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Revision Letter For Cycle 04-2012

Change Notices

Notebook

General Information

Location: Alton-St Louis IL USA
IATA Code: ALN
Lat/Long: N38° 53.4' W090° 02.8'
Elevation: 545 ft

Airport Use: Public
Magnetic Variation: 1.2°W
Sectional Chart: Kansas City

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: High Pressure, HP Bottle
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1236 Z
Sunset: 2350 Z,

Runway Information

Runway: 11
Length x Width: 8098 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 539 ft
Lighting: Edge, REIL, Pilot controlled

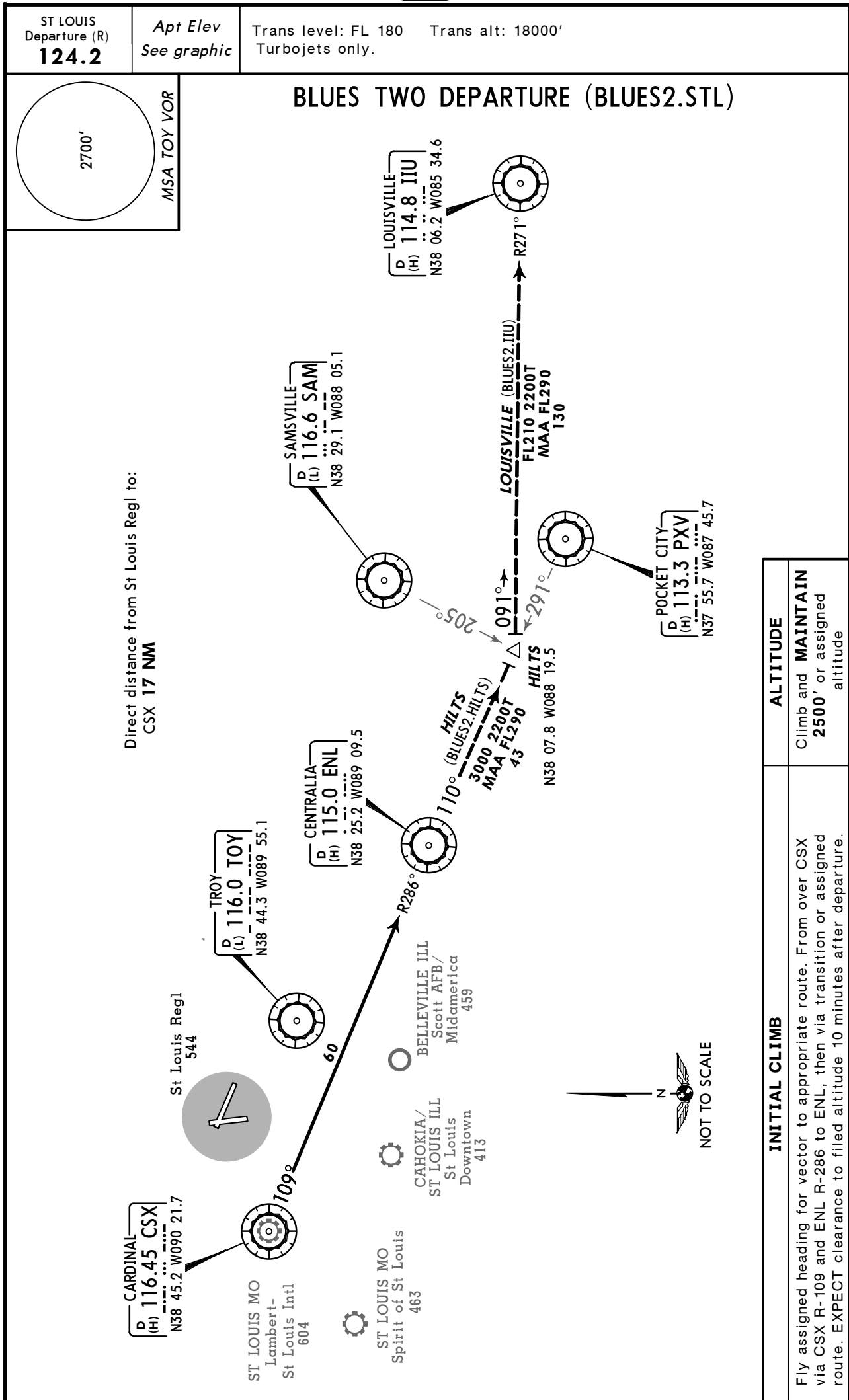
Runway: 17
Length x Width: 6500 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 544 ft
Lighting: Edge, Pilot controlled

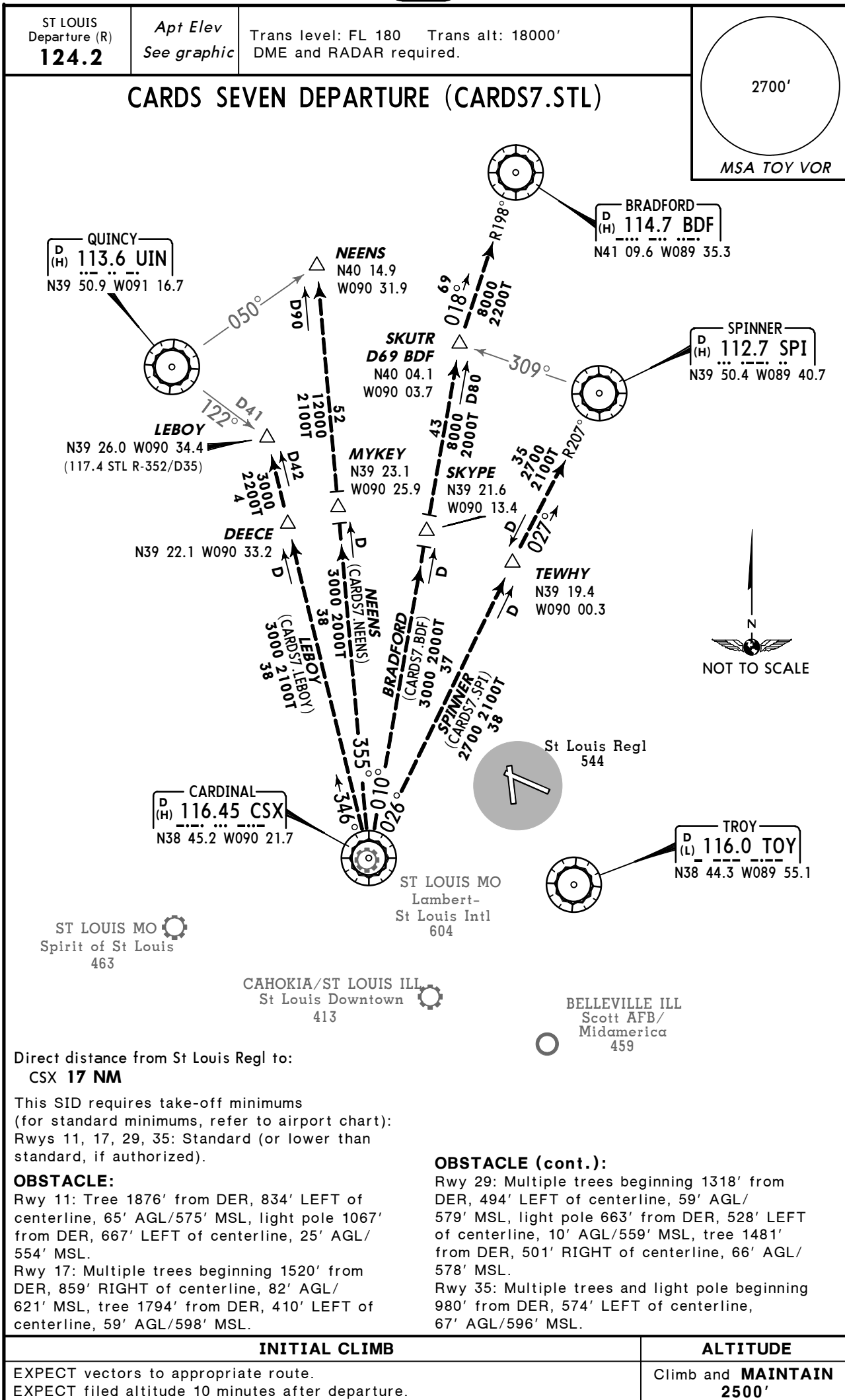
Runway: 29
Length x Width: 8098 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 531 ft
Lighting: Edge, ALS, Pilot controlled

Runway: 35
Length x Width: 6500 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 545 ft
Lighting: Edge, Pilot controlled

Communication Information

ATIS 128.0
AWOS 128.0
Regional Tower 126.0 CTAF PCL
St Louis Regl Ground Control 120.2
Alton-St Louis Ground Clearance Delivery 120.2
St Louis Approach Control 124.2
St Louis Departure Control 124.2
St Louis Regl Unicom 122.95





GATEWAY FOUR DEPARTURE (GATWY4.STL) (PILOT NAV) (TURBOJETS ONLY)

GATEWAY FOUR DEPARTURE (GATWY4.STL) (PILOT NAV) (TURBOJETS ONLY)

DEPARTURE

Fly assigned heading for vector to appropriate route.

From over CSX VOR via CSX R-087 or over TOY VOR via TOY R-076 or over STL VOR via STL R-094 to Twila Int.

Lambert-St Louis Intl: Departures climb and MAINTAIN 5000' or assigned altitude.

All other airports: Departures climb and

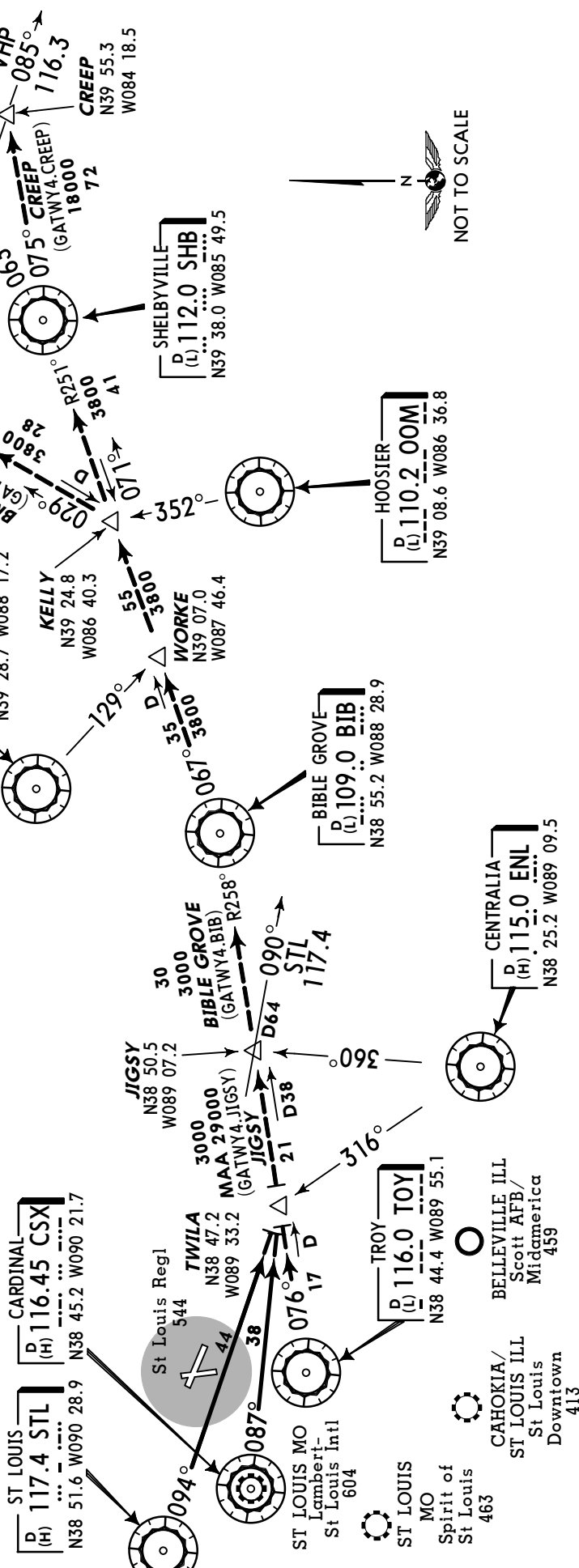
MAINTAIN 2500' or assigned altitude.

EXPECT clearance to filed altitude 10 minutes after departure.

Direct distance from St Louis Regl to:

CSX VOR 17 NM

TOY VOR 11 NM



LINDBERGH TWO DEPARTURE (LINDY2.STL) (PILOT NAV)**DEPARTURE**

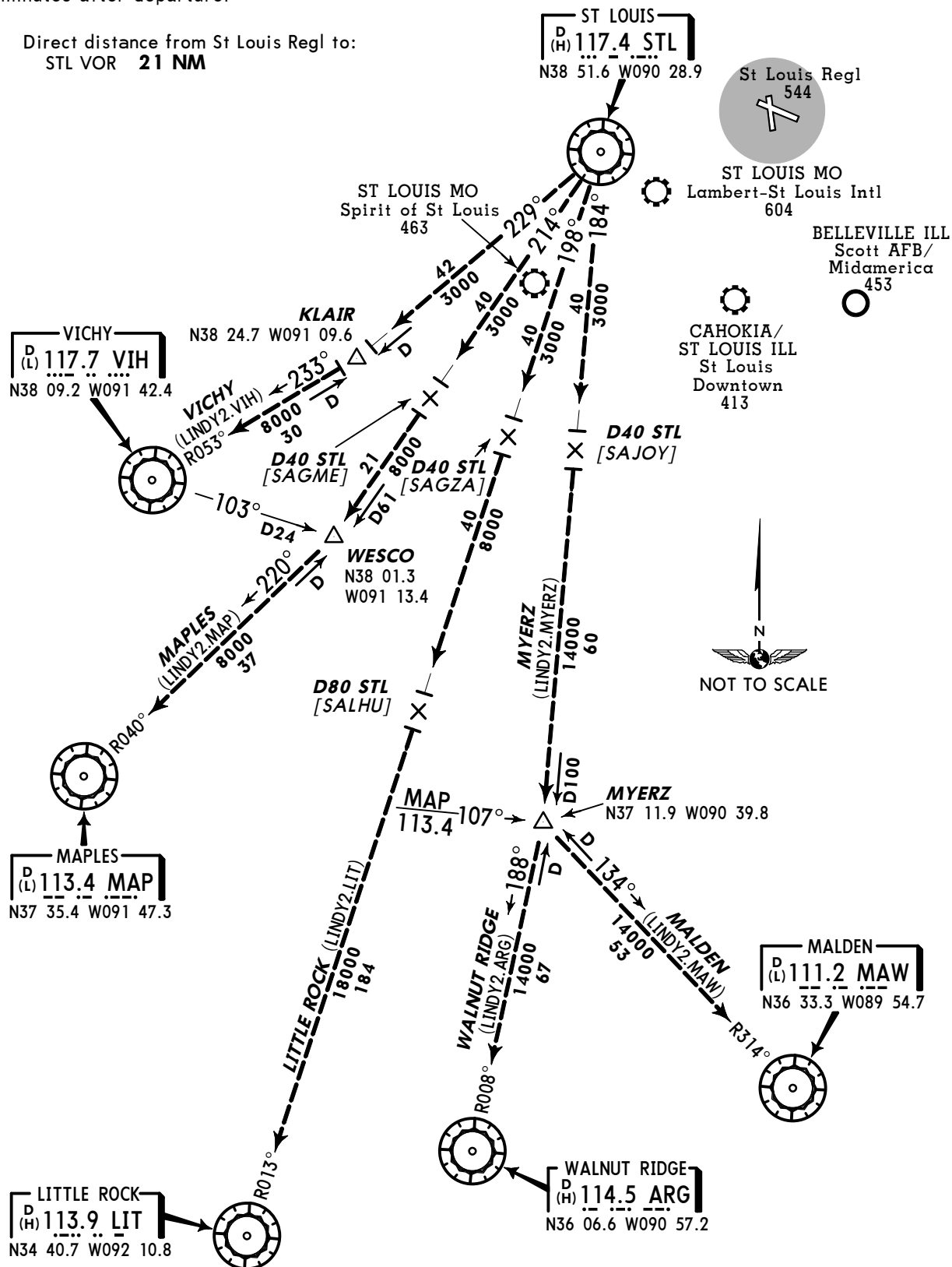
Fly assigned heading for vector to appropriate route.

Lambert-St Louis Intl: Turbojet departures climb and **MAINTAIN** 5000' or assigned altitude. Propeller driven departures climb and **MAINTAIN** 3000' or assigned altitude.

All other airports: Departures climb and **MAINTAIN** 2500' or assigned altitude.

EXPECT clearance to filed altitude 10 minutes after departure.

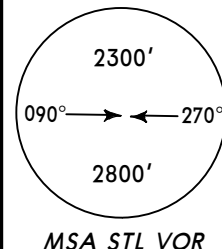
Direct distance from St Louis Regl to:
STL VOR **21 NM**



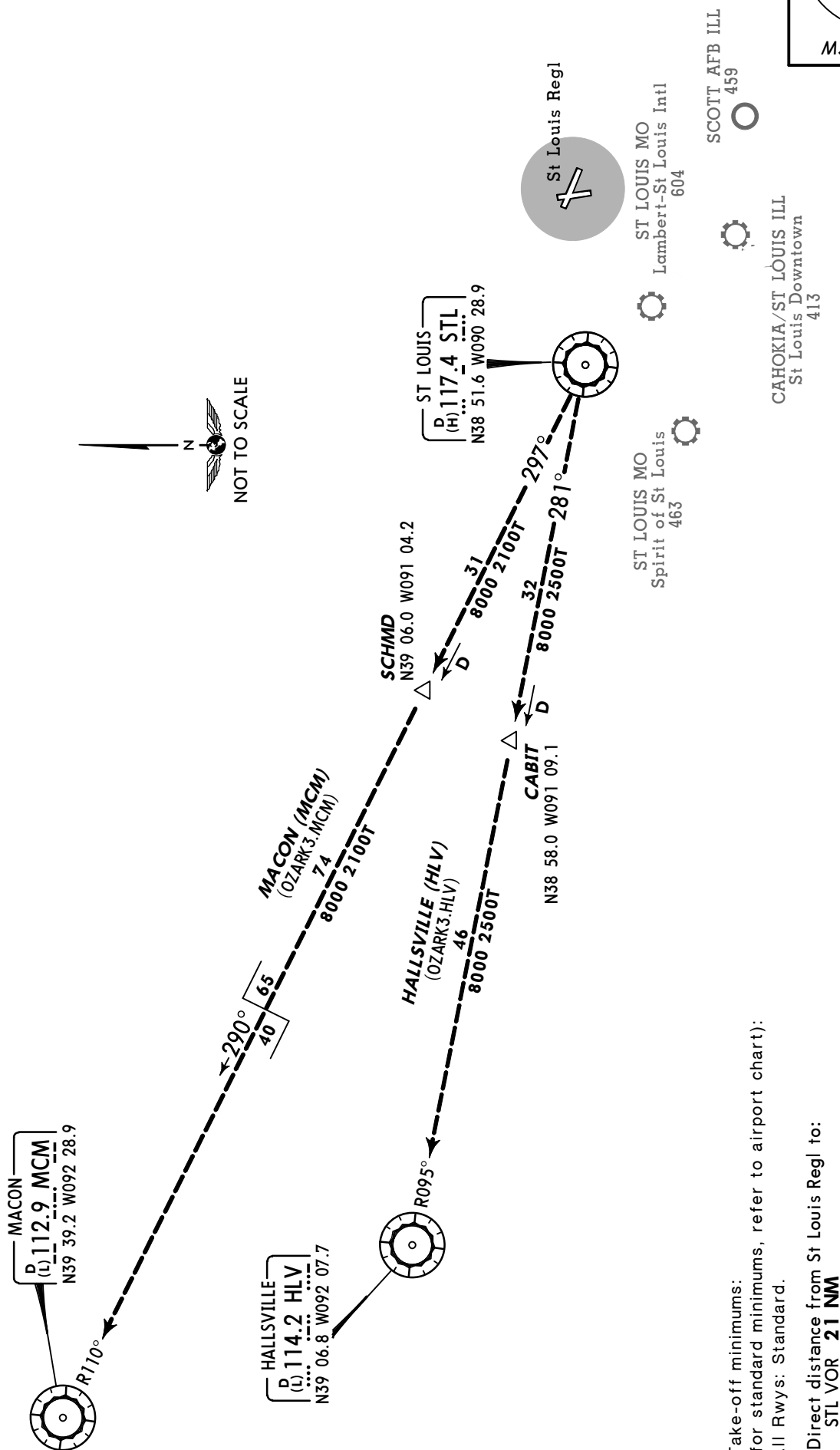
ST LOUIS Departure (R)
124.2

Apt Elev
544'

Trans level: FL180 Trans alt: 18000'.
1. DME and RADAR required.



OZARK THREE DEPARTURE (OZARK3.STL)



Take-off minimums:
(for standard minimums, refer to airport chart):
All Rwy: Standard.

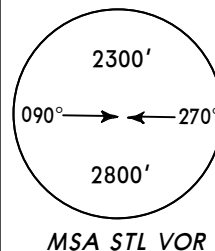
Direct distance from St Louis Regl to:
STL VOR 21 NM

ROUTING	ALTITUDE
Fly assigned heading for vector to appropriate route. EXPECT clearance to filed altitude 10 minutes after departure.	MAINTAIN 2500' or higher assigned altitude.

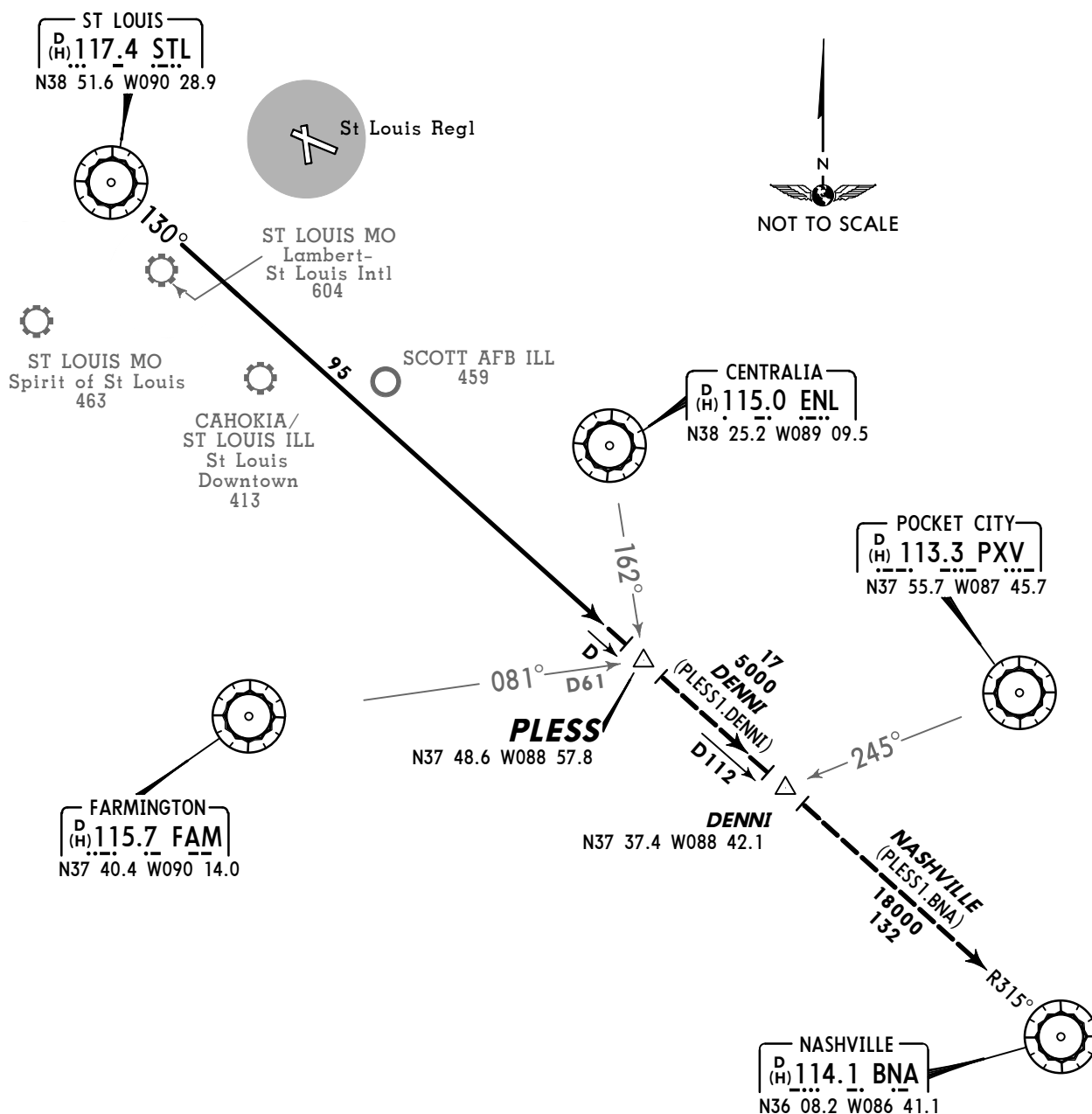
ST LOUIS Departure (R)
124.2

Apt Elev
544'

Trans level: FL180 Trans alt: 18000'.
1. Authorized for turbojet aircraft only.



PLESS ONE DEPARTURE (PLESS1.STL) (PILOT NAV)



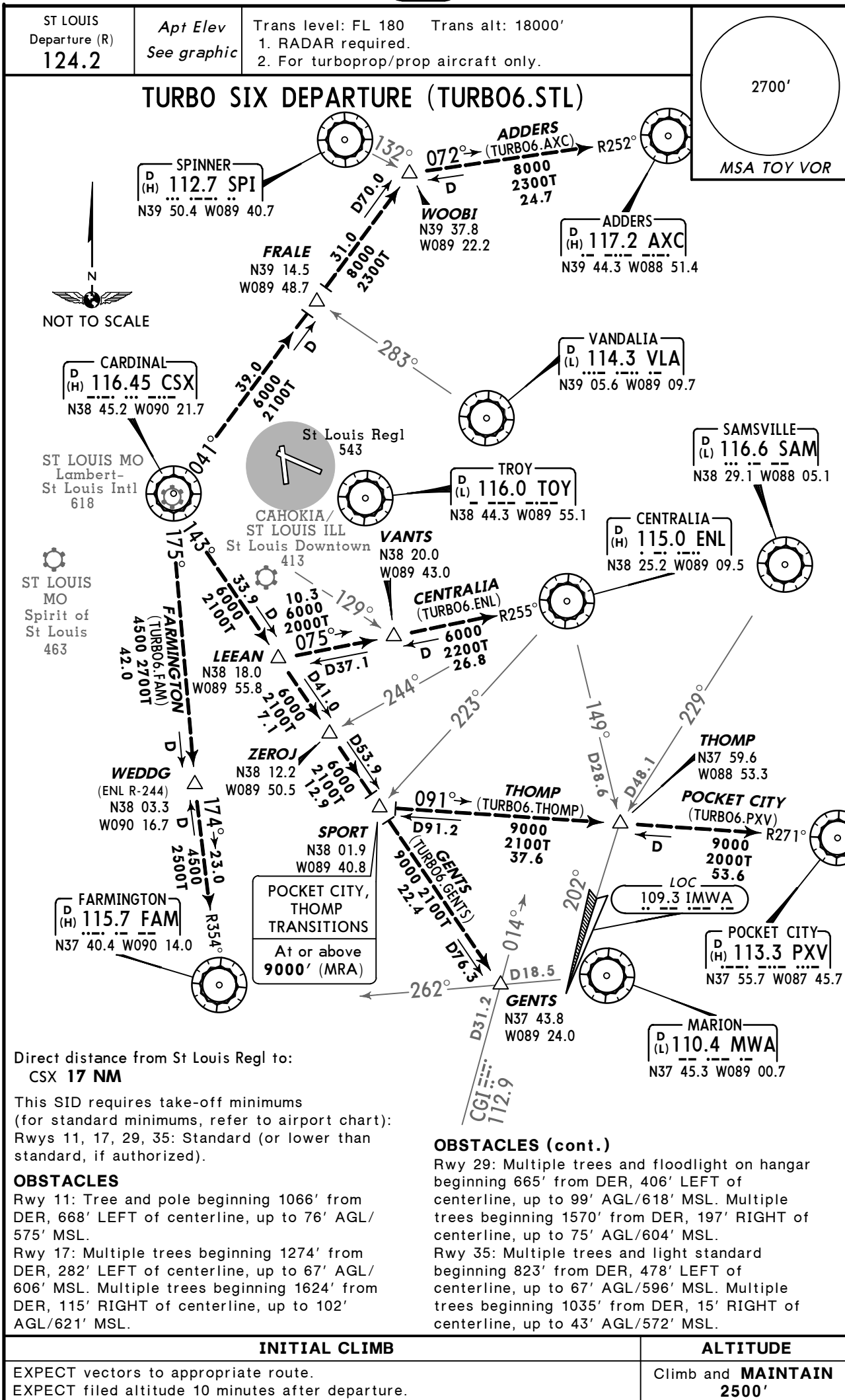
Direct distance from St Louis Regl to:
STL VOR **21 NM**

ROUTING

Fly assigned heading for vector to appropriate route.
From over STL via STL R-130 to PLESS, then via (transition) or
(assigned route). EXPECT clearance to filed altitude 10 minutes after
departure.

ALTITUDE

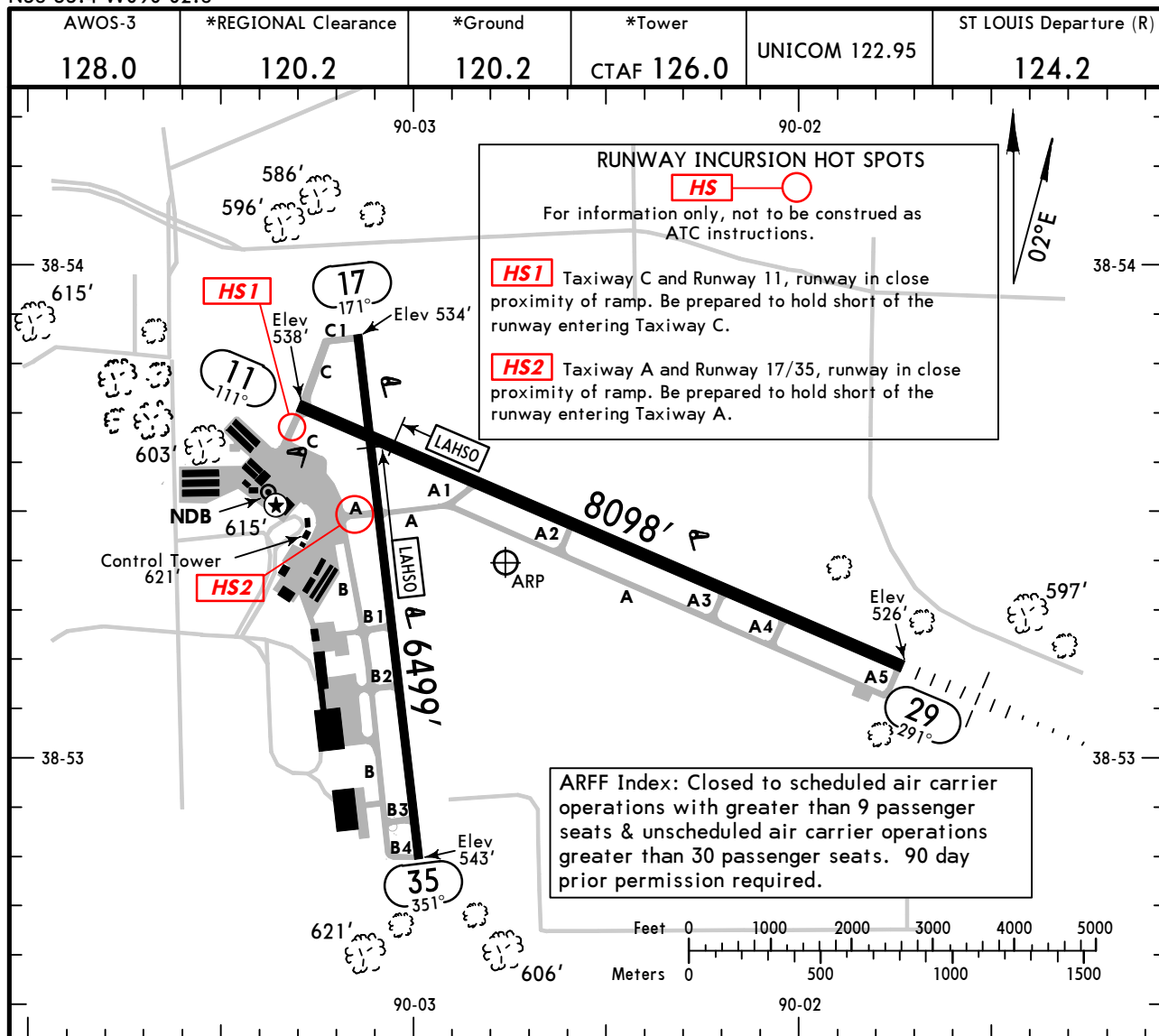
Climb and **MAINTAIN**
2500' or assigned
altitude.



KALN/ALN
Apt Elev **543'**
N38 53.4 W090 02.8

JEPPESSEN
4 FEB 11 **(10-9)**

ALTON/ST LOUIS, ILL
ST LOUIS REGL



ADDITIONAL RUNWAY INFORMATION

				USABLE LENGTHS			
RWY				LANDING BEYOND	LAHSO Distance	TAKE-OFF	WIDTH
				Threshold			
11	① HIRL	② REIL	② VASI-L	grooved			
29	① HIRL	② MALSR		grooved	7128'	17/35 6850'	150'
17	① MIRL PAPI-L (angle 3.0°)						
35					11/29 5100'		100'

- ① Increase intensity on 126.0 when Twr inop.
② Activate on 126.0 when Twr inop.

TAKE-OFF			FOR FILING AS ALTERNATE		
All Rwys			Authorized Only When Local Weather Available		
	Adequate Vis Ref	STD		① LOC (BC) Rwy 11 RNAV (GPS) Rwy 11 RNAV (GPS) Rwy 17 RNAV (GPS) Rwy 29 RNAV (GPS) Rwy 35 ① LOC Rwy 29 VOR-A	NDB Rwy 17
1 & 2 Eng	1/4	1	A	600-2	900-2
3 & 4 Eng		1/2	B		900-2 1/2
			C		900-2 3/4
			D		

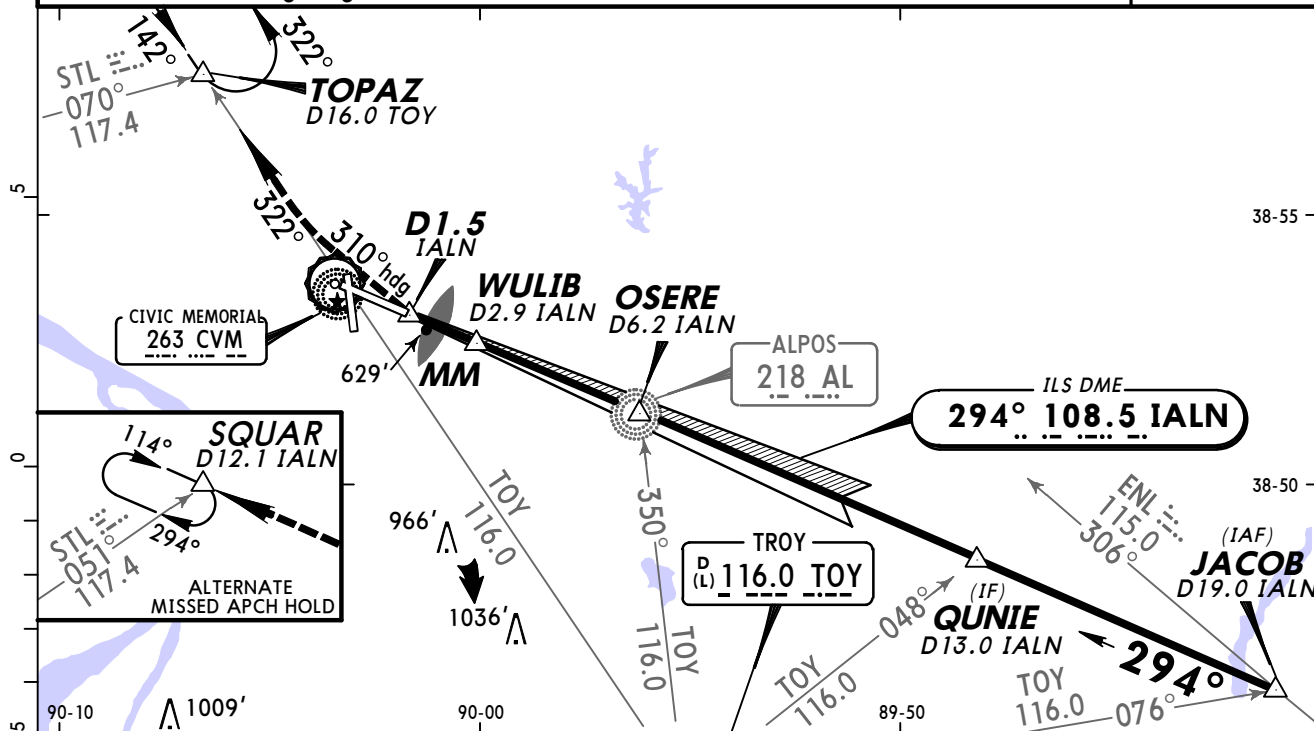
① Authorized Only When Twr Operating.

CHANGES: Lighting.

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BRIEFING STRIP™

AWOS-3 128.0		ST LOUIS Approach (R) 124.2		*REGIONAL Tower CTAF 126.0		*Ground 120.2	
LOC IALN 108.5	Final Apch Crs 294°	GS OSERE 2100' (1574')	ILS DA(H) (CONDITIONAL) 726' (200')	Apt Elev 545' Rwy 29 526'		2700'	
MISSED APCH: Climb to 1000' then climbing RIGHT turn to 2200' via heading 310° and outbound TOY VOR R-322 to TOPAZ INT/D16.0 TOY and hold, or as directed by ATC.							
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'		MSA TOY VOR	
1. Use local altimeter setting; if not received, use Lambert-St Louis Intl altimeter setting. 2. Pilot controlled lighting 126.0.							



① LOC only.		② 1040' when using Lamber-St Louis Intl altimeter setting.		TCH 55'		RWY 29 526'		0.4		1.0		3.3		6.8		6.0	
D1.5 IALN		WULIB D2.9 IALN		OSERE D6.2 IALN		QUNIE D13.0 IALN		JACOB D19.0 IALN		2100'		2100'		2100'		2100'	

Gnd speed-Kts	70	90	100	120	140	160	MALSR		1000'	2200'	310°	TOY
GS	3.00°	372	478	531	637	743			↑	RT	hdg	R-322
MAP at D1.5 IALN or OSERE to MAP	4.8	4:07	3:12	2:53	2:24	2:03						

STRAIGHT-IN LANDING RWY 29										② CIRCLE-TO-LAND	
① With WULIB					Without WULIB						
With Local Altimeter Setting											
ILS			LOC (GS out)								
DA(H) 726' (200')			MDA(H) 880' (354')			MDA(H) 980' (454')				Max Kts	MDA(H)
FULL	RAIL out	ALS out		RAIL out	ALS out		RAIL out	ALS out			
A	1/2		3/4	1/2	3/4	1	1/2	3/4	1	90	980' (435')- 1
B				5/8			7/8	1	1 3/8	120	1000' (455')- 1
C										140	1000' (455')- 1 1/2
D										165	1100' (555')- 2
With Lambert-St Louis Intl Altimeter Setting										Max Kts	MDA(H)
DA(H) 777' (251')			MDA(H) 940' (414')			MDA(H) 1040' (514')					
FULL	RAIL out	ALS out		RAIL out	ALS out		RAIL out	ALS out			
A	1/2		3/4	1/2	3/4	1	1/2	3/4	1	90	1040' (495')- 1
B				3/4	1	1 1/8	1	1 1/4	1 3/8	120	1060' (515')- 1
C										140	1060' (515')- 1 1/2
D										165	1160' (615')- 2

① Dual VOR receivers or DME required. ② Not authorized at night to Rwy 17/35 when VGSI inop.

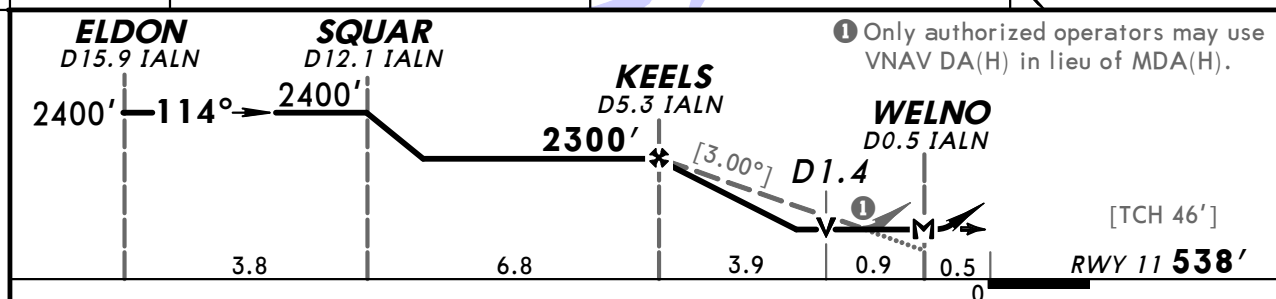
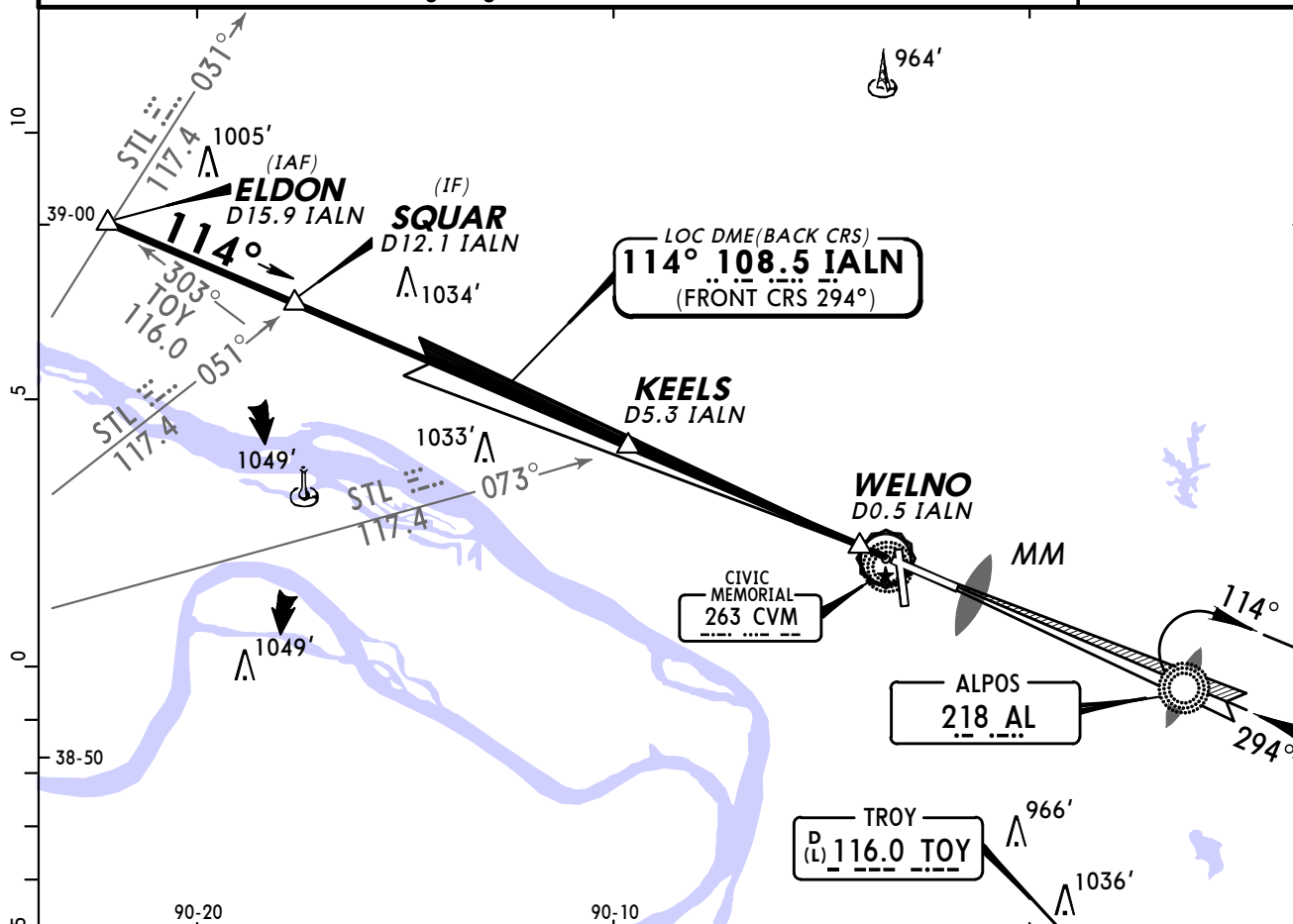
TERPS AMEND 12 5 MAY 2011

KALN/ALN
ST LOUIS REGL

JEPPESSEN
29 APR 11 **(11-2)**

ALTON/ST LOUIS, ILL
LOC (BACK CRS) Rwy 11

AWOS-3 128.0		ST LOUIS Approach (R) 124.2		*REGIONAL Tower CTAF 126.0		*Ground 120.2	
LOC IALN 108.5	Final Apch Crs 114° (Front Crs 294°)	Minimum Alt KEELS 2300' (1762')	MDA(H) (CONDITIONAL) 1060' (522')		Apt Elev 545' Rwy 11 538'		2700' MSA TOY VOR
MISSED APCH: Climb to 2100' direct AL LOM and hold.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. ADF required. 2. Use local altimeter setting; if not received, use Lambert-St Louis Intl altimeter setting. 3. Visibility reduction by helicopters not authorized. 4. VDP not authorized when using Lambert-St Louis Intl altimeter setting. 5. Disregard glide slope indications. 6. Pilot controlled lighting 126.0.							



Gnd speed-Kts	70	90	100	120	140	160				
Descent Angle [3.00°]	372	478	531	637	743	849				
MAP at WELNO or KEELS to MAP	4.7	4:02	3:08	2:49	2:21	2:01	1:46	REIL	2100'	AL 218
								VASI-L	↑	→

STRAIGHT-IN LANDING RWY 11				CIRCLE-TO-LAND			
MDA(H) 1060' (522')		MDA(H) 1120' (582')		With Local Altimeter Setting		With Lambert-St Louis Intl Altimeter Setting	
With Local Altimeter Setting		With Lambert-St Louis Intl Altimeter Setting		Max Kts	MDA(H)	MDA(H)	
A		1		90	1060' (515') - 1	1120' (575') - 1	
B		1		120	1060' (515') - 1	1120' (575') - 1	
C		1½		140	1060' (515') - 1½	1120' (575') - 1½	
D		1¾		165	1100' (555') - 2	1160' (615') - 2	

1 Not authorized at night to Rwy 17/35 when VGSI inop.

CHANGES: Procedure.

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TERPS AMEND 9 5 MAY 2011

BRIEFING STRIP™



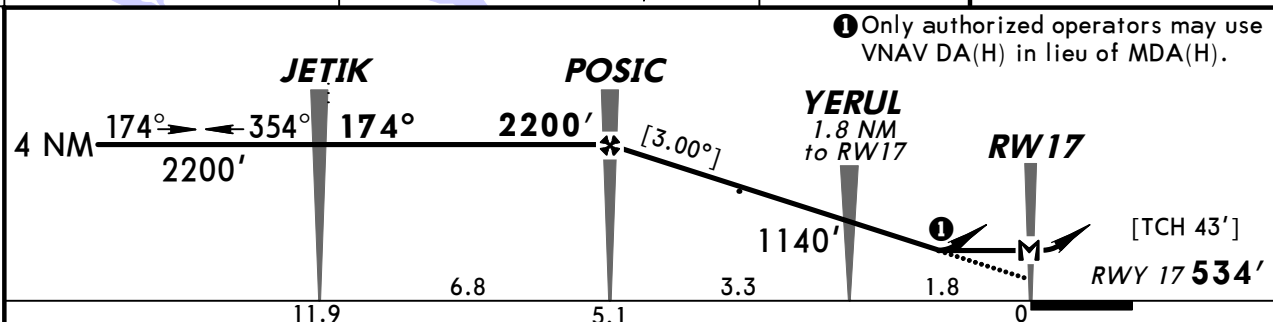
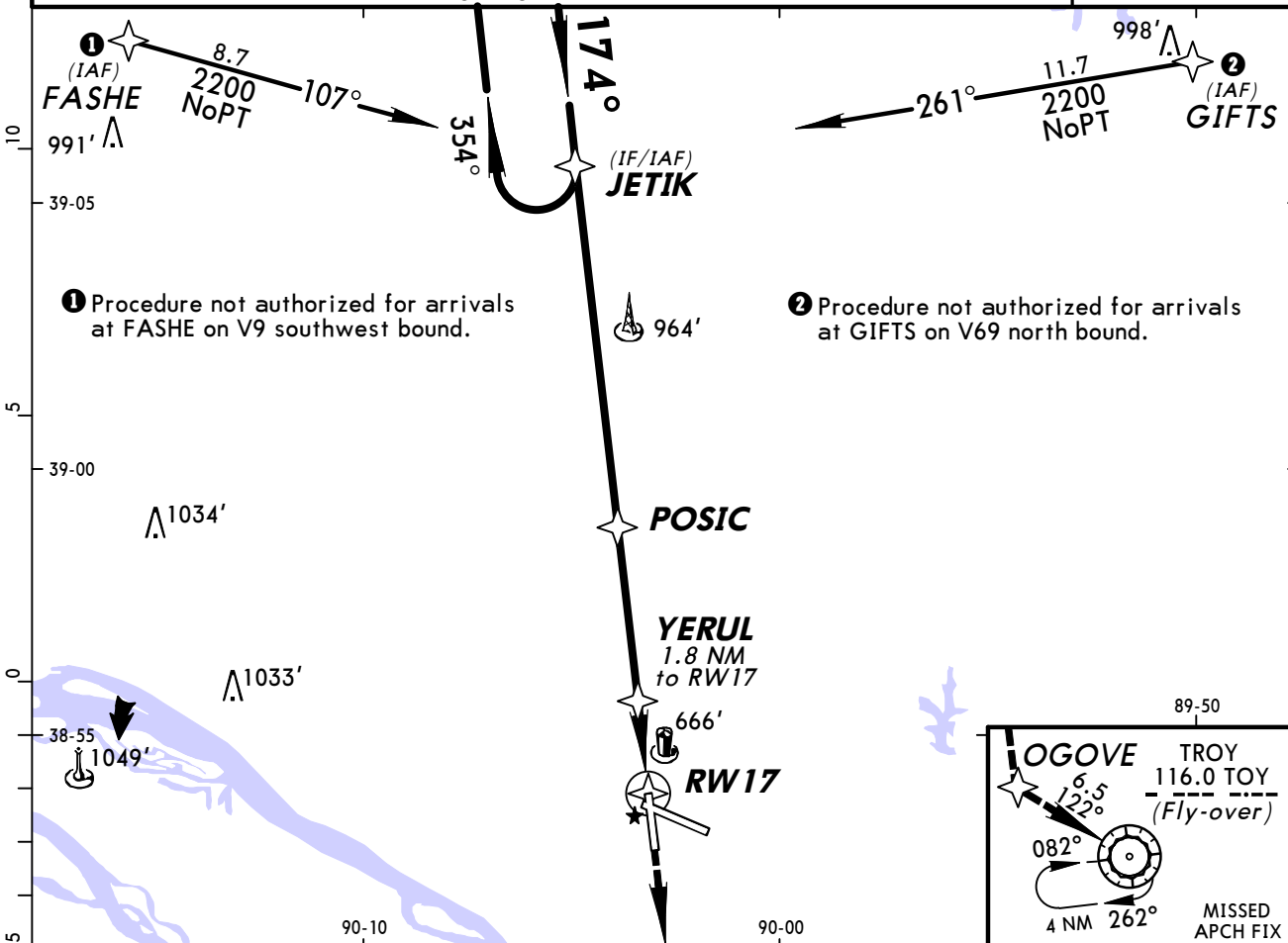
<i>Gnd speed-Kts</i>	70	90	100	120	140	160
<i>Glide Path Angle 3.00°</i>	372	478	531	637	743	849

TERPS AMEND 2 5 MAY 2011

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BRIEFING STRIP™

AWOS-3 128.0		ST LOUIS Approach (R) 124.2		*REGIONAL Tower CTAF 126.0		*Ground 120.2				
RNAV		Final Apch Crs 174°		Minimum Alt POSIC 2200' (1666')		LNAV MDA(H) (CONDITIONAL) 920' (386')		Apt Elev 545' Rwy 17 534'		2700' MSA RW17
MISSED APCH: Climb to 3000' direct OGOVE and on track 122° to TOY VOR and hold.										
Alt Set: INCHES										



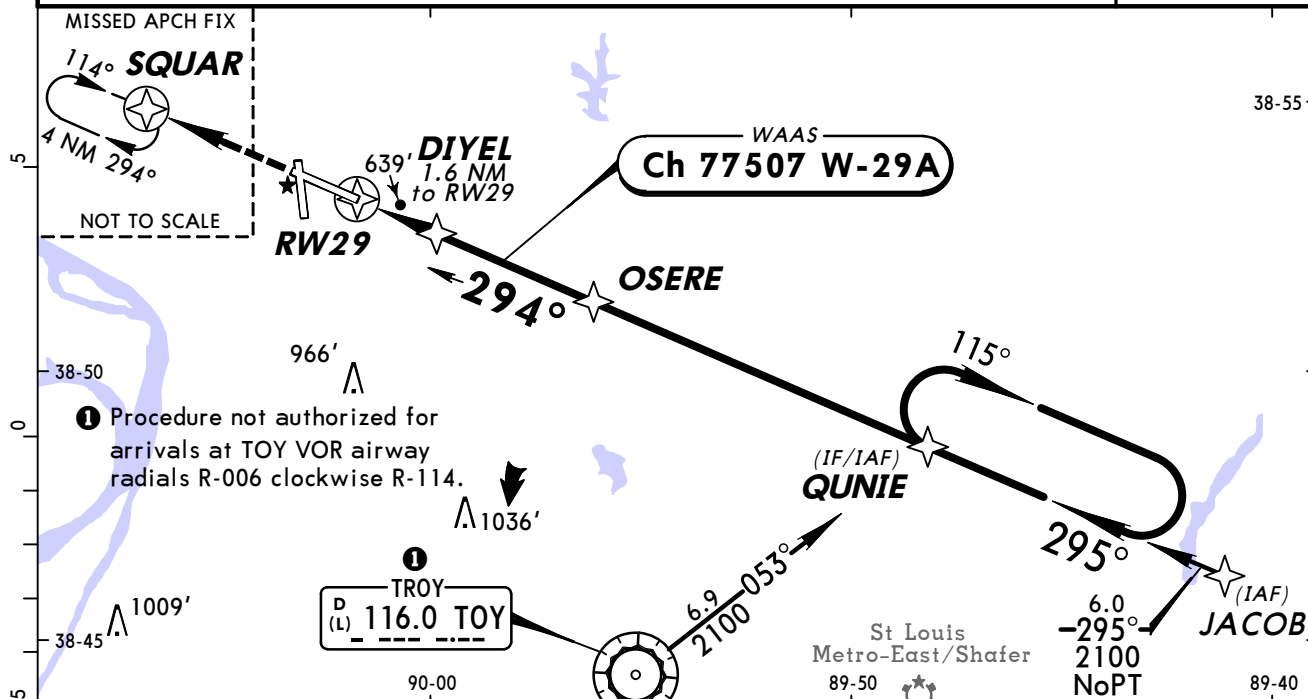
Gnd speed-Kts	70	90	100	120	140	160				
Descent Angle [3.00°]	372	478	531	637	743	849				
MAP at RW17										

1 STRAIGHT-IN LANDING RWY 17 LNAV				1 CIRCLE-TO-LAND			
MDA(H) 920' (386')		MDA(H) 980' (446')		With Local Altimeter Setting		With Lambert-St Louis Intl Altimeter Setting	
With Local Altimeter Setting		With Lambert-St Louis Intl Altimeter Setting		Max Kts	MDA(H)	MDA(H)	
A		A		90	980' (435')-1	1040' (495')-1	
B		B		120	1000' (455')-1	1060' (515')-1	
C		C		140	1000' (455')-1½	1060' (515')-1½	
D		D		165	1100' (555')-2	1160' (615')-2	

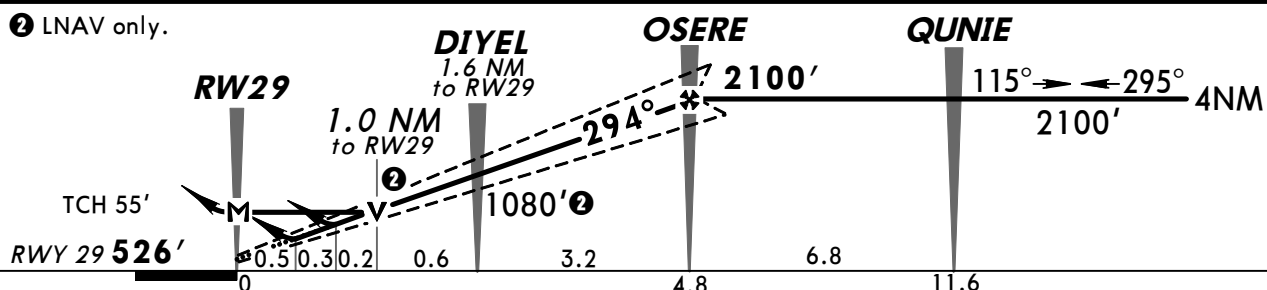
1 When VGSI inop, straight-in/circling Rwy 17 procedure and circling Rwy 35, not authorized at night.

BRIEFING STRIP™

AWOS-3 128.0	ST LOUIS Approach (R) 124.2	*REGIONAL Tower CTAF 126.0	*Ground 120.2
WAAS Ch 77507 W-29A	Final Apch Crs 294°	Minimum Alt OSERE 2100' (1574')	LPV DA(H) (CONDITIONAL) 726' (200')
Apt Elev 545' Rwy 29 526'			
MISSED APCH: Climb to 2400' direct SQUAR and hold.			
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'			
1. Use local altimeter setting; if not received, use Lambert-St Louis Intl altimeter setting. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 40°C (104°F). 3. DME/DME RNP-0.30 not authorized. 4. VDP and Baro-VNAV not authorized with Lambert-St Louis Intl altimeter setting. 5. Pilot controlled lighting 126.0.			
2700'			
MSA RW29			



② LNAV only.



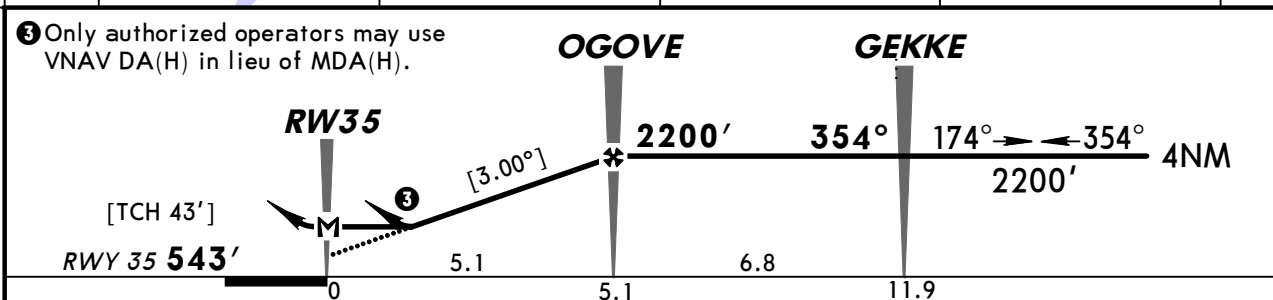
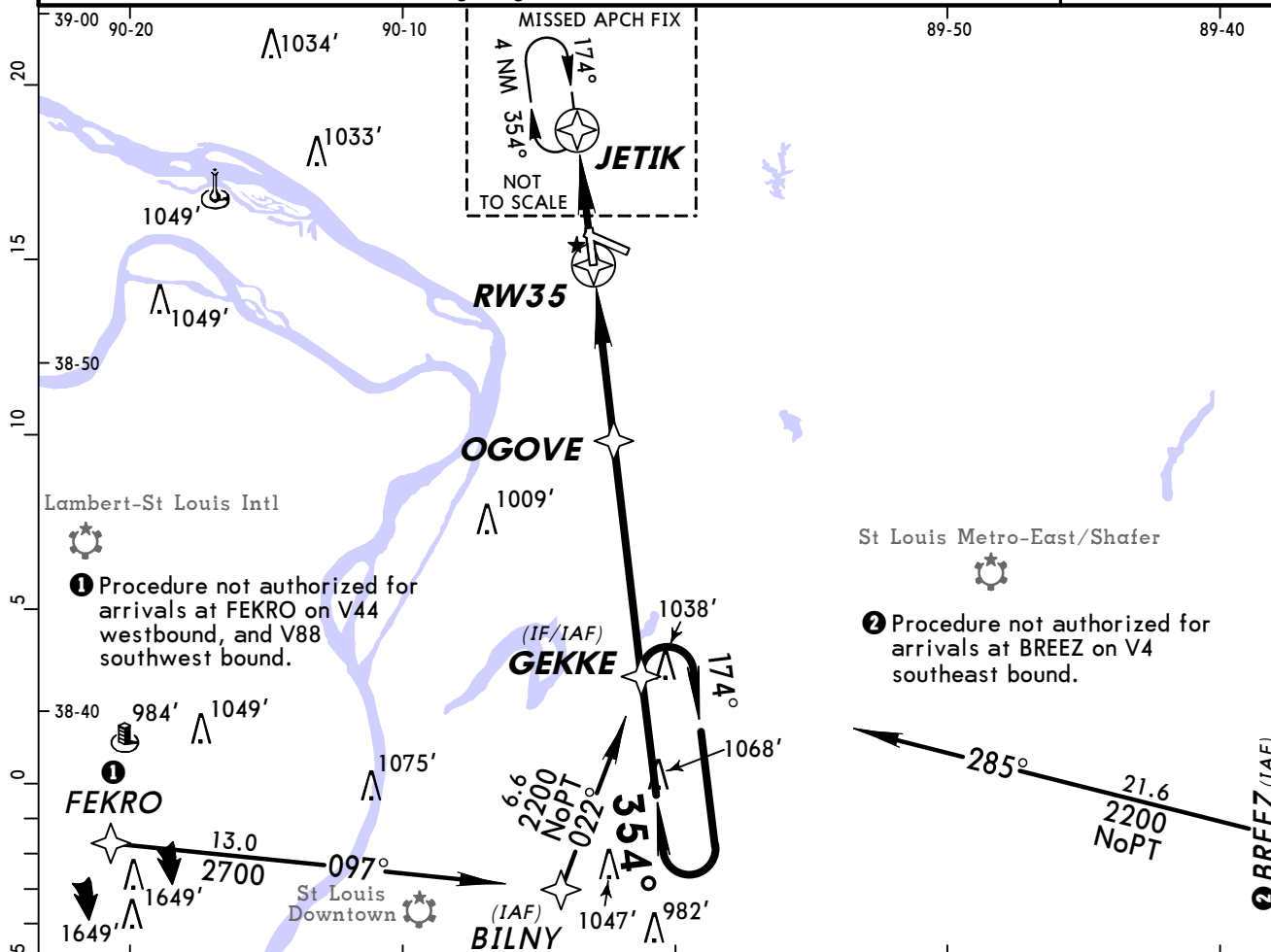
Gnd speed-Kts	70	90	100	120	140	160	MALSR	2400'	D	SQUAR
Glide Path Angle 3.00°	372	478	531	637	743	849				
MAP at RW29										

STRAIGHT-IN LANDING RWY 29 With Local Altimeter Setting									1 CIRCLE-TO-LAND With Local Altimeter Setting				
LPV DA(H) 726' (200')			LNAV/VNAV DA(H) 820' (294')			LNAV MDA(H) 900' (374')			Max Kts	MDA(H)			
RAIL out		ALS out	RAIL out		ALS out	RAIL out		ALS out					
A	1/2		3/4		1/2		5/8		1/2	3/4	1	90	980' (435')-1
B												120	1000' (455')-1
C												140	1000' (455')-1 1/2
D												165	1100' (555')-2
With Lambert-St. Louis Intl Altimeter Setting									With Lambert-St Louis Intl Altimeter Setting				
LPV DA(H) 777' (251')			LNAV/VNAV DA(H) 871' (345')			LNAV MDA(H) 960' (434')			Max Kts	MDA(H)			
RAIL out		ALS out	RAIL out		ALS out	RAIL out		ALS out					
A	1/2		3/4		5/8		3/4		1/2	3/4	1	90	1040' (495')-1
B												120	1060' (515')-1
C												140	1060' (515')-1 1/2
D												165	1160' (615')-2

① Not authorized at night to Rwy 17/35 when VGSI inop

BRIEFING STRIP™

AWOS-3 128.0		ST LOUIS Approach (R) 124.2		*REGIONAL Tower CTAF 126.0		*Ground 120.2	
RNAV	Final Apch Crs 354°	Minimum Alt OGOVE 2200' (1657')	LNAV MDA(H) (CONDITIONAL) 1020' (477')	Apt Elev 545' Rwy 35 543'		2700' MSA RW35	
MISSED APCH: Climb to 2200' direct JETIK and hold.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use Lambert-St Louis Intl altimeter setting. 2. DME/DME RNP-0.30 not authorized. 3. Visibility reduction by helicopters not authorized. 4. Pilot controlled lighting 126.0.							



Gnd speed-Kts	70	90	100	120	140	160				
Descent Angle [3.00°]	372	478	531	637	743	849				
MAP at RW35										

1 STRAIGHT-IN LANDING RWY 35 LNAV			1 CIRCLE-TO-LAND		
MDA(H) 1020' (477') With Local Altimeter Setting		MDA(H) 1080' (537') With Lambert-St Louis Intl Altimeter Setting	Max Kts	With Local Altimeter Setting MDA(H)	With Lambert- St Louis Intl Altimeter Setting MDA(H)
A	1	1	90	1020' (475') - 1	1080' (535') - 1
			120	1020' (475') - 1½	1080' (535') - 1½
C	1⅜	1½	140	1020' (475') - 1½	1080' (535') - 1½
			165	1100' (555') - 2	1160' (615') - 2

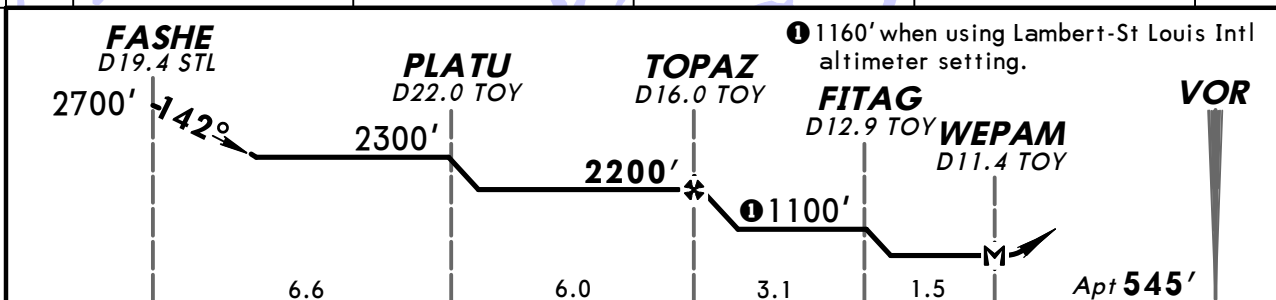
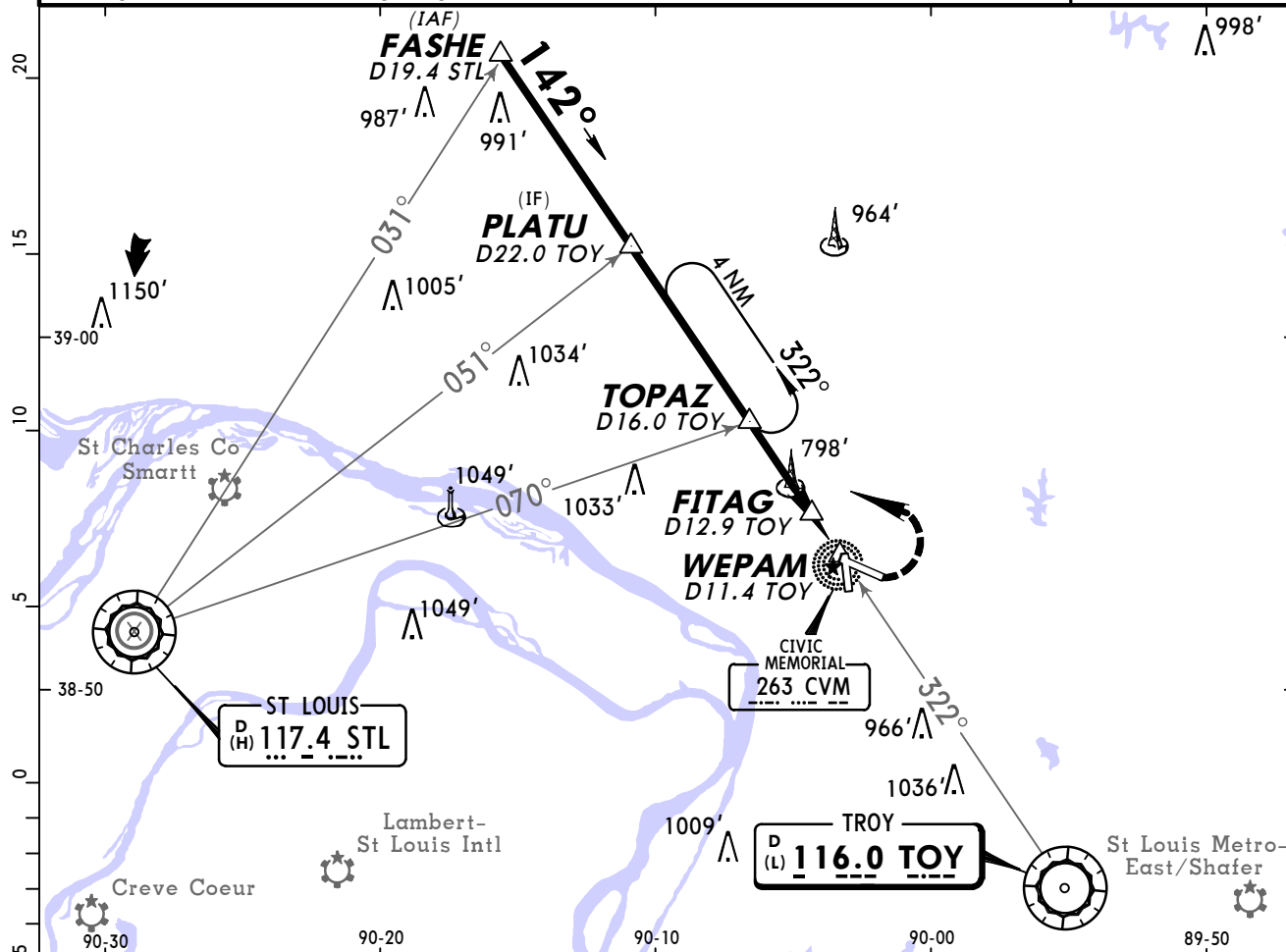
1 When VGSI inop, straight-in/circling Rwy 35 procedure and circling Rwy 17 not authorized at night.

KALN/ALN
ST LOUIS REGL

JEPPESSEN
16 SEP 11 (13-1)

ALTON/ST LOUIS, ILL
VOR-A

AWOS-3 128.0	ST LOUIS Approach (R) 124.2	*REGIONAL Tower CTAF 126.0	*Ground 120.2
VOR TOY 116.0	Final Apch Crs 142°	Minimum Alt TOPAZ 2200' (1655')	MDA(H) Refer to Minimums
MISSED APCH: Climbing LEFT turn to 2200' outbound via TOY VOR R-322 to TOPAZ INT/D16.0 TOY and hold.			
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'			
1. Use local altimeter setting; if not received, use Lambert-St Louis Intl altimeter setting. 2. Pilot controlled lighting 126.0.			
2700'			
MSA TOY VOR			



Gnd speed-Kts	70	90	100	120	140	160	Lighting - Refer to Airport Chart	2200' TOY via 116.0 TOPAZ R-322
MAP at WEPAM or TOPAZ to MAP	4.6	3:57	3:04	2:46	2:18	1:58	1:43	

1 CIRCLE-TO-LAND

With Local Altimeter Setting				With Lambert-St Louis Intl Altimeter Setting			
	Max Kts	With Fitag MDA(H)	Without Fitag MDA(H)		Max Kts	With Fitag MDA(H)	Without Fitag MDA(H)
A	90	980' (435') - 1	1100' (555') - 1		90	1040' (495') - 1	1160' (615') - 1
B	120	1000' (455') - 1	1100' (555') - 1		120	1060' (515') - 1	1160' (615') - 1
C	140	1000' (455') - 1½	1100' (555') - 1½		140	1060' (515') - 1½	1160' (615') - 1½
D	165	1100' (555') - 2	1100' (555') - 2		165	1160' (615') - 2	1160' (615') - 2

1 Not authorized at night to Rwy 17/35 when VGSI inop.

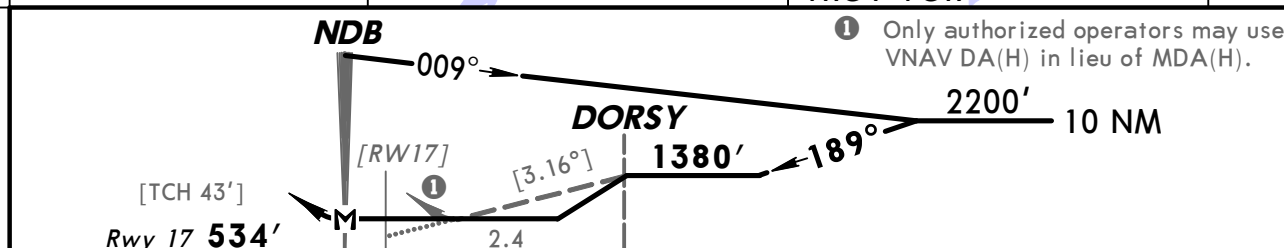
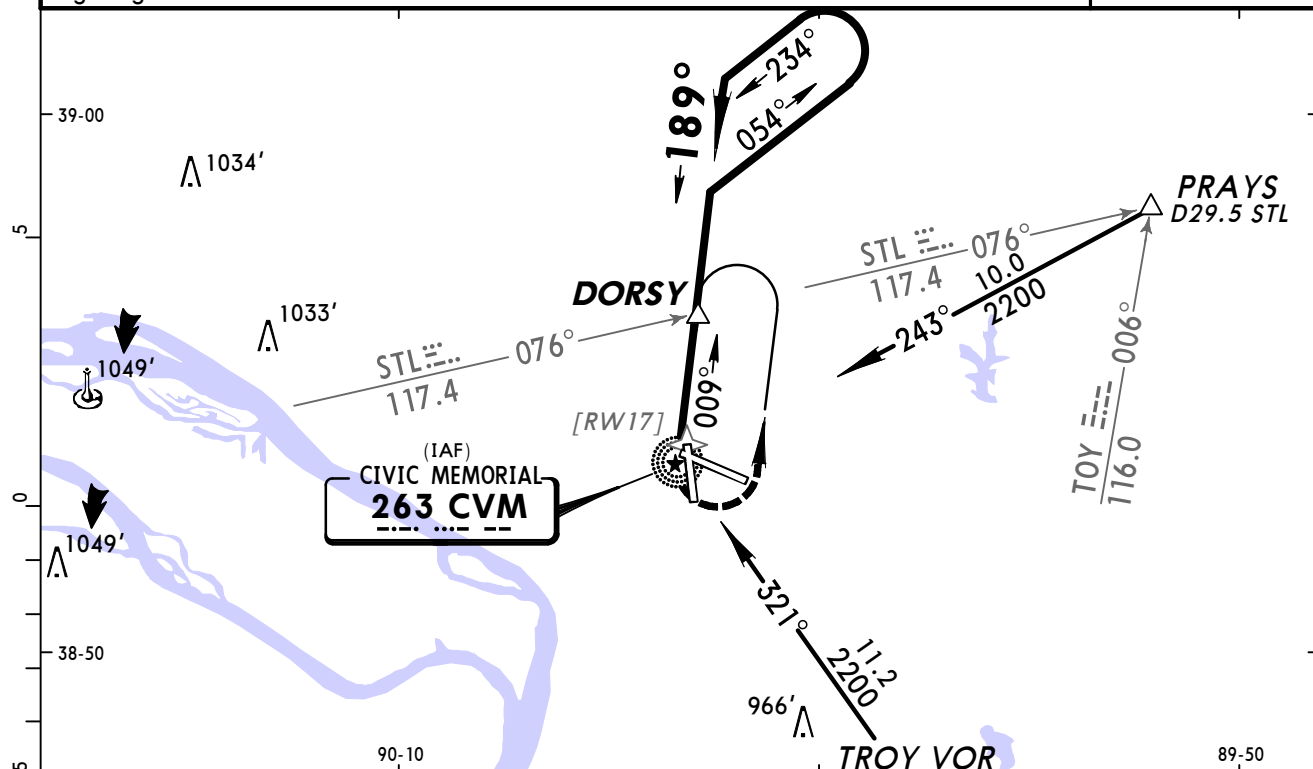
CHANGES: Circling note added.

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TERPS AMEND 9A, 22 SEP 2011

BRIEFING STRIP™

AWOS-3 128.0		ST LOUIS Approach (R) 124.2		*REGIONAL Tower CTAF 126.0		*Ground 120.2				
NDB CVM 263		Final Apch Crs 189°		Minimum Alt DORSY 1380' (846')		MDA(H) (CONDITIONAL) 1120' (586')		Apt Elev 545' Rwy 17 534'		2700' MSA CVM NDB
MISSED APCH: Climbing LEFT turn to 2200' in CVM NDB holding pattern.										
Alt Set: INCHES										



Gnd Speed-Kts	70	90	100	120	140	160	PAPI-L	2200' LT in CVM 263 HOLDING PATTERN
Descent Angle [3.16°]	391	503	559	671	783	895		
MAP at NDB								

1 STRAIGHT-IN LANDING RWY 17 With Local Altimeter Setting				1 CIRCLE-TO-LAND With Local Altimeter Setting			
MDA(H) 1120' (586') With Dorsy		MDA(H) 1380' (846') Without Dorsy		Max Kts.	With Dorsy MDA(H)	Without Dorsy MDA(H)	
A	1		1	90	1120' (575') - 1	1380' (835') - 1 1/4	
B			1 1/4	120			
C	1 3/4		2 1/2	140	1120' (575') - 1 3/4	1380' (835') - 2 1/2	
D				165	1120' (575') - 2	1380' (835') - 2 3/4	
With Lambert-St Louis Intl Altimeter Setting MDA(H) 1440' (906') Without Dorsy				With Lambert-St Louis Intl Altimeter Setting Without Dorsy			
				Max Kts.	MDA(H)		
A	1 1/4			90	1440' (895') - 1 1/4		
B				120			
C	2 1/2			140	1440' (895') - 2 3/4		
D				165	1440' (895') - 3		

1 When VGSI inop, Straight-in/Circling Rwy 17 procedure and circling Rwy 35 not authorized at night.

General Information

Location: Chicago/Aurora IL USA
IATA Code: AUZ
Lat/Long: N41° 46.3' W088° 28.5'
Elevation: 712 ft

Airport Use: Public
Magnetic Variation: 2.9°W
Sectional Chart: Chicago

Fuel Types: 100 Octane (LL), Jet A, Jet A-1
Oxygen Types: High Pressure, Low Pressure, HP Bottle, LP Bottle
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1232 Z
Sunset: 2341 Z,

Runway Information

Runway: 09
Length x Width: 6501 ft x 100 ft
Surface Type: concrete
TDZ-Elev: 707 ft
Lighting: Edge, ALS, Pilot controlled

Runway: 15
Length x Width: 5503 ft x 100 ft
Surface Type: concrete
TDZ-Elev: 712 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 18
Length x Width: 3198 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 703 ft
Lighting: Edge, REIL, Pilot controlled

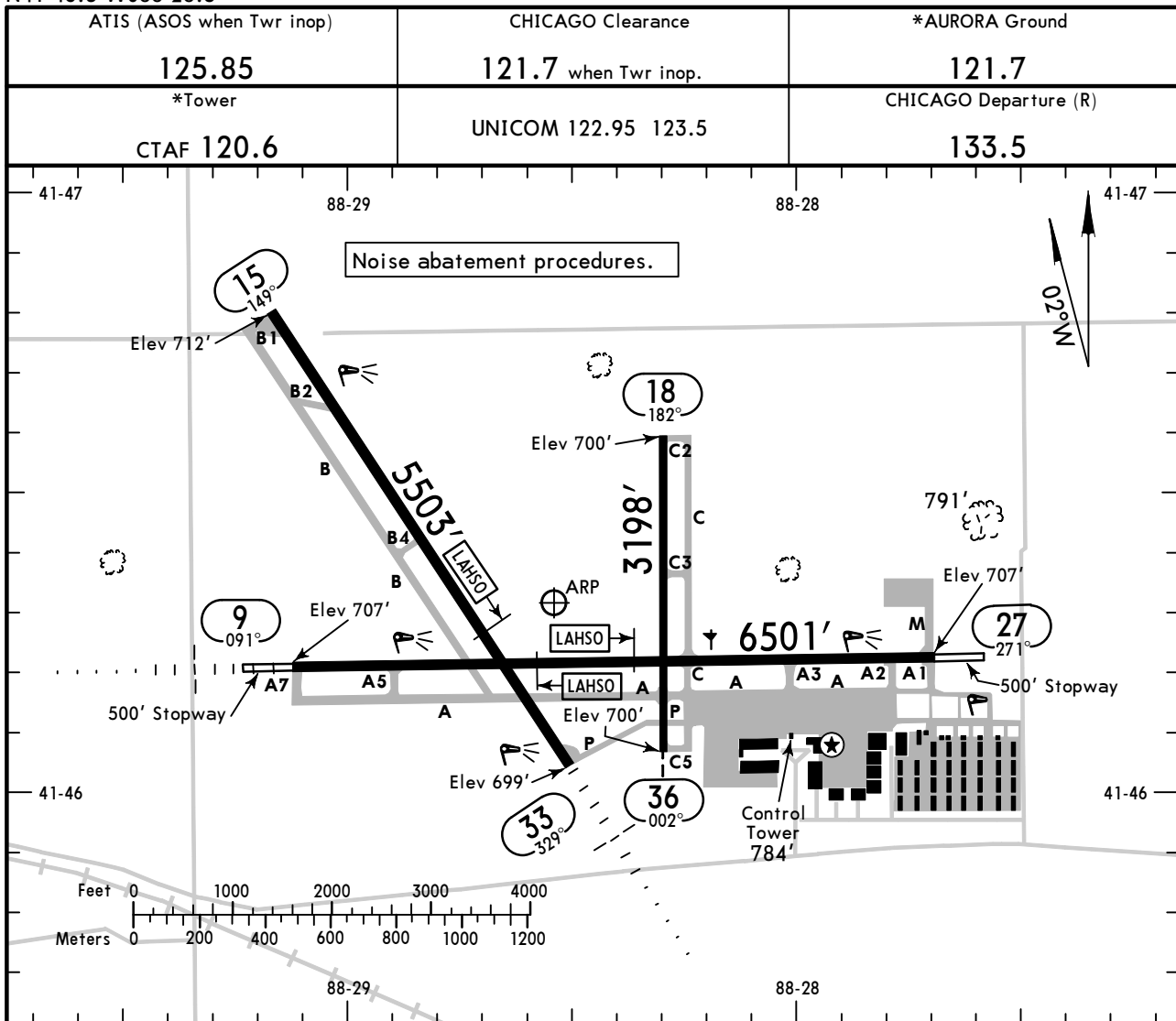
Runway: 27
Length x Width: 6501 ft x 100 ft
Surface Type: concrete
TDZ-Elev: 707 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 33
Length x Width: 5503 ft x 100 ft
Surface Type: concrete
TDZ-Elev: 705 ft
Lighting: Edge, ALS, REIL, Pilot controlled

Runway: 36
Length x Width: 3198 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 703 ft
Lighting: Edge, REIL, Pilot controlled

Communication Information

ATIS 125.85
ASOS 125.85
Aurora Mun Tower 120.6 CTAF PCL
Aurora Mun Ground Control 121.7
O'hare Clearance Delivery 121.7
Chicago Approach Control 133.5
Chicago Departure Control 133.5
Aurora Mun Unicom 123.5
Aurora Mun Unicom 122.95
Kankakee Flight Service Station 122.5 RCO
Kankakee Flight Service Station 122.1 RCO
Kankakee Flight Service Station 112.3 RCO



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS				WIDTH
		—LANDING BEYOND—		LAHSO Distance	TAKE- OFF	
		Threshold	Glide Slope			
9	① HIRL ② MALSR PAPI-L (angle 3.0°) grooved		5487'	18/36 3450'		100'
27	① HIRL ② REIL VASI-L grooved			15/33 4000'		
15	① HIRL ② REIL PAPI-L (angle 3.0°) grooved			9/27 3900'		100'
33	① HIRL ② REIL ② MALSR ③ PAPI-L grooved		4519'			
18	① MIRL ② REIL VASI-L					75'
36						

- ① Increase intensity on 120.6 when Twr inop.
- ② Activate on 120.6 when Twr inop.
- ③ Angle 3.0°.

TAKE-OFF			FOR FILING AS ALTERNATE								
All Rwys			Authorized Only When Local Weather Available								
			LOC Rwy 9		LOC Rwy 33		RNAV (GPS) Rwy 9		VOR Rwy 15		
Adequate Vis Ref			STD		RNAV (GPS) Rwy 27		VOR Rwy 33		VOR Rwy 36		Other
1 & 2 Eng			1		ILS Rwy 9		ILS Rwy 33		RNAV (GPS) Rwy 33		NA
3 & 4 Eng			1/2		600-2		700-2		800-2		800-2

BRIEFING STRIP TM

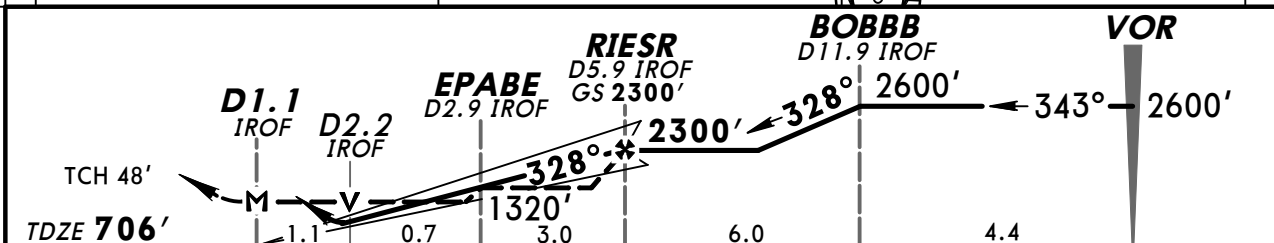
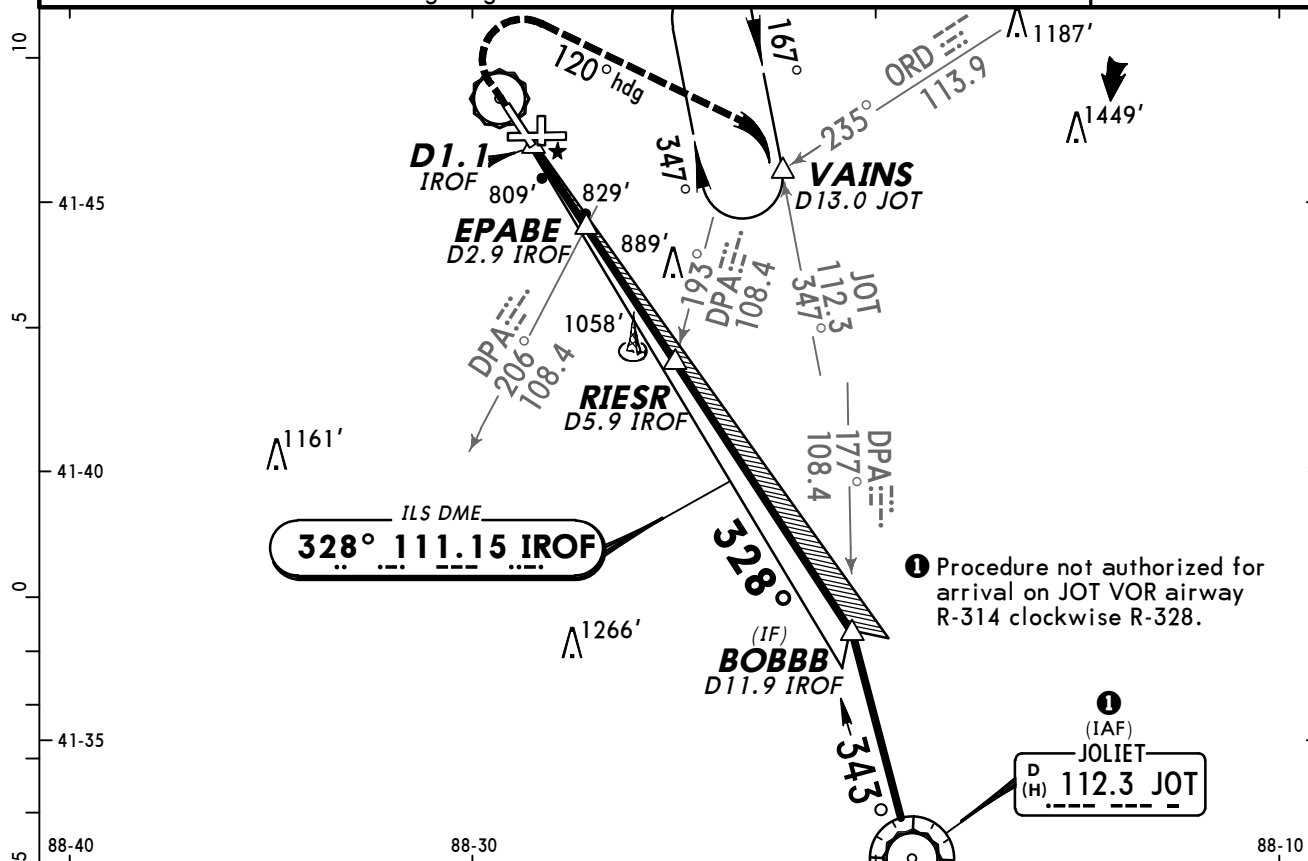


**A
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3**

TERPS

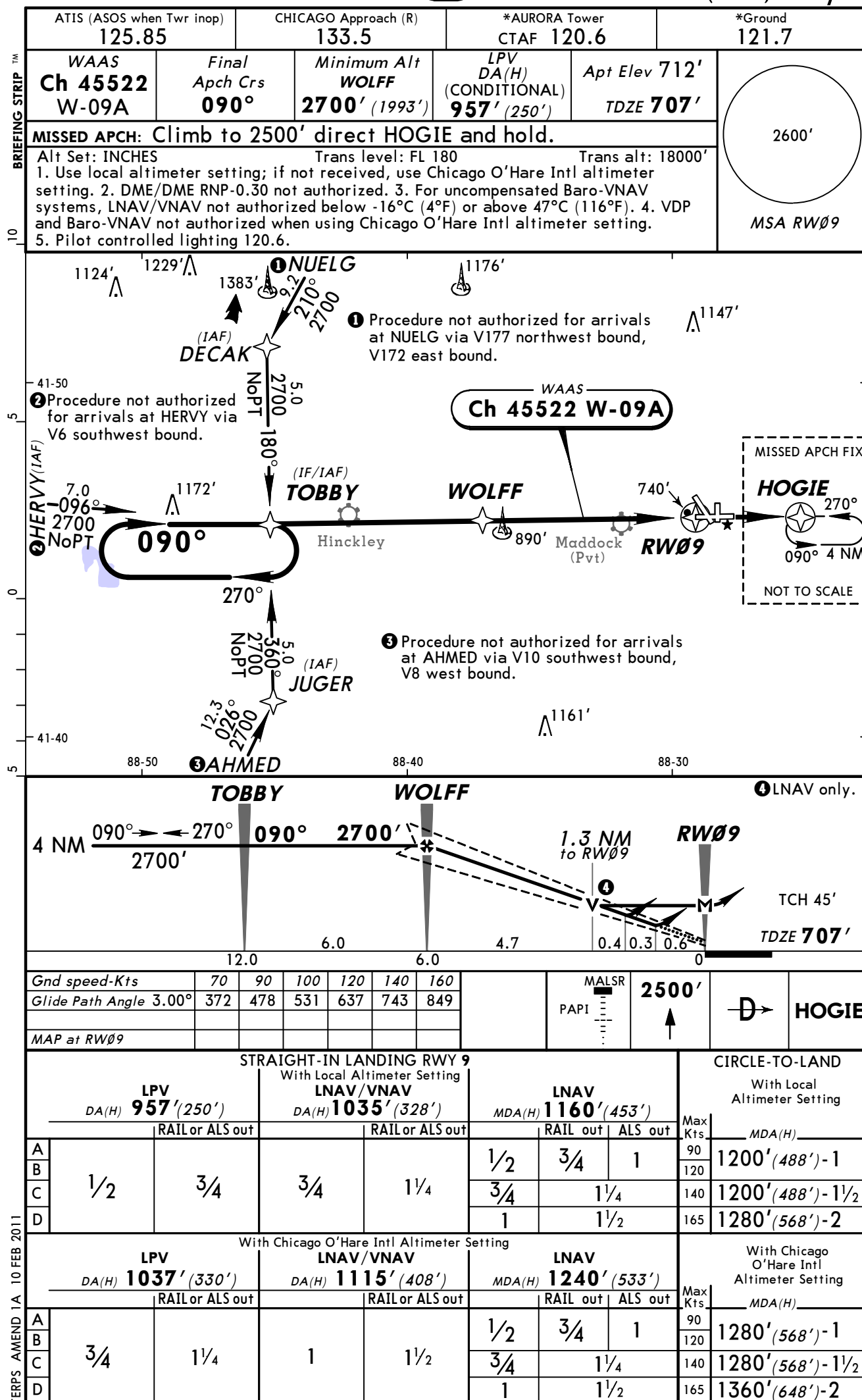
BRIEFING STRIP™

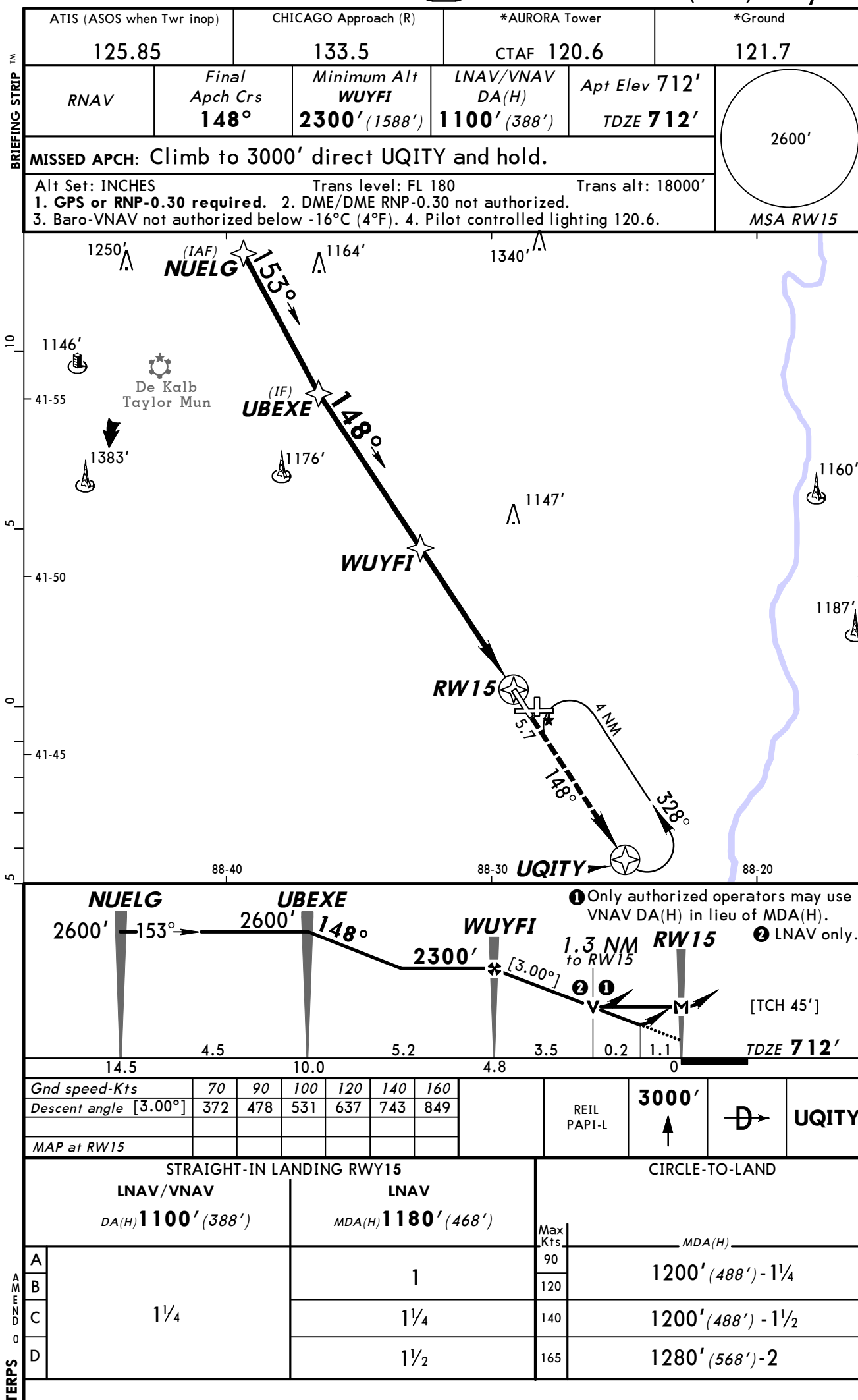
ATIS (ASOS when Twr inop) 125.85		CHICAGO Approach (R) 133.5		*AURORA Tower CTAF 120.6		*Ground 121.7	
LOC IROF 111.15	Final Apch Crs 328°	GS RIESR 2300' (1594')	ILS DA(H) (CONDITIONAL) 956' (250')	Apt Elev 712' TDZE 706'		2600' MSA JOT VOR	
MISSED APCH: Climb to 1400' then climbing RIGHT turn to 3000' via 120° heading and inbound on JOT VOR R-347 to VAINS INT/D13.0 JOT and hold, continue climb-in-hold to 3000'.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use Chicago O'Hare Intl altimeter setting. 2. VDP not authorized when using Chicago O'Hare Intl altimeter setting. 3. VGSI and ILS glidepath not coincident. 4. Visibility reduction by helicopters not authorized. 5. Pilot controlled lighting 120.6.							



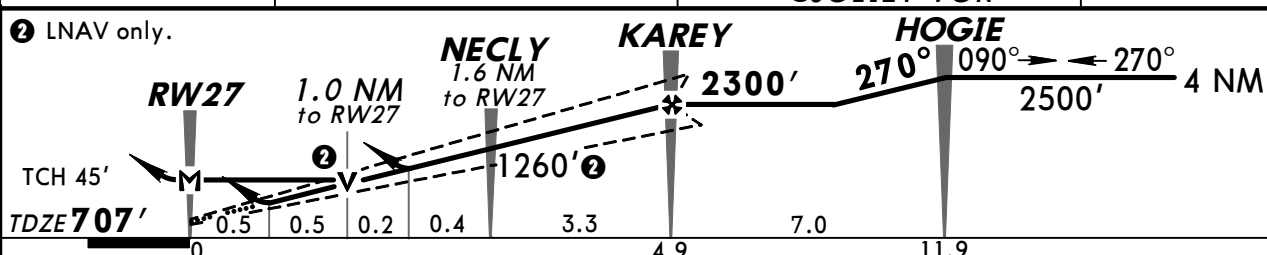
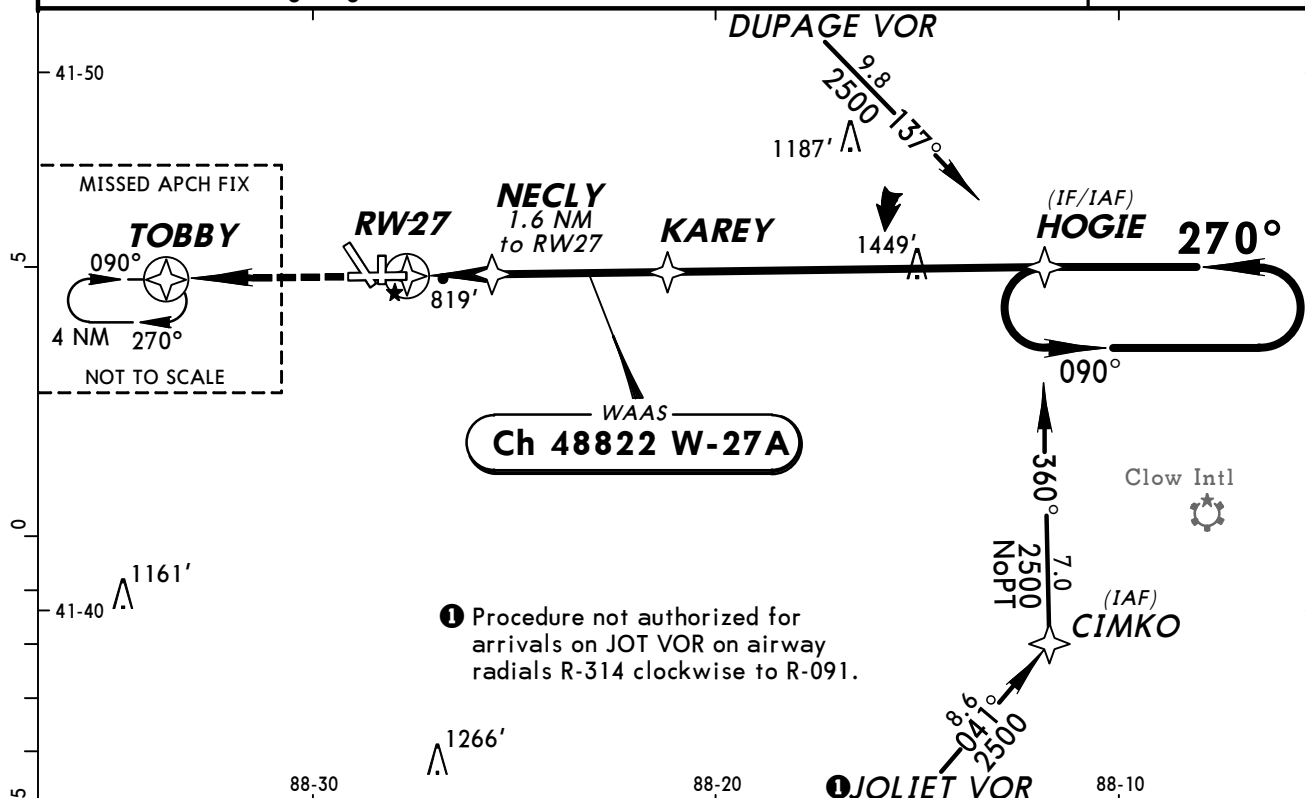
Gnd speed-Kts	70	90	100	120	140	160	MALSR REIL PAPI	1400'	3000'	120°	JOT	VAINS R-347
GS	3.00°	377	484	538	646	753		↑	RT	via	and	
MAP at D1.1 IROF or RIESR to MAP	4.8	4:07	3:12	2:53	2:24	2:03				hdg	112.3	

STRAIGHT-IN LANDING RWY 33										CIRCLE-TO-LAND				
ILS		LOC (GS out)								With EPABE		Without EPABE		
		With EPABE				Without EPABE								
With Local Altimeter Setting										Max Kts	With Local Altimeter Setting			
DA(H)		956' (250')		MDA(H) 1080' (374')		MDA(H) 1320' (614')		MDA(H)			MDA(H)			
With Chicago O'Hare Intl Altimeter Setting										90	1200' (488') - 1		1320' (608') - 1	
DA(H)		1028' (322')		MDA(H) 1160' (454')		MDA(H) 1400' (694')		120	1200' (488') - 1½		1320' (608') - 1¾			
FULL		RAIL or ALS out		RAIL out		ALS out		140	1280' (568') - 2		1320' (608') - 2			
A	¾	¾		1		¾		1	165	1280' (568') - 2		1320' (608') - 2		
B									With Chicago O'Hare Intl Altimeter Setting					
C									MDA(H)		MDA(H)			
D									MDA(H)		MDA(H)			
B	¾	¾		1		¾		1	90	1280' (568') - 1		1400' (688') - 1		
C									With Chicago O'Hare Intl Altimeter Setting					
D									MDA(H)		MDA(H)			
									MDA(H)		MDA(H)			
D	¾	¾		1¼		1½		2	120	1280' (568') - 1½		1400' (688') - 1¾		
									With Chicago O'Hare Intl Altimeter Setting					
									MDA(H)		MDA(H)			
									MDA(H)		MDA(H)			
	¾	¾		1¼		1½		2	140	1280' (568') - 1½		1400' (688') - 1¾		
									With Chicago O'Hare Intl Altimeter Setting					
									MDA(H)		MDA(H)			
									MDA(H)		MDA(H)			
	¾	¾		1¼		1½		2	165	1360' (648') - 2		1400' (688') - 2		
									With Chicago O'Hare Intl Altimeter Setting					
									MDA(H)		MDA(H)			
									MDA(H)		MDA(H)			



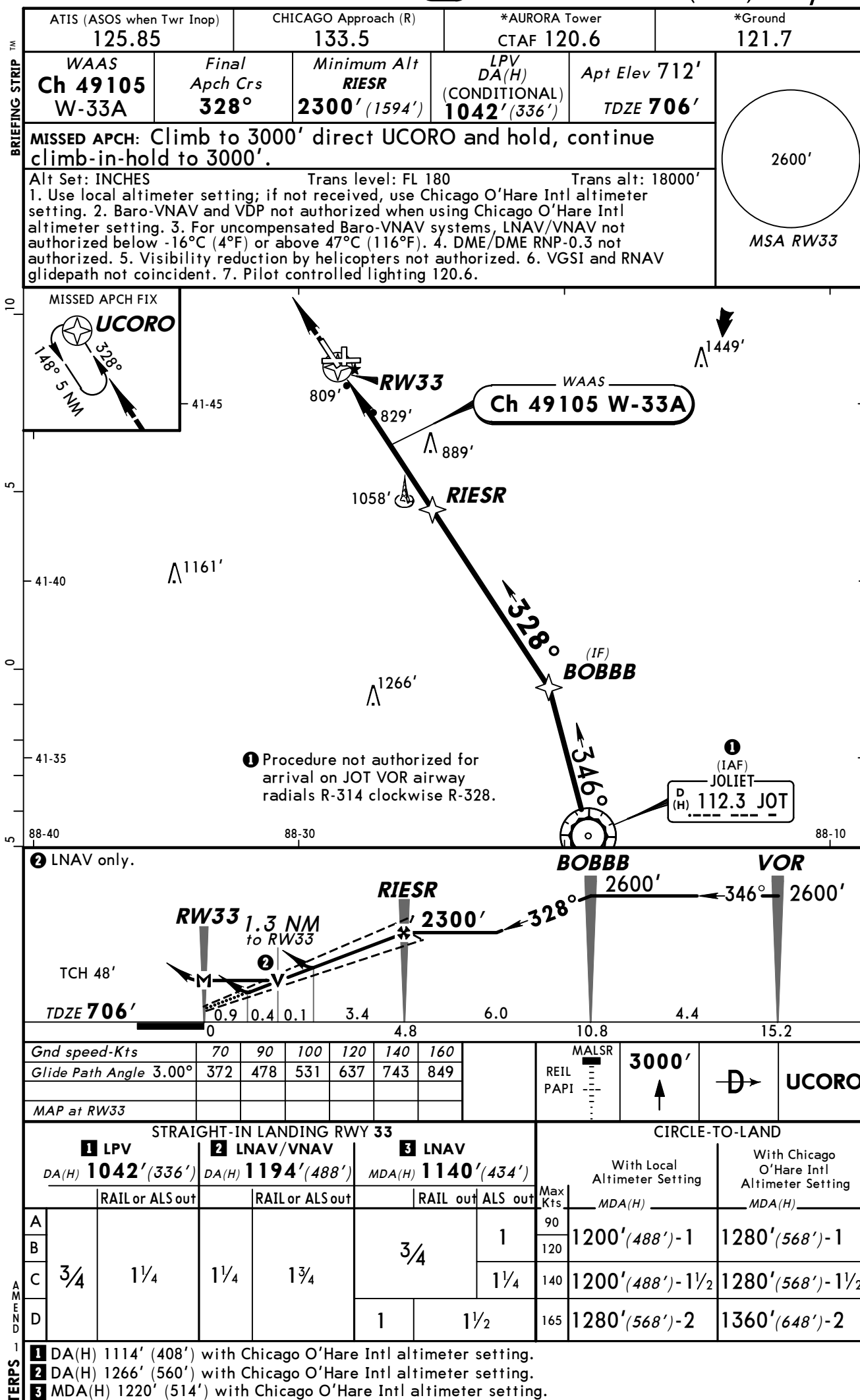


ATIS (ASOS when Twr Inop) 125.85	CHICAGO Approach (R) 133.5	*AURORA Tower CTAF 120.6	*Ground 121.7
WAAS Ch 48822 W-27A	Final Apch Crs 270°	Minimum Alt KAREY 2300' (1593')	LNAV (CONDITIONAL) DA(H) 907' (200')
Apt Elev 712' TDZE 707'			
MISSED APCH: Climb to 2700' direct TOBBY and hold.			
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'			
1. Use local altimeter setting; if not received, use Chicago O'Hare Intl altimeter setting. 2. DME/DME RNP-0.30 not authorized. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 39°C (102°F). 4. VDP and Baro-VNAV not authorized with Chicago O'Hare Intl altimeter setting. 5. Pilot controlled lighting 120.6.			
MSA RW27			



Gnd speed-Kts	70	90	100	120	140	160	REIL	2700'	TOBBY
Descent angle	3.00°	372	478	531	637	743	VASI-L	↑	
MAP at RW27									

STRAIGHT-IN LANDING RWY 27						CIRCLE-TO-LAND		
With Local Altimeter Setting						With Local Altimeter Setting		
LPV		LNAV/VNAV		LNAV		Max Kts	MDA(H)	
DA(H) 907'(200')		DA(H) 1002'(295')		MDA(H) 1080'(373')		90	1200'(488')- 1	
A	3/4		1		1		120	1200'(488')- 1 1/2
140								
165								
B								
C								
D								
With Chicago O'Hare Intl Altimeter Setting						With Chicago O'Hare Intl Altimeter Setting		
DA(H) 978'(271')		DA(H) 1073'(366')		MDA(H) 1160'(453')		Max Kts	MDA(H)	
A	7/8		1 1/4		1		90	1280'(568')- 1
120								
1 3/8					140	1280'(568')- 1 1/2		
					165		1360'(648')- 2	
B								
C								
D								



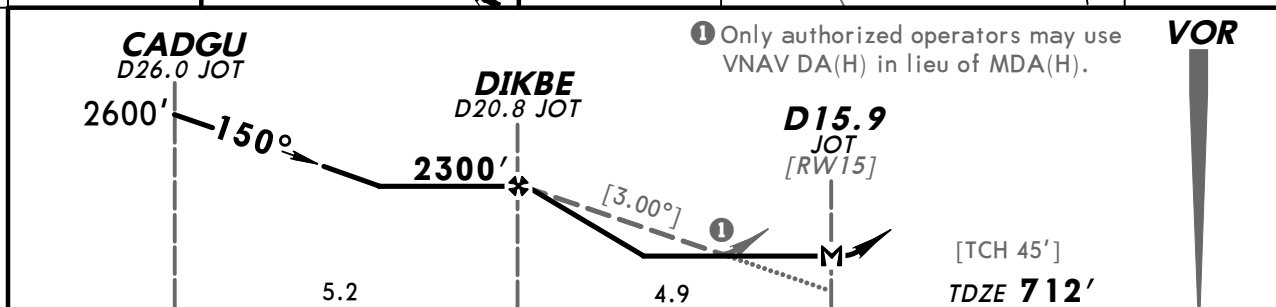
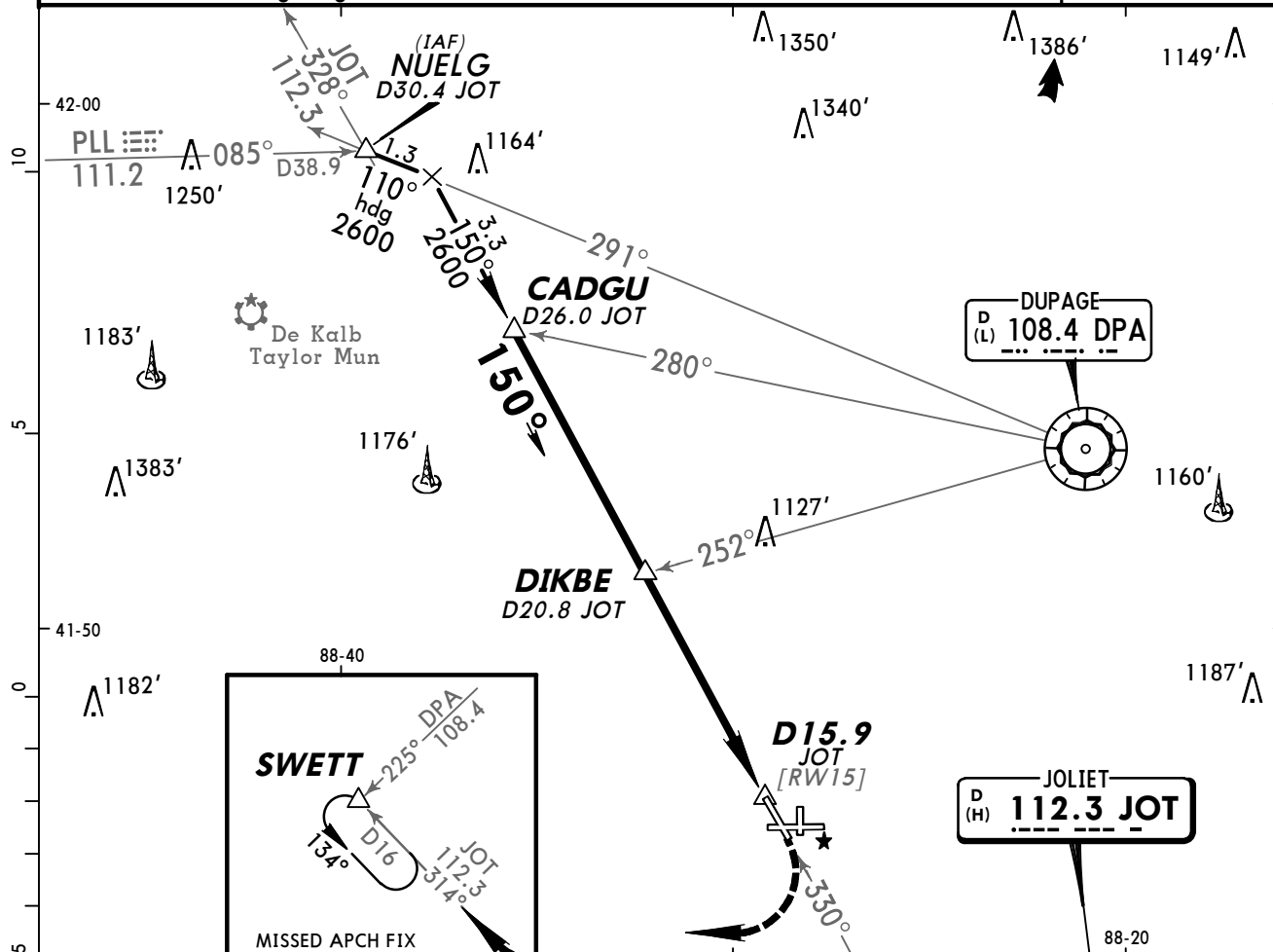
KARR/AUZ
AURORA MUN

JEPPesen
4 NOV 05 **(93-1)**

CHICAGO/AURORA, ILL
VOR Rwy 15

BRIEFING STRIP™

ATIS (ASOS when Twr Inop) 125.85		CHICAGO Approach (R) 133.5		*AURORA Tower CTAF 120.6		*Ground 121.7				
VOR JOT 112.3		Final Apch Crs 150°		Minimum Alt DIKBE 2300' (1588')		MDA(H) 1300' (588')		Apt Elev 712' TDZE 712'		2600' MSA JOT VOR
MISSED APCH: Climbing RIGHT turn to 3000' via JOT VOR R-314 to SWETT INT and hold.										
Alt Set: INCHES				Trans level: FL 180				Trans alt: 18000'		
1. Pilot controlled lighting 120.6.										



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	3000' JOT via 112.3 RT R-314 SWETT
Descent angle [3.00°]	372	478	531	637	743	849		
MAP at D15.9 JOT or DIKBE to MAP	4.9	4:12	3:16	2:56	2:27	2:06		

STRAIGHT-IN LANDING RWY15			CIRCLE-TO-LAND		
MDA(H) 1300' (588')			MDA(H)		
A	1		Max Kts 90	1300' (588') - 1	
B			120		
C	1½		140	1300' (588') - 1½	
D	1¾		165	1300' (588') - 2	

CHANGES: Charted obstructions.

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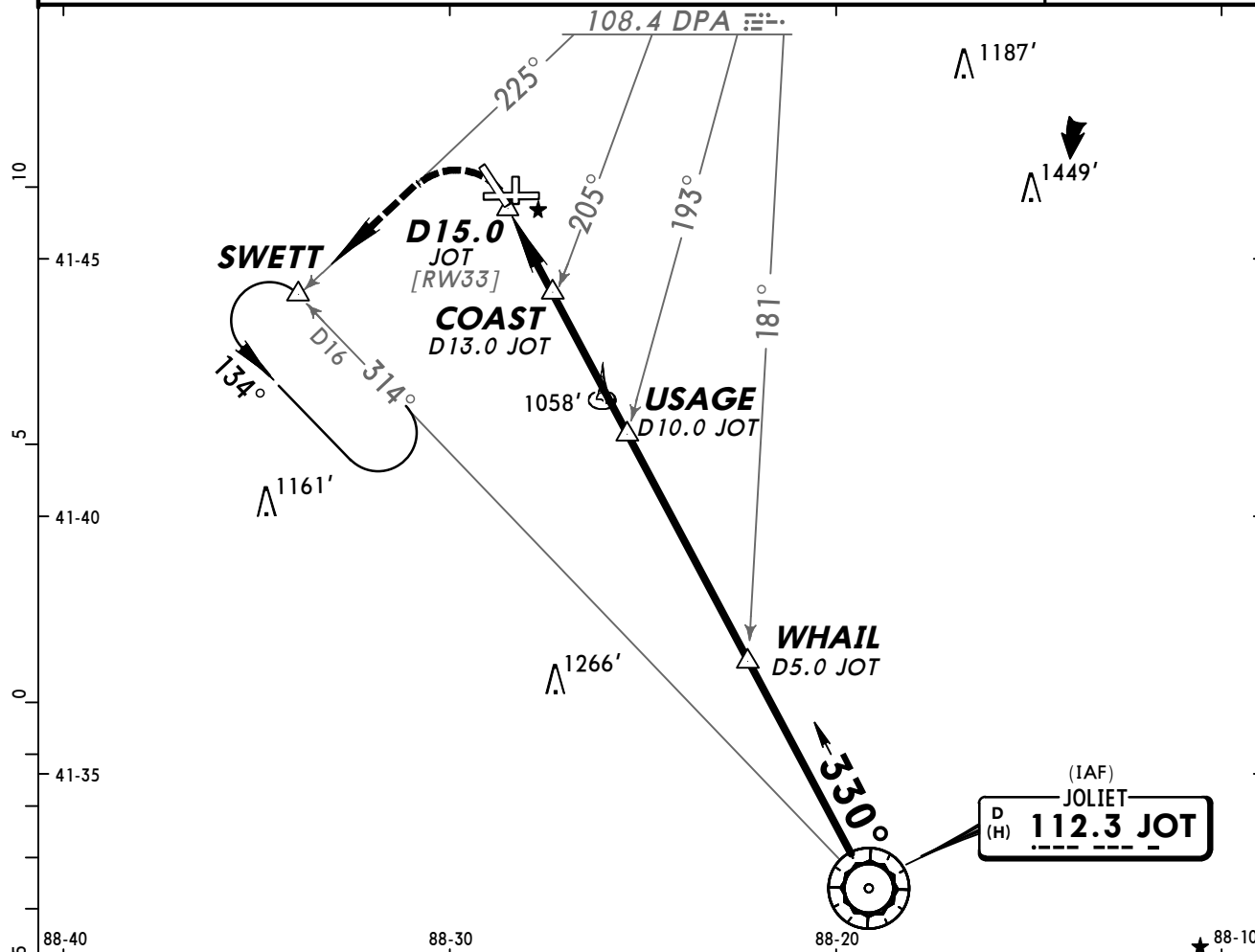
KARR/AUZ
AURORA MUN

JEPPESSEN
4 NOV 05 (93-2)

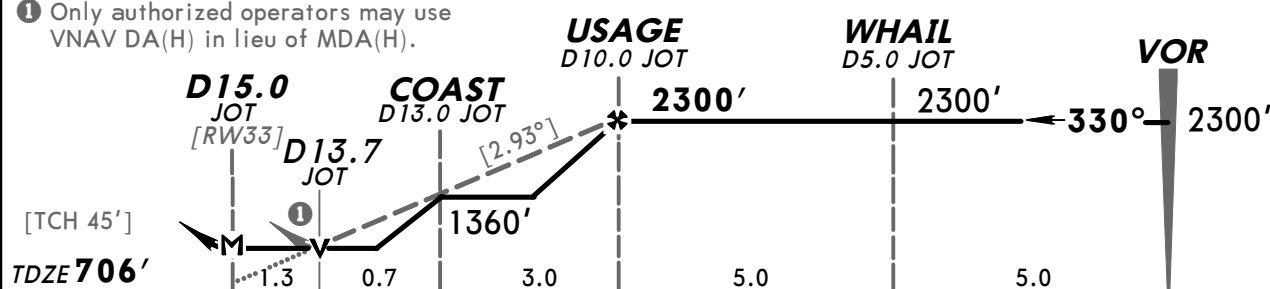
CHICAGO/AURORA, ILL
VOR Rwy 33

BRIEFING STRIP™

ATIS (ASOS when Twr Inop) 125.85		CHICAGO Approach (R) 133.5		*AURORA Tower CTAF 120.6		*Ground 121.7				
VOR JOT 112.3		Final Apch Crs 330°		Minimum Alt USAGE 2300' (1594')		MDA(H) (CONDITIONAL) 1160' (454')		Apt Elev 712' TDZE 706'		2600' MSA JOT VOR
MISSED APCH: Climbing LEFT turn to 3000' outbound via DPA VOR R-225 to SWETT INT and hold.										
Alt Set: INCHES 1. Pilot controlled lighting 120.6.				Trans level: FL 180				Trans alt: 18000'		



① Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [2.93°]	363	466	518	622	726	829
MAP at D15.0 JOT or USAGE to MAP	5.0	4:17	3:20	3:00	2:30	2:09
					1:53	

REIL	3000'	DPA	SWETT
PAPI-L	LT	via 108.4 R-225	

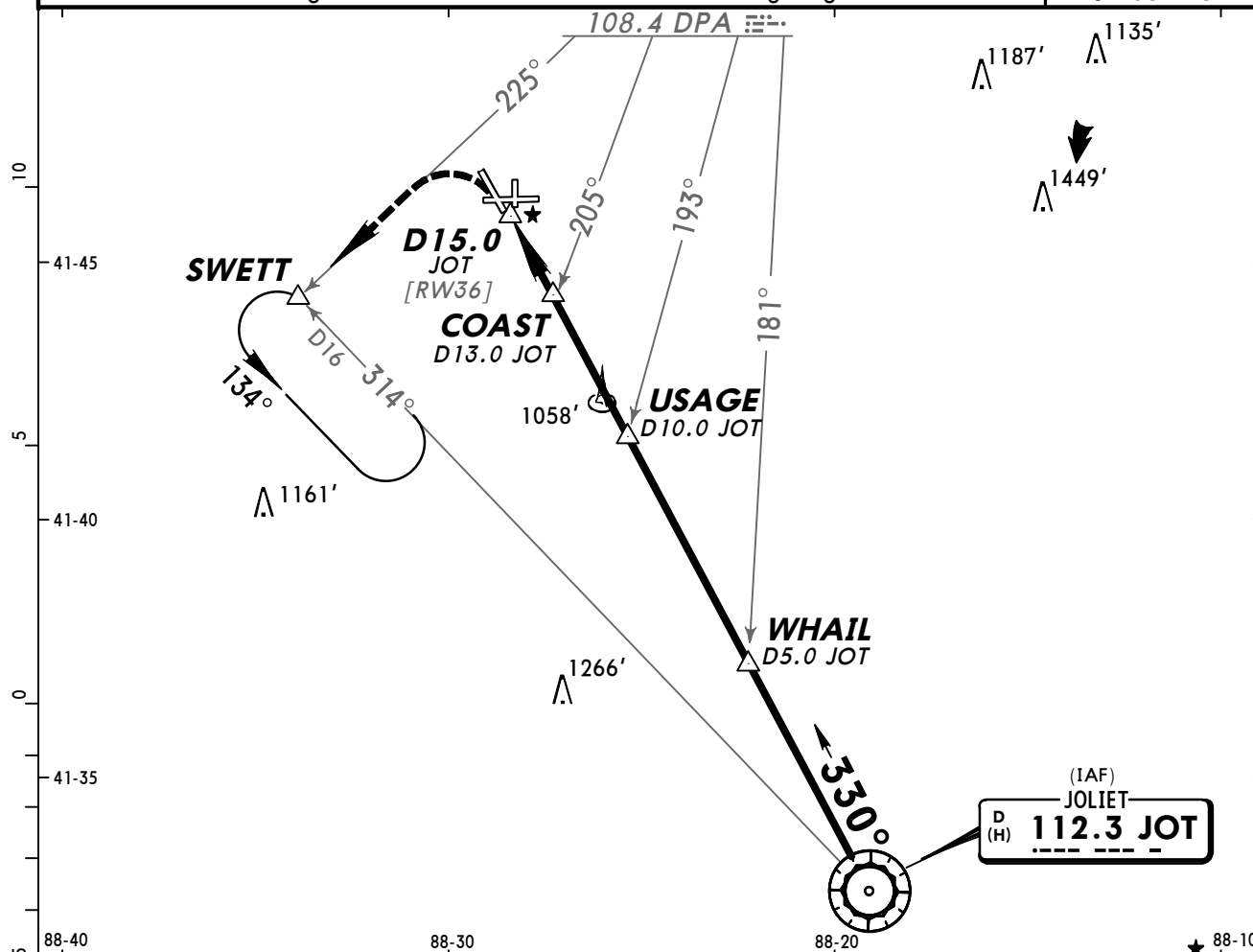
STRAIGHT-IN LANDING RWY 33				CIRCLE-TO-LAND			
MDA(H) 1160' (454')		MDA(H) 1360' (654')		With Coast		Without Coast	
With Coast		Without Coast		Max Kts	MDA(H)	MDA(H)	
A	1	1		90	1200' (488')-1	1360' (648')-1	
B	1 1/4	1 3/4		120	1200' (488')-1 1/2	1360' (648')-1 3/4	
C	1 1/2	2		140	1280' (568')-2	1360' (648')-2	
D				165			

CHANGES: Charted obstructions.

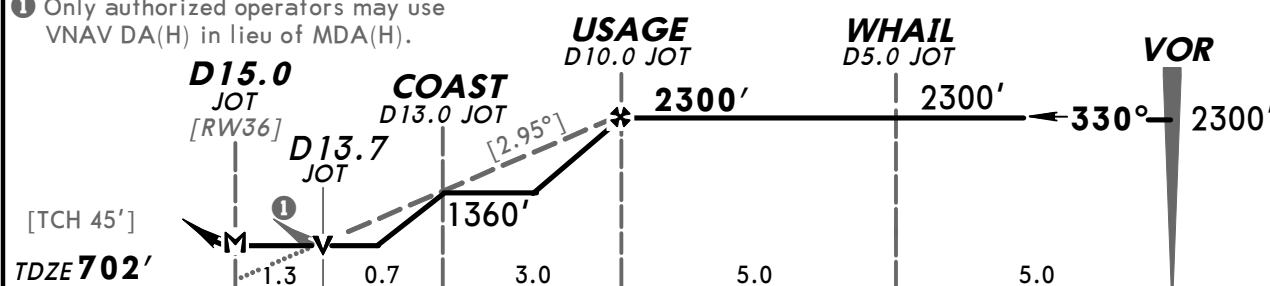
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BRIEFING STRIP

ATIS (ASOS when Twr Inop) 125.85	CHICAGO Approach (R) 133.5	*AURORA Tower CTAF 120.6	*Ground 121.7
VOR JOT 112.3	Final Apch Crs 330°	Minimum Alt USAGE 2300' (1598')	MDA(H) (CONDITIONAL) 1160' (458')
Apt Elev 712' TDZE 702'			
MISSED APCH: Climbing LEFT turn to 3000' outbound via DPA VOR R-225 to SWETT INT and hold.			
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'			
1. VGSI and descent angles not coincident. 2. Pilot controlled lighting 120.6.			
MSA JOT VOR			



① Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [2.95°]	365	470	522	626	731	835
MAP at D15.0 JOT or USAGE to MAP	5.0	4:17	3:20	3:00	2:30	2:09
					1:53	

REIL
VASI-L

3000'
via 108.4
LT R-225

DPA
R-225

SWETT

STRAIGHT-IN LANDING RWY 36

CIRCLE-TO-LAND

MDA(H) 1160' (458')		MDA(H) 1360' (658')		With Coast		Without Coast	
With Coast		Without Coast		Max Kts	MDA(H)	MDA(H)	
A	1	1		90	1200' (488')-1	1360' (648')-1	
B				120			
C	1¼	1¾		140	1200' (488')-1½	1360' (648')-1¾	
D	1½	2		165	1280' (568')-2	1360' (648')-2	

General Information

Location: Belleville IL USA
IATA Code: BLV
Lat/Long: N38° 32.7' W089° 50.1'
Elevation: 459 ft

Airport Use: Joint
Magnetic Variation: 1.3°W
Sectional Chart: St Louis

Fuel Types: 100 Octane (LL), Jet A, Jet A+
Oxygen Types: High Pressure, LP Bottle
Repair Types: Major Engine
Customs: No
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1235 Z
Sunset: 2350 Z,

Runway Information

Runway: 14L
Length x Width: 10000 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 442 ft
Lighting: Edge, REIL

Runway: 14R
Length x Width: 8011 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 459 ft
Lighting: Edge, ALS

Runway: 32L
Length x Width: 8011 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 438 ft
Lighting: Edge, ALS
Displaced Threshold: 210 ft
Stopway: 1000 ft

Runway: 32R
Length x Width: 10000 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 442 ft
Lighting: Edge, ALS

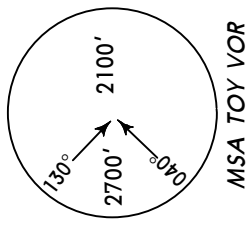
Communication Information

ATIS 128.7
Scott Tower 128.25
Scott Ground Control 119.2
Scott Clearance Delivery 119.875
St Louis Approach Control 125.2
St Louis Departure Control 125.2
Midamerica Unicom 122.95

ST LOUIS
Departure (R)
125.2

Apt Elev
See graphic

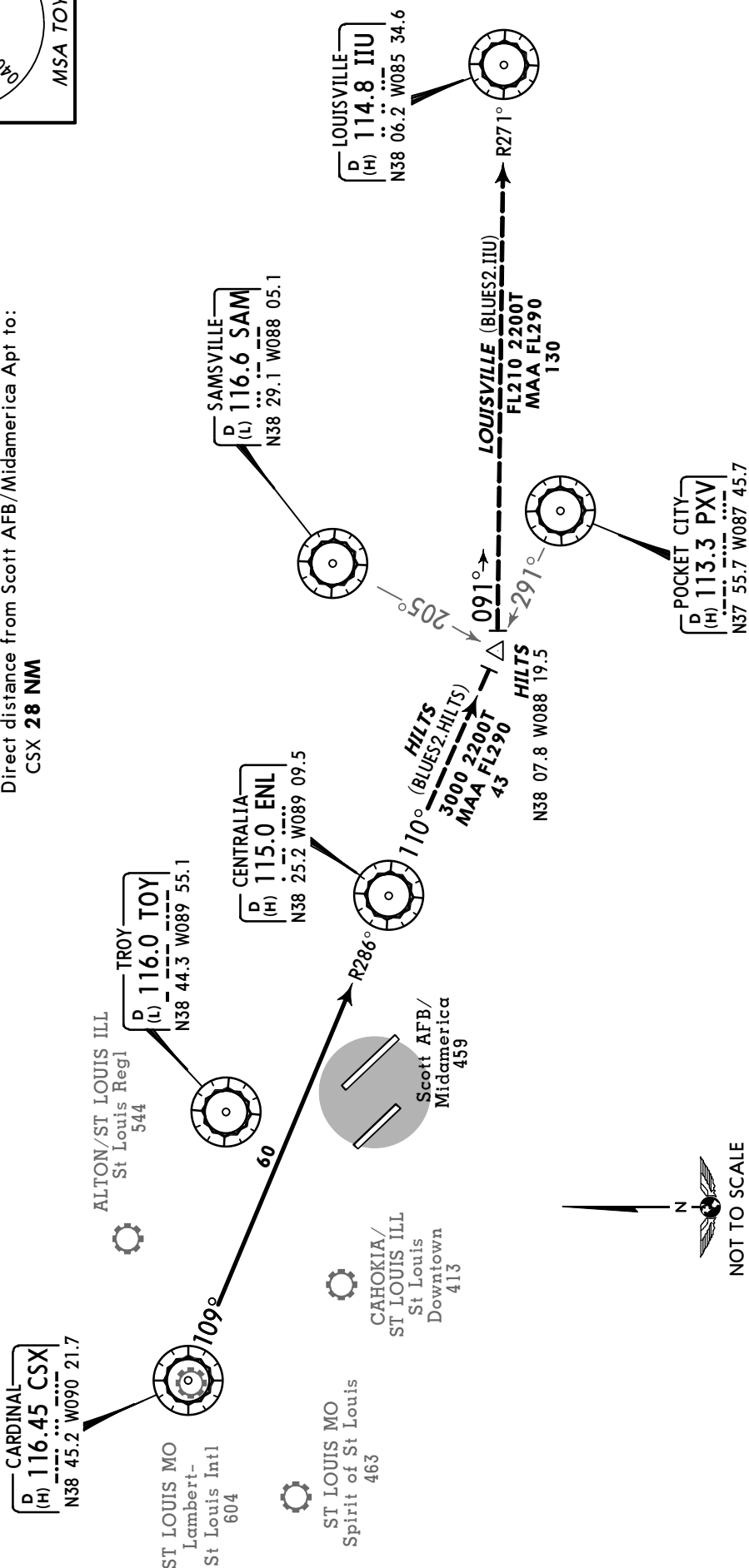
Trans level: FL 180 Trans alt: 18000'
Turbojets only.



MSA TOY VOR

BLUES TWO DEPARTURE (BLUES2.STL)

Direct distance from Scott AFB/Midamerica Apt to:
CSX **28 NM**

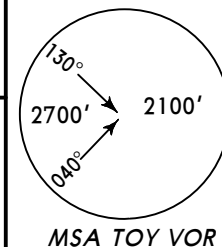


INITIAL CLIMB	ALTITUDE
Fly assigned heading for vector to appropriate route. From over CSX via CSX R-109 and ENL R-286 to ENL, then via transition or assigned route. EXPECT clearance to filed altitude 10 minutes after departure.	Climb and MAINTAIN 2500' or assigned altitude

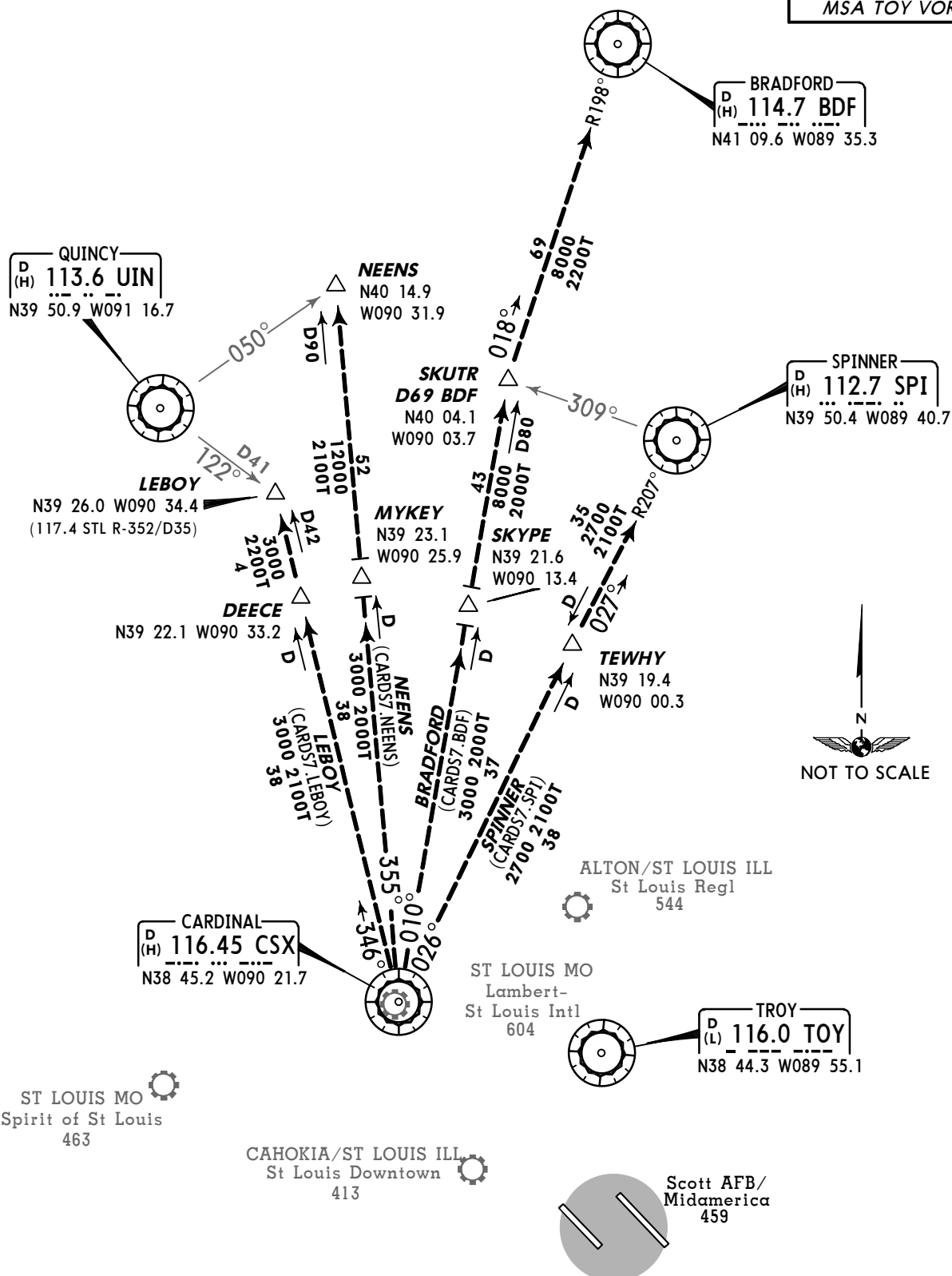
ST LOUIS
Departure (R)
125.2

Apt Elev
See graphic

Trans level: FL 180 Trans alt: 18000'
DME and RADAR required.



CARDS SEVEN DEPARTURE (CARDS7.STL)



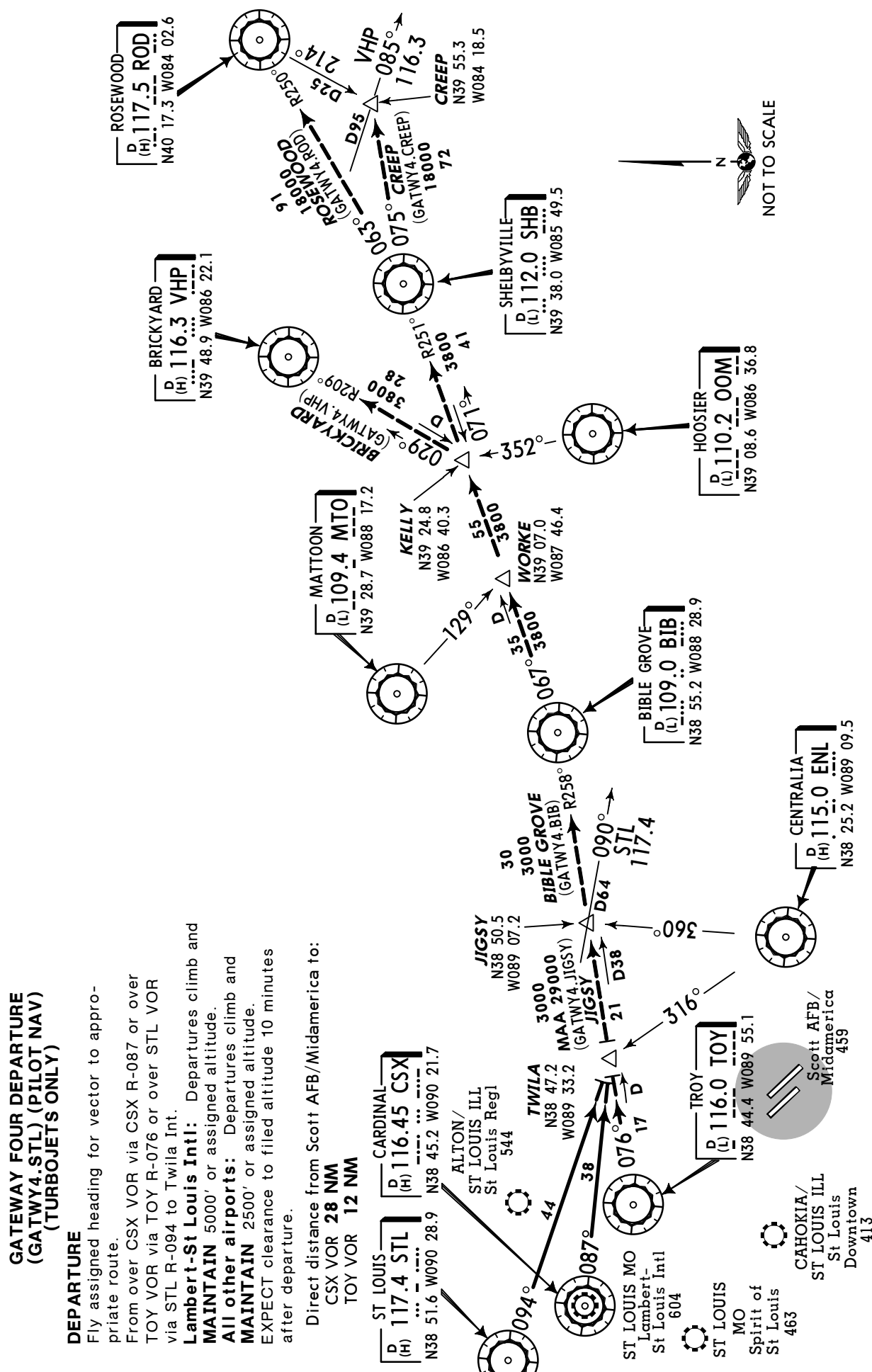
Direct distance from Scott AFB/Midamerica Apt to:
CSX 28 NM

This SID requires take-off minimums
(for standard minimums, refer to airport chart):
Rwys 14L/R, 32L/R: Standard (or lower than
standard, if authorized).

INITIAL CLIMB

EXPECT vectors to appropriate route. EXPECT filed altitude 10 minutes after departure.

GATEWAY FOUR DEPARTURE (GATWY4.STL) (PILOT NAV)



LINDBERGH TWO DEPARTURE (LINDY2.STL) (PILOT NAV)**DEPARTURE**

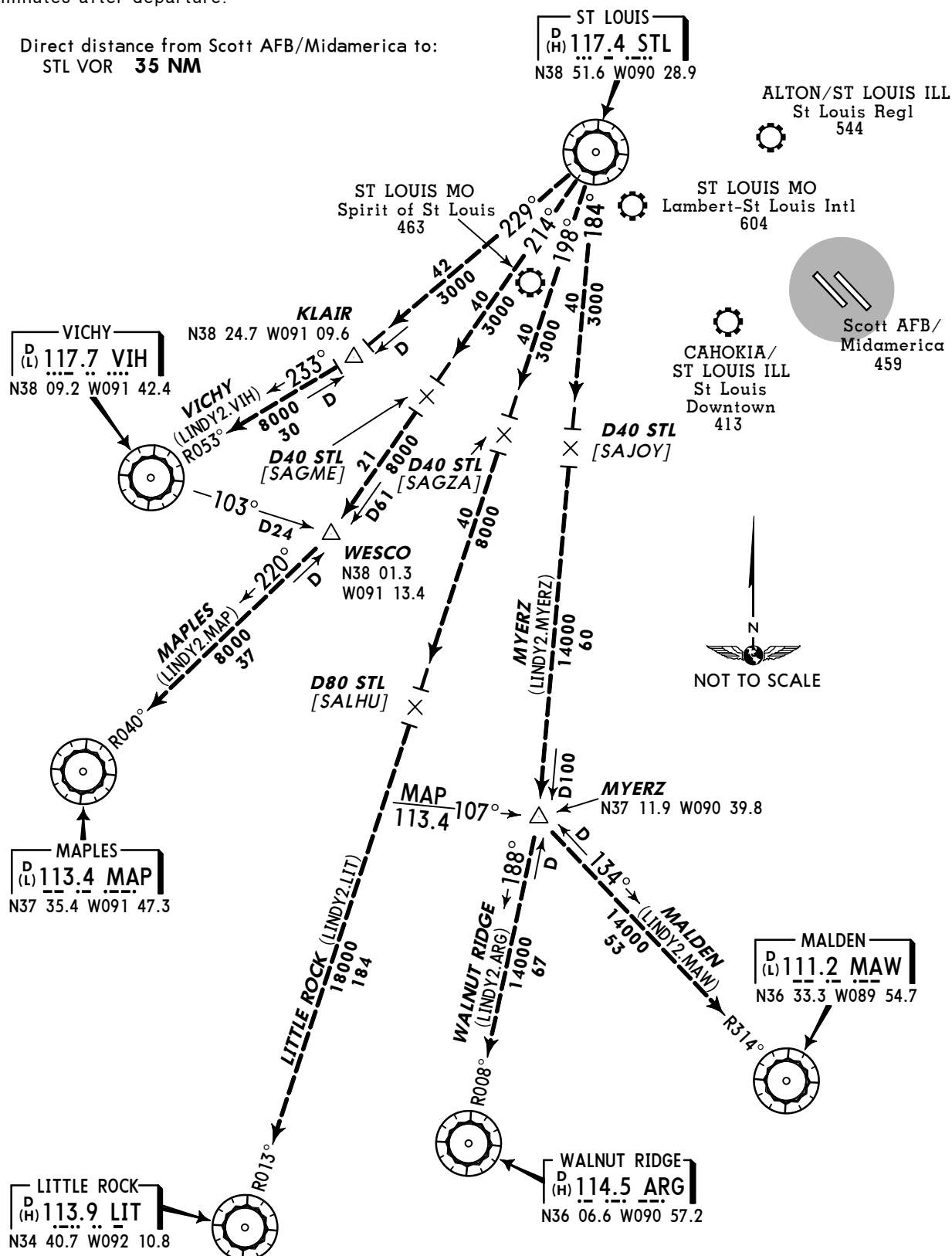
Fly assigned heading for vector to appropriate route.

Lambert-St Louis Intl: Turbojet departures climb and **MAINTAIN** 5000' or assigned altitude. Propeller driven departures climb and **MAINTAIN** 3000' or assigned altitude.

All other airports: Departures climb and **MAINTAIN** 2500' or assigned altitude.

EXPECT clearance to filed altitude 10 minutes after departure.

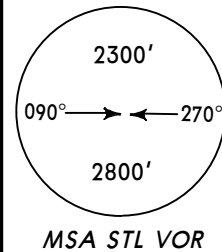
Direct distance from Scott AFB/Midamerica to:
STL VOR **35 NM**



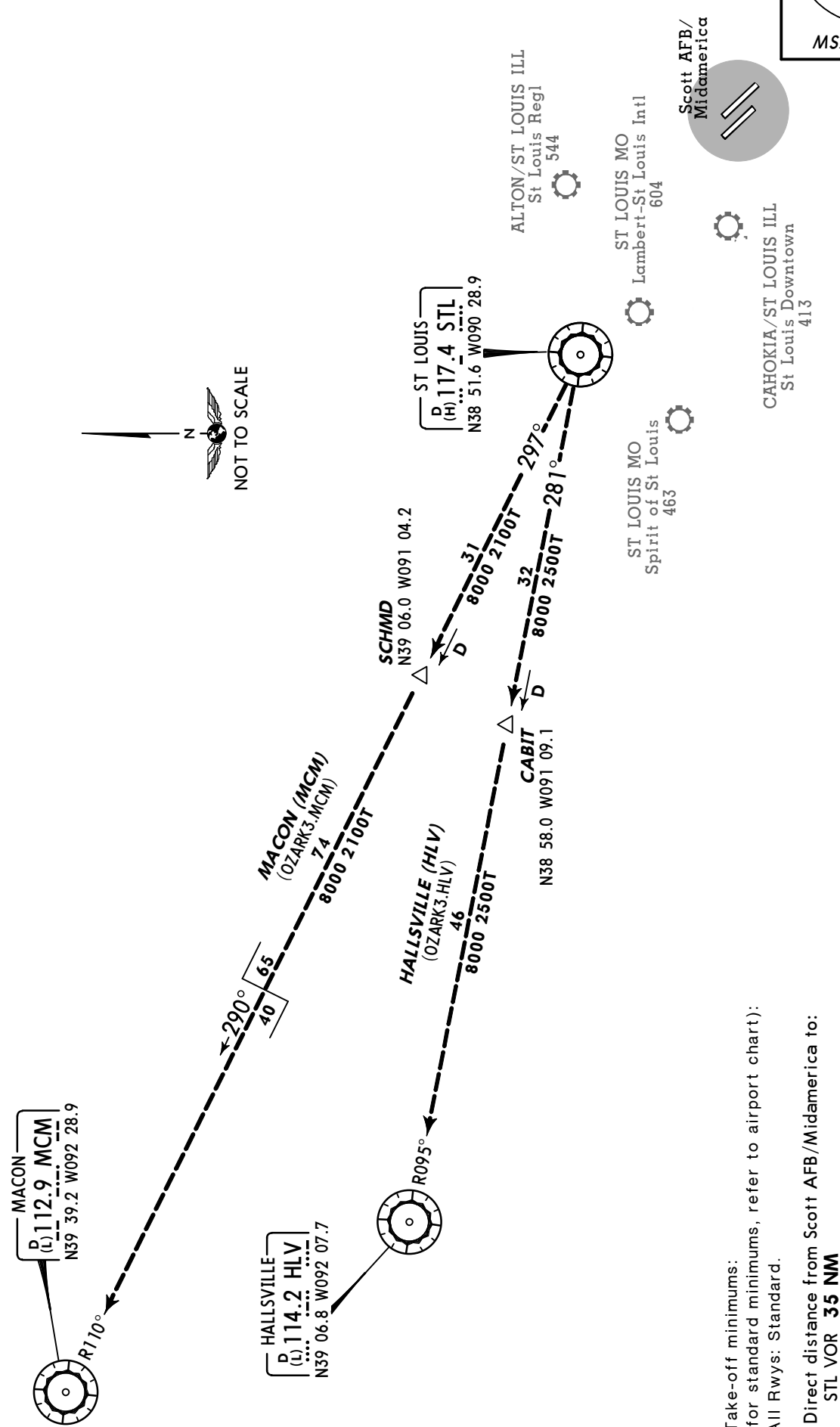
ST LOUIS Departure (R)
125.2

Apt Elev
459'

Trans level: FL180 Trans alt: 18000'.
1. DME and RADAR required.



OZARK THREE DEPARTURE (OZARK3.STL)



Take-off minimums:
(for standard minimums, refer to airport chart):
All Rwys: Standard.

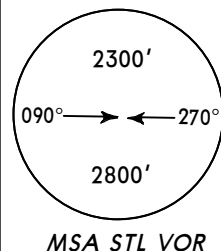
Direct distance from Scott AFB/Midamerica to:
STL VOR **35 NM**

ROUTING		ALTITUDE
Fly assigned heading for vector to appropriate route. EXPECT clearance to filed altitude 10 minutes after departure.		MAINTAIN 2500' or higher assigned altitude.

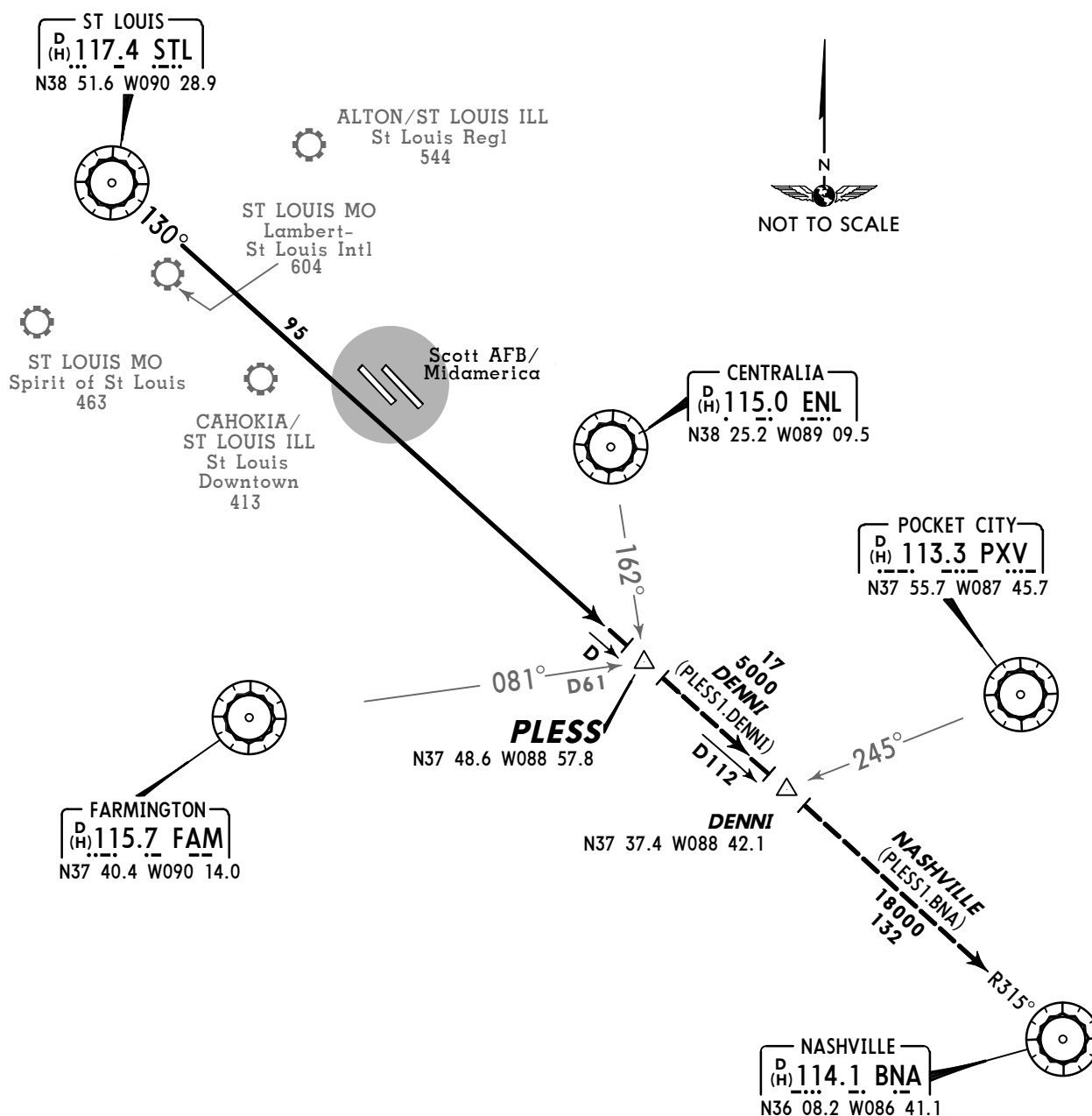
ST LOUIS Departure (R)
125.2

Apt Elev
459'

Trans level: FL180 Trans alt: 18000'.
1. Authorized for turbojet aircraft only.



PLESS ONE DEPARTURE (PLESS1.STL) (PILOT NAV)



Direct distance from Scott AFB/Midamerica to:
STL VOR **35 NM**

ROUTING

Fly assigned heading for vector to appropriate route.
From over STL via STL R-130 to PLESS, then via (transition) or
(assigned route). EXPECT clearance to filed altitude 10 minutes after
departure.

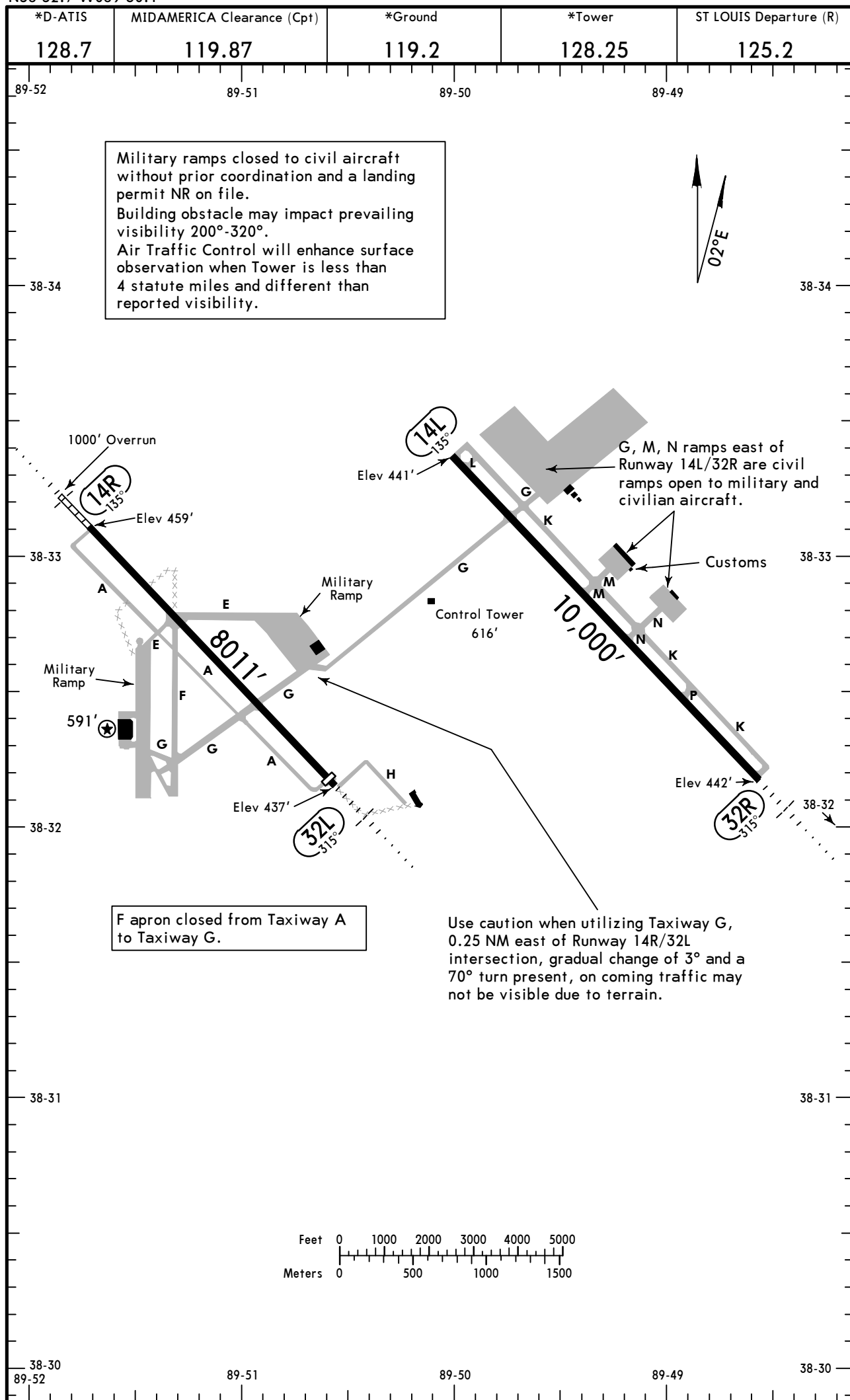
ALTITUDE

Climb and **MAINTAIN**
2500' or assigned
altitude.

KBLV/BLV
Apt Elev **459'**
N38 32.7 W089 50.1

JEPPESEN
3 FEB 12 **(10-9)** **Eff 9 Feb**

BELLEVILLE, ILL
SCOTT AFB/MIDAMERICA



CHANGES: None.

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GENERAL

CAUTION: Dense civilian air traffic all quadrants, all altitudes.

RESTRICTED: Full weather at altitude (PIREP only) service available 24 hours.

All inbound aircraft must contact 375 command post or 126th ANG command post no later than 30 minutes prior to landing.

Aircraft arriving Scott with more than 30 passengers after hours contact base ops 24 hours in advance.

Military support may not be available on MidAmerican side of field without prior coordination through Scott AFB. Prior permission issued up to 7 days prior to arrival.

Deer, birds and waterfowl in vicinity of airport.

Runway 32R, right traffic pattern.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		LANDING BEYOND Threshold	Glide Slope		
14R ① ② 32L	HIRL MALSR PAPI-L (angle 3.0°) RVR		6915'		150'
		7801'	6720'		

① Rwy 14R/32L; expect reduced rwy braking due to rubber deposits on both ends of runway.

Rwy 14R/32L not suitable for 747 aircraft.

Locked wheel and 180° turns prohibited.

② Center 5000' has porous friction course overlay.

14L	HIRL REIL PAPI-R (angle 3.00°) grooved RVR		8951'		150'
32R	HIRL MALSR PAPI-L (angle 3.00°) grooved RVR				

TAKE-OFF**Rwys 14L, 14R, 32R**

Both RVRs are required and controlling.	Adequate Vis Ref	STD	
RCLM & HIRL		3 & 4 Eng	1 & 2 Eng
TDZ RVR 10 Rollout RVR 10	RVR 16 or $\frac{1}{4}$	RVR 24 or $\frac{1}{2}$	RVR 50 or 1

Rwy 32L

With min climb of 250'/NM to 800'

Both RVRs are required and controlling.	Adequate Vis Ref	STD		Other
RCLM & HIRL		3 & 4 Eng	1 & 2 Eng	
TDZ RVR 10 Rollout RVR 10	RVR 16 or $\frac{1}{4}$	RVR 24 or $\frac{1}{2}$	RVR 50 or 1	300-1½

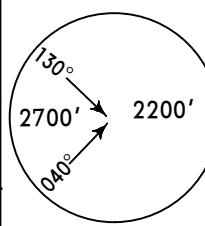
FOR FILING AS ALTERNATE

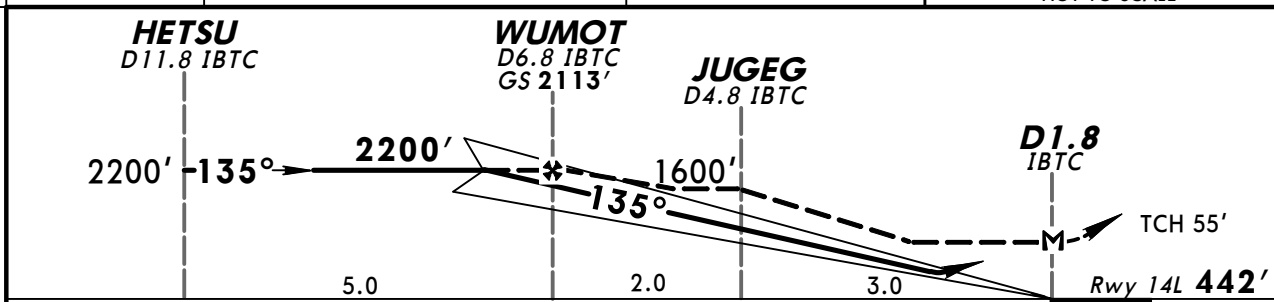
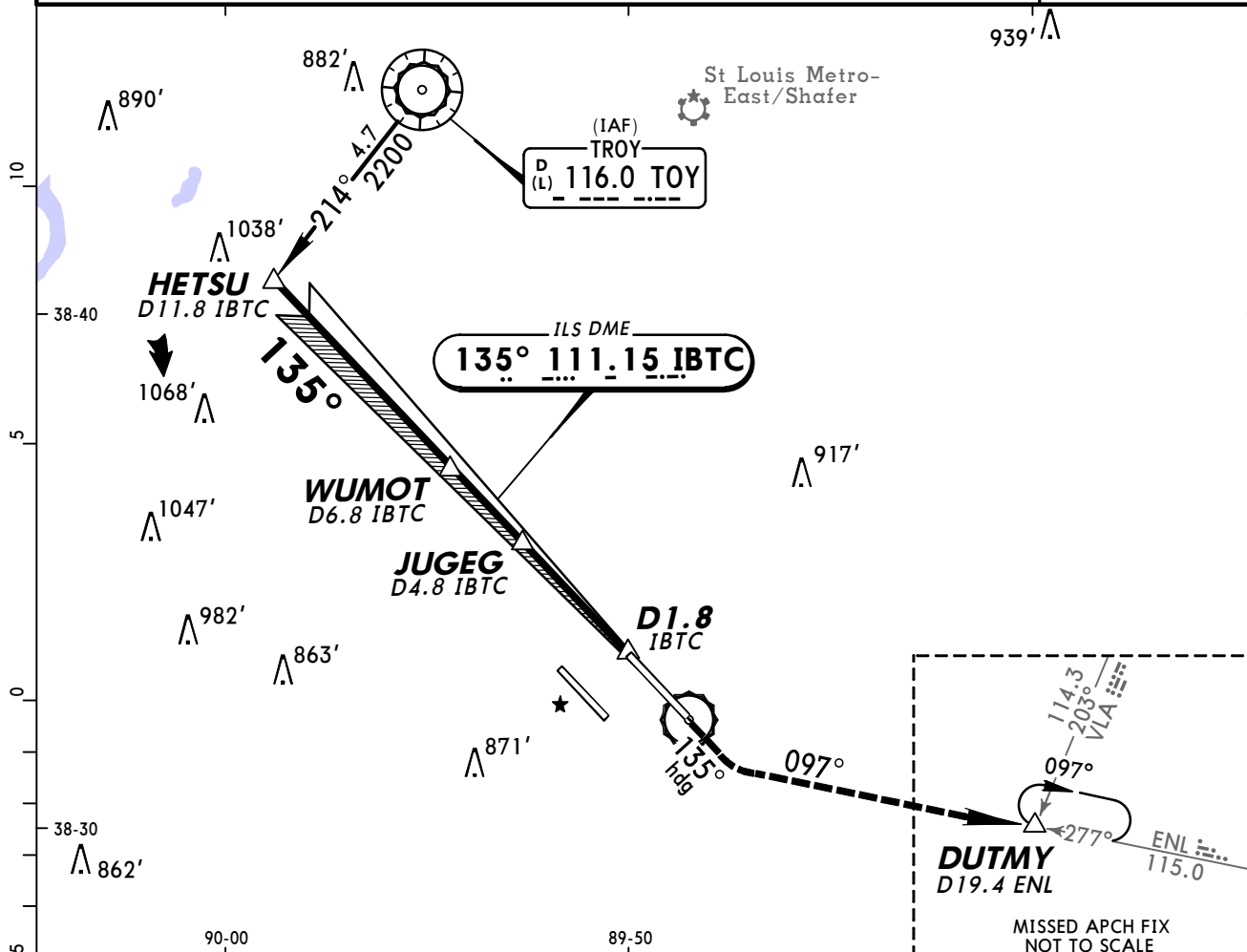
Authorized Only When Twr Operating			Authorized Only When Twr Operating		Authorized Only When Local Weather Available	
ILS Rwy 14L ILS Rwy 14R ILS Rwy 32R		ILS Rwy 32L	LOC DME Rwy 14L LOC Rwy 14R LOC Rwy 32R	LOC DME Rwy 32L	RNAV (GPS) Rwy 14L RNAV (GPS) Rwy 32R	Other
A	600-2	600-2	800-2	800-2	800-2	NA
B		700-2				
C	700-2					
D	800-2½	800-2½	800-2½	800-2½	800-2½	

CHANGES: Alternate minimums.

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BRIEFING STRIP™

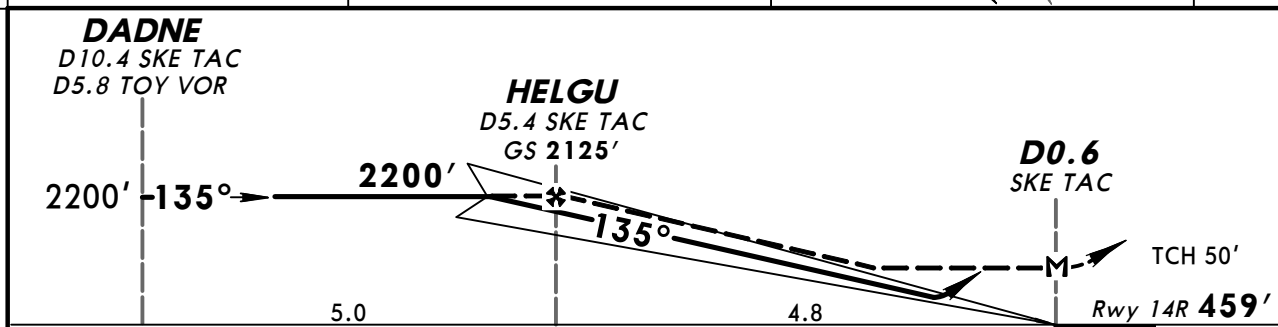
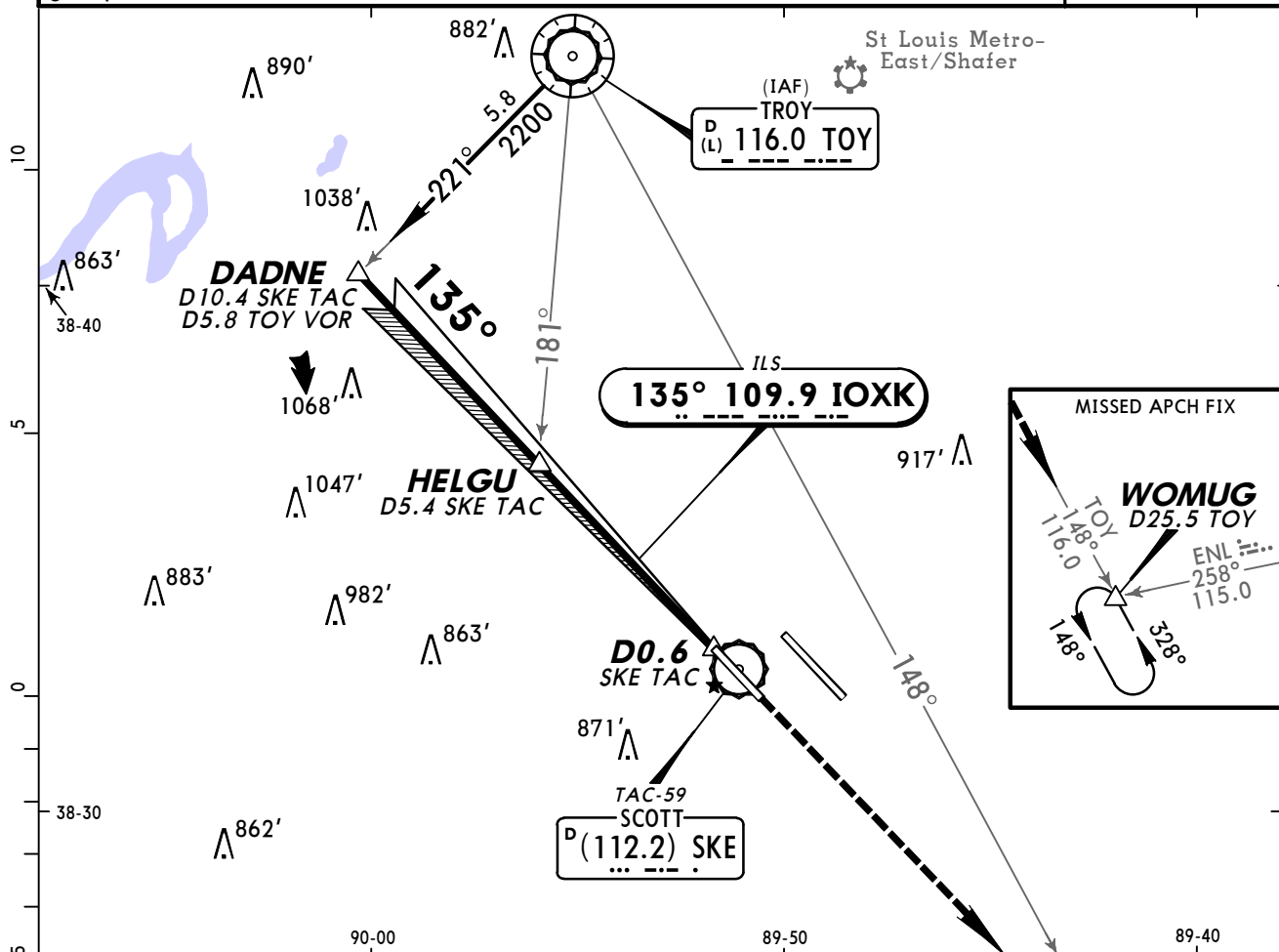
*D-ATIS 128.7		ST LOUIS Approach (R) 125.2		*MIDAMERICA Tower 128.25		*Ground 119.2	
LOC IBTC 111.15	Final Apch Crs 135°	GS WUMOT 2113' (1671')	ILS DA(H) 642' (200')	Apt Elev 459' Rwy 14L 442'			
MISSED APCH: Climb to 2000' via heading 135° and inbound on ENL VOR R-277 to DUTMY INT/D19.4 ENL and hold.							
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
1. DME required. 2. VGSI and ILS glidepath not coincident.							
MSA TOY VOR							



Gnd speed-Kts	70	90	100	120	140	160	REIL		2000'	135°	ENL	DUTMY
GS	3.00°	372	478	531	637	743	PAPI-R		↑	via	115.0	
MAP at D1.8 IBTC										hdg	R-277	

STRAIGHT-IN LANDING RWY14L				CIRCLE-TO-LAND	
ILS		LOC (GS out)		Max Kts	MDA(H)
DA(H) 642' (200')		MDA(H) 900' (458')		90	1000' (541')-1
3/4		1		120	1060' (601')-1
		1 3/8		140	1060' (601')-1 3/4
		1 1/2		165	1240' (781')-2 1/2

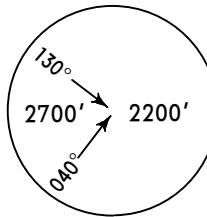
*D-ATIS 128.7	ST LOUIS Approach (R) 125.2	*MIDAMERICA Tower 128.25	*Ground 119.2
LOC IOXK 109.9	Final Apch Crs 135°	GS HELGU 2125' (1666')	ILS DA(H) 659' (200')
Apt Elev 459' Rwy 14R 459'			
MISSED APCH: Climb to 2200' then outbound on TOY VOR R-148 to WOMUG INT and hold.			
Alt Set: INCHES		Trans level: FL 180	
1. Procedure not authorized when Twr inop. 2. DME from SKE TAC. 3. VGSI and ILS glidepath not coincident.		Trans alt: 18000'	
			MSA TOY VOR

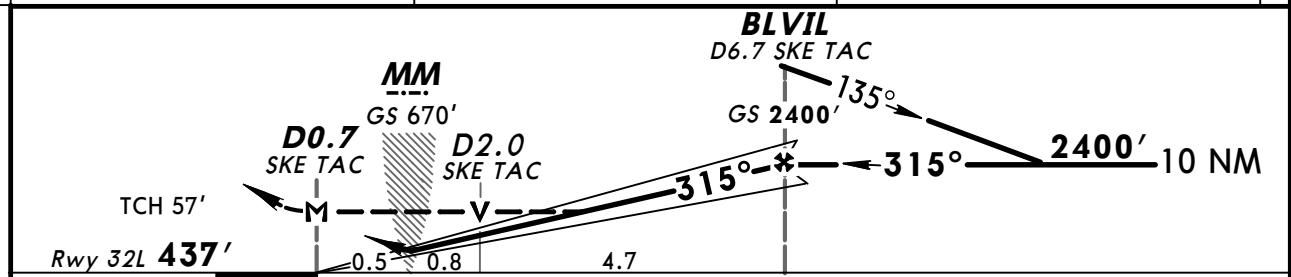
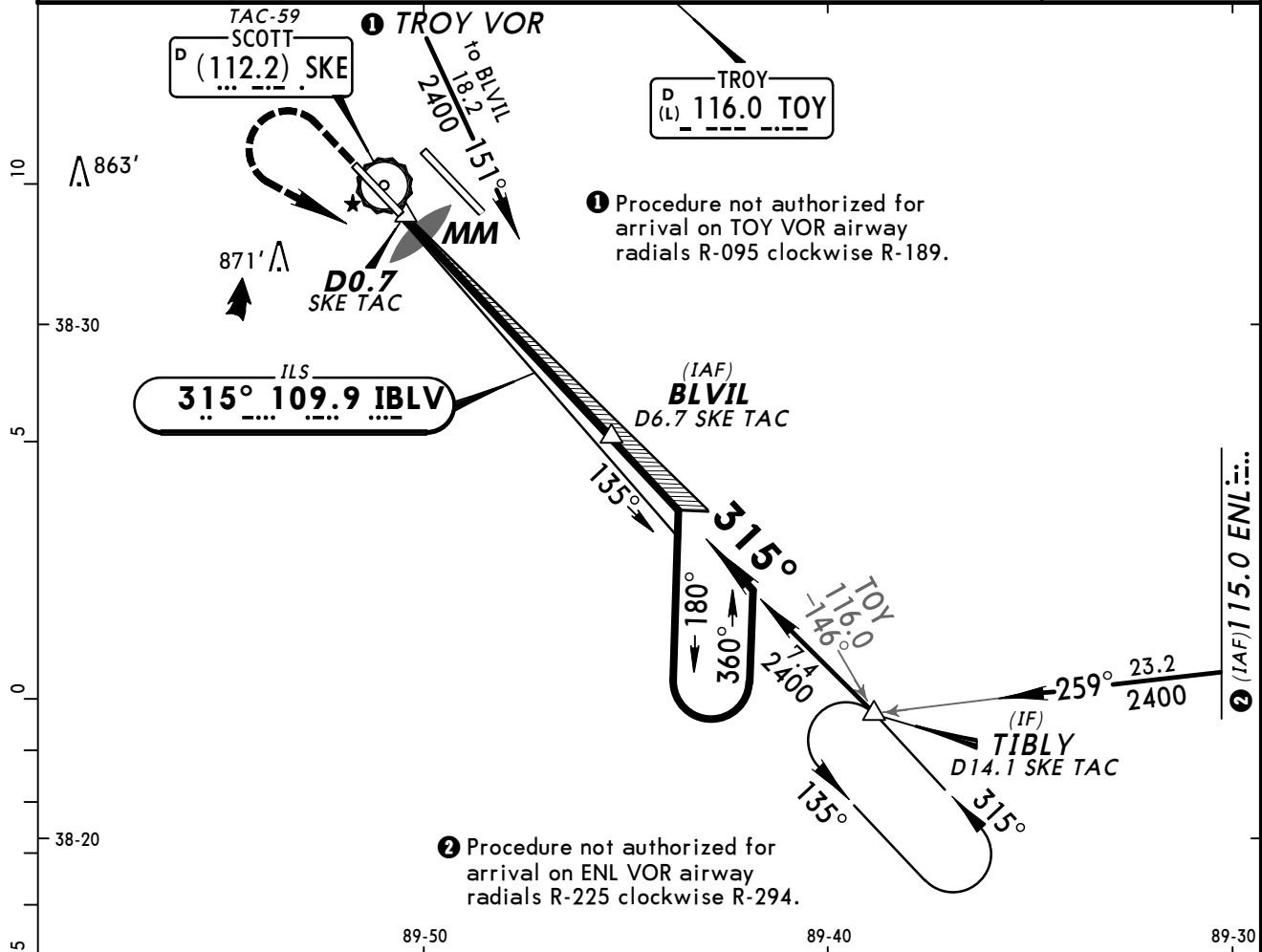


Gnd speed-Kts	70	90	100	120	140	160	MALSR	2200'	TOY	WOMUG
GS	3.00°	372	478	531	637	743	PAPI	↑	116.0	R-148
MAP at D0.6 SKE TAC or HELGU to MAP	4.8	4:07	3:12	2:53	2:24	2:03	1:48			

STRAIGHT-IN LANDING RWY14R			CIRCLE-TO-LAND		
ILS		LOC (GS out)			
DA(H) 659' (200')		MDA(H) 1000' (541')			
FULL	RAIL or ALS out	RAIL out	ALS out	Max Kts	MDA(H)
A		RVR 24 or 1/2	RVR 40 or 3/4	90	1000' (541') - 1
B				120	1060' (601') - 1
C	1 RVR 24 or 1/2	RVR 40 or 3/4		140	1060' (601') - 1 3/4
D		RVR 60 or 1 1/8	1 3/8	165	1240' (781') - 2 1/2

1 RVR 18 with Flight Director or Autopilot or HUD to DA.

*D-ATIS		ST LOUIS Approach (R)		*MIDAMERICA Tower		*Ground	
128.7		125.2		128.25		119.2	
LOC IBLV 109.9	Final Apch Crs 315°	GS BLVIL 2400' (1963')	ILS DA(H) 637' (200')	Apt Elev 459' Rwy 32L 437'		 MSA TOY VOR	
MISSED APCH: Climb to 1500' then climbing LEFT turn to 2400' outbound on IBLV LOC SOUTHEAST course 135° to TIBLY INT/D14.1 SKE TAC and hold.							
Alt Set: INCHES							

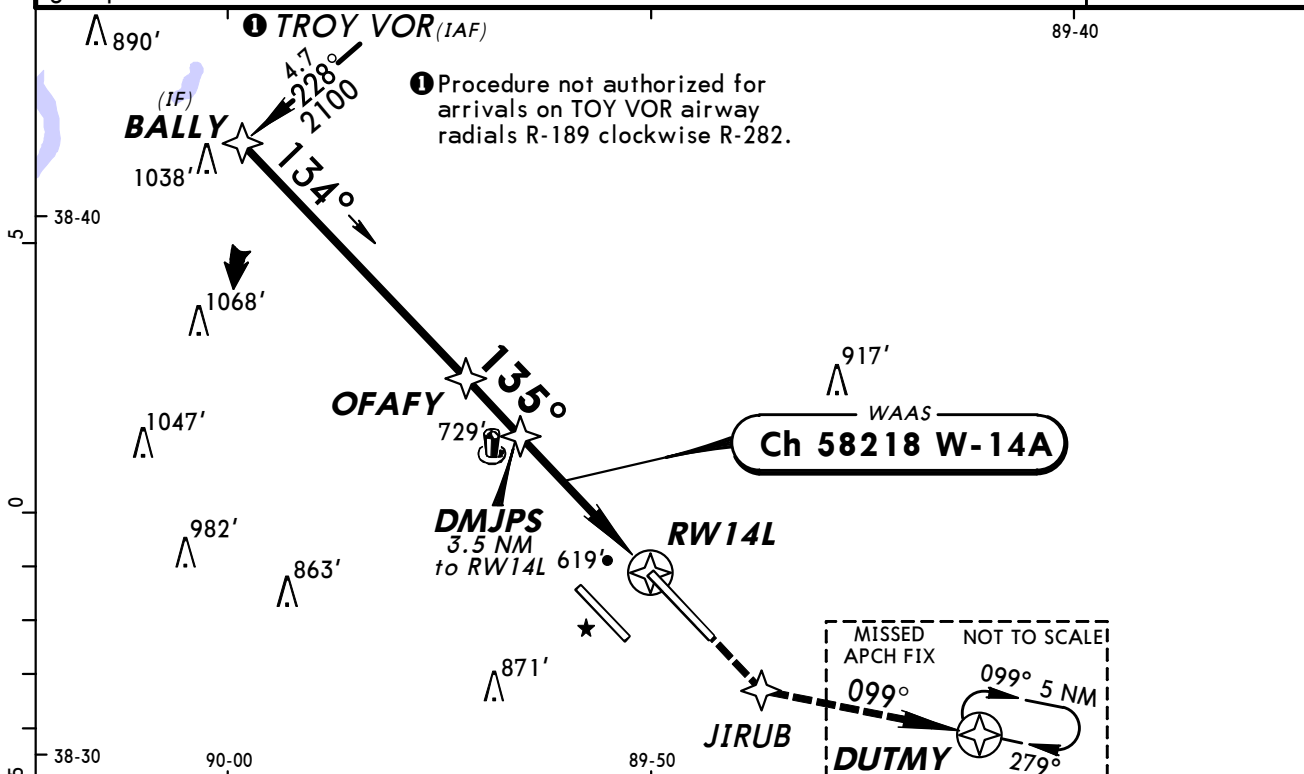
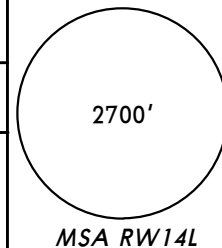


Gnd speed-Kts	70	90	100	120	140	160	MALSR		1500'	2400'	IBLV 109.9	TIBLY
GS	3.00°	372	478	531	637	743	PAPI		↑	LT	on SOUTHEAST COURSE	
MAP at D0.7 SKE TAC												

TERPS STRAIGHT-IN LANDING RWY32L						CIRCLE-TO-LAND	
ILS			LOC (GS out)			Max Kts	MDA(H)
DA(H) 637' (200')			MDA(H) 920' (483')				
FULL	RAIL or ALS out		RAIL out	ALS out			
A			RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1	90	1000' (541') - 1
B	1 RVR 24 or 1/2	RVR 40 or 3/4				120	1060' (601') - 1
C			RVR 50 or 1	RVR 60 or 1 1/8	1 3/8	140	1060' (601') - 1 3/4
D						165	1240' (781') - 2 1/2

1 RVR 18 with Flight Director or Autopilot or HUD to DA.

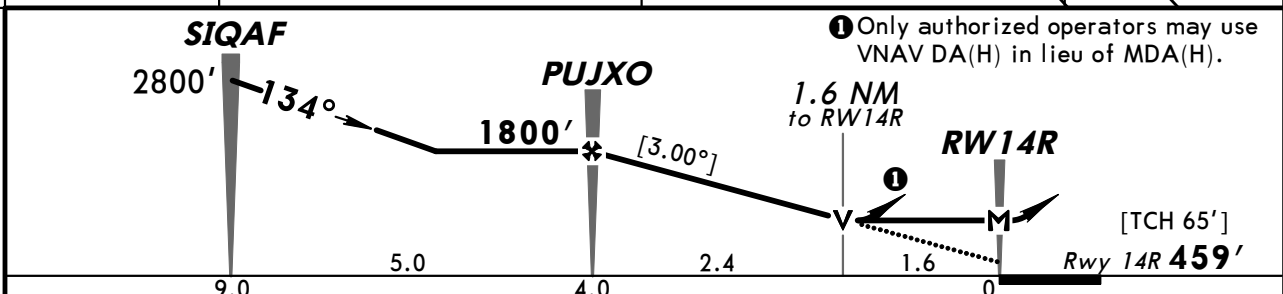
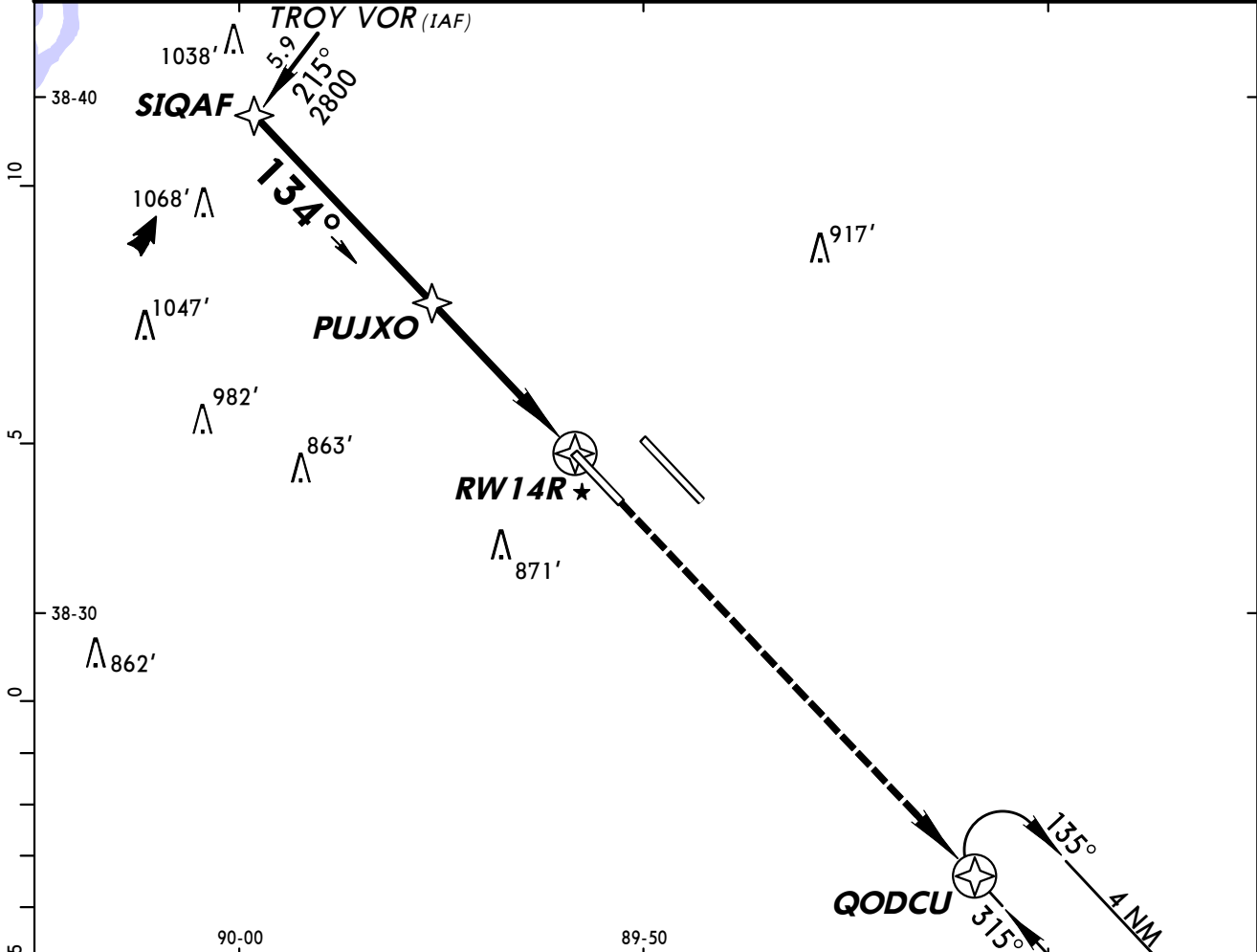
*D-ATIS 128.7	ST LOUIS Approach (R) 125.2	*MIDAMERICA Tower 128.25	*Ground 119.2
WAAS Ch 58218 W-14A	Final Apch Crs 135°	Minimum Alt OFAFY 2100' (1658')	LPV DA(H) (CONDITIONAL) 642' (200')
Apt Elev 459' TDZE 442'			
MISSED APCH: Climb to 2300' direct JIRUB and on track 099° to DUTMY and hold.			
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'			
1. Use local altimeter setting; if not received, use St Louis Downtown altimeter setting. 2. Baro-VNAV and VDP not authorized when using St Louis Downtown altimeter setting. 3. DME/DME RNP-0.30 not authorized. 4. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C(5°F) or above 48°C (118°F). 5. Visibility reduction by helicopters not authorized. 6. VGSI and RNAV glidepath not coincident.			



BALLY	OFAFY	DMJPS 3.5 NM to RW14L	RW14L	JIRUB	DUTMY
2100'	2100'	1620'	1.2 NM to RW14L	TCH 55'	TDZE 442'
11.0	6.0	5.0	1.5	2.1	0.2 0.7 0.5
Gnd Speed-Kts	70	90	100	120	140 160
Glide Path Angle	3.00°	372	478	531	637 743 849
MAP at RW14L					
REIL PAPI-R					
2300'					
JIRUB					

STRAIGHT-IN LANDING RWY 14L					CIRCLE-TO-LAND	
With Local Altimeter Setting					With Local Altimeter Setting	
LPV		LNAV/VNAV	LNAV	Max Kts	MDA(H)	
DA(H) 642' (200')		DA(H) 934' (492')	MDA(H) 900' (458')	90	1000' (541')-1	
A	RVR 40 or $\frac{3}{4}$	$1\frac{3}{4}$	RVR 50 or 1	120	1060' (601')-1	
B			RVR 60 or $1\frac{1}{4}$	140	1060' (601')-1 $\frac{3}{4}$	
C				165	1240' (781')-2 $\frac{1}{2}$	
D					$1\frac{1}{2}$	
With St Louis Downtown Altimeter Setting					With St Louis Downtown Altimeter Setting	
LPV		LNAV/VNAV	LNAV	Max Kts	MDA(H)	
DA(H) 684' (242')		DA(H) 976' (534')	MDA(H) 960' (518')	90	1060' (601')-1	
A	RVR 40 or $\frac{3}{4}$	$1\frac{3}{4}$	RVR 50 or 1	120	1120' (661')-1	
B			$1\frac{1}{2}$	140	1120' (661')-1 $\frac{3}{4}$	
C				165	1300' (841')-2 $\frac{3}{4}$	
D					$1\frac{3}{4}$	

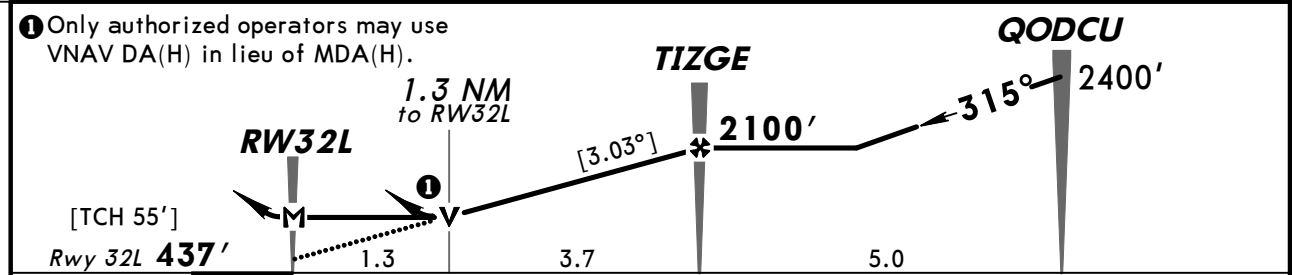
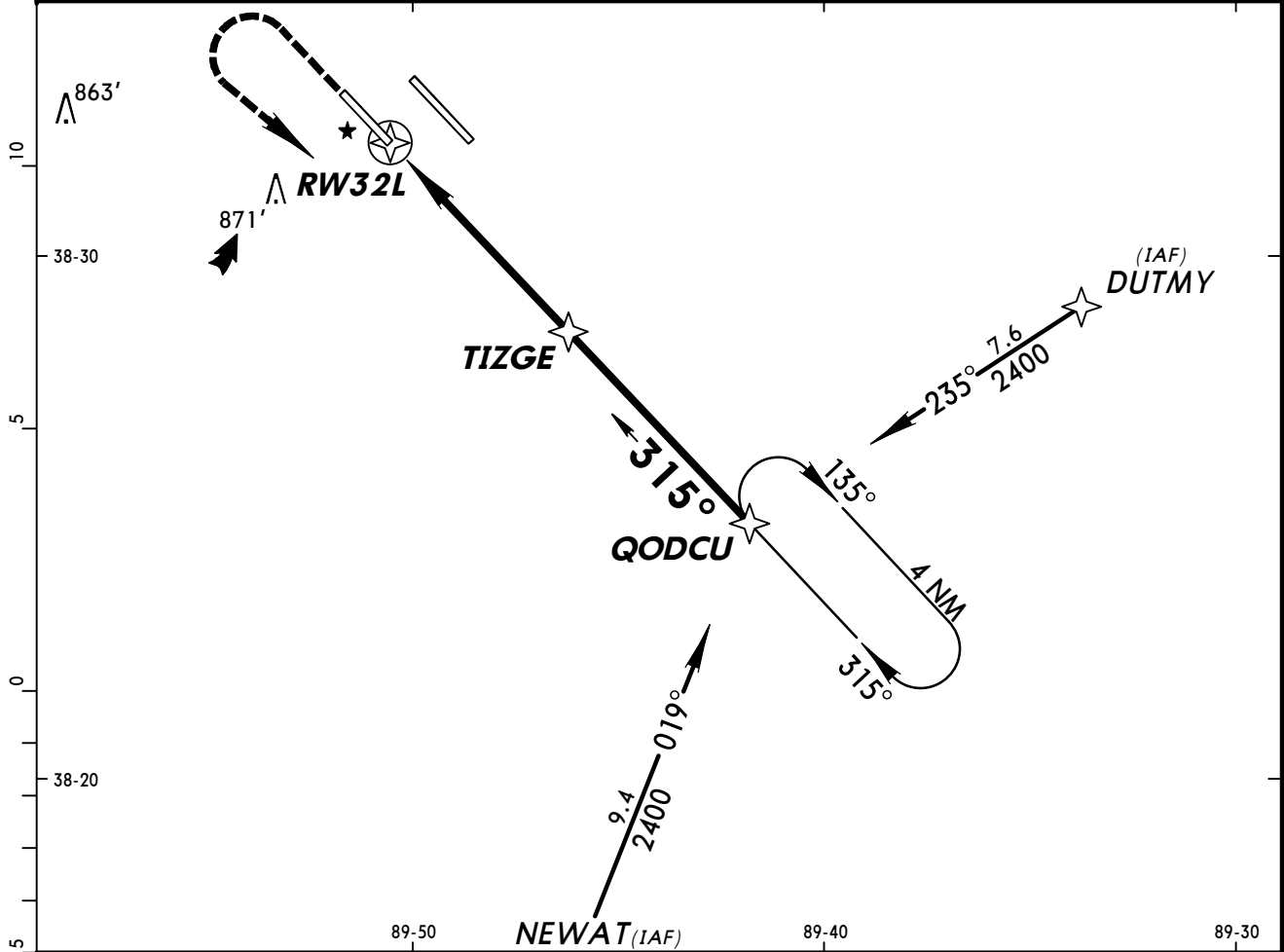
*D-ATIS 128.7	ST LOUIS Approach (R) 125.2	*MIDAMERICA Tower 128.25	*Ground 119.2
RNAV	Final Apch Crs 134°	Minimum Alt PUJXO 1800' (1341')	LNAV MDA(H) 1060' (601')
Apt Elev 459' Rwy 14R 459'			
MISSED APCH: Climb to 3000' direct QODCU and hold.			
Alt Set: INCHES 1. DME/DME RNP-0.30 not authorized.			2700' MSA RW14R



Gnd Speed-Kts	70	90	100	120	140	160	MALSR	3000'	QODCU
Descent angle [3.00°]	372	478	531	637	743	849	PAPI		
MAP at RW14R									

STRAIGHT-IN LANDING RWY 14R				CIRCLE-TO-LAND	
LNAV				MDA(H)	
RAIL out				ALS out	
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1	Max Kts	1060' (601') - 1
B				90	
C	1 3/8	1 1/2	1 3/4	120	1060' (601') - 1 3/4
D	1 1/2			140	1240' (781') - 2 1/2

*D-ATIS	ST LOUIS Approach (R)	*MIDAMERICA Tower	*Ground
128.7	125.2	128.25	119.2
RNAV	Final Apch Crs 315°	Minimum Alt TIZGE 2100' (1663')	LNAV MDA(H) 920' (483') Apt Elev 459' Rwy 32L 437'
MISSED APCH: Climb to 1500' then climbing LEFT turn to 2400' direct QODCU and hold.			
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. DME/DME RNP-0.30 not authorized. 2. VGSI and descent angle not coincident.			2700' MSA RW32L



Gnd Speed-Kts	70	90	100	120	140	160	MALSR	1500'	2400'	QODCU
Descent angle [3.03°]	375	482	536	643	750	858	PAPI	↑	LT	→
MAP at RW32L										

STRAIGHT-IN LANDING RWY 32L				CIRCLE-TO-LAND	
LNAV				MDA(H)	
RAIL out				ALS out	
A	B	C	D	Max Kts	
RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	RVR 60 or 1/8	90	1000' (541') - 1
				120	1060' (601') - 1
				140	1060' (601') - 1 3/4
				165	1240' (781') - 2 1/2

BRIEFING STRIP TM

Gnd Speed-Kts

STRAIGHT-IN LANDING RWY 32R
With Local Altimeter Setting

	With St Louis Downtown Altimeter Setting
Pressure at 1000 ft	29.86
Pressure at 2000 ft	29.72
Pressure at 3000 ft	29.58
Pressure at 4000 ft	29.44
Pressure at 5000 ft	29.30
Pressure at 6000 ft	29.16
Pressure at 7000 ft	29.02
Pressure at 8000 ft	28.88
Pressure at 9000 ft	28.74
Pressure at 10000 ft	28.60
Pressure at 11000 ft	28.46
Pressure at 12000 ft	28.32
Pressure at 13000 ft	28.18
Pressure at 14000 ft	28.04
Pressure at 15000 ft	27.90
Pressure at 16000 ft	27.76
Pressure at 17000 ft	27.62
Pressure at 18000 ft	27.48
Pressure at 19000 ft	27.34
Pressure at 20000 ft	27.20
Pressure at 21000 ft	27.06
Pressure at 22000 ft	26.92
Pressure at 23000 ft	26.78
Pressure at 24000 ft	26.64
Pressure at 25000 ft	26.50
Pressure at 26000 ft	26.36
Pressure at 27000 ft	26.22
Pressure at 28000 ft	26.08
Pressure at 29000 ft	25.94
Pressure at 30000 ft	25.80
Pressure at 31000 ft	25.66
Pressure at 32000 ft	25.52
Pressure at 33000 ft	25.38
Pressure at 34000 ft	25.24
Pressure at 35000 ft	25.10
Pressure at 36000 ft	24.96
Pressure at 37000 ft	24.82
Pressure at 38000 ft	24.68
Pressure at 39000 ft	24.54
Pressure at 40000 ft	24.40
Pressure at 41000 ft	24.26
Pressure at 42000 ft	24.12
Pressure at 43000 ft	23.98
Pressure at 44000 ft	23.84
Pressure at 45000 ft	23.70
Pressure at 46000 ft	23.56
Pressure at 47000 ft	23.42
Pressure at 48000 ft	23.28
Pressure at 49000 ft	23.14
Pressure at 50000 ft	23.00
Pressure at 51000 ft	22.86
Pressure at 52000 ft	22.72
Pressure at 53000 ft	22.58
Pressure at 54000 ft	22.44
Pressure at 55000 ft	22.30
Pressure at 56000 ft	22.16
Pressure at 57000 ft	22.02
Pressure at 58000 ft	21.88
Pressure at 59000 ft	21.74
Pressure at 60000 ft	21.60
Pressure at 61000 ft	21.46
Pressure at 62000 ft	21.32
Pressure at 63000 ft	21.18
Pressure at 64000 ft	21.04
Pressure at 65000 ft	20.90
Pressure at 66000 ft	20.76
Pressure at 67000 ft	20.62
Pressure at 68000 ft	20.48
Pressure at 69000 ft	20.34
Pressure at 70000 ft	20.20
Pressure at 71000 ft	20.06
Pressure at 72000 ft	19.92
Pressure at 73000 ft	19.78
Pressure at 74000 ft	19.64
Pressure at 75000 ft	19.50
Pressure at 76000 ft	19.36
Pressure at 77000 ft	19.22
Pressure at 78000 ft	19.08
Pressure at 79000 ft	18.94
Pressure at 80000 ft	18.80
Pressure at 81000 ft	18.66
Pressure at 82000 ft	18.52
Pressure at 83000 ft	18.38
Pressure at 84000 ft	18.24
Pressure at 85000 ft	18.10
Pressure at 86000 ft	17.96
Pressure at 87000 ft	17.82
Pressure at 88000 ft	17.68
Pressure at 89000 ft	17.54
Pressure at 90000 ft	17.40
Pressure at 91000 ft	17.26
Pressure at 92000 ft	17.12
Pressure at 93000 ft	16.98
Pressure at 94000 ft	16.84
Pressure at 95000 ft	16.70
Pressure at 96000 ft	16.56
Pressure at 97000 ft	16.42
Pressure at 98000 ft	16.28
Pressure at 99000 ft	16.14
Pressure at 100000 ft	16.00

General Information

Location: Bloomington IL USA
IATA Code: BMI
Lat/Long: N40° 28.6' W088° 55.0'
Elevation: 871 ft

Airport Use: Public
Magnetic Variation: 2.3°W
Sectional Chart: Chicago

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: LP Bottle
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1233 Z
Sunset: 2344 Z,

Runway Information

Runway: 02
Length x Width: 8000 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 867 ft
Lighting: Edge, ALS, Centerline, Pilot controlled

Runway: 11
Length x Width: 6525 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 871 ft
Lighting: Edge, Pilot controlled

Runway: 20
Length x Width: 8000 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 871 ft
Lighting: Edge, ALS, Centerline, TDZ, Pilot controlled

Runway: 29
Length x Width: 6525 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 871 ft
Lighting: Edge, ALS, Pilot controlled

Communication Information

ATIS 135.35
ASOS 135.35
Bloomington Tower 124.6 CTAF PCL
Bloomington Ground Control 121.65
Peoria Approach Control 128.725
Peoria Departure Control 128.725
Central Ill Regl AT Bloom Unicom 122.95
Kankakee Flight Service Station 123.6 RCO
Kankakee Flight Service Station 108.2 RCO

KBMI/BMIApt Elev **871'**

N40 28.6 W088 55.0

17 FEB 12

(10-9)**BLOOMINGTON/NORMAL, ILL**

CENTRAL ILL REGL AT

BLOOMINGTON/NORMAL

ATIS (ASOS when Twr inop)

135.35

*BLOOMINGTON Ground

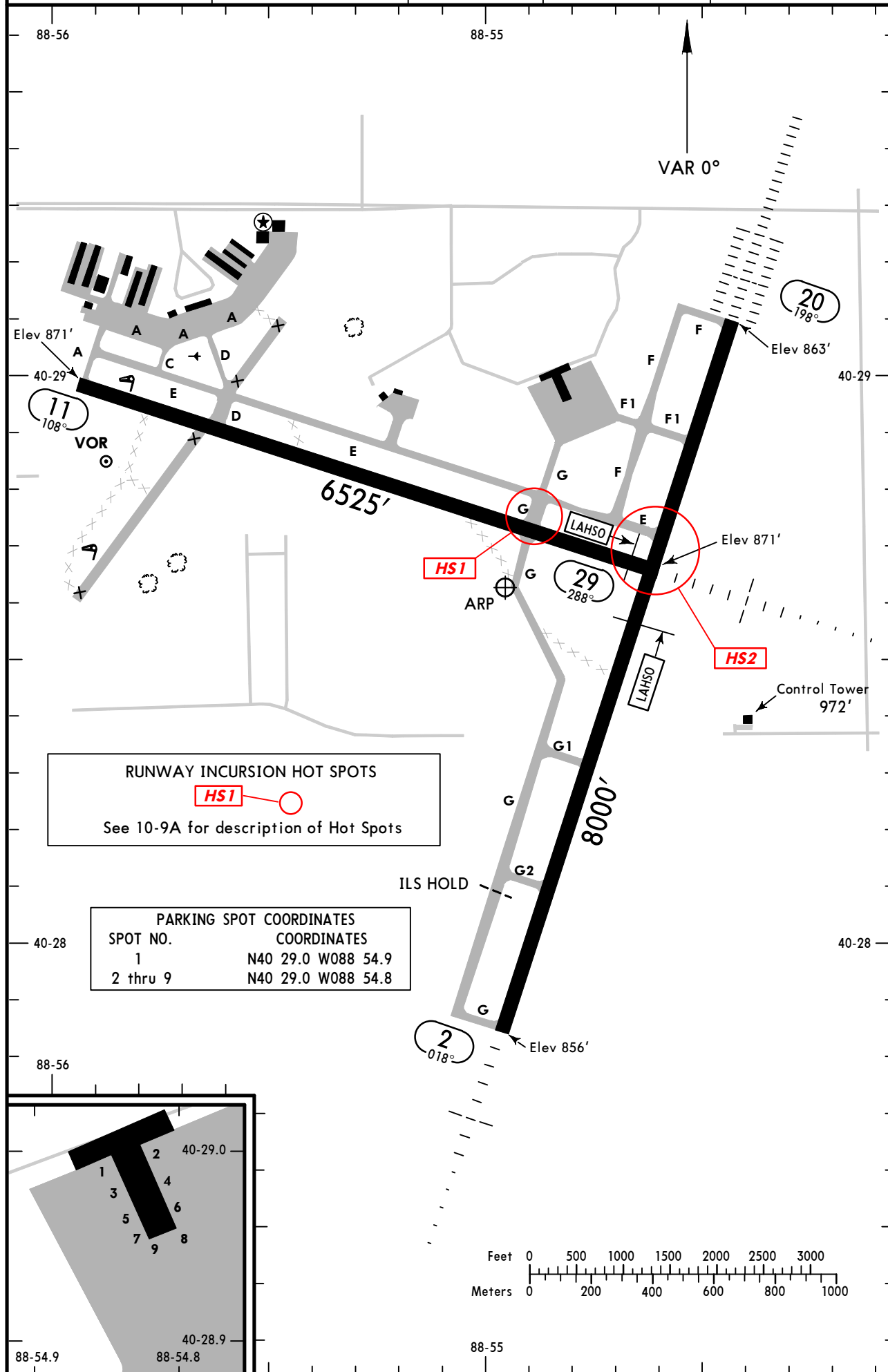
121.65

*Tower

CTAF 124.6

UNICOM 122.95

PEORIA Departure (R)

128.72

CHANGES: Hot spots added.

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GENERAL

Snow removal operations in progress winter months; equipment operators will be monitoring CTAF when Twr inop.

Birds and deer on and in vicinity of airport.

Aircraft landing/departing Bloomington should announce intentions on CTAF when tower closed.

ADDITIONAL RUNWAY INFORMATION

RWY		LANDING Threshold	USABLE LENGTHS BEYOND Glide Slope	LAHSO Distance	WIDTH
2 20	① HIRL ② CL ① MALSR ① ③ PAPI-L grooved RVR		7060'	11/29 4600'	150'
	① HIRL ② CL ④ ALSF-II ② TDZ grooved RVR		6940'		
11 29	② HIRL VASI-R grooved			2/20 6200'	150'
	② HIRL ① MALSR grooved RVR		5451'		

① Activate on 124.6.

② When tower closed, activate on 124.6.

③ Angle 3.0°.

④ Available when tower open, operates as SSALR when tower closed.

RUNWAY INCURSION HOT SPOTS

For information only, not to be construed as ATC instructions.

HS1 Taxiway G intersecting Runway 11/29. Short taxi distance from terminal ramp.

HS2 Hold line on Taxiway E is used for Runways 2/20 and 29.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

Rwys 2, 20					Rwys 11, 29		
2 operating RVRs are required All operating RVRs are controlling		Adequate Vis Ref	STD		Adequate Vis Ref	STD	
CL & HIRL	CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng		3 & 4 Eng	1 & 2 Eng
TDZ RVR 5	TDZ RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1
Mid RVR 5	Mid RVR 10						
Rollout RVR 5	Rollout RVR 10						

OBSTACLE DP

Rwy 20, climb heading 198° to 1400' before turning left.

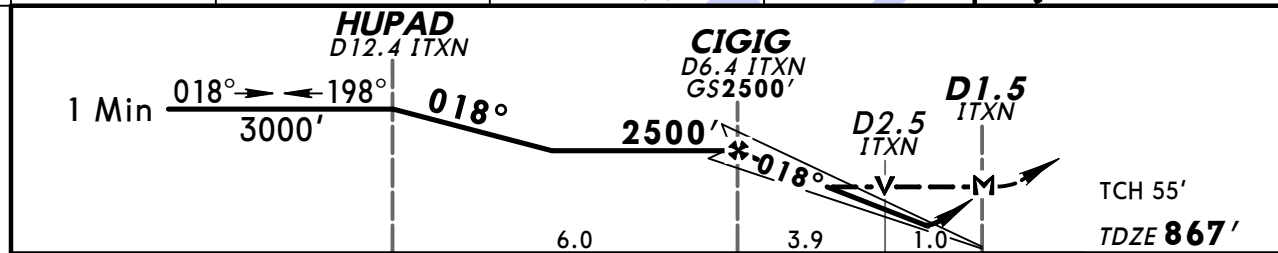
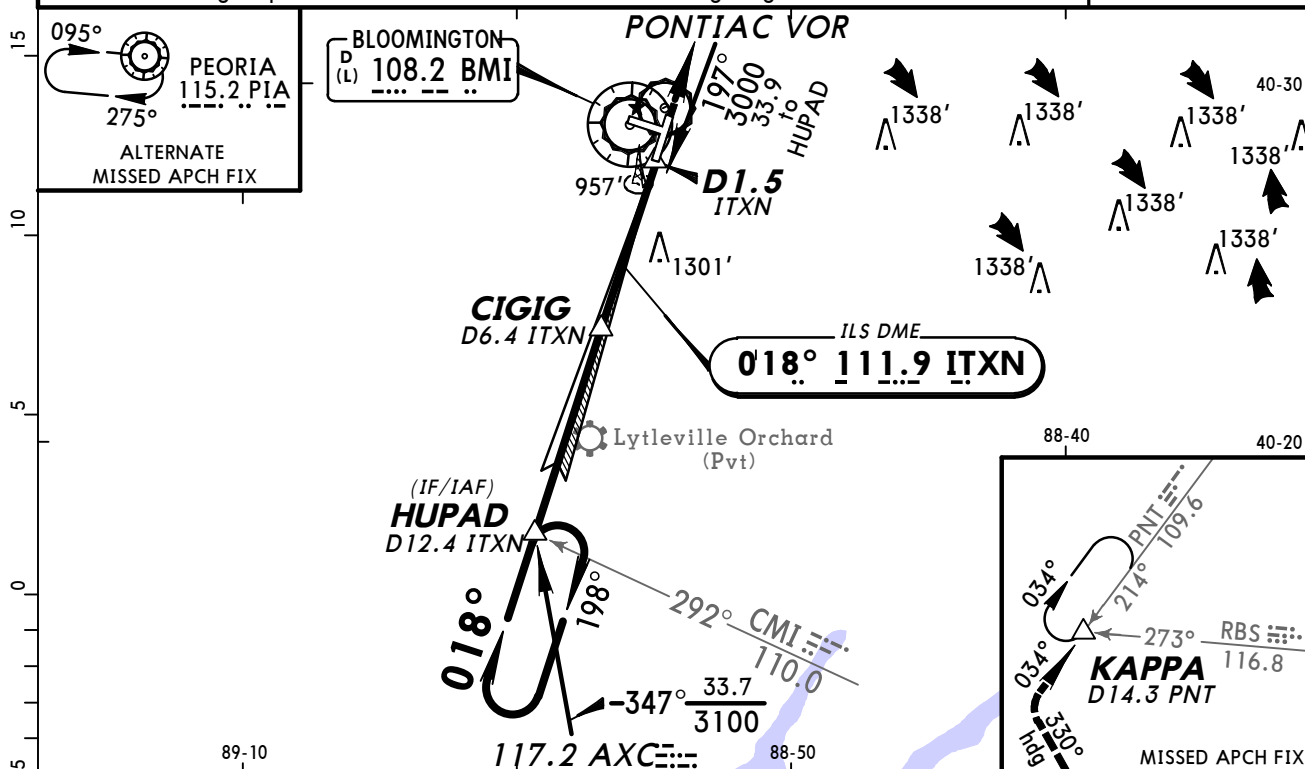
FOR FILING AS ALTERNATE

Authorized When Local Weather Available and When Twr Operating		Authorized When Local Weather Available	
ILS Rwy 2 ILS Rwy 20 ILS Rwy 29	LOC (Back Crs) Rwy 11 LOC DME Rwy 2 LOC Rwy 20 LOC Rwy 29	RNAV (GPS) Rwy 2 RNAV (GPS) Rwy 11 RNAV (GPS) Rwy 20 RNAV (GPS) Rwy 29	
A	600-2	800-2	800-2
B			
C			
D	700-2		

KBMI/BMI **JEPPESEN** **BLOOMINGTON/NORMAL, ILL** **CENTRAL ILL REGL AT** 6 JAN 12 **(11-1)** **ILS or LOC DME Rwy 2** **BLOOMINGTON/NORMAL**

DOWNING-Peoria

ATIS (ASOS when Twr inop) 135.35		PEORIA Approach (R) 128.72		*BLOOMINGTON Tower CTAF 124.6		*Ground 121.65	
LOC ITXN 111.9	Final Apch Crs 018°	GS CIGIG 2500' (1633')	ILS DA(H) (CONDITIONAL) 1067' (200')	Apt Elev 871' TDZE 867'		2800' MSA BMI VOR	
MISSED APCH: Climb to 1400' then climbing LEFT turn to 3000' via heading 330° and PNT VOR R-214 inbound to KAPPA INT/D14.3 PNT and hold, or as directed by ATC.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use Gen Downing-Peoria Intl altimeter setting. 2. VDP not authorized when using Gen Downing-Peoria Intl altimeter setting. 3. VGSI and ILS glidepath not coincident. 4. Pilot controlled lighting 124.6.							



Gnd speed-Kts	70	90	100	120	140	160	MALSR	1400'	3000'	330°	PNT
GS	3.00°	372	478	531	637	743	PAPI	↑	LT	via	109.6
MAP at D1.5 ITXN										hdg	R-214

STRAIGHT-IN LANDING RWY 2 With Local Altimeter Setting						CIRCLE-TO-LAND With Local Altimeter Setting	
ILS DA(H) 1067' (200')			LOC (GS out) MDA(H) 1260' (393')			Max Kts	MDA(H)
FULL	RAIL or ALS out		RAIL out	ALS out		90	1340'(469')-1
A						120	1340'(469')-1 1/2
B	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	140	1340'(469')-1 1/2
C						165	1520'(649')-2
D			RVR 40 or 3/4	RVR 60 or 1/4			
With Gen Downing-Peoria Intl Altimeter Setting						Max Kts	MDA(H)
ILS DA(H) 1183' (316')			LOC (GS out) MDA(H) 1380' (513')			90	1460'(589')-1
FULL	RAIL or ALS out		RAIL out	ALS out		120	1460'(589')-1 1/2
A						140	1460'(589')-1 1/2
B	RVR 24 or 1/2	RVR 50 or 1	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	165	1640'(769')-2 1/2
C			RVR 50 or 1		1 1/2		
D			RVR 60 or 1/4		1 3/4		

CHANGES: Lighting.

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TERPS AMEND 0A 23 SEP 2010

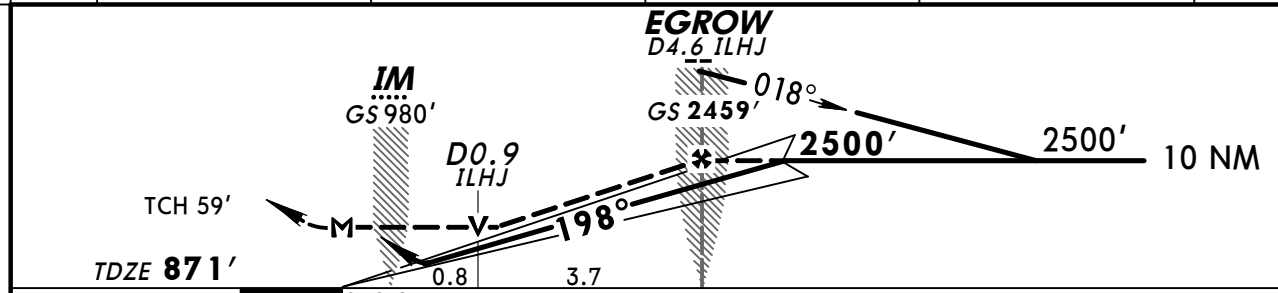
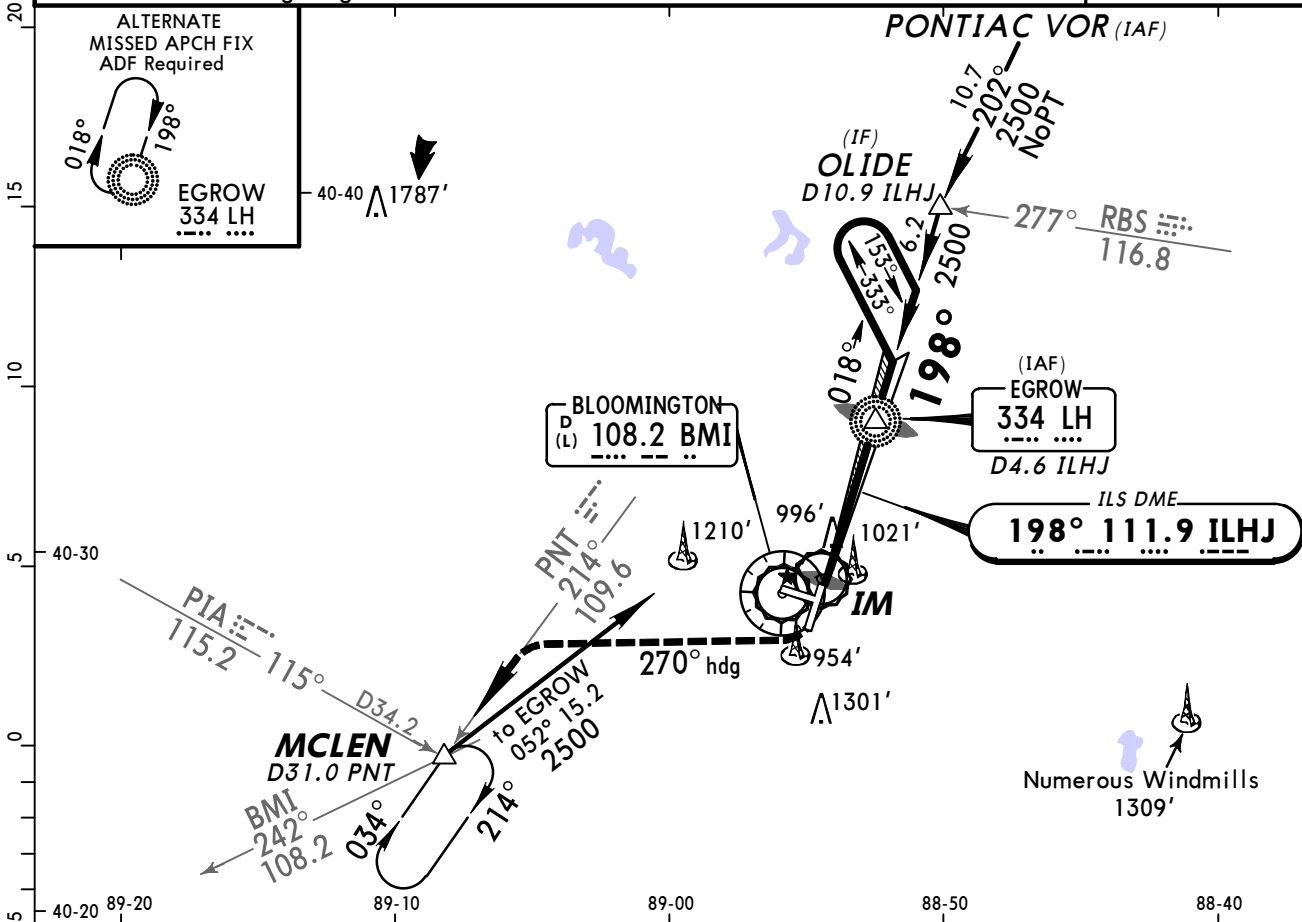
KBMI/BMI
CENTRAL ILL REG AT
BLOOMINGTON/NORMAL

JEPPESSEN
30 NOV 07 **(11-3)**

BLOOMINGTON, ILL
ILS or LOC Rwy 20

BRIEFING STRIP™

ATIS (ASOS when Twr inop)		PEORIA Approach (R)		*BLOOMINGTON Tower		*Ground	
135.35		128.72		CTAF 124.6		121.65	
LOC ILHJ 111.9	Final Apch Crs 198°	GS EGROW 2459' (1588')	ILS DA(H) (CONDITIONAL) 1071' (200')	Apt Elev 872' TDZE 871'		2800' MSA LH LOM	
MISSED APCH: Climb to 1500', then climbing RIGHT turn to 3000' via 270° heading and PNT VOR R-214 to MCLN INT/D31.0 PNT and hold.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use Greater Peoria Regl altimeter setting. 2. VDP not authorized when using Greater Peoria Regl altimeter setting. 3. Pilot controlled lighting 124.6.							



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II 1500' 3000' 270° via RT hdg
GS	3.00°	377	484	538	646	753	
LOM to MAP	4.8	4:07	3:12	2:53	2:24	2:03	

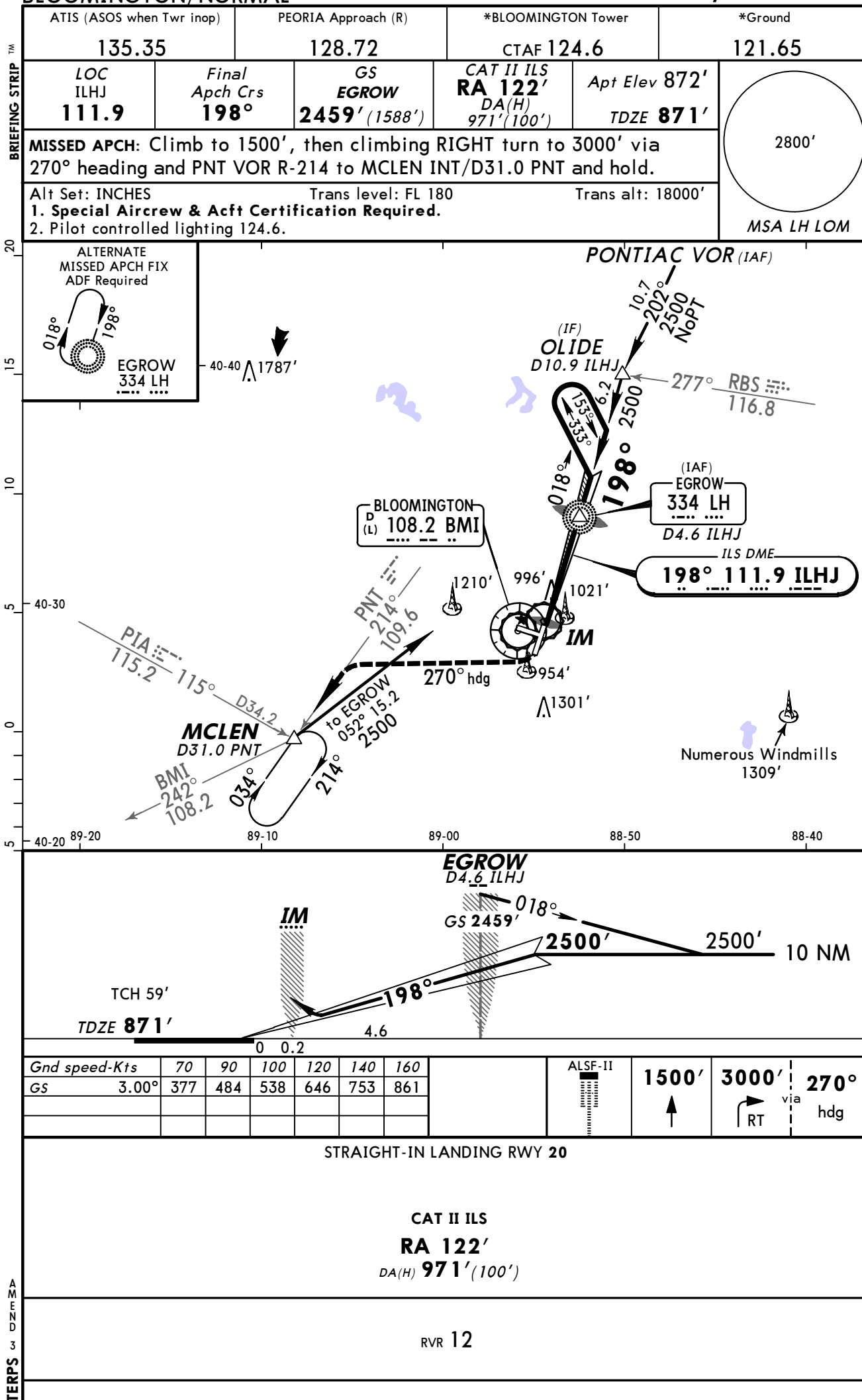
STRAIGHT-IN LANDING RWY 20					CIRCLE-TO-LAND		
1 ILS DA(H) 1071' (200')			2 LOC (GS out) MDA(H) 1260' (389')		With Local Altimeter Setting MDA(H)	With Greater Peoria Regl Altimeter Setting MDA(H)	
FULL	CL or TDZ out	ALS out	ALS out		Max Kts		
A					90	1340' (468')-1	1460' (588')-1
B					120	1340' (468')-1	1460' (588')-1
C					140	1340' (468')-1 1/2	1460' (588')-1 1/2
D					165	1520' (648')-2	1640' (768')-2

1 DA(H) 1191' (320') with Greater Peoria Regl altimeter setting.
 2 MDA(H) 1380' (509') with Greater Peoria Regl altimeter setting.

KBMI/BMI
CENTRAL ILL REGL AT
BLOOMINGTON/NORMAL

JEPPESSEN
30 NOV 07 **(11-3A)**

BLOOMINGTON, ILL
ILS Rwy 20 CAT II



CHANGES: Approach frequency.

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KBMI/BMI CENTRAL ILL REGL AT BLOOMINGTON/NORMAL

29 APR 11

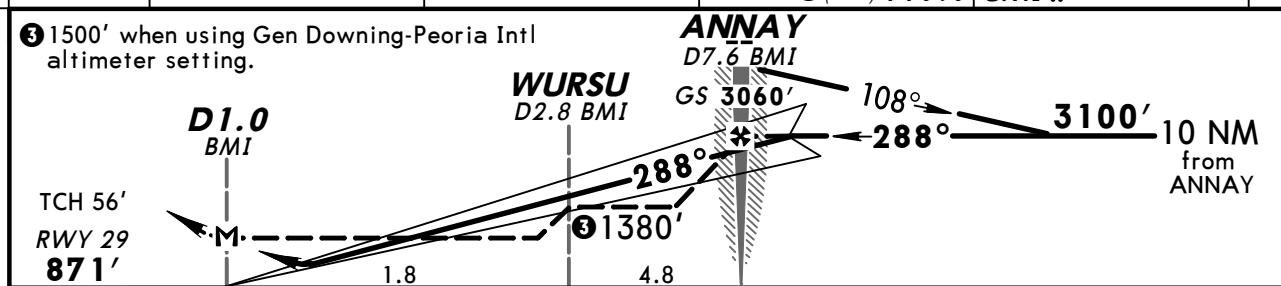
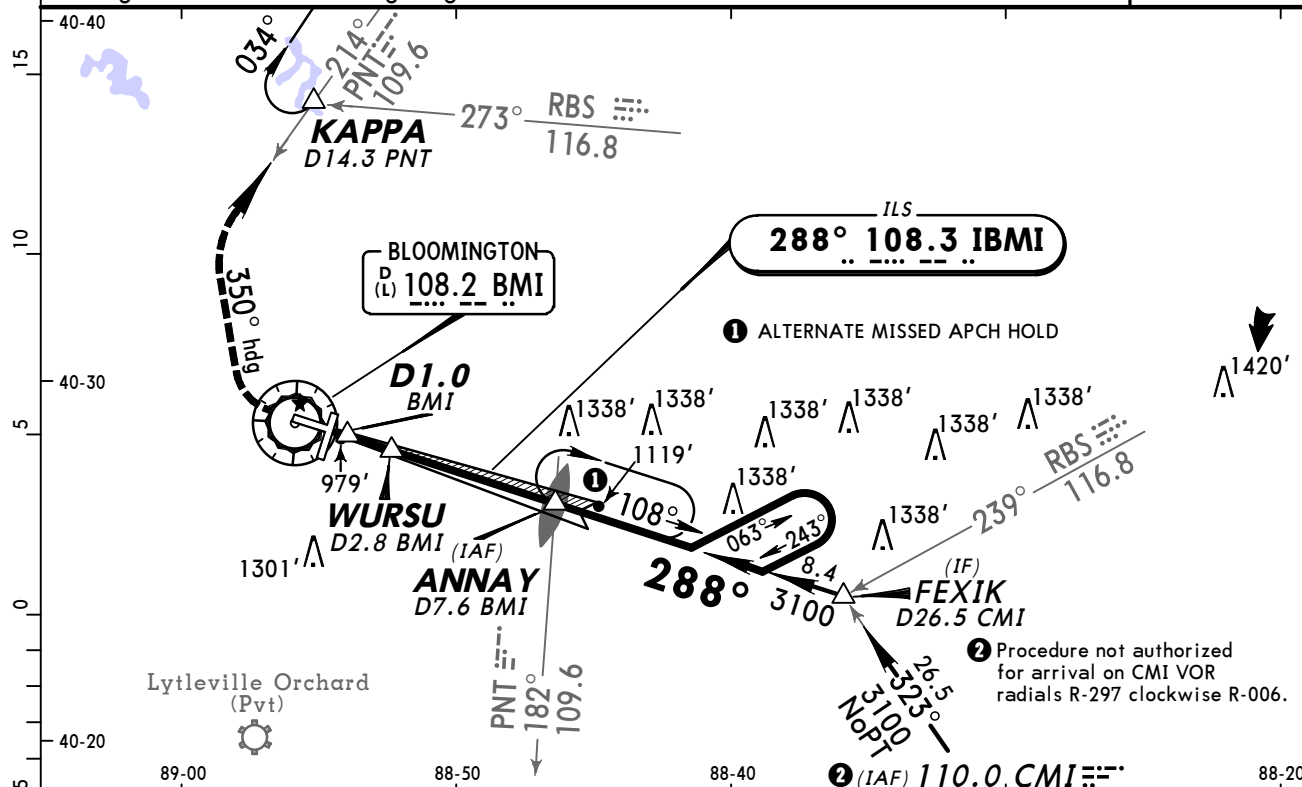
11-4

Eff 5 May

BLOOMINGTON/NORMAL, ILL ILS or LOC Rwy 29

BRIEFING STRIP

ATIS (ASOS when Twr inop) 135.35		PEORIA Approach (R) 128.72		*BLOOMINGTON Tower CTAF 124.6		*Ground 121.65	
LOC IBMI 108.3	Final Apch Crs 288°	GS ANNAY 3060' (2189')	ILS DA(H) (CONDITIONAL) 1071' (200')	Apt Elev 871' Rwy 29 871'		2800' MSA BMI VOR	
MISSED APCH: Climb to 1500', then climbing RIGHT turn to 3000' on heading 350° and inbound on PNT VOR R-214 to KAPPA INT/D14.3 PNT and hold, or as directed by ATC.							
Alt Set: INCHES 1. Use local altimeter setting; if not received, use Gen Downing-Peoria Intl altimeter setting. 2. Pilot controlled lighting 124.6.							
Trans level: FL 180			Trans alt: 18000'				



Gnd speed-Kts	70	90	100	120	140	160	MALSR	1500'	3000'	350°	PNT	KAPPA
GS	3.00°	372	478	531	637	743	849					
MAP at D1.0 BMI or ANNAY to MAP 6.6	5:39	4:24	3:58	3:18	2:50	2:28						

STRAIGHT-IN LANDING RWY 29										CIRCLE-TO-LAND											
ILS					LOC (GS out)					With Local Altimeter Setting											
DA(H) 1071' (200')					MDA(H) 1240' (369') With WURSU					MDA(H) 1380' (509') Without WURSU											
FULL			RAIL or ALS out		RAIL out		ALS out		RAIL out			ALS out		Max Kts	MDA(H)		MDA(H)				
A	1				RVR 24 or 1/2		RVR 40 or 3/4		RVR 55 or 1		RVR 24 or 1/2		RVR 40 or 3/4		RVR 55 or 1		90	1340' (469')-1		1380' (509')-1	
B	RVR 24 or 1/2		RVR 40 or 3/4								RVR 24 or 1/2		RVR 40 or 3/4		RVR 55 or 1		120	1340' (469')-1 1/2		1380' (509')-1 1/2	
C					RVR 35 or 5/8		RVR 40 or 3/4		RVR 55 or 1		RVR 55 or 1		1 1/4		1 3/8		140	1340' (469')-1 1/2		1380' (509')-1 1/2	
D																	165	1520' (649')-2		1520' (649')-2	
With Gen Downing-Peoria Intl Altimeter Setting										With Gen Downing-Peoria Intl Altimeter Setting											
ILS					LOC (GS out)					With WURSU					Without WURSU						
DA(H) 1187' (316')					MDA(H) 1360' (489') With WURSU					MDA(H) 1500' (629') Without WURSU											
FULL			RAIL or ALS out		RAIL out		ALS out		RAIL out			ALS out		Max Kts	MDA(H)		MDA(H)				
A					RVR 24 or 1/2		RVR 40 or 3/4		RVR 55 or 1		RVR 24 or 1/2		RVR 40 or 3/4		RVR 55 or 1		90	1460' (589')-1		1500' (629')-1	
B	RVR 24 or 1/2		RVR 50 or 1								RVR 24 or 1/2		RVR 40 or 3/4		RVR 55 or 1		120	1460' (589')-1		1500' (629')-1	
C					RVR 50 or 1		RVR 60 or 1/8		1 3/8		1 3/8		1 1/2		1 3/4		140	1460' (589')-1 1/2		1500' (629')-1 3/4	
D																	165	1640' (769')-2 1/2		1640' (769')-2 1/2	
1 RVR 18 authorized with use of Flight Director or Autopilot or HUD to DA(H).																					

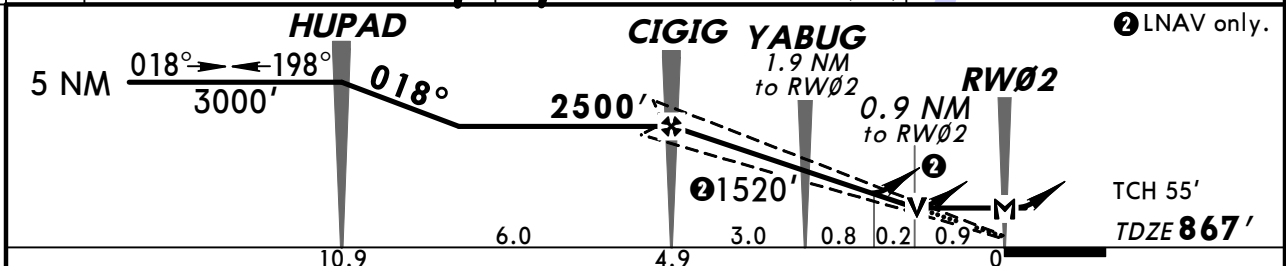
KBMI/BMI
CENTRAL ILL REGL AT
BLOOMINGTON/NORMAL

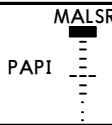
JEPPesen
6 JAN 12 **(12-1)**

BLOOMINGTON, ILL
RNAV (GPS) Rwy 2

BRIEFING STRIP™

ATIS (ASOS when Twr inop) 135.35		PEORIA Approach (R) 128.72		*BLOOMINGTON Tower CTAF 124.6		*Ground 121.65	
WAAS Ch 56303 W-02A		Final Apch Crs 018°	Minimum Alt CIGIG 2500' (1633')	LPV DA(H) (CONDITIONAL) 1214' (347')	Apt Elev 871' TDZE 867'		2800' MSA RW02
MISSED APCH: Climb to 3000' direct ZEMEN and on track 332° to KAPPA and hold.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, used Gen Downing-Peoria Intl altimeter setting. 2. VDP and Baro-VNAV not authorized when using Gen Downing-Peoria Intl altimeter setting. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 47°C (117°F). 4. DME/DME RNP-0.30 not authorized. 5. VGSI and RNAV glidepath not coincident. 6. Pilot controlled lighting 124.6.							



Gnd speed-Kts	70	90	100	120	140	160		3000' ↑		ZEMEN
Glide Path Angle 3.00°	372	478	531	637	743	849				
MAP at RW02										

STRAIGHT-IN LANDING RWY 2						CIRCLE-TO-LAND			
1 LPV DA(H) 1214'(347')		2 LNAV/VNAV DA(H) 1251'(384')		3 LNAV MDA(H) 1220'(353')		Max Kts	With Local Altimeter Setting	With Gen Downing-Peoria Intl Altimeter Setting	
RAIL or ALS out		RAIL or ALS out		RAIL out ALS out			MDA(H)	MDA(H)	
A	1 1/4		1 1/4		1		90	1340'(469')-1	1460'(589')-1
120							1340'(469')-1	1460'(589')-1	
140							1340'(469')-1 1/2	1460'(589')-1 1/2	
D					1 1/4		165	1520'(649')-2	1640'(769')-2

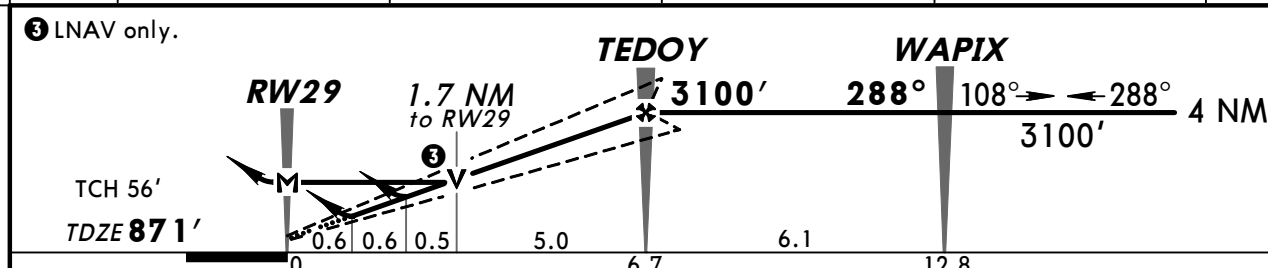
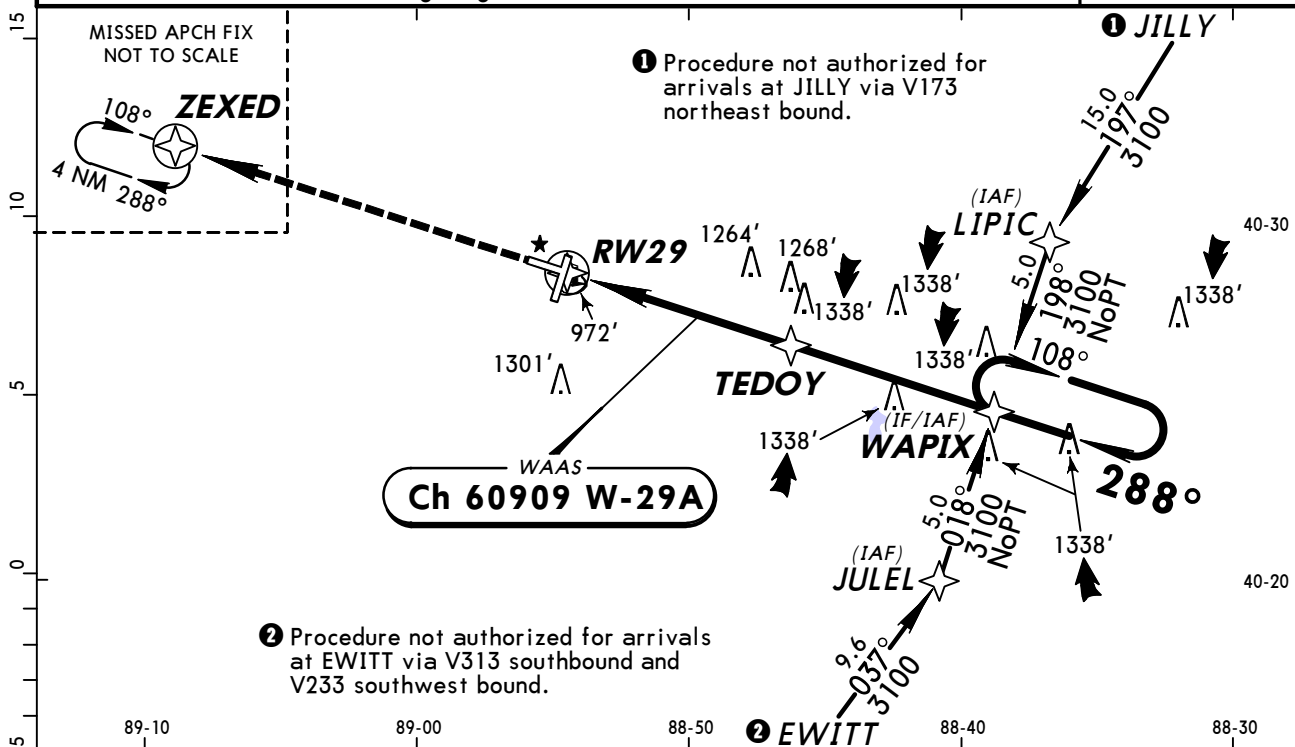
- 1 DA(H) 1334' (467') with Gen Downing-Peoria Intl altimeter setting.
 2 DA(H) 1371' (504') with Gen Downing-Peoria Intl altimeter setting.
 3 MDA(H) 1340' (473') with Gen Downing-Peoria Intl altimeter setting.

CHANGES: Lighting.

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TERPS AMEND OA 29 JUL 2010

ATIS (ASOS when Twr inop) 135.35		PEORIA Approach (R) 128.72		*BLOOMINGTON Tower CTAF 124.6		*Ground 121.65	
WAAS Ch 60909 W-29A	<i>Final</i> <i>Apch Crs</i> 288°	<i>Minimum Alt</i> TEDOY 3100' (2229')	<i>LPV</i> <i>DA(H)</i> (CONDITIONAL) 1121' (250')	<i>Apt Elev</i> 871' <i>TDZE</i> 871'		2800' MSA RW29	
MISSED APCH: Climb to 2500' direct ZEXED and hold.							
Alt Set: INCHES							



Gnd speed-Kts	70	90	100	120	140	160	MALSR 2500'	D→ ZEXED
Glide Path Angle 3.00°	372	478	531	637	743	849		
MAP at RW29								

STRAIGHT-IN LANDING RWY 29 With Local Altimeter Setting						CIRCLE-TO-LAND With Local Altimeter Setting		
LPV DA(H) 1121'(250')		LNAV/VNAV DA(H) 1304'(433')		LNAV MDA(H) 1460'(589')		Max Kts MDA(H)		
RAIL or ALS out		RAIL out ALS out		RAIL out ALS out				
A						90		
B	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	1 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	1460'(589')-1
C					RVR 50 or 1	1 1/2		1460'(589')-1 1/2
D					RVR 60 or 1 1/4	1 3/4		1520'(649')-2
With Greater Peoria Regl Altimeter Setting						With Greater Peoria Regl Altimeter Setting		
LPV DA(H) 1237'(366')		LNAV/VNAV DA(H) 1420'(549')		LNAV MDA(H) 1580'(709')		Max Kts MDA(H)		
RAIL or ALS out		RAIL out ALS out		RAIL out ALS out				
A						90		
B	RVR 40 or 3/4	RVR 50 or 1	1 1/2	2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	1580'(709')-1
C					1 1/2	2		1580'(709')-2
D					1 3/4	2 1/4		1640'(769')-2 1/2

General Information

Location: Champaign-Urbana IL USA

IATA Code: CMI

Lat/Long: N40° 02.3' W088° 16.7'

Elevation: 755 ft

Airport Use: Public

Magnetic Variation: 2.8°W

Sectional Chart: Chicago

Fuel Types: 100 Octane (LL), Jet A, Jet A-1

Oxygen Types: High Pressure

Repair Types: Major Airframe, Major Engine

Customs: No

Airport Type: IFR

Landing Fee: No

Control Tower: Yes

Jet Start Unit: No

LLWS Alert: No

Beacon: Yes

Pattern Altitude: 750 ft AGL

Sunrise: 1230 Z

Sunset: 2342 Z,

Runway Information

Runway: 04

Length x Width: 6501 ft x 150 ft

Surface Type: concrete

TDZ-Elev: 751 ft

Lighting: Edge, Pilot controlled

Runway: 14L

Length x Width: 8102 ft x 150 ft

Surface Type: asphalt

TDZ-Elev: 755 ft

Lighting: Edge, Pilot controlled

Runway: 14R

Length x Width: 3817 ft x 75 ft

Surface Type: asphalt

TDZ-Elev: 750 ft

Lighting: Edge, Pilot controlled

Runway: 18

Length x Width: 5302 ft x 150 ft

Surface Type: concrete

TDZ-Elev: 753 ft

Lighting: Edge, Pilot controlled

Runway: 22
Length x Width: 6501 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 750 ft
Lighting: Edge, Pilot controlled

Runway: 32L
Length x Width: 3817 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 749 ft
Lighting: Edge, Pilot controlled

Runway: 32R
Length x Width: 8102 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 750 ft
Lighting: Edge, ALS, Pilot controlled

Runway: 36
Length x Width: 5302 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 752 ft
Lighting: Edge, Pilot controlled

Communication Information

ATIS 124.85
Champaign Tower 120.4 CTAF PCL
Champaign Tower 127.825 Secondary
Champaign Ground Control 121.8
Champaign Clearance Delivery 128.75
Champaign Approach Control 133.975 Arrival Service Secondary
Champaign Approach Control 121.35 (316°-135°) Arrival Service
Champaign Approach Control 132.85 (136°-315°) Arrival Service
Champaign App ARSA 121.35 (316°-135°) Arrival Service
Champaign App ARSA 132.85 (136°-315°) Arrival Service
Champaign Departure Control 133.975 Departure Service Secondary
Champaign Departure Control 121.35 (316°-135°) Departure Service
Champaign Departure Control 132.85 (136°-315°) Departure Service
Univ of Illinois-Willard Unicom 122.95
St Louis Flight Service Station 122.45 RCO
St Louis Flight Service Station 110.0 RCO
Chicago Center 121.35

GENERAL

24 hour prior permission required for unscheduled air carrier operations with more than 30 passenger seats between 2300-0600 LT daily.

Airport closed to Air Carrier operations 2200 to 0600 except with prior permission.

Taxiing aircraft should use caution in early morning and late afternoon hours. Sun glare may make visual recognition of signs and pavement markings difficult.

Birds in vicinity of airport.

ADDITIONAL RUNWAY INFORMATION

ADDITIONAL RUNWAY INFORMATION										
RWY					LANDING Threshold	BEYOND Glide Slope	USABLE LENGTHS LAHSO Distance		TAKE-OFF	WIDTH
4 22	① MIRL VASI-L grooved						14L/32R 3600'			150'
							18/36 4700'			
① Activate on 120.4 when Twr inop.										
14L ② 32R	③ HIRL PAPI-L (angle 3.00°) grooved						4/22 3500'			150'
	③ HIRL ④ MALSR ⑤ PAPI-L grooved RVR						7037' 4/22 4000'			
② Rwy 32R is the calm wind runway when Twr inop.										
③ Preset low, increase intensity on 120.4 when Twr inop.										
④ Activate on 120.4 when Twr inop.										
⑤ Angle 3.00°										
14R ⑥ 32L	⑦ MIRL PAPI-L									75'
⑥ Closed 2100-0600 LT.										
⑦ Activate on 120.4 when Twr inop.										
18 36	⑧ MIRL PAPI-L (angle 3.00°)						4/22 4100'			150'
	MIRL VASI-L						14L/32R 3950'			
⑧ Closed 2300-0600 LT.										

RUNWAY INCURSION HOT SPOTS**HOT SPOT**

(For information only, not to be construed as ATC instructions.)

- HS1** Runway 18 hold short line set back on Taxiway C.
- HS2** Complex intersection of Taxiways A, B, C, D, E and E1.
- HS3** Runway 36 hold short lines on Taxiway B, and Taxiway B2 proximity to Taxiway B/Taxiway B2 intersection.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

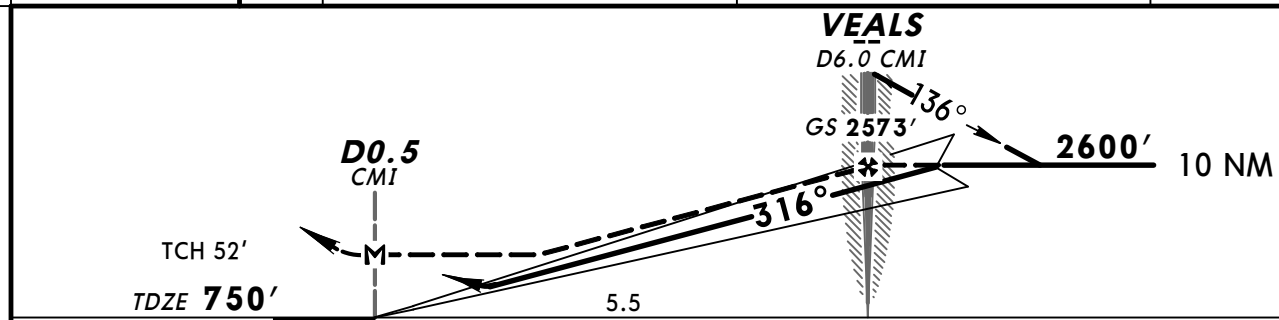
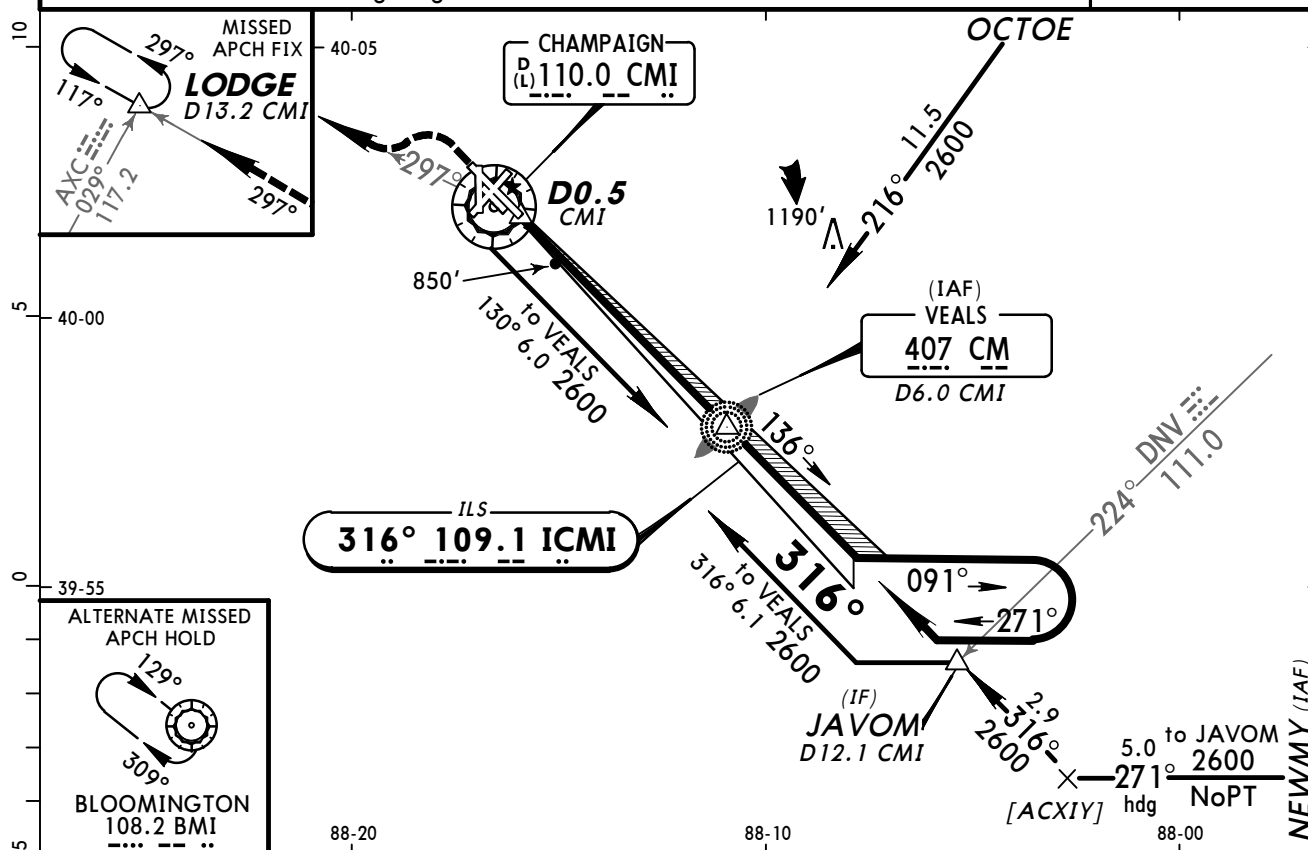
	All Rwys	
	Adequate Vis Ref	STD
1 & 2 Eng	RVR 16 or 1/4	RVR 50 or 1
3 & 4 Eng		RVR 24 or 1/2

OBSTACLE DP

Rwy 4, Climb heading 041° to 1300' before turning left.

	Authorized Only When Twr Operating and Local Weather Available		Authorized Only When Twr Operating	Authorized Only When Local Weather Available	FOR FILING AS ALTERNATE	
	ILS Rwy 32R	LOC Rwy 32R	RADAR-1	RNAV (GPS) Rwy 4 RNAV (GPS) Rwy 14L RNAV (GPS) Rwy 18 RNAV (GPS) Rwy 22 RNAV (GPS) Rwy 32R RNAV (GPS) Rwy 36 VOR Rwy 4 VOR DME Rwy 14L	VOR DME Rwy 22	VOR Rwy 18 NDB Rwy 32R
A	600-2	800-2	800-2	800-2	800-2	NA
B						
C						
D						

ATIS (ASOS when Twr inop)	*CHAMPAIGN Approach (R) 316°-135° 136°-315°	CHICAGO Center	*CHAMPAIGN Tower	*Ground
124.85	121.35 132.85	121.35 when App inop.	CTAF 120.4	121.8
LOC ICMI 109.1	Final Apch Crs 316°	GS VEALS 2573' (1823')	ILS DA(H) (CONDITIONAL) 950' (200')	Apt Elev 755' TDZE 750'
MISSED APCH: Climb to 1200' then climbing LEFT turn to 2800' via CMI VOR R-297 outbound to LODGE INT/D13.2 CMI and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use Rantoul altimeter setting. 2. VGSI and ILS glidepath not coincident. 3. LOC unusable beyond 15 degrees left of course. 4. Pilot controlled lighting 120.4.				
				3000' MSA CM LOM

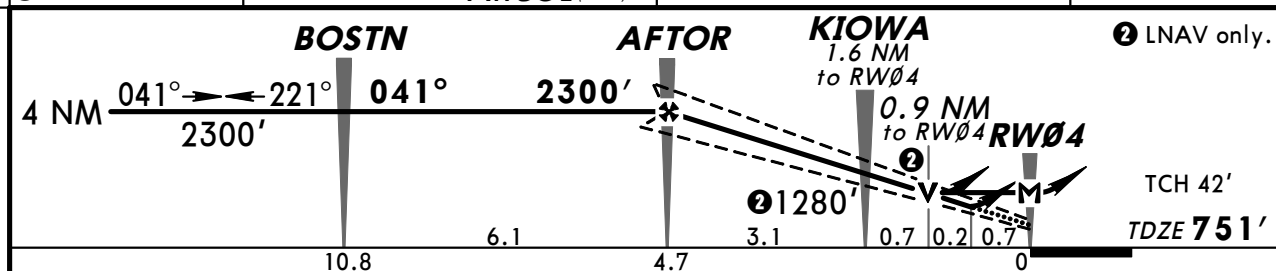
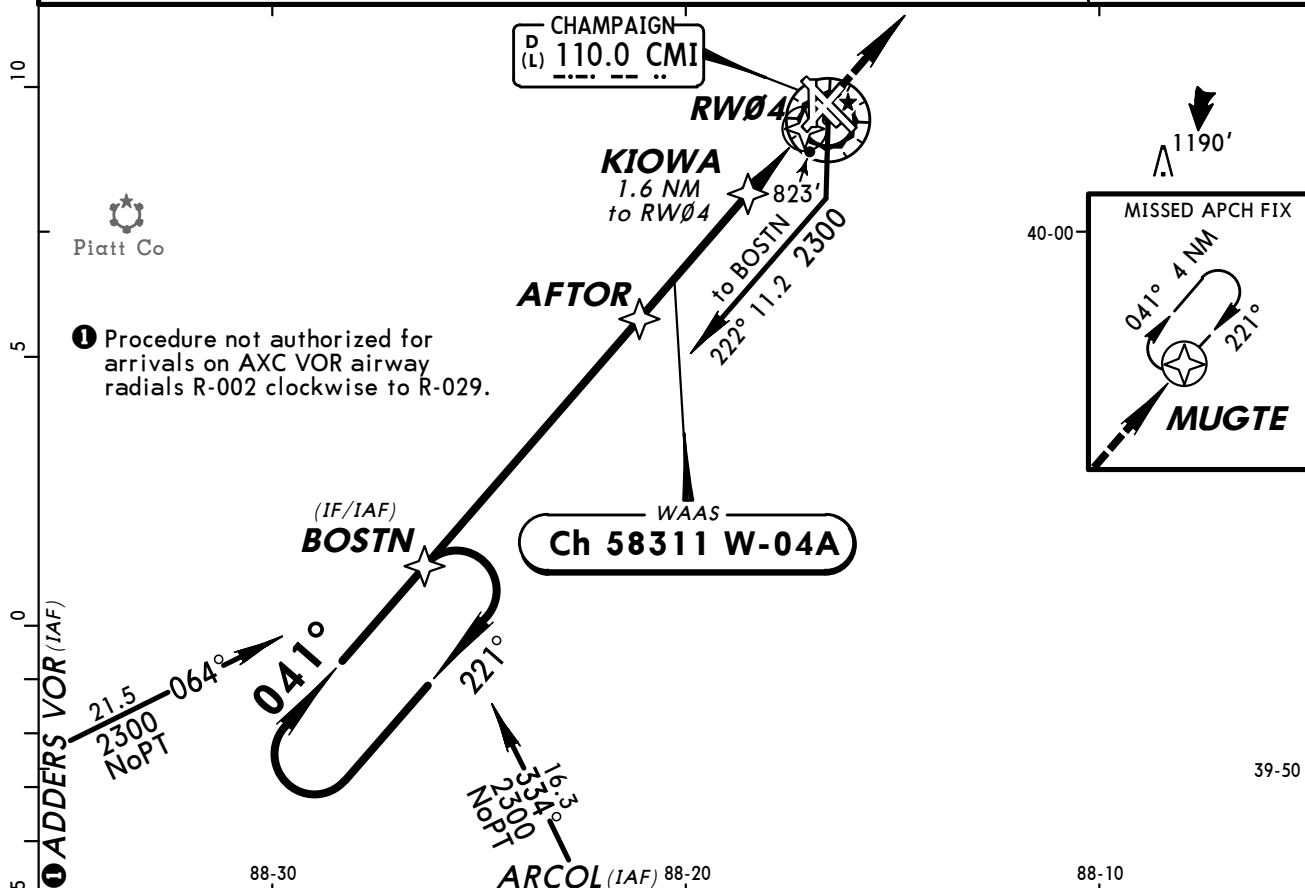


Gnd speed-Kts	70	90	100	120	140	160	MALS R	1200'	2800'	CMI	LODGE
GS	3.00°	372	478	531	637	743	PAPI	↑	LT	110.0	R-297
MAP at D0.5 CMI or VEALS to MAP	5.5	4:43	3:40	3:18	2:45	2:21	2:04				

STRAIGHT-IN LANDING RWY 32R						CIRCLE-TO-LAND			
1 ILS		LOC (GS out)				With Local Altimeter Setting		With Rantoul Altimeter Setting	
DA(H) 950' (200')		MDA(H) 1100' (350')		MDA(H) 1160' (410')					
		With Local Altimeter Setting		With Rantoul Altimeter Setting					
RAIL or ALS out		RAIL out		ALS out		Max Kts		MDA(H)	
A						90	1160' (405') - 1	1220' (465') - 1	
B	2 RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	120	1220' (465') - 1	1280' (525') - 1	
C						140	1220' (465') - 1 1/2	1280' (525') - 1 1/2	
D						165	1320' (565') - 2	1380' (625') - 2	

1 DA(H) 991' (241') with Rantoul altimeter setting.
2 With Local Altimeter Setting: RVR 18 with Flight Director or Autopilot or HUD to DA.

ATIS (ASOS when Twr inop)	*CHAMPAIGN Approach (R)	CHICAGO Center	*CHAMPAIGN Tower	*Ground
124.85	316°-135° 121.35 136°-315° 132.85	121.35 when App inop.	CTAF 120.4	121.8
WAAS Ch 58311 W-04A	Final Apch Crs 041°	Minimum Alt AFTOR 2300' (1549')	LPV DA(H) (CONDITIONAL) 1001' (250')	Apt Elev 755' TDZE 751'
MISSED APCH: Climb to 2800' direct MUGTE and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'				
1. Use local altimeter setting; if not received, use Rantoul altimeter setting. 2. VDP and Baro-VNAV not authorized when using Rantoul altimeter setting. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 47°C (116°F). 4. DME/DME RNP-0.30 not authorized. 5. Pilot controlled lighting 120.4.				
3100'				
MSA RW04				

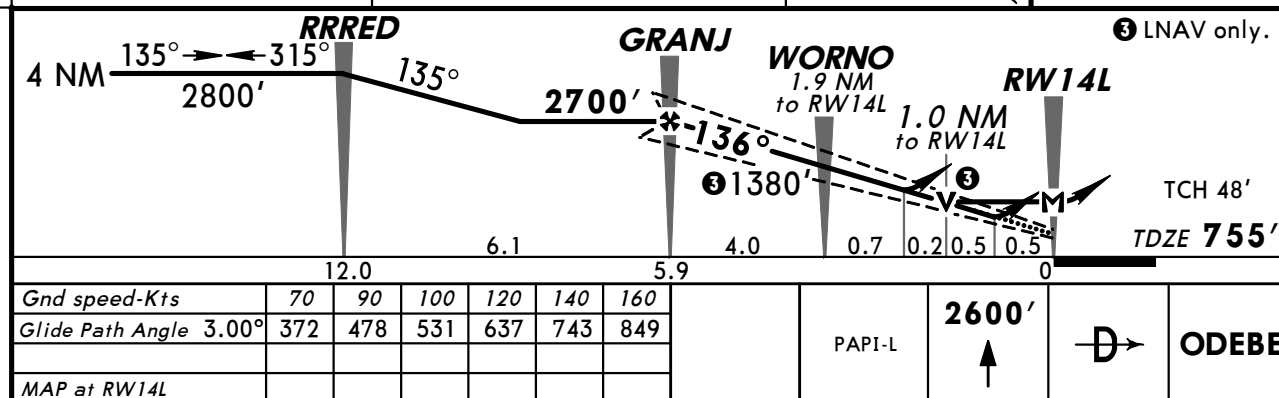
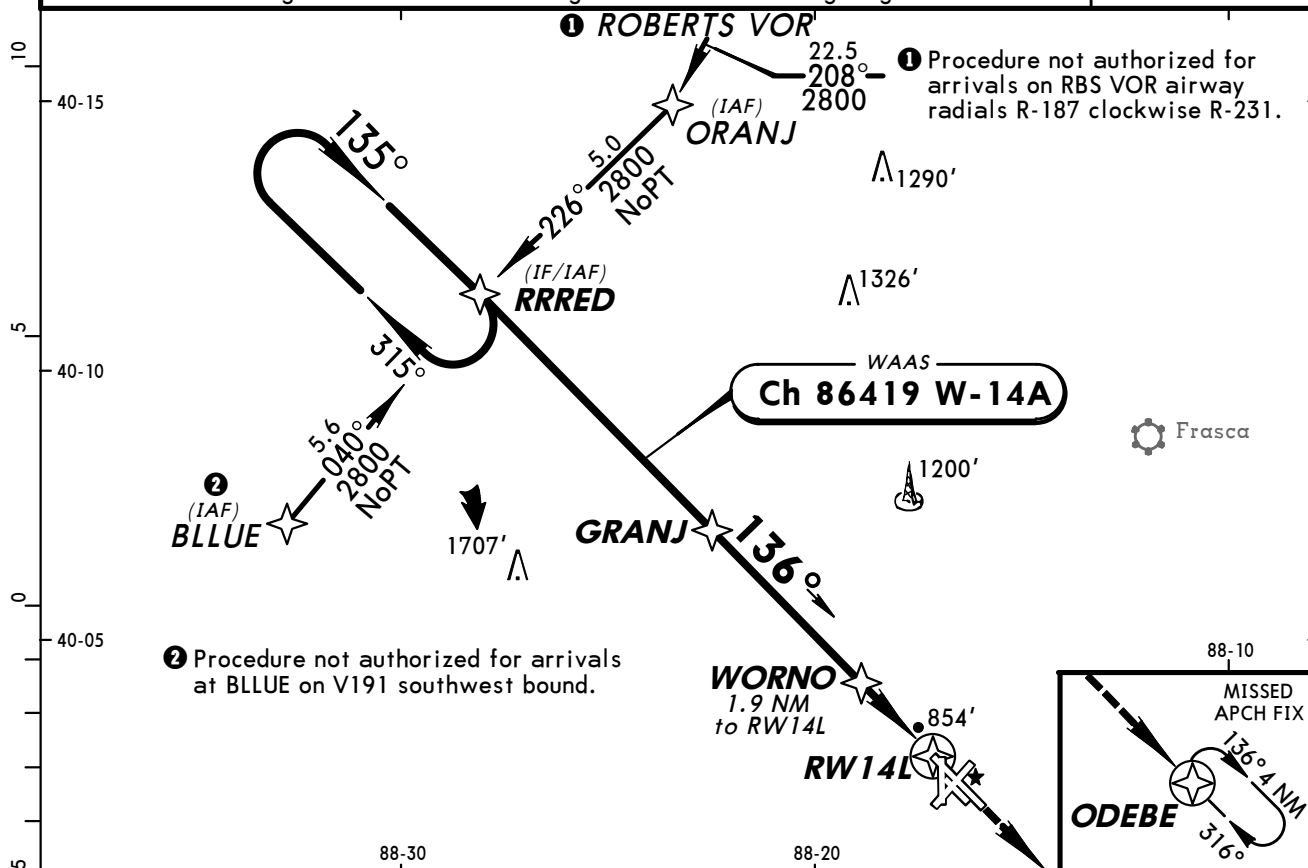


Gnd speed-Kts	70	90	100	120	140	160				
Glide Path Angle	3.00°	372	478	531	637	743	849			
MAP at RW04										

STRAIGHT-IN LANDING RWY 4				CIRCLE-TO-LAND			
1 LPV	2 LNAV/VNAV	3 LNAV		With Local Altimeter Setting	With Rantoul Altimeter Setting		
DA(H) 1001' (250')	DA(H) 1083' (332')	MDA(H) 1080' (329')		MDA(H)	MDA(H)		
A				90	1160' (405') - 1	1220' (465') - 1	
B				120	1220' (465') - 1	1280' (525') - 1	
C	1	1 1/4	1	140	1220' (465') - 1 1/2	1280' (525') - 1 1/2	
D				165	1320' (565') - 2	1380' (625') - 2	

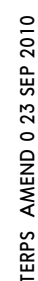
1 DA(H) 1042' (291') with Rantoul altimeter setting.
2 DA(H) 1124' (373') with Rantoul altimeter setting.
3 MDA(H) 1140' (389'), LNAV CAT D VIS 1 1/4, with Rantoul altimeter setting.

ATIS (ASOS when Twr inop)	*CHAMPAIGN Approach (R)	CHICAGO Center	*CHAMPAIGN Tower	*Ground
124.85	316°-135° 121.35 136°-315° 132.85	121.35 when App inop.	CTAF 120.4	121.8
WAAS Ch 86419 W-14A	Final Apch Crs 136°	Minimum Alt GRANJ 2700' (1945')	LPV DA(H) (CONDITIONAL) 955' (200')	Apt Elev 755' TDZE 755'
MISSED APCH: Climb to 2600' direct ODEBE and hold. Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use Rantoul altimeter setting. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 47°C (116°F). 3. DME/DME RNP-0.30 not authorized. 4. Baro-VNAV and VDP not authorized when using Rantoul altimeter setting. 5. Pilot controlled lighting 120.4.				
				3100' MSA RW14L



STRAIGHT-IN LANDING RWY 14L				CIRCLE-TO-LAND	
With Local Altimeter Setting				With Local Altimeter Setting	
LPV	LNAV/VNAV	LNAV		Max Kts	MDA(H)
DA(H) 955' (200')	DA(H) 1170' (415')	MDA(H) 1120' (365')		90	1160' (405')-1
A				120	1220' (465')-1
B				140	1220' (465')-1 1/2
C				165	1320' (565')-2
D					
With Rantoul Altimeter Setting				With Rantoul Altimeter Setting	
LPV	LNAV/VNAV	LNAV		Max Kts	MDA(H)
DA(H) 996' (241')	DA(H) 1211' (456')	MDA(H) 1180' (425')		90	1220' (465')-1
A				120	1280' (525')-1
B				140	1280' (525')-1 1/2
C				165	1380' (625')-2
D					

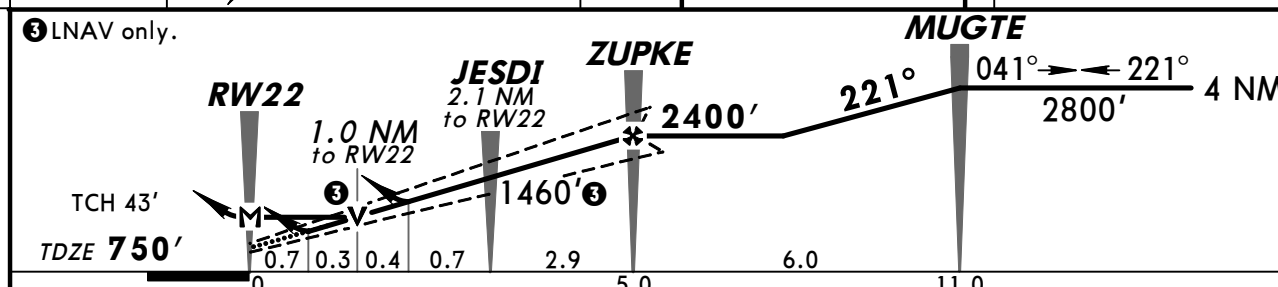
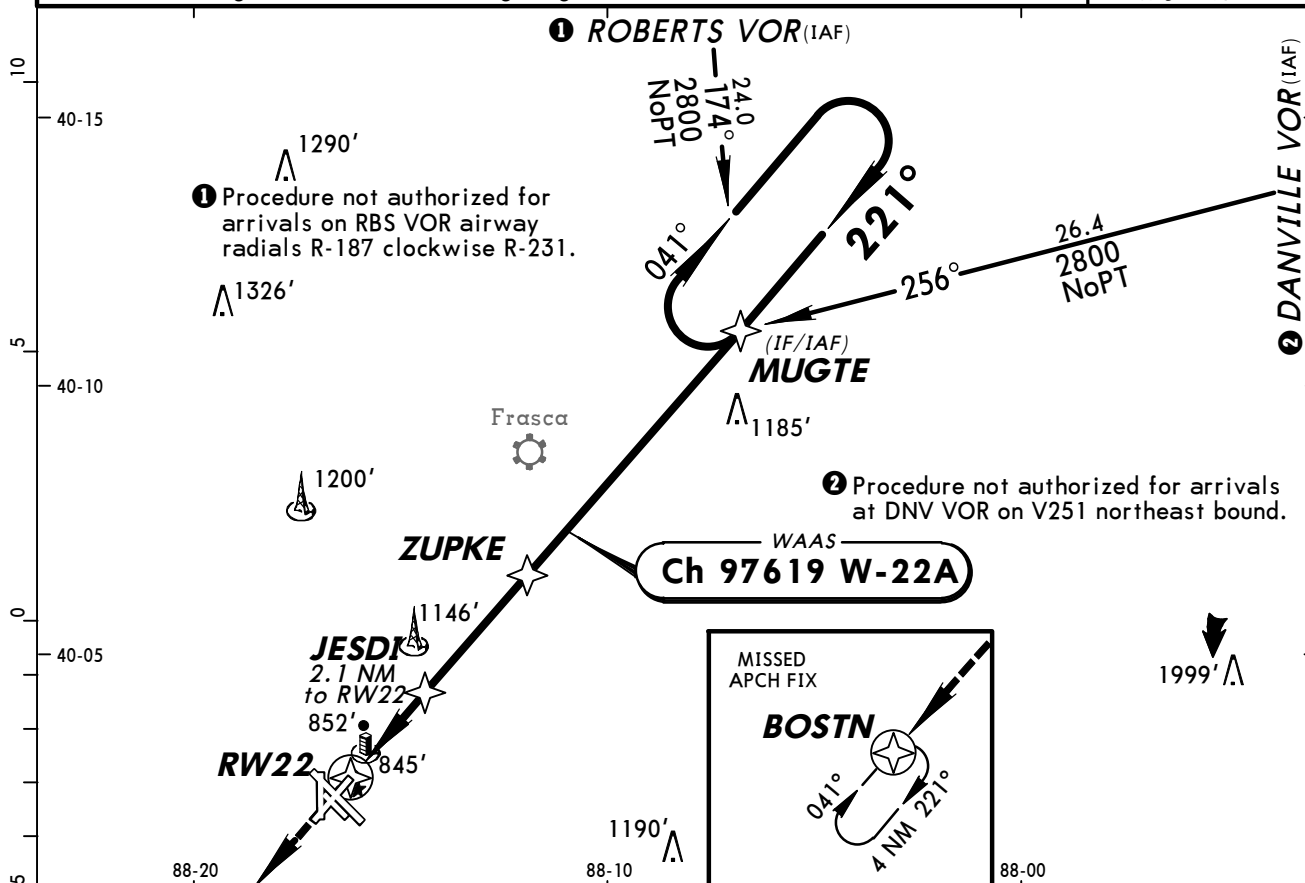
BRIEFING STRIP TM



PAPI-1

CIRCLE-TO-LAND

ATIS (ASOS when Twr inop)	*CHAMPAIGN Approach (R)	CHICAGO Center	*CHAMPAIGN Tower	*Ground
124.85	316°-135° 121.35 136°-315° 132.85	121.35 when App inop.	CTAF 120.4	121.8
WAAS Ch 97619 W-22A	Final Apch Crs 221°	Minimum Alt ZUPKE 2400' (1650')	LPV DA(H) (CONDITIONAL) 1000' (250')	Apt Elev 755' TDZE 750'
MISSED APCH: Climb to 2300' direct BOSTN and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'				
1. Use local altimeter setting; if not received use Rantoul altimeter setting. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 47°C (116°F). 3. DME/DME RNP-0.30 not authorized. 4. Visibility reduction by helicopters not authorized. 5. Baro-VNAV and VDP not authorized with Rantoul altimeter setting. 6. Pilot controlled lighting 120.4.				
				3100'
MSA RW22				

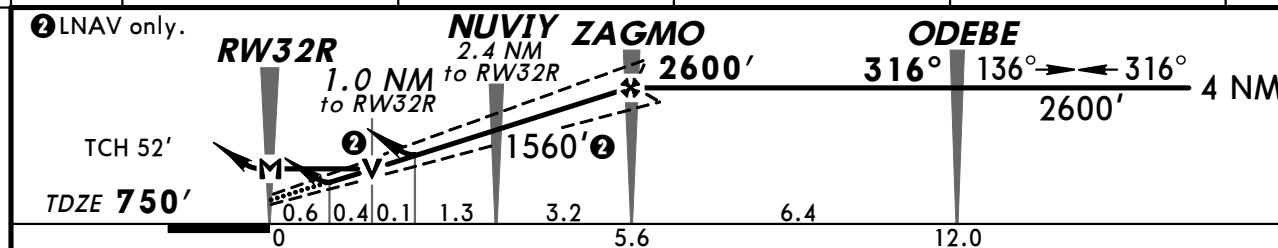
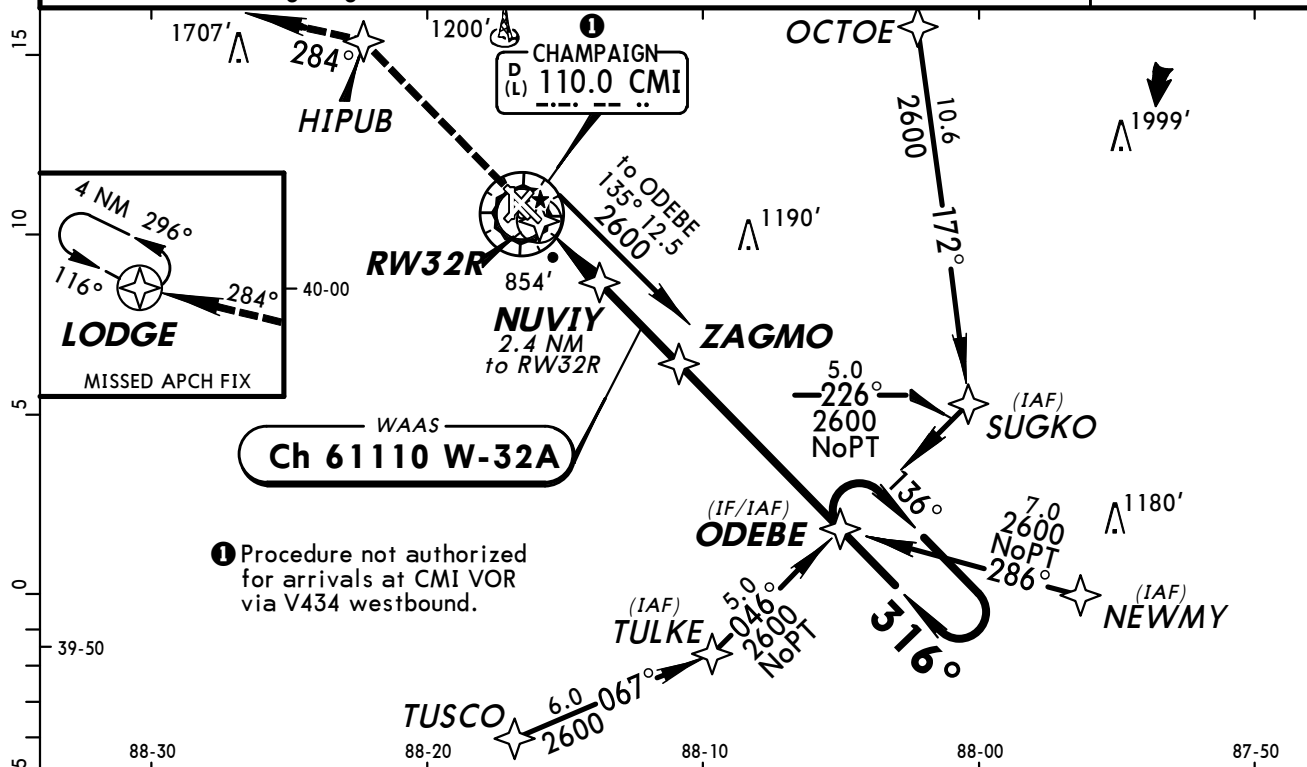


Gnd speed-Kts	70	90	100	120	140	160				
Glide Path Angle 3.00°	372	478	531	637	743	849				
MAP at RW22										

STRAIGHT-IN LANDING RWY 22				CIRCLE-TO-LAND			
1 LPV	2 LNAV/VNAV	3 LNAV		With Local Altimeter Setting			
DA(H) 1000' (250')	DA(H) 1219' (469')	MDA(H) 1120' (370')		Max Kts	MDA(H)		
A				90	1160' (405') -1		
B				120	1220' (465') -1		
C	1	1 3/4	1	140	1220' (465') -1 1/2		
D		1 1/4		165	1320' (565') -2		

- 1 DA(H) 1041' (291') with Rantoul altimeter setting.
 2 DA(H) 1260' (510') with Rantoul altimeter setting.
 3 Not authorized with Rantoul altimeter setting.

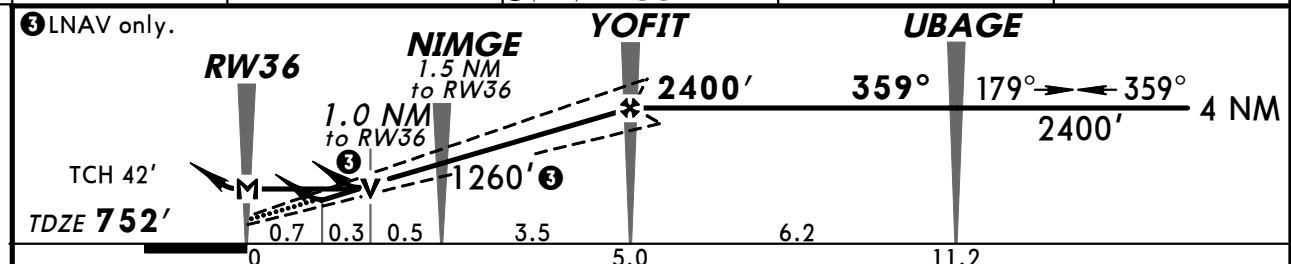
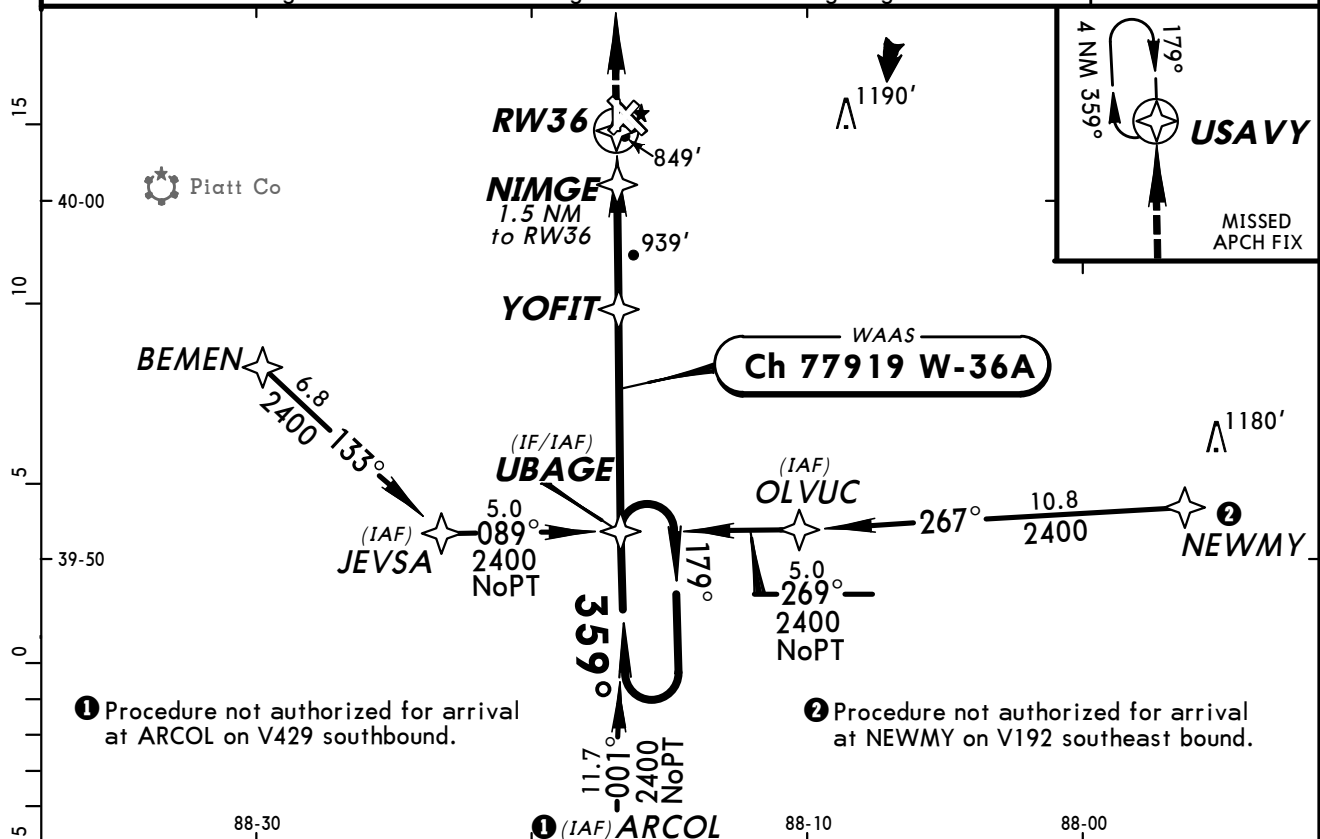
ATIS (ASOS when Twr inop)	*CHAMPAIGN Approach (R)	CHICAGO Center	*CHAMPAIGN Tower	*Ground
124.85	316°-135° 121.35 132.85	121.35 when App inop.	CTAF 120.4	121.8
WAAS Ch 61110 W-32A	Final Aptch Crs 316°	Minimum Alt ZAGMO 2600' (1850')	LPV DA(H) (CONDITIONAL) 1000' (250')	Apt Elev 755' TDZE 750'
MISSED APCH: Climb to 2800' direct HIPUB and via 284° track to LODGE and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use Rantoul altimeter setting. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 47°C (116°F). 3. Baro-VNAV and VDP not authorized when using Rantoul altimeter setting. 4. DME/DME RNP-0.30 not authorized. 5. Pilot controlled lighting 120.4.				
3100' MSA RW32R				



Gnd speed-Kts	70	90	100	120	140	160		MALSR	2800'		HIPUB
Glide Path Angle 3.00°	372	478	531	637	743	849		PAPI			
MAP at RW32R											

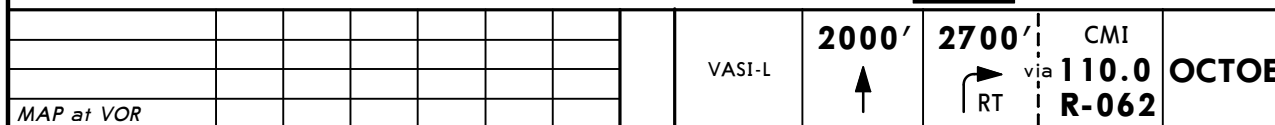
STRAIGHT-IN LANDING RWY 32R							CIRCLE-TO-LAND		
With Local Altimeter Setting							With Local Altimeter Setting		
LPV		LNAV/VNAV		LNAV			Max Kts		
DA(H) 1000' (250')		DA(H) 1153' (403')		MDA(H) 1120' (370')			MDA(H)		
RAIL or ALS out		RAIL or ALS out		RAIL out ALS out					
A							90	1160' (405') - 1	
B	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	1 1/2	RVR 24 or 1/2	RVR 40 or 3/4	120	1220' (465') - 1	
C					RVR 50 or 1	RVR 60 or 1/4	140	1220' (465') - 1 1/2	
D							165	1320' (565') - 2	
With Rantoul Altimeter Setting							With Rantoul Altimeter Setting		
LPV		LNAV/VNAV		LNAV			Max Kts		
DA(H) 1040' (290')		DA(H) 1194' (444')		MDA(H) 1180' (430')			MDA(H)		
RAIL or ALS out		RAIL or ALS out		RAIL out ALS out					
A							90	1220' (465') - 1	
B	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	1 1/2	RVR 24 or 1/2	RVR 40 or 3/4	120	1280' (525') - 1	
C					RVR 40 or 3/4	RVR 60 or 1/4	140	1280' (525') - 1 1/2	
D					RVR 50 or 1	1 1/2	165	1380' (625') - 2	

ATIS (ASOS when Twr inop)	*CHAMPAIGN Approach (R)	CHICAGO Center	*CHAMPAIGN Tower	*Ground
124.85	316°-135° 121.35 136°-315° 132.85	121.35 when App inop.	CTAF 120.4	121.8
WAAS Ch 77919 W-36A	Final Apch Crs 359°	Minimum Alt YOFIT 2400' (1648')	LPV DA(H) (CONDITIONAL) 1022' (270')	Apt Elev 755' TDZE 752'
MISSED APCH: Climb to 2400' direct USAVY and hold. Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received use Rantoul altimeter setting. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 47°C (116°F). 3. DME/DME RNP-0.30 not authorized. 4. Baro-VNAV and VDP not authorized when using Rantoul altimeter setting. 5. Pilot controlled lighting 120.4.				
				3100' MSA RW36



Gnd speed-Kts	70	90	100	120	140	160				
Glide Path Angle	3.00°	372	478	531	637	743	849			
MAP at RW36										

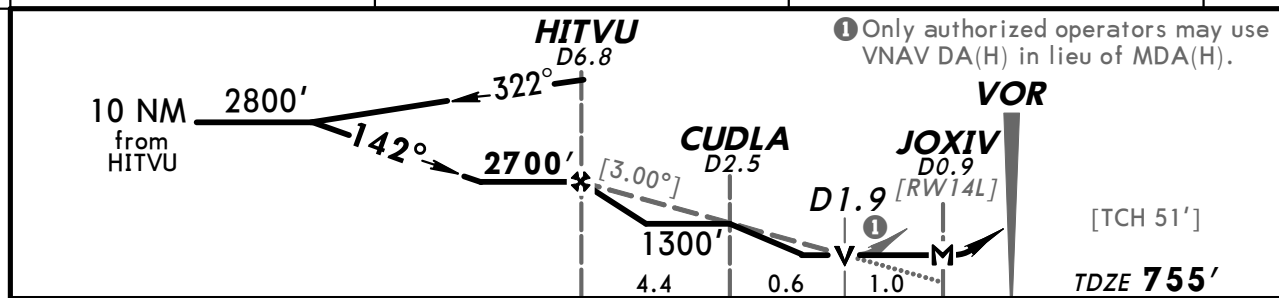
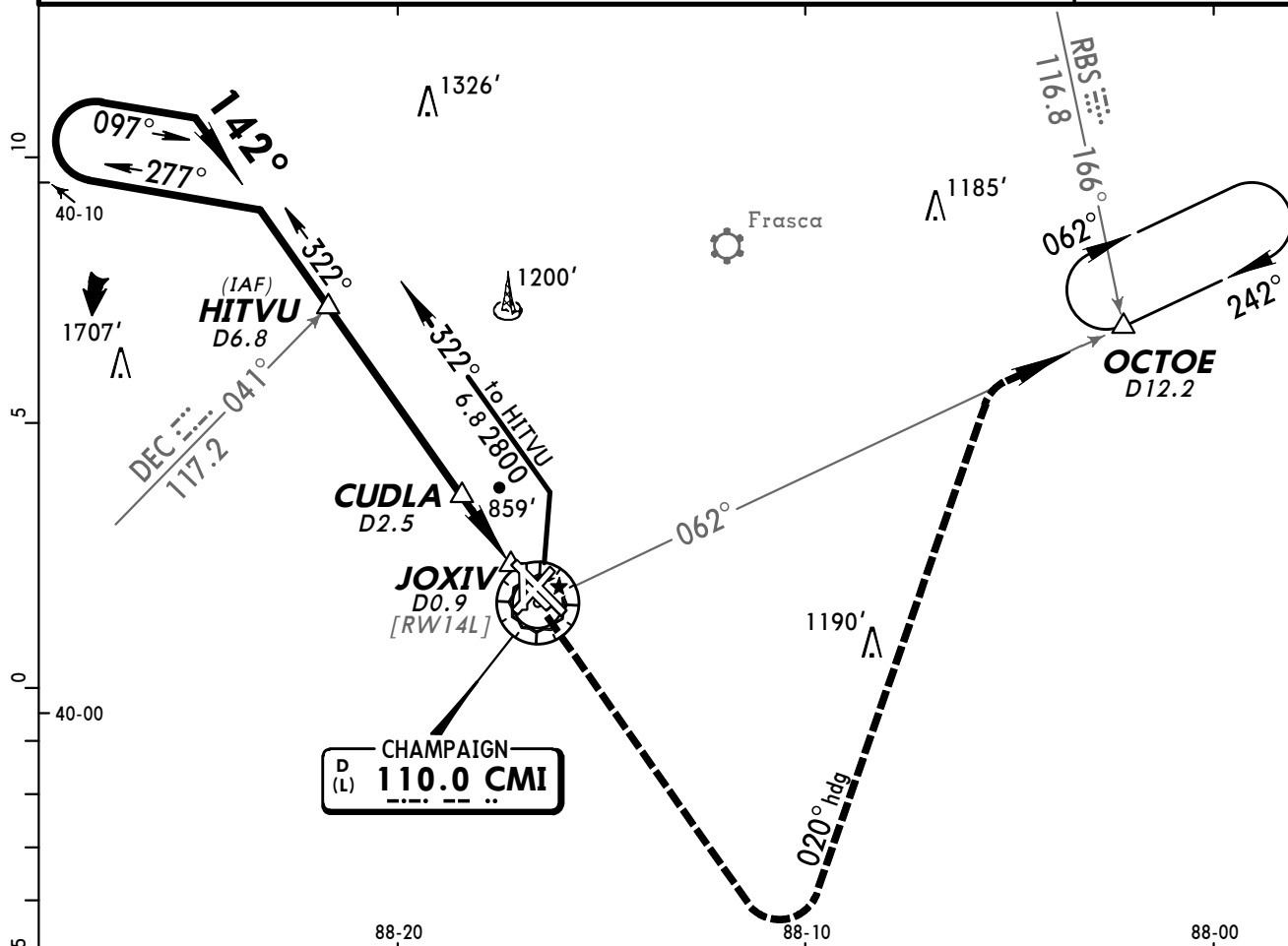
STRAIGHT-IN LANDING RWY 36						CIRCLE-TO-LAND			
With Local Altimeter Setting			With Local Altimeter Setting			With Local Altimeter Setting			
LPV DA(H)	1022' (270')		LNAV/VNAV DA(H)	1119' (367')		MDA(H)	1100' (348')	Max Kts	MDA(H)
A								90	1160' (405')-1
B	1		1 1/4					120	1220' (465')-1
C								140	1220' (465')-1 1/2
D								165	1320' (565')-2
With Rantoul Altimeter Setting			With Rantoul Altimeter Setting			With Rantoul Altimeter Setting			
LPV DA(H)	1063' (311')		LNAV/VNAV DA(H)	1160' (408')		MDA(H)	1160' (408')	Max Kts	MDA(H)
A								90	1220' (465')-1
B	1		1 1/2					120	1280' (525')-1
C								140	1280' (525')-1 1/2
D								165	1380' (625')-2

BRIEFING STRIP™

TERPS
12
AMEND

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ATIS (ASOS when Twr inop)	*CHAMPAIGN Approach (R)	CHICAGO Center	*CHAMPAIGN Tower	*Ground
124.85	316°-135° 121.35 132.85	121.35 when App inop.	CTAF 120.4	121.8
VOR CMI 110.0	Final Apch Crs 142°	Minimum Alt HITVU 2700' (1945')	MDA(H) (CONDITIONAL) 1120' (365')	Apt Elev 755' TDZE 755'
MISSED APCH: Climb to 2700' then LEFT turn heading 020° and outbound via CMI VOR R-062 to OCTOE INT/D12.2 and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use Rantoul Natl altimeter setting. 2. VDP not authorized when using Rantoul Natl altimeter setting. 3. VGSI and descent angles not coincident. 4. Pilot controlled lighting 120.4.				
				3100' MSA CMI VOR



Gnd speed-Kts	70	90	100	120	140	160		2700'			
Descent Angle [3.00°]	372	478	531	637	743	849					
MAP at JOXIV											

STRAIGHT-IN LANDING RWY 14L				CIRCLE-TO-LAND			
MDA(H) 1120' (365')		MDA(H) 1180' (425')		With Local Altimeter Setting		With Rantoul Natl Altimeter Setting	
With Local Altimeter Setting		With Rantoul Natl Altimeter Setting		Max Kts	MDA(H)	MDA(H)	
1		1		90	1160' (405')-1	1220' (465')-1	
1		1		120	1220' (465')-1	1280' (525')-1	
1 1/4		1 1/4		140	1220' (465')-1 1/2	1280' (525')-1 3/4	
1 1/4		1 1/4		165	1320' (565')-2	1380' (625')-2	

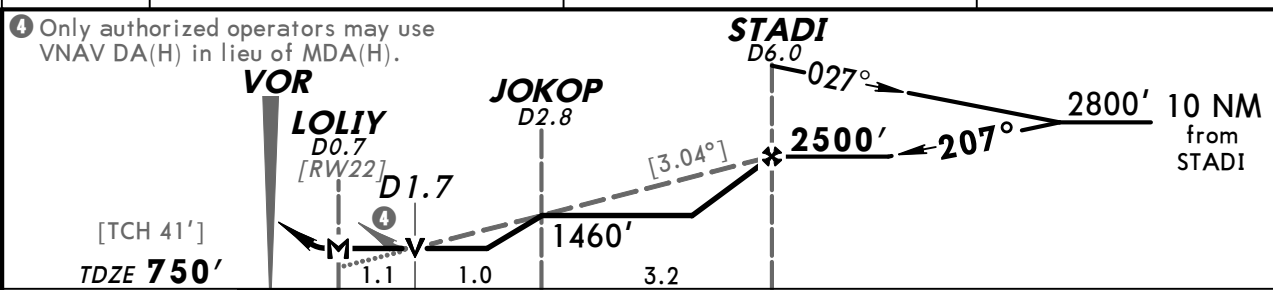
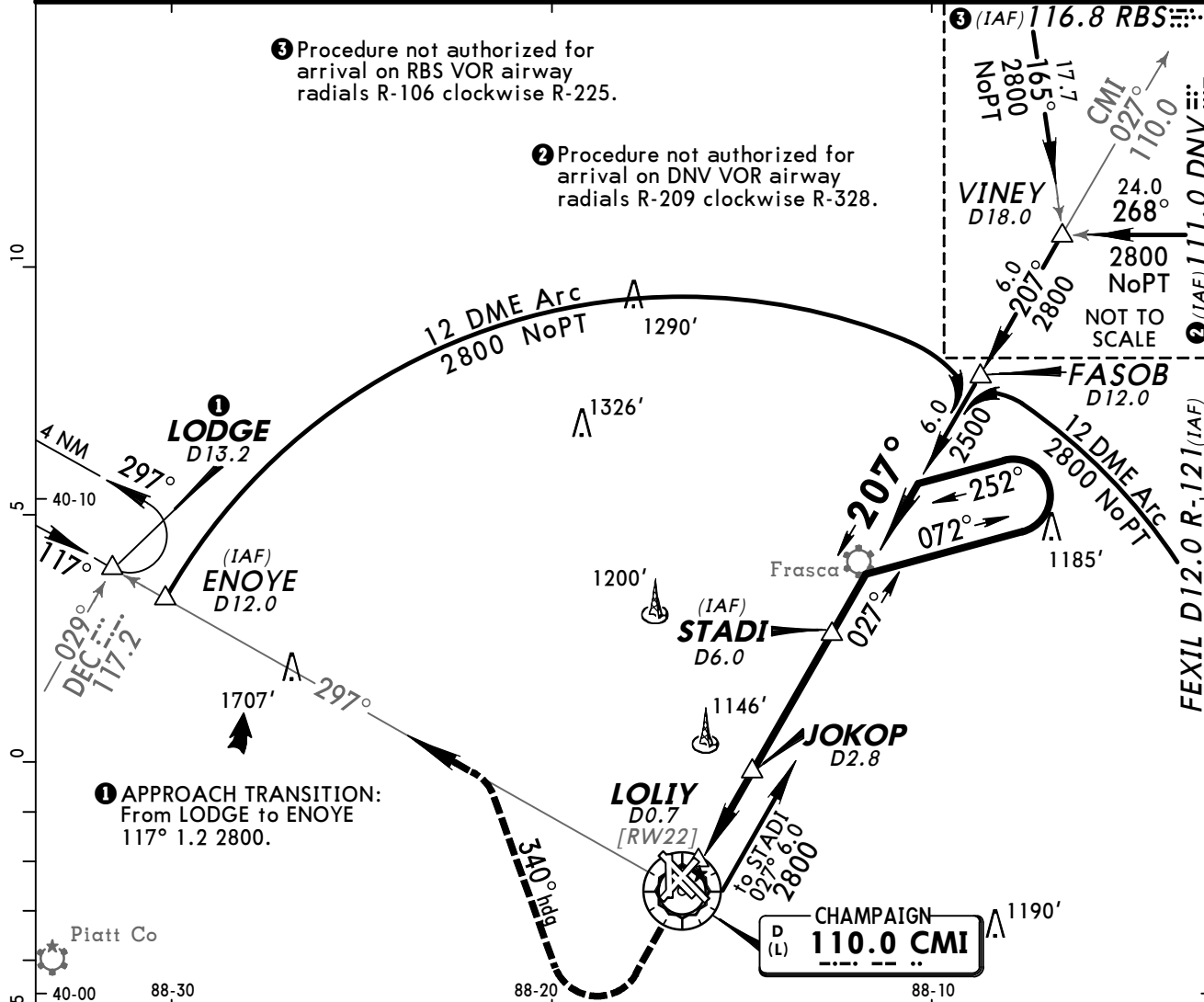
BRIEFING STRIP™

MAP at VOR

TERPS

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BRIEFING STRIP™	ATIS (ASOS when Twr inop)		*CHAMPAIGN Approach (R) 316°-135° 136°-315°		CHICAGO Center	*CHAMPAIGN Tower	*Ground
	124.85		121.35	132.85	121.35 when App inop.	CTAF 120.4	121.8
	VOR CMI 110.0	Final Apch Crs 207°	Minimum Alt STADI 2500' (1750')	MDA(H) 1120' (370')	Apt Elev 755' TDZE 750'	3100' MSA CMI VOR	
	MISSED APCH: Climb to 2800' then RIGHT turn via heading 340° and outbound on CMI VOR R-297 to LODGE INT/D13.2 and hold.						
	Alt Set: INCHES 1. Pilot controlled lighting 120.4.		Trans level: FL 180		Trans alt: 18000'		

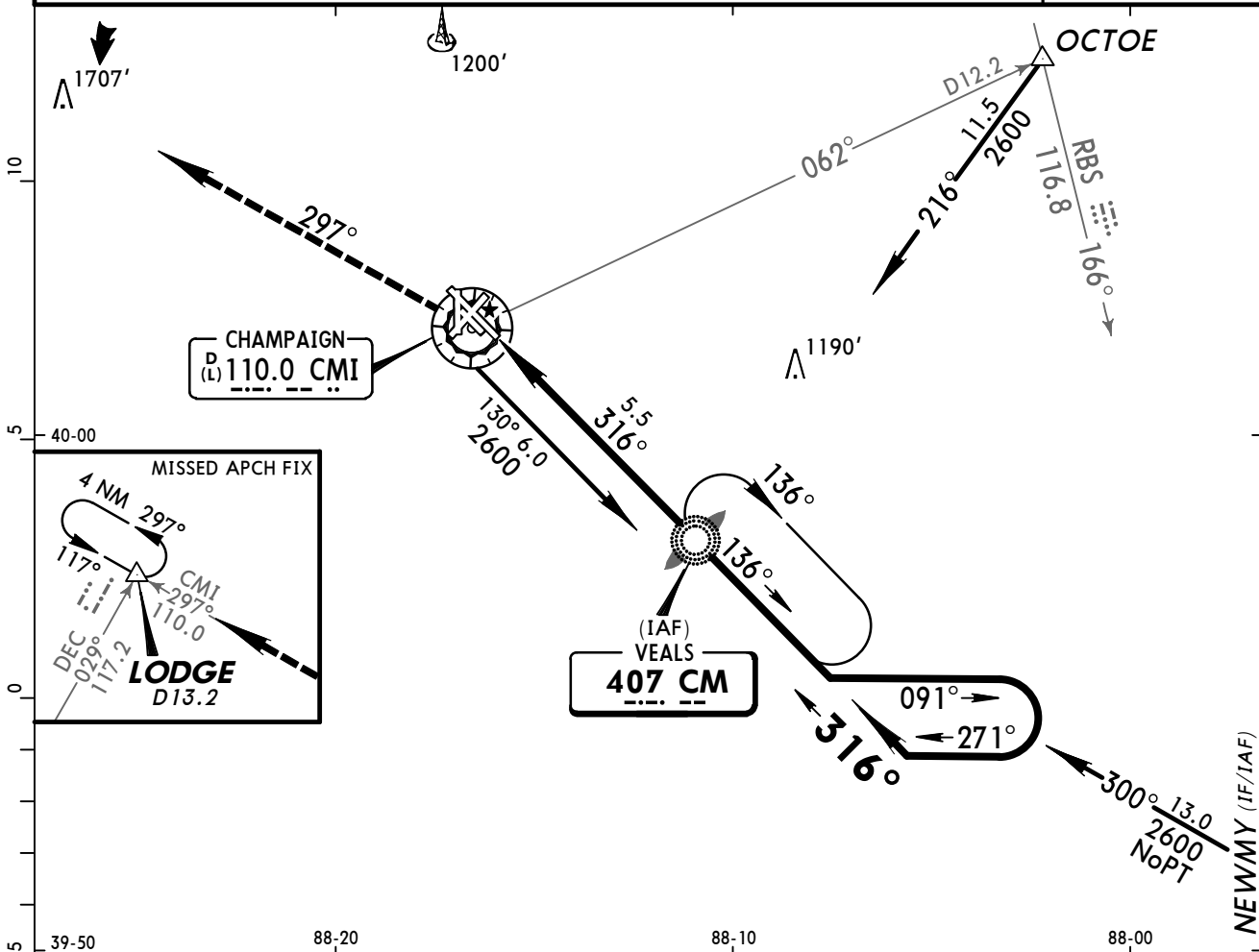


Gnd Speed-Kts	70	90	100	120	140	160	VASI-L	2800'	RT	via 340° hdg
Descent Angle [3.04°]	376	484	538	645	753	861				
MAP at LOLIY										

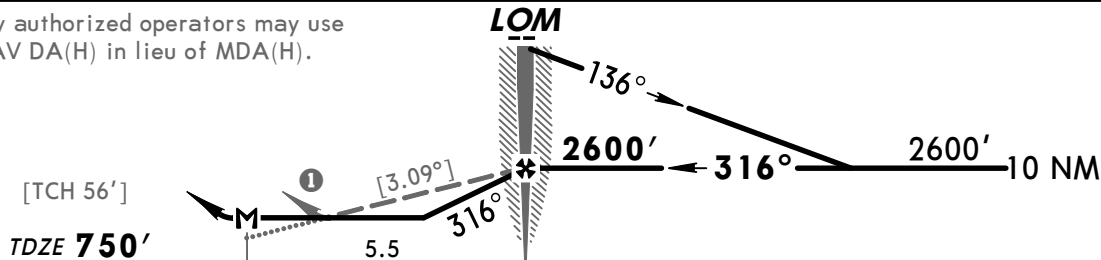
STRAIGHT-IN LANDING RWY 22						CIRCLE-TO-LAND				
MDA(H) 1120' (370')						Max Kts	MDA(H)			
A	1					90	1160' (405') -1			
B						120	1220' (465') -1			
C						140	1220' (465') -1½			
D						165	1320' (565') -2			

BRIEFING STRIP

ATIS (ASOS when Twr inop) 124.85		*CHAMPAIGN Approach (R) 316°-135° 136°-315° 121.35 132.85		CHICAGO Center 121.35 when App inop.	*CHAMPAIGN Tower CTAF 120.4	*Ground 121.8
LOM CM 407	Final Apch Crs 316°	Minimum Alt LOM 2600' (1850')	MDA(H) (CONDITIONAL) 1240' (490')	Apt Elev 755' TDZE 750'	3000' MSA CM LOM	
MISSED APCH: Climbing LEFT turn to 2800' outbound via CMI VOR R-297 to LODGE INT/D13.2 and hold.						
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'						
1. Use local altimeter setting; if not received, use Rantoul altimeter setting. 2. Pilot controlled lighting 120.4.						



① Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

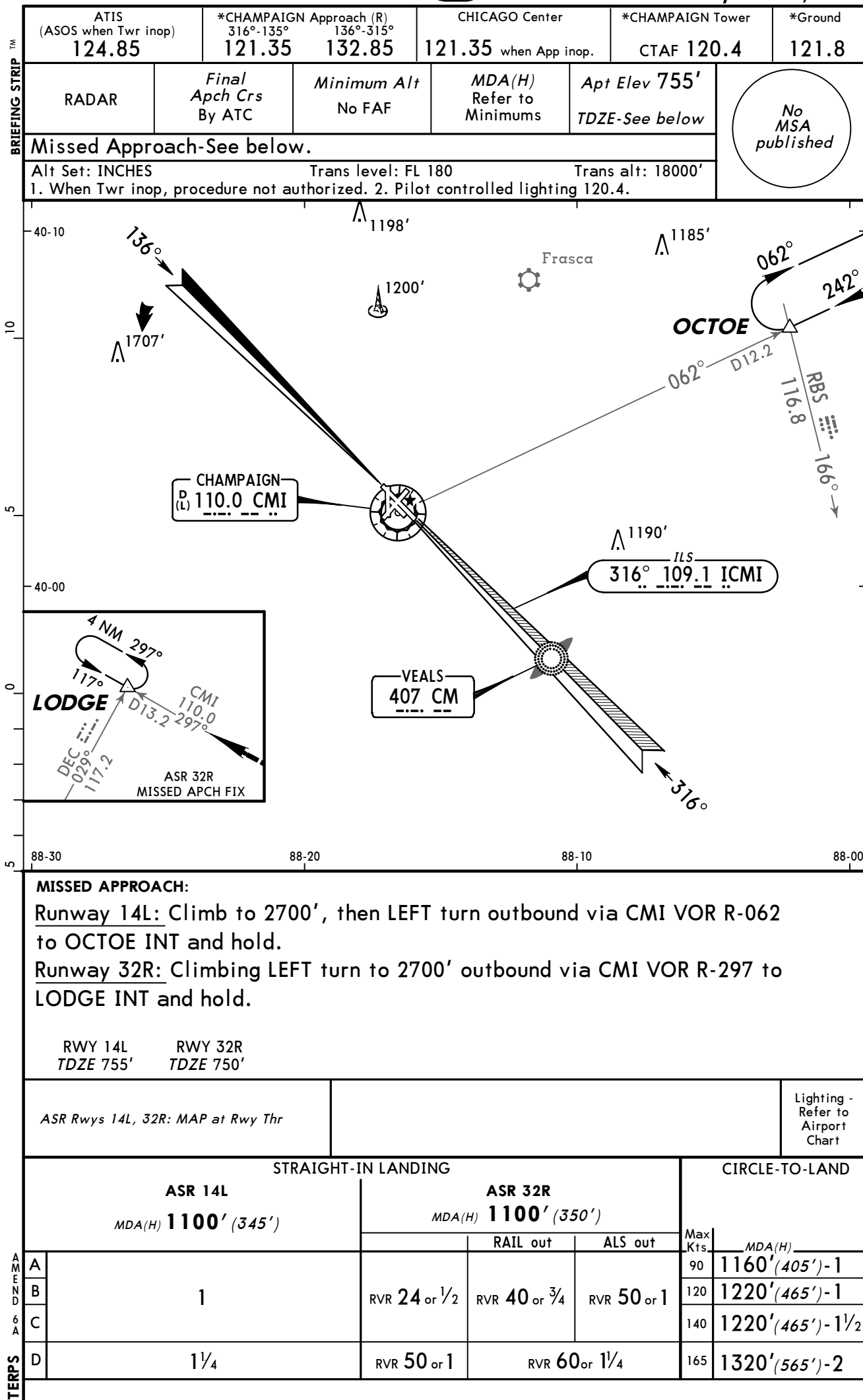


Gnd speed-Kts	70	90	100	120	140	160	MALS PAPI	2800' LT	CMI 110.0 R-297	LODGE
Descent Angle [3.09°]	383	492	547	656	765	875				
LOM to MAP	5.5	4:43	3:40	3:18	2:45	2:21				

STRAIGHT-IN LANDING RWY 32R

CIRCLE-TO-LAND

	MDA(H) 1240' (490')		MDA(H) 1300' (550')		Max Kts	With Local Altimeter Setting	With Rantoul Altimeter Setting
	RAIL out	ALS out	RAIL out	ALS out		MDA(H)	MDA(H)
A	RVR 40 or 3/4		RVR 50 or 1		90	1240' (485') - 1	1300' (545') - 1
B	RVR 40 or 3/4		RVR 50 or 1		120	1240' (485') - 1 1/2	1300' (545') - 1 1/2
C	RVR 40 or 3/4		RVR 50 or 1		140	1240' (485') - 2	1300' (545') - 2
D	RVR 60 or 1 1/4		RVR 50 or 1		165	1320' (565') - 2	1380' (625') - 2



General Information

Location: Cahokia/St Louis IL USA

IATA Code: CPS

Lat/Long: N38° 34.2' W090° 09.3'

Elevation: 413 ft

Airport Use: Public

Magnetic Variation: 1.1 °W

Sectional Chart: Kansas City

Fuel Types: 100 Octane (LL), Jet A

Oxygen Types: High Pressure

Repair Types: Major Airframe, Major Engine

Customs: Upon Prior Request

Airport Type: IFR

Landing Fee: No

Control Tower: Yes

Jet Start Unit: Yes

LLWS Alert: No

Beacon: Yes

Sunrise: 1236 Z

Sunset: 2351 Z,

Runway Information

Runway: 05

Length x Width: 2799 ft x 75 ft

Surface Type: asphalt

TDZ-Elev: 410 ft

Lighting: Edge

Runway: 12L

Length x Width: 5300 ft x 75 ft

Surface Type: concrete

TDZ-Elev: 411 ft

Lighting: Edge, REIL

Runway: 12R

Length x Width: 6997 ft x 150 ft

Surface Type: asphalt

TDZ-Elev: 413 ft

Lighting: Edge, REIL

Runway: 23

Length x Width: 2799 ft x 75 ft

Surface Type: asphalt

TDZ-Elev: 409 ft

Lighting: Edge

Runway: 30L
Length x Width: 6997 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 412 ft
Lighting: Edge, ALS

Runway: 30R
Length x Width: 5300 ft x 75 ft
Surface Type: concrete
TDZ-Elev: 408 ft
Lighting: Edge, REIL

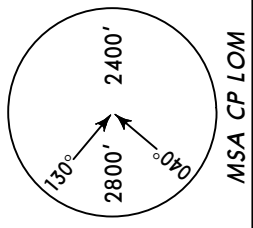
Communication Information

ATIS 121.45
Downtown Tower 119.925 CTAF
Downtown Ground Control 121.8
St Louis Clearance Delivery 121.8
Downtown Clearance Delivery 118.275
St Louis Approach Control 123.7
St Louis Departure Control 123.7
St Louis Downtown-Parks Unicom 122.95

ST LOUIS
Departure (R)
123.7

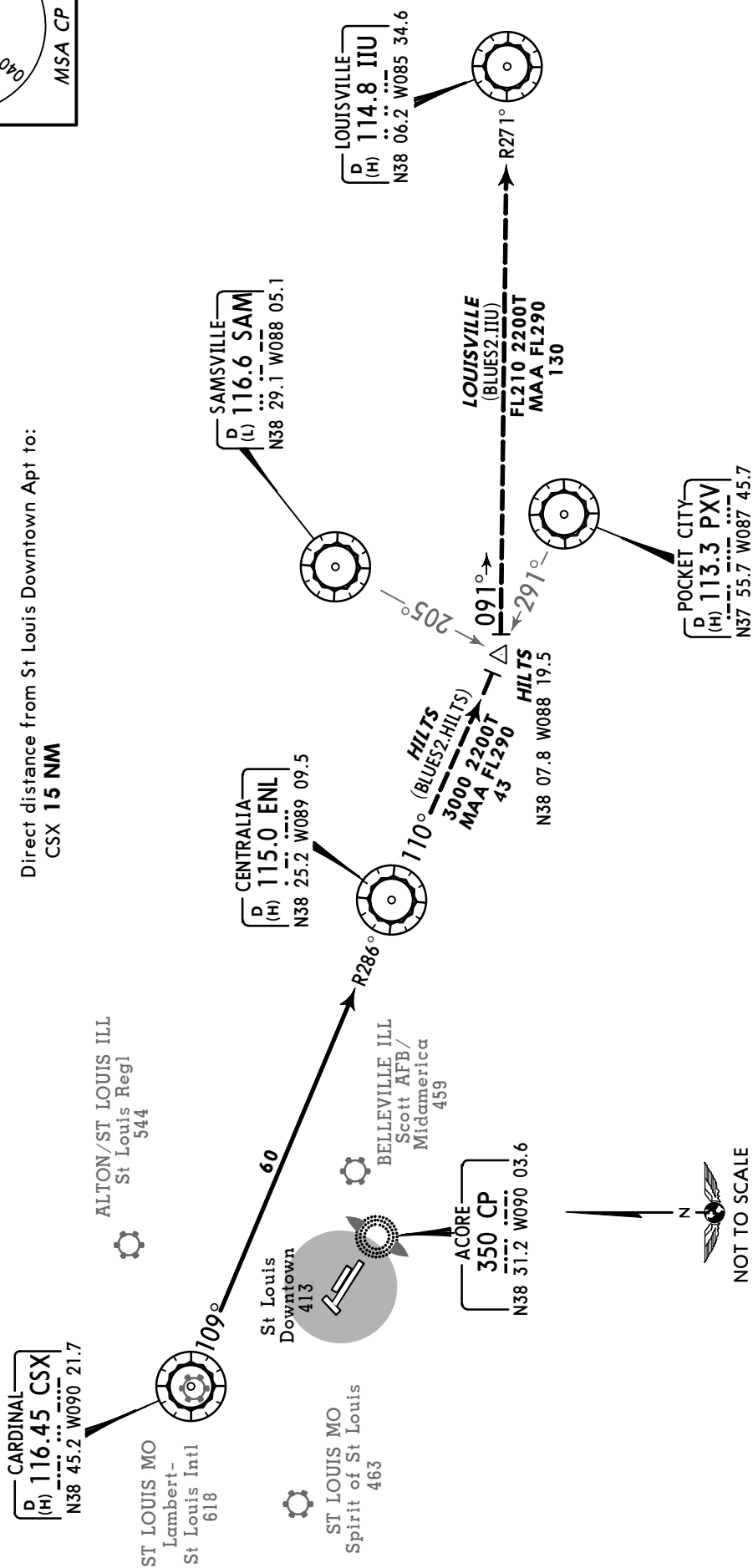
Apt Elev
See graphic

Trans level: FL180 Trans alt: 18000'
Turbojets only.



BLUES TWO DEPARTURE (BLUES2.STL)

Direct distance from St Louis Downtown Apt to:
CSX 15 NM



INITIAL CLIMB	ALTITUDE
Fly assigned heading for vector to appropriate route. From over CSX via CSX R-109 and ENL R-286 to ENL, then via transition or assigned route. EXPECT clearance to filed altitude 10 minutes after departure.	Climb and MAINTAIN 2500' or assigned altitude

MSA CP LOM

RWY	INITIAL CLIMB	ALTITUDE
5	Climb and MAINTAIN 2500' .	
12L/R	Climb via heading 122° to 1000' before turning LEFT.	Climb and MAINTAIN 2500'
23	Climb via heading 227° to 2000' before turning RIGHT.	
30L/R	Climb via heading 302° to 1700' before turning.	
ROUTING		
EXPECT vectors to appropriate route. EXPECT filed altitude 10 minutes after departure.		

GATEWAY FOUR DEPARTURE (GATWY4.STL) (PILOT NAV) (TURBOJETS ONLY)

GATEWAY FOUR DEPARTURE (GATWY4.STL) (PILOT NAV) (TURBOJETS ONLY)

DEPARTURE

Fly assigned heading for vector to appropriate route.

From over CSX VOR via CSX R-087 or over TOY VOR via TOY R-076 or over STL VOR via STL R-094 to Twila Int.

Lambert-St Louis Intl: Departures climb and MAINTAIN 5000' or assigned altitude.

All other airports: Departures climb and

MAINTAIN 2500' or assigned altitude.

EXPECT clearance to filed altitude 10 minutes after departure.

Direct distance from St Louis Downtown Apt to:

CSX VOR **15 NM**

TOY VOR **15 NM**

ST LOUIS
(H) 117.4 STL
(L) 116.45 CSX
N38 51.6 W090 28.9 N38 45.2 W090 21.7

ALTON/
ST LOUIS ILL
St Louis Regl
544

TWILA
N38 47.2
W089 33.2

JIGSY
N38 50.5
W089 07.2

BIBLE GROVE
(GATWY4.BIB)
N38 55.2 W088 28.9

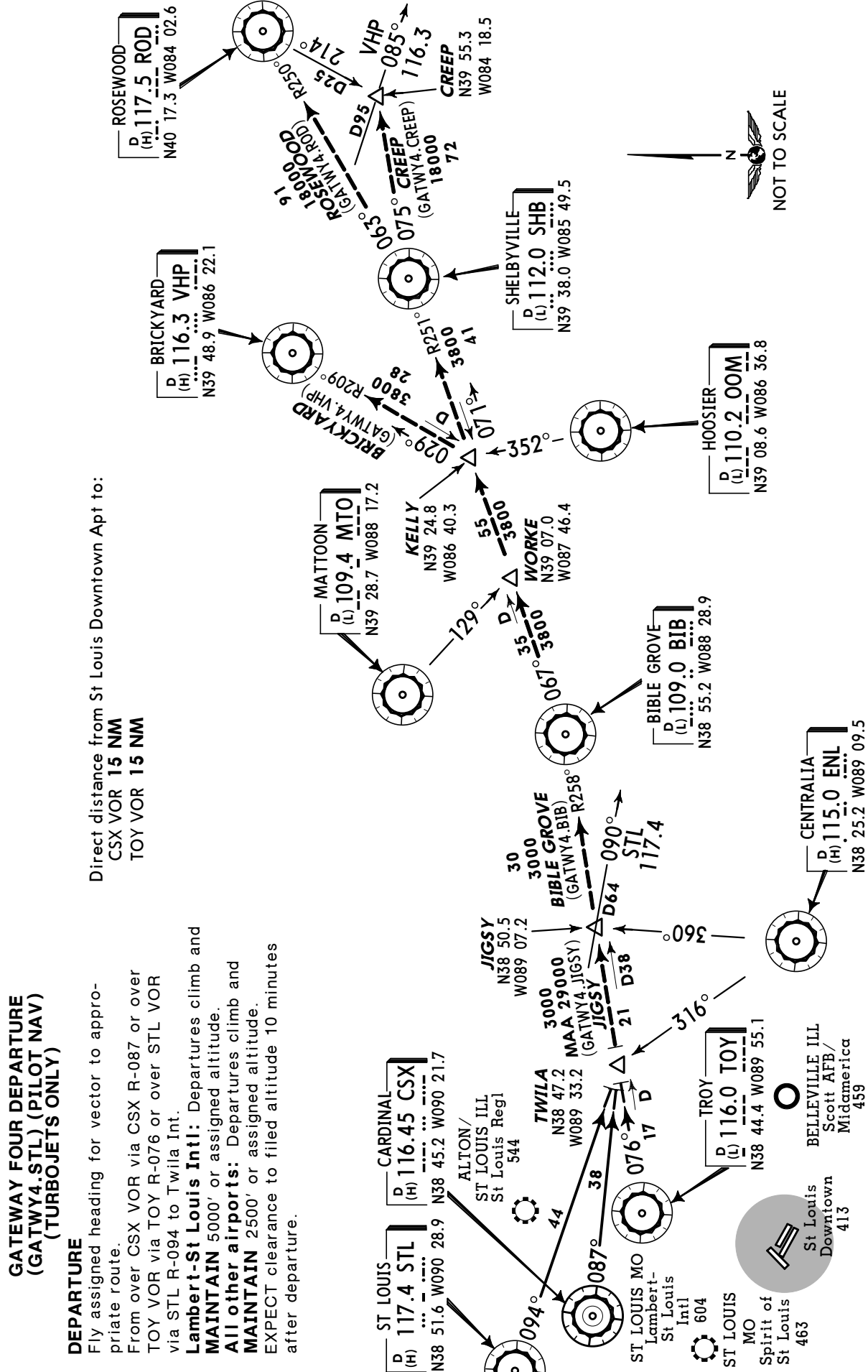
ST LOUIS MO
Lambert-
St Louis
Intl
604

ST LOUIS
MO
Spirit of
St Louis
463

TROY
(L) 116.0 TOY
N38 44.4 W089 55.1

BELLEVEILLE ILL
Scott AFB/
Midamerica
459

CENTRALIA
(H) 115.0 ENL
N38 25.2 W089 09.5



LINDBERGH TWO DEPARTURE (LINDY2.STL) (PILOT NAV)**DEPARTURE**

Fly assigned heading for vector to appropriate route.

Lambert-St Louis Intl: Turbojet departures climb and **MAINTAIN** 5000' or assigned altitude. Propeller driven departures climb and **MAINTAIN** 3000' or assigned altitude.

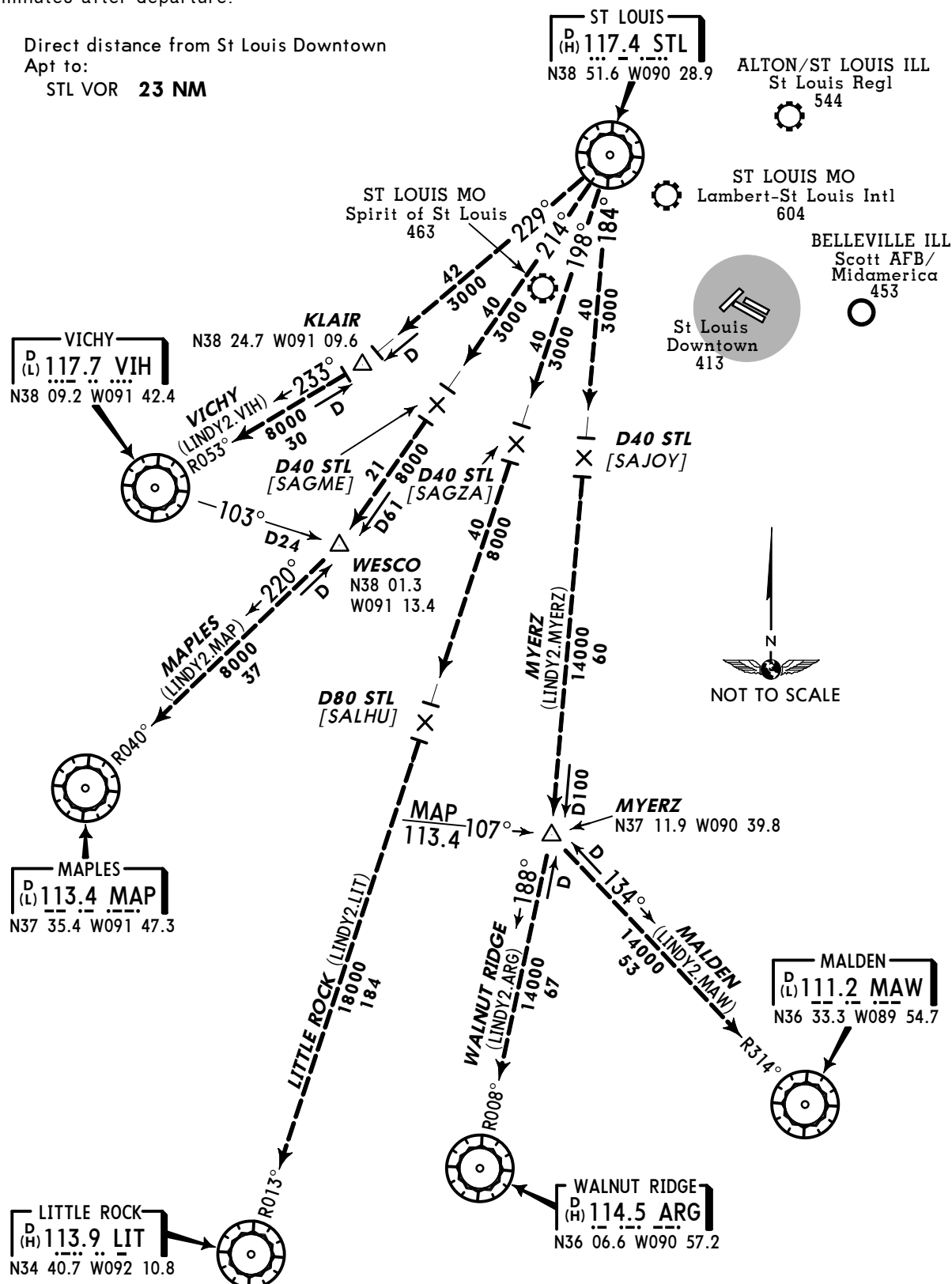
All other airports: Departures climb and **MAINTAIN** 2500' or assigned altitude.

EXPECT clearance to filed altitude 10 minutes after departure.

Direct distance from St Louis Downtown

Apt to:

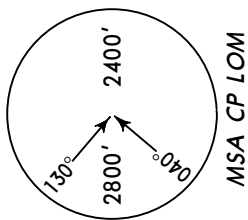
STL VOR **23 NM**



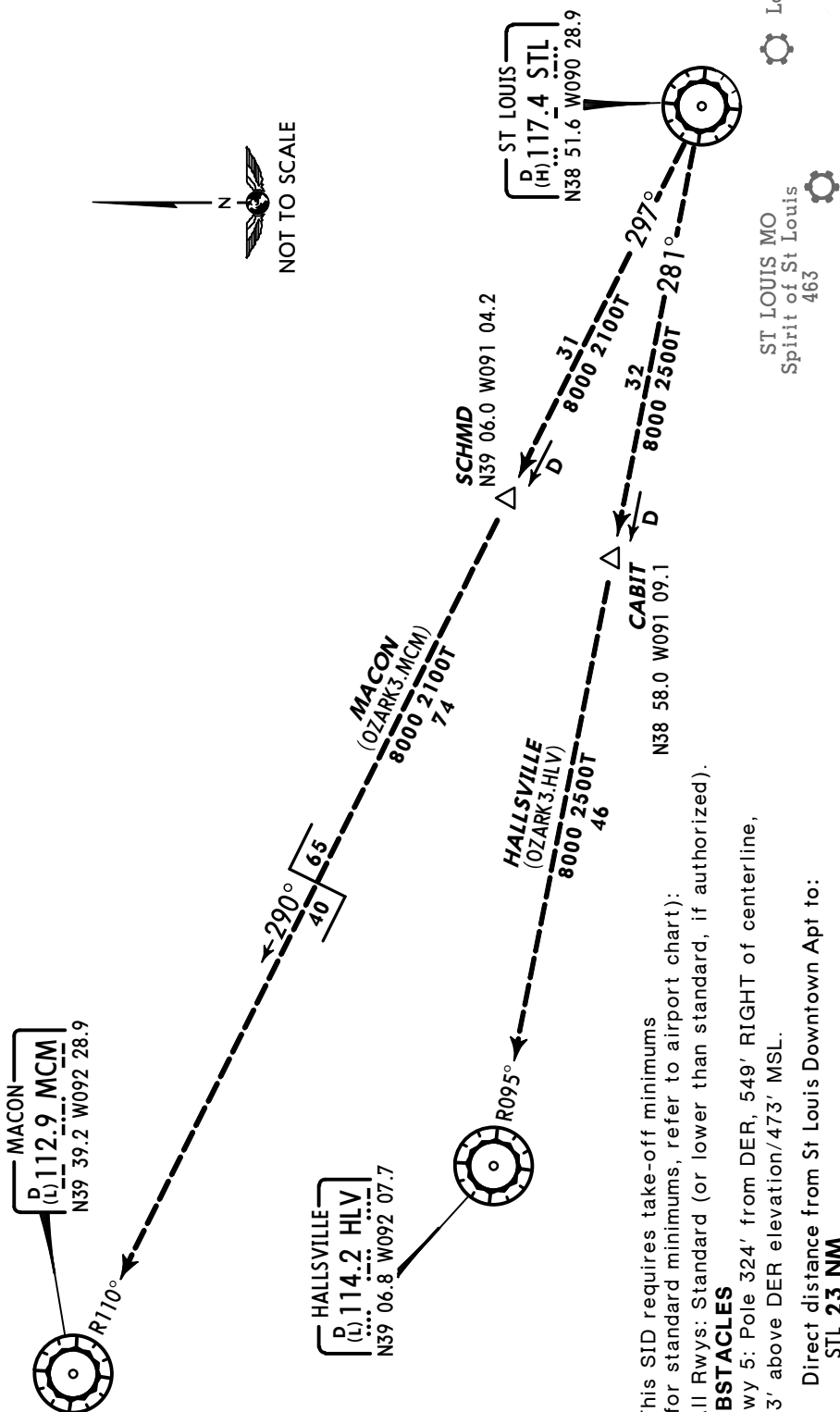
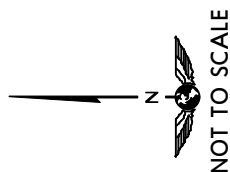
ST LOUIS Departure (R)
123.7

Apt Elev
See graphic

Trans level: FL180 Trans alt: 18000'
DME and RADAR required.



OZARK THREE DEPARTURE (OZARK3.STL)



This SID requires take-off minimums
(for standard minimums, refer to airport chart):

All Rwy: Standard (or lower than standard, if authorized).

OBSTACLES

Rwy 5: Pole 324' from DER, 549' RIGHT of centerline,
63' above DER elevation/473' MSL.

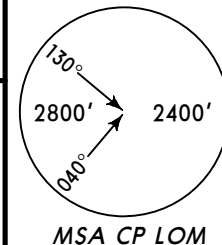
Direct distance from St Louis Downtown Apt to:
STL 23 NM

RWY	INITIAL CLIMB	ALTITUDE
12L/R	Climb runway heading to 1000' before turning LEFT.	MAINTAIN 2500' or higher assigned altitude.
23	Climb runway heading to 2000' before turning RIGHT.	
30L/R	Climb runway heading to 1700' before turning.	
ROUTING		
Fly assigned heading for vector to appropriate route. EXPECT clearance to filed altitude 10 minutes after departure.		

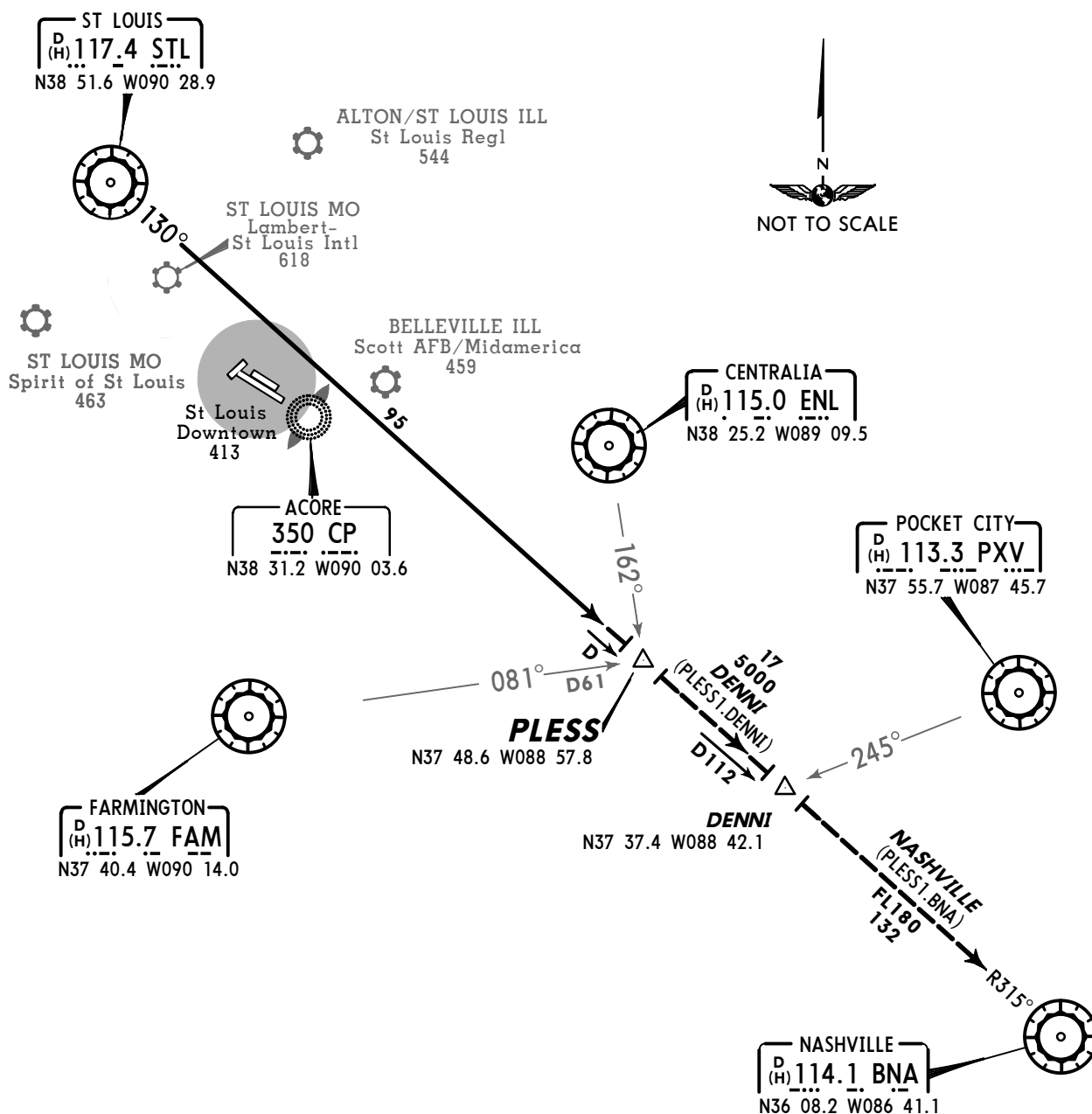
ST LOUIS Departure (R)
123.7

Apt Elev
See graphic

Trans level: FL180 Trans alt: 18000'
Authorized for turbojet aircraft only.



PLESS ONE DEPARTURE (PLESS1.STL)



Direct distance from St Louis Downtown Apt to:
STL **23 NM**

INITIAL CLIMB

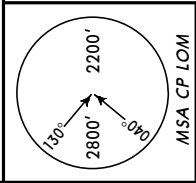
Fly assigned heading for vector to appropriate route.
From over STL via STL R-130 to PLESS, then via (transition) or
(assigned route). EXPECT clearance to filed altitude 10 minutes after
departure.

ALTITUDE

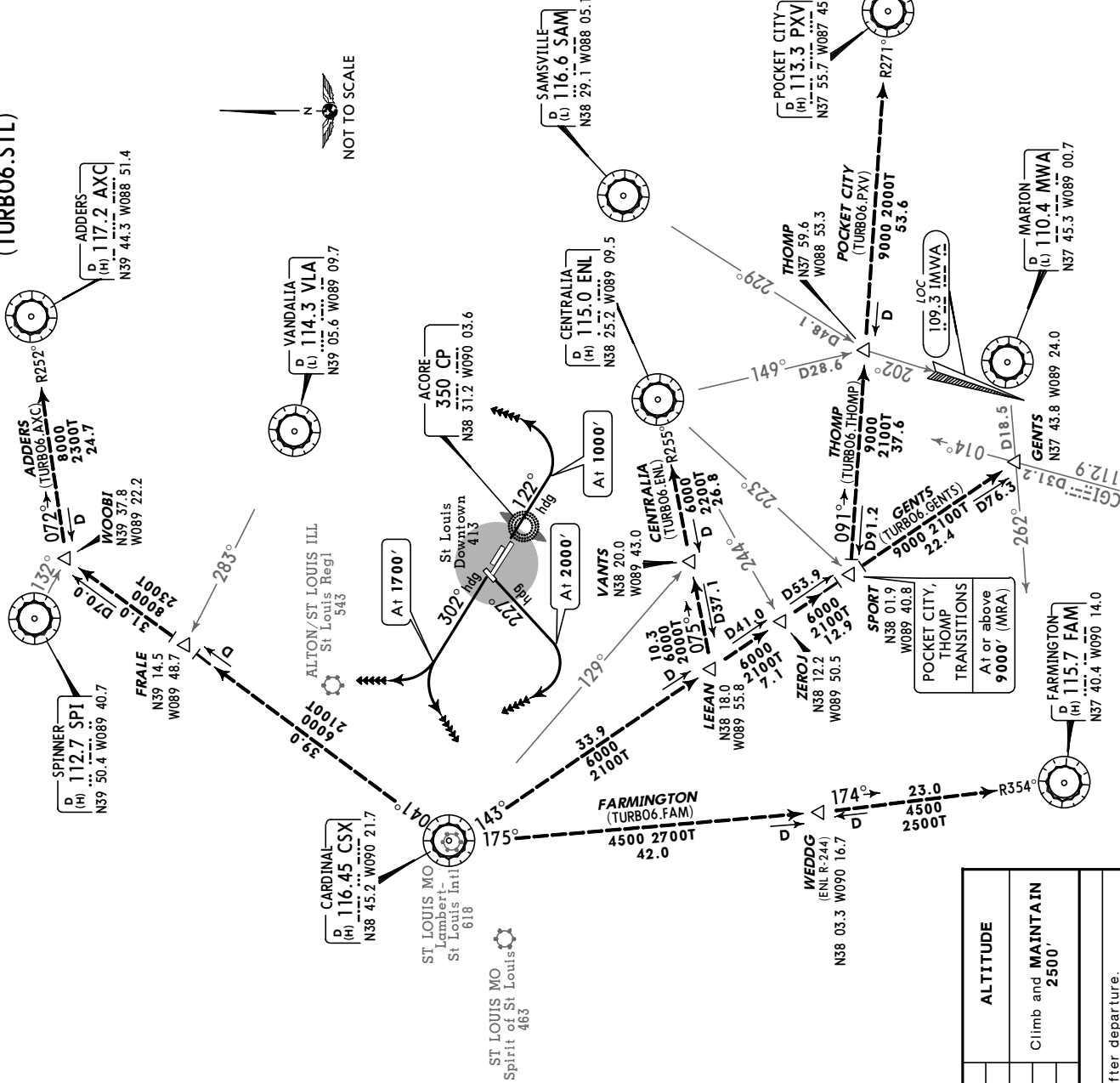
Climb and **MAINTAIN**
2500' or assigned
altitude

KCPS/CPS
ST LOUIS DOWNTOWN

ST LOUIS Departure (R) 123.7	Apt Elev See graphic	Trans level: FL180	Trans alt: 18000'



TURBO SIX DEPARTURE
(TURBO6.STL)



Direct distance from St Louis Downtown Apt to:
CSX 15 NM

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwy 5: 200-1 1/4 or standard (or lower than standard, if authorized) with a minimum climb of 343' per NM to 700'.
Rwys 12L/R, 23, 30R: Standard (or lower than standard, if authorized).
Rwy 30L: 400-2 1/2 or standard (or lower than standard, if authorized) with a minimum climb of 220' per NM to 900', or alternatively, with standard (or lower than standard, if authorized) take-off minimums and a normal 200' per NM climb gradient, take-off must occur no later than 2100' prior to departure end of runway.

Gnd speed-KT	75	100	150	200	250	300
220' per NM	275	367	550	733	917	1100
343' per NM	429	572	858	1143	1429	1715

OBSTACLES
For TAKEOFF OBSTACLES see 10-30B1.

RWY	INITIAL CLIMB		ALTITUDE
	5		
12L/R	Climb and MAINTAIN 2500'.		Climb and MAINTAIN 2500'.
23	Climb via heading 122° to 1000' before turning LEFT.		
30L/R	Climb via heading 227° to 2000' before turning RIGHT.		
ROUTING			EXPECT vectors to appropriate route. EXPECT filed altitude 10 minutes after departure.
5			

TAKEOFF OBSTACLE NOTES

◦ RWY 5:

OBSTRUCTION LIGHT ON TRANSMISSION TOWER 1649' FROM DER, 19' LEFT OF CENTERLINE, 79' AGL/482' MSL. TRANSMISSION TOWER 324' FROM DER, 79' RIGHT OF CENTERLINE, 78' AGL/487' MSL.

◦ RWY 12L:

TREE 1629' FROM DER, 144' LEFT OF CENTERLINE, 45' AGL/453' MSL.

◦ RWY 12R:

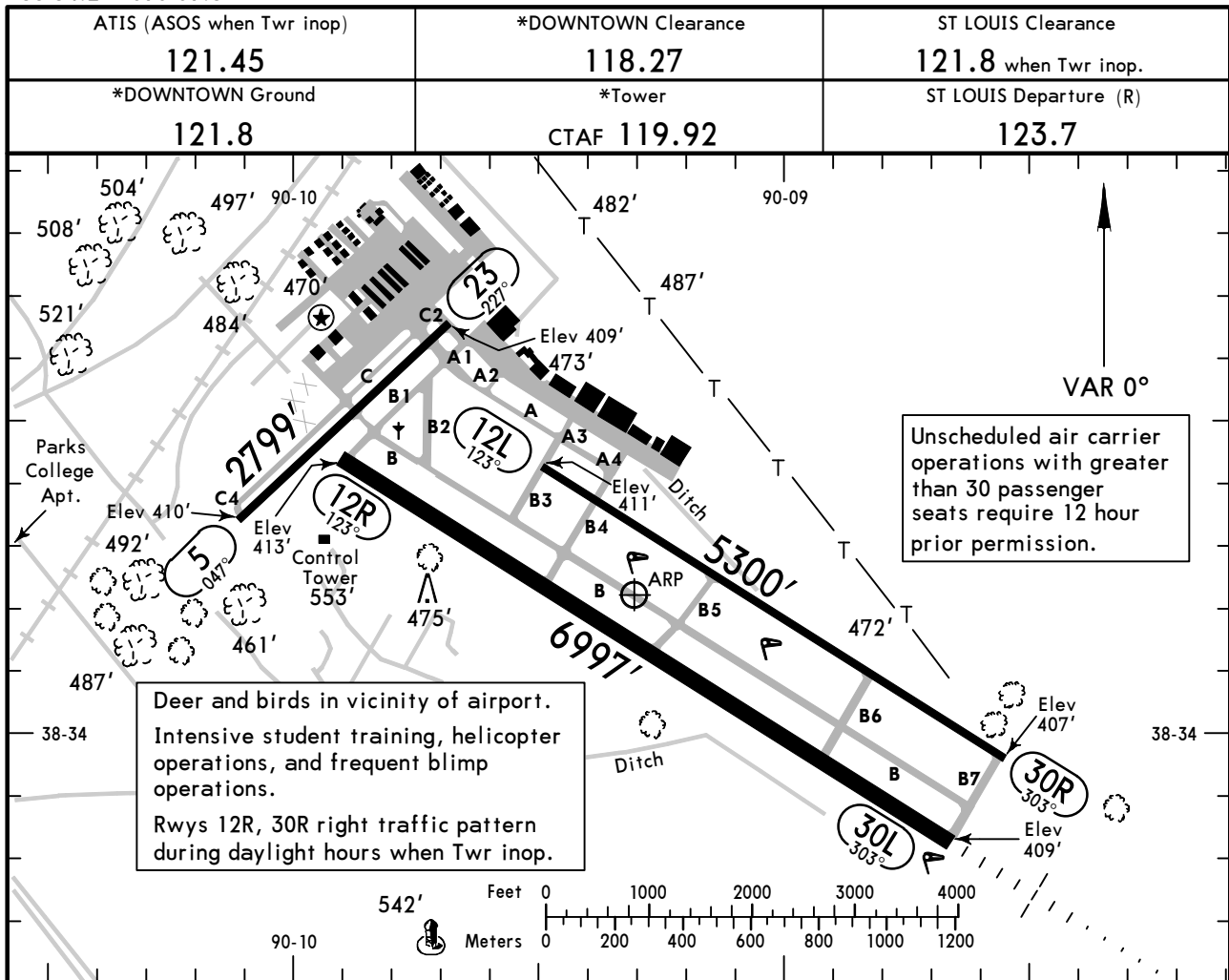
TREE 3822' FROM DER, 20' LEFT OF CENTERLINE, 94' AGL/509' MSL. TREE 2082' FROM DER, 927' RIGHT OF CENTERLINE, 69' AGL/486' MSL.

◦ RWY 23:

MULTIPLE TREES BEGINNING 815' FROM DER, 69' LEFT OF CENTERLINE, UP TO 56' AGL/470' MSL. MULTIPLE TREES BEGINNING 740' FROM DER, 4' RIGHT OF CENTERLINE, UP TO 78' AGL/492' MSL.

◦ RWY 30L:

MULTIPLE TREES BEGINNING 2510' FROM DER, 503' LEFT OF CENTERLINE, UP TO 107' AGL/521' MSL. MULTIPLE TREES BEGINNING 737' FROM DER, 32' RIGHT OF CENTERLINE, UP TO 99' AGL/508' MSL.



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS			
		LANDING BEYOND		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
5	MIRL				75'
12R	① MIRL REIL PAPI-L (angle 3.00°)				150'
30L	① MIRL ② MALSR PAPI-L (angle 3.00°)		5948'		
12L	③ MIRL REIL				75'
30R					

- ① Preset on medium intensity when Twr inop. ② Activate on 119.92 when Twr inop.
③ Not available when Twr closed.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	Rwys 12L, 12R, 23, 30R		Rwy 5			Rwy 30L		
	Adequate Vis Ref	STD	With Min climb of 343'/NM to 700'		Other	① With Min climb of 200'/NM to 900'		Other
			Adequate Vis Ref	STD		Adequate Vis Ref	STD	
1 & 2 Eng	1/4	1	1/4	1	200-1 1/4	1/4	1	400-2 1/2
3 & 4 Eng		1/2		1/2			1/2	

① Alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, take-off must occur no later than 2100' prior to departure end of runway.

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

FOR FILING AS ALTERNATE

	Authorized Only When Twr Operating and When Local Weather Available		Authorized Only When Local Weather Available	
	ILS Rwy 30L	LOC Rwy 30L	RNAV (GPS) Rwy 30L RNAV (GPS) Rwy 30R	RNAV(GPS) Rwy 12R
A	600-2	800-2	800-2	800-2
B				800-2 1/4
C				
D	700-2			

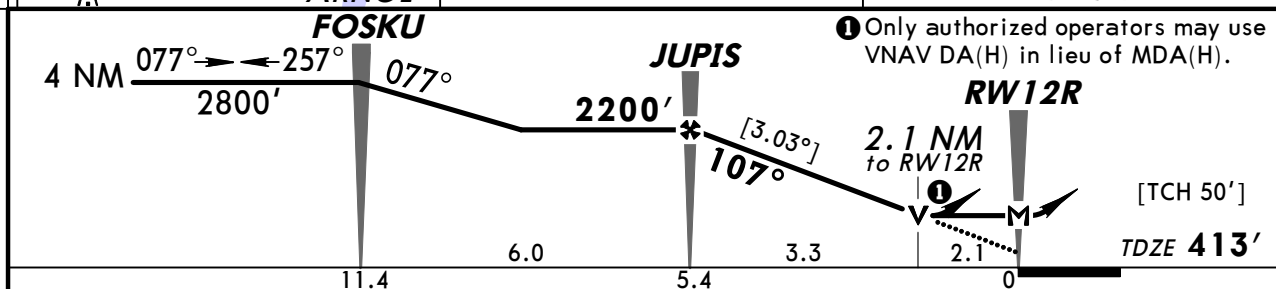
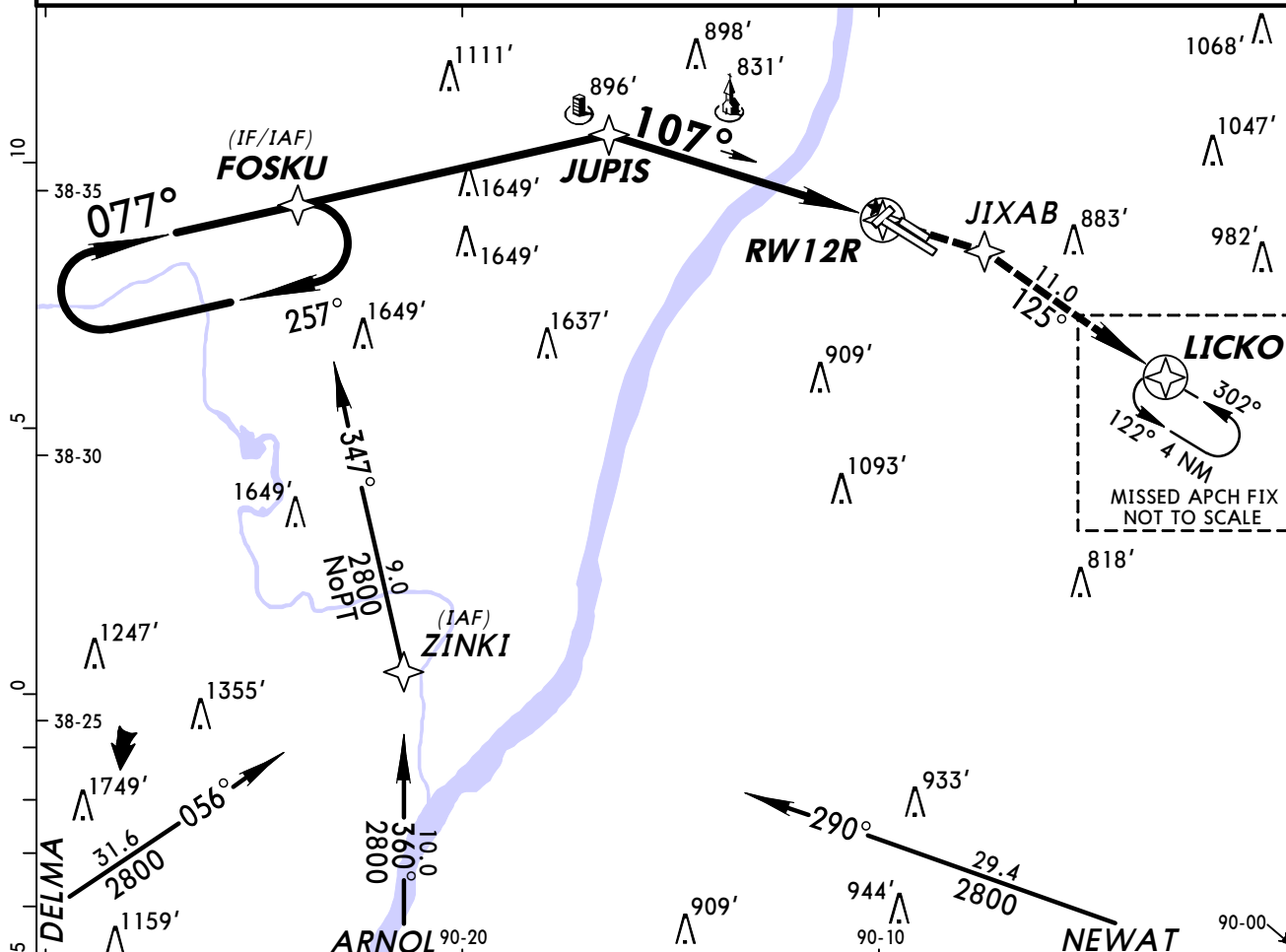
BRIEFING STRIP TM

TERPS AMEND 9A 7 APR 2011

STRAIGHT-IN LANDING RWY 30L						CIRCLE-TO-LAND	
With Local Altimeter Setting						Not Authorized to Rwys 5, 23, & 30R at Night	
ILS DA(H) 612' (200')			LOC (GS out) MDA(H) 940' (528')			With Local Altimeter Setting	
FULL		RAIL or ALS out	RAIL out		ALS out	Max Kts	MDA(H)
A	1/2	3/4	1/2	3/4	1	90	940' (527') - 1
B			1	1 1/2	140		
C							
D						1 1/4	
With Lambert-St. Louis Intl, MO Altimeter Setting						With Lambert-St. Louis Intl, MO Altimeter Setting	
ILS DA(H) 674' (262')			LOC (GS out) MDA(H) 1020' (608')			With Lambert-St. Louis Intl, MO Altimeter Setting	
FULL		RAIL or ALS out	RAIL out		ALS out	Max Kts	MDA(H)
A	1/2	1	1/2	3/4	1	90	1020' (607') - 1
B			1 1/4	1 3/4	140		
C							
D						1 1/2	

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ATIS (ASOS when Twr inop)		ST LOUIS Approach (R)		*DOWNTOWN Tower		*Ground	
121.45		123.7		CTAF 119.92		121.8	
RNAV	Final Aptch Crs 107°	Minimum Alt JUPIS 2200' (1787')	LNNAV MDA(H) (CONDITIONAL) 1140' (727')	Apt Elev 413' TDZE 413'		2800' MSA RW12R	
MISSED APCH: Climb to 2200' direct JIXAB and RIGHT turn via 125° track to LICKO and hold.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use Lambert-St Louis Intl, MO altimeter setting. 2. DME/DME RNP-0.30 not authorized. 3. VDP not authorized when using Lambert-St Louis Intl, MO altimeter setting. 4. Pilot controlled lighting 119.92.							

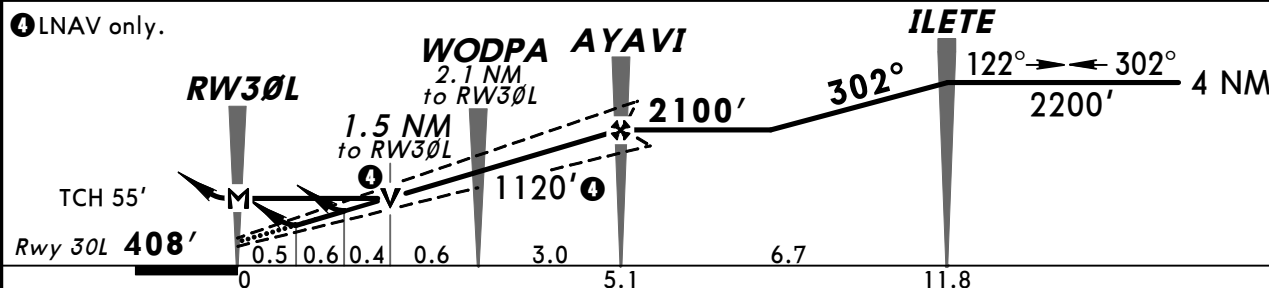
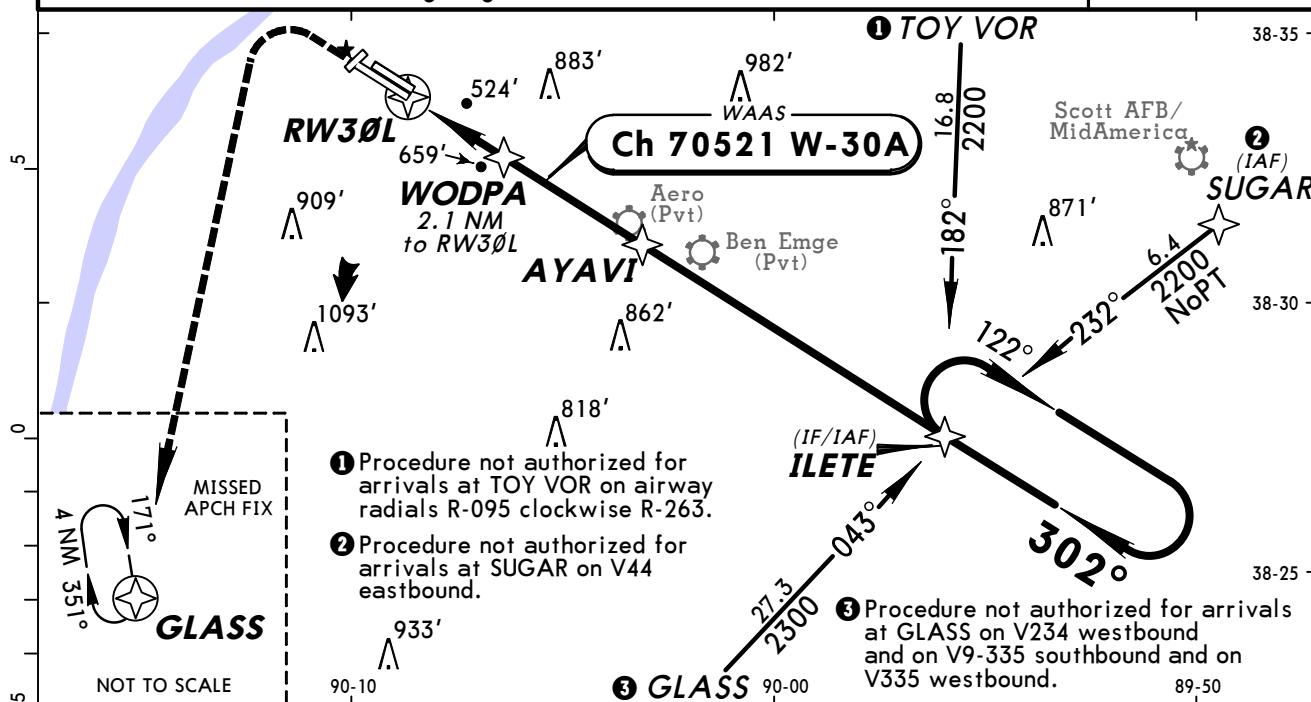


Gnd speed-Kts	70	90	100	120	140	160				
Descent angle [3.03°]	375	482	536	643	750	858				
MAP at RW12R										

STRAIGHT-IN LANDING RWY 12R				CIRCLE-TO-LAND			
LNNAV		LNNAV		Not Authorized to Rwy 5, 23, & 30R at Night		Not Authorized to Rwy 5, 23, & 30R at Night	
MDA(H) 1140' (727')		MDA(H) 1220' (807')		With Local Altimeter Setting		With Lambert-St Louis Intl, MO Altimeter Setting	
With Local Altimeter Setting		With Lambert-St Louis Intl, MO Altimeter Setting		MDA(H)		MDA(H)	
A	1	1	90	1140' (727')-1		1220' (807')-1	
B	1	1 1/4	120	1140' (727')-1		1220' (807')-1 1/4	
C	2	2 1/4	140	1140' (727')-2		1220' (807')-2 1/4	
D	2 1/4	2 1/2	165	1140' (727')-2 1/4		1220' (807')-2 1/2	

UNLISTED STAIR

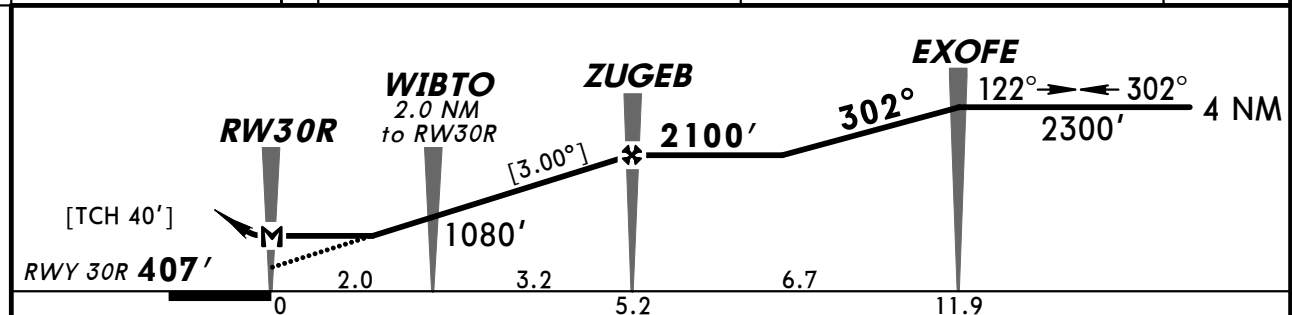
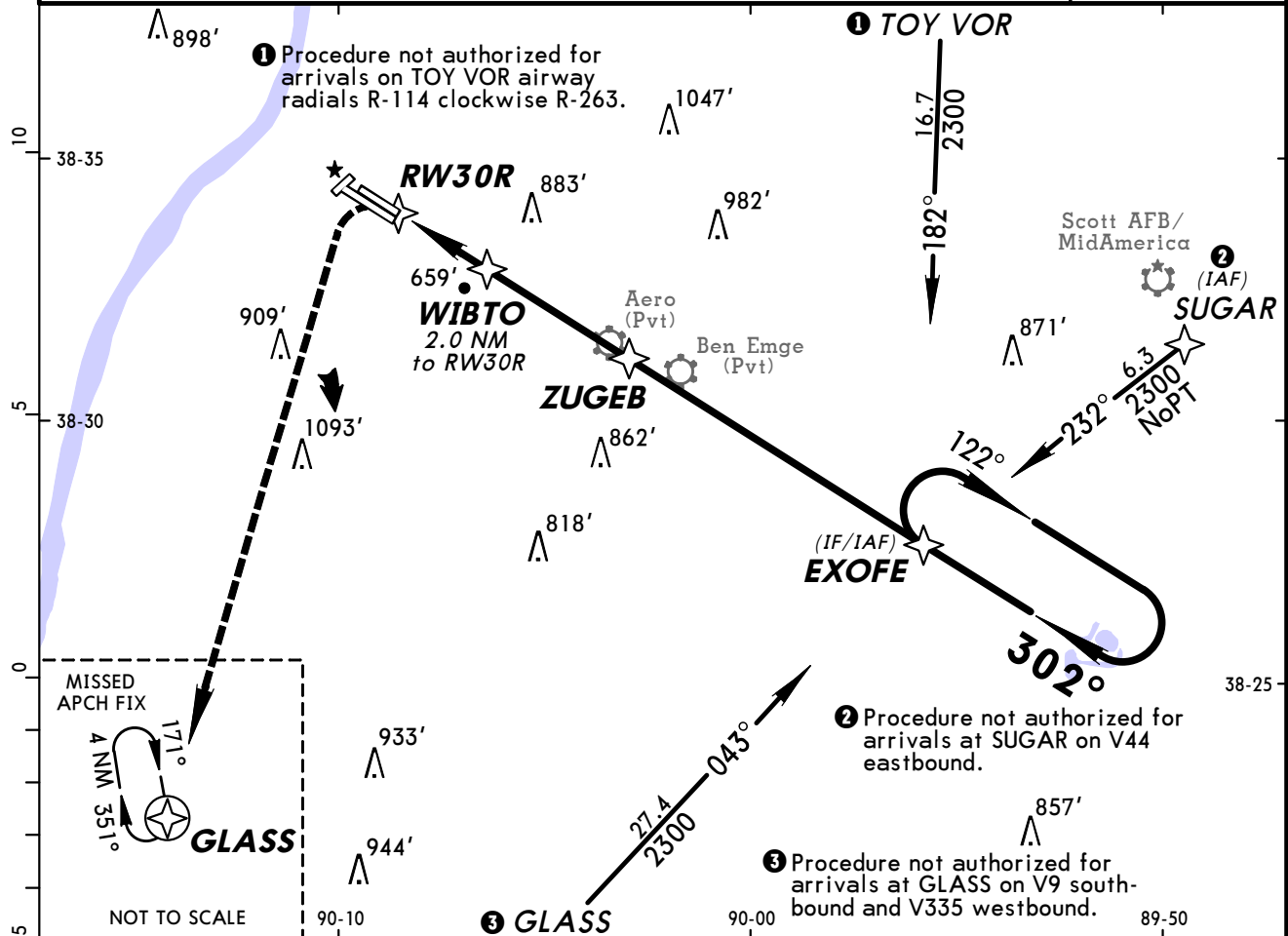
ATIS (ASOS when Twr inop) 121.45		ST LOUIS Approach (R) 123.7		*DOWNTOWN Tower CTAF 119.92		*Ground 121.8			
WAAS Ch 70521 W-30A		Final Apch Crs 302°		Minimum Alt AYAVI 2100' (1692')		LPV DA(H) (CONDITIONAL) 608' (200')		Apt Elev 413' Rwy 30L 408'	
MISSED APCH: Climb to 1000' then climbing LEFT turn to 3000' direct GLASS and hold.								3000' MSA RW30L	
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'									
1. Use local altimeter setting; if not received, use Lambert-St Louis Intl, MO altimeter setting. 2. VDP and Baro-VNAV not authorized with Lambert-St Louis Intl, MO altimeter setting. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 41°C (105°F). 4. DME/DME RNP-0.30 not authorized. 5. Pilot controlled lighting 119.92.									



Gnd speed-Kts	70	90	100	120	140	160	MALSR		1000'	3000'	D	GLASS
Glide Path Angle 3.00°	372	478	531	637	743	849	PAPI		↑	LT		
MAP at RW30L												

TERPS			STRAIGHT-IN LANDING RWY 30L									CIRCLE-TO-LAND		
			With Local Altimeter Setting						Not Authorized to Rwy's 5, 23 & 30R at Night					
LPV			LNAV/VNAV			LNAV			With Local Altimeter Setting					
DA(H) 608' (200')			DA(H) 824' (416')			MDA(H) 940' (532')			MDA(H)					
RAIL out			RAIL out			RAIL out			Max Kts					
ALS out			ALS out			ALS out			90					
A						1/2	3/4	1	90	940' (527')-1				
B	1/2	3/4	7/8	1	1 1/4				120					
C						1	1 1/4	1 1/2	140	1000' (587')-1 1/2				
D									165	1080' (667')-2				
With Lambert-St Louis Intl, MO Altimeter Setting														
LPV			LNAV/VNAV			LNAV			With Lambert-St Louis Intl, MO Altimeter Setting					
DA(H) 671' (263')			DA(H) 887' (479')			MDA(H) 1020' (612')			MDA(H)					
RAIL out			RAIL out			RAIL out			Max Kts					
ALS out			ALS out			ALS out			90					
A						1/2	3/4	1	90	1020' (607')-1				
B	1/2	3/4	7/8	1 1/8	1 1/2				120					
C						1 3/8	1 1/2	1 3/4	140	1080' (667')-1 3/4				
D									165	1160' (747')-2 1/2				

ATIS (ASOS when Twr inop)		ST LOUIS Approach (R)		*DOWNTOWN Tower		*Ground	
121.45		123.7		CTAF 119.92		121.8	
RNAV	Final Apch Crs 302°	Minimum Alt ZUGEB 2100' (1693')	LNAV MDA(H) (CONDITIONAL) 920' (513')	Apt Elev 413'	Rwy 30R 407'	3000' MSA RW30R	
MISSED APCH: Climbing LEFT turn to 3000' direct GLASS and hold.							
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
1. Use local altimeter setting; if not received, use Lambert-St Louis Intl, MO altimeter setting. 2. Procedure not authorized at night. 3. DME/DME RNP-0.30 not authorized.							
4. Visibility reduction by helicopters not authorized. 5. Pilot controlled lighting 119.92.							



Gnd speed-Kts	70	90	100	120	140	160				
Descent angle [3.00°]	372	478	531	637	743	849				
MAP at RW30R										

STRAIGHT-IN LANDING RWY 30R				CIRCLE-TO-LAND			
LNAV		LNAV		With Local Altimeter Setting		With Lambert-St Louis Intl, MO Altimeter Setting	
MDA(H) 920' (513')		MDA(H) 1000' (593')		MDA(H)		MDA(H)	
With Local Altimeter Setting		With Lambert-St Louis Intl, MO Altimeter Setting					
A	1	1		90	920' (507') - 1	1000' (587') - 1	
B				120			
C	1 3/8	1 3/4		140	1000' (587') - 1 1/2	1080' (667') - 1 3/4	
D				165	1080' (667') - 2	1160' (747') - 2 1/2	

General Information

Location: Decatur IL USA
IATA Code: DEC
Lat/Long: N39° 50.1' W088° 51.9'
Elevation: 682 ft

Airport Use: Public
Magnetic Variation: 2.3°W
Sectional Chart: St Louis

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: Low Pressure, LP Bottle
Customs: No
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1232 Z
Sunset: 2345 Z,

Runway Information

Runway: 06
Length x Width: 8496 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 677 ft
Lighting: Edge, ALS, Pilot controlled

Runway: 12
Length x Width: 6799 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 680 ft
Lighting: Edge, Pilot controlled

Runway: 18
Length x Width: 5298 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 680 ft
Lighting: Edge, Pilot controlled

Runway: 24
Length x Width: 8496 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 682 ft
Lighting: Edge, Pilot controlled

Runway: 30

Length x Width: 6799 ft x 150 ft

Surface Type: asphalt

TDZ-Elev: 679 ft

Lighting: Edge, Pilot controlled

Runway: 36

Length x Width: 5298 ft x 150 ft

Surface Type: asphalt

TDZ-Elev: 678 ft

Lighting: Edge, REIL, Pilot controlled

Communication Information

ATIS 126.35

ASOS 126.35

Decatur Tower 118.9 CTAF PCL

Decatur Ground Control 121.75

Champaign Approach Control 132.85

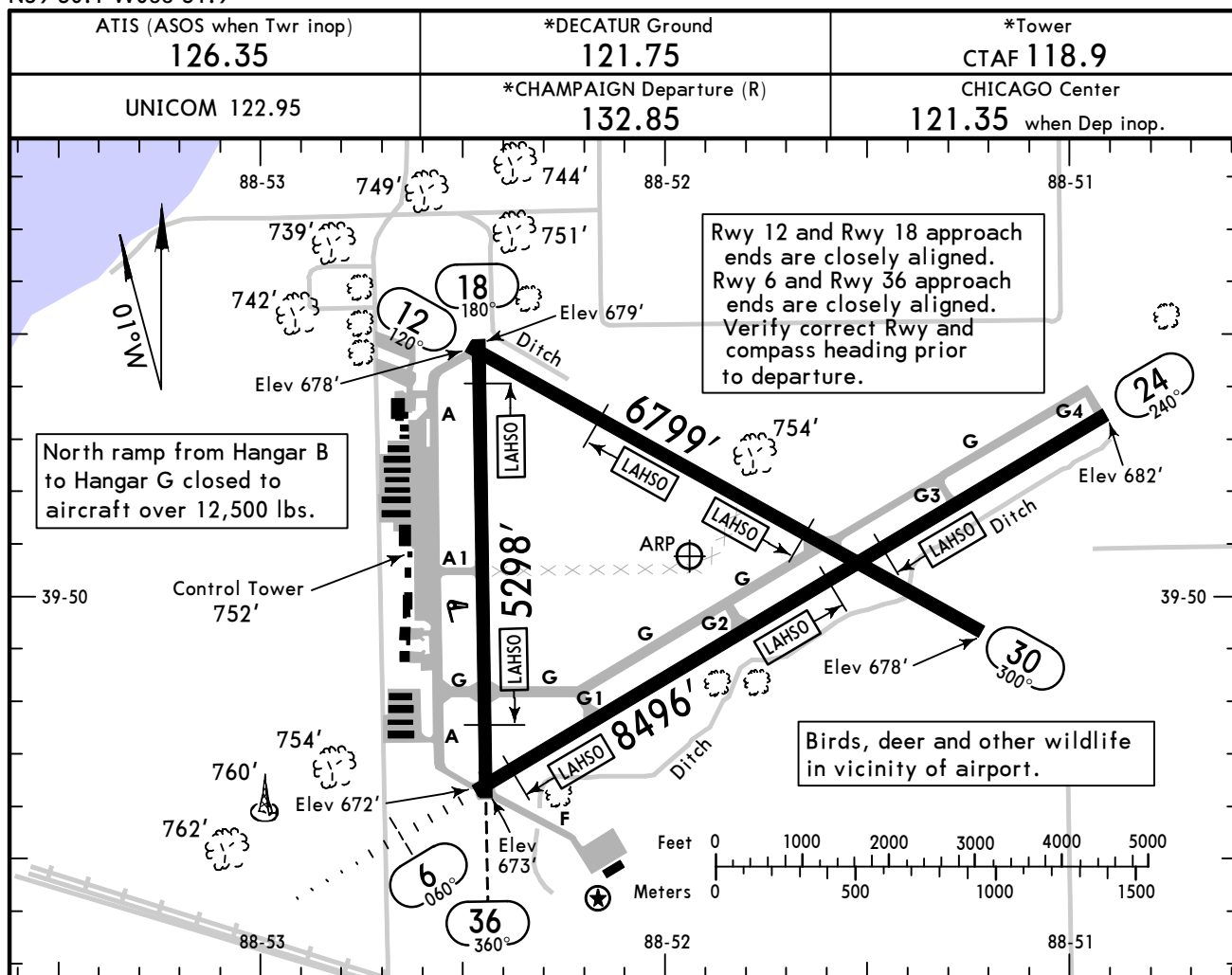
Champaign Departure Control 132.85

Decatur Unicom 122.95

St Louis Flight Service Station 122.3 RCO

St Louis Flight Service Station 117.2 RCO

Chicago Center 121.35



ADDITIONAL RUNWAY INFORMATION

RWY					USABLE LENGTHS		TAKE-OFF	WIDTH
					LANDING BEYOND	LAHSO		
				Threshold	Glide Slope	Distance		
6	① HIRL	② MALSR	grooved	RVR		7447'		150'
	① HIRL	VASI-L	grooved	RVR		12/30 4800'		
24	① HIRL	VASI-L	grooved	RVR		12/30 3000'		150'
	① HIRL	VASI-L	grooved	RVR		18/36 8000'		
12	② MIRL		grooved			6/24 4450'		150'
	② MIRL	② PAPI-L	grooved			18/36 5050'		
18	② MIRL	PAPI-L (angle 3.0°)	grooved			6/24 4450'		150'
	② MIRL	REIL VASI-L	grooved			12/30 4800'		
36	② MIRL	REIL VASI-L	grooved					

① Increase intensity on 118.9 when Twr inop. ② Activate on 118.9 when Twr inop.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

		All Rwys	
		Adequate Vis Ref	STD
		RVR 16 or 1/4	RVR 50 or 1
1 & 2 Eng			RVR 24 or 1/2
3 & 4 Eng			

OBSTACLE DP

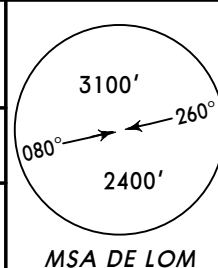
Rwy 6, climb heading 060° to 1700' before turning LEFT.
Rwy 30, climb heading 300° to 1400' before turning RIGHT.
Rwy 36, climbing LEFT turn to intercept AXC VOR R-340 to 2000' before proceeding on course.

FOR FILING AS ALTERNATE

Authorized Only When Local Weather Available

Authorized Only When Twr Operating

ILS Rwy 6		LOC Rwy 6	RNAV (GPS) Rwy 12	LOC (BACK CRS) Rwy 24	
		VOR Rwy 18	RNAV (GPS) Rwy 18		
		VOR Rwy 36	RNAV (GPS) Rwy 24		
		RNAV (GPS) Rwy 6	RNAV (GPS) Rwy 30		
			RNAV (GPS) Rwy 36		
A					
B	600-2				
C		800-2			800-2
D	700-2				

ATIS (ASOS when Twr inop)
126.35*CHAMPAIGN Approach (R)
132.85CHICAGO Center
121.35 when App inop.*DECATUR Tower
CTAF 118.9*Ground
121.75LOC
IDEC
110.9Final
Apch Crs
060°GS
ELWIN
2106' (1429')ILS
DA(H)
(CONDITIONAL)
877' (200')Apt Elev 682'
TDZE 677'

MISSED APCH: Climb to 2000' then climbing LEFT turn to 3100' outbound on AXC VOR R-348 to MAROA INT/D14.3 AXC and hold.

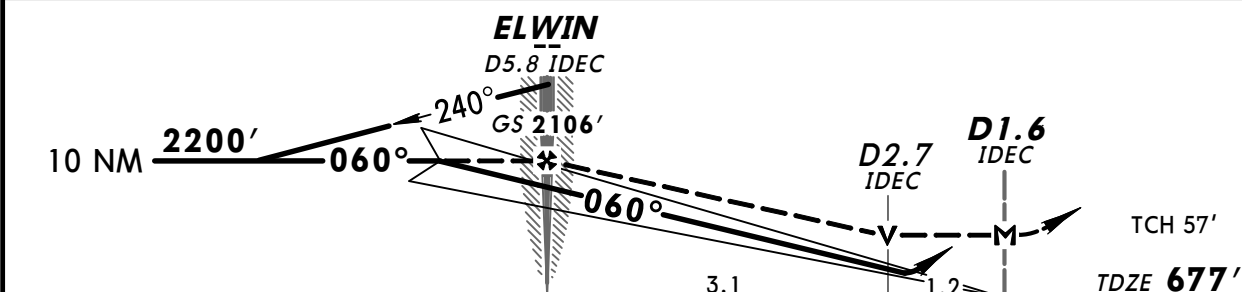
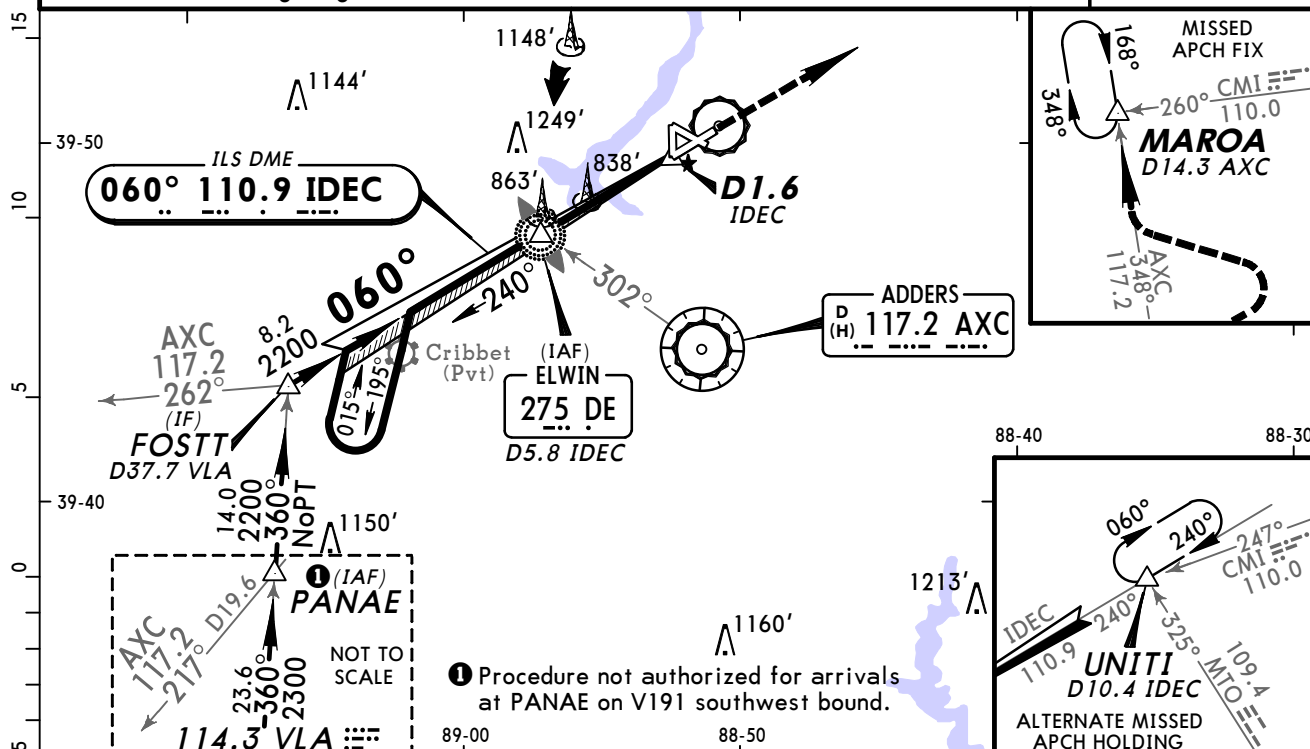
Alt Set: INCHES

Trans level: FL 180

Trans alt: 18000'

1. Use local altimeter setting; if not received, use Logan Co altimeter setting. 2. VDP not authorized with Logan Co altimeter setting. 3. Use IDEC DME when on LOC course. 4. Pilot controlled lighting 118.9.

MSA DE LOM



Gnd speed-Kts	70	90	100	120	140	160	MALS	2000'	3100'	AXC	MAROA
GS	3.00°	372	478	531	637	743	849			117.2	
MAP at D1.6 IDEC or ELWIN to MAP	4.3	3:41	2:52	2:35	2:09	1:51	1:37			R-348	

STRAIGHT-IN LANDING RWY 6 With Local Altimeter Setting						CIRCLE-TO-LAND With Local Altimeter Setting	
ILS DA(H) 877' (200')			LOC (GS out) MDA(H) 1100' (423')			Max Kts	MDA(H)
FULL		RAIL or ALS out	RAIL out		ALS out	90	1200' (518')-1
A	I RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	120	
B			RVR 40 or 3/4	RVR 60 or 1 1/4		140	1240' (558')-1 1/2
C						165	1300' (618')-2
D							
With Logan Co Altimeter Setting						With Logan Co Altimeter Setting	
ILS DA(H) 957' (280')			LOC (GS out) MDA(H) 1180' (503')			Max Kts	MDA(H)
FULL		RAIL or ALS out	RAIL out		ALS out	90	1280' (598')-1
A	RVR 24 or 1/2	RVR 50 or 1	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	120	
B			RVR 50 or 1	1 1/2		140	1320' (638')-1 3/4
C						165	1380' (698')-2 1/2
D							

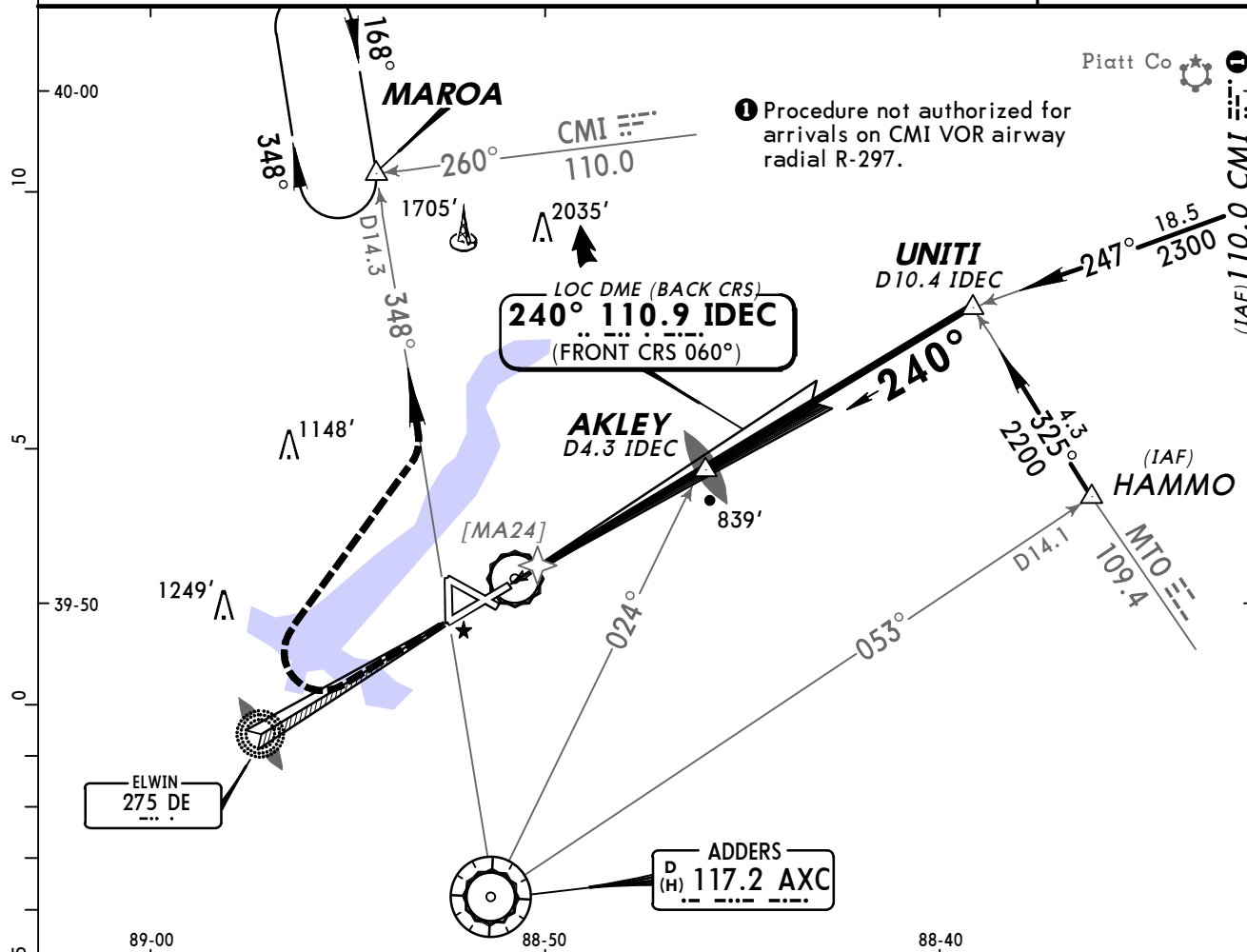
1 RVR 18 with Flight Director or Autopilot or HUD to DA.

KDEC/DEC DECATUR

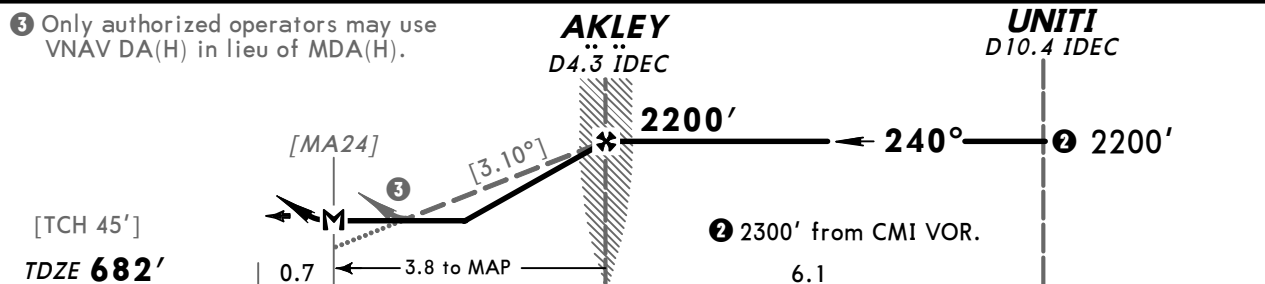
1 APR 11 **11-2**

DECATUR, ILL
LOC (BACK CRS) Rwy 24

ATIS (ASOS when Twr inop) 126.35	*CHAMPAIGN Approach (R) 132.85	CHICAGO Center 121.35 when App inop.	*DECATUR Tower CTAF 118.9	*Ground 121.75
LOC IDEC 110.9	Final Apch Crs 240° (Front Crs 060°)	Minimum Alt AKLEY 2200' (1518')	MDA(H) (CONDITIONAL) 1060' (378')	Apt Elev 682' TDZE 682'
MISSED APCH: Climb to 2000' then climbing RIGHT turn to 3100' outbound via AXC VOR R-348 to MAROA INT and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use Logan County altimeter setting. 2. Use IDEC DME when on localizer course. 3. Disregard glide slope indications. 4. Pilot controlled lighting 118.9.				
				MSA AXC VOR



③ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160	VASI-L		2000'	3100'	AXC	MAROA
Descent angle [3.10°]	384	494	548	658	768	878			↑	RT	via 117.2 R-348	
AKLEY to MAP	3.8	3:15	2:32	2:17	1:54	1:38	1:26					

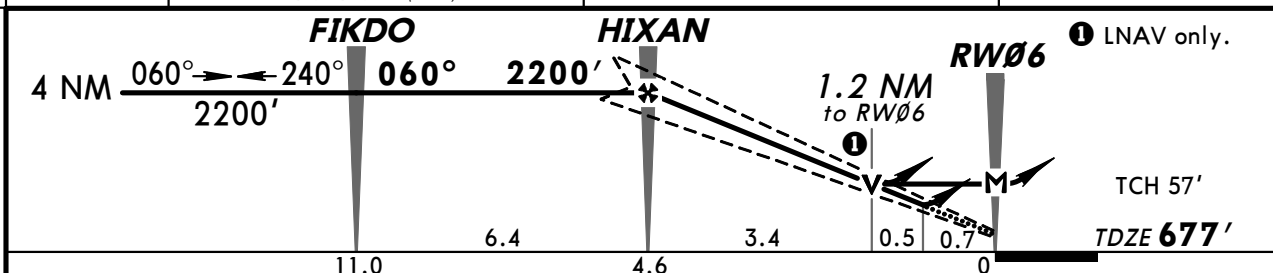
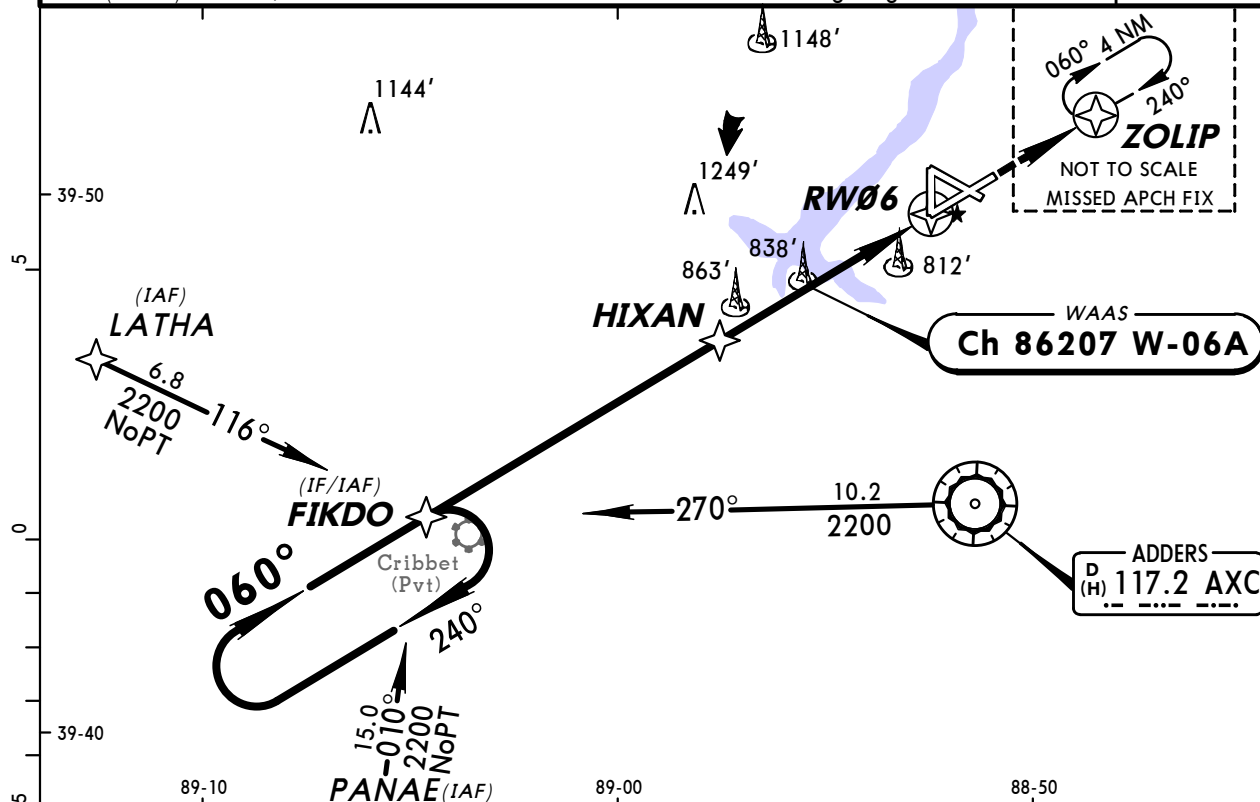
STRAIGHT-IN LANDING RWY 24				CIRCLE-TO-LAND			
MDA(H) 1060' (378')		MDA(H) 1140' (458')		With Local Altimeter Setting		With Logan County Altimeter Setting	
With Local Altimeter Setting		With Logan County Altimeter Setting		Max Kts	MDA(H)	MDA(H)	
A	RVR 50 or 1	RVR 50 or 1		90	1200' (518') - 1	1280' (598') - 1	
				120			
B							
C				140	1240' (558') - 1½	1320' (638') - 1½	
D				165	1300' (618') - 2	1380' (698') - 2	

CHANGES: Missed approach, notes, minimums.

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TERPS AMEND 108 7 APR 2011

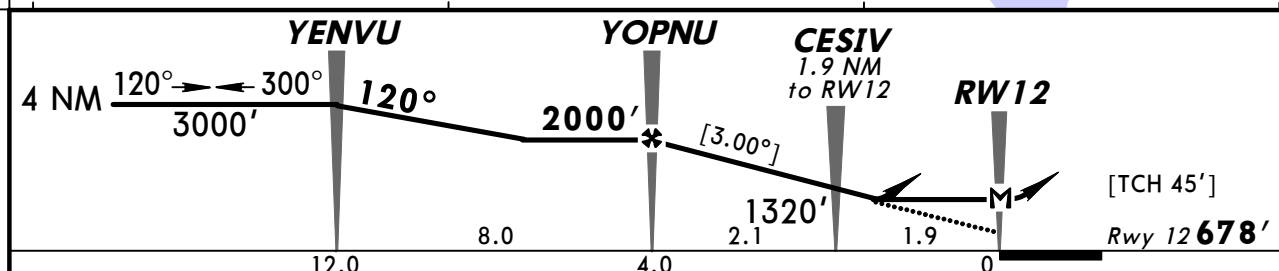
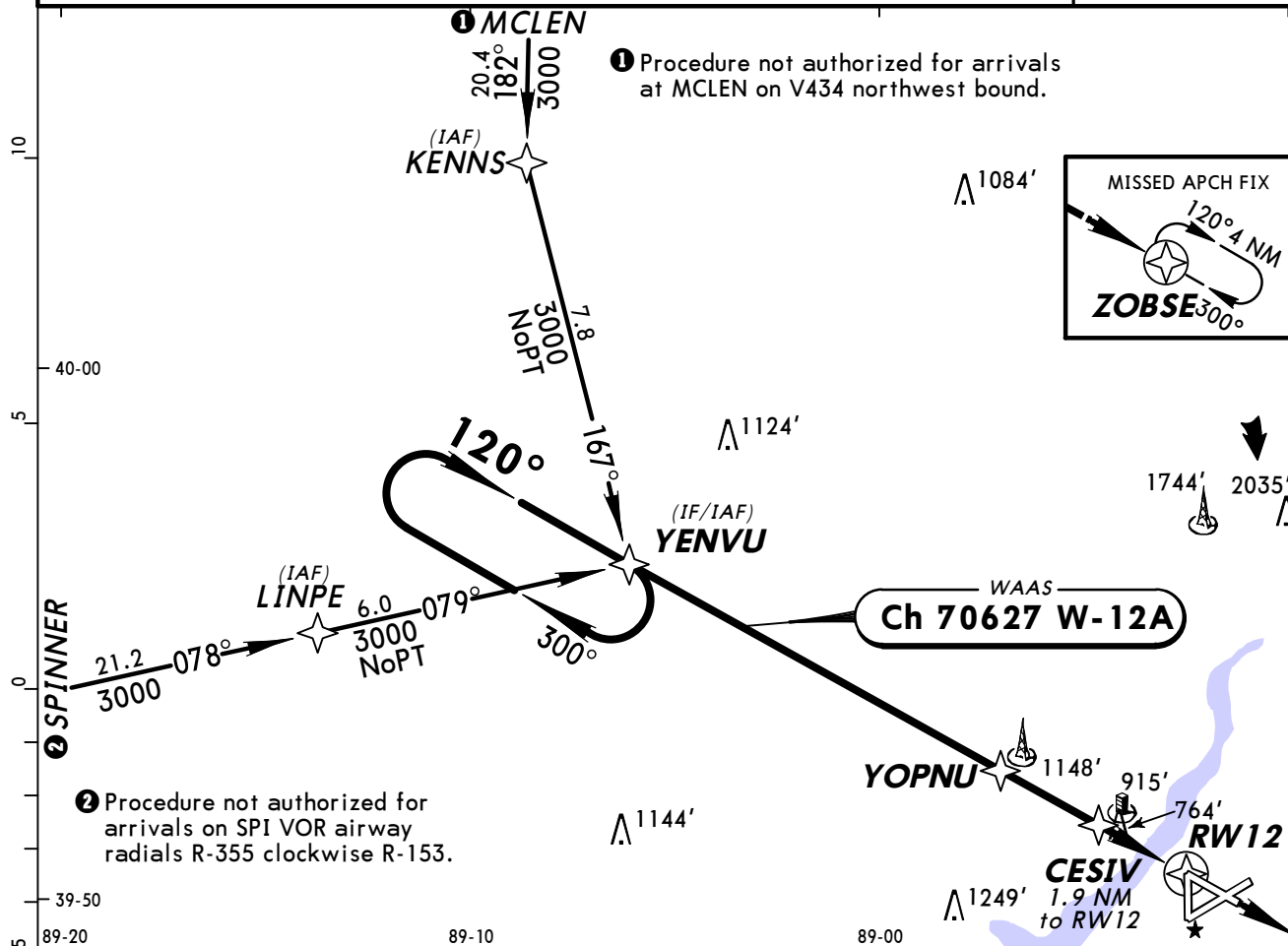
ATIS (ASOS when Twr inop) 126.35	*CHAMPAIGN Approach (R) 132.85	CHICAGO Center 121.35 when App inop.	*DECATUR Tower CTAF 118.9	*Ground 121.75
WAAS Ch 86207 W-06A	Final Apch Crs 060°	Minimum Alt HIXAN 2200' (1523')	LPV DA(H) (CONDITIONAL) 950' (273')	Apt Elev 682' TDZE 677'
MISSED APCH: Climb to 2800' direct ZOLIP and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'				
1. Use local altimeter setting; if not received, use Logan Co altimeter setting. 2. Baro-VNAV and VDP not authorized when using Logan Co altimeter setting. 3. For uncompensated Baro-VNAV systems, LNAV-VNAV not authorized below -16°C (4°F) or above 47°C (116°F). 4. DME/DME RNP-0.30 not authorized. 5. Pilot controlled lighting 118.9.				
				3100' MSA RW06



Gnd speed-Kts	70	90	100	120	140	160	MALSR	2800'	→	ZOLIP
Glide Path Angle	3.00°	372	478	531	637	743	849			
MAP at RW06										

STRAIGHT-IN LANDING RWY 6								CIRCLE-TO-LAND	
With Local Altimeter Setting								With Local Altimeter Setting	
LPV		LNAV/VNAV		LNAV					
DA(H) 950' (273')		DA(H) 1100' (423')		MDA(H) 1100' (423')				Max Kts	MDA(H)
RAIL or ALS out		RAIL or ALS out		RAIL out		ALS out		90	1200' (518') - 1
A				RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	120		
B	RVR 24 or 1/2	RVR 50 or 1	RVR 50 or 1	1 1/2	RVR 40 or 3/4	RVR 60 or 1 1/4		140	1240' (558') - 1 1/2
C					RVR 50 or 1			165	1300' (618') - 2
D									
With Logan Co Altimeter Setting								With Logan Co Altimeter Setting	
LPV		LNAV/VNAV		LNAV					
DA(H) 1030' (353')		DA(H) 1180' (503')		MDA(H) 1180' (503')				Max Kts	MDA(H)
RAIL or ALS out		RAIL or ALS out		RAIL out		ALS out		90	1280' (598') - 1
A				RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	120		
B	RVR 40 or 3/4	RVR 60 or 1 1/4	RVR 60 or 1 1/4	1 3/4	RVR 50 or 1	1 1/2		140	1320' (638') - 1 3/4
C								165	1380' (698') - 2 1/2
D									

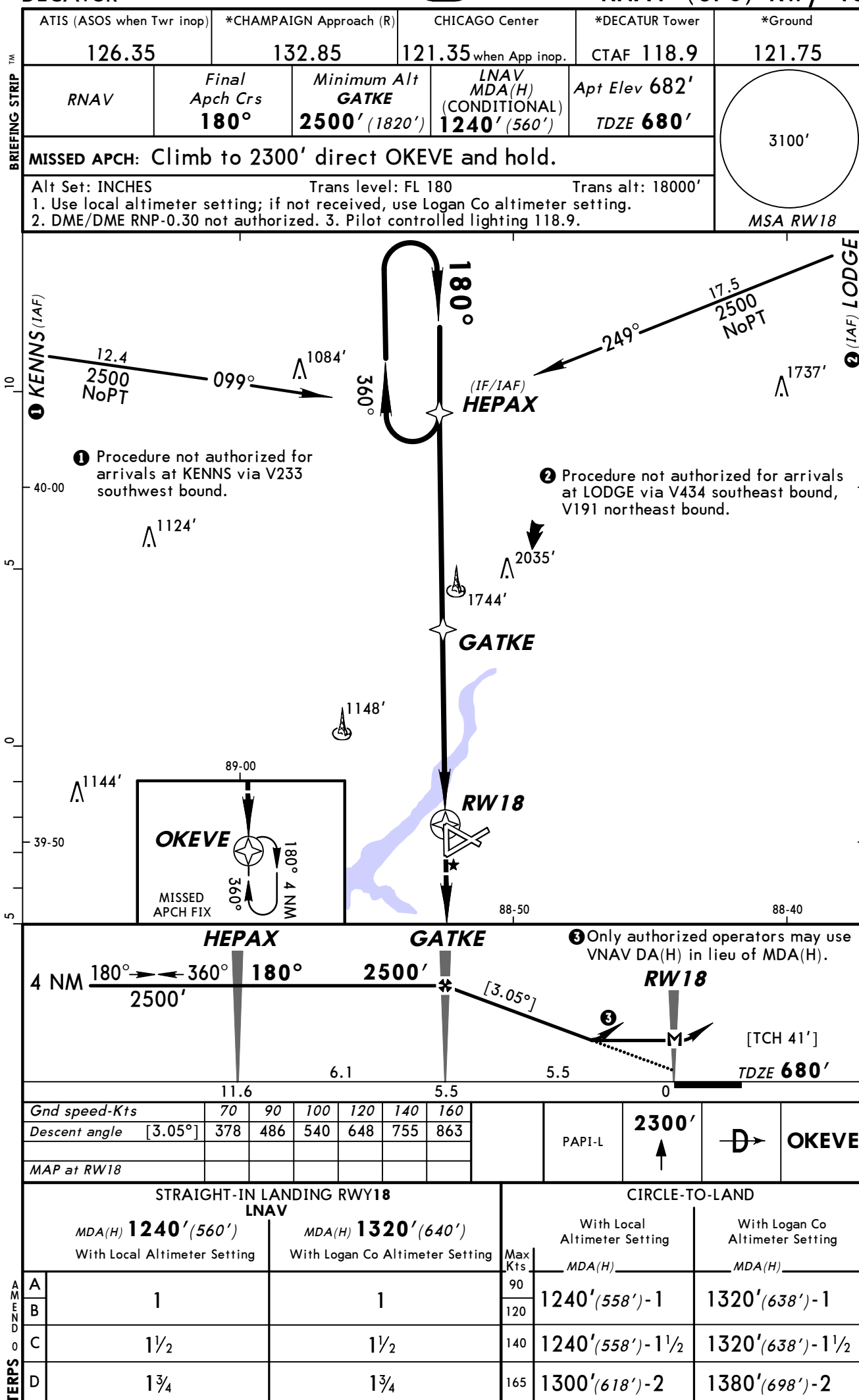
ATIS (ASOS when Twr inop)	*CHAMPAIGN Approach (R)	CHICAGO Center	*DECATUR Tower	*Ground
126.35	132.85	121.35 when App inop.	CTAF 118.9	121.75
WAAS Ch 70627 W-12A	Final Apch Crs 120°	Minimum Alt YOPNU 2000' (1322')	LP MDA(H) (CONDITIONAL) 1020' (342')	Apt Elev 682' Rwy 12 678'
MISSED APCH: Climb to 3000' direct ZOBSE and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'				
1. Use local altimeter setting; if not received, use Lincoln altimeter setting. 2. DME/DME RNP-0.30 not authorized. 3. Visibility reduction by helicopters not authorized. 4. Procedure not authorized at night. 5. Pilot controlled lighting 118.9.				
MSA RW12				



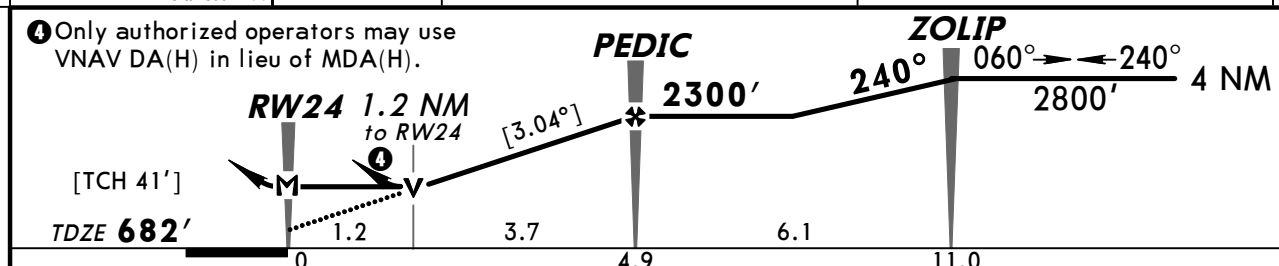
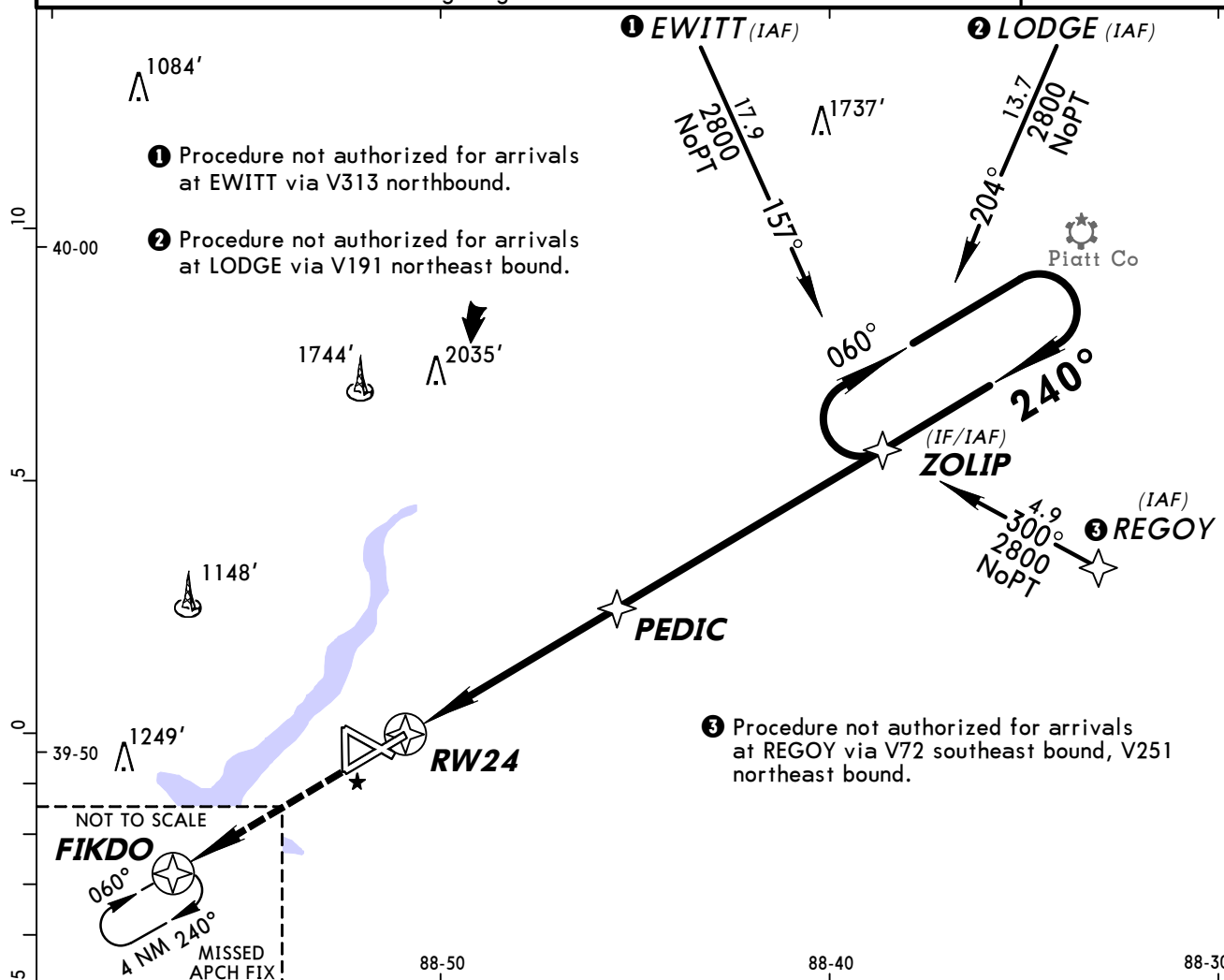
Gnd speed-Kts	70	90	100	120	140	160			
Descent angle [3.00°]	372	478	531	637	743	849			
MAP at RW12									

TERPS					1 STRAIGHT-IN LANDING RWY 12		1 CIRCLE-TO-LAND	
LP		LNAV			With Local Altimeter Setting	With Lincoln Altimeter Setting	With Local Altimeter Setting	With Lincoln Altimeter Setting
MDA(H) 1020' (342')		MDA(H) 1100' (422')		Max Kts	MDA(H)	MDA(H)	MDA(H)	MDA(H)
With Local Altimeter Setting		With Lincoln Altimeter Setting		90	1200' (518')-1	1280' (598')-1	1200' (518')-1	1280' (598')-1
1		1		120	1240' (558')-1 1/2	1320' (638')-1 3/4	1240' (558')-1 1/2	1320' (638')-1 3/4
1 1/4		1 3/8		140	1320' (638')-2	1400' (718')-2 1/4	1320' (638')-2	1400' (718')-2 1/4
1		1 3/4		165				

1 Not authorized at night.



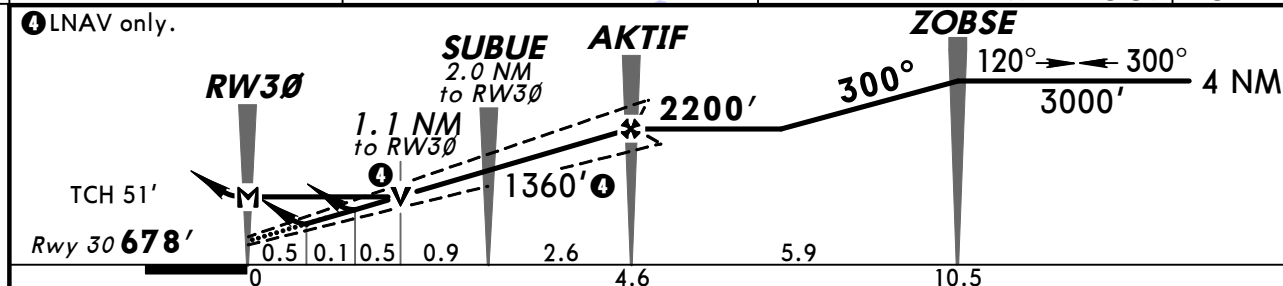
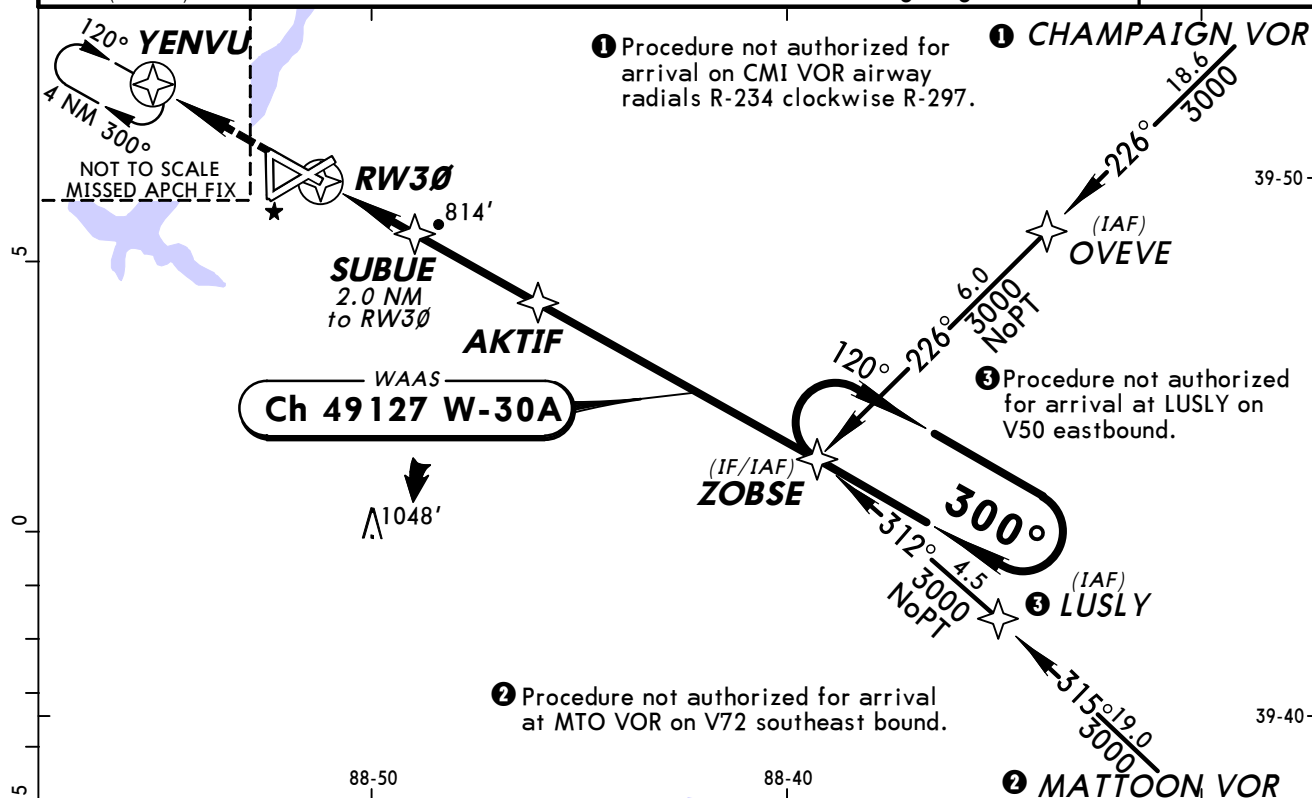
ATIS (ASOS when Twr inop)	*CHAMPAIGN Approach (R)	CHICAGO Center	*DECATUR Tower	*Ground
126.35	132.85	121.35 when App inop.	CTAF 118.9	121.75
RNAV	Final Apch Crs 240°	Minimum Alt PEDIC 2300' (1618')	LNAV MDA(H) (CONDITIONAL) 1100' (418')	Apt Elev 682' TDZE 682'
MISSED APCH: Climb to 2300' direct FIKDO and hold. Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use Logan Co altimeter setting. 2. VDP not authorized when using Logan Co altimeter setting. 3. DME/DME RNP-0.30 not authorized. 4. Pilot controlled lighting 118.9.				
				3100'
				MSA RW24



Gnd speed-Kts	70	90	100	120	140	160				
Descent angle [3.04°]	376	484	538	645	753	861				
MAP at RW24										

STRAIGHT-IN LANDING RWY24				CIRCLE-TO-LAND			
LNAV		VNAV		With Local Altimeter Setting		With Logan Co Altimeter Setting	
MDA(H) 1100' (418')		MDA(H) 1180' (498')		MDA(H)		MDA(H)	
With Local Altimeter Setting		With Logan Co Altimeter Setting					
A	RVR 50 or 1	RVR 50 or 1	Max Kts 90	1200' (518') - 1		1280' (598') - 1	
B			120				
C	RVR 60 or 1 1/4	RVR 60 or 1 1/4	140	1240' (558') - 1 1/2		1320' (638') - 1 1/2	
D			165	1300' (618') - 2		1380' (698') - 2	

ATIS (ASOS when Twr inop)	*CHAMPAIGN Approach (R)	CHICAGO Center	*DECATUR Tower	*Ground
126.35	132.85	121.35 when App inop.	CTAF 118.9	121.75
WAAS Ch 49127 W-30A	Final Apch Crs 300°	Minimum Alt AKTIF 2200' (1522')	LPV DA(H) (CONDITIONAL) 878' (200')	Apt Elev 682' Rwy 30 678'
MISSED APCH: Climb to 3000' direct YENVU and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'				
1. Use local altimeter setting; if not received, use Lincoln altimeter setting. 2. Baro-VNAV and VDP not authorized with Lincoln altimeter setting. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 39°C (102°F). 4. DME/DME RNP-0.30 not authorized. 5. Pilot controlled lighting 118.9.				
3100'				
MSA RW30				



Gnd speed-Kts	70	90	100	120	140	160				
Glide Path Angle 3.00°	372	478	531	637	743	849				
MAP at RW30										
							PAPI-L	3000'	→	YENVU

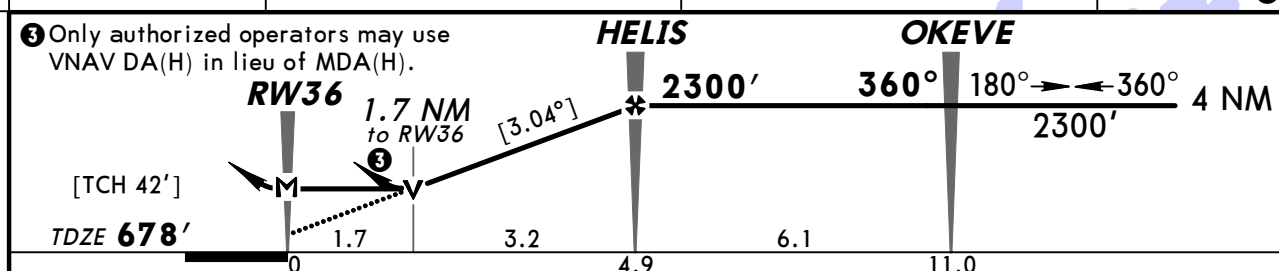
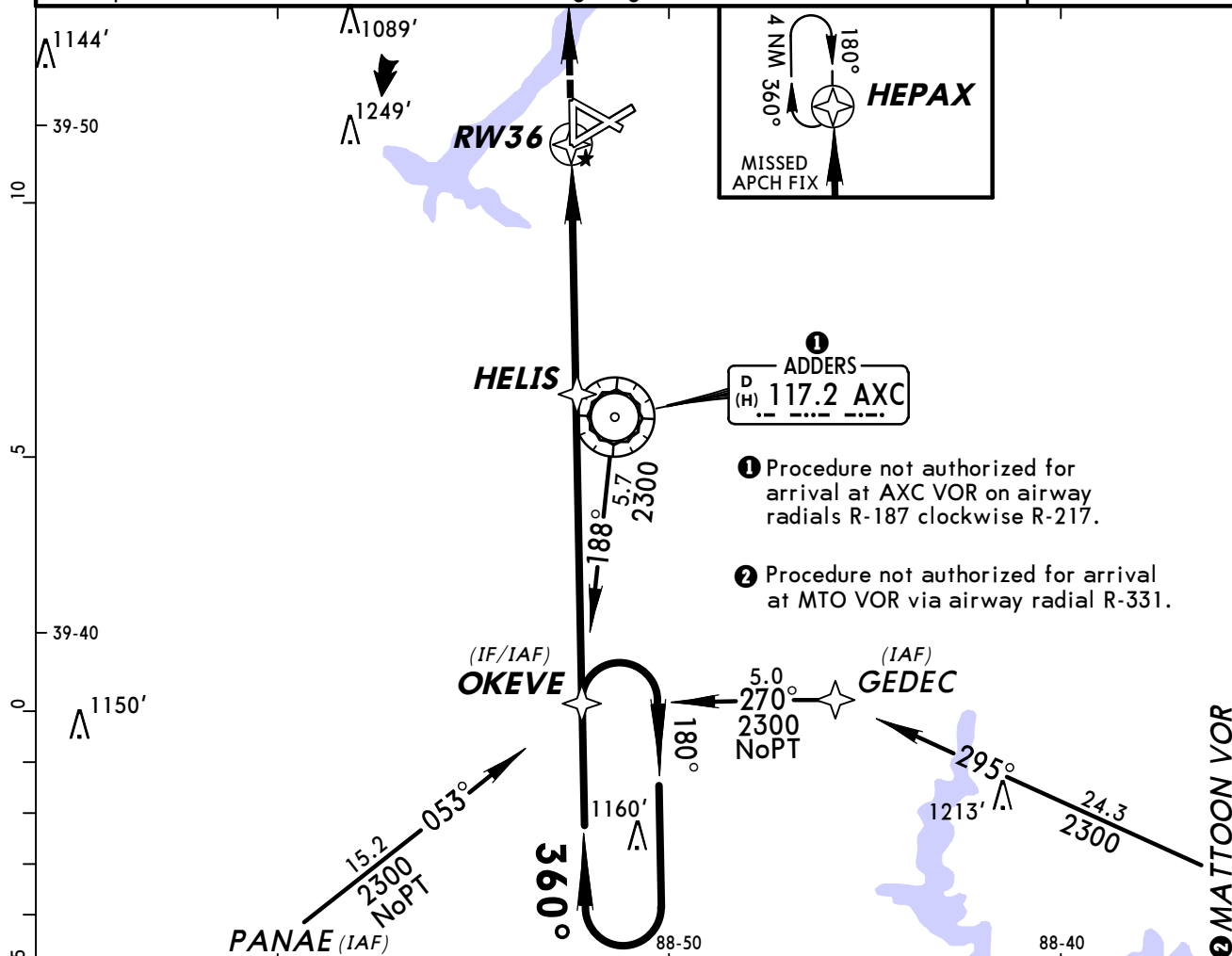
TERPS			STRAIGHT-IN LANDING RWY 30 With Local Altimeter Setting			1 CIRCLE-TO-LAND With Local Altimeter Setting	
		LPV DA(H) 878' (200')	LNAV/VNAV DA(H) 928' (250')		LNAV MDA(H) 1080' (402')	Max Kts	MDA(H)
A	3/4		3/4	1		90	1200' (518) - 1
B						120	
C						140	1240' (558') - 1 1/2
D				1 1/8		165	1320' (638') - 2
		LPV DA(H) 958' (280')	With Lincoln Altimeter Setting LNAV/VNAV DA(H) 1008' (330')		LNAV MDA(H) 1160' (482')	Max Kts	With Lincoln Altimeter Setting MDA(H)
A	7/8		1 1/8	1		90	1280' (598') - 1
B						120	
C						140	1320' (638') - 1 3/4
D				1 3/8		165	1400' (718') - 2 1/2

1 Not Authorized at Night to Rwy 12.

CHANGES: Procedure.

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ATIS (ASOS when Twr inop)	*CHAMPAIGN Approach (R)	CHICAGO Center	*DECATUR Tower	*Ground
126.35	132.85	121.35 when App inop.	CTAF 118.9	121.75
RNAV	Final Apch Crs 360°	Minimum Alt HELIS 2300' (1622')	LNAV MDA(H) (CONDITIONAL) 1240' (562')	Apt Elev 682' TDZE 678'
MISSED APCH: Climb to 3100' direct HEPAX and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use Logan Co altimeter setting. 2. VDP not authorized when using Logan Co altimeter setting. 3. DME/DME RNP-0.30 not authorized. 4. VGSI and descent angles not coincident. 5. Visibility reduction by helicopters not authorized. 6. Pilot controlled lighting 118.9.				
3100' MSA RW36				

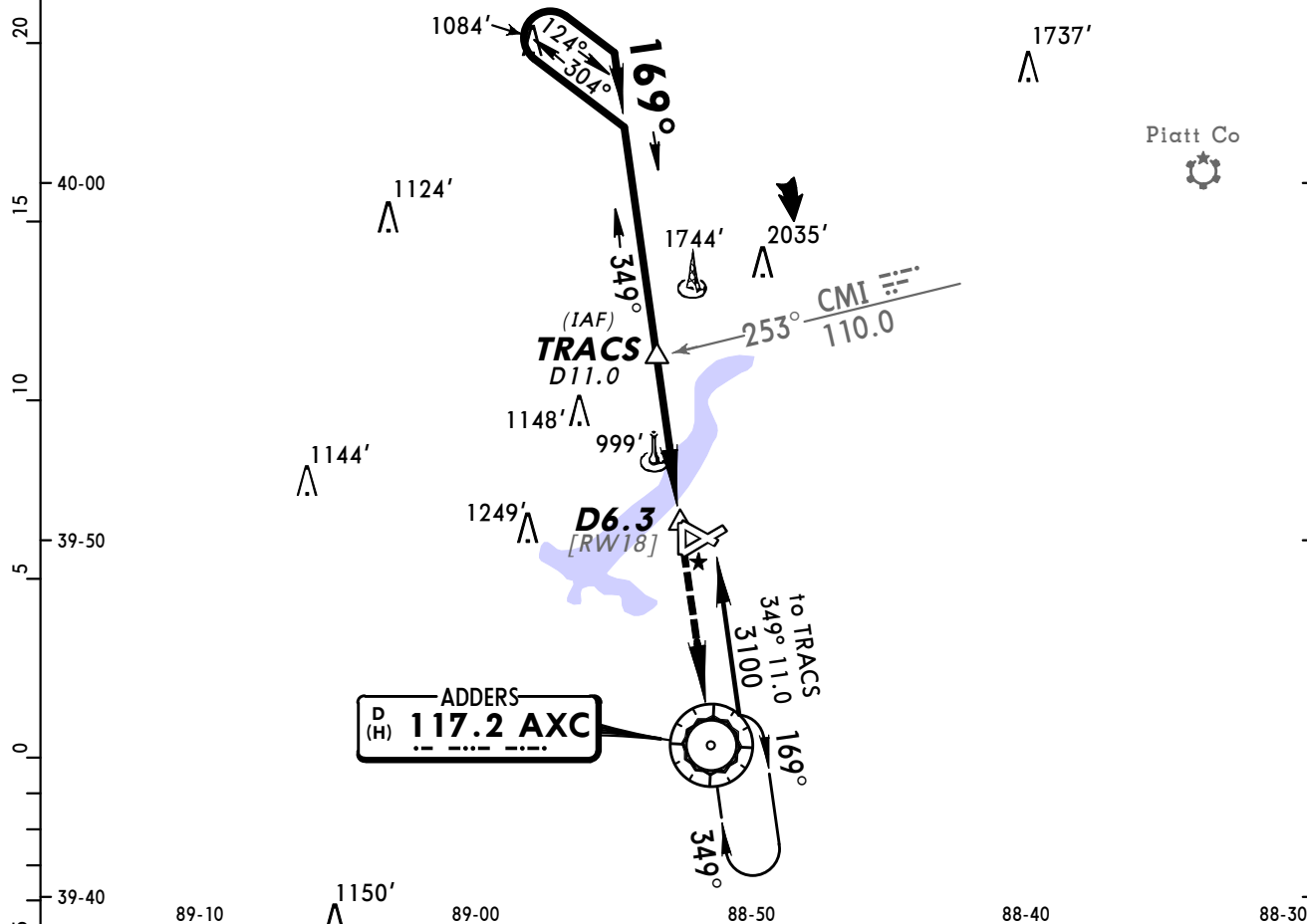
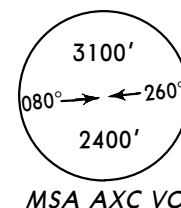


Gnd speed-Kts	70	90	100	120	140	160				
Descent angle [3.04°]	376	484	538	645	753	861				
MAP at RW36										

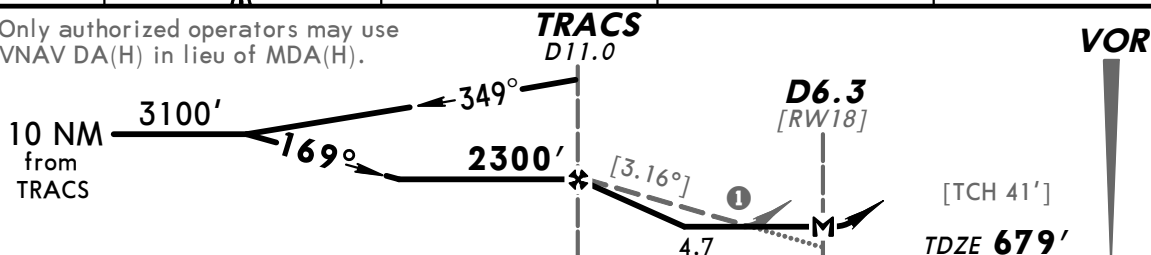
STRAIGHT-IN LANDING RWY36				CIRCLE-TO-LAND			
LNAV		LNAV		With Local Altimeter Setting		With Logan Co Altimeter Setting	
MDA(H) 1240' (562')		MDA(H) 1320' (642')		MDA(H)		MDA(H)	
With Local Altimeter Setting		With Logan Co Altimeter Setting		Max Kts			
A				90	1240'(558')-1	1320'(638')-1	
B	1	1		120	1240'(558')-1 1/2	1320'(638')-1 3/4	
C	1 1/2	1 3/4		140	1300'(618')-2	1380'(698')-2 1/4	
D	1 3/4	2		165			

BRIEFING STRIP™

ATIS (ASOS when Twr inop) 126.35	*CHAMPAIGN Approach (R) 132.85	CHICAGO Center 121.35 when App inop.	*DECATUR Tower CTAF 118.9	*Ground 121.75
VOR AXC 117.2	Final Apch Crs 169°	Minimum Alt TRACS 2300' (1621')	MDA(H) (CONDITIONAL) 1260' (581')	Apt Elev 682' TDZE 679'
MISSED APCH: Climb to 3000' direct AXC VOR and hold, continue climb in hold to 3000'.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use Logan Co altimeter setting. 2. VGSI and descent angles not coincident. 3. Visibility reduction by helicopters not authorized. 4. Pilot controlled lighting 118.9.				



① Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



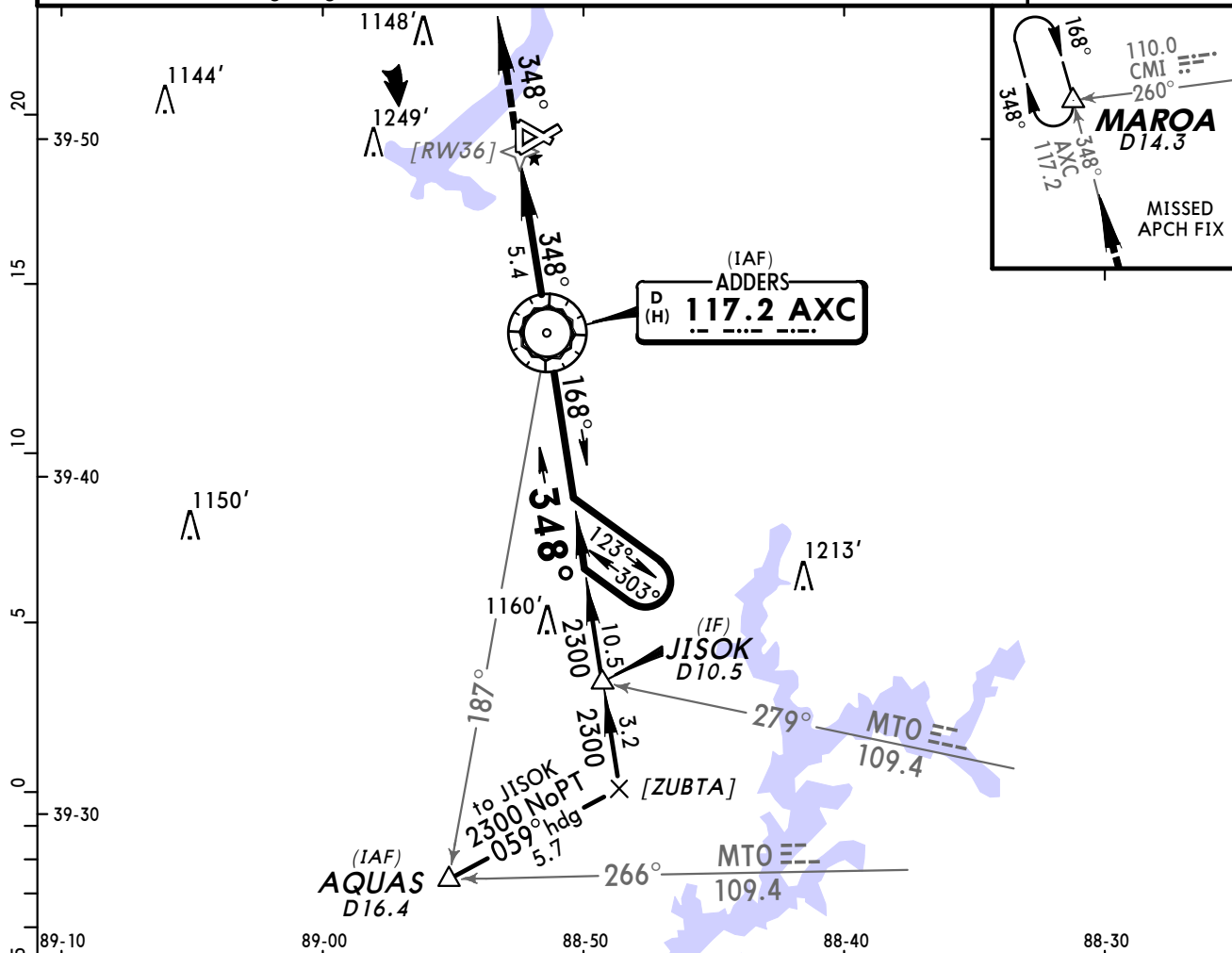
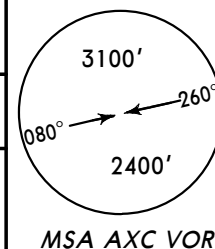
Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.16°]	391	503	559	671	783	895
MAP at D6.3 or TRACS to MAP	4.7	4:02	3:08	2:49	2:21	2:01

PAPI-L	3000'	→	AXC 117.2

STRAIGHT-IN LANDING RWY 18			CIRCLE-TO-LAND		
MDA(H) 1260' (581')		Max Kts	With Local Altimeter Setting		With Logan Co Altimeter Setting
With Local Altimeter Setting			MDA(H)		MDA(H)
A	1	90	1260' (578') - 1	1340' (658') - 1	
B		120			
C	1½	140	1260' (578') - 1½	1340' (658') - 1¾	
D	1¾	165	1300' (618') - 2	1380' (698') - 2¼	

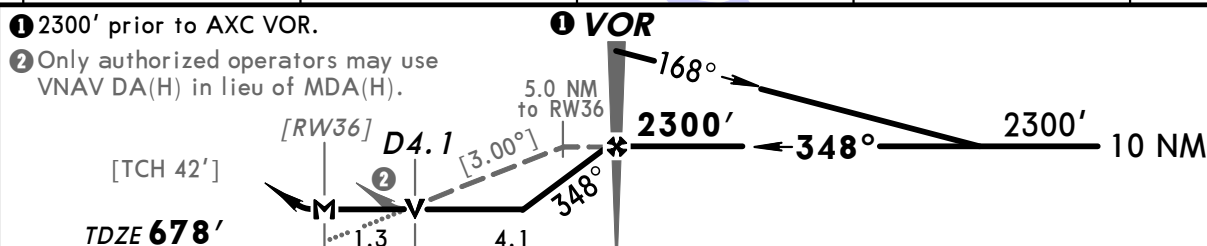
TERPS AMEND 08 23 SEP 2010

ATIS (ASOS when Twr inop) 126.35	*CHAMPAIGN Approach (R) 132.85	CHICAGO Center 121.35 when App inop.	*DECATUR Tower CTAF 118.9	*Ground 121.75
VOR AXC 117.2	Final Apch Crs 348°	Minimum Alt VOR 2300' (1622')	MDA(H) (CONDITIONAL) 1160' (482')	Apt Elev 682' TDZE 678'
MISSED APCH: Climb to 3100' outbound via AXC VOR R-348 to MAROA INT/D14.3 and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use Logan Co altimeter setting. 2. VGSI and descent angles not coincident. 3. Visibility reduction by helicopters not authorized. 4. VDP not authorized when using Logan Co altimeter setting. 5. Pilot controlled lighting 118.9.				



① 2300' prior to AXC VOR.

② Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160	REIL VASI-L	3100'	AXC 117.2 R-348	MAROA
Descent angle [3.00°]	372	478	531	637	743	849		↑		
VOR to MAP	5.4	4:38	3:36	3:14	2:42	2:19				

STRAIGHT-IN LANDING RWY 36

CIRCLE-TO-LAND

	MDA(H) 1160' (482')	MDA(H) 1240' (562')	Max Kts	With Local Altimeter Setting	With Logan Co Altimeter Setting
	With Local Altimeter Setting	With Logan Co Altimeter Setting		MDA(H)	MDA(H)
A	1	1	90	1200' (518') - 1	1280' (598') - 1
B	1	1	120	1200' (518') - 1	1280' (598') - 1
C	1¼	1½	140	1240' (558') - 1½	1320' (638') - 1¾
D	1½	1¾	165	1300' (618') - 2	1380' (698') - 2¼

General Information

Location: De Kalb IL USA

IATA Code:

Lat/Long: N41° 56.0' W088° 42.3'

Elevation: 914 ft

Airport Use: Public

Magnetic Variation: 2.7°W

Sectional Chart: Chicago

Fuel Types: 100 Octane (LL), Jet A-1

Repair Types: Minor Airframe, Minor Engine

Customs: No

Airport Type: IFR

Landing Fee: No

Control Tower: No

Jet Start Unit: No

LLWS Alert: No

Beacon: Yes

Sunrise: 1233 Z

Sunset: 2342 Z,

Runway Information

Runway: 02

Length x Width: 7026 ft x 100 ft

Surface Type: asphalt

TDZ-Elev: 913 ft

Lighting: Edge, ALS, REIL, Pilot controlled

Runway: 09

Length x Width: 4201 ft x 75 ft

Surface Type: asphalt

TDZ-Elev: 912 ft

Lighting: Edge, REIL, Pilot controlled

Runway: 20

Length x Width: 7026 ft x 100 ft

Surface Type: asphalt

TDZ-Elev: 904 ft

Lighting: Edge, REIL, Pilot controlled

Runway: 27

Length x Width: 4201 ft x 75 ft

Surface Type: asphalt

TDZ-Elev: 912 ft

Lighting: Edge, REIL, Pilot controlled

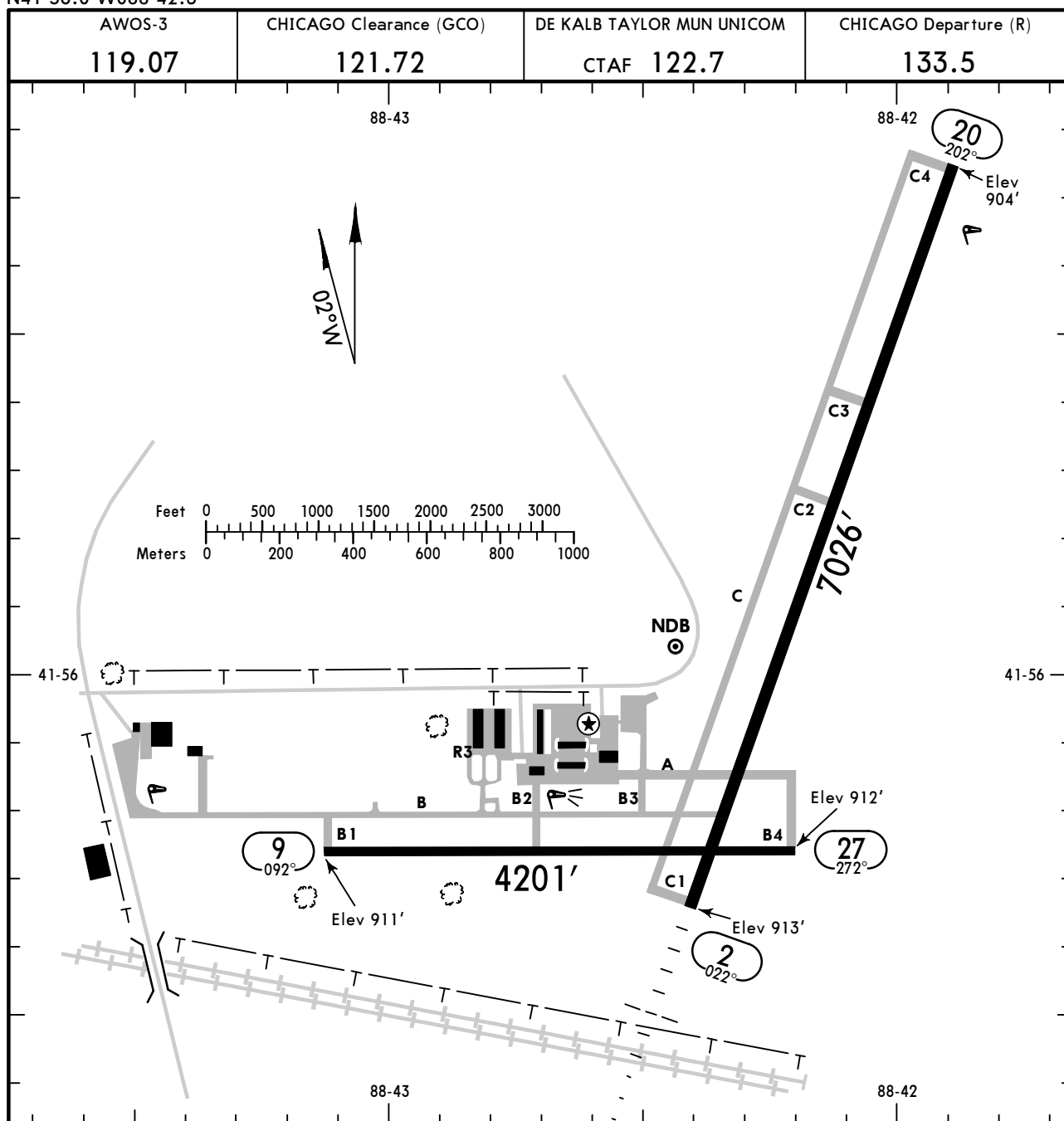
Communication Information

AWOS 119.075
De Kalb Taylor Mun Unicom 122.7 CTAF PCL
Chicago Approach Control 133.5
Chicago Departure Control 133.5

KDKB
Apt Elev 914'
N41 56.0 W088 42.3

22 JUL 11 (11-1)

DE KALB, ILL
DE KALB TAYLOR MUN



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS			WIDTH
		Threshold	Landing Beyond Glide Slope	Take-off	
2	① MIRL ② MALSR ③ REIL PAPI-L (angle 3.0°)	grooved	5851'		100'
20	① MIRL ② REIL VASI-L (angle 3.25°)	grooved			
9	② MIRL ③ REIL ④ PAPI-L (angle 3.0°)	grooved			75'
27	② MIRL ③ REIL ④ PLASI-L (TCH 22')	grooved			

- ① Increase intensity on 122.7.
② Activate on 122.7.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE				FOR FILING AS ALTERNATE Authorized Only When Local Weather Available		
	Rwys 2, 9, 20		Rwy 27	ILS Rwy 2	LOC Rwy 2 RNAV (GPS) Rwy 2 RNAV (GPS) Rwy 9 RNAV (GPS) Rwy 20 RNAV (GPS) Rwy 27	Other
	Adequate Vis Ref	STD				
1 & 2 Eng	1/4	1	300-1	A 600-2	800-2	NA
3 & 4 Eng		1/2		B 700-2 C D		

OBSTACLE DP: Rwy 9, Climb runway heading to 1400' before proceeding on course.

CHANGES: None.

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AMEND 4

DE KALB, ILL
ILS or LOC Rwy 2

BRIEFING STRIP TM



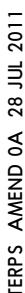
00'S AMEND 0A 28 JUL 2011

CHANGES: Minimums.

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DE KALB, ILL
RNAV (GPS) Rwy 2

BRIEFING STRIP TM



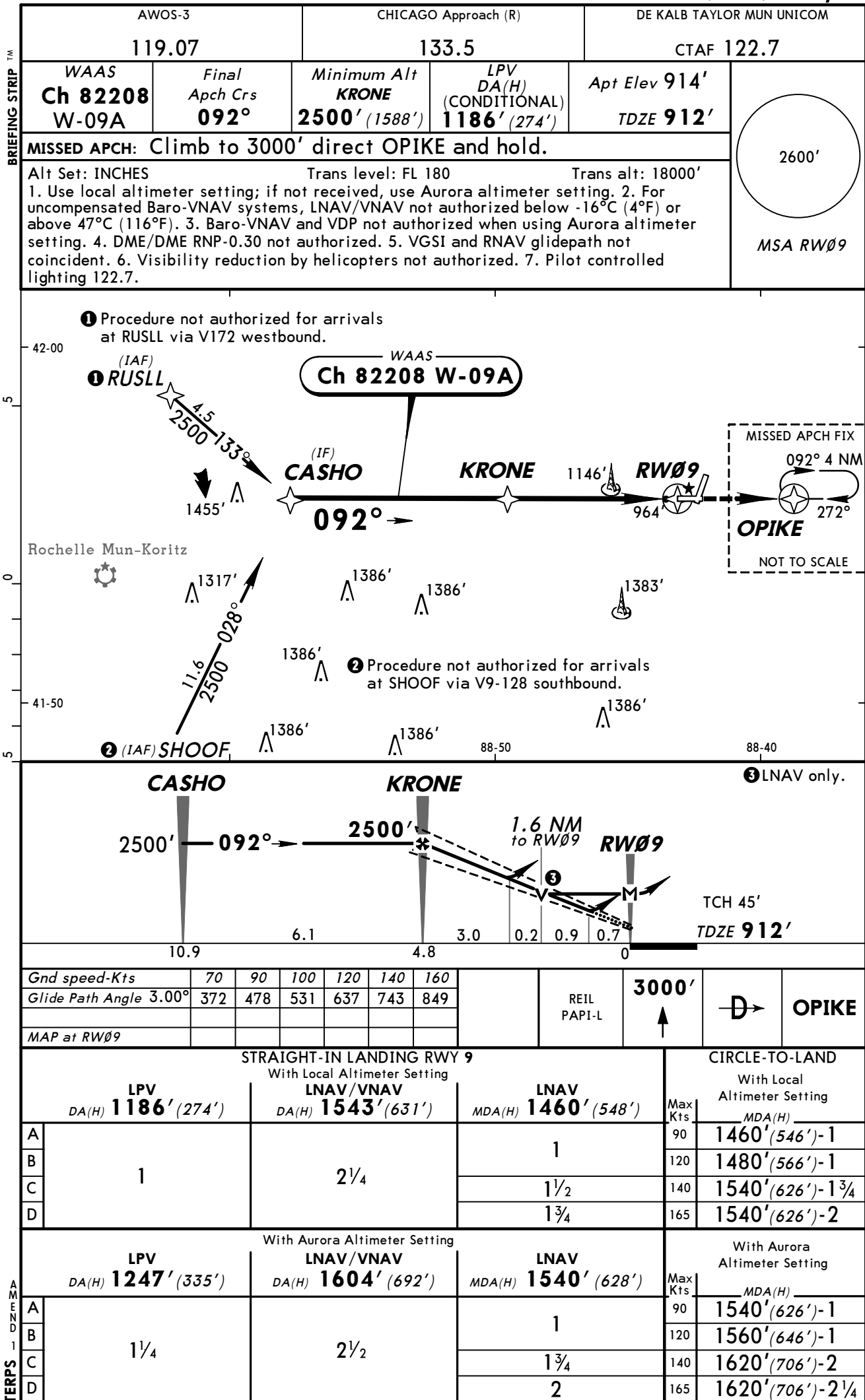
④ LNAV only.


 JUDV

CIRCLE-TO-LAND
With Local
Altimeter Setting

With Aurora Altimeter Setting

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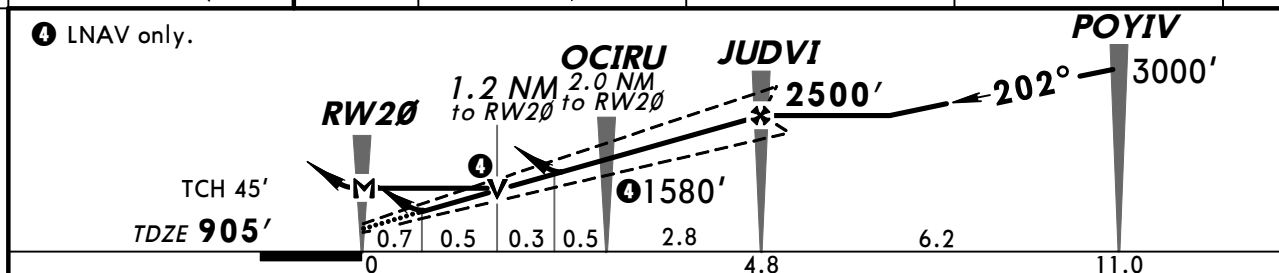
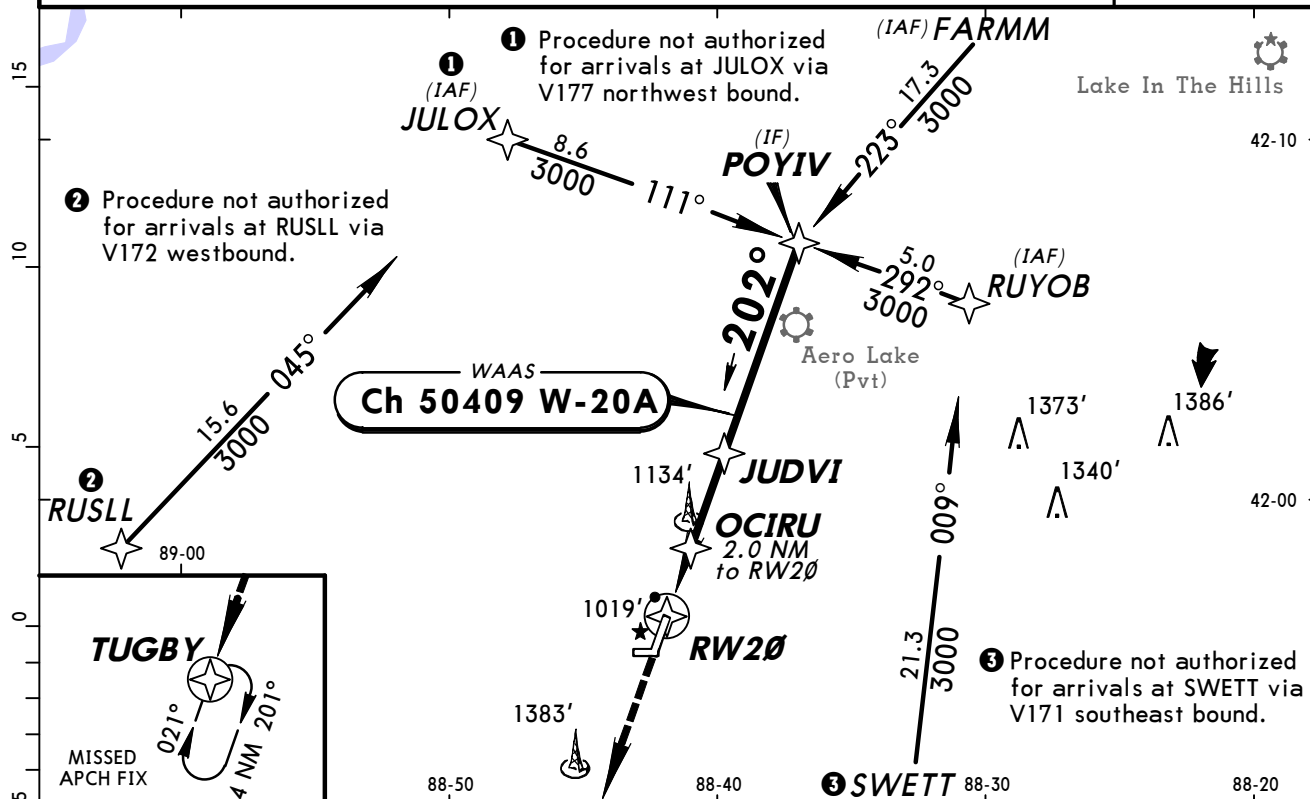


BRIEFING STRIP™

TERPS - DZ022A

BRIEFING STRIP™

AWOS-3 119.07		CHICAGO Approach (R) 133.5		DE KALB TAYLOR MUN UNICOM CTAF 122.7	
WAAS Ch 50409 W-20A	Final Apch Crs 202°	Minimum Alt JUDVI 2500' (1595')	LPV DA(H) (CONDITIONAL) 1155' (250')	Apt Elev 914' TDZE 905'	2600' MSA RW20
MISSED APCH: Climb to 2700' direct TUGBY and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'					
1. Use local altimeter setting; if not received, use Aurora altimeter setting. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 47°C (116°F). 3. Baro-VNAV and VDP not authorized when using Aurora altimeter setting. 4. DME/DME RNP-0.3 not authorized. 5. VGSI and RNAV glidepath not coincident. 6. Visibility reduction by helicopters not authorized. 7. Pilot controlled lighting 122.7.					

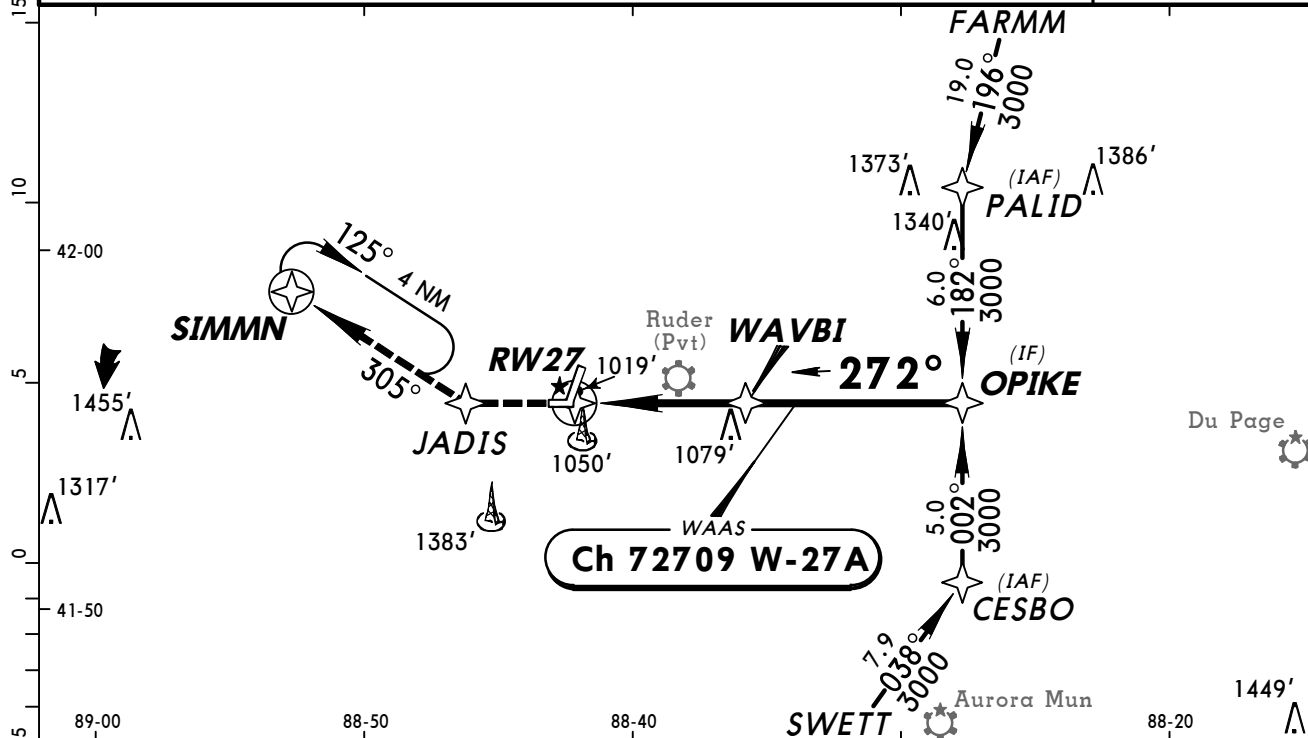


Gnd speed-Kts	70	90	100	120	140	160	REIL VASI-L	2700' ↑	D→	TUGBY
Glide Path Angle 3.00°	372	478	531	637	743	849				
MAP at RW20										

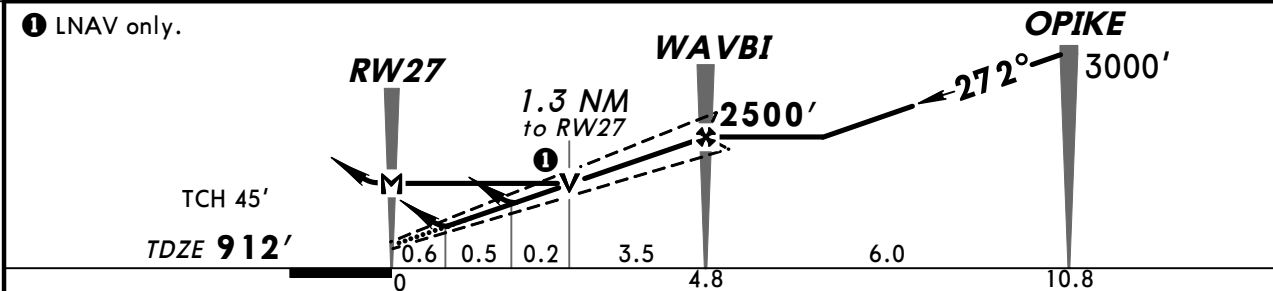
STRAIGHT-IN LANDING RWY 20					CIRCLE-TO-LAND	
With Local Altimeter Setting					With Local Altimeter Setting	
LPV DA(H) 1155' (250')		LNAV/VNAV DA(H) 1430' (525')		LNAV MDA(H) 1320' (415')		
A	3/4	1 3/4	1	Max Kts	MDA(H)	
B				90	1360' (446')-1	
C			120	1480' (566')-1		
D			140	1540' (626')-1 3/4		
			1 1/4	165	1540' (626')-2	
With Aurora Altimeter Setting					With Aurora Altimeter Setting	
LPV DA(H) 1216' (311')		LNAV/VNAV DA(H) 1491' (586')		LNAV MDA(H) 1400' (495')		
A	1	2	1	Max Kts	MDA(H)	
B				90	1440' (526')-1	
C			120	1560' (646')-1		
D			140	1620' (706')-2		
			1 1/2	165	1620' (706')-2 1/4	

BRIEFING STRIP™

AWOS-3		CHICAGO Approach (R)		DE KALB TAYLOR MUN UNICOM	
119.07		133.5		CTAF 122.7	
WAAS Ch 72709 W-27A	<i>Final Apch Crs</i> 272°	<i>Minimum Alt</i> WAVBI 2500' (1588')	<i>LPV DA(H)</i> (CONDITIONAL) 1162' (250')	<i>Apt Elev</i> 914' <i>TDZE</i> 912'	2600' MSA RW27
MISSED APCH: Climb to 3000' direct JADIS then via 305° track to SIMMN and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use Aurora altimeter setting. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 47°C (116°F). 3. Baro-VNAV and VDP not authorized when using Aurora altimeter setting. 4. DME/DME RNP-0.3 not authorized. 5. VGSI and RNAV glidepath not coincident. 6. Pilot controlled lighting 122.7.					



① LNAV only.

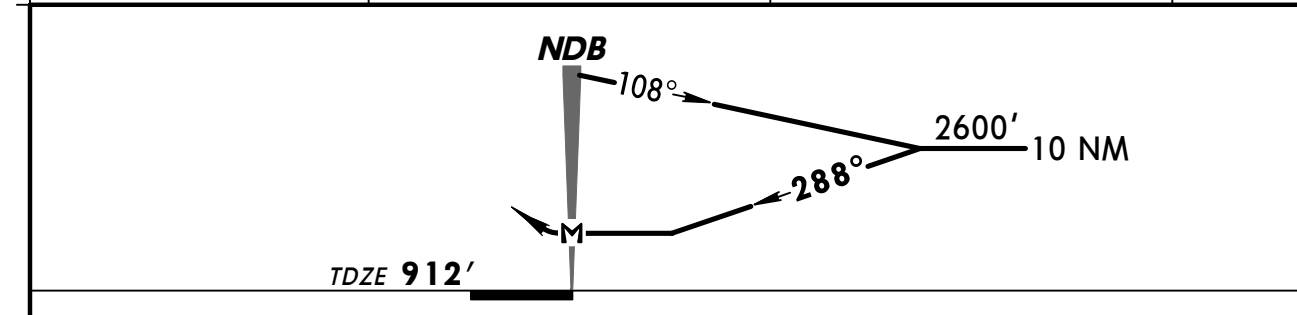
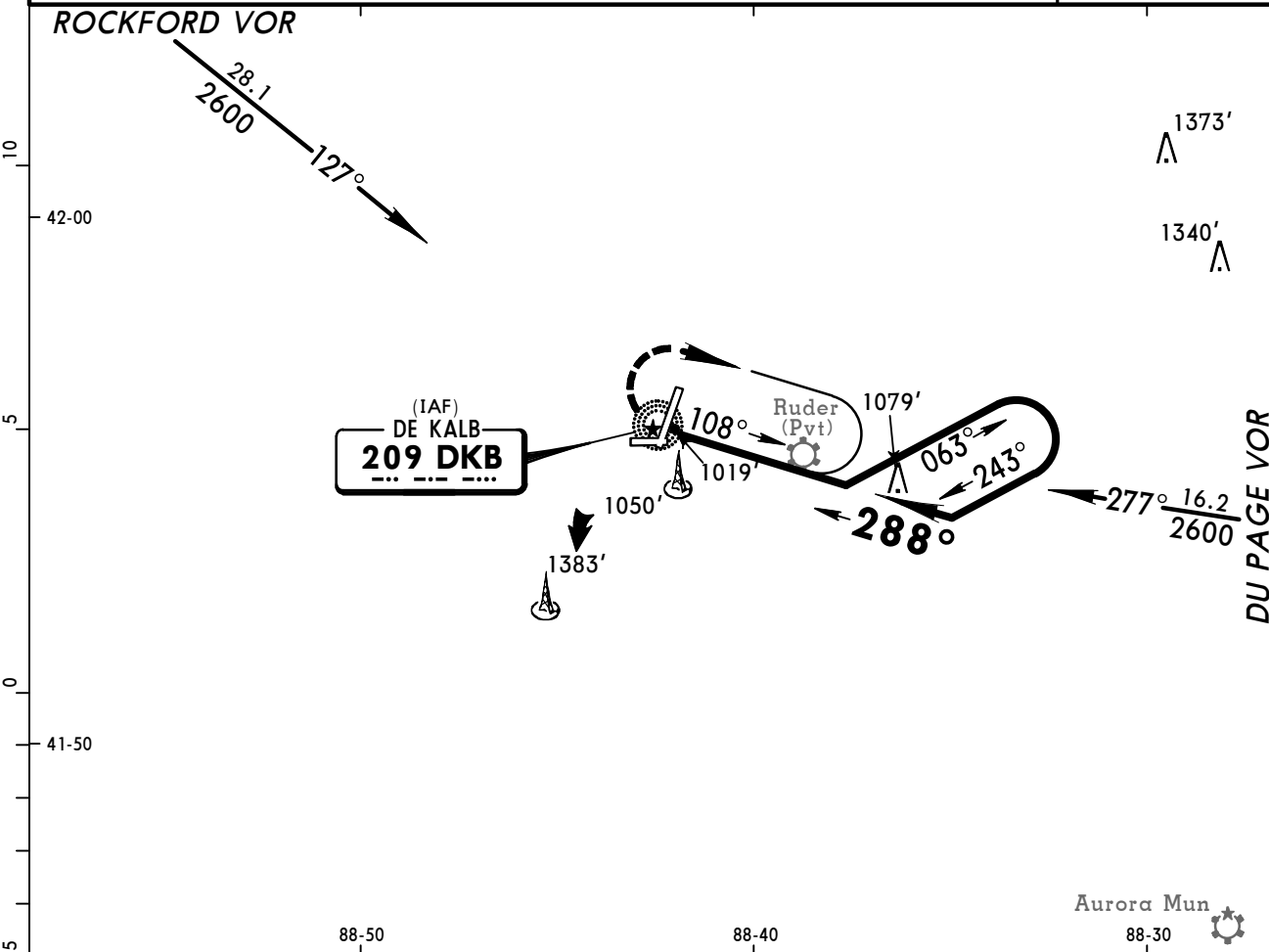


Gnd speed-Kts	70	90	100	120	140	160	REIL PLASI-L	3000'	D	JADIS
Glide Path Angle	3.00°	372	478	531	637	743				
MAP at RW27										

STRAIGHT-IN LANDING RWY 27					CIRCLE-TO-LAND	
With Local Altimeter Setting					With Local Altimeter Setting	
LPV DA(H) 1162' (250')		LNAV/VNAV DA(H) 1317' (405')		LNAV MDA(H) 1360' (448')		
A	3/4	1 1/2	1	Max Kts	MDA(H) 1360' (446')-1	
B				120	1480' (566')-1	
C				140	1540' (626')-1 3/4	
D				165	1540' (626')-2	
With Aurora Altimeter Setting					With Aurora Altimeter Setting	
LPV DA(H) 1223' (311')		LNAV/VNAV DA(H) 1378' (466')		LNAV MDA(H) 1440' (528')		
A	1	1 3/4	1	Max Kts	MDA(H) 1440' (526')-1	
B				120	1560' (646')-1	
C				140	1620' (706')-2	
D				165	1620' (706')-2 1/4	

BRIEFING STRIP™

AWOS-3 119.07		CHICAGO Approach (R) 133.5		DE KALB TAYLOR MUN UNICOM CTAF 122.7	
NDB DKB 209	Final Apch Crs 288°	No FAF	MDA(H) 1460' (548')	Apt Elev 914' TDZE 912'	2600' MSA DKB NDB
MISSED APCH: Climbing RIGHT turn to 2600' in DKB NDB holding pattern.					
Alt Set: INCHES 1. Pilot controlled lighting 122.7.		Trans level: FL 180		Trans alt: 18000'	



MAP at NDB						REIL PLASI-L	2600'	DKB 209 HOLDING PATTERN

STRAIGHT-IN LANDING RWY 27			CIRCLE-TO-LAND		
MDA(H) 1460' (548')			MDA(H)		
A	1	90	1460' (546') - 1		
B	1 1/2	120	1540' (626') - 1 3/4		
C	1 3/4	140	1540' (626') - 2		
D		165			

General Information

Location: Chicago IL USA
IATA Code: DPA
Lat/Long: N41° 54.4' W088° 14.9'
Elevation: 758 ft

Airport Use: Public
Magnetic Variation: 3.1 °W
Sectional Chart: Chicago

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: High Pressure, Low Pressure, HP Bottle, LP Bottle
Repair Types: Major Airframe, Major Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes
Pattern Altitude: 800 ft AGL

Sunrise: 1232 Z
Sunset: 2340 Z,

Runway Information

Runway: 02L
Length x Width: 7571 ft x 100 ft
Surface Type: concrete
TDZ-Elev: 754 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 02R
Length x Width: 5101 ft x 100 ft
Surface Type: concrete
TDZ-Elev: 751 ft
Lighting: Edge

Runway: 10
Length x Width: 4750 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 756 ft
Lighting: Edge, ALS, REIL

Runway: 15
Length x Width: 3399 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 757 ft
Lighting: Edge, REIL

Runway: 20L
Length x Width: 5101 ft x 100 ft
Surface Type: concrete
TDZ-Elev: 754 ft
Lighting: Edge

Runway: 20R
Length x Width: 7571 ft x 100 ft
Surface Type: concrete
TDZ-Elev: 757 ft
Lighting: Edge, Centerline, TDZ

Runway: 28
Length x Width: 4750 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 757 ft
Lighting: Edge, REIL

Runway: 33
Length x Width: 3399 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 758 ft
Lighting: Edge, REIL
Displaced Threshold: 190 ft

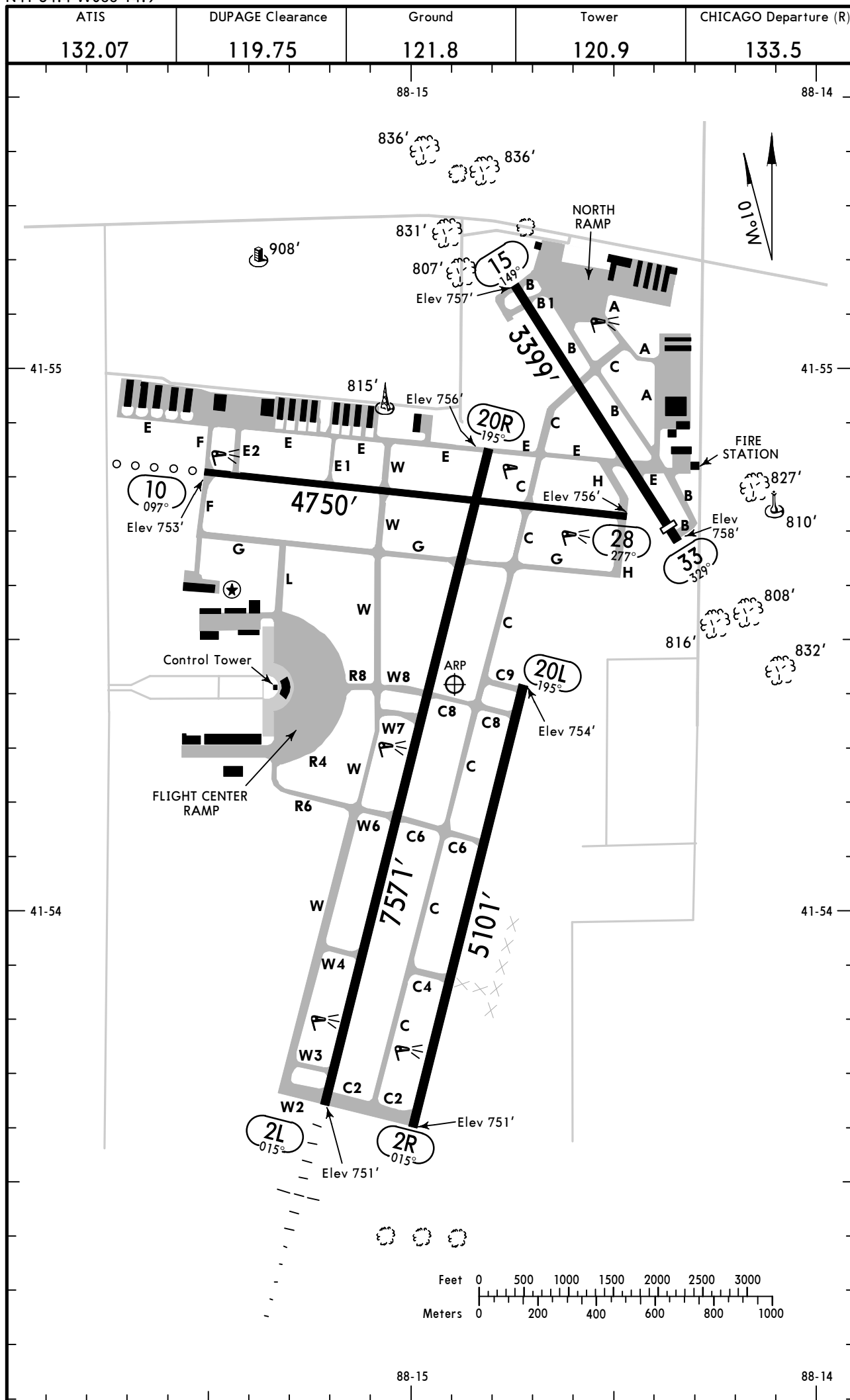
Communication Information

ATIS 132.075
Dupage Tower 120.9
Dupage Tower 124.5 Secondary
Dupage Ground Control 121.8
Dupage Clearance Delivery 119.75
Chicago Approach Control 133.5
Chicago Departure Control 133.5
Dupage Unicom 122.95
Kankakee Flight Service Station 122.3 RCO
Kankakee Flight Service Station 122.1 RCO
Kankakee Flight Service Station 108.4 RCO

KDPA/DPA
Apt Elev **759'**
N41 54.4 W088 14.9

JEPPESSEN
17 FEB 12 **(50-9)**

CHICAGO, ILL
DUPAGE



CHANGES: ATIS frequency.

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Deer, coyote, birds and migratory waterfowl on and in vicinity of airport.
Rwy 2R right traffic pattern.

USABLE LENGTHS

2R	MIRL				100'

① Activate on 120.9.

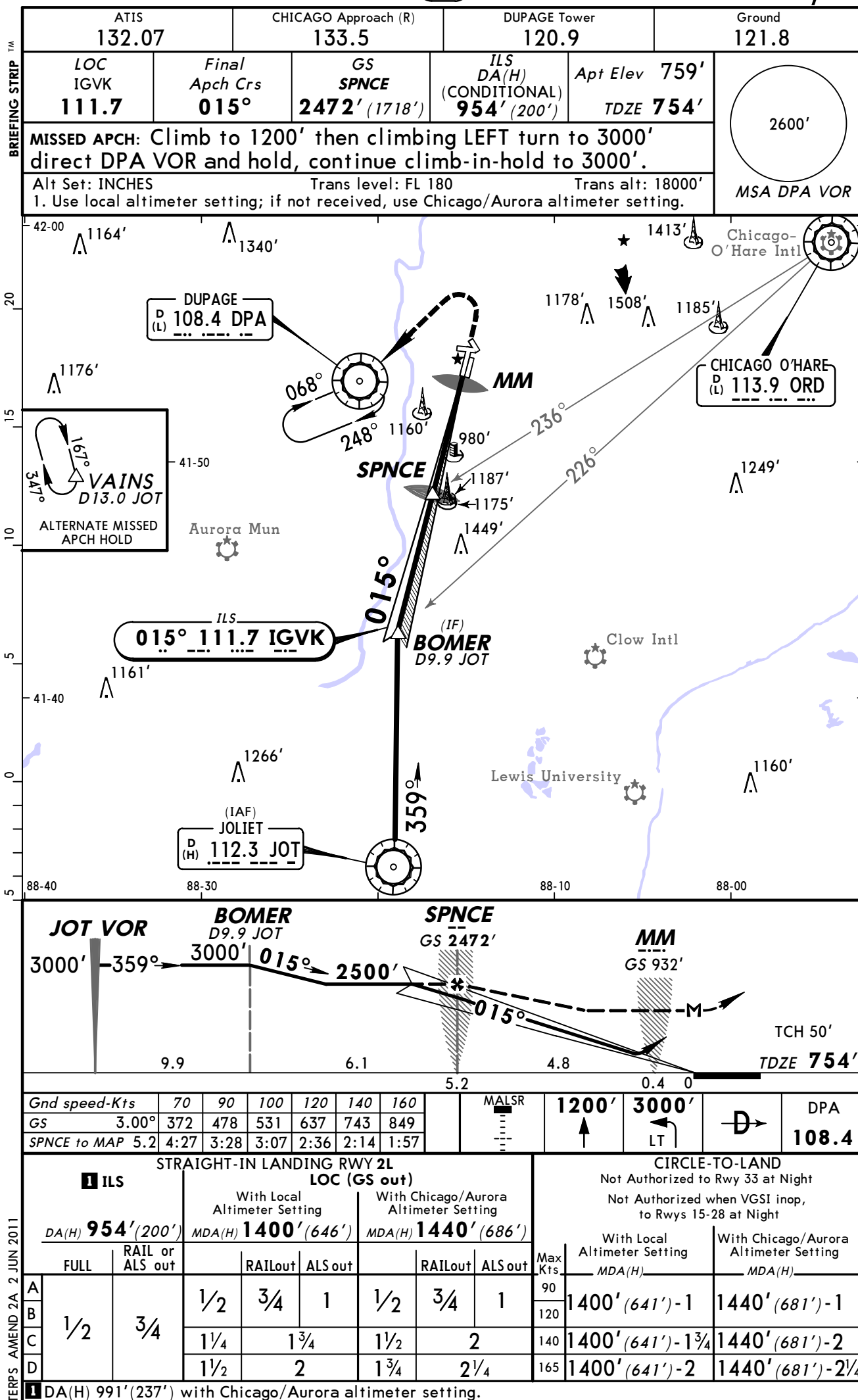
15 33	MIRL REIL PAPI-R (angle 3.90°)				100'
	MIRL REIL	3209'			

All Rwys

	Adequate Vis Ref	STD
1 & 2 Eng	$\frac{1}{4}$	1
3 & 4 Eng		$\frac{1}{2}$

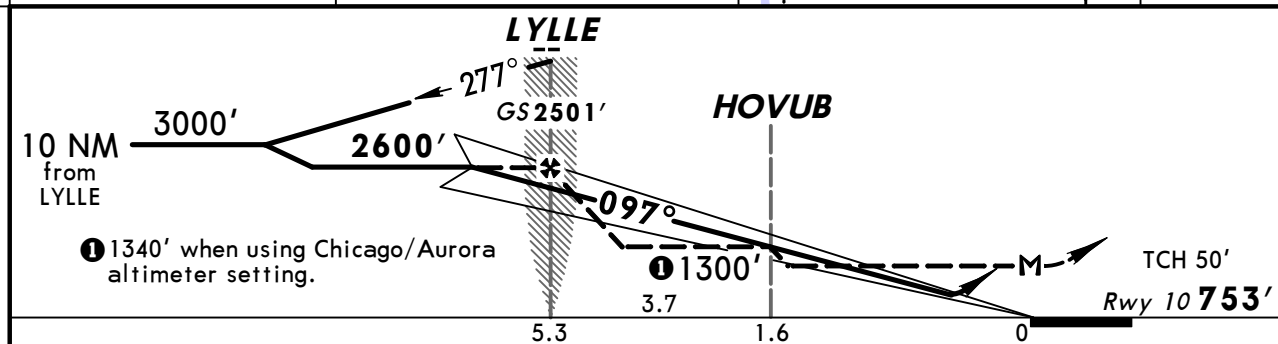
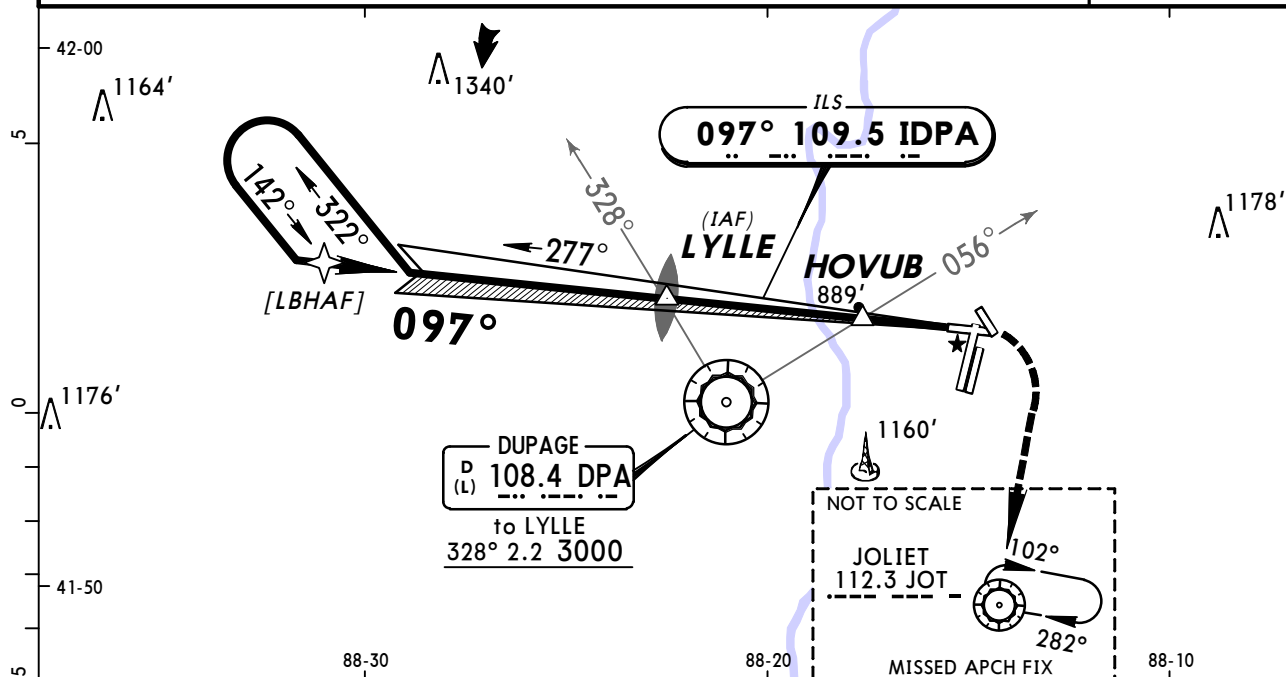
Authorized Only When Local Weather Available

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BRIEFING STRIP™

ATIS		CHICAGO Approach (R)		DUPAGE Tower		Ground	
132.07		133.5		120.9		121.8	
LOC IDPA 109.5	Final Apch Crs 097°	GS LYLLE 2501' (1748')	ILS DA(H) (CONDITIONAL) 953' (200')	Apt Elev 759' Rwy 10 753'		2600' MSA DPA VOR	
MISSED APCH: Climb to 1200', then climbing RIGHT turn to 2600' direct JOT VOR and hold, or as directed by ATC.							
Alt Set: INCHES							

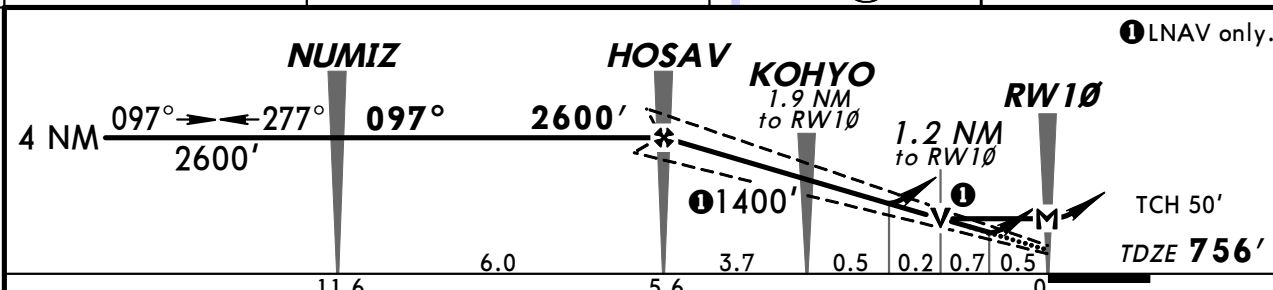
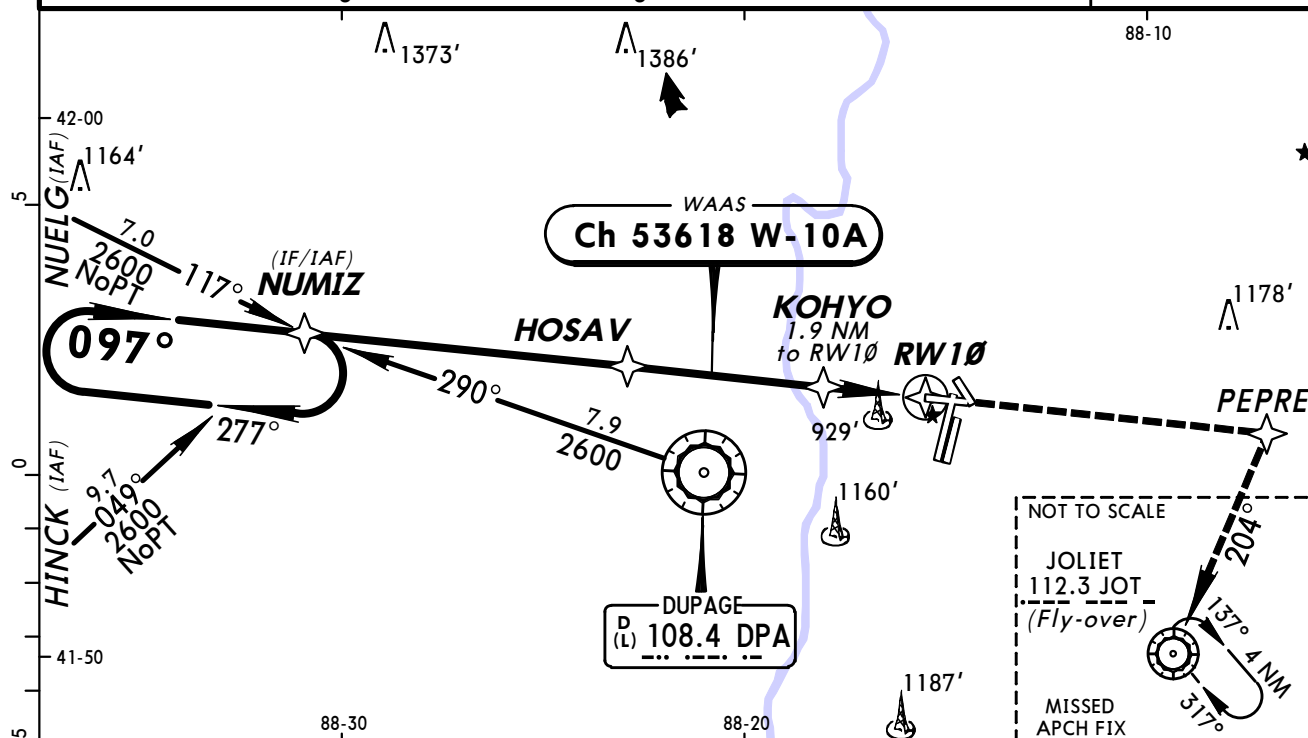


Gnd speed-Kts	70	90	100	120	140	160	LDIN	1200'	2600'	JOT 112.3
GS 3.00°	372	478	531	637	743	849	REIL VASI	↑	RT	→
LYLLE to MAP 5.3	4:33	3:32	3:11	2:39	2:16	1:59				

TERPS			STRAIGHT-IN LANDING RWY 10					2 CIRCLE-TO-LAND				
ILS			LOC (GS out)					1 With HOVUB			Without HOVUB	
			1		With HOVUB						Without HOVUB	
			With Local Altimeter Setting					With Local Altimeter Setting				
DA(H) 953' (200')			MDA(H) 1180' (427')		MDA(H) 1300' (547')			Not Authorized to Rwy 33 at Night				
FULL		LDIN out			LDIN out				LDIN out			
A	3/4		1		1			Max Kts	MDA(H)		MDA(H)	
90								1260' (501') - 1		1300' (541') - 1		
B			1 1/4		1 5/8			120	1360' (601') - 1 3/4		1360' (601') - 1 3/4	
C								1360' (601') - 2		1360' (601') - 2		
D								140				
			With Chicago/Aurora Altimeter Setting					With Chicago/Aurora Altimeter Setting				
DA(H) 990' (237')			MDA(H) 1220' (467')		MDA(H) 1340' (587')			Not Authorized to Rwy 33 at Night				
FULL		LDIN out			LDIN out				LDIN out			
A	3/4		1		1			Max Kts	MDA(H)		MDA(H)	
90								1300' (541') - 1		1340' (581') - 1		
B			1 3/8		1 3/4			120	1400' (641') - 1 3/4		1400' (641') - 1 3/4	
C								1400' (641') - 2		1400' (641') - 2		
D								140				
			1 Dual VOR receivers required.					2 When VGSI inop, circling Rwy 15-28 not authorized at night.				

BRIEFING STRIP™

ATIS 132.07		CHICAGO Approach (R) 133.5		DUPAGE Tower 120.9		Ground 121.8	
WAAS Ch 53618 W-10A		Final Apch Crs 097°	Minimum Alt HOSAV 2600' (1844')	LPV DA(H) (CONDITIONAL) 956' (200')	Apt Elev 759' TDZE 756'		3400' MSA RW10
MISSED APCH: Climb to 2600' direct PEPRE and RIGHT turn on track 204° to JOT VOR and hold.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'							
1. Use local altimeter setting; if not received, use Aurora altimeter setting. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 47°C (116°F). 3. DME/DME RNP-0.30 not authorized. 4. VDP and Baro-VNAV not authorized when using Aurora altimeter setting.							



Gnd speed-Kts	70	90	100	120	140	160	LDIN		2600'	D	PEPRE
Glide Path Angle	3.00°	372	478	531	637	743	849	REIL VASI			
MAP at RW10											

STRAIGHT-IN LANDING RWY 10						12 CIRCLE-TO-LAND									
With Local Altimeter Setting						With Local Altimeter Setting									
LPV DA(H) 956' (200')		LNAV/VNAV DA(H) 1244' (488')		LNAV MDA(H) 1180' (424')		Max Kts	MDA(H)								
LDIN Out		LDIN out		LDIN out		90	1260' (501') - 1								
A	3/4		1 3/4		1		120	1360' (601') - 1 3/4							
140							1360' (601') - 2								
165															
B					3/4		1 3/4		1 1/4		140	1360' (601') - 1 3/4			
165															
C	3/4		1 3/4								1 1/4		165	1360' (601') - 2	
165															
D					3/4		1 3/4		1 1/4				165		1360' (601') - 2
165															
With Aurora Altimeter Setting											With Aurora Altimeter Setting				
LPV DA(H) 993' (237')		LNAV/VNAV DA(H) 1281' (525')		LNAV MDA(H) 1220' (464')							Max Kts	MDA(H)			
LDIN out		LDIN out		LDIN out		90	1300' (541') - 1								
A	3/4		1 3/4		1		120	1400' (641') - 1 1/2							
140							1400' (641') - 2								
165															
B					3/4		1 3/4		1 1/4		140	1400' (641') - 2			
165															
C	3/4		1 3/4								1 1/2		165	1400' (641') - 2	
165															
D					3/4		1 3/4		1 1/2				165		1400' (641') - 2
165															

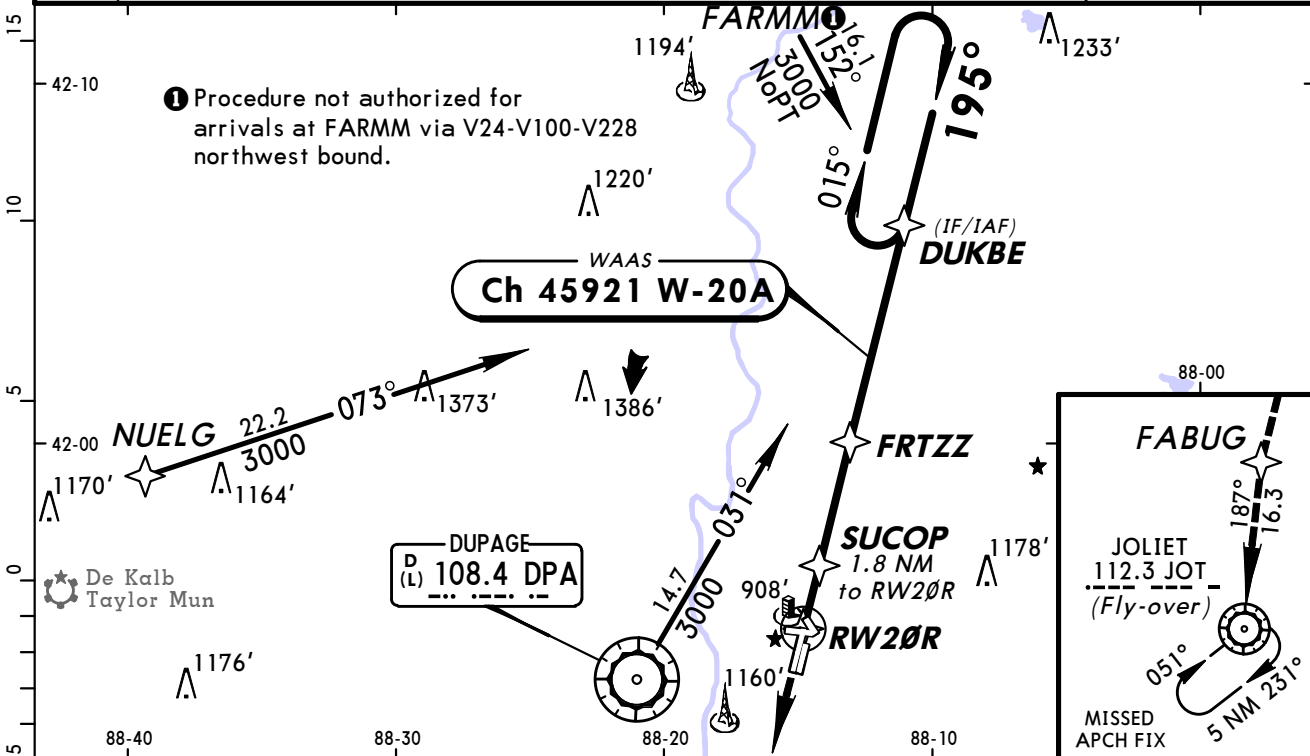
1 Not authorized to Rwy 33 at night. 2 Not authorized when VGSI inop, to Rwy 15-28 at night.

CHANGES: ATIS frequency.

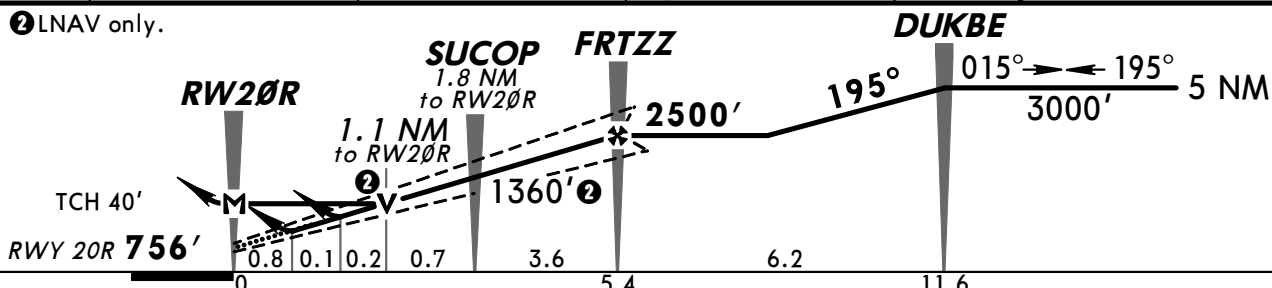
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BRIEFING STRIP™

ATIS 132.07		CHICAGO Approach (R) 133.5		DUPAGE Tower 120.9		Ground 121.8				
WAAS Ch 45921 W-20A		Final Apch Crs 195°		Minimum Alt FRTZZ 2500' (1744')		LPV DA(H) (CONDITIONAL) 1042' (286')		Apt Elev 759' Rwy 20R 756'		3400' MSA RW20R
MISSED APCH: Climb to 2500' direct FABUG and on track 187° track to JOLIET VOR and hold.										
Alt Set: INCHES										



② LNAV only.



Gnd speed-Kts	70	90	100	120	140	160					
Glide Path Angle 3.00°	372	478	531	637	743	849					
MAP at RW20R											

STRAIGHT-IN LANDING RWY 20R						1 CIRCLE-TO-LAND	
With Local Altimeter Setting						With Local Altimeter Setting	
LPV		LNAV/VNAV		LNAV		Max Kts	MDA(H)
DA(H)	1042' (286')	DA(H)	1079' (323')	MDA(H)	1160' (404')		
A	7/8	1	1	1		90	1260' (501') - 1
B				120			
C				1 1/8		140	1360' (601') - 1 3/4
D						165	1360' (601') - 2
With Aurora Altimeter Setting						With Aurora Altimeter Setting	
LPV		LNAV/VNAV		LNAV		Max Kts	MDA(H)
DA(H)	1079' (323')	DA(H)	1116' (360')	MDA(H)	1200' (444')		
A	1	1	1	1		90	1300' (541') - 1
B				120			
C				1 3/8		140	1400' (641') - 1 3/4
D						165	1400' (641') - 2

① Not authorized to Rwy 15, 28, 33 at night.

CHICAGO, ILL
VOR or GPS Rwy 2L

BRIEFING STRIP™



 MALSR	2500'  LT	 DPA	108.4

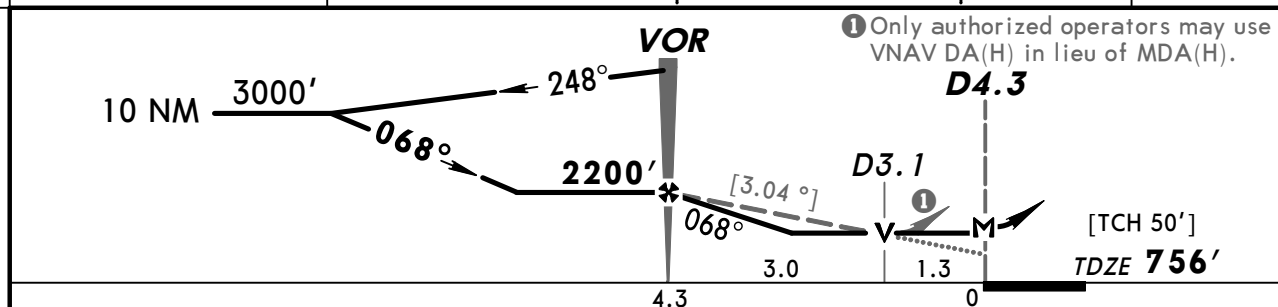
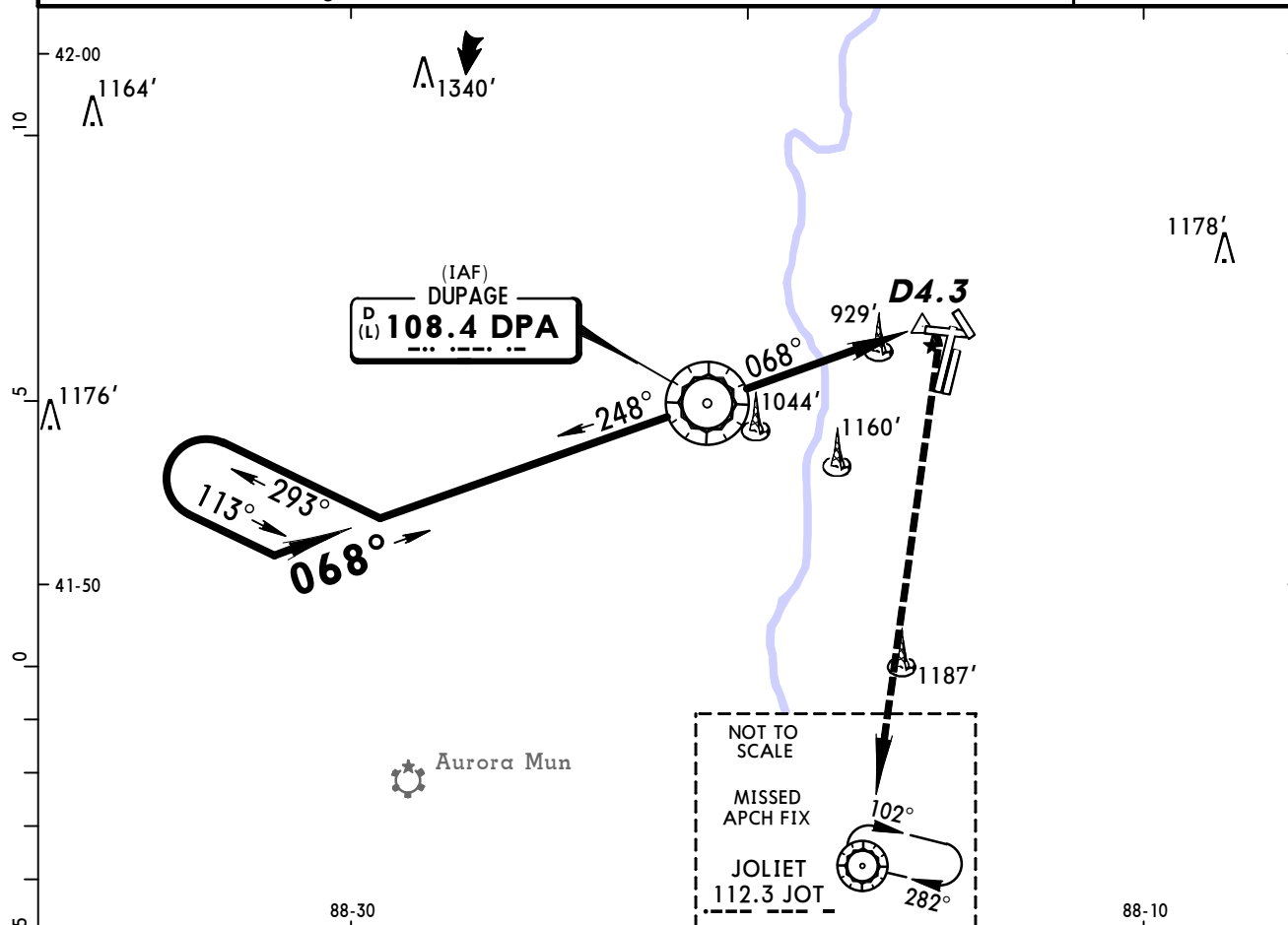
1 2 CIRCLE-TO-LAND

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TERPS AMEND 0B 2 JUN 2011

BRIEFING STRIP™

ATIS 132.07		CHICAGO Approach (R) 133.5		DUPAGE Tower 120.9		Ground 121.8	
VOR DPA 108.4	Final Apch Crs 068°	Minimum Alt VOR 2200' (1444')	MDA(H) (CONDITIONAL) 1200' (444')	Apt Elev 759' TDZE 756'		2600' MSA DPA VOR	
MISSED APCH: Climbing RIGHT turn to 2500' direct JOT VOR and hold.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not recieved, use Aurora altimeter setting. 2. Visibility reduction by helicopters not authorized. 3. VDP not authorized with Aurora altimeter setting.							



Gnd speed-Kts	70	90	100	120	140	160	LDIN REIL VASI	2500' RT	JOT 112.3
Descent angle [3.04°]	376	484	538	645	753	861			
MAP at D4.3 or VOR to MAP	4.3	3:41	2:52	2:35	2:09	1:51			

STRAIGHT-IN LANDING RWY10				CIRCLE-TO-LAND			
With Local Altimeter Setting				Not Authorized to Rwy 33 at Night Not Authorized when VGSI inop, to Rwy 15-28 at Night			
MDA(H) 1200' (444')							
			LDIN out	Max Kts	With Local Altimeter Setting MDA(H)	With Aurora Altimeter Setting MDA(H)	
A	1			90	1260' (501') - 1	1300' (541') - 1	
B				120			
C	1¼			140	1360' (601') - 1¾	1400' (641') - 1¾	
D	1½			165	1360' (601') - 2	1400' (641') - 2	

MDA (H) 1240' (484') with Aurora altimeter setting.

General Information

Location: Chicago/Romeoville IL USA

IATA Code: LOT

Lat/Long: N41° 36.5' W088° 05.8'

Elevation: 679 ft

Airport Use: Public

Magnetic Variation: 3.2°W

Sectional Chart: Chicago

Fuel Types: 100 Octane (LL), Jet A

Repair Types: Major Airframe, Major Engine

Customs: No

Airport Type: IFR

Landing Fee: No

Control Tower: No

Jet Start Unit: Yes

LLWS Alert: No

Beacon: Yes

Sunrise: 1231 Z

Sunset: 2340 Z,

Runway Information

Runway: 02

Length x Width: 6500 ft x 100 ft

Surface Type: concrete

TDZ-Elev: 679 ft

Lighting: Edge, REIL, Pilot controlled

Runway: 09

Length x Width: 5696 ft x 75 ft

Surface Type: asphalt

TDZ-Elev: 673 ft

Lighting: Edge, REIL, Pilot controlled

Runway: 20

Length x Width: 6500 ft x 100 ft

Surface Type: concrete

TDZ-Elev: 668 ft

Lighting: Edge, REIL, Pilot controlled

Runway: 27

Length x Width: 5696 ft x 75 ft

Surface Type: asphalt

TDZ-Elev: 666 ft

Lighting: Edge, REIL, Pilot controlled

Displaced Threshold: 196 ft

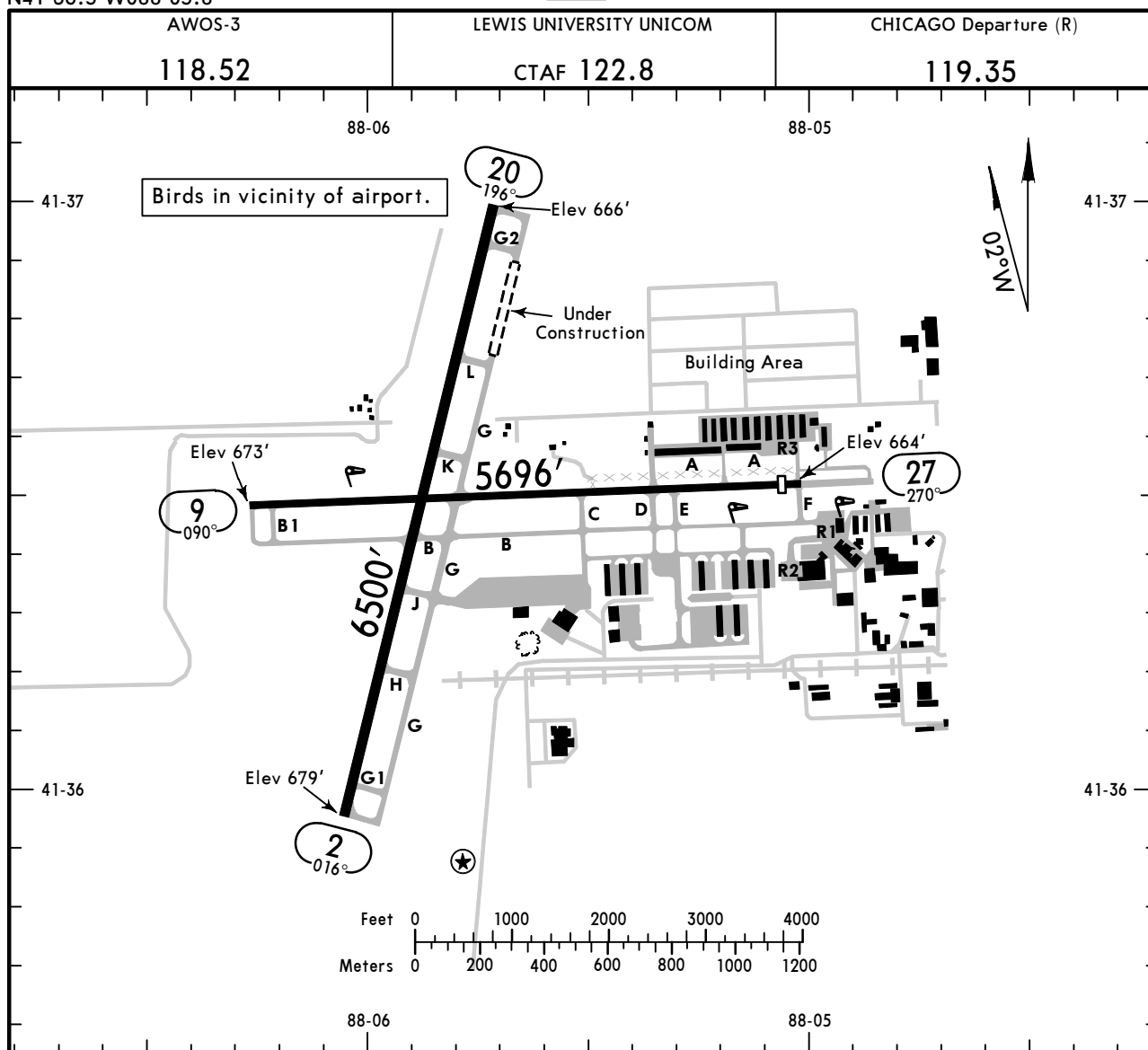
Communication Information

AWOS 118.525
Lewis University Unicom 122.8 CTAF PCL
Chicago Approach Control 119.35 Initial Contact
Chicago Departure Control 119.35
Kankakee Flight Service Station 122.5 RCO
Kankakee Flight Service Station 122.1 RCO
Kankakee Flight Service Station 112.3 RCO

KLOT/LOT
Apt Elev 679'
N41 36.5 W088 05.8

JEPPESEN
28 MAY 10 101-1

CHICAGO/ROMEOVILLE, ILL
Eff 3 Jun
LEWIS UNIVERSITY



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		LANDING	BEYOND		
		Threshold	Glide Slope		
20	① MIRL ② REIL ③ PAPI-L (angle 3.0°)				100'
	① MIRL ② REIL ③ PAPI-L (angle 3.2°)				
9	① MIRL ② REIL ③ PAPI-L (angle 3.0°)	porous friction course overlay	5500'		75'

① Increase intensity on 122.8.

② Activate on 122.8.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	Rwys 9, 20, 27		Rwy 2		
	Adequate Vis Ref	STD	With Min climb of 420' /NM to 1200'		Other
			Adequate Vis Ref	STD	
1 & 2 Eng	1/4	1	1/4	1	300-1 1/4
3 & 4 Eng		1/2		1/2	

OBSTACLE DP: Rwy 2, climb heading 016° to 1300' before turning right.

FOR FILING AS ALTERNATE

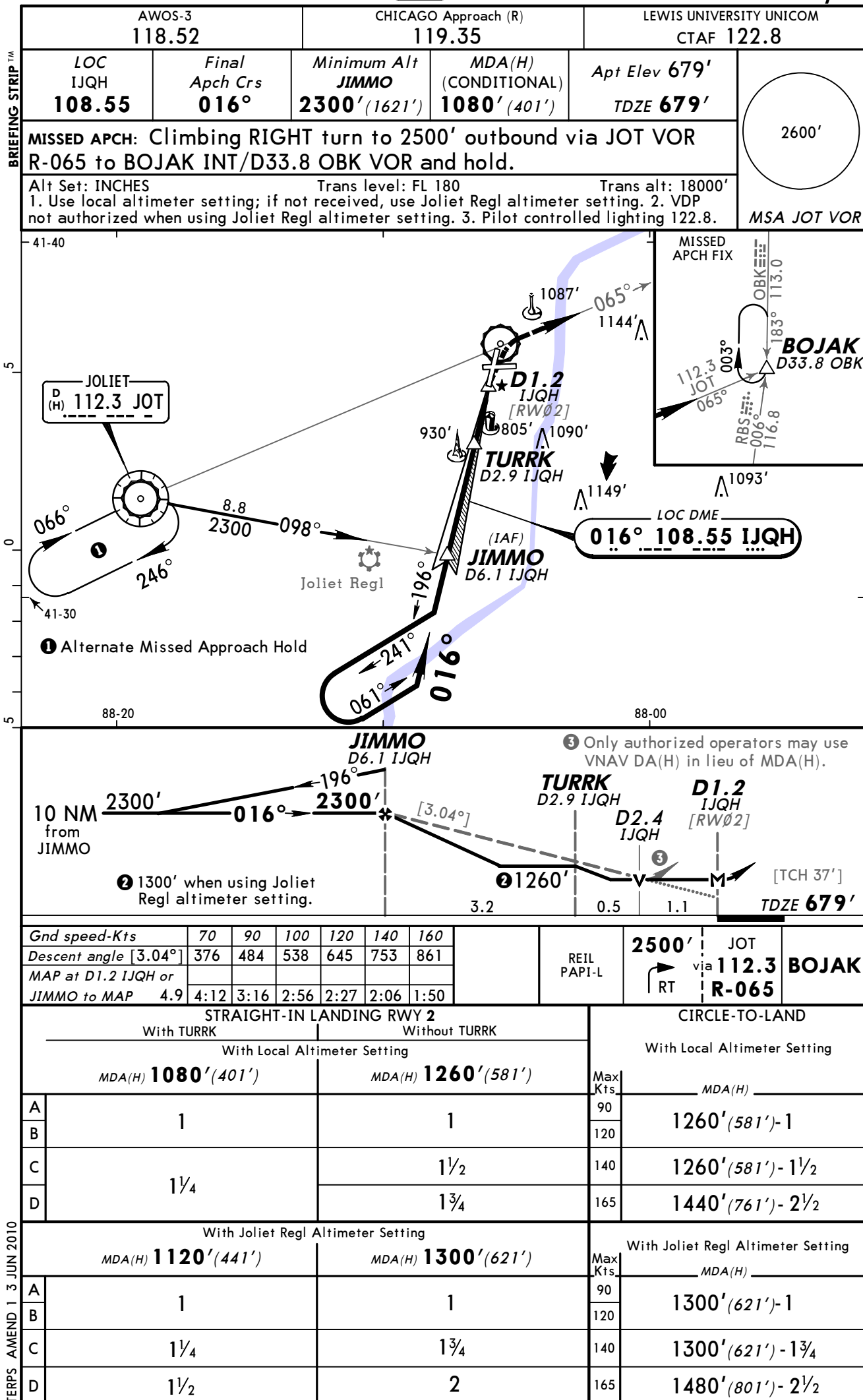
Authorized Only When Local Weather Available

VOR Rwy 9
RNAV (GPS) Rwy 2 RNAV (GPS) Rwy 20
RNAV (GPS) Rwy 9 RNAV (GPS) Rwy 27

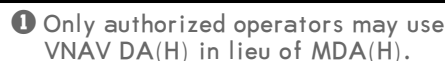
Other

A	800-2	NA
B		
C		
D	800-2 1/2	

AMEND 1



BRIEFING STRIP™



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.03°]	375	482	536	643	750	858
MAP at D1.1 ILOT						

TERPS

AMEND 1

AWOS-3

118.52

CHICAGO Approach (R)

119.35

LEWIS UNIVERSITY UNICOM

CTAF 122.8

WAAS

Ch 93520

W-02A

Final

Apch Crs

016°

Minimum Alt

JIMMO

2300' (1621')

LPV

DA(H)

(CONDITIONAL)

879' (200')

Apt Elev 679'

TDZE 679'

MISSED APCH: Climb to 2500' direct ALASE and RIGHT turn on 116° track to BOJAK and hold.

Alt Set: INCHES

Trans level: FL 180

Trans alt: 18000'

1. Use local altimeter setting; if not received, use Joliet Regl altimeter setting.

2. Baro-VNAV and VDP not authorized when using Joliet Regl altimeter setting.

3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 47°C (116°F).

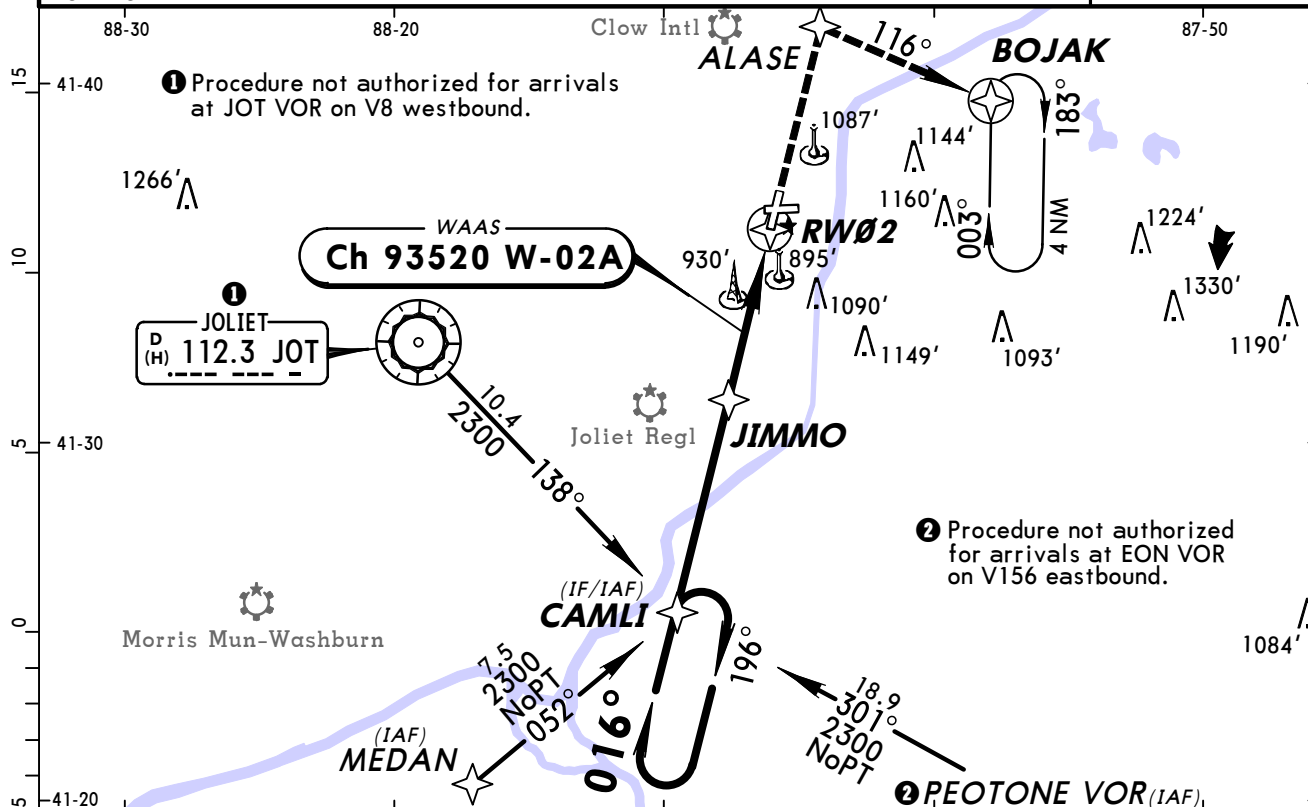
4. DME/DME RNP-0.30 not authorized.

5. Pilot controlled lighting 122.8.

3400'

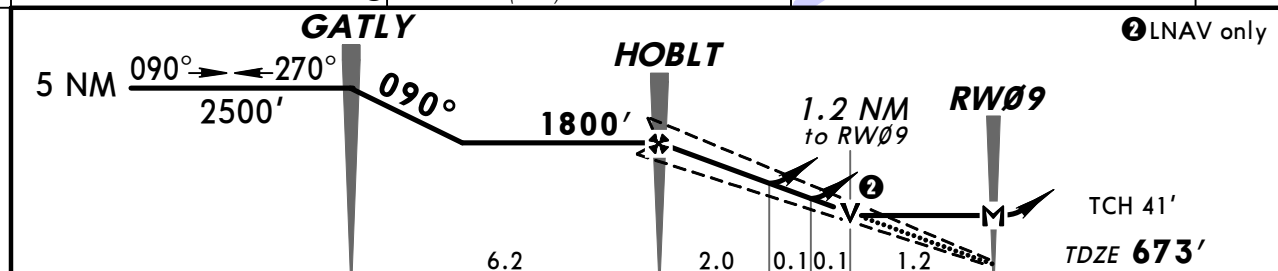
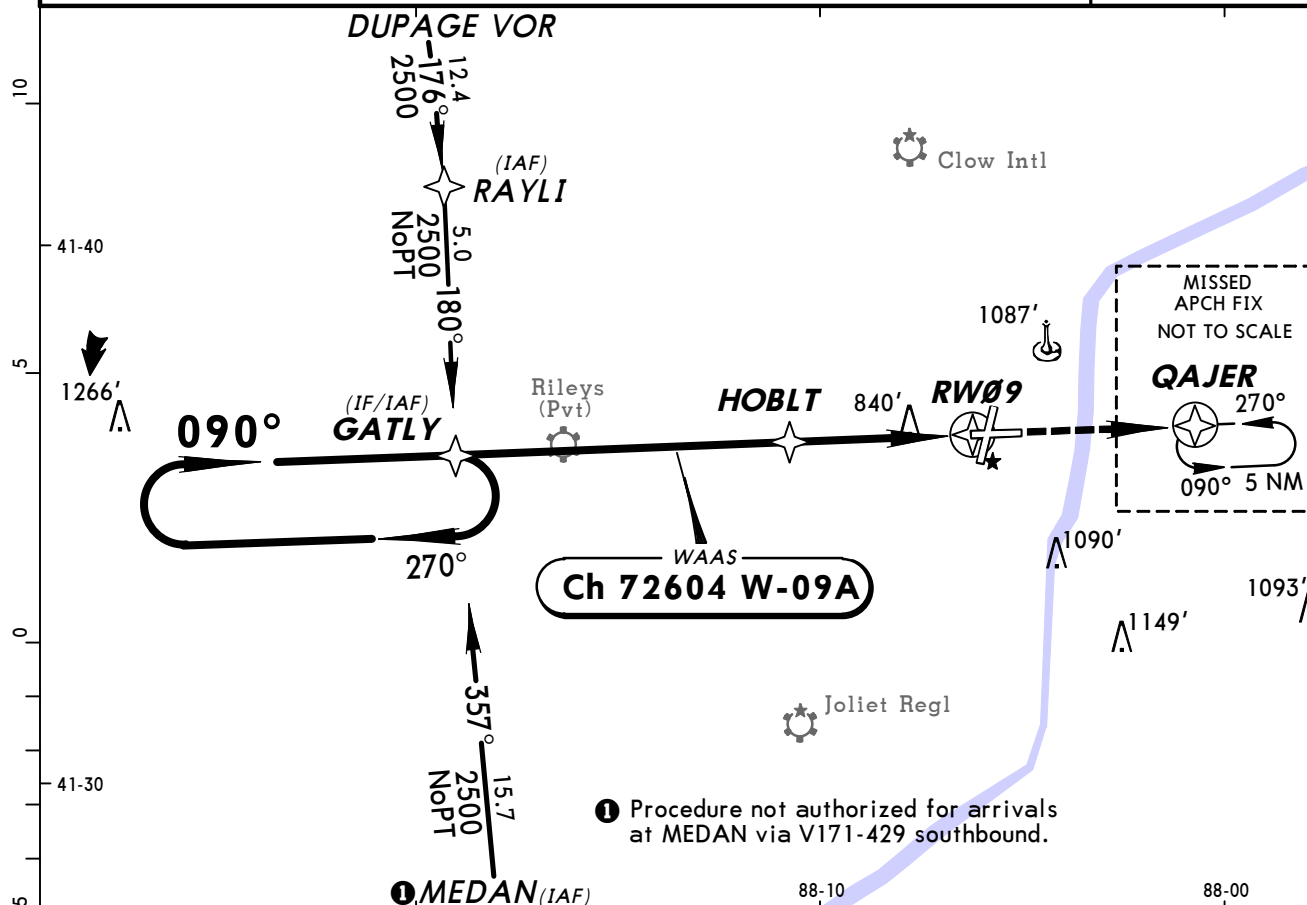
MSA RW02

DALE RYO STINT



STRAIGHT-IN LANDING RWY 2 With Local Altimeter Setting				CIRCLE-TO-LAND With Local Altimeter Setting	
LPV DA(H) 879' (200')		LNAV/VNAV DA(H) 1256' (577')		LNAV MDA(H) 1240' (561')	
A				Max Kts 90	1260' (581') - 1
B	3/4	2	1	120	
C			1 1/2	140	1260' (581') - 1 1/2
D			1 3/4	165	1440' (761') - 2 1/2
With Joliet Regl Altimeter Setting				With Joliet Regl Altimeter Setting	
LPV DA(H) 908' (229')		LNAV/VNAV DA(H) 1285' (606')		LNAV MDA(H) 1280' (601')	
A				Max Kts 90	1300' (621') - 1
B	3/4	2	1	120	
C			1 3/4	140	1300' (621') - 1 3/4
D			2	165	1480' (801') - 2 1/2

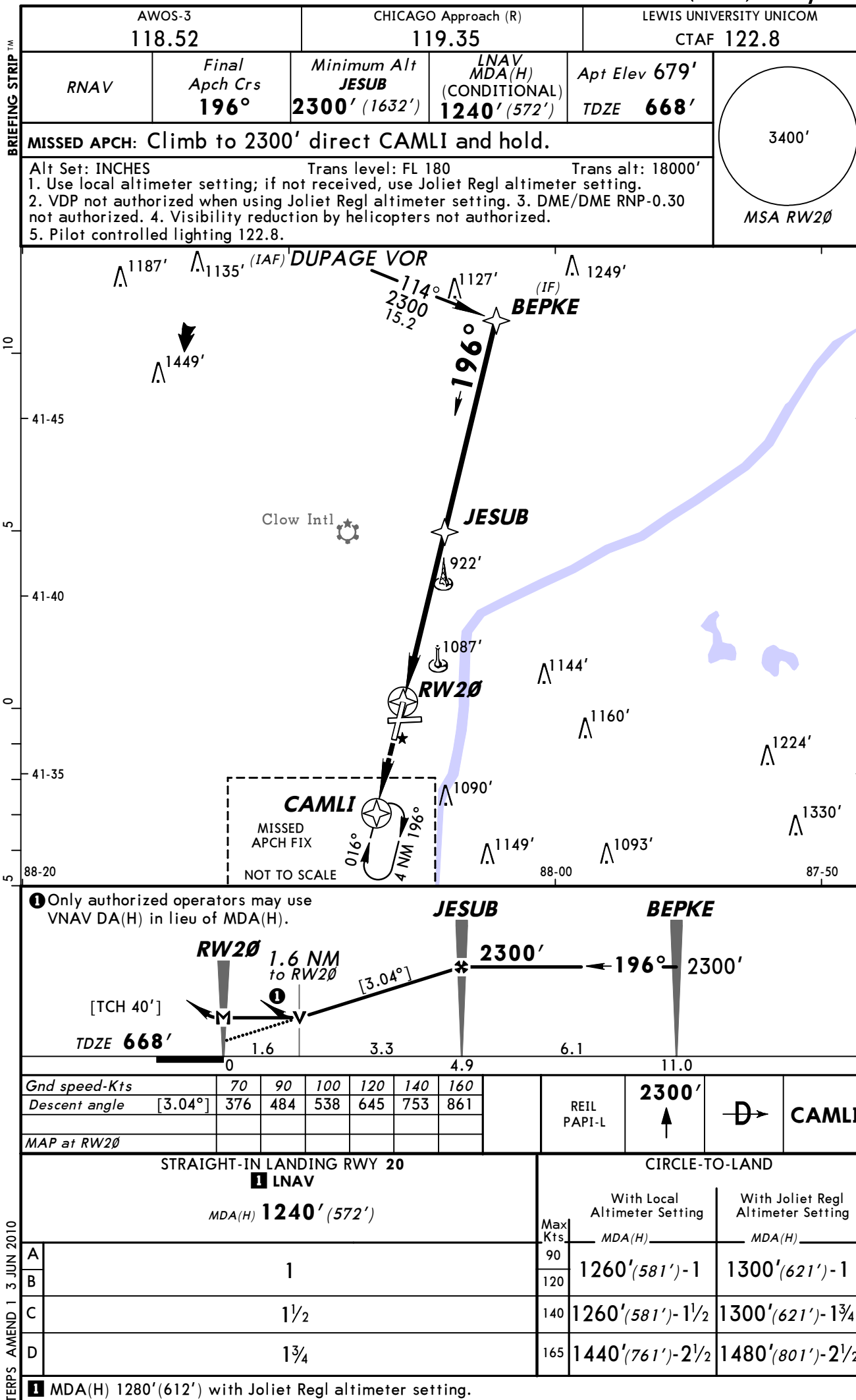
AWOS-3 118.52		CHICAGO Approach (R) 119.35		LEWIS UNIVERSITY UNICOM CTAF 122.8	
WAAS Ch 72604 W-09A	Final Apch Crs 090°	Minimum Alt HOBLT 1800' (1127')	RNAV MDA(H) (CONDITIONAL) 1100' (427')	Apt Elev 679' TDZE 673'	3400' MSA RW09
MISSED APCH: Climb to 2400' direct QAJER and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use Joliet Regl altimeter setting. 2. Baro-VNAV and VDP not authorized when using Joliet Regl altimeter setting. 3. For uncompensated Baro-VNAV systems, RNAV/VNAV not authorized below -16°C (4°F) or above 46°C (114°F). 4. DME/DME RNP-0.30 not authorized. 5. Pilot controlled lighting 122.8.					



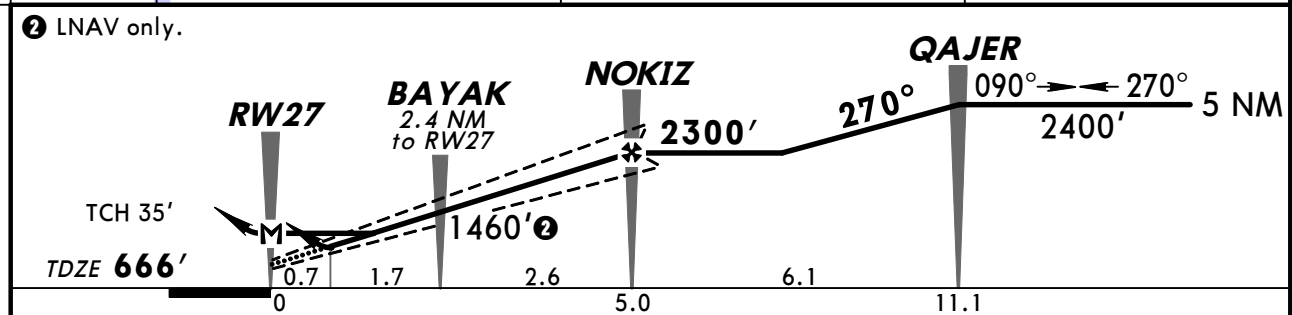
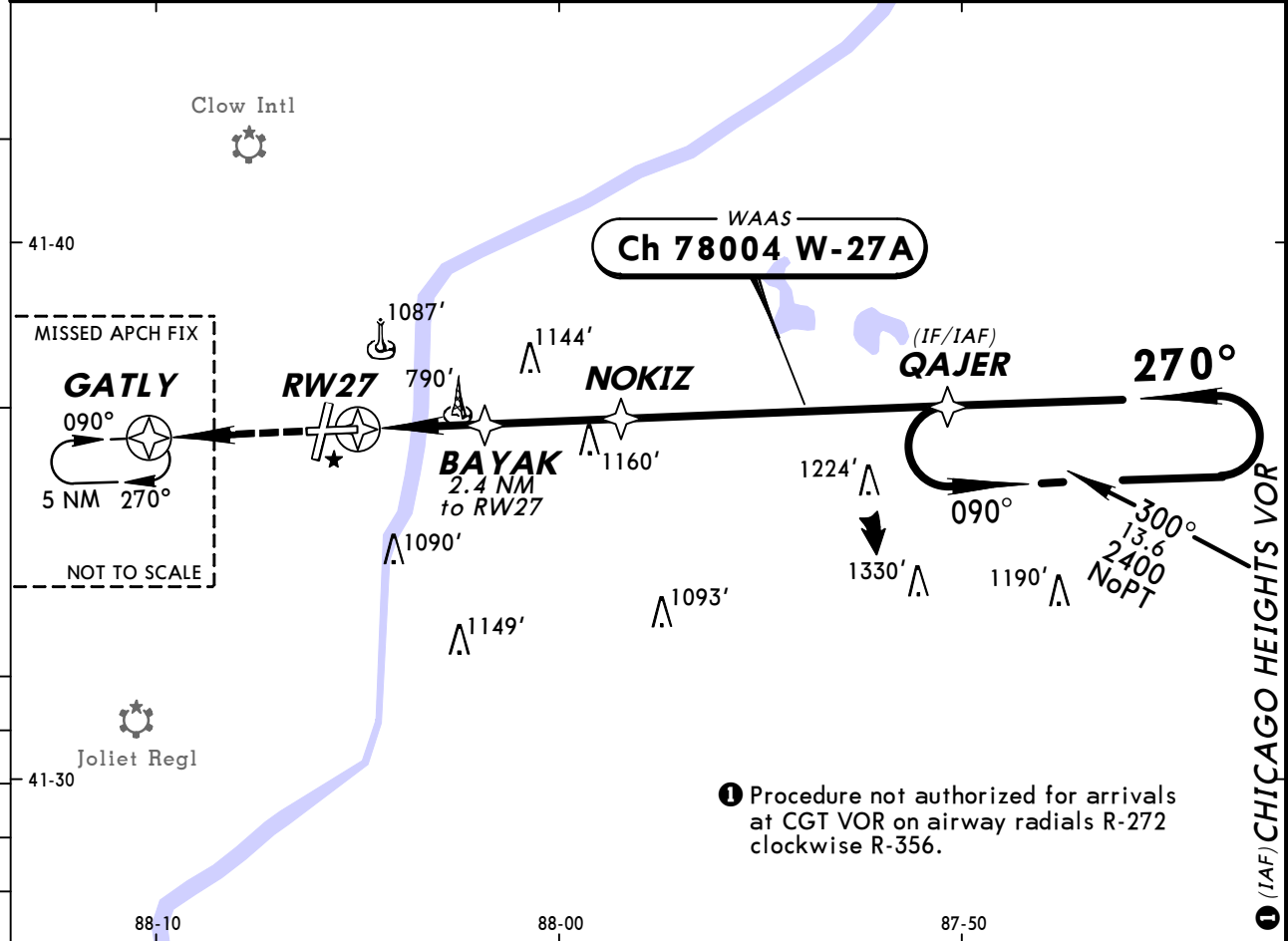
Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	2400'	D	QAJER
Glide Path Angle 3.00°	372	478	531	637	743	849				
MAP at RW09										

STRAIGHT-IN LANDING RWY 9				CIRCLE-TO-LAND			
1 LPV		2 RNAV/VNAV		3 RNAV		With Local Altimeter Setting	With Joliet Regl Altimeter Setting
DA(H) 1124' (451')		DA(H) 1153' (480')		MDA(H) 1100' (427')		Max Kts	MDA(H)
1 1/2		1 3/4		1		90	1260' (581') - 1
						120	1300' (621') - 1
						140	1260' (581') - 1 1/2
						165	1440' (761') - 2 1/2
1440' (761') - 2 1/2		1480' (801') - 2 1/2					

1 DA(H) 1153' (480') with Joliet Regl altimeter setting. 3 MDA(H) 1140' (467') with Joliet Regl altimeter setting.
 2 DA(H) 1182' (509') with Joliet Regl altimeter setting.



AWOS-3		CHICAGO Approach (R)		LEWIS UNIVERSITY UNICOM	
118.52		119.35		CTAF 122.8	
WAAS Ch 78004 W-27A	Final Apch Crs 270°	Minimum Alt NOKIZ 2300' (1634')	LPV DA(H) (CONDITIONAL) 934' (268')	Apt Elev 679' TDZE 666'	3400' MSA RW27
MISSED APCH: Climb to 2500' direct GATLY and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'					
1. Use local altimeter setting; if not received, use Joliet Regl altimeter setting. 2. DME/DME RNP-0.30 not authorized. 3. Visibility reduction by helicopters not authorized. 4. Pilot controlled lighting 122.8.					



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	2500'	D→	GATLY
Glide Path Angle 3.00°	372	478	531	637	743	849				
MAP at RW27										

STRAIGHT-IN LANDING RWY 27				CIRCLE-TO-LAND			
1 LPV		2 LNAV		With Local Altimeter Setting		With Joliet Regl Altimeter Setting	
DA(H) 934' (268')		MDA(H) 1120' (454')		Max Kts	MDA(H)	MDA(H)	
1	A	1	1	90	1260' (581') - 1	1300' (621') - 1	
	B			120			
	C			140	1260' (581') - 1½	1300' (621') - 1¾	
	D			165	1440' (761') - 2½	1480' (801') - 2½	

1 DA(H) 963' (297') with Joliet Regl altimeter setting. 2 MDA(H) 1160' (494') with Joliet Regl altimeter setting.

General Information

Location: Carbondale-Murphysboro IL USA

IATA Code: MDH

Lat/Long: N37° 46.7' W089° 15.1'

Elevation: 411 ft

Airport Use: Public

Magnetic Variation: 1.7°W

Sectional Chart: St Louis

Fuel Types: 100 Octane (LL), Jet A

Repair Types: Major Airframe, Major Engine

Customs: No

Airport Type: IFR

Landing Fee: No

Control Tower: Yes

Jet Start Unit: Yes

LLWS Alert: No

Beacon: Yes

Sunrise: 1232 Z

Sunset: 2348 Z,

Runway Information

Runway: 06

Length x Width: 4164 ft x 100 ft

Surface Type: asphalt

TDZ-Elev: 411 ft

Lighting: Edge, REIL, Part time, Pilot controlled

Runway: 18L

Length x Width: 6506 ft x 100 ft

Surface Type: asphalt

TDZ-Elev: 407 ft

Lighting: Edge, ALS, Pilot controlled

Runway: 18R

Length x Width: 3498 ft x 60 ft

Surface Type: asphalt

TDZ-Elev: 411 ft

Lighting: Edge

Runway: 24

Length x Width: 4164 ft x 100 ft

Surface Type: asphalt

TDZ-Elev: 408 ft

Lighting: Edge, REIL, Part time, Pilot controlled

Runway: 36L

Length x Width: 3498 ft x 60 ft

Surface Type: asphalt

TDZ-Elev: 411 ft

Lighting: Edge

Runway: 36R

Length x Width: 6506 ft x 100 ft

Surface Type: asphalt

TDZ-Elev: 406 ft

Lighting: Edge, REIL, Pilot controlled

Communication Information

ATIS 119.725

ASOS 119.725

Carbondale-Murphysboro Tower 125.35 CTAF PCL

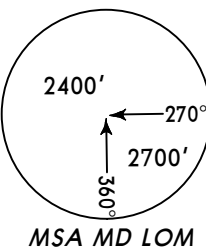
Carbondale Ground Control 121.8

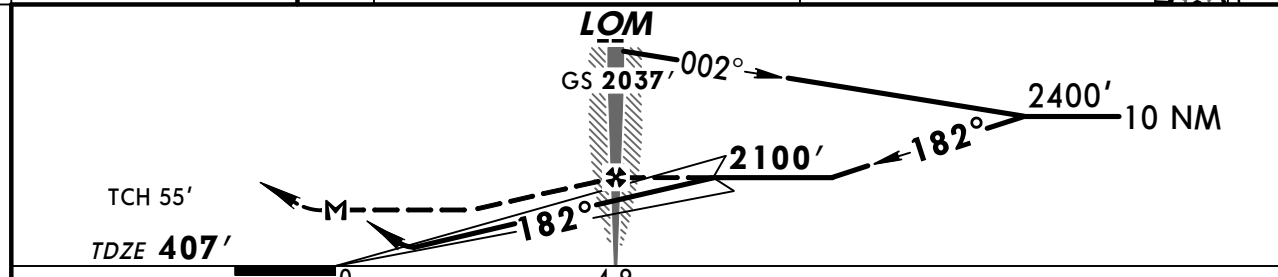
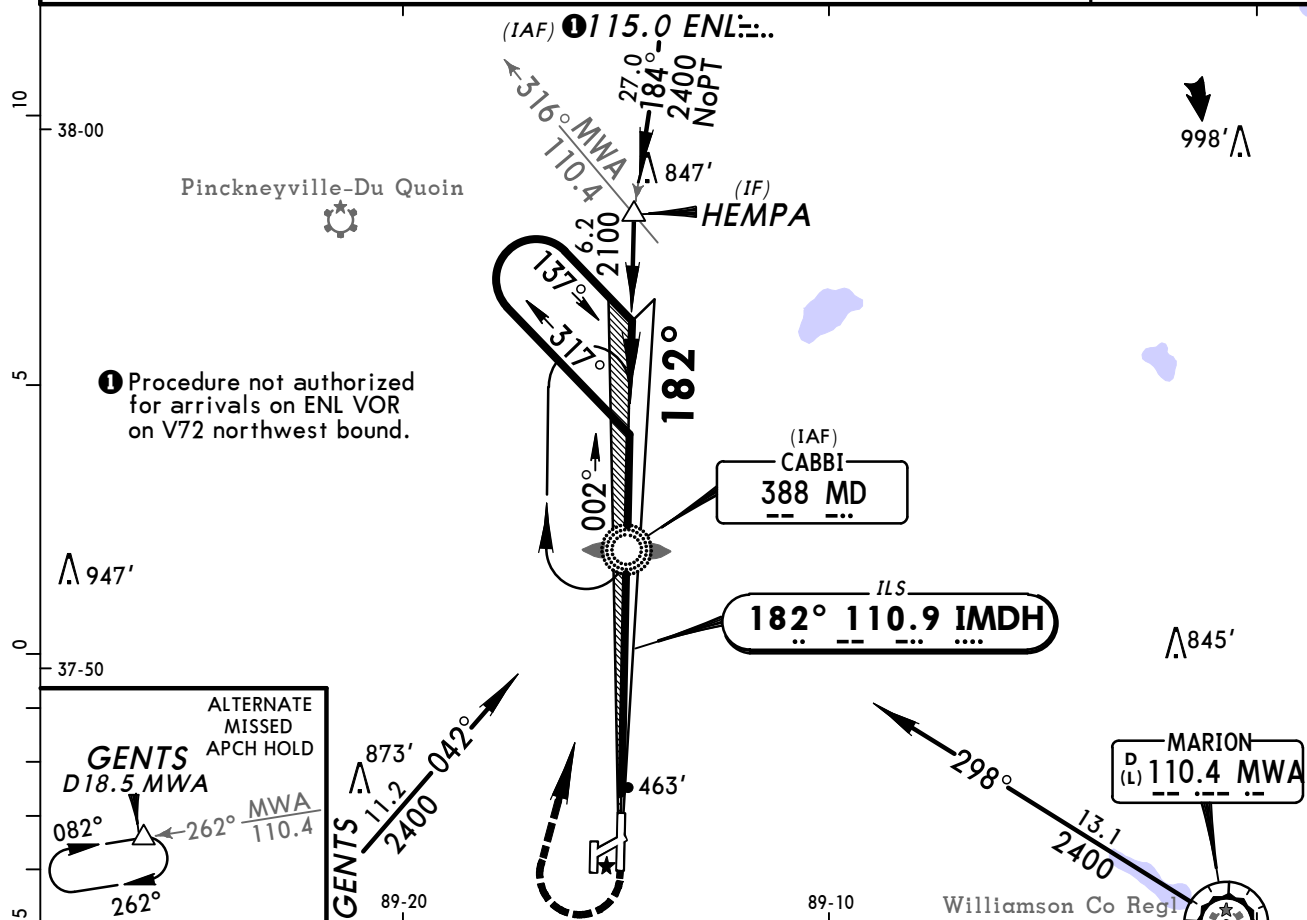
Southern Illinois Unicom 122.95

Kansas City Center 127.475 Remote Communications Air-Ground

A
M
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KMDH/MDH SOUTHERN ILLINOIS 9 DEC 11 (11-1) CARBONDALE/MURPHYSBORO, ILL ILS or LOC Rwy 18L

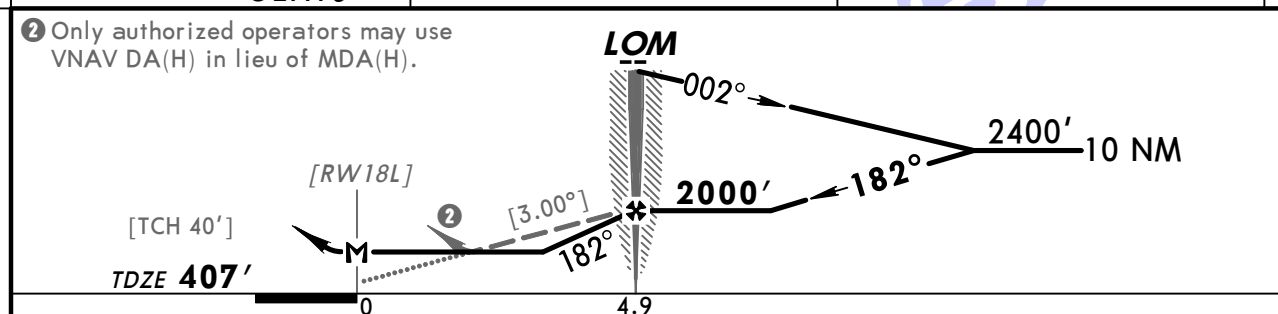
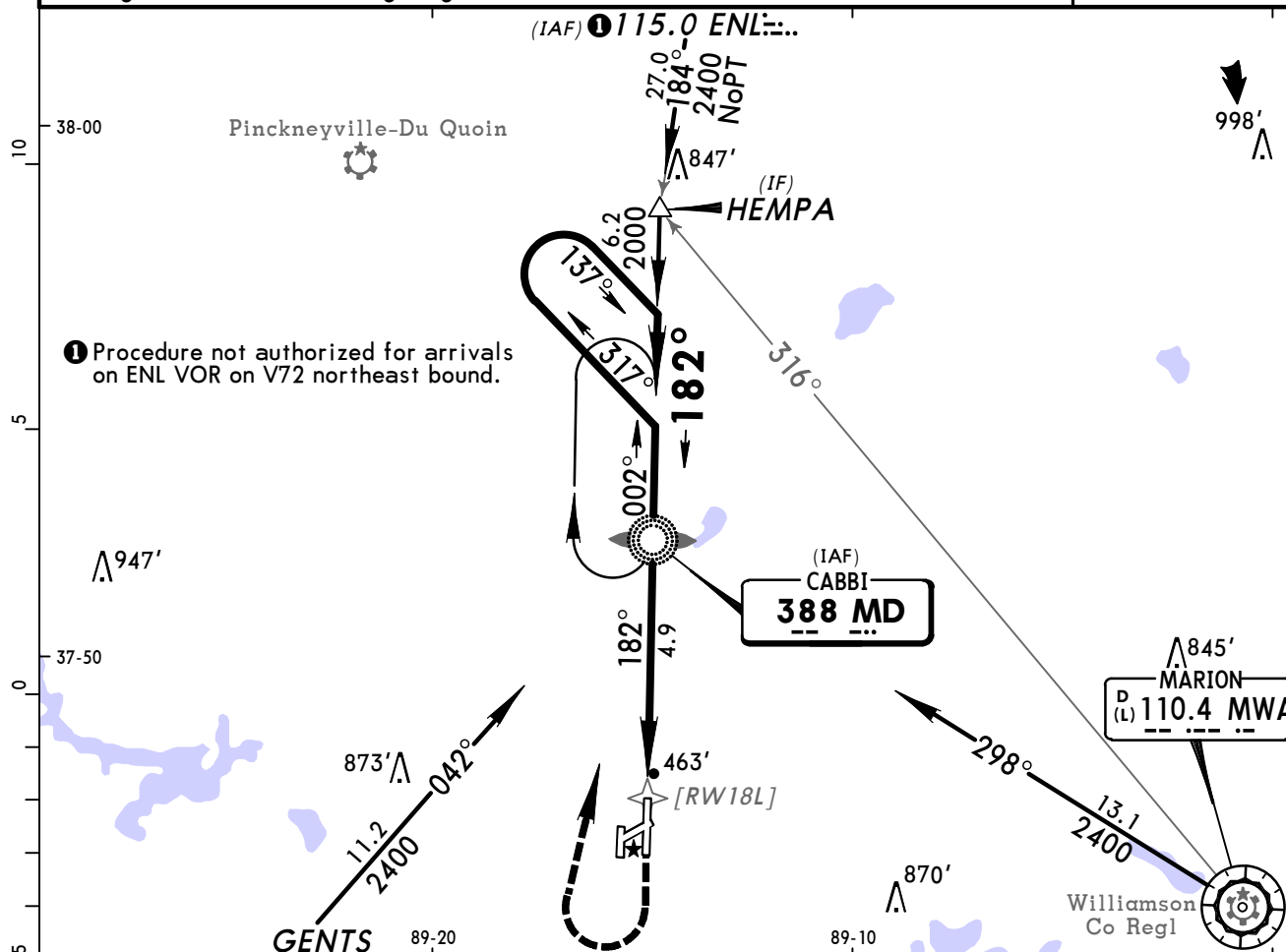
ATIS (ASOS when Twr Inop) 119.72		KANSAS CITY Center (R) 127.47		*CARBONDALE Tower CTAF 125.35		*Ground 121.8	
LOC IMDH 110.9	Final Apch Crs 182°	GS LOM 2037' (1630')	ILS DA(H) (CONDITIONAL) 607' (200')	Apt Elev 411' TDZE 407'			
MISSED APCH: Climb to 2100' then climbing RIGHT turn to 2400' direct MD LOM and hold.							
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
1. ADF required. 2. Use local altimeter setting; if not received, use Williamson Co Regl altimeter setting. 3. Pilot controlled lighting 125.35.							



Gnd speed-Kts	70	90	100	120	140	160	MALSR 	2100'	2400'		MD 388
GS	3.00°	372	478	531	637	743		↑	RT		
LOM to MAP	4.9	4:12	3:16	2:56	2:27	2:06					

STRAIGHT-IN LANDING RWY18L										CIRCLE-TO-LAND						
ILS				LOC (GS out)						With Local Altimeter Setting		With Williamson Co Regl Altimeter Setting				
DA(H) 607'(200')		DA(H) 643'(236')		MDA(H) 720'(313')			MDA(H) 760'(353')									
With Local Altimeter Setting		With Williamson Co Regl Altimeter Setting		With Local Altimeter Setting			With Williamson Co Regl Altimeter Setting									
FULL		RAIL or ALS out		FULL		RAIL or ALS out				RAIL out		ALS out		Max Kts	MDA(H)	
A													90		900'-1 (489')-1	
B													120		900'-1 (489')-1	
C	1/2	3/4	1/2	3/4	1/2	3/4	1	1/2	3/4	1			140		900'-1 1/2 (489')-1 1/2	
D					3/4	1		3/4	1 1/4				165		980'-2 (569')-2	

ATIS (ASOS when Twr Inop) 119.72		KANSAS CITY Center (R) 127.47		*CARBONDALE Tower CTAF 125.35		*Ground 121.8	
LOM MD 388	Final Apch Crs 182°	Minimum Alt LOM 2000' (1593')	MDA(H) (CONDITIONAL) 820' (413')	Apt Elev 411' TDZE 407'		2400' 270° 2700' 360° <i>MSA MD LOM</i>	
MISSED APCH: Climb to 2100' then climbing RIGHT turn to 2400' direct MD LOM and hold.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use Williamson Co Regl altimeter setting. 2. Pilot controlled lighting 125.35.							



Gnd speed-Kts	70	90	100	120	140	160	MALSR	2100'	2400'	D→	MD 388
Descent angle [3.00°]	372	478	531	637	743	849		↑	RT		
LOM to MAP	4.9	4:12	3:16	2:56	2:27	2:06					

STRAIGHT-IN LANDING RWY 18L						CIRCLE-TO-LAND			
MDA(H) 820' (413')			MDA(H) 860' (453')			With Local Altimeter Setting		With Williamson Co Regl Altimeter Setting	
With Local Altimeter Setting			With Williamson Co Regl Altimeter Setting			With Local Altimeter Setting		With Williamson Co Regl Altimeter Setting	
RAIL out			RAIL out			MDA(H)		MDA(H)	
A	3/4		1	3/4		90	900' (489') - 1	940' (529') - 1	
B	3/4		1	3/4		120	900' (489') - 1	940' (529') - 1	
C	3/4	1 1/4		3/4	1 1/4	140	900' (489') - 1 1/2	940' (529') - 1 1/2	
D	1	1 1/4		1 1/4	1 1/2	165	980' (569') - 2	1020' (609') - 2	

General Information

Location: Chicago IL USA
IATA Code: MDW
Lat/Long: N41° 47.2' W087° 45.1'
Elevation: 620 ft

Airport Use: Public
Magnetic Variation: 3.5°W
Sectional Chart: Chicago

Fuel Types: 100 Octane (LL), Jet A, Jet A-1
Oxygen Types: Low Pressure, LP Bottle
Repair Types: Major Airframe, Major Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1229 Z
Sunset: 2338 Z,

Runway Information

Runway: 04L
Length x Width: 5507 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 617 ft
Lighting: Edge
Displaced Threshold: 758 ft

Runway: 04R
Length x Width: 6446 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 619 ft
Lighting: Edge, REIL
Displaced Threshold: 518 ft

Runway: 13C
Length x Width: 6522 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 611 ft
Lighting: Edge, ALS
Displaced Threshold: 463 ft

Runway: 13L
Length x Width: 5141 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 608 ft

Lighting: Edge
Displaced Threshold: 752 ft

Runway: 13R
Length x Width: 3859 ft x 60 ft
Surface Type: concrete
TDZ-Elev: 612 ft
Lighting: Edge

Runway: 22L
Length x Width: 6446 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 610 ft
Lighting: Edge, REIL
Displaced Threshold: 634 ft

Runway: 22R
Length x Width: 5507 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 614 ft
Lighting: Edge
Displaced Threshold: 878 ft

Runway: 31C
Length x Width: 6522 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 613 ft
Lighting: Edge, ALS, REIL
Displaced Threshold: 696 ft

Runway: 31L
Length x Width: 3859 ft x 60 ft
Surface Type: concrete
TDZ-Elev: 613 ft
Lighting: Edge

Runway: 31R
Length x Width: 5141 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 609 ft
Lighting: Edge

Communication Information

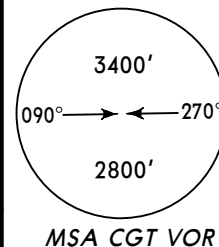
ATIS 132.75
ASOS 132.75
Chicago Midway Intl Tower 118.7
Chicago Midway Intl Ground Control 121.65
Chicago Midway Intl Clearance Delivery 121.85
Chicago Midway Intl Pre-Taxi Clearance 121.85
Chicago Approach Control 126.05
Chicago Approach Control 118.4
Chicago Midway App ARSA 119.45 Out to 15 mi.

Chicago Departure Control 126.05
Chicago Departure Control 118.4
Chicago Midway Intl Unicom 122.95
Copter Control 135.2 Military

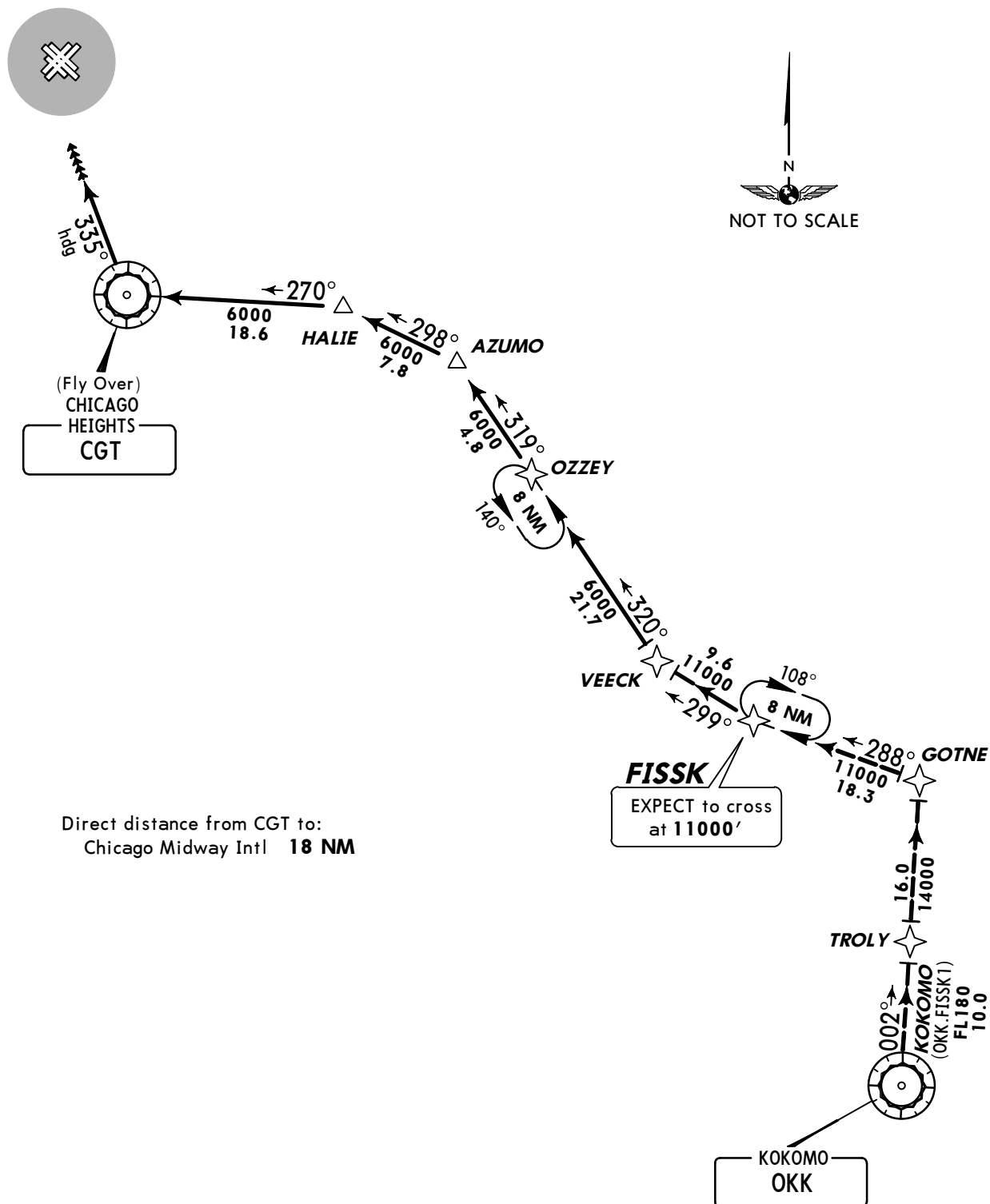
D-ATIS
132.75

Apt Elev
620'

Alt Set: INCHES
Trans level: FL180 Trans alt: 18000'
1. DME/DME/IRU or GPS required.
2. RNAV 1.
3. RADAR required.
4. For non-GPS equipped aircraft GSH must be operational.



FISSK ONE RNAV ARRIVAL (FISSK.FISSK1)



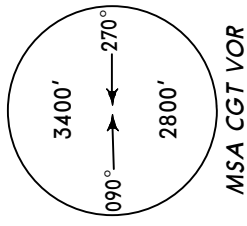
ROUTING

From FISSK via 299° track to VEECK, then as depicted to CGT. Depart CGT heading 335°. EXPECT RADAR vectors to final approach course.

CHICAGO MIDWAY INTL
D-ATIS
132.75

Apt Elev
See graphic

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'
1. RADAR required.
2. DME required.
3. Also Serves **1**



GOSHEN FIVE ARRIVAL (GSH.GSH5)

Direct distance from CGT to:
Chicago Midway Intl **18 NM**
Direct distance from CGT to:
1 AIRPORT SERVED
Lansing Mun **2 NM**

- A** CHICAGO ILL
Lansing Mun
620
- B** GRIFFITH IND
-Merrillville
634
- C** HOBART IND
-Sky Ranch
644

NOT TO SCALE

Chicago Midway
Intl
620

GARY IND
Gary/Chicago Intl
591

EXPECT RADAR
vectors to final
approach course

CHICAGO
HEIGHTS
D (L) 114.2 CGT
N41 30.6 W087 34.3

PEOTONE
D (L) 113.2 EON
N41 16.2 W087 47.5

KNOX
D (H) 115.6 OXI
N41 19.3 W086 39.0

MEGGZ
N41 31.4
W086 23.7

AWSUM
N41 31.3 W086 34.4
TURBOJETS
EXPECT clearance
to cross at **10000'**

TURBOJETS
EXPECT clearance
to cross at **11000'**

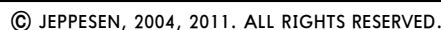
GOSHEN
D (H) 113.7 GSH
N41 31.5 W086 01.7

FT WAYNE
D (H) 117.8 FWA
N40 58.7 W085 11.3

BAGEL
N41 31.0
W085 36.8

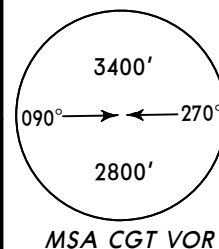
ROUTING

From over GSH via GSH R-270 to MEGGZ, then via GSH R-270 to AWSUM, then via CGT R-087 to IROCK, then via CGT R-087 to HALIE, then via CGT R-087 to CGT. EXPECT RADAR vectors to final approach course.

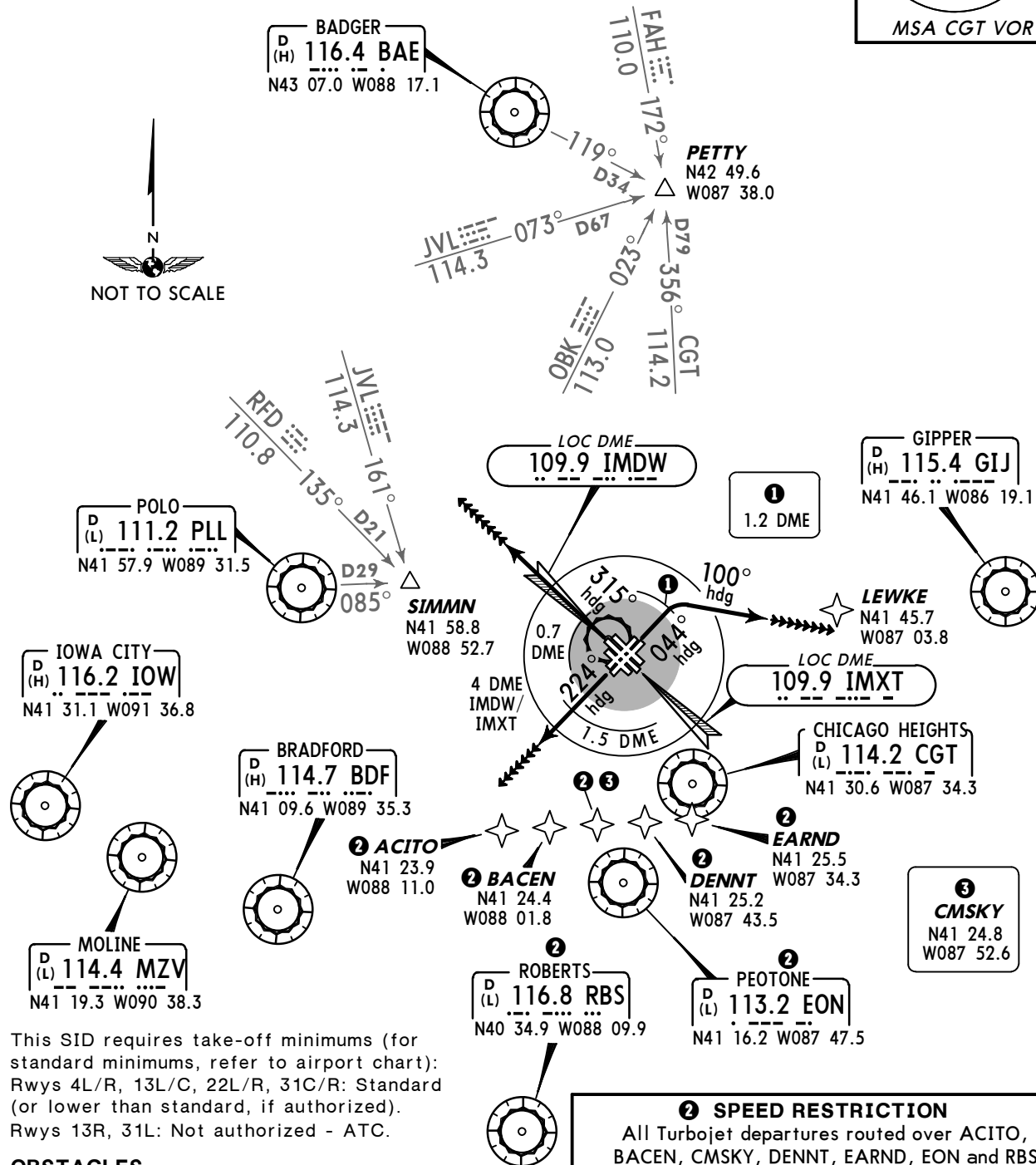


CHICAGO
Departure (R)
118.4Apt Elev
620'

Trans level: FL 180 Trans alt: 18000'

1. RADAR required.
2. DME required.

CICERO FOUR DEPARTURE (CISRO4.MDW)



This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 4L/R, 13L/C, 22L/R, 31C/R: Standard (or lower than standard, if authorized).
Rwys 13R, 31L: Not authorized - ATC.

OBSTACLES

For TAKEOFF OBSTACLE NOTES see 10-3OB1.

INITIAL CLIMB

All aircraft EXPECT RADAR vectors to first enroute fix. Complete initially assigned turn within 4 DME of Midway Intl.

RWY 4R

NORTHBOUND departures assigned headings 360° clockwise through 080°, fly heading 044° to 1.2 DME, turn RIGHT, climb on heading 100° until leaving 2400'.

RWY 22L

Fly heading 224° to 1.5 DME. Continue climb to 1300'.

RWY 31C

Fly heading 315° to 0.7 DME. Continue climb to 1500'.

ALL OTHER RWYS

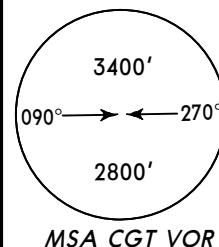
Fly assigned heading to 1.2 DME.

ROUTING

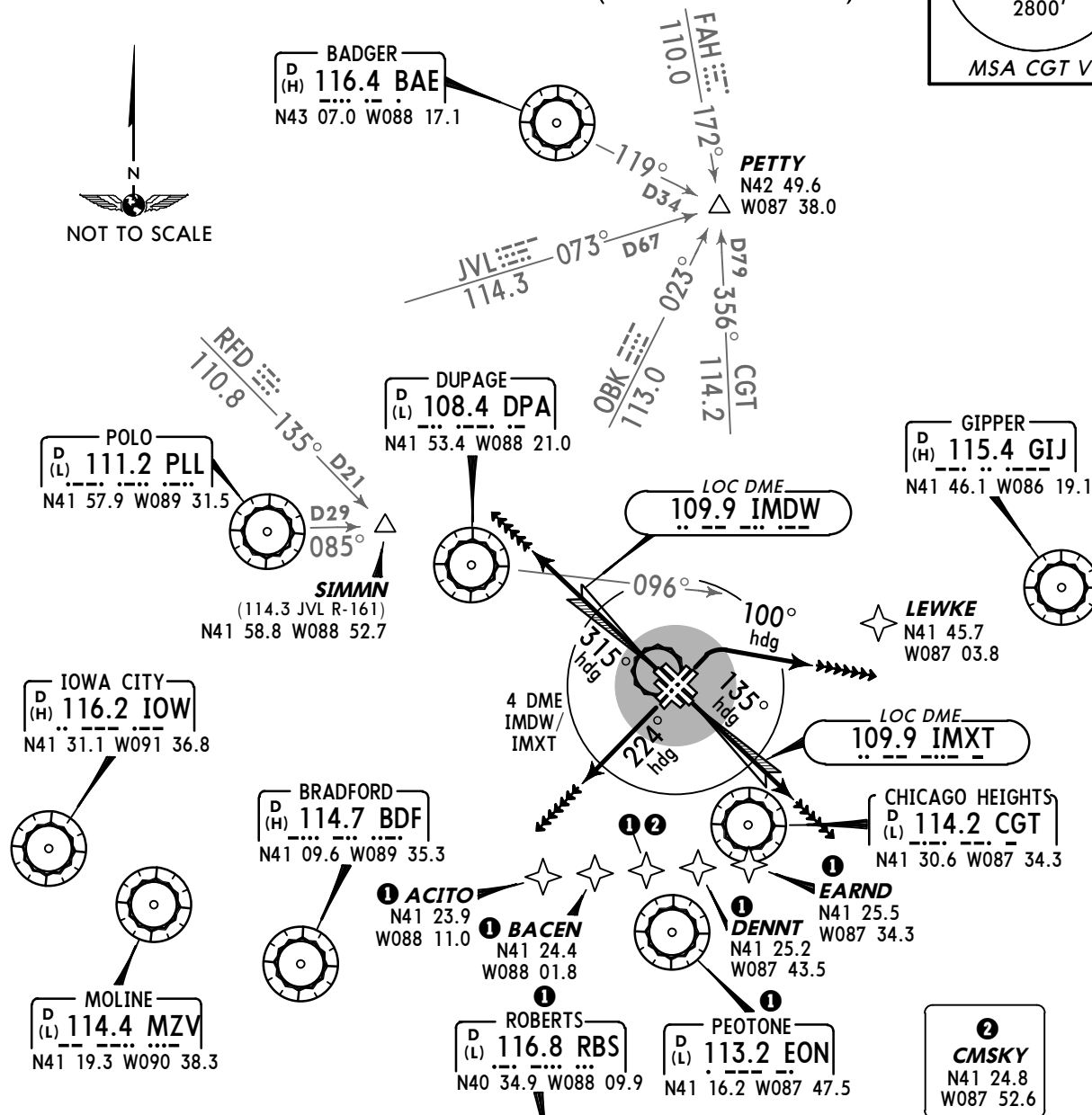
EXPECT clearance to requested altitude/flight level 10 (ten) minutes after departure. Then via tower assigned heading/vector to assigned route.

ALTITUDE

MAINTAIN 3000'
or assigned
lower altitude

CHICAGO
Departure (R)
118.4Apt Elev
620'Trans level: FL 180 Trans alt: 18000'
RADAR required.

MIDWAY SEVEN DEPARTURE (MDWAY7.MDW)



This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 4L/R, 13L/C, 22L/R, 31C/R: Standard
(or lower than standard, if authorized).
Rwys 13R, 31L: Not authorized - ATC.

OBSTACLES

For TAKEOFF OBSTACLE NOTES see 10-3OB1.

① SPEED RESTRICTION
All Turbojet departures routed over ACITO, BACEN, CMSKY, DENNT, EARND, EON and RBS
MAINTAIN 250 KT until advised by ATC.

RWY	INITIAL CLIMB	
4L/R	NORTHBOUND departures assigned headings 360° clockwise through 080°, climbing RIGHT turn to 2400' heading 100° before proceeding on course.	
13L/C	Climb heading 135° to 1400' before turning.	
22L/R	Climb heading 224° to 1300' before turning.	
31C/R	Climb heading 315° to 1500' before turning.	
ROUTING		ALTITUDE
DME EQUIPPED AIRCRAFT	Complete initially assigned turn within 4 DME of Midway Intl.	MAINTAIN 3000' or assigned lower altitude
NON-DME EQUIPPED AIRCRAFT	Complete initially assigned turn SOUTH of DPA R-096.	
All aircraft EXPECT RADAR vectors to first enroute fix. EXPECT clearance to requested altitude/flight level 10 (ten) minutes after departure.		

TAKEOFF OBSTACLE NOTES

◦ RWY 4L:

FENCE 18' FROM DER, 257' LEFT OF CENTERLINE, 12' AGL/616' MSL. VEHICLE PLUS ROAD 143' FROM DER, 163' LEFT OF CENTERLINE, 16' AGL/620' MSL. BUILDING 251' FROM DER, 217' LEFT OF CENTERLINE, 26' AGL/630' MSL. SIGN 1912' FROM DER, 330' LEFT OF CENTERLINE, 88' AGL/692' MSL. MULTIPLE LIGHT POLES AND TREES BEGINNING 375' FROM DER, 98' RIGHT OF CENTERLINE, UP TO 75' AGL/679' MSL.

◦ RWY 4R:

LOCALIZER 300' FROM DER, ON CENTERLINE, 10' AGL/614' MSL. LIGHT POLE AND MULTIPLE TREES BEGINNING 40' FROM DER, 369' LEFT OF CENTERLINE, UP TO 75' AGL/679' MSL. BLAST FENCE 277' FROM DER, 45' LEFT OF CENTERLINE, 9' AGL/613' MSL. TOWER 3983' FROM DER, 1142' LEFT OF CENTERLINE, 109' AGL/708' MSL. MULTIPLE LIGHT POLES AND TREES BEGINNING 96' FROM DER, 21' RIGHT OF CENTERLINE, UP TO 53' AGL/657' MSL. TRAIN BEGINNING 1483' FROM DER, 570' RIGHT OF CENTERLINE, 48' AGL/654' MSL.

◦ RWY 13L:

MULTIPLE POLES AND TREES BEGINNING 362' FROM DER, 215' LEFT OF CENTERLINE, UP TO 71' AGL/675' MSL. TREES BEGINNING 1136' FROM DER, 54' RIGHT OF CENTERLINE, UP TO 76' AGL/680' MSL.

◦ RWY 13C:

LOCALIZER 248' FROM DER, ON CENTERLINE, 8' AGL/619' MSL. BUILDING 101' FROM DER, 254' LEFT OF CENTERLINE, 14' AGL/625' MSL. TREES BEGINNING 288' FROM DER, 459' LEFT OF CENTERLINE, UP TO 76' AGL/680' MSL. TREES BEGINNING 109' FROM DER, 402' RIGHT OF CENTERLINE, UP TO 86' AGL/700' MSL.

◦ RWY 22L:

MULTIPLE POLES AND TREES BEGINNING 74' FROM DER, 375' LEFT OF CENTERLINE, UP TO 70' AGL/689' MSL. MULTIPLE POLES AND TREES BEGINNING 465' FROM DER, 49' RIGHT OF CENTERLINE, UP TO 60' AGL/679' MSL. TANK 4100' FROM DER, 161' RIGHT OF CENTERLINE, 109' AGL/728' MSL.

◦ RWY 22R:

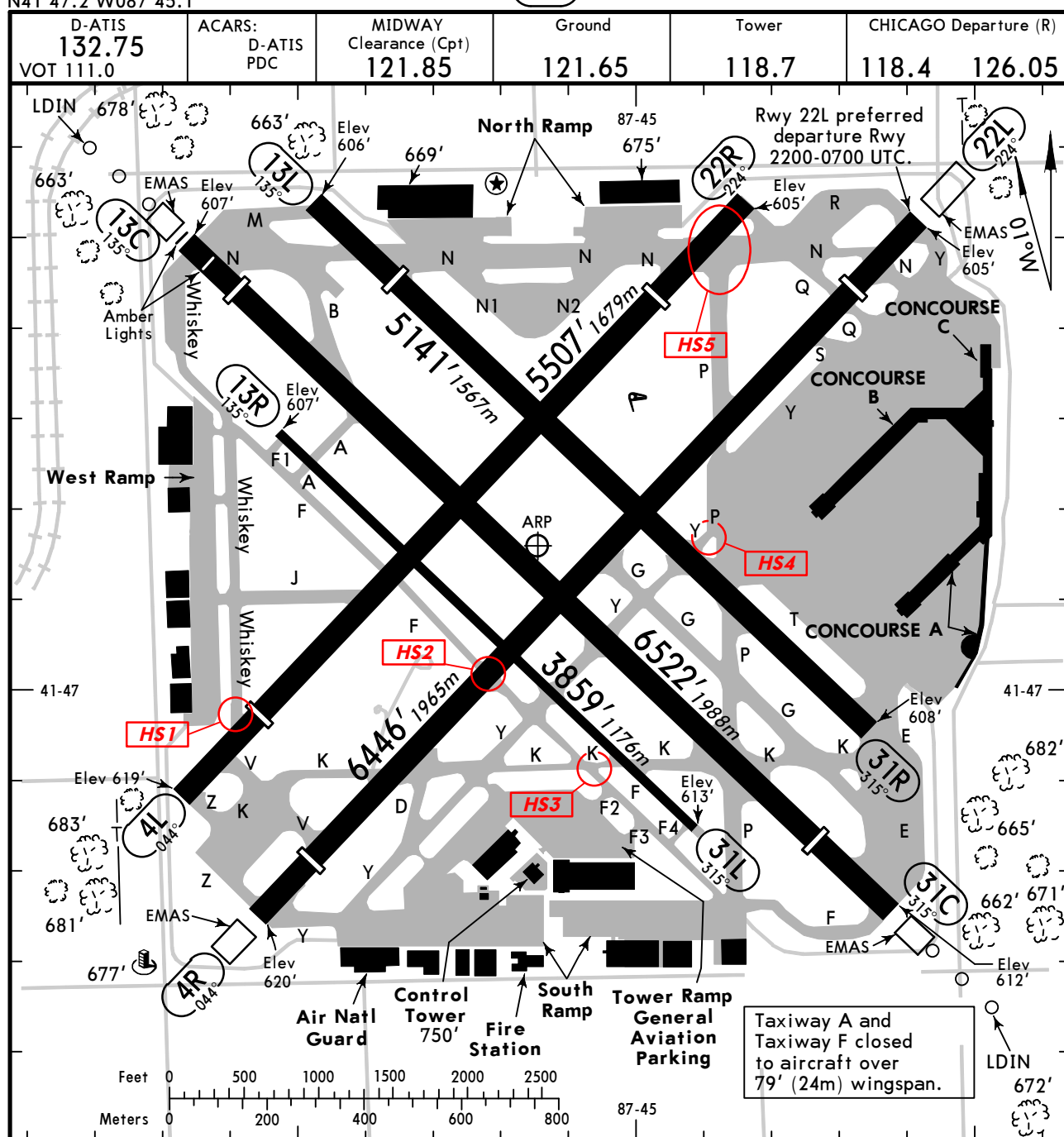
MULTIPLE POLES AND TREES BEGINNING 575' FROM DER, 168' LEFT OF CENTERLINE, UP TO 58' AGL/677' MSL. TANK 4100' FROM DER, 161' LEFT OF CENTERLINE, 109' AGL/728' MSL. FENCE 198' FROM DER, 3' RIGHT OF CENTERLINE, 12' AGL/630' MSL. TREES BEGINNING 183' FROM DER, 65' RIGHT OF CENTERLINE, UP TO 72' AGL/686' MSL.

◦ RWY 31C:

LOCALIZER 239' FROM DER, ON CENTERLINE, 10' AGL/617' MSL. TREES BEGINNING 452' FROM DER, 454' LEFT OF CENTERLINE, UP TO 63' AGL/667' MSL. SPIRE 2207' FROM DER, 699' LEFT OF CENTERLINE, 78' AGL/684' MSL. MULTIPLE POLES AND TREES BEGINNING 142' FROM DER, 28' RIGHT OF CENTERLINE, UP TO 73' AGL/672' MSL. DME 183' FROM DER, 309' RIGHT OF CENTERLINE, 17' AGL/624' MSL. SIGN 1528' FROM DER, 270' RIGHT OF CENTERLINE, 52' AGL/652' MSL. TANK 5576' FROM DER, 1430' RIGHT OF CENTERLINE, 162' AGL/756' MSL.

◦ RWY 31R:

MULTIPLE POLES AND TREES BEGINNING 379' FROM DER, 49' LEFT OF CENTERLINE, UP TO 65' AGL/664' MSL. POLE AND TREES BEGINNING 70' FROM DER, 50' RIGHT OF CENTERLINE, UP TO 68' AGL/667' MSL.



RUNWAY INCURSION HOT SPOTS

For information only, not to be construed as ATC instructions

- HS1** Taxiing to Rwy 4L from Twy Whiskey. Note: displaced threshold and unique turn onto Rwy 4L.
- HS2** Intersection of Rwy 4R and Twy F. Rwy 4R may be active whenever Rwy 31C is also active.
- HS3** Hold short line for Rwy 31L immediately after Twy F and Twy K intersection, on Twy K.
- HS4** Rwy 31R hold short line set back 200' on Twy Y Terminal side.
- HS5** Taxiing to Rwy 22R from Twy P. Note: displaced threshold and unique turn onto Rwy 22R.

GENERAL

ASDE-X Surveillance system in use. Pilots should operate transponders with Mode C on all Twys and Rwy's.
 Rwy's 13R/31L, 13L/31R and 4L/22R not available for scheduled air carrier operations with more than 9 passenger seats or unscheduled air carrier operations with more than 31 passengers.
 Birds in vicinity of airport.

ADDITIONAL RUNWAY INFORMATION

ADDITIONAL RUNWAY INFORMATION					USABLE LENGTHS		TAKE-OFF	WIDTH
RWY					— LANDING BEYOND — Threshold	Glide Slope		
4R 22L	HIRL REIL PAPI-L (angle 3.0°)	grooved	RVR	5928' 1807m	4895' 1492m		150' 46m	
	HIRL REIL PAPI-R (angle 3.0°)	grooved		5812' 1771m				
4L 22R	MIRL VASI-R (angle 3.75°)	grooved		4749' 1447m			150' 46m	
	MIRL PAPI-L (angle 3.0°)	grooved		4629' 1411m				
13R 31L	MIRL						60' 18m	
13C 31C	HIRL LDIN PAPI-R (angle 3.0°)	grooved	RVR	6059' 1847m	5188' 1581m		150' 46m	
	HIRL REIL LDIN VASI-L	grooved	RVR	5826' 1776m	4925' 1501m			
13L 31R	MIRL	grooved		4389' 1338m			150' 46m	
	MIRL PAPI-L (angle 3.0°)	grooved						

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE**Rwy 13C/31C**

Both RVRs are required and controlling.	Adequate Vis Ref	STD	
RCLM & HIRL		3 & 4 Eng	1 & 2 Eng
TDZ RVR 10 Rollout RVR 10	RVR 16 or $\frac{1}{4}$	RVR 24 or $\frac{1}{2}$	RVR 50 or 1

Rwys 4L/R, 13L/R, 22L/R, 31L/R

Adequate Vis Ref	STD	
	3 & 4 Eng	1 & 2 Eng
RVR 16 or $\frac{1}{4}$	RVR 24 or $\frac{1}{2}$	RVR 50 or 1

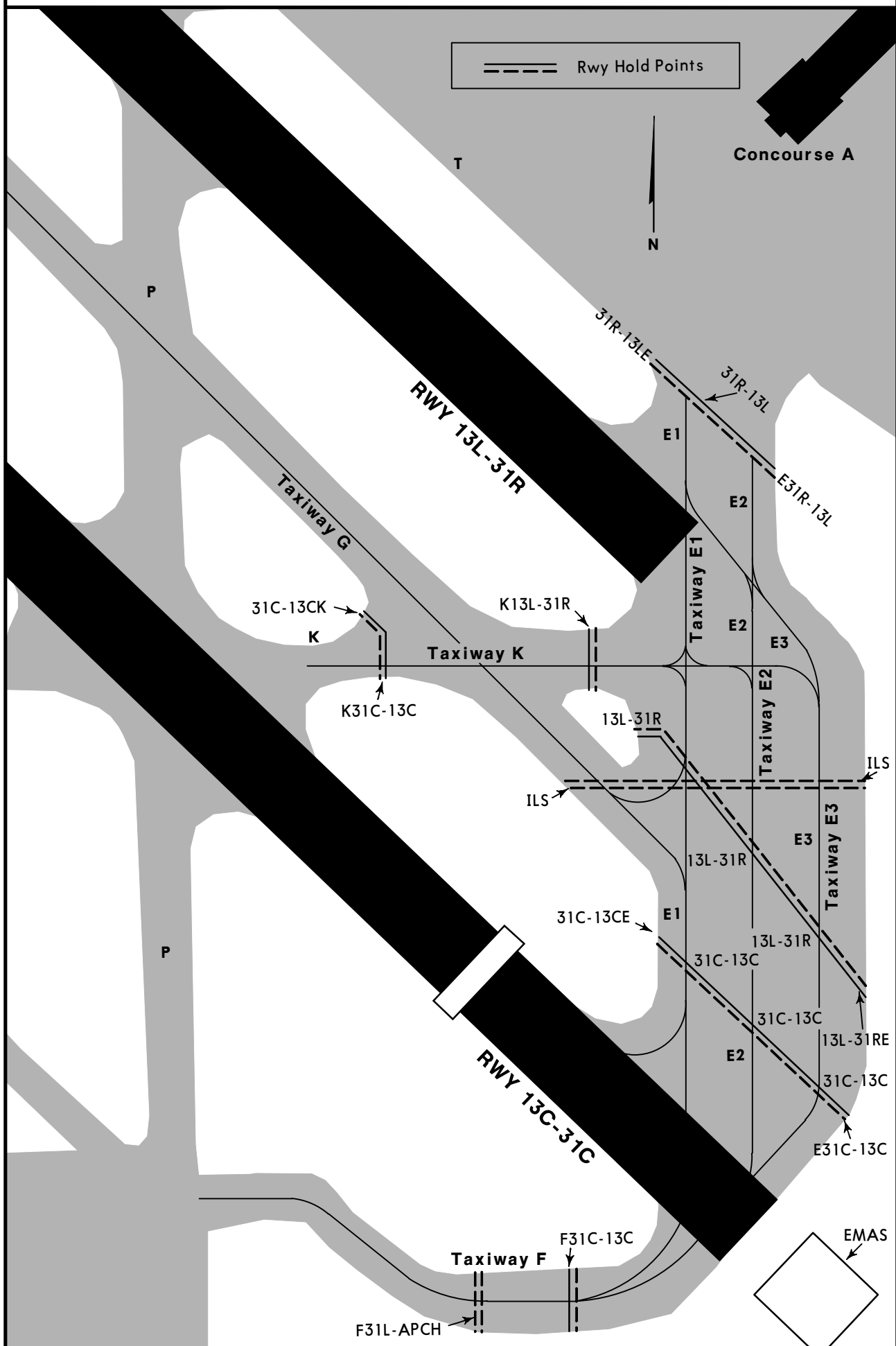
OBSTACLE DP

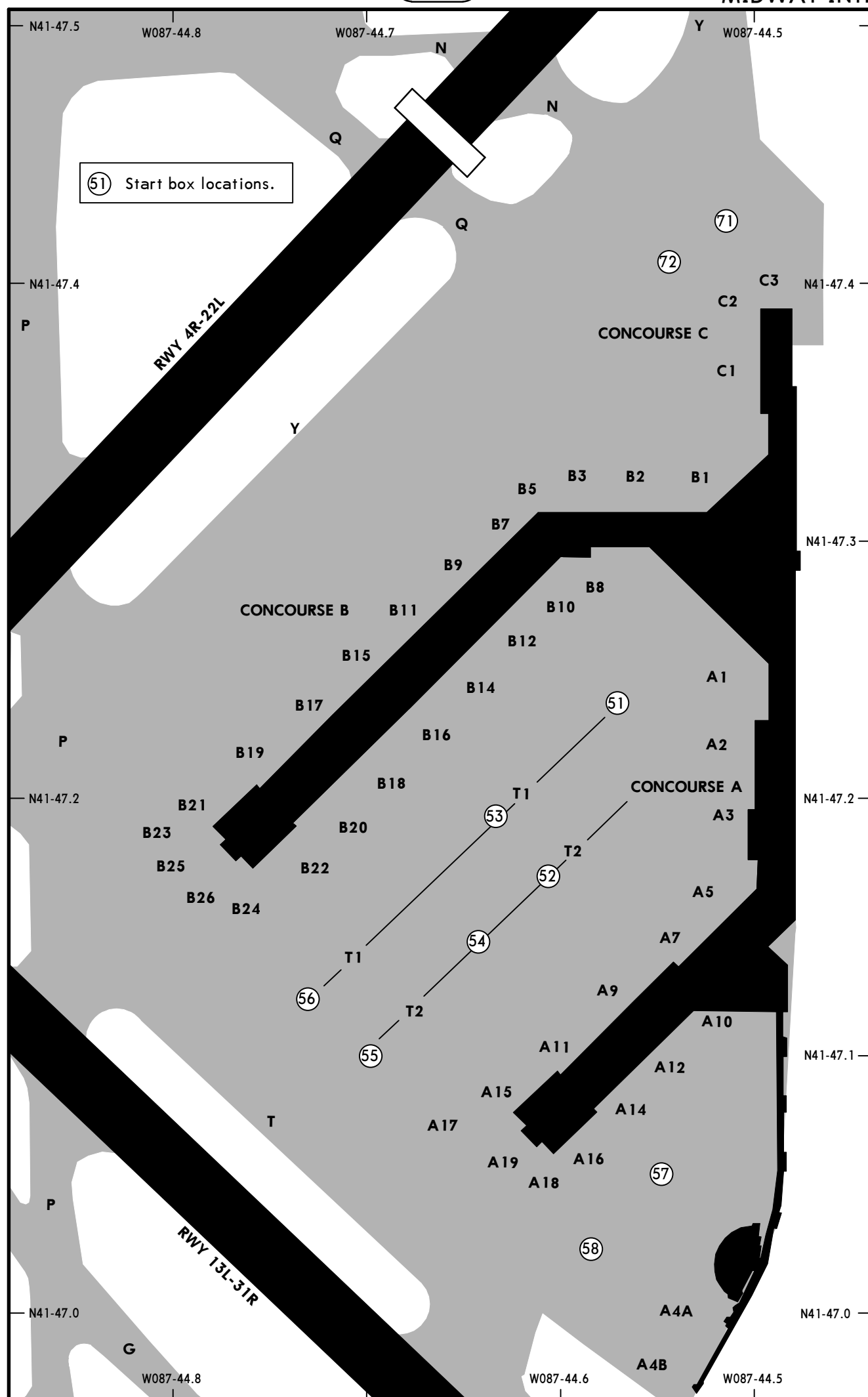
Rwys 4L/R: Climbing right turn to 2400' heading 100° before proceeding on course.
 Rwys 13L/C/R: Climb heading 135° to 1400' before turning.
 Rwys 22L/R: Climb heading 224° to 1300' before turning.
 Rwys 31L/C/R: Climb heading 315° to 1500' before turning.

FOR FILING AS ALTERNATE

	ILS Rwy 4R ILS Rwy 13C ILS Rwy 31C	LOC Rwy 4R LOC/DME Rwy 13C LOC/DME Rwy 31C RNAV (GPS) Rwy 4R RNAV (GPS) Rwy 31C RNAV (RNP) Rwy 13C	VOR DME RNAV Rwy 22L	RNAV (GPS) Rwy 4L RNAV (GPS) Rwy 13L RNAV (GPS) Rwy 22R RNAV (GPS) Rwy 31R RNAV (GPS) Z Rwy 13C
A	600-2	800-2	800-2	NA
B				
C				
D			800-2 $\frac{1}{4}$	

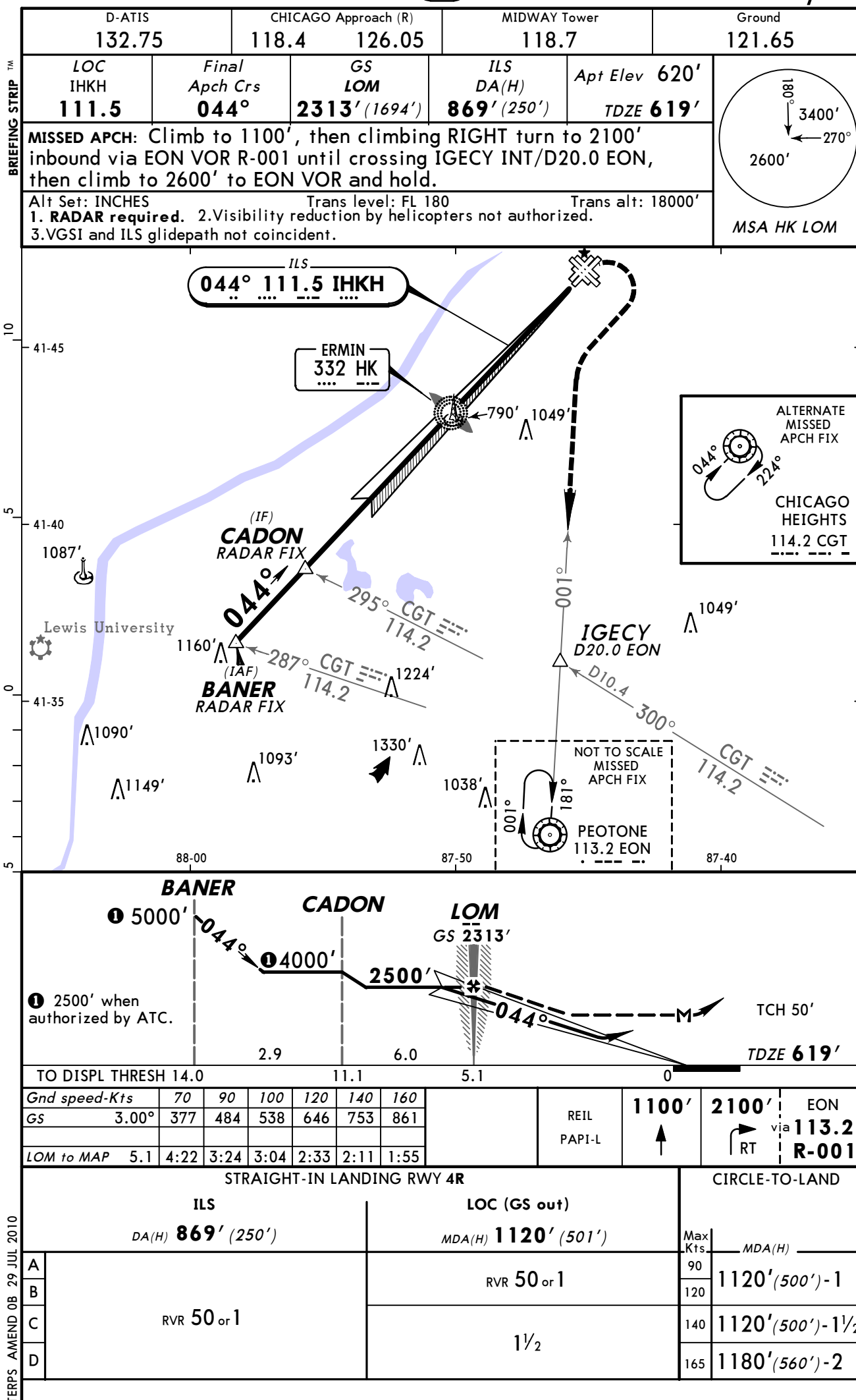
Runway 31C Hold Pad Detail

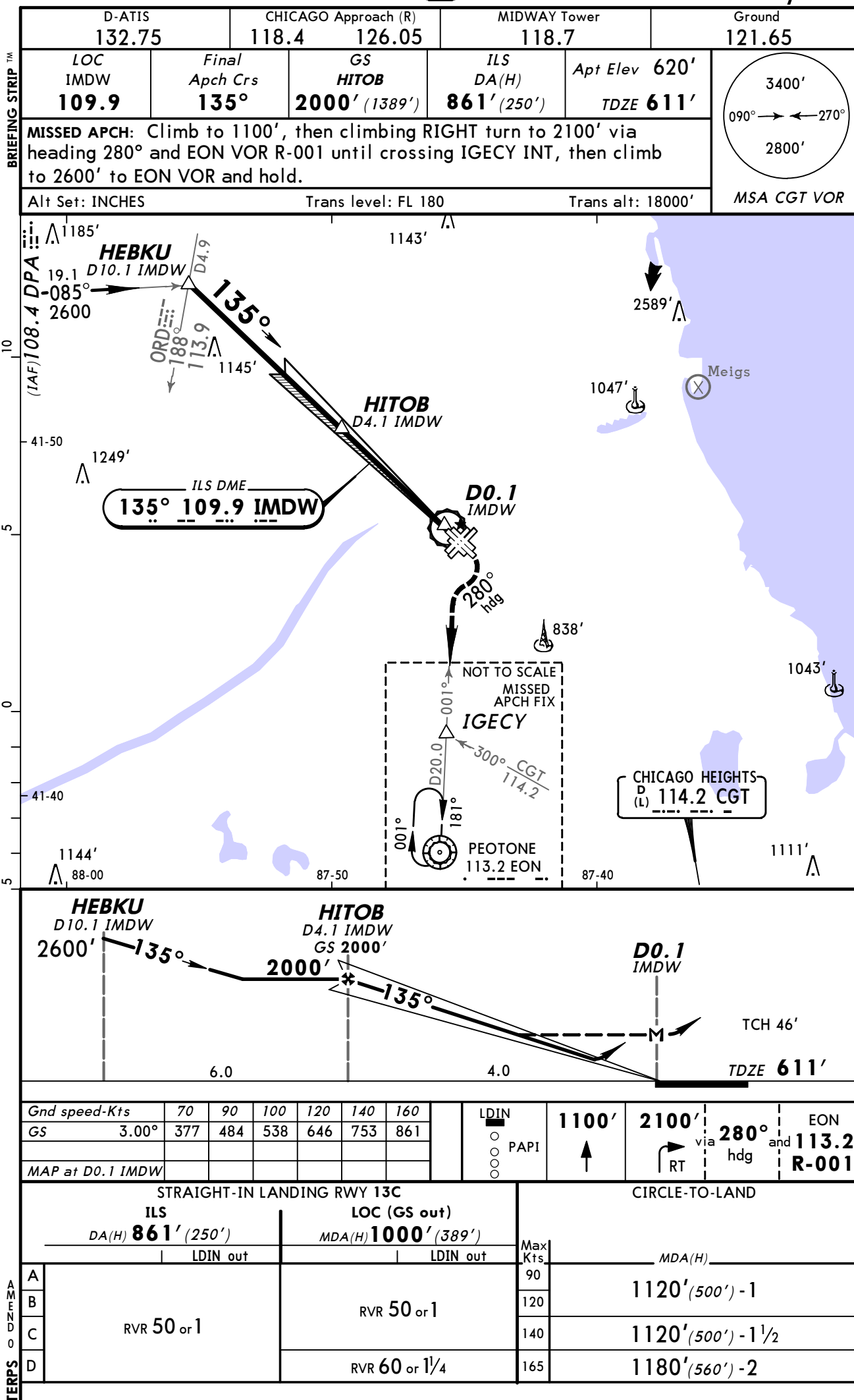




PARKING SPOT COORDINATES

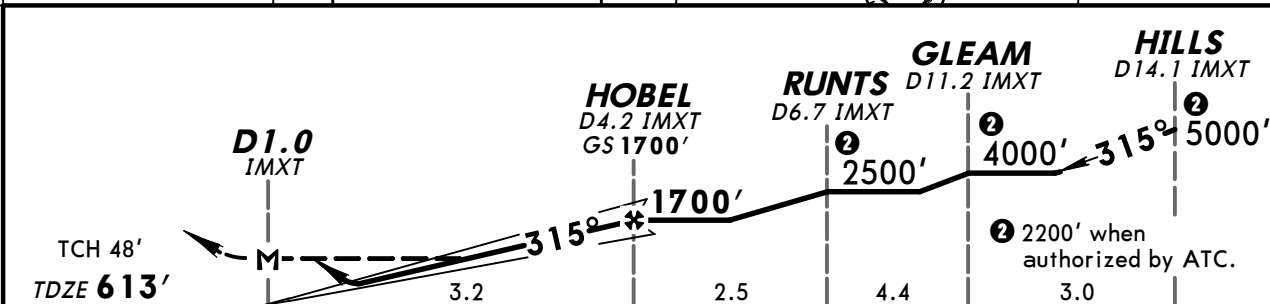
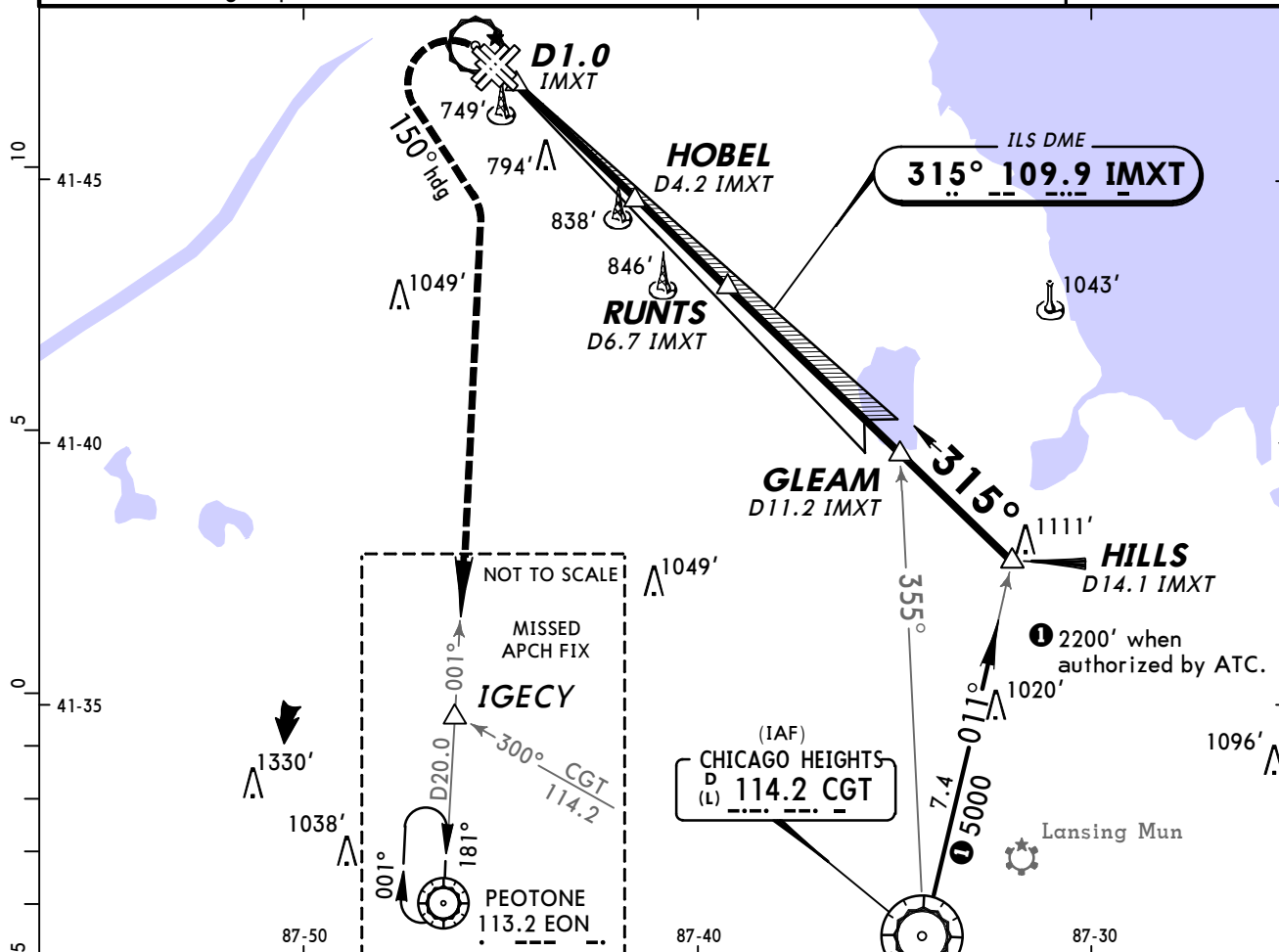
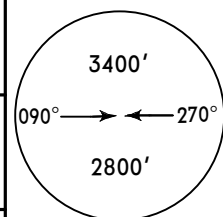
GATE No.	COORDINATES	GATE No.	COORDINATES
Concourse A		Concourse C	
A1 thru A3	N41 47.2 W087 44.5	C1 thru C3	N41 47.4 W087 44.5
A4A, A4B	N41 47.0 W087 44.5		
A5	N41 47.2 W087 44.5		
A7	N41 47.1 W087 44.5		
A9	N41 47.1 W087 44.6		
A10	N41 47.1 W087 44.5		
A11, A12	N41 47.1 W087 44.6		
A14 thru A16	N41 47.1 W087 44.6		
A17	N41 47.1 W087 44.7		
A18, A19	N41 47.1 W087 44.6		
Concourse B			
B1	N41 47.3 W087 44.5		
B2, B3, B5, B7, B8	N41 47.3 W087 44.6		
B9	N41 47.3 W087 44.7		
B10	N41 47.3 W087 44.6		
B11	N41 47.3 W087 44.7		
B12	N41 47.3 W087 44.6		
B14	N41 47.2 W087 44.6		
B15	N41 47.3 W087 44.7		
B16, B17, B18	N41 47.2 W087 44.7		
B19	N41 47.2 W087 44.8		
B20	N41 47.2 W087 44.7		
B21	N41 47.2 W087 44.8		
B22	N41 47.2 W087 44.7		
B23 thru B26	N41 47.2 W087 44.8		





BRIEFING STRIP™

D-ATIS 132.75		CHICAGO Approach (R) 118.4 126.05		MIDWAY Tower 118.7	Ground 121.65
LOC IMXT 109.9	Final Apch Crs 315°	GS HOBEL 1700' (1087')	ILS DA(H) 863' (250')	Apt Elev 620' TDZE 613'	 MSA CGT VOR
MISSED APCH: Climb to 1100' then climbing LEFT turn to 2100' via heading 150° and EON VOR R-001 until crossing IGECY INT, then climb to 2600' to EON VOR and hold.					
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'	
1. VGSI and ILS glidepath not coincident.					

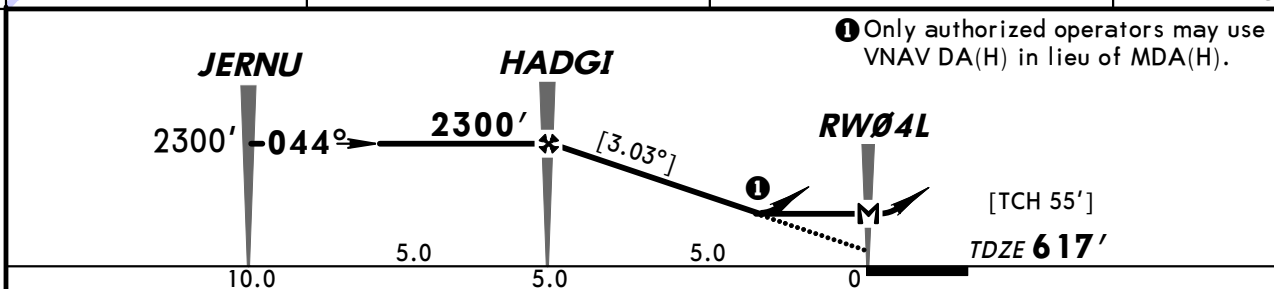
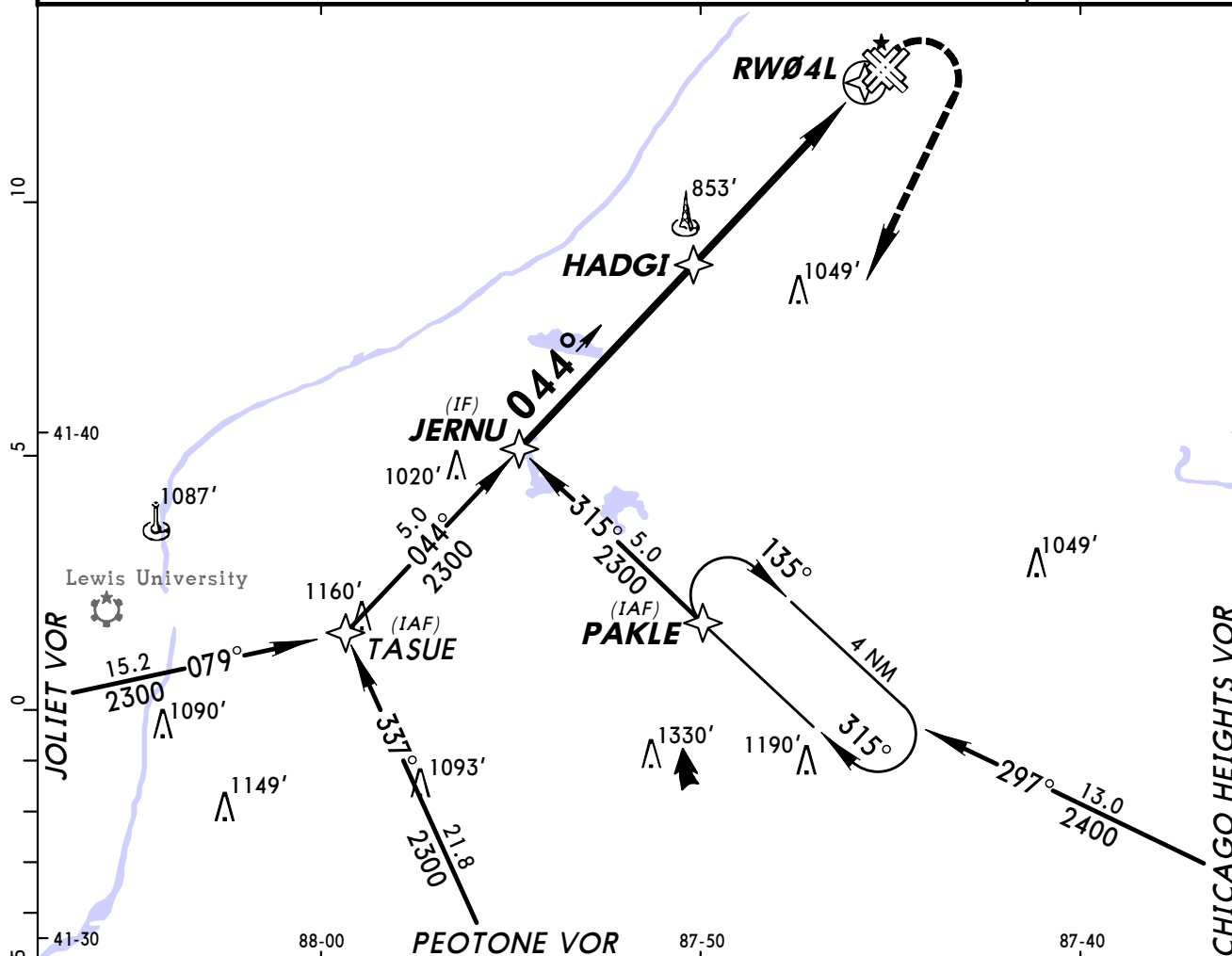


Gnd speed-Kts	70	90	100	120	140	160	LDIN		1100'	2100'	150°	EON
GS	3.00°	377	484	538	646	753	861	REIL	↑	LT	hdg	113.2
MAP at D1.0 IMXT								VASI				R-001

STRAIGHT-IN LANDING RWY 31C				CIRCLE-TO-LAND			
ILS DA(H) 863' (250')		LOC (GS out) MDA(H) 1020' (407')		Max Kts		MDA(H)	
LDIN out		LDIN out		90		1120' (500') - 1	
RVR 40 or 3/4		RVR 50 or 1		120		1120' (500') - 1 1/2	
		RVR 60 or 1 1/4		140		1180' (560') - 2	
				165			

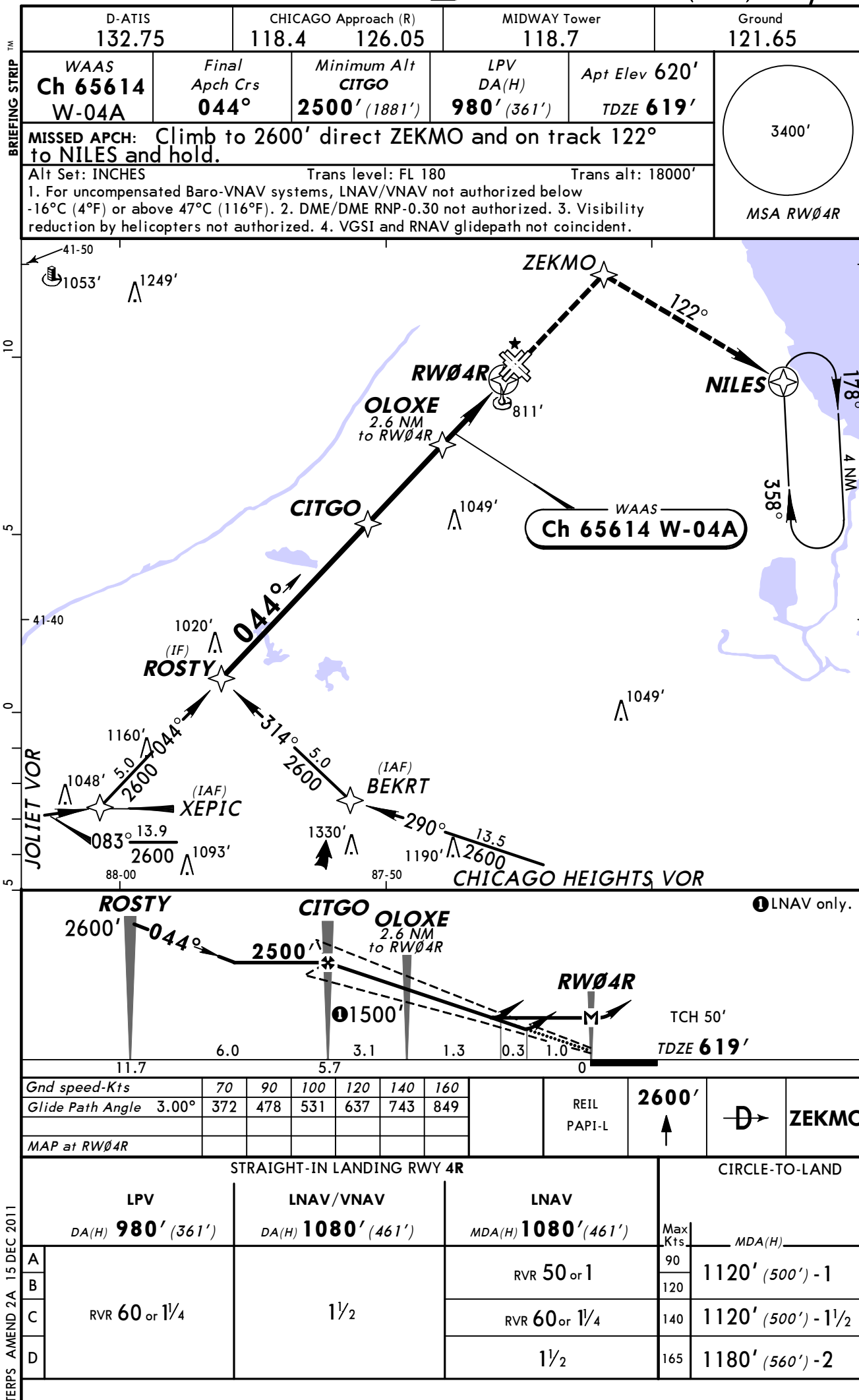
TERPS AMEND 0A 8 APR 2010

D-ATIS 132.75	CHICAGO Approach (R) 118.4 126.05		MIDWAY Tower 118.7	Ground 121.65
RNAV	Final Apch Crs 044°	Minimum Alt HADGI 2300' (1683')	LNAV MDA(H) (CONDITIONAL) 1080' (463')	Apt Elev 620' TDZE 617'
MISSED APCH: Climbing RIGHT turn to 2400' direct PAKLE and hold. Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. GPS or RNP-0.30 required. 2. DME/DME RNP-0.30 not authorized. 3. VGSI and descent angles not coincident.				
				3400' MSA RW04L

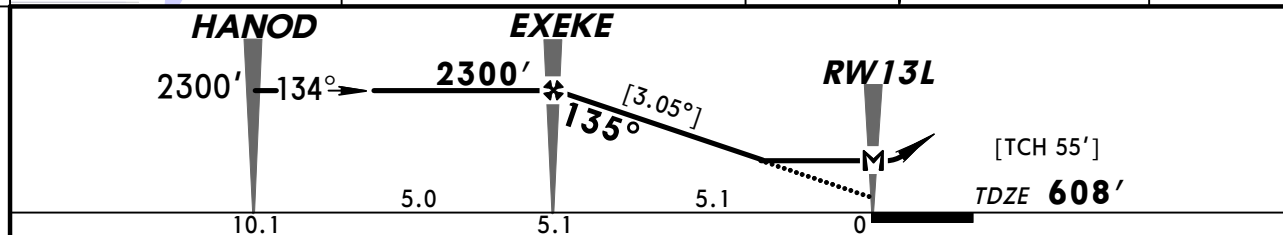
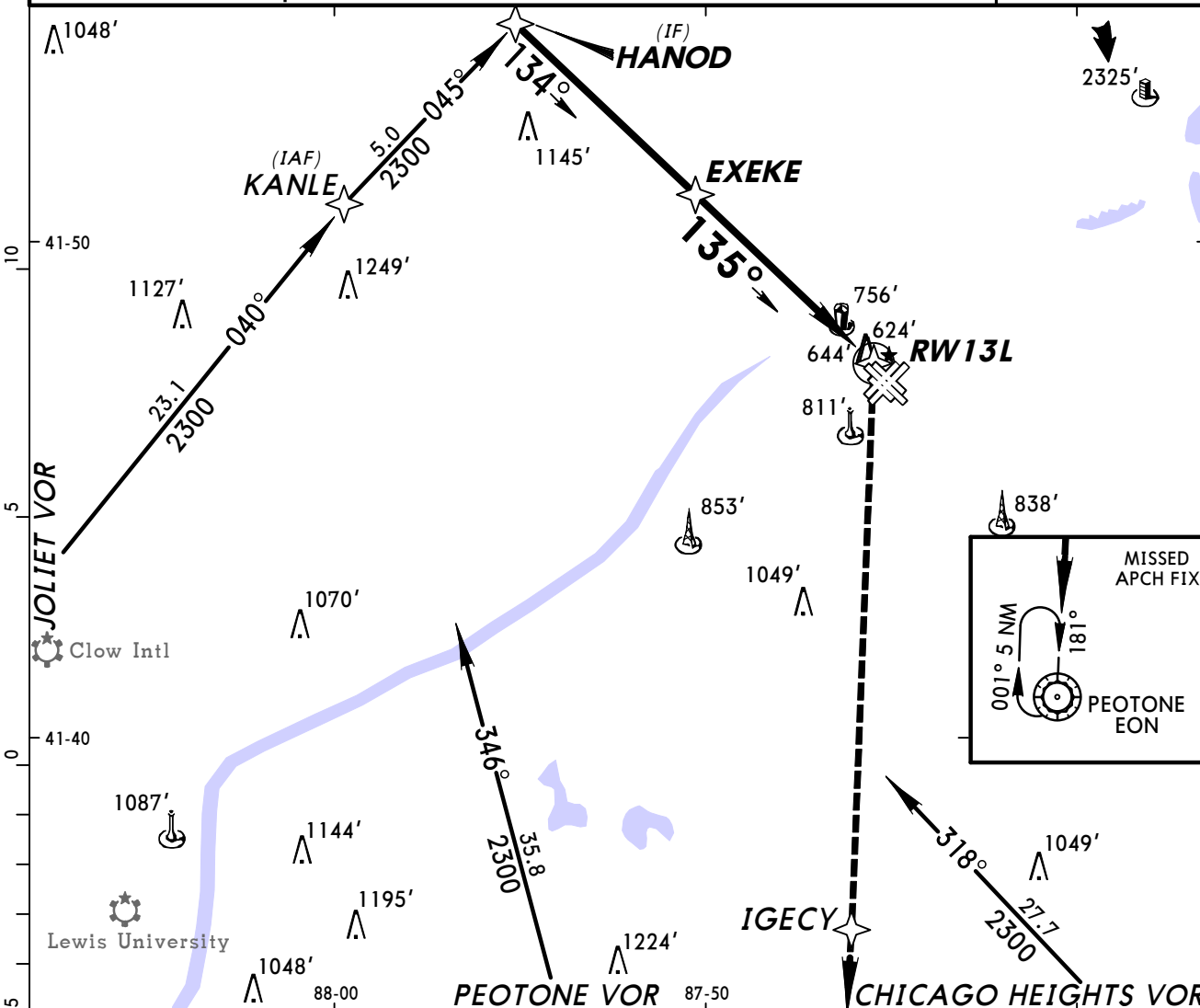


Gnd speed-Kts	70	90	100	120	140	160		VASI-R	2400'	PAKLE
Descent angle [3.03°]	375	482	536	643	750	858				
MAP at RW04L										

STRAIGHT-IN LANDING RWY 4L				CIRCLE-TO-LAND			
LNAV MDA(H) 1080' (463')		NIGHT		Max Kts	MDA(H)		
DAY							
A	1	NA		90	1120' (500')-1		
B				120			
C	1 1/4			140	1120' (500')-1 1/2		
D	1 1/2			165	1180' (560')-2		



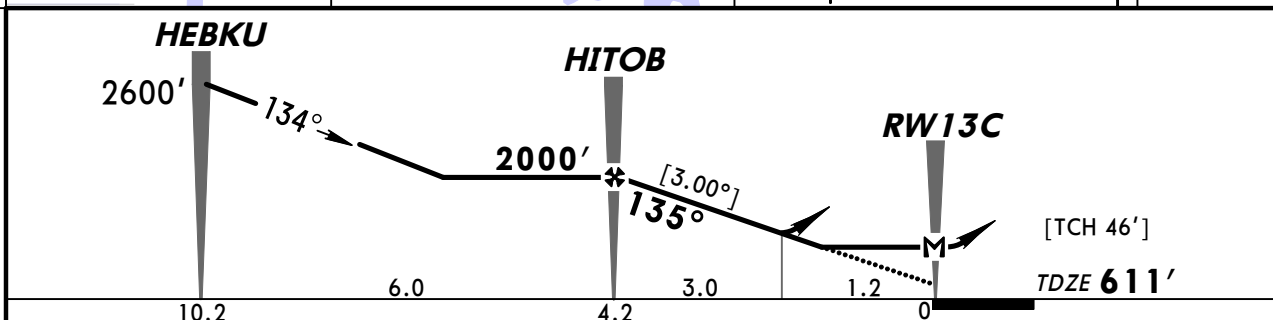
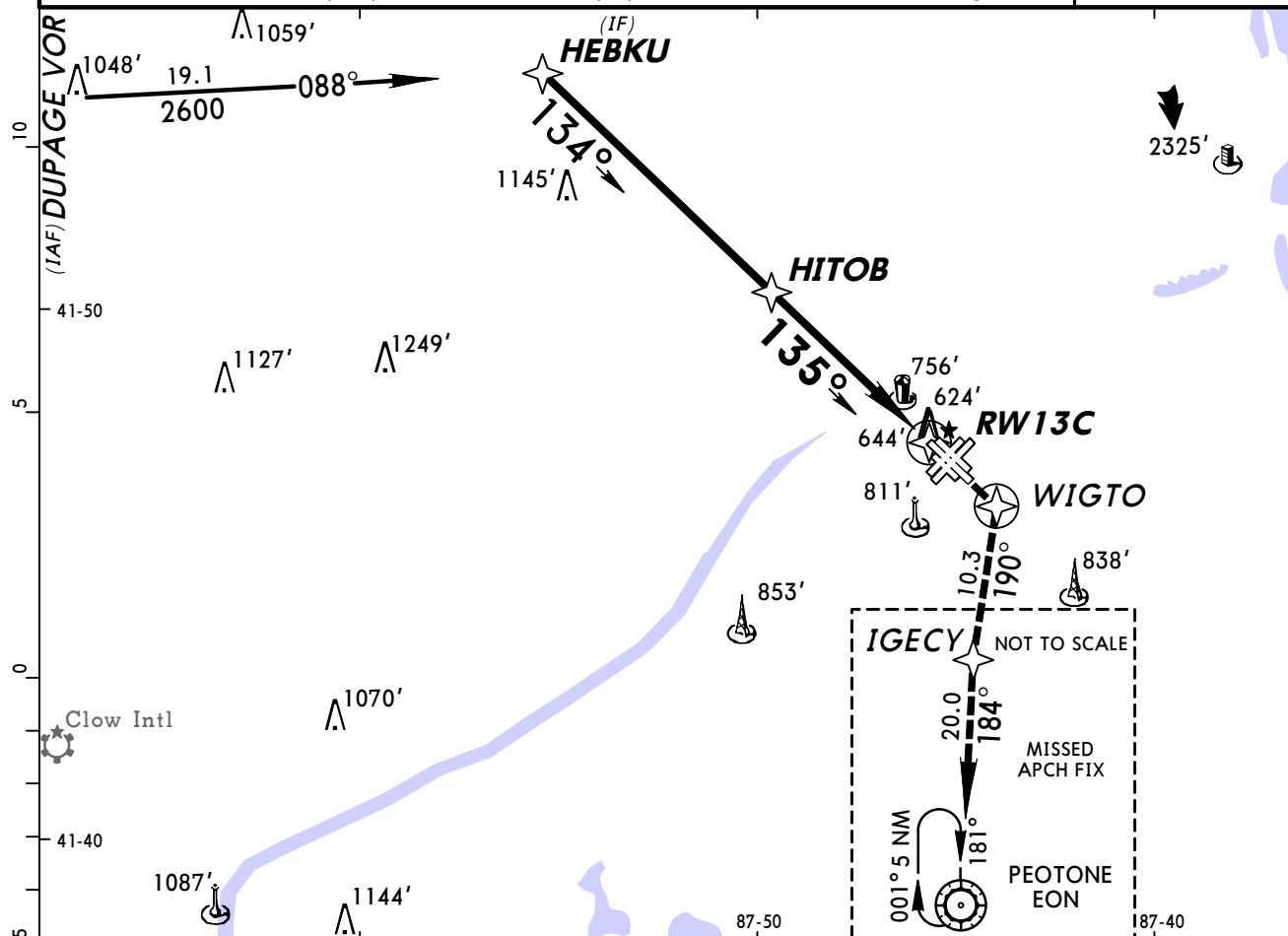
D-ATIS 132.75	CHICAGO Approach (R) 118.4 126.05		MIDWAY Tower 118.7	Ground 121.65
RNAV	Final Apch Crs 135°	Minimum Alt EXEKE 2300' (1692')	LNAV MDA(H) (CONDITIONAL) 1020' (412')	Apt Elev 620' TDZE 608'
MISSED APCH: Climbing RIGHT turn to 2100' direct IGECY, then climbing LEFT turn to 2600' direct EON VOR and hold.				
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'
1. GPS or RNP-0.3 required.		2. DME/DME RNP-0.3 not authorized.		MSA RW13L



Gnd speed-Kts	70	90	100	120	140	160		2100'	RT	IGECY
Descent angle [3.05°]	378	486	540	648	755	863				
MAP at RW13L										

STRAIGHT-IN LANDING RWY 13L				CIRCLE-TO-LAND			
LNAV MDA(H) 1020' (412') DAY		NIGHT		Max Kts	MDA(H)		
A	1	NA		90	1120' (500')-1		
B				120			
C				140	1120' (500')-1½		
D	1¼			165	1180' (560')-2		

D-ATIS 132.75	CHICAGO Approach (R) 118.4 126.05		MIDWAY Tower 118.7	Ground 121.65
RNAV	Final Apch Crs 135°	Minimum Alt HITOB 2000' (1389')	LNAV MDA(H) 1020' (409')	Apt Elev 620' TDZE 611'
MISSED APCH: Climb to 2100' direct WIGTO, and 190° track to IGECY, then continue climb to 2600' via 184° track to EON VOR and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. GPS or RNP-0.3 required. 2. DME/DME RNP-0.3 not authorized. 3. Baro-VNAV not authorized below -16°C (4°F). 4. When VGSI inop, procedure not authorized at night.				
				3400' MSA RW13C



Gnd speed-Kts	70	90	100	120	140	160	LDIN	2100'	WIGTO
Descent angle [3.00°]	372	478	531	637	743	849	PAPI		
MAP at RW13C									

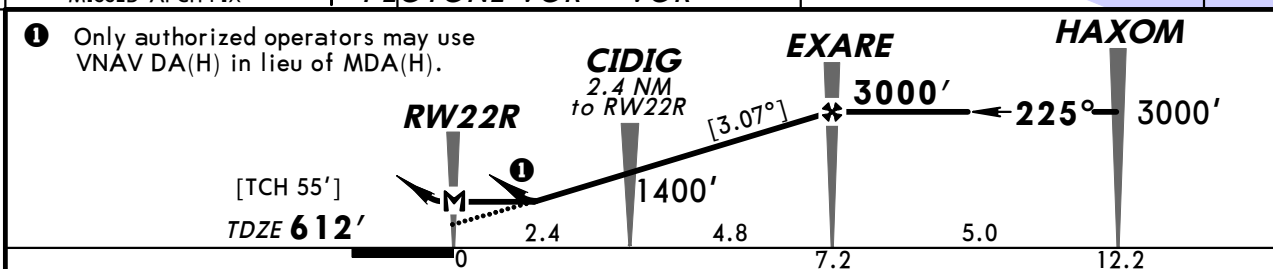
STRAIGHT-IN LANDING RWY 13C				CIRCLE-TO-LAND	
LNAV/VNAV		LNAV		Max Kts	MDA(H)
DA(H) 1040' (429')		MDA(H) 1020' (409')		90	1120' (500') - 1½
LDIN out		LDIN out		120	
1½		RVR 50 or 1		140	1180' (560') - 2
		RVR 60 or 1¼		165	

1 Not authorized at night to Rwy 4L, 13L-31R, 13R-31L.

BRIEFING STRIP TM	D-ATIS 132.75		CHICAGO Approach (R) 118.4 126.05		MIDWAY Tower 118.7		Ground 121.65	
	RNAV	Final Apch Crs 225°	Minimum Alt EXARE 3000' (2388')	LNAV MDA(H) (CONDITIONAL) 1020' (408')	Apt Elev 620' TDZE 612'		3400' MSA RW22R	
	MISSED APCH: Climb to 2100' direct to IGENCY, then climbing RIGHT turn to 3000' direct to EON VOR and hold.							
	Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
	1. DME/DME RNP-0.30 not authorized.							



① Only authorized operators may use
VNAV DA(H) in lieu of MDA(H).

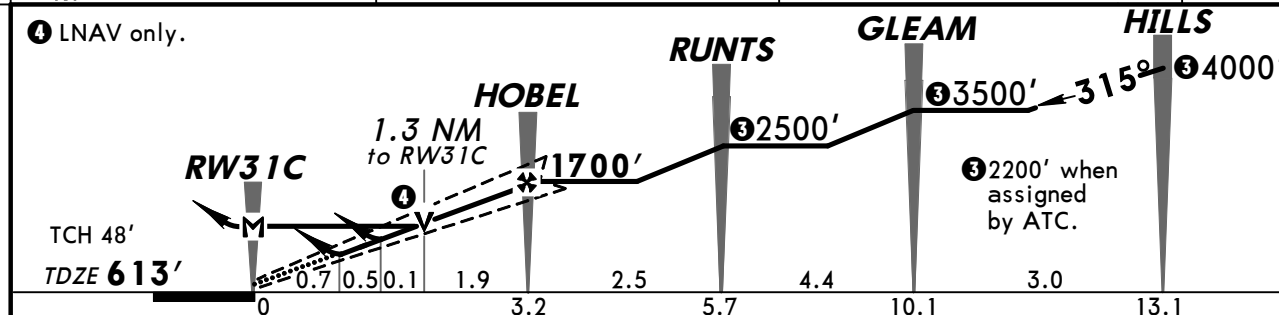
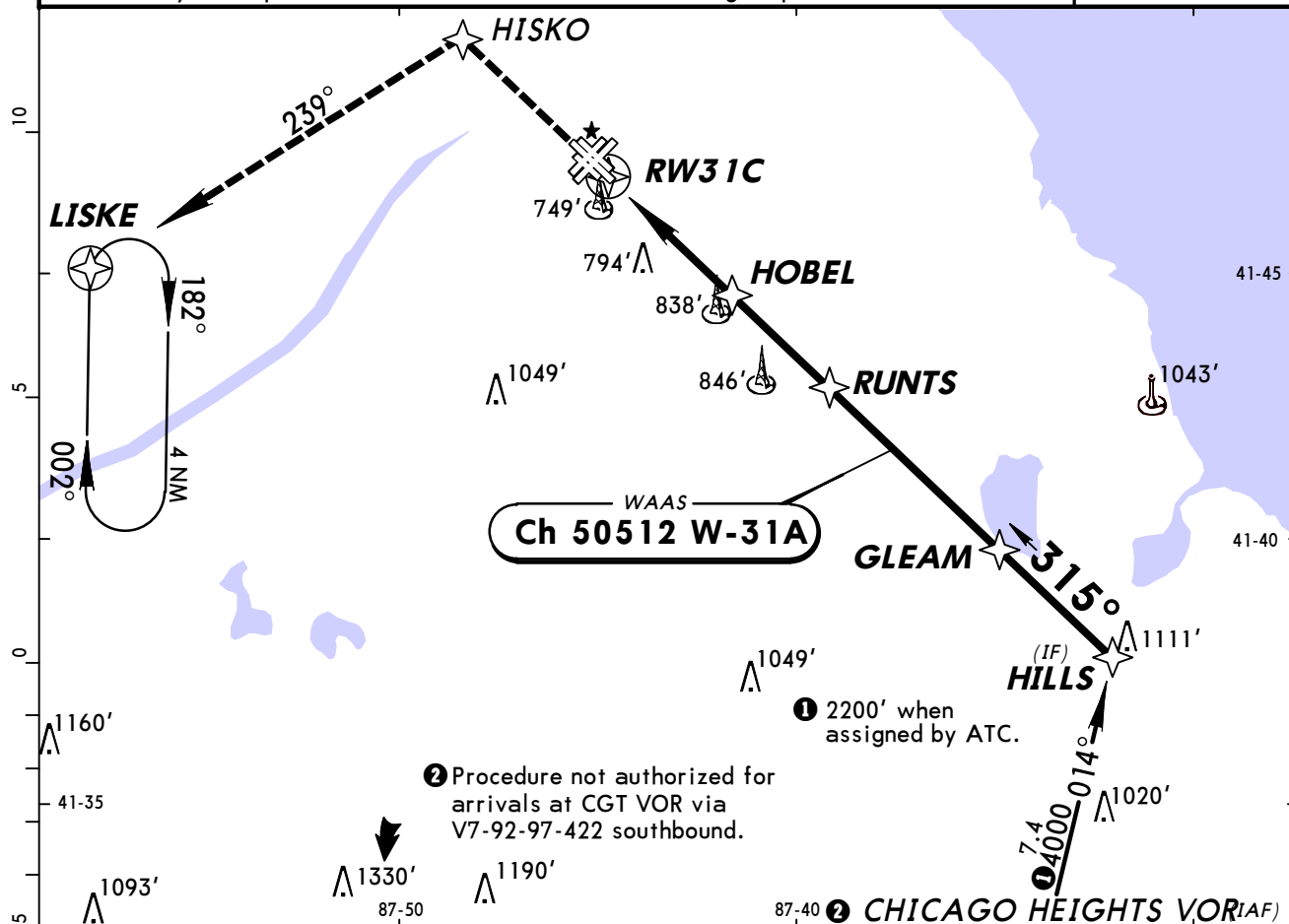


Gnd speed-Kts	70	90	100	120	140	160			
Descent angle [3.07°]	380	489	543	652	760	869			
MAP at RW22R									

STRAIGHT-IN LANDING RWY 22R			CIRCLE-TO-LAND	
LNAV		NIGHT	Max Kts	MDA(H)
MDA(H) 1020' (408')				
DAY				
A	1			
B				
C	1 1/4			
D				
		NA	90	1120' (500')-1
			120	
			140	1120' (500')-1 1/2
			165	1180' (560')-2

BRIEFING STRIP™

D-ATIS 132.75		CHICAGO Approach (R) 118.4 126.05		MIDWAY Tower 118.7	Ground 121.65
WAAS Ch 50512 W-31A	<i>Final</i> <i>Apch Crs</i> 315°	<i>Minimum Alt</i> HOBEL 1700' (1087')	<i>LPV</i> <i>DA(H)</i> 886' (273')	<i>Apt Elev</i> 620' <i>TDZE</i> 613'	3400' MSA RW31C
MISSED APCH: Climb to 2500' direct HSKO, and via 239° track to LISKE and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. DME/DME RNP-0.30 not authorized. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 46°C (114°F). 3. Visibility reduction by helicopters not authorized. 4. VGSI and RNAV glidepath not coincident.					



Gnd speed-Kts	70	90	100	120	140	160	LDIN REIL VASI	2500' ↑	→ HSKO
Glide Path Angle 3.00°	372	478	531	637	743	849			
MAP at RW31C									

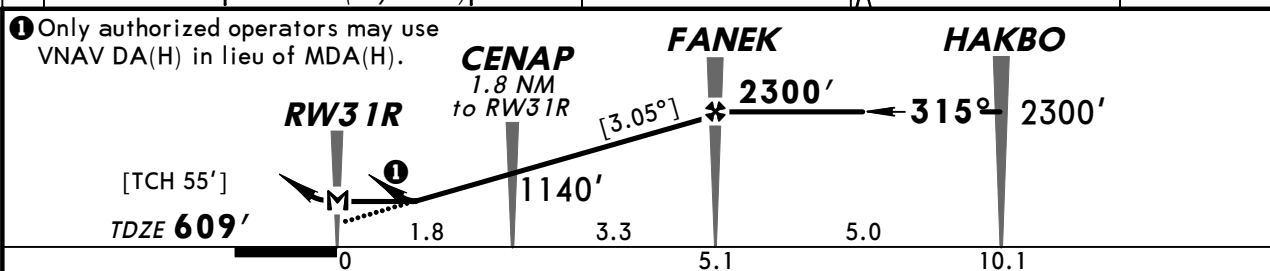
STRAIGHT-IN LANDING RWY 31C				CIRCLE-TO-LAND	
LPV	LNAV/VNAV	LNAV			
DA(H) 886' (273')	DA(H) 1049' (436')	MDA(H) 1080' (467')			
LDIN out	LDIN out	LDIN out			
A			RVR 50 or 1	90	1120' (500') - 1
B				120	
C	RVR 50 or 1	1 1/2	RVR 60 or 1 1/4	140	1120' (500') - 1 1/2
D			1 1/2	165	1180' (560') - 2

① Not authorized at night to Rwy 4L, 13L-31R, 13R-31L.

CHANGES: None.

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BRIEFING STRIP TM	D-ATIS 132.75		CHICAGO Approach (R) 118.4 126.05		MIDWAY Tower 118.7		Ground 121.65	
	RNAV	Final Apch Crs 315°	Minimum Alt FANEK 2300' (1691')	LNAV MDA(H) (CONDITIONAL) 1060' (451')	Apt Elev 620' TDZE 609'		3400' MSA RW31R	
	MISSED APCH: Climbing LEFT turn to 2300' direct IGENCY, then climbing RIGHT turn to 2600' direct EON VOR and hold.							
	Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. DME/DME RNP-0.30 not authorized. 2. VGSI and descent angles not coincident.							

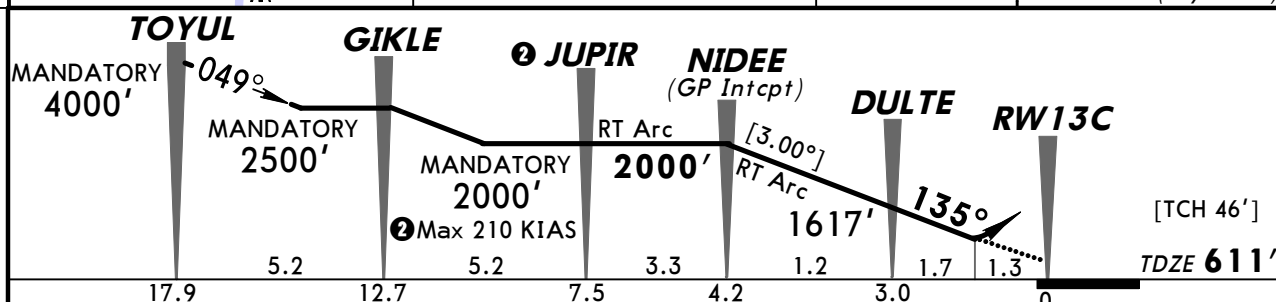
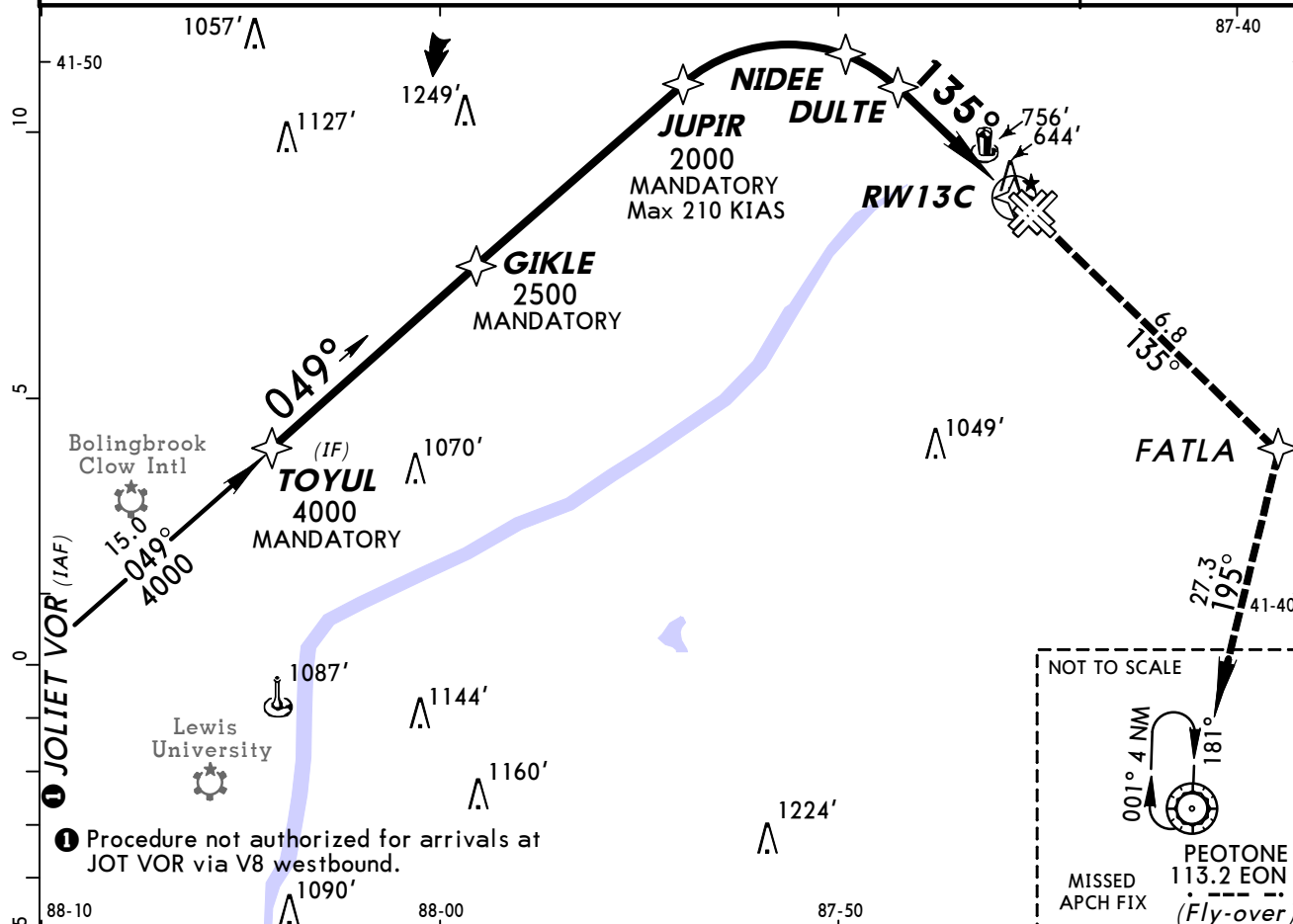


Gnd speed-Kts	70	90	100	120	140	160				
Descent angle [3.05°]	378	486	540	648	755	863				
MAP at RW31R										

STRAIGHT-IN LANDING RWY 31R				CIRCLE-TO-LAND			
LNAV MDA(H) 1060' (451')		DAY		NIGHT		MDA(H)	
A	1	NA		Max Kts			
B	1			90		1120' (500')-1	
C	1 1/4			120		1120' (500')-1 1/2	
D	1 1/2			140		1120' (500')-1 1/2	
				165		1180' (560')-2	

BRIEFING STRIP™

D-ATIS		CHICAGO Approach (R)		MIDWAY Tower		Ground			
132.75		118.4		126.05		118.7		121.65	
RNAV		Final Apch Crs 135°		Minimum Alt NIDEE 2000' (1389')		RNP 0.30 DA(H) 1065' (454')		Apt Elev 620' TDZE 611'	
MISSED APCH: Climb to 2600' via 135° track to FATLA and 195° track to EON VOR and hold.									3400' MSA RW13C
Alt Set: INCHES			Trans level: FL 180			Trans alt: 18000'			
1. AUTHORIZATION REQUIRED. 2. RF, GPS and RADAR required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -15°C (5°F) or above 47°C (116°F). 4. When VGSI inop, procedure not authorized at night.									

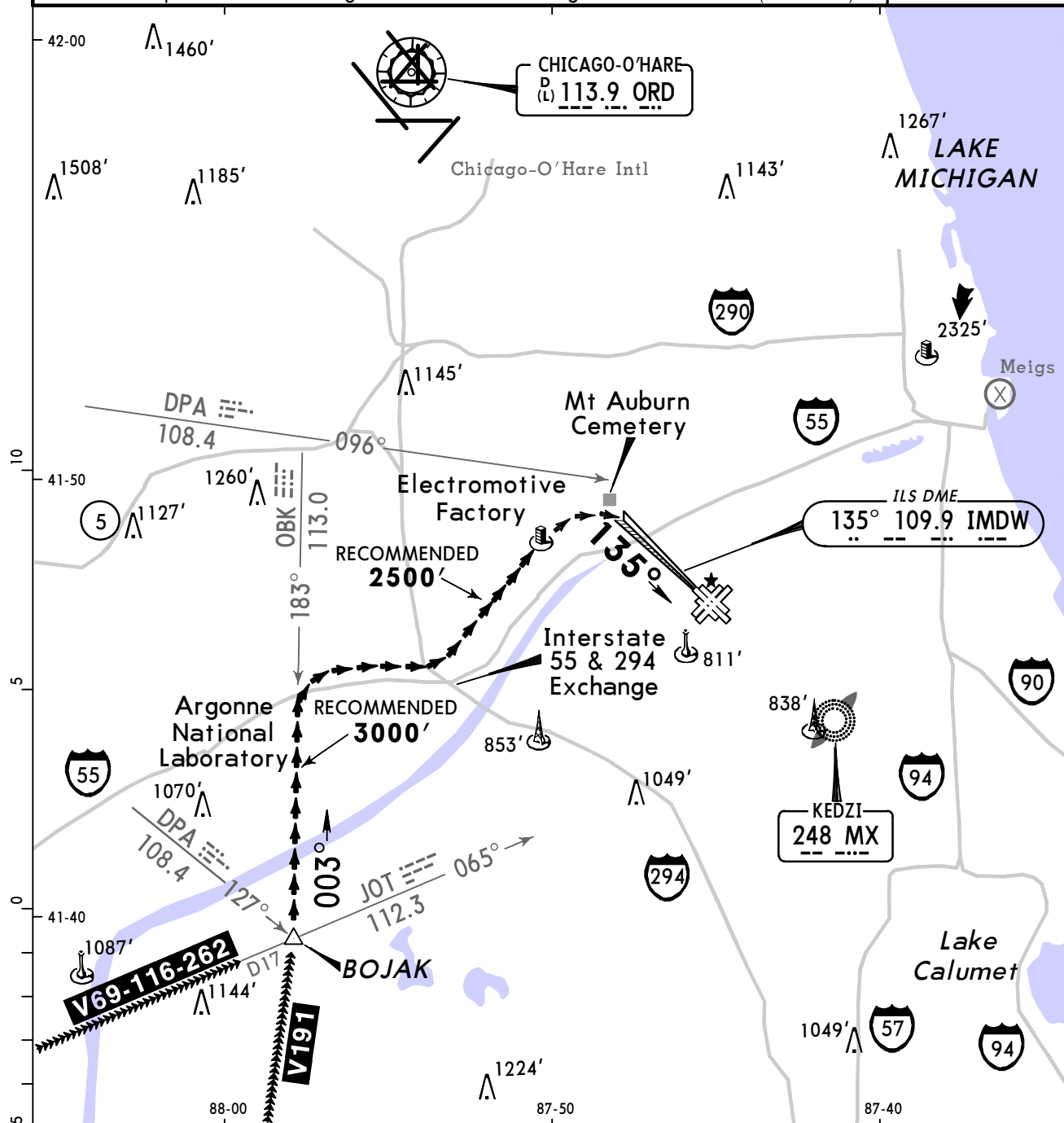


Gnd speed-Kts	70	90	100	120	140	160	LDIN	2600'	via 135°	FATLA
Descent angle [3.00°]	372	478	531	637	743	849	PAPI	↑		
MAP at DA										

STRAIGHT-IN LANDING RWY 13C										
RNP 0.30										
DA(H) 1065' (454')										
LDIN out										

A										
B										
C										
D										

D-ATIS	CHICAGO Approach (R)		MIDWAY Tower	Ground
132.75	118.4	126.05	118.7	121.65
NAVAIDS- See Planview	Final Apch Crs 135°	No FAF	Minimum Alt Refer to Minimums	Apt Elev 620'
MISSED APCH: No Missed Approach procedure.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'				
1. RADAR required. 2. Vertical guidance Navaid and Angle: ILS DME IMDW (GS 3.00°).				
				3400' 090° → ← 270° 2800' MSA MX LOM



I-55 VISUAL APPROACH RWY 13C

Radar vectors will be provided to BOJAK INT via V69-116-262 or V191. When cleared for the I-55 Visual Approach aircraft are to depart BOJAK INT on a 003° heading until reaching Interstate 55. Aircraft will then parallel the north side of Interstate 55 until reaching Mt Auburn Cemetery. Aircraft will proceed from Mt Auburn via 135° heading/IMDW Localizer (109.9) to Runway 13C. All aircraft shall remain south of the DPA VOR R-096 at all times.

WEATHER MINIMUMS

Ceiling **2500'**-VIS 5

D-ATIS

132.75

CHICAGO Approach (R)

118.4 126.05

MIDWAY Tower

118.7

Ground

121.65

VOR

CGT

114.2

Final

Apch Crs

235°

Minimum Alt

6.0 NM

to HINSN

3000' (2390')

MDA(H)

1300' (690')

Apt Elev 620'

TDZE 610'

MISSED APCH: Climb to 1300', then climbing LEFT turn to 2000' inbound via EON VOR R-001 until crossing IGECY INT, then climb to 2600' to EON VOR and hold.

Alt Set: INCHES

Trans level: FL 180

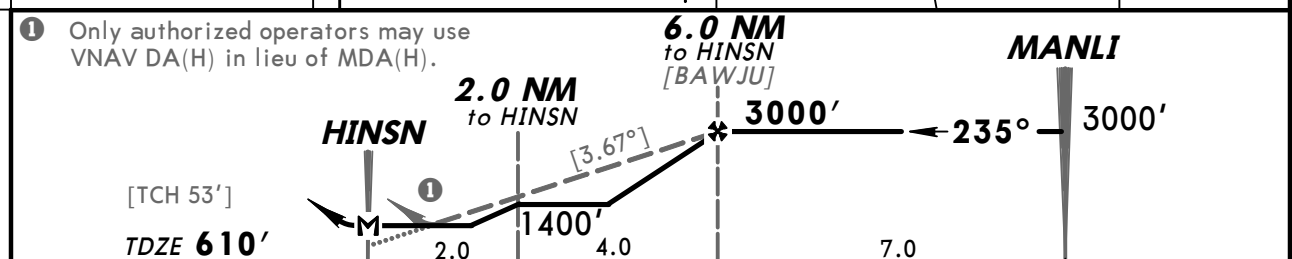
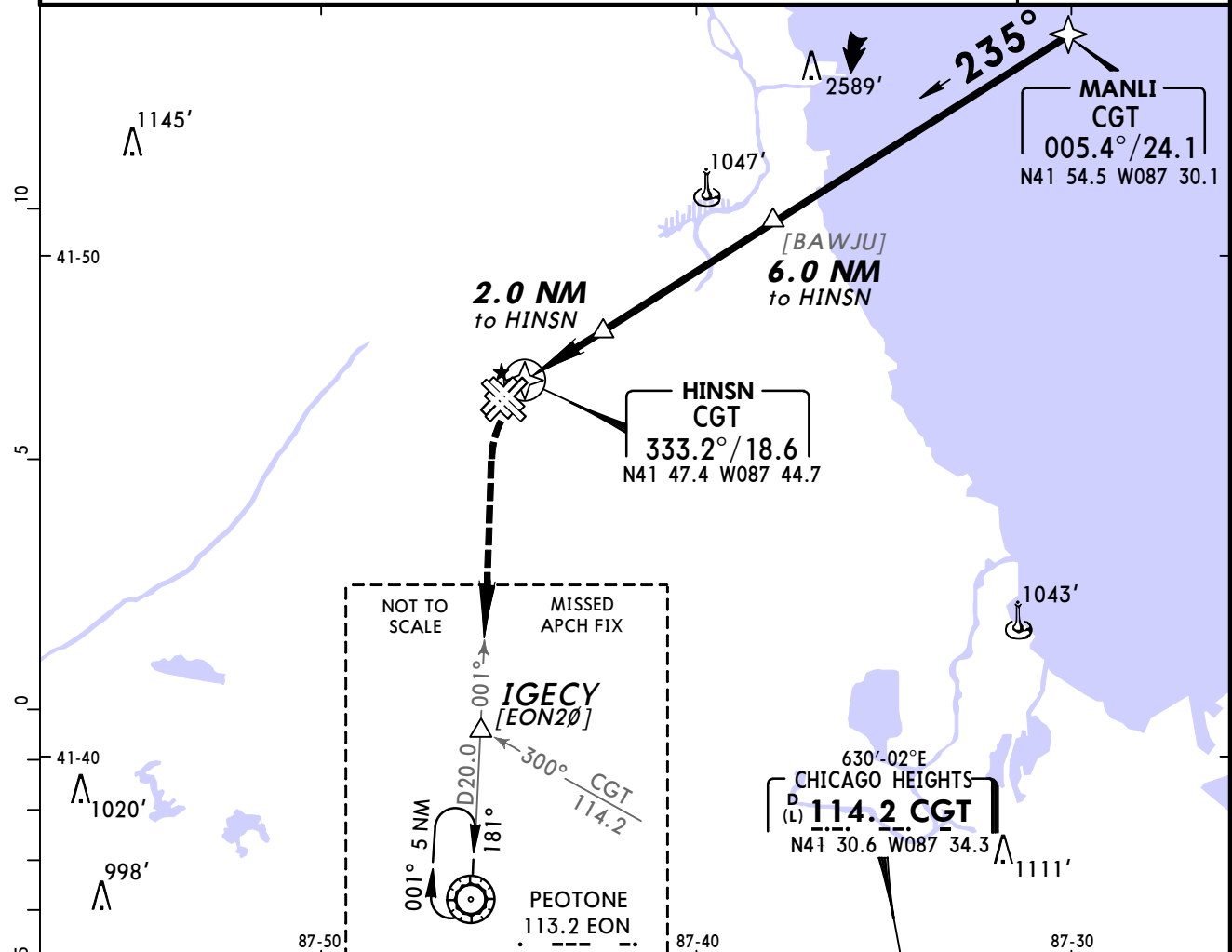
Trans alt: 18000'

1. RADAR required.

2. VGSI and descent angles not coincident.

3400'

MSA HINSN



							REIL PAPI-R	1300' ↑	2000' ↶ LT	via EON 113.2 R-001
Gnd speed-Kts	70	90	100	120	140	160				
Descent angle [3.67°]	455	585	650	779	909	1039				
MAP at HINSN										

STRAIGHT-IN LANDING RWY 22L				CIRCLE-TO-LAND			
MDA(H) 1300' (690')				MDA(H)			
A	1			Max Kts	1300' (680')-1		
B	2			90			
C	2 1/4			120			
D				140			
				165			

General Information

Location: Moline IL USA
IATA Code: MLI
Lat/Long: N41° 26.9' W090° 30.5'
Elevation: 590 ft

Airport Use: Public
Magnetic Variation: 1.2°W
Sectional Chart: Chicago

Fuel Types: 100 Octane (LL), Jet A
Repair Types: Major Airframe, Major Engine
Customs: Upon Prior Request
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1240 Z
Sunset: 2350 Z,

Runway Information

Runway: 05
Length x Width: 5015 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 584 ft
Lighting: Edge

Runway: 09
Length x Width: 10002 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 587 ft
Lighting: Edge, ALS, Pilot controlled

Runway: 13
Length x Width: 7301 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 590 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 23
Length x Width: 5015 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 586 ft
Lighting: Edge

Runway: 27

Length x Width: 10002 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 581 ft
Lighting: Edge, ALS, Pilot controlled

Runway: 31
Length x Width: 7301 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 583 ft
Lighting: Edge, REIL, Pilot controlled
Displaced Threshold: 522 ft

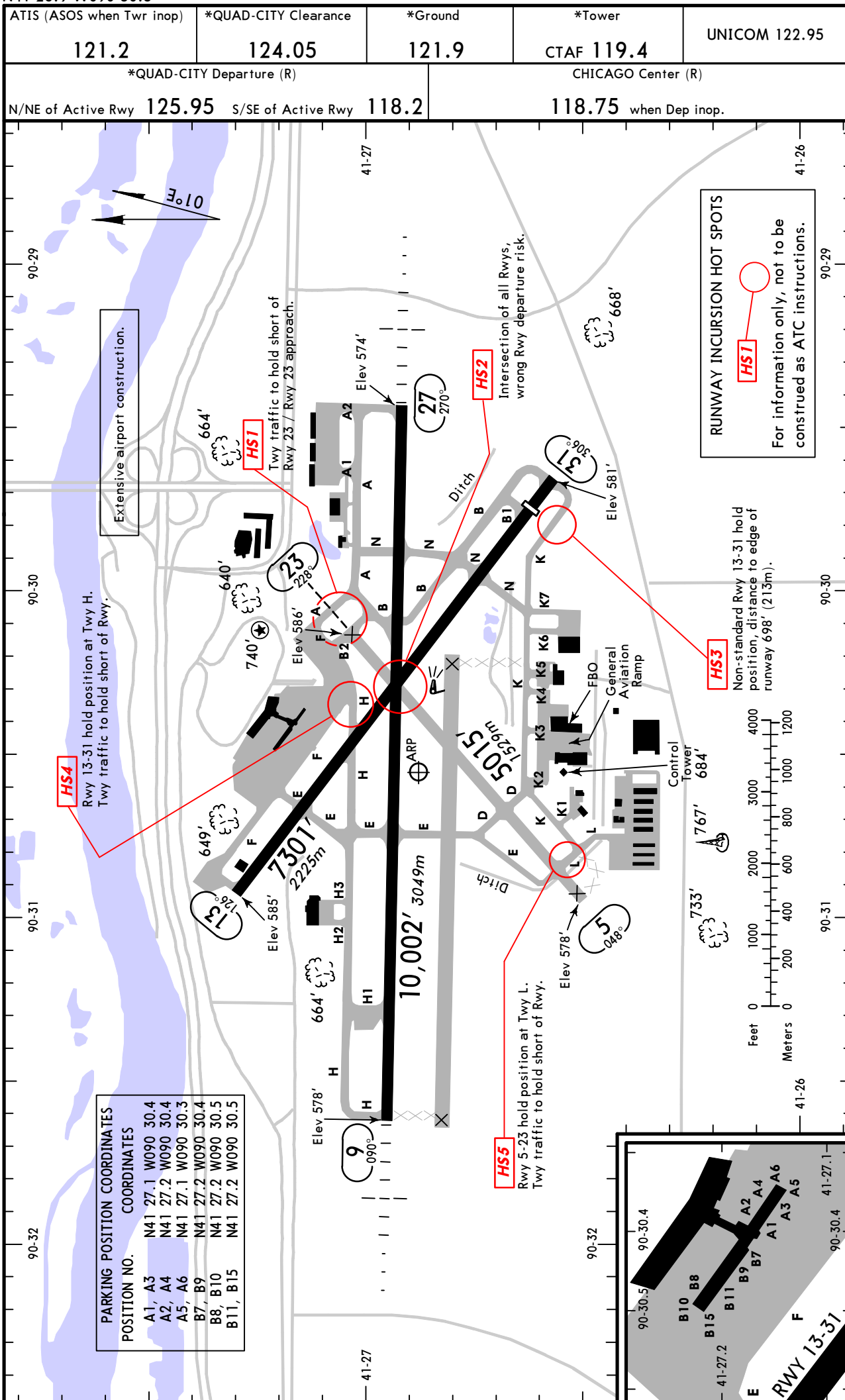
Communication Information

ATIS 121.2
ASOS 121.2
Quad-City Intl. Tower 119.4 CTAF PCL
Quad-City Intl. Ground Control 121.9
Quad City Clearance Clearance Delivery 124.05
Quad-City Approach Control 118.2
Quad-City Approach Control 125.95 Initial Contact
Quad City App ARSA 118.2
Quad City App ARSA 125.95
Quad-City Departure Control 118.2
Quad-City Departure Control 125.95
Quad-City Unicom 122.95
Kankakee Flight Service Station 122.6 At or above 18000 ft RCO
Chicago Center 118.75 Remote Communications Air-Ground

KMLI/MLI
 Apt Elev **590'**
 N41 26.9 W090 30.5

JEPPesen
 3 FEB 12 **(10-9)** Eff 9 Feb

MOLINE, ILL
QUAD-CITY INTL



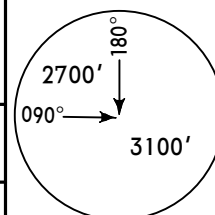
GENERAL															
Low-level wind shear alert system.															
Snow removal ops in progress winter months, vehicle operators will monitor CTAF.															
Birds and migratory fowl in vicinity of airport.															
ADDITIONAL RUNWAY INFORMATION															
						USABLE LENGTHS									
						LANDING BEYOND				TAKE-OFF		WIDTH			
RWY								Threshold		Glide Slope					
5		MIRL PAPI-L (angle 4.0°)						grooved						150'	
23		MIRL VASI-L						grooved						46m	
1 Closed for construction.															
9		2 3 HIRL 3 MALSR						4 grooved RVR		9120' 2780m				150'	
27		2 3 HIRL 3 MALSR 3 VASI-L						4 grooved RVR		9063' 2762m				46m	
2 Preset on medium intensity when Twr inop.															
3 Activate & increase intensity on 119.4 when Twr inop.															
4 Porous friction course overlay.															
13		5 6 HIRL 6 REIL 6 VASI-L						7 grooved		8 7046' 2148m				150'	
31										9 6504' 1982m				46m	
5 Preset on medium intensity when Twr inop.															
6 Activate & increase intensity on 119.4 when Twr inop.															
7 Porous friction course overlay.															
8 Last 255' (78m) is unavailable for landing distance computations.															
9 Last 275' (84m) is unavailable for landing distance computations.															
TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE															
Rwy 27							Rwy 9								
Both RVRs are required & controlling		Adequate Vis Ref		STD			With Mim climb of 220'/NM to 800'						Other		
							Both RVRs are required & controlling		Adequate Vis Ref		STD				
RCLM & HIRL				3 & 4 Eng		1 & 2 Eng	RCLM & HIRL				3 & 4 Eng		1 & 2 Eng		
TDZ RVR 10		RVR 16		RVR 24		RVR 50	TDZ RVR 10		RVR 16		RVR 24		RVR 50	300-	
Rollout RVR 10		or 1/4		or 1/2		or 1	Rollout RVR 10		or 1/4		or 1/2		or 1	RVR 50 or 1	
Rwys 5, 28, 31			Rwy 23				Rwy 10				Rwy 13				
Adequate Vis Ref		STD		With Mim climb of 285'/NM to 800'			1 With Mim climb of 218'/NM to 900'				With Mim climb of 250'/NM to 900'			Other	

KMLI/MLI QUAD-CITY INTL

JEPPESSEN
3 FEB 12 (11-1) Eff 9 Feb

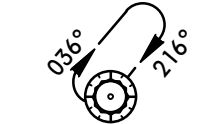
MOLINE, ILL
ILS or LOC Rwy 9

ATIS (ASOS when Twr inop)	*QUAD-CITY Approach (R)	CHICAGO Center (R)	*QUAD-CITY Tower	*Ground
121.2	125.95	118.75 when App inop.	CTAF 119.4	121.9
LOC IMLI 110.5	Final Apth Crs 090°	GS SKRAP 2000' (1422')	ILS DA(H) (CONDITIONAL) 778' (200')	Apt Elev 590' Rwy 9 578'
MISSED APCH: Climb to 1100', then climbing RIGHT turn to 2300' direct MZV VOR and hold or as directed by ATC.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use Davenport Mun, Iowa altimeter setting. 2. Pilot controlled lighting 119.4.				



MSA MZV VOR

ALTERNATE MISSED
APPROACH HOLD

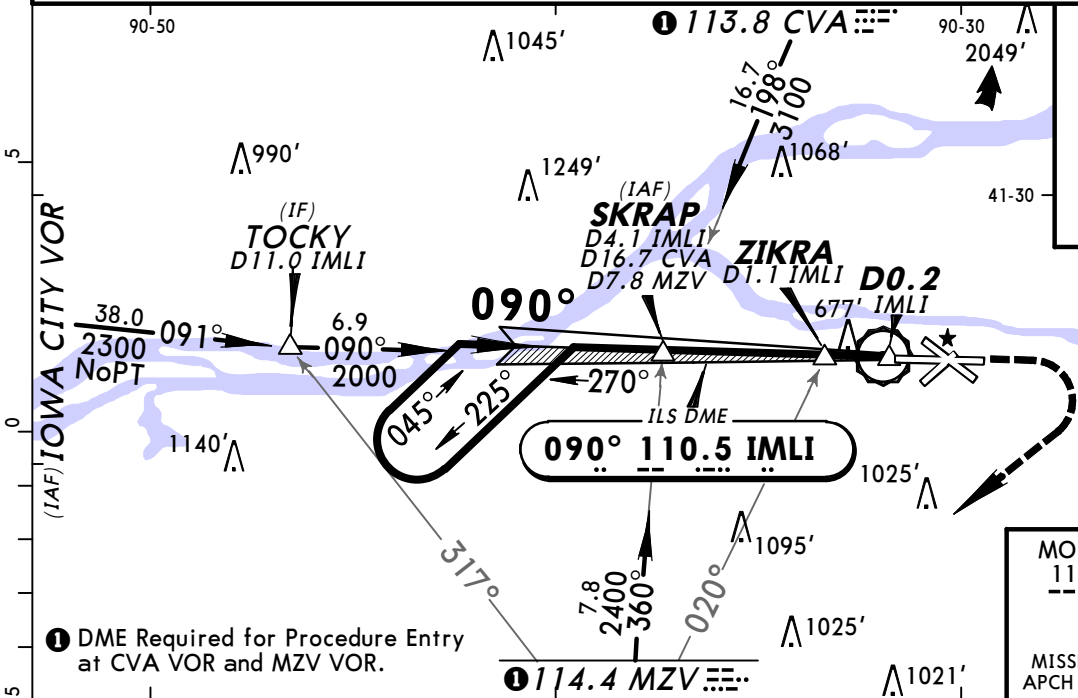


DAVENPORT VOR
113.8 CVA

MOLINE VOR
114.4 MZV

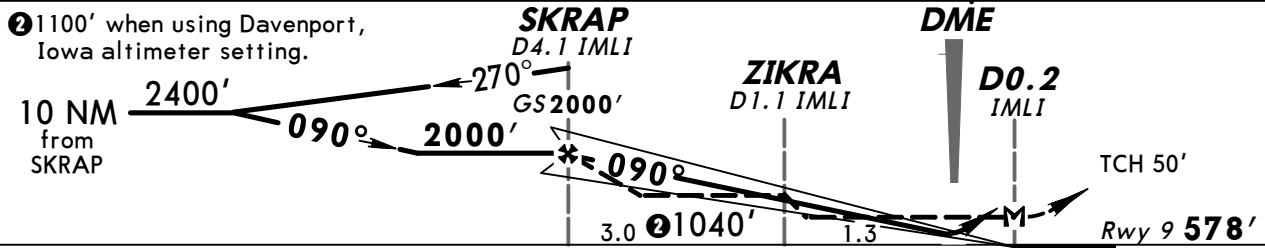


MISSED
APCH FIX



1 DME Required for Procedure Entry
at CVA VOR and MZV VOR.

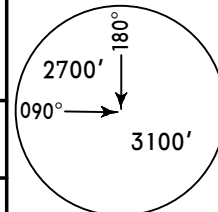
2 1100' when using Davenport,
Iowa altimeter setting.



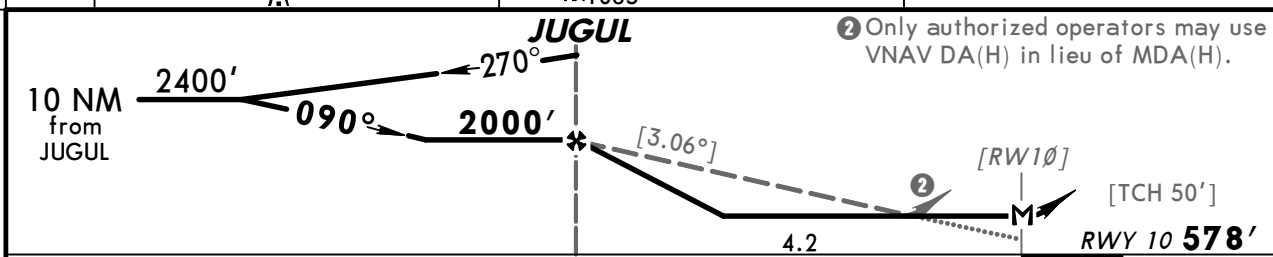
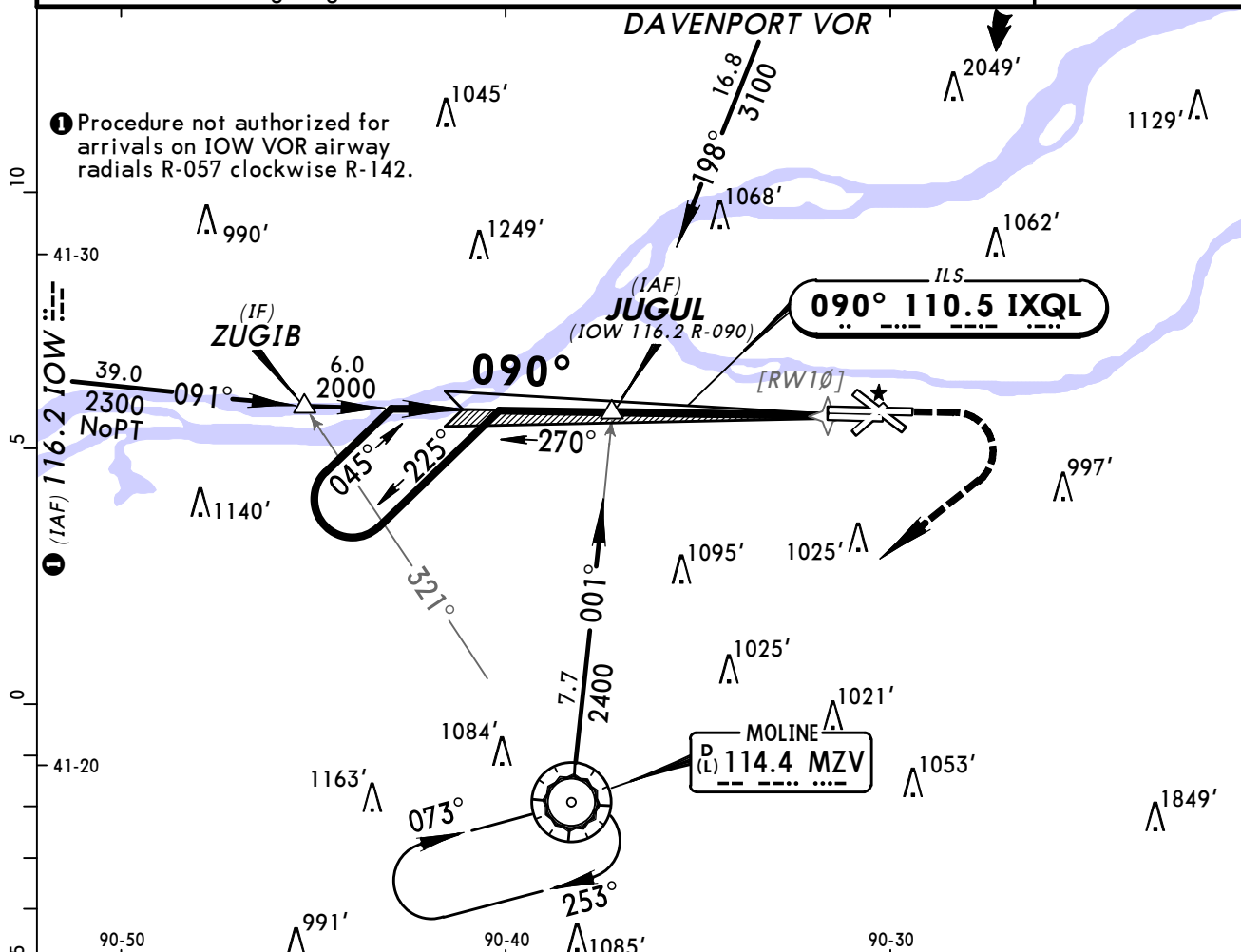
Gnd speed-Kts	70	90	100	120	140	160	MALS	1100'	2300'	RT	MZV 114.4
GS	3.00°	372	478	531	637	743	849				
MAP at D0.2 IMLI or SKRAP to MAP	4.3	3:41	2:52	2:35	2:09	1:51	1:37				

TERPS			STRAIGHT-IN LANDING RWY 9						CIRCLE-TO-LAND			
			2 With Zikra			Without Zikra			Not Authorized to Rwy 5 At Night			
ILS			With Local Altimeter Setting						With Local Altimeter Setting			
DA(H) 778' (200')			MDA(H) 940' (362')			MDA(H) 1040' (462')			Max Kts			
FULL RAIL out ALS out			RAIL out ALS out			RAIL out ALS out			MDA(H)			
A	1 RVR 24 or 1/2	RVR 40 or 3/4	RVR 24	RVR 40 or 3/4	RVR 55	RVR 24	RVR 40	RVR 55	90	1140' (550') - 1		
B			or 1/2		or 1	or 1/2	or 3/4	or 1	120	1160' (570') - 1		
C			RVR 35		1	RVR 50	RVR 60	1 3/8	140	1160' (570') - 1 1/2		
D			or 7/8		or 1	or 1 1/8		165	1260' (670') - 2			
With Davenport Mun, Iowa Altimeter Setting											With Davenport Mun, Iowa Altimeter Setting	
ILS			LOC (GS out)						Max Kts			
DA(H) 825' (247')			MDA(H) 1000' (422')			MDA(H) 1100' (522')			MDA(H)			
FULL RAIL out ALS out			RAIL out ALS out			RAIL out ALS out						
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24	RVR 40 or 3/4	RVR 55	RVR 24	RVR 40	RVR 55	90	1200' (610') - 1		
B			or 1/2		or 1	or 1/2	or 3/4	or 1	120	1220' (630') - 1		
C			RVR 35		1	RVR 50	RVR 60	1 3/8	140	1220' (630') - 1 3/4		
D			or 7/8		or 1	or 1 1/8		165	1320' (730') - 2 1/4			
1 RVR 18 with Flight Director or Autopilot or HUD to DA.											2 Dual VOR Receivers or DME Required.	

ATIS (ASOS when Twr inop) 121.2	*QUAD-CITY Approach (R) 125.95	CHICAGO Center (R) 118.75 when App inop.	*QUAD-CITY Tower CTAF 119.4	*Ground 121.9
LOC IXQL 110.5	Final Apch Crs 090°	Minimum Alt JUGUL 2000' (1422')	MDA(H) (CONDITIONAL) 1040' (462')	Apt Elev 590' Rwy 10 578'
MISSED APCH: Climb to 1100', then climbing RIGHT turn to 2300' direct MZV VOR and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use Davenport Mun, IA altimeter setting. 2. Visibility reduction by helicopters not authorized. 3. Pilot controlled lighting 119.4.				



MSA MZV VOR



Gnd speed-Kts	70	90	100	120	140	160		1100'	2300'		MZV
Descent angle [3.06°]	379	487	541	650	758	866		↑	↻ RT	→	114.4
JUGUL to MAP	4.2	3:36	2:48	2:31	2:06	1:48	1:35				

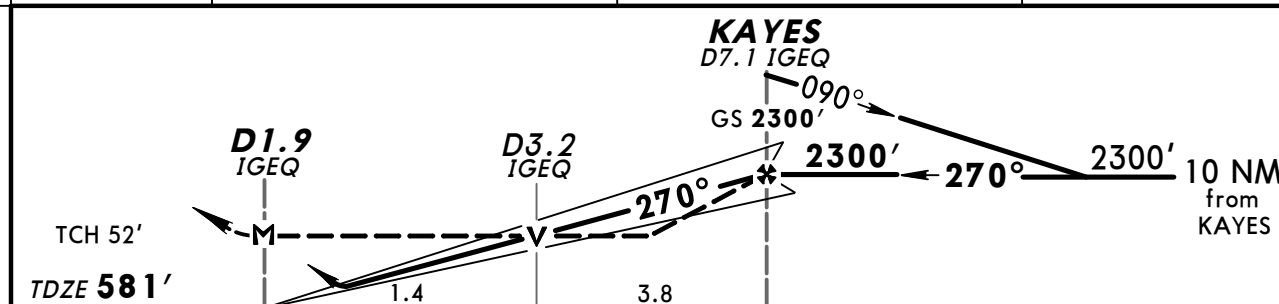
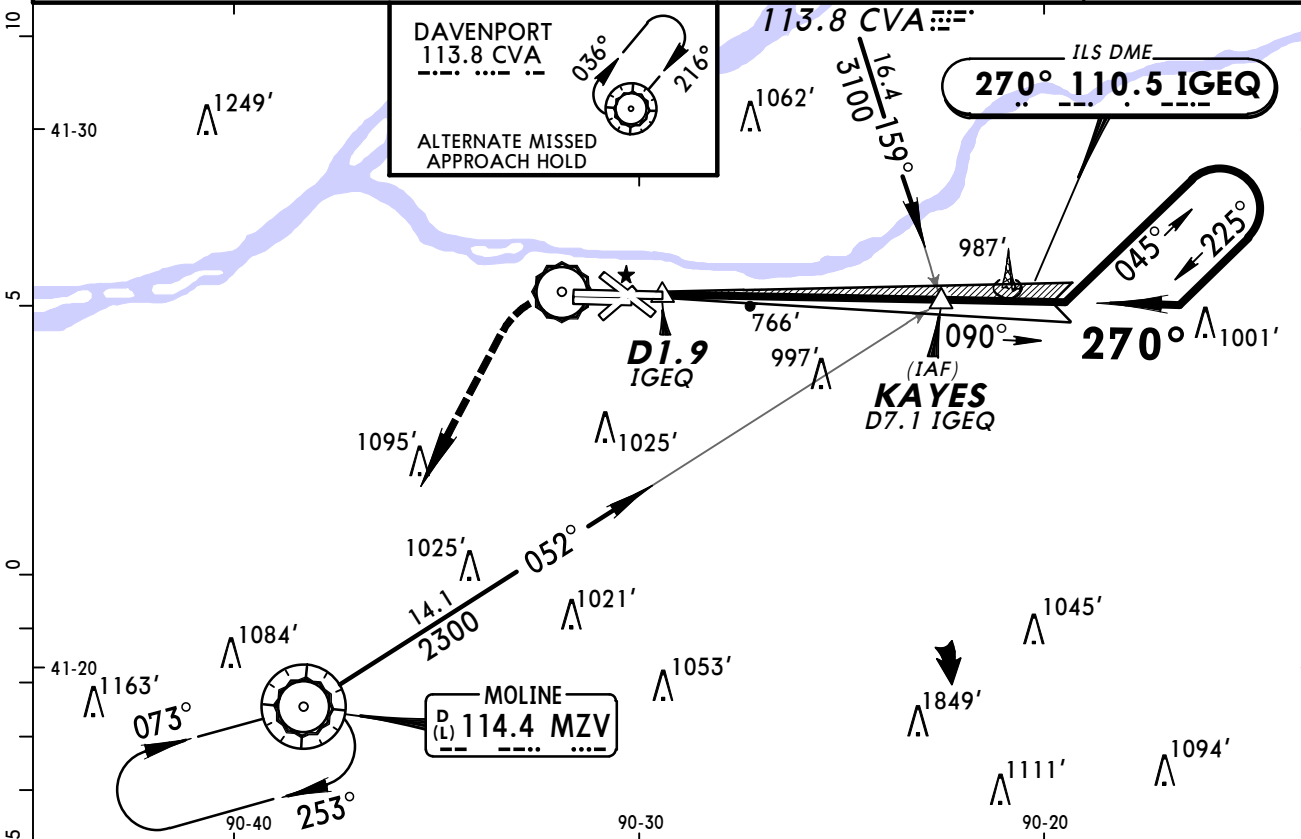
STRAIGHT-IN LANDING RWY 10				CIRCLE-TO-LAND			
MDA(H) 1040' (462')		MDA(H) 1100' (522')		With Local Altimeter Setting		With Davenport Mun, IA Altimeter Setting	
With Local Altimeter Setting		With Davenport Mun, IA Altimeter Setting		Max Kts	MDA(H)	MDA(H)	
1		1		90	1140' (550')-1	1200' (610')-1	
				120	1160' (570')-1	1220' (630')-1	
1 3/8		1 1/2		140	1160' (570')-1 1/2	1220' (630')-1 3/4	
				165	1260' (670')-2	1320' (730')-2 1/4	

KMLI/MLI QUAD-CITY INTL

JEPPESSEN
3 FEB 12 (11-3) Eff 9 Feb

MOLINE, ILL
ILS or LOC Rwy 27

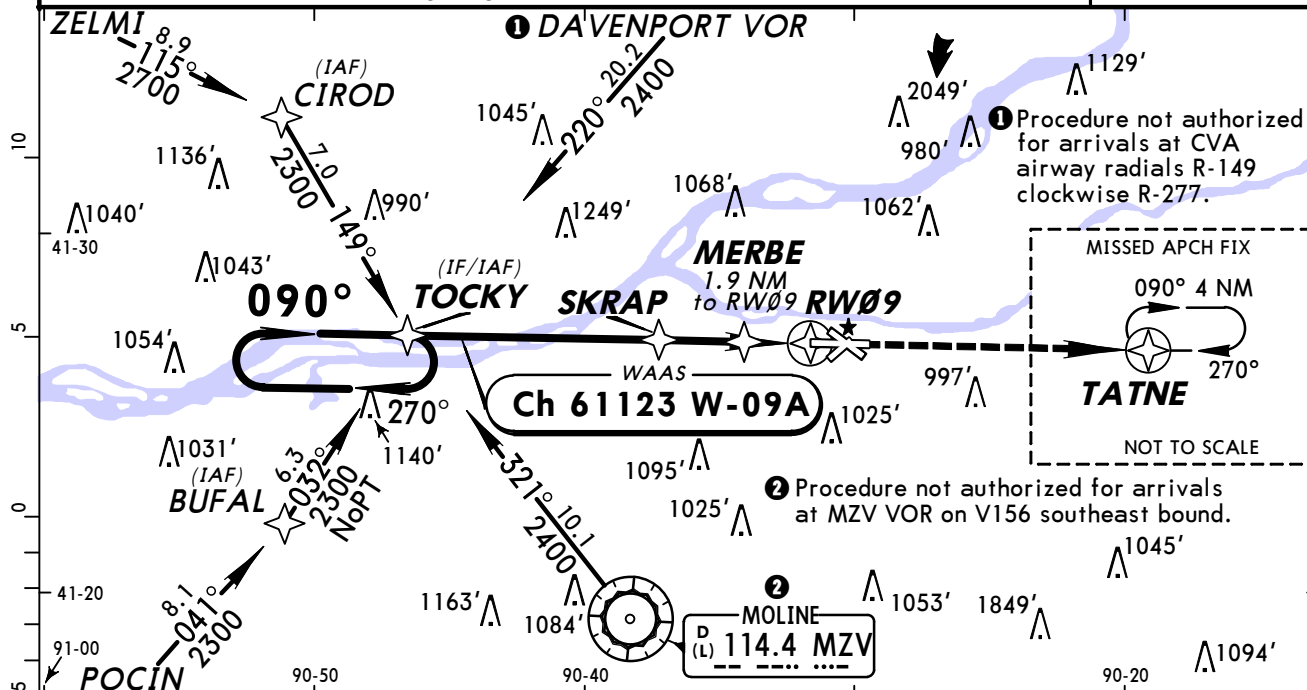
ATIS (ASOS when Twr inop) 121.2	*QUAD-CITY Approach (R) 125.95	CHICAGO Center (R) 118.75 when App inop.	*QUAD-CITY Tower CTAF 119.4	*Ground 121.9
LOC IGEQU 110.5	Final Apch Crs 270°	GS KAYES 2300' (1719')	ILS DA(H) (CONDITIONAL) 781' (200')	Apt Elev 590' TDZE 581'
MISSED APCH: Climb to 1100', then climbing LEFT turn to 2300' direct MZV VOR and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use Davenport Mun, IA altimeter setting. 2. Use IGEQ DME when on LOC course. 3. Pilot controlled lighting 119.4.				
				MSA MZV VOR



Gnd speed-Kts	70	90	100	120	140	160	MALS	1100'	2300'	MZV 114.4
GS	3.00°	372	478	531	637	743	849	VASI	↑	LT
MAP at D1.9 IGEQ or KAYES to MAP	5.2	4:27	3:28	3:07	2:36	2:14	1:57			

STRAIGHT-IN LANDING RWY 27						CIRCLE-TO-LAND	
With Local Altimeter Setting			With Local Altimeter Setting			With Local Altimeter Setting	
ILS DA(H) 781' (200')			LOC (GS out) MDA(H) 1060' (479')			Max Kts MDA(H)	
FULL	RAIL or ALS out		RAIL out	ALS out		90	1140' (550')-1
A						120	
B						140	1140' (550')-1 1/2
C	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	165	1260' (670')-2
D							
With Davenport, IA Altimeter Setting						With Davenport Mun, IA Altimeter Setting	
ILS DA(H) 828' (247')			LOC (GS out) MDA(H) 1120' (539')			Max Kts MDA(H)	
FULL	RAIL or ALS out		RAIL out	ALS out		90	1200' (610')-1
A						120	
B						140	1200' (610')-1 3/4
C	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	165	1320' (730')-2 1/4
D							

ATIS (ASOS when Twr inop)	*QUAD-CITY Approach (R)	CHICAGO Center (R)	*QUAD-CITY Tower	*Ground
121.2	125.95	118.75 when App inop.	CTAF 119.4	121.9
WAAS Ch 61123 W-09A	Final Aptch Crs 090°	Minimum Alt SKRAP 2000' (1422')	LPV DA(H) (CONDITIONAL) 778' (200')	Apt Elev 590' Rwy 9 578'
MISSED APCH: Climb to 2500' direct TATNE and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'				
1. Use local altimeter setting; if not received, use Davenport Mun, Iowa altimeter setting. 2. VDP and Baro-VNAV not authorized when using Davenport Mun, Iowa altimeter setting. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV systems not authorized below -26°C (-14°F) or above 40°C (104°F). 4. DME/DME RNP-0.30 not authorized. 5. Pilot controlled lighting 119.4.				
				3100'
				MSA RW09



TOCKY									
4 NM	090°	270°	090°	2000'	1220'	1.4 NM	to RW09	TCH 50'	Rwy 9 578'
11.2	6.9	4.3	2.4	0.4	0.1	0.9	0.5		
Gnd speed-Kts	70	90	100	120	140	160			
Glide Path Angle	3.00°	372	478	531	637	743	849		
MAP at RW09									
							2500'		TATNE

STRAIGHT-IN LANDING RWY 9										CIRCLE-TO-LAND	
With Local Altimeter Setting										Not Authorized to Rwy 5 at Night When VGSI Inop	
LPV			LNAV/VNAV			LNAV			With Local		
DA(H) 778' (200')			DA(H) 1113' (535')			MDA(H) 1060' (482')			Altimeter Setting		
RAIL out			RAIL out			RAIL out			Max Kts	MDA(H)	
A	RVR 24 or 1/2	RVR 40 or 3/4	1 3/8			RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1	90	1140' (550') - 1	
B						120	1160' (570') - 1				
C						140	1160' (570') - 1 1/2				
D						165	1260' (670') - 2				
With Davenport Mun, Iowa Altimeter Setting										With Davenport Mun, Iowa Altimeter Setting	
LPV			LNAV/VNAV			LNAV			With Davenport Mun, Iowa Altimeter Setting		
DA(H) 825' (247')			DA(H) 1160' (582')			MDA(H) 1120' (542')			Max Kts	MDA(H)	
RAIL out			RAIL out			RAIL out					
A	RVR 24 or 1/2	RVR 40 or 3/4	1 1/2			2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1	90	1200' (610') - 1
B							120	1220' (630') - 1			
C							140	1220' (630') - 1 3/4			
D							165	1320' (730') - 2 1/4			

KMLI/MLI QUAD-CITY INTL

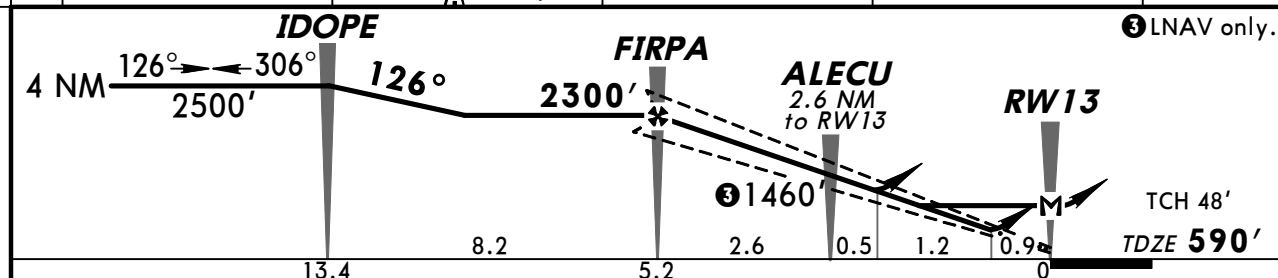
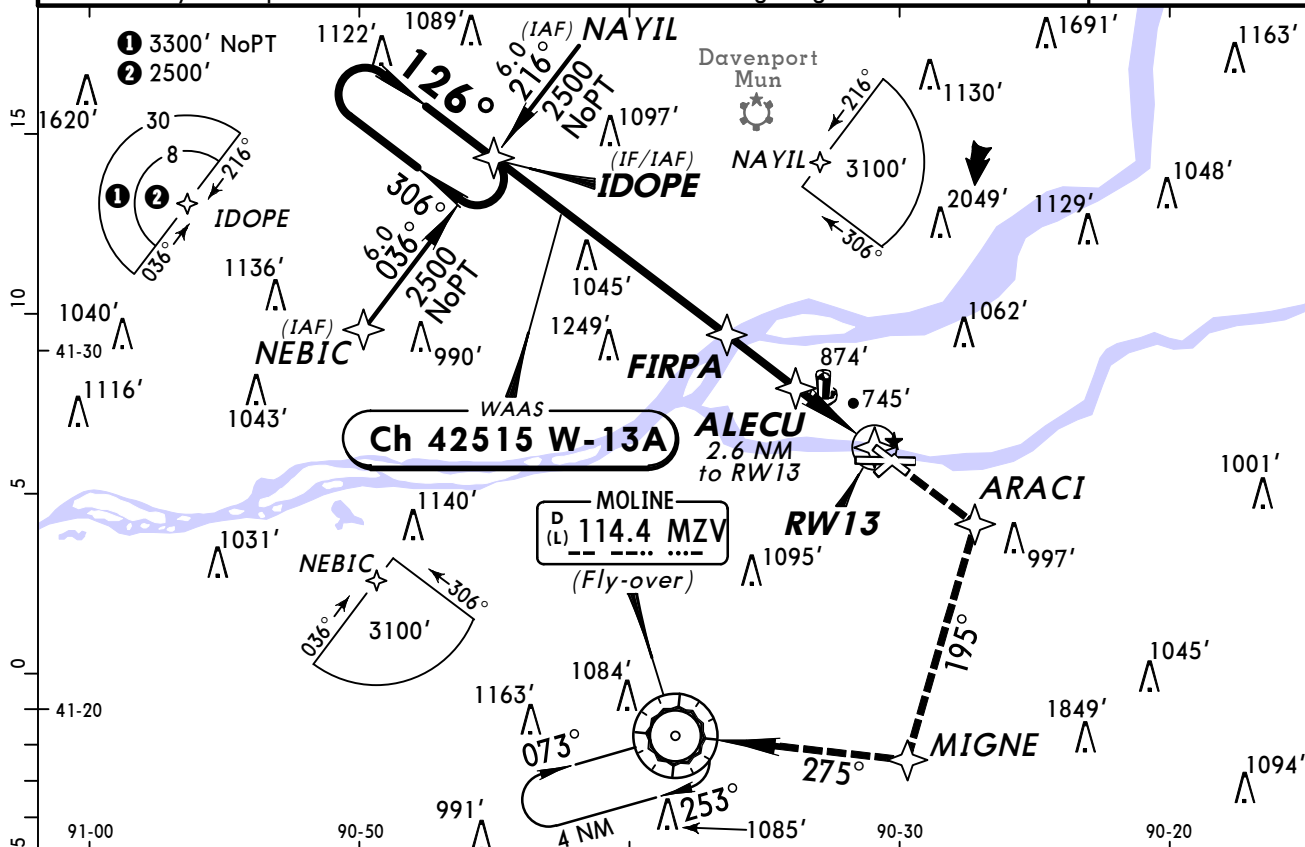
3 FEB 12

(12-2)

Eff 9 Feb

MOLINE, ILL
RNAV (GPS) Rwy 13

ATIS (ASOS when Twr inop) 121.2	*QUAD-CITY Approach (R) 125.95	CHICAGO Center (R) 118.75 when App inop.	*QUAD-CITY Tower CTAF 119.4	*Ground 121.9
WAAS Ch 42515 W-13A	Final Apch Crs 126°	Minimum Alt FIRPA 2300' (1710')	LPV DA(H) (CONDITIONAL) 908' (318')	Apt Elev 590' TDZE 590'
MISSED APCH: Climb to 3000' direct ARACI, and via track 195° to MIGNE and via track 275° to MZV VOR and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use Davenport Mun, IA altimeter setting. 2. Baro-VNAV not authorized when using Davenport Mun, IA altimeter setting. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 47°C (116°F). 4. DME/DME RNP-0.30 not authorized. 5. Visibility reduction by helicopters not authorized. 6. Pilot controlled lighting 119.4.				
				TAA 30 NM IAF



Gnd speed-Kts	70	90	100	120	140	160		REIL	3000'	→	ARACI
Glide Path Angle 3.00°	372	478	531	637	743	849		VASI-L	↑		
MAP at RW13											

1 STRAIGHT-IN LANDING RWY 13 With Local Altimeter Setting						CIRCLE-TO-LAND With Local Altimeter Setting	
LPV DA(H) 908' (318')		LNAV/VNAV DA(H) 1292' (702')		LNAV MDA(H) 1140' (550')		Max Kts	MDA(H)
A	1	2½	1	90	1140' (550')- 1		
B				120	1140' (550')- 1½		
C				140	1140' (550')- 1½		
D				165	1260' (670')- 2		
With Davenport Mun, IA Altimeter Setting						With Davenport Mun, IA Altimeter Setting	
LPV DA(H) 955' (365')		LNAV/VNAV DA(H) 1339' (749')		LNAV MDA(H) 1200' (610')		Max Kts	MDA(H)
A	1¼	2¾	1	90	1200' (610')- 1		
B				120	1200' (610')- 1½		
C				140	1200' (610')- 1¾		
D				165	1320' (730')- 2½		

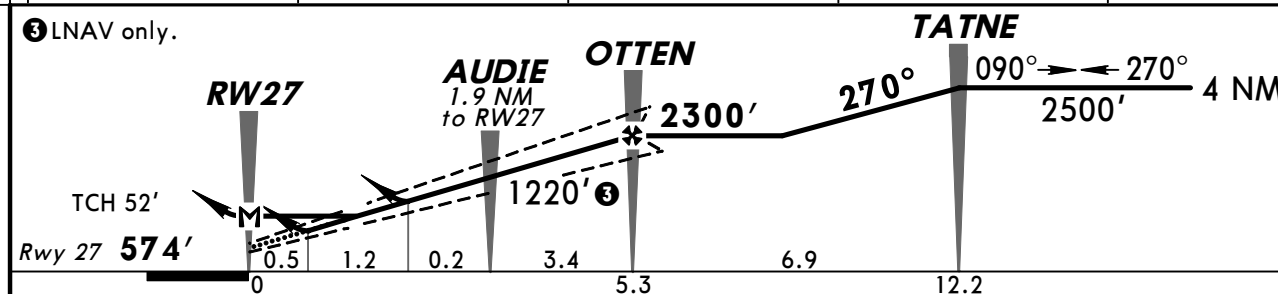
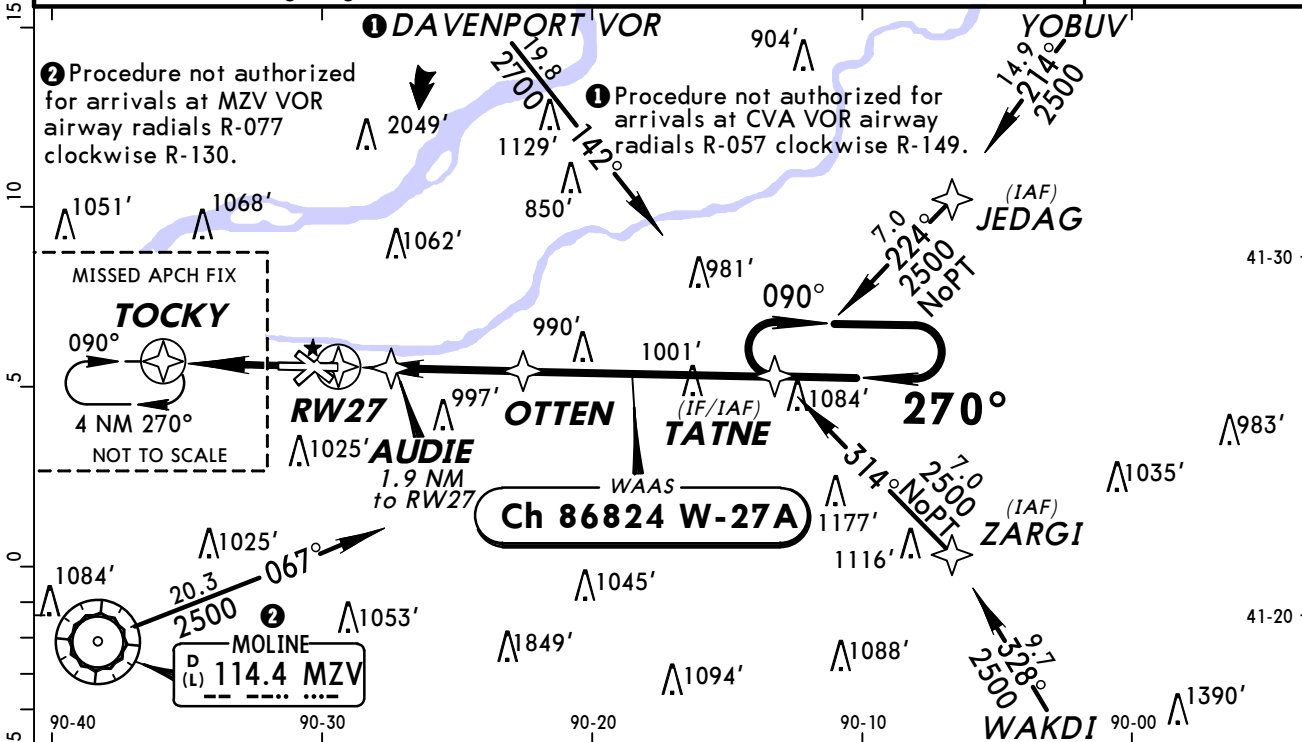
1 Not authorized at night.

CHANGES: None.

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BRIEFING STRIP™

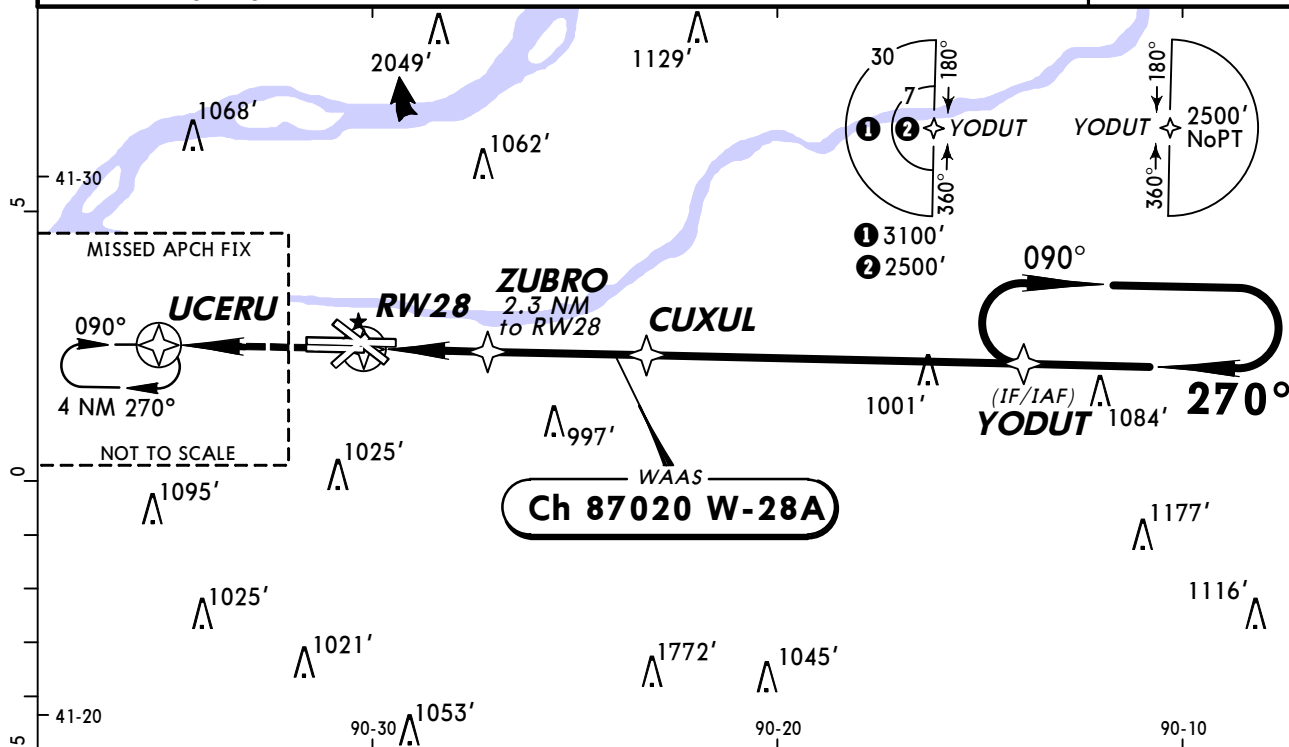
ATIS (ASOS when Twr inop) 121.2	*QUAD-CITY Approach (R) 125.95	CHICAGO Center (R) 118.75 when App inop.	*QUAD-CITY Tower CTAF 119.4	*Ground 121.9
WAAS Ch 86824 W-27A	Final Apch Crs 270°	Minimum Alt OTTEN 2300' (1726')	LPV DA(H) (CONDITIONAL) 774' (200')	Apt Elev 590' Rwy 27 574'
MISSED APCH: Climb to 2300' direct TOCKY and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'				
1. Use local altimeter setting; if not received, use Davenport Mun, Iowa altimeter setting. 2. Baro-VNAV not authorized when using Davenport Mun, Iowa altimeter setting. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -26°C (-14°F) or above 40°C (104°F). 4. DME/DME RNP-0.30 not authorized. 5. Pilot controlled lighting 119.4.				
3100'				
MSA RW27				



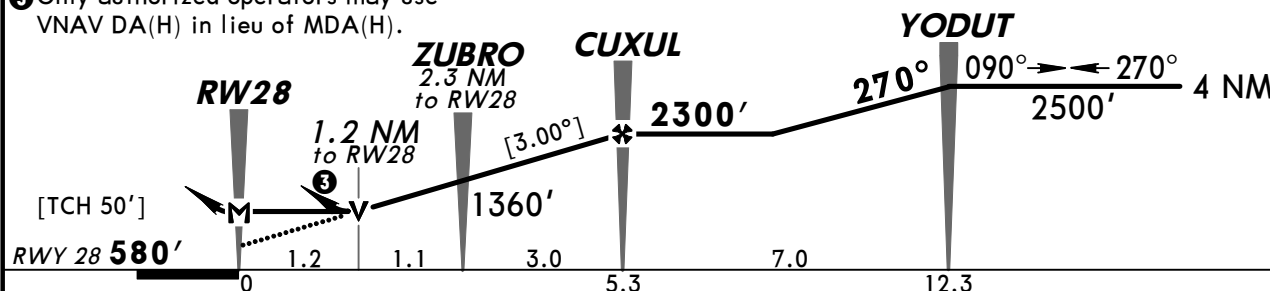
Gnd speed-Kts	70	90	100	120	140	160				
Glide Path Angle [3.00°]	372	478	531	637	743	849				
MAP at RW27										

STRAIGHT-IN LANDING RWY 27										CIRCLE-TO-LAND	
With Local Altimeter Setting										Not Authorized to Rwy 5 At Night When VGSI Inop	
LPV			LNAV/VNAV			LNAV			With Local		
DA(H) 774' (200')			DA(H) 1179' (605')			MDA(H) 1080' (506')			Altimeter Setting		
RAIL out			RAIL out			RAIL out			MDA(H)		
A	RVR 24 or 1/2	RVR 40 or 3/4	1 5/8	2	RVR 24	RVR 40	RVR 55	90	1140' (550')-1		
B					or 1/2	or 3/4	or 1	120	1160' (570')-1		
C								140	1160' (570')-1 1/2		
D								165	1260' (670')-2		
With Davenport Mun, Iowa Altimeter Setting										With Davenport Mun, Iowa Altimeter Setting	
LPV			LNAV/VNAV			LNAV			With Davenport Mun, Iowa Altimeter Setting		
DA(H) 821' (247')			DA(H) 1226' (652')			MDA(H) 1140' (566')			MDA(H)		
RAIL out			RAIL out			RAIL out			MDA(H)		
A	RVR 24 or 1/2	RVR 40 or 3/4	1 3/4	2 1/8	RVR 24	RVR 40	RVR 55	90	1200' (610')-1		
B					or 1/2	or 3/4	or 1	120	1220' (630')-1		
C								140	1220' (630')-1 3/4		
D								165	1320' (730')-2 1/4		

ATIS (ASOS when Twr inop)	*QUAD-CITY Approach (R)	CHICAGO Center (R)	*QUAD-CITY Tower	*Ground
121.2	125.95	118.75 when App inop.	CTAF 119.4	121.9
WAAS Ch 87020 W-28A	Final Apch Crs 270°	Minimum Alt CUXUL 2300' (1720')	LP MDA(H) (CONDITIONAL) 1020' (440')	Apt Elev 590' Rwy 28 580'
MISSED APCH: Climb to 2600' direct UCERU and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'				
1. Use local altimeter setting; if not received, use Davenport Mun, IA altimeter setting. 2. VDP not authorized with Davenport Mun, IA altimeter setting. 3. DME/DME RNP-0.30 not authorized. 4. Visibility reduction by helicopters not authorized. 5. Pilot controlled lighting 119.4.				
TAA 30 NM IAF				



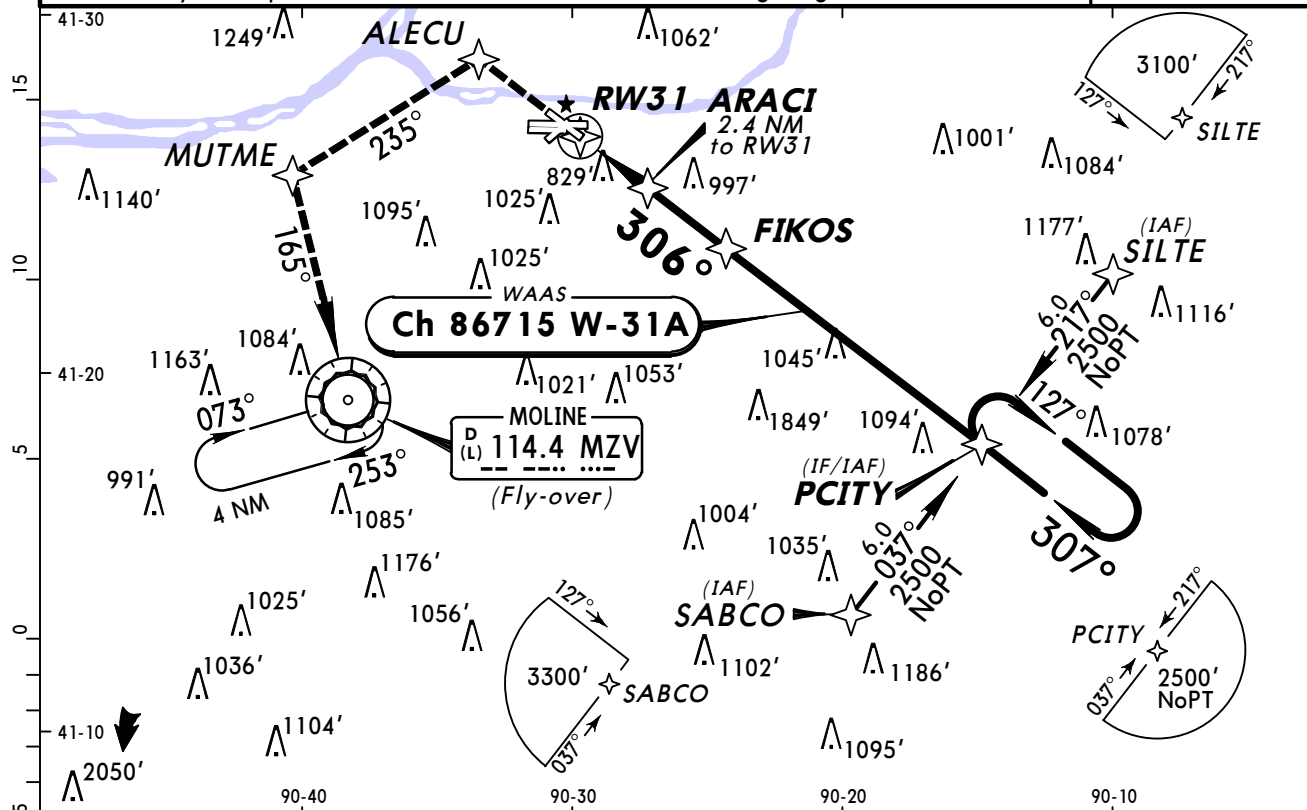
③ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



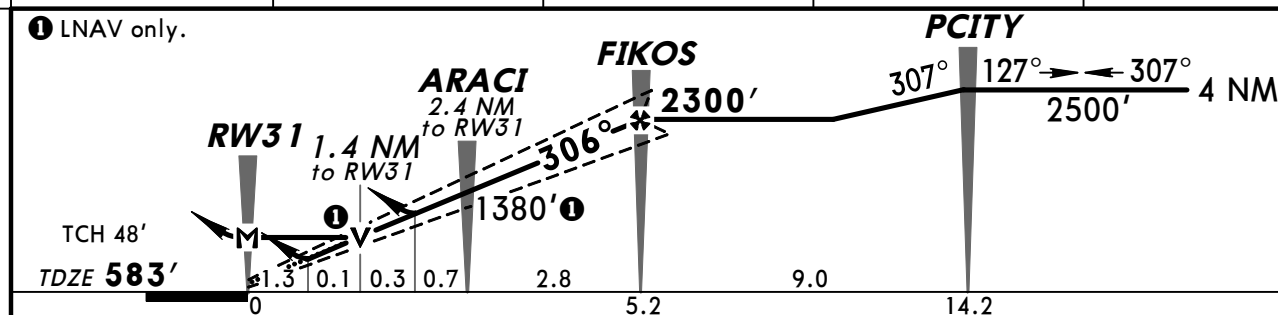
Gnd speed-Kts	70	90	100	120	140	160		2600'		UCERU
Descent angle [3.00°]	372	478	531	637	743	849				
MAP at RW28										

STRAIGHT-IN LANDING RWY 28 With Local Altimeter Setting				CIRCLE-TO-LAND With Local Altimeter Setting	
LP MDA(H) 1020' (440')		LNAV MDA(H) 1060' (480')		Max Kts	MDA(H)
A	1	1	90	1140' (550')-1	
B			120	1160' (570')-1	
C	1¼	1⅜	140	1160' (570')-1½	
D			165	1260' (670')-2	
With Davenport Mun, IA Altimeter Setting				With Davenport Mun, IA Altimeter Setting	
LP MDA(H) 1080' (500')		LNAV MDA(H) 1120' (540')		Max Kts	MDA(H)
A	1	1	90	1200' (610')-1	
B			120	1220' (630')-1	
C	1⅜	1½	140	1220' (630')-1¾	
D			165	1320' (730')-2½	

ATIS (ASOS when Twr inop)	*QUAD-CITY Approach (R)	CHICAGO Center (R)	*QUAD-CITY Tower	*Ground
121.2	125.95	118.75 when App inop.	CTAF 119.4	121.9
WAAS Ch 86715 W-31A	Final Apch Crs 306°	Minimum Alt FIKOS 2300' (1717')	LPV DA(H) (CONDITIONAL) 1031' (448')	Apt Elev 590' TDZE 583'
MISSED APCH: Climb to 3000' direct ALECU and via track 235° to MUTME and via track 165° to MZV VOR and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use Davenport Mun, IA altimeter setting. 2. Baro-VNAV and VDP not authorized when using Davenport Mun, IA altimeter setting. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 47°C (116°F). 4. DME/DME RNP-0.30 not authorized. 5. Visibility reduction by helicopters not authorized. 6. Pilot controlled lighting 119.4.				
TAA 30 NM IAF				



① LNAV only.



Gnd speed-Kts	70	90	100	120	140	160		REIL	3000'		ALECU
Glide Path Angle 3.00°	372	478	531	637	743	849		VASI-L	↑		
MAP at RW31											

STRAIGHT-IN LANDING RWY 31						CIRCLE-TO-LAND			
With Local Altimeter Setting			With Local Altimeter Setting			With Local Altimeter Setting			
LPV DA(H) 1031' (448')			LNAV/VNAV DA(H) 1160' (577')			LNAV MDA(H) 1080' (497')			Max Kts
									90
1 1/2			2			1			120
						1 1/4			140
						1 1/2			165
									180
With Davenport Mun, IA Altimeter Setting			With Davenport Mun, IA Altimeter Setting			With Davenport Mun, IA Altimeter Setting			Max Kts
LPV DA(H) 1078' (495')			LNAV/VNAV DA(H) 1207' (624')			LNAV MDA(H) 1140' (557')			90
									120
1 3/4			2 1/4			1			140
						1 1/2			165
						1 3/4			180

General Information

Location: Mattoon-Charleston IL USA

IATA Code: MTO

Lat/Long: N39° 28.7' W088° 16.8'

Elevation: 722 ft

Airport Use: Public

Magnetic Variation: 2.7°W

Sectional Chart: St Louis

Fuel Types: 100 Octane (LL), Jet A

Repair Types: Major Airframe, Major Engine

Customs: No

Airport Type: IFR

Landing Fee: No

Control Tower: No

Jet Start Unit: No

LLWS Alert: No

Beacon: Yes

Sunrise: 1229 Z

Sunset: 2343 Z,

Runway Information

Runway: 06

Length x Width: 5799 ft x 100 ft

Surface Type: asphalt

TDZ-Elev: 718 ft

Lighting: Edge, REIL, Pilot controlled

Runway: 11

Length x Width: 6501 ft x 150 ft

Surface Type: concrete

TDZ-Elev: 715 ft

Lighting: Edge, REIL, Pilot controlled

Runway: 18

Length x Width: 1080 ft x 250 ft

Surface Type: turf

TDZ-Elev: 722 ft

Runway: 24

Length x Width: 5799 ft x 100 ft

Surface Type: asphalt

TDZ-Elev: 711 ft

Lighting: Edge, REIL, Pilot controlled

Runway: 29

Length x Width: 6501 ft x 150 ft

Surface Type: concrete
TDZ-Elev: 718 ft
Lighting: Edge, ALS, Pilot controlled

Runway: 36
Length x Width: 1080 ft x 250 ft
Surface Type: turf
TDZ-Elev: 722 ft

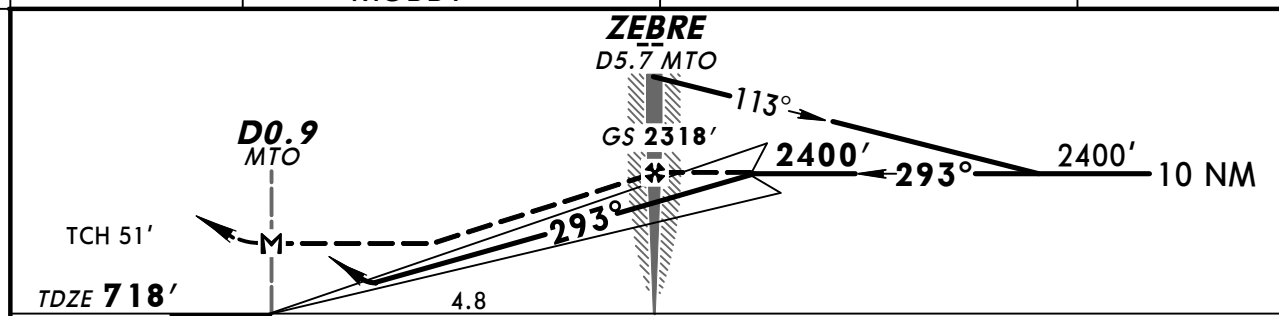
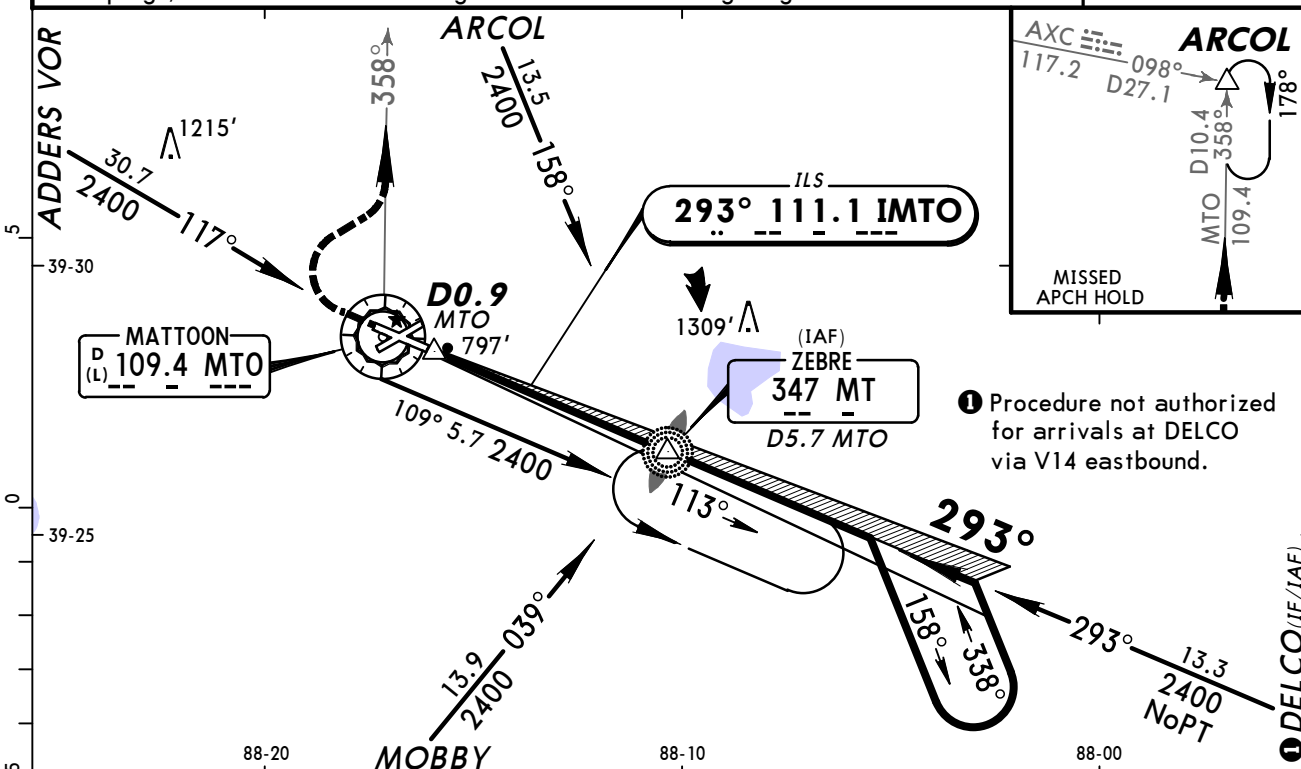
Communication Information

ASOS 109.4
Coles Co Meml Unicom 122.7 CTAF PCL
Champaign Approach Control 132.85 Arrival Service
Champaign Departure Control 132.85 Departure Service
St Louis Flight Service Station 123.6 RCO
St Louis Flight Service Station 109.4 RCO
Chicago Center 121.35

ADDITIONAL RUNWAY INFORMATION						
RWY		USABLE LENGTHS		TAKE-OFF	WIDTH	
		— LANDING — Threshold	BEYOND Glide Slope			
6 24	① MIRL ① REIL VASI-L grooved				100'	
11 29	② HIRL ① REIL grooved				150'	
	② HIRL ① MALSR grooved		5541'			
18 ③ 36					250'	

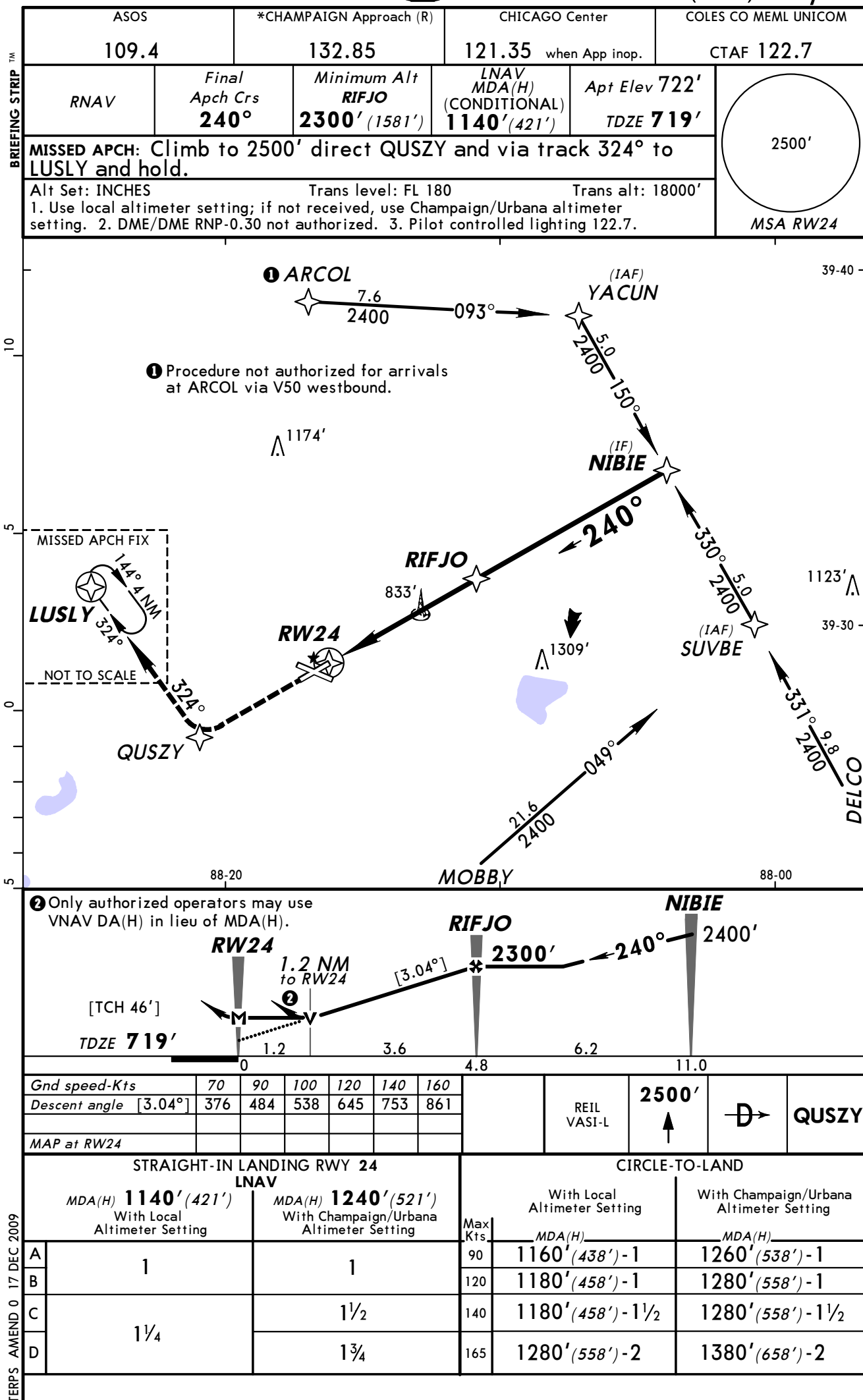
TAKE-OFF			FOR FILING AS ALTERNATE			
			Authorized Only When Local Weather Available			
Rwys 6, 11, 24, 29					VOR Rwy 6	NDB Rwy 29
Adequate Vis Ref			STD		VOR Rwy 24	RNAV (GPS) Rwy 24
1 & 2 Eng	1/4	1	A	600-2	LOC Rwy 29	RNAV (GPS) Rwy 29
3 & 4 Eng		1/2	B		800-2	
			C			
		D				

ASOS 109.4	*CHAMPAIGN Approach (R) 132.85	CHICAGO Center 121.35 when App inop.	COLES CO MEML UNICOM CTAF 122.7
LOC IMTO 111.1	Final Apch Crs 293°	GS ZEBRE 2318' (1600')	ILS DA(H) (CONDITIONAL) 918' (200')
Apt Elev 722' TDZE 718'			2500'
MISSED APCH: Climb to 1200', then climbing RIGHT turn to 2500' outbound via MTO VOR R-358 to ARCOL INT and hold.			
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'			
1. ADF or DME required. 2. Use local altimeter setting; if not received, use Champaign/Urbana altimeter setting. 3. Pilot controlled lighting 122.7.			
MSA MT LOM			

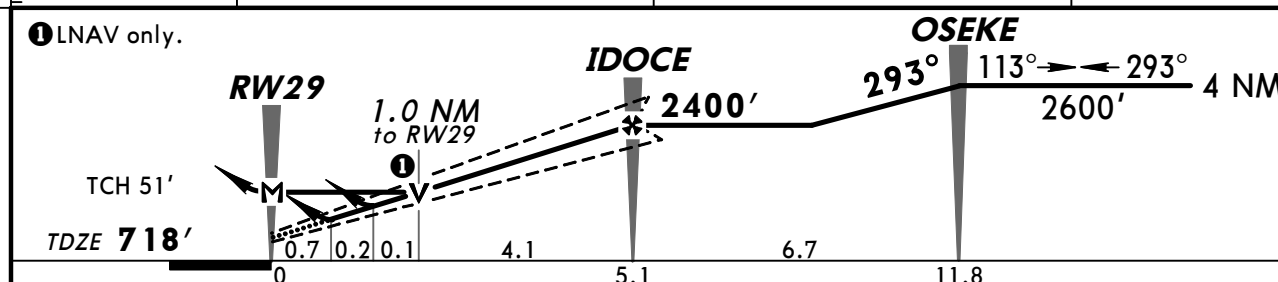
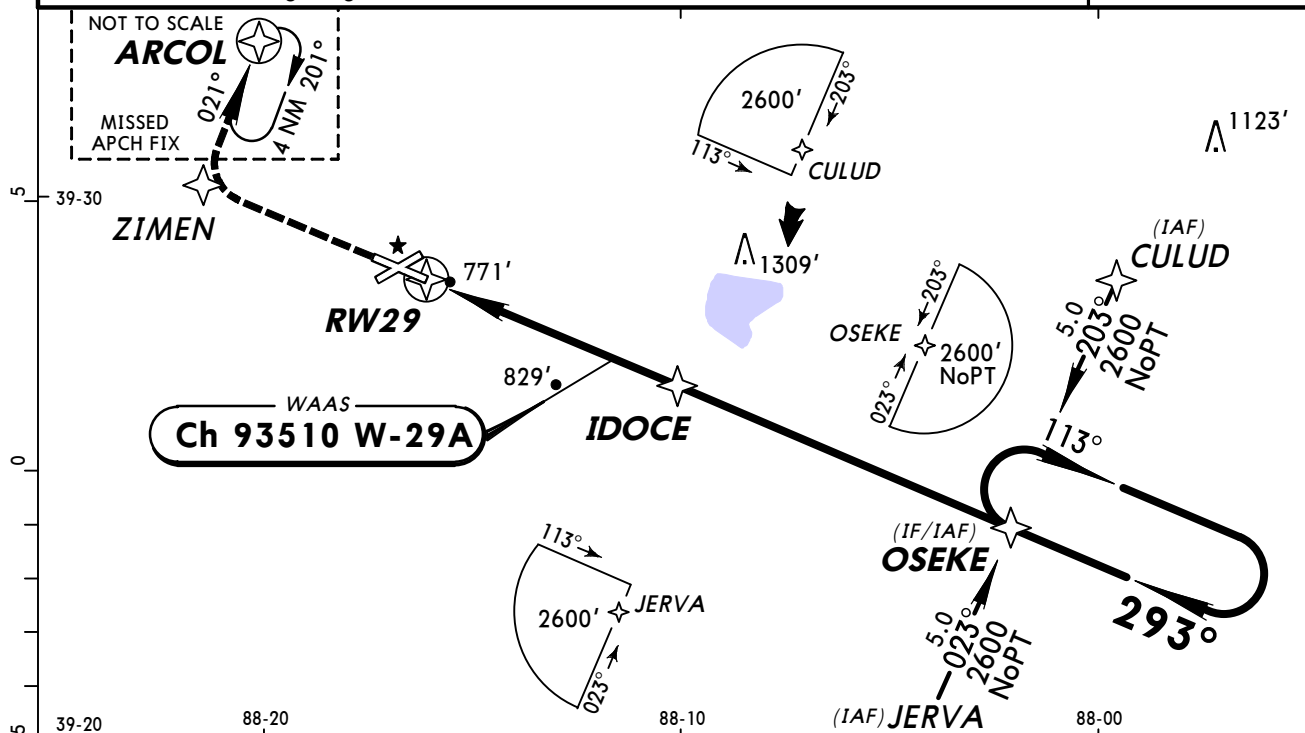


Gnd speed-Kts	70	90	100	120	140	160	MALS	1200'	2500'	MTO	ARCOL
GS	3.00°	377	484	538	646	753	861			109.4	
MAP at D0.9 MTO or ZEBRE to MAP	4.8	4:07	3:12	2:53	2:24	2:03	1:48			R-358	

STRAIGHT-IN LANDING RWY 29						CIRCLE-TO-LAND		
ILS			LOC (GS out)			With Local Altimeter Setting		
DA(H) 918' (200')			MDA(H) 1060' (342')					
FULL	RAIL or ALS out		RAIL out	ALS out		Max Kts	MDA(H)	
A						90	1160' (438') - 1	
B	1/2	3/4	1/2	3/4	1	120	1180' (458') - 1	
C						140	1180' (458') - 1 1/2	
D			3/4	1 1/4		165	1280' (558') - 2	
With Champaign/Urbana Altimeter Setting						With Champaign/Urbana Altimeter Setting		
ILS			LOC (GS out)					
DA(H) 1000' (282')			MDA(H) 1160' (442')					
FULL	RAIL or ALS out		RAIL out	ALS out		Max Kts	MDA(H)	
A						90	1260' (538') - 1	
B	1/2	1 1/4	1/2	3/4	1	120	1280' (558') - 1	
C			3/4	1 1/4		140	1280' (558') - 1 1/2	
D			1	1 1/2		165	1380' (658') - 2	



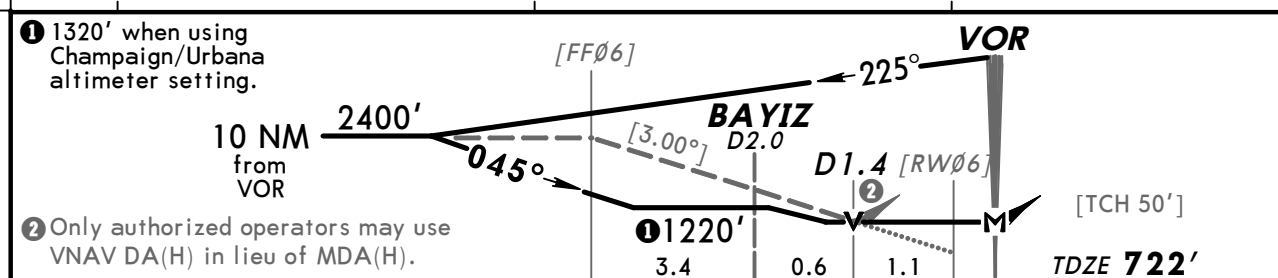
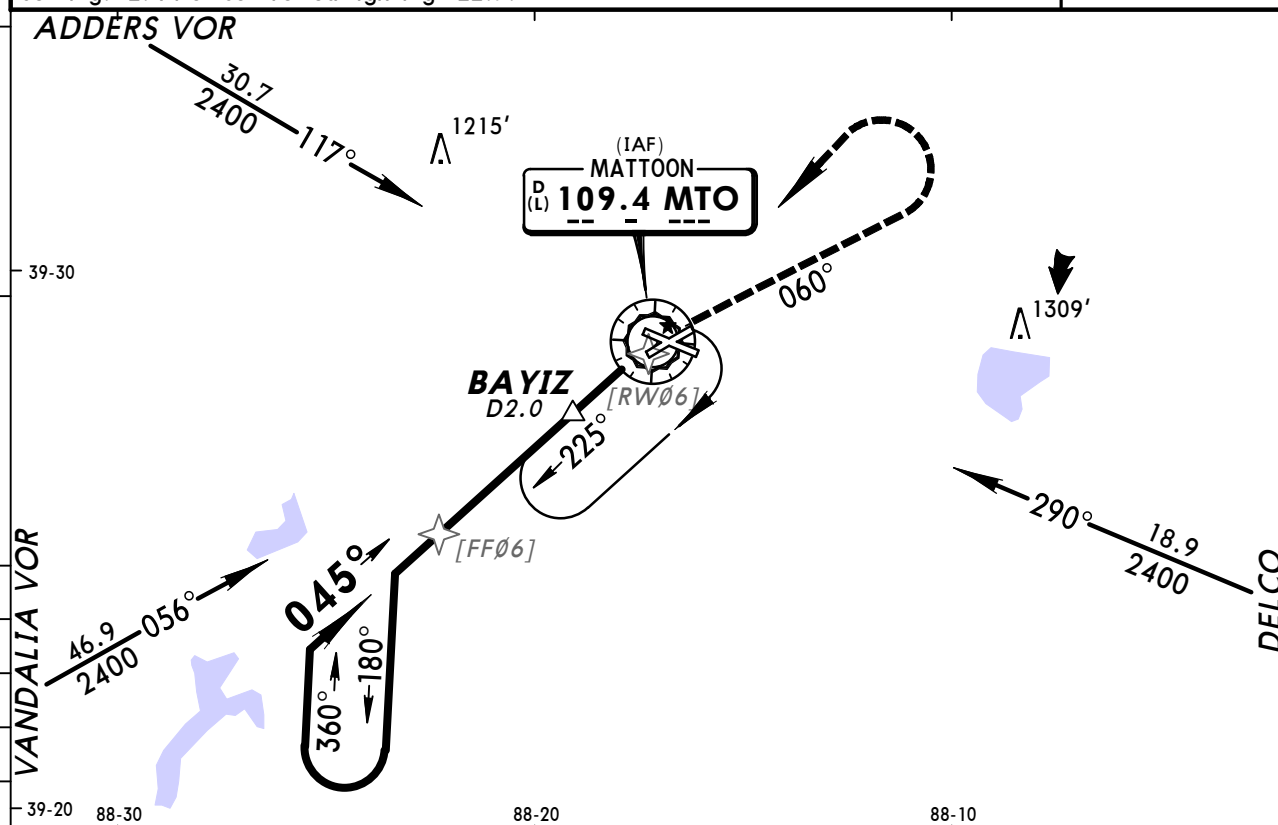
ASOS 109.4	*CHAMPAIGN Approach (R) 132.85	CHICAGO Center 121.35 when App inop.	COLES CO MEML UNICOM CTAF 122.7
WAAS Ch 93510 W-29A	Final Apch Crs 293°	Minimum Alt IDOCE 2400' (1682')	LPV DA(H) (CONDITIONAL) 971' (253')
Apt Elev 722' TDZE 718'			
MISSED APCH: Climb to 2600' direct ZIMEN and via 021° track to ARCOL and hold. Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use Champaign/Urbana altimeter setting. 2. DME/DME RNP-0.30 not authorized. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 47°C (116°F). 4. Baro-VNAV and VDP not authorized when using Champaign/Urbana altimeter setting. 5. Pilot controlled lighting 122.7.			
TAA 30 NM IAF			



Grnd speed-Kts	70	90	100	120	140	160	MALSR	2600'	D	ZIMEN
Glide Path Angle	3.00°	372	478	531	637	743	849			
MAP at RW29										

STRAIGHT-IN LANDING RWY 29 With Local Altimeter Setting									CIRCLE-TO-LAND With Local Altimeter Setting	
LPV DA(H) 971' (253')			LNAV/VNAV DA(H) 1040' (322')			LNAV MDA(H) 1080' (362')			Max Kts MDA(H)	
RAIL or ALS out			RAIL out ALS out			RAIL out ALS out				
A									90	1160' (438') - 1
B	1/2	3/4	1/2	3/4	1	1/2	3/4	1	120	1180' (458') - 1
C									140	1180' (458') - 1 1/2
D			3/4	1		1	1 1/4		165	1280' (558') - 2
With Champaign/Urbana Altimeter Setting									With Champaign/Urbana Altimeter Setting	
LPV DA(H) 1053' (335')			LNAV/VNAV DA(H) 1122' (404')			LNAV MDA(H) 1180' (462')			Max Kts MDA(H)	
RAIL or ALS out			RAIL out ALS out			RAIL out ALS out				
A									90	1260' (538') - 1
B	1 1/2		1 1/2			1 1/2			120	1280' (558') - 1
C									140	1280' (558') - 1 1/2
D			1 3/4			2			165	1380' (658') - 2

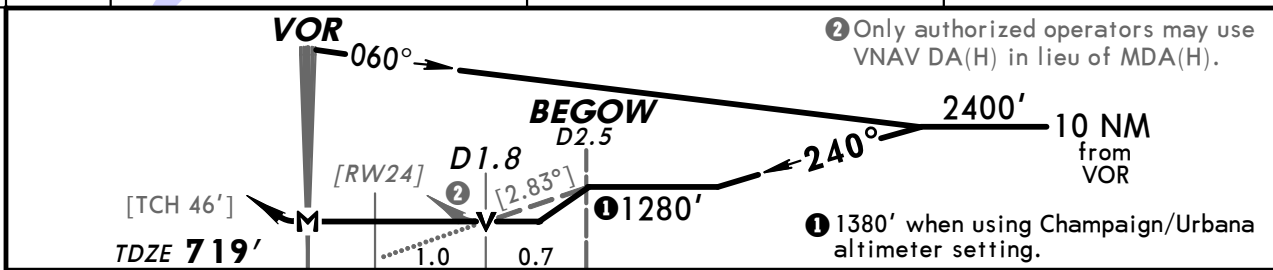
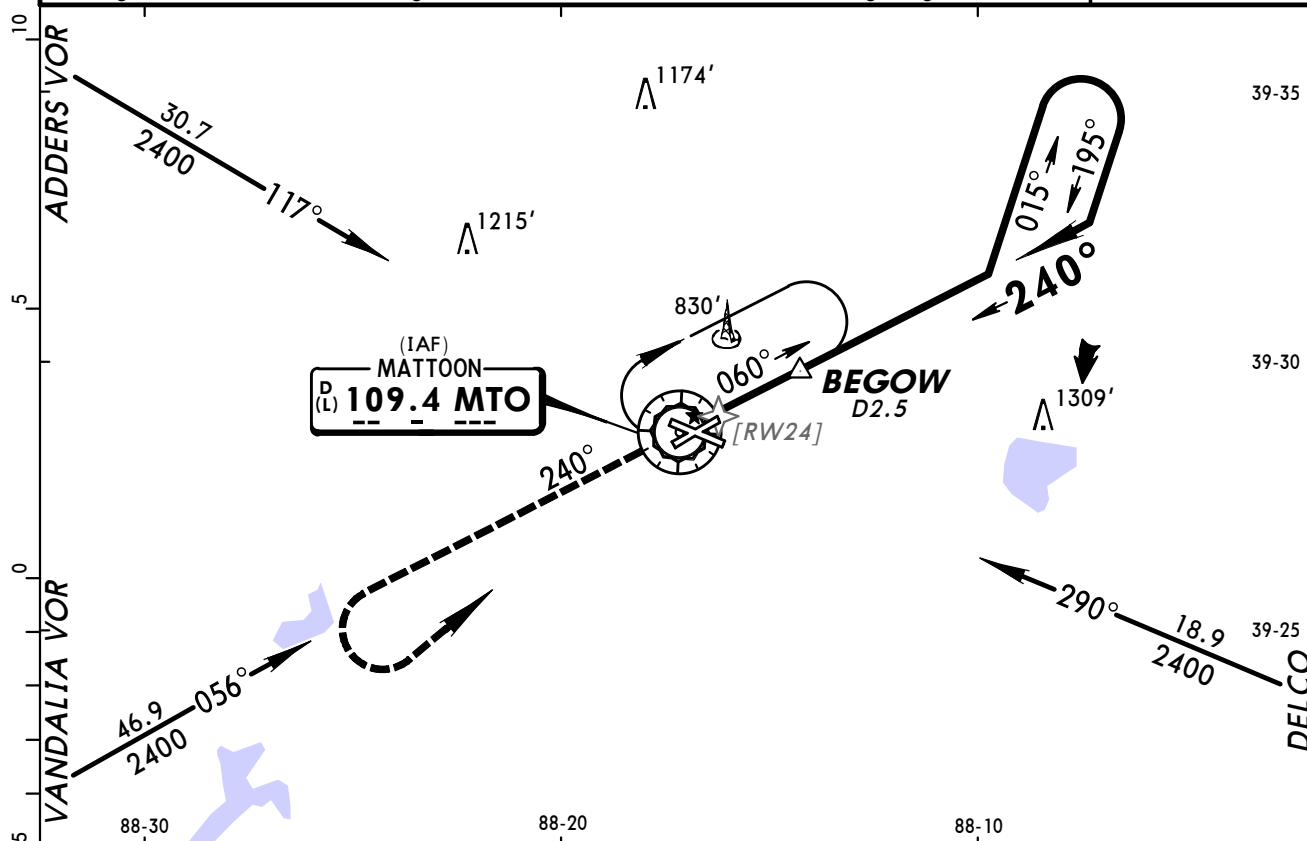
ASOS 109.4	*CHAMPAIGN Approach (R) 132.85	CHICAGO Center 121.35 when App inop.	COLES CO MEML UNICOM CTAF 122.7
VOR MTO 109.4	Final Apch Crs 045°	No FAF	MDA(H) (CONDITIONAL) 1120' (398')
MISSED APCH: Climb to 2300' outbound via MTO VOR R-060 then climbing LEFT turn to 2400' direct MTO VOR and hold.			Apt Elev 722' TDZE 722'
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use Champaign/Urbana altimeter setting. 2. Pilot controlled lighting 122.7.			2500' MSA MTO VOR



Gnd speed-Kts	70	90	100	120	140	160				
Descent angle [3.00°]	372	478	531	637	743	849				
MAP at VOR										

STRAIGHT-IN LANDING RWY 6				CIRCLE-TO-LAND			
With BAYIZ		Without BAYIZ		With BAYIZ		Without BAYIZ	
With Local Altimeter Setting		With Local Altimeter Setting		With Local Altimeter Setting		With Local Altimeter Setting	
MDA(H) 1120' (398')		MDA(H) 1220' (498')		MDA(H)		MDA(H)	
A		1		90	1160' (438')-1	1220' (498')-1	
B	1			120	1180' (458')-1		
C		1 1/4		140	1180' (458')-1 1/2	1220' (498')-1 1/2	
D	1 1/4		1 1/2	165	1280' (558')-2	1280' (558')-2	
With Champaign/Urbana Altimeter Setting		With Champaign/Urbana Altimeter Setting		With Champaign/Urbana Altimeter Setting		With Champaign/Urbana Altimeter Setting	
MDA(H) 1220' (498')		MDA(H) 1320' (598')		MDA(H)		MDA(H)	
A		1		90	1260' (538')-1	1320' (598')-1	
B	1			120	1280' (558')-1		
C	1 1/4		1 1/2	140	1280' (558')-1 1/2	1320' (598')-1 1/2	
D	1 1/2		1 3/4	165	1380' (658')-2	1380' (658')-2	

ASOS 109.4	*CHAMPAIGN Approach (R) 132.85	CHICAGO Center 121.35 when App inop.	COLES CO MEML UNICOM CTAF 122.7
VOR MTO 109.4	Final Apch Crs 240°	No FAF	MDA(H) (CONDITIONAL) 1080' (361')
MISSED APCH: Climb to 2400' outbound via MTO VOR R-240 then LEFT turn direct MTO VOR and hold.			Apt Elev 722' TDZE 719'
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use Champaign/Urbana altimeter setting. 2. VGSI and descent angle not coincident. 3. Pilot controlled lighting 122.7.			2500' MSA MTO VOR



Gnd speed-Kts	70	90	100	120	140	160	REIL VASI-L	2400'	MTO via 109.4 R-240	LT	MTO 109.4
Descent angle [2.83°]	350	451	501	601	701	801					
MAP at VOR											

STRAIGHT-IN LANDING RWY 24			CIRCLE-TO-LAND		
With BEGOW		Without BEGOW	With BEGOW		Without BEGOW
With Local Altimeter Setting			With Local Altimeter Setting		
MDA(H) 1080' (361')		MDA(H) 1280' (561')	Max Kts	MDA(H)	MDA(H)
A	1	1	90	1160' (438') - 1	1280' (558') - 1
B			120	1180' (458') - 1	
C		140	1180' (458') - 1½	1280' (558') - 1½	
D		165	1280' (558') - 2	1280' (558') - 2	
With Champaign/Urbana Altimeter Setting			With Champaign/Urbana Altimeter Setting		
MDA(H) 1180' (461')		MDA(H) 1380' (661')	Max Kts	MDA(H)	MDA(H)
A	1	1	90	1260' (538') - 1	1380' (658') - 1
B			120	1280' (558') - 1	
C		140	1280' (558') - 1½	1380' (658') - 1¾	
D		165	1380' (658') - 2	1380' (658') - 2	

BRIEFING STRIP™



Only authorized operators may use NAV DH(H) in lieu of MDA(H).

Figure 1-10 illustrates a step climb procedure. The flight path starts at a Minimum Descent Altitude (MDA) of 718 feet. The path includes a step climb from 718 feet to 2400 feet. Key parameters include: [RW29] runway, [TCH 45°] climb gradient, [3.21°] climb gradient, 293° heading, 2400' altitude, 10 NM distance, and 4.8 miles to the LOM (Line of Minimum).

TERPS AMEND 5A 23 SEP 2010

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General Information

Location: Marion IL USA
IATA Code: MWA
Lat/Long: N37° 45.3' W089° 00.7'
Elevation: 472 ft

Airport Use: Public
Magnetic Variation: 1.9°W
Sectional Chart: St Louis

Fuel Types: 100 Octane (LL), Jet A
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1231 Z
Sunset: 2347 Z,

Runway Information

Runway: 02
Length x Width: 8002 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 466 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 11
Length x Width: 4997 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 472 ft
Lighting: Edge, REIL, Part time, Pilot controlled

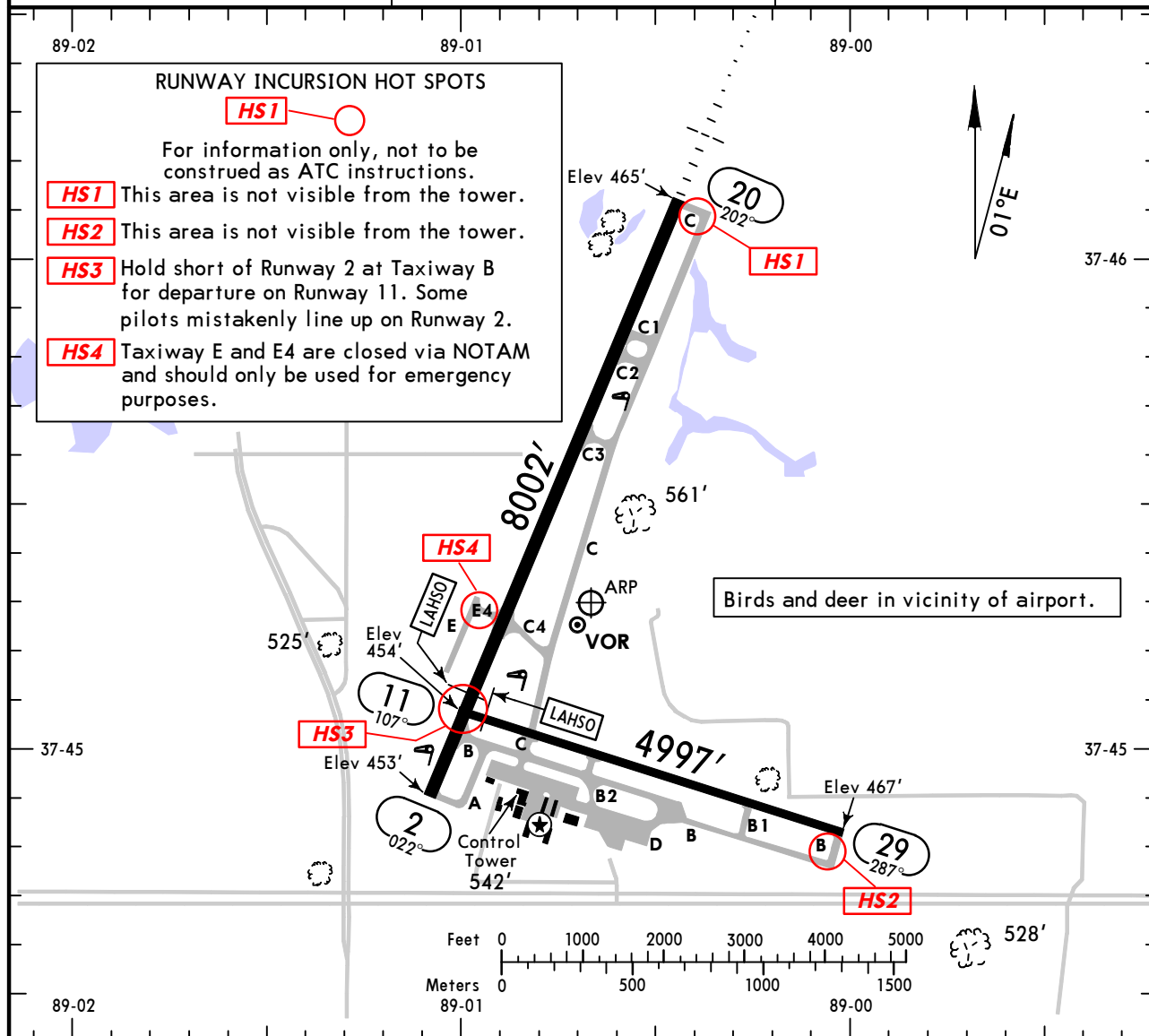
Runway: 20
Length x Width: 8002 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 468 ft
Lighting: Edge, ALS, Pilot controlled

Runway: 29
Length x Width: 4997 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 472 ft
Lighting: Edge, REIL, Part time, Pilot controlled

Communication Information

AWOS 119.675
Marion Tower 128.4 CTAF PCL
Marion Ground Control 121.7
Kansas City Clearance Delivery 127.475 Remote Communications Air-Ground
Williamson Co Regl Unicom 122.95
Williamson Co Regl Multicom 126.9
St Louis Flight Service Station 122.1 RCO
St Louis Flight Service Station 110.4 RCO
Kansas City Center 127.475 Remote Communications Air-Ground

AWOS-3 119.67	*MARION Clearance 121.7	KANSAS CITY Clearance 127.47 when Twr inop.	*MARION Ground 121.7
*MARION Tower CTAF 128.4	UNICOM 122.95		KANSAS CITY Center (R) 127.47



ADDITIONAL RUNWAY INFORMATION

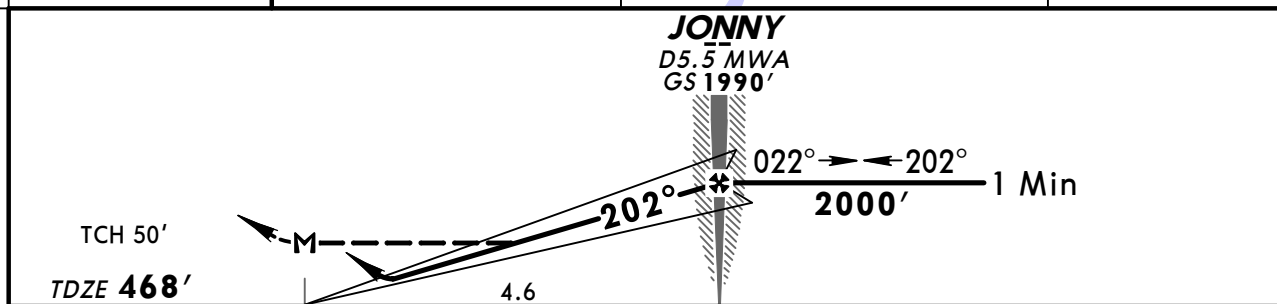
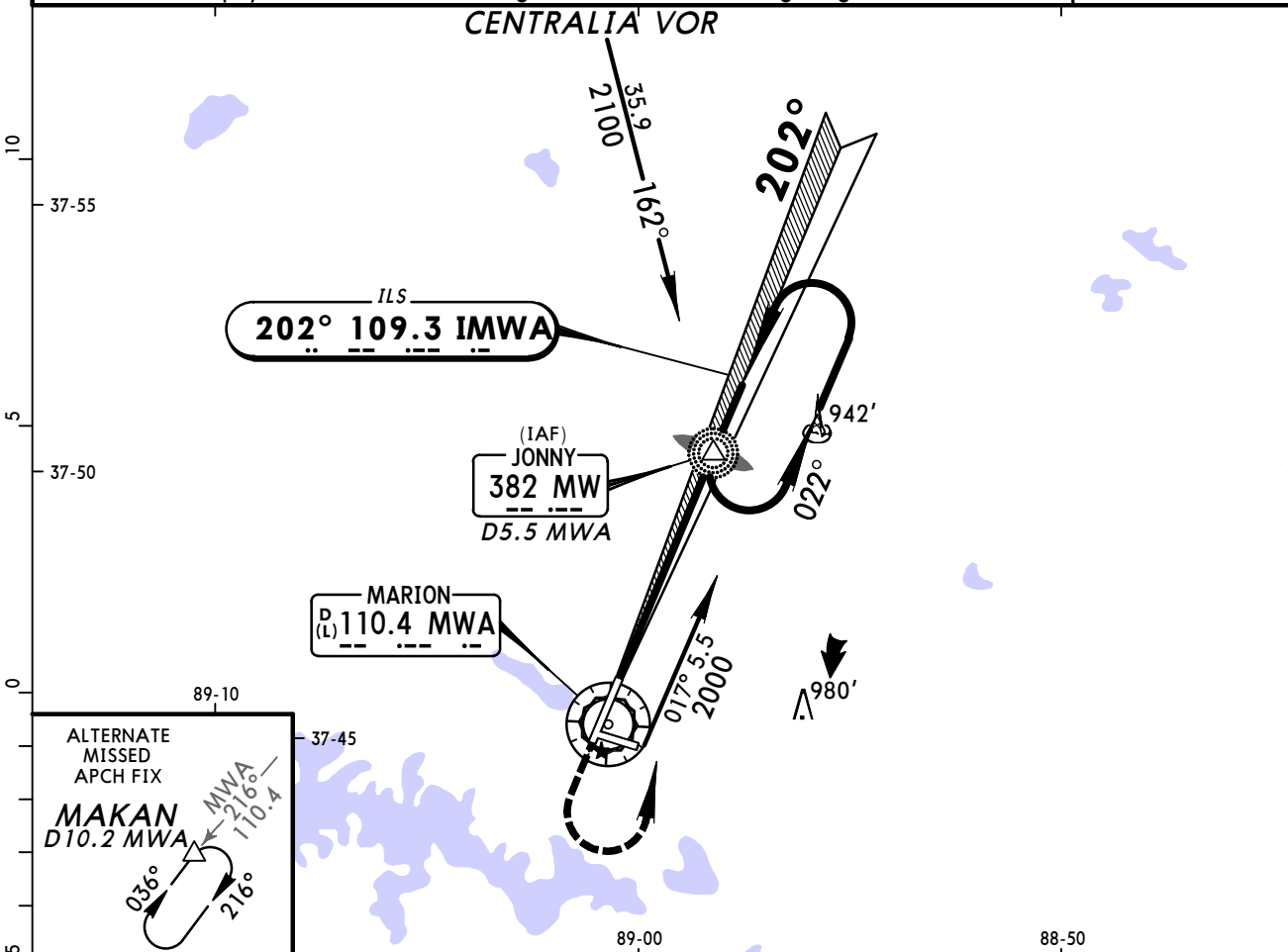
RWY		USABLE LENGTHS	LAHSO Distance	TAKE-OFF	WIDTH
		—LANDING BEYOND— Threshold Glide Slope			
2	① HIRL REIL ② VASI-L (angle 3.5°) porous friction course overlay				150'
20	① HIRL ② MALSR	7092'	11/29 6650'		
11	② MIRL ② REIL ② PAPI-L (angle 3.0°) grooved				100'
29			2/20 4650'		

- ① Increase intensity on 128.4.
 ② Activate on 128.4.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE						FOR FILING AS ALTERNATE			
Rwys 2, 20, 29		Rwy 11		Other		Authorized Only When Local Weather Available			
						Authorized Only When Twr Operating		VOR Rwy 2 NDB Rwy 20 RNAV (GPS) Rwy 2	
Adequate Vis Ref	STD	Adequate Vis Ref	STD			ILS Rwy 20	LOC Rwy 20	RNAV (GPS) Rwy 20	VOR Rwy 20
1 & 2 Eng	1/4	1	1/4	1	600-3	A	600-2	800-2	800-2
3 & 4 Eng	1/4	1/2	1/4	1/2		B			800-2 1/4
						C			800-2 1/2
						D			

OBSTACLE DP: Rwy 11, climb via heading 107° to 1100' before turning left.

AWOS-3 119.67	KANSAS CITY Center (R) 127.47	*MARION Tower CTAF 128.4	*Ground 121.7
LOC IMWA 109.3	Final Apch Crs 202°	GS JONNY 1990' (1522')	ILS DA(H) (CONDITIONAL) 668' (200')
Apt Elev 472' TDZE 468'			
MISSED APCH: Climb to 1500', then climbing LEFT turn to 2000' direct MW LOM and hold. Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. ADF or DME required. 2. Use local altimeter setting; if not received, use Carbondale-Murphysboro altimeter setting. 3. Pilot controlled lighting 128.4.			
2700' MSA MW LOM			



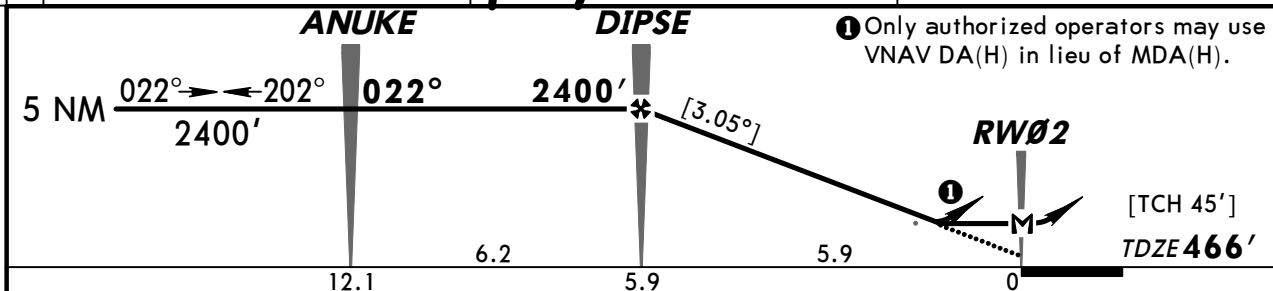
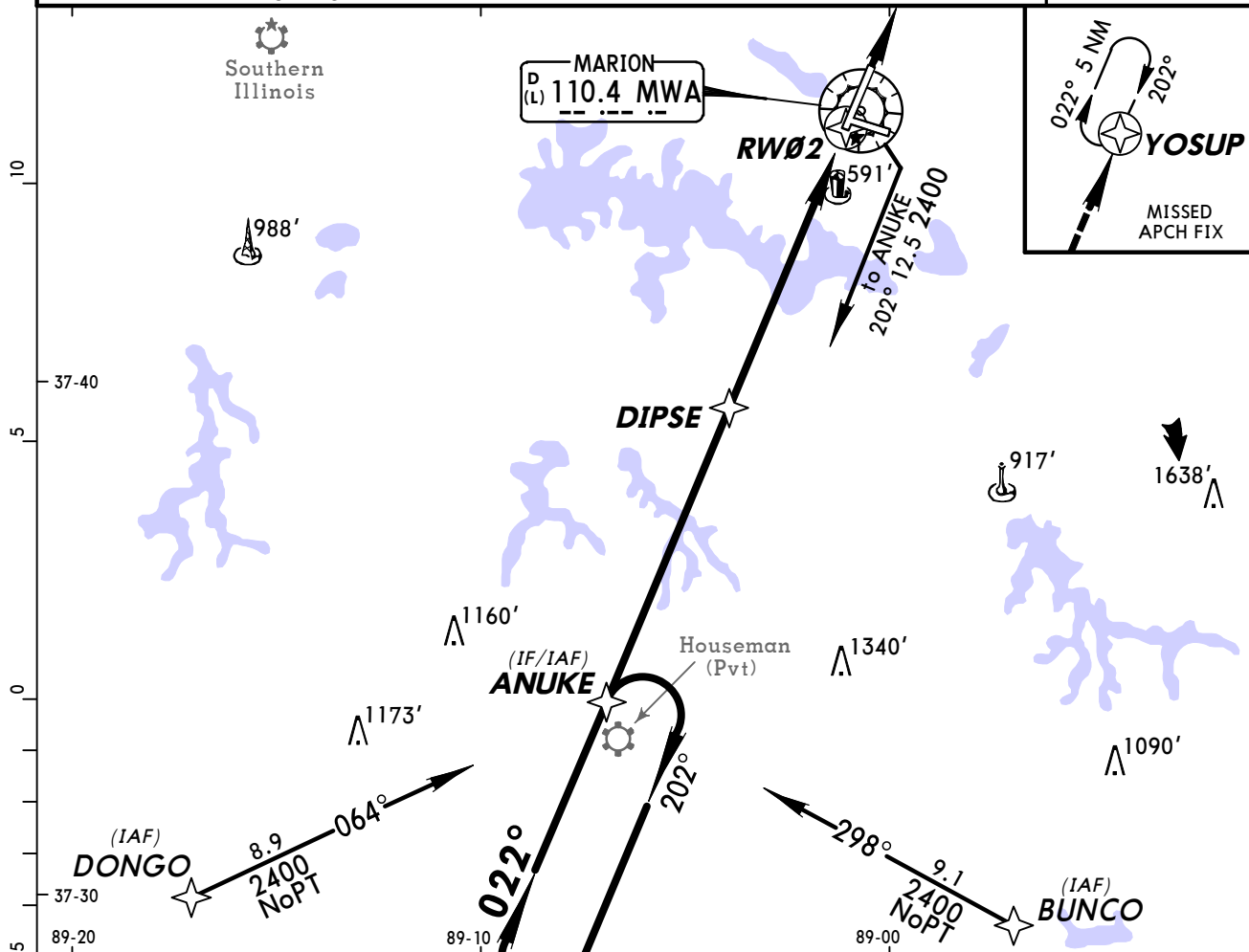
Gnd speed-Kts	70	90	100	120	140	160	MALS R	1500'	2000'	D	MW
GS	3.00°	372	478	531	637	743	849				382
JONNY to MAP	4.6	3:57	3:04	2:46	2:18	1:58	1:43				

STRAIGHT-IN LANDING RWY 20						CIRCLE-TO-LAND			
1 ILS DA(H) 668' (200')			2 LOC (GS out) MDA(H) 840' (372')			With Local Altimeter Setting		With Carbondale- Murphysboro Altimeter Setting	
RAIL or ALS out			RAIL out			Max Kts	MDA(H)	MDA(H)	
A						90	920' (448')-1	960' (488')-1	
B						120	940' (468')-1	980' (508')-1	
C	1/2	3/4	1/2	3/4	1	140	940' (468')-1 1/2	980' (508')-1 1/2	
D			3/4	1 1/4		165	1040' (568')-2	1080' (608')-2	

1 DA(H) 708' (240') with Carbondale-Murphysboro altimeter setting.
2 MDA(H) 880' (412') with Carbondale-Murphysboro altimeter setting.

BRIEFING STRIP™

AWOS-3 119.67	KANSAS CITY Center (R) 127.47	*MARION Tower CTAF 128.4	*Ground 121.7
RNAV	Final Apch Crs 022°	Minimum Alt DIPSE 2400' (1934')	LNAV MDA(H) (CONDITIONAL) 860' (394')
Apt Elev 472' TDZE 466'			
MISSED APCH: Climb to 2400' direct YOSUP and hold.			
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use Carbondale-Murphysboro altimeter setting. 2. DME/DME RNP-0.30 not authorized. 3. Visibility reduction by helicopters not authorized. 4. VGSI and descent angles not coincident. 5. Pilot controlled lighting 128.4.			
2700' MSA RW02			



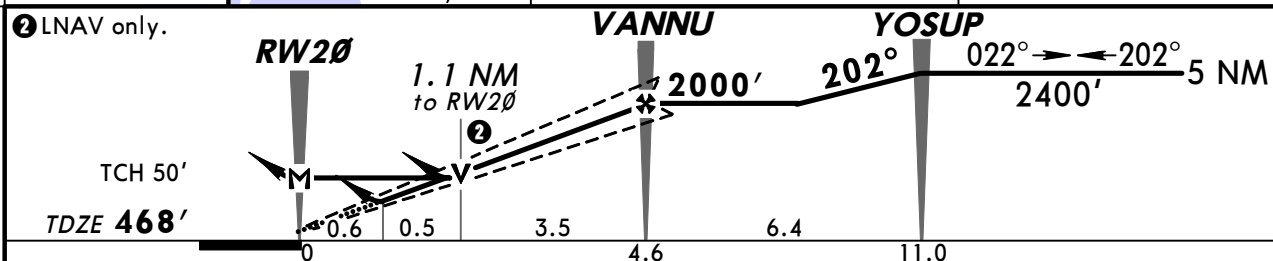
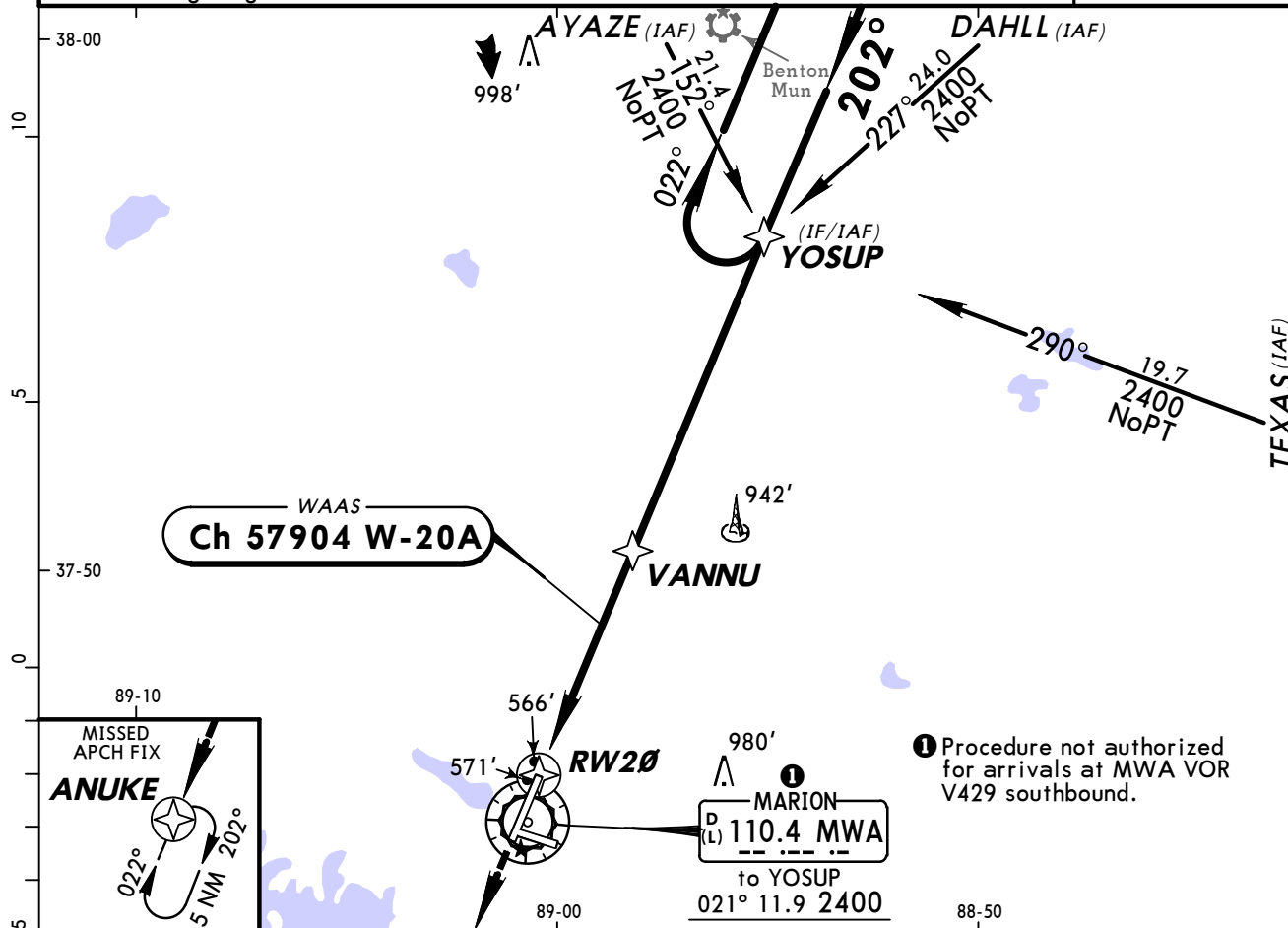
Grnd speed-Kts	70	90	100	120	140	160				
Descent angle	[3.05°]	378	486	540	648	755	863			
MAP at RW02										

STRAIGHT-IN LANDING RWY 2				CIRCLE-TO-LAND			
MDA(H) 860' (394')		MDA(H) 900' (434')		With Local Altimeter Setting		With Carbondale-Murphysboro Altimeter Setting	
With Local Altimeter Setting		With Carbondale-Murphysboro Altimeter Setting		Max Kts	MDA(H)	MDA(H)	MDA(H)
A				90	920' (448') - 1	960' (488') - 1	
B	1	1		120	940' (468') - 1	980' (508') - 1	
C				140	940' (468') - 1½	980' (508') - 1½	
D	1¼	1¼		165	1040' (568') - 2	1080' (608') - 2	

1 When VGSI inop, circling Rwy 11 not authorized at night.

BRIEFING STRIP TM

AWOS-3 119.67		KANSAS CITY Center (R) 127.47		*MARION Tower CTAF 128.4		*Ground 121.7
WAAS Ch 57904 W-20A	Final Apch Crs 202°	Minimum Alt VANNU 2000' (1532')	LPV DA(H) (CONDITIONAL) 718' (250')	Apt Elev 472' TDZE 468'		2700' MSA RW20
MISSED APCH: Climb to 2400' direct ANUKE and hold.						
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use Carbondale-Murphysboro altimeter setting. 2. Baro-VNAV not authorized when using Carbondale-Murphysboro altimeter setting. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 41°C (105°F). 4. VDP not authorized when using Carbondale-Murphysboro altimeter setting. 5. DME/DME RNP-0.30 not authorized. 6. Pilot controlled lighting 128.4						



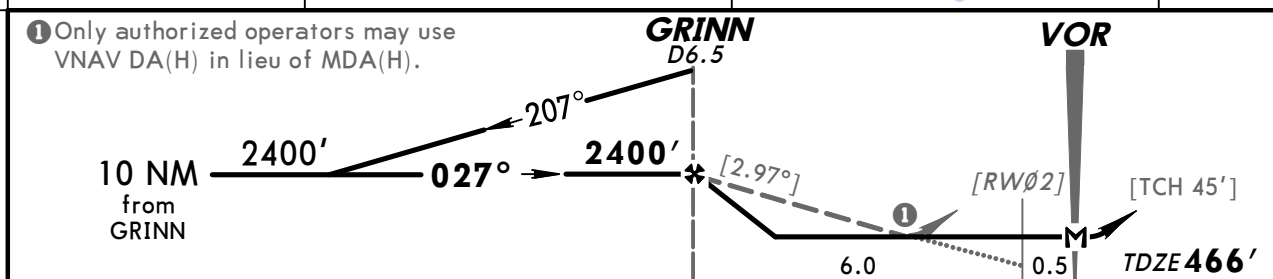
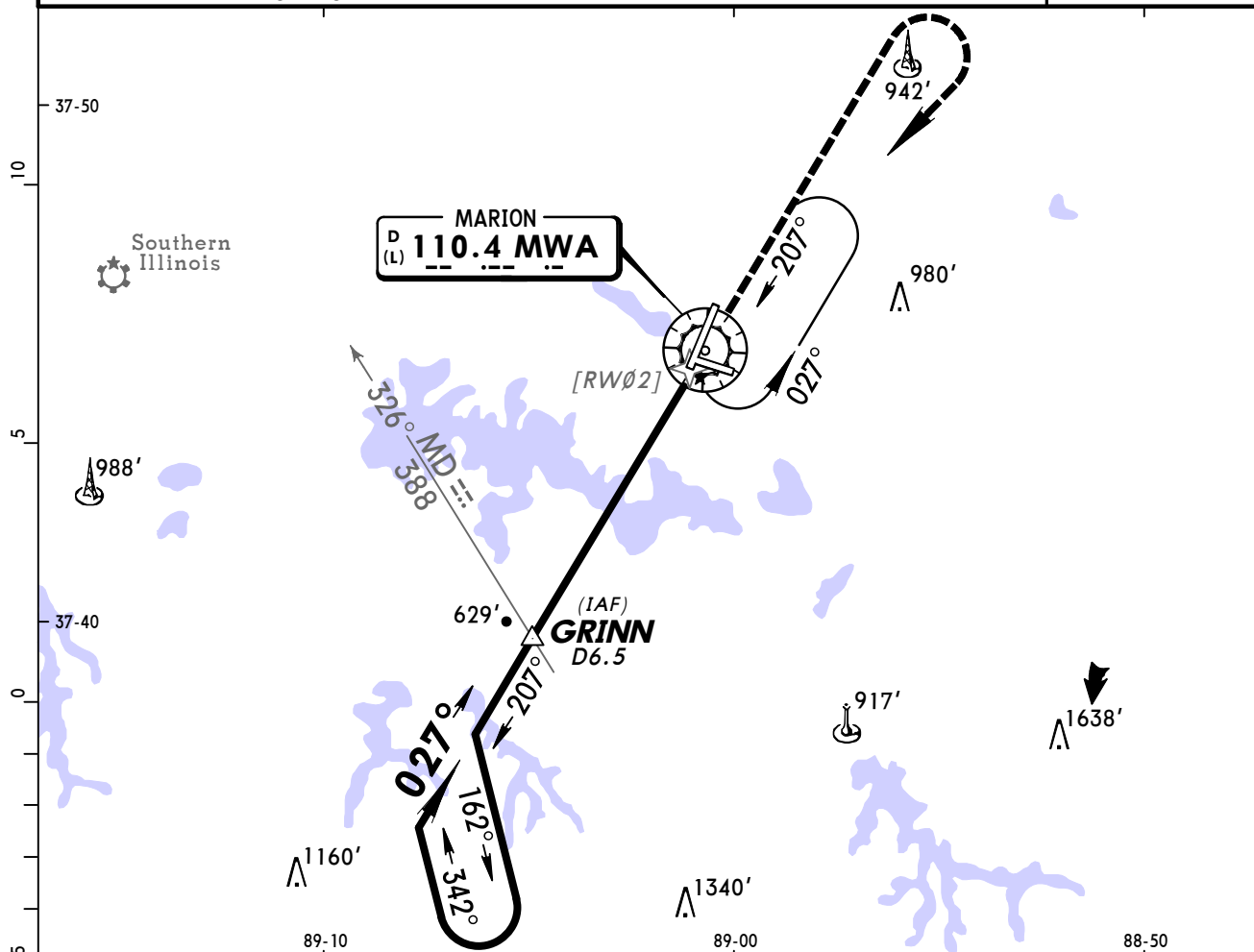
Gnd speed-Kts	70	90	100	120	140	160		2400' ↑		ANUKE
Glide Path Angle	3.00°	372	478	531	637	743				
MAP at RW20										

STRAIGHT-IN LANDING RWY 20							4 CIRCLE-TO-LAND		
1 LPV DA(H) 718' (250')		2 LNAV/VNAV DA(H) 851' (383')		3 LNAV MDA(H) 860' (392')			With Local Altimeter Setting		With Carbondale- Murphysboro Altimeter Setting
RAIL or ALS out		RAIL or ALS out		RAIL out ALS out			Max Kts	MDA(H)	MDA(H)
A							90	920' (448')-1	960' (488')-1
B				1/2	3/4	1	120	940' (468')-1	980' (508')-1
C	1/2	3/4	3/4	1 1/4			140	940' (468')-1 1/2	980' (508')-1 1/2
D				1	1 1/4		165	1040' (568')-2	1080' (608')-2

- 1 DA(H) 754' (286') with Carbondale-Murphysboro altimeter setting.
 2 DA(H) 887' (419') with Carbondale-Murphysboro altimeter setting.
 3 MDA(H) 900' (432') with Carbondale-Murphysboro altimeter setting.
 4 When VGSI inop, circling Rwy 11 not authorized at night.

BRIEFING STRIP

AWOS-3 119.67		KANSAS CITY Center (R) 127.47		*MARION Tower CTAF 128.4		*Ground 121.7	
VOR MWA 110.4	Final Apch Crs 027°	Minimum Alt GRINN 2400' (1934')	MDA(H) (CONDITIONAL) 900' (434')	Apt Elev 472' TDZE 466'		2700' MSA MWA VOR	
MISSED APCH: Climb to 2400', then RIGHT turn direct MWA VOR and hold.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. DME or ADF required. 2. Use local altimeter setting; if not received, use Carbondale-Murphysboro altimeter setting. 3. Visibility reduction by helicopters not authorized. 4. VGSI and descent angles not coincident. 5. Pilot controlled lighting 128.4.							



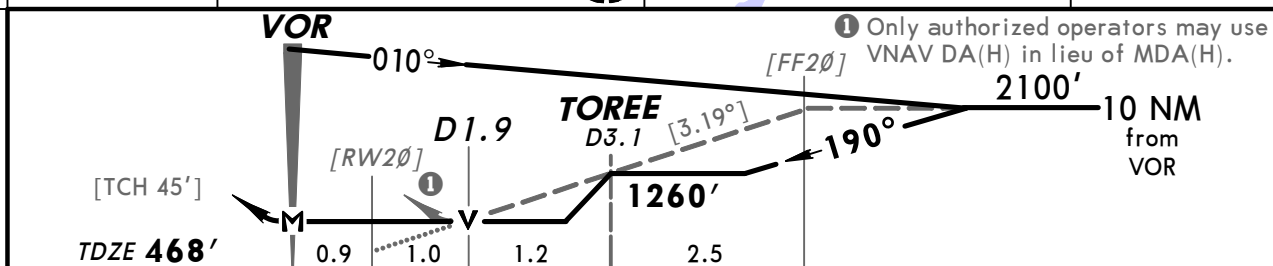
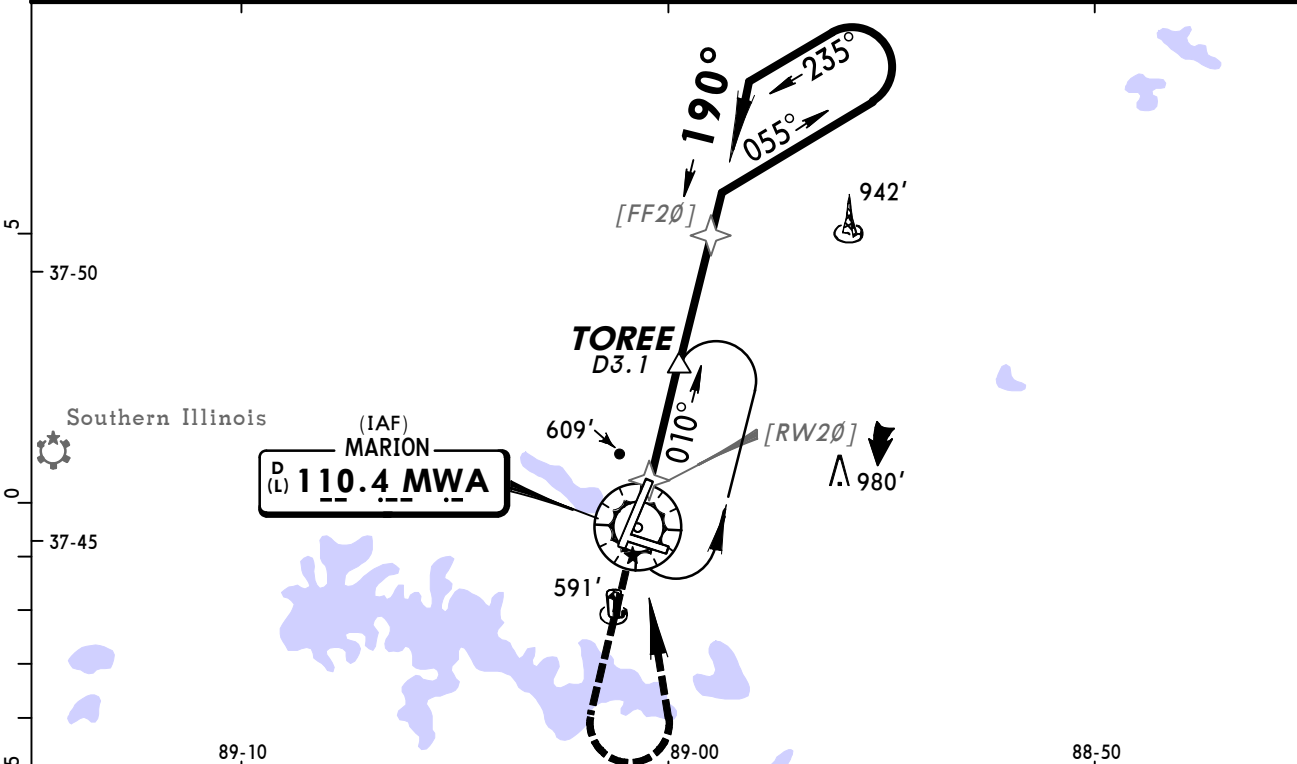
Gnd speed-Kts	70	90	100	120	140	160	REIL VASI-L	2400' ↑	RT →	D →	MWA 110.4
Descent angle [2.97°]	368	473	525	630	736	841					
MAP at VOR											

STRAIGHT-IN LANDING RWY 2				CIRCLE-TO-LAND			
MDA(H) 900' (434') With Local Altimeter Setting		MDA(H) 940' (474') With Carbondale-Murphysboro Altimeter Setting		Max Kts	With Local Altimeter Setting MDA(H)	With Carbondale-Murphysboro Altimeter Setting MDA(H)	
A	1	1		90	920' (448') - 1	960' (488') - 1	
B	1	1		120	940' (468') - 1	980' (508') - 1	
C	1 1/4	1 1/4		140	940' (468') - 1 1/2	980' (508') - 1 1/2	
D	1 1/2	1 1/2		165	1040' (568') - 2	1080' (608') - 2	

1 When VGSI inop, circling Rwy 11 not authorized at night.

BRIEFING STRIP™

AWOS-3 119.67		KANSAS CITY Center (R) 127.47		*MARION Tower CTAF 128.4		*Ground 121.7	
VOR MWA 110.4	Final Apch Crs 190°	Minimum Alt TOREE 1260' (792')	MDA(H) (CONDITIONAL) 860' (392')	Apt Elev 472' TDZE 468'		2700' MSA MWA VOR	
MISSED APCH: Climb to 2400' then LEFT turn direct MWA VOR and hold.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'							
1. Use local altimeter setting; if not received, use Carbondale-Murphysboro altimeter setting. 2. VDP not authorized with Carbondale-Murphysboro altimeter setting. 3. Pilot controlled lighting 128.4.							



Gnd speed-Kts	70	90	100	120	140	160	MALSR	2400'	LT	→	MWA 110.4
Descent angle [3.19°]	395	508	564	677	790	903					
MAP at VOR											

STRAIGHT-IN LANDING RWY 20						1 CIRCLE-TO-LAND					
With TOREE			Without TOREE			With TOREE		Without TOREE			
With Local Altimeter Setting						With Local Altimeter Setting					
MDA(H) 860' (392')			MDA(H) 1260' (792')			Max Kts.	MDA(H)		MDA(H)		
	RAIL out	ALS out		RAIL out	ALS out						
A	1/2	3/4	1	1/2	3/4	1	90	920' (448')-1	1260' (788')-1		
B				3/4	1 1/4		120	940' (468')-1	1260' (788')-1 1/4		
C				1 3/4	2 1/4		140	940' (468')-1 1/2	1260' (788')-2 1/4		
D	1	1 1/4		2	2 1/2		165	1040' (568')-2	1260' (788')-2 1/2		
With Carbondale-Murphysboro Altimeter Setting						With Carbondale-Murphysboro Altimeter Setting					
MDA(H) 900' (432')			MDA(H) 1300' (832')			Max Kts.	MDA(H)		MDA(H)		
	RAIL out	ALS out		RAIL out	ALS out						
A	1/2	3/4	1	1/2	3/4	1	90	960' (488')-1	1300' (828')-1		
B				3/4	1 1/4		120	980' (508')-1	1300' (828')-1 1/4		
C				1 3/4	2 1/4		140	980' (508')-1 1/2	1300' (828')-2 1/4		
D	1	1 1/4		2	2 1/2		165	1080' (608')-2	1300' (828')-2 1/2		

1 When VGSI inop, circling Rwy 11 not authorized at night.

BRIEFING STRIP TM



LOM



STRAIGHT-IN LANDING RWY 20						1 CIRCLE-TO-LAND				
MDA(H) 920' (452')			MDA(H) 960' (492')			With Local Altimeter Setting		With Carbondale- Murphysboro Altimeter Setting		
		RAIL out	ALS out			RAIL out	ALS out	Max Kts	MDA(H) _____	MDA(H) _____
A	3/4		1	3/4		1		90	920' (448') - 1	960' (488') - 1
B								120	940' (468') - 1	980' (508') - 1
C	3/4	1 1/4		3/4	1 1/4		140	940' (468') - 1 1/2	980' (508') - 1 1/2	
D	1 1/4	1 1/2		1 1/4	1 1/2		165	1040' (568') - 2	1080' (608') - 2	

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General Information

Location: Chicago IL USA
IATA Code: ORD
Lat/Long: N41° 58.9' W087° 54.4'
Elevation: 672 ft

Airport Use: Public
Magnetic Variation: 3.4 °W
Sectional Chart: Chicago

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: High Pressure, Low Pressure, HP Bottle
Repair Types: Major Airframe, Major Engine
Customs: Upon Prior Request
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: Yes
Beacon: Yes

Sunrise: 1230 Z
Sunset: 2339 Z,

Runway Information

Runway: 04L
Length x Width: 7500 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 658 ft
Lighting: Edge, Centerline

Runway: 04R
Length x Width: 8075 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 661 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 09L
Length x Width: 7500 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 668 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 09R
Length x Width: 7967 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 660 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 10
Length x Width: 13001 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 672 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 14L
Length x Width: 10005 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 653 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 1998 ft

Runway: 14R
Length x Width: 9685 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 668 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 22L
Length x Width: 8075 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 654 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 22R
Length x Width: 7500 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 651 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 27L
Length x Width: 7967 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 653 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 27R
Length x Width: 7500 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 664 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 28
Length x Width: 13001 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 652 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 32L
Length x Width: 9685 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 654 ft
Lighting: Edge, Centerline

Runway: 32R
Length x Width: 10005 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 653 ft
Lighting: Edge, ALS, Centerline, TDZ

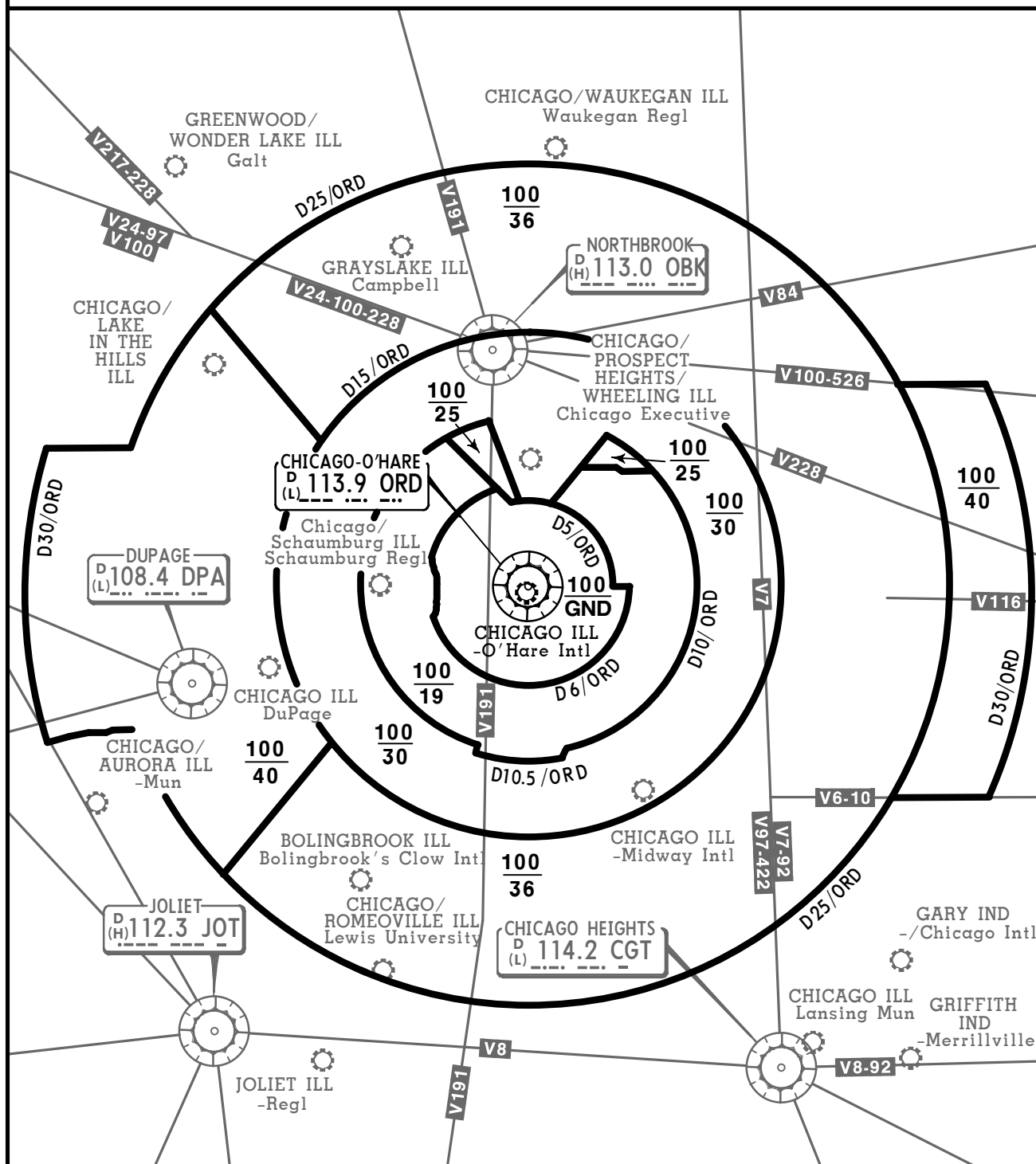
Communication Information

ATIS 135.4
O'hare Tower 128.15
O'hare Tower 132.7
O'hare Tower 127.925
O'hare Tower 126.9
O'hare Tower 120.75
O'hare Ground Control 124.125
O'hare Ground Control 121.9
O'hare Ground Control 121.75
Metering Ground Control 121.675
O'hare Clearance Delivery 121.6
O'hare Clearance Delivery 119.25 Secondary
O'hare Pre-Taxi Clearance 121.6 Pre-Departure Clearance
O'hare Pre-Taxi Clearance 119.25 Pre-Departure Clearance Secondary
Chicago Approach Control 133.625 (180°-359°)
Chicago Approach Control 128.45 (180°-359°)
Chicago Approach Control 125.7 (180°-359°) Arrival Service Secondary
Chicago Approach Control 124.35 Arrival Service Secondary
Chicago Approach Control 121.15 Arrival Service Secondary
Chicago Approach Control 119.0 (360°-179°) Initial Contact
Chicago App TCA 133.5
Chicago App TCA 120.55
Chicago App TCA 134.4 Secondary
Chicago App TCA 133.625 (180°-359°)
Chicago App TCA 128.45 (180°-359°)
Chicago App TCA 126.8
Chicago App TCA 119.0 (360°-179°) Initial Contact
Chicago Departure Control 126.625 (160°-219°) Departure Service
Chicago Departure Control 125.4 (220°-339°) Departure Service
Chicago Departure Control 125.0 (340°-159°) Departure Service
Chicago-O'hare Intl Unicom 122.95
O'hare Operations 126.2 Military
International Gate Control Gate Control 129.05

CHICAGO CLASS B AIRSPACE

CLASS B AIRSPACE COMMUNICATIONS

(360°-179°) Chicago App (R) 119.0 (180°-359°) Chicago App (R) 125.7 128.45 133.62



FOR OPERATING RULES AND PILOT AND EQUIPMENT REQUIREMENTS
SEE FAR 91.131, 91.117 AND 91.215

FLIGHT PROCEDURES

IFR Flights-Aircraft operating within the Class B airspace are required to operate in accordance with current IFR procedures.

VFR Flights-

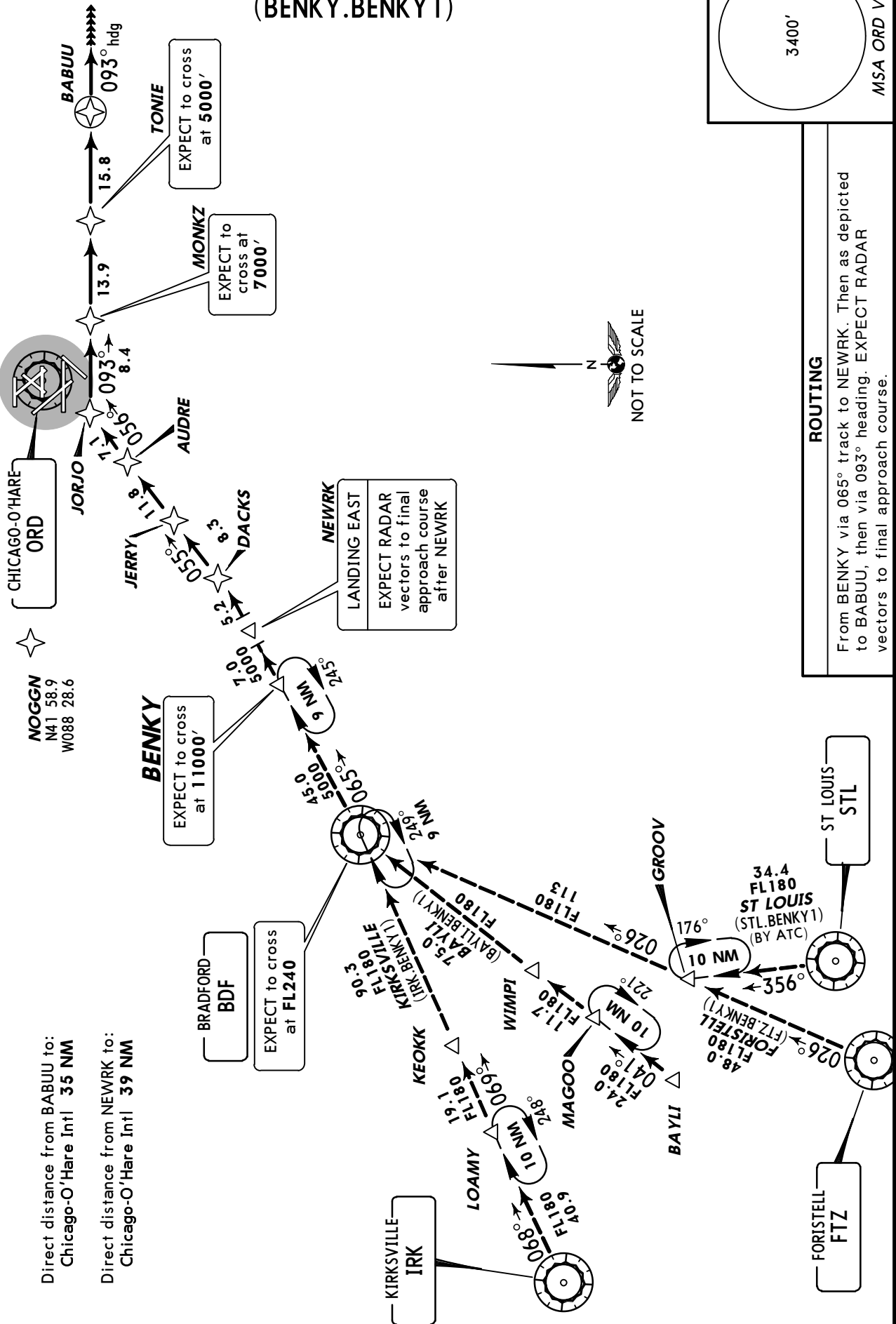
- Arriving aircraft should contact Chicago Approach Control on the specified frequencies. Although arriving aircraft may be operating beneath the floor of the Class B airspace on initial contact, communications should be established with Approach Control for sequencing and spacing purposes.
- Aircraft departing Chicago O'Hare Intl are requested to advise the ground controller the intended altitude and route of flight to depart the Class B airspace. Aircraft departing from other than the primary airports whose route of flight would penetrate the Class B Airspace should give this information to ATC on the appropriate frequencies.
- Aircraft desiring to transit the Class B Airspace must obtain an ATC clearance to enter the Class B Airspace and will be handled on a ATC workload permitting basis.

D-ATIS
135.4

Apt Elev
672'

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'
1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.
4. For non-GPS equipped aircraft, PNT DME must be operational.
5. ST LOUIS Transition: ATC assigned only.

BENKY ONE RNAV ARRIVAL (BENKY.BENKY1)



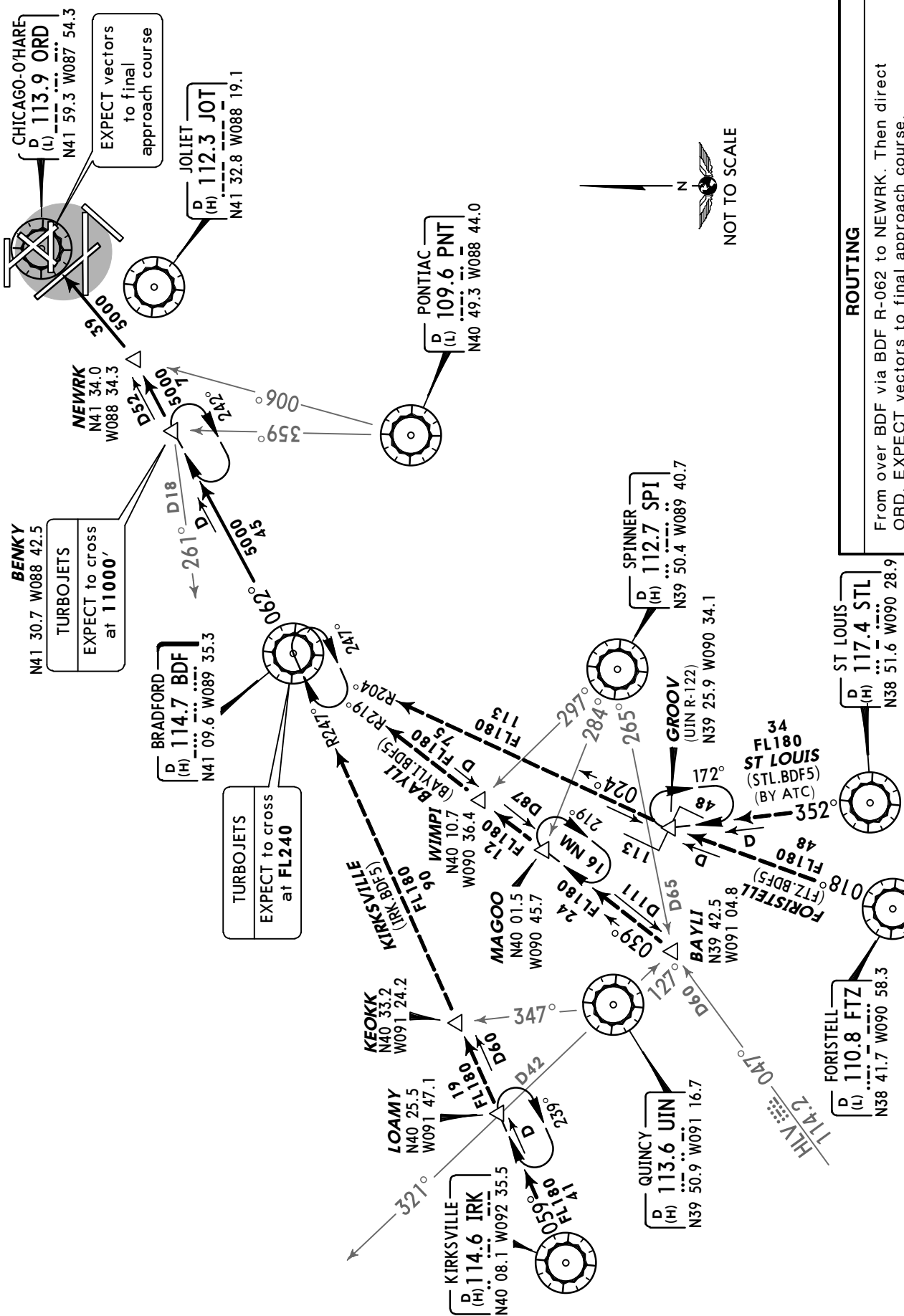
D-ATIS
135.4

Apt Elev
672'

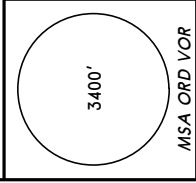
Alt Set: INCHES
Trans level: FL180 Trans alt: 18000'
1. RADAR required.
2. ST LOUIS Transition assigned by ATC.

3400'
MSA ORD VOR

BRADFORD FIVE ARRIVAL (BDF.BDF5)

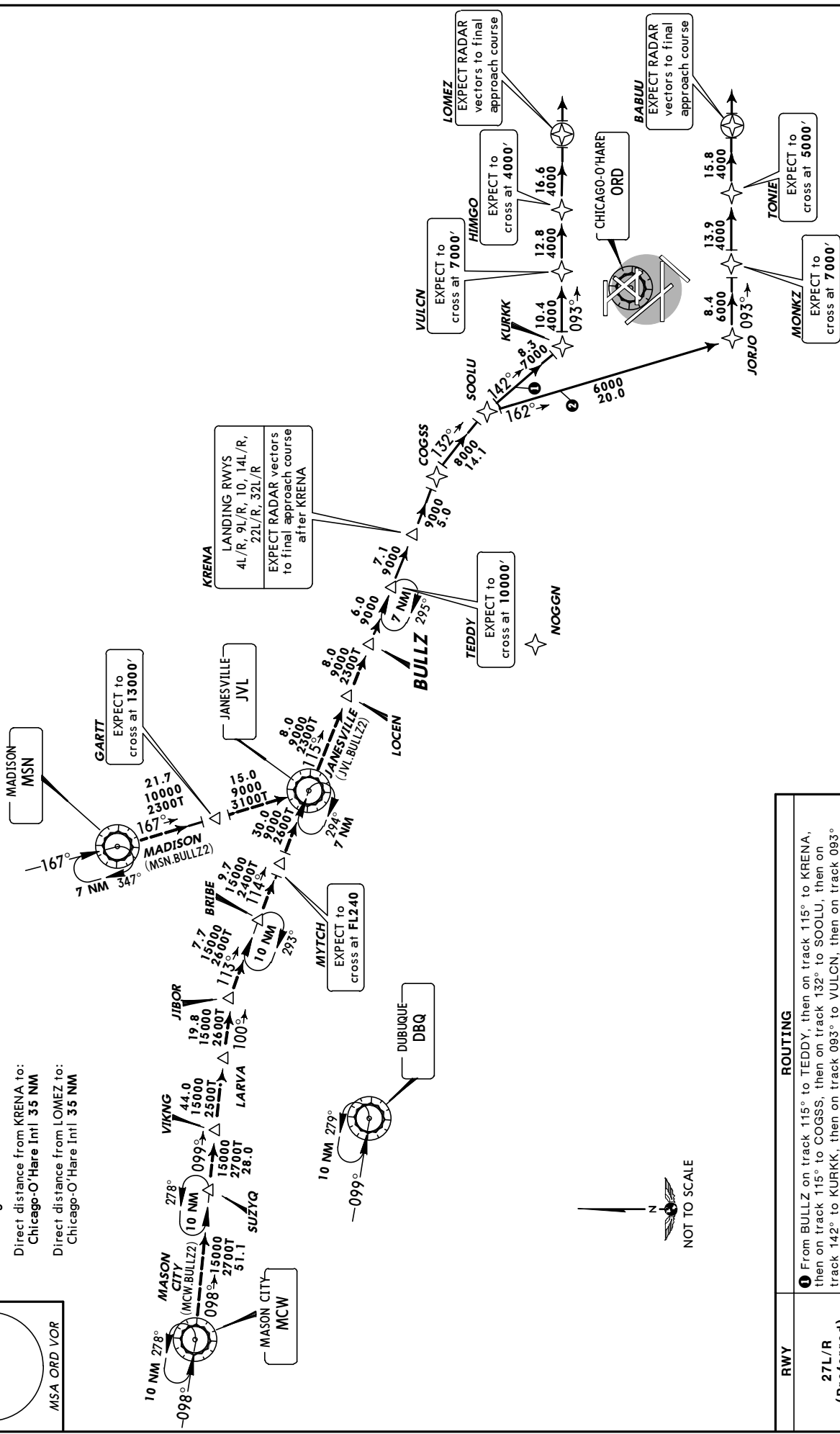


D-ATIS 135.4	Apt Elev 672'	Alt Set: INCHES Trans level: FL180 Trans alt: 18000'	1. RADAR required. 2. RNAV 1. 3. DME/DME/IRU or GPS required.



Direct distance from BABUJ to:
Chicago-O'Hare Intl 35 NM
Direct distance from KRENA to:
Chicago-O'Hare Intl 35 NM
Direct distance from LOMEZ to:
Chicago-O'Hare Intl 35 NM

BULLZ TWO RNAV ARRIVAL
(BULLZ.BULLZ2)

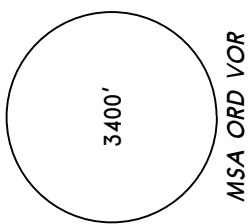


RWY	ROUTING
27L/R (Preferred)	1 From BULLZ on track 115° to TEDDY, then on track 115° to KRENA, then on track 115° to COGSS, then on track 132° to SOOLU, then on track 142° to KURKK, then on track 093° to VULCN, then on track 093° to HIMGO, then on track 093° to LOMEZ. EXPECT RADAR vectors to final approach course. If not received by LOMEZ, then on track 093°.
28	2 From BULLZ on track 115° to TEDDY, then on track 115° to KRENA, then on track 115° to COGSS, then on track 132° to SOOLU, then on track 162° to JORJO, then on track 093° to MONKZ, then on track 093° to TONIE, then on track 093° to BABUJ. EXPECT RADAR vectors to final approach course. If not received by BABUJ, then on track 093°.

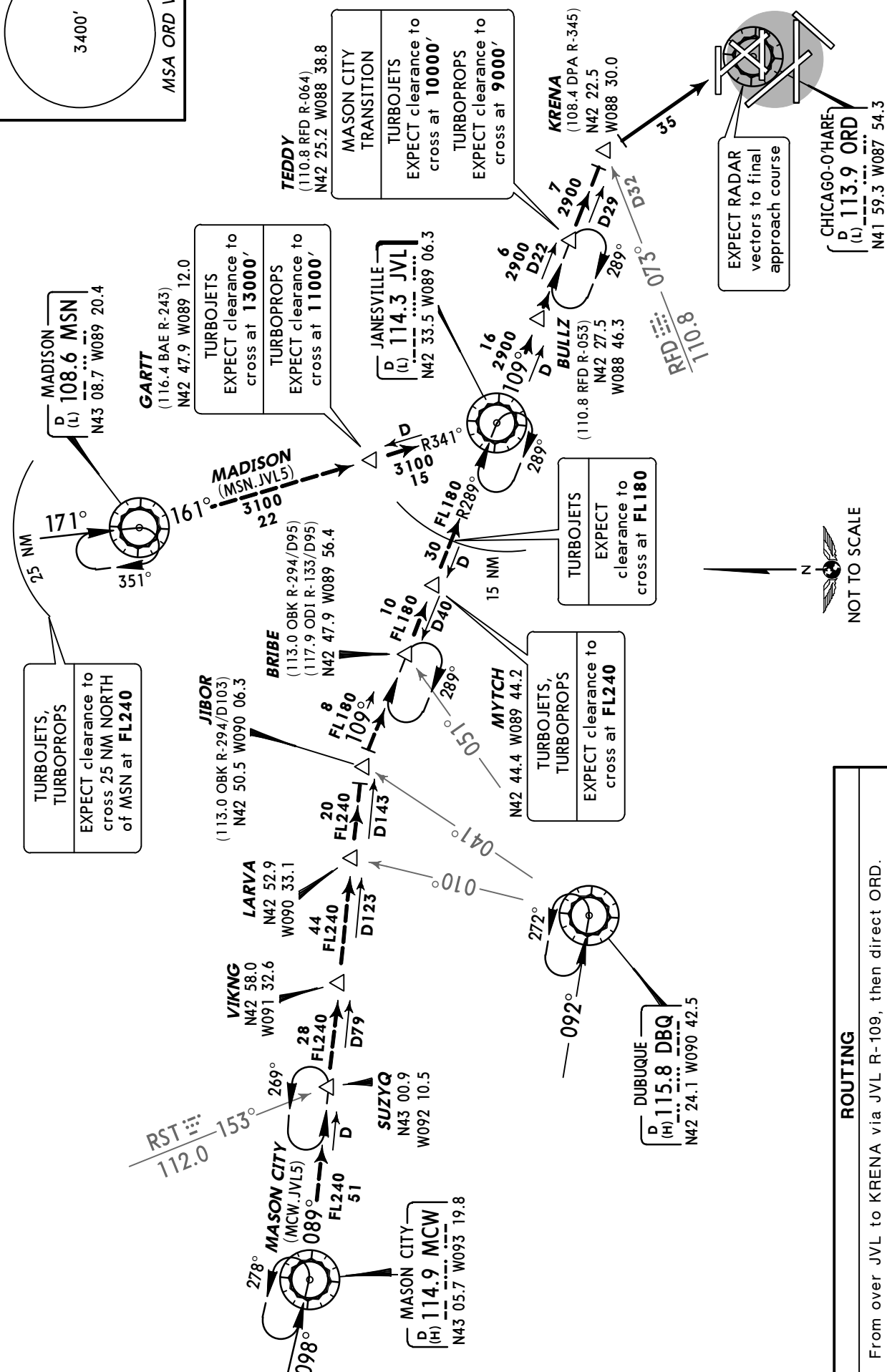
D-ATIS
135.4

Apt Elev
672'

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'
DME required.

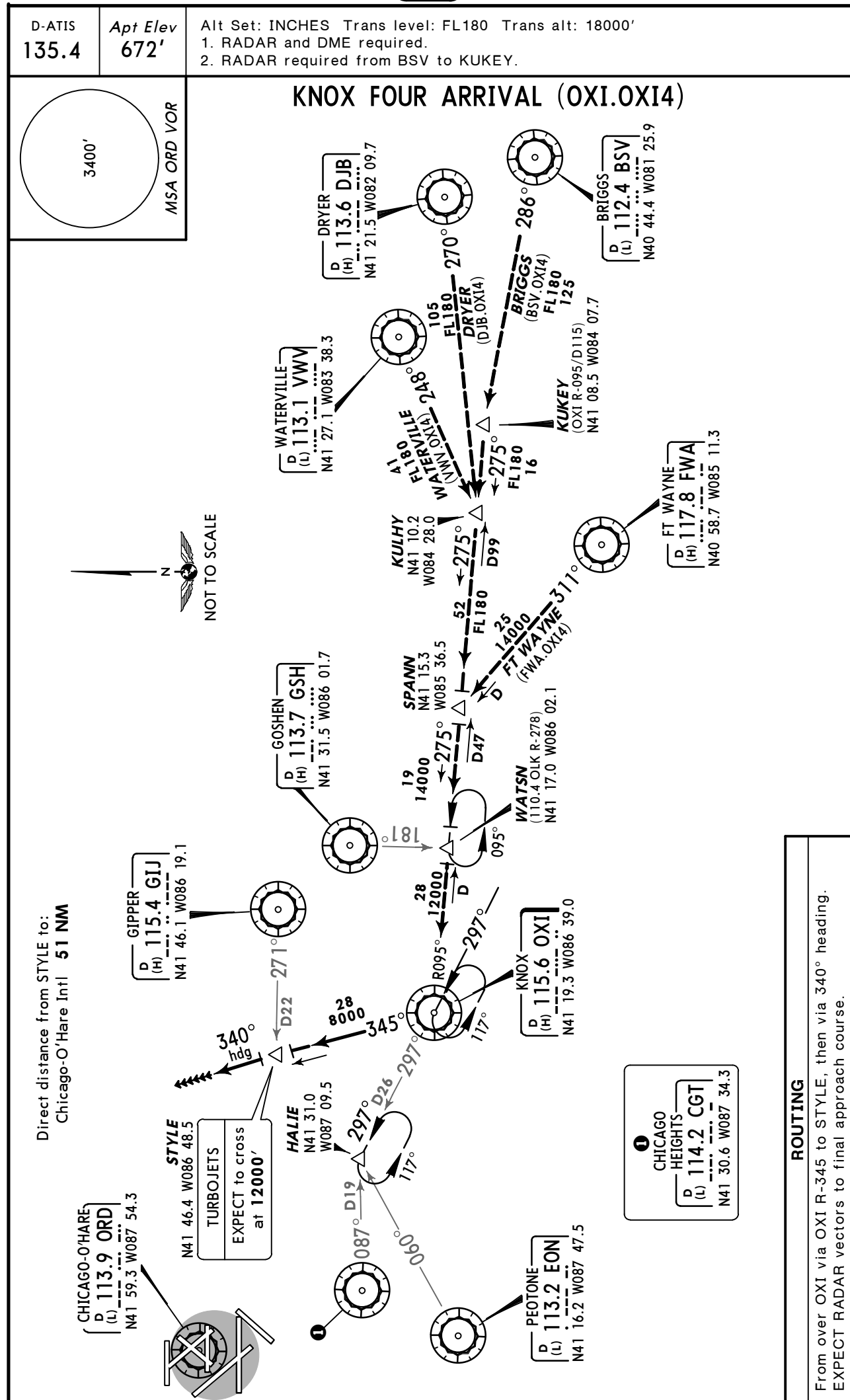


JANESVILLE FIVE ARRIVAL (JVL.JVL5)



ROUTING

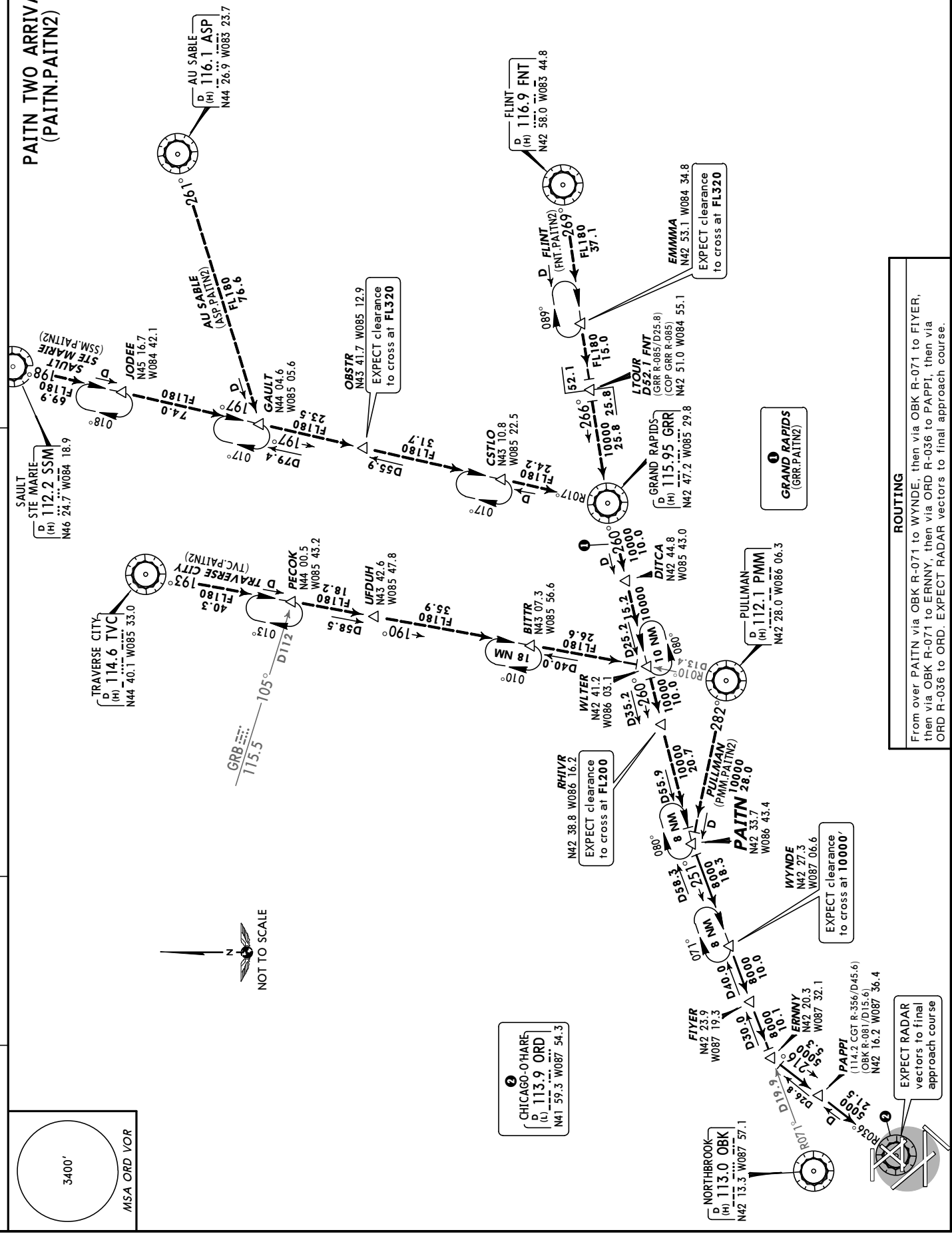
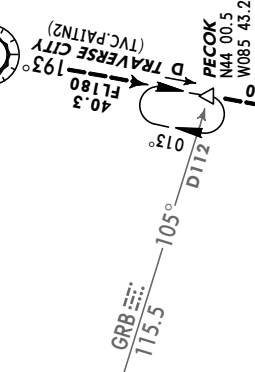
From over JVL to KRENA via JVL R-109, then direct ORD.
EXPECT RADAR vectors to final approach course.



1. **RADAR and DME required.**
2. **TRAVERSE CITY Transition: F**



MSA ORD VOR



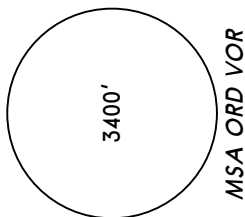
From over PAITN via OBK R-071 to WYNDE, then via OBK R-071 to FIYER, then via OBK R-071 to ERNNY, then via ORD R-036 to PAPPI, then via ORD R-036 to ORD. EXPECT RADAR vectors to final approach course.

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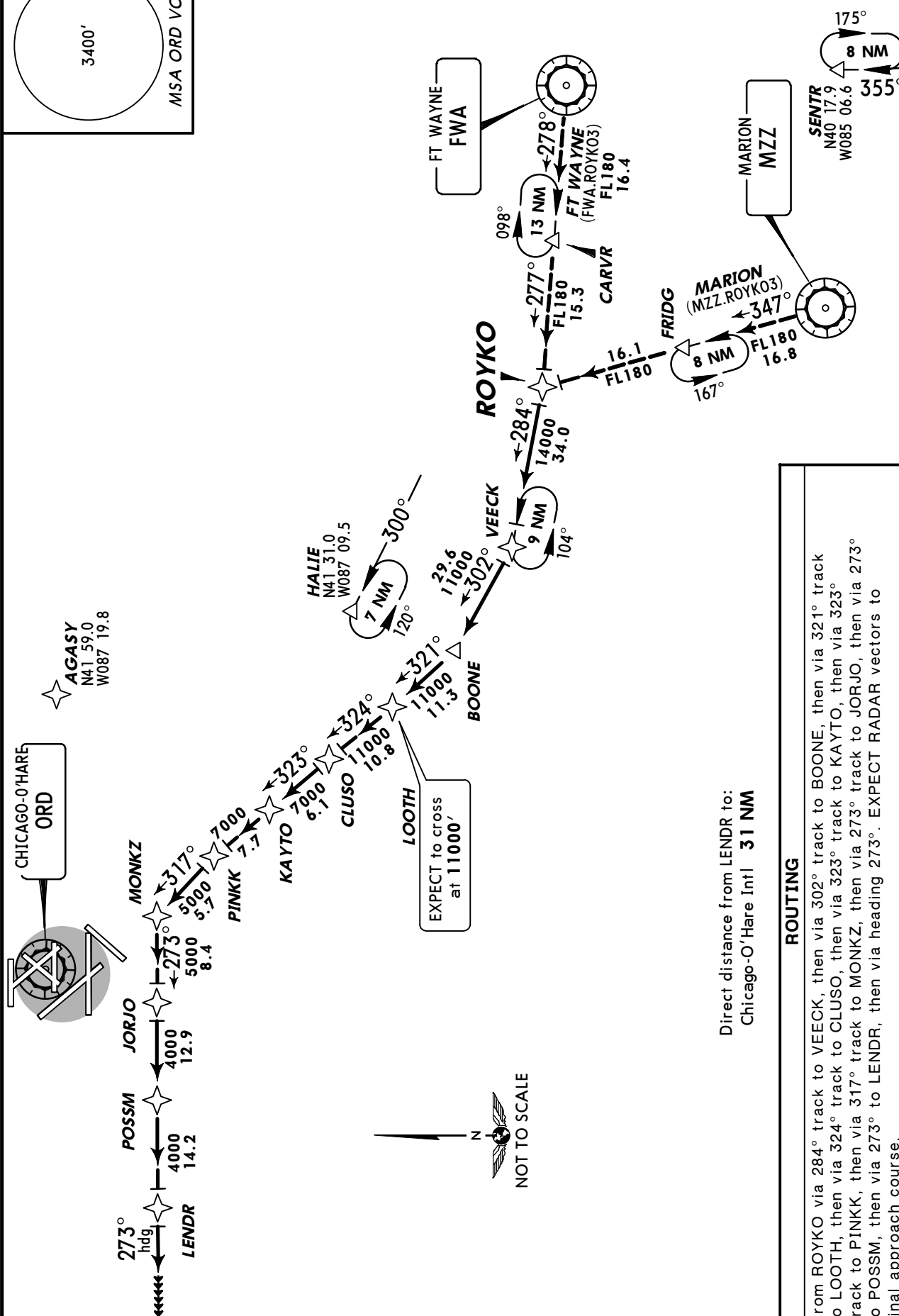
D-ATIS
135.4Apt Elev
672'

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'

1. RNAV 1.
2. DME/DME/IRU or GPS required.
3. RADAR required.
4. EXPECT possible reroute to WATSN RNAV STAR.
5. FT WAYNE Transition: ATC assigned only.



ROYKO THREE RNAV ARRIVAL (ROYKO.ROYK03)

Direct distance from LENDR to:
Chicago-O'Hare Intl 31 NM

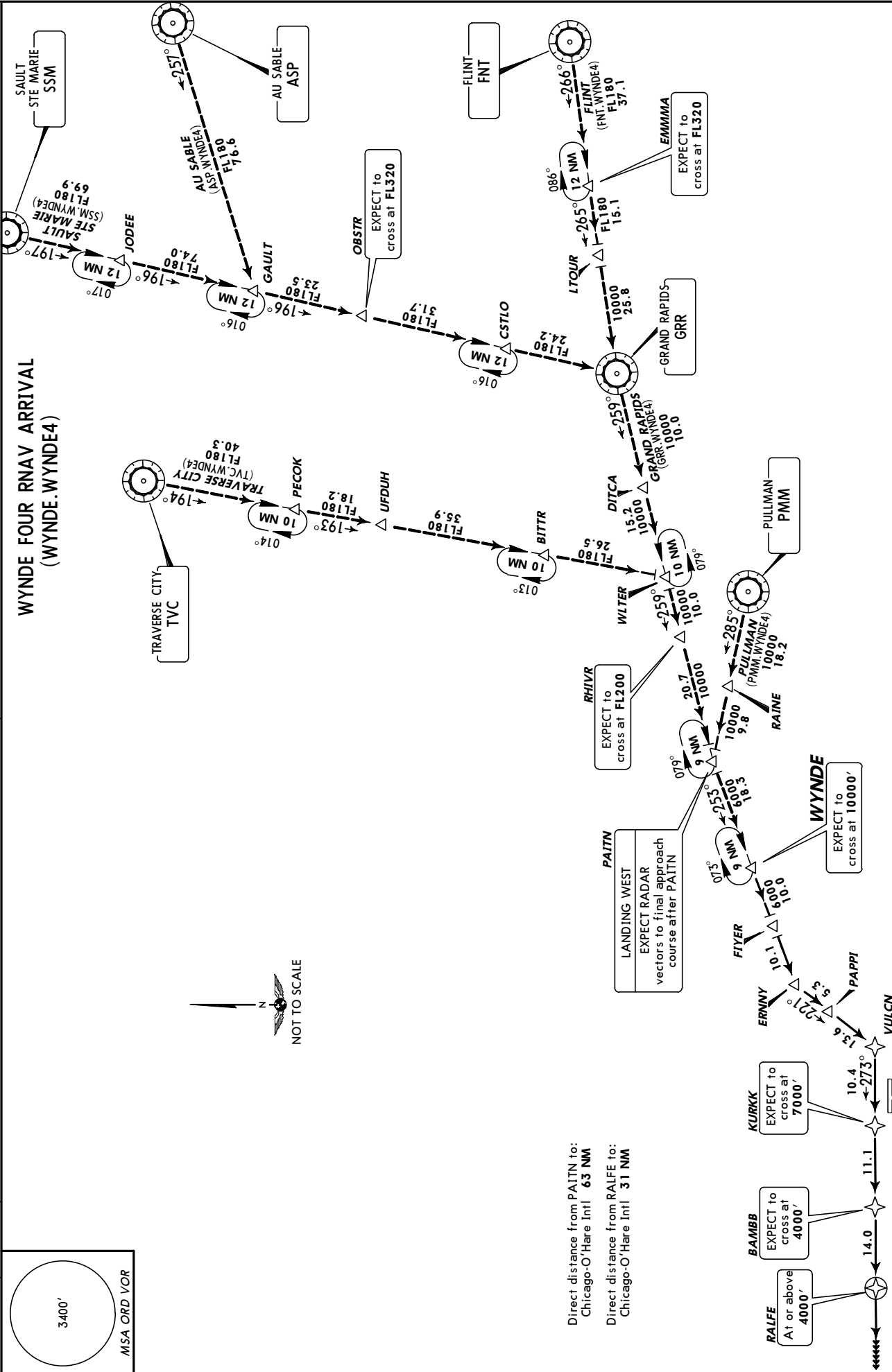
ROUTING

From ROYKO via 284° track to VEECK, then via 302° track to BOONE, then via 321° track to LOOTH, then via 324° track to CLUSO, then via 323° track to KAYTO, then via 317° track to MONKZ, then via 273° track to JORJO, then via 273° track to POSSM, then via 273° track to LENDR, then via heading 273°. EXPECT RADAR vectors to final approach course.

4. EXPECT possible rerouting via the ROYKO RNAV STAR due to airport demand or configuration.
5. Chicago-O'Hare landing to the EAST: EXPECT RADAR vectors to final approach course.

CHANGES: None.

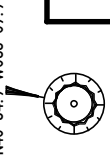
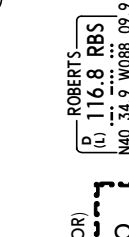
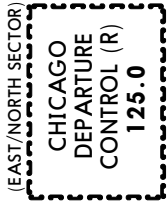
WYNDE FOUR RNAV ARRIVAL
(WYNDE.WYNDE4)



ROUTING

From WYNDE on track 253° to FIVER, then on track 253° to ERNNY, then on track 221° to PAPPI, then on track 221° to VULCN, then on track 273° to KURKK, then on track 273° to BAMBE, then on track 273° to RALFE, then on track 273°. EXPECT RADAR vectors to final approach course.

Use frequency depicted within sector where first NAVAID/FIX for your route is located.



Rwy 4L: Buildings beginning 3302' from DER, 1198' RIGHT of centerline, up to 109' AGL/751' MSL.

Rwy 9L: Building 2771' from DER, 1234' RIGHT of centerline, 94' AGL/745' MSL.

Rwy 14L: Lights poles beginning 981' from DER, 745' LEFT of centerline, up to 40' AGL/684' MSL. Parked aircraft on ramp 100' from DER 363', RIGHT of centerline 80' AGL/729' MSL. Sign 1392' from DER 724'.

Rwy 14R: Parked aircraft on ramp 1104' from DER, 766' RIGHT of centerline, 80' AGL/736' MSL.
Rwy 22R: Parked aircraft on ramp 34' from DER, 430' LEFT of centerline, 80' AGL/736' MSL.

RIGHT of centerline, 80' AGL/754' MSL.

Rwy 28: Trees beginning 1717' from DER, 752' LEFT of centerline, up to 1000'

CHANGES: Total - 1993 from 1992

Gnd speed-KT	75	100	150	200	250	300
220' per NM	275	367	550	733	917	1100
222' per NM	278	370	555	740	925	1110
228' per NM	285	380	570	760	950	1140
240' per NM	300	400	600	800	1000	1200

All aircraft EXPECT RADAR vectors to first enroute NAVAID/Fix.

All Turbojet departures routed over ACITO, BACEN, CMSKY, DENNT, EARND, EON and RBS.
MAINTAIN 250 KT until advised by ATC.

ALL DME	A Cross ORD 5 DME Arc at or above

ALL DME EQUIPPED AIRCRAFT	A Cross ORD 5 DME Arc at or above 4000'. If unable to comply, advise ATC as soon as possible prior to departure.
NON-DME	B Aircraft initially assigned through 220°; Cross DPA Rte. If unable to comply, advise ATC prior to departure.

CHANCES. Title: A Good Education

D-ATIS	ACARS D-ATIS PDC	O'HARE Clearance 121.6	Metering 121.67	MAIN Ground Inbound 121.75	NORTH Ground Rwy 9L/27R (Vicinity) 124.12
135.4					
126.9	120.75	Alternate 132.7	O'HARE Tower Rwy 9L/27R 128.15	CHICAGO Departure (R) 340°-159° 125.0	220°-339° 125.4

Read-back of all hold-short
instructions required.

Be alert: the northeast/south-
west portion of Twy Y is not
visible from the center ATCT.
Twy ZE south of Twy N not
visible from center TWR due
to blast fence.

International Ramp Control 129.05
(Monitor Ground Control simultaneously
0600-2200 LT)

HS RUNWAY INCURSION HOT SPOTS
See 20-9A for description of Hot Spots.

- 1 Hold pad procedures see 20-9E.
Maintain taxiway centerline when
passing hold pads with parked aircraft.
- 2 Yankee Twy Gates procedure see 20-9A.
- 3 CAUTION: No aircraft are permitted to stop
on bridged Twys A and B.
- 4 Two taxi routes are available for access
to/from the Northeast Cargo/ GA ramp. For
layout and procedures see 20-9G.
- 5 CAUTION: Be alert for fire equipment entering
Twys E and Z.

During periods of cold weather, the approach end
of Rwy 32R may not be visible from the tower due
to steam plume from airport heating plant.

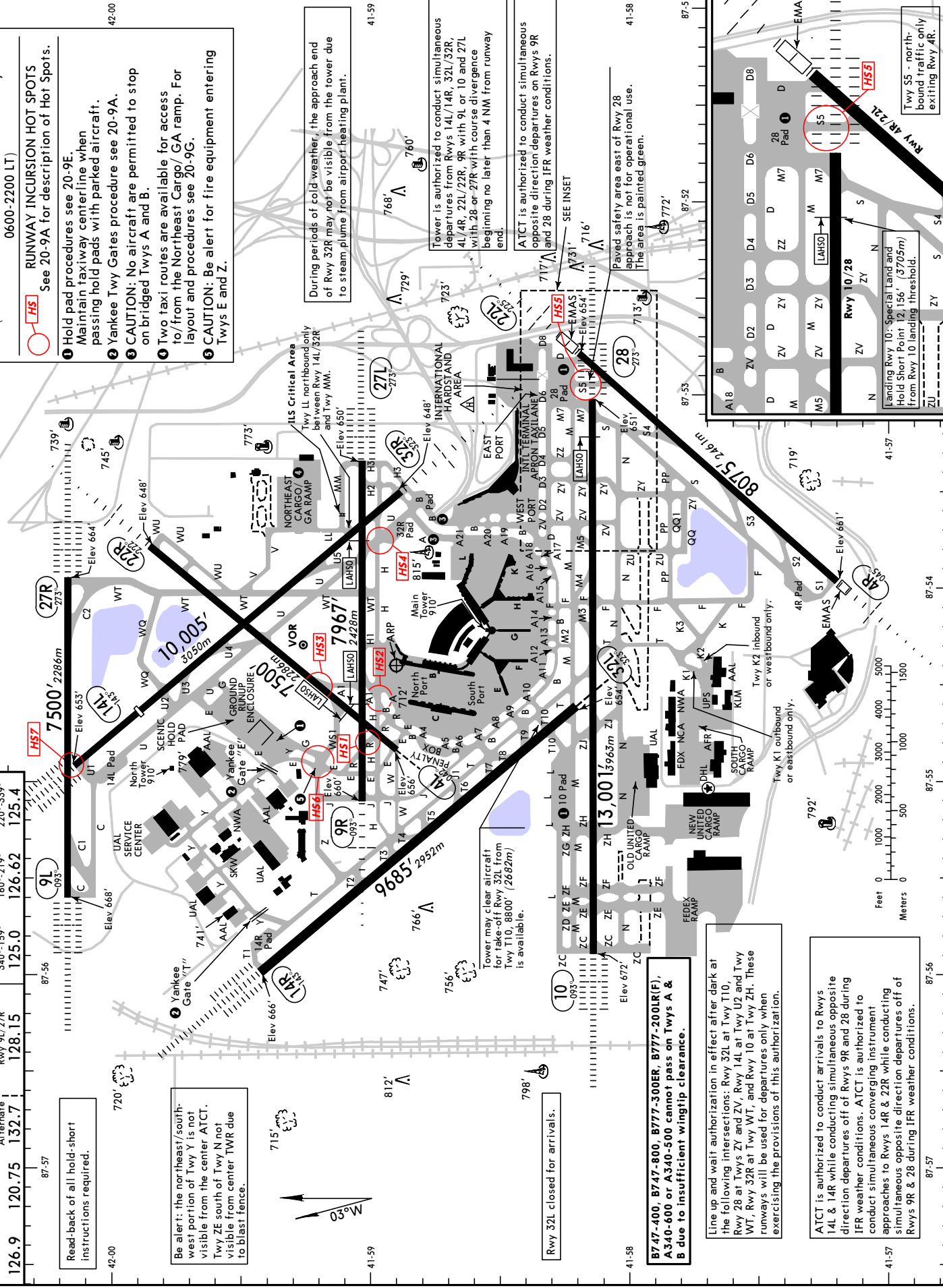
Tower is authorized to conduct simultaneous
departures from Rwys 14L/14R, 32L/32R,
4L/4R, 22L/22R, 9R with 9L or 10 and 27L
with 28 or 27R with course divergence
beginning no later than 4 NM from runway
end.

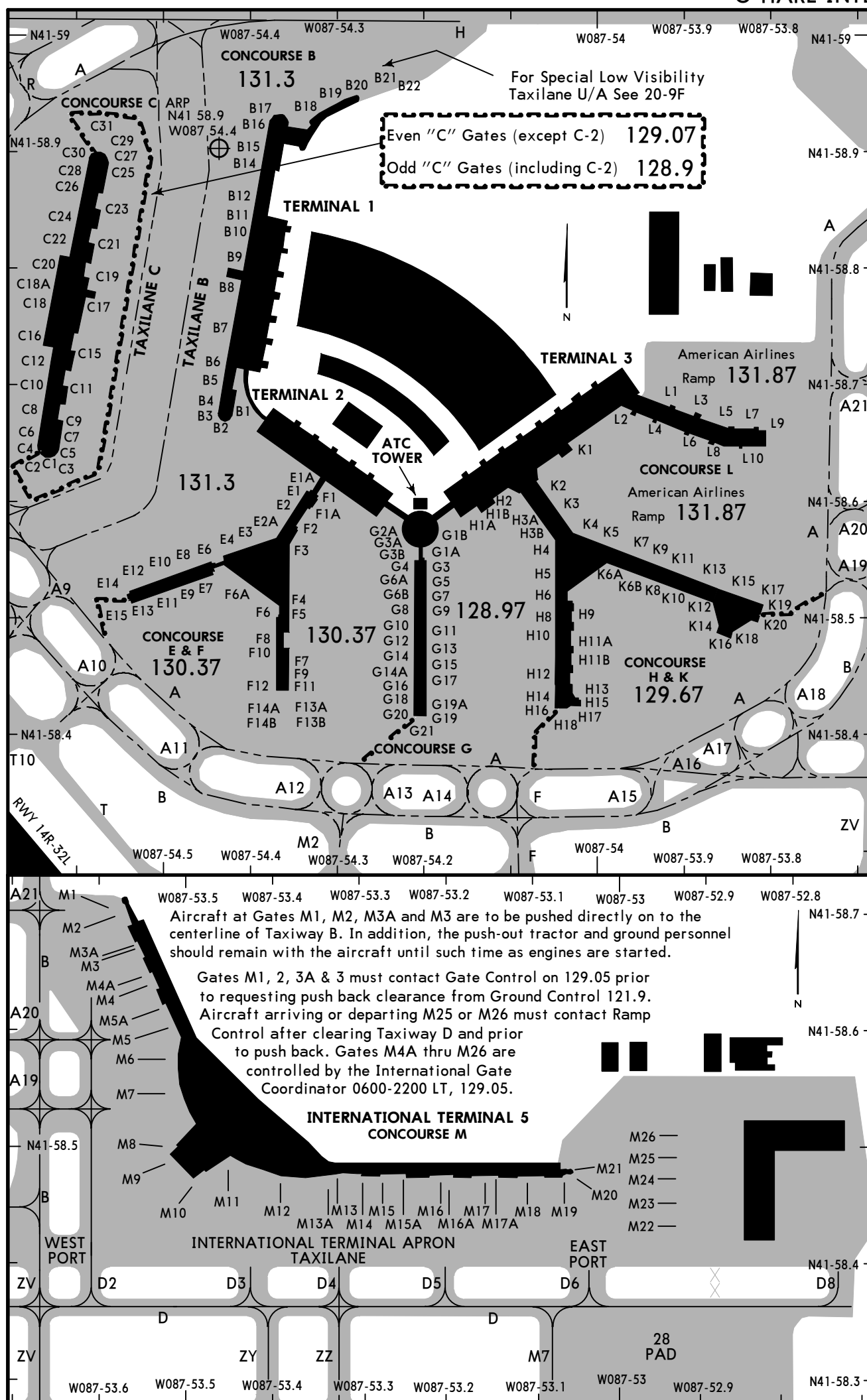
ATCT is authorized to conduct simultaneous
opposite direction departures on Rwys 9R
and 28 during IFR weather conditions.

Paved safety area east of Rwy 28
approach is not for operational use.
The area is painted green.

Line up and wait authorization in effect after dark at
the following intersections: Rwy 32L at Twy T10,
Rwy 28 at Twys ZV and ZV, Rwy 14L at Twy U2 and Twy
WT, Rwy 32R at Twy WT, and Rwy 10 at Twy ZH. These
runways will be used for departures only when
exercising the provisions of this authorization.

ATCT is authorized to conduct arrivals to Rwys
14L & 14R while conducting simultaneous opposite
direction departures off of Rwys 9R and 28 during
IFR weather conditions. ATCT is authorized to
conduct simultaneous converging instrument
approaches to Rwys 14R & 22R while conducting
simultaneous opposite direction departures off of
Rwys 9R & 28 during IFR weather conditions.





PARKING GATE COORDINATES

GATE/SPOT NO.	COORDINATES	GATE/SPOT NO.	COORDINATES
CONCOURSE B		CONCOURSE K	
B1 thru B7	N41 58.7 W087 54.4	K1 thru K5	N41 58.6 W087 54.0
B8 thru B11	N41 58.8 W087 54.4	K6A, K6B	N41 58.5 W087 54.0
B12	N41 58.9 W087 54.4	K7	N41 58.6 W087 53.9
B14 thru B18	N41 58.9 W087 54.4	K8	N41 58.5 W087 53.9
B19, B20	N41 58.9 W087 54.3	K9	N41 58.6 W087 53.9
B21, B22	N41 58.9 W087 54.2	K10 thru K14	N41 58.5 W087 53.9
CONCOURSE C		K15 thru K20	N41 58.5 W087 53.8
C1 thru C5	N41 58.6 W087 54.6	CONCOURSE L	
C6 thru C12	N41 58.7 W087 54.6	L1	N41 58.7 W087 53.9
C15, C16	N41 58.7 W087 54.6	L2	N41 58.7 W087 54.0
C17 thru C24	N41 58.8 W087 54.6	L3, L4	N41 58.7 W087 53.9
C25 thru C31	N41 58.9 W087 54.6	L5	N41 58.7 W087 53.8
CONCOURSE E		L6	N41 58.7 W087 53.9
E1, E1A, E2	N41 58.6 W087 54.3	L7	N41 58.7 W087 53.8
E2A thru E4	N41 58.6 W087 54.4	L8	N41 58.7 W087 53.9
E6	N41 58.5 W087 54.4	L9	N41 58.7 W087 53.8
E7 thru E15	N41 58.5 W087 54.5	L10	N41 58.6 W087 53.8
CONCOURSE F		INTERNATIONAL TERMINAL 5	
F1 thru F3	N41 58.6 W087 54.3	CONCOURSE M	
F4, F5	N41 58.5 W087 54.3	M1, M2	N41 58.7 W087 53.6
F6, F6A, F8, F10	N41 58.5 W087 54.4	M3A, M3	N41 58.6 W087 53.6
F7, F9	N41 58.5 W087 54.3	M4 thru M5A	N41 58.6 W087 53.5
F11, F13A, F13B	N41 58.4 W087 54.3	M6	N41 58.6 W087 53.5
F12, F14A, F14B	N41 58.4 W087 54.4	M7 thru M11	N41 58.5 W087 53.5
CONCOURSE G		M12	N41 58.5 W087 53.4
G1A thru G3B	N41 58.6 W087 54.2	M13 thru M15A	N41 58.5 W087 53.3
G3 thru G15	N41 58.5 W087 54.2	M16 thru M17	N41 58.5 W087 53.2
G16 thru G21	N41 58.4 W087 54.2	M17A thru M21	N41 58.5 W087 53.1
CONCOURSE H		M22	N41 58.4 W087 52.9
H1A, H1B, H2	N41 58.6 W087 54.1	M23 thru M26	N41 58.5 W087 52.9
H3A, H3B, H4	N41 58.6 W087 54.1		
H5, H6, H8	N41 58.5 W087 54.1		
H9	N41 58.5 W087 54.0		
H10	N41 58.5 W087 54.1		
H11A, H11B	N41 58.5 W087 54.0		
H12	N41 58.4 W087 54.1		
H13	N41 58.4 W087 54.0		
H14	N41 58.4 W087 54.1		
H15	N41 58.4 W087 54.0		
H16	N41 58.4 W087 54.1		
H17, H18	N41 58.4 W087 54.0		

Taxi Instructions for the Southwest Cargo Ramp

The Southwest Cargo ramp facility is a non-movement area and access/egress require special operating procedures. All aircraft monitor unicom frequency 122.95 (ramp common) prior to and during operations on the ramp. The north taxiway designated K1 is to be used for outbound aircraft only. The south taxiway designated K2 is to be used for inbound aircraft only.

Arriving Aircraft

Arriving aircraft will have priority if no aircraft on the ramp has called and is in the process of pushback, engine start, or outbound taxi at the time of the first call. Arriving aircraft announce the following on ramp common prior to departing position "B":

- Airline
- Flight number
- Current position and intentions
- Destination on Southwest cargo ramp

If a departing aircraft responds to the callout the arriving aircraft must hold its position at the hold bar "B" on K2 until the departing aircraft has cleared onto K1.

Departing Aircraft

Departing aircraft will have priority if no aircraft has reached position "B" on K2 and if no aircraft has called to enter or is taxiing on the ramp. Departing aircraft announce the following on ramp common prior to pushback:

- Airline
- Flight number
- Location on Southwest cargo ramp
- "Pushback"

If arriving aircraft responds to outbound call, departing aircraft must hold position at the gate until the arriving aircraft has cleared before pushback is authorized. Departing aircraft must monitor the unicom frequency at least two minutes prior to pushback to avoid any possible traffic conflicts.

NOTES (dimensions relate to B747-400 aircraft):

K1 is for outbound traffic from the Southwest cargo area South tier.

K2 is to be used for aircraft entering Southwest cargo area South tier.

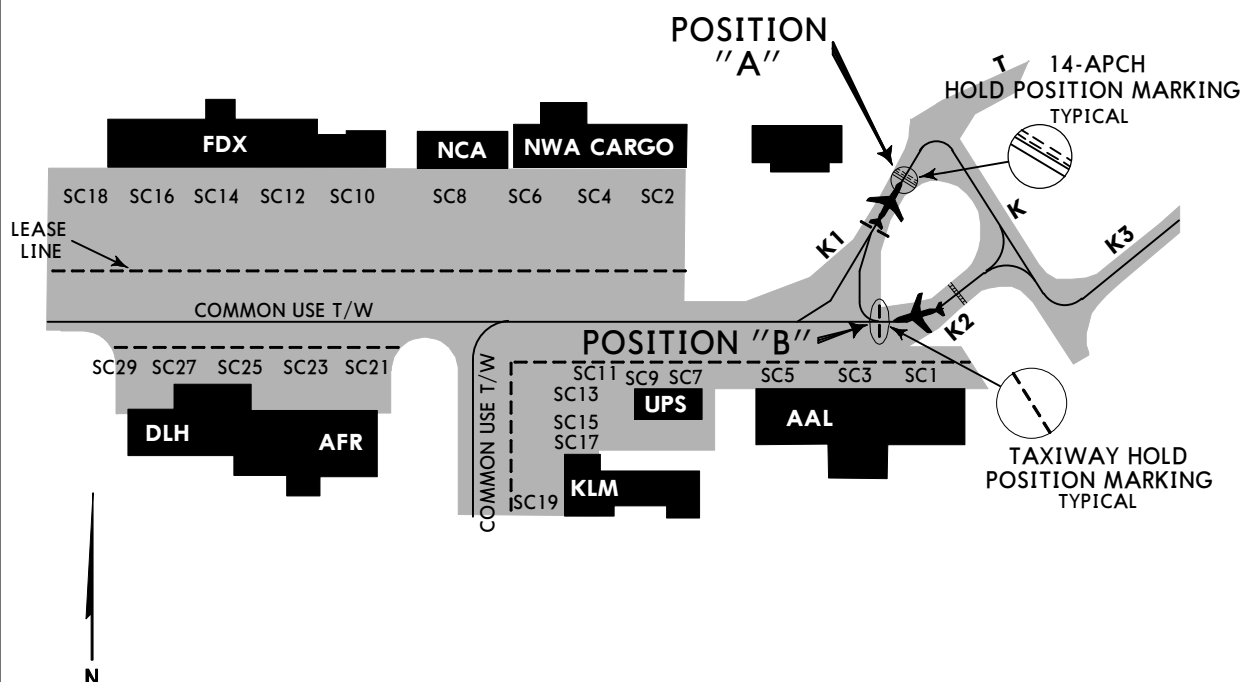
A unicom frequency 122.95 Mhz has been designated "ramp common".

Establish contact with cargo ramp control on "ramp common" between the hours of 2100 and 0600 local time.

Monitor "ramp common" 122.95 and announce your intentions "in the blind" between 0600 and 2100 local time.

SPECIAL NOTE:

Aircraft on K1 must pull up to 14-APCH hold line to ensure inbound aircraft will clear empennage of aircraft on K1.



HOLD PADS

(Penalty Box) 4L hold pad restricted; No B747, A330, A340, B777, MD11.

32R pad abeam Twy U restricted; None of the above listed aircraft and no B767, A300, DC10, L1011.

Pilots exercise caution taxiing past hold pad with parked aircraft - maintain centerline.

Entire aircraft must be contained inside pad boundary line.

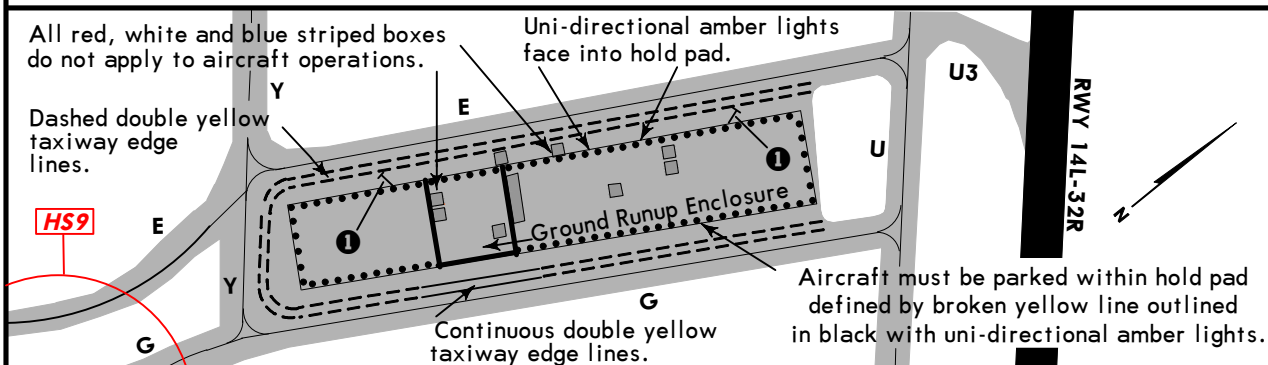
Pilots should maximize the pad space when positioning acft. There are no positioning lines.



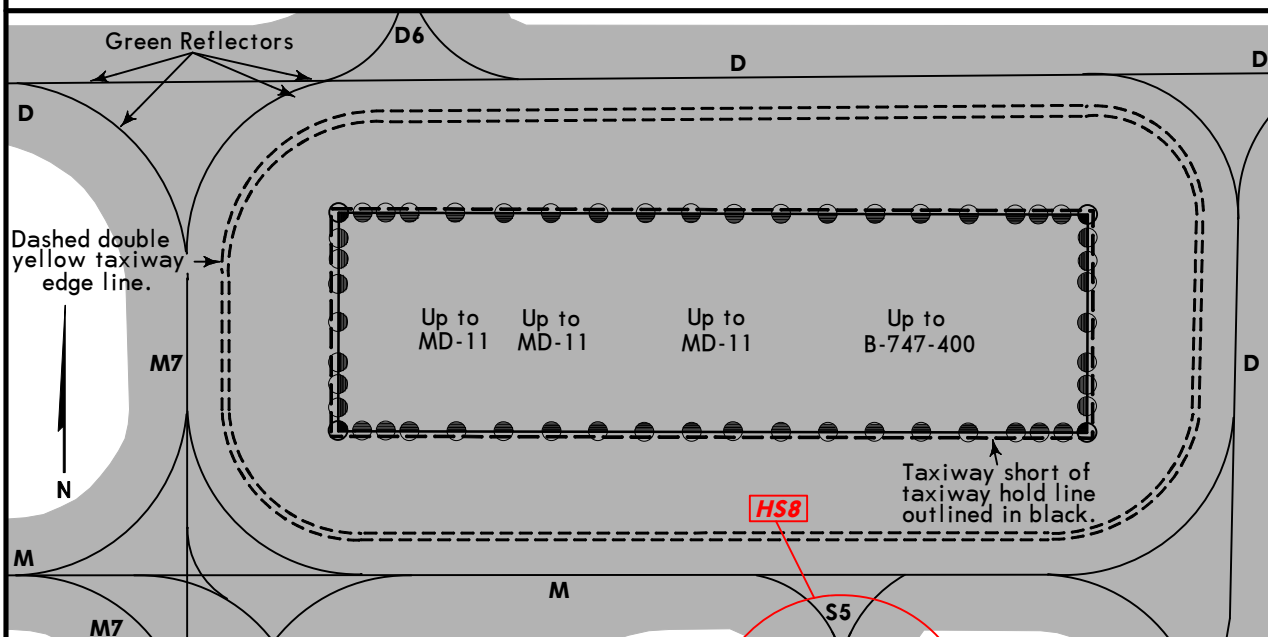
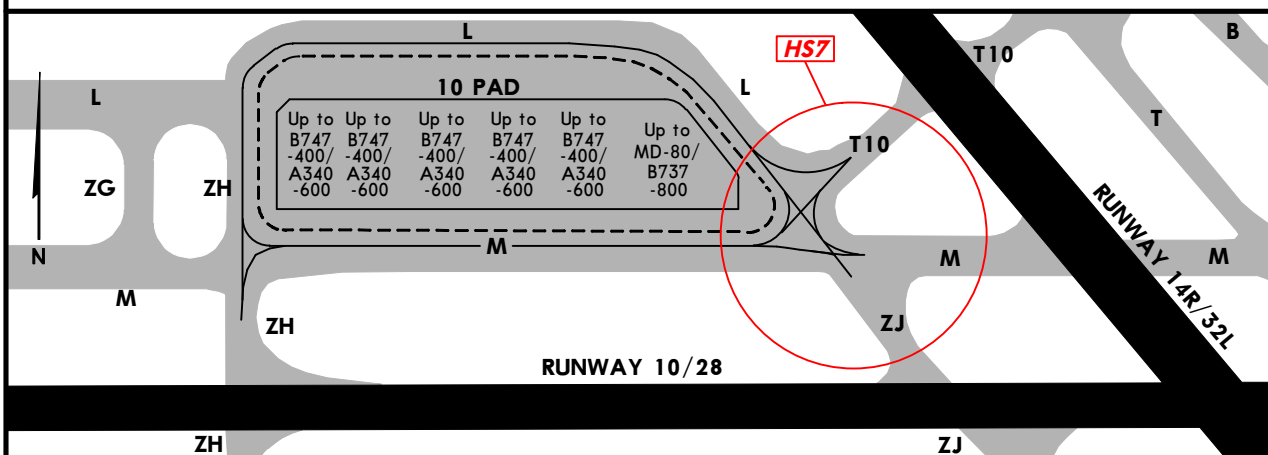
Runway Incursion Hot Spot (See 20-9A for description).

SCENIC HOLD PAD

- ① Pilots are not to use Blue lead lines NW of hold pad unless instructed to by ATC for security check purposes. The Pilot must use lead in line from south side of hold pad facing north.

**RWY 28 HOLD PAD**

ATC may instruct pilots to pull into or go through the pad.

**RWY 10 HOLD PAD**

SPECIAL LOW VISIBILITY UNIFORM/ALPHA TAXILANE

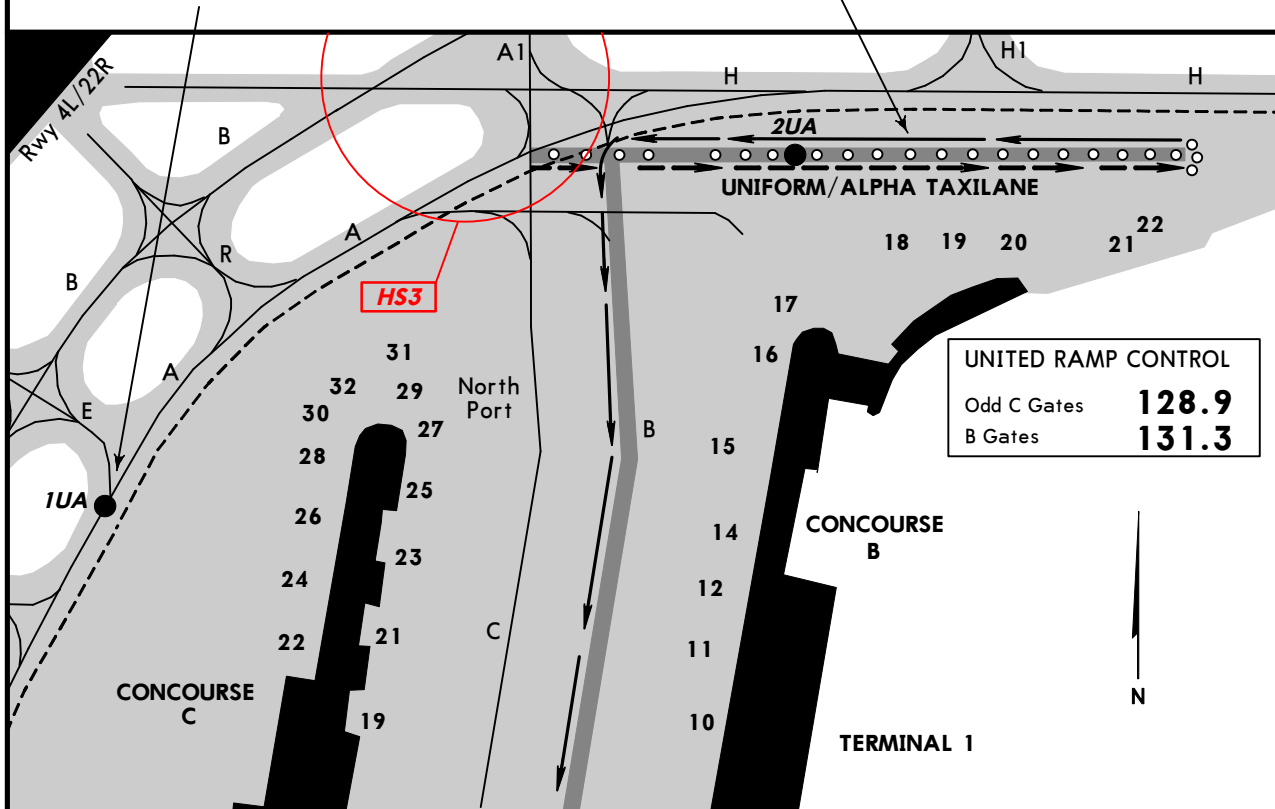
The Uniform/Alpha Taxilane protects runway 27L CAT II/III operations. These procedures are only in effect when the Taxilane centerline lights are illuminated and advised by United ramp or ATC ground control.

Departure From Gates B-18 thru B-22: Contact United ramp control for pushback and initial taxi clearance (131.3).

Arrivals: Airplanes approaching the North Port ramp entrance must contact United Ramp control prior to proceeding. The Northerly part of Twy Hotel is an unmarked ILS critical area that must be avoided by using the painted turnoff lines leading to Taxilanes Charlie, Bravo or gate B17 as appropriate. If proceeding to gates B18-B22 join the Uniform/Alpha Taxilane identified by illuminated centerline lights with no painted taxi line.

The ATC may direct arrival aircraft to report and or hold short at the 1UA position marking.

Uniform/Alpha Taxilane restricted to airplanes with wingspans less than 112' (34.1m) (i.e., A320 and smaller).



LEGEND

 LOW VISIBILITY TAXI ROUTE OUTBOUND
 LOW VISIBILITY TAXI ROUTE INBOUND

 LOW VISIBILITY TAXI ROUTE INBOUND

 1UA GEOGRAPHIC HOLD
 2UA POSITION MARKING

 RUNWAY INCURSION HOT SPOT
 (See 20-9A for description)

ALTERNATE TAXI ROUTE DURING LOW VISIBILITY OPERATIONS

Itinerant Aircraft Procedures for the Northeast Cargo and General Aviation Ramp

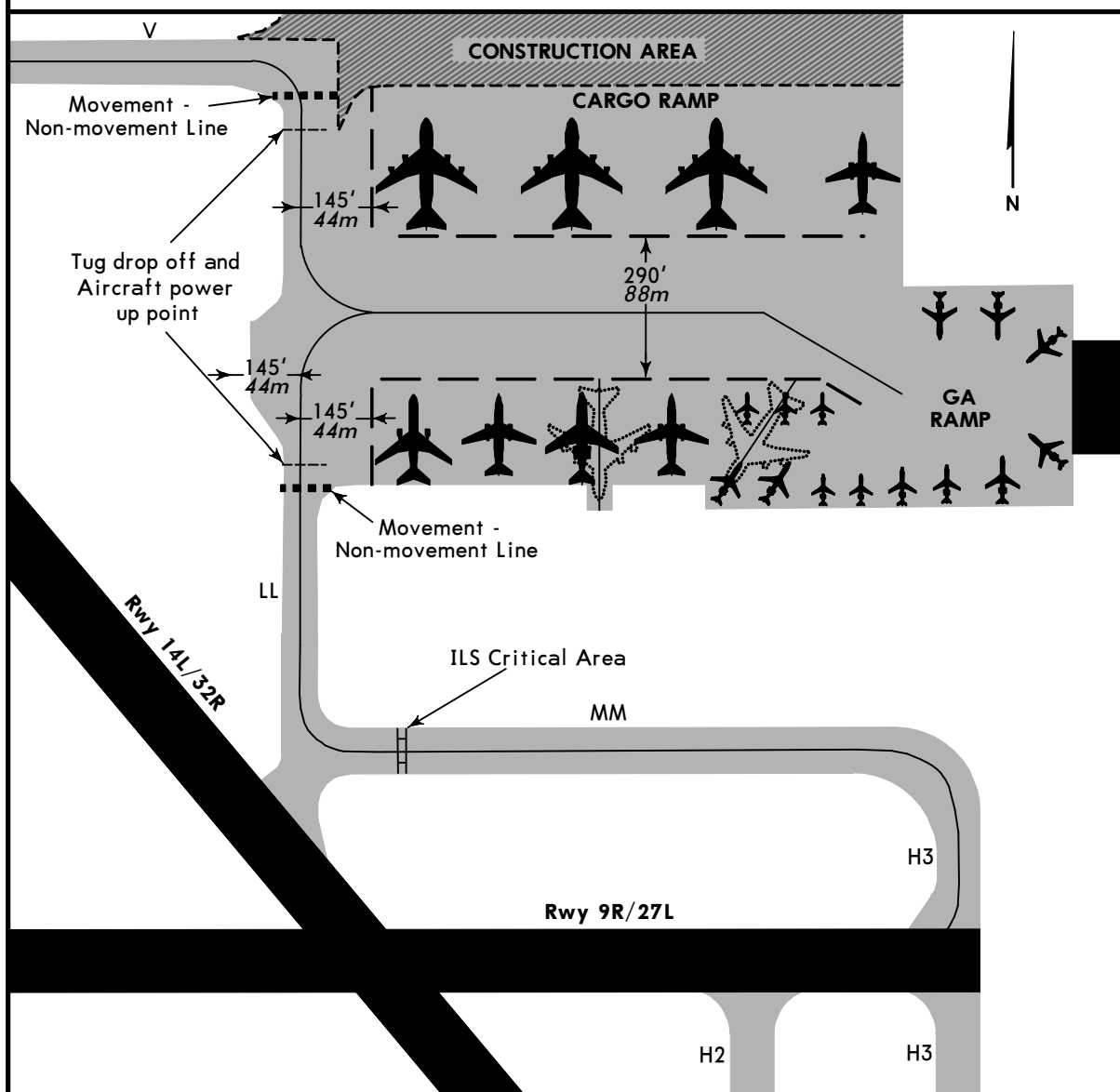
ARRIVALS

Two taxi routes are available to access To/From Northeast Cargo/GA Ramp. South route remains Twys H3, MM to LL. Northwest route will be Twys WT to Twy V. South route will be the priority route inbound and outbound. Contact Signature Flight Support (122.95) prior to entering Northeast Ramp.

DEPARTURES

All departing aircraft must make an advisory call to ATC Ground Metering (121.67) and Signature Flight Support (122.95) prior to pushback from parking spot, to avoid any possible conflict with inbound traffic. Outbound departures must hold short of Twy LL on Twy V at the non-movement hold line. Contact ATC Ground Metering (121.67) for clearance.

Tugging May Be Required For Inbound and Outbound Aircraft.



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9 DEC 11

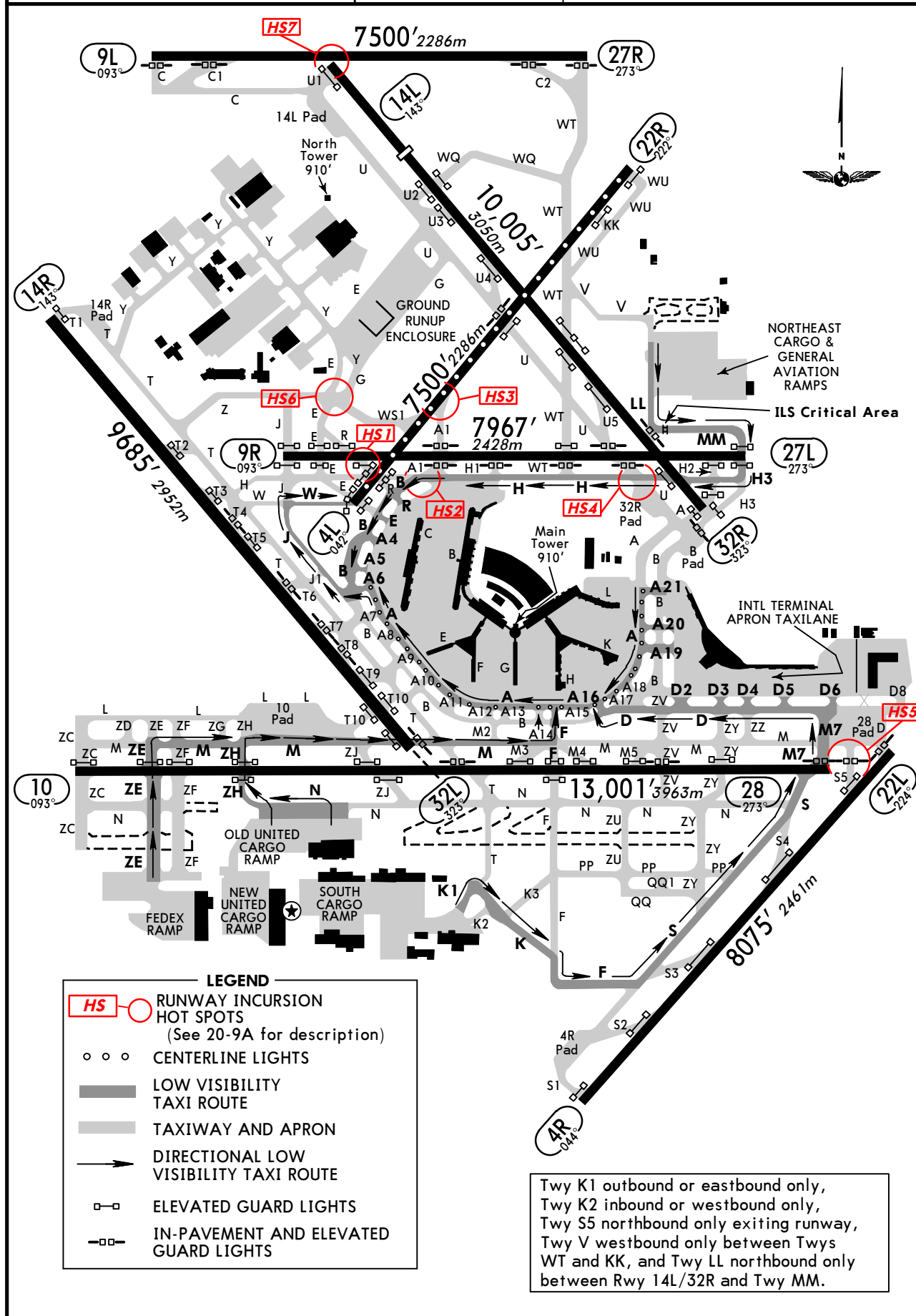
Eff 15 Dec

(20-9H)

CHICAGO, ILL
 LOW VISIBILITY TAXI ROUTES
 Departure Rwy 4L
 (with Rwy 14L/R arrivals)

LESS THAN RVR 1200 TO 600

D-ATIS	ACARS: D-ATIS TWIP PDC	O'HARE Clearance(Cpt)	Metering	MAIN Ground Outbound	MAIN Ground Inbound	NORTH Ground Rwy 9L/27R (Vicinity)
135.4		121.6	121.67	121.75	121.9	124.12
MAIN Tower			O'HARE Tower Rwy 9L/27R	CHICAGO Departure (R)		
126.9	120.75	Alternate 132.7	128.15	340°-159° 125.0	160°-219° 126.62	220°-339° 125.4



CHANGES: Ramps revised, hot spots revised, low visibility routes revised.

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9 DEC 11

Eff 15 Dec

(20-9H1)

CHICAGO, ILL

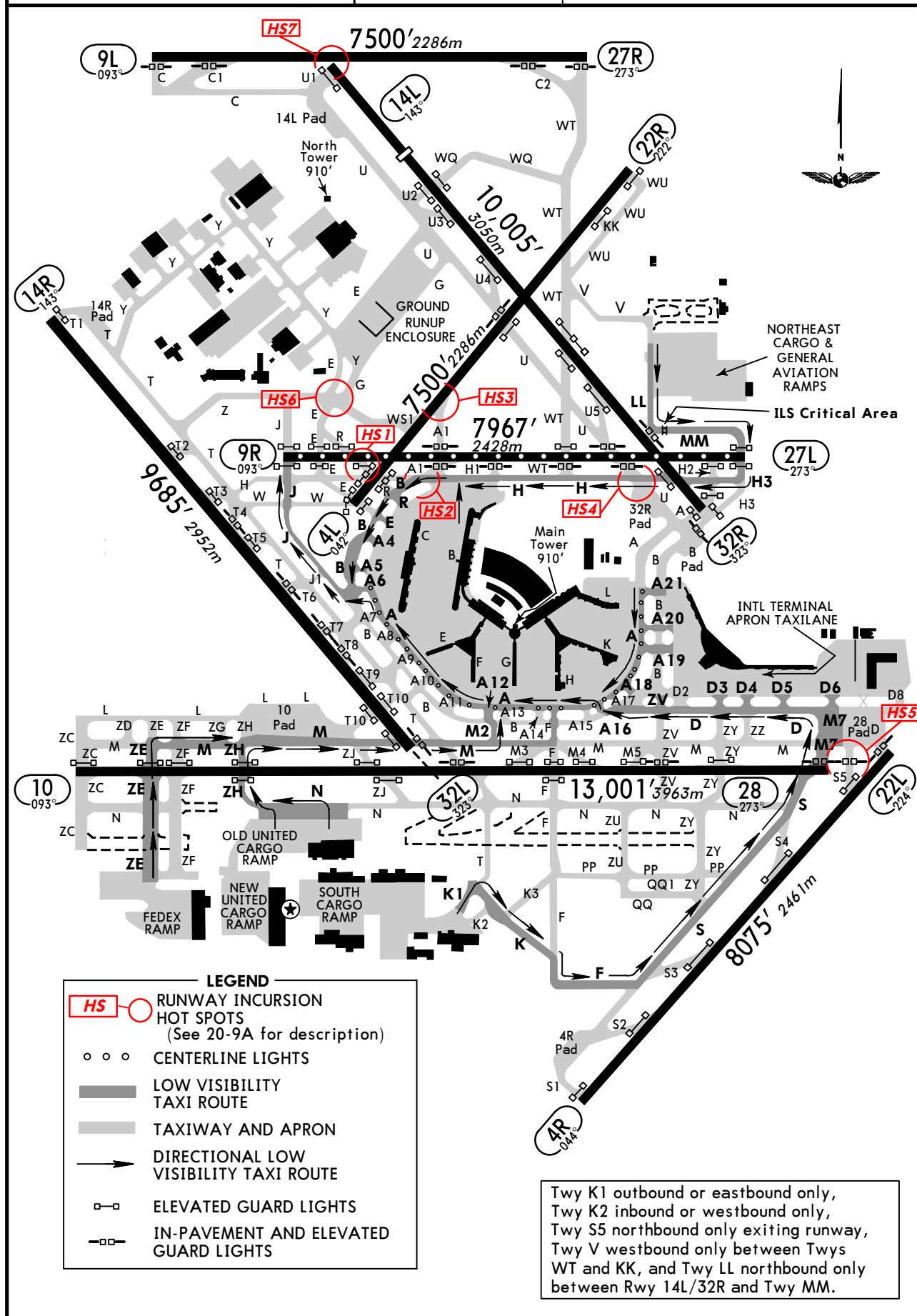
LOW VISIBILITY TAXI ROUTES

Departure Rwy 9R

(with Rwy 9L & 10 arrivals)

LESS THAN RVR 1200 TO 600

D-ATIS	ACARS: D-ATIS TWIP PDC	O'HARE Clearance(Cpt)	Metering	MAIN Ground Outbound	MAIN Ground Inbound	NORTH Ground Rwy 9L/27R (Vicinity)
135.4		121.6	121.67	121.75	121.9	124.12
MAIN Tower			O'HARE Tower Rwy 9L/27R	CHICAGO Departure (R)		
126.9	120.75	Alternate 132.7	128.15	340°-159° 125.0	160°-219° 126.62	220°-339° 125.4



CHANGES: Ramps revised, hot spots revised, low visibility routes revised.

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9 DEC 11

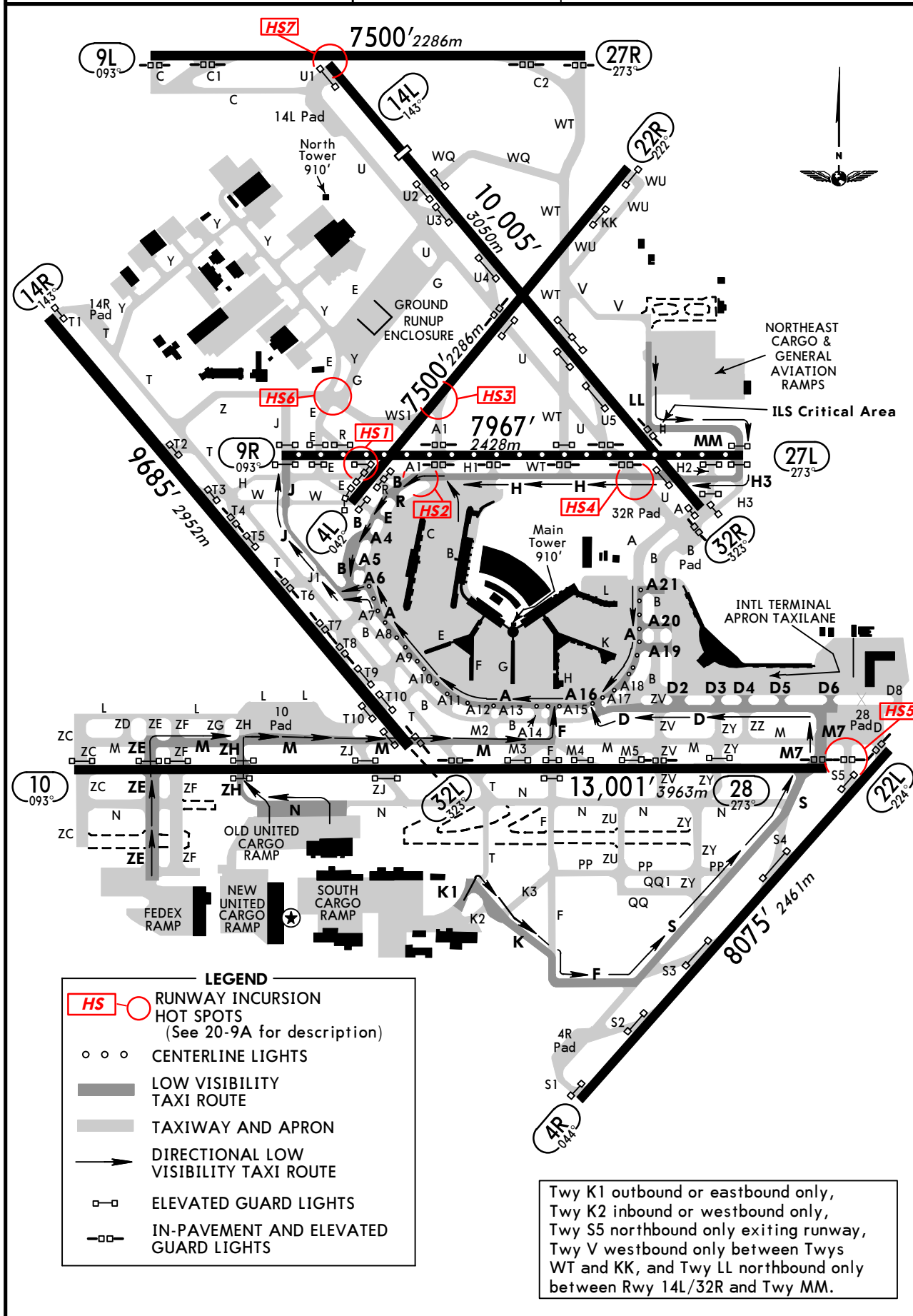
Eff 15 Dec

(20-9H2)

CHICAGO, ILL
 LOW VISIBILITY TAXI ROUTES
 Departure Rwy 9R
 (with Rwy 14L/R arrivals)

LESS THAN RVR 1200 TO 600

D-ATIS	ACARS: D-ATIS TWIP PDC	O'HARE Clearance(Cpt)	Metering	MAIN Ground Outbound	MAIN Ground Inbound	NORTH Ground Rwy 9L/27R (Vicinity)
135.4		121.6	121.67	121.75	121.9	124.12
MAIN Tower			O'HARE Tower Rwy 9L/27R	CHICAGO Departure (R)		
126.9	120.75	Alternate 132.7	128.15	340°-159° 125.0	160°-219° 126.62	220°-339° 125.4



CHANGES: Ramps revised, hot spots revised, low visibility routes revised.

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-O'HARE INTL

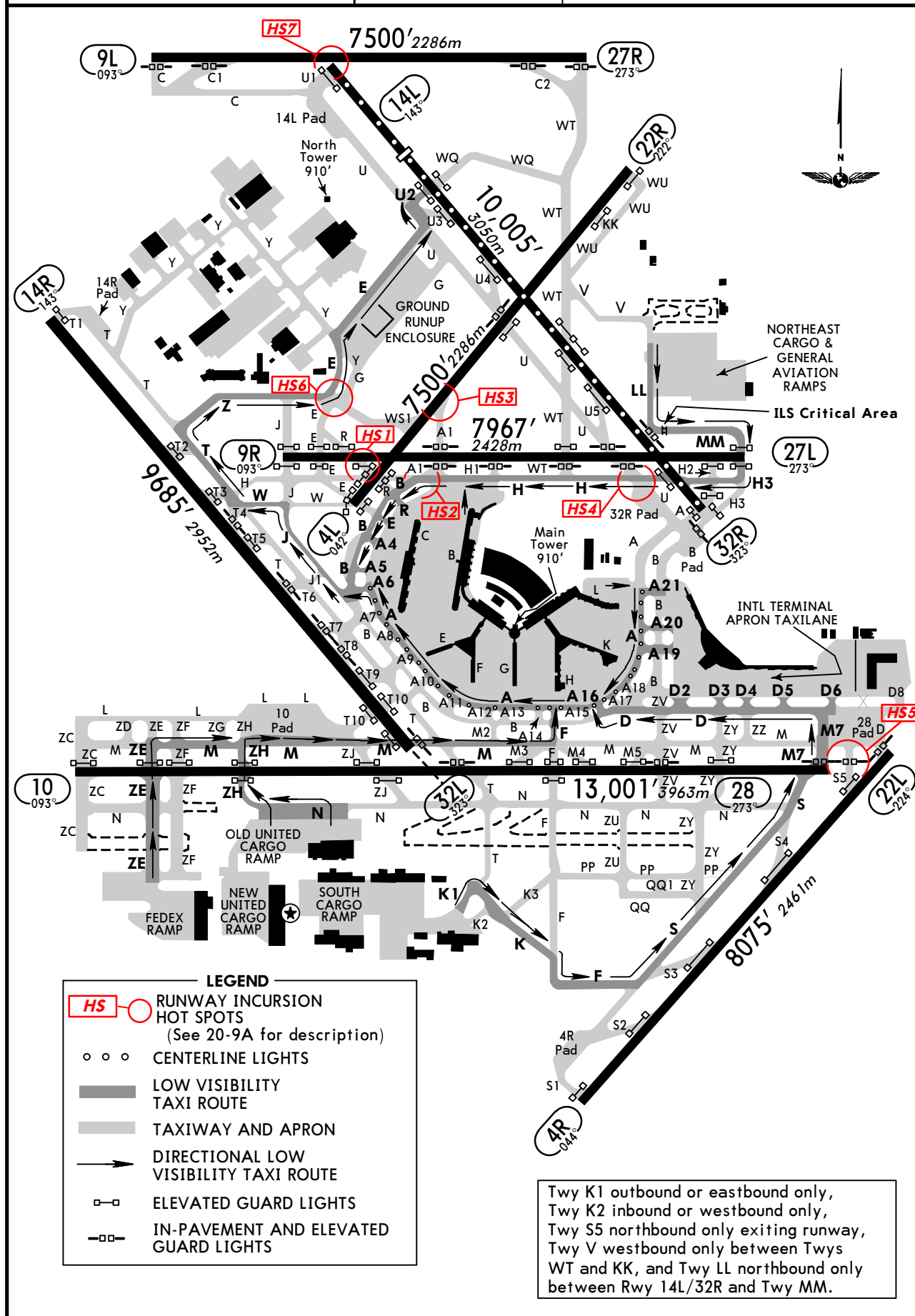
9 DEC 11
Eff 15 Dec

20-9H3

CHICAGO, ILL
LOW VISIBILITY TAXI ROUTES
Twy U2 Departure Rwy 14L
(with Rwy 14L/R arrivals)

LESS THAN RVR 1200 TO 600

D-ATIS	ACARS: D-ATIS TWIP PDC	O'HARE Clearance(Cpt)	Metering	MAIN Ground Outbound	MAIN Ground Inbound	NORTH Ground Rwy 9L/27R (Vicinity)
135.4		121.6	121.67	121.75	121.9	124.12
MAIN Tower			O'HARE Tower Rwy 9L/27R	CHICAGO Departure (R)		
126.9	120.75	Alternate 132.7	128.15	340°-159° 125.0	160°-219° 126.62	220°-339° 125.4



CHANGES: Ramps revised, hot spots revised, low visibility routes revised.

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-O'HARE INTL

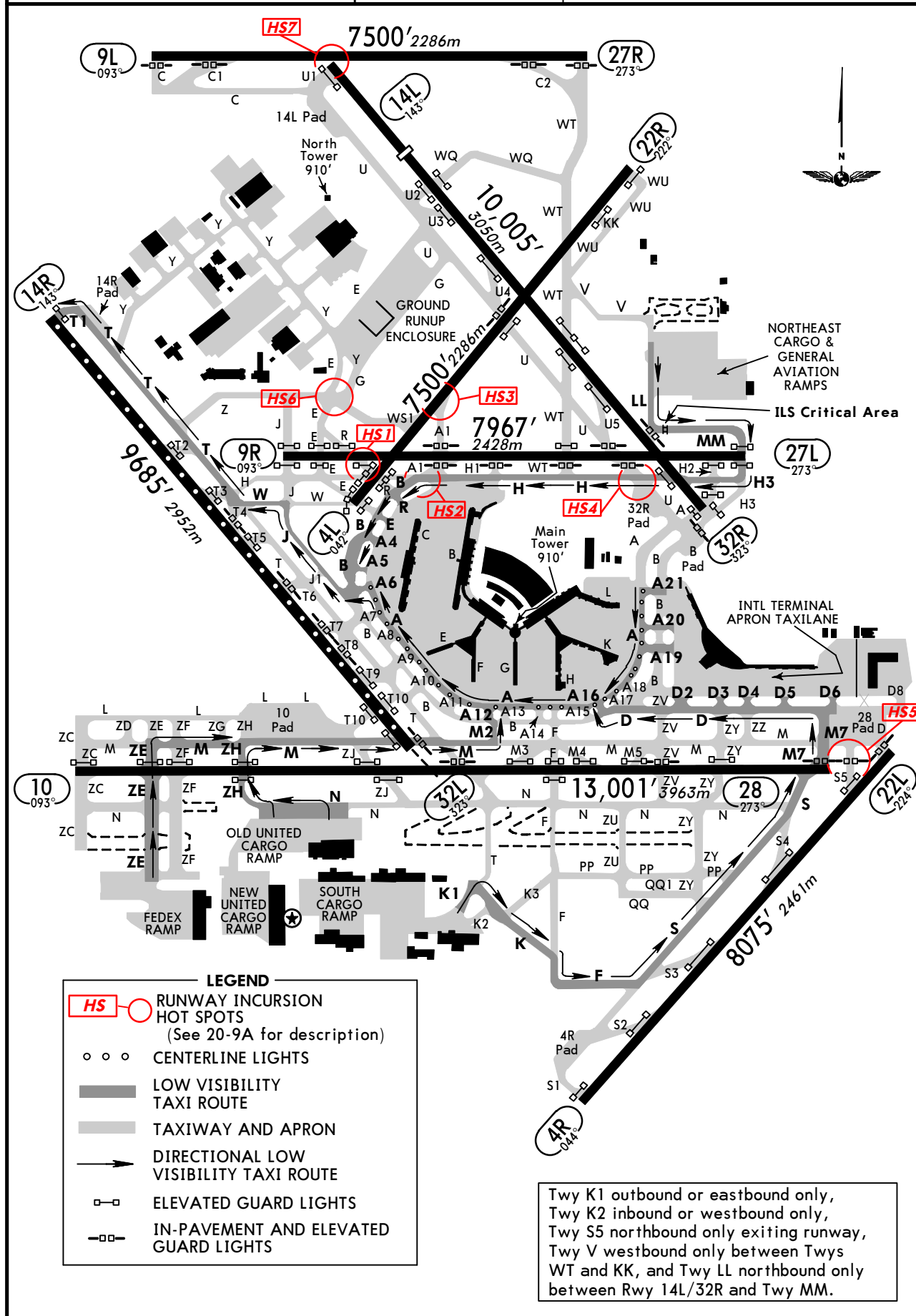
9 DEC 11
Eff 15 Dec

20-9H4

CHICAGO, ILL
LOW VISIBILITY TAXI ROUTES
Departure Rwy 14R
(with Rwy 14L/R arrivals)

LESS THAN RVR 1200 TO 600

D-ATIS	ACARS: D-ATIS TWIP PDC	O'HARE Clearance(Cpt)	Metering	MAIN Ground Outbound	MAIN Ground Inbound	NORTH Ground Rwy 9L/27R (Vicinity)
135.4		121.6	121.67	121.75	121.9	124.12
MAIN Tower			O'HARE Tower Rwy 9L/27R	CHICAGO Departure (R)		
126.9	120.75	Alternate 132.7	128.15	340°-159° 125.0	160°-219° 126.62	220°-339° 125.4



CHANGES: Ramps revised, hot spots revised, low visibility routes revised.

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-O'HARE INTL

9 DEC 11

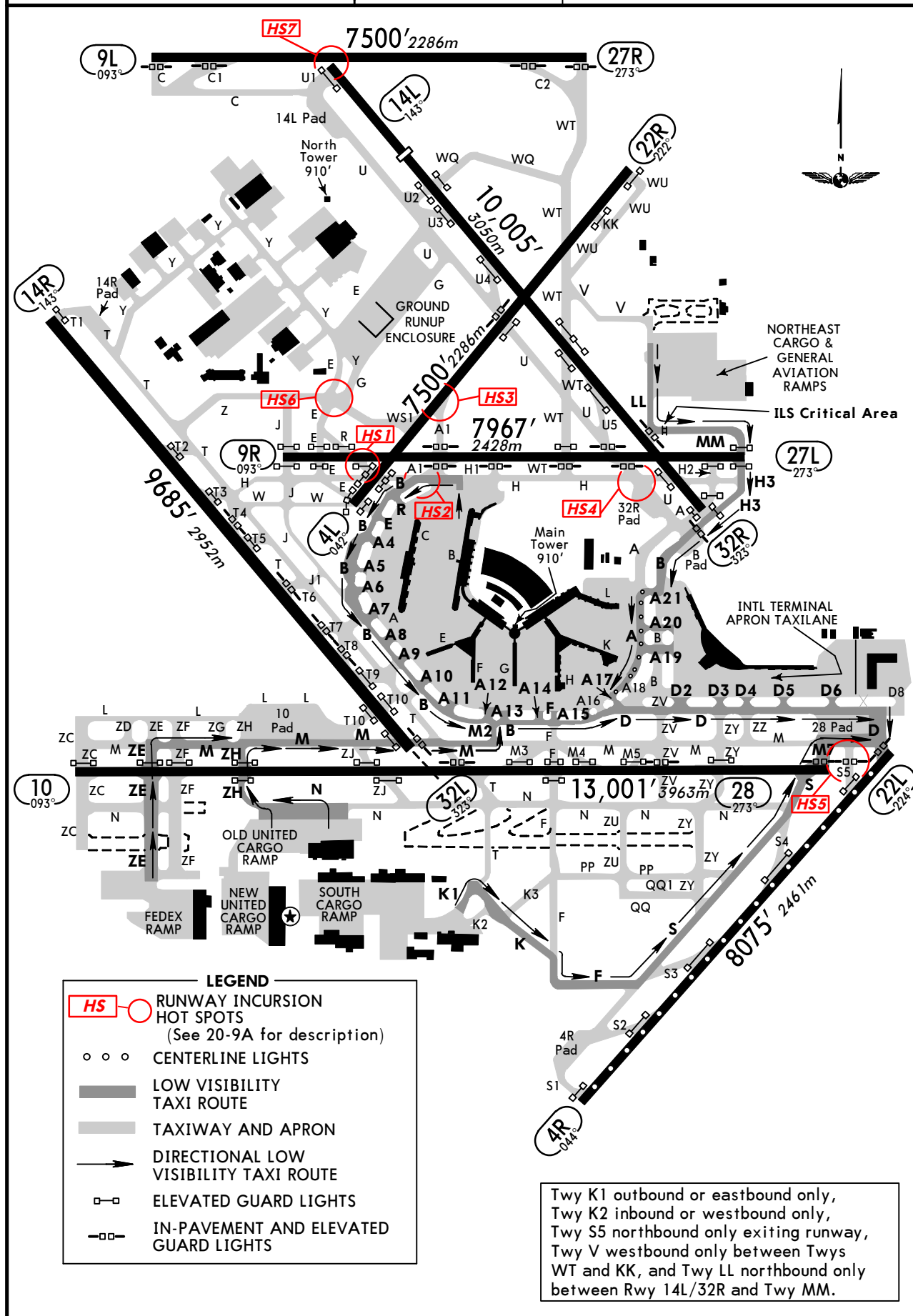
Eff 15 Dec

(20-9H5)

CHICAGO, ILL
LOW VISIBILITY TAXI ROUTESDeparture Rwy 22L
(with Rwy 9L & 10 arrivals)

LESS THAN RVR 1200 TO 600

D-ATIS	ACARS: D-ATIS TWIP PDC	O'HARE Clearance(Cpt)	Metering	MAIN Ground Outbound	MAIN Ground Inbound	NORTH Ground Rwy 9L/27R (Vicinity)
135.4		121.6	121.67	121.75	121.9	124.12
MAIN Tower			O'HARE Tower Rwy 9L/27R	CHICAGO Departure (R)		
126.9	120.75	Alternate 132.7	128.15	340°-159° 125.0	160°-219° 126.62	220°-339° 125.4



CHANGES: Ramps revised, hot spots revised, low visibility routes revised.

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9 DEC 11

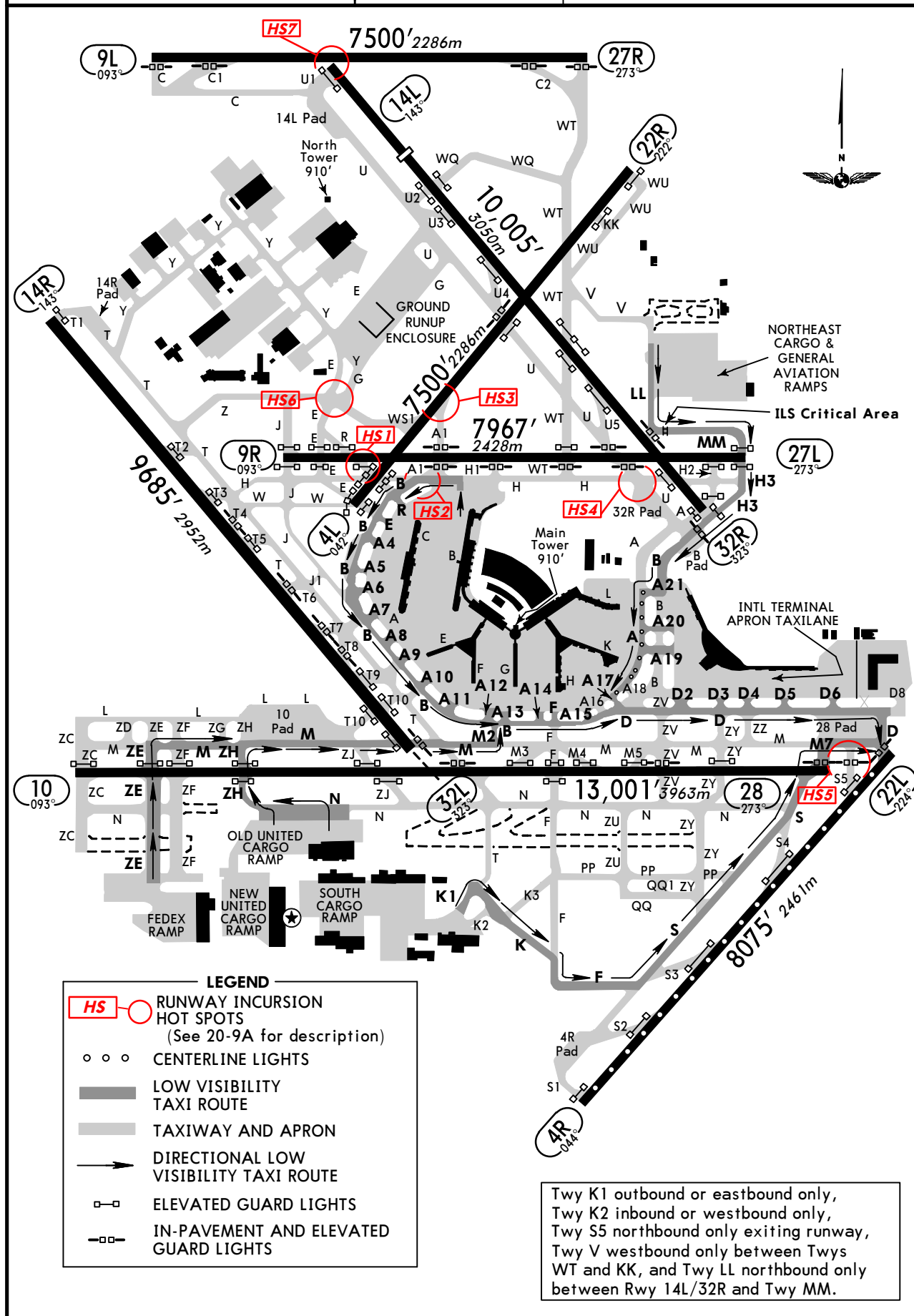
Eff 15 Dec

(20-9H6)

CHICAGO, ILL
 LOW VISIBILITY TAXI ROUTES
 Departure Rwy 22L
 (with Rwy 14L/R arrivals)

LESS THAN RVR 1200 TO 600

D-ATIS	ACARS: D-ATIS TWIP PDC	O'HARE Clearance(Cpt)	Metering	MAIN Ground Outbound	MAIN Ground Inbound	NORTH Ground Rwy 9L/27R (Vicinity)
135.4		121.6	121.67	121.75	121.9	124.12
MAIN Tower			O'HARE Tower Rwy 9L/27R	CHICAGO Departure (R)		
126.9	120.75	Alternate 132.7	128.15	340°-159° 125.0	160°-219° 126.62	220°-339° 125.4



CHANGES: Ramps revised, hot spots revised, low visibility routes revised.

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-O'HARE INTL

9 DEC 11

Eff 15 Dec

20-9H7

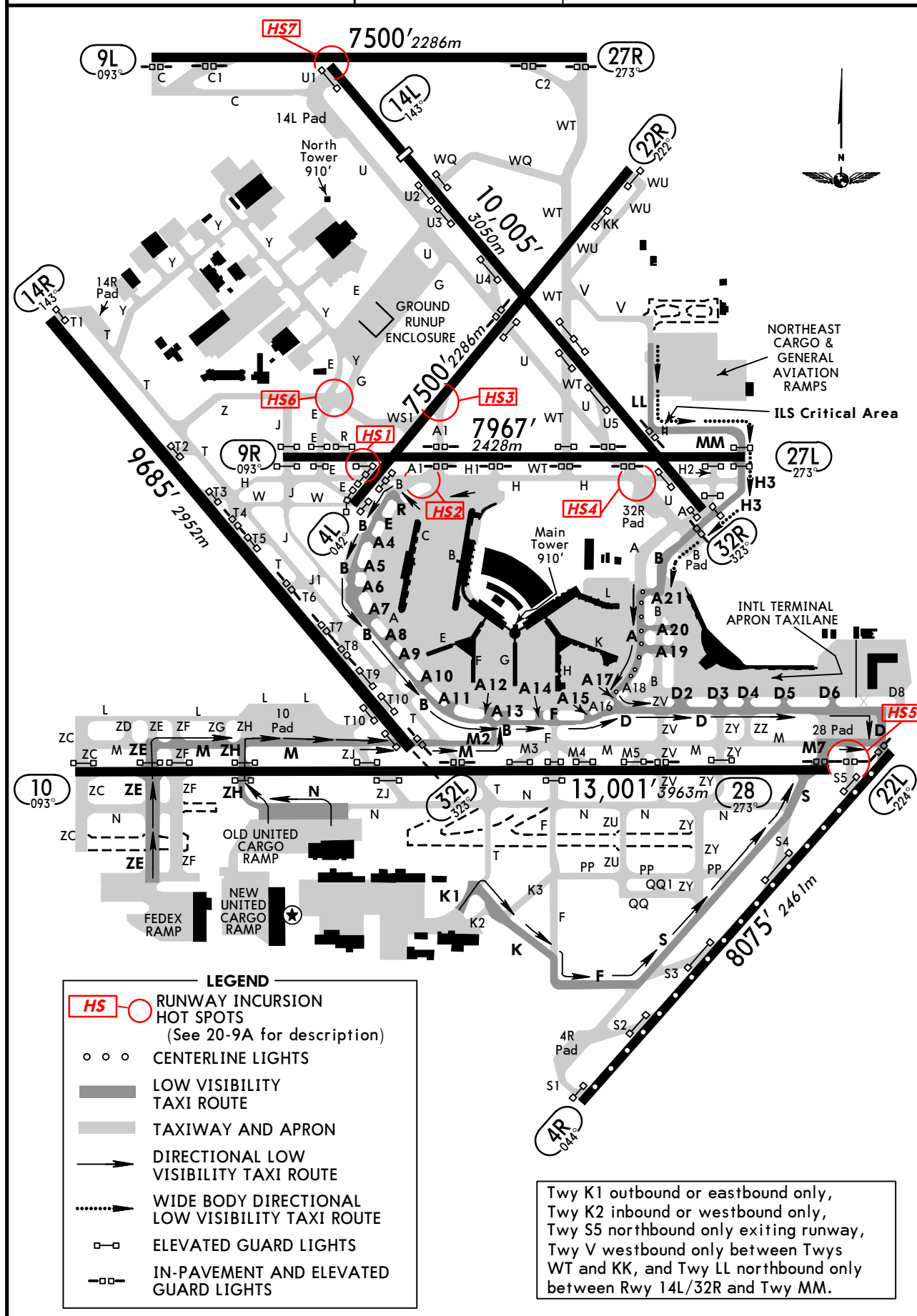
CHICAGO, ILL
LOW VISIBILITY TAXI ROUTES

Departure Rwy 22L

(with Rwy 27L/R & 28 arrivals)

LESS THAN RVR 1200 TO 600

D-ATIS	ACARS: D-ATIS TWIP PDC	O'HARE Clearance(Cpt)	Metering	MAIN Ground Outbound	MAIN Ground Inbound	NORTH Ground Rwy 9L/27R (Vicinity)
135.4		121.6	121.67	121.75	121.9	124.12
MAIN Tower			O'HARE Tower Rwy 9L/27R	CHICAGO Departure (R)		
126.9	120.75	Alternate 132.7	128.15	340°-159° 125.0	160°-219° 126.62	220°-339° 125.4



CHANGES: Ramps revised, hot spots revised, low visibility routes revised.

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-O'HARE INTL

9 DEC 11

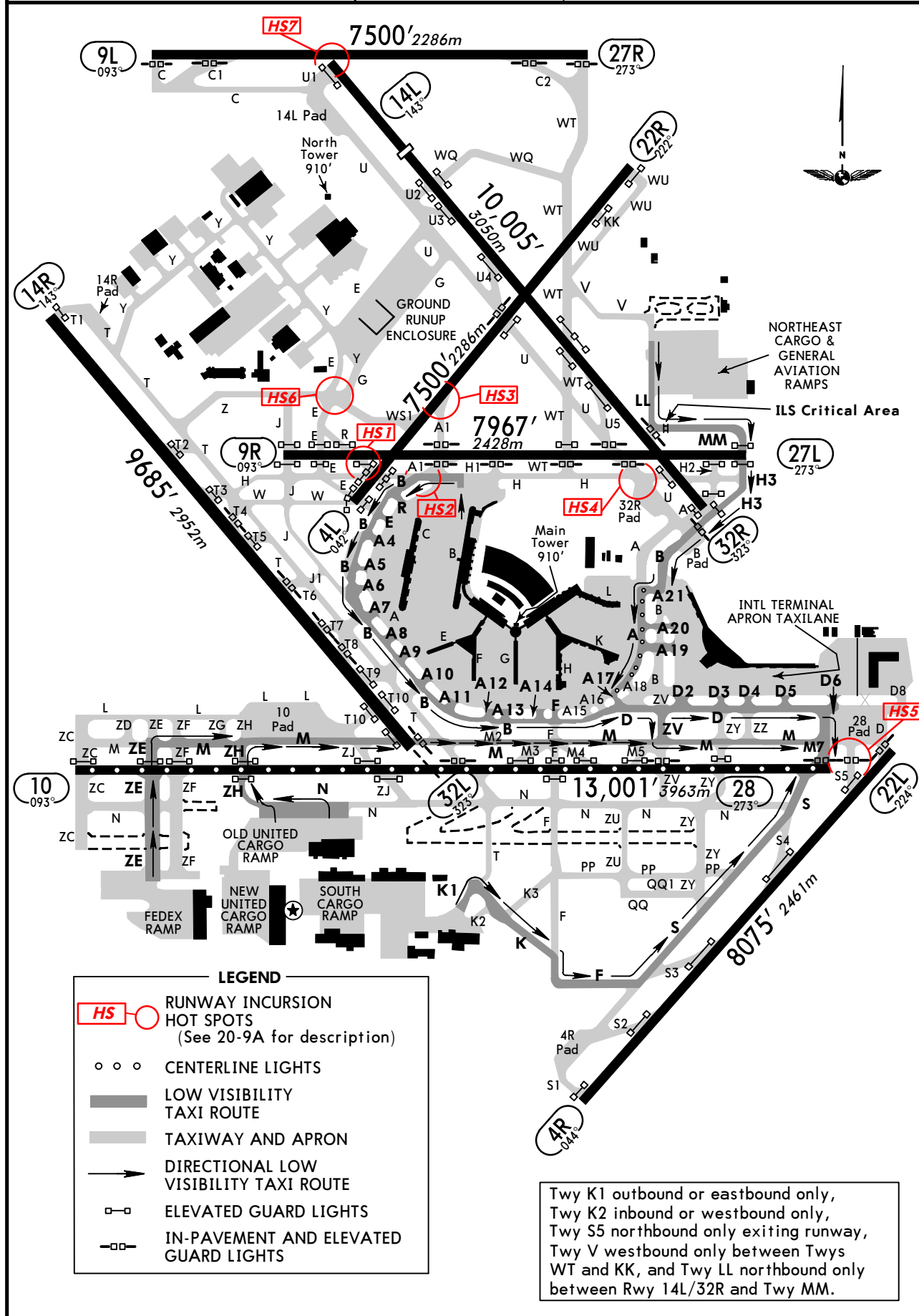
Eff 15 Dec

(20-9H8)

CHICAGO, ILL
 LOW VISIBILITY TAXI ROUTES
 Departure Rwy 28
 (with Rwy 14L/R arrivals)

LESS THAN RVR 1200 TO 600

D-ATIS	ACARS: D-ATIS TWIP PDC	O'HARE Clearance(Cpt)	Metering	MAIN Ground Outbound	MAIN Ground Inbound	NORTH Ground Rwy 9L/27R (Vicinity)
135.4		121.6	121.67	121.75	121.9	124.12
MAIN Tower			O'HARE Tower Rwy 9L/27R	CHICAGO Departure (R)		
126.9	120.75	Alternate 132.7	128.15	340°-159° 125.0	160°-219° 126.62	220°-339° 125.4



CHANGES: Ramps revised, hot spots revised, low visibility routes revised.

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-O'HARE INTL

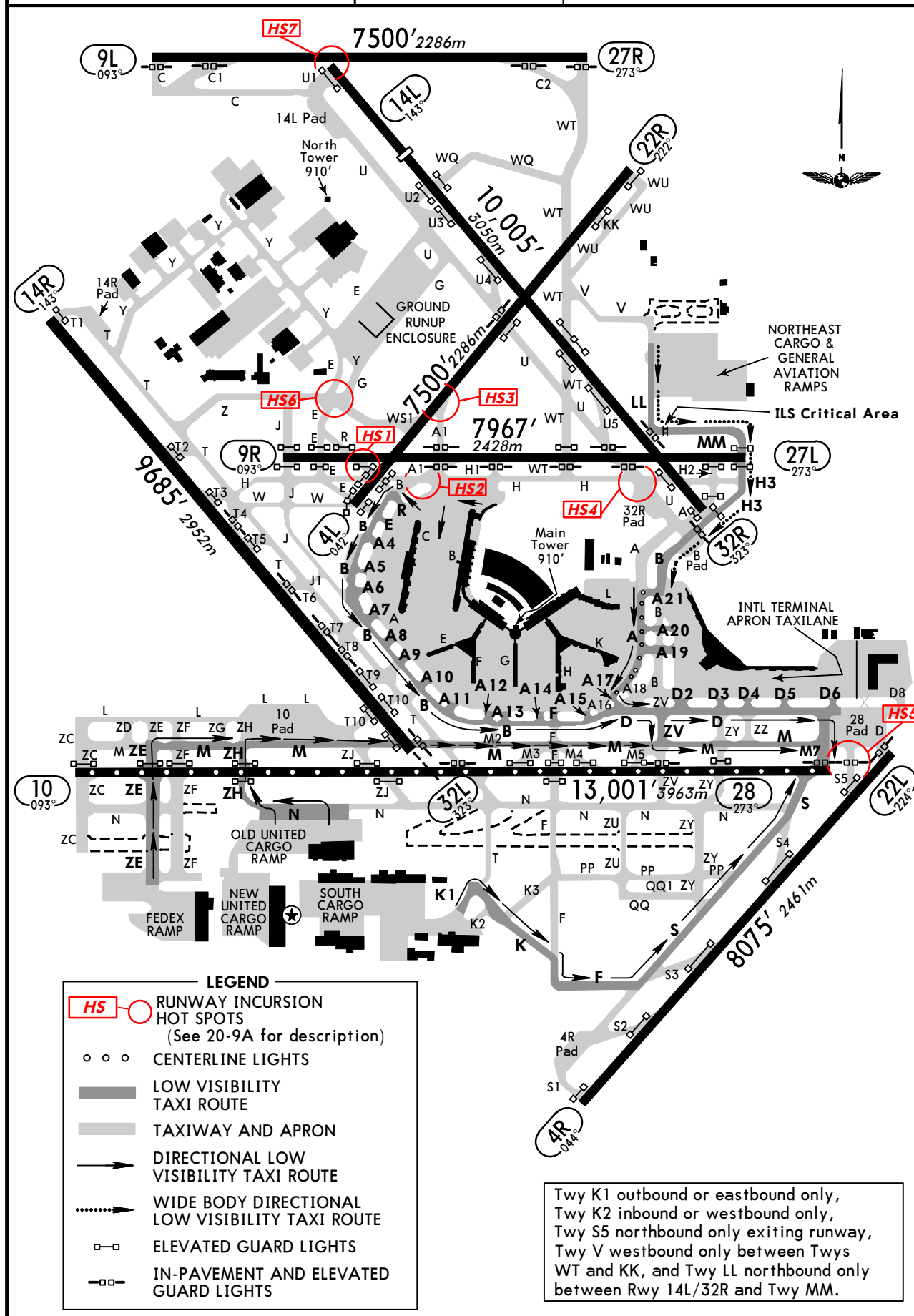
9 DEC 11
Eff 15 Dec

(20-9H9)

CHICAGO, ILL
LOW VISIBILITY TAXI ROUTES
Departure Rwy 28
(with Rwy 27L/R & 28 arrivals)

LESS THAN RVR 1200 TO 600

D-ATIS	ACARS: D-ATIS TWIP PDC	O'HARE Clearance(Cpt)	Metering	MAIN Ground Outbound	MAIN Ground Inbound	NORTH Ground Rwy 9L/27R (Vicinity)
135.4		121.6	121.67	121.75	121.9	124.12
MAIN Tower			O'HARE Tower Rwy 9L/27R	CHICAGO Departure (R)		
126.9	120.75	Alternate 132.7	128.15	340°-159° 125.0	160°-219° 126.62	220°-339° 125.4



CHANGES: Ramps revised, hot spots revised, low visibility routes revised.

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-O'HARE INTL

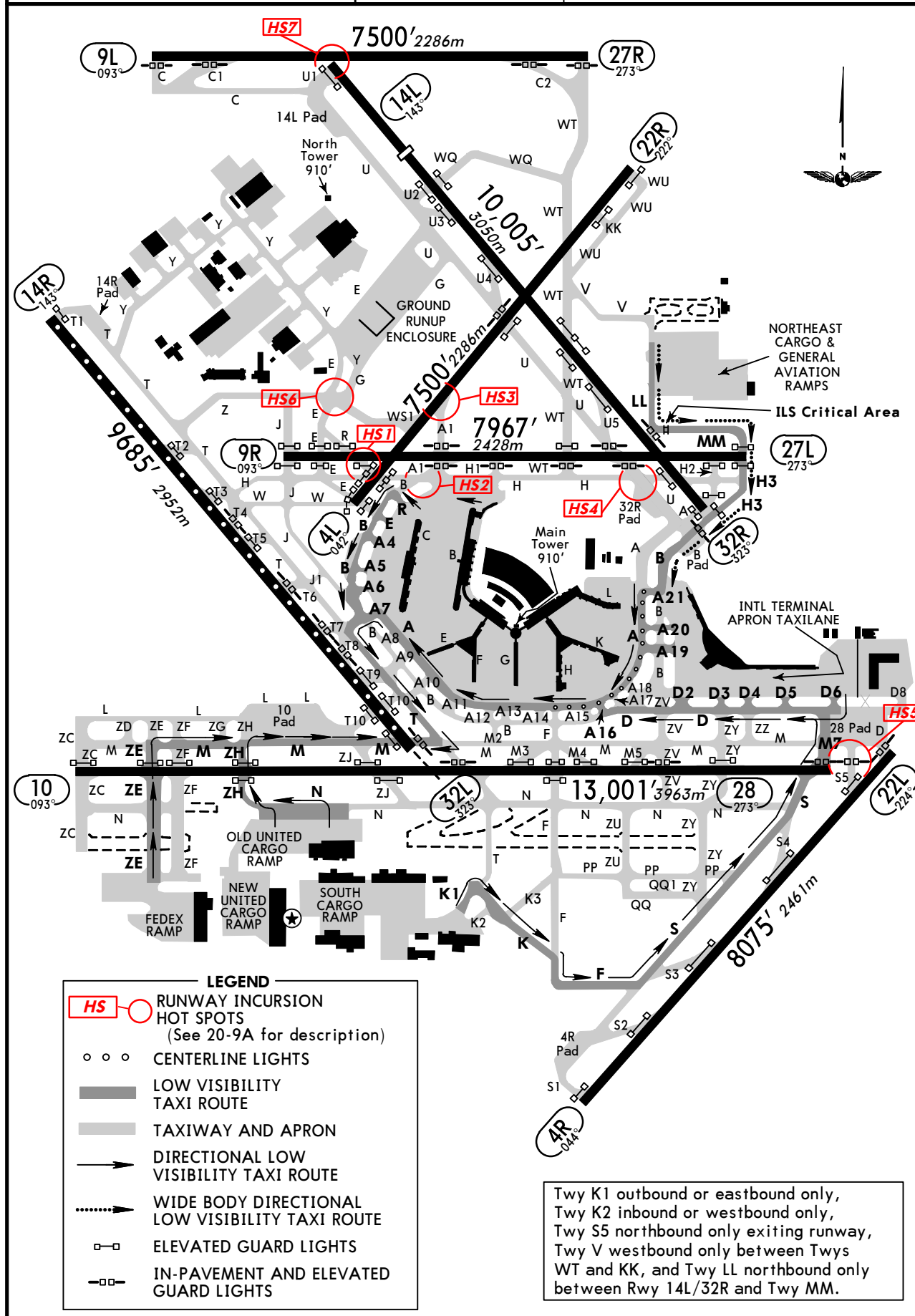
9 DEC 11
Eff 15 Dec

20-9H10

CHICAGO, ILL
LOW VISIBILITY TAXI ROUTES
Departure Rwy 32L
(with Rwy 27L & 28 arrivals)

LESS THAN RVR 1200 TO 600

D-ATIS	ACARS: D-ATIS TWIP PDC	O'HARE Clearance(Cpt)	Metering	MAIN Ground Outbound	MAIN Ground Inbound	NORTH Ground Rwy 9L/27R (Vicinity)
135.4		121.6	121.67	121.75	121.9	124.12
MAIN Tower			O'HARE Tower Rwy 9L/27R	CHICAGO Departure (R)		
126.9	120.75	Alternate 132.7	128.15	340°-159° 125.0	160°-219° 126.62	220°-339° 125.4



CHANGES: Ramps revised, hot spots revised, low visibility routes revised.

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SMGCS

-O'HARE INTL

9 DEC 11

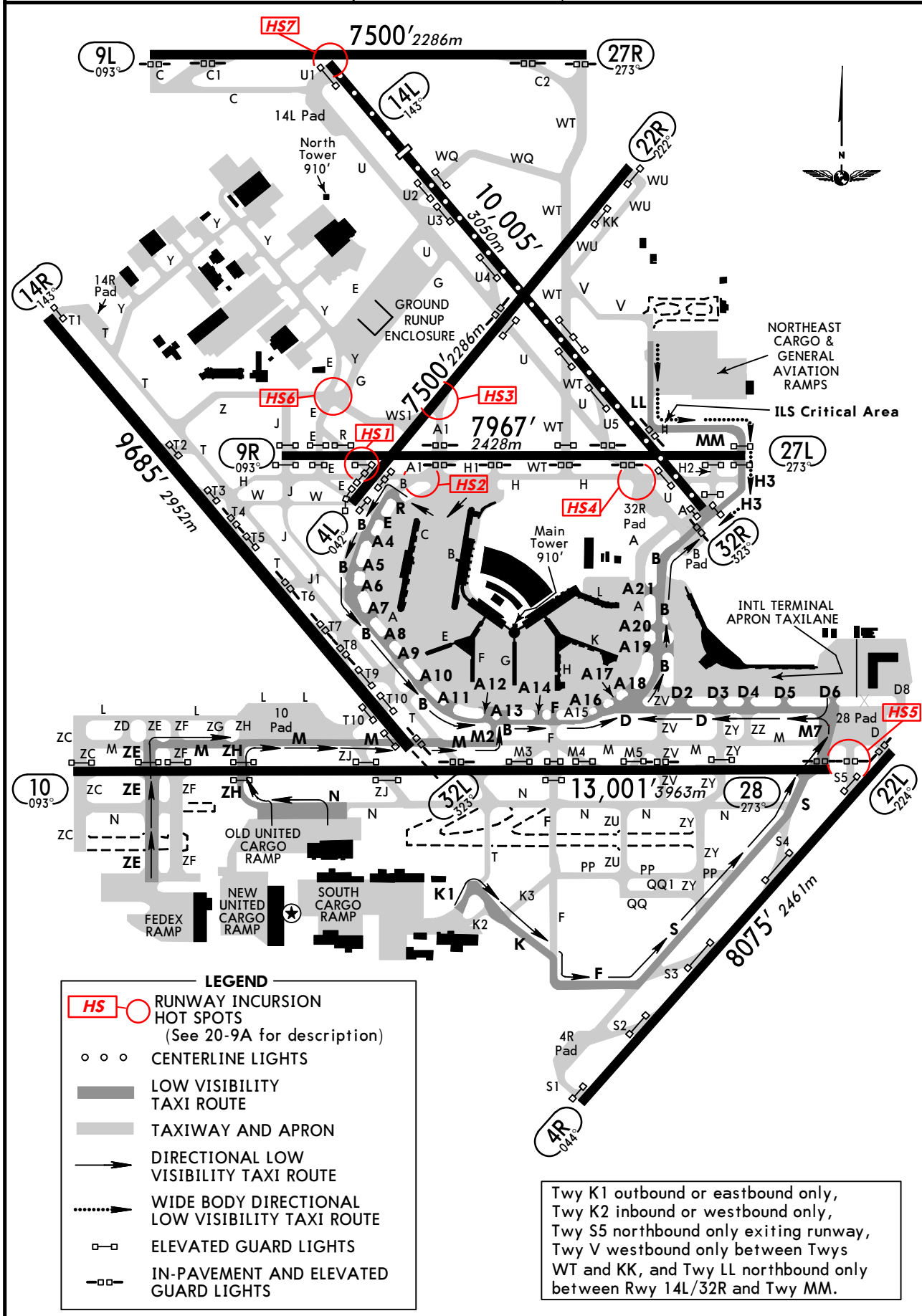
Eff 15 Dec

20-9H11

CHICAGO, ILL
 LOW VISIBILITY TAXI ROUTES
 Departure Rwy 32R
 (with Rwy 27L & 28 arrivals)

LESS THAN RVR 1200 TO 600

D-ATIS	ACARS: D-ATIS TWIP PDC	O'HARE Clearance(Cpt)	Metering	MAIN Ground Outbound	MAIN Ground Inbound	NORTH Ground Rwy 9L/27R (Vicinity)
135.4		121.6	121.67	121.75	121.9	124.12
MAIN Tower			O'HARE Tower Rwy 9L/27R	CHICAGO Departure (R)		
126.9	120.75	Alternate 132.7	128.15	340°-159° 125.0	160°-219° 126.62	220°-339° 125.4



CHANGES: Ramps revised, hot spots revised, low visibility routes revised.

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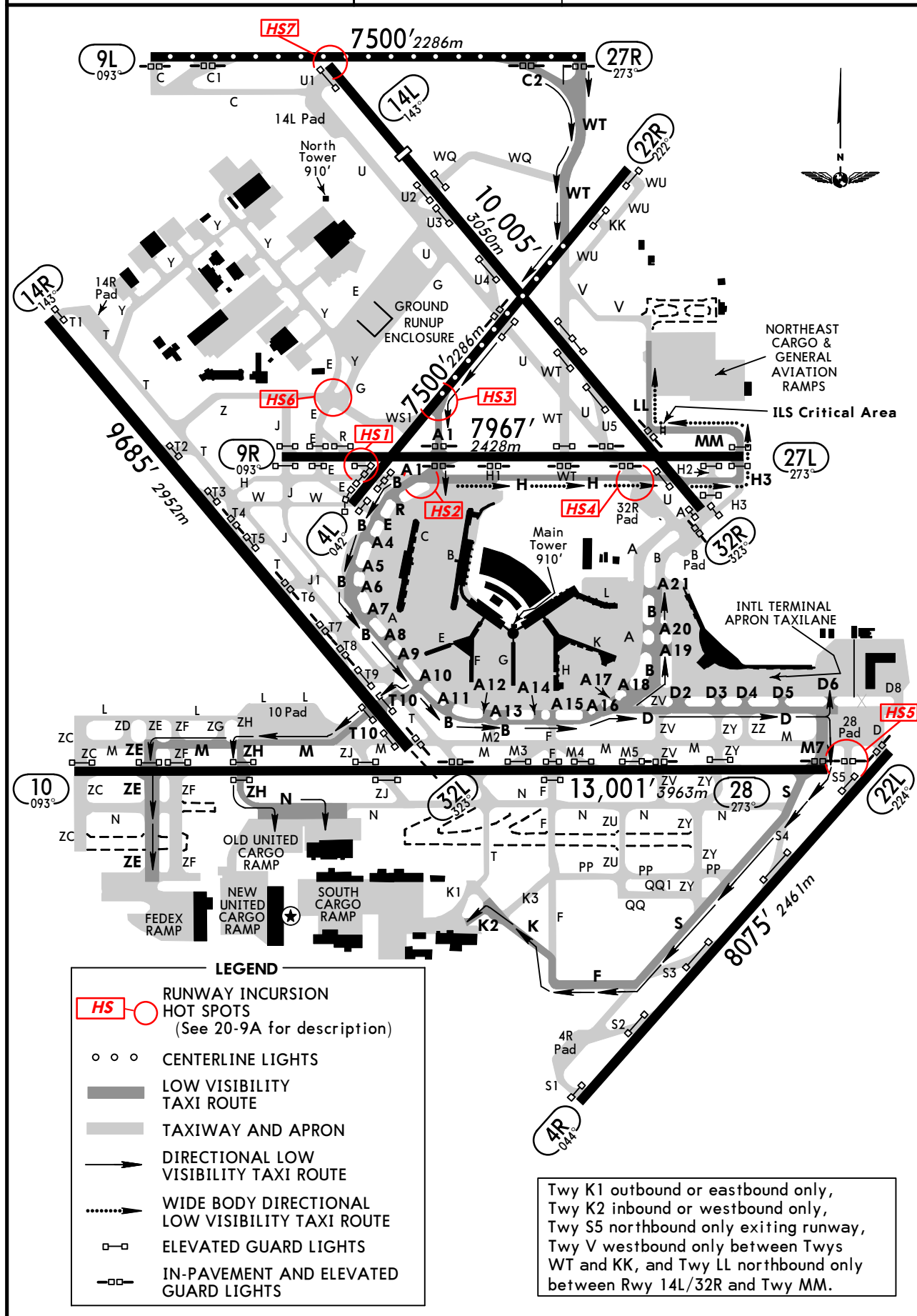
9 DEC 11
Eff 15 Dec

(20-9J)

CHICAGO, ILL
LOW VISIBILITY TAXI ROUTES
Arrival Rwy 9L
(with Rwy 10 arrivals)

LESS THAN RVR 1200 TO 600

D-ATIS	ACARS: D-ATIS TWIP PDC	O'HARE Clearance(Cpt)	Metering	MAIN Ground Outbound	MAIN Ground Inbound	NORTH Ground Rwy 9L/27R (Vicinity)
135.4		121.6	121.67	121.75	121.9	124.12
MAIN Tower			O'HARE Tower Rwy 9L/27R	CHICAGO Departure (R)		
126.9	120.75	Alternate 132.7	128.15	340°-159° 125.0	160°-219° 126.62	220°-339° 125.4



CHANGES: Ramps revised, hot spots revised, low visibility routes revised.

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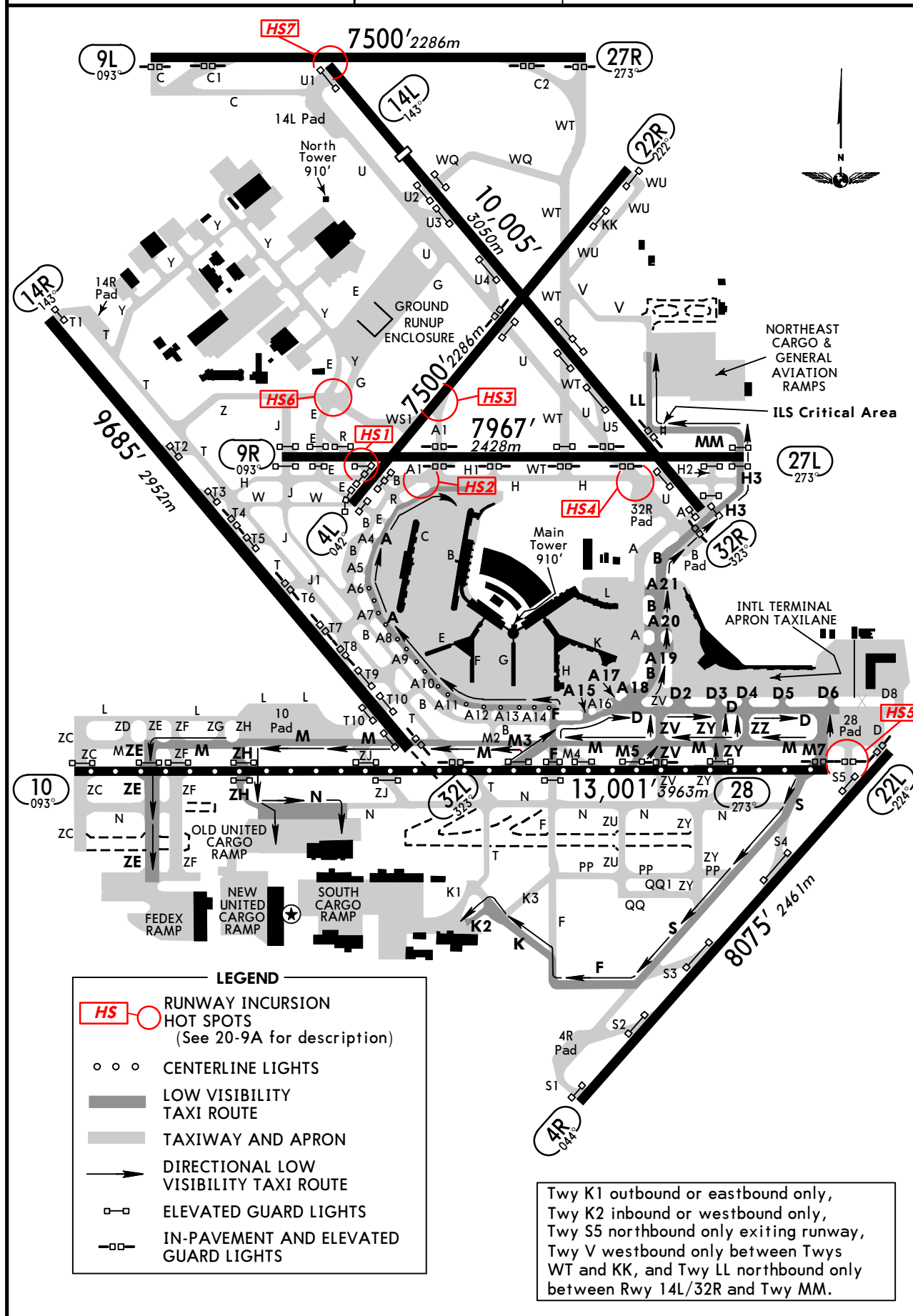
9 DEC 11
Eff 15 Dec

20-9J1

CHICAGO, ILL
LOW VISIBILITY TAXI ROUTES
Arrival Rwy 10
(with Rwy 9L arrivals)

LESS THAN RVR 1200 TO 600

D-ATIS	ACARS: D-ATIS TWIP PDC	O'HARE Clearance(Cpt)	Metering	MAIN Ground Outbound	MAIN Ground Inbound	NORTH Ground Rwy 9L/27R (Vicinity)
135.4		121.6	121.67	121.75	121.9	124.12
MAIN Tower			O'HARE Tower Rwy 9L/27R	CHICAGO Departure (R)		
126.9	120.75	Alternate 132.7	128.15	340°-159° 125.0	160°-219° 126.62	220°-339° 125.4



CHANGES: Ramps revised, hot spots revised, low visibility routes revised.

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-O'HARE INTL

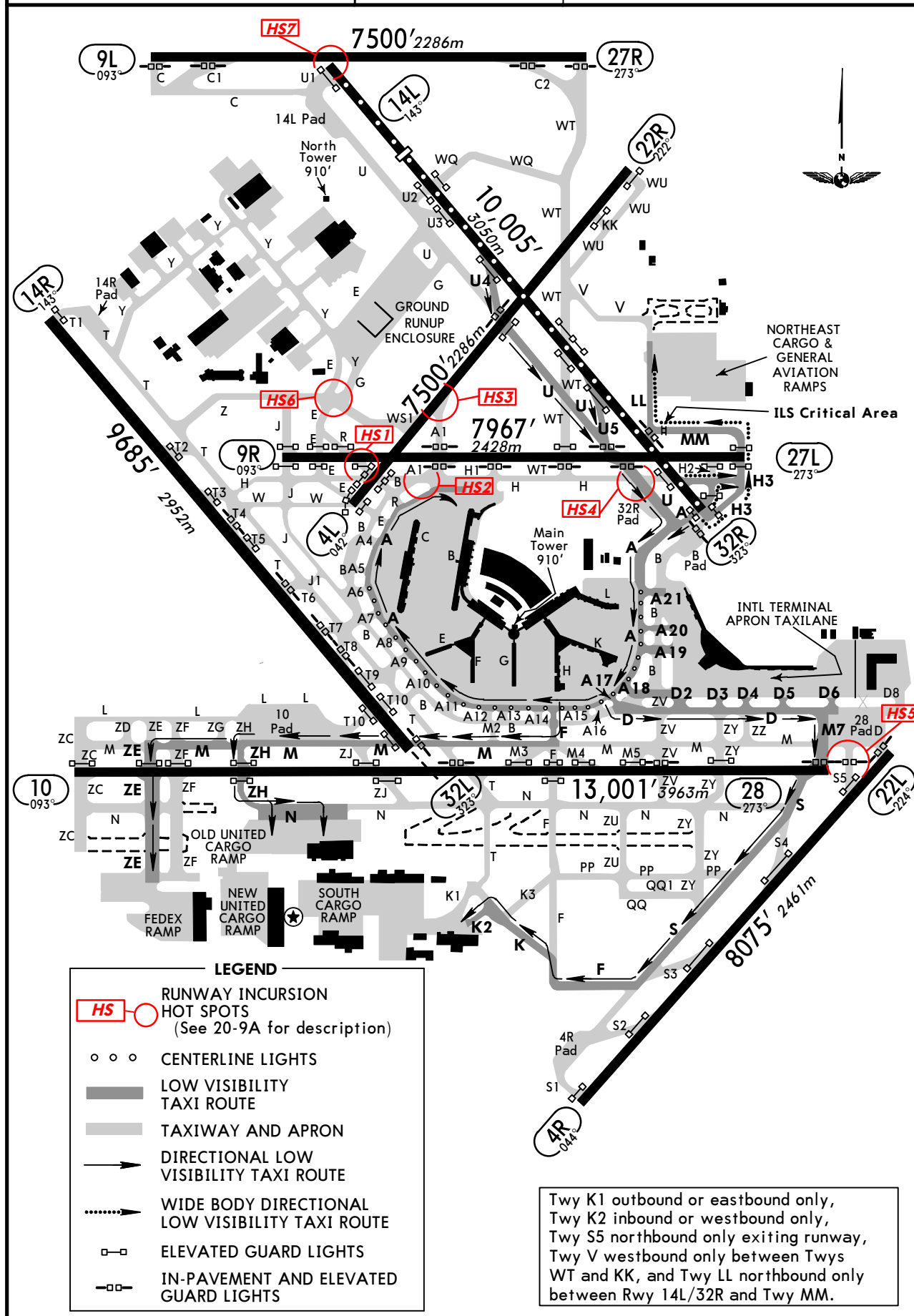
9 DEC 11
Eff 15 Dec

20-9J2

CHICAGO, ILL
LOW VISIBILITY TAXI ROUTES
Arrival Rwy 14L
(with Rwy 14R arrivals)

LESS THAN RVR 1200 TO 600

D-ATIS	ACARS: D-ATIS TWIP PDC	O'HARE Clearance(Cpt)	Metering	MAIN Ground Outbound	MAIN Ground Inbound	NORTH Ground Rwy 9L/27R (Vicinity)
135.4		121.6	121.67	121.75	121.9	124.12
MAIN Tower			O'HARE Tower Rwy 9L/27R	CHICAGO Departure (R)		
126.9	120.75	Alternate 132.7	128.15	340°-159° 125.0	160°-219° 126.62	220°-339° 125.4



CHANGES: Ramps revised, hot spots revised, low visibility routes revised.

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SMGCS

-O'HARE INTL

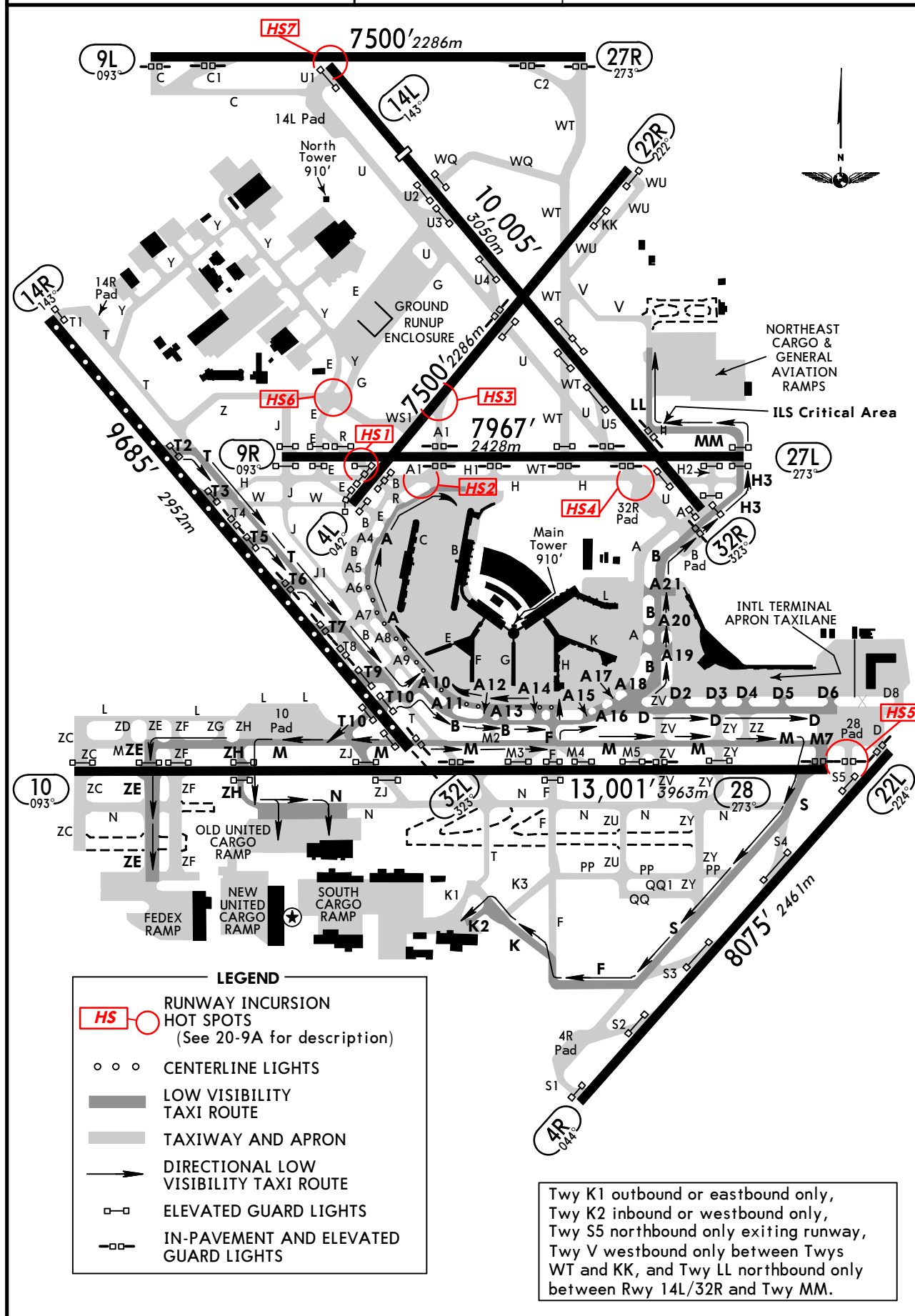
9 DEC 11
Eff 15 Dec

20-9J3

CHICAGO, ILL
LOW VISIBILITY TAXI ROUTES
Arrival Rwy 14R
(with Rwy 14L arrivals)

LESS THAN RVR 1200 TO 600

D-ATIS	ACARS: D-ATIS TWIP PDC	O'HARE Clearance(Cpt)	Metering	MAIN Ground Outbound	MAIN Ground Inbound	NORTH Ground Rwy 9L/27R (Vicinity)
135.4		121.6	121.67	121.75	121.9	124.12
MAIN Tower			O'HARE Tower Rwy 9L/27R	CHICAGO Departure (R)		
126.9	120.75	Alternate 132.7	128.15	340°-159° 125.0	160°-219° 126.62	220°-339° 125.4



CHANGES: Ramps revised, hot spots revised, low visibility routes revised.

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JEPPESSEN

SMGCS

-O'HARE INTL

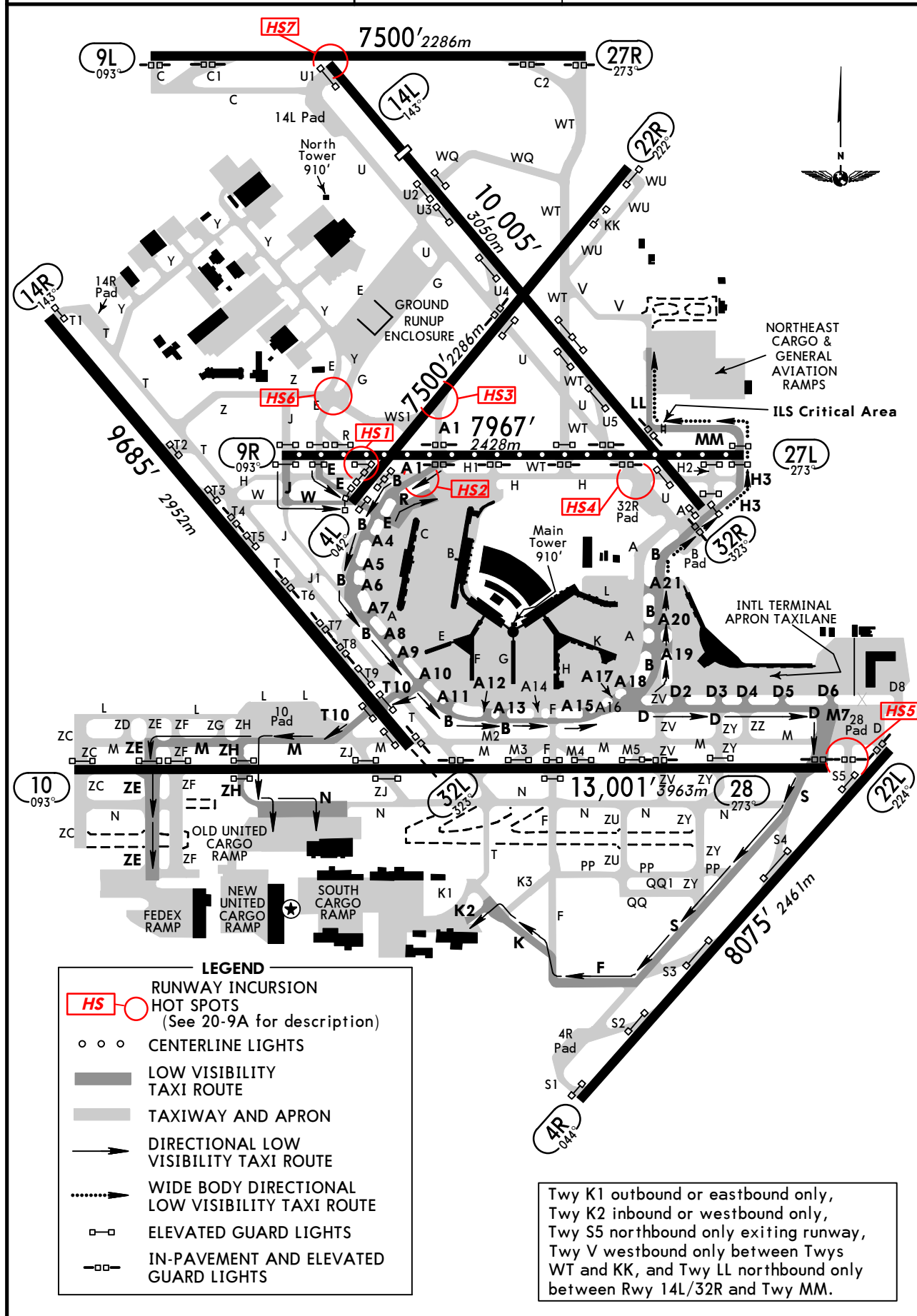
9 DEC 11
Eff 15 Dec

20-9J4

CHICAGO, ILL
LOW VISIBILITY TAXI ROUTES
Arrival Rwy 27L
(with Rwy 27R & 28 arrivals)

LESS THAN RVR 1200 TO 600

D-ATIS	ACARS: D-ATIS TWIP PDC	O'HARE Clearance(Cpt)	Metering	MAIN Ground Outbound	MAIN Ground Inbound	NORTH Ground Rwy 9L/27R (Vicinity)
135.4		121.6	121.67	121.75	121.9	124.12
MAIN Tower			O'HARE Tower Rwy 9L/27R	CHICAGO Departure (R)		
126.9	120.75	Alternate 132.7	128.15	340°-159° 125.0	160°-219° 126.62	220°-339° 125.4



CHANGES: Ramps revised, hot spots revised, low visibility routes revised.

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-O'HARE INTL

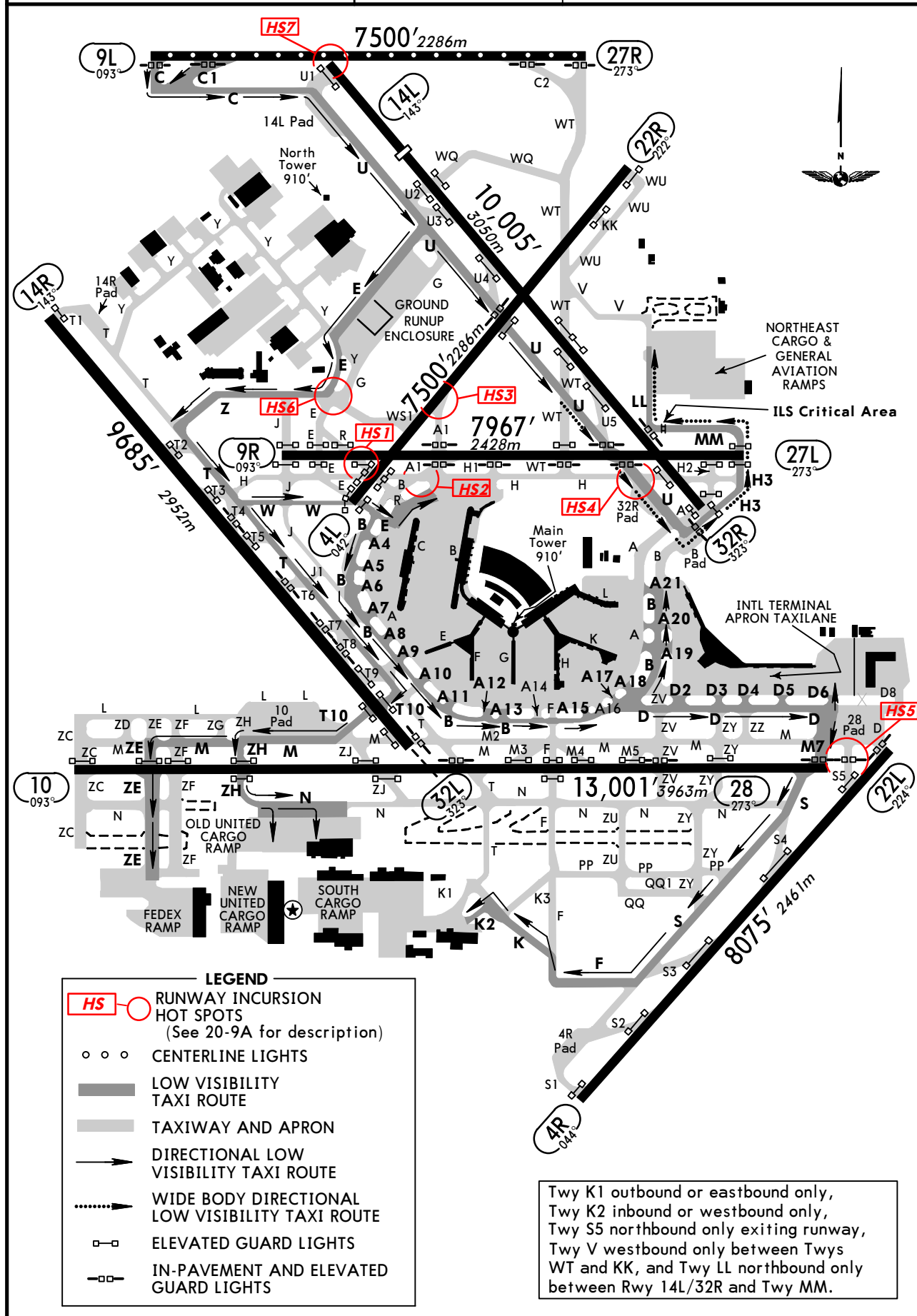
9 DEC 11
Eff 15 Dec

20-9J5

CHICAGO, ILL
LOW VISIBILITY TAXI ROUTES
Arrival Rwy 27R
(with Rwy 27L & 28 arrivals)

LESS THAN RVR 1200 TO 600

D-ATIS	ACARS: D-ATIS TWIP PDC	O'HARE Clearance(Cpt)	Metering	MAIN Ground Outbound	MAIN Ground Inbound	NORTH Ground Rwy 9L/27R (Vicinity)
135.4		121.6	121.67	121.75	121.9	124.12
MAIN Tower			O'HARE Tower Rwy 9L/27R	CHICAGO Departure (R)		
126.9	120.75	Alternate 132.7	128.15	340°-159° 125.0	160°-219° 126.62	220°-339° 125.4



KORD/ORD

JEPPESSEN

SMGCS

-O'HARE INTL

9 DEC 11

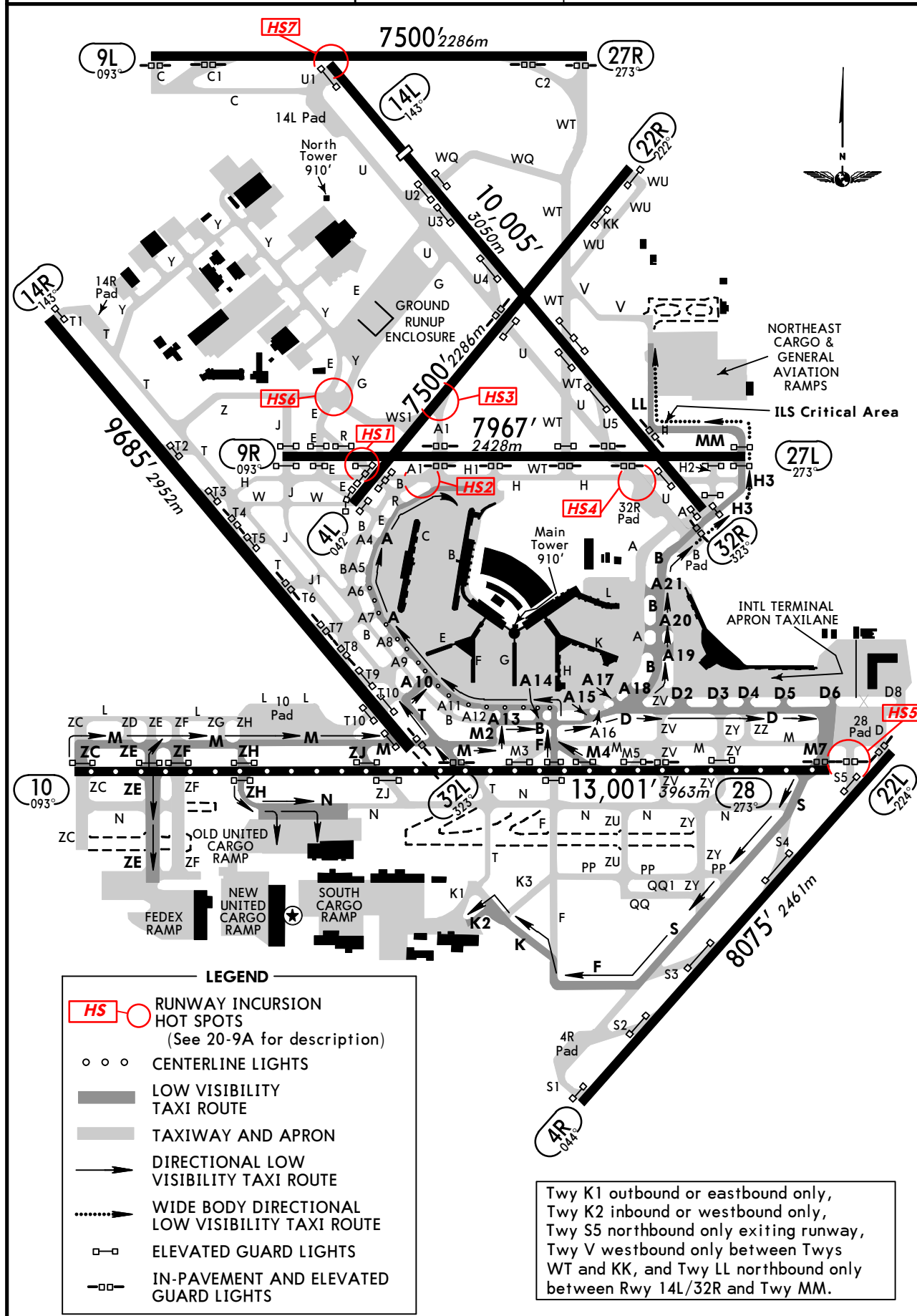
Eff 15 Dec

20-9J6

CHICAGO, ILL
 LOW VISIBILITY TAXI ROUTES
 Arrival Rwy 28
 (with Rwy 27L/R arrivals)

LESS THAN RVR 1200 TO 600

D-ATIS	ACARS: D-ATIS TWIP PDC	O'HARE Clearance(Cpt)	Metering	MAIN Ground Outbound	MAIN Ground Inbound	NORTH Ground Rwy 9L/27R (Vicinity)
135.4		121.6	121.67	121.75	121.9	124.12
MAIN Tower			O'HARE Tower Rwy 9L/27R	CHICAGO Departure (R)		
126.9	120.75	Alternate 132.7	128.15	340°-159° 125.0	160°-219° 126.62	220°-339° 125.4

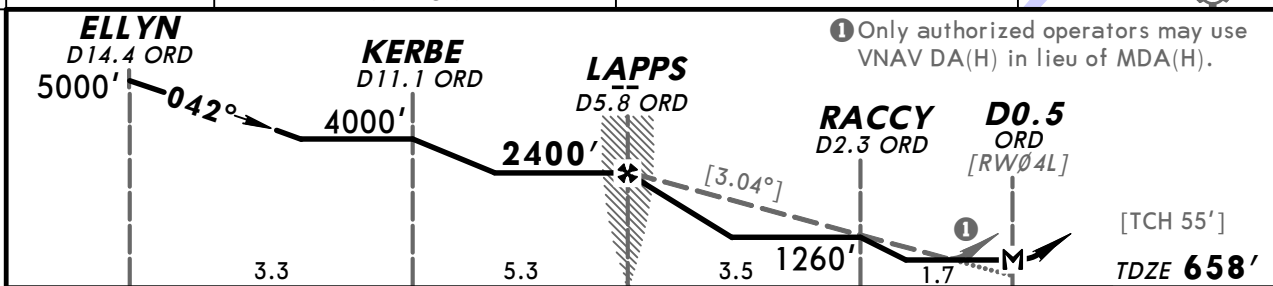
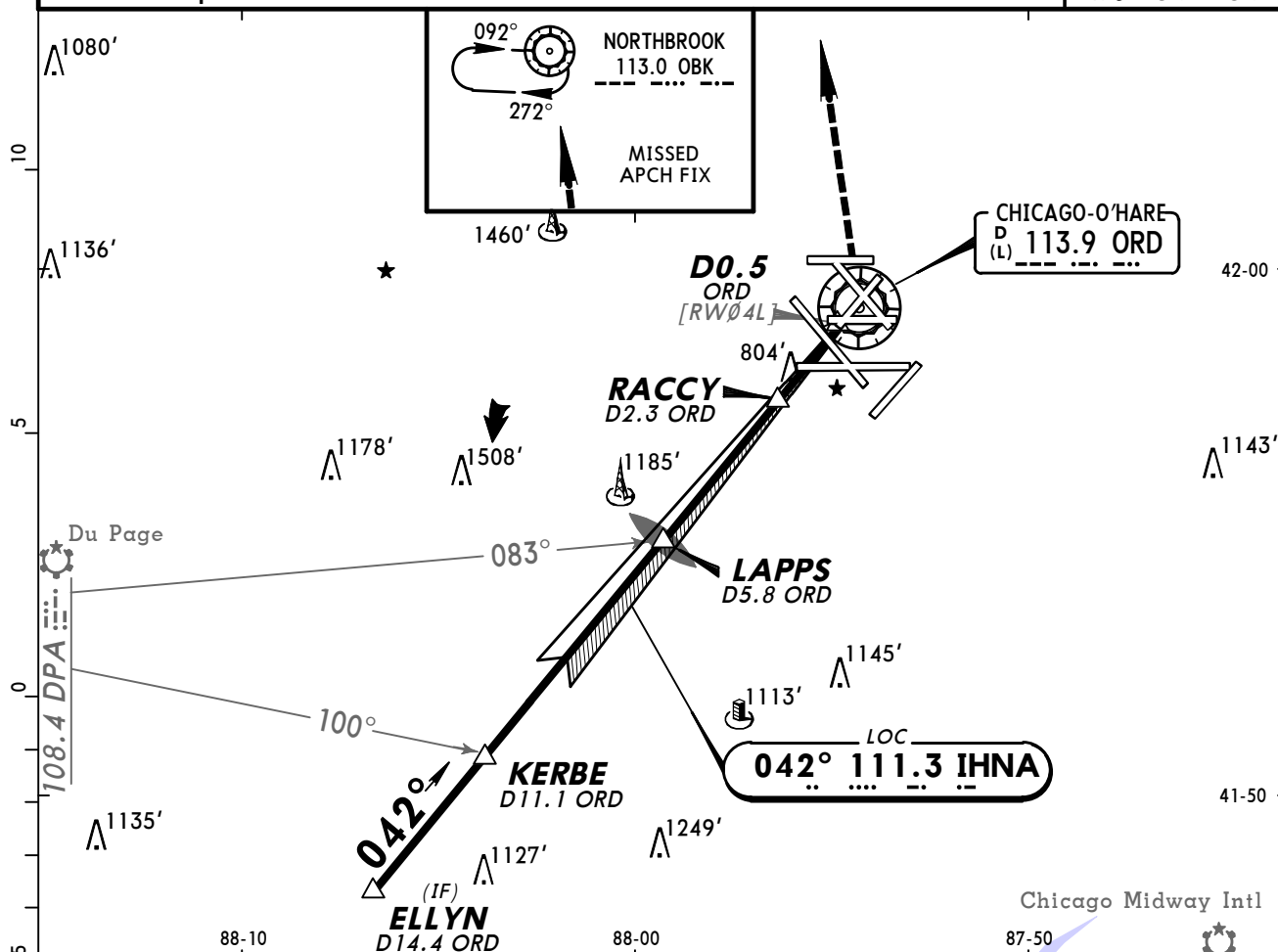


CHANGES: Ramps revised, hot spots revised, low visibility routes revised.

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BRIEFING STRIP™

D-ATIS 135.4	CHICAGO Approach (R) 119.0		O'HARE MAIN Tower 126.9 120.75 132.7		O'HARE NORTH Tower Rwy 9L/27R 128.15
MAIN Ground 121.9			NORTH Ground Rwy 9L/27R (Vicinity) 124.12		
LOC IHNA 111.3	Final Apch Crs 042°	Minimum Alt LAPPS 2400' (1742')	MDA(H) (CONDITIONAL) 1060' (402')	Apt Elev 672' TDZE 658'	3400' MSA ORD VOR
MISSED APCH: Climb to 1300', then climbing LEFT turn to 4000' direct OBK VOR and hold.					
Alt Set: INCHES 1. RADAR required.					
		Trans level: FL 180		Trans alt: 18000'	



Gnd speed-Kts	70	90	100	120	140	160	1300'	4000'	OBK
Descent angle [3.04°]	376	484	538	645	753	861	↑	LT	113.0
MAP at D0.5 ORD or LAPPS to MAP	5.2	4:27	3:28	3:07	2:36	2:14	1:57		

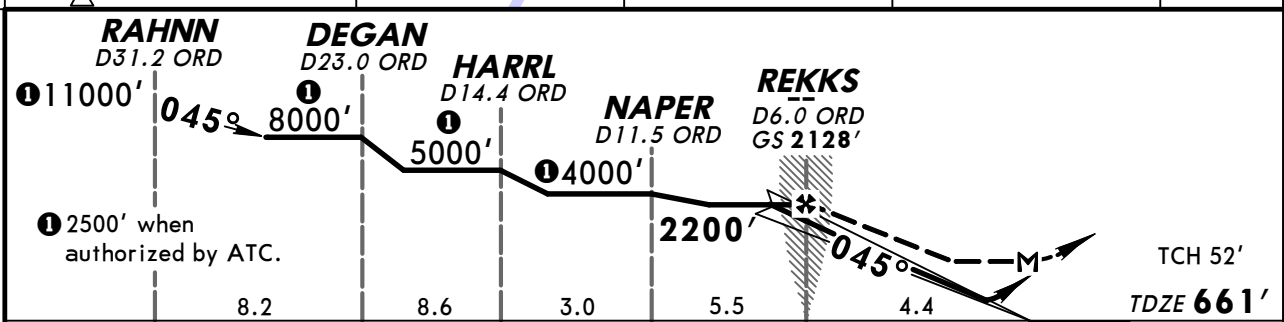
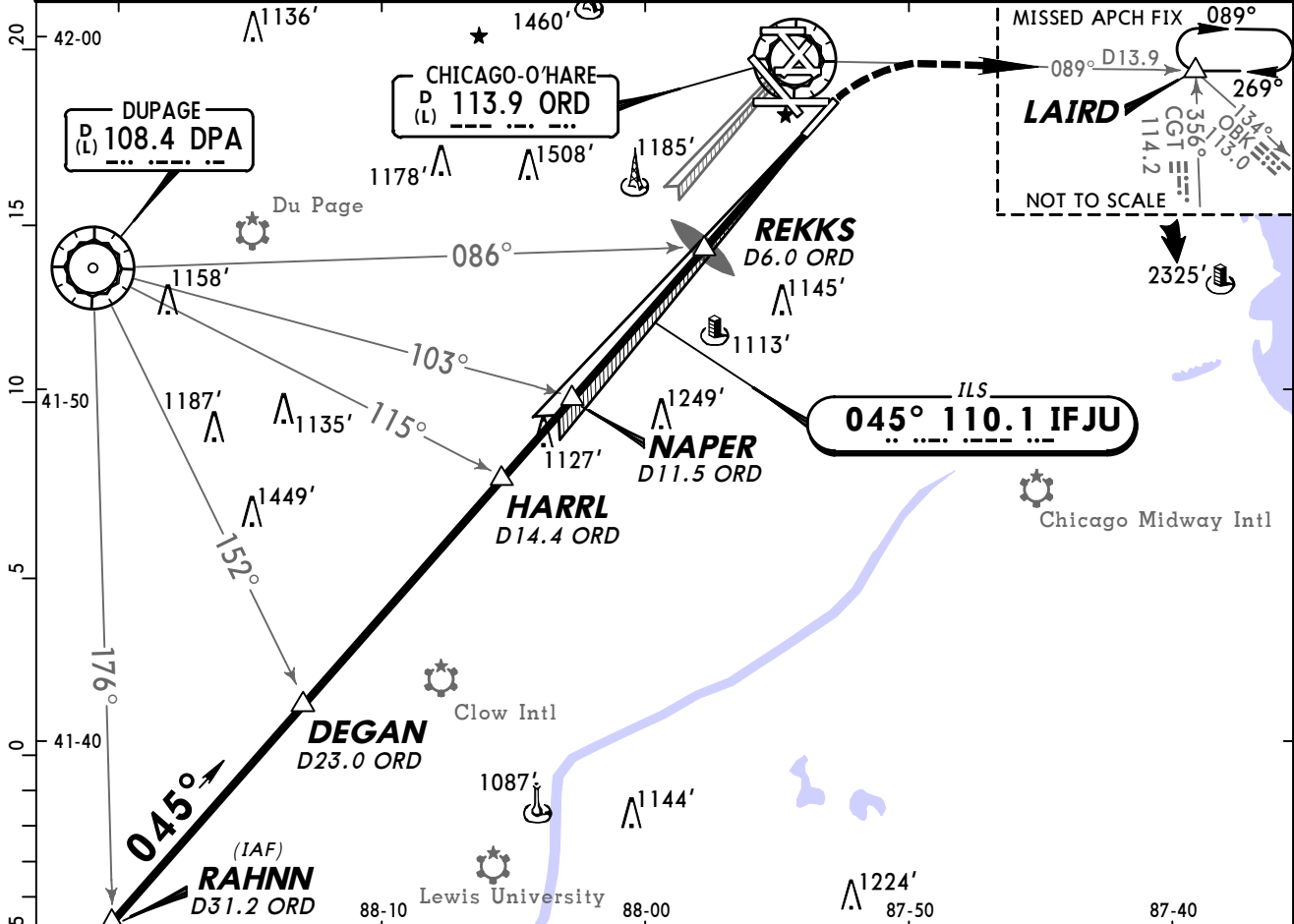
STRAIGHT-IN LANDING RWY 4L			CIRCLE-TO-LAND		
MDA(H) 1060' (402') With RACCY		MDA(H) 1260' (602') Without RACCY	Max Kts	With RACCY MDA(H)	Without RACCY MDA(H)
A	RVR 50 or 1	RVR 50 or 1	90	1220' (548') - 1	1260' (588') - 1
			120		
C	RVR 60 or 1 1/4	1 3/4	140	1220' (548') - 1 1/2	1260' (588') - 1 3/4
			165	1240' (568') - 2	1260' (588') - 2

KORD/ORD -O'HARE INTL

1 MAY 09 **21-2** Eff 7 May

CHICAGO, ILL
ILS or LOC Rwy 4R

D-ATIS 135.4	CHICAGO Approach (R) 119.0	O'HARE MAIN Tower 126.9 120.75 132.7	O'HARE NORTH Tower Rwy 9L/27R 128.15
MAIN Ground 121.9		NORTH Ground Rwy 9L/27R (Vicinity) 124.12	
LOC IFJU 110.1	Final Apch Crs 045°	GS REKKS 2128' (1467')	ILS DA(H) 861' (200')
		Apt Elev 672'	TDZE 661'
MISSED APCH: Climb to 1200', then climbing RIGHT turn to 4000' outbound via ORD VOR R-089 to LAIRD INT and hold.			
Alt Set: INCHES 1. Radar required.		Trans level: FL 180	Trans alt: 18000'
			MSA ORD VOR

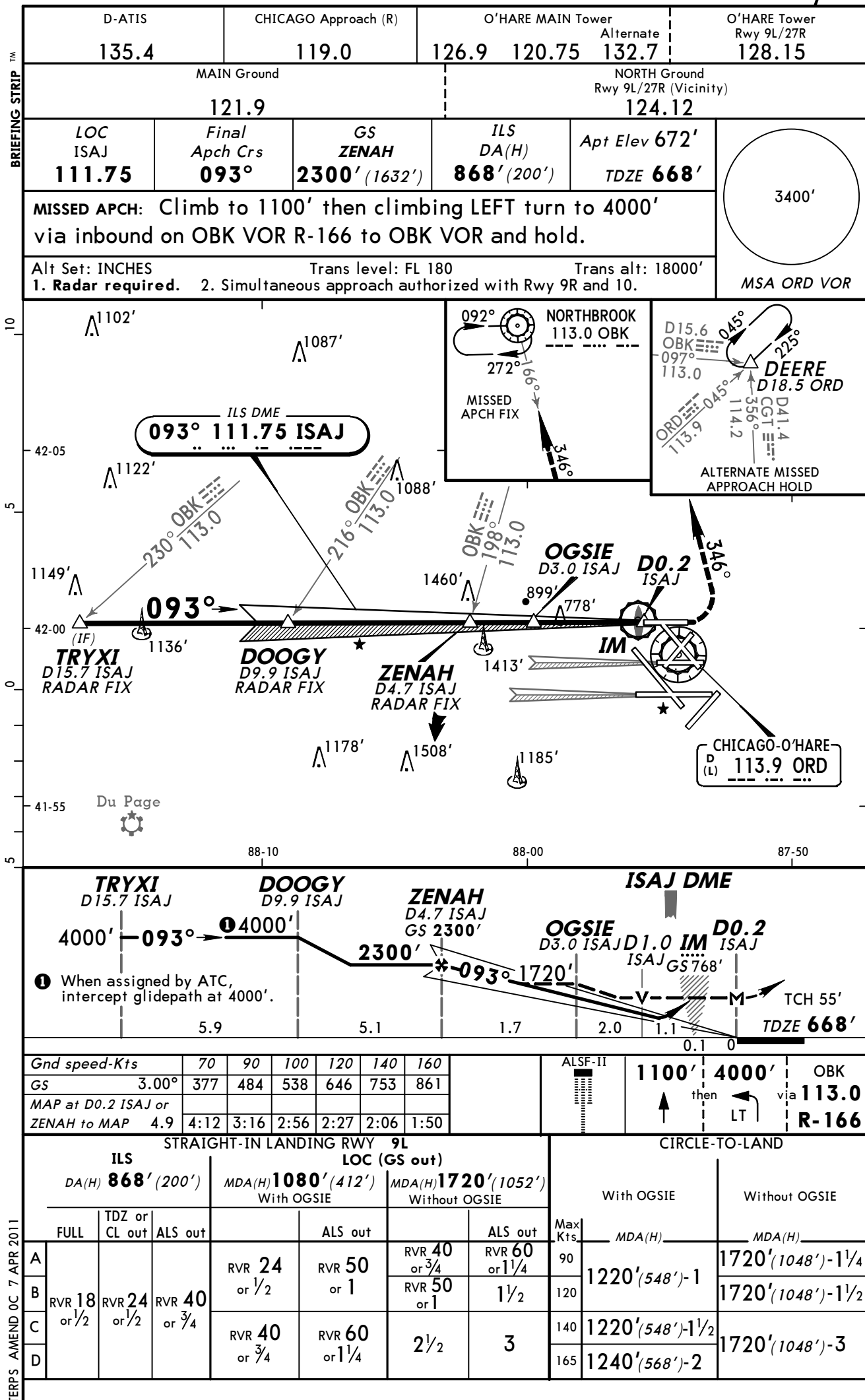


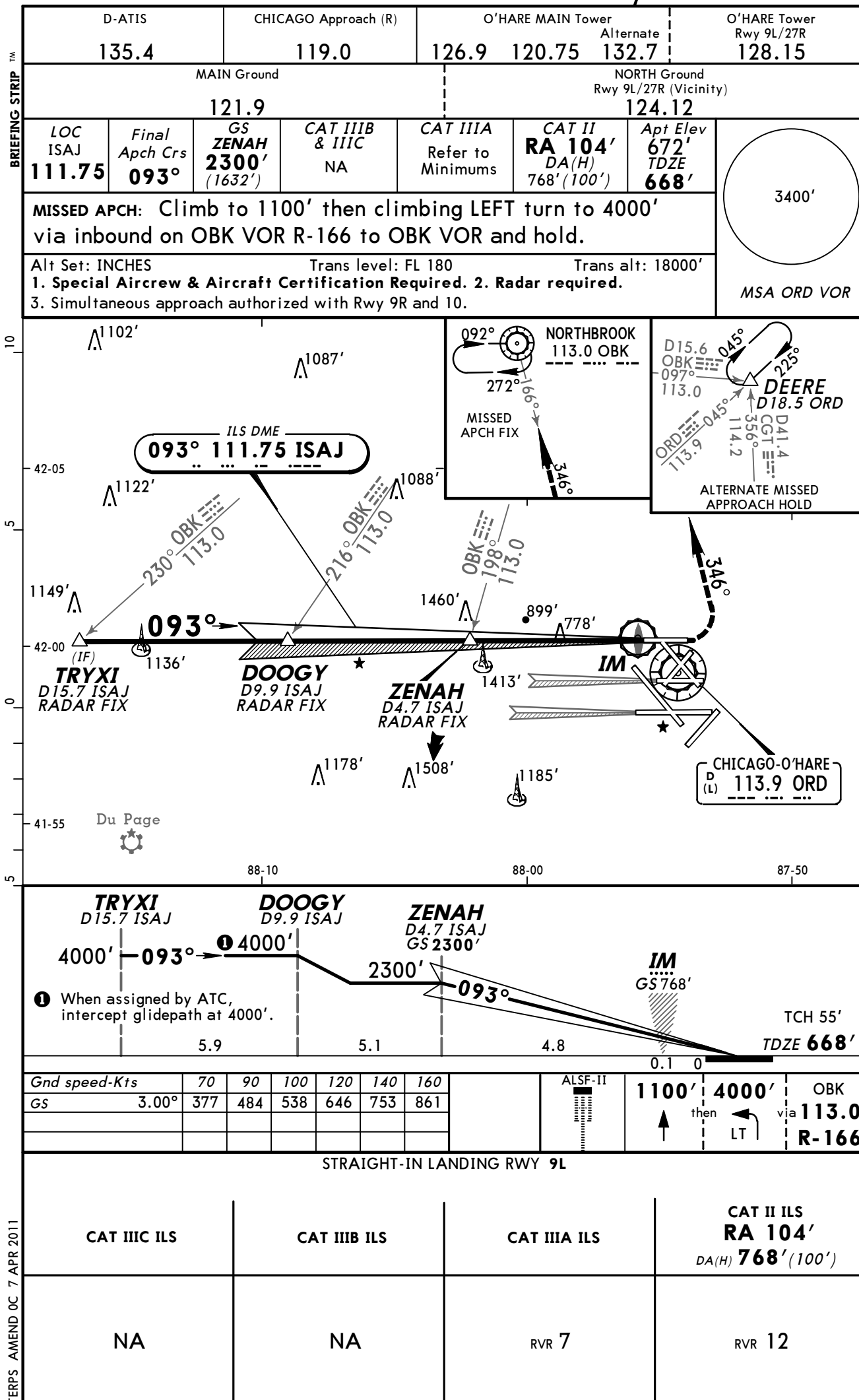
Gnd speed-Kts	70	90	100	120	140	160	MALSR	1200'	4000'	ORD	LAIRD
GS	3.00°	377	484	538	646	753	861			113.9	
REKKS to MAP 4.4	3:46	2:56	2:38	2:12	1:53	1:39			RT	R-089	

STRAIGHT-IN LANDING RWY 4R				LOC (GS out)			CIRCLE-TO-LAND	
ILS DA(H) 861' (200')				MDA(H) 1260' (599')			MDA(H)	
FULL	TDZ or CL out	RAIL or ALS out		RAIL out	ALS out	Max Kts		
A				RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	90	1260' (588') - 1
B							120	
C	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	1 1/2		140	1260' (588') - 1 1/2
D				RVR 60 or 1 1/4	1 3/4		165	1260' (588') - 2

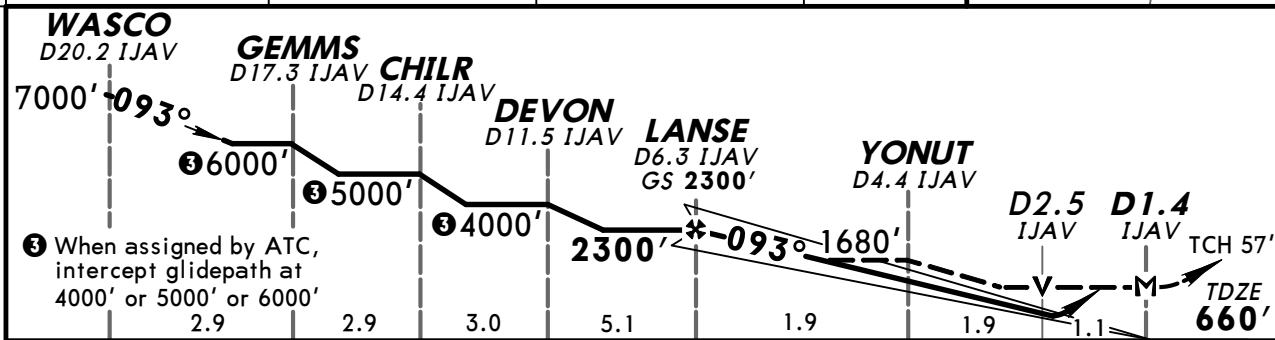
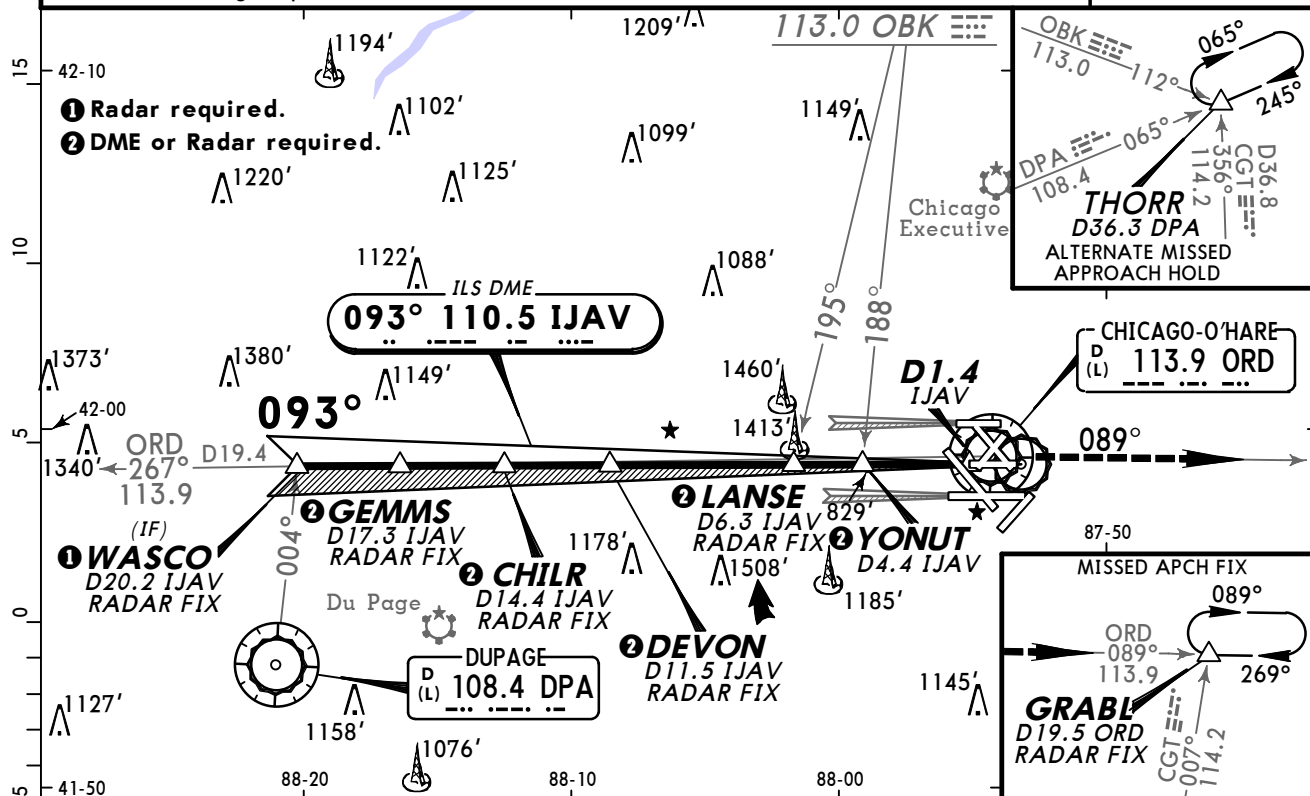
CHANGES: None.

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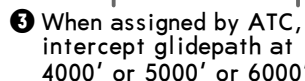
D-ATIS 135.4	CHICAGO Approach (R) 119.0	O'HARE MAIN Tower Alternate 126.9 120.75 132.7	O'HARE NORTH Tower Rwy 9L/27R 128.15
MAIN Ground 121.9		NORTH Ground Rwy 9L/27R (Vicinity) 124.12	
LOC IJAV 110.5	Final Apch Crs 093°	GS LANSE 2300' (1640')	ILS DA(H) 860' (200')
		Apt Elev 672'	TDZE 660'
MISSED APCH: Climb to 4000' via outbound on ORD VOR R-089 to GRABL INT/D19.5 ORD/RADAR and hold.			
Alt Set: INCHES		Trans level: FL 180	Trans alt: 18000'
1. Simultaneous approach authorized with Rwy 9L and 10. 2. VGSI and ILS glidepath not coincident.			
			3400'
			MSA ORD VOR



Gnd speed-Kts	70	90	100	120	140	160	MALSR		
GS	3.00°	377	484	538	646	753	861	4000'	ORD
MAP at D1.4 IJAV or LANSE to MAP	4.9	4:12	3:16	2:56	2:27	2:06	1:50	↑	via 113.9 GRABL
									R-089

STRAIGHT-IN LANDING RWY 9R										CIRCLE-TO-LAND			
ILS				LOC (GS out)						With YONUT		Without YONUT	
DA(H) 860' (200')				MDA(H) 1200' (540') With YONUT			MDA(H) 1680' (1020') Without YONUT						
FULL		TDZ or CL out	RAIL or ALS out		RAIL out	ALS out		RAIL out	ALS out	Max Kts.	MDA(H)	MDA(H)	
A	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24	RVR 40	RVR 50	RVR 40	RVR 60	90	1220' (548')-1	1680' (1008')-1 1/4		
B				or 1/2	or 3/4	or 1	or 3/4	or 1 1/4	120		1680' (1008')-1 1/2		
C							RVR 50	1 1/2	2 1/2	3	140	1220' (548')-1 1/2	1680' (1008')-3
D							RVR 60	1 3/4			165	1240' (568')-2	

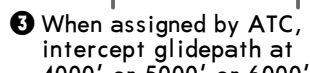
BRIEFING STRIP TM



ALSF-II
PAPI

TERPS
16
A
M
E
N
D

BRIEFING STRIP TM

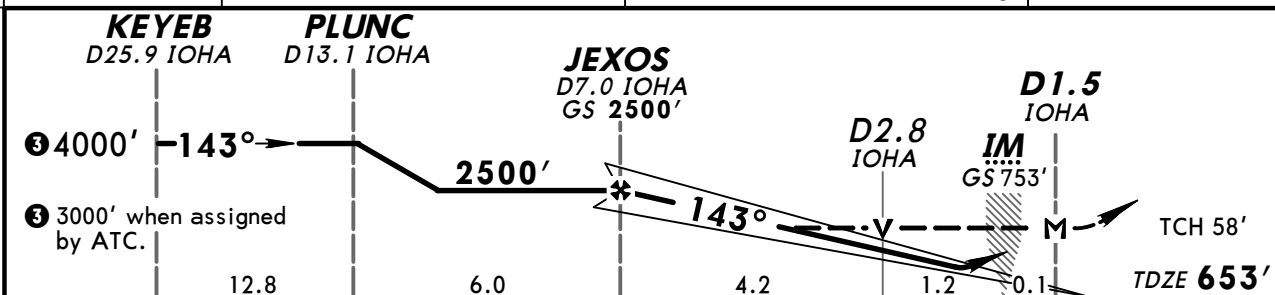
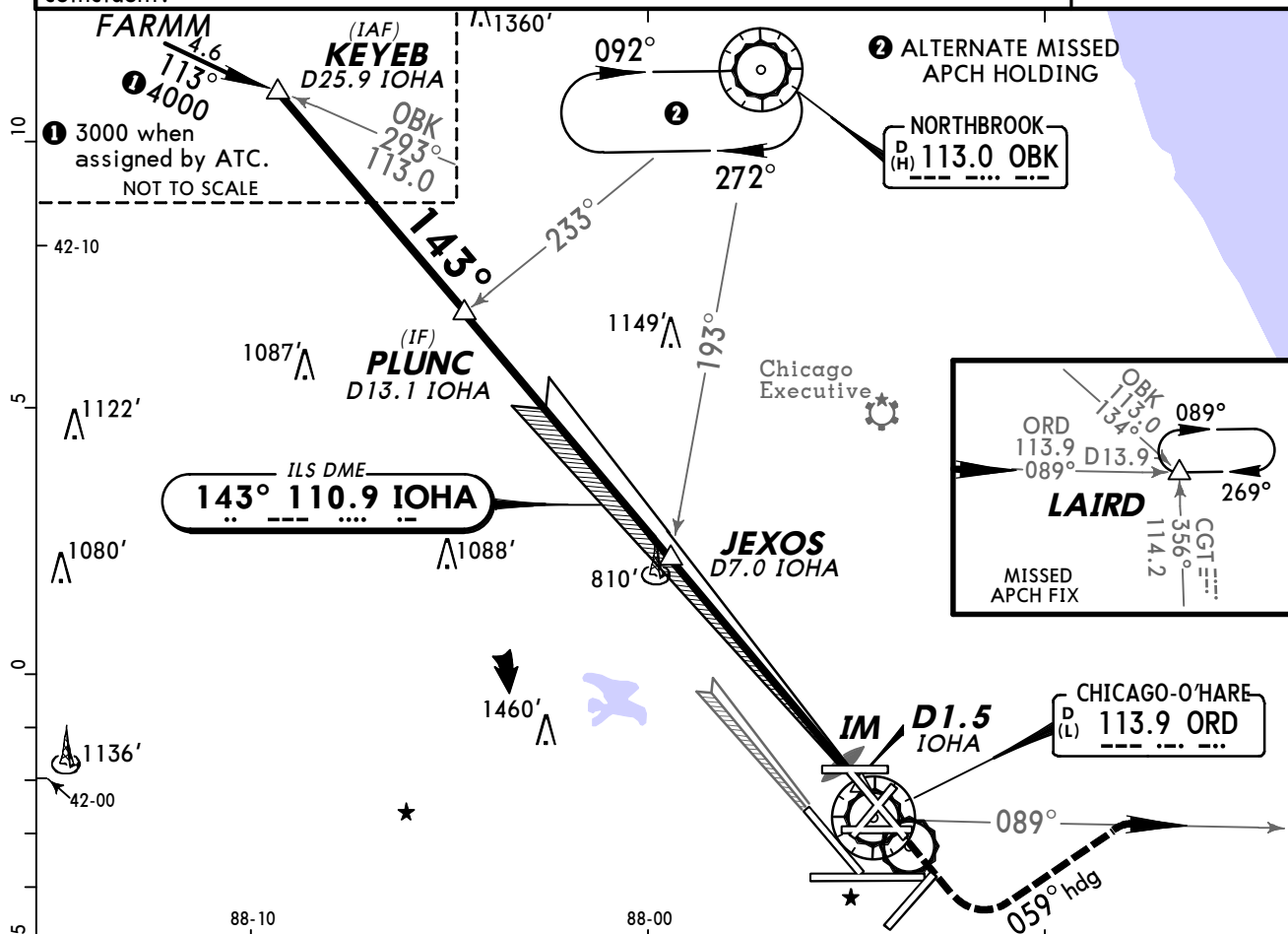


ALSF-II
PAPI

TERPS
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16
A

BRIEFING STRIP™

D-ATIS 135.4		CHICAGO Approach (R) 119.0		O'HARE MAIN Tower Alternate 126.9 120.75 132.7		O'HARE Tower Rwy 9L/27R 128.15
MAIN Ground 121.9				NORTH Ground Rwy 9L/27R (Vicinity) 124.12		
LOC IOHA 110.9	Final Apch Crs 143°	GS JEXOS 2500' (1847')	ILS DA(H) 853' (200')	Apt Elev 672' TDZE 653'		3400' MSA ORD VOR
MISSED APCH: Climb to 1200', then climbing LEFT turn to 4000' via 059° heading and outbound via ORD VOR R-089 to LAIRD INT and hold. Continue climb-in-hold to 4000'.						
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Simultaneous approach authorized with Rwy 14R. 2. VGSI and ILS glidepath not coincident.						



Gnd speed-Kts	70	90	100	120	140	160	ALSFI-II PAPI	1200'	4000'	059° hdg
GS	3.00°	377	484	538	646	753		↑	LT	
MAP at D1.5 IOHA or JEXOS to MAP	5.5	4:43	3:40	3:18	2:45	2:21				

STRAIGHT-IN LANDING RWY 14L					CIRCLE-TO-LAND		
ILS DA(H) 853' (200')			LOC (GS out) MDA(H) 1140' (487')			Max Kts	
FULL			ALS out			MDA(H)	
A						90	1220' (548') - 1
B						120	1220' (548') - 1 1/2
C						140	1220' (548') - 1 1/2
D						165	1240' (568') - 2

CHICAGO, ILL

BRIEFING STRIP™ERPS AMEND 29C 10 MAR 2011ERPS AMEND 29C 10 MAR 2011

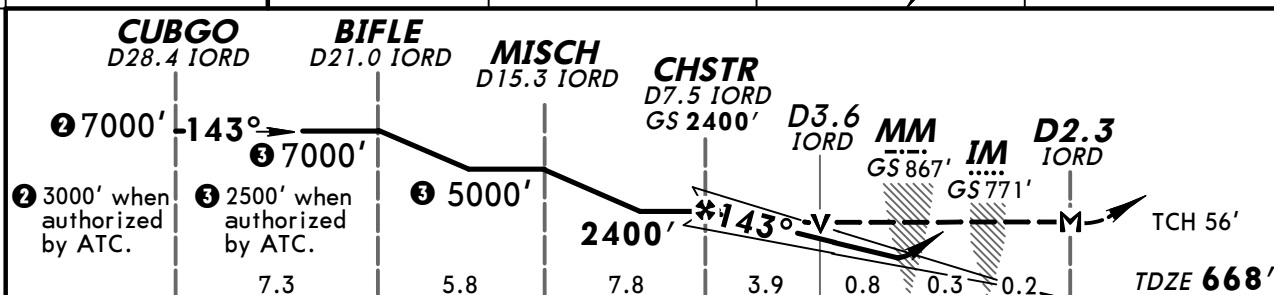
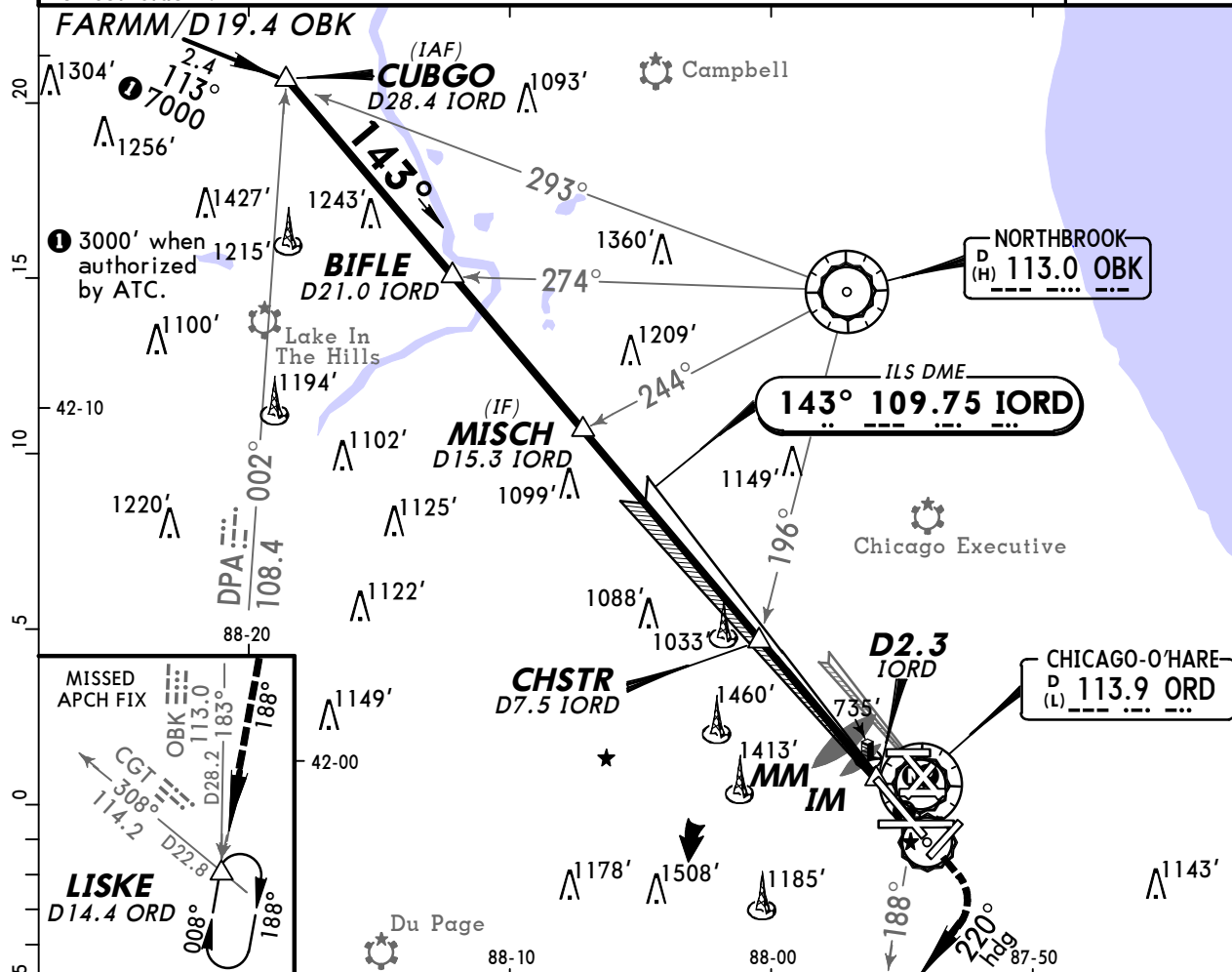
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KORD/ORD
-O'HARE INTL

JEPPESEN
3 APR 09 **(21-7)**

CHICAGO, ILL
ILS or LOC Rwy 14R

D-ATIS 135.4	CHICAGO Approach (R) 119.0	O'HARE MAIN Tower 126.9 120.75 132.7	O'HARE NORTH Tower Rwy 9L/27R 128.15
MAIN Ground 121.9		NORTH Ground Rwy 9L/27R (Vicinity) 124.12	
LOC IORD 109.75	Final Apch Crs 143°	GS CHSTR 2400' (1732')	ILS DA(H) 868' (200')
Apt Elev 672' TDZE 668'			3400'
MISSED APCH: Climb to 1700', then climbing RIGHT turn to 4000' via heading 220° and outbound via ORD VOR R-188 to LISKE INT/D14.4 ORD and hold. Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Simultaneous approach authorized with Rwy 14L. 2. VGSI and ILS glidepath not coincident.			
FARMM/D19.4 OBK			MSA ORD VOR



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	1700'	4000'	220°	ORD
GS	3.00°	377	484	538	646	753	PAPI	↑	RT	via	113.9
MAP at D2.3 IORD or CHSTR to MAP	5.2	4:27	3:28	3:07	2:36	2:14	1:57				R-188

STRAIGHT-IN LANDING RWY 14R			LOC (GS out)		CIRCLE-TO-LAND	
ILS			MDA(H) 1140' (472')		Max Kts	
DA(H) 868' (200')			ALS out		MDA(H)	
FULL	TDZ or CL out	ALS out	RVR 24 or 1/2	RVR 50 or 1	90	1220' (548') - 1
RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 40 or 3/4	RVR 60 or 1 1/4	120	1220' (548') - 1 1/2
			RVR 50 or 1	1 1/2	140	1240' (568') - 2

CHANGES: Tower frequency.

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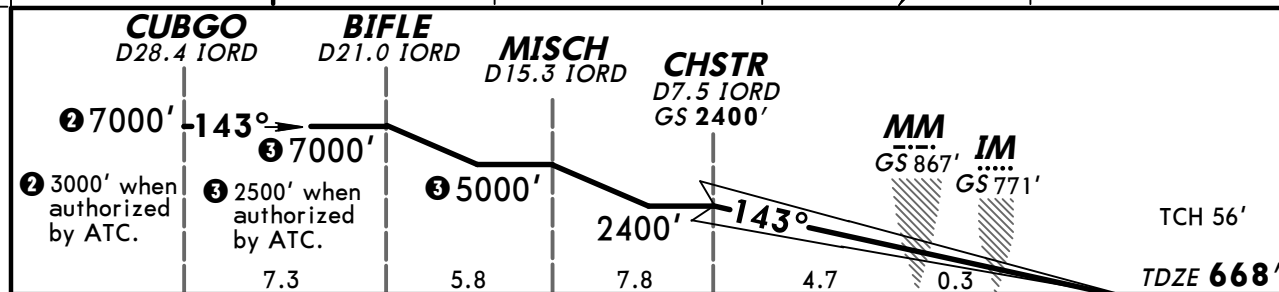
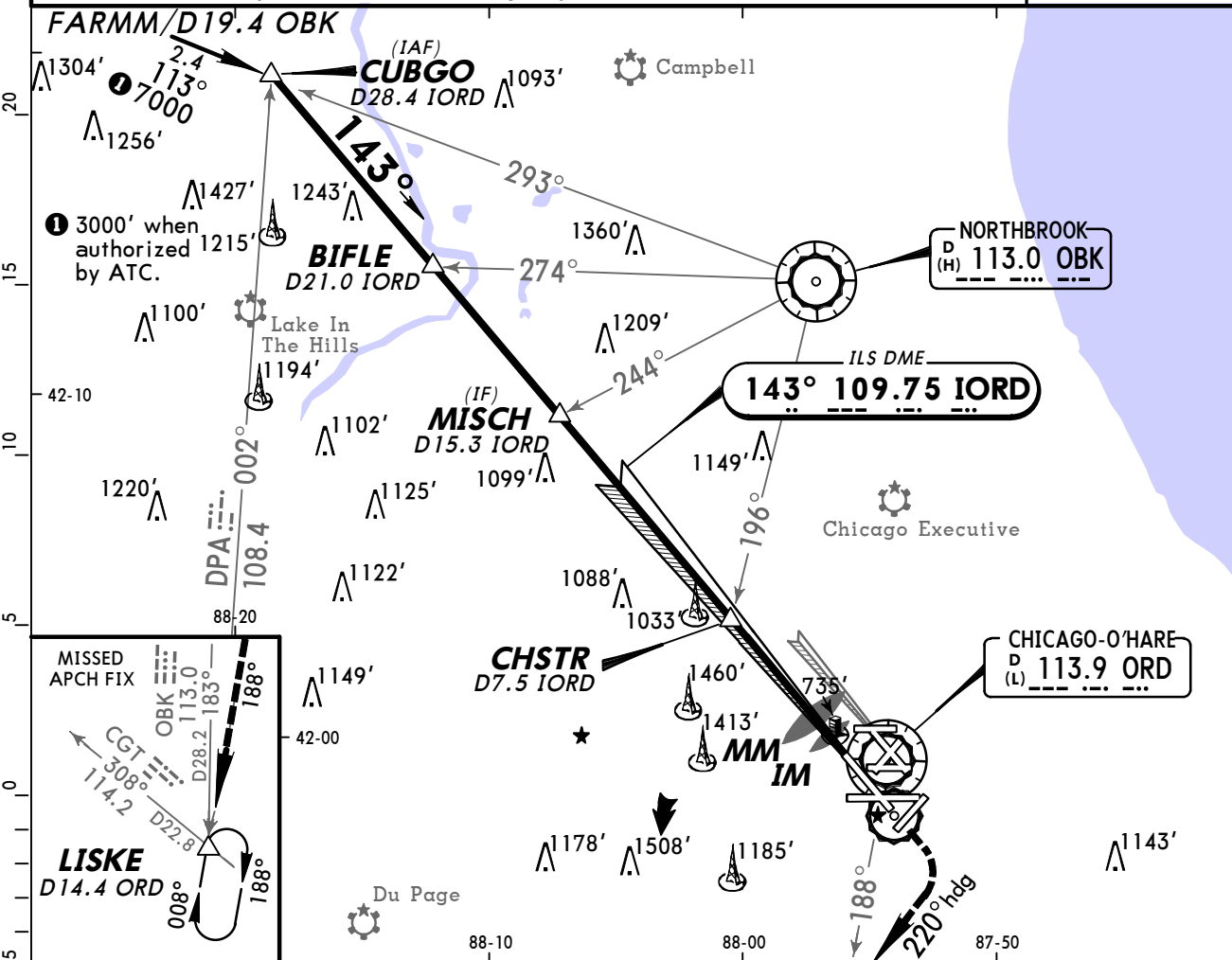
KORD/ORD
-O'HARE INTL

JEPPSEN
3 APR 09 (21-7A)

CHICAGO, ILL
ILS Rwy 14R CAT II & III

BRIEFING STRIP™

D-ATIS		CHICAGO Approach (R)			O'HARE MAIN Tower			O'HARE NORTH Tower
135.4		119.0			126.9 120.75 132.7			Rwy 9L/27R 128.15
MAIN Ground					NORTH Ground			
121.9					Rwy 9L/27R (Vicinity) 124.12			
LOC IORD	Final Apch Crs	GS CHSTR 2400' (1732')	CAT IIIC NA	CAT IIIB Refer to Minimums	CAT IIIA	CAT II RA 110' DA(H) 768' (100')	Apt Elev 672' TDZE 668'	3400' MSA ORD VOR
MISSED APCH: Climb to 1700', then climbing RIGHT turn to 4000' via heading 220° and outbound via ORD VOR R-188 to LISKE INT/D14.4 ORD and hold.								
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'								
1. Special Aircrew & Acft Certification Required. 2. Simultaneous approach authorized with Rwy 14L. 3. VGSI and ILS glidepath not coincident.								



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	1700'	4000'	220°	ORD
GS	3.00°	377	484	538	646	753	PAPI	↑	RT	hdg	113.9
											R-188

STRAIGHT-IN LANDING RWY14R			
CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 110' DA(H) 768' (100')
NA	RVR 6	RVR 7	RVR 12

CHANGES: Tower frequency.

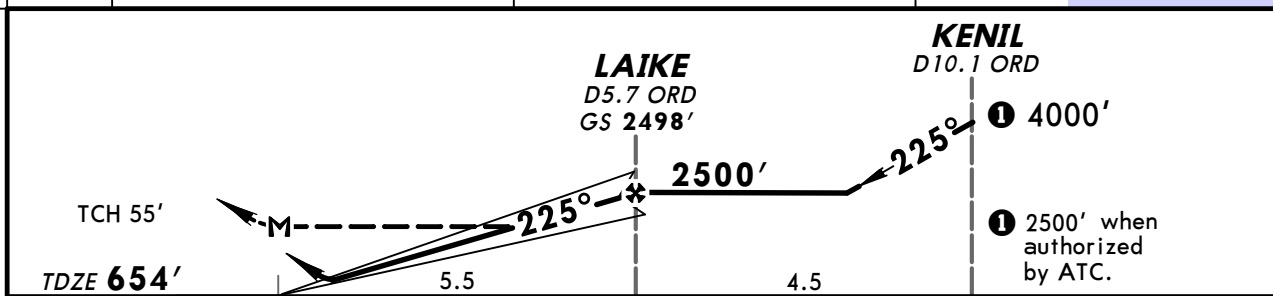
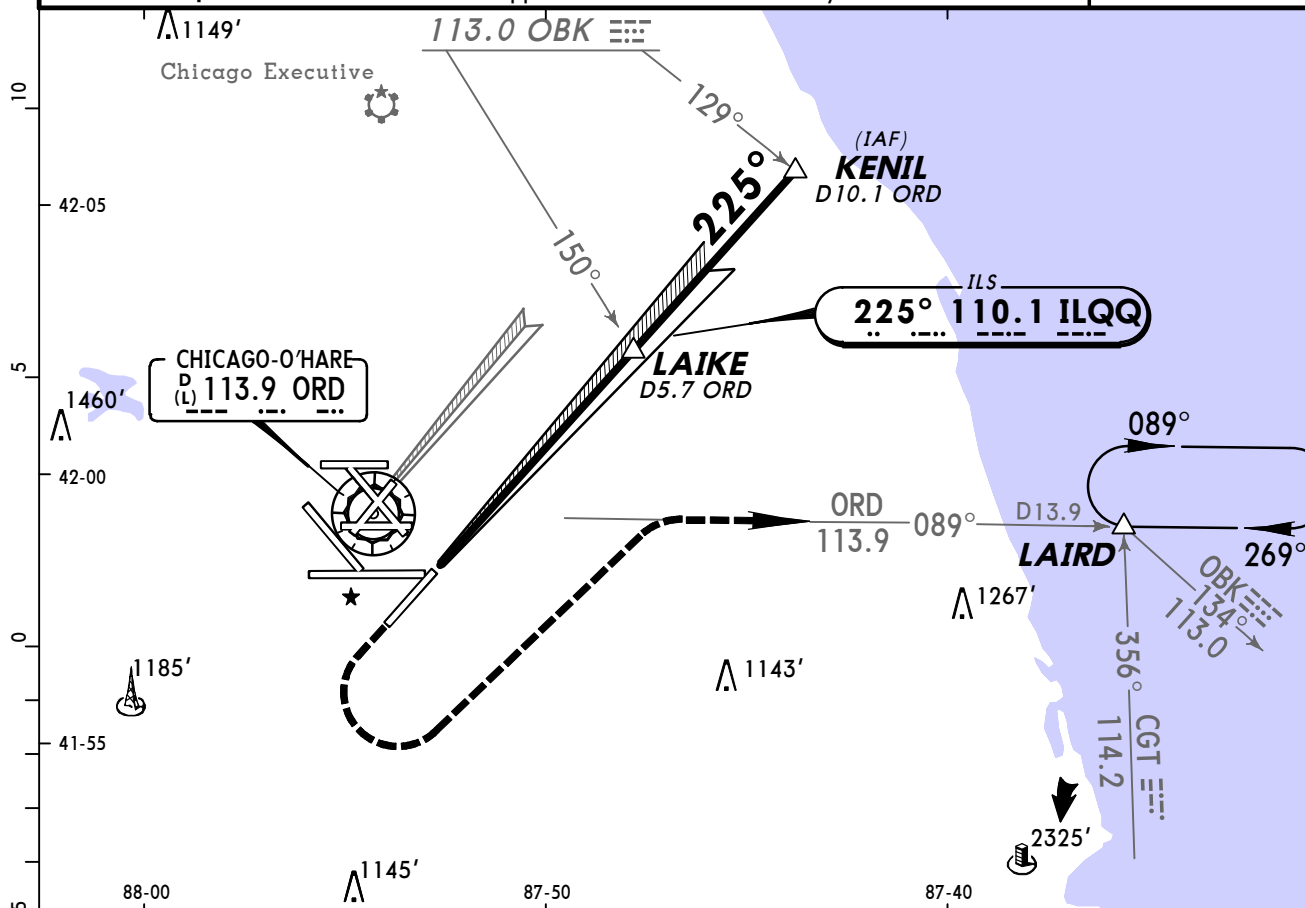
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KORD/ORD
-O'HARE INTL

29 APR 11 (21-8) Eff 5 May

CHICAGO, ILL
ILS or LOC Rwy 22L

D-ATIS 135.4	CHICAGO Approach (R) 119.0	O'HARE MAIN Tower 126.9 120.75 132.7	O'HARE Tower Rwy 9L/27R 128.15
MAIN Ground 121.9		NORTH Ground Rwy 9L/27R (Vicinity) 124.12	
LOC ILQQ 110.1	Final Apch Crs 225°	GS LAIKE 2498' (1844')	ILS DA(H) 854' (200')
Apt Elev 672' TDZE 654'			3400'
MISSED APCH: Climb to 1100', then climbing LEFT turn to 4000' outbound via ORD VOR R-089 to LAIRD INT and hold.			
Alt Set: INCHES		Trans level: FL 180	Trans alt: 18000'
1. Radar required. 2. Simultaneous approach authorized with Rwy 22R.			MSA ORD VOR



Gnd speed-Kts	70	90	100	120	140	160	MALSR	1100'	4000'	ORD	LAIRD
GS	3.00°	377	484	538	646	753	861	↑	LT	via 113.9	
LAIKE to MAP 5.5	4:43	3:40	3:18	2:45	2:21	2:04				R-089	

STRAIGHT-IN LANDING RWY 22L				CIRCLE-TO-LAND		
ILS		LOC (GS out)				
DA(H) 854' (200')		MDA(H) 1080' (426')				
FULL	TDZ or CL out	RAIL or ALS out	RAIL out	ALS out	Max Kts	MDA(H)
A			RVR 24 or 1/2	RVR 40 or 3/4	90	1220' (548') - 1
B					120	
C	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4		140	1220' (548') - 1 1/2
D			RVR 40 or 3/4	RVR 60 or 1 1/4	165	1240' (568') - 2

CHANGES: None.

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TERPS AMEND 8A 5 MAY 2011

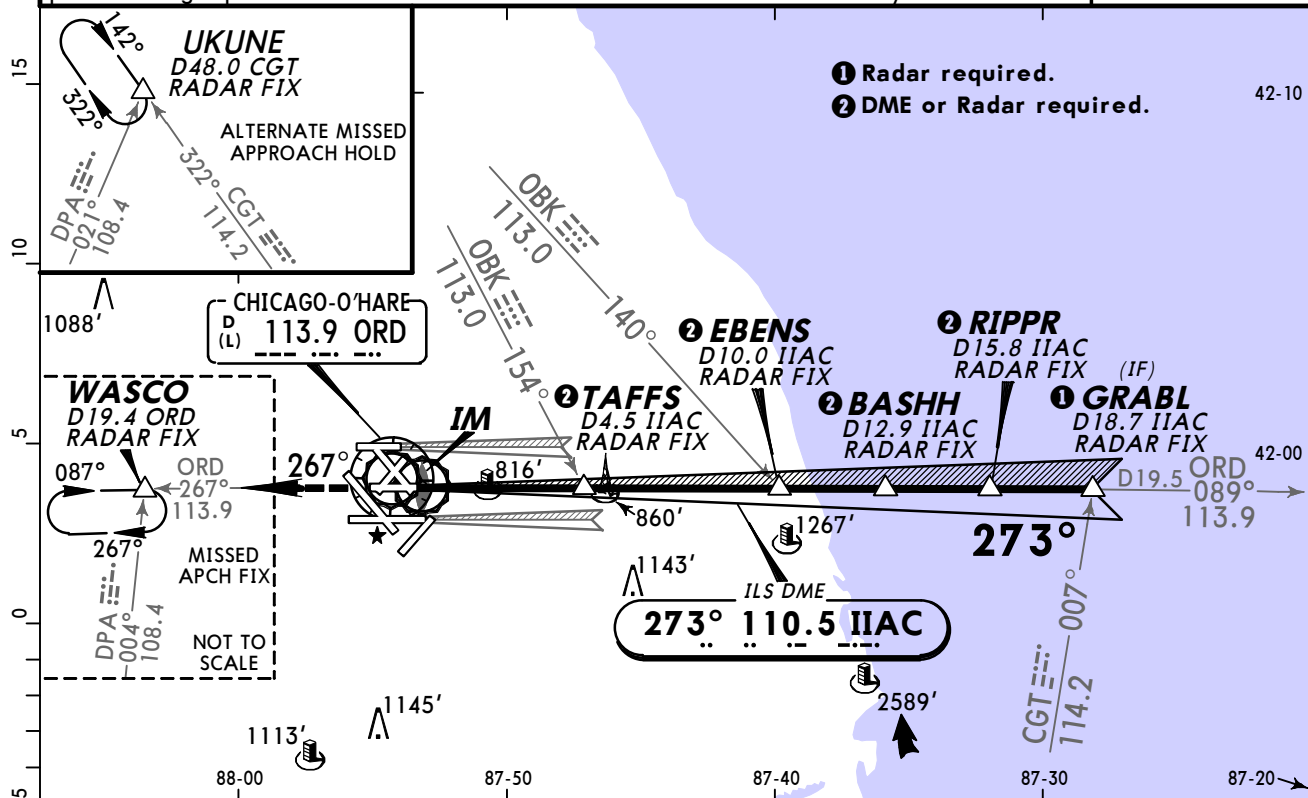
CHICAGO, ILL
ILS or LOC Rwy 27L

STRAIGHT-IN LANDING RWY 27L						CIRCLE-TO-LAND		
ILS DA(H) 853' (200')				LOC (GS out) MDA(H) 1080' (427')		Max Kts.	MDA(H)	
FULL	TDZ or CL out	ALS out		ALS out				
A	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 50 or 1	90	1220' (548') - 1	
B						120		
C				RVR 40 or 3/4	RVR 60 or 1 1/4	140		1220' (548') - 1 1/2
D				RVR 50 or 1	1 1/2	165		

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BRIEFING STRIP™

D-ATIS		CHICAGO Approach (R)			O'HARE MAIN Tower Alternate			O'HARE NORTH Tower Rwy 9L/27R
135.4		119.0			126.9 120.75 132.7			128.15
MAIN Ground					NORTH Ground Rwy 9L/27R (Vicinity)			
121.9					124.12			
LOC IIAC	Final Apch Crs	GS TAFFS 2200' (1547')	CAT IIIC NA	CAT IIIB Refer to Minimums	CAT IIIA	CAT II RA 102' DA(H) 753'(100')	Apt Elev 672' TDZE 653'	3400' MSA ORD VOR
MISSED APCH: Climb to 4000' outbound via ORD VOR R-267 to WASCO INT/D19.4 ORD and hold.								
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'								
1. Special Aircrew & Acft Certification Required. 2. Simultaneous approach authorized with Rwy 27R and Rwy 28. 3. VGSI and ILS glidepath not coincident. 4. Light poles and sign up to 739' MSL located between 580' and 980' south of runway.								



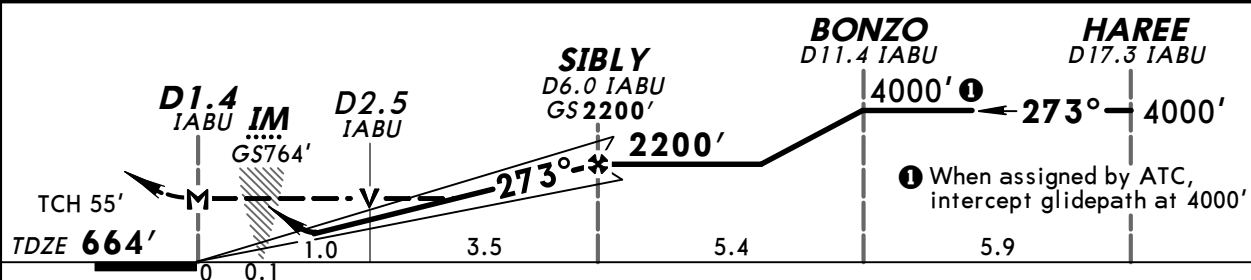
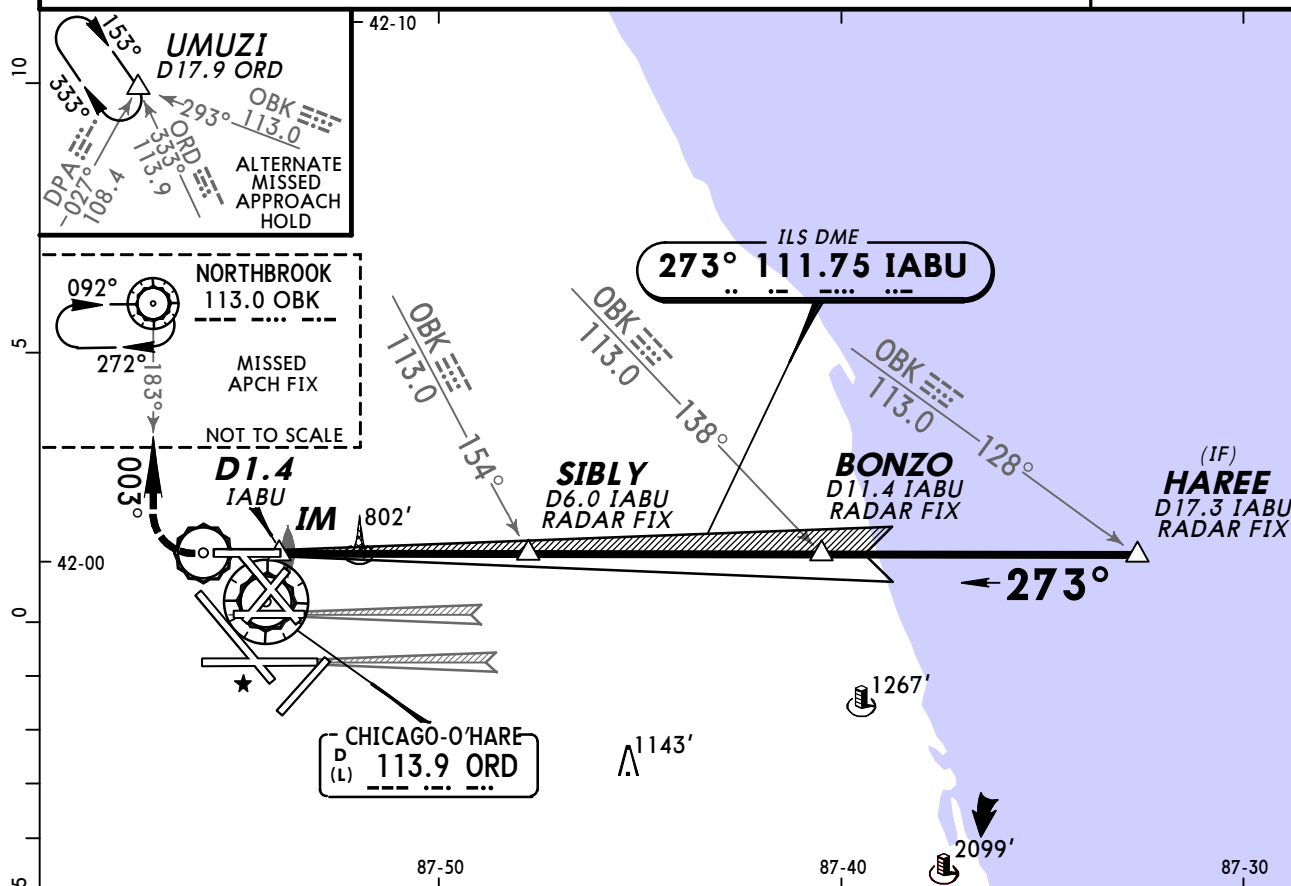
Gnd speed-Kts	70	90	100	120	140	160
GS	3.00°	377	484	538	646	754

ALSIF-II PAPI	4000'	ORD 113.9 R-267	WASCO

STRAIGHT-IN LANDING RWY 27L

CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 102' DA(H) 753'(100')
NA	RVR 6	RVR 7	RVR 12

D-ATIS 135.4	CHICAGO Approach (R) 119.0	O'HARE MAIN Tower 126.9 120.75 132.7	O'HARE NORTH Tower Rwy 9L/27R 128.15
MAIN Ground 121.9		NORTH Ground Rwy 9L/27R (Vicinity) 124.12	
LOC IABU 111.75	Final Apch Crs 273°	GS SIBLY 2200' (1536')	ILS DA(H) 864' (200')
		Apt Elev 672'	TDZE 664'
MISSED APCH: Climb to 1100' then climbing RIGHT turn to 4000' via inbound on OBK VOR R-183 to OBK VOR and hold.			
Alt Set: INCHES		Trans level: FL 180	Trans alt: 18000'
1. Radar required. 2. Simultaneous approach authorized with Rwy 27L and 28.			MSA ORD VOR



Gnd speed-Kts	70	90	100	120	140	160
GS	3.00°	377	484	538	646	754
MAP at D1.4 IABU or SIBLY to MAP	4.6	3:57	3:04	2:46	2:18	1:58

ALSF-II

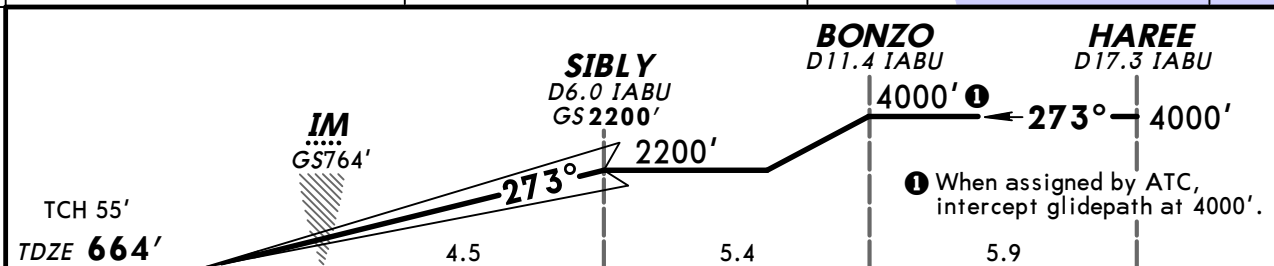
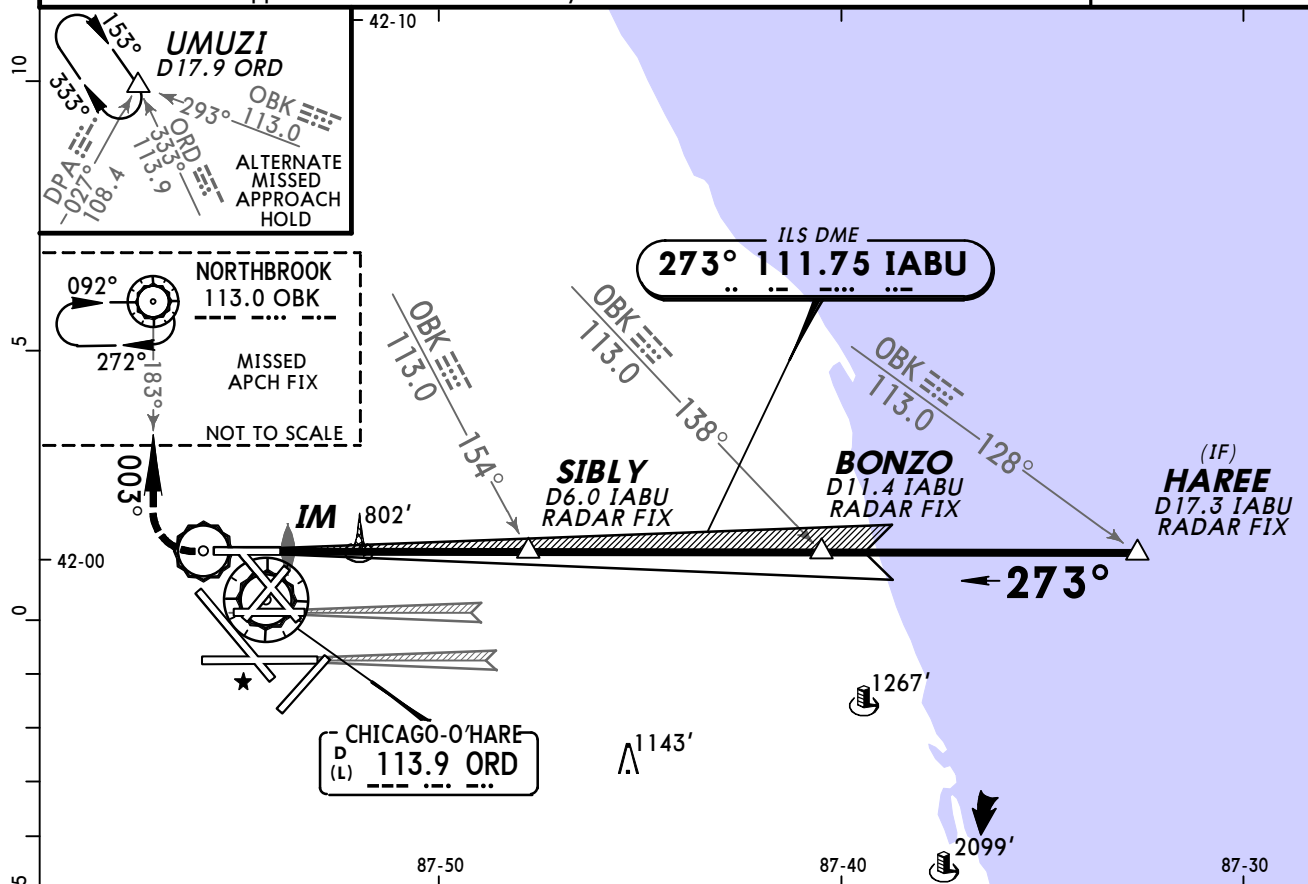
1100'	4000'	OBK
↑	then	via
	RT	113.0
		R-183

STRAIGHT-IN LANDING RWY 27R

CIRCLE-TO-LAND

ILS DA(H) 864' (200')			LOC (GS out) MDA(H) 1060' (396')		Max Kts	MDA(H)
FULL	TDZ or CL out	ALS out		ALS out		
A					90	1220' (548') - 1
B					120	
C	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	140	1220' (548') - 1 1/2
D				RVR 40 or 3/4	165	1240' (568') - 2

D-ATIS 135.4	CHICAGO Approach (R) 119.0	O'HARE MAIN Tower 126.9 120.75 132.7	O'HARE NORTH Tower Rwy 9L/27R 128.15
MAIN Ground 121.9		NORTH Ground Rwy 9L/27R (Vicinity) 124.12	
LOC IABU 111.75	Final Apch Crs 273°	GS SIBLY 2200' (1536')	CAT IIIC NA
		CAT IIIB Refer to Minimums	CAT IIIA RA 101' DA(H) 764'(100')
		Apt Elev 672' TDZE 664'	3400'
MISSED APCH: Climb to 1100' then climbing RIGHT turn to 4000' via inbound on OBK VOR R-183 to OBK VOR and hold.			
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'			
1. Special Aircrew & Acft Certification Required. 2. Radar required. 3. Simultaneous approach authorized with Rwy 27L and 28.			MSA ORD VOR



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	1100'	4000'	OBK
GS	3.00°	377	484	538	646	754	861	↑	then	via
									RT	R-183

STRAIGHT-IN LANDING RWY 27R

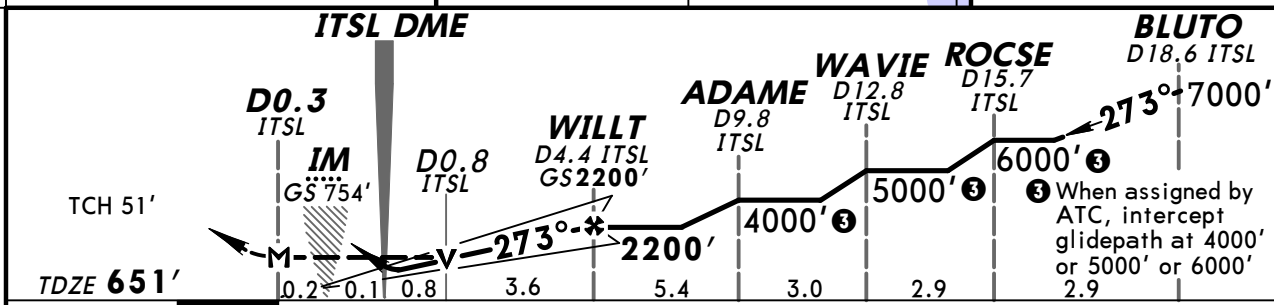
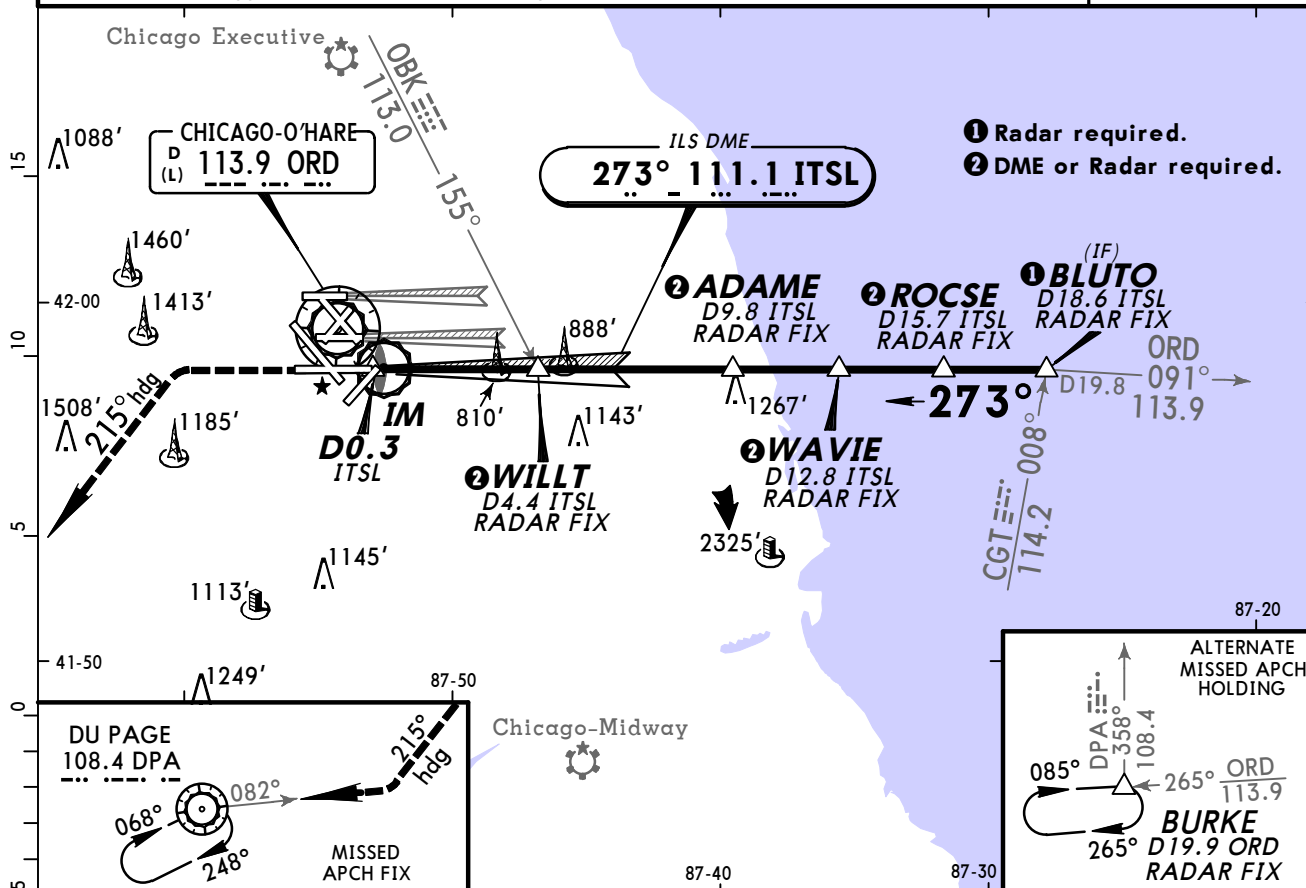
CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 101' DA(H) 764'(100')
NA	RVR 6	RVR 7	RVR 12

KORD/ORD
-O'HARE INTL

JEPPesen
3 APR 09 **(21-12)**

CHICAGO, ILL
ILS or LOC Rwy 28

D-ATIS 135.4	CHICAGO Approach (R) 119.0	O'HARE MAIN Tower Alternate 126.9 120.75 132.7	O'HARE NORTH Tower Rwy 9L/27R 128.15
MAIN Ground 121.9		NORTH Ground Rwy 9L/27R (Vicinity) 124.12	
LOC ITSL 111.1	Final Apch Crs 273°	GS WILLT 2200' (1549')	ILS DA(H) 851' (200')
		Apt Elev 672'	TDZE 651'
MISSED APCH: Climb to 1100', then climbing LEFT turn to 4000' via heading 215° and inbound via DPA VOR R-082 to DPA VOR and hold.			
Alt Set: INCHES		Trans level: FL 180	Trans alt: 18000'
1. Simultaneous approach authorized with Rwy 27L/R.			MSA ORD VOR



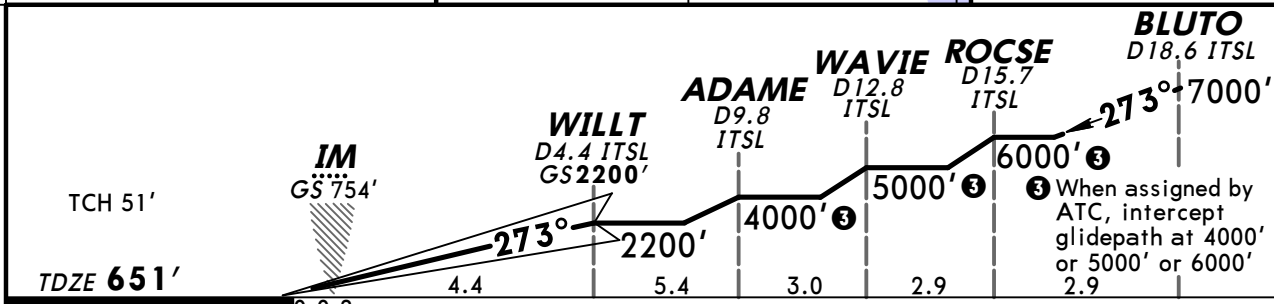
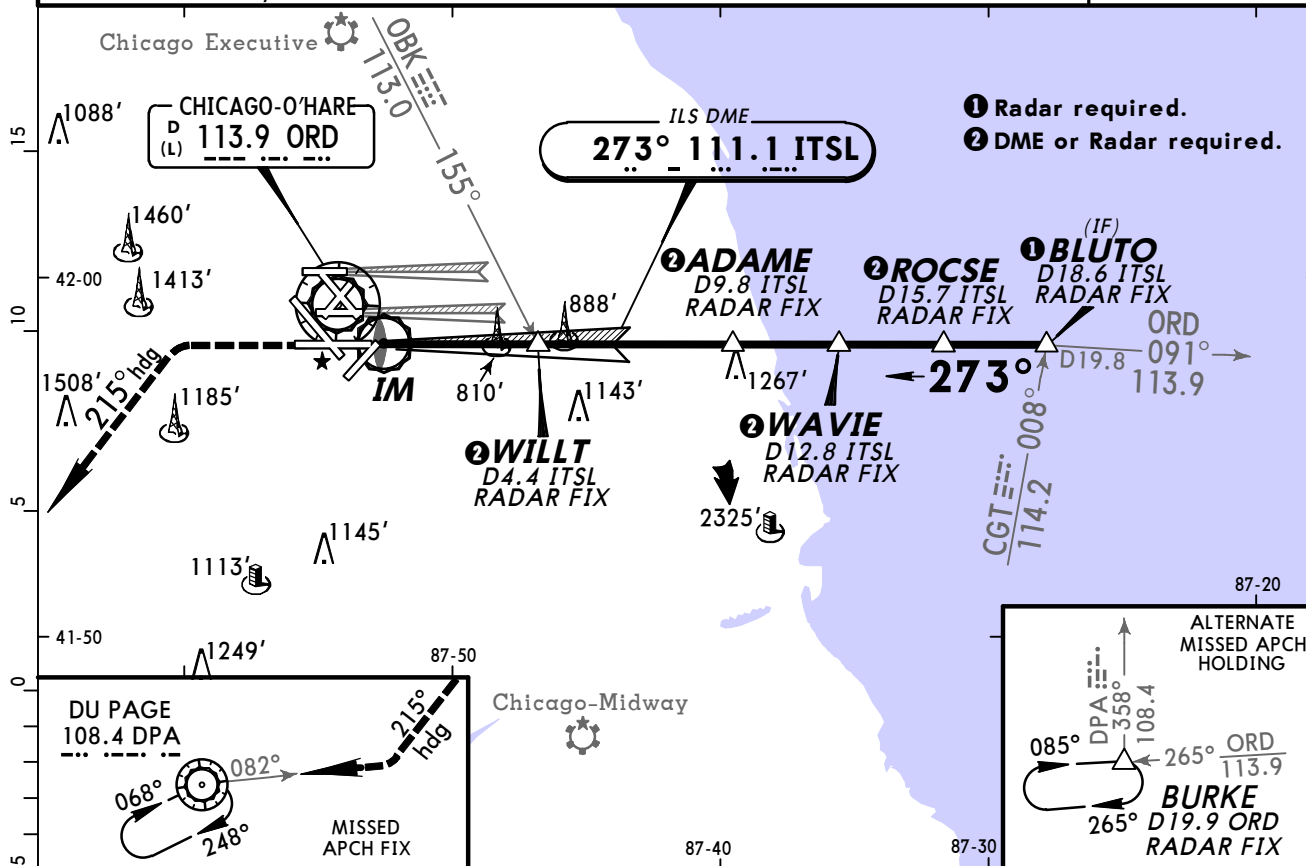
Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	1100'	4000'	215°	DPA
GS	3.00°	377	484	538	646	753	861	PAPI	↑	LT	108.4
MAP at D0.3 ITSL or WILLT to MAP	4.6	3:57	3:04	2:46	2:18	1:58	1:43				R-082

STRAIGHT-IN LANDING RWY 28				CIRCLE-TO-LAND			
ILS		LOC (GS out)					
DA(H) 851' (200')		MDA(H) 1060' (409')					
FULL	TDZ or CL out	ALS out		ALS out		Max Kts	MDA(H)
A						90	1220' (548') - 1
B						120	
C	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4			140	1220' (548') - 1 1/2
D						165	1240' (568') - 2

CHANGES: Tower frequency.

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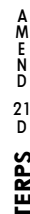
D-ATIS 135.4	CHICAGO Approach (R) 119.0	O'HARE MAIN Tower 126.9 120.75 132.7	O'HARE NORTH Tower Rwy 9L/27R 128.15
MAIN Ground 121.9		NORTH Ground Rwy 9L/27R (Vicinity) 124.12	
LOC ITSL 111.1	Final Apch Crs 273°	GS WILLT 2200' (1549')	CAT IIIC NA
			CAT IIIB Refer to Minimums
			CAT IIIA RA 100' DA(H) 751'(100')
		Apt Elev 672' TDZE 651'	
MISSED APCH: Climb to 1100', then climbing LEFT turn to 4000' via heading 215° and inbound via DPA VOR R-082 to DPA VOR and hold.			
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'			
1. Special Aircrew and Aircraft Certification Required. 2. Simultaneous approach authorized with Rwy 27L/R.			MSA ORD VOR



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II	1100'	4000'	215°	DPA
GS	3.00°	377	484	538	646	753	PAPI	↑	LT	hdg	108.4
											R-082

STRAIGHT-IN LANDING RWY 28			
CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 100' DA(H) 751'(100')
NA	RVR 6	RVR 7	RVR 12

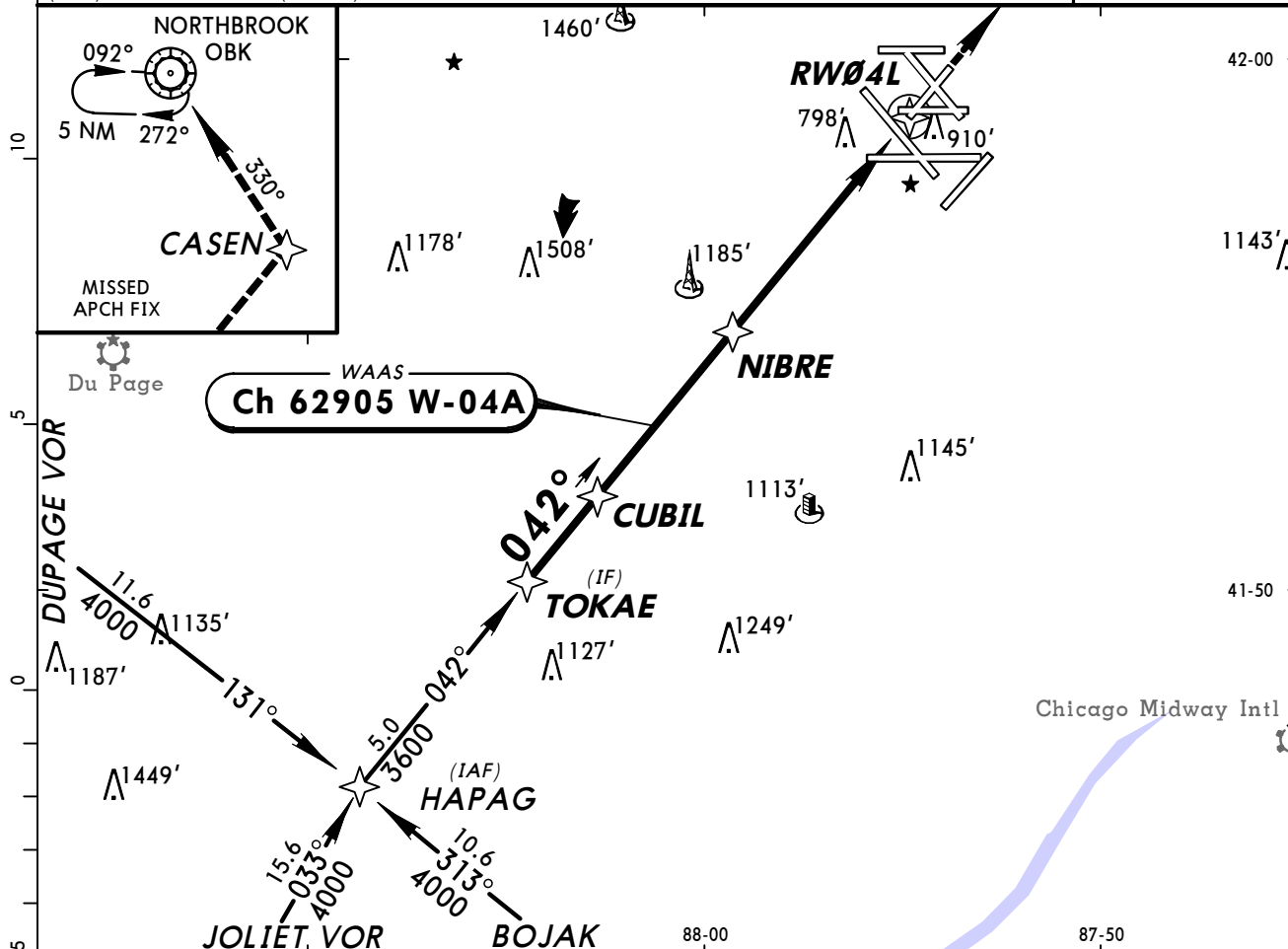
BRIEFING STRIPTM

TERPS
D
21

STRAIGHT-IN LANDING RWY 32R										CIRCLE-TO-LAND	
ILS DA(H) 853' (200')				LOC (GS out) MDA(H) 1100' (447') With D2.5 ORD						MDA(H) 1220' (567') Without D2.5 ORD	
FULL		TDZ or CL out	RAIL or ALS out		RAIL out	ALS out		RAIL out	ALS out	Max Kts	MDA(H)
A	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	90	1220' (548') - 1
B				RVR 40 or 3/4	RVR 60 or 1 1/4		RVR 50 or 1	1 1/2		140	
C				RVR 50 or 1	1 1/2		RVR 60 or 1 1/4	1 3/4		165	1240' (568') - 2

BRIEFING STRIP

D-ATIS 135.4	CHICAGO Approach (R) 119.0	O'HARE MAIN Tower 126.9 120.75 132.7	O'HARE NORTH Tower Rwy 9L/27R 128.15
MAIN Ground 121.9		NORTH Ground Rwy 9L/27R (Vicinity) 124.12	
WAAS Ch 62905 W-04A	Final Aptch Crs 042°	Minimum Alt NIBRE 2400' (1742')	LPV DA(H) 908' (250')
Apt Elev 672' TDZE 658'			3400'
MISSED APCH: Climb to 4000' direct CASEN and via 330° track to OBK VOR and hold.			
Alt Set: INCHES 1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 47°C (116°F). 2. DME/DME RNP-0.3 not authorized.			
Trans level: FL 180 Trans alt: 18000'			MSA RW04L



TOKAE 3600'		CUBIL 3400'		NIBRE 2400'		RW04L 1.5 NM to RW04L		① LNAV only.	
042°		042°		042°		042°		TCH 55'	
11.3		2.1		4.0		3.7		TDZE 658'	
70		90		100		120		140	
372		478		531		637		743	
3.00°		3.00°		3.00°		3.00°		3.00°	
MAP at RW04L		MAP at RW04L		MAP at RW04L		MAP at RW04L		MAP at RW04L	

STRAIGHT-IN LANDING RWY 4L			CIRCLE-TO-LAND	
LPV	LNAV/VNAV	LNAV	Max Kts	MDA(H)
DA(H) 908' (250')	DA(H) 1097' (439')	MDA(H) 1180' (522')	90	1220' (548') - 1
RVR 40 or 3/4	1 1/2	RVR 50 or 1	120	1220' (548') - 1 1/2
			140	1220' (548') - 1 1/2
			165	1240' (568') - 2

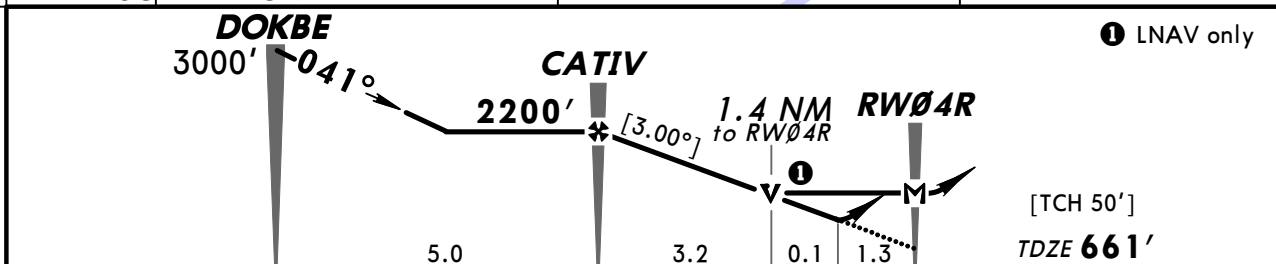
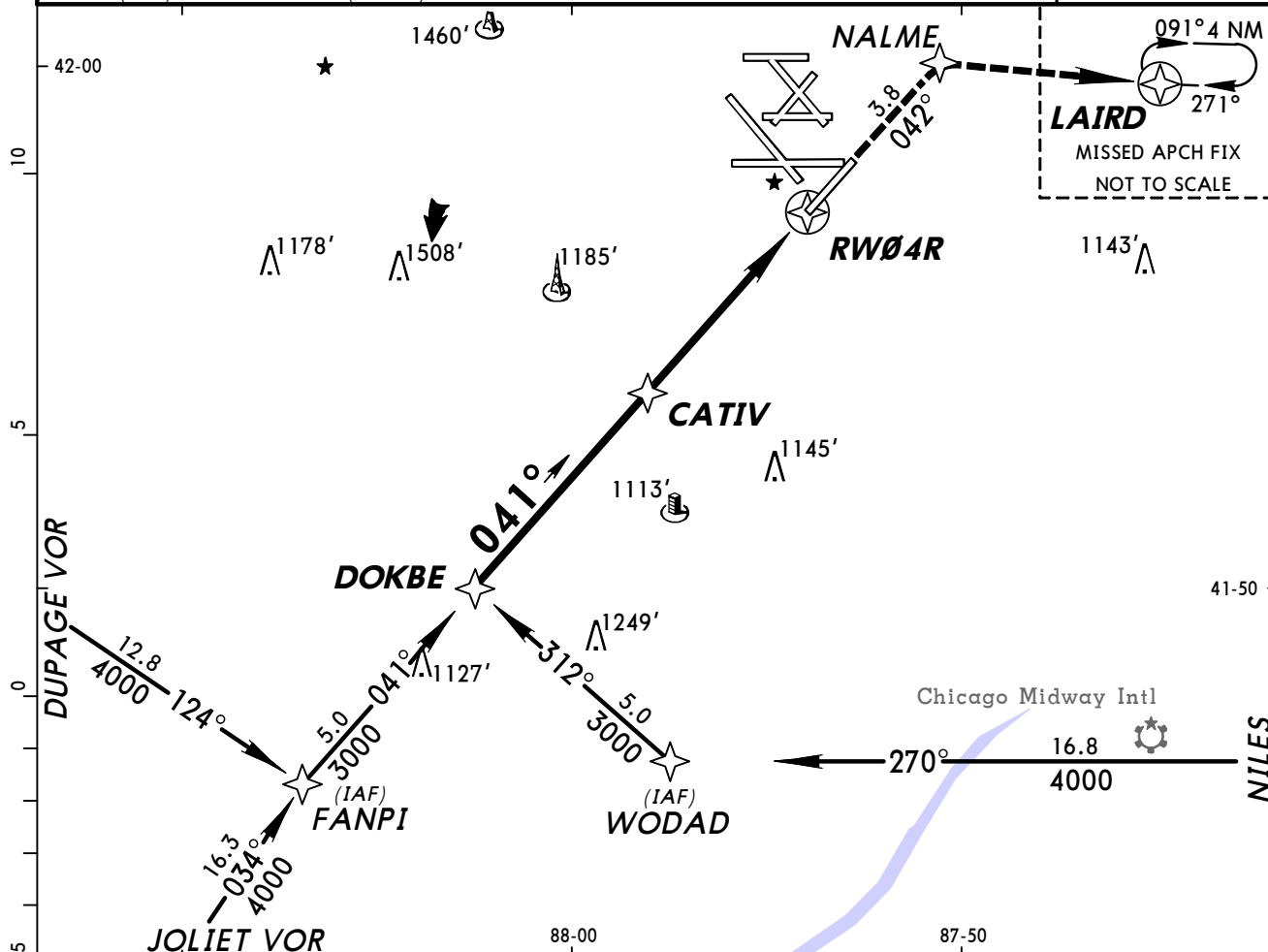
KORD/ORD
-O'HARE INTL

JEPPESEN
3 APR 09 (22-2)

CHICAGO, ILL
RNAV (GPS) Rwy 4R

BRIEFING STRIP™

D-ATIS	CHICAGO Approach (R)	O'HARE MAIN Tower			O'HARE NORTH Tower
135.4	119.0	126.9	120.75	132.7	Rwy 9L/27R 128.15
MAIN Ground		NORTH Ground			
121.9		Rwy 9L/27R (Vicinity) 124.12			
RNAV	Final Apch Crs 041°	Minimum Alt CATV 2200' (1539')	LNAV/VNAV DA(H) 1136' (475')	Apt Elev 672' TDZE 661'	3400' MSA RW04R
MISSED APCH: Climb to 4000' via 042° course to NALME then direct LAIRD and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 47°C (116°F). 2. DME/DME RNP-0.3 not authorized.					



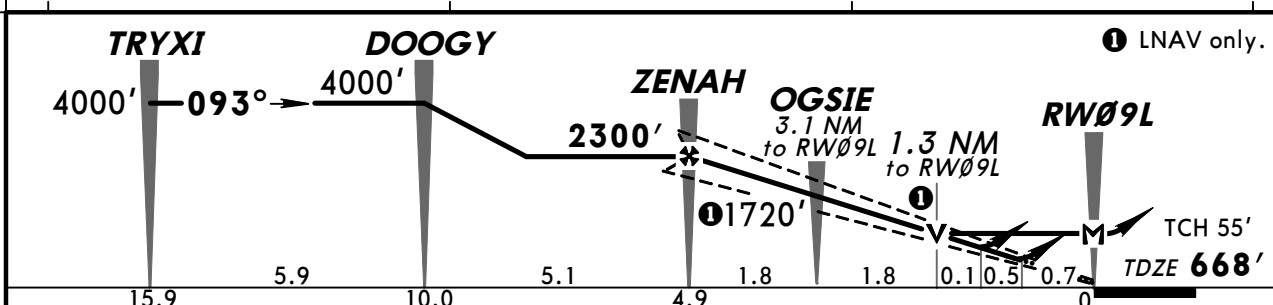
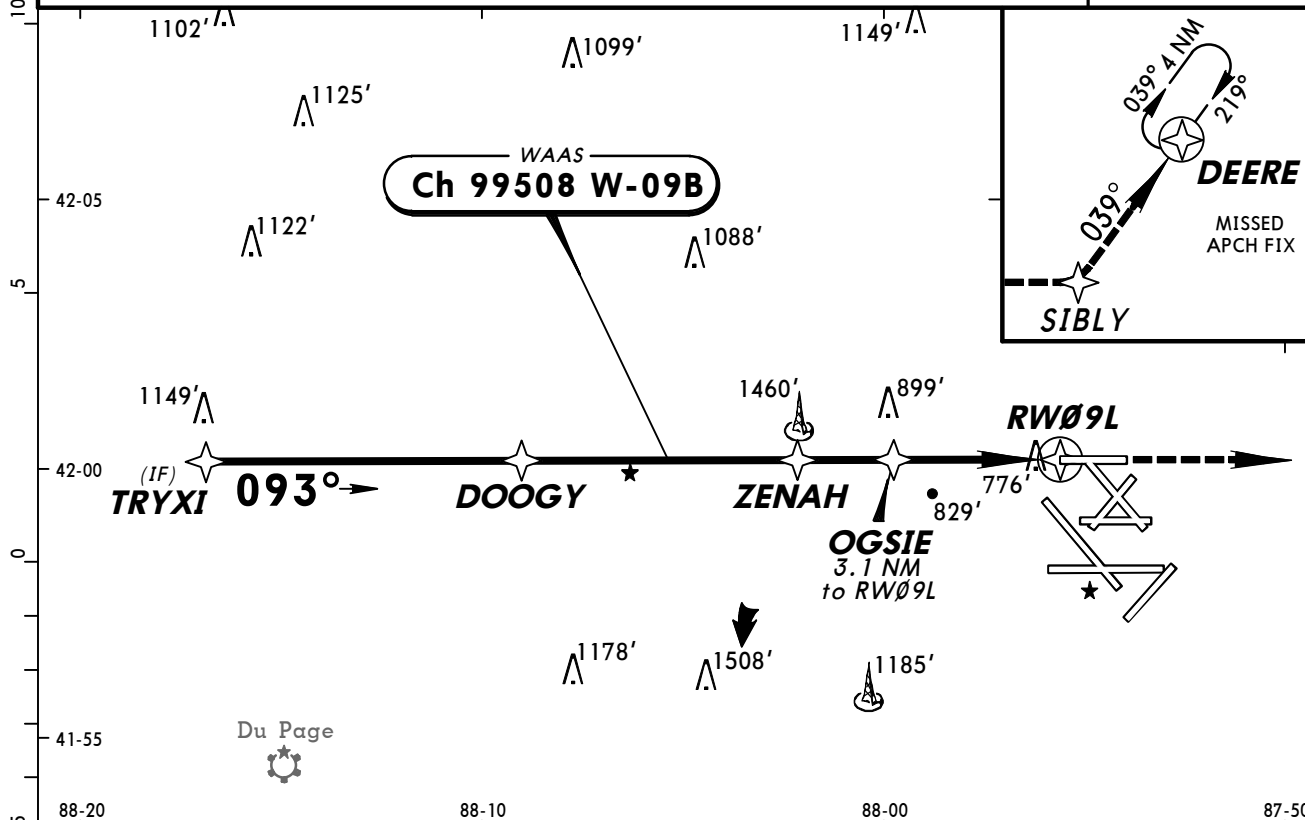
Gnd speed-Kts	70	90	100	120	140	160	MALSR	4000'	via 042°	NALME
Descent angle [3.00°]	372	478	531	637	743	849				
MAP at RWY 4R										

STRAIGHT-IN LANDING RWY 4R						CIRCLE-TO-LAND	
LNAV/VNAV DA(H) 1136' (475')			LNAV MDA(H) 1160' (499')			Max Kts	MDA(H)
	RAIL out	ALS out		RAIL out	ALS out		
A						90	1220' (548') -1
B			RVR 40 or 3/4	RVR 40 or 3/4	RVR 50 or 1	120	1220' (548') -1
C	RVR 60 or 1/4	1 3/4		RVR 60 or 1/4		140	1220' (548') -1 1/2
D			RVR 50 or 1	1 1/2		165	1240' (568') -2

CHANGES: Tower frequency.

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D-ATIS	CHICAGO Approach (R)	O'HARE MAIN Tower	O'HARE NORTH Tower
135.4	119.0	126.9 120.75 132.7 Alternate	Rwy 9L/27R 128.15
MAIN Ground		NORTH Ground	
121.9		Rwy 9L/27R (Vicinity) 124.12	
WAAS Ch 9950B W-09B	Final Apch Crs 093°	Minimum Alt ZENAH 2300' (1632')	LPV DA(H) 944' (276')
Apt Elev 672' TDZE 668'			3400' MSA RW09L
MISSED APCH: Climb to 4000' direct SIBLY and via 039° track to DEERE and hold.			
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Radar required. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 47°C (116°F). 3. DME/DME RNP-0.3 not authorized.			

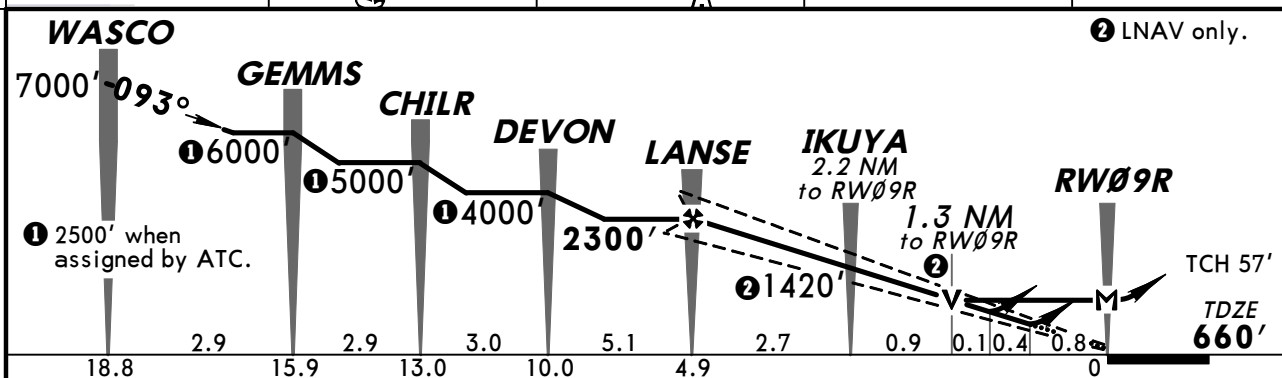
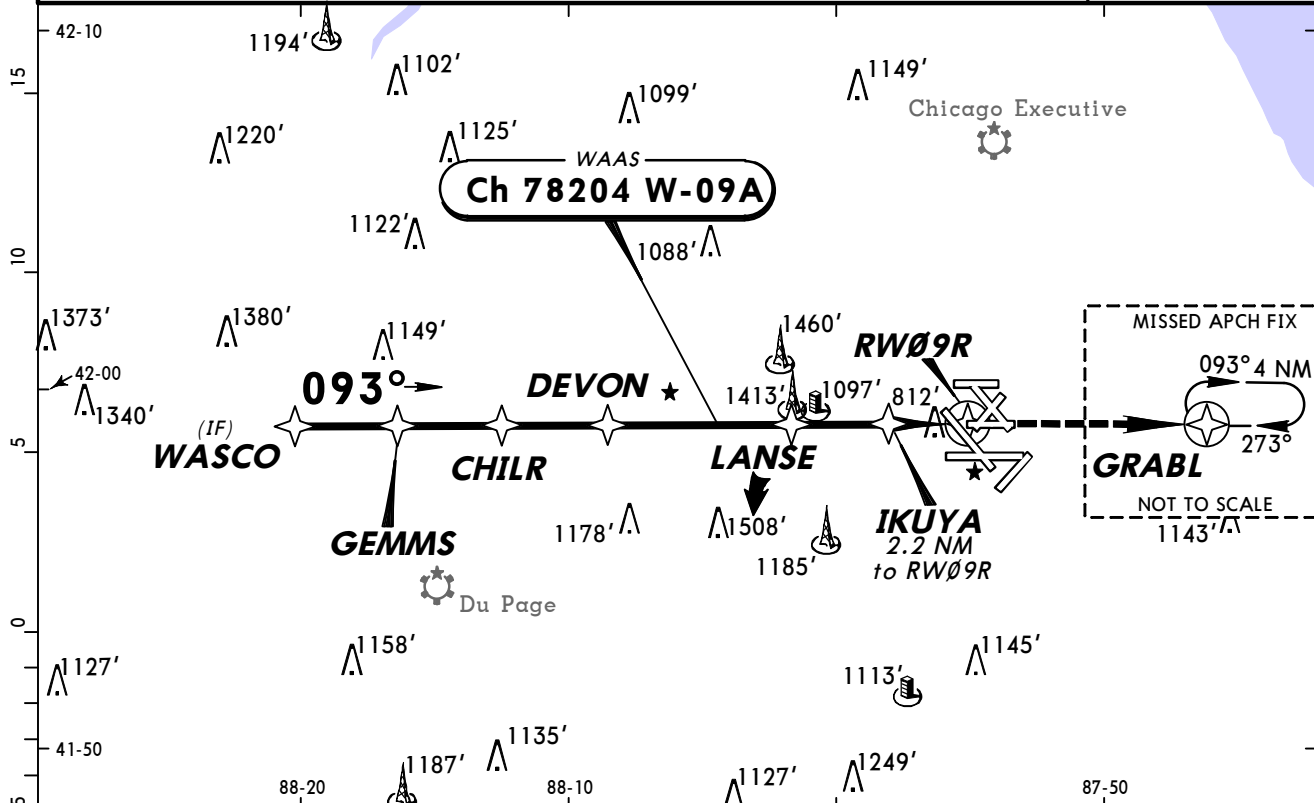


Gnd speed-Kts	70	90	100	120	140	160			SIBLY
Glide Path Angle 3.00°	372	478	531	637	743	849			
MAP at RW09L									

STRAIGHT-IN LANDING RWY 9L							CIRCLE-TO-LAND			
LPV DA(H) 944'(276')			LNAV/VNAV DA(H) 1106'(438')		LNAV MDA(H) 1140'(472')		Max Kts	MDA(H)		
ALS out			ALS out		ALS out					
A	RVR 24 or 1/2	RVR 50 or 1	RVR 50 or 1	1 1/2	RVR 24 or 1/2	RVR 50 or 1	90	1220'(548')- 1		
B							120			
C							RVR 40 or 3/4	RVR 60 or 1 1/4	140	1220'(548')- 1 1/2
D							RVR 50 or 1	1 1/2	165	

BRIEFING STRIP™

D-ATIS	CHICAGO Approach (R)		O'HARE MAIN Tower			O'HARE NORTH Tower
135.4	119.0		126.9	120.75	132.7	Rwy 9L/27R 128.15
MAIN Ground			NORTH Ground			
121.9			Rwy 9L/27R (Vicinity) 124.12			
WAAS Ch 78204 W-09A	Final Apch Crs 093°	Minimum Alt LANSE 2300' (1640')	LPV DA(H) 976' (316')	Apt Elev 672'		3400' MSA RW09R
MISSED APCH: Climb to 4000' direct GRABL.						
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'						
1. Radar required. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 47°C (116°F). 3. DME/DME RNP-0.3 not authorized. 4. VGSI and RNAV glidepath not coincident.						

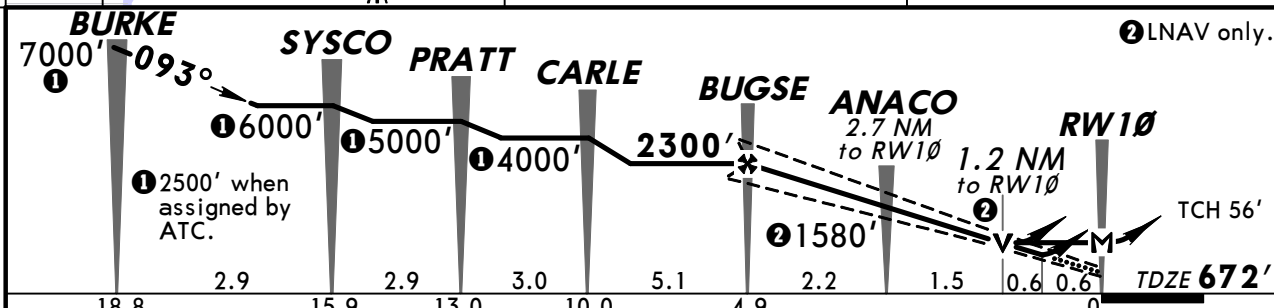
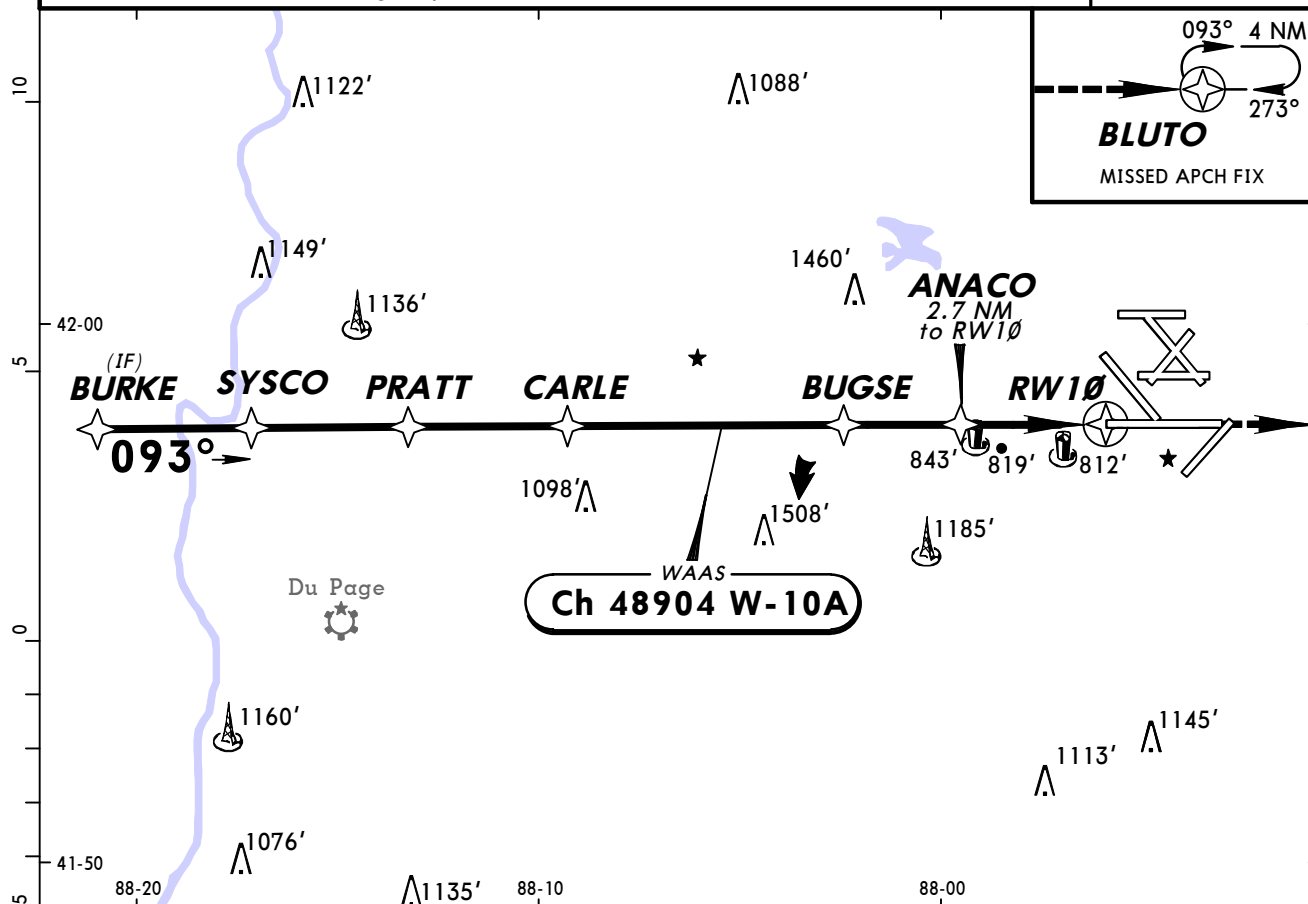


Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI 4000'	GRABL
Glide Path Angle	3.00°	372	478	531	637	743		
MAP at RW09R								

STRAIGHT-IN LANDING RWY 9R				CIRCLE-TO-LAND	
LPV DA(H) 976' (316')		LNAV/VNAV DA(H) 1097' (437')		LNAV MDA(H) 1160' (500')	
RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out
A				RVR 24	RVR 40
B				or 1/2	or 3/4
C	RVR 24 or 1/2	RVR 50 or 1	RVR 50 or 1	1 1/2	1 1/2
D				RVR 40 or 3/4	RVR 60 or 1 1/4
				RVR 50 or 1	1 1/2
				Max Kts	MDA(H)
				90	1220' (548') - 1
				120	1220' (548') - 1 1/2
				140	1220' (548') - 1 1/2
				165	1240' (568') - 2

BRIEFING STRIP™

D-ATIS	CHICAGO Approach (R)		O'HARE MAIN Tower		O'HARE Tower
135.4	119.0	126.9	120.75	Alternate 132.7	Rwy 9L/27R 128.15
MAIN Ground			NORTH Ground		
121.9			Rwy 9L/27R (Vicinity) 124.12		
WAAS Ch 48904 W-10A	Final Apch Crs 093°	Minimum Alt BUGSE 2300' (1628')	LPV DA(H) 922' (250')	Apt Elev 672' TDZE 672'	3400' MSA RW10
MISSED APCH: Climb to 4000' direct BLUTO and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Radar required. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 47°C (116°F). 3. DME/DME RNP-0.30 not authorized. 4. VGSI and ILS glidepath not coincident.					



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II	4000'	BLUTO
Glide Path Angle 3.00°	372	478	531	637	743	849	PAPI		
MAP at RW10									

STRAIGHT-IN LANDING RWY 10				CIRCLE-TO-LAND	
LPV DA(H) 922' (250')		LNAV/VNAV DA(H) 1119' (447')		LNAV MDA(H) 1100' (428')	
ALS out		ALS out		ALS out	Max Kts
A				RVR 24 or 1/2	90
B				RVR 40 or 3/4	120
C	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	RVR 50 or 1	140
D				RVR 50 or 1	165

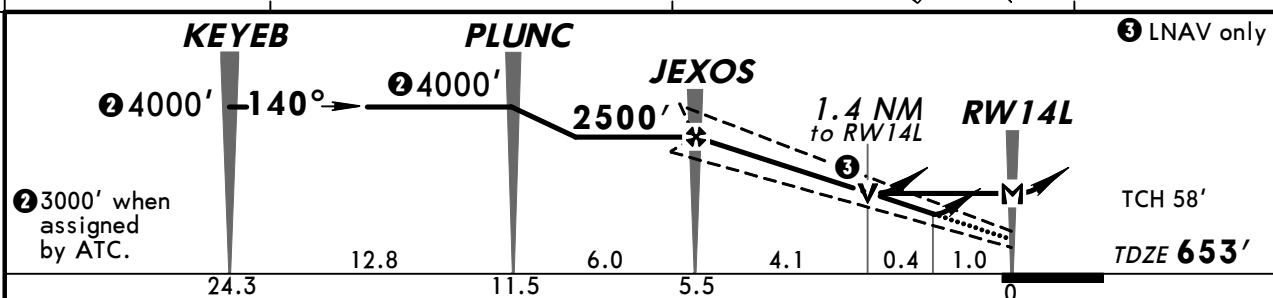
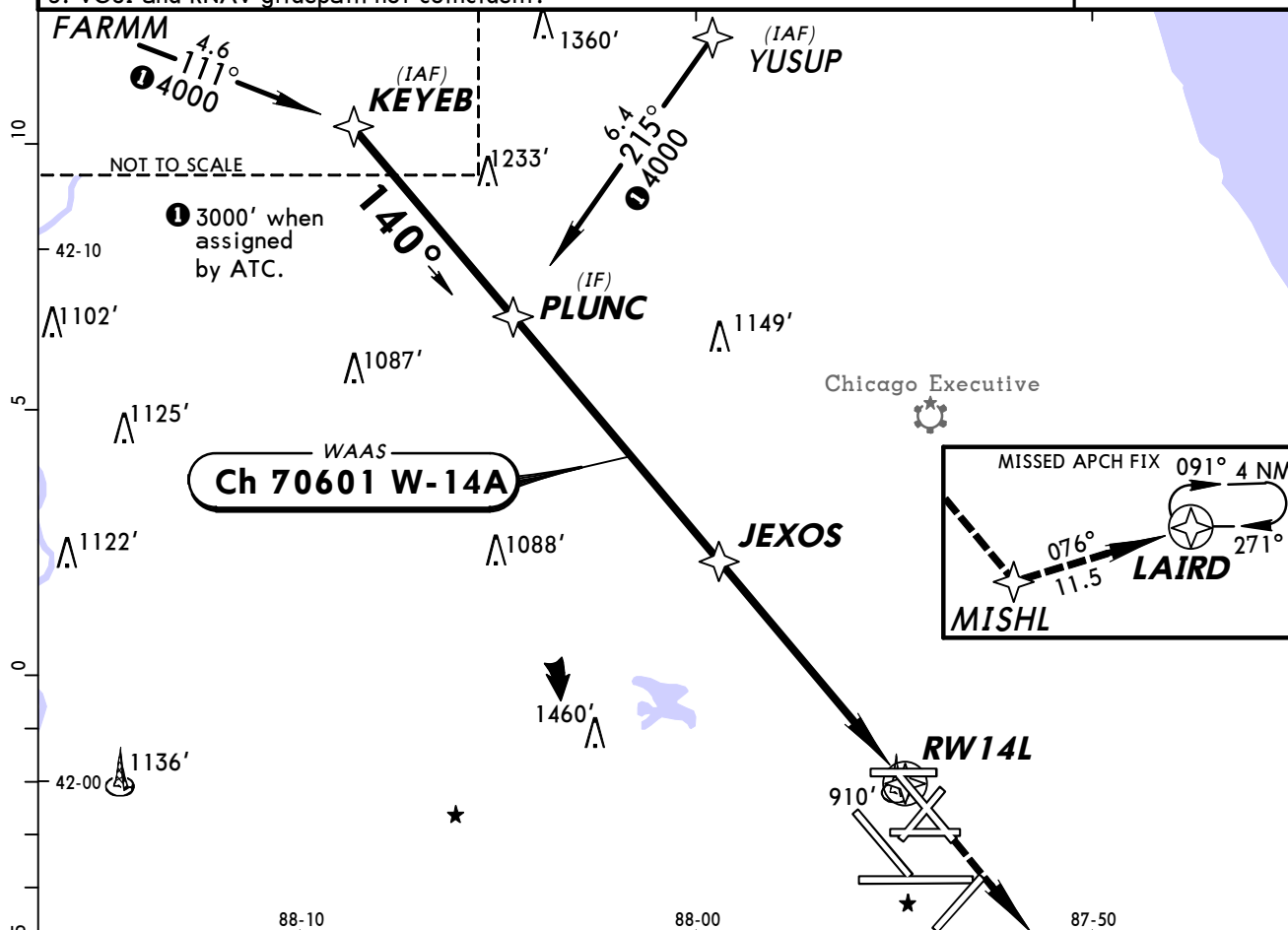
KORD/ORD
-O'HARE INTL

JEPPESSEN
4 MAR 11 (22-6)

CHICAGO, ILL
RNAV (GPS) Rwy 14L

BRIEFING STRIP™

D-ATIS	CHICAGO Approach (R)	O'HARE MAIN Tower			O'HARE Tower
135.4	119.0	126.9	120.75	132.7	Rwy 9L/27R
MAIN Ground		NORTH Ground			
121.9		Rwy 9L/27R (Vicinity)			
WAAS	Final	Minimum Alt	LPV	Apt Elev 672'	
Ch 70601	Apch Crs	JEXOS	DA(H)	TDZE 653'	
W-14A	140°	2500' (1847')	1025' (372')		
MISSED APCH: Climb to 4000' direct MISHL and via 076° track to LAIRD and hold, continue climb-in-hold to 4000'.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'					
1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16 °C (4°F) or above 47°C (118°F). 2. DME/DME RNP-0.30 not authorized.					
3. VGSI and RNAV glidepath not coincident.					
3400'					
MSA RW14L					



Gnd speed-Kts	70	90	100	120	140	160	ALS F-II	4000'	➔	MISHL
Glide Path Angle	3.00°	372	478	531	637	743	PAPI	↑		
MAP at RW14L										

STRAIGHT-IN LANDING RWY 14L						CIRCLE-TO-LAND	
LPV DA(H) 1025'(372')		LNAV/VNAV DA(H) 1160'(507')		LNAV MDA(H) 1160'(507')		Max Kts	MDA(H)
ALS out		ALS out		ALS out		90	1220'(548')-1
RVR 40 or 3/4	RVR 60 or 1/4	RVR 60 or 1/4	1 3/4	RVR 50 or 1	1 1/2	120	
						140	1220'(548')-1 1/2
						165	1240'(568')-2

CHANGES: Note added, tower frequency.

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TERPS AMEND 1C 10 MAR 2011

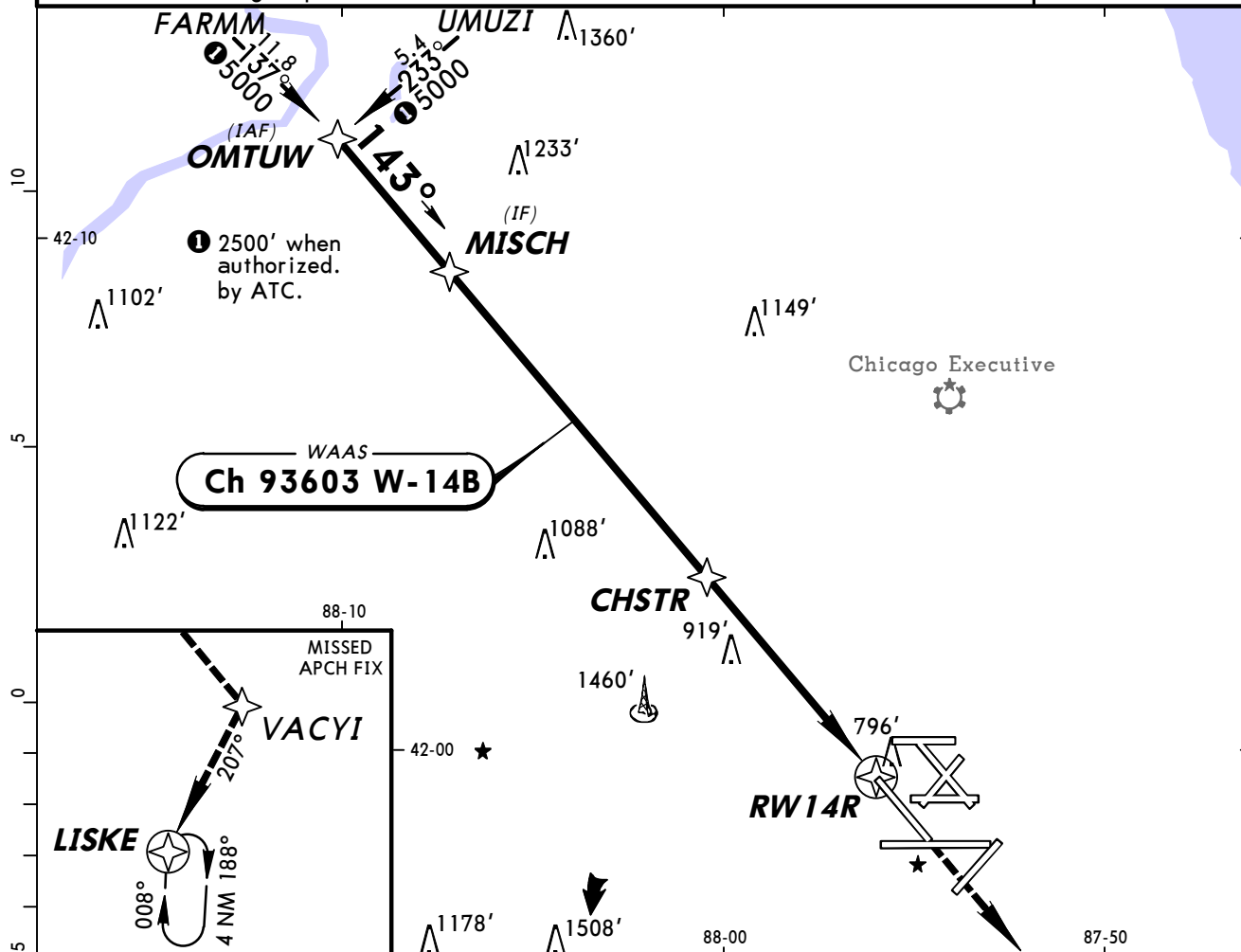
KORD/ORD
-O'HARE INTL

JEPPESSEN
6 AUG 10 (22-7)

CHICAGO, ILL
RNAV (GPS) Rwy 14R

BRIEFING STRIP™

D-ATIS 135.4	CHICAGO Approach (R) 119.0	O'HARE MAIN Tower Alternate 126.9 120.75 132.7			O'HARE NORTH Tower Rwy 9L/27R 128.15
MAIN Ground 121.9		NORTH Ground Rwy 9L/27R (Vicinity) 124.12			
WAAS Ch 93603 W-14B	Final Apch Crs 143°	Minimum Alt CHSTR 2400' (1732')	LPV DA(H) 868' (200')	Apt Elev 672' TDZE 668'	3400' MSA RW14R
MISSED APCH: Climb to 4000' direct VACYI and on track 207° to LISKE and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 47°C (116°F). 2. DME/DME RNP-0.30 not authorized. 3. VGSI and RNAV glidepath not coincident.					



OMTUW ② 5000' → MISCH ② 5000' → CHSTR ② 2500' when authorized by ATC.		CHSTR 2400' → RW14R 1.4 NM to RW14R ③ LNAV only	
16.4 3.4 13.0 7.8 5.2 3.8 0.3 0.6 0.5 0		TCH 56' TDZE 668'	
Gnd speed-Kts	70 90 100 120 140 160	ALSF-II	4000'
Glide Path Angle	3.00° 372 478 531 637 743 849	PAPI	→ VACYI
MAP at RW14R			

STRAIGHT-IN LANDING RWY 14R				CIRCLE-TO-LAND	
LPV DA(H) 868' (200')	LNAV/VNAV DA(H) 1066' (398')	LNAV MDA(H) 1180' (512')		Max Kts	MDA(H)
ALS out	ALS out	ALS out		90	1220' (548') - 1
RVR 24 or 1/2	RVR 40 or 3/4	RVR 40 or 3/4	RVR 60 or 1 1/4	120	1220' (548') - 1 1/2
				140	1220' (548') - 1 1/2
				165	1240' (568') - 2

CHANGES: LISKE hold length.

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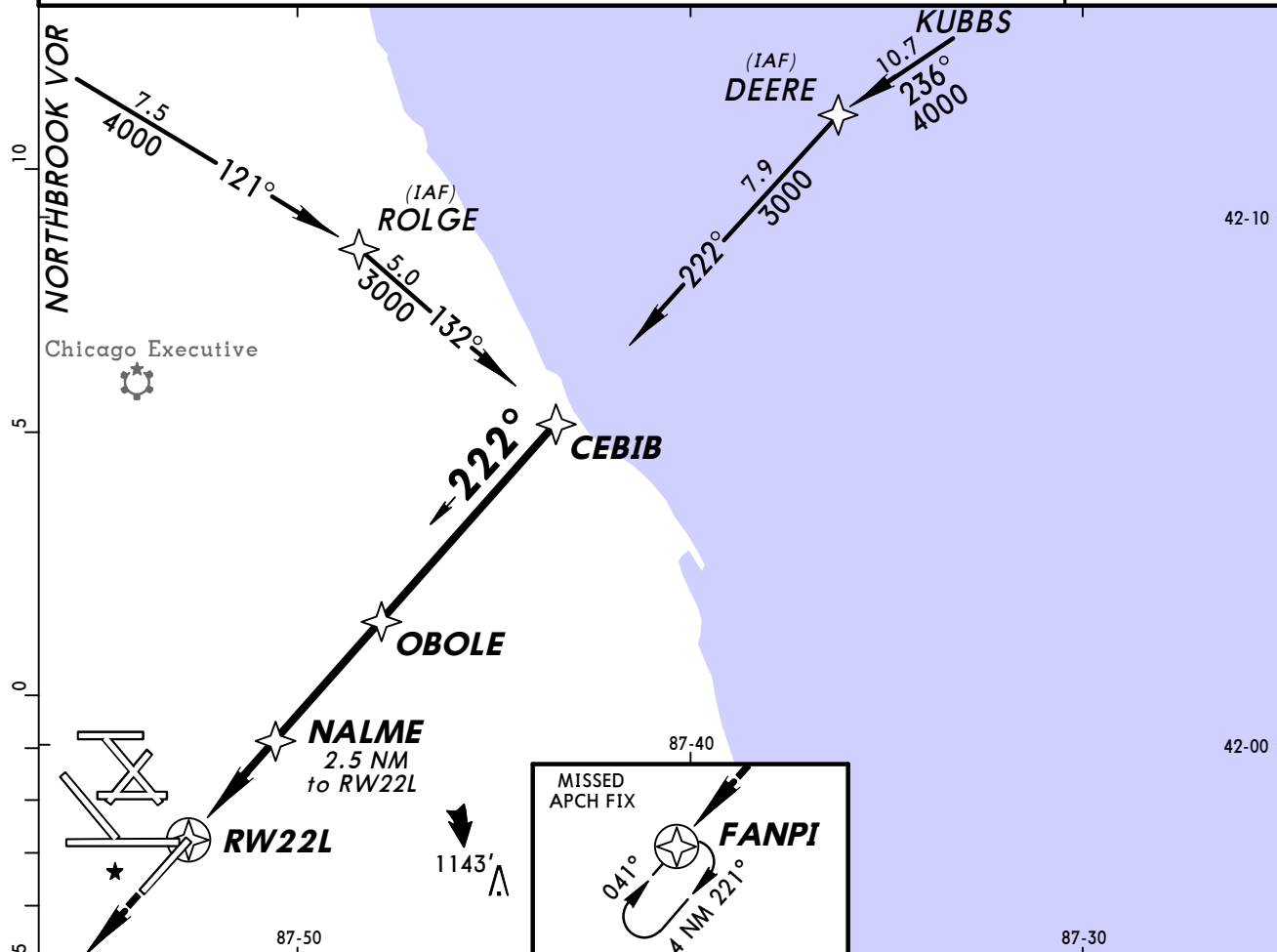
TERPS AMEND 2 29 JUL 2010

KORD/ORD
-O'HARE INTL

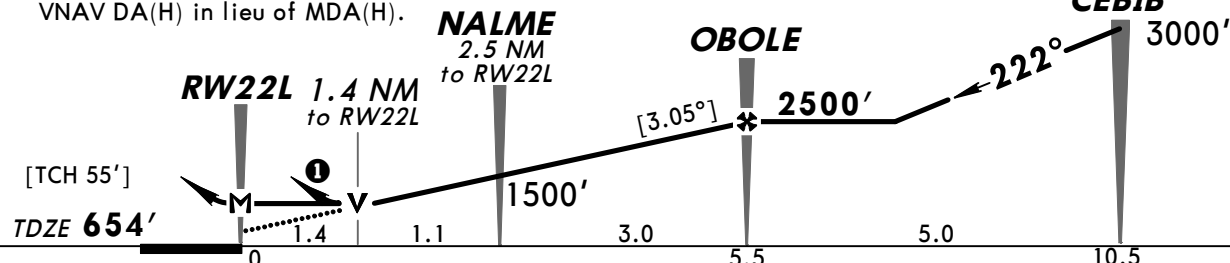
JEPPESSEN
6 AUG 10 (22-8)

CHICAGO, ILL
RNAV (GPS) Y Rwy 22L

D-ATIS 135.4	CHICAGO Approach (R) 119.0	O'HARE MAIN Tower 126.9 120.75 132.7	O'HARE NORTH Tower Rwy 9L/27R 128.15
MAIN Ground 121.9		NORTH Ground Rwy 9L/27R (Vicinity) 124.12	
RNAV	Final Apch Crs 222°	Minimum Alt OBOLE 2500' (1846')	LNAV MDA(H) 1160' (506')
Apt Elev 672' TDZE 654'			3400'
MISSED APCH: Climb to 4000' direct FANPI and hold.			
Alt Set: INCHES		Trans level: FL 180	Trans alt: 18000'
1. DME/DME RNP-0.30 not authorized.			MSA RW22L



① Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160	MALSR	4000'	D	FANPI
Descent angle [3.05°]	378	486	540	648	755	863				
MAP at RW22L										

STRAIGHT-IN LANDING RWY 22L				CIRCLE-TO-LAND			
LNAV MDA(H) 1160' (506')							
	RAIL out	ALS out	Max Kts	MDA(H)			
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	90	1220' (548') - 1		
B				120			
C	RVR 50 or 1		1 1/2	140	1220' (548') - 1 1/2		
D				165	1240' (568') - 2		

CHANGES: None.

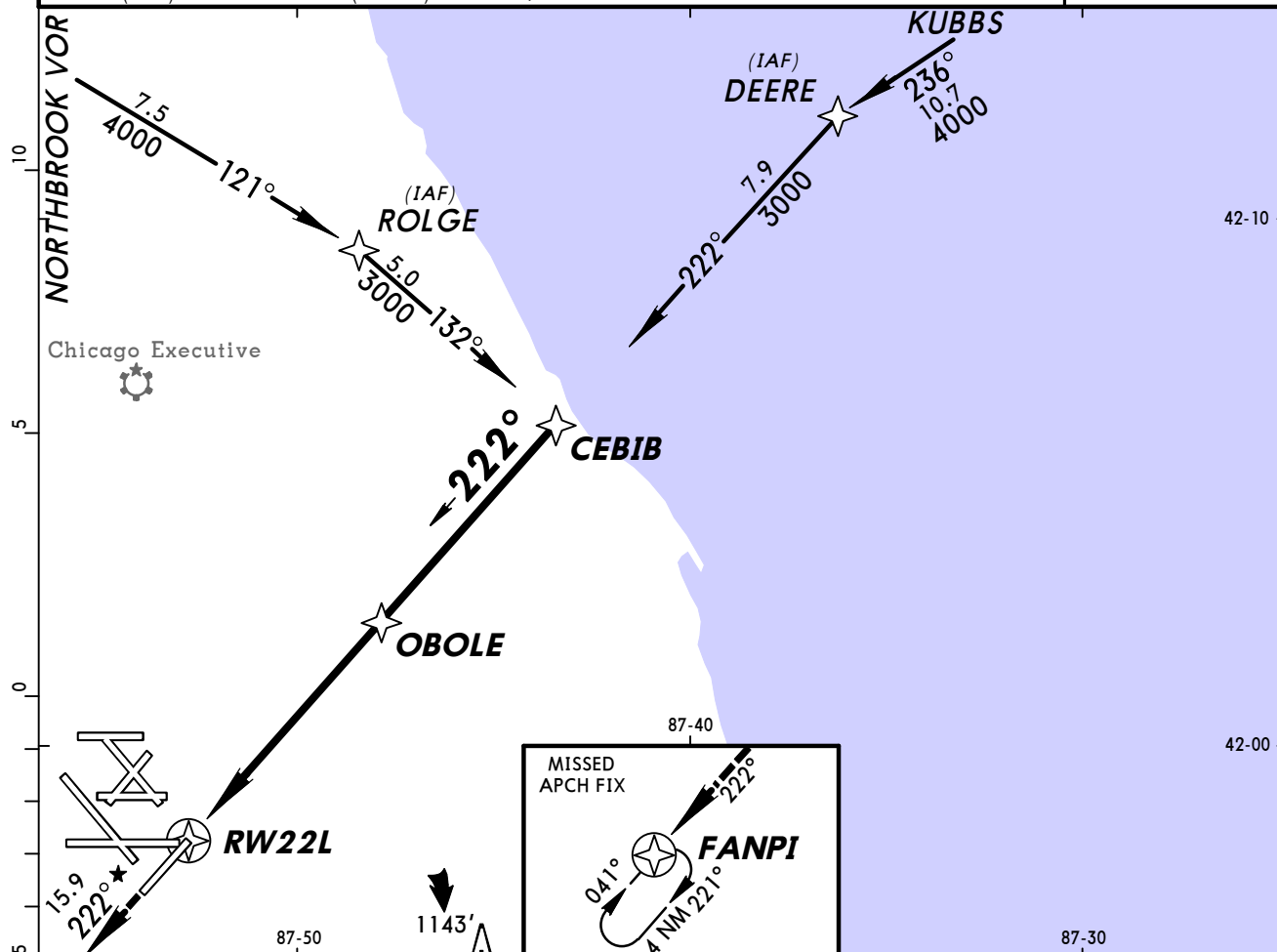
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KORD/ORD
-O'HARE INTL

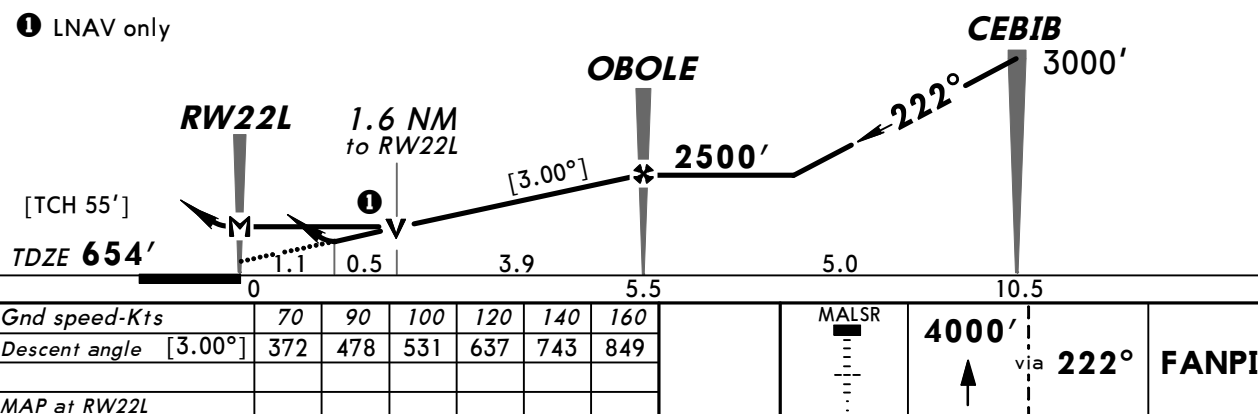
JEPPESSEN
3 APR 09 (22-9)

CHICAGO, ILL
RNAV (GPS) Z Rwy 22L

D-ATIS 135.4	CHICAGO Approach (R) 119.0	O'HARE MAIN Tower 126.9 120.75 132.7	O'HARE NORTH Tower Rwy 9L/27R 128.15
MAIN Ground 121.9		NORTH Ground Rwy 9L/27R (Vicinity) 124.12	
RNAV	Final Apch Crs 222°	Minimum Alt OBOLE 2500' (1846')	LNAV/VNAV DA(H) 1060' (406')
Apt Elev 672' TDZE 654'			
MISSED APCH: Climb to 4000' via 222° course to FANPI and hold.			
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'			
1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 47°C (116°F). 2. DME/DME RNP-0.3 not authorized.			
3400'			
MSA RW22L			



① LNAV only



STRAIGHT-IN LANDING RWY 22L

CIRCLE-TO-LAND

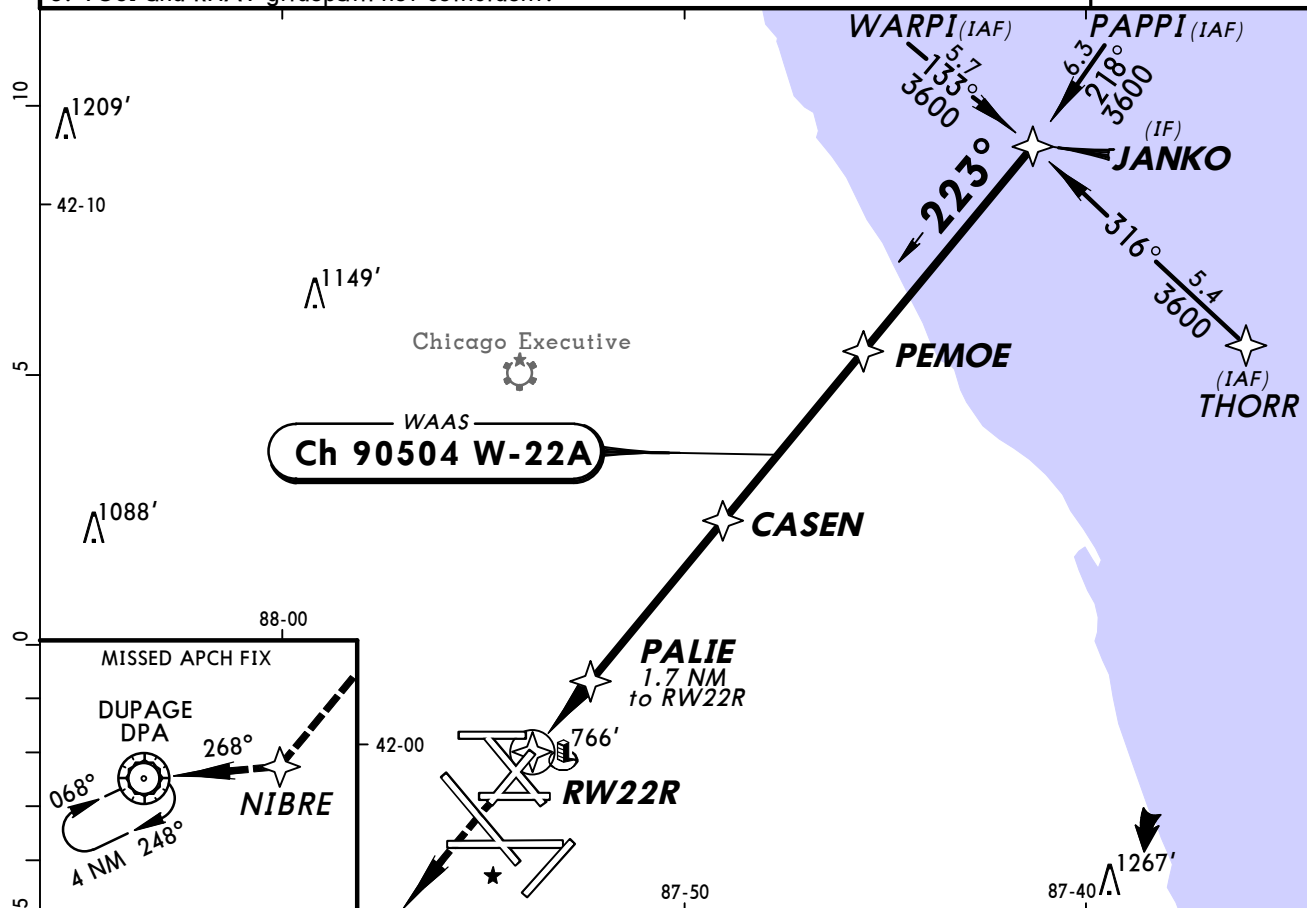
LNAV/VNAV				LNAV			Max Kts	MDA(H)	
DA(H) 1060'(406')				MDA(H) 1220'(566')					
		RAIL out	ALS out		RAIL out	ALS out			
A	RVR 50 or 1	1½		RVR 24 or 1½	RVR 40 or ¾	RVR 50 or 1	90	1220'(548') - 1	
B								120	
C				RVR 50 or 1	1½		140	1220'(548') - 1½	
D				RVR 60 or 1¼	1¾		165	1240'(568') - 2	

CHANGES: Tower frequency.

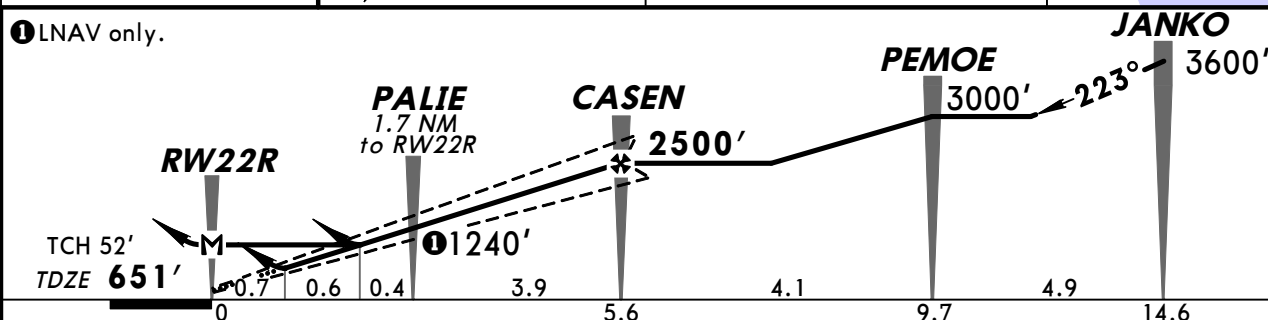
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BRIEFING STRIP™

D-ATIS 135.4	CHICAGO Approach (R) 119.0	O'HARE MAIN Tower 126.9 120.75 132.7	O'HARE NORTH Tower Rwy 9L/27R 128.15		
MAIN Ground 121.9		NORTH Ground Rwy 9L/27R (Vicinity) 124.12			
WAAS Ch 90504 W-22A	Final Apch Crs 223°	Minimum Alt CASEN 2500' (1849')	LPV DA(H) 927' (276')	Apt Elev 672' TDZE 651'	3400' MSA RW22R
MISSED APCH: Climb to 4000' direct NIBRE and via 268° track to DPA VOR and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 47°C (116°F). 2. DME/DME RNP-0.3 not authorized. 3. VGSI and RNAV glidepath not coincident.					



① LNAV only.



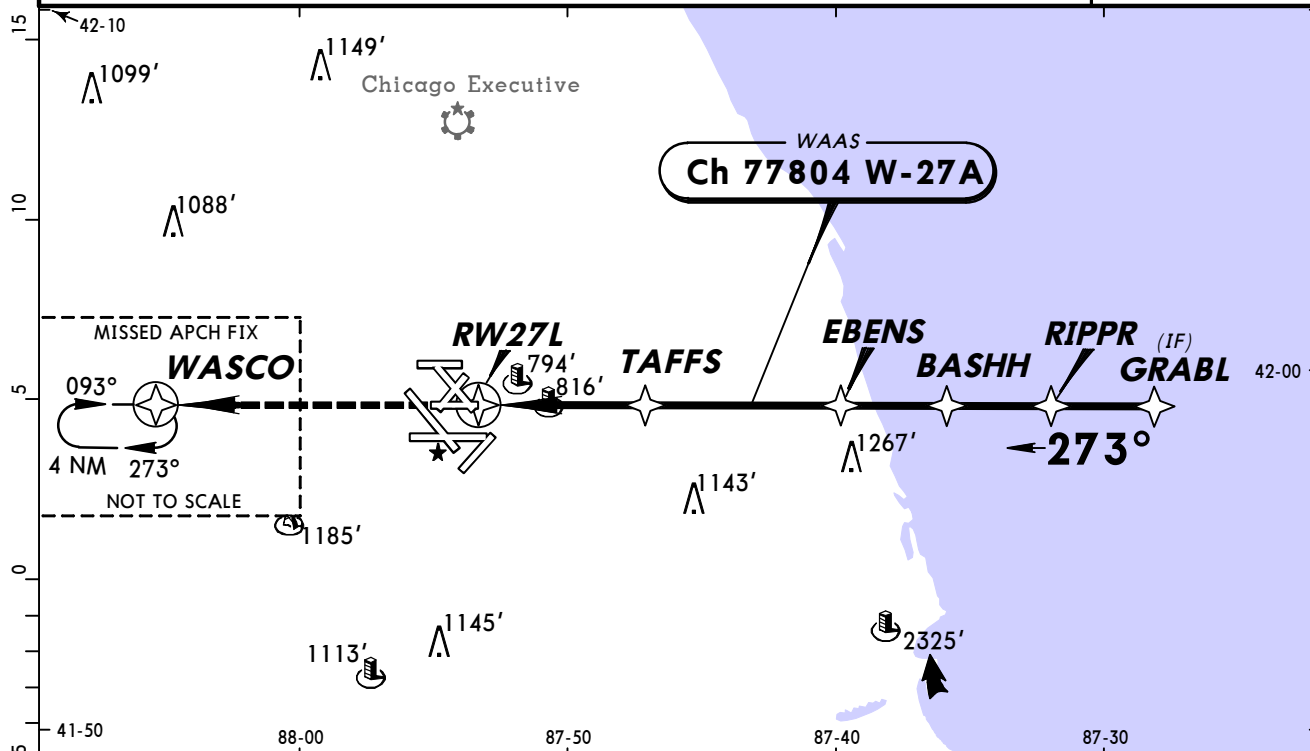
Gnd speed-Kts	70	90	100	120	140	160	MALSR	4000'	→	NIBRE
Glide Path Angle	3.00°	372	478	531	637	743	849	PAPI	↑	
MAP at RW22R										

STRAIGHT-IN LANDING RWY 22R

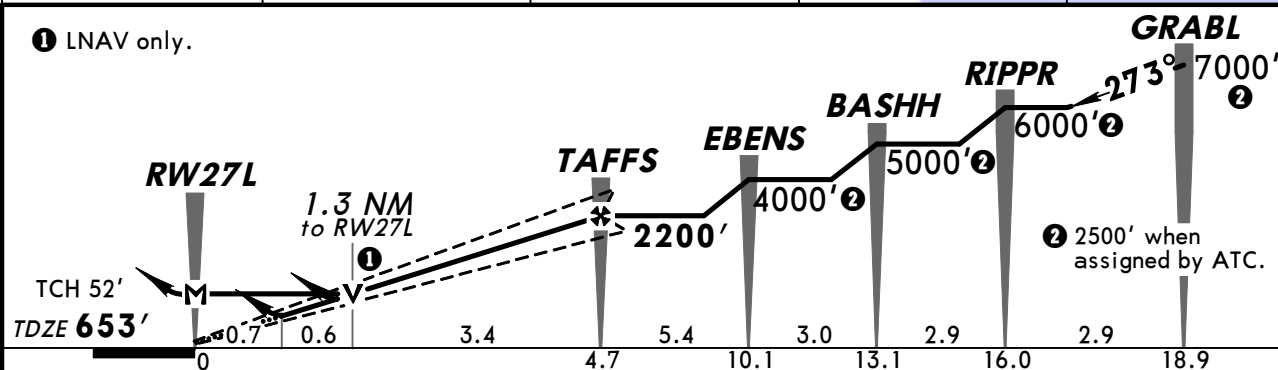
CIRCLE-TO-LAND

LPV DA(H) 927' (276')		LNAV/VNAV DA(H) 1111' (460')		LNAV MDA(H) 1120' (469')		Max Kts	MDA(H)
RAIL or ALS out		RAIL out	ALS out	RAIL out	ALS out		
A				RVR 24 or 1/2	RVR 40 or 3/4	90	1220' (548') - 1
B						120	
C	RVR 24 or 1/2	RVR 50 or 1	1 1/2	RVR 40 or 3/4	RVR 60 or 1 1/4	140	1220' (548') - 1 1/2
D				RVR 50 or 1	1 1/2	165	1240' (568') - 2

D-ATIS 135.4	CHICAGO Approach (R) 119.0	O'HARE MAIN Tower 126.9 120.75 132.7	O'HARE NORTH Tower Rwy 9L/27R 128.15
MAIN Ground 121.9		NORTH Ground Rwy 9L/27R (Vicinity) 124.12	
WAAS Ch 77804 W-27A	Final Apch Crs 273°	Minimum Alt TAFS 2200' (1547')	LPV DA(H) 935' (282')
Apt Elev 672' TDZE 653'			
MISSED APCH: Climb to 4000' direct WASCO and hold.			
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Radar required. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 47°C (116°F). 3. DME/DME RNP-0.3 not authorized. 4. VGSI and RNAV glidepath not coincident.			
3400'			
MSA RW27L			



① LNAV only.



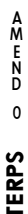
Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	4000'	WASCO
Glide Path Angle 3.00°	372	478	531	637	743	849	PAPI	↑	→
MAP at RW27L									

STRAIGHT-IN LANDING RWY 27L

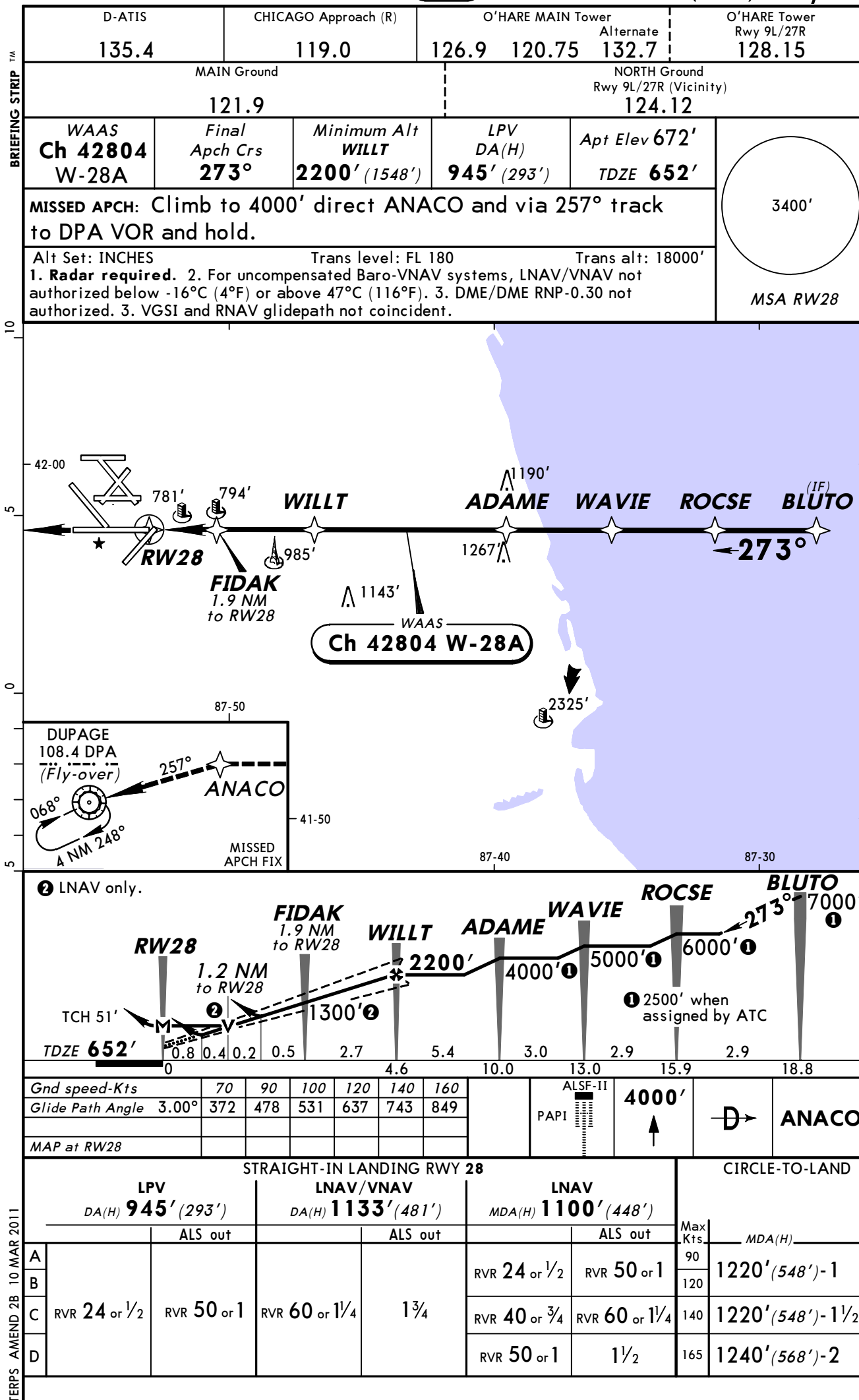
CIRCLE-TO-LAND

	LPV DA(H) 935' (282')		LNAV/VNAV DA(H) 1111' (458')		LNAV MDA(H) 1120' (467')		Max Kts	MDA(H)
	ALS out		ALS out		ALS out			
A							90	1220' (548') - 1
B					RVR 24 or 1/2	RVR 50 or 1	120	
C	RVR 24 or 1/2	RVR 50 or 1	RVR 50 or 1	1 1/2	RVR 40 or 3/4	RVR 60 or 1 1/4	140	1220' (548') - 1 1/2
D					RVR 50 or 1	1 1/2	165	1240' (568') - 2

BRIEFING STRIP™



STRAIGHT-IN LANDING RWY 27R							CIRCLE-TO-LAND			
LPV <i>DA(H)</i> 977' (313')			LNAV/VNAV <i>DA(H)</i> 1063' (399')		LNAV <i>MDA(H)</i> 1100' (436')		Max Kts	<i>MDA(H)</i>		
ALS out		ALS out		ALS out						
A	RVR 24 or 1/2	RVR 50 or 1	RVR 40 or 3/4	1 1/4	RVR 24 or 1/2	RVR 50 or 1	90	1220' (548') - 1		
B							120			
C							RVR 40 or 3/4	RVR 60 or 1 1/4	140	1220' (548') - 1 1/2
D								RVR 50 or 1	1 1/2	

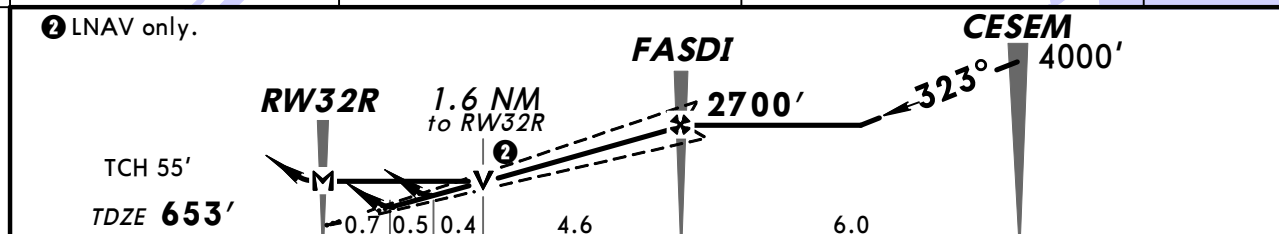
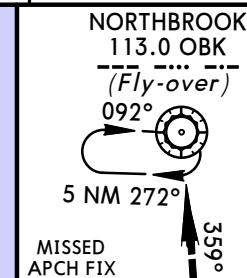


KORD/ORD
-O'HARE INTL

JEPPESEN
4 MAR 11 (22-14)

CHICAGO, ILL
RNAV (GPS) Rwy 32R

D-ATIS 135.4	CHICAGO Approach (R) 119.0	O'HARE MAIN Tower 126.9 120.75 132.7	O'HARE Tower Rwy 9L/27R 128.15
MAIN Ground 121.9		NORTH Ground Rwy 9L/27R (Vicinity) 124.12	
WAAS Ch 69504 W-32A	Final Apch Crs 323°	Minimum Alt FASDI 2700' (2047')	LPV DA(H) 928' (275')
Apt Elev 672' TDZE 653'			
MISSED APCH: Climb to 4000' direct ESOSE and RIGHT turn via 359° track to OBK VOR and hold.			
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 48°C (118°F). 2. DME/DME RNP-0.30 not authorized.			



Gnd speed-Kts	70	90	100	120	140	160	MALSR	4000'	D	ESOSE
Glide Path Angle	3.00°	372	478	531	637	743	849			
MAP at RW32R										

STRAIGHT-IN LANDING RWY 32R				CIRCLE-TO-LAND			
LPV DA(H) 928' (275')		LNAV/VNAV DA(H) 1073' (420')		LNAV MDA(H) 1220' (567')		Max Kts	
RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out	90	MDA(H)
A				RVR 24 or 1/2	RVR 40 or 3/4	120	1220' (548')-1
B				RVR 50 or 1	1 1/2	140	1220' (548')-1 1/2
C	RVR 24 or 1/2	RVR 50 or 1	1 1/2	RVR 60 or 1 1/4	1 3/4	165	1240' (568')-2

CHANGES: Tower frequency.

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General Information

Location: Peoria IL USA
IATA Code: PIA
Lat/Long: N40° 39.9' W089° 41.6'
Elevation: 661 ft

Airport Use: Public
Magnetic Variation: 1.7°W
Sectional Chart: Chicago

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: High Pressure, Low Pressure
Repair Types: Major Airframe, Major Engine
Customs: Upon Prior Request
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: Yes
Beacon: Yes

Sunrise: 1236 Z
Sunset: 2347 Z,

Runway Information

Runway: 04
Length x Width: 8004 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 652 ft
Lighting: Edge, ALS

Runway: 13
Length x Width: 10104 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 636 ft
Lighting: Edge, ALS
Displaced Threshold: 500 ft
Stopway: 500 ft

Runway: 22
Length x Width: 8004 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 661 ft
Lighting: Edge

Runway: 31
Length x Width: 10104 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 650 ft
Lighting: Edge, ALS

Communication Information

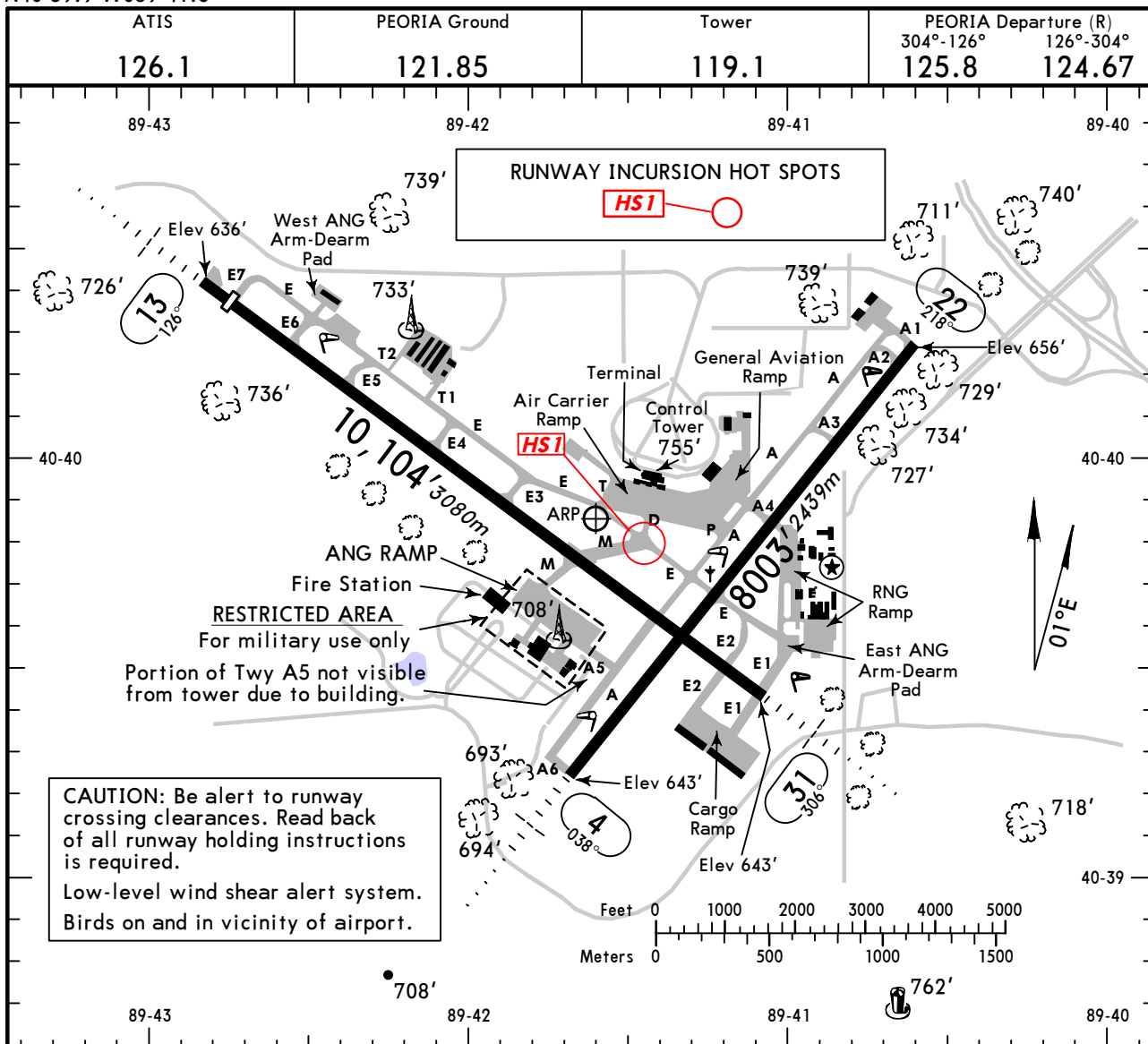
ATIS 126.1
Peoria Tower 119.1
Peoria Ground Control 121.85
Peoria Clearance Delivery 121.85
Peoria Approach Control 125.8 (305°-125°) Initial Contact
Peoria Approach Control 124.675 (126°-304°)
Peoria App ARSA 125.8 (305°-125°)
Peoria App ARSA 124.675 (126°-304°)
Peoria Departure Control 125.8 (305°-125°)
Peoria Departure Control 124.675 (126°-304°)
Peoria Unicom 122.95
Torch Operations 141.55 Military
Army Guard Operations 141.15 Military
Kankakee Flight Service Station 122.35 RCO

KPIA/PIA
Apt Elev **660'**
N40 39.9 W089 41.6

30 APR 10

(11-1)

PEORIA, ILL
GEN DOWNING-PEORIA INTL



ADDITIONAL RUNWAY INFORMATION

RWY					USABLE LENGTHS		TAKE-OFF	WIDTH
					Threshold	Landing Beyond		
4	HIRL	MALSR	VASI-L	grooved	① 7862' 2396m	6836' 2084m		150' 46m
	HIRL	VASI-L		grooved				
13	HIRL	MALSR	VASI-L	grooved RVR	9604' 2927m	7869' 2398m		150' 46m
	HIRL	MALSR		grooved RVR				

① Last 141' unavailable for landing distance computations.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

Rwys 13, 31				Rwys 4, 22		
Both RVRs are required & controlling	Adequate Vis Ref	STD		Adequate Vis Ref	STD	
		3 & 4 Eng	1 & 2 Eng		3 & 4 Eng	1 & 2 Eng
TDZ RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1	1/4	1/2	1

OBSTACLE DP: Rwy 13, Climb via heading 126° to 1400' before turning left.

FOR FILING AS ALTERNATE

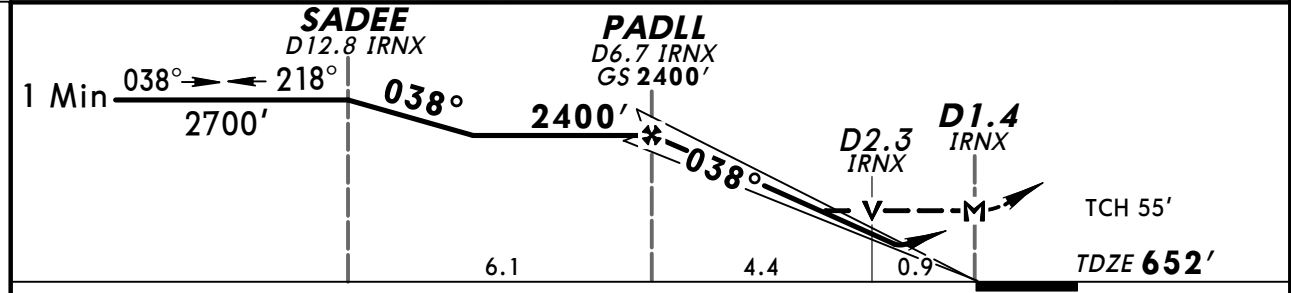
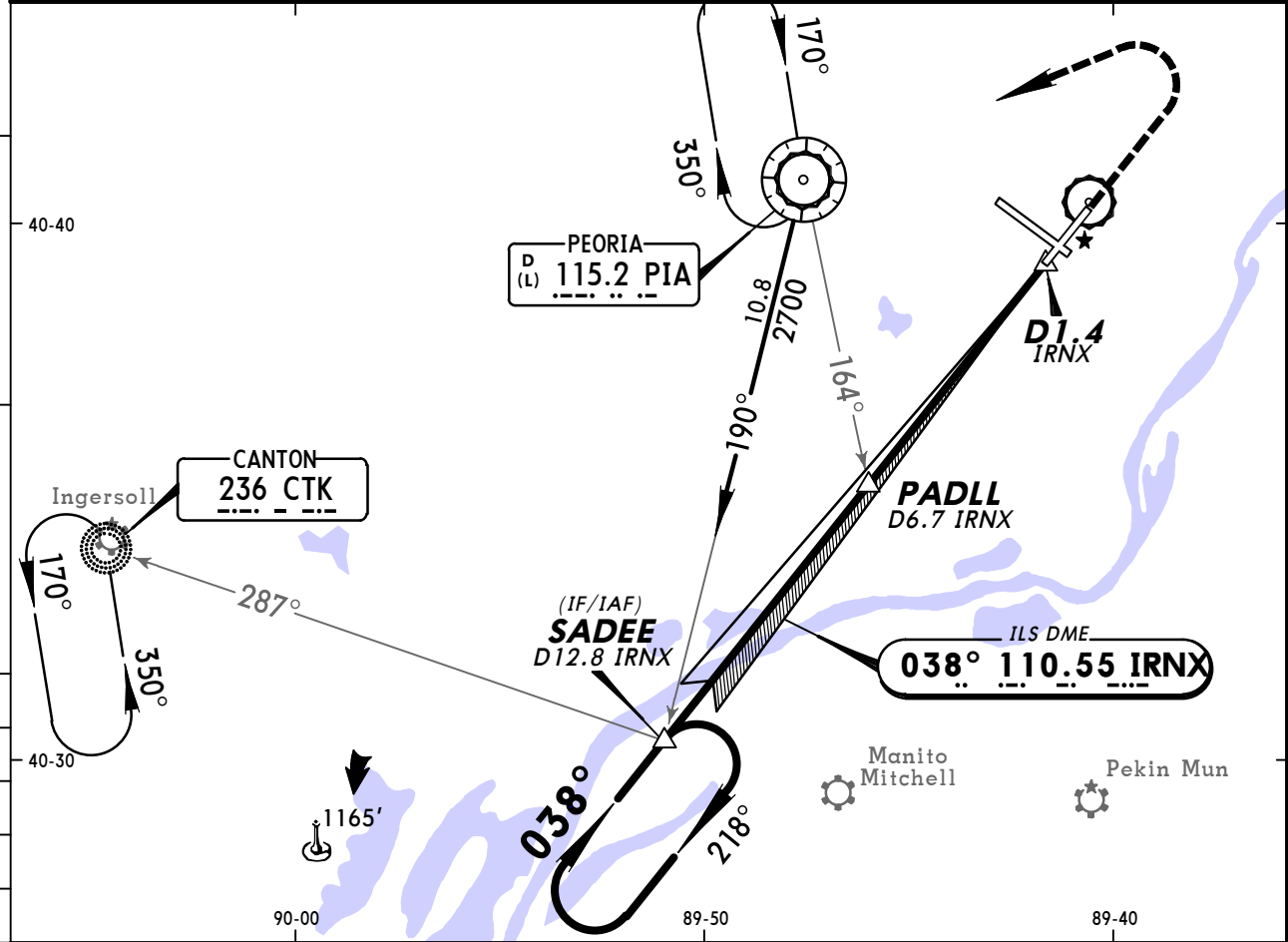
		Authorized Only When Local Weather Available	
ILS Rwy 13	LOC Rwy 13 VOR Rwy 13 NDB Rwy 31	ILS Rwy 4 ILS Rwy 31	LOC Rwy 4 LOC Rwy 31 RNAV (GPS) Rwy 4 RNAV (GPS) Rwy 13 RNAV (GPS) Rwy 22 RNAV (GPS) Rwy 31 VOR DME Rwy 31
A	600-2	800-2	600-2
B			
C			
D			

A
M
E
N
D
0

CHANGES: Airport name, notes, usable lengths, takeoff minimums.

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ATIS 126.1		PEORIA Approach (R) 304°-126° 126°-304° 125.8 124.67		PEORIA Tower 119.1	Ground 121.85
LOC IRNX 110.55	Final Apch Crs 038°	GS PADLL 2400' (1748')	ILS DA(H) (CONDITIONAL) 852' (200')	Apt Elev 660' TDZE 652'	 MSA PIA VOR
MISSED APCH: Climb to 1500' then climbing LEFT turn to 2700' direct PIA VOR and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'					
1. ADF or DME required. 2. Use local altimeter setting; if not received, use Logan Co altimeter setting. 3. VDP not authorized with Logan Co altimeter setting. 4. VGSI and ILS glidepath not coincident.					



Gnd speed-Kts	70	90	100	120	140	160	MALSR VASI	1500'	2700'		PIA 115.2
GS	3.00°	377	484	538	646	753					
MAP at D1.4 IRNX or											
PADLL to MAP	5.3	4:33	3:32	3:11	2:39	2:16					

STRAIGHT-IN LANDING RWY 4						CIRCLE-TO-LAND		
1 ILS			2 LOC (GS out)			With Local Altimeter Setting		With Logan Co Altimeter Setting
DA(H) 852' (200')			MDA(H) 960' (308')			MDA(H)		MDA(H)
FULL		RAIL or ALS out	RAIL out		ALS out	Max Kts		
A	1/2	3/4	1/2	3/4	1	90	1160' (500') - 1	1260' (600') - 1
B						120		
C						140	1160' (500') - 1 1/2	1260' (600') - 1 1/2
D				165	1220' (560') - 2	1320' (660') - 2		
			3/4	1				

1 DA(H) 952' (300') with Logan Co altimeter setting.

2 MDA(H) 1060' (408') with Logan Co altimeter setting.

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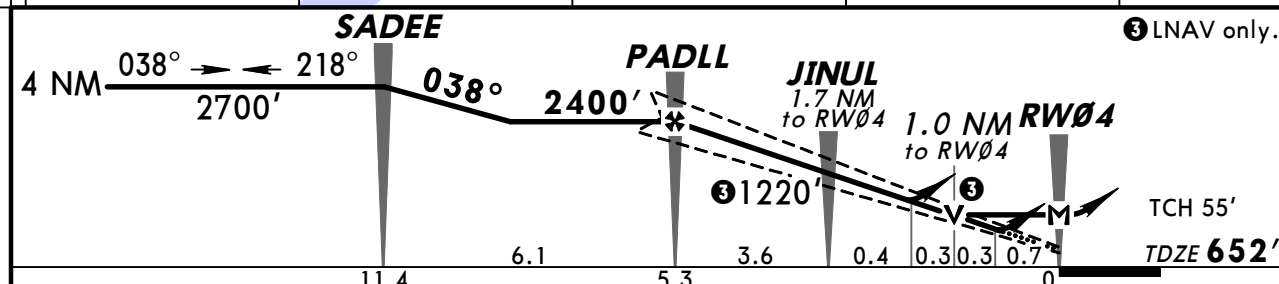
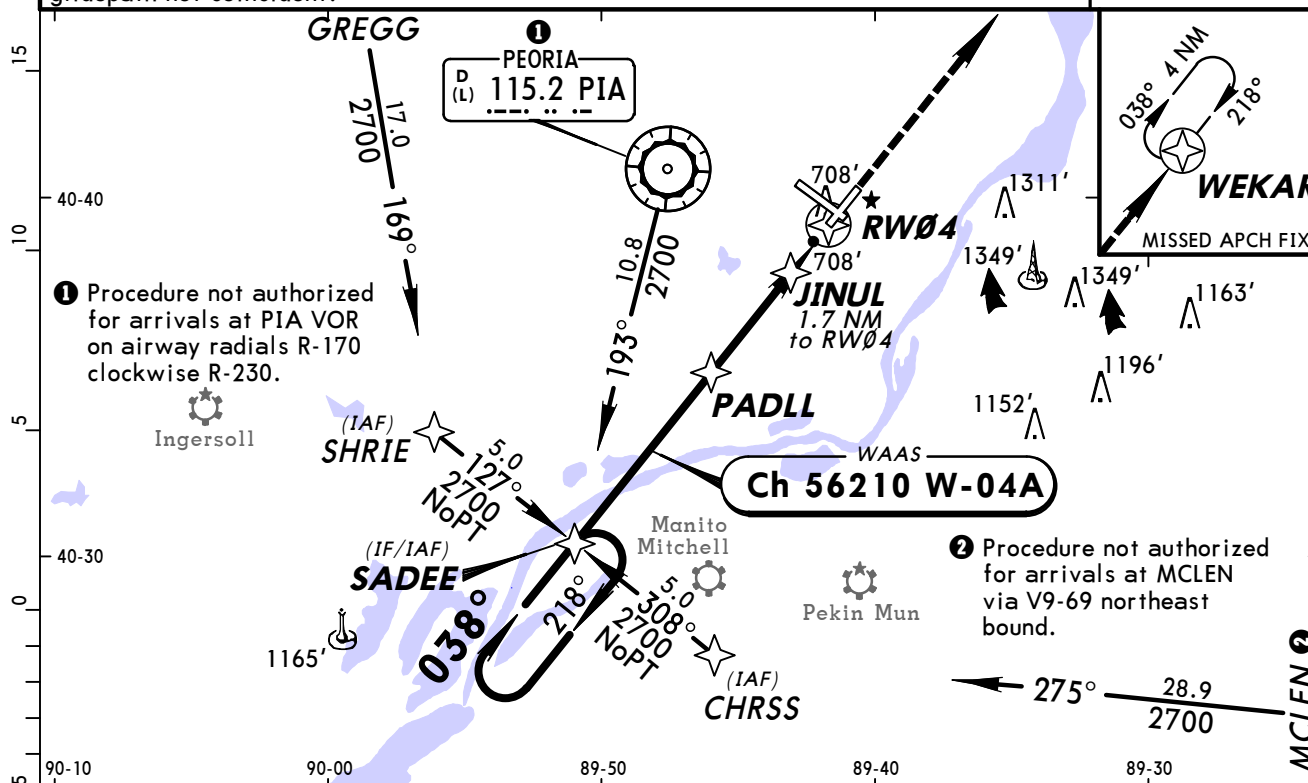
MISSED APCH: Climb to 2300' direct WEKAR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Use local altimeter setting; if not received, use Logan Co altimeter setting.
 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 47°C (116°F). 3. Baro-VNAV and VDP not authorized when using Logan Co altimeter setting. 4. DME/DME RNP-0.30 not authorized. 5. VGSI and RNAV glidepath not coincident.

2800'

MSA RW04

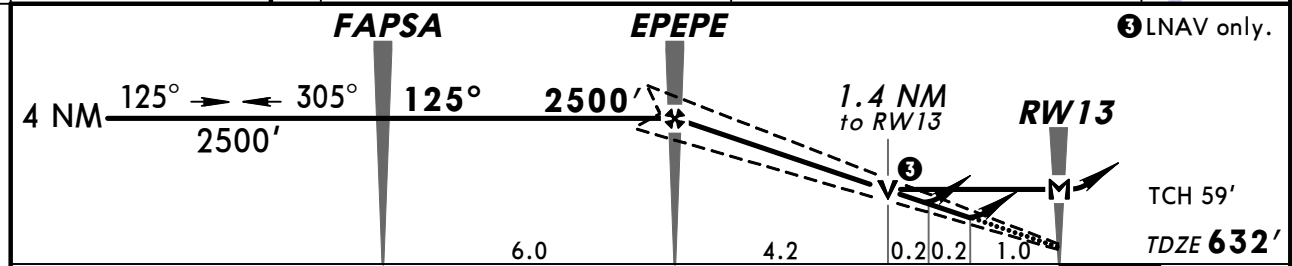
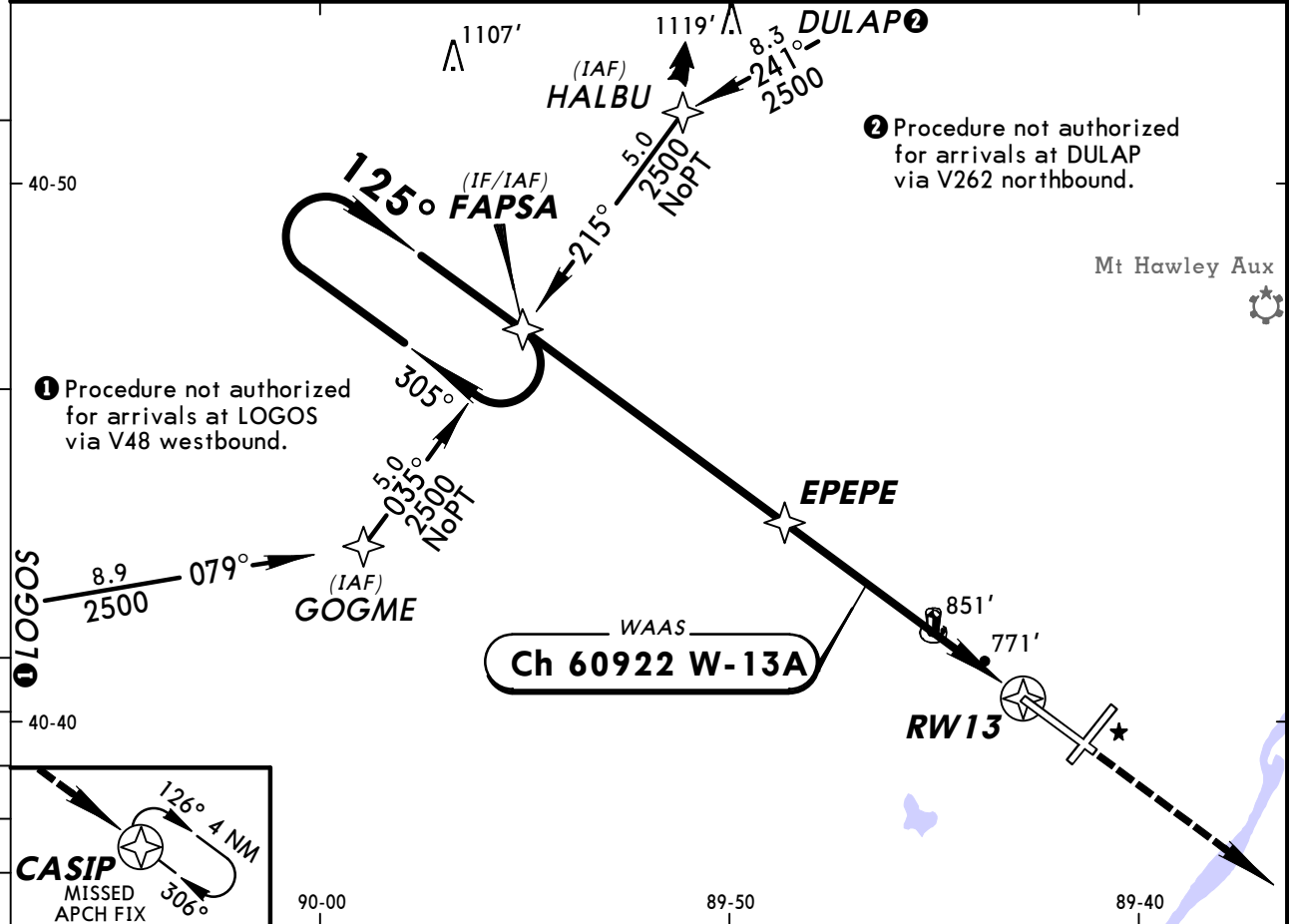


<i>Gnd speed-Kts</i>	70	90	100	120	140	160	
<i>Glide Path Angle 3.00°</i>	372	478	531	637	743	849	
<i>MAP at RW04</i>							

STRAIGHT-IN LANDING RWAY4 With Local Altimeter Setting								CIRCLE-TO-LAND With Local Altimeter Setting	
LPV DA(H) 926' (274')		LNAV/VNAV DA(H) 1098' (446')		LNAV MDA(H) 1020' (368')		Max Kts		MDA(H)	
RAIL or ALS out		RAIL or ALS out		RAIL out		ALS out			
A	1/2	1	1	1 1/2	1/2	3/4	1	90	1160' (500') - 1
B								120	
C								140	
D								165	
					1	1 1/4			1220' (560') - 2

With Logan Co Altimeter Setting								With Logan Co Altimeter Setting	
LPV DA(H) 1015' (363')		LNAV/VNAV DA(H) 1187' (535')		LNAV MDA(H) 1120' (468')		Max Kts		MDA(H)	
RAIL or ALS out		RAIL or ALS out		RAIL out		ALS out			
A	3/4	1	1 1/2	2	1/2	3/4	1	90	1260' (600') - 1
B								120	
C								140	
D								165	
					3/4	1 1/4			1260' (600') - 1 1/2
					1	1 1/2			1320' (660') - 2

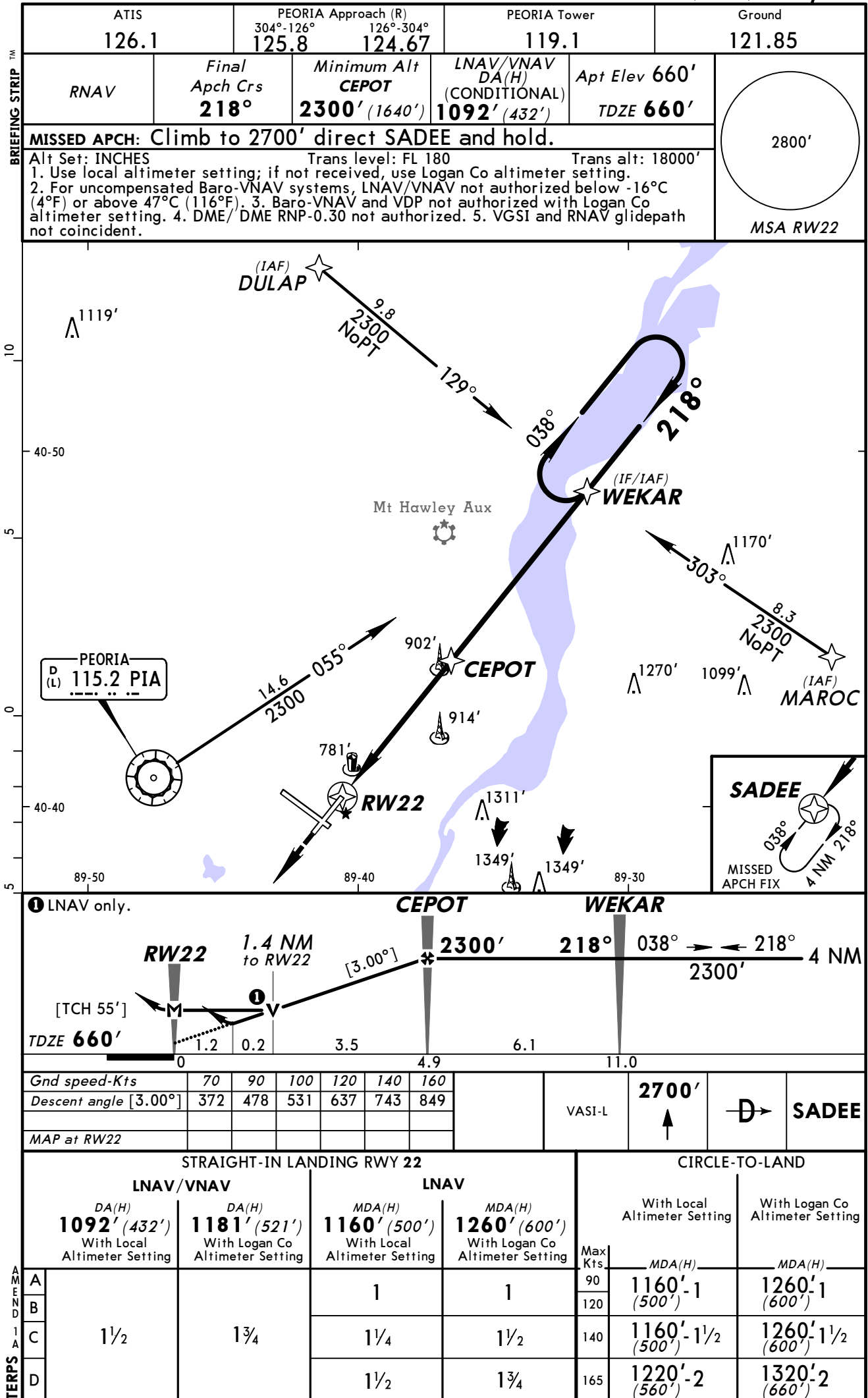
ATIS 126.1		PEORIA Approach (R) 304°-126° 126°-304° 125.8 124.67		PEORIA Tower 119.1	Ground 121.85
WAAS Ch 60922 W-13A	Final Apch Crs 125°	Minimum Alt EPEPE 2500' (1868')	LPV DA(H) (CONDITIONAL) 1021' (389')	Apt Elev 660' TDZE 632'	2800' MSA RW13
MISSED APCH: Climb to 2400' direct CASIP and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use Logan Co altimeter setting. 2. Baro-VNAV not authorized below -16°C (4°F). 3. DME/DME RNP-0.30 not authorized. 4. Baro-VNAV and VDP not authorized with Logan Co altimeter setting. 5. VGSI and RNAV glidepath not coincident.					

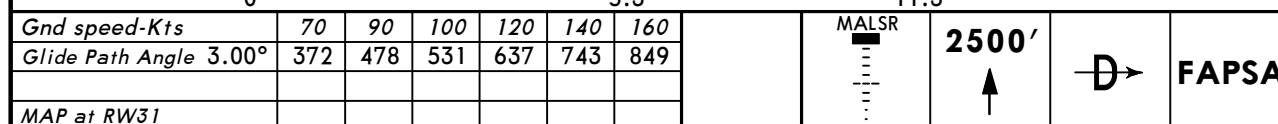


11.6							5.6		0		
Gnd speed-Kts	70	90	100	120	140	160	MALSR VASI	2400' ↑	D→	CASIP	
Glide Path Angle 3.00°	372	478	531	637	743	849					
MAP at RW13											

STRAIGHT-IN LANDING RWY 13						CIRCLE-TO-LAND			
With Local Altimeter Setting						With Local Altimeter Setting		With Logan Co Altimeter Setting	
1 LPV		2 LNAV/VNAV		3 LNAV		Max Kts		MDA(H)	
DA(H) 1021' (389')		DA(H) 1079' (447')		MDA(H) 1120' (488')					
RAILor ALS out		RAILor ALS out		RAIL out ALS out					
A									
B	RVR 40	RVR 60	RVR 50	1 1/2	RVR 40 or 3/4	RVR 50 or 1	90	1160' (500')-1 1/2	1260' (600')-1 1/2
C	or 3/4	or 1 1/4	or 1			RVR 60 or 1 1/4	120		
D					RVR 50 or 1	1 1/2	165	1220' (560')-2	1320' (660')-2

1 DA(H) 1121' (489') with Logan Co altimeter setting.
2 DA(H) 1179' (547') with Logan Co altimeter setting.
3 MDA(H) 1220' (588') with Logan Co altimeter setting.



BRIEFING STRIP™

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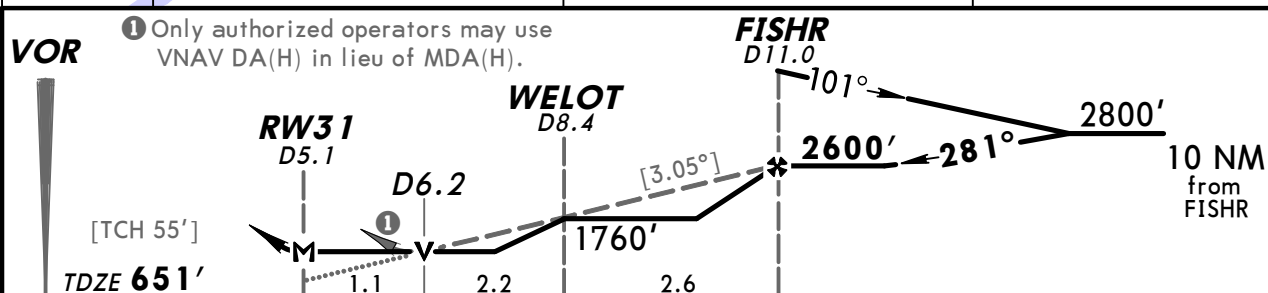
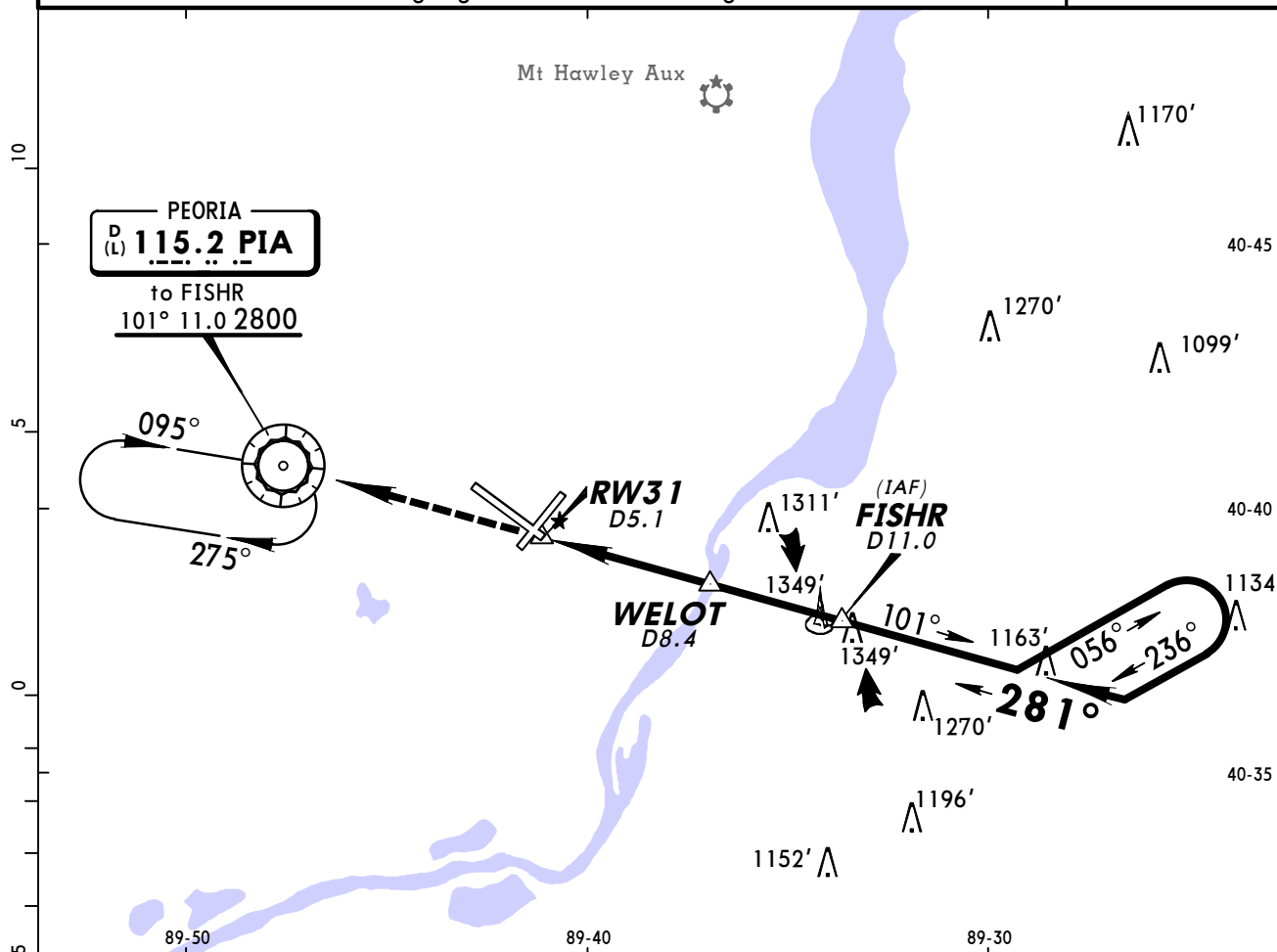
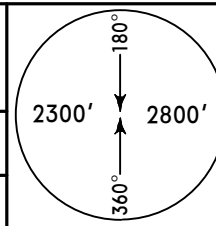
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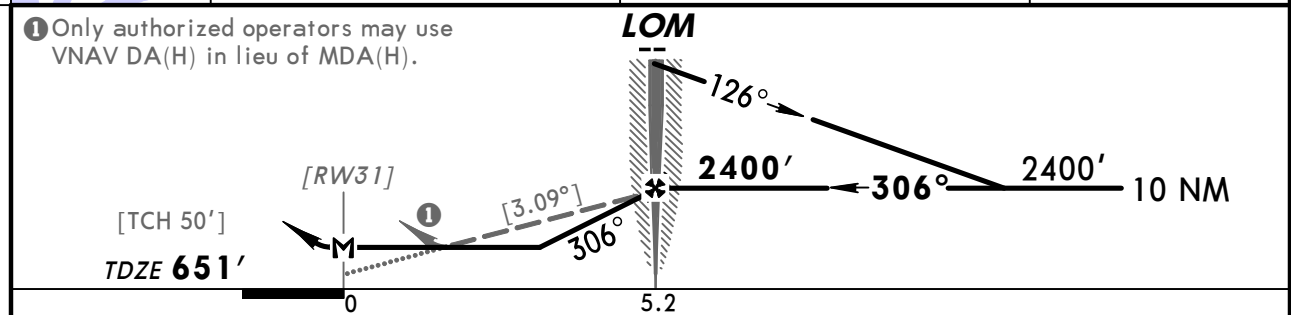
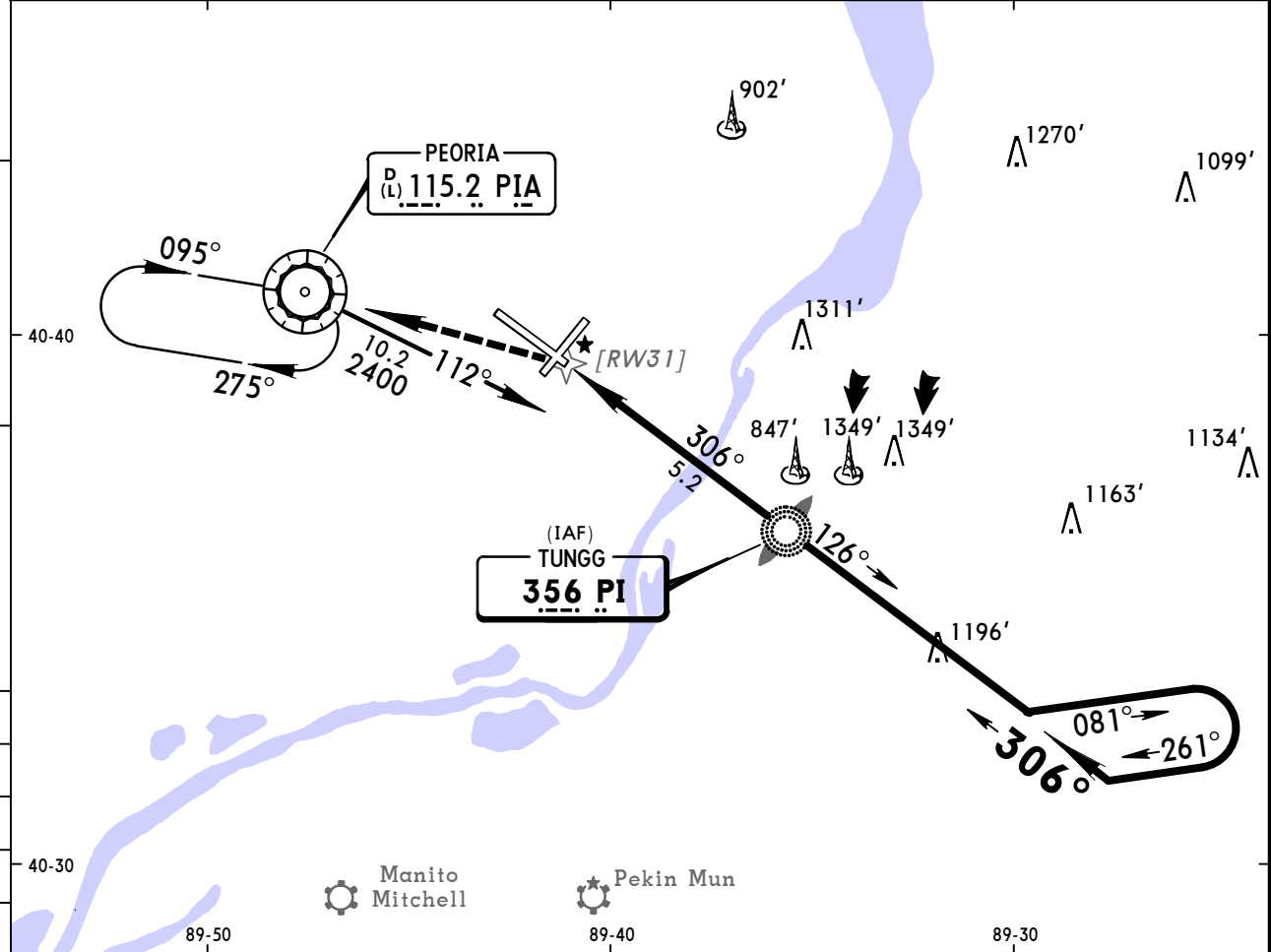
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<i>Gnd Speed-Kts</i>	70	90	100	120	140	160		2800' ↑		PIA 115.2
<i>Descent angle [3.05°]</i>	378	486	540	648	755	863				
<i>MAP at RW31</i>										

STRAIGHT-IN LANDING RWY31						CIRCLE-TO-LAND		
MDA(H) 1040' (389')			MDA(H) 1140' (489')			With Local Altimeter Setting		With Logan Co Altimeter Setting
With Local Altimeter Setting			With Logan Co Altimeter Setting			Max Kts	MDA(H)	MDA(H)
RAIL out ALS out			RAIL out ALS out			90	1160' (500') - 1	1260' (600') - 1
RAIL out ALS out			RAIL out ALS out			120	1160' (500') - 1½	1260' (600') - 1½
RAIL out ALS out			RAIL out ALS out			140	1160' (500') - 1½	1260' (600') - 1½
RAIL out ALS out			RAIL out ALS out			165	1220' (560') - 2	1320' (660') - 2
A	RVR 50 or 1		RVR 50 or 1			90	1160' (500') - 1	1260' (600') - 1
B	RVR 50 or 1		RVR 50 or 1			120	1160' (500') - 1½	1260' (600') - 1½
C	RVR 50 or 1		RVR 50 or 1			140	1160' (500') - 1½	1260' (600') - 1½
D	RVR 60 or 1¼		RVR 60 or 1¼			165	1220' (560') - 2	1320' (660') - 2

ATIS 126.1		PEORIA Approach (R) 304°-126° 126°-304° 125.8 124.67		PEORIA Tower 119.1	Ground 121.85
LOM PI 356	Final Apch Crs 306°	Minimum Alt LOM 2400' (1749')	MDA(H) 1140' (489')	Apt Elev 660' TDZE 651'	2800' MSA PI LOM
MISSED APCH: Climbing LEFT turn to 2400' direct PIA VOR and hold.					
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'	



Gnd speed-Kts	70	90	100	120	140	160		MALSR	2400' LT	D→	PIA 115.2
Descent angle [3.09°]	383	492	547	656	765	875					
LOM to MAP	5.2	4:27	3:28	3:07	2:36	2:14	1:57				

STRAIGHT-IN LANDING RWY 31				CIRCLE-TO-LAND			
MDA(H) 1140' (489')				MDA(H)			
RAIL out		ALS out		Max Kts			
RVR 40 or 3/4		RVR 50 or 1		90	1160' (500') - 1		
RVR 40 or 3/4		RVR 60 or 1/4		120	1160' (500') - 1 1/2		
RVR 60 or 1/4		1 1/2		140	1160' (500') - 1 1/2		
RVR 60 or 1/4		1 1/2		165	1220' (560') - 2		

General Information

Location: Chicago/Rockford IL USA

IATA Code: RFD

Lat/Long: N42° 11.7' W089° 05.8'

Elevation: 742 ft

Airport Use: Public

Magnetic Variation: 2.5°W

Sectional Chart: Chicago

Fuel Types: 100 Octane (LL), Jet A, Jet A-1

Oxygen Types: High Pressure, Low Pressure, HP Bottle, LP Bottle

Repair Types: Major Airframe, Major Engine

Customs: Upon Prior Request

Airport Type: IFR

Landing Fee: Yes

Control Tower: Yes

Jet Start Unit: Yes

LLWS Alert: No

Beacon: Yes

Sunrise: 1235 Z

Sunset: 2343 Z,

Runway Information

Runway: 01

Length x Width: 8200 ft x 150 ft

Surface Type: asphalt

TDZ-Elev: 709 ft

Lighting: Edge, ALS, Centerline, TDZ

Runway: 07

Length x Width: 10002 ft x 150 ft

Surface Type: asphalt

TDZ-Elev: 742 ft

Lighting: Edge, ALS, Centerline, TDZ

Runway: 19

Length x Width: 8200 ft x 150 ft

Surface Type: asphalt

TDZ-Elev: 736 ft

Lighting: Edge, Centerline, REIL

Runway: 25

Length x Width: 10002 ft x 150 ft

Surface Type: asphalt

TDZ-Elev: 736 ft

Lighting: Edge, Centerline, REIL

Communication Information

- ATIS 127.6
- Chicago/Rockford Tower 118.1
- Chicago/Rockford Ground Control 121.9
- Chicago/Rockford Clearance Delivery 119.25
- Chicago/Rockford Approach Control 126.0
- Chicago/Rockford Approach Control 121.0 Initial Contact
- Chicago/Rockford Approach TRSA 126.0
- Chicago/Rockford Approach TRSA 121.0
- Chicago/Rockford Departure Control 126.0
- Chicago/Rockford Departure Control 121.0
- Chicago/Rockford Intl Unicom 122.95
- Kankakee Flight Service Station 122.65 RCO

KRFD/RFD
Apt Elev **742'**
N42 11.7 W089 05.8

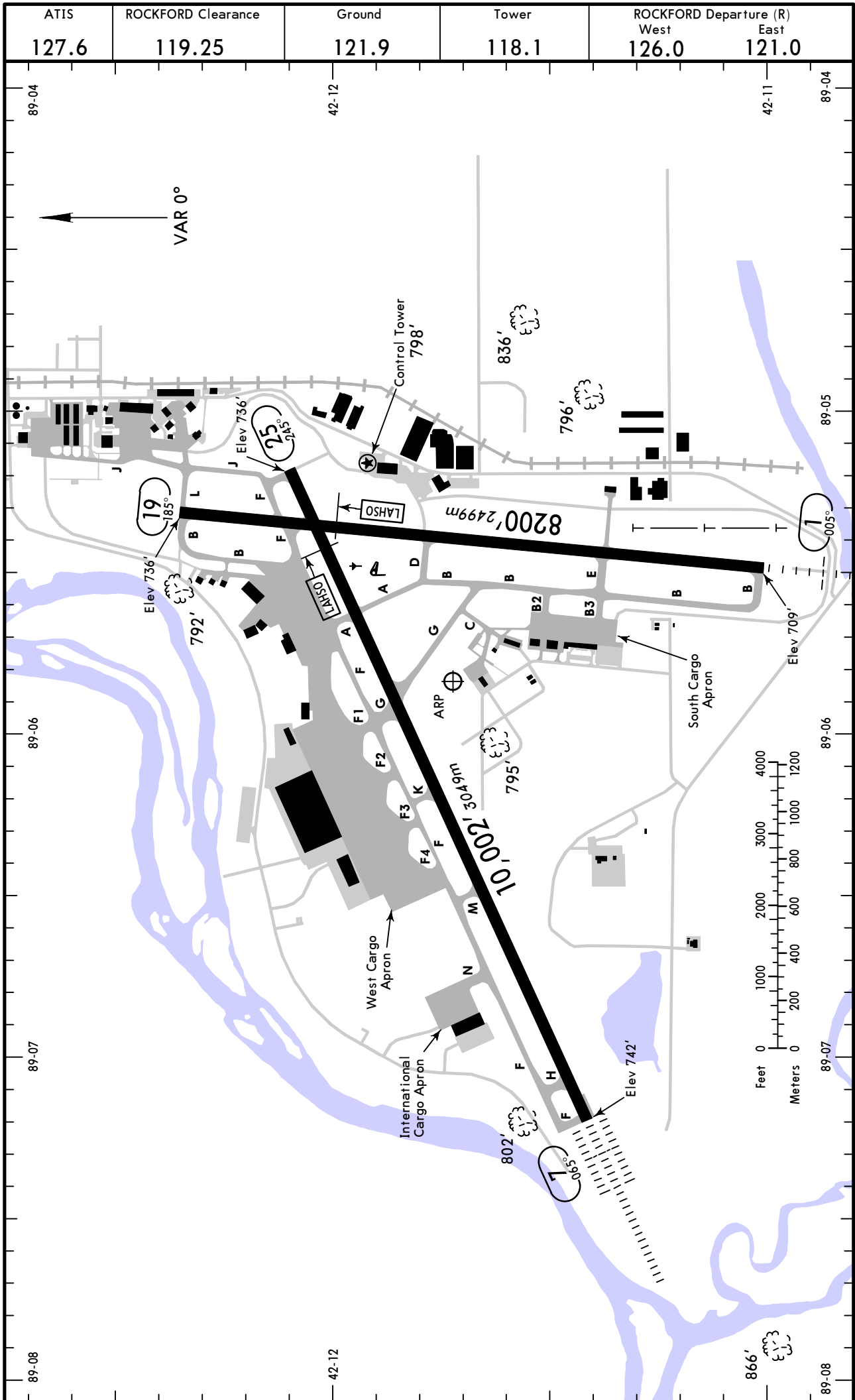
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CHICAGO/ROCKFORD, ILL

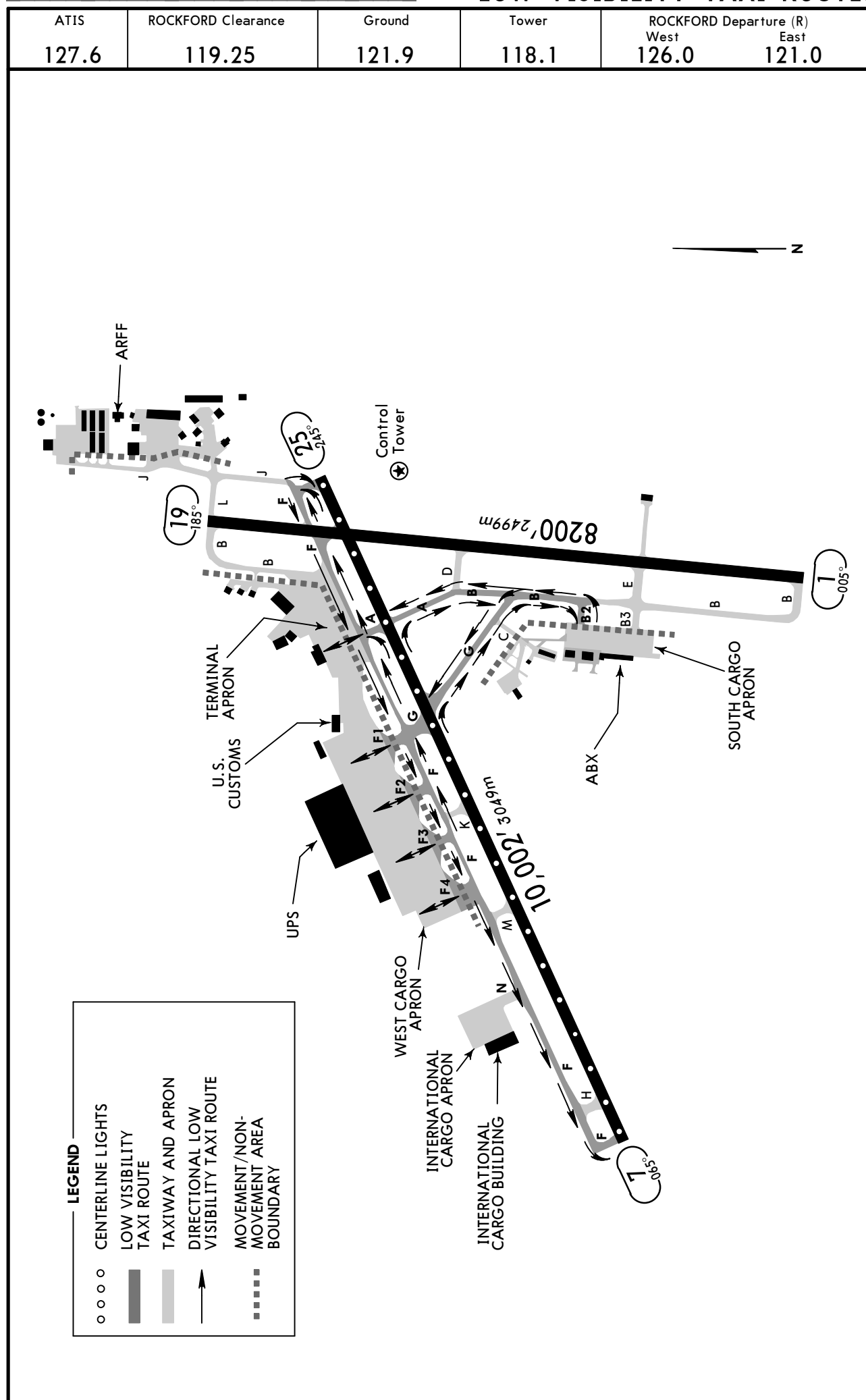
CHICAGO/ROCKFORD INTL



CHANGES: Tower frequency.

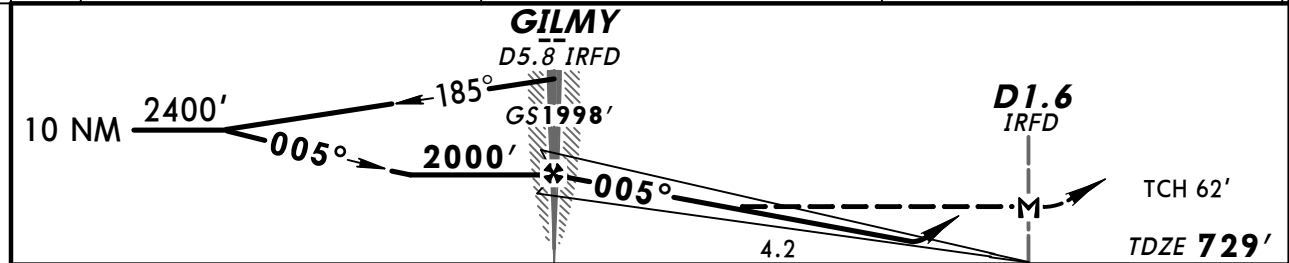
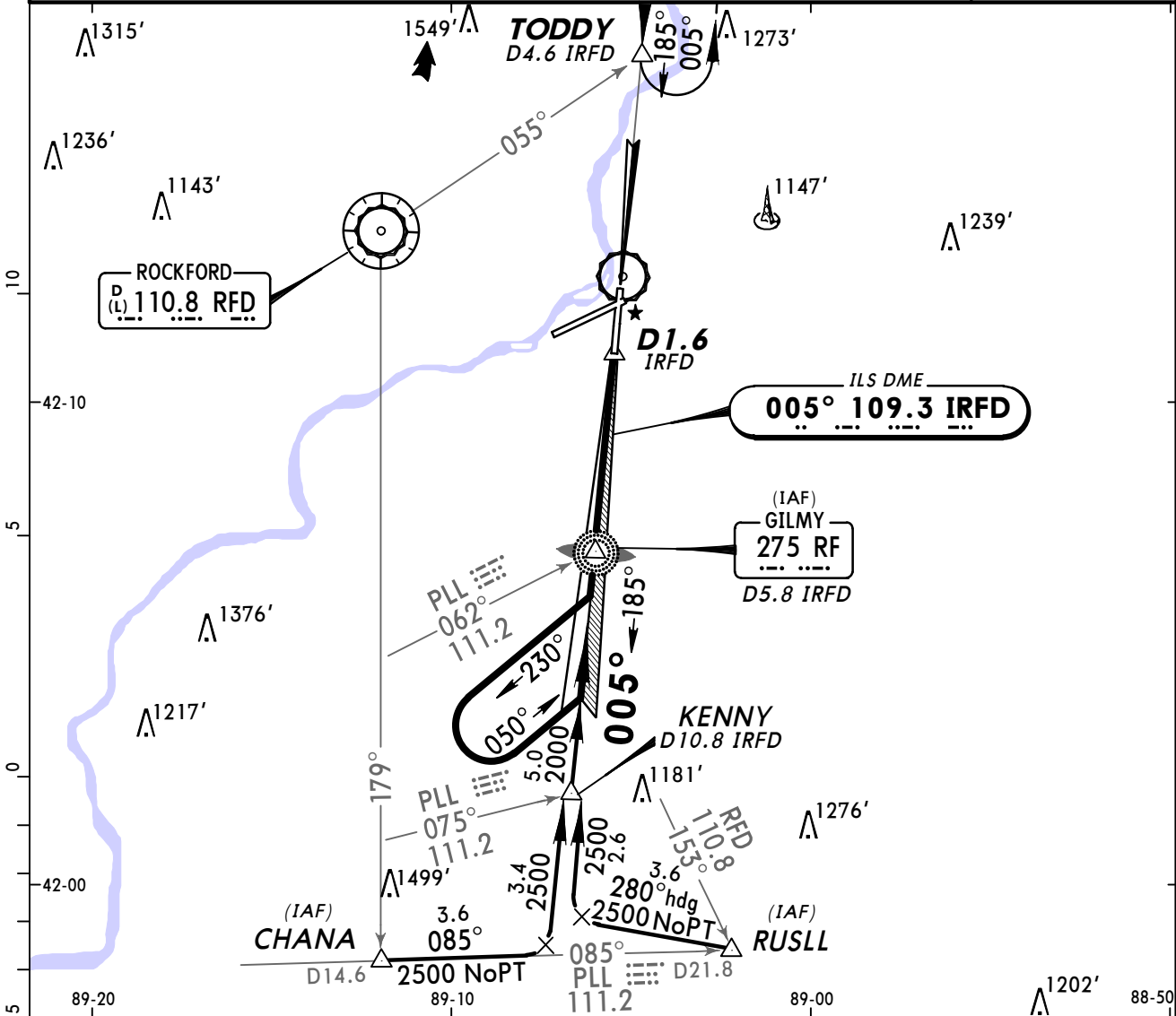
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GENERAL									
Birds and deer in vicinity of airport.									
ADDITIONAL RUNWAY INFORMATION									
						USABLE LENGTHS			
						LANDING BEYOND			
RWY						Threshold	Glide Slope	LAHSO Distance	WIDTH
1	HIRL CL MALSR TDZ grooved RVR						7101' 2164m	7/25 6000' 1829m	150' 46m
19	HIRL CL REIL ❶ VASI (3 bar)-L grooved					❷ 8100' 2469m			
❶ Upwind angle 3.25°, downwind angle 3.0°.									
❷ Last 100' 30m is unavailable for landing distance computations.									
7	HIRL CL ALSF-II TDZ PAPI-R (angle 3.0°) grooved RVR						8764' 2671m	1/19 8800' 2682m	150' 46m
25	HIRL CL REIL VASI-L grooved								
TAKE-OFF									
Rwy 7									
❶ With Mim climb of 210'/NM to 1000'								Other	
2 operating RVRs are required All operating RVRs are controlling		Adequate Vis Ref	STD						
CL & HIRL	CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng					
TDZ RVR 5	TDZ RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1	300-1 1/2				
Mid RVR 5	Mid RVR 10								
Rollout RVR 5	Rollout RVR 10								
❶ Alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, take-off must occur no later than 1300' prior to departure end of runway.									
Rwys 1, 19									
Adequate Vis Ref					STD				
					3 & 4 Eng		1 & 2 Eng		
RVR 16 or 1/4					RVR 24 or 1/2		RVR 50 or 1		
Rwy 25									
With Mim climb of 270'/NM to 1000'								Other	
Adequate Vis Ref	STD								
	3 & 4 Eng		1 & 2 Eng						
1/4	1/2		1			300-1			
FOR FILING AS ALTERNATE									
ILS Rwy 1 ILS Rwy 7		LOC Rwy 1 RADAR-1 LOC Rwy 7 LOC (BC) Rwy 19		RNAV (GPS) Rwy 1 RNAV (GPS) Rwy 7 RNAV (GPS) Rwy 19 RNAV (GPS) Y Rwy 25		RNAV (GPS) Z Rwy 25		Other	
A	600-2		800-2		800-2		NA		
B									
C									
D					800-2 1/4				



BRIEFING STRIP™

ATIS 127.6		ROCKFORD Approach (R) 121.0		ROCKFORD Tower 118.1		Ground 121.9	
LOC IRFD 109.3	Final Apch Crs 005°	GS GILMY 1998' (1269')	ILS DA(H) 929' (200')	Apt Elev 742' TDZE 729'		2600' MSA RF LOM	
MISSED APCH: Climb to 2500' via IRFD LOC NORTH course to TODDY INT/D4.6 IRFD and hold.							
Alt Set: INCHES							

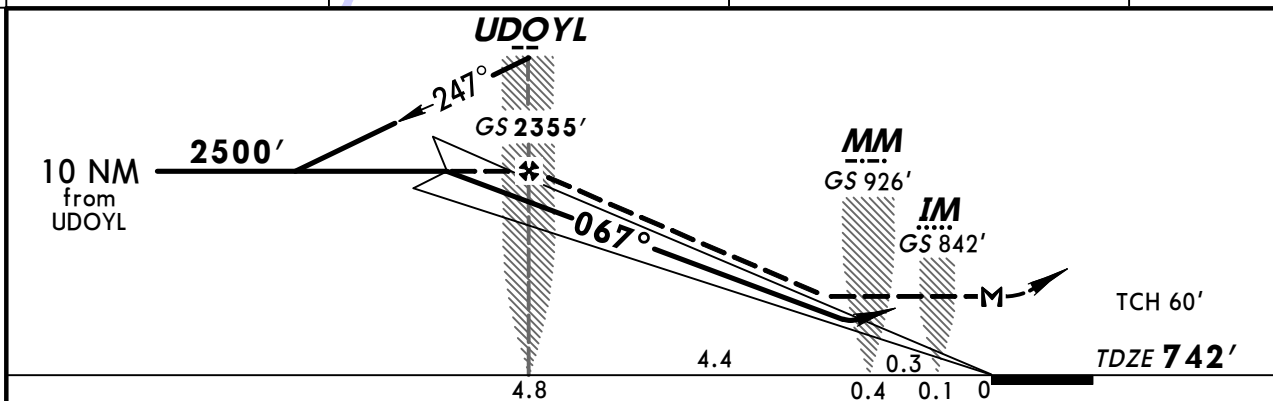
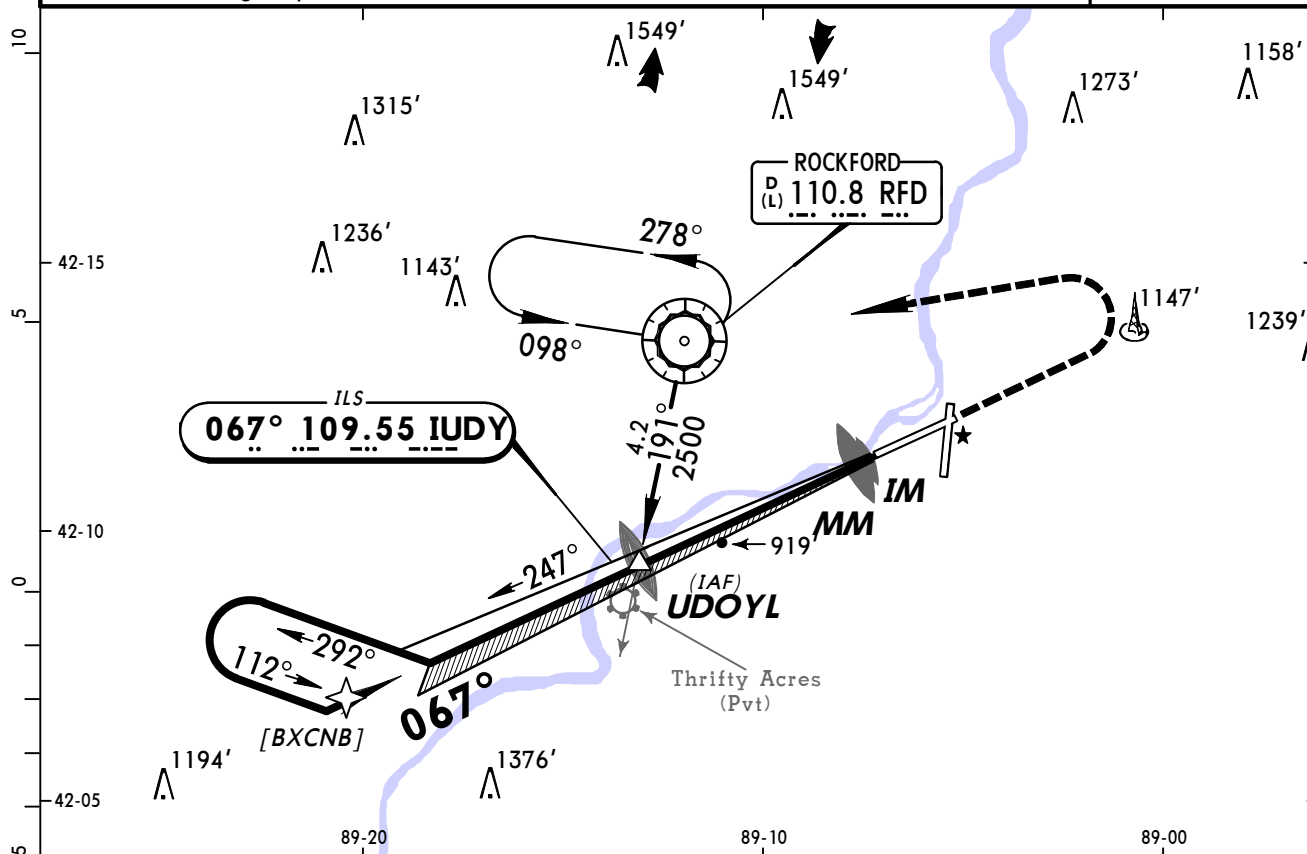


Gnd speed-Kts	70	90	100	120	140	160	MALSR 	2500' ↑ via 109.3 North Course	TODDY
GS	2.75°	340	438	486	584	681			
MAP at D1.6 IRFD or GILMY to MAP 4.2		3:36	2:48	2:31	2:06	1:48			

STRAIGHT-IN LANDING RWY 1					CIRCLE-TO-LAND	
ILS DA(H) 929' (200')		LOC (GS out) MDA(H) 1140' (411')			Max Kts	MDA(H)
FULL	RAIL or ALS out	RAIL out	ALS out			
RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	90	1220' (478')-1
					120	1240' (498')-1
		RVR 40 or 3/4	RVR 60 or 1 1/4		140	1240' (498')-1 1/2
					165	1320' (578')-2

BRIEFING STRIP™

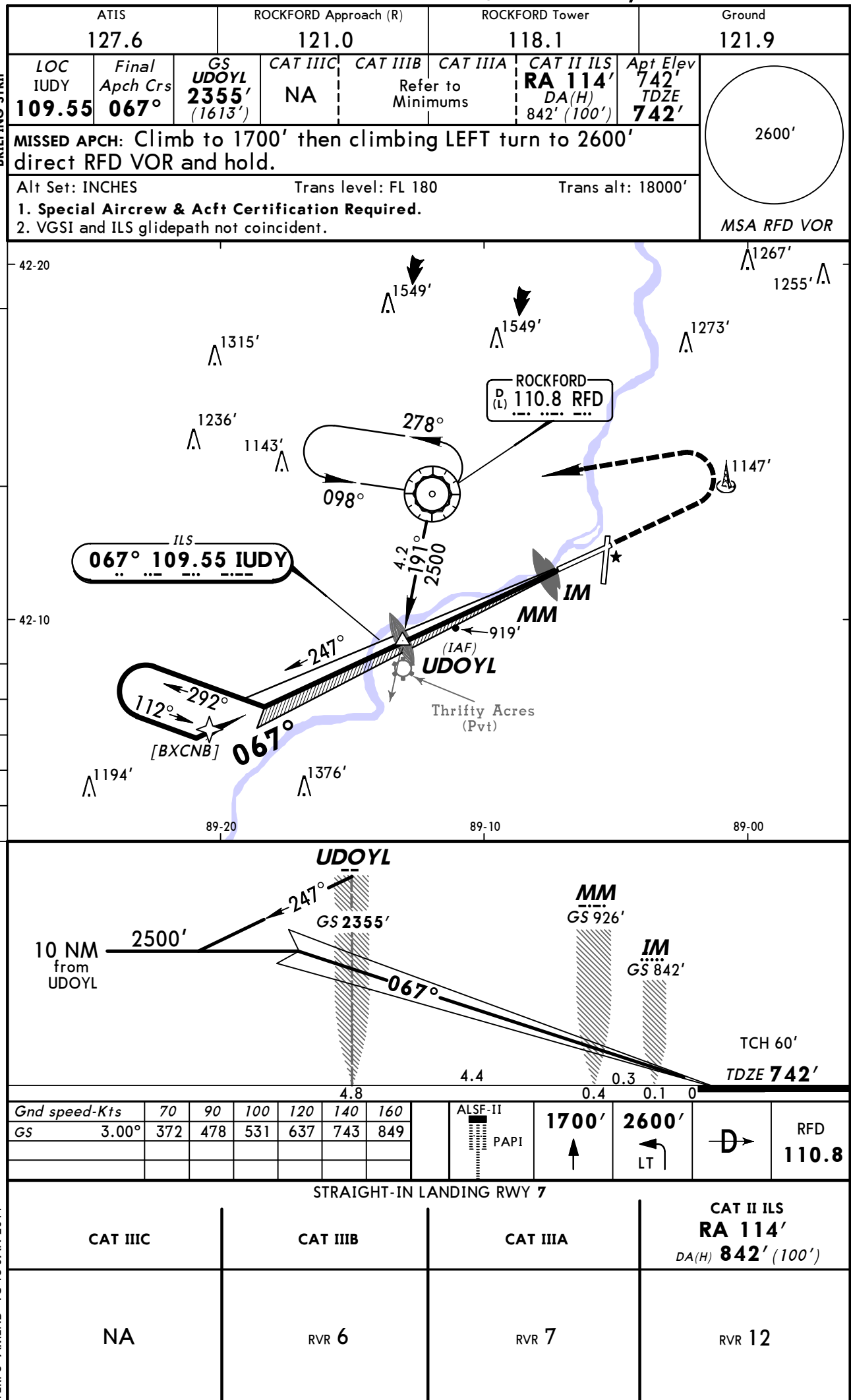
ATIS 127.6		ROCKFORD Approach (R) 121.0		ROCKFORD Tower 118.1		Ground 121.9
LOC IUDY 109.55	Final Apch Crs 067°	GS UDOYL 2355' (1613')	SA CAT I ILS RA 164' DA(H) 892' (150')	ILS DA(H) 942' (200')	Apt Elev 742' TDZE 742'	2600' MSA RFD VOR
MISSED APCH: Climb to 1700' then climbing LEFT turn to 2600' direct RFD VOR and hold.						
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'						
1. Special Aircrew & Acft Certification Required for Special Auth CAT I ILS. 2. VGSI and ILS glidepath not coincident.						



Gnd speed-Kts	70	90	100	120	140	160	ALS F-II	1700'	2600'	→	RFD 110.8
GS	3.00°	372	478	531	637	743	PAPI	↑	LT		
UDOYL to MAP	4.8	4:07	3:12	2:53	2:24	2:03	1:48				

STRAIGHT-IN LANDING RWY 7				CIRCLE-TO-LAND			
SA CAT I ILS RA 164' DA(H) 892' (150')		ILS DA(H) 942' (200')		LOC (GS out) MDA(H) 1200' (458')		Max Kts	
		FULL	TDZ or CL out	ALS out	ALS out	MDA(H)	
A						90	1220' (478')-1
B						120	1240' (498')-1
C	RVR 14	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2 RVR 40 or 3/4 RVR 50 or 1	140	1240' (498')-1 1/2
D						165	1320' (578')-2

1 Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DA(H).



UDOYL

247°

GS 2355'

10 NM from UDOYL

2500'

067°

MM

GS 926'

IM

GS 842'

TCH 60'

TDZE 742'

4.8

4.4

0.4

0.3

0.1

0

BRIEFING STRIP™



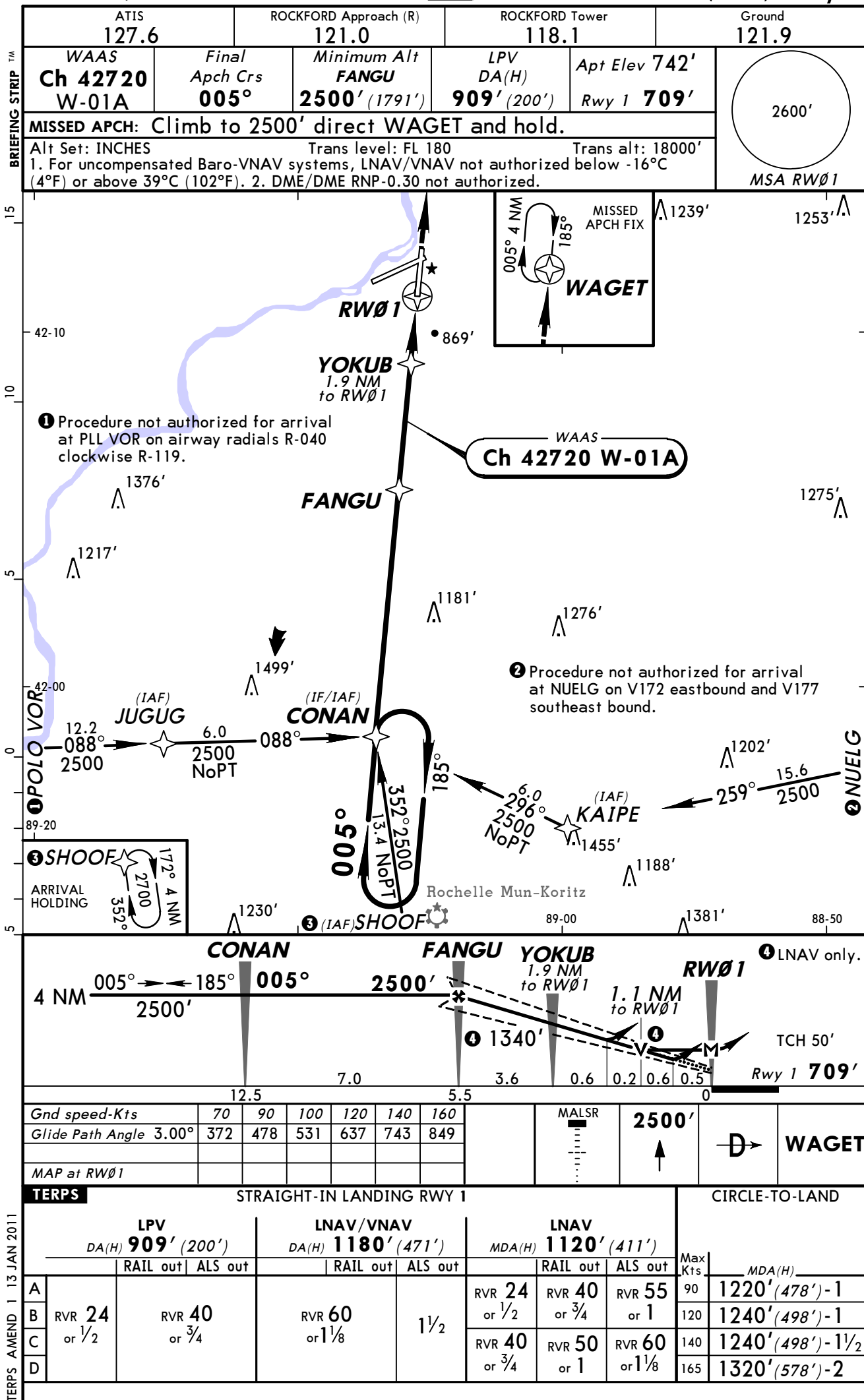
TODDY
D4.6 IRFD

REIL
VASI-L

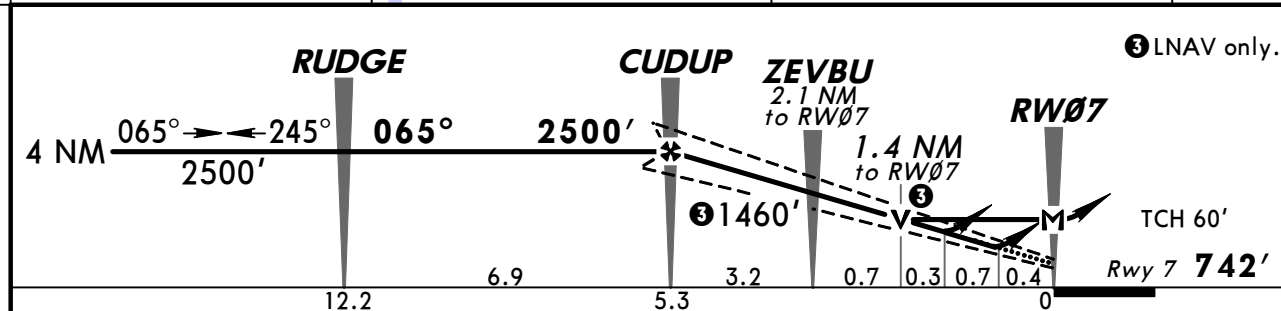
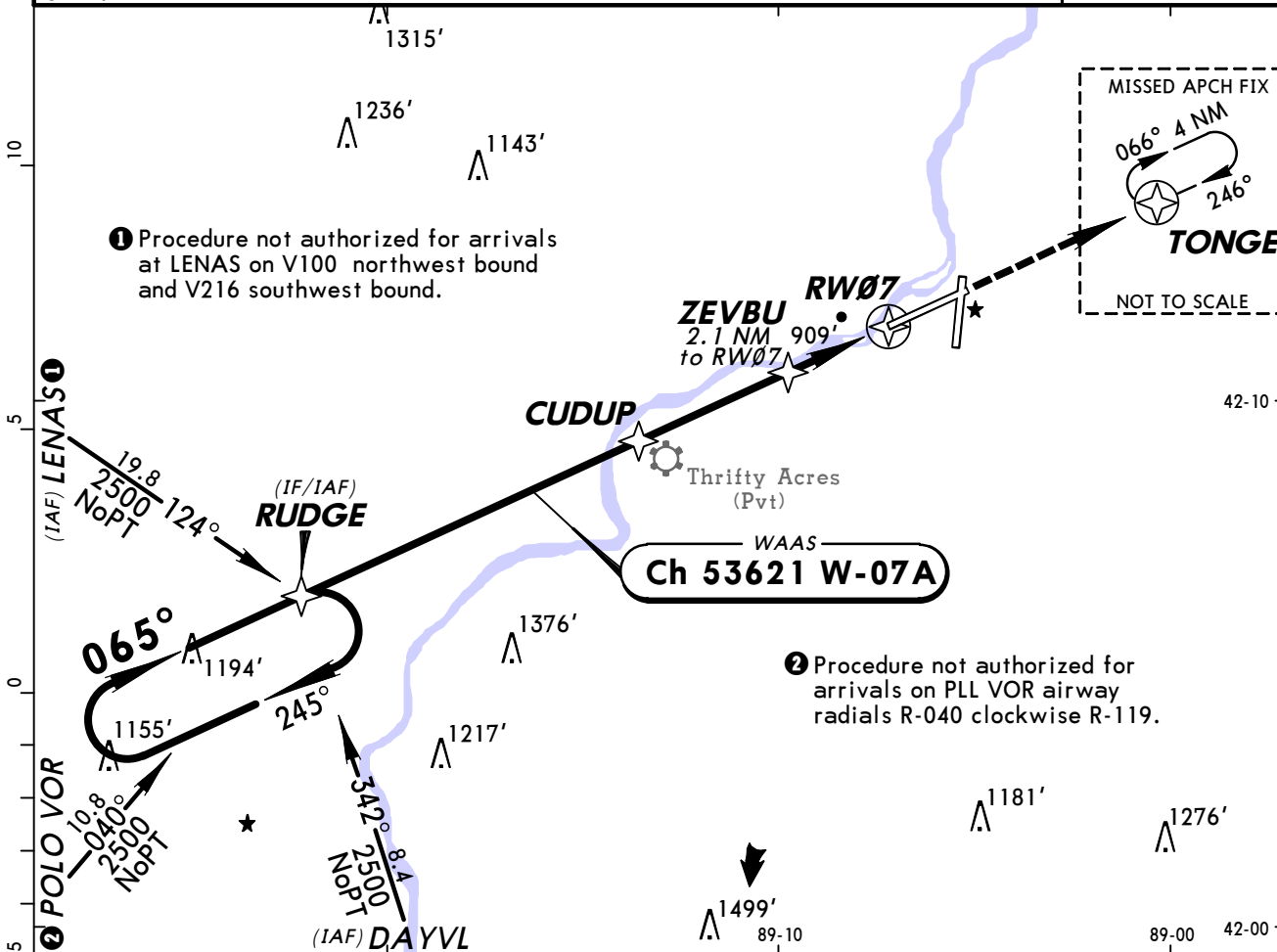
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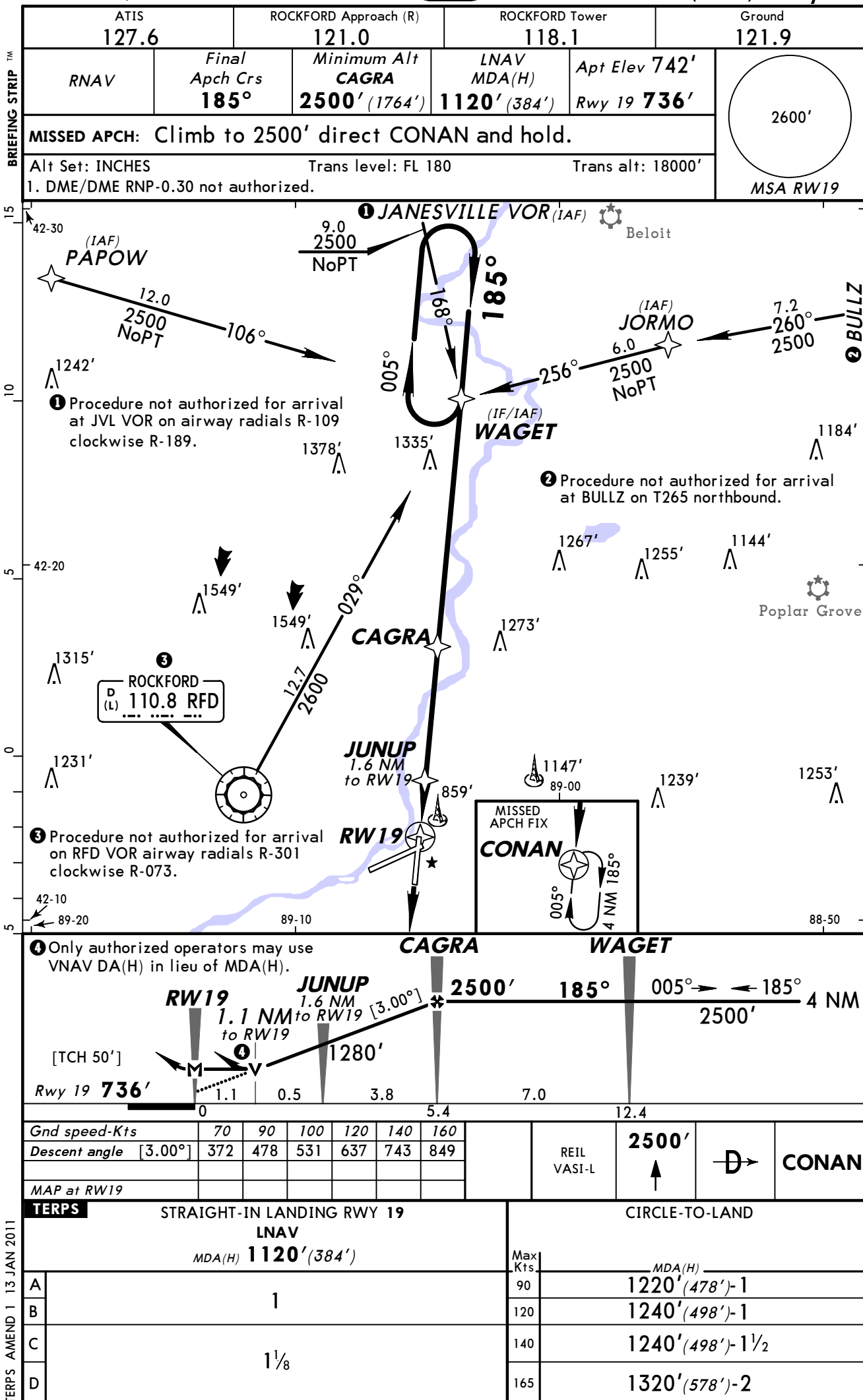


ATIS 127.6		ROCKFORD Approach (R) 121.0		ROCKFORD Tower 118.1	Ground 121.9
WAAS Ch 53621 W-07A	Final Apch Crs 065°	Minimum Alt CUDUP 2500' (1758')	LPV DA(H) 942' (200')	Apt Elev 742' Rwy 7 742'	2600' MSA RW07
MISSED APCH: Climb to 2500' direct to TONGE and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. For uncomensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 39°C (102°F). 2. DME/DME RNP-0.30 not authorized. 3. VGSI and RNAV glidepath not coincident.					



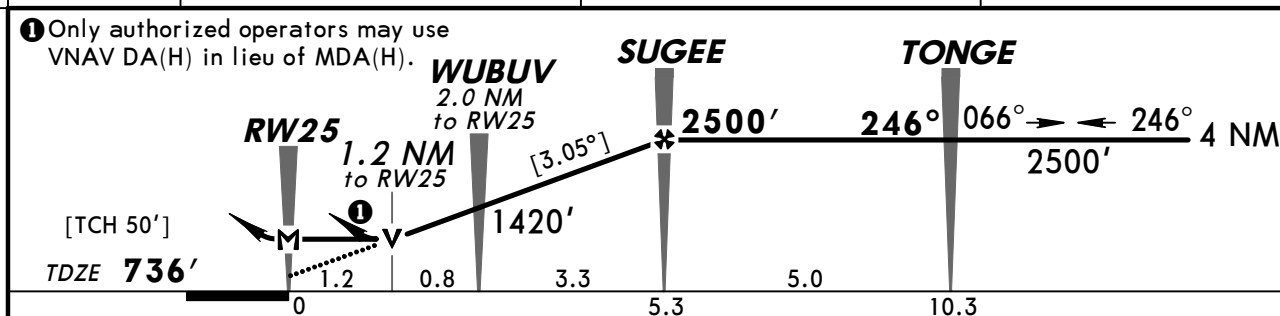
Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI		2500' ↑	TONGE
Glide Path Angle 3.00°	372	478	531	637	743	849				
MAP at RW07										

TERPS						STRAIGHT-IN LANDING RWY 7		CIRCLE-TO-LAND	
LPV		LNAV/VNAV		LNAV					
DA(H) 942' (200')		DA(H) 1159' (417')		MDA(H) 1240' (498')					
ALS out		ALS out		ALS out					
A								Max Kts	
B						RVR 24 or 1/2	RVR 55 or 1	90	1240' (498') - 1
C	RVR 24 or 1/2	RVR 40 or 3/4	RVR 45 or 7/8	1 3/8				120	
D						RVR 50 or 1	1 3/8	140	1240' (498') - 1 1/2
								165	1320' (578') - 2



2600'

MSA RW25



<i>Gnd speed-Kts</i>	70	90	100	120	140	160		REIL VASI-L	2500'		RUDGE
<i>Descent angle</i> [3.05°]	378	486	540	648	755	863					
<i>MAP at RW25</i>											

STRAIGHT-IN LANDING RWY 25		CIRCLE-TO-LAND	
LNAV			
MDA(H) 1160'(424')		Max Kts	MDA(H)
A	1	90	1220'(478')-1
B		120	1240'(498')-1
C		140	1240'(498')-1 1/2
D	1 1/4	165	1320'(578')-2

KRFD/RFD

CHICAGO/ROCKFORD INTL

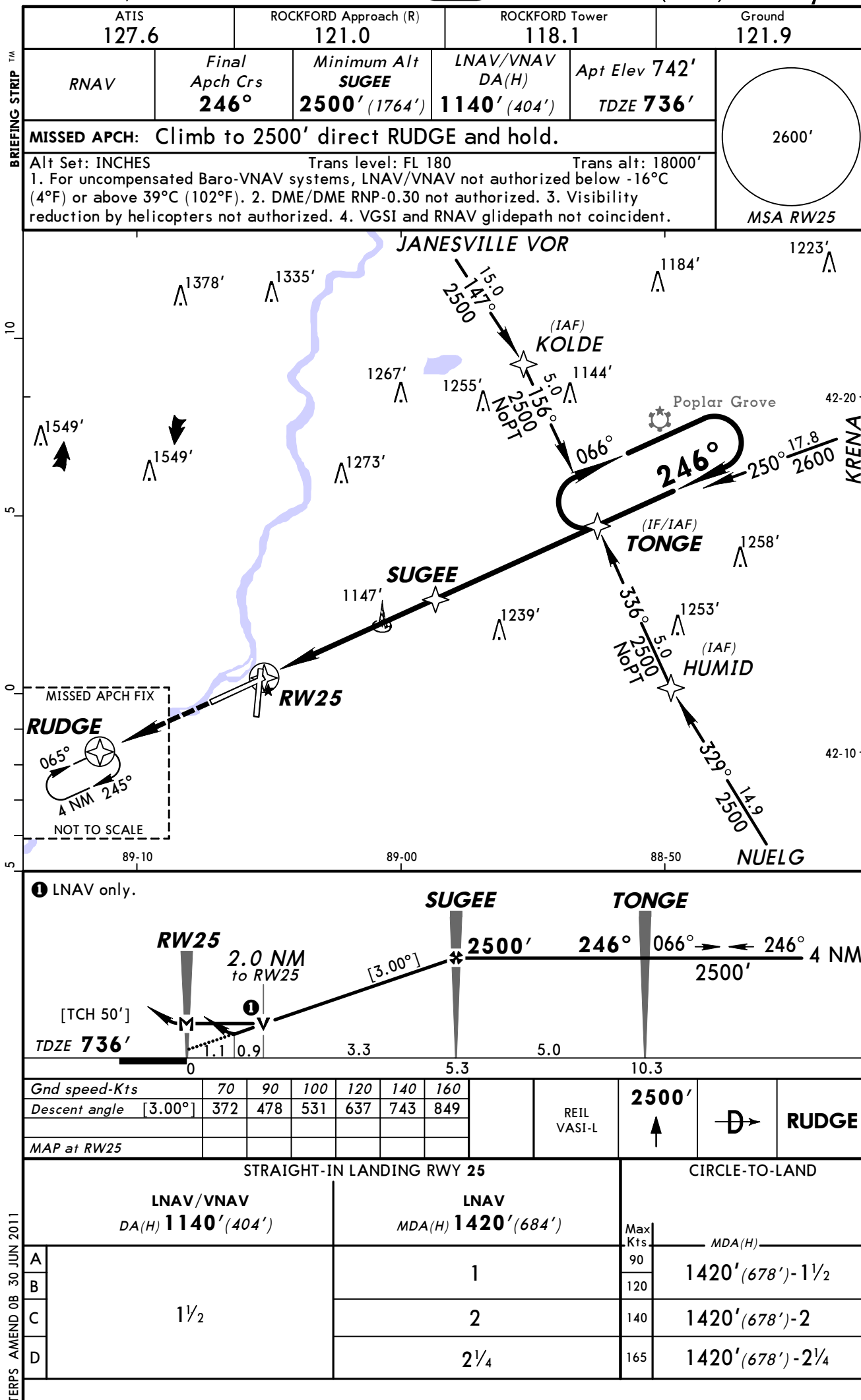
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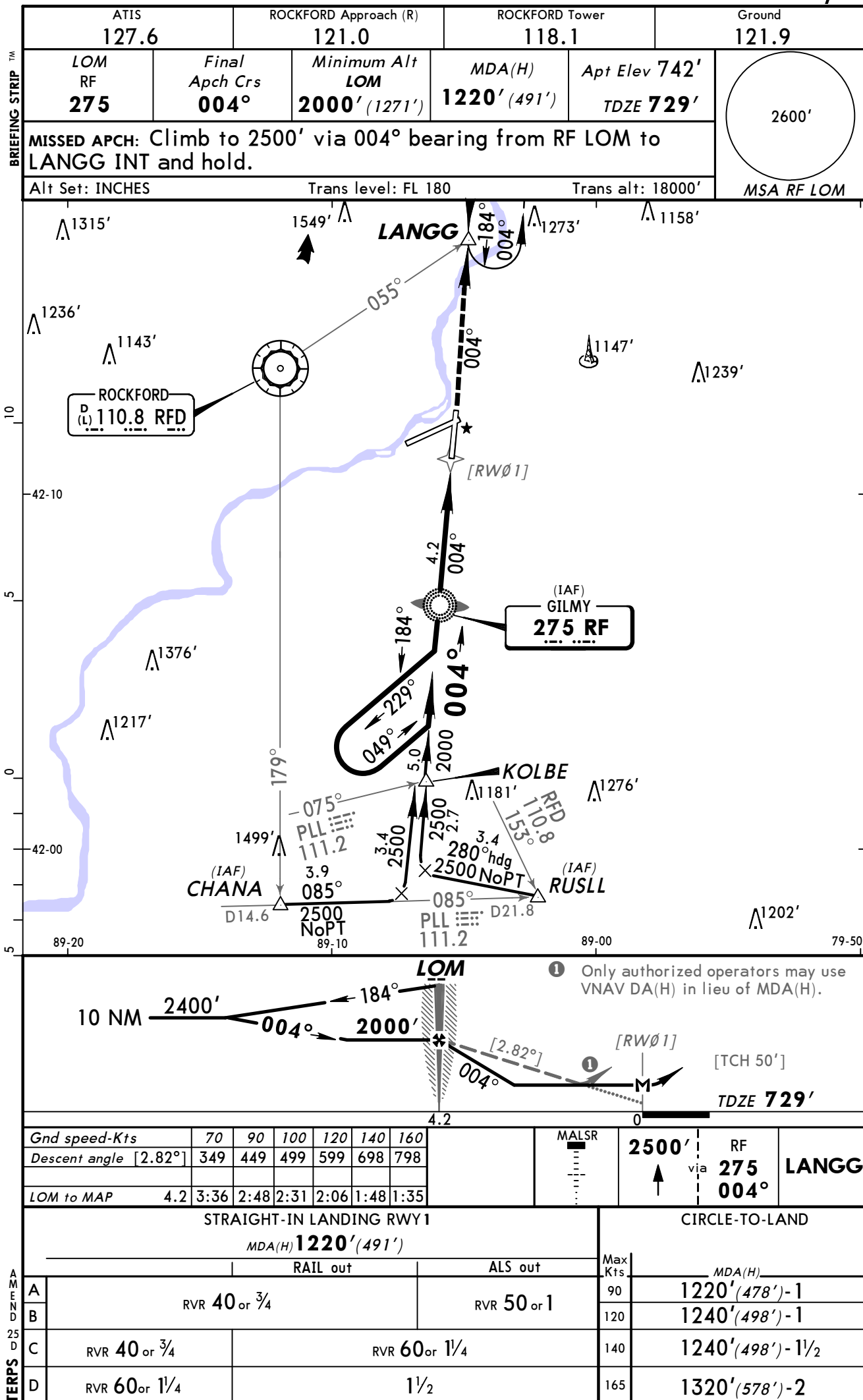
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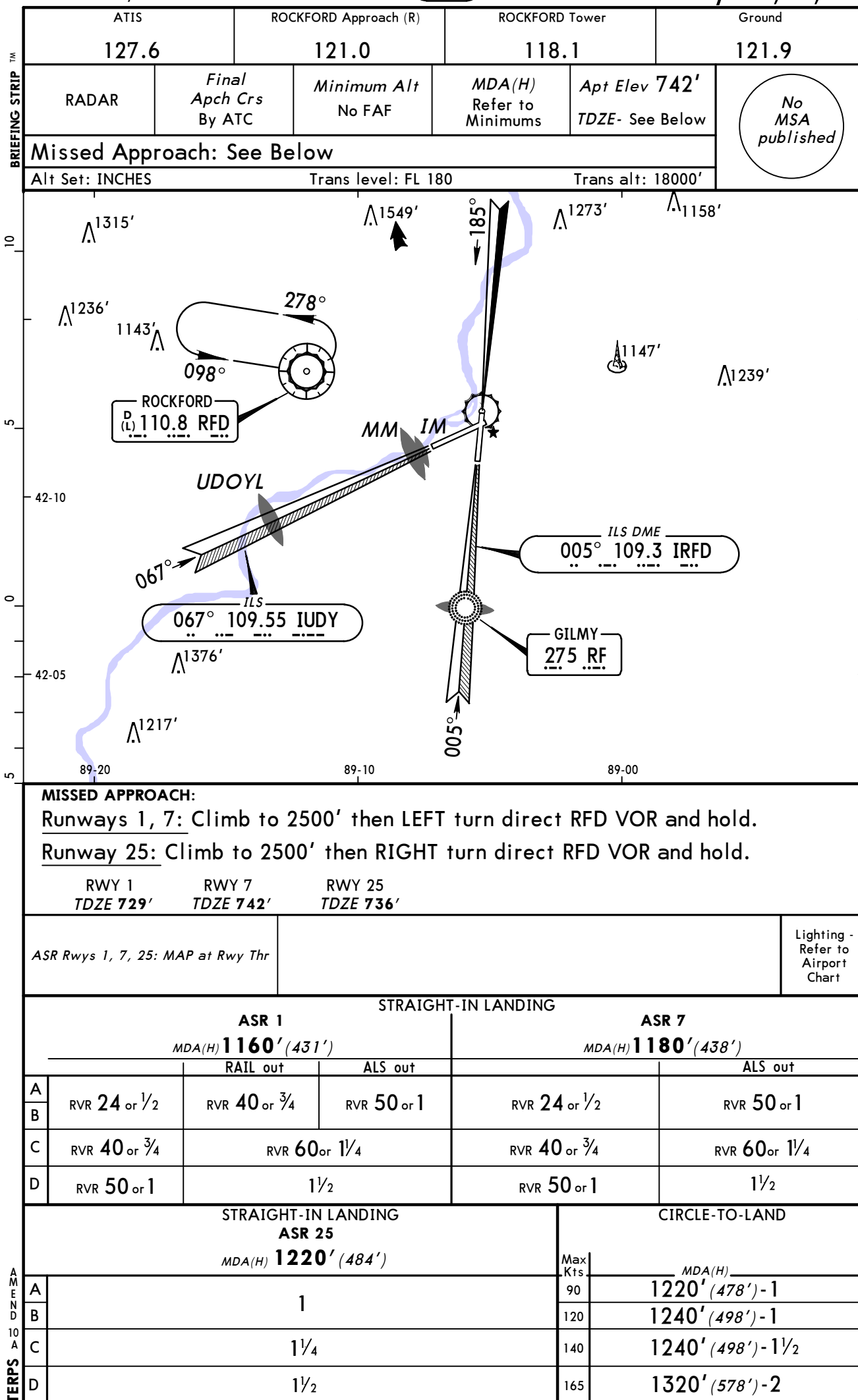
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CHICAGO/ROCKFORD, ILL

RNAV (GPS) Z Rwy 25







General Information

Location: Springfield IL USA
IATA Code: SPI
Lat/Long: N39° 50.7' W089° 40.7'
Elevation: 598 ft

Airport Use: Public
Magnetic Variation: 1.6°W
Sectional Chart: St Louis

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: High Pressure, Low Pressure
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: Yes
Beacon: Yes

Sunrise: 1235 Z
Sunset: 2348 Z,

Runway Information

Runway: 04
Length x Width: 8001 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 593 ft
Lighting: Edge, ALS, Pilot controlled

Runway: 13
Length x Width: 7400 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 592 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 18
Length x Width: 5300 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 593 ft
Lighting: Edge

Runway: 22
Length x Width: 8001 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 598 ft
Lighting: Edge, ALS, Pilot controlled
Stopway: 1000 ft

Runway: 31
Length x Width: 7400 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 590 ft
Lighting: Edge, ALS, Pilot controlled

Runway: 36
Length x Width: 5300 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 593 ft
Lighting: Edge

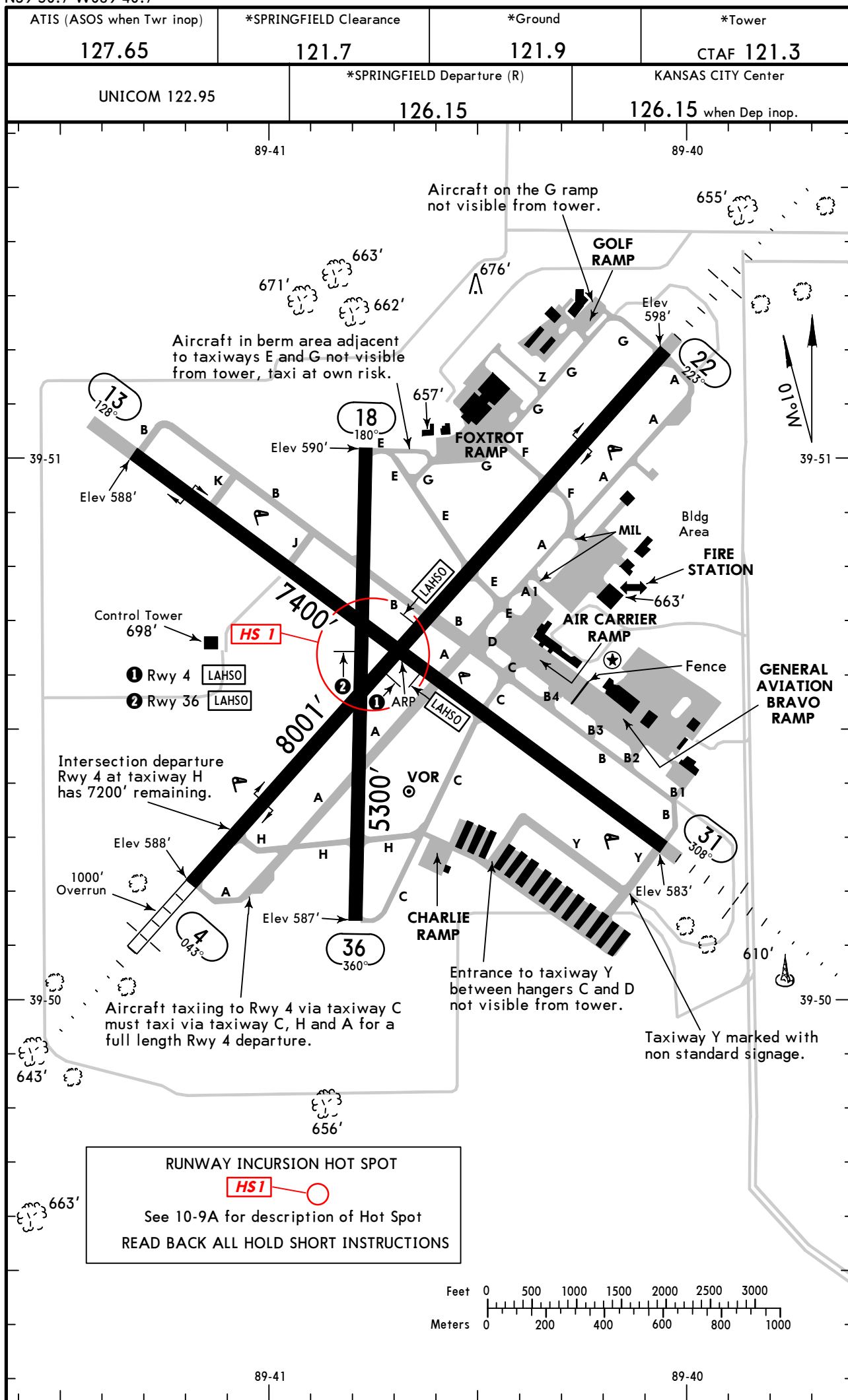
Communication Information

ATIS 127.65
Springfield Tower Tower 121.3 CTAF PCL
Springfield Tower Tower 118.6
Springfield Ground Control 121.9
Springfield Clearance Delivery 121.7
Springfield Approach Control 132.575
Springfield Approach Control 126.15 Initial Contact
Springfield App ARSA 132.575
Springfield Departure Control 132.575
Springfield Departure Control 126.15
Abraham Lincoln Capital Unicom 122.95
Kansas City Center 126.15 Remote Communications Air-Ground

KSPI/SPI
Apt Elev 598'
N39 50.7 W089 40.7

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22 JUL 11 (10-9)

SPRINGFIELD, ILL
ABRAHAM LINCOLN CAPITAL



CHANGES: Airport name, Departure and Center frequency, taxiway & ramp.

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GENERAL:

Bird hazard-expect increased bird activity heavy from April-June and August-October.
 During snow removal ops equipment operators will monitor CTAF when tower is closed.
 Low-level wind shear alert system.

ADDITIONAL RUNWAY INFORMATION

						USABLE LENGTHS					
RWY						LANDING Threshold	BEYOND Glide Slope	LAHSO Distance		TAKE-OFF	WIDTH
4	① HIRL	① MALSR	VASI-L	grooved	RVR		6950'	13/31	3200'		150'
22	① HIRL	① MALSR	VASI-L	grooved			6901'	13/31	4150'		

① Activate on 121.3 when Twr inop.

13	② HIRL ② REIL PAPI-R (angle 3.00°) grooved	③ 7217'				150'
	31 ② HIRL ② MALSR ② VASI-L grooved	④ 7000'	6014'	4/22 3350'		

② Activate on 121.3 when Twr inop.

③ Last 183' is unavailable for landing distance computations.

④ Last 400' is unavailable for landing distance computations.

18	⑤ ⑥ MIRL					150'
				13/31 3000'		

⑤ Closed 2200-0600 LT.

⑥ Preset on or off per wind conditions when Twr inop.

RUNWAY INCURSION HOT SPOT**HS1**

For information only, not to be construed as ATC instructions

HS1 Complex Runway/Runway intersection. ATC approval required to exit onto another Runway.

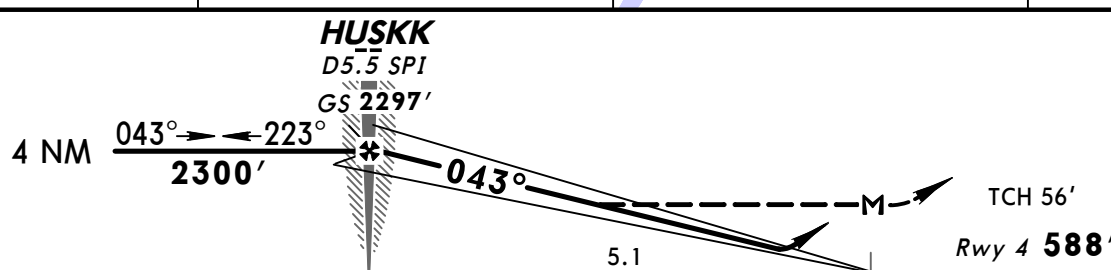
TAKE-OFF**All Rwy's**

	Adequate Vis Ref	STD
1 & 2 Eng	RVR 16 or 1/4	RVR 50 or 1
3 & 4 Eng		RVR 24 or 1/2

FOR FILING AS ALTERNATE

Authorized Only When Local Weather Available

	Authorized Only When Twr Operating		LOC Rwy 4 RNAV (GPS) Rwy 4 RNAV (GPS) Rwy 13 RNAV (GPS) Rwy 22 RNAV (GPS) Rwy 31 VOR DME Rwy 4 VOR DME Rwy 13 VOR DME Rwy 22 VOR DME Rwy 31	
	ILS Rwy 22	RADAR-1 LOC Rwy 22	ILS Rwy 4	ILS Rwy 31 LOC Rwy 31
A	600-2	800-2	600-2	800-2
B				
C				
D	700-2		700-2	NA



<i>Gnd speed-Kts</i>	70	90	100	120	140	160	
<i>Gs</i> 3.00°	372	478	531	637	743	849	
<i>HUSKK to MAP</i> 5.1	4:22	3:24	3:04	2:33	2:11	1:55	

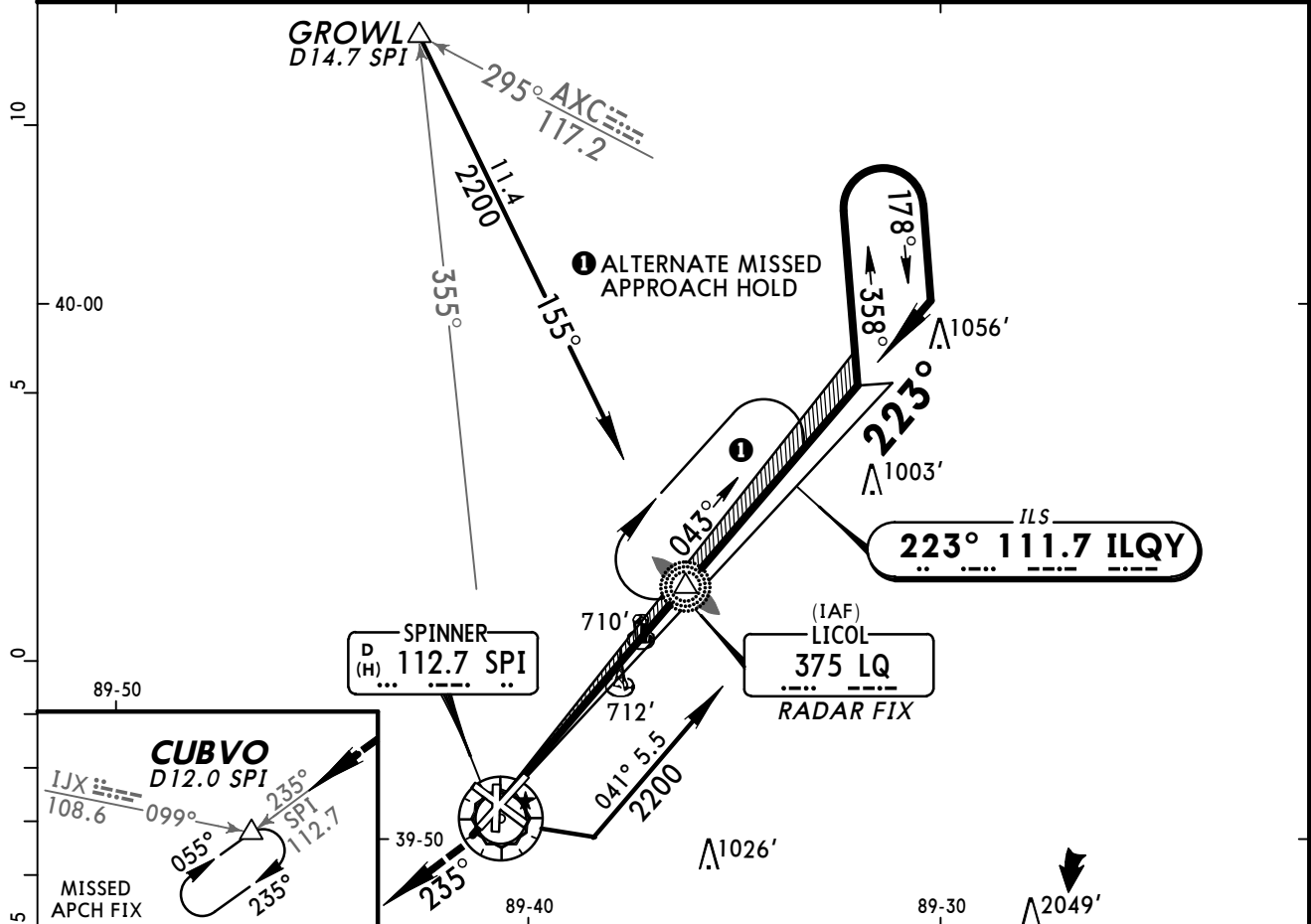
STRAIGHT-IN LANDING RWY4						CIRCLE-TO-LAND		
With Local Altimeter Setting						With Local Altimeter Setting		
ILS 1 DA(H) 793' (205')			LOC (GS out) MDA(H) 975' (387')			Max Kts		
FULL			RAIL or ALS out			MDA(H)		
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1	90	1160' (562') - 1	
B			RVR 35 or 5/8	RVR 45 or 7/8	RVR 60 or 1 1/8	120	1160' (562') - 1 1/2	
C						140		1200' (602') - 2
D						165		
With Lincoln Altimeter Setting						With Lincoln Altimeter Setting		
ILS DA(H) 850' (262')			LOC (GS out) MDA(H) 1035' (447')			Max Kts		
FULL			RAIL or ALS out			MDA(H)		
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1	90	1220' (622') - 1	
B			RVR 45 or 7/8	RVR 55 or 1	1 3/8	120	1220' (622') - 1 3/4	
C						140		1260' (662') - 2
D						165		

1 RVR 18 with Flight Director or Autopilot or HUD to DA.

CHANGES: THRE, notes, minimums.

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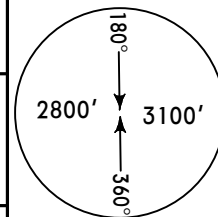
ATIS (ASOS when Twr inop) 127.65	*SPRINGFIELD Approach (R) 126.15	KANSAS CITY Center 126.15 when App inop.	*SPRINGFIELD Tower CTAF 121.3	*Ground 121.9
LOC ILQY 111.7	Final Apch Crs 223°	GS LICOL 2139' (1541')	ILS DA(H) (CONDITIONAL) 798' (200')	Apt Elev 598' Rwy 22 598'
MISSED APCH: Climb to 1500' then climbing RIGHT turn to 2700' outbound via SPI VOR R-235 to CUBVO INT/D12.0 SPI and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. ADF or Radar required. 2. Use local altimeter setting; if not received, use Lincoln altimeter setting. 3. Pilot controlled lighting 121.3.				
				 MSA LQ LOM



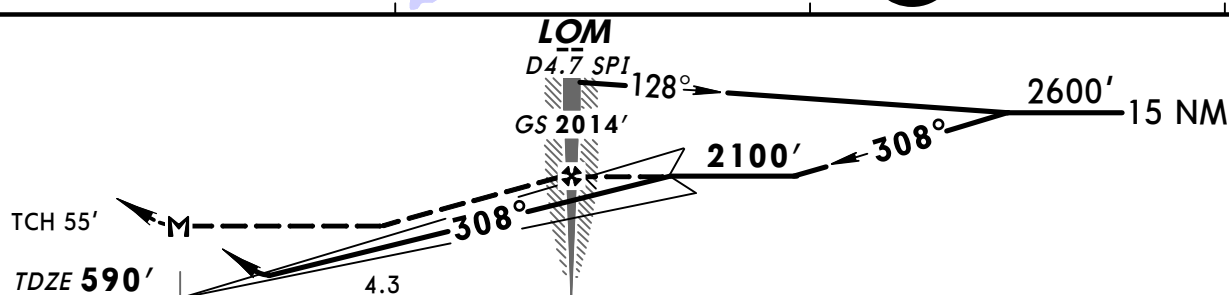
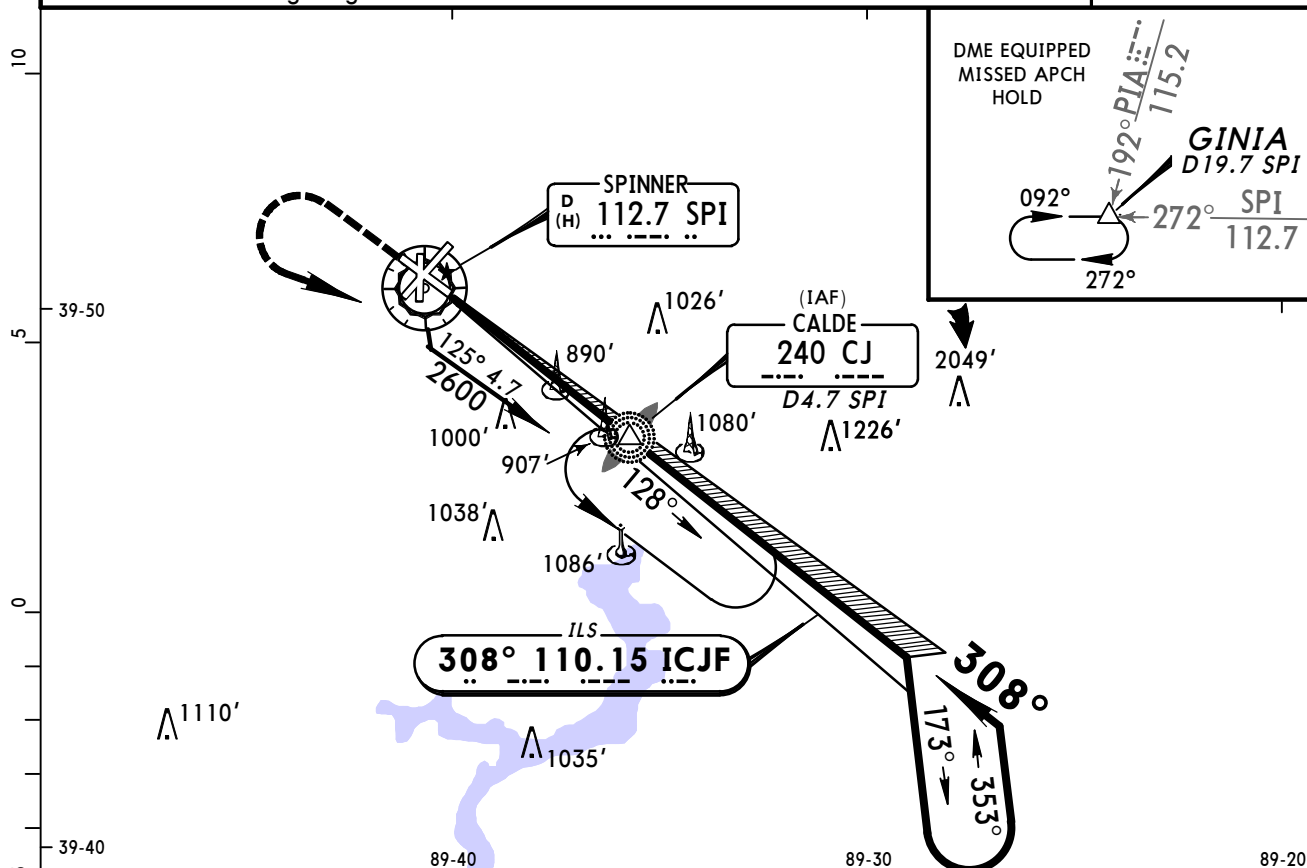
LICOL GS 2139' 043° 2200' 223° 2200' 10 NM TCH 54' Rwy 22 598' 0 4.6									
Gnd speed-Kts	70	90	100	120	140	160	MALSR		
GS	3.00°	372	478	531	637	743	849	VASI	
LOM to MAP	4.6	3:57	3:04	2:46	2:18	1:58	1:43	1500'	2700'
								↑	RT
									SPI via 112.7 R-235 CUBVO

STRAIGHT-IN LANDING RWY 22									CIRCLE-TO-LAND	
1 ILS			LOC (GS out)			MDA(H)			With Local Altimeter Setting	With Lincoln Altimeter Setting
DA(H) 798' (200')			MDA(H) 980' (382')			MDA(H) 1040' (442')				
			With Local Altimeter Setting			With Lincoln Altimeter Setting				
FULL	RAIL or ALS out		RAIL out	ALS out		RAIL out	ALS out	Max Kts	MDA(H)	MDA(H)
A			1/2	3/4	1	1/2	3/4	90	1160' (562') - 1	1220' (622') - 1
B								120		
C	1/2	3/4	5/8	7/8	1 1/8	7/8	1	140	1160' (562') - 1 1/2	1220' (622') - 1 3/4
D								165	1200' (602') - 2	1260' (662') - 2

BRIEFING STRIP TM



MSA CJ LOM



<i>Gnd speed-Kts</i>	70	90	100	120	140	160					CJ 240
<i>GS</i> 3.00°	372	478	531	637	743	849					
<i>LOM to MAP</i> 4.3	3:41	2:52	2:35	2:09	1:51	1:37					

STRAIGHT-IN LANDING RWY31						CIRCLE-TO-LAND		
1 ILS			2 LOC (GS out)			With Local Altimeter Setting		With Logan Co Altimeter Setting
DA(H) 790' (200')			MDA(H) 1200' (610')			MDA(H)		MDA(H)
FULL		RAIL or ALS out		RAIL out	ALS out	Max Kts.		
A	1/2	3/4	1/2	3/4	1	90	1200' (602') - 1	1260' (662') - 1
B						120		
C						140	1200' (602') - 1 3/4	1260' (662') - 1 3/4
D						165	1200' (602') - 2	1260' (662') - 2

1 DA(H) **850'**(260') with Logan Co altimeter setting.
2 MDA(H) **1260'**(670') with Logan Co altimeter setting.

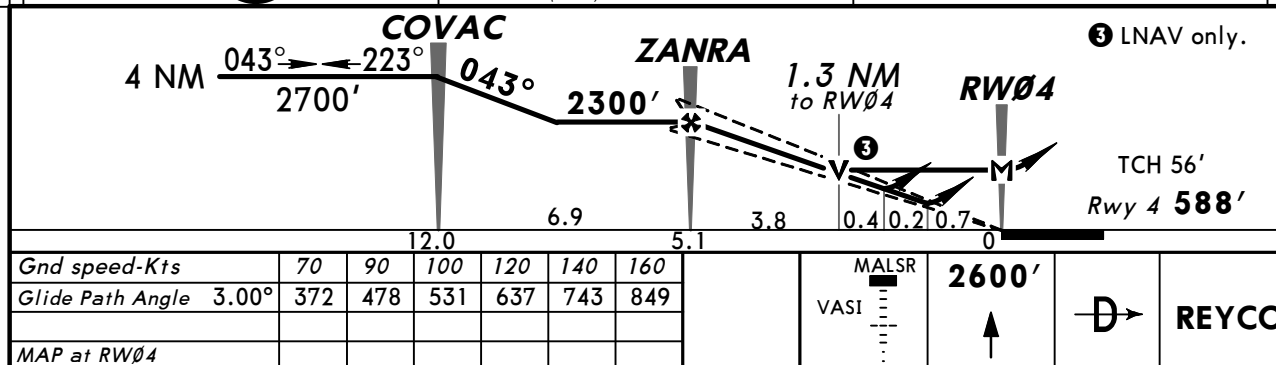
CHANGES: None.

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AMEND 2A TERPS

BRIEFING STRIP™

❶ Procedure not authorized for arrivals at GINIA via V50 westbound.

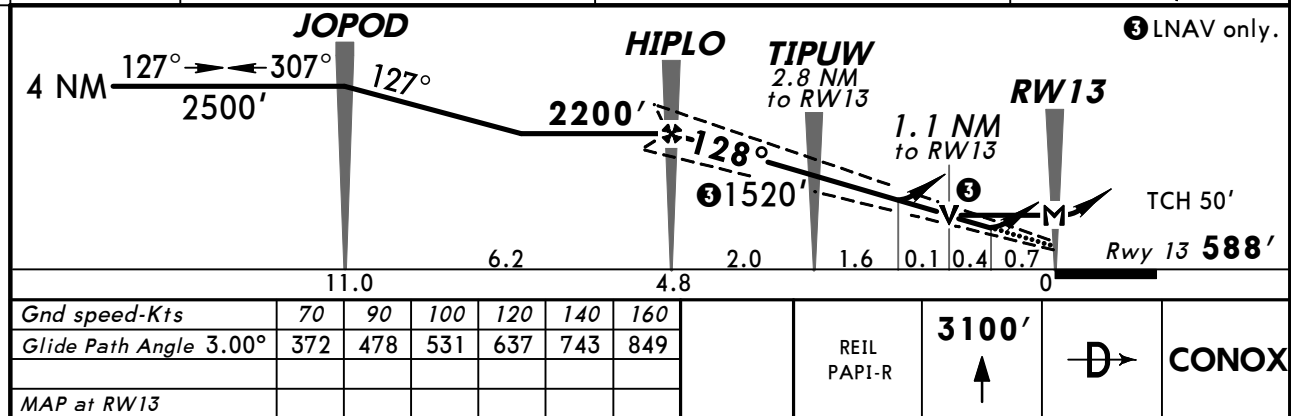
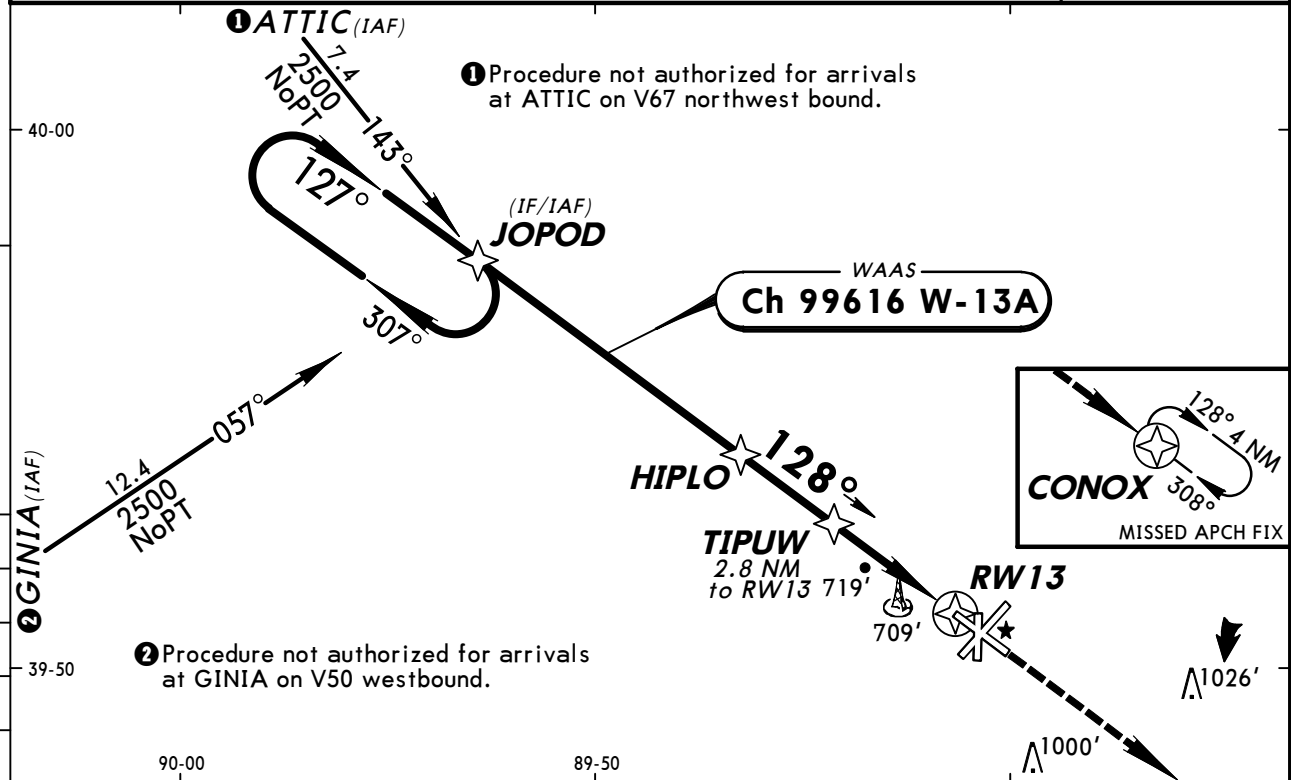


STRAIGHT-IN LANDING RWY 4										CIRCLE-TO-LAND				
1 LPV			2 LNAV/VNAV			3 LNAV			Max Kts		With Local Altimeter Setting		With Lincoln Altimeter Setting	
DA(H) 860' (272')			DA(H) 937' (349')			MDA(H) 1055' (467')					MDA(H)		MDA(H)	
RAIL or ALS out			RAIL or ALS out			RAIL out ALS out								
A	RVR 24 or 1/2	RVR 50 or 1	RVR 40 or 3/4	RVR 60 or 1 1/4	RVR 24	RVR 40	RVR 55	90	1160' (562')-1 1/4	1220' (622')-1 1/4				
B					or 1/2	or 3/4	or 1	120						
C					RVR 50	1 1/8	1 3/8	140						
D					or 1			165						

1 DA(H) 917' (329') with Lincoln Altimeter Setting. **2** DA(H) 994' (406') with Lincoln Altimeter Setting. **3** MDA(H) 1115' (527') with Lincoln Altimeter Setting.

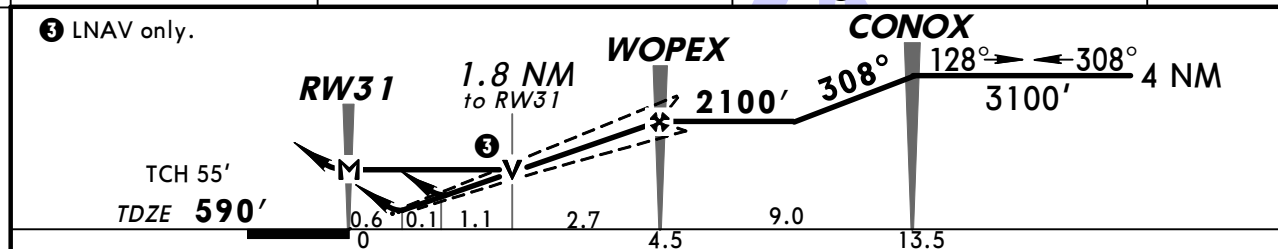
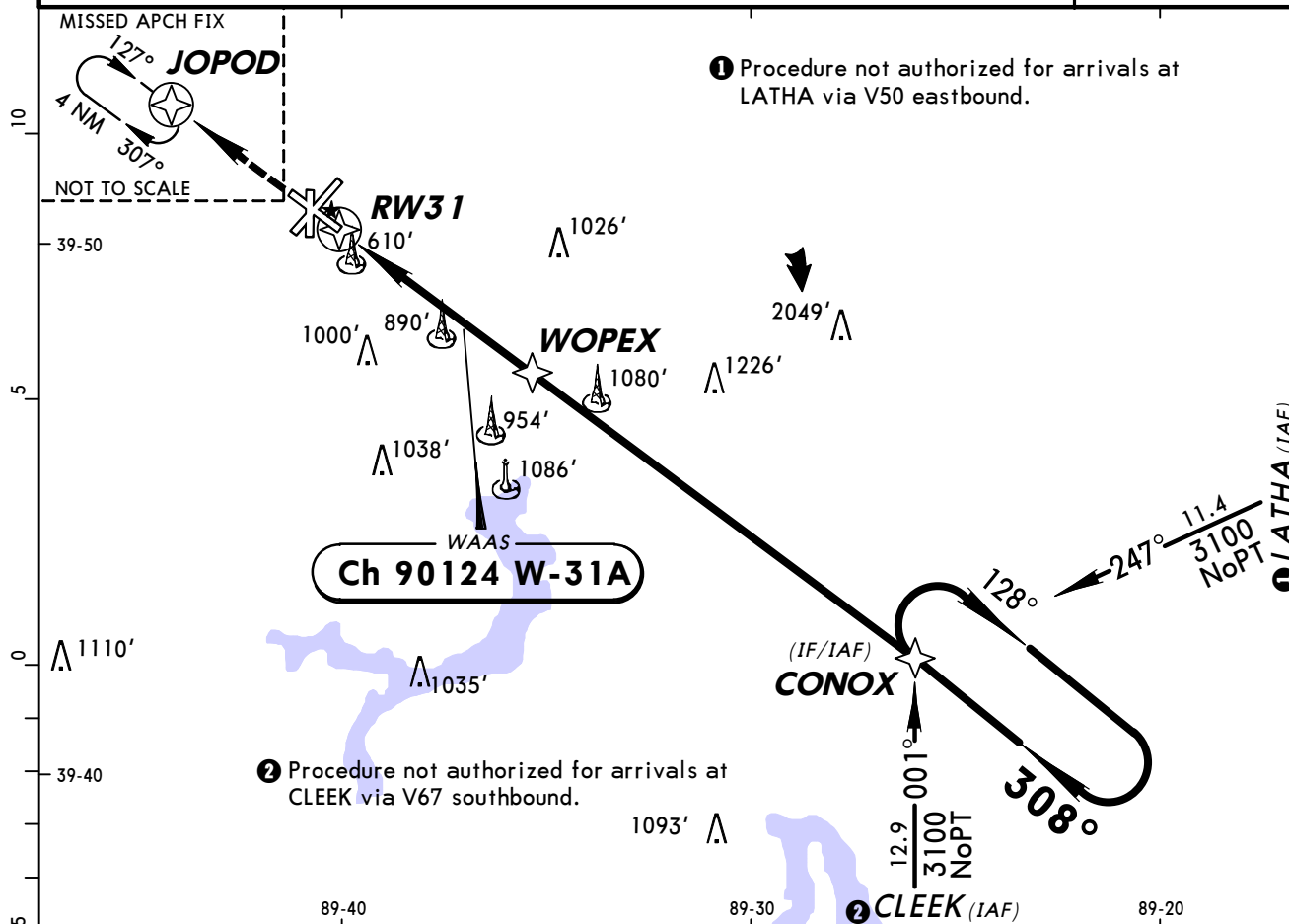
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ATIS (ASOS when Twr Inop)	*SPRINGFIELD Approach (R)	KANSAS CITY Center	*SPRINGFIELD Tower	*Ground
127.65	126.15	126.15 when App inop.	CTAF 121.3	121.9
WAAS Ch 99616 W-13A	Final Apch Crs 128°	Minimum Alt HIPO 2200' (1612')	LPV DA(H) (CONDITIONAL) 871' (283')	Apt Elev 598' Rwy 13 588'
MISSED APCH: Climb to 3100' direct CONOX and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use Lincoln altimeter setting. 2. DME/DME RNP-0.30 not authorized. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 47°C (116°F). 4. Baro-VNAV and VDP not authorized when using Lincoln altimeter setting. 5. Visibility reduction by helicopters not authorized. 6. Pilot controlled lighting 121.3.				
				3100' MSA RW13



STRAIGHT-IN LANDING RWY 13				CIRCLE-TO-LAND	
With Local Altimeter Setting		With Lincoln Altimeter Setting		With Lincoln Altimeter Setting	
LPV DA(H) 871' (283')	LNAV/VNAV DA(H) 1007' (419')	LNAV MDA(H) 980' (392')		Max Kts	MDA(H)
A				90	1160' (562') - 1
B	1	1½	1	120	1160' (562') - 1½
C				140	1160' (562') - 1½
D			1¼	165	1200' (602') - 2
LPV DA(H) 928' (340')	LNAV/VNAV DA(H) 1064' (476')	LNAV MDA(H) 1040' (452')		Max Kts	MDA(H)
A				90	1220' (622') - 1
B	1¼	1¾	1	120	1220' (622') - 1
C			1¼	140	1220' (622') - 1¾
D			1½	165	1260' (662') - 2

ATIS (ASOS when Twr inop) 127.65	*SPRINGFIELD Approach (R) 126.15	KANSAS CITY Center 126.15 when App inop.	*SPRINGFIELD Tower CTAF 121.3	*Ground 121.9
WAAS Ch 90124 W-31A	Final Apch Crs 308°	Minimum Alt WOPEX 2100' (1510')	LPV DA(H) (CONDITIONAL) 840' (250')	Apt Elev 598' TDZE 590'
MISSED APCH: Climb to 2500' direct JOPOD and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use Logan Co altimeter setting. 2. Baro-VNAV not authorized below -16°C (4°F). 3. DME/DME RNP-0.30 not authorized. 4. Baro-VNAV and VDP not authorized when using Logan Co altimeter setting. 5. Pilot controlled lighting 121.3.				
3100' MSA RW31				

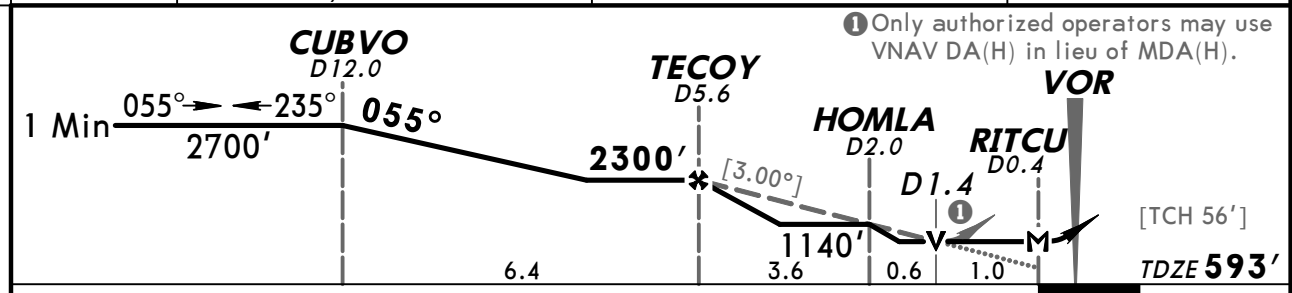
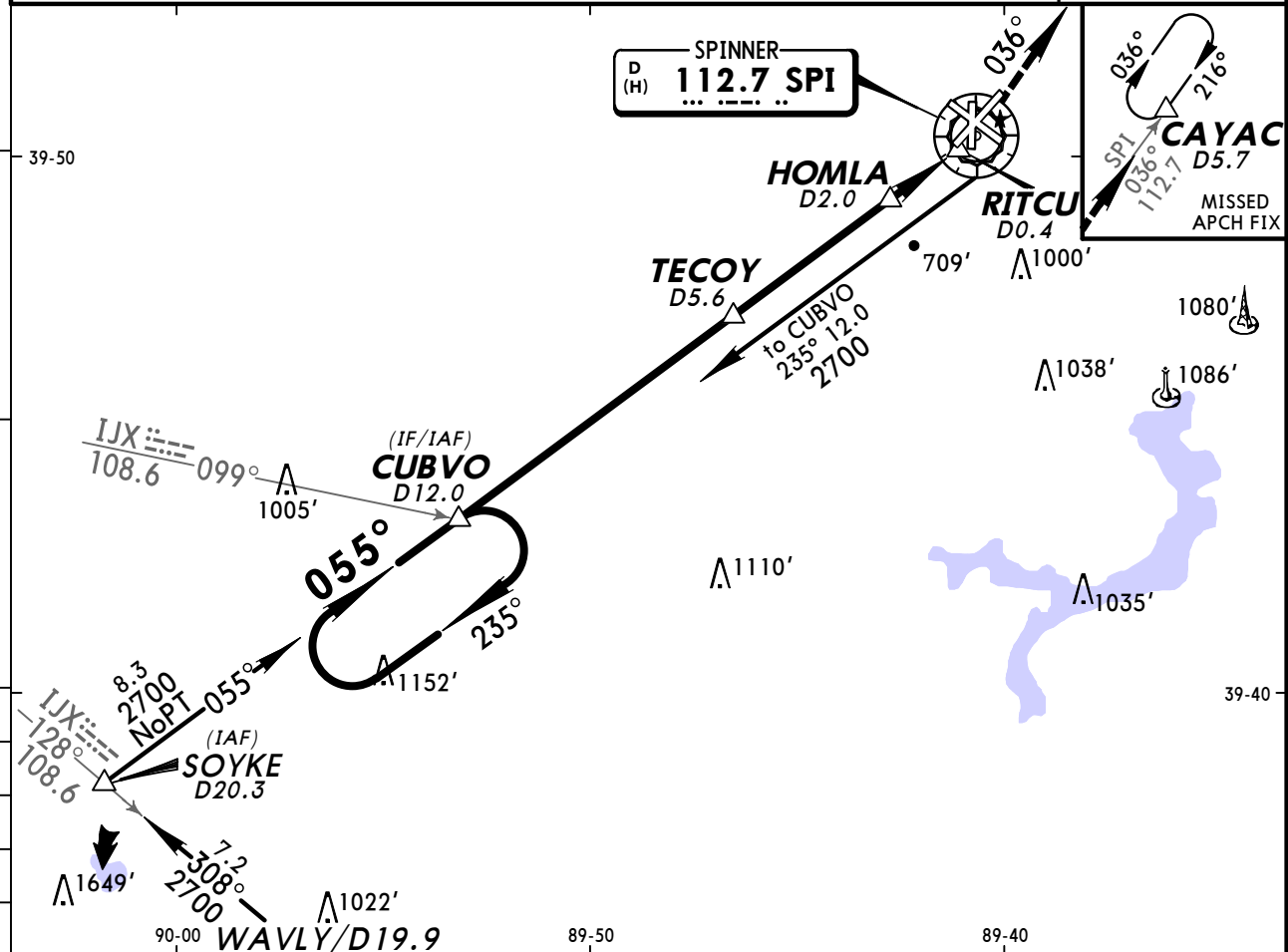


Gnd speed-Kts	70	90	100	120	140	160	MALSR	2500'	JOPOD
Glide Path Angle 3.00°	372	478	531	637	743	849	VASI		
MAP at RW31									

STRAIGHT-IN LANDING RWY 31							CIRCLE-TO-LAND	
1 LPV		2 LNAV/VNAV		3 LNAV			With Local Altimeter Setting	With Logan Co Altimeter Setting
DA(H) 840' (250')		DA(H) 865' (275')		MDA(H) 1200' (610')				
	RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out	Max Kts	MDA(H)
A							90	1200'(602')-1
B							120	1200'(602')-1
C	1/2	3/4	1/2	1	1 1/4	1 3/4	140	1200'(602')-1 3/4
D			3/4		1 1/2	2	165	1200'(602')-2

1 DA(H) 900'(310') with Logan Co Altimeter Setting. 2 DA(H) 925'(335') with Logan Co Altimeter Setting. 3 MDA(H) 1260'(670') with Logan Co Altimeter Setting.

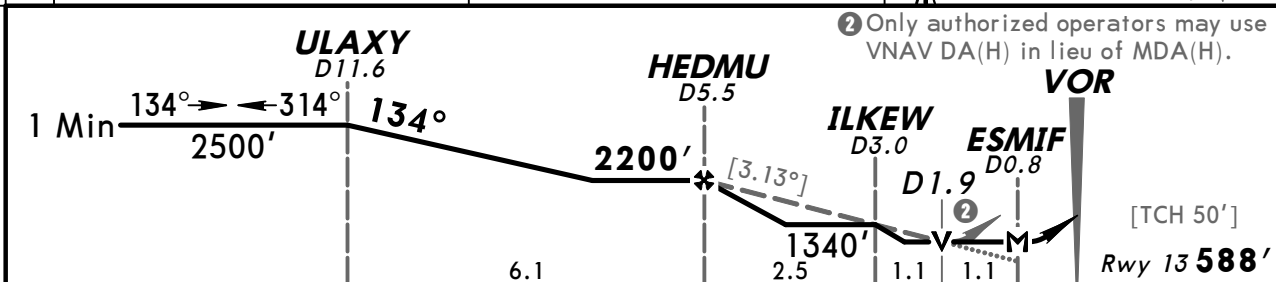
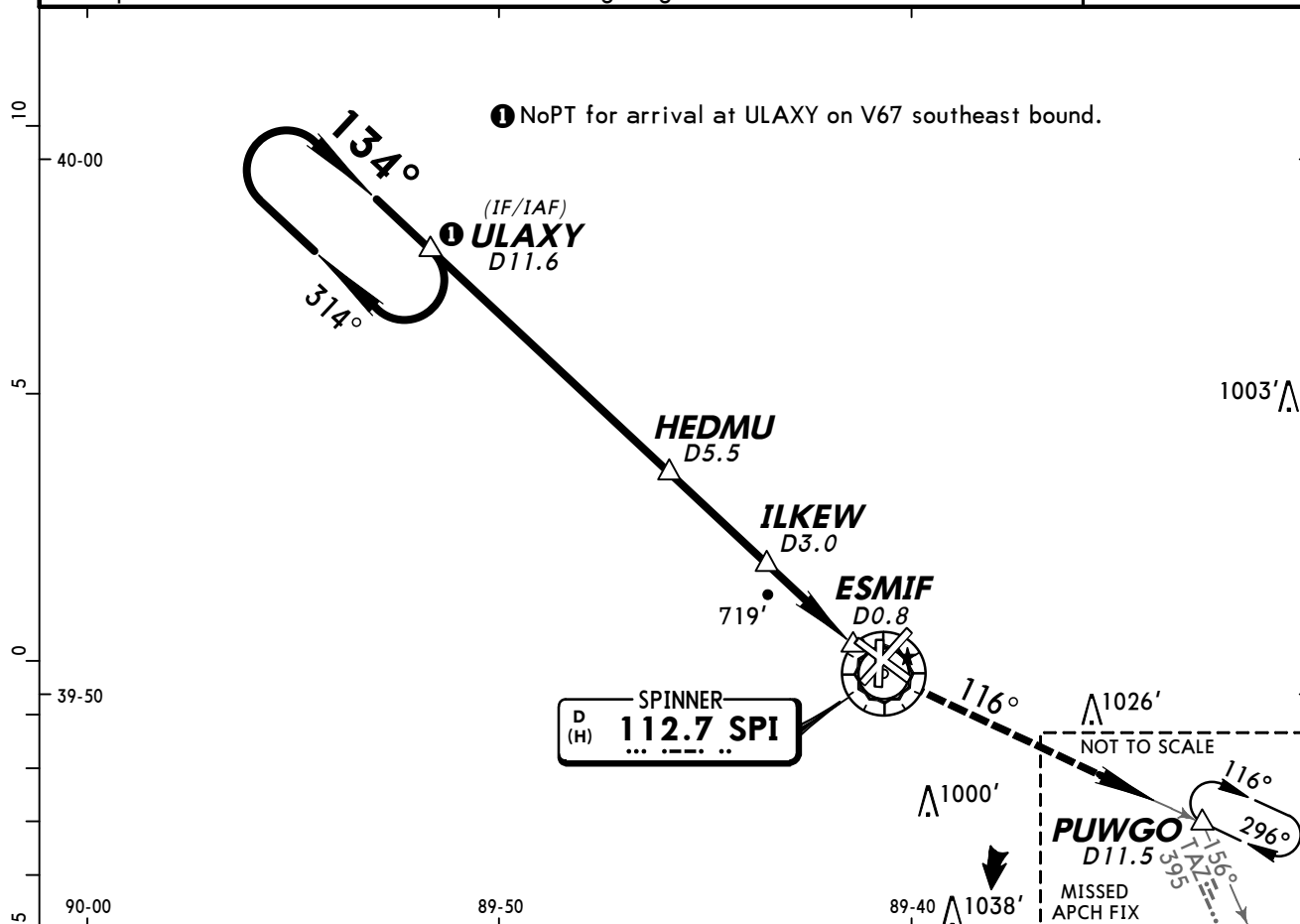
ATIS (ASOS when Twr Inop)	*SPRINGFIELD Approach (R)	KANSAS CITY Center	*SPRINGFIELD Tower	*Ground
127.65	126.15	126.15 when App inop.	CTAF 121.3	121.9
VOR SPI 112.7	Final Apch Crs 055°	Minimum Alt TECOY 2300' (1707')	MDA(H) (CONDITIONAL) 960' (367')	Apt Elev 598' TDZE 593'
MISSED APCH: Climb to 1500' then climbing LEFT turn to 2200' outbound via SPI VOR R-036 to CAYAC/D5.7 and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use Lincoln altimeter setting. 2. VDP not authorized when using Lincoln altimeter setting. 3. Pilot controlled lighting 121.3.				
				MSA SPI VOR



Gnd speed-Kts	70	90	100	120	140	160	MALSR	1500'	2200'	SPI	CAYAC
Descent Angle [3.00°]	372	478	531	637	743	849	VASI	↑	LT	112.7 R-036	
MAP at RITCU											

STRAIGHT-IN LANDING RWY 4						CIRCLE-TO-LAND			
MDA(H) 960' (367')			MDA(H) 1020' (427')			With Local Altimeter Setting		With Lincoln Altimeter Setting	
With Local Altimeter Setting			With Lincoln Altimeter Setting			Max Kts	MDA(H)	MDA(H)	
	RAIL out	ALS out		RAIL out	ALS out				
A						90	1020' (422')-1	1080' (482')-1	
B	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	RVR 24 or 1/2	RVR 40 or 3/4	120	1060' (462')-1	1120' (522')-1	
C				RVR 40 or 3/4	RVR 60 or 1/4	140	1060' (462')-1 1/2	1120' (522')-1 1/2	
D	RVR 50 or 1	RVR 60 or 1/4	RVR 50 or 1		1 1/2	165	1200' (602')-2	1260' (662')-2	

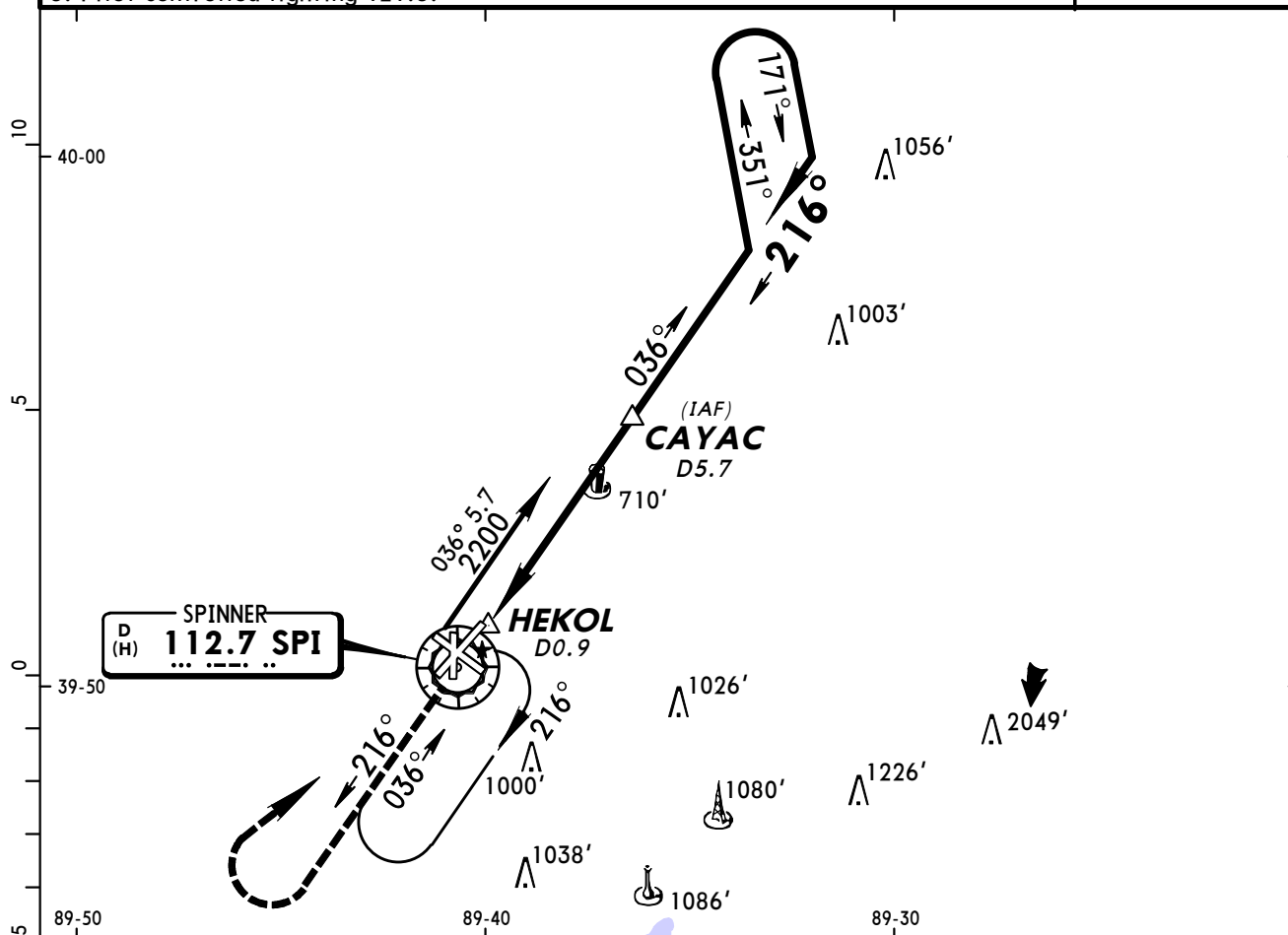
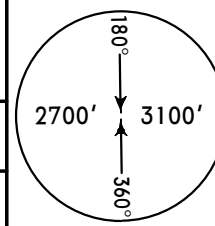
ATIS (ASOS when Twr Inop)	*SPRINGFIELD Approach (R)	KANSAS CITY Center	*SPRINGFIELD Tower	*Ground
127.65	126.15	126.15 when App inop.	CTAF 121.3	121.9
VOR SPI 112.7	Final Apch Crs 134°	Minimum Alt HEDMU 2200' (1612')	MDA(H) (CONDITIONAL) 980' (392')	Apt Elev 598' Rwy 13 588'
MISSED APCH: Climb to 1500' then climbing LEFT turn to 3100' outbound via SPI VOR R-116 to PUWGO/D11.5 and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use Lincoln altimeter setting. 2. VDP not authorized when using Lincoln altimeter setting. 3. Visibility reduction by helicopters not authorized. 4. Pilot controlled lighting 121.3.				



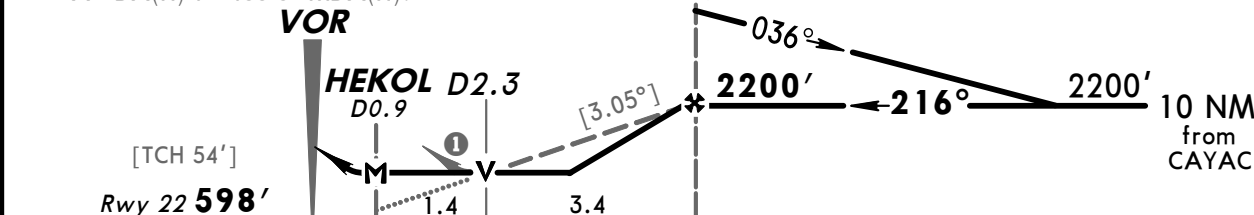
Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-R		1500'	3100'	SPI 112.7	PUWGO
Descent Angle [3.13°]	388	498	554	665	775	886			↑	LT	R-116	
MAP at ESMIF												

STRAIGHT-IN LANDING RWY 13				CIRCLE-TO-LAND			
MDA(H) 980' (392')		MDA(H) 1040' (452')		With Local Altimeter Setting		With Lincoln Altimeter Setting	
With Local Altimeter Setting		With Lincoln Altimeter Setting		Max Kts	MDA(H)	MDA(H)	
A	1	1		90	1160' (562') - 1	1220' (622') - 1	
B				120			
C	1 1/8	1 3/8		140	1160' (562') - 1 1/2	1220' (622') - 1 3/4	
D				165	1200' (602') - 2	1260' (662') - 2	

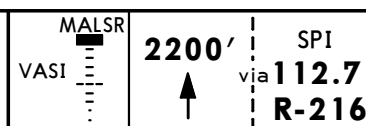
ATIS (ASOS when Twr inop)	*SPRINGFIELD Approach (R)	KANSAS CITY Center	*SPRINGFIELD Tower	*Ground
127.65	126.15	126.15 when App inop.	CTAF 121.3	121.9
VOR SPI 112.7	Final Apch Crs 216°	Minimum Alt CAYAC 2200' (1602')	MDA(H) (CONDITIONAL) 1100' (502')	Apt Elev 598' Rwy 22 598'
MISSED APCH: Climb to 2200' outbound via SPI VOR R-216 then RIGHT turn direct SPI VOR and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use Lincoln altimeter setting. 2. VDP not authorized when using Lincoln altimeter setting. 3. Pilot controlled lighting 121.3.				



Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

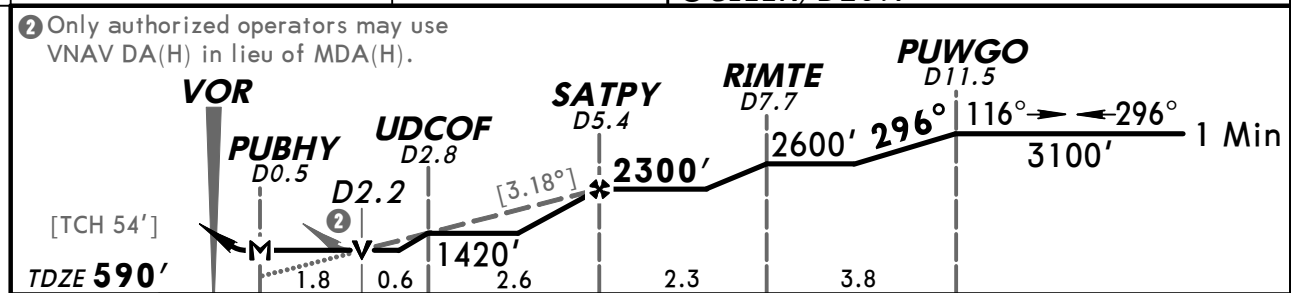
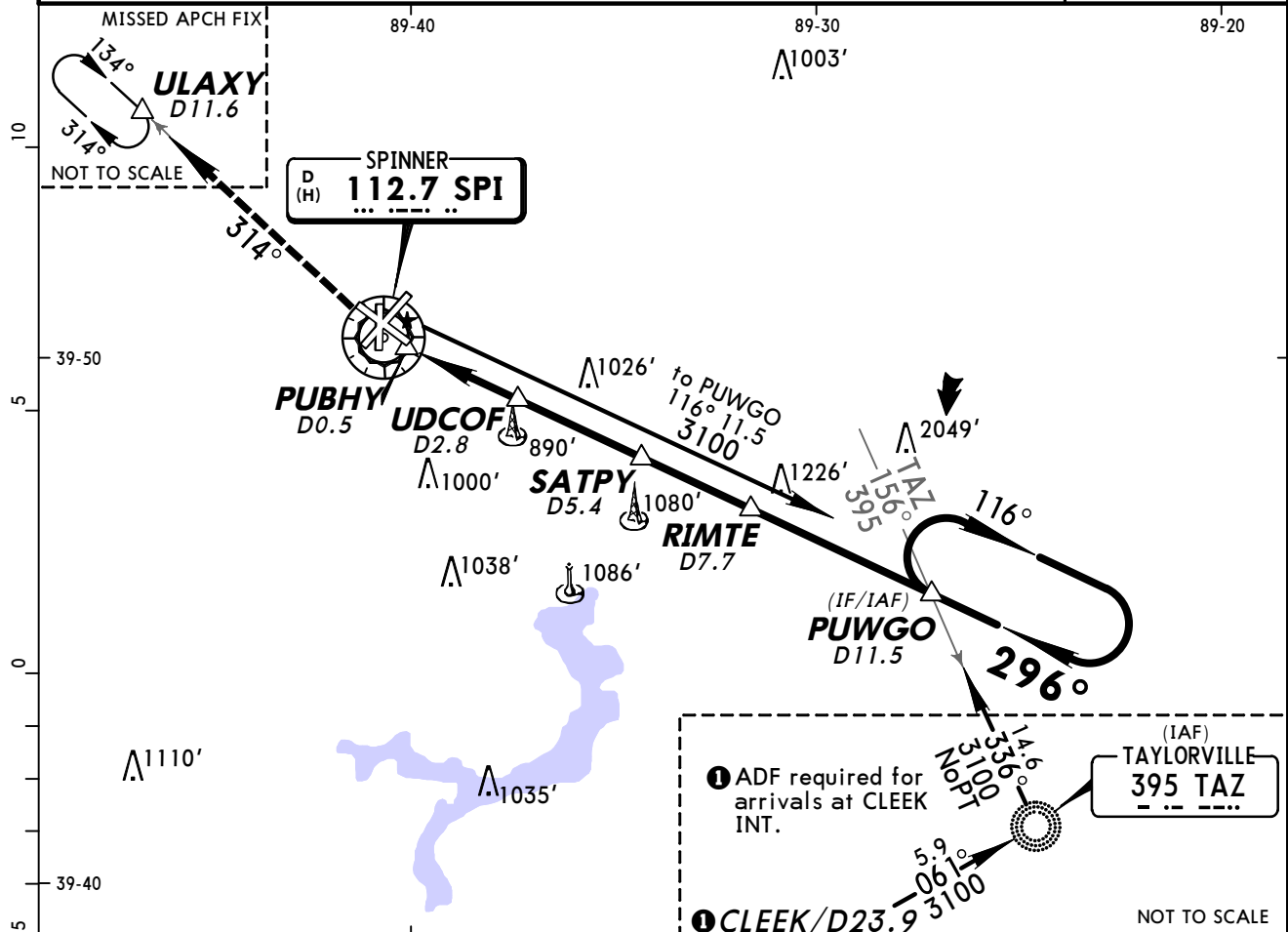


Gnd speed-Kts	70	90	100	120	140	160
Descent Angle [3.05°]	378	486	540	648	755	863
MAP at HEKOL						



STRAIGHT-IN LANDING RWY 22							CIRCLE-TO-LAND			
MDA(H) 1100' (502')				MDA(H) 1160' (562')			With Local Altimeter Setting		With Lincoln Altimeter Setting	
With Local Altimeter Setting				With Lincoln Altimeter Setting			MDA(H)		MDA(H)	
		RAIL out	ALS out			RAIL out	ALS out	Max Kts		
A	1/2	3/4	1	1/2	3/4	1		90	1160'(562')-1	1220'(622')-1
B								120		
C	1	1 1/4		1 1/4	1 1/2			140	1160'(562')-1 1/2	1220'(622')-1 3/4
D								165		

ATIS (ASOS when Twr Inop)	*SPRINGFIELD Approach (R)	KANSAS CITY Center	*SPRINGFIELD Tower	*Ground
127.65	126.15	126.15 when App inop.	CTAF 121.3	121.9
VOR SPI 112.7	Final Apch Crs 296°	Minimum Alt SATPY 2300' (1710')	MDA(H) (CONDITIONAL) 1200' (610')	Apt Elev 598' TDZE 590'
MISSED APCH: Climb to 1500' then climbing RIGHT turn to 2500' outbound via SPI VOR R-314 to ULAXY/D11.6 and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use Lincoln altimeter setting. 2. VDP not authorized when using Lincoln altimeter setting. 3. Pilot controlled lighting 121.3.				
				 MSA SPI VOR



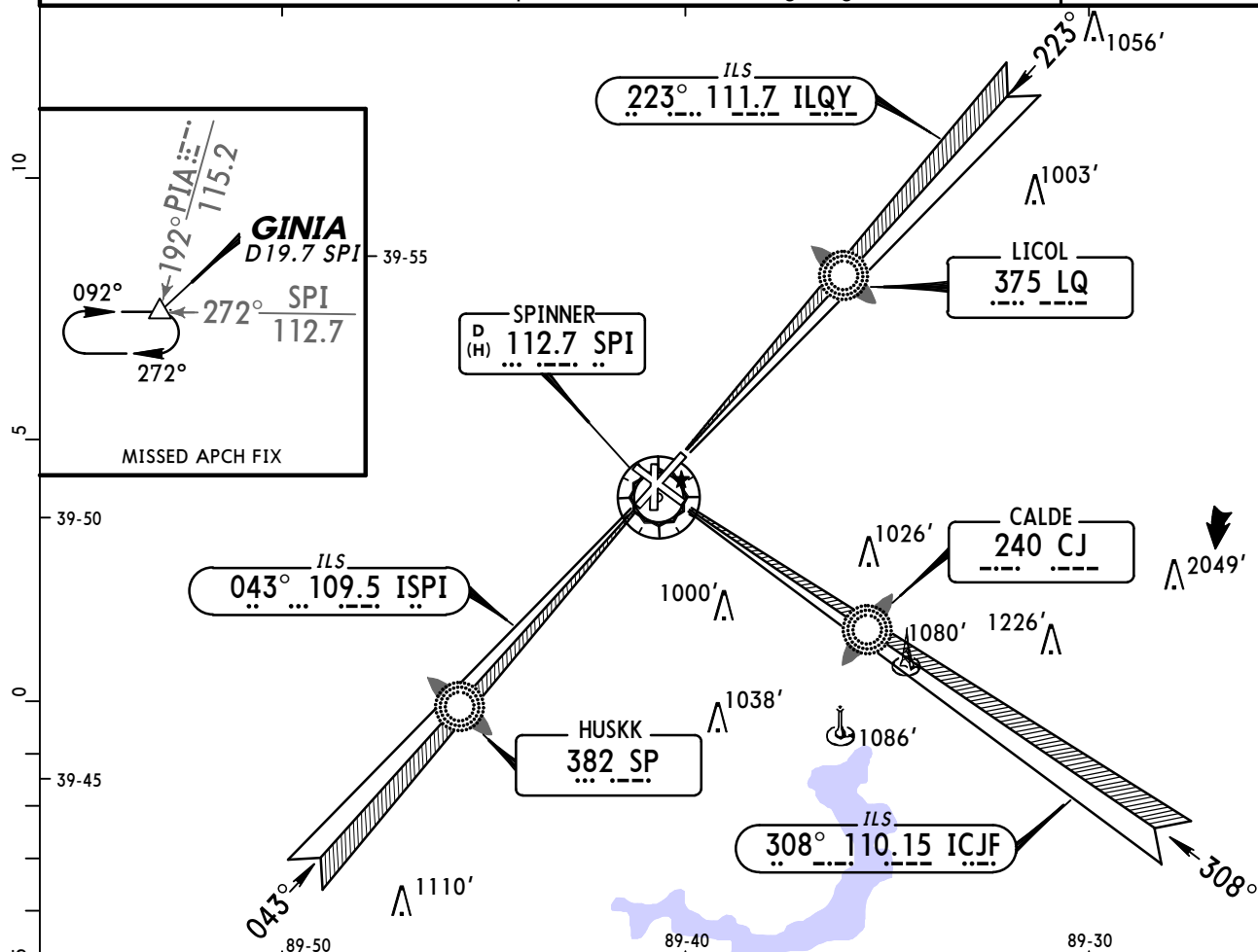
Gnd speed-Kts	70	90	100	120	140	160	MALSR	1500'	2500'	SPI	ULAXY
Descent Angle [3.18°]	394	506	563	675	788	900	VASI	↑	↑	via 112.7	
MAP at PUBHY										R-314	

STRAIGHT-IN LANDING RWY 31						CIRCLE-TO-LAND			
MDA(H) 1200' (610')			MDA(H) 1260' (670')			With Local Altimeter Setting		With Lincoln Altimeter Setting	
With Local Altimeter Setting			With Lincoln Altimeter Setting			MDA(H)		MDA(H)	
RAIL out			RAIL out			Max Kts		Max Kts	
ALS out			ALS out			90		90	
A	1 1/2	3/4	1	1 1/2	3/4	1	1200' (602') - 1	1260' (662') - 1	
B	1 1/2	3/4	1	1 1/2	3/4	120	1200' (602') - 1	1260' (662') - 1	
C	1 1/4	1 3/4	1 1/4	1 3/4	1 3/4	140	1200' (602') - 1 3/4	1260' (662') - 1 3/4	
D	1 1/2	2	1 1/2	2	2	165	1200' (602') - 2	1260' (662') - 2	

ATIS (ASOS when Twr inop)	*SPRINGFIELD Approach (R)	*SPRINGFIELD Radar	KANSAS CITY Center	*SPRINGFIELD Tower	*Ground
127.65	126.15	126.15	126.15 when App inop.	CTAF 121.3	121.9
RADAR	Final Apch Crs By ATC	Minimum Alt No FAF	MDA(H) Refer to Minimums	Apt Elev 598' TDZE -See below	No MSA published

Missed Approach-See below

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
1. Use local altimeter setting; if not received, use Lincoln altimeter setting.
2. Procedure not authorized when Twr inop. 3. Pilot controlled lighting 121.3.



MISSED APPROACH:

Runway 4: Climb to 1700', then climbing LEFT turn to 3200' outbound via SPI VOR R-272 to GINIA INT/D19.7 SPI and hold.
Runway 22: Climb to 1700', then climbing RIGHT turn to 3200' outbound via SPI VOR R-272 to GINIA INT/D19.7 SPI and hold.
Runway 31: Climb to 1700', then climbing LEFT turn to 3200' outbound via SPI VOR R-272 to GINIA INT/D19.7 SPI and hold.

RWY 4 TDZE 593' RWY 22 TDZE 598' RWY 31 TDZE 590'

ASR Rwy 4, 22, 31: MAP at Rwy Thr

Lighting - Refer to Airport Chart
Refer to Missed Apch above

1 ASR 4			STRAIGHT-IN LANDING			3 ASR 31			4 CIRCLE-TO-LAND	
MDA(H) 1060' (472')			MDA(H) 1100' (502')			MDA(H) 1240' (650')			Max Kts	MDA(H)
RAIL out	ALS out		RAIL out	ALS out		RAIL out	ALS out		90	1240' (642')-1
A	RVR 24 or 1/2	RVR 40 or 3/4	1/2	3/4	1	1/2	3/4	1	120	
B									140	1240' (642')-1 1/2
C									165	1240' (642')-2
D	RVR 50 or 1	1 1/2	1	1 1/4		1 1/2	2			

1 MDA(H) 1120' (532') VIS CAT C 3/4 with Lincoln altimeter setting. 2 MDA(H) 1160' (562') VIS CAT C and D 1 1/2 with Lincoln altimeter setting. 3 MDA(H) 1300' (710') with Lincoln altimeter setting. 4 MDA(H) 1300' (702') VIS CAT C 1 3/4 with Lincoln altimeter setting.

General Information

Location: Quincy IL USA
IATA Code: UIN
Lat/Long: N39° 56.6' W091° 11.7'
Elevation: 769 ft

Airport Use: Public
Magnetic Variation: 0.5°W
Sectional Chart: Kansas City

Fuel Types: 100 Octane (LL), Jet A
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: No
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes
Pattern Altitude: 1000 ft AGL

Sunrise: 1241 Z
Sunset: 2354 Z,

Runway Information

Runway: 04
Length x Width: 7098 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 760 ft
Lighting: Edge, ALS, Pilot controlled

Runway: 13
Length x Width: 5397 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 767 ft
Lighting: Edge, Pilot controlled

Runway: 18
Length x Width: 5877 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 760 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 22
Length x Width: 7098 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 747 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 31
Length x Width: 5397 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 769 ft
Lighting: Edge, Pilot controlled

Runway: 36
Length x Width: 5877 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 759 ft
Lighting: Edge, Pilot controlled
Displaced Threshold: 477 ft

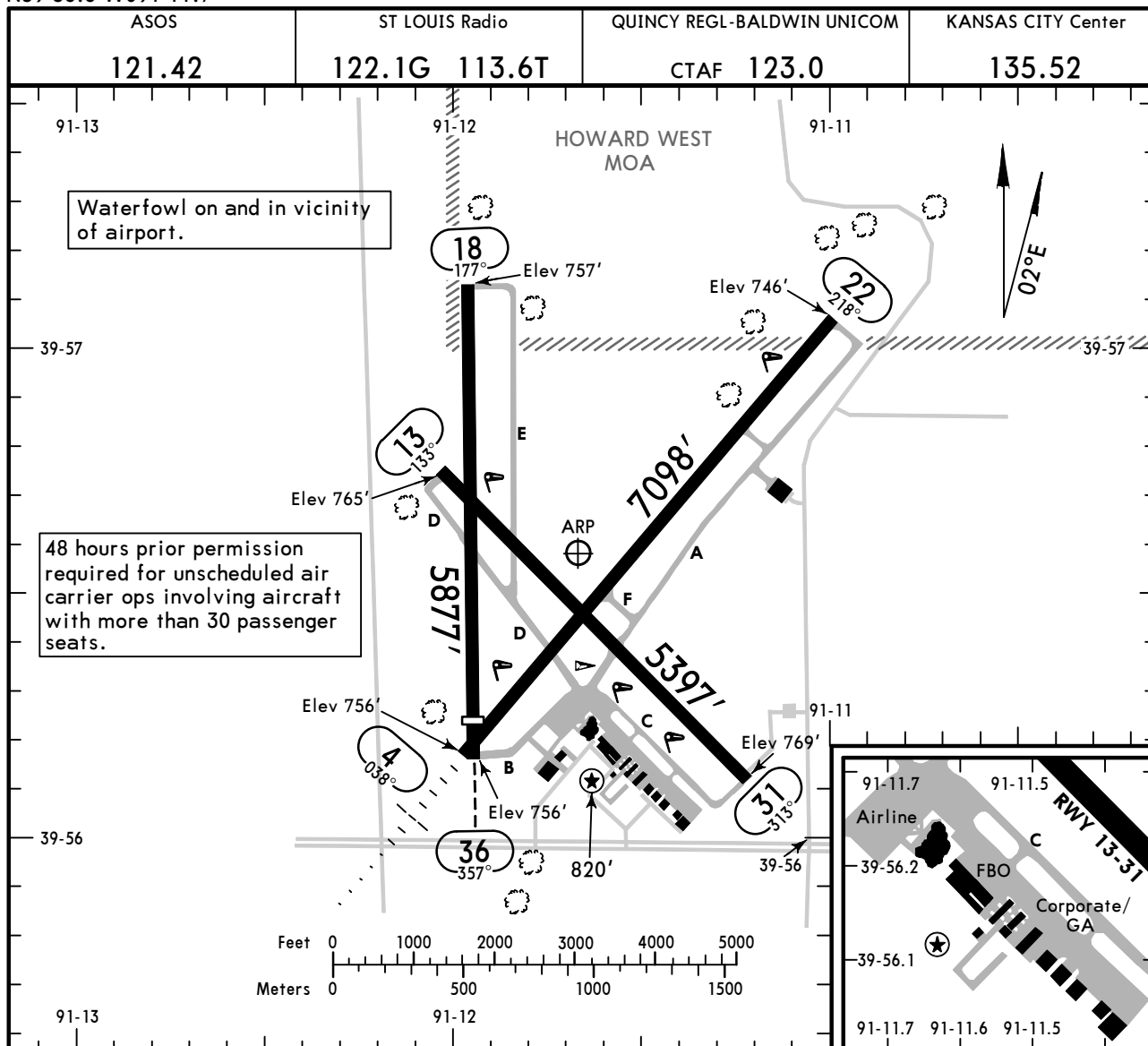
Communication Information

ASOS 121.425
Quincy Regional-Baldwin Unicom 123.0 CTAF PCL
St Louis Flight Service Station 122.5 RCO
St Louis Flight Service Station 122.1 RCO
St Louis Flight Service Station 113.6 RCO
Kansas City Center 135.525 Remote Communications Air-Ground

QUINCY, ILL
Apt Elev 769'
N39 56.6 W091 11.7

JEPPESSEN
20 AUG 10 (10-9)

QUINCY REGL-BALDWIN
KANSAS CITY Center



ADDITIONAL RUNWAY INFORMATION

RWY				USABLE LENGTHS		TAKE-OFF	WIDTH
				Threshold	Landing Beyond Glide Slope		
4	① HIRL ② MALSR	grooved			6364'		150'
22	① HIRL REIL VASI-L	grooved					
13	② MIRL ② VASI-L	grooved	③ 5123'				150'
31	② MIRL ② PAPI-R (angle 3.0°)	grooved	④ 5146'				
18	② MIRL REIL		⑤ 5400'			5400'	150'
36	② MIRL		5400'			5400'	

- ① Preset low intensity, increase intensity on 123.0.
- ② Activate on 123.0.
- ③ Last 273' is unavailable for landing distance computations.
- ④ Last 250' is unavailable for landing distance computations.
- ⑤ Last 477' is unavailable for landing distance computations.

TAKE-OFF			FOR FILING AS ALTERNATE		
All Rwys			Authorized Only When Local Weather Available		
Adequate Vis Ref		STD	ILS Rwy 4 LOC Rwy 4 NDB Rwy 4	RNAV (GPS) Rwy 4 RNAV (GPS) Rwy 13 RNAV (GPS) Rwy 18 RNAV (GPS) Rwy 22	RNAV (GPS) Rwy 31 RNAV (GPS) Rwy 36 VOR Rwy 4 VOR DME Rwy 22
1 & 2 Eng	1/4	1	NA	800-2	800-2
3 & 4 Eng		1/2			

CHANGES: Rwys 18-36, 13-31 lengths, usable lengths, note added.

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BRIEFING STRIP™

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CHANGES: Approach transitions, notes.

BRIEFING STRIP™

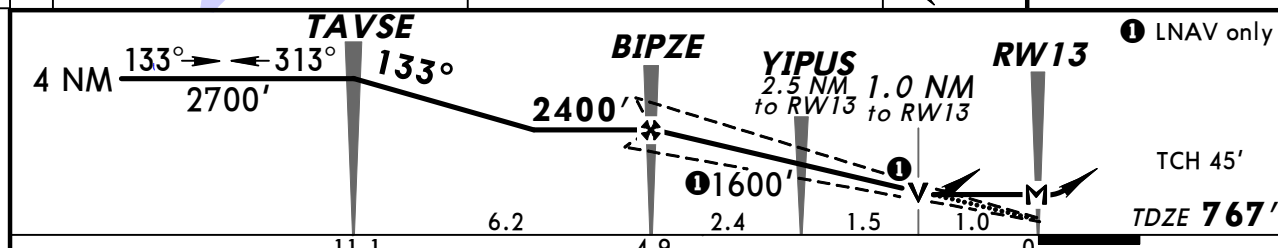
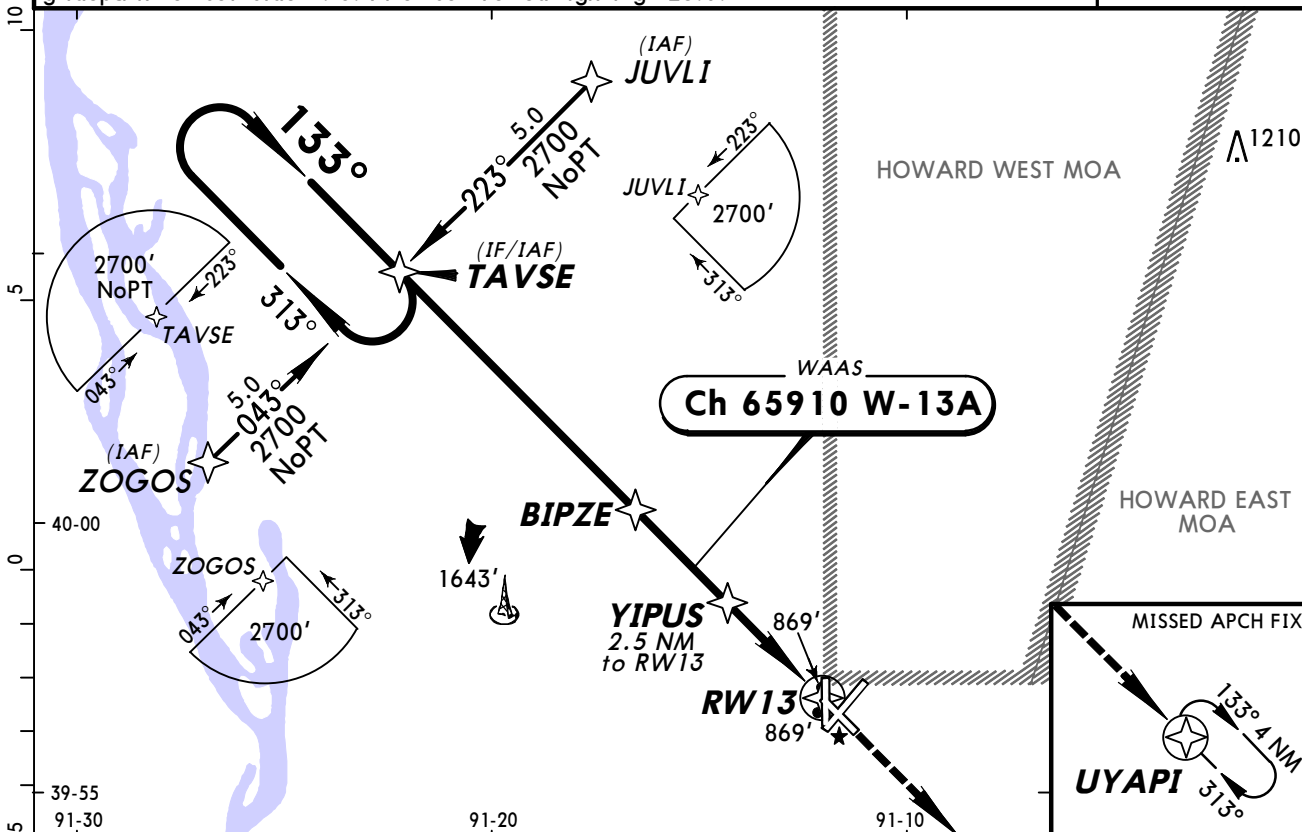


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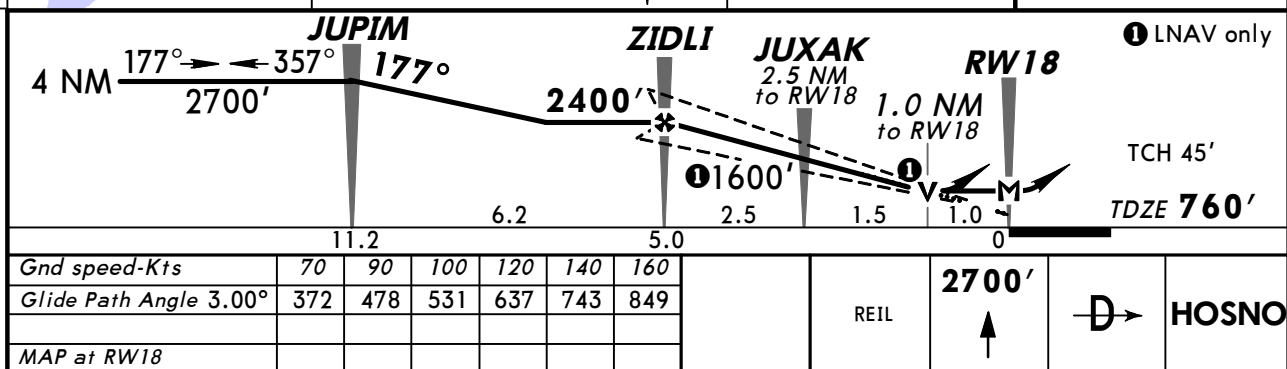
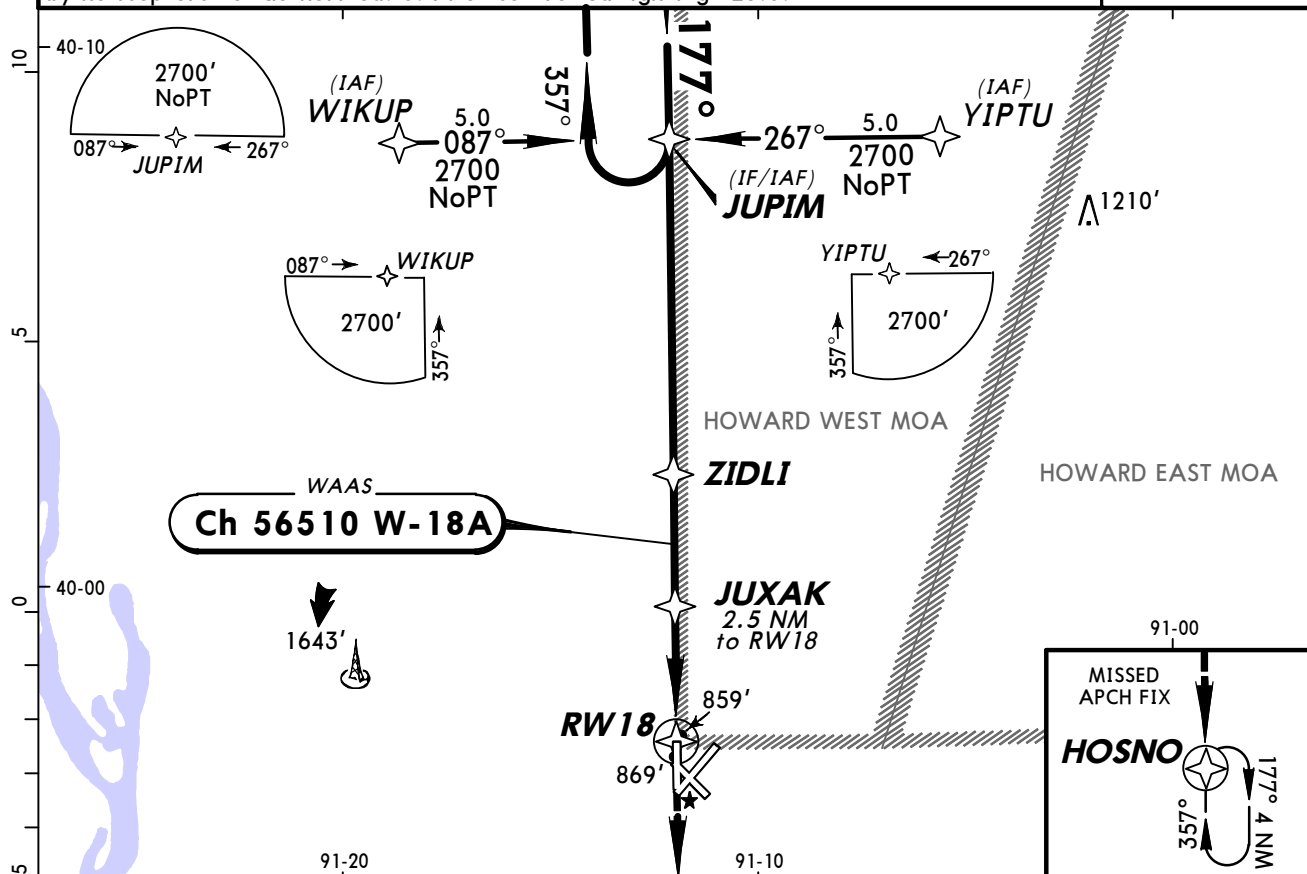
BRIEFING STRIP™



<i>Gnd speed-Kts</i>	70	90	100	120	140	160	VASI-L	2700'		UYAP
<i>Glide Path Angle 3.00°</i>	372	478	531	637	743	849				
<i>MAP at RW13</i>										

STRAIGHT-IN LANDING RWY 13 With Local Altimeter Setting					CIRCLE-TO-LAND With Local Altimeter Setting	
LPV		RNAV/VNAV	RNAV	Max Kts	MDA(H)	
DA(H) 1116'(349')		DA(H) 1139'(372')	MDA(H) 1120'(353')	90	1180'(411')-1	
A	1¼	1¼	1	120	1220'(451')-1	
B				140	1220'(451')-1½	
C				1¼	165	1320'(551')-2
D						
With Pittsfield Altimeter Setting					With Pittsfield Altimeter Setting	
DA(H) 1186'(419')		DA(H) 1209'(442')	MDA(H) 1200'(433')	Max Kts	MDA(H)	
A	1½	1½	1	90	1260'(491')-1	
B				120	1300'(531')-1	
C				140	1300'(531')-1½	
D			165	1400'(631')-2		

BRIEFING STRIP™



STRAIGHT-IN-LANDING RWY 18 With Local Altimeter Setting					CIRCLE-TO-LAND With Local Altimeter Setting	
LPV <i>DA(H)</i> 1115' (355')		LNAV/VNAV <i>DA(H)</i> 1129' (369')		LNAV <i>MDA(H)</i> 1120' (360')		
A	1¼	1¼	1	Max Kts	<i>MDA(H)</i> _____	
B				90	1180' (411')-1	
C				120	1220' (451')-1	
D			140	1220' (451')-1½		
			1½	165	1320' (551')-2	
With Pittsfield Altimeter Setting					With Pittsfield Altimeter Setting	
<i>DA(H)</i> 1185' (425')		<i>DA(H)</i> 1199' (439')		<i>MDA(H)</i> 1200' (440')		
A	1½	1½	1	Max Kts	<i>MDA(H)</i> _____	
B				90	1260' (491')-1	
C				120	1300' (531')-1	
D			140	1300' (531')-1½		
			1½	165	1400' (631')-2	

CHANGES: New procedure.

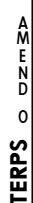
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BRIEFING STRIP™



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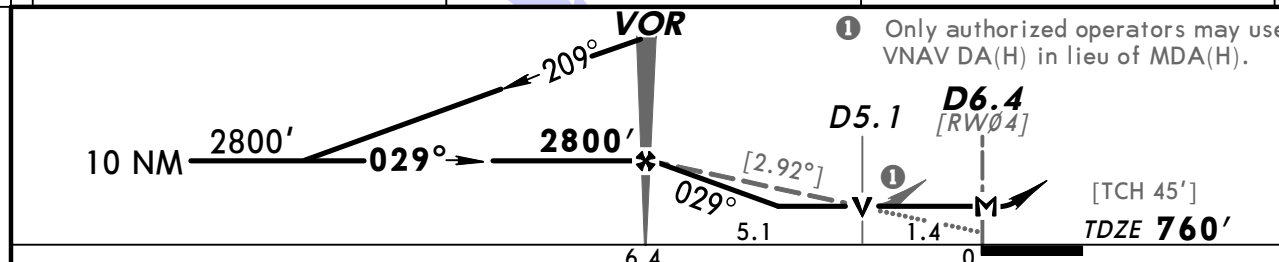
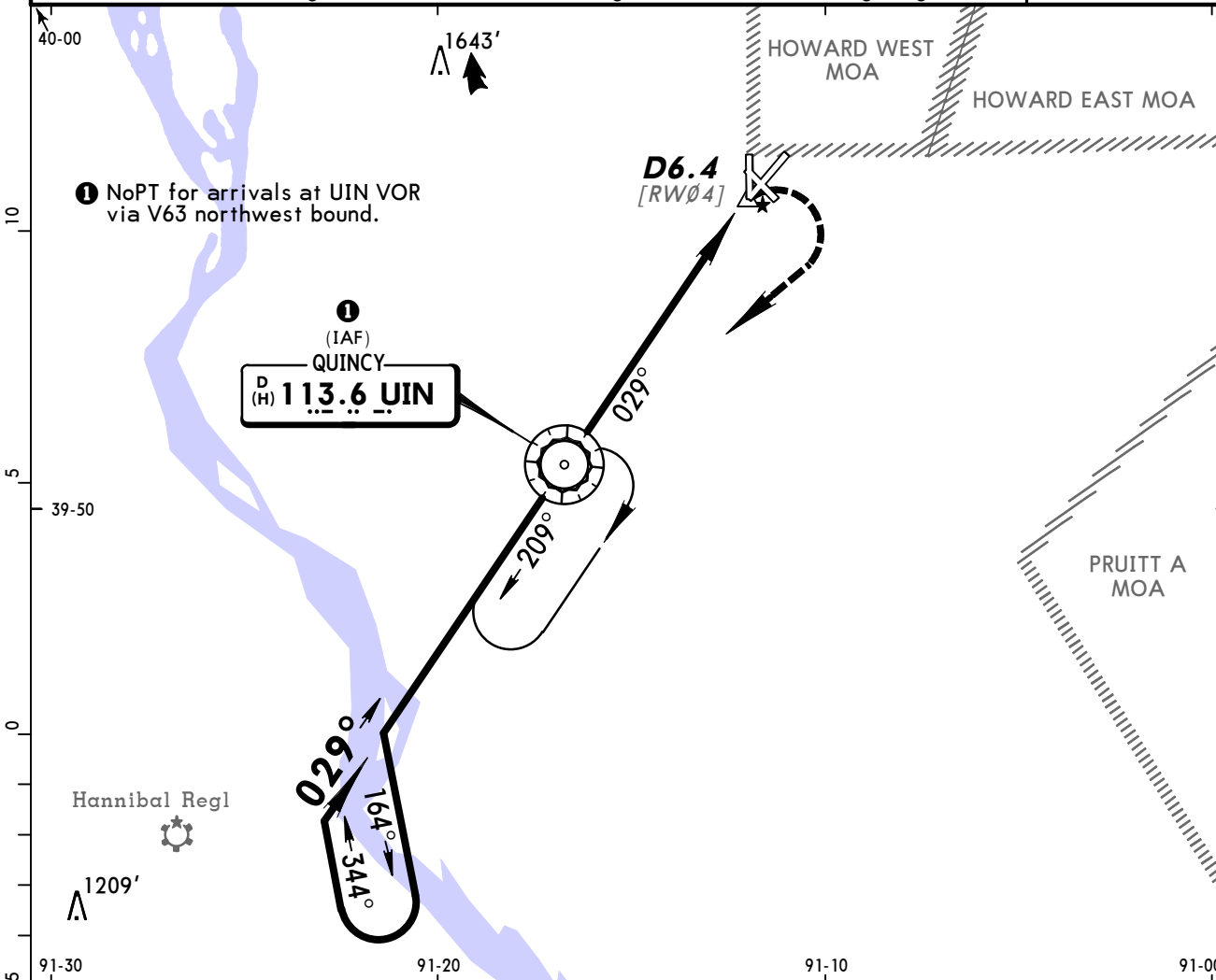
BRIEFING STRIP™



STRAIGHT-IN LANDING RWY 36 With Local Altimeter Setting					CIRCLE-TO-LAND With Local Altimeter Setting	
LPV <i>DA(H)</i> 1073' (314')		LNAV/VNAV <i>DA(H)</i> 1181' (422')		LNAV <i>MDA(H)</i> 1140' (381')		
A	1	1½	1	Max Kts	<i>MDA(H)</i>	
B				90	1180' (411')- 1	
C				120	1220' (451')- 1	
D			140	1220' (451')- 1½		
			1¼	165	1320' (551')- 2	
With Pittsfield Altimeter Setting					With Pittsfield Altimeter Setting	
<i>DA(H)</i> 1143' (384')		<i>DA(H)</i> 1251' (492')		<i>MDA(H)</i> 1220' (461')		
A	1¼	1¾	1	Max Kts	<i>MDA(H)</i>	
B				90	1260' (491')- 1	
C				120	1300' (531')- 1	
D			140	1300' (531')- 1½		
			1½	165	1400' (631')- 2	

BRIEFING STRIP

ASOS 121.42	KANSAS CITY Center 135.52	ST LOUIS Radio 122.1G 113.6T	QUINCY REGL-BALDWIN UNICOM CTAF 123.0		
VOR UIN 113.6	Final Apch Crs 029°	Minimum Alt VOR 2800' (2040')	MDA(H) 1240' (480')	Apt Elev 769' TDZE 760'	2700' MSA UIN VOR
MISSED APCH: Climbing RIGHT turn to 2800' direct UIN VOR and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'					
1. Use local altimeter setting; if not received, use Pittsfield altimeter setting. 2. VDP not authorized when using Pittsfield altimeter setting. 3. Pilot controlled lighting 123.0.					



Gnd speed-Kts	70	90	100	120	140	160			
Descent angle [2.92°]	362	465	517	620	723	826			
MAP at D6.4 or VOR to MAP	6.4	5:29	4:16	3:50	3:12	2:45	2:24		

STRAIGHT-IN LANDING RWY4						CIRCLE-TO-LAND			
With Local Altimeter Setting			With Pittsfield Altimeter Setting			With Local Altimeter Setting		With Pittsfield Altimeter Setting	
MDA(H) 1240' (480')			MDA(H) 1320' (560')			MDA(H)		MDA(H)	
	RAIL out	ALS out		RAIL out	ALS out	Max Kts			
A	1/2	3/4	1	1/2	3/4	90	1240' (471')-1	1320' (551')-1	
B	3/4	1 1/4	1	1 1/2	2	120	1240' (471')-1 1/2	1320' (551')-1 1/2	
C	1	1 1/2	1 1/4	1 3/4	2 1/2	140	1320' (551')-2	1400' (631')-2	
D						165			

ASOS

121.42

KANSAS CITY Center

135.52

ST LOUIS Radio

122.1G 113.6T

QUINCY REGL-BALDWIN UNICOM

CTAF 123.0

VOR

UIN

113.6

Final

Apch Crs

211°

Minimum Alt

CATSY

2400' (1651')

MDA(H)

(CONDITIONAL)

1140' (391')

Apt Elev 769'

TDZE 749'

MISSED APCH: Climb to 2400' direct UIN VOR and hold.

Alt Set: INCHES

Trans level: FL 180

Trans alt: 18000'

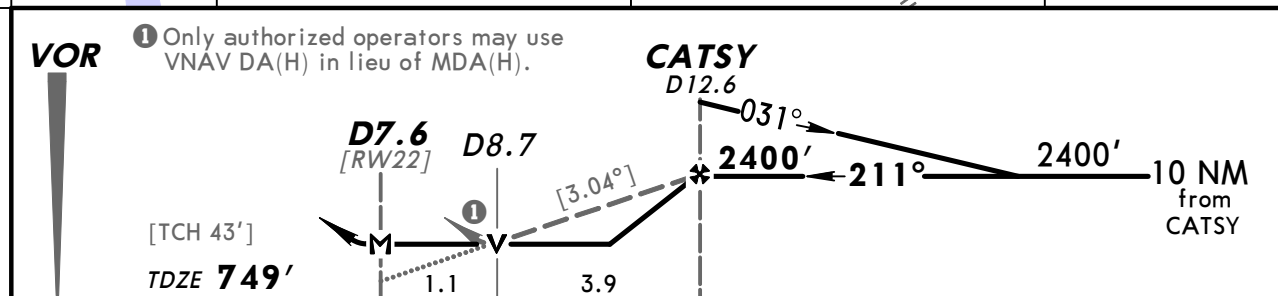
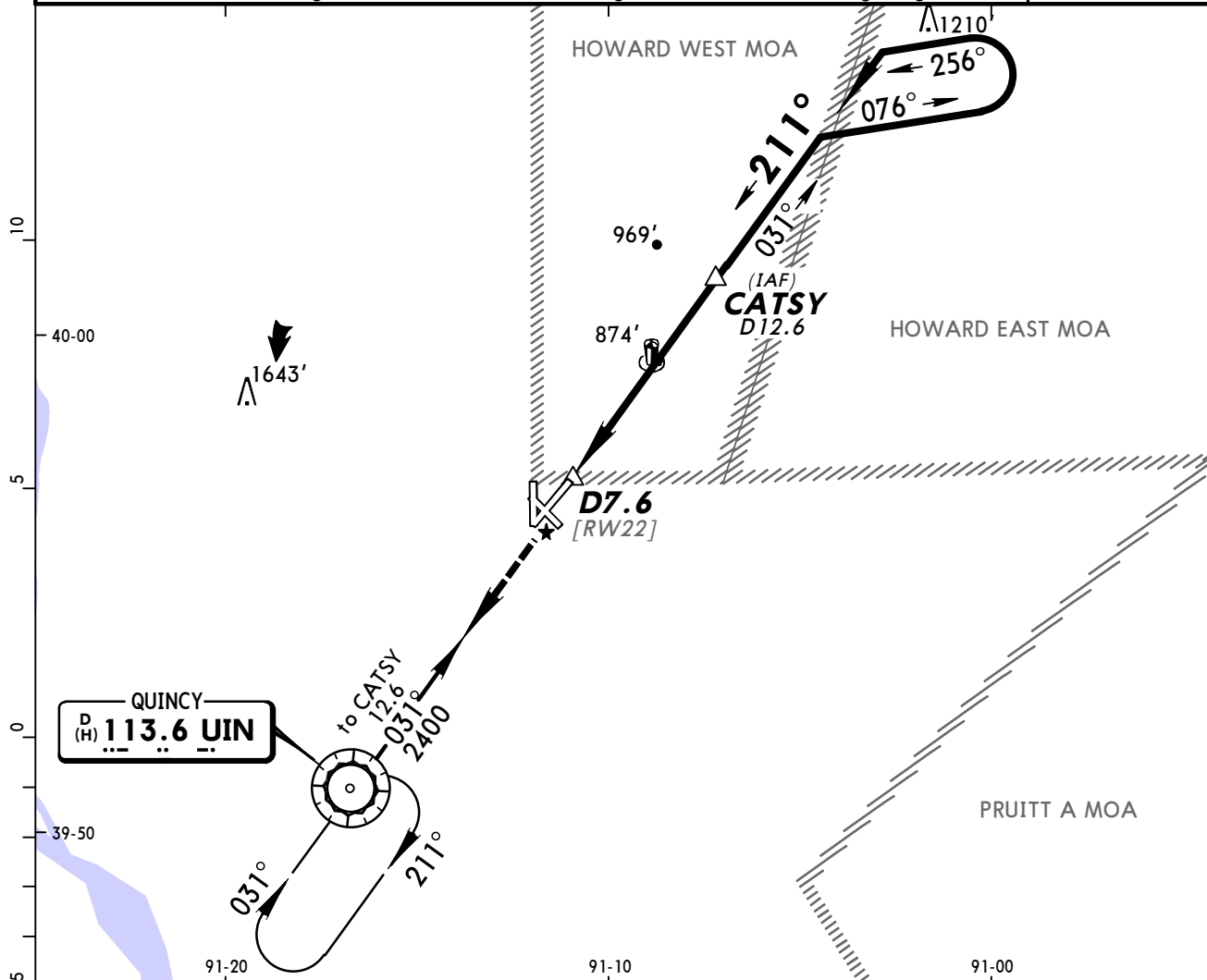
1. Use local altimeter setting; if not received, use Pittsfield altimeter setting. 2. VDP not authorized when using Pittsfield altimeter setting. 3. Pilot controlled lighting 123.0.

2700'

MSA UIN VOR

BRIEFING STRIP

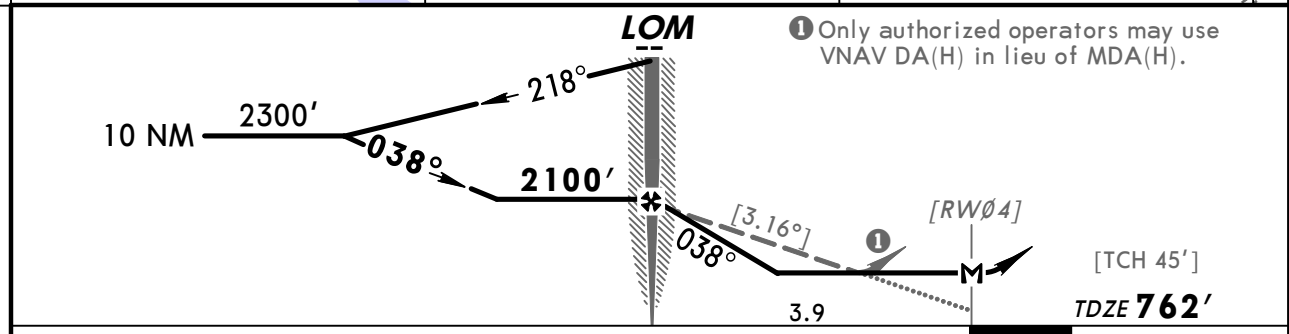
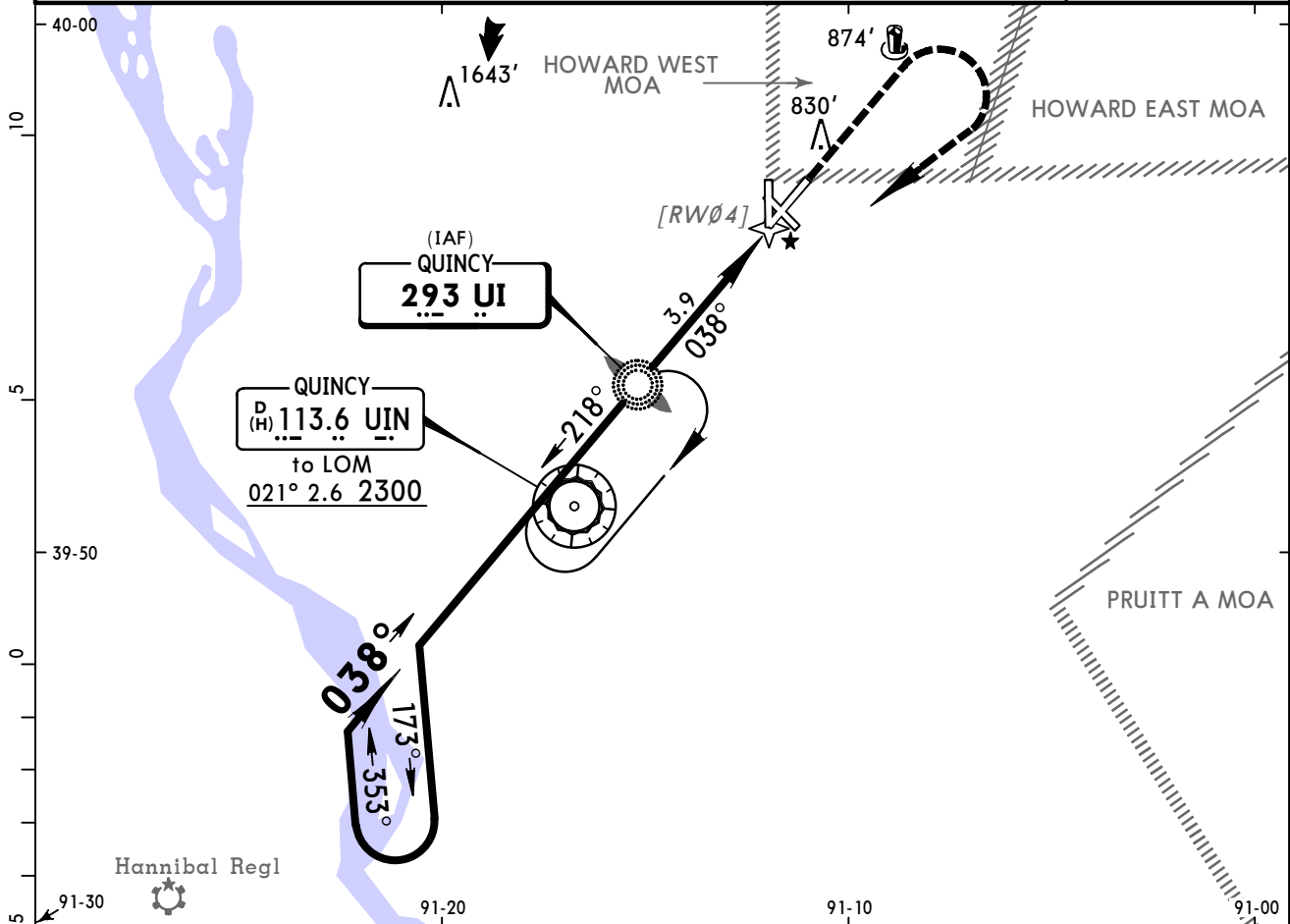
TM



Gnd Speed-Kts	70	90	100	120	140	160	REIL	2400'	UIN
Descent angle [3.04°]	376	484	538	645	753	861	VASI-L	↑	113.6
MAP at D7.6									

STRAIGHT-IN LANDING RWY22			CIRCLE-TO-LAND		
MDA(H) 1140' (391')		MDA(H) 1220' (471')		With Local Altimeter Setting	
With Local Altimeter Setting		With Pittsfield Altimeter Setting		With Pittsfield Altimeter Setting	
A	1	1	Max Kts	MDA(H)	MDA(H)
B	1	1	90	1200' (431')-1	1280' (511')-1
C			120	1220' (451')-1	1300' (531')-1
D	1 1/4	1 1/4	140	1220' (451')-1 1/2	1300' (531')-1 1/2
			165	1320' (551')-2	1400' (631')-2

ASOS 121.42	KANSAS CITY Center 135.52	ST LOUIS Radio 122.1G 113.6T	QUINCY REGL-BALDWIN UNICOM CTAF 123.0
LOM UI 293	Final Apch Crs 038°	Minimum Alt LOM 2100' (1338')	MDA(H) 1180' (418')
Apt Elev 768' TDZE 762'			
MISSED APCH: Climb to 1500' then climbing RIGHT turn to 2300' direct UI LOM and hold.			
Alt Set: INCHES 1. Pilot controlled lighting 123.0.		Trans level: FL 180	Trans alt: 18000'
2700' MSA UI LOM			



Gnd speed-Kts	70	90	100	120	140	160	MALSR	1500'	2300'	→	UI
Descent angle [3.16°]	391	503	559	671	783	895		↑	RT		293
LOM to MAP	3.9	3:21	2:36	2:20	1:57	1:40	1:28				

STRAIGHT-IN LANDING RWY4				CIRCLE-TO-LAND			
MDA(H) 1180' (418')							
RAIL out		ALS out		Max Kts	MDA(H)		
A	3/4		1	90	1200' (432') - 1		
B				120	1220' (452') - 1		
C	3/4	1 1/4		140	1220' (452') - 1 1/2		
D	1			165	1320' (552') - 2		

Chart changes since cycle 03-2012

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
ALTON-ST LOUIS, IL (ST LOUIS REGL - KALN)				
CHICAGO/AURORA, IL (AURORA MUN - KARR)				
BELLEVILLE, IL (SCOTT AFB/MIDAMERICA - KBLV)				
BLOOMINGTON, IL (CENTRAL ILL REGL AT BLOOMINGTO - KBMI)				
REV	AIRPORT, PARKING GATES & ...	10-9	17 Feb 2012	
REV	AIRPORT INFO, TAKE-OFF MN...	10-9A	17 Feb 2012	
REV	RNAV (GPS) RWY 20	12-3	17 Feb 2012	
REV	RNAV (GPS) RWY 29	12-4	17 Feb 2012	
CHAMPAIGN-URBANA, IL (UNIV OF ILLINOIS-WILLARD - KCMJ)				
CAHOKIA/ST LOUIS, IL (ST LOUIS DOWNTOWN - KCPS)				
REV	ILS OR LOC RWY 30L	11-1	17 Feb 2012	
REV	RNAV (GPS) RWY 12R	12-1	17 Feb 2012	
REV	RNAV (GPS) RWY 30L	12-2	17 Feb 2012	
REV	AIRPORT, AIRPORT INFO, TA...	APT	17 Feb 2012	
DECATUR, IL (DECATUR - KDEC)				
DE KALB, IL (DE KALB TAYLOR MUN - KDKB)				
CHICAGO, IL (DUPAGE - KDPA)				
REV	AIRPORT, AIRPORT INFO	50-9	17 Feb 2012	
REV	AIRPORT INFO (CONTD), TAK...	50-9A	17 Feb 2012	
REV	ILS OR LOC RWY 2L	51-1	17 Feb 2012	
REV	ILS OR LOC RWY 10	51-2	17 Feb 2012	
REV	RNAV (GPS) RWY 10	52-1	17 Feb 2012	
REV	RNAV (GPS) RWY 20R	52-2	17 Feb 2012	
REV	VOR OR GPS RWY 2L	53-1	17 Feb 2012	
REV	VOR RWY 10	53-2	17 Feb 2012	
CHICAGO/ROMEOVILLE, IL (LEWIS UNIVERSITY - KLOT)				
CARBONDALE-MURPHYSBORO, IL (SOUTHERN ILLINOIS - KMDH)				
CHICAGO, IL (CHICAGO MIDWAY INTL - KMDW)				
MOLINE, IL (QUAD-CITY INTL. - KMLI)				
MATTOON-CHARLESTON, IL (COLES CO MEML - KMTO)				
MARION, IL (WILLIAMSON CO REGL - KMWA)				
REV	ILS OR LOC RWY 20	11-1	17 Feb 2012	
REV	RNAV (GPS) RWY 2	12-1	17 Feb 2012	
REV	RNAV (GPS) RWY 20	12-2	17 Feb 2012	
REV	VOR RWY 2	13-1	17 Feb 2012	
REV	VOR RWY 20	13-2	17 Feb 2012	
REV	NDB RWY 20	16-1	17 Feb 2012	
REV	AIRPORT, AIRPORT INFO, TA...	APT	17 Feb 2012	
CHICAGO, IL (CHICAGO-O'HARE INTL - KORD)				
PEORIA, IL (GEN DOWNING-PEORIA INTL - KPIA)				

CHICAGO/ROCKFORD, IL (CHICAGO/ROCKFORD INTL - KRFD)

REV	AIRPORT	120-9	17 Feb 2012
REV	AIRPORT INFO, TAKE-OFF MN...	120-9A	17 Feb 2012
REV	LOW VIS TAXI ROUTES	120-9B	17 Feb 2012
REV	ILS RWY 1	121-1	17 Feb 2012
REV	ILS OR LOC RWY 7	121-2	17 Feb 2012
REV	ILS RWY 7 CAT II & III	121-2A	17 Feb 2012
REV	LOC (BACK CRS) RWY 19	121-3	17 Feb 2012
REV	RNAV (GPS) RWY 1	122-1	17 Feb 2012
REV	RNAV (GPS) RWY 7	122-2	17 Feb 2012
REV	RNAV (GPS) RWY 19	122-3	17 Feb 2012
REV	RNAV (GPS) Y RWY 25	122-4	17 Feb 2012
REV	RNAV (GPS) Z RWY 25	122-5	17 Feb 2012
REV	NDB RWY 1	126-1	17 Feb 2012
REV	RADAR-1 ASR RWY 1, 7, 25	128-1	17 Feb 2012

SPRINGFIELD, IL (ABRAHAM LINCOLN CAPITAL - KSPI)

QUINCY, IL (QUINCY REGL-BALDWIN - KUIN)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport KALN

Type: Terminal

Effectivity: Temporary

Begin Date: 20110505

End Date: Until Further Notice

TAKEOFF MNMS CHANGED TO AMENDMENT NO. 2

No Chart Change Notices for Airport KARR

No Chart Change Notices for Airport KBLV

Chart Change Notices for Airport KBMI

Type: Terminal

Effectivity: Temporary

Begin Date: 20111215

End Date: Until Further Notice

(11-4) ILS OR LOC RWY 29 Change AMDT 10A

No Chart Change Notices for Airport KCMI

No Chart Change Notices for Airport KCPS

No Chart Change Notices for Airport KDEC

No Chart Change Notices for Airport KDKB

No Chart Change Notices for Airport KDPA

No Chart Change Notices for Airport KLOT

No Chart Change Notices for Airport KMDH

No Chart Change Notices for Airport KMDW

Chart Change Notices for Airport KMLI

Type: Terminal

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

(11-2, 12-5) LOC RWY 10, RNAV (GPS) RWY 28 REIL and PAPI decommissioned

No Chart Change Notices for Airport KMT0

No Chart Change Notices for Airport KMWA

Chart Change Notices for Airport KORD

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

(21-7) ILS or LOC Rwy 14R, (21-7A) ILS Rwy 14R CAT II & III IM decmsnd.

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

O'HARE NORTH TOWER FREQ 128.15 HAS CHANGED TO O'HARE TOWER FREQ 128.15. (NORTH HAS BEEN REMOVED)

No Chart Change Notices for Airport KPIA

No Chart Change Notices for Airport KRFD

Chart Change Notices for Airport KSPI

Type: Terminal

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

(11-1) ILS or LOC Rwy 4 Amend 25D chgd to 25E, Reference date chgd to 15 DEC 2011. (13-3) VOR DME Rwy 22 Amend 0A chgd to 0B, Reference date chgd to 15 DEC 2011. (18-1) RADAR-1 Amend 9A chgd to 9B, Reference date chgd to 15 DEC 2011.

No Chart Change Notices for Airport KUIN