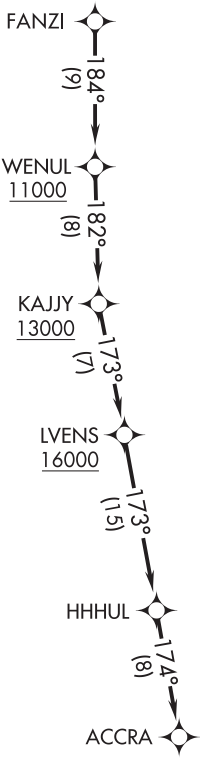
# ACCRA FIVE DEPARTURE (RNAV)

AL-5649 (FAA)

WEST BEND MUNI (ETB)
WEST BEND, WISCONSIN

AWOS-3
120.0
CLNC DEL
124.75
MILWAUKEE DEP CON
125.35 307.0

**TOP ALTITUDE: ASSIGNED BY ATC**




TAKEOFF MINIMUMS

Rwy 6: Standard.
Rwy 13: 300-1½ or standard with minimum climb of 260′ per NM to 1200.
Rwy 24: 300-2 or standard with minimum climb of 250′ per NM to 1400.
Rwy 31: 300-1¼ or standard with minimum climb of 220′ per NM to 1100.

NOTE: RNAV 1.
NOTE: GPS or DME/DME/IRU required.
NOTE: RADAR required.
NOTE: Turbojet aircraft maintain 250K until advised by ATC.
NOTE: Advise ATC if unable to comply with crossing restrictions.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for RADAR vectors to FANZI, thence....

....on track 184° to cross WENUL at or above 11000, then on track 182° to cross KAJJY at or above 13000, then on track 173° to cross LVENS at or above 16000, then on track 173° to HHHUL, then on track 174° to ACCRA. Maintain ATC assigned altitude, expect filed altitude ten minutes after departure.



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EC-3, 07 AUG 2025 to 02 OCT 2025

# UECKR SIX DEPARTURE (RNAV)

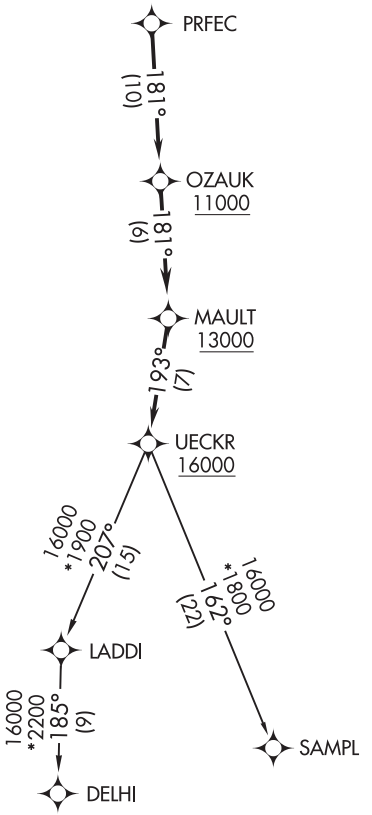
AL-5649 (FAA)

AWOS-3
120.0
CLNC DEL
124.75
MILWAUKEE DEP CON
125.35 307.0

**TOP ALTITUDE: ASSIGNED BY ATC**

TAKEOFF MINIMUMS
Rwy 6: Standard.
Rwy 13: 300-1½ or standard with minimum climb of 260′ per NM to 1200.
Rwy 24: 300-2 or standard with minimum climb of 250′ per NM to 1400.
Rwy 31: 300-1¼ or standard with minimum climb of 220′ per NM to 1100.

NOTE: RNAV 1.
NOTE: GPS or DME/DME/IRU required.
NOTE: RADAR required.
NOTE: Turbojet aircraft maintain 250K until advised by ATC.
NOTE: Notify ATC if unable to comply with crossing restrictions.




NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for RADAR vectors to PRFEC, thence....

....on track 181° to cross OZAUK at or above 11000, then on track 181° to cross MAULT at or above 13000, then on track 193° to cross UECKR at or above 16000, then on (transition). Maintain ATC assigned altitude, expect filed altitude ten minutes after departure.

DELHI TRANSITION (UECKR6.DELHI)

SAMPL TRANSITION (UECKR6.SAMPL)



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

WISCONSIN RAPIDS, WISCONSIN AL-5430 (FAA) 25163

# RNAV (GPS) RWY 2

ALEXANDER FLD SOUTH WOOD COUNTY (ISW)

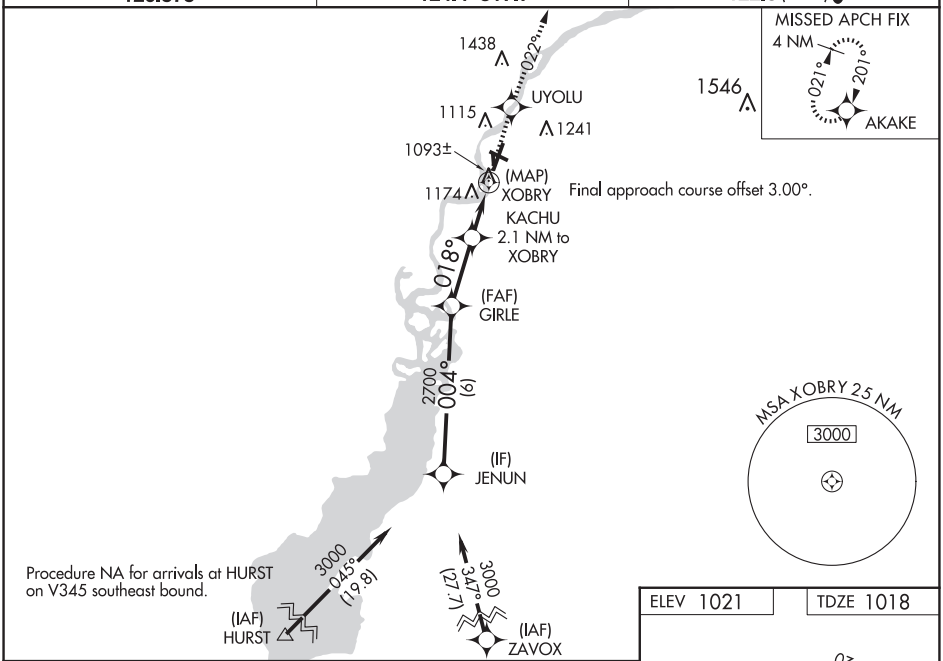
| WAAS | APP CRS | Rwy Ldg | 5500 |
|---|---|---|---|
| CH 77731 | 018° | TDZE | 1018 |
| W02A | | Apt Elev | 1021 |

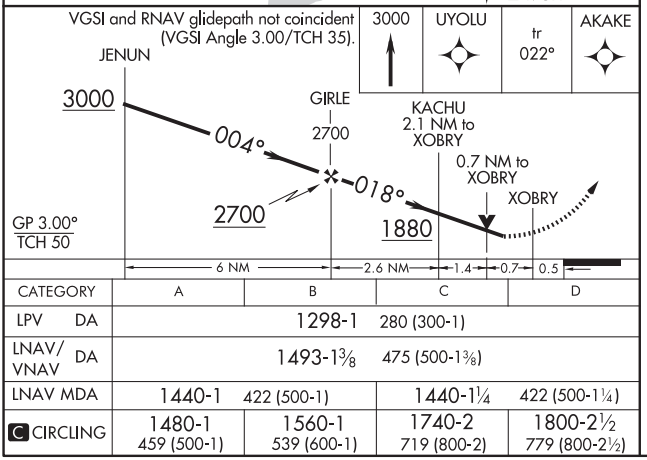
RNP APCH - GPS.

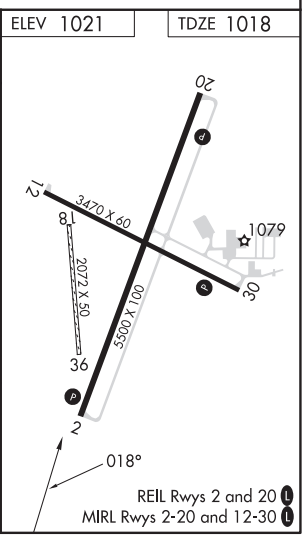
Circling NA to Rwys 18 and 36. Circling Rwy 20, 30 NA at night. Baro-VNAV and VDP NA when using Stevens Point altimeter setting. Rwy 2 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. When local altimeter setting not received, use Stevens Point altimeter setting; increase LPV DA to 1351 feet; increase LNAV/VNAV DA to 1546 feet and all visibilities ⅛ SM; increase all MDAs 60 feet, LNAV Cat C and D visibilities ⅛ SM and Circling Cat C and D visibilities ¼ SM.

MISSED APPROACH: Climb to 3000 direct UYOLU and on track 022° to AKAKE and hold.

| ASOS | MINNEAPOLIS CENTER | UNICOM |
|---|---|---|
| 126.575 | 124.4 317.7 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1298-1 | 280 (300-1) | | |
| LNAV/VNAV DA | 1493-1⅜ | 475 (500-1⅜) | | |
| LNAV MDA | 1440-1 | 422 (500-1) | 1440-1¼ | 422 (500-1¼) |
| C CIRCLING | 1480-1<br>459 (500-1) | 1560-1<br>539 (600-1) | 1740-2<br>719 (800-2) | 1800-2½<br>779 (800-2½) |



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EC-3, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 20

ALEXANDER FLD SOUTH WOOD COUNTY (ISW)

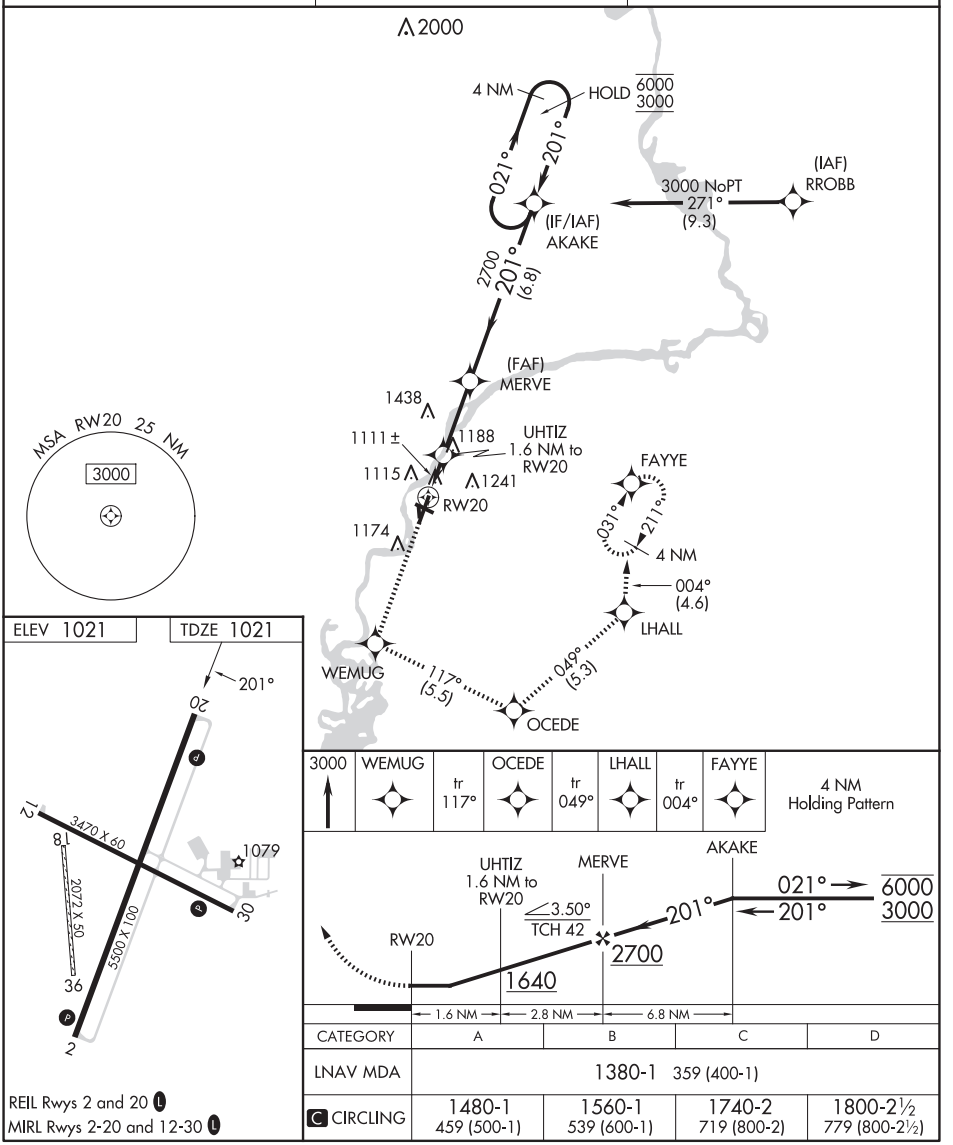
| APP CRS | Rwy Ldg | 5500 |
|---|---|---|
| 201° | TDZE | 1021 |
| | Apt Elev | 1021 |

RNP APCH.

Circling NA to Rwys 18 and 36.
Rwy 20 helicopter visibility reduction below 1 SM NA.
Straight-in Rwy 20 NA at night, Circling Rwy 20, 30 NA at night.

MISSED APPROACH: Climb to 3000 direct WEMUG and on track 117° to OCEDE and on track 049° to LHALL and on track 004° to FAYYE and hold.

| ASOS | MINNEAPOLIS CENTER | UNICOM |
|---|---|---|
| 126.575 | 124.4 317.7 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1380-1 359 (400-1) | | | |
| C CIRCLING | 1480-1 459 (500-1) | 1560-1 539 (600-1) | 1740-2 719 (800-2) | 1800-2½ 779 (800-2½) |

REIL Rwys 2 and 20 L
MIRL Rwys 2-20 and 12-30 L



EC-3, 07 AUG 2025 to 02 OCT 2025
EC-3, 07 AUG 2025 to 02 OCT 2025

INTENTIONALLY

LEFT

BLANK



EC-3, 07 AUG 2025 to 02 OCT 2025

INSIDE BACK COVER

INTENTIONALLY

LEFT

BLANK

FAA Product ID: BTPEC3

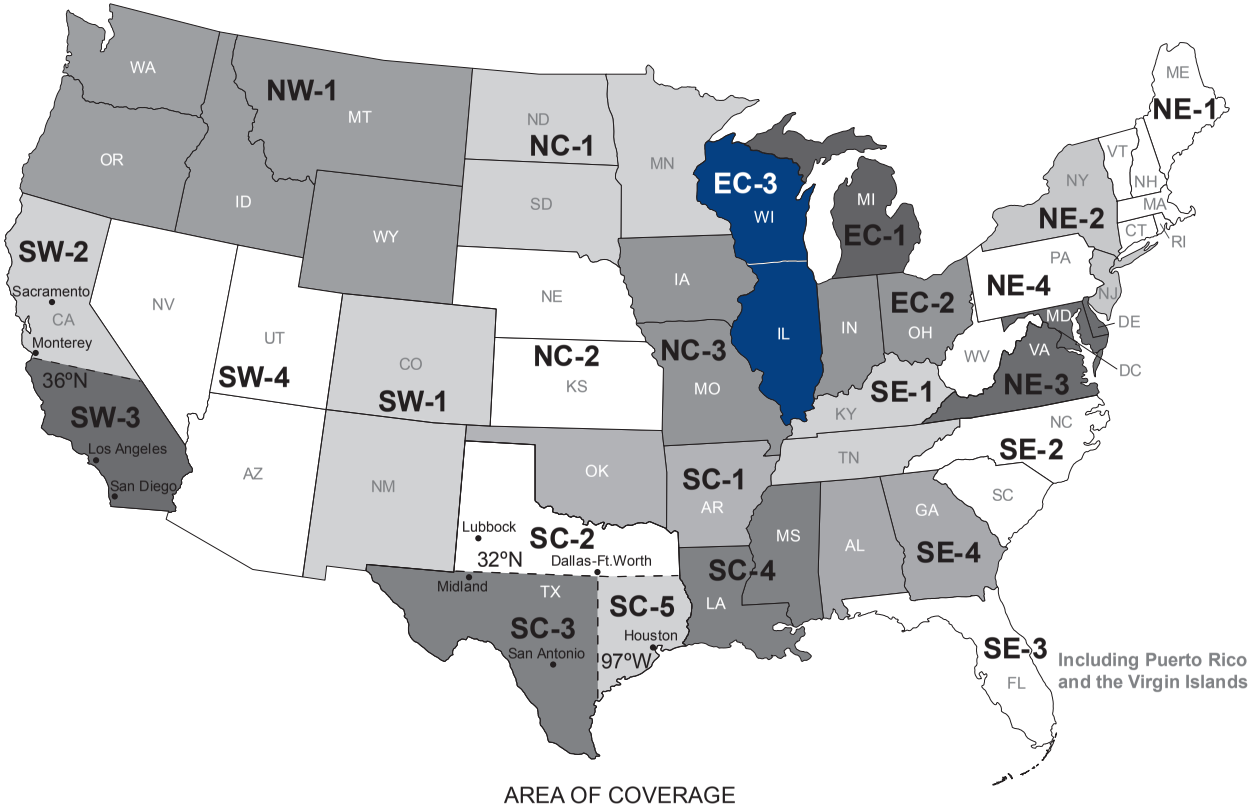
NSN 7641015059758

NGA REF. NO. OK-10-2859

TERMXFAABTPEC3

EFF. DATE 25219

# U.S. TERMINAL PUBLICATION VOLUMES




AREA OF COVERAGE