

NDB RWY 31

AL-150 (FAA)

FORT WAYNE MUNI (BAER FIELD)
FORT WAYNE, INDIANA

FORT WAYNE APP CON
180°-359° 126.1 284.6
360°-179° 120.2 260.6
FORT WAYNE TOWER
119.1 257.8
GND CON
121.9 348.6
ASR
ATIS 121.25

WOLFLAKE
110.4 OLK

2700

FORT WAYNE
117.8 FWA
Chan 125

1649

992

1160

2400
133° (4.3)

MM

OM

HOAGLAND
251 FW

090°

270°

ROCK CREEK

10 NM

2200

ENROUTE FACILITIES

MISSED APPROACH
Climb to 2600, intercept R-279
FWA VORTAC, direct to
Whitley Int and hold.

LOM

Remain
within 10 NM

2400

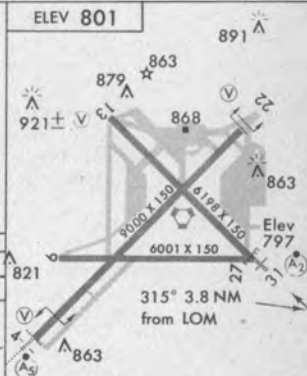
2100

3.8 NM

CATEGORY	A	B	C	D
S-31	1220 / 50		423 (500-1)	
CIRCLING	1240-1 439 (500-1)	1260-1 459 (500-1)	1260-1½ 459 (500-1½)	1360-2 559 (600-2)



ELEV 801



MIRL Rwy 9-27
REIL Rwy 22
HIRL Rws 4-22 and 13-31

FAF to MAP 3.8 NM					
Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16

NDB RWY 31

40°59'N-85°11'W

FORT WAYNE, INDIANA
FORT WAYNE MUNI (BAER FIELD)

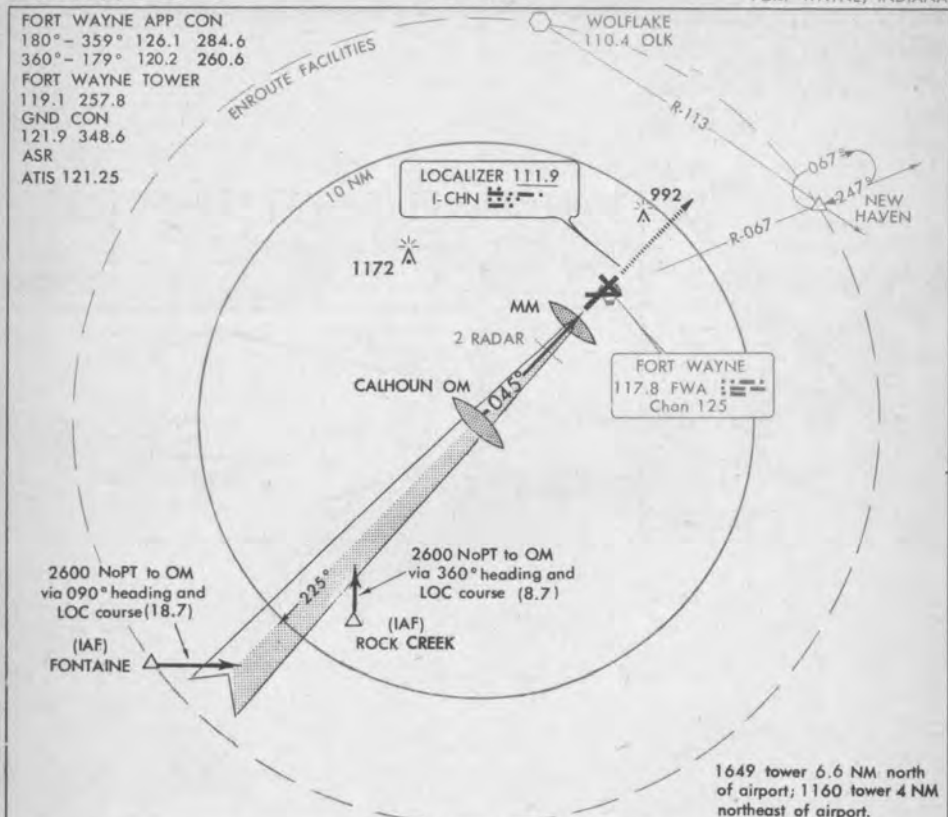
ILS RWY 4

AL-156 (FAA)

FORT WAYNE MUNI (BAER FIELD)

FORT WAYNE, INDIANA

FORT WAYNE APP CON	
180° - 359°	126.1 284.6
360° - 179°	120.2 260.6
FORT WAYNE TOWER	
119.1	257.8
GND CON	
121.9	348.6
ASR	
ATIS 121.25	

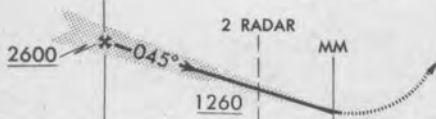


Procedure Turn
NA

CALHOUN

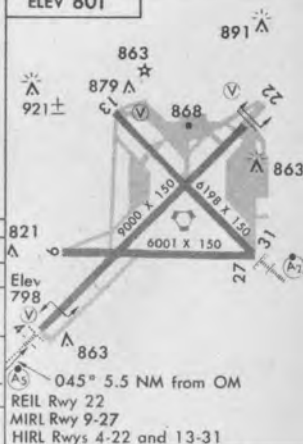
MISSED APPROACH
Climb to 2600, intercept
R-067 FWA VORTAC, direct
to New Haven Int and hold.

GS 3.00°
TCH 53



CATEGORY	A	B	C	D
S-4	998-1/2 200 (200-1/2)			
S-LOC 4	1260-1/2 462 (500-1/2)			1260-1 462 (500-1)
CIRCLING	1260-1 459 (500-1)		1260-1 1/2 459 (500-1 1/2)	1360-2 559 (600-2)
LOC/RADAR MINIMA				
S-4	1180-1/2 382 (400-1/2)			1180-1 382 (400-1)

ELEV 801



FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

ILS RWY 4

40°59'N – 85°11'W

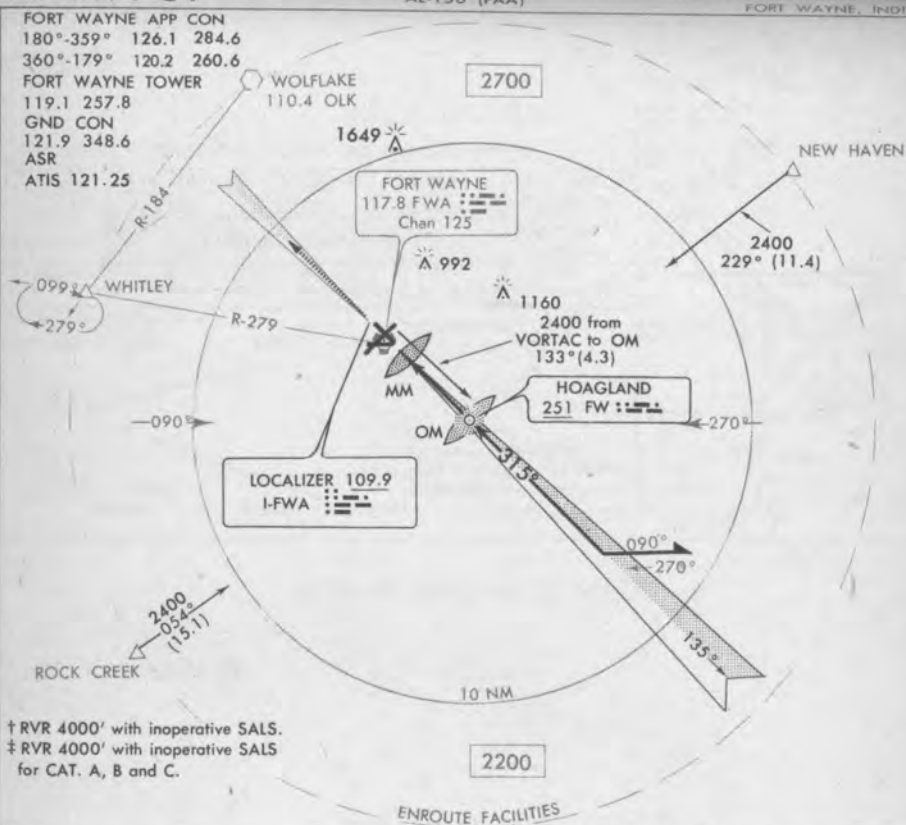
FORT WAYNE, INDIANA
FORT WAYNE MUNI (BAER FIELD)

ILS RWY 31

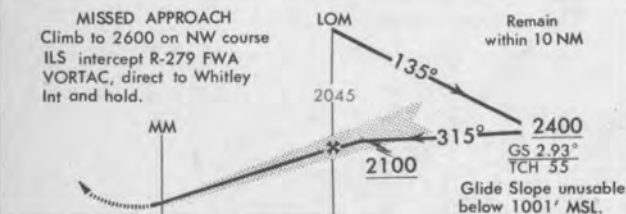
AL-156 (FAA)

FORT WAYNE MUNI (BAER FIELD)
FORT WAYNE, INDIANA

FORT WAYNE APP CON
180°-359° 126.1 284.6
360°-179° 120.2 260.6
FORT WAYNE TOWER
119.1 257.8
GND CON
121.9 348.6
ASR
ATIS 121.25



† RVR 4000' with inoperative SALS.
‡ RVR 4000' with inoperative SALS
for CAT. A, B and C.



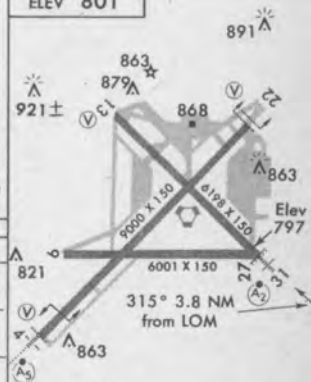
CATEGORY	A	B	C	D
S-ILS 31*†	1047/24	250 (300-1/2)		1047/40 250 (300-3/4)
S-LOC 31*‡	1160/24	363 (400-1/2)		1160/50 363 (400-1)
CIRCLING	1240-1 439 (500-1)	1260-1 459 (500-1)	1260-1 1/2 459 (500-1 1/2)	1360-2 559 (600-2)

* When tower advises train crossing approach area, one mile visibility minimum required.

Inoperative table does not apply to SALS Rwy 31.



ELEV 801



REIL Rwy 22
MIRL Rwy 9-27
HIRL Rws 4-22 and 13-31

FAF to MAP 3.8 NM					
Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16

ILS RWY 31

40°59'N - 85°11'W

FORT WAYNE, INDIANA
FORT WAYNE MUNI (BAER FIELD)

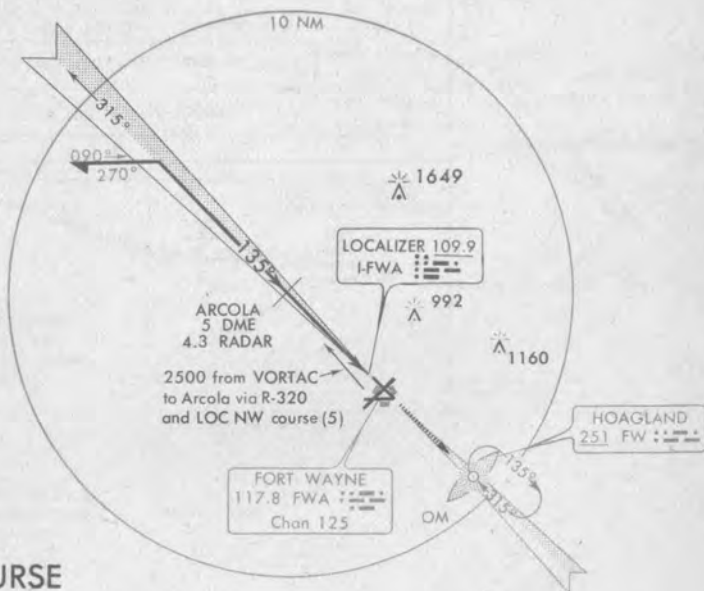
LOC BC RWY 13

AL-156 (FAA)

FORT WAYNE MUNI (BAER FIELD)

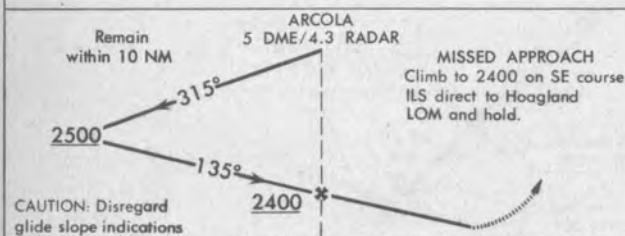
FORT WAYNE, INDIANA

FORT WAYNE APP CON
 180°-359° 126.1 284.6
 360°-179° 120.2 260.6
 FORT WAYNE TOWER
 119.1 257.8
 GND CON
 121.9 348.6
 ASR
 ATIS 121.25



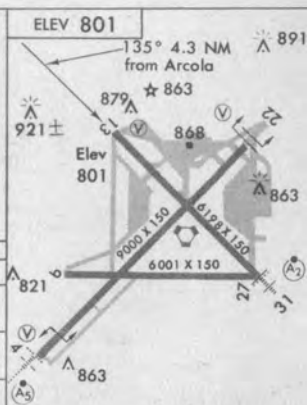
BACK COURSE

ASR or DME REQUIRED



CATEGORY	A	B	C	D
S-13	1180-3/4 379(400-3/4)			1180-1 379 (400-1)
CIRCLING	1240-1 439 (500-1)	1260-1 459 (500-1)	1260-1 1/2 459(500-1 1/2)	1360-2 559 (600-2)

Simultaneous reception of LOC and FWA DME or RADAR required.



REIL RWY 22
 MRL RWY 9-27
 HIRL RWYS 4-22 and 13-31

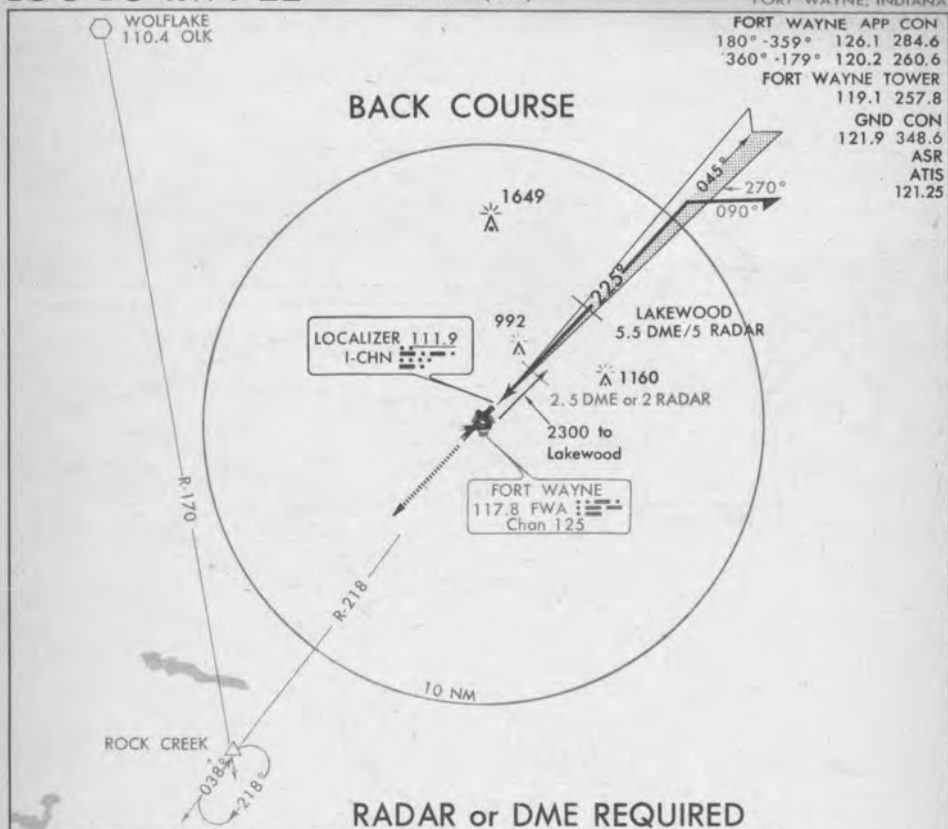
FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

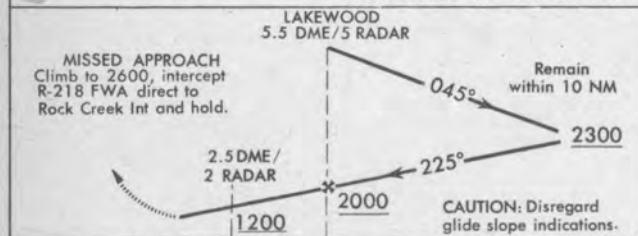
LOC BC RWY 13

40°59'N-85°11'W

FORT WAYNE, INDIANA
FORT WAYNE MUNI (BAER FIELD)

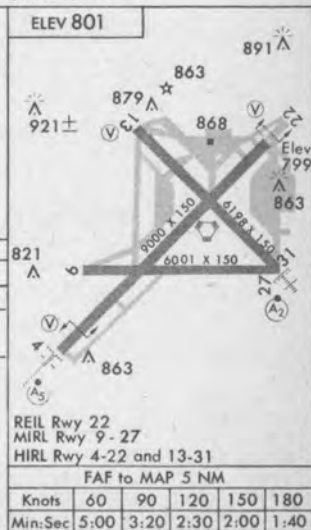


RADAR or DME REQUIRED



CATEGORY		A	B	C	D
S-22		1160-1 361 (400-1)			
CIRCLING	1240-1 439 (500-1)	1260-1 459 (500-1)	1260-1½ 459 (500-1½)	1360-2 559 (600-2)	

Inoperative table does not apply to HIRL Runway 22.
Simultaneous reception of LOC and FWA DME or Radar required.



REIL Rwy 22
MIRL Rwy 9-27
HIRL Rwy 4-22 and 13-31

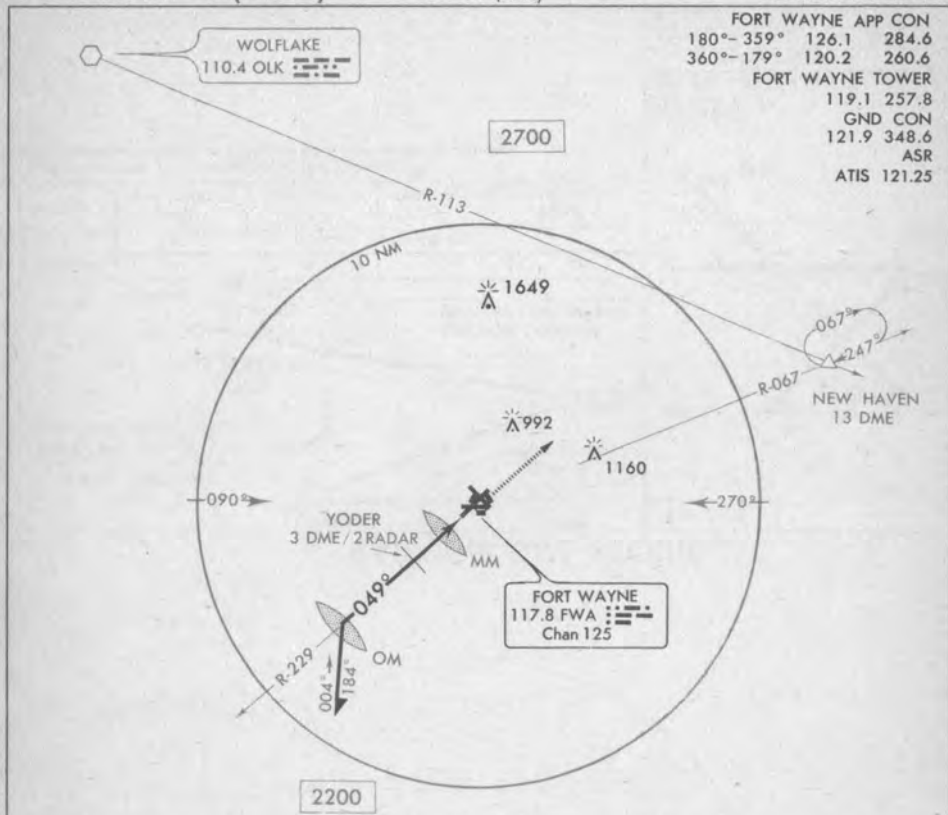
FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

VOR RWY 4 (TAC)

AL-156 (FAA)

FORT WAYNE MUNI (BAER FIELD)

FORT WAYNE, INDIANA



FORT WAYNE APP CON

180°-359° 126.1 284.6

360°-179° 120.2 260.6

FORT WAYNE TOWER

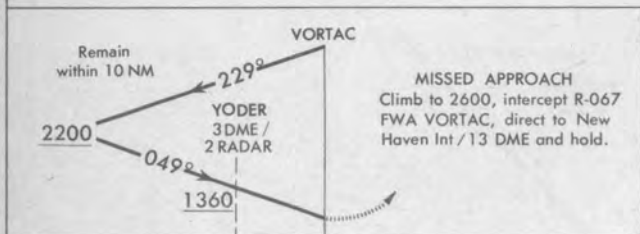
119.1 257.8

GND CON

121.9 348.6

ASR

ATIS 121.25



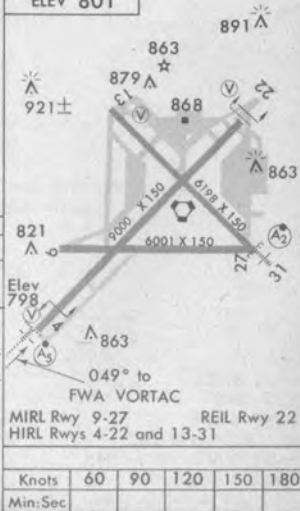
CATEGORY	A	B	C	D
S-4	1360-1/2	562 (600-1/2)		1360-1/4 562 (600-1/4)
CIRCLING	1360-1	559 (600-1)	1360-1/2 559 (600-1/2)	1360-2 559 (600-2)
DME or RADAR MINIMA				
S-4	1180-1/2	382 (400-1/2)		1180-1 382 (400-1)
CIRCLING	1240-1 439 (500-1)	1260-1 459 (500-1)	1260-1/2 459 (500-1/2)	1360-2 559 (600-2)

Inoperative table does not apply to HIRL Rwy 4.

VOR RWY 4 (TAC)

40°59'N-85°11'W

ELEV 801



FORT WAYNE, INDIANA

FORT WAYNE MUNI (BAER FIELD)

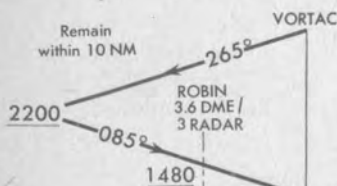
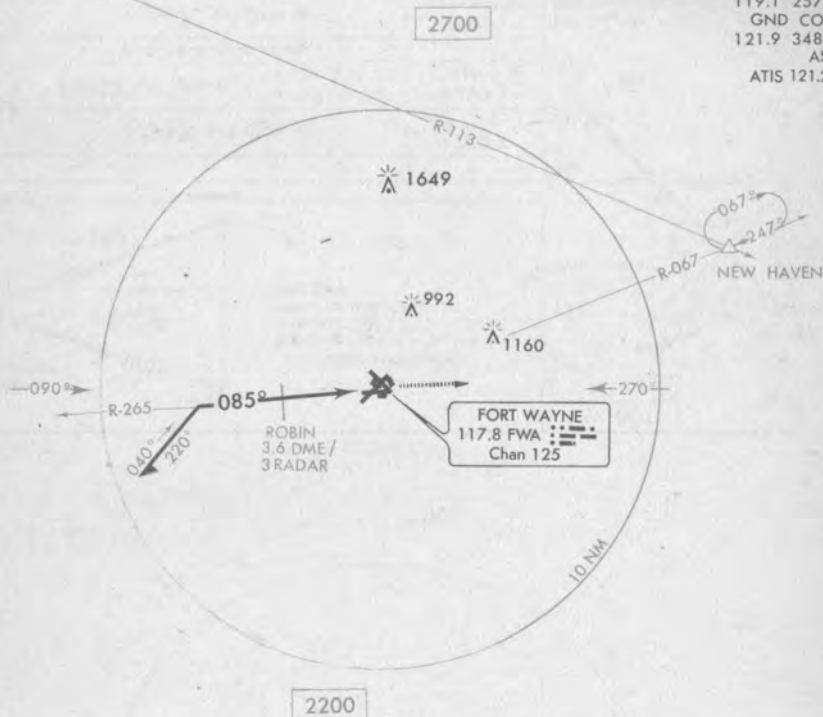
VOR RWY 9

AL-156 (FAA)

FORT WAYNE MUNI (BAER FIELD)
FORT WAYNE, INDIANA

WOLFLAKE
110.4 OLK

FORT WAYNE APP CON
180° - 359° 126.1 284.6
360° - 179° 120.2 260.6
FORT WAYNE TOWER
119.1 257.8
GND CON
121.9 348.6
ASR
ATIS 121.25



MISSED APPROACH
Climb to 2600, intercept
R-067 FWA VORTAC,
direct to New Haven
Int and hold.

CATEGORY	A	B	C	D
S9	1480-1 681(700-1)		1480-1 1/4 681(700-1 1/4)	1480-1 1/2 681(700-1 1/2)
CIRCLING	1480-1 679(700-1)		1480-1 1/2 679(700-1 1/2)	1480-2 679(700-2)

DME or RADAR MINIMA

S9	1180-1 381(400-1)			
CIRCLING	1240-1 439(500-1)	1260-1 459(500-1)	1260-1 1/2 459(500-1 1/2)	1360-2 559(600-2)



REIL Rwy 22
MIRL Rwy 9-27
HIRL Rlys 13-31 and 4-22

Knots	60	90	120	150	180
Min:Sec					

VOR RWY 9

40°59'N-85°11'W

FORT WAYNE, INDIANA
FORT WAYNE MUNI (BAER FIELD)

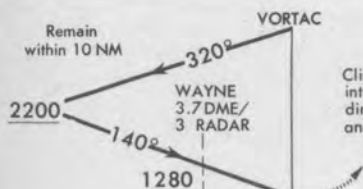
VOR RWY 13

AL-156 (FAA)

FORT WAYNE MUNI (BAER FIELD)

FORT WAYNE, INDIANA

FORT WAYNE APP CON
 180°-359° 126.1 284.6
 360°-179° 120.2 260.6
 FORT WAYNE TOWER
 119.1 257.8
 GND CON
 121.9 348.6
 ASR
 ATIS 121.25



MISSED APPROACH
 Climbing right turn to 2600,
 intercept R-218 FWA VORTAC
 direct to Rock Creek Int
 and hold.

CATEGORY	A	B	C	D
S-13	1280-3/4 479 (500-3/4)			1280-1 479 (500-1)
CIRCLING	1280-1 479 (500-1)		1280-1 1/2 479 (500-1 1/2)	1360-2 559 (600-2)
DME OR RADAR MINIMA				
S-13	1180-3/4 379 (400-3/4)			1180-1 379 (400-1)
CIRCLING	1240-1 439 (500-1)	1260-1 459 (500-1)	1260-1 1/2 459 (500-1 1/2)	1360-2 559 (600-2)



REIL Rwy 22
 HIRL Rlys 4-22 and 13-31
 MIRL Rwy 9-27

Knots	60	90	120	150	180
Min:Sec					

VOR RWY 13

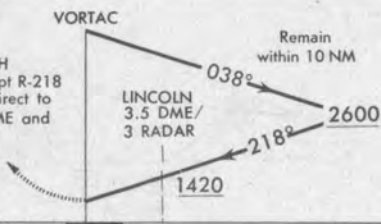
40°59'N-85°11'W

FORT WAYNE, INDIANA
FORT WAYNE MUNI (BAER FIELD)

FORT WAYNE APP CON
 180°-359° 126.1 284.6
 360°-179° 120.2 260.6
 FORT WAYNE TOWER
 119.1 257.8
 GND CON
 121.9 348.6
 ASR
 ATIS 121.25

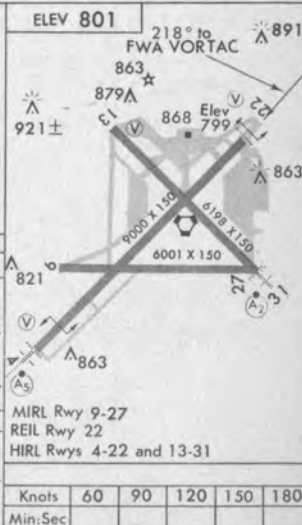


MISSED APPROACH
 Climb to 2600, intercept R-218
 FWA VORTAC and direct to
 Rock Creek Int/ 15 DME and
 hold.



CATEGORY	A	B	C	D
S-22	1420-1	621 (700-1)		1420-1¼ 621 (700-1¼)
CIRCLING	1420-1 619 (700-1)		1420-1½ 619 (700-1½)	1420-2 619 (700-2)
DME or RADAR MINIMA				
S-22	1260-1	461 (500-1)		
CIRCLING	1260-1 459 (500-1)		1260-1½ 459 (500-1½)	1360-2 559 (600-2)

Inoperative table does not apply to HIRL Rwy 22.



VOR RWY 22 (TAC)

40°59'N-85°11'W

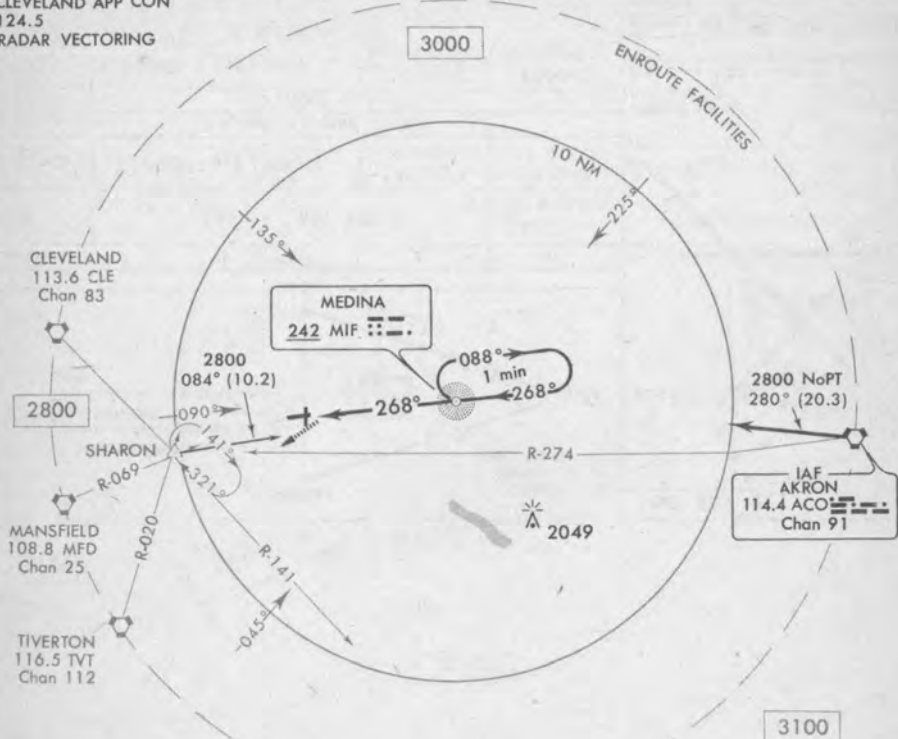
FORT WAYNE, INDIANA
 FORT WAYNE MUNI (BAER FIELD)

Amdt 2 NDB RWY 27

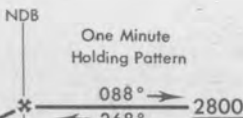
96
AL-5763 (FAA)

FREEDOM FIELD
MEDINA, OHIO

CLEVELAND APP CON
124.5
RADAR VECTERING

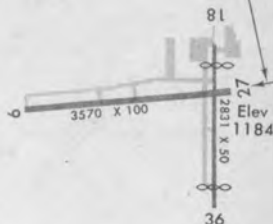


MISSED APPROACH
Climbing left turn to 3000 to ACO
R-274 to Sharon Int and hold.



ELEV 1190 Rwy 18 ldg 2481'
Rwy 36 ldg 2495'

268° 5.2 NM
from NDB



Rwy 9-27 unlighted.

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-27	1660-1	476 (500-1)		
CIRCLING	1660-1	470 (500-1)	1660-1½ 470 (500-1½)	1740-2 550 (600-2)

Use Cleveland, Ohio, Cleveland-Hopkins International Airport altimeter setting.
Night minimums not authorized Rwy 9-27.

△ NA

NDB RWY 27

41°08'N - 81°46'W

MEDINA, OHIO
FREEDOM FIELD

NDB RWY 31

AL-573 (FAA)

FREEMAN MUNI
SEYMOUR, INDIANAINDIANAPOLIS CENTER
128.55

HOUSTON

2500
117°
(15.1)

SCPIO

2300
222°
(12.7)

935

928

SEYMOUR
308 SER

160°

820

340°

115°

295°

10 NM

1275

2300
317°
(23.6)NABB
113.5 ABB
Chan 82

MIN SAFE ALT 25 NM-2300

NDB

Remain
within 10 NMMISSED APPROACH
Climb to 2200, return to
SER NDB and hold.

2200

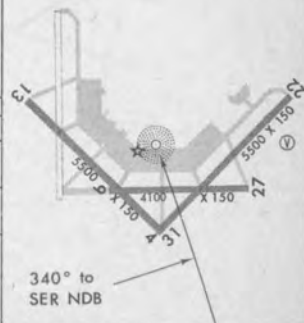
ELEV 580

MIRL Rwy's 4-22 and 13-31
REIL Rwy's 4, 13, 22 and 31

CATEGORY	A	B	C	D
S-31	1340-1 760 (800-1)	1340-1¼ 760 (800-1¼)	1340-1½ 760 (800-1½)	1340-1¾ 760 (800-1¾)
CIRCLING	1340-1 760 (800-1)	1340-1¼ 760 (800-1¼)	1340-1½ 760 (800-1½)	1400-2 820 (900-2)

Use Bloomington Indiana, altimeter setting. When not available, use Louisville, Kentucky altimeter setting and increase all MDA's 60 feet.

NA



Knots	60	90	120	150	180
Min:Sec					

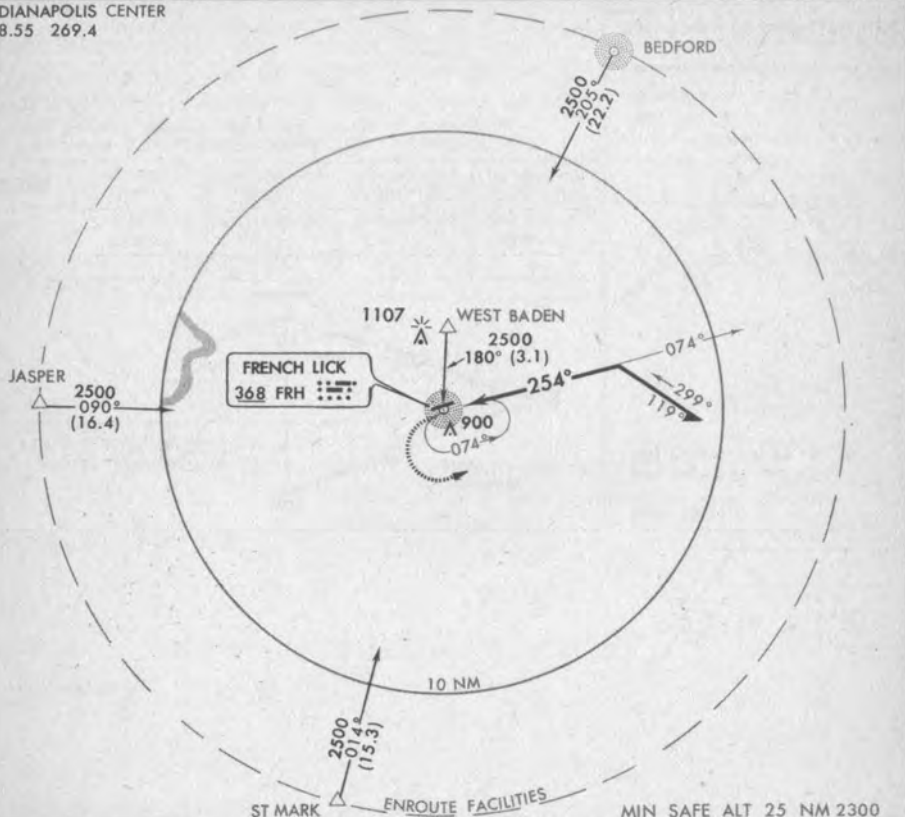
NDB RWY 31

38°56'N - 85°54'W

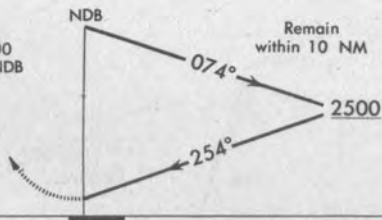
SEYMOUR, INDIANA
FREEMAN MUNI

NDB RWY 26

AL-5962 (FAA)

FRENCH LICK MUNI
FRENCH LICK, INDIANAINDIANAPOLIS CENTER
128.55 269.4

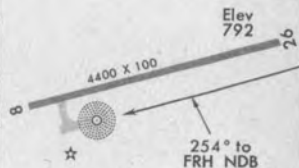
MISSED APPROACH
Climbing left turn to 2500
within 5 NM, return to NDB
and hold.



CATEGORY	A	B	C	D
S-26	1580-1 788(800-1)	1580-1¼ 788(800-1¼)	1580-1½ 788(800-1½)	1580-1¾ 788(800-1¾)
CIRCLING	1580-1 788(800-1)	1580-1¼ 788(800-1¼)	1580-1½ 788(800-1½)	1580-2 788(800-2)

Use Bloomington, Indiana altimeter setting.
When Bloomington, Indiana altimeter setting not available, use Louisville,
Kentucky altimeter setting and increase all MDAs 60 feet.
△NA

ELEV 792



MRL Rwy 8-26

Knots	60	90	120	150	180
Min:Sec					

NDB RWY 26

38°30'N - 86°38'W

FRENCH LICK, INDIANA
FRENCH LICK MUNI

CHICAGO CENTER



NDB

Remain within 10 NM

097°

277°

2500

VORTAC

ELEV 790

MIRL Rwy 11-29
REIL Rwy 11 and 29

Knots	60	90	120	150	180
Min:Sec					

41°04'N - 86°11'W

99

VOR RWY 23

AL-5044 (FAA)

GALION MUNI
GALION, OHIO

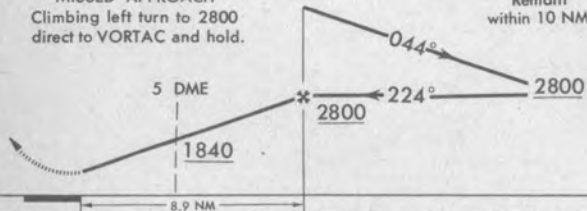
MANSFIELD APPROACH CONTROL
126.9 290.2



MISSED APPROACH
Climbing left turn to 2800
direct to VORTAC and hold.

VORTAC

Remain
within 10 NM



8.9 NM				
CATEGORY	A	B	C	D
S-23	1840-1 615 (700-1)			1840-1 ¹ / ₄ 615 (700-1 ¹ / ₄)
CIRCLING	1900-1 675 (700-1)		1900-1 ¹ / ₂ 675 (700-1 ¹ / ₂)	2000-2 775 (800-2)
DME MINIMA				
S-23	1700-1 475 (500-1)			
CIRCLING	1760-1 535 (600-1)		1760-1 ¹ / ₂ 535 (600-1 ¹ / ₂)	1860-2 635 (700-2)

Use Mansfield, Ohio altimeter setting.

NA

ELEV 1225

224° 8.9 NM
from VORTAC

3000' available nights.

Elev
1225



FAF to MAP 8.9 NM					
Knots	60	90	120	150	180
Min:Sec	8:54	5:56	4:27	3:34	2:58

GALION, OHIO
GALION MUNI

VOR RWY 23

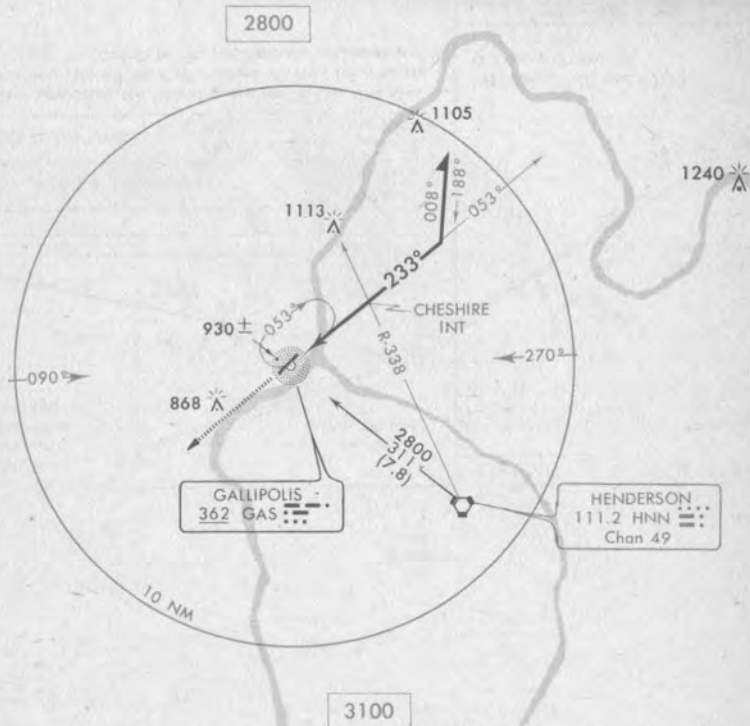
40°45'N-82°43'W

NDB RWY 23

INDIANAPOLIS CENTER	135.7
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AL-5981 (FAA)

GALLIA-MEIGS REGIONAL
GALLIPOLIS, OHIO



MISSED APPROACH
Climb to 2800, right turn
direct to NDB and hold.

ELEV 567



CATEGORY	A	B	C	D
S-23	1600-1 ¹ / ₂ 1033 (1100-1 ¹ / ₂)	1600-1 ³ / ₄ 1033 (1100-1 ³ / ₄)	1600-2	1033 (1100-2)
CIRCLING	1600-1 ¹ / ₂ 1033 (1100-1 ¹ / ₂)	1600-1 ³ / ₄ 1033 (1100-1 ³ / ₄)	1600-2	1033 (1100-2)

NDB/VOR MINIMA

S-23	1540-1 ¹ / ₄ 973 (1000-1 ¹ / ₄)	1540-1 ¹ / ₂ 973 (1000-1 ¹ / ₂)	1540-1 ³ / ₄ 973 (1000-1 ³ / ₄)	1540-2 973 (1000-2)
------	---	---	---	------------------------

Use Huntington, W. Va. altimeter setting.

∇
 Δ NA

Knots	60	90	120	150	180
Min:Sec					

NDB RWY 23

38°50'N – 82°10'W

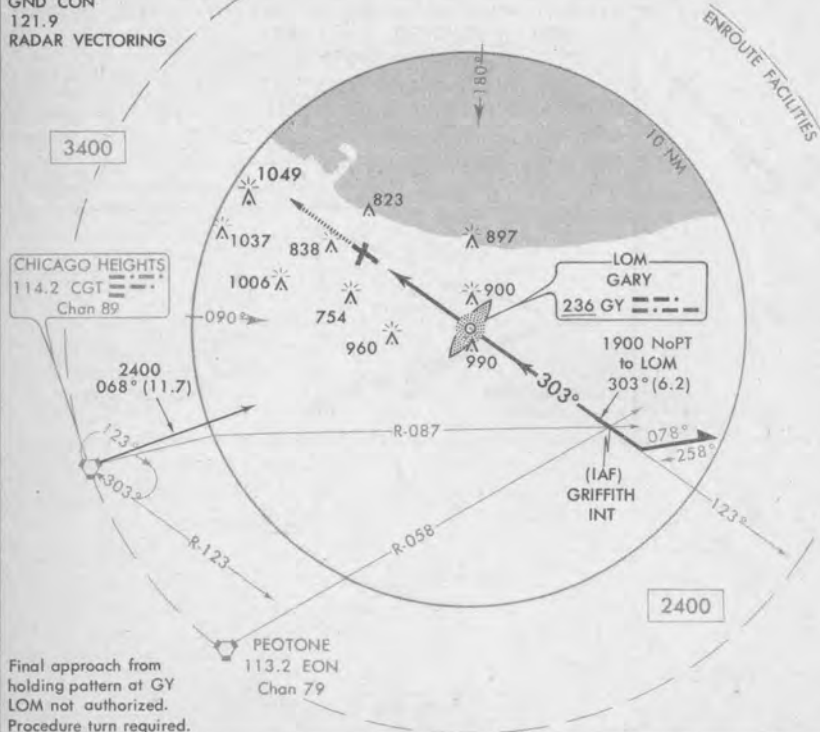
GALLIPOLIS, OHIO
GALLIA-MEIGS REGIONAL

NDB RWY 30

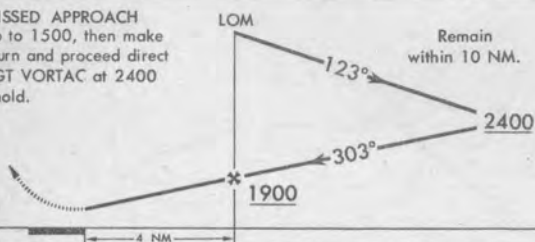
AL-748 (FAA)

GARY MUNI
GARY, INDIANA

CHICAGO CENTER
125.2 323.2
GARY TOWER*
126.3
GND CON
121.9
RADAR VECTERING



MISSED APPROACH
Climb to 1500, then make
left turn and proceed direct
to CGT VORTAC at 2400
and hold.



CATEGORY	A	B	C	D
S-30	1200-1 609 (700-1)			1200-1 1/4 609 (700-1 1/4)
CIRCLING	1200-1 609 (700-1)		1200-1 1/2 609 (700-1 1/2)	1200-2 609 (700-2)

When control zone not in operation, the following applies: (a) Use Chicago, Midway, Ill, altimeter setting. (b) All MDA's increased 80 feet. (c) Increase visibility straight-in Cat. C to 1 1/4; Cat. D to 1 1/2. (d) Alternate minimums not authorized.



ELEV 591

Rwy 12 ldg 5500'



MIRL Rwy 2-20 and 12-30
REIL Rwy 2 and 30
RAIL Rwy 30

FAF to MAP 4 NM

Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

NDB RWY 30

41°37'N - 87°25'W

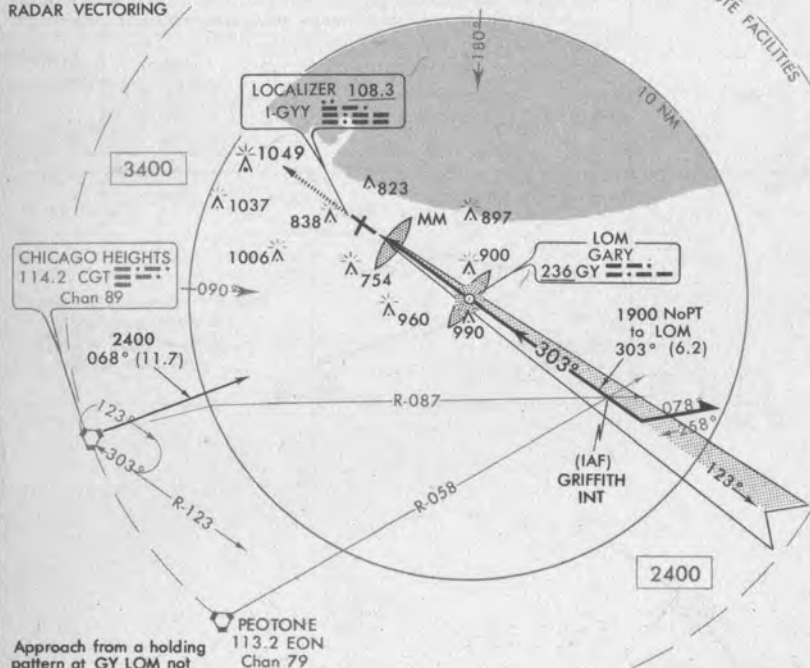
GARY, INDIANA
GARY MUNI

LOC RWY 30

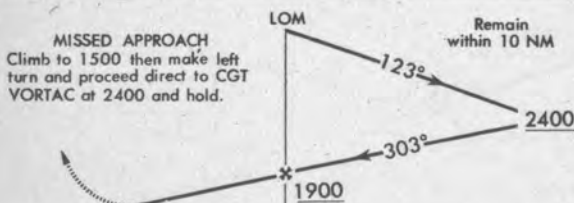
AL-748 (FAA)

GARY MUNI
GARY, INDIANA

CHICAGO CENTER
125.2 323.2
GARY TOWER*
126.3
GND CON
121.9
RADAR VECTING



Approach from a holding pattern at GY LOM not authorized procedure turn required.



CATEGORY	A	B	C	D
S-30	1020-1		429 (500-1)	
CIRCLING	1140-1	549 (600-1)	1180-1½ 589 (600-1½)	1180-2 589 (600-2)

Inoperative table does not apply.
When control zone not in operation, the following applies: 1. Use Chicago, Midway, Illinois altimeter setting. 2. All MDA's increased 80 feet.
Straight-in Cat. D visibility becomes 1¼ miles.
3. Alternate minimums not authorized.



ELEV 591 Rwy 12 ldg 5500'



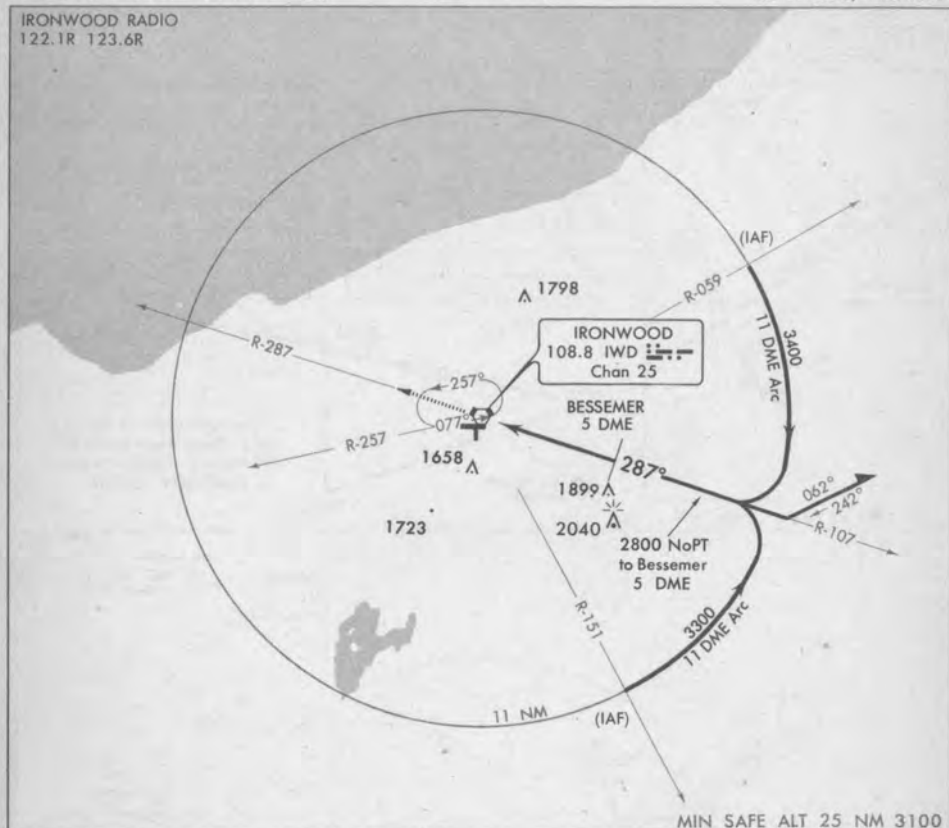
RAIL Rwy 30
REIL Rwy 2 and 30
MIRL Rwy 2-20 and 12-30

FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

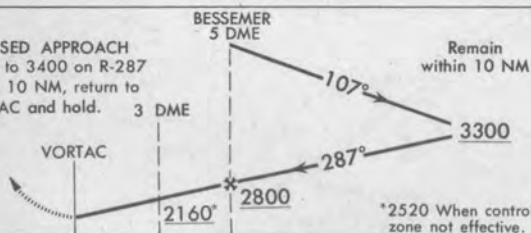
LOC RWY 30

41°37'N - 87°25'W

GARY, INDIANA
GARY MUNI

IRONWOOD RADIO
122.1R 123.6R

MISSED APPROACH
Climb to 3400 on R-287
within 10 NM, return to
VORTAC and hold.



ELEV 1246

287° to
IWD VORTAC

CATEGORY	A	B	C	D
S- 27	2000-1 770 (800-1)	2000-1¼ 770 (800-1¼)	2000-1½ 770 (800-1½)	2000-1¾ 770 (800-1¾)
CIRCLING	2040-1 794 (800-1)	2040-1¼ 794 (800-1¼)	2060-1½ 814 (900-1½)	2200-2 954 (1000-2)

When control zone not effective, the following applies except for operators with approved weather reporting service: (a) Use Houghton, Mich. altimeter setting. (b) All MDAs increased 360 feet. (c) Increase visibility straight-in and circling Cat. A to 1¼, Cat. B, C, and D to 2.

(d) Alternate minimums not authorized.

MIRL Rwy 9-27
REIL Rwy 9 and 27.

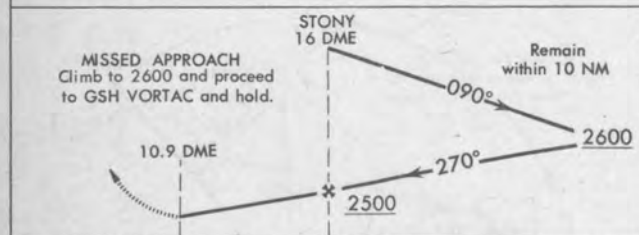
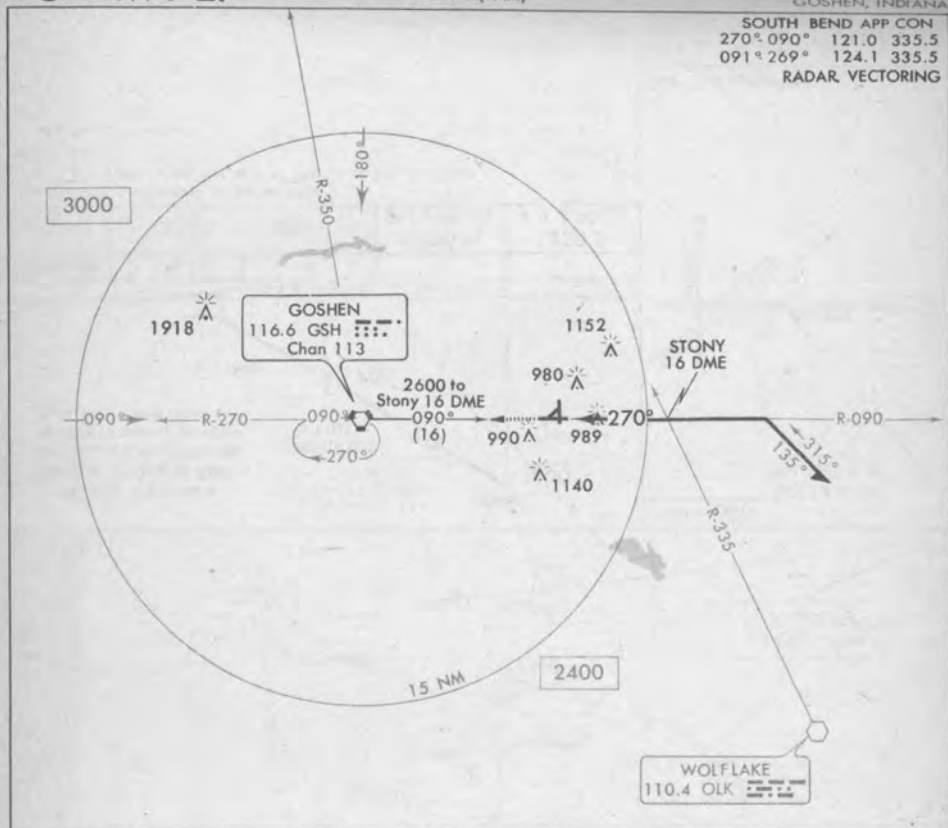
Knots	60	90	120	150	180
Min:Sec					

VOR RWY 27

AL-171 (FAA)

GOSHEN MUNI
GOSHEN, INDIANA

SOUTH BEND APP CON
270° 090° 121.0 335.5
091° 269° 124.1 335.5
RADAR VECTING

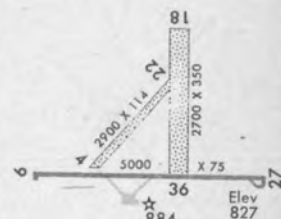


ELEV 827

CATEGORY	A	B	C	D
S-27	1300-1 473 (500-1)			1300-1 1/4 473 (500-1 1/4)
CIRCLING	1300-1 473 (500-1)		1300-1 1/2 473 (500-1 1/2)	1380-2 553 (600-2)

Obtain local altimeter setting on UNICOM. When not available, use
South Bend, Indiana altimeter setting, and increase all MDA's 100 feet.

▽
△ NA



MIRL Rwy 9-27
REIL Rwys 9 and 27

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

VOR RWY 27

41°31'N - 85°48'W

105

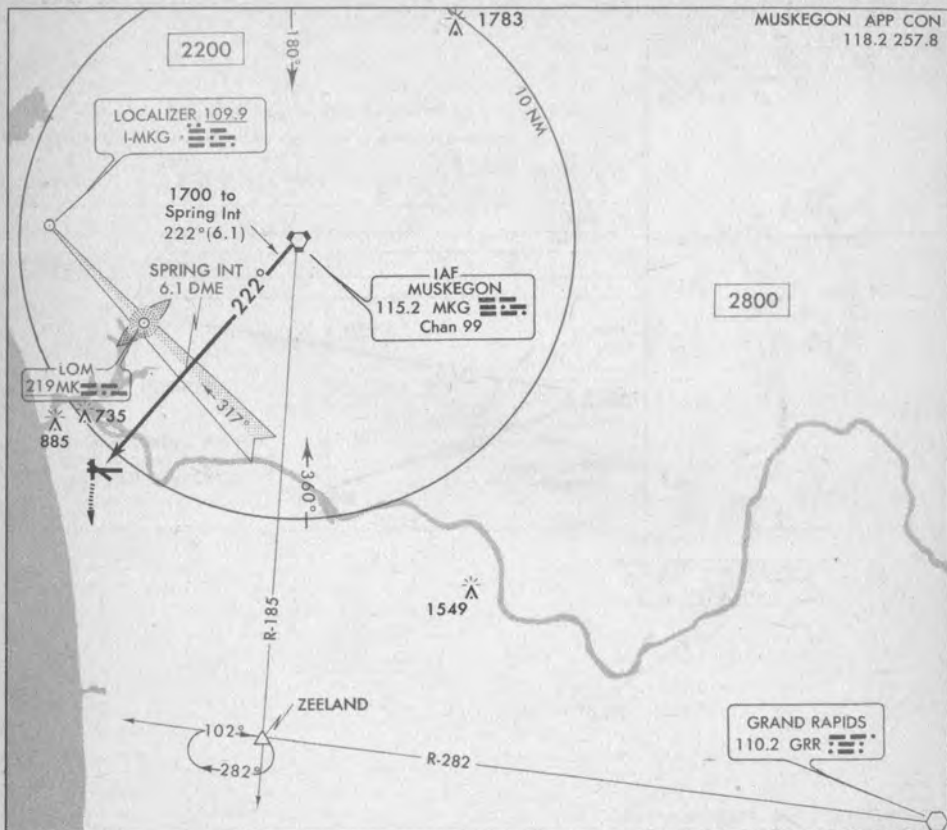
GOSHEN, INDIANA
GOSHEN MUNI

Amdt 7
VOR-A

106
AL-5113 (FAA)

GRAND HAVEN MEMORIAL AIRPARK
GRAND HAVEN, MICHIGAN

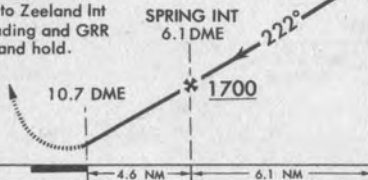
MUSKEGON APP CON
118.2 257.8



MISSED APPROACH
Climbing left turn to 2500
and proceed to Zeeland Int
via 180° heading and GRR
VOR R-282 and hold.

VORTAC
2800

Procedure
Turn NA



CATEGORY	A	B	C	D
CIRCLING	1220-1 617 (700-1)		1220-1½ 617 (700-1½)	1220-2 617 (700-2)

Use Muskegon, Michigan altimeter setting.

CAUTION: Sand dunes rise to 900 West and SW of airport.

▽
△ NA

ELEV 603

222° 4.6 NM
from Spring Int



Rwy 13-31 unlighted

FAF to MAP 4.6 NM

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

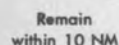
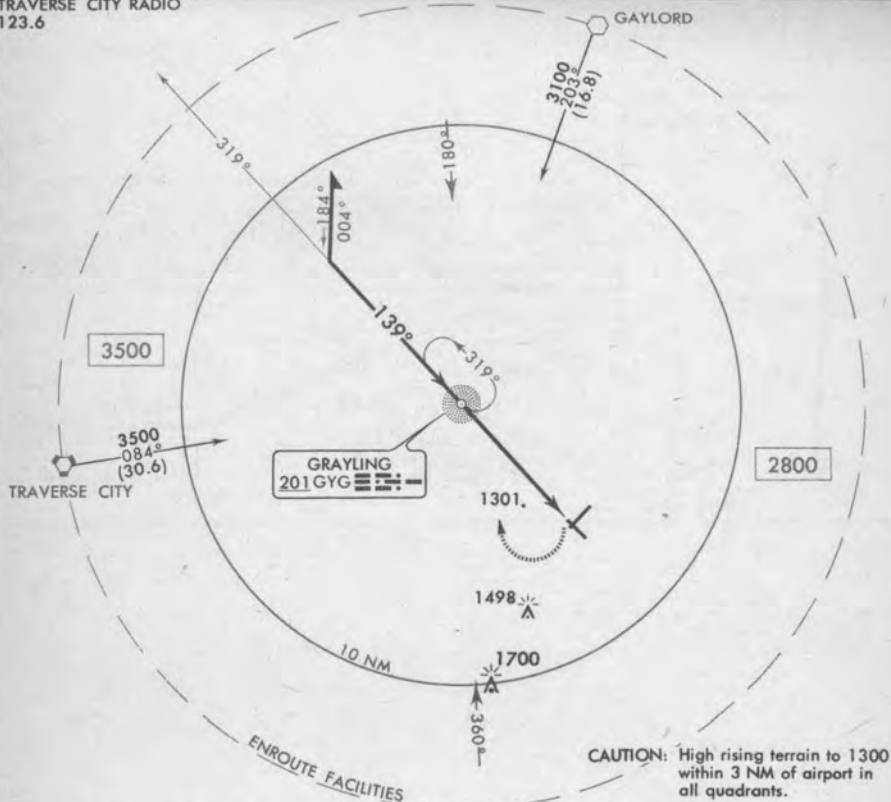
VOR-A

43°02'N-86°12'W

GRAND HAVEN, MICHIGAN
GRAND HAVEN MEMORIAL AIRPARK

TRAVERSE CITY RADIO
123.6

GRAYLING AAF
GRAYLING, MICHIGAN



NDA

3100

-1399

2800

MISSED APPROACH
Climbing right turn to 3100
direct to NDB and hold.

5.7 NM

CATEGORY	A	B	C	D
S-14	1820-1	668 (700-1)	1820-1 $\frac{1}{4}$ 668 (700-1 $\frac{1}{4}$)	1820-1 $\frac{1}{2}$ 668 (700-1 $\frac{1}{2}$)
CIRCLING	1820-1	668 (700-1)	1820-1 $\frac{1}{2}$ 668 (700-1 $\frac{1}{2}$)	1820-2 668 (700-2)

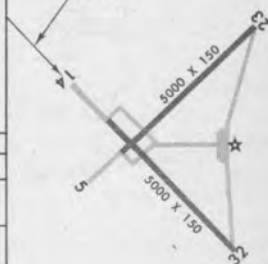
Use Houghton Lake, Michigan altimeter setting, alternate minimums not authorized.

5

ANA

ELEV 1152

139°5.7 NM
from NDB



FAF to MAP 5.7 NM

Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

NDB RWY 14

44°41'N - 84°44'W

107

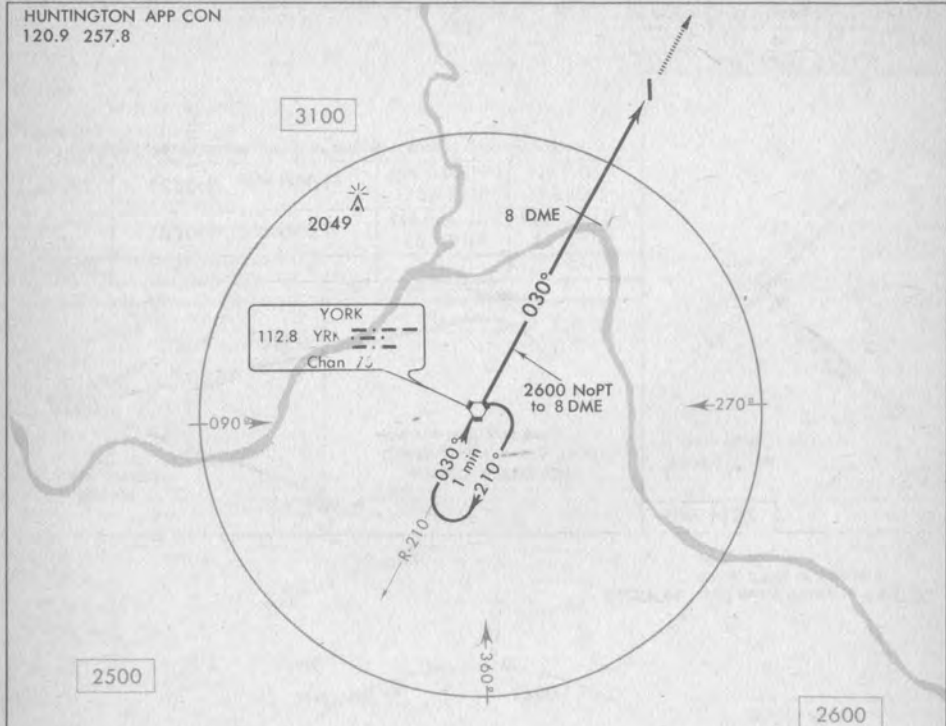
GRAYLING, MICHIGAN
GRAYLING AAF

Orig
VOR/DME-A

108
AL-708 (FAA)

GREATER PORTSMOUTH REGIONAL
PORTSMOUTH, OHIO

HUNTINGTON APP CON
120.9 257.8



One minute
Holding Pattern

VORTAC

3000
←210°
030°→

MISSED APPROACH
Climb to 3000 right turn direct
YRK VORTAC and hold.

8 DME
2600
12.8 DME

ELEV 664

81

V

☆

5000 x 100

V

36

CATEGORY	A	B	C	D
CIRCLING	1560-1 ¹ / ₄ 896 (900-1 ¹ / ₄)	1560-1 ¹ / ₂ 896 (900-1 ¹ / ₂)	1560-1 ³ / ₄ 896 (900-1 ³ / ₄)	1560-2 896 (900-2)

Use Huntington, West Virginia altimeter setting.

▽
△NA

HIRL Rwy 18-36
REIL Rwy 18 and 36

Knots	60	90	120	150	180
Min:Sec					

VOR/DME-A

38°50'N - 82°51'W

PORTSMOUTH, OHIO
GREATER PORTSMOUTH REGIONAL

VOR-A

AL-799 (FAA)

WHITE SULPHUR SPRINGS, WEST VIRGINIA

WASHINGTON CENTER
119.05

RADAR VECTORED

RAINELLE
116.6 RNLR-338
158

R-097

FRANKFORD

5700

NATURAL WELL

ENROUTE FACILITIES
10 NM

FEDER FACILITIES

2920

3125

3320

3309

WHITE SULPHUR
SPRINGS
108.4 SSU

3280

2246

3140

3375

3032

CALLAGHAN INT

299°

270°

074°

254°

3403

4300 NoPT

299° (7)

3223

3423

360°

R-119

R-352

5400

312

(13.7)

COVINGTON

ROANOKE

109.4 ROA

Chan 31

5100

5400

ZENITH

MISSED APPROACH
Climb to 6000 via SSU VOR
R-338 to Frankford Int and
hold.

VOR

Remain
within 10 NM

5400

299°

119°

4300

1.7 NM

CATEGORY

A

B

C

D

CIRCLING*

3900-3

2099 (2100-3)

*Night minimums not authorized.

CAUTION: Precipitous terrain underlying this procedure. Turbulence of varying intensities may be encountered; airport surrounded by high ridges.

Use Roanoke altimeter setting.



NA

ELEV 1801

5200 x 150

299° 1.7 NM
from VOR

LIRL Rwy 8-26

FAF to MAP 1.7 NM

Knots	60	90	120	150	180
Min:Sec	1:42	1:08	0:51	0:41	0:34

VOR-A

37°46'N-80°20'W

WHITE SULPHUR SPRINGS, WEST VIRGINIA

GREENBRIER

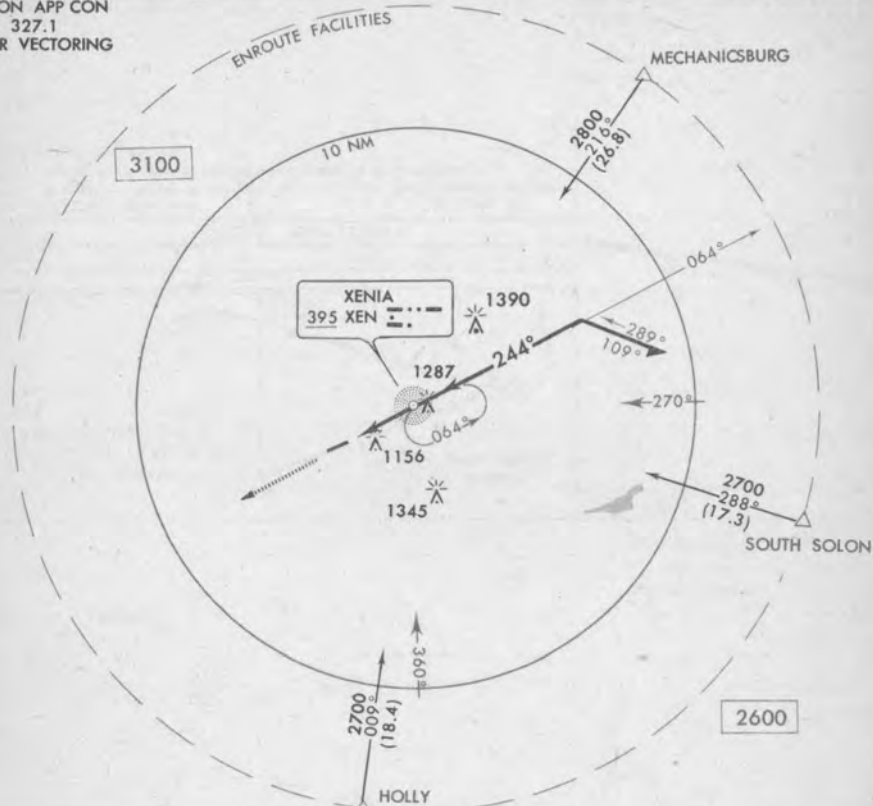
NDB RWY 25

AL-5879 (FAA)

GREENE COUNTY

XENIA, OHIO

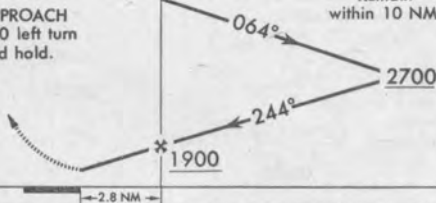
DAYTON APP CON
118.4 327.1
RADAR VECTORED



MISSED APPROACH
Climb to 2700 left turn
direct NDB and hold.

NDB

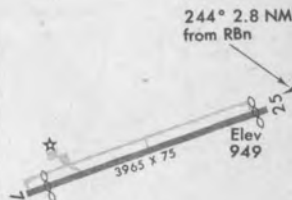
Remain
within 10 NM



ELEV 949

Rwy 7 ldg 3756'
Rwy 25 ldg 3788'

244° 2.8 NM
from RBN



CATEGORY	A	B	C	D
S-25	1480-1	531 (600-1)		1480-1 1/4 531 (600-1 1/4)
CIRCLING	1480-1	531 (600-1)	1480-1 1/2 531 (600-1 1/2)	1500-2 551 (600-2)

Use Dayton, Ohio approach control altimeter setting.

Descent from holding at XEN NDB not authorized, procedure turn required.



NA

LIRL Rwy 7-25

REIL Rwy 25

FAF to MAP 2.8 NM

Knots	60	90	120	150	180
Min:Sec	2:48	1:52	1:24	1:07	0:56

NDB RWY 25

39°42'N-83°59'W

XENIA, OHIO

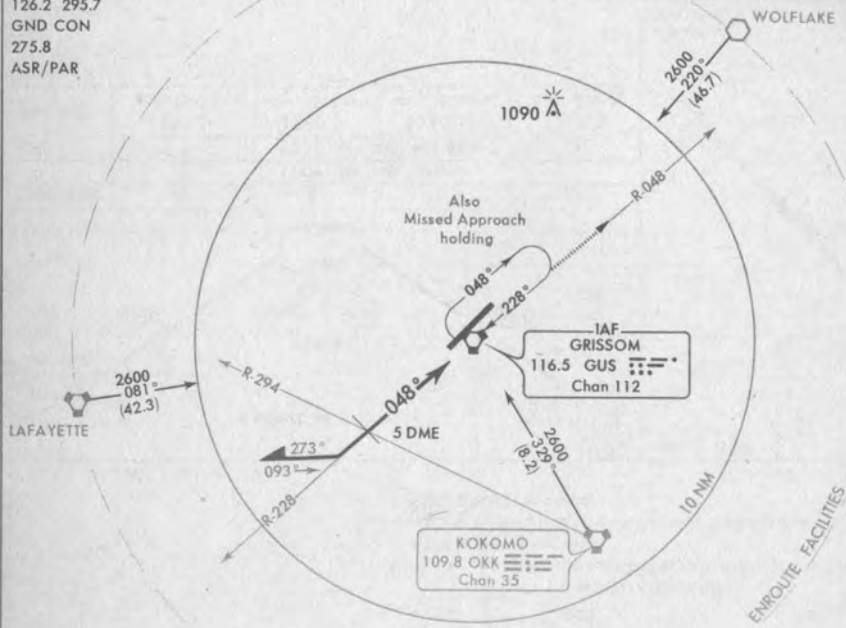
GREENE COUNTY

VOR RWY 4

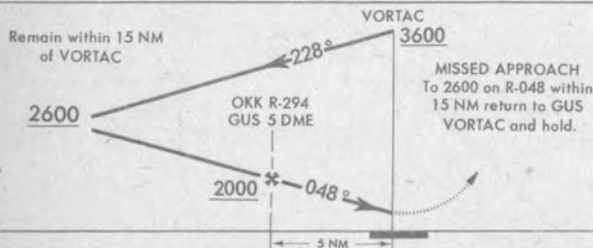
AL-47 (USAF)

GRISSEM AFB
PERU, INDIANA

GRISSEM APP CON
120.0 363.8
GRISSEM TOWER
126.2 295.7
GND CON
275.8
ASR/PAR



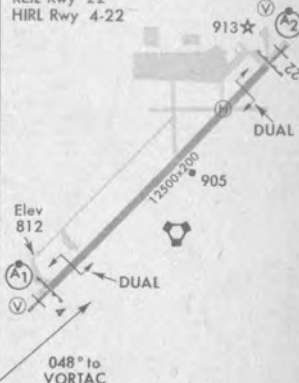
MIN SAFE ALT 25 NM 2600



CATEGORY	A	B	C	D
S-4	1140/24 328 (400-1/2)		1140/40 328 (400-3/4)	
CIRCLING	1220-1 408 (500-1)	1260-1 448 (500-1)	1260-1 1/2 448 (500-1 1/2)	1360-2 548 (600-2)

ELEV 812

REIL Rwy 22
HIRL Rwy 4-22



VOR RWY 4

40°39'N-86°09'W

PERU, INDIANA
GRISSEM AFB

TACAN RWY 4-22

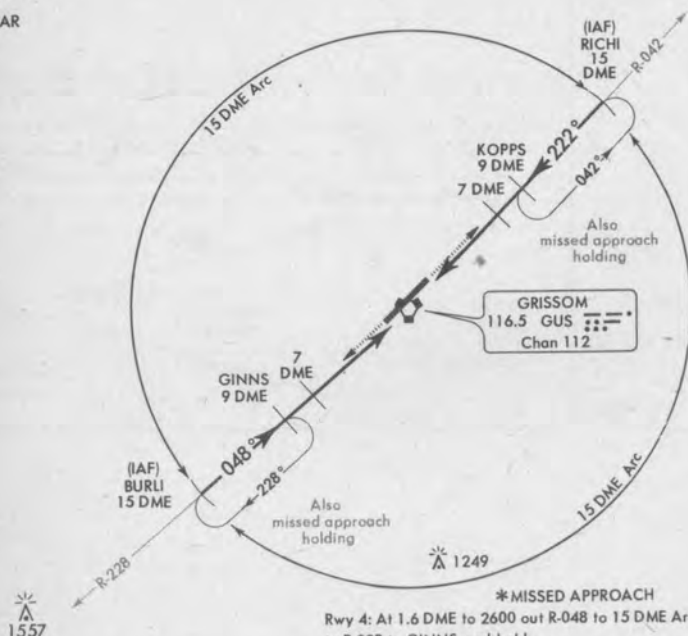
112

AL-470 (USAF)

GRISSOM AFB

PERU, INDIANA

GRISSOM APP CON
120.0 363.8
GRISSOM TOWER
126.2 295.7
GND CON
275.8
ASR/PAR



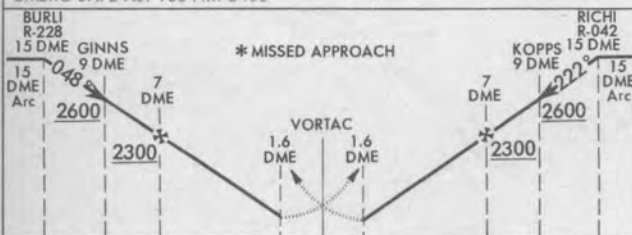
* MISSED APPROACH

Rwy 4: At 1.6 DME to 2600 out R-048 to 15 DME Arc. Left on 15 DME Arc to R-228 to GINNS and hold.

Rwy 22: At 1.6 DME to 2600 out R-227 to 15 DME Arc. Right on 15 DME Arc to R-042 to KOPPS and hold.

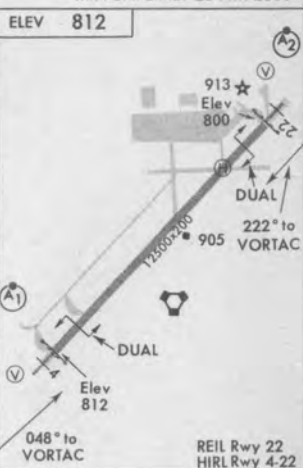
EMERG SAFE ALT 100 NM 3400

MIN SAFE ALT 25 NM 2600



* MISSED APPROACH

CATEGORY	A	B	C	D
S-4		1160/40 348 (400-¾)		
S-22		1120/40 320 (400-¾)		
CIRCLING	1220-1 408 (500-1)	1260-1 448 (500-1)	1260-1½ 448 (500-1½)	1360-2 548 (600-2)



TACAN RWY 4-22

40°39'N-86°09'W

PERU, INDIANA

VOR/DME-A

AL-555 (FAA)

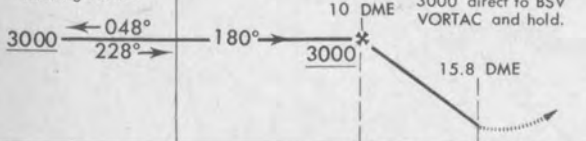
HARRY CLEVER FIELD
NEW PHILADELPHIA, OHIO

AKRON-CANTON APP CON
125.5 226.4
RADAR VECTORED
ATIS 121.05



VORTAC

One Minute
Holding Pattern



ELEV 895

CATEGORY	A	B	C	D
CIRCLING	1700-1 805 (900-1)	1700-1 1/4 805 (900-1 1/4)	1720-1 1/2 825 (900-1 1/2)	1740-2 845 (900-2)

Use Akron-Canton, Ohio altimeter setting.
Night minimums not authorized Rwy 12-30, and 18-36.

▽
△ NA



REIL Rwy 14 and 32
MIRL Rwy 14-32

Knots	60	90	120	150	180
Min:Sec					

VOR/DME-A

40°28'N - 81°25'W

NEW PHILADELPHIA, OHIO
HARRY CLEVER FIELD

Orig
NDB RWY 23

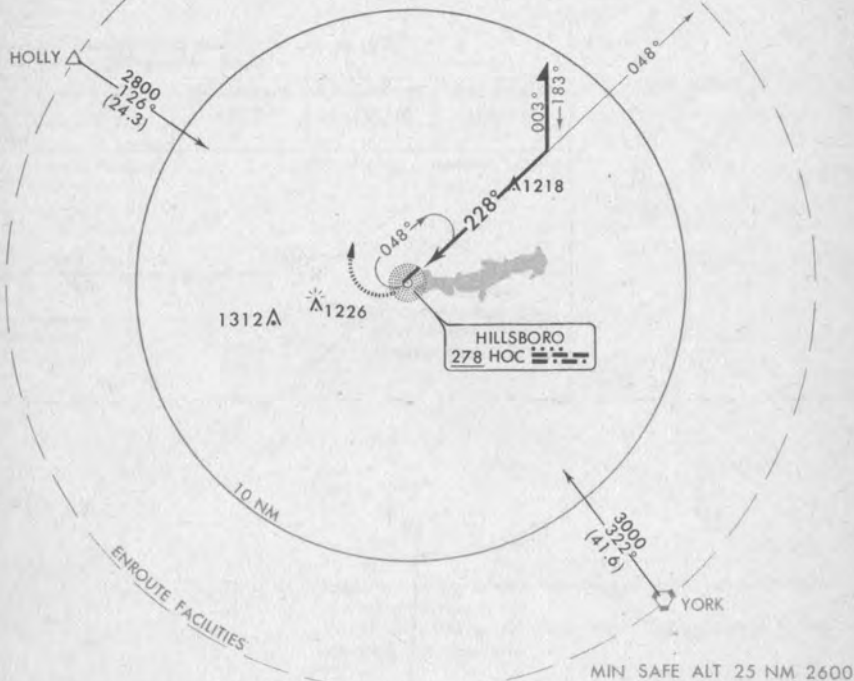
114
AL-6045 (FAA)

HIGHLAND COUNTY
HILLSBORO, OHIO

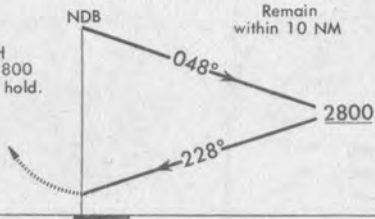
INDIANAPOLIS CENTER

090°-269° 135.7

270°-089° 135.1



MISSED APPROACH
Climbing right turn to 2800
direct to HOC NDB and hold.



ELEV 950

228° to
HOC NDB

Elev 950

3570 X 75

CATEGORY	A	B	C	D
S-23	1760-1 810 (900-1)	1760-1 $\frac{1}{4}$ 810 (900-1 $\frac{1}{4}$)	1760-1 $\frac{1}{2}$ 810 (900-1 $\frac{1}{2}$)	1760-1 $\frac{3}{4}$ 810 (900-1 $\frac{3}{4}$)
CIRCLING	1760-1 810 (900-1)	1760-1 $\frac{1}{4}$ 810 (900-1 $\frac{1}{4}$)	1760-1 $\frac{1}{2}$ 810 (900-1 $\frac{1}{2}$)	1760-2 810 (900-2)

Use Cincinnati, Ohio Lunken Field altimeter setting.



NA

REIL Rwy 23
MIRL Rwy 5-23

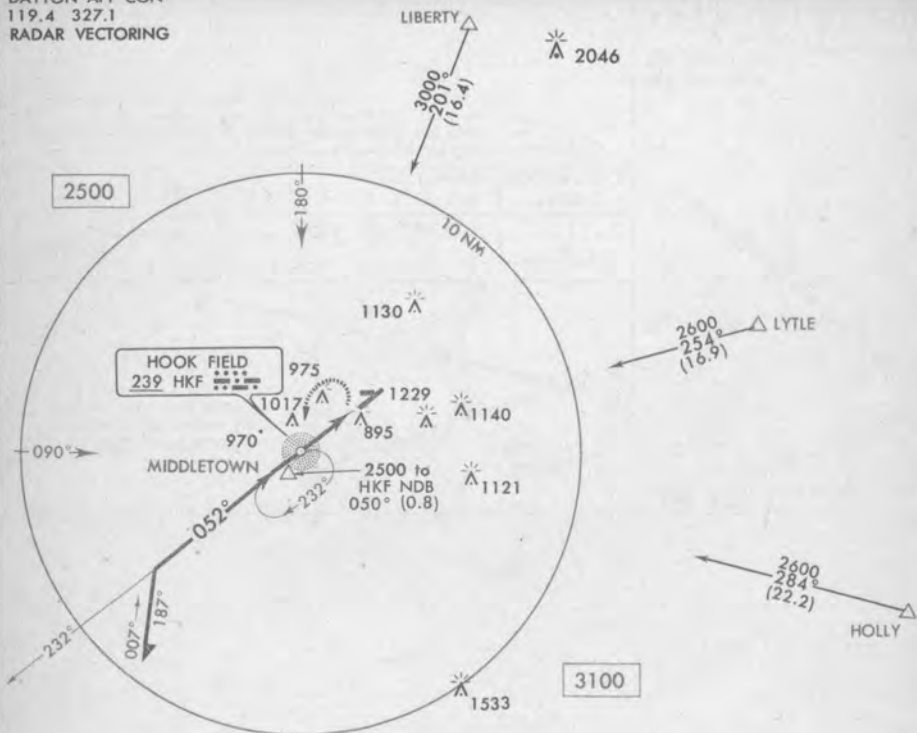
Knots	60	90	120	150	180
Min:Sec					

NDB RWY 23

39°11'N - 83°32'W

HILLSBORO, OHIO
HIGHLAND COUNTY

DAYTON APP CON
119.4 327.1
RADAR VECTORING



Remain
within 10 NM

NDB

MISSED APPROACH
Climbing left turn to 2700,
direct to NDB and hold.

ELEV 651

Rwy 23 lda 5800'

Rwy 8-26 unlighted



MIRL Rwy 5-23

REIL Rwy's 5 and 23

FAF to MAP 2.6 NM

Knots	60	90	120	150	180
Min:Sec	2:36	1:44	1:18	1:02	0:52

When Middletown altimeter setting is not available, use Dayton altimeter setting and all MDA's increased 100 feet and straight-in visibility increased $\frac{1}{4}$ mile for CAT B, C and D, circling visibility increased $\frac{1}{4}$ mile for CAT B.
Night minimums not authorized Rwy 8-26.

 ΔN_A

NDB RWY 5

39°32'N – 84°23'W

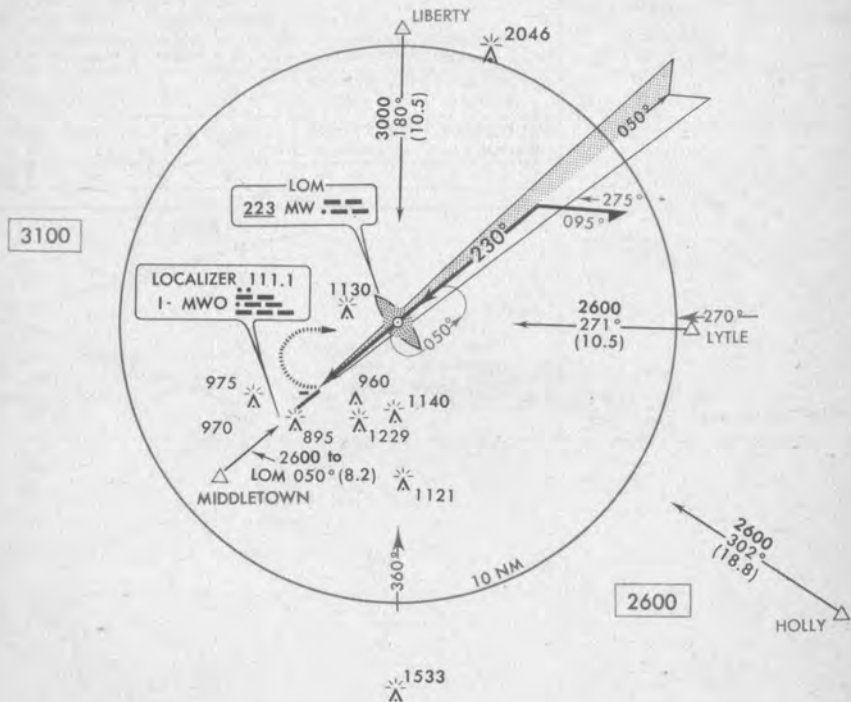
MIDDLETOWN, OHIO
HOOK FIELD MUNI

Amdt 3 **LOC RWY 23**

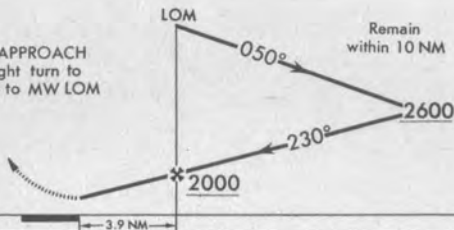
116
 AL-724 (FAA)

HOOK FIELD MUNI
 MIDDLETOWN, OHIO

DAYTON APP CON
 119.4 327.1
 RADAR VECTING



MISSED APPROACH
 Climbing right turn to
 2500 direct to MW LOM
 and hold.



CATEGORY	A	B	C	D
S-23	1040-1 389 (400-1)			
CIRCLING	1320-1 669 (700-1)	1320-1 1/2 669 (700-1 1/2)	1720-2 1069 (1100-2)	

When Middletown altimeter setting is not available, use Dayton altimeter setting and increase straight-in and circling MDA 100 feet.
 Inoperative table does not apply to REIL Rwy 23.
 Night minimums not authorized rwy 8-26

▽ NA
 △ NA

ELEV 651 Rwy 23 ldg 4700'
 Rwy 8-26 unlighted



MIRL Rwy 5-23
 REIL Rwys 5 and 23

FAF to MAP 3.9 NM

Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

LOC RWY 23

39°32'N - 84°23'W

MIDDLETOWN, OHIO
 HOOK FIELD MUNI

NDB RWY 31

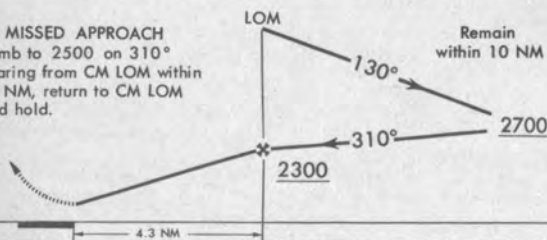
MINNEAPOLIS CENTER
127.2 379.1

AL-896 (FAA)

HOUGHTON COUNTY MEMORIAL
HANCOCK, MICHIGAN



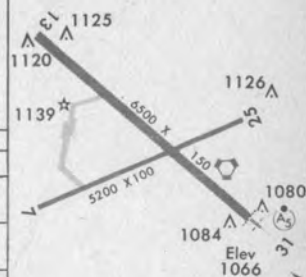
MISSED APPROACH
Climb to 2500 on 310°
bearing from CM LOM within
10 NM, return to CM LOM
and hold.



CATEGORY	A	B	C	D
S-31	1520-3/4	454(500-3/4)		1520-1 454(500-1)
CIRCLING	1620-1 529(600-1)	1640-1 549(600-1)	1640-1 1/2 549(600-1 1/2)	1700-2 609(700-2)



ELEV 1091



REIL Rwy 13 and 25
MIRL Rwy 7-25
HIRL Rwy 13-31

310° 4.3 NM
from LOM

FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

NDB RWY 31

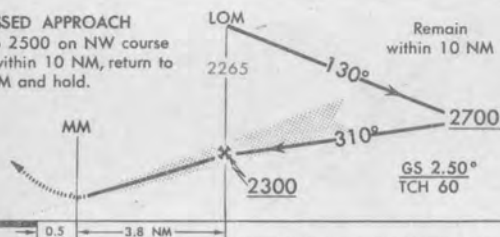
47°10'N - 88°29'W

HANCOCK, MICHIGAN
HOUGHTON COUNTY MEMORIAL

MINNEAPOLIS CENTER
127.2 379.1



MISSED APPROACH
Climb to 2500 on NW course
of ILS within 10 NM, return to
CM LOM and hold.



CATEGORY	A	B	C	D
S-ILS 31	1266 - 1/2 200 (200-1/2)			
S-LOC 31	1380-1/2 314 (300-1/2)			1380-1 314 (300-1)
CIRCLING	1620-1 529 (600-1)	1640-1 549 (600-1)	1640-1 1/2 549 (600-1 1/2)	1700-2 609 (700-2)



ELEV 1091

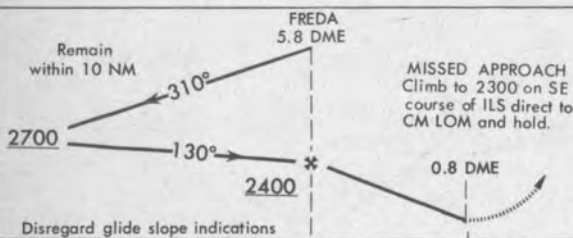
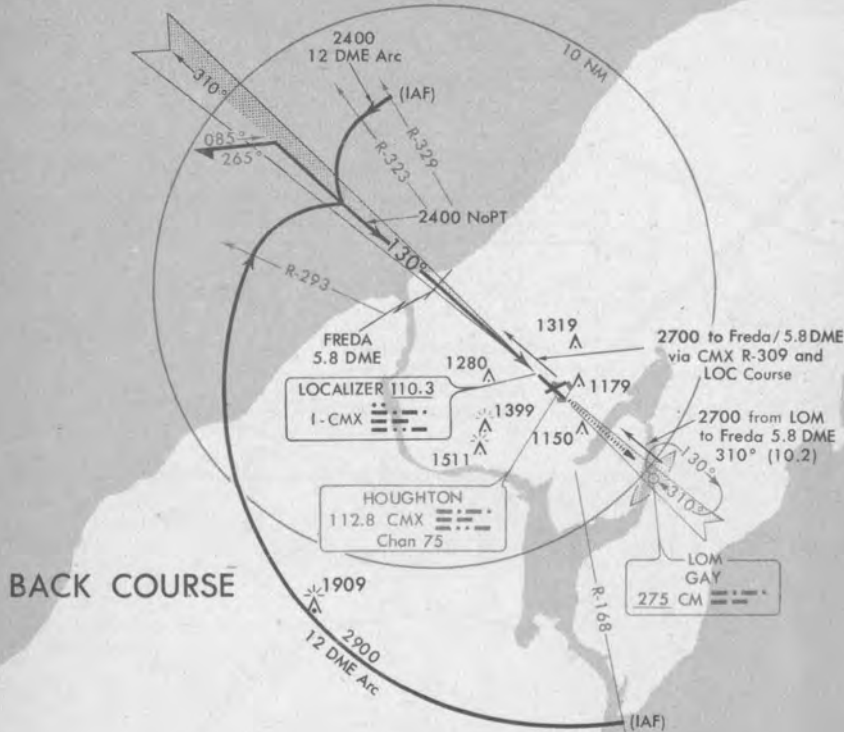


MIRL Rwy 7-25
REIL Rwy 13 and 25
HIRL Rwy 13-31

FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

MINNEAPOLIS CENTER
127.2 379.1

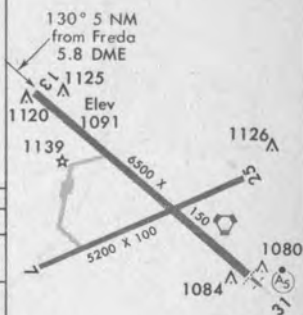


CATEGORY	A	B	C	D
S-13	1540-3/4	449 (500-3/4)		1540-1 449 (500-1)
CIRCLING	1620-1 529 (600-1)	1640-1 549 (600-1)	1640-1 1/2 549 (600-1 1/2)	1700-2 609 (700-2)

Simultaneous reception of CMX DME and localizer required.



ELEV 1091



MIRL Rwy 7-25
REIL Rwy 13 and 25
HIRL Rwy 13-31

Knots	60	90	120	150	180
Min:Sec					

LOC/DME BC RWY 13 47°10'N - 88°29'W

HANCOCK, MICHIGAN
HOUGHTON COUNTY MEMORIAL

Amdt 7 VOR RWY 13

120
AL-896 (FAA)

HOUGHTON COUNTY MEMORIAL
HANCOCK, MICHIGAN

MINNEAPOLIS CENTER
127.2 379.1



MIN SAFE ALT 25 NM 3000

Remain
within 10 NM

VORTAC

2500

BOSTON INT
4.1 DME

127°

1640

MISSED APPROACH
Climb to 2500 on R-127
within 10NM return to
VORTAC and hold.

ELEV 1091



CATEGORY

A

B

C

D

S-13

1640-3/4

549 (600-3/4)

1640-1 1/4
549 (600-1 1/4)

CIRCLING

1640-1

549 (600-1)

1640-1 1/2
549 (600-1 1/2)

1700-2
609 (700-2)

DME or VOR / NDB MINIMA

S-13

1600-3/4

509 (600-3/4)

1600-1 1/4
509 (600-1 1/4)

▽

REIL Rwy 13 and 25
HIRL Rwy 13-31
MIRL Rwy 7-25

Knots	60	90	120	150	180
Min:Sec					

VOR RWY 13

47°10'N-88°29'W

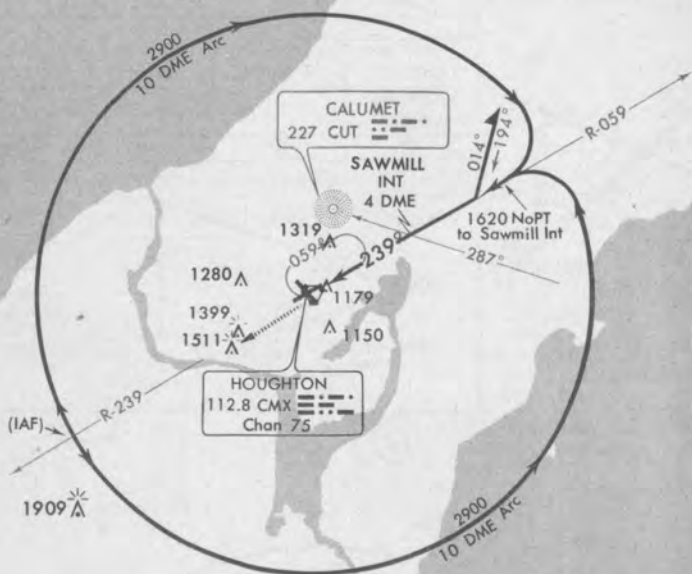
HANCOCK, MICHIGAN
HOUGHTON COUNTY MEMORIAL

VOR RWY 25

MINNEAPOLIS CENTER
127.2 379.1

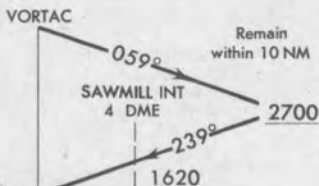
AL-896 (FAA)

HOUGHTON COUNTY MEMORIAL
HANCOCK, MICHIGAN

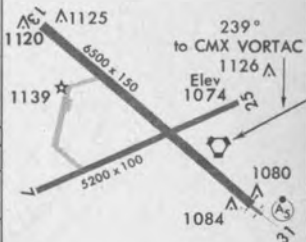


MIN SAFE ALT 25 NM 3000

MISSED APPROACH
Climb to 2900 on R-239
within 10 NM, return to
VORTAC and hold.



ELEV 1091



CATEGORY	A	B	C	D
S- 25	1620-1	546 (600-1)		1620-1¼ 546 (600-1¼)
CIRCLING	1620-1 529 (600-1)	1640-1 549 (600-1)	1640-1½ 549 (600-1½)	1700-2 609 (700-2)

DME or VOR/NDP MINIMUMS

S- 25	1580-1	506 (500-1)	1580-1¼ 506 (500-1¼)
-------	--------	-------------	-------------------------

MIRL Rwy 7-25
REIL Rwy 13 and 25
HIRL Rwy 13-31

Knots	60	90	120	150	180
Min:Sec					

VOR RWY 25

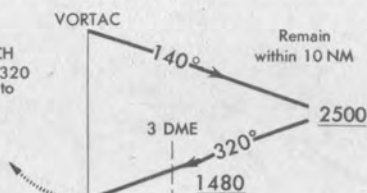
47°10'N-88°29'W

HANCOCK, MICHIGAN
HOUGHTON COUNTY MEMORIAL

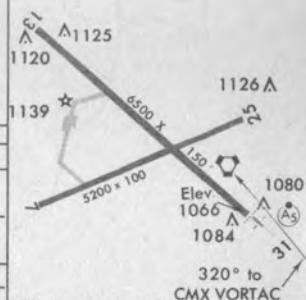
VOR RWY 31MINNEAPOLIS CENTER
127.2 379.1122
AL-896 (FAA)**HOUGHTON COUNTY MEMORIAL**
HANCOCK, MICHIGAN

MIN SAFE ALT 25 NM 3000

MISSED APPROACH
Climb to 2500 on R-320
within 10 NM return to
VORTAC and hold.



ELEV 1091



REIL Rwy 13 and 25
MIRL Rwy 7-25
HIRL Rwy 13-31

CATEGORY	A	B	C	D
S-31	1480-1/2	414 (400-1/2)		1480-1 414 (400-1)
CIRCLING	1620-1 529 (600-1)	1640-1 549 (600-1)	1640-1 1/2 549 (600-1 1/2)	1700-2 609 (700-2)
DME MINIMUMS				
S-31	1440-1/2	374 (400-1/2)		1440-1 374 (400-1)

**VOR RWY 31**

47° 10' N - 88° 29' W

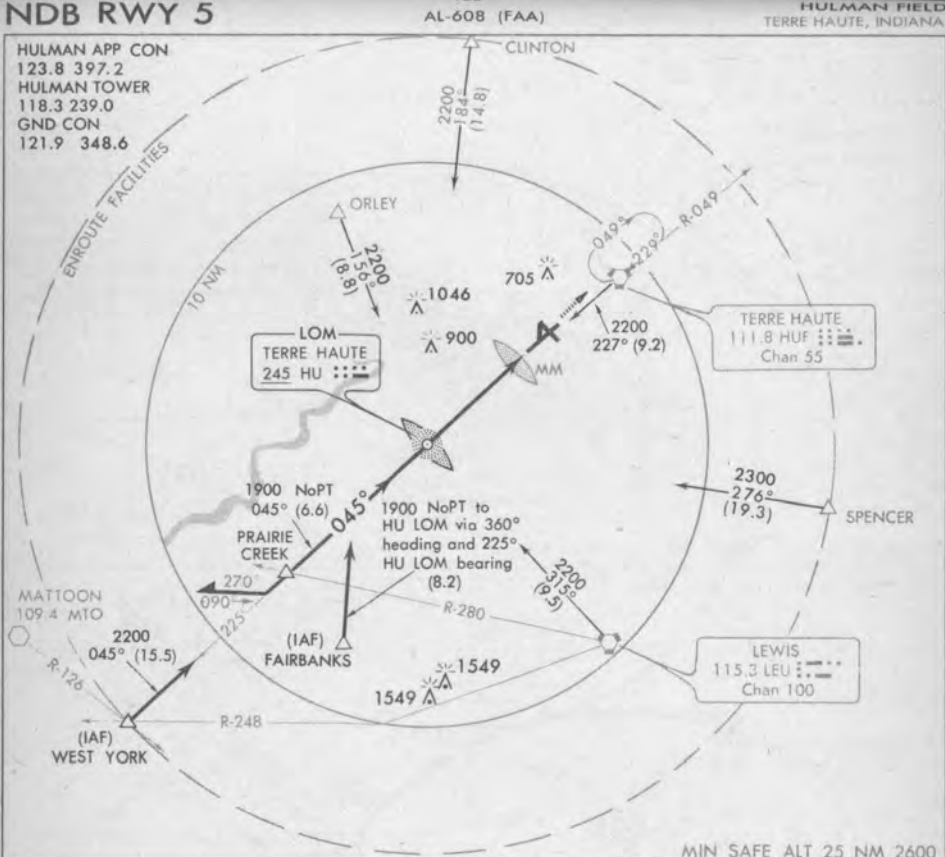
HANCOCK, MICHIGAN
HOUGHTON COUNTY MEMORIAL

NDB RWY 5

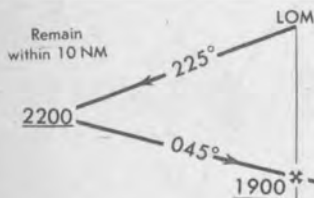
AL-608 (FAA)

HULMAN FIELD
TERRE HAUTE, INDIANA

HULMAN APP CON
123.8 397.2
HULMAN TOWER
118.3 239.0
GND CON
121.9 348.6



MIN SAFE ALT 25 NM 2600



MISSED APPROACH
Climb to 2000 direct to
HUF VORTAC and hold.

CATEGORY	A	B	C	D
S-5	1000-3/4 427 (500-3/4)			1000-1 427 (500-1)
CIRCLING	1020-1 435 (500-1)	1040-1 455 (500-1)	1040-1 1/2 455 (500-1 1/2)	1140-2 555 (600-2)

ELEV 585 Rwy 31 ldg 4585'



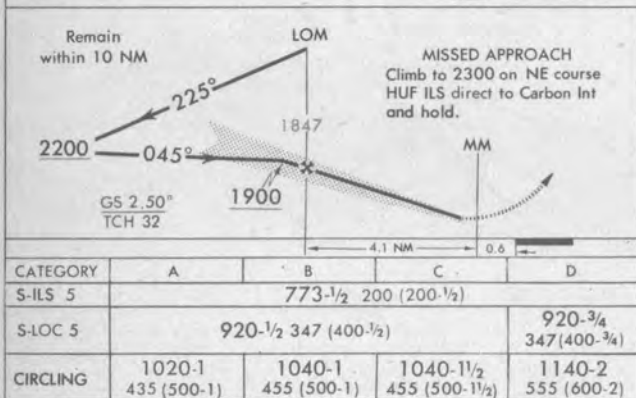
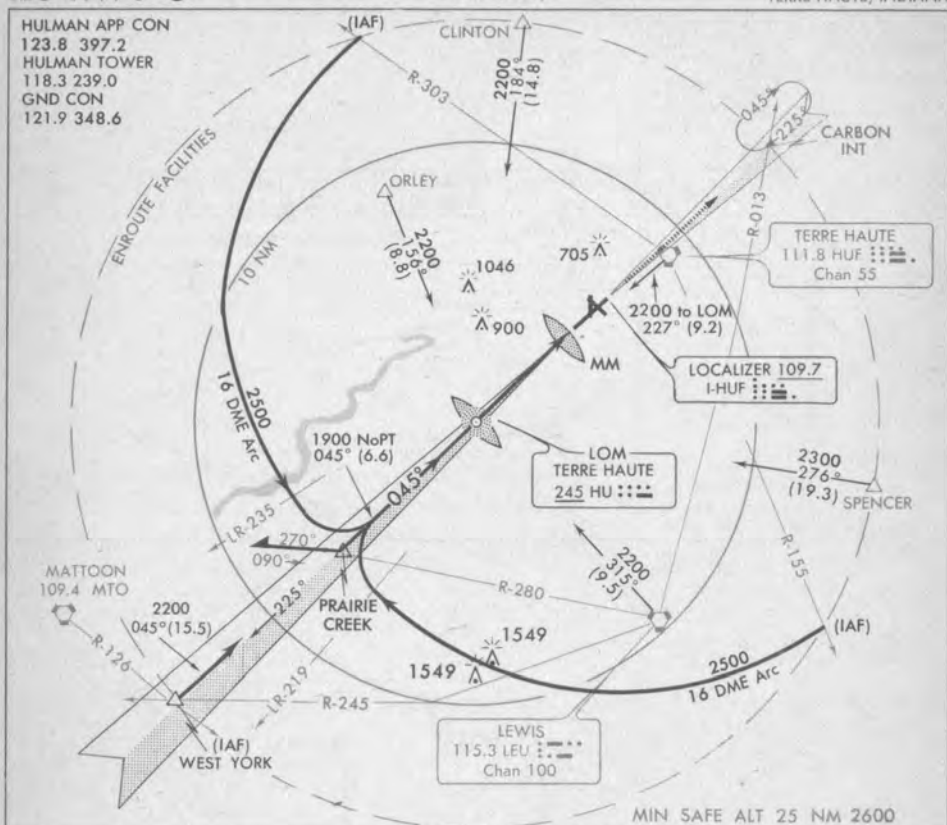
FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

NDB RWY 5

39°27'N-87°18'W

TERRE HAUTE, INDIANA
HULMAN FIELD



LOC BC RWY 23

AL-608 (FAA)

HULMAN FIELD
TERRE HAUTE, INDIANA

HULMAN APP CON
123.8 397.2
HULMAN TOWER
118.3 239.0
GND CON
121.9 348.6

2300

All terminal routes are
to VORTAC except as
noted.

2400 to Carbon Int
via 290° heading
and HUF Localizer
course (11.7)

(IAF)
MANHATTAN

2600

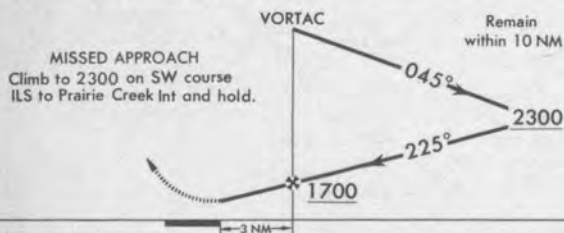
TERRE HAUTE
245 HU

PRAIRIE CREEK

LEWIS
115.3 LEU
Chan 100

Final approach from holding pattern at VORTAC
not authorized. Procedure turn required.

BACK COURSE



CATEGORY	A	B	C	D
S-23	980-3/4 398 (400-3/4)			980-1 398 (400-1)
CIRCLING	1020-1 435 (500-1)	1040-1 455 (500-1)	1040-1 1/2 455 (500-1 1/2)	1140-2 555 (600-2)



MIRL Rwy 13-31
HIRL Rwy 5-23

FAF to MAP 3 NM

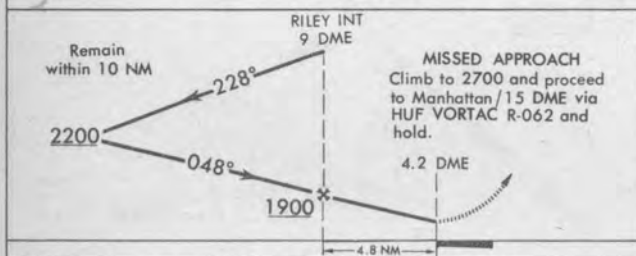
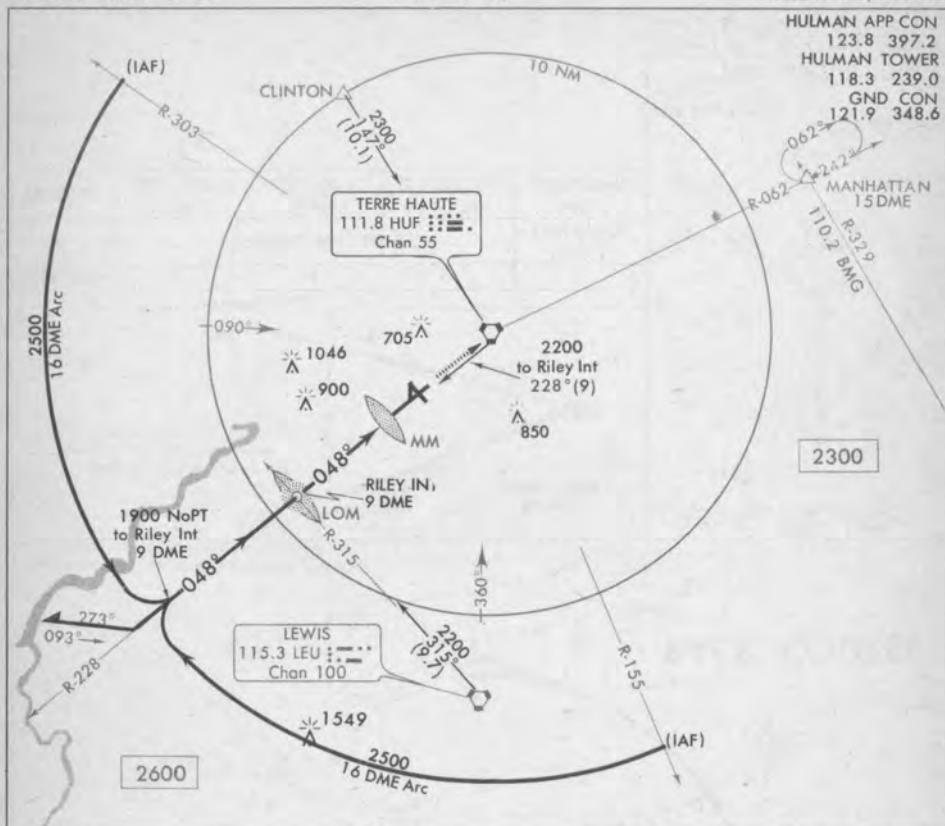
Knots	60	90	120	150	180
Min:Sec	3:00	2:00	1:30	1:12	1:00

LOC BC RWY 23

39°27'N-87°18'W

TERRE HAUTE, INDIANA
HULMAN FIELD

VOR RWY 5

126
AL-608 (FAA)HULMAN FIELD
TERRE HAUTE, INDIANA

CATEGORY	A	B	C	D
S-5	940-1/2	367 (400-1/2)		940-1 367 (400-1)
CIRCLING	1020-1 435 (500-1)	1040-1 455 (500-1)	1040-1 1/2 455 (500-1 1/2)	1140-2 555 (600-2)

ELEV 585

Rwy 31 ldg 4585'



VOR RWY 5

39° 27' N-87° 18' W

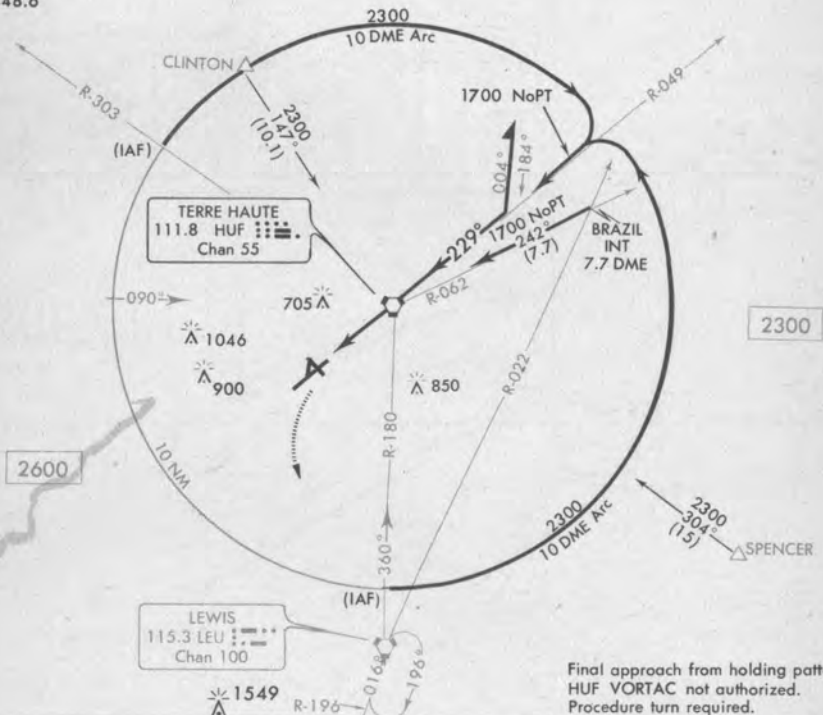
TERRE HAUTE, INDIANA
HULMAN FIELD

VOR RWY 23

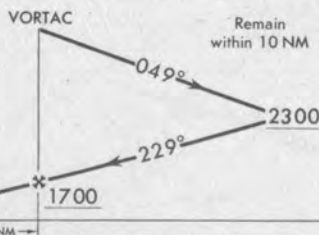
AL-608 (FAA)

HULMAN FIELD
TERRE HAUTE, INDIANA

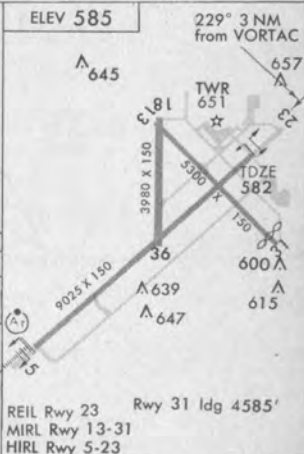
HULMAN APP CON
123.8 397.2
HULMAN TOWER
118.3 239.0
GND CON
121.9 348.6



MISSED APPROACH
Climbing left turn to 2500
direct to LEU VORTAC
and hold.



CATEGORY	A	B	C	D
S-23	980- $\frac{3}{4}$ 398 (400- $\frac{3}{4}$)			980-1 398 (400-1)
CIRCLING	1020-1 435 (500-1)	1040-1 455 (500-1)	1040-1 $\frac{1}{2}$ 455 (500-1 $\frac{1}{2}$)	1140-2 555 (600-2)



REIL Rwy 23 Rwy 31 ldg 4585'
MIRL Rwy 13-31
HIRL Rwy 5-23

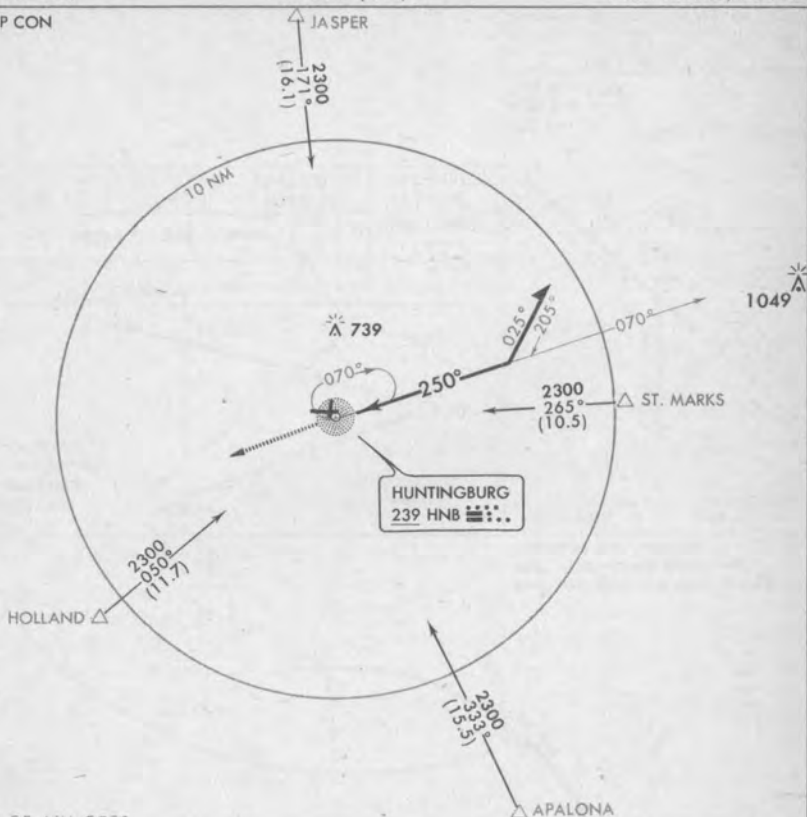
FAF to MAP 3 NM

Knots	60	90	120	150	180
Min:Sec	3:00	2:00	1:30	1:12	1:00

VOR RWY 23

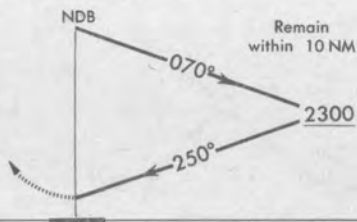
39°27'N-87°18'W

TERRE HAUTE, INDIANA
HULMAN FIELD

NDB RWY 27EVANSVILLE APP CON
126.4 257.8128
AL-5378 (FAA)**HUNTINGBURG**
HUNTINGBURG, INDIANA

MIN SAFE ALT 25 NM 2500

ELEV 531

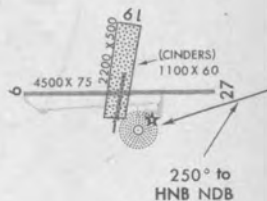
MISSED APPROACH
Climb to 2300, return
to HNB NDB and hold

CATEGORY	A	B	C	D
S- 27	1340-1 809 (900-1)	1340-1¼ 809 (900-1¼)	1340-1½ 809 (900-1½)	1340-1¾ 809 (900-1¾)
CIRCLING	1340-1 809 (900-1)	1340-1¼ 809 (900-1¼)	1340-1½ 809 (900-1½)	1340-2 809 (900-2)

Use Evansville, Indiana altimeter setting.



NA



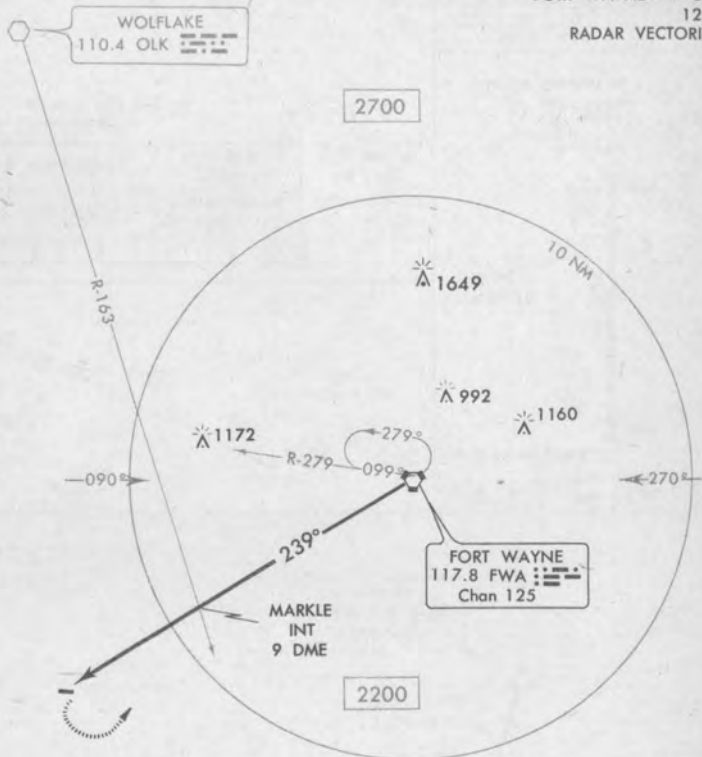
MIRL Rwy 9-27

Knots	60	90	120	150	180
Min:Sec					

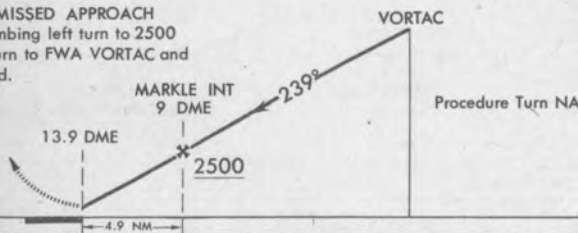
NDB RWY 27

38° 15' N-86° 57' W

HUNTINGBURG, INDIANA
HUNTINGBURG



MISSED APPROACH
Climbing left turn to 2500
return to FWA VORTAC and
hold.



ELEV 806



CATEGORY	A	B	C	D
CIRCLING	1320-1 514 (600-1)	1320-1 514 (600-1 1/2)	1360-2 554 (600-2)	

Use Fort Wayne altimeter setting.

▽
△ NA

REIL Rwy 27
MIRL Rwy 9-27

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

INDIANAPOLIS APP CON
SW/NW Active Rwy* 124.65 343.9
SE/NE Active Rwy* 118.5 343.9
RADAR VECTORING

*of IND MUNI Arpt.

1849

INDIANAPOLIS
116.3 IND $\frac{11}{10}$..
Chan 110

3100

2600

2500 NoPT
343° (11.8)

IAF
SHELBYVILLE
112.0 SHB 
Chan 57

MISSED APPROACH
Climb to 1800 within 5 NM,
make right turn climbing to
2900 direct to SHB VORTAC
and hold.

MT COMFORT
11.8 DME

VORTAC
2900

Procedure Turn
NA

ELEV 854

Rwy 18	ldg 2960'
Rwy 36	ldg 3050'

Rwy 5-23 unlighted	8
--------------------	---

REIL Rwys 18
and 36Elev
854

980

Use Indianapolis, Indiana altimeter setting.
Inoperative table does not apply to REIL Rwy 36.


 NA

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

VOR RWY 36

39°54'N – 85°55'W

INDIANAPOLIS, INDIANA
INDIANAPOLIS BROOKSIDE AIRPARK

NDB RWY 4L

AL-203 (FAA)

INDIANAPOLIS (WEIR COOK) MUNI
INDIANAPOLIS, INDIANA

INDIANAPOLIS APP CON
SW/NW Active Rwy 121.1 343.9
SE/NE Active Rwy 119.3 343.9
INDIANAPOLIS TOWER
120.9 257.8
GND CON 121.9
ASR
ATIS 110.5 125.35

INDIANAPOLIS
116.3 IND
Chan 110

2400

2400 NoPT
to LOM
044° (8.3)

MONROVIA INT

2500 to
Monrovia Int
042° (9.9)

(IAF)
WILBUR

OM

COUNTY
266 IN

R-260

10 NM

ENROUTE FACILITIES

CLARK

SHELBYVILLE
112.0 SHB
Chan 57

3100

Remain
within 10 NM

LOM

MISSED APPROACH
Climbing left turn to 3000
direct to IND VORTAC and
hold.

ELEV 797



REIL Rwy 13R
MIRL Rwy 4R-22L
HIRL Rwys 13R-31L and 4L-22R

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-4L	1240/40 456 (500-¾)			1240/50 456 (500-1)
CIRCLING	1240-1 443 (500-1)	1260-1 463 (500-1)	1260-1½ 463 (500-1½)	1360-2 563 (600-2)

NDB RWY 4L

39° 44'N-86° 17'W

INDIANAPOLIS, INDIANA
INDIANAPOLIS (WEIR COOK) MUNI

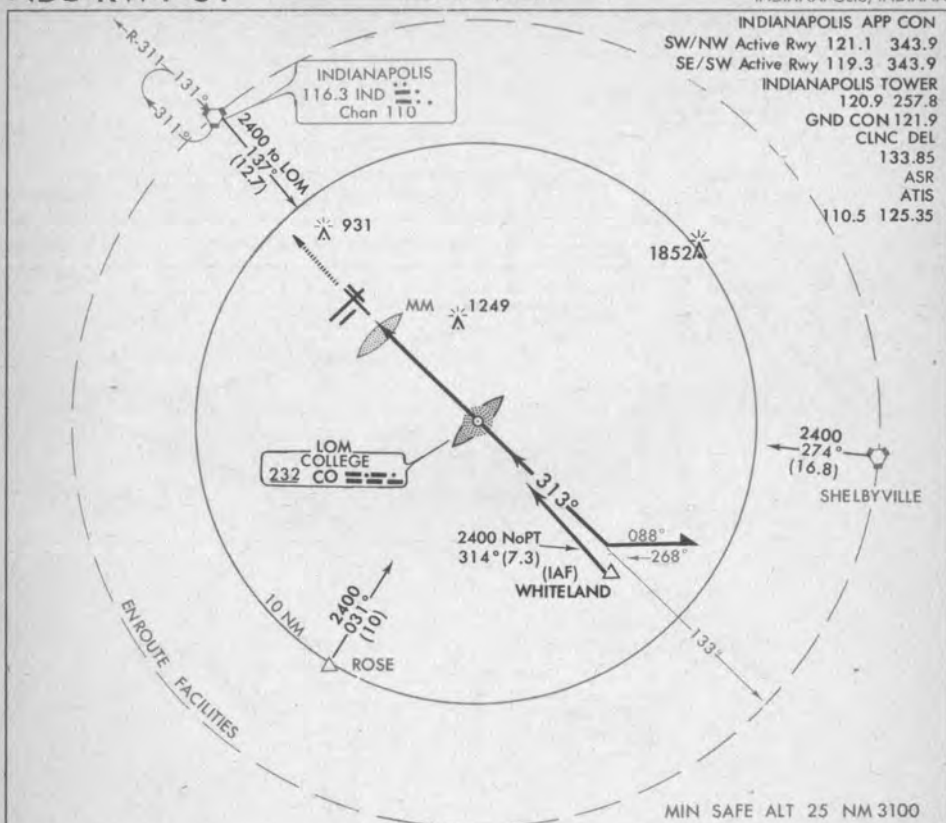
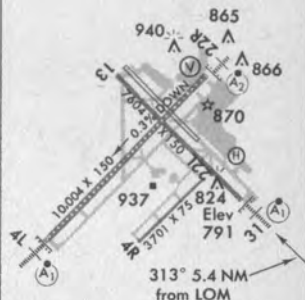


Diagram illustrating a standard instrument approach for a runway. The approach path is defined by the following segments and parameters:

- Initial segment: 5.4 NM.
- Intermediate segment: 2400 ft, heading 313°.
- Final segment: 133° heading, remaining within 10 NM of the runway.

CATEGORY	A	B	C	D
S-31	1240 / 40 449 (500-¾)			1240/50 449 (500-1)
CIRCLING	1240-1 443 (500-1)	1260-1 463 (500-1)	1260-1½ 463 (500-1½)	1360-2 563 (600-2)



TDZL Rwy 4L
REIL Rwy 13
MIRL Rwy 4R-22L
HIRL Rwy 13-31 and 4L-22R

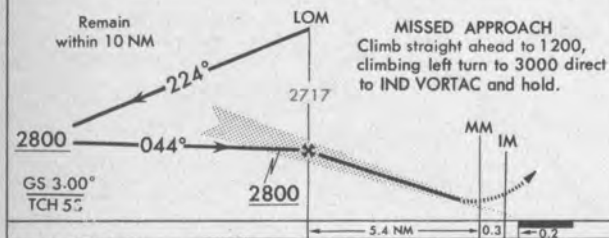
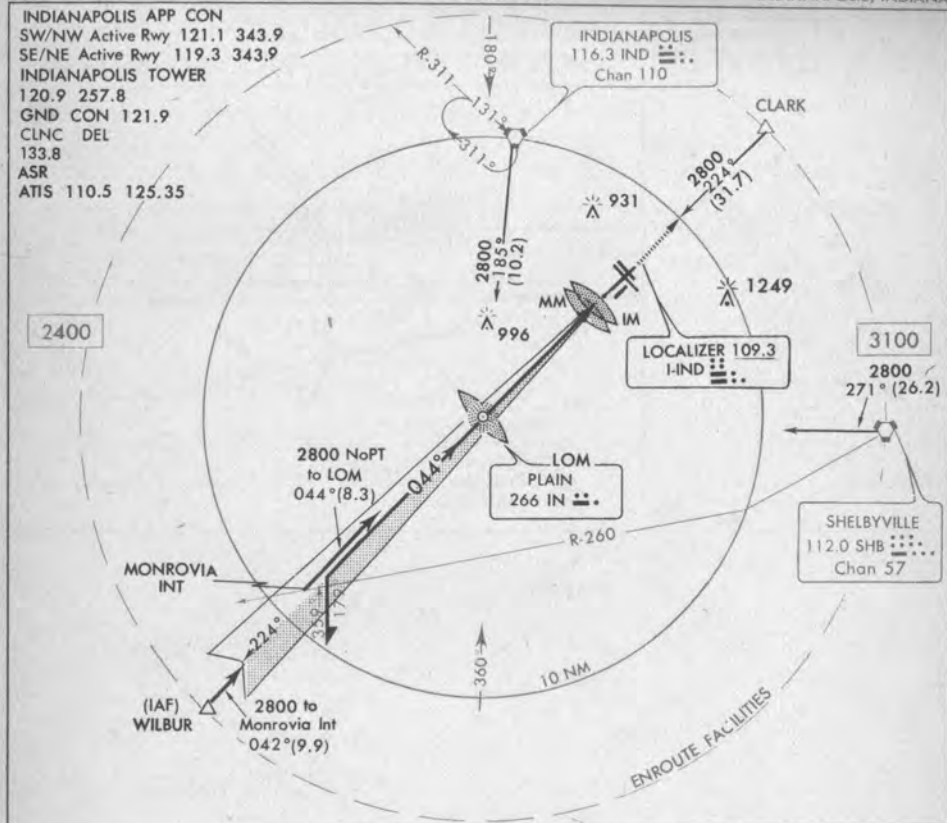
FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

ILS RWY 4L

AL-203 (FAA)

INDIANAPOLIS (WEIR COOK) MUNI
INDIANAPOLIS, INDIANA

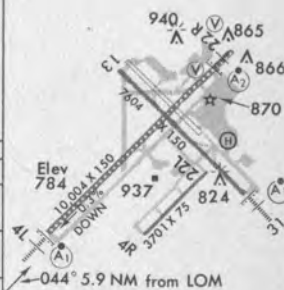
INDIANAPOLIS APP CON
SW/NW Active Rwy 121.1 343.9
SE/NE Active Rwy 119.3 343.9
INDIANAPOLIS TOWER
120.9 257.8
GND CON 121.9
CLNC DEL
133.8
ASR
ATIS 110.5 125.35



CATEGORY	A	B	C	D
S-LS 4L	984/18	200 (200-1/2)		984/20 200 (200-1/2)
S-LOC 4L	1160/24	376 (400-1/2)		1160/40 376 (400-3/4)
CIRCLING	1240-1 443 (500-1)	1260-1 463 (500-1)	1260-1 1/2 463 (500-1 1/2)	1360-2 563 (600-2)



ELEV 797



TDZL Rwy 4L
REIL Rwy 13
MIRL Rwy 4R-22L
HIRL Rwy 13-31 and 4L-22R

FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

ILS RWY 4L

39°44'N-86°17'W

INDIANAPOLIS, INDIANA

INDIANAPOLIS (WEIR COOK) MUNI

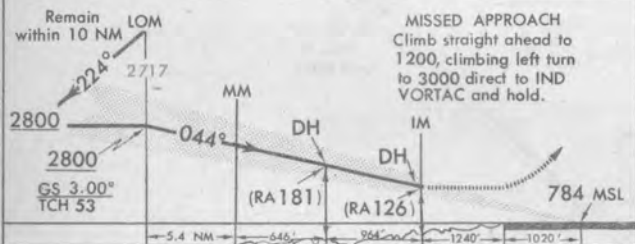
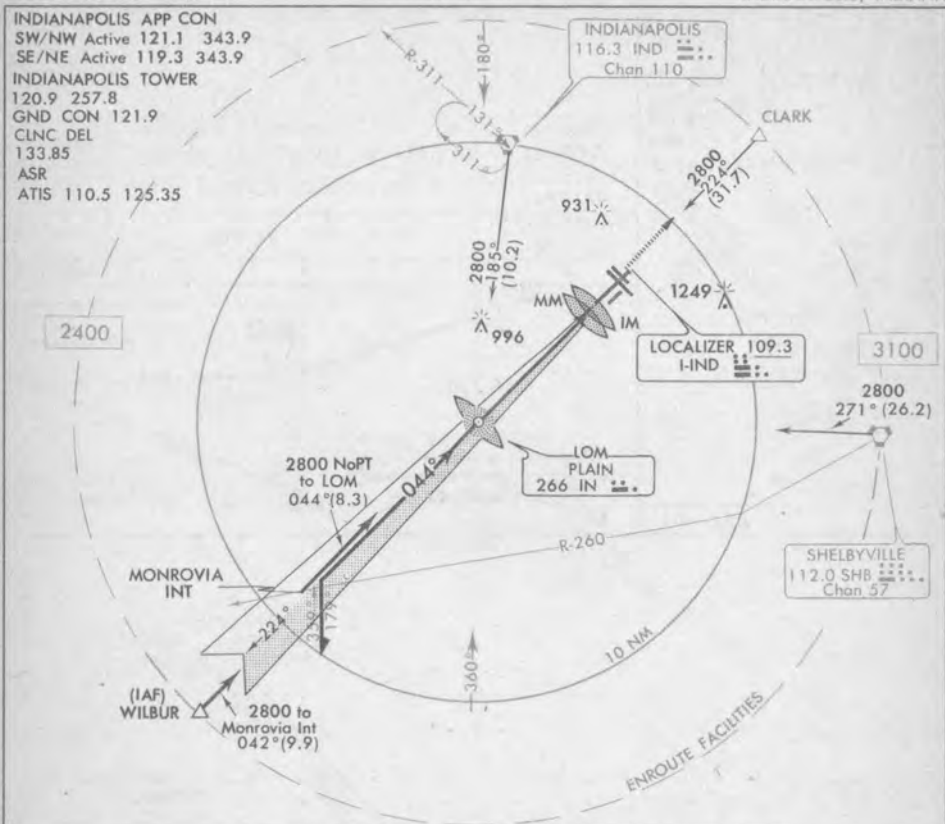
(CAT II)

ILS RWY 4L

134
AL-203 (FAA)

INDIANAPOLIS (WEIR COOK) MUNI
INDIANAPOLIS, INDIANA

INDIANAPOLIS APP CON
SW/NW Active 121.1 343.9
SE/NE Active 119.3 343.9
INDIANAPOLIS TOWER
120.9 257.8
GND CON 121.9
CLNC DEL
133.85
ASR
ATIS 110.5 125.35



ALL AIRCRAFT	
S-ILS 4L	934/16 150 (RA181)
S-ILS 4L	884/12 100 (RA126)

ELEV 797



TDZL Rwy 4L
REIL Rwy 13
MIRL Rwy 4R-22L
HIRL Rwy 13-31 and 4L-22R

CATEGORY II ILS – SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED

ILS RWY 4L

(CAT II)

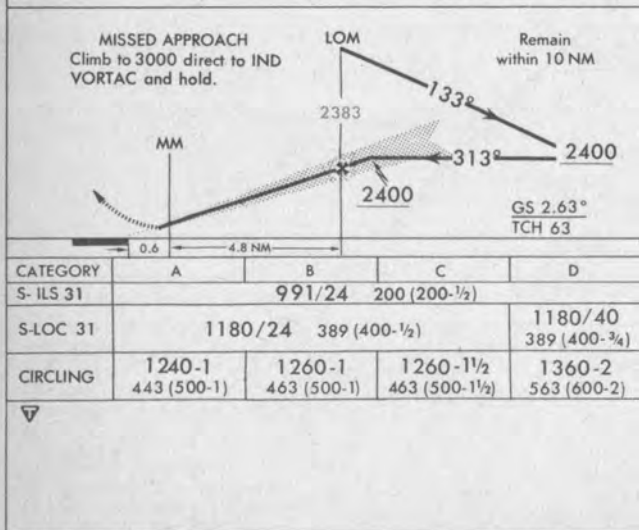
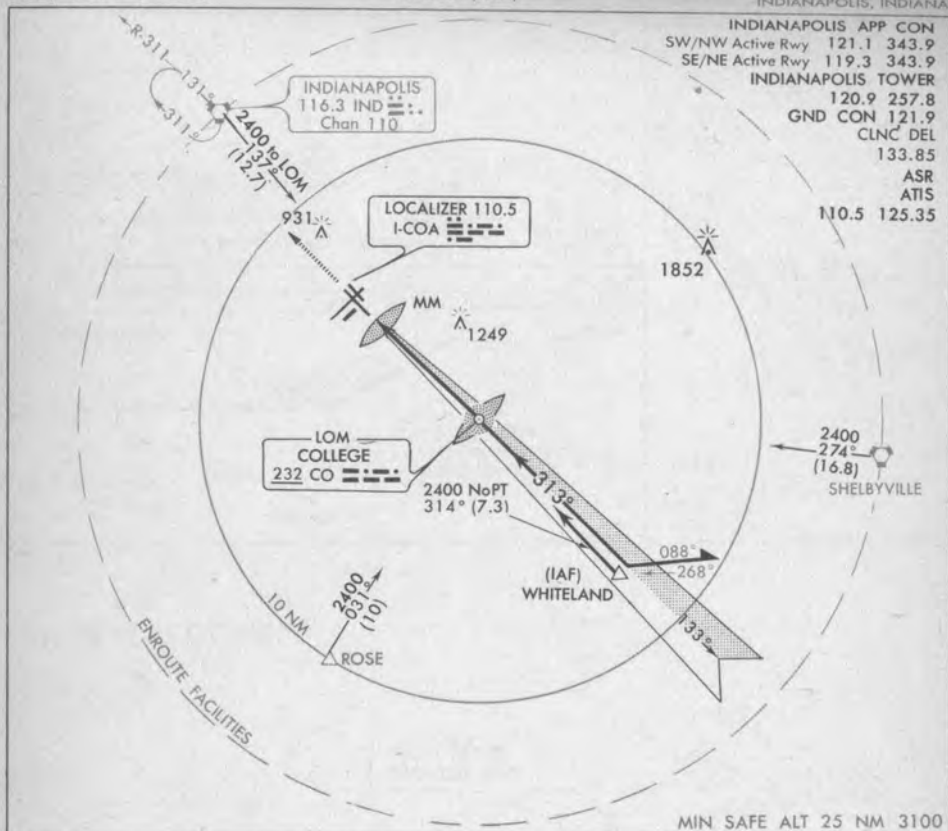
39°44'N – 86°17'W

INDIANAPOLIS, INDIANA
INDIANAPOLIS (WEIR COOK) MUNI

ILS RWY 31

AL-203 (FAA)

INDIANAPOLIS (WEIR COOK) MUNI
INDIANAPOLIS, INDIANA



ILS RWY 31

39°44'N-86°17'W

INDIANAPOLIS, INDIANA

INDIANAPOLIS (WEIR COOK) MUNI

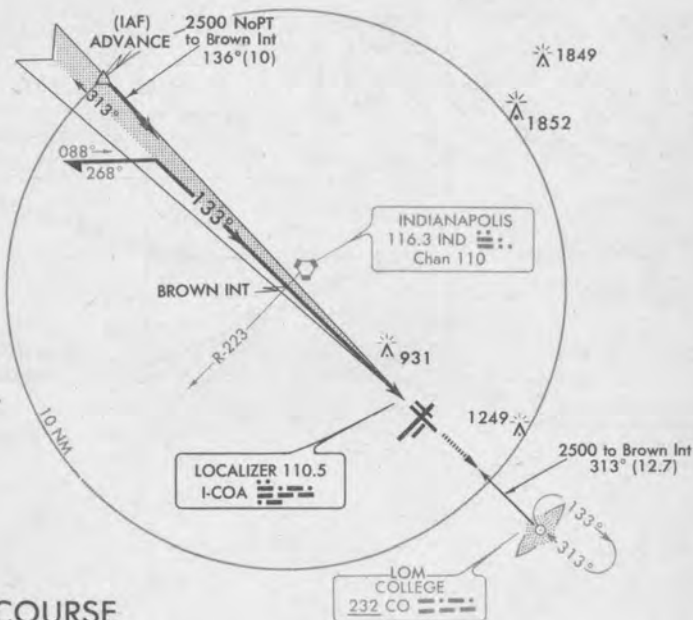
LOC BC RWY 13

AL-203 (FAA)

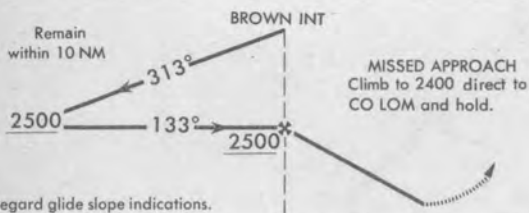
INDIANAPOLIS(WEIR COOK) MUNI

INDIANAPOLIS, INDIANA

INDIANAPOLIS APP CON
 SW/NW Active Rwy 121.1 343.9
 SE/NE Active Rwy 119.3 343.9
 INDIANAPOLIS TOWER
 120.9 257.8
 GND CON 121.9
 CLNC DEL
 133.85
 ASR
 ATIS 110.5 125.35



BACK COURSE



Disregard glide slope indications.

CATEGORY	A	B	C	D
S-13	1220-3/4 424 (500-3/4)			1220-1 424 (500-1)
CIRCLING	1240-1 443 (500-1)	1260-1 463 (500-1)	1260-1 1/2 463 (500-1 1/2)	1360-2 563 (600-2)



ELEV 797



TDZL Rwy 4L
 REIL Rwy 13
 MIREL Rwy 4R-22L
 HIRL Rws 13-31 and 4L-22R

FAF to MAP 6 NM

Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

LOC BC RWY 13

39°44'N-86°17'W

INDIANAPOLIS, INDIANA
INDIANAPOLIS(WEIR COOK) MUNI

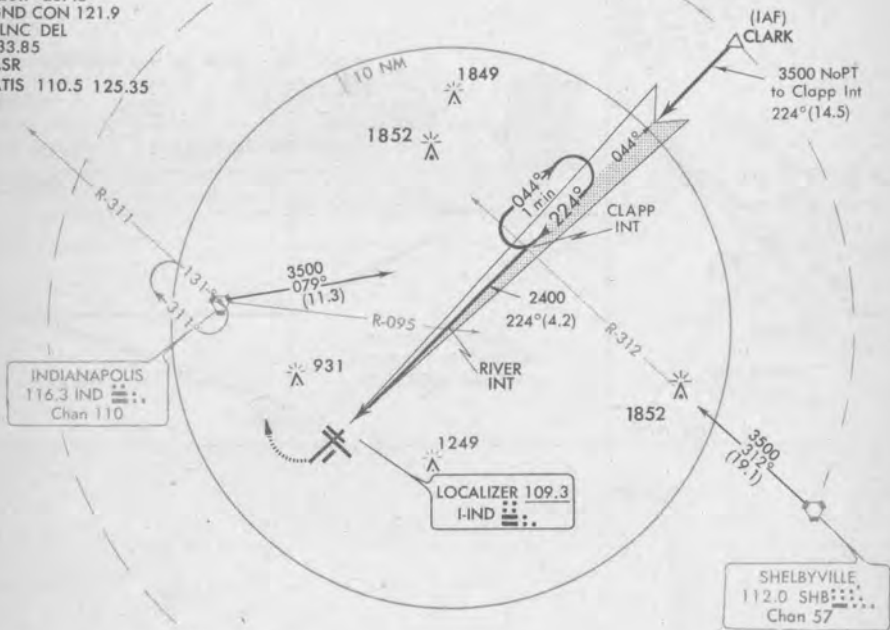
LOC BC RWY 22R

AL-203 (FAA)

INDIANAPOLIS (WEIR COOK) MUNI
INDIANAPOLIS, INDIANA

INDIANAPOLIS APP CON
SW/NW Active Rwy 121.1 343.9
SE/NE Active Rwy 119.3 343.9
INDIANAPOLIS TOWER
120.9 257.8
GND CON 121.9
CLNC DEL
133.85
ASR
ATIS 110.5 125.35

ENROUTE FACILITIES

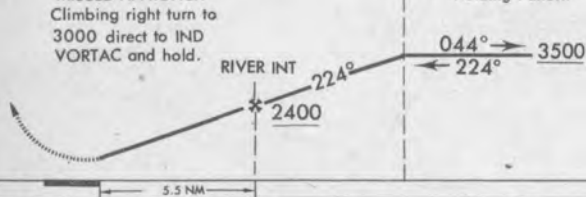


BACK COURSE

ELEV 797

MISSED APPROACH
Climbing right turn to
3000 direct to IND
VORTAC and hold.

CLAPP INT One Minute
Holding Pattern



CATEGORY	A	B	C	D
S-22R	1160/40	363 (400-3/4)		1160/50 363 (400-1)
CIRCLING	1240-1 443 (500-1)	1260-1 463 (500-1)	1260-1 1/2 463 (500-1 1/2)	1360-2 563 (600-2)

Disregard glide slope indications.

Inoperative table does not apply to HIRL Rwy 22R.



TDZL Rwy 4L
REIL Rwy 13
MIRL Rwy 4R-22L
HIRL Rwys 13-31 and 4L-22R

FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

LOC BC RWY 22R

39°44'N-86°17'W

INDIANAPOLIS, INDIANA

INDIANAPOLIS (WEIR COOK) MUNI

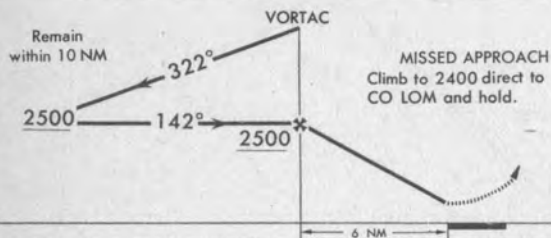
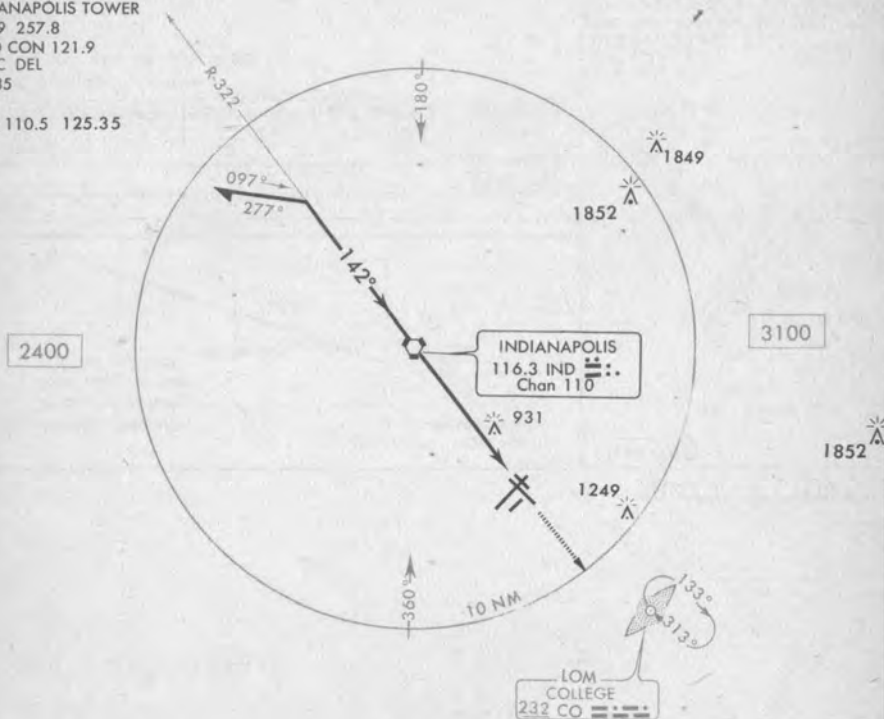
VOR RWY 13

AL-203 (FAA)

INDIANAPOLIS (WEIR COOK) MUNI

INDIANAPOLIS, INDIANA

INDIANAPOLIS APP CON
SW/NW Active Rwy 121.1 343.9
SE/NE Active Rwy 119.3 343.9
INDIANAPOLIS TOWER
120.9 257.8
GND CON 121.9
CLNC DEL
133.85
ASR
ATIS 110.5 125.35



CATEGORY	A	B	C	D
S-13	1220- $\frac{3}{4}$ 424 (500- $\frac{3}{4}$)			1220-1 424 (500-1)
CIRCLING	1240-1 443 (500-1)	1260-1 463 (500-1)	1260-1 $\frac{1}{2}$ 463 (500-1 $\frac{1}{2}$)	1360-2 563 (600-2)

Inoperative table does not apply to REIL Rwy 13.



TDZL Rwy 4L
REIL Rwy 13
MIRL Rwy 4R-22L
HIRL Rwy 13-31 and 4L-22R

FAF to MAP 6 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

VOR RWY 13

39°44'N-86°17'W

INDIANAPOLIS, INDIANA
INDIANAPOLIS (WEIR COOK) MUNI

NDB RWY 6R

JAMES M. COX-DAYTON MUNI
DAYTON, OHIO

2600 DAYTON
114.5 DAY 
Chan 92

212 RUDY RXY 

.1022
2700
241°(11.5)

LOM -
GEM CIT
315 AT :

(IAF)
CAMDEN

2600 NoPT
054° (15.2)

3100

Remain
within 10 NM

LOM

MISSED APPROACH
Climbing left turn to 3000 direct
DAY VORTAC and hold.

ELEV 1008

2700

-065

2600

	<table border="1"> <tr> <td></td> <td>C</td> <td>D</td> </tr> <tr> <td>30-1</td> <td>472 (500-1)</td> <td></td> </tr> </table>		C	D	30-1	472 (500-1)	
	C	D					
30-1	472 (500-1)						
1)	<table border="1"> <tr> <td>1480-1½</td> <td>1560-2</td> </tr> <tr> <td>472 (500-1½)</td> <td>552 (600-2)</td> </tr> </table>	1480-1½	1560-2	472 (500-1½)	552 (600-2)		
1480-1½	1560-2						
472 (500-1½)	552 (600-2)						

CATEGORY

A

1

□

3-OK

1480-1

472 (500-1)

1480-1½

1560-2

TDZL Rwy 6L
MIRL Rwy 18-36
REIL Rwy 24L and 24R
HIRL Rwy 6R-24L and 6L-24R

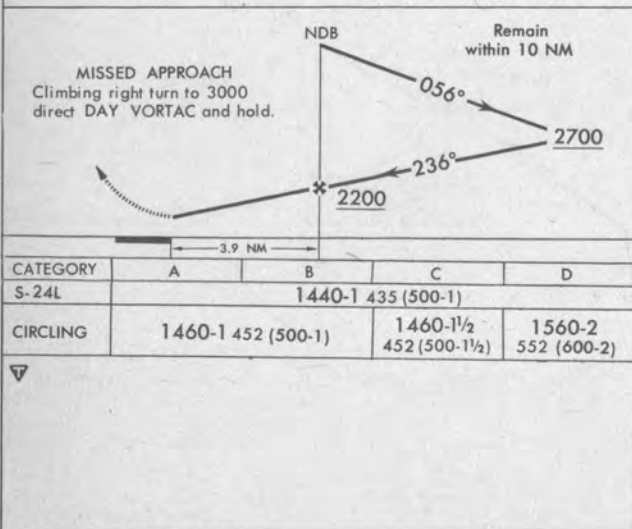
FAF to MAP 6.5 NM

Knots	60	90	120	150	180
Min:Sec	6:30	4:20	3:15	2:36	2:10

NDB RWY 6R

39°54'N – 84°13'W

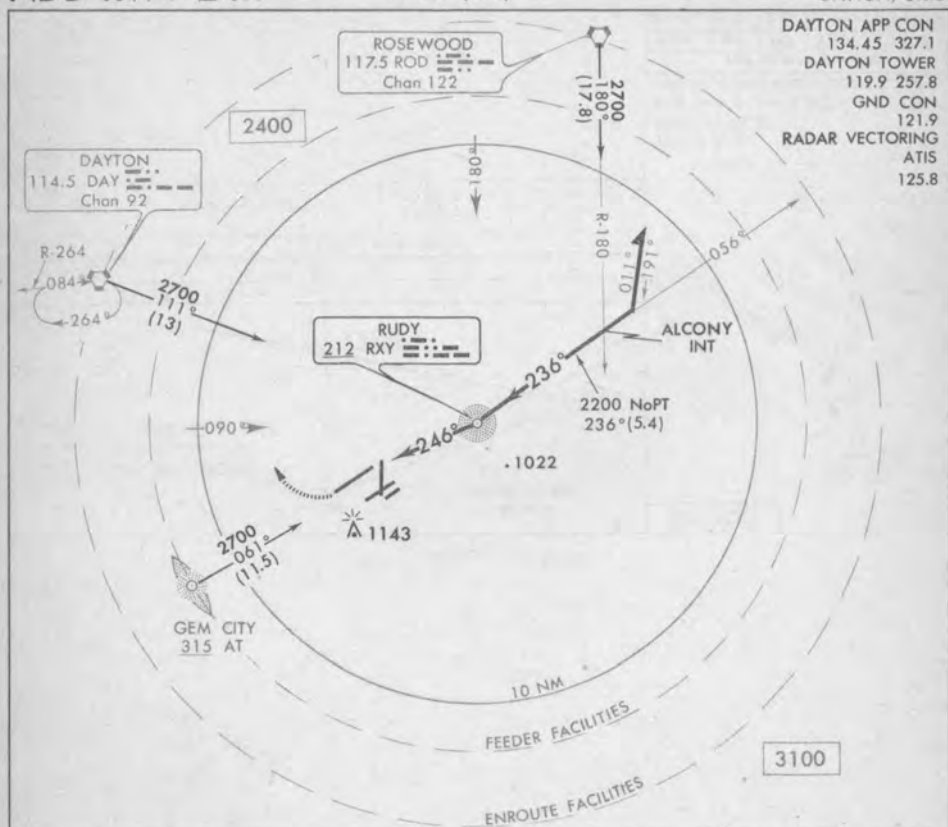
DAYTON, OHIO
JAMES M. COX-DAYTON MUN



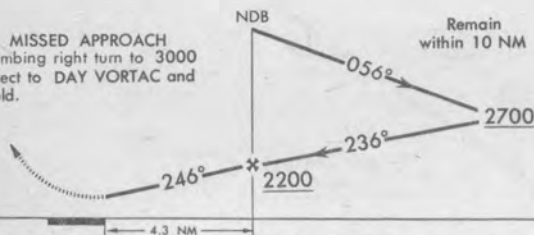
NDB RWY 24R

JAMES M. COX-DAYTON MUNI

DAYTON, OHIO



MISSED APPROACH
Climbing right turn to 3000
direct to DAY VORTAC and
hold.



CATEGORY	A	B	C	D
S-24R	1440/50 445 (500-1)			
CIRCLING	1460-1 452 (500-1)		1460-1½ 452 (500-1½)	1560-2 552 (600-2)



ELEV 1008



TDZL Rwy 6L
MIRL Rwy 18-36
REIL Rwy 24L and 24R
HIRL Rwy 6R-24L and 6L-24R

FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

NDB RWY 24R

39°54'N – 84°13'W

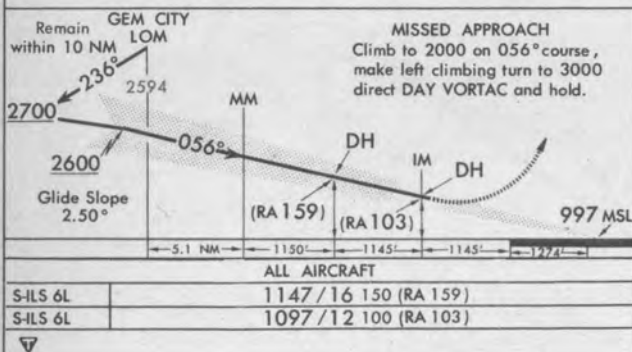
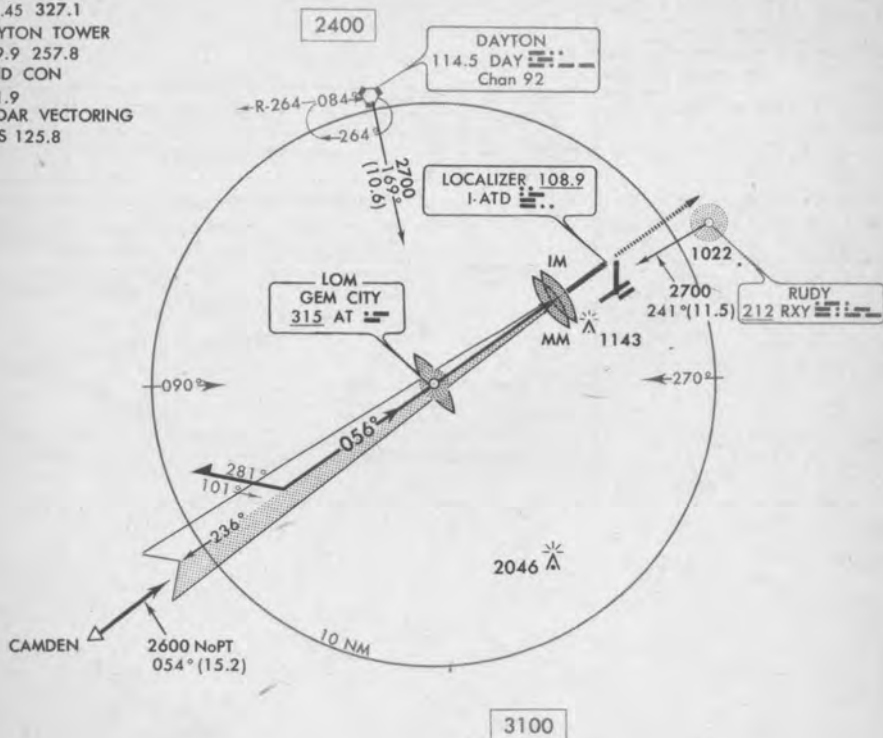
DAYTON, OHIO

JAMES M COX-DAYTON MUNI

ILS RWY 6L (CAT II)

 144
 AL-107 (FAA)

 JAMES M COX-DAYTON MUNI
 DAYTON, OHIO

 DAYTON APP CON
 134.45 327.1
 DAYTON TOWER
 119.9 257.8
 GND CON
 121.9
 RADAR VECTORIZING
 ATIS 125.8


ELEV 1008



CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

 ILS RWY 6L
 (CAT II)

39°54'N - 84°13'W

 TDZL Rwy 6L
 MRL Rwy 18-36
 REIL Rwy 24L and 24R
 HIRL Rwy 6R-24L and 6L-24R

 DAYTON, OHIO
 JAMES M COX-DAYTON MUNI

ILS RWY 18

AL-107 (FAA)

JAMES M. COX-DAYTON MUNI
DAYTON, OHIO

DAYTON APP CON
134.45 327.1
DAYTON TOWER
119.9 257.8
GND CON
121.9
CLNC DEL
121.6
RADAR VECTERING
ATIS 125.8

DAYTON
114.5 DAY
Chan 92

KIRKWOOD
INT

2700
240°
(9.6)

IAF
ROSEWOOD
117.5 ROD
Chan 122

2700
NoPT
180° (12.5)

1244

2700
100°
(8.5)

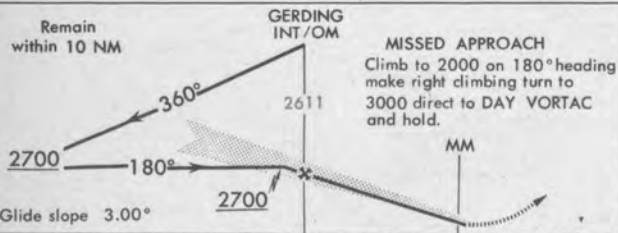
GERDING
INT/OM

MM

1022

LOCALIZER 108.3
I-DAY

1540



CATEGORY	A	B	C	D
S-ILS 18	1199-1/2 200 (200-1/2)			
S-LOC 18	1400-1/2 401 (400-1/2)			1400-1 401 (400-1)
CIRCLING	1460-1 452 (500-1)	1460-1/2 452 (500-1/2)	1560-2 552 (600-2)	

FDZL Rwy 6L					
MIRL Rwy 18-36					
REIL Rwy 24L and 24R					
HIRL Rwy 6R-24L and 6L-24R					
FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

ILS RWY 18

39°54'N - 84°13'W

JAMES M. COX-DAYTON MUNI

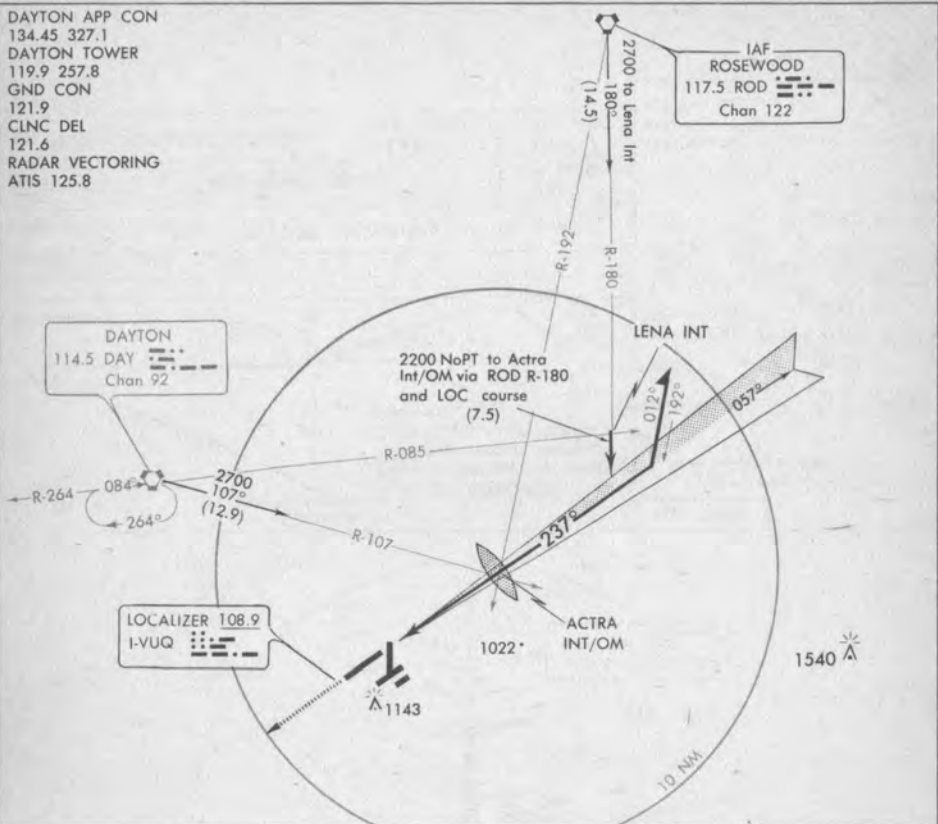
LOC RWY 24R

AL-107 (FAA)

JAMES M. COX-DAYTON MUNI

DAYTON, OHIO

DAYTON APP CON
134.45 327.1
DAYTON TOWER
119.9 257.8
GND CON
121.9
CLNC DEL
121.6
RADAR VECTURING
ATIS 125.8



MISSED APPROACH
Climb to 2000, then climbing
right turn to 3000 direct
DAY VORTAC and hold.

ACTRA
INT/OMRemain
within 10 NM

2700

237°

2200

5 NM

CATEGORY	A	B	C	D
S-24R	1340/50		345 (400-1)	
CIRCLING	1460-1	452 (500-1)	1460-1 ½ 452 (500-1 ½)	1560-2 552 (600-2)

Inoperative table does not apply to HIRL.



ELEV 1008



TDZL Rwy 6L
MIRL Rwy 18-36
REIL Rwys 24L and 24R
HIRL Rwys 6R-24L and 6L-24R

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

LOC RWY 24R

39°54'N - 84°13'W

DAYTON, OHIO

JAMES M. COX-DAYTON MUNI

NDB RWY 18

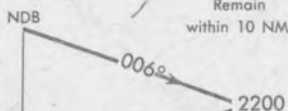
CHICAGO CENTER
132.95 272.7

AL-6185 (FAA)

JASPER COUNTY
RENSSELAER, INDIANA



MISSED APPROACH
Climb to 2200, return
to RZL NDB and hold.



ELEV 685

Rwy 27 ldg 1965

186° to
RZL NDB



LIRL Rwy 18-36

Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
S-18	1500-1 815 (900-1)	1500-1 ¼ 815 (900-1 ¼)	1500-1 ½ 815 (900-1 ½)	1500-1 ¾ 815 (900-1 ¾)
CIRCLING	1500-1 815 (900-1)	1500-1 ¼ 815 (900-1 ¼)	1520-1 ½ 835 (900-1 ½)	1520-2 835 (900-2)

Use Lafayette, Indiana altimeter setting.

△ NA

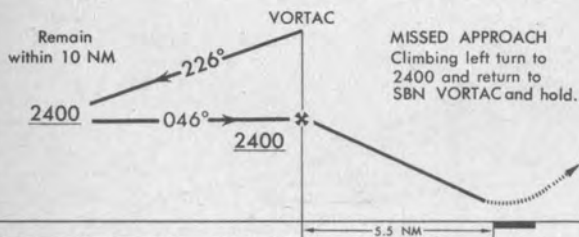
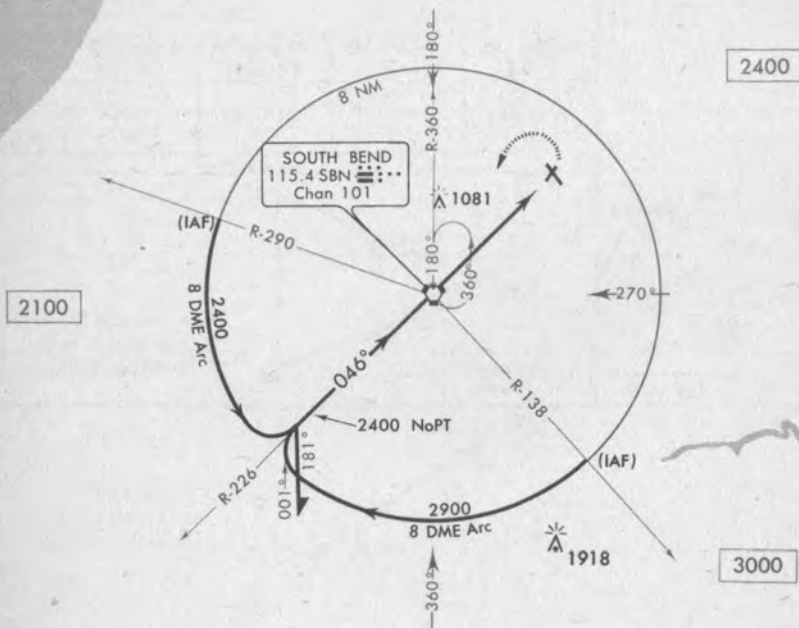
NDB RWY 18

40°57'N - 87°11'W

147

RENSSELAER, INDIANA
JASPER COUNTY

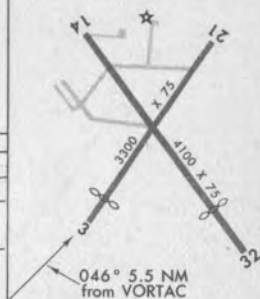
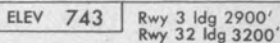
SOUTH BEND APP CON
091°-269° 124.1 335.5
270°-090° 121.0 335.5
RADAR VECTORIZING



CATEGORY	A	B	C	D
S-3*	1160-1 417(500-1)			
CIRCLING	1180-1 437(500-1)	1200-1 457(500-1)	1200-1½ 457(500-1½)	1300-2 557(600-2)

* Night straight-in minimums NA.
Use South Bend, Indiana altimeter setting.
CAUTION: Rwy 3-21 unlighted.

TANA

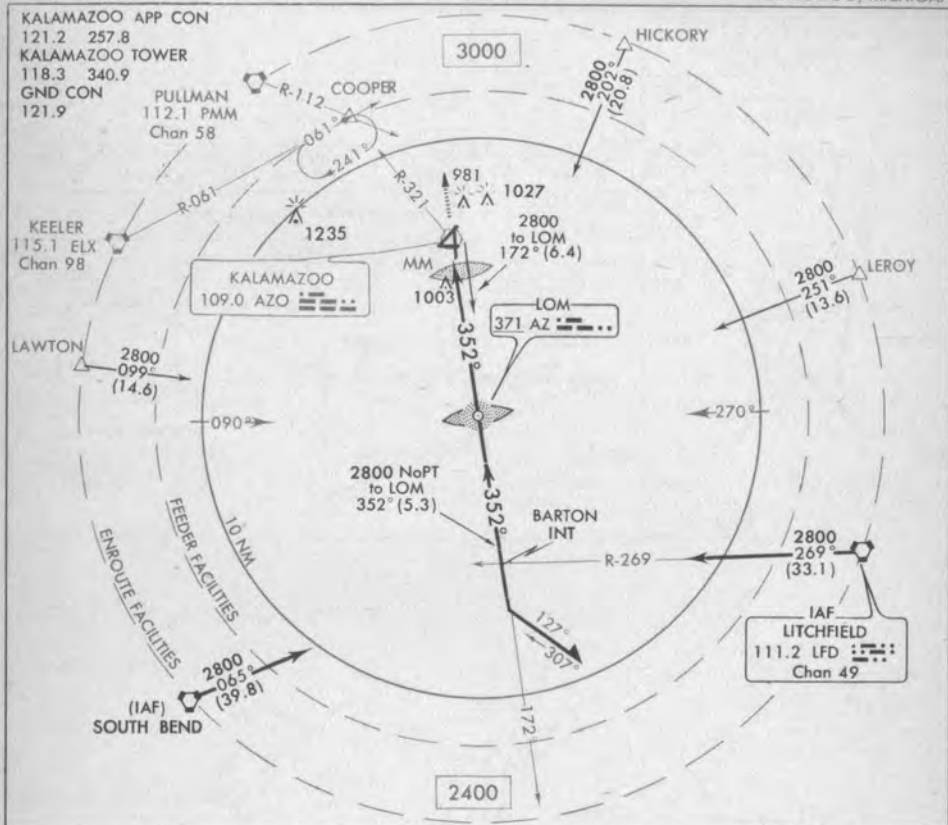


MIRL Rwy 14-32
REIL Rwy's 14 and 32

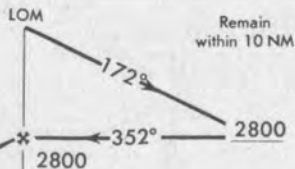
FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

NDB RWY 35

AL-717 (FAA)

KALAMAZOO MUNI
KALAMAZOO, MICHIGAN

MISSED APPROACH
Climb to 3000 and proceed
to Cooper Int via R-321 AZO
VOR and hold.



CATEGORY	A	B	C	D
S-35	1300- $\frac{3}{4}$	434 (500- $\frac{3}{4}$)		1300-1 434 (500-1)
CIRCLING	1300-1 426 (500-1)	1340-1 466 (500-1)	1340-1 $\frac{1}{2}$ 466 (500-1 $\frac{1}{2}$)	1440-2 566 (600-2)



ELEV 874

Rwy 5 ldg 3425'
Rwy 9 ldg 3030'
Rwy 27 ldg 3131'



HIRL Rwy 17-35
REIL Rws 5, 17 and 23
MIRL Rws 5-23 and 9-27

352° 5.7 NM
from LOM

FAF to MAP 5.7 NM

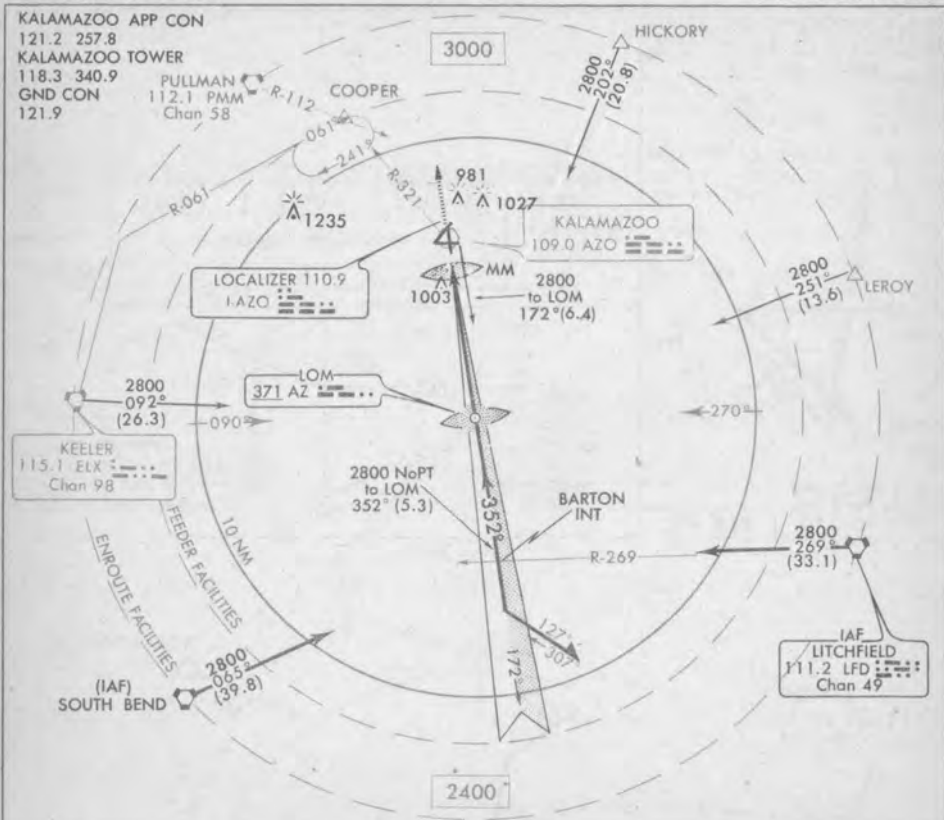
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

NDB RWY 35

42°14'N-85°33'W

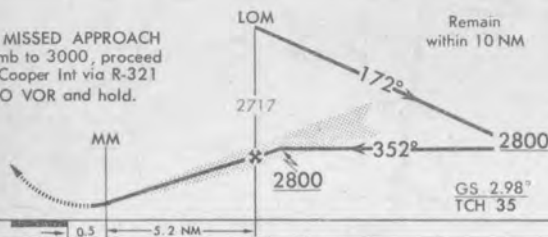
KALAMAZOO, MICHIGAN
KALAMAZOO MUNI

ILS RWY 35

150
AL-717 (FAA)KALAMAZOO MUNI
KALAMAZOO, MICHIGAN

MISSED APPROACH
Climb to 3000, proceed
to Cooper Int via R-321
AZO VOR and hold.

Remain
within 10 NM



CATEGORY	A	B	C	D
S-ILS 35		1066-1/2	200 (200-1/2)	
S-LOC 35		1260-1/2	394 (400-1/2)	1260-3/4 394 (400-3/4)
CIRCLING	1300-1 426 (500-1)	1340-1 466 (500-1)	1340-1 1/2 466 (500-1 1/2)	1440-2 566 (600-2)



ELEV 874

Rwy 5 ldg 3425'
Rwy 9 ldg 3030'
Rwy 27 ldg 3131'



FAF to MAP 5.7 NM

Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

ILS RWY 35

42°14'N-85°33'W

KALAMAZOO, MICHIGAN
KALAMAZOO MUNI

LOC BC RWY 17

AL-717 (FAA)

KALAMAZOO MUNI
KALAMAZOO, MICHIGAN

KALAMAZOO APP CON
121.2 257.8
KALAMAZOO TOWER
118.3 340.9
GND CON
121.9

PULLMAN
112.1 PMM
Chan 58

KEELER
2500
069°
(26.6)

KALAMAZOO
109.0 AZO

LOM
371 AZ

(IAF)
GRAND RAPIDS
2900 to
Otsego Int
193°(20.2)

OTSEGO
2200 NoPT to
Upjohn Int
172°(9.1)

1382

UPJOHN
INT

2500 to
Upjohn Int
353°(4.2)

LOCALIZER 110 9
I-AZO

BATTLE CREEK
109.4 BTL
Chan 31

2500
271°
(14)

10 NM
FEEDER FACILITIES
ENROUTE FACILITIES

BACK COURSE

UPJOHN INT

Remain
within 10 NM

2500

Disregard glide slope
indications.

MISSED APPROACH
Climb to 2800 and proceed
direct to AZ LOM and hold.

2200

4 NM

CATEGORY	A	B	C	D
S-17	1260-3/4	394 (400-3/4)		1260-1 394 (400-1)
CIRCLING	1300-1 426 (500-1)	1340-1 466 (500-1)	1340-1 1/2 466 (500-1 1/2)	1440-2 566 (600-2)

ELEV 874



REIL Rwys 5, 17 and 23
HIRL Rwy 17-35
MIRL Rwys 5-23 and 9-27

FAF to MAP 4.0 NM

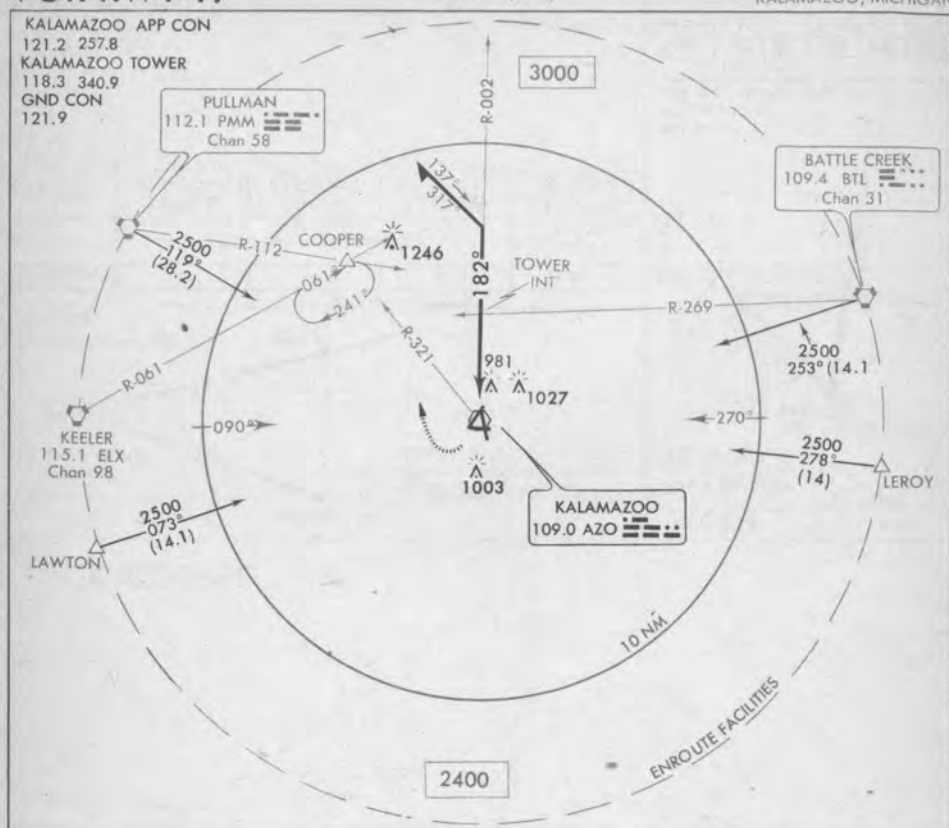
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

LOC BC RWY 17

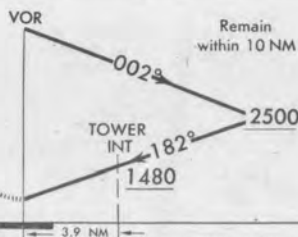
42°14'N-85°33'W

KALAMAZOO, MICHIGAN
KALAMAZOO MUNI

VOR RWY 17

152
AL-717 (FAA)KALAMAZOO MUNI
KALAMAZOO, MICHIGAN

MISSED APPROACH
Climbing right turn to 3000
proceed to Cooper Int via
R-321 AZO VOR and hold.



CATEGORY	A	B	C	D
S-17	1480- $\frac{3}{4}$	614 (700- $\frac{3}{4}$)		1480-1 $\frac{1}{4}$ 614 (700-1 $\frac{1}{4}$)
CIRCLING	1480-1	606 (700-1)	1480-1 $\frac{1}{2}$ 606 (700-1 $\frac{1}{2}$)	1480-2 606 (700-2)
DUAL VOR MINIMA				
S-17	1240- $\frac{3}{4}$	374 (400- $\frac{3}{4}$)		1240-1 374 (400-1)
CIRCLING	1300-1 426 (500-1)	1340-1 466 (500-1)	1340-1 $\frac{1}{2}$ 466 (500-1 $\frac{1}{2}$)	1440-2 566 (600-2)

ELEV 874

Rwy 5 ldg 3425'
Rwy 9 ldg 3030'
Rwy 27 ldg 3131'



VOR RWY 17

42° 14' N-85° 33' W

KALAMAZOO, MICHIGAN
KALAMAZOO MUNI

VOR RWY 23

AL-717 (FAA)

KALAMAZOO MUNI
KALAMAZOO, MICHIGAN

KALAMAZOO APP CON
121.2 257.8
KALAMAZOO TOWER
118.3 340.9
GND CON
121.9

PULLMAN
112.1 PMM
Chan 58

KEELER
115.1 ELX
Chan 98

KALAMAZOO
109.0 AZO

(IAF)
HICKORY

2500 to
Gull Int
211° (6)

GULL
INT

CAMPBELL
INT

1246

981

1027

1003

IAF
BATTLE CREEK
109.4 BTL
Chan 31

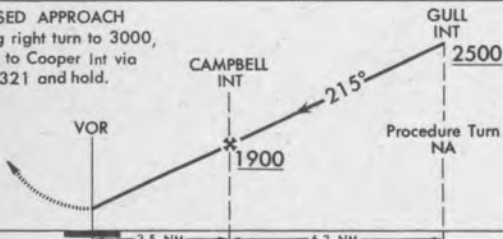
2500
286°
(8.7)

10 NM

2400

ENROUTE FACILITIES

MISSED APPROACH
Climbing right turn to 3000,
proceed to Cooper Int via
AZO R-321 and hold.



CATEGORY	A	B	C	D
S-23	1280-1	407 (500-1)		
CIRCLING	1300-1 426 (500-1)	1340-1 466 (500-1)	1340-1½ 466 (500-1½)	1440-2 566 (600-2)

Dual VOR receivers required.
AIR CARRIER NOTE: Reduction in visibility below ¾ mile due to local conditions
not authorized.



HIRL Rwy 17-35
REIL Rws 5, 17 and 23
MIRL Rws 5-23 and 9-27

Knots	60	90	120	150	180
Min:Sec					

VOR RWY 23

42°14'N-85°33'W

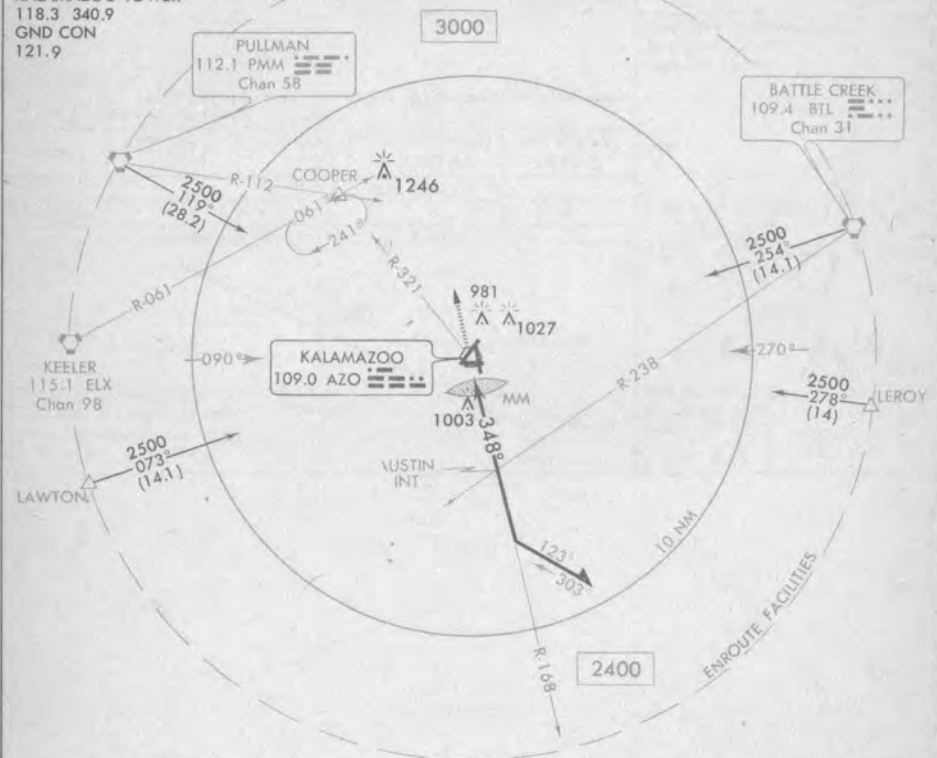
KALAMAZOO, MICHIGAN
KALAMAZOO MUNI

VOR RWY 35

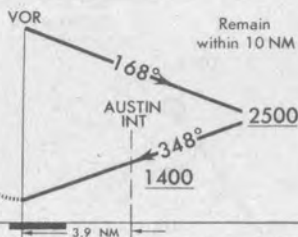
AL-717 (FAA)

KALAMAZOO MUNI
KALAMAZOO, MICHIGAN

KALAMAZOO APP CON
121.2 257.8
KALAMAZOO TOWER
118.3 340.9
GND CON
121.9



MISSED APPROACH
Climb to 3000 and proceed
to Cooper Int via R-321 AZO
and hold.



CATEGORY	A	B	C	D
S-35	1400-1/2 534 (600-1/2)			1400-1 1/4 534 (600-1 1/4)
CIRCLING	1400-1 526 (600-1)		1400-1 1/2 526 (600-1 1/2)	1440-2 566 (600-2)
DUAL VOR MINIMA				
S-35	1260-1/2 394 (400-1/2)			1260-1 394 (400-1)
CIRCLING	1300-1 426 (500-1)	1340-1 466 (500-1)	1340-1 1/2 466 (500-1 1/2)	1440-2 566 (600-2)

VOR RWY 35

42°14'N - 85°33'W

154

ELEV 874

Rwy 5 ldg 3425'
Rwy 9 ldg 3030'
Rwy 27 ldg 3131'



HIRL Rwy 17-35
REIL Rws 5, 17 and 23
MIRL Rws 5-23 and 9-27

Knots	60	90	120	150	180
Min:Sec					

KALAMAZOO, MICHIGAN
KALAMAZOO MUNI

ILS RWY 23

AL-852 (FAA)

KANAWHA
CHARLESTON, WEST VIRGINIA

CHARLESTON APP CON
050 ~ 229° 119.2 354.0
230 ~ 049° 124.1 354.0
CHARLESTON TOWER
120.3 257.8
GND CON
121.9 348.6
ASR
ATIS 127.6

HENDERSON
111.2 HNN
Chan 49

2500 NoPT to OM / 4.5 DME
via 186° heading and
LOC course (9.2)

(IAF)
GLEN

(IAF)
CLEDENIN

2500 NoPT to OM / 4.5 DME
via 276° heading and
LOC course (8.5)

Offset Localizer
DME Chan 40
LOCALIZER 110.3
I-CRW

5.1 DME
Chan 40

OM / 4.5 DME
Chan 40

1370

1265

1215

1194

1306

1245

1251

1295

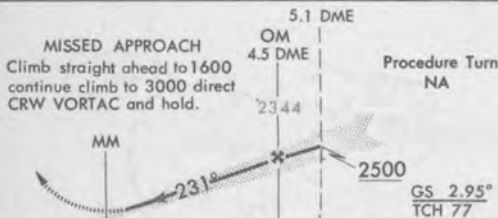
1440

1800

1825

CHARLESTON
117.4 CRW
Chan 121

DME shall not be used to determine
aircraft position over MM, runway
threshold, or runway touchdown point.



ELEV 982



CATEGORY	A	B	C	D
S-ILS 23	1180-1/2 250 (200-1/2)			
S-LOC 23	1560-1/2 630 (600-1/2)	1560-3/4 630 (600-3/4)	1560-1/4 630 (600-1/4)	
CIRCLING	1560-1 578 (600-1)	1580-1 598 (600-1)	1600-1/2 618 (700-1/2)	1600-2 618 (700-2)

Inoperative table does not apply to HIRL Rwy 23

HIRL Rwy 5-23
MIRL Rwy 14-32
REIL Rwy 5, 14 and 32

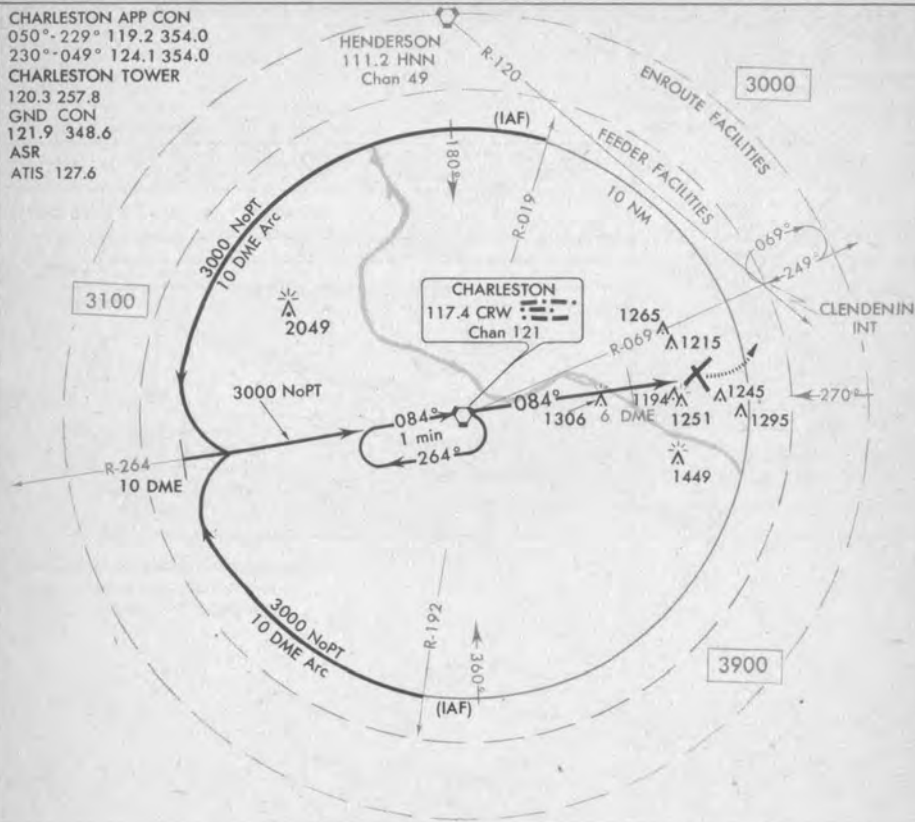
FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

ILS RWY 23

38°22'N-81°36'W

CHARLESTON, WEST VIRGINIA
KANAWHA

CHARLESTON APP CON
050°-229° 119.2 354.0
230°-049° 124.1 354.0
CHARLESTON TOWER
120.3 257.8
GND CON
121.9 348.6
ASR
ATIS 127.6



One Minute
Holding Pattern

VORTAC

MISSED APPROACH
Climbing left turn to 3000
via CRW R-069 to Clendenin
Int and hold.

3000 ← 264°
→ 084°

6 DME

1680

8.1 NM

CATEGORY	A	B	C	D
CIRCLING	1680-1	698 (700-1)	1680-1½ 698 (700-1½)	1680-2 698 (700-2)
DME MINIMA				
CIRCLING	1560-1 578 (600-1)	1580-1 598 (600-1)	1600-1½ 618 (700-1½)	1600-2 618 (700-2)



ELEV 982

△ 1003

084° 8.1 NM
from VORTAC

6303 ± 150

0.8% UP

TWR 1042

4730 ± 150

REIL Rlys 5, 14 and 32

HIRL Rwy 5-23

MIRL Rwy 14-32

△ 1120

△ 1116

FAF to MAP 8.1 NM

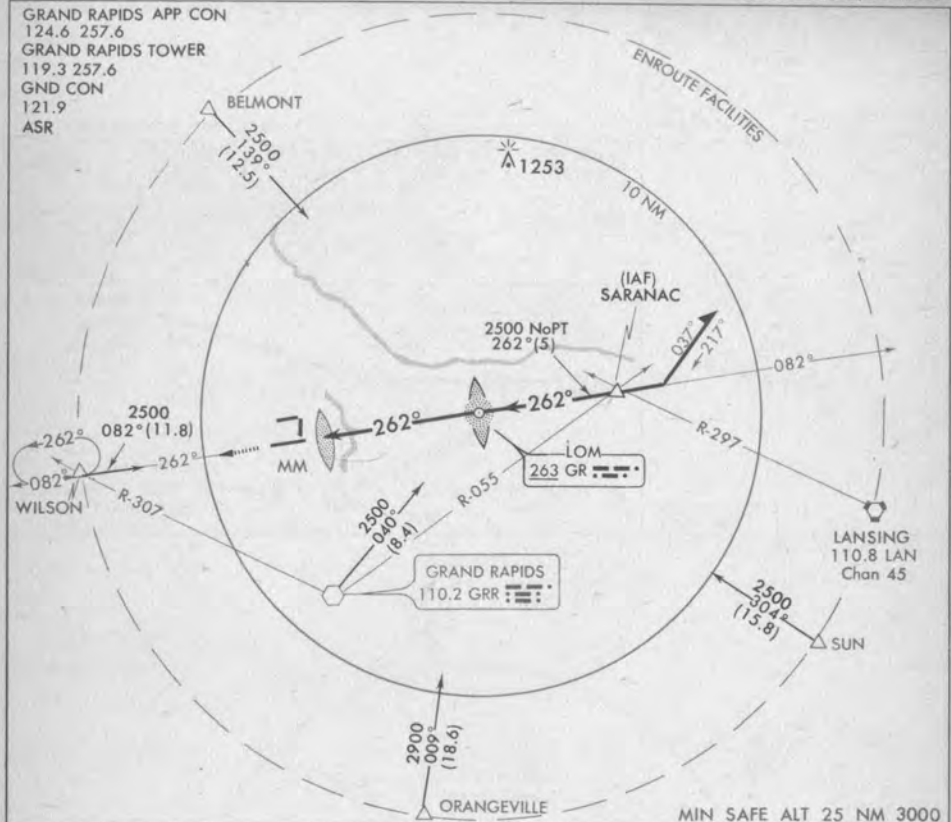
Knots	60	90	120	150	180
Min:Sec	8:06	5:24	4:03	3:14	2:42

NDB RWY 26L

AL-518 (FAA)

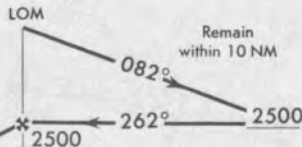
KENT COUNTY
GRAND RAPIDS, MICHIGAN

GRAND RAPIDS APP CON
124.6 257.6
GRAND RAPIDS TOWER
119.3 257.6
GND CON
121.9
ASR



MIN SAFE ALT 25 NM 3000

MISSED APPROACH
Climb to 2500 proceed to
Wilson Int and hold.



ELEV 794



HIRL Rwy 8R-26L
REIL Rwy 8R and 36
MIRL Rwy 18-36 and 8L-26R

CATEGORY	A	B	C	D
S-26L	1260/40	468 (500-3/4)		1260/50 468 (500-1)
CIRCLING	1260-1	466 (500-1)	1260-1 1/2 466 (500-1 1/2)	1360-2 566 (600-2)



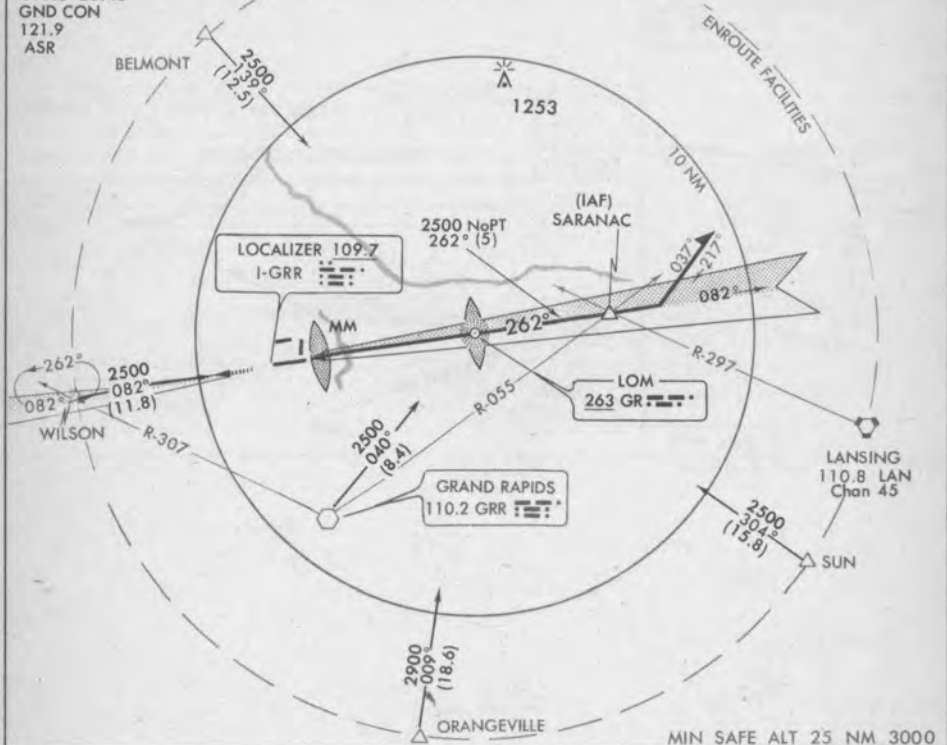
FAF to MAP 6.1 NM					
Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02

NDB RWY 26L

42°53'N-85°31'W

GRAND RAPIDS, MICHIGAN
KENT COUNTY

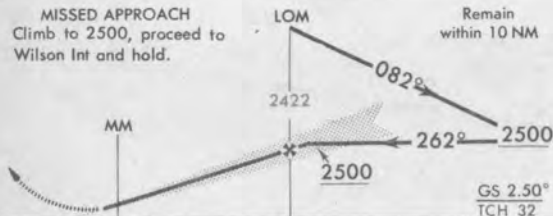
GRAND RAPIDS APP CON
124.6 257.6
GRAND RAPIDS TOWER
119.3 257.6
GND CON
121.9
ASR



MISSED APPROACH
Climb to 2500, proceed to
Wilson Int and hold.

Remain
within 10 NM

ELEV 794



CATEGORY	A	B	C	D
S-ILS 26L	992/24 200 (200-1/2)			
S-LOC 26L	1220/24 428 (500-1/2)			1220/40 428 (500-3/4)
CIRCLING	1240-1 446 (500-1)	1260-1 466 (500-1)	1260-1 1/2 466 (500-1 1/2)	1360-2 566 (600-2)

Glide slope unusable below 970.



MIRL Rwy 8L-26R
and 18-36
HIRL Rwy 8R-26L
REIL Rwy 8R and 36

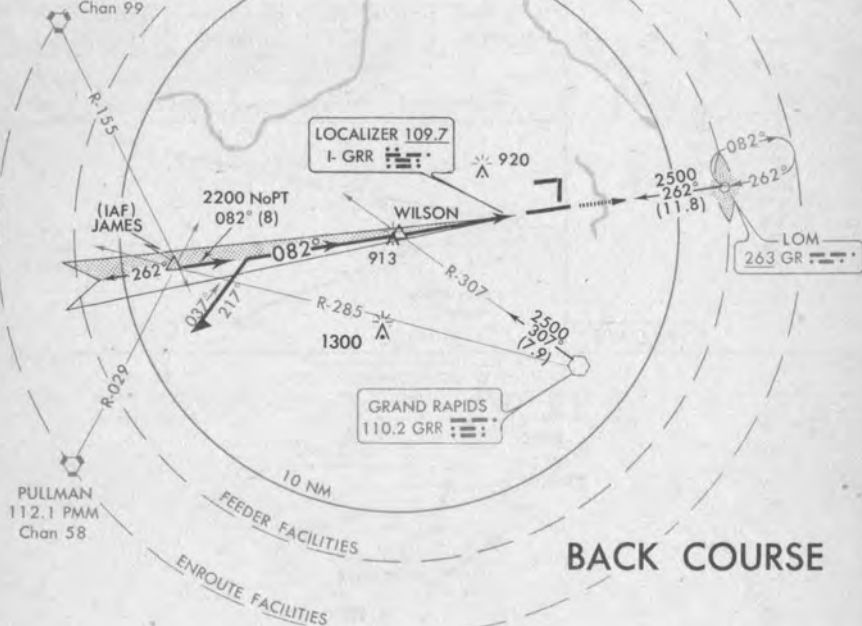
Δ^{879}
262° 6.1 NM
from LOM

FAF to MAP 6.1 NM

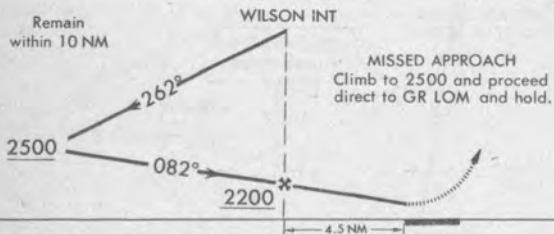
Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02

GRAND RAPIDS APP CON
124.6 257.6
GRAND RAPIDS TOWER ★
119.3 257.6
GND CON
121.9
ASR

MUSKEGON
115.2 MKG
Chan 99



BACK COURSE



ELEV 794



082° 4.5 NM
from Wilson Int

△ 879

MIRL Rwy 18-36 and 8L-26R
HIRL Rwy 8R-26L
REIL Rwy 8 and 36

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

VOR RWY 36

160

AL-5184 (FAA)

KENT COUNTY

GRAND RAPIDS, MICHIGAN

GRAND RAPIDS

APP CON

124.6 257.6

GRAND RAPIDS TOWER

119.3 257.6

GND CON

121.9

ASR

MUSKEGON

115.2 MKG

Chan 99

WALKER

2400

GRAND RAPIDS
110.2 GRR

1835 A

2600 NoPT

351° (10)

1900 A

PULLMAN

112.1 PMM

Chan 58

3000

(IAF)

ORANGEVILLE

TURNER

INT

3000

to Turner Int

335° (2.2)

10 NM
FEEDER FACILITIES

ENROUTE FACILITIES

VOR

Remain
within 10 NM

MISSED APPROACH

Climb to 2500, via GRR R-350
to Walker Int and hold.

2600

3000

5.7 NM

CATEGORY

A

B

C

D

S-36

1200-1

412 (500-1)

CIRCLING

1240-1

1260-1

1260-1½

1360-2

446 (500-1)

466 (500-1)

466 (500-1½)

566 (600-2)

▽

ELEV 794

795

3912 X 75

18

TWR

924

866 A

Elev

788

136

797 A

26L

A1

879 A

351° 5.7 NM

from VOR

MIRL Rwy 18-36 and 8L-26R

HIRL Rwy 8R-26L

REIL Rwy 8R and 36

FAF to MAP 5.7 NM

Knots 60 90 120 150 180

Min:Sec 5:42 3:48 2:51 2:17 1:54

VOR RWY 36

42° 53' N-85° 31' W

GRAND RAPIDS, MICHIGAN

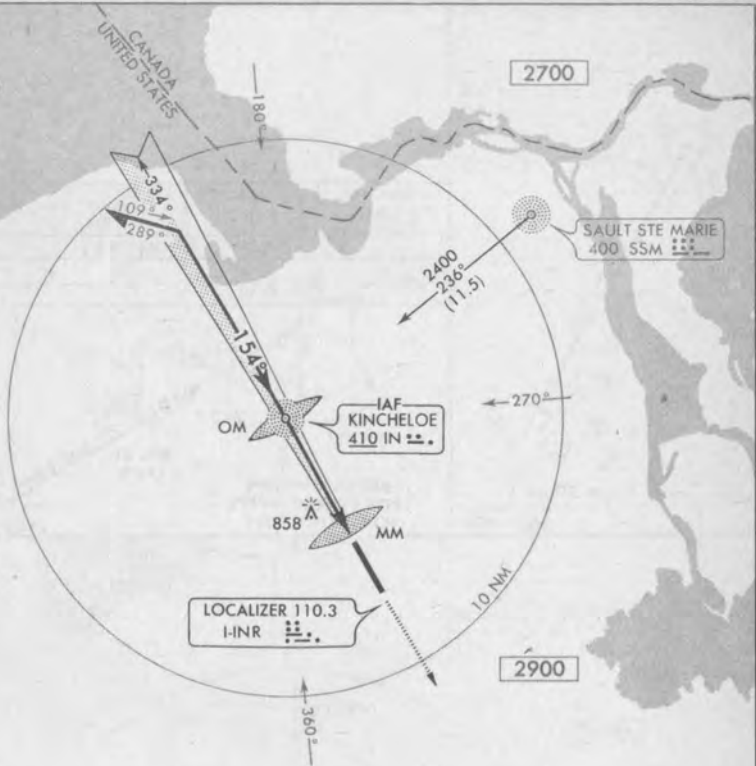
KENT COUNTY

ILS RWY 15

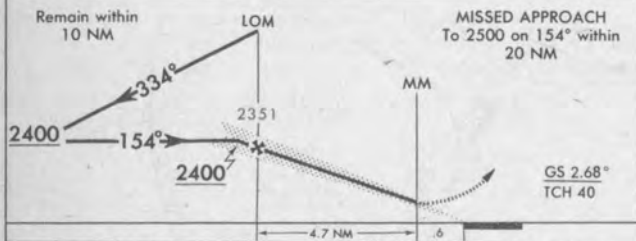
AL-810 (USAF)

KINCHELOE AFB
SAULT STE MARIE, MICHIGAN

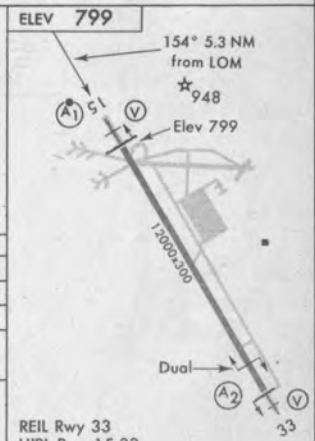
KINCHELOE APP CON
118.3 363.8
KINCHELOE TOWER
126.2 255.9
KINCHELOE GND CON
275.8
ASR/PAR



1257



CATEGORY	A	B	C	D
S-ILS-15	999/24	200	(200-1/2)	
S-LOC-15	1140/40	341	(400-3/4)	
CIRCLING	1240-1 441 (500-1)	1240-1 1/2 441 (500-1 1/2)	1340-2 541 (600-2)	



LOC FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

ILS RWY 15

46°15'N-84°28'W

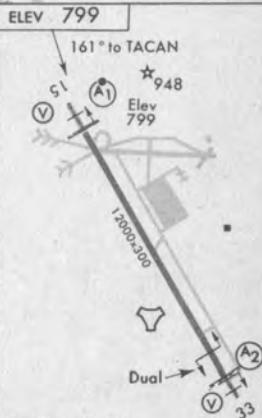
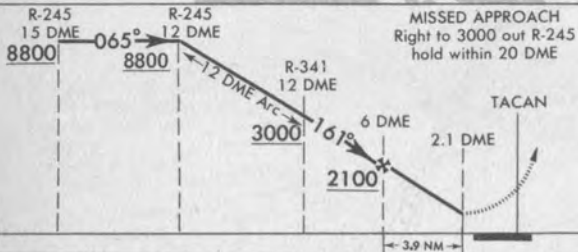
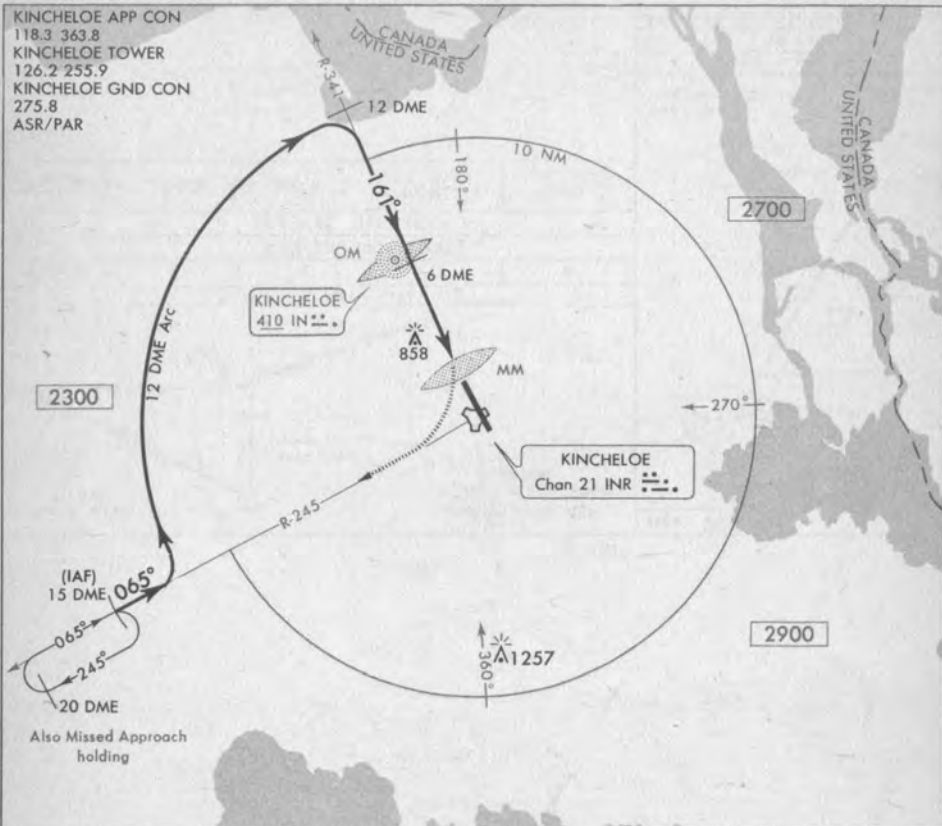
SAULT STE MARIE, MICHIGAN
KINCHELOE AFB

TACAN RWY 15

162
AL-810 (USAF)

KINCHELOE AFB
SAULT STE MARIE, MICHIGAN

KINCHELOE APP CON
118.3 363.8
KINCHELOE TOWER
126.2 255.9
KINCHELOE GND CON
275.8
ASR/PAR



REIL Rwy 33
HIRL Rwy 15-33

CATEGORY	A	B	C	D
S-15	1140/40 341 (400-3/4)			
CIRCLING	1240-1 441 (500-1)	1240-1 1/2 441 (500-1 1/2)	1340-2 541 (600-2)	

TACAN RWY15

46°15'N-84°28'W

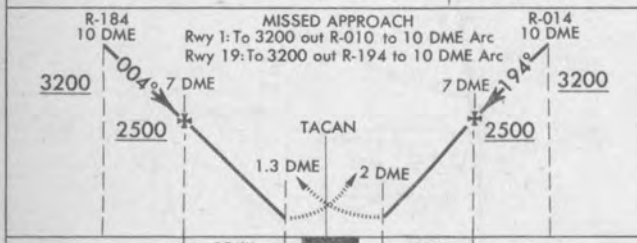
SAULT STE MARIE, MICHIGAN
KINCHELOE AFB

TACAN RWY 1-19

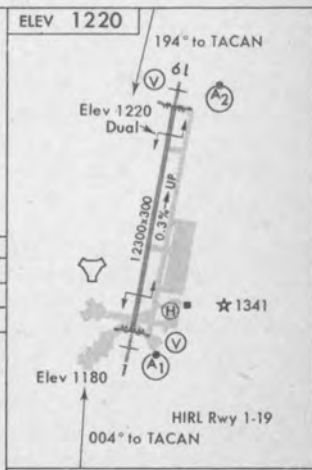
AL-773 (USAF)

K.I. SAWYER AFB
GWINN, MICHIGAN

SAWYER APP CON
119.1 259.3
SAWYER TOWER
126.2 255.6
GND CON
275.8
ASR/PAR



CATEGORY	A	B	C	D
S-19		1600/40	380 (400-¾)	
S-1	1500/24 320	(300-½)	1500/40 320	(300-¾)



TACAN RWY 1-19

46°21'N-87°24'W

GWINN, MICHIGAN
K. I. SAWYER AFB

[illegible]

Rwy 19: To 3200 out R-191 to 12 DME Arc, arc NE to R-002 12 DME

3200 011° 7 DME 2500 2.5 DME 1 DME VORTAC 6 DME 182° 2500

4.5 NM 5.0 NM

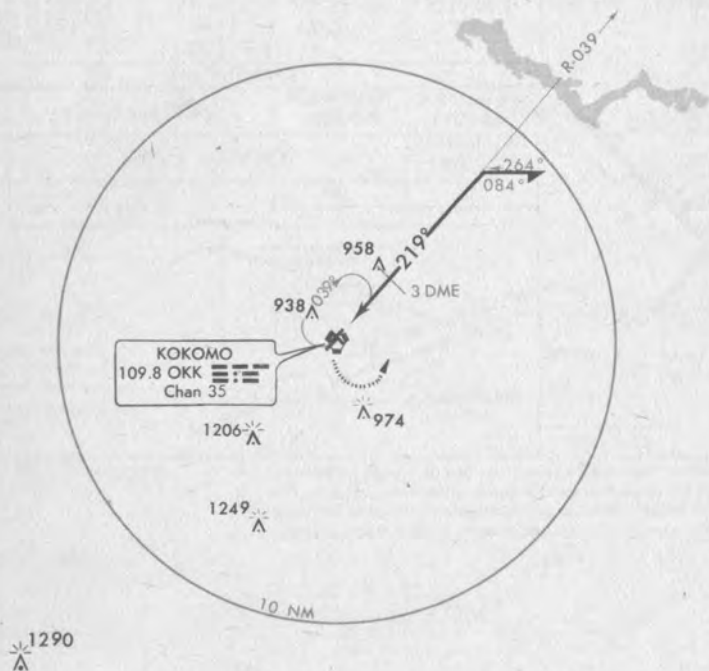
CATEGORY	A	B	C	D
S-1	1500/24 320 (300-½)		1500/40 320 (300-¾)	
S-19		1600/40 380 (400-¾)		
CIRCLING	1660-1 440 (500-1)	1680-1 460 (500-1)	1680-1½ 460 (500-1½)	1780-2 560 (600-2)

VOR RWY 22

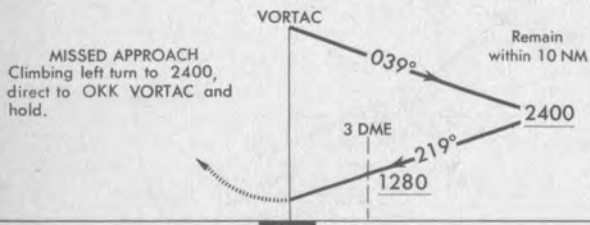
AL-711 (FAA)

KOKOMO MUNI
KOKOMO, INDIANA

GRISSEM APP CON
120.0
RADAR VECTORING



MIN SAFE ALT 25NM 2600



ELEV 827



CATEGORY	A	B	C	D
S-22	1280-1	455 (500-1)		
CIRCLING	1280-1	453 (500-1)	1280-1½ 453 (500-1½)	1380-2 553 (600-2)
DME MINIMA				
S-22	1220-1	395 (400-1)		

Obtain Kokomo, Ind. altimeter setting from Grissom Approach Control.
When not available use Grissom AFB altimeter setting and the following applies,
except for operators with approved weather reporting service: a. Increase
all MDA's 20 feet. b. Alternate minimums not authorized.

MIRL Rwy's 4-22 and 13-31

Knots	60	90	120	150	180
Min:Sec					

VOR RWY 22

40°32'N-86°04'W

KOKOMO, INDIANA
KOKOMO MUNI

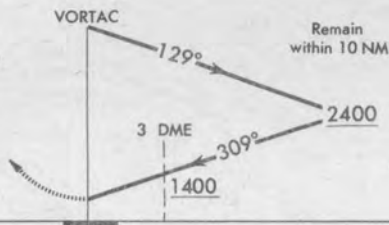
GRISSOM APP CON
120.0
RADAR VECTING



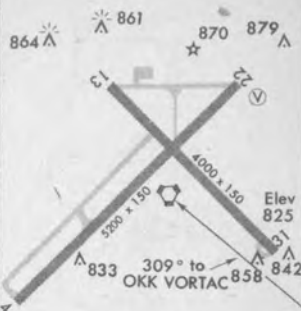
Obtain Kokomo, Indiana altimeter setting from Grissom Approach Control. When not available, use Grissom AFB altimeter setting, and the following applies except for operators with approved weather reporting service: a. Increase all MDA's 20 feet. b. Alternate minimums not authorized.

MIN SAFE ALT 25 NM 2600

MISSED APPROACH
Climbing right turn to
2400 direct to OKK
VORTAC and hold.



ELEV 827



CATEGORY	A	B	C	D
S-31	1400-1 575 (600-1)			1400-1 1/4 575 (600-1 1/4)
CIRCLING	1400-1 573 (600-1)	1400-1 1/2 573 (600-1 1/2)		1400-2 573 (600-2)
DME MINIMUMS				
S-31	1240-1 415 (500-1)			
CIRCLING	1240-1 413 (500-1)	1280-1 453 (500-1)	1280-1 1/2 453 (500-1 1/2)	1380-2 553 (600-2)

MIRL Rwy's 4-22 and 13-31

Knots	60	90	120	150	180
Min:Sec					

NDB-A

AL-5528 (FAA)

LANSDOWNE
YOUNGSTOWN, OHIO

YOUNGSTOWN APPROACH CONTROL

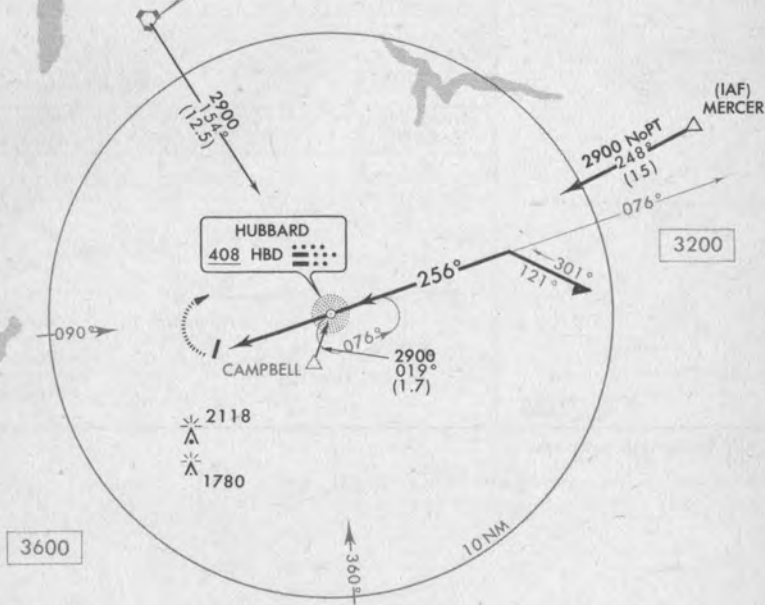
120.2 381.4

RADAR VECTERING

YOUNGSTOWN

109.0 YNG

Chan 27



MISSED APPROACH
Climbing right turn to
2900 direct to NDB
and hold.

NDB

Remain
within 10 NM

076°

2900

256°

2900

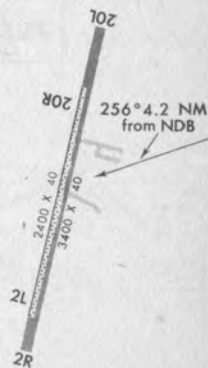
4.2 NM

CATEGORY	A	B	C	D
CIRCLING	1520-1	463 (500-1)	1520-1½ 463 (500-1½)	1620-2 563 (600-2)

Use Youngstown, Ohio Municipal Airport altimeter setting.
Night minimums Not Authorized.

▽
△ NA

ELEV 1057



FAF to MAP 4.2 NM

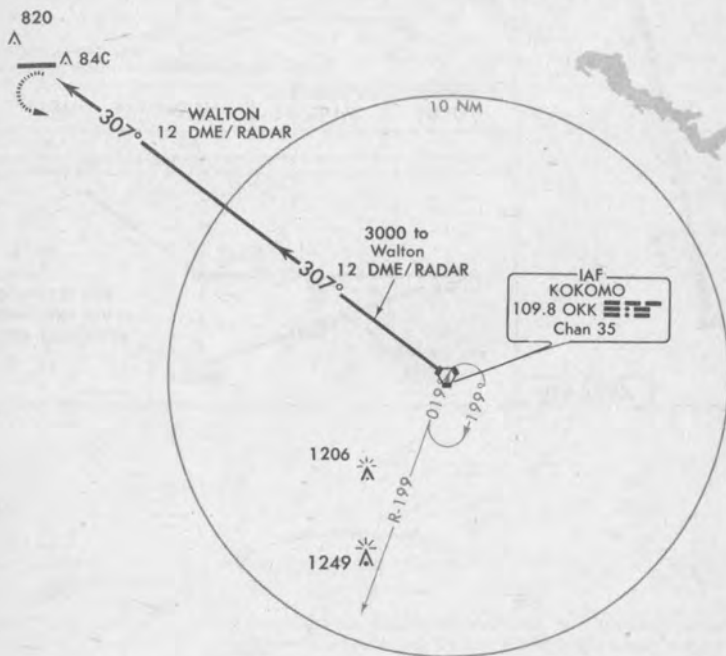
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

NDB-A

41°08'N - 80°37'W

YOUNGSTOWN, OHIO
LANSDOWNE

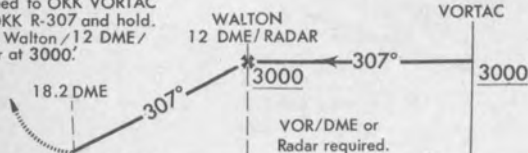
GRISSEM APP CON
120.0
RADAR VECTING



- MIN SAFE ALT 25 NM 2600

MISSED APPROACH
Climbing left turn to 3000,
proceed to OKK VORTAC
via OKK R-307 and hold.
Cross Walton / 12 DME/
Radar at 3000.

Procedure Turn NA

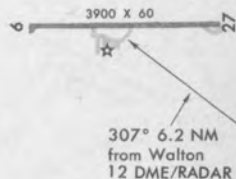
VOR/DME or
Radar required.

CATEGORY	A	B	C	D
CIRCLING	1180-1 442 (500-1)	1200-1 462 (500-1)	1200-1 1/2 462 (500-1 1/2)	1300-2 562 (700-2)

Use Grissom AFB altimeter setting.

Δ NA

ELEV 738

307° 6.2 NM
from Walton
12 DME/RADAR

FAF to MAP 6.2 NM

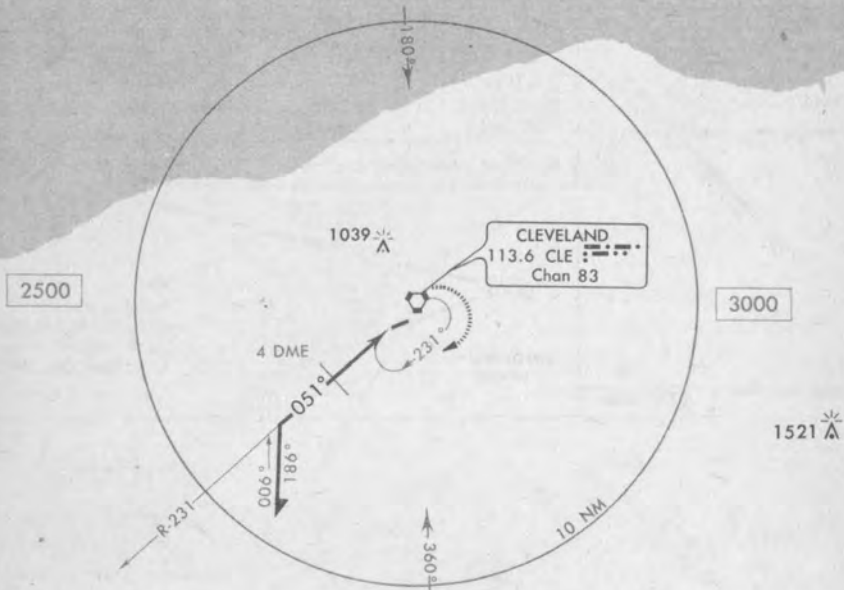
Knots	60	90	120	150	180
Min:Sec	6:12	4:08	3:06	2:29	2:04

VOR RWY 7

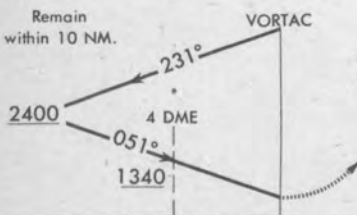
AL-5703 (FAA)

LORAIN COUNTY REGIONAL
LORAIN (ELYRIA), OHIO

CLEVELAND APP CON
124.0 360.6
RADAR VECTORING



Remain
within 10 NM.



MISSED APPROACH
Climbing right turn to 2400
direct CLE VORTAC and hold.

ELEV 794

CATEGORY	A	B	C	D
S-7	1340-1 546 (600-1)			1340-1 1/4 546 (600-1 1/4)
CIRCLING	1340-1 546 (600-1)		1340-1 1/2 546 (600-1 1/2)	1360-2 566 (600-2)

DME MINIMA

S-7	1220-1 426 (500-1)
-----	--------------------

Use Cleveland-Hopkins, Ohio altimeter setting.

Δ NA



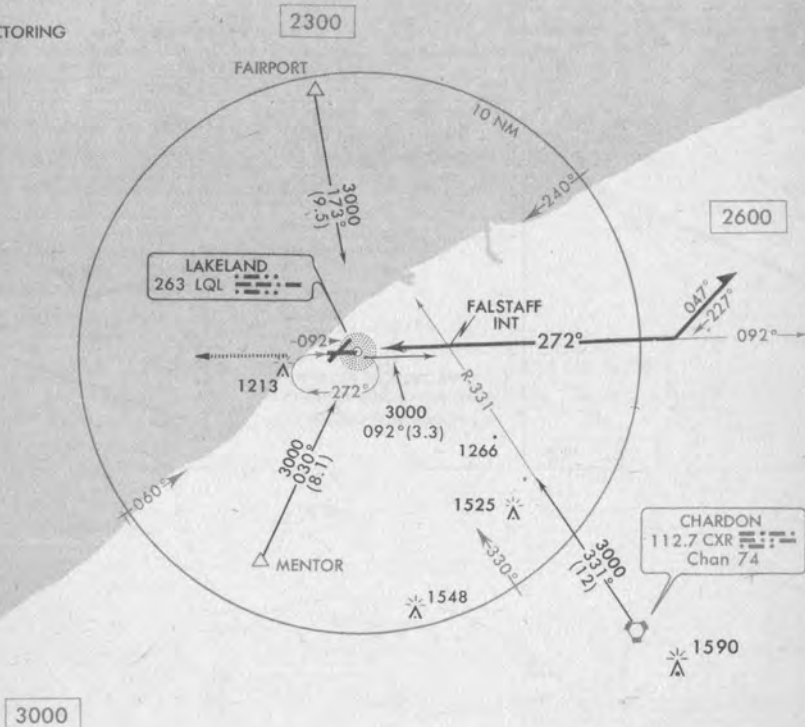
MIRL Rwy 7-25

Knots	60	90	120	150	180
Min:Sec					

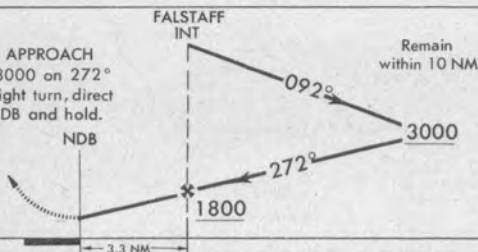
VOR RWY 7

41°21'N - 82°11'W

LORAIN (ELYRIA), OHIO
LORAIN COUNTY REGIONAL

NDB RWY 27170
AL-753 (FAA)**LOST NATION**
WILLOUGHBY, OHIOCLEVELAND APP CON
124.5 360.6
LOST NATION TOWER *
120.7
RADAR VECTORING

MISSED APPROACH
Climb to 3000 on 272°
heading right turn, direct
to LQL NDB and hold.



CATEGORY	A	B	C	D
5-27*	1140-1 515(600-1)			1140-1 1/4 515(600-1 1/4)
CIRCLING*	1140-1 514(600-1)		1140-1 1/2 514(600-1 1/2)	1520-2 894(900-2)

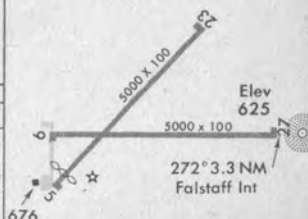
NDB and VOR receivers required.

*When Lost Nation altimeter setting not available, use Cleveland Hopkins International Airport, Ohio altimeter setting, and increase all MDA's 100 feet.

▽
△ NA

ELEV 626

Rwy 5 ldg 4800'



676

REIL Rws 5 and 27
MIRL Rws 5-23 and 9-27

FAF to MAP 3.3 NM					
Knots	60	90	120	150	180
Min:Sec	3:18	2:12	1:39	1:19	1:06

NDB RWY 27

41°41'N-81°24'W

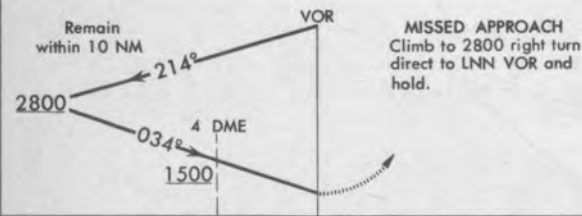
WILLOUGHBY, OHIO

VOR RWY 5

AL-753 (FAA)

LOST NATION
WILLOUGHBY, OHIO

CLEVELAND APP CON
124.5 360.6
LOST NATION TOWER ★
120.7
RADAR VECTORING



CATEGORY	A	B	C	D
S-5	1500-1 874 (900-1)	1500-1 1/4 874 (900-1 1/4)	1500-1 1/2 874 (900-1 1/2)	1500-1 3/4 874 (900-1 3/4)
CIRCLING	1500-1 874 (900-1)	1500-1 1/4 874 (900-1 1/4)	1500-1 1/2 874 (900-1 1/2)	1520-2 894 (900-2)
VOR/DME MINIMA				
S-5	1340-1 714 (800-1)	1340-1 1/4 714 (800-1 1/4)	1340-1 1/2 714 (800-1 1/2)	1340-1 3/4 714 (800-1 3/4)
CIRCLING	1340-1 714 (800-1)	1340-1 1/2 714 (800-1 1/2)	1520-2 894 (900-2)	

△NA

ELEV 626

Rwy 5 ldg 4800'



REIL Rws 5 and 27
MIRL Rws 5-23 and 9-27

Knots	60	90	120	150	180
Min:Sec					

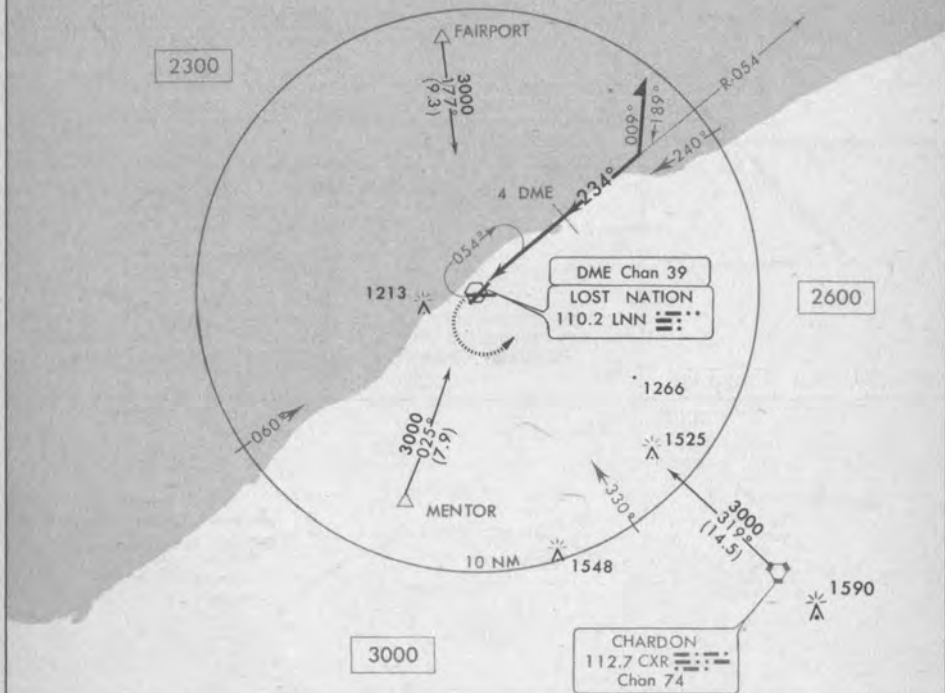
VOR RWY 5

41° 41' N - 81° 24' W

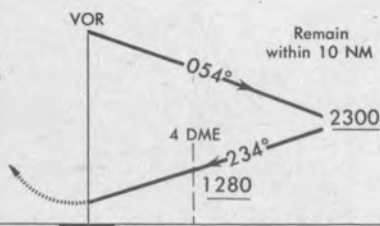
WILLOUGHBY, OHIO
LOST NATION

Orig

VOR RWY 23

172
AL-753 (FAA)LOST NATION
WILLOUGHBY, OHIOCLEVELAND APP CON
124.5 360.6
LOST NATION TOWER*
120.7
RADAR VECTORED

MISSED APPROACH
Climbing left turn to 2300
direct LNN VOR and hold.



ELEV 626

Rwy 5 ldg 4800'



CATEGORY	A	B	C	D
S-23	1280-1 654 (700-1)		1280-1 1/4 654 (700-1 1/4)	1280-1 1/2 654 (700-1 1/2)
CIRCLING	1280-1 654 (700-1)		1280-1 1/2 654 (700-1 1/2)	1520-2 894 (900-2)

VOR/DME MINIMA

S-23	980-1 354 (400-1)		
CIRCLING	1080-1 454 (500-1)	1080-1 1/2 454 (500-1 1/2)	1520-2 894 (900-2)

When control zone not effective, Use Cleveland-Hopkins Intl. Airport, Ohio
altimeter setting and increase all MDAs 100 feet. VOR S-23 and VOR
Circling: Increase all visibilities 1/4 mile, not to exceed 2 miles. ∇ Δ NA

VOR RWY 23

41°41'N - 81°24'W

REIL Rwy 5 and 27
MIRL Rwy 5-23 and 9-27

Knots	60	90	120	150	180
Min:Sec					

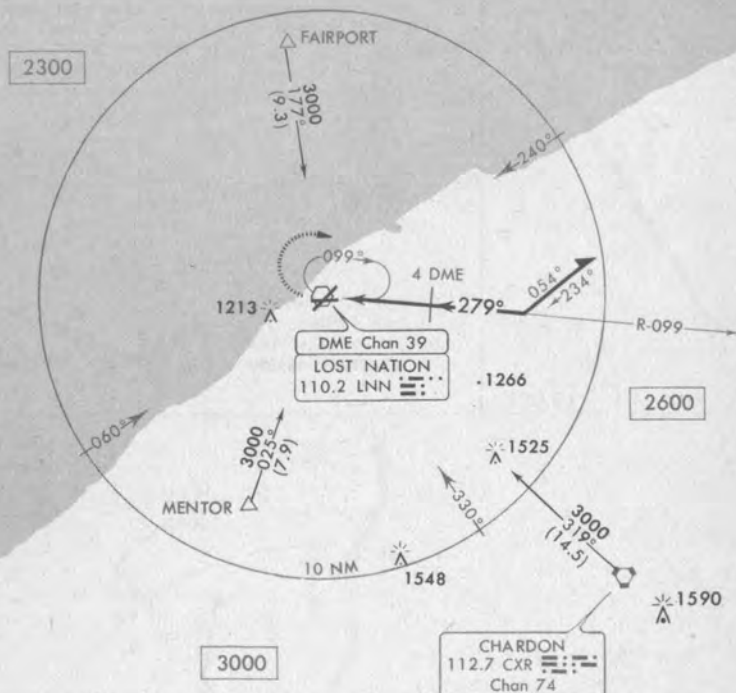
WILLOUGHBY, OHIO

VOR RWY 27

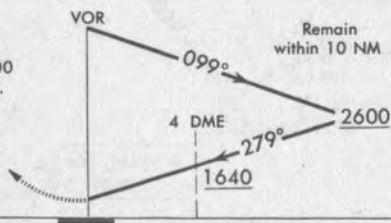
AL-753 (FAA)

LOST NATION
WILLOUGHBY, OHIO

CLEVELAND APP CON
124.5 360.6
LOST NATION TOWER *
120.7
RADAR VECTERING

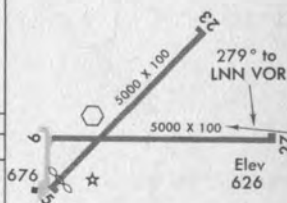


MISSED APPROACH
Climbing right turn to 2600
direct LNN VOR and hold.



ELEV 626

Rwy 5 ldg 4800'



CATEGORY	A	B	C	D
S-27	1640-1½	1640-1¾	1640-2	1014 (1100-2)
CIRCLING	1014 (1100-1½)	1014 (1100-1¾)	1640-2	1014 (1100-2)
VOR/DME MINIMA				
S-27	1140-1	514 (600-1)	1140-1¼	514 (600-1¼)
CIRCLING	1140-1	514 (600-1)	1140-1½	1520-2 894 (900-2)

When control zone not effective, use Cleveland-Hopkins Intl Airport, Ohio
altimeter setting and increase all MDA's 100 feet.

△ NA

REIL Rwy 5 and 27

MIRL Rwy 5-23 and 9-27

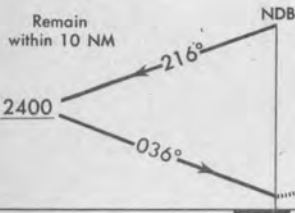
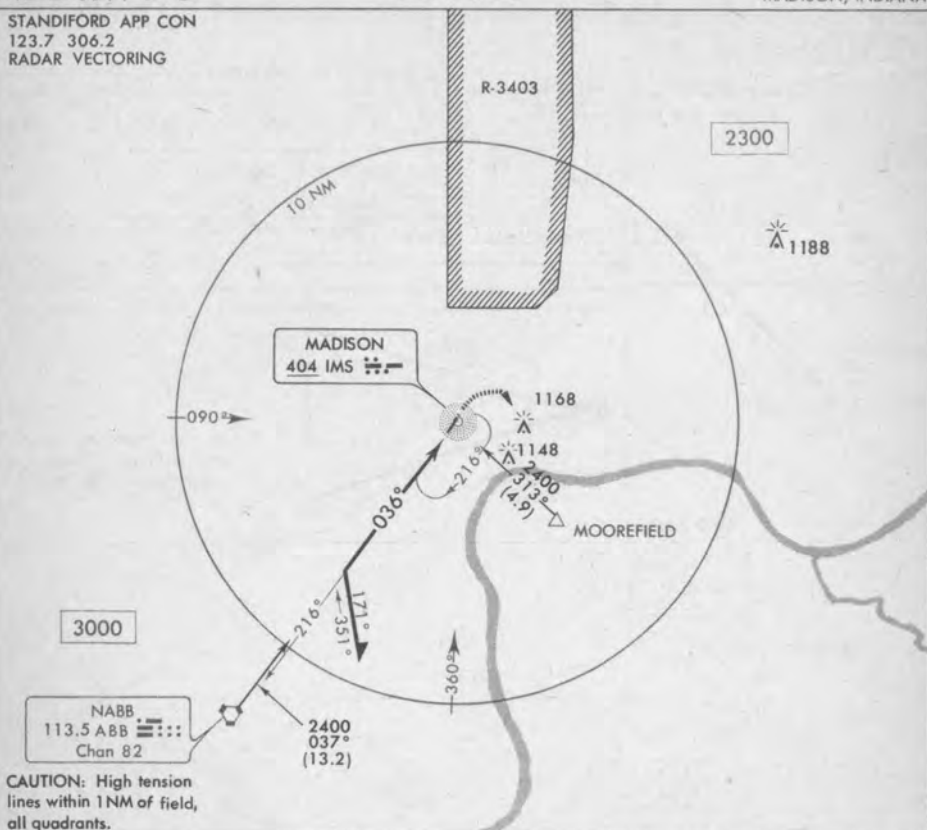
Knots	60	90	120	150	180
Min:Sec					

VOR RWY 27

41°41'N-81°24'W

WILLOUGHBY, OHIO
LOST NATION

NDB RWY 3

174
AL-5710 (FAA)MADISON MUNI
MADISON, INDIANASTANDIFORD APP CON
123.7 306.2
RADAR VECTING

MISSED APPROACH
Climbing right turn to 2400 on 060° bearing within 5 NM, return to IMS NDB and hold.

ELEV 814

CATEGORY	A	B	C	D
S-3	1320-1 506 (600-1)			1320-1 1/4 506 (600-1 1/4)
CIRCLING	1320-1 506 (600-1)		1320-1 1/2 506 (600-1 1/2)	1380-2 566 (600-2)

Obtain local altimeter setting from Louisville FSS or Madison unicom. If unable, use Standiford Field, Louisville, Kentucky altimeter setting and the following applies: (a). Increase all MDA's 160 feet. (b). Increase S-3 visibility CAT C 1 1/4 miles, CAT D to 1 1/2 miles

▽
△ NA



MRL Rwy 3-21.

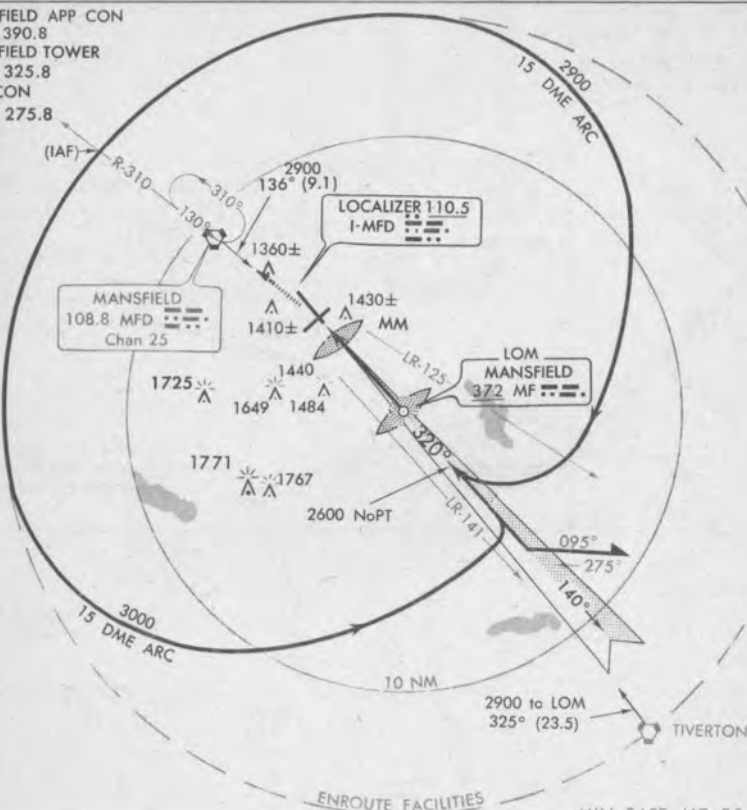
Knots	60	90	120	150	180
Min:Sec					

NDB RWY 3

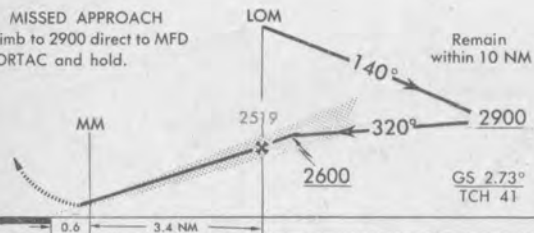
38° 46'N - 85° 28'W

MADISON, INDIANA
MADISON MUNI

MANSFIELD APP CON
126.9 390.8
MANSFIELD TOWER
119.3 325.8
GND CON
121.8 275.8



MISSED APPROACH
Climb to 2900 direct to MFD
VORTAC and hold.

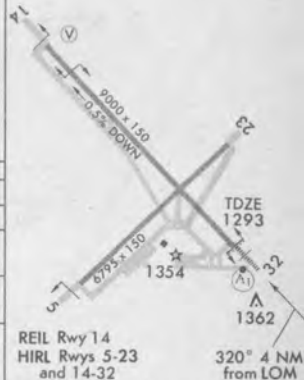


CATEGORY	A	B	C	D
S-ILS 32		1493/24	200 (200-1/2)	
S-LOC 32		1740/24	447 (500-1/2)	1740/40 447 (500-3/4)
CIRCLING	1740-1 443 (500-1)	1760-1 463 (500-1)	1760-1 1/2 463 (500-1 1/2)	1860-2 563 (600-2)

Inoperative table does not apply to HIRL.



ELEV 1297

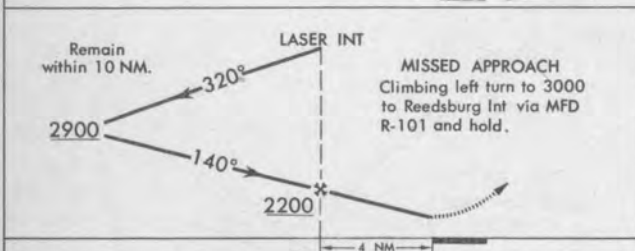
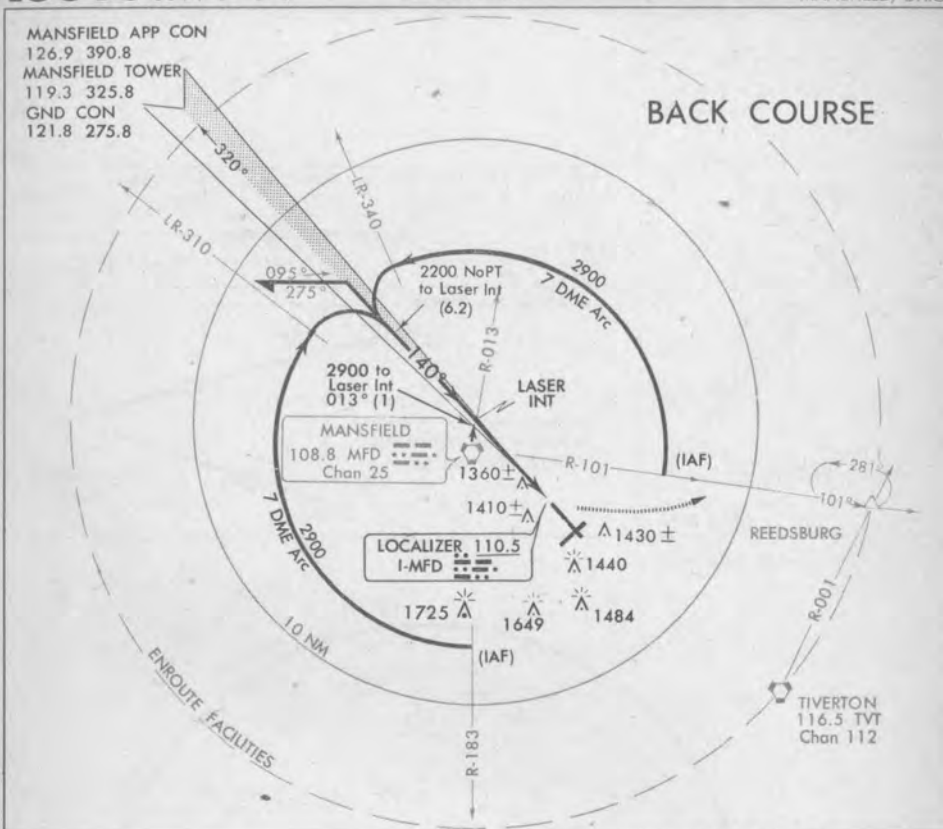


FAF to MAP 4 NM

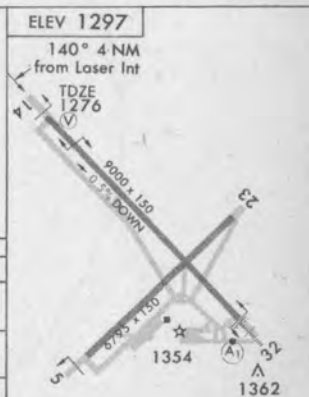
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

MANSFIELD APP CON
126.9 390.8
MANSFIELD TOWER
119.3 325.8
GND CON
121.8 275.8

BACK COURSE



CATEGORY	A	B	C	D
S-14	1620- $\frac{3}{4}$ 344 (400- $\frac{3}{4}$)			1620-1 344 (400-1)
CIRCLING	1740-1 443 (500-1)	1760-1 463 (500-1)	1760-1 $\frac{1}{2}$ 463 (500-1 $\frac{1}{2}$)	1860-2 563 (600-2)



REIL Rwy 14
HIRL Rwy 5-23 and 14-32

FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

LOC BC RWY 14

40°49'N – 82°31'W

MANSFIELD, OHIO
MANSFIELD LAHM MUNI

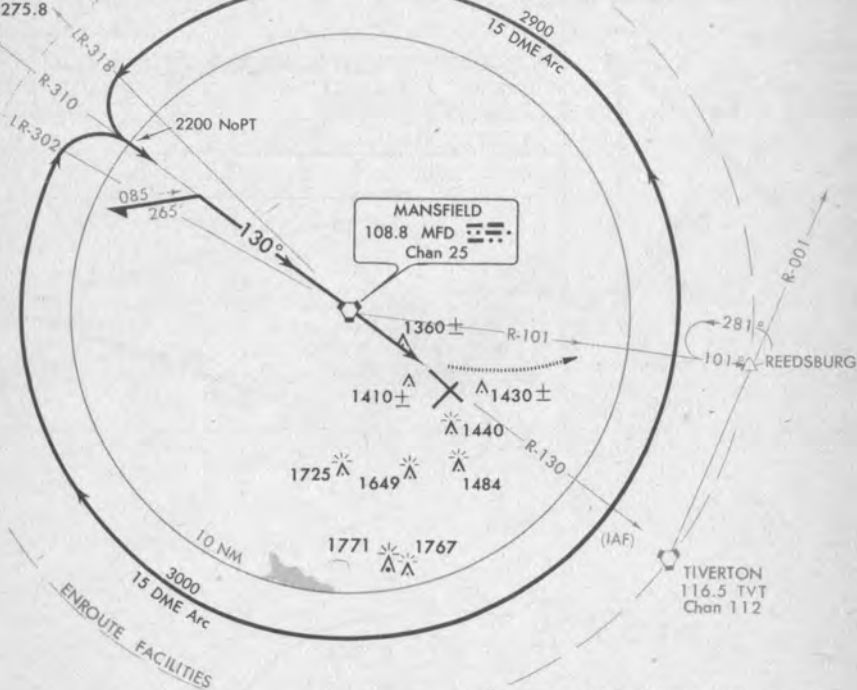
VOR RWY 14

AL-860 (FAA)

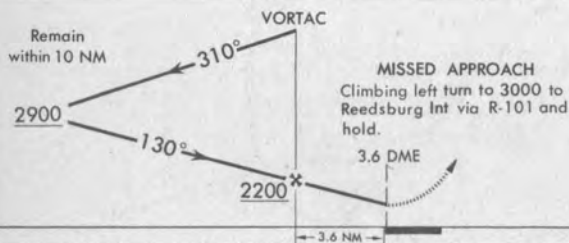
MANSFIELD LAHM MUN

MANSFIELD, OHIO

MANSFIELD APP CON
126.9 390.8
MANSFIELD TOWER
119.3 325.8
GND CON
121.8 275.8



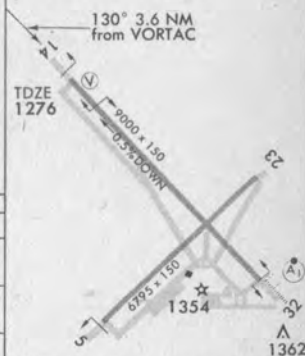
MIN SAFE ALT 25 NM 2800



CATEGORY	A	B	C	D
S-14	1660-3/4	384 (400-3/4)		1660-1 384 (400-1)
CIRCLING	1740-1 443 (500-1)	1760-1 463 (500-1)	1760-1 1/2 463 (500-1 1/2)	1860-2 563 (600-2)



ELEV 1297



REIL Rwy 14
HIRL Rwy 5-23 and 14-32

FAF to MAP 3.6 NM

Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

VOR RWY 14

40° 49' N-82° 31' W

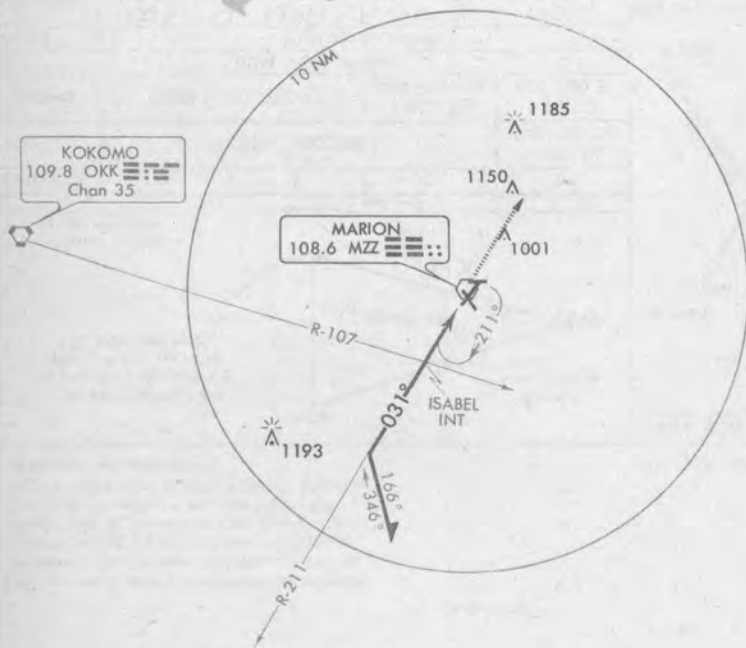
MANSFIELD, OHIO

VOR RWY 4

AL-5064 (FAA)

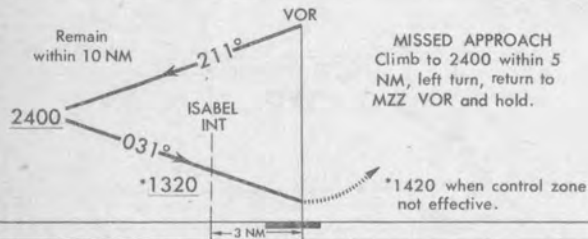
MARION MUNI
MARION, INDIANA

GRISSOM APP CON
120.0 134.1
RADAR VECTORED

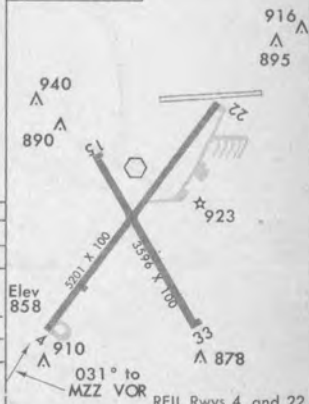


CAUTION: High tension power lines 0.8 NM north of airport.

MIN SAFE ALT 25 NM 2600



ELEV 858



CATEGORY	A	B	C	D
S-4	1320-1 462 (500-1)			
CIRCLING	1320-1	462 (500-1)	1320-1½ 462 (500-1½)	1420-2 562 (600-2)
DUAL VOR MINIMA				
S-4	1240-1 382 (400-1)			
CIRCLING	1280-1 422 (500-1)	1320-1 462 (500-1)	1320-1½ 462 (500-1½)	1420-2 562 (600-2)

When control zone not effective the following applies: 1. Use Grissom AFB altimeter setting; 2. Increase all MDA's 100 feet; 3. Increase single VOR S-4 visibility Cat. D to 1¼ miles; 4. Alternate minimums not authorized.

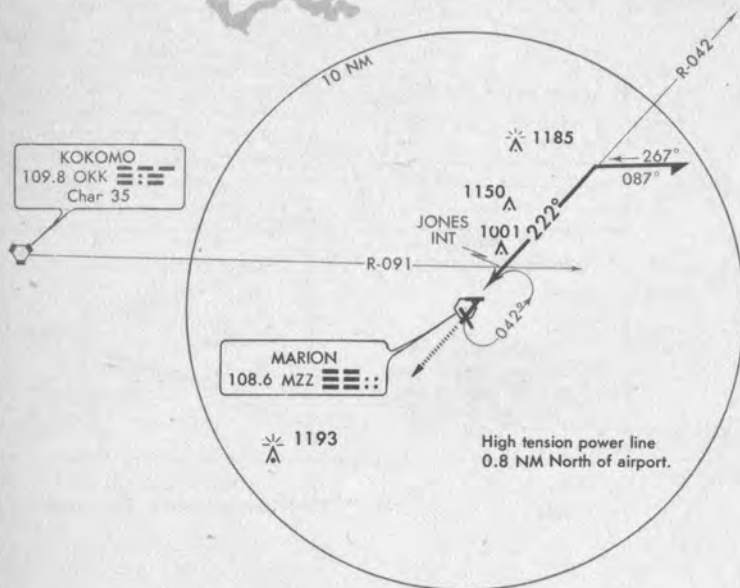
Knots	60	90	120	150	180
Min:Sec					

VOR RWY 4

40°29'N-85°41'W

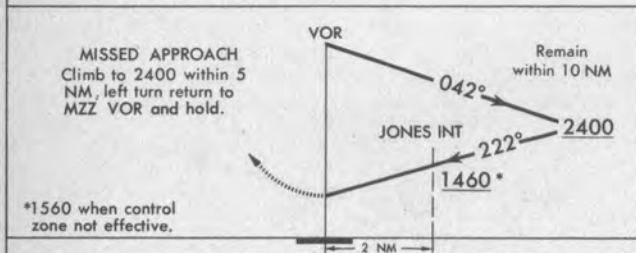
MARION, INDIANA
MARION MUNI

GRISSOM APP CON
120.0 134.1
RADAR VECTURING

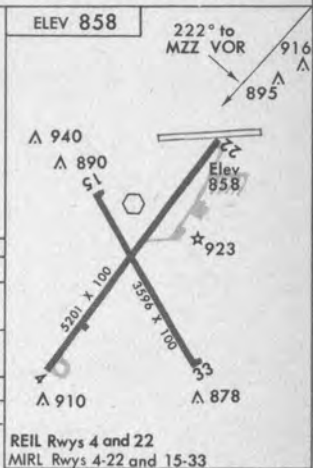


† When control zone not effective the following applies: 1. Use Grissom AFB altimeter setting; 2. Increase all MDA's 100 feet; 3. Increase single VOR S-22 visibility Cat. C to 1¼ and Cat. D to 1½ miles; 4. Increase dual VOR S-22 visibility Cat. D to 1¼ miles; 5. Alternate minimums not authorized.

MIN SAFE ALT 25 NM 2600



CATEGORY	A	B	C	D
S-22 †	1460-1 602(700-1)			1460-1¼ 602(700-1¼)
CIRCLING †	1460-1 602 (700-1)		1460-1½ 602(700-1½)	1460-2 602(700-2)
DUAL VOR MINIMA				
S-22 †	1280-1 422(500-1)			
CIRCLING †	1280-1 422 (500-1)	1320-1 462 (500-1)	1320-1½ 462 (500-1½)	1420-2 562(600-2)



VOR RWY 22

40°29'N-85°41'W

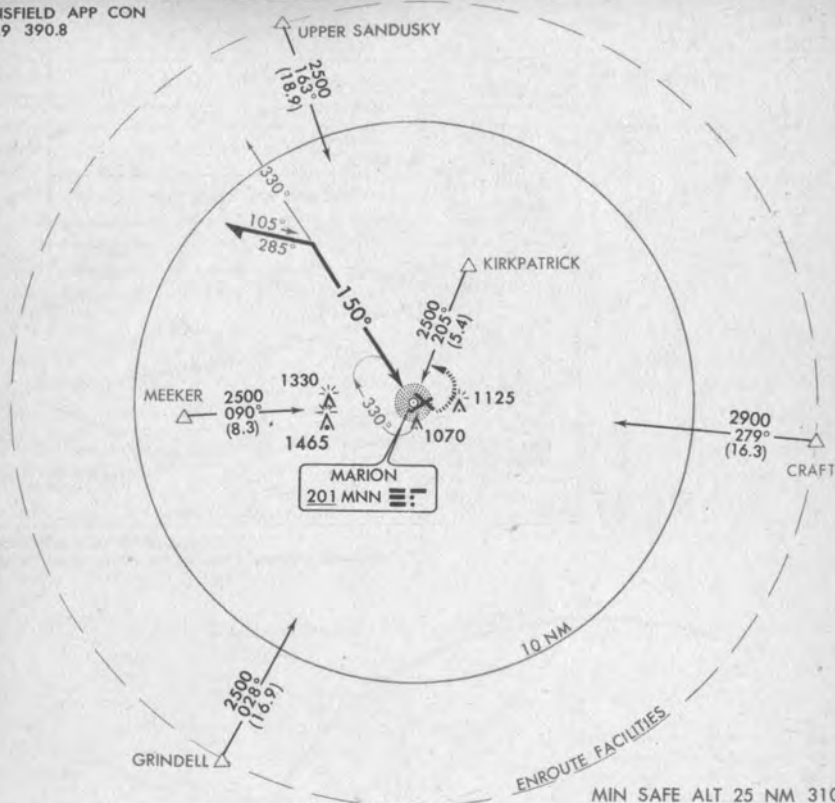
MARION, INDIANA
MARION MUNI

NDB RWY 12

AL-5352 (FAA)

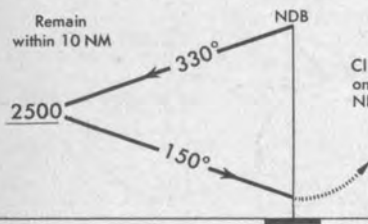
MARION MUNI
MARION, OHIO

MANSFIELD APP CON
126.9 390.8



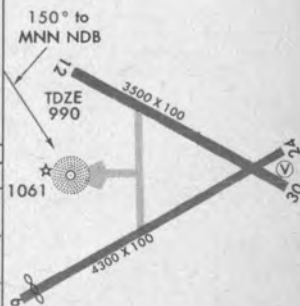
MIN SAFE ALT 25 NM 3100

Remain
within 10 NM



MISSED APPROACH
Climbing left turn to 2500
on course 330° return to
NDB and hold.

ELEV 990 Rwy 6 ldg 4015'



REIL Rwy 24
MIRL Rwy 6-24

CATEGORY	A	B	C	D
S-12*	1560-1	570 (600-1)		1560-1 1/4 570 (600-1 1/4)
CIRCLING	1560-1	570 (600-1)	1560-1 1/2 570 (600-1 1/2)	1580-2 590 (600-2)

Use Mansfield, Ohio altimeter setting.
*Night minimums not authorized Rwy 12-30.
△ NA

Knots	60	90	120	150	180
Min:Sec					

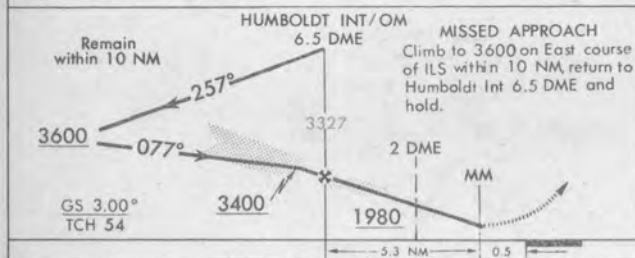
NDB RWY 12

40°37'N-83°04'W

MARION, OHIO
MARION MUNI

SAWYER APP CON
119.1 259.3

CAUTION: Power lines 1700 feet from threshold penetrate approach light plane by 24 feet.



CATEGORY	A	B	C	D
S-ILS 8	1606-1/2 200 (200-1/2)			
S-LOC 8	1980-1/2 574 (600-1/2)			1980-1 1/4 574 (600-1 1/4)
CIRCLING	2020-1 601 (700-1)		2020-1 1/2 601 (700-1 1/2)	2060-2 641 (700-2)
DME MINIMUMS				
S-LOC 8	1880-1/2 474 (500-1/2)			1880-1 474 (500-1)

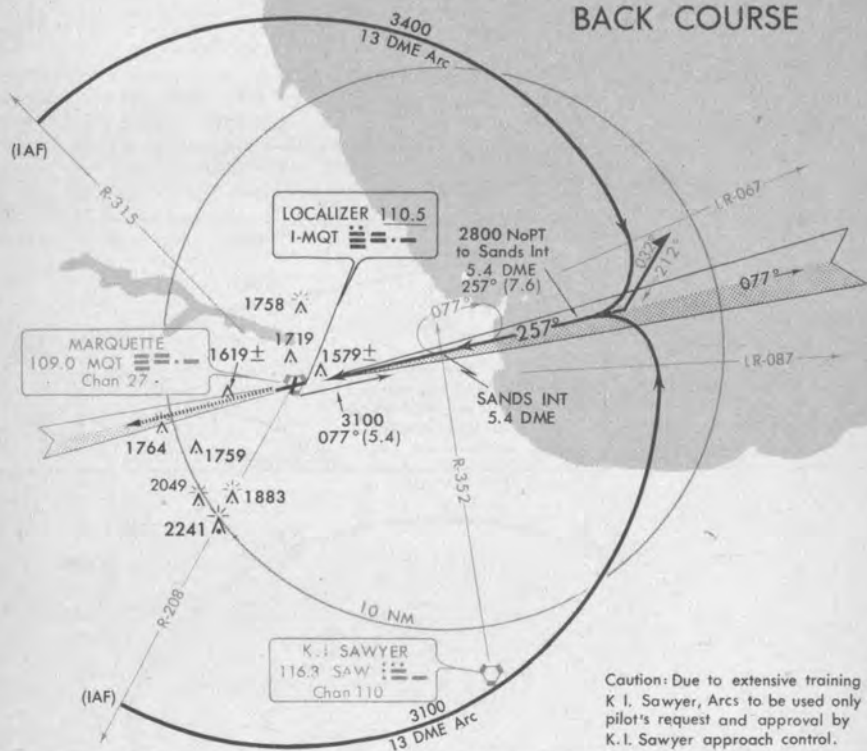
077° 5.8 NM from Humboldt Int/OM 6.5 DME

HIRL Rwy 8-26
REIL Rws 8 and 26

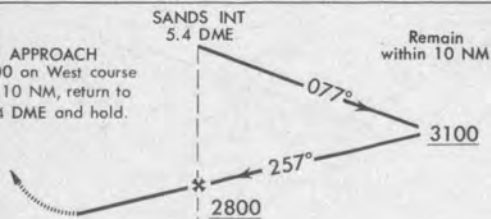
FAF to MAP 5.8 NM					
Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

SAWYER APP CON
119.1 259.3

BACK COURSE



MISSED APPROACH
Climb to 3600 on West course of ILS within 10 NM, return to Sands Int 5.4 DME and hold.



CATEGORY	A	B	C	D
S-26	1840-1 423 (500-1)			
CIRCLING	2020-1 601 (700-1)		2020-1½ 601 (700-1½)	2060-2 641 (700-2)

Inoperative table does not apply.
Disregard glide slope indications.
Air Carrier will not reduce landing visibility due to local conditions.



ELEV 1419



HIRL Rwy 8-26
REIL Rwy 8 and 26

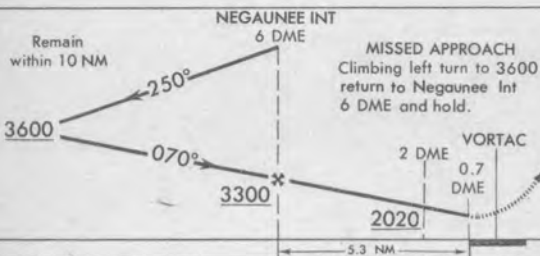
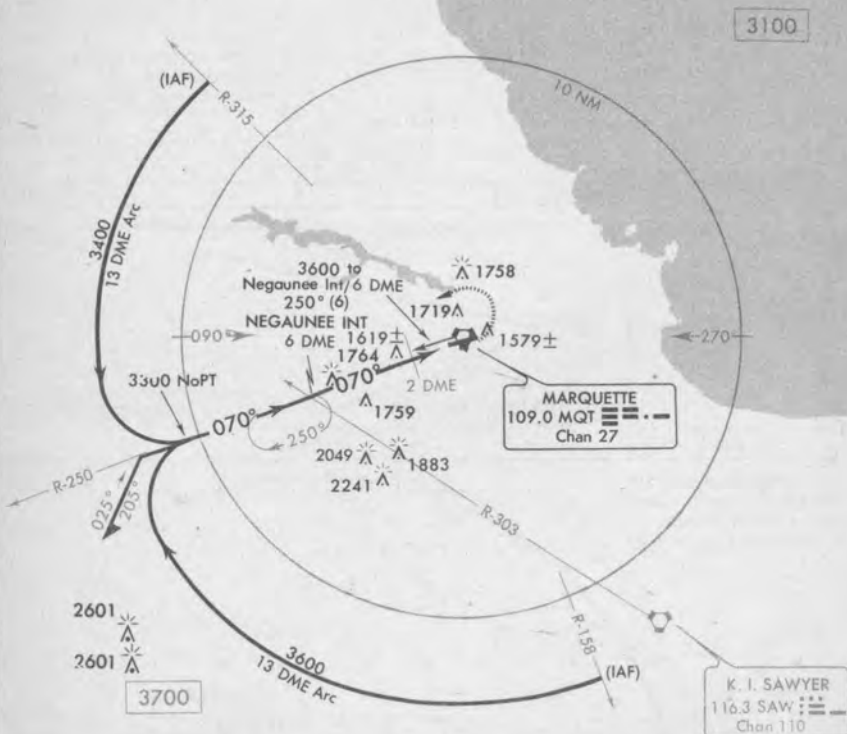
FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

Amdt 13
VOR RWY 8

184
AL-781 (FAA)

MARQUETTE COUNTY
MARQUETTE, MICHIGAN

SAWYER APP CON
119.1 259.3



ELEV 1419



CATEGORY	A	B	C	D
S-8	2020-½ 614 (700-½)			2020-1¼ 614 (700-1¼)
CIRCLING	2020-1 601 (700-1)		2020-1½ 601 (700-1½)	2060-2 641 (700-2)
DME MINIMUMS				
S-8	1980-½ 574 (600-½)			1980-1¼ 574 (600-1¼)

CAUTION: Power lines 1700 feet from threshold penetrate approach light plane by 24 feet.

FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

VOR RWY 8

46° 32' N-87° 34' W

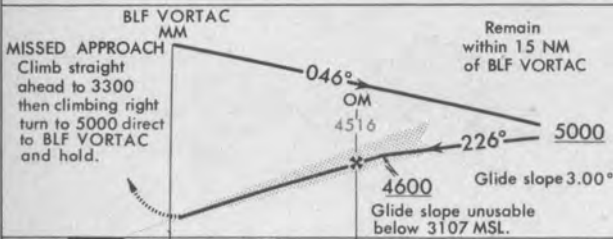
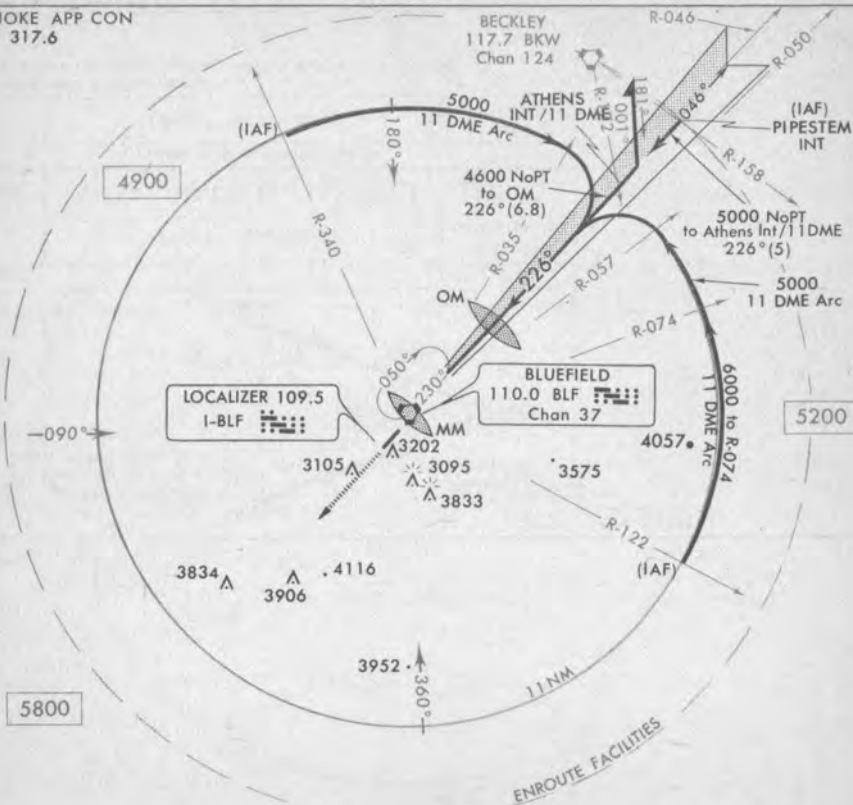
MARQUETTE, MICHIGAN
MARQUETTE COUNTY

Amdt 1 **ILS RWY 23**

186
 AL-787 (FAA)

MERCER COUNTY
 BLUEFIELD, WEST VIRGINIA

ROANOKE APP CON
 126.0 317.6



CATEGORY	A	B	C	D
S-ILS 23	3107-1	250 (300-1)		
S-LOC 23	3300-1	443 (500-1)		
CIRCLING*	3400-1 543 (600-1)	3520-1½ 663 (700-1½)	3520-2 663 (700-2)	

*Circling not authorized South of airport defined by runway centerline extended.

CAUTION: Precipitous terrain underlying this procedure, turbulence of varying intensities may be encountered.

3202' tree on ridge ½ NM South of Rwy 5 and 3833' tower on ridge ½ NM SE of airport.



ILS RWY 23

37°18'N - 81°12'W



MIRL Rwy 5-23

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

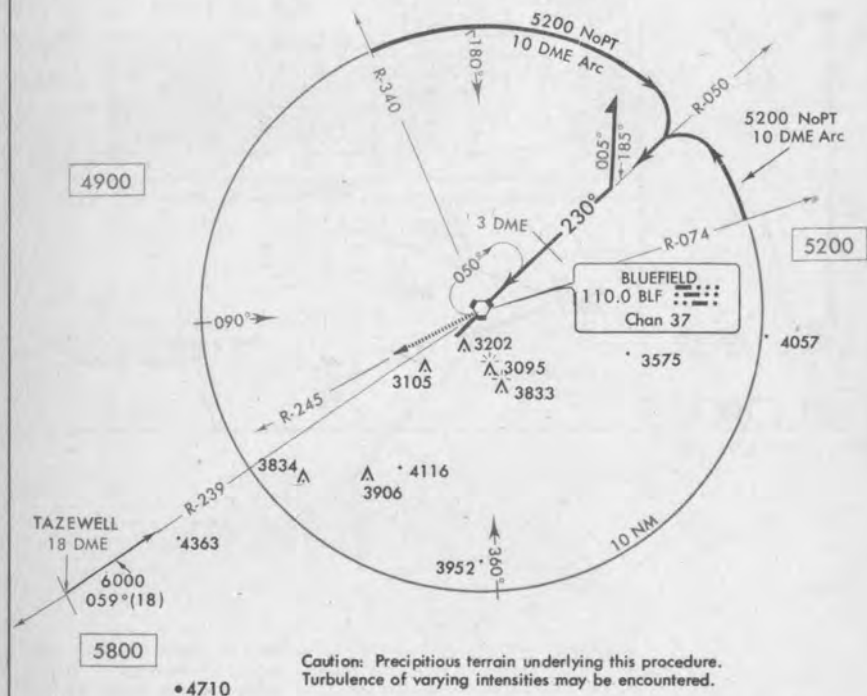
BLUEFIELD, WEST VIRGINIA
 MERCER COUNTY

VOR RWY 23

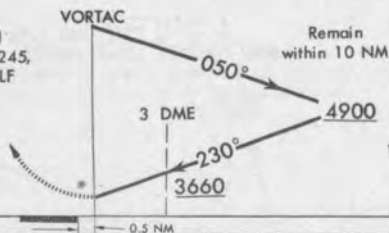
AL-787 (FAA)

MERCER COUNTY
BLUEFIELD, WEST VIRGINIA

ROANOKE APP CON
126.0 317.6



MISSED APPROACH
Climb to 4900 via BLF R-245,
then right turn direct to BLF
VORTAC and hold.

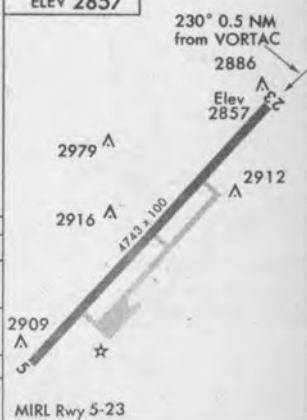


CATEGORY	A	B	C	D
S-23	3660-1 803(900-1)	3660-1¼ 803(900-1¼)	3660-1½ 803(900-1½)	3660-1¾ 803(900-1¾)
CIRCLING*	3660-1 803(900-1)	3660-1¼ 803(900-1¼)	3660-1½ 803(900-1½)	3660-2 803(900-2)
DME MINIMA				
S-23	3400-1 543(600-1)			3400-1¼ 543(600-1¼)

*Night minimum visibility 2 miles, circling not authorized South of airport defined by runway center line extended.

CAUTION: 3200 mountain ridge 0.5 NM South of airport boundary and 3833 tower and mountains 2.5 NM SSE. ▽ ▲

ELEV 2857



Knots	60	90	120	150	180
Min:Sec					

VOR RWY 23

37°18'N-81°12'W

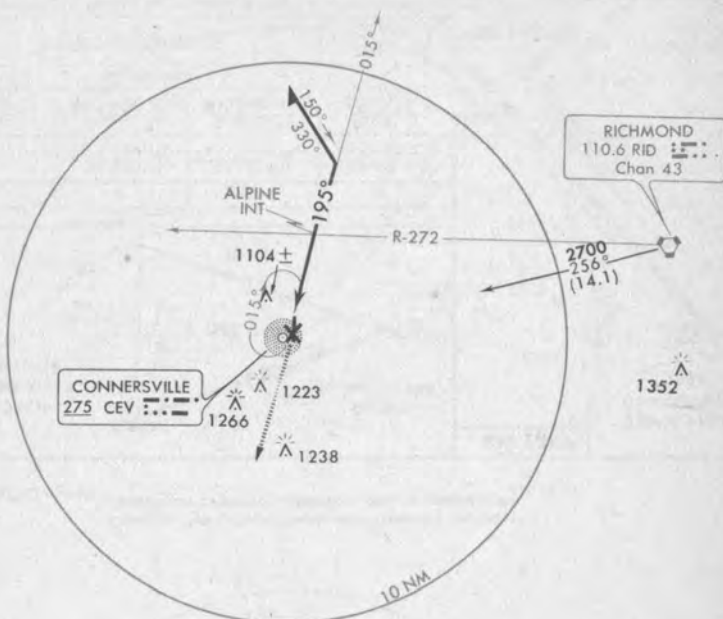
BLUEFIELD, WEST VIRGINIA
MERCER COUNTY

NDB RWY 18

AL-5371 (FAA)

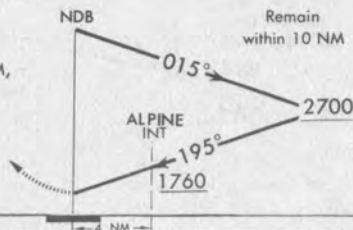
METTEL FIELD

CONNERSVILLE, INDIANA

DAYTON APP CON
134.451360 Δ 

MIN SAFE ALT 25 NM 2600

MISSED APPROACH
Climb to 2700 within 7 NM,
right turn, return to NDB
and hold.



CATEGORY	A	B	C	D
S-18	1760-1 $\frac{1}{4}$ 893 (900-1 $\frac{1}{4}$)	1760-1 $\frac{1}{2}$ 893 (900-1 $\frac{1}{2}$)	1760-1 $\frac{3}{4}$ 893 (900-1 $\frac{3}{4}$)	1760-2 893 (900-2)
CIRCLING	1760-1 $\frac{1}{4}$ 893 (900-1 $\frac{1}{4}$)	1760-1 $\frac{1}{2}$ 893 (900-1 $\frac{1}{2}$)	1760-1 $\frac{3}{4}$ 893 (900-1 $\frac{3}{4}$)	1760-2 893 (900-2)

NDB/VOR MINIMA

S-18	1600-1 733 (800-1)	1600-1 $\frac{1}{4}$ 733 (800-1 $\frac{1}{4}$)	1600-1 $\frac{1}{2}$ 733 (800-1 $\frac{1}{2}$)
CIRCLING	1620-1 753 (800-1)	1620-1 $\frac{1}{2}$ 753 (800-1 $\frac{1}{2}$)	1720-2 853 (900-2)

Use Dayton, Ohio altimeter setting.

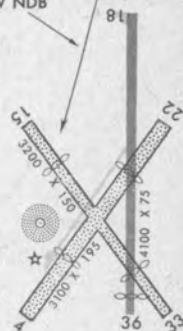
 ∇ Δ NA

NDB RWY 18

39°42'N-85°08'W

ELEV 867

Rwy 4 ldg 2210'
Rwy 15 ldg 2500'
Rwy 22 ldg 2315'
Rwy 33 ldg 2550'
Rwy 36 ldg 3900'

195° to
CEV NDB

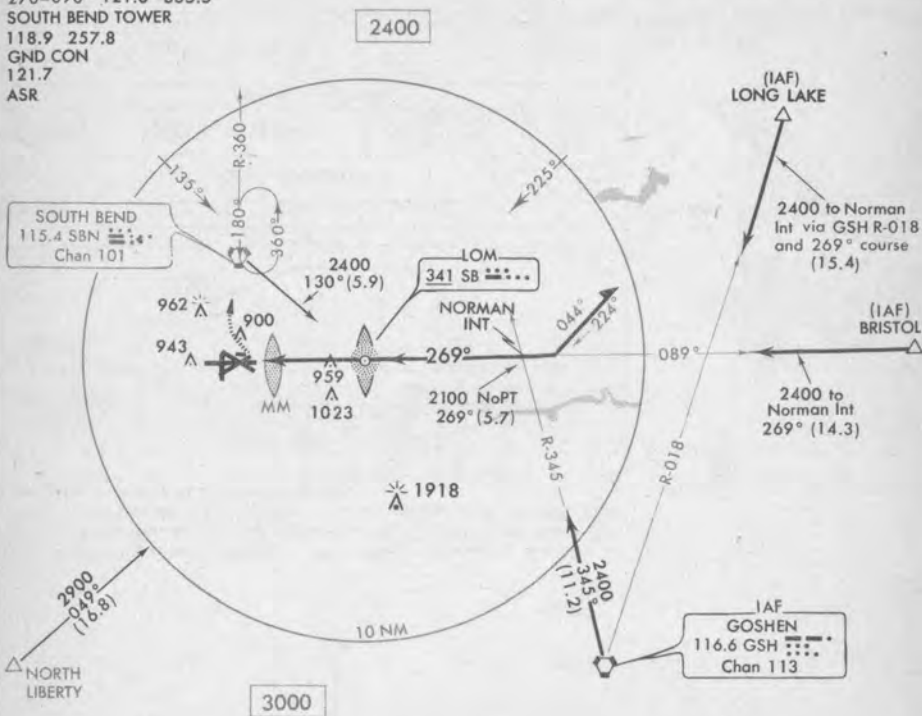
MIRL Rwy 18-36.

Knots	60	90	120	150	180
Min:Sec					

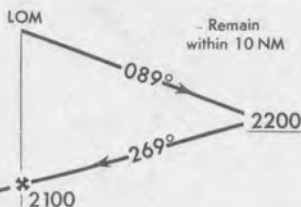
CONNERSVILLE, INDIANA

NDB RWY 27

SOUTH BEND APP CON
 091±269° 124.1 335.5
 270±090° 121.0 335.5
SOUTH BEND TOWER
 118.9 257.8
GND CON
 121.7
ASR



MISSED APPROACH
 Climbing right turn to 2000,
 proceed direct to SBN
 VORTAC and hold.



CATEGORY	A	B	C	D
S-27	1260/40	487 (500-¾)		1260/50 487 (500-1)
CIRCLING	1260-1	475 (500-1)	1260-1½ 475 (500-1½)	1340-2 555 (600-2)



ELEV 785
 Rwy 12 ldg 3668'
 Rwy 18 ldg 2824'
 Rwy 24 ldg 3817'
 Rwy 36 ldg 2849'
 269° 3.8 NM
 from LOM



REIL Rwy 9
HIRL Rwy 9-27
MIRL Rwy 6-24, 12-30, and 18-36

FAF to MAP 3.8 NM

Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16

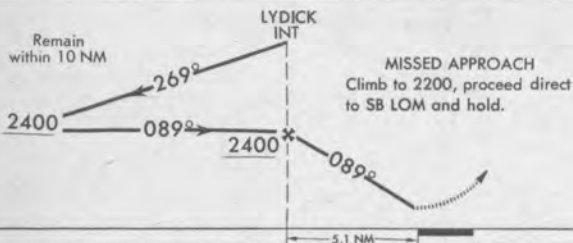
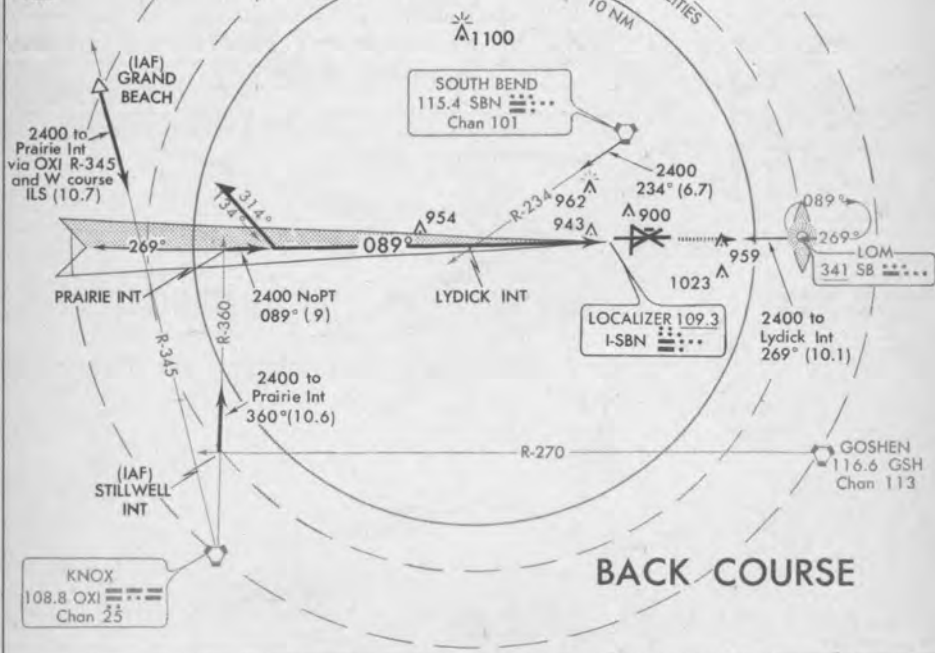
NDB RWY 27

MICHIANA REGIONAL
SOUTH BEND, INDIANA

SOUTH BEND, INDIANA
MICHIANA REGIONAL

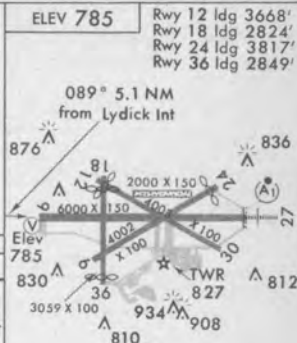
AL-399 (FAA)

ASR



CATEGORY	A	B	C	D
S-9	1200- ³ / ₄ 415 (500- ³ / ₄)			1200-1 415 (500-1)
CIRCLING	1260-1 475 (500-1)		1260-1 ¹ / ₂ 475 (500-1 ¹ / ₂)	1340-2 555 (600-2)

Inoperative table does not apply to REIL Runway 9.



REIL Rwy 9
HIRL Rwy 9-27
MIRL Rwy 6-24, 12-30, and 18-36

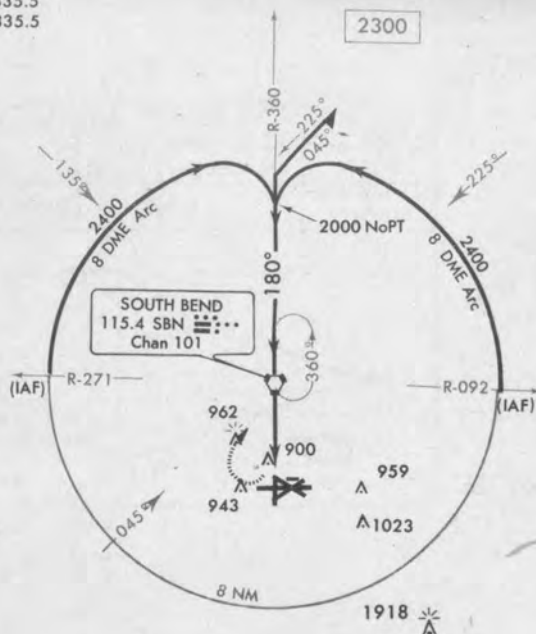
FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

VOR RWY 18

AL-399 FAA)

MICHIANA REGIONAL
SOUTH BEND, INDIANA

SOUTH BEND APP CON
091°-269° 124.1 335.5
270°-090° 121.0 335.5
SOUTH BEND TOWER
118.9 257.8
GND CON
121.7
ASR



VORTAC
MISSED APPROACH
Climbing right turn to 2000
and return to VORTAC and
hold.
Remain within 10 NM
360°
180°
2000
3.7 NM

CATEGORY	A	B	C	D
S-18	1160-1	383 (400-1)		
CIRCLING	1260-1	475 (500-1)	1260-1½ 475 (500-1½)	1340-2 555 (600-2)

ELEV 785

Rwy 12 ldg 3668'
Rwy 18 ldg 2824'
Rwy 24 ldg 3817'
Rwy 36 ldg 2849'



REIL Rwy 9
HIRL Rwy 9-27
MIRL Rws 6-24, 12-30 and 18-36

FAF to MAP 3.7 NM

Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14

VOR RWY 18

41°42'N-86°19'W

SOUTH BEND, INDIANA
MICHIANA REGIONAL

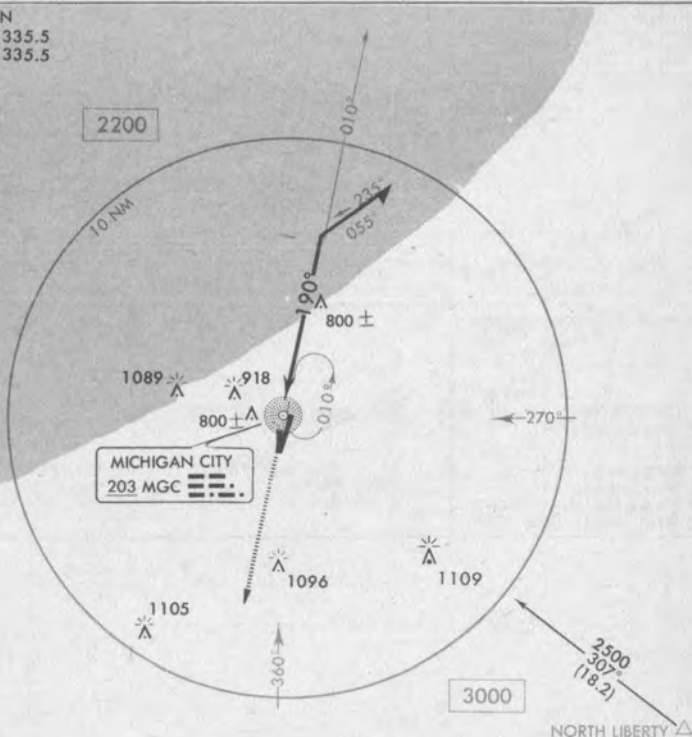
NDB RWY 20

AL-5479 (FAA)

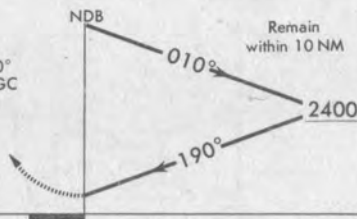
MICHIGAN CITY

MICHIGAN CITY, INDIANA

SOUTH BEND APP CON
 091° 269° 124.1 335.5
 270° 090° 121.0 335.5
 RADAR VECTERING



MISSED APPROACH
 Climb to 2400 on 190°
 bearing, return to MGC
 NDB and hold.



CATEGORY	A	B	C	D
S-20	1160-1 510 (600-1)			1160-1¼ 510 (600-1¼)
CIRCLING	1160-1 510 (600-1)	1200-1 550 (600-1)	1200-1½ 550 (600-1½)	1260-2 610 (700-2)

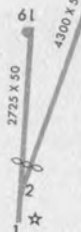
Obtain Michigan City altimeter setting on 123.3 Mhz. When not available use South Bend, Indiana altimeter setting and increase all MDA's 100 feet.



NA

ELEV 650

Rwy 2 ldg 3950'
 Elev 650
 190° to MGC NDB



REIL Rwy's 1, 2 and 20
 (Non Standard)

Knots	60	90	120	150	180
Min:Sec					

NDB RWY 20

41° 42' N 86° 49' W

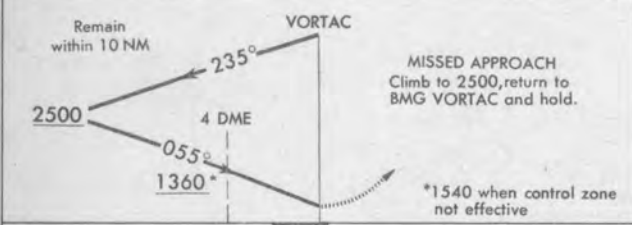
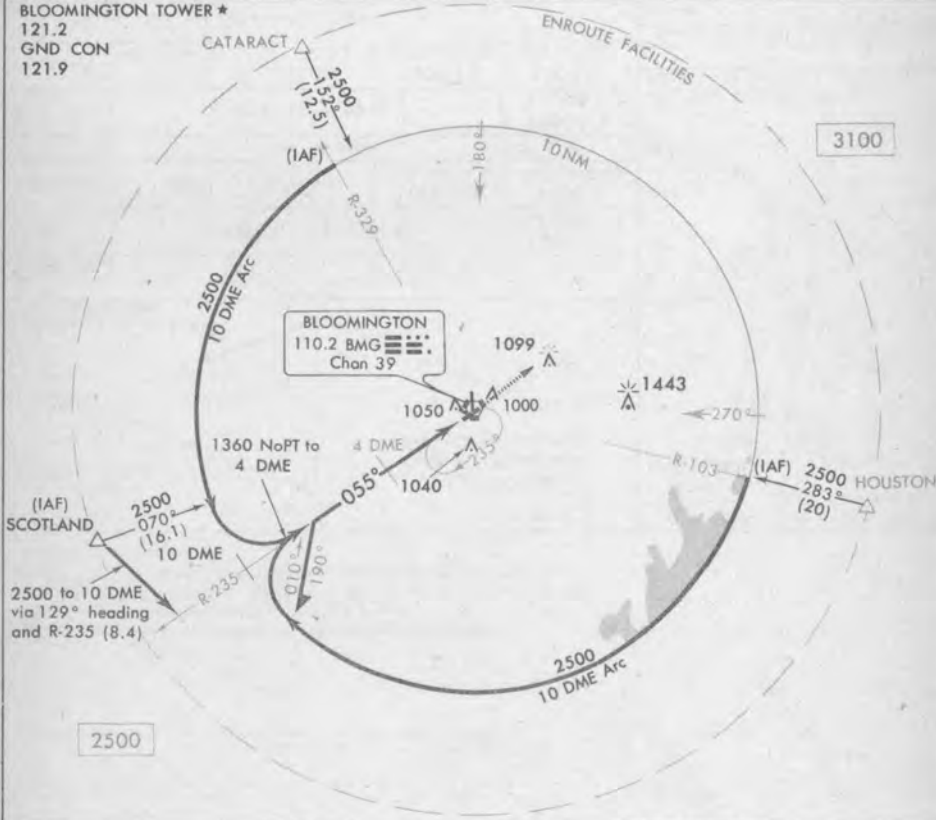
MICHIGAN CITY, INDIANA

VOR RWY 6

AL-5168 (FAA)

MONROE COUNTY
BLOOMINGTON, INDIANA

BLOOMINGTON TOWER ★
121.2
GND CON
121.9



CATEGORY	A	B	C	D
S-6	1360-1 521 (600-1)			1360-1 1/4 521 (600-1 1/4)
CIRCLING	1360-1 513 (600-1)	1380-1 533 (600-1)	1400-1 1/2 553 (600-1 1/2)	1400-2 553 (600-1)
DME MINIMA				
S-6	1300-1 461 (500-1)			

When control zone not effective the following applies, except for operators with approved weather reporting service: 1. Use Indianapolis, Indiana altimeter setting. 2. Alternate minimums not authorized. 3. All MDA's increased 180 feet. 4. Increase visibility straight-in Cat C to 1 1/4 Cat D to 1 1/2.



VOR RWY 6

39°08'N-86°37'W

BLOOMINGTON, INDIANA
MONROE COUNTY

VOR RWY 17

AL-5168 (FAA)

MONROE COUNTY
BLOOMINGTON, INDIANABLOOMINGTON TOWER*
121.2
GND CON
121.9(IAF)
CATARACT2500 to 10 DME
via 085° heading and
BMG R-345 (4.5)

3100

2500

SCOTLAND 2500
070°
(16.1)BLOOMINGTON
110.2 BMG
Chan 39

1443

HOUSTON
2500
283°
(20)

1236

When control zone not effective the following applies, except for
operators with approved weather reporting service:

1. Use Indianapolis, Indiana altimeter setting.
2. Alternate minimums NA.
3. All MDA's increased 180'.
4. Increase visibility straight-in Cat. C to 1 1/4, Cat. D to 1 1/2.

Remain
within 10 NM

VORTAC

MISSED APPROACH
Climb to 2500, return to
BMG VORTAC and hold.

2500

4 DME

1400*

*1580 when control
zone not effective

CATEGORY	A	B	C	D
S-17	1400-1	553 (600-1)		1400-1 1/4 553 (600-1 1/4)
CIRCLING	1400-1	553 (600-1)	1400-1 1/2 553 (600-1 1/2)	1400-2 553 (600-2)
DME MINIMA				
S-17	1360-1	513 (600-1)		1360-1 1/4 513 (600-1 1/4)
CIRCLING	1360-1 513 (600-1)	1380-1 533 (600-1)	1400-1 1/2 553 (600-1 1/2)	1400-2 553 (600-2)

Inoperative table does not apply to REIL Rwy 17.

VOR RWY 17

39°08'N-86°37'W

ELEV 847

Rwy 6 ldg 3506'
Rwy 24 ldg 3686'165° to
BMG VORTAC
885

917

905

917

889

35

888

895

MIRL Rwy 6-24 and 17-35
REIL Rwy 17 and 35

Knots	60	90	120	150	180
Min:Sec					

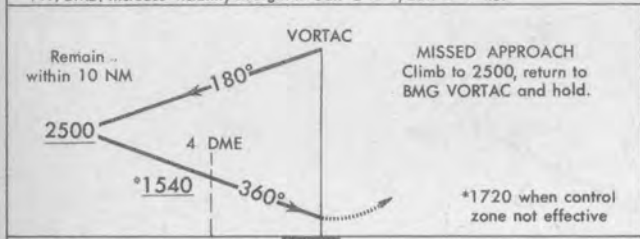
BLOOMINGTON, INDIANA
MONROE COUNTY

BLOOMINGTON, INDIANA
MONROE COUNTY

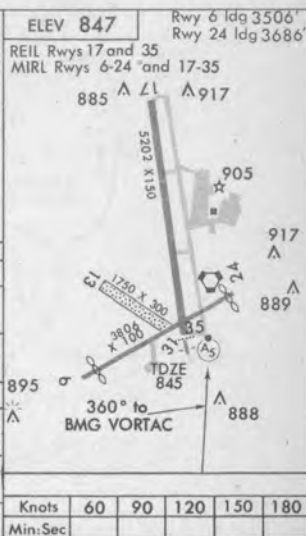


↑ When control zone not effective, the following applies, except for operators with approved weather reporting service: 1. Use Indianapolis, Indiana altimeter setting. 2. Alternate minimums NA. 3. All MDA's increased 180 feet. 4. **VOR ONLY:** Increase visibility straight-in Cat. B to 1, Cat. C to 1½, Cat. D to 1¾; increase visibility circling Cat. B to 1¾, DME: increase visibility straight-in Cat. C to 1, Cat. D to 1½.

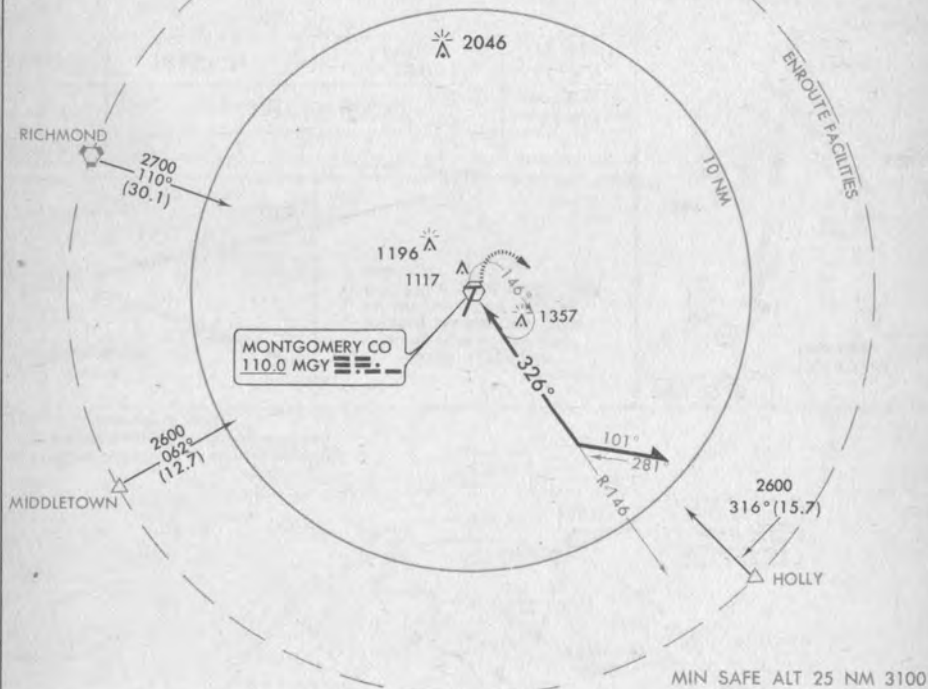
CAUTION: Power line 2300 feet from threshold penetrates approach light plane by 26 feet.



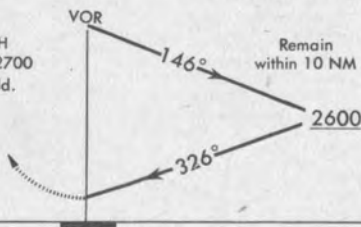
CATEGORY	A	B	C	D
S-35 †	1540-½	695 (700-½)	1540-1 695 (700-1)	1540-1½ 695 (700-1½)
CIRCLING †	1540-1	693 (700-1)	1540-1½ 693 (700-1½)	1540-2 693 (700-2)
DME MINIMA				
S-35 †	1340-½ 495 (500-½)			1340-1 495 (500-1)
CIRCLING †	1360-1 513 (600-1)	1380-1 533 (600-1)	1400-1½ 553 (600-1½)	1400-2 553 (600-2)



DAYTON APP CON
119.4 327.1
RADAR VECTORED



MISSED APPROACH
Climbing right turn to 2700
direct to VOR and hold.



ELEV 961



CATEGORY	A	B	C	D
CIRCLING	1720-1 759 (800-1)	1720-1¼ 759 (800-1¼)	1720-1½ 759 (800-1½)	1720-2 759 (800-2)

Use Dayton approach control altimeter setting.

▽
△ NA

MIRL Rwy 2-20

Knots	60	90	120	150	180
Min:Sec					