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General Information

Location: Bloomington IN USA
IATA Code: BMG
Lat/Long: N39° 08.8' W086° 37.0'
Elevation: 846 ft

Airport Use: Public
Magnetic Variation: 3.9°W
Sectional Chart: St Louis

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: 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: 1222 Z
Sunset: 2336 Z,

Runway Information

Runway: 06
Length x Width: 3798 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 840 ft
Lighting: Edge, REIL, Pilot controlled
Displaced Threshold: 304 ft

Runway: 17
Length x Width: 6500 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 846 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 24
Length x Width: 3798 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 841 ft
Lighting: Edge, REIL, Pilot controlled
Displaced Threshold: 222 ft

Runway: 35
Length x Width: 6500 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 844 ft
Lighting: Edge, ALS, Pilot controlled

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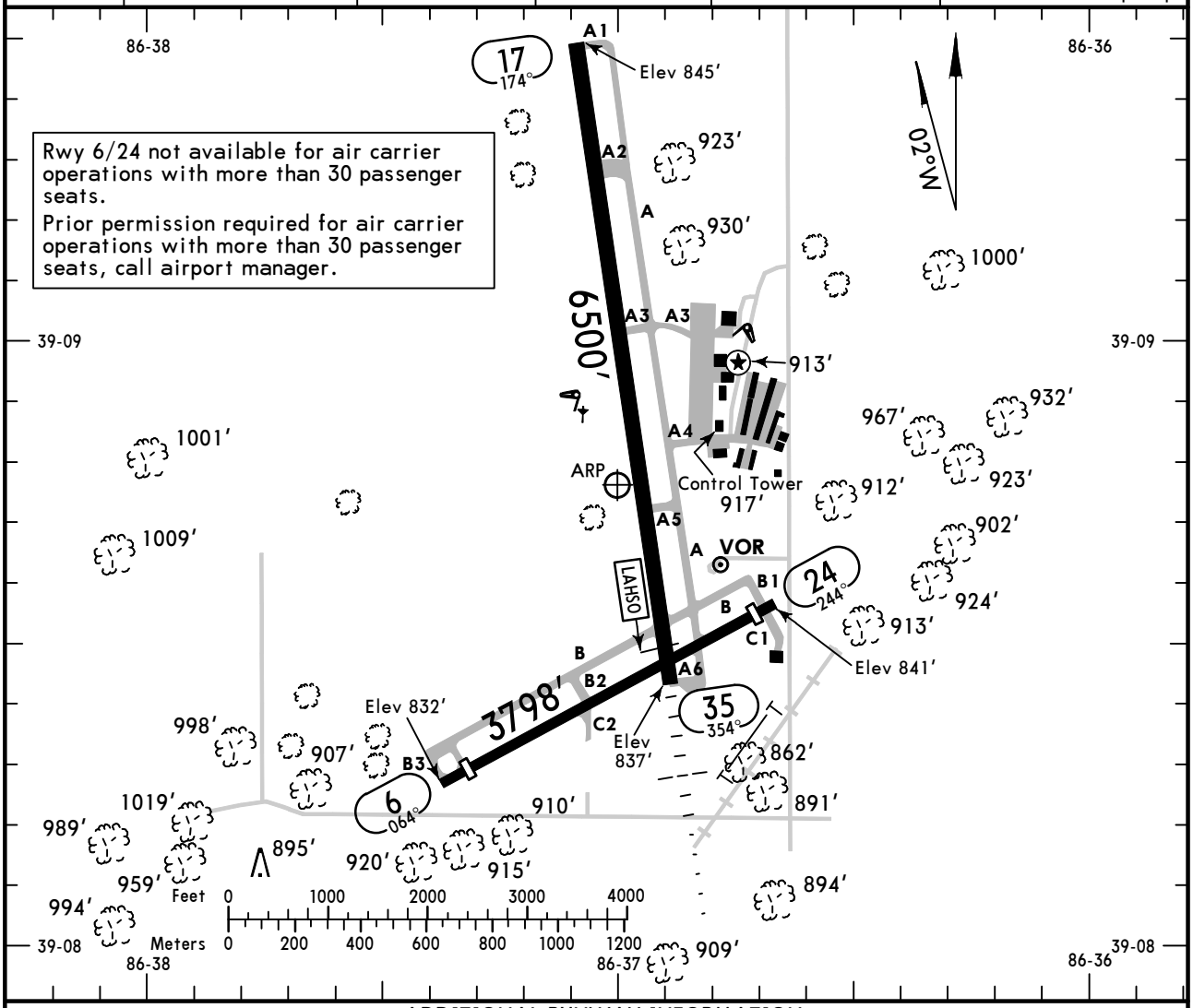
Communication Information

ASOS 110.2
Bloomington Tower Tower 120.775 CTAF PCL
Bloomington Ground Ground Control 121.9
Hulman Approach Control 128.025
Hulman Departure Control 128.025
Monroe Co Traffic Unicom 122.95
Terre Haute Flight Service Station 122.1 RCO
Terre Haute Flight Service Station 110.2 RCO
Indianapolis Center 132.2 Remote Communications Air-Ground

ASOS	*BLOOMINGTON Ground	*Tower	UNICOM 122.95	*HULMAN Departure (R)	INDIANAPOLIS Center (R)
110.2	121.9	CTAF 120.77		128.02	132.2 when Dep inop.



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	LAHSO Distance	TAKE-OFF	WIDTH
6 / 24	❶ MIRL REIL VASI-L (angle 4.00°) grooved	3494′ / 3576′				100′
17	❶ HIRL REIL VASI-L grooved			6/24 ❷6100′		150′
35	❶ HIRL ❶ MALSR grooved		5535′			

❶ Activate on 120.77 when Twr inop.
❷ LAHSO point prior to the intersection of Rwy 6/24.

TAKE-OFF

	Rwys 6, 17, 35 Adequate Vis Ref	Rwys 6, 17, 35 STD	Rwy 24
1 & 2 Eng	1/4	1	300-1
3 & 4 Eng		1/2	

FOR FILING AS ALTERNATE

	Authorized Only When Local Weather Available ILS Rwy 35	VOR Rwy 17 VOR DME Rwy 35	Authorized Only When Local Weather Available LOC DME Rwy 35 RNAV (GPS) Rwy 17 RNAV (GPS) Rwy 35 VOR DME Rwy 6 VOR DME Rwy 24	Other
A B C D	600-2	800-2	800-2	NA

AMEND 6

CHANGES: Take-off minimums.

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ASOS	*HULMAN Approach (R)	INDIANAPOLIS Center (R)	*BLOOMINGTON Tower	*Ground
110.2	128.02	132.2 when App inop.	CTAF 120.77	121.9

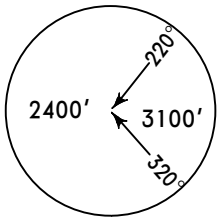
LOC	Final Apch Crs	GS	ILS DA(H)	Apt Elev 846′
IBMG 108.3	354°	NITTE 2500′ (1656′)	(CONDITIONAL) 1044′ (200′)	TDZE 844′

BRIEFING STRIP™

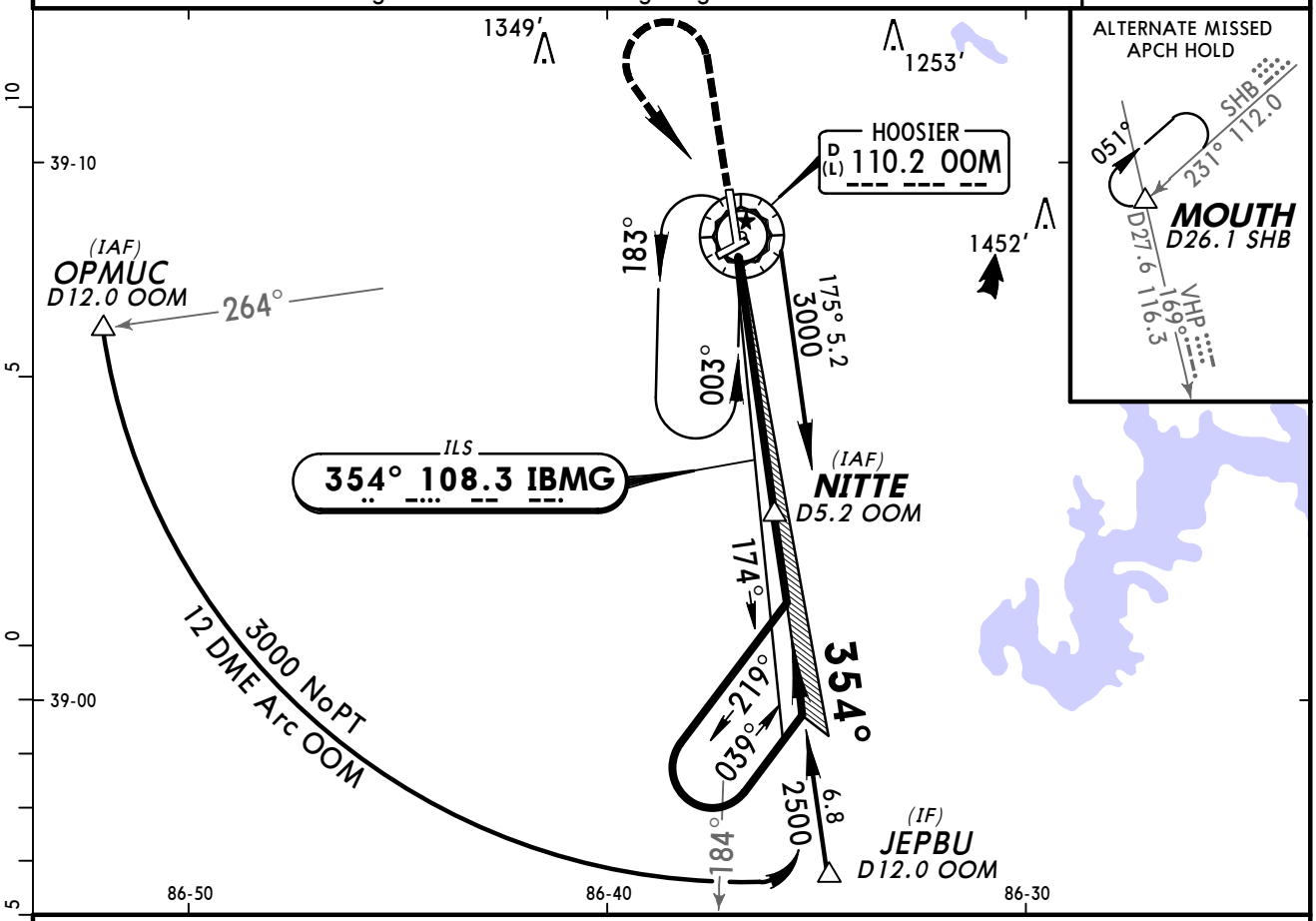
MISSED APCH: Climb to 2000′, then climbing LEFT turn to 2500′ direct OOM VOR and hold.

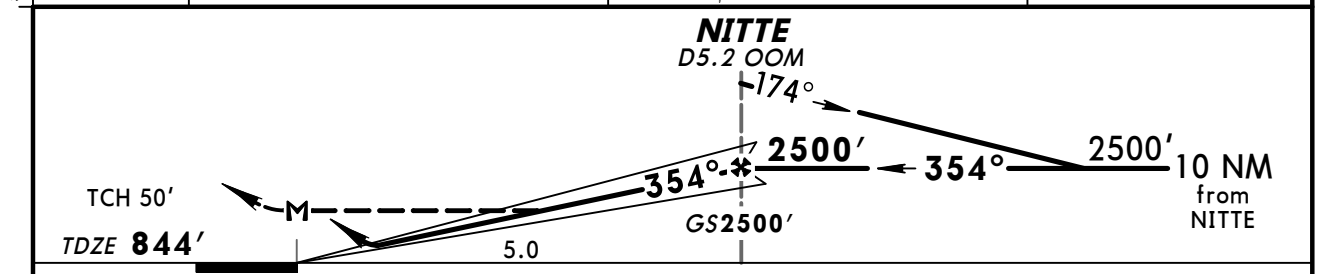
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME required. 2. DME from OOM VOR. Simultaneous reception of IBMG and OOM DME required. 3. Use local altimeter setting; if not received, use Terre Haute Intl-Hulman altimeter setting. 4. Pilot controlled lighting 120.77.



MSA OOM VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
NITTE to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53

MALSR | 2000′ | 2500′ LT | D | OOM 110.2

STRAIGHT-IN LANDING RWY 35

With Local Altimeter Setting

	ILS DA(H) 1044′ (200′) FULL	ILS RAIL or ALS out	LOC (GS out) MDA(H) 1420′ (576′)	LOC RAIL out	LOC ALS out
A	1/2	3/4	1/2	3/4	1
B					
C			1	1 1/2	
D			1 1/4	1 3/4	

With Terre Haute Intl-Hulman Altimeter Setting

	ILS DA(H) 1165′ (321′) FULL	ILS RAIL or ALS out	LOC (GS out) MDA(H) 1560′ (716′)	LOC RAIL out	LOC ALS out
A	3/4	1 1/4	1/2	3/4	1
B					
C			1 1/2	2	
D			1 3/4	2 1/4	

CIRCLE-TO-LAND

With Local Altimeter Setting

Max Kts	MDA(H)
90	1420′ (574′)-1
120	
140	1420′ (574′)- 1 1/2
165	1420′ (574′)-2

With Terre Haute Intl-Hulman Altimeter Setting

Max Kts	MDA(H)
90	1560′ (714′)-1
120	
140	1560′ (714′)-2
165	1560′ (714′)- 2 1/4

TERPS AMEND 6 22 OCT 2009

CHANGES: None.

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ASOS	*HULMAN Approach (R)	INDIANAPOLIS Center (R)	*BLOOMINGTON Tower	*Ground
110.2	128.02	132.2 when App inop.	CTAF 120.77	121.9

RNAV	Final Apch Crs	Minimum Alt MIYOS	LNAV MDA(H)	Apt Elev 845′
	064°	2500′ (1659′)	1300′ (459′)	TDZE 841′

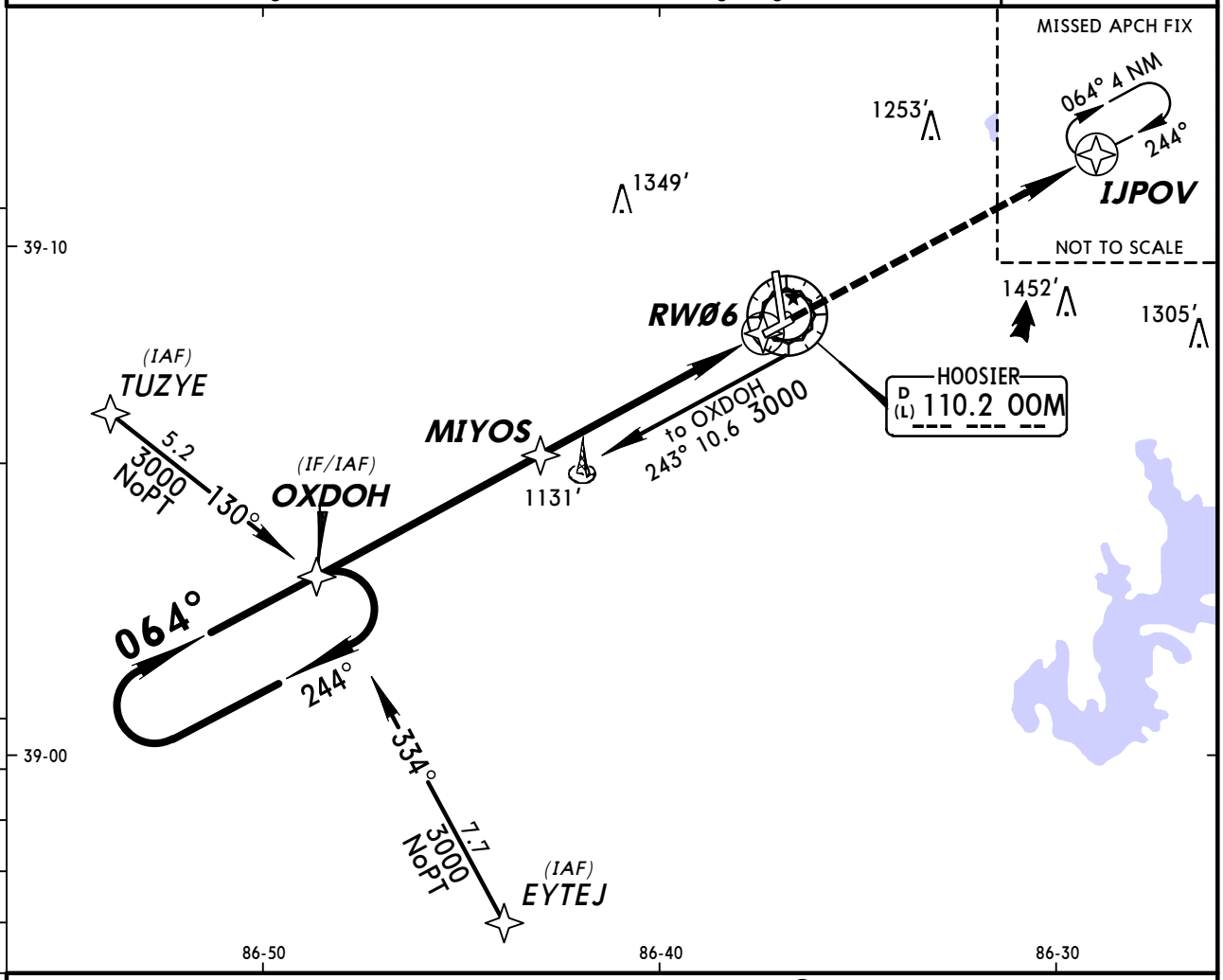
MISSED APCH: Climb to 3000′ direct IJPOV and hold.

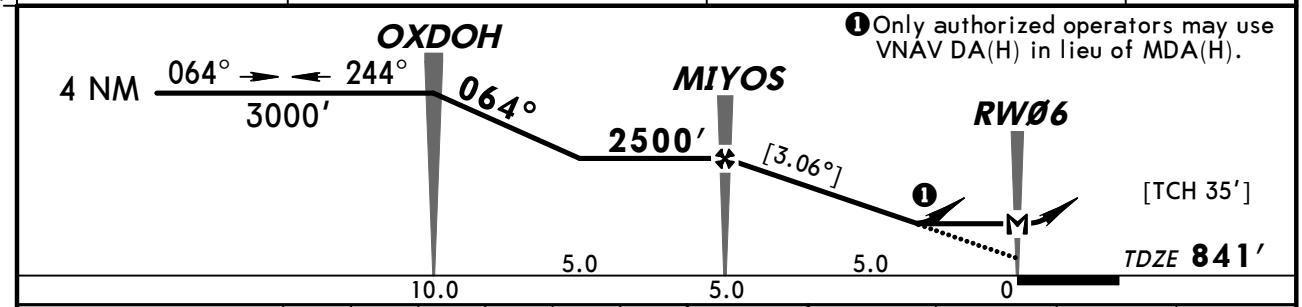
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. GPS or RNP-0.30 required. 2. DME/DME RNP-0.30 not authorized.
3. VGSI and descent angles not coincident. 4. Pilot controlled lighting 120.77.

3100′
MSA RWØ6

BRIEFING STRIP ™





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.06°]	379	487	541	650	758	866
MAP at RWØ6						

REIL
VASI-L
3000′
IJPOV

STRAIGHT-IN LANDING RWY 6 LNAV MDA(H) 1300′(459′)		CIRCLE-TO-LAND Max Kts	MDA(H)
A	1	90	1380′(535′)-1
B		120	1400′(555′)-1
C	1¼	140	1400′(555′)-1½
D	1½	165	1400′(555′)-2

AMEND 0 TERPS

CHANGES: None.

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ASOS	*HULMAN Approach (R)	INDIANAPOLIS Center (R)	*BLOOMINGTON Tower	*Ground
110.2	128.02	132.2 when App inop.	CTAF 120.77	121.9

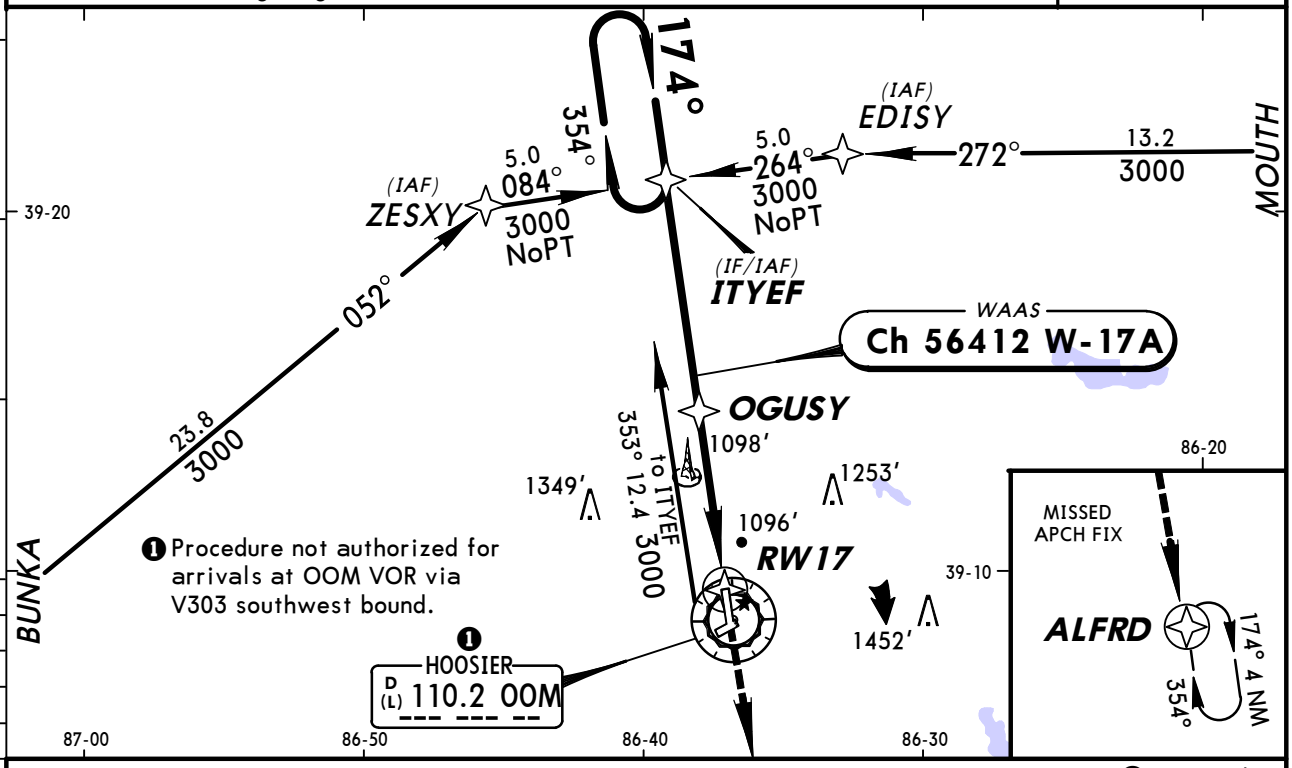
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 845′
Ch 56412 W-17A	174°	OGUSY 2500′ (1655′)	1229′ (384′)	TDZE 845′

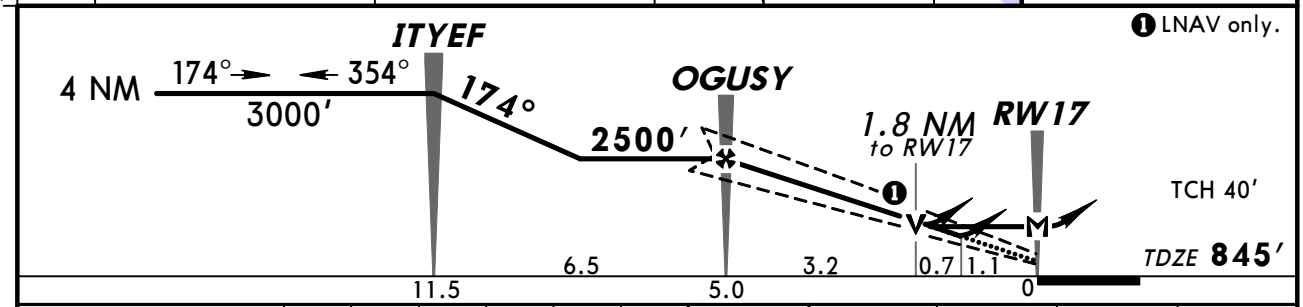
MISSED APCH: Climb to 3000′ direct ALFRD and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Terre Haute Intl-Hulman 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. Visibility reduction by helicopters not authorized.
5. Pilot controlled lighting 120.77.

3100′
MSA RW17





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

REIL
VASI-L
3000′
ALFRD

STRAIGHT-IN LANDING RWY 17
With Local Altimeter Setting

	LPV DA(H) 1229′ (384′)	LNAV/VNAV DA(H) 1404′ (559′)	LNAV MDA(H) 1460′ (615′)
A	1¼	2	1
B			
C			1¾
D			2

CIRCLE-TO-LAND
With Local Altimeter Setting

Max Kts	MDA(H)
90	1460′ (615′)-1
120	
140	1460′ (615′)-1¾
165	1460′ (615′)-2

With Terre Haute Intl-Hulman Altimeter Setting

	LPV DA(H) 1350′ (505′)	LNAV/VNAV DA(H) 1525′ (680′)	LNAV MDA(H) 1600′ (755′)
A	1¾	2½	1
B			
C			2¼
D			2½

With Terre Haute Intl-Hulman Altimeter Setting

Max Kts	MDA(H)
90	1600′ (755′)-1
120	
140	1600′ (755′)-2¼
165	1600′ (755′)-2½

BRIEFING STRIP ™

TERPS AMEND 1A 5 MAY 2011

CHANGES: TDZE, note removed, minimums.

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BLOOMINGTON, IND
RNAV (GPS) Rwy 24

ASOS	*HULMAN Approach (R)	INDIANAPOLIS Center (R)	*BLOOMINGTON Tower	*Ground
110.2	128.02	132.2 when App inop.	CTAF 120.77	121.9

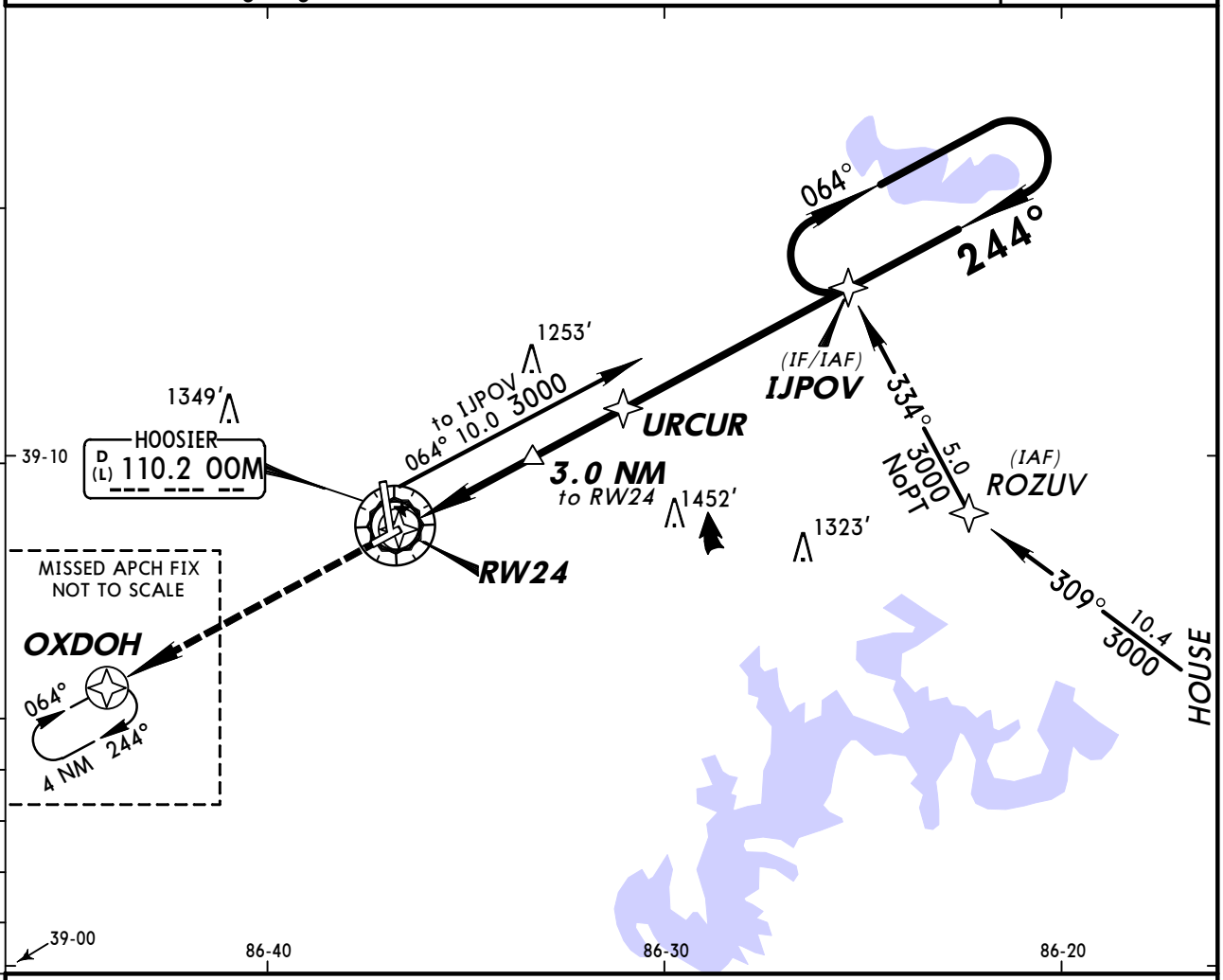
RNAV	Final Apch Crs	Minimum Alt URCUR	LNAV MDA(H)	Apt Elev 845′
	244°	2500′ (1659′)	1320′ (479′)	TDZE 841′

MISSED APCH: Climb to 3000′ direct OXDOH and hold.

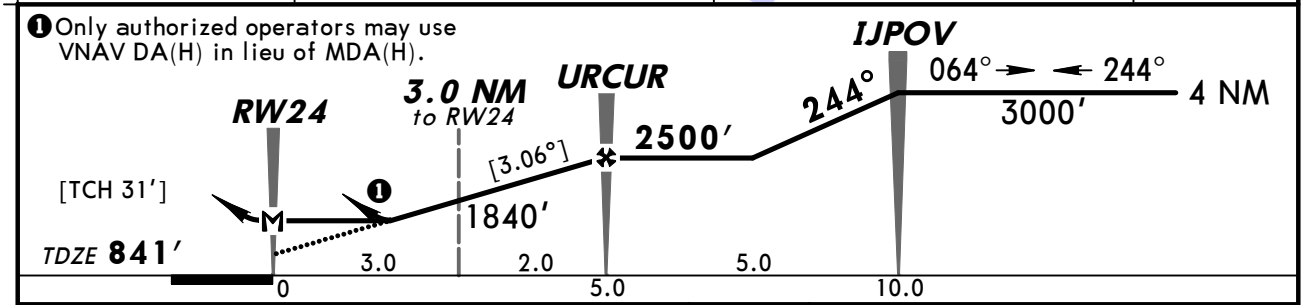
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. DME/DME RNP-0.30 not authorized. 2. VGSI and descent angle not coincident.
3. Pilot controlled lighting 120.77.

3100′
MSA RW24

BRIEFING STRIP™



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



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.06°]	379	487	541	650	758	866
MAP at RW24						

REIL
VASI-L
3000′
OXDOH

STRAIGHT-IN LANDING RWY 24 LNAV MDA(H) 1320′(479′)		CIRCLE-TO-LAND Max Kts	MDA(H)
A	1	90	1380′(535′)-1
B		120	1400′(555′)-1
C	1¼	140	1400′(555′)-1½
D	1½	165	1400′(555′)-2

AMEND OA TERPS

CHANGES: None.

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ASOS	*HULMAN Approach (R)	INDIANAPOLIS Center (R)	*BLOOMINGTON Tower	*Ground
110.2	128.02	132.2 when App inop.	CTAF 120.77	121.9

BRIEFING STRIP™

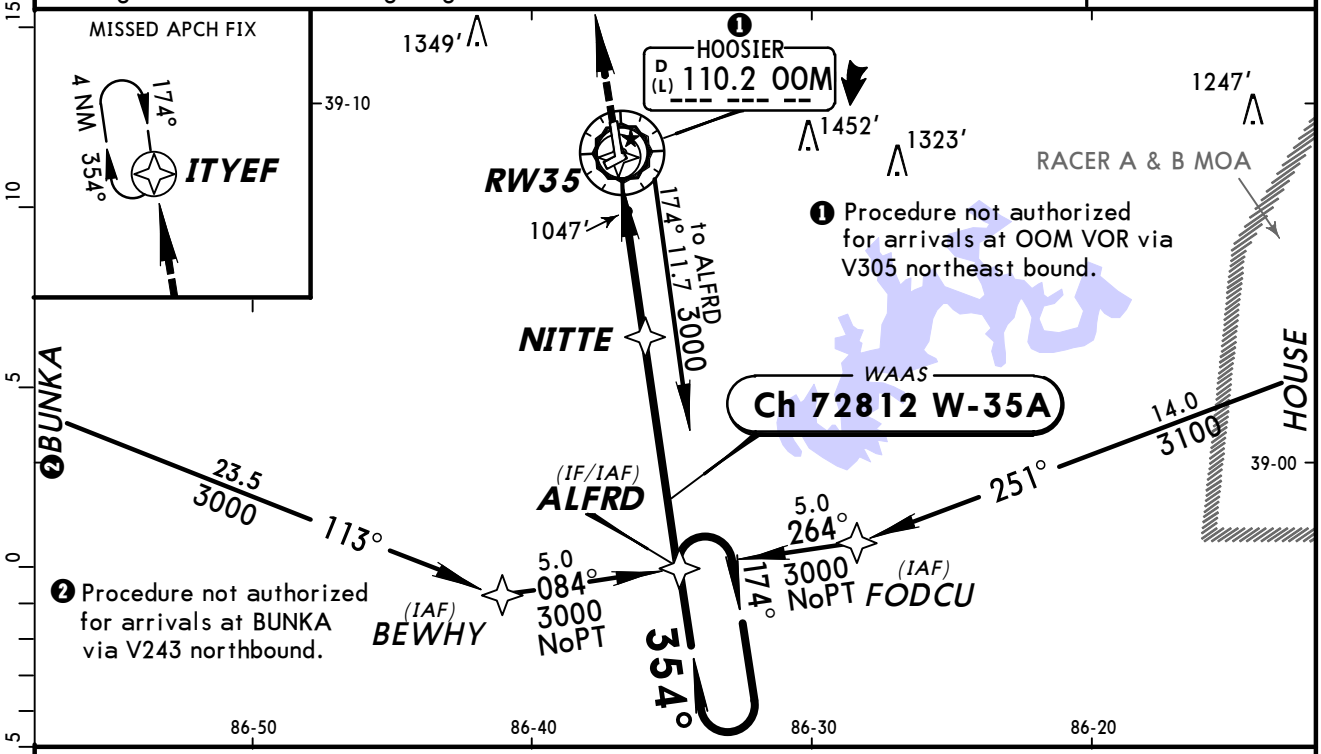
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 845′
Ch 72812 W-35A	354°	NITTE 2500′ (1656′)	1044′ (200′)	TDZE 844′

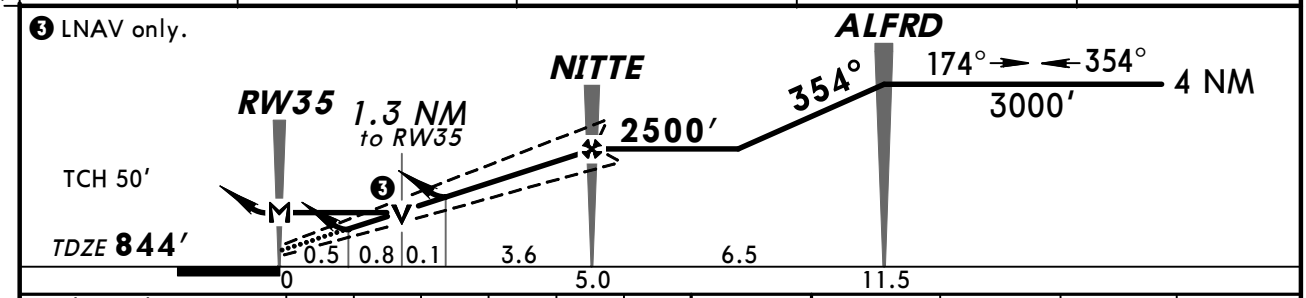
MISSED APCH: Climb to 3000′ direct ITYEF and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Terre Haute Intl-Hulman 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 Terre Haute Intl-Hulman altimeter setting. 5. Pilot controlled lighting 120.77.

3100′
MSA RW35





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

MALSR | 3000′ | D | ITYEF

STRAIGHT-IN LANDING RWY 35
With Local Altimeter Setting

	LPV DA(H) 1044′(200′)		LNAV/VNAV DA(H) 1344′(500′)		LNAV MDA(H) 1300′(456′)		
		RAIL or ALS out		RAIL out / ALS out		RAIL out	ALS out
A	1/2	3/4	1 1/4	1 3/4	1/2	3/4	1
B							
C					3/4	1 1/4	
D					1	1 1/2	

CIRCLE-TO-LAND
With Local Altimeter Setting

Max Kts	MDA(H)
90	1380′(535′)-1
120	1400′(555′)-1
140	1400′(555′)-1 1/2
165	1400′(555′)-2

With Terre Haute Intl-Hulman Altimeter Setting

	DA(H) 1165′(321′)		DA(H) 1465′(621′)		MDA(H) 1440′(596′)		
		RAIL or ALS out		RAIL out / ALS out		RAIL out	ALS out
A	3/4	1	1 3/4	2 1/4	1/2	3/4	1
B							
C					1	1 1/2	
D					1 1/4	1 3/4	

With Terre Haute Intl-Hulman Altimeter Setting

Max Kts	MDA(H)
90	1520′(675′)-1
120	1540′(695′)-1
140	1540′(695′)-2
165	1540′(695′)-2 1/4

AMEND 1 TERPS

CHANGES: Procedure.

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BRIEFING STRIP ™

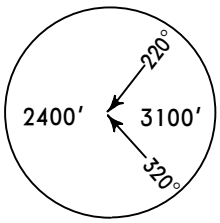
ASOS	*HULMAN Approach (R)	INDIANAPOLIS Center (R)	*BLOOMINGTON Tower	*Ground
110.2	128.02	132.2 when App inop.	CTAF 120.77	121.9

VOR	Final Apch Crs	Minimum Alt	MDA(H) (CONDITIONAL)	Apt Elev 846'
OOM 110.2	058°	QUARK 2500' (1669')	1300' (469')	Rwy 6 831'

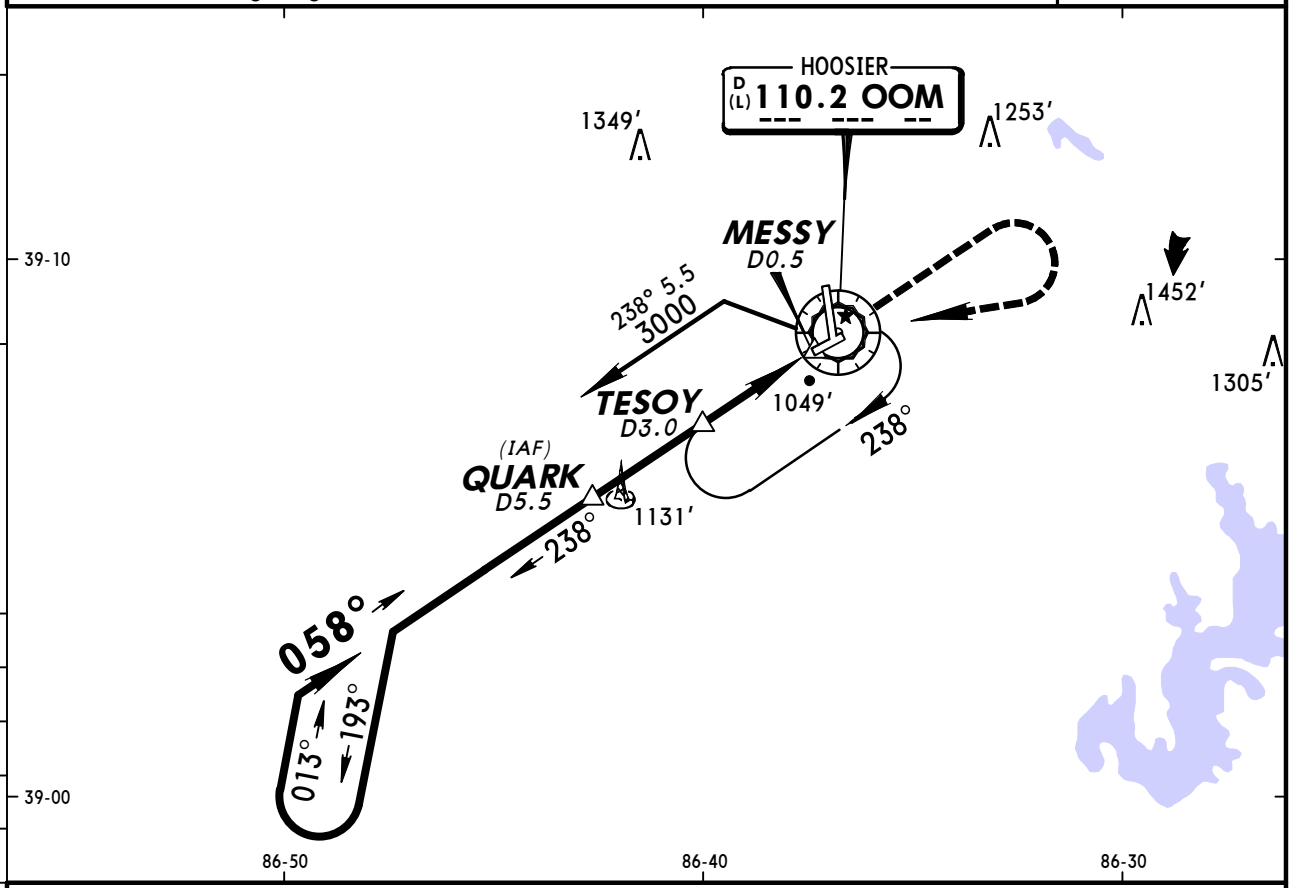
MISSED APCH: Climb to 2000', then climbing RIGHT turn to 3000' direct OOM VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

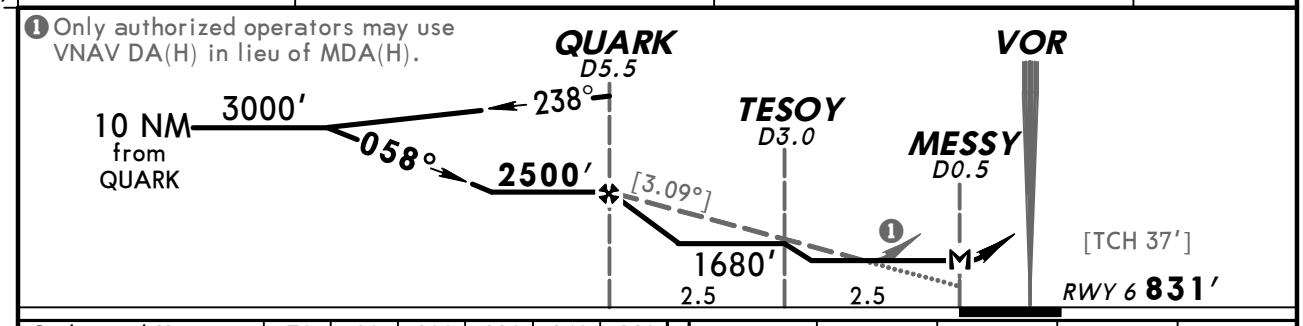
1. Use local altimeter setting; if not received, use Terre Haute Intl-Hulman altimeter setting. 2. When VGSI inop, circling Rwy 24 not authorized at night. 3. When VGSI inop, Straight-in/Circling Rwy 6 procedure not authorized at night. 4. VGSI and descent angles not coincident. 5. Visibility reduction by helicopters not authorized. 6. Pilot controlled lighting 120.77.



MSA OOM VOR



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



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.09°]	383	492	547	656	765	875
MAP at MESSY/D0.5						

REIL VASI-L	2000'	3000' RT	D	OOM 110.2

1 STRAIGHT-IN LANDING RWY 6

	With Local Altimeter Setting MDA(H) 1300' (469')	With Terre Haute Intl-Hulman Altimeter Setting MDA(H) 1440' (609')
A	1	1
B		
C	1⅜	1¾
D		

2 CIRCLE-TO-LAND

Max Kts	With Local Altimeter Setting MDA(H)	With Terre Haute Intl-Hulman Altimeter Setting MDA(H)
90	1380'(534')-1	1520'(674')-1
120	1400'(554')-1	1540'(694')-1
140	1400'(554')-1½	1540'(694')-2
165	1400'(554')-2	1540'(694')-2¼

1 Not authorized at night when VGSI inop.
2 Not authorized to Rwy 6 or Rwy 24 at night when VGSI inop.

TERPS AMEND 19 28 JUL 2011

CHANGES: Notes added, missed approach, TESOY added, minimums.

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BRIEFING STRIP TM

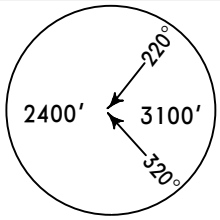
ASOS	*HULMAN Approach (R)	INDIANAPOLIS Center (R)	*BLOOMINGTON Tower	*Ground
110.2	128.02	132.2 when App inop.	CTAF 120.77	121.9

VOR	Final Apch Crs	No FAF	MDA(H)	Apt Elev 846′
OOM 110.2	169°		1500′ (655′)	TDZE 845′

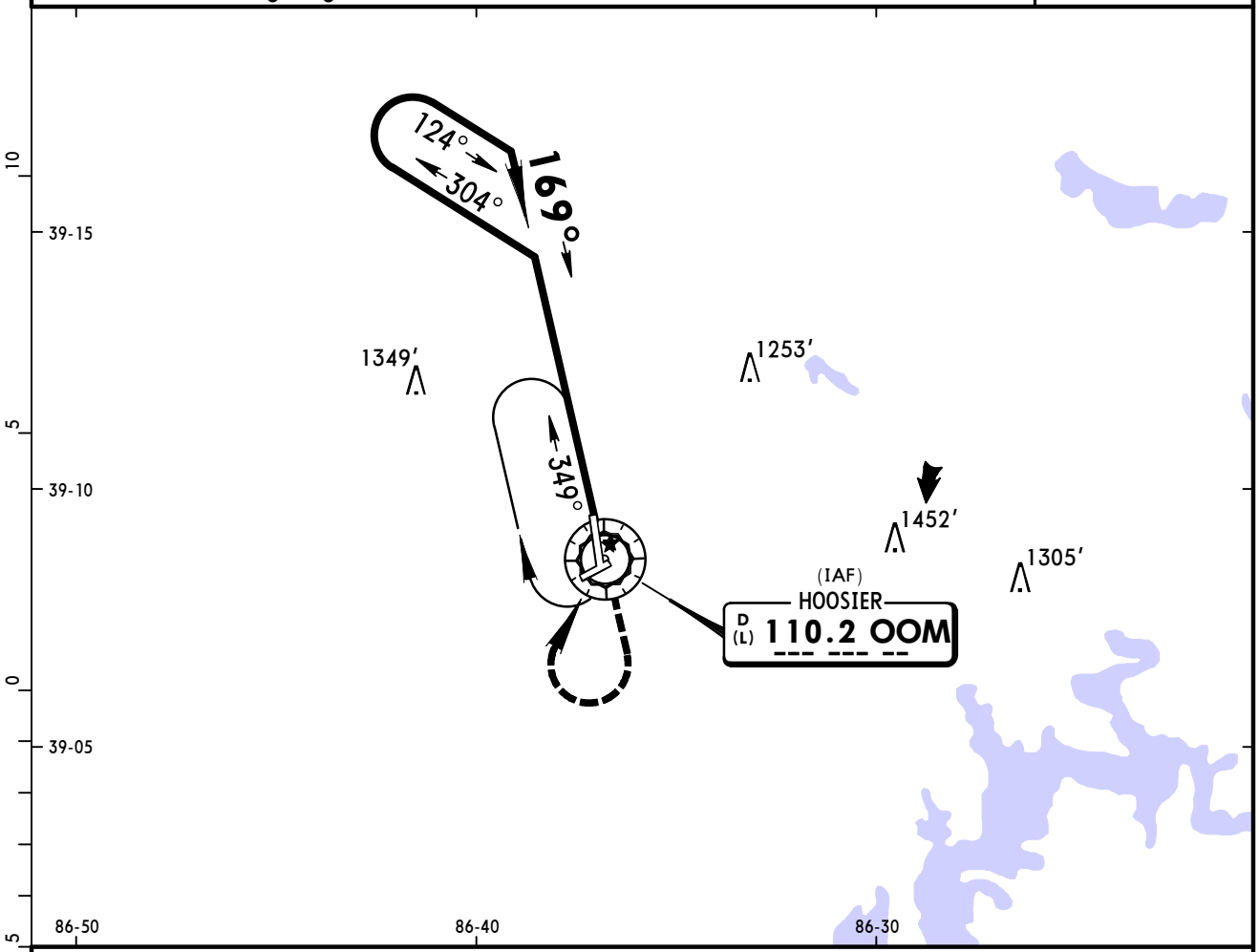
MISSED APCH: Climb to 1800′, then climbing RIGHT turn to 2500′ direct OOM VOR and hold.

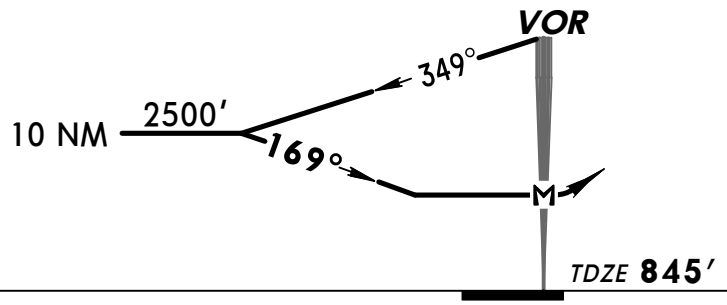
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Pilot controlled lighting 120.77.



MSA OOM VOR





MAP at VOR								REIL VASI-L	1800′	2500′ RT	D	OOM 110.2

STRAIGHT-IN LANDING RWY 17		CIRCLE-TO-LAND	
MDA(H) 1500′(655′)		Max Kts	MDA(H)
A	1	90	1500′ (654′)-1
B		120	
C	1¾	140	1500′ (654′)-1¾
D	2	165	1500′ (654′)-2

TERPS AMEND 12

CHANGES: None.

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BLOOMINGTON, IND
VOR DME Rwy 24

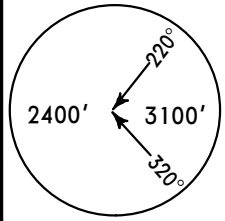
ASOS	*HULMAN Approach (R)	INDIANAPOLIS Center (R)	*BLOOMINGTON Tower	*Ground
110.2	128.02	132.2 when App inop.	CTAF 120.77	121.9

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 846′
OOM 110.2	246°	TITLE 2500′ (1659′)	(CONDITIONAL) 1420′ (579′)	TDZE 841′

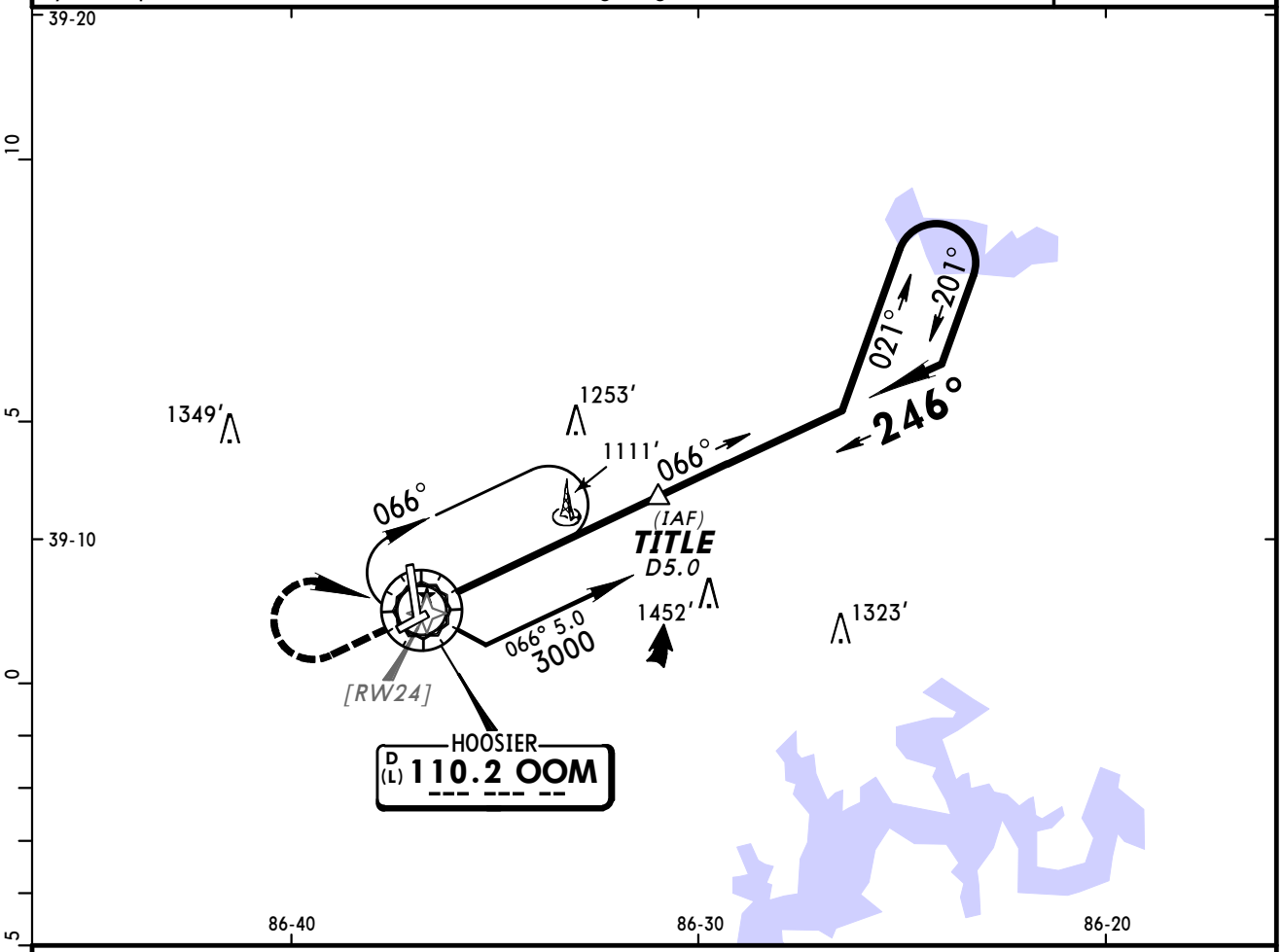
MISSED APCH: Climb to 2000′, then climbing RIGHT turn to 3000′ direct OOM VOR and hold.

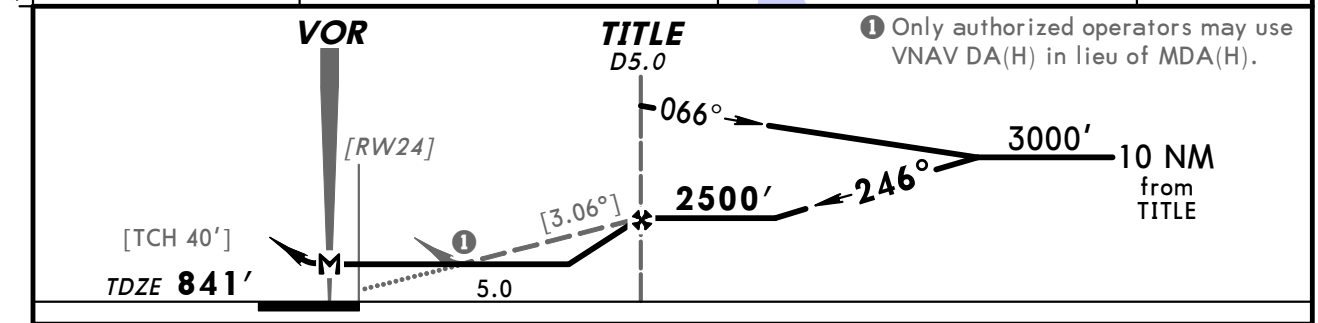
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Terre Haute Intl-Hulman altimeter setting. 2. VGSI and descent angles not coincident. 3. Visibility reduction by helicopters not authorized. 4. Pilot controlled lighting 120.77.



MSA OOM VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.06°]	379	487	541	650	758	866
MAP at VOR						

REIL	2000′	3000′		OOM
VASI-L	↑	↱ RT	D→	110.2

STRAIGHT-IN LANDING RWY 24			CIRCLE-TO-LAND		
	With Local Altimeter Setting MDA(H) 1420′ (579′)	With Terre Haute Intl-Hulman Altimeter Setting MDA(H) 1560′ (719′)	Max Kts	With Local Altimeter Setting MDA(H)	With Terre Haute Intl-Hulman Altimeter Setting MDA(H)
A	1	1	90	1420′ (574′)-1	1560′ (714′)-1
B			120		
C	1½	2	140	1420′ (574′)-1½	1560′ (714′)-2
D	1¾	2¼	165	1420′ (574′)-2	1560′ (714′)-2¼

TERPS AMEND 12 22 OCT 2009

CHANGES: Procedure.

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BRIEFING STRIP ™

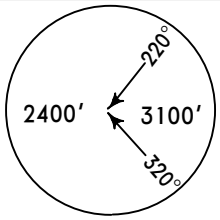
ASOS	*HULMAN Approach (R)	INDIANAPOLIS Center (R)	*BLOOMINGTON Tower	*Ground
110.2	128.02	132.2 when App inop.	CTAF 120.77	121.9

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 846′
OOM 110.2	003°	AYMEE 2100′ (1256′)	1360′ (516′)	TDZE 844′

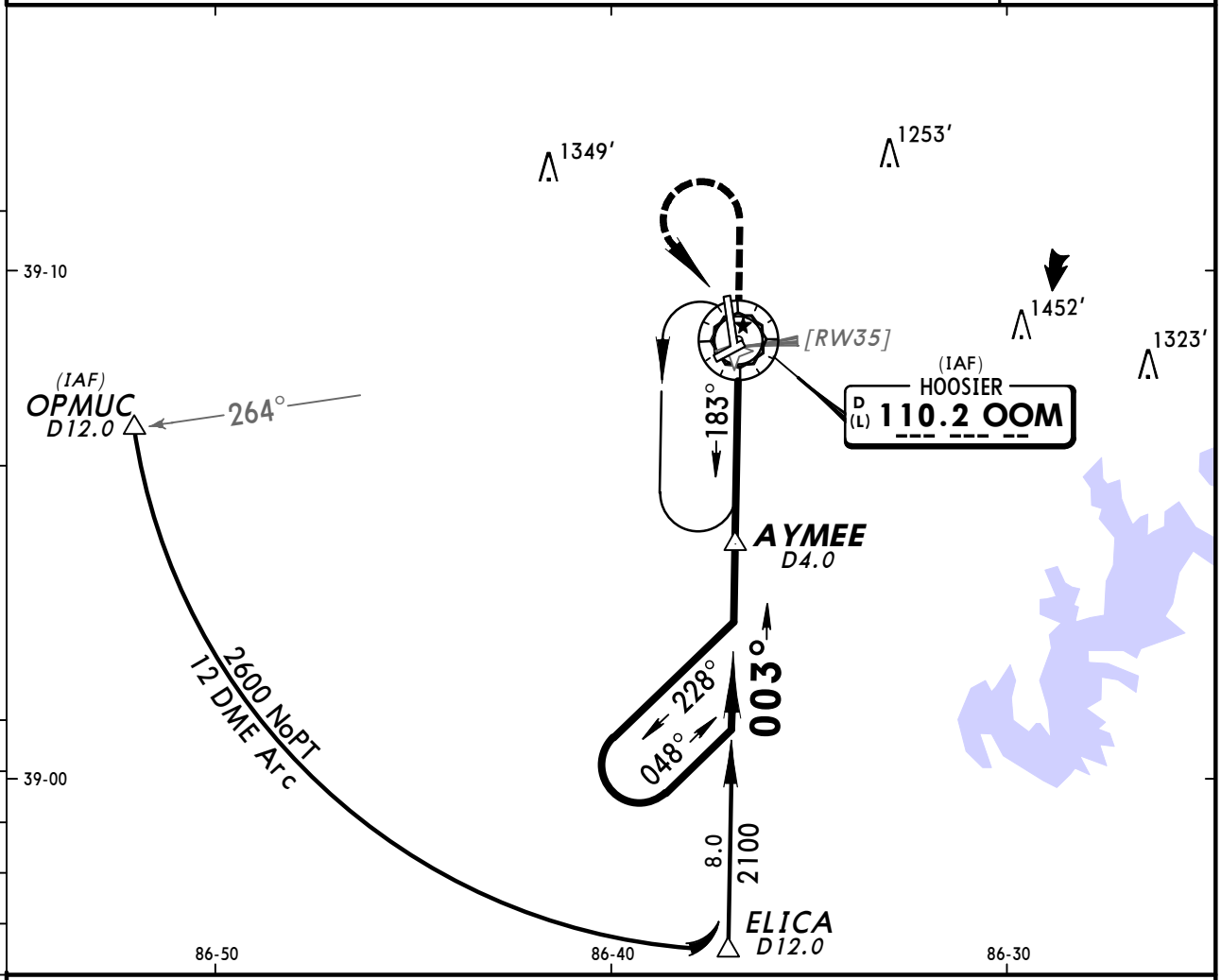
MISSED APCH: Climb to 1800′, then climbing LEFT turn to 2600′ direct OOM VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

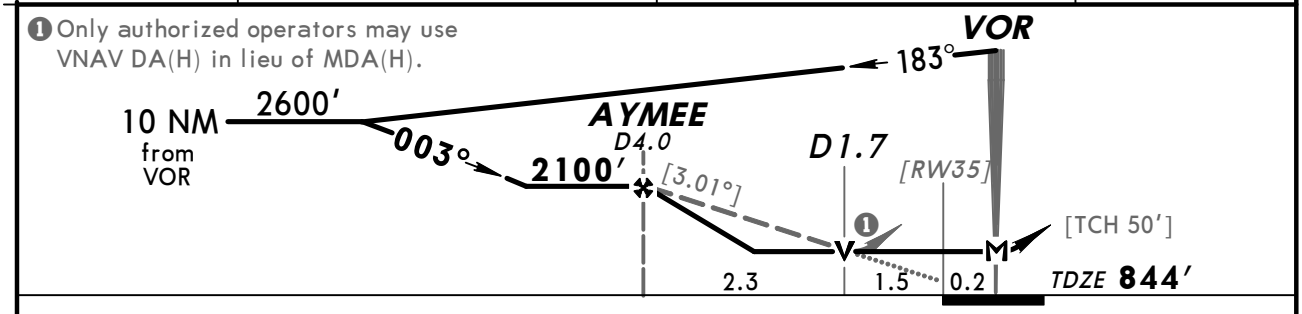
1. Pilot controlled lighting 120.77.



MSA OOM VOR



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



Gnd speed-Kts	70	90	100	120	140	160	MALSR	1800′	2600′	D	OOM
Descent angle [3.01°]	373	479	532	639	745	852			LT		110.2
MAP at VOR											

TERPS

STRAIGHT-IN LANDING RWY 35
MDA(H) 1360′ (516′)

AMEND 15A	RAIL out	ALS out
A	1/2	3/4
B		1
C	1	1 1/2
D	1 1/4	1 3/4

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1380′ (534′)-1
120	1400′ (554′)-1
140	1400′ (554′)-1 1/2
165	1400′ (554′)-2

CHANGES: None.

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General Information

Location: Connersville IN USA
IATA Code: CEV
Lat/Long: N39° 41.9' W085° 07.9'
Elevation: 866 ft

Airport Use: Public
Magnetic Variation: 5.2°W
Sectional Chart: St Louis

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

Sunrise: 1217 Z
Sunset: 2330 Z,

Runway Information

Runway: 04
Length x Width: 2601 ft x 100 ft
Surface Type: turf
TDZ-Elev: 866 ft

Runway: 18
Length x Width: 6503 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 866 ft
Lighting: Edge, ALS, REIL, Pilot controlled

Runway: 22
Length x Width: 2601 ft x 100 ft
Surface Type: turf
TDZ-Elev: 866 ft

Runway: 36
Length x Width: 6503 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 862 ft
Lighting: Edge, REIL, Pilot controlled

Communication Information

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AWOS 118.325
Mettel Unicom Unicom 122.8 CTAF PCL
Columbus Approach Control 134.45 (181°-359°)
Columbus App ARSA 134.45 (181°-359°)
Columbus Departure Control 134.45 (181°-359°)
Dayton Clnc And Flight SE GCO 121.725

KCEV/CEV

Apt Elev **866′**

N39 41.9 W085 07.9

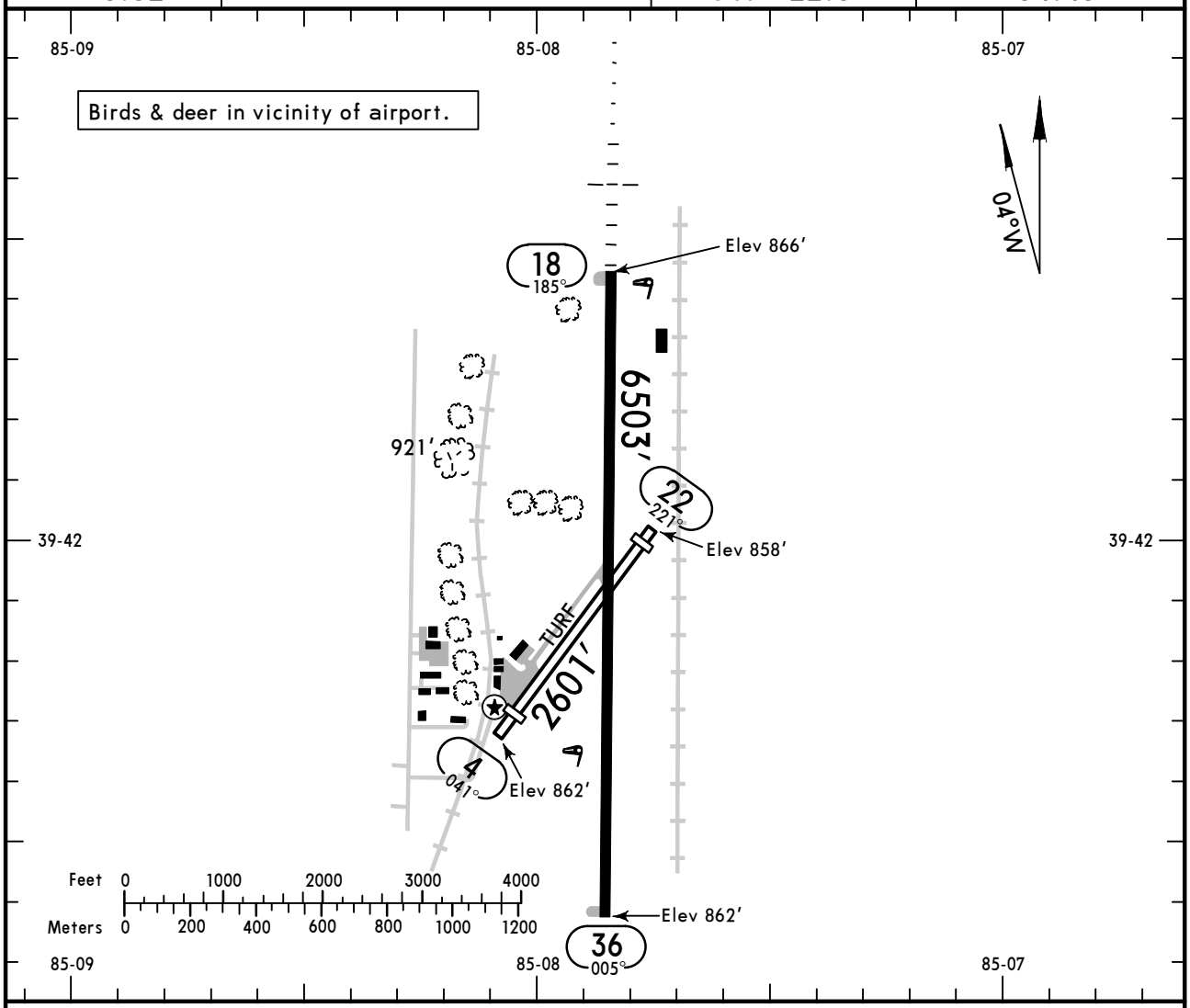
JEPPESEN

25 NOV 11 (11-1)

CONNERSVILLE, IND

METTEL

AWOS-3	DAYTON Clearance (GCO)	Flight Service (GCO)	METTEL UNICOM	COLUMBUS Departure (R)
118.32	121.72	121.72	CTAF 122.8	134.45



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
4		2008′			100′
22		2501′			
18	❶ MIRL ❷ MALSR ❷ REIL ❸ PAPI-L grooved		5604′		100′
36	❶ MIRL ❷ REIL ❸ PAPI-L grooved				

❶ Increase intensity on 122.8.
❷ Activate on 122.8.
❸ Angle 3.00°.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	Rwys 18, 36 Adequate Vis Ref	Rwys 18, 36 STD	Rwys 4, 22
1 & 2 Eng	1/4	1	NA
3 & 4 Eng		1/2	

FOR FILING AS ALTERNATE

A B C D	NA

OBSTACLE DP: Rwy 18, Climb via 185° heading to 1500′ before proceeding on course.

AMEND 2

CHANGES: Chart revised.

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AWOS-3	COLUMBUS Approach (R)	METTEL UNICOM
118.32	134.45	CTAF 122.8

BRIEFING STRIP™

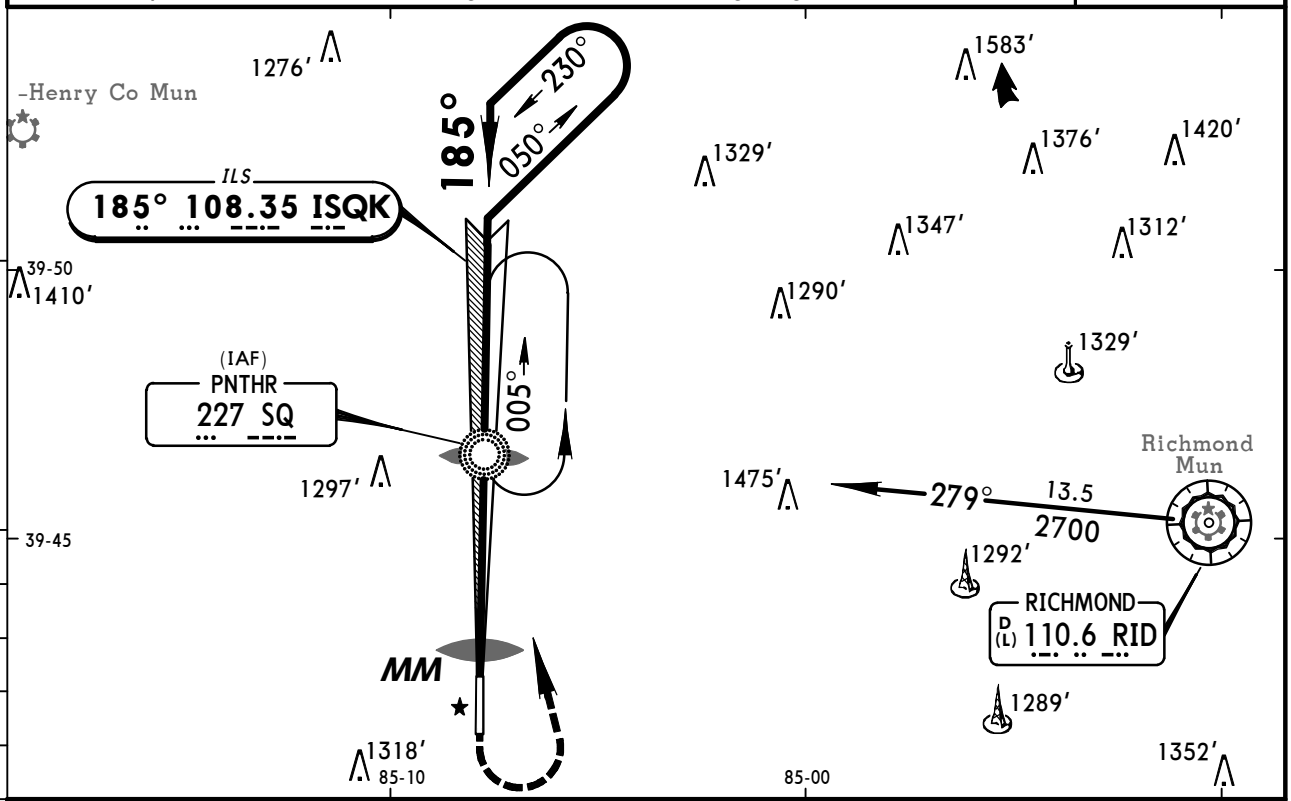
LOC	Final Apch Crs	GS LOM	ILS DA(H) (CONDITIONAL)	Apt Elev 866′
ISQK 108.35	185°	2255′ (1389′)	1066′ (200′)	TDZE 866′

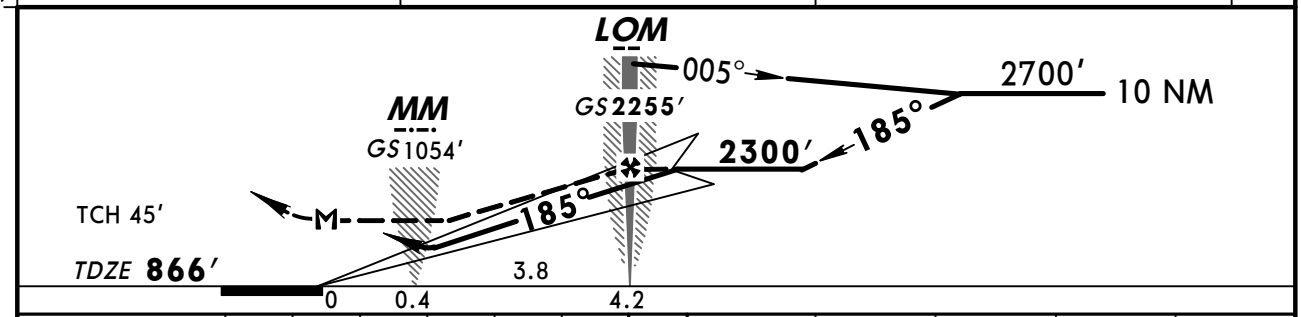
MISSED APCH: Climb to 2700′ then LEFT turn direct SQ LOM and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. ADF required. 2. Obtain local altimeter setting on CTAF; if not received, use Cox-Dayton, Ohio altimeter setting. 3. Pilot controlled lighting 122.8.

3000′
MSA SQ LOM





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
LOM to MAP 4.2	3:36	2:48	2:31	2:06	1:48	1:35

MALSR
REIL
PAPI

2700′

LT

D

SQ
227

STRAIGHT-IN LANDING RWY 18

With Local Altimeter Setting

	ILS DA(H) 1066′ (200′) FULL	ILS DA(H) 1066′ (200′) RAIL or ALS out	LOC (GS out) MDA(H) 1280′ (414′)	LOC (GS out) MDA(H) 1280′ (414′) RAIL out	LOC (GS out) MDA(H) 1280′ (414′) ALS out
A	1/2	3/4	1/2	3/4	1
B					
C			3/4	1 1/4	
D					

CIRCLE-TO-LAND

With Local Altimeter Setting

Max Kts	MDA(H)
90	1420′ (554′)-1
120	
140	1440′ (574′)-1 1/2
165	1680′ (814′)-2 3/4

With Cox-Dayton, Ohio Altimeter Setting

	ILS DA(H) 1187′ (321′) FULL	ILS DA(H) 1187′ (321′) RAIL or ALS out	LOC (GS out) MDA(H) 1400′ (534′)	LOC (GS out) MDA(H) 1400′ (534′) RAIL out	LOC (GS out) MDA(H) 1400′ (534′) ALS out
A	1/2	3/4	1/2	3/4	1
B					
C			1	1 1/2	
D			1 1/4	1 3/4	

With Cox-Dayton, Ohio Altimeter Setting

Max Kts	MDA(H)
90	1540′ (674′)-1
120	
140	1560′ (694′)-2
165	1800′ (934′)-3

AMEND 0A TERPS

CHANGES: Approach frequency, airport elevation, TDZE.

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KCEV/CEV
METTEL

JEPPESEN
25 NOV 11 (12-1)

CONNERSVILLE, IND
RNAV (GPS) Rwy 18

AWOS-3	COLUMBUS Approach (R)	METTEL UNICOM
118.32	134.45	CTAF 122.8

BRIEFING STRIP™

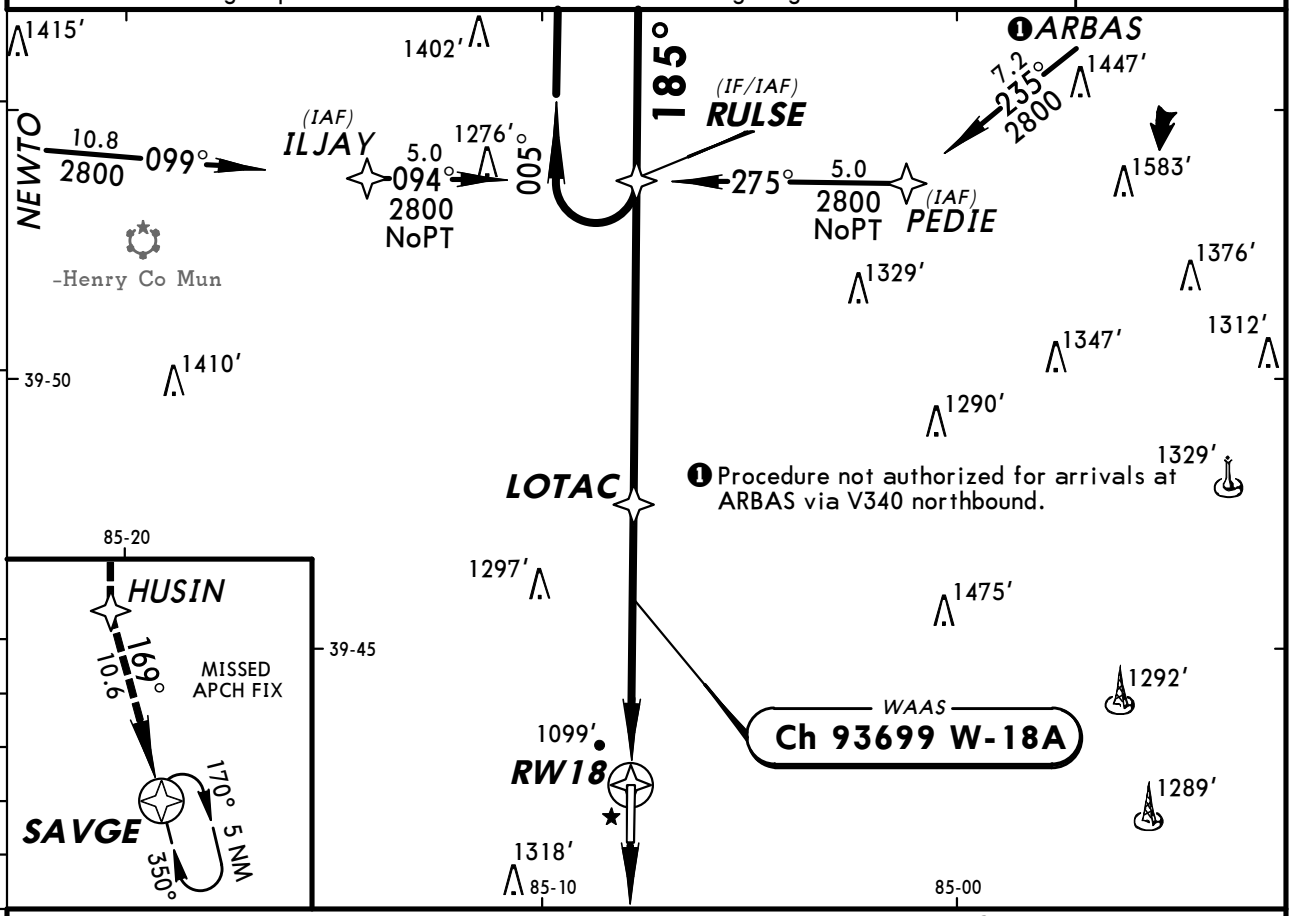
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 866′
Ch 93699 W-18A	185°	LOTAC 2600′ (1734′)	1116′ (250′)	TDZE 866′

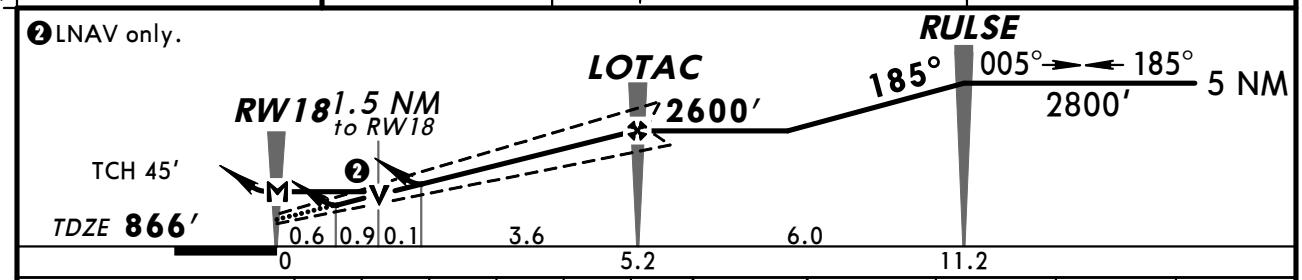
MISSED APCH: Climb to 2600′ direct HUSIN and via 169° track to SAVGE and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received use Cox-Dayton Intl, Ohio 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 (117°F). 4. VDP and Baro-VNAV not authorized when using Cox-Dayton Intl, Ohio altimeter setting. 5. VGSI and RNAV glidepath not coincident. 6. Pilot controlled lighting 122.8.

3000′
MSA RW18





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RW18							

MALSR
REIL
PAPI
2600′
HUSIN

STRAIGHT-IN LANDING RWY 18

	1 LPV DA(H)1116′(250′)		2 LNAV/VNAV DA(H)1426′(560′)		3 LNAV MDA(H)1360′(494′)		
		RAIL or ALS out		RAIL out	ALS out	RAIL out	ALS out
A	1/2	3/4	1 1/2	2	1/2	3/4	1
B							
C					3/4	1 1/4	
D					1	1 1/2	

CIRCLE-TO-LAND

Max Kts	With Local Altimeter Setting MDA(H)	With Cox-Dayton Intl, Ohio Altimeter Setting MDA(H)
90	1440′(574′)-2	1580′(714′)-2
120		
140		
165	1680′(814′)-2 3/4	1820′(954′)-2 3/4

AMEND 1

TERPS

1 DA(H) 1256′ (390′) with Cox-Dayton Intl, Ohio altimeter setting.
2 DA(H) 1566′ (700′) with Cox-Dayton Intl, Ohio altimeter setting.
3 MDA(H) 1500′ (634′) with Cox-Dayton Intl, Ohio altimeter setting.

CHANGES: Approach frequency, airport elevation, TDZE.

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KCEV/CEV
METTEL

JEPPESEN
25 NOV 11 (12-2)

CONNERSVILLE, IND
RNAV (GPS) Rwy 36

AWOS-3	COLUMBUS Approach (R)	METTEL UNICOM
118.32	134.45	CTAF 122.8

BRIEFING STRIP ™

RNAV	Final Apch Crs	Minimum Alt	LNAV MDA(H) (CONDITIONAL)	Apt Elev 866′
	350°	MOSTY 2600′ (1738′)	1380′ (518′)	TDZE 862′

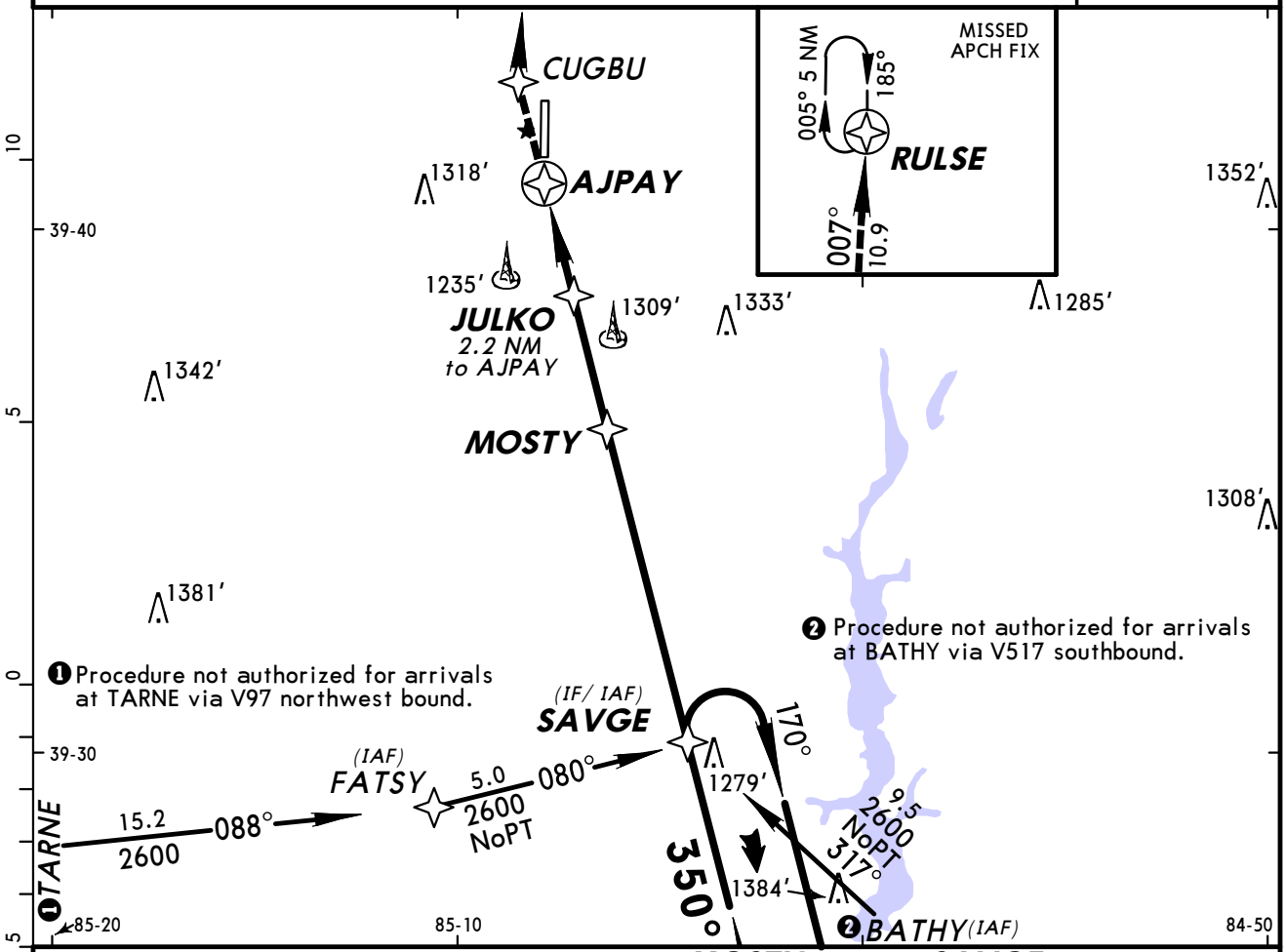
MISSED APCH: Climb to 2800′ direct CUGBU and via 007° track to RULSE and hold.

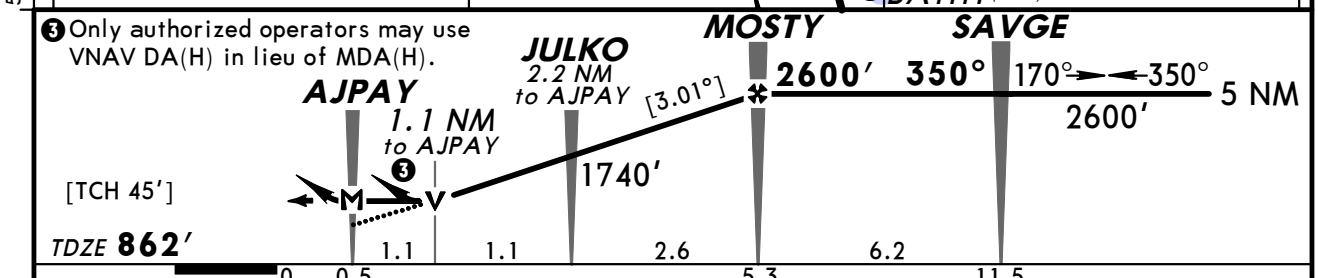
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Cox-Dayton Intl, Ohio altimeter setting. 2. DME/DME RNP-0.30 not authorized. 3. VGSI and descent angles not coincident. 4. Pilot controlled lighting 122.8.

3000′

MSA AJPAY





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.01°]	373	479	532	639	745	852
MAP at AJPAY						

REIL
PAPI-L

2800′

CUGBU

TERPS AMEND 1

	STRAIGHT-IN LANDING RWY 36 LNAV		CIRCLE-TO-LAND		
	MDA(H) 1380′ (518′) With Local Altimeter Setting	MDA(H) 1520′ (658′) With Cox-Dayton Intl, Ohio Altimeter Setting	Max Kts	With Local Altimeter Setting MDA(H)	With Cox-Dayton Intl, Ohio Altimeter Setting MDA(H)
A	1	1	90	1420′ (554′)-1	1560′ (694′)-1
B			120		
C	1½	1½	140	1440′ (574′)-1½	1580′ (714′)-1½
D	1¾	1¾	165	1680′ (814′)-2¾	1820′ (954′)-2¾

CHANGES: Approach frequency, airport elevation, TDZE.

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AWOS-3	COLUMBUS Approach (R)	METTEL UNICOM
118.32	134.45	CTAF 122.8

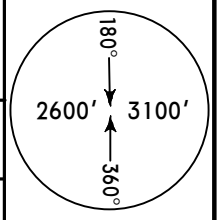
BRIEFING STRIP™

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev
RID 110.6	260°	CUGMA 2600′ (1734′)	Refer to Minimums	866′

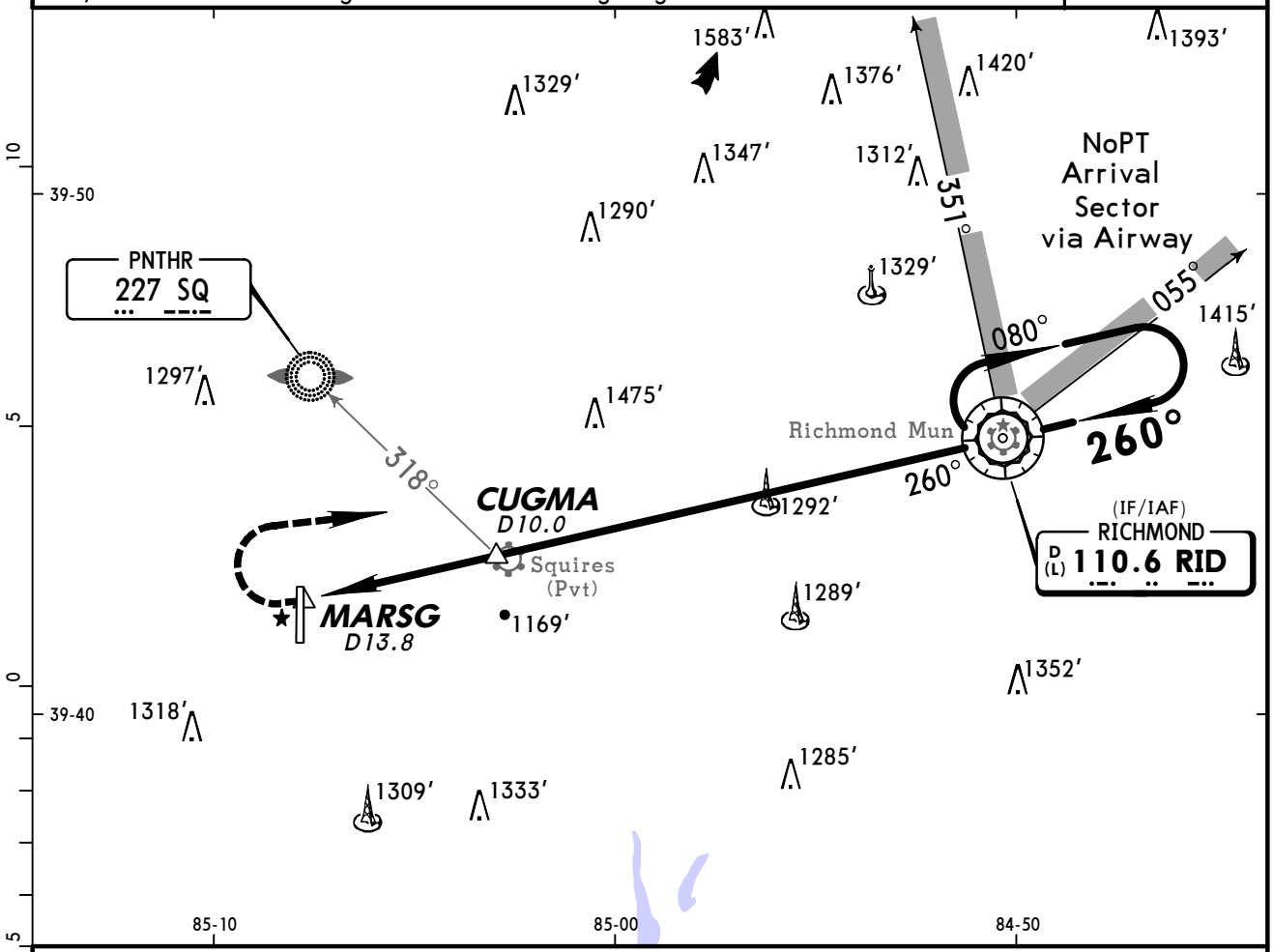
MISSED APCH: Climbing RIGHT turn to 2700′ direct RID VOR and hold.

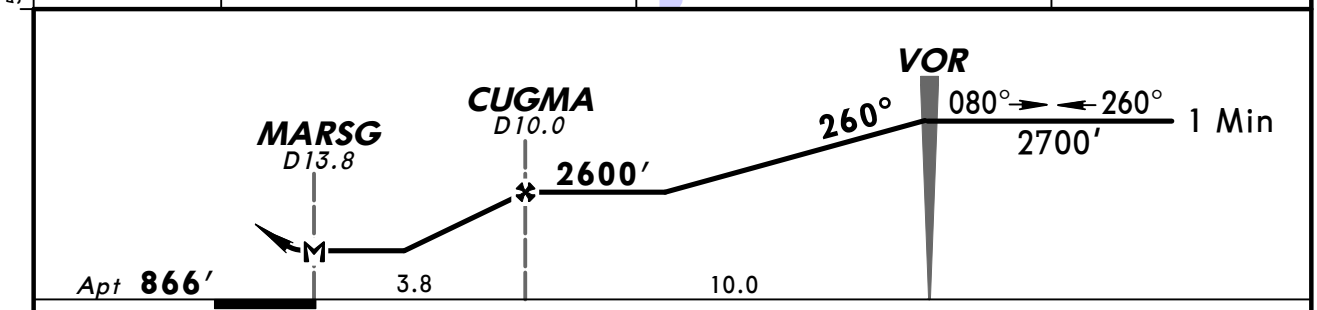
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME or ADF required. 2. Use local altimeter setting; if not received, use Cox-Dayton Intl, Ohio altimeter setting. 3. Pilot controlled lighting 122.8.



MSA RID VOR





Gnd speed-Kts	70	90	100	120	140	160
MAP at MARSG or CUGMA to MAP 3.8	3:15	2:32	2:17	1:54	1:38	1:26

Lighting - Refer to Airport Chart

2700′ RT

D

RID 110.6

CIRCLE-TO-LAND

	Max Kts	With Local Altimeter Setting MDA(H)	With Cox-Dayton Intl, Ohio Altimeter Setting MDA(H)
A	90	1420′ (554′)-1	1560′ (694′)-1
B	120		
C	140	1440′ (574′)-1½	1580′ (714′)-1½
D	165	1680′ (814′)-2¾	1820′ (954′)-2¾

AMEND 1

TERPS

CHANGES: Approach frequency, airport elevation.

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General Information

Location: Elkhart IN USA
IATA Code: EKI
Lat/Long: N41° 43.2' W086° 00.2'
Elevation: 778 ft

Airport Use: Public
Magnetic Variation: 4.9°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
Pattern Altitude: 1000 ft AGL

Sunrise: 1222 Z
Sunset: 2331 Z,

Runway Information

Runway: 08
Length x Width: 2480 ft x 250 ft
Surface Type: turf
TDZ-Elev: 773 ft

Runway: 09
Length x Width: 6500 ft x 120 ft
Surface Type: concrete
TDZ-Elev: 777 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 18
Length x Width: 3999 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 777 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 26
Length x Width: 2480 ft x 250 ft
Surface Type: turf
TDZ-Elev: 773 ft

Runway: 27

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Length x Width: 6500 ft x 120 ft
Surface Type: concrete
TDZ-Elev: 777 ft
Lighting: Edge, ALS, Pilot controlled

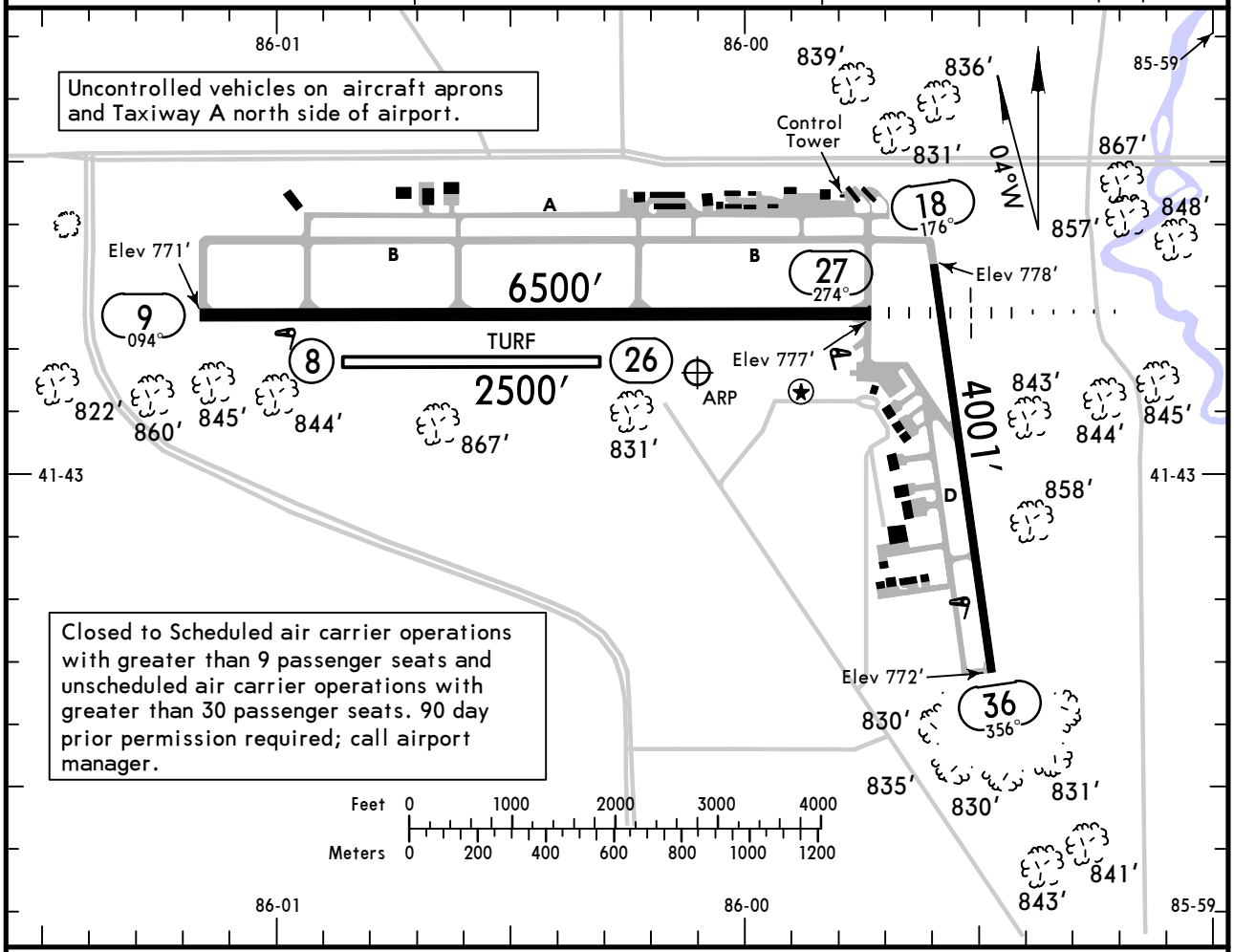
Runway: 36
Length x Width: 3999 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 776 ft
Lighting: Edge, REIL, Pilot controlled

Communication Information

AWOS 124.475
Elkhart Tower Tower 119.5 CTAF PCL
Elkhart Ground Ground Control 121.8
South Bend Clearance Clearance Delivery 119.7
Elkhart Clearance Clearance Delivery 121.8
South Bend Approach Approach Control 118.55
South Bend Departure Departure Control 118.55
Elkhart Mun Unicom Unicom 122.95
Terre Haute Flight Service Station 122.1 RCO
Terre Haute Flight Service Station 113.7 RCO
Chicago Center 127.55 Remote Communications Air-Ground

AWOS-3	*SOUTH BEND Clearance	*ELKHART Ground	*Tower
124.47	121.8	121.8	CTAF 119.5

UNICOM 122.95	*SOUTH BEND Departure (R)	CHICAGO Center (R)
	118.55	127.55 when Dep inop.



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
8 ❶ 26					100′
9	❷ HIRL ❸ REIL ❸ VASI-L grooved				120′
27	❷ HIRL ❸ MALSR ❸ PAPI-L (angle 3.0°) grooved RVR		5640′		
18	❷ MIRL ❸ REIL ❸ PAPI-L (angle 3.0°) grooved				75′
36	❷ MIRL ❸ REIL ❸ VASI-L (angle 3.5°) grooved				

❶ Marked with white corner markers. VFR only and closed when Twr inop.
❷ Increase intensity on 119.5 when Twr inop.
❸ Activate on 119.5 when Twr inop.

	TAKE-OFF All Rwys: Adequate Vis Ref	TAKE-OFF All Rwys: STD	FOR FILING AS ALTERNATE: Authorized Only When Twr Operating ILS Rwy 27	Authorized Only When Local Weather Available RNAV (GPS) Rwy 9 RNAV (GPS) Rwy 18 RNAV (GPS) Rwy 27 RNAV (GPS) Rwy 36 VOR Rwy 9 VOR Rwy 27 VOR DME Rwy 36	LOC Rwy 27
1 & 2 Eng	RVR 16 or 1/4	RVR 50 or 1	A B 600-2	800-2	NA
3 & 4 Eng		RVR 24 or 1/2	C D		

CHANGES: Lighting.

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AWOS-3	*SOUTH BEND Approach (R)	CHICAGO Center (R)	*ELKHART Tower	*Ground
124.47	118.55	127.55 when App inop.	CTAF 119.5	121.8

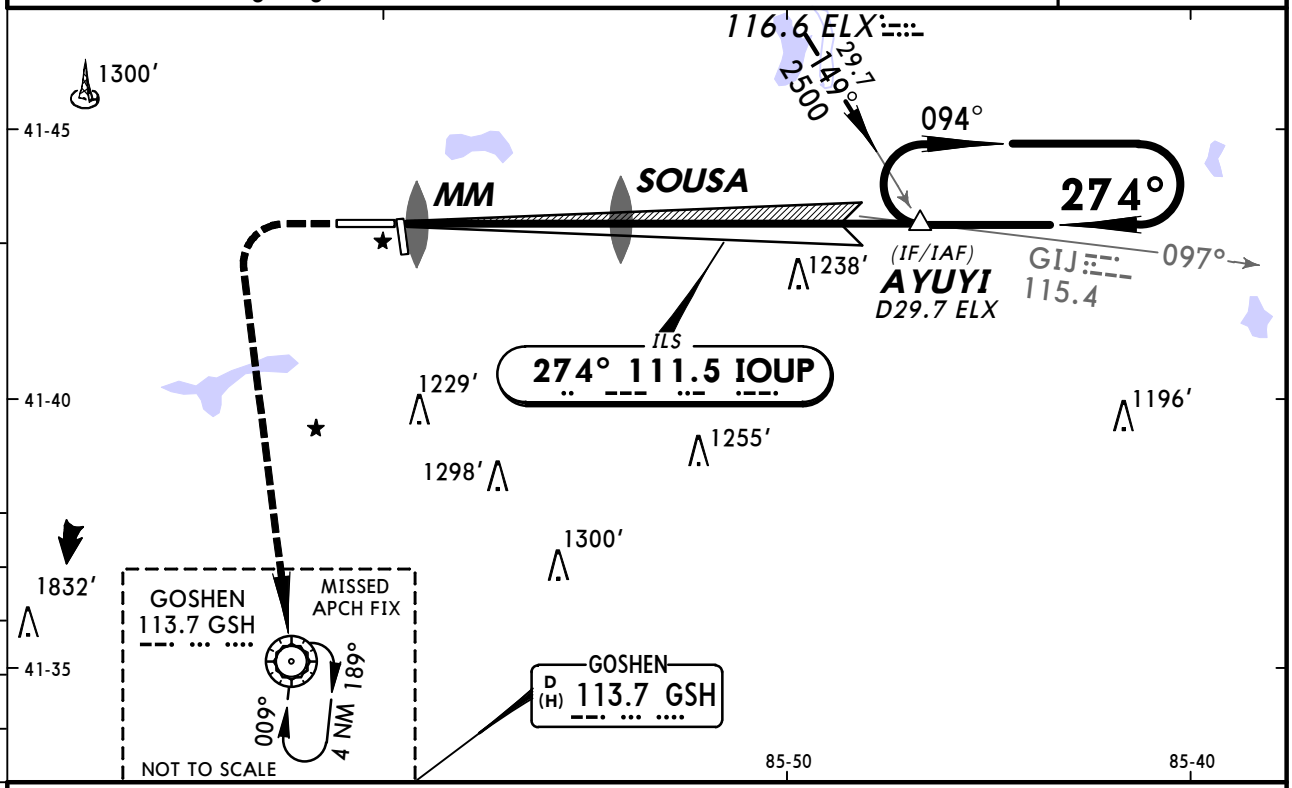
LOC IOUP	Final Apch Crs	GS	ILS DA(H) (CONDITIONAL)	Apt Elev 778'
111.5	274°	SOUSA 2178' (1401')	977' (200')	TDZE 777'

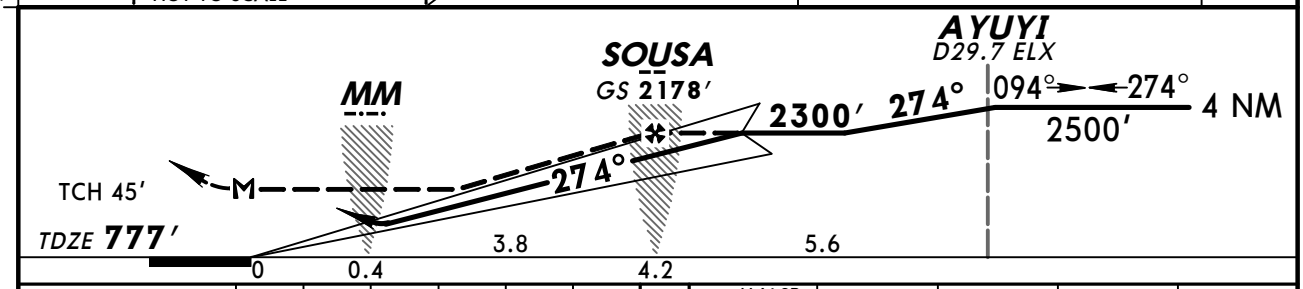
MISSED APCH: Climb to 1500' then climbing LEFT turn to 2500' direct GSH VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
1. Use local altimeter setting; if not received, use South Bend altimeter setting.
2. Pilot controlled lighting 119.5.

3000'
MSA GSH VOR

BRIEFING STRIP™





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861
SOUSA to MAP 4.2	3:36	2:48	2:31	2:06	1:48	1:35

MALSR
PAPI
1500'
2500'
LT
GSH 113.7

STRAIGHT-IN LANDING RWY 27
With Local Altimeter Setting

	ILS [1] DA(H) 977'(200') FULL	ILS RAIL or ALS out	LOC (GS out) MDA(H) 1180'(403')	LOC RAIL out	LOC ALS out
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1
B					
C			RVR 40 or 3/4	RVR 60 or 1 1/4	
D					

CIRCLE-TO-LAND
With Local Altimeter Setting

Max Kts	MDA(H)
90	1220' (442')-1
120	1300' (522')-1
140	1300' (522')-1 1/2
165	1340' (562')-2

With South Bend Altimeter Setting

	ILS DA(H) 1017'(240') FULL	ILS RAIL or ALS out	LOC (GS out) MDA(H) 1220'(443')	LOC RAIL out	LOC ALS out
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1
B					
C			RVR 40 or 3/4	RVR 60 or 1 1/4	
D					

With South Bend Altimeter Setting

Max Kts	MDA(H)
90	1260' (482')-1
120	1340' (562')-1
140	1340' (562')-1 1/2
165	1380' (602')-2

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

TERPS AMEND 2B

CHANGES: Lighting, charted obstacles.

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BRIEFING STRIP™

AWOS-3	*SOUTH BEND Approach (R)	CHICAGO Center (R)	*ELKHART Tower	*Ground
124.47	118.55	127.55 when App inop.	CTAF 119.5	121.8

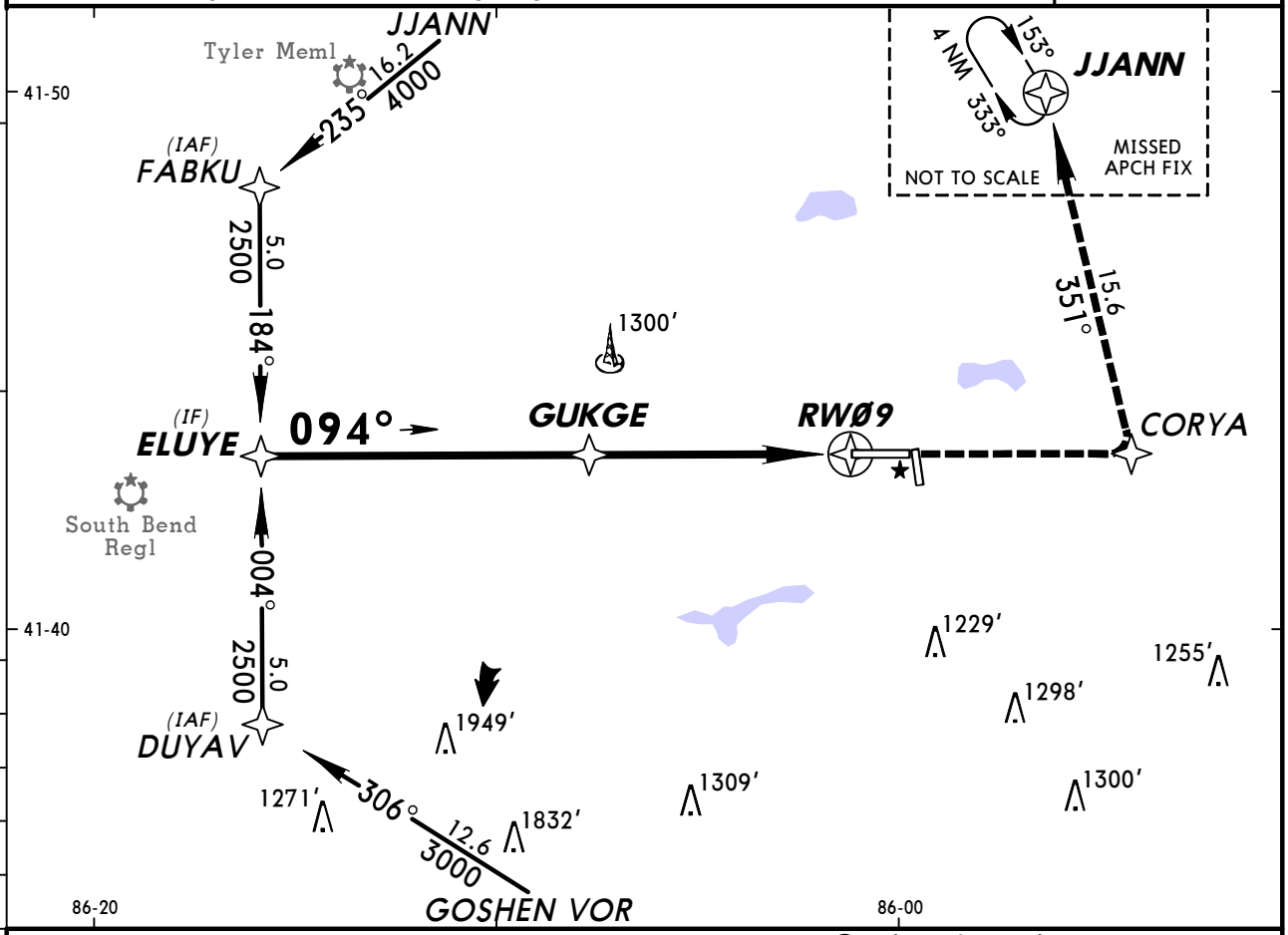
RNAV	Final Apch Crs	Minimum Alt	LNAV MDA(H) (CONDITIONAL)	Apt Elev 778′
	094°	GUKGE 2400′ (1624′)	1340′ (564′)	TDZE 776′

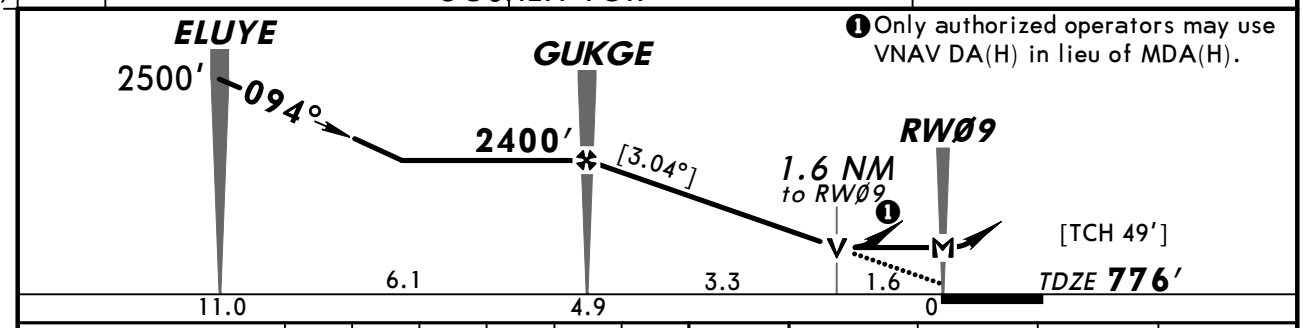
MISSED APCH: Climb to 4000′ direct CORYA and via 351° track to JJANN and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use South Bend altimeter setting.
2. DME/DME RNP-0.3 not authorized. 3. VDP not authorized when using South Bend altimeter setting. 4. Pilot controlled lighting 119.5.

3000′
MSA RWØ9





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

Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.04°]	376	484	538	645	753	861
MAP at RWØ9						

REIL
VASI-L

4000′

CORYA

TERPS AMEND 0

	STRAIGHT-IN LANDING RWY 9 LNAV		CIRCLE-TO-LAND		
	MDA(H) 1340′ (564′) With Local Altimeter Setting	MDA(H) 1380′ (604′) With South Bend Altimeter Setting	Max Kts.	With Local Altimeter Setting MDA(H)	With South Bend Altimeter Setting MDA(H)
A	1	1	90	1340′(562′)-1	1380′(602′)-1
B			120		
C	1½	1½	140	1340′(562′)-1½	1380′(602′)-1½
D	1¾	1¾	165	1340′(562′)-2	1380′(602′)-2

CHANGES: None.

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KEKM/EKI
ELKHART MUN

JEPPESEN

13 JUN 08 (12-2)

ELKHART, IND
RNAV (GPS) Rwy 18

BRIEFING STRIP TM

AWOS-3	*SOUTH BEND Approach (R)	CHICAGO Center (R)	*ELKHART Tower	*Ground
124.47	118.55	127.55 when App inop.	CTAF 119.5	121.8

RNAV	Final Apch Crs	Minimum Alt	LNAV MDA(H)	Apt Elev 778′
	176°	CODVA 2400′ (1622′)	(CONDITIONAL) 1280′ (502′)	TDZE 778′

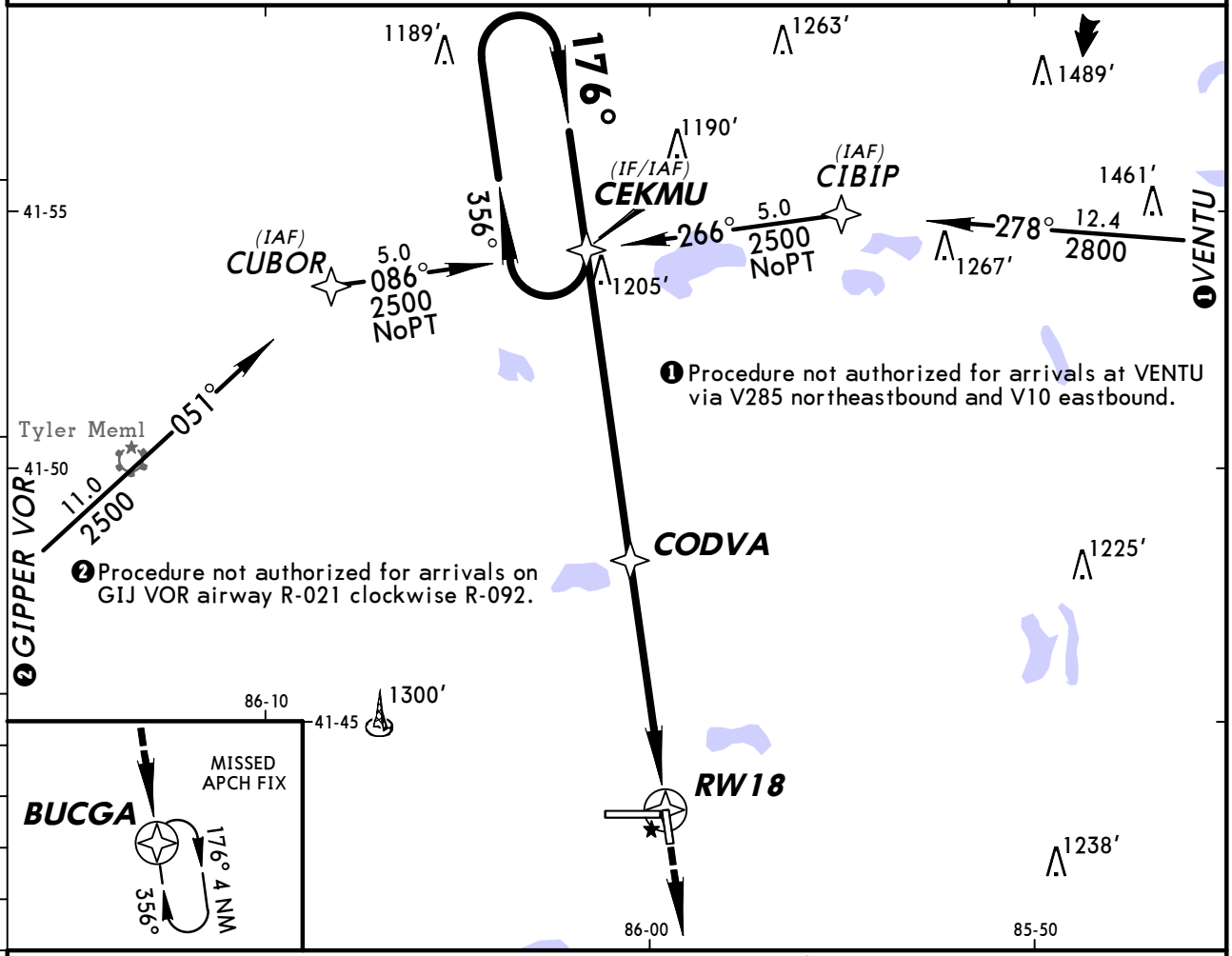
MISSED APCH: Climb to 2500′ direct BUCGA and hold.

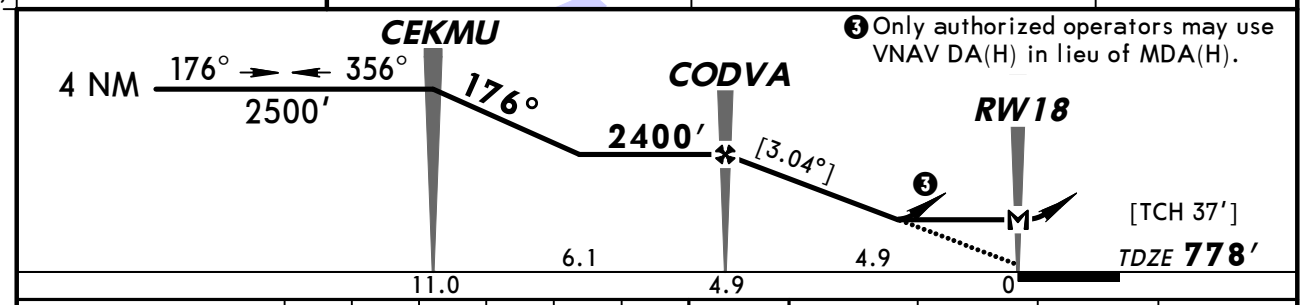
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use South Bend altimeter setting.
2. DME/DME RNP-0.3 not authorized. 3. Pilot controlled lighting 119.5.

3000′

MSA RW18





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.04°]	376	484	538	645	753	861
MAP at RW18						

REIL
PAPI-L

2500′

BUCGA

TERPS AMENDMENT

STRAIGHT-IN LANDING RWY 18
LNAV

	MDA(H) 1280′ (502′) With Local Altimeter Setting	MDA(H) 1320′ (542′) With South Bend Altimeter Setting
A	1	1
B		
C	1½	1½
D		

CIRCLE-TO-LAND

Max Kts	With Local Altimeter Setting MDA(H)	With South Bend Altimeter Setting MDA(H)
90	1280′ (502′)-1	1320′ (542′)-1
120	1300′ (522′)-1	1340′ (562′)-1
140	1300′ (522′)-1½	1340′ (562′)-1½
165	1340′ (562′)-2	1380′ (602′)-2

CHANGES: Circling minimums.

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BRIEFING STRIP™

AWOS-3	*SOUTH BEND Approach (R)	CHICAGO Center (R)	*ELKHART Tower	*Ground
124.47	118.55	127.55 when App inop.	CTAF 119.5	121.8

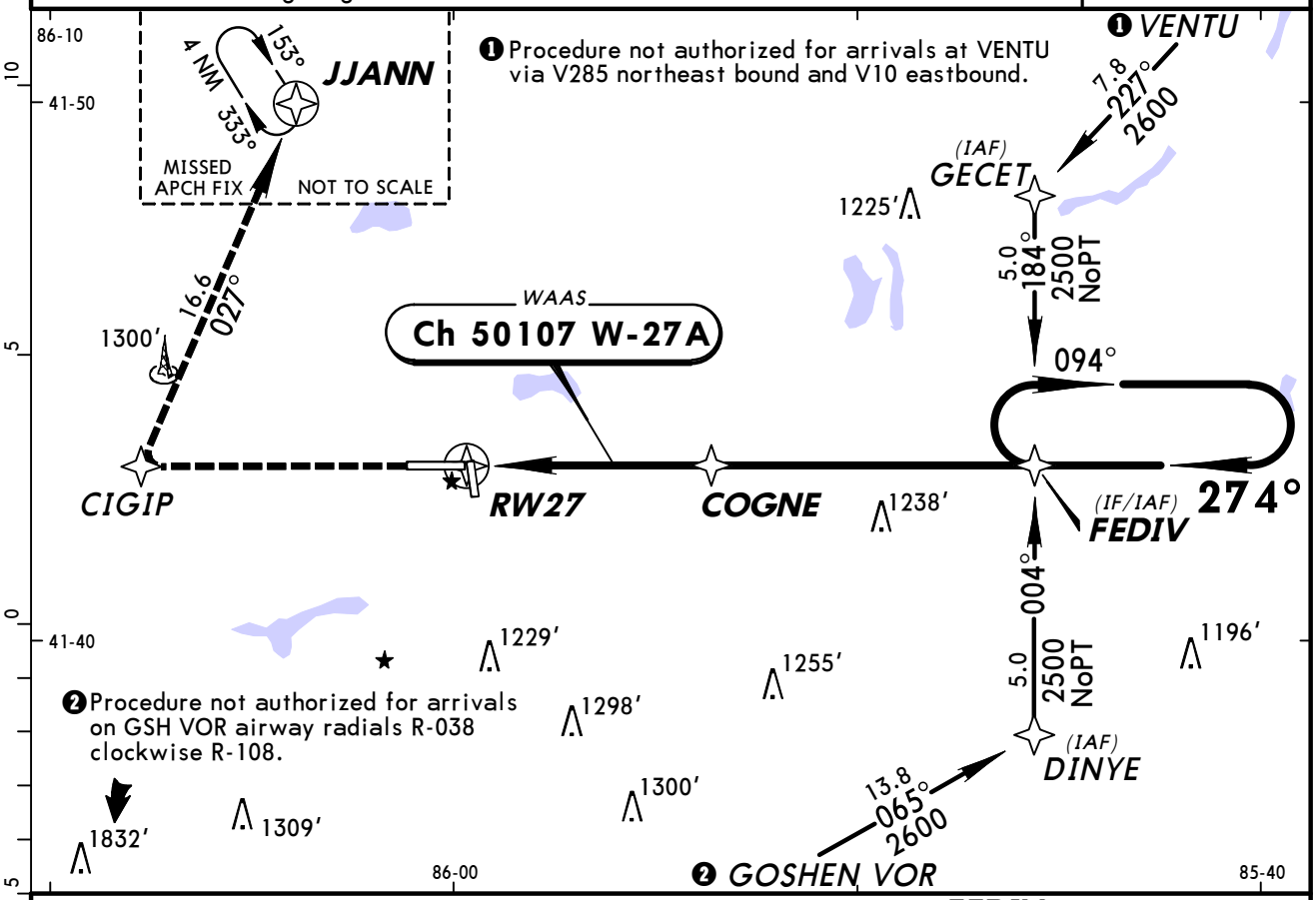
WAAS	Final Apch Crs	Minimum Alt	LPV (CONDITIONAL) DA(H)	Apt Elev 778′
Ch 50107 W-27A	274°	COGNE 2300′ (1523′)	1070′ (293′)	TDZE 777′

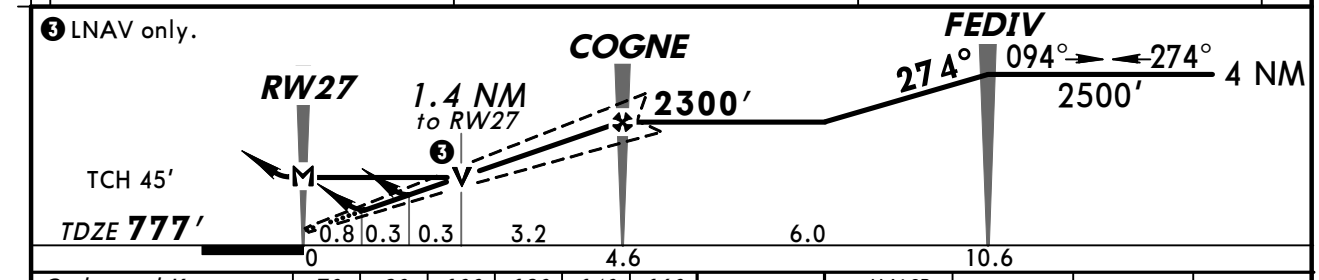
MISSED APCH: Climb to 4000′ direct CIGIP and via 027° track to JJANN and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use South Bend altimeter setting.
2. Baro-VNAV not authorized below -16°C (4°F). 3. DME/DME RNP-0.30 not authorized.
4. VDP and Baro-VNAV not authorized when using South Bend altimeter setting.
5. Pilot controlled lighting 119.5.

3000′
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						

MALSR
PAPI
4000′
CIGIP

STRAIGHT-IN LANDING RWY 27

	1 LPV DA(H) 1070′(293′)		2 LNAV/VNAV DA(H) 1220′(443′)			3 LNAV MDA(H) 1260′(483′)		
		RAIL or ALS out		RAIL out	ALS out		RAIL 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 40 or 3/4	RVR 50 or 1
B								
C						RVR 40 or 3/4	RVR 60 or 1 1/4	
D						RVR 50 or 1	1 1/2	

AMEND OA

CIRCLE-TO-LAND

Max Kts	With Local Altimeter Setting MDA(H)	With South Bend Altimeter Setting MDA(H)
90	1260′(482′)-1 1/2	1300′(522′)-1 1/2
120	1300′(522′)-1 1/2	1340′(562′)-1 1/2
140		
165	1340′(562′)-2	1380′(602′)-2

TERPS

1 DA(H) 1110′ (333′) with South Bend altimeter setting.
2 DA(H) 1260′ (483′) with South Bend altimeter setting.
3 MDA(H) 1300′ (523′) with South Bend altimeter setting.

CHANGES: Lighting.

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AWOS-3	*SOUTH BEND Approach (R)	CHICAGO Center (R)	*ELKHART Tower	*Ground
124.47	118.55	127.55 when App inop.	CTAF 119.5	121.8

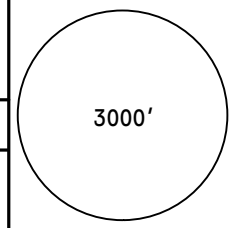
BRIEFING STRIP™

RNAV	Final Apch Crs	Minimum Alt	LNAV MDA(H) (CONDITIONAL)	Apt Elev 778′
	356°	AYERU 2500′(1723′)	1220′(443′)	TDZE 777′

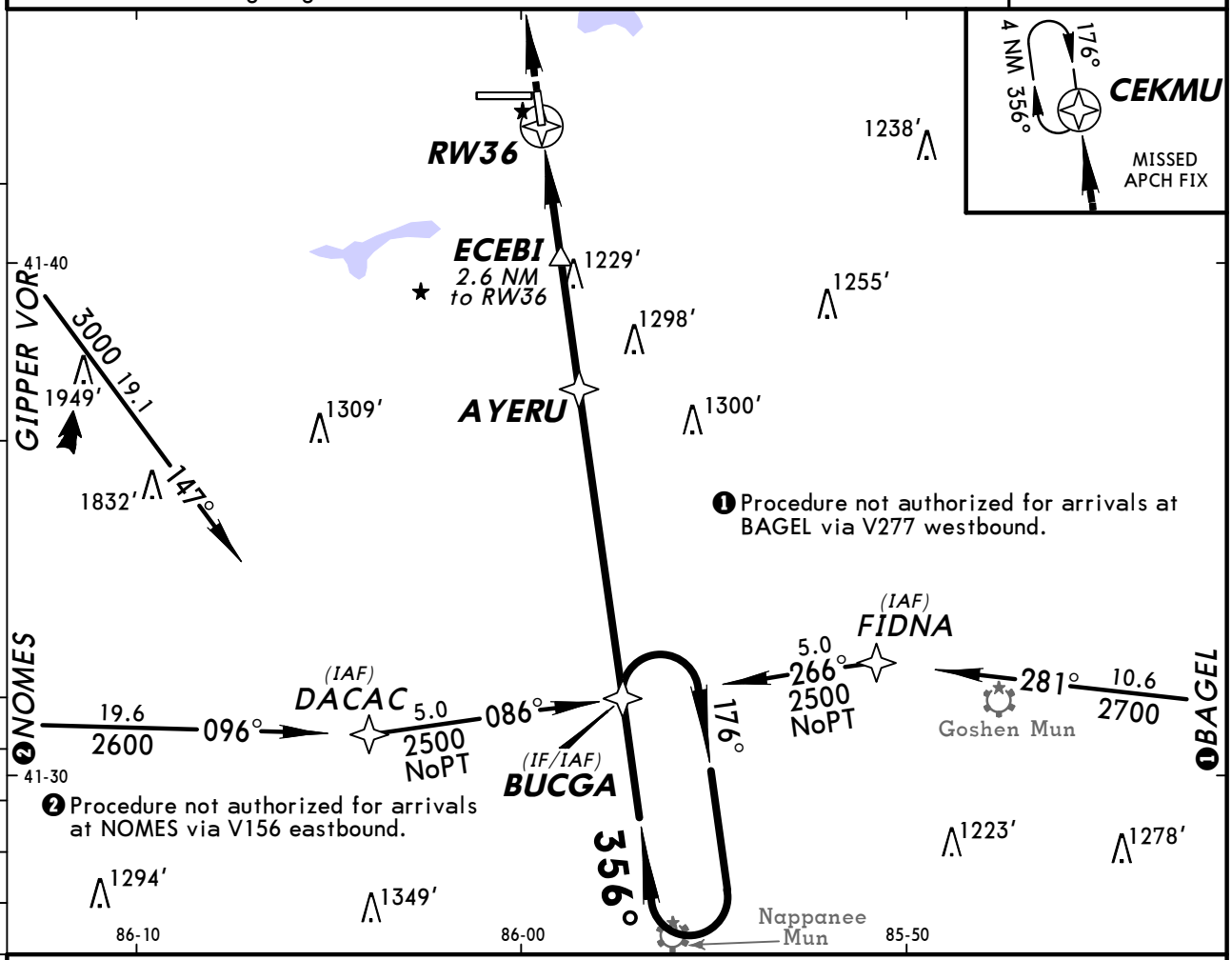
MISSED APCH: Climb to 2500′ direct CEKMU and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use South Bend altimeter setting.
2. DME/DME RNP-0.30 not authorized. 3. VGSI and descent angles not coincident.
4. Pilot controlled lighting 119.5.



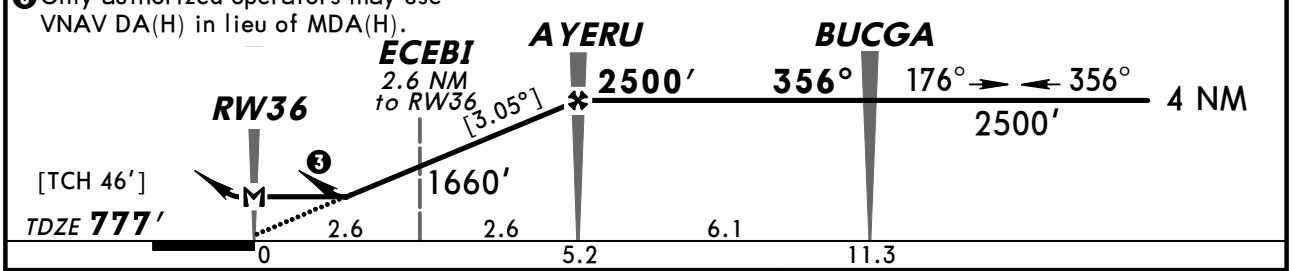
MSA RW36



❶ Procedure not authorized for arrivals at BAGEL via V277 westbound.

❷ Procedure not authorized for arrivals at NOMES via V156 eastbound.

❸ 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 RW36						

REIL
VASI-L

2500′

CEKMU

STRAIGHT-IN LANDING RWY 36
LNAV

	MDA(H) 1220′(443′) With Local Altimeter Setting	MDA(H) 1260′(483′) With South Bend Altimeter Setting
A	1	1
B		
C	1¼	1¼
D	1½	1½

CIRCLE-TO-LAND

Max Kts	With Local Altimeter Setting MDA(H)	With South Bend Altimeter Setting MDA(H)
90	1220′(442′)-1	1260′(482′)-1
120	1300′(522′)-1	1340′(562′)-1
140	1300′(522′)-1½	1340′(562′)-1½
165	1340′(562′)-2	1380′(602′)-2

AMENDO A TERPS

CHANGES: None.

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BRIEFING STRIP™

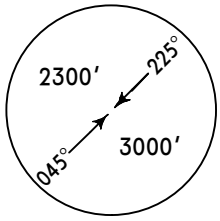
AWOS-3	*SOUTH BEND Approach (R)	CHICAGO Center (R)	*ELKHART Tower	*Ground
124.47	118.55	127.55 when App inop.	CTAF 119.5	121.8

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 778′
GIJ 115.4	102°	SALIM 2500′ (1724′)	(CONDITIONAL) 1340′ (564′)	TDZE 776′

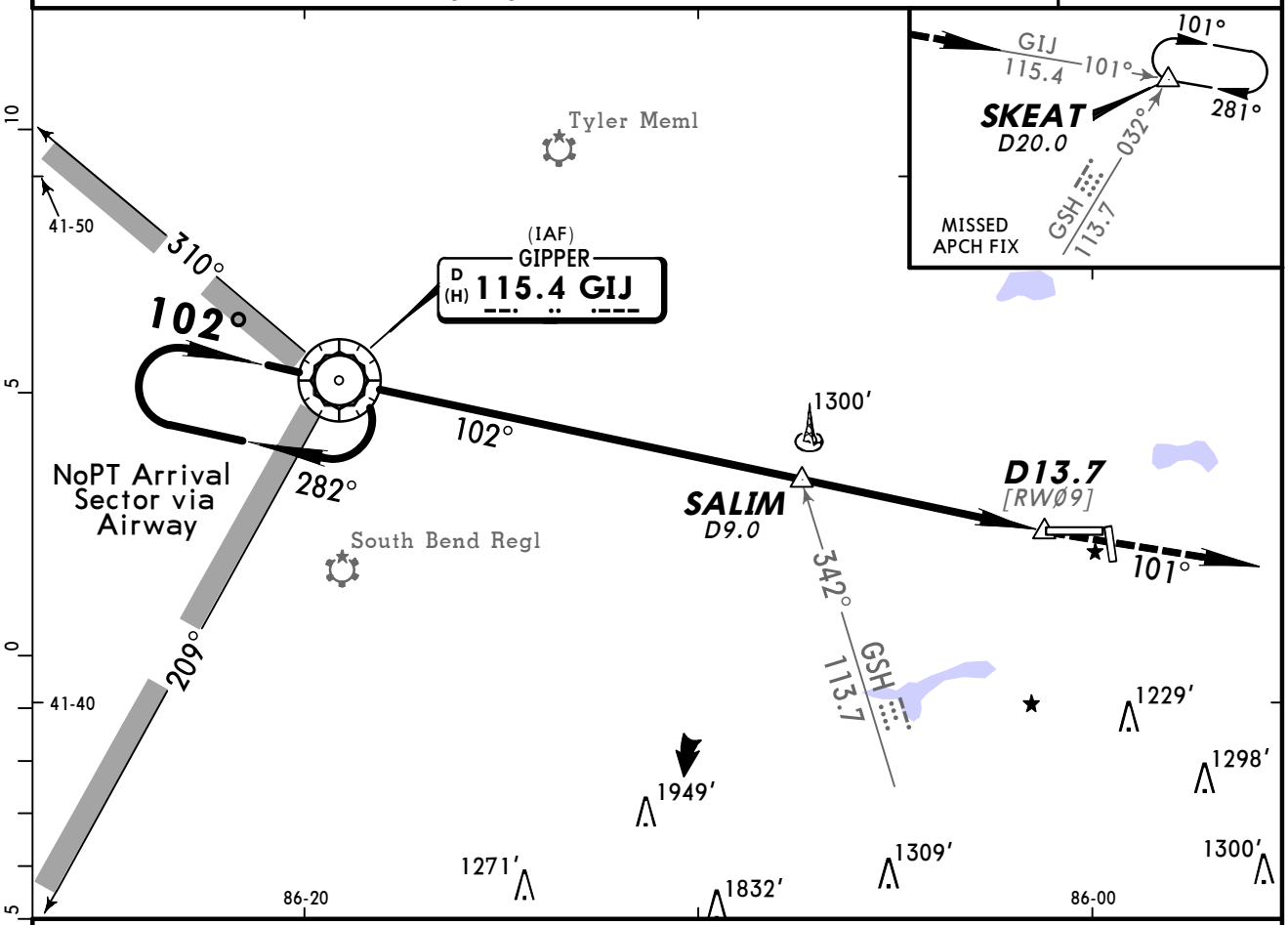
MISSED APCH: Climb to 2500′ outbound via GIJ VOR R-101 to SKEAT INT/D20.0 and hold.

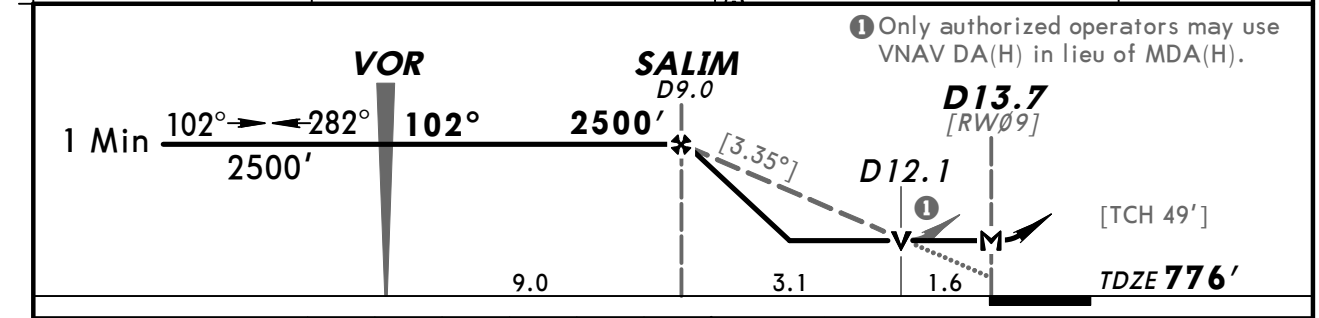
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use South Bend altimeter setting.
2. VDP not authorized with South Bend altimeter setting. 3. VGSI and descent angles not coincident. 4. Pilot controlled lighting 119.5.



MSA GIJ VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.35°]	415	534	593	711	830	948
MAP at D13.7 or SALIM to MAP 4.7	4:02	3:08	2:49	2:21	2:01	1:46

REIL
VASI-L

2500′ ↑ GIJ via 115.4 R-101 SKEAT

STRAIGHT-IN LANDING RWY 9			CIRCLE-TO-LAND		
	MDA(H) 1340′ (564′) With Local Altimeter Setting	MDA(H) 1380′ (604′) With South Bend Altimeter Setting	Max Kts	With Local Altimeter Setting MDA(H)	With South Bend Altimeter Setting MDA(H)
A	1	1	90	1340′(562′)-1	1380′(602′)-1
B			120		
C	1½	1½	140	1340′(562′)-1½	1380′(602′)-1½
D	1¾	1¾	165	1340′(562′)-2	1380′(602′)-2

AMEND 6 TERPS

CHANGES: None.

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BRIEFING STRIP™

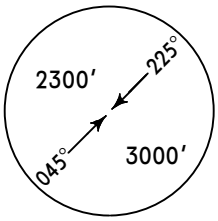
AWOS-3	*SOUTH BEND Approach (R)	CHICAGO Center (R)	*ELKHART Tower	*Ground
124.47	118.55	127.55 when App inop.	CTAF 119.5	121.8

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 778′
GIJ 115.4	281°	SKEAT 2500′ (1723′)	(CONDITIONAL) 1280′ (503′)	TDZE 777′

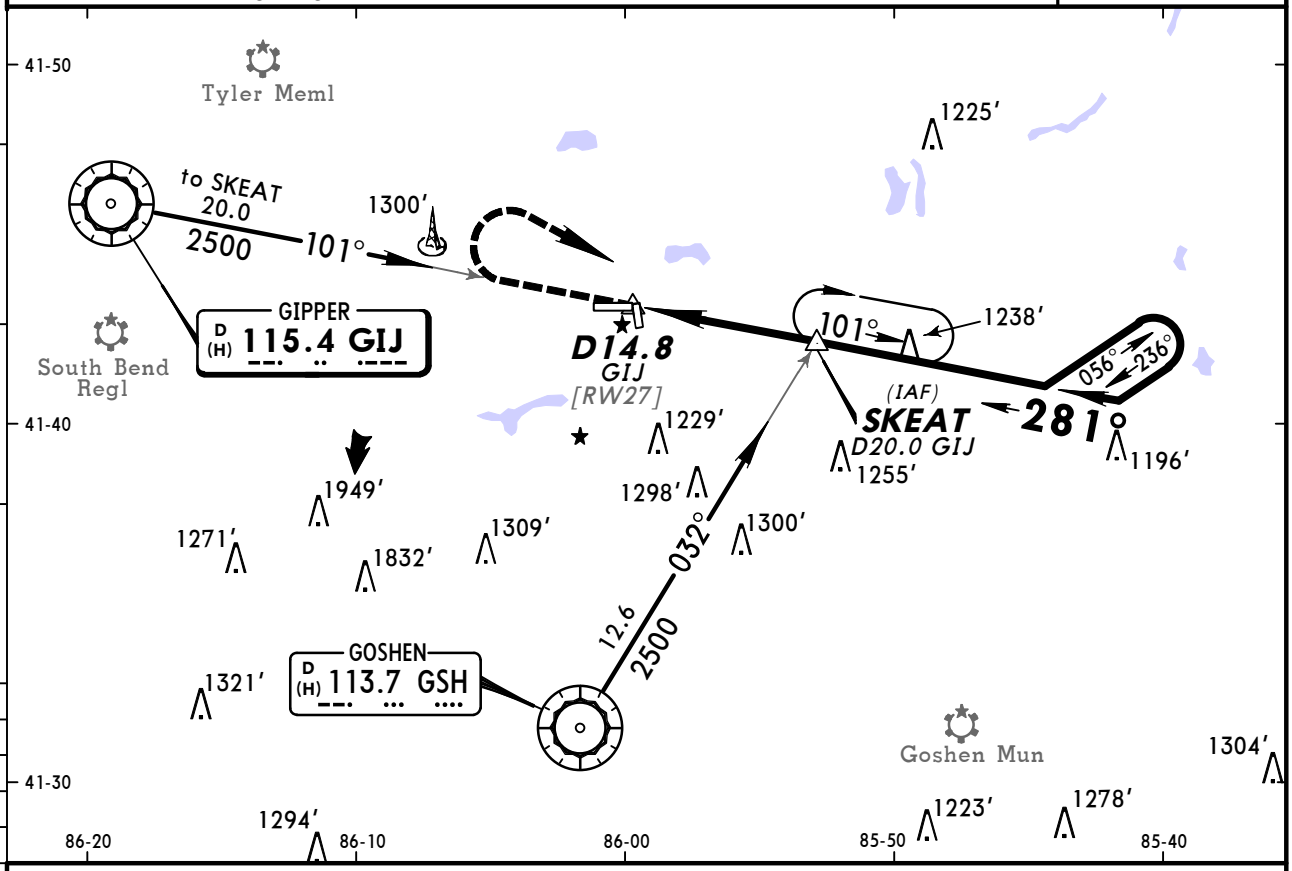
MISSED APCH: Climb to 2500′ then RIGHT turn outbound via GIJ VOR R-101 to SKEAT INT/D20.0 GIJ and hold.

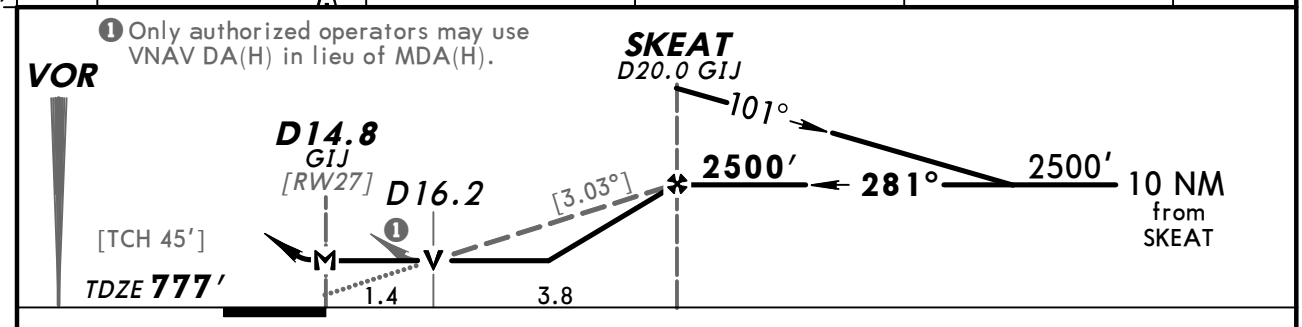
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use South Bend altimeter setting.
2. VDP not authorized with South Bend altimeter setting.
3. Pilot controlled lighting 119.5.



MSA GIJ VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.03°]	375	482	536	643	750	858
MAP at D14.8 GIJ or SKEAT to MAP 5.2	4:27	3:28	3:07	2:36	2:14	1:57

MALSR
PAPI

2500′

RT

GIJ via 115.4 R-101

SKEAT

TERPS (AMEND 15A)	STRAIGHT-IN LANDING RWY 27		CIRCLE-TO-LAND		
	MDA(H) 1280′ (503′) With Local Altimeter Setting	MDA(H) 1320′ (543′) With South Bend Altimeter Setting		With Local Altimeter Setting	With South Bend Altimeter Setting
	RAIL out / ALS out	RAIL out / ALS out	Max Kts	MDA(H)	MDA(H)
A	RVR 50 or 1	RVR 50 or 1	90	1280′(502′)-1	1320′(542′)-1
B			120	1300′(522′)-1	1340′(562′)-1
C	1½	1½	140	1300′(522′)-1½	1340′(562′)-1½
D			165	1340′(562′)-2	1380′(602′)-2

CHANGES: Lighting.

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BRIEFING STRIP TM

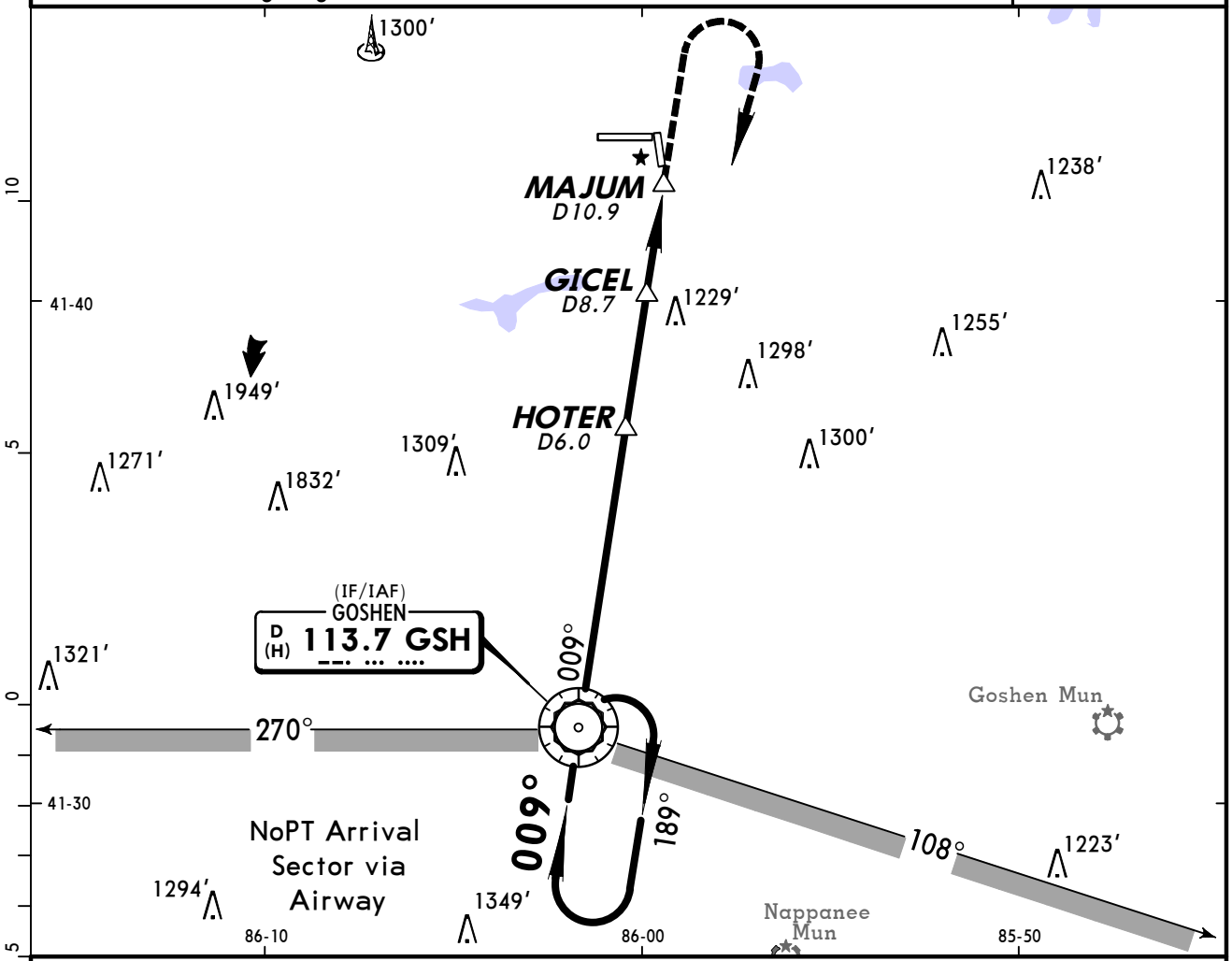
AWOS-3	*SOUTH BEND Approach (R)	CHICAGO Center (R)	*ELKHART Tower	*Ground
124.47	118.55	127.55 when App inop.	CTAF 119.5	121.8

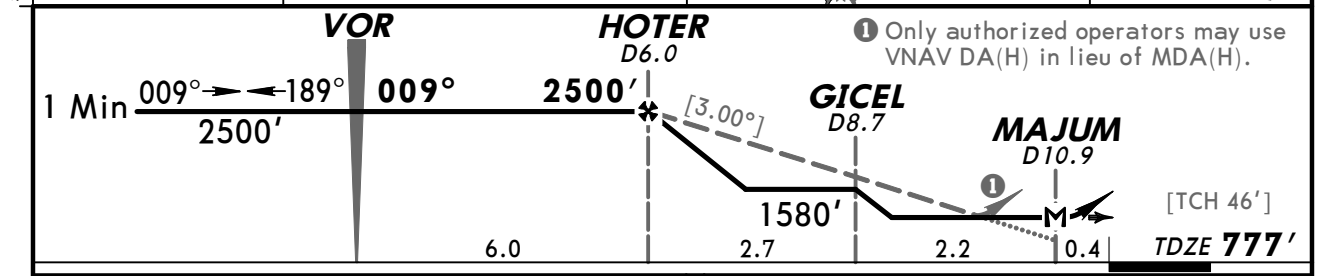
VOR	Final Apch Crs	Minimum Alt HOTER	MDA(H) (CONDITIONAL)	Apt Elev 778′
GSH 113.7	009°	2500′ (1723′)	1220′ (443′)	TDZE 777′

MISSED APCH: Climb to 2500′ then RIGHT turn direct GSH VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Use local altimeter setting; if not received, use South Bend altimeter setting.
2. Pilot controlled lighting 119.5.

3000′
MSA GSH VOR





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

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

REIL
VASI-L

2500′

RT

D

GSH
113.7

TERPS AMEND 4A

	STRAIGHT-IN LANDING RWY 36		CIRCLE-TO-LAND		
	MDA(H) 1220′(443′) With Local Altimeter Setting	MDA(H) 1260′(483′) With South Bend Altimeter Setting	Max Kts	With Local Altimeter Setting MDA(H)	With South Bend Altimeter Setting MDA(H)
A	1	1	90	1220′(442′)-1	1260′(482′)-1
B			120	1300′(522′)-1	1340′(562′)-1
C	1¼	1¼	140	1300′(522′)-1½	1340′(562′)-1½
D	1½	1½	165	1340′(562′)-2	1380′(602′)-2

CHANGES: Circling minimums.

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General Information

Location: Evansville IN USA
IATA Code: EVV
Lat/Long: N38° 02.3' W087° 31.9'
Elevation: 418 ft

Airport Use: Public
Magnetic Variation: 3.0°W
Sectional Chart: St Louis

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: High Pressure, Low 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: 1225 Z
Sunset: 2341 Z,

Runway Information

Runway: 04
Length x Width: 8020 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 386 ft
Lighting: Edge, REIL
Displaced Threshold: 1296 ft

Runway: 09
Length x Width: 3497 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 384 ft
Lighting: Edge
Displaced Threshold: 529 ft

Runway: 18
Length x Width: 6286 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 396 ft
Lighting: Edge, REIL

Runway: 22
Length x Width: 8020 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 418 ft
Lighting: Edge, ALS

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Runway: 27
Length x Width: 3497 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 383 ft
Lighting: Edge
Displaced Threshold: 218 ft

Runway: 36
Length x Width: 6286 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 384 ft
Lighting: Edge, REIL
Displaced Threshold: 789 ft

Communication Information

ATIS 120.2
Evansville Tower Tower 118.7 CTAF
Evansville Ground Ground Control 121.9
Evansville Clearance Clearance Delivery 126.6
Evansville Approach Approach Control 127.35 (220°-40°)
Evansville Approach Approach Control 126.4 (41°-219°) Initial Contact
Evansville App ARSA 127.35 (220°-40°)
Evansville App ARSA 126.4 (41°-219°)
Evansville Departure Departure Control 127.35 (220°-40°)
Evansville Departure Departure Control 126.4 (41°-219°)
Evansville Regl Unicom Unicom 122.95
Evansville Radar 126.6
Evansville Radar 126.4
Terre Haute Flight Service Station 122.65 At or above 18000 ft RCO
Indianapolis Center 128.3 Remote Communications Air-Ground

KEVV/EVV

Apt Elev **418′**

N38 02.2 W087 31.9

JEPPESEN

13 MAY 11 (11-1)

EVANSVILLE, IND

EVANSVILLE REGL

ATIS (ASOS when Twr inop)	*EVANSVILLE Clearance	*Ground	*Tower
120.2	126.6	121.9	CTAF 118.7

UNICOM	*EVANSVILLE Departure (R) 220°-040°	041°-219°	INDIANAPOLIS Center (R)
122.95	127.35	126.4	128.3 when Dep inop.

Rwy 9-27 and Taxiway E restricted to aircraft less than 50,000 lbs.

Birds in vicinity of airport.

RUNWAY INCURSION HOT SPOTS

HS1

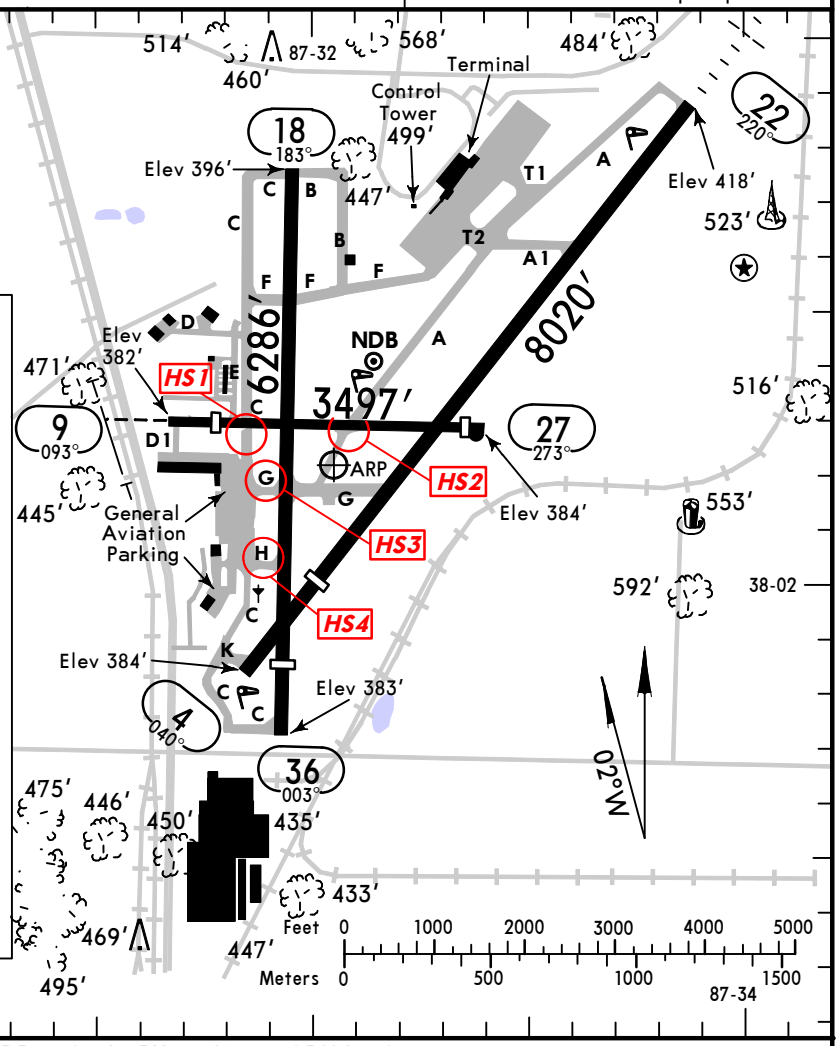
For information only, not to be construed as ATC instructions.

HS1 Pilots taxiing to Rwy 9 enter rwy mid-field, do not taxi to the "numbers" without ATC clearance. Rwy 9/27 is a short distance from the General Aviation Ramp - use appropriate vigilance.

HS2 Pilots cleared to taxi to Rwy 27 sometimes enter the Rwy 27 without a clearance.

HS3 Rwy 18/36 in close proximity to the General Aviation Ramp - use appropriate vigilance.

HS4 Rwy 18/36 in close proximity to the General Aviation Ramp - use appropriate vigilance.



ADDITIONAL RUNWAY INFORMATION

RWY				USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
4	HIRL REIL VASI-L	grooved		6724′	5733′		150′
22	HIRL ❶ MALSR	grooved	RVR		6670′		
9	MIRL			2968′			75′
27				3279′			
18	HIRL REIL PAPI-R (angle 3.66°)	grooved		❷ 5497′		5505′	150′
36	HIRL REIL PAPI-L (angle 3.00°)	grooved		5497′			

❶ Activate on 118.7 when Twr inop. ❷ Last 789′ is unavailable for landing distance computations.

TAKE-OFF

	Rwy 4, 18, 22 Adequate Vis Ref	Rwy 4, 18, 22 STD	Rwy 27 With Mim climb of 402′/NM to 800′ Adequate Vis Ref	Rwy 27 With Mim climb of 402′/NM to 800′ STD	Rwy 27 Other	Rwy 9	Rwy 36
1 & 2 Eng	RVR 16 or ¼	RVR 50 or 1	¼	1	300-1¾	300-1	300-1¾
3 & 4 Eng		RVR 24 or ½		½			

OBSTACLE DP: Rwy 22, climb heading 203° to 1300′ before turning right.

FOR FILING AS ALTERNATE

Authorized Only When Twr Operating

	ILS Rwy 22	LOC Rwy 22 NDB Rwy 22 RADAR-1	ILS Rwy 4 LOC Rwy 4	VOR Rwy 4 RNAV (GPS) Rwy 4 RNAV (GPS) Rwy 22
A	600-2	800-2	800-2	800-2
B			800-2¼	
C			800-2½	
D				

AMEND 8

CHANGES: Note, Twys F, G, H, K, usable lengths.

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BRIEFING STRIP™

ATIS (ASOS when Twr inop)	*EVANSVILLE Approach (R)	INDIANAPOLIS Center (R)	*EVANSVILLE Tower	*Ground
120.2	126.4	128.3 when App inop.	CTAF 118.7	121.9

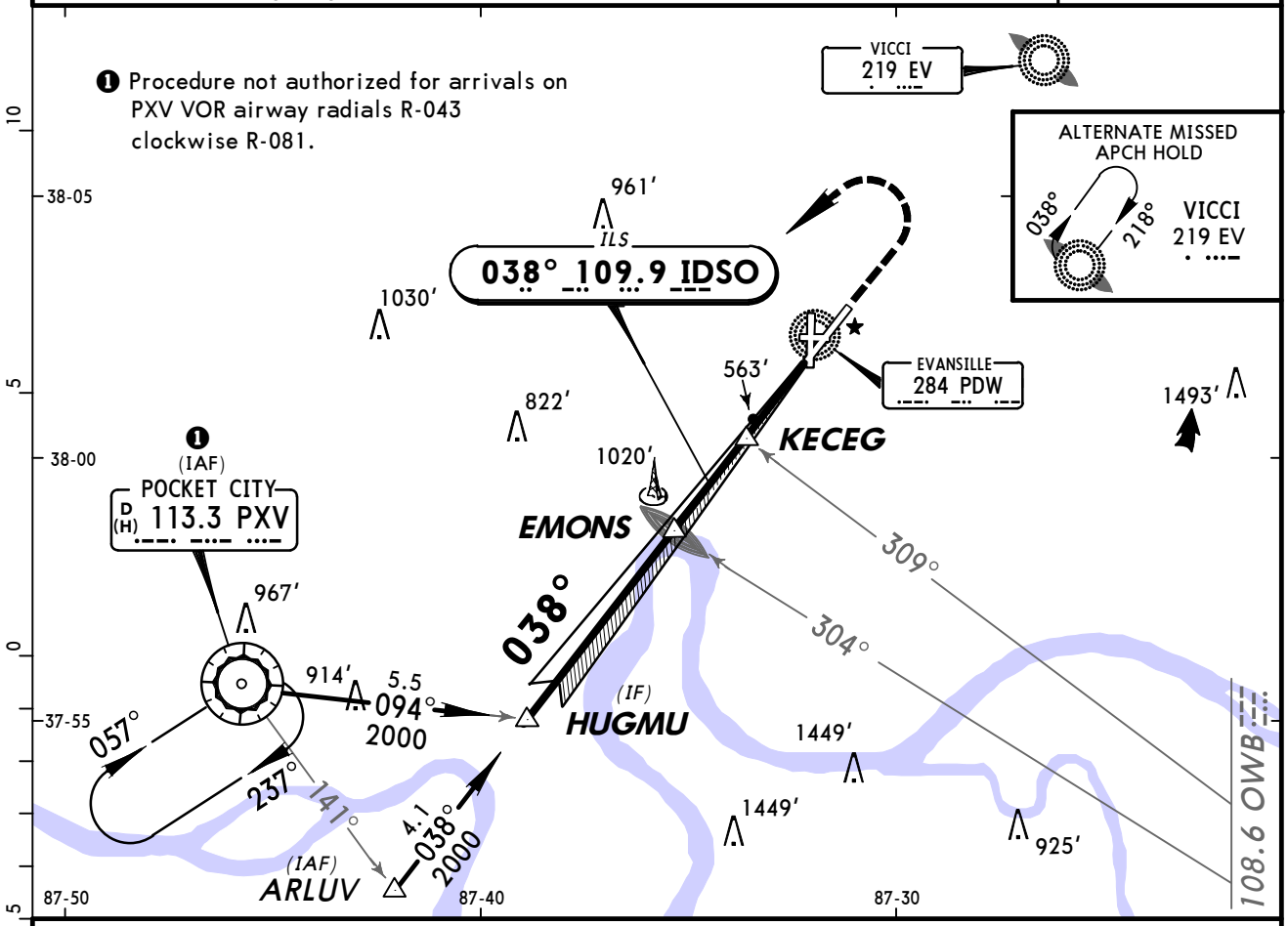
LOC IDSO	Final Apch Crs	GS EMONS	ILS DA(H)	Apt Elev 418′
109.9	038°	1831′ (1445′)	586′ (200′)	TDZE 386′

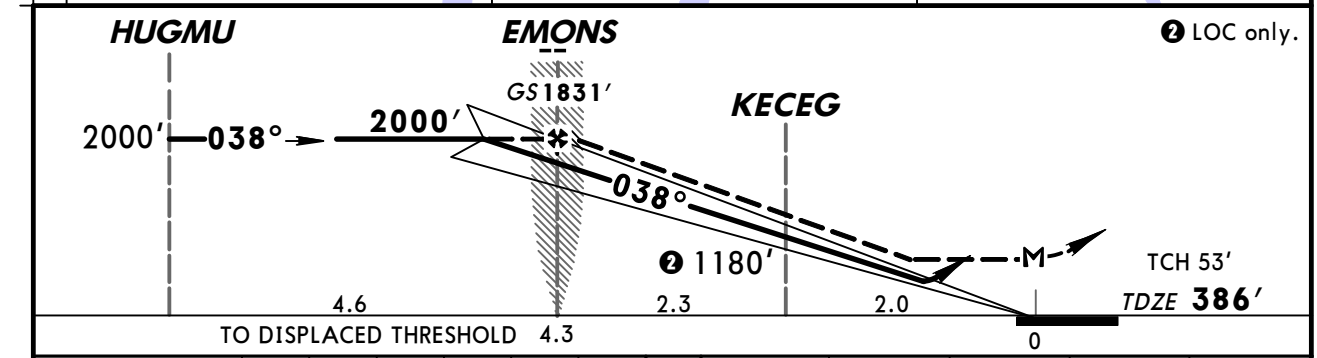
MISSED APCH: Climb to 1500′, then climbing LEFT turn to 2500′ direct PXV VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Pilot controlled lighting 118.7.

2500′
MSA PXV VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
EMONS to MAP 4.3	3:41	2:52	2:35	2:09	1:51	1:37

REIL
VASI-L

1500′ ↑ | 2500′ ↰ LT | D | PXV 113.3

STRAIGHT-IN LANDING RWY 4

	ILS DA(H) 586′ (200′)	LOC (GS out) MDA(H) 820′ (434′) With KECEG	LOC (GS out) MDA(H) 1180′ (794′) Without KECEG
A	3/4	1	1
B			1 1/4
C		1 1/4	2 1/4
D		1 1/2	2 1/2

CIRCLE-TO-LAND

Max Kts	With KECEG MDA(H)	Without KECEG MDA(H)
90	940′ (522′) -1	1180′ (762′) -1
120	960′ (542′) -1	1180′ (762′) -1 1/4
140	960′ (542′) -1 1/2	1180′ (762′) -2 1/4
165	980′ (562′) -2	1180′ (762′) -2 1/2

AMEND 2 TERPS

CHANGES: TDZE, GS angle.

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BRIEFING STRIP ™

ATIS (ASOS when Twr inop)	*EVANSVILLE Approach (R)	INDIANAPOLIS Center (R)	*EVANSVILLE Tower	*Ground
120.2	126.4	128.3 when App inop.	CTAF 118.7	121.9

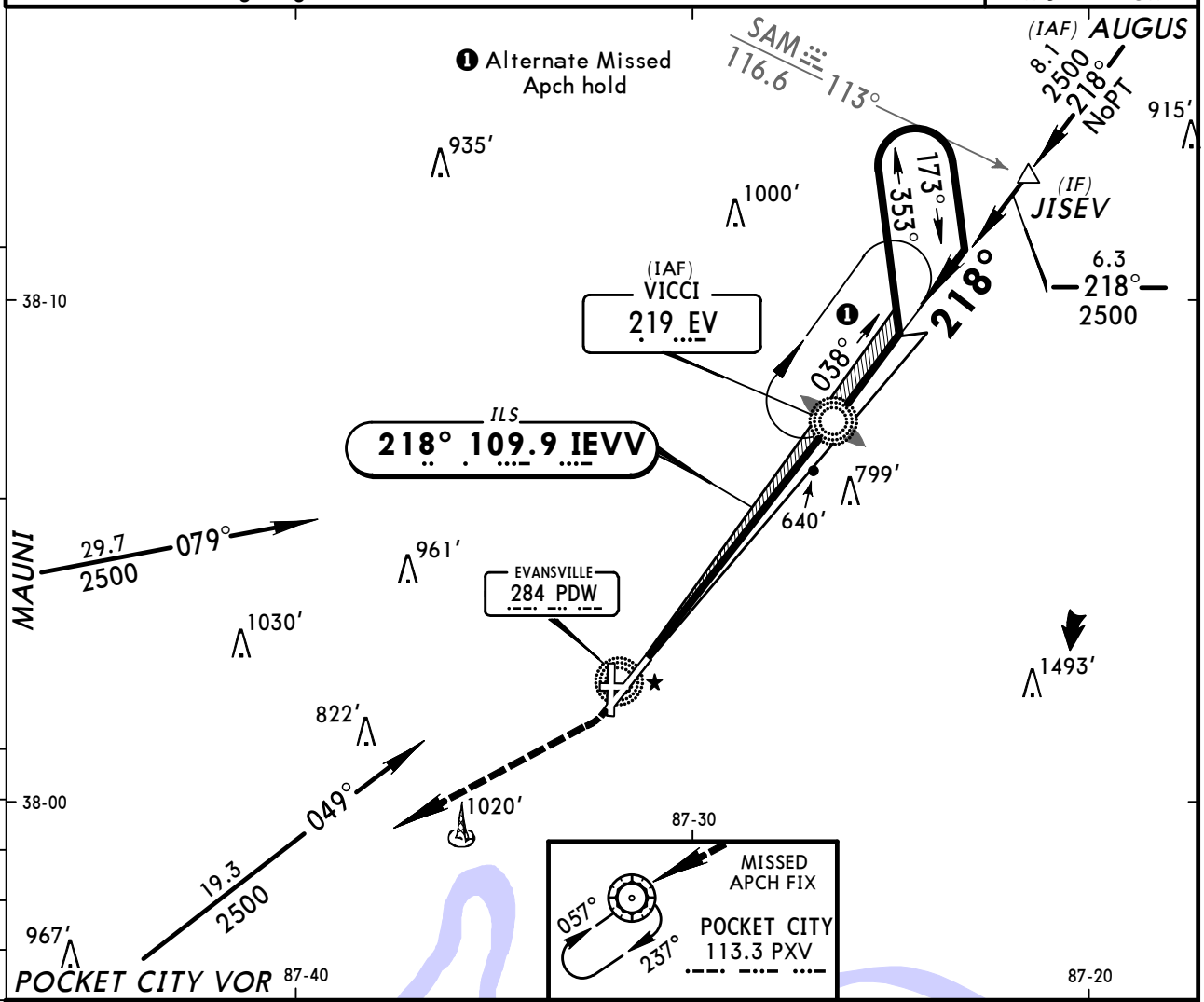
LOC IEVV	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev / TDZE
109.9	218°	2411′ (1993′)	618′ (200′)	418′ / 418′

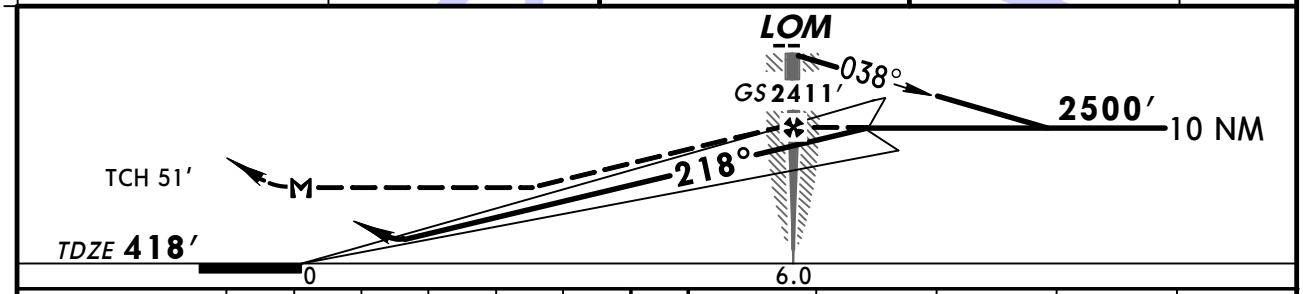
MISSED APCH: Climb to 900′ then climbing RIGHT turn to 2500′ direct PXV VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Pilot controlled lighting 118.7.

2500′
MSA EV LOM





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861
LOM to MAP 6.0	5:09	4:00	3:36	3:00	2:34	2:15

MALSR | 900′ | 2500′ RT | D | PXV 113.3

STRAIGHT-IN LANDING RWY 22

	ILS DA(H) 618′ (200′) FULL	ILS DA(H) 618′ (200′) RAIL or ALS out	LOC (GS out) MDA(H) 900′ (482′)	LOC (GS out) RAIL out	LOC (GS out) ALS out
A			RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
B					
C	❶ RVR 24 or ½	RVR 40 or ¾	RVR 40 or ¾	RVR 60 or 1¼	
D			RVR 50 or 1	1½	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	940′ (522′) -1
120	960′ (542′) -1
140	960′ (542′) -1½
165	980′ (562′) -2

AMEND 21 TERPS

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

CHANGES: Procedure.

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ATIS (ASOS when Twr inop)	*EVANSVILLE Approach (R)	INDIANAPOLIS Center (R)	*EVANSVILLE Tower	*Ground
120.2	126.4	128.3 when App inop.	CTAF 118.7	121.9

BRIEFING STRIP™

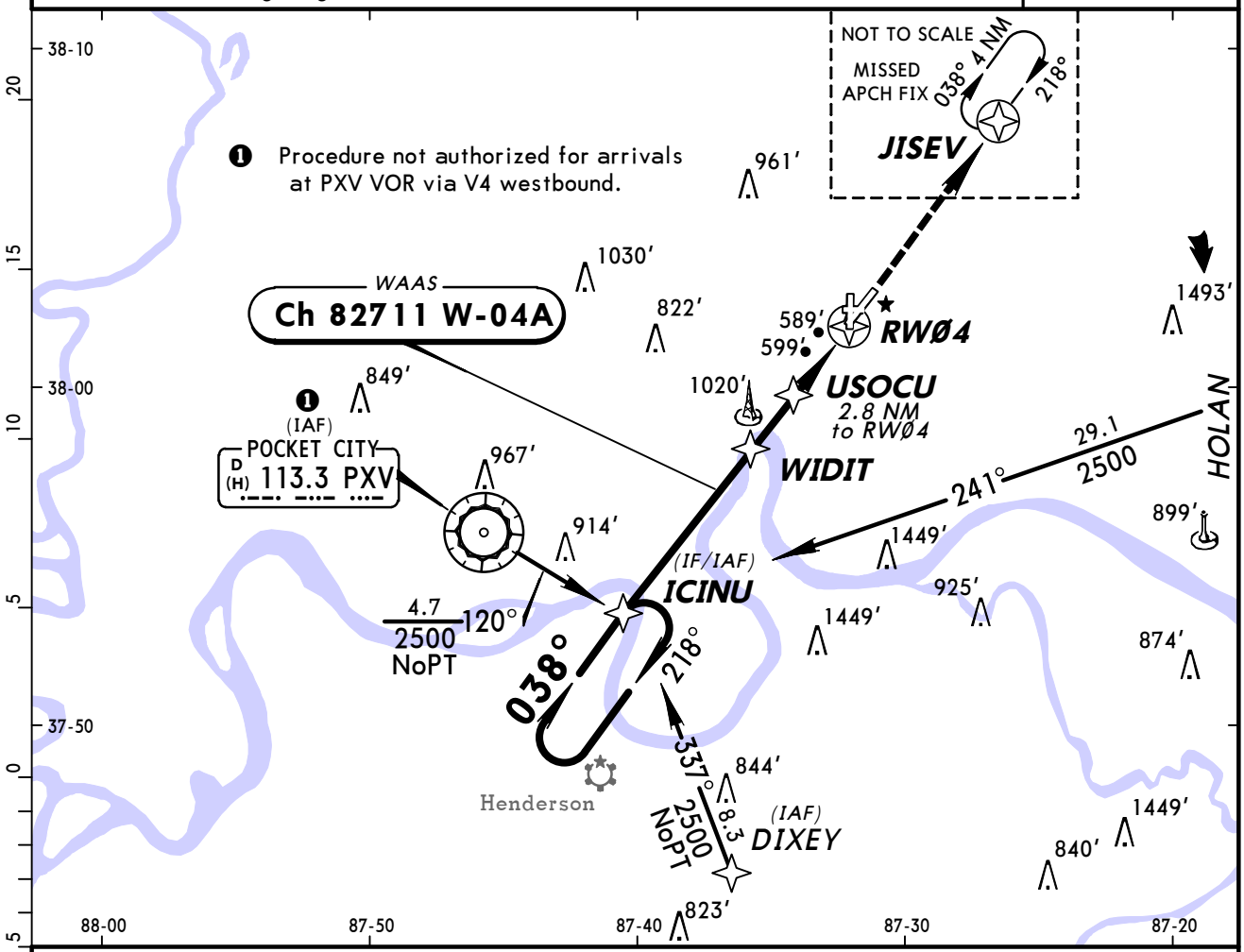
WAAS	Final Apch Crs	Minimum Alt WIDIT	LPV DA(H)	Apt Elev 418′
Ch 82711 W-04A	038°	2000′ (1615′)	585′ (200′)	TDZE 385′

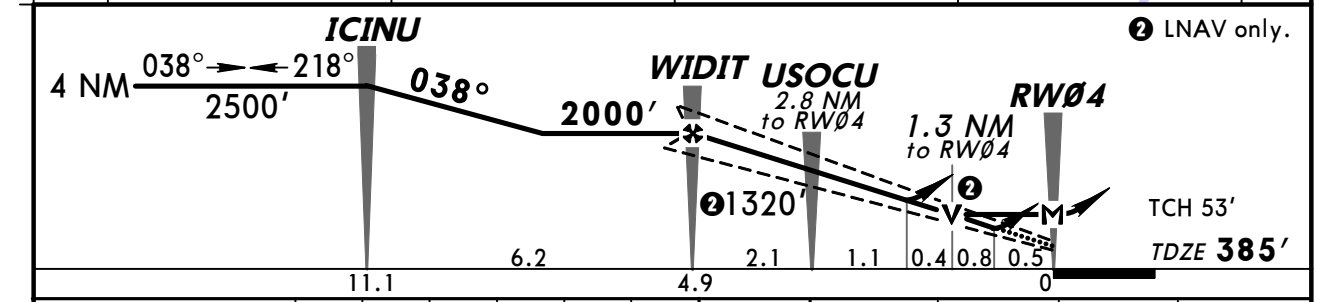
MISSED APCH: Climb to 2500′ direct JISEV and hold.

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 -15°C (5° F) or above 48° C (118° F).
3. Pilot controlled lighting 118.7.

MSA RWØ4: 2500′





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RWØ4						

REIL
VASI-L

2500′

JISEV

STRAIGHT-IN LANDING RWY 4

	LPV DA(H) 585′ (200′)	LNAV/VNAV DA(H) 970′ (585′)	LNAV MDA(H) 860′ (475′)
A	3/4	2	1
B			
C			1¼
D			1½

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	940′ (522′)-1
120	960′ (542′)-1
140	960′ (542′)-1½
165	980′ (562′)-2

AMENDO TERPS

CHANGES: New procedure.

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ATIS (ASOS when Twr Inop)	*EVANSVILLE Approach (R)	INDIANAPOLIS Center (R)	*EVANSVILLE Tower	*Ground
120.2	126.4	128.3 when App inop.	CTAF 118.7	121.9

BRIEFING STRIP ™

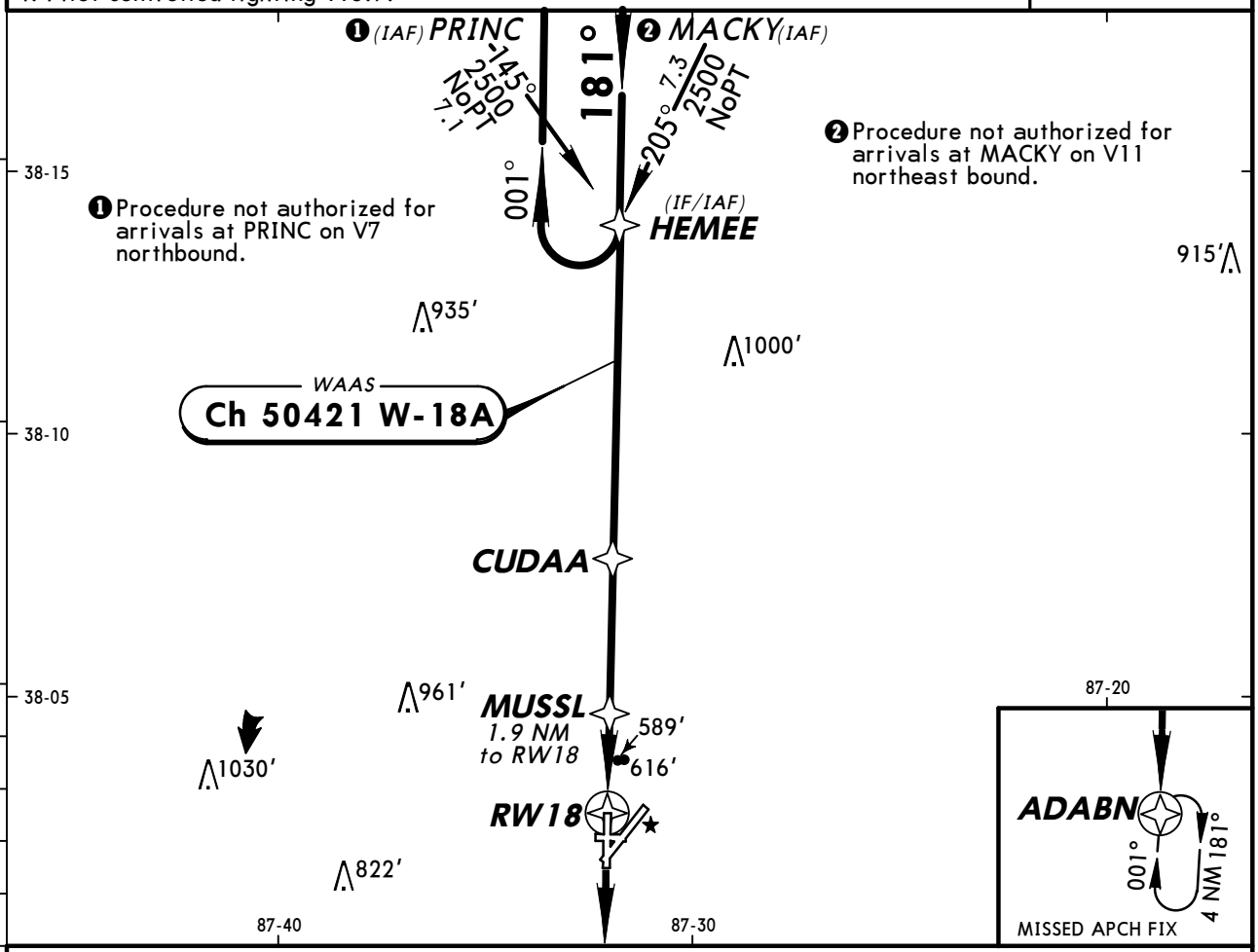
WAAS	Final Apch Crs	Minimum Alt	LP MDA(H)	Apt Elev 418′
Ch 50421 W-18A	181°	CUDAA 2000′ (1604′)	840′ (444′)	Rwy 18 396′

MISSED APCH: Climb to 2500′ direct ADABN and hold.

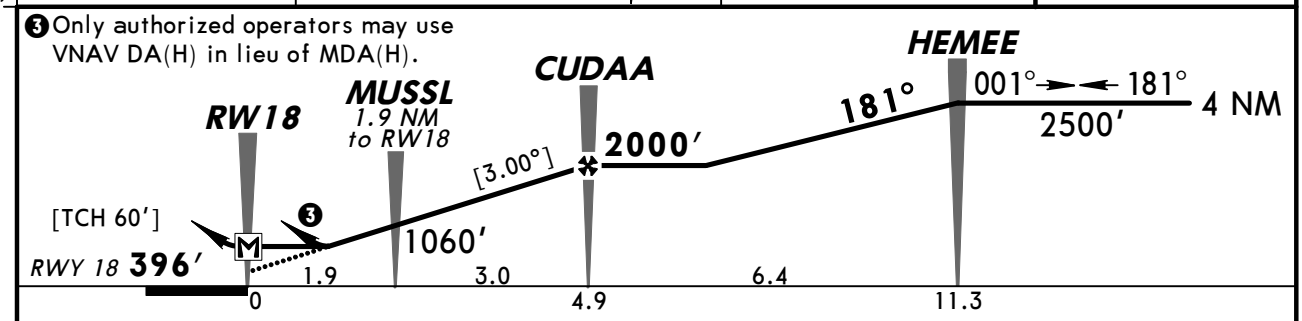
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME/DME RNP-0.30 not authorized. 2. Visibility reduction by helicopters not authorized. 3. VGSI and descent angles not coincident.
4. Pilot controlled lighting 118.7.

2500′
MSA RW18



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



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle [3.00°]	372	478	531	637	743	849
MAP at RW18						

REIL
PAPI-R
2500′
ADABN

1 STRAIGHT-IN LANDING RWY 18

	LP MDA(H) 840′(444′)	LNAV MDA(H) 880′(484′)
A	1	1
B		
C	1⅜	1⅜
D		

1 CIRCLE-TO-LAND
Not Authorized to Rwy 9 at Night

Max Kts	MDA(H)
90	920′(502′)-1
120	940′(522′)-1
140	960′(542′)-1½
165	980′(562′)-2

1 When VGSI inop, straight-in and circling to Rwy 18 not authorized at night.

TERPS AMEND 0 30 JUN 2011

CHANGES: New procedure.

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BRIEFING STRIP™

ATIS (ASOS when Twr inop)	*EVANSVILLE Approach (R)	INDIANAPOLIS Center (R)	*EVANSVILLE Tower	*Ground
120.2	126.4	128.3 when App inop.	CTAF 118.7	121.9

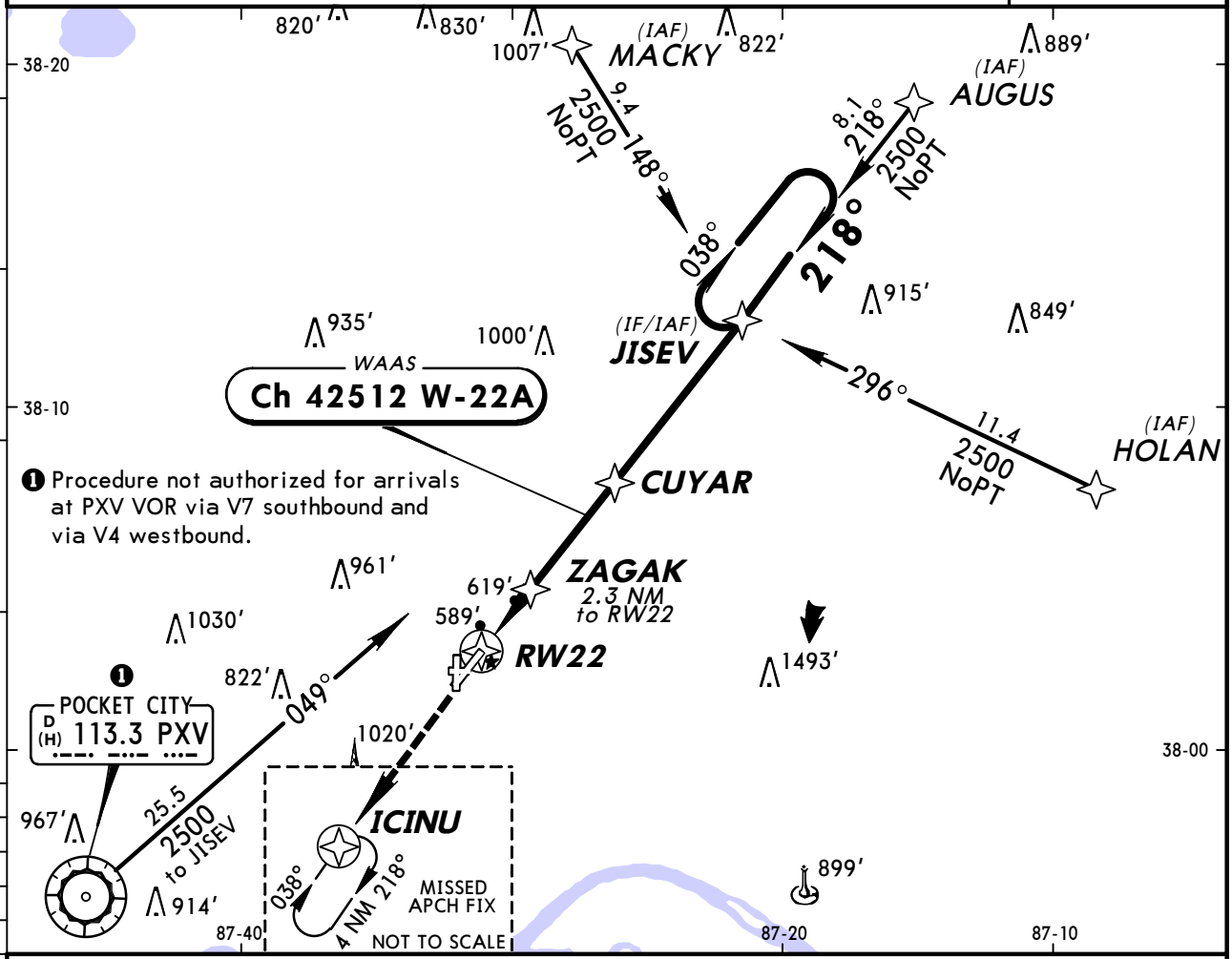
WAAS	Final Apch Crs	Minimum Alt CUYAR	LPV DA(H)	Apt Elev 418′
Ch 42512 W-22A	218°	2500′ (2082′)	618′ (200′)	TDZE 418′

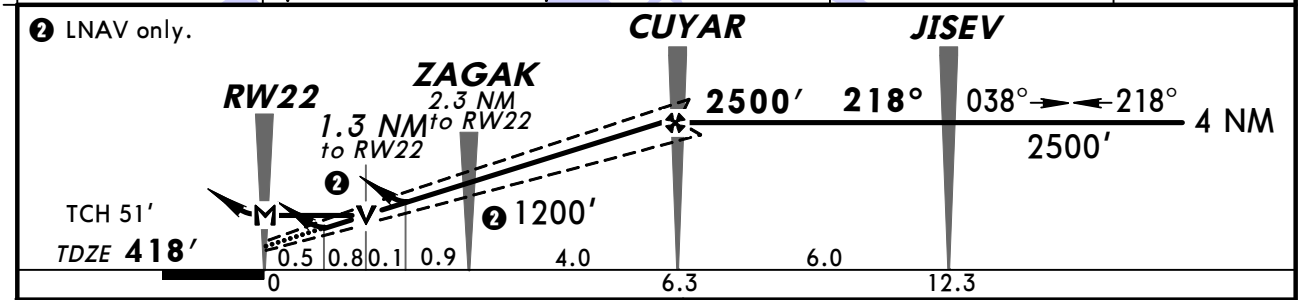
MISSED APCH: Climb to 2500′ direct ICINU and hold.

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 -15°C (5°F) or above 48°C (118°F).
3. Pilot controlled lighting 118.7.

2500′
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						

MALSR 2500′ ICINU

STRAIGHT-IN LANDING RWY 22

TERPS	LPV DA(H) 618′ (200′)		LNAV/VNAV DA(H) 910′ (492′)		LNAV MDA(H) 880′ (462′)		
		RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 60 or 1¼	1¾	RVR 24 or 1/2	RVR 40 or ¾	RVR 50 or 1
B							
C					RVR 40 or ¾	RVR 60 or 1¼	
D					RVR 50 or 1	1½	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	940′ (522′)-1
120	960′ (542′)-1
140	960′ (542′)-1½
165	980′ (562′)-2

AMEND 0

CHANGES: Chart reindexed.

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KEVV/EVV
EVANSVILLE REGL

JEPPESEN

24 JUN 11 (12-4) Eff 30 Jun

EVANSVILLE, IND
RNAV (GPS) Rwy 36

ATIS (ASOS when Twr Inop)	*EVANSVILLE Approach (R)	INDIANAPOLIS Center (R)	*EVANSVILLE Tower	*Ground
120.2	126.4	128.3 when App inop.	CTAF 118.7	121.9

WAAS	Final Apch Crs	Minimum Alt WOOKI	LPV DA(H)	Apt Elev 418′
Ch 90421 W-36A	001°	2000′ (1616′)	634′ (250′)	Rwy 36 384′

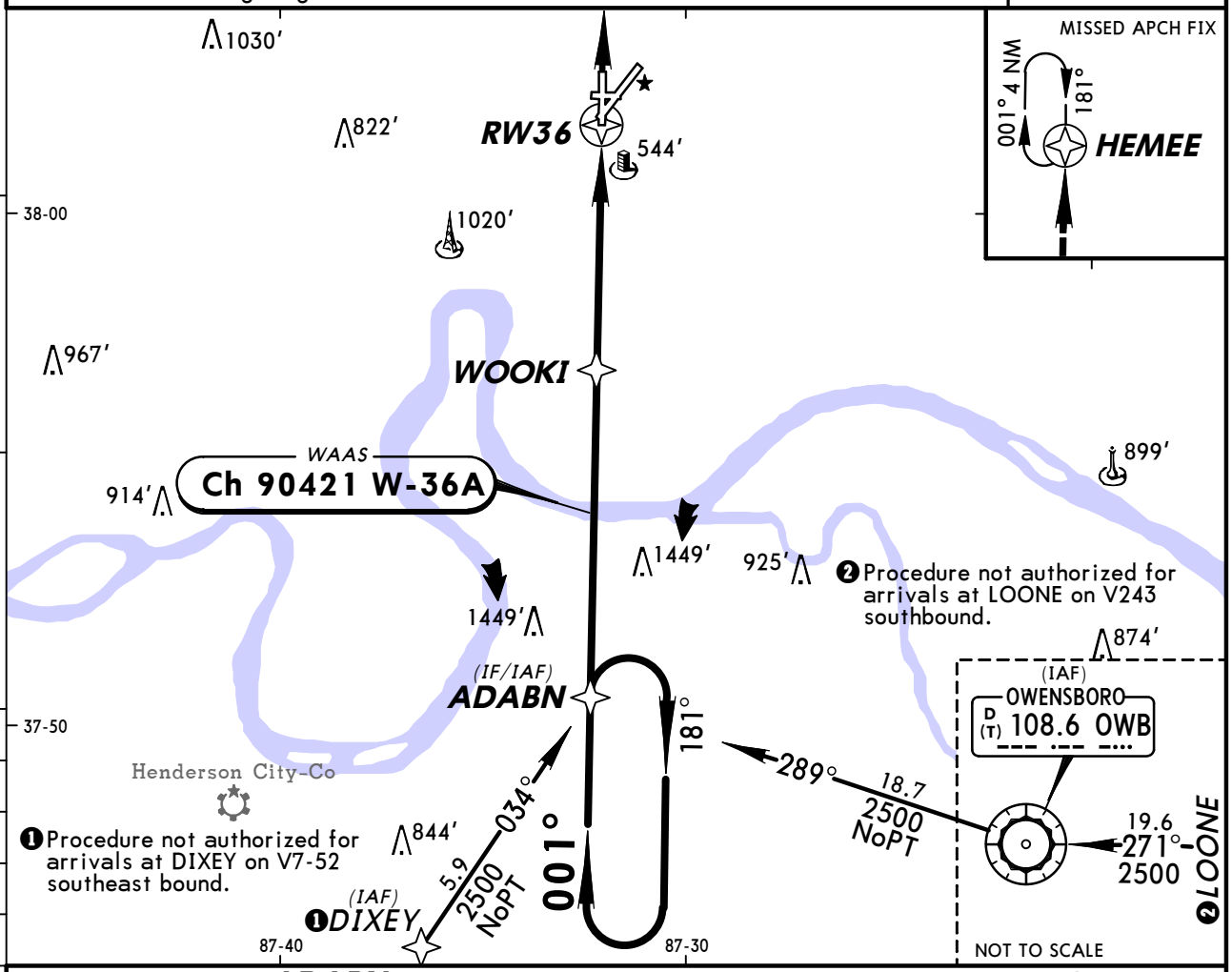
MISSED APCH: Climb to 2500′ direct HEMEE and hold.

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 -15°C (5°F) or above 41°C (105°F). 3. Visibility reduction by helicopters not authorized. 4. VGSI and RNAV glidepath not coincident. 5. Pilot controlled lighting 118.7.

2500′
MSA RW36

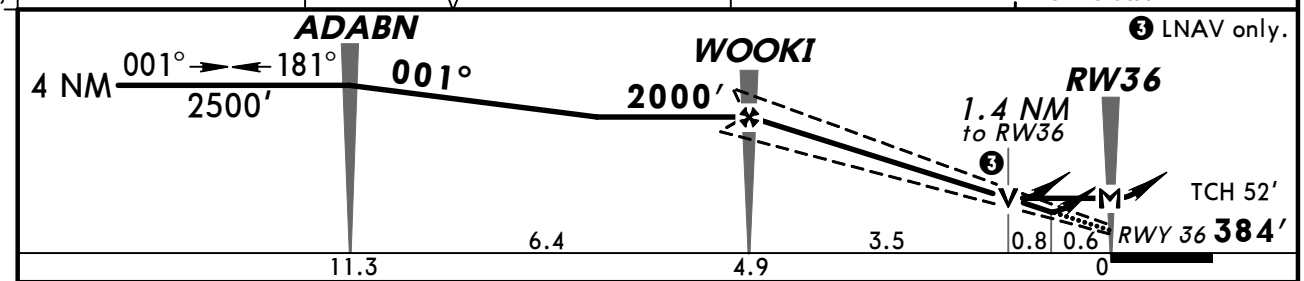
BRIEFING STRIP ™



❶ Procedure not authorized for arrivals at DIXEY on V7-52 southeast bound.

❷ Procedure not authorized for arrivals at LOONE on V243 southbound.

❸ LNAV only.



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

REIL
PAPI-L

2500′

HEMEE

STRAIGHT-IN LANDING RWY 36

	LPV DA(H) 634′(250′)	LNAV/VNAV DA(H) 891′(507′)	LNAV MDA(H) 860′(476′)
A	3/4	1 3/4	1
B			
C			1 3/8
D			

❶ CIRCLE-TO-LAND

Not Authorized to Rwy 9 at Night

Max Kts	MDA(H)
90	920′(502′)-1
120	940′(522′)-1
140	960′(542′)-1 1/2
165	980′(562′)-2

❶ When VGSI inop, circling to Rwy 18 not authorized at night.

TERPS AMEND 0 30 JUN 2011

CHANGES: New procedure.

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BRIEFING STRIP™

ATIS (ASOS when Twr inop)	*EVANSVILLE Approach (R)	INDIANAPOLIS Center (R)	*EVANSVILLE Tower	*Ground
120.2	126.4	128.3 when App inop.	CTAF 118.7	121.9

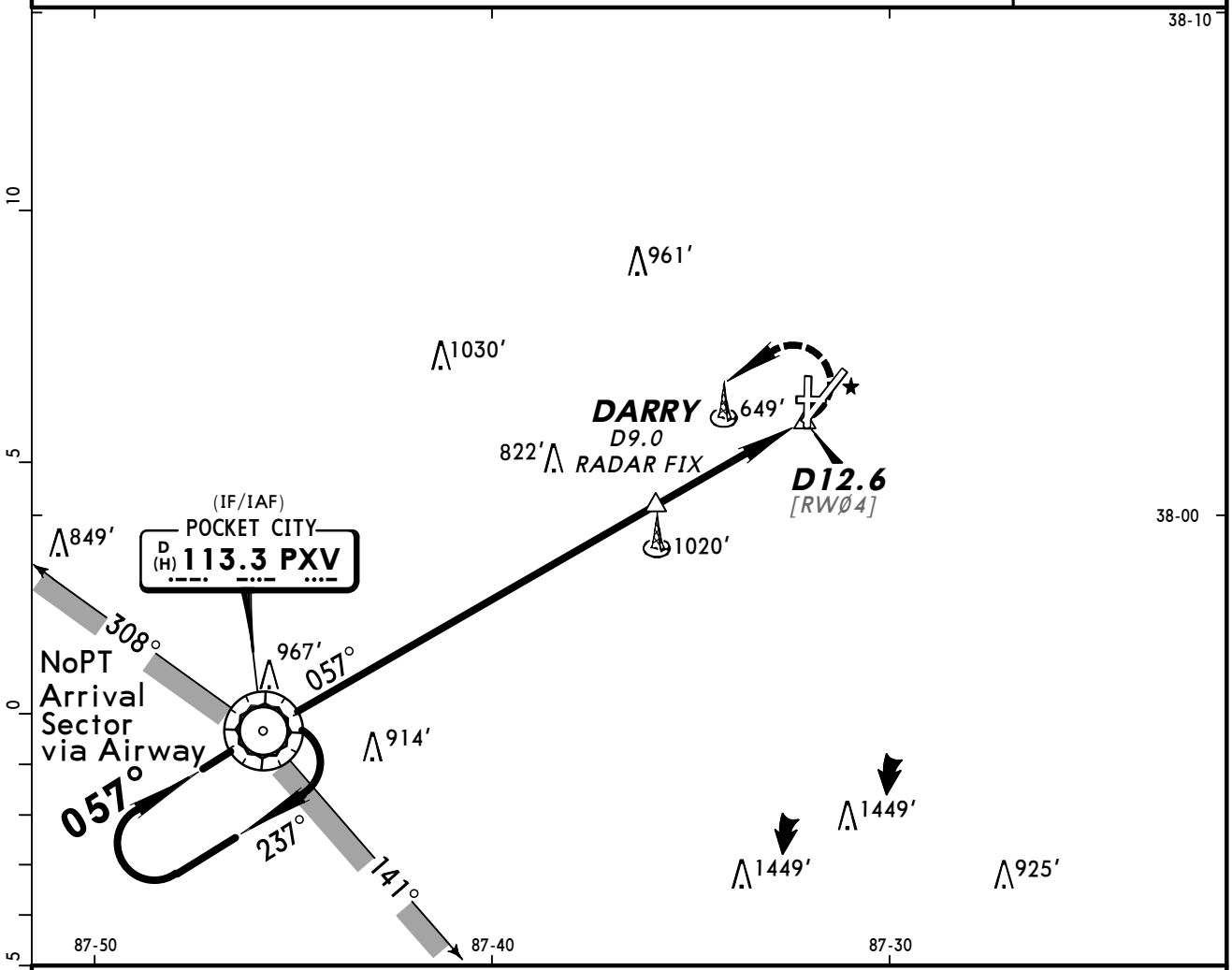
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 418′
PXV 113.3	057°	DARRY 1700′ (1315′)	900′ (515′)	TDZE 385′

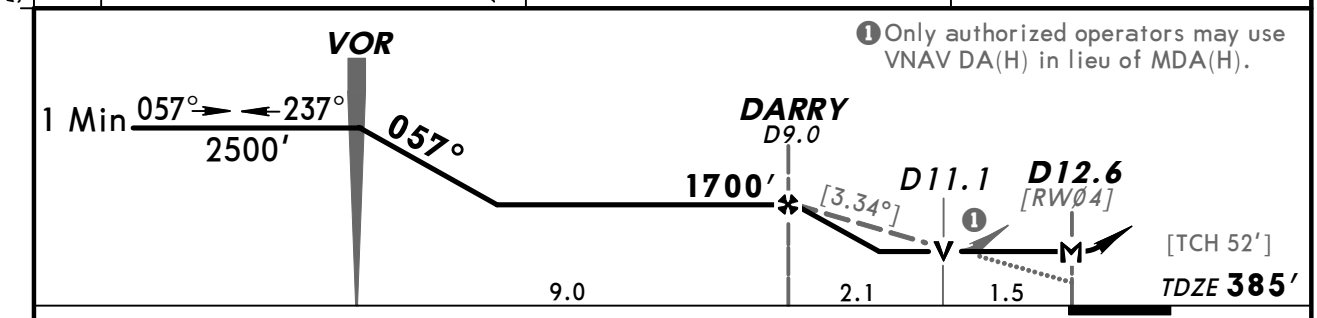
MISSED APCH: Climbing LEFT turn to 2500′ direct PXV VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME or RADAR required. 2. VGSI and descent angles not coincident. 3. Visibility reduction by helicopters not authorized. 4. Pilot controlled lighting 118.7.

2500′
MSA PXV VOR





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

Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.34°]	414	532	591	709	827	946
MAP at D12.6 or DARRY to MAP 3.6	3:05	2:24	2:10	1:48	1:33	1:21

REIL
VASI-L

2500′ LT

PXV 113.3

STRAIGHT-IN LANDING RWY 4		CIRCLE-TO-LAND	
MDA(H) 900′(515′)		Max Kts	MDA(H)
A	1	90	940′(522′)-1
B		120	960′(542′)-1
C	1½	140	960′(542′)-1½
D	1¾	165	980′(562′)-2

AMEND 6 TERPS

CHANGES: None.

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BRIEFING STRIP™

ATIS (ASOS when Twr inop)	*EVANSVILLE Approach (R)	INDIANAPOLIS Center (R)	*EVANSVILLE Tower	*Ground
120.2	126.4	128.3 when App inop.	CTAF 118.7	121.9

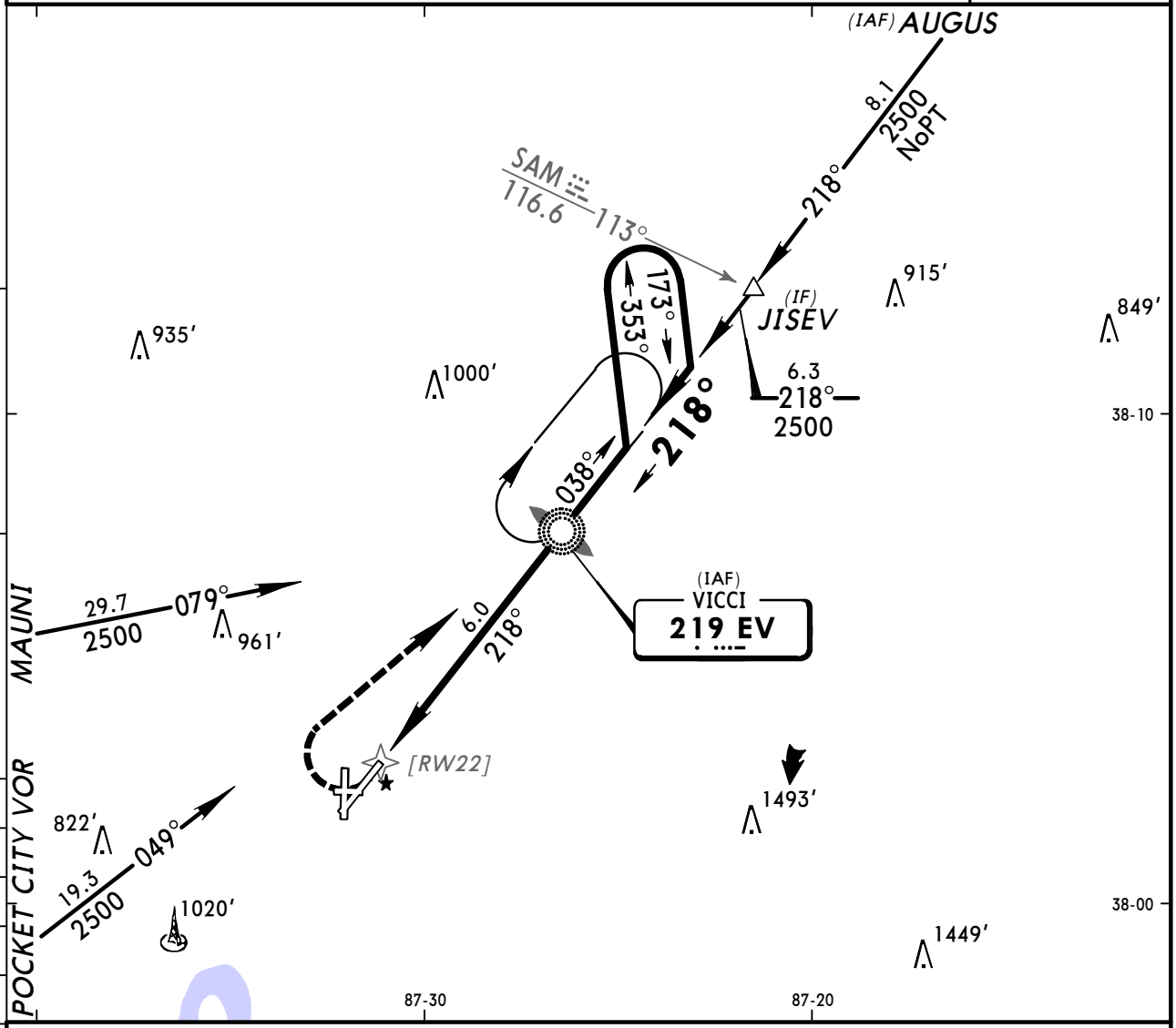
NDB EV	Final Apch Crs	Minimum Alt LOM	MDA(H)	Apt Elev / TDZE
219	218°	2500′ (2082′)	1060′ (642′)	Apt Elev 418′ TDZE 418′

MISSED APCH: Climbing RIGHT turn to 2500′ direct EV LOM and hold.

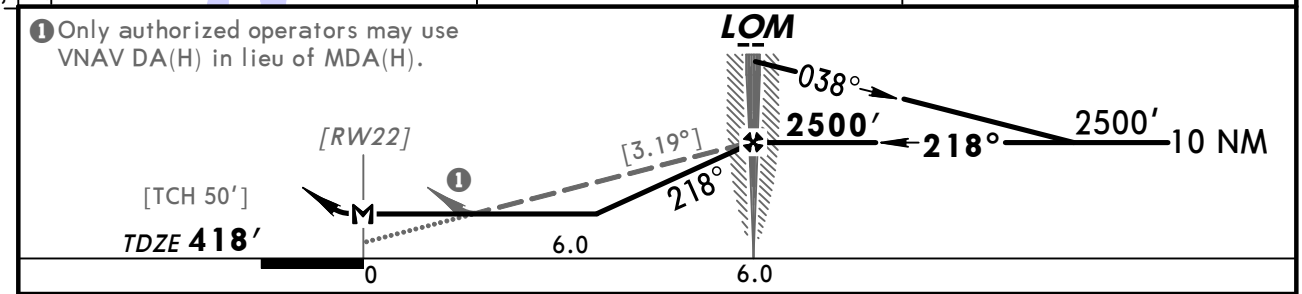
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Pilot controlled lighting 118.7.

2500′
MSA EV LOM



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



Gnd speed-Kts		70	90	100	120	140	160
Descent angle [3.19°]		395	508	564	677	790	903
LOM to MAP	6.0	5:09	4:00	3:36	3:00	2:34	2:15

MALSR | 2500′ RT | D | EV 219

	STRAIGHT-IN LANDING RWY22 MDA(H) 1060′ (642′)		CIRCLE-TO-LAND	
	RAIL out	ALS out	Max Kts	MDA(H)
A	RVR 40 or ¾	RVR 50 or 1	90	1060′ (642′)-1
B			120	
C	RVR 60 or 1¼	1¾	140	1060′ (642′)-1¾
D	1¾	2	165	1060′ (642′)-2

AMEND 13 TERPS

CHANGES: Procedure.

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EVANSVILLE REGL

ATIS (ASOS when Twr inop)	*EVANSVILLE Approach (R)	INDIANAPOLIS Center (R)	*EVANSVILLE Tower	*Ground
120.2	126.4	128.3 when App inop.	CTAF 118.7	121.9

RADAR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 418′
	By ATC	No FAF	Refer to Minimums	TDZE - See below

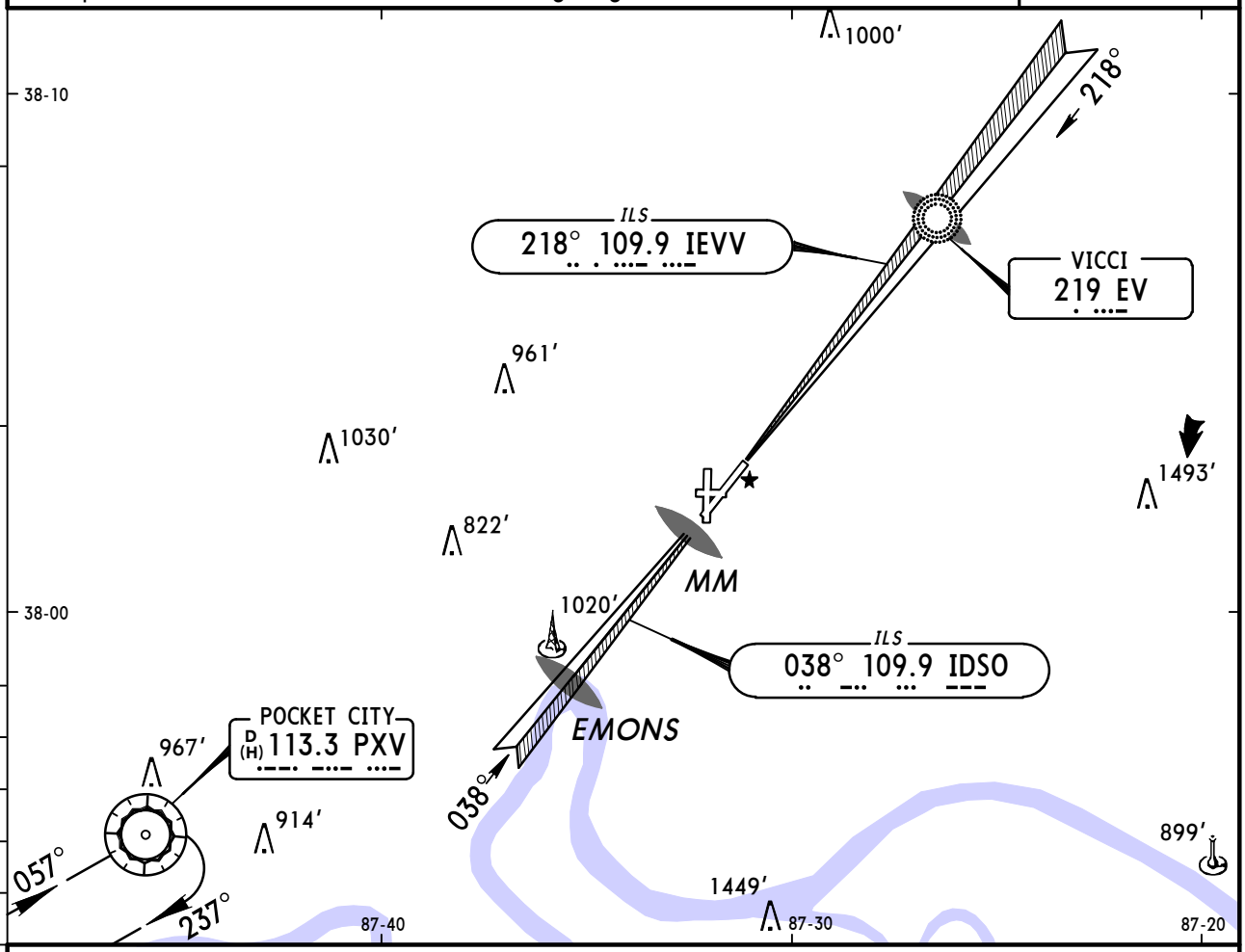
Missed Approach-See below

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. When control tower closed, procedure not authorized. 2. Visibility reduction by helicopters not authorized. 3. Pilot controlled lighting 118.7.

No MSA published

BRIEFING STRIP™



MISSED APPROACH:

Runway 4/36: Climbing LEFT turn to 2500′ direct to PXV VOR and hold.

Runway 18/22: Climbing RIGHT turn to 2500′ direct to PXV VOR and hold.

RWY 4	RWY 18	RWY 22	RWY 36
TDZE 385′	TDZE 396′	TDZE 418′	TDZE 383′

ASR Rwys 4, 18, 22, 36: MAP at Rwy Thr

Lighting - Refer to Airport Chart

	STRAIGHT-IN LANDING						CIRCLE-TO-LAND	
	ASR 4 MDA(H) 880′(495′)	ASR 18 MDA(H) 880′(484′)	ASR 22 MDA(H) 880′(462′)			ASR 36 MDA(H) 880′(497′)	Max Kts	MDA(H)
				RAIL out	ALS out			
A	1	1	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1	1	90	940′(522′)-1
B							120	960′(542′)-1
C	1¼	1¼	RVR 40 or ¾	RVR 60 or 1¼		1¼	140	960′(542′)-1½
D	1½	1½	RVR 50 or 1	1½		1½	165	980′(562′)-2

AMEND 6 TERPS

CHANGES: Procedure.

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General Information

Location: FT Wayne IN USA
IATA Code: FWA
Lat/Long: N40° 58.7' W085° 11.7'
Elevation: 814 ft

Airport Use: Public
Magnetic Variation: 5.4°W
Sectional Chart: Chicago

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: 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: No
Beacon: Yes

Sunrise: 1218 Z
Sunset: 2329 Z,

Runway Information

Runway: 05
Length x Width: 11981 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 814 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 09
Length x Width: 4001 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 799 ft

Runway: 14
Length x Width: 8001 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 802 ft
Lighting: Edge, REIL

Runway: 23
Length x Width: 11981 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 799 ft
Lighting: Edge, Centerline, REIL

Runway: 27

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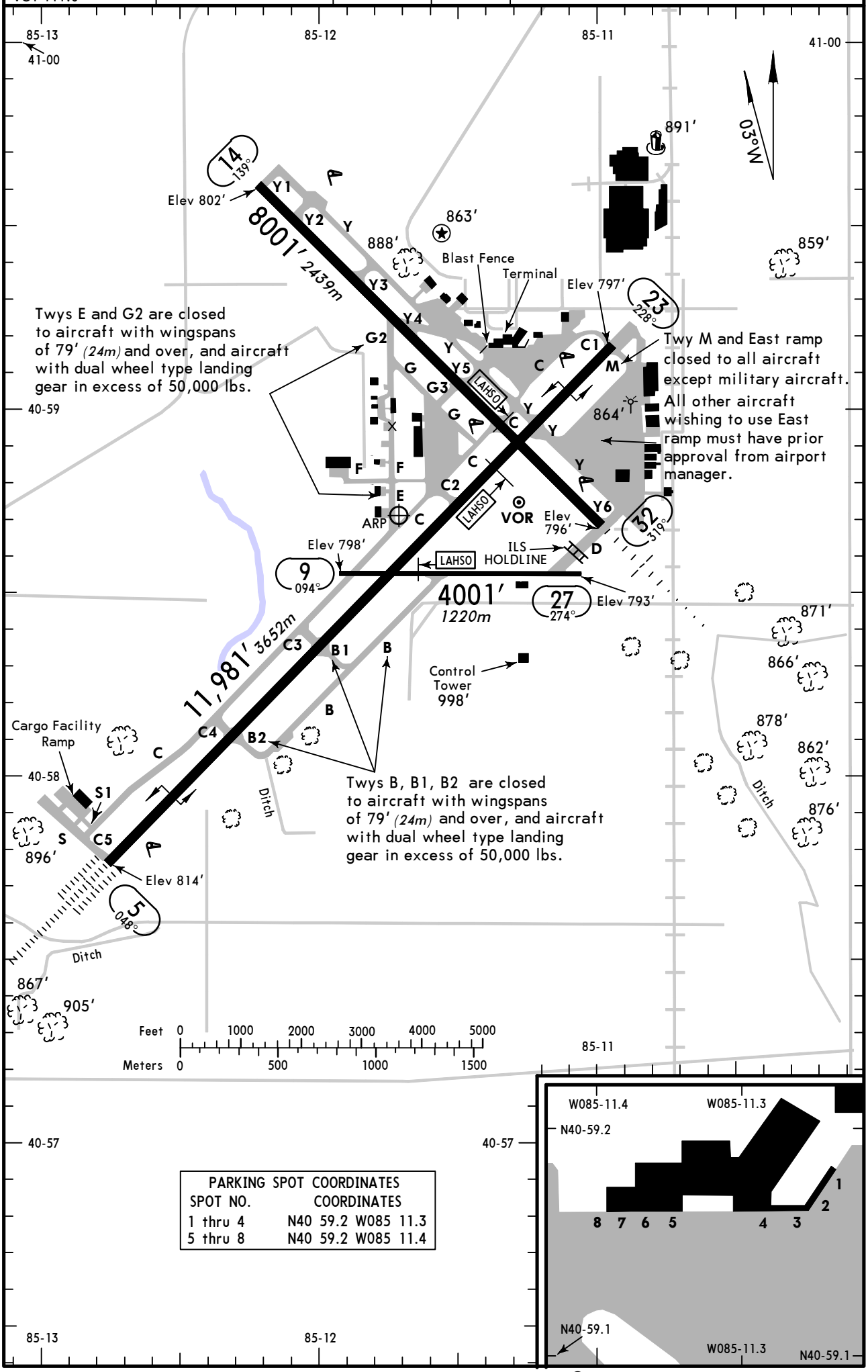
Length x Width: 4001 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 798 ft

Runway: 32
Length x Width: 8001 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 800 ft
Lighting: Edge, ALS

Communication Information

ATIS 121.25
FT Wayne Tower Tower 119.1
FT Wayne Ground Ground Control 121.9
FT Wayne Clearance Clearance Delivery 124.75
FT Wayne Approach Approach Control 127.2 Initial Contact
FT Wayne Approach Approach Control 132.15 Initial Contact
FT Wayne Approach Approach Control 135.325 Secondary
FT Wayne App ARSA 127.2
FT Wayne App ARSA 132.15
FT Wayne Departure Departure Control 127.2
FT Wayne Departure Departure Control 132.15
FT Wayne Departure Departure Control 135.325 Secondary
FT Wayne Intl Unicom Unicom 122.95
FT Wayne Intl Radar 134.05
FT Wayne Intl Radar 126.6
FT Wayne Intl Radar 120.2
Snake Pit Operations 138.4 Military
Terre Haute Flight Service Station 122.45 RCO
Terre Haute Flight Service Station 122.2 RCO

ATIS	FT WAYNE Clearance	Ground	Tower	FT WAYNE Departure (R) SW/NW of active rwy	SE/NE of active rwy
121.25 VOT 111.0	124.75	121.9	119.1	127.2	132.15



PARKING SPOT COORDINATES	
SPOT NO.	COORDINATES
1 thru 4	N40 59.2 W085 11.3
5 thru 8	N40 59.2 W085 11.4

CHANGES: None.

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GENERAL

Birds in vicinity of airport.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS: LANDING BEYOND Threshold	LANDING BEYOND Glide Slope	LAHSO Distance	TAKE-OFF	WIDTH
5 ❶	HIRL CL ALSF-II TDZ RVR		10,861′ *3310m*	14/32 9150′ *2789m*		150′ *46m*
23	HIRL CL REIL PAPI-L (angle 3.0°) RVR					

❶ 11981′ *(3652m)* X 130′ *(40m)* grooved.

9 ❷						75′ *23m*
27				5/23 2700′ *823m*		

❷ VFR only, closed for take-offs and landings at night, available for taxiing only.

14 ❸	HIRL REIL PAPI-L (angle 3.0°)			5/23 5650′ *1722m*		150′ *46m*
32	HIRL MALSR PAPI-L (angle 3.0°) RVR		6941′ *2116m*			

❸ 8001′ *(2439m)* X 130′ *(40m)* grooved.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

Rwys 5, 23					Rwys 14, 32		
2 operating RVRs are required All operating RVRs are controlling			STD			STD	
CL & HIRL	CL, or RCLM & HIRL	Adequate Vis Ref	3 & 4 Eng	1 & 2 Eng	Adequate Vis Ref	3 & 4 Eng	1 & 2 Eng
TDZ RVR 5 Mid RVR 5 Rollout RVR 5	TDZ RVR 10 Mid RVR 10 Rollout 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

OBSTACLE DP

Rwy 32, climb runway heading to 1300′ before turning left.

FOR FILING AS ALTERNATE

	ILS Rwy 5 ILS Rwy 32	LOC Rwy 5 LOC Rwy 32 LOC (BACK CRS) Rwy 14 RNAV (GPS) Rwy 14	RNAV (GPS) Rwy 32 VOR Rwy 5 VOR Rwy 14 RADAR-1	Authorized Only When Local Weather Available RNAV (GPS) Rwy 5 RNAV (GPS) Rwy 23	VOR Rwy 23
A	600-2	800-2		800-2	800-2
B					
C					
D					800-2¼

AMEND 2.

CHANGES: Alternate minimums.

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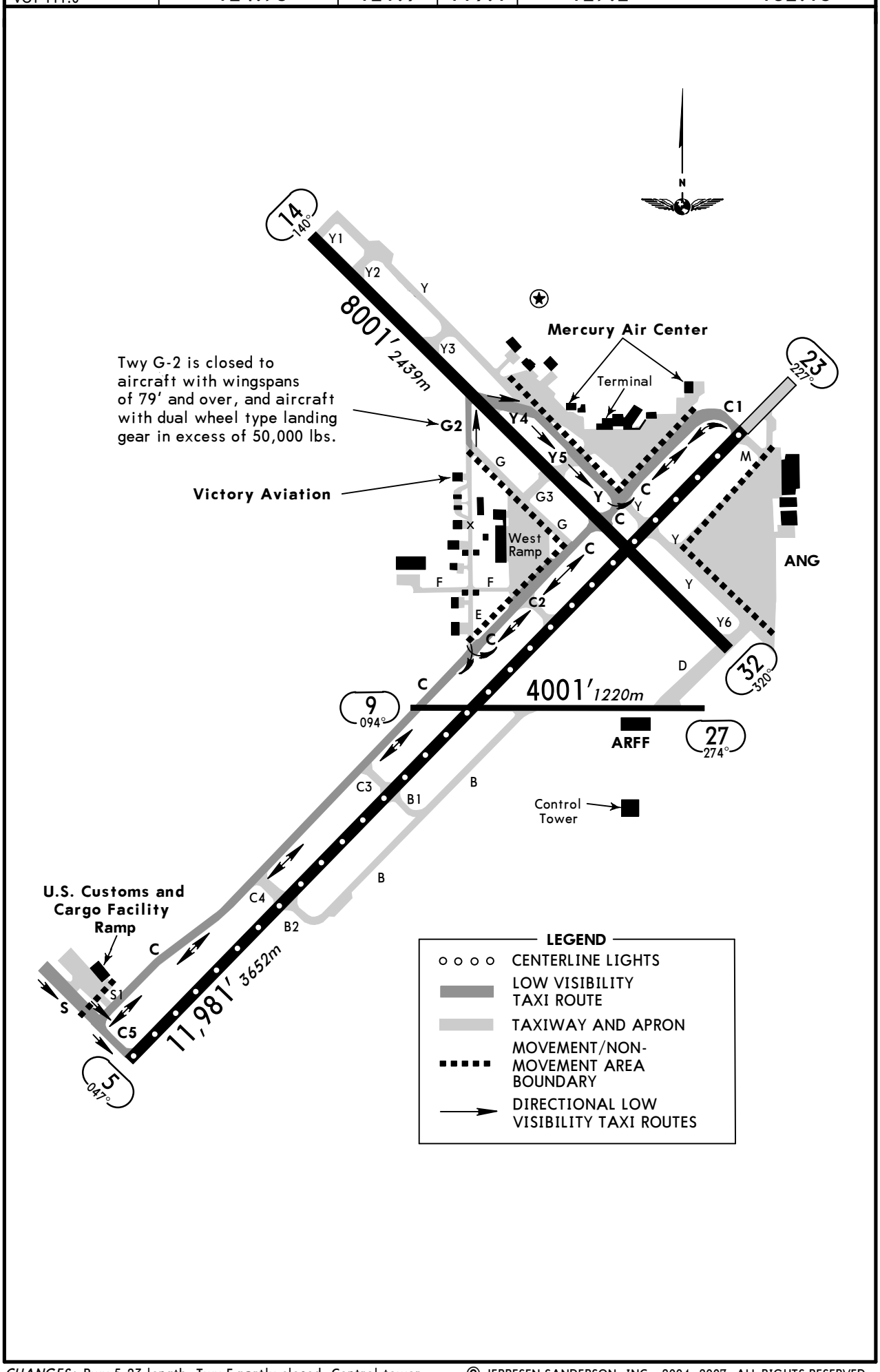
ATIS 121.25 VOT 111.0	FT WAYNE Clearance	Ground	Tower	FT WAYNE Departure (R) SW/NW of active rwy	SE/NE of active rwy
	124.75	121.9	119.1	127.2	132.15



CHANGES: Rwy 5-23 length, Twy E partly closed, Control tower.

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BRIEFING STRIP™

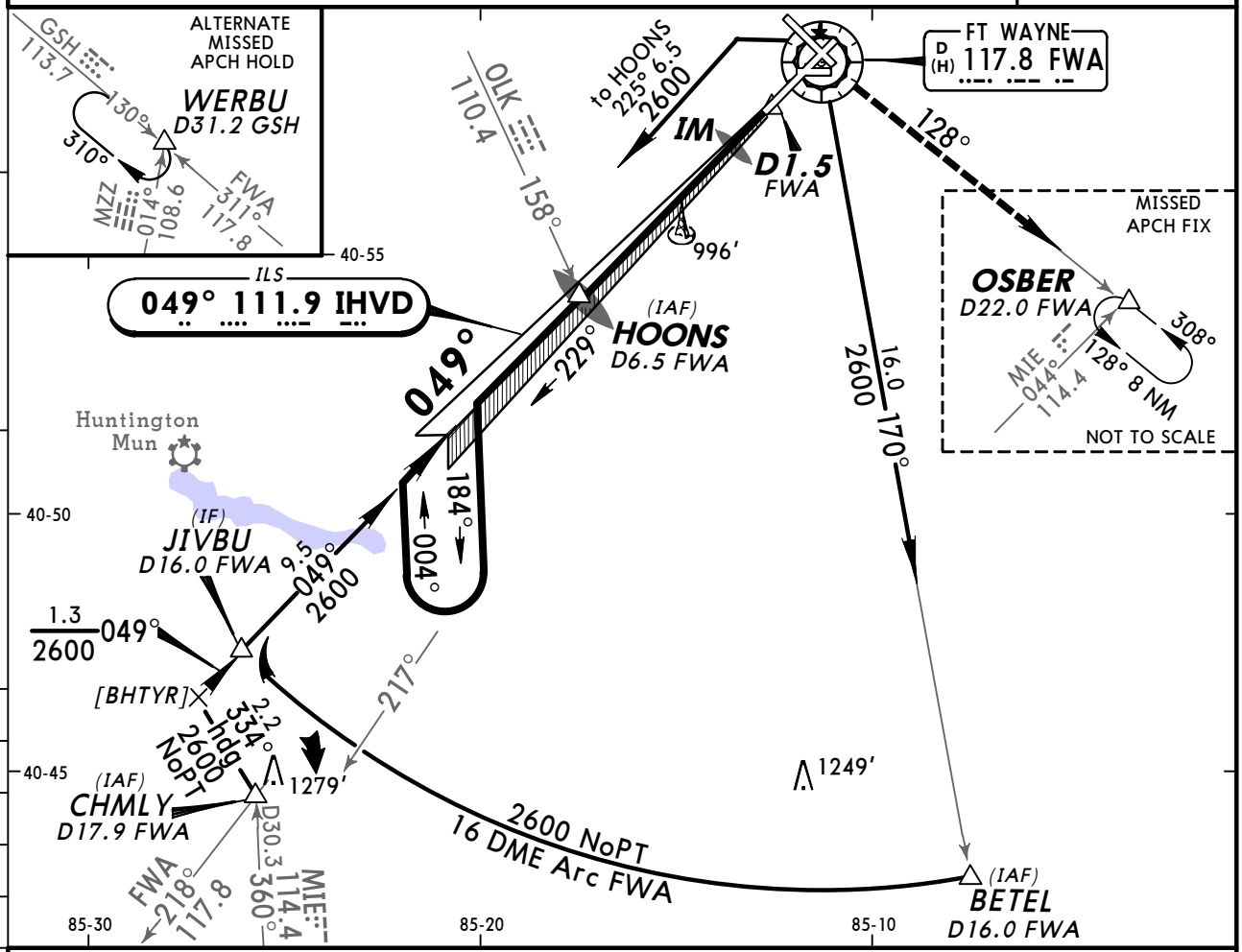
ATIS	FT WAYNE Approach (R)	FT WAYNE Tower	Ground
121.25	127.2	119.1	121.9

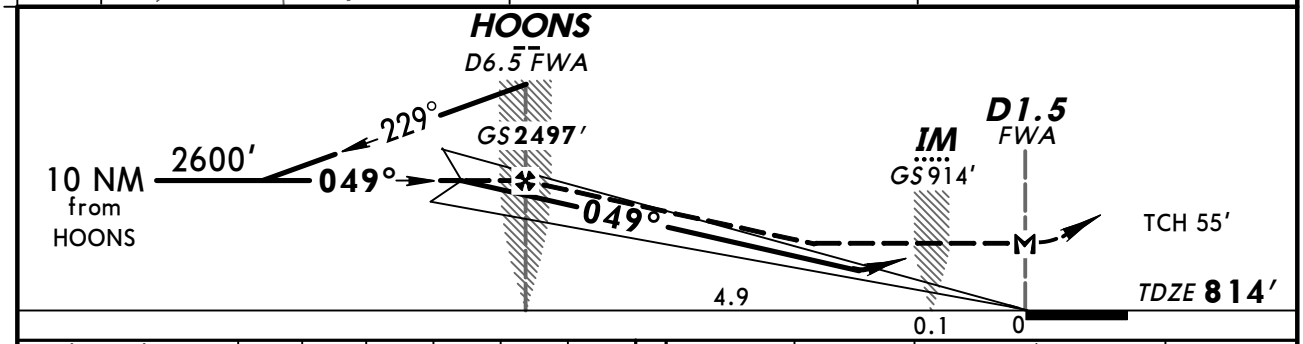
LOC IHVD	Final Apch Crs	GS HOONS	ILS DA(H)	Apt Elev 814′
111.9	049°	2497′ (1683′)	1014′ (200′)	TDZE 814′

MISSED APCH: Climb to 1300′, then climbing RIGHT turn to 3000′ outbound via FWA VOR R-128 to OSBER/D22.0 FWA and hold.

Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

2700′
MSA FWA VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861
MAP at D1.5 FWA or HOONS to MAP 5.0	4:17	3:20	3:00	2:30	2:09	1:53

ALSF-II | 1300′ | 3000′ RT via FWA 117.8 R-128 | OSBER

STRAIGHT-IN LANDING RWY 5

	ILS DA(H) 1014′ (200′) FULL	TDZ or CL out	ALS out	LOC (GS out) MDA(H) 1260′ (446′)	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
B					
C				RVR 40 or 3/4	RVR 60 or 1 1/4
D				RVR 50 or 1	1 1/2

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1320′ (506′) - 1
120	
140	1320′ (506′) - 1 1/2
165	1380′ (566′) - 2

TERPS AMEND 15A 3 JUN 2010

CHANGES: Minimums.

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ATIS	FT WAYNE Approach (R)	FT WAYNE Tower	Ground
121.25	127.2	119.1	121.9

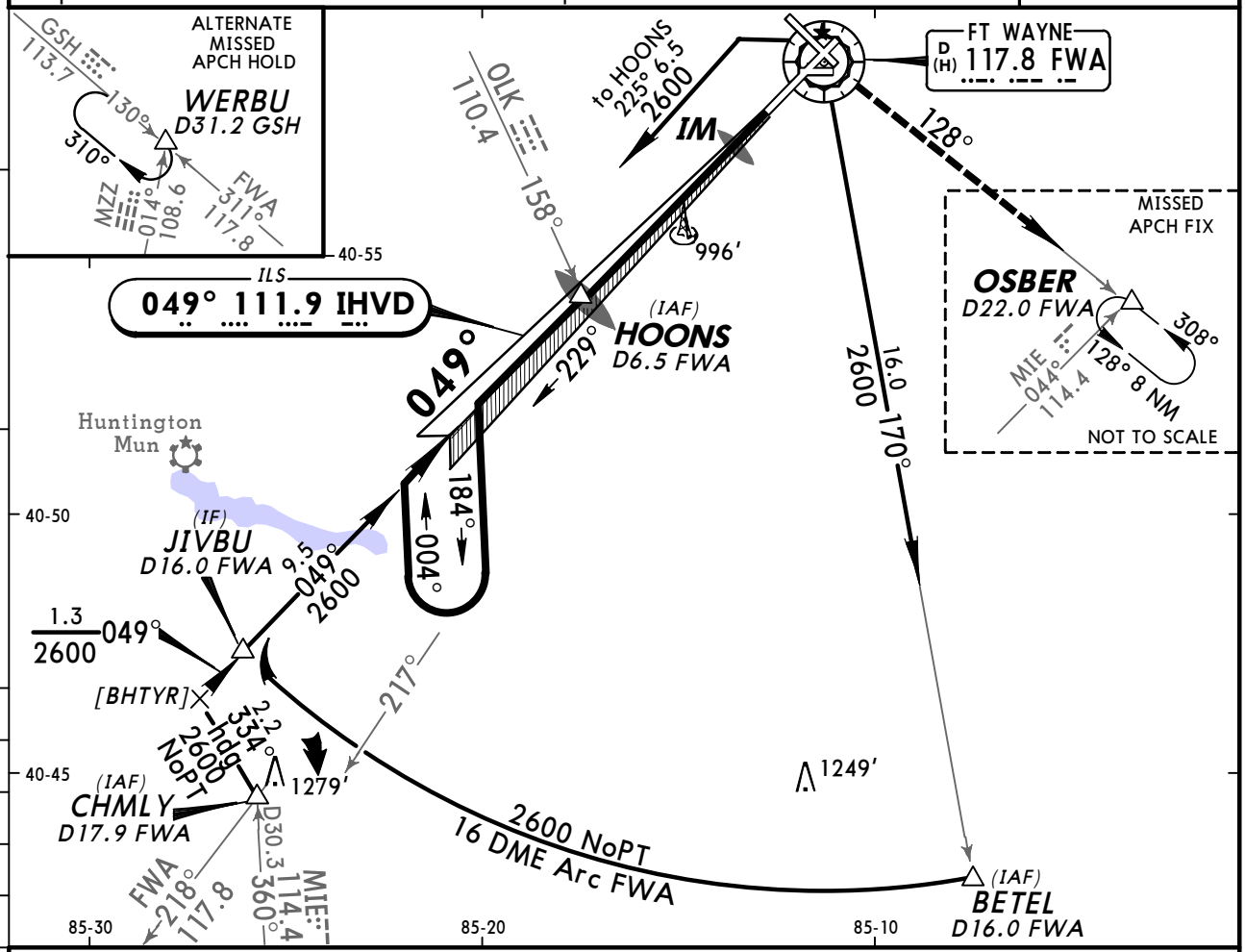
BRIEFING STRIP™

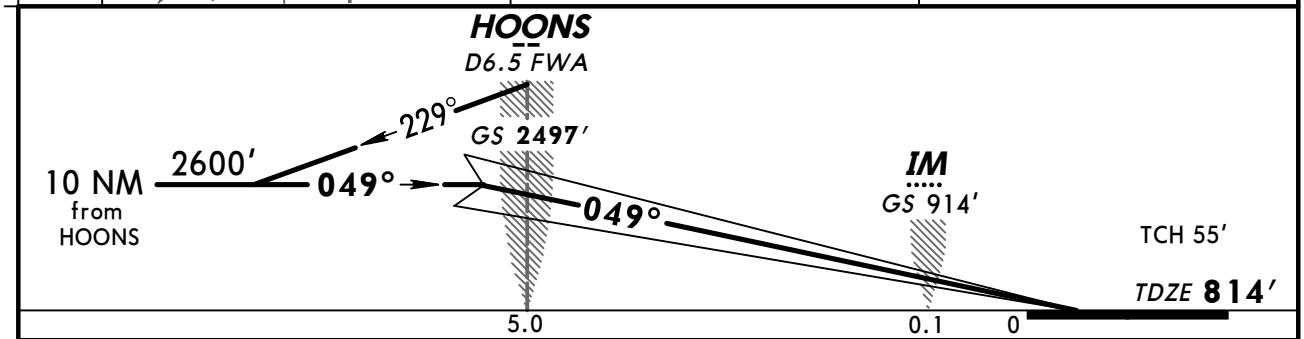
LOC	Final Apch Crs	GS	CAT II ILS	Apt Elev 814′
IHVD 111.9	049°	HOONS 2497′ (1683′)	RA 106′ DA(H) 914′ (100′)	TDZE 814′

MISSED APCH: Climb to 1300′, then climbing RIGHT turn to 3000′ outbound via FWA VOR R-128 to OSBER/D22.0 FWA and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Special Aircrew and Aircraft Certification Required.

2700′
MSA FWA VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	484	538	646	753	861

ALSF-II | 1300′ | 3000′ RT | FWA via 117.8 R-128 | OSBER

STRAIGHT-IN LANDING RWY5
CAT II ILS

RA 106′	RA 152′
DA(H) 914′ (100′)	DA(H) 964′ (150′)
RVR 12	RVR 16

AMEND 15 TERPS

CHANGES: None.

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ATIS	FT WAYNE Approach (R)	FT WAYNE Tower	Ground
121.25	127.2	119.1	121.9

BRIEFING STRIP™

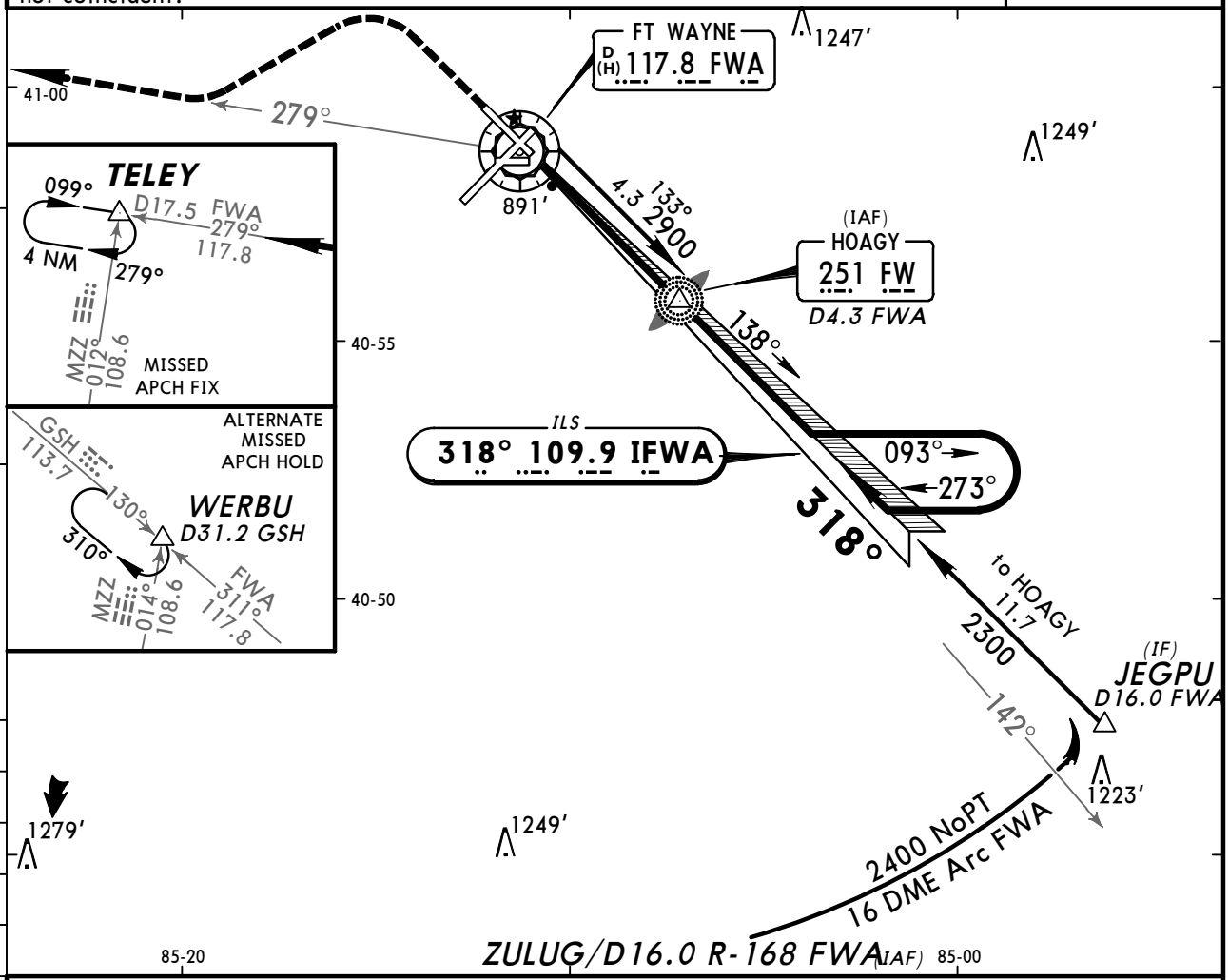
LOC IFWA	Final Apch Crs	GS HOAGY	ILS DA(H)	Apt Elev 814′
109.9	318°	2159′ (1359′)	1000′ (200′)	TDZE 800′

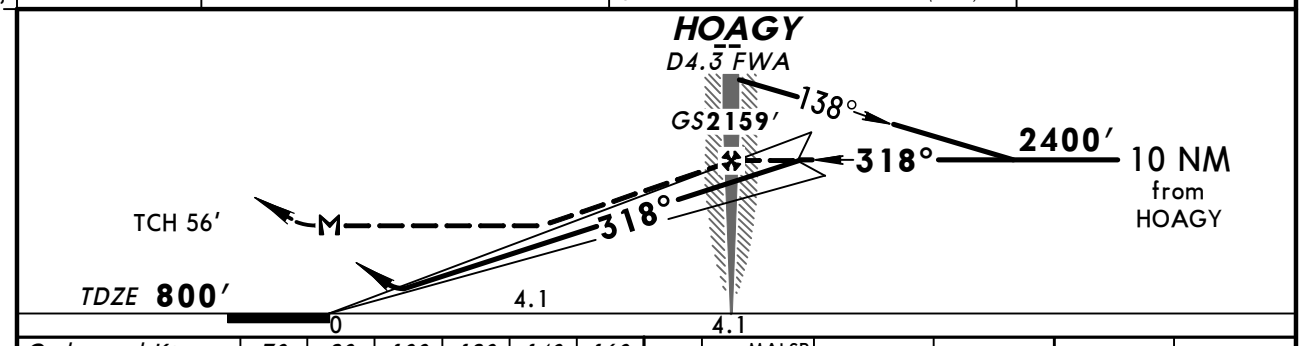
MISSED APCH: Climb to 3000′, then LEFT turn outbound via FWA VOR R-279 to TELEY INT and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. ADF, DME or RADAR required. 2. DME from FWA VOR. 3. VGSI and ILS glidepath not coincident.

2700′
MSA FW LOM





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861
HOAGY to MAP 4.1	3:31	2:44	2:28	2:03	1:45	1:32

MALSR
PAPI
3000′
LT
FWA
via 117.8
R-279
TELEY

STRAIGHT-IN LANDING RWY 32

	ILS DA(H) 1000′ (200′) FULL	ILS DA(H) 1000′ (200′) RAIL or ALS out	LOC (GS out) MDA(H) 1160′ (360′)	LOC (GS out) MDA(H) 1160′ (360′) RAIL out	LOC (GS out) MDA(H) 1160′ (360′) ALS out
A	[1] RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
B					
C					
D			RVR 40 or ¾	RVR 60 or 1¼	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1300′ (486′)-1
120	
140	1300′ (486′)-1½
165	1380′ (566′)-2

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

AMEND 29 TERPS

CHANGES: Procedure.

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KFWA/FWA
FT WAYNE INTL

JEPPESEN
26 JUN 09
Eff 2 Jul
(11-3)

FT WAYNE, IND
LOC (BACK CRS) Rwy 14

ATIS	FT WAYNE Approach (R)	FT WAYNE Tower	Ground
121.25	127.2	119.1	121.9

BRIEFING STRIP™

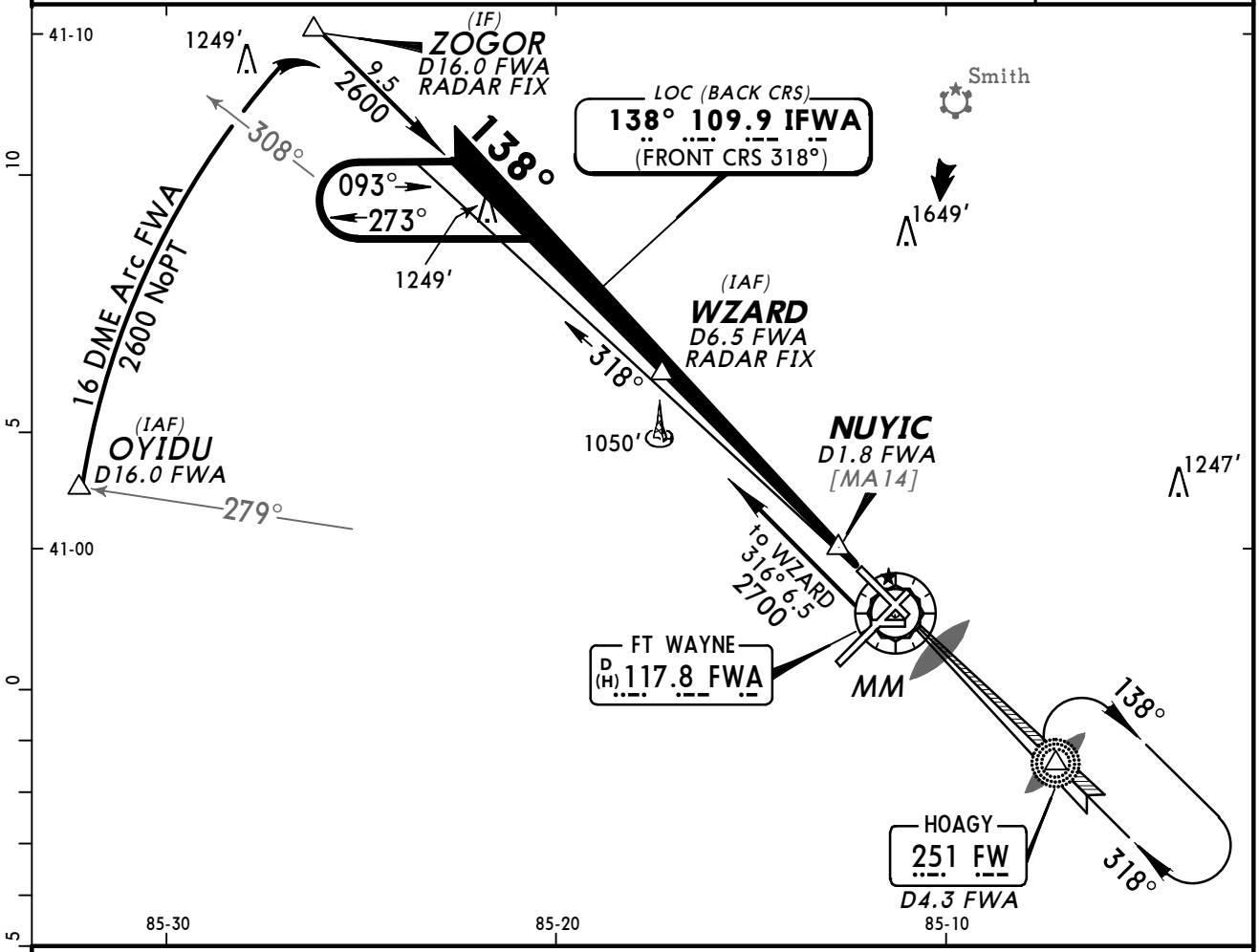
LOC	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 814′
IFWA **109.9**	**138°** (Front Crs 318°)	**WZARD** **2600′** (1798′)	**1220′** (418′)	TDZE **802′**

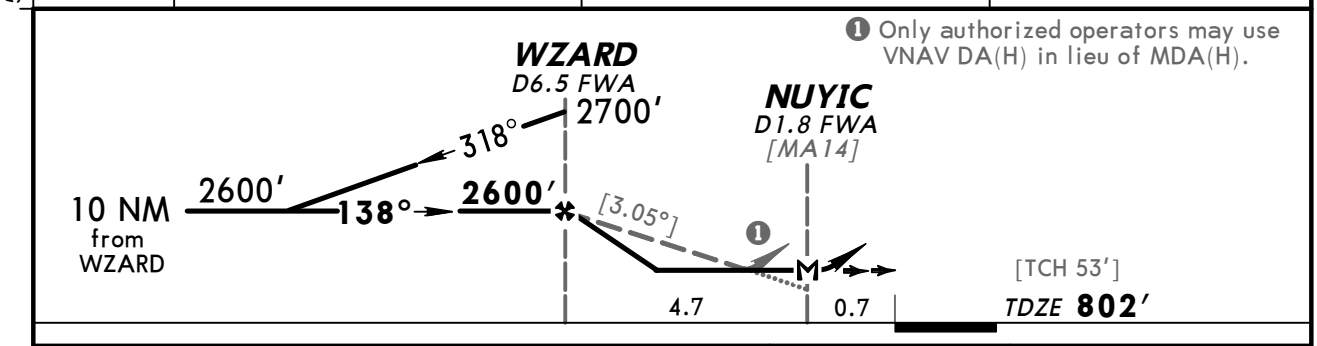
MISSED APCH: Climb to 3000′ via IFWA LOC SOUTHEAST course to FW LOM/D4.3 FWA and hold. Continue-in-climb to 3000′.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. ADF or DME or RADAR required. 2. Disregard glide slope indications.

2700′
MSA FWA VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.05°]	378	486	540	648	755	863
MAP at NUYIC or WZARD to MAP 4.7	4:02	3:08	3:09	2:21	2:01	1:46

REIL
PAPI-L

3000′ ↑ via IFWA **109.9** SOUTHEAST course

FW **251**

TERPS AMEND 14

STRAIGHT-IN LANDING RWY 14		CIRCLE-TO-LAND	
MDA(H) **1220′** (418′)		Max Kts	MDA(H)
A	1	90	1300′(486′)-1
B		120	
C	1¼	140	1300′(486′)-1½
D		165	1380′(566′)-2

CHANGES: Procedure.

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ATIS	FT WAYNE Approach (R)	FT WAYNE Tower	Ground
121.25	127.2	119.1	121.9

BRIEFING STRIP™

WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 814′
Ch 93609 W-05A	047°	ZANOX 2500′ (1686′)	1065′ (251′)	TDZE 814′

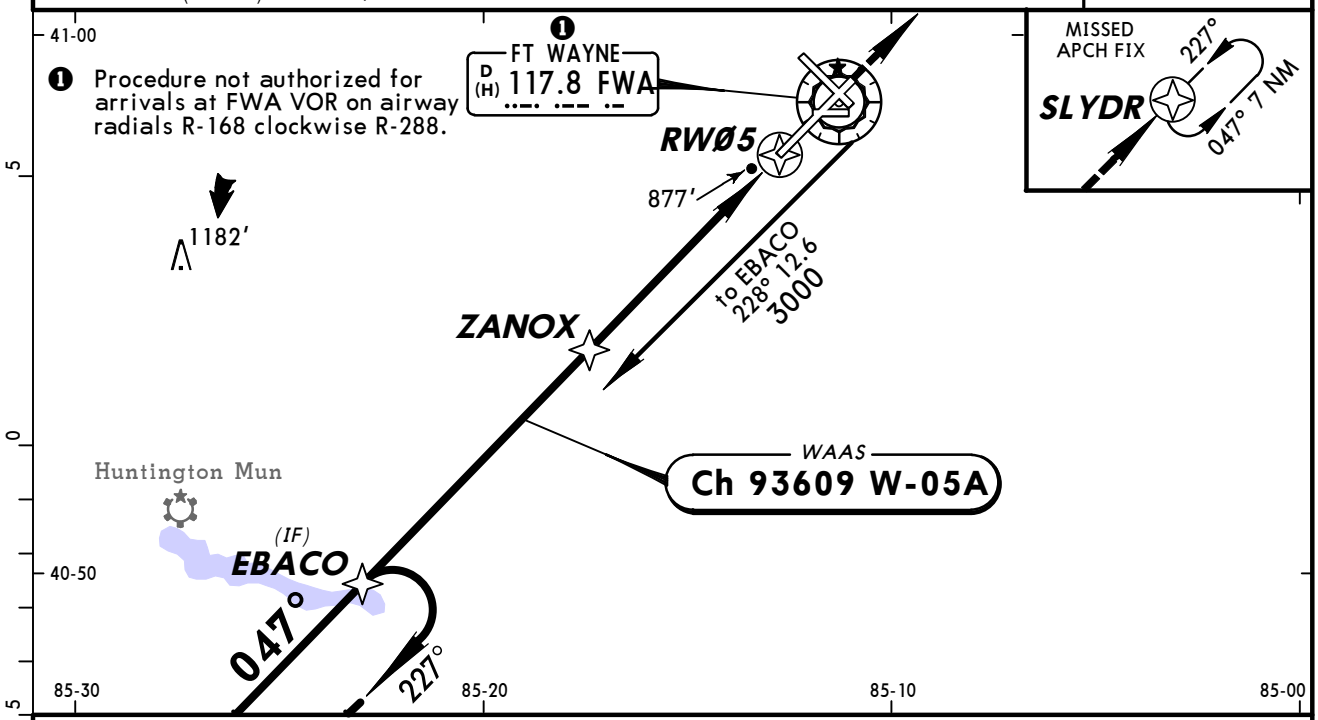
MISSED APCH: Climb to 3000′ direct SLYDR and hold.

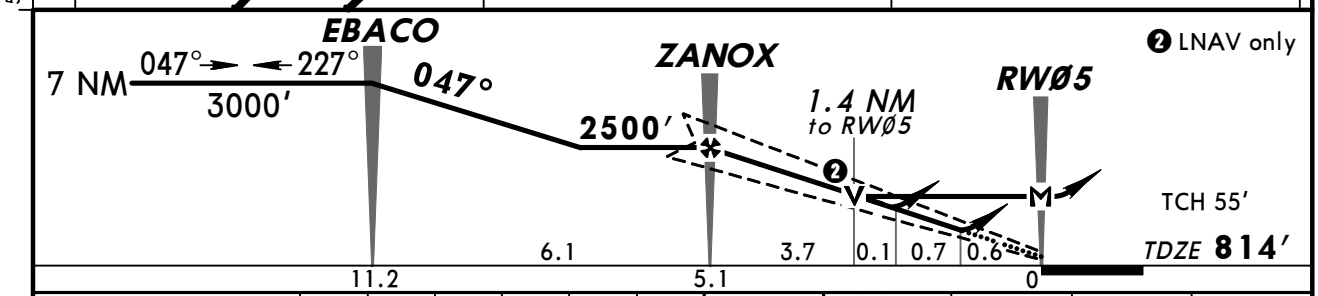
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Auburn altimeter setting.
2. VDP and Baro-VNAV not authorized when using Auburn altimeter setting. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -16°C (4°F) or above 47°C (116°F). 4. DME/DME RNP-0.30 not authorized.

2700′

MSA RWØ5





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RWØ5						

ALSF-II | 3000′ | D | SLYDR

STRAIGHT-IN LANDING RWY 5

With Local Altimeter Setting

	LPV DA(H) 1065′ (251′)		LNAV/VNAV DA(H) 1275′ (461′)		LNAV MDA(H) 1300′ (486′)	
		ALS out		ALS out		ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1	1½	RVR 24 or ½	RVR 50 or 1
B						
C					RVR 40 or ¾	RVR 60 or 1¼
D					RVR 50 or 1	1½

CIRCLE-TO-LAND

With Local Altimeter Setting

Max Kts	MDA(H)
90	1300′ (486′)-1
120	
140	1300′ (486′)-1½
165	1380′ (566′)-2

With Auburn Altimeter Setting

	DA(H) 1122′ (308′)		DA(H) 1332′ (518′)		MDA(H) 1360′ (546′)	
		ALS out		ALS out		ALS out
A	RVR 24 or ½	RVR 50 or 1	RVR 60 or 1¼	1¾	RVR 24 or ½	RVR 50 or 1
B						
C					RVR 50 or 1	1½
D					RVR 60 or 1¼	1¾

With Auburn Altimeter Setting

Max Kts	MDA(H)
90	1360′ (546′)-1
120	
140	1360′ (546′)-1½
165	1440′ (626′)-2

AMEND 1 TERPS

CHANGES: None.

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ATIS	FT WAYNE Approach (R)	FT WAYNE Tower	Ground
121.25	127.2	119.1	121.9

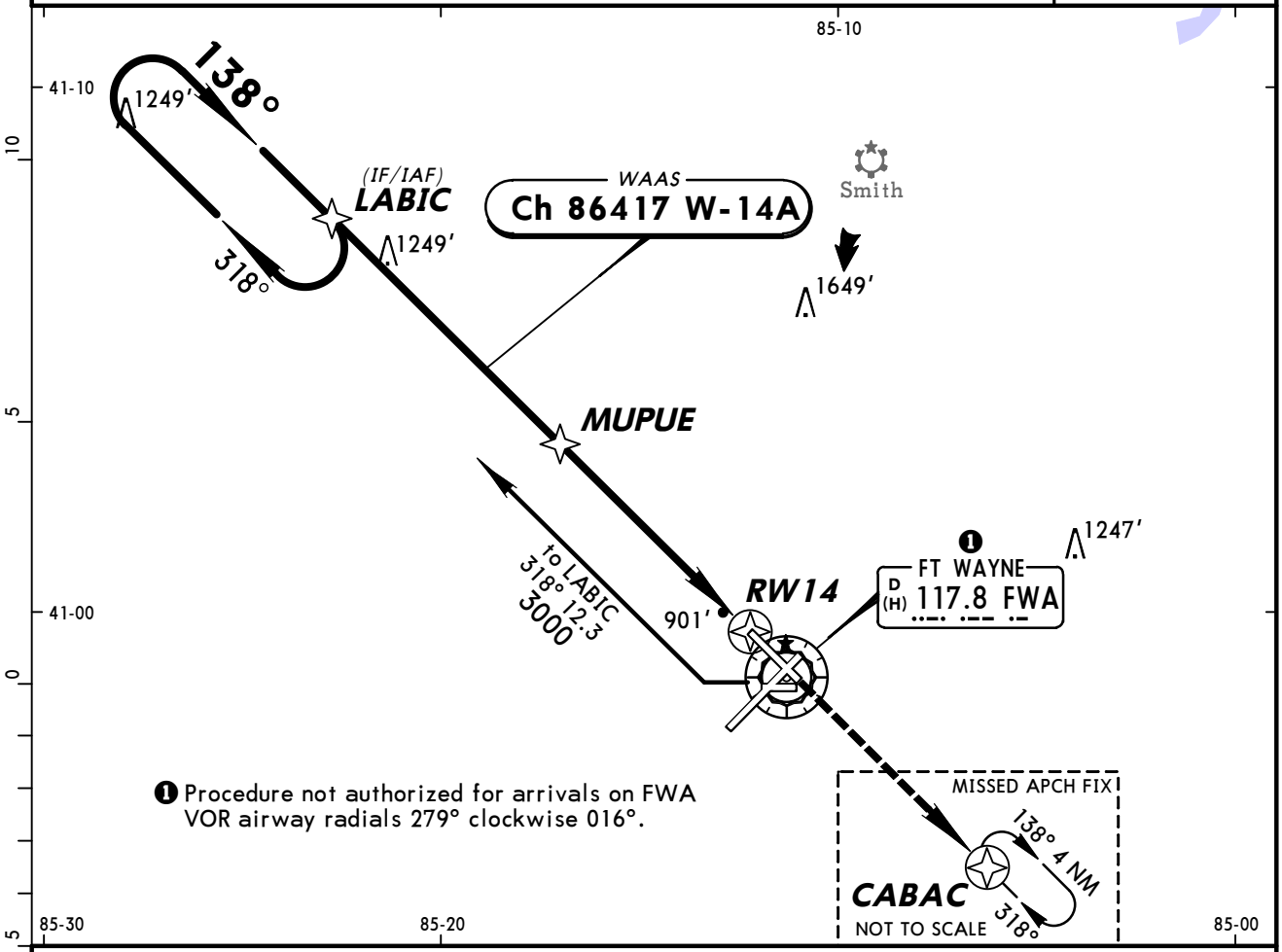
BRIEFING STRIP ™

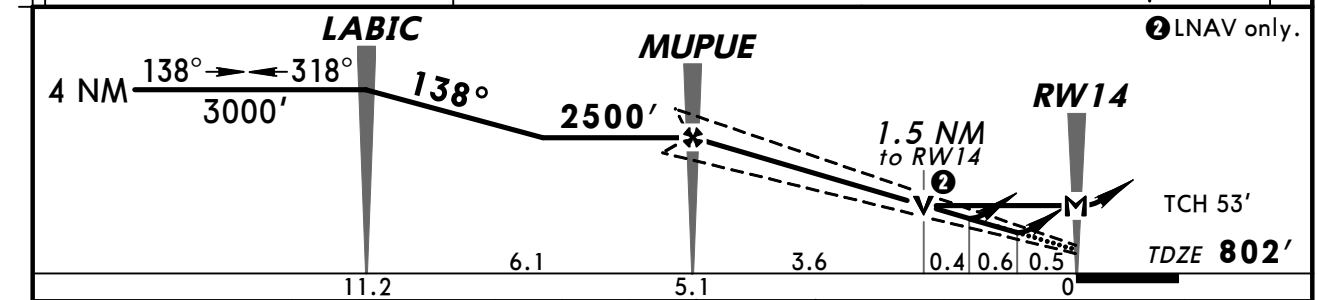
WAAS	Final Apch Crs	Minimum Alt MUPUE	LPV DA(H)	Apt Elev 814′
Ch 86417 W-14A	138°	2500′ (1698′)	1002′ (200′)	TDZE 802′

MISSED APCH: Climb to 3000′ direct CABAC 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.

MSA RW14: 2700′





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW14						

REIL
PAPI-L

3000′ ↑

D

CABAC

STRAIGHT-IN LANDING RWY 14

	LPV DA(H) 1002′ (200′)	LNAV/VNAV DA(H) 1199′ (397′)	LNAV MDA(H) 1320′ (518′)
A	3/4	1¼	1
B			
C			1½
D			1¾

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1320′ (506′)-1
120	
140	1320′ (506′)-1½
165	1380′ (566′)-2

TERPS AMEND 1 8 APR 2010

CHANGES: Procedure.

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FT WAYNE, IND
RNAV (GPS) Rwy 23

ATIS	FT WAYNE Approach (R)	FT WAYNE Tower	Ground
121.25	127.2	119.1	121.9

BRIEFING STRIP™

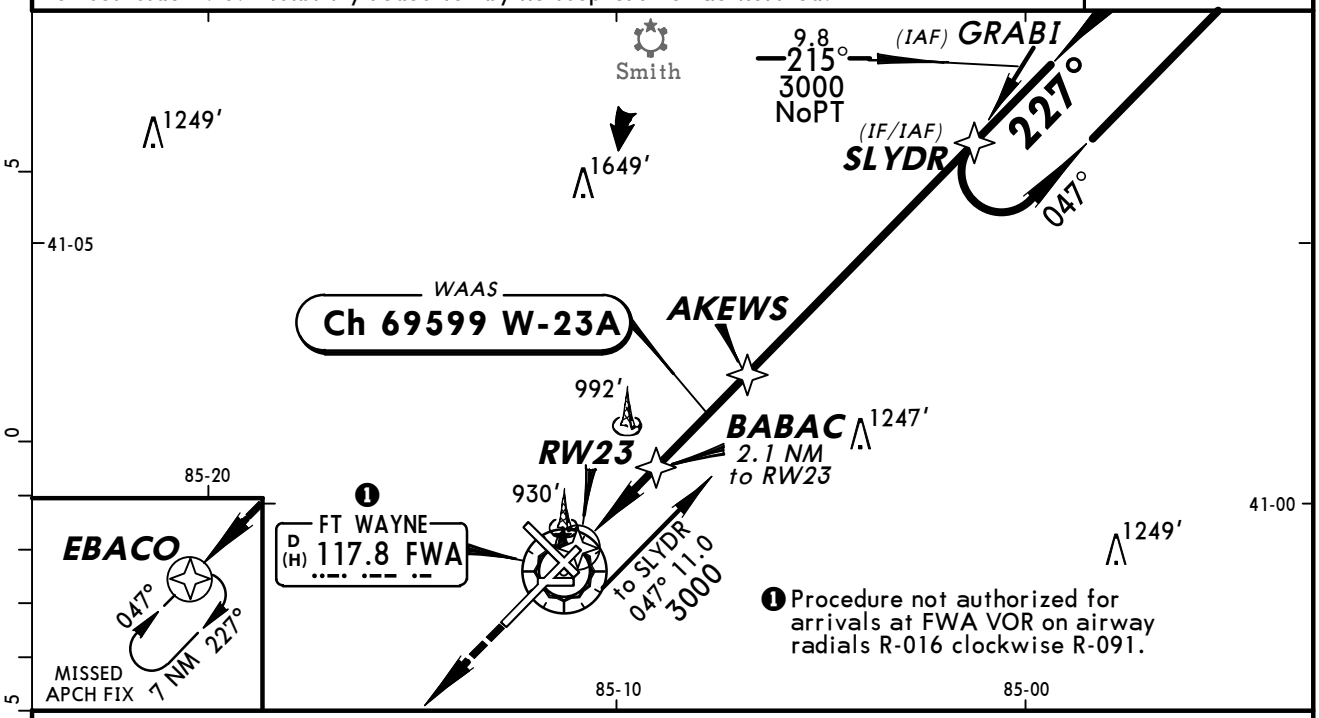
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 814′
Ch 69599 W-23A	227°	AKEWS 2300′ (1501′)	1053′ (254′)	TDZE 799′

MISSED APCH: Climb to 3000′ direct EBACO and hold.

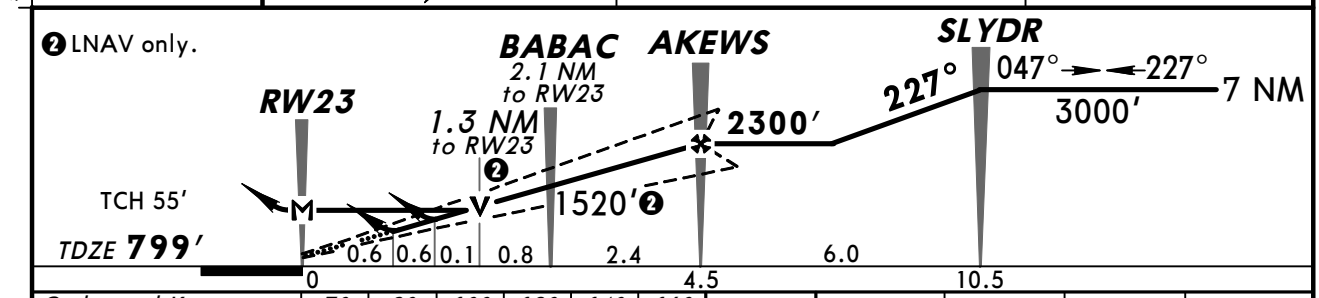
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Auburn altimeter setting.
2. VDP and Baro-VNAV not authorized when using Auburn 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. VGSI and RNAV glidepath not coincident. 6. Visibility reduction by helicopters not authorized.

2700′
MSA RW23



❶ Procedure not authorized for arrivals at FWA VOR on airway radials R-016 clockwise R-091.



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW23						

REIL
PAPI-L
3000′
D
EBACO

STRAIGHT-IN LANDING RWY 23

With Local Altimeter Setting

	LPV DA(H) 1053′ (254′)	LNAV/VNAV DA(H) 1230′ (431′)	LNAV MDA(H) 1300′ (501′)
A	RVR 40 or ¾	1½	RVR 50 or 1
B			
C			1½
D			

CIRCLE-TO-LAND

With Local Altimeter Setting

Max Kts	MDA(H)
90	1300′ (486′)-1
120	
140	1300′ (486′)-1½
165	1380′ (566′)-2

With Auburn Altimeter Setting

	DA(H) 1110′ (311′)	DA(H) 1287′ (488′)	MDA(H) 1360′ (561′)
A	RVR 50 or 1	1¾	RVR 50 or 1
B			
C			1½
D			1¾

With Auburn Altimeter Setting

Max Kts	MDA(H)
90	1360′ (546′)-1
120	
140	1360′ (546′)-1½
165	1440′ (626′)-2

TERPS AMEND 2

CHANGES: None.

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ATIS	FT WAYNE Approach (R)	FT WAYNE Tower	Ground
121.25	127.2	119.1	121.9

BRIEFING STRIP ™

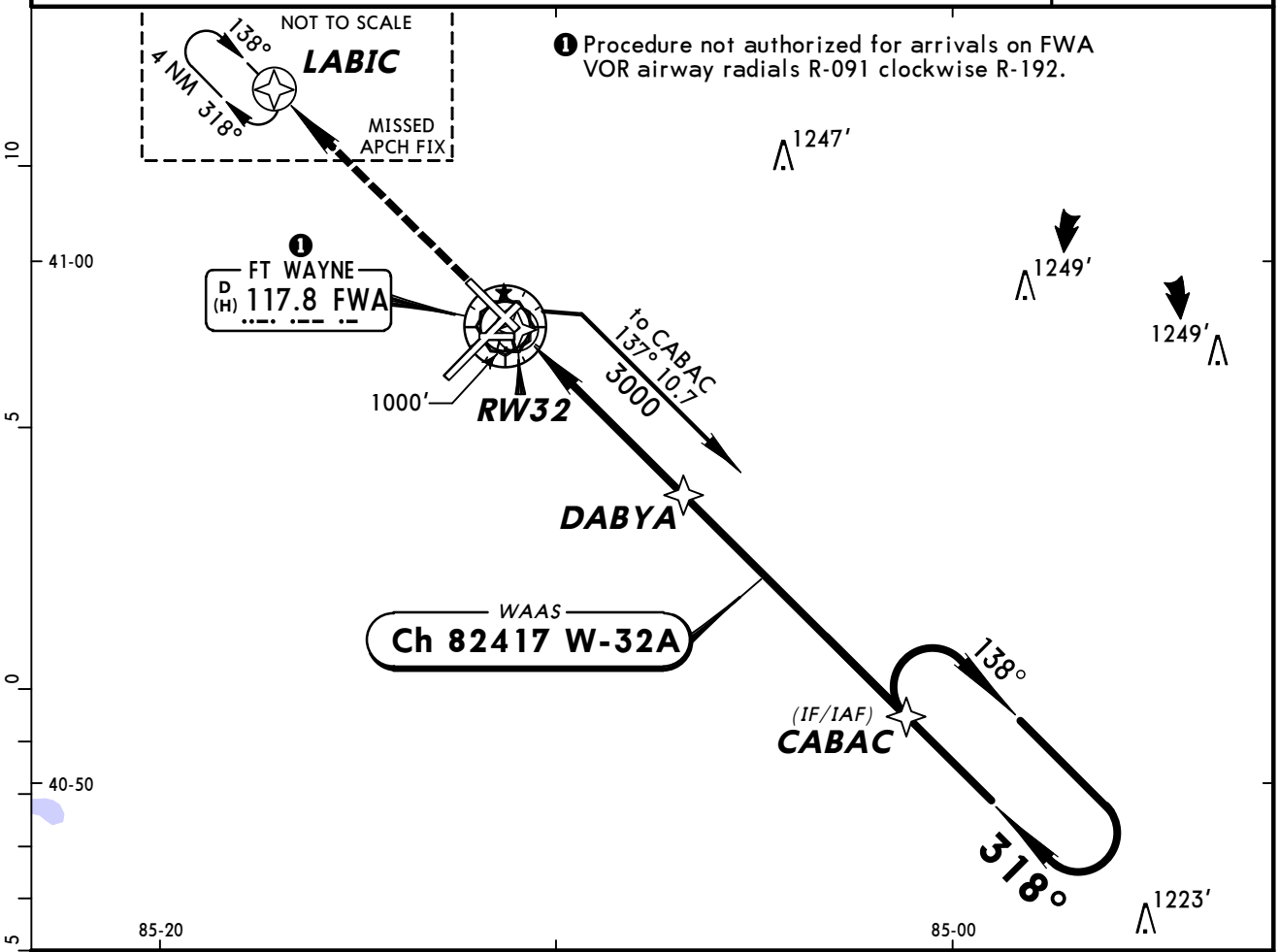
WAAS	Final Apch Crs	Minimum Alt DABYA	LPV DA(H)	Apt Elev 814′
Ch 82417 W-32A	318°	2300′ (1500′)	1000′ (200′)	TDZE 800′

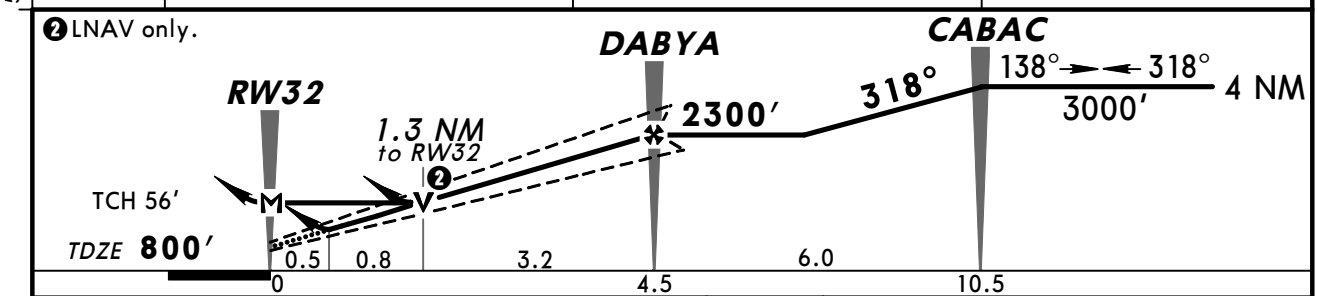
MISSED APCH: Climb to 3000′ direct LABIC and hold.

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.

2700′
MSA RW32





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW32						

MALSR
PAPI
3000′
D
LABIC

STRAIGHT-IN LANDING RWY 32

	LPV DA(H) 1000′(200′)		LNAV/VNAV DA(H) 1250′(450′)		LNAV MDA(H) 1280′(480′)		
		RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1	1½	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
B							
C					RVR 40 or ¾	RVR 60 or 1¼	
D					RVR 50 or 1	1½	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1300′(486′)-1
120	
140	1300′(486′)-1½
165	1380′(566′)-2

TERPS AMEND 1 8 APR 2010

CHANGES: Procedure.

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ATIS	FT WAYNE Approach (R)	FT WAYNE Tower	Ground
121.25	127.2	119.1	121.9

BRIEFING STRIP™

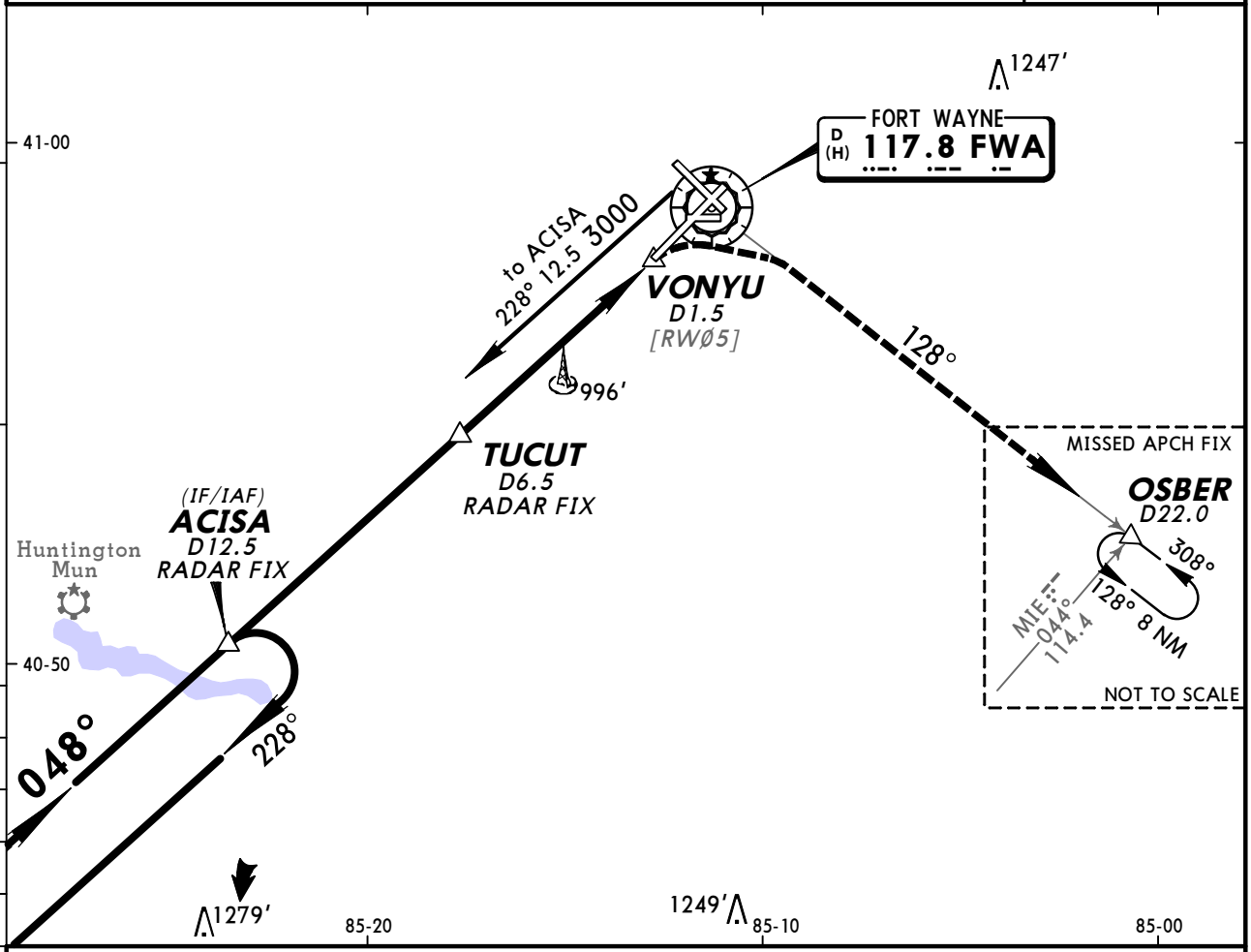
VOR	Final Apch Crs	Minimum Alt TUCUT	MDA(H)	Apt Elev 814′
FWA 117.8	048°	2500′ (1686′)	1320′ (506′)	TDZE 814′

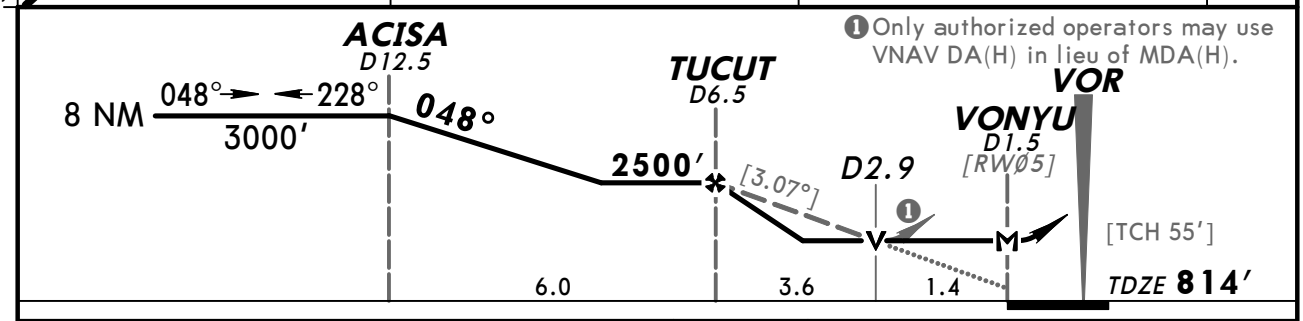
MISSED APCH: Climbing RIGHT turn to 3000′ outbound via FWA VOR R-128 to OSBER INT/D22.0 and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME or RADAR required.

2700′
MSA FWA VOR





❶ 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 VONYU or TUCUT to MAP 5.0	4:17	3:20	3:00	2:30	2:09	1:53

ALSF-II

3000′ RT via FWA 117.8 R-128

OSBER

STRAIGHT-IN LANDING RWY 5

MDA(H) 1320′ (506′)

		ALS out
A	RVR 24 or ½	RVR 50 or 1
B		
C	RVR 50 or 1	1½
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1320′ (506′)-1
120	
140	1320′ (506′)-1½
165	1380′ (566′)-2

AMEND 20 TERPS

CHANGES: Intersection, minimums.

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ATIS	FT WAYNE Approach (R)	FT WAYNE Tower	Ground
121.25	127.2	119.1	121.9

BRIEFING STRIP™

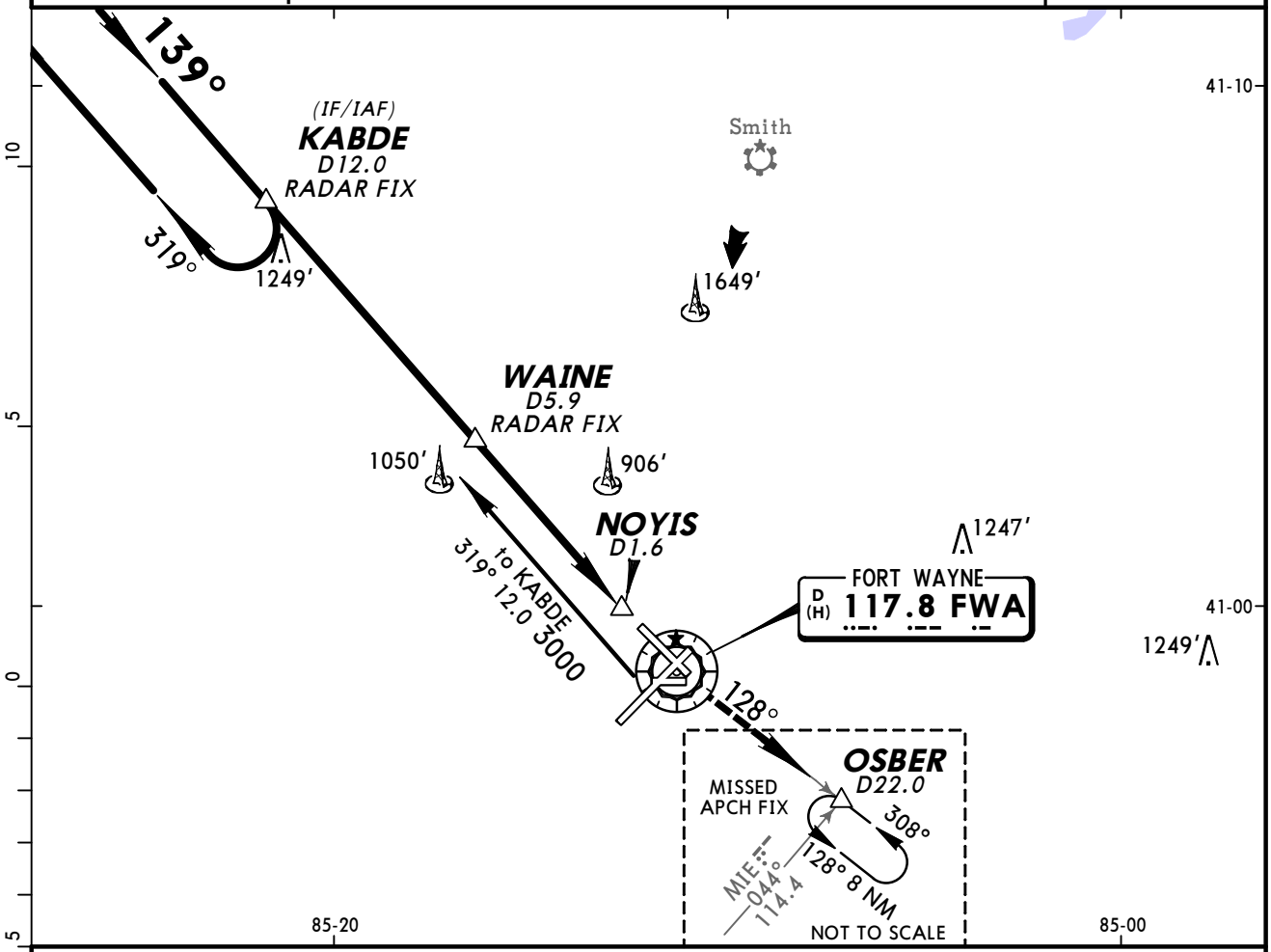
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 814′
FWA 117.8	139°	WAINE 2400′ (1598′)	1280′ (478′)	TDZE 802′

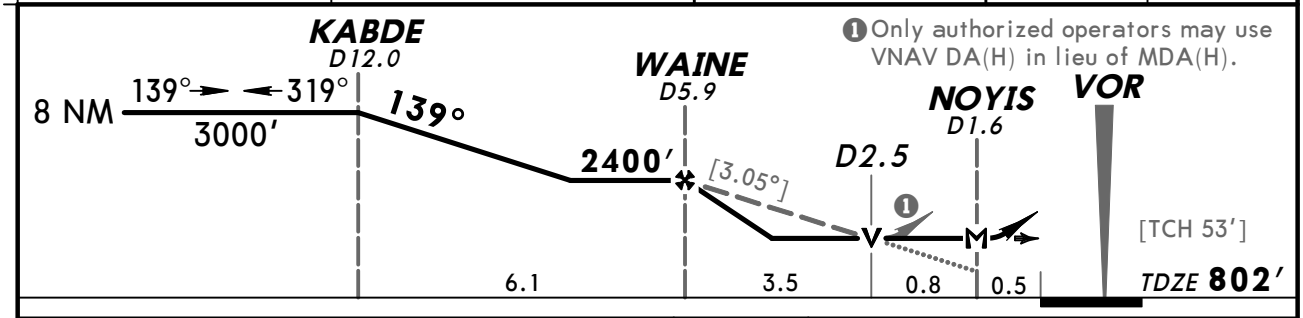
MISSED APCH: Climb to 3000′ outbound via FWA VOR R-128 to OSBER INT/D22.0 and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME or RADAR required.

2700′
MSA FWA VOR





❶ 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 NOYIS or WAINE to MAP 4.3	3:41	2:52	2:35	2:09	1:51	1:37

REIL
PAPI-L

3000′ ↑ FWA via 117.8 R-128

OSBER

STRAIGHT-IN LANDING RWY 14		CIRCLE-TO-LAND	
MDA(H) 1280′ (478′)		Max Kts	MDA(H)
A	1	90	1300′ (486′)-1
B		120	
C	1¼	140	1300′ (486′)-1½
D	1½	165	1380′ (566′)-2

AMEND 17 TERPS

CHANGES: KABDE intersection, minimums.

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ATIS	FT WAYNE Approach (R)	FT WAYNE Tower	Ground
121.25	127.2	119.1	121.9

BRIEFING STRIP ™

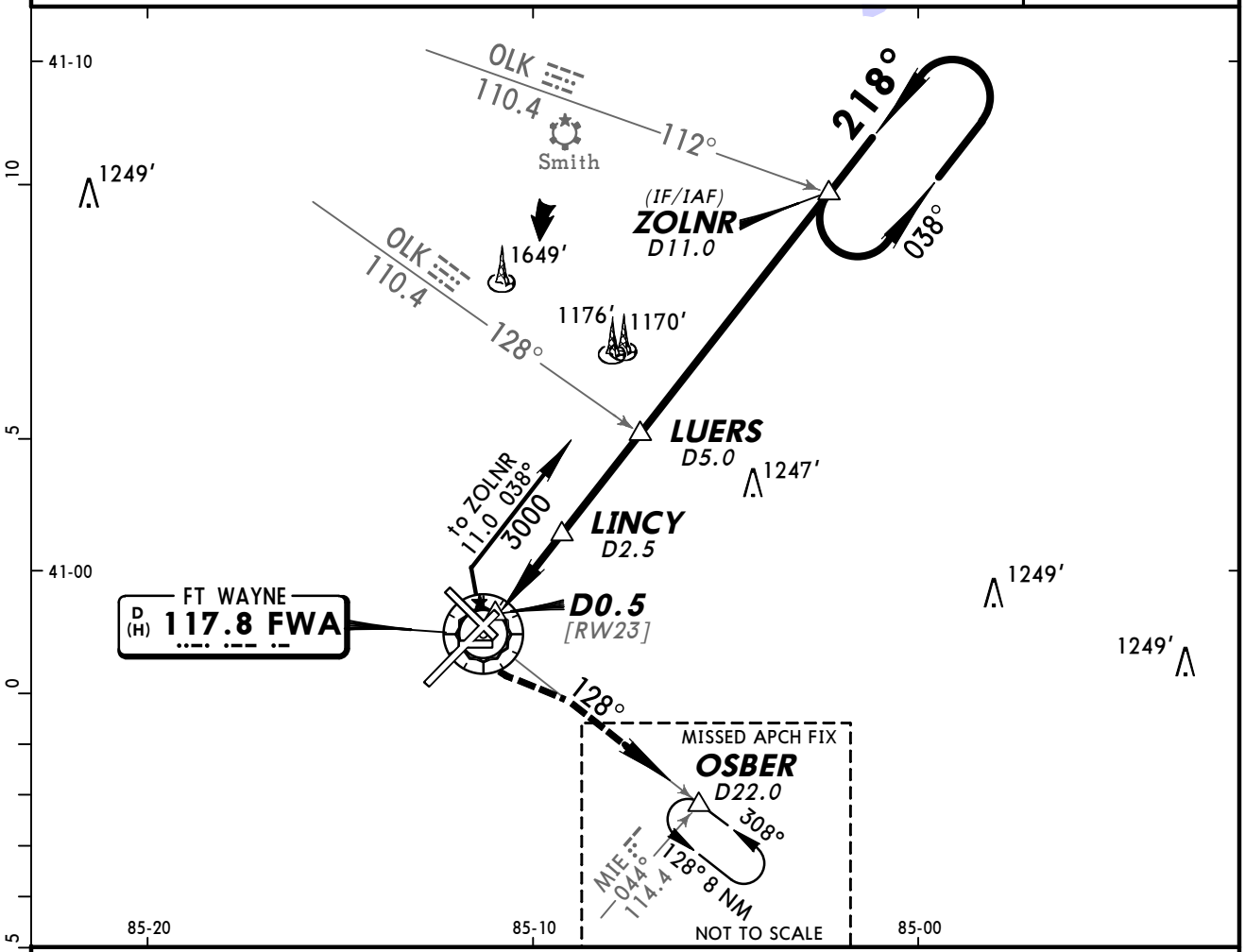
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 814'
FWA 117.8	218°	LUERS 2300' (1501')	(CONDITIONAL) 1300' (501')	TDZE 799'

MISSED APCH: Climbing LEFT turn to 3000' outbound via FWA VOR R-128 to OSBER INT/D22.0 and hold.

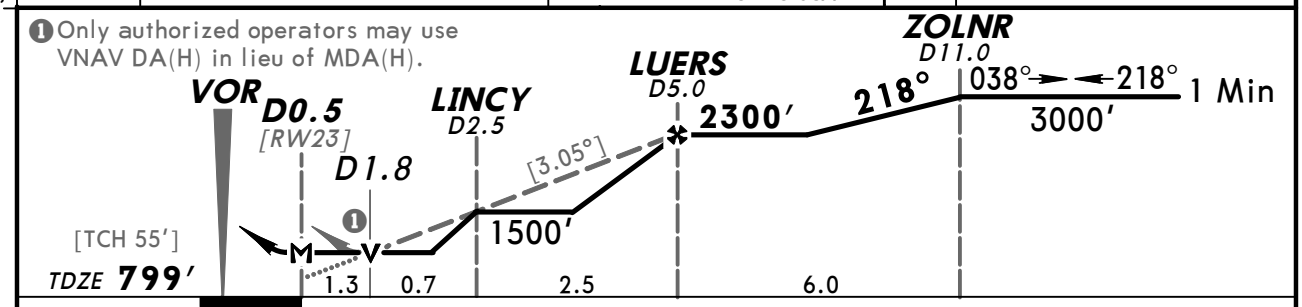
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. VGSI and descent angles not coincident.

2700'
MSA FWA VOR



❶ 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 D0.5 or LUERS to MAP 4.5	3:51	3:00	2:42	2:15	1:56	1:41

REIL
PAPI-L

3000' LT via FWA 117.8 R-128

OSBER D22.0

TERPS AMEND 13A 3 JUN 2010

STRAIGHT-IN LANDING RWY 23			CIRCLE-TO-LAND		
	MDA(H) 1300' (501') With Lincy	MDA(H) 1500' (701') Without Lincy	Max Kts	With Lincy MDA(H)	Without Lincy MDA(H)
A	RVR 50 or 1	RVR 50 or 1	90	1320' (506') - 1	1500' (686') - 1
B			120		
C	1½	2	140	1320' (506') - 1½	1500' (686') - 2
D		2¼	165	1380' (566') - 2	1500' (686') - 2¼

CHANGES: Charted obstructions.

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RADAR-1 ASR Rwys 5, 14, 23, 32

BRIEFING STRIP™

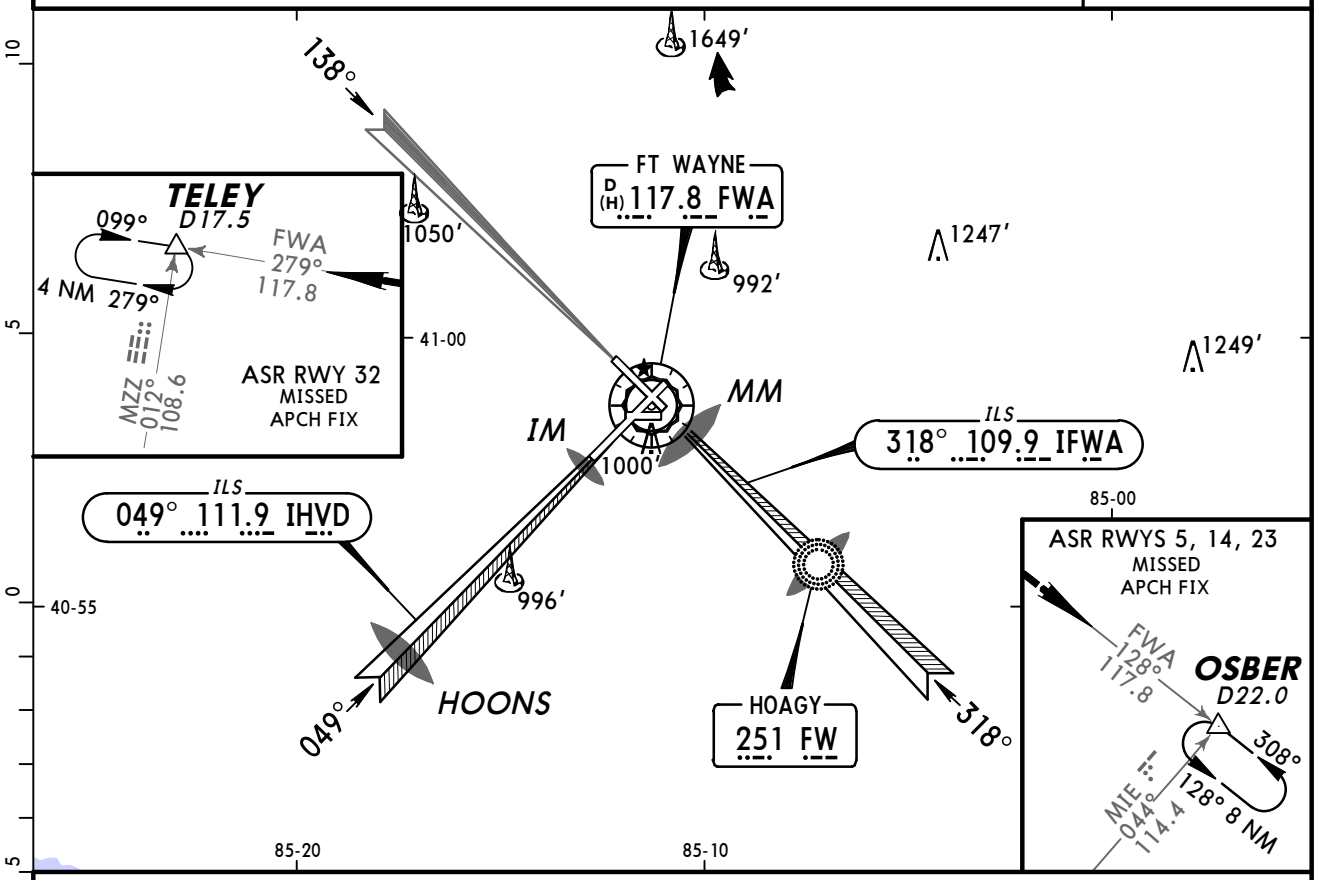
ATIS	FT WAYNE Approach (R)	FT WAYNE Tower	Ground
121.25	127.2	119.1	121.9

RADAR	Final Apch Crs By ATC	Minimum Alt No FAF	MDA(H) Refer to Minimums	Apt Elev **814'** TDZE -See below

Missed Approach-See below

Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000'

No MSA published



MISSED APPROACH:

Runway 5, 14: Climbing RIGHT turn to 3000' outbound via FWA VOR R-128 to OSBER INT/D22.0 and hold.

Runway 23: Climbing LEFT turn to 3000' outbound via FWA VOR R-128 to OSBER INT/D22.0 and hold.

Runway 32: Climbing LEFT turn to 3000' outbound via FWA VOR R-279 to TELEY INT/D17.5 and hold.

RWY 5	RWY 14	RWY 23	RWY 32
TDZE 814'	*TDZE* 802'	*TDZE* 799'	*TDZE* 800'

ASR Rwy 5, 14, 23, 32: MAP 0.5 NM mile from Rwy Thr

Lighting - Refer to Airport Chart

TERPS AMEND 25

	STRAIGHT-IN LANDING							CIRCLE-TO-LAND	
	ASR 5 MDA(H) 1300'(486')		ASR 14 MDA(H) 1300'(498')	ASR 23 MDA(H) 1300'(501')	ASR 32 MDA(H) 1260'(460')				
		ALS out				RAIL out	ALS out	Max Kts	MDA(H)
A	RVR 24 or ½	RVR 50 or 1	1	RVR 50 or 1	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1	90	1300'(486')-1
B								120	
C	RVR 40 or ¾	RVR 60 or 1¼	1¼	1½	RVR 40 or ¾	RVR 60 or 1¼		140	1300'(486')-1½
D	RVR 50 or 1	1½	1½		RVR 50 or 1	1½		165	1380'(566')-2

CHANGES: 111.9 final approach course.

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General Information

Location: Peru IN USA
IATA Code: GUS
Lat/Long: N40° 38.9' W086° 09.1'
Elevation: 811 ft

Airport Use: Joint
Magnetic Variation: 4.6°W
Sectional Chart: Chicago

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: 1222 Z
Sunset: 2333 Z,

Runway Information

Runway: 05
Length x Width: 12501 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 811 ft
Lighting: Edge, ALS
Stopway: 1000 ft

Runway: 23
Length x Width: 12501 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 799 ft
Lighting: Edge, ALS
Stopway: 1000 ft

Communication Information

ATIS 108.45
Grissom Tower Tower 133.7
Grisson Ground Ground Control 128.425
Grissom Clearance Clearance Delivery 120.0
Grissom Approach Approach Control 123.85
Grissom Approach Approach Control 121.05
Grissom Departure Departure Control 123.85
Grissom Departure Departure Control 121.05
Grissom Radar 121.05
Chicago Center 123.85 Remote Communications Air-Ground

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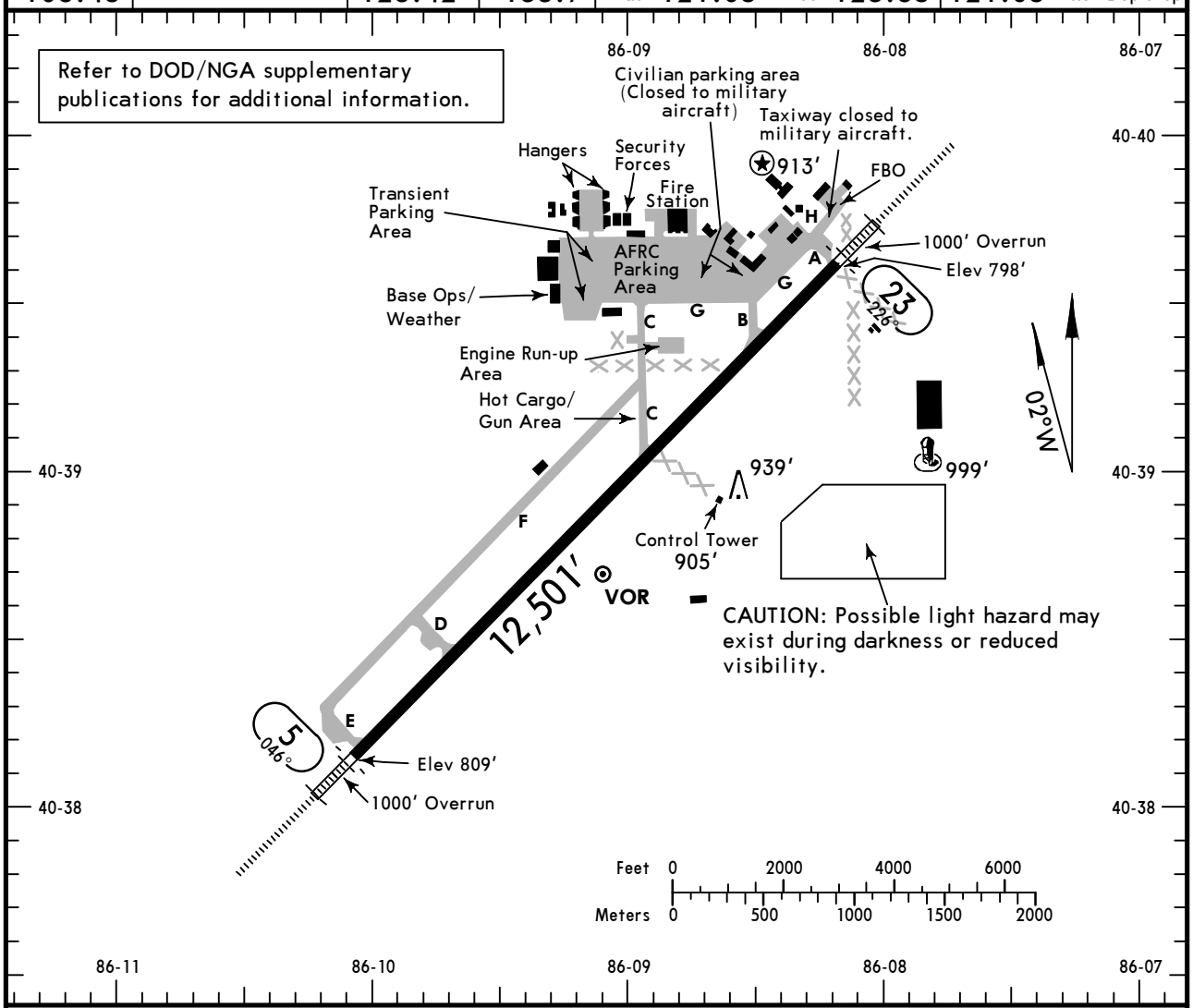
Chicago Center 121.05

*ATIS	*GRISSOM Clearance	*Ground	*Tower	*GRISSOM Departure (R)	CHICAGO Center (R)
108.45	120.0	128.42	133.7	East 121.05 West 123.85	121.05 when Dep inop



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
5 ❶ 23	❷HIRL ❷ALSF-I ❷PAPI-L RVR		11,338′ / 11,356′		200′

❶ Rwy 5/23 first 1000′ concrete.
❷ Airfield lighting only available during hours of operation (0700-2300 LT).

TAKE-OFF

	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

CHANGES: Airport elevation, building, area labels, runway elevations, notes.

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BRIEFING STRIP™

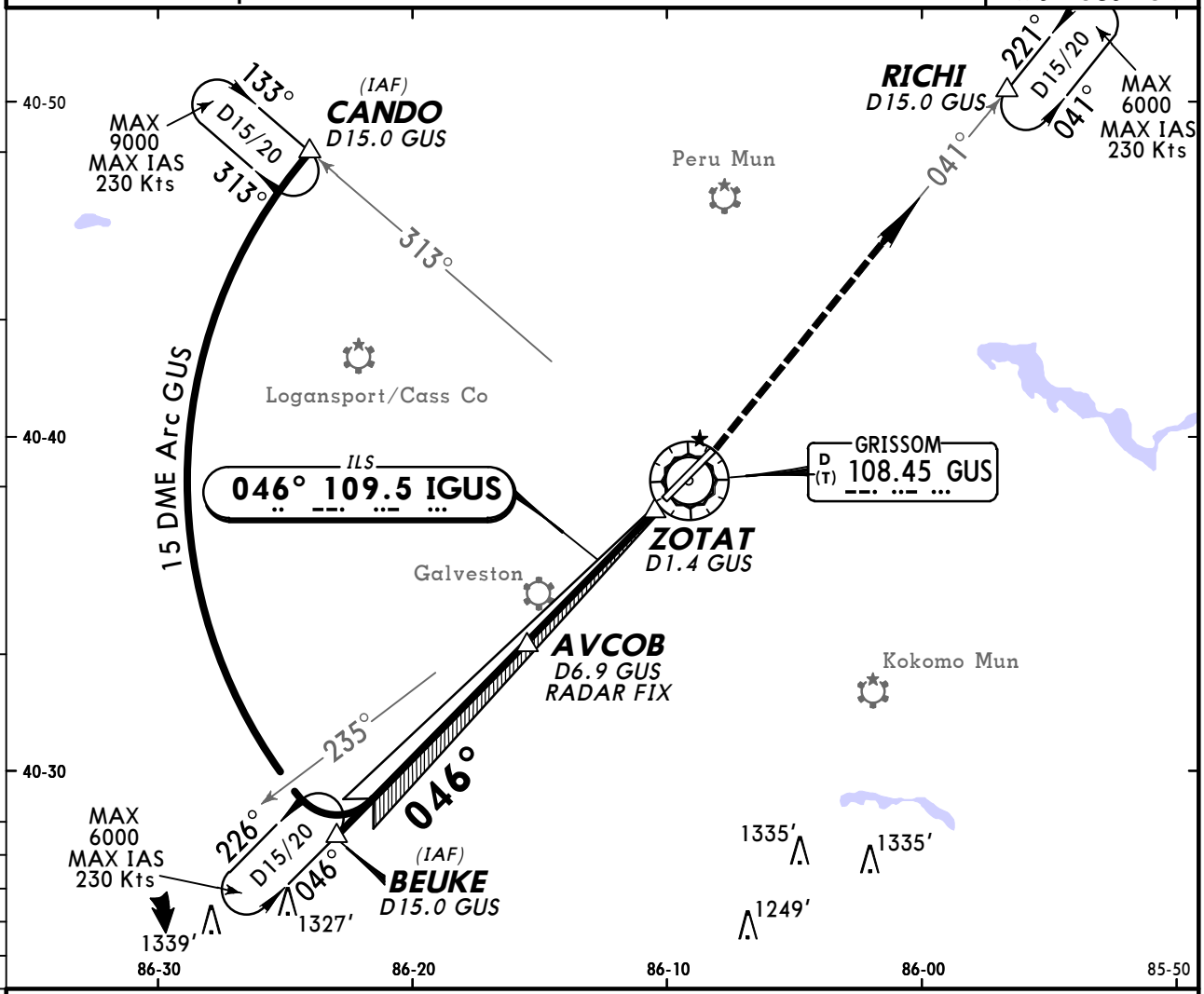
*ATIS	*GRISSOM Approach (R)		CHICAGO Center (R)	*GRISSOM Tower	*Ground
108.45	East 121.05	West 123.85	121.05 when App inop	133.7	128.42

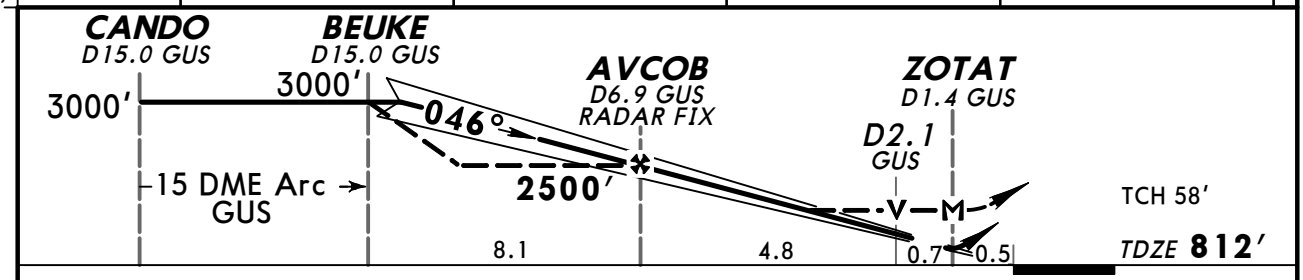
LOC IGUS	Final Apch Crs	Minimum Alt AVCOB	ILS DA(H)	Apt Elev 811′
109.5	046°	2500′ (1688′)	1012′ (200′)	TDZE 812′

MISSED APCH: Climb to 3000′, on track 046°, passing 1500′ turn LEFT intercept outbound GUS VOR R-041 to RICHI and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Radar or DME required. 2. EMERG SAFE ALT 100 NM 3500′.

2700′
MSA GUS VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 2.50°	310	398	442	531	619	707
MAP at ZOTAT or AVCOB to MAP 5.5	4:43	3:40	3:18	2:45	2:21	2:04

ALSF-I
PAPI

1500′ on 046°

3000′ LT

GUS
108.45
R-041

Military

STRAIGHT-IN LANDING RWY 5

	ILS DA(H) 1012′(200′) FULL	ILS DA(H) 1012′(200′) ALS out	LOC (GS out) MDA(H) 1180′(368′)	LOC (GS out) MDA(H) 1180′(368′) ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 50 or 1
B				
C			RVR 40 or ¾	
D				RVR 60 or 1¼

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1340′(529′)-1
120	
140	1340′(529′)-1½
165	1380′(569′)-2

AMEND 4 TERPS

CHANGES: Chart reindexed, airport elevation, amendment, note.

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KGUS/GUS
GRISSOM ARB

JEPPESEN
11 NOV 11
Eff 17 Nov
21-2

PERU, IND
ILS or LOC DME Rwy 23

*ATIS	*GRISSOM Approach (R)		CHICAGO Center (R)	*GRISSOM Tower	*Ground
108.45	East 121.05	West 123.85	121.05 when App inop	133.7	128.42

BRIEFING STRIP™

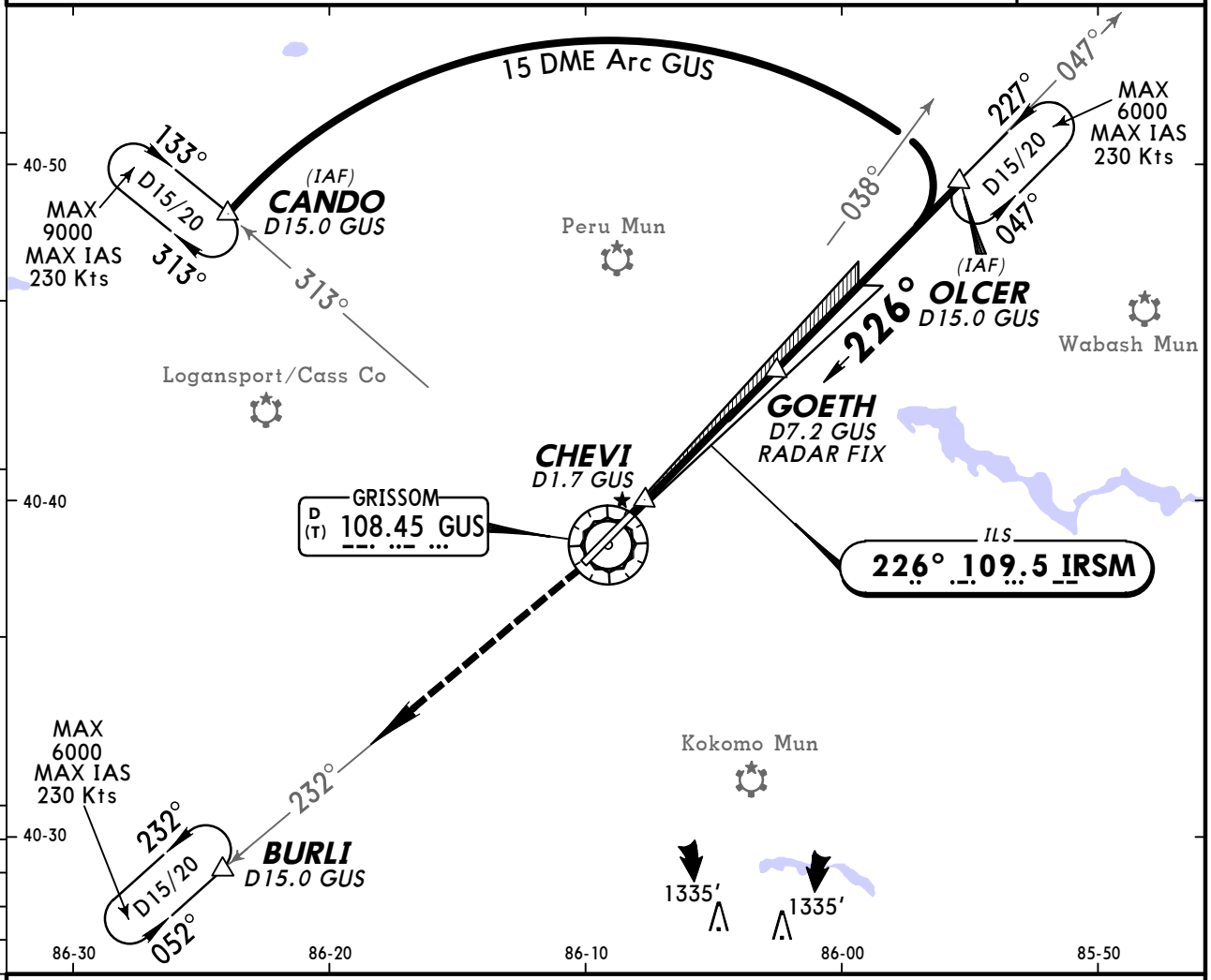
LOC	Final	GS	ILS	
IRSM	Apch Crs	GOETH	DA(H)	Apt Elev 811′
109.5	226°	2500′ (1700′)	1000′ (200′)	TDZE 800′

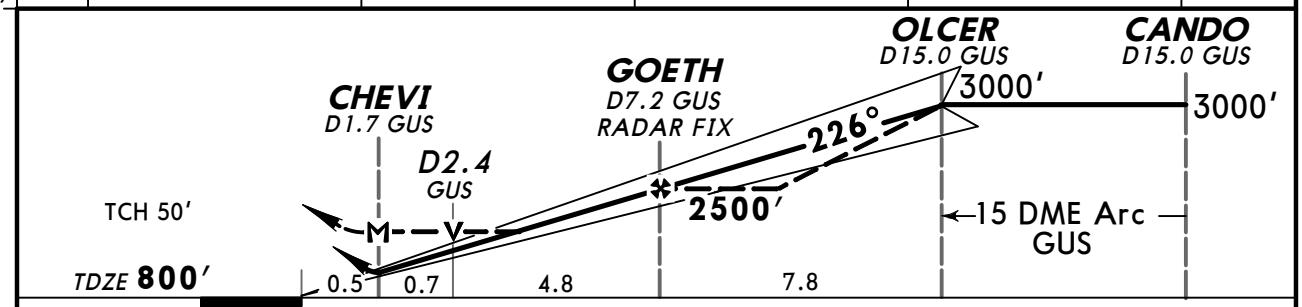
MISSED APCH: Climb to 3000′ on track 226°, passing 1300′ turn RIGHT to intercept outbound GUS VOR R-232 to BURLI/D15.0 GUS and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. RADAR or DME required. 2. EMERG SAFE ALT 100 NM 3500′.

2700′
MSA GUS VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	2.50°	310	398	442	531	619	707
MAP at CHEVI or GOETH to MAP	5.5	4:43	3:40	3:18	2:45	2:21	2:04

ALSF-I
PAPI

1300′ on 226°

3000′ RT

GUS 108.45 R-232

Military

STRAIGHT-IN LANDING RWY23

ILS DA(H) 1000′ (200′) FULL	ILS DA(H) 1000′ (200′) ALS out	LOC (GS out) MDA(H) 1180′ (380′)	LOC (GS out) MDA(H) 1180′ (380′) ALS out
A: RVR 24 or ½	A: RVR 40 or ¾	A: RVR 24 or ½	A: RVR 50 or 1
B: RVR 24 or ½	B: RVR 40 or ¾	B: RVR 24 or ½	B: RVR 50 or 1
C: RVR 24 or ½	C: RVR 40 or ¾	C: RVR 40 or ¾	C: RVR 50 or 1
D: RVR 24 or ½	D: RVR 40 or ¾	D: RVR 40 or ¾	D: RVR 60 or 1¼

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1340′(529′)-1
120	1340′(529′)-1½
140	1340′(529′)-1½
165	1380′(569′)-2

AMEND 3 TERPS

CHANGES: Chart reindexed, airport elevation, amendment, note.

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KGUS/GUS
GRISSOM ARB

JEPPESEN

11 NOV 11 (22-1) Eff 17 Nov

PERU, IND
RNAV (GPS) Rwy 5

*ATIS	*GRISSOM Approach (R)	CHICAGO Center (R)	*GRISSOM Tower	*Ground
108.45	East 121.05 West 123.85	121.05 when App inop	133.7	128.42

BRIEFING STRIP™

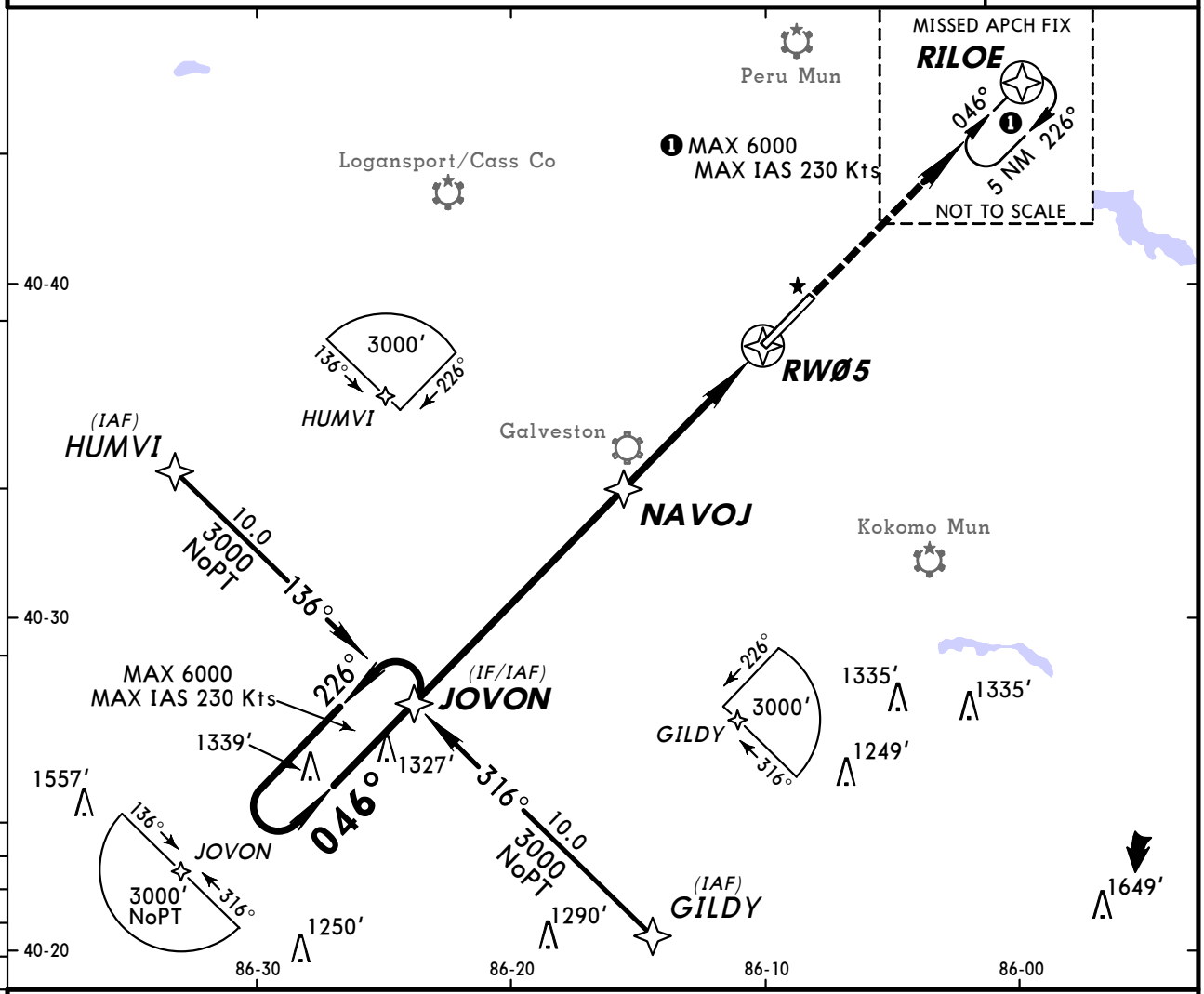
RNAV	Final Apch Crs	Minimum Alt	LNAV MDA(H)	Apt Elev 811′
	046°	NAVOJ 2500′ (1691′)	1200′ (391′)	THR 809′

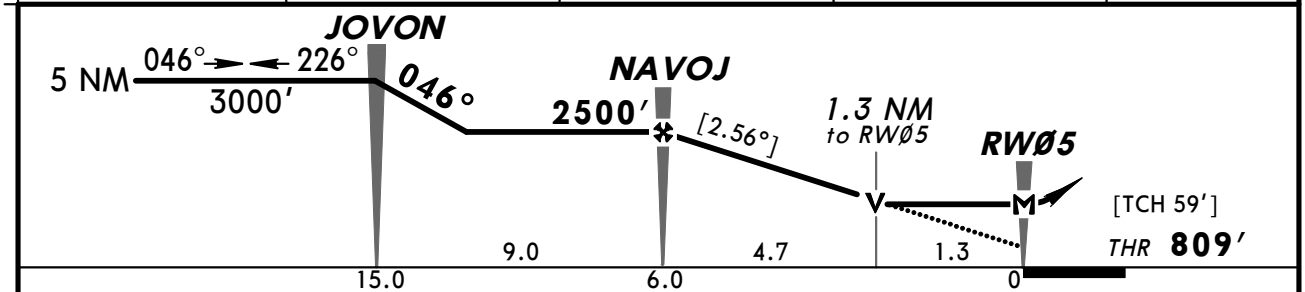
TAA 30 NM IAF

MISSED APCH: Climb to 3000′ direct RILOE and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. EMERG SAFE ALT 100 NM 3500′. 2. DME/DME RNP-0.30 not authorized.





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle [2.56°]	317	407	453	543	634	724
MAP at RWØ5						

ALSF-I PAPI 3000′ RILOE

Military STRAIGHT-IN LANDING RWY 5 LNAV

MDA(H) 1200′ (391′)

TERPS AMEND 1	ALS out		Max Kts	CIRCLE-TO-LAND MDA(H)
A	RVR 24 or ½	RVR 55 or 1	90	1340′ (529′)-1
B			120	
C	RVR 35 or ⅝	RVR 60 or 1⅛	140	1340′ (529′)-1½
D			165	1380′ (569′)-2

CHANGES: Airport elev, transition lengths, missed approach hold, minimums.

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KGUS/GUS
GRISSOM ARB

JEPPESEN

11 NOV 11 (22-2) Eff 17 Nov

PERU, IND
RNAV (GPS) Rwy 23

BRIEFING STRIP™

*ATIS	*GRISSOM Approach (R)		CHICAGO Center (R)	*GRISSOM Tower	*Ground
108.45	East 121.05	West 123.85	121.05 when App inop	133.7	128.42

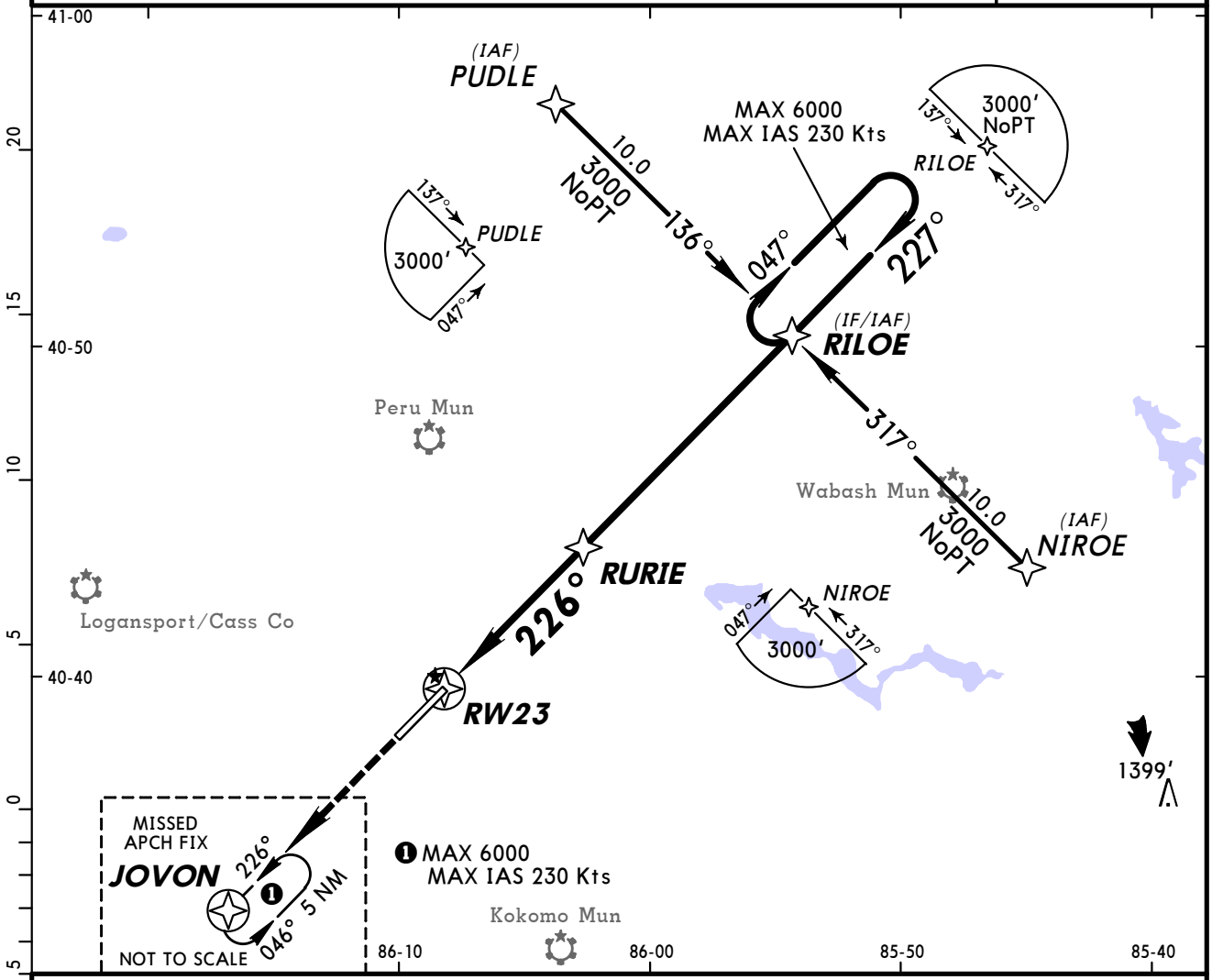
RNAV	Final Apch Crs	Minimum Alt	LNAV MDA(H)	Apt Elev 811′
	226°	RURIE 2500′ (1702′)	1240′ (442′)	THR 798′

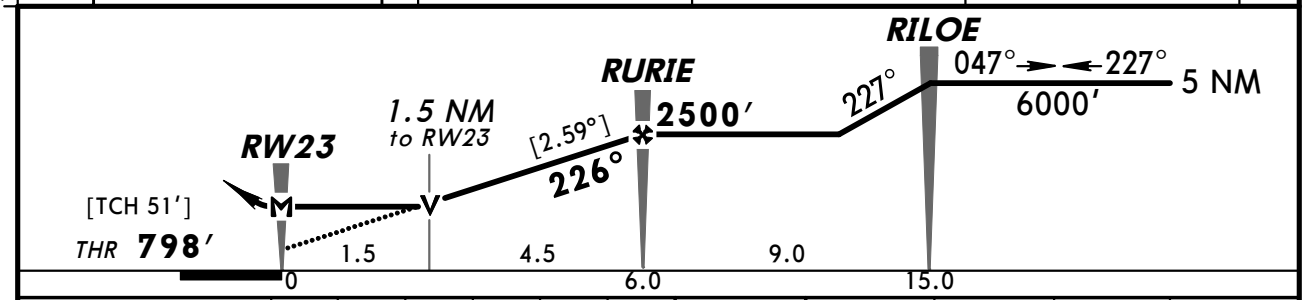
TAA 30 NM IAF

MISSED APCH: Climb to 3000′ direct JOVON and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. EMERG SAFE ALT 100 NM 3500′. 2. DME/DME RNP-0.30 not authorized.





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle [2.59°]	321	412	458	550	641	733
MAP at RW23						

ALSF-I PAPI 3000′ JOVON

Military STRAIGHT-IN LANDING RWY 23 LNAV

MDA(H) 1240′ (442′)

TERPS AMEND 1		ALS out	Max Kts	CIRCLE-TO-LAND MDA(H)
A	RVR 24 or ½	RVR 55 or 1	90	1340′ (529′)-1
B			120	
C	RVR 45 or ⅞	1⅜	140	1340′ (529′)-1½
D			165	1380′ (569′)-2

CHANGES: Airport elevation, threshold elevation, transition lengths, notes.

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*ATIS	*GRISSOM Approach (R)		CHICAGO Center (R)	*GRISSOM Tower	*Ground
108.45	East 121.05	West 123.85	121.05 when App inop	133.7	128.42

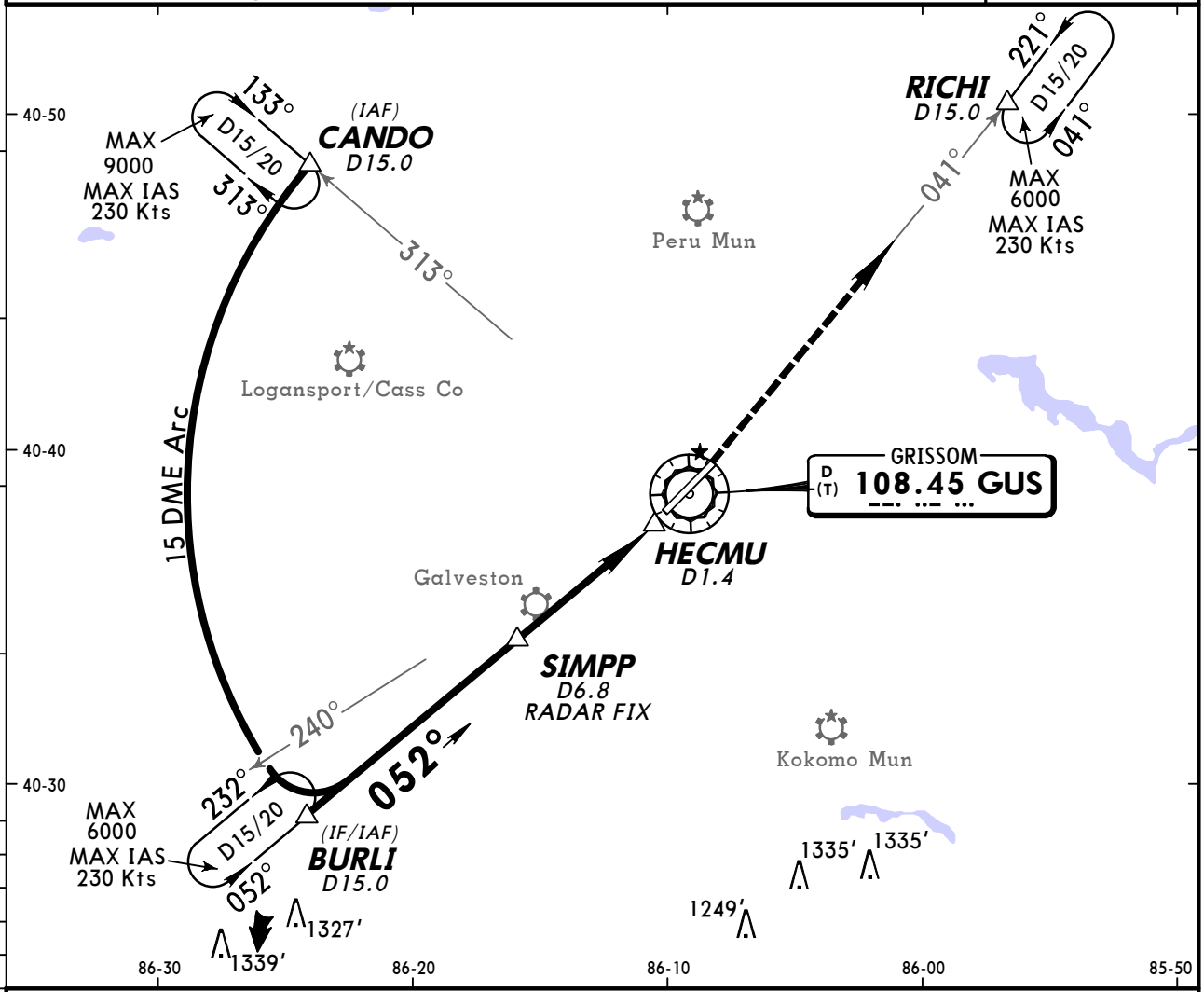
VOR	Final Apch Crs	Minimum Alt SIMPP	MDA(H)	Apt Elev 811′
GUS 108.45	052°	2500′ (1691′)	1180′ (371′)	THR 809′

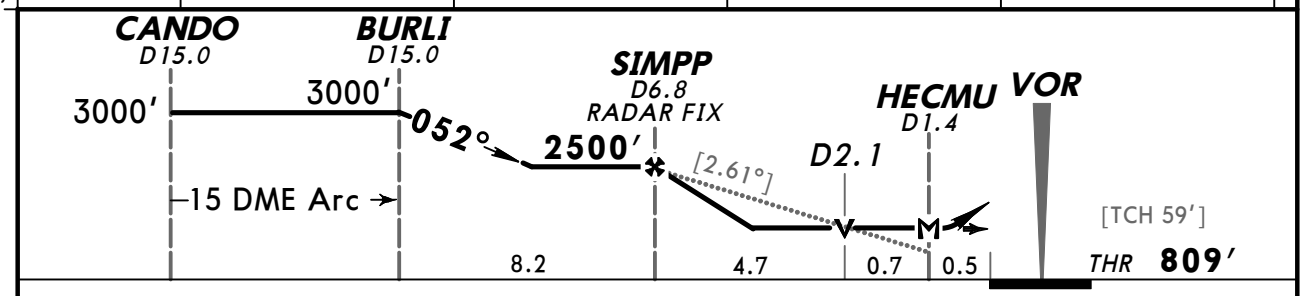
MISSED APCH: Climb to 3000′ direct GUS VOR, outbound on GUS VOR R-041 to RICHI and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. RADAR or DME required. 2. EMERG SAFE ALT 100 NM 3500′.

2700′
MSA GUS VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [2.61°]	323	415	462	554	646	739
MAP at HECMU or SIMPP to MAP 5.4	4:38	3:36	3:14	2:42	2:19	2:02

ALSF-I
PAPI
3000′
D
GUS 108.45

Military STRAIGHT-IN LANDING RWY 5

MDA(H) 1180′(371′)

		ALS out
A	RVR 24 or ½	RVR 55 or 1
B		
C	RVR 40 or ¾	
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1340′(529′)-1
120	
140	1340′(529′)-1½
165	1380′(569′)-2

AMEND 4 TERPS

CHANGES: Airport elevation, threshold elevation, notes, minimums.

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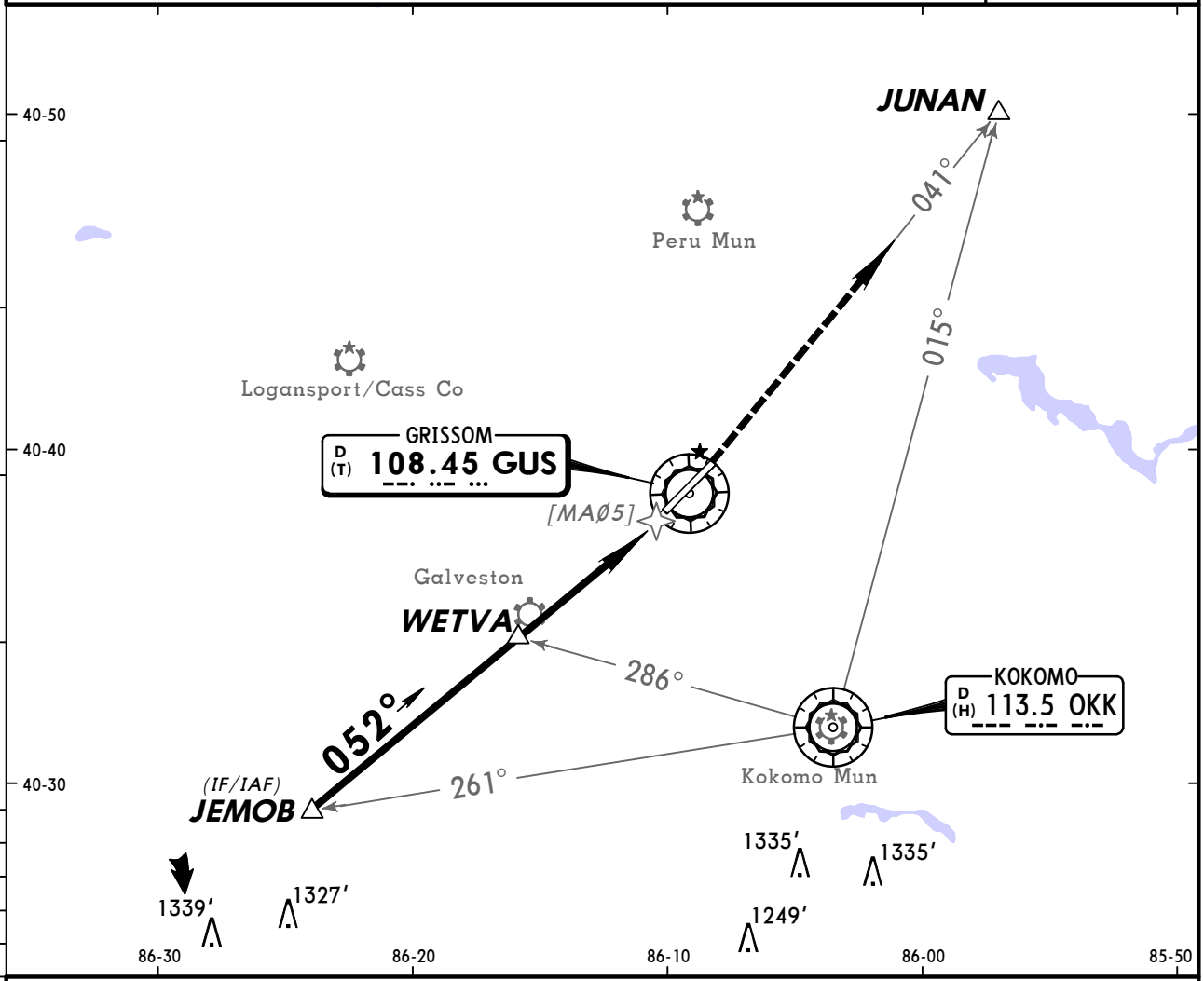
*ATIS	*GRISSOM Approach (R)		CHICAGO Center (R)	*GRISSOM Tower	*Ground
108.45	East 121.05	West 123.85	121.05 when App inop	133.7	128.42

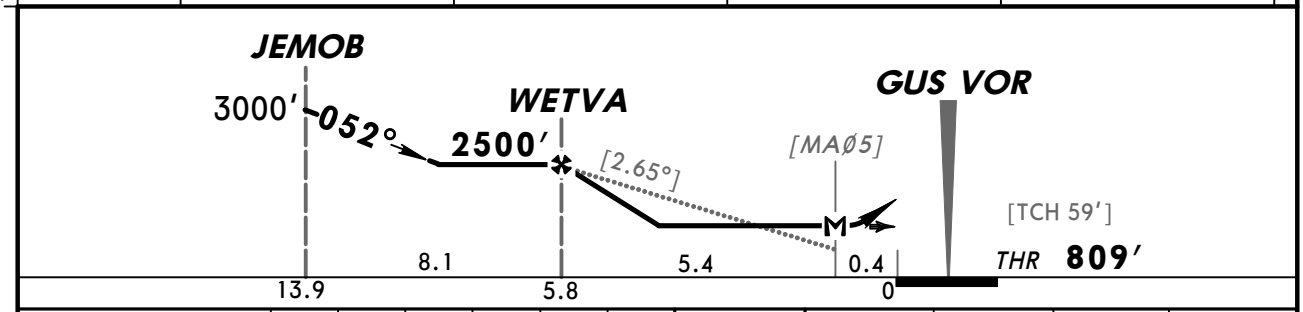
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 811′
GUS 108.45	052°	WETVA 2500′ (1691′)	1180′ (371′)	THR 809′

MISSED APCH: Climb to 3000′ direct GUS VOR, outbound GUS VOR R-041 to JUNAN.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. EMERG SAFE ALT 100 NM 3500′.

2700′
MSA GUS VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [2.65°]	328	422	469	562	656	750
WETVA to MAP 5.4	4:38	3:36	3:14	2:42	2:19	2:02

ALSF-I
PAPI-L
3000′
GUS 108.45

Military STRAIGHT-IN LANDING RWY 5

MDA(H) 1180′(371′)

		ALS out
A	RVR 24 or ½	RVR 55 or 1
B		
C	RVR 40 or ¾	
D		

Max Kts	CIRCLE-TO-LAND MDA(H)
90	1340′(529′)-1
120	
140	1340′(529′)-1½
165	1380′(569′)-2

AMEND 1 TERPS

CHANGES: New procedure.

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BRIEFING STRIP™

*ATIS	*GRISSOM Approach (R)		CHICAGO Center (R)	*GRISSOM Tower	*Ground
108.45	East 121.05	West 123.85	121.05 when App inop	133.7	128.42

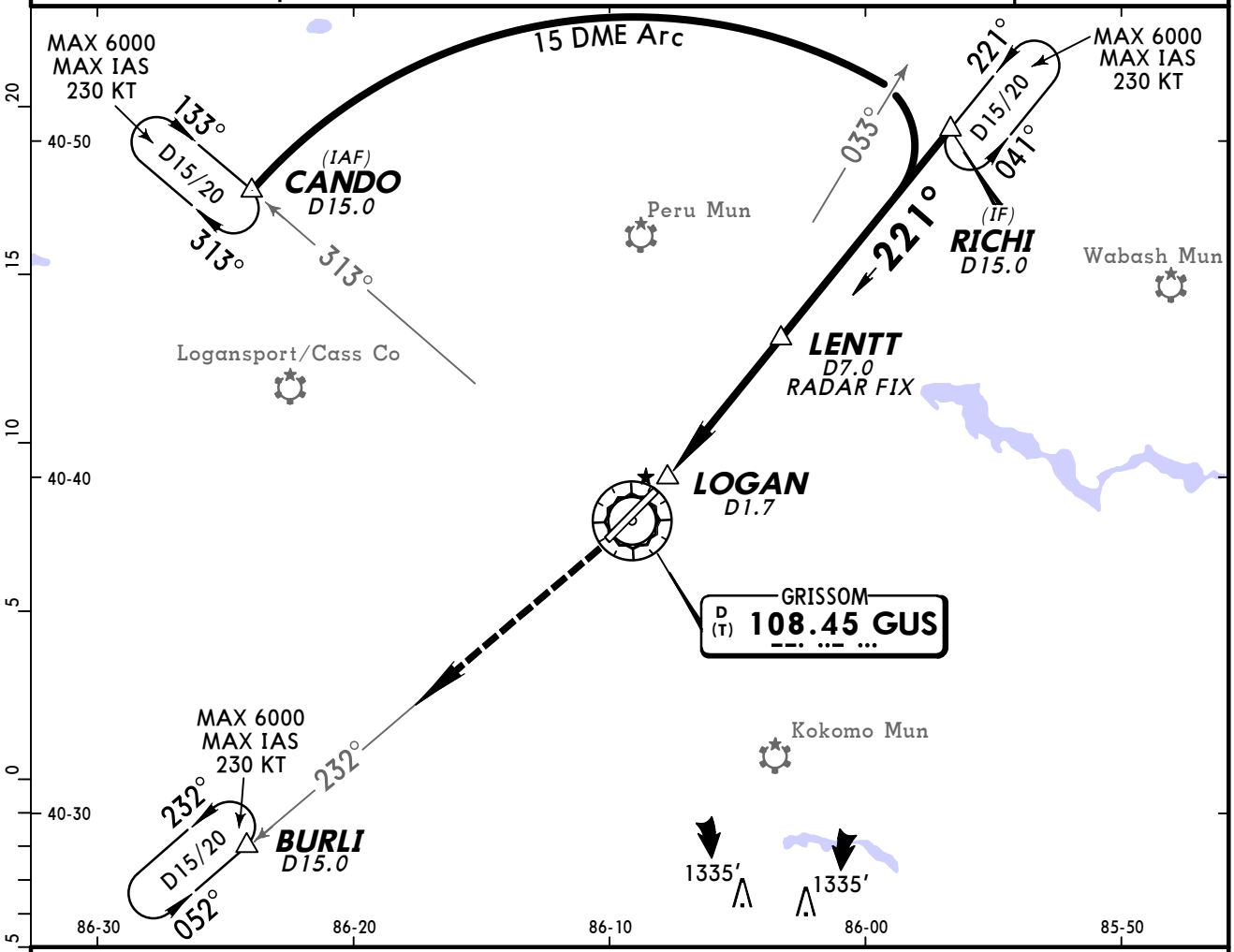
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 811′
GUS 108.45	221°	LENTT 2500′ (1702′)	1260′ (462′)	THR 798′

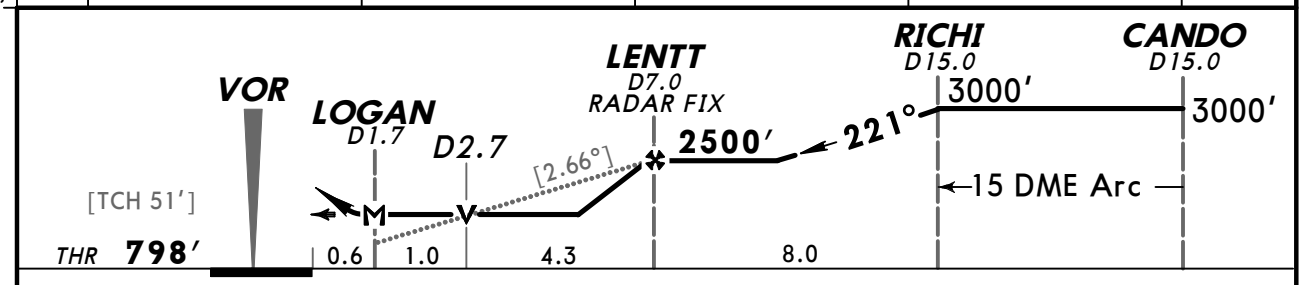
MISSED APCH: Climb to 3000′ direct GUS VOR, outbound GUS VOR R-232 to BURLI and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. RADAR or DME required. 2. EMERG SAFE ALT 100 NM 3500′.

2700′
MSA GUS VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle [2.66°]	329	423	470	565	659	753
MAP at LOGAN or LENTT to MAP 5.3	4:33	3:32	3:11	2:39	2:16	1:59

ALSF-I
PAPI
3000′
D
GUS 108.45

Military

STRAIGHT-IN LANDING RWY 23

MDA(H) 1260′ (462′)

		ALS out
A	RVR 24 or ½	RVR 55 or 1
B		
C	RVR 50 or 1	1⅜
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1340′ (529′) - 1
120	
140	1340′ (529′) - 1½
165	1380′ (569′) - 2

TERPS AMEND 3

CHANGES: Airport elevation, threshold elevation, minimums, TCH, amendment.

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*ATIS	*GRISSOM Approach (R)		CHICAGO Center (R)	*GRISSOM Tower	*Ground
108.45	East 121.05	West 123.85	121.05 when App inop	133.7	128.42

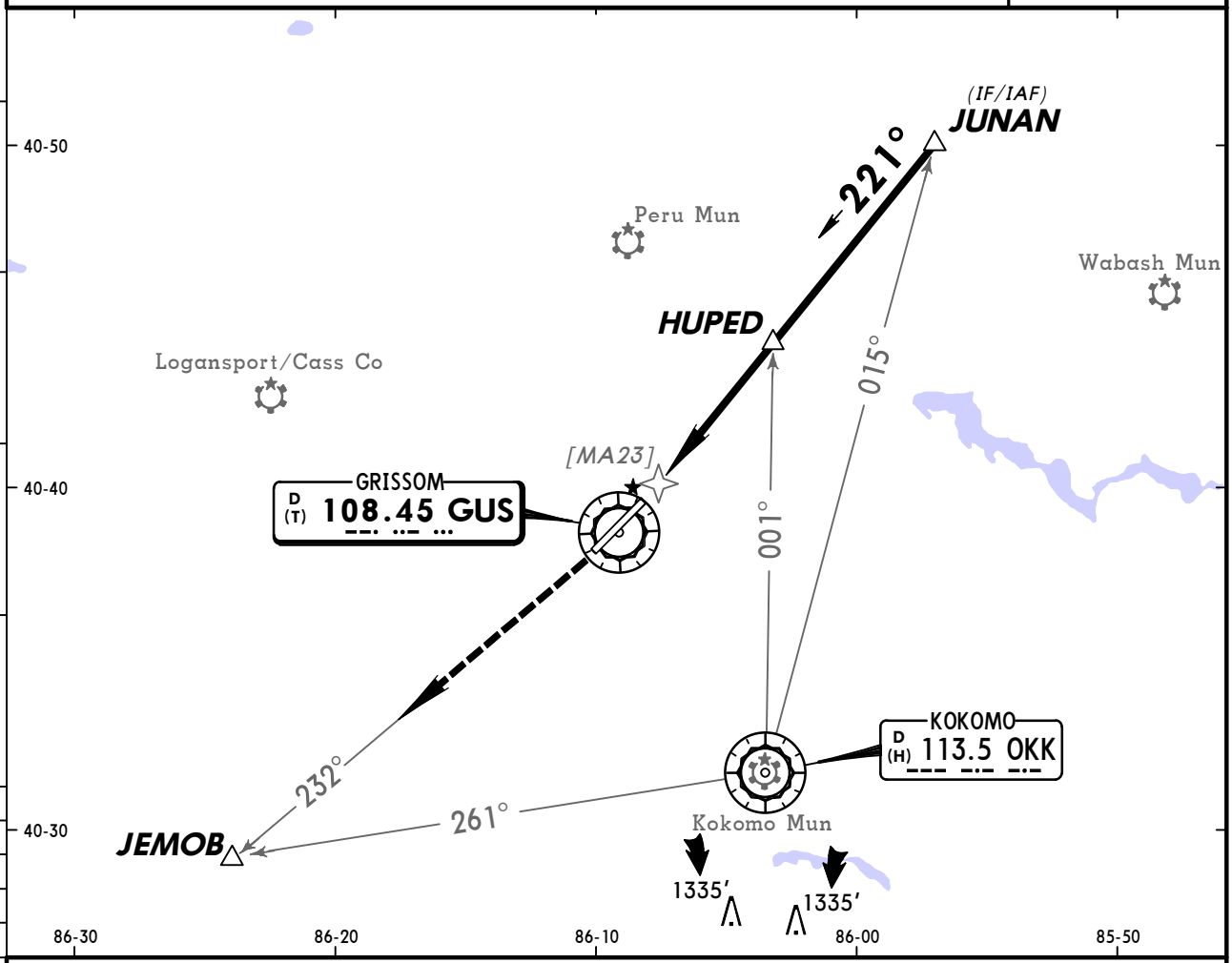
BRIEFING STRIP™

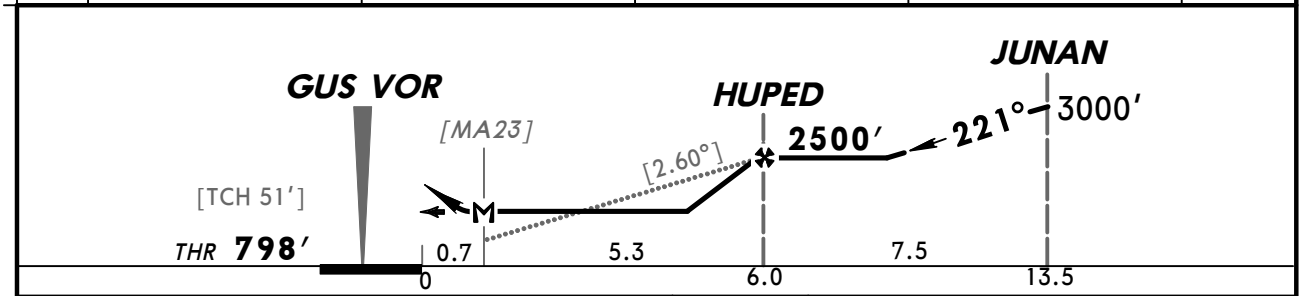
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 811′
GUS 108.45	221°	HUPED 2500′ (1702′)	1260′ (462′)	THR 798′

MISSED APCH: Climb to 3000′ direct GUS VOR, outbound on GUS VOR R-232 to JEMOB.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. EMERG SAFE ALT 100 NM 3500′.

2700′
MSA GUS VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [2.60°]	322	414	460	552	644	736
HUPED to MAP 5.3	4:33	3:32	3:11	2:39	2:16	1:59

ALSF-I
PAPI
3000′
D
GUS 108.45

Military STRAIGHT-IN LANDING RWY 23

MDA(H) 1260′ (462′)

		ALS out
A	RVR 24 or ½	RVR 55 or 1
B		
C	RVR 50 or 1	1⅜
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1340′ (529′) - 1
120	
140	1340′ (529′) - 1½
165	1380′ (569′) - 2

AMEND 1 TERPS

CHANGES: New procedure.

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General Information

Location: Gary IN USA
IATA Code: GYY
Lat/Long: N41° 37.0' W087° 24.8'
Elevation: 591 ft

Airport Use: Public
Magnetic Variation: 3.8°W
Sectional Chart: Chicago

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

Sunrise: 1228 Z
Sunset: 2337 Z,

Runway Information

Runway: 02
Length x Width: 3603 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 591 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 12
Length x Width: 7003 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 591 ft
Lighting: Edge, Centerline, REIL, Pilot controlled
Displaced Threshold: 713 ft

Runway: 20
Length x Width: 3603 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 589 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 30
Length x Width: 7003 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 591 ft
Lighting: Edge, ALS, Centerline, Pilot controlled

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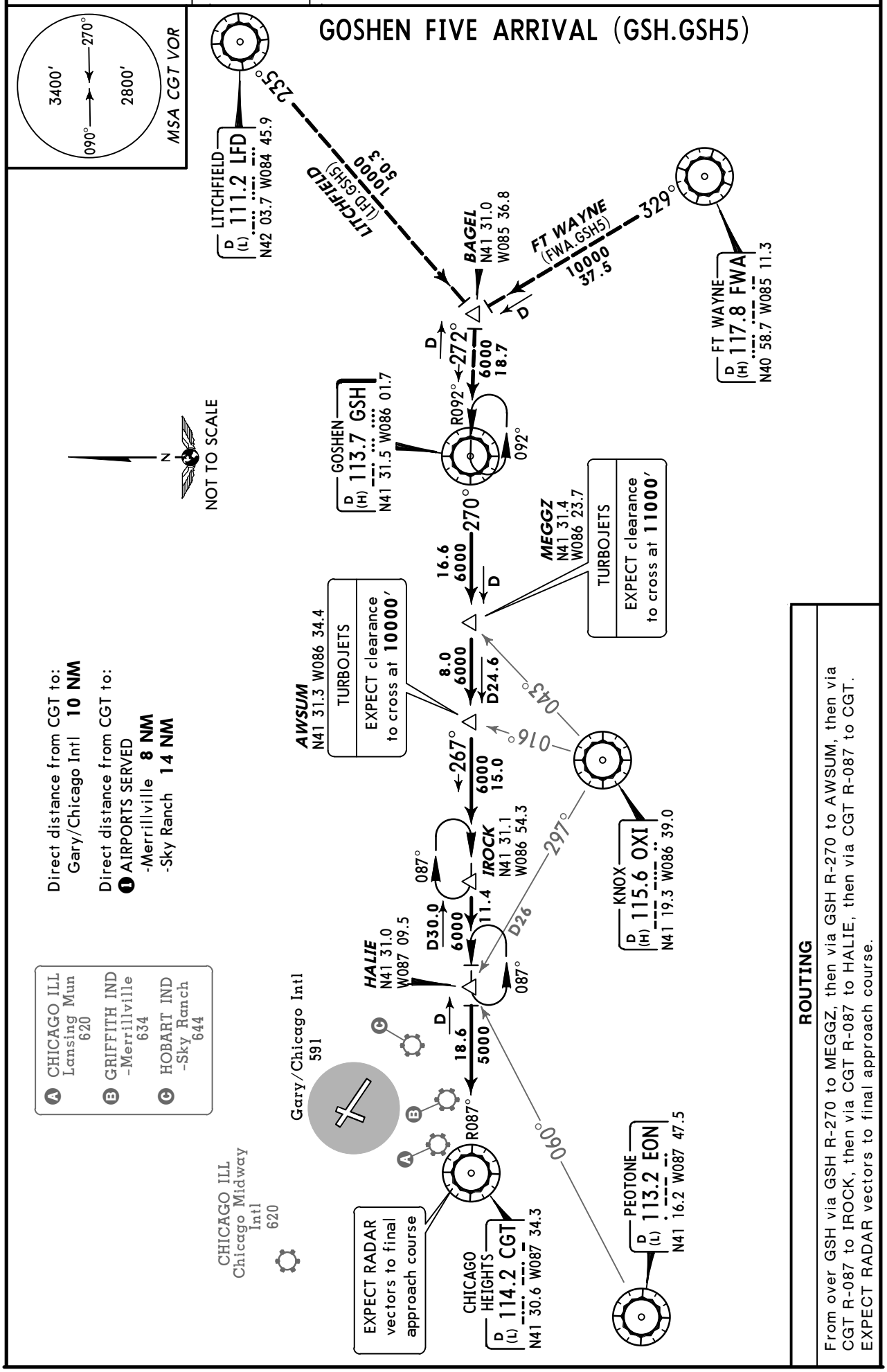
Communication Information

ATIS 134.575
AWOS 134.575
Gary Tower Tower 125.6 CTAF PCL
Gary Ground Ground Control 121.9
Chicago Approach Control 133.1
Chicago Departure Control 133.1
Kankakee Flight Service Station 122.1 RCO
Kankakee Flight Service Station 114.2 RCO

GARY/CHICAGO INTL ATIS (AWOS-3 when Twr inop) 134.57	Apt Elev See graphic	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ **1. RADAR required.** **2. DME required.** 3. Also Serves ❶

GOSHEN FIVE ARRIVAL (GSH.GSH5)



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.

CHANGES: None.

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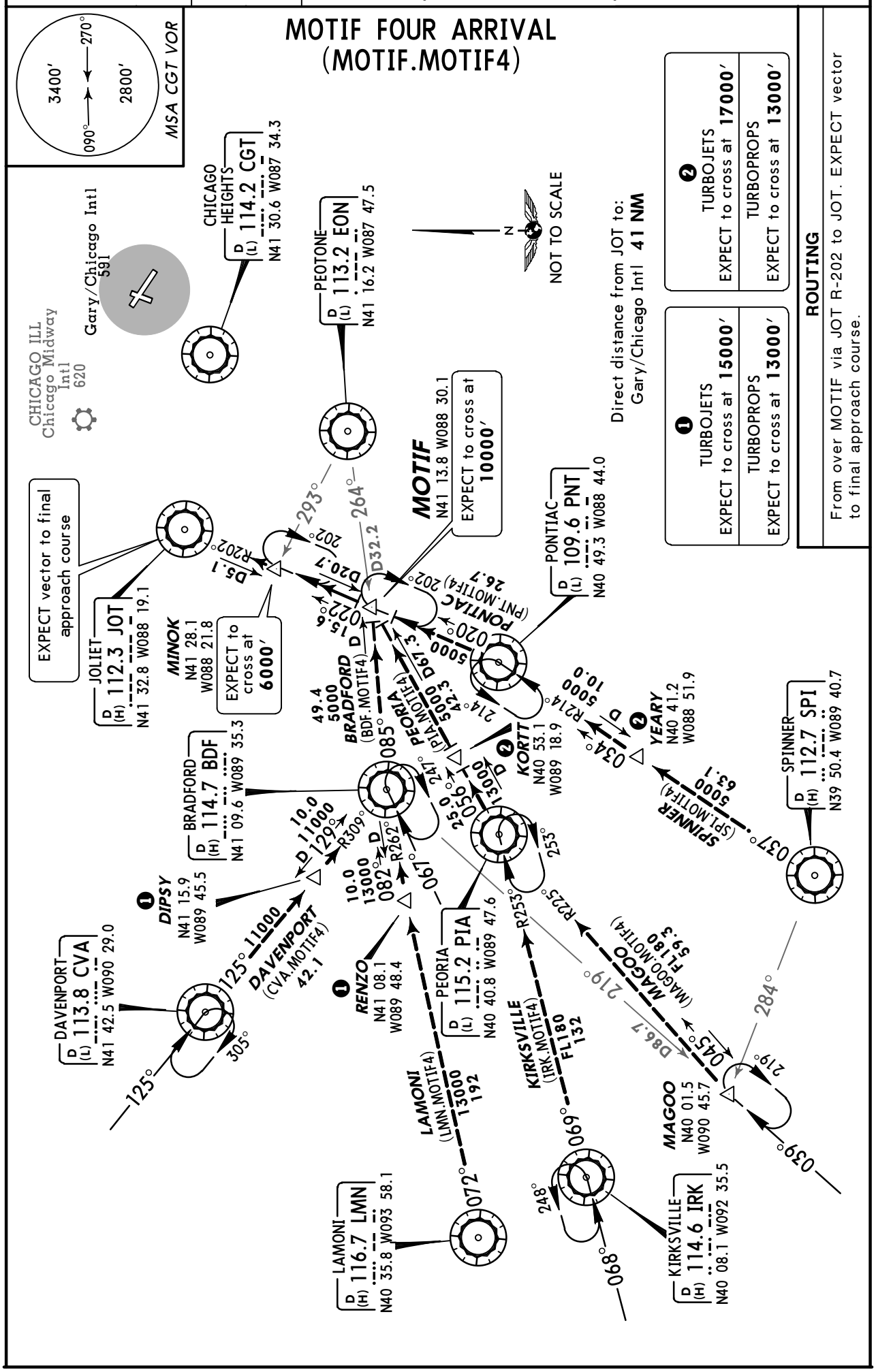
ATIS (AWOS-3 when Twr inop) 134.57	Apt Elev See graphic	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ **1. DME required. 2. RADAR required.**

MOTIF FOUR ARRIVAL (MOTIF.MOTIF4)



CHANGES: Procedure renumbered, revised.

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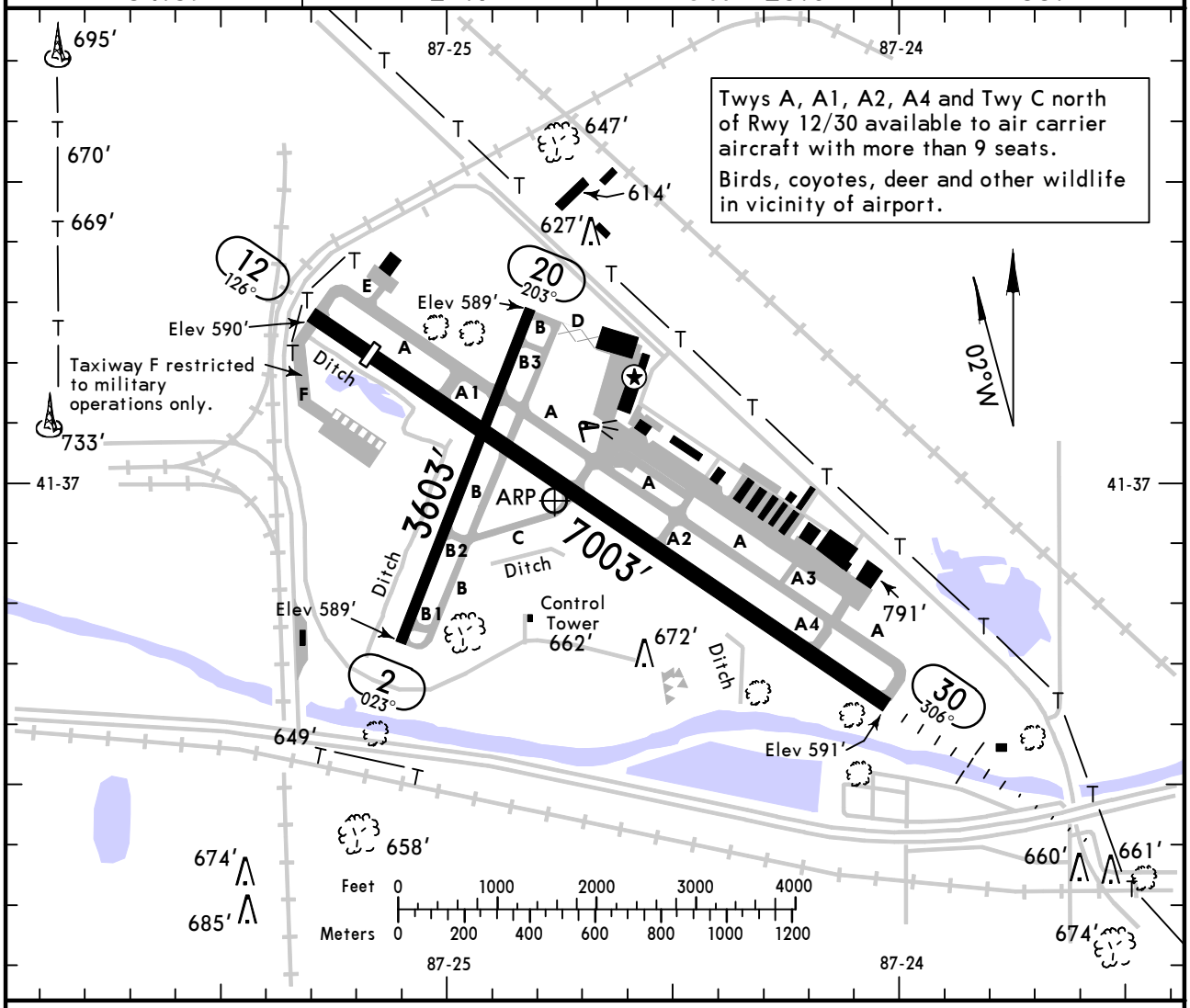
ATIS (AWOS-3 when Twr inop)	*GARY Ground	*Tower	CHICAGO Departure (R)
134.57	121.9	CTAF 125.6	133.1



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
2 ❶ 20	❷ MIRL ❷ REIL PAPI-L (angle 3.0°)				100′
12	❷ HIRL CL ❷ REIL PAPI-L (angle 3.0°)	6290′			150′
30	❷ HIRL CL ❷ MALSR PAPI-L (angle 3.0°) RVR		5953′		

❶ Available to air carrier aircraft with more than 9 seats for taxiing only between Rwy 12/30 and Twy A.
❷ Activate on 125.6 when Twr inop.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	Rwys 12, 30		Rwy 20			Rwy 2		
	Adequate Vis Ref	STD	With Mim climb of 256′/NM to 1300′ Adequate Vis Ref	STD	Other	With Mim climb of 321′/NM to 900′ Adequate Vis Ref	STD	Other
1 & 2 Eng	RVR 16 or ¼	RVR 50 or 1	¼	1	300-1	¼	1	300-1½
3 & 4 Eng		RVR 24 or ½		½			½	

OBSTACLE DP: Rwy 20, climb heading 203° to 1300′ before proceeding on course.

FOR FILING AS ALTERNATE

	COPTER ILS Rwy 30	COPTER LOC Rwy 30 VOR DME Rwy 2	Authorized Only When Tower Operating NDB Rwy 30	Authorized Only When Local Weather Available RNAV (GPS) Y Rwy 12 RNAV (GPS) Y Rwy 30	Other
A B C D	600-2	800-2	800-2	800-2	NA

AMEND 7

CHANGES: Alternate minimums.

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KGYY/GYY
GARY/CHICAGO INTL

JEPPESEN

19 AUG 11 (11-1) Eff 25 Aug

GARY, IND
ILS or LOC Rwy 30

ATIS (AWOS-3 when Twr inop)	CHICAGO Approach (R)	*GARY Tower	*Ground
134.57	133.1	CTAF 125.6	121.9

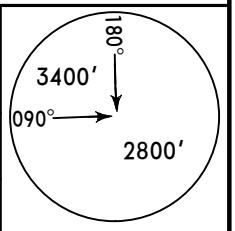
BRIEFING STRIP

LOC	Final Apch Crs	GS LOM	ILS DA(H) (CONDITIONAL)	Apt Elev 591′
IGYY 108.75	306°	1941′ (1350′)	791′ (200′)	TDZE 591′

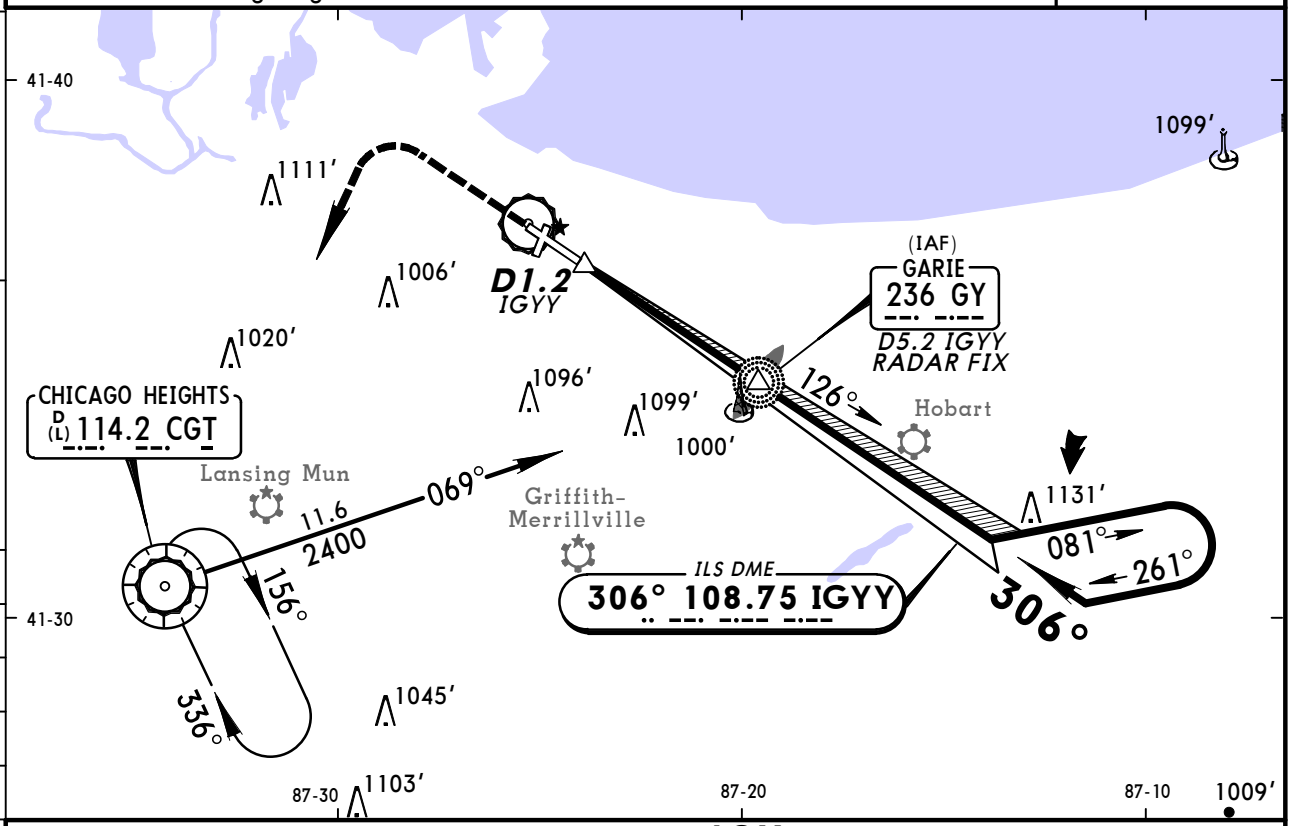
MISSED APCH: Climb to 1500′, then climbing LEFT turn to 2400′ direct CGT VOR and hold.

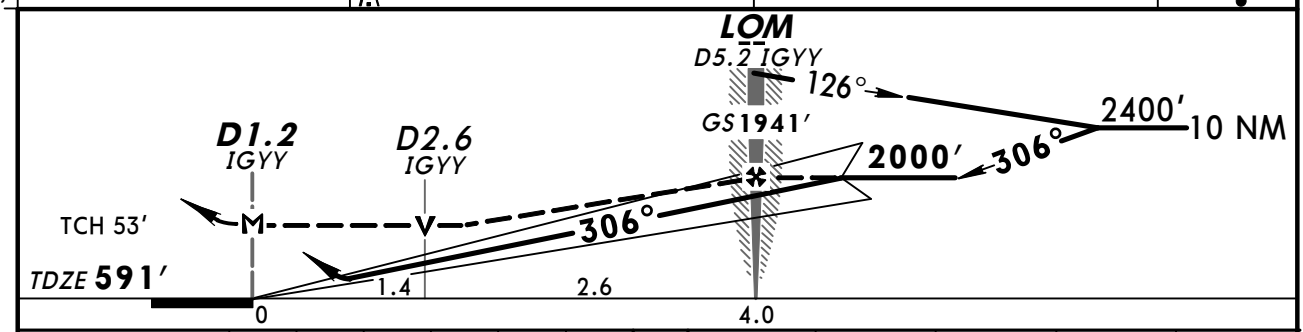
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. ADF, DME or Radar required. 2. Use local altimeter setting; if not received, use Chicago Midway Intl altimeter setting. 3. VGSI and ILS glidepath not coincident. 4. Pilot controlled lighting 125.6.



MSA GY LOM





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at D1.2 IGYY or LOM to MAP 4.0	3:26	2:40	2:24	2:00	1:43	1:30

MALSR PAPI 1500′ 2400′ LT D CGT 114.2

TERPS AMEND 5

STRAIGHT-IN LANDING RWY 30

	ILS		LOC (GS out)		
With Local Altimeter Setting	DA(H) 791′ (200′)		MDA(H) 1080′ (489′)		
	FULL	RAIL or ALS out		RAIL out	ALS out
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1
B					
C			RVR 40 or 3/4	RVR 60 or 1 1/4	
D			RVR 50 or 1	1 1/2	
With Chicago Midway Intl Altimeter Setting	DA(H) 838′ (247′)		MDA(H) 1140′ (549′)		
	FULL	RAIL or ALS out		RAIL out	ALS out
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1
B					
C			RVR 50 or 1	1 1/2	
D			RVR 60 or 1 1/4	1 3/4	

CIRCLE-TO-LAND

Max Kts	With Local Altimeter Setting MDA(H)	With Chicago Midway Intl Altimeter Setting MDA(H)
90	1140′ (549′)-1	1200′ (609′)-1
120		
140	1180′ (589′)-1 1/2	1240′ (649′)-1 3/4
165	1180′ (589′)-2	1240′ (649′)-2

CHANGES: None.

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KGYY/GYY
GARY/CHICAGO INTL

JEPPESEN
13 MAY 11 (11-2)

GARY, IND
COPTER ILS Rwy 30

ATIS (AWOS-3 when Twr inop)	CHICAGO Approach (R)	*GARY Tower	*Ground
134.57	133.1	CTAF 125.6	121.9

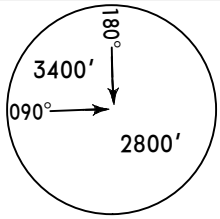
BRIEFING STRIP™

LOC	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 591′
IGYY 108.75	306°	1941′ (1350′)	791′ (200′)	TDZE 591′

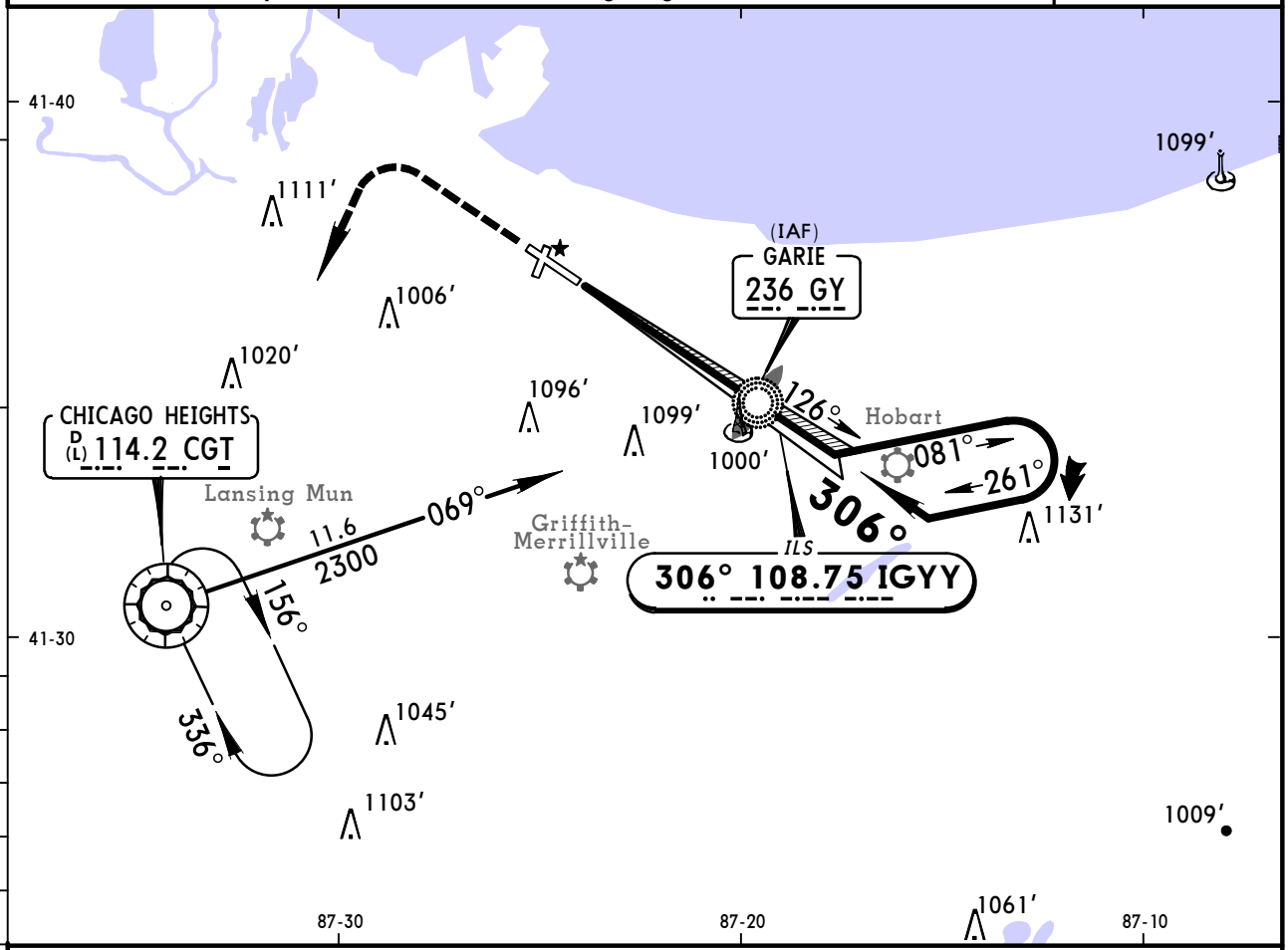
MISSED APCH: Climb to 1500′, then climbing LEFT turn to 2300′ direct CGT VOR and hold.

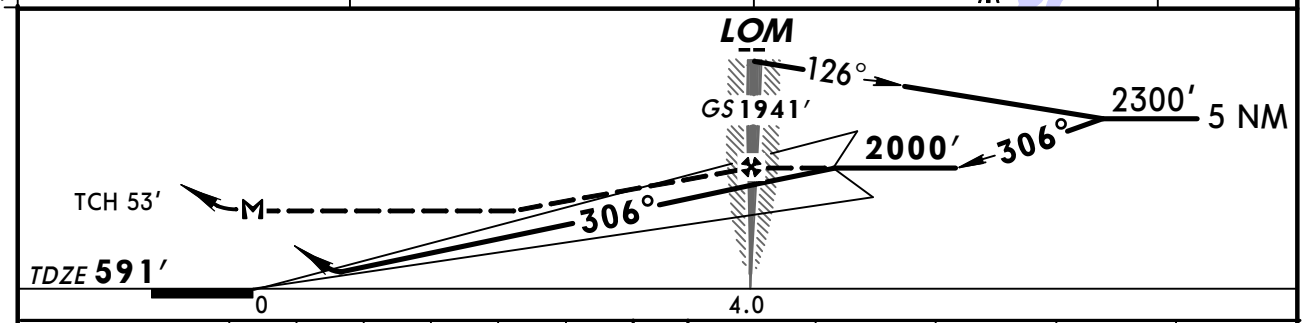
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. ADF or RADAR required. 2. Pilot controlled lighting 125.6.



MSA GY LOM





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
LOM to MAP	4.0	3:26	2:40	2:24	2:00	1:43	1:30

MALSR
PAPI

1500′	2300′	D	CGT
↑	← LT		114.2

STRAIGHT-IN LANDING RWY 30					CIRCLE-TO-LAND
ILS DA(H) 791′ (200′)		LOC (GS out) MDA(H) 1000′ (409′)			
FULL	RAIL or ALS out		RAIL out	ALS out	
COPTER ¼	½	¼	½		COPTER NA

TERPS AMEND 0

CHANGES: ATIS frequency.

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ATIS (AWOS-3 when Twr inop)	CHICAGO Approach (R)	*GARY Tower	*Ground
134.57	133.1	CTAF 125.6	121.9

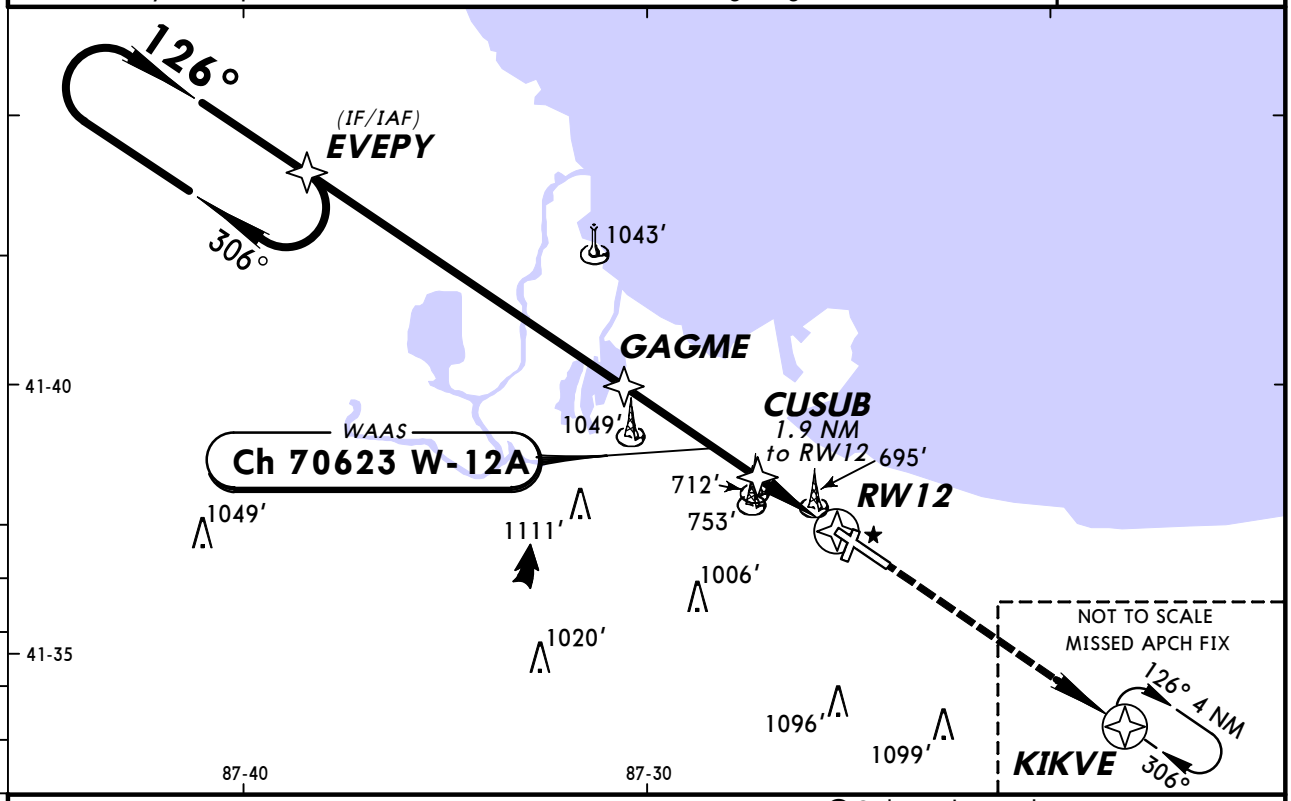
WAAS	Final Apch Crs	Minimum Alt GAGME	LP MDA(H)	Apt Elev 591′
Ch 70623 W-12A	126°	2200′ (1609′)	960′ (369′)	Rwy 12 591′

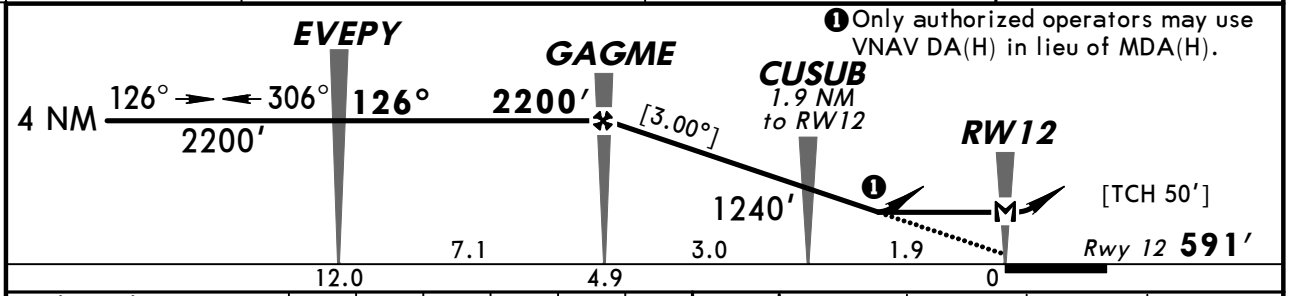
MISSED APCH: Climb to 2400′ direct KIKVE and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. RADAR required. 2. Use local altimeter setting; if not received, use Chicago Midway Intl altimeter setting. 3. DME/DME RNP-0.30 not authorized. 4. Visibility reduction by helicopters not authorized. 5. Pilot controlled lighting 125.6.

3400′
MSA RW12





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

REIL
PAPI-L
2400′
KIKVE

1 STRAIGHT-IN LANDING RWY 12
With Local Altimeter Setting

	LP MDA(H) 960′ (369′)	LNAV MDA(H) 1020′ (429′)
A	1	1
B		
C		1¼
D		

With Chicago Midway Intl Altimeter Setting

	LP MDA(H) 1020′ (429′)	LNAV MDA(H) 1080′ (489′)
A	1	1
B		
C	1¼	1⅜
D		

1 2 CIRCLE-TO-LAND
With Local Altimeter Setting

Max Kts	MDA(H)
90	1140′ (549′)-1
120	
140	1180′ (589′)-1½
165	1180′ (589′)-2

With Chicago Midway Intl Altimeter Setting

Max Kts	MDA(H)
90	1200′ (609′)-1
120	
140	1240′ (649′)-1¾
165	1240′ (649′)-2

1 When VGSI inop, Straight-in/Circling Rwy 12 procedure not authorized at night.
2 When VGSI inop, circling Rwy 20 not authorized at night.

CHANGES: New procedure.

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ATIS (AWOS-3 when Twr inop)	CHICAGO Approach (R)	*GARY Tower	*Ground
134.57	133.1	CTAF 125.6	121.9

RNAV	Final Apch Crs	Minimum Alt	LNAV MDA(H)	Apt Elev 591′
	203°	YUPHU 2200′ (1611′)	1080′ (491′)	TDZE 589′

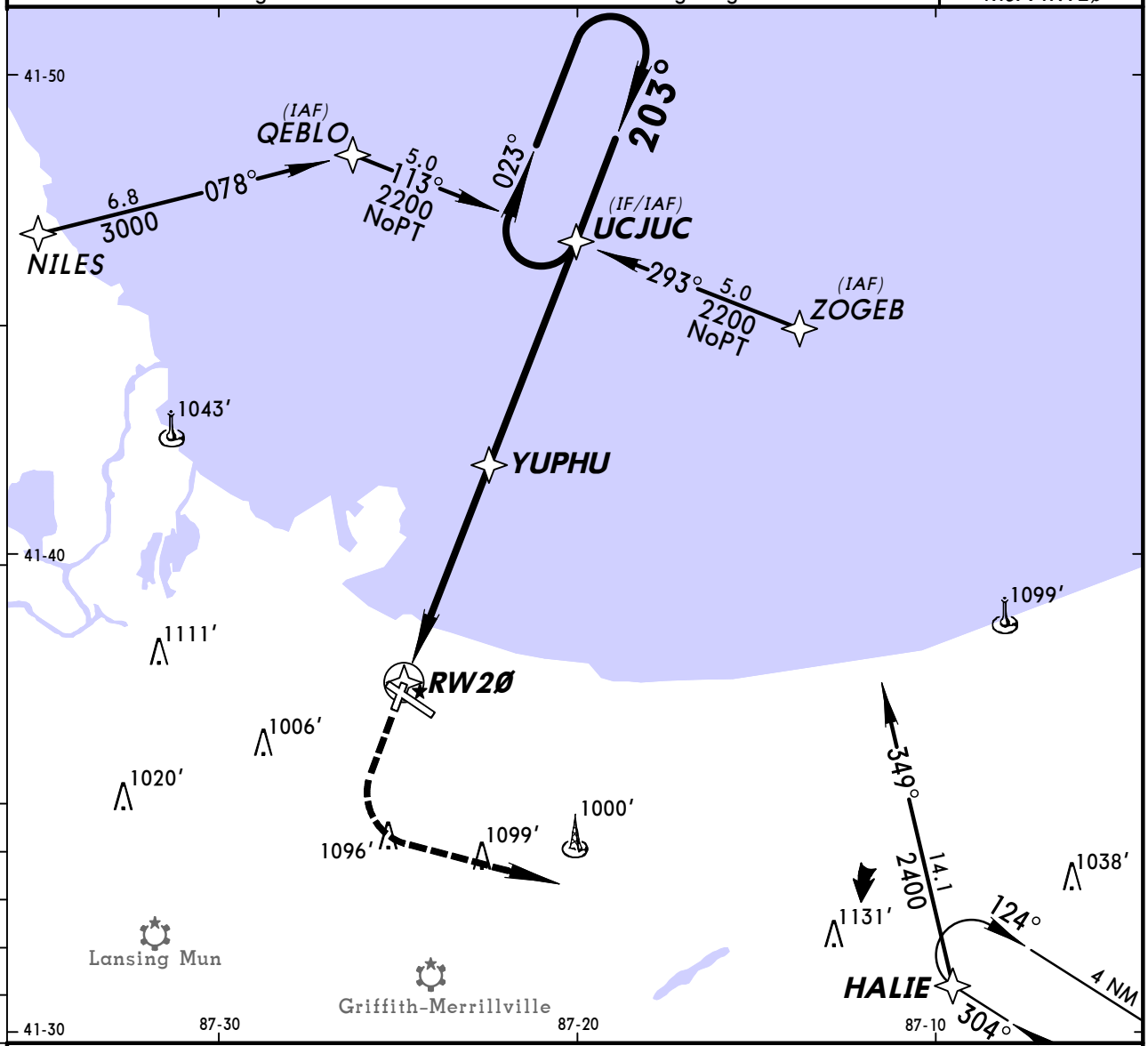
MISSED APCH: Climb to 1500′ then climbing LEFT turn to 2400′ direct HALIE and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

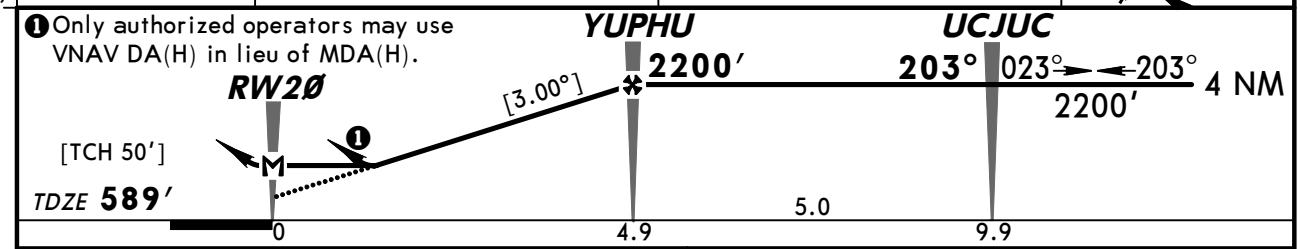
1. GPS or RNP-0.30 required. 2. DME/DME RNP-0.30 not authorized.
3. VGSI and descent angles not coincident. 4. Pilot controlled lighting 125.6.

3400′
MSA RW2Ø

BRIEFING STRIP ™



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



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at RW2Ø						

REIL
PAPI-L

1500′ ↑ | 2400′ ← LT | D | HALIE

STRAIGHT-IN LANDING RWY 20 LNAV MDA(H) 1080′(491′)		CIRCLE-TO-LAND Max Kts	MDA(H)
A	1	90	1140′(549′)-1
B		120	
C	1¼	140	1180′(589′)-1½
D	1½	165	1180′(589′)-2

AMEND 0 TERPS

CHANGES: Chart reindexed.

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BRIEFING STRIP ™

ATIS (AWOS-3 when Twr inop)	CHICAGO Approach (R)	*GARY Tower	*Ground
134.57	133.1	CTAF 125.6	121.9

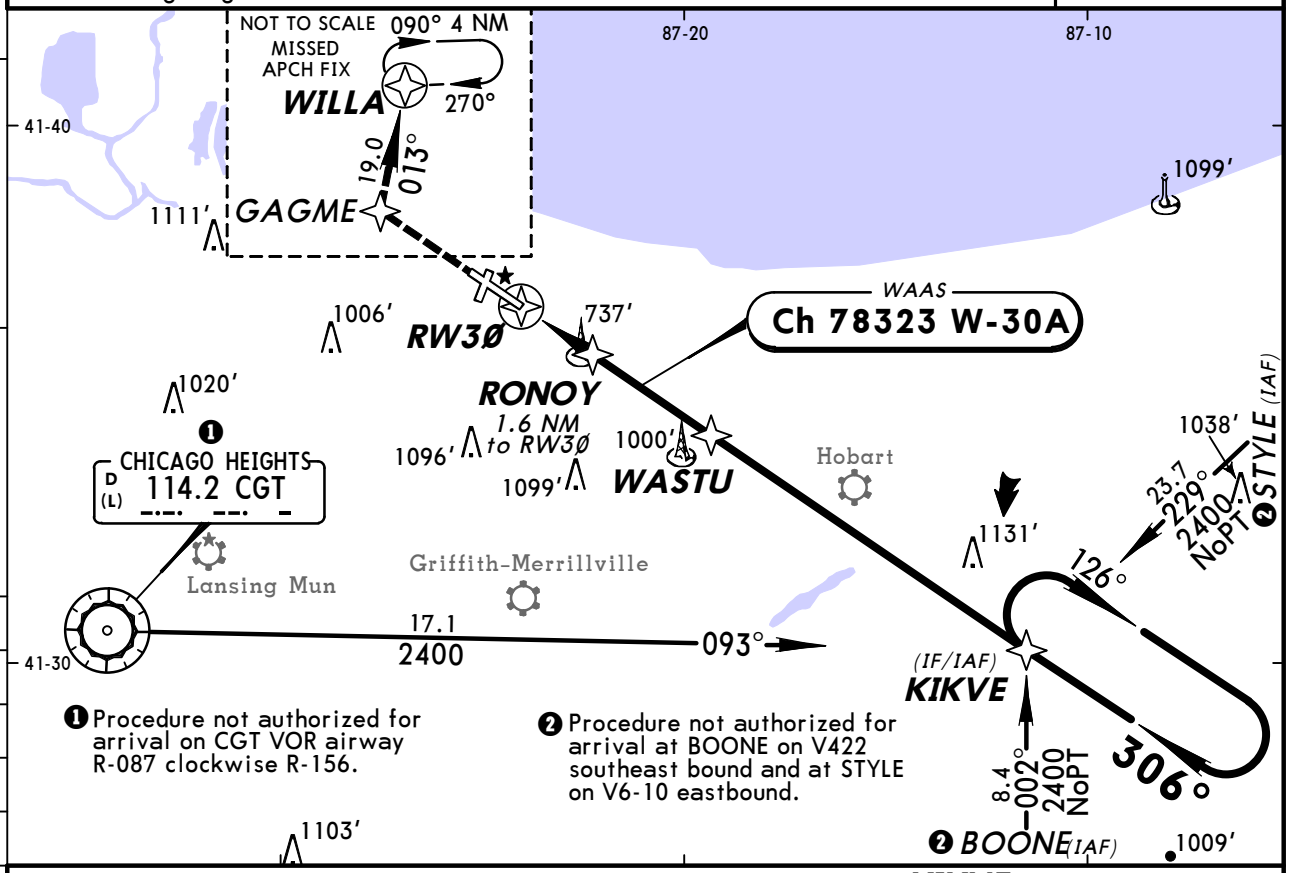
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 591′
Ch 78323 W-30A	306°	WASTU 2000′ (1409′)	791′ (200′)	Rwy 30 591′

MISSED APCH: Climb to 3000′ direct GAGME and on track 013° to WILLA and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

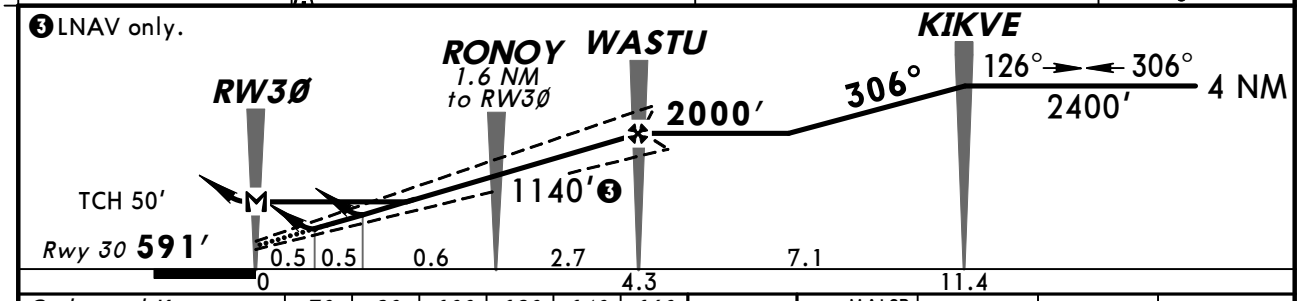
1. Use local altimeter setting; if not received, use Chicago Midway Intl altimeter setting. 2. Baro-VNAV not authorized when using Chicago Midway Intl altimeter setting. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 40°C (104°F). 4. DME/DME RNP-0.30 not authorized. 5. Pilot controlled lighting 125.6.

3400′
MSA RW3Ø



❶ Procedure not authorized for arrival on CGT VOR airway R-087 clockwise R-156.

❷ Procedure not authorized for arrival at BOONE on V422 southeast bound and at STYLE on V6-10 eastbound.



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW3Ø						

MALSR
PAPI
3000′
GAGME

STRAIGHT-IN LANDING RWY 30
With Local Altimeter Setting

	LPV DA(H) 791′ (200′)		LNAV/VNAV DA(H) 972′ (381′)		LNAV MDA(H) 1000′ (409′)		
		RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 40 or ¾	1¼	RVR 24 or ½	RVR 40 or ¾	RVR 55 or 1
B							
C					RVR 40 or ¾	RVR 50 or 1	RVR 60 or 1⅛
D							

CIRCLE-TO-LAND
With Local Altimeter Setting

Max Kts	MDA(H)
90	1140′ (549′)-1
120	
140	1180′ (589′)-1½
165	1180′ (589′)-2

With Chicago Midway Intl Altimeter Setting

	LPV DA(H) 838′ (247′)		LNAV/VNAV DA(H) 1019′ (428′)		LNAV MDA(H) 1060′ (469′)		
		RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1	1⅜	RVR 24 or ½	RVR 40 or ¾	RVR 55 or 1
B							
C					RVR 50 or 1	RVR 60 or 1⅛	1⅜
D							

With Chicago Midway Intl Altimeter Setting

Max Kts	MDA(H)
90	1200′ (609′)-1
120	
140	1240′ (649′)-1¾
165	1240′ (649′)-2

TERPS AMEND 0 25 AUG 2011

CHANGES: New procedure.

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KGYY/GYY
GARY/CHICAGO INTL

JEPPESEN

19 AUG 11
Eff 25 Aug

(12-20)

CAT A, B & C

GARY, IND
RNAV (RNP) Z Rwy 12

BRIEFING STRIP TM

ATIS (AWOS-3 when Twr inop)	CHICAGO Approach (R)	*GARY Tower	*Ground
134.57	133.1	CTAF 125.6	121.9

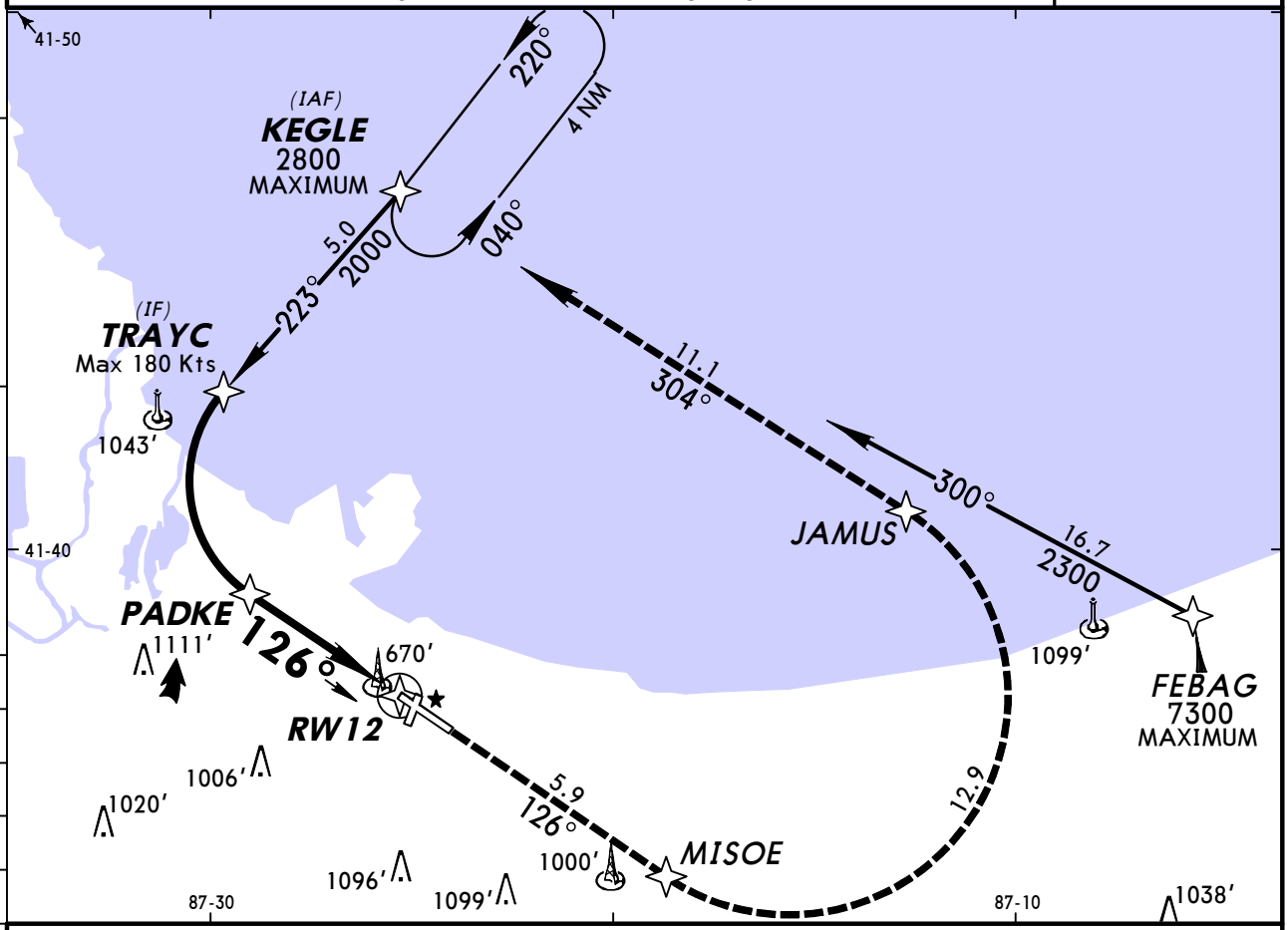
RNAV	Final Apch Crs	Minimum Alt	RNP 0.13 DA(H) (CONDITIONAL)	Apt Elev 591′
	126°	PADKE 2000′ (1409′)	923′ (332′)	TDZE 591′

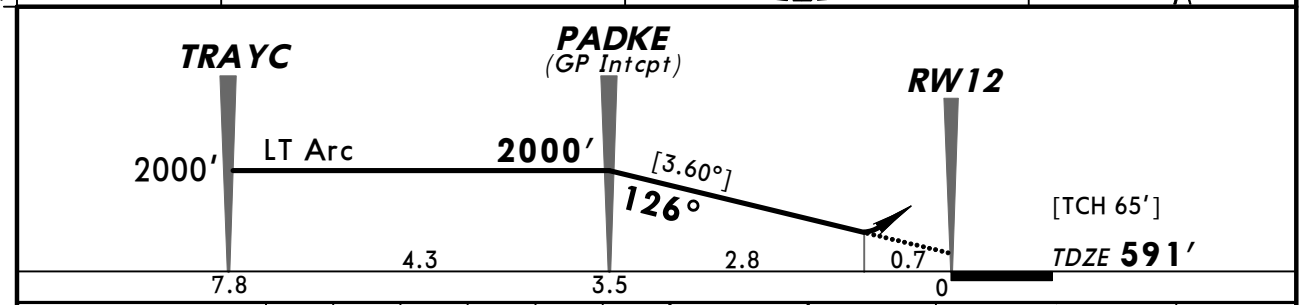
MISSED APCH: Climb to 2300′ on track 126° to MISOE, LEFT turn to JAMUS, track 304° to KEGLE and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. AUTHORIZATION REQUIRED. 2. RADAR required. 3. RF and GPS required.
4. For uncompensated Baro-VNAV systems, procedure not authorized below -4°C (25°F) or above 38°C (100°F). 5. Procedure not authorized for wingspans greater than 136′.
6. Procedure not authorized at night. 7. Pilot controlled lighting 125.6.

3400′
MSA RW12





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.60°]	446	573	637	765	892	1019
MAP at DA						

REIL
PAPI-L

2300′ on 126° MISOE

STRAIGHT-IN LANDING RWY 12
RNP 0.13
DA(H) **923′** (332′)

	DAY	NIGHT
A	1	NA
B		
C		
D	NA	

TERPS AMEND 0A 25 AUG 2011

CHANGES: Procedure name, missed approach, notes.

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KGYY/GYY
GARY/CHICAGO INTL

JEPPESEN
19 AUG 11
Eff 25 Aug
(12-21)

GARY, IND
RNAV (RNP) Z Rwy 30

BRIEFING STRIP ™

ATIS (AWOS-3 when Twr inop)	CHICAGO Approach (R)	*GARY Tower	*Ground
134.57	133.1	CTAF 125.6	121.9

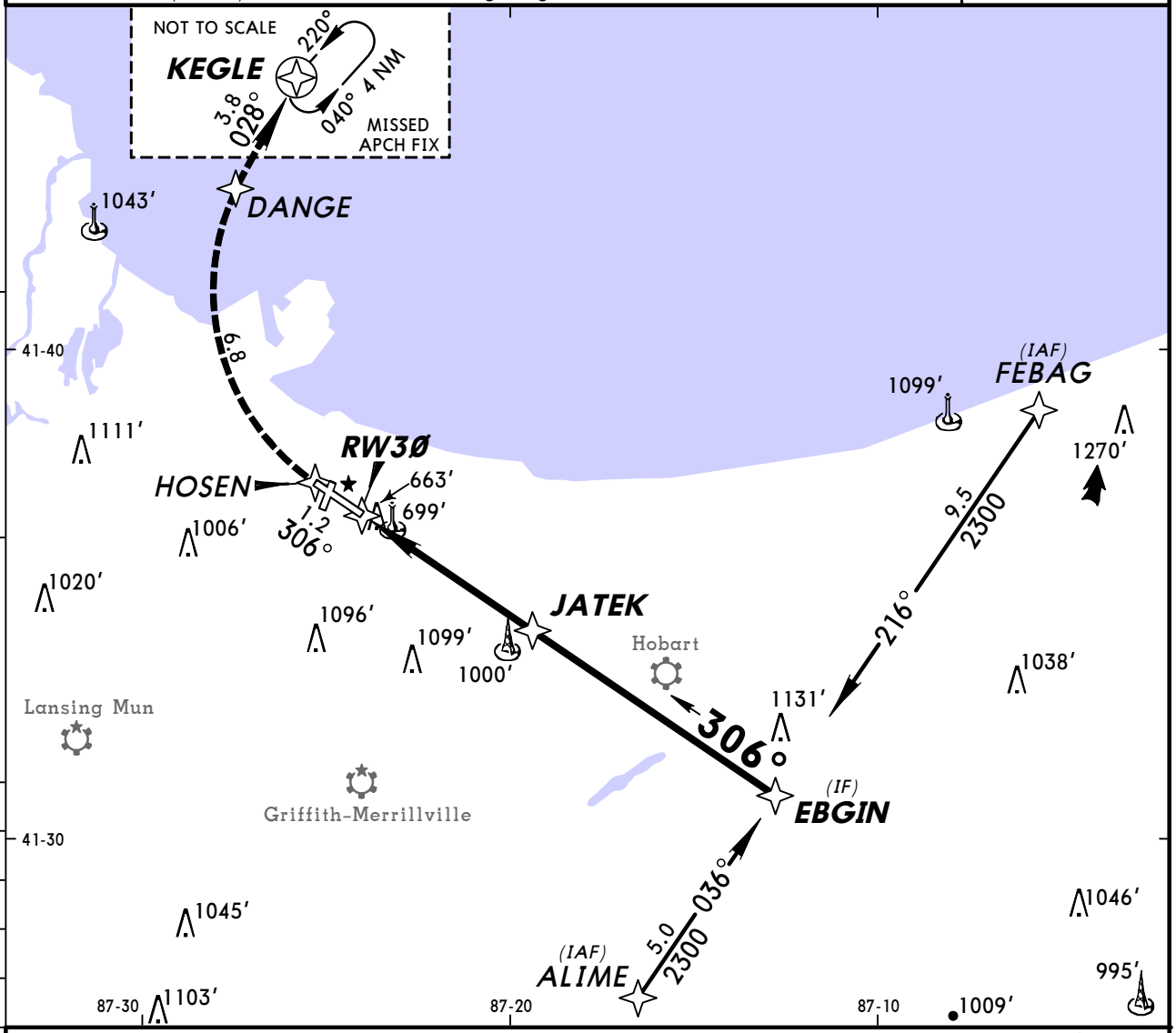
RNAV	Final Apch Crs	Minimum Alt	RNP 0.13 DA(H)	Apt Elev 591′
	306°	JATEK 2000′ (1409′)	936′ (345′)	TDZE 591′

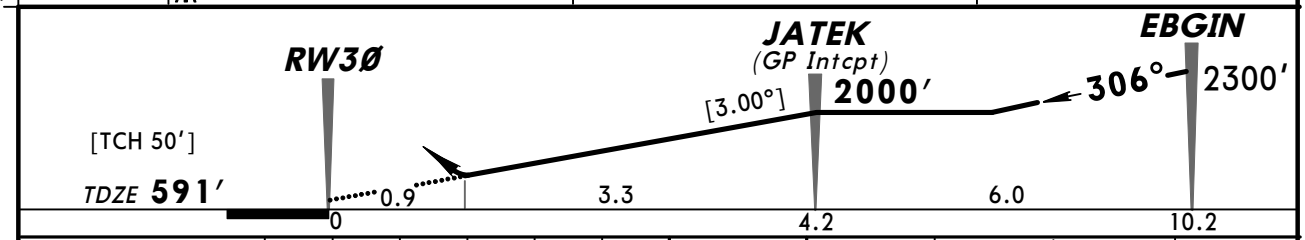
MISSED APCH: Climb to 2100′ on track 306° to HOSEN, RIGHT turn to DANGE, track 028° to KEGLE and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. AUTHORIZATION REQUIRED. 2. RADAR required. 3. RF and GPS required.
4. For uncompensated Baro-VNAV systems, procedure not authorized below -4°C (25°F) or above 47°C (117°F). 5. Pilot controlled lighting 125.6.

3400′
MSA RW3Ø





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

MALSR
PAPI
2100′ on 306°
HOSEN

STRAIGHT-IN LANDING RWY 30
RNP 0.13
DA(H) **936′** (345′)

	RAIL or ALS out
A B C D	3/4	1 1/4

TERPS AMEND 0B 25 AUG 2011

CHANGES: Procedure name, missed approach, notes.

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ATIS (AWOS-3 when Twr inop)	CHICAGO Approach (R)	*GARY Tower	*Ground
134.57	133.1	CTAF 125.6	121.9

BRIEFING STRIP ™

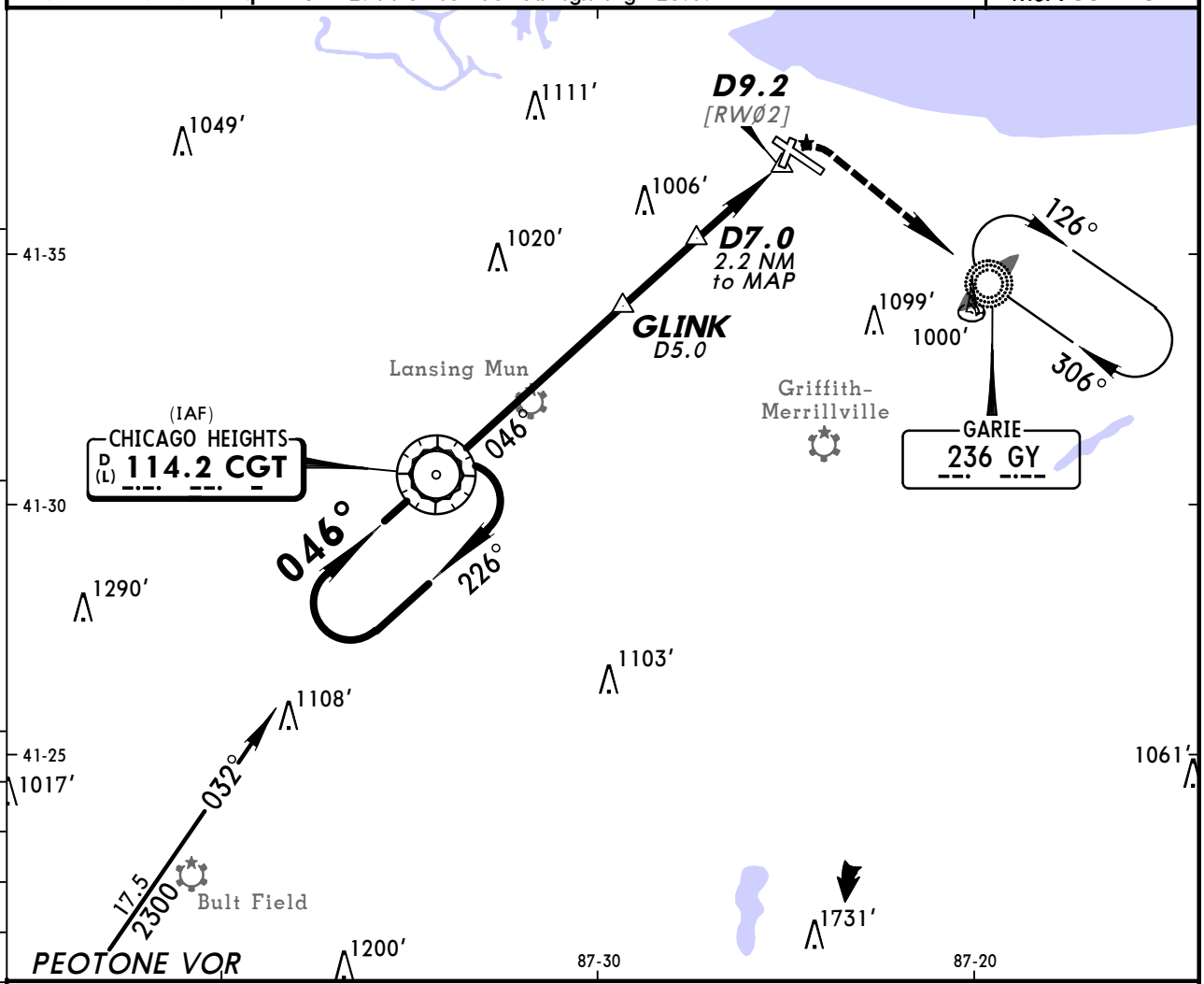
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 591′
CGT 114.2	046°	GLINK 2100′ (1509′)	1040′ (449′)	TDZE 591′

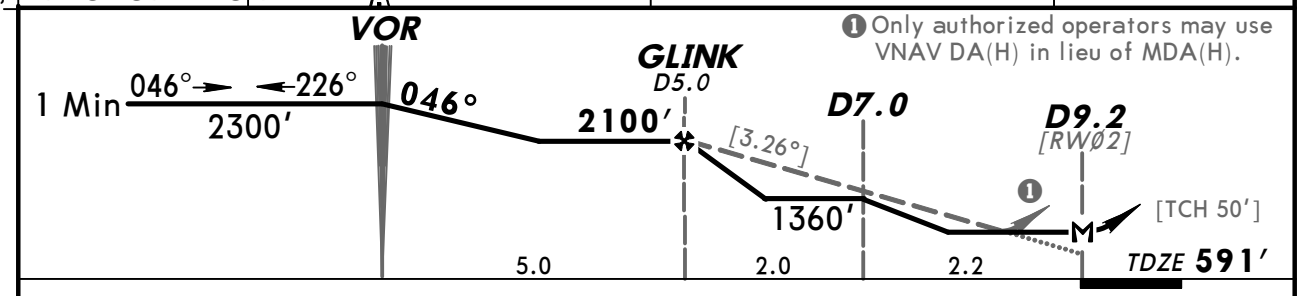
MISSED APCH: Climbing RIGHT turn to 2400′ direct GY LOM and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. ADF or RADAR required. 2. Pilot controlled lighting 125.6.

MSA CGT VOR: 3400′ (090°–270°), 2800′





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.26°]	404	519	577	692	808	923
MAP at D9.2						

REIL
PAPI-L
2400′ RT
D
GY 236

TERPS AMEND 7

STRAIGHT-IN LANDING RWY 2		CIRCLE-TO-LAND	
MDA(H) 1040′ (449′)		Max Kts	MDA(H)
A	1	90	1140′ (549′) -1
B		120	
C	1¼	140	1180′ (589′) -1½
D	1½	165	1180′ (589′) -2

CHANGES: None.

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BRIEFING STRIP ™

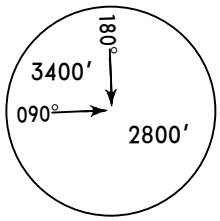
ATIS (AWOS-3 when Twr inop)	CHICAGO Approach (R)	*GARY Tower	*Ground
134.57	133.1	CTAF 125.6	121.9

LOM GY	Final Apch Crs	Minimum Alt LOM	MDA(H)	Apt Elev 591′
236	306°	2000′ (1409′)	1180′ (589′)	Rwy 30 591′

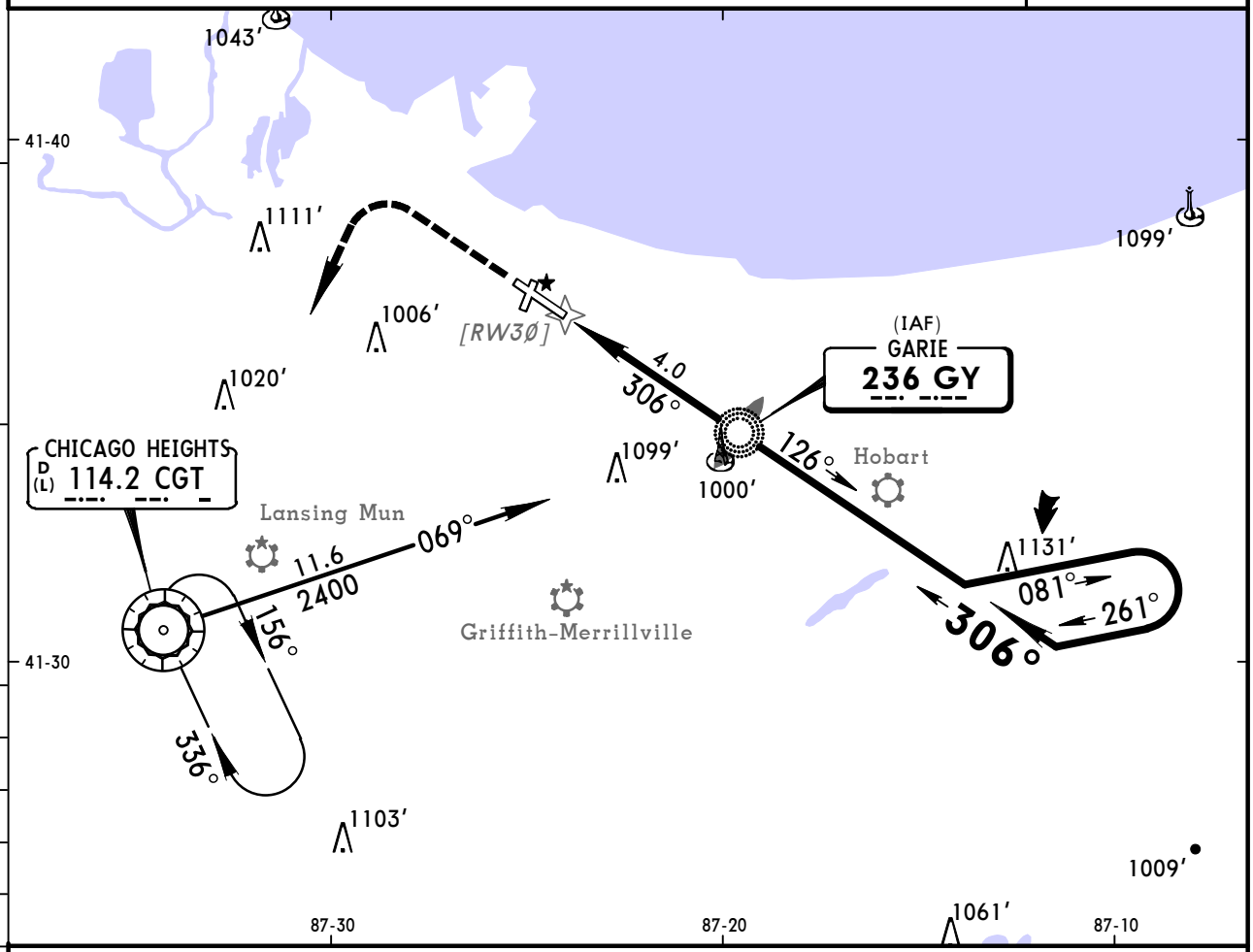
MISSED APCH: Climb to 1500′, then climbing LEFT turn to 2400′ direct CGT VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

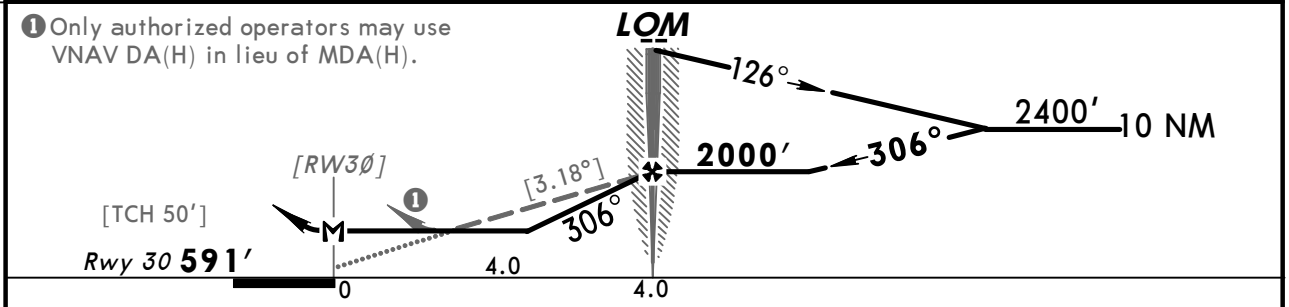
1. Use local altimeter setting; if not received, use Chicago Midway Intl altimeter setting. 2. Pilot controlled lighting 125.6.



MSA GY LOM



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



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.18°]	394	506	563	675	788	900
LOM to MAP 4.0	3:26	2:40	2:24	2:00	1:43	1:30

MALSR / PAPI | 1500′ | 2400′ LT | CGT 114.2

STRAIGHT-IN LANDING RWY 30						CIRCLE-TO-LAND		
With Local Altimeter Setting MDA(H) 1180′ (589′)			With Chicago Midway Intl Altimeter Setting MDA(H) 1240′ (649′)				With Local Altimeter Setting	With Chicago Midway Intl Altimeter Setting
	RAIL out	ALS out	RAIL out	ALS out	Max Kts		MDA(H)	MDA(H)
A	RVR 40 or ¾		RVR 40 or ¾	RVR 55 or 1	90		1180′ (589′)-1	1240′ (649′)-1
B					120			
C	1¼	1⅜	1¾	1¾	140		1180′ (589′)-1¾	1240′ (649′)-2
D					165		1180′ (589′)-2	

TERPS AMEND 7C 20 OCT 2011

CHANGES: Notes, minimums.

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General Information

Location: Terre Haute IN USA
IATA Code: HUF
Lat/Long: N39° 27.1' W087° 18.5'
Elevation: 589 ft

Airport Use: Public
Magnetic Variation: 3.4°W
Sectional Chart: St Louis

Fuel Types: 100 Octane (LL), Jet A
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: 1225 Z
Sunset: 2339 Z,

Runway Information

Runway: 05
Length x Width: 9020 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 573 ft
Lighting: Edge, ALS

Runway: 14
Length x Width: 7200 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 579 ft
Lighting: Edge, REIL

Runway: 18
Length x Width: 4000 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 574 ft
Lighting: Edge, REIL

Runway: 23
Length x Width: 9020 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 582 ft
Lighting: Edge, REIL

Runway: 32

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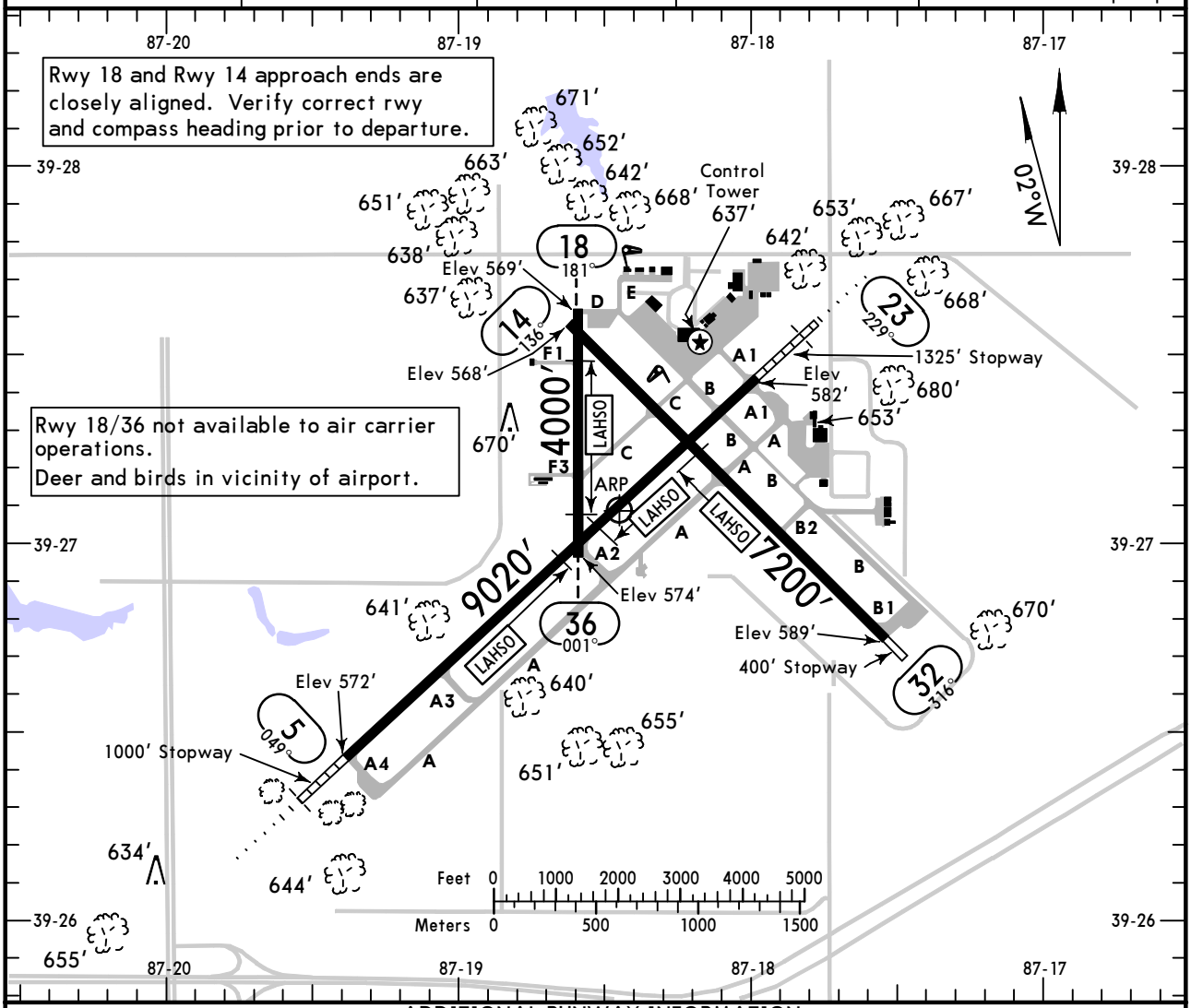
Length x Width: 7200 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 589 ft
Lighting: Edge, REIL

Runway: 36
Length x Width: 4000 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 574 ft
Lighting: Edge, REIL

Communication Information

ATIS 127.5
ASOS 127.5
Terre Haute Intl-Hulman T Tower 118.3
Terre Haute Intl-Hulman G Ground Control 121.6
Hulman Approach Control 125.45
Hulman Approach Control 119.8 Secondary
Hulman Departure Control 125.45
Hulman Departure Control 119.8 Secondary
Hulman Regl Unicom Unicom 122.95
Terre Haute Radar 125.45
Terre Haute Radar 119.8
Terre Haute Flight Service Station 122.65 At or above 18000 ft RCO
Terre Haute Flight Service Station 122.2 RCO
Indianapolis Center 132.2 Remote Communications Air-Ground

ATIS	HULMAN Ground	Tower	*HULMAN Departure (R)	INDIANAPOLIS Center (R)
127.5	121.6	118.3	125.45 119.8	132.2 when Dep inop.



ADDITIONAL RUNWAY INFORMATION

RWY			USABLE LENGTHS: LANDING BEYOND Threshold	Glide Slope	LAHSO Distance	TAKE-OFF	WIDTH
5	HIRL MALSR PAPI-L (angle 3.0°) grooved RVR			8271′	18/36 4650′		150′
23	HIRL SSALR REIL VASI-L grooved				18/36 3450′		
14	HIRL REIL PAPI-L (angle 2.75°) grooved						150′
32	HIRL REIL PAPI-L (angle 3.0°) grooved				5/23 4237′		
18	MIRL REIL PAPI-L (angle 3.0°)				5/23 3300′		150′
36	MIRL REIL				14/32 3150′		

	TAKE-OFF: 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

FOR FILING AS ALTERNATE	ILS Rwy 5	LOC Rwy 5 LOC(BC) Rwy 23 VOR DME Rwy 5 VOR Rwy 23 RADAR-1	Authorized Only When Local Weather Available RNAV (GPS) Rwy 5 RNAV (GPS) Rwy 14 RNAV (GPS) Rwy 23 RNAV (GPS) Rwy 32
A, B, C, D	600-2	800-2	800-2

AMEND 0

CHANGES: Rwy 32 LAHSO, magnetic variation.

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KHUF/HUF
TERRE HAUTE INTL-HULMAN

JEPPESEN 4 MAR 11 (11-1)

TERRE HAUTE, IND
ILS or LOC Rwy 5

ATIS	*HULMAN Approach (R)		INDIANAPOLIS Center (R)	HULMAN Tower	Ground
127.5	125.45	119.8	132.2 when App inop.	118.3	121.6

BRIEFING STRIP™

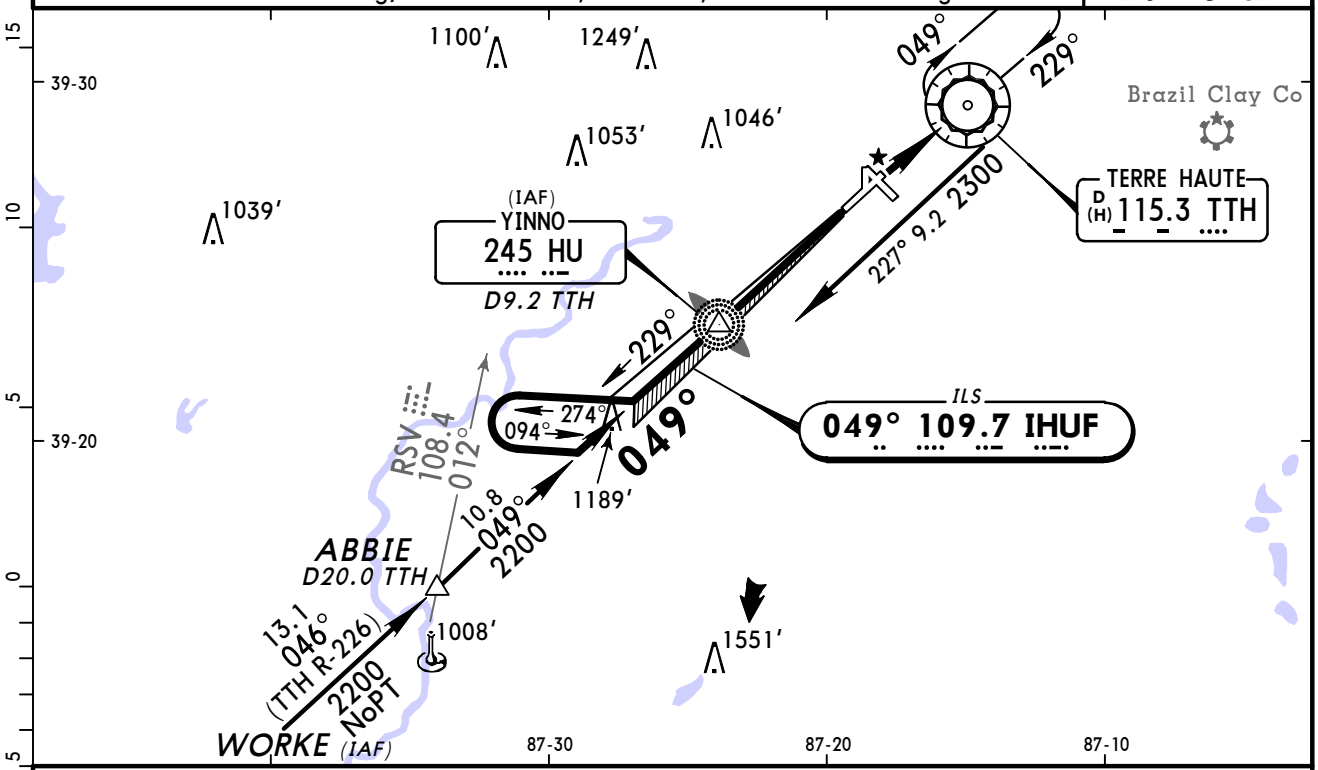
LOC IHUF	Final Apch Crs	GS YINNO	ILS DA(H)	Apt Elev 589'
109.7	049°	2125' (1552')	Refer to Minimums	TDZE 573'

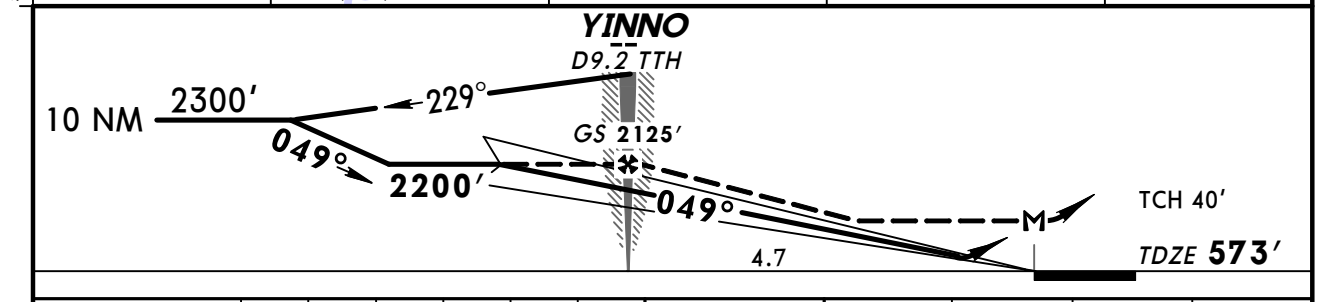
MISSED APCH: Climb to 2300' direct TTH VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Use local altimeter setting; if not received, use Paris, Ill altimeter setting.

2600'
MSA HU LOM





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861
YINNO to MAP 4.7	4:02	3:08	2:49	2:21	2:01	1:46

MALSR PAPI 2300' D TTH 115.3

STRAIGHT-IN LANDING RWY5
With Local Altimeter Setting

	ILS		LOC (GS out)		
DA(H)	A, B: 773' (200') C, D: 803' (230')		MDA(H) 920' (347')		
	FULL	RAIL or ALS out		RAIL out	ALS out
A	[1] RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1
B					
C					
D			RVR 40 or 3/4	RVR 60 or 1 1/4	

[2] [3] CIRCLE-TO-LAND
With Local Altimeter Setting

Max Kts	MDA(H)
90	1020' (431')-1
120	1040' (451')-1
140	1040' (451')-1 1/2
165	1140' (551')-2

With Paris, Ill Altimeter Setting

	ILS		LOC (GS out)		
DA(H)	A, B: 853' (280') C, D: 883' (310')		MDA(H) 1000' (427')		
	FULL	RAIL or ALS out		RAIL out	ALS out
A	RVR 24 or 1/2	RVR 50 or 1	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1
B					
C			RVR 40 or 3/4	RVR 60 or 1 1/4	
D			RVR 50 or 1	1 1/2	

With Paris, Ill Altimeter Setting

Max Kts	MDA(H)
90	1100' (511')-1
120	1120' (531')-1
140	1120' (531')-1 1/2
165	1220' (631')-2

[1] RVR 18 with Flight Director or Autopilot or HUD to DA. [2] Not authorized to Rwys 14 and 36 at night.
[3] Not authorized to Rwy 18 at night when VGSI inop.

TERPS AMEND 22F 10 MAR 2011

CHANGES: Minimums, transition altitude, profile altitudes.

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BRIEFING STRIP™

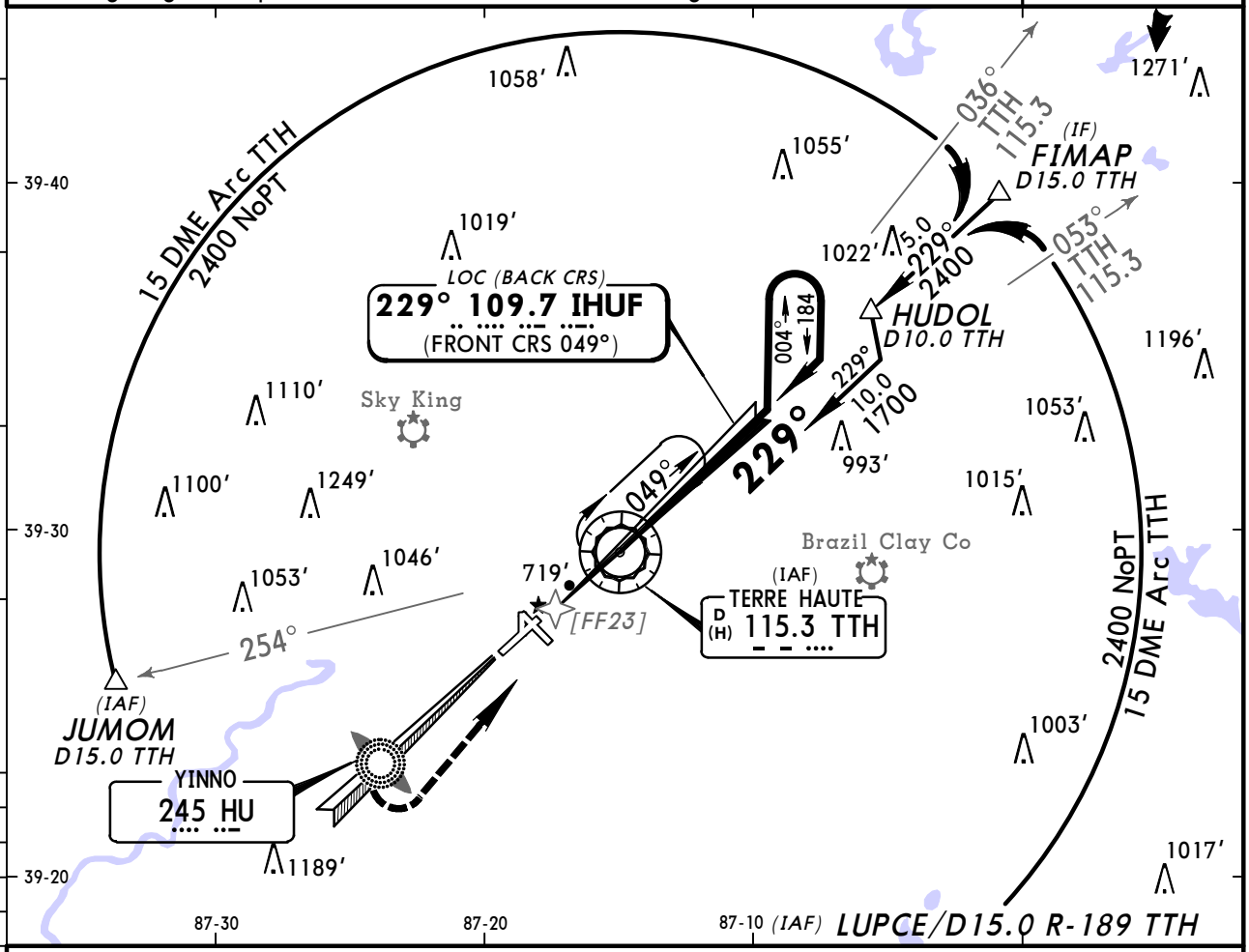
ATIS	*HULMAN Approach (R)		INDIANAPOLIS Center (R)	HULMAN Tower	Ground
127.5	125.45	119.8	132.2 when App inop.	118.3	121.6

LOC	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 589′
IHUF **109.7**	**229°** (Front Crs 049°)	VOR **1700′** (1117′)	(CONDITIONAL) **980′** (397′)	TDZE **583′**

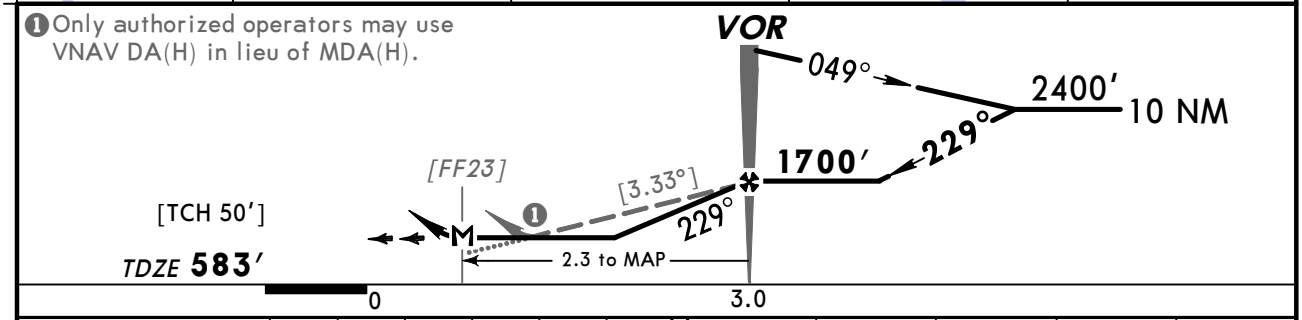
MISSED APCH: Climb to 2000′ then climbing LEFT turn to 2400′ direct TTH VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Use local altimeter setting; if not received, use Paris, Ill altimeter setting.
2. Disregard glide slope indications. 3. VGSI and descent angles not coincident.

2600′
MSA TTH VOR



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



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.33°]	412	530	589	707	825	943
VOR to MAP 2.3	1:58	1:32	1:23	1:09	0:59	0:52

SSALR / REIL / VASI	2000′	2400′ LT	D	TTH 115.3

TERPS AMEND 19A 10 MAR 2011

STRAIGHT-IN LANDING RWY23

	With Local Altimeter Setting MDA(H) 980′ (397′) RAIL out	ALS out	With Paris, Ill Altimeter Setting MDA(H) 1060′ (477′) RAIL out	ALS out
A	1		1	
B				
C			1¼	
D	1¼		1½	

CIRCLE-TO-LAND
Not authorized to Rwy 14 and 36 at night
Not authorized to Rwy 18 at night when VGSI inop

Max Kts	With Local Altimeter Setting MDA(H)	With Paris, Ill Altimeter Setting MDA(H)
90	1020′ (431′)-1	1100′ (511′)-1
120	1040′ (451′)-1	1120′ (531′)-1
140	1040′ (451′)-1½	1120′ (531′)-1½
165	1140′ (551′)-2	1220′ (631′)-2

CHANGES: Minimums.

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KHUF/HUF
TERRE HAUTE INTL-HULMAN

JEPPESEN 9 DEC 11 (12-1) Eff 15 Dec

TERRE HAUTE, IND
RNAV (GPS) Rwy 5

ATIS	*HULMAN Approach (R)		INDIANAPOLIS Center (R)	HULMAN Tower	Ground
127.5	125.45	119.8	132.2 when App inop.	118.3	121.6

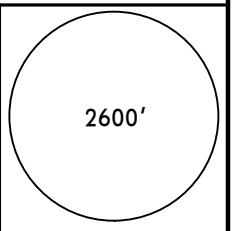
BRIEFING STRIP ™

WAAS	Final Apch Crs	Minimum Alt SOXME	LPV DA(H) (CONDITIONAL)	Apt Elev 589'
Ch 82109 W-05A	049°	2100' (1528')	875' (303')	Rwy 5 572'

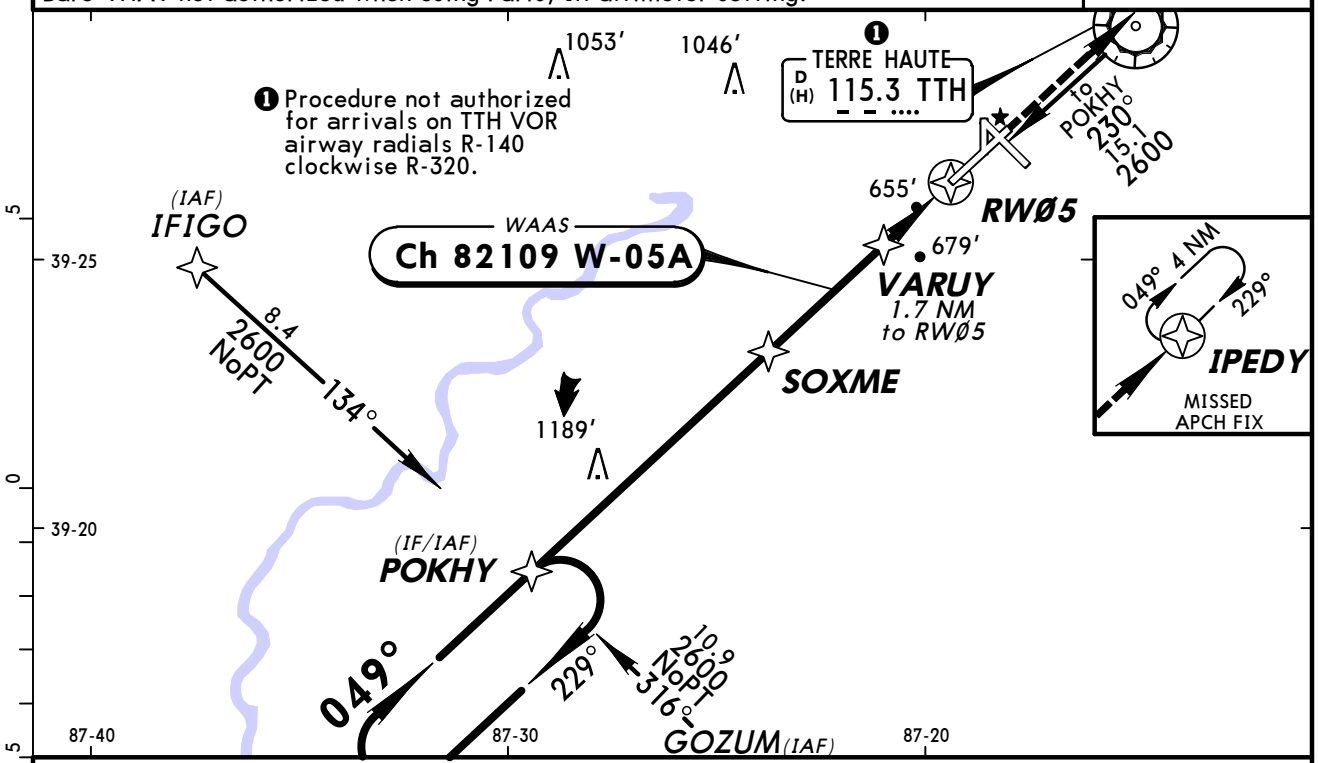
MISSED APCH: Climb to 2400' direct IPEDY and hold.

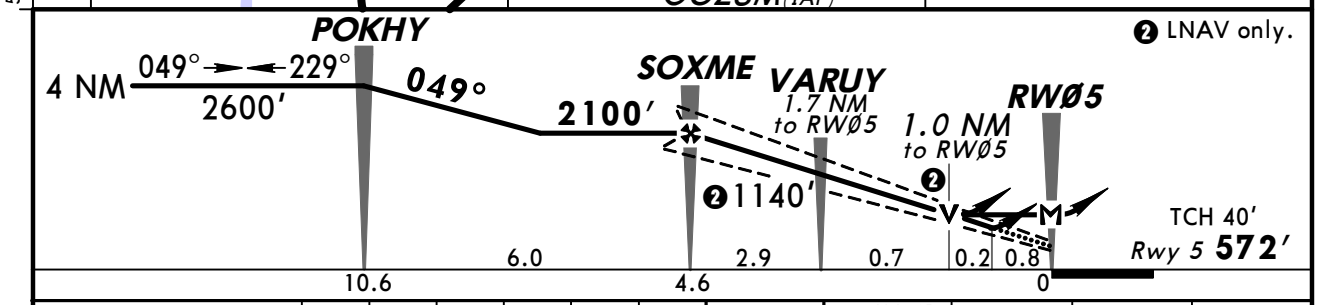
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Use local altimeter setting; if not received, use Paris, Ill 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. VDP and Baro-VNAV not authorized when using Paris, Ill altimeter setting.



MSA RWØ5





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RWØ5						

MALSR PAPI 2400' D IPEDY

TERPS

STRAIGHT-IN LANDING RWY 5

With Local Altimeter Setting

	LPV DA(H) 875' (303')		LNAV/VNAV DA(H) 924' (352')		LNAV MDA(H) 940' (368')		
		RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out
A	RVR 24 or ½	RVR 50 or 1	RVR 40 or ¾	RVR 60 or 1¼	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
B							
C							
D					RVR 50 or 1	RVR 60 or 1¼	

With Paris, Ill Altimeter Setting

	LPV DA(H) 936' (364')		LNAV/VNAV DA(H) 985' (413')		LNAV MDA(H) 1020' (448')		
		RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out
A	RVR 40 or ¾	RVR 60 or 1¼	RVR 50 or 1	1½	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
B							
C					RVR 40 or ¾	RVR 60 or 1¼	
D					RVR 50 or 1	1½	

❶ ❷ CIRCLE-TO-LAND

With Local Altimeter Setting

Max Kts	MDA(H)
90	1020' (431')-1
120	1040' (451')-1
140	1040' (451')-1½
165	1140' (551')-2

With Paris, Ill Altimeter Setting

Max Kts	MDA(H)
90	1100' (511')-1
120	1120' (531')-1
140	1120' (531')-1½
165	1220' (631')-2

❶ Not authorized to Rwy 36 at night. ❷ Not authorized to Rwy 18 at night when VGSI inop.

TERPS AMEND 0B 15 DEC 2011

CHANGES: Rwy elevation, note.

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KHUF/HUF
TERRE HAUTE INTL-HULMAN

JEPPESEN 9 DEC 11 (12-2) Eff 15 Dec

TERRE HAUTE, IND
RNAV (GPS) Rwy 14

BRIEFING STRIP ™

ATIS	*HULMAN Approach (R)		INDIANAPOLIS Center (R)	HULMAN Tower	Ground
127.5	125.45	119.8	132.2 when App inop.	118.3	121.6

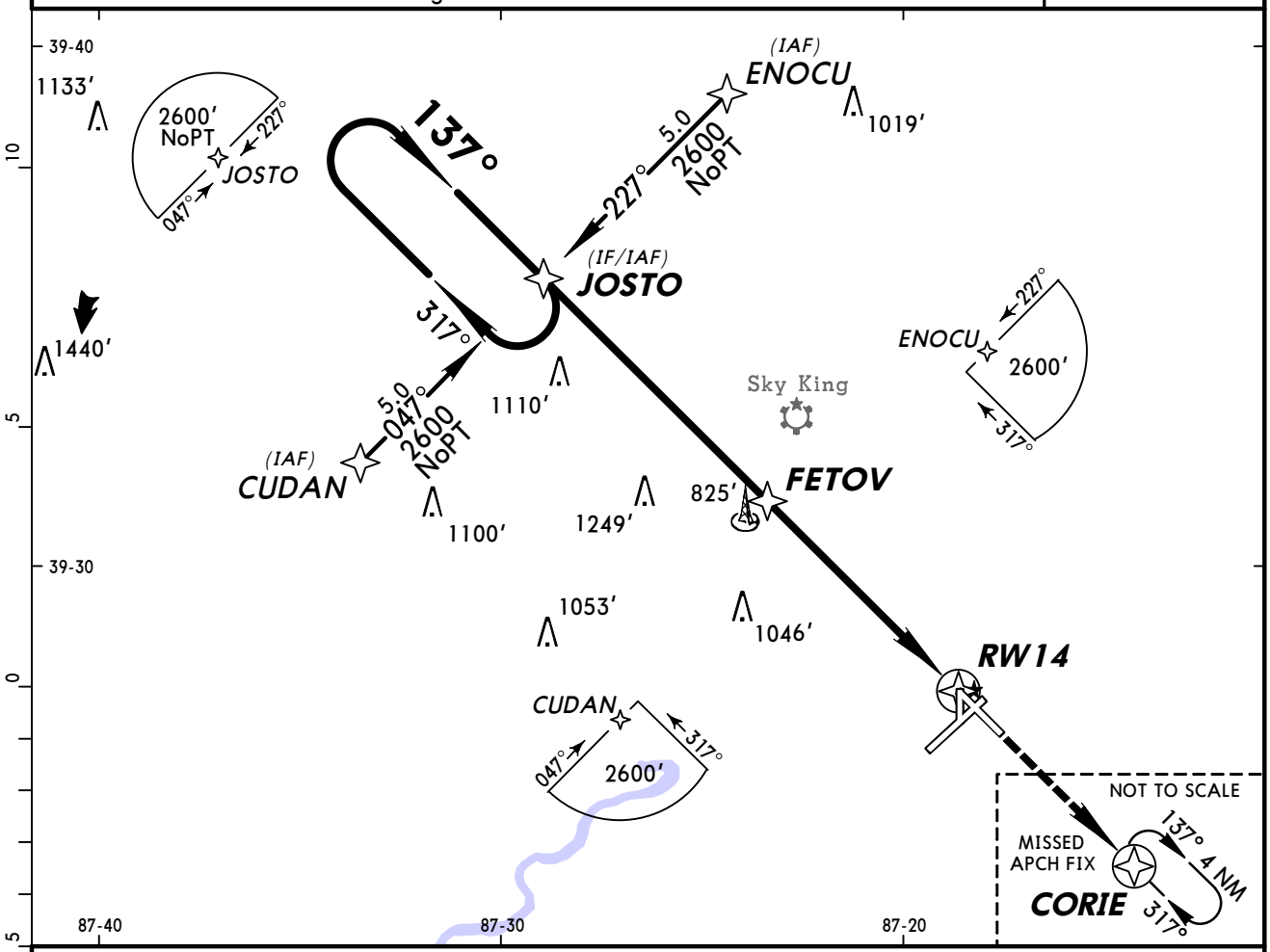
RNAV	Final Apch Crs	Minimum Alt	LNAV MDA(H) (CONDITIONAL)	Apt Elev 589′
	137°	FETOV 2300′ (1722′)	980′ (402′)	TDZE 578′

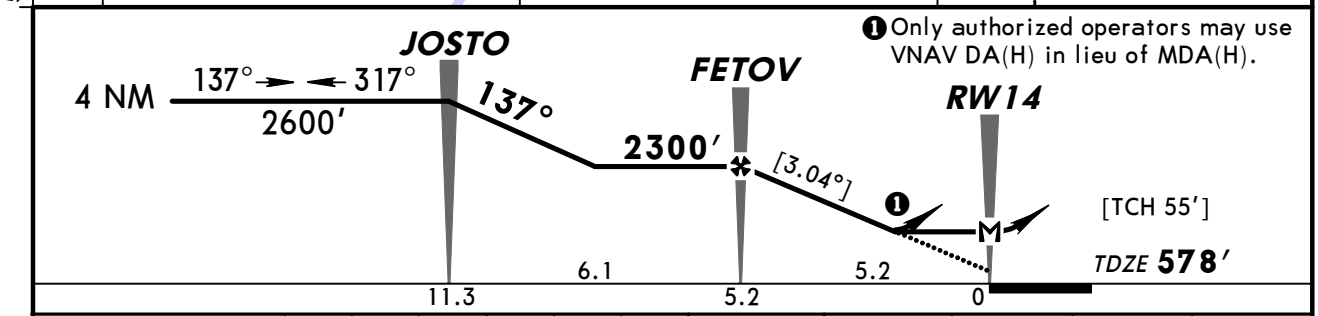
TAA 30 NM IAF

MISSED APCH: Climb to 2600′ direct CORIE and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Paris, Ill altimeter setting.
2. DME/DME RNP-0.30 not authorized. 3. Visibility reduction by helicopters not authorized. 4. VGSI and descent angles not coincident.





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.04°]	376	484	538	645	753	861
MAP at RW14						

REIL PAPI-L 2600′ CORIE

1 STRAIGHT-IN LANDING RWY 14
LNAV

	MDA(H) 980′ (402′) With Local Altimeter Setting	MDA(H) 1060′ (482′) With Paris, Ill Altimeter Setting
A	1	1
B		
C	1¼	1¼
D		1½

2 CIRCLE-TO-LAND
Not authorized to Rwy 14 and 36 at night

	Max Kts	With Local Altimeter Setting MDA(H)	With Paris, Ill Altimeter Setting MDA(H)
A	90	1020′ (431′)-1	1100′ (511′)-1
B	120	1040′ (451′)-1	1120′ (531′)-1
C	140	1040′ (451′)-1½	1120′ (531′)-1½
D	165	1140′ (551′)-2	1220′ (631′)-2

1 Not authorized at night. **2** Not authorized to Rwy 18 at night when VGSI inop.

TERPS AMEND 0B 10 MAR 2011

CHANGES: None.

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KHUF/HUF
TERRE HAUTE INTL-HULMAN

JEPPESEN 9 DEC 11 (12-3) Eff 15 Dec

TERRE HAUTE, IND
RNAV (GPS) Rwy 23

ATIS	*HULMAN Approach (R)		INDIANAPOLIS Center (R)	HULMAN Tower	Ground
127.5	125.45	119.8	132.2 when App inop.	118.3	121.6

BRIEFING STRIP TM

WAAS	Final Apch Crs	Minimum Alt IMTEW	LPV DA(H) (CONDITIONAL)	Apt Elev 589′
Ch 72625 W-23A	229°	2400′ (1818′)	782′ (200′)	Rwy 23 582′

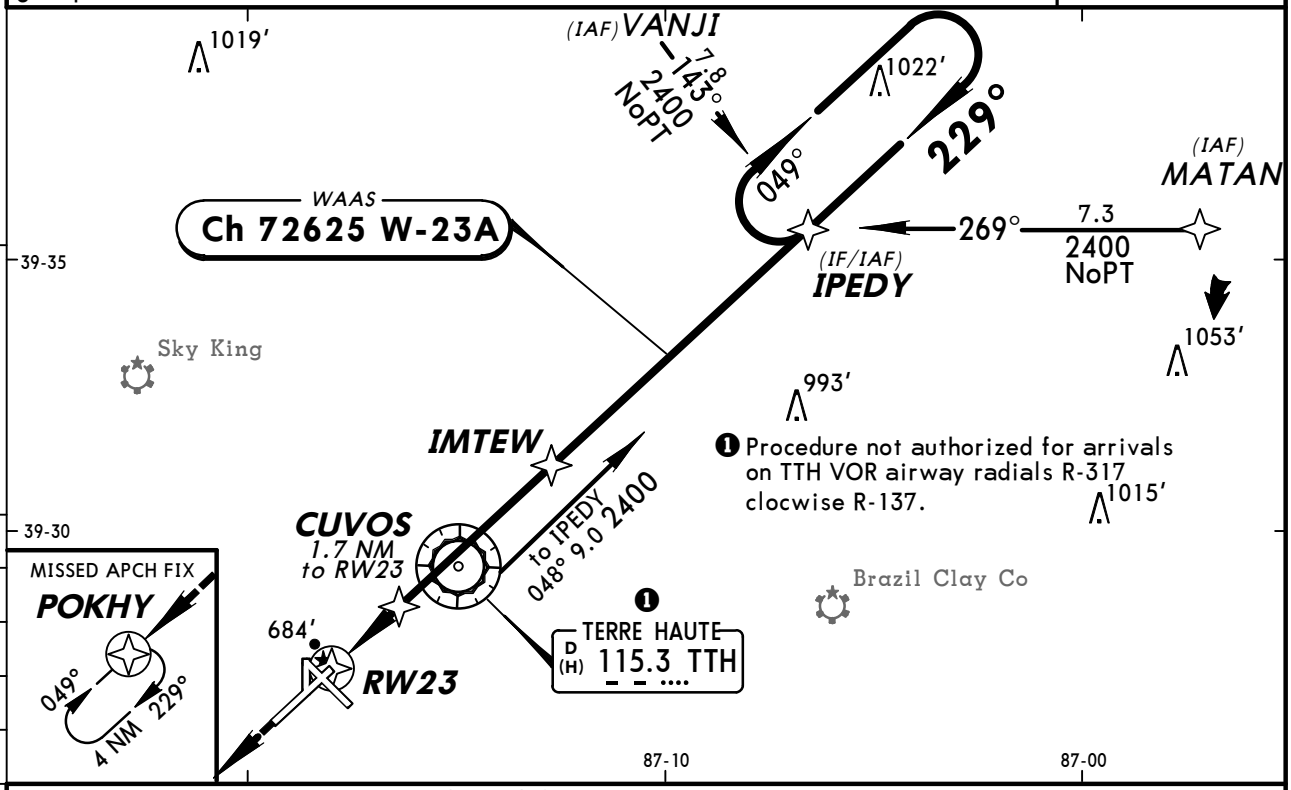
MISSED APCH: Climb to 2600′ direct POKHY and hold.

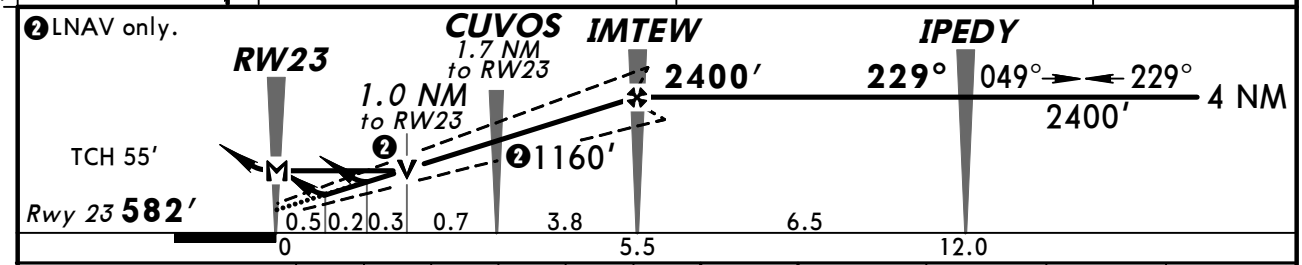
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Paris, Ill altimeter setting.
2. Baro-VNAV and VDP not authorized when using Paris, Ill altimeter setting. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 40°C (104°F). 4. DME/DME RNP-0.30 not authorized. 5. VGSI and RNAV glidepath not coincident.

2600′

MSA RW23





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW23						

SSALR REIL VASI 2600′ POKHY

TERPS STRAIGHT-IN LANDING RWY 23

With Local Altimeter Setting

	LPV DA(H) 782′ (200′) RAIL out / ALS out	LNAV/VNAV DA(H) 865′ (283′) RAIL out / ALS out	LNAV MDA(H) 940′ (358′) RAIL out / ALS out
A	3/4	7/8	1
B			
C			
D			

With Paris, Ill Altimeter Setting

	LPV DA(H) 843′ (261′) RAIL out / ALS out	LNAV/VNAV DA(H) 926′ (344′) RAIL out / ALS out	LNAV MDA(H) 1020′ (438′) RAIL out / ALS out
A	7/8	1 1/8	1
B			
C			1 1/4
D			

❶❷ CIRCLE-TO-LAND

With Local Altimeter Setting

Max Kts	MDA(H)
90	1020′ (431′)-1
120	1040′ (451′)-1
140	1040′ (451′)-1 1/2
165	1140′ (551′)-2

With Paris, Ill Altimeter Setting

Max Kts	MDA(H)
90	1100′ (511′)-1
120	1120′ (531′)-1
140	1120′ (531′)-1 1/2
165	1220′ (631′)-2

❶ When VGSI inop, circling Rwy 18 not authorized at night. ❷ Not authorized to Rwy 36 at night.

TERPS AMEND 1 15 DEC 2011

CHANGES: Procedure.

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KHUF/HUF
TERRE HAUTE INTL-HULMAN

JEPPESEN 9 DEC 11 (12-4) Eff 15 Dec

TERRE HAUTE, IND
RNAV (GPS) Rwy 32

BRIEFING STRIP™

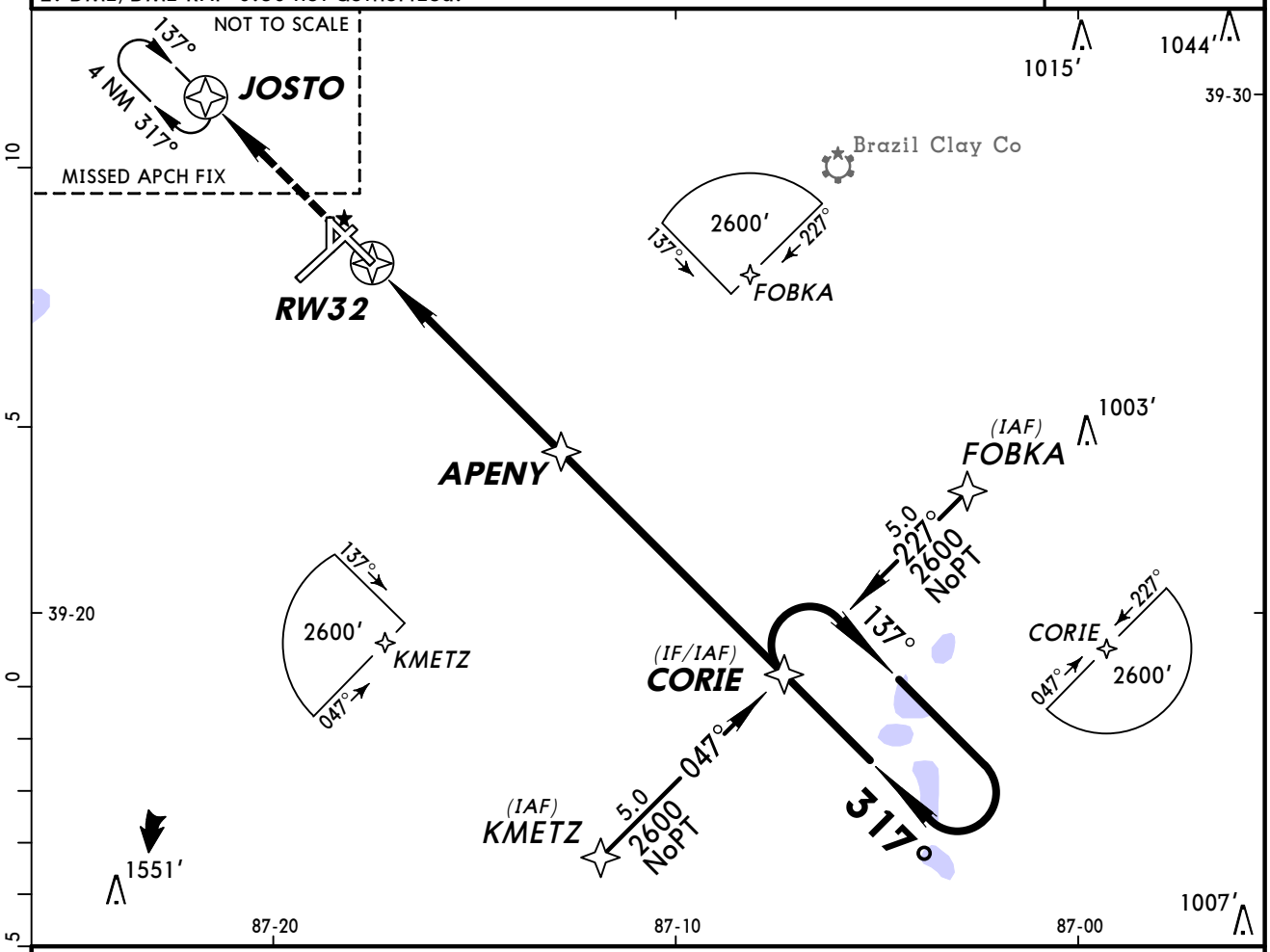
ATIS	*HULMAN Approach (R)		INDIANAPOLIS Center (R)	HULMAN Tower	Ground
127.5	125.45	119.8	132.2 when App inop.	118.3	121.6

RNAV	Final Apch Crs	Minimum Alt	LNAV MDA(H) (CONDITIONAL)	Apt Elev 589′
	317°	APENY 2300′ (1711′)	940′ (351′)	TDZE 589′

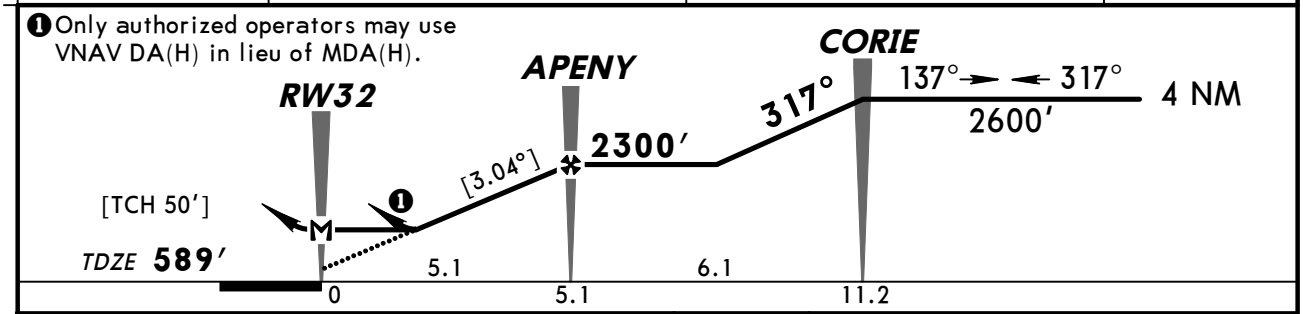
MISSED APCH: Climb to 2600′ direct JOSTO and hold.

TAA 30 NM IAF

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Use local altimeter setting; if not received, use Paris, Ill altimeter setting.
2. DME/DME RNP-0.30 not authorized.



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



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.04°]	376	484	538	645	753	861
MAP at RW32						

REIL
PAPI-L

2600′ ↑

D→

JOSTO

STRAIGHT-IN LANDING RWY 32 LNAV		CIRCLE-TO-LAND Not authorized to Rwys 14 and 36 at night. Not authorized to Rwy 18 at night when VGSI inop.		
MDA(H) 940′ (351′) With Local Altimeter Setting	MDA(H) 1020′ (431′) With Paris, Ill Altimeter Setting	Max Kts	With Local Altimeter Setting MDA(H)	With Paris, Ill Altimeter Setting MDA(H)
A	1	90	1020′ (431′)-1	1100′ (511′)-1
B		120	1040′ (451′)-1	1120′ (531′)-1
C	1¼	140	1040′ (451′)-1½	1120′ (531′)-1½
D	1½	165	1140′ (551′)-2	1220′ (631′)-2

TERPS AMEND 0B 10 MAR 2011

CHANGES: None.

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KHUF/HUF
TERRE HAUTE INTL-HULMAN

JEPPESEN

27 MAY 11 (13-1)

TERRE HAUTE, IND
VOR DME Rwy 5

BRIEFING STRIP ™

ATIS	*HULMAN Approach (R)		INDIANAPOLIS Center (R)		HULMAN Tower	Ground
127.5	125.45	119.8	132.2 when App inop.		118.3	121.6

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 589′
TTH 115.3	048°	RILLY 2200′ (1627′)	(CONDITIONAL) 940′ (367′)	TDZE 573′

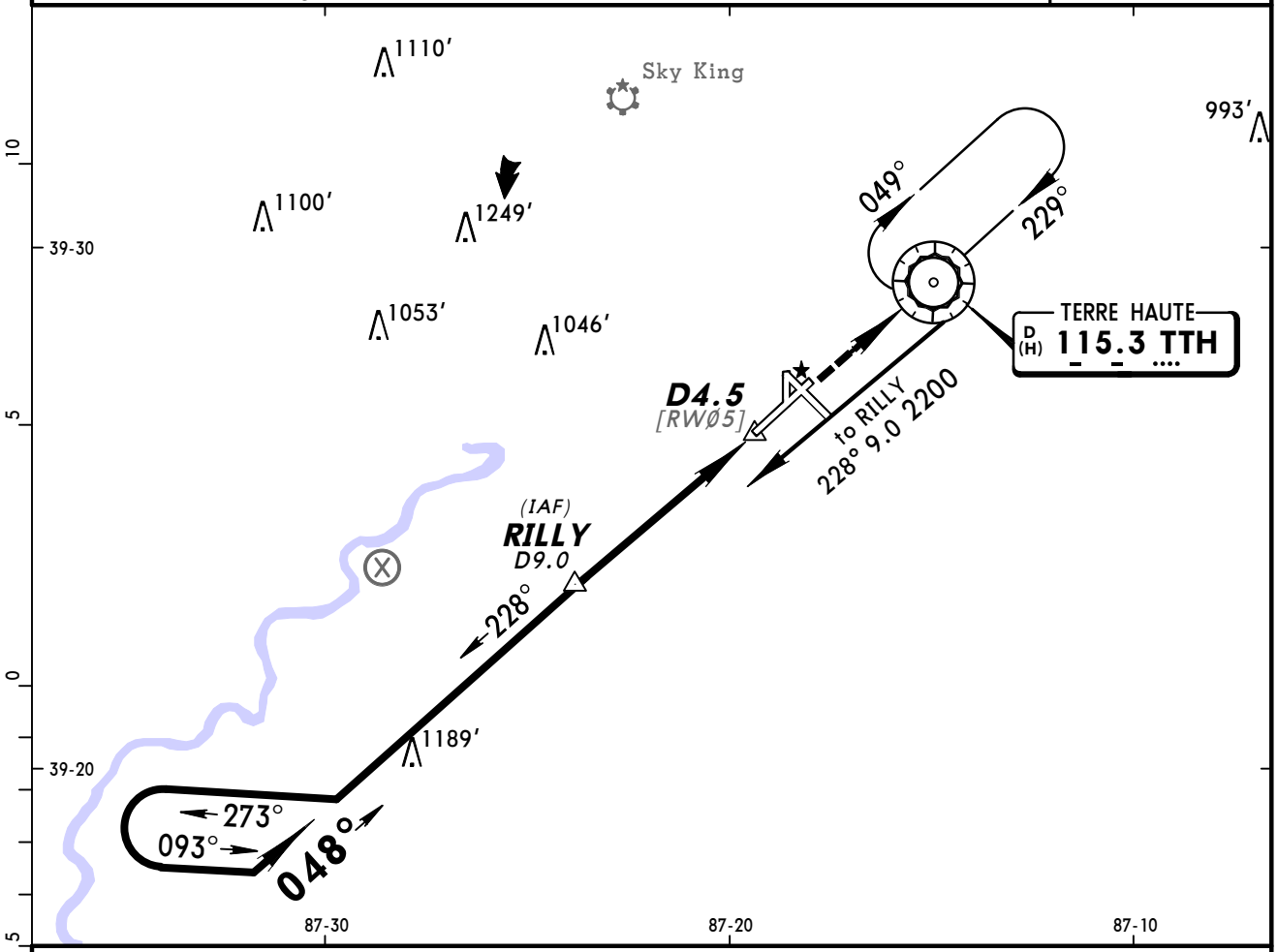
MISSED APCH: Climb to 2300′ direct TTH VOR and hold.

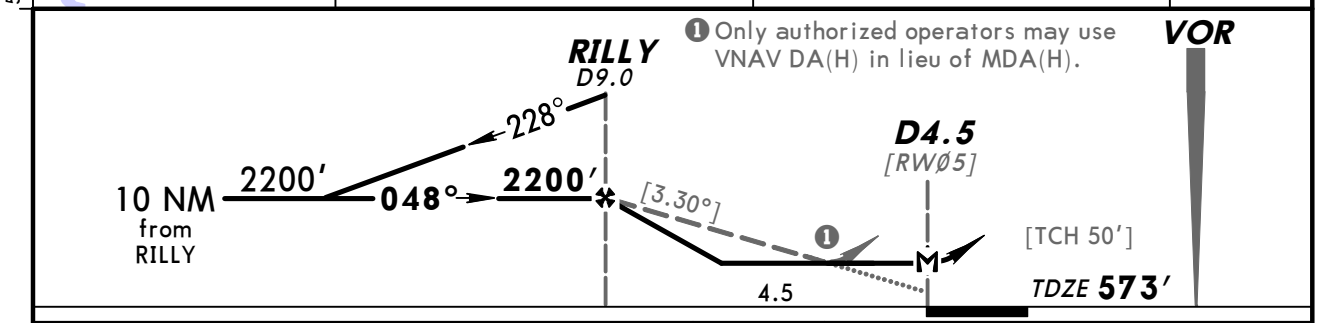
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Paris, Ill altimeter setting.
2. VGSI and descent angles not coincident.

2600′

MSA TTH VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.30°]	409	526	584	701	817	934
MAP at D4.5						

MALSR PAPI 2300′ TTH 115.3

STRAIGHT-IN LANDING RWY 5

	MDA(H) 940′ (367′) With Local Altimeter Setting			MDA(H) 1020′ (447′) With Paris, Ill Altimeter Setting		
		RAIL out	ALS out		RAIL out	ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
B						
C				RVR 40 or ¾	RVR 60 or 1¼	
D	RVR 50 or 1	RVR 60 or 1¼		RVR 50 or 1	1½	

CIRCLE-TO-LAND

Not Authorized to Rwys 14 and 36 at Night
Not Authorized to Rwy 18 at Night When VGSI Inop

Max Kts	With Local Altimeter Setting MDA(H)	With Paris, Ill Altimeter Setting MDA(H)
90	1020′ (431′)-1	1100′ (511′)-1
120	1040′ (451′)-1	1120′ (531′)-1
140	1040′ (451′)-1½	1120′ (531′)-1½
165	1140′ (551′)-2	1220′ (631′)-2

TERPS AMEND 17D 2 JUN 2011

CHANGES: Circling restrictions.

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KHUF/HUF
TERRE HAUTE INTL-HULMAN

JEPPESEN

27 MAY 11 (13-2)

TERRE HAUTE, IND
VOR Rwy 23

BRIEFING STRIP ™

ATIS	*HULMAN Approach (R)		INDIANAPOLIS Center (R)	HULMAN Tower	Ground
127.5	125.45	119.8	132.2 when App inop.	118.3	121.6

VOR TTH	Final Apch Crs	Minimum Alt VOR	MDA(H) (CONDITIONAL)	Apt Elev 589′
115.3	229°	1700′ (1117′)	980′ (397′)	TDZE 583′

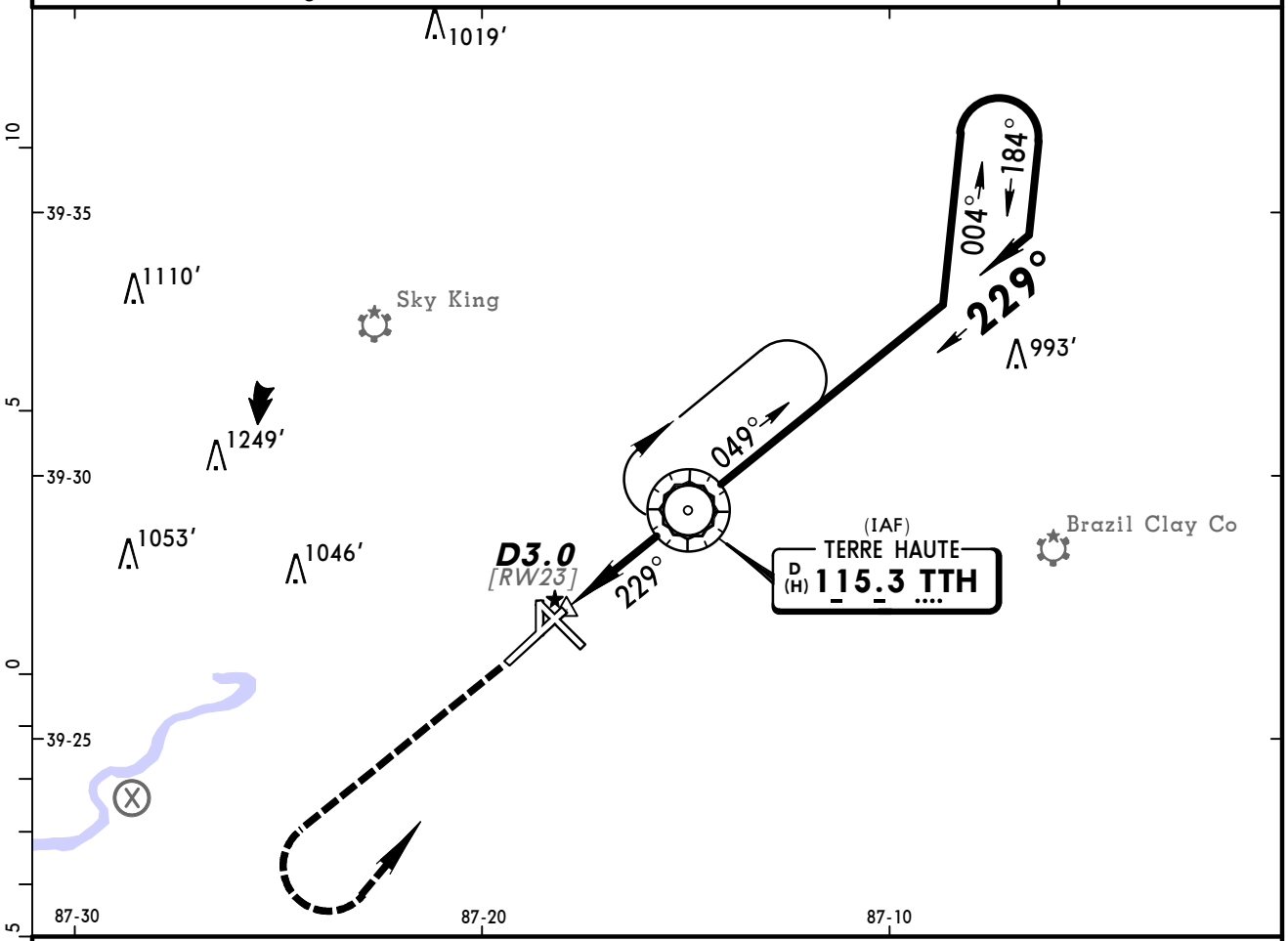
MISSED APCH: Climb to 2300′ then LEFT turn direct TTH VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

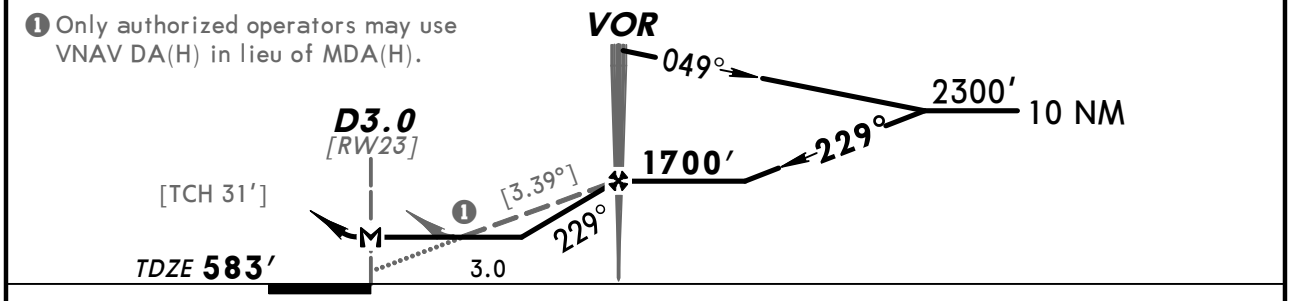
1. Use local altimeter setting; if not received, use Paris, Ill altimeter setting.
2. VGSI and descent angle not coincident.

2600′

MSA TTH VOR



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



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.39°]	420	540	600	720	840	960
MAP at D3.0 or VOR to MAP 3.0	2:34	2:00	1:48	1:30	1:17	1:08

SSALR
REIL
VASI

2300′

LT

D

TTH 115.3

TERPS AMEND 20B 10 MAR 2011

	STRAIGHT-IN LANDING RWY23 MDA(H) 980′ (397′) With Local Altimeter Setting		STRAIGHT-IN LANDING RWY23 MDA(H) 1060′ (477′) With Paris, Ill Altimeter Setting		CIRCLE-TO-LAND Not Authorized to Rwys 14 and 36 at Night Not Authorized to Rwy 18 at Night When VGSI Inop		
	RAIL out	ALS out	RAIL out	ALS out	Max Kts	With Local Altimeter Setting MDA(H)	With Paris, Ill Altimeter Setting MDA(H)
A	1		1		90	1020′ (431′) -1	1100′ (511′) -1
B					120	1040′ (451′) -1	1120′ (531′) -1
C			1¼		140	1040′ (451′) -1½	1120′ (531′) -1½
D	1¼		1½		165	1140′ (551′) -2	1220′ (631′) -2

CHANGES: None.

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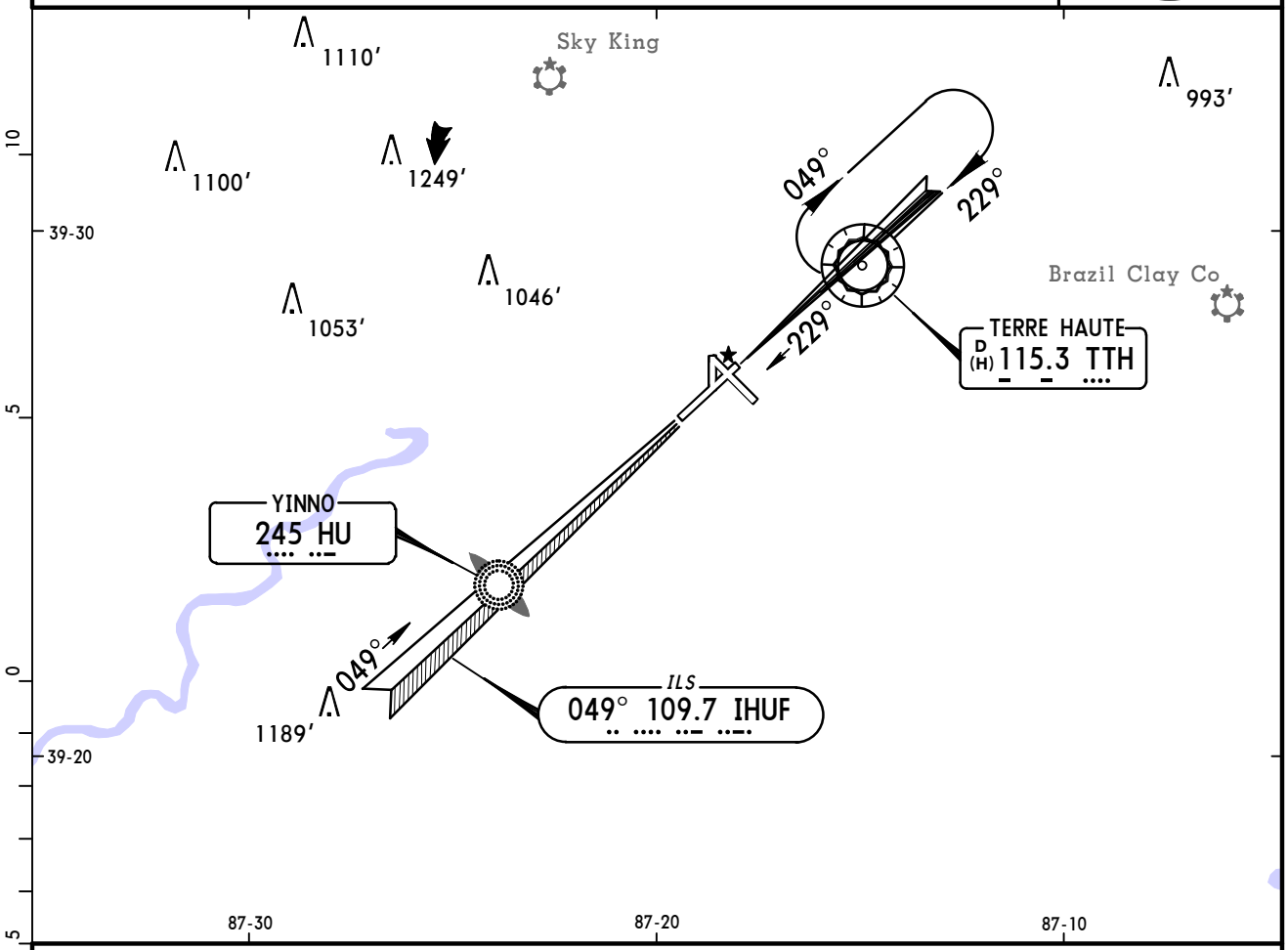
BRIEFING STRIP ™

ATIS	*HULMAN Approach (R)		INDIANAPOLIS Center (R)	HULMAN Tower	Ground
127.5	125.45	119.8	132.2 when App inop.	118.3	121.6

RADAR	Final Apch Crs By ATC	Minimum Alt No FAF	MDA(H) Refer to Minimums	Apt Elev 589' TDZE-See below	No MSA published

Missed Approach-See below.

Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000'



MISSED APPROACH:

Runway 5: Climb to 2500', then direct TTH VOR and hold.

Runway 23: Climb to 2500', then LEFT turn direct TTH VOR and hold.

Runway 32: Climb to 1500', then climbing RIGHT turn to 2500' direct TTH VOR and hold.

RWY 5	RWY 23	RWY 32
TDZE 573'	TDZE 583'	TDZE 589'

ASR Rwys 5, 23, 32: MAP at Rwy Thr

Lighting - Refer to Airport Chart

STRAIGHT-IN LANDING

	ASR 5 MDA(H) 920' (347')			ASR 23 MDA(H) 940' (357')		ASR 32 MDA(H) 940' (351')
		RAIL out	ALS out	RAIL out	ALS out	
A	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1	1		1
B						
C						
D	RVR 50 or 1	RVR 60 or 1¼		1¼		1¼

CIRCLE-TO-LAND
Not authorized to Rwys 14 and 36 at night
Not authorized to Rwy 18 at night when VGSI inop

Max Kts	MDA(H)
90	1020' (431')-1
120	1040' (451')-1
140	1040' (451')-1½
165	1140' (551')-2

TERPS AMEND 4A 10 MAR 2011

CHANGES: Minimums.

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General Information

Location: Indianapolis IN USA
IATA Code: IND
Lat/Long: N39° 43.0' W086° 17.7'
Elevation: 797 ft

Airport Use: Public
Magnetic Variation: 4.3°W
Sectional Chart: St Louis

Fuel Types: 100 Octane (LL), Jet A, Jet A-1
Oxygen Types: High Pressure, HP Bottle
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: 1222 Z
Sunset: 2334 Z,

Runway Information

Runway: 05L
Length x Width: 11200 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 748 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 05R
Length x Width: 10000 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 791 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 14
Length x Width: 7280 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 796 ft
Lighting: Edge, ALS

Runway: 23L
Length x Width: 10000 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 790 ft
Lighting: Edge, ALS, Centerline

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Runway: 23R
Length x Width: 11200 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 783 ft
Lighting: Edge, ALS, Centerline

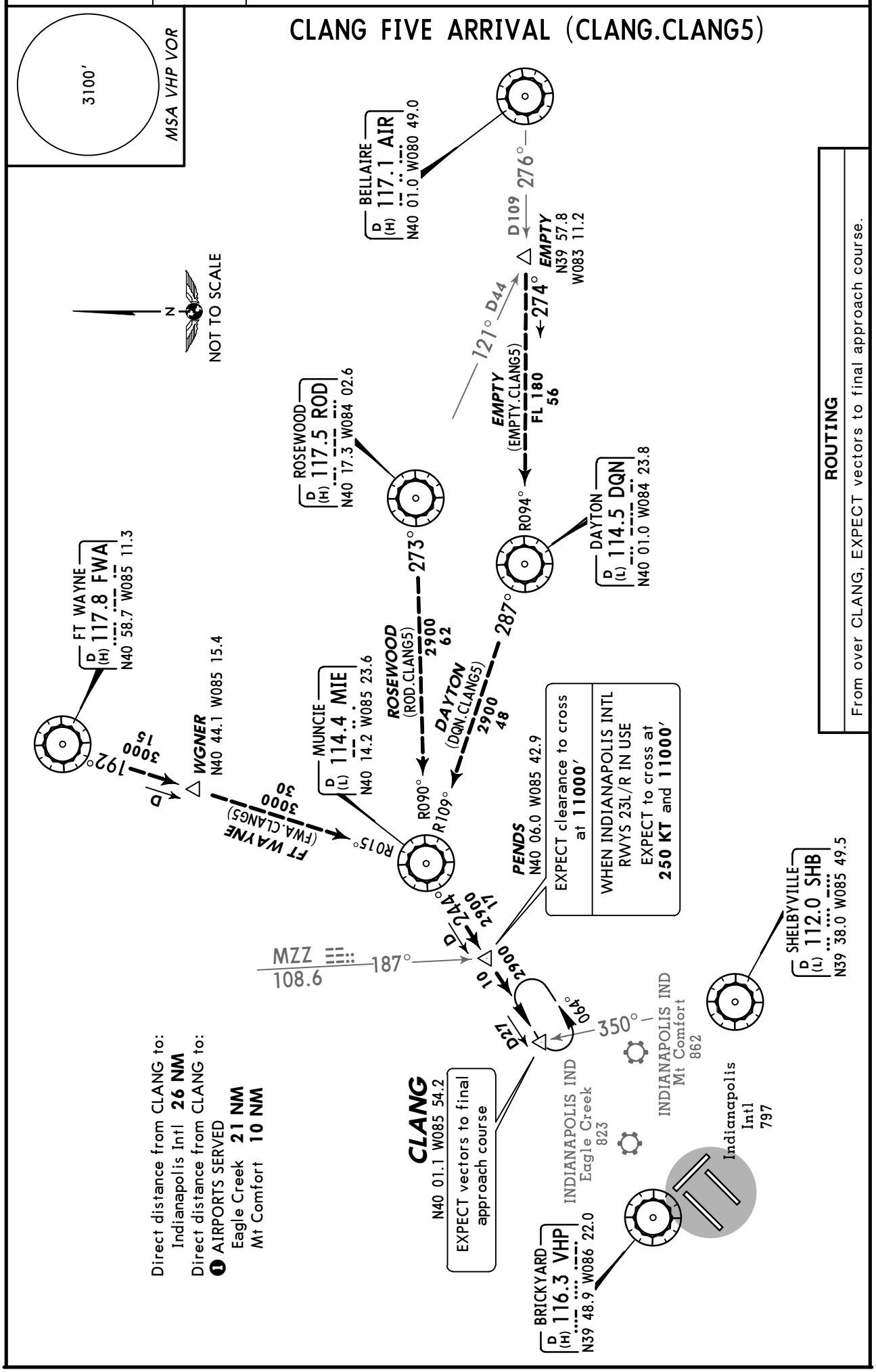
Runway: 32
Length x Width: 7280 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 792 ft
Lighting: Edge, ALS

Communication Information

ATIS 134.25
Indy Tower Tower 120.9
Indy Ground Ground Control 121.9
Indy Ground Ground Control 121.8 Secondary
Indy Clearance Clearance Delivery 128.75
Indy Pre-Taxi Clearance 128.75
Indianapolis Approach Approach Control 124.65
Indianapolis Approach Approach Control 127.15
Indianapolis Approach Approach Control 124.95
Indianapolis Approach Approach Control 119.3 Initial Contact
Indianapolis App ARSA 124.65
Indianapolis App ARSA 127.15
Indianapolis Departure Departure Control 119.05
Indianapolis Departure Departure Control 124.95 Air-Ground
Indianapolis Intl Unicom Unicom 122.95
Indianapolis Intl Radar 121.1
Indianapolis Intl Radar 119.3
Terre Haute Flight Service Station 122.55 RCO

INDIANAPOLIS INTL D-ATIS 134.25	Apt Elev See Graphic	Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′ Also serves. ❶

CLANG FIVE ARRIVAL (CLANG.CLANG5)



CHANGES: VHP coordinates.

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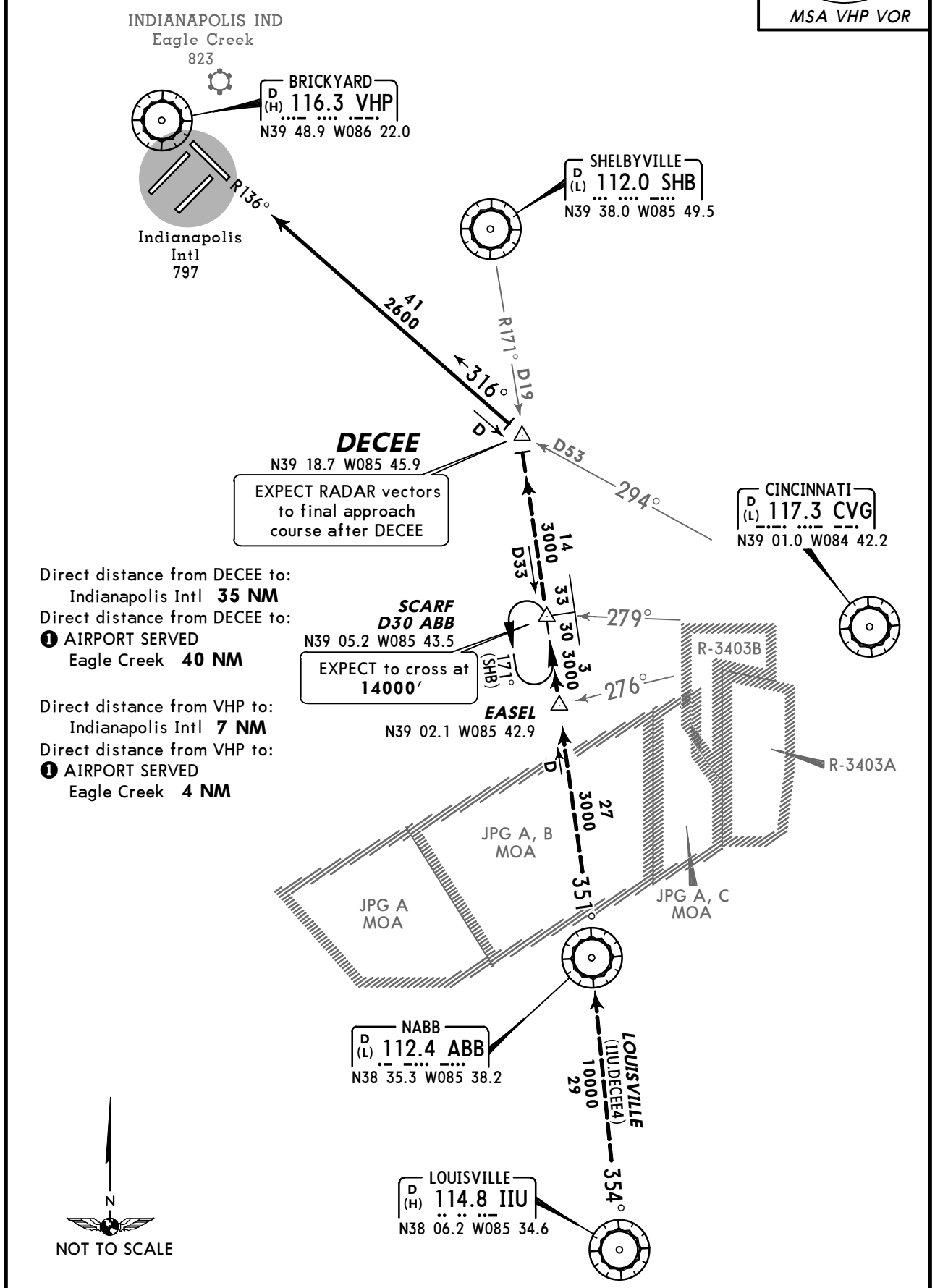
INDIANAPOLIS INTL D-ATIS 134.25	Apt Elev See Graphic	Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′ Also serves. ❶

DECEE FOUR ARRIVAL (DECEE.DECEE4)

3100′
MSA VHP VOR



Direct distance from DECEE to:
Indianapolis Intl **35 NM**
Direct distance from DECEE to:
❶ AIRPORT SERVED
Eagle Creek **40 NM**

Direct distance from VHP to:
Indianapolis Intl **7 NM**
Direct distance from VHP to:
❶ AIRPORT SERVED
Eagle Creek **4 NM**

ROUTING

From over DECEE via VHP R-136 to VHP. EXPECT RADAR vectors to final approach course after DECEE.

CHANGES: Procedure revised, renumbered.

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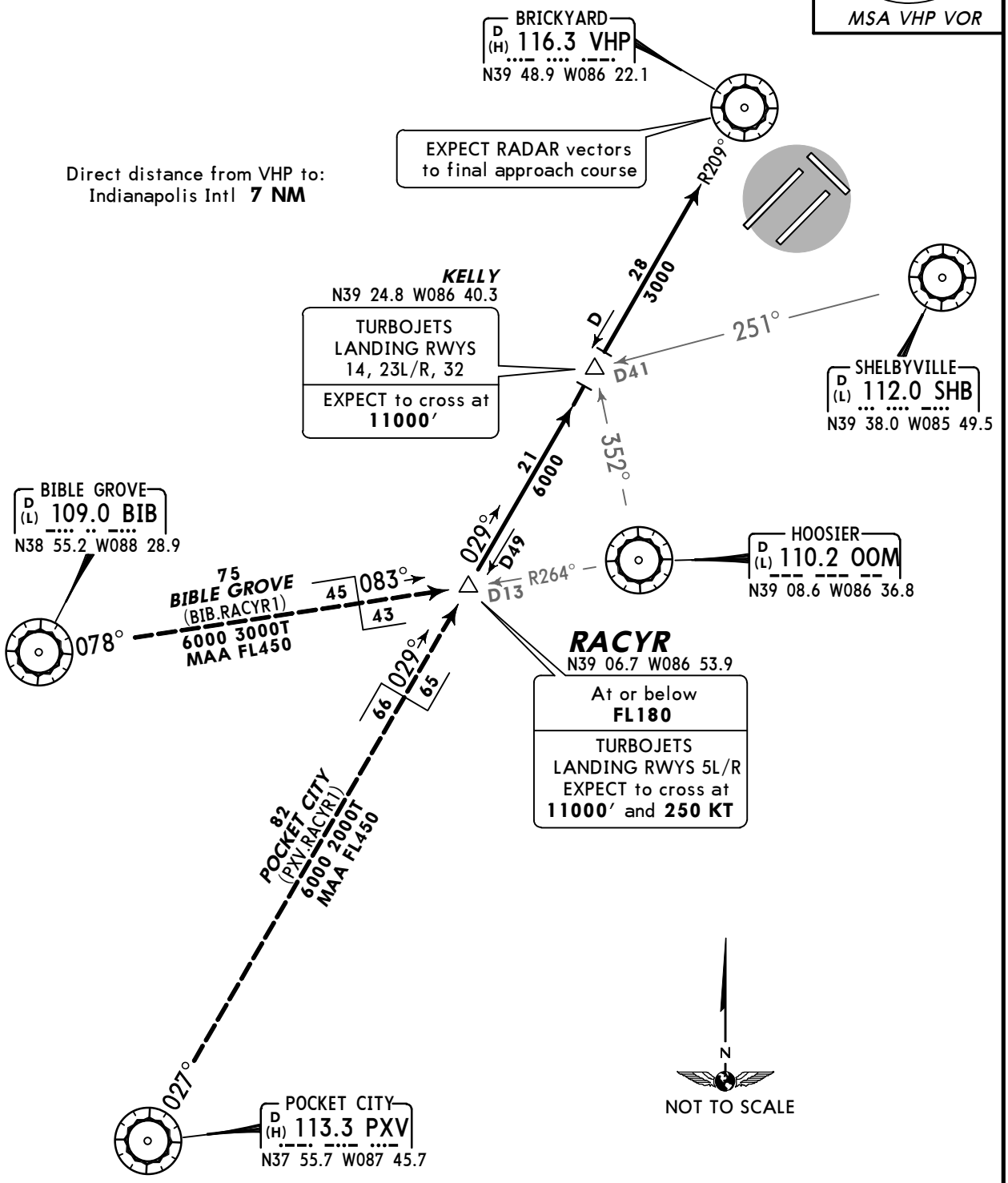
D-ATIS	Apt Elev	
134.25	797′	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ RADAR required.

RACYR ONE ARRIVAL (RACYR.RACYR1)



ROUTING

From over RACYR, via VHP R-209 to KELLY, then via VHP R-209 to VHP. EXPECT RADAR vectors to final approach course.

CHANGES: New procedure at this airport.

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INDIANAPOLIS Departure (R) WEST	EAST	Apt Elev See graphic	Trans level: FL180 Trans alt: 18000′	**1. RADAR required.** 2. Select appropriate localizer/DME frequency/channel prior to departure. 3. Assigned to aircraft with a requested altitude of 11000′ or above. 4. Turbojets accelerate to 250 KT until reaching 10000′, if unable advise ATC. 5. Also Serves ❶
119.05	124.95			

3100′
MSA VHP VOR

OBSTACLES
For TAKEOFF OBSTACLE NOTES see 10-30B1.

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

EAGLE CREEK:
Rwys 3, 21: Standard (or lower than standard, if authorized).

GREENWOOD MUN:
Rwy 1: Standard (or lower than standard, if authorized).
Rwy 19: 300-1 or standard (or lower than standard, if authorized) with a minimum climb of 471′ per NM to **1200′.**

INDIANAPOLIS EXECUTIVE:
Rwys 18, 36: Standard (or lower than standard, if authorized).

INDIANAPOLIS INTL:
Rwys 5L, 14, 32: Standard (or lower than standard, if authorized).
Rwys 5R, 23L/23R: (Propeller Only) Standard (or lower than standard, if authorized).
Rwy 5R: (Turbojet Only) Standard (or lower than standard, if authorized) with a minimum ATC climb of 878′ per NM to **1200′.**
Rwy 23L: (Turbojet Only) Standard (or lower than standard, if authorized) with a minimum ATC climb of 839′ per NM to **1200′.**
Rwy 23R: (Turbojet Only) Standard (or lower than standard, if authorized) with a minimum ATC climb of 783′ per NM to **1200′.**

INDIANAPOLIS METRO:
Rwy 15: Not authorized- Obstacles.
Rwy 33: Standard (or lower than standard, if authorized).

INDIANAPOLIS REGL:
Rwys 7, 16, 25: Standard (or lower than standard, if authorized).
Rwy 34: 300-1 or standard (or lower than standard, if authorized) with a minimum climb of 347′ per NM to **1100′.**

SHELBYVILLE MUN:
Rwys 1, 19: Standard (or lower than standard, if authorized).
Rwys 9, 27: Not authorized- Environmental.

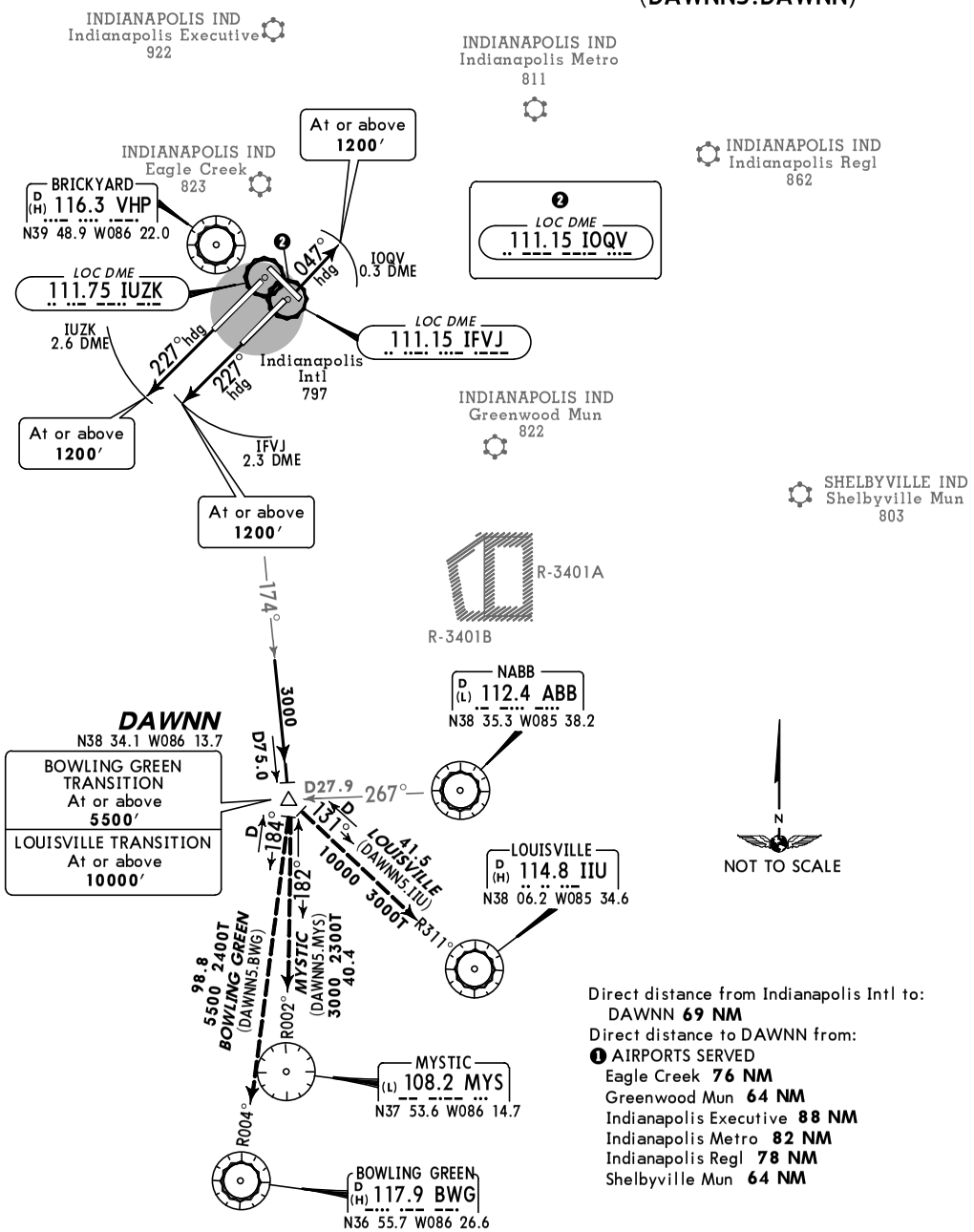
Gnd speed-KT	75	100	150	200	250	300
347′ per NM	434	578	868	1157	1446	1735
471′ per NM	589	785	1178	1570	1963	2355
783′ per NM	979	1305	1958	2610	3263	3915
839′ per NM	1049	1398	2098	2797	3496	4195
878′ per NM	1098	1463	2195	2927	3658	4390

AIRPORT	INITIAL CLIMB	ALTITUDE
INDIANAPOLIS INTL	**RWY 5R (Turbojets Only-DME required):** Climb on heading 047° to cross IOQV 0.3 DME at or above **1200′,** then on assigned heading 047° or 070°. **RWY 23L (Turbojets Only-DME required):** Climb on heading 227° to cross IFVJ 2.3 DME at or above **1200′,** then on assigned heading 210°, 227° or 242°. **RWY 23R (Turbojets Only-DME required):** Climb on heading 227° to cross IUZK 2.6 DME at or above **1200′,** then on assigned heading 227° or 212°. **ALL OTHER RWYS (Turbojets Only):** Climb on assigned heading.	**MAINTAIN 5000′**
	ALL RWYS (Propeller Only): Climb on assigned heading.	**MAINTAIN 3000′**
EAGLE CREEK	**RWY 3:** Climb heading 028° to **2100′** before turning RIGHT, then on assigned heading to assigned altitude.	
GREENWOOD MUN	**RWY 1:** Climb heading 010° to **1500′** before turning RIGHT, then on assigned heading to assigned altitude.	
INDIANAPOLIS METRO	**RWY 33:** Climb heading 329° to **1400′** before turning LEFT, then on assigned heading to assigned altitude.	
INDIANAPOLIS REGL	**RWY 25:** Climb heading 270° to **2000′** before turning LEFT, then on assigned heading to assigned altitude.	
ALL OTHER AUTHORIZED RWYS/ AIRPORTS	Climb on assigned heading to assigned altitude.	

ROUTING

EXPECT RADAR vectors to join VHP R-174 to DAWNN, then via transition or assigned route.
EXPECT clearance to requested altitude 10 minutes after departure.

DAWNN FIVE DEPARTURE (DAWNN5.DAWNN)



Direct distance from Indianapolis Intl to:
DAWNN **69 NM**
Direct distance to DAWNN from:
❶ AIRPORTS SERVED
Eagle Creek **76 NM**
Greenwood Mun **64 NM**
Indianapolis Executive **88 NM**
Indianapolis Metro **82 NM**
Indianapolis Regl **78 NM**
Shelbyville Mun **64 NM**

CHANGES: Procedure renumbered, revised, also serves airports.

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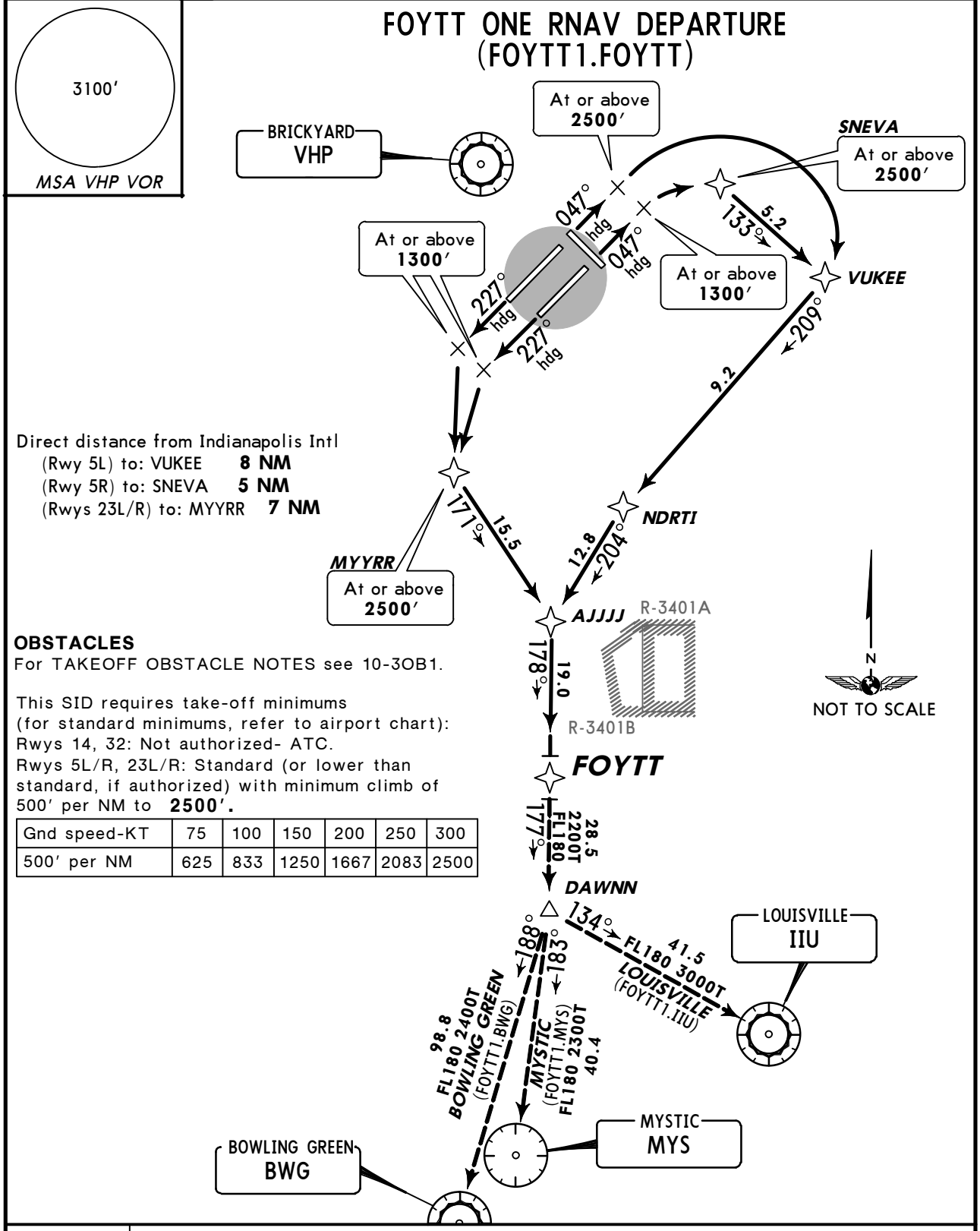
INDIANAPOLIS Departure (R)		Apt Elev	Trans level: FL180 Trans alt: 18000′
WEST	EAST	797′	**1. DME/DME/IRU or GPS required. 2. RNAV 1.** 3. RADAR required for non-GPS equipped aircraft. 4. For Turbojet aircraft only. 5. Accelerate to 250 KT, if unable, advise ATC. 6. If unable to accept climb rates, advise ATC on initial contact.
119.05	124.95		

FOYTT ONE RNAV DEPARTURE (FOYTT1.FOYTT)



Direct distance from Indianapolis Intl
(Rwy 5L) to: VUKEE **8 NM**
(Rwy 5R) to: SNEVA **5 NM**
(Rwys 23L/R) to: MYYRR **7 NM**

OBSTACLES
For TAKEOFF OBSTACLE NOTES see 10-3OB1.

This SID requires take-off minimums
(for standard minimums, refer to airport chart):
Rwys 14, 32: Not authorized- ATC.
Rwys 5L/R, 23L/R: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to **2500′.**

Gnd speed-KT	75	100	150	200	250	300
500′ per NM	625	833	1250	1667	2083	2500

RWY	INITIAL CLIMB
5L	Climb heading 047° to **2500′**, then RIGHT turn direct VUKEE, then on depicted route to FOYTT.
5R	Climb heading 047° to **1300′**, then RIGHT turn direct SNEVA, cross SNEVA at or above **2500′** , then on depicted route to FOYTT.
23L/R	Climb heading 227° to **1300′**, then LEFT turn direct MYYRR, cross MYYRR at or above **2500′** , then on depicted route to FOYTT.

ROUTING

At FOYTT, via transition. EXPECT filed altitude ten minutes after departure.

CHANGES: New procedure at this airport.

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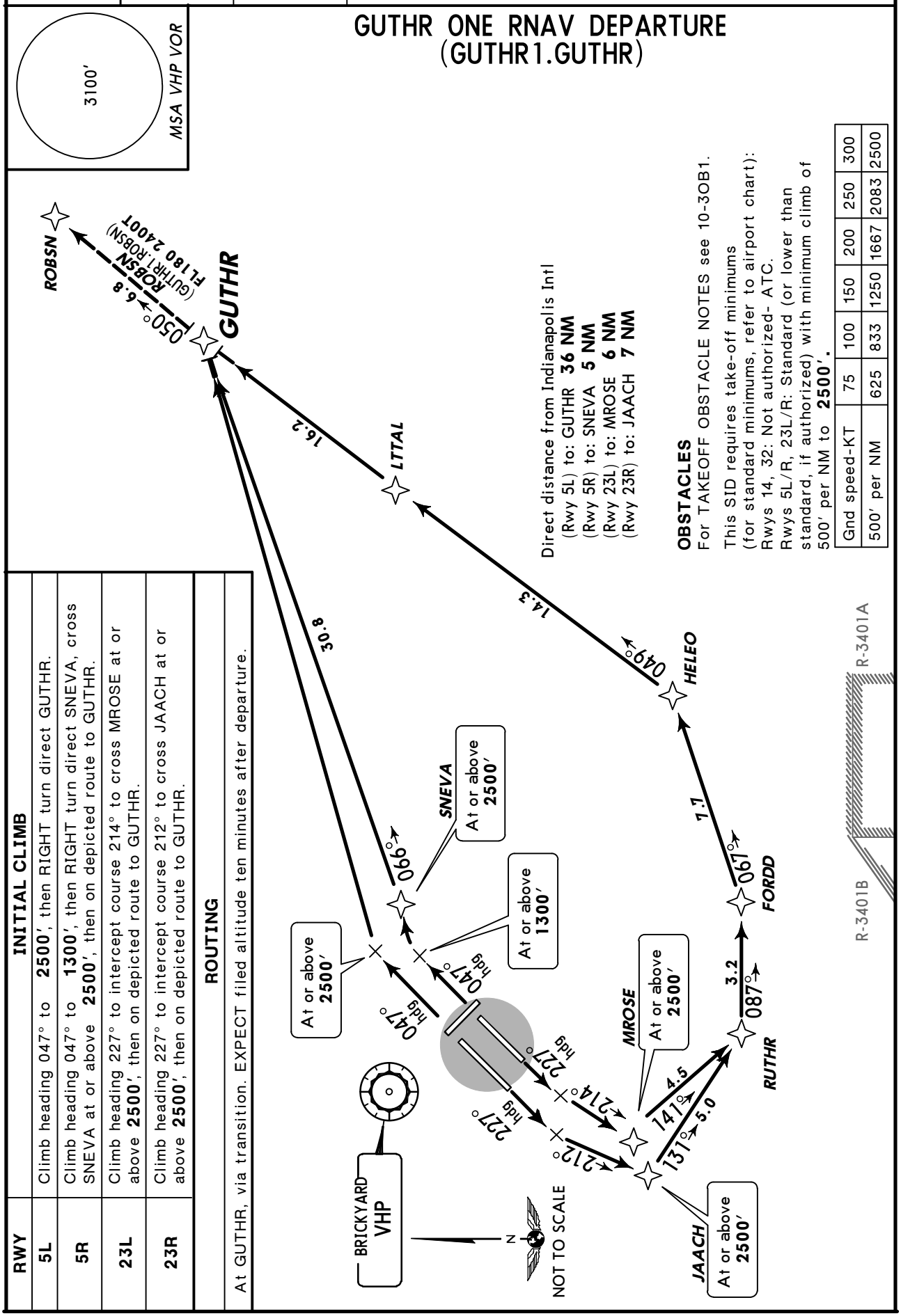
INDIANAPOLIS Departure (R)

WEST	EAST
119.05	124.95

Apt Elev 797′

Trans level: FL180 Trans alt: 18000′
1. DME/DME/IRU or GPS required. 2. RNAV 1.
3. RADAR required for non-GPS equipped aircraft.
4. For Turbojet aircraft only. 5. Accelerate to 250 KT, if unable, advise ATC. 6. Departure procedure limited to aircraft with departure time between 0200-0500 local.
7. If unable to accept climb rates, advise ATC on initial contact.

GUTHR ONE RNAV DEPARTURE (GUTHR1.GUTHR)



Direct distance from Indianapolis Intl
(Rwy 5L) to: GUTHR **36 NM**
(Rwy 5R) to: SNEVA **5 NM**
(Rwy 23L) to: MROSE **6 NM**
(Rwy 23R) to: JAACH **7 NM**

OBSTACLES
For TAKEOFF OBSTACLE NOTES see 10-3OB1.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 14, 32: Not authorized- ATC.
Rwys 5L/R, 23L/R: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to **2500′.**

Gnd speed-KT	75	100	150	200	250	300
500′ per NM	625	833	1250	1667	2083	2500

INITIAL CLIMB

RWY	
5L	Climb heading 047° to **2500′**, then RIGHT turn direct GUTHR.
5R	Climb heading 047° to **1300′**, then RIGHT turn direct SNEVA, cross SNEVA at or above **2500′**, then on depicted route to GUTHR.
23L	Climb heading 227° to intercept course 214° to cross MROSE at or above **2500′**, then on depicted route to GUTHR.
23R	Climb heading 227° to intercept course 212° to cross JAACH at or above **2500′**, then on depicted route to GUTHR.

ROUTING

At GUTHR, via transition. EXPECT filed altitude ten minutes after departure.

CHANGES: New procedure at this airport.

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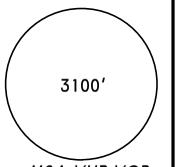
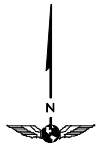
INDIANAPOLIS Departure (R) WEST	EAST	Apt Elev See graphic	Trans level: FL180 Trans alt: 18000′	**1. RADAR required.** 2. Select appropriate localizer/DME frequency/channel prior to departure. 3. Assigned to aircraft with a requested altitude of 11000′ or above. 4. Turbojets accelerate to 250 KT until reaching 10000′ if unable advise ATC. 5. Also Serves ❶
119.05	124.95			

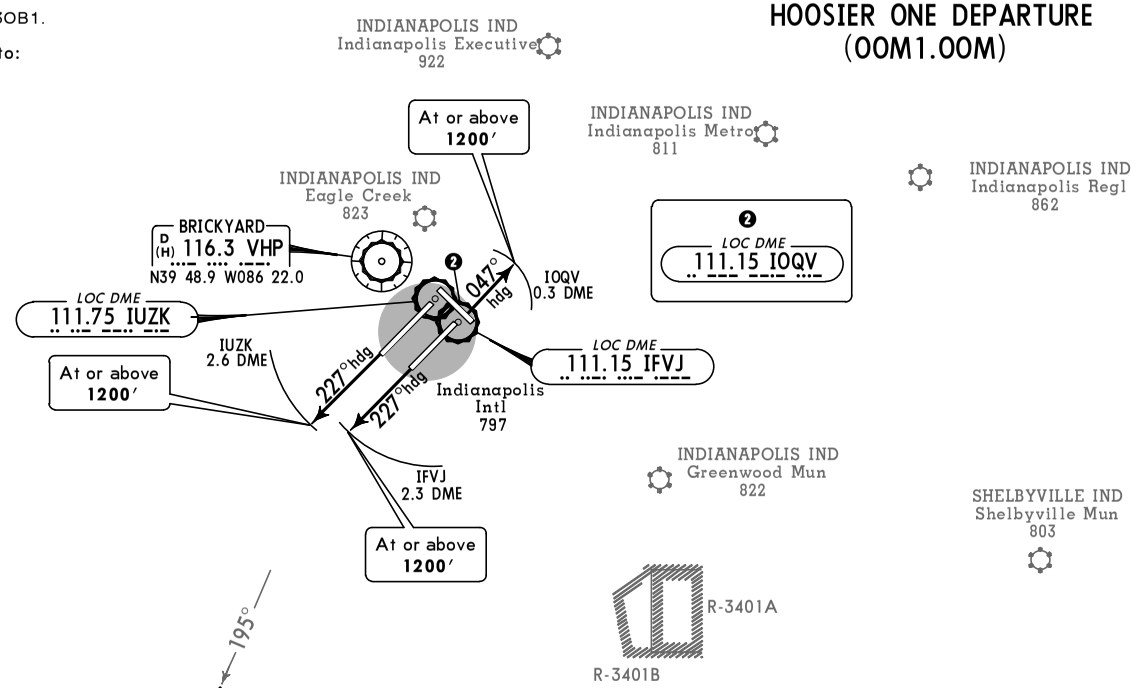


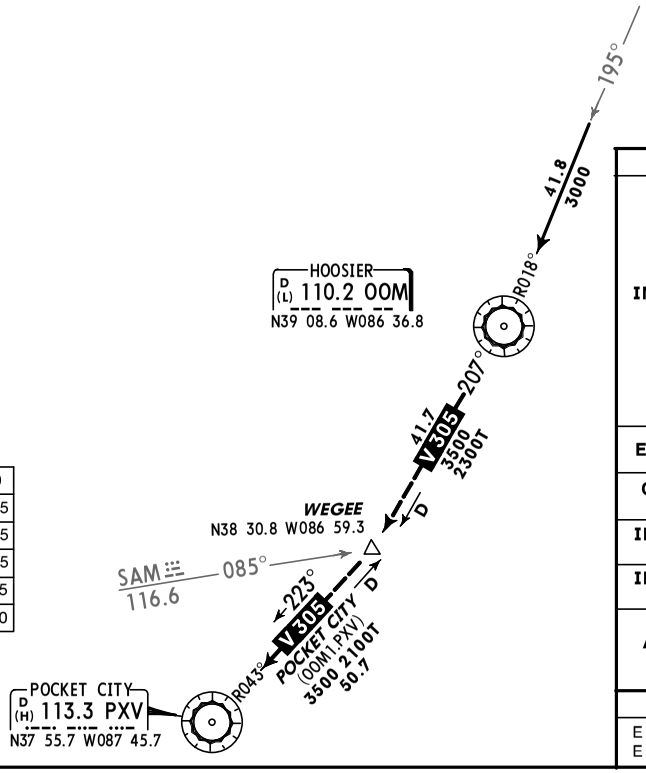


OBSTACLE
For TAKEOFF OBSTACLE NOTES see 10-3OB1.

Direct distance from Indianapolis Intl to:
OOM **37 NM**
Direct distance to OOM from:
❶ AIRPORTS SERVED
Eagle Creek **44 NM**
Greenwood Mun **38 NM**
Indianapolis Executive **56 NM**
Indianapolis Metro **54 NM**
Indianapolis Regl **54 NM**
Shelbyville Mun **46 NM**

HOOSIER ONE DEPARTURE (OOM1.OOM)





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

EAGLE CREEK:
Rwys 3, 21: Standard (or lower than standard, if authorized).

GREENWOOD MUN:
Rwy 1: Standard (or lower than standard, if authorized).
Rwy 19: 300-1 or standard (or lower than standard, if authorized) with a minimum climb of 471′ per NM to **1200′.**

INDIANAPOLIS EXECUTIVE:
Rwys 18, 36: Standard (or lower than standard, if authorized).

INDIANAPOLIS INTL:
Rwys 5L, 14, 32: Standard (or lower than standard, if authorized).
Rwys 5R, 23L/R: (Propeller Only) Standard (or lower than standard, if authorized).
Rwy 5R: (Turbojet Only) Standard (or lower than standard, if authorized) with a minimum ATC climb of 878′ per NM to **1200′.**
Rwy 23L: (Turbojet Only) Standard (or lower than standard, if authorized) with a minimum ATC climb of 839′ per NM to **1200′.**
Rwy 23R: Standard (or lower than standard, if authorized) with a minimum ATC climb of 783′ per NM to **1200′.**

INDIANAPOLIS METRO:
Rwy 15: Not authorized- Obstacles.
Rwy 33: Standard (or lower than standard, if authorized).

INDIANAPOLIS REGL:
Rwys 7, 16, 25: Standard (or lower than standard, if authorized).
Rwy 34: 300-1 or standard (or lower than standard, if authorized) with a minimum climb of 347′ per NM to **1100′.**

SHELBYVILLE MUN:
Rwys 1, 19: Standard (or lower than standard, if authorized).
Rwys 9, 27: Not authorized- Environmental.

Gnd speed-KT	75	100	150	200	250	300
347′ per NM	434	578	868	1157	1446	1735
471′ per NM	589	785	1178	1570	1963	2355
783′ per NM	979	1305	1958	2610	3263	3915
839′ per NM	1049	1398	2098	2797	3496	4195
878′ per NM	1098	1463	2195	2927	3658	4390

AIRPORT	INITIAL CLIMB	ALTITUDE
INDIANAPOLIS INTL	**RWY 5R (Turbojets Only-DME required):** Climb on heading 047° to cross IOQV 0.3 DME at or above **1200′,** then on assigned heading 047° or 070°. **RWY 23L (Turbojets Only-DME required):** Climb on heading 227° to cross IFVJ 2.3 DME at or above **1200′,** then on assigned heading 210°, 227° or 242°. **RWY 23R (Turbojets Only-DME required):** Climb on heading 227° to cross IUZK 2.6 DME at or above **1200′,** then on assigned heading 227° or 212°. **ALL OTHER RWYS (Turbojets Only):** Climb on assigned heading.	**MAINTAIN 5000′**
	ALL RWYS (Propeller Only): Climb on assigned heading.	**MAINTAIN 3000′**
EAGLE CREEK	**RWY 3:** Climb heading 028° to **2100′** before turning RIGHT, then on assigned heading to assigned altitude.	
GREENWOOD MUN	**RWY 1:** Climb heading 010° to **1500′** before turning RIGHT, then on assigned heading to assigned altitude.	
INDIANAPOLIS METRO	**RWY 33:** Climb heading 329° to **1400′** before turning LEFT, then on assigned heading to assigned altitude.	
INDIANAPOLIS REGL	**RWY 25:** Climb heading 270° to **2000′** before turning LEFT, then on assigned heading to assigned altitude.	
ALL OTHER AUTHORIZED RWYS/ AIRPORTS	Climb on assigned heading to assigned altitude.	

ROUTING

EXPECT RADAR vectors to join VHP R-195 to OOM, then via transition or assigned route.
EXPECT clearance to requested altitude 10 minutes after departure.

CHANGES: New procedure at this airport.

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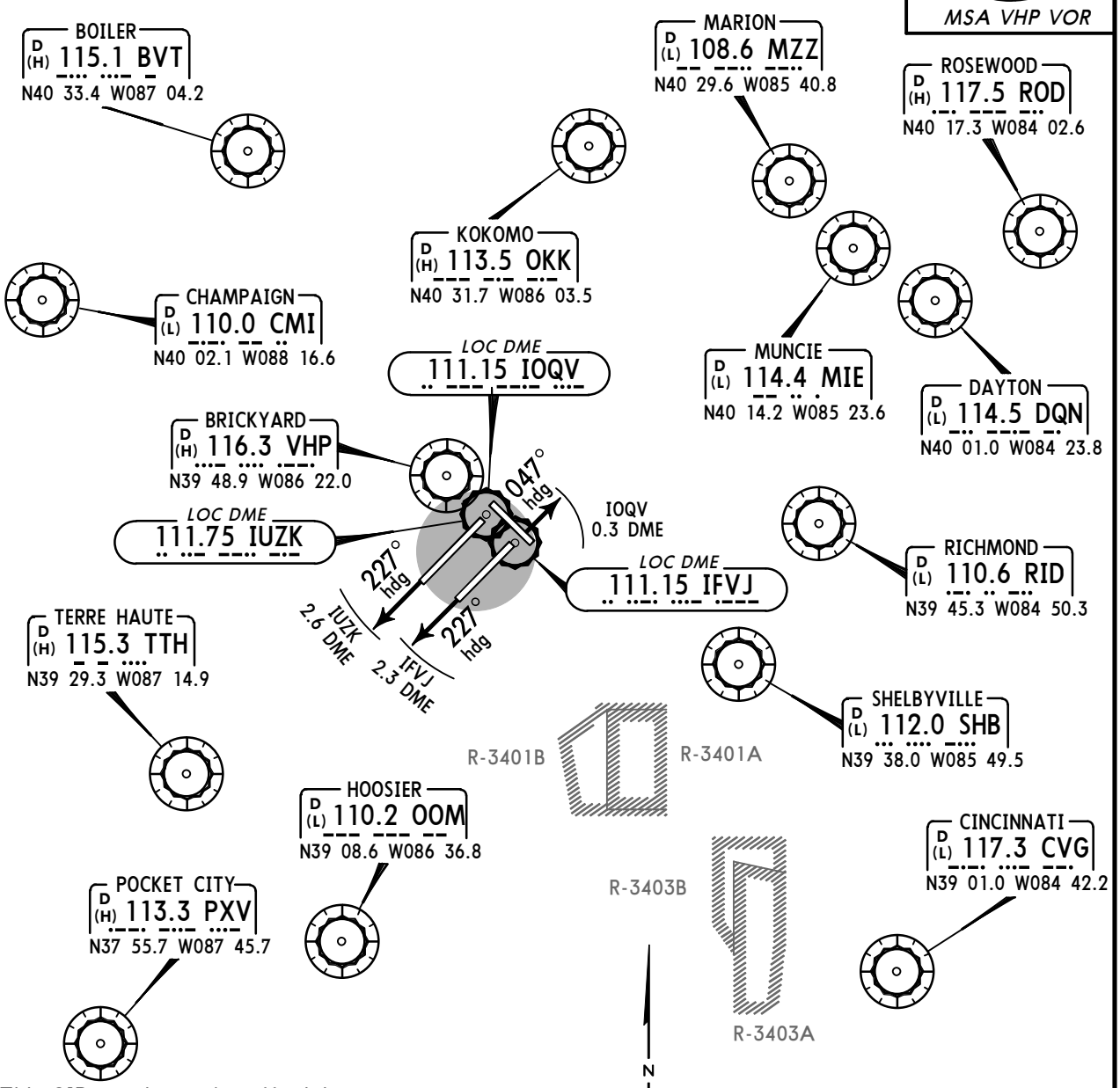
INDIANAPOLIS Departure (R) 048°-227°	228°-047°	Apt Elev	Trans level: FL180 Trans alt: 18000′
124.95	119.05	797′	**1. RADAR required.** 2. Turbojets only. 3. Select appropriate localizer/DME frequency/channel prior to departure.

3100′
MSA VHP VOR

INDY THREE DEPARTURE (INDY3.VHP)



This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 5L, 14, 32: Standard (or lower than standard, if authorized).
Rwy 5R: Requires an ATC climb of 878′ per NM to **1200′.**
Rwy 23L: Requires an ATC climb of 839′ per NM to **1200′.**
Rwy 23R: Requires an ATC climb of 783′ per NM to **1200′.**

Gnd speed-KT	75	100	150	200	250	300
783′ per NM	979	1305	1958	2610	3263	3915
839′ per NM	1049	1398	2098	2797	3496	4195
878′ per NM	1098	1463	2195	2927	3658	4390

RWY	INITIAL CLIMB		ALTITUDE
5R	Climb on runway heading 047° until IOQV 0.3 DME and or above, then fly assigned heading 047° or 070°.	**1200′**	**MAINTAIN 5000′**
23L	Climb on runway heading 227° until IFVJ 2.3 DME and or above, then fly assigned heading 210°, 227°, or 242°.	**1200′**	
23R	Climb on runway heading 227° until IUZK 2.6 DME and or above, then fly assigned heading 227° or 212°.	**1200′**	
All other runways	Climb on runway heading or as assigned.		

ROUTING

EXPECT RADAR vectors to assigned route/fix. EXPECT clearance to requested altitude 10 minutes after departure.

CHANGES: Chart reindexed.

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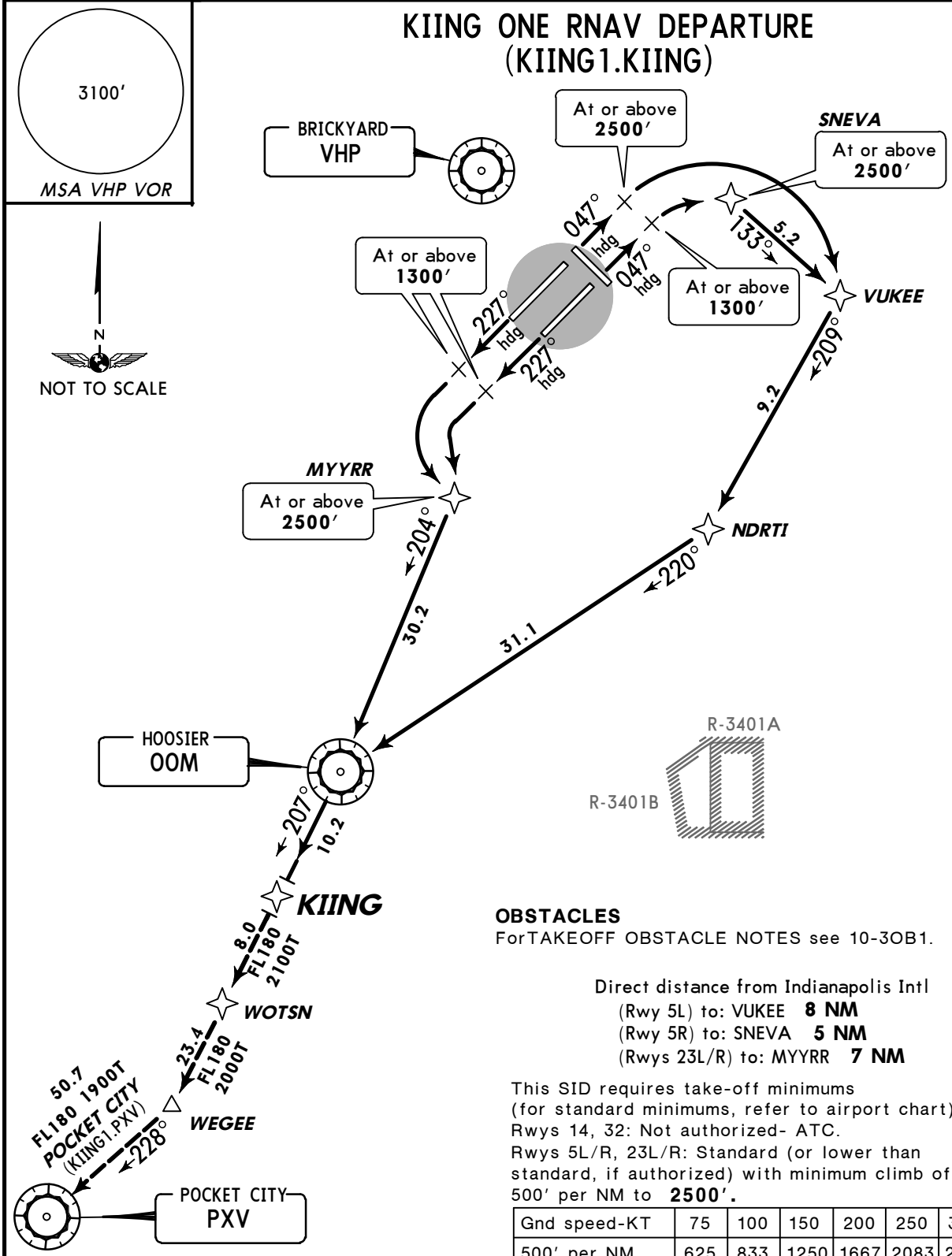
INDIANAPOLIS Departure (R) WEST 119.05	EAST 124.95	Apt Elev 797′	Trans level: FL180 Trans alt: 18000′ **1. DME/DME/IRU or GPS required. 2. RNAV 1.** 3. RADAR required for non-GPS equipped aircraft. 4. For Turbojet aircraft only. 5. Accelerate to 250 KT, if unable, advise ATC. 6. If unable to accept climb rates, advise ATC on initial contact.

KIING ONE RNAV DEPARTURE (KIING1.KIING)



OBSTACLES
For TAKEOFF OBSTACLE NOTES see 10-3OB1.

Direct distance from Indianapolis Intl
(Rwy 5L) to: VUKEE **8 NM**
(Rwy 5R) to: SNEVA **5 NM**
(Rwys 23L/R) to: MYYRR **7 NM**

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 14, 32: Not authorized- ATC.
Rwys 5L/R, 23L/R: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to **2500′.**

Gnd speed-KT	75	100	150	200	250	300
500′ per NM	625	833	1250	1667	2083	2500

RWY	INITIAL CLIMB
5L	Climb heading 047° to **2500′**, then RIGHT turn direct VUKEE, then on depicted route to KIING.
5R	Climb heading 047° to **1300′**, then RIGHT turn direct SNEVA, cross SNEVA at or above **2500′**, then on depicted route to KIING.
23L/R	Climb heading 227° to **1300′**, then LEFT turn direct MYYRR, cross MYYRR at or above **2500′**, then on depicted route to KIING.

ROUTING

At KIING, via transition. EXPECT filed altitude ten minutes after departure.

CHANGES: None.

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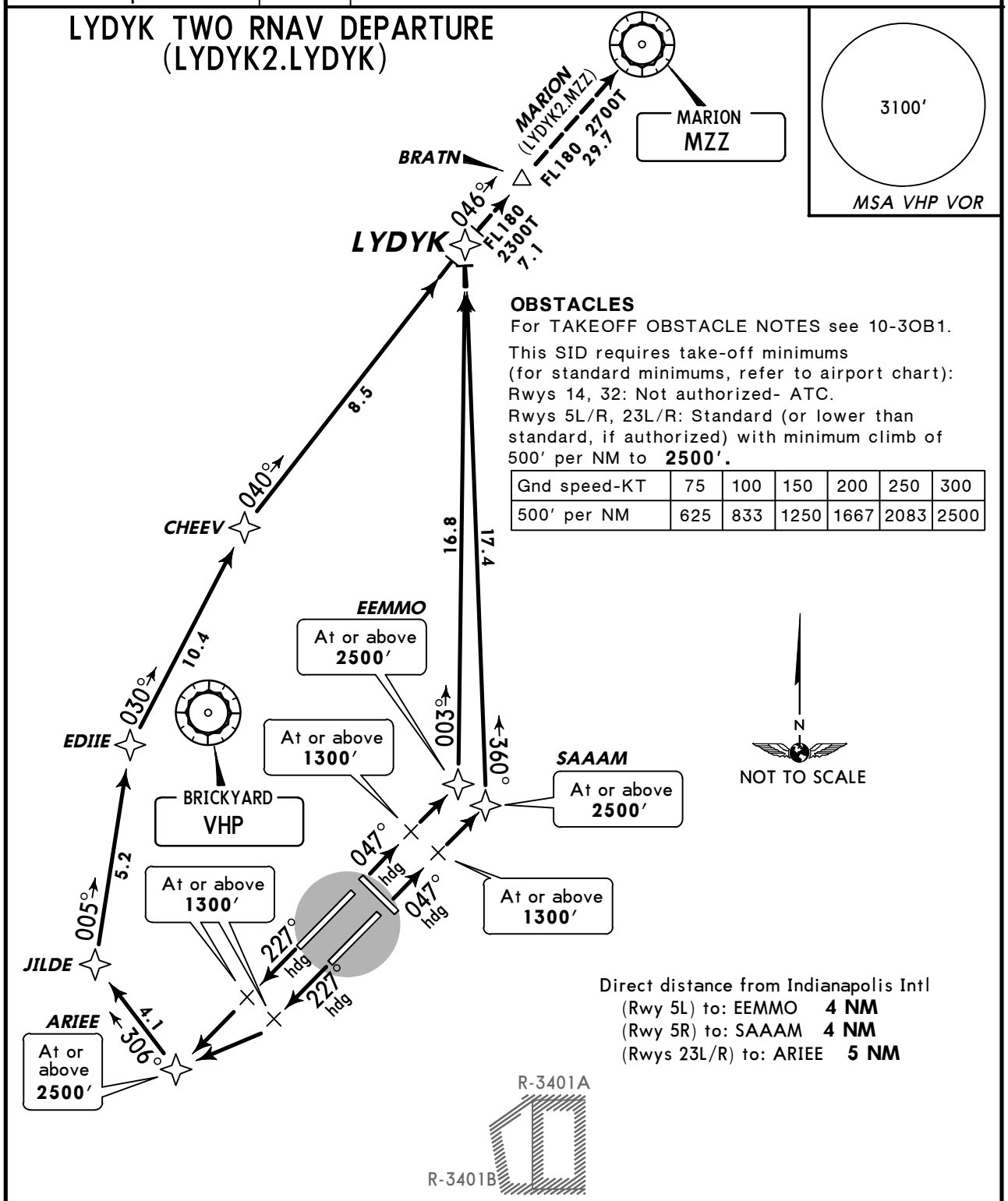
INDIANAPOLIS Departure (R)		Apt Elev	
WEST	EAST		
119.05	124.95	797′	Trans level: FL180 Trans alt: 18000′ **1. DME/DME/IRU or GPS required. 2. RNAV 1.** 3. RADAR required for non-GPS equipped aircraft. 4. For Turbojet aircraft only. 5. Accelerate to 250 KT, if unable, advise ATC. 6. If unable to accept climb rates, advise ATC on initial

LYDYK TWO RNAV DEPARTURE (LYDYK2.LYDYK)



OBSTACLES

For TAKEOFF OBSTACLE NOTES see 10-3OB1.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 14, 32: Not authorized- ATC.
Rwys 5L/R, 23L/R: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to **2500′.**

Gnd speed-KT	75	100	150	200	250	300
500′ per NM	625	833	1250	1667	2083	2500

Direct distance from Indianapolis Intl
(Rwy 5L) to: EEMMO **4 NM**
(Rwy 5R) to: SAAAM **4 NM**
(Rwys 23L/R) to: ARIEE **5 NM**

RWY	INITIAL CLIMB
5L	Climb heading 047° to **1300′**, then direct EEMMO, cross EEMMO at or above **2500′**, then on depicted route to LYDYK.
5R	Climb heading 047° to **1300′**, then direct SAAAM, cross SAAAM at or above **2500′**, then on depicted route to LYDYK.
23L	Climb heading 227° to **1300′**, then RIGHT turn direct ARIEE, cross ARIEE at or above **2500′**, then on depicted route to LYDYK.
23R	Climb heading 227° to **1300′**, then direct ARIEE, cross ARIEE at or above **2500′**, then on depicted route to LYDYK.

ROUTING

At LYDYK, via transition. EXPECT filed altitude ten minutes after departure.

CHANGES: Procedure renumbered, note.

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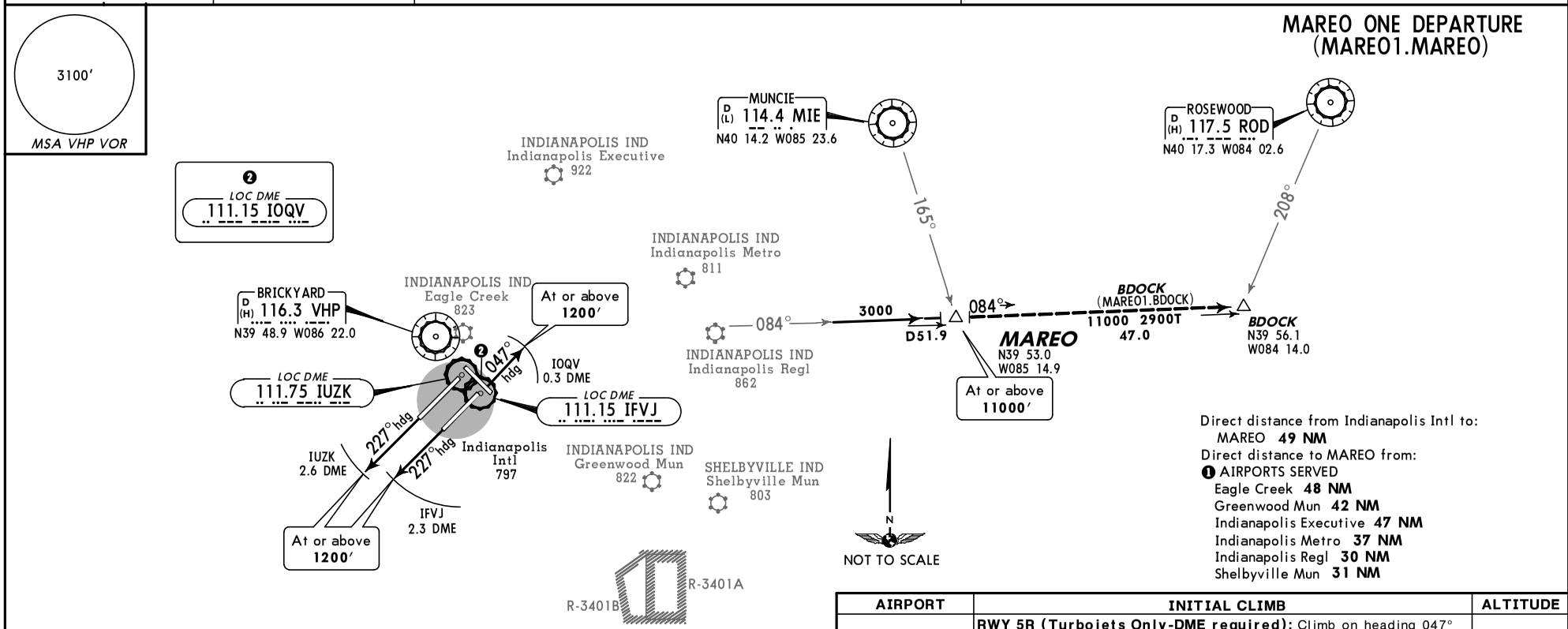
INDIANAPOLIS Departure (R) WEST	EAST	Apt Elev See graphic	Trans level: FL180 Trans alt: 18000′	**1. RADAR required.** 2. Select appropriate localizer/DME frequency/channel prior to departure. 3. Assigned to aircraft with a requested altitude of 11000′ or above. 4. Turbojets accelerate to 250 KT until reaching 10000′, if unable advise ATC. 5. Also Serves ❶
119.05	124.95			

MAREO ONE DEPARTURE (MAREO1.MAREO)



Direct distance from Indianapolis Intl to:
MAREO **49 NM**
Direct distance to MAREO from:
❶ AIRPORTS SERVED
Eagle Creek **48 NM**
Greenwood Mun **42 NM**
Indianapolis Executive **47 NM**
Indianapolis Metro **37 NM**
Indianapolis Regl **30 NM**
Shelbyville Mun **31 NM**

AIRPORT	INITIAL CLIMB	ALTITUDE
INDIANAPOLIS INTL	**RWY 5R (Turbojets Only-DME required):** Climb on heading 047° to cross IOQV 0.3 DME at or above **1200′**, then on assigned heading 047° or 070°. **RWY 23L (Turbojets Only-DME required):** Climb on heading 227° to cross IFVJ 2.3 DME at or above **1200′**, then on assigned heading 210°, 227° or 242°. **RWY 23R (Turbojets Only-DME required):** Climb on heading 227° to cross IUZK 2.6 DME at or above **1200′**, then on assigned heading 212° or 227°. **ALL OTHER RWYS (Turbojets Only):** Climb on assigned heading.	**MAINTAIN 5000′**
	ALL RWYS (Propeller Only): Climb on assigned heading.	**MAINTAIN 3000′**
EAGLE CREEK	**RWY 3:** Climb heading 028° to **2100′** before turning RIGHT, then on assigned heading to assigned altitude.	
GREENWOOD MUN	**RWY 1:** Climb heading 010° to **1500′** before turning RIGHT, then on assigned heading to assigned altitude.	
INDIANAPOLIS METRO	**RWY 33:** Climb heading 329° to **1400′** before turning LEFT, then on assigned heading to assigned altitude.	
INDIANAPOLIS REGL	**RWY 25:** Climb heading 270° to **2000′** before turning LEFT, then on assigned heading to assigned altitude.	
ALL OTHER AUTHORIZED RWYS/ AIRPORTS	Climb on assigned heading to assigned altitude.	

ROUTING

EXPECT RADAR vectors to join VHP R-084 to MAREO, then via transition or assigned route.
EXPECT clearance to requested altitude 10 minutes after departure.

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

EAGLE CREEK:
Rwys 3, 21: Standard (or lower than standard, if authorized).

GREENWOOD MUN:
Rwy 1: Standard (or lower than standard, if authorized).
Rwy 19: 300-1 or standard (or lower than standard, if authorized) with a minimum climb of 471′ per NM to **1200′.**

INDIANAPOLIS EXECUTIVE:
Rwys 18, 36: Standard (or lower than standard, if authorized).

INDIANAPOLIS INTL:
Rwys 5L, 14, 32: Standard (or lower than standard, if authorized).
Rwys 5R, 23L/R: (Propeller Only) Standard (or lower than standard, if authorized).
Rwy 5R: (Turbojet Only) Standard (or lower than standard, if authorized) with a minimum ATC climb of 878′ per NM to **1200′.**
Rwy 23L: (Turbojet Only): Standard (or lower than standard, if authorized) with a minimum ATC climb of 839′ per NM to **1200′.**
Rwy 23R: (Turbojet Only): Standard (or lower than standard, if authorized) with a minimum ATC climb of 783′ per NM to **1200′.**

OBSTACLES
For TAKEOFF OBSTACLE NOTES see 10-3OB1.

INDIANAPOLIS METRO:
Rwy 15: Not authorized- Obstacles.
Rwy 33: Standard (or lower than standard, if authorized).

INDIANAPOLIS REGL:
Rwys 7, 16, 25: Standard (or lower than standard, if authorized).
Rwy 34: 300-1 or standard (or lower than standard, if authorized) with a minimum climb of 347′ per NM to **1100′.**

SHELBYVILLE MUN:
Rwys 1, 19: Standard (or lower than standard, if authorized).
Rwys 9, 27: Not authorized- Environmental.

Gnd speed-KT	75	100	150	200	250	300
347′ per NM	434	578	868	1157	1446	1735
471′ per NM	589	785	1178	1570	1963	2355
783′ per NM	979	1305	1958	2610	3263	3915
839′ per NM	1049	1398	2098	2797	3496	4195
878′ per NM	1098	1463	2195	2927	3658	4390

CHANGES: New procedure at this airport.

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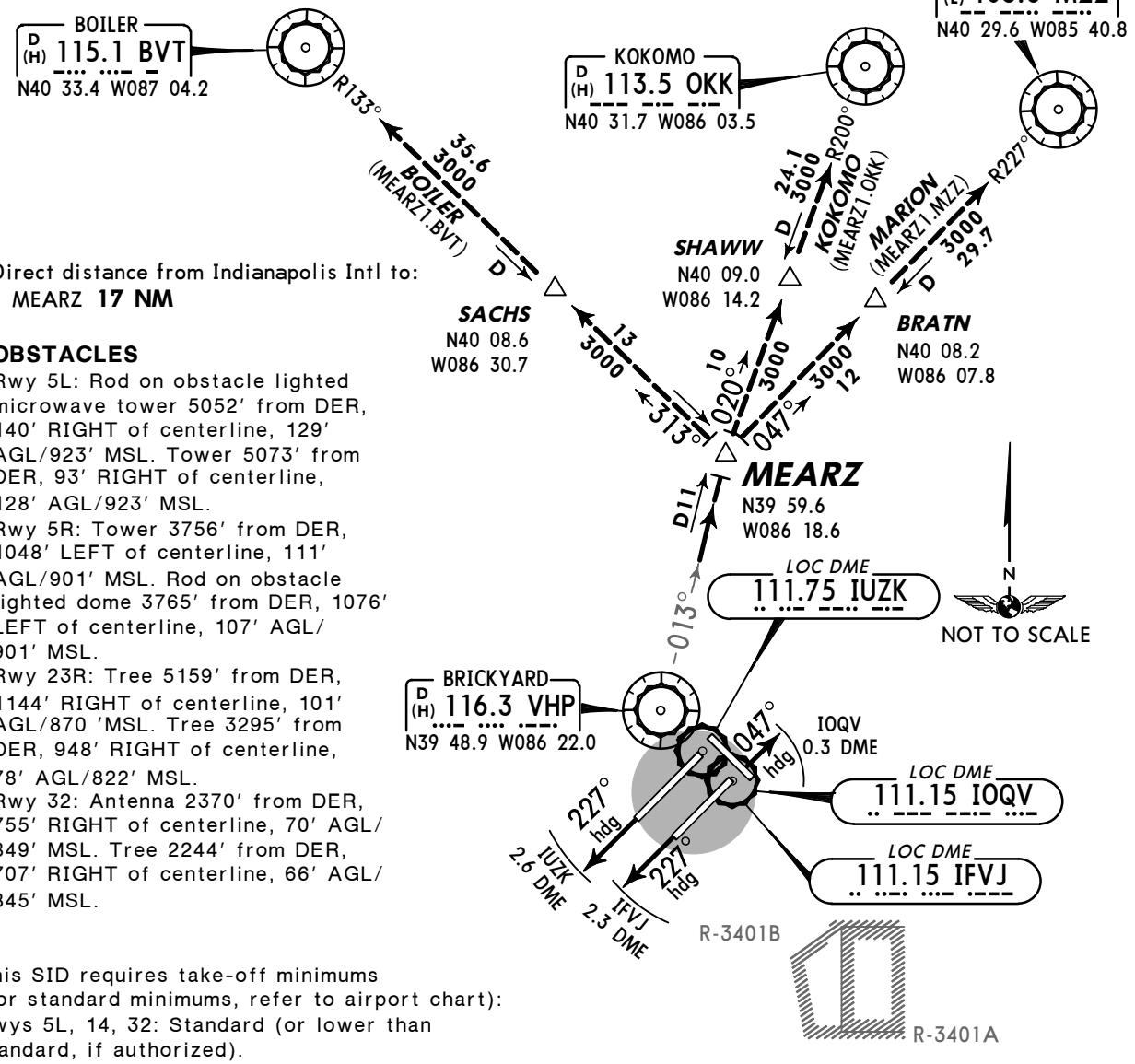
INDIANAPOLIS Departure (R) 124.95	Apt Elev 797′	Trans level: FL180 Trans alt: 18000′ **1. RADAR required.** **2. DME required for take-off Rwys 5R, 23L/R.** 3. Turbojets accelerate to 250 KT until reaching 10000′, if unable advise ATC. 4. Select appropriate localizer/DME frequency/channel prior to departure. 5. Assigned to aircraft with a requested altitude of 11000′ or above.	3100′ MSA VHP VOR

MEARZ ONE DEPARTURE (MEARZ1.MEARZ)



Direct distance from Indianapolis Intl to:
MEARZ **17 NM**

OBSTACLES

Rwy 5L: Rod on obstacle lighted microwave tower 5052′ from DER, 140′ RIGHT of centerline, 129′ AGL/923′ MSL. Tower 5073′ from DER, 93′ RIGHT of centerline, 128′ AGL/923′ MSL.
Rwy 5R: Tower 3756′ from DER, 1048′ LEFT of centerline, 111′ AGL/901′ MSL. Rod on obstacle lighted dome 3765′ from DER, 1076′ LEFT of centerline, 107′ AGL/901′ MSL.
Rwy 23R: Tree 5159′ from DER, 1144′ RIGHT of centerline, 101′ AGL/870 ′MSL. Tree 3295′ from DER, 948′ RIGHT of centerline, 78′ AGL/822′ MSL.
Rwy 32: Antenna 2370′ from DER, 755′ RIGHT of centerline, 70′ AGL/849′ MSL. Tree 2244′ from DER, 707′ RIGHT of centerline, 66′ AGL/845′ MSL.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 5L, 14, 32: Standard (or lower than standard, if authorized).
Rwy 5R: Requires an ATC climb of 878′ per NM to **1200′.**
Rwy 23L: Requires an ATC climb of 839′ per NM to **1200′.**
Rwy 23R: Requires an ATC climb of 783′ per NM to **1200′.**

Gnd speed-KT	75	100	150	200	250	300
783′ per NM	979	1305	1958	2610	3263	3915
839′ per NM	1049	1398	2098	2797	3496	4195
878′ per NM	1098	1463	2195	2927	3658	4390

RWY	INITIAL CLIMB		ALTITUDE
5R (Turbojets Only)	Climb heading 047° until IOQV 0.3 DME and or above, then fly assigned heading.	**1200′**	**MAINTAIN 5000′**
23L (Turbojets Only)	Climb heading 227° until IFVJ 2.3 DME and or above, then fly assigned heading.	**1200′**	
23R (Turbojets Only)	Climb heading 227° until IUZK 2.6 DME and or above, then fly assigned heading.	**1200′**	
All other runways (Turbojets Only)	Climb on assigned heading.		
All other runways (Propeller Only)	Climb on assigned heading.		**MAINTAIN 3000′**

ROUTING

EXPECT RADAR vectors to intercept VHP R-013 to MEARZ, then via transition or assigned route. EXPECT clearance to requested altitude 10 minutes after departure.

CHANGES: Chart reindexed.

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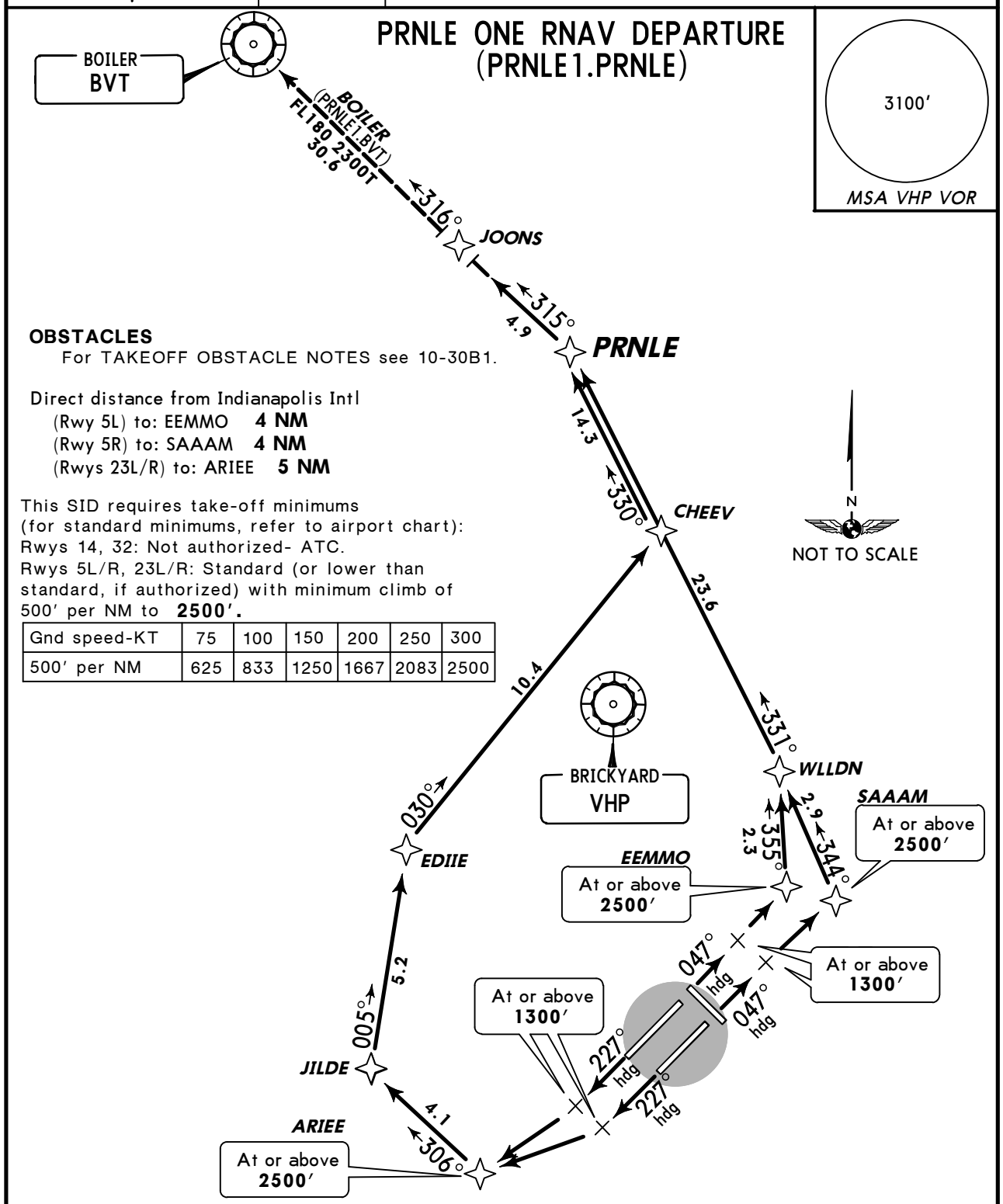
INDIANAPOLIS Departure (R) WEST	EAST	Apt Elev	
119.05	124.95	797′	Trans level: FL180 Trans alt: 18000′ **1. DME/DME/IRU or GPS required. 2. RNAV 1.** 3. RADAR required for non-GPS equipped aircraft. 4. For Turbojet aircraft only. 5. Accelerate to 250 KT, if unable, advise ATC. 6. If unable to accept climb rates, advise ATC on initial contact.

PRNLE ONE RNAV DEPARTURE (PRNLE1.PRNLE)



OBSTACLES
For TAKEOFF OBSTACLE NOTES see 10-30B1.

Direct distance from Indianapolis Intl
(Rwy 5L) to: EEMMO **4 NM**
(Rwy 5R) to: SAAAM **4 NM**
(Rwys 23L/R) to: ARIEE **5 NM**

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 14, 32: Not authorized- ATC.
Rwys 5L/R, 23L/R: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to **2500′.**

Gnd speed-KT	75	100	150	200	250	300
500′ per NM	625	833	1250	1667	2083	2500

RWY	INITIAL CLIMB
5L	Climb heading 047° to **1300′**, then direct EEMMO, cross EEMMO at or above **2500′** , then on depicted route to PRNLE.
5R	Climb heading 047° to **1300′**, then direct SAAAM, cross SAAAM at or above **2500′**, then on depicted route to PRNLE.
23L	Climb heading 227° to **1300′**, then direct ARIEE, cross ARIEE at or above **2500′**, then on depicted route to PRNLE.
23R	Climb heading 227° to **1300′**, then direct ARIEE, cross ARIEE at or above **2500′**, then on depicted route to PRNLE.

ROUTING

At PRNLE, via transition. EXPECT filed altitude ten minutes after departure.

CHANGES: New procedure at this airport.

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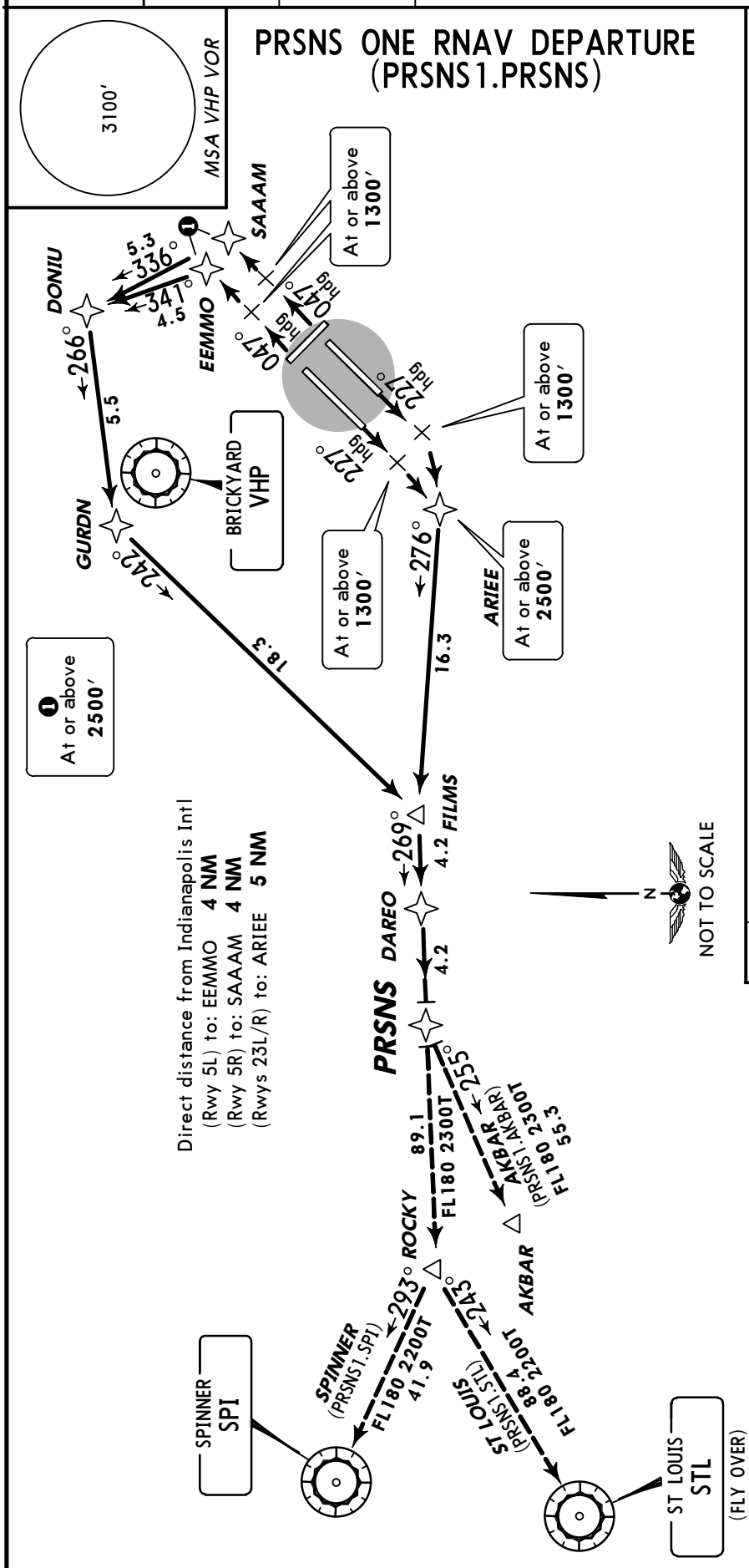
INDIANAPOLIS Departure (R)		Apt Elev	
WEST	EAST	797′	Trans level: FL180 Trans alt: 18000′ **1. DME/DME/IRU or GPS required. 2. RNAV 1.** 3. RADAR required for non-GPS equipped aircraft. 4. For Turbojet aircraft only. 5. Accelerate to 250 KT, if unable, advise ATC. 6. AKBAR transition use limited to departure aircraft landing STL. 7. If unable to accept climb rates, advise ATC on initial contact.
119.05	124.95		

PRSNS ONE RNAV DEPARTURE (PRSNS1.PRSNS)



RWY	INITIAL CLIMB
5L	Climb heading 047° to **1300′**, then direct EEMMO, cross EEMMO at or above **2500′**, then on depicted route to PRSNS.
5R	Climb heading 047° to **1300′**, then direct SAAAM, cross SAAAM at or above **2500′**, then on depicted route to PRSNS.
23L	Climb heading 227° to **1300′**, then RIGHT turn direct ARIEE, cross ARIEE at or above **2500′**, then on depicted route to PRSNS.
23R	Climb heading 227° to **1300′**, then direct ARIEE, cross ARIEE at or above **2500′**, then on depicted route to PRSNS.

ROUTING

At PRSNS, via transition. EXPECT filed altitude ten minutes after departure.

OBSTACLES

For TAKEOFF OBSTACLE NOTES see 10-3OB1.
This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 14, 32: Not authorized- ATC.
Rwys 5L/R, 23L/R: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to **2500′**.

Gnd speed-KT	75	100	150	200	250	300
500′ per NM	625	833	1250	1667	2083	2500

CHANGES: New procedure at this airport.

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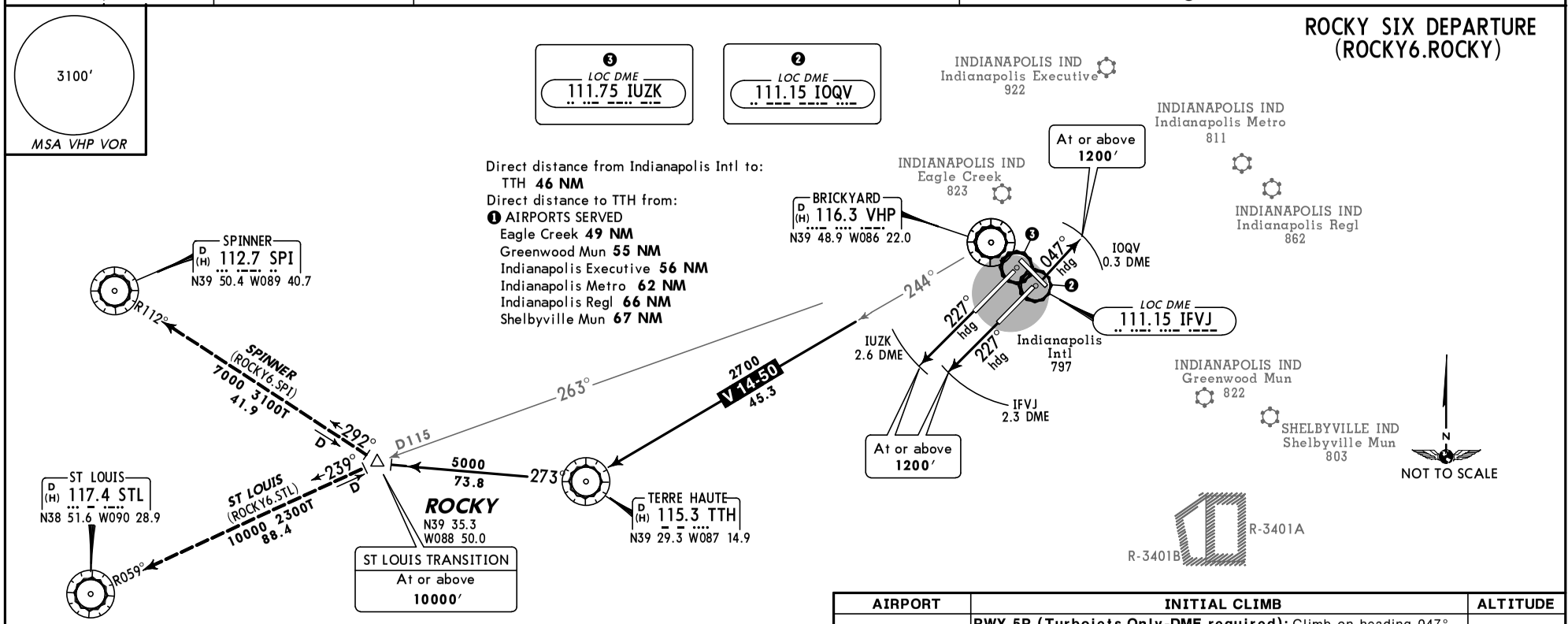
INDIANAPOLIS Departure (R) WEST	EAST	Apt Elev See graphic	Trans level: FL180 Trans alt: 18000′	**1. RADAR required.** 2. Select appropriate localizer/DME frequency/channel prior to departure. 3. Assigned to aircraft with a requested altitude of 11000′ or above. 4. Turbojets accelerate to 250 KT until reaching 10000′, if unable advise ATC. 5. Also Serves ❶
119.05	124.95			

ROCKY SIX DEPARTURE (ROCKY6.ROCKY)



Direct distance from Indianapolis Intl to:
TTH **46 NM**
Direct distance to TTH from:
❶ AIRPORTS SERVED
Eagle Creek **49 NM**
Greenwood Mun **55 NM**
Indianapolis Executive **56 NM**
Indianapolis Metro **62 NM**
Indianapolis Regl **66 NM**
Shelbyville Mun **67 NM**

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

EAGLE CREEK:
Rwys 3, 21: Standard (or lower than standard, if authorized).

GREENWOOD MUN:
Rwy 1: Standard (or lower than standard, if authorized).
Rwy 19: 300-1 or standard (or lower than standard, if authorized) with a minimum climb of 471′ per NM to **1200′.**

INDIANAPOLIS EXECUTIVE:
Rwys 18, 36: Standard (or lower than standard, if authorized).

INDIANAPOLIS INTL:
Rwys 5L, 14, 32: Standard (or lower than standard, if authorized).
Rwys 5R, 23L/R: (Propeller Only) Standard (or lower than standard, if authorized).
Rwy 5R: (Turbojet Only) Standard (or lower than standard, if authorized) with a minimum ATC climb of 878′ per NM to **1200′.**
Rwy 23L: (Turbojet Only): Standard (or lower than standard, if authorized) with a minimum ATC climb of 839′ per NM to **1200′.**
Rwy 23R: (Turbojet Only): Standard (or lower than standard, if authorized) with a minimum ATC climb of 783′ per NM to **1200′.**

OBSTACLES
For TAKEOFF OBSTACLE NOTES see 10-3OB1.

INDIANAPOLIS METRO:
Rwy 15: Not authorized- Obstacles.
Rwy 33: Standard (or lower than standard, if authorized).

INDIANAPOLIS REGL:
Rwys 7, 16, 25: Standard (or lower than standard, if authorized).
Rwy 34: 300-1 or standard (or lower than standard, if authorized) with a minimum climb of 347′ per NM to **1100′.**

SHELBYVILLE MUN:
Rwys 1, 19: Standard (or lower than standard, if authorized).
Rwys 9, 27: Not authorized- Environmental.

Gnd speed-KT	75	100	150	200	250	300
347′ per NM	434	578	868	1157	1446	1735
471′ per NM	589	785	1178	1570	1963	2355
783′ per NM	979	1305	1958	2610	3263	3915
839′ per NM	1049	1398	2098	2797	3496	4195
878′ per NM	1098	1463	2195	2927	3658	4390

AIRPORT	INITIAL CLIMB	ALTITUDE
INDIANAPOLIS INTL	**RWY 5R (Turbojets Only-DME required):** Climb on heading 047° to cross IOQV 0.3 DME at or above **1200′**, then on assigned heading 047° or 070°. **RWY 23L (Turbojets Only-DME required):** Climb on heading 227° to cross IFVJ 2.3 DME at or above **1200′,** then on assigned heading 210°, 227° or 242°. **RWY 23R (Turbojets Only-DME required):** Climb on heading 227° to cross IUZK 2.6 DME at or above **1200′,** then on assigned heading 227° or 212°. **ALL OTHER RWYS (Turbojets Only):** Climb on assigned heading.	**MAINTAIN 5000′**
	ALL RWYS (Propeller Only): Climb on assigned heading.	**MAINTAIN 3000′**
EAGLE CREEK	**RWY 3:** Climb heading 028° to **2100′** before turning RIGHT, then on assigned heading to assigned altitude.	
GREENWOOD MUNI	**RWY 1:** Climb heading 010° to **1500′** before turning RIGHT, then on assigned heading to assigned altitude.	
INDIANAPOLIS METRO	**RWY 33:** Climb heading 329° to **1400′** before turning LEFT, then on assigned heading to assigned altitude.	
INDIANAPOLIS REGL	**RWY 25:** Climb heading 270° to **2000′** before turning LEFT, then on assigned heading to assigned altitude.	
ALL OTHER AUTHORIZED RWYS/ AIRPORTS	Climb on assigned heading to assigned altitude.	

ROUTING

EXPECT RADAR vectors to join VHP R-244 to TTH, then via TTH R-273 to ROCKY, then via transition or assigned route. EXPECT clearance to requested altitude 10 minutes after departure.

CHANGES: None.

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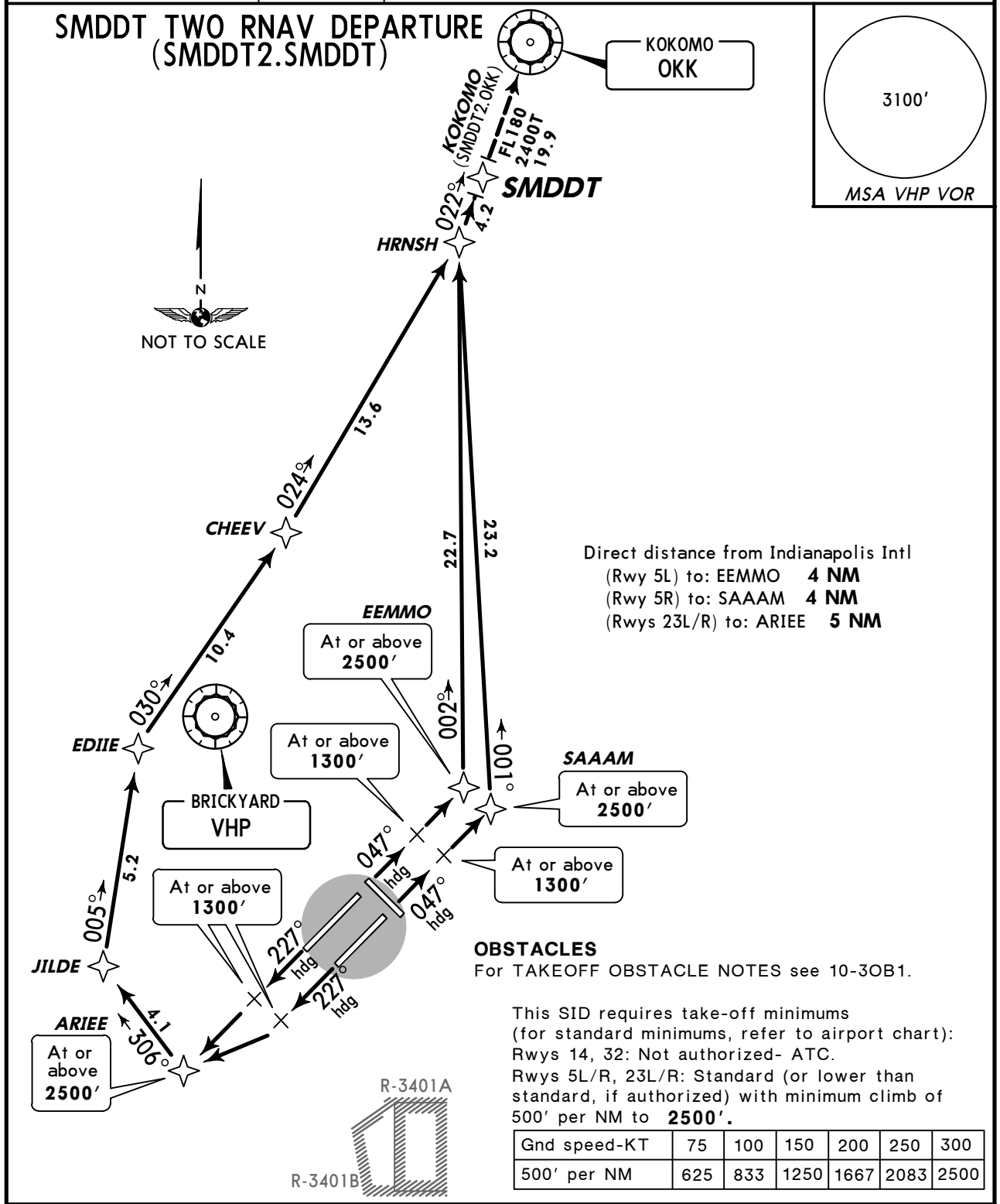
INDIANAPOLIS Departure (R) WEST	EAST	Apt Elev	
119.05	124.95	797′	Trans level: FL180 Trans alt: 18000′ **1. DME/DME/IRU or GPS required. 2. RNAV 1.** 3. RADAR required for non-GPS equipped aircraft. 4. For Turbojet aircraft only. 5. Accelerate to 250 KT, if unable, advise ATC. 6. If unable to accept climb rates, advise ATC on initial.

SMDDT TWO RNAV DEPARTURE (SMDDT2.SMDDT)



OBSTACLES
For TAKEOFF OBSTACLE NOTES see 10-3OB1.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 14, 32: Not authorized- ATC.
Rwys 5L/R, 23L/R: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to **2500′.**

Gnd speed-KT	75	100	150	200	250	300
500′ per NM	625	833	1250	1667	2083	2500

RWY	INITIAL CLIMB
5L	Climb heading 047° to **1300′**, then direct EEMMO, cross EEMMO at or above **2500′**, then on depicted route to SMDDT.
5R	Climb heading 047° to **1300′**, then direct SAAAM, cross SAAAM at or above **2500′**, then on depicted route to SMDDT.
23L	Climb heading 227° to **1300′**, then RIGHT turn direct ARIEE, cross ARIEE at or above **2500′**, then on depicted route to SMDDT.
23R	Climb heading 227° to **1300′**, then direct ARIEE, cross ARIEE at or above **2500′**, then on depicted route to SMDDT.

ROUTING

At SMDDT via transition. EXPECT filed altitude ten minutes after departure.

CHANGES: Procedure renumbered, note.

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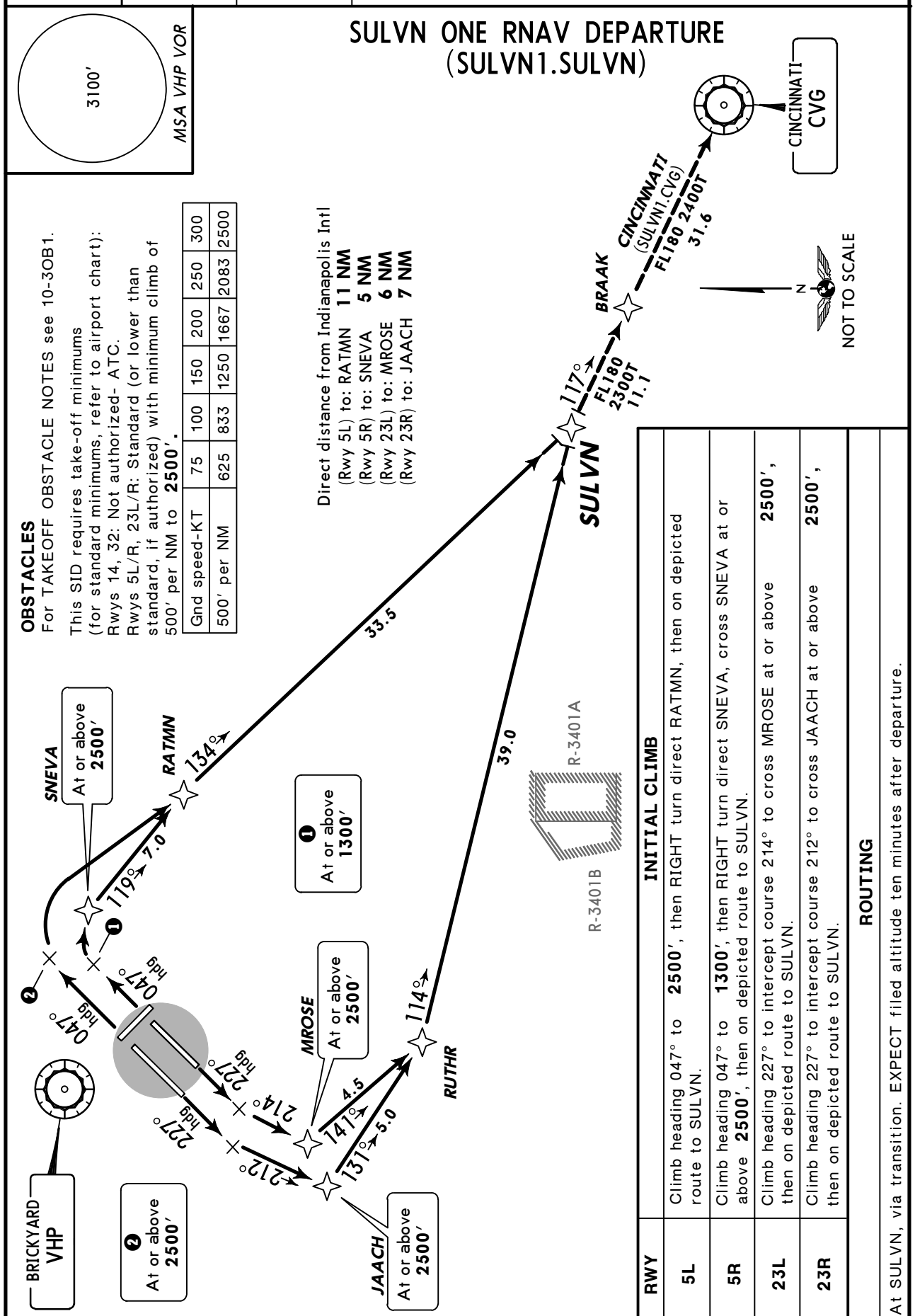
INDIANAPOLIS Departure (R)		Apt Elev	
WEST	EAST	797′	
119.05	124.95		

Trans level: FL180 Trans alt: 18000′
1. DME/DME/IRU or GPS required. 2. RNAV 1.
3. RADAR required for non-GPS equipped aircraft.
4. For Turbojet aircraft only. 5. Accelerate to 250 KT, if unable, advise ATC. 6. Departure procedure limited to aircraft with departure time between 0200-0500 local.
7. If unable to accept climb rates, advise ATC on initial contact.

SULVN ONE RNAV DEPARTURE (SULVN1.SULVN)



OBSTACLES
For TAKEOFF OBSTACLE NOTES see 10-3OB1.

This SID requires take-off minimums (for standard minimums, refer to airport chart): Rwys 14, 32: Not authorized- ATC. Rwys 5L/R, 23L/R: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to **2500′**.

Gnd speed-KT	75	100	150	200	250	300
500′ per NM	625	833	1250	1667	2083	2500

Direct distance from Indianapolis Intl
(Rwy 5L) to: RATMN **11 NM**
(Rwy 5R) to: SNEVA **5 NM**
(Rwy 23L) to: MROSE **6 NM**
(Rwy 23R) to: JAACH **7 NM**

INITIAL CLIMB

RWY	
5L	Climb heading 047° to **2500′**, then RIGHT turn direct RATMN, then on depicted route to SULVN.
5R	Climb heading 047° to **1300′**, then RIGHT turn direct SNEVA, cross SNEVA at or above **2500′**, then on depicted route to SULVN.
23L	Climb heading 227° to intercept course 214° to cross MROSE at or above **2500′**, then on depicted route to SULVN.
23R	Climb heading 227° to intercept course 212° to cross JAACH at or above **2500′**, then on depicted route to SULVN.

ROUTING

At SULVN, via transition. EXPECT filed altitude ten minutes after departure.

CHANGES: New procedure at this airport.

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TAKEOFF OBSTACLE NOTES

EAGLE CREEK

◦ RWY 3:
Antenna on building 859′ from DER, 524′ RIGHT of centerline, 35′ AGL/851′ MSL. Pole 507′ from DER, 631′ LEFT of centerline, 38′ AGL/860′ MSL. Multiple trees beginning 2015′ from DER, 583′ LEFT of centerline, up to 89′ AGL/904′ MSL.

◦ RWY 21:
Airport beacon 10′ from DER, 464′ LEFT of centerline, 54′ AGL/867′ MSL. Pole 167′ from DER, 385′ LEFT of centerline, 33′ AGL/848′ MSL. Antenna on building 363′ from DER, 258′ LEFT of centerline, 14′ AGL/828′ MSL. Poles 699′ from DER, 38′ AGL/849′ MSL. Multiple trees beginning 1383′ from DER, 57′ LEFT of centerline, up to 94′ AGL/904′ MSL. Vehicles on road 310′ from DER, RIGHT and LEFT of centerline, 15′ AGL/833′ MSL. Trees 677′ from DER, 522′ RIGHT of centerline, 99′ AGL/889′ MSL. Multiple trees beginning 761′ from DER, 267′ RIGHT of centerline, up to 111′ AGL/901′ MSL.

GREENWOOD MUN

◦ RWY 1:
Hangar 72′ from DER, 500′ LEFT of centerline, 23′ AGL/839′ MSL. Pole 525′ from DER, 224′ LEFT of centerline, 17′ AGL/833′ MSL. Pole 689′ from DER, 627′ LEFT of centerline, 46′ AGL/864′ MSL. Multiple trees beginning 1274′ from DER, 394′ LEFT of centerline, up to 85′ AGL/899′ MSL. Building 558′ from DER, 409′ RIGHT of centerline, 40′ AGL/858′ MSL. Pole 1263′ from DER, 722′ RIGHT of centerline, 37′ AGL/860′ MSL. Pole 1276′ from DER, 482′ RIGHT of centerline, 34′ AGL/856′ MSL. Multiple trees beginning 2636′ from DER, 375′ RIGHT of centerline, up to 77′ AGL/898′ MSL.

◦ RWY 19:
REIL 38′ from DER, 75′ RIGHT and LEFT of centerline, 3′ AGL/823′ MSL. Multiple trees 1168′ from DER, 288′ LEFT of centerline, up to 67′ AGL/887′ MSL. Trees 3111′ from DER, 632′ LEFT of centerline, 64′ AGL/914′ MSL. Multiple trees beginning 1577′ from DER, 379′ RIGHT of centerline, up to 82′ AGL/902′ MSL. Trees 2832′ from DER, 385′ RIGHT of centerline, 88′ AGL/923′ MSL. Tank 4134′ from DER, 70′ RIGHT of centerline, 120′ AGL 985′ MSL.

INDIANAPOLIS EXECUTIVE

◦ RWY 18:
Tree 1870′ from DER, 524′ LEFT of centerline, 52′ AGL/971′ MSL.

◦ RWY 36:
Poles 1115′ from DER, 321′ LEFT of centerline, 33′ AGL/958′ MSL. Multiple trees beginning 1257′ from DER, 320′ RIGHT of centerline, up to 80′ AGL/999′ MSL. Multiple trees beginning 2266′ from DER, LEFT and RIGHT of centerline, up to 126′ AGL/1035′ MSL.

INDIANAPOLIS INTL

◦ RWY 5L:
Rod on obstacle lighted microwave tower 5052′ from DER, 140′ RIGHT of centerline, 129′ AGL/923′ MSL. Tower 5073′ from DER, 93′ RIGHT of centerline, 128′ AGL/923′ MSL.

◦ RWY 5R:
Tower 3756′ from DER, 1048′ LEFT of centerline, 111′ AGL/901′ MSL. Rod on obstacle lighted dome 3765′ from DER, 1076′ LEFT of centerline, 107′ AGL/901′ MSL.

◦ RWY 23R:
Tree 3295′ from DER, 948′ RIGHT of centerline, 78′ AGL/822′ MSL. Tree 5159′ from DER, 1144′ RIGHT of centerline, 101′ AGL/870′ MSL.

◦ RWY 32:
Antenna 2370′ from DER, 755′ RIGHT of centerline, 70′ AGL/849′ MSL. Tree 2244′ from DER, 707′ RIGHT of centerline, 66′ AGL/845′ MSL.

CHANGES: New obstacle notes.

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TAKEOFF OBSTACLE NOTES (CONTD)

INDIANAPOLIS METRO

◦ RWY 33:
Vehicles on road 367′ from DER, crossing LEFT and RIGHT of centerline, up to 15′ AGL/799′ MSL. Trees beginning 682′ from DER, 69′ RIGHT of centerline, up to 100′ AGL/879′ MSL. Trees beginning 1805′ from DER, 648′ LEFT of centerline, up to 100′ AGL/874′ MSL.

INDIANAPOLIS REGL

◦ RWY 7:
Trees beginning 1318′ from DER, 751′ RIGHT of centerline, up to 100′ AGL/959′ MSL.

◦ RWY 16:
Trees beginning 1635′ from DER, 668′ LEFT of centerline, up to 100′ AGL/969′ MSL. Windsock 235′ from DER, 549′ RIGHT of centerline, 9′ AGL/864′ MSL.

◦ RWY 25:
Tree 2348′ from DER, 993′ LEFT of centerline, 100′ AGL/969′ MSL.

◦ RWY 34:
Trees beginning 1640′ from DER, 311′ LEFT of centerline, up to 100′ AGL/964′ MSL. Antennas and towers beginning 3682′ from DER, 1366′ RIGHT of centerline, up to 167′ AGL/1022′ MSL.

SHELBYVILLE MUN

◦ RWY 1:
Trees 1111′ from DER, 753′ RIGHT of centerline, 69′ AGL/869′ MSL.

◦ RWY 19:
Trees 2180′ from DER, 261′ RIGHT of centerline, 100′ AGL/899′ MSL. Trees 2696′ from DER, 498′ LEFT of centerline, 100′ AGL/899′ MSL.

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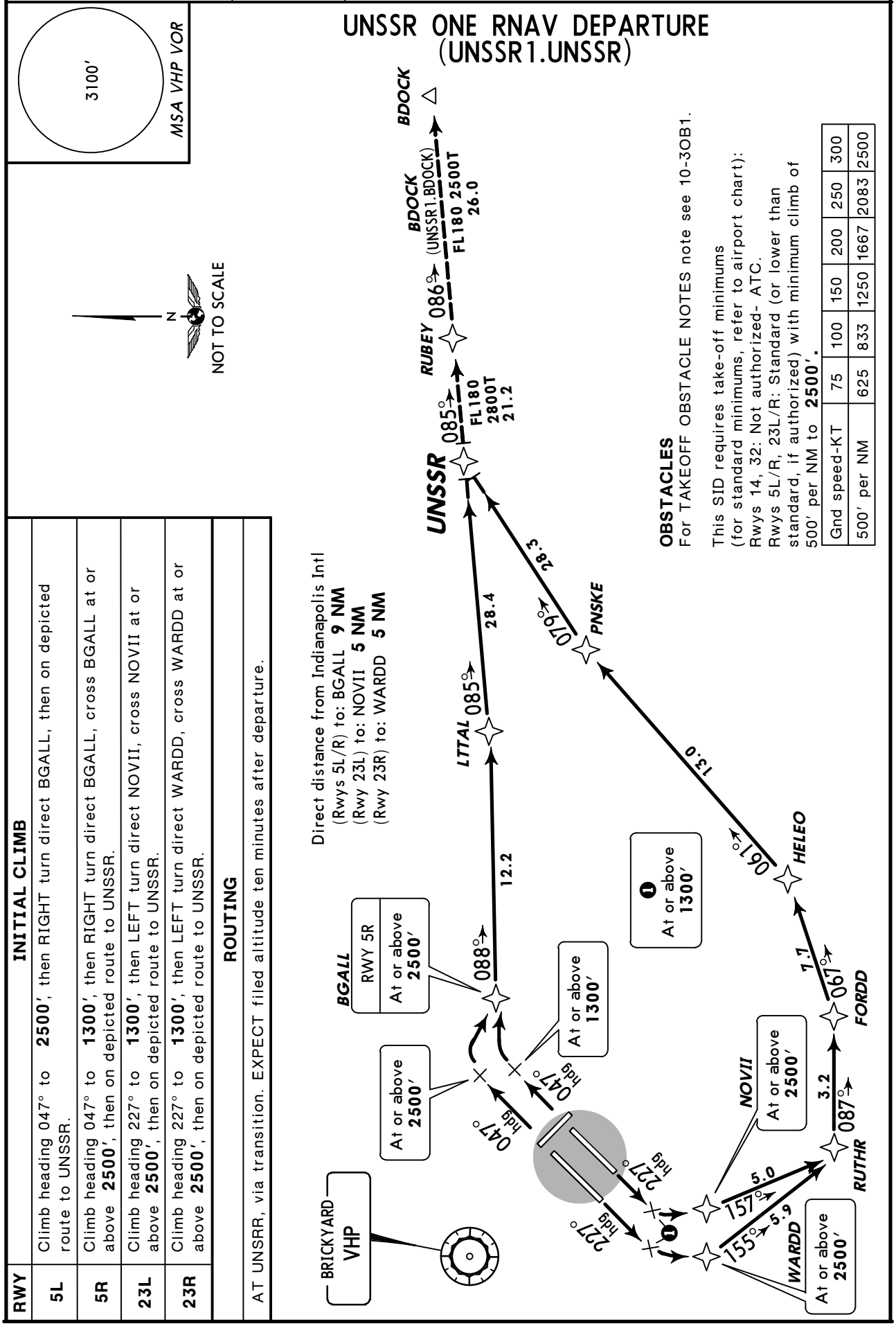
INDIANAPOLIS Departure (R)		
WEST	EAST	Apt Elev
119.05	124.95	797′

Trans level: FL180 Trans alt: 18000′

1. DME/DME/IRU or GPS required. 2. RNAV 1.
3. RADAR required for non-GPS equipped aircraft.
4. For Turbojet aircraft only.
5. If unable to accept climb rates, advise ATC on initial contact.
6. Accelerate to 250 KT, if unable, advise ATC.

UNSSR ONE RNAV DEPARTURE (UNSSR1.UNSSR)



Direct distance from Indianapolis Intl
(Rwys 5L/R) to: BGALL **9 NM**
(Rwy 23L) to: NOVII **5 NM**
(Rwy 23R) to: WARDD **5 NM**

OBSTACLES
For TAKEOFF OBSTACLE NOTES note see 10-3OB1.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 14, 32: Not authorized- ATC.
Rwys 5L/R, 23L/R: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to **2500′.**

Gnd speed-KT	75	100	150	200	250	300
500′ per NM	625	833	1250	1667	2083	2500

INITIAL CLIMB

RWY	
5L	Climb heading 047° to **2500′**, then RIGHT turn direct BGALL, then on depicted route to UNSSR.
5R	Climb heading 047° to **1300′**, then RIGHT turn direct BGALL, cross BGALL at or above **2500′**, then on depicted route to UNSSR.
23L	Climb heading 227° to **1300′**, then LEFT turn direct NOVII, cross NOVII at or above **2500′**, then on depicted route to UNSSR.
23R	Climb heading 227° to **1300′**, then LEFT turn direct WARDD, cross WARDD at or above **2500′**, then on depicted route to UNSSR.

ROUTING

AT UNSRR, via transition. EXPECT filed altitude ten minutes after departure.

CHANGES: New procedure at this airport.

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KIND/IND

Apt Elev **797′**

N39 43.0 W086 17.7

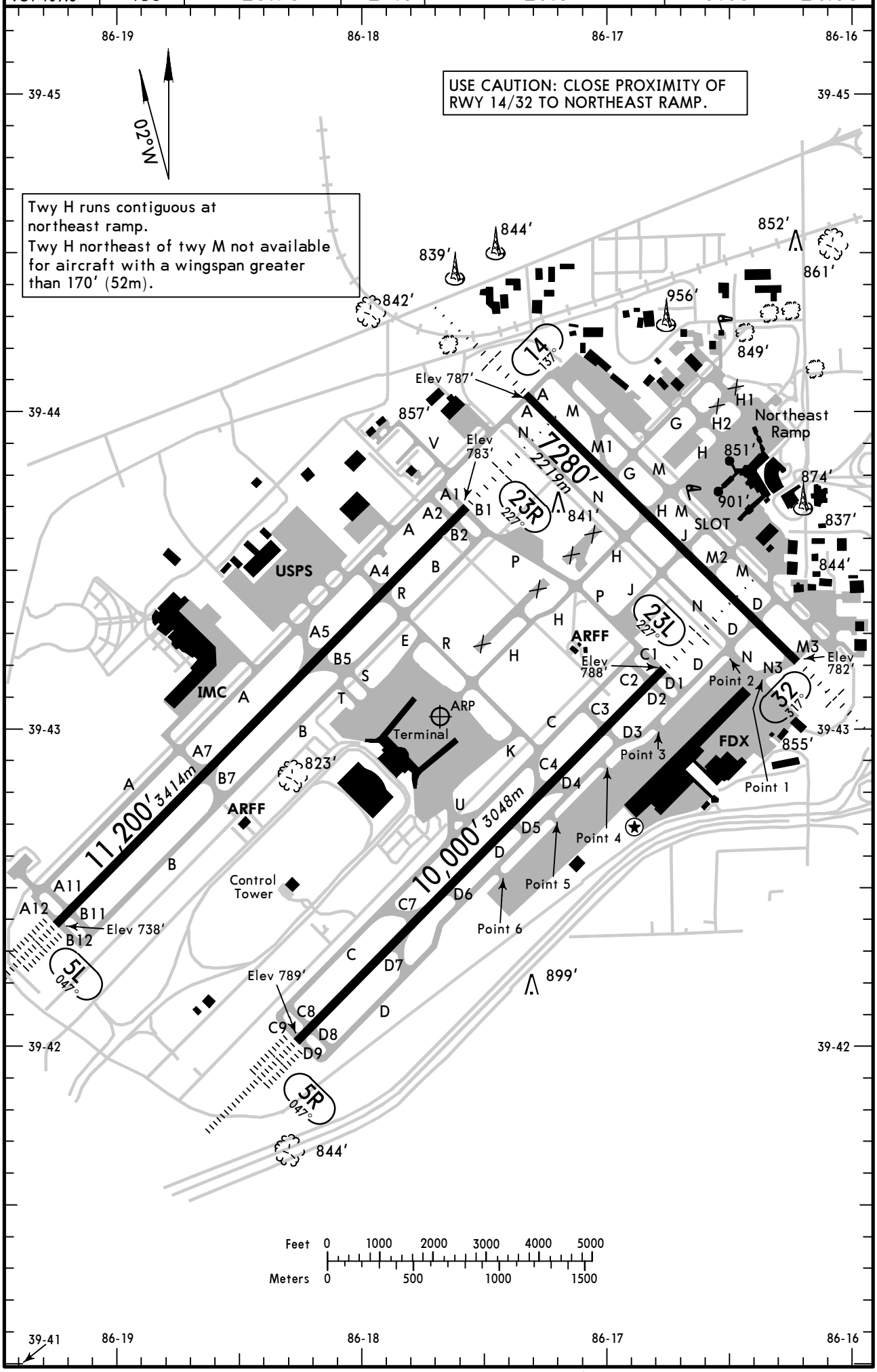
JEPPESEN

3 FEB 12 (10-9)

INDIANAPOLIS, IND

INDIANAPOLIS INTL

D-ATIS	ACARS:	INDY Clearance (Cpt)	Ground	Tower	INDIANAPOLIS Departure (R)	
					West	East
134.25	D-ATIS TWIP PDC	128.75	121.9	120.9	119.05	124.95
VOT 109.6						



CHANGES: Taxiway J opened northeast of taxiway M.

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GENERAL

Low-level wind shear alert system.
Birds in vicinity of airport.
Terminal Doppler Weather Radar.
Primary student touch and go landings not permitted.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
5L	HIRL CL ALSF-II TDZ ❶ PAPI-L grooved RVR		10,210' *3112m*		150' *46m*
23R	HIRL CL MALSR ❶ PAPI-L grooved RVR		10,040' *3060m*		
❶ Angle 3.0°.					
5R	HIRL CL ALSF-II TDZ ❷ PAPI-L grooved RVR		8968' *2733m*		150' *46m*
23L	HIRL CL MALSR ❷ PAPI-R grooved RVR		8887' *2709m*		
❷ Angle 3.0°.					
14	HIRL MALSR ❸ PAPI-L (angle 3.0°) grooved RVR		6306' *1922m*		150' *46m*
32	HIRL MALSR PAPI-R (angle 3.0°) grooved RVR		6355' *1937m*		
❸ Unusable beyond 8° right of course.					

TAKE-OFF

Rwys 5L/R, 23R

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 Mid RVR 5 Rollout RVR 5	TDZ RVR 10 Mid RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1

Rwy 23L

Both RVRs are required & controlling.		Adequate Vis Ref	STD	
CL & HIRL	CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng
TDZ RVR 5 Rollout RVR 5	TDZ RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1

Rwys 14, 32

Both RVRs are required & controlling.	Adequate Vis Ref	STD	
RCLM & HIRL		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

FOR FILING AS ALTERNATE

	ILS Rwy 5L ILS Rwy 5R ILS Rwy 14	ILS Rwy 23L ILS Rwy 23R ILS Rwy 32	LOC Rwy 5L LOC Rwy 5R LOC Rwy 14 LOC Rwy 23L LOC Rwy 23R LOC Rwy 32	RNAV (GPS) Y Rwy 5L RNAV (GPS) Y Rwy 5R RNAV (GPS) Y Rwy 14 RNAV (GPS) Y Rwy 23L RNAV (GPS) Y Rwy 23R RNAV (GPS) Y Rwy 32 RNAV (RNP) Z Rwy 5L RNAV (RNP) Z Rwy 23R	Other
A B C D	700-2		800-2		NA

AMEND 3

CHANGES: None.

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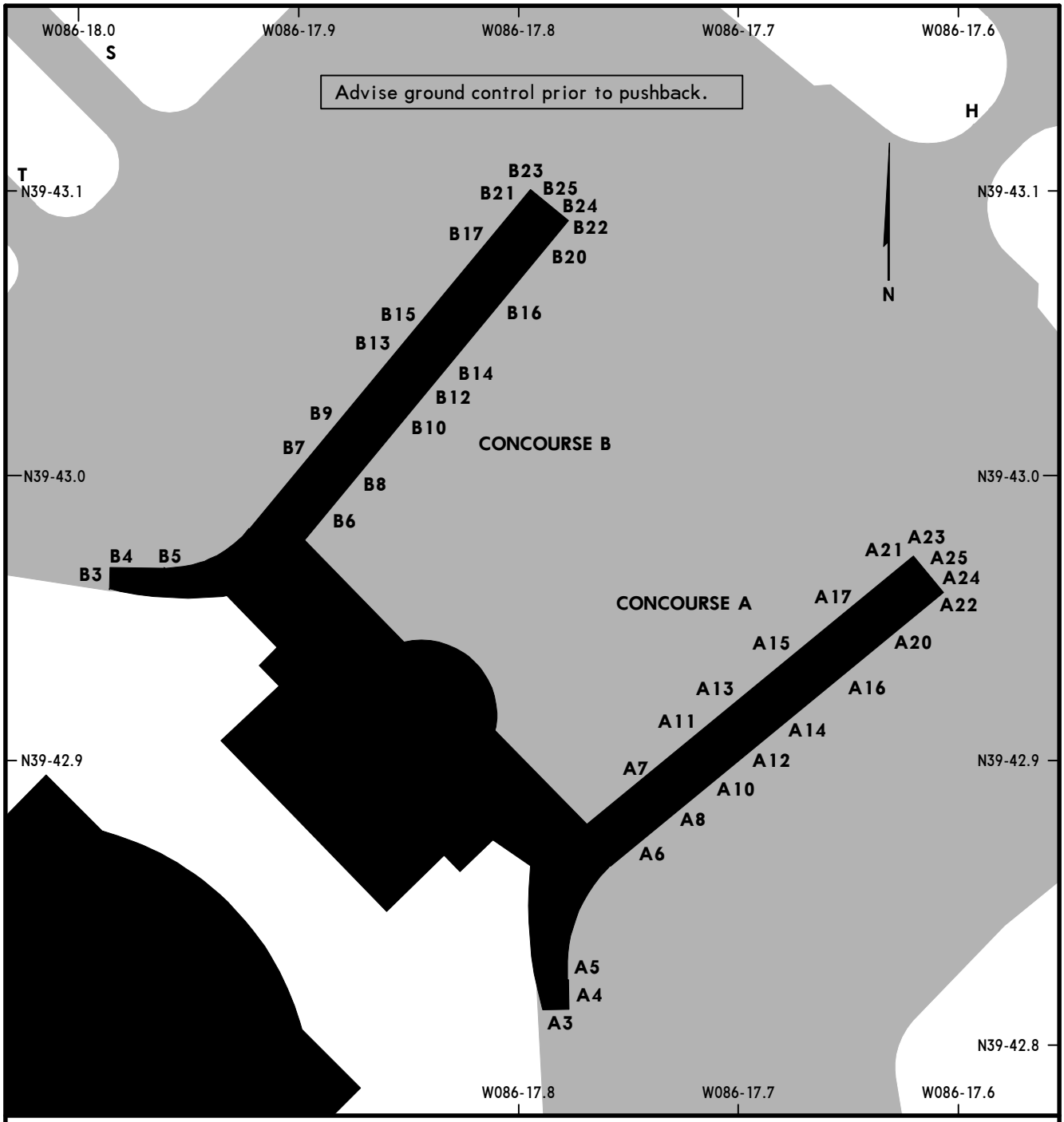

PARKING GATE COORDINATES

GATE No.	COORDINATES	GATE No.	COORDINATES
CONCOURSE A		**CONCOURSE B**	
A3, A4, A5	N39 42.8 W086 17.8	B3, B4, B5	N39 43.0 W086 18.0
A6, A7, A8	N39 42.9 W086 17.7	B6 thru B9	N39 43.0 W086 17.9
A10 thru A15	N39 42.9 W086 17.7	B10, B12	N39 43.0 W086 17.8
A16	N39 42.9 W086 17.6	B13	N39 43.0 W086 17.9
A17	N39 43.0 W086 17.7	B14	N39 43.0 W086 17.8
A20	N39 42.9 W086 17.6	B15, B16, B17	N39 43.1 W086 17.8
A21 thru A25	N39 43.0 W086 17.6	B20 thru B25	N39 43.1 W086 17.8

CHANGES: Printing sequence.

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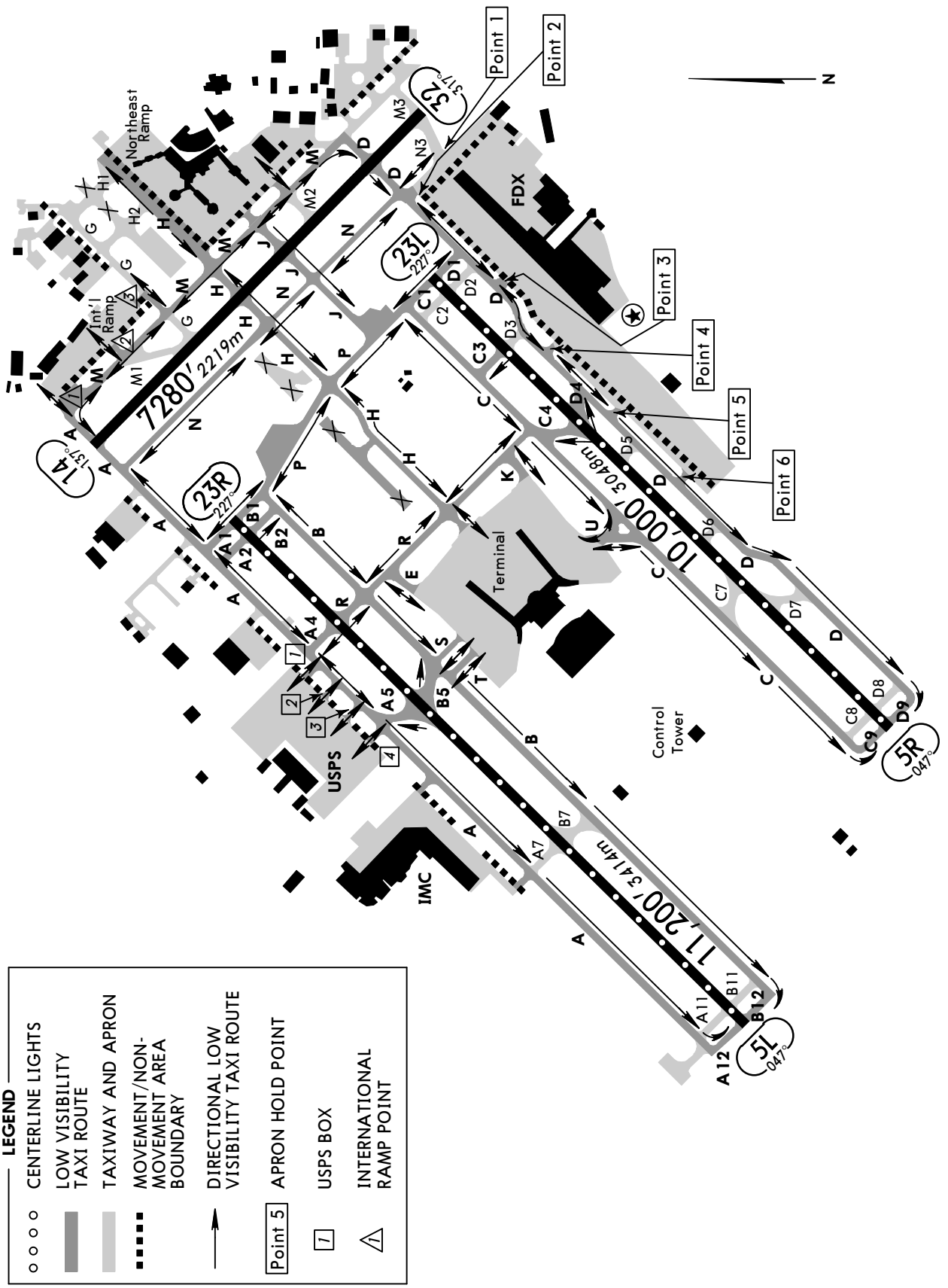
LESS THAN RVR 1200 to 600

D-ATIS	ACARS:	INDY Clearance (Cpt)	Ground	Tower	INDIANAPOLIS Departure (R)	
					West	East
134.25	D-ATIS TWIP PDC	128.75	121.9	120.9	119.05	124.95
VOT 109.6						



CHANGES: Twy J opened northeast of Twy M.

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KIND/IND
INDIANAPOLIS INTL

JEPPESEN

4 MAR 11 (11-1)

INDIANAPOLIS, IND
ILS or LOC Rwy 5L

BRIEFING STRIP ™

D-ATIS	INDIANAPOLIS Approach (R)	INDY Tower	Ground
134.25	119.3	120.9	121.9

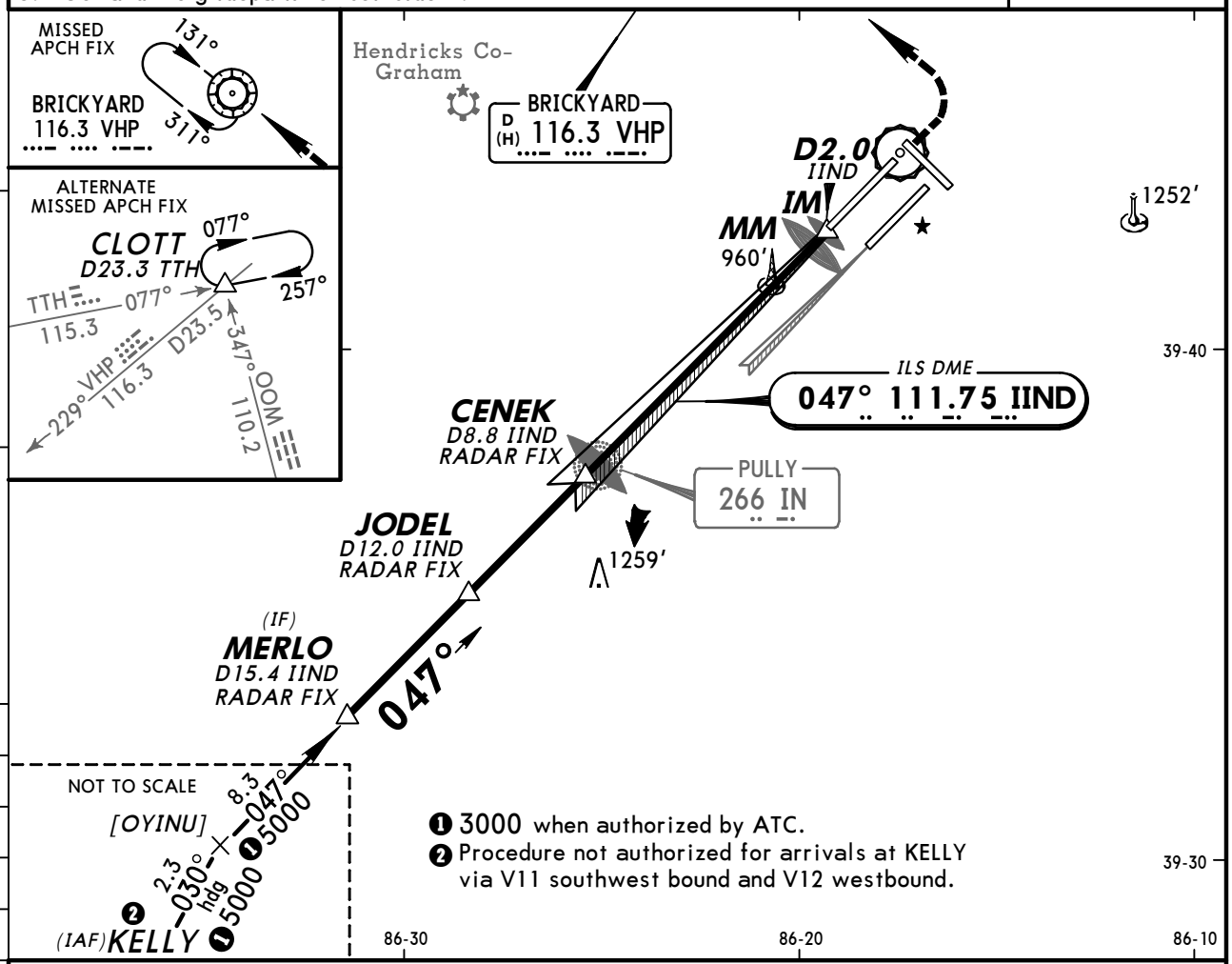
LOC IIND	Final Apch Crs	GS CENEK	ILS DA(H)	Apt Elev 797′
111.75	047°	3000′ (2252′)	948′ (200′)	TDZE 748′

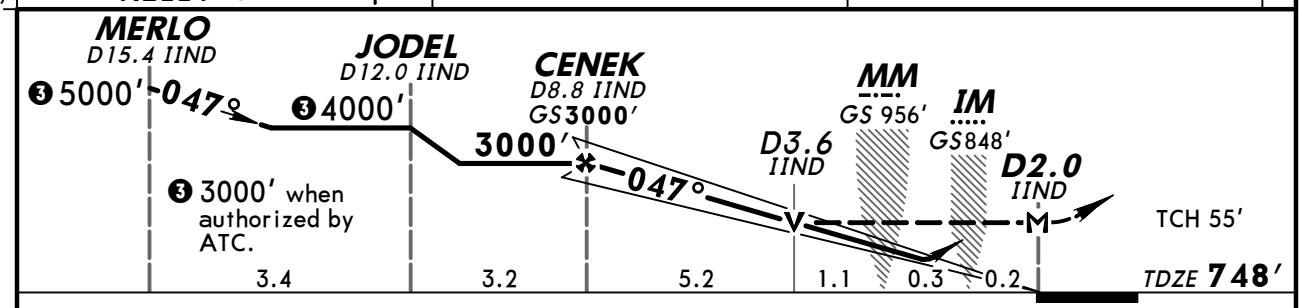
MISSED APCH: Climb to 1700′ then climbing LEFT turn to 3000′ direct VHP VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME or RADAR required. 2. Simultaneous approach authorized with Rwy 5R.
3. VGSI and ILS glidepath not coincident.

3100′
MSA VHP VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	484	538	646	753	861
MAP at D2.0 IIND or CENEK to MAP	6.8	5:50	4:32	4:05	3:24	2:55	2:33

ALSF-II PAPI 1700′ 3000′ LT D VHP 116.3

STRAIGHT-IN LANDING RWY 5L

	ILS DA(H) 948′(200′) FULL	TDZ or CL out	ALS out	LOC (GS out) MDA(H) 1300′(552′)	ALS out	CIRCLE-TO-LAND Max Kts	MDA(H)
A	RVR 18 or ½	RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 50 or 1	90	1420′ (623′)-1
B						120	
C				RVR 50 or 1	1½	140	1420′ (623′)-1¾
D				RVR 60 or 1¼	1¾	165	1420′ (623′)-2

TERPS AMEND 3B 10 MAR 2011

CHANGES: None.

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KIND/IND
INDIANAPOLIS INTL

JEPPESEN

4 MAR 11 (11-1A)

INDIANAPOLIS, IND
ILS Rwy 5L CAT II & III

D-ATIS	INDIANAPOLIS Approach (R)	INDY Tower	Ground
134.25	119.3	120.9	121.9

LOC	Final Apch Crs	GS	CAT IIIC	CAT IIIB	CAT IIIA	CAT II ILS	Apt Elev
IIND 111.75	047°	CENEK 3000′ (2252′)	NA	Refer to Minimums		RA 118′ DA(H) 848′ (100′)	797′ TDZE 748′

MISSED APCH: Climb to 1700′ then climbing LEFT turn to 3000′ direct VHP VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

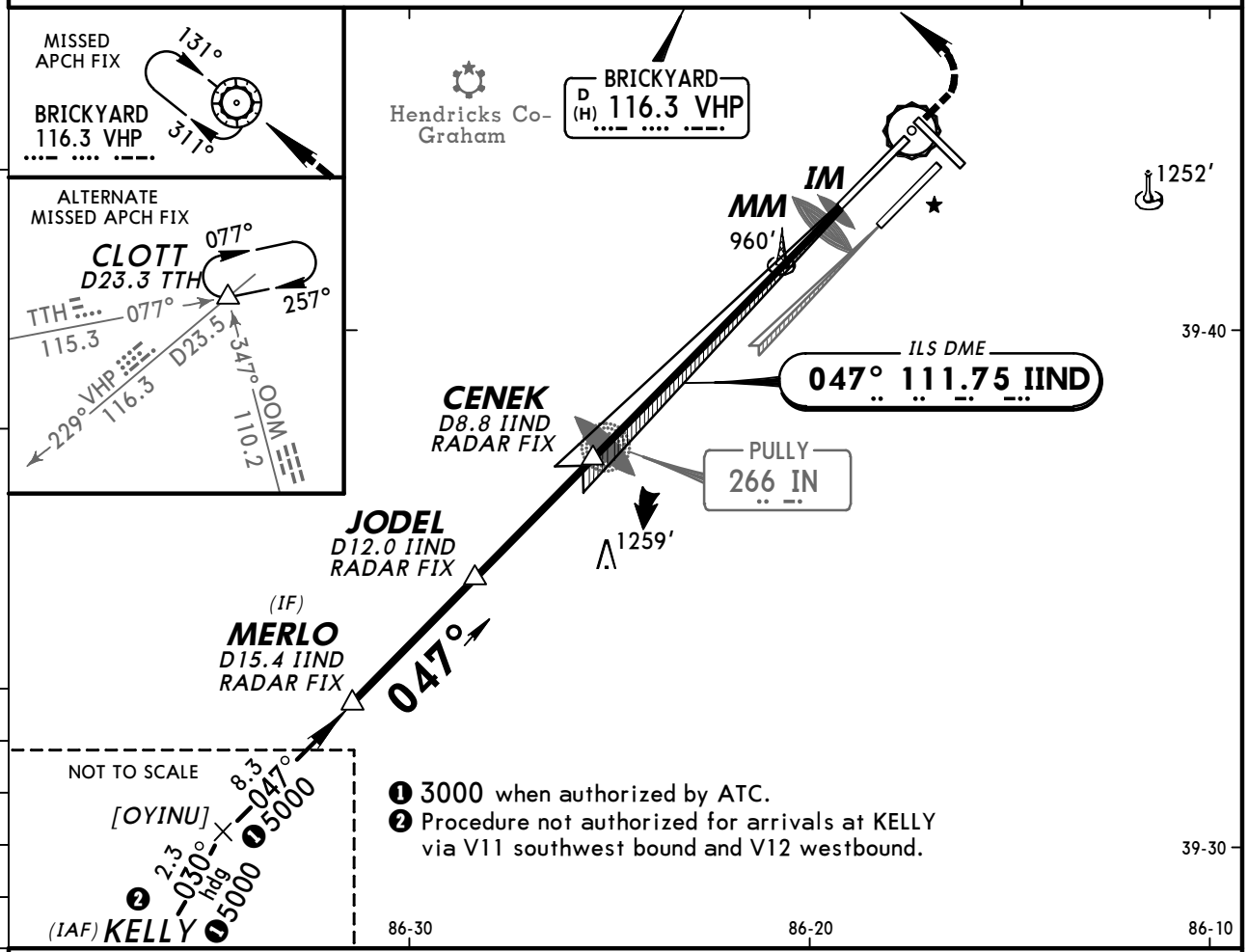
1. Special Aircrew & Acft Certification Required. 2. DME or RADAR required.

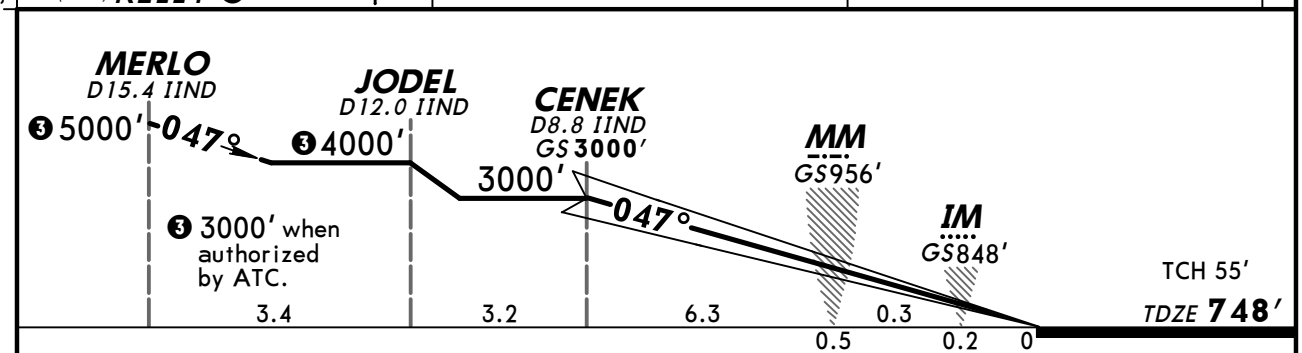
3. Simultaneous approach authorized with Rwy 5R. 4. VGSI and ILS glidepath not coincident.

3100′

MSA VHP VOR

BRIEFING STRIP ™





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861

ALSF-II PAPI | 1700′ | 3000′ LT | D | VHP 116.3

STRAIGHT-IN LANDING RWY 5L

❶ CAT IIIC ILS	❶ CAT IIIB ILS	❶ CAT IIIA ILS	CAT II ILS RA 118′ DA(H) 848′ (100′)
NA	RVR 7	RVR 7	RVR 12

❶ Localizer not suitable for electronic rollout guidance.

TERPS AMEND 3B 10 MAR 2011

CHANGES: Note, CAT IIIB minimums.

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D-ATIS	INDIANAPOLIS Approach (R)	INDY Tower	Ground
134.25	119.3	120.9	121.9

BRIEFING STRIP™

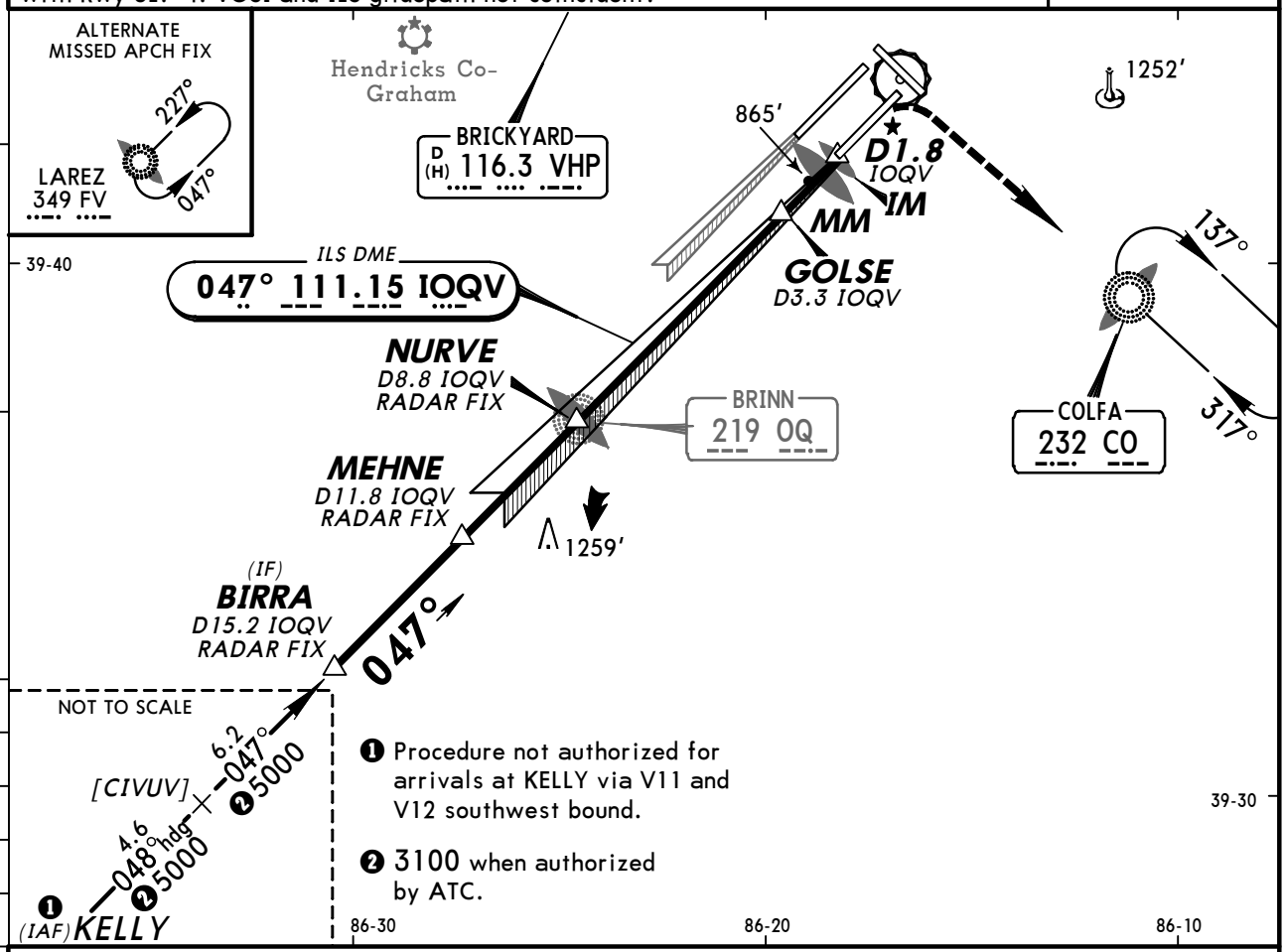
LOC IOQV	Final Apch Crs	GS NURVE	ILS DA(H)	Apt Elev 797′
111.15	047°	3100′(2309′)	991′(200′)	TDZE 791′

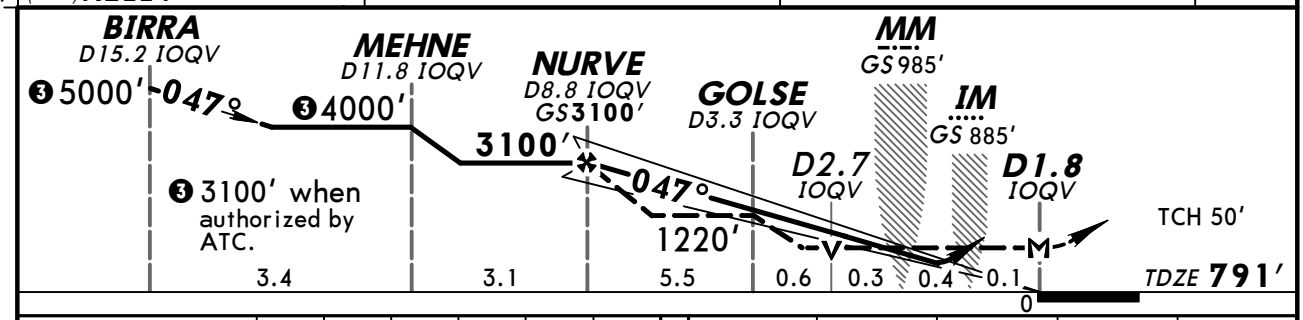
MISSED APCH: Climb to 1500′, then climbing RIGHT turn to 3000′ direct CO LOM and hold, continue climb-in-hold to 3000′.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. ADF required. 2. DME or RADAR required. 3. Simultaneous approach authorized with Rwy 5L. 4. VGSI and ILS glidepath not coincident.

3100′
MSA VHP VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	484	538	646	753	861
MAP at D1.8 IOQV or NURVE to MAP	7.0	6:00	4:40	4:12	3:30	3:00	2:38

ALSF-II
PAPI
1500′
3000′ RT
CO 232

STRAIGHT-IN LANDING RWY 5R

	ILS DA(H) 991′(200′) FULL	ILS TDZ or CL out	ILS ALS out	LOC (GS out) MDA(H) 1120′(329′) With GOLSE	LOC ALS out	LOC MDA(H) 1220′(429′) Without GOLSE	LOC 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	RVR 24 or 1/2	RVR 50 or 1
B							
C						RVR 40 or 3/4	RVR 60 or 1 1/4
D				RVR 40 or 3/4		RVR 50 or 1	1 1/2

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1420′(623′)-1
120	
140	1420′(623′)-1 3/4
165	1420′(623′)-2

TERPS AMEND 5A

CHANGES: Tower frequency.

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BRIEFING STRIP™

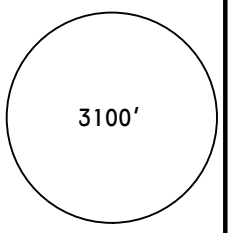
D-ATIS	INDIANAPOLIS Approach (R)	INDY Tower	Ground
134.25	119.3	120.9	121.9

LOC	Final Apch Crs	GS	CAT IIIC	CAT IIIB	CAT IIIA	CAT II	Apt Elev
IOQV 111.15	047°	NURVE 3100′ (2309′)	NA	Refer to Minimums		RA 131′ DA(H) 891′ (100′)	797′ TDZE 791′

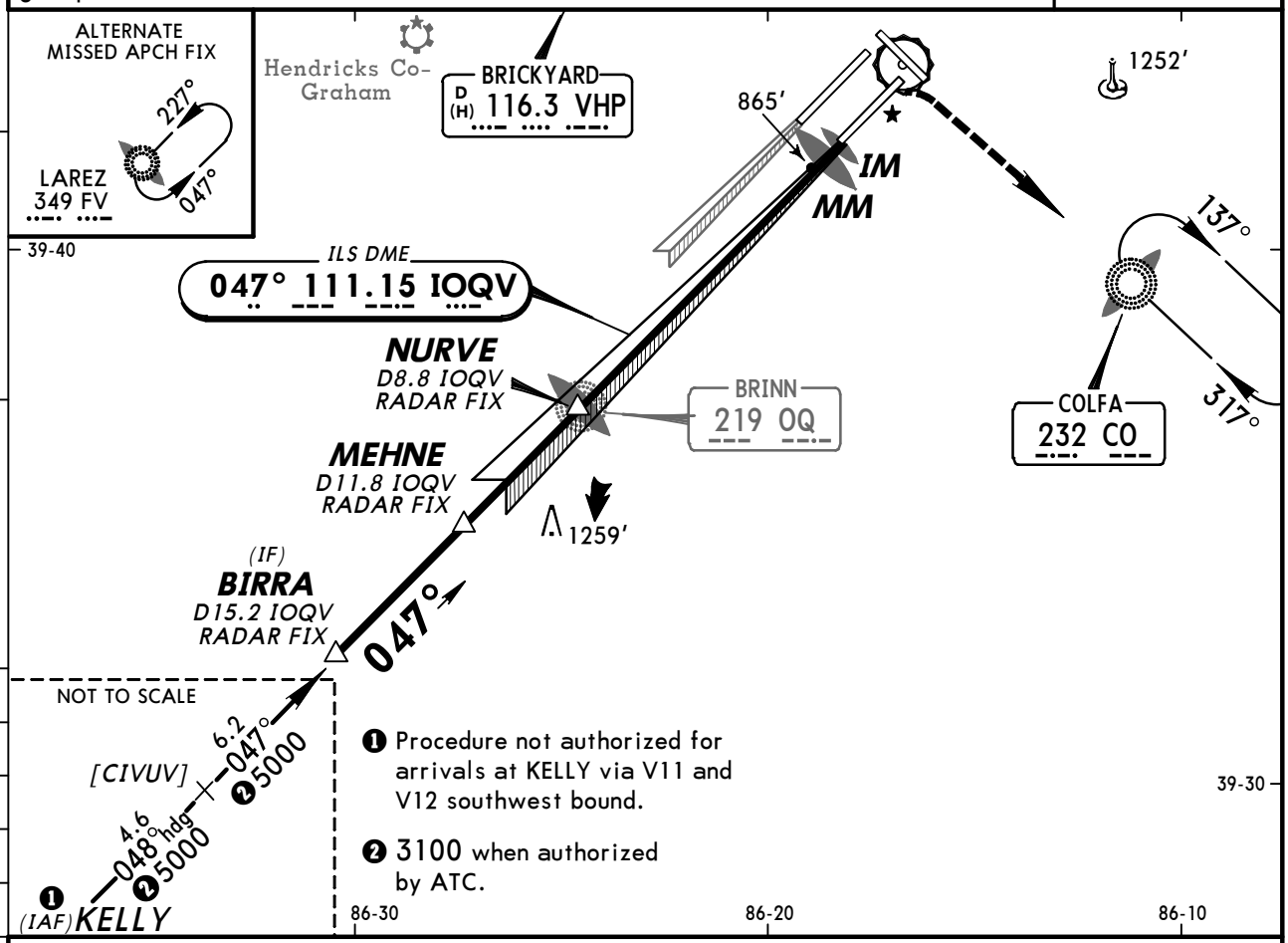
MISSED APCH: Climb to 1500′, then climbing RIGHT turn to 3000′ direct CO LOM and hold, continue climb-in-hold to 3000′.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Special Aircrew & Acft Certification Required. 2. ADF required. 3. DME or RADAR required. 4. Simultaneous approach authorized with Rwy 5L. 5. VGSI and ILS glidepath not coincident.

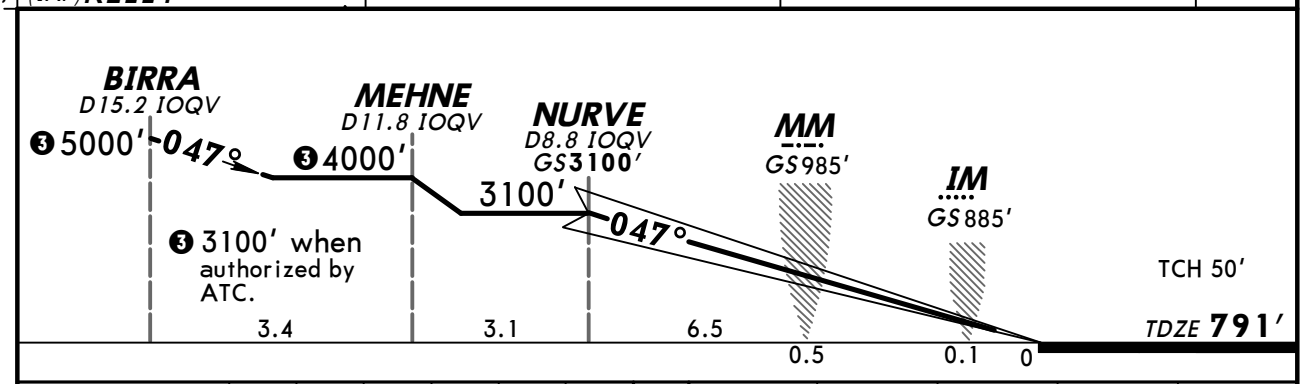


MSA VHP VOR



❶ Procedure not authorized for arrivals at KELLY via V11 and V12 southwest bound.

❷ 3100 when authorized by ATC.



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861

ALSF-II PAPI | 1500′ | 3000′ RT | D | CO 232

STRAIGHT-IN LANDING RWY 5R

CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 131′ DA(H) 891′ (100′)
NA	RVR 6	RVR 7	RVR 12

AMEND 5A TERPS

CHANGES: Tower frequency.

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D-ATIS	INDIANAPOLIS Approach (R)	INDY Tower	Ground
134.25	119.3	120.9	121.9

BRIEFING STRIP™

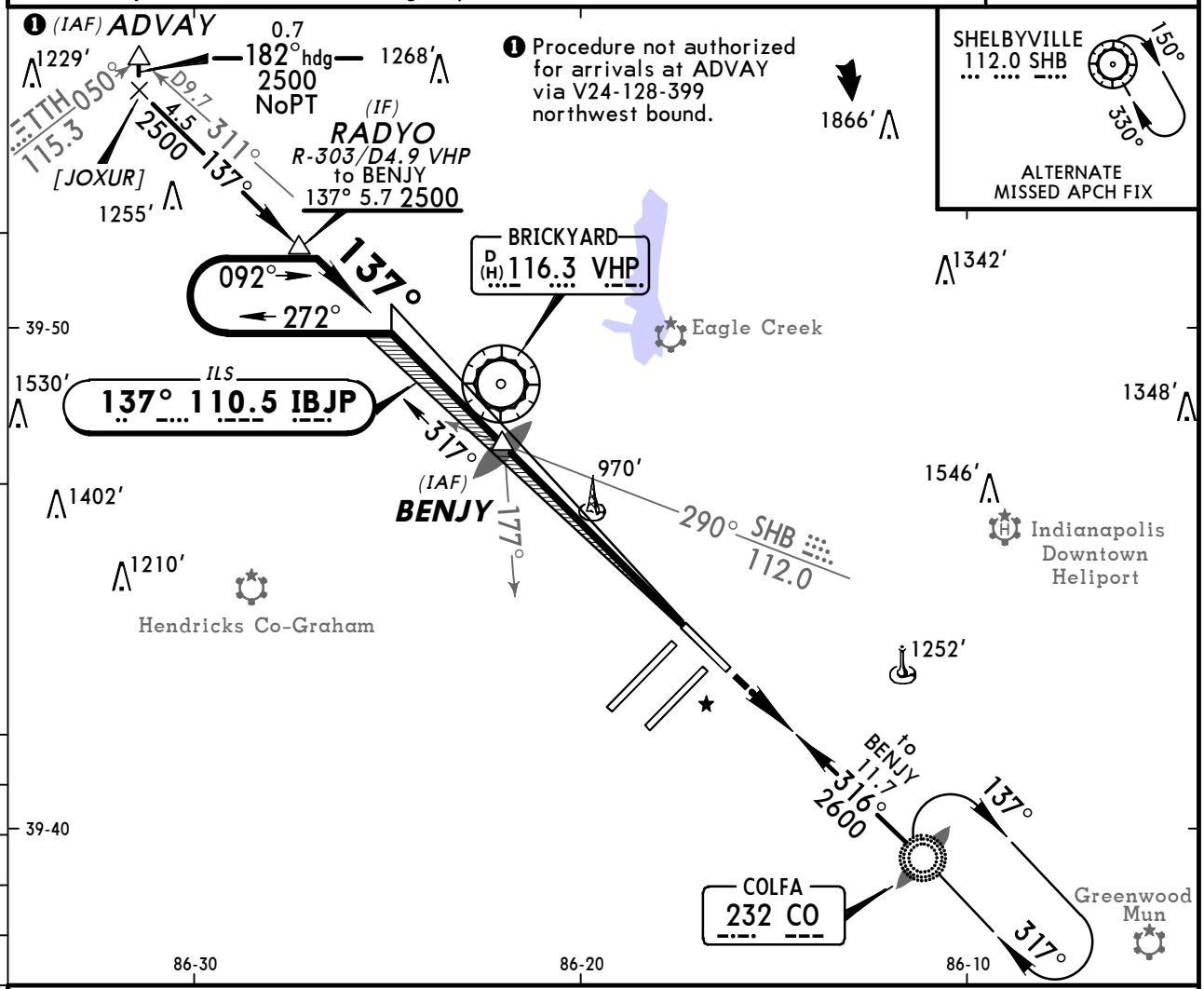
LOC IBJP	Final Apch Crs	GS BENJY	ILS DA(H)	Apt Elev 797′
110.5	137°	2469′ (1673′)	996′ (200′)	TDZE 796′

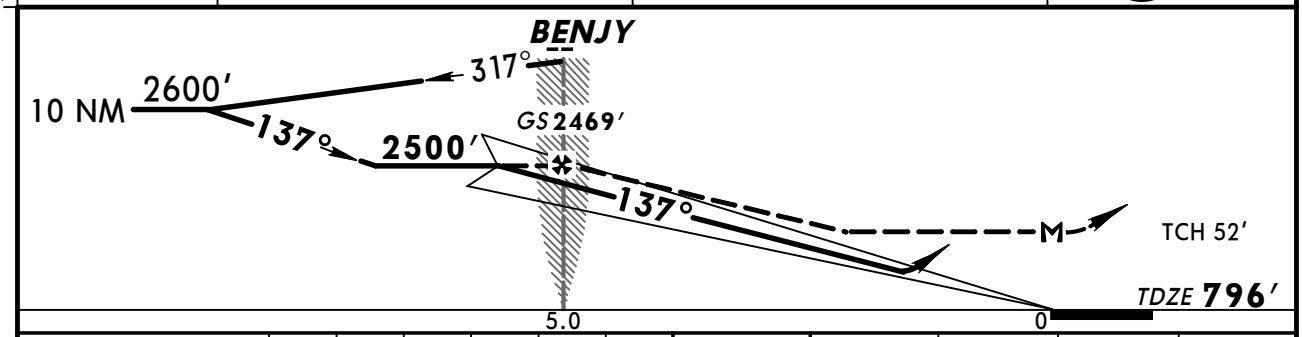
MISSED APCH: Climb to 2700′ direct CO LOM and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. ADF required. 2. VGSI and ILS glidepath not coincident.

3100′
MSA VHP VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	484	538	646	753	861
BENJY to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53

MALSR
PAPI
2700′
D
CO 232

TERPS AMEND 5C

STRAIGHT-IN LANDING RWY 14

	ILS DA(H) 996′ (200′) FULL	ILS DA(H) 996′ (200′) RAIL or ALS out	LOC (GS out) MDA(H) 1220′ (424′)	LOC (GS out) MDA(H) 1220′ (424′) RAIL out	LOC (GS out) MDA(H) 1220′ (424′) ALS out
A	❶ RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
B					
C			RVR 40 or ¾	RVR 60 or 1¼	
D					

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1420′ (623′) - 1
120	
140	1420′ (623′) - 1¾
165	1420′ (623′) - 2

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

CHANGES: Tower frequency.

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D-ATIS	INDIANAPOLIS Approach (R)	INDY Tower	Ground
134.25	119.3	120.9	121.9

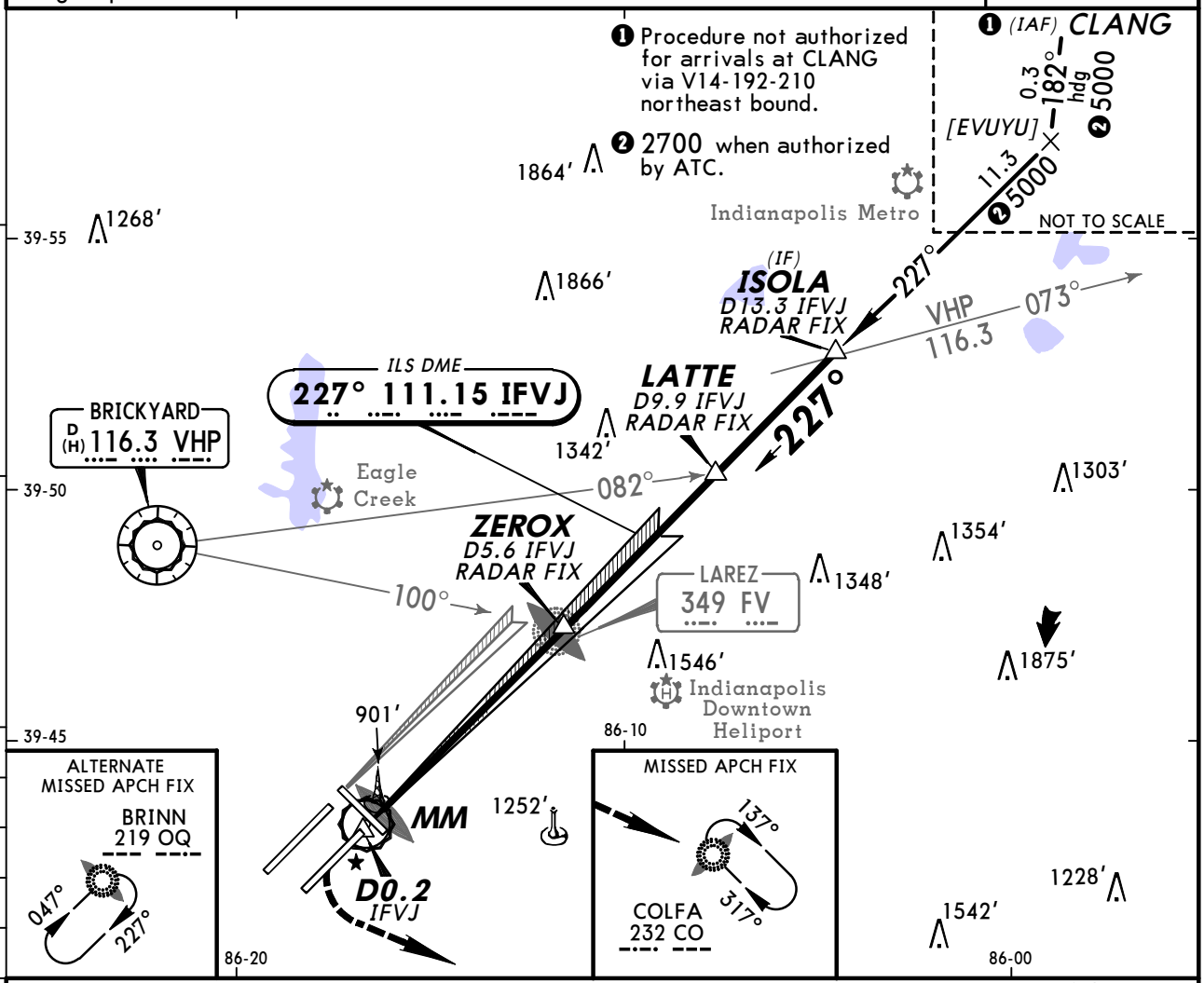
BRIEFING STRIP™

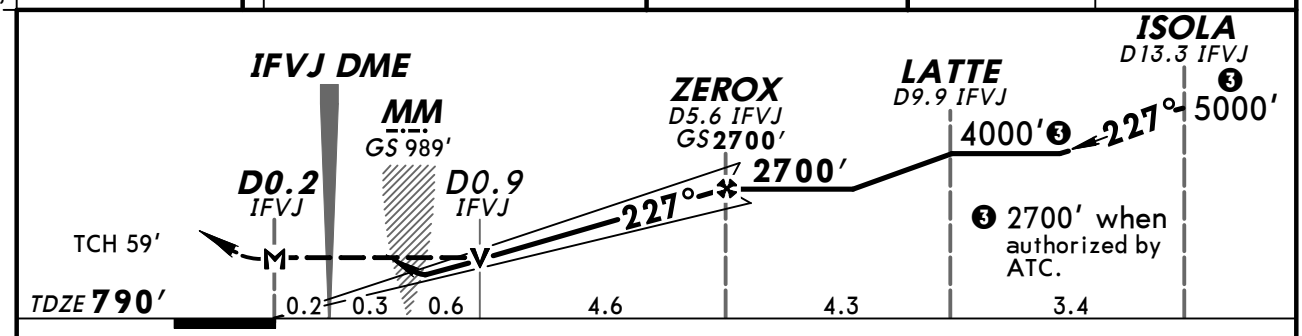
LOC IFVJ	Final Apch Crs	GS ZEROX	ILS DA(H)	Apt Elev 797'
111.15	227°	2700' (1910')	1042'(252')	TDZE 790'

MISSED APCH: Climb to 1500', then climbing LEFT turn to 3000' direct CO LOM and hold, continue climb-in-hold to 3000'.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
1. ADF required. 2. Simultaneous approach authorized with Rwy 23R. 3. VGSI and ILS glidepath not coincident.

3100'
MSA VHP VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861
MAP at D0.2 IFVJ or ZEROX to MAP 5.7	4:53	3:48	3:25	2:51	2:27	2:08

MALSR PAPI | 1500' | 3000' LT | D | CO 232

STRAIGHT-IN LANDING RWY 23L

	ILS DA(H) 1042'(252') FULL	ILS DA(H) 1042'(252') RAIL or ALS out	LOC (GS out) MDA(H) 1200'(410')	LOC (GS out) RAIL out	LOC (GS out) ALS out
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1
B					
C			RVR 40 or 3/4	RVR 60 or 1 1/4	
D					

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1420'(623')-1
120	
140	1420'(623')-1 3/4
165	1420'(623')-2

TERPS AMEND 5A

CHANGES: Tower frequency.

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D-ATIS	INDIANAPOLIS Approach (R)	INDY Tower	Ground
134.25	119.3	120.9	121.9

BRIEFING STRIP™

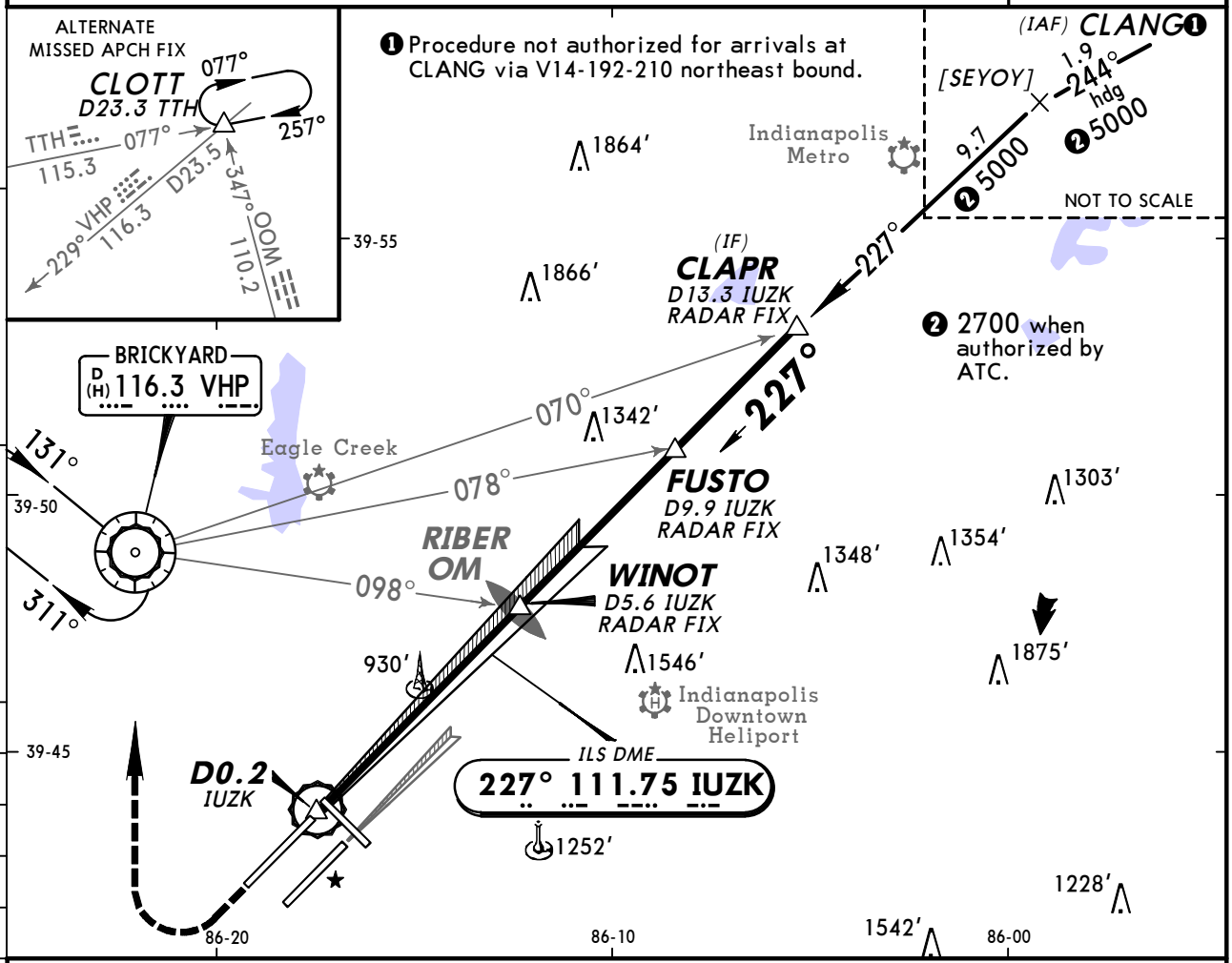
LOC IUZK	Final Apch Crs	GS WINOT	ILS DA(H)	Apt Elev 797′
111.75	227°	2700′ (1917′)	983′ (200′)	TDZE 783′

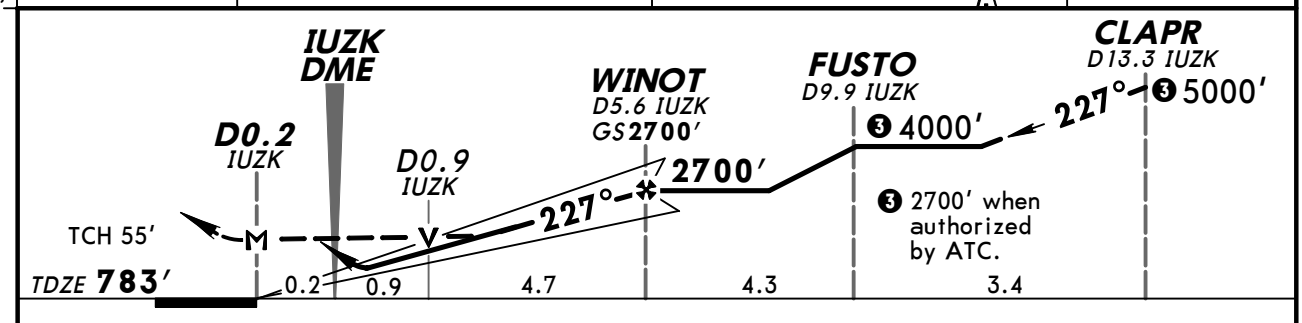
MISSED APCH: Climb to 1500′ then climbing RIGHT turn to 3000′ direct VHP VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Simultaneous approach authorized with Rwy 23L. 2. VGSI and ILS glidepath not coincident.

3100′
MSA VHP VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861
MAP at D0.2 IUZK or WINOT to MAP 5.8	4:58	3:52	3:29	2:54	2:29	2:10

MALSR
PAPI
1500′
3000′ RT
D
VHP 116.3

STRAIGHT-IN LANDING RWY 23R

	ILS DA(H) 983′(200′) FULL	ILS DA(H) 983′(200′) RAIL or ALS out	LOC (GS out) MDA(H) 1180′(397′)	LOC (GS out) MDA(H) 1180′(397′) RAIL out	LOC (GS out) MDA(H) 1180′(397′) ALS out
A	❶RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
B					
C					
D			RVR 40 or ¾	RVR 60 or 1¼	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1420′(623′)-1
120	
140	1420′(623′)-1¾
165	1420′(623′)-2

AMEND 3B TERPS

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

CHANGES: Tower frequency.

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BRIEFING STRIP™

D-ATIS	INDIANAPOLIS Approach (R)	INDY Tower	Ground
134.25	119.3	120.9	121.9

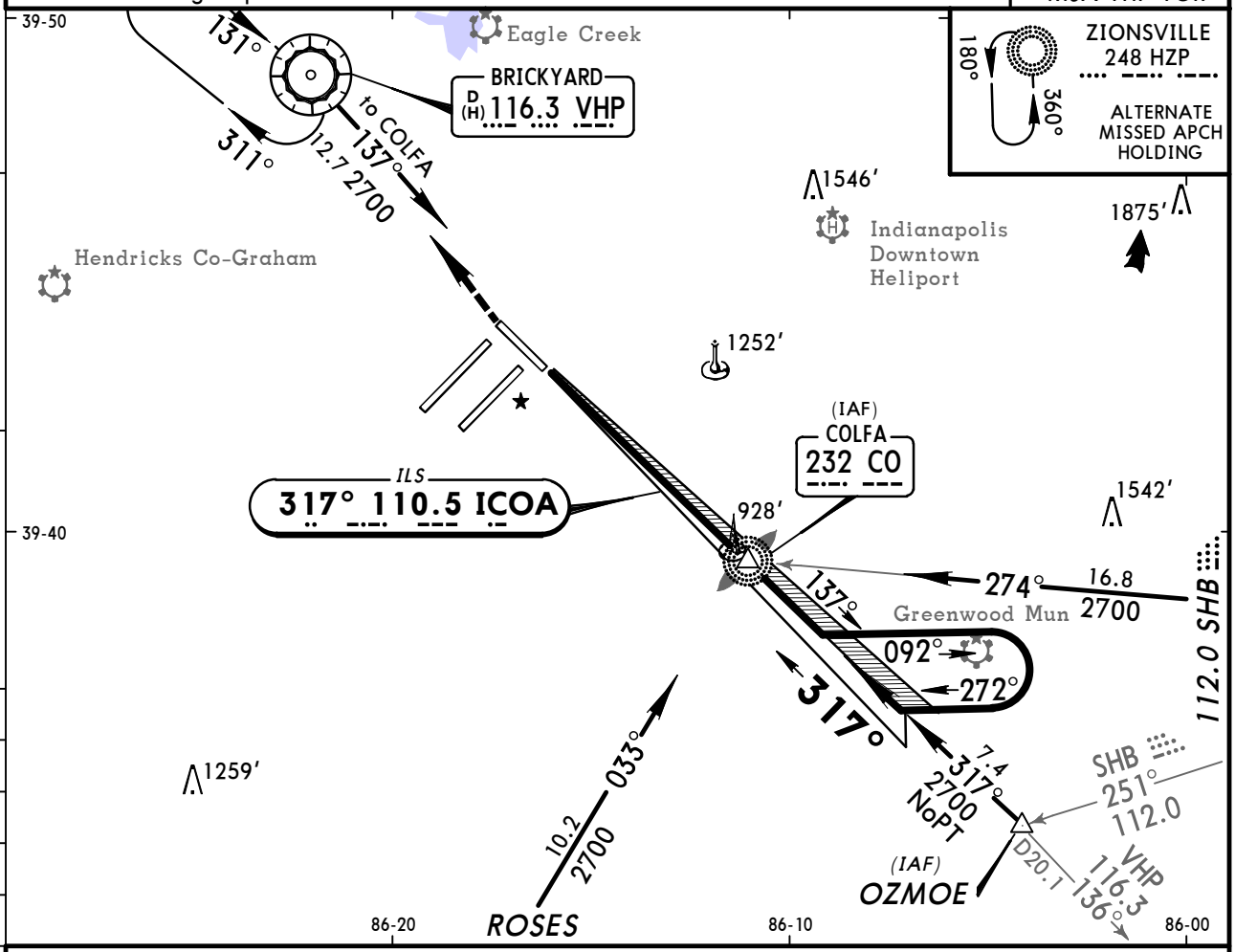
LOC ICOA	Final Apch Crs	GS COLFA	ILS DA(H)	Apt Elev 797′
110.5	317°	2605′ (1813′)	992′ (200′)	TDZE 792′

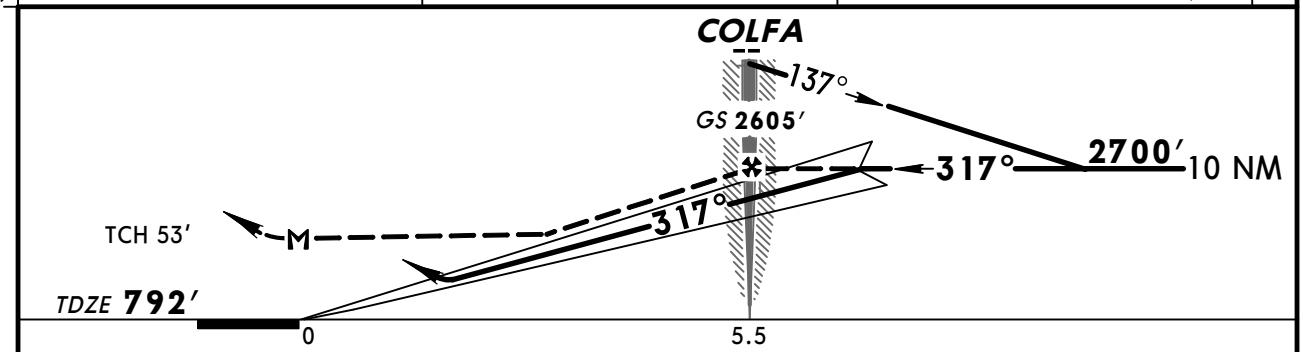
MISSED APCH: Climb to 1500′ then climbing RIGHT turn to 3000′ direct VHP VOR and hold, continue climb-in-hold to 3000′.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. VGSI and ILS glidepath not coincident.

3100′
MSA VHP VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861
COLFA to MAP 5.5	4:43	3:40	3:18	2:45	2:21	2:04

MALSR PAPI | 1500′ | 3000′ RT | D | VHP 116.3

STRAIGHT-IN LANDING RWY 32

	ILS DA(H) 992′(200′) FULL	ILS DA(H) 992′(200′) RAIL or ALS out	LOC (GS out) MDA(H) 1240′(448′)	LOC (GS out) RAIL out	LOC (GS out) ALS out	CIRCLE-TO-LAND Max Kts	CIRCLE-TO-LAND MDA(H)
A	1 RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1	90	1420′(623′) -1
B						120	
C			RVR 40 or ¾	RVR 60 or 1¼		140	1420′(623′) -1¾
D			RVR 50 or 1	1½		165	1420′(623′) -2

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

TERPS AMEND 18A

CHANGES: Tower frequency.

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BRIEFING STRIP ™

D-ATIS	INDIANAPOLIS Approach (R)	INDY Tower	Ground
134.25	119.3	120.9	121.9

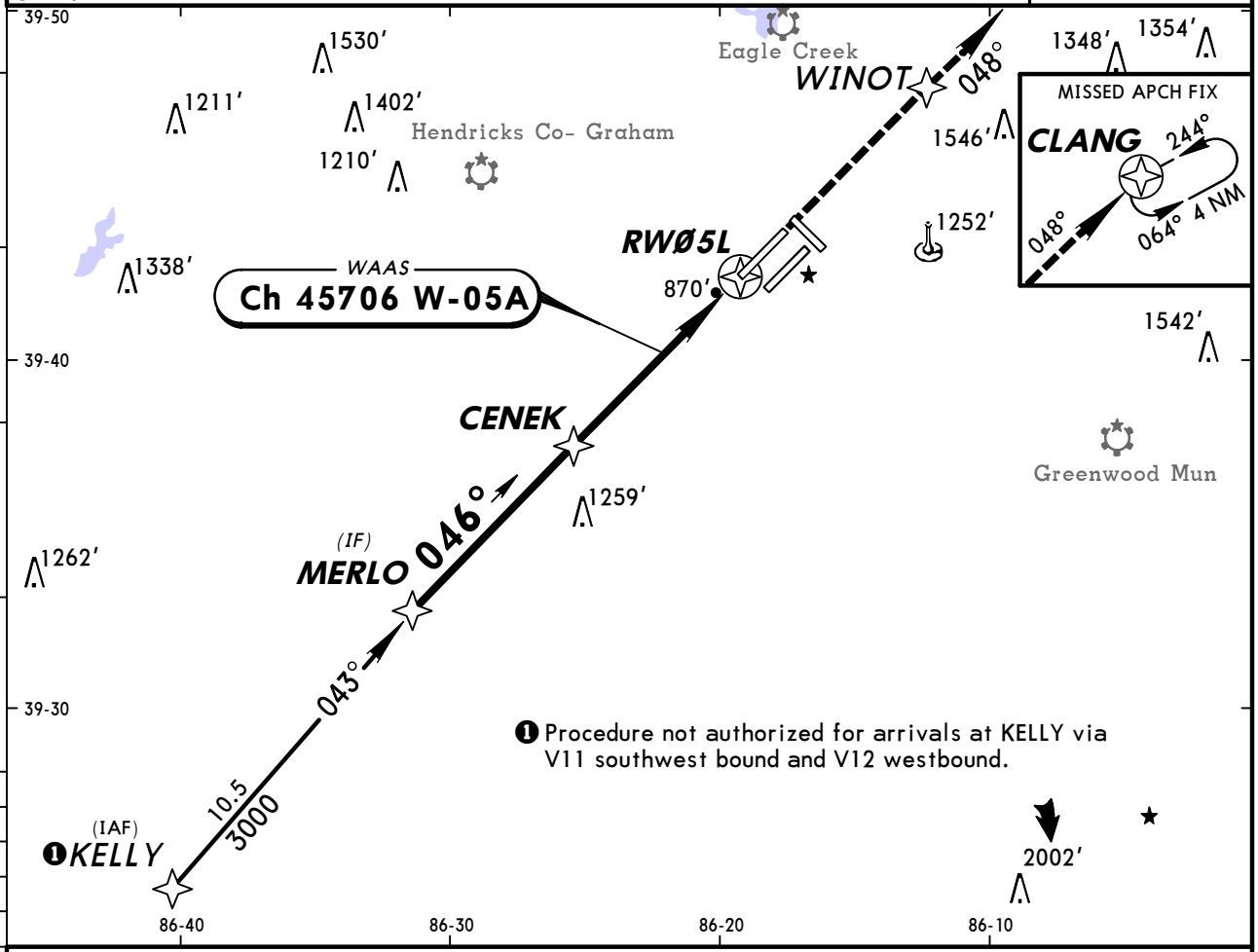
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 797′
Ch 45706 W-05A	046°	CENEK 3000′ (2252′)	1104′ (356′)	TDZE 748′

MISSED APCH: Climb to 2900′ direct WINOT and via 048° track to CLANG and hold.

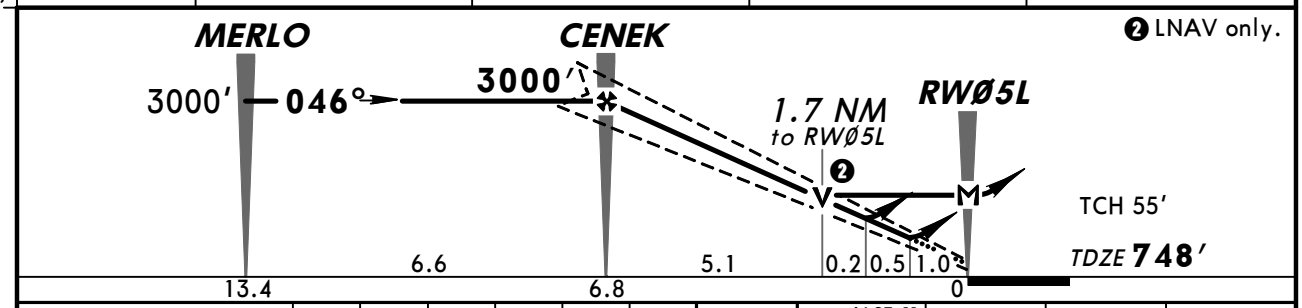
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

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.

3100′
MSA RWØ5L



❶ Procedure not authorized for arrivals at KELLY via V11 southwest bound and V12 westbound.



❷ LNAV only.

Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RWØ5L						

ALSF-II PAPI 2900′ WINOT

STRAIGHT-IN LANDING RWY 5L

	LPV DA(H) 1104′ (356′)		LNAV/VNAV DA(H) 1283′ (535′)		LNAV MDA(H) 1360′ (612′)	
		ALS out		ALS out		ALS out
A	RVR 40 or ¾	RVR 60 or 1¼	1½	1¾	RVR 24 or ½	RVR 50 or 1
B						
C					RVR 60 or 1¼	1¾
D					1½	2

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1420′ (623′)-1
120	
140	1420′ (623′)-1¾
165	1420′ (623′)-2

AMEND 2 TERPS

CHANGES: Tower frequency.

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KIND/IND
INDIANAPOLIS INTL

JEPPESEN
30 OCT 09 (12-2)

INDIANAPOLIS, IND
RNAV (GPS) Y Rwy 5R

D-ATIS	INDIANAPOLIS Approach (R)	INDY Tower	Ground
134.25	119.3	120.9	121.9

BRIEFING STRIP™

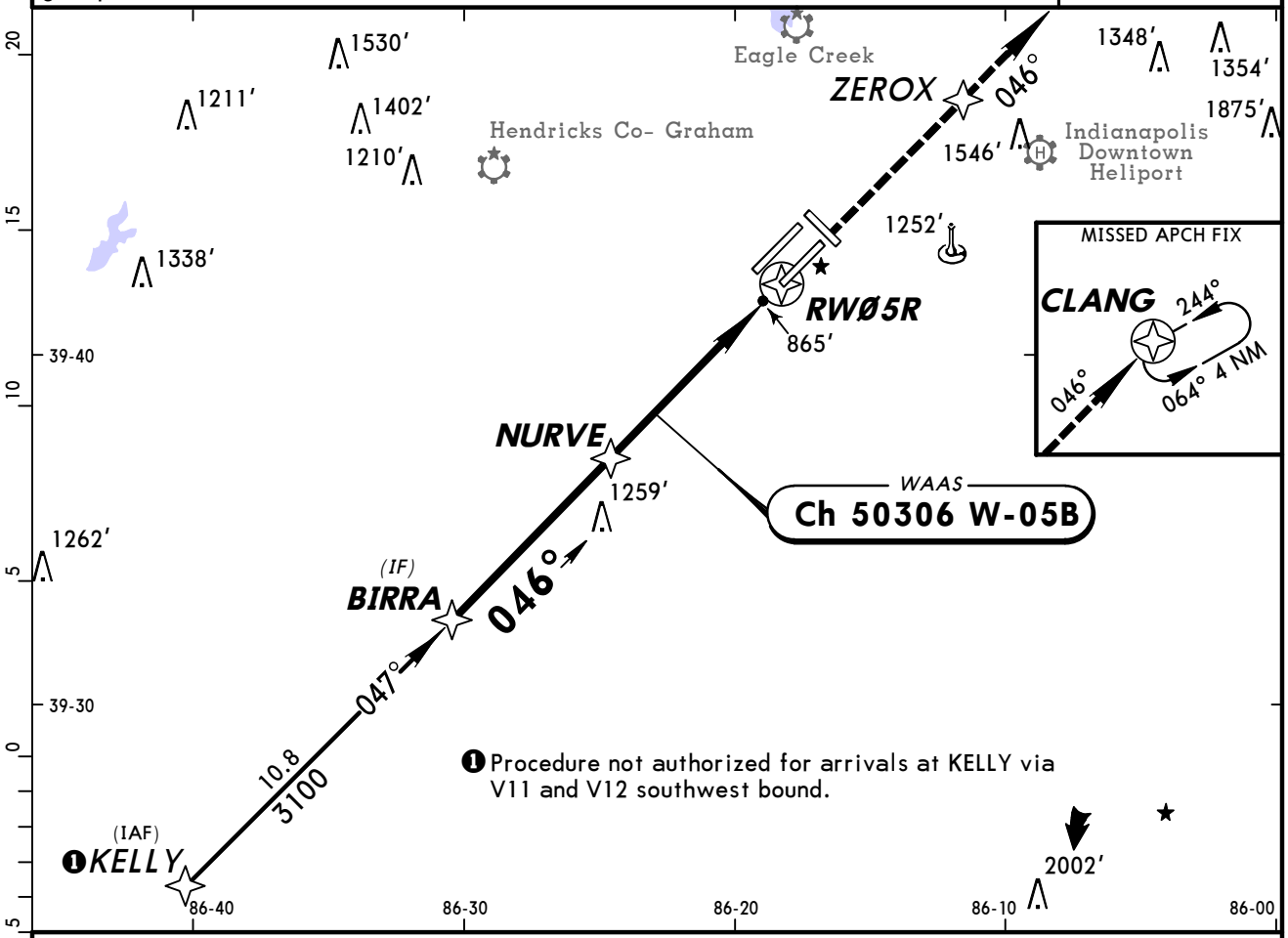
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 797′
Ch 50306 W-05B	046°	NURVE 3100′ (2309′)	1137′ (346′)	TDZE 791′

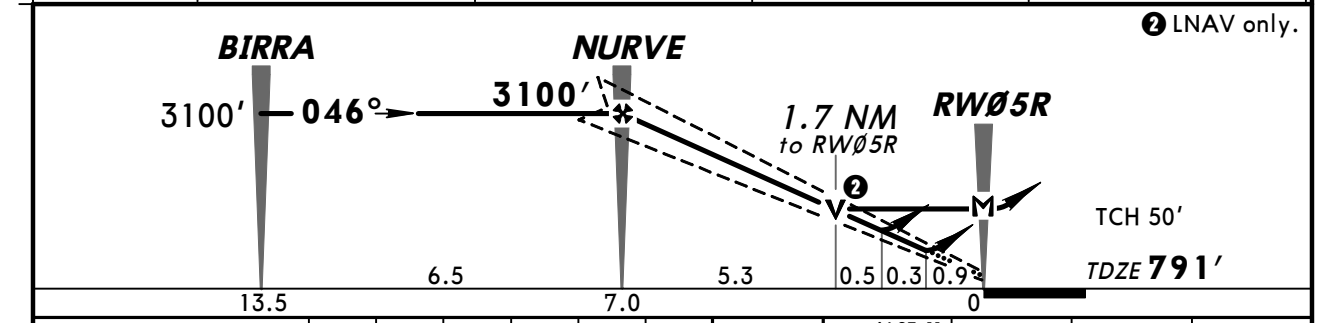
MISSED APCH: Climb to 2900′ direct ZEROX and via 046° track to CLANG and hold.

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.

3100′
MSA RWØ5R





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RWØ5R						

ALSF-II
PAPI
2900′
ZEROX

TERPS AMEND 2

STRAIGHT-IN LANDING RWY 5R

	LPV DA(H) 1137′ (346′)		LNAV/VNAV DA(H) 1220′ (429′)		LNAV MDA(H) 1400′ (609′)	
		ALS out		ALS out		ALS out
A	RVR 40 or ¾	RVR 60 or 1¼	RVR 50 or 1	1½	RVR 24 or ½	RVR 50 or 1
B						
C					RVR 60 or 1¼	1¾
D					1½	2

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1420′ (623′)-1
120	
140	1420′ (623′)-1¾
165	1420′ (623′)-2

CHANGES: Tower frequency.

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KIND/IND
INDIANAPOLIS INTL

JEPPESEN

30 OCT 09 (12-3)

INDIANAPOLIS, IND
RNAV (GPS) Y Rwy 14

BRIEFING STRIP™

D-ATIS	INDIANAPOLIS Approach (R)	INDY Tower	Ground
134.25	119.3	120.9	121.9

WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 797′
Ch 42602 W-14A	137°	JERNO 2500′ (1704′)	1046′ (250′)	TDZE 796′

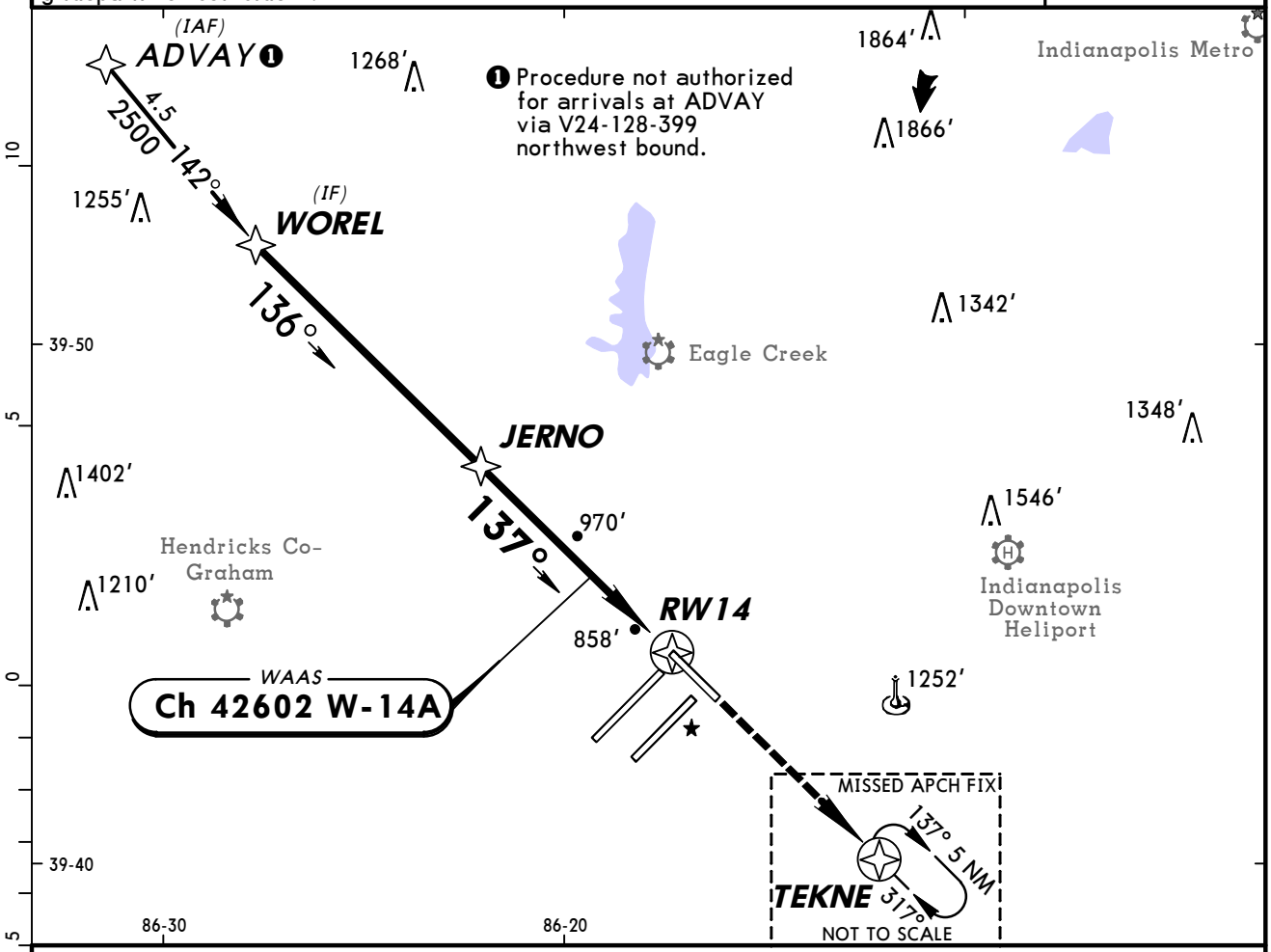
MISSED APCH: Climb to 2700′ direct TEKNE and hold.

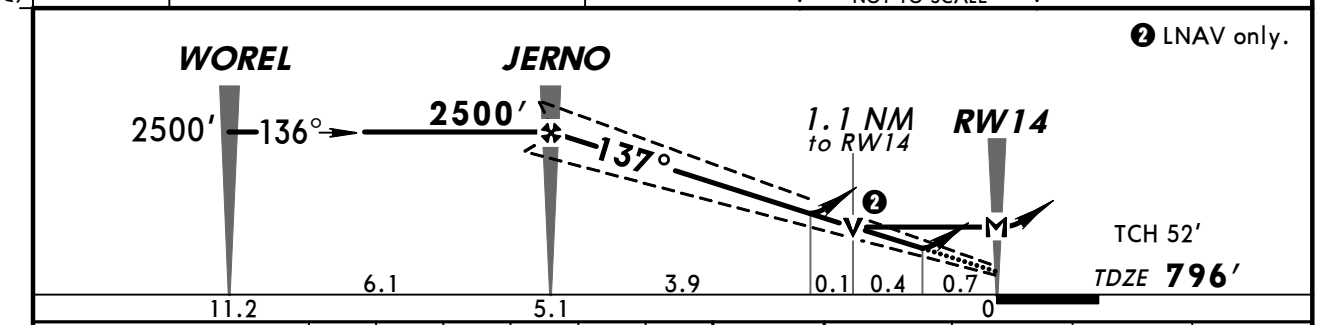
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

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.

3100′

MSA RW14





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW14						

MALSR PAPI 2700′ TEKNE

STRAIGHT-IN LANDING RWY 14

	LPV DA(H) 1046′ (250′)		LNAV/VNAV DA(H) 1230′ (434′)		LNAV MDA(H) 1220′ (424′)		
		RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1	1½	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
B							
C					RVR 40 or ¾	RVR 60 or 1¼	
D					RVR 50 or 1		

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1420′ (623′)-1
120	
140	1420′ (623′)-1¾
165	1420′ (623′)-2

TERPS AMEND 2

CHANGES: Tower frequency.

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KIND/IND
INDIANAPOLIS INTL

JEPPESEN

30 OCT 09 (12-4)

INDIANAPOLIS, IND
RNAV (GPS) Y Rwy 23L

D-ATIS	INDIANAPOLIS Approach (R)	INDY Tower	Ground
134.25	119.3	120.9	121.9

BRIEFING STRIP™

WAAS	Final Apch Crs	Minimum Alt ZEROX	LPV DA(H)	Apt Elev 797′
Ch 86406 W-23A	227°	2700′ (1910′)	1093′ (303′)	TDZE 790′

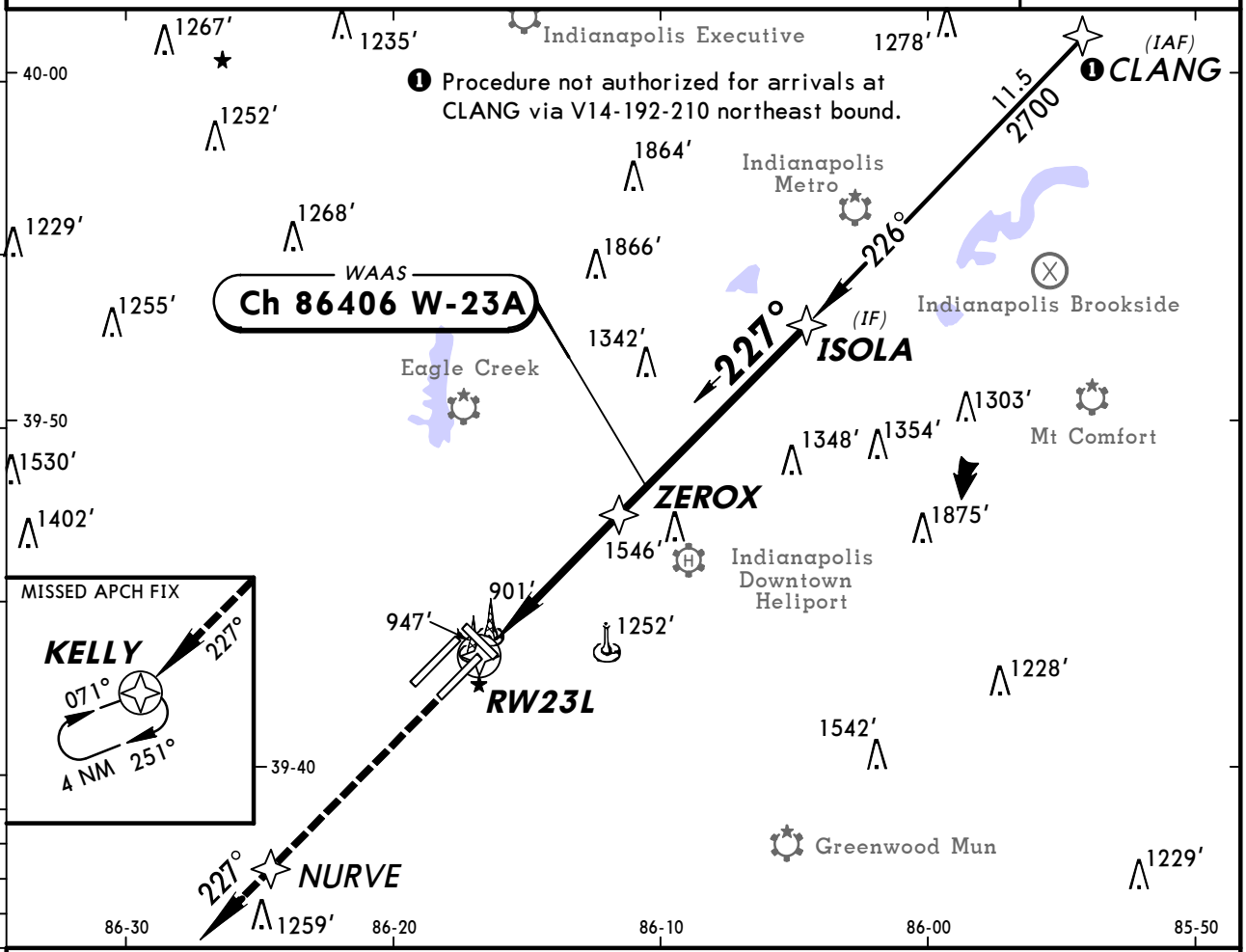
MISSED APCH: Climb to 3100′ direct NURVE and via 227° track to KELLY and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

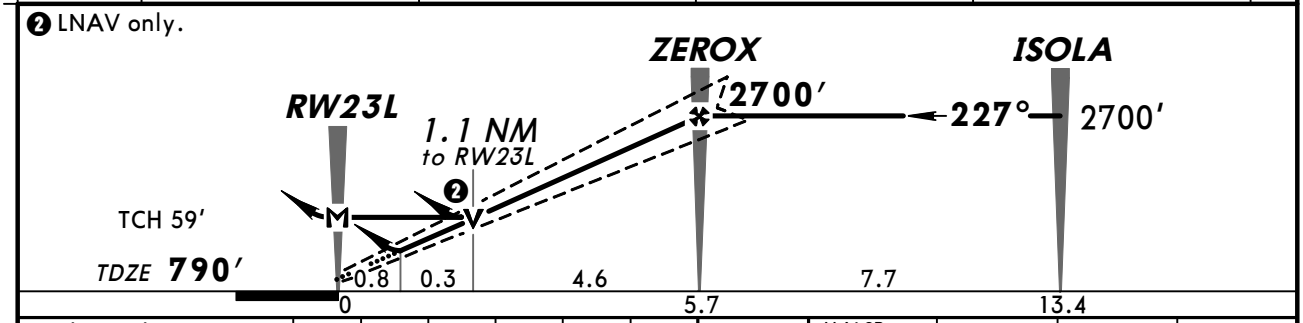
1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 46°C (116°F). 2. DME/DME RNP-0.30 not authorized. 3. VGSI and RNAV glidepath not coincident.

3100′

MSA RW23L



LNAV only.



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW23L						

MALSR PAPI 3100′ NURVE

STRAIGHT-IN LANDING RWY 23L

	LPV DA(H) 1093′ (303′)		LNAV/VNAV DA(H) 1203′ (413′)		LNAV MDA(H) 1220′ (430′)		
		RAIL or ALS out		RAIL or ALS out		RAIL 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 40 or 3/4	RVR 50 or 1
B							
C					RVR 40 or 3/4	RVR 60 or 1 1/4	
D					RVR 50 or 1	1 1/2	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1420′ (623′)-1
120	
140	1420′ (623′)-1 3/4
165	1420′ (623′)-2

AMEND 2 TERPS

CHANGES: Tower frequency.

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D-ATIS	INDIANAPOLIS Approach (R)	INDY Tower	Ground
134.25	119.3	120.9	121.9

WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 797′
Ch 77706 W-23B	227°	WINOT 2700′ (1917′)	1172′ (389′)	TDZE 783′

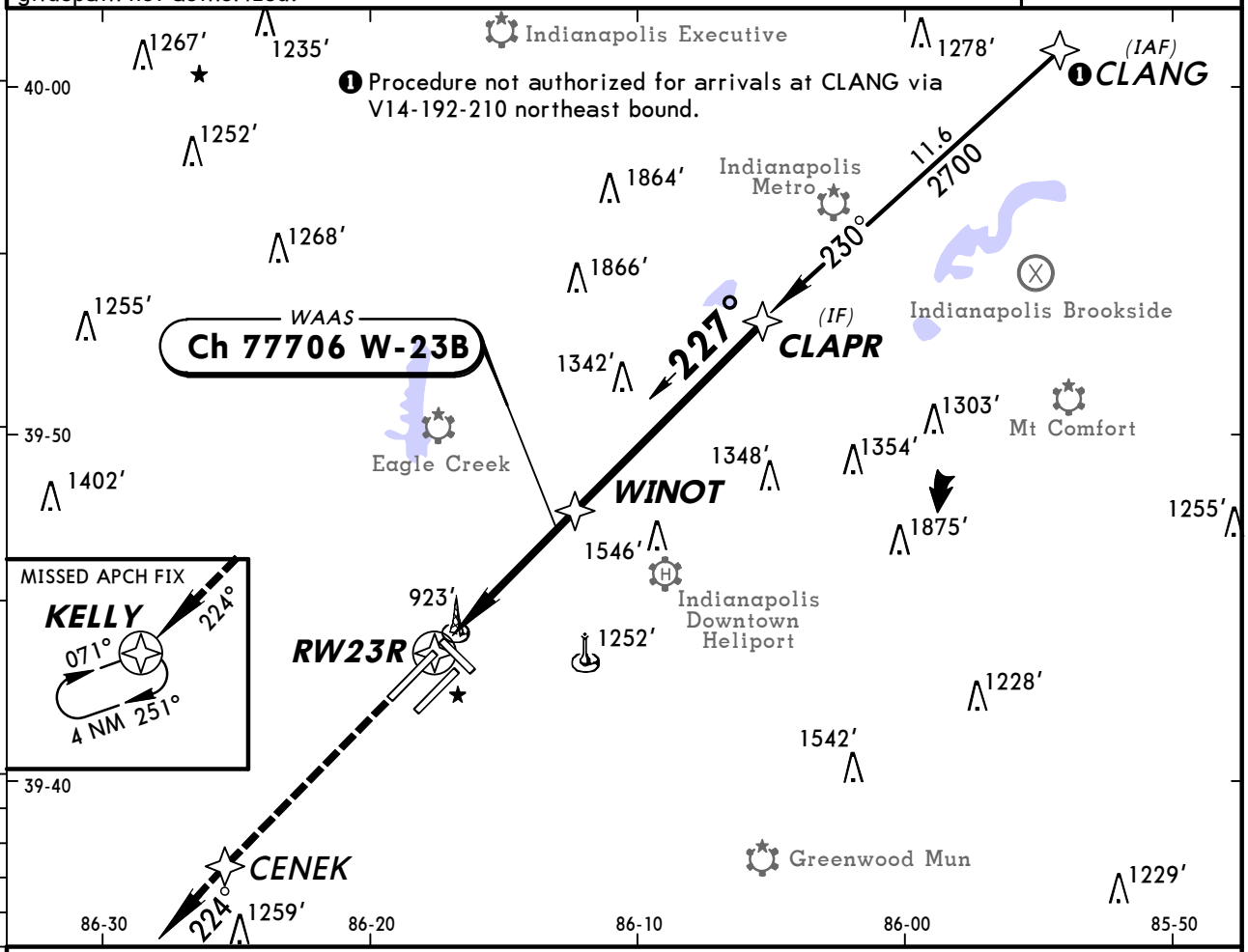
MISSED APCH: Climb to 3100′ direct CENEK and via 224° track to KELLY and hold.

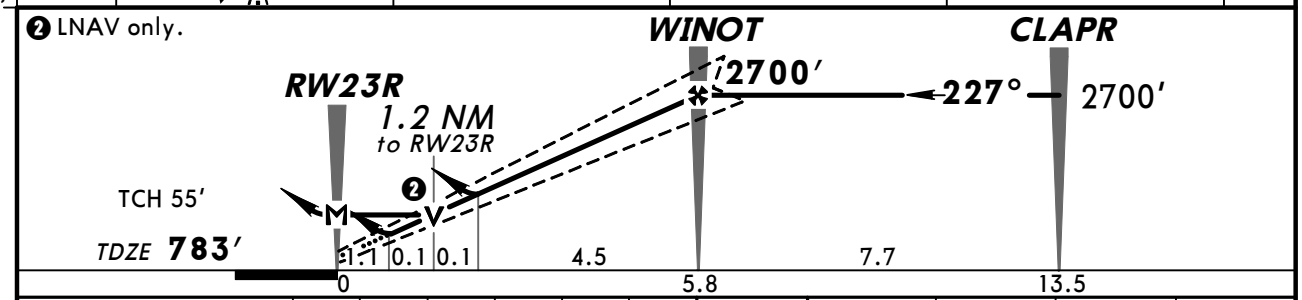
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

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 authorized.

3100′
MSA RW23R

BRIEFING STRIP™





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW23R						

MALSR
PAPI
3100′
CENEK

STRAIGHT-IN LANDING RWY 23R

	LPV DA(H) 1172′ (389′)		LNAV/VNAV DA(H) 1242′ (459′)		LNAV MDA(H) 1220′ (437′)			CIRCLE-TO-LAND	
		RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out	Max Kts	MDA(H)
A	RVR 40 or ¾	RVR 60 or 1¼	RVR 50 or 1	1½	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1	90	1420′ (623′)-1
B								120	
C					RVR 40 or ¾	RVR 60 or 1¼		140	1420′ (623′)-1¾
D					RVR 50 or 1	1½		165	1420′ (623′)-2

AMEND 2 TERPS

CHANGES: Tower frequency.

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D-ATIS	INDIANAPOLIS Approach (R)	INDY Tower	Ground
134.25	119.3	120.9	121.9

BRIEFING STRIP ™

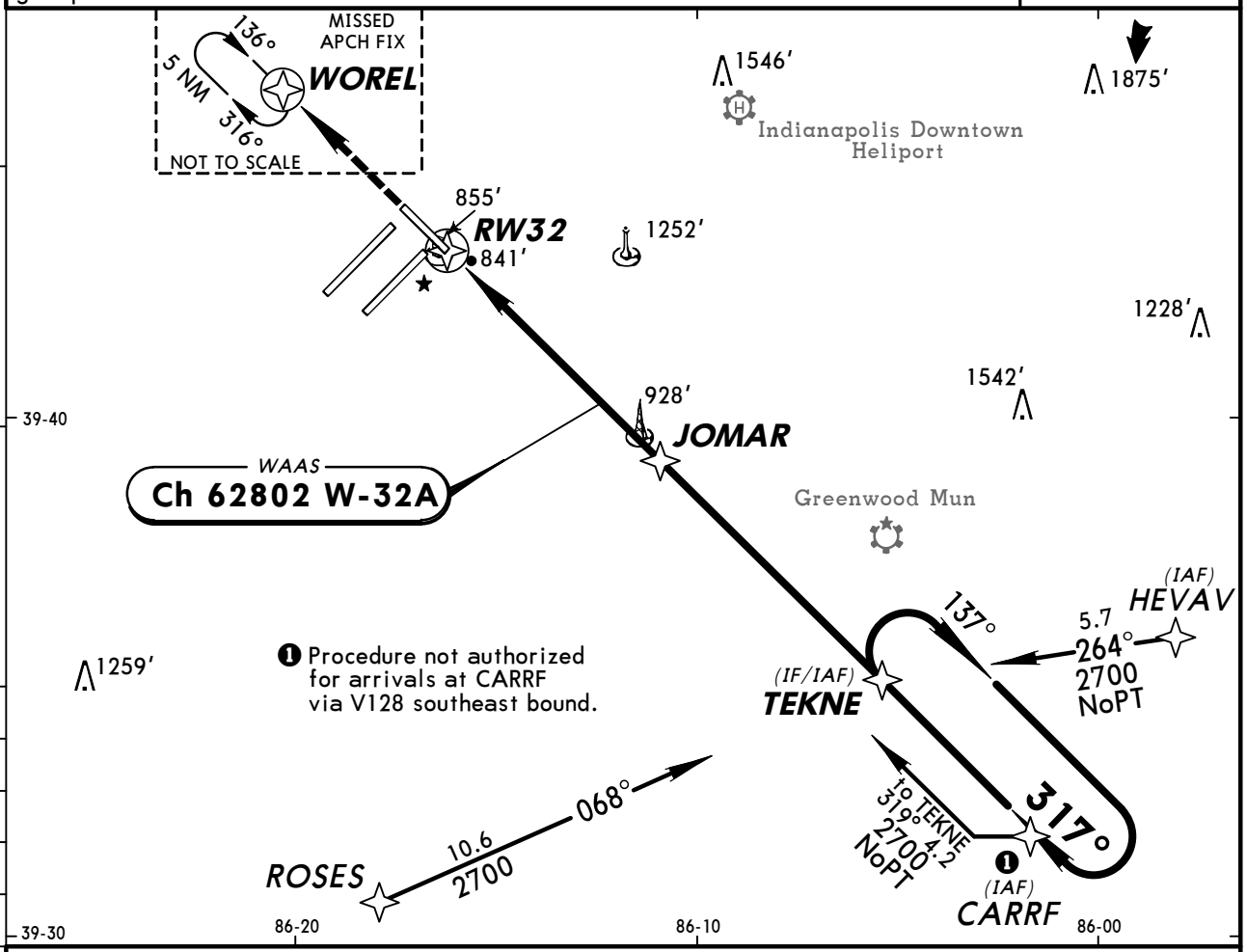
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 797′
Ch 62802 W-32A	317°	JOMAR 2700′ (1908′)	1042′ (250′)	TDZE 792′

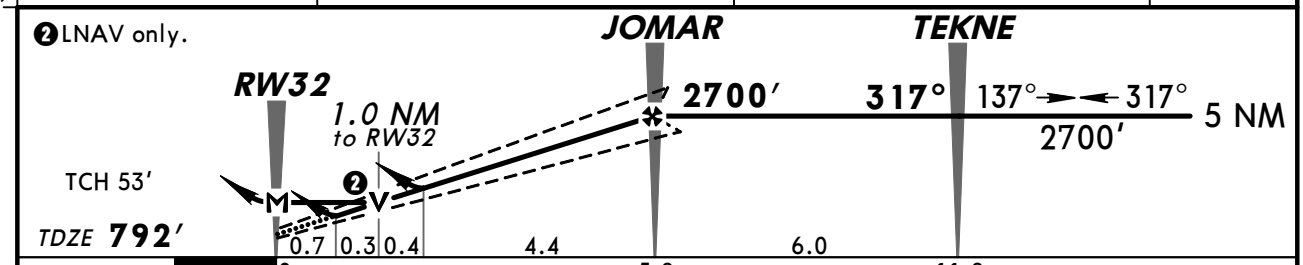
MISSED APCH: Climb to 2500′ direct WOREL and hold.

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.

3100′
MSA RW32





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW32						

MALSR PAPI 2500′ D WOREL

STRAIGHT-IN LANDING RWY 32

	LPV DA(H) 1042′ (250′)		LNAV/VNAV DA(H) 1275′ (483′)		LNAV MDA(H) 1180′ (388′)		
		RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 60 or 1 1/4	1 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1
B							
C							
D					RVR 50 or 1	RVR 60 or 1 1/4	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1420′ (623′)-1
120	
140	1420′ (623′)-1 3/4
165	1420′ (623′)-2

AMEND 2
TERPS

CHANGES: Tower frequency.

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KIND/IND
INDIANAPOLIS INTL

JEPPESEN

24 JUN 11 (12-20)

INDIANAPOLIS, IND
RNAV (RNP) Z Rwy 5L

BRIEFING STRIP ™

D-ATIS	INDIANAPOLIS Approach (R)	INDY Tower	Ground
134.25	119.3	120.9	121.9

RNAV	Final Apch Crs	Minimum Alt	RNP 0.15	Apt Elev 797′
	046°	CENEK 3000′ (2252′)	DA(H) 1139′ (391′)	TDZE 748′

MISSED APCH: Climb to 2900′ via 047° track to WINOT and via 048° track to CLANG and hold.

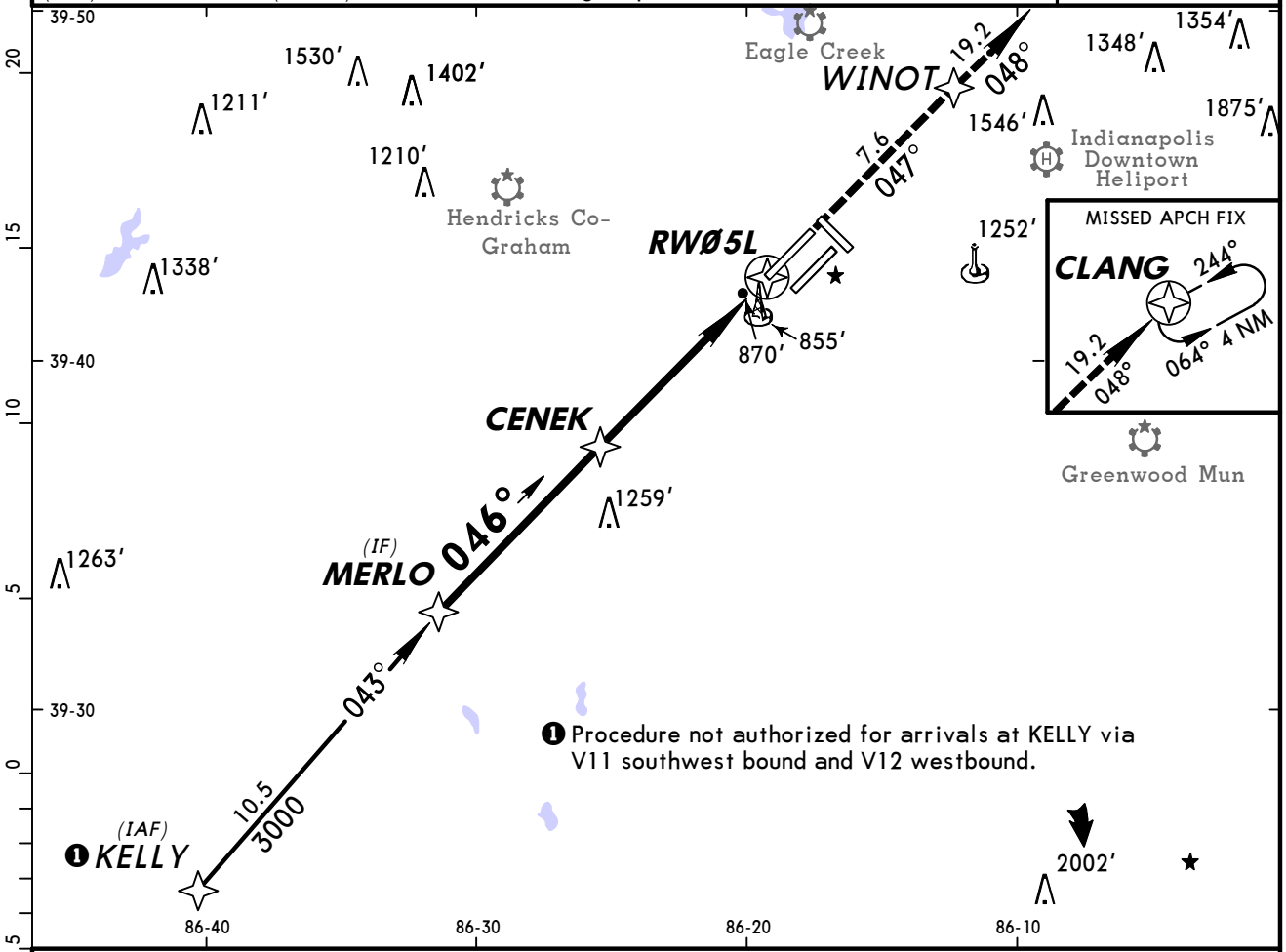
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

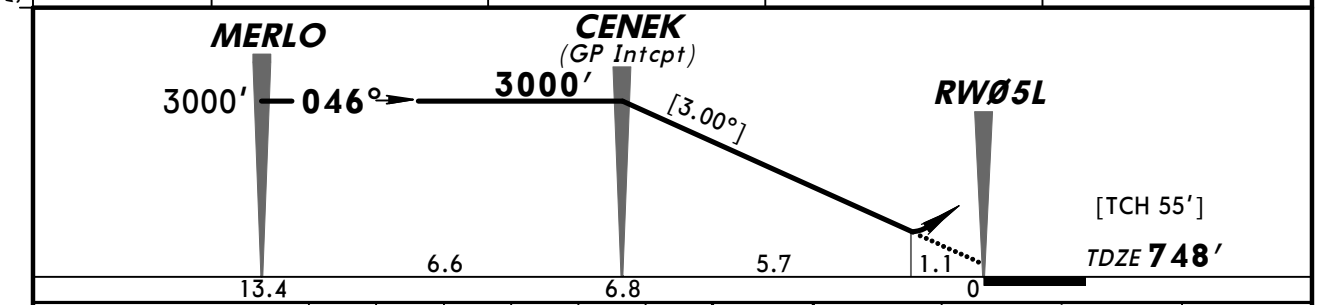
1. AUTHORIZATION REQUIRED. 2. GPS required.

3. For uncompensated Baro-VNAV systems, procedure not authorized below -16°C (4°F) or above 47°C (116°F). 4. VGSI and RNAV glidepath not coincident.

3100′

MSA RWØ5L





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

ALSF-II PAPI 2900′ via 047° WINOT

STRAIGHT-IN LANDING RWY 5L

	RNP 0.15 DA(H) 1139′ (391′)		RNP 0.30 DA(H) 1215′ (467′)	
		ALS out		ALS out
A	RVR 50 or 1	RVR 60 or 1¼	RVR 60 or 1¼	1¾
B				
C				
D				

TERPS AMEND 0B 30 JUN 2011

CHANGES: Procedure authorization note.

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BRIEFING STRIP ™

D-ATIS	INDIANAPOLIS Approach (R)	INDY Tower	Ground
134.25	119.3	120.9	121.9

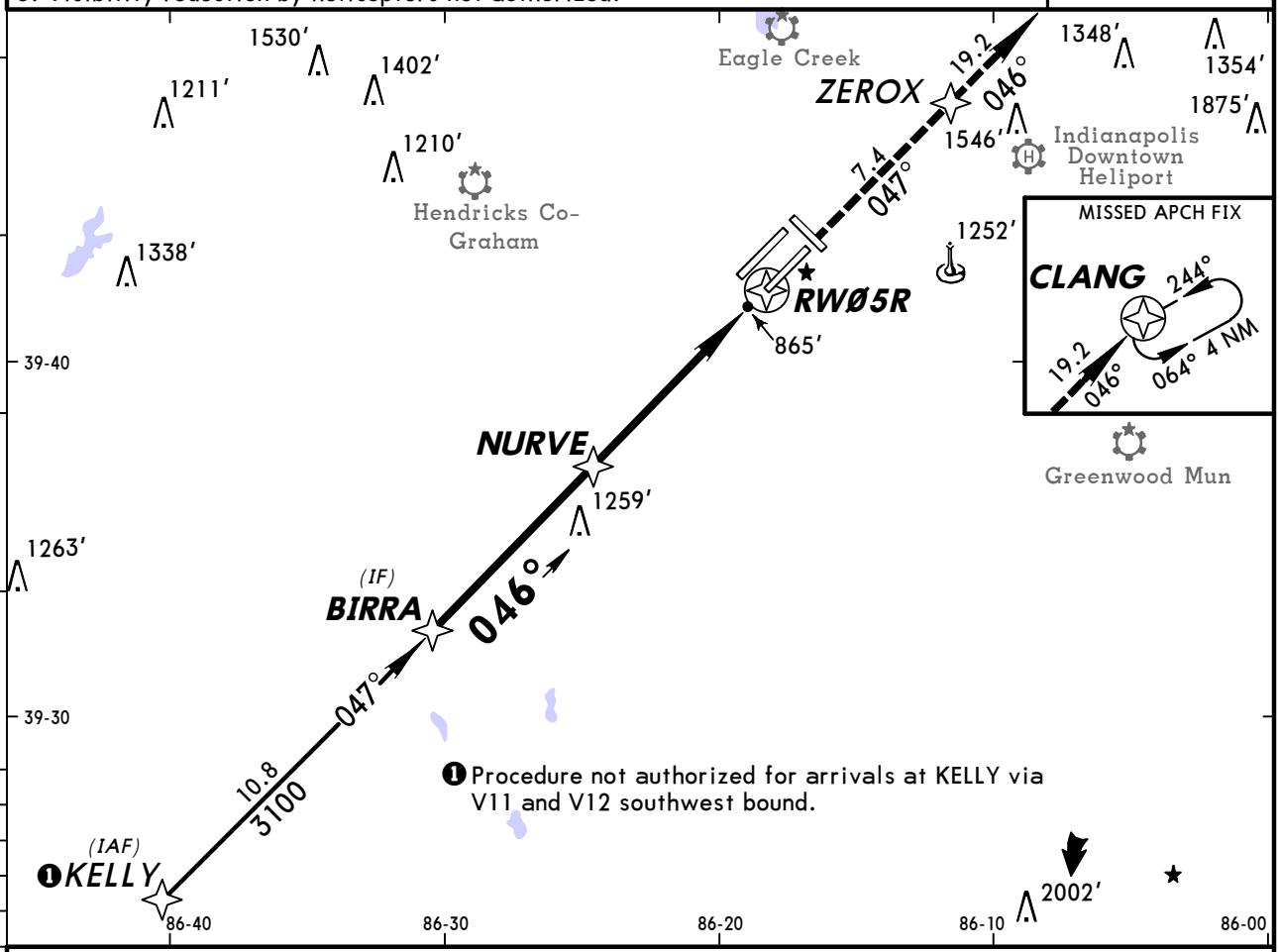
RNAV	Final Apch Crs	Minimum Alt NURVE	RNP 0.19 DA(H)	Apt Elev 797′
	046°	3100′ (2309′)	1190′ (399′)	TDZE 791′

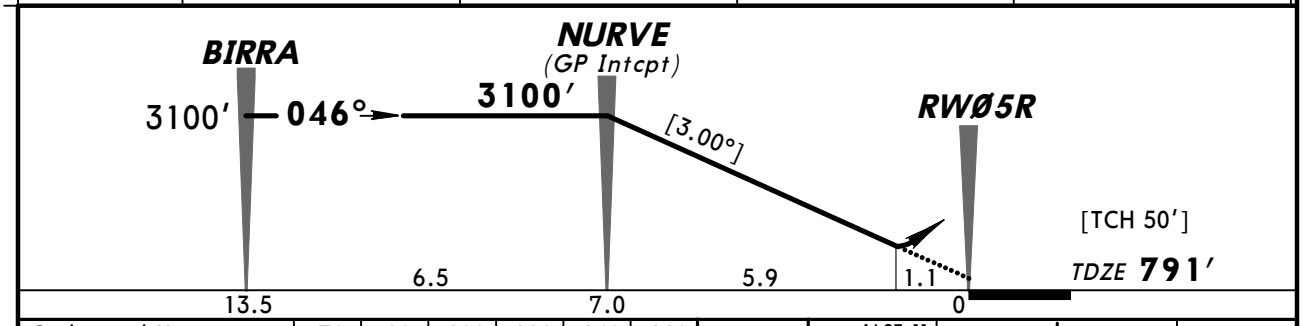
MISSED APCH: Climb to 2900′ via 047° track to ZEROX and via 046° track to CLANG and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. AUTHORIZATION REQUIRED. 2. GPS required.
3. For uncompensated Baro-VNAV systems, procedure not authorized below -16°C (4°F) or above 47°C (116°F). 4. VGSI and RNAV glidepath not coincident.
5. Visibility reduction by helicopters not authorized.

3100′
MSA RWØ5R





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

ALSF-II
PAPI
2900′ via 047° ZEROX

STRAIGHT-IN LANDING RWY **5R**

	RNP 0.19 DA(H) 1190′(399′)		RNP 0.30 DA(H) 1219′(428′)	
		ALS out		ALS out
A	RVR 50 or 1	1½	RVR 50 or 1	1½
B				
C				
D				

TERPS AMEND 0A 30 JUN 2011

CHANGES: Procedure authorization note.

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KIND/IND
INDIANAPOLIS INTL

JEPPESEN

24 JUN 11 (12-22)

INDIANAPOLIS, IND
RNAV (RNP) Z Rwy 14

BRIEFING STRIP ™

D-ATIS	INDIANAPOLIS Approach (R)	INDY Tower	Ground
134.25	119.3	120.9	121.9

RNAV	Final Apch Crs	Minimum Alt JERNO	RNP 0.22 DA(H)	Apt Elev 797′
	137°	2500′ (1704′)	1093′ (297′)	TDZE 796′

MISSED APCH: Climb to 2700′ via 137° track to TEKNE and hold.

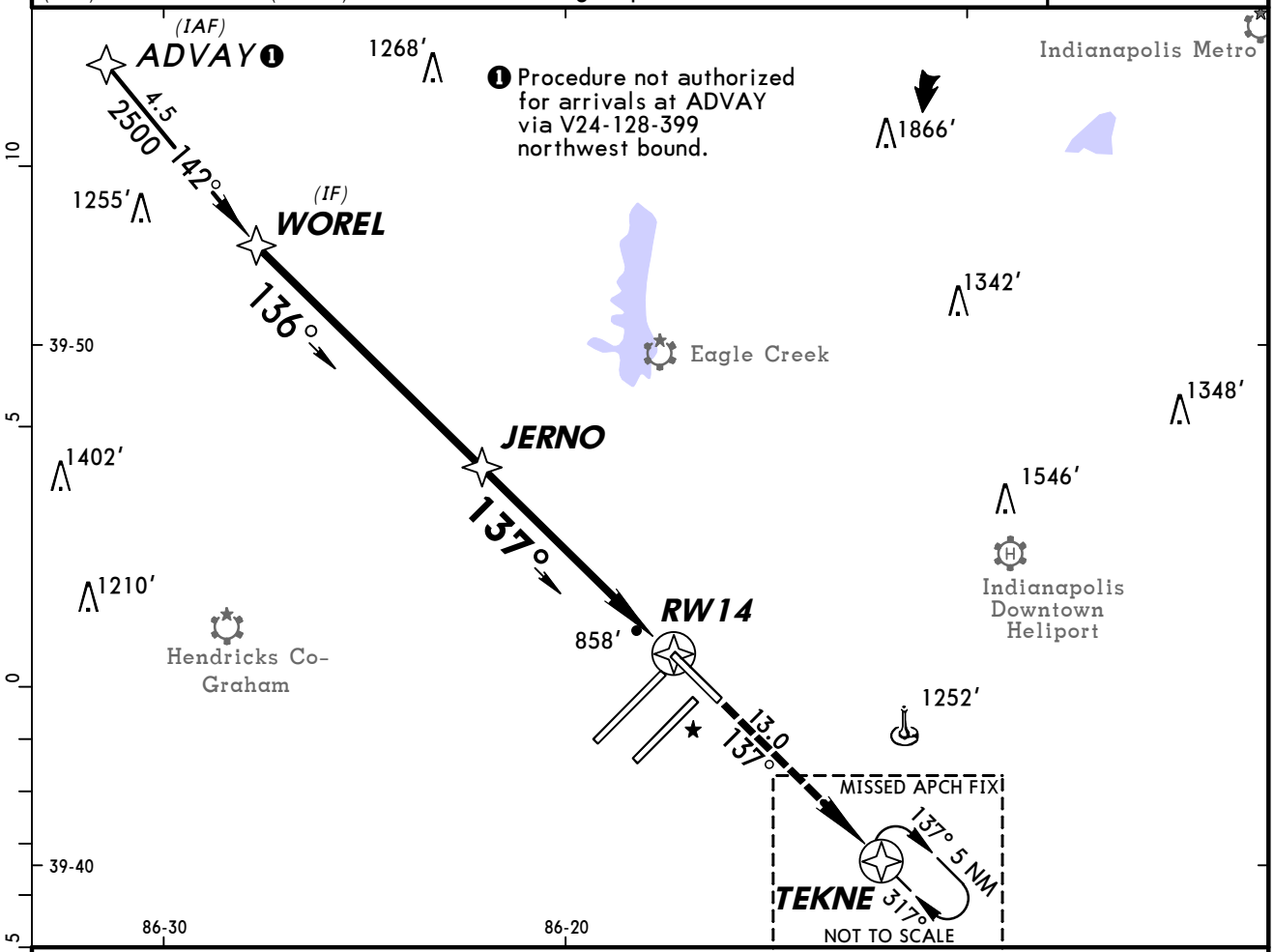
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

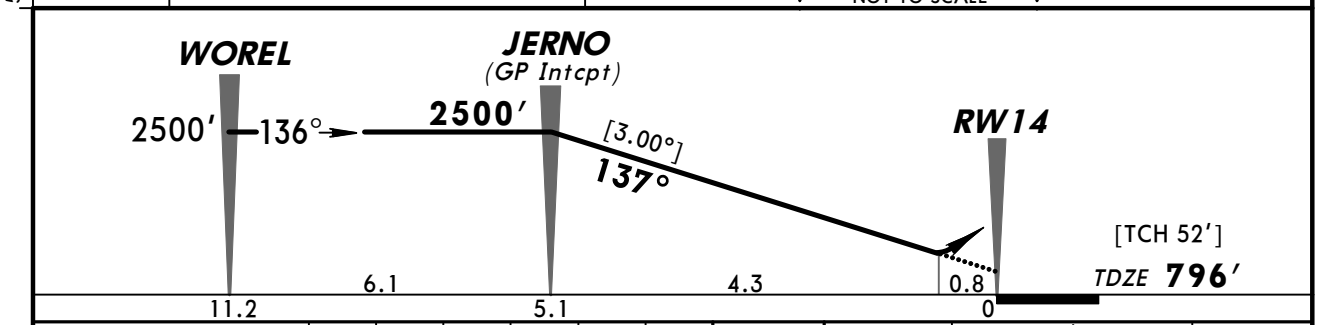
1. AUTHORIZATION REQUIRED. 2. GPS required.

3. For uncompensated Baro-VNAV systems, procedure not authorized below -16°C (4°F) or above 47°C (116°F). 4. VGSI and RNAV glidepath not coincident.

3100′

MSA RW14





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

MALSR PAPI

2700′ via 137° TEKNE

STRAIGHT-IN LANDING RWY 14

	RNP 0.22 DA(H) 1093′ (297′)		RNP 0.30 DA(H) 1172′ (376′)	
		RAIL or ALS out		RAIL or ALS out
A	RVR 24 or ½	RVR 50 or 1	RVR 40 or ¾	RVR 60 or 1¼
B				
C				
D				

TERPS AMEND 0B 30 JUN 2011

CHANGES: Procedure authorization note.

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BRIEFING STRIP ™

D-ATIS	INDIANAPOLIS Approach (R)	INDY Tower	Ground
134.25	119.3	120.9	121.9

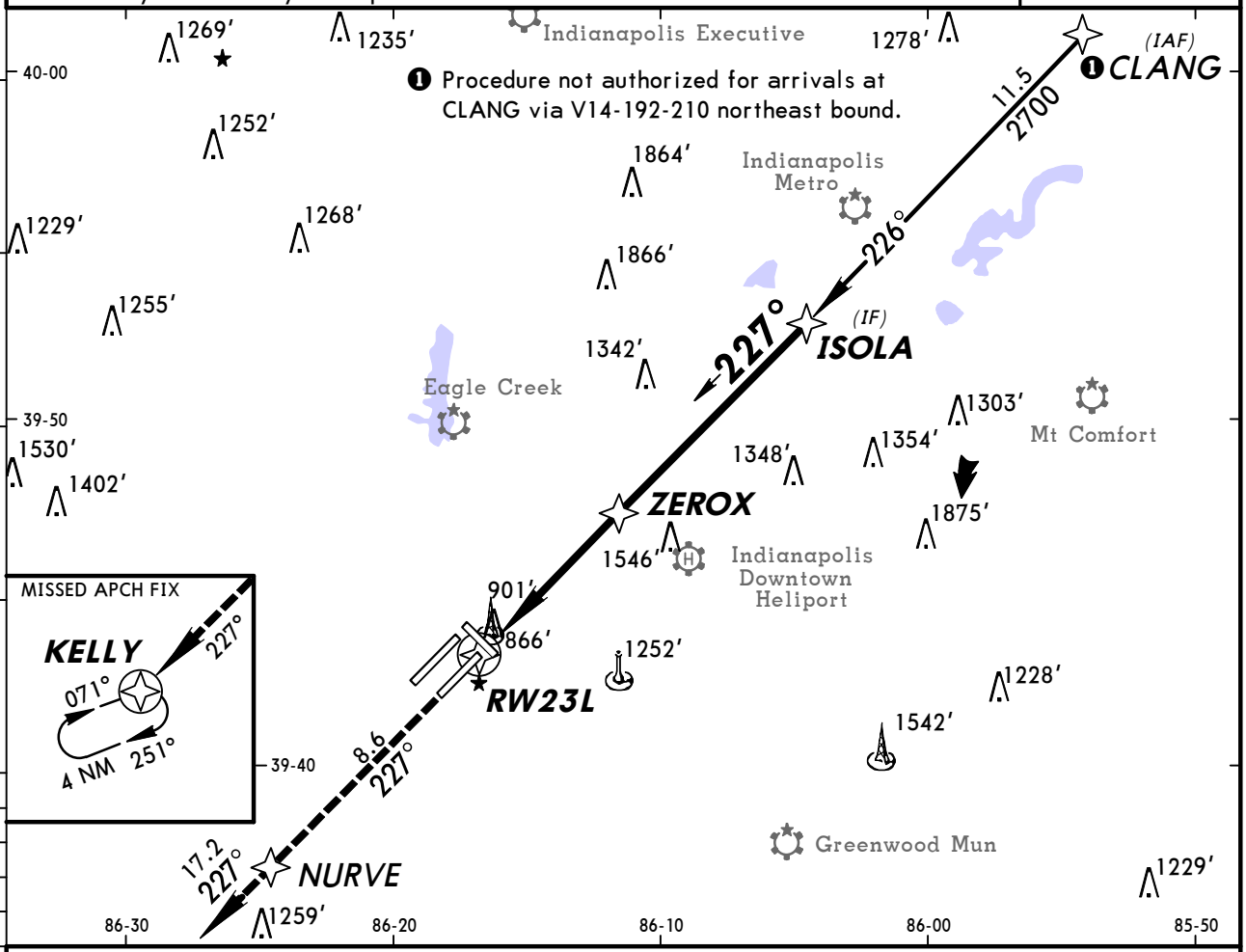
RNAV	Final Apch Crs	Minimum Alt ZEROX	RNP 0.25 DA(H)	Apt Elev 797′
	227°	2700′ (1910′)	1168′ (378′)	TDZE 790′

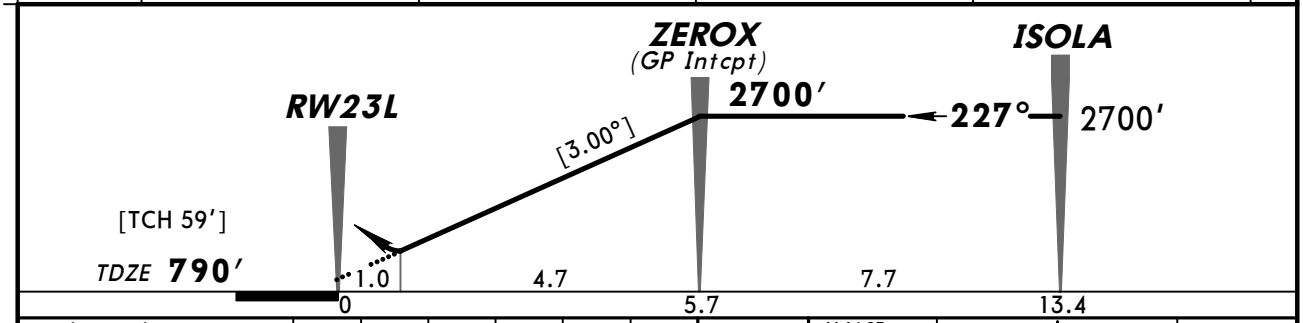
MISSED APCH: Climb to 3100′ via 227° track to NURVE and via 227° track to KELLY and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. AUTHORIZATION REQUIRED. 2. GPS required.
3. For uncompensated Baro-VNAV systems, procedure not authorized below -16°C (4°F) or above 47°C (116°F). 4. VGSI and RNAV glidepath not coincident.
5. Visibility reduction by helicopters not authorized.

3100′
MSA RW23L





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

MALSR
PAPI
3100′ via 227° NURVE

STRAIGHT-IN LANDING RWY 23L

	RNP 0.25 DA(H) 1168′ (378′)		RNP 0.30 DA(H) 1182′ (392′)	
		RAIL or ALS out		RAIL or ALS out
A	RVR 40 or ¾	RVR 60 or 1¼	RVR 50 or 1	RVR 60 or 1¼
B				
C				
D				

TERPS AMEND 0A 30 JUN 2011

CHANGES: Procedure authorization note.

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BRIEFING STRIP™

D-ATIS	INDIANAPOLIS Approach (R)	INDY Tower	Ground
134.25	119.3	120.9	121.9

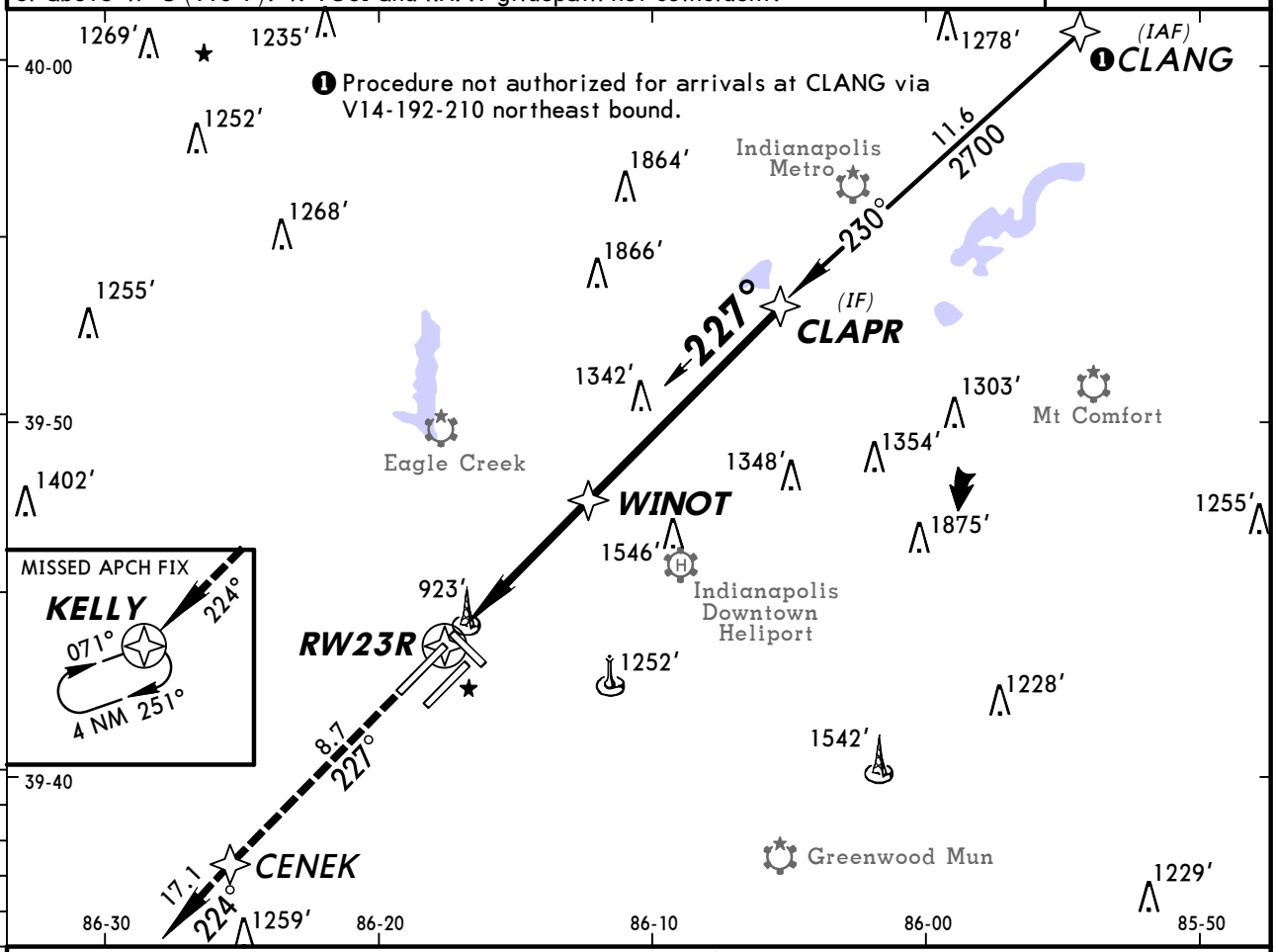
RNAV	Final Apch Crs	Minimum Alt	RNP 0.30 DA(H)	Apt Elev 797′
	227°	WINOT 2700′ (1917′)	1220′ (437′)	TDZE 783′

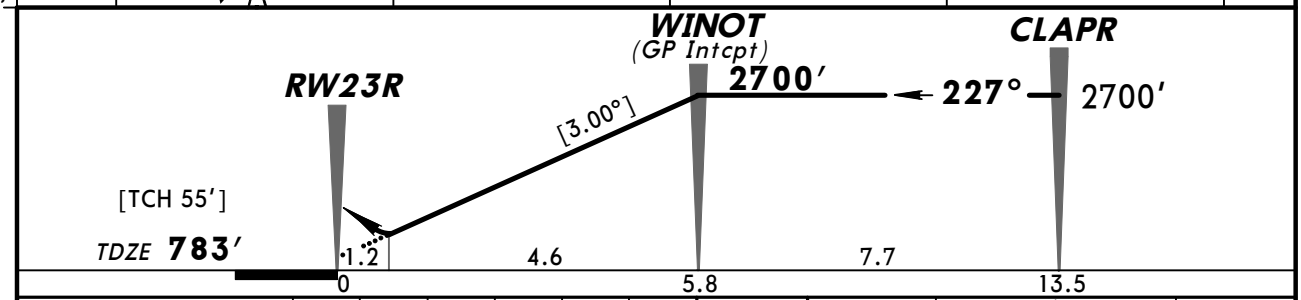
MISSED APCH: Climb to 3100′ via 227° track to CENEK and via 224° track to KELLY and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. AUTHORIZATION REQUIRED. 2. GPS required.
3. For uncompensated Baro-VNAV systems, procedure not authorized below -16°C (4°F) or above 47°C (116°F). 4. VGSI and RNAV glidepath not coincident.

3100′
MSA RW23R





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

MALSR
PAPI
3100′ via 227°
CENEK

STRAIGHT-IN LANDING RWY **23R**

RNP 0.30
DA(H) **1220′** (437′)

	RVR	RAIL or ALS out
A		
B		
C	RVR 50 or 1	1½
D		

TERPS AMEND 0B 30 JUN 2011

CHANGES: Procedure authorization note, note removed.

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KIND/IND
INDIANAPOLIS INTL

JEPPESEN

24 JUN 11 (12-25)

INDIANAPOLIS, IND
RNAV (RNP) Z Rwy 32

BRIEFING STRIP ™

D-ATIS	INDIANAPOLIS Approach (R)	INDY Tower	Ground
134.25	119.3	120.9	121.9

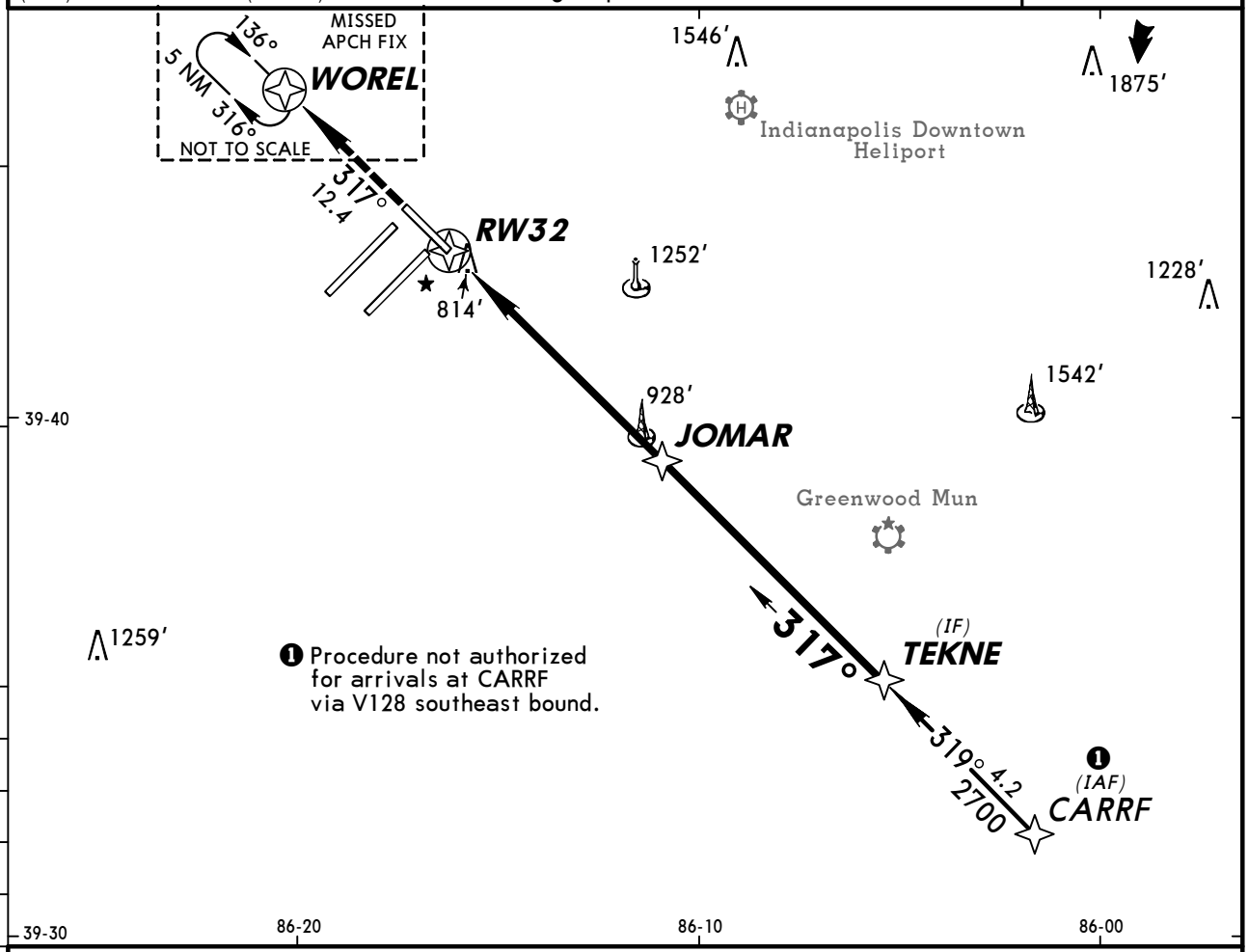
RNAV	Final Apch Crs	Minimum Alt	RNP 0.19 DA(H)	Apt Elev 797′
	317°	JOMAR 2700′ (1908′)	1090′ (298′)	TDZE 792′

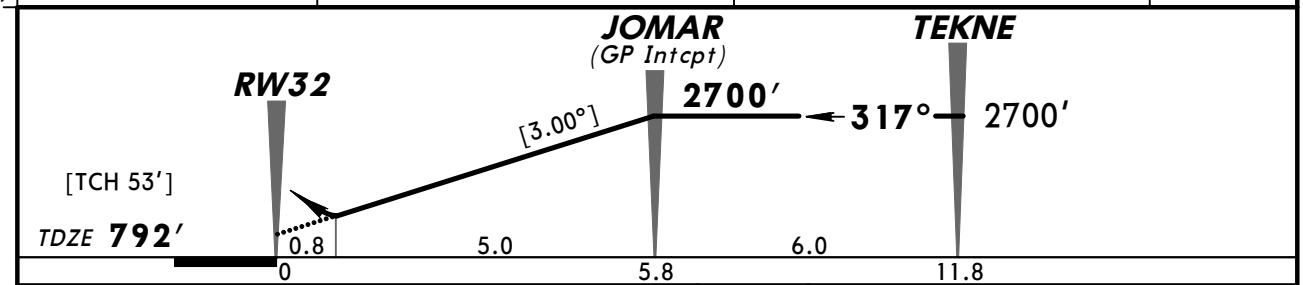
MISSED APCH: Climb to 2500′ via 317° track to WOREL and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. AUTHORIZATION REQUIRED. 2. GPS required.
3. For uncompensated Baro-VNAV systems, procedure not authorized below -16°C (4°F) or above 47°C (116°F). 4. VGSI and RNAV glidepath not coincident.

3100′
MSA RW32





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

MALSR
PAPI
2500′ via 317° WOREL

STRAIGHT-IN LANDING RWY 32

	RNP 0.19 DA(H) 1090′ (298′)		RNP 0.30 DA(H) 1186′ (394′)	
		RAIL or ALS out		RAIL or ALS out
A	RVR 24 or ½	RVR 50 or 1	RVR 50 or 1	1½
B				
C				
D				

TERPS AMEND 0B 30 JUN 2011

CHANGES: Procedure authorization note.

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General Information

Location: Lafayette IN USA
IATA Code: LAF
Lat/Long: N40° 24.7' W086° 56.2'
Elevation: 606 ft

Airport Use: Public
Magnetic Variation: 3.9°W
Sectional Chart: Chicago

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: No
Beacon: Yes
Pattern Altitude: 1000 ft AGL

Sunrise: 1225 Z
Sunset: 2336 Z,

Runway Information

Runway: 05
Length x Width: 4225 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 592 ft
Lighting: Edge, REIL

Runway: 10
Length x Width: 6600 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 601 ft
Lighting: Edge, ALS, Pilot controlled

Runway: 23
Length x Width: 4225 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 603 ft
Lighting: Edge, REIL
Displaced Threshold: 323 ft

Runway: 28
Length x Width: 6600 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 598 ft
Lighting: Edge, REIL, Pilot controlled

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Communication Information

ATIS 127.75
ASOS 127.75
Lafayette Tower Tower 119.6 CTAF PCL
Lafayette Ground Ground Control 121.9
Grissom Approach Approach Control 123.85
Grissom Departure Departure Control 123.85
Purdue Univ Unicom Unicom 122.95
Terre Haute Flight Service Station 122.35 RCO
Terre Haute Flight Service Station 122.2 RCO
Chicago Center 123.85 Remote Communications Air-Ground

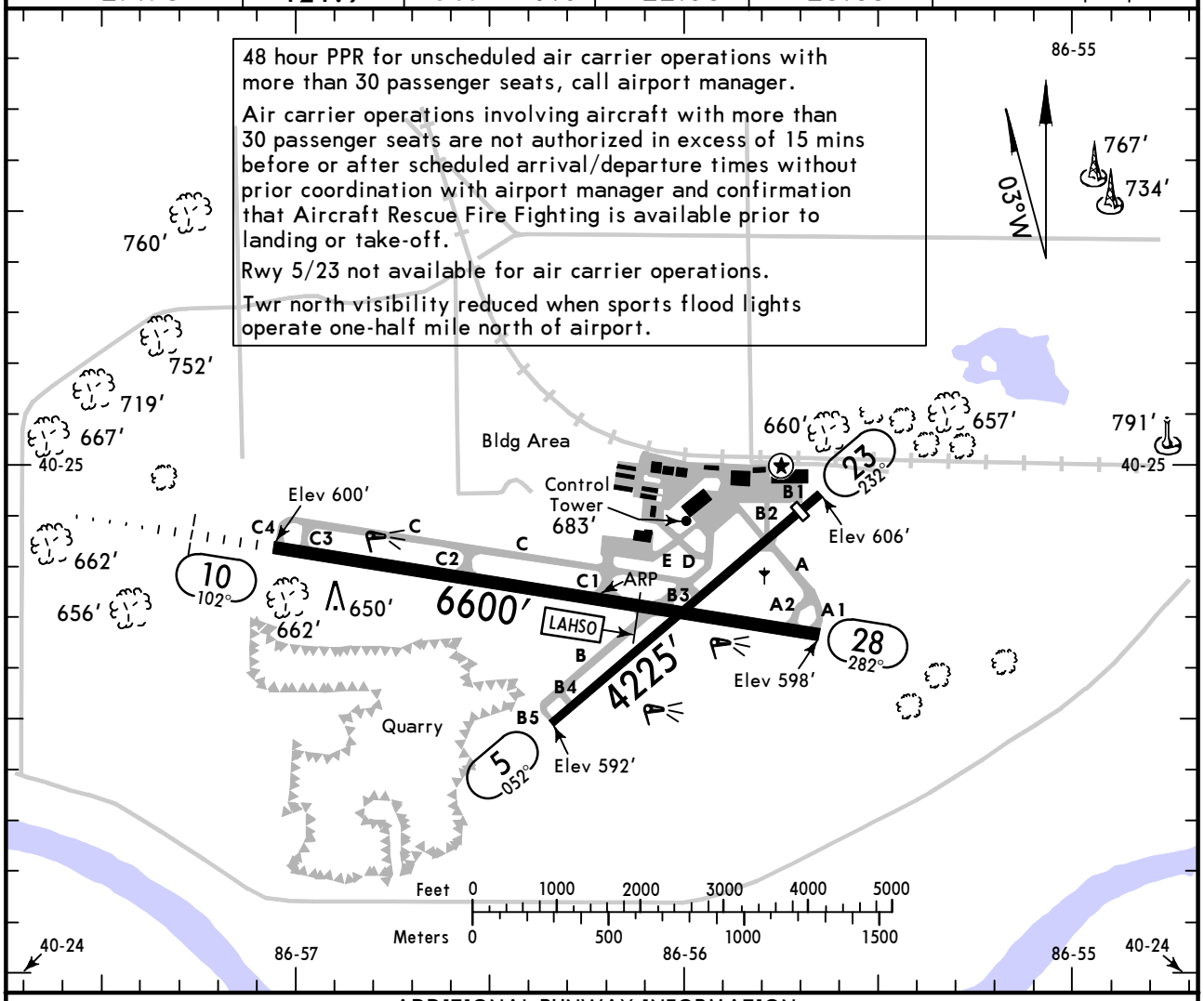
ATIS (ASOS when Twr inop)	*LAFAYETTE Ground	*Tower	UNICOM	*GRISSOM Departure (R)	CHICAGO Center (R) when Dep inop
127.75	121.9	CTAF 119.6	122.95	123.85	123.85

48 hour PPR for unscheduled air carrier operations with more than 30 passenger seats, call airport manager.

Air carrier operations involving aircraft with more than 30 passenger seats are not authorized in excess of 15 mins before or after scheduled arrival/departure times without prior coordination with airport manager and confirmation that Aircraft Rescue Fire Fighting is available prior to landing or take-off.

Rwy 5/23 not available for air carrier operations.

Twr north visibility reduced when sports flood lights operate one-half mile north of airport.



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS: LANDING BEYOND Threshold	Glide Slope	LAHSO Distance	WIDTH
5 ❶ 23	MIRL ❷REIL PAPI-L (angle 3.0°)	3902′			100′
10	❷HIRL ❷MALSR PAPI-L (angle 3.0°) grooved		5590′	5/23 4600′	150′
28	❷HIRL ❷REIL VASI-R grooved				

❶Not lighted when Twr inop

❷Activate on 119.6 when Twr inop.

TAKE-OFF

	Rwys 10, 28 Adequate Vis Ref	Rwys 10, 28 STD	Rwy 5 With Mim climb of 342′/ NM to 1000′ Adequate Vis Ref	Rwy 5 With Mim climb of 342′/ NM to 1000′ STD	Rwy 5 Other	Rwy 23 With Mim climb of 220′/ NM to 1100′ Adequate Vis Ref	Rwy 23 With Mim climb of 220′/ NM to 1100′ STD	Rwy 23 Other
1 & 2 Eng	¼	1	¼	1	300-1¼	¼	1	400-2¼
3 & 4 Eng		½		½			½	

FOR FILING AS ALTERNATE

	Authorized Only When Twr Operating: ILS Rwy 10	VOR-A	Authorized Only When Local Weather Available: RNAV (GPS) Rwy 10 RNAV (GPS) Rwy 28	Other
A B C	600-2	800-2	800-2	NA
D	800-2¼	800-2¼	800-2¼	

CHANGES: Communications.

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ATIS (ASOS when Twr inop)	* GRISSOM Approach (R)	CHICAGO Center (R)	*LAFAYETTE Tower	*Ground
127.75	123.85	123.85 when App inop	CTAF 119.6	121.9

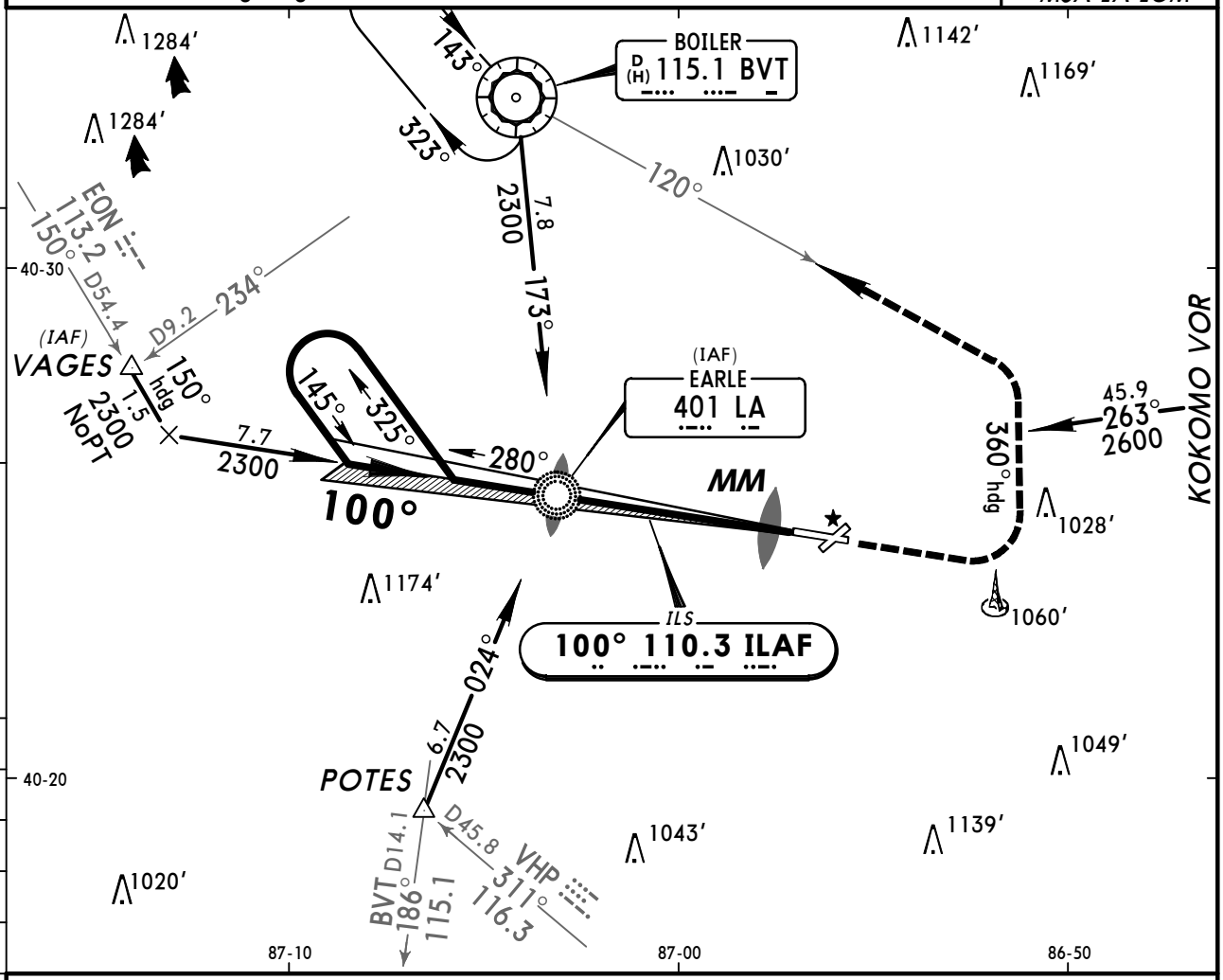
LOC ILAF	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 606′
110.3	100°	2165′ (1564′)	801′ (200′)	TDZE 601′

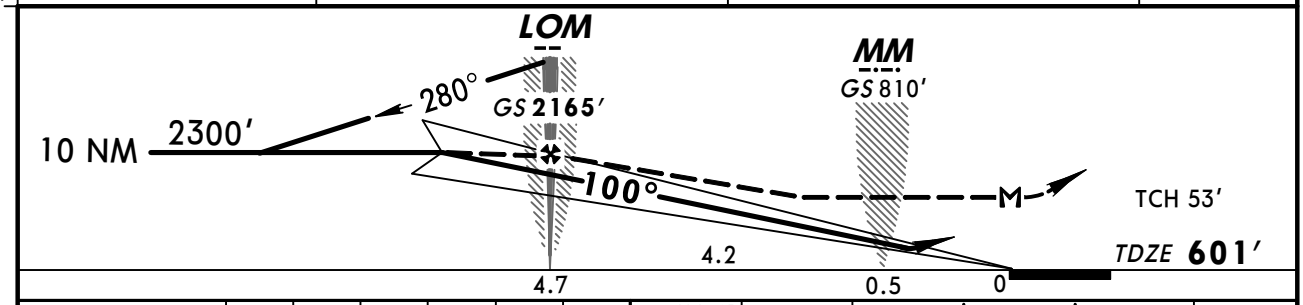
MISSED APCH: Climb to 1600′, then climbing LEFT turn to 2300′ via 360° heading and inbound BVT VOR R-120 to BVT VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Pilot controlled lighting 119.6.

MSA LA LOM: 2600′





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861
LOM to MAP 4.7	4:02	3:08	2:49	2:21	2:01	1:46

MALSR / PAPI | 1600′ | 2300′ LT via 360° hdg and BVT 115.1 R-120 | BVT 115.1

STRAIGHT-IN LANDING RWY10

	ILS DA(H) 801′ (200′) FULL	ILS DA(H) 801′ (200′) RAIL or ALS out	LOC (GS out) MDA(H) 1060′ (459′)	RAIL out	ALS out	CIRCLE-TO-LAND Max Kts	MDA(H)
A	1/2	3/4	1/2	3/4	1	90	1160′(554′) -1
B						120	
C			3/4	1 1/4		140	1160′(554′) -1 1/2
D			1	1 1/2		165	1320′(714′) -2 1/4

TERPS AMEND 11

CHANGES: Communications.

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KLAF/LAF
PURDUE UNIVERSITY

JEPPESEN
16 SEP 11 (12-1)

LAFAYETTE, IND
RNAV (GPS) Rwy 10

ATIS (ASOS when Tower inop)	*GRISSOM Approach (R)	CHICAGO Center (R)	*LAFAYETTE Tower	*Ground
127.75	123.85	123.85 when App inop	CTAF 119.6	121.9

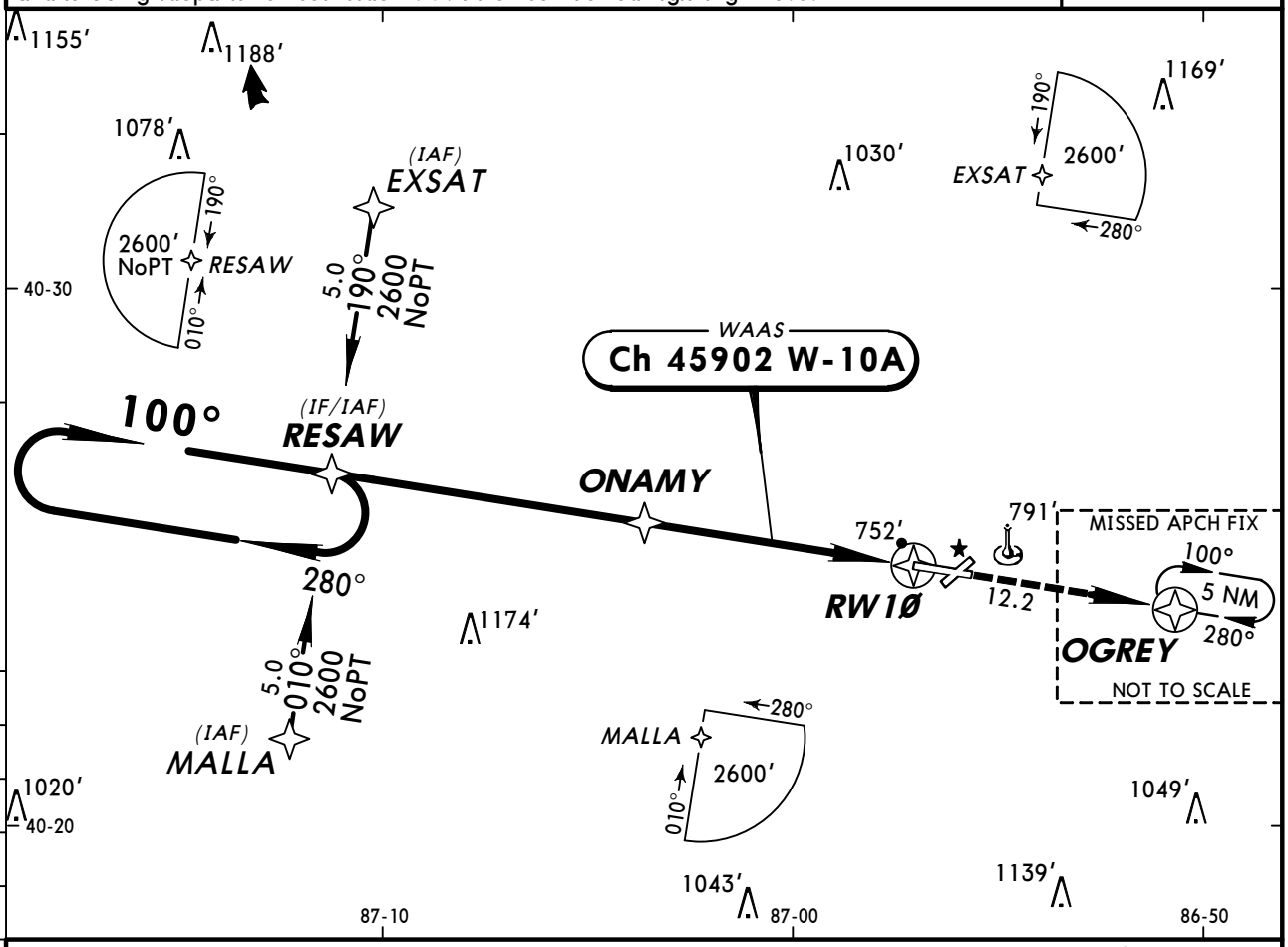
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 606′
Ch 45902 W-10A	100°	ONAMY 2300′ (1699′)	877′ (276′)	TDZE 601′

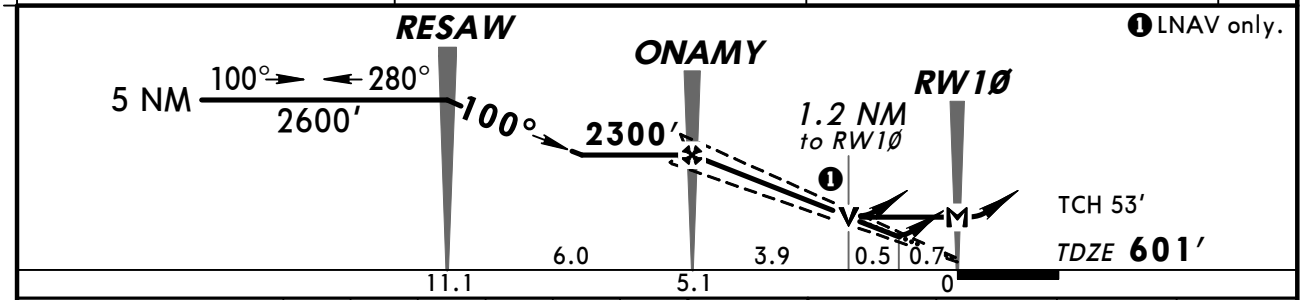
MISSED APCH: Climb to 2600′ direct OGREY and hold.

TAA 30 NM IAF

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter; if not received, use Vermilion County altimeter setting.
2. DME/DME RNP-0.3 NA. 3. VDP NA when using Vermilion County altimeter setting.
4. Baro-VNAV NA when using Vermilion County altimeter setting. 5. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C(4°F) or above 47°C (116°F). 6. VGSI and RNAV glidepath not coincident. 7. Pilot controlled lighting 119.6.





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW1Ø						

MALSR PAPI 2600′ OGREY

STRAIGHT-IN LANDING RWY 10

	1 LPV DA(H) 877′(276′)		2 LNAV/VNAV DA(H) 1083′(482′)		3 LNAV MDA(H) 1040′(439′)		
		RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out
A	½	1	1¼	1¾	½	¾	1
B							
C					¾	1¼	
D					1	1½	

CIRCLE-TO-LAND

Max Kts	With Local Altimeter Setting MDA(H)	With Vermilion County Altimeter Setting MDA(H)
90	1160′(554′)-1	1260′(654′)-1
120		
140	1160′(554′)-1½	1260′(654′)-1½
165	1320′(714′)-2¼	1420′(814′)-2¼

1 DA(H) 966′ (365′) with Vermilion County altimeter setting.
2 DA(H) 1172′(571′) with Vermilion County atimeter setting.
3 MDA(H) 1140′(539′) with Vermilion County atimeter setting.

AMEND 1 TERPS

CHANGES: Communications.

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JEPPESEN

16 SEP 11 (12-2)

LAFAYETTE, IND
RNAV (GPS) Rwy 28

ATIS (ASOS when Twr inop)	*GRISSOM Approach (R)	CHICAGO Center (R)	*LAFAYETTE Tower	*Ground
127.75	123.85	123.85 when App inop	CTAF 119.6	121.9

BRIEFING STRIP ™

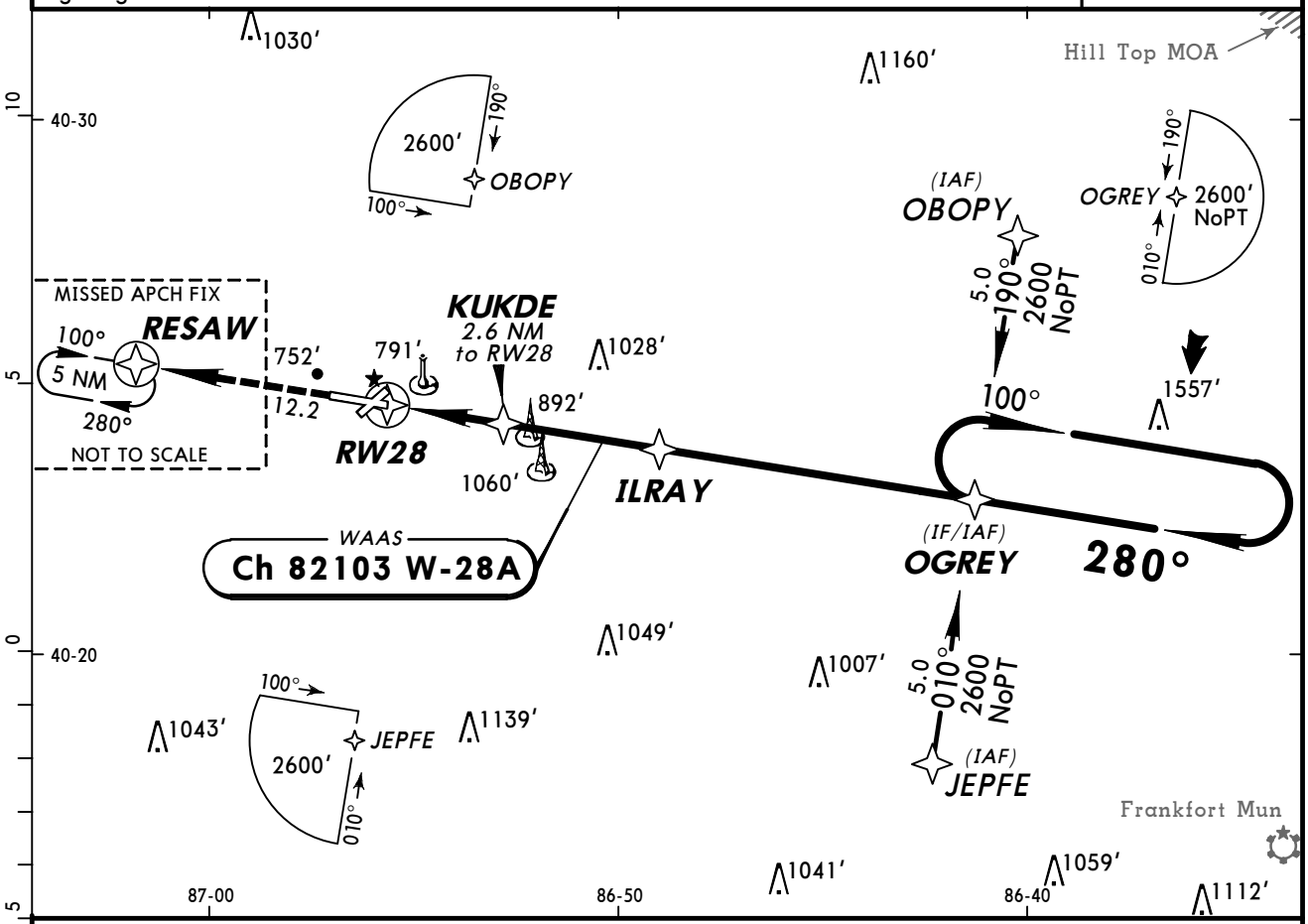
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 606′
Ch 82103 W-28A	280°	ILRAY 2300′ (1702′)	856′ (258′)	TDZE 598′

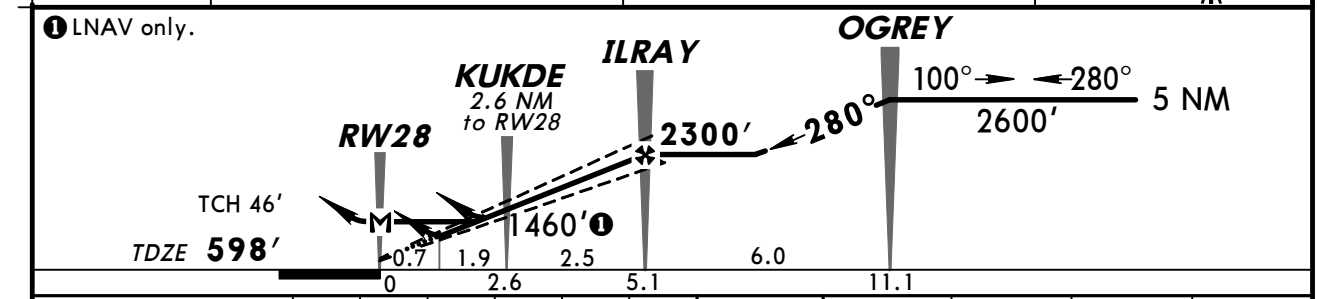
MISSED APCH: Climb to 2600′ direct RESAW and hold.

TAA 30 NM IAF

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Vermilion County altimeter setting.
2. Baro-VNAV NA when using Vermilion County altimeter setting. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F).
4. Visibility reduction by helicopters NA. 5. DME/DME RNP-0.3 NA. 6. Pilot controlled lighting 119.6.





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW28						

REIL VASI-R 2600′ D RESAW

STRAIGHT-IN LANDING RWY 28			CIRCLE-TO-LAND		
1 LPV DA(H) 856′(258′)	2 LNAV/VNAV DA(H) 1125′(527′)	3 LNAV MDA(H) 1060′(462′)	Max Kts	With Local Altimeter Setting MDA(H)	With Vermilion County Altimeter Setting MDA(H)
A			90	1160′(554′)-1	1260′(654′)-1
B	1	1¾	1	120		
C			1¼	140	1160′(554′)-1½	1260′(654′)-1½
D			1½	165	1320′(714′)-2¼	1420′(814′)-2¼

AMEND 1

TERPS

1 DA(H) 945′(347′) with Vermilion County altimeter setting.
2 DA(H) 1214′(616′) with Vermilion County atimeter setting.
3 MDA(H) 1160′(562′) with Vermilion County atimeter setting.

CHANGES: Communications.

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JEPPESEN
16 SEP 11 (13-1)

LAFAYETTE, IND
VOR-A

ATIS (ASOS when Twr inop)	*GRISSOM Approach (R)	CHICAGO Center (R)	*LAFAYETTE Tower	*Ground
127.75	123.85	123.85 when App inop	CTAF 119.6	121.9

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev
BVT 115.1	143°	BATLE 2000′ (1394′)	Refer to Minimums	606′

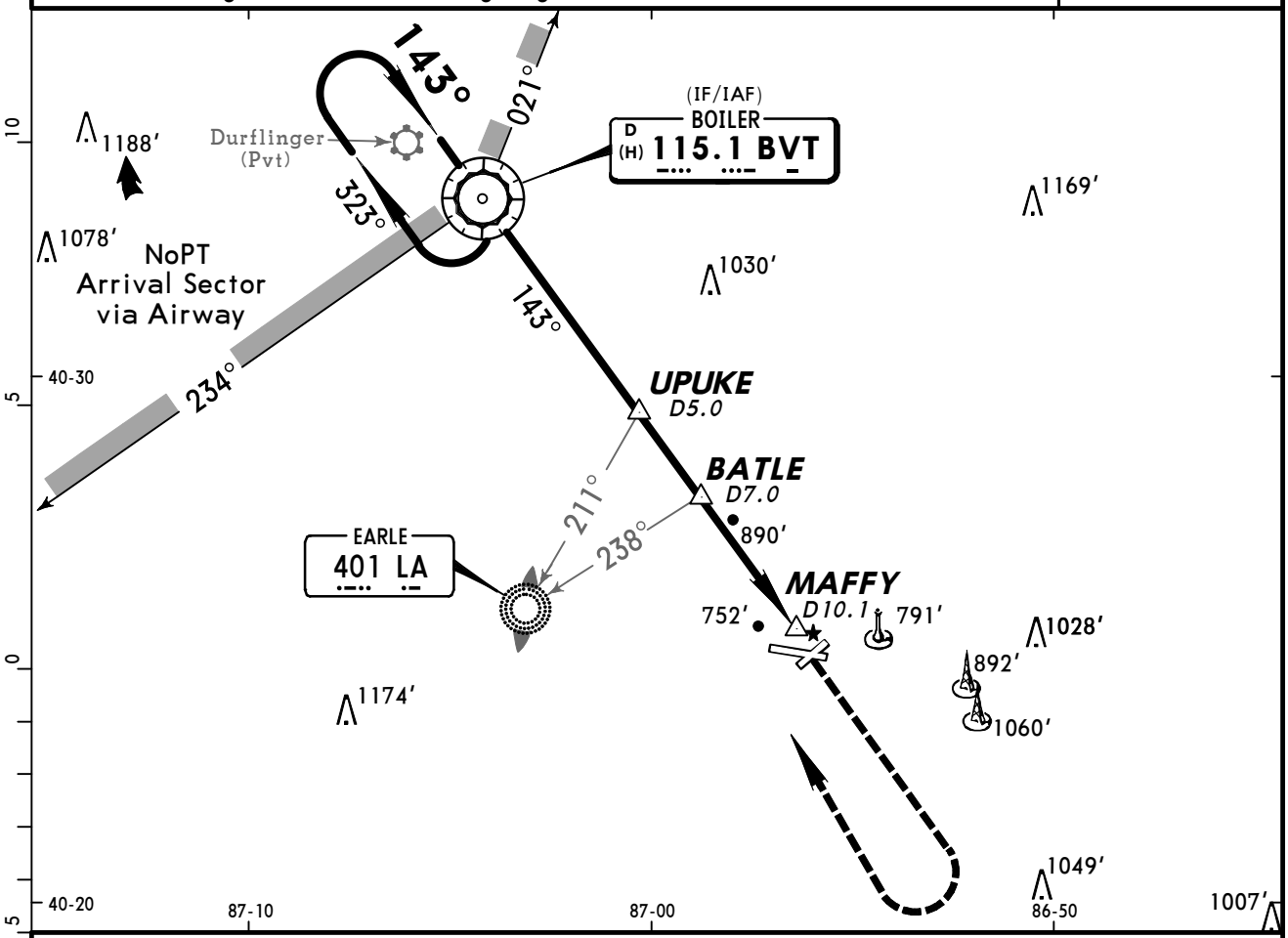
MISSED APCH: Climb to 2300′ then RIGHT turn direct BVT VOR and hold.

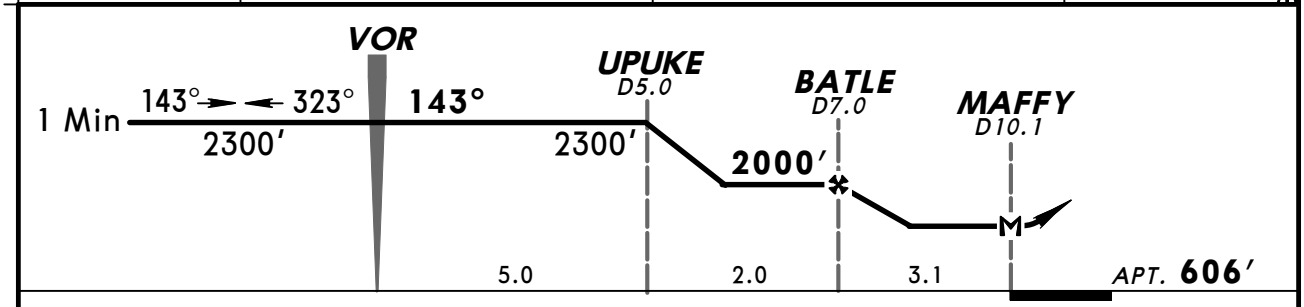
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME or ADF required. 2. Use local altimeter setting; if not recieved, use Danville altimeter setting. 3. Pilot controlled lighting 119.6.

2600′
MSA BVT VOR

BRIEFING STRIP ™





Gnd speed-Kts	70	90	100	120	140	160
MAP at MAFFY or BATLE to MAP 3.1	2:39	2:04	1:52	1:33	1:20	1:10

Lighting - Refer to Airport Chart | 2300′ | RT | D | BVT 115.1

CIRCLE-TO-LAND

	Max Kts.	With Local Altimeter Setting MDA(H)	With Danville Altimeter Setting MDA(H)
A	90	1160′ (554′) -1	1260′ (654′) -1
B	120		
C	140	1160′ (554′) -1½	1260′ (654′) -2
D	165	1320′ (714′) -2¼	1420′ (814′) -2¾

AMEND 26
TERPS

CHANGES: Communications.

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General Information

Location: Muncie IN USA
IATA Code: MIE
Lat/Long: N40° 14.5' W085° 23.7'
Elevation: 937 ft

Airport Use: Public
Magnetic Variation: 5.1°W
Sectional Chart: Chicago

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: High Pressure, HP Bottle
Repair Types: Minor Airframe, Minor Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes
Pattern Altitude: 1000 ft AGL

Sunrise: 1219 Z
Sunset: 2330 Z,

Runway Information

Runway: 02
Length x Width: 5197 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 937 ft
Lighting: Edge, REIL, Pilot controlled
Displaced Threshold: 196 ft

Runway: 14
Length x Width: 6500 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 933 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 20
Length x Width: 5197 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 935 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 32
Length x Width: 6500 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 936 ft
Lighting: Edge, ALS, Pilot controlled

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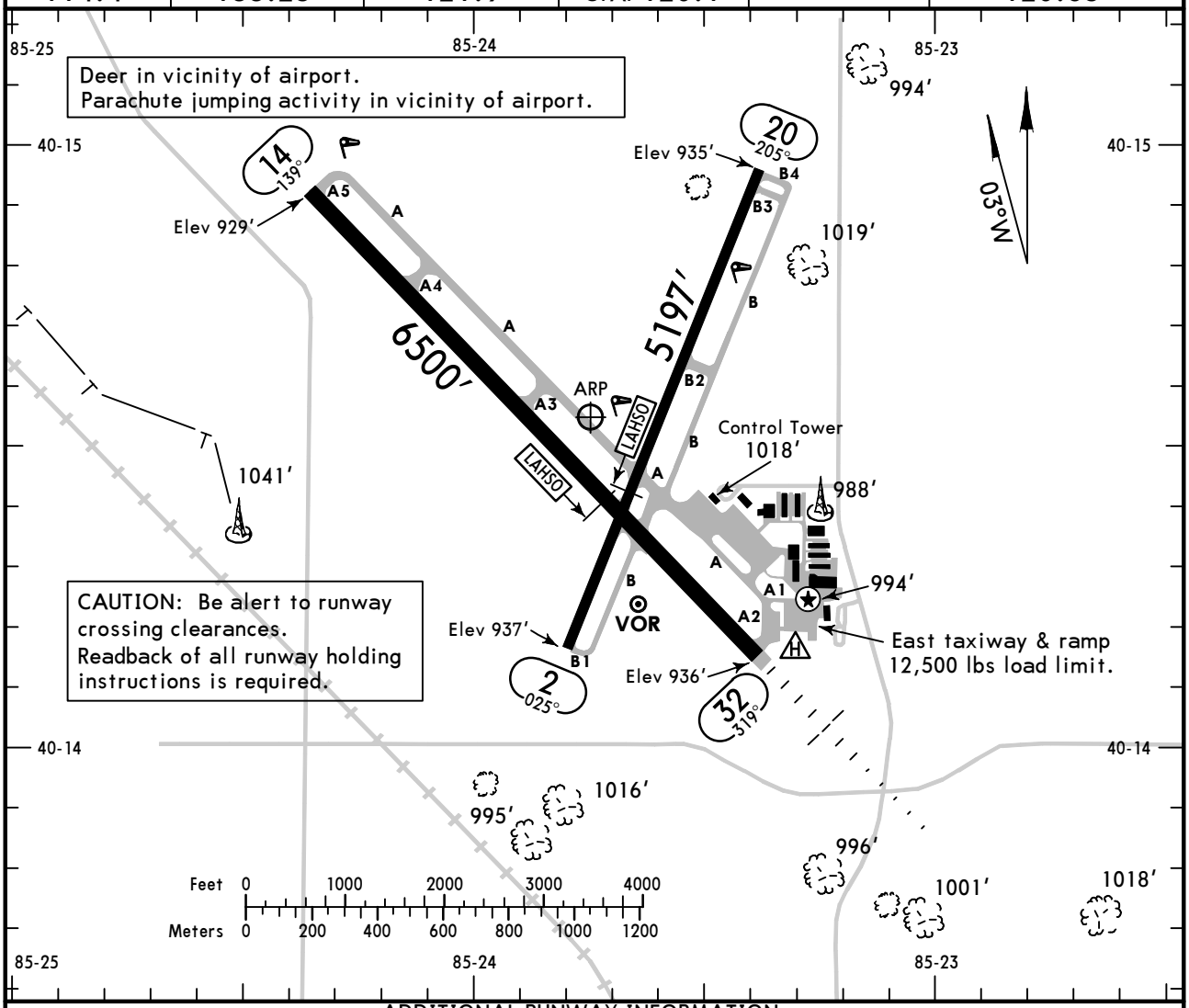
Communication Information

ATIS 133.25
ASOS 114.4
Muncie Tower Tower 120.1 CTAF PCL
Muncie Ground Ground Control 121.9
Delaware County Regl Unic Unicom 122.95
Terre Haute Flight Service Station 122.1 RCO
Terre Haute Flight Service Station 114.4 RCO
Indianapolis Center 120.65 Remote Communications Air-Ground

ASOS	ATIS	*MUNCIE Ground	*Tower	UNICOM 122.95	INDIANAPOLIS Center (R)
114.4	133.25	121.9	CTAF 120.1		120.65



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS: LANDING BEYOND Threshold	Glide Slope	LAHSO Distance	TAKE-OFF	WIDTH
2 / 20	❶MIRL ❶REIL ❶PAPI-L (angle 3.0°) grooved			14/32 3500′		100′
14 ❷	❶HIRL ❶REIL ❶VASI-L (TCH 19′) grooved			2/20 4300′		150′
32	❶HIRL ❶MALSR grooved		5498′			

❶ Activate on 120.1 when Twr inop.
❷ Preferred rwy in calm winds.

	TAKE-OFF All Rwys: Adequate Vis Ref	TAKE-OFF All Rwys: STD	FOR FILING AS ALTERNATE: Authorized Only When Twr Operating: ILS Rwy 32	Authorized Only When Twr Operating: LOC Rwy 32	Authorized Only When Local Weather Available: VOR Rwy 14, VOR Rwy 20, VOR Rwy 32, RNAV (GPS) Rwy 14, RNAV (GPS) Rwy 20, RNAV (GPS) Rwy 32
1 & 2 Eng	1/4	1	600-2	800-2	800-2
3 & 4 Eng		1/2			

A B C D

AMEND 3

CHANGES: Rwy 2 threshold removed, Twy B modified, East ramp modified.

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JEPPESEN
5 AUG 11 (11-1)

MUNCIE, IND
ILS or LOC Rwy 32

ASOS	ATIS	INDIANAPOLIS Center (R)	*MUNCIE Tower	*Ground
114.4	133.25	120.65	CTAF 120.1	121.9

BRIEFING STRIP ™

LOC IJNK	Final Apch Crs	GS BALLL	ILS DA(H) (CONDITIONAL)	Apt Elev 937′
109.1	319°	2466′ (1530′)	1136′ (200′)	TDZE 936′

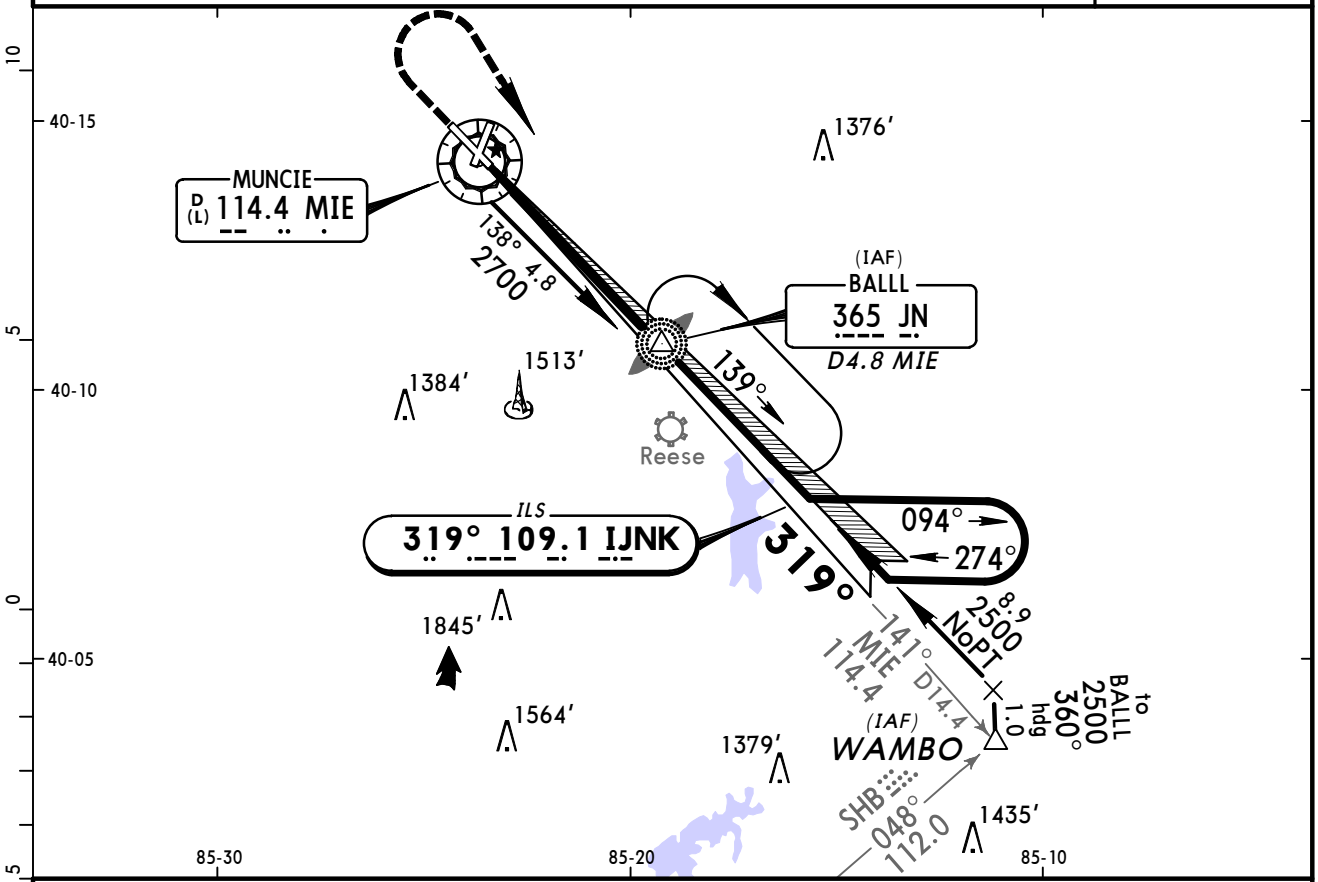
MISSED APCH: Climb to 1400′, then climbing RIGHT turn to 2700′ direct BALLL LOM/D4.8 MIE and hold.

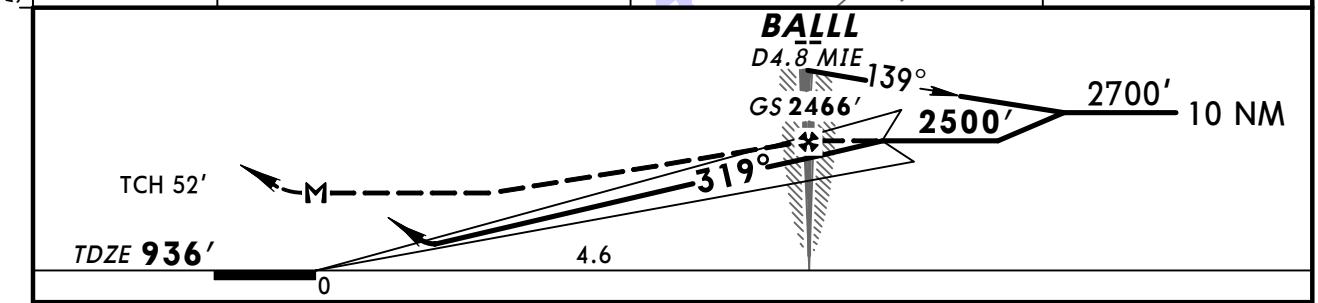
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. ADF or DME required. 2. When Twr inop, except for operators with approved weather service, use Ft Wayne Intl altimeter setting. 3. Pilot controlled lighting 120.1.

2900′

MSA JN LOM





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
BALLL to MAP 4.6	3:57	3:04	2:46	2:18	1:58	1:43

MALSR | 1400′ | 2700′ RT | D | JN 365

STRAIGHT-IN LANDING RWY 32

	ILS DA(H)		LOC (GS out) MDA(H)			LOC (GS out) MDA(H)		
	1136′ (200′) When Twr Operating or With Approved Weather Service		1380′ (444′) When Twr Operating or With Approved Weather Service			1520′ (584′) With Ft Wayne Intl Altimeter Setting		
	FULL	RAIL or 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
B								
C			3/4	1 1/4		1	1 1/2	
D			1	1 1/2		1 1/4	1 3/4	

CIRCLE-TO-LAND

Max Kts	When Twr Operating or With Approved Weather Service MDA(H)	With Ft Wayne Intl Altimeter Setting MDA(H)
90	1460′ (523′)-1	1580′ (643′)-1
120		
140	1460′ (523′)-1 1/2	1580′ (643′)-1 3/4
165	1500′ (563′)-2	1580′ (643′)-2

1 DA(H) 1257′ (321′) with Ft Wayne Intl altimeter setting.

TERPS AMEND 9B 6 MAY 2010

CHANGES: None.

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BRIEFING STRIP ™

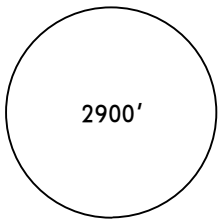
ASOS	ATIS	INDIANAPOLIS Center (R)	*MUNCIE Tower	*Ground
114.4	133.25	120.65	CTAF 120.1	121.9

WAAS	Final Apch Crs	Minimum Alt HIXAG	LPV DA(H) (CONDITIONAL)	Apt Elev 937′
Ch 56401 W-14A	139°	2500′ (1567′)	1254′ (321′)	TDZE 933′

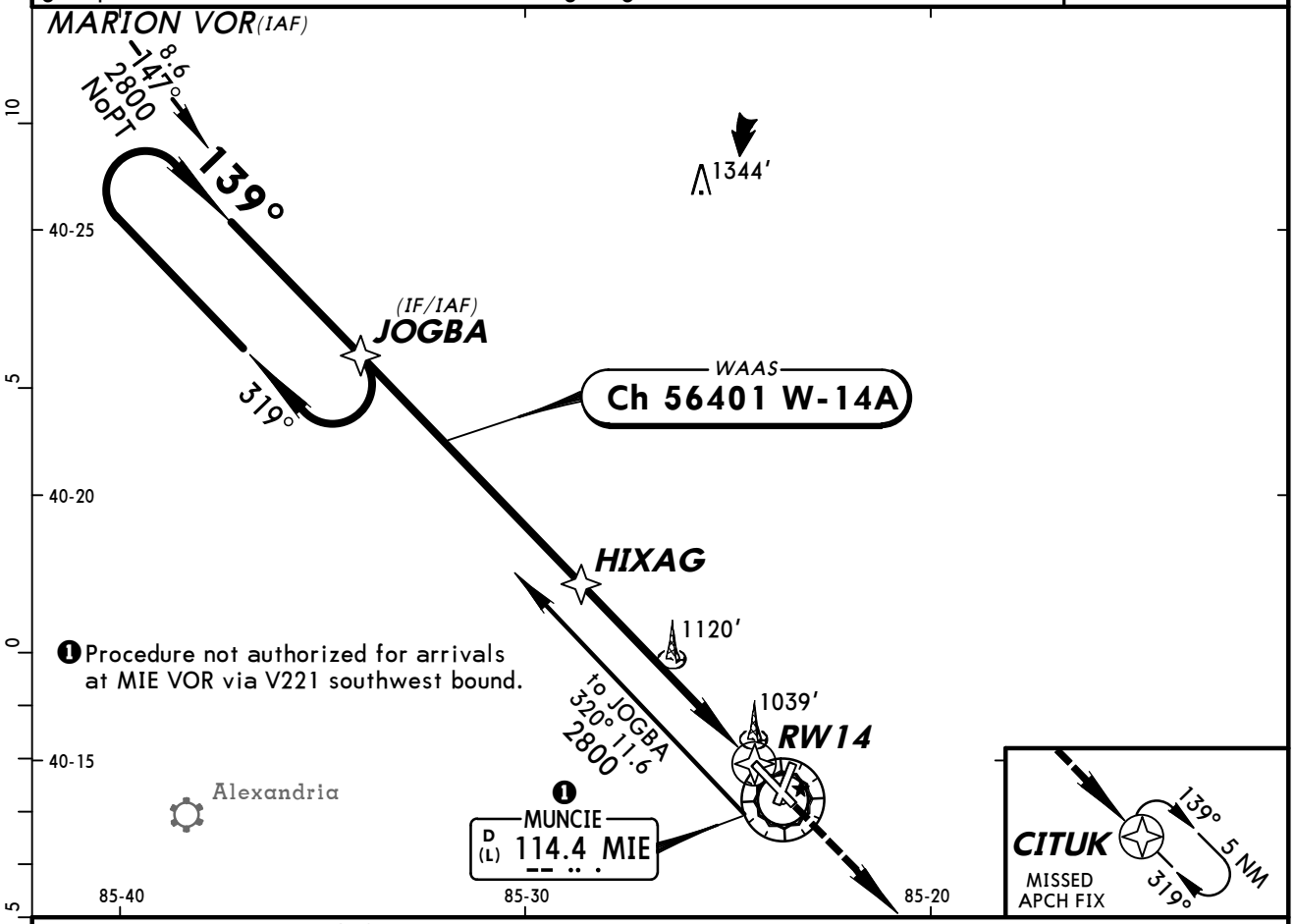
MISSED APCH: Climb to 2900′ direct CITUK and hold.

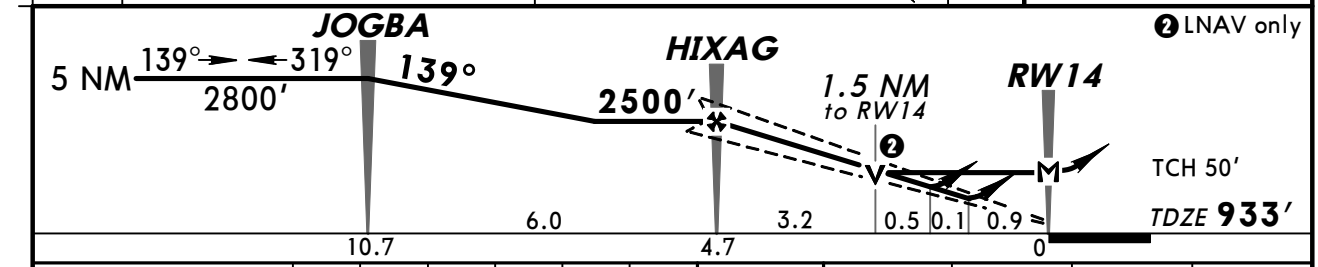
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Ft Wayne Intl altimeter setting.
2. Baro-VNAV and VDP not authorized when using Ft Wayne Intl 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. VGSI and RNAV glidepath not coincident. 6. Pilot controlled lighting 120.1.



MSA RW14





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW14						

REIL
VASI-L

2900′

CITUK

STRAIGHT-IN LANDING RWY 14

	❶ LPV DA(H) 1254′ (321′)	❷ LNAV/VNAV DA(H) 1289′ (356′)	❸ LNAV MDA(H) 1420′ (487′)
A	1	1	1
B			
C		1¼	1¼
D			1½

CIRCLE-TO-LAND

Max Kts	With Local Altimeter Setting MDA(H)	With Ft Wayne Intl Altimeter Setting MDA(H)
90	1460′ (523′)-1¼	1600′ (663′)-1¼
120		
140	1460′ (523′)-1½	1600′ (663′)-1½
165	1500′ (563′)-2	1640′ (703′)-2

❶ DA(H) 1394′ (461′) with Ft Wayne Intl altimeter setting.
❷ DA(H) 1429′ (496′) with Ft Wayne Intl altimeter setting.
❸ MDA(H) 1560′ (627′) with Ft Wayne Intl altimeter setting.

TERPS AMEND 0A 6 MAY 2010

CHANGES: Procedure.

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BRIEFING STRIP™

ASOS	ATIS	INDIANAPOLIS Center (R)	*MUNCIE Tower	*Ground
114.4	133.25	120.65	CTAF 120.1	121.9

RNAV	Final Apch Crs	Minimum Alt CIKEP	LNAV MDA(H) (CONDITIONAL)	Apt Elev 937′
	205°	2600′ (1665′)	1400′ (465′)	TDZE 935′

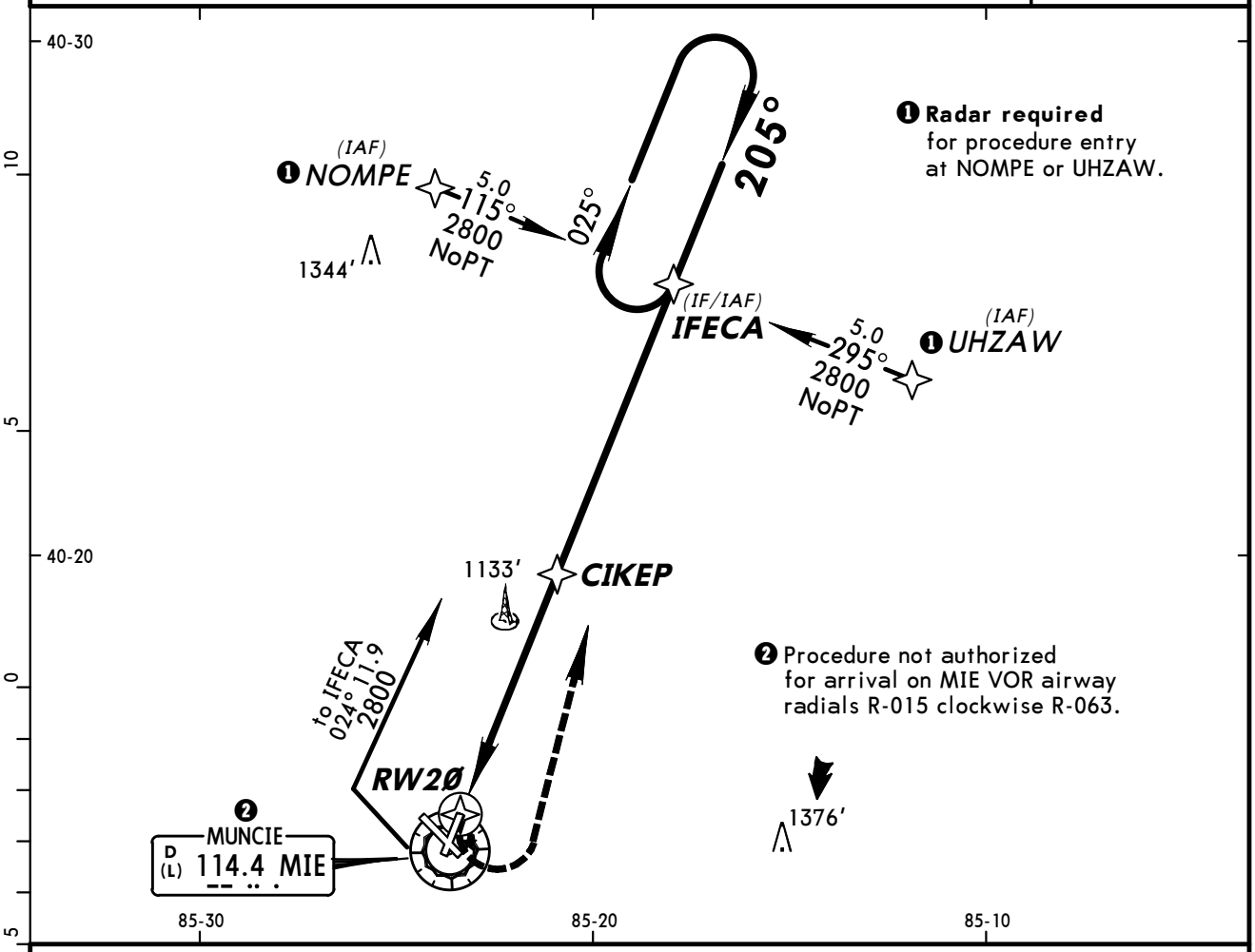
MISSED APCH: Climbing LEFT turn to 2800′ direct IFECA and hold.

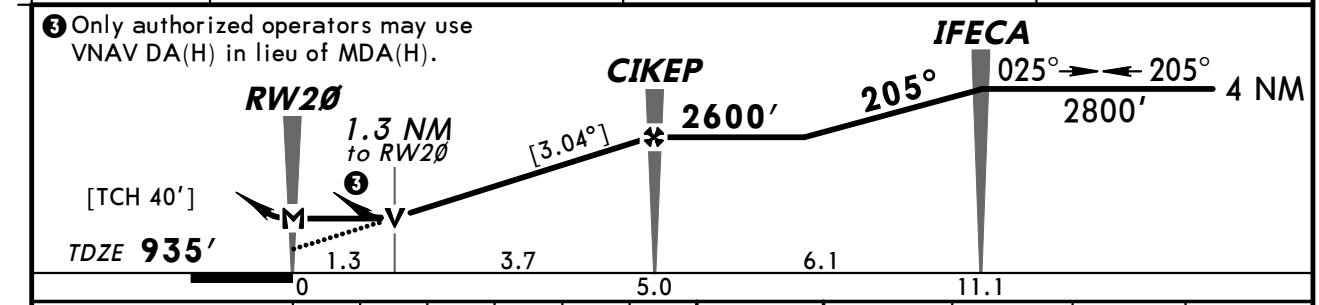
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Ft Wayne Intl altimeter setting.
2. VDP not authorized when using Ft Wayne Intl altimeter setting. 3. DME/DME RNP-0.30 not authorized. 4. Visibility reduction by helicopters not authorized.
5. Pilot controlled lighting 120.1.

2900′

MSA RW2Ø





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.04°]	376	484	538	645	753	861
MAP at RW2Ø						

REIL
PAPI-L

2800′
LT

D

IFECA

STRAIGHT-IN LANDING RWY 20 LNAV	MDA(H) 1400′ (465′) With Local Altimeter Setting	MDA(H) 1540′ (605′) With Ft Wayne Intl Altimeter Setting
A	1	1
B		
C	1¼	1¾
D	1½	2

CIRCLE-TO-LAND Max Kts	With Local Altimeter Setting MDA(H)	With Ft Wayne Intl Altimeter Setting MDA(H)
90	1460′ (523′)-1	1600′ (663′)-1
120		
140	1460′ (523′)-1½	1600′ (663′)-1¾
165	1500′ (563′)-2	1640′ (703′)-2¼

TERPS AMEND 0 8 APR 2010

CHANGES: None.

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KMIE/MIE
DELAWARE CO REGL

JEPPESEN

2 APR 10 (12-3) Eff 8 Apr

MUNCIE, IND
RNAV (GPS) Rwy 32

BRIEFING STRIP ™

ASOS	ATIS	INDIANAPOLIS Center (R)	*MUNCIE Tower	*Ground
114.4	133.25	120.65	CTAF 120.1	121.9

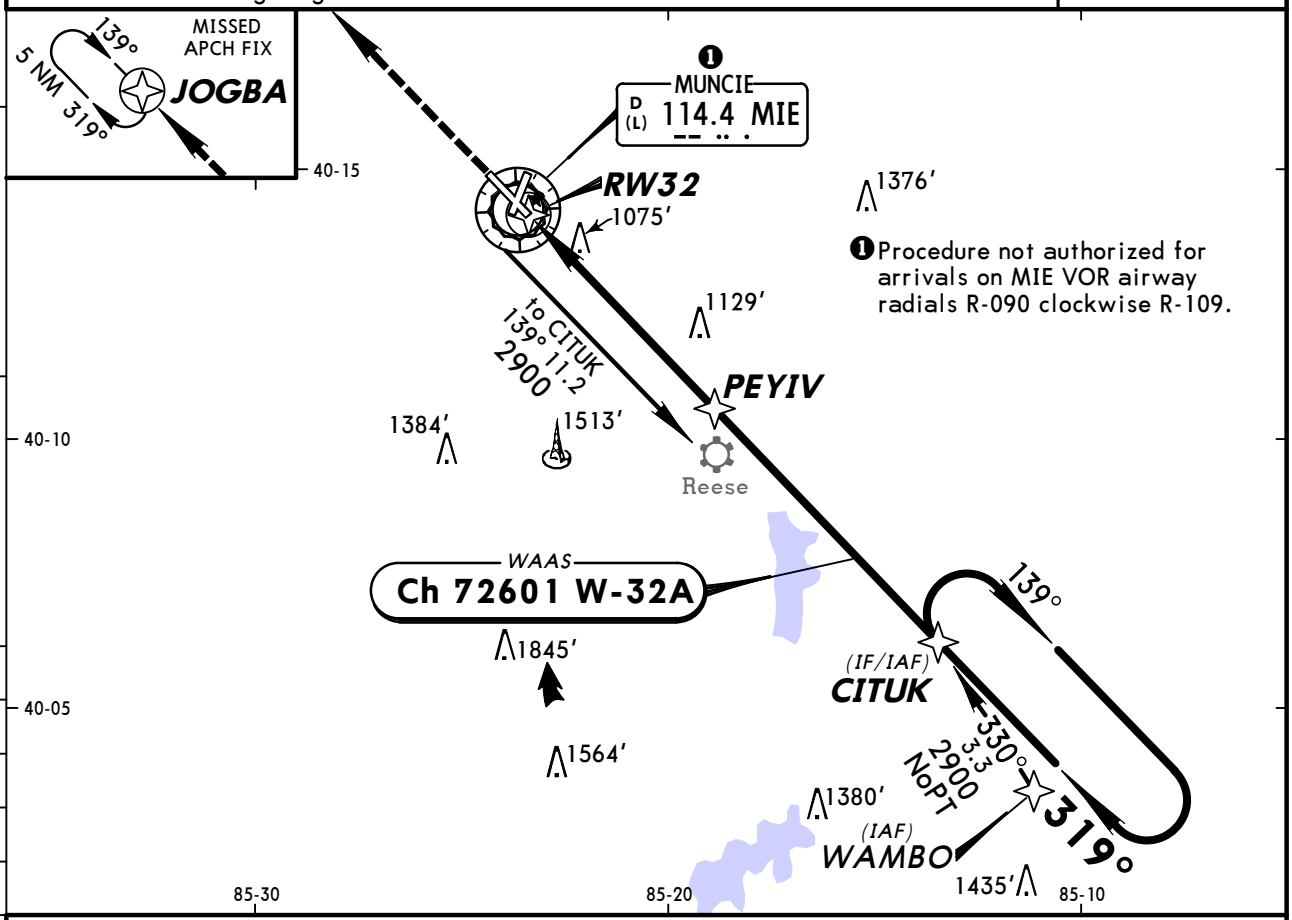
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 937'
Ch 72601 W-32A	319°	PEYIV 2600' (1663')	1241' (304')	TDZE 937'

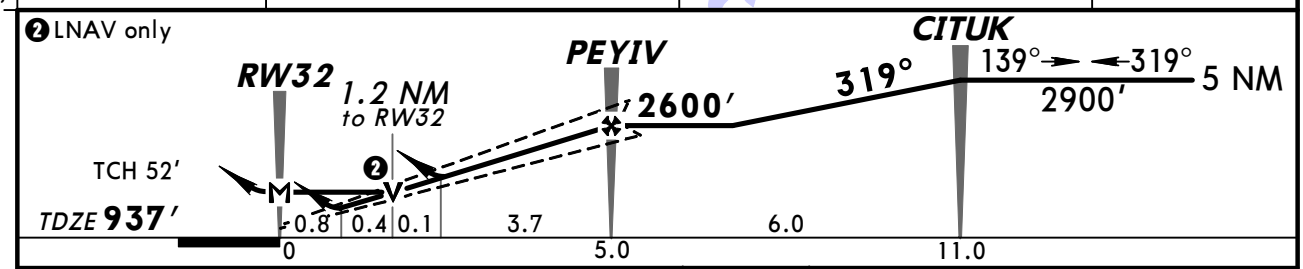
MISSED APCH: Climb to 2800' direct JOGBA and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Use local altimeter setting; if not received, use Ft Wayne 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 47°C (116°F). 4. Baro-VNAV and VDP not authorized when using Ft Wayne Intl altimeter setting.
5. Pilot controlled lighting 120.1.

2900'
MSA RW32





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW32						

MALSR 2800' D JOGBA

STRAIGHT-IN LANDING RWY 32

	1 LPV DA(H) 1241' (304')		2 LNAV/VNAV DA(H) 1396' (459')		3 LNAV MDA(H) 1380' (443')		
		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
B							
C					3/4	1 1/4	
D					1	1 1/2	

CIRCLE-TO-LAND

Max Kts	With Local Altimeter Setting MDA(H)	With Ft Wayne Intl Altimeter Setting MDA(H)
90	1380' (443') - 1 1/2	1520' (583') - 1 1/2
120	1400' (463') - 1 1/2	1540' (603') - 1 1/2
140		
165	1500' (563') - 2	1640' (703') - 2

AMEND

TERPS

1 DA(H) 1381' (444') with Ft Wayne Intl altimeter setting.
2 DA(H) 1536' (599') with Ft Wayne Intl altimeter setting.
3 MDA(H) 1520' (583') with Ft Wayne Intl altimeter setting.

CHANGES: Chart reindexed, airport name, profile distances.

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ASOS	ATIS	INDIANAPOLIS Center (R)	*MUNCIE Tower	*Ground
114.4	133.25	120.65	CTAF 120.1	121.9

BRIEFING STRIP™

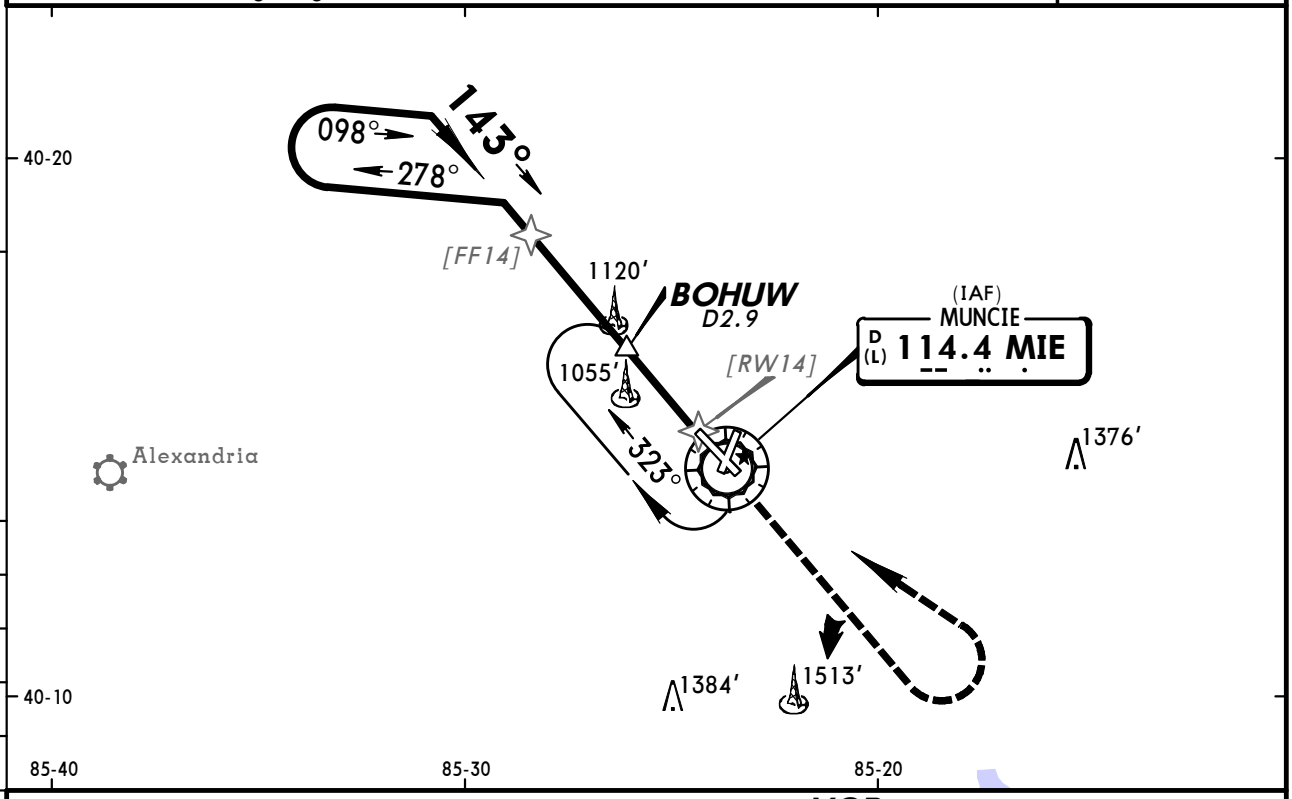
VOR	Final Apch Crs	Minimum Alt (CONDITIONAL)	MDA(H) (CONDITIONAL)	Apt Elev 937′
MIE 114.4	143°	BOHUW 1480′ (547′)	1380′ (447′)	TDZE 933′

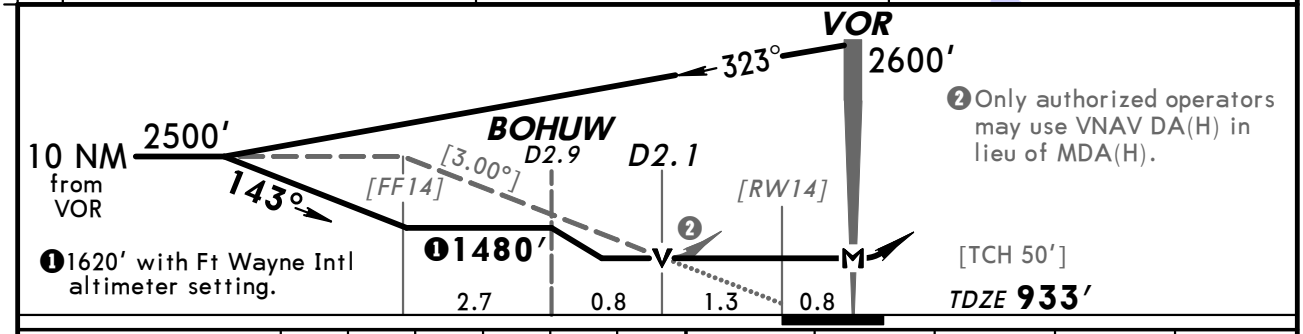
MISSED APCH: Climb to 2600′ then LEFT turn direct MIE VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received use Ft Wayne Intl altimeter setting.
2. VNAV not applicable when using Ft Wayne Intl altimeter setting.
3. Pilot controlled lighting 120.1.

2900′
MSA MIE VOR





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

REIL
VASI-L

2600′

LT

MIE
114.4

STRAIGHT-IN LANDING RWY 14

	With BOHUW	Without BOHUW
With Local Altimeter Setting	MDA(H) 1380′ (447′)	MDA(H) 1480′ (547′)
With Ft Wayne Intl Altimeter Setting	MDA(H) 1520′ (587′)	MDA(H) 1620′ (687′)

A	1	1
B		
C	1¼	1½
D	1½	1¾

CIRCLE-TO-LAND

Max Kts	With BOHUW MDA(H)	Without BOHUW MDA(H)
	With Local Altimeter Setting	
90	1400′ (463′)-1	1480′ (543′)-1
120		
140	1400′ (463′)-1½	1480′ (543′)-1½
165	1500′ (563′)-2	1500′ (563′)-2
	With Ft Wayne Intl Altimeter Setting	
90	1540′ (603′)-1	1620′ (683′)-1
120		
140	1540′ (603′)-1½	1620′ (683′)-1½
165	1640′ (703′)-2	1640′ (703′)-2

AMEND 17 TERPS

CHANGES: Airport name.

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KMIE/MIE
DELAWARE CO REGL

JEPPESEN
2 APR 10 (13-2) Eff 8 Apr

MUNCIE, IND
VOR Rwy 20

BRIEFING STRIP ™

ASOS	ATIS	INDIANAPOLIS Center (R)	*MUNCIE Tower	*Ground
114.4	133.25	120.65	CTAF 120.1	121.9

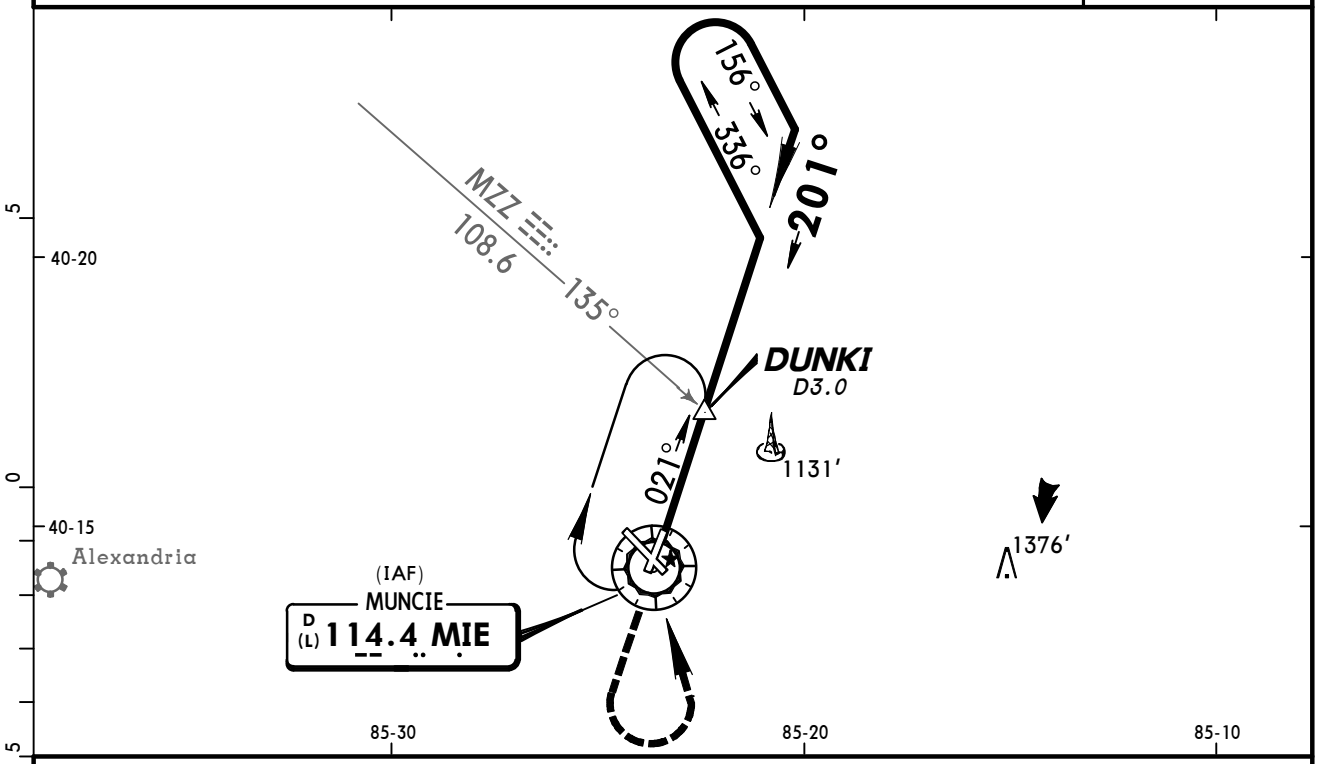
VOR	Final Apch Crs	Minimum Alt (CONDITIONAL)	MDA(H) (CONDITIONAL)	Apt Elev 937′
MIE 114.4	201°	DUNKI 1500′ (565′)	1440′ (505′)	TDZE 935′

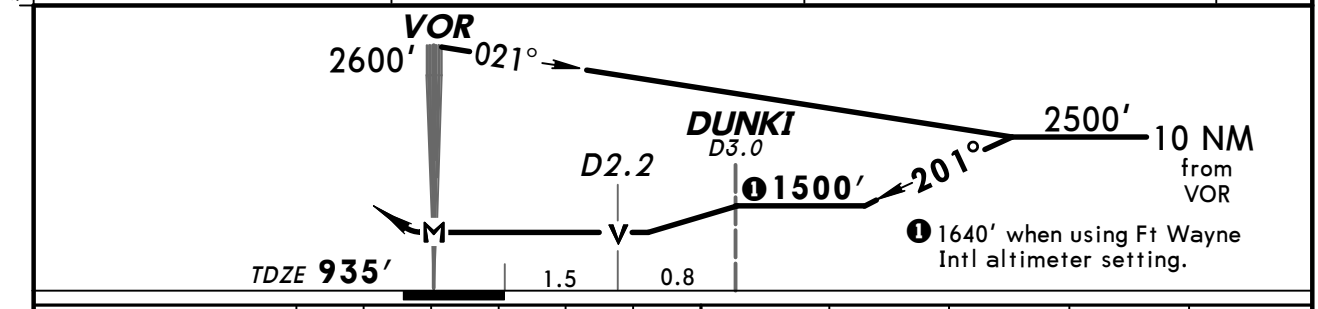
MISSED APCH: Climb to 2200′ then climbing LEFT turn to 2600′ direct MIE VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Ft Wayne Intl altimeter setting.
2. VDP not authorized when using Ft Wayne Intl altimeter setting. 3. Visibility reduction by helicopters not authorized. 4. Pilot controlled lighting 120.1.

2900′
MSA MIE VOR





MAP at VOR	REIL PAPI-L	2200′	2600′ LT	D	MIE 114.4

STRAIGHT-IN LANDING RWY 20	1 With DUNKI	Without DUNKI
With Local Altimeter Setting	MDA(H) 1440′ (505′)	MDA(H) 1500′ (565′)
A	1	1
B		
C	1½	1½
D		1¾
With Ft Wayne Intl Altimeter Setting	MDA(H) 1580′ (645′)	MDA(H) 1640′ (705′)
A	1	1
B		
C	1¾	2
D	2	2¼

CIRCLE-TO-LAND	Max Kts	1 With DUNKI MDA(H)	Without DUNKI MDA(H)
With Local Altimeter Setting			
A	90	1460′ (523′) -1	1500′ (563′) -1
B	120		
C	140	1460′ (523′) -1½	1500′ (563′) -1½
D	165	1500′ (563′) -2	1500′ (563′) -2
With Ft Wayne Intl Altimeter Setting			
A	90	1600′ (663′) -1	1640′ (703′) -1
B	120		
C	140	1600′ (663′) -1¾	1640′ (703′) -2
D	165	1640′ (703′) -2¼	1640′ (703′) -2¼

1 **Dual VOR receivers or DME required.**

TERPS AMEND 14 8 APR 2010

CHANGES: Procedure.

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BRIEFING STRIP ™

ASOS	ATIS	INDIANAPOLIS Center (R)	*MUNCIE Tower	*Ground
114.4	133.25	120.65	CTAF 120.1	121.9

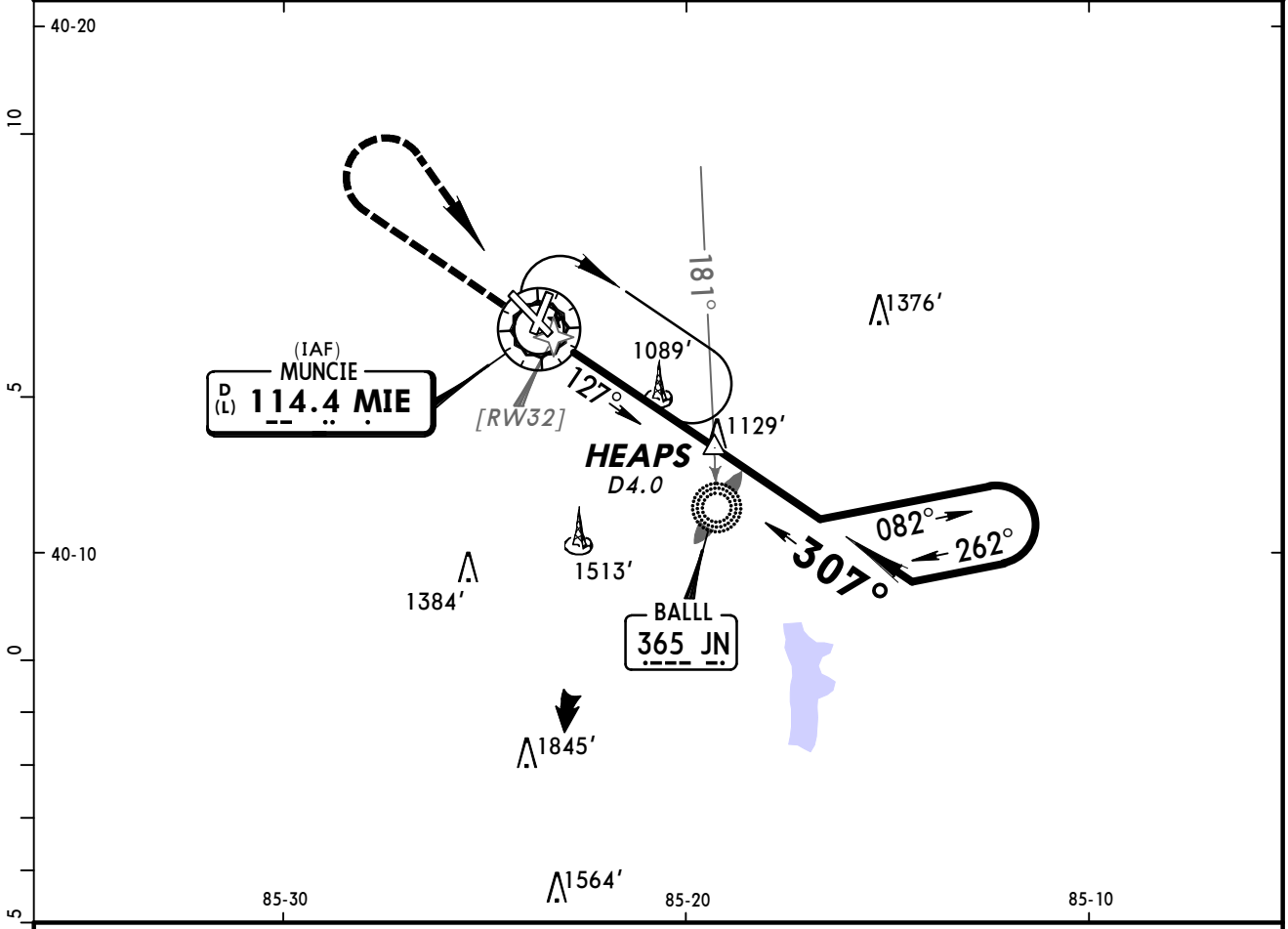
VOR MIE	Final Apch Crs	Minimum Alt HEAPS	MDA(H) (CONDITIONAL)	Apt Elev 937'
114.4	307°	2300' (1363')	1360' (424')	TDZE 936'

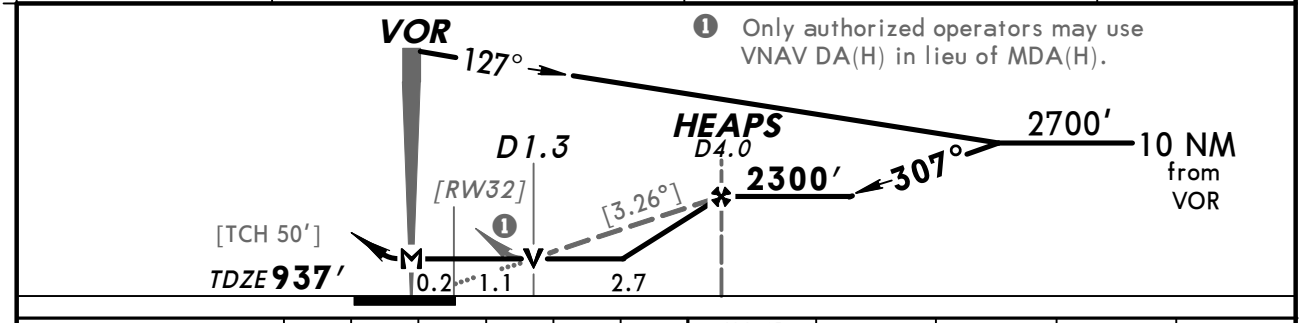
MISSED APCH: Climb to 2700' then RIGHT turn direct MIE VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. DME or ADF required. 2. Use local altimeter setting; if not received, use Ft Wayne Intl altimeter setting. 3. Pilot controlled lighting 120.1.

2900'
MSA MIE VOR





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

Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.26°]	404	519	577	692	808	923
MAP at VOR						

MALSR | 2700' | RT | D | MIE 114.4

TERPS AMEND 15A 6 MAY 2010

	STRAIGHT-IN LANDING RWY 32				CIRCLE-TO-LAND		
	MDA(H) 1360' (424') With Local Altimeter Setting		MDA(H) 1500' (564') With Ft Wayne Intl Altimeter Setting			With Local Altimeter Setting	With Ft Wayne Intl Altimeter Setting
	RAIL out	ALS out	RAIL out	ALS out	Max Kts	MDA(H)	MDA(H)
A	3/4	1	3/4	1	90	1460' (523')-1	1600' (663')-1
B					120		
C	1 1/4		1 1/4		140	1460' (523')-1 1/2	1600' (663')-1 1/2
D					165	1500' (563')-2	1640' (703')-2

CHANGES: Airport name, TDZE, VDP distance, minimums.

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General Information

Location: South Bend IN USA
IATA Code: SBN
Lat/Long: N41° 42.5' W086° 19.0'
Elevation: 799 ft

Airport Use: Public
Magnetic Variation: 4.7°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: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes
Pattern Altitude: 1000 ft AGL

Sunrise: 1224 Z
Sunset: 2333 Z,

Runway Information

Runway: 09L
Length x Width: 4300 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 788 ft
Lighting: Edge

Runway: 09R
Length x Width: 8414 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 790 ft
Lighting: Edge, ALS

Runway: 18
Length x Width: 7100 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 799 ft
Lighting: Edge

Runway: 27L
Length x Width: 8414 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 774 ft
Lighting: Edge, ALS

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Runway: 27R
Length x Width: 4300 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 788 ft
Lighting: Edge

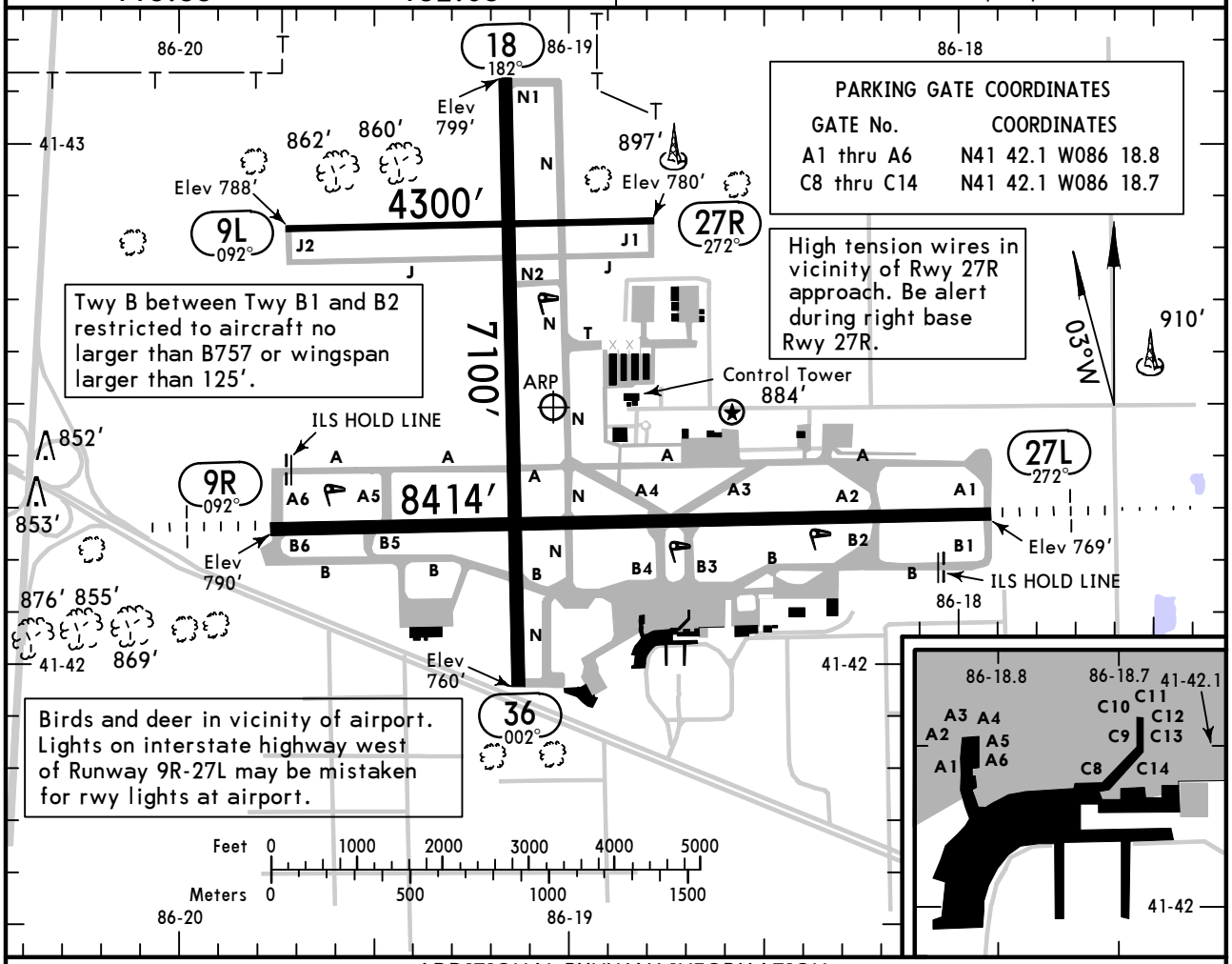
Runway: 36
Length x Width: 7100 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 778 ft
Lighting: Edge

Communication Information

ATIS 118.15
ASOS 118.15
South Bend Tower Tower 118.9 CTAF
South Bend Ground Ground Control 121.7
South Bend Clearance Clearance Delivery 121.9
South Bend Approach Approach Control 132.05
South Bend Approach Approach Control 124.1 (100°-269°)
South Bend Approach Approach Control 118.55 (270°-99°) Initial Contact
South Bend App ARSA 132.05 (100°-269°)
South Bend App ARSA 118.55 (270°-99°)
South Bend Departure Departure Control 132.05
South Bend Departure Departure Control 124.1 (100°-269°)
South Bend Departure Departure Control 118.55 (270°-99°)
South Bend Regl Unicom Unicom 122.95
Terre Haute Flight Service Station 122.6 At or above 18000 ft RCO
Chicago Center 118.55

ATIS (ASOS when Twr inop)	*SOUTH BEND Clearance	*Ground	*Tower	UNICOM 122.95
118.15	121.9	121.7	CTAF 118.9	

*SOUTH BEND Departure (R) 270°-099°	100°-269°	CHICAGO Center (R)
118.55	132.05	118.55 when Dep inop.



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	LAHSO Distance	TAKE-OFF	WIDTH
9R	❶ HIRL ❷ MALSF PAPI-L (angle 3.0°) grooved (center 130′)		7262′			150′
27L	❶ HIRL ❷ MALSR PAPI-L (angle 3.0°) RVR		7437′			
9L ❸ 27R	MIRL PAPI-L (angle 3.0°)					75′
18 36	❹ MIRL ❺ PAPI-L grooved (S of rwy 9R/27L)					150′

❶ Preset on medium intensity when Twr inop.
❷ Activate on 118.9 when Twr inop.
❸ For general aviation use only. Weight restricted to 45,000 lbs single wheel and 60,000 lbs dual wheel.
❹ Preset on low intensity when Twr inop.
❺ Angle 3.0°

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	Rwys 9R/L, 18, 27L, 36		❶ Rwy 27R		
			With mim climb of 240′/NM to 1100′.		Other
	Adequate Vis Ref	STD	Adequate Vis Ref	STD	
1 & 2 Eng	RVR 16 or 1/4	RVR 50 or 1	1/4	1	300-1¼
3 & 4 Eng		RVR 24 or 1/2		1/2	

FOR FILING AS ALTERNATE

	Authorized Only When Twr Operating: ILS Rwy 27L, ILS Rwy 9R	LOC Rwy 27L, LOC Rwy 9R, VOR Rwy 18	❷ RNAV(GPS) Rwy 9R, RNAV(GPS) Rwy 18, RNAV(GPS) Rwy 27L, RNAV(GPS) Rwy 36	Other
A, B, C, D	600-2	800-2	800-2	NA

OBSTACLE DP: Rwy 9R, climb heading 092° to 2000′ before turning south; Rwy 18, climb heading 182° to 2000′ before turning east.

❶ Alternatively, with standard takeoff minimums and a normal 200′/NM climb gradient, takeoff must occur no later than 1800′ prior to departure end of runway.
❷ Authorized only when local weather available.

AMEND 9

CHANGES: Alternate minimums.

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KSBN/SBN
SOUTH BEND REGL

JEPPESEN

24 JUN 11 (11-1) Eff 30 Jun

SOUTH BEND, IND
ILS or LOC Rwy 27L

BRIEFING STRIP™

ATIS (ASOS when Twr inop)	*SOUTH BEND Approach (R)	CHICAGO Center (R)	*SOUTH BEND Tower	*Ground
118.15	118.55	118.55 when App inop.	CTAF 118.9	121.7

LOC ISBN	Final Apch Crs	GS MISHA	ILS DA(H)	Apt Elev 799′
109.3	272°	1974′ (1200′)	974′ (200′)	TDZE 774′

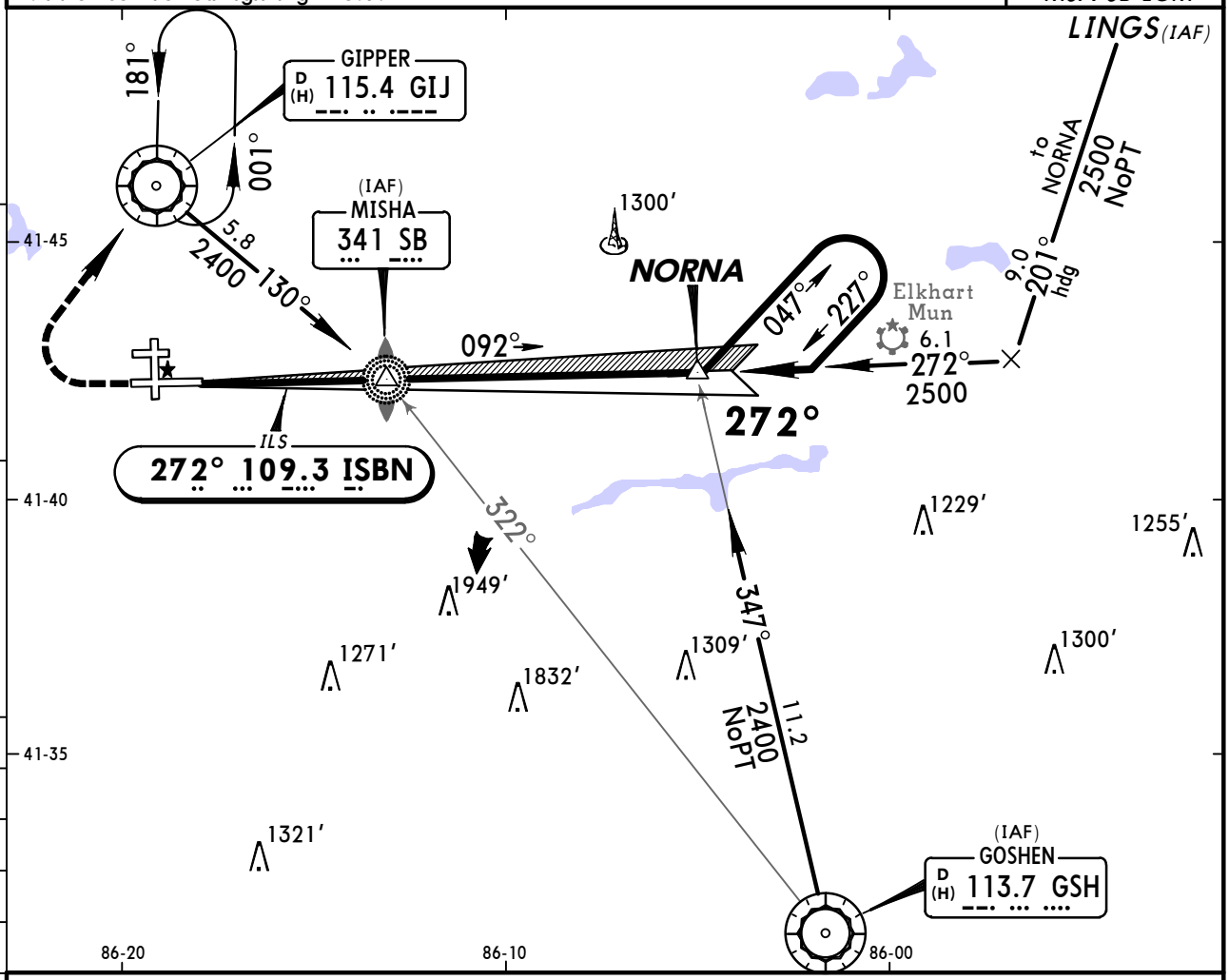
MISSED APCH: Climb to 1200′ then climbing RIGHT turn to 2400′ direct GIJ VOR and hold.

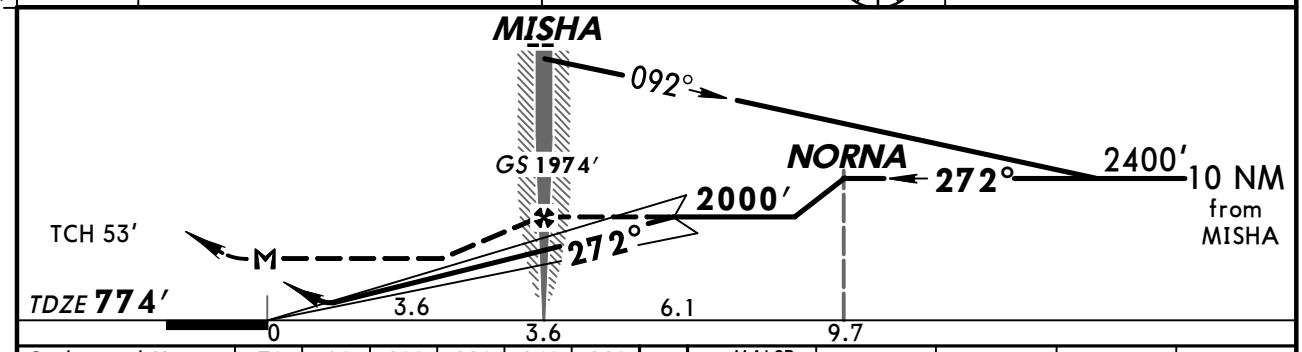
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Pilot controlled lighting 118.9.

3000′

MSA SB LOM





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MISHA to MAP	3.6	3:05	2:24	2:10	1:48	1:33	1:21

MALSR PAPI 1200′ 2400′ RT D GIJ 115.4

STRAIGHT-IN LANDING RWY 27L

	ILS DA(H) 974′ (200′) FULL	ILS DA(H) 974′ (200′) RAIL or ALS out	LOC (GS out) MDA(H) 1200′ (426′)	LOC (GS out) RAIL out	LOC (GS out) ALS out
A	1 RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
B					
C			RVR 40 or ¾	RVR 60 or 1¼	
D			RVR 50 or 1		

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1260′(461′)-1
120	1280′(481′)-1
140	1280′(481′)-1½
165	1360′(561′)-2

AMEND 35B

TERPS

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

CHANGES: None.

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KSBN/SBN
SOUTH BEND REGL

JEPPESEN
30 MAY 08 (11-2) Eff 5 Jun

SOUTH BEND, IND
ILS or LOC Rwy 9R

BRIEFING STRIP™

ATIS (ASOS when Twr inop)	*SOUTH BEND Approach (R)	CHICAGO Center (R)	*SOUTH BEND Tower	*Ground
118.15	118.55	118.55 when App inop.	CTAF 118.9	121.7

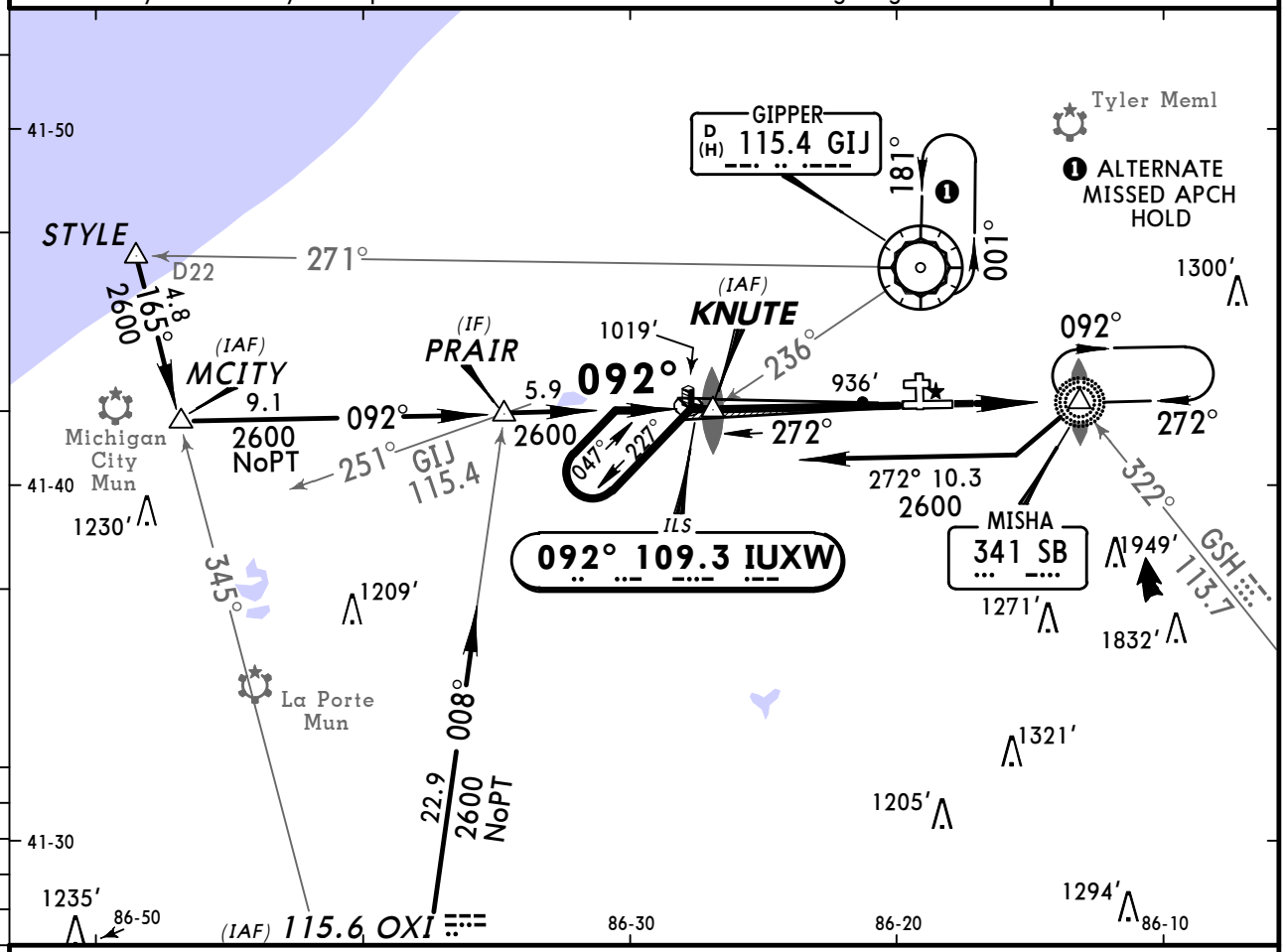
LOC	Final Apch Crs	GS	ILS	Apt Elev 799′
IUXW		KNUTE	DA(H)	TDZE 790′
109.3	092°	2570′ (1780′)	1040′ (250′)	

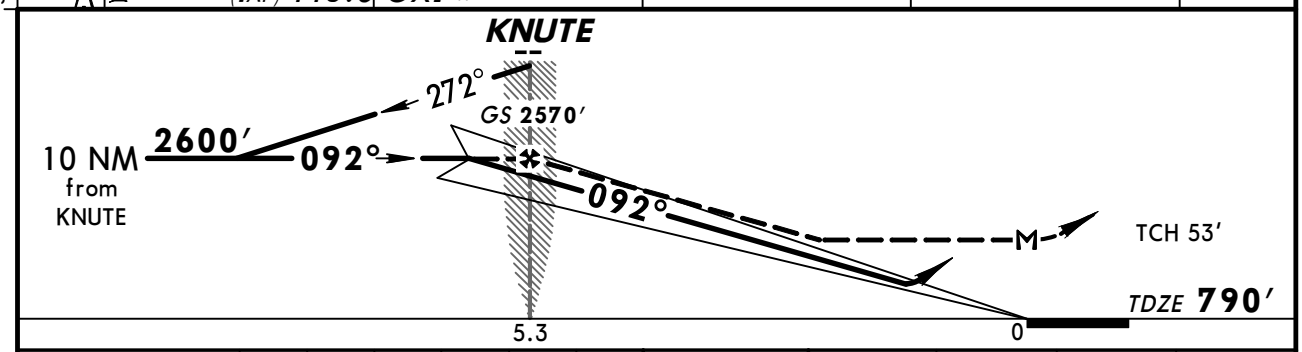
MISSED APCH: Climb to 2600′ direct SB LOM/MISHA INT and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. ADF Required. 2. Autopilot coupled approach not authorized below 900′.
3. Visibility reduction by helicopters not authorized. 4. Pilot controlled lighting 118.9.

3000′
MSA SB LOM





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861
KNUTE to MAP 5.3	4:33	3:32	3:11	2:39	2:16	1:59

MALSF
PAPI
2600′
D
SB 341

TERPS AMEND 9

STRAIGHT-IN LANDING RWY 9R	ILS		LOC (GS out)	
	DA(H) 1040′ (250′)		MDA(H) 1200′ (410′)	
	FULL	ALS out		ALS out
A	3/4		3/4	1
B				
C			1 1/4	
D				

CIRCLE-TO-LAND Max Kts	MDA(H)
90	1260′ (461′) -1
120	1280′ (481′) -1
140	1280′ (481′) -1 1/2
165	1360′ (561′) -2

CHANGES: Notes, MCITY intersection, charted obstacles.

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KSBN/SBN
SOUTH BEND REGL

JEPPESEN

8 SEP 06 (12-1)

SOUTH BEND, IND
RNAV (GPS) Rwy 9L

ATIS (ASOS when Twr inop)	*SOUTH BEND Approach (R)	CHICAGO Center (R)	*SOUTH BEND Tower	*Ground
118.15	118.55	118.55 when App inop.	CTAF 118.9	121.7

BRIEFING STRIP™

RNAV	Final Apch Crs	Minimum Alt	LNAV MDA(H) (CONDITIONAL)	Apt Elev 799′
	092°	EEJAY 2400′(1612′)	1220′(432′)	TDZE 788′

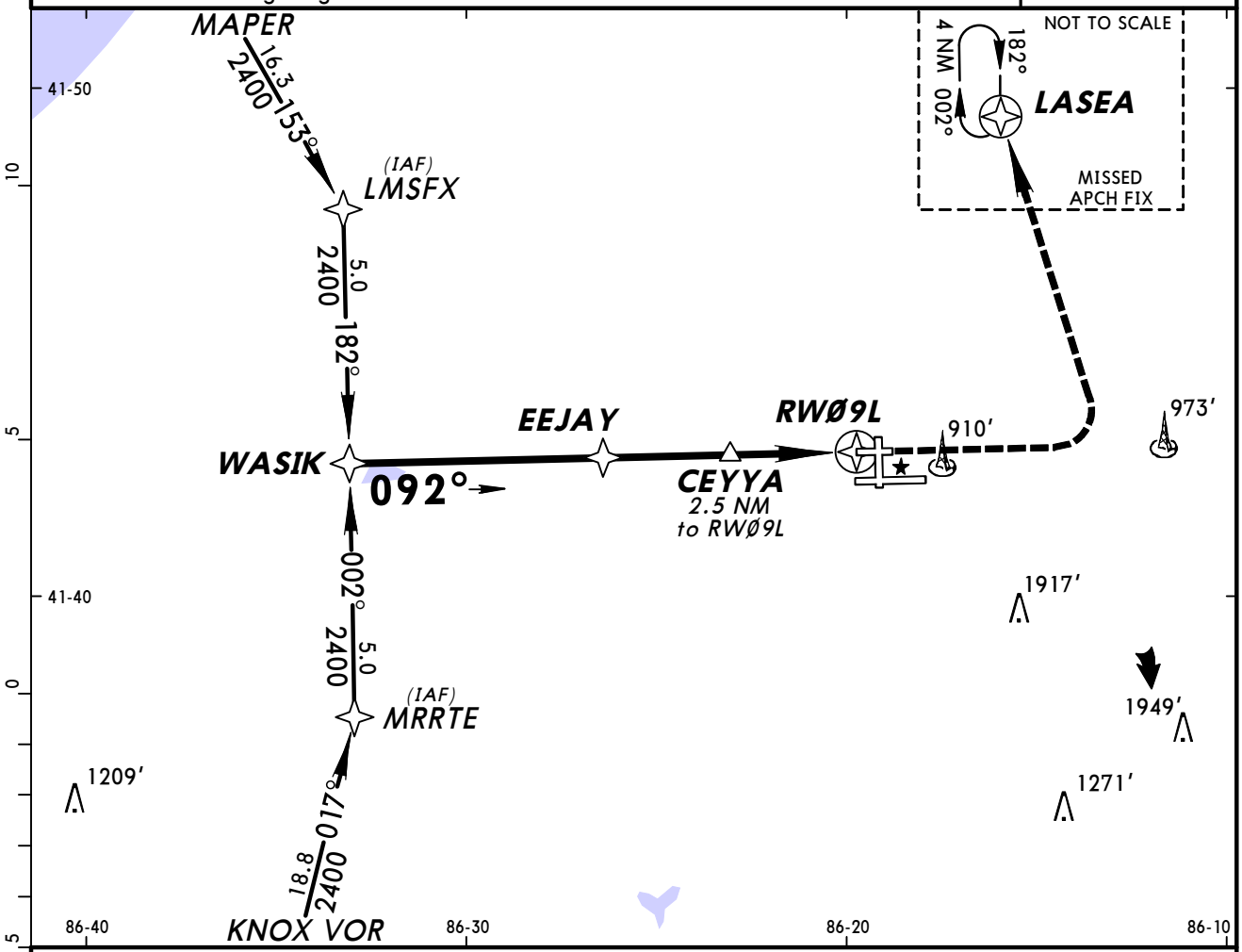
MISSED APCH: Climb to 2000′ then climbing LEFT turn to 2400′ direct LASEA and hold.

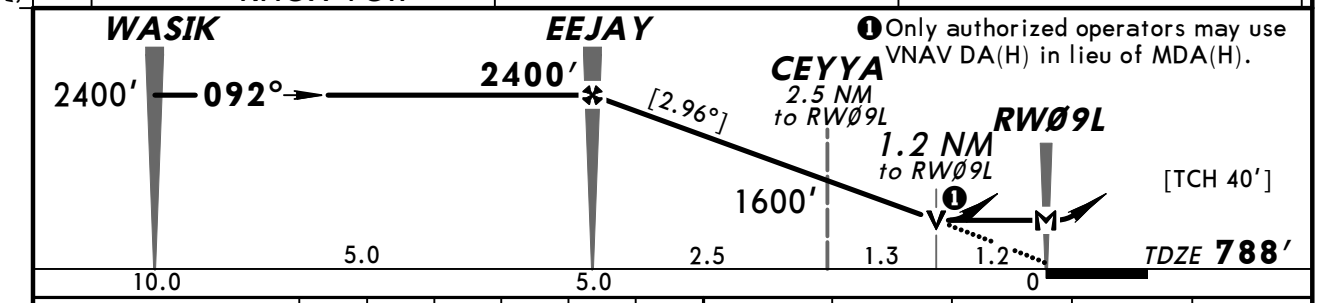
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. GPS or RNP-0.3 required. 2. DME/DME RNP-0.3 not authorized.
3. Pilot controlled lighting 118.9.

3000′

MSA RWØ9L





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

Gnd speed-Kts	70	90	100	120	140	160
Descent angle [2.96°]	367	471	524	628	733	838
MAP at RWØ9L						

PAPI-L | 2000′ | 2400′ LT | LASEA

STRAIGHT-IN LANDING 9L LNAV MDA(H) 1220′(432′)			CIRCLE-TO-LAND	
	DAY	NIGHT	Max Kts	MDA(H)
A	1	NA	90	1260′(461′)-1
B			120	1280′(481′)-1
C	1¼		140	1280′(481′)-1½
D	1½		165	1360′(561′)-2

TERPS AMENDED

CHANGES: Note added.

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BRIEFING STRIP ™

ATIS (ASOS when Twr inop)	*SOUTH BEND Approach (R)	CHICAGO Center (R)	*SOUTH BEND Tower	*Ground
118.15	118.55	118.55 when App inop.	CTAF 118.9	121.7

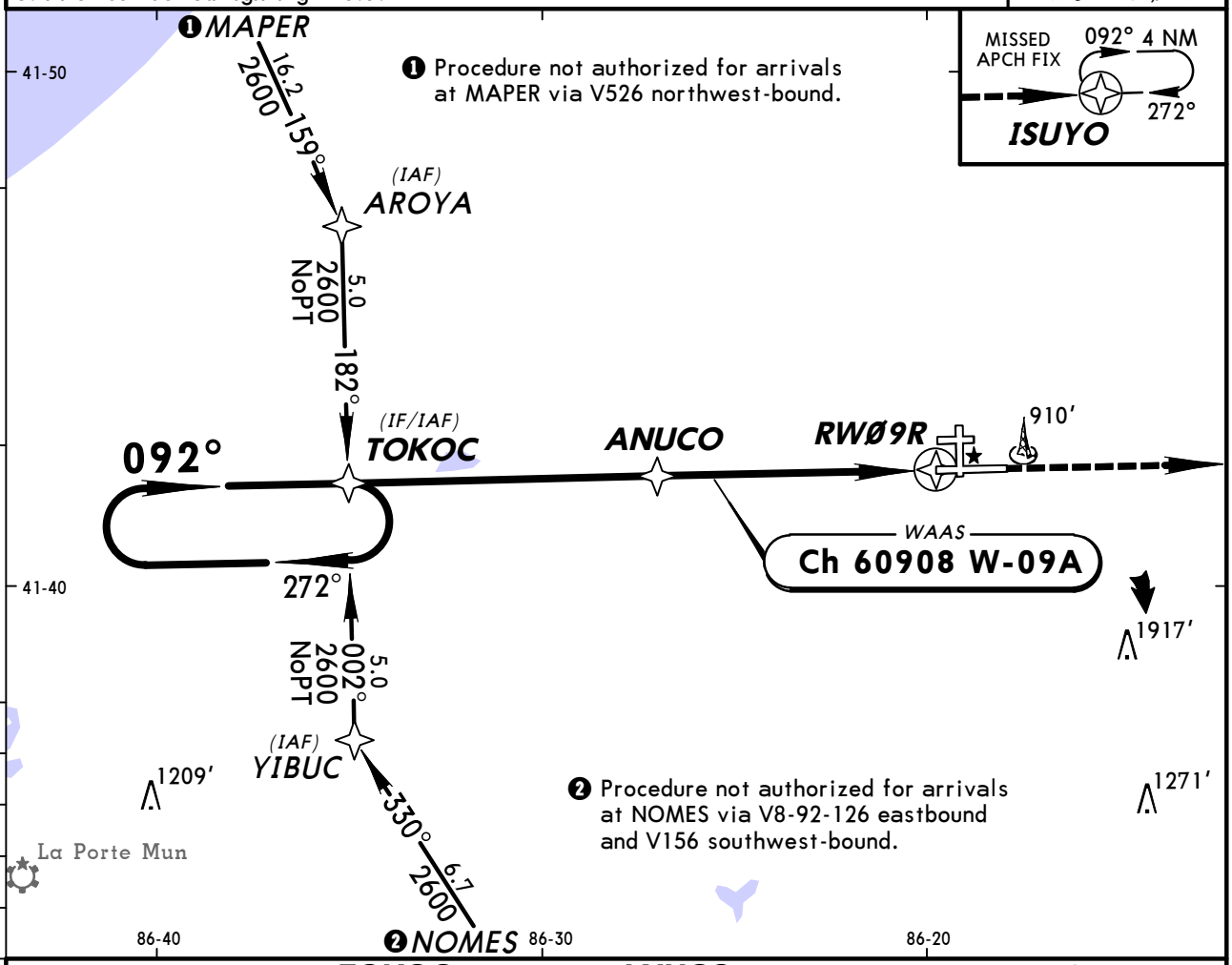
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 799′
Ch 60908 W-09A	092°	ANUCO 2600′(1810′)	1190′(400′)	TDZE 790′

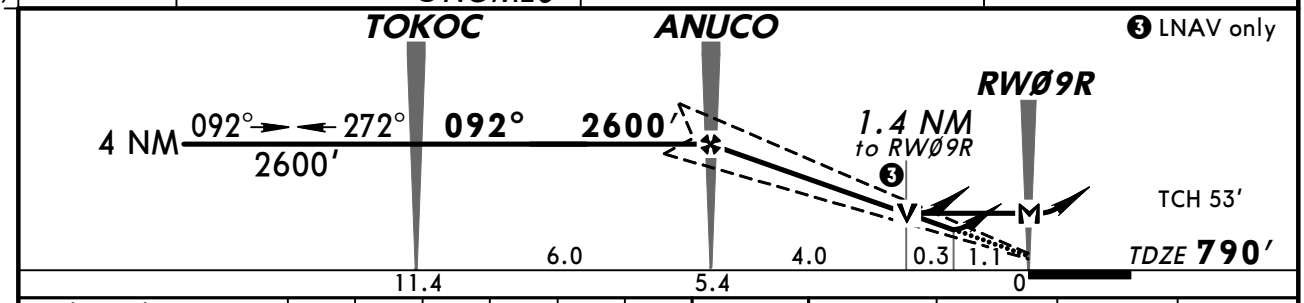
MISSED APCH: Climb to 2600′ direct ISUYO and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Baro-VNAV not authorized below -16°C (4°F). 2. DME/DME RNP-0.3 not authorized.
3. Pilot controlled lighting 118.9.

3000′
MSA RWØ9R





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RWØ9R						

MALSF
PAPI
2600′
ISUYO

TERPS AMEND 0A

	STRAIGHT-IN LANDING 9R LPV DA(H) 1190′(400′) ALS out	LNAV/VNAV DA(H) 1280′(490′) ALS out	LNAV MDA(H) 1280′(490′)	LNAV MDA(H) 1280′(490′) ALS out	CIRCLE-TO-LAND Not Authorized at Night to Rwy 27R when VGSI inop Max Kts	MDA(H)
A	1½	1¾	¾	1	90	1280′(481′)-1¾
B					120	
C			1¼		140	
D			1½		165	1360′(561′)-2

CHANGES: Reference path ID.

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KSBN/SBN
SOUTH BEND REGL

JEPPESEN
24 JUN 11 (12-3) Eff 30 Jun

SOUTH BEND, IND
RNAV (GPS) Rwy 18

ATIS (ASOS when Twr inop)	*SOUTH BEND Approach (R)	CHICAGO Center (R)	*SOUTH BEND Tower	*Ground
118.15	118.55	118.55 when App inop.	CTAF 118.9	121.7

BRIEFING STRIP ™

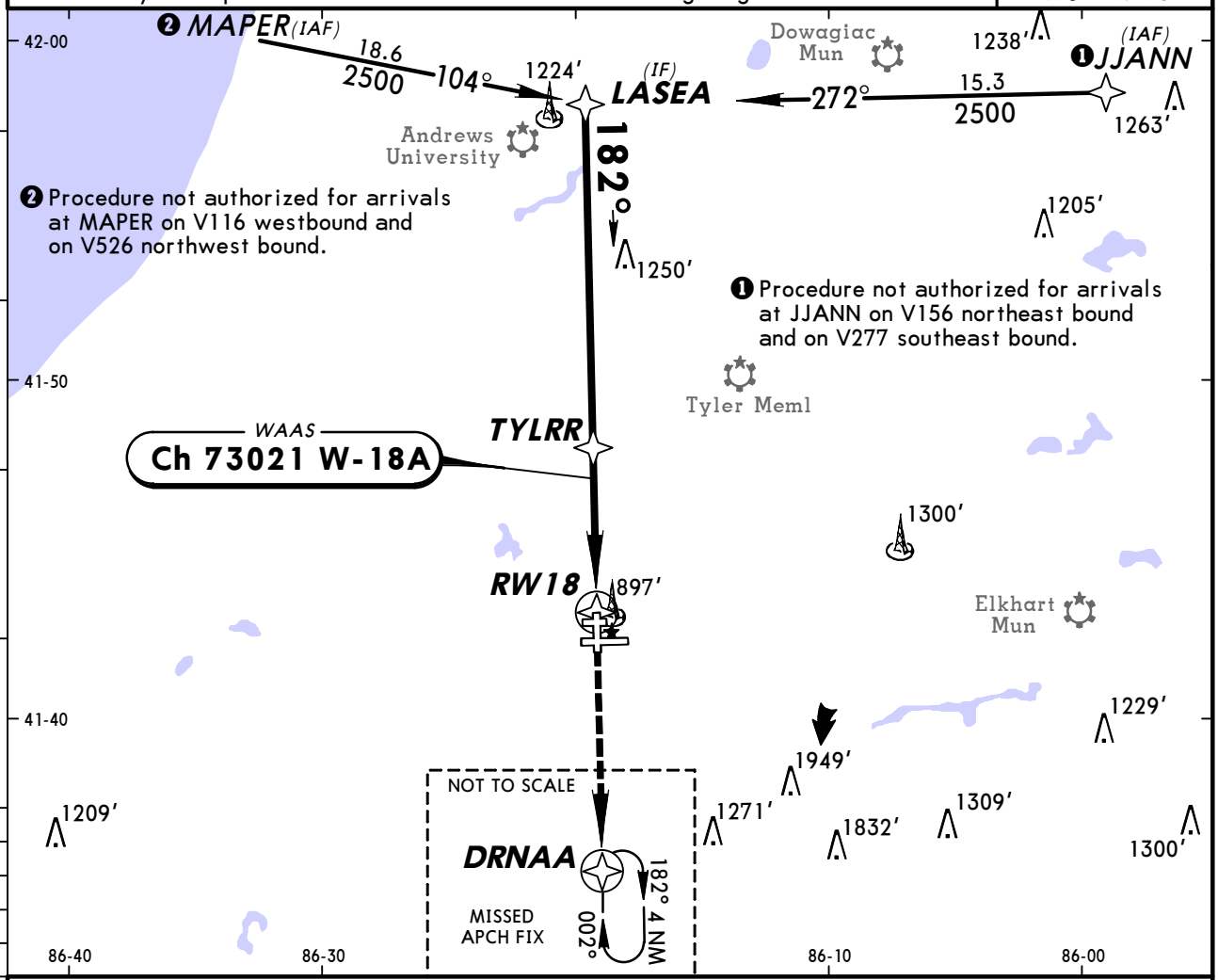
WAAS	Final Apch Crs	Minimum Alt TYLRR	LPV DA(H)	Apt Elev 799′
Ch 73021 W-18A	182°	2400′(1601′)	1049′(250′)	Rwy 18 799′

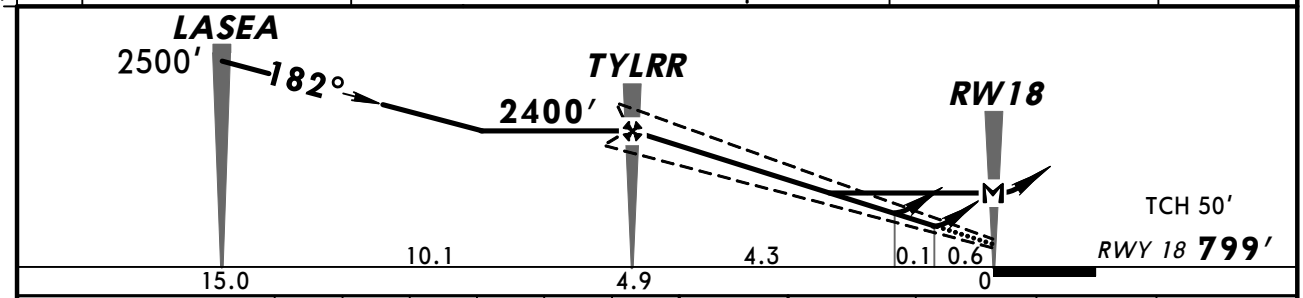
MISSED APCH: Climb to 2400′ direct DRNAA and hold.

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 38°C (100°F). 2. DME/DME RNP-0.30 not authorized. 3. Visibility reduction by helicopters not authorized. 4. Pilot controlled lighting 118.9.

3000′
MSA RW18





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW18						

PAPI-L 2400′ DRNAA

STRAIGHT-IN LANDING RWY 18

	LPV DA(H) 1049′(250′)	LNAV/VNAV DA(H) 1058′(259′)	LNAV MDA(H) 1160′(361′)
A	1	1	1
B			
C			
D			

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1260′(461′)-1
120	
140	1280′(481′)-1½
165	1360′(561′)-2

TERPS AMEND 1 30 JUN 2011

CHANGES: Procedure.

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KSBN/SBN
SOUTH BEND REGL

JEPPESEN
24 JUN 11 (12-4) Eff 30 Jun

SOUTH BEND, IND
RNAV (GPS) Rwy 27L

BRIEFING STRIP™

ATIS (ASOS when Twr inop)	*SOUTH BEND Approach (R)	CHICAGO Center (R)	*SOUTH BEND Tower	*Ground
118.15	118.55	118.55 when App inop.	CTAF 118.9	121.7

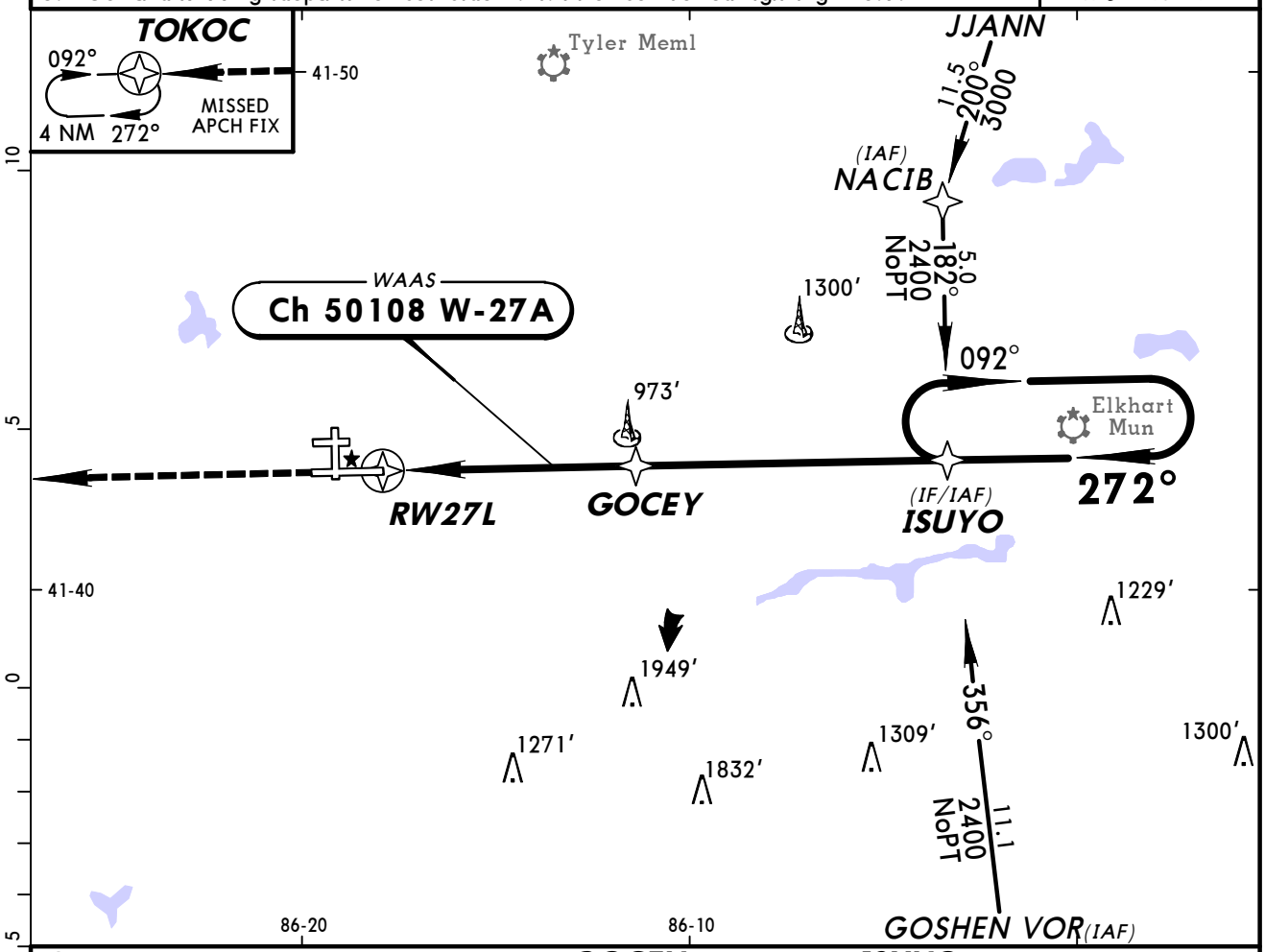
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 799′
Ch 50108 W-27A	272°	GOCEY 2400′(1626′)	1030′(256′)	TDZE 774′

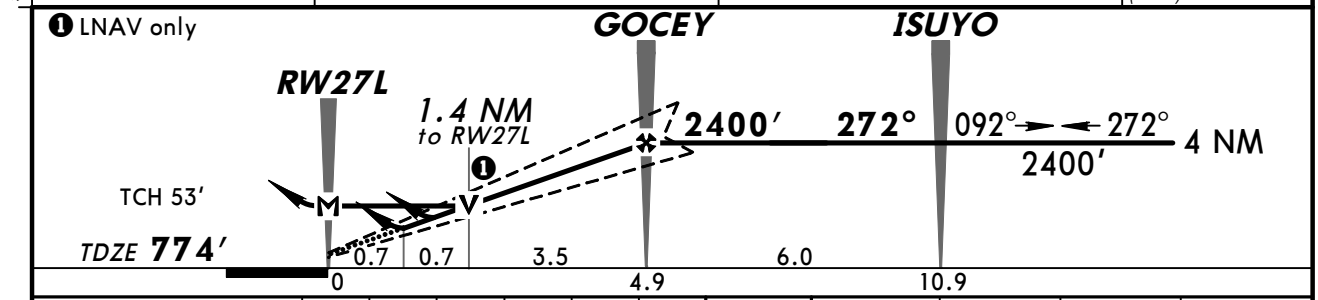
MISSED APCH: Climb to 2600′ direct TOKOC and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Baro-VNAV not authorized below -16°C (4°F). 2. DME/DME RNP-0.30 not authorized.
3. VGSI and RNAV glidepath not coincident. 4. Pilot controlled lighting 118.9.

3000′
MSA RW27L





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW27L						

MALSR
PAPI
2600′
TOKOC

STRAIGHT-IN LANDING 27L

	LPV DA(H) 1030′(256′)		LNAV/VNAV DA(H) 1160′(386′)			LNAV MDA(H) 1260′(486′)		
		RAIL or ALS out		RAIL out	ALS out		RAIL out	ALS out
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 40 or 3/4	RVR 40 or 3/4	RVR 50 or 1	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1
B								
C						RVR 40 or 3/4	RVR 60 or 1¼	
D				RVR 60 or 1¼		RVR 50 or 1	1½	

CIRCLE-TO-LAND
Not Authorized at Night to Rwy 27R when VGSI inop

Max Kts	MDA(H)
90	1260′(461′)-1¼
120	1280′(481′)-1¼
140	1280′(481′)-1½
165	1360′(561′)-2

AMENDOA TERPS

CHANGES: None.

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ATIS (ASOS when Twr inop)	*SOUTH BEND Approach (R)	CHICAGO Center (R)	*SOUTH BEND Tower	*Ground
118.15	118.55	118.55 when App inop.	CTAF 118.9	121.7

BRIEFING STRIP™

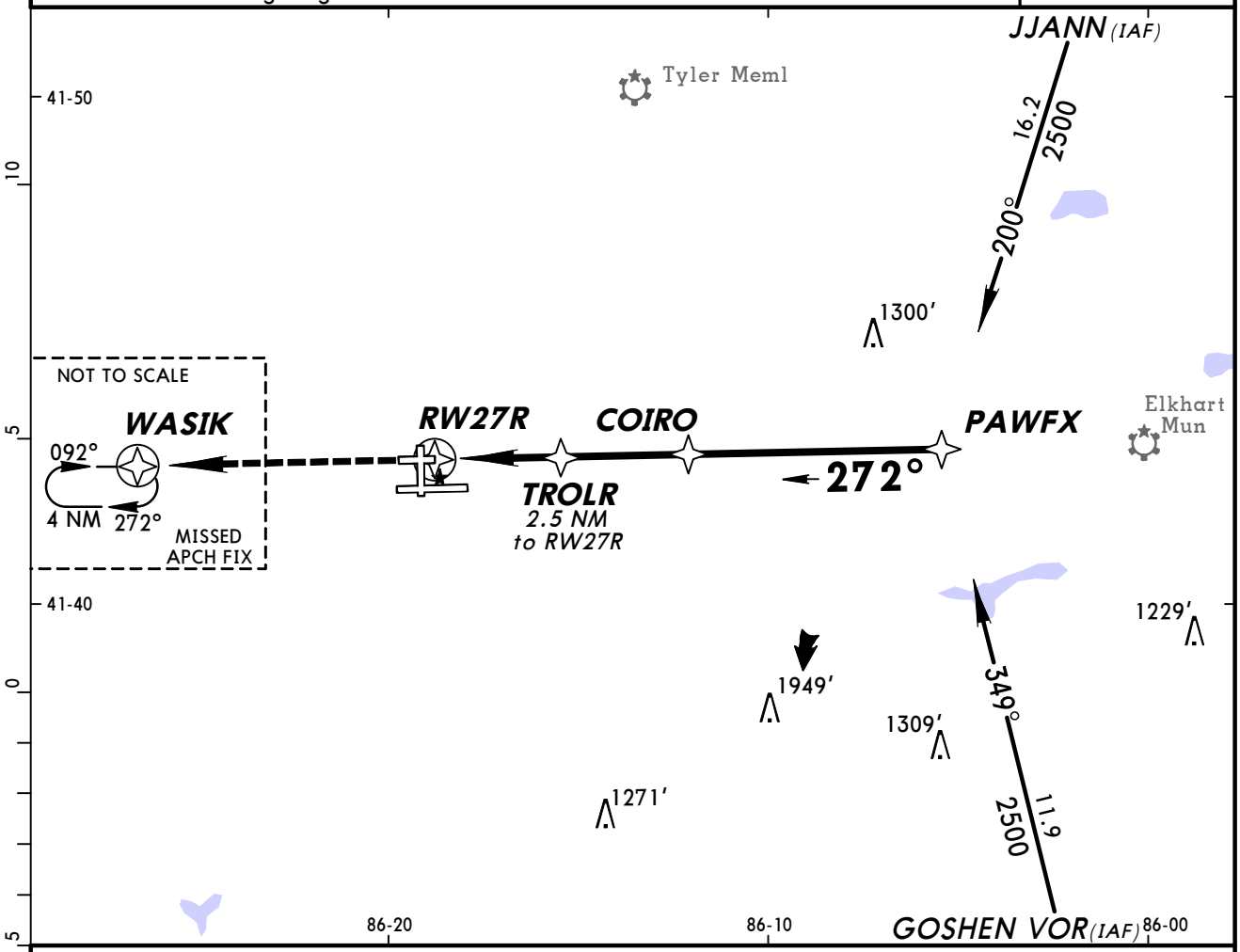
RNAV	Final Apch Crs	Minimum Alt	LNAV MDA(H) (CONDITIONAL)	Apt Elev 799′
	272°	COIRO 2400′(1612′)	1160′ (372′)	TDZE 788′

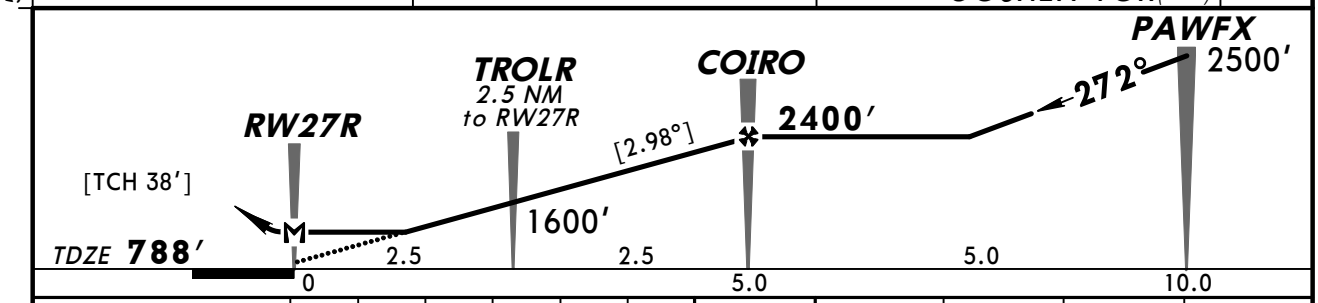
MISSED APCH: Climb to 2400′ direct WASIK and hold.

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. Pilot controlled lighting 118.9.

3000′
MSA RW27R





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [2.98°]	369	474	527	633	738	843
MAP at RW27R						

PAPI-L 2400′ D WASIK

TERPS AMENDED

STRAIGHT-IN LANDING 27R LNAV MDA(H) 1160′ (372′) DAY		NIGHT
A	1	NA
B		
C		
D	1¼	

CIRCLE-TO-LAND Max Kts	MDA(H)
90	1260′(461′)-1
120	1280′(481′)-1
140	1280′(481′)-1½
165	1360′(561′)-2

CHANGES: Obstructions.

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KSBN/SBN
SOUTH BEND REGL

JEPPESEN

21 AUG 09 (12-6) Eff 27 Aug

SOUTH BEND, IND
RNAV (GPS) Rwy 36

ATIS (ASOS when Twr inop)	*SOUTH BEND Approach (R)	CHICAGO Center (R)	*SOUTH BEND Tower	*Ground
118.15	118.55	118.55 when App inop.	CTAF 118.9	121.7

BRIEFING STRIP ™

WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 799′
Ch 69514 W-36A	002°	ETHNL 2000′ (1222′)	1028′ (250′)	TDZE 778′

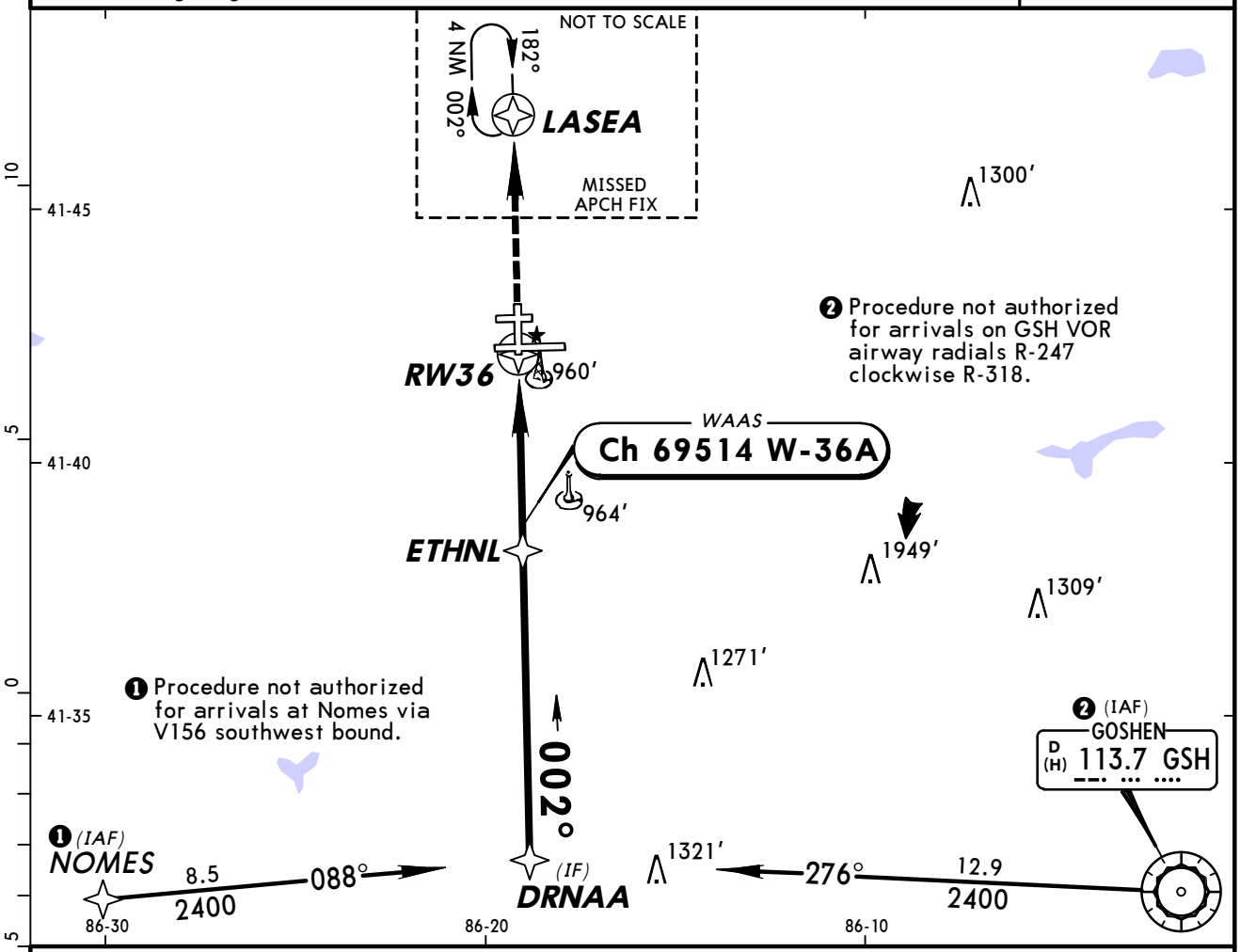
MISSED APCH: Climb to 2400′ direct LASEA and hold.

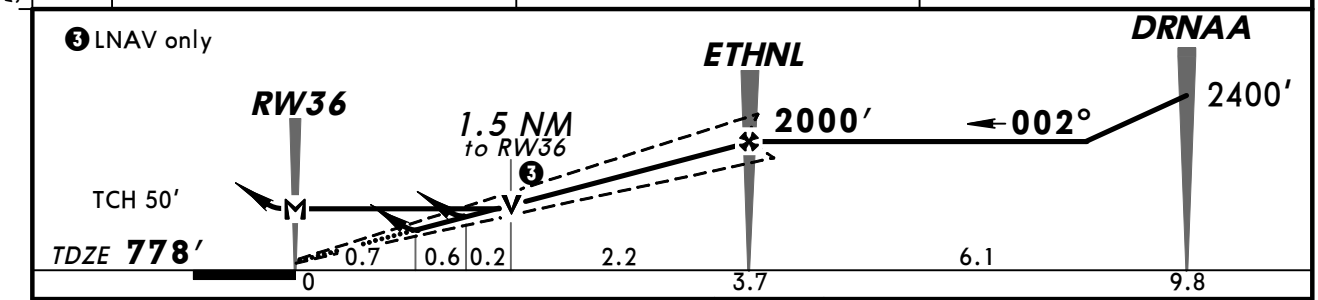
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 46°C (114°F). 2. DME/DME RNP-0.30 not authorized. 3. Pilot controlled lighting 118.9.

3000′

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						

PAPI-L 2400′ LASEA

STRAIGHT-IN LANDING 36	LPV DA(H) 1028′ (250′)	LNAV/VNAV DA(H) 1230′ (452′)	LNAV MDA(H) 1280′ (502′)
A	1	1¾	1
B			
C			1½
D			

CIRCLE-TO-LAND Max Kts	MDA(H)
90	1280′ (481′)-1
120	
140	1280′ (481′)-1½
165	1360′ (561′)-2

TERPS AMEND 1

CHANGES: Procedure.

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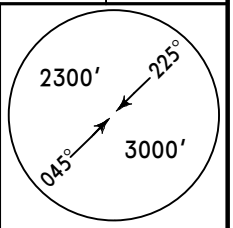
BRIEFING STRIP™

ATIS (ASOS when Twr inop)	*SOUTH BEND Approach (R)	CHICAGO Center (R)	*SOUTH BEND Tower	*Ground
118.15	118.55	118.55 when App inop.	CTAF 118.9	121.7

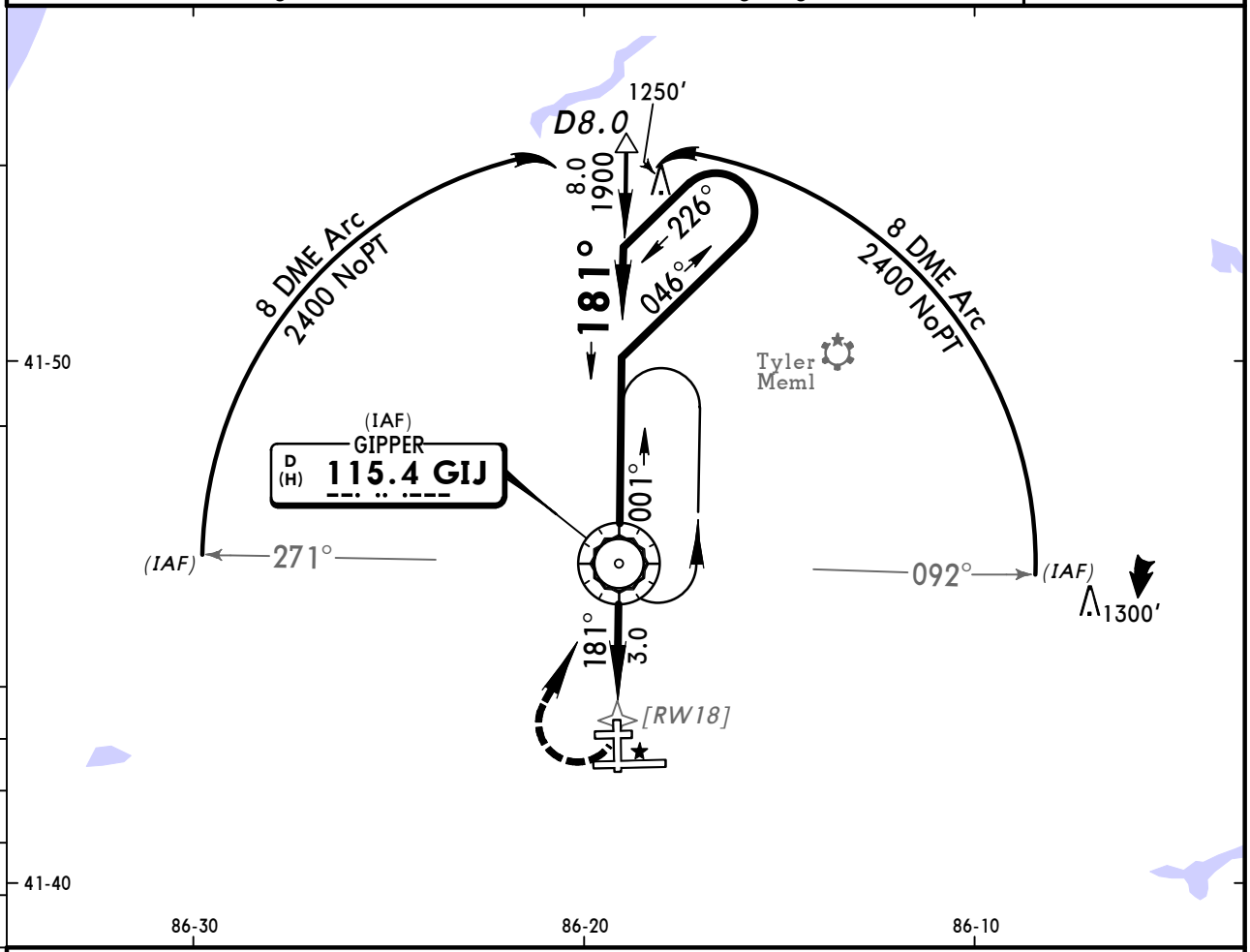
VOR	Final Apch Crs	Minimum Alt VOR	MDA(H)	Apt Elev 799′
GIJ 115.4	181°	1900′ (1101′)	1240′ (441′)	TDZE 799′

MISSED APCH: Climbing RIGHT turn to 2300′ direct GIJ VOR and hold.

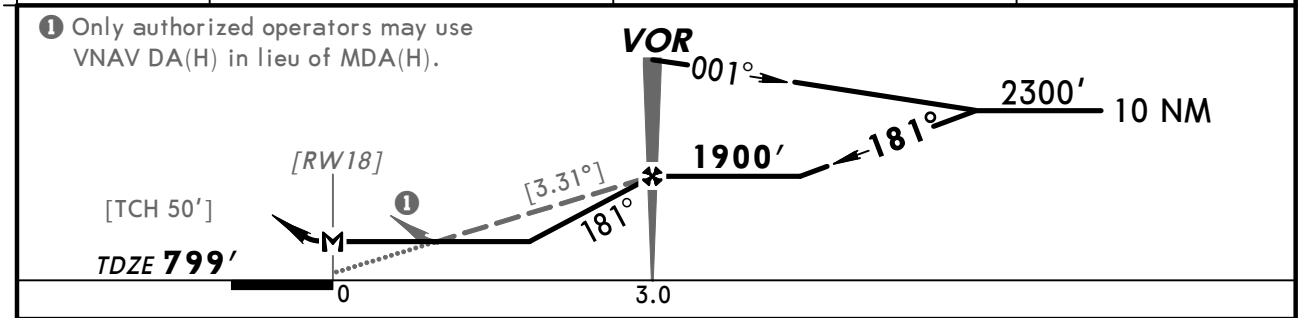
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. VGSI and descent angles not coincident. 2. Pilot controlled lighting 118.9.



MSA GIJ VOR



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



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.31°]	410	527	586	703	820	937
VOR to MAP 3.0	2:34	2:00	1:48	1:30	1:17	1:08

PAPI-L | 2300′ RT | D | GIJ 115.4

STRAIGHT-IN LANDING RWY 18		CIRCLE-TO-LAND	
MDA(H) 1240′ (441′)		Max Kts	MDA(H)
A	1	90	1260′ (461′)-1
B		120	1280′ (481′)-1
C	1¼	140	1280′ (481′)-1½
D	1½	165	1360′ (561′)-2

AMEND 7D TERPS

CHANGES: Reverse side RADAR-1 cancelled.

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General Information

Location: Valparaiso IN USA
IATA Code: VPZ
Lat/Long: N41° 27.2' W087° 00.4'
Elevation: 770 ft

Airport Use: Public
Magnetic Variation: 4.1°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
Pattern Altitude: 1000 ft AGL

Sunrise: 1226 Z
Sunset: 2336 Z,

Runway Information

Runway: 09
Length x Width: 7001 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 769 ft
Lighting: Edge, REIL, Pilot controlled
Displaced Threshold: 500 ft

Runway: 18
Length x Width: 4001 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 770 ft
Lighting: Edge, REIL

Runway: 27
Length x Width: 7001 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 770 ft
Lighting: Edge, ALS, Pilot controlled

Runway: 36
Length x Width: 4001 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 765 ft
Lighting: Edge, REIL

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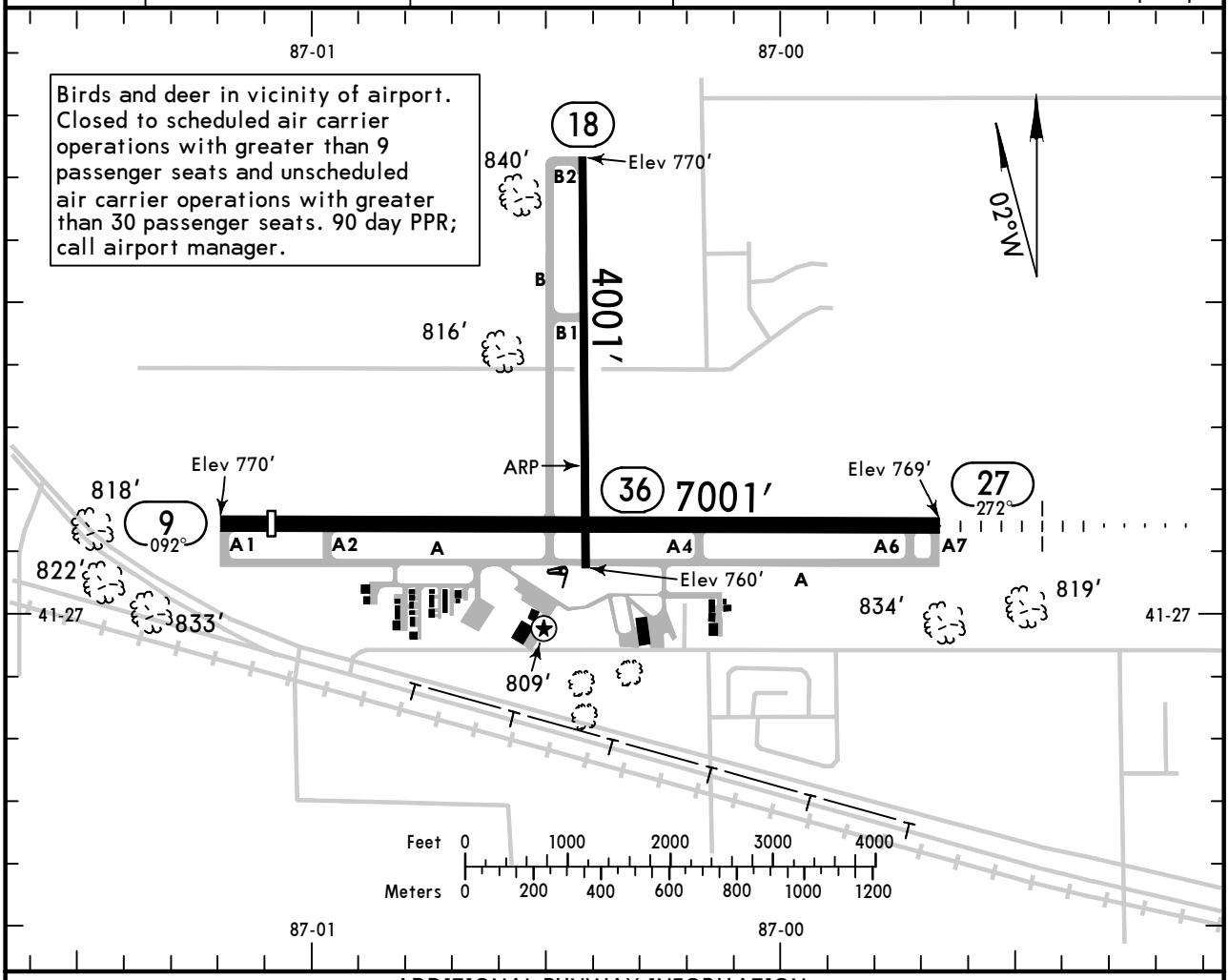
Communication Information

ASOS 125.875
Porter County Unicom 122.725 CTAF PCL
South Bend Clearance Clearance Delivery 120.525
South Bend Approach Approach Control 132.05
South Bend Departure Departure Control 132.05
Chicago Center 135.9 Remote Communications Air-Ground

ASOS	*SOUTH BEND Clearance	PORTER CO MUN UNICOM	*SOUTH BEND Departure (R)	CHICAGO Center (R)
125.87	120.52	CTAF 122.72	132.05	135.9 when Dep inop.



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
9	❶ HIRL ❷ REIL VASI-L grooved	6501′			150′
27	❶ HIRL ❷ MALSR VASI-L grooved	❹ 6501′	5551′	6501′	
18 ❸	❶ MIRL ❷ REIL ❷ PAPI-L(angle 3.0°, TCH 24′)				75′
36	❶ MIRL ❷ REIL ❷ PAPI-L (angle 3.0°)				

❶ Increase intensity on 122.72 after 2300 LT.
❷ Activate on 122.72.
❸ Grooved.
❹ Last 500′ is unavailable for landing distance computations.

	TAKE-OFF All Rwys Adequate Vis Ref	TAKE-OFF All Rwys STD	FOR FILING AS ALTERNATE ILS Rwy 27	RNAV (GPS) Rwy 9 RNAV (GPS) Rwy 27 (Authorized Only When Local Weather Available)	RNAV (GPS) Rwy 18 (Authorized Only When Local Weather Available)	Other
1 & 2 Eng	1/4	1	A B 600-2	800-2	800-2	NA
3 & 4 Eng		1/2	C D		NA	

AMEND 0

CHANGES: Notes added, alternate minimums.

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BRIEFING STRIP™

ASOS	*SOUTH BEND Approach (R)	CHICAGO Center (R)	PORTER CO MUN UNICOM
125.87	132.05	135.9 when App inop.	CTAF 122.72

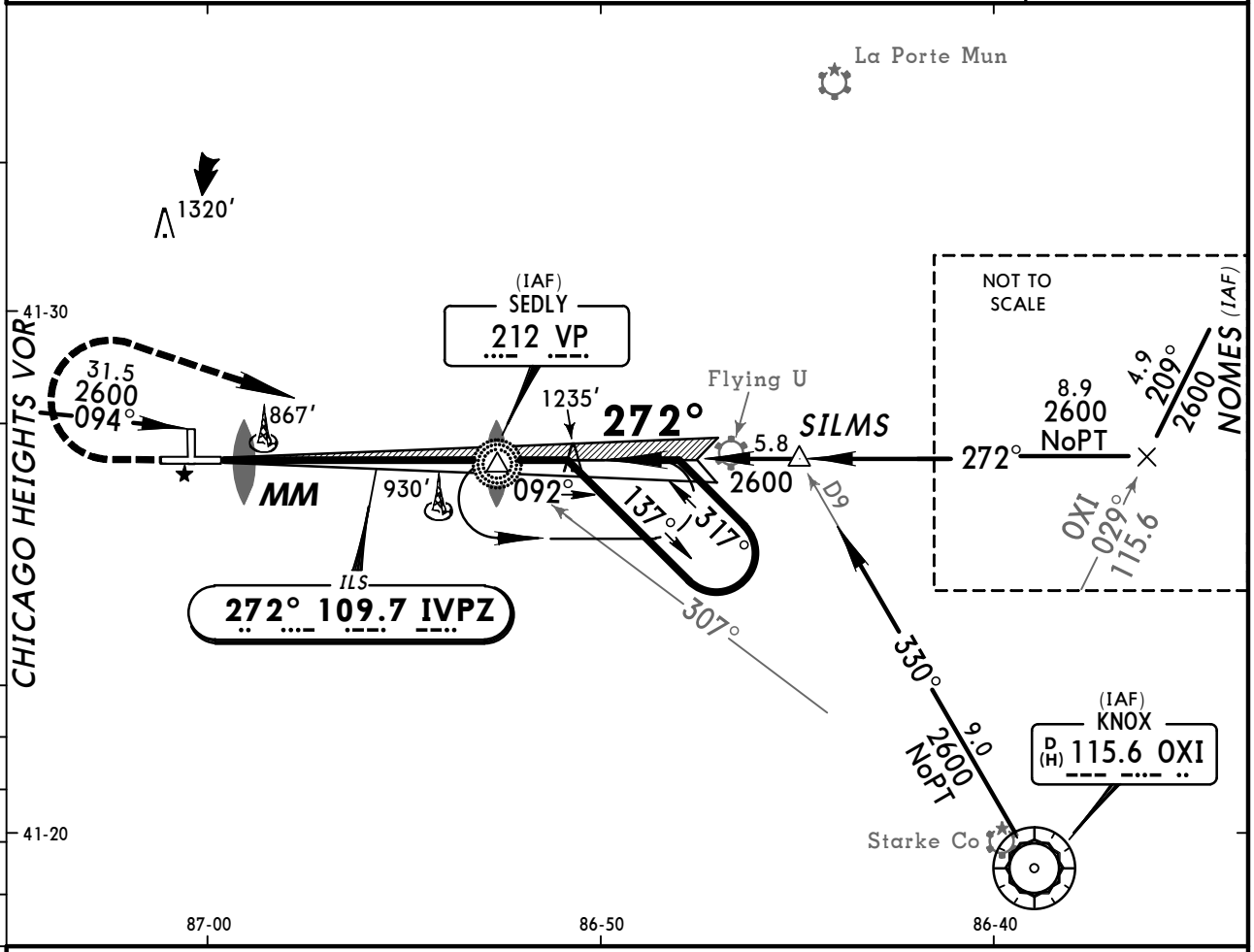
LOC IVPZ	Final Apch Crs	GS SEDLY	ILS DA(H)	Apt Elev 770′
109.7	272°	2528′ (1758′)	970′ (200′)	TDZE 770′

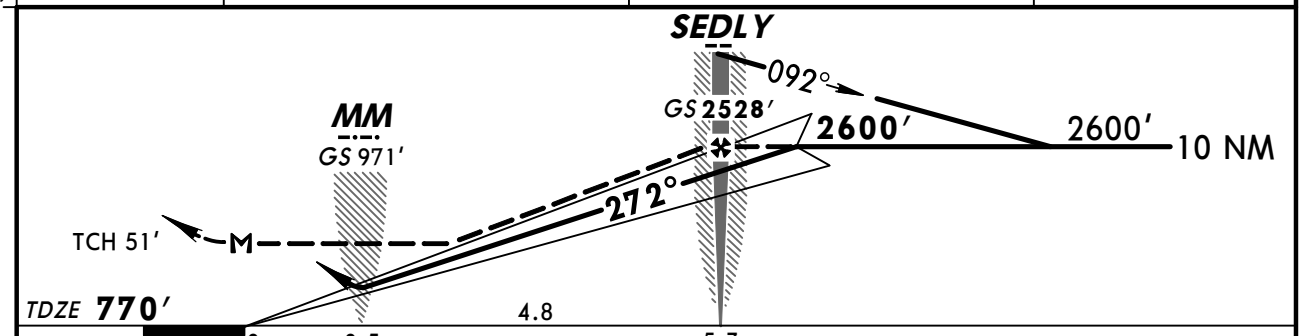
MISSED APCH: Climb to 1400′ then climbing RIGHT turn to 2600′ direct VP LOM and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. ADF required. 2. Pilot controlled lighting 122.72.

2800′
MSA VP LOM





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861
SEDLY to MAP 5.3	4:33	3:32	3:11	2:39	2:16	1:59

MALSR
VASI
1400′
2600′ RT
D
VP 212

STRAIGHT-IN LANDING RWY 27

	ILS DA(H) 970′ (200′) FULL	ILS DA(H) 970′ (200′) RAIL or ALS out	LOC (GS out) MDA(H) 1120′ (350′)	LOC (GS out) MDA(H) 1120′ (350′) RAIL out	LOC (GS out) MDA(H) 1120′ (350′) ALS out
A	1/2	3/4	1/2	3/4	1
B					
C					
D			3/4	1 1/4	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1260′ (490′)-1
120	1300′ (530′)-1
140	1300′ (530′)-1 1/2
165	1360′ (590′)-2

TERPS AMEND 3

CHANGES: None.

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ASOS	*SOUTH BEND Approach (R)	CHICAGO Center (R)	PORTER CO MUN UNICOM
125.87	132.05	135.9 when App inop.	CTAF 122.72

BRIEFING STRIP ™

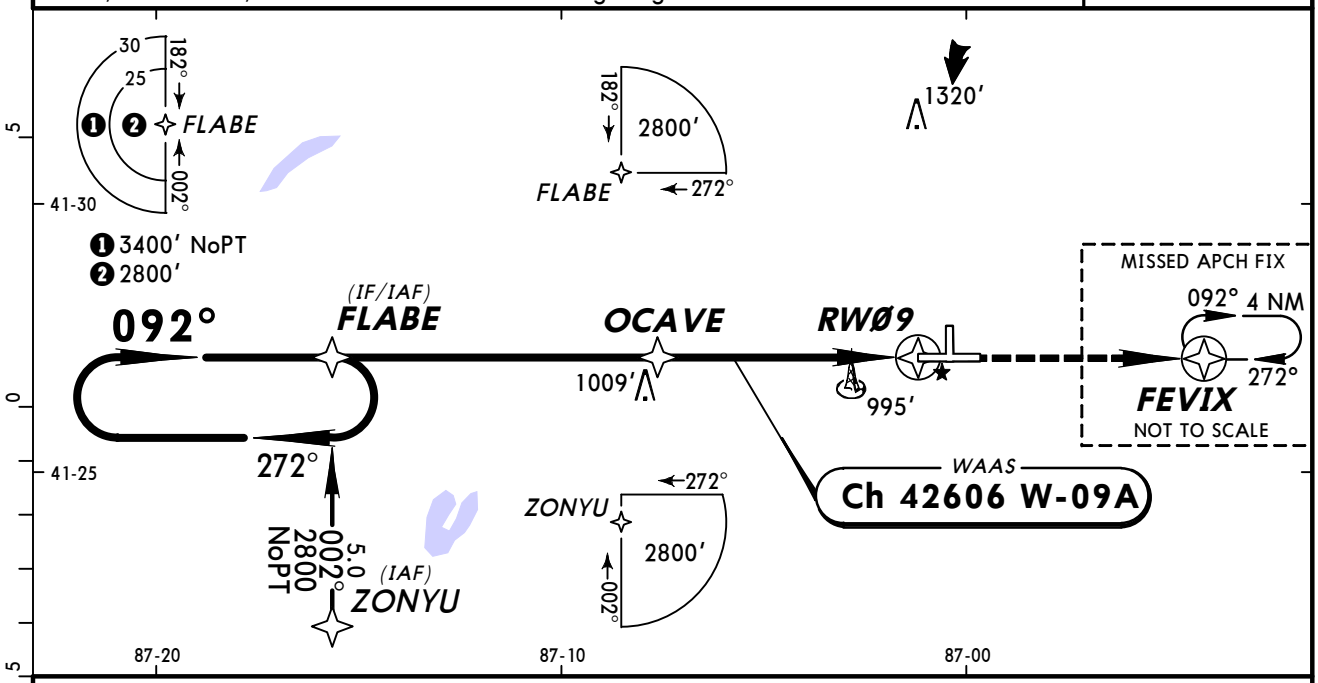
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 770′
Ch 42606 W-09A	092°	OCAVE 2400′ (1631′)	1038′ (269′)	TDZE 769′

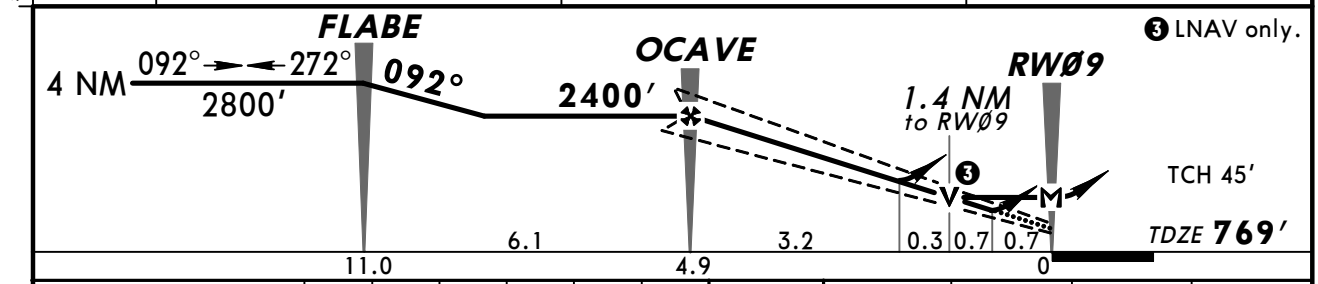
MISSED APCH: Climb to 2600′ direct FEVIX and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Lansing Mun altimeter setting. 2. DME/DME RNP-0.3 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 Lansing Mun altimeter setting. 5. Visibility reduction by helicopters not authorized. 6. Fly visual to airport, LNAV/VNAV 092°/1.7 NM: when using Lansing Mun altimeter setting fly visual to airport, LNAV/VNAV 092°/2.0 NM. 7. Pilot controlled lighting 122.72.

TAA
30 NM
IAF





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RWØ9						

REIL
VASI-L

2600′

FEVIX

STRAIGHT-IN LANDING RWY 9
With Local Altimeter Setting

	LPV DA(H) 1038′ (269′)	LNAV/VNAV DA(H) 1369′ (600′)	LNAV MDA(H) 1260′ (491′)
A	1	2	1
B			
C			1¼
D			1½

CIRCLE-TO-LAND
With Local Altimeter Setting

Max Kts	MDA(H)
90	1260′ (490′)-1
120	1300′ (530′)-1
140	1300′ (530′)-1½
165	1360′ (590′)-2

With Lansing Mun Altimeter Setting

	DA(H) 1115′ (346′)	DA(H) 1446′ (677′)	MDA(H) 1340′ (571′)
A	1¼	2	1
B			
C			1½
D		2¼	1¾

With Lansing Mun Altimeter Setting

Max Kts	MDA(H)
90	1340′ (570′)-1
120	1380′ (610′)-1
140	1380′ (610′)-1¾
165	1440′ (670′)-2

TERPS AMEND 1

CHANGES: Waypoint UDUPY deleted.

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KVPZ/VPZ
PORTER CO MUN

JEPPESEN
19 SEP 08
Eff 25 Sep
(12-2)
CAT A & B

VALPARAISO, IND
RNAV (GPS) Rwy 18

ASOS	*SOUTH BEND Approach (R)	CHICAGO Center (R)	PORTER CO MUN UNICOM
125.87	132.05	135.9 when App inop.	CTAF 122.72

BRIEFING STRIP™

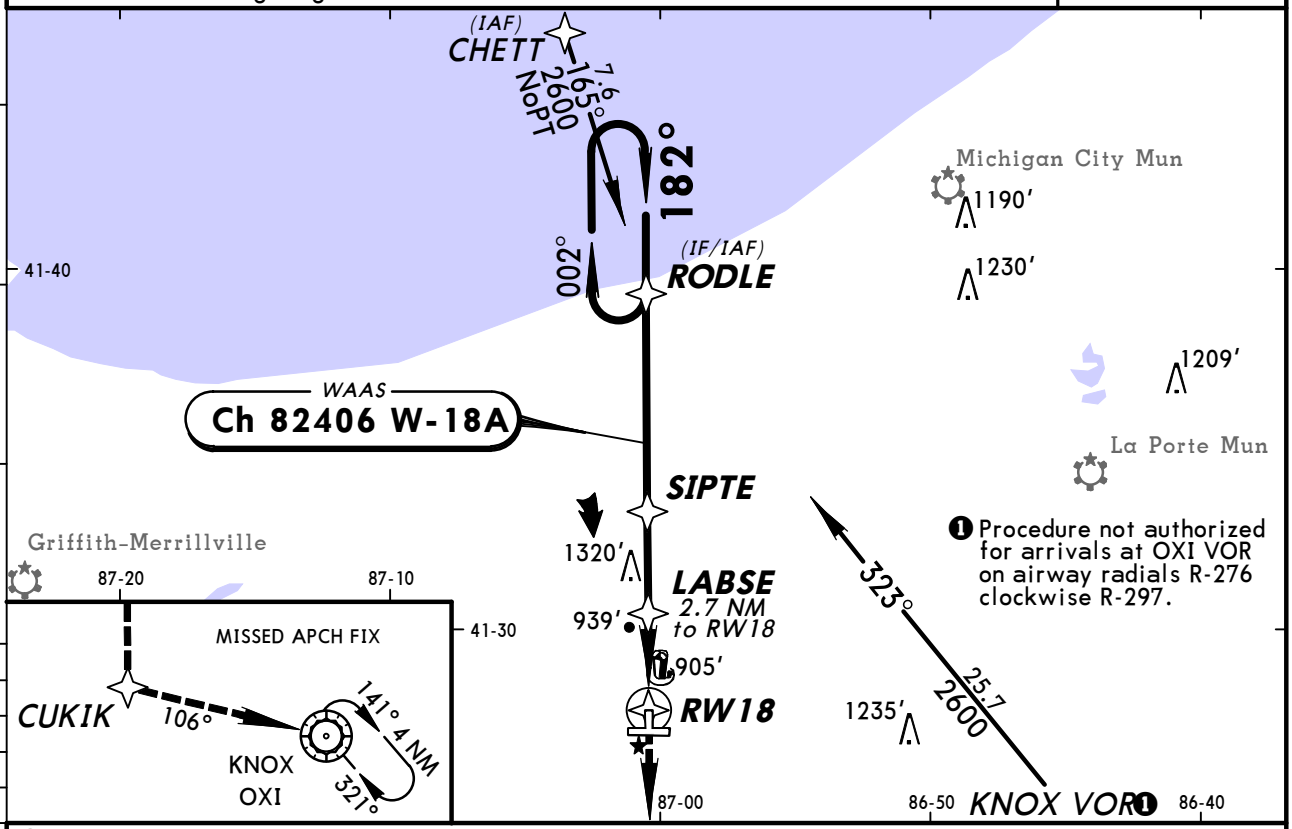
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 770′
Ch 82406 W-18A	182°	SIPTE 2600′ (1830′)	1120′ (350′)	TDZE 770′

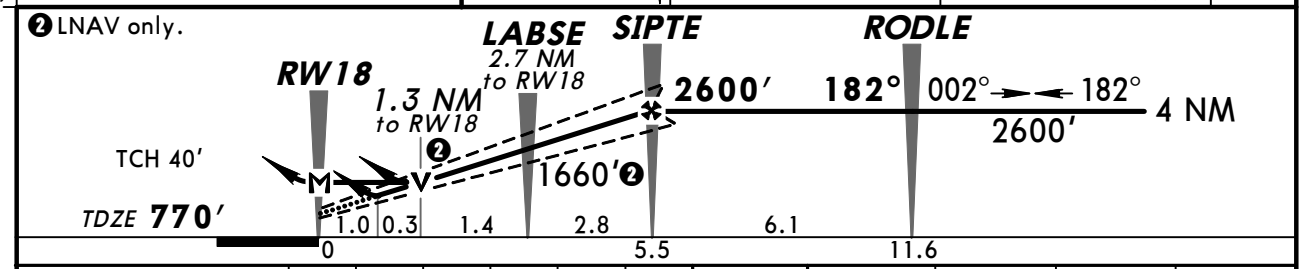
MISSED APCH: Climb to 2600′ direct CUKIK and via 106° track to OXI VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Lansing Mun altimeter setting. 2. DME/DME RNP-0.3 not authorized. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -16°C (4°F) or above 54°C (130°F). 4. Baro-VNAV and VDP not authorized when using Lansing Mun altimeter setting. 5. Visibility reduction by helicopters not authorized. 6. VGSI and RNAV glidepath not coincident. 7. Pilot controlled lighting 122.72.

2800′
MSA RW18





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW18						

REIL
PAPI-L
2600′
CUKIK

STRAIGHT-IN LANDING RWY 18
With Local Altimeter Setting

	LPV DA(H) 1120′ (350′)	LNAV/VNAV DA(H) 1233′ (463′)	LNAV MDA(H) 1200′ (430′)
A	1¼	1¾	1
B			
C/D	NA	NA	NA

CIRCLE-TO-LAND
With Local Altimeter Setting

Max Kts	MDA(H)
90	1260′ (490′)-1
120	1300′ (530′)-1
C/D	NA

With Lansing Mun Altimeter Setting

	DA(H) 1197′ (427′)	DA(H) 1310′ (540′)	MDA(H) 1280′ (510′)
A	1½	2	1
B			
C/D	NA	NA	NA

With Lansing Mun Altimeter Setting

Max Kts	MDA(H)
90	1340′ (570′)-1
120	1380′ (610′)-1
C/D	NA

AMEND 0 TERPS

CHANGES: None.

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KVPZ/VPZ
PORTER CO MUN

JEPPESEN
8 FEB 08 (12-3) Eff 14 Feb

VALPARAISO, IND
RNAV (GPS) Rwy 27

BRIEFING STRIP™

ASOS	*SOUTH BEND Approach (R)	CHICAGO Center (R)	PORTER CO MUN UNICOM
125.87	132.05	135.9 when App inop.	CTAF 122.72

WAAS	Final Apch Crs	Minimum Alt POYIN	LPV DA(H) (CONDITIONAL)	Apt Elev 770′
Ch 86806 W-27A	272°	2600′ (1830′)	1020′ (250′)	TDZE 770′

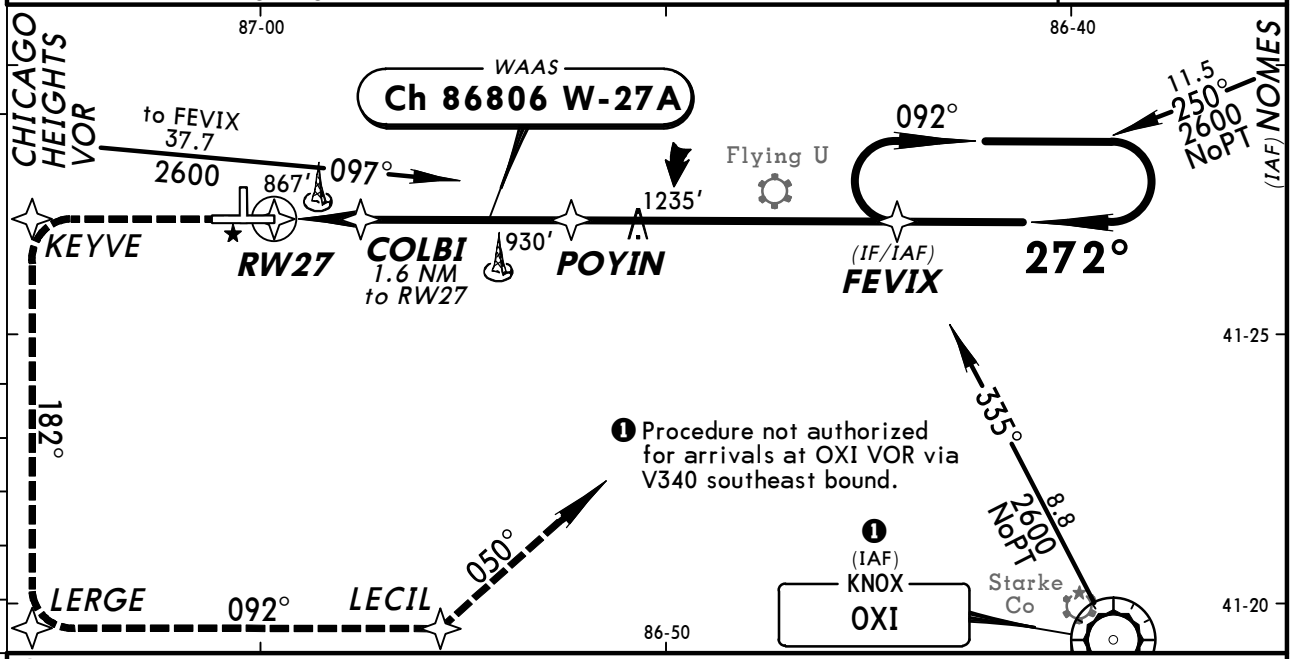
MISSED APCH: Climb to 2600′ direct KEYVE and LEFT turn via 182° track to LERGE and via 092° track to LECIL and via 050° track to FEVIX and hold.

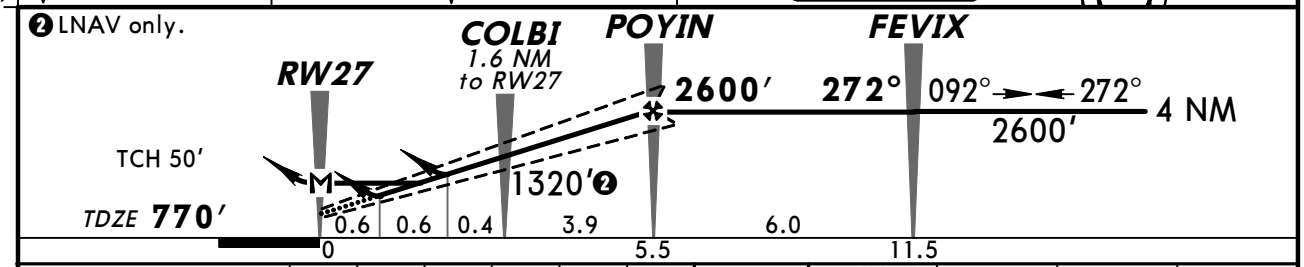
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Lansing Mun altimeter setting.
2. DME/DME RNP-0.3 not authorized. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -16°C (4°F) or above 47°C (116°F). 4. Baro-VNAV not authorized when using Lansing Mun altimeter setting.
5. Pilot controlled lighting 122.72.

2800′

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						

MALSR
VASI
2600′
D
KEYVE

STRAIGHT-IN LANDING RWY 27
With Local Altimeter Setting

	LPV DA(H) 1020′ (250′)		LNAV/VNAV DA(H) 1201′ (431′)		LNAV MDA(H) 1180′ (410′)		
		RAIL or ALS out		RAIL out	ALS out	RAIL out	ALS out
A	1/2	3/4	1	1½	1/2	3/4	1
B							
C					3/4	1¼	
D					1		

CIRCLE-TO-LAND
With Local Altimeter Setting

Max Kts	MDA(H)
90	1260′ (490′)-1
120	1300′ (530′)-1
140	1300′ (530′)-1½
165	1360′ (590′)-2

With Lansing Mun Altimeter Setting

	DA(H) 1097′ (327′)		DA(H) 1278′ (508′)		MDA(H) 1260′ (490′)		
		RAIL or ALS out		RAIL out	ALS out	RAIL out	ALS out
A	3/4	1¼	1¼	1½	1/2	3/4	1
B							
C					3/4	1¼	
D					1		

With Lansing Mun Altimeter Setting

Max Kts	MDA(H)
90	1340′ (570′)-1
120	1380′ (610′)-1
140	1380′ (610′)-1¾
165	1440′ (670′)-2

AMEND 0 TERPS

CHANGES: New procedure.

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Chart changes since cycle 03-2012

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

BLOOMINGTON, IN (MONROE CO - KBMG)

CONNERSVILLE, IN (METTEL - KCEV)

ELKHART, IN (ELKHART MUN - KEKM)

EVANSVILLE, IN (EVANSVILLE REGL - KEVV)

FT WAYNE, IN (FT WAYNE INTL - KFWA)

PERU, IN (GRISSOM ARB - KGUS)

GARY, IN (GARY/CHICAGO INTL - KGYY)

TERRE HAUTE, IN (TERRE HAUTE INTL-HULMAN - KHUF)

INDIANAPOLIS, IN (INDIANAPOLIS INTL - KIND)

LAFAYETTE, IN (PURDUE UNIV - KLAF)

MUNCIE, IN (DELAWARE COUNTY REGL - KMIE)

SOUTH BEND, IN (SOUTH BEND REGL - KSBN)

VALPARAISO, IN (PORTER CO REGL - KVPZ)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport KBMG

No Chart Change Notices for Airport KCEV

Chart Change Notices for Airport KEKM

Type: Terminal
Effectivity: Temporary
Begin Date: 20110922
End Date: Until Further Notice

(11-1) Airport page amdt number orig added

No Chart Change Notices for Airport KEVV

No Chart Change Notices for Airport KFWA

No Chart Change Notices for Airport KGUS

No Chart Change Notices for Airport KGYY

No Chart Change Notices for Airport KHUF

Chart Change Notices for Airport KIND

Type: Terminal
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

(11-5) ILS or LOC Rwy 23R Riber OM not available.

No Chart Change Notices for Airport KLAF

No Chart Change Notices for Airport KMIE

No Chart Change Notices for Airport KSBN

Chart Change Notices for Airport KVPZ

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Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

Porter Co Mun apt name chgd to Porter Co Regl.