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General Information

Location: Akron OH USA
IATA Code: CAK
Lat/Long: N40° 54.9' W081° 26.6'
Elevation: 1228 ft

Airport Use: Public
Magnetic Variation: 8.3°W
Sectional Chart: Detroit

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

Sunrise: 1203 Z
Sunset: 2314 Z,

Runway Information

Runway: 01
Length x Width: 7601 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 1209 ft
Lighting: Edge, ALS

Runway: 05
Length x Width: 8204 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 1199 ft
Lighting: Edge, ALS

Runway: 19
Length x Width: 7601 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 1218 ft
Lighting: Edge, ALS
Displaced Threshold: 594 ft

Runway: 23
Length x Width: 8204 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 1226 ft
Lighting: Edge, ALS

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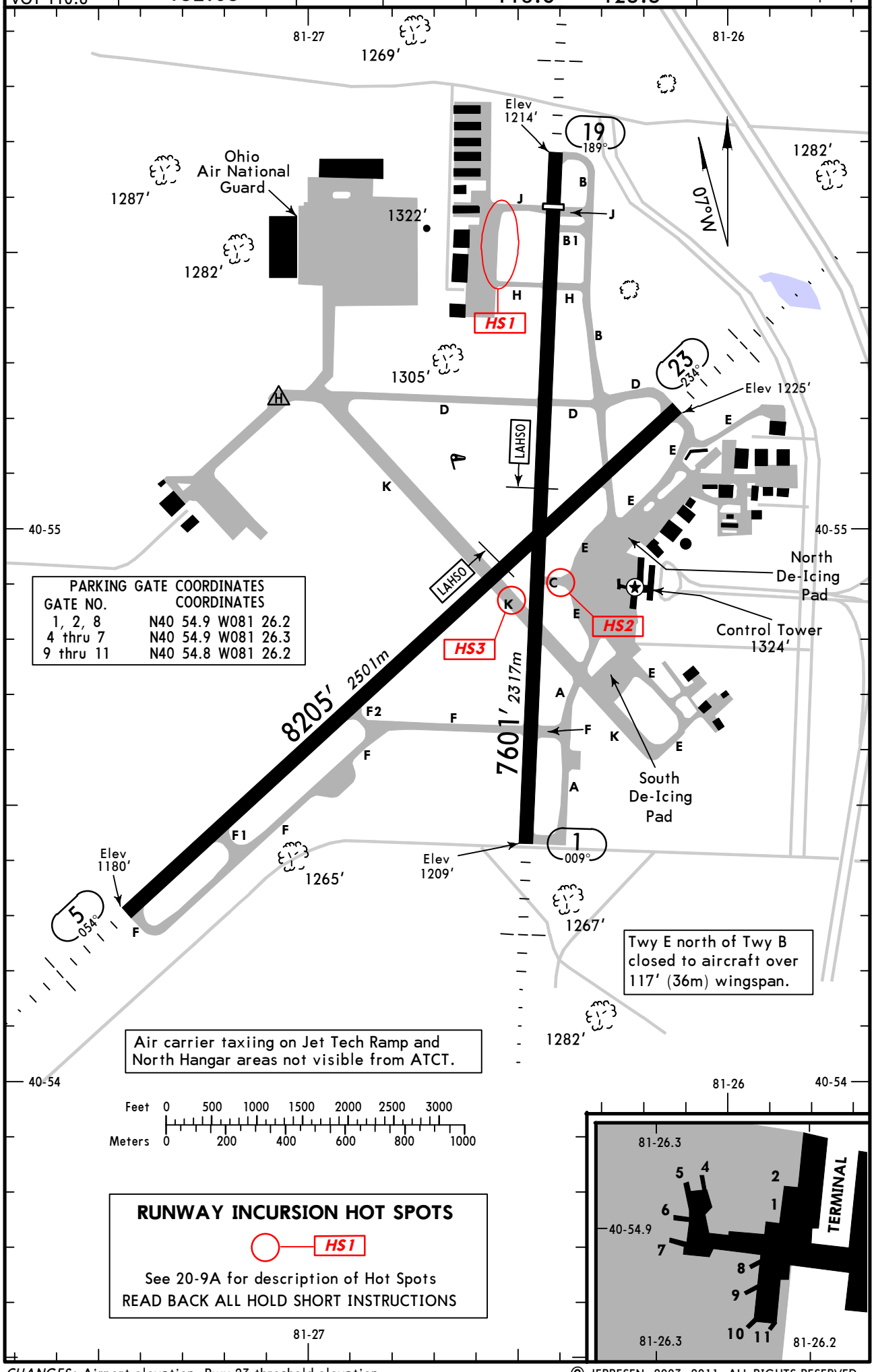
Communication Information

ATIS 121.05
Akron-Canton Regl Tower 118.3
Akron-Canton Regl Ground Control 121.7
Akron-Canton Regl Clearance Delivery 132.05
Akron-Canton Regl Approach Control 126.4 Secondary
Akron-Canton Regl Approach Control 125.5 (7°-186°) Initial Contact
Akron-Canton Regl Approach Control 118.6 (187°-6°)
Akron-Canton App ARSA 125.5 (7°-186°)
Akron-Canton App ARSA 118.6 (187°-6°)
Akron-Canton Departure Control 126.4 Secondary
Akron-Canton Departure Control 125.5 (7°-186°)
Akron-Canton Departure Control 118.6 (187°-6°)
Akron-Canton Regl Unicom 122.95
Cleveland Center 134.9 Remote Communications Air-Ground

ATIS	AKRON-CANTON Clearance	Ground	Tower	*AKRON-CANTON Departure (R)		CLEVELAND Center (R)
121.05	132.05	121.7	118.3	187°-006° 118.6	007°-186° 125.5	134.9 when Dep inop.
VOT 110.6						



PARKING GATE COORDINATES

GATE NO.	COORDINATES
1, 2, 8	N40 54.9 W081 26.2
4 thru 7	N40 54.9 W081 26.3
9 thru 11	N40 54.8 W081 26.2

Twy E north of Twy B closed to aircraft over 117′ (36m) wingspan.

Air carrier taxiing on Jet Tech Ramp and North Hangar areas not visible from ATCT.

Feet 0 500 1000 1500 2000 2500 3000
Meters 0 200 400 600 800 1000

RUNWAY INCURSION HOT SPOTS

HS1

See 20-9A for description of Hot Spots
READ BACK ALL HOLD SHORT INSTRUCTIONS

CHANGES: Airport elevation, Rwy 23 threshold elevation.

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GENERAL

Deer and birds in vicinity of airport.

ADDITIONAL RUNWAY INFORMATION

RWY					USABLE LENGTHS: LANDING BEYOND Threshold	Glide Slope	LAHSO Distance	TAKE-OFF	WIDTH
1 ❶	HIRL	MALSR		RVR	❷ 7007′ 2136m	5947′ 1813m			150′ 46m
19	HIRL	MALSR	PAPI-L (angle 3.0°)	RVR	7007′ 2136m	6088′ 1855m	5/23 3100′ 945m		

❶ Grooved.
❷ Last 594′ (181m) not available for landing distance computations.

5 ❸	HIRL	MALSR	PAPI-L (angle 3.00°)			7375′ 2248m	1/19 5604′ 1708m		150′ 46m
23	HIRL	MALSR	PAPI-L (angle 3.00°)	RVR		7175′ 2187m			

❸ Grooved.

RUNWAY INCURSION HOT SPOTS

HS1

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

HS1 Pilots are advised to contact ground prior to taxi. The first markings you will encounter when taxiing to Twy J or Twy H are ILS hold lines.

HS2 Caution! When taxiing out on Twy C from the terminal ramp, the first set of hold lines is for **both** Rwy 1/19 and Rwy 5/23.

HS3 When taxiing on Twy K between Rwy 1/19 and 5/23, the two sets of hold-short markings are **very** close together. In the absence of ATC instructions, aircraft exiting one runway must hold short of the other runway.

TAKE-OFF

Rwy 1, 19				Rwy 5, 23		
Both RVRs are required and controlling	Adequate Vis Ref	STD		Adequate Vis Ref	STD	
RCLM & HIRL		3 & 4 Eng	1 & 2 Eng		3 & 4 Eng	1 & 2 Eng
TDZ RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1

FOR FILING AS ALTERNATE

	ILS Rwy 1 ILS Rwy 5 ILS Rwy 19 ILS Rwy 23	LOC Rwy 1 LOC Rwy 5 LOC Rwy 19 LOC Rwy 23 RNAV (GPS) Rwy 1	RNAV (GPS) Rwy 5 RNAV (GPS) Rwy 19 RNAV (GPS) Rwy 23 VOR Rwy 5 VOR Rwy 23	RADAR-1
A B C D	600-2	800-2		

AMEND 6

CHANGES: Rwy 1/19 usable lengths.

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BRIEFING STRIP ™

ATIS	*AKRON-CANTON Approach (R)	CLEVELAND Center (R)	AKRON-CANTON Tower	Ground
121.05	125.5	134.9 when App inop.	118.3	121.7

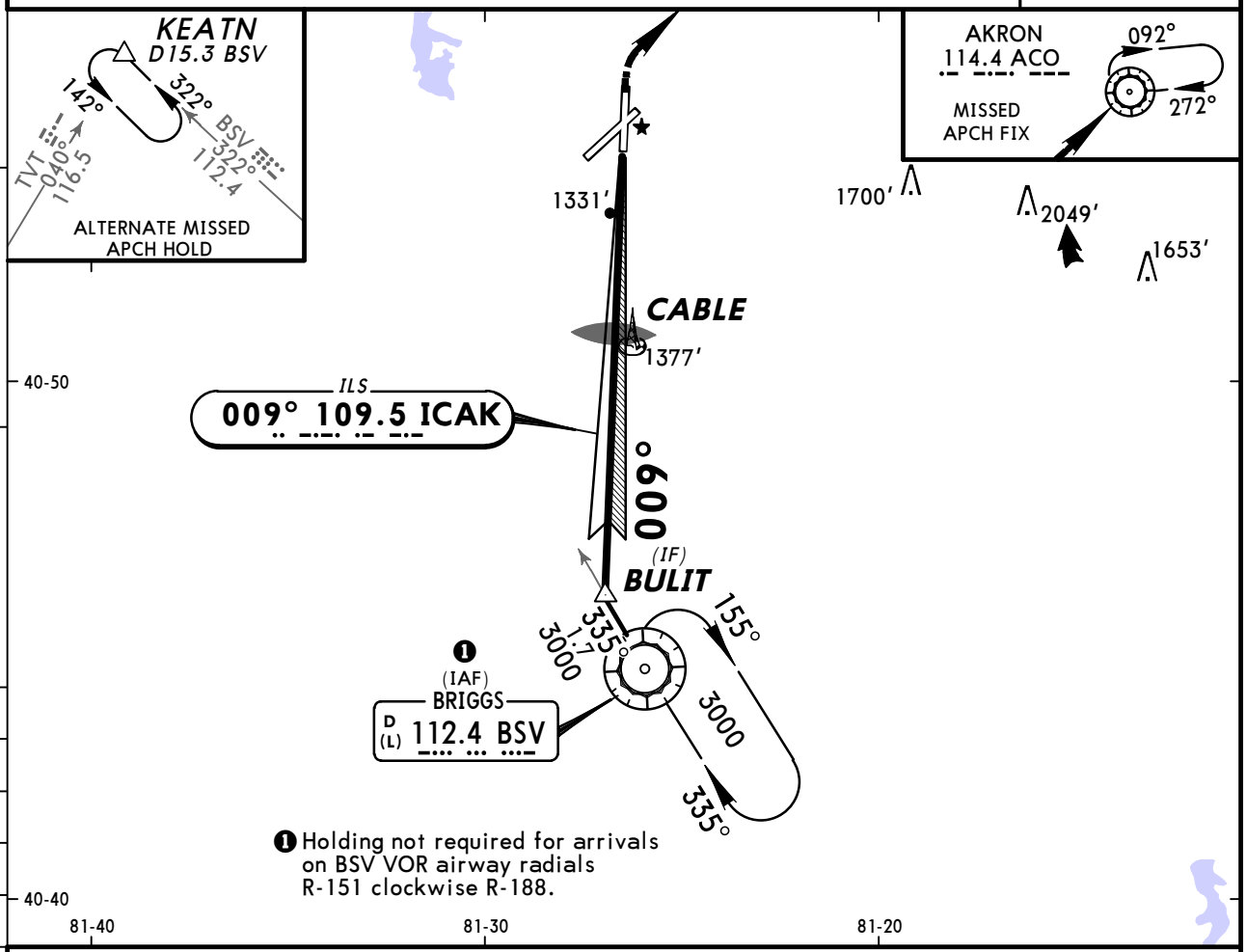
LOC	Final Apch Crs	GS	ILS DA(H)	Apt Elev 1228′
ICAK 109.5	009°	CABLE 2395′ (1186′)	1409′ (200′)	TDZE 1209′

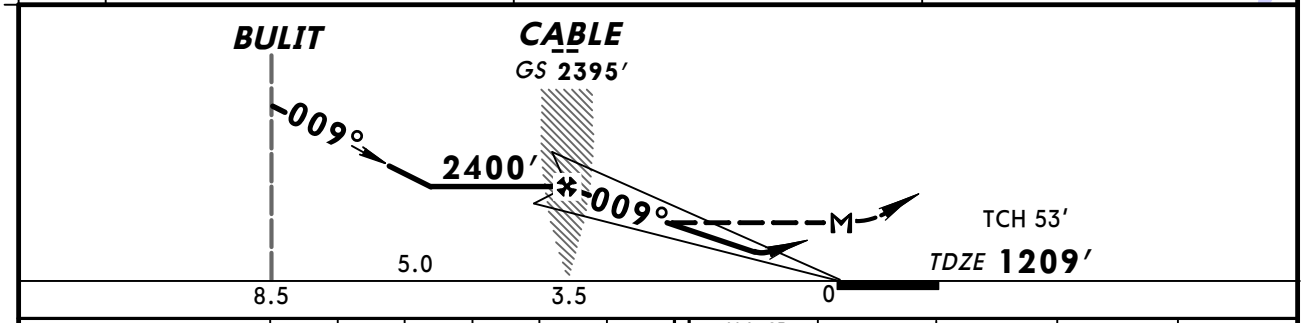
MISSED APCH: Climb to 1900′, then climbing RIGHT turn to 3000′ direct ACO VOR and hold.

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

3100′

MSA BSV VOR within 30 NM





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
CABLE to MAP	3.5	3:00	2:20	2:06	1:45	1:30	1:19

MALSR | 1900′ | 3000′ RT | D | ACO 114.4

STRAIGHT-IN LANDING RWY 1

	ILS DA(H) 1409′ (200′) FULL	ILS DA(H) 1409′ (200′) RAIL or ALS out	LOC (GS out) MDA(H) 1600′ (391′)	LOC (GS out) RAIL out	LOC (GS out) 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					
D			RVR 40 or ¾	RVR 60 or 1¼	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1760′ (532′) -1
120	
140	1760′ (532′) -1½
165	1780′ (552′) -2

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

TERPS AMEND 38 13 JAN 2011

CHANGES: None.

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BRIEFING STRIP ™

ATIS	*AKRON-CANTON Approach (R)	CLEVELAND Center (R)	AKRON-CANTON Tower	Ground
121.05	125.5	134.9 when App inop.	118.3	121.7

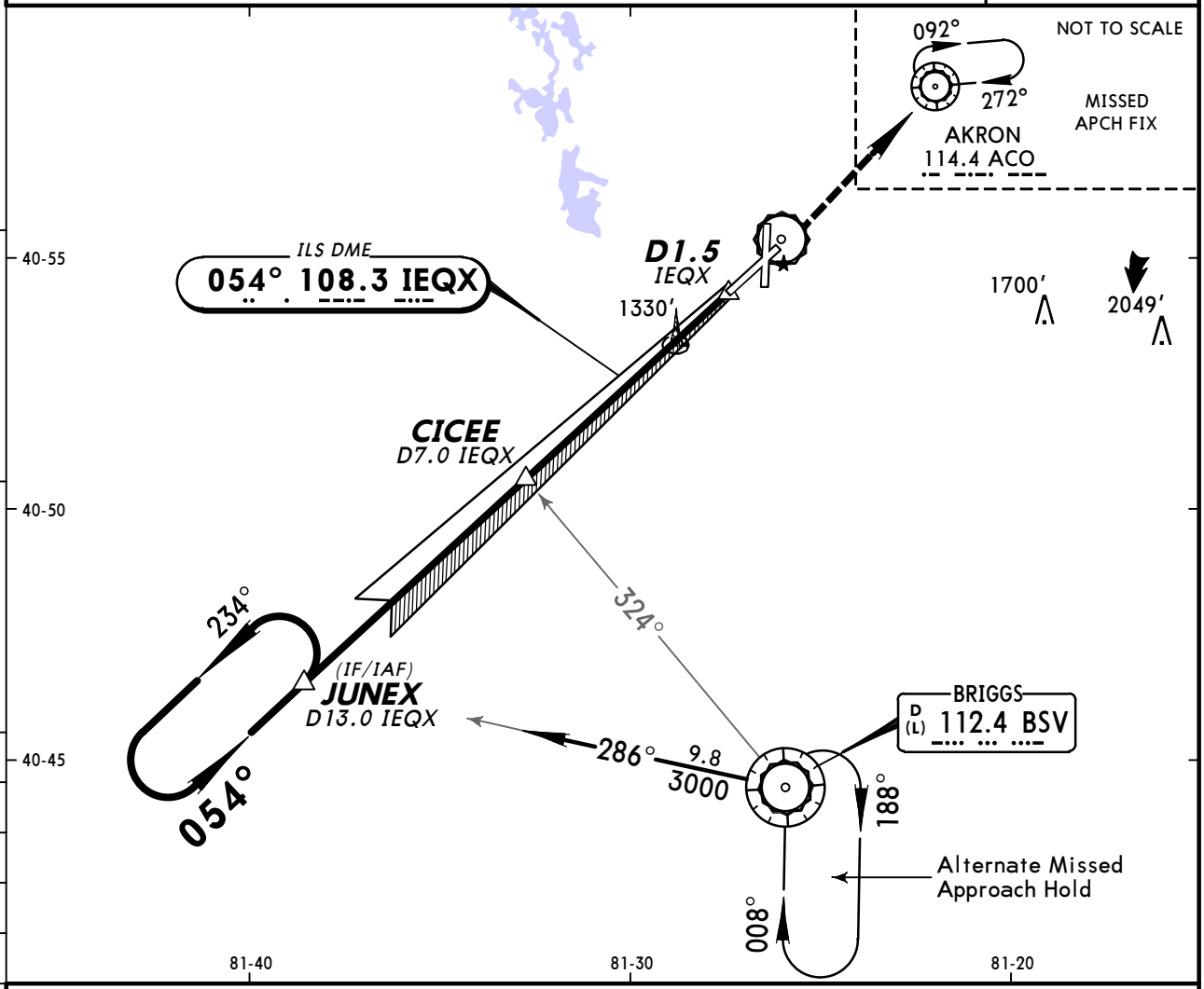
LOC IEQX	Final Apch Crs	GS CICEE	ILS DA(H)	Apt Elev 1228′
108.3	054°	3000′ (1820′)	1380′ (200′)	Rwy 5 1180′

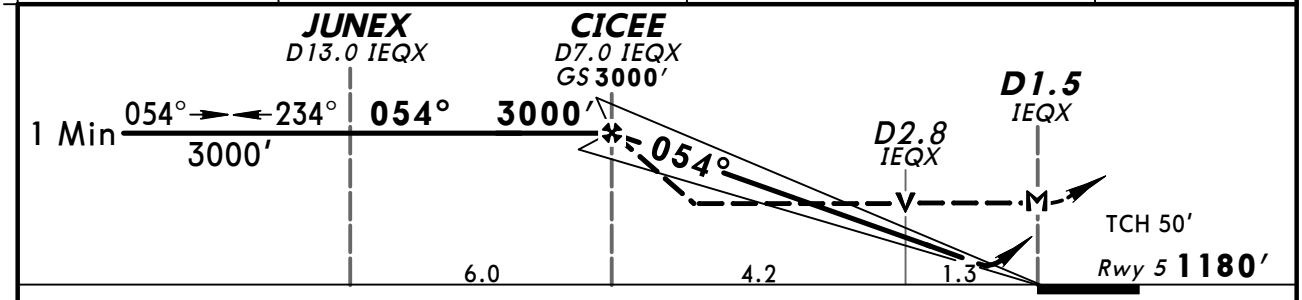
MISSED APCH: Climb to 2000′, then climbing LEFT turn to 3000′ direct ACO VOR and hold.

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

3100′

MSA BSV VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D1.5 IEQX or CICEE to MAP	5.5	4:43	3:40	3:18	2:45	2:21	2:04

MALSR PAPI | 2000′ | 3000′ LT | D | ACO 114.4

STRAIGHT-IN LANDING RWY 5

	ILS DA(H) 1380′(200′) FULL	ILS DA(H) 1380′(200′) RAIL or ALS out	LOC (GS out) MDA(H) 1640′(460′)	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 55 or 1
B					
C			RVR 45 or ⅞	RVR 55 or 1	1⅜
D					

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1760′ (532′)-1
120	
140	1760′ (532′)-1½
165	1780′ (552′)-2

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

TERPS AMEND 0A 20 OCT 2011

CHANGES: Straight-in minimums.

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ATIS	*AKRON-CANTON Approach (R)	CLEVELAND Center (R)	AKRON-CANTON Tower	Ground
121.05	125.5	134.9 when App inop.	118.3	121.7

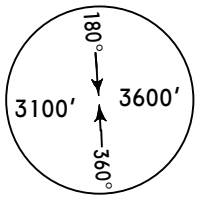
BRIEFING STRIP ™

LOC	Final Apch Crs	GS	ILS DA(H)	Apt Elev 1228′
IRGO 109.5	189°	DERBY 2597′ (1379′)	1418′ (200′)	TDZE 1218′

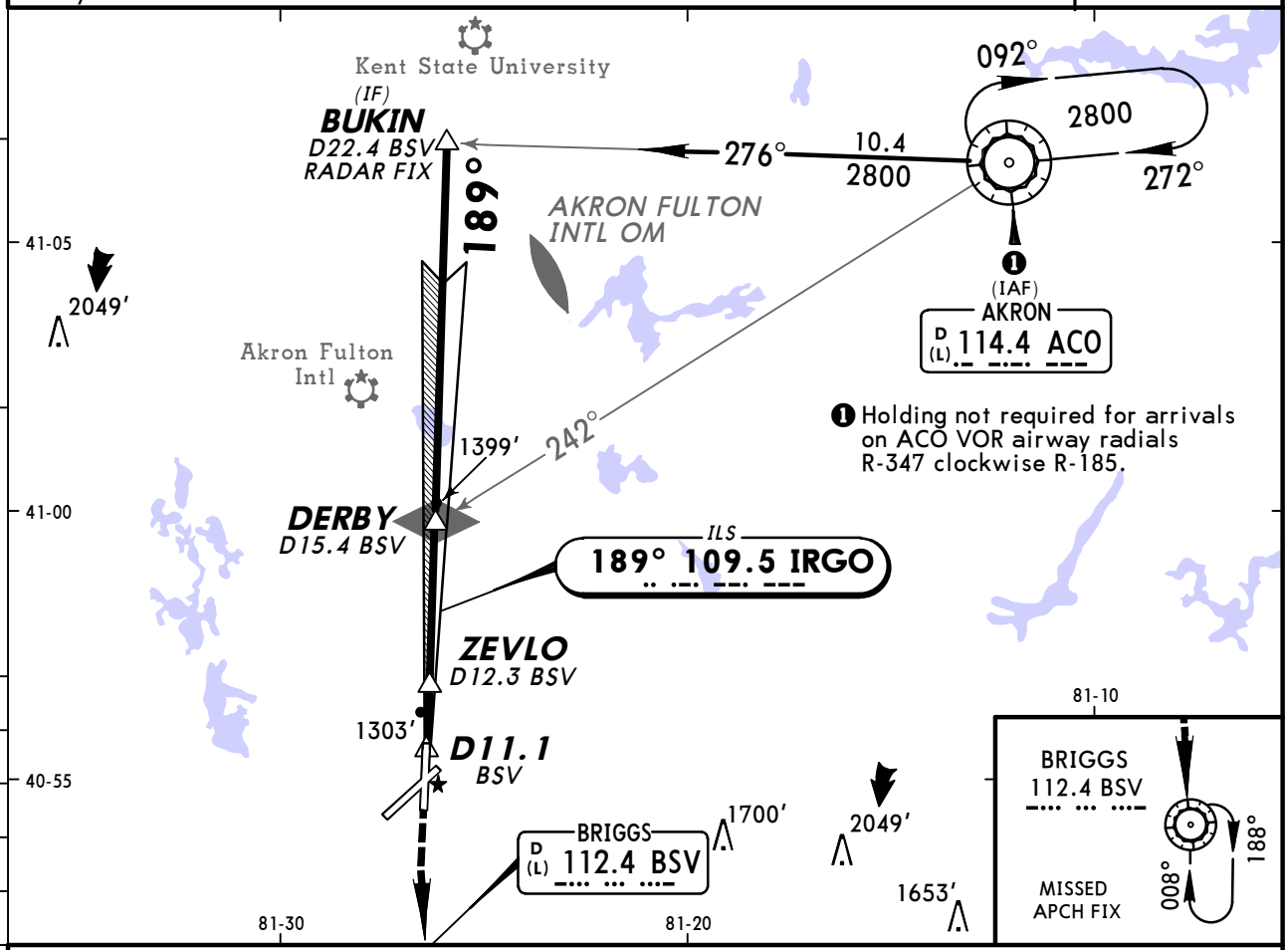
MISSED APCH: Climb to 1700′ then climbing LEFT turn to 3000′ direct BSV VOR and hold.

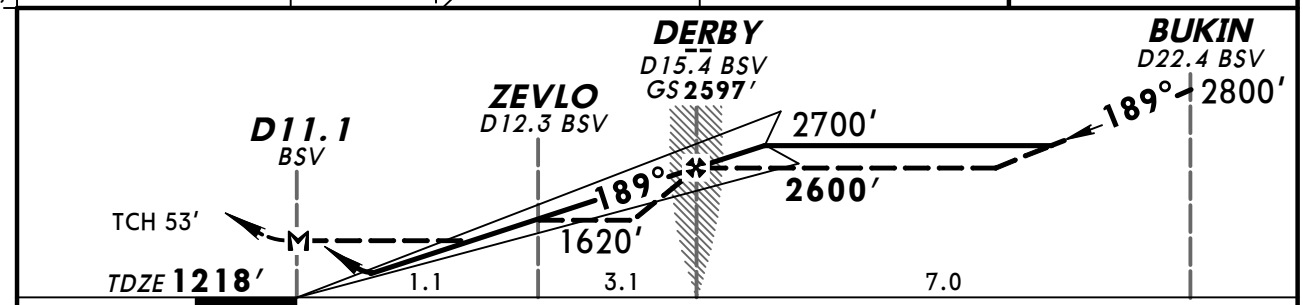
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. CAUTION: OM for Akron Fulton Intl may be received approximately 5 NM North of Derby OM.



MSA ACO VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D11.1 BSV or DERBY to MAP	4.2	3:36	2:48	2:31	2:06	1:48	1:35

MALSR PAPI 1700′ 3000′ LT BSV 112.4

STRAIGHT-IN LANDING RWY 19

	ILS		LOC (GS out) With ZEVLO			LOC (GS out) Without ZEVLO			CIRCLE-TO-LAND	
	DA(H) 1418′ (200′)		MDA(H) 1560′ (342′)			MDA(H) 1620′ (402′)				
	FULL	RAIL or ALS out		RAIL out	ALS out		RAIL out	ALS out	Max Kts	MDA(H)
A	[1] RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1	90	1760′ (532′)-1
B									120	
C						RVR 40 or ¾	RVR 60 or 1¼		140	1760′ (532′)-1½
D			RVR 40 or ¾	RVR 60 or 1¼					165	1780′ (552′)-2

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

TERPS AMEND 8 13 JAN 2011

CHANGES: None.

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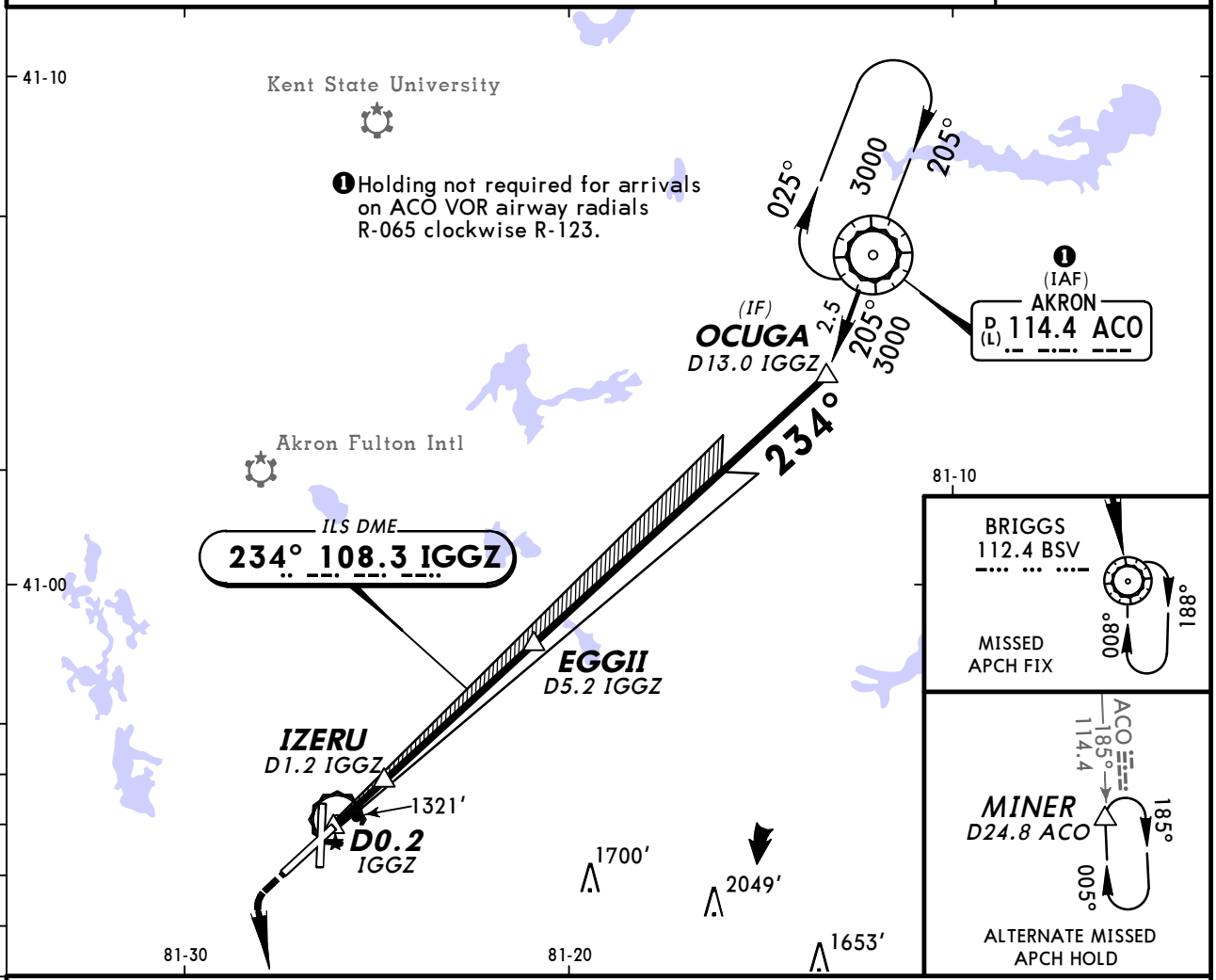
ATIS	*AKRON-CANTON Approach (R)	CLEVELAND Center (R)	AKRON-CANTON Tower	Ground
121.05	125.5	134.9 when App inop.	118.3	121.7

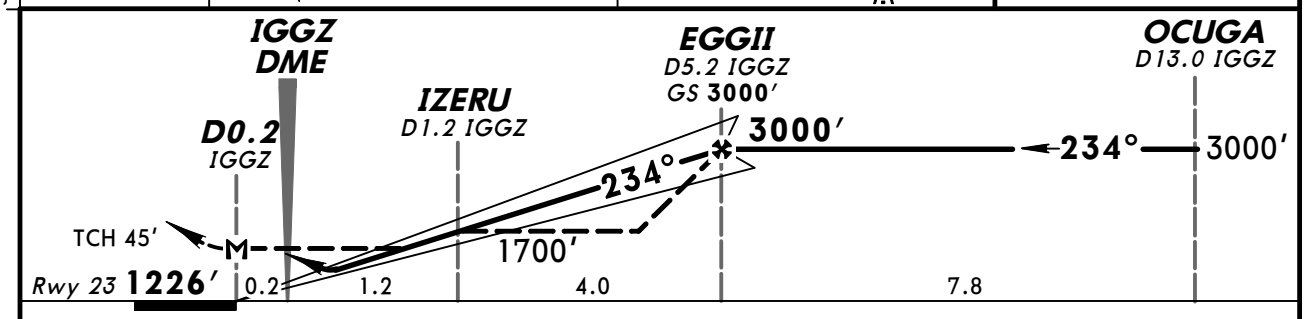
LOC IGGZ	Final Apch Crs	GS EGGII	ILS DA(H)	Apt Elev 1228′ / Rwy 23 1226′
108.3	234°	3000′ (1774′)	1426′ (200′)	

MISSED APCH: Climb to 2500′ then climbing LEFT turn to 3000′ direct BSV VOR and hold.

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

MSA ACO VOR: 180° 3100′ / 3600′ 360°





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at D0.2 IGGZ or EGGII to MAP 5.4	4:38	3:36	3:14	2:42	2:19	2:02

MALSR / PAPI | 2500′ | 3000′ LT | D | BSV 112.4

STRAIGHT-IN LANDING RWY 23

	ILS DA(H) 1426′ (200′) FULL	ILS DA(H) 1426′ (200′) RAIL or ALS out	LOC (GS out) With IZERU MDA(H) 1580′ (354′)			LOC (GS out) Without IZERU MDA(H) 1700′ (474′)			CIRCLE-TO-LAND Max Kts	MDA(H)
				RAIL out	ALS out		RAIL out	ALS out		
A	❶ RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1	90	1760′ (532′)-1
B									120	
C						RVR 50 or 1	RVR 60 or 1 1/8	1 3/8	140	1760′ (532′)-1 1/2
D			RVR 40 or 3/4						165	1780′ (552′)-2

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

TERPS AMEND 11A 20 OCT 2011

CHANGES: Straight-in minimums.

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ATIS	*AKRON-CANTON Approach (R)	CLEVELAND Center (R)	AKRON-CANTON Tower	Ground
121.05	125.5	134.9 when App inop.	118.3	121.7

WAAS	Final Apch Crs	Minimum Alt YISUP	LPV DA(H)	Apt Elev 1228′
Ch 70420 W-01A	009°	2400′ (1191′)	1409′ (200′)	TDZE 1209′

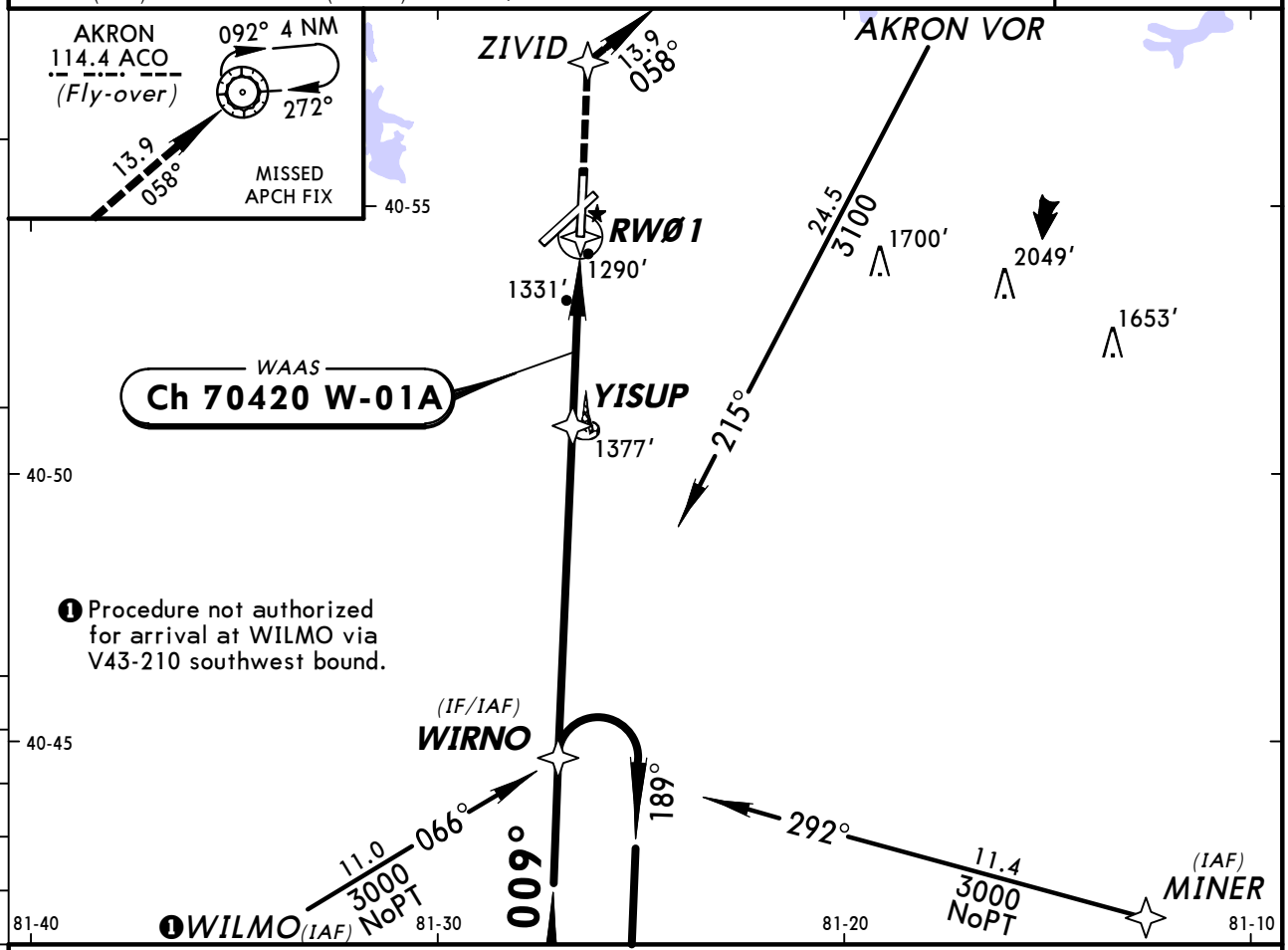
MISSED APCH: Climb to 3000′ direct ZIVID and on track 058° to ACO VOR and hold.

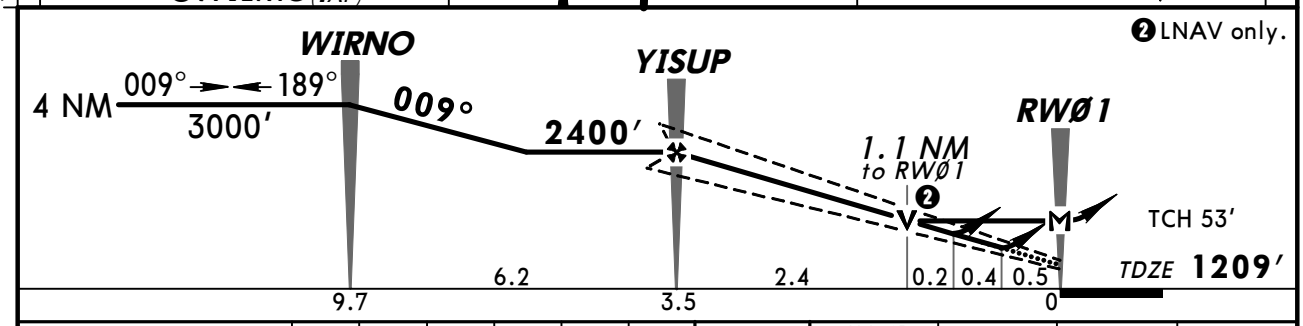
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -17°C (2°F) or above 45°C (113°F). 2. DME/DME RNP-0.30 not authorized.

3100′
MSA RWØ1

BRIEFING STRIP ™





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RWØ1						

MALSR 3000′ ZIVID

STRAIGHT-IN LANDING RWY 1

	LPV DA(H) 1409′ (200′)		LNAV/VNAV DA(H) 1542′ (333′)		LNAV MDA(H) 1600′ (391′)		
		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	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	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1760′ (532′)-1
120	
140	1760′ (532′)-1½
165	1780′ (552′)-2

TERPS AMEND 0 13 JAN 2011

CHANGES: None.

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ATIS	*AKRON-CANTON Approach (R)	CLEVELAND Center (R)	AKRON-CANTON Tower	Ground
121.05	125.5	134.9 when App inop.	118.3	121.7

WAAS	Final Apch Crs	Minimum Alt CICEE	LPV DA(H)	Apt Elev 1228′
Ch 77620 W-05A	054°	3000′ (1801′)	1399′ (200′)	TDZE 1199′

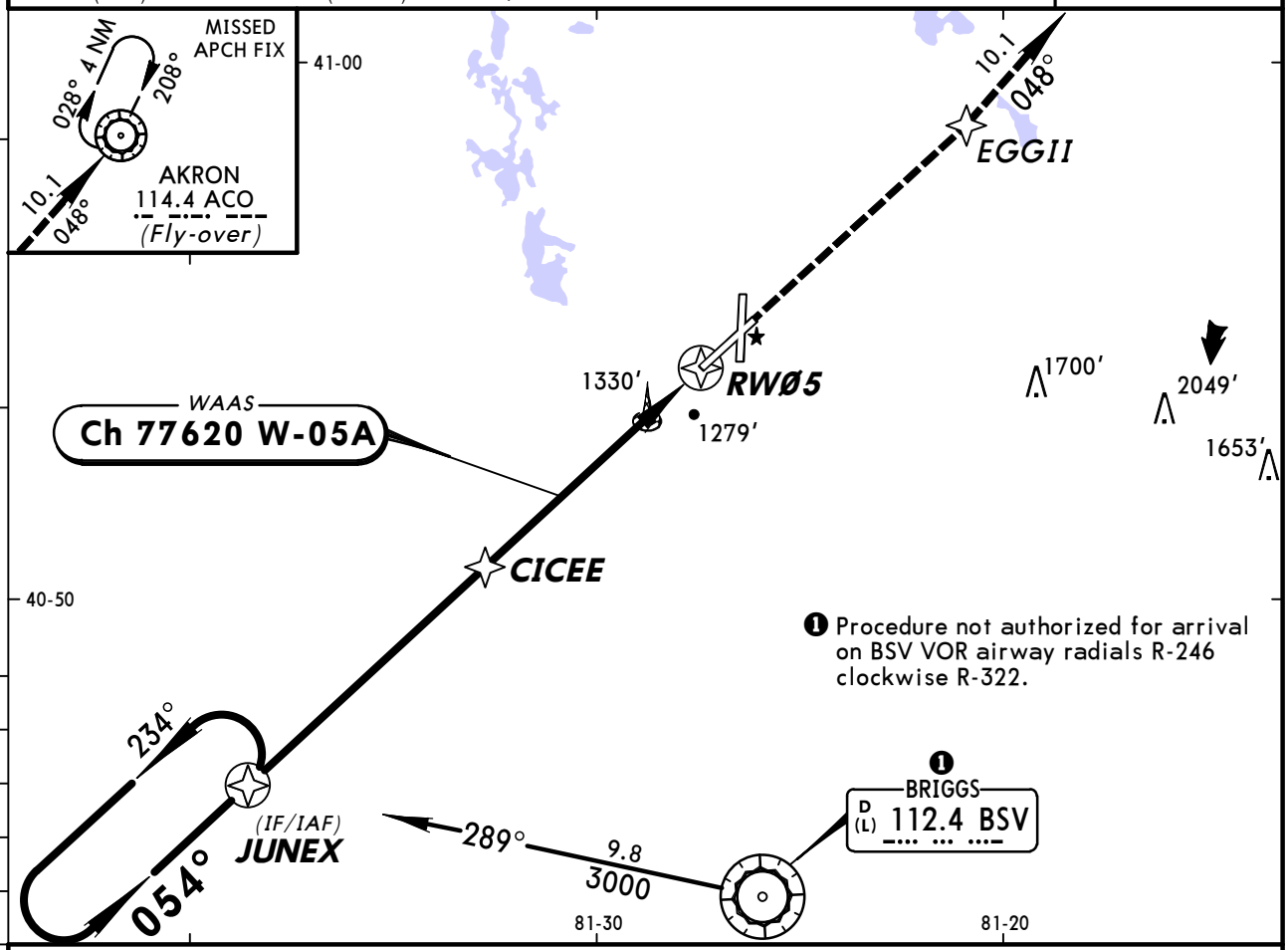
MISSED APCH: Climb to 3000′ direct EGGII and on track 048° to ACO VOR and hold.

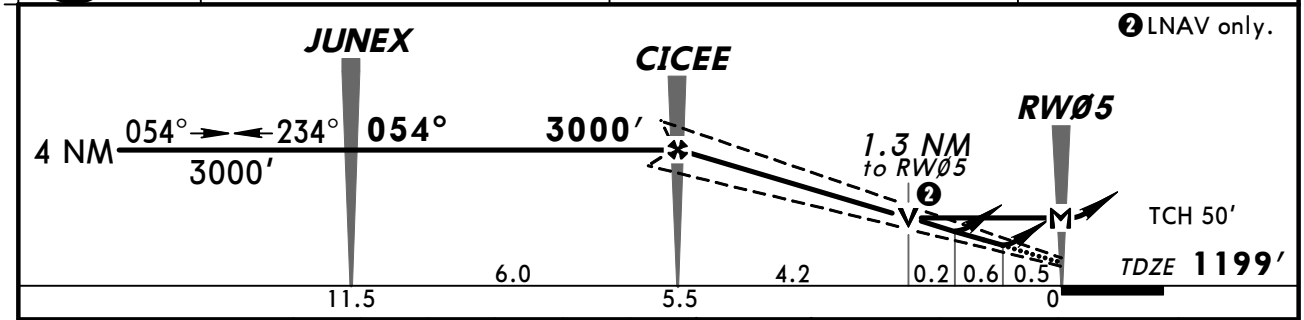
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -17°C (2°F) or above 46°C (114°F). 2. DME/DME RNP-0.30 not authorized.

3100′
MSA RWØ5

BRIEFING STRIP™





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
3000′
EGGII

STRAIGHT-IN LANDING RWY 5

	LPV DA(H) 1399′ (200′)		LNAV/VNAV DA(H) 1577′ (378′)		LNAV MDA(H) 1640′ (441′)		
		RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	1 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1
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	1760′ (532′)-1
120	
140	1760′ (532′)-1 1/2
165	1780′ (552′)-2

TERPS AMEND 0A 2 JUN 2011

CHANGES: VASI changed to PAPI, REIL deleted.

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KCAK/CAK -CANTON REGL

JEPPESEN

10 JUN 11 (22-3)

AKRON, OHIO RNAV (GPS) Rwy 19

BRIEFING STRIP ™

ATIS	*AKRON-CANTON Approach (R)	CLEVELAND Center (R)	AKRON-CANTON Tower	Ground
121.05	125.5	134.9 when App inop.	118.3	121.7

WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 1228′
Ch 58020 W-19A	189°	OXESE 2700′ (1482′)	1418′ (200′)	TDZE 1218′

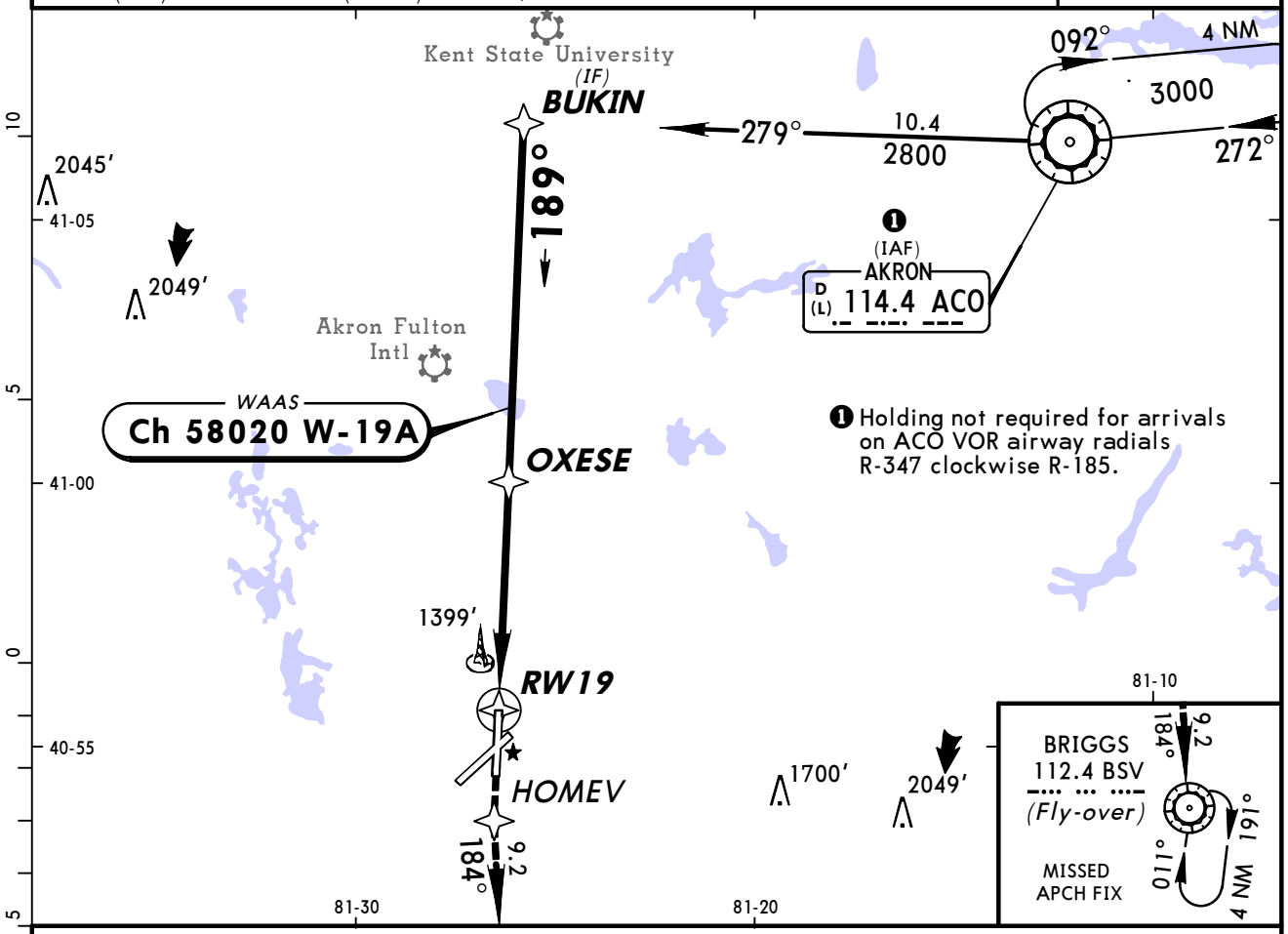
MISSED APCH: Climb to 3000′ direct HOMEV and on track 184° to BSV VOR and hold.

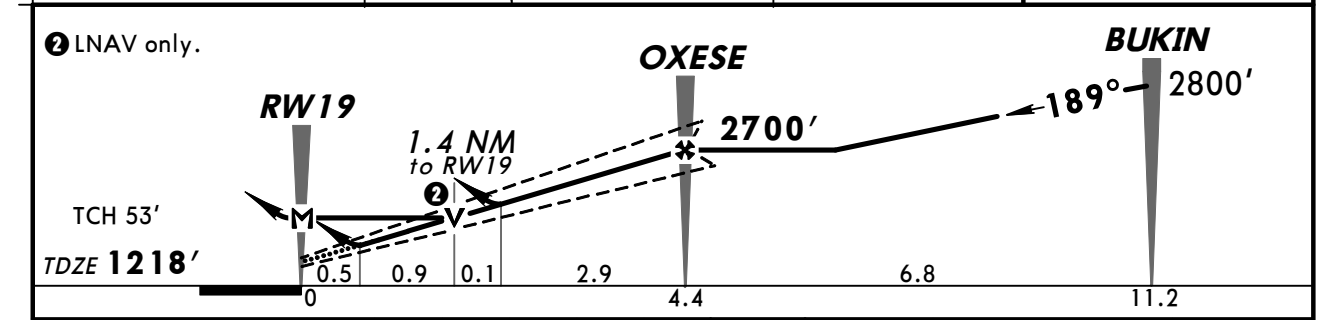
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -17°C (2°F) or above 46°C (114°F). 2. DME/DME RNP-0.30 not authorized.

3100′

MSA RW19





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW19						

MALSR PAPI 3000′ HOMEV

STRAIGHT-IN LANDING RWY 19

	LPV DA(H) 1418′ (200′)		LNAV/VNAV DA(H) 1753′ (535′)		LNAV MDA(H) 1700′ (482′)		
		RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out
A	RVR 24 or ½	RVR 40 or ¾	1½	2	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	1760′ (532′) -1
120	
140	1760′ (532′) -1½
165	1780′ (552′) -2

TERPS AMEND 0 13 JAN 2011

CHANGES: None.

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KCAK/CAK -CANTON REGL

JEPPESEN

10 JUN 11 (22-4)

AKRON, OHIO RNAV (GPS) Rwy 23

ATIS	*AKRON-CANTON Approach (R)	CLEVELAND Center (R)	AKRON-CANTON Tower	Ground
121.05	125.5	134.9 when App inop.	118.3	121.7

BRIEFING STRIP™

WAAS	Final Apch Crs	Minimum Alt EGGII	LPV DA(H)	Apt Elev 1228′
Ch 90220 W-23A	235°	3000′ (1774′)	1426′ (200′)	TDZE 1226′

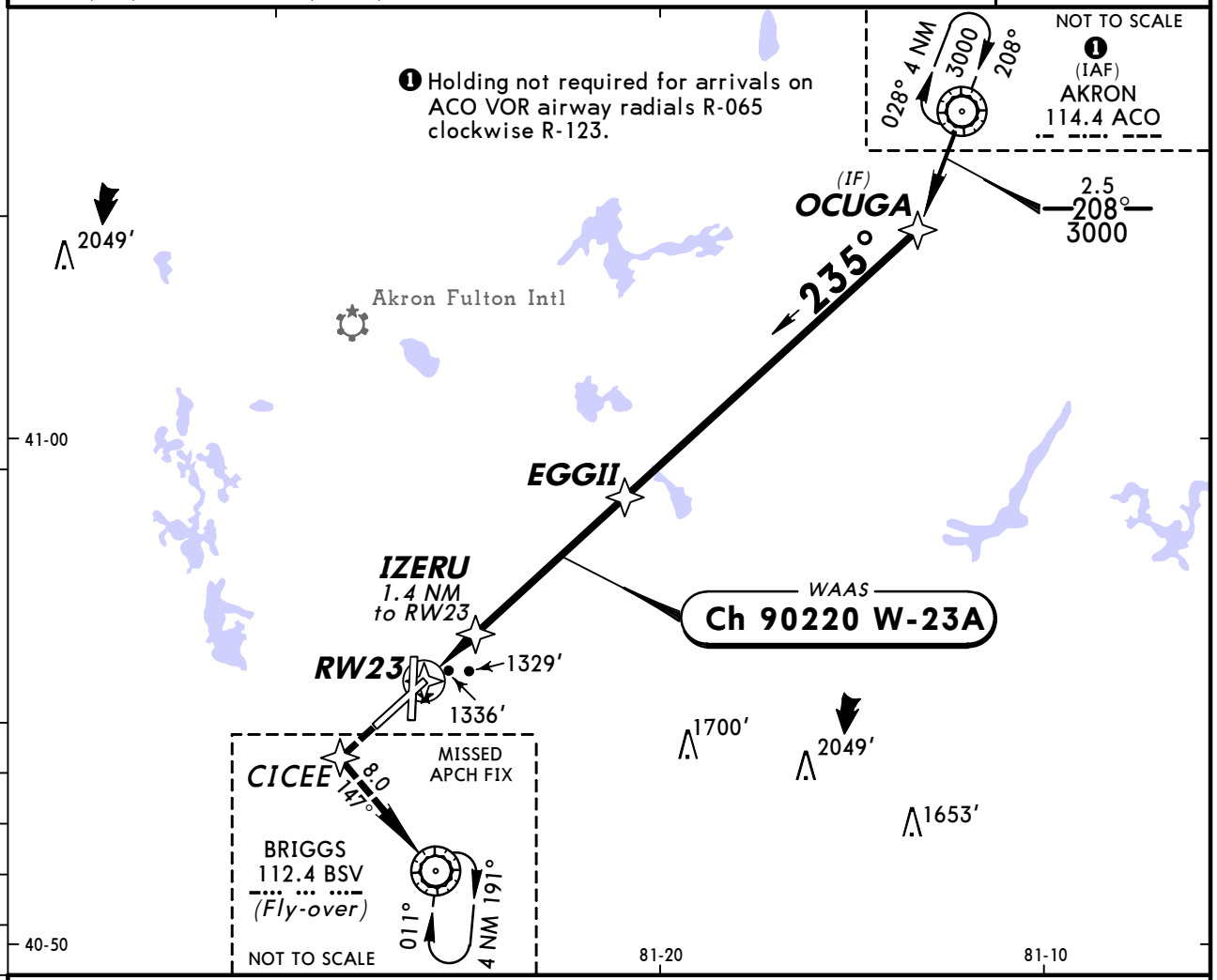
MISSED APCH: Climb to 3000′ direct CICEE and on track 147° to BSV VOR and hold.

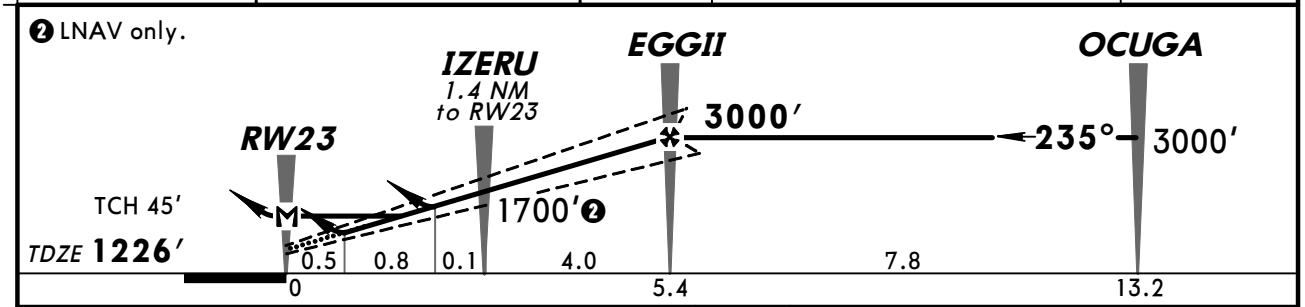
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -17°C (2°F) or above 46°C (114°F). 2. DME/DME RNP-0.30 not authorized.

3100′

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						

MALSR PAPI 3000′ CICEE

TERPS AMEND 0 10 MAR 2011

STRAIGHT-IN LANDING RWY 23

	LPV DA(H) 1426′ (200′)		LNAV/VNAV DA(H) 1691′ (465′)		LNAV MDA(H) 1640′ (414′)		
		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 3/4	RVR 50 or 1
B							
C					RVR 40 or 3/4	RVR 60 or 1¼	
D					RVR 50 or 1		

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1760′ (532′) -1
120	
140	1760′ (532′) -1½
165	1780′ (552′) -2

CHANGES: VASI changed to PAPI.

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BRIEFING STRIP ™

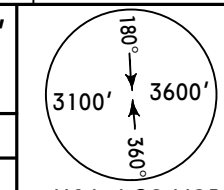
ATIS	*AKRON-CANTON Approach (R)	CLEVELAND Center (R)	AKRON-CANTON Tower	Ground
121.05	125.5	134.9 when App inop.	118.3	121.7

VOR	Final Apch Crs	Minimum Alt	MDA(H) (CONDITIONAL)	Apt Elev 1228′
ACO 114.4	048°	JUDIE 3000′ (1801′)	1600′ (401′)	TDZE 1199′

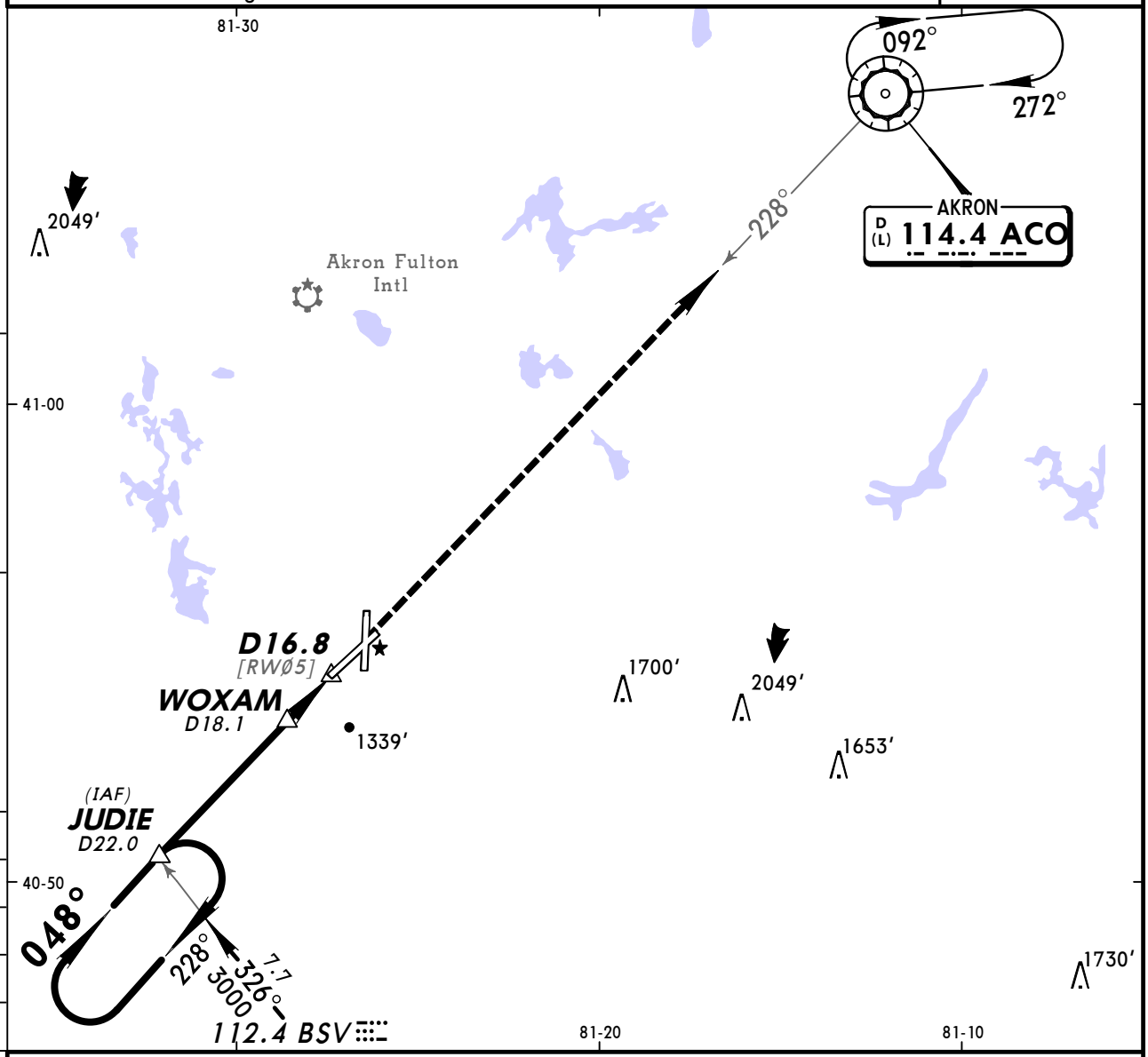
MISSED APCH: Climb to 3000′ direct ACO VOR and hold.

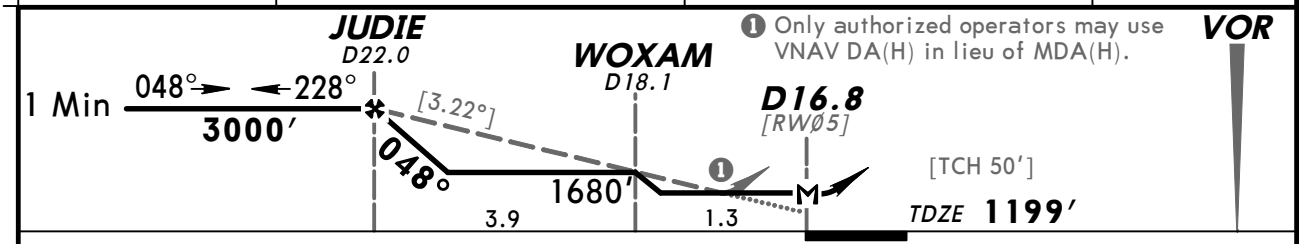
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. VGSI and descent angles not coincident.



MSA ACO 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	[3.22°]	399	513	570	684	798	912
MAP at D16.8 or JUDIE to MAP	5.2	4:27	3:28	3:07	2:36	2:14	1:57

MALSR
PAPI

3000′ ↑ | D | ACO 114.4

TERPS AMEND 3A 2 JUN 2011

STRAIGHT-IN LANDING RWY 5

	MDA(H) 1600′ (401′) With WOXAM			MDA(H) 1680′ (481′) Without WOXAM		
		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		RVR 40 or ¾	RVR 60 or 1¼	
D	RVR 50 or 1			RVR 50 or 1	1½	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1760′ (532′) - 1
120	
140	1760′ (532′) - 1½
165	1780′ (552′) - 2

CHANGES: VASI changed to PAPI, REIL deleted.

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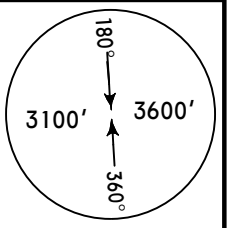
ATIS	*AKRON-CANTON Approach (R)	CLEVELAND Center (R)	AKRON-CANTON Tower	Ground
121.05	125.5	134.9 when App inop.	118.3	121.7

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 1228′
ACO 114.4	227°	YOSTE 3000′ (1774′)	1680′ (454′)	TDZE 1226′

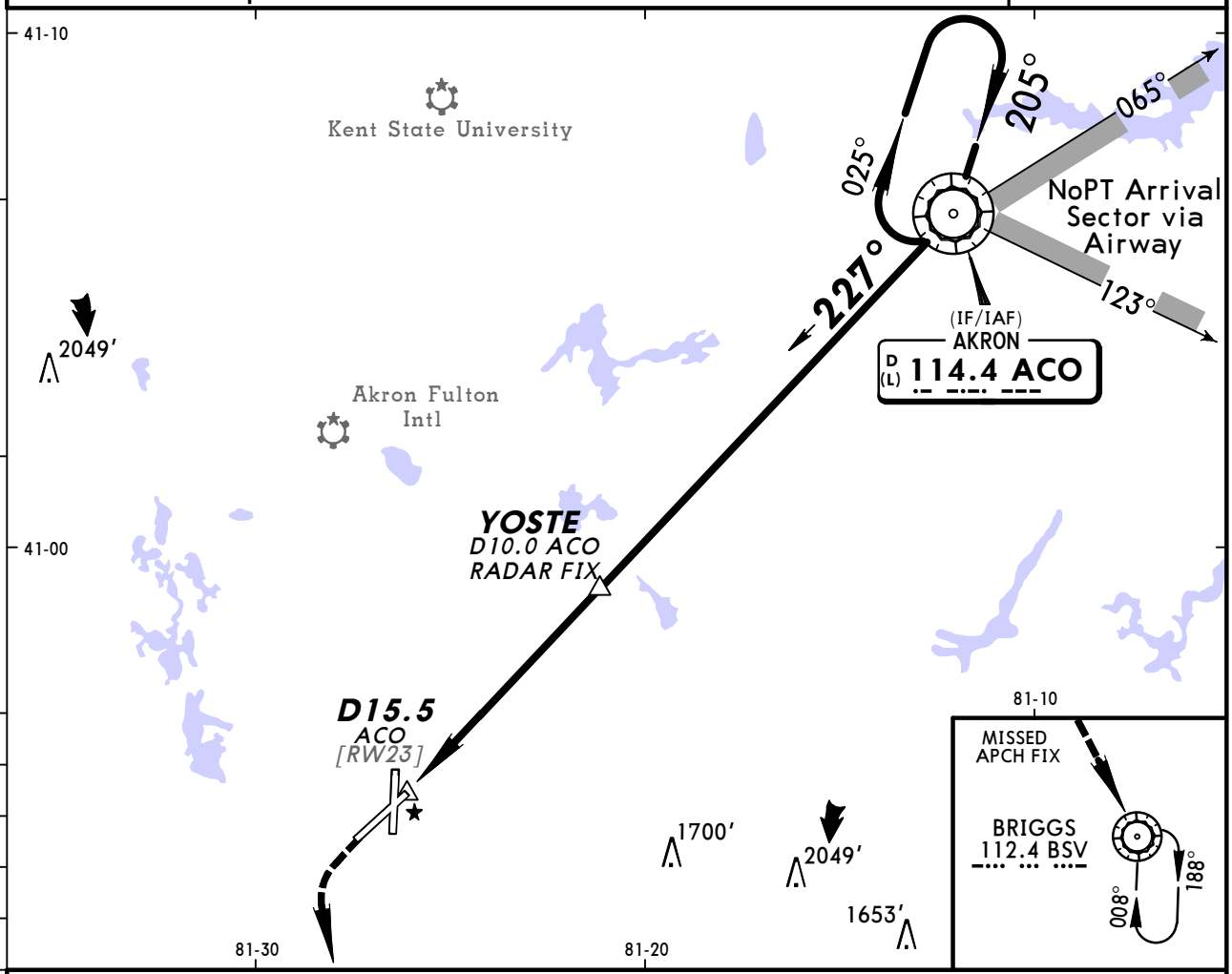
MISSED APCH: Climb to 3000′ then LEFT turn direct BSV VOR and hold.

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

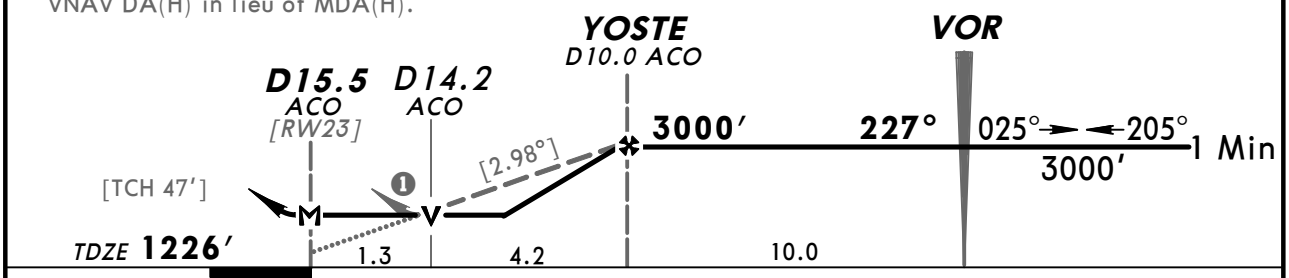
1. Radar or DME required.



MSA ACO 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 [2.98°]	369	474	527	633	738	843
MAP at D15.5 ACO or YOSTE to MAP 5.5	4:43	3:40	3:18	2:45	2:21	2:04

MALSR PAPI | 3000′ | LT | D | BSV 112.4

STRAIGHT-IN LANDING RWY 23

MDA(H) 1680′ (454′)

		RAIL out	ALS out
A	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	1760′ (532′)-1
120	
140	1760′ (532′)-1½
165	1780′ (552′) -2

TERPS AMEND 10 13 JAN 2011

CHANGES: VASI changed to PAPI.

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ATIS	*AKRON-CANTON Approach (R)	CLEVELAND Center (R)	AKRON-CANTON Tower	Ground
121.05	125.5	134.9 when App inop.	118.3	121.7

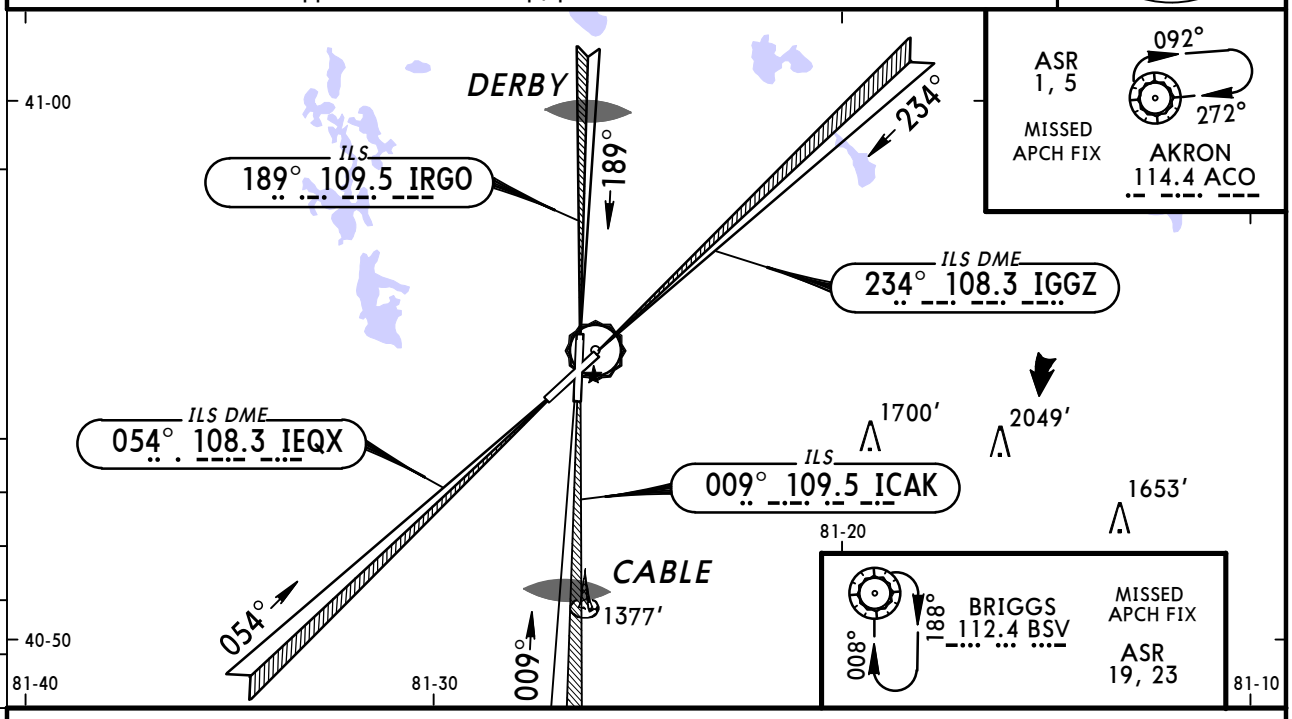
RADAR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 1228′
	BY ATC	No FAF	Refer to Minimums	TDZE-See Below

No MSA published

Missed Approach-See below

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

1. When Akron-Canton Approach Control inop, procedure not authorized.



MISSED APPROACH:

Runway 1: Climb to 3000′ then RIGHT turn direct ACO VOR and hold.

Runway 5: Climb to 3000′ direct ACO VOR and hold.

Runway 19: Climb to 3000′ direct BSV VOR and hold.

Runway 23: Climb to 2700′ then climbing LEFT turn to 3000′ direct BSV VOR and hold.

RWY 1	RWY 5	RWY 19	RWY 23
TDZE 1209′	TDZE 1199′	TDZE 1218′	TDZE 1226′

ASR Rwys 1, 5, 19, 23: MAP at Rwy Thr

Lighting - Refer to Airport Chart

STRAIGHT-IN LANDING

	ASR 1 MDA(H) 1600′ (391′)			ASR 5 MDA(H) 1620′ (421′)			ASR 19 MDA(H) 1700′ (482′)		
		RAIL out	ALS out		RAIL out	ALS out		RAIL out	ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1	½	¾	1	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
B									
C				¾	1¼		RVR 40 or ¾	RVR 60 or 1¼	
D	RVR 50 or 1	RVR 60 or 1¼		1			RVR 50 or 1	1½	

STRAIGHT-IN LANDING

	ASR 23 MDA(H) 1700′ (474′)		
		RAIL out	ALS out
A	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	1760′ (532′)-1
120	
140	1760′ (532′)-1½
165	1780′ (552′)-2

TERPS AMEND 24 13 JAN 2011

CHANGES: ILS Rwy 5, minimums.

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General Information

Location: Cleveland OH USA
IATA Code: CLE
Lat/Long: N41° 24.6' W081° 51.3'
Elevation: 799 ft

Airport Use: Public
Magnetic Variation: 8.1°W
Sectional Chart: Detroit

Fuel Types: 100 Octane (LL), Jet A, Jet A-1
Oxygen Types: High Pressure, Low Pressure, HP Bottle, LP Bottle
Repair Types: Major Airframe, Major Engine
Customs: Upon Prior Request
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: Yes
Beacon: Yes

Sunrise: 1206 Z
Sunset: 2315 Z,

Runway Information

Runway: 06L
Length x Width: 9000 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 773 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 06R
Length x Width: 9955 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 777 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 1926 ft

Runway: 10
Length x Width: 6017 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 782 ft
Lighting: Edge, REIL

Runway: 24L
Length x Width: 9955 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 787 ft
Lighting: Edge, ALS, Centerline, TDZ

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Runway: 24R
Length x Width: 9000 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 780 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 28
Length x Width: 6017 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 799 ft
Lighting: Edge, ALS

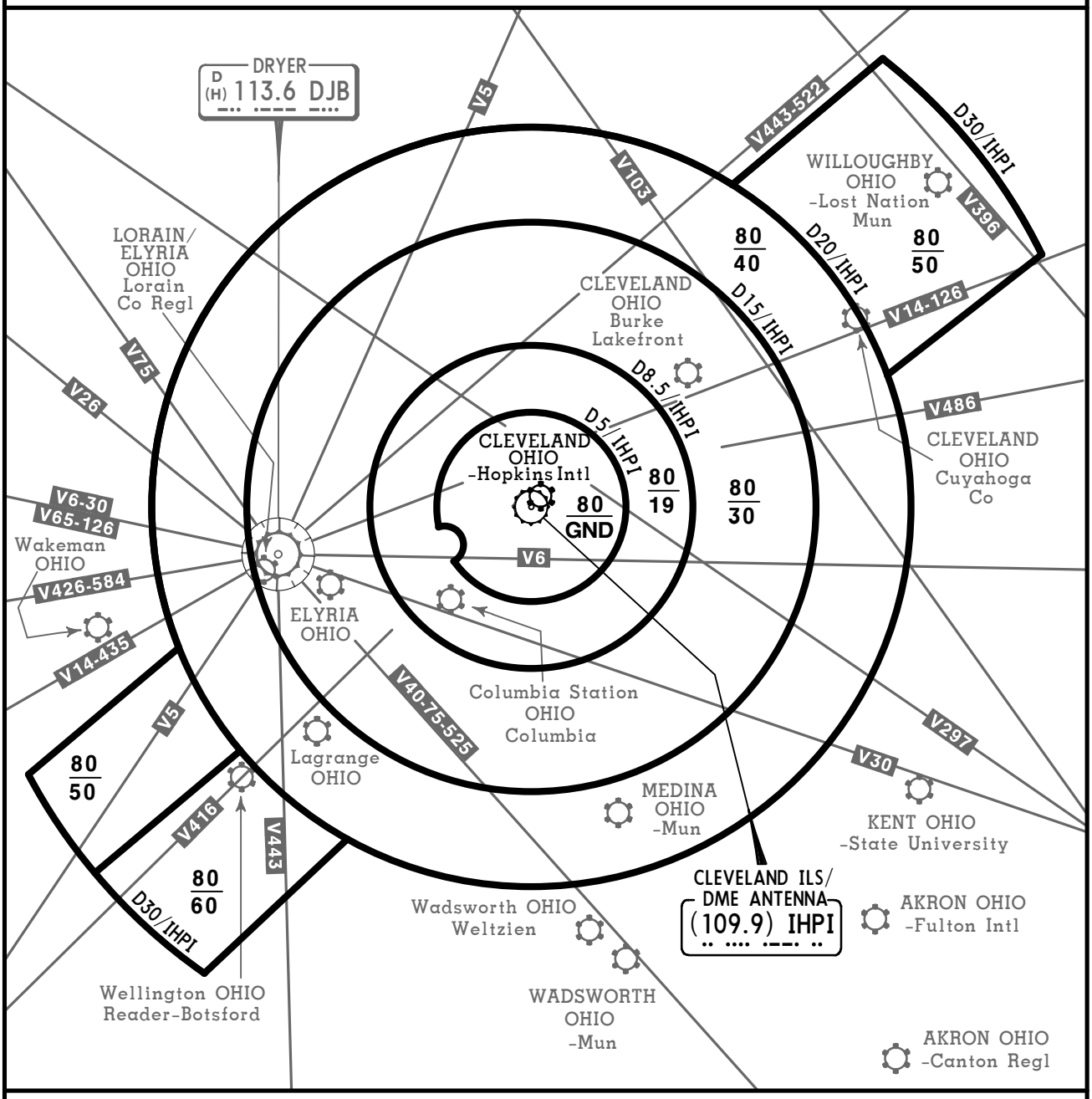
Communication Information

ATIS 132.375 Departure Service
ATIS 127.85 Arrival Service
Cleveland Tower 124.5
Cleveland Tower 135.875
Cleveland Tower 118.975
Cleveland Tower 120.9
Metering Ground Control 127.275
Cleveland Ground Control 121.7
Cleveland Ground Control 133.6 Secondary
Ramp Control Ramp/Taxi Control 129.175
Cleveland Clearance Delivery 125.05
Cleveland Pre-Taxi Clearance 125.05
Cleveland Approach Control 124.0
Cleveland Approach Control 126.55
Cleveland App TCA 126.35 (201°-339°)
Cleveland App TCA 125.35 (340°-200°)
Cleveland Departure Control 128.25 (237°-56°)
Cleveland Departure Control 118.15 (57°-236°)
Cleveland-Hopkins Intl Unicom 122.95
Nasa Operations 122.925
Cleveland Flight Service Station 122.35 RCO
Cleveland Flight Service Station 122.2 RCO
Cleveland Flight Service Station 122.1 RCO

CLEVELAND CLASS B AIRSPACE

CLASS B AIRSPACE VFR COMMUNICATIONS

Cleveland App (340°-200°) 125.35 (201°-339°) 126.35



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

FLIGHT PROCEDURES

IFR Flights-Aircraft operating within the Cleveland Class B airspace must be operated in accordance with ATC clearances and instructions.

VFR Flights-

1. Arriving aircraft should contact the appropriate approach control frequencies and in relation to geographic fixes on the accompanying chart. Although arriving aircraft may be operating beneath the floor of the Class B Airspace on initial contact, communications should be established with approach control in relation to the points indicated for sequencing and spacing purposes.
2. Aircraft departing the primary airports are requested to advise clearance delivery prior to taxiing of their intended altitude and direction of flight to depart the Class B Airspace. Aircraft departing from other than the primary airports whose route of flight would penetrate the Class B Airspace should give this information to ATC on the appropriate frequencies.
3. Aircraft desiring to transit the Class B airspace may obtain an ATC clearance to enter the the Class B Airspace and will be handled on an ATC workload permitting basis.

CHANGES: Class B airspace limits.

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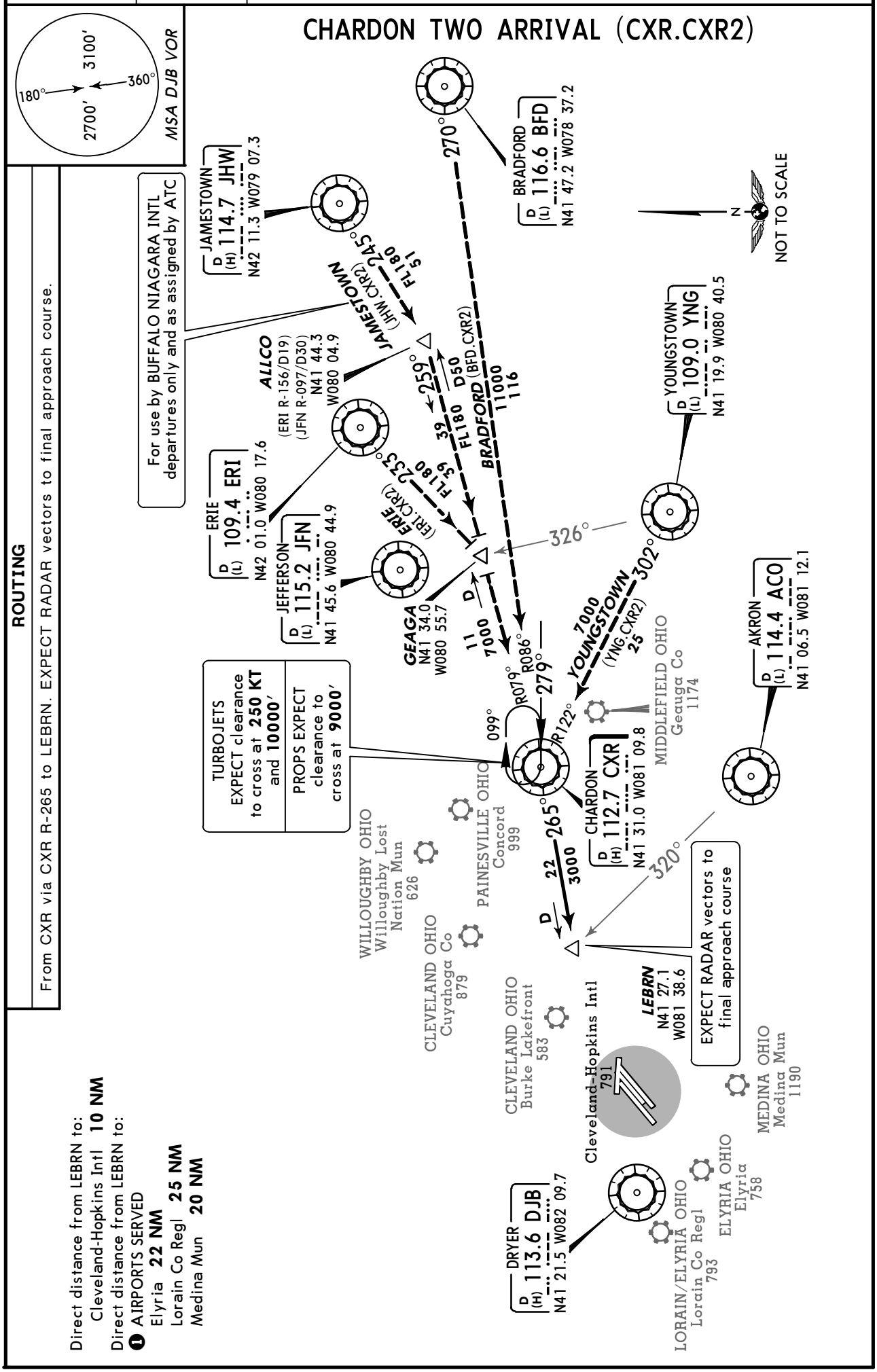
-HOPKINS INTL D-ATIS Arrival 127.85	Apt Elev See graphic	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ 1. RADAR required. 2. Also serves ❶

CHARDON TWO ARRIVAL (CXR.CXR2)



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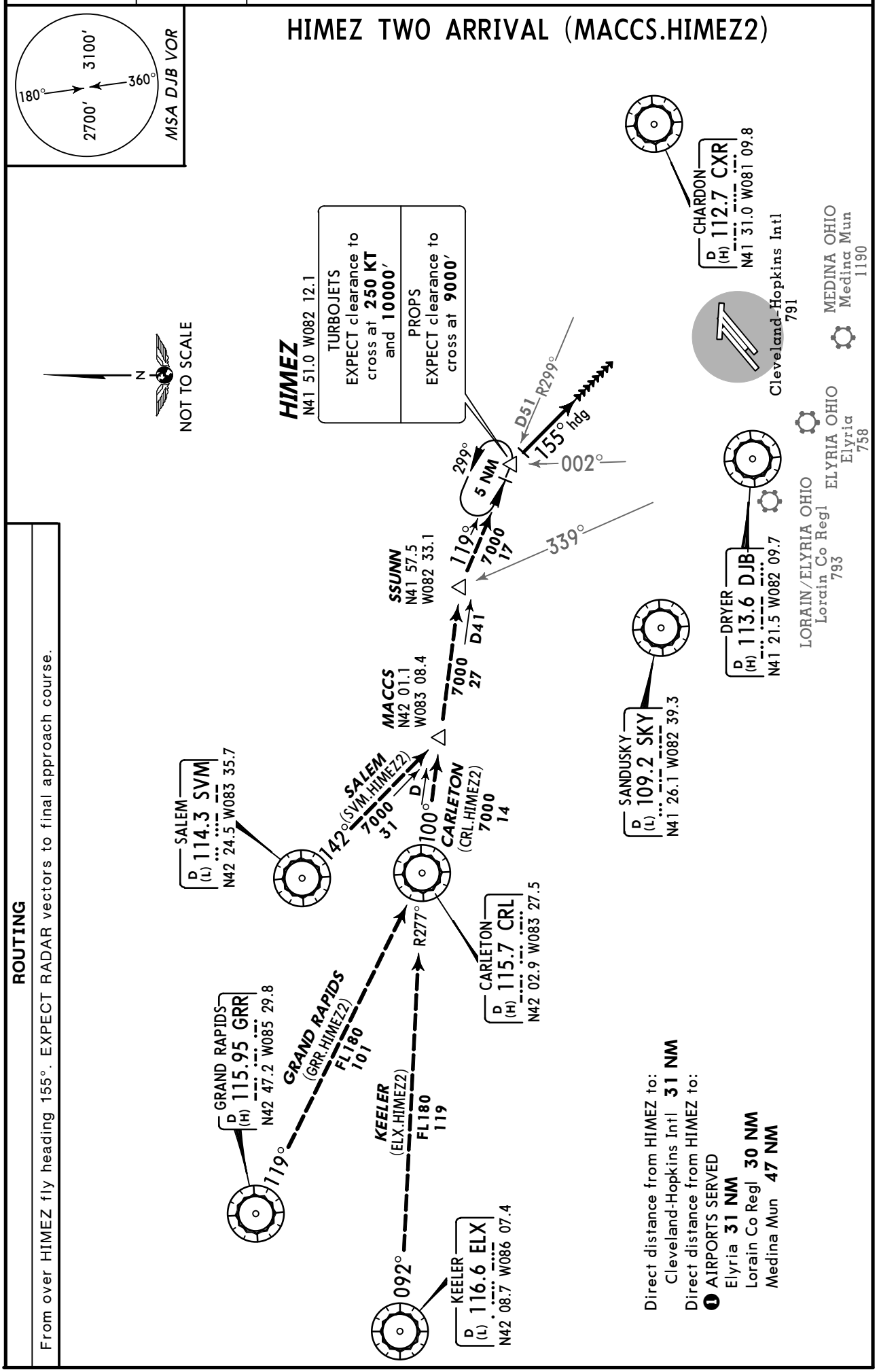
-HOPKINS INTL D-ATIS Arrival 127.85	Apt Elev See graphic	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ 1. RADAR required. 2. Also serves ❶

HIMEZ TWO ARRIVAL (MACCS.HIMEZ2)



ROUTING

From over HIMEZ fly heading 155°. EXPECT RADAR vectors to final approach course.

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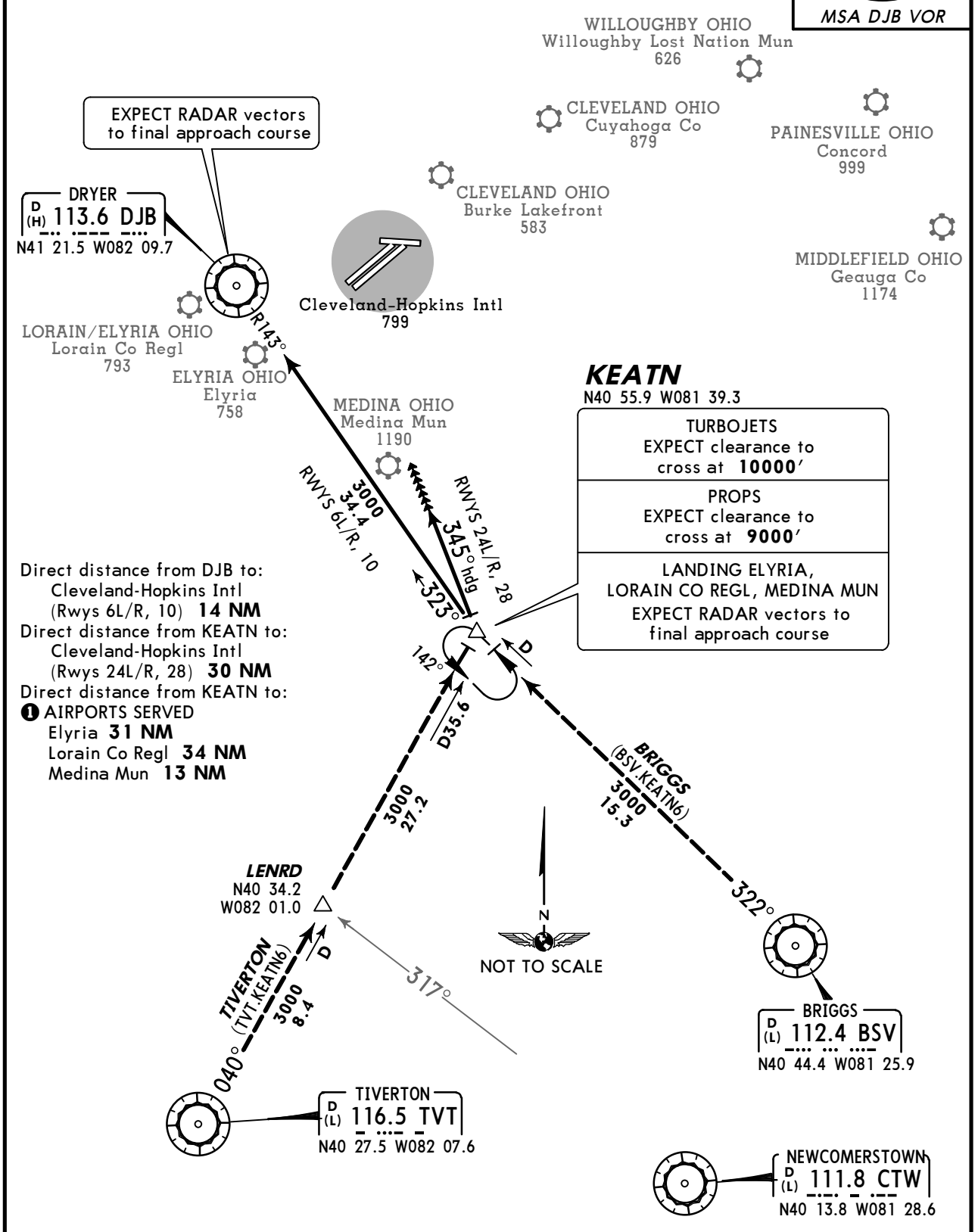
-HOPKINS INTL D-ATIS Arrival 127.85	Apt Elev See graphic	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ **1. RADAR required.** 2. Also serves ❶

KEATN SIX ARRIVAL (KEATN.KEATN6)



RWY	LANDING CLEVELAND/HOPKINS INTL
6L/R, 10	Depart KEATN via DJB R-143 to DJB. EXPECT RADAR vectors to final approach course.
24L/R, 28	Depart KEATN fly heading 345°. EXPECT RADAR vectors to final approach course.

LANDING ALL OTHER AIRPORTS

From KEATN, EXPECT RADAR vectors to final approach course.

CHANGES: Procedure renumbered, revised.

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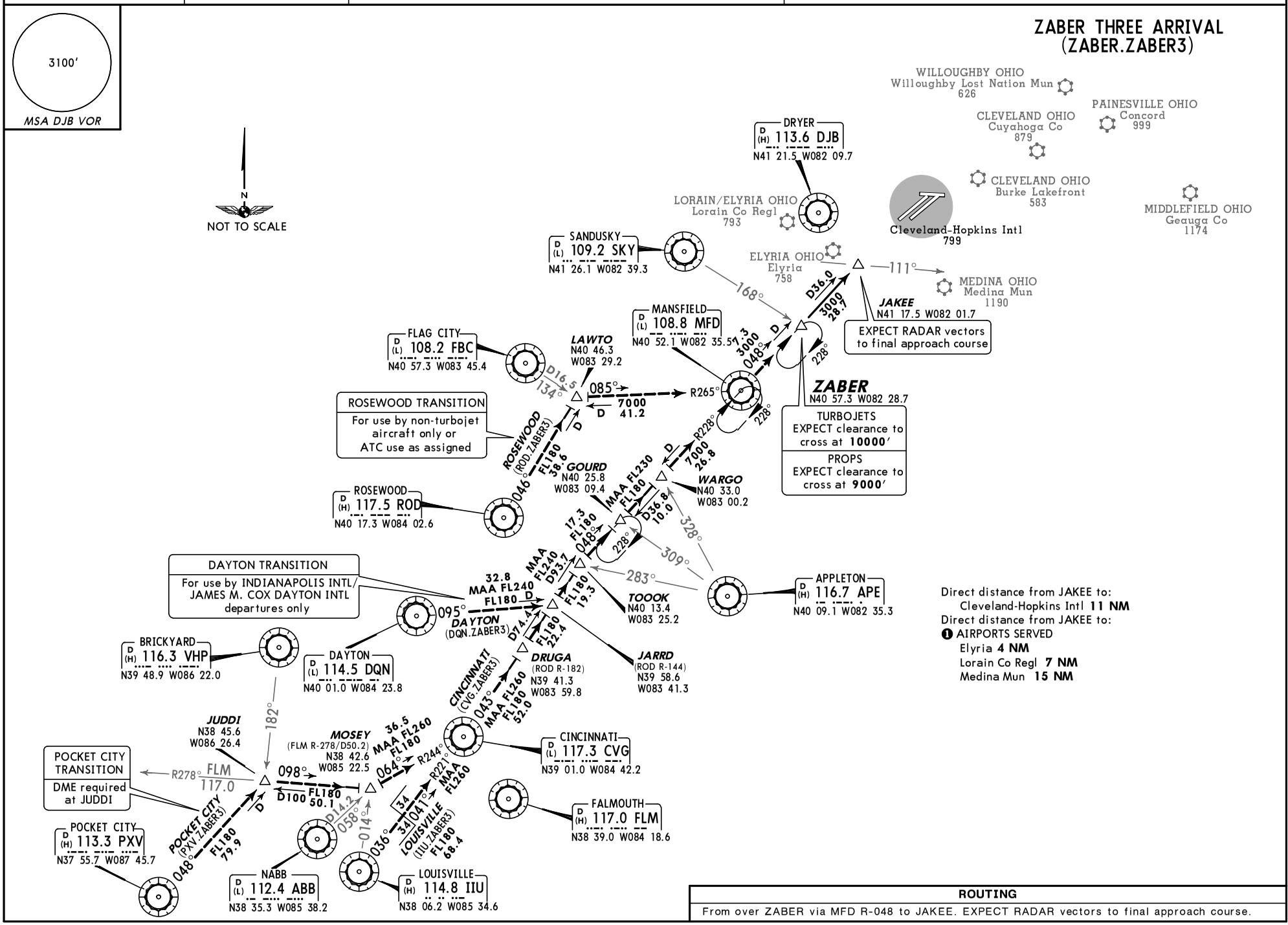
-HOPKINS INTL D-ATIS Arrival 127.85	Apt Elev See graphic	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′	1. RADAR required. 2. Also serves ❶

ZABER THREE ARRIVAL (ZABER.ZABER3)



ROUTING

From over ZABER via MFD R-048 to JAKEE. EXPECT RADAR vectors to final approach course.

CHANGES: Procedure renumbered, ZABER vertical navigation planning, Cleveland-Hopkins Intl elevation.

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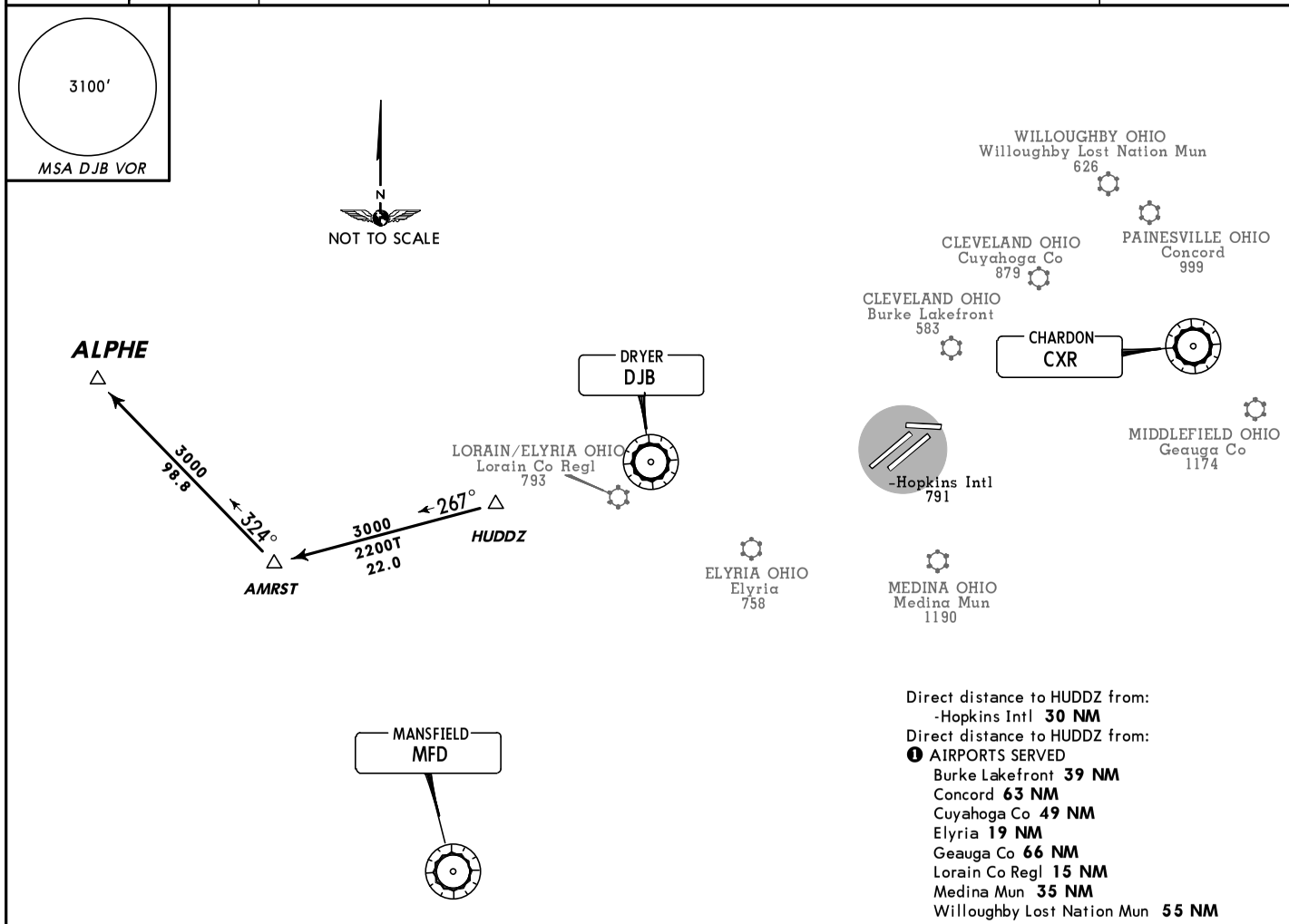
CLEVELAND Departure (R)		Apt Elev	Trans level: FL180 Trans alt: 18000′	
237°-056°	057°-236°	See graphic		
128.25	118.15			

1. DME/DME/IRU or GPS required.
2. RNAV 1.
3. RADAR required for non-GPS equipped aircraft.
4. Also serves ❶



Direct distance to HUDDZ from:
-Hopkins Intl **30 NM**
Direct distance to HUDDZ from:
❶ AIRPORTS SERVED
Burke Lakefront **39 NM**
Concord **63 NM**
Cuyahoga Co **49 NM**
Elyria **19 NM**
Geauga Co **66 NM**
Lorain Co Regl **15 NM**
Medina Mun **35 NM**
Willoughby Lost Nation Mun **55 NM**

ALPHE THREE RNAV DEPARTURE (ALPHE3.ALPHE)

This SID requires takeoff minimums (for standard minimums, refer to airport chart):
BURKE LAKEFRONT: Rwy 6L: 400-2 or standard (or lower than standard if authorized) with minimum climb of 384′ per NM to **1000′.**
Rwy 6R: 400-2 1/4 or standard (or lower than standard, if authorized) with minimum climb of 331′ per NM to **1000′.**
Rwy 24L: 300-1 1/2 or standard (or lower than standard, if authorized) with minimum climb of 761′ per NM to **900′.**
Rwy 24R: 200-1 or standard (or lower than standard, if authorized) with minimum climb of 527′ per NM to **900′.**

Gnd speed-KT	75	100	150	200	250	300
331′ per NM	414	552	828	1103	1379	1655
384′ per NM	480	640	960	1280	1600	1920
527′ per NM	659	878	1318	1757	2196	2635
761′ per NM	951	1268	1903	2537	3171	3805

CONCORD: Rwy 2: Standard (or lower than standard, if authorized).
Rwy 20: 400-2 3/4 or standard (or lower than standard, if authorized) with minimum climb of 400′ per NM to **1500′.**

Gnd speed-KT	75	100	150	200	250	300
400′ per NM	500	667	1000	1333	1667	2000

CUYAHOGA CO: Standard (or lower than standard, if authorized).
ELYRIA: Standard (or lower than standard, if authorized).
GEAUGA CO: Standard (or lower than standard, if authorized).
-HOPKINS INTL: Standard (or lower than standard, if authorized).
LORAIN CO REGL: Standard (or lower than standard, if authorized).
MEDINA MUN: Standard (or lower than standard, if authorized).
WILLOUGHBY LOST NATION MUN: Standard (or lower than standard, if authorized).
OBSTACLE
For TAKEOFF OBSTACLE NOTES see 10-3OB1.

AIRPORT	INITIAL CLIMB
-HOPKINS INTL	**RWYS 6L/R, 10, 24L/R, 28:** Climb via assigned heading to **5000′** or assigned altitude.
BURKE LAKEFRONT	**RWYS 6L/R:** Climb via heading 065° to **1500′** then via assigned heading to **3000′** or assigned altitude.
	RWYS 24L/R: Climbing RIGHT turn to intercept CXR R-272 to **1900′** then via assigned heading to **3000′** or assigned altitude.
WILLOUGHBY LOST NATION MUN	**RWY 5:** Climb via assigned heading to **3000′** or assigned altitude.
	RWY 10: Climb via heading 099° to **1600′** then via assigned heading to **3000′** or assigned altitude.
	RWY 23: Climb via heading 233° to **1400′** then via assigned heading to **3000′** or assigned altitude.
	RWY 28: Climb via heading 279° to **1400′** then via assigned heading to **3000′** or assigned altitude.
ALL OTHER AIRPORTS	Climb via assigned heading to **3000′** or assigned altitude.

ROUTING

RADAR vectors to HUDDZ then via 267° track to AMRST then via 324° track to ALPHE. EXPECT filed altitude/flight level 10 minutes after departure.

CHANGES: MSA, MFD added, takeoff minimums, initial climb text, procedure note, procedure renumbered.

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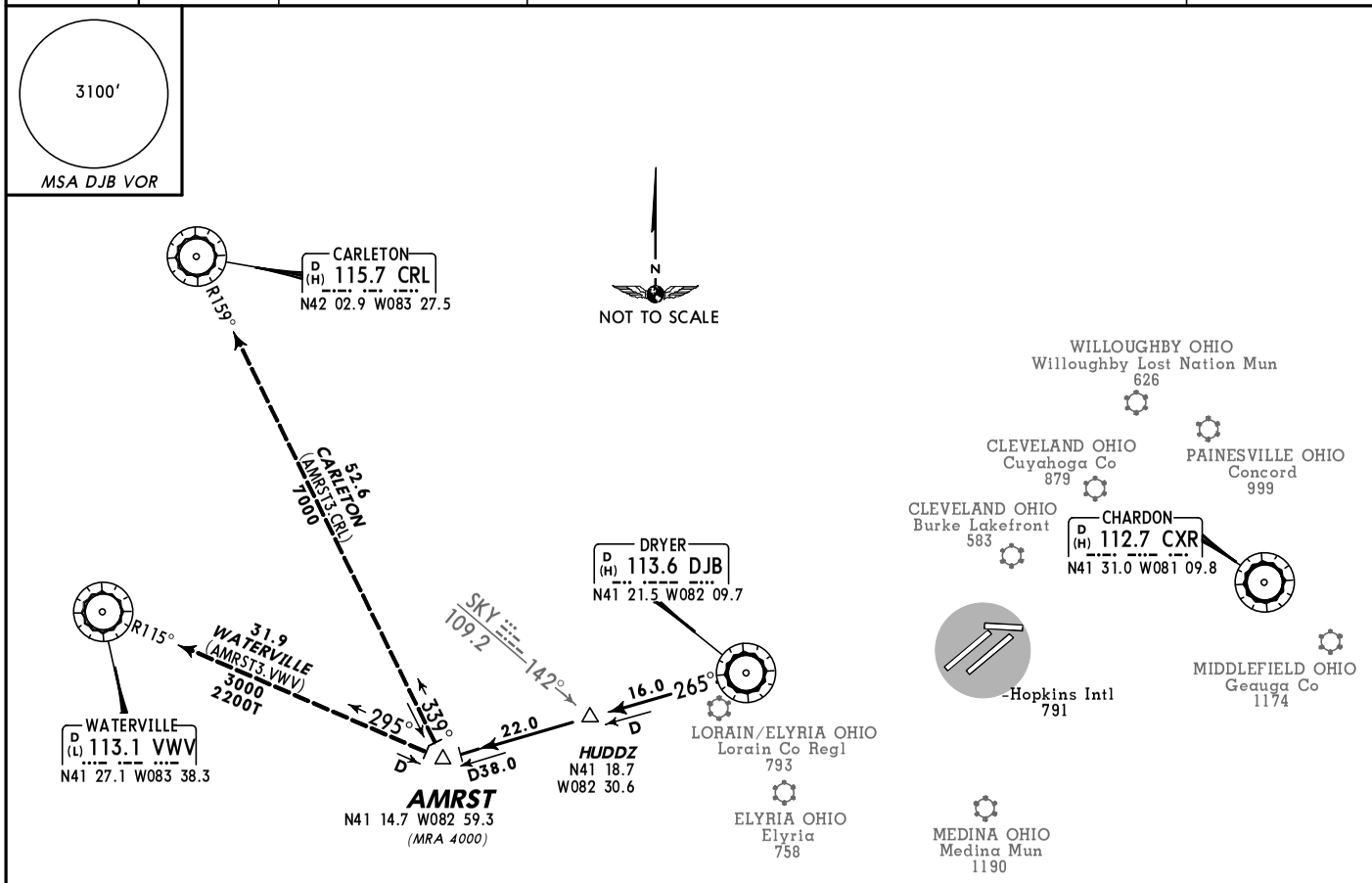
CLEVELAND Departure (R) 237°-056° 128.25	057°-236° 118.15	Apt Elev See graphic	Trans level: FL180 Trans alt: 18000′	1. RADAR required. 2. Also serves ❶



AMRST THREE DEPARTURE (AMRST3.AMRST)

This SID requires takeoff minimums (for standard minimums, refer to airport chart):

BURKE LAKEFRONT: Rwy 6L: 400-2 or standard (or lower than standard if authorized) with minimum climb of 384′ per NM to **1000′.**
Rwy 6R: 400-2 1/4 or standard (or lower than standard, if authorized) with minimum climb of 331′ per NM to **1000′.**
Rwy 24L: 300-1 1/2 or standard (or lower than standard, if authorized) with minimum climb of 761′ per NM to **900′.**
Rwy 24R: 200-1 or standard (or lower than standard, if authorized) with minimum climb of 527′ per NM to **900′.**

Gnd speed-KT	75	100	150	200	250	300
331′ per NM	414	552	828	1103	1379	1655
384′ per NM	480	640	960	1280	1600	1920
527′ per NM	659	878	1318	1757	2196	2635
761′ per NM	951	1268	1903	2537	3171	3805

CONCORD: Rwy 2: Standard (or lower than standard, if authorized).
Rwy 20: 400-2 3/4 or standard (or lower than standard, if authorized) with minimum climb of 400′ per NM to **1500′.**

Gnd speed-KT	75	100	150	200	250	300
400′ per NM	500	667	1000	1333	1667	2000

CUYAHOGA CO: Standard (or lower than standard, if authorized).
ELYRIA: Standard (or lower than standard, if authorized).
GEAUGA CO: Standard (or lower than standard, if authorized).
-HOPKINS INTL: Standard (or lower than standard, if authorized).
LORAIN CO REGL: Standard (or lower than standard if, authorized).
MEDINA MUN: Standard (or lower than standard, if authorized).
WILLOUGHBY LOST NATION MUN: Standard (or lower than standard, if authorized).

OBSTACLE
For TAKEOFF OBSTACLE NOTES see 10-3OB1.

AIRPORT	INITIAL CLIMB
-HOPKINS INTL	**RWYS 6L/R, 10, 24L/R, 28:** Climb via assigned heading to **5000′** or assigned altitude.
BURKE LAKEFRONT	**RWYS 6L/R:** Climb via heading 065° to **1500′** then via assigned heading to **3000′** or assigned altitude.
	RWYS 24L/R: Climbing RIGHT turn to intercept CXR R-272 to **1900′** then via assigned heading to **3000′** or assigned altitude.
WILLOUGHBY LOST NATION MUN	**RWY 5:** Climb via assigned heading to **3000′** or assigned altitude.
	RWY 10: Climb via heading 099° to **1600′** then via assigned heading to **3000′** or assigned altitude.
	RWY 23: Climb via heading 233° to **1400′** then via assigned heading to **3000′** or assigned altitude.
	RWY 28: Climb via heading 279° to **1400′** then via assigned heading to **3000′** or assigned altitude.
ALL OTHER AIRPORTS	Climb via assigned heading to **3000′** or assigned altitude.

ROUTING

Vectors to intercept DJB R-265 to AMRST, then via transition. EXPECT filed altitude/flight level 10 minutes after departure.

Direct distance to DJB from:
-Hopkins Intl **14 NM**
Direct distance to DJB from:
❶ AIRPORTS SERVED
Burke Lakefront **24 NM**
Concord **47 NM**
Cuyahoga Co **33 NM**
Elyria **3 NM**
Geauga Co **50 NM**
Lorain Co Regl **1 NM**
Medina Mun **23 NM**
Willoughby Lost Nation Mun **40 NM**

CHANGES: MSA, takeoff minimums, initial climb text, procedure renumbered.

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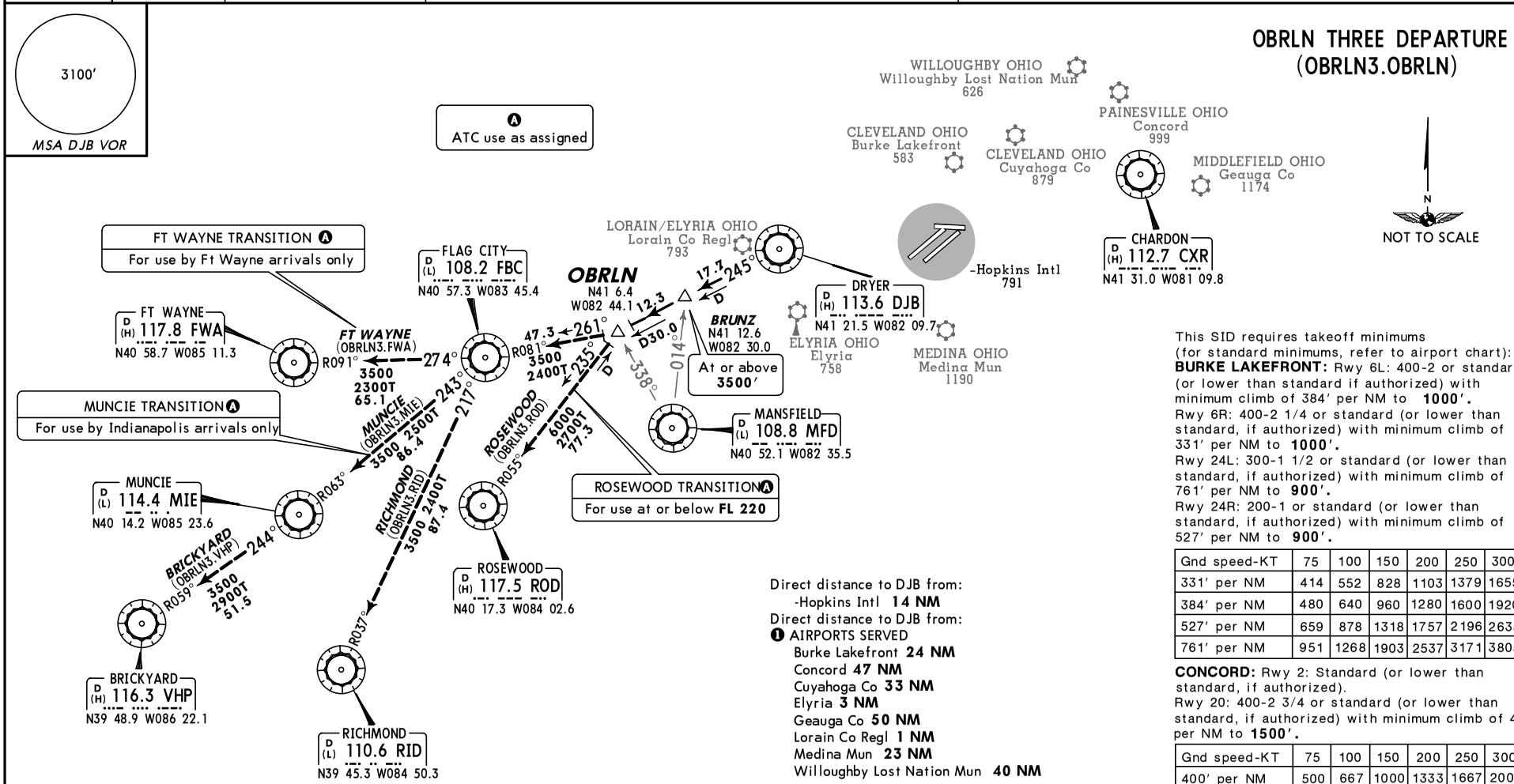
CLEVELAND Departure (R) 237°-056° 128.25	057°-236° 118.15	Apt Elev See graphic	Trans level: FL180 Trans alt: 18000′	1. RADAR required. 2. Also serves ❶

OBRLN THREE DEPARTURE (OBRLN3.OBRLN)



Direct distance to DJB from:
-Hopkins Intl **14 NM**
Direct distance to DJB from:
❶ AIRPORTS SERVED
Burke Lakefront **24 NM**
Concord **47 NM**
Cuyahoga Co **33 NM**
Elyria **3 NM**
Geauga Co **50 NM**
Lorain Co Regl **1 NM**
Medina Mun **23 NM**
Willoughby Lost Nation Mun **40 NM**

This SID requires takeoff minimums (for standard minimums, refer to airport chart):
BURKE LAKEFRONT: Rwy 6L: 400-2 or standard (or lower than standard if authorized) with minimum climb of 384′ per NM to **1000′.**
Rwy 6R: 400-2 1/4 or standard (or lower than standard, if authorized) with minimum climb of 331′ per NM to **1000′.**
Rwy 24L: 300-1 1/2 or standard (or lower than standard, if authorized) with minimum climb of 761′ per NM to **900′.**
Rwy 24R: 200-1 or standard (or lower than standard, if authorized) with minimum climb of 527′ per NM to **900′.**

Gnd speed-KT	75	100	150	200	250	300
331′ per NM	414	552	828	1103	1379	1655
384′ per NM	480	640	960	1280	1600	1920
527′ per NM	659	878	1318	1757	2196	2635
761′ per NM	951	1268	1903	2537	3171	3805

CONCORD: Rwy 2: Standard (or lower than standard, if authorized).
Rwy 20: 400-2 3/4 or standard (or lower than standard, if authorized) with minimum climb of 400′ per NM to **1500′.**

Gnd speed-KT	75	100	150	200	250	300
400′ per NM	500	667	1000	1333	1667	2000

CUYAHOGA CO: Standard (or lower than standard, if authorized).
ELYRIA: Standard (or lower than standard, if authorized).
GEAUGA CO: Standard (or lower than standard, if authorized).
-HOPKINS INTL: Standard (or lower than standard, if authorized).
LORAIN CO REGL: Standard (or lower than standard, if authorized).
MEDINA MUN: Standard (or lower than standard, if authorized).
WILLOUGHBY LOST NATION MUN: Standard (or lower than standard, if authorized).
OBSTACLE
For TAKEOFF OBSTACLE NOTES see 10-3OB1.

AIRPORT	INITIAL CLIMB
-HOPKINS INTL	**RWYS 6L/R, 10, 24L/R, 28:** Climb via assigned heading to **5000′** or assigned altitude.
BURKE LAKEFRONT	**RWYS 6L/R:** Climb via heading 065° to **1500′** then via assigned heading to **3000′** or assigned altitude.
	RWYS 24L/R: Climbing RIGHT turn to intercept CXR R-272 to **1900′** then via assigned heading to **3000′** or assigned altitude.
WILLOUGHBY LOST NATION MUN	**RWY 5:** Climb via assigned heading to **3000′** or assigned altitude.
	RWY 10: Climb via heading 099° to **1600′** then via assigned heading to **3000′** or assigned altitude.
	RWY 23: Climb via heading 233° to **1400′** then via assigned heading to **3000′** or assigned altitude.
	RWY 28: Climb via heading 279° to **1400′** then via assigned heading to **3000′** or assigned altitude.
ALL OTHER AIRPORTS	Climb via assigned heading to **3000′** or assigned altitude.

ROUTING

Vectors to intercept DJB R-245 to cross BRUNZ at or above **3500′,** then proceed to OBRLN, then via transition. EXPECT filed altitude/flight level 10 minutes after departure.

CHANGES: Findlay renamed Flag City, MSA, takeoff minimums, initial climb text, procedure renumbered.

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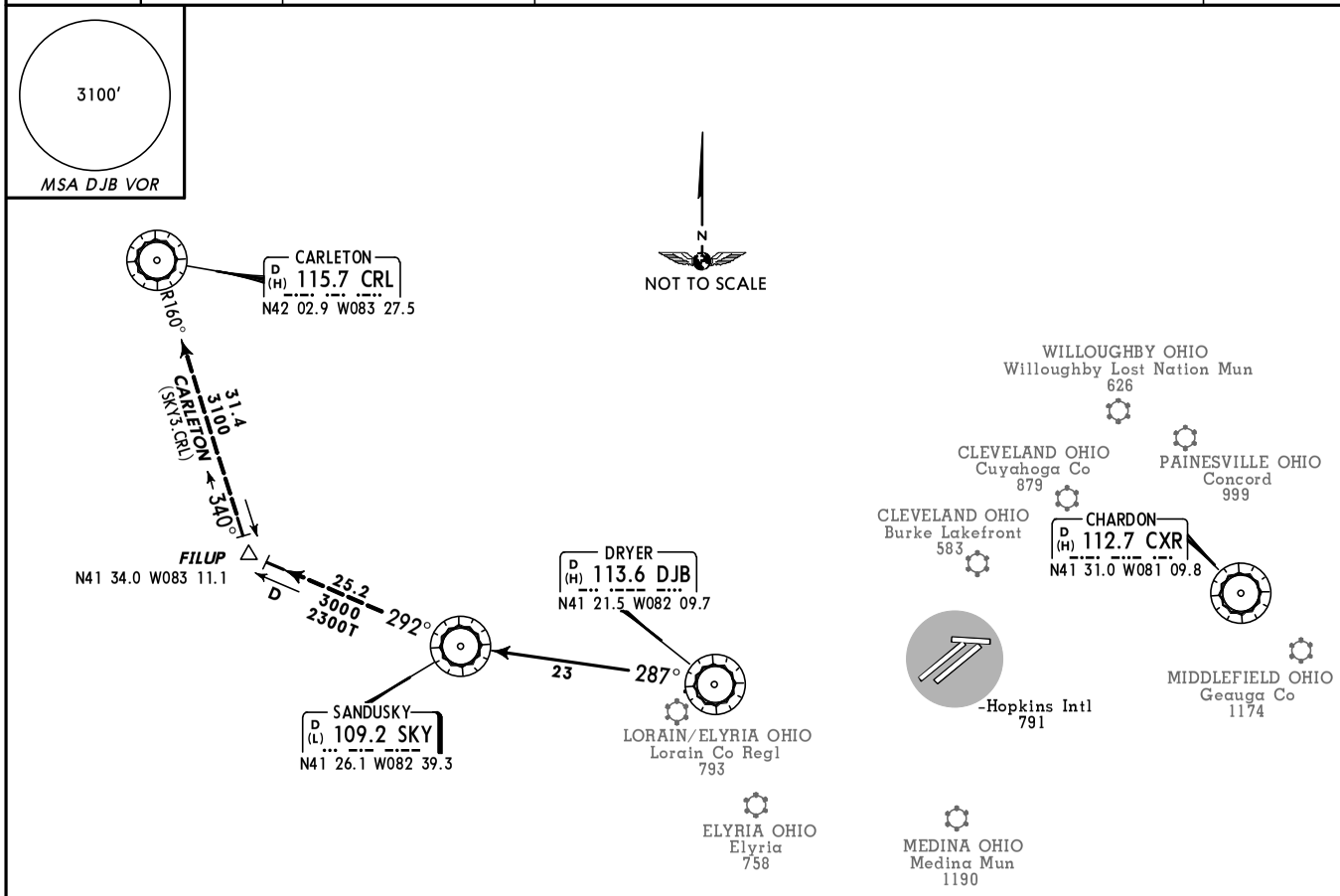
CLEVELAND Departure (R) 237°-056°	057°-236°	Apt Elev See graphic	Trans level: FL180 Trans alt: 18000′	1. Turboprop aircraft only. 2. RADAR required. 3. Also serves ❶
128.25	118.15			



SANDUSKY THREE DEPARTURE (SKY3.SKY)

This SID requires takeoff minimums (for standard minimums, refer to airport chart):

BURKE LAKEFRONT: Rwy 6L: 400-2 or standard (or lower than standard if authorized) with minimum climb of 384′ per NM to **1000′.**

Rwy 6R: 400-2 1/4 or standard (or lower than standard, if authorized) with minimum climb of 331′ per NM to **1000′.**

Rwy 24L: 300-1 1/2 or standard (or lower than standard, if authorized) with minimum climb of 761′ per NM to **900′.**

Rwy 24R: 200-1 or standard (or lower than standard, if authorized) with minimum climb of 527′ per NM to **900′.**

Gnd speed-KT	75	100	150	200	250	300
331′ per NM	414	552	828	1103	1379	1655
384′ per NM	480	640	960	1280	1600	1920
527′ per NM	659	878	1318	1757	2196	2635
761′ per NM	951	1268	1903	2537	3171	3805

CONCORD: Rwy 2: Standard (or lower than standard, if authorized).

Rwy 20: 400-2 3/4 or standard (or lower than standard, if authorized) with minimum climb of 400′ per NM to **1500′.**

Gnd speed-KT	75	100	150	200	250	300
400′ per NM	500	667	1000	1333	1667	2000

CUYAHOGA CO: Standard (or lower than standard, if authorized).

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

GEAUGA CO: Standard (or lower than standard, if authorized).

-HOPKINS INTL: Standard (or lower than standard, if authorized).

LORAIN CO REGL: Standard (or lower than standard, if authorized).

MEDINA MUN: Standard (or lower than standard, if authorized).

WILLOUGHBY LOST NATION MUN: Standard (or lower than standard, if authorized).

OBSTACLE

For TAKEOFF OBSTACLE NOTES see 10-3OB1.

AIRPORT	INITIAL CLIMB
-HOPKINS INTL	**RWYS 6L/R, 10, 24L/R, 28:** Climb via assigned heading to **5000′** or assigned altitude.
BURKE LAKEFRONT	**RWYS 6L/R:** Climb via heading 065° to **1500′** then via assigned heading to **3000′** or assigned altitude.
	RWYS 24L/R: Climbing RIGHT turn to intercept CXR R-272 to **1900′** then via assigned heading to **3000′** or assigned altitude.
WILLOUGHBY LOST NATION MUN	**RWY 5:** Climb via assigned heading to **3000′** or assigned altitude.
	RWY 10: Climb via heading 099° to **1600′** then via assigned heading to **3000′** or assigned altitude.
	RWY 23: Climb via heading 233° to **1400′** then via assigned heading to **3000′** or assigned altitude.
	RWY 28: Climb via heading 279° to **1400′** then via assigned heading to **3000′** or assigned altitude.
ALL OTHER AIRPORTS	Climb via assigned heading to **3000′** or assigned altitude.

ROUTING

Vectors to intercept DJB R-287 to SKY. EXPECT filed altitude/flight level 10 minutes after departure.

Direct distance to DJB from:
-Hopkins Intl **14 NM**

Direct distance to DJB from:
❶ AIRPORTS SERVED
Burke Lakefront **24 NM**
Concord **47 NM**
Cuyahoga Co **33 NM**
Elyria **3 NM**
Geauga Co **50 NM**
Lorain Co Regl **1 NM**
Medina Mun **23 NM**
Willoughby Lost Nation Mun **40 NM**

CHANGES: MSA, takeoff minimums, initial climb text, procedure renumbered.

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TAKEOFF OBSTACLE NOTES

BURKE LAKEFRONT

◦ RWY 6L:
HANGAR LIGHT 1126' FROM DER, 780' RIGHT OF CENTERLINE, 47' AGL/622' MSL. TOWER 2946' FROM DER, 780' RIGHT OF CENTERLINE, 80' AGL/662' MSL. LIGHT ON BUILDING 3282' FROM DER, 598' RIGHT OF CENTERLINE, 123' AGL/704' MSL. STACKS BEGINNING 3301' FROM DER, 683' RIGHT OF CENTERLINE, 312' AGL/898' MSL. TOWER 5589' FROM DER, 1759' RIGHT OF CENTERLINE, 237' AGL/857' MSL.

◦ RWY 6R:
LIGHT ON WINDSOCK 165' FROM DER, 241' LEFT OF CENTERLINE, 15' AGL/590' MSL. POLE 1368' FROM DER, 852' RIGHT OF CENTERLINE, 42' AGL/627' MSL. TOWERS, ANTENNAS AND STACKS BEGINNING 3968' FROM DER, 326' RIGHT OF CENTERLINE, 312' AGL/898' MSL. LIGHT ON BUILDING 4283' FROM DER, 97' RIGHT OF CENTERLINE, 123' AGL/704' MSL.

◦ RWY 24L:
ANTENNA 226' FROM DER, 505' LEFT OF CENTERLINE, 37' AGL/608' MSL. MONUMENT 1257' FROM DER, 10' LEFT OF CENTERLINE, 55' AGL/630' MSL. ANTENNA 1320' FROM DER, 161' RIGHT OF CENTERLINE, 57' AGL/632' MSL. BUILDING 1685' FROM DER, 685' LEFT OF CENTERLINE, 164' AGL/742' MSL. BUILDING 1751' FROM DER, 655' LEFT OF CENTERLINE, 165' AGL/739' MSL. CRANE 2238' FROM DER, 202' RIGHT OF CENTERLINE, 136' AGL/707' MSL. ANTENNA ON STADIUM 2783' FROM DER, 656' LEFT OF CENTERLINE, 186' AGL/764' MSL. BUILDING 2998' FROM DER, 1068' LEFT OF CENTERLINE, 143' AGL/724' MSL. BRIDGES BEGINNING 6699' FROM DER, 2006' LEFT OF CENTERLINE, UP TO 208' AGL/792' MSL.

◦ RWY 24R:
BUSHES BEGINNING 68' FROM DER, 129' RIGHT OF CENTERLINE, UP TO 14' AGL/586' MSL. MONUMENT 1256' FROM DER, 509' LEFT OF CENTERLINE, 55' AGL/630' MSL. ANTENNA 1320' FROM DER, 338' LEFT OF CENTERLINE, 57' AGL/632' MSL. CRANE 2238' FROM DER, 296' LEFT OF CENTERLINE, 136' AGL/707' MSL. ANTENNA 2783' FROM DER, 1155' LEFT OF CENTERLINE, 186' AGL/764' MSL.

CONCORD

◦ RWY 2:
TREES BEGINNING 336' FROM DER, 42' LEFT OF CENTERLINE, UP TO 100' AGL/1039' MSL. TREES BEGINNING 1064' FROM DER, 217' RIGHT OF CENTERLINE, UP TO 100' AGL/1039' MSL.

◦ RWY 20:
TREES BEGINNING 131' FROM DER, LEFT AND RIGHT OF CENTERLINE, UP TO 100' AGL/1220' MSL. TOWER 1.2 NM FROM DER, 2020' RIGHT OF CENTERLINE, 114' AGL/1223' MSL.

CUYAHOGA CO

◦ RWY 6:
TREES BEGINNING 2127' FROM DER, 33' RIGHT OF CENTERLINE, UP TO 109' AGL/982' MSL. TREE 2595' FROM DER, 739' LEFT OF CENTERLINE, 93' AGL/947' MSL.

◦ RWY 24:
TERRAIN 35' FROM DER, 447' LEFT OF CENTERLINE, 874' MSL. TREES BEGINNING 755' FROM DER, 46' RIGHT OF CENTERLINE, UP TO 82' AGL/975' MSL. BUILDING 1179' FROM DER, 676' LEFT OF CENTERLINE, 34' AGL/917' MSL. TREES BEGINNING 1784' FROM DER, 35' LEFT OF CENTERLINE, UP TO 92' AGL/985' MSL.

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TAKEOFF OBSTACLE NOTES (CONTD)

ELYRIA

◦ RWY 9:
ROAD 1198' FROM DER, 275' LEFT OF CENTERLINE, 15' AGL/774' MSL. TREE 2077' FROM DER, 778' RIGHT OF CENTERLINE, 100' AGL/859' MSL.

◦ RWY 27:
TREE 68' FROM DER, 237' LEFT OF CENTERLINE, 100' AGL/859' MSL. TREE 527' FROM DER, 454' RIGHT OF CENTERLINE, 100' AGL/854' MSL.

GEAUGA CO

◦ RWY 11:
RAILROAD 331' FROM DER, 315' LEFT OF CENTERLINE, 23' AGL/1182' MSL. TREES 3144' FROM DER, 671' LEFT OF CENTERLINE, 100' AGL/1249' MSL.

◦ RWY 29:
RAILROAD 349' FROM DER, 521' LEFT OF CENTERLINE, 23' AGL/1212' MSL. MULTIPLE BUILDINGS 993' FROM DER, 294' RIGHT OF CENTERLINE, 40' AGL/1239' MSL. TREES 1875' FROM DER, 791' RIGHT OF CENTERLINE, 100' AGL/1319' MSL. TANK 2251' FROM DER, 578' RIGHT OF CENTERLINE, 125' AGL/1315' MSL.

-HOPKINS INTL

◦ RWY 6R:
ANTENNA 1056' FROM DER, 82' LEFT OF CENTERLINE, 45' AGL/820' MSL.

◦ RWY 10:
TREES, POLE, AND TOWER BEGINNING 1159' FROM DER, 656' RIGHT OF CENTERLINE, UP TO 137' AGL/922' MSL. SIGNS BEGINNING 1236' FROM DER, 717' LEFT OF CENTERLINE, UP TO 86' AGL/857' MSL.

◦ RWY 24L:
TREES AND POLES BEGINNING 1903' FROM DER, 5' LEFT OF CENTERLINE, UP TO 89' AGL/849' MSL.

◦ RWY 24R:
TREES BEGINNING 3652' FROM DER, 856' LEFT OF CENTERLINE, UP TO 100' AGL/870' MSL. TOWER 2564' FROM DER, 1027' RIGHT OF CENTERLINE, 191' AGL/870' MSL.

◦ RWY 28:
TREES, ANTENNA AND ROAD BEGINNING 3' FROM DER, 304' LEFT OF CENTERLINE, UP TO 94' AGL/820' MSL. TREE 712' FROM DER, 117' RIGHT OF CENTERLINE, 135' AGL/811' MSL.

LORAIN CO REGL

◦ RWY 7:
MULTIPLE TREES BEGINNING 973' FROM DER, 293' RIGHT OF CENTERLINE, UP TO 75' AGL/865' MSL. MULTIPLE TREES BEGINNING 839' FROM DER, 636' LEFT OF CENTERLINE, UP TO 47' AGL/836' MSL.

◦ RWY 25:
BUSH 583' FROM DER, 468' RIGHT OF CENTERLINE, 10' AGL/809' MSL. TREE 1587' FROM DER, 698' LEFT OF CENTERLINE, 44' AGL/838' MSL. TREE 2277' FROM DER, 435' RIGHT OF CENTERLINE, 58' AGL/854' MSL.

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TAKEOFF OBSTACLE NOTES (CONTD 1)

MEDINA MUN

◦ RWY 1:
VEHICLE ON ROAD 534' FROM DER, ON CENTERLINE, 15' AGL/1214' MSL. TREES BEGINNING 562' FROM DER, 588' LEFT OF CENTERLINE, UP TO 100' AGL/1279' MSL. TREES BEGINNING 1925' FROM DER, ON CENTERLINE, UP TO 100' AGL/1319' MSL.

◦ RWY 9:
TREES BEGINNING 305' FROM DER, 396' RIGHT OF CENTERLINE, UP TO 100' AGL/1249' MSL. TOWER 3626' FROM DER, 533' LEFT OF CENTERLINE, 189' AGL/1321' MSL.

◦ RWY 19:
TREES BEGINNING AT DER, 112' LEFT OF CENTERLINE, UP TO 100' AGL/1289' MSL. TREES BEGINNING 1490' FROM DER, 150' RIGHT OF CENTERLINE, UP TO 100' AGL/1289' MSL.

◦ RWY 27:
TREES BEGINNING AT DER, 345' LEFT OF CENTERLINE, UP TO 100' AGL/1319' MSL. TREES BEGINNING AT DER, 366' RIGHT OF CENTERLINE, UP TO 100' AGL/1279' MSL. VEHICLE ON ROAD 501' FROM DER, ON CENTERLINE, 15' AGL/1184' MSL.

WILLOUGHBY LOST NATION MUN

◦ RWY 5:
TREES BEGINNING 47' FROM DER, 93' RIGHT OF CENTERLINE, UP TO 109' AGL/726' MSL. FENCE 530' FROM DER, 244' RIGHT OF CENTERLINE, 16' AGL/633' MSL. TREES BEGINNING 1079' FROM DER, 150' LEFT OF CENTERLINE, UP TO 120' AGL/737' MSL. POLE 2129' FROM DER, 428' RIGHT OF CENTERLINE, 56' AGL/677' MSL.

◦ RWY 10:
TREES AND POLES BEGINNING 602' FROM DER, 63' RIGHT OF CENTERLINE, UP TO 109' AGL/730' MSL. TREES AND POLES BEGINNING 608' FROM DER, 67' LEFT OF CENTERLINE, UP TO 117' AGL/731' MSL.

◦ RWY 23:
LIGHT ON HANGAR 201' FROM DER, 534' RIGHT OF CENTERLINE, 32' AGL/672' MSL. TREES, POLES AND BUILDINGS BEGINNING 294' FROM DER, 87' RIGHT OF CENTERLINE, UP TO 85' AGL/722' MSL. TREES BEGINNING 1660' FROM DER, 164' LEFT OF CENTERLINE, UP TO 77' AGL/714' MSL.

◦ RWY 28:
LIGHT ON HANGAR 877' FROM DER, 539' LEFT OF CENTERLINE, 32' AGL/672' MSL. BUILDING 881' FROM DER, 665' LEFT OF CENTERLINE, 32' AGL/672' MSL. POLE 988' FROM DER, 533' RIGHT OF CENTERLINE, 31' AGL/661' MSL. BUILDING 1101' FROM DER, 337' RIGHT OF CENTERLINE, 35' AGL/661' MSL. TREES BEGINNING 1177' FROM DER, 395' RIGHT OF CENTERLINE, UP TO 75' AGL/705' MSL. TREES BEGINNING 1179' FROM DER, 200' LEFT OF CENTERLINE, UP TO 80' AGL/717' MSL.

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STANDARDIZED TAXI ROUTES

Pilots are encouraged to use extra caution due to the construction. Pilots who are unable to comply with standardized routes should advise ground control on initial contact.

READBACK ALL HOLD SHORT INSTRUCTIONS

To Runway 6L		
Route Ident	**Start Point**	**Routing Via**
Violet	All Terminal Parking Areas	Juliet, Kilo, Lima, November, **(Hold short of Runway 6R and monitor 120.9)**, Golf. Monitor 124.5 when west of Runway 6R.

To Runway 6R		
Route Ident	**Start Point**	**Routing Via**
Emerald	All Terminal Parking Areas	Juliet, Kilo, Lima.

To Runway 6R, Intersection Tango		
Route Ident	**Start Point**	**Routing Via**
Red	All Terminal Parking Areas	Juliet, Kilo, Lima, Tango.

To Runway 24L		
Route Ident	**Start Point**	**Routing Via**
Blue	All Terminal Parking Areas	Juliet, Sierra, Lima, Whiskey.

To Runway 24R		
Route Ident	**Start Point**	**Routing Via**
Grey	All Terminal Parking Areas	Juliet, Sierra, **(Hold short of Runway 24L and monitor 120.9)**, Sierra. Monitor 124.5 when west of Runway 24L.
Orange	All Terminal Parking Areas	Juliet, Romeo, **(Hold short of Runway 24L and monitor 120.9)**, Bravo, Golf, Sierra. Monitor 124.5 when west of Runway 24L.

CHANGES: Taxi route Red added, Orange revised, departure fixes removed.

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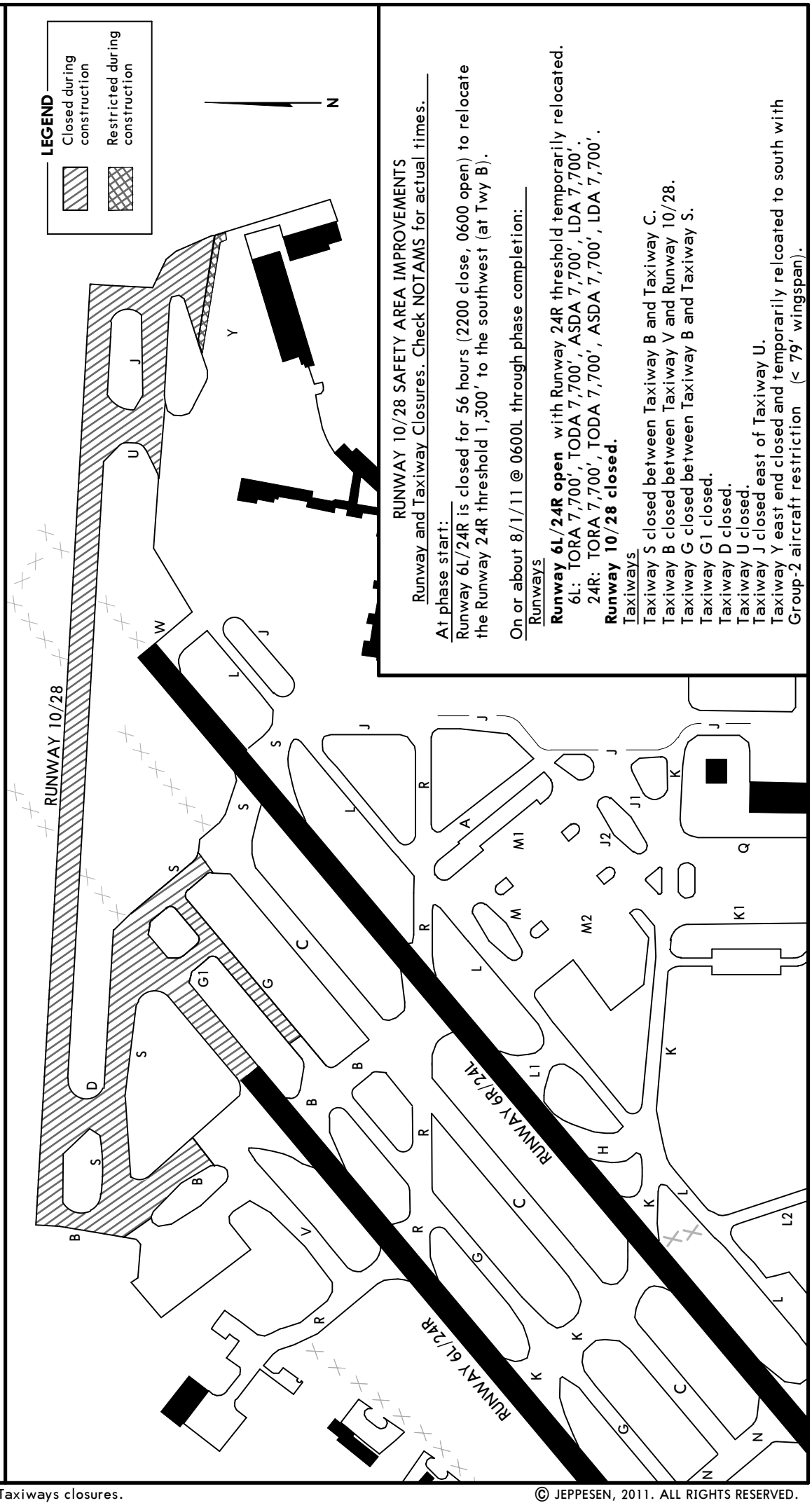
CLEVELAND RUNWAY 10/28 SAFETY AREA IMPROVEMENTS PHASE 2 & 3
RUNWAY AND TAXIWAY CLOSURES
Scheduled to begin at the end of July, 2011. Actual phase start to be activated by NOTAM



RUNWAY 10/28 SAFETY AREA IMPROVEMENTS
Runway and Taxiway Closures. Check NOTAMS for actual times.

At phase start:
Runway 6L/24R is closed for 56 hours (2200 close, 0600 open) to relocate the Runway 24R threshold 1,300' to the southwest (at Twy B).

On or about 8/1/11 @ 0600L through phase completion:

Runways
Runway 6L/24R open with Runway 24R threshold temporarily relocated.
6L: TORA 7,700', TODA 7,700', ASDA 7,700', LDA 7,700'.
24R: TORA 7,700', TODA 7,700', ASDA 7,700', LDA 7,700'.
Runway 10/28 closed.

Taxiways
Taxiway S closed between Taxiway B and Taxiway C.
Taxiway B closed between Taxiway V and Runway 10/28.
Taxiway G closed between Taxiway B and Taxiway S.
Taxiway G1 closed.
Taxiway D closed.
Taxiway U closed.
Taxiway J closed east of Taxiway U.
Taxiway Y east end closed and temporarily relcoated to south with Group-2 aircraft restriction (< 79' wingspan).

CHANGES: Taxiways closures.

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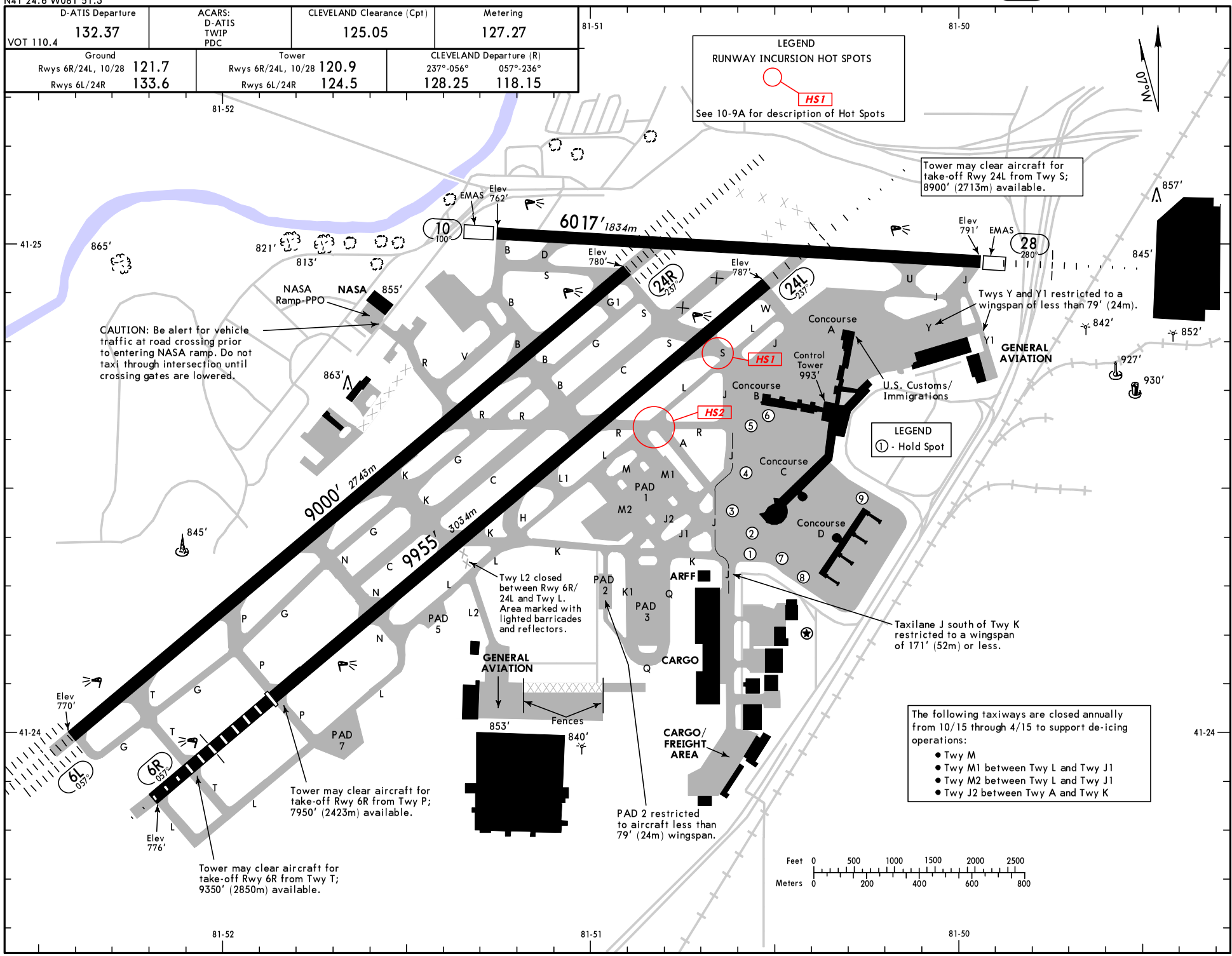
D-ATIS Departure	ACARS: D-ATIS TWIP PDC	CLEVELAND Clearance (Cpt)	Metering
VOT 110.4 132.37		125.05	127.27

Ground	Tower	CLEVELAND Departure (R)	
Rwys 6R/24L, 10/28 121.7	Rwys 6R/24L, 10/28 120.9	237°-056°	057°-236°
Rwys 6L/24R 133.6	Rwys 6L/24R 124.5	128.25	118.15



CHANGES: None.

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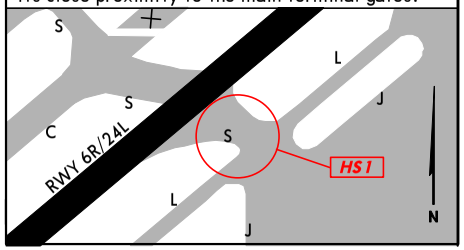
RUNWAY INCURSION "HOT SPOTS"

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

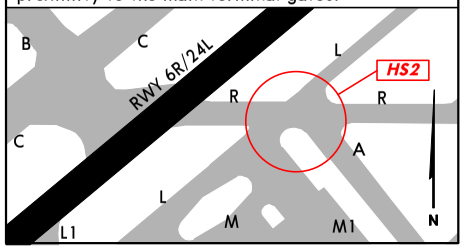
HOT SPOT 1

Pilots taxiing northwest on Twy S must use caution when instructed to hold short of Rwy 6R/24L due to the complexity of the intersection and its close proximity to the main terminal gates.



HOT SPOT 2

Pilots taxiing in the vicinity of the Twy L, Twy R and Twy A intersection must use caution when instructed to hold short of Rwy 6R/24L due to the complexity of the intersection and its close proximity to the main terminal gates.



GENERAL

Deer and birds on and in vicinity of airport.
Terminal Doppler Weather Radar.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
6R	HIRL CL MALSR TDZ ❶ PAPI-L grooved RVR	8029' 2448m	7009' 2137m		150' 46m
24L	HIRL CL MALSR TDZ ❶ PAPI-R grooved RVR		8934' 2723m		

❶ Angle 3.00°.

6L	HIRL CL ALSF-II TDZ ❷ PAPI-L grooved RVR		7964' 2427m		150' 46m
24R	HIRL CL ALSF-II TDZ ❷ PAPI-R grooved RVR		7936' 2419m		

❷ Angle 3.00°.

10	❸ HIRL REIL PAPI-L grooved				150' 46m
28	❸ HIRL MALSR ❹ PAPI-R grooved RVR				

❸ Not operational during Rwy 24L arrivals.
❹ Angle 3.00°.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

Rwys 6L, 6R, 24L, 24R

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

Rwys 10, 28

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

OBSTACLE DP

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

FOR FILING AS ALTERNATE

	ILS Rwy 6L/R ILS Rwy 24L/R	ILS Rwy 28	LOC Rwy 6L/R LOC Rwy 24L LOC DME Rwy 24R LOC Rwy 28 RNAV (GPS) Rwy 6L/R RNAV (GPS) Rwy 24L/R RNAV (GPS) Rwy 10 RNAV (GPS) Rwy 28	Other
A B C D	600-2	700-2	800-2	NA

AMEND 16

CHANGES: Rwy 10 REIL added.

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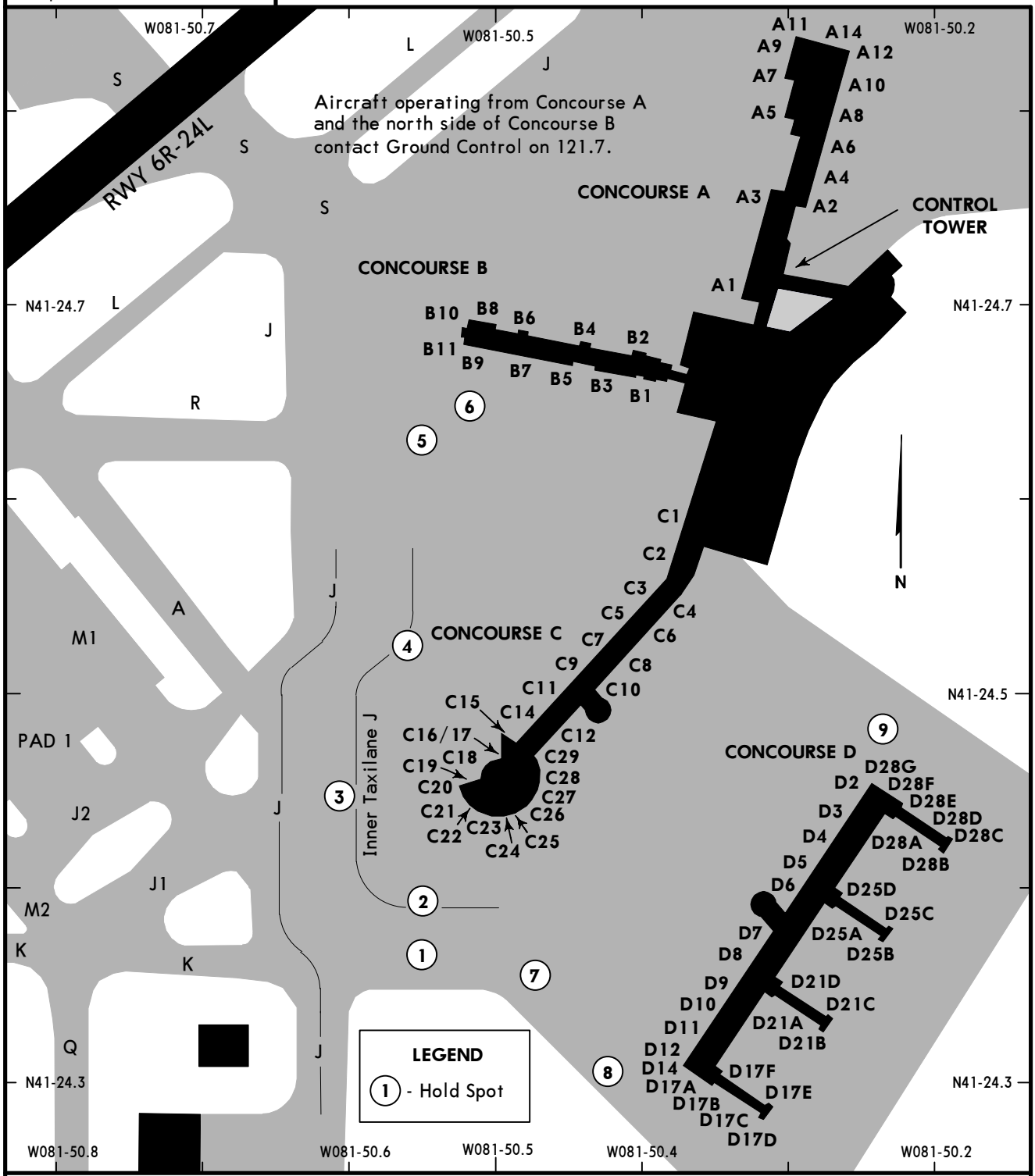
Ramp Control 129.17



PARKING GATE COORDINATES

GATE No.	COORDINATES
Concourse A	
A1 thru A3	N41 24.7 W081 50.3
A4 thru A12	N41 24.8 W081 50.3
A14	N41 24.8 W081 50.3
Concourse B	
B1 thru B4	N41 24.7 W081 50.4
B5 thru B11	N41 24.7 W081 50.5
Concourse C	
C1, C2	N41 24.6 W081 50.4
C3 thru C10	N41 24.5 W081 50.4
C11, C12	N41 24.5 W081 50.5
C14 thru C18	N41 24.5 W081 50.5
C19 thru C28	N41 24.4 W081 50.5
C29	N41 24.5 W081 50.5
Concourse D	
D2	N41 24.5 W081 50.3
D3 thru D9	N41 24.4 W081 50.3
D10 thru D12, D14	N41 24.3 W081 50.4
D17A	N41 24.3 W081 50.4
D17B thru D17F	N41 24.3 W081 50.3
D21A thru D21D	N41 24.3 W081 50.3
D25A	N41 24.4 W081 50.3
D25B, D25C	N41 24.4 W081 50.2
D25D	N41 24.4 W081 50.3
D28A thru D28G	N41 24.4 W081 50.2

CHANGES: Concourse D parking gates.

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CLEVELAND DEICING PROCEDURES

AeroMag-Contego operates the Centralized Deicing Facility (CDF) at Cleveland, comprised of two pads identified as Pad-1 and Pad-2. Deice Pad-1 is the primary pad, handling the majority of the traffic. Aircraft are expected to deice in a manner consistent to meet ATC assigned departure release times due to GDP *(ground delay program)* or AFP *(airspace flow program).*

Deice pad frequencies:

- **AEROMAG:** 129.525 (aircraft movement)
- **ICEMAN:** 130.975 (deicing application coordination)

Deice pad restrictions:

- **Pad-1:** Bays 1, 3, 4, 6, 7, and 9 are restricted to Group-3 aircraft (wingspan less than 118′ *36m*).
- **Pad-2:** Group-2 aircraft (wingspan less than 79′ *24m*).

Deicing:

1. All aircraft requiring deicing at the CDF shall coordinate with AeroMag prior to making initial contact with ATC for taxi.
2. Aircraft shall notify AeroMag at least 30 minutes prior, or as soon as possible, when deicing is needed.
3. Aircraft shall advise ATC of intended deice location (Pad-1 or PAD-2 as assigned by AeroMag).
4. Under guidance from ATC Ground Control, aircraft will taxi to the assigned pad, holding short at the hand-off point and contacting AeroMag on frequency 129.525.
   a. Pad-1 hand-off points are the east and west end of Twy J2, and Twys M1 & M2 short of Twy J2.
   b. Pad-2 hand-off point is at the Pad-2 entrance off of Twy K1.
5. Aircraft will follow instructions from AeroMag and taxi into the assigned deicing bay, contacting the ICEMAN on frequency 130.975 when so instructed with brakes set, aircraft configured, and engines at idle.
6. After deicing is complete, aircraft will contact AeroMag on frequency 129.525 prior to moving aircraft.
7. AeroMag will guide aircraft out of the deicing bay, and instruct the aircraft to hold short of the active taxiway and contact ATC Ground Control.
   a. Pad-1 hand-off points for transfer to ATC Ground Control are on Twy M1 & M2 short of Twy L.
   b. Pad-2 hand-off point is at the exit of Pad-2 short of Twy K.

CHANGES: None.

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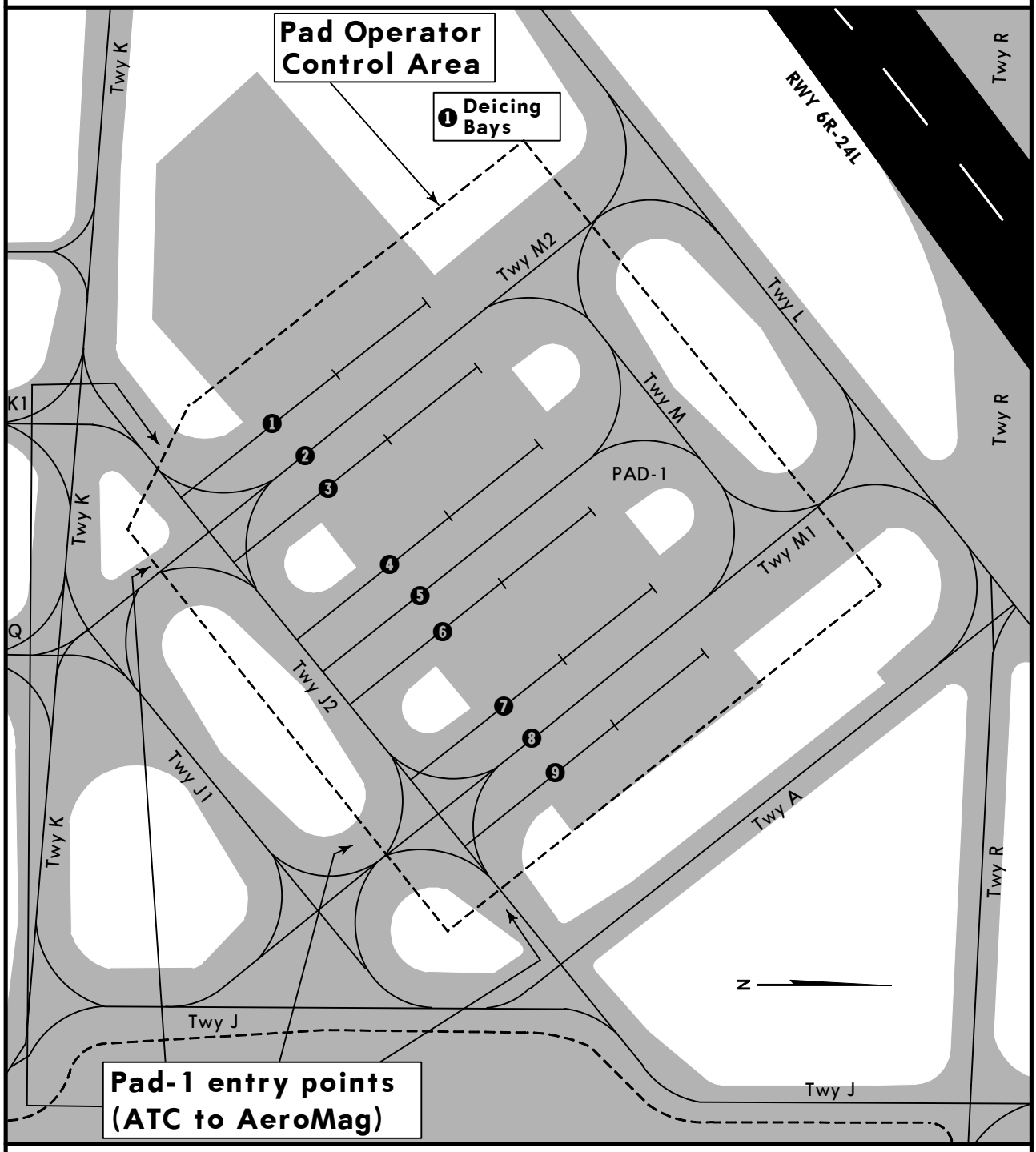
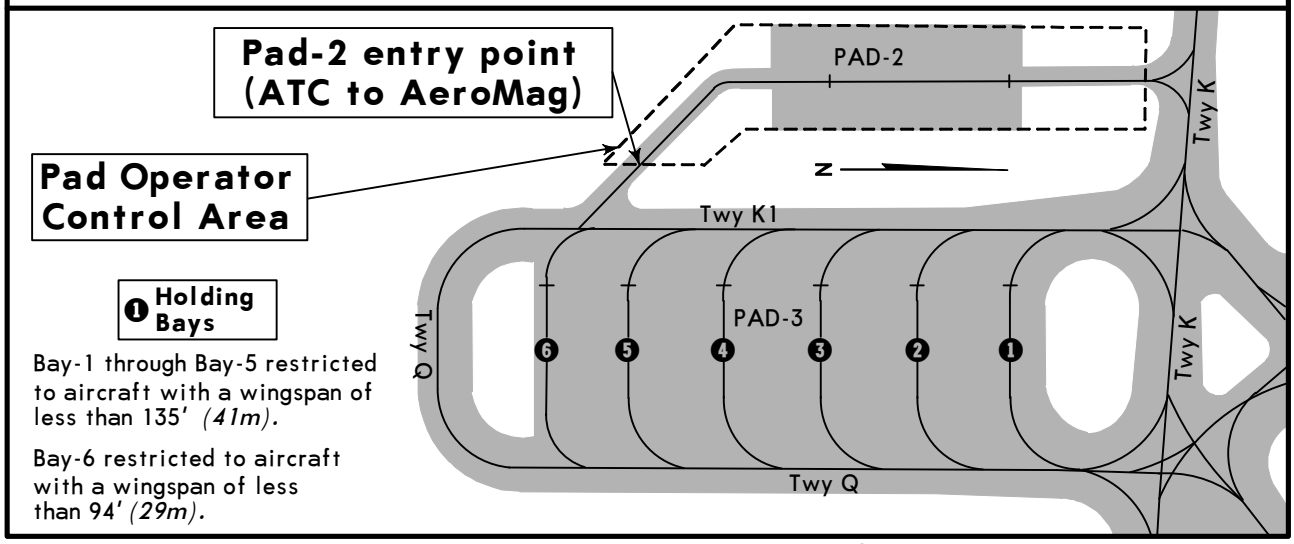
DEICING PAD-1



DEICING PAD-2, HOLDING PAD-3



CHANGES: Pad-3 added.

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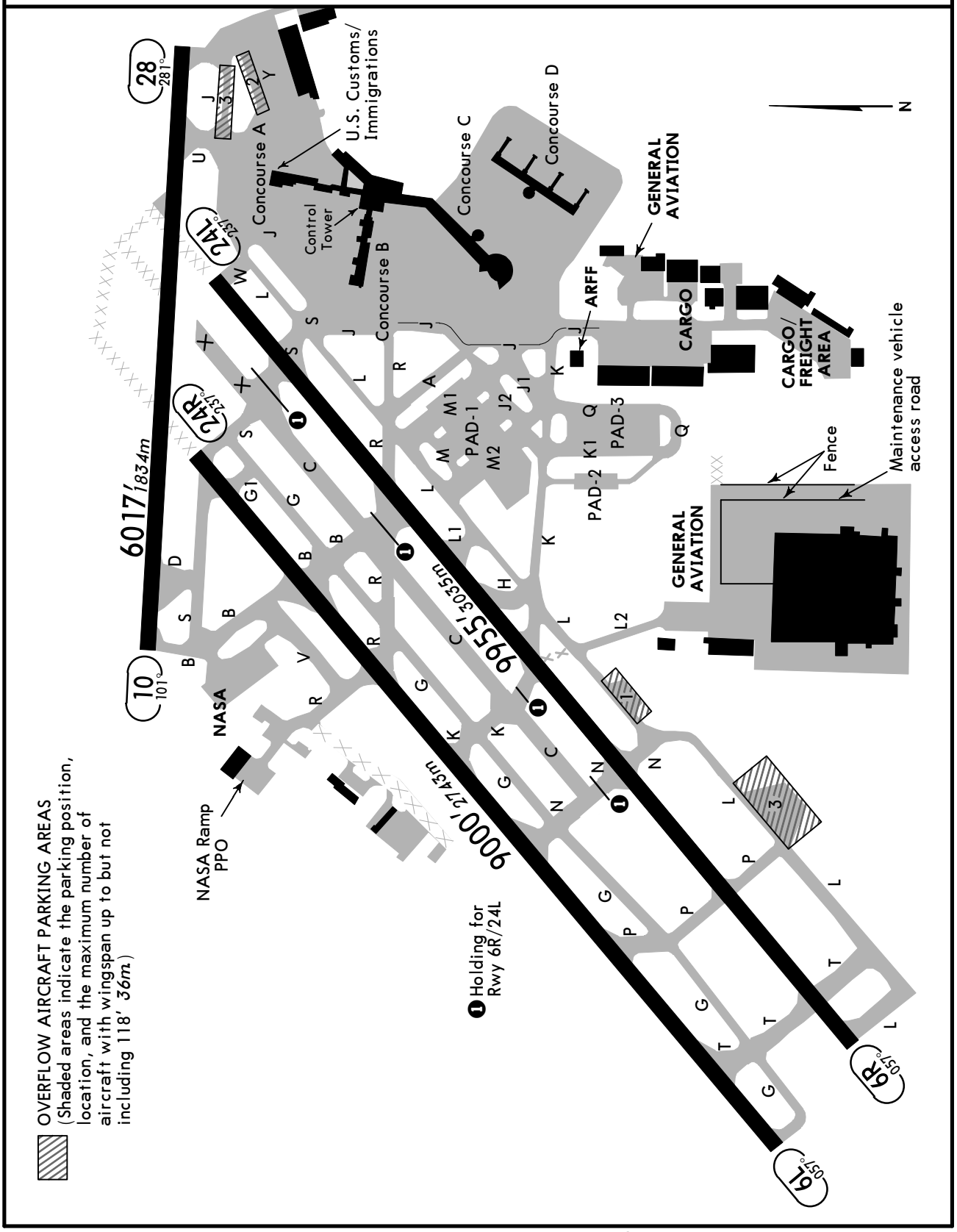
OVERFLOW AIRCRAFT PARKING AREAS

Cleveland-Hopkins International Airport
Overflow Aircraft Parking Plan

The Cleveland-Hopkins International Airport has developed an overflow aircraft parking plan to mitigate the impact on airport operations when conditions require additional off-gate parking space for aircraft. The areas indicated below may be used by ATC personnel for staging aircraft during those occurrences.



CHANGES: Pad-3 added, Twy R1 closed.

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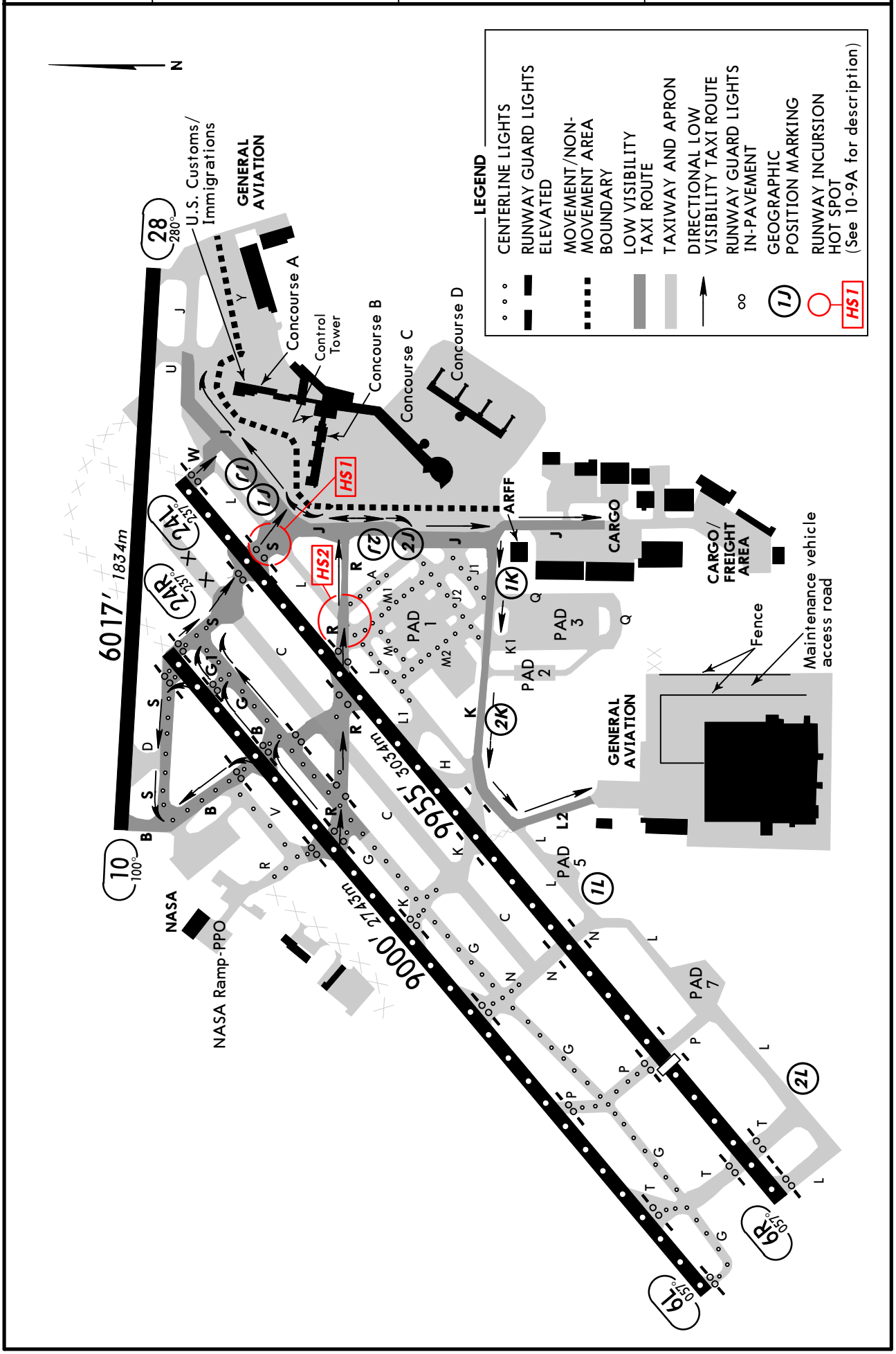
CLEVELAND, OHIO
LOW VISIBILITY TAXI ROUTES

LESS THAN RVR 1200 to 600

RWY 6L ARRIVALS

D-ATIS Arrival	CLEVELAND Approach (R)		Tower		Ground	
127.85	Rwys 6R/24L, 28	124.0	Rwys 6R/24L, 10/28	120.9	Rwys 6R/24L, 10/28	121.7
	Rwys 6L/24R, 10	126.55	Rwys 6L/24R	124.5	Rwys 6L/24R	133.6



CHANGES: Hot Spots & Pad 3 added, Taxiway R1 closed.

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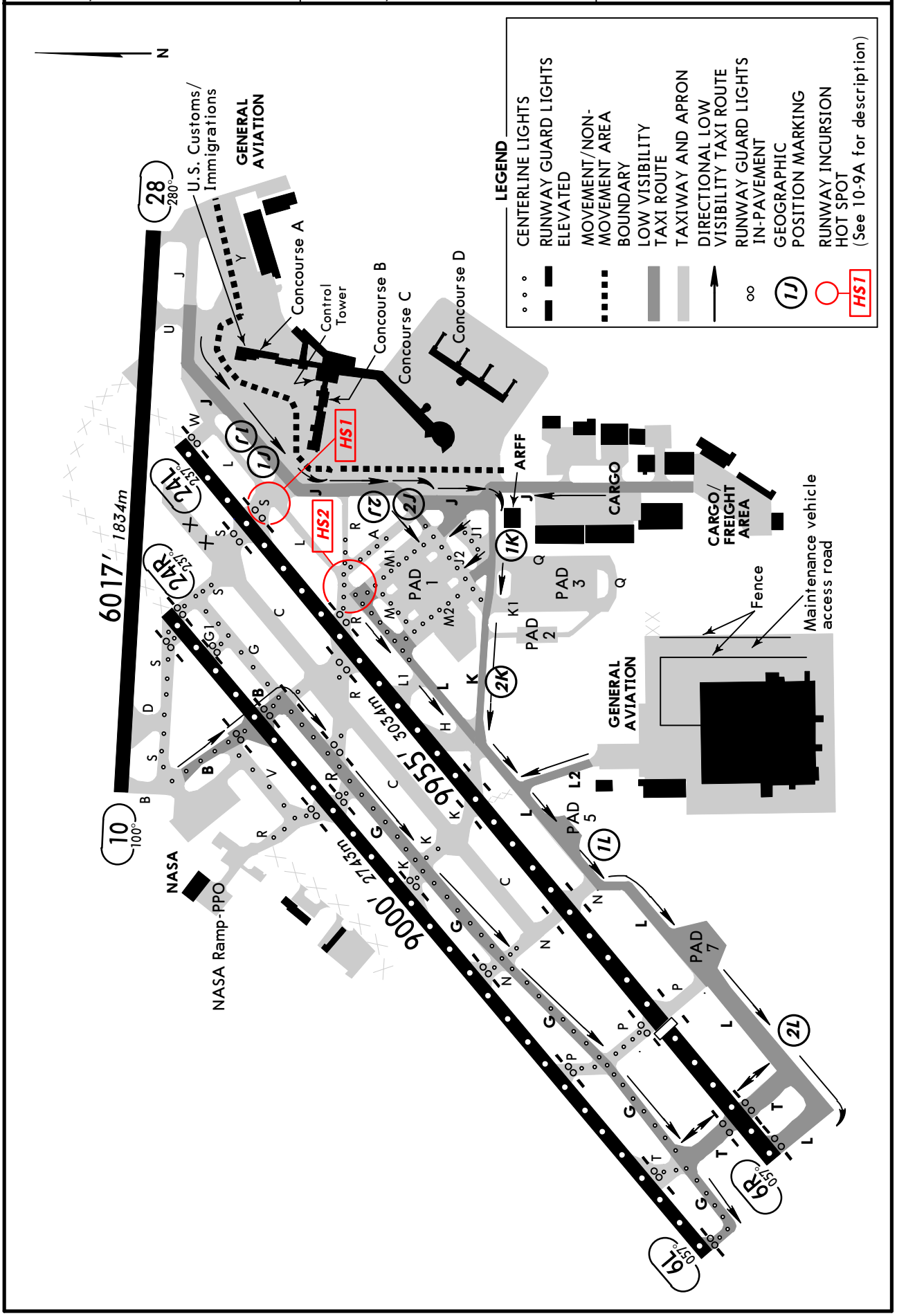
CLEVELAND, OHIO
LOW VISIBILITY TAXI ROUTES

LESS THAN RVR 1200 to 600

RWY 6L & 6R DEPARTURES

D-ATIS Departure	ACARS: D-ATIS TWIP PDC	CLEVELAND Clearance (Cpt)	Metering
VOT 110.4 132.37		125.05	127.27

Ground		Tower		CLEVELAND Departure (R)	
Rwys 6R/24L, 10/28	121.7	Rwys 6R/24L, 10/28	120.9	237°-056°	057°-236°
Rwys 6L/24R	133.6	Rwys 6L/24R	124.5	128.25	118.15



CHANGES: Hot Spots and Pad 3 added, Taxiway R1 closed.

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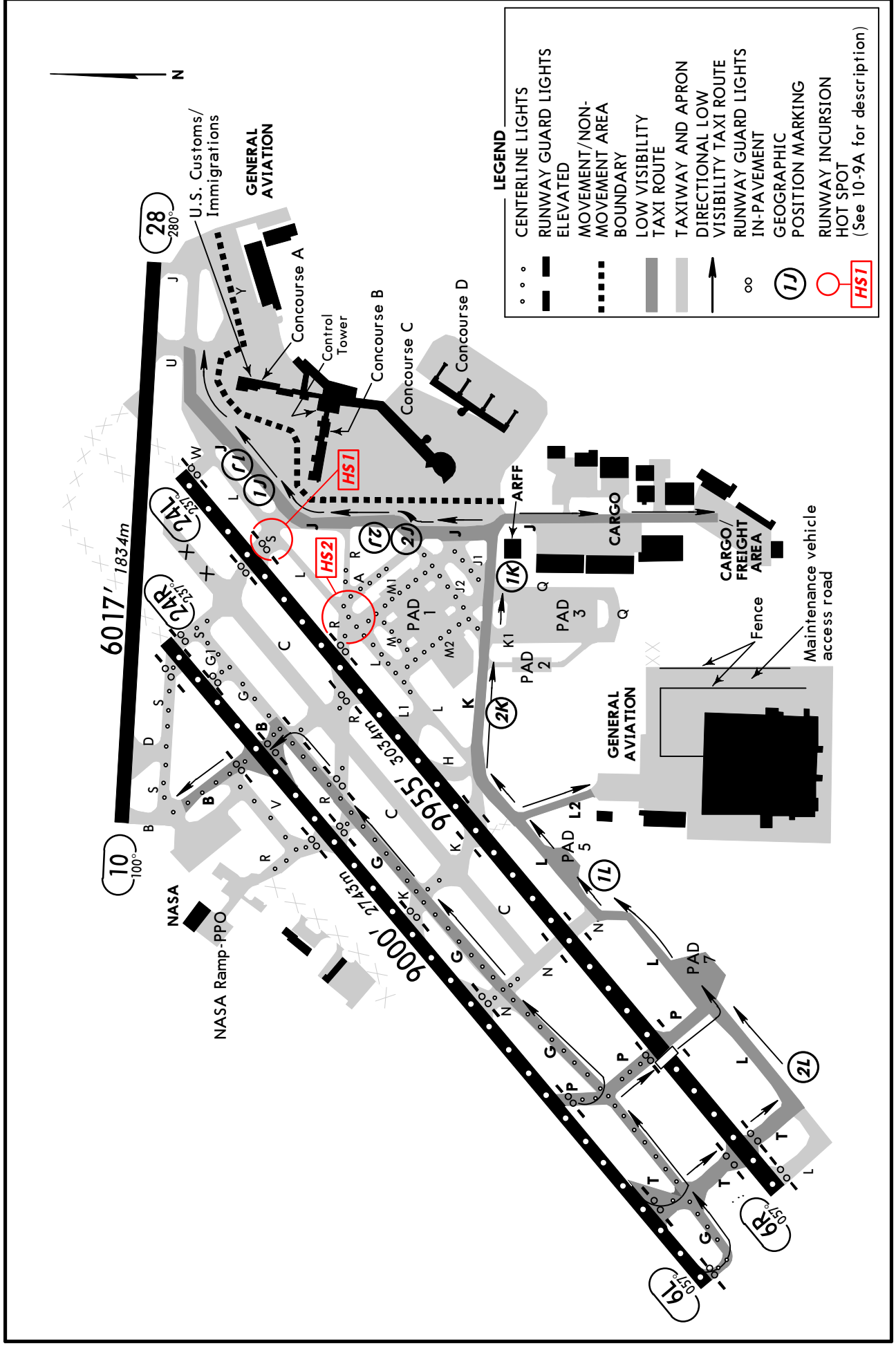
CLEVELAND, OHIO
LOW VISIBILITY TAXI ROUTES

LESS THAN RVR 1200 to 600

RWY 24R ARRIVALS

D-ATIS Arrival	CLEVELAND Approach (R)		Tower		Ground	
127.85	Rwys 6R/24L, 28	124.0	Rwys 6R/24L, 10/28	120.9	Rwys 6R/24L, 10/28	121.7
	Rwys 6L/24R, 10	126.55	Rwys 6L/24R	124.5	Rwys 6L/24R	133.6



CHANGES: Hot Spots and Pad 3 added, Taxiway R1 closed.

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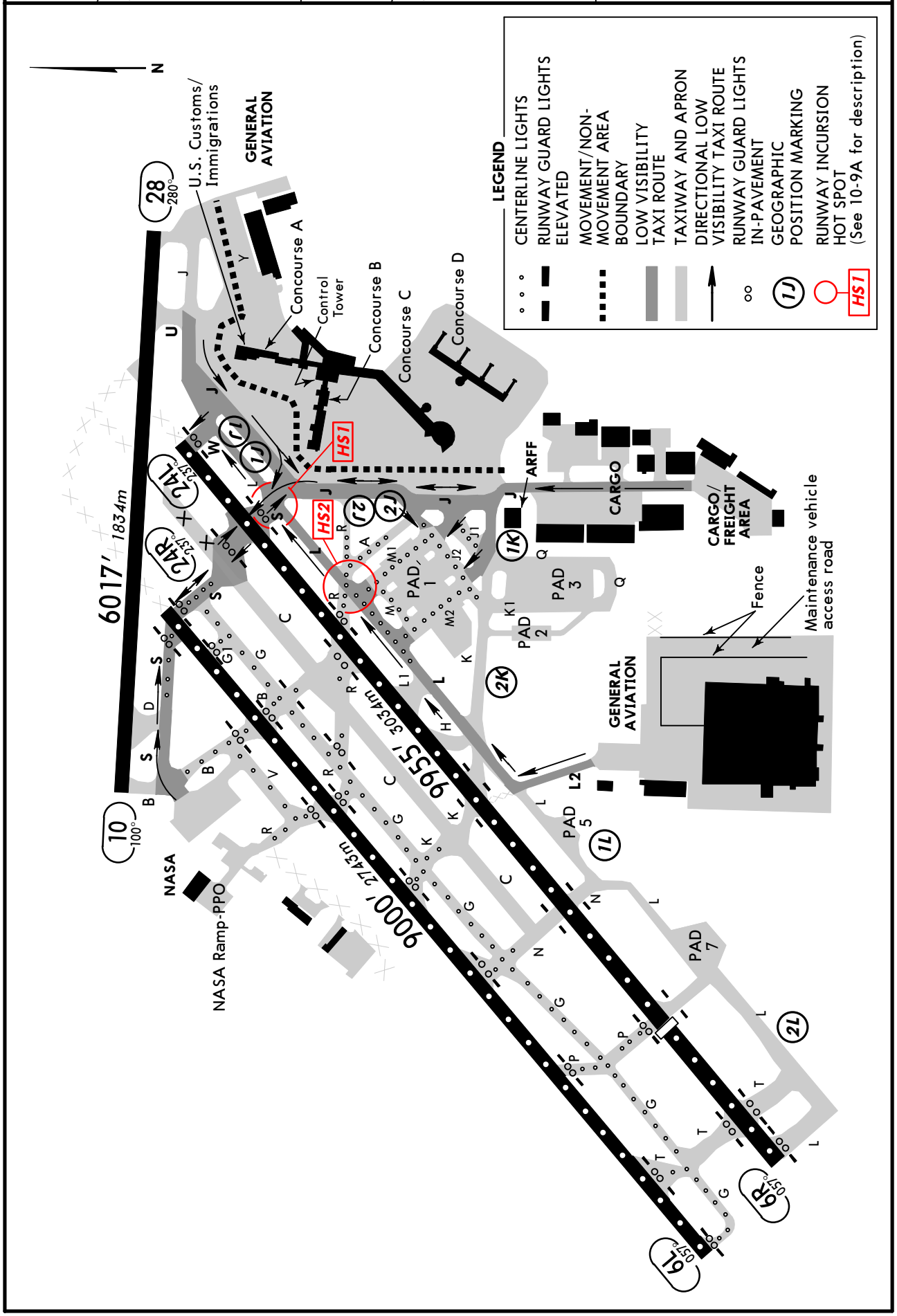
CLEVELAND, OHIO
LOW VISIBILITY TAXI ROUTES

LESS THAN RVR 1200 to 600

RWY 24L & 24R DEPARTURES

D-ATIS Departure	ACARS: D-ATIS TWIP PDC	CLEVELAND Clearance (Cpt)	Metering
VOT 110.4 132.37		125.05	127.27

Ground	Tower	CLEVELAND Departure (R)
Rwys 6R/24L, 10/28 121.7 Rwys 6L/24R 133.6	Rwys 6R/24L, 10/28 120.9 Rwys 6L/24R 124.5	237°-056° 128.25 057°-236° 118.15



CHANGES: Hot Spots and Pad 3 added, Taxiway R1 closed.

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D-ATIS Arrival	CLEVELAND Approach (R)	CLEVELAND Tower	Ground
127.85	Rwys 6L/24R, 10 126.55 Rwys 6R/24L, 28 124.0	Rwys 6L/24R 124.5 Rwys 6R/24L, 10/28 120.9	Rwys 6L/24R 133.6 Rwys 6R/24L, 10/28 121.7

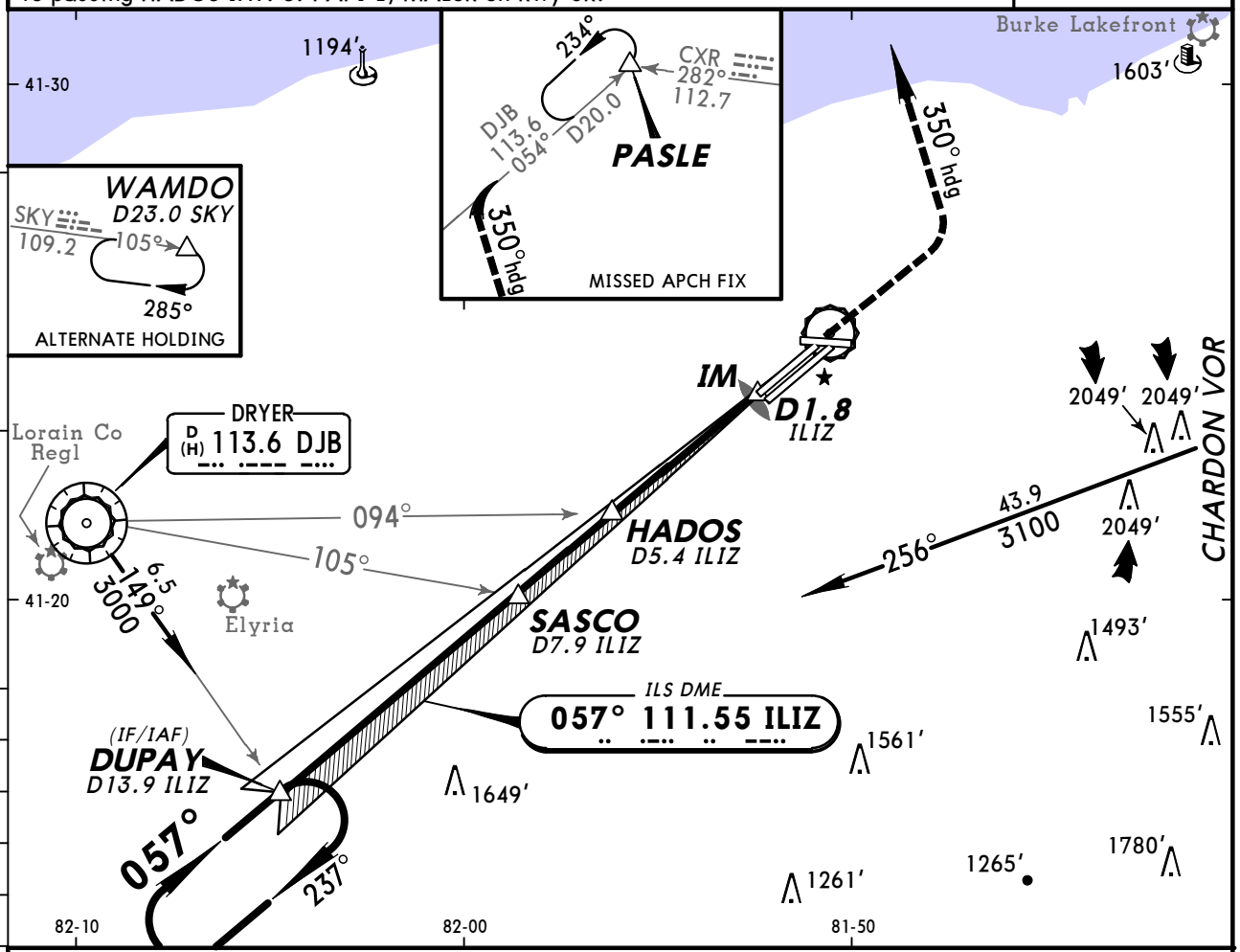
LOC ILIZ	Final Apch Crs	GS SASCO	ILS DA(H)	Apt Elev 791′
111.55	057°	2800′ (2027′)	973′ (200′)	TDZE 6L 773′

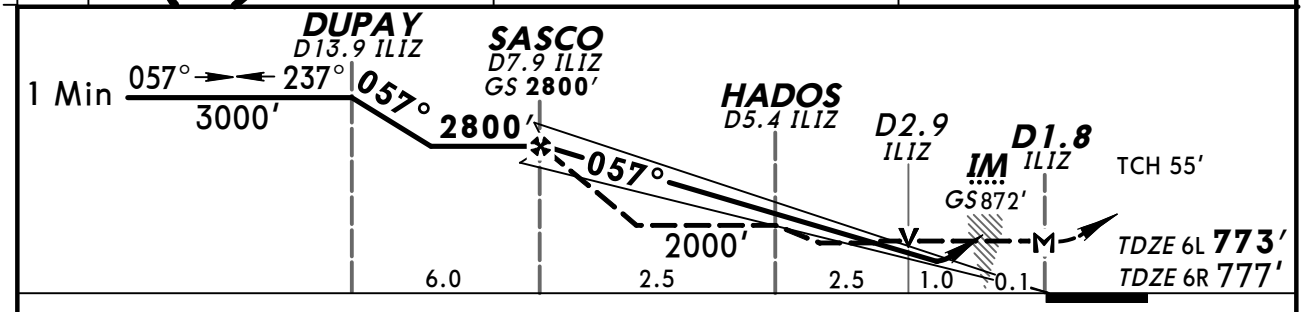
MISSED APCH: Climb to 1800′ then climbing LEFT turn to 3000′ via 350° heading and outbound on DJB VOR R-054 to PASLE INT and hold.

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

1. VGSI and ILS glidepath not coincident. 2. Sidestep maneuver not authorized prior to passing HADOS INT. 3. PAPI-L, MALSR on Rwy 6R.

3100′
MSA DJB VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861
MAP at D1.8 ILIZ or SASCO to MAP 6.1	5:14	4:04	3:40	3:03	2:37	2:17

ALSF-II
PAPI

1800′ ↑ | 3000′ LT via 350° hdg and DJB 113.6 R-054

STRAIGHT-IN LANDING RWY 6L						SIDESTEP LANDING RWY 6R	CIRCLE-TO-LAND	
ILS DA(H) 973′ (200′)				LOC (GS out) MDA(H) 1140′ (367′)		MDA(H) 1180′ (403′)	Max Kts	MDA(H)
	FULL	TDZ or CL out	ALS out		ALS out			
A	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 50 or 1	RVR 60 or 1 1/4	90	1300′ (509′) - 1
B							120	
C						1 1/2	140	1320′ (529′) - 1 1/2
D				RVR 40 or 3/4	RVR 60 or 1 1/4	2	165	1380′ (589′) - 2

TERPS AMEND 2B 26 AUG 2010

CHANGES: Notes, MSA, minimums.

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KCLE/CLE -HOPKINS INTL

JEPPESEN

20 AUG 10 (11-1A)

CLEVELAND, OHIO ILS Rwy 6L CAT II & III

D-ATIS Arrival	CLEVELAND Approach (R)	CLEVELAND Tower	Ground
127.85	Rwys 6L/24R, 10 126.55 Rwys 6R/24L, 28 124.0	Rwys 6L/24R 124.5 Rwys 6R/24L, 10/28 120.9	Rwys 6L/24R 133.6 Rwys 6R/24L, 10/28 121.7

LOC	Final Apch Crs	GS	CAT IIIC	CAT IIIB	CAT IIIA	CAT II ILS	Apt Elev
ILIZ 111.55	057°	SASCO 2800′ (2027′)	NA	Refer to Minimums		RA 111′ DA(H)873′(100′)	791′ TDZE 773′

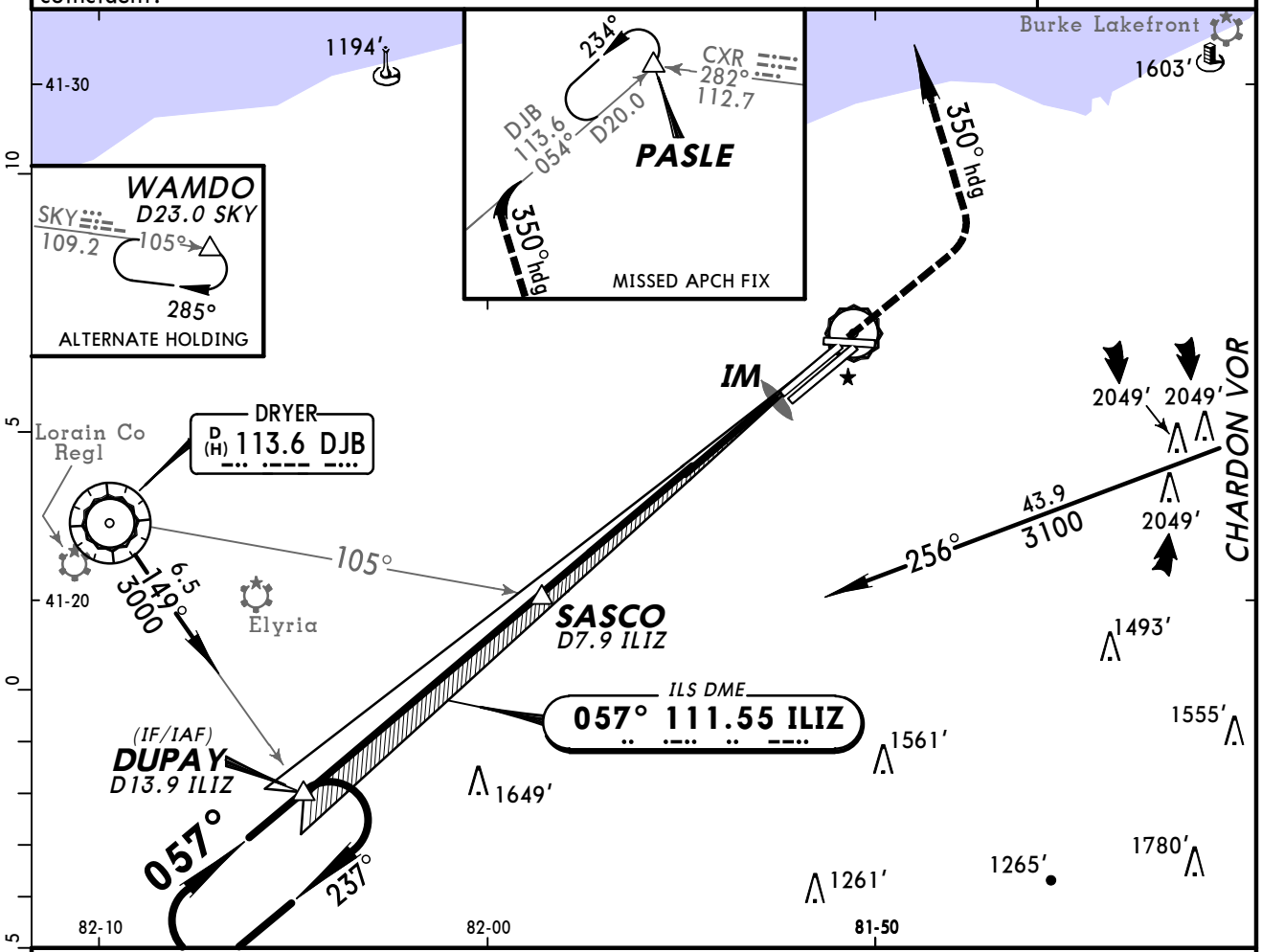
MISSED APCH: Climb to 1800′ then climbing LEFT turn to 3000′ via 350° heading and outbound on DJB VOR R-054 to PASLE INT and hold.

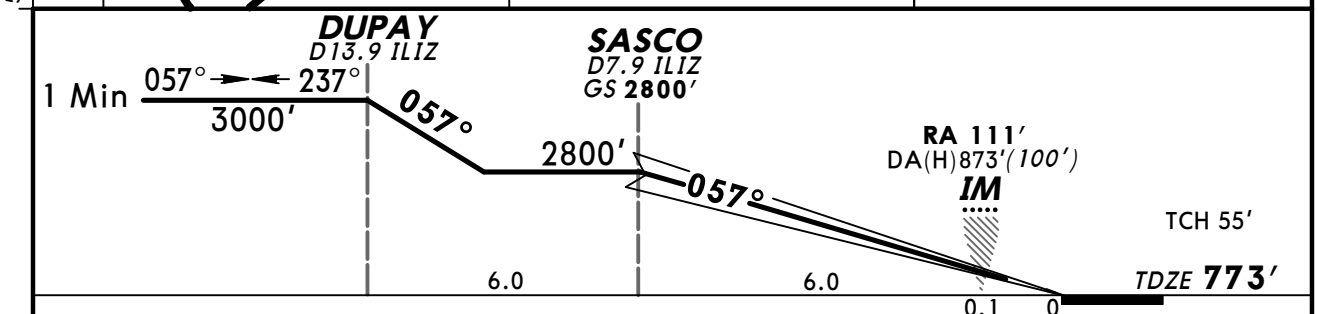
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Special Aircrew & Acft Certification Required. 2. VGSI and ILS glidepath not coincident.

3100′ MSA DJB VOR

BRIEFING STRIP ™





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

ALSF-II PAPI 1800′ 3000′ LT via 350° hdg and DJB 113.6 R-054

STRAIGHT-IN LANDING RWY6L

CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 111′ DA(H) 873′ (100′)
NA	RVR 6	RVR 7	RVR 12

TERPS AMEND 2B 26 AUG 2010

CHANGES: MSA.

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ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

ILS PRM RWY 6L

Special pilot training required. Pilots who are unable to participate will be afforded appropriate arrival services as operational conditions permit and must notify the controlling ARTCC as soon as practical, but at least 100 miles from destination.

Condensed Briefing Point:

- When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM and LDA/PRM approaches are in progress, pilots should brief to fly the ILS/PRM approach. If later advised to expect an ILS approach, the ILS/PRM chart may be used after completing the following briefing items:
   (a) **Minimums and missed approach procedures are unchanged.**
   (b) **Monitor frequency no longer required.**
   (c) **A lower glideslope intercept altitude may be assigned when advised to expect ILS 6L approach.**

Simultaneous parallel approaches will only be offered/conducted when the weather is at least 1200 feet (ceiling) and 3 miles (visibility).

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller's transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. All "Breakouts" are to be hand flown to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

   (a) ATC Directed "Breakouts". ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1,000 feet required obstruction clearance. The applicable MVA is 2700 feet at Cleveland-Hopkins International Airport.

   (b) **Phraseology - "TRAFFIC ALERT":** If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)", the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

   "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees). CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **LDA Traffic.** While conducting the ILS/PRM approach to Runway 6L, other aircraft may be conducting the Offset LDA/PRM approach to Runway 6R. These aircraft will approach from the right-rear and will re-align with 6R after making visual contact with the ILS traffic.

CHANGES: None.

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KCLE/CLE -HOPKINS INTL

JEPPESEN

9 DEC 11 (11-2A)

(SIMULTANEOUS CLOSE PARALLEL)

CLEVELAND, OHIO ILS PRM Rwy 6L

BRIEFING STRIP™

D-ATIS Arrival	CLEVELAND Approach (R)	CLEVELAND Tower	Ground
127.85	Rwys 6L/24R, 10 126.55 Rwys 6R/24L, 28 124.0	Rwys 6L/24R 124.5 Rwys 6R/24L, 10/28 120.9 **Monitor Frequency** 118.97	Rwys 6L/24R 133.6 Rwys 6R/24L, 10/28 121.7

LOC ILIZ	*Final Apch Crs*	*GS* **BASHR**	*ILS DA(H)*	*Apt Elev* 799′
111.55	**057°**	**4000′** *(3227′)*	**973′** *(200′)*	*TDZE* **773′**

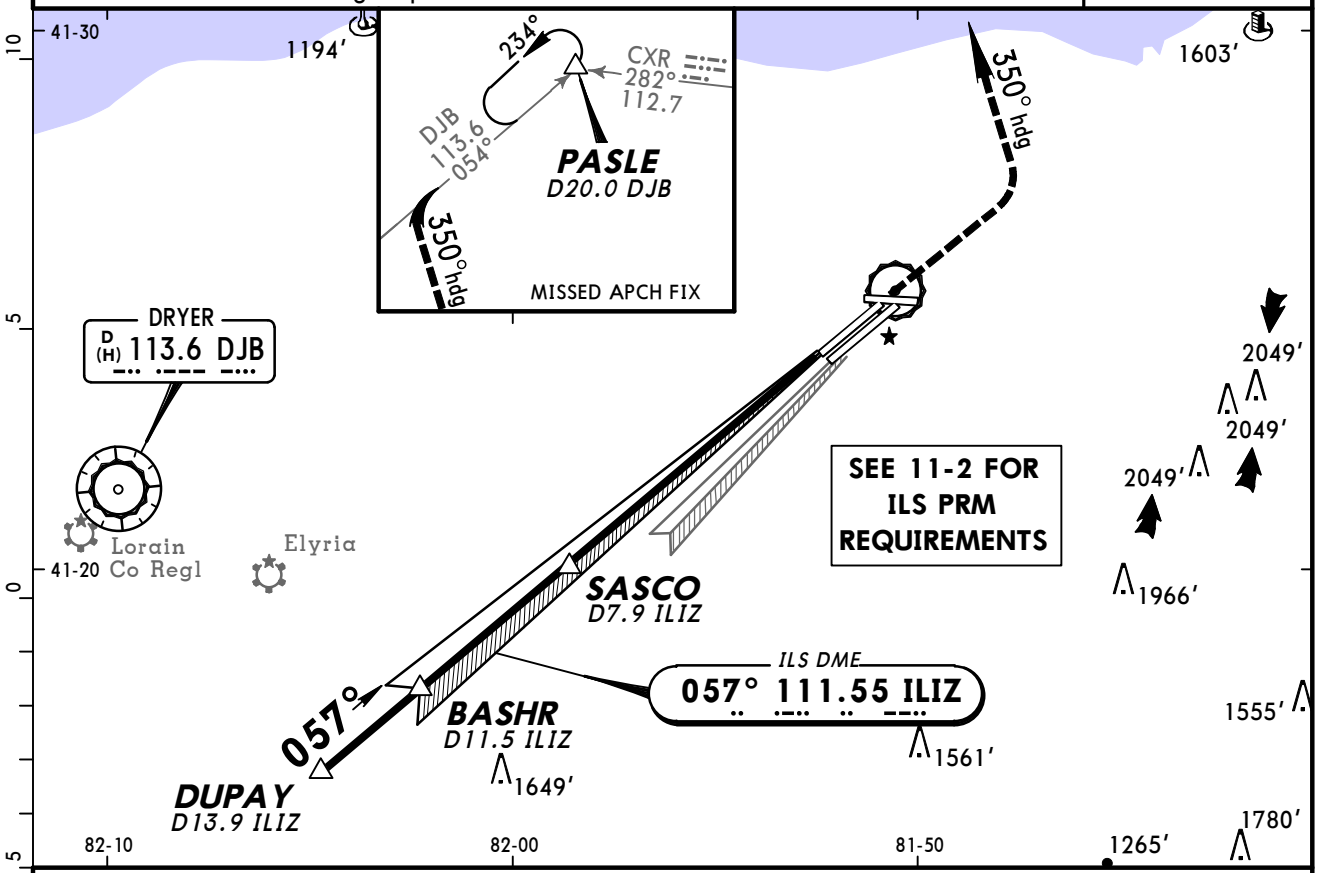
MISSED APCH: Climb to 1800′ then climbing LEFT turn to 3000′ via 350° heading and outbound on DJB VOR R-054 to PASLE INT/D20.0 DJB and hold.

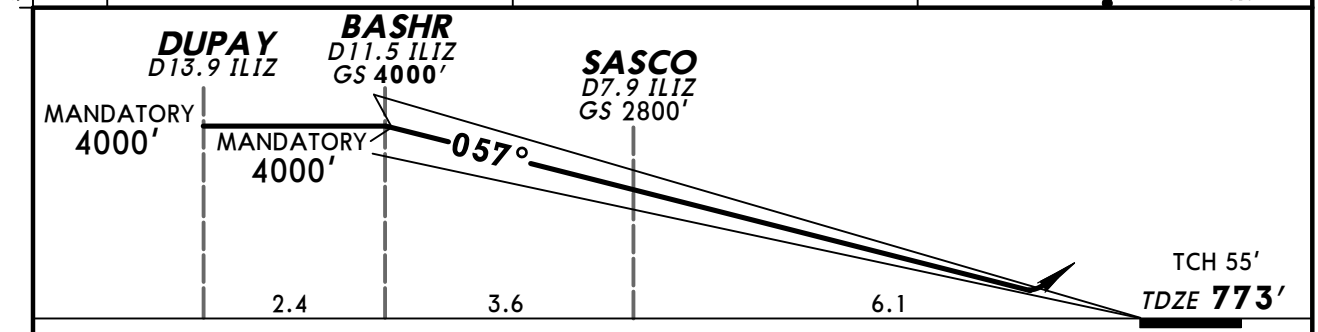
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. RADAR required. 2. Dual VHF communications required. 3. Simultaneous close parallel approach authorized with LDA PRM Rwy 6R. 4. See 11-2 for "Attention All Users of ILS Precision Runway Monitor (PRM)". 5. Runway 6L and 6R separated by 1241′ centerline to centerline. 6. Procedure not authorized when glideslope not available. 7. VGSI and ILS glidepath not coincident.

3100′

MSA DJB VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

PAPI ALSF-II **1800′** **3000′** LT via **350°** hdg and DJB **113.6** **R-054**

STRAIGHT-IN LANDING RWY **6L**

ILS

DA(H) **973′** *(200′)*

	FULL	TDZ or CL out	ALS out
A	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4
B			
C			
D			

TERPS AMEND 0D 10 FEB 2011

CHANGES: Airport elevation, ground frequency.

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D-ATIS Arrival	CLEVELAND Approach (R)	CLEVELAND Tower	Ground
127.85	Rwys 6R/24L, 28 124.0 Rwys 6L/24R, 10 126.55	Rwys 6R/24L, 10/28 120.9 Rwys 6L/24R 124.5	Rwys 6R/24L, 10/28 121.7 Rwys 6L/24R 133.6

LOC	Final Apch Crs	GS	ILS DA(H)	Apt Elev 799'
ICLE 111.9	057°	IYUTA 2800' (2033')	967' (200')	Rwy 6R 767'

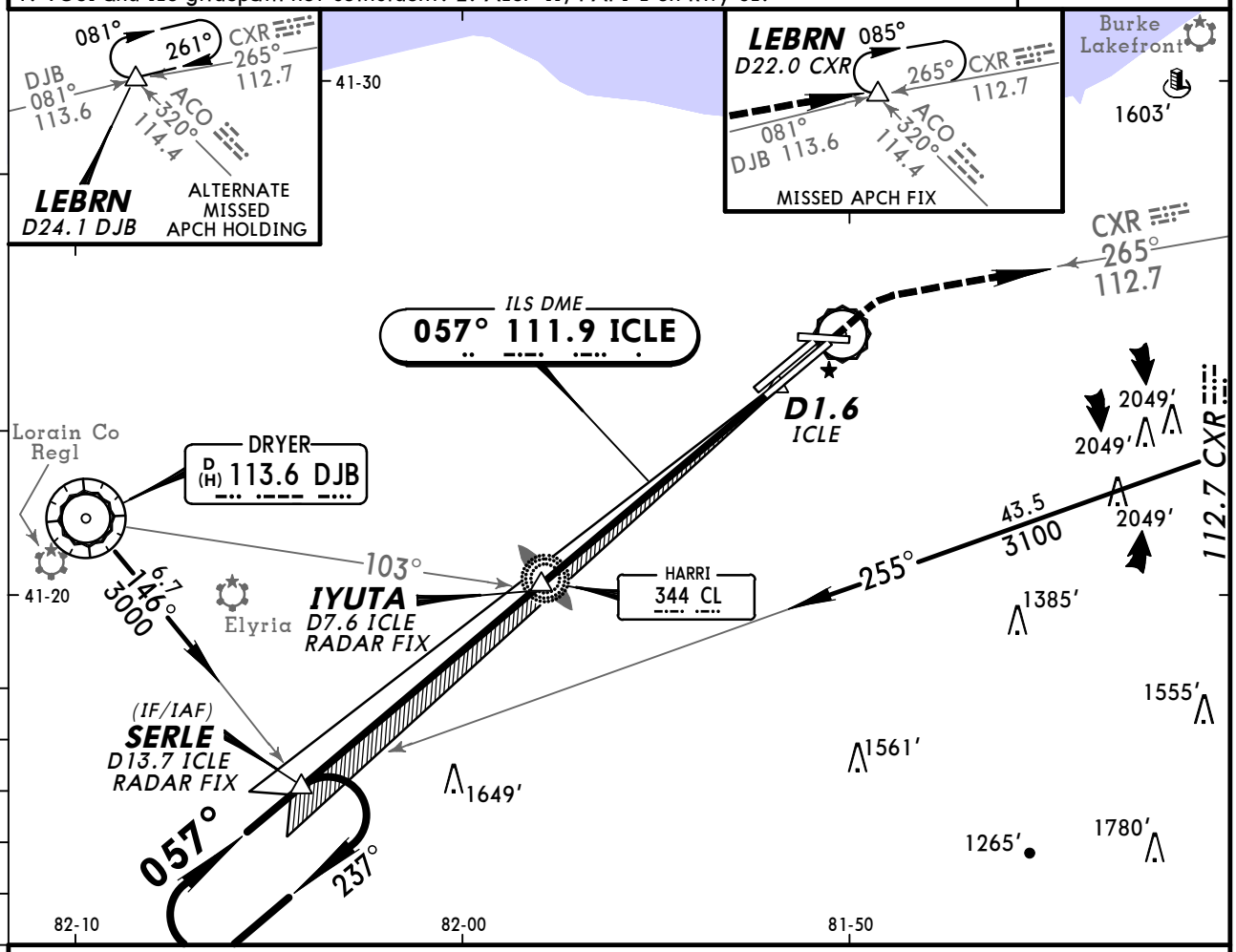
MISSED APCH: Climb to 1600' then climbing RIGHT turn to 3100' inbound on CXR VOR R-265 to LEBRN INT/D22.0 CXR and hold, or as directed by ATC.

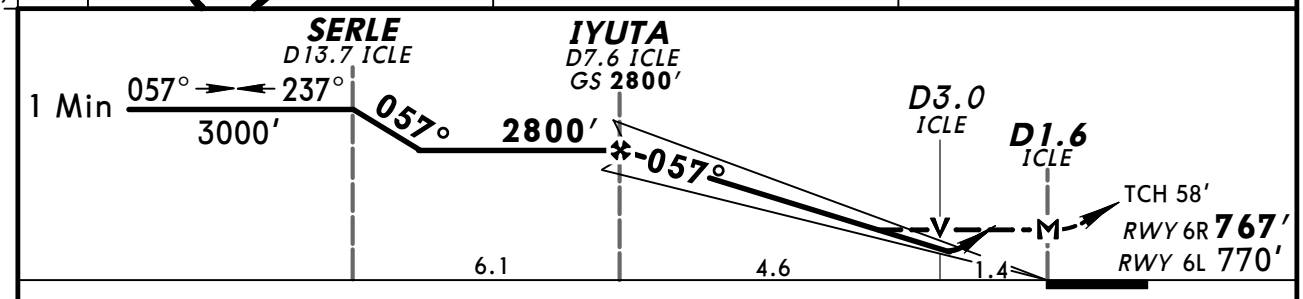
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. VGSI and ILS glidepath not coincident. 2. ALSF-II, PAPI-L on Rwy 6L.

3100'
MSA DJB VOR

BRIEFING STRIP ™





Gnd speed-Kts	70	90	100	120	140	160
GS 3.10°	384	494	548	658	768	878
MAP at D1.6 ICLE or IYUTA to MAP 6.0	5:09	4:00	3:36	3:00	2:34	2:15

MALSR PAPI | 1600' | 3100' RT | CXR on 112.7 R-265 | LEBRN

STRAIGHT-IN LANDING RWY 6R ILS DA(H) 967' (200')				LOC (GS out) MDA(H) 1260' (493')			SIDESTEP LANDING RWY 6L MDA(H) 1260' (490')		CIRCLE-TO-LAND Not Authorized to Rwy 10 at Night when VGSI inop	
FULL	TDZ or CL out	RAIL out	ALS out		RAIL out	ALS out		ALS out	Max Kts	MDA(H)
A				RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1	RVR 60 or 1 1/4		90	1300' (501') -1
B	RVR 18 or 3/8	[1] RVR 24 or 1/2	RVR 26 or 1/2	RVR 40 or 3/4					120	
C				RVR 50 or 1	RVR 60 or 1 1/8	1 3/8	1 3/4		140	1320' (521') -1 1/2
D							2 1/4		165	1360' (561') -2

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

TERPS AMEND 21 5 MAY 2011

CHANGES: Procedure.

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D-ATIS Arrival	CLEVELAND Approach (R)	CLEVELAND Tower	Ground
127.85	Rwys 6R/24L, 28 124.0 Rwys 6L/24R, 10 126.55	Rwys 6R/24L, 10/28 120.9 Rwys 6L/24R 124.5	Rwys 6R/24L, 10/28 121.7 Rwys 6L/24R 133.6

LOC	Final Apch Crs	GS	CAT II ILS	Apt Elev 799′
ICLE 111.9	057°	IYUTA 2800′ (2033′)	RA 100′ DA(H) 867′(100′)	Rwy 6R 767′

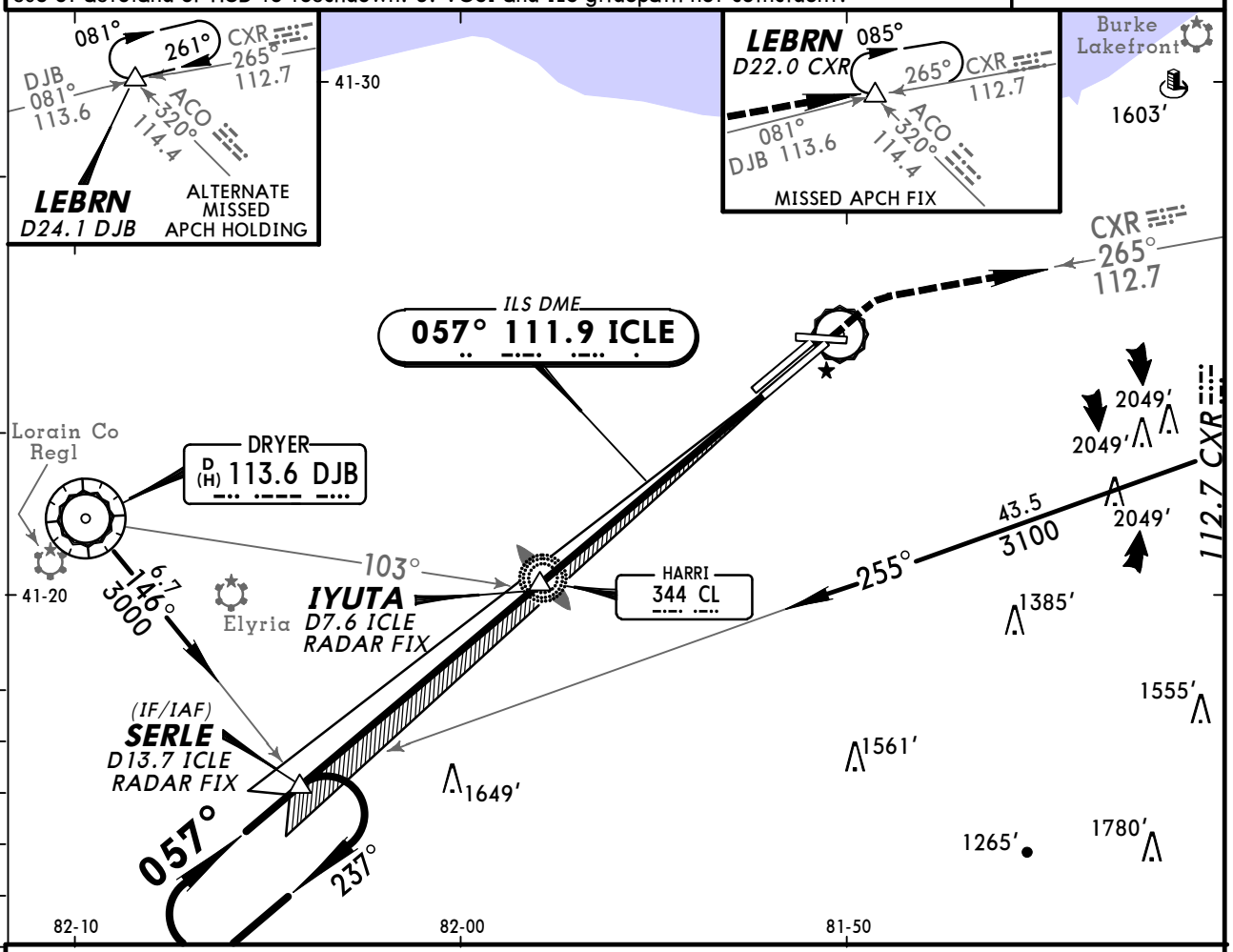
MISSED APCH: Climb to 1600′ then climbing RIGHT turn to 3100′ inbound on CXR VOR R-265 to LEBRN INT/D22.0 CXR and hold, or as directed by ATC.

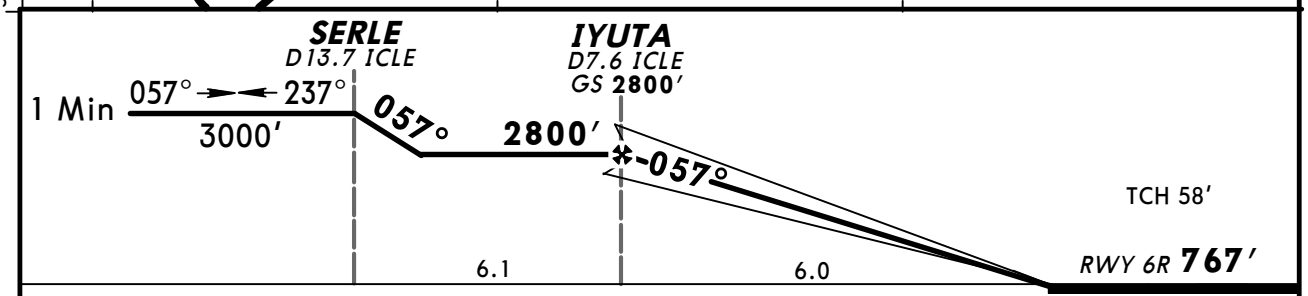
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Special Aircrew & Acft Certification Required.

2. Reduced lighting: requires specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown. 3. VGSI and ILS glidepath not coincident.

3100′
MSA DJB VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.10°	384	494	548	658	768	878

MALSR PAPI | 1600′ | 3100′ RT | on CXR 112.7 R-265 | LEBRN

STRAIGHT-IN LANDING RWY 6R
CAT II ILS
RA 100′
DA(H) 867′(100′)

A	RVR 12
B	
C	
D	

TERPS AMEND 21 5 MAY 2011

CHANGES: New procedure.

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KCLE/CLE
-HOPKINS INTL

JEPPESEN

29 APR 11
Eff 5 May
11-4

CAT A, B & C

CLEVELAND, OHIO
LDA DME Rwy 6R

D-ATIS Arrival	CLEVELAND Approach (R)	CLEVELAND Tower	Ground
127.85	Rwys 6R/24L, 28 124.0 Rwys 6L/24R, 10 126.55	Rwys 6R/24L, 10/28 120.9 Rwys 6L/24R 124.5	Rwys 6R/24L, 10/28 121.7 Rwys 6L/24R 133.6

BRIEFING STRIP ™

LDA IEYU	Final Apch Crs	GS DIJOE	LDA DA(H)	Apt Elev 799′
111.35	054°	2800′ (2023′)	1691′ (914′)	TDZE 777′

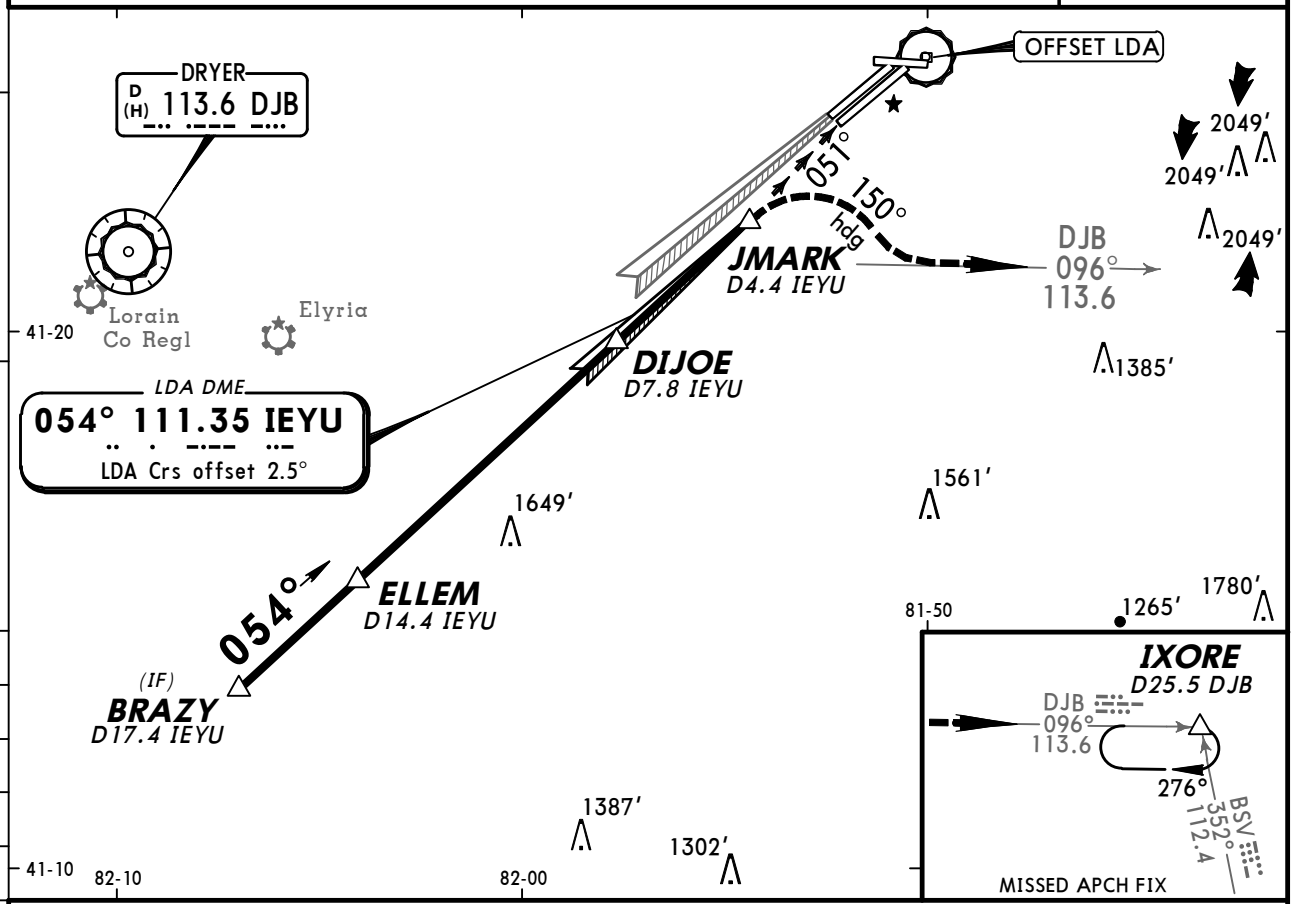
MISSED APCH: Climbing RIGHT turn to 3100′ via heading 150° and outbound on DJB VOR R-096 to IXORE INT/D25.5 DJB and hold.

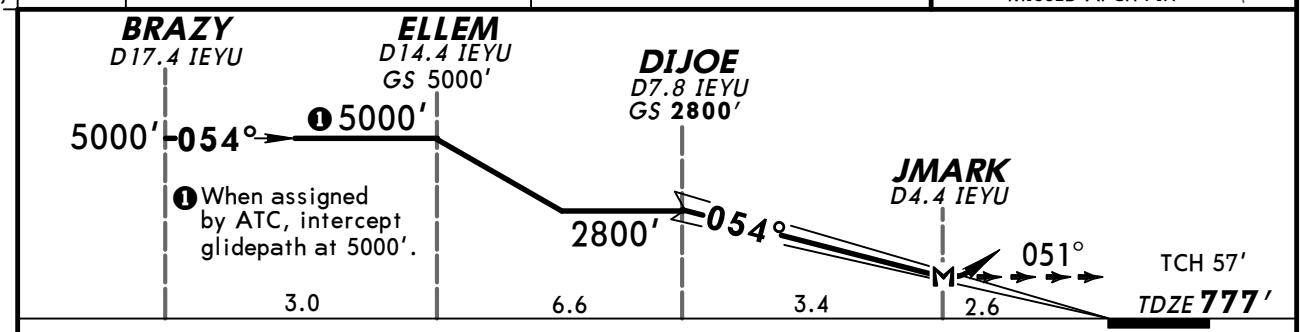
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Radar required. 2. LDA/GLIDESLOPE. 3. Procedure not authorized when glideslope not available. 4. VGSI and LDA glidepath not coincident. 5. Visibility reduction by helicopters not authorized. 6. Localizer course 1168′ right of runway centerline extended 3000′ from threshold. 7. Runway 6L and 6R separated by 1241′ centerline to centerline.

3100′

MSA DJB VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at JMARK							

MALSR
PAPI

3100′ RT via 150° hdg and DJB 113.6 R-096

IXORE

STRAIGHT-IN LANDING RWY **6R**
LDA DME
DA(H) **1691′** (914′)

FULL	TDZ or CL out	RAIL or ALS out
A	3	
B		
C		
D	NA	

TERPS AMEND 1A 26 AUG 2010

CHANGES: Printing sequence, airport elevation.

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ATTENTION ALL USERS OF LDA PRECISION RUNWAY MONITOR (PRM)
LDA PRM RWY 6R

Special pilot training required. Pilots who are unable to participate will be afforded appropriate arrival services as operational conditions permit and must notify the controlling ARTCC as soon as practical, but at least 100 miles from destination.

Condensed Briefing Points:

- When instructed, immediately switch to tower frequency and select the monitor frequency audio.
- Report the ILS traffic in sight as soon as practical and prior to JMARK. DO NOT PASS.
- Remain on the LDA until passing the LDA MAP so as not to penetrate the NTZ.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM and LDA/PRM approaches are in progress, pilots should brief to fly the LDA/PRM approach. If later advised to expect an LDA DME approach, the LDA/PRM chart may be used after completing the following briefing items:
   (a) **Minimums and missed approach procedures are unchanged.**
   (b) **Monitor frequency no longer required.**
   (c) **Lower LDA intercept altitudes may be assigned when advised to expect LDA/DME 6R approach.**

Simultaneous parallel approaches will only be offered/conducted when the weather is at least 1200 feet (ceiling) and 3 miles (visibility).

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller's transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked. If executing a missed approach at JMARK, begin the turn as soon as practical.

3. **All "Breakouts" are to be hand flown** to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.
   (a) ATC Directed "Breakouts:" ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1,000 feet required obstruction clearance. The applicable MVA is 2700 feet at Cleveland-Hopkins International Airport.
   (b) Phraseology - "TRAFFIC ALERT": If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)", the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

   "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees). CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **CLE LDA Visual Segment.** If advised that there is traffic on the 6L ILS, pilots may continue past the LDA MAP if:
   a) the ILS traffic is in sight and is expected to remain in sight,
   b) ATC has been advised that "traffic is in sight." (ATC is not required to acknowledge this transmission).
   c) the runway environment is in sight.

   Otherwise, execute a missed approach at the LDA MAP. Between the LDA MAP and the runway threshold, pilots are responsible for separating themselves visually from traffic on the ILS approach, which means maneuvering the aircraft as necessary to avoid the ILS traffic until landing (do not pass), and providing wake turbulence avoidance, if applicable. If visual contact with the ILS traffic is lost, advise ATC as soon as practical and execute the published missed approach unless otherwise instructed by ATC.

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KCLE/CLE
-HOPKINS INTL

JEPPESEN

4 FEB 11 (11-5A) CAT A, B & C

(SIMULTANEOUS CLOSE PARALLEL)

CLEVELAND, OHIO
LDA PRM Rwy 6R

BRIEFING STRIP™

D-ATIS Arrival	CLEVELAND Approach (R)	CLEVELAND Tower	Ground
127.85	Rwys 6R/24L, 28 124.0 Rwys 6L/24R, 10 126.55	Rwys 6R/24L, 10/28 120.9 Rwys 6L/24R 124.5 Monitor Frequency 135.87	All Rwys 121.7

LDA	Final Apch Crs	GS	LDA DA(H)	Apt Elev 800′
IEYU 111.35	054°	DIJOE 2800′ (2023′)	1691′ (914′)	TDZE 777′

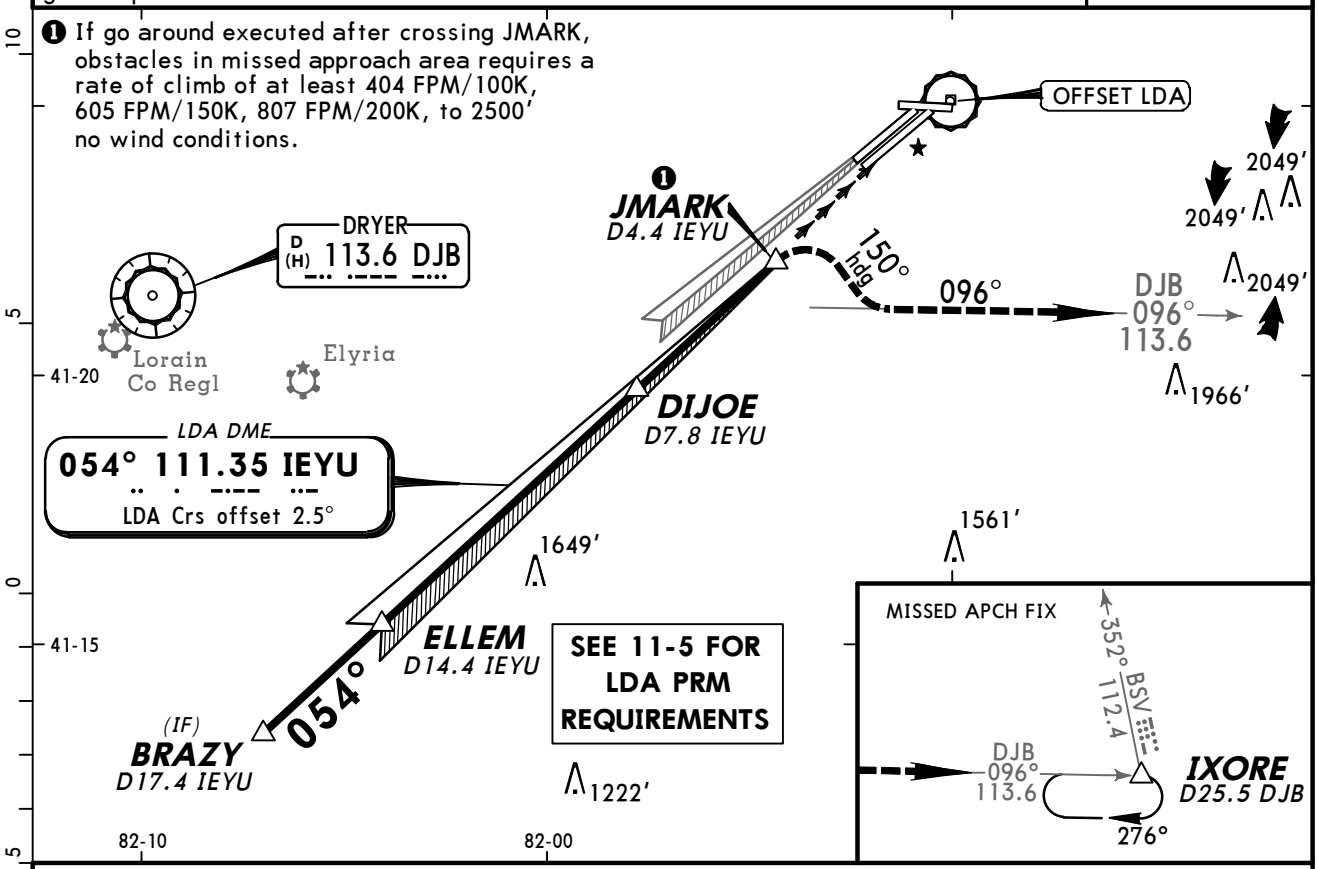
MISSED APCH: Climbing RIGHT turn to 3100′ via heading 150° and outbound on DJB VOR R-096 to IXORE/D25.5 DJB and hold.

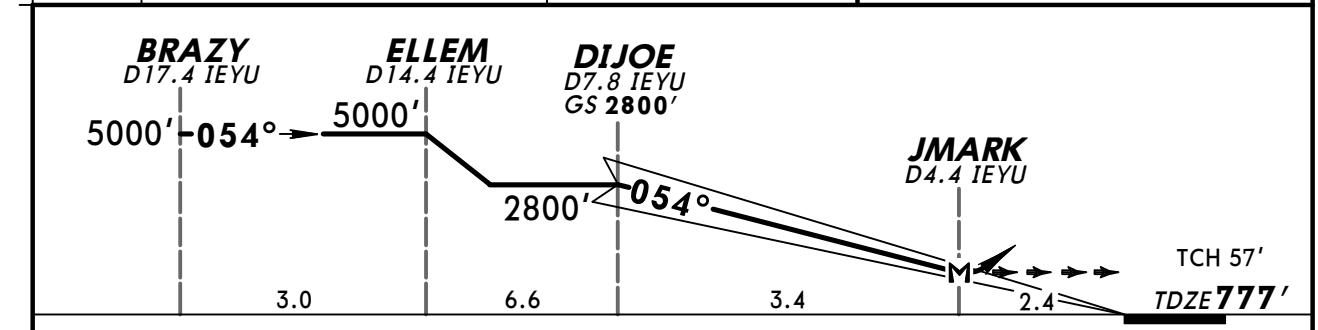
3100′

MSA DJB VOR

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

1. Radar and DME required. 2. Dual VHF communications required.
3. Simultaneous close parallel approach authorized with ILS PRM Rwy 6L.
4. See 11-5 for additional requirements. 5. Runway 6R and 6L separated by 1241′ centerline to centerline. 6. LDA/GLIDESLOPE. 7. Procedure not authorized when glideslope not available.





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

MALSR PAPI

3100′ RT via 150° hdg and DJB 113.6 R-096 IXORE

STRAIGHT-IN LANDING RWY **6R**
LDA
DA(H) **1691′** (914′)

TDZ or CL out	RAIL or ALS out
3	
NA	

TERPS AMEND 1C 10 FEB 2011

CHANGES: Airport elevation, ground communications.

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D-ATIS Arrival	CLEVELAND Approach (R)	CLEVELAND Tower	Ground
127.85	Rwys 6R/24L, 28 124.0 Rwys 6L/24R, 10 126.55	Rwys 6R/24L, 10/28 120.9 Rwys 6L/24R 124.5	Rwys 6R/24L, 10/28 121.7 Rwys 6L/24R 133.6

LOC IHPI	Final Apch Crs	GS SCOTZ	ILS DA(H)	Apt Elev 799′
109.9	237°	3000′ (2214′)	986′ (200′)	Rwy 24L 786′

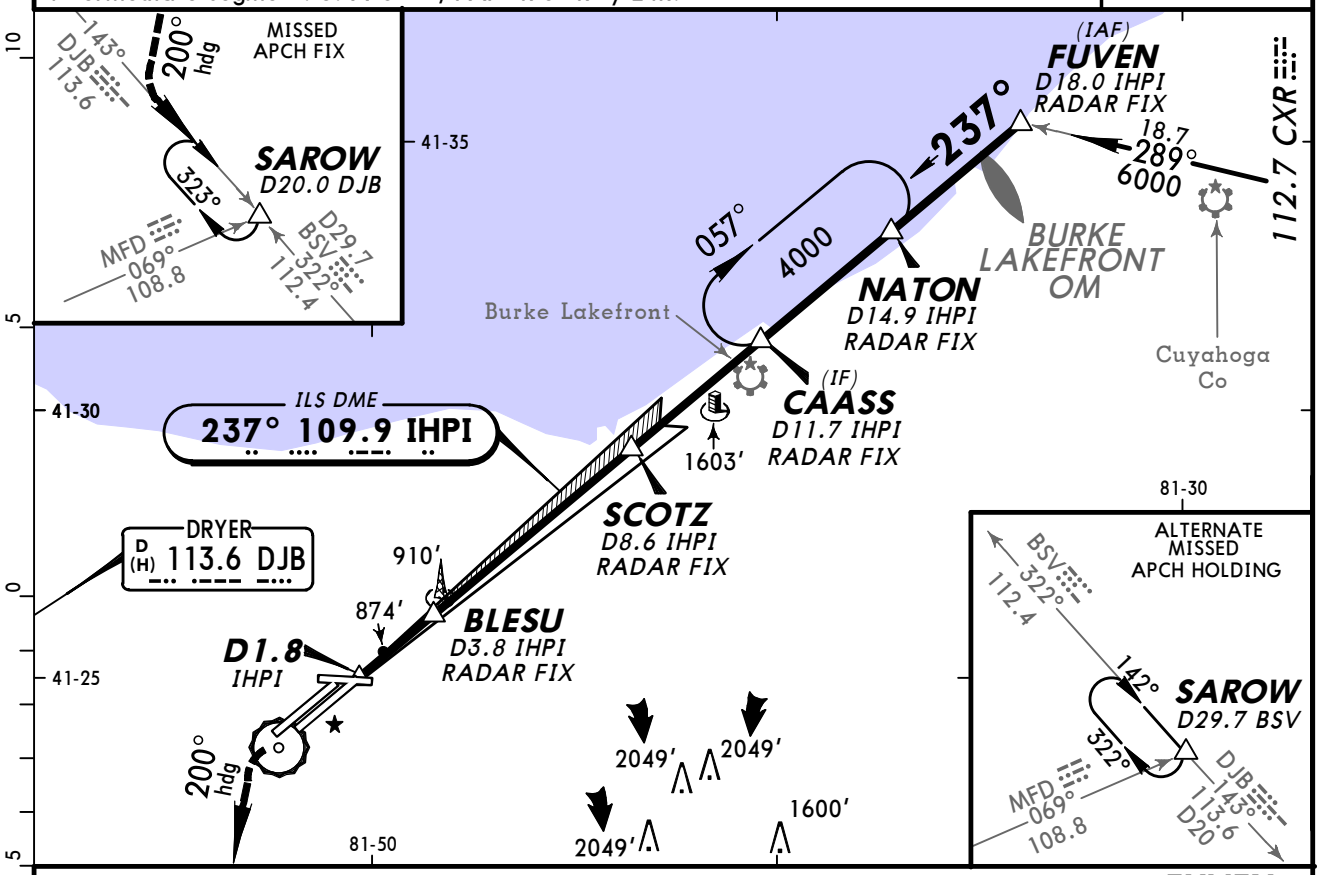
MISSED APCH: Climb to 1300′, then climbing LEFT turn to 3000′ on heading 200° and on DJB VOR R-143 to SAROW INT/D20.0 DJB and hold, or as directed by ATC.

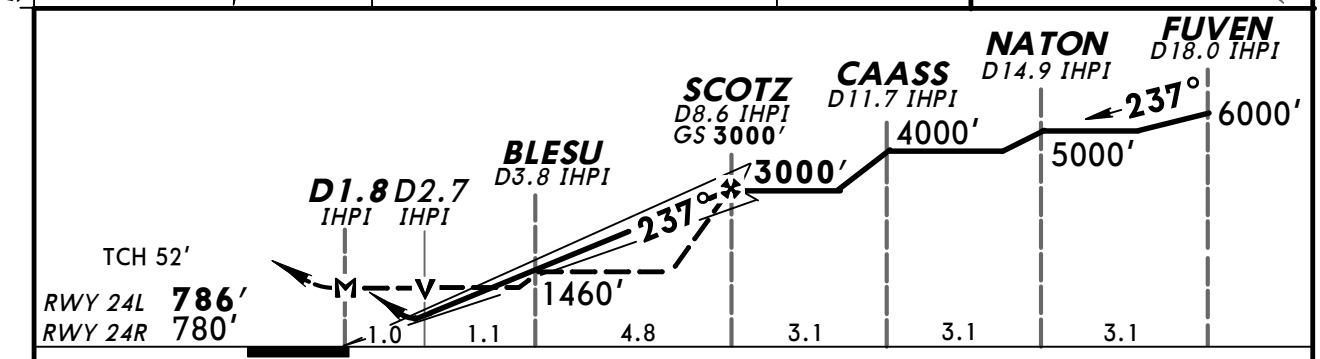
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME or Radar required. 2. CAUTION: Burke Lakefront OM may be received in intermediate segment. 3. ALSF-II, PAPI-R on Rwy 24R.

3100′
MSA DJB VOR

BRIEFING STRIP ™





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at D1.8 IHPI or SCOTZ to MAP 6.8	5:50	4:32	4:05	3:24	2:55	2:33

MALSR
PAPI
1300′
3000′ LT on 200° hdg and DJB 113.6 R-143

	STRAIGHT-IN LANDING RWY 24L ILS DA(H) 986′(200′) FULL	TDZ or CL out	RAIL out	ALS out	LOC (GS out) MDA(H) 1140′(354′)	RAIL out	ALS out	SIDESTEP LANDING RWY 24R 2 MDA(H) 1140′(360′)	ALS out	3 CIRCLE-TO-LAND Max Kts	MDA(H)
A	RVR 18 or 3/8	1 RVR 24 or 1/2	RVR 26 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1	RVR 50 or 1		90	1300′(501′)-1
B										120	
C					RVR 30 or 5/8	RVR 40 or 3/4	RVR 55 or 1	1 1/2		140	1320′(521′)-1 1/2
D								2		165	1360′(561′)-2

1 RVR 18 with Flight Director or Autopilot or HUD to DA(H).
2 Sidestep maneuver not authorized prior to BLESU.
3 Circling Rwy 10 not authorized at night when VGSI inop.

TERPS AMEND 22 5 MAY 2011

CHANGES: Procedure.

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D-ATIS Arrival	CLEVELAND Approach (R)	CLEVELAND Tower	Ground
127.85	Rwys 6R/24L, 28 124.0 Rwys 6L/24R, 10 126.55	Rwys 6R/24L, 10/28 120.9 Rwys 6L/24R 124.5	Rwys 6R/24L, 10/28 121.7 Rwys 6L/24R 133.6

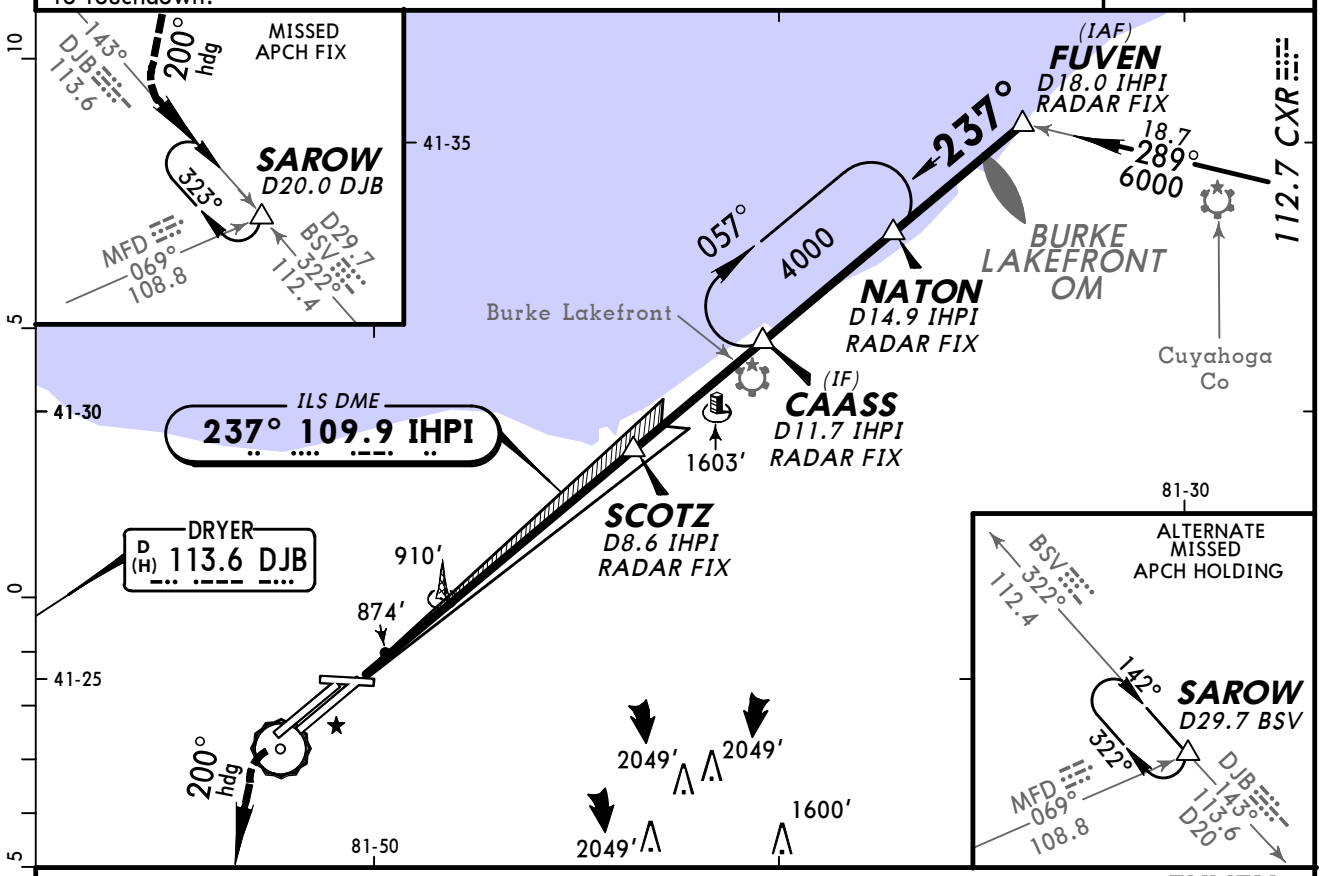
LOC	Final Apch Crs	GS	CAT II ILS	Apt Elev 799′
IHPI **109.9**	**237°**	**SCOTZ** **3000′** (2214′)	**RA 100′** DA(H)886′ (100′)	Rwy 24L **786′**

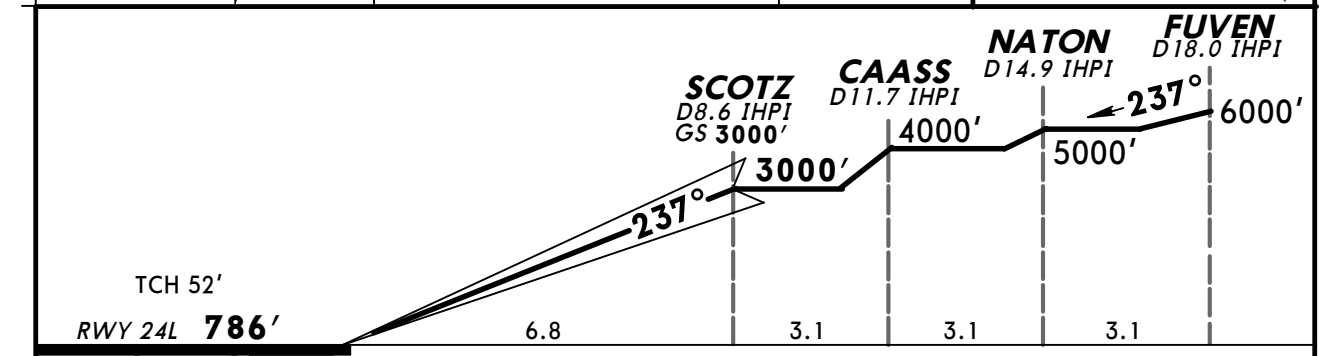
MISSED APCH: Climb to 1300′, then climbing LEFT turn to 3000′ on heading 200° and on DJB VOR R-143 to SAROW INT/D20.0 DJB and hold, or as directed by ATC.

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

1. Special Aircrew & Aircraft Certification Required. 2. DME or Radar required.
3. CAUTION: Burke Lakefront OM may be received in intermediate segment. 4. Reduced lighting: requires specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

3100′
MSA DJB VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849

MALSR
PAPI

1300′

3000′ LT on 200° hdg and DJB 113.6 R-143

STRAIGHT-IN LANDING RWY **24L**
CAT II ILS
RA 100′
DA(H) **886′** (100′)

A	RVR 12
B	
C	
D	

TERPS AMEND 22 5 MAY 2011

CHANGES: New procedure.

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D-ATIS Arrival	CLEVELAND Approach (R)	CLEVELAND Tower	Ground
127.85	Rwys 6R/24L, 28 124.0 Rwys 6L/24R, 10 126.55	Rwys 6R/24L, 10/28 120.9 Rwys 6L/24R 124.5	Rwys 6R/24L, 10/28 121.7 Rwys 6L/24R 133.6

BRIEFING STRIP ™

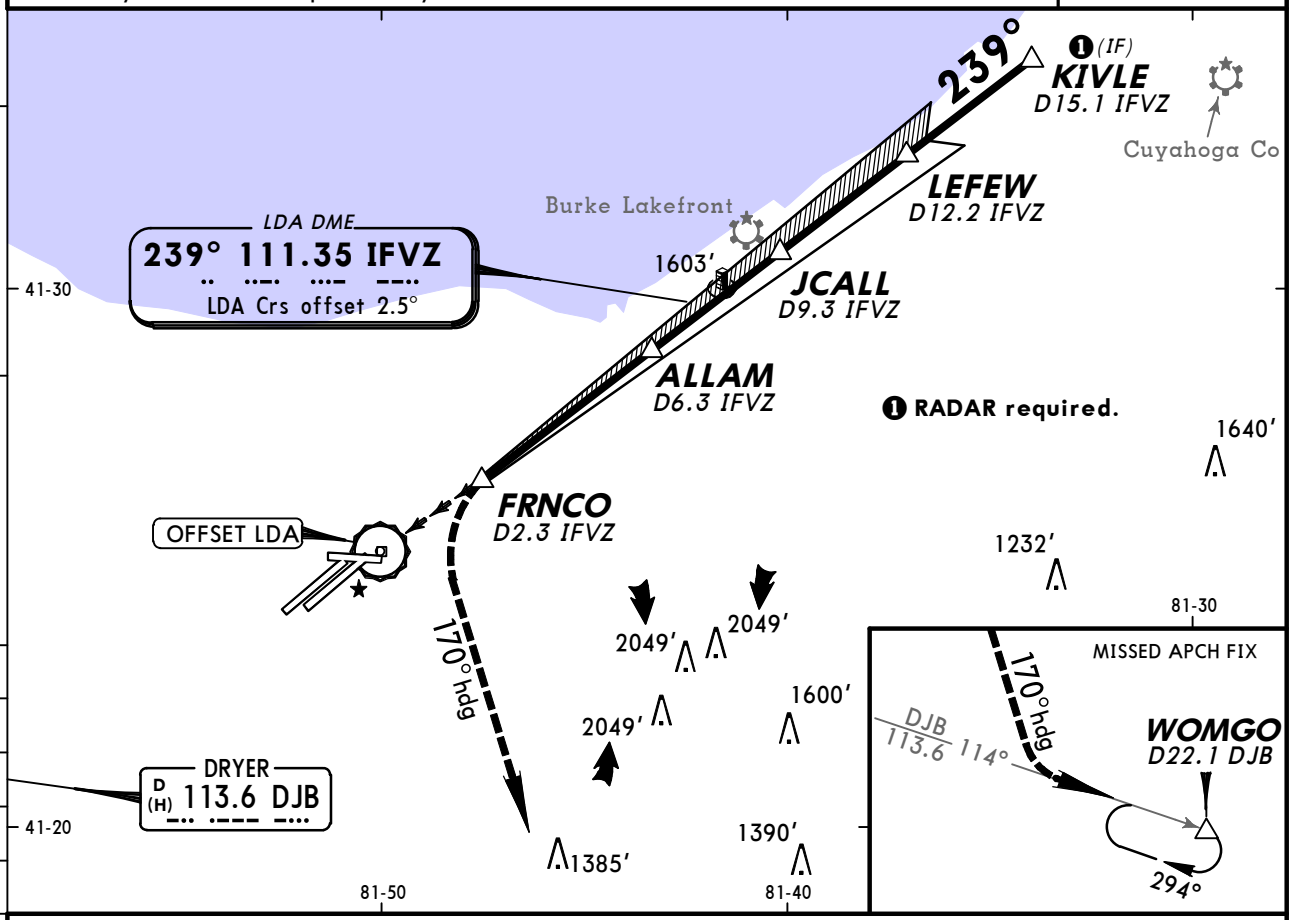
LDA IFVZ	Final Apch Crs	GS ALLAM	LDA DME DA(H)	Apt Elev 799'
111.35	239°	3000' (2213')	1700' (913')	TDZE 787'

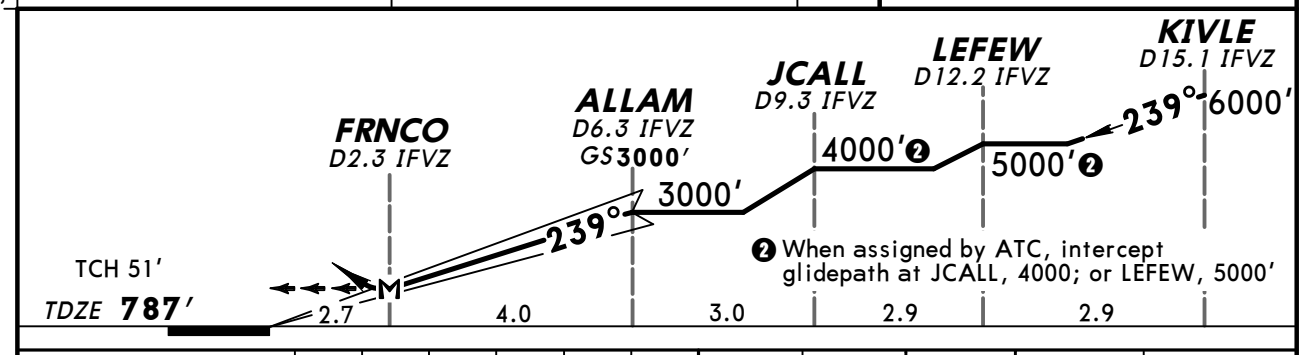
MISSED APCH: Climbing LEFT turn to 3100' via heading 170° and outbound on DJB VOR R-114 to WOMGO/D22.1 DJB and hold.

3100'

MSA DJB VOR

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
1. Procedure not authorized when glideslope not available. 2. LDA/GLIDESLOPE.
3. Runway 24L and 24R separated by 1241' centerline to centerline.





Gnd speed-Kts		70	90	100	120	140	160	MALSR	3100'	170°	DJB	WOMGO
GS	3.00°	372	478	531	637	743	849	PAPI	LT via	hdg and	113.6 R-114	
MAP at FRNCO												

STRAIGHT-IN LANDING RWY24L

LDA DME

DA(H) **1700'** (913')

FULL	TDZ or CL out	RAIL or ALS out
A B C	3	
D	NA	

TERPS AMEND 1A 26 AUG 2010

CHANGES: Printing sequence, airport elevation.

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ATTENTION ALL USERS PAGE (AAUP)
LDA PRM RWY 24L

Condensed Briefing Points:

- **When instructed, immediately switch to tower frequency and select the monitor frequency audio.**
- **Report the ILS traffic in sight as soon as practical and prior to FRNCO DO NOT PASS**
- **Remain on the LDA until passing the LDA MAP so as not to penetrate the NTZ.**

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS PRM and LDA PRM approaches are in progress, pilots should brief to fly the LDA PRM approach. If later advised to expect an LDA DME approach, the LDA PRM chart may be used after completing the following briefing items:
   (a) **Minimums and missed approach procedures are unchanged.**
   (b) **Monitor frequency no longer required.**
   (c) **Lower LDA intercept altitudes may be assigned when advised to expect LDA DME 24L approach.**

Simultaneous parallel approaches will only be offered/conducted when the weather is at least 1200 feet (ceiling) and 3 miles (visibility).

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller's transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked. If executing a missed approach at FRNCO, begin the turn as soon as practical.

3. **All "Breakouts" are to be hand flown** to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.
   (a) ATC Directed "Breakouts:" ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1,000 feet required obstruction clearance. The applicable MVA is 2700 feet at Cleveland-Hopkins International Airport.
   (b) Phraseology - "TRAFFIC ALERT": If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)", the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:
   "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees). CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

5. **CLE LDA Visual Segment.** If advised that there is traffic on the 24R ILS, pilots may continue past the LDA MAP if:
   a) the ILS traffic is in sight and is expected to remain in sight,
   b) ATC has been advised that "traffic is in sight." (ATC is not required to acknowledge this transmission).
   c) the runway environment is in sight.

   Otherwise, execute a missed approach at the LDA MAP. Between the LDA MAP and the runway threshold, pilots are responsible for separating themselves visually from the traffic on the ILS approach, which means maneuvering the aircraft as necessary to avoid the ILS traffic until landing (do not pass), and providing wake turbulence avoidance, if applicable. If visual contact with the ILS traffic is lost, advise ATC as soon as practical and execute the published missed approach unless otherwise instructed by ATC.

Special pilot training required. Pilots who are unable to participate will be afforded appropriate arrival services as operational conditions permit and must notify the controlling ARTCC as soon as practical, but at least 100 miles from destination.

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KCLE/CLE
-HOPKINS INTL

JEPPESEN
4 FEB 11 (11-8A) CAT A, B & C
(SIMULTANEOUS CLOSE PARALLEL)

CLEVELAND, OHIO
LDA PRM Rwy 24L

BRIEFING STRIP ™

D-ATIS Arrival	CLEVELAND Approach (R)	CLEVELAND Tower	Ground
127.85	Rwys 6R/24L, 28 124.0 Rwys 6L/24R, 10 126.55	Rwys 6R/24L, 10/28 120.9 Rwys 6L/24R 124.5 Monitor Frequency 135.87	All Rwys 121.7

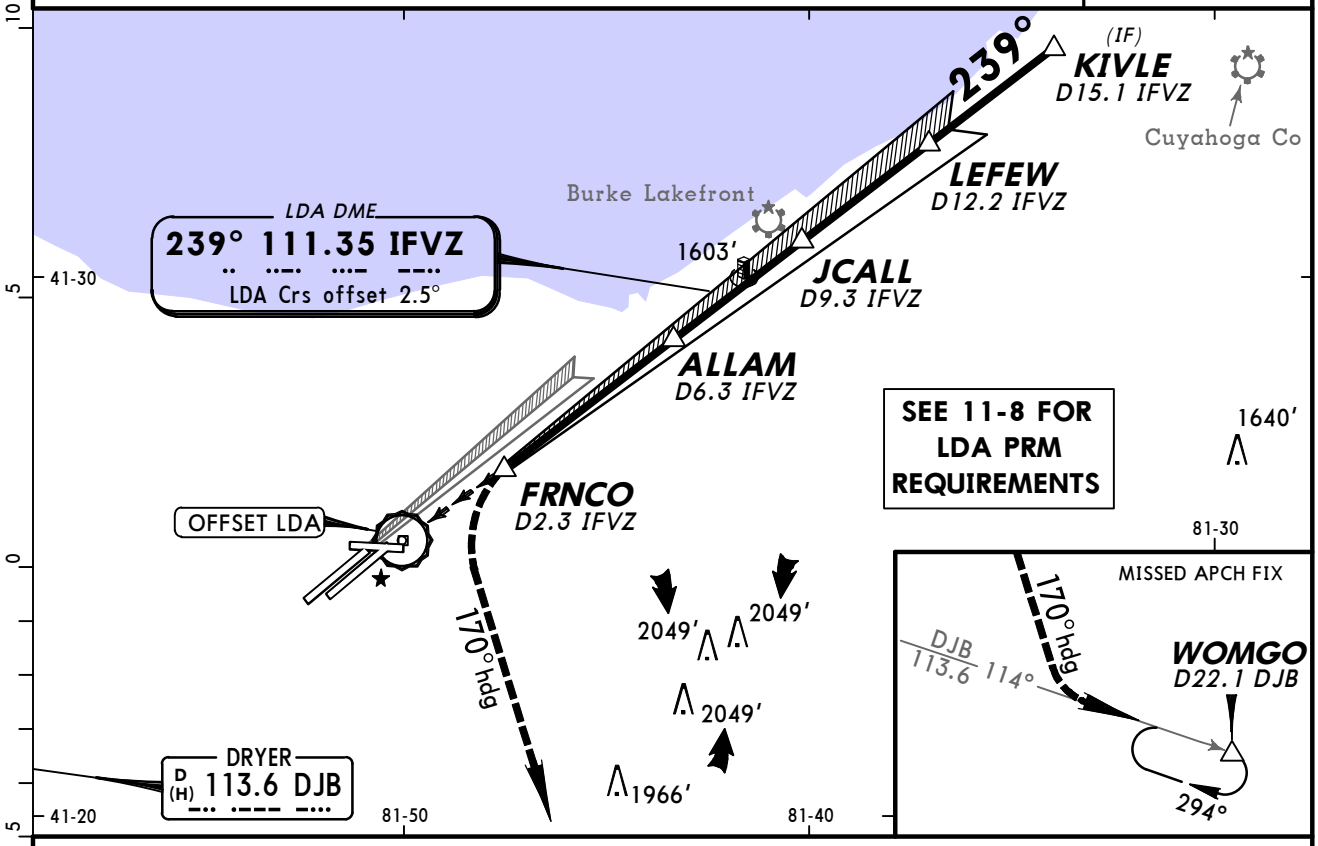
LDA IFVZ	Final Apch Crs	GS ALLAM	LDA DA(H)	Apt Elev 800'
111.35	239°	3000' (2213')	1700' (913')	TDZE 787'

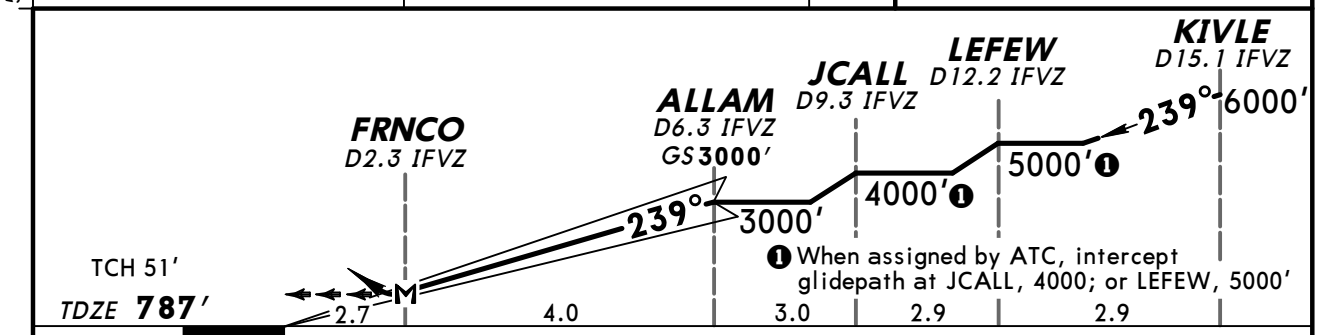
MISSED APCH: Climbing LEFT turn to 3100' via heading 170° and outbound on DJB VOR R-114 to WOMGO INT/D22.1 DJB and hold.

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

1. Radar and DME required. 2. Dual VHF communications required.
3. Simultaneous (close parallel) approach authorized with ILS PRM Rwy 24R.
4. See 11-8 for additional requirements. 5. Runways 24L and 24R separated by 1241' centerline to centerline. 6. LDA/GLIDESLOPE. 7. Procedure not authorized when glideslope not available.

3100'
MSA DJB VOR





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

MALSR PAPI | 3100' LT via 170° hdg and DJB 113.6 R-114 | WOMGO

STRAIGHT-IN LANDING RWY24L
LDA
DA(H) 1700' (913')
RAIL or ALS out

A	3
B	
C	
D	NA

TERPS AMEND OC 10 FEB 2011

CHANGES: Airport elevation, ground communications.

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BRIEFING STRIP ™

D-ATIS Arrival	CLEVELAND Approach (R)	CLEVELAND Tower	Ground
127.85	Rwys 6L/24R, 10 126.55 Rwys 6R/24L, 28 124.0	Rwys 6L/24R 124.5 Rwys 6R/24L, 10/28 120.9	Rwys 6L/24R 133.6 Rwys 6R/24L, 10/28 121.7

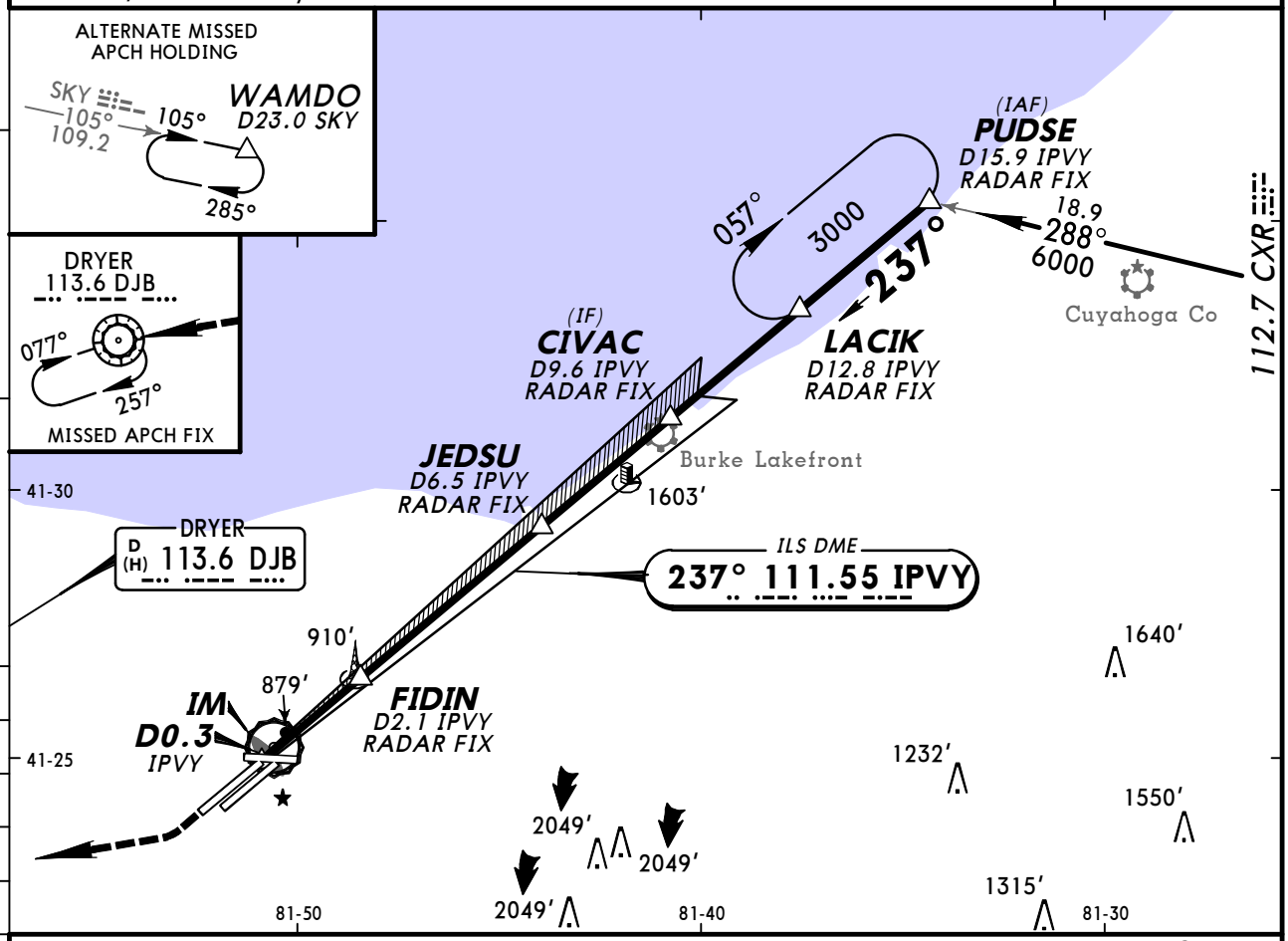
LOC IPVY	Final Apch Crs	GS JEDSU	SA CAT I ILS	ILS DA(H)	Apt Elev 799'
111.55	237°	3000' (2220')	RA 150' DA(H)930' (150')	980' (200')	Rwy 24R 780'

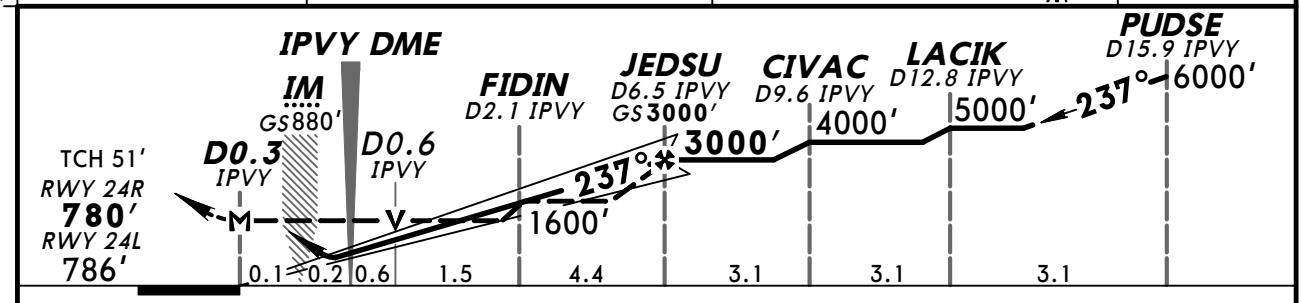
MISSED APCH: Climb to 1700' then climbing RIGHT turn to 3000' direct DJB VOR and hold, or as directed by ATC.

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

1. **Special Aircrew and Acft Certification required for Special Auth CAT I ILS.**
2. **DME required.** 3. VGSI and ILS glidepath not coincident.
4. MALSR, PAPI-R on Rwy 24L.

MSA DJB VOR: 3100'





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D0.3 IPVY or JEDSU to MAP	6.8	5:50	4:32	4:05	3:24	2:55	2:33

ALSF-II PAPI 1700' 3000' RT D DJB 113.6

	1 SA CAT I ILS RA 150' DA(H) 930' (150')	STRAIGHT-IN LANDING RWY 24R ILS DA(H) 980' (200') FULL	TDZ or CL out	ALS out	LOC (GS out) MDA(H) 1140' (360')	ALS out	SIDESTEP LANDING RWY 24L MDA(H) 1280' (494')	CIRCLE-TO-LAND Not authorized to Rwy 10 at Night when VGSI inop Max Kts	MDA(H)
A	RVR 14	RVR 18 or 3/8	2 RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 55 or 1	RVR 60 or 1 1/8	90	1300' (501') -1
B								120	
C					RVR 30 or 5/8		1 3/4	140	1320' (521') -1 1/2
D							2 1/4	165	1360' (561') -2

1 Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DA(H).
2 RVR 18 with Flight Director or Autopilot or HUD to DA(H).

TERPS AMEND 5 5 MAY 2011

CHANGES: Procedure.

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BRIEFING STRIP™

D-ATIS Arrival	CLEVELAND Approach (R)	CLEVELAND Tower	Ground
127.85	Rwys 6L/24R, 10 126.55 Rwys 6R/24L, 28 124.0	Rwys 6L/24R 124.5 Rwys 6R/24L, 10/28 120.9	Rwys 6L/24R 133.6 Rwys 6R/24L, 10/28 121.7

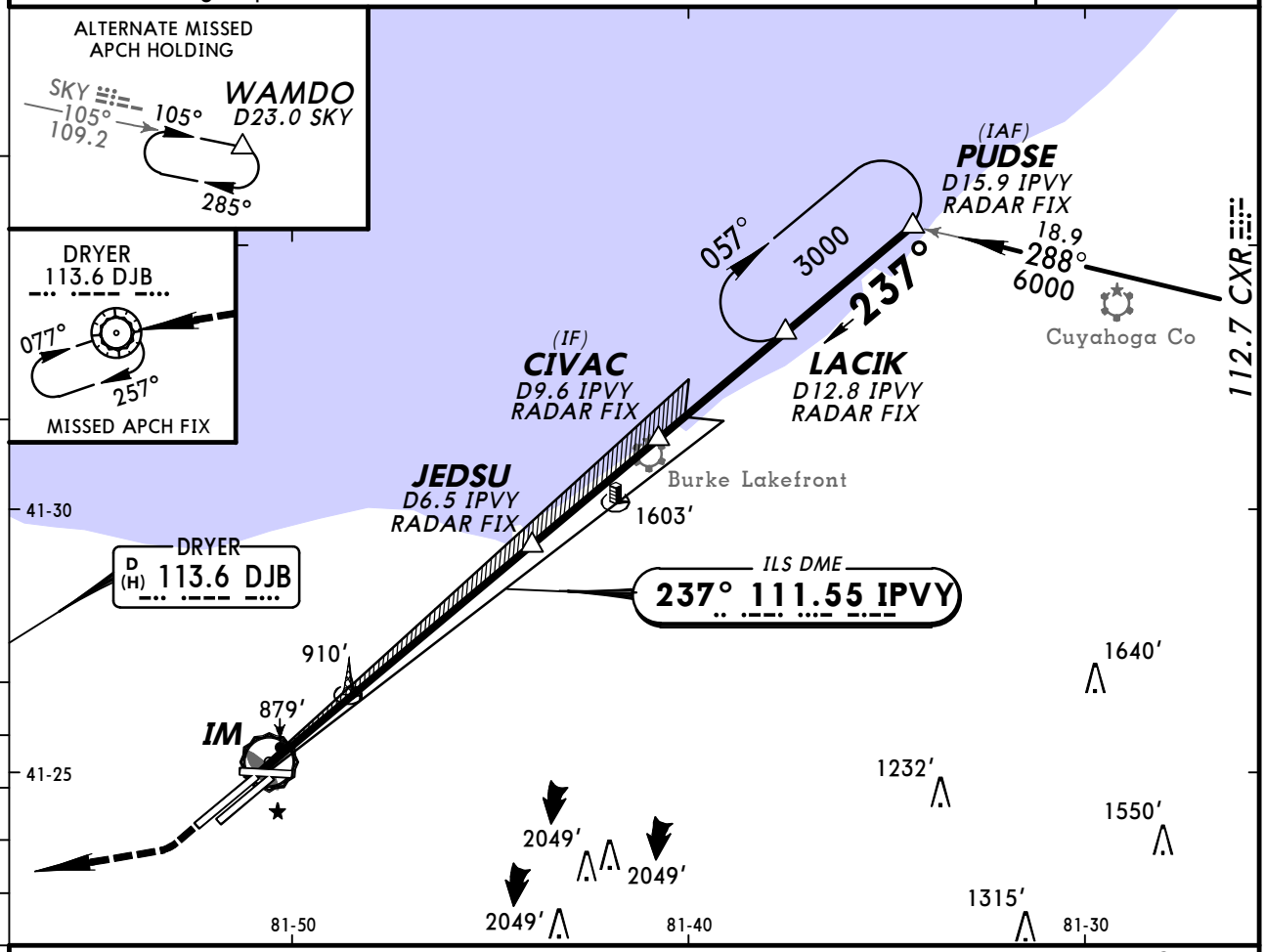
LOC	Final Apch Crs	GS	CAT IIIC	CAT IIIB	CAT IIIA	CAT II ILS	Apt Elev
IPVY 111.55	237°	JEDSU 3000′ (2220′)	NA	Refer to Minimums		RA 100′ DA(H) 880′ (100′)	799′ Rwy 24R 780′

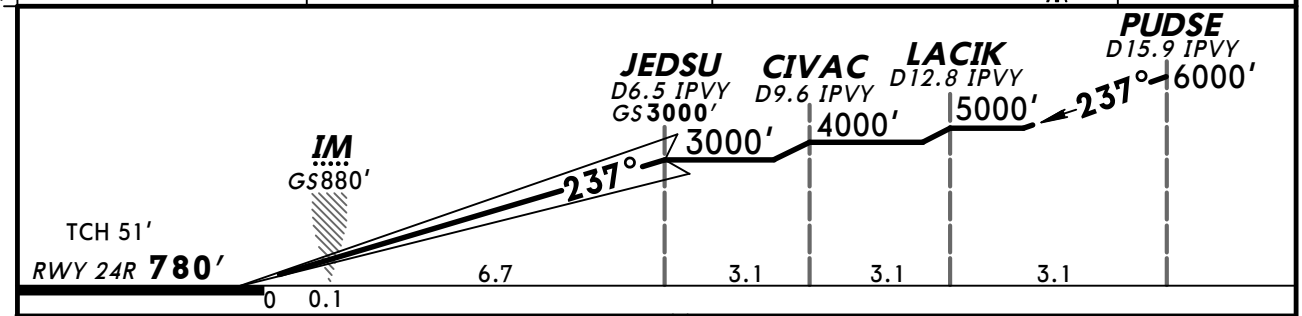
MISSED APCH: Climb to 1700′ then climbing RIGHT turn to 3000′ direct DJB VOR and hold, or as directed by ATC.

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

1. Special Aircrew and Aircraft Certification Required. 2. DME required.
3. VGSI and ILS glidepath not coincident.

3100′
MSA DJB VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849

ALSF-II PAPI | 1700′ | 3000′ RT | D | DJB 113.6

STRAIGHT-IN LANDING RWY 24R

CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 100′ DA(H) 880′ (100′)
NA	RVR 6	RVR 7	[1] RVR 12

[1] RVR 10 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

TERPS AMEND 5 5 MAY 2011

CHANGES: Procedure.

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CLEVELAND, OHIO
CONVERGING ILS Rwy 24R

D-ATIS Arrival	CLEVELAND Approach (R)	CLEVELAND Tower	Ground
127.85	Rwys 6L/24R, 10 126.55 Rwys 6R/24L, 28 124.0	Rwys 6L/24R 124.5 Rwys 6R/24L, 10/28 120.9	Rwys 6L/24R 133.6 Rwys 6R/24L, 10/28 121.7

LOC IPVY	Final Apch Crs	GS JEDSU	ILS DA(H)	Apt Elev 799'
111.55	237°	3000' (2220')	2240' (1460')	Rwy 24R 780'

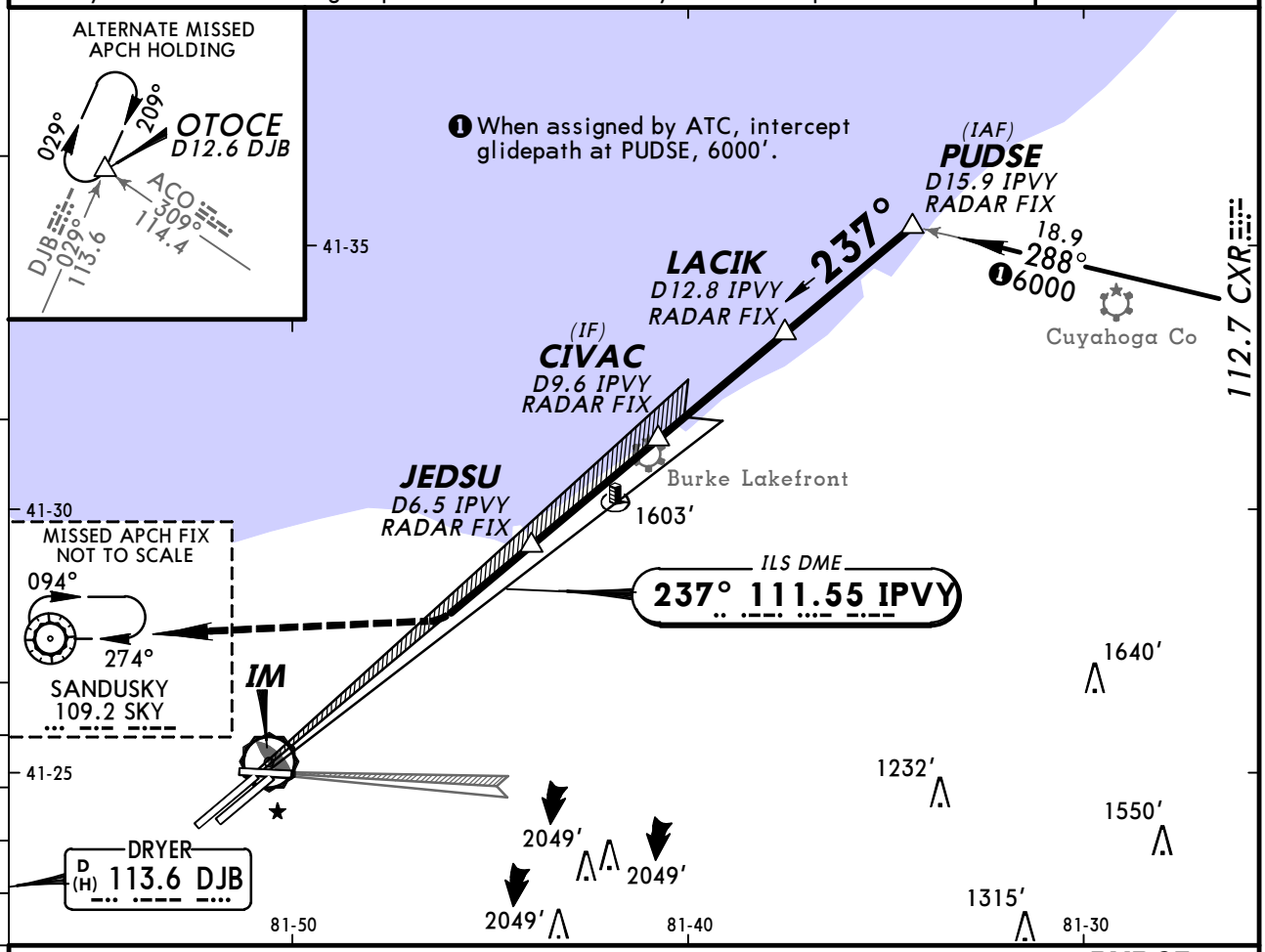
MISSED APCH: Climbing RIGHT turn to 3000' direct SKY VOR and hold, or as directed by ATC.

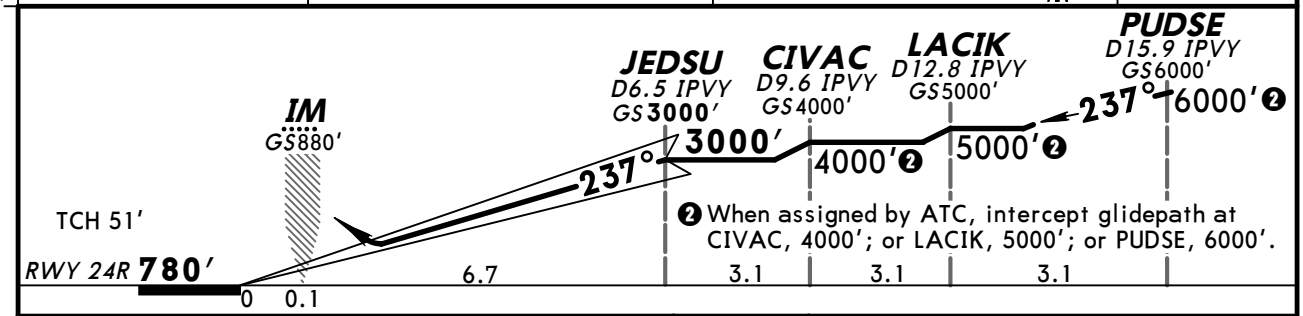
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. **RADAR REQUIRED**.2. Simultaneous converging approach authorized with converging ILS Rwy 28. 3. VGSI and ILS glidepath not coincident. 4. Fly visual to airport.

3100'
MSA DJB VOR

BRIEFING STRIP ™





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

ALSF-II PAPI | 3000' RT | D | SKY 109.2

STRAIGHT-IN LANDING RWY **24R**
ILS
DA(H) **2240'** (1460')

FULL	ALS out

TERPS AMEND 1 5 MAY 2011

A
B
C
D

CHANGES: Procedure.

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ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM) ILS PRM RWY 24R

Condensed Briefing Point:

- **When instructed, immediately switch to the tower frequency and select the monitor frequency audio.**

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS PRM 24R and LDA PRM 24L approaches are in progress, pilots should brief to fly the ILS PRM 24R approach. If later advised to expect an ILS 24R approach, the ILS PRM 24R chart may be used after completing the following briefing items:
   (a) Minimums and missed approach procedures are unchanged.
   (b) Monitor frequency no longer required.
   (c) A lower glideslope intercept altitude may be assigned when advised to expect ILS 24R approach.

Simultaneous parallel approaches will only be offered/conducted when the weather is at least 1200 feet (ceiling) and 3 miles (visibility).

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller's transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **All "Breakouts" are to be hand flown** to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.
   (a) ATC Directed "Breakouts:" ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1,000 feet required obstruction clearance. The applicable MVA is 2600 feet at Cleveland-Hopkins International Airport.
   (b) Phraseology - "TRAFFIC ALERT": If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)", the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

   "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees). CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **LDA Traffic:** While conducting this ILS PRM 24R approach, other aircraft may be conducting the Offset LDA PRM 24L approach. These aircraft will approach from the left-rear and will re-align with 24L after making visual contact with the ILS traffic.

5. **Glide Slope Navigation:** Descent on the glide slope meets any published crossing restriction.

Special pilot training required. Pilots who are unable to participate will be afforded appropriate arrival services as operational conditions permit and must notify the controlling ARTCC as soon as practical, but at least 100 miles from destination.

CHANGES: None.

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KCLE/CLE
-HOPKINS INTL

JEPPESEN
9 DEC 11 (11-11AA)
(SIMULTANEOUS CLOSE PARALLEL)

CLEVELAND, OHIO
ILS PRM Rwy 24R

BRIEFING STRIP ™

D-ATIS Arrival	CLEVELAND Approach (R)	CLEVELAND Tower	Ground
127.85	Rwys 6L/24R, 10 126.55 Rwys 6R/24L, 28 124.0	Rwys 6L/24R 124.5 Rwys 6R/24L, 10/28 120.9 Monitor Frequency 118.97	Rwys 6L/24R 133.6 Rwys 6R/24L, 10/28 121.7

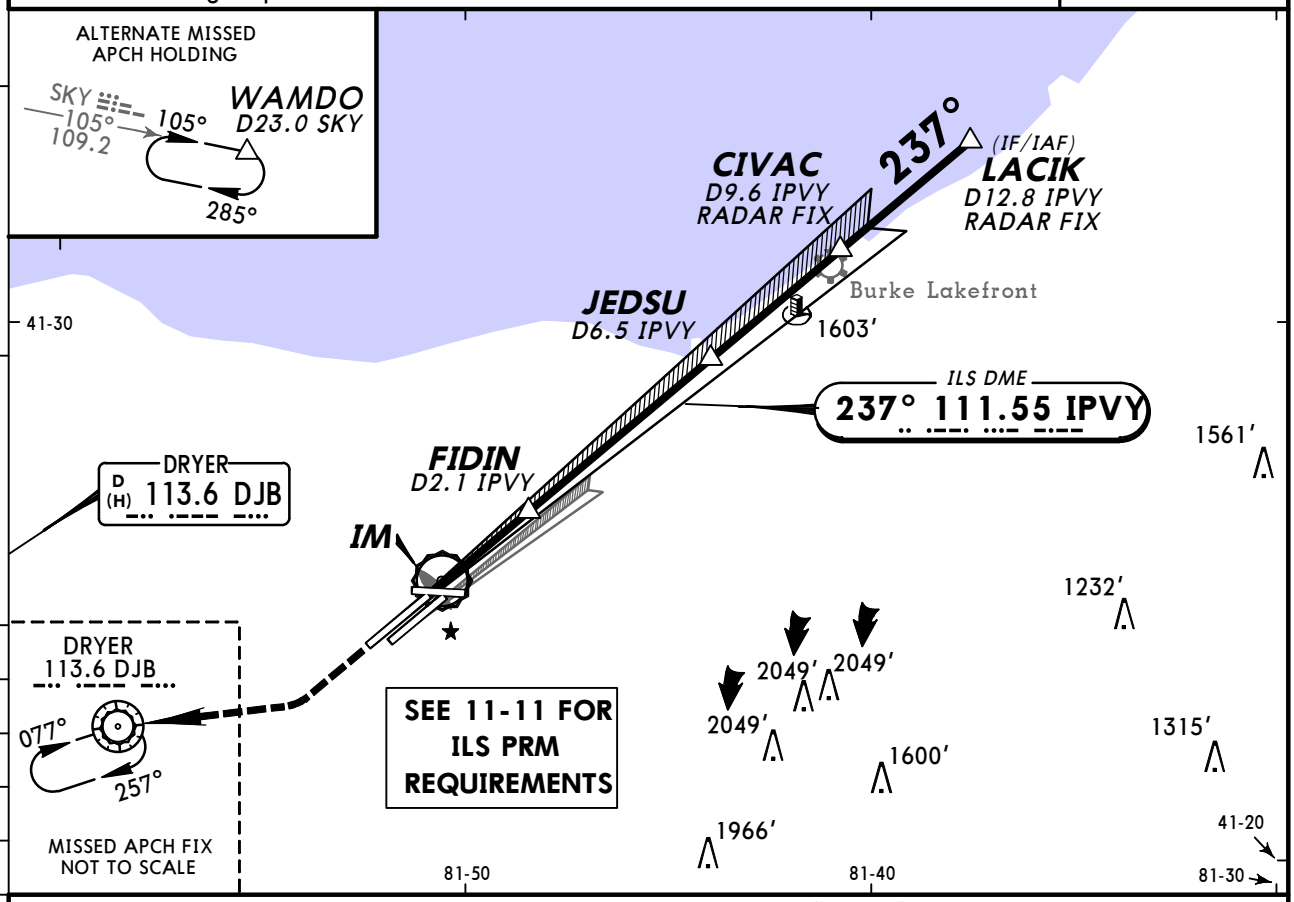
LOC IPVY	Final Apch Crs	GS CIVAC	ILS DA(H)	Apt Elev 799′
111.55	237°	4000′ (3220′)	980′ (200′)	Rwy 24R 780′

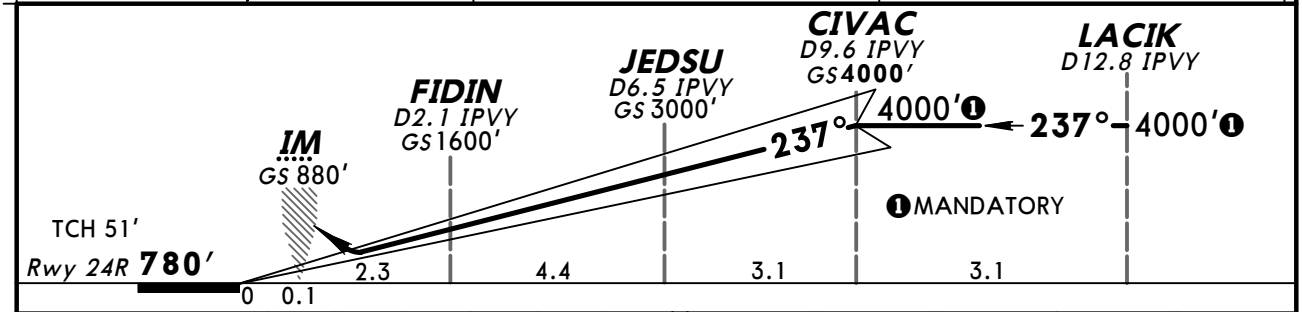
MISSED APCH: Climb to 1700′ then climbing RIGHT turn to 3000′ direct DJB VOR and hold, or as directed by ATC.

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

1. RADAR and DME required. 2. Dual VHF communication required.
3. Simultaneous close parallel approach authorized with LDA PRM Rwy 24L.
4. See 11-11 for additional requirements. 5. Runways 24R and 24L separated by 1241′ centerline to centerline. 6. Procedure not authorized when glideslope not available.
7. VGSI and ILS glidepath not coincident.

3100′
MSA DJB VOR





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

ALSF-II PAPI | 1700′ | 3000′ RT | D | DJB 113.6

TERPS

STRAIGHT-IN LANDING RWY **24R**
ILS
DA(H) **980′** (200′)

	FULL	TDZ or CL out	ALS out
A	RVR 18 or 3/8	❶ RVR 24 or 1/2	RVR 40 or 3/4
B			
C			
D			

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

TERPS AMEND 15 MAY 2011

CHANGES: Ground frequency.

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D-ATIS Arrival	CLEVELAND Approach (R)	CLEVELAND Tower	Ground
127.85	Rwys 6R/24L, 28 124.0 Rwys 6L/24R, 10 126.55	Rwys 6R/24L, 10/28 120.9 Rwys 6L/24R 124.5	Rwys 6R/24L, 10/28 121.7 Rwys 6L/24R 133.6

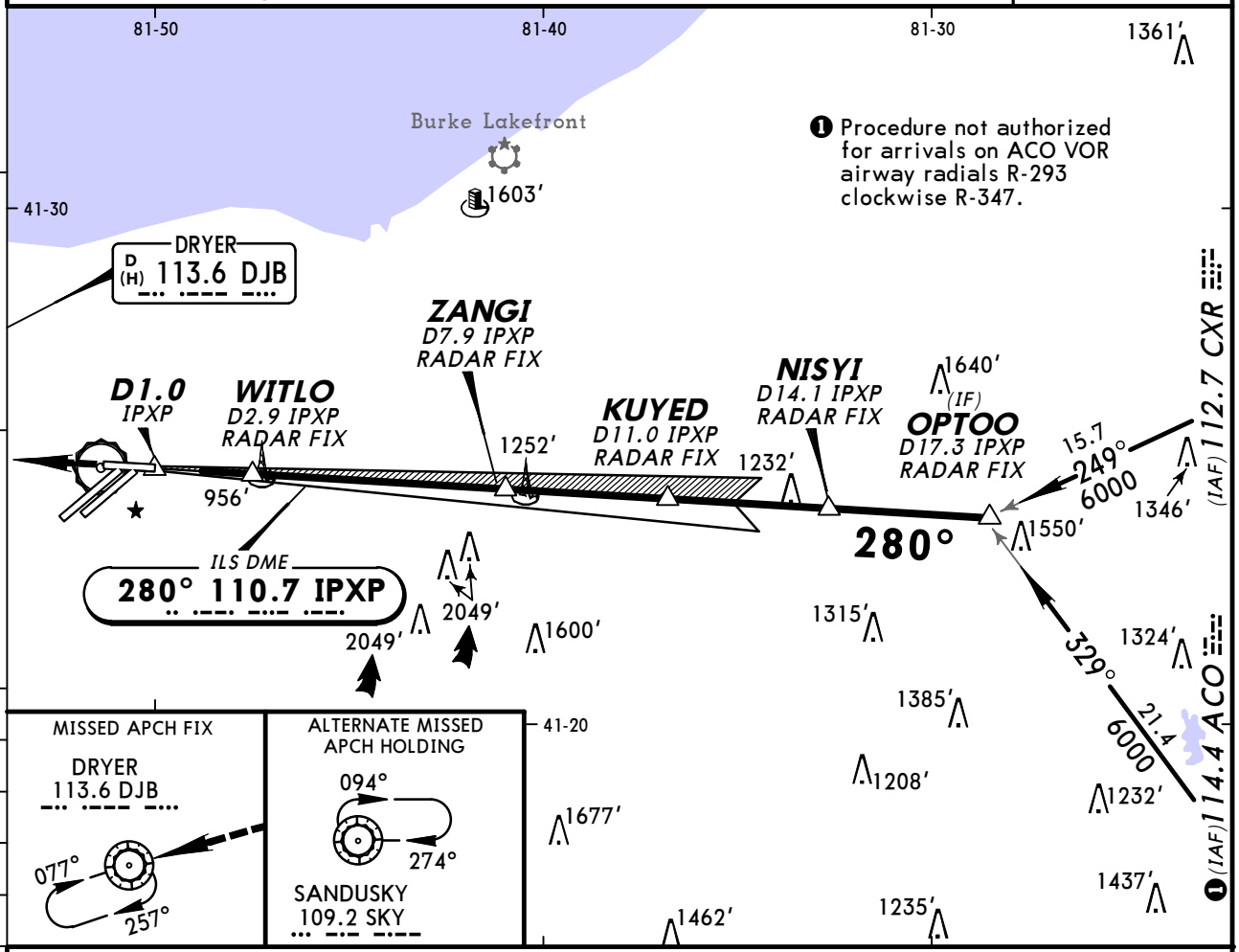
LOC	Final Apch Crs	GS	ILS DA(H)	Apt Elev 799'
IPXP 110.7	280°	ZANGI 3000' (2201')	999' (200')	Rwy 28 799'

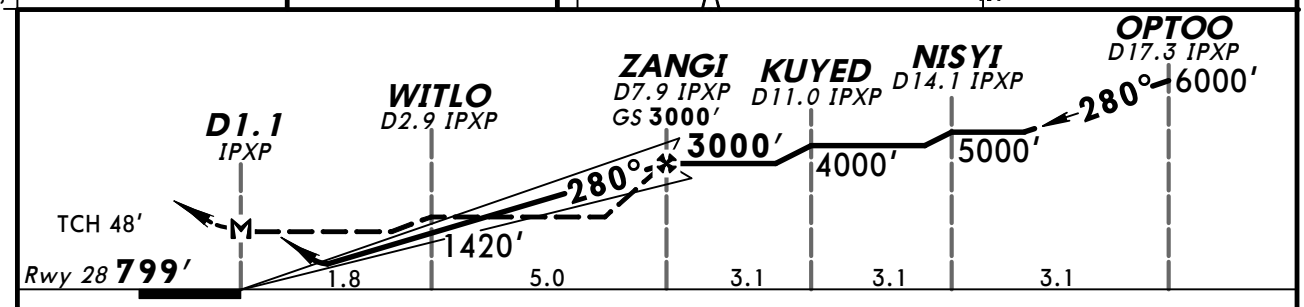
MISSED APCH: Climb to 1400' then climbing LEFT turn to 3000' direct DJB VOR and hold, or as directed by ATC.

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

1. DME or RADAR required.

3100'
MSA DJB VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D1.1 IPXP or ZANGI to MAP	6.8	5:50	4:32	4:05	3:24	2:55	2:33

MALSR — PAPI — 1400' — 3000' LT — DJB 113.6

TERPS STRAIGHT-IN LANDING RWY 28

	ILS DA(H) 999' (200') FULL	ILS RAIL or ALS out	LOC (GS out) MDA(H) 1320' (521') With WITLO:	RAIL out	ALS out	LOC (GS out) MDA(H) 1420' (621') Without WITLO:	RAIL out	ALS out
A	RVR 40 or ¾		RVR 40 or ¾		RVR 55 or 1	RVR 40 or ¾		RVR 55 or 1
B								
C			RVR 55 or 1	1¼	1½	1⅜	1½	1¾
D								

CIRCLE-TO-LAND
Not Authorized to Rwy 10 at Night when VGSI inop

Max Kts	With WITLO MDA(H)	Without WITLO MDA(H)
90	1320' (521')-1	1420' (621')-1
120		
140	1320' (521')-1½	1420' (621')-1¾
165	1360' (561')-2	1420' (621')-2

TERPS AMEND 24 15 DEC 2011

CHANGES: Procedure.

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KCLE/CLE -HOPKINS INTL

JEPPESEN

9 DEC 11 **Eff 15 Dec** (11-13)

CLEVELAND, OHIO CONVERGING ILS Rwy 28

BRIEFING STRIP™

D-ATIS Arrival	CLEVELAND Approach (R)	CLEVELAND Tower	Ground
127.85	Rwys 6R/24L, 28 124.0 Rwys 6L/24R, 10 126.55	Rwys 6R/24L, 10/28 120.9 Rwys 6L/24R 124.5	Rwys 6R/24L, 10/28 121.7 Rwys 6L/24R 133.6

LOC IPXP	Final Apch Crs	GS ZANGI	ILS DA(H)	Apt Elev 799'
110.7	280°	3000' (2209')	1791' (1000')	TDZE 791'

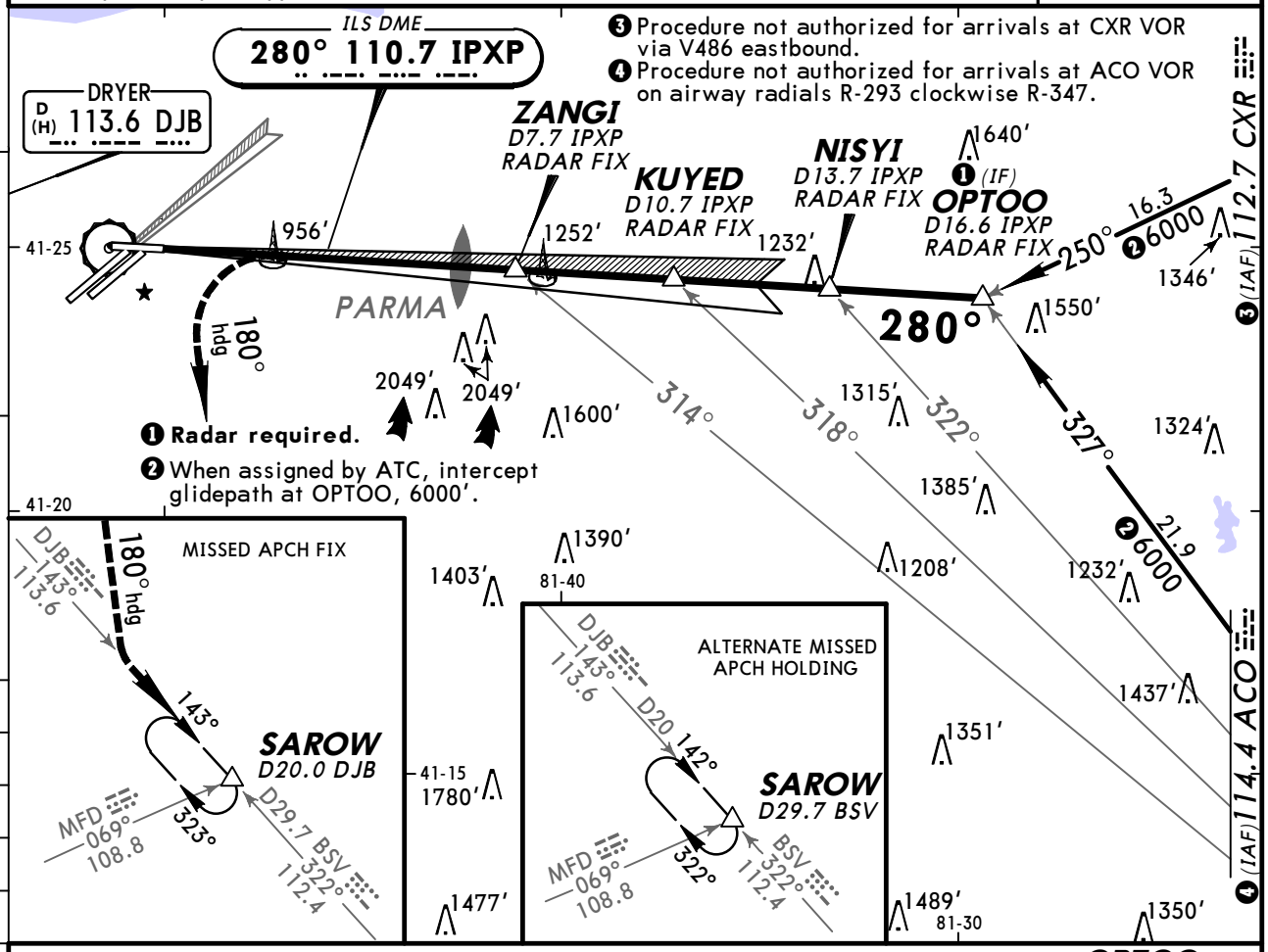
MISSED APCH: Climbing LEFT turn to 3000' via 180° heading and outbound via DJB VOR R-143 to SAROW INT/D20.0 DJB and hold.

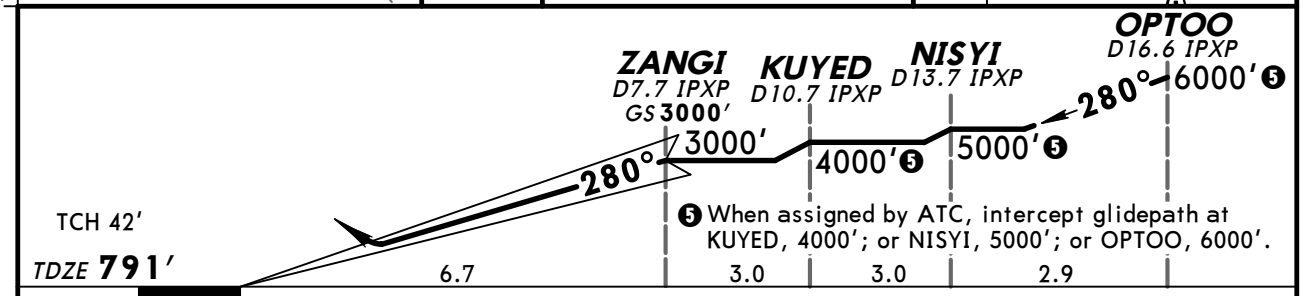
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Simultaneous converging approach authorized with converging ILS Rwy 24R.
2. Autopilot coupled approach not authorized below 1080'.

3100'

MSA DJB VOR





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

MALSR PAPI

3000' LT via 180° hdg and DJB 113.6 R-143 SAROW

STRAIGHT-IN LANDING RWY 28

ILS

DA(H) 1791' (1000')

	FULL	RAIL or ALS out
A B	2	
C D	3	

TERPS AMEND 0B 26 AUG 2010

CHANGES: Airport elevation.

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BRIEFING STRIP ™

D-ATIS Arrival	CLEVELAND Approach (R)	CLEVELAND Tower	Ground
127.85	Rwys 6L/24R, 10 126.55 Rwys 6R/24L, 28 124.0	Rwys 6L/24R 124.5 Rwys 6R/24L, 10/28 120.9	Rwys 6L/24R 133.6 Rwys 6R/24L, 10/28 121.7

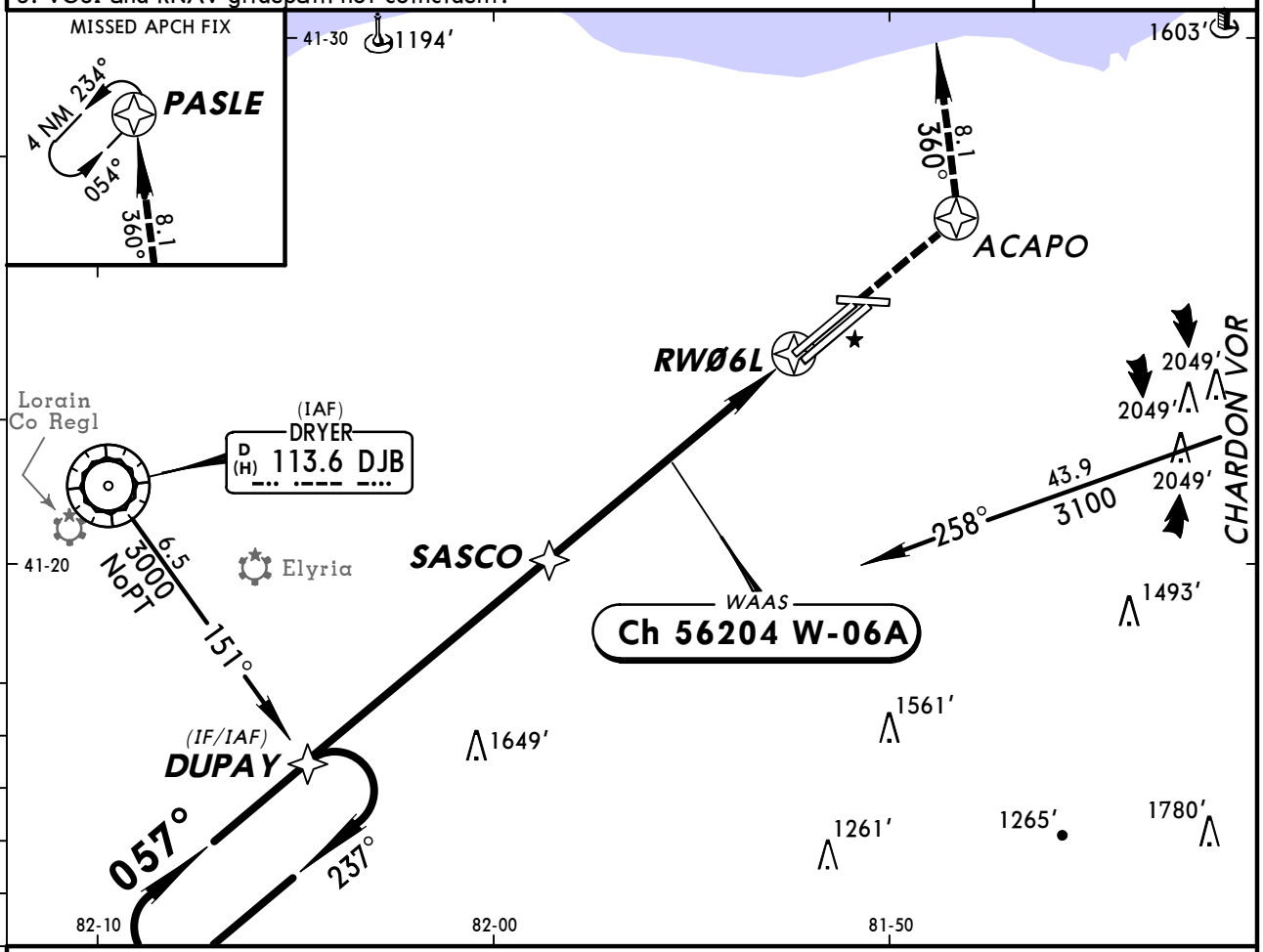
WAAS	Final Apch Crs	Minimum Alt SASCO	LPV DA(H)	Apt Elev 791′
Ch 56204 W-06A	057°	2800′(2027′)	1110′ (337′)	TDZE 773′

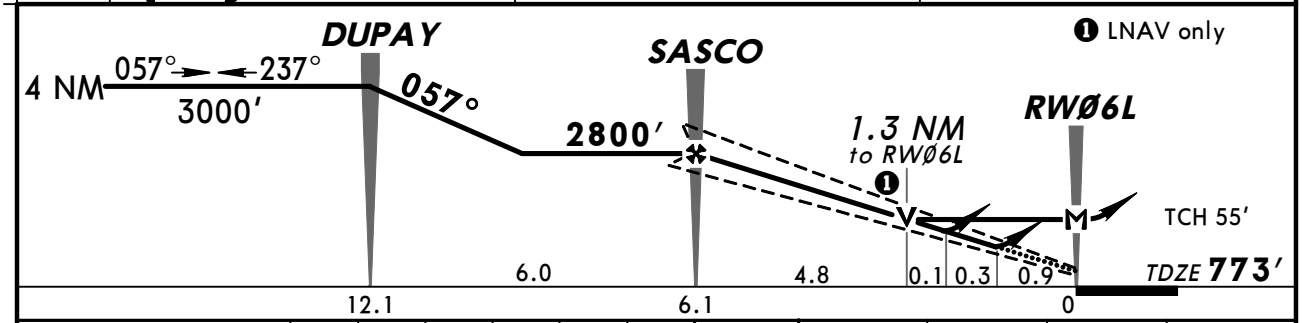
MISSED APCH: Climb to 3000′ direct ACAPO then via 360° track to PASLE and hold.

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.

3100′
MSA RWØ6L





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RWØ6L						

ALSF-II PAPI 3000′ ACAPO

STRAIGHT-IN LANDING RWY 6L

	LPV DA(H) 1110′ (337′)		LNAV/VNAV DA(H) 1220′ (447′)		LNAV MDA(H) 1240′ (467′)	
		ALS out		ALS out		ALS out
A	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

Max Kts	MDA(H)
90	1300′(509′)-1½
120	
140	1320′(529′)-1½
165	1380′(589′)-2

TERPS AMEND 1A 26 AUG 2010

CHANGES: Minimums.

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KCLE/CLE -HOPKINS INTL

JEPPESEN

20 AUG 10 (12-2)

CLEVELAND, OHIO RNAV (GPS) Rwy 6R

D-ATIS Arrival	CLEVELAND Approach (R)	CLEVELAND Tower	Ground
127.85	Rwys 6R/24L, 28 124.0 Rwys 6L/24R, 10 126.55	Rwys 6R/24L, 10/28 120.9 Rwys 6L/24R 124.5	Rwys 6R/24L, 10/28 121.7 Rwys 6L/24R 133.6

WAAS	Final Apch Crs	Minimum Alt TUBOE	LPV DA(H)	Apt Elev 791′
Ch 81806 W-06B	057°	2800′ (2023′)	1104′ (327′)	TDZE 777′

MISSED APCH: Climb to 3000′ direct MOMBE and via 098° track to LEBRN and hold.

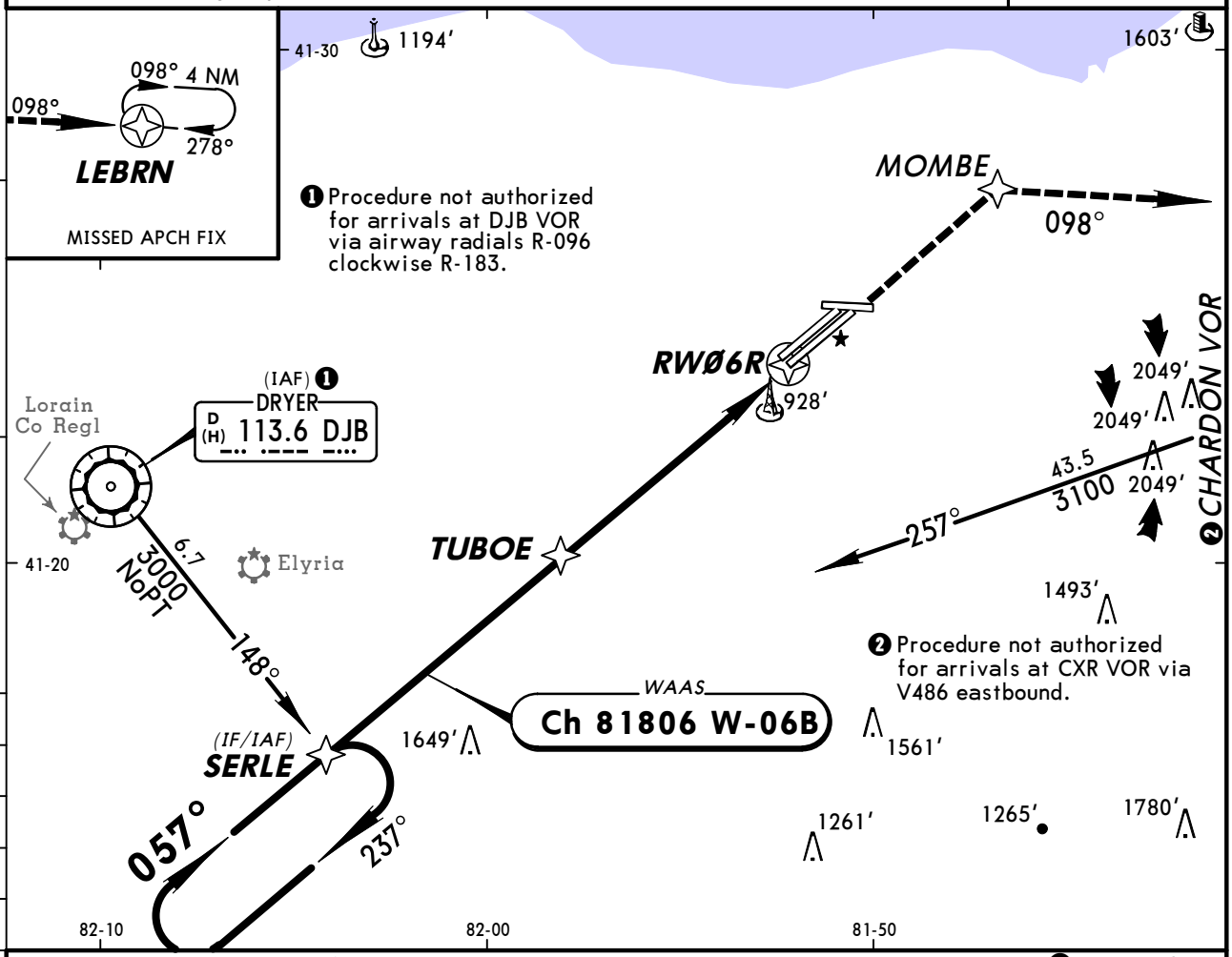
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

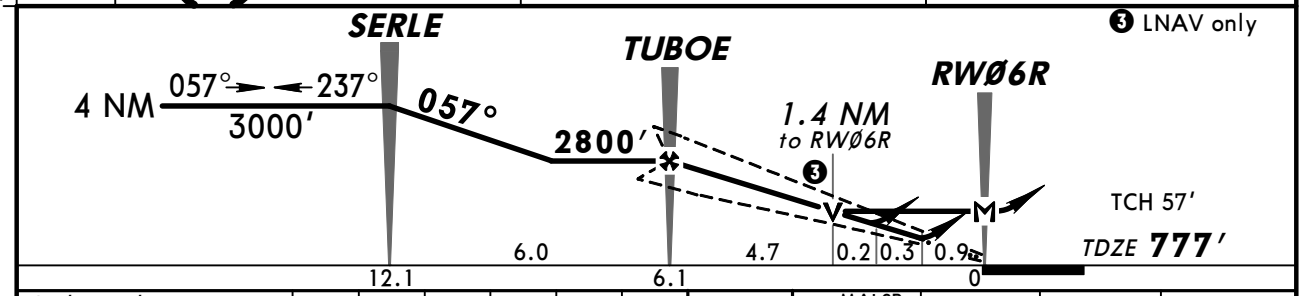
1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 47°C (116°F). 2. DME/DME RNP-0.30 not authorized.
3. VGSI and RNAV glidepath not coincident.

3100′

MSA RWØ6R

BRIEFING STRIP ™





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RWØ6R						

MALSR PAPI 3000′ D MOMBE

STRAIGHT-IN LANDING RWY 6R

	LPV DA(H) 1104′ (327′)		LNAV/VNAV DA(H) 1215′ (438′)		LNAV MDA(H) 1260′ (483′)		
		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	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1300′ (509′) - 1
120	
140	1320′ (529′) - 1½
165	1360′ (569′) - 2

TERPS AMEND 2A 26 AUG 2010

CHANGES: Minimums.

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BRIEFING STRIP ™

D-ATIS Arrival	CLEVELAND Approach (R)	CLEVELAND Tower	Ground
127.85	Rwys 6L/24R, 10 126.55 Rwys 6R/24L, 28 124.0	Rwys 6R/24L, 10/28 120.9 Rwys 6L/24R 124.5	Rwys 6R/24L, 10/28 121.7 Rwys 6L/24R 133.6

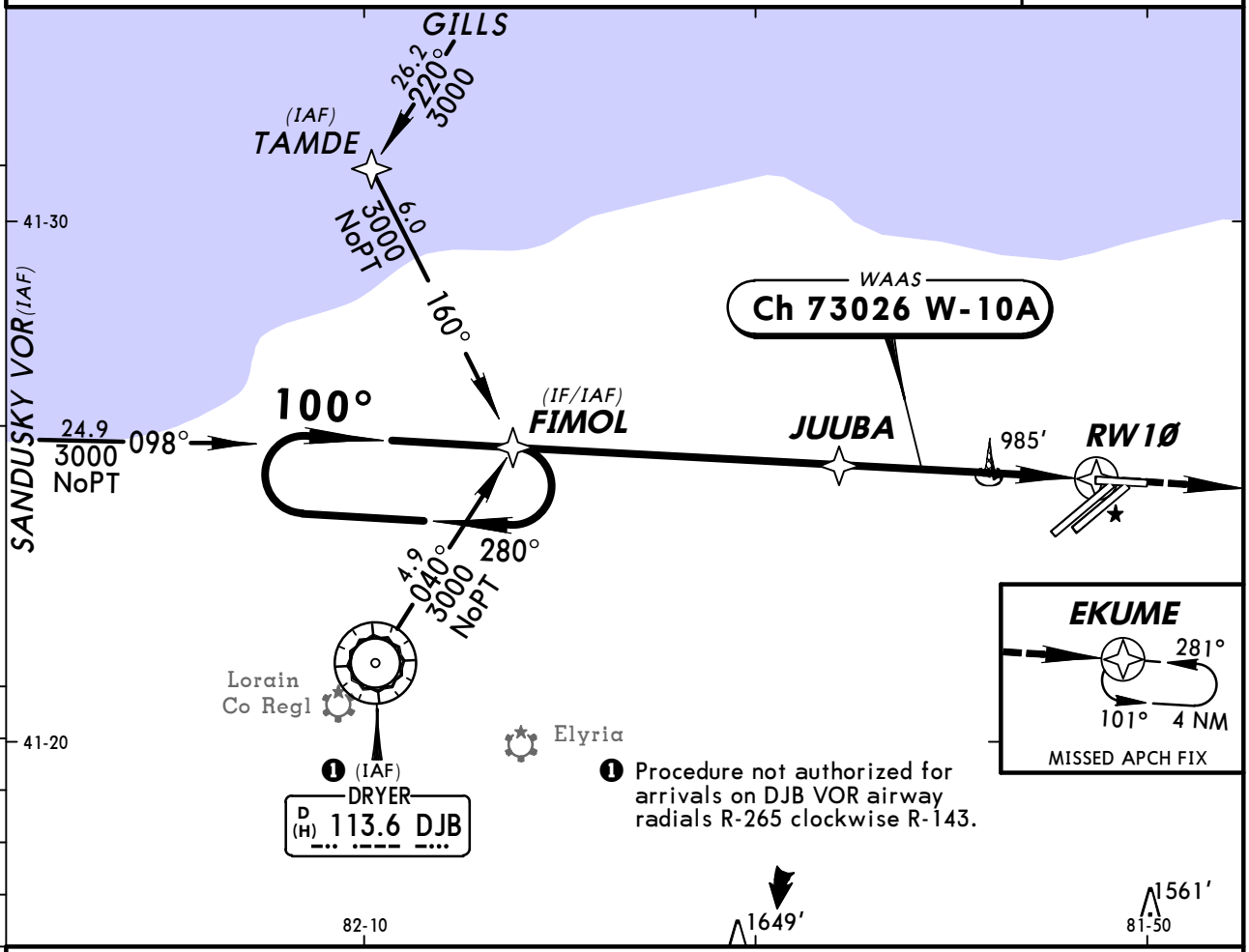
WAAS	Final Apch Crs	Minimum Alt	LP MDA(H)	Apt Elev 799′
Ch 73026 W-10A	100°	JUUBA 2400′ (1633′)	1240′ (473′)	Rwy 10 767′

MISSED APCH: Climb to 4000′ direct EKUME and hold.

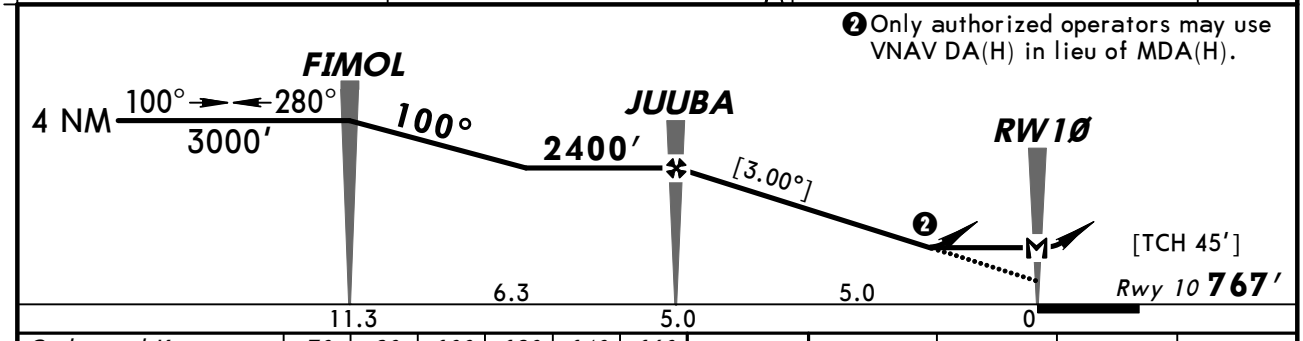
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME/DME RNP-0.30 not authorized. 2. Visibility reduction by helicopters not authorized.

3100′
MSA RW1Ø



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



Gnd speed-Kts	70	90	100	120	140	160		REIL PAPI-L	4000′ ↑	D→	EKUME
Descent angle [3.00°]	372	478	531	637	743	849					
MAP at RW1Ø											

TERPS STRAIGHT-IN LANDING RWY **10**

	LP	LNAV
	MDA(H) **1240′** (473′)	MDA(H) **1240′** (473′)
A, B	1	1
C, D	1⅜	1⅜

TERPS AMEND 3 15 DEC 2011

CHANGES: REIL added.

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KCLE/CLE -HOPKINS INTL

JEPPESEN

20 JAN 12 (12-4)

CLEVELAND, OHIO RNAV (GPS) Rwy 24L

D-ATIS Arrival	CLEVELAND Approach (R)	CLEVELAND Tower	Ground
127.85	Rwys 6R/24L, 28 124.0 Rwys 6L/24R, 10 126.55	Rwys 6R/24L, 10/28 120.9 Rwys 6L/24R 124.5	Rwys 6R/24L, 10/28 121.7 Rwys 6L/24R 133.6

WAAS	Final Apch Crs	Minimum Alt SCOTZ	LPV DA(H)	Apt Elev 799'
Ch 77506 W-24B	237°	3000' (2214')	986' (200')	Rwy 24L 786'

MISSED APCH: Climb to 3000' direct HASLE and on 176° track to SAROW and hold.

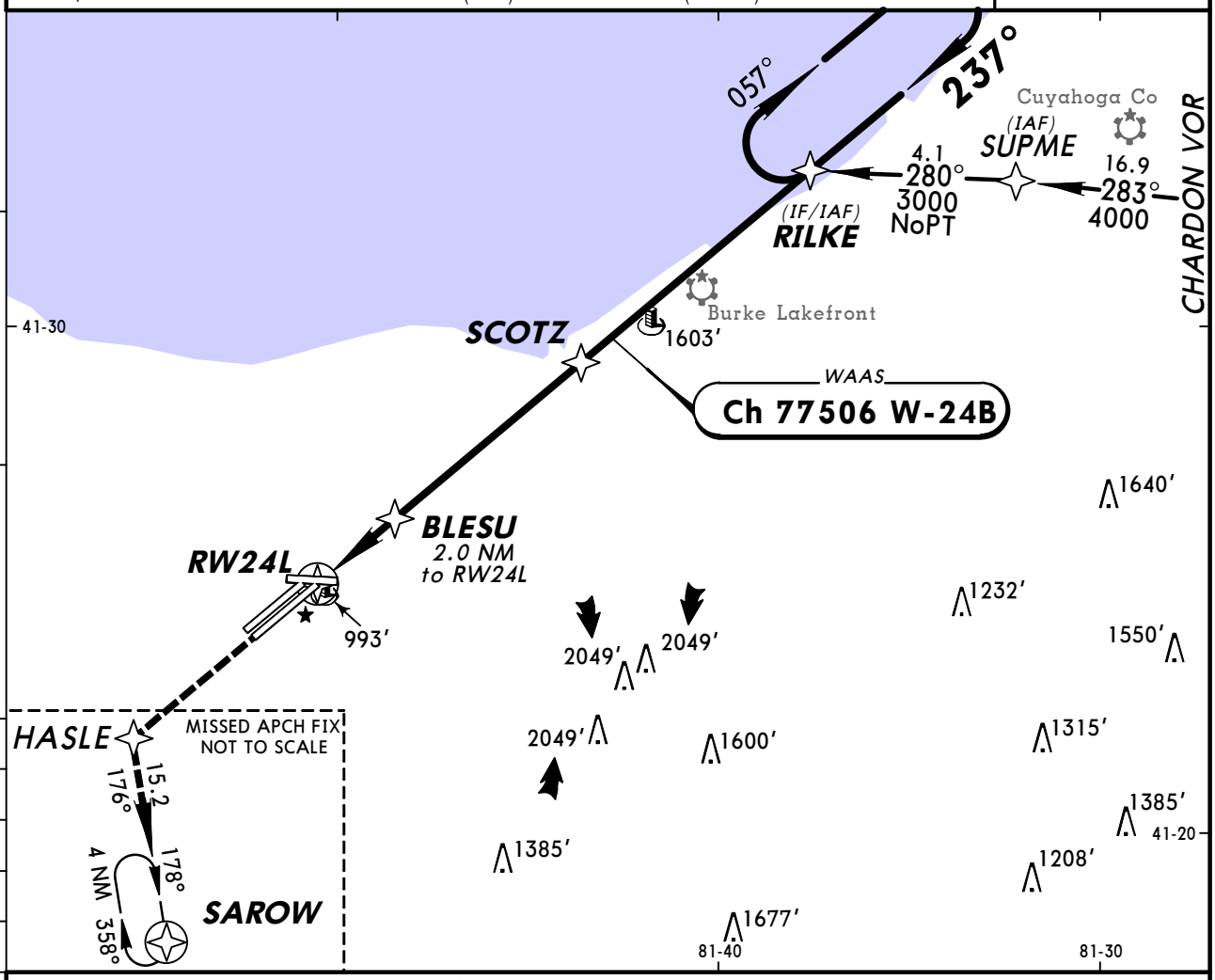
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

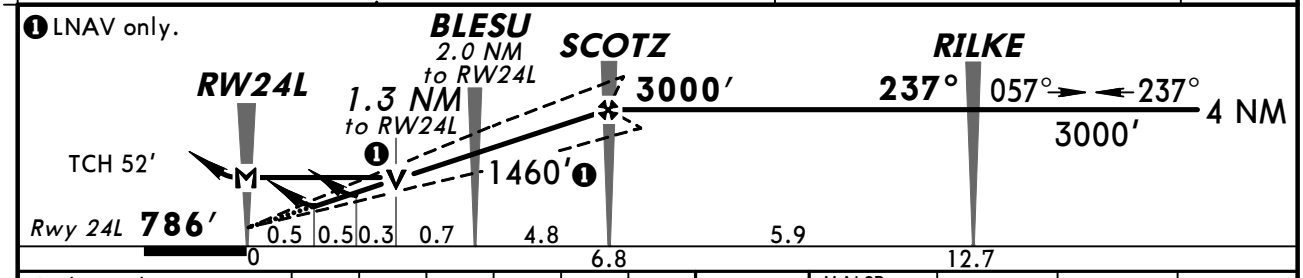
1. DME/DME RNP-0.30 not authorized. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 38°C (100°F).

3100'

MSA RW24L

BRIEFING STRIP™





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW24L						

MALSR PAPI 3000' HASLE

TERPS STRAIGHT-IN LANDING RWY **24L**

	LPV DA(H) 986'(200') RAIL out	LPV DA(H) 986'(200') ALS out	LNAV/VNAV DA(H) 1154'(368') RAIL out	LNAV/VNAV DA(H) 1154'(368') ALS out	LNAV MDA(H) 1260'(474') RAIL out	LNAV MDA(H) 1260'(474') ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 40 or ¾	RVR 60 or 1⅛	RVR 24 or ½	RVR 40 or ¾
B						
C					RVR 50 or 1	RVR 60 or 1⅛
D						

CIRCLE-TO-LAND Not authorized to Rwy 10 at Night when VGSI inop	
Max Kts	MDA(H)
90	1300'(501')-1
120	
140	1320'(521')-1½
165	1360'(561')-2

TERPS AMEND 3 5 MAY 2011

CHANGES: None.

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KCLE/CLE -HOPKINS INTL

JEPPESEN

9 DEC 11
Eff 15 Dec

(12-5)

CLEVELAND, OHIO RNAV (GPS) Rwy 24R

D-ATIS Arrival	CLEVELAND Approach (R)	CLEVELAND Tower	Ground
127.85	Rwys 6L/24R, 10 126.55 Rwys 6R/24L, 28 124.0	Rwys 6L/24R 124.5 Rwys 6R/24L, 10/28 120.9	Rwys 6L/24R 133.6 Rwys 6R/24L, 10/28 121.7

BRIEFING STRIP ™

WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 799′
Ch 60904 W-24A	237°	JEDSU 3000′ (2220′)	980′ (200′)	Rwy 24R 780′

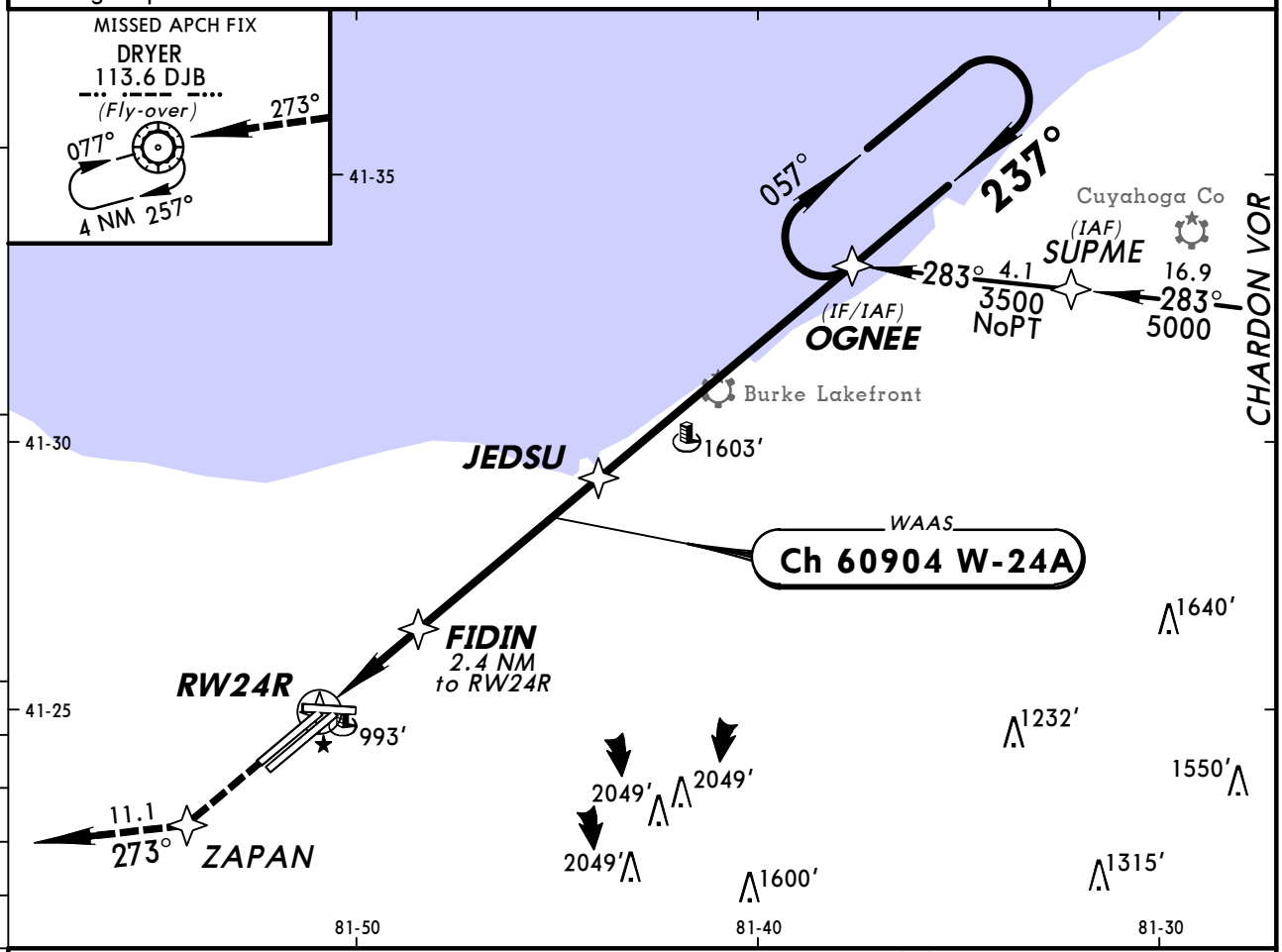
3100′

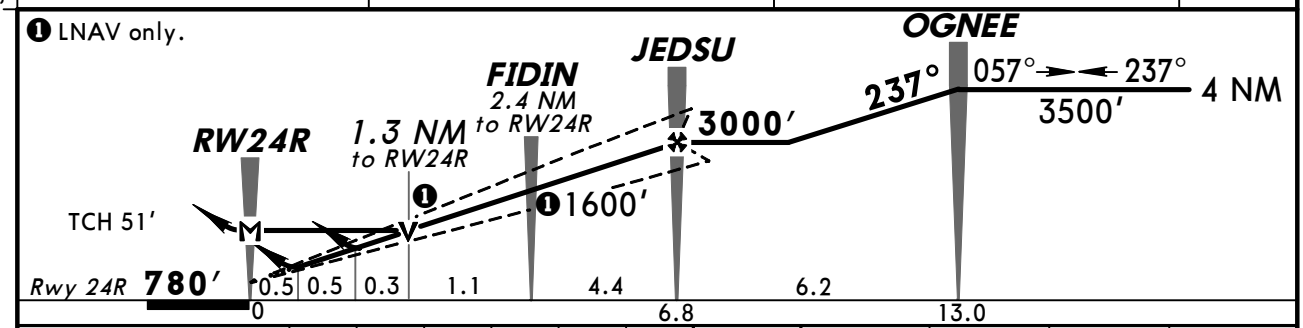
MSA RW24R

MISSED APCH: Climb to 3000′ direct ZAPAN, and on 273° track to DJB VOR and hold.

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

1. DME/DME RNP-0.30 not authorized. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 38°C (100°F). 3. VGSI and RNAV glidepath not coincident.





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW24R						

ALSF-II
PAPI
3000′
ZAPAN

TERPS STRAIGHT-IN LANDING RWY **24R**

	LPV DA(H) 980′(200′)		LNAV/VNAV DA(H) 1154′(374′)		LNAV MDA(H) 1260′(480′)	
		ALS out		ALS out		ALS out
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 40 or 3/4	RVR 55 or 1	RVR 24 or 1/2	RVR 55 or 1
B						
C					RVR 50 or 1	1 3/8
D						

CIRCLE-TO-LAND

Not authorized to Rwy 10 at Night when VGSI inop

Max Kts	MDA(H)
90	1300′(501′)-1
120	
140	1320′(521′)-1 1/2
165	1360′(561′)-2

TERPS AMEND 3 5 MAY 2011

CHANGES: None.

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KCLE/CLE -HOPKINS INTL

JEPPESEN

9 DEC 11 (12-6) Eff 15 Dec

CLEVELAND, OHIO RNAV (GPS) Rwy 28

D-ATIS Arrival	CLEVELAND Approach (R)	CLEVELAND Tower	Ground
127.85	Rwys 6R/24L, 28 124.0 Rwys 6L/24R, 10 126.55	Rwys 6R/24L, 10/28 120.9 Rwys 6L/24R 124.5	Rwys 6R/24L, 10/28 121.7 Rwys 6L/24R 133.6

BRIEFING STRIP ™

WAAS	Final Apch Crs	Minimum Alt ZANGI	LPV DA(H)	Apt Elev 799′
Ch 40109 W-28A	280°	3000′ (2201′)	999′ (200′)	Rwy 28 799′

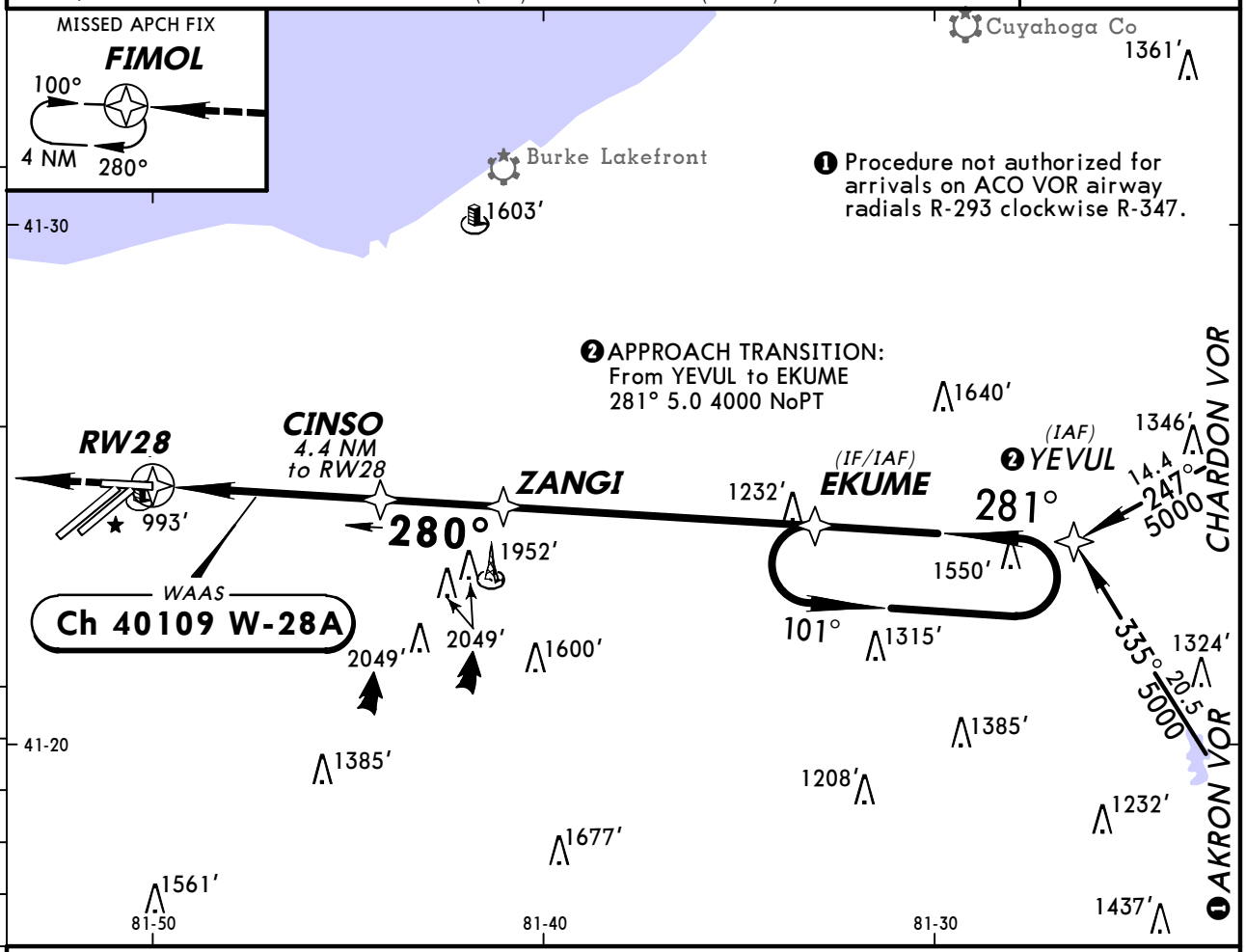
MISSED APCH: Climb to 3000′ direct FIMOL and hold.

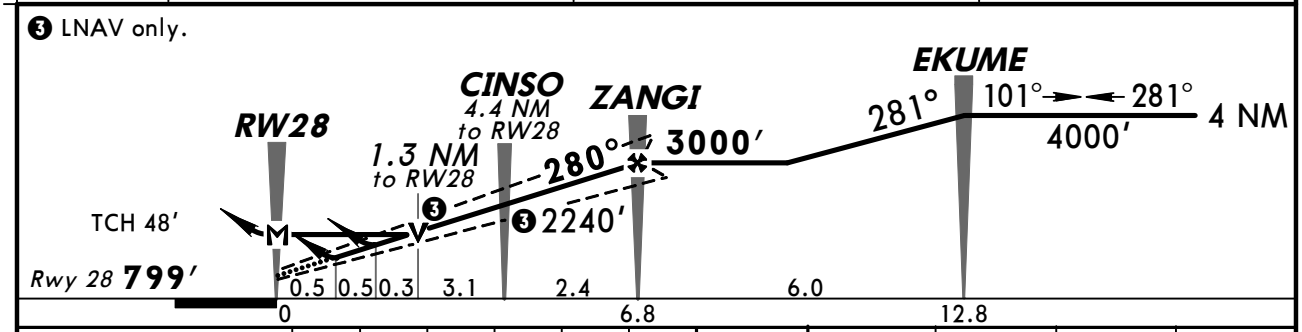
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME/DME RNP-0.30 not authorized. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 38°C (100°F).

3100′

MSA RW28





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW28						

MALSR PAPI 3000′ D FIMOL

TERPS STRAIGHT-IN LANDING RWY 28

	LPV DA(H) 999′ (200′)		LNAV/VNAV DA(H) 1154′ (355′)		LNAV MDA(H) 1260′ (461′)		
		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 60 or 1 1/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1
B							
C					RVR 50 or 1	RVR 60 or 1 1/8	1 3/8
D							

CIRCLE-TO-LAND
Not Authorized to Rwy 10 at Night when VGSI inop

Max Kts	MDA(H)
90	1300′ (501′) -1
120	
140	1320′ (521′) -1 1/2
165	1360′ (561′) -2

TERPS AMEND 2 15 DEC 2011

CHANGES: Procedure.

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General Information

Location: Columbus OH USA
IATA Code: CMH
Lat/Long: N39° 59.9' W082° 53.5'
Elevation: 815 ft

Airport Use: Public
Magnetic Variation: 7.0°W
Sectional Chart: Cincinnati

Fuel Types: 100 Octane (LL), 100-130 Octane, Jet A, Jet A-1
Oxygen Types: HP Bottle, LP Bottle
Repair Types: Major Airframe, Major Engine
Customs: Upon Prior Request
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: Yes
Beacon: Yes

Sunrise: 1208 Z
Sunset: 2321 Z,

Runway Information

Runway: 10L
Length x Width: 8000 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 815 ft
Lighting: Edge, ALS

Runway: 10R
Length x Width: 10125 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 810 ft
Lighting: Edge, ALS

Runway: 28L
Length x Width: 10125 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 814 ft
Lighting: Edge, ALS

Runway: 28R
Length x Width: 8000 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 813 ft
Lighting: Edge, ALS

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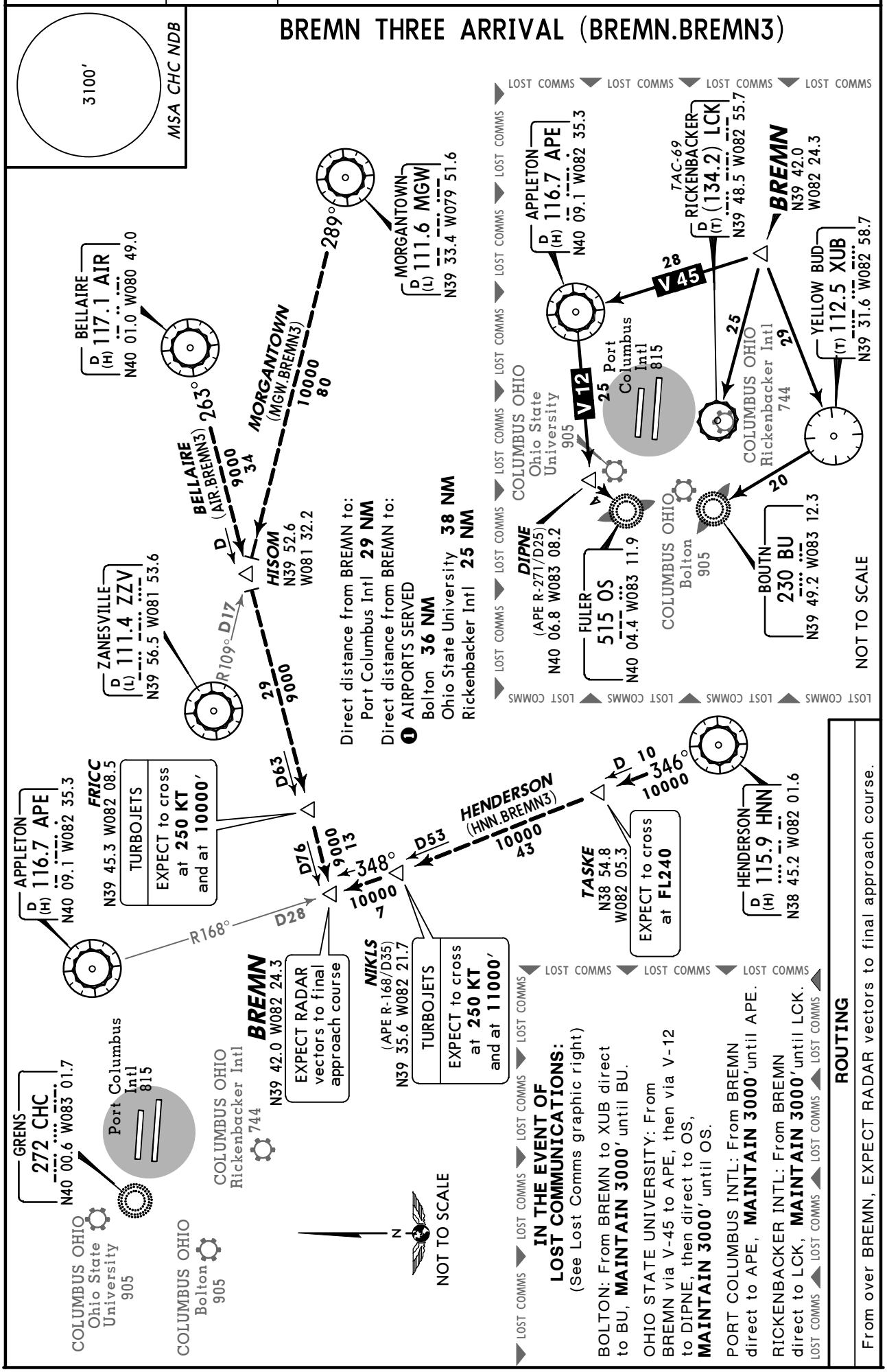
Communication Information

ATIS 124.6
Columbus Tower 132.7
Columbus Ground Control 121.9
Columbus Clearance Delivery 126.3
Columbus Approach Control 132.3 (100°-279°) Secondary
Columbus Approach Control 125.95 (280°-99°) Initial Contact
Columbus Approach Control 120.2 (280°-99°) Secondary
Columbus Approach Control 119.65 Secondary
Columbus Approach Control 119.15 (100°-279°)
Columbus Approach Control 118.2 Secondary
Columbus Approach Control 118.0 Secondary
Columbus App ARSA 125.95 (280°-99°)
Columbus App ARSA 119.15 (100°-279°)
Columbus Departure Control 132.3 (100°-279°) Secondary
Columbus Departure Control 125.95 (280°-99°)
Columbus Departure Control 120.2 (280°-99°) Secondary
Columbus Departure Control 119.65 Secondary
Columbus Departure Control 119.15 (100°-279°)
Columbus Departure Control 118.2 Secondary
Columbus Departure Control 118.0 Secondary
Port Columbus Intl Unicom 122.95
Dayton Flight Service Station 122.3 At or above 18000 ft RCO
Dayton Flight Service Station 122.2 RCO

PORT COLUMBUS INTL D-ATIS 124.6	Apt Elev See Graphic	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ 1. DME required. 2. RADAR required. 3. MORGANTOWN Transition to be filed by non-turbojet aircraft only, at or below FL230. 4. Also Serves ❶

BREMN THREE ARRIVAL (BREMN.BREMN3)



CHANGES: None.

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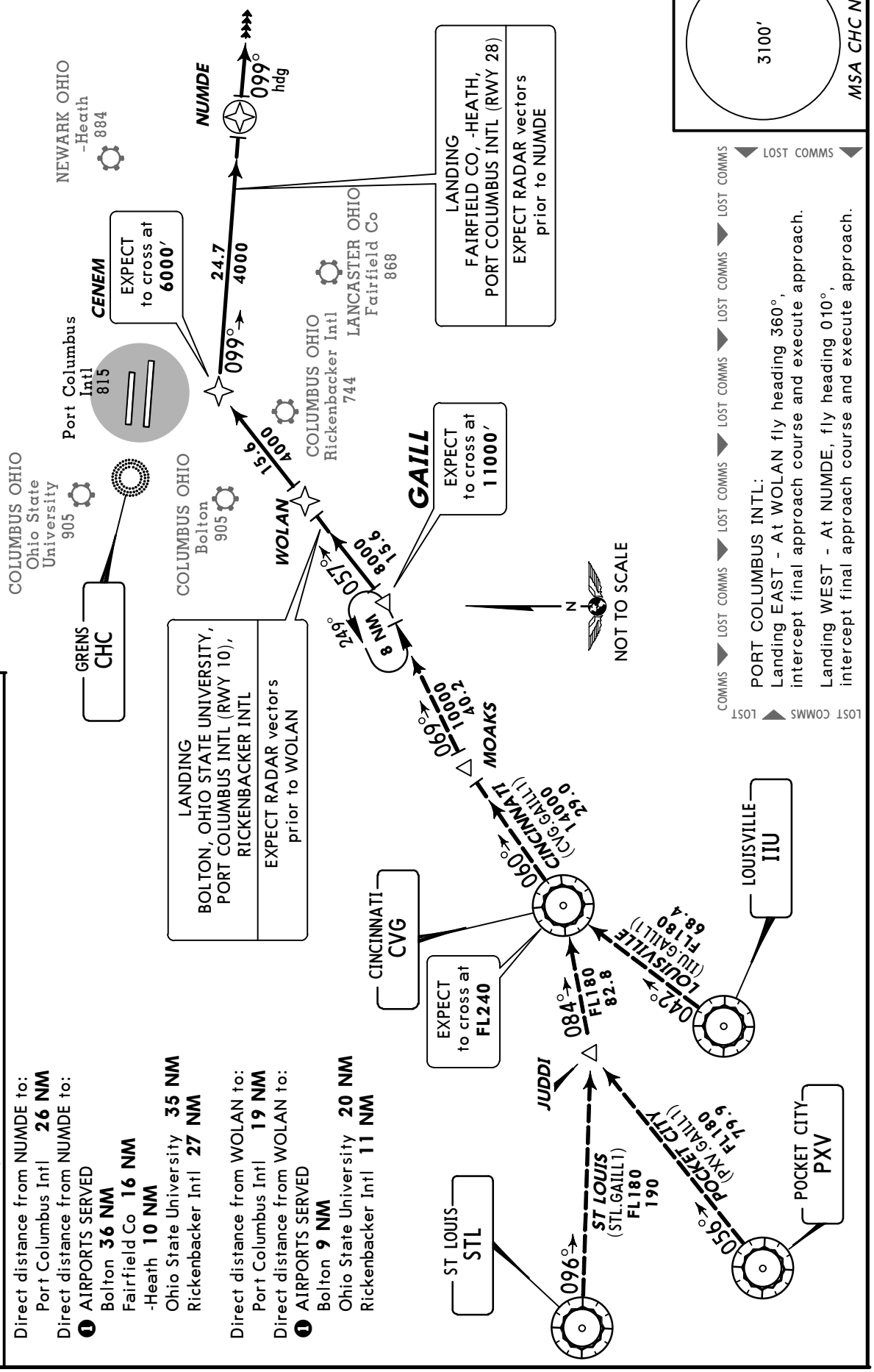
PORT COLUMBUS INTL D-ATIS 124.6	Apt Elev See Graphic	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ 1. DME/DME/IRU or GPS required. 2. RADAR required. 3. RNAV 1. 4. CINCINNATI Transition only for use by Lexington and Louisville terminal area departures, or as assigned by ATC. 5. CINCINNATI, LOUISVILLE, POCKET CITY and ST LOUIS Transitions: for non-GPS equipped aircraft APE, CVG, ROD and ZZV DMEs must be operational. 6. Also Serves ❶

GAILL ONE RNAV ARRIVAL (GAILL.GAILL1)



ROUTING

From GAILL via 057° track to WOLAN. Then as depicted to NUMDE, then via 099° heading. EXPECT RADAR vectors.

Direct distance from NUMDE to:
Port Columbus Intl **26 NM**
Direct distance from NUMDE to:
❶ AIRPORTS SERVED
Bolton **36 NM**
Fairfield Co **16 NM**
-Heath **10 NM**
Ohio State University **35 NM**
Rickenbacker Intl **27 NM**

Direct distance from WOLAN to:
Port Columbus Intl **19 NM**
Direct distance from WOLAN to:
❶ AIRPORTS SERVED
Bolton **9 NM**
Ohio State University **20 NM**
Rickenbacker Intl **11 NM**

CHANGES: New procedure at this airport.

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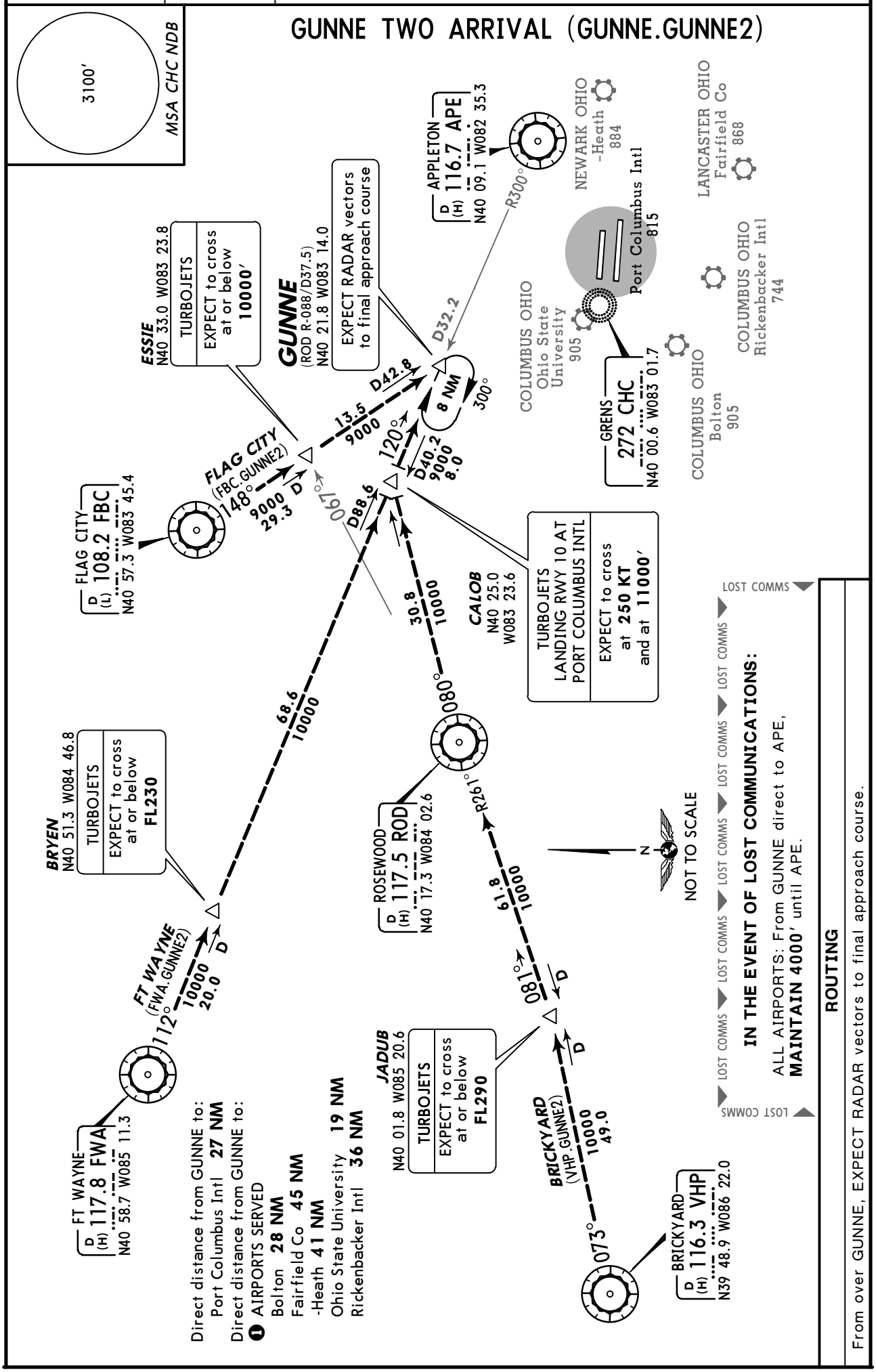
PORT COLUMBUS INTL D-ATIS 124.6	Apt Elev See Graphic	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ 1. DME required. 2. Also Serves ❶

GUNNE TWO ARRIVAL (GUNNE.GUNNE2)



CHANGES: Findlay renamed Flag City, procedure revised, renumbered.

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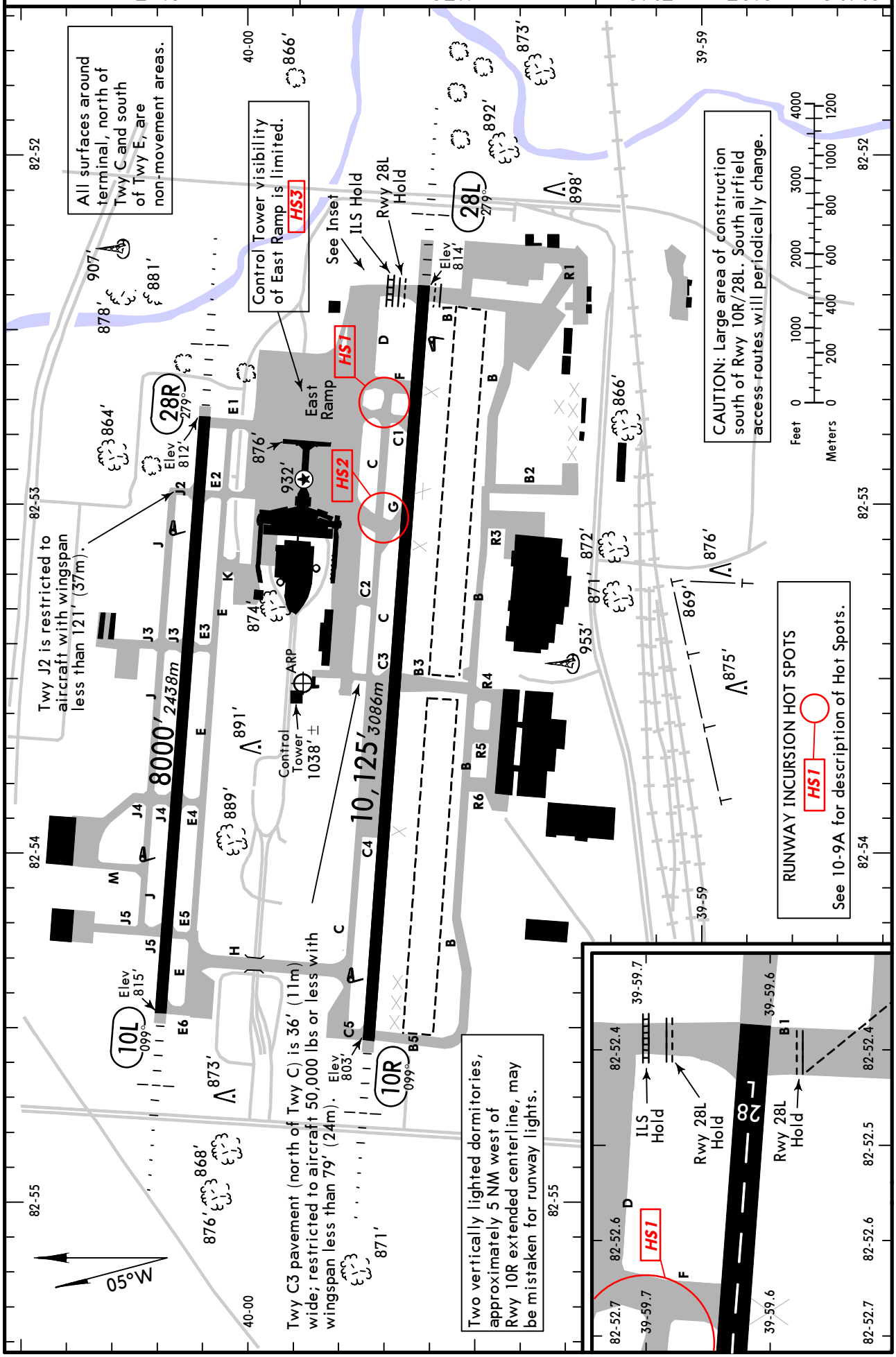
D-ATIS	ACARS:	COLUMBUS Clearance
124.6 VOT 111.0 (Limited)	D-ATIS TWIP PDC	126.3
Ground	**Tower**	**COLUMBUS Departure (R)**
121.9	132.7	360°-090° 118.42 091°-180° 126.5 181°-359° 134.45



CHANGES: Departure frequency.

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GENERAL

Birds in vicinity of airport.
Low-level wind shear alert system.
Terminal Doppler Weather Radar.

ADDITIONAL RUNWAY INFORMATION

RWY						USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
10R	HIRL	MALSR	PAPI-R (angle 3.0°)	grooved	RVR		9128′ *2782m*		150′ *46m*
28L	HIRL	MALSR		grooved	RVR		9100′ *2774m*		
10L	HIRL	MALSR	PAPI-L (angle 3.0°)	grooved	RVR		7040′ *2146m*		150′ *46m*
28R	HIRL	MALSR	PAPI-R (angle 3.0°)	grooved			7042′ *2146m*		

RUNWAY INCURSION HOT SPOTS HS1

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

HS1 Taxiway C for Runway 28L terminates at Taxiway F. Aircraft must then turn left to transition to Taxiway D in order to taxi to the approach end, unless an intersection take-off is approved.

HS2 When arriving Runway 10R, aircraft that exit at Taxiway G are required to make at least a 135 degree turn to clear the runway. Aircraft arriving Runway 28L, either travel westbound on Taxiway C, with possible opposite direction traffic, or make an immediate 90 degree turn to gain access to the ramp. Aircraft taxiing eastbound on Taxiway C must make a slight left turn at Taxiway G to continue taxiing eastbound on Taxiway C.

HS3 Concourse Bravo is a large expanse of pavement east of the terminal. It is a non-movement area, and is not entirely visible from the Tower. Pilots must remain vigilant for aircraft moving in the gate area and parked aircraft on the ramp.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

Rwys 10R, 28L				Rwys 10L, 28R		
Both RVRs are required & controlling	Adequate Vis Ref	STD		Adequate Vis Ref	STD	
RCLM & HIRL		3 & 4 Eng	1 & 2 Eng		3 & 4 Eng	1 & 2 Eng
TDZ RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1

OBSTACLE DP

Runways 28L and 28R, climb heading 279° to 2700′ before turning left.

FOR FILING AS ALTERNATE

	1 ILS Rwy 10R ILS Rwy 28R	ILS Rwy 28L	ILS Rwy 10L	1 LOC Rwy 10R LOC Rwy 28L LOC Rwy 28R RNAV (GPS) Y Rwy 10L RNAV (RNP) Z Rwy 10L RNAV (GPS) Y Rwy 10R RNAV (RNP) Z Rwy 10R RNAV (GPS) Y Rwy 28L RNAV (RNP) Z Rwy 28L RNAV (GPS) Y Rwy 28R RNAV (RNP) Z Rwy 28R	LOC Rwy 10L
A	600-2	700-2	700-2	800-2	800-2
B					
C					
D			700-2¼		800-2¼

1 Authorized only when local weather available.

AMEND 6

CHANGES: None.

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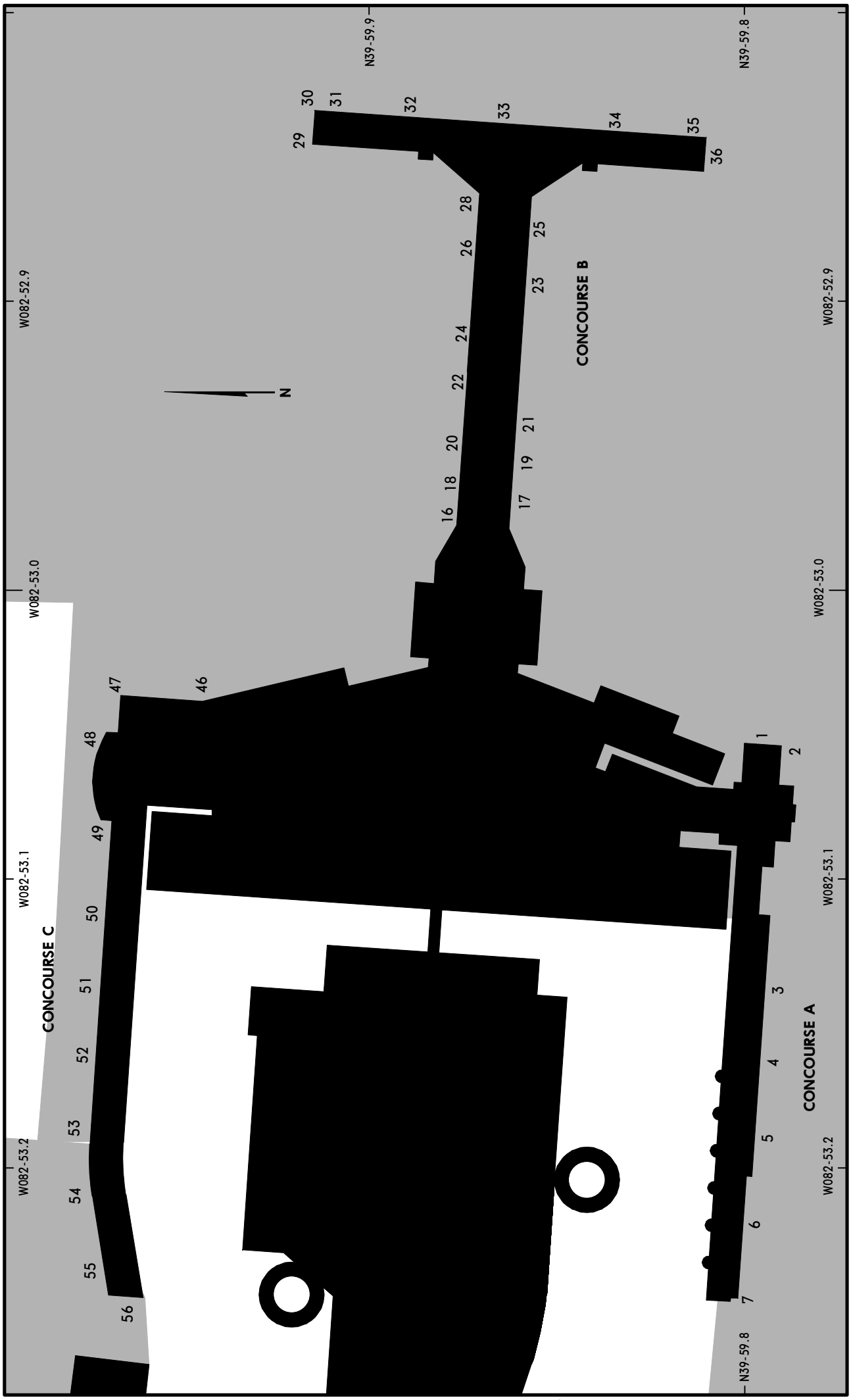

CHANGES: Gate positions.

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PARKING GATE COORDINATES

GATE No.	COORDINATES	GATE No.	COORDINATES
CONCOURSE A			
1 thru 3	N39 59.8 W082 53.1		
4 thru 7	N39 59.8 W082 53.2		
CONCOURSE B			
16 thru 19	N39 59.9 W082 53.0		
20 thru 28	N39 59.9 W082 52.9		
29 thru 33	N39 59.9 W082 52.8		
34 thru 36	N39 59.8 W082 52.8		
CONCOURSE C			
46	N39 59.9 W082 53.0		
47, 48	N40 00.0 W082 53.0		
49 thru 51	N40 00.0 W082 53.1		
52 thru 56	N40 00.0 W082 53.2		

CHANGES: Concourse C gate coordinates.

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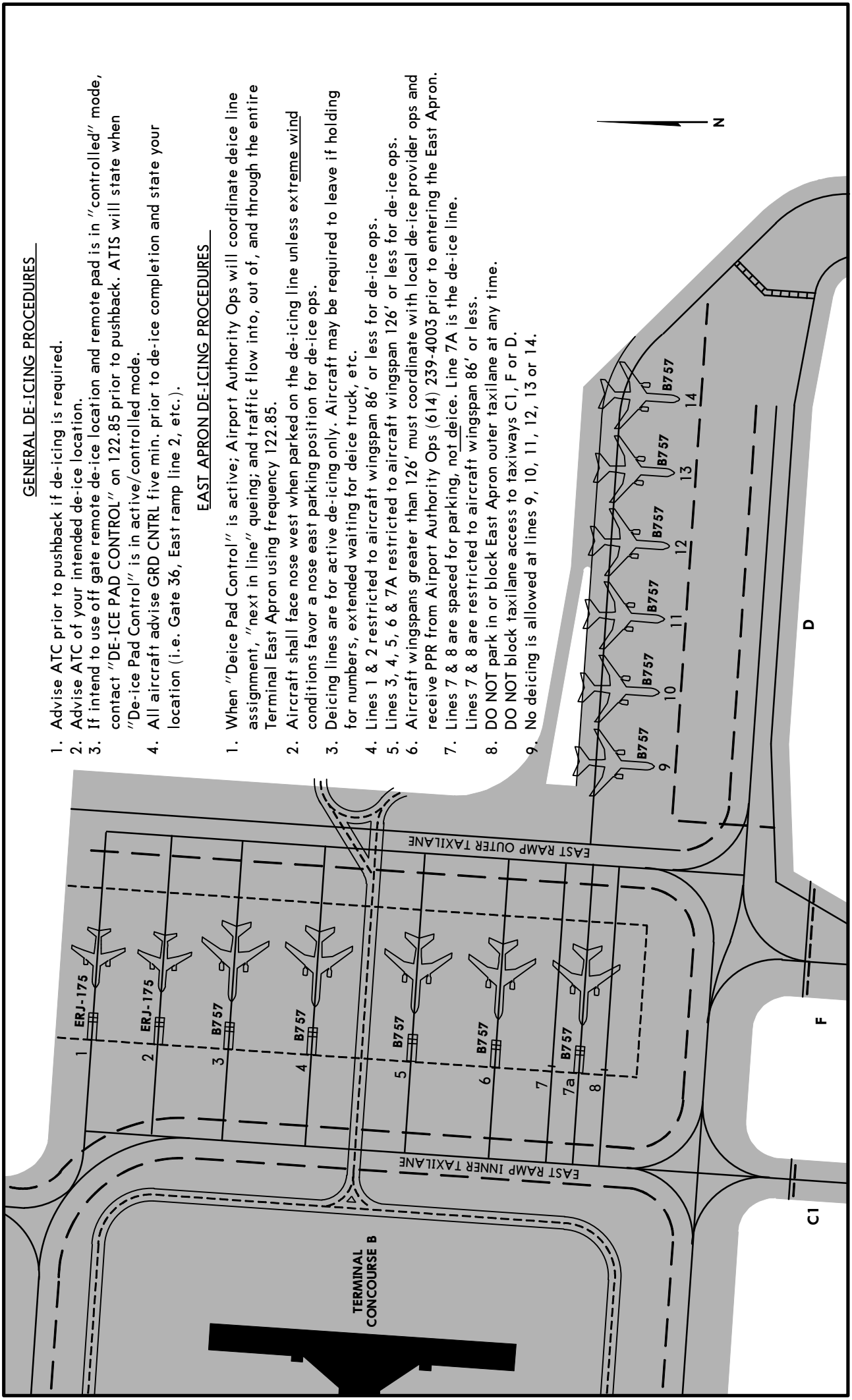
GENERAL DE-ICING PROCEDURES

1. Advise ATC prior to pushback if de-icing is required.
2. Advise ATC of your intended de-ice location.
3. If intend to use off gate remote de-ice location and remote pad is in "controlled" mode, contact "DE-ICE PAD CONTROL" on 122.85 prior to pushback. ATIS will state when "De-ice Pad Control" is in active/controlled mode.
4. All aircraft advise GRD CNTRL five min. prior to de-ice completion and state your location (i.e. Gate 36, East ramp line 2, etc.).

EAST APRON DE-ICING PROCEDURES

1. When "Deice Pad Control" is active; Airport Authority Ops will coordinate deice line assignment, "next in line" queing; and traffic flow into, out of, and through the entire Terminal East Apron using frequency 122.85.
2. Aircraft shall face nose west when parked on the de-icing line unless extreme wind conditions favor a nose east parking position for de-ice ops.
3. Deicing lines are for active de-icing only. Aircraft may be required to leave if holding for numbers, extended waiting for deice truck, etc.
4. Lines 1 & 2 restricted to aircraft wingspan 86′ or less for de-ice ops.
5. Lines 3, 4, 5, 6 & 7A restricted to aircraft wingspan 126′ or less for de-ice ops.
6. Aircraft wingspans greater than 126′ must coordinate with local de-ice provider ops and receive PPR from Airport Authority Ops (614) 239-4003 prior to entering the East Apron.
7. Lines 7 & 8 are spaced for parking, not deice. Line 7A is the de-ice line. Lines 7 & 8 are restricted to aircraft wingspan 86′ or less.
8. DO NOT park in or block East Apron outer taxilane at any time. DO NOT block taxilane access to taxiways C1, F or D.
9. No deicing is allowed at lines 9, 10, 11, 12, 13 or 14.



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KCMH/CMH
PORT COLUMBUS INTL

JEPPESEN

25 NOV 11 (11-1)

COLUMBUS, OHIO
ILS or LOC Rwy 10L

D-ATIS	COLUMBUS Approach (R) 360°-090°	091°-180°	181°-359°	COLUMBUS Tower	Ground
124.6	118.42	126.5	134.45	132.7	121.9

BRIEFING STRIP™

LOC ICBP	Final Apch Crs	GS GRENS	ILS DA(H)	Apt Elev 815′
109.1	099°	2680′ (1865′)	1015′ (200′)	TDZE 815′

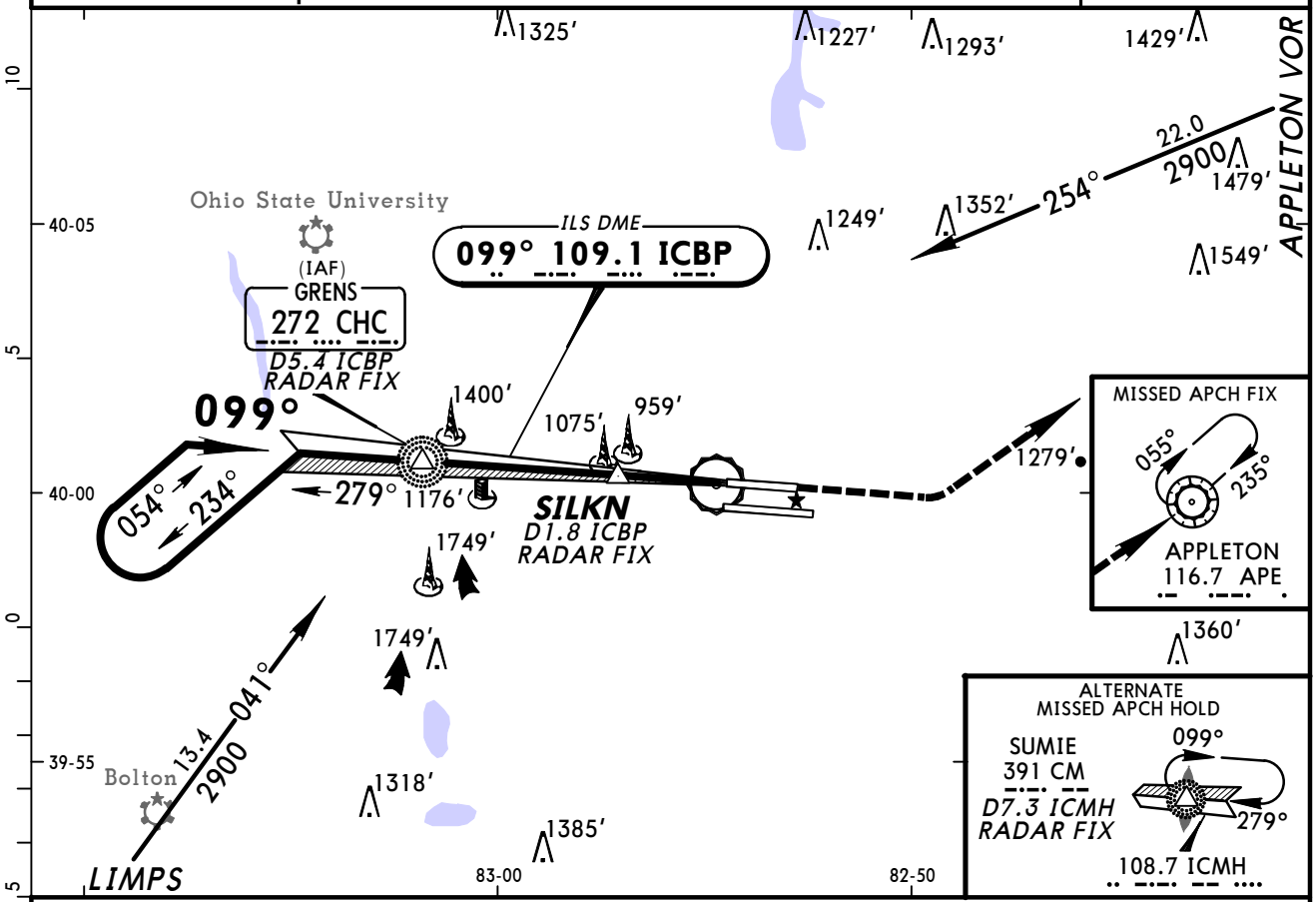
MISSED APCH: Climb to 1400′ then climbing LEFT turn to 3000′ direct APE VOR and hold.

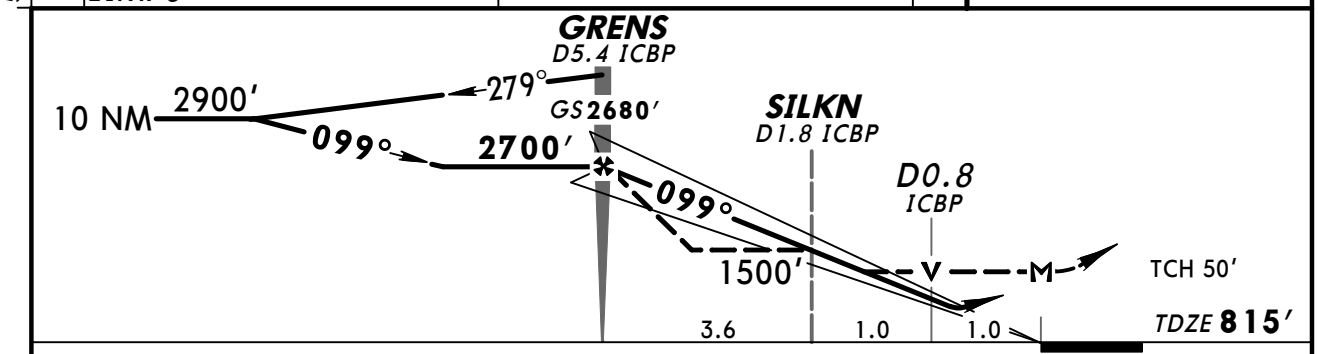
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. ADF or RADAR required.

3100′

MSA CHC NDB





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
NDB to MAP	5.6	4:48	3:44	3:22	2:48	2:24	2:06

MALSR PAPI 1400′ 3000′ LT D APE 116.7

STRAIGHT-IN LANDING RWY 10L

	ILS [1] DA(H) 1015′ (200′) FULL	ILS RAIL or ALS out	LOC (GS out) MDA(H) 1180′ (365′) With Silkn	RAIL out	ALS out	MDA(H) 1500′ (685′) Without Silkn	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	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1
B								
C						1 1/2	2	
D			RVR 40 or 3/4	RVR 60 or 1 1/4		1 3/4	2 1/4	

CIRCLE-TO-LAND

Max Kts	With Silkn MDA(H)	Without Silkn MDA(H)
90	1340′ (525′)-1	1500′ (685′)-1
120		
140	1340′ (525′)-1 1/2	1500′ (685′)-2
165	1380′ (565′)-2	1500′ (685′)-2 1/4

AMEND 18A

TERPS

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

CHANGES: Approach frequency, charted obstructions.

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KCMH/CMH
PORT COLUMBUS INTL

JEPPESEN

25 NOV 11 (11-2)

COLUMBUS, OHIO
ILS or LOC Rwy 10R

D-ATIS	COLUMBUS Approach (R) 360°-090° / 091°-180° / 181°-359°			COLUMBUS Tower	Ground
124.6	118.42	126.5	134.45	132.7	121.9

BRIEFING STRIP™

LOC IAQI	Final Apch Crs	GS ARLIG	ILS DA(H) (CONDITIONAL)	Apt Elev 815′
108.7	099°	2658′ (1848′)	1010′ (200′)	TDZE 810′

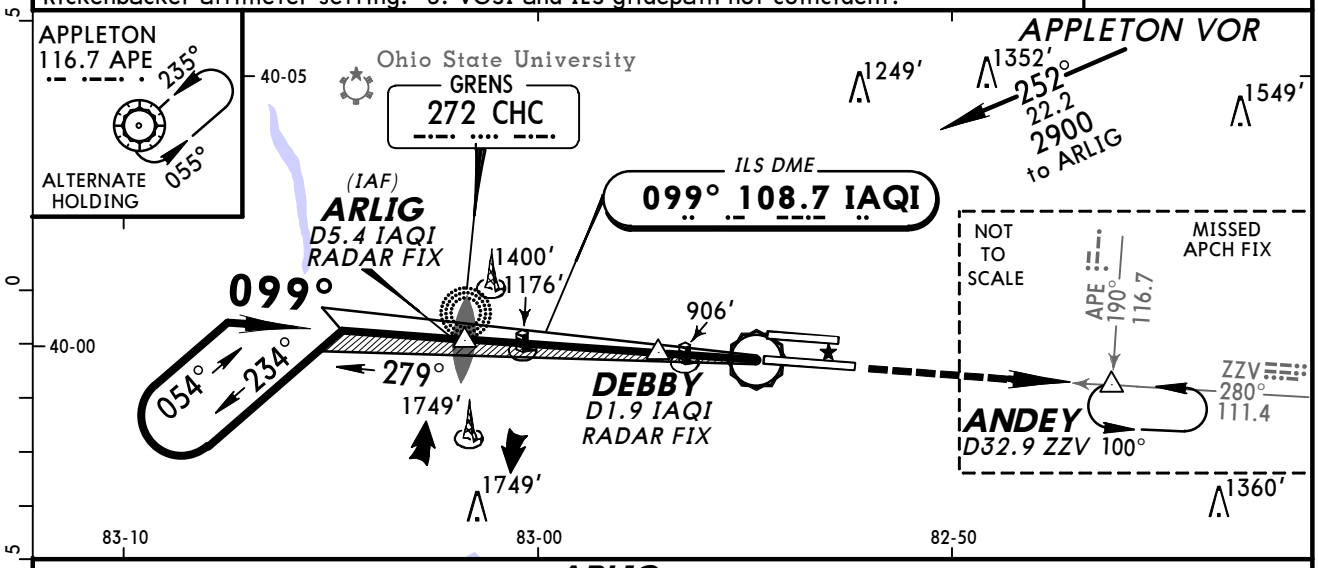
MISSED APCH: Climb to 3000′ inbound via ZZV VOR R-280 to ANDEY/ D32.9 ZZV and hold.

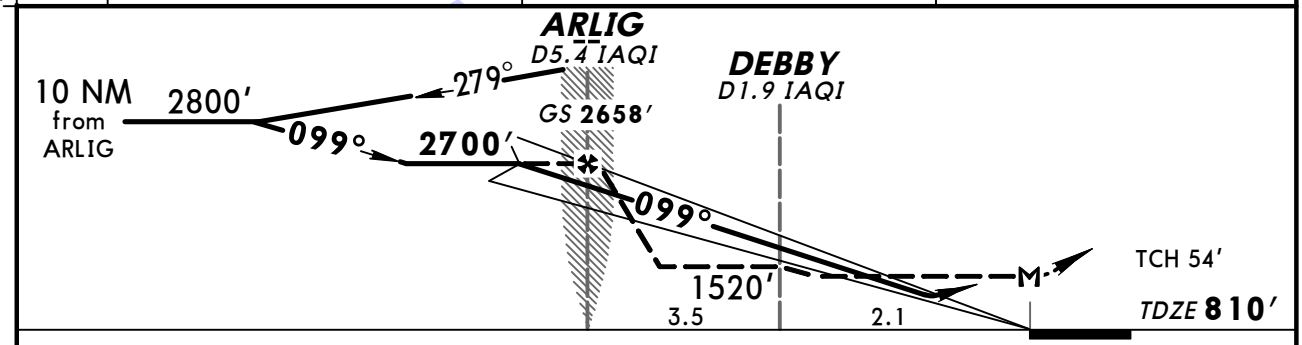
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. ADF, DME or RADAR required. 2. If local altimeter not received, use Rickenbacker altimeter setting. 3. VGSI and ILS glidepath not coincident.

3100′

MSA CHC NDB





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
ARLIG to MAP 5.6	4:48	3:44	3:22	2:48	2:24	2:06

MALSR PAPI 3000′ ↑ via ZZV 111.4 R-280 ANDEY

STRAIGHT-IN LANDING RWY 10R
With Local Altimeter Setting

	1 ILS DA(H) 1010′ (200′) FULL	1 ILS DA(H) 1010′ (200′) RAIL or ALS out	LOC (GS out) MDA(H) 1220′ (410′) With Debby	RAIL out	ALS out	LOC (GS out) MDA(H) 1520′ (710′) Without Debby	RAIL out	ALS out
A	RVR 24 or ½	RVR 40 or ¾	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		1½	2	
D						1¾	2¼	

CIRCLE-TO-LAND
With Local Altimeter Setting

Max Kts	With Debby MDA(H)	Without Debby MDA(H)
90	1340′ (525′)-1	1520′ (705′)-1
120		
140	1340′ (525′)-1½	1520′ (705′)-2
165	1380′ (565′)-2	1520′ (705′)-2¼

With Rickenbacker Altimeter Setting

	ILS DA(H) 1050′ (240′) FULL	ILS DA(H) 1050′ (240′) RAIL or ALS out	LOC (GS out) MDA(H) 1260′ (450′) With Debby	RAIL out	ALS out	LOC (GS out) MDA(H) 1560′ (750′) Without Debby	RAIL out	ALS out
A	RVR 24 or ½	RVR 40 or ¾	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							RVR 60 or 1¼	
C			RVR 40 or ¾	RVR 60 or 1¼		1½	2¼	
D				1½		1¾	2½	

CIRCLE-TO-LAND
With Rickenbacker Altimeter Setting

Max Kts	With Debby MDA(H)	Without Debby MDA(H)
90	1380′ (565′)-1	1560′ (745′)-1
120		
140	1380′ (565′)-1½	1560′ (745′)-2
165	1420′ (605′)-2	1560′ (745′)-2¼

AMEND 8B TERPS

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

CHANGES: Approach frequency, charted obstructions.

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KCMH/CMH
PORT COLUMBUS INTL

JEPPESEN

25 NOV 11 (11-3)

COLUMBUS, OHIO
ILS or LOC Rwy 28L

D-ATIS	COLUMBUS Approach (R) 360°-090° / 091°-180° / 181°-359°			COLUMBUS Tower	Ground
124.6	118.42	126.5	134.45	132.7	121.9

BRIEFING STRIP™

LOC ICMH	Final Apch Crs	GS SUMIE	ILS DA(H)	Apt Elev 815′ / TDZE 814′
108.7	279°	2641′ (1827′)	1014′ (200′)	

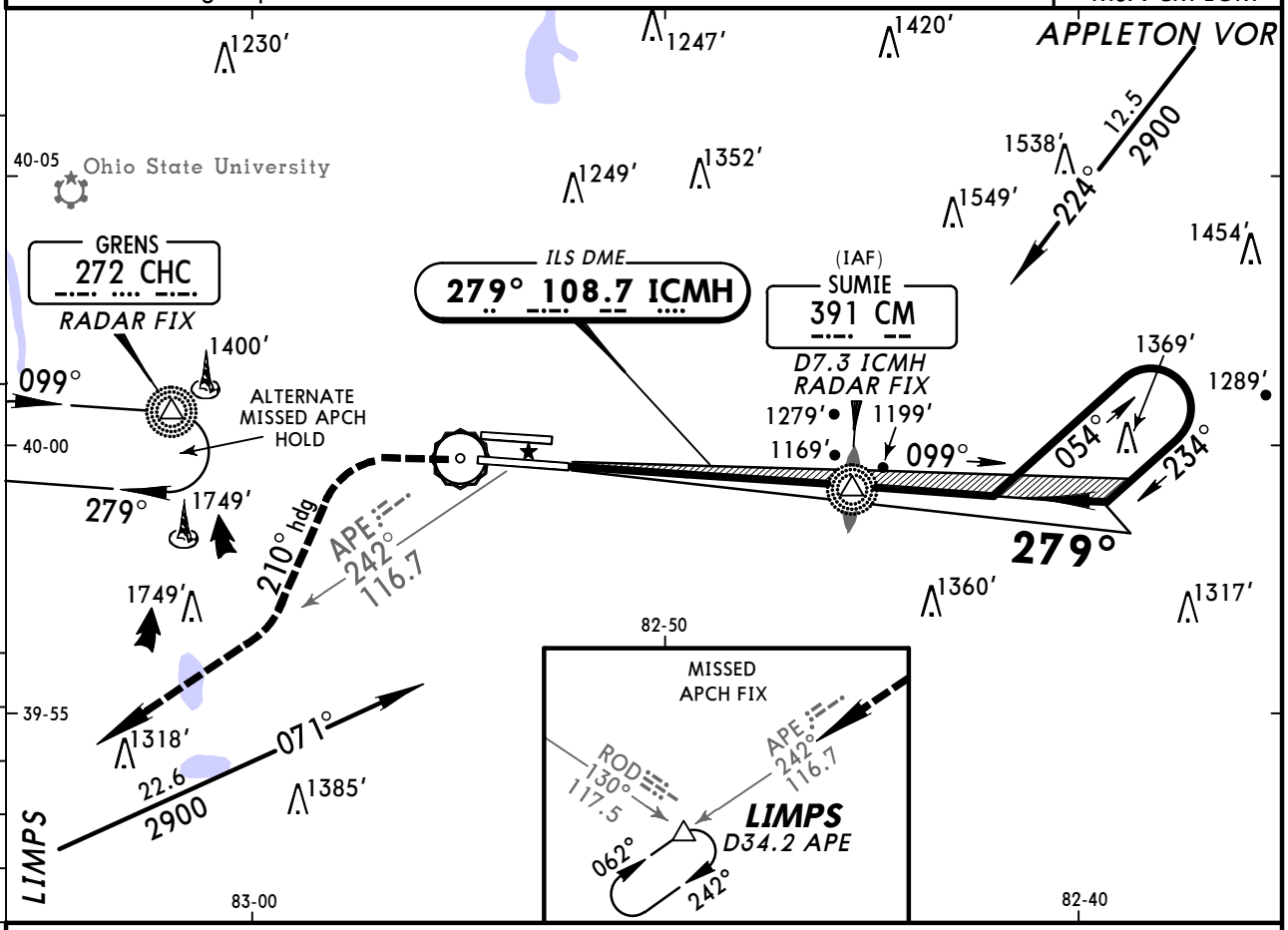
MISSED APCH: Climb to 1400′, then climbing LEFT turn to 3000′ via heading 210° and outbound on APE VOR R-242 to LIMPS INT/D34.2 APE and hold.

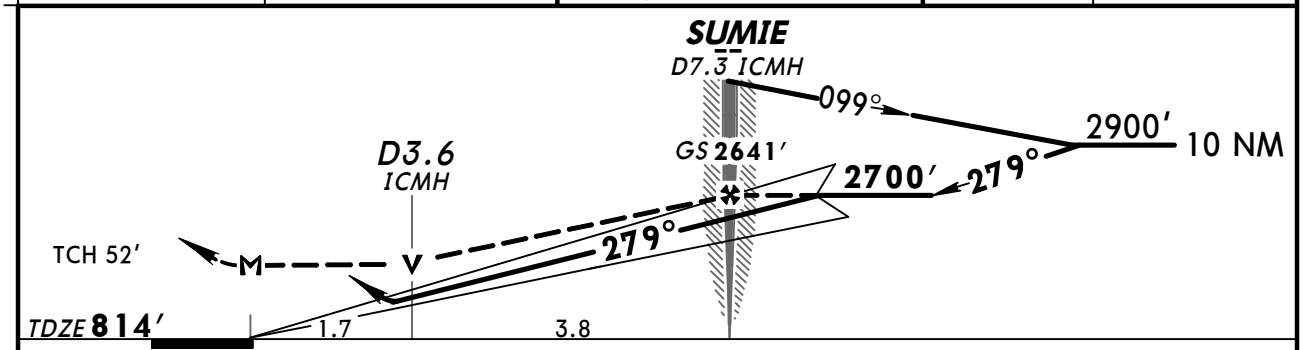
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. ADF or DME required. 2. RADAR required.

3. VGSI and ILS glidepath not coincident.

MSA CM LOM: 180°, 2800′, 3100′, 360°





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
SUMIE to MAP	5.5	4:43	3:40	3:18	2:45	2:21	2:04

MALSR | 1400′ | 3000′ LT via 210° hdg and APE 116.7 R-242 | LIMPS

STRAIGHT-IN LANDING RWY 28L						CIRCLE-TO-LAND	
1 ILS DA(H) 1014′ (200′)			LOC (GS out) MDA(H) 1420′ (606′)				
	FULL	RAIL or ALS out		RAIL out	ALS out	Max Kts	MDA(H)
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	90	1420′ (605′)-1
B						120	
C			RVR 60 or 1 1/4	1 3/4		140	1420′ (605′)-1 3/4
D			1 1/2	2		165	1420′ (605′)-2

AMEND 28A TERPS

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

CHANGES: Approach frequency, charted obstructions.

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KCMH/CMH
PORT COLUMBUS INTL

JEPPESEN

25 NOV 11 (11-4)

COLUMBUS, OHIO
ILS or LOC Rwy 28R

D-ATIS	COLUMBUS Approach (R) 360°-090°	091°-180°	181°-359°	COLUMBUS Tower	Ground
124.6	118.42	126.5	134.45	132.7	121.9

BRIEFING STRIP™

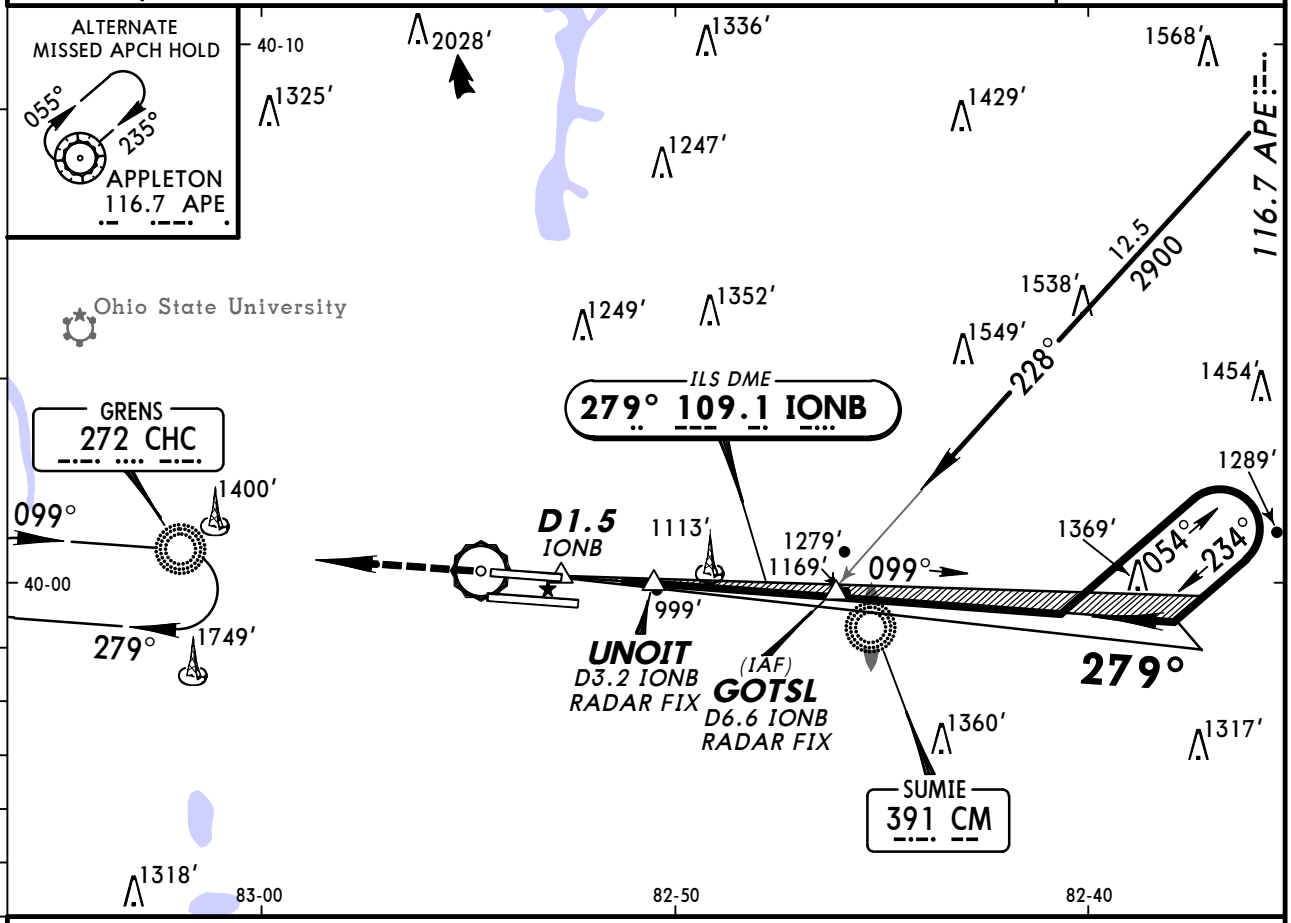
LOC IONB	Final Apch Crs	GS GOTSL	ILS DA(H)	Apt Elev 815′
109.1	279°	2500′ (1687′)	1013′ (200′)	TDZE 813′

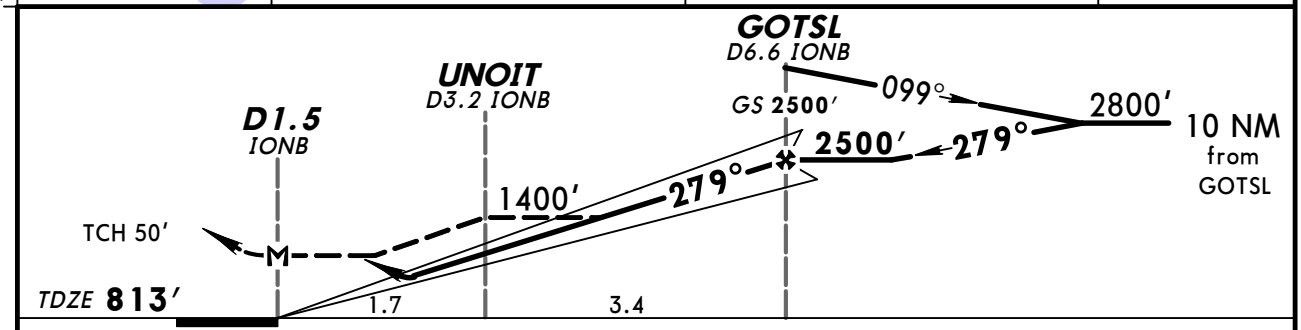
MISSED APCH: Climb to 2800′ direct CHC NDB and hold.

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

1. ADF required. 2. Autopilot coupled approach not authorized below 2023′.

MSA CM LOM: 180° 3100′, 2800′, 360°





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D1.5 IONB or GOTSL to MAP	5.1	4:22	3:24	3:04	2:33	2:11	1:55

MALSR PAPI 2800′ D CHC 272

TERPS AMEND 3A 26 AUG 2010

STRAIGHT-IN LANDING RWY **28R**

	ILS DA(H) 1013′(200′) FULL	ILS DA(H) 1013′(200′) RAIL or ALS out	LOC (GS out) MDA(H) 1260′ (447′) With Unoit:	RAIL out	ALS out	MDA(H) 1400′ (587′) Without Unoit:	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	With Unoit MDA(H)	Without Unoit MDA(H)
90	1340′ (525′)-1	1400′ (585′)-1
120		
140	1340′ (525′)-1 1/2	1400′ (585′)-1 1/2
165	1380′ (565′)-2	1400′ (585′)-2

CHANGES: Approach frequency, charted obstructions.

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KCMH/CMH
PORT COLUMBUS INTL

JEPPESEN

25 NOV 11 (12-1)

COLUMBUS, OHIO
RNAV (GPS) Y Rwy 10L

D-ATIS	COLUMBUS Approach (R) 360°-090° / 091°-1180° / 181°-359°			COLUMBUS Tower	Ground
124.6	118.42	126.5	134.45	132.7	121.9

WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 815′
Ch 40299 W-10B	099°	ALEME 2700′ (1885′)	1015′ (200′)	TDZE 815′

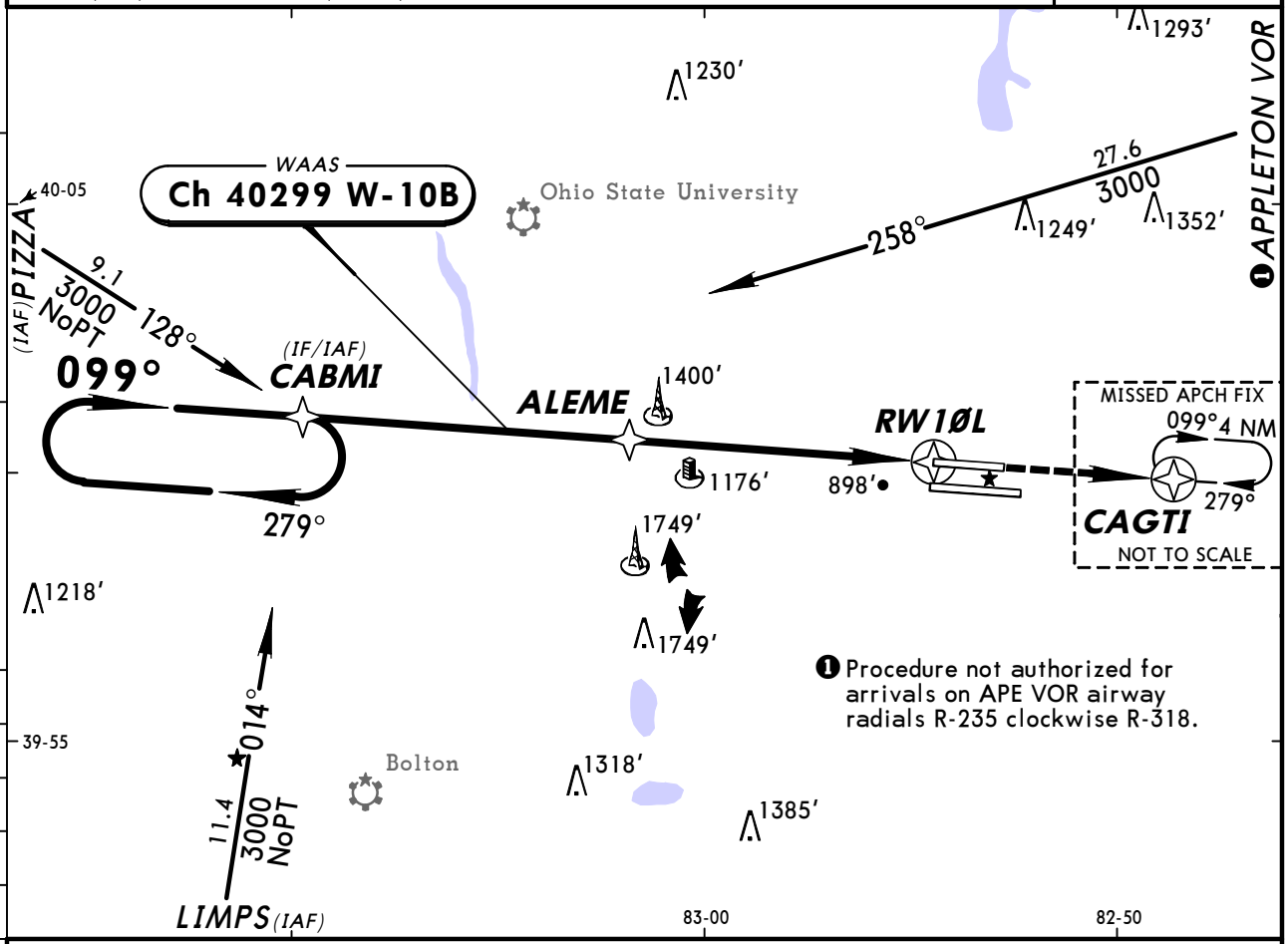
MISSED APCH: Climb to 3000′ direct to CAGTI and hold.

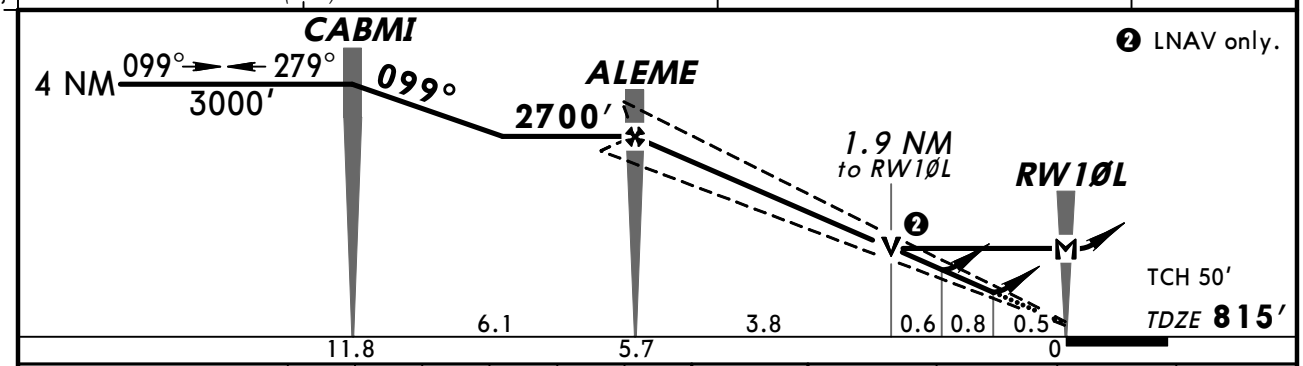
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

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.

3100′ MSA RW1ØL

BRIEFING STRIP ™





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW1ØL						

MALSR PAPI 3000′ CAGTI

STRAIGHT-IN LANDING RWY 10L

	LPV DA(H) 1015′ (200′)		LNAV/VNAV DA(H) 1264′ (449′)		LNAV MDA(H) 1480′ (665′)			CIRCLE-TO-LAND	
		RAIL or ALS out		RAIL out / ALS out		RAIL out	ALS out	Max Kts	MDA(H)
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	90	1480′ (665′)-1
B								120	
C					RVR 60 or 1¼	1¾		140	1480′ (665′)-1¾
D					1½	2		165	1480′ (665′)-2

TERPS AMEND 2 23 SEP 2010

CHANGES: Approach frequency, charted obstructions.

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KCMH/CMH
PORT COLUMBUS INTL

JEPPESEN

25 NOV 11 (12-2)

COLUMBUS, OHIO
RNAV (GPS) Y Rwy 10R

D-ATIS	COLUMBUS Approach (R) 360°-090° / 091°-180° / 181°-359°			COLUMBUS Tower	Ground
124.6	118.42	126.5	134.45	132.7	121.9

WAAS	Final Apch Crs	Minimum Alt SHOSH	LPV DA(H)	Apt Elev 815′ / TDZE 810′
Ch 99603 W-10A	099°	2700′ (1890′)	1010′ (200′)	

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

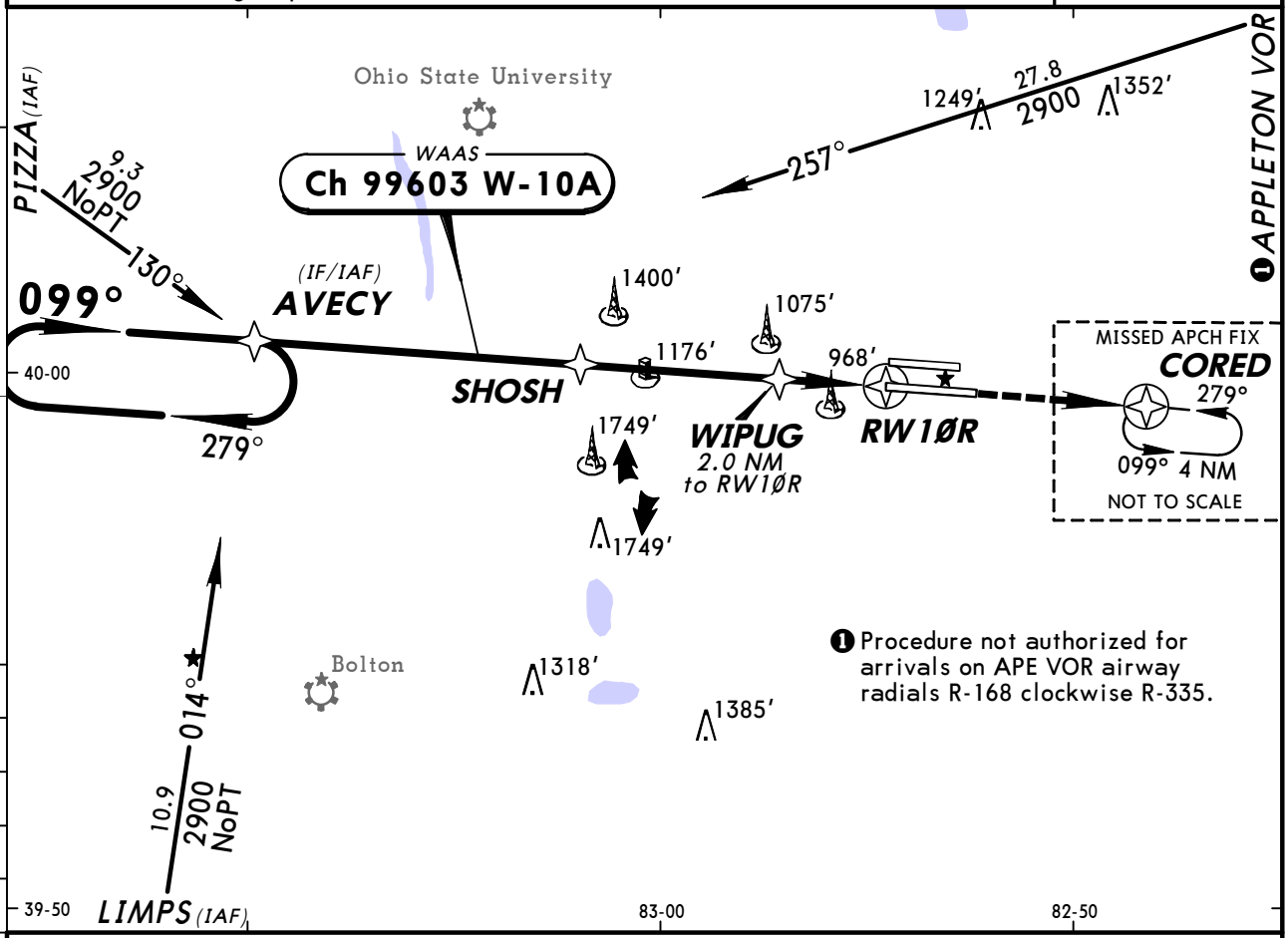
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

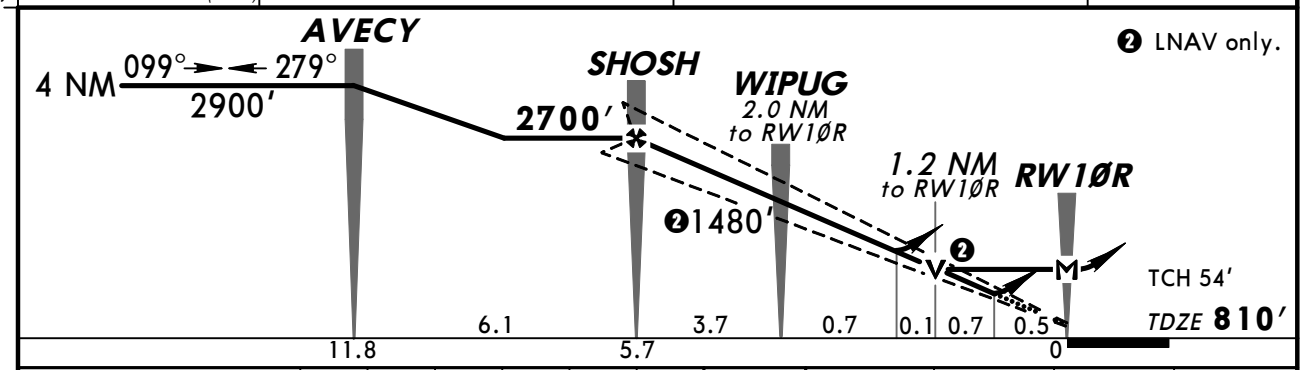
1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 47°C (116°F). 2. DME/DME RNP-0.30 not authorized.
3. VGSI and RNAV glidepath not coincident.

3100′

MSA RW1ØR

BRIEFING STRIP ™





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW1ØR						

MALSR PAPI 3000′ D CORED

STRAIGHT-IN LANDING RWY 10R

	LPV DA(H) 1010′ (200′)		LNAV/VNAV DA(H) 1268′ (458′)		LNAV MDA(H) 1240′ (430′)			CIRCLE-TO-LAND	
		RAIL or ALS out		RAIL out / ALS out		RAIL out	ALS out	Max Kts	MDA(H)
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	1 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	90	1340′ (525′)-1
B								120	
C					RVR 40 or 3/4	1 1/4		140	1340′ (525′)-1 1/2
D					RVR 50 or 1	1 1/2		165	1380′ (565′)-2

TERPS AMEND 2 23 SEP 2010

CHANGES: Approach frequency, charted obsructions.

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KCMH/CMH
PORT COLUMBUS INTL

JEPPESEN

25 NOV 11 (12-3)

COLUMBUS, OHIO
RNAV (GPS) Y Rwy 28L

D-ATIS	COLUMBUS Approach (R) 360°-090° / 091°-180° / 181°-359°			COLUMBUS Tower	Ground
124.6	118.42	126.5	134.45	132.7	121.9

BRIEFING STRIP ™

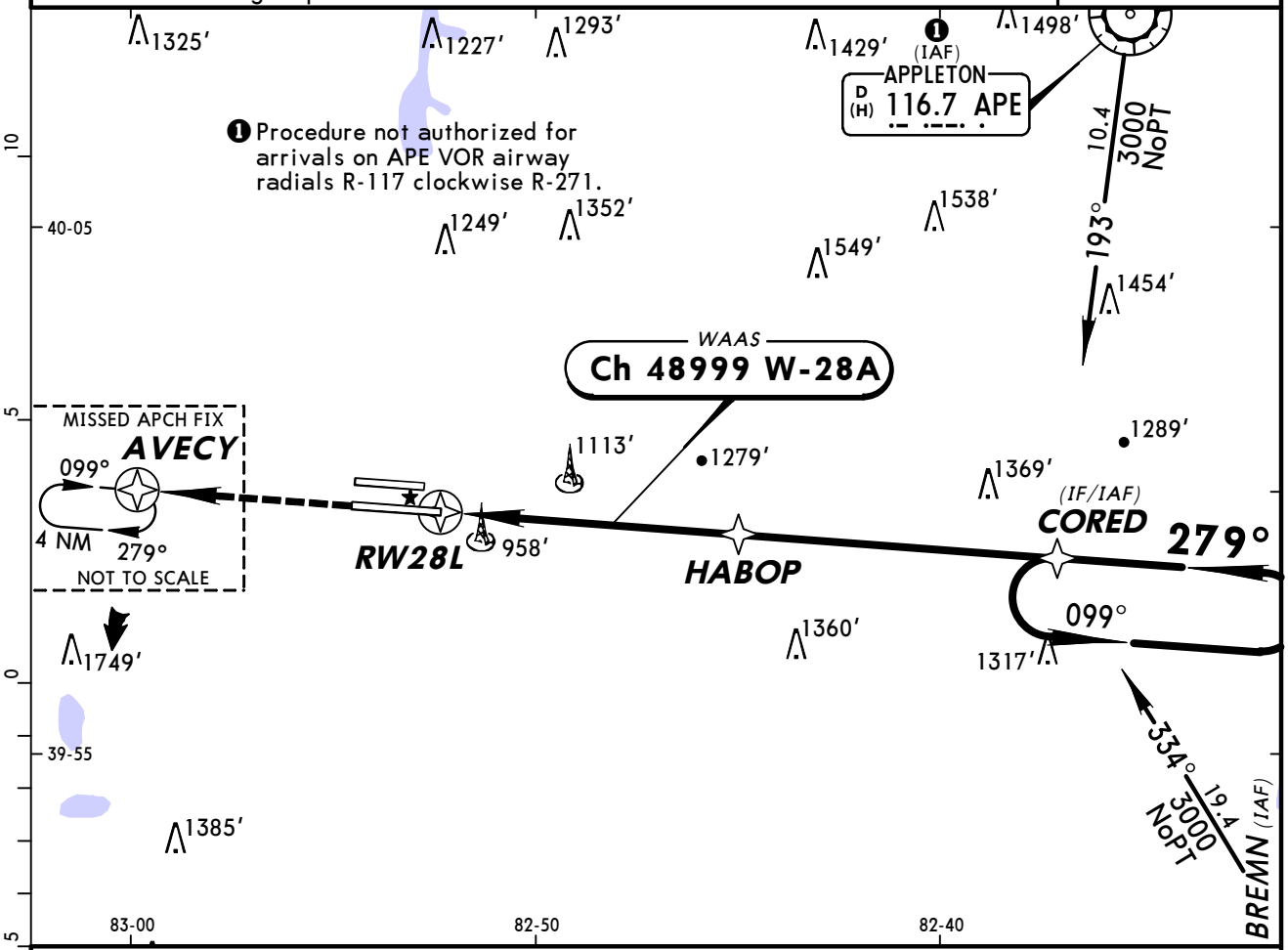
WAAS	Final Apch Crs	Minimum Alt HABOP	LPV DA(H)	Apt Elev 815′
Ch 48999 W-28A	279°	2700′ (1886′)	1014′ (200′)	TDZE 814′

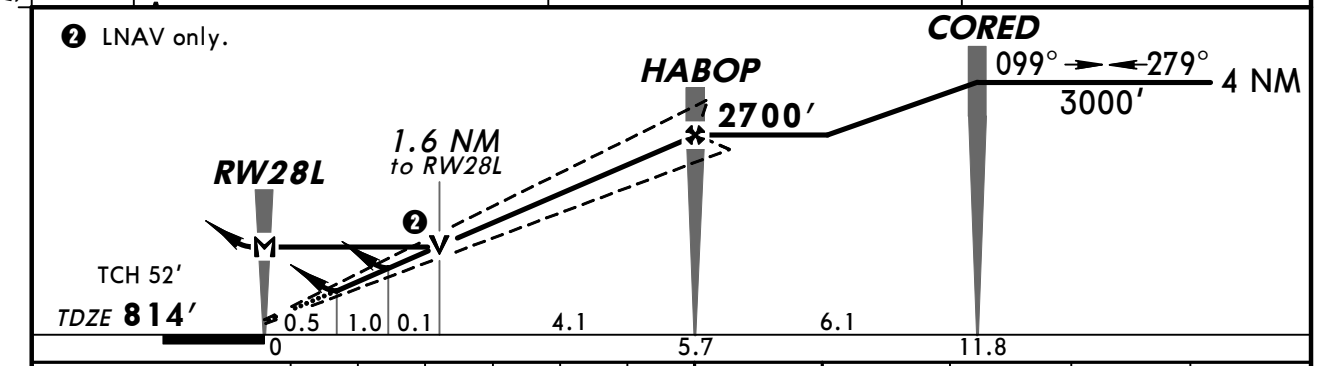
MISSED APCH: Climb to 2900′ direct AVECY and hold.

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.

MSA RW28L 3100′





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW28L						

MALSR 2900′ D AVECY

STRAIGHT-IN LANDING RWY 28L

	LPV DA(H) 1014′ (200′)		LNAV/VNAV DA(H) 1341′ (527′)		LNAV MDA(H) 1380′ (566′)		
		RAIL or ALS out		RAIL out / ALS out		RAIL out / ALS out	
A	RVR 24 or ½	RVR 40 or ¾	RVR 60 or 1¼	1¾	RVR 24 or ½	RVR 40 or ¾ / RVR 50 or 1	
B							
C						1½	
D						1¾	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1380′ (565′)-1
120	
140	1380′ (565′)-1½
165	1380′ (565′)-2

TERPS AMEND 2 23 SEP 2010

CHANGES: Approach frequency, charted obstructions.

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KCMH/CMH
PORT COLUMBUS INTL

JEPPESEN

25 NOV 11 (12-4)

COLUMBUS, OHIO
RNAV (GPS) Y Rwy 28R

BRIEFING STRIP TM

D-ATIS	COLUMBUS Approach (R) 360°-090° / 091°-180° / 181°-359°			COLUMBUS Tower	Ground
124.6	118.42	126.5	134.45	132.7	121.9

WAAS	Final Apch Crs	Minimum Alt ATIPE	LPV DA(H)	Apt Elev 815′
Ch 86619 W-28B	279°	2500′ (1687′)	1013′ (200′)	TDZE 813′

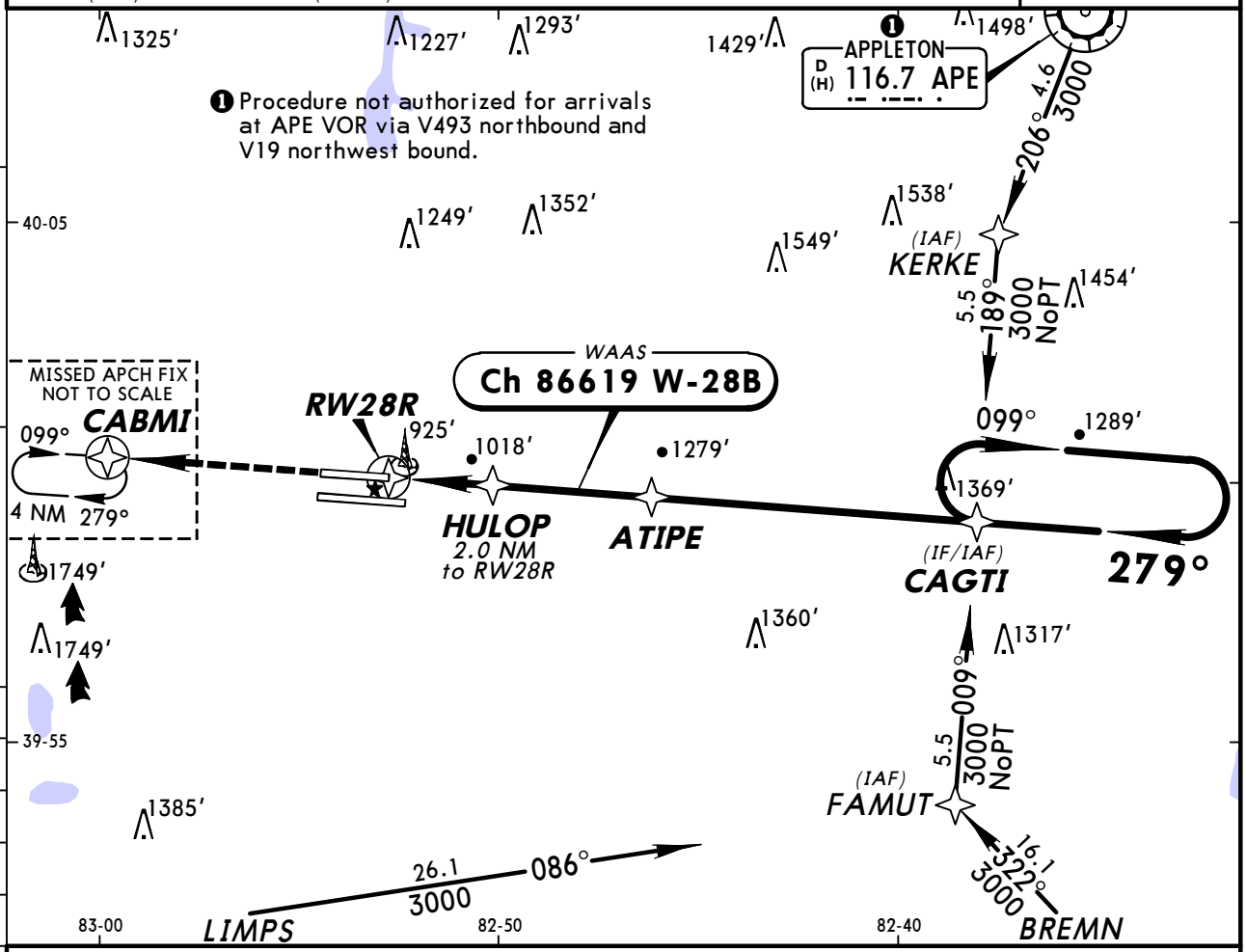
MISSED APCH: Climb to 3000′ direct CABMI and hold.

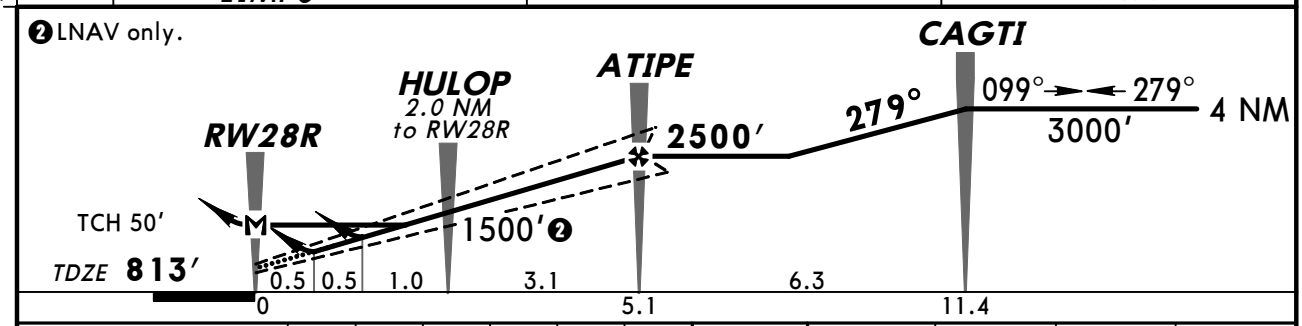
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

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.

3100′

MSA RW28R





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW28R						

MALSR PAPI 3000′ CABMI

STRAIGHT-IN LANDING RWY 28R

	LPV DA(H) 1013′(200′)		LNAV/VNAV DA(H) 1175′(362′)		LNAV MDA(H) 1420′(607′)		
		RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out
A	½	¾	¾	1¼	½	¾	1
B							
C					1¼	1¾	
D					1½	2	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1420′(605′)-1
120	
140	1420′(605′)-1¾
165	1420′(605′)-2

TERPS AMEND 1 23 SEP 2010

CHANGES: Approach frequency, charted obstructions.

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KCMH/CMH
PORT COLUMBUS INTL

JEPPESEN

25 NOV 11 (12-20)

COLUMBUS, OHIO
RNAV (RNP) Z Rwy 10L

D-ATIS	COLUMBUS Approach (R) 360°-090°	091°-180°	181°-359°	COLUMBUS Tower	Ground
124.6	118.42	126.5	134.45	132.7	121.9

RNAV	Final Apch Crs	Minimum Alt ALEME	RNP 0.20 DA(H)	Apt Elev 815′
	099°	2700′ (1885′)	1164′ (349′)	TDZE 815′

MISSED APCH: Climb to 3000′ on track 099° to CAGTI and hold.

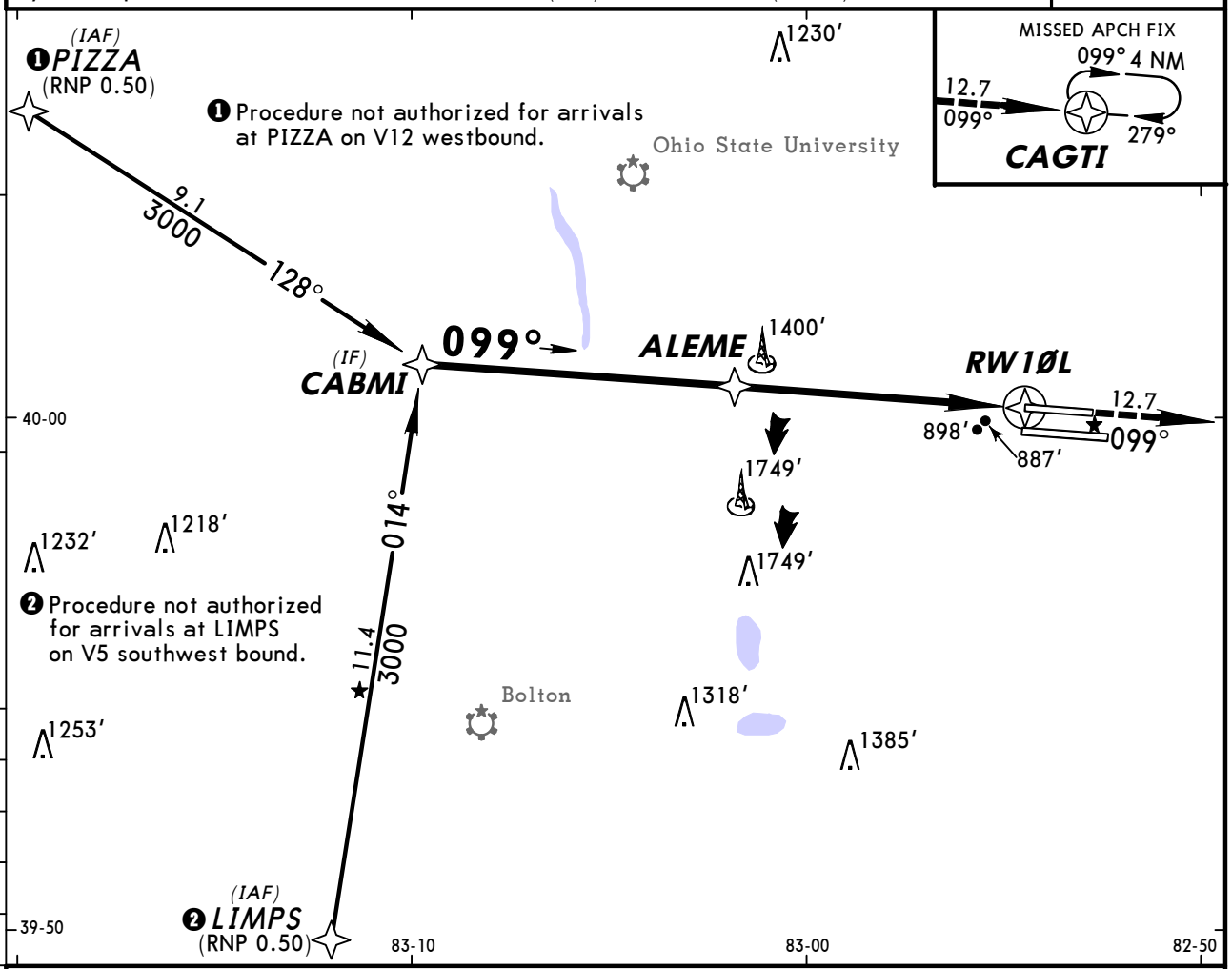
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

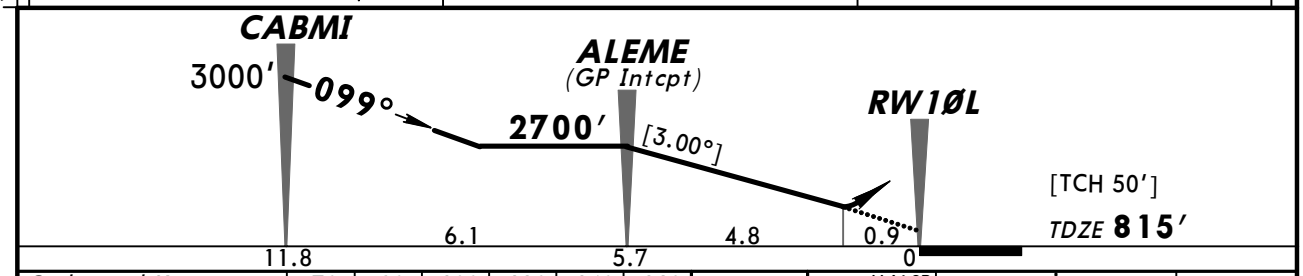
1. AUTHORIZATION REQUIRED. 2. GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -16°C (1°F) or above 47°C (117°F).

3100′

MSA RW1ØL

BRIEFING STRIP ™





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

MALSR PAPI 3000′ on 099° CAGTI

STRAIGHT-IN LANDING RWY **10L**

	RNP 0.20 DA(H) 1164′ (349′)		RNP 0.30 DA(H) 1216′ (401′)	
		RAIL or ALS out		RAIL or ALS out
A, B, C, D	RVR 40 or ¾	RVR 60 or 1¼	RVR 50 or 1	1½

TERPS AMEND 0B 30 JUN 2011

CHANGES: Approach frequency, charted obstructions.

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KCMH/CMH
PORT COLUMBUS INTL

JEPPESEN

25 NOV 11 (12-21)

COLUMBUS, OHIO
RNAV (RNP) Z Rwy 10R

D-ATIS	COLUMBUS Approach (R) 360°-090° / 091°-180° / 181°-359°			COLUMBUS Tower	Ground
124.6	118.42	126.5	134.45	132.7	121.9

RNAV	Final Apch Crs	Minimum Alt SHOSH	RNP 0.22 DA(H)	Apt Elev 815′
	099°	2700′ (1890′)	1189′ (379′)	TDZE 810′

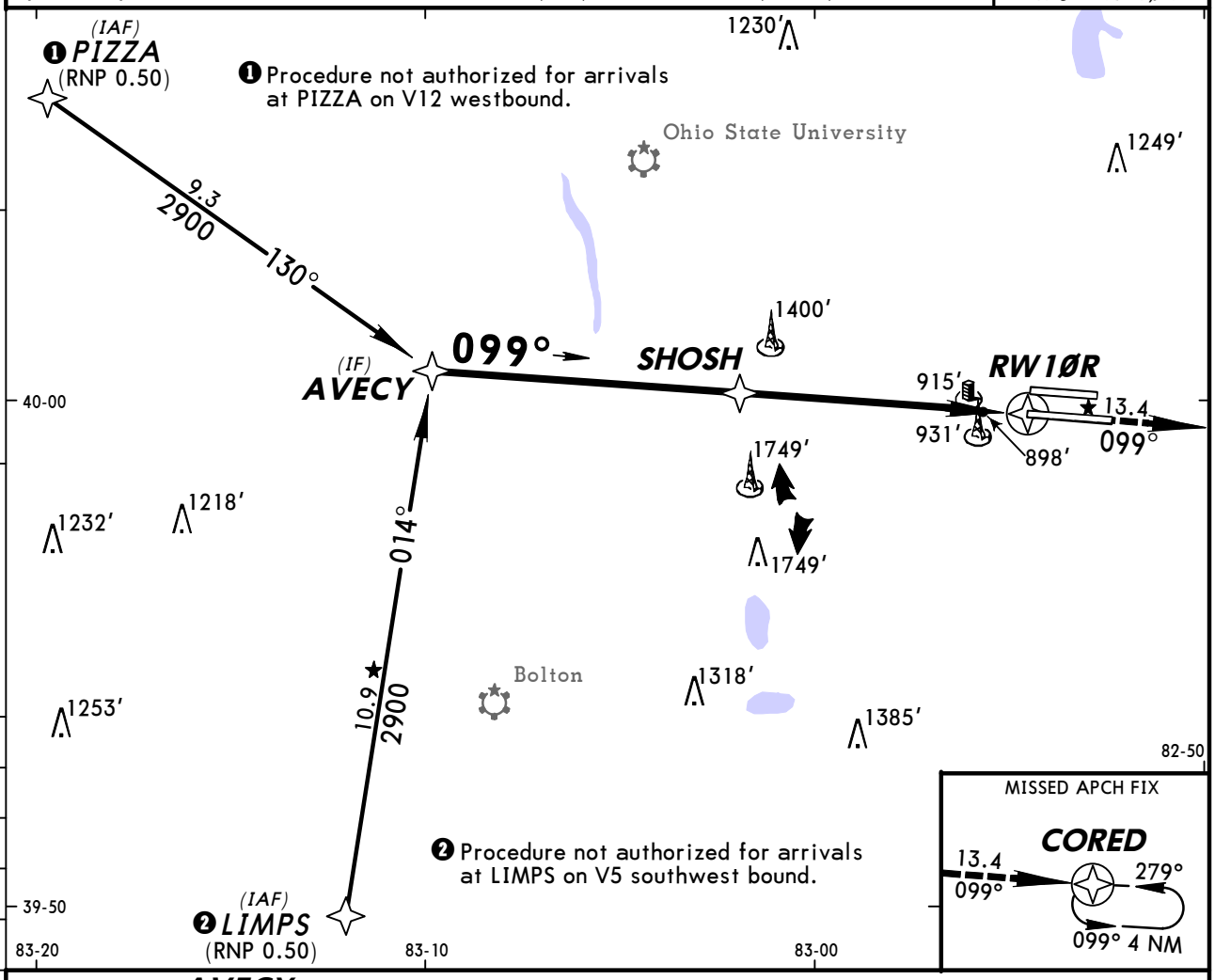
MISSED APCH: Climb to 3000′ on track 099° to CORED and hold.

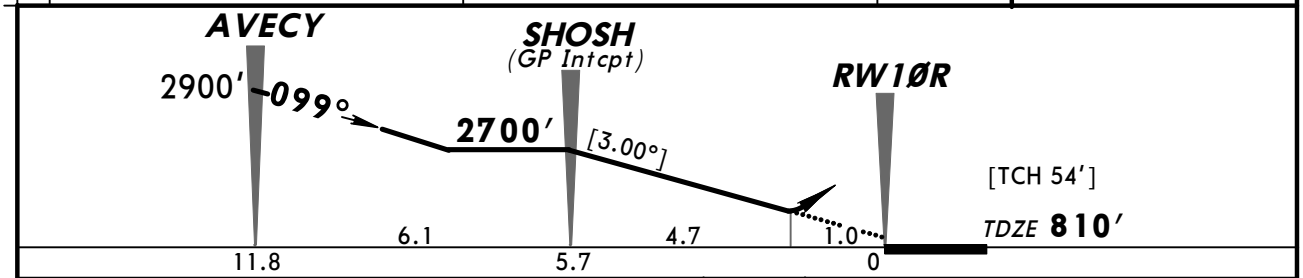
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. AUTHORIZATION REQUIRED. 2. GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -16°C (2°F) or above 47°C (117°F).

3100′
MSA RW1ØR

BRIEFING STRIP ™





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

MALSR PAPI 3000′ on 099° CORED

STRAIGHT-IN LANDING RWY 10R

	RNP 0.22 DA(H) 1189′ (379′)		❶ RNP 0.30 DA(H) 1314′ (504′)	
		RAIL or ALS out		RAIL or ALS out
A	RVR 40 or ¾	RVR 60 or 1¼	RVR 60 or 1¼	1¾
B				
C				
D				

❶ Procedure not authorized at night when VGSI inoperative.

TERPS AMEND 0A 30 JUN 2011

CHANGES: Approach frequency, charted obstructions.

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KCMH/CMH
PORT COLUMBUS INTL

JEPPESEN

25 NOV 11 (12-22)

COLUMBUS, OHIO
RNAV (RNP) Z Rwy 28L

D-ATIS	COLUMBUS Approach (R) 360°-090°	091°-180°	181°-359°	COLUMBUS Tower	Ground
124.6	118.42	126.5	134.45	132.7	121.9

RNAV	Final Apch Crs	Minimum Alt HABOP	RNP 0.15 DA(H)	Apt Elev 815′
	279°	2700′ (1886′)	1144′ (330′)	TDZE 814′

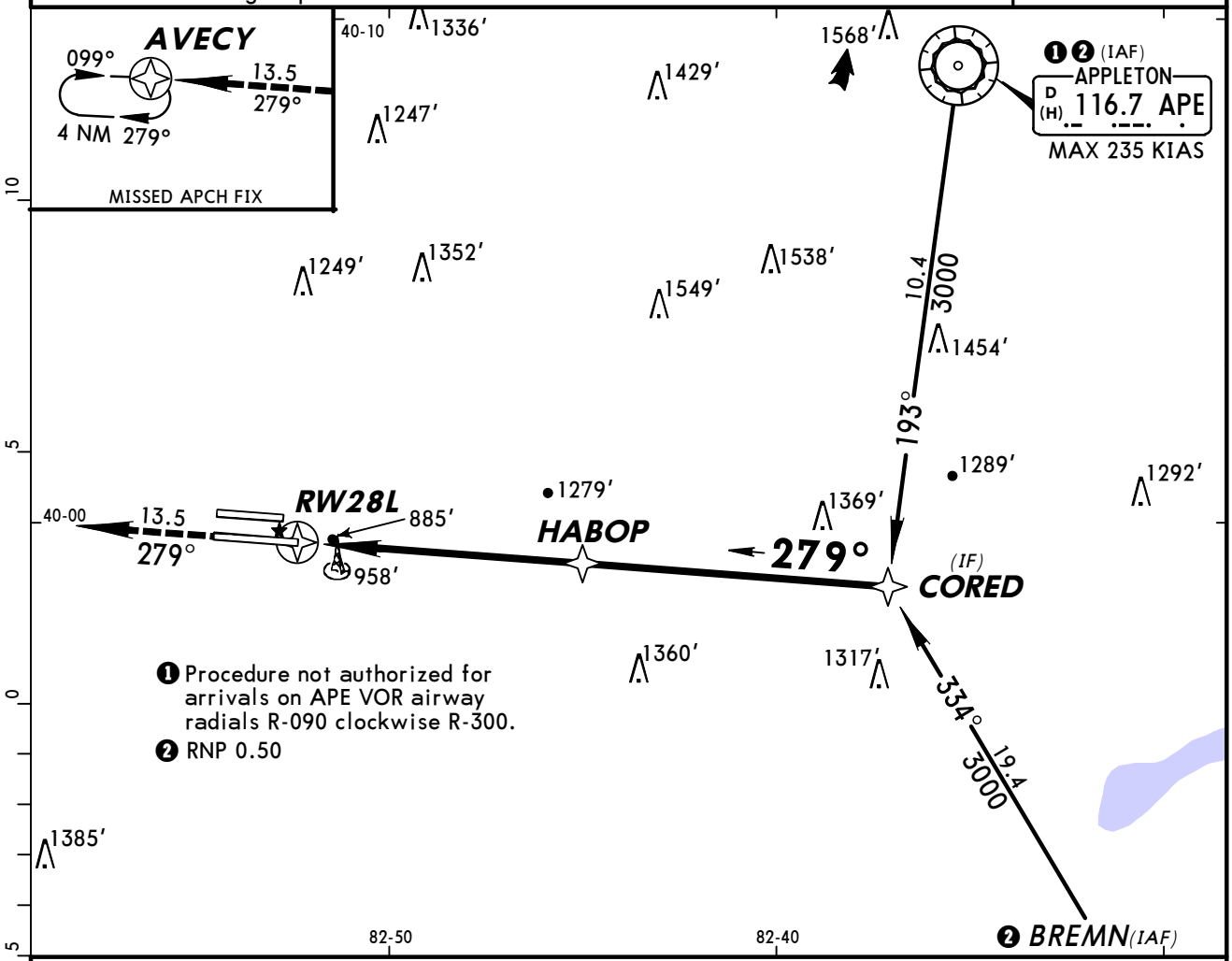
MISSED APCH: Climb to 3200′ on track 279° to AVECY and hold.

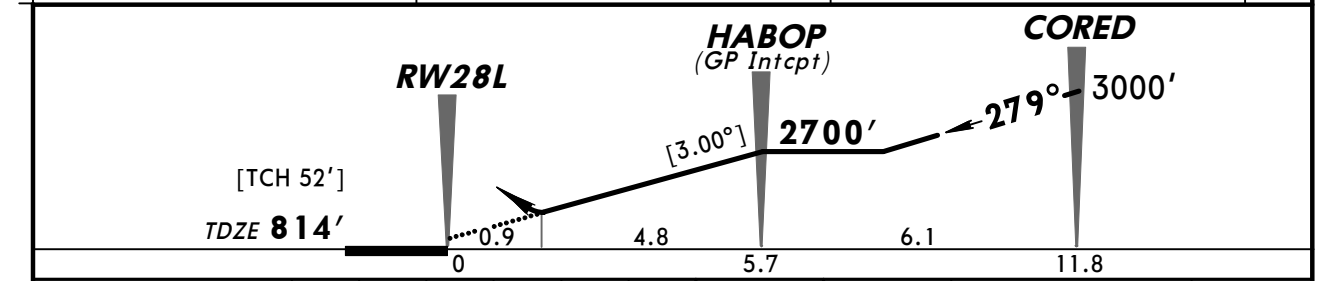
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. AUTHORIZATION REQUIRED. 2. GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -16°C (2°F) or above 47°C (117°F).
4. VGSI and RNAV glidepath not coincident.

3100′
MSA RW28L

BRIEFING STRIP ™





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

MALSR

3200′ on 279° AVECY

STRAIGHT-IN LANDING RWY **28L**

	RNP 0.15 DA(H) 1144′(330′)		RNP 0.20 DA(H) 1196′(382′)		RNP 0.30 DA(H) 1293′(479′)	
		RAIL or ALS out		RAIL or ALS out		RAIL or ALS out
A, B, C, D	RVR 40 or ¾	RVR 60 or 1¼	RVR 40 or ¾	RVR 60 or 1¼	RVR 60 or 1¼	1¾

TERPS AMEND 0A 30 JUN 2011

CHANGES: Approach frequency, charted obstructions.

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BRIEFING STRIP ™

D-ATIS	COLUMBUS Approach (R) 360°-090°	091°-180°	181°-359°	COLUMBUS Tower	Ground
124.6	118.42	126.5	134.45	132.7	121.9

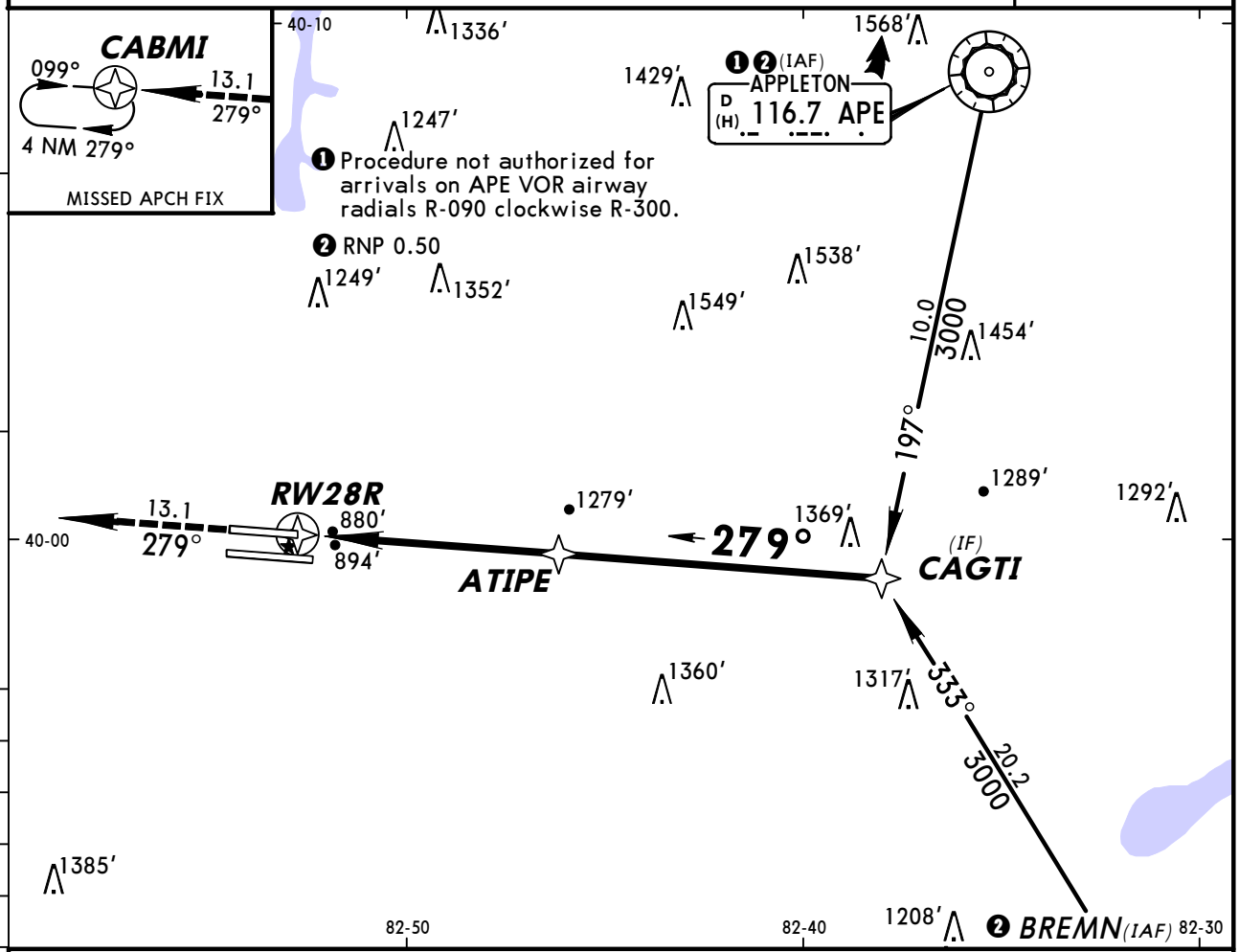
RNAV	Final Apch Crs	Minimum Alt ATIPE	RNP 0.11 DA(H)	Apt Elev 815′
	279°	2500′ (1687′)	1131′ (318′)	TDZE 813′

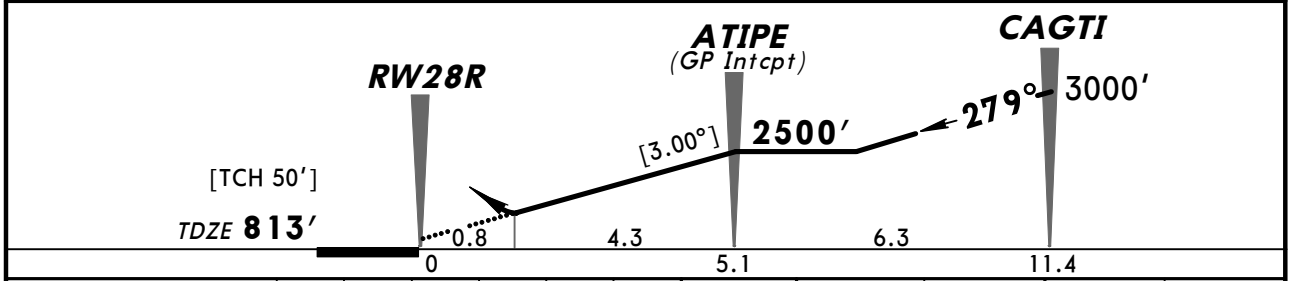
MISSED APCH: Climb to 3000′ on track 279° to CABMI and hold.

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 (1°F) or above 47°C (117°F).

3100′
MSA RW28R





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

MALSR
PAPI
3000′ on 279°
CABMI

STRAIGHT-IN LANDING RWY **28R**

	RNP 0.11 DA(H) 1131′(318′)		RNP 0.30 DA(H) 1194′(381′)	
		RAIL or ALS out		RAIL or ALS out
A	¾	1	¾	1¼
B				
C				
D				

TERPS AMEND 0A 30 JUN 2011

CHANGES: Approach frequency, charted obstructions.

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General Information

Location: Cincinnati OH USA
IATA Code: CVG
Lat/Long: N39° 02.9' W084° 40.1'
Elevation: 896 ft

Airport Use: Public
Magnetic Variation: 5.4°W
Sectional Chart: St Louis

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

Sunrise: 1215 Z
Sunset: 2329 Z,

Runway Information

Runway: 09
Length x Width: 12000 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 883 ft
Lighting: Edge, ALS, Centerline

Runway: 18C
Length x Width: 11000 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 875 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 18L
Length x Width: 10000 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 889 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 18R
Length x Width: 8000 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 868 ft
Lighting: Edge, ALS

Runway: 27

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Length x Width: 12000 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 875 ft
Lighting: Edge, ALS, Centerline

Runway: 36C
Length x Width: 11000 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 851 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 36L
Length x Width: 8000 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 873 ft
Lighting: Edge, ALS

Runway: 36R
Length x Width: 10000 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 896 ft
Lighting: Edge, ALS, Centerline, TDZ

Communication Information

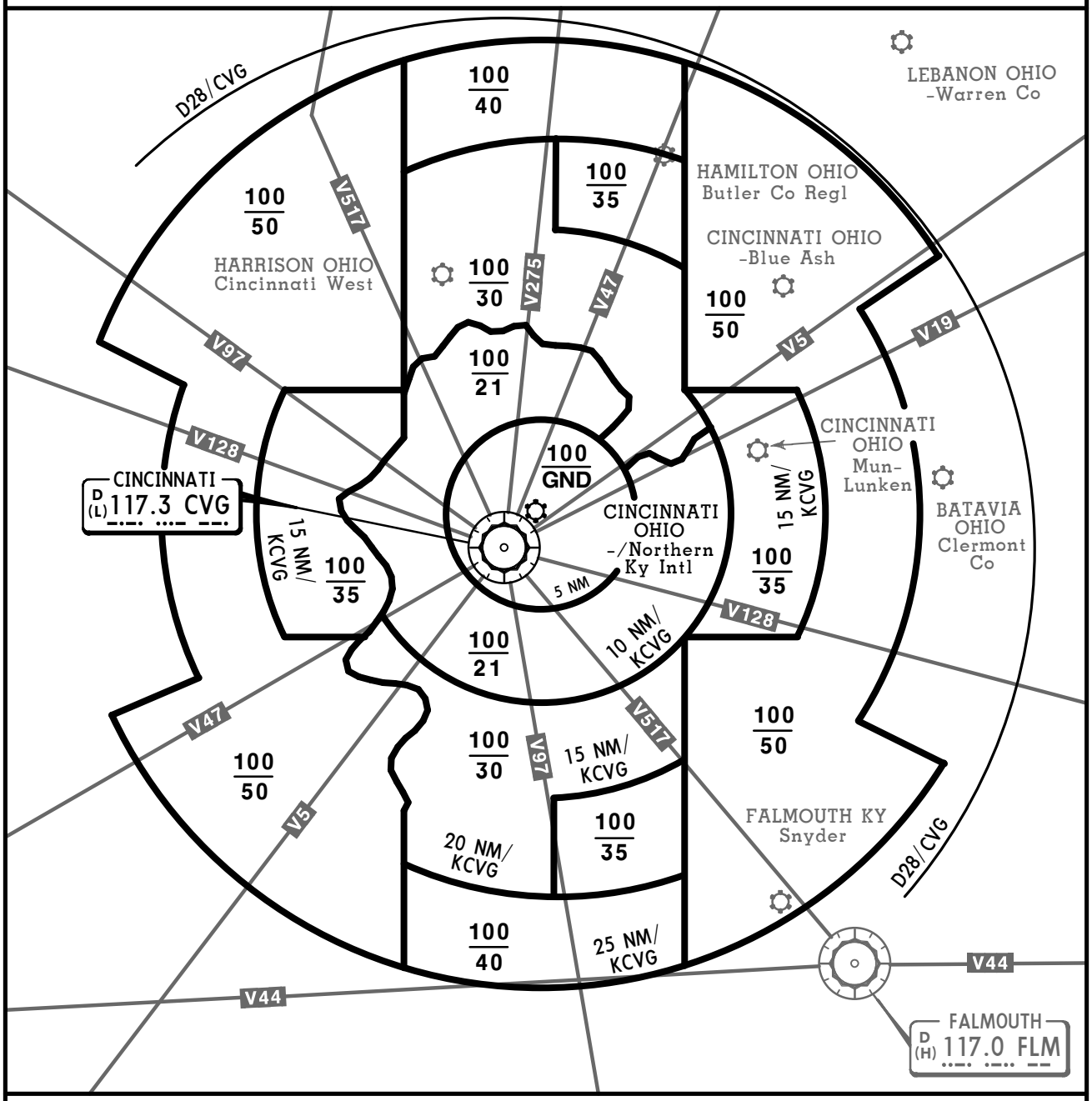
ATIS 135.3 Departure Service
ATIS 134.375 Arrival Service
Cincinnati Tower 118.975
Cincinnati Tower 118.3
Cincinnati Tower 133.325
Cincinnati Ground Control 121.7
Cincinnati Ground Control 121.3
Cincinnati Clearance Delivery 127.175
Cincinnati Approach Control 123.875 (270°-89°) Arrival Service
Cincinnati Approach Control 119.7 (90°-269°) Arrival Service
Cincinnati Approach Control 121.0 Secondary
Cincinnati App TCA 123.875 (270°-89°) Arrival Service
Cincinnati App TCA 128.7 (181°-360°) Departure Service
Cincinnati App TCA 119.7 (90°-269°) Arrival Service
Cincinnati App TCA 126.65 (1°-180°) Departure Service
Cincinnati Departure Control 128.7 (181°-360°) Departure Service
Cincinnati Departure Control 126.65 (1°-180°) Departure Service
Cincinnati Departure Control 121.0 Secondary
Cincinnati/Northern Ky IN Unicom 122.95
Louisville Flight Service Station 122.1 RCO
Louisville Flight Service Station 117.3 RCO

CINCINNATI CLASS B AIRSPACE

CLASS B AIRSPACE VFR COMMUNICATIONS

Cincinnati App
(090°-269°) 119.7
(270°-089°) 123.87

Cincinnati Dep
(001°-180°) 126.65
(181°-360°) 128.7



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

FLIGHT PROCEDURES

IFR Flights-Aircraft operating within the Cincinnati Class B Airspace must be operated in accordance with ATC clearances and instructions.

VFR Flights-

1. Arriving aircraft should contact the appropriate approach control on specified frequencies and in relation to geographic fixes shown on the accompanying chart. Although arriving aircraft may be operating beneath the floor of the Class B Airspace on initial contact, communications should be established with approach control in relation to the points indicated for sequencing and spacing purposes.
2. Aircraft departing the primary airport are requested to advise clearance delivery prior to taxiing of their intended altitude and direction of flight to depart the Class B Airspace. Aircraft departing from other than the primary airport whose route of flight would penetrate the Class B Airspace should give this information to ATC on the appropriate frequencies.
3. Aircraft desiring to transit the Class B Airspace must obtain an ATC clearance to enter the Class B Airspace and will be handled on an ATC workload permitting basis.

CHANGES: Change to comms.

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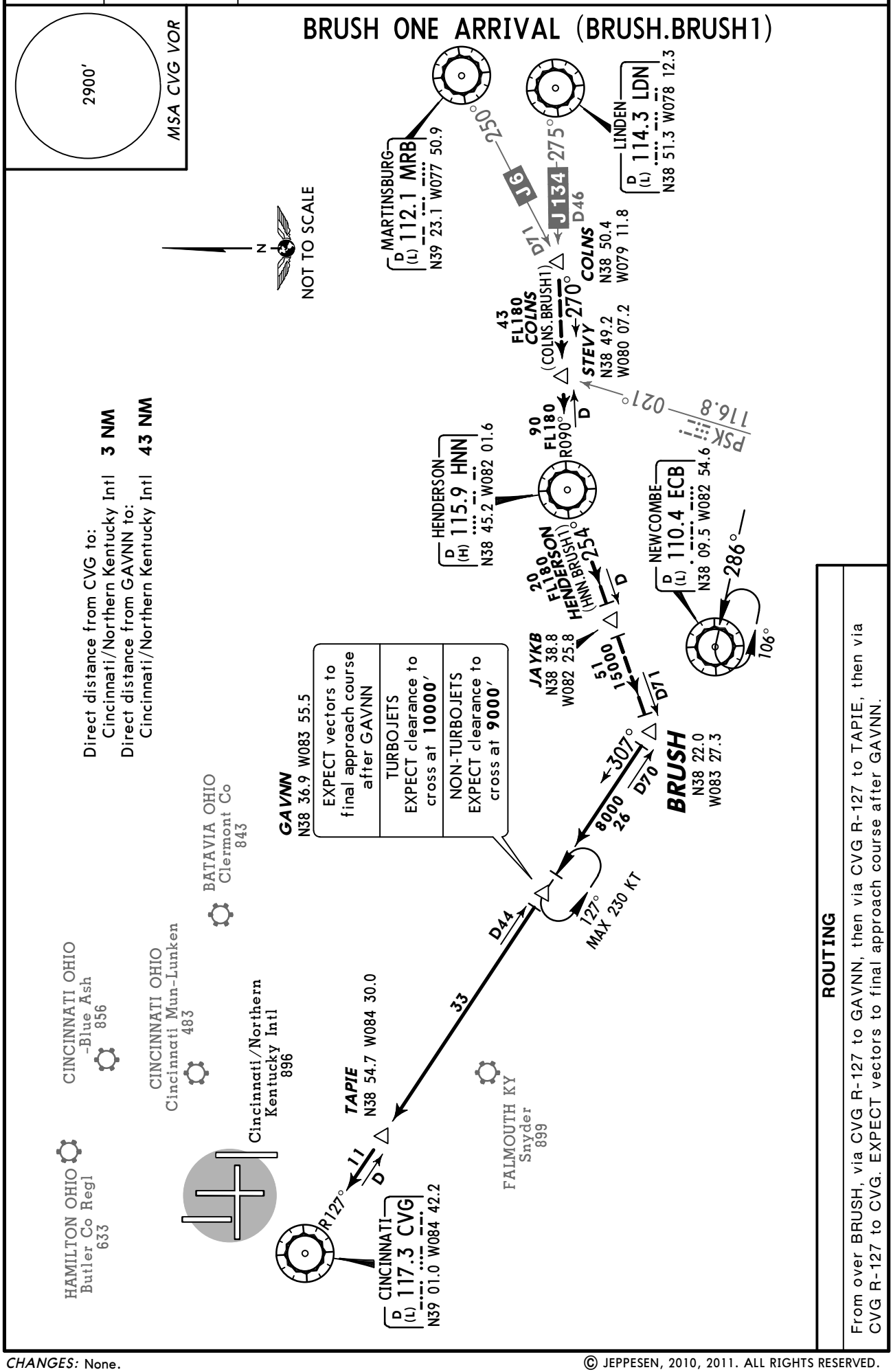
D-ATIS Arrival	Apt Elev	
134.37	See Graphic	Alt set: INCHES Trans level: FL180 Trans alt: 18000′ **1. DME required.** **2. RADAR required.** 3. ECB not a transition, for holding only as assigned by ATC.

BRUSH ONE ARRIVAL (BRUSH.BRUSH1)



ROUTING

From over BRUSH, via CVG R-127 to GAVNN, then via CVG R-127 to TAPIE, then via CVG R-127 to CVG. EXPECT vectors to final approach course after GAVNN.

CHANGES: None.

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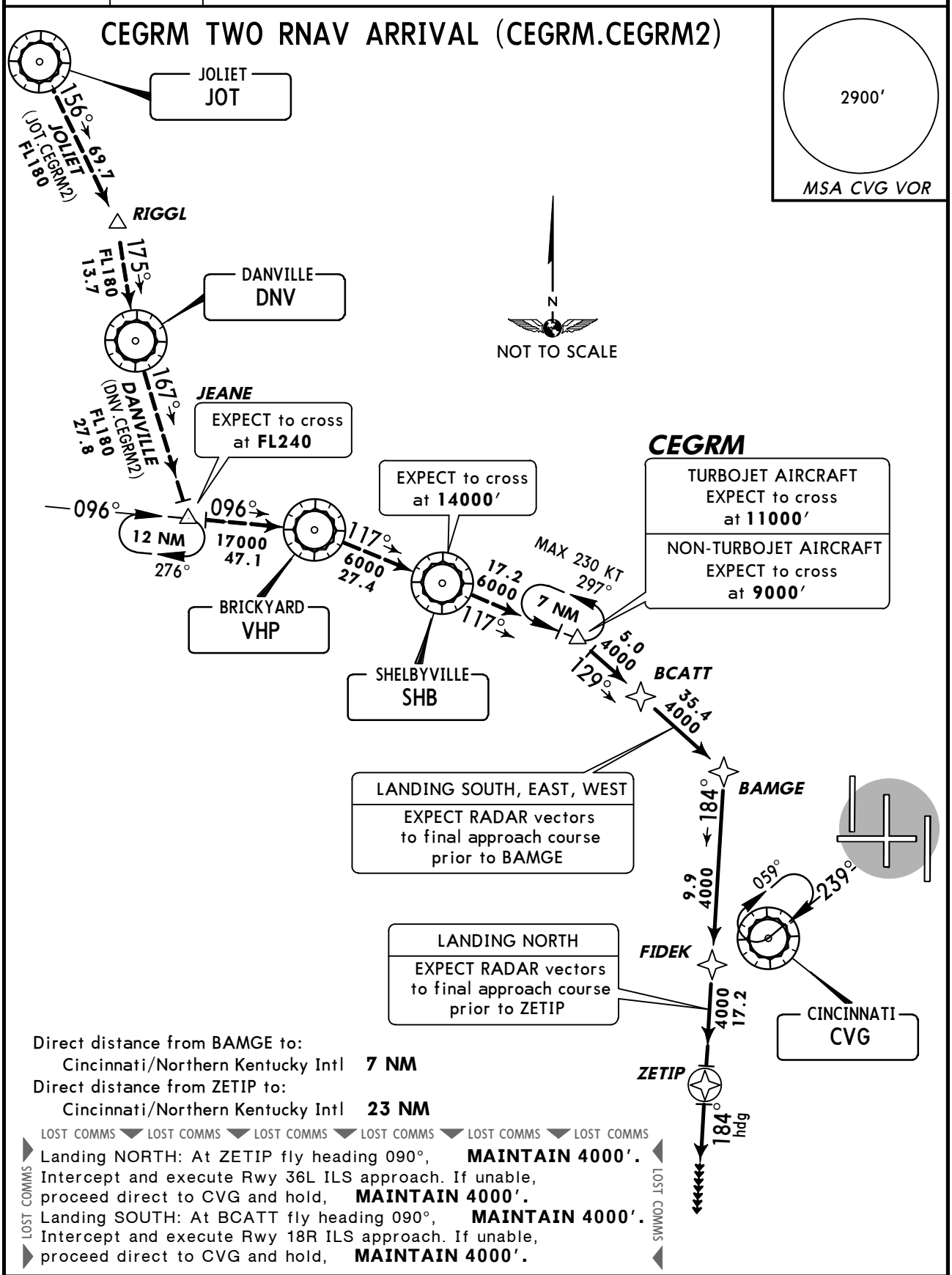
D-ATIS Arrival	Apt Elev	
134.37	896′	Alt set: INCHES Trans level: FL180 Trans alt: 18000′ **1. DME/DME/IRU or GPS required.** **2. RADAR required. 3. RNAV 1.** 4. DANVILLE transition for use by Chicago and Milwaukee metropolitan departures only, and ATC use as assigned.

CEGRM TWO RNAV ARRIVAL (CEGRM.CEGRM2)



Direct distance from BAMGE to:
Cincinnati/Northern Kentucky Intl **7 NM**
Direct distance from ZETIP to:
Cincinnati/Northern Kentucky Intl **23 NM**

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

Landing NORTH: At ZETIP fly heading 090°, **MAINTAIN 4000′.**
Intercept and execute Rwy 36L ILS approach. If unable, proceed direct to CVG and hold, **MAINTAIN 4000′.**
Landing SOUTH: At BCATT fly heading 090°, **MAINTAIN 4000′.**
Intercept and execute Rwy 18R ILS approach. If unable, proceed direct to CVG and hold, **MAINTAIN 4000′.**

LOST COMMS

ROUTING

From over CEGRM, on track 129° to BCATT, then as depicted to ZETIP.

LANDING

NORTH	EXPECT RADAR vectors to final approach course prior to ZETIP.
SOUTH, EAST, WEST	EXPECT RADAR vectors to final approach course prior to BAMGE.

CHANGES: Procedure renumbered, landing text added.

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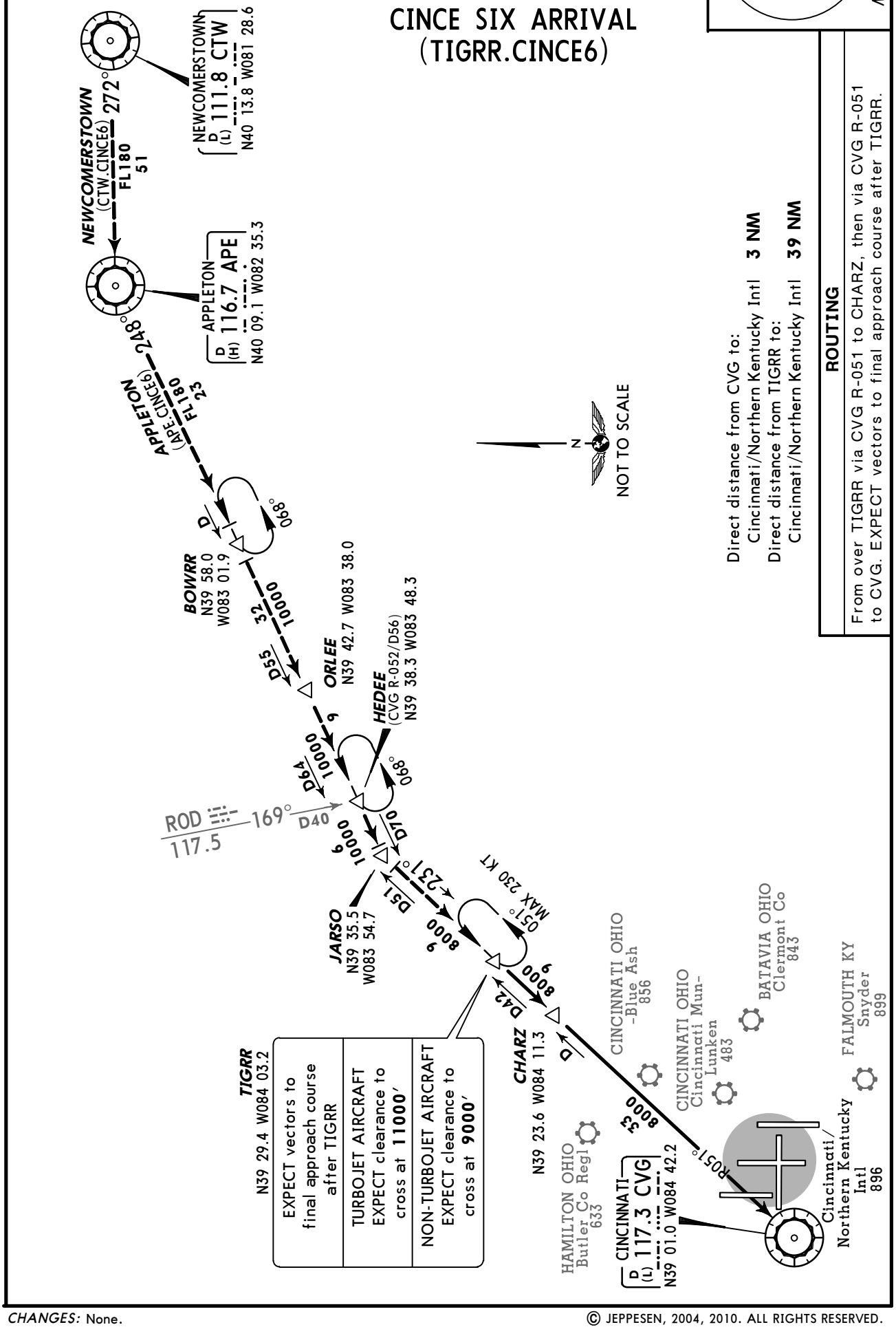
D-ATIS Arrival 134.37	Apt Elev See Graphic	Alt set: INCHES Trans level: FL180 Trans alt: 18000′ 1. APPLETON transition only for use by overseas flights, or, aircraft from the Cleveland/Akron-Canton/Pittsburgh terminal areas with filed altitudes at or below FL220. 2. DME required.

MSA CVG VOR
2900′

CINCE SIX ARRIVAL
(TIGRR.CINCE6)



Direct distance from CVG to:
Cincinnati/Northern Kentucky Intl **3 NM**
Direct distance from TIGRR to:
Cincinnati/Northern Kentucky Intl **39 NM**

ROUTING

From over TIGRR via CVG R-051 to CHARZ, then via CVG R-051 to CVG. EXPECT vectors to final approach course after TIGRR.

CHANGES: None.

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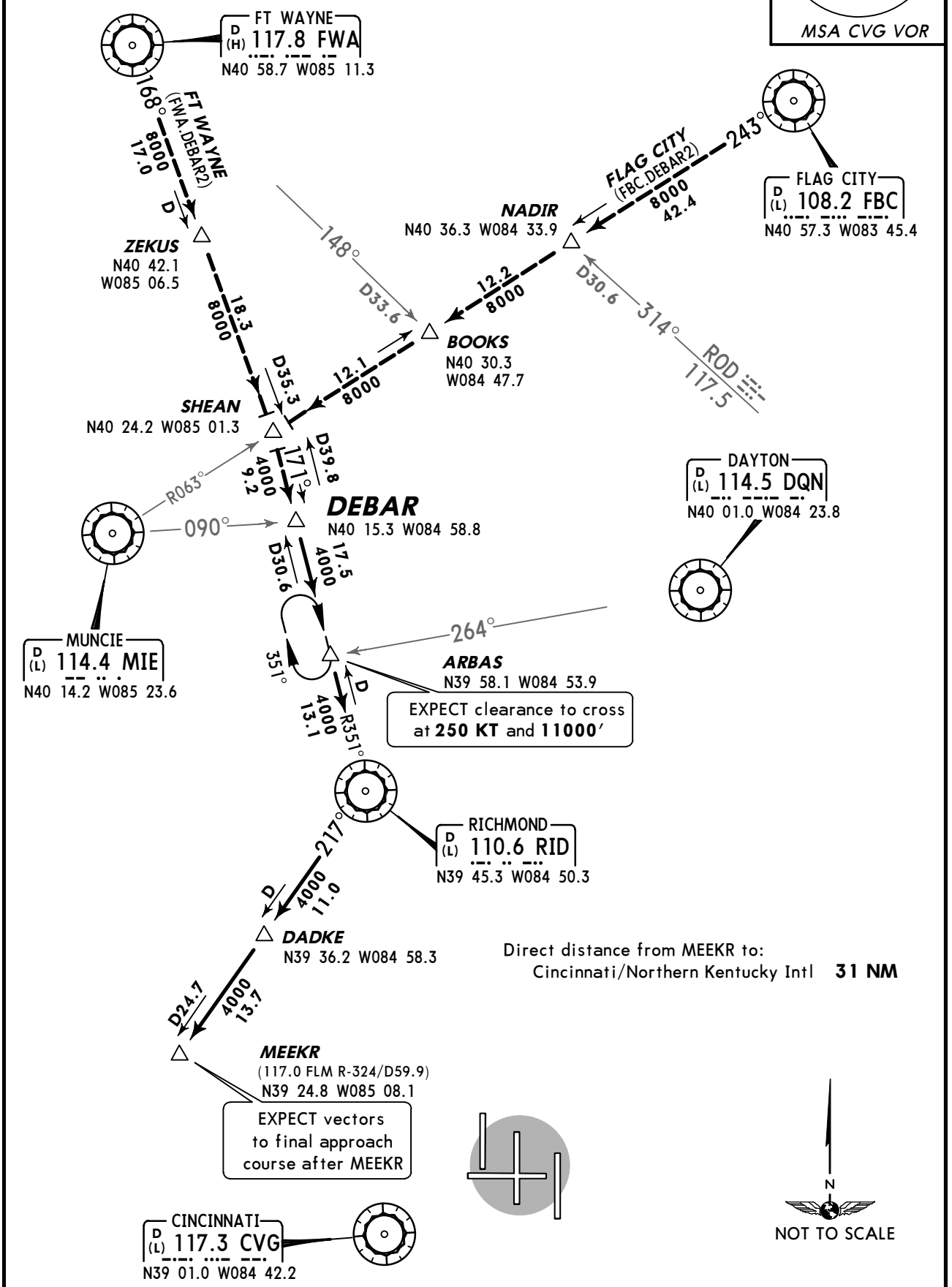
D-ATIS Arrival	Apt Elev	
134.37	896′	Alt set: INCHES Trans level: FL180 Trans alt: 18000′ DME required.

2900′
MSA CVG VOR

DEBAR TWO ARRIVAL (DEBAR.DEBAR2)



Direct distance from MEEKR to:
Cincinnati/Northern Kentucky Intl **31 NM**

ROUTING

From over DEBAR via RID R-351 to ARBAS, then via RID R-351 to RID, then via RID R-217 to DADKE, then via RID R-217 to MEEKR. EXPECT vectors to final approach course after MEEKR.

CHANGES: Findlay renamed Flag City, procedure renumbered.

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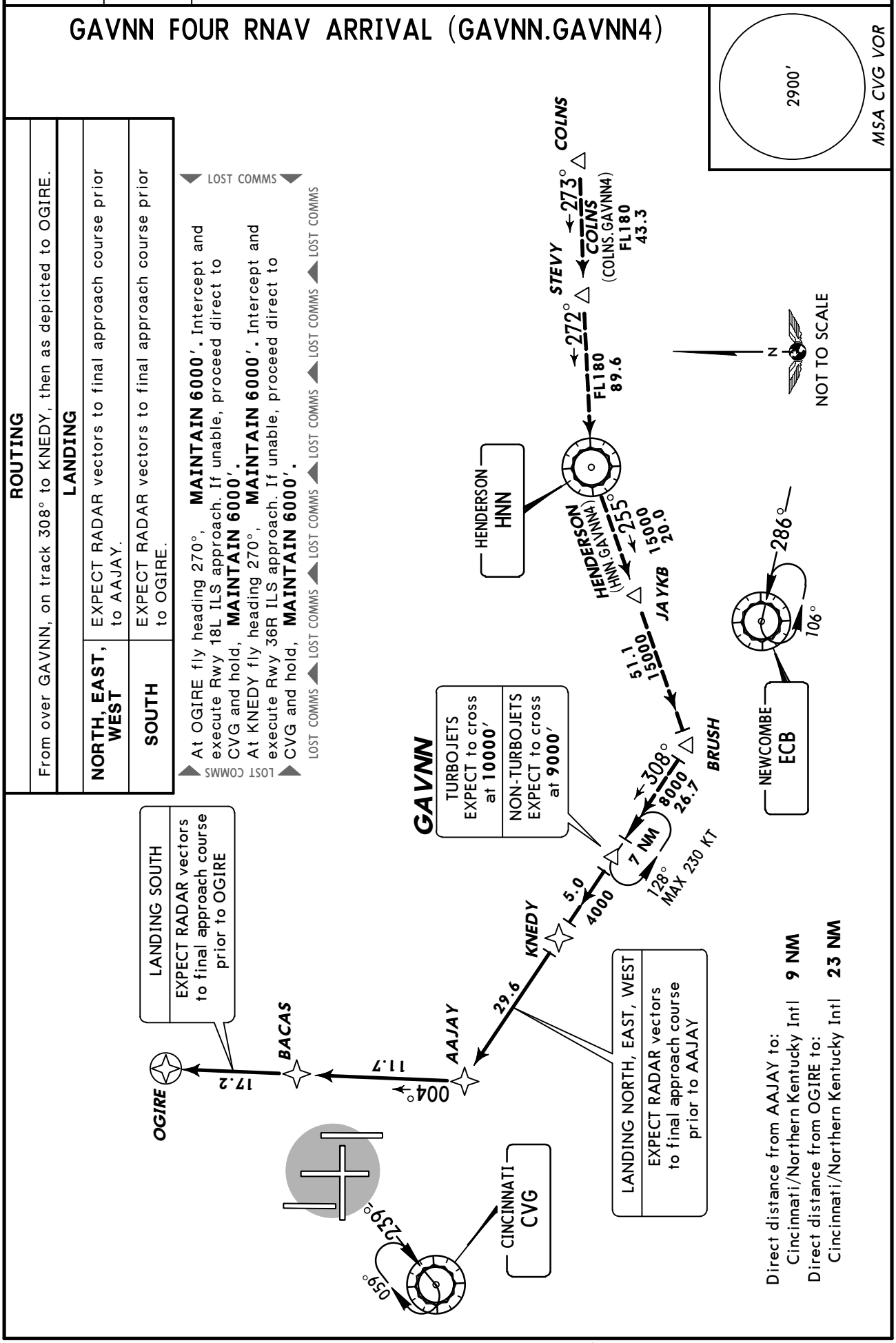
D-ATIS Arrival	Apt Elev	
134.37	896′	Alt set: INCHES Trans level: FL180 Trans alt: 18000′ **1. DME/DME/IRU or GPS required.** **2. RADAR required.** **3. RNAV 1.** 4. ECB not a transition, for holding only as assigned by ATC.

GAVNN FOUR RNAV ARRIVAL (GAVNN.GAVNN4)



ROUTING

From over GAVNN, on track 308° to KNEDY, then as depicted to OGIRE.

LANDING

NORTH, EAST, WEST	EXPECT RADAR vectors to final approach course prior to AAJAY.
SOUTH	EXPECT RADAR vectors to final approach course prior to OGIRE.

LOST COMMS

At OGIRE fly heading 270°, **MAINTAIN 6000′.** Intercept and execute Rwy 18L ILS approach. If unable, proceed direct to CVG and hold, **MAINTAIN 6000′.**
At KNEDY fly heading 270°, **MAINTAIN 6000′.** Intercept and execute Rwy 36R ILS approach. If unable, proceed direct to CVG and hold, **MAINTAIN 6000′.**

LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS

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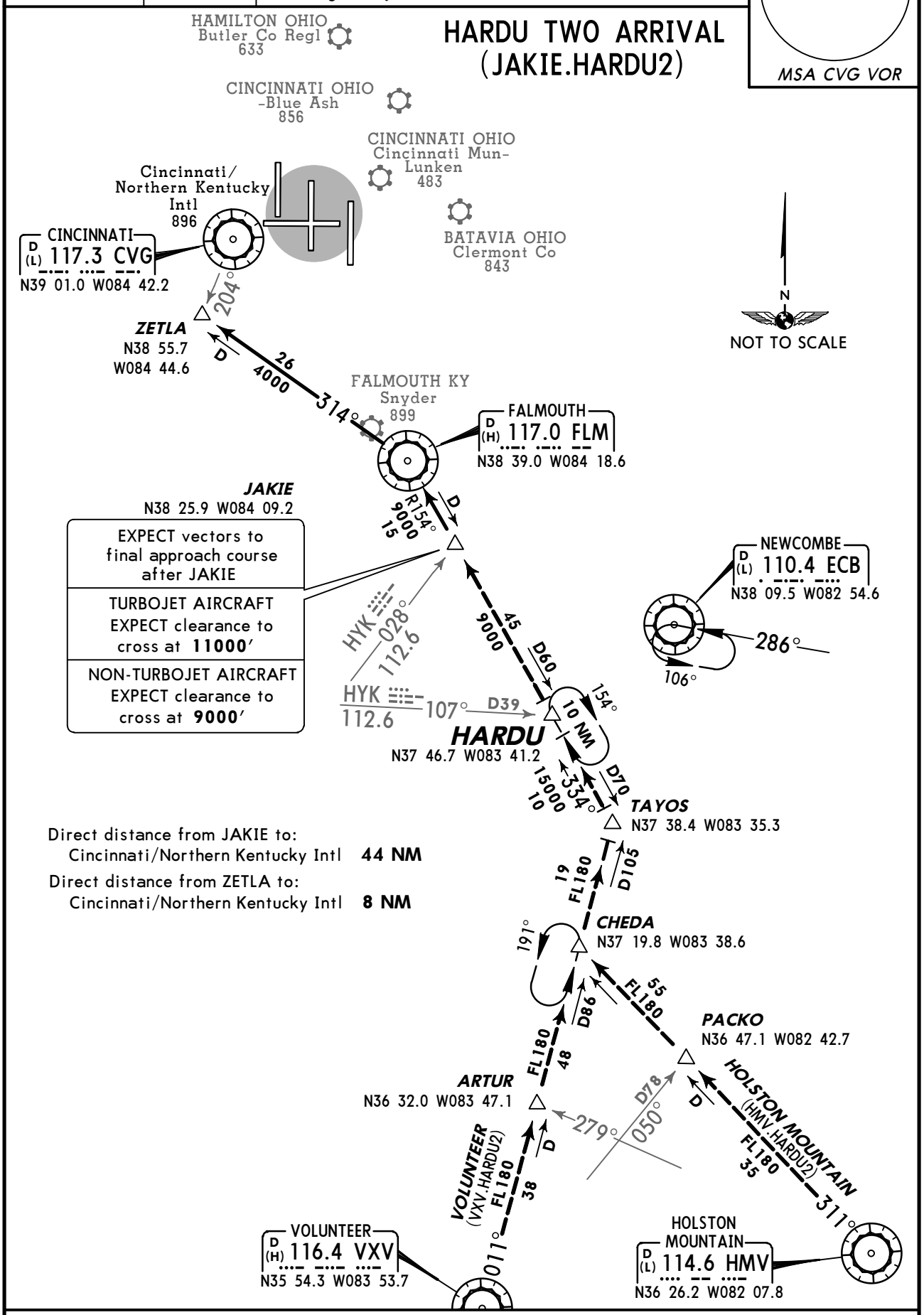
D-ATIS Arrival	Apt Elev	
134.37	See Graphic	Alt set: INCHES Trans level: FL180 Trans alt: 18000′ **1. DME required.** 2. ECB not a transition, for holding only as assigned by ATC.



ROUTING

From over JAKIE, via FLM R-154 to FLM, then via FLM R-314 to ZETLA. EXPECT vectors to final approach course after JAKIE.

CHANGES: None.

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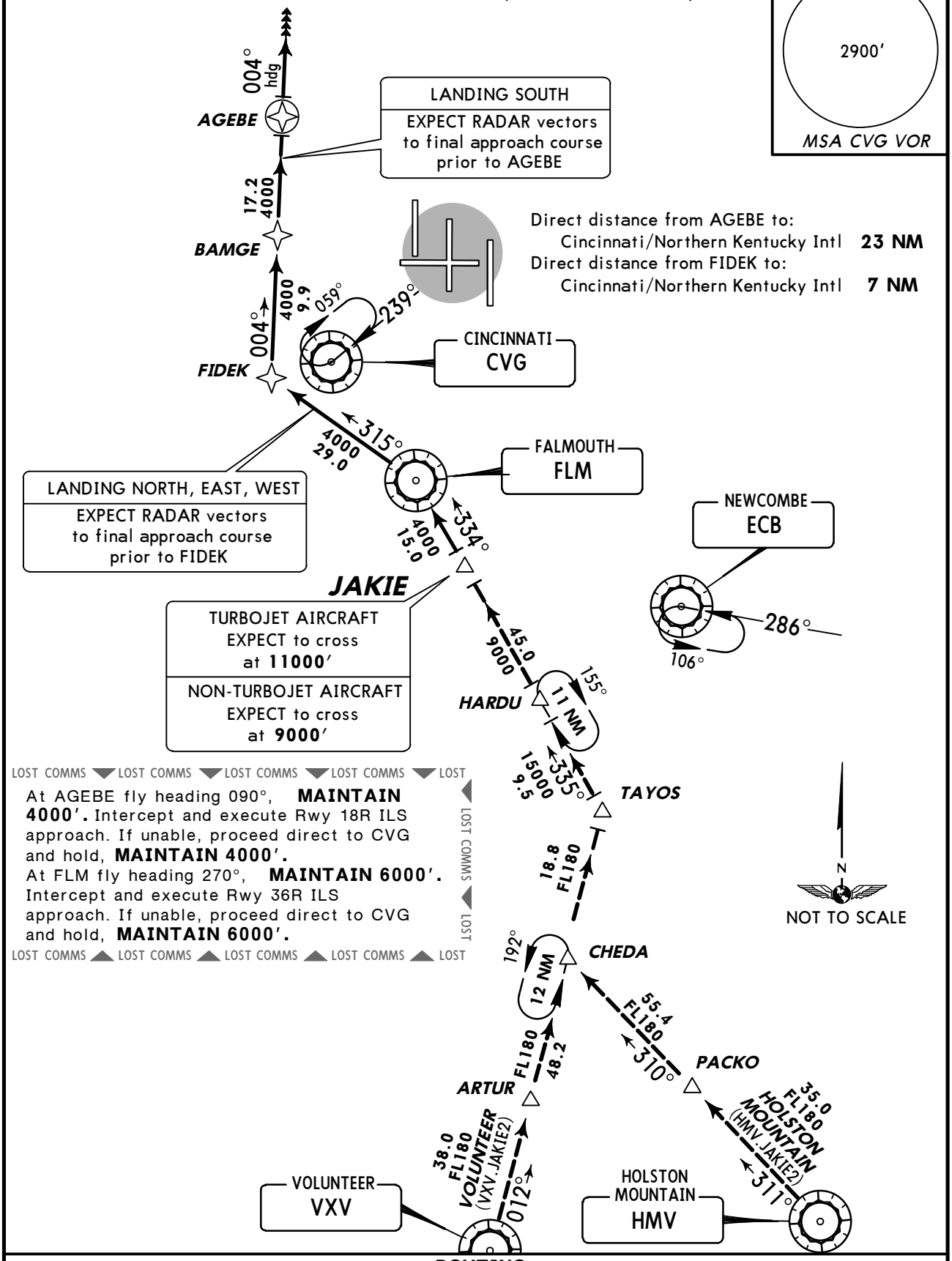
D-ATIS Arrival	Apt Elev	
134.37	896′	Alt set: INCHES Trans level: FL180 Trans alt: 18000′ **1. DME/DME/IRU or GPS required.** **2. RADAR required. 3. RNAV 1.** 4. ECB not a transition, for holding only as assigned by ATC.

JAKIE TWO RNAV ARRIVAL (JAKIE.JAKIE2)



ROUTING

From over JAKIE, on track 334° to FLM, then as depicted to AGEBE.

LANDING

NORTH, EAST, WEST	EXPECT RADAR vectors to final approach course prior to FIDEK.
SOUTH	EXPECT RADAR vectors to final approach course prior to AGEBE.

CHANGES: Procedure renumbered, transition notes deleted, landing text added.

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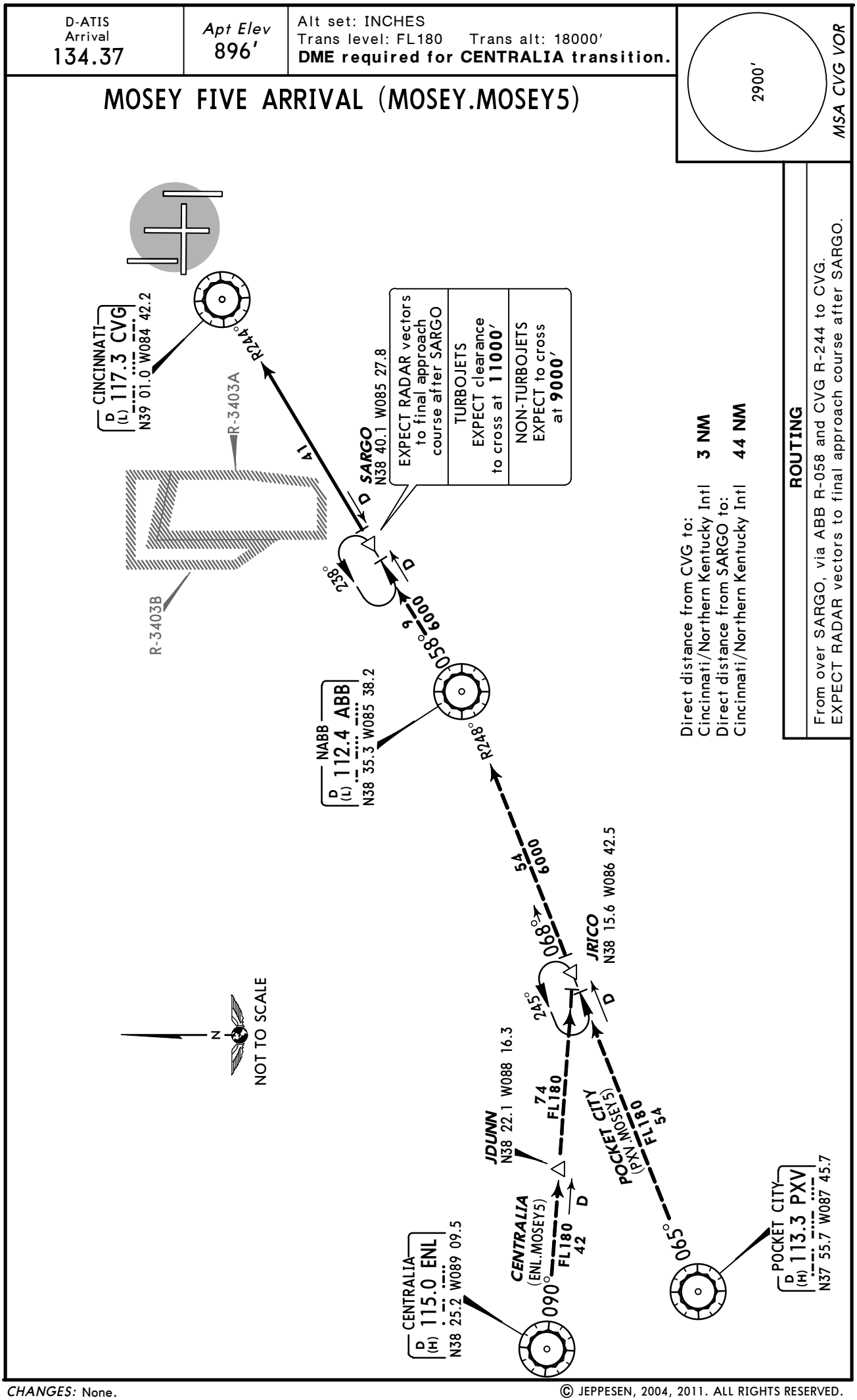
D-ATIS Arrival	Apt Elev	
134.37	896′	Alt set: INCHES Trans level: FL180 Trans alt: 18000′ **DME required for CENTRALIA transition.**

MOSEY FIVE ARRIVAL (MOSEY.MOSEY5)



Direct distance from CVG to:
Cincinnati/Northern Kentucky Intl **3 NM**
Direct distance from SARGO to:
Cincinnati/Northern Kentucky Intl **44 NM**

ROUTING

From over SARGO, via ABB R-058 and CVG R-244 to CVG.
EXPECT RADAR vectors to final approach course after SARGO.

CHANGES: None.

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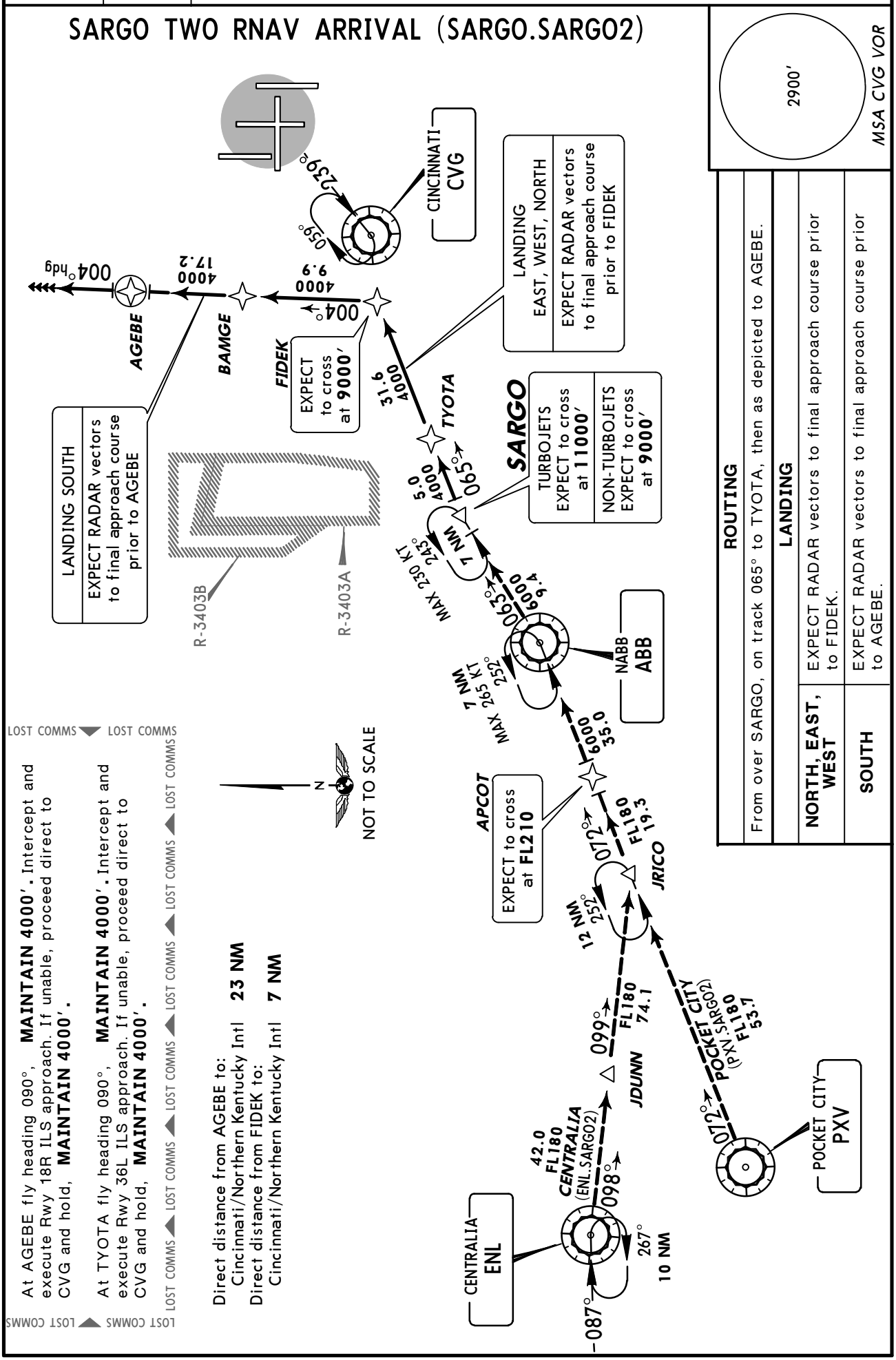
D-ATIS Arrival	Apt Elev	
134.37	896′	Alt set: INCHES Trans level: FL180 Trans alt: 18000′ **1. DME/DME/IRU or GPS required.** **2. RADAR required.** **3. RNAV 1.**

SARGO TWO RNAV ARRIVAL (SARGO.SARGO2)



CHANGES: Procedure renumbered, transition note deleted, landing text added.

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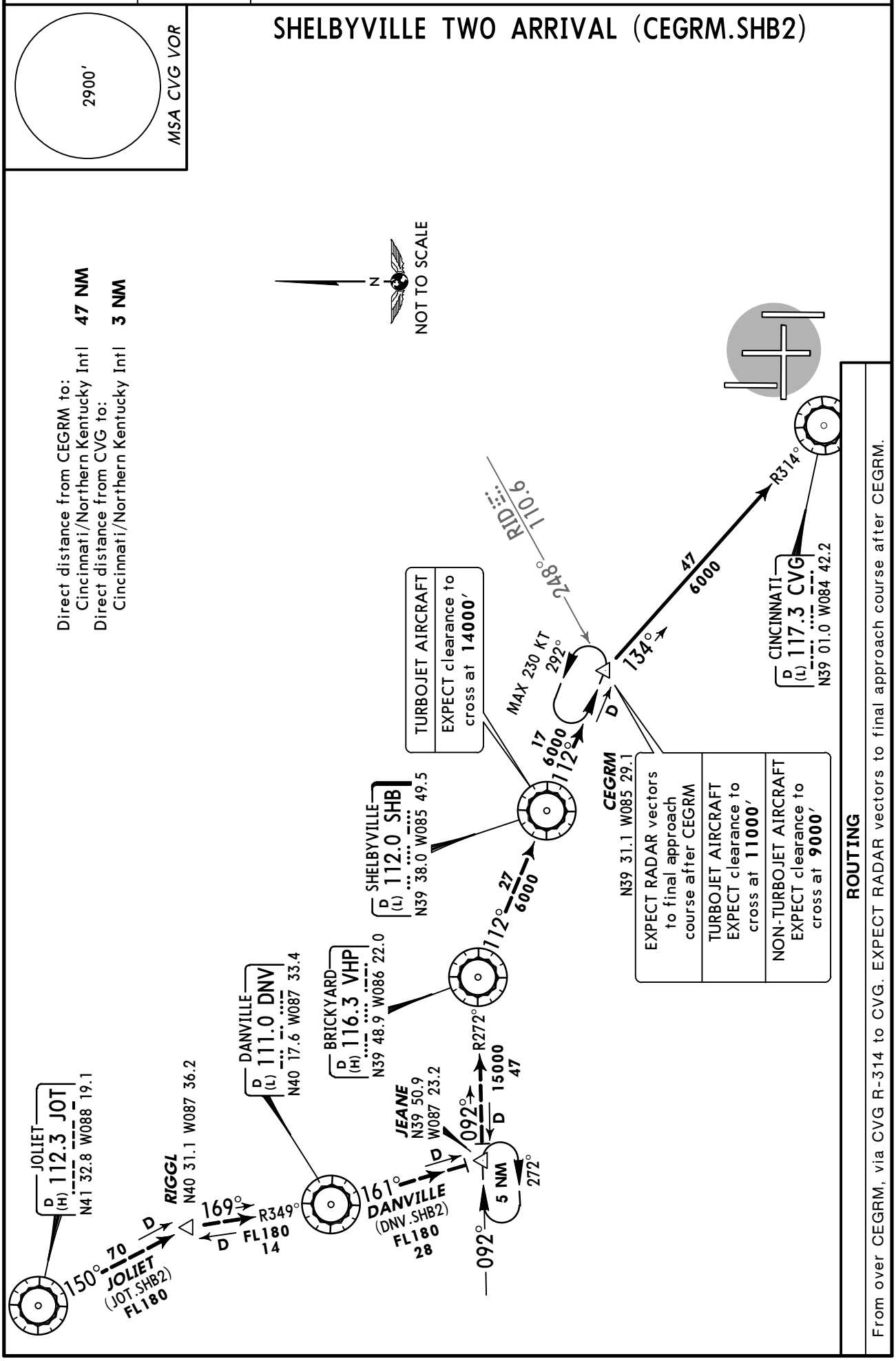
D-ATIS Arrival	Apt Elev	
134.37	896′	Alt set: INCHES Trans level: FL180 Trans alt: 18000′ DANVILLE transition for use by Chicago and Milwaukee metropolitan departures and ATC use as assigned.

SHELBYVILLE TWO ARRIVAL (CEGRM.SHB2)



CHANGES: None.

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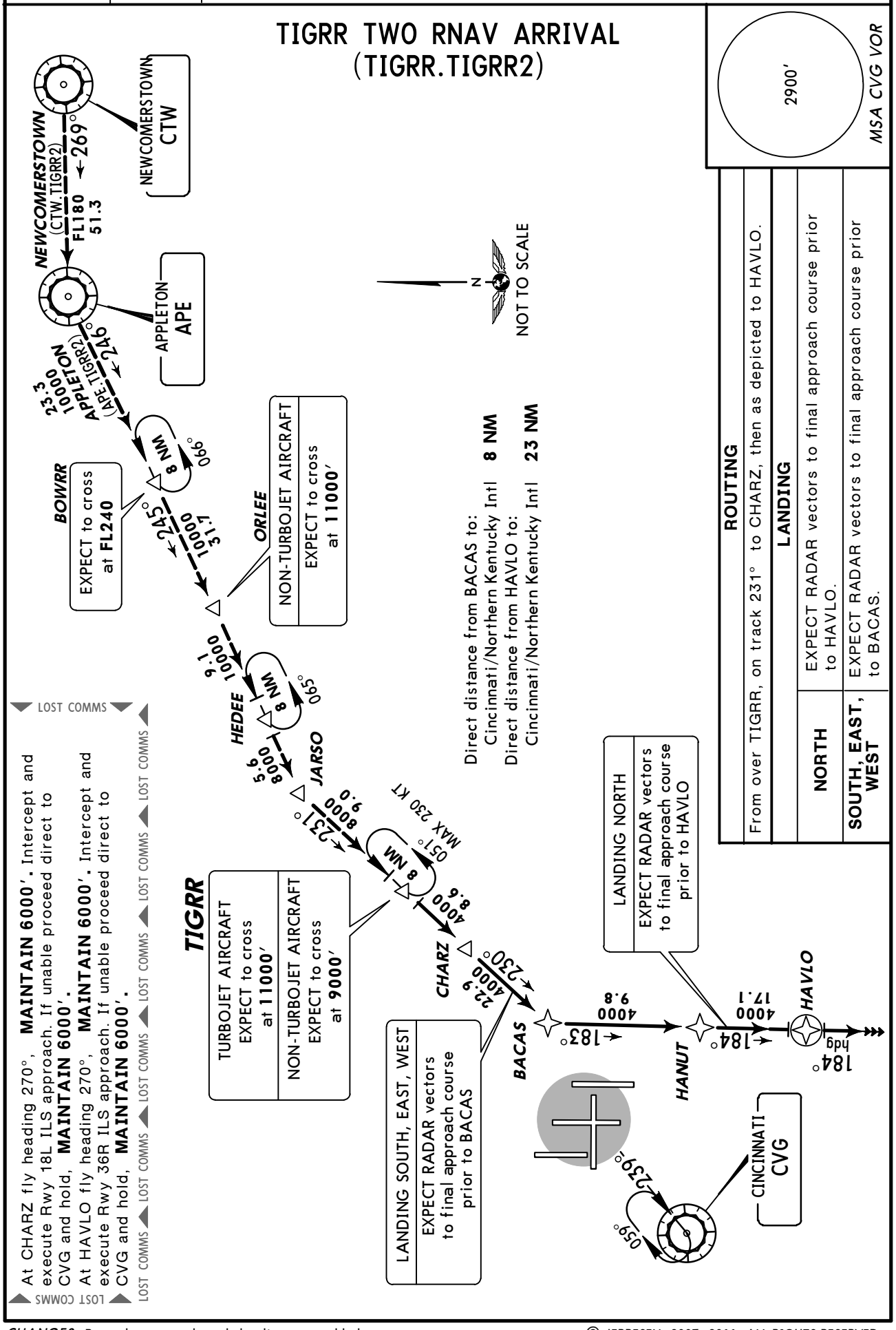
D-ATIS Arrival	Apt Elev	
134.37	896′	Alt set: INCHES Trans level: FL180 Trans alt: 18000′ **1. DME/DME/IRU or GPS required.** **2. RADAR required. 3. RNAV 1.** 4. APPLETON transition only for use by overseas flights, or, aircraft from the Cleveland/Akron-Canton/Pittsburgh terminal areas with filed altitudes at or below FL220.

TIGRR TWO RNAV ARRIVAL
(TIGRR.TIGRR2)



CHANGES: Procedure renumbered, landing text added.

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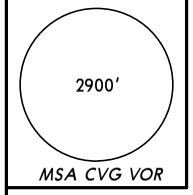
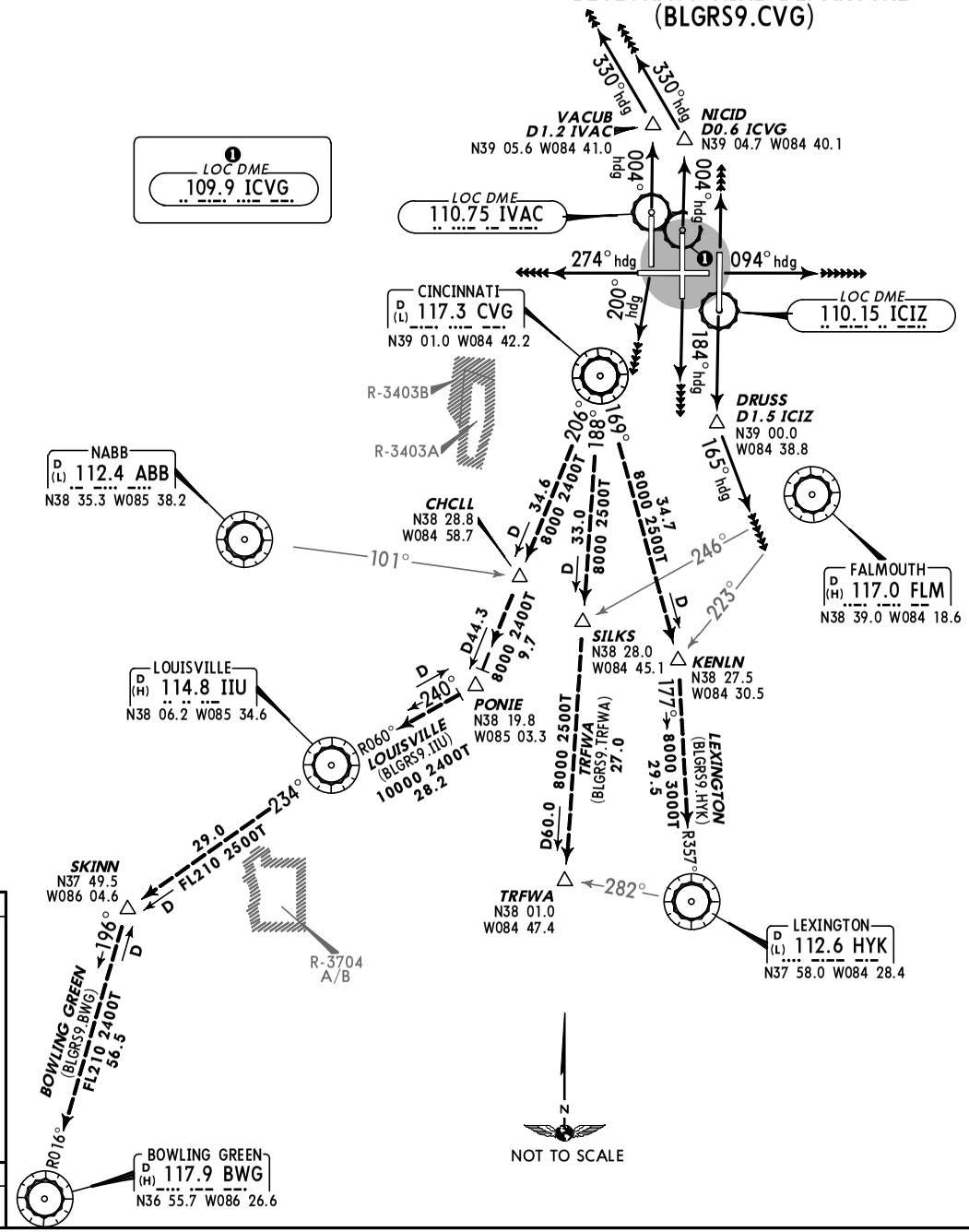
CINCINNATI Departure (R) 001°-180°	181°-360°	Apt Elev	Trans level: FL180 Trans alt: 18000′	
126.65	128.7	896′		

1. **RADAR required.**
2. **Rwys 18L, 36L/C: DME required.**
3. Appropriate departure frequency will be assigned by ATC.
4. Turbojets accelerate to 250 KT until reaching 10000′, if unable, advise ATC.



BLUEGRASS NINE DEPARTURE (BLGRS9.CVG)



Direct distance from Cincinnati/ Northern Kentucky Intl to:
CVG **3 NM**

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 9, 18C/R, 27: Standard (or lower than standard, if authorized).
Rwys 18L, 36L/C: Standard (or lower than standard, if authorized) with the following minimum climb requirements:
Rwy 18L: ATC climb of 240′ per NM to **1300′.**
Rwy 36L: ATC climb of 292′ per NM to **1300′.**
Rwy 36C: ATC climb of 500′ per NM to **1300′.**

Gnd speed-KT	75	100	150	200	250	300
240′ per NM	300	400	600	800	1000	1200
292′ per NM	365	487	730	973	1217	1460
500′ per NM	625	833	1250	1667	2083	2500

OBSTACLES
Rwy 9: Trees beginning 4562′ from DER, 900′ LEFT of centerline, up to 94′ AGL/1003′ MSL. Trees 3385′ from DER, 1117′ RIGHT of centerline, 59′ AGL/988′ MSL.
Rwy 18C: Trees beginning 1882′ from DER, 834′ LEFT of centerline, up to 75′ AGL/974′ MSL. Trees 3473′ from DER, 904′ RIGHT of centerline, up to 70′ AGL/929′ MSL.
Rwy 18R: Trees beginning 3221′ from DER, 895′ LEFT of centerline, up to 85′ AGL/964′ MSL.
Rwy 36C: Trees beginning 956′ from DER, 613′ RIGHT of centerline, up to 94′ AGL/963′ MSL.
Rwy 36R: Light pole 1476′ from DER, 813′ LEFT of centerline, 47′ AGL/926′ MSL. Trees 1602′ from DER, 754′ RIGHT of centerline, up to 59′ AGL/938′ MSL.

RWY	INITIAL CLIMB	ALTITUDE
9	Climb via heading 094° or as assigned.	TURBOJET AIRCRAFT: **MAINTAIN 6000′** ALL OTHER AIRCRAFT: **MAINTAIN 4000′**
18L	Climb via heading 184° until D1.5 SOUTH of ICIZ, then turn LEFT heading 165°.	
18C	Climb via heading 184° or as assigned.	
18R	Turn RIGHT heading 200°.	
27	Climb via heading 274° or as assigned.	
36L	Climb via heading 004° until D1.2 NORTH of IVAC, then turn LEFT heading 330°.	
36C	Climb via heading 004° until D0.6 NORTH of ICVG, then turn LEFT heading 330°.	
36R	Climb via heading 004° or as assigned.	

ROUTING
EXPECT RADAR vectors to transition or filed/assigned route. EXPECT clearance to requested altitude/flight level 10 minutes after departure.

CHANGES: Departure frequency sectors, obstacles, initial climb text, procedure renumbered.

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CVG RNAV SID ADVISORY NOTICE

1. If unable to accept the RNAV SID clearance, notify Clearance Delivery. Runway assignment will be issued by Cincinnati Ground Control. Flight crews should immediately verify the taxi runway with the anticipated runway programmed in the FMS.

2. When issued taxi clearance, pilots must verify the correct departure runway, RNAV SID, initial waypoint and en route transition are loaded in your FMS. Pay particular attention if a runway change has occurred after commencing taxi procedures and make necessary changes in accordance with company guidance and procedures. Aircraft equipped with electronic navigation map displays verify that the aircraft symbol relative to the runway symbol and lateral track agrees with the departure clearance. After takeoff, unless instructed to fly a heading by the tower, engage lateral navigation flight guidance as soon as practical and fly the departure precisely.

3. ATC will provide aircrew executing an RNAV SID an advisory to verify the correct first waypoint is programmed in the FMS. Verification shall occur (prior to issuing takeoff clearance) using the following phraseology:

   "(Aircraft Identification), Verify first waypoint, (Waypoint Name)"

   EXAMPLE: "COMAIR 123, Verify first waypoint FLOEE"

   NOTE: This advisory is issued to assist pilots in confirming the correct procedure is loaded in the FMS. The pilot is expected to acknowledge the query as he/she would any other ATC communication. It is not a challenge-and-reply advisory and a specific readback is not required unless the aircrew require further clarification.

4. Before takeoff ensure that the correct departure runway, RNAV SID, initial waypoint and en route transition are loaded in your FMS. Pay particular attention if a runway change has occurred. Aircraft equipped with electronic navigation map displays verify that the aircraft symbol relative to the runway symbol and lateral track agrees with the departure clearance. After takeoff, unless instructed to fly a heading by the tower, engage lateral navigation flight guidance as soon as practical and fly the departure precisely.
   NOTE: If unable to comply with the RNAV SID, contact ATC prior to takeoff and request an amended clearance.

5. Parallel RNAV departures must not encroach on the airspace between extended parallel runway centerlines without specific ATC clearance. Manually intervene if necessary to stay on track to avoid transgressing in the direction of a parallel track. After takeoff, continue to reference the navigation chart for correct FMS waypoint sequencing and navigation.
   NOTE: If unable to comply with the SID profile, either laterally or vertically, immediately notify ATC.

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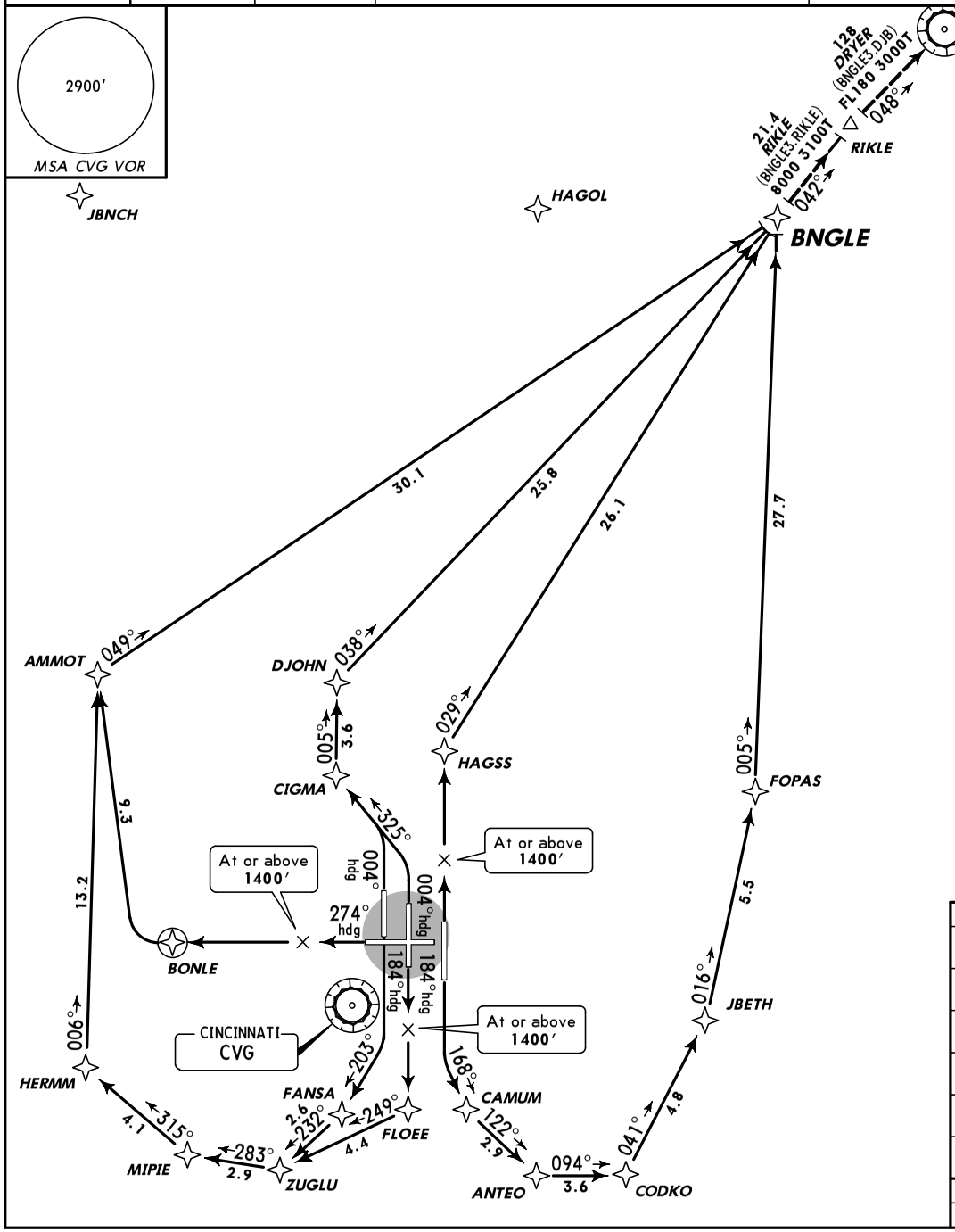
CINCINNATI Departure (R)		Apt Elev	Trans level: FL180 Trans alt: 18000′		
001°-180° 126.65	181°-360° 128.7	896′		1. DME/DME/IRU or GPS required. 2. RADAR required. 3. RNAV 1.	4. Transponder code will be issued via PDC or Cincinnati Clearance Delivery. 5. If unable to accept climb rates, advise ATC on initial contact. 6. Accelerate to 250 KT, if unable, advise ATC.

BNGLE THREE RNAV DEPARTURE (BNGLE3.BNGLE)



Direct distance from Cincinnati/ Northern Kentucky Intl
(Rwy 18L) to: CAMUM **6 NM**
(Rwy 18C) to: FLOEE **6 NM**
(Rwy 18R) to: FANSA **6 NM**
(Rwy 27) to: BONLE **8 NM**
(Rwys 36L/C) to: CIGMA **6 NM**
(Rwy 36R) to: HAGSS **7 NM**

N
NOT TO SCALE

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwy 9: Not authorized - ATC.
Rwys 18L/C/R, 27, 36L/C/R: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to **1400′.**

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

OBSTACLES
Rwy 18C: Trees beginning 1882′ from DER, 834′ LEFT of centerline, up to 75′ AGL/974′ MSL. Trees 3473′ from DER, 904′ RIGHT of centerline, up to 70′ AGL/929′ MSL.
Rwy 18R: Trees beginning 3221′ from DER, 895′ LEFT of centerline, up to 85′ AGL/964′ MSL.
Rwy 36C: Trees beginning 956′ from DER, 613′ RIGHT of centerline, up to 94′ AGL/963′ MSL.
Rwy 36R: Light pole 1476′ from DER, 813′ LEFT of centerline, 47′ AGL/926′ MSL. Trees 1602′ from DER, 754′ RIGHT of centerline, up to 59′ AGL/938′ MSL.

RWY	INITIAL CLIMB	ALTITUDE
18L	Climb heading 184° to intercept course 168° to CAMUM, then via depicted route to BNGLE.	TURBOJET AIRCRAFT: **MAINTAIN 6000′** ALL OTHER AIRCRAFT: **MAINTAIN 4000′**
18C	Climb heading 184° to **1400′**, then direct FLOEE, then via depicted route to BNGLE.	
18R	Climb heading 184° to intercept course 203° to FANSA, then via depicted route to BNGLE.	
27	Climb heading 274° to **1400′**, then direct BONLE, then RIGHT turn direct AMMOT, then via depicted route to BNGLE.	
36L/C	Climb heading 004° to intercept course 325° to CIGMA, then via depicted route to BNGLE.	
36R	Climb heading 004° to **1400′**, then direct HAGSS, then via depicted route to BNGLE.	

ROUTING
EXPECT clearance to filed altitude within 10 minutes after departure.

CHANGES: Departure frequency sectors, runway 18L route, notes, procedure renumbered.

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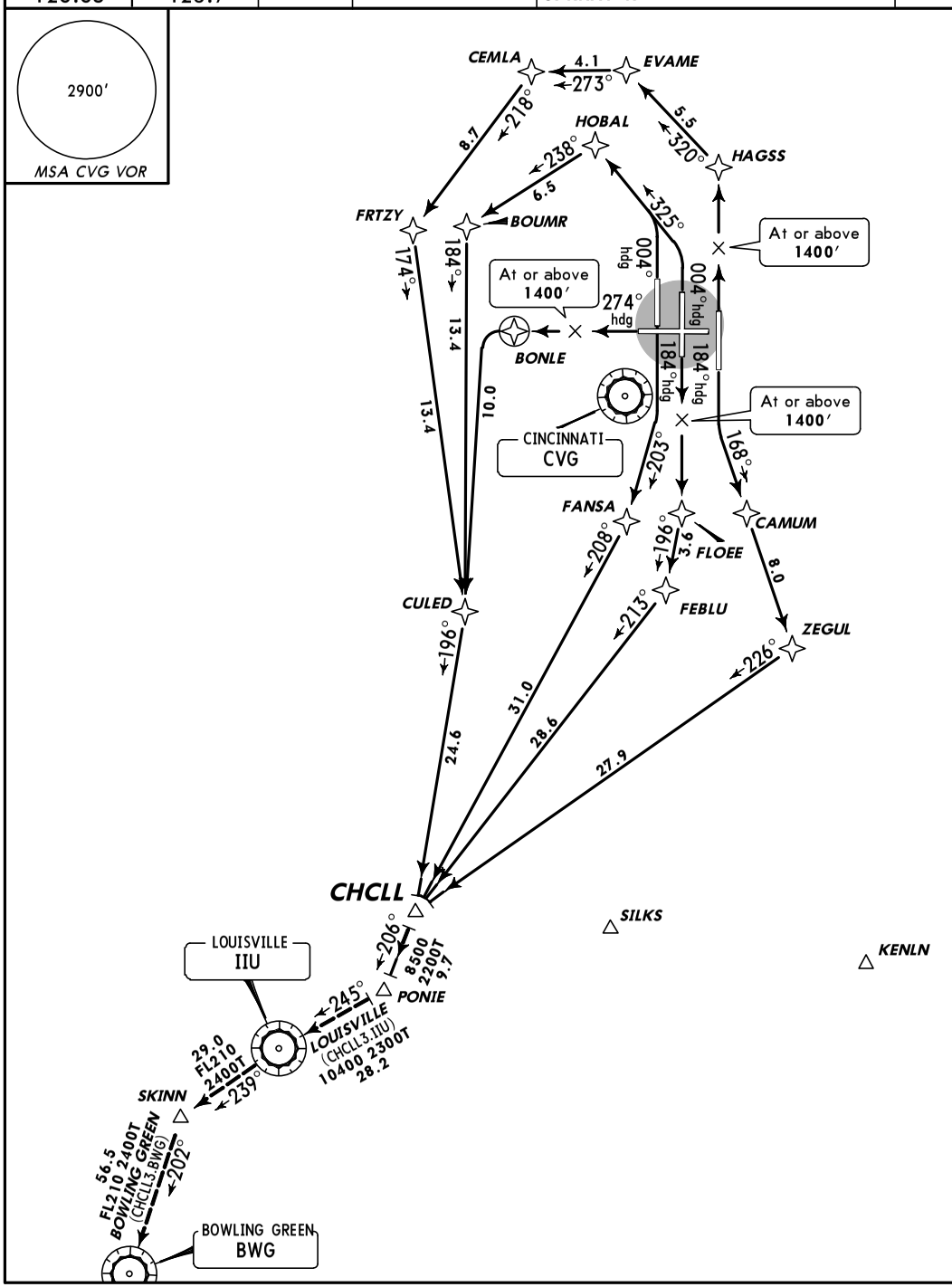
CINCINNATI Departure (R) 001°-180°	181°-360°	Apt Elev	Trans level: FL180 Trans alt: 18000′		
126.65	128.7	896′		1. DME/DME/IRU or GPS required. 2. RADAR required. 3. RNAV 1.	4. Transponder code will be issued via PDC or Cincinnati Clearance Delivery. 5. If unable to accept climb rates, advise ATC on initial contact. 6. Accelerate to 250 KT, if unable, advise ATC.

CHCLL THREE RNAV DEPARTURE (CHCLL3.CHCLL)



Direct distance from Cincinnati/ Northern Kentucky Intl
(Rwy 18L) to: CAMUM **6 NM**
(Rwy 18C) to: FLOEE **6 NM**
(Rwy 18R) to: FANSA **6 NM**
(Rwy 27) to: BONLE **8 NM**
(Rwys 36L/C) to: HOBAL **8 NM**
(Rwy 36R) to: HAGSS **7 NM**

N
NOT TO SCALE

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwy 9: Not authorized - ATC.
Rwys 18L/C/R, 27, 36L/C/R: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to **1400′.**

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

OBSTACLES
Rwy 18C: Trees beginning 1882′ from DER, 834′ LEFT of centerline, up to 75′ AGL/974′ MSL. Trees 3473′ from DER, 904′ RIGHT of centerline, up to 70′ AGL/929′ MSL.
Rwy 18R: Trees beginning 3221′ from DER, 895′ LEFT of centerline, up to 85′ AGL/964′ MSL.
Rwy 36C: Trees beginning 956′ from DER, 613′ RIGHT of centerline, up to 94′ AGL/963′ MSL.
Rwy 36R: Light pole 1476′ from DER, 813′ LEFT of centerline, 47′ AGL/926′ MSL. Trees 1602′ from DER, 754′ RIGHT of centerline, up to 59′ AGL/938′ MSL.

RWY	INITIAL CLIMB	ALTITUDE
18L	Climb heading 184° to intercept course 168° to CAMUM, then on depicted route to CHCLL.	TURBOJET AIRCRAFT: **MAINTAIN 6000′** ALL OTHER AIRCRAFT: **MAINTAIN 4000′**
18C	Climb heading 184° to **1400′**, then direct FLOEE, then on depicted route to CHCLL.	
18R	Climb heading 184° to intercept course 203° to FANSA, then on depicted route to CHCLL.	
27	Climb heading 274° to **1400′**, then direct BONLE, then LEFT turn direct CULED, then on depicted route to CHCLL.	
36L/C	Climb heading 004° to intercept course 325° to HOBAL, then on depicted route to CHCLL.	
36R	Climb heading 004° to **1400′**, then direct HAGSS, then on depicted route to CHCLL.	

ROUTING
EXPECT clearance to filed altitude within 10 minutes after departure.

CHANGES: Procedure renumbered, GPS note deleted, initial climb text.

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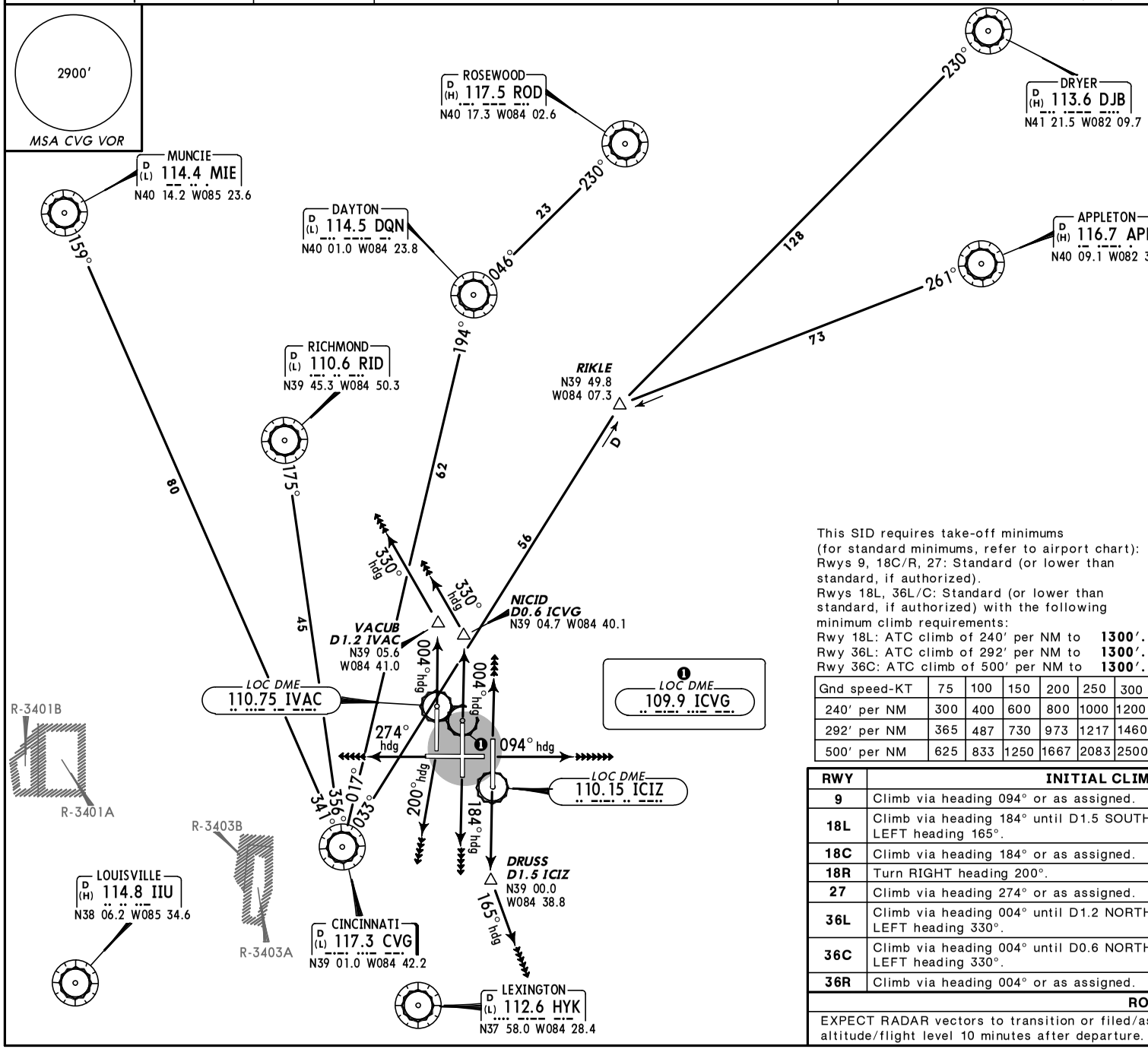
CINCINNATI Departure (R)		Apt Elev		
001°-180°	181°-360°	896′	Trans level: FL180	Trans alt: 18000′
126.65	128.7			

1. **RADAR required.**
2. **Rwys 18L, 36L/C: DME required.**
3. Appropriate departure frequency will be assigned by ATC.
4. Turbojets accelerate to 250 KT until reaching 10000′ MSL, if unable, advise ATC.
5. Aircraft filed over Richmond (RID) must file a requested altitude at or below 10000′.

CINCINNATI THREE DEPARTURE (CVG3.CVG)



NOT TO SCALE

Direct distance from Cincinnati/ Northern Kentucky Intl to:
CVG **3 NM**

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 9, 18C/R, 27: Standard (or lower than standard, if authorized).
Rwys 18L, 36L/C: Standard (or lower than standard, if authorized) with the following minimum climb requirements:
Rwy 18L: ATC climb of 240′ per NM to **1300′.**
Rwy 36L: ATC climb of 292′ per NM to **1300′.**
Rwy 36C: ATC climb of 500′ per NM to **1300′.**

Gnd speed-KT	75	100	150	200	250	300
240′ per NM	300	400	600	800	1000	1200
292′ per NM	365	487	730	973	1217	1460
500′ per NM	625	833	1250	1667	2083	2500

OBSTACLES
Rwy 9: Trees beginning 4562′ from DER, 900′ LEFT of centerline, up to 94′ AGL/1003′ MSL. Trees 3385′ from DER, 1117′ RIGHT of centerline, 59′ AGL/988′ MSL.
Rwy 18C: Trees beginning 1882′ from DER, 834′ LEFT of centerline, up to 75′ AGL/974′ MSL. Trees 3473′ from DER, 904′ RIGHT of centerline, up to 70′ AGL/929′ MSL.
Rwy 18R: Trees beginning 3221′ from DER, 895′ LEFT of centerline, up to 85′ AGL/964′ MSL.
Rwy 36C: Trees beginning 956′ from DER, 613′ RIGHT of centerline, up to 94′ AGL/963′ MSL.
Rwy 36R: Light pole 1476′ from DER, 813′ LEFT of centerline, 47′ AGL/926′ MSL. Trees 1602′ from DER, 754′ RIGHT of centerline, up to 59′ AGL/938′ MSL.

RWY	INITIAL CLIMB	ALTITUDE
9	Climb via heading 094° or as assigned.	TURBOJET AIRCRAFT: **MAINTAIN 6000′** ALL OTHER AIRCRAFT: **MAINTAIN 4000′**
18L	Climb via heading 184° until D1.5 SOUTH of ICIZ, then turn LEFT heading 165°.	
18C	Climb via heading 184° or as assigned.	
18R	Turn RIGHT heading 200°.	
27	Climb via heading 274° or as assigned.	
36L	Climb via heading 004° until D1.2 NORTH of IVAC, then turn LEFT heading 330°.	
36C	Climb via heading 004° until D0.6 NORTH of ICVG, then turn LEFT heading 330°.	
36R	Climb via heading 004° or as assigned.	

ROUTING

EXPECT RADAR vectors to transition or filed/assigned route. EXPECT clearance to requested altitude/flight level 10 minutes after departure.

CHANGES: None.

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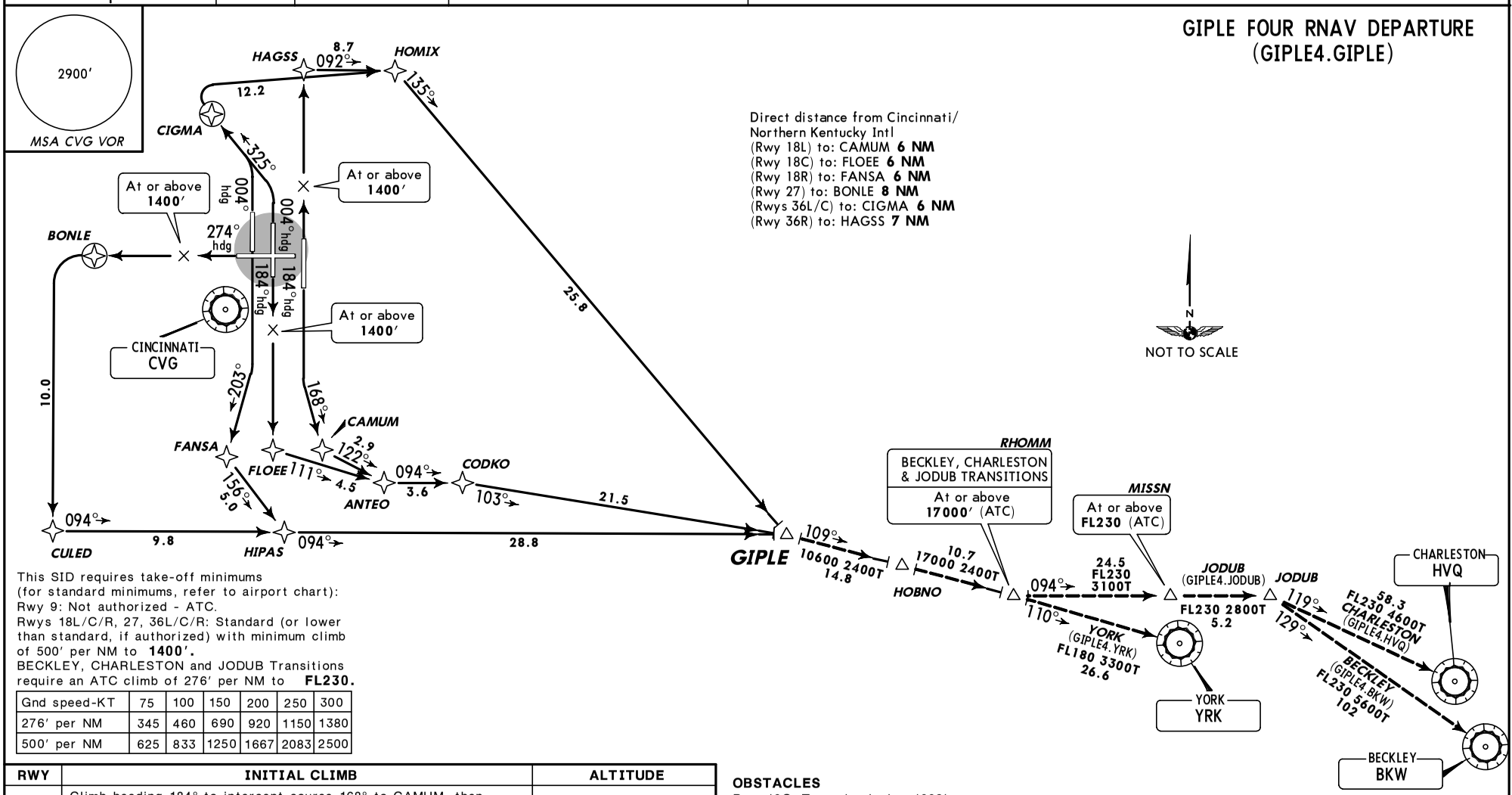
CINCINNATI Departure (R) 001°-180° 126.65	181°-360° 128.7	Apt Elev 896′	Trans level: FL180 Trans alt: 18000′	1. DME/DME/IRU or GPS required. 2. RADAR required. 3. RNAV 1.	4. Transponder code will be issued via PDC or Cincinnati Clearance Delivery. 5. YORK Transition limited to aircraft filed at or below FL220. 6. If unable to accept climb rates, advise ATC on initial contact. 7. Accelerate to 250 KT, if unable, advise ATC.

GIPLE FOUR RNAV DEPARTURE (GIPLE4.GIPLE)



Direct distance from Cincinnati/ Northern Kentucky Intl
(Rwy 18L) to: CAMUM **6 NM**
(Rwy 18C) to: FLOEE **6 NM**
(Rwy 18R) to: FANSA **6 NM**
(Rwy 27) to: BONLE **8 NM**
(Rwys 36L/C) to: CIGMA **6 NM**
(Rwy 36R) to: HAGSS **7 NM**

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwy 9: Not authorized - ATC.
Rwys 18L/C/R, 27, 36L/C/R: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to **1400′.**
BECKLEY, CHARLESTON and JODUB Transitions require an ATC climb of 276′ per NM to **FL230.**

Gnd speed-KT	75	100	150	200	250	300
276′ per NM	345	460	690	920	1150	1380
500′ per NM	625	833	1250	1667	2083	2500

RWY	INITIAL CLIMB	ALTITUDE
18L	Climb heading 184° to intercept course 168° to CAMUM, then on depicted route to GIPLE.	TURBOJET AIRCRAFT: **MAINTAIN 6000′** ALL OTHER AIRCRAFT: **MAINTAIN 4000′**
18C	Climb heading 184° to **1400′**, then direct FLOEE, then on depicted route to GIPLE.	
18R	Climb heading 184° to intercept course 203° to FANSA, then on depicted route to GIPLE.	
27	Climb heading 274° to **1400′**, then direct BONLE, then LEFT turn direct CULED, then LEFT turn on track 094° to HIPAS, then on depicted route to GIPLE.	
36L/C	Climb heading 004° to intercept course 325° to CIGMA, then RIGHT turn direct HOMIX, then on depicted route to GIPLE.	
36R	Climb heading 004° to **1400′**, then direct HAGSS, then on depicted route to GIPLE.	

ROUTING

EXPECT clearance to filed altitude within 10 minutes after departure.

OBSTACLES
Rwy 18C: Trees beginning 1882′ from DER, 834′ LEFT of centerline, up to 75′ AGL/974′ MSL. Trees 3473′ from DER, 904′ RIGHT of centerline, up to 70′ AGL/929′ MSL.
Rwy 18R: Trees beginning 3221′ from DER, 895′ LEFT of centerline, up to 85′ AGL/964′ MSL.
Rwy 36C: Trees beginning 956′ from DER, 613′ RIGHT of centerline, up to 94′ AGL/963′ MSL.
Rwy 36R: Light pole 1476′ from DER, 813′ LEFT of centerline, 47′ AGL/926′ MSL. Trees 1602′ from DER, 754′ RIGHT of centerline, up to 59′ AGL/938′ MSL.

CHANGES: Procedure renumbered, GPS note deleted, initial climb text.

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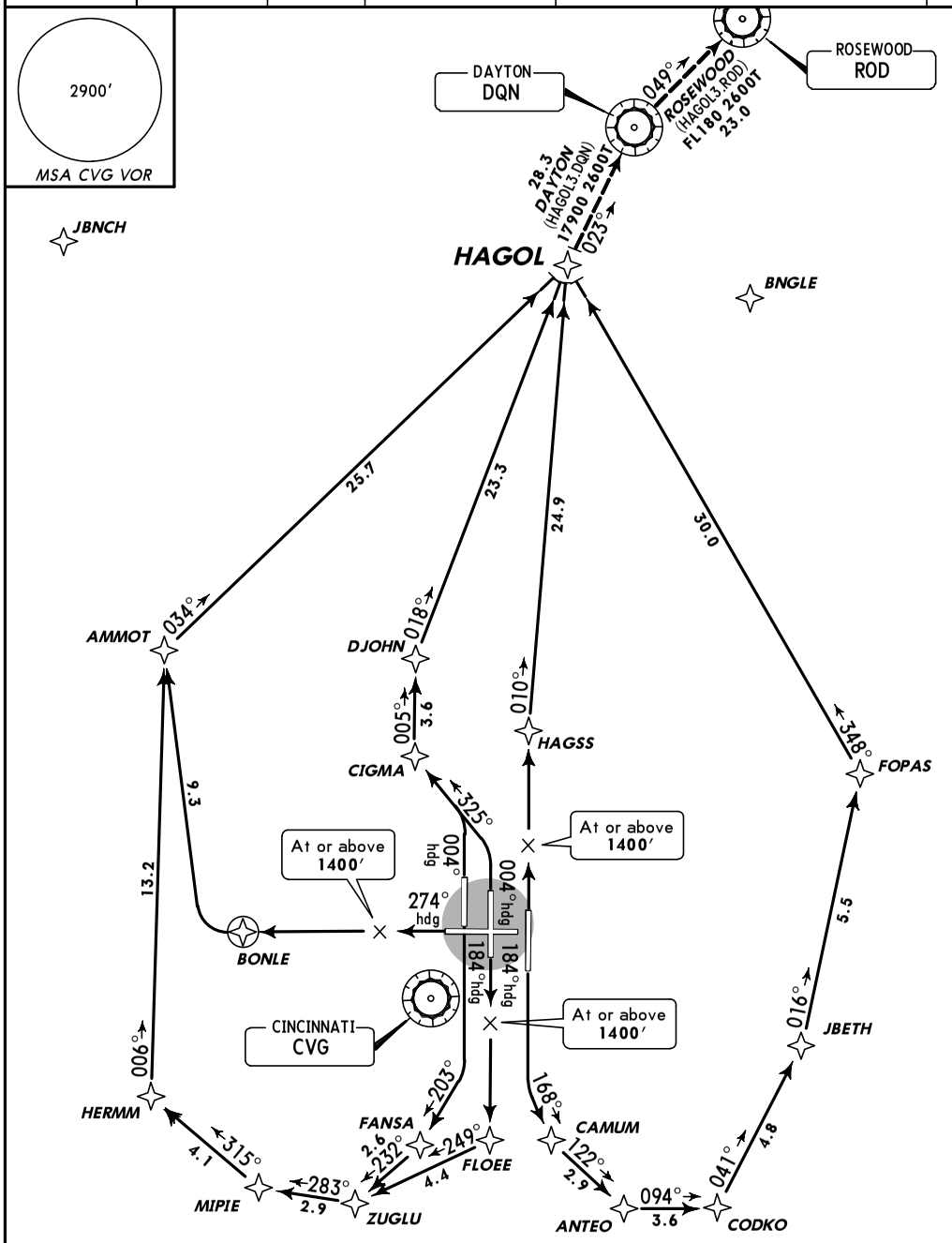
CINCINNATI Departure (R)		Apt Elev	Trans level: FL180		
001°-180°	181°-360°	896′	Trans alt: 18000′	1. DME/DME/IRU or GPS required. 2. RADAR required. 3. RNAV 1.	4. Transponder code will be issued via PDC or Cincinnati Clearance Delivery. 5. If unable to accept climb rates, advise ATC on initial contact. 6. Accelerate to 250 KT, if unable, advise ATC.
126.65	128.7				

HAGOL THREE RNAV DEPARTURE (HAGOL3.HAGOL)



Direct distance from Cincinnati/ Northern Kentucky Intl
(Rwy 18L) to: CAMUM **6 NM**
(Rwy 18C) to: FLOEE **6 NM**
(Rwy 18R) to: FANSA **6 NM**
(Rwy 27) to: BONLE **8 NM**
(Rwys 36L/C) to: CIGMA **6 NM**
(Rwy 36R) to: HAGSS **7 NM**

N
NOT TO SCALE

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwy 9: Not authorized - ATC.
Rwys 18L/C/R, 27, 36L/C/R: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to **1400′.**

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

OBSTACLES
Rwy 18C: Trees beginning 1882′ from DER, 834′ LEFT of centerline, up to 75′ AGL/974′ MSL. Trees 3473′ from DER, 904′ RIGHT of centerline, up to 70′ AGL/929′ MSL.
Rwy 18R: Trees beginning 3221′ from DER, 895′ LEFT of centerline, up to 85′ AGL/964′ MSL.
Rwy 36C: Trees beginning 956′ from DER, 613′ RIGHT of centerline, up to 94′ AGL/963′ MSL.
Rwy 36R: Light pole 1476′ from DER, 813′ LEFT of centerline, 47′ AGL/926′ MSL. Trees 1602′ from DER, 754′ RIGHT of centerline, up to 59′ AGL/938′ MSL.

RWY	INITIAL CLIMB	ALTITUDE
18L	Climb heading 184° to intercept course 168° to CAMUM, then via depicted route to HAGOL.	TURBOJET AIRCRAFT: **MAINTAIN 6000′** ALL OTHER AIRCRAFT: **MAINTAIN 4000′**
18C	Climb heading 184° to **1400′**, then direct FLOEE, then via depicted route to HAGOL.	
18R	Climb heading 184° to intercept course 203° to FANSA, then via depicted route to HAGOL.	
27	Climb heading 274° to **1400′**, then direct BONLE, then RIGHT turn direct AMMOT, then via depicted route to HAGOL.	
36L/C	Climb heading 004° to intercept course 325° to CIGMA, then via depicted route to HAGOL.	
36R	Climb heading 004° to **1400′**, then direct HAGSS, then via depicted route to HAGOL.	

ROUTING
EXPECT clearance to filed altitude within 10 minutes after departure.

CHANGES: None.

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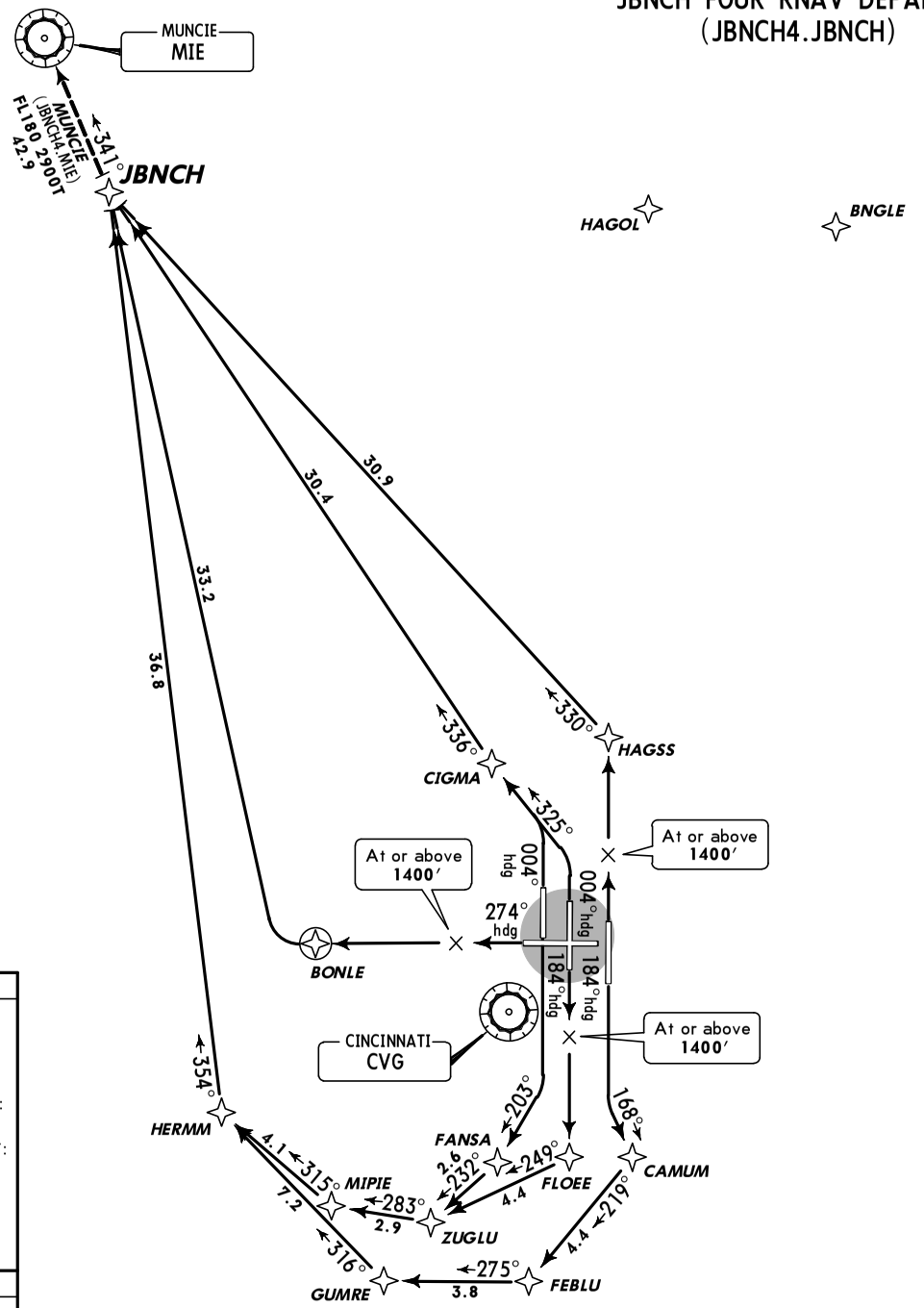
CINCINNATI Departure (R) 001°-180°	181°-360°	Apt Elev		
126.65	128.7	896′	Trans level: FL180 Trans alt: 18000′	**1. DME/DME/IRU or GPS required.** **2. RADAR required.** **3. RNAV 1.**

4. Transponder code will be issued via PDC or Cincinnati Clearance Delivery.
5. If unable to accept climb rates, advise ATC on initial contact.
6. Accelerate to 250 KT, if unable, advise ATC.

2900′
MSA CVG VOR

JBNCH FOUR RNAV DEPARTURE
(JBNCH4.JBNCH)



Direct distance from Cincinnati/
Northern Kentucky Intl
(Rwy 18L) to: CAMUM **6 NM**
(Rwy 18C) to: FLOEE **6 NM**
(Rwy 18R) to: FANSA **6 NM**
(Rwy 27) to: BONLE **8 NM**
(Rwys 36L/C) to: CIGMA **6 NM**
(Rwy 36R) to: HAGSS **7 NM**

N
NOT TO SCALE

OBSTACLES
Rwy 18C: Trees beginning 1882′ from DER, 834′ LEFT of centerline, up to 75′ AGL/974′ MSL. Trees 3473′ from DER, 904′ RIGHT of centerline, up to 70′ AGL/929′ MSL.
Rwy 18R: Trees beginning 3221′ from DER, 895′ LEFT of centerline, up to 85′ AGL/964′ MSL.
Rwy 36C: Trees beginning 956′ from DER, 613′ RIGHT of centerline, up to 94′ AGL/963′ MSL.
Rwy 36R: Light pole 1476′ from DER, 813′ LEFT of centerline, 47′ AGL/926′ MSL. Trees 1602′ from DER, 754′ RIGHT of centerline, up to 59′ AGL/938′ MSL.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwy 9: Not authorized - ATC.
Rwys 18L/C/R, 27, 36L/C/R: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to **1400′.**

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

RWY	INITIAL CLIMB	ALTITUDE
18L	Climb heading 184° to intercept course 168° to CAMUM, then on depicted route to JBNCH.	TURBOJET AIRCRAFT: **MAINTAIN 6000′** ALL OTHER AIRCRAFT: **MAINTAIN 4000′**
18C	Climb heading 184° to **1400′**, then direct FLOEE, then on depicted route to JBNCH.	
18R	Climb heading 184° to intercept course 203° to FANSA, then on depicted route to JBNCH.	
27	Climb heading 274° to **1400′**, then direct BONLE, then RIGHT turn direct to JBNCH.	
36L/C	Climb heading 004° to intercept course 325° to CIGMA, then on depicted route to JBNCH.	
36R	Climb heading 004° to **1400′**, then direct HAGSS, then on depicted route to JBNCH.	

ROUTING
EXPECT clearance to filed altitude within 10 minutes after departure.

CHANGES: Procedure renumbered, initial climb text, GPS note deleted.

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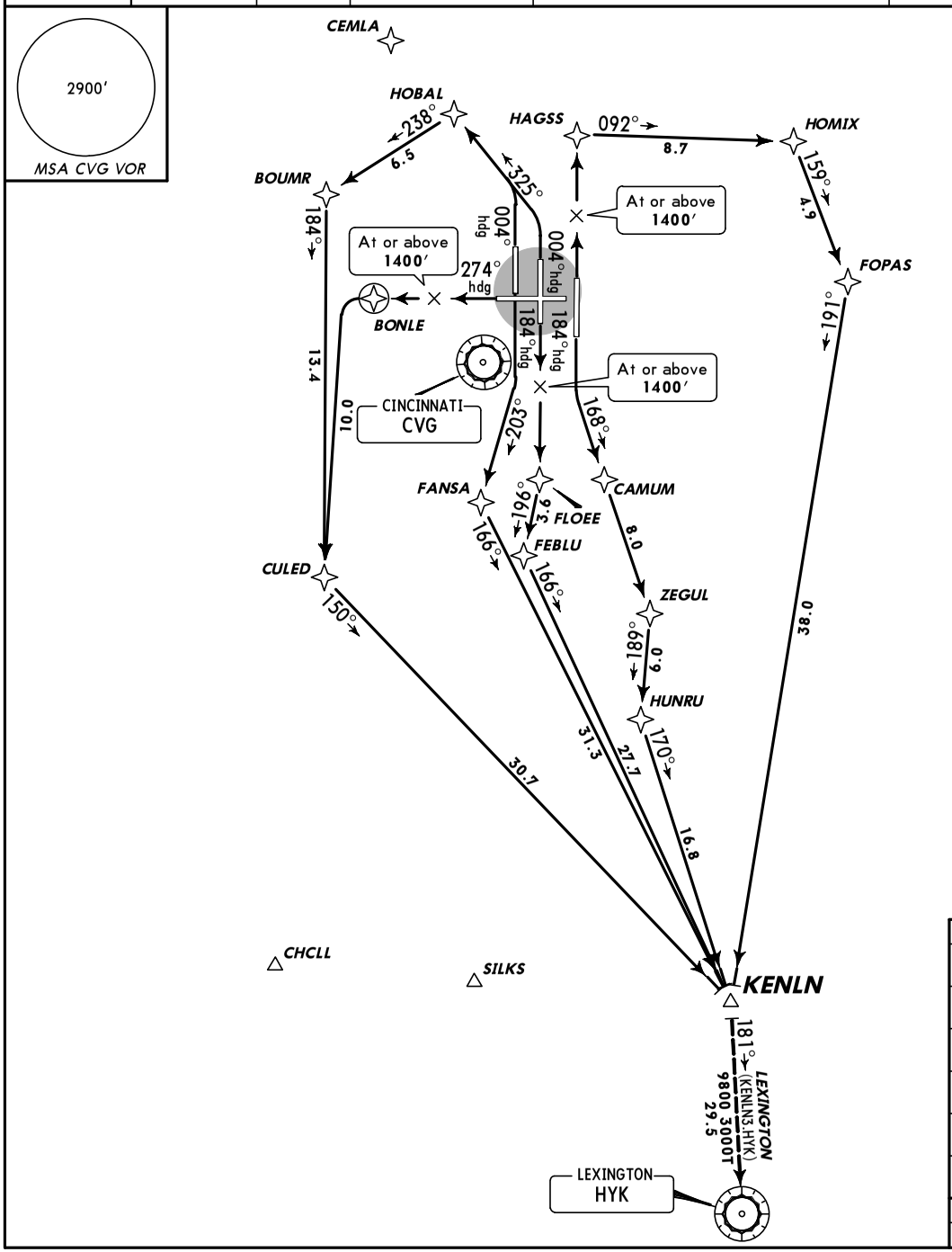
CINCINNATI Departure (R)		Apt Elev	Trans level: FL180		
001°-180°	181°-360°	896′	Trans alt: 18000′	**1. DME/DME/IRU or GPS required.**	4. Transponder code will be issued via PDC or Cincinnati Clearance Delivery.
126.65	128.7			**2. RADAR required.**	5. If unable to accept climb rates, advise ATC on initial contact.
				3. RNAV 1.	6. Accelerate to 250 KT, if unable, advise ATC.

KENLN THREE RNAV DEPARTURE (KENLN3.KENLN)



Direct distance from Cincinnati/ Northern Kentucky Intl
(Rwy 18L) to: CAMUM **6 NM**
(Rwy 18C) to: FLOEE **6 NM**
(Rwy 18R) to: FANSA **6 NM**
(Rwy 27) to: BONLE **8 NM**
(Rwys 36L/C) to: HOBAL **8 NM**
(Rwy 36R) to: HAGSS **7 NM**

N
NOT TO SCALE

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwy 9: Not authorized - ATC.
Rwys 18L/C/R, 27, 36L/C/R: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to **1400′.**

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

OBSTACLES
Rwy 18C: Trees beginning 1882′ from DER, 834′ LEFT of centerline, up to 75′ AGL/974′ MSL. Trees 3473′ from DER, 904′ RIGHT of centerline, up to 70′ AGL/929′ MSL.
Rwy 18R: Trees beginning 3221′ from DER, 895′ LEFT of centerline, up to 85′ AGL/964′ MSL.
Rwy 36C: Trees beginning 956′ from DER, 613′ RIGHT of centerline, up to 94′ AGL/963′ MSL.
Rwy 36R: Light pole 1476′ from DER, 813′ LEFT of centerline, 47′ AGL/926′ MSL. Trees 1602′ from DER, 754′ RIGHT of centerline, up to 59′ AGL/938′ MSL.

RWY	INITIAL CLIMB	ALTITUDE
18L	Climb heading 184° to intercept course 168° to CAMUM, then via depicted route to KENLN.	TURBOJET AIRCRAFT: **MAINTAIN 6000′** ALL OTHER AIRCRAFT: **MAINTAIN 4000′**
18C	Climb heading 184° to **1400′**, then direct FLOEE, then via depicted route to KENLN.	
18R	Climb heading 184° to intercept course 203° to FANSA, then via depicted route to KENLN.	
27	Climb heading 274° to **1400′**, then direct BONLE, then LEFT turn direct CULED, then via depicted route to KENLN.	
36L/C	Climb heading 004° to intercept course 325° to HOBAL, then via depicted route to KENLN.	
36R	Climb heading 004° to **1400′**, then direct HAGSS, then via depicted route to KENLN.	

ROUTING

EXPECT clearance to filed altitude within 10 minutes after departure.

CHANGES: None.

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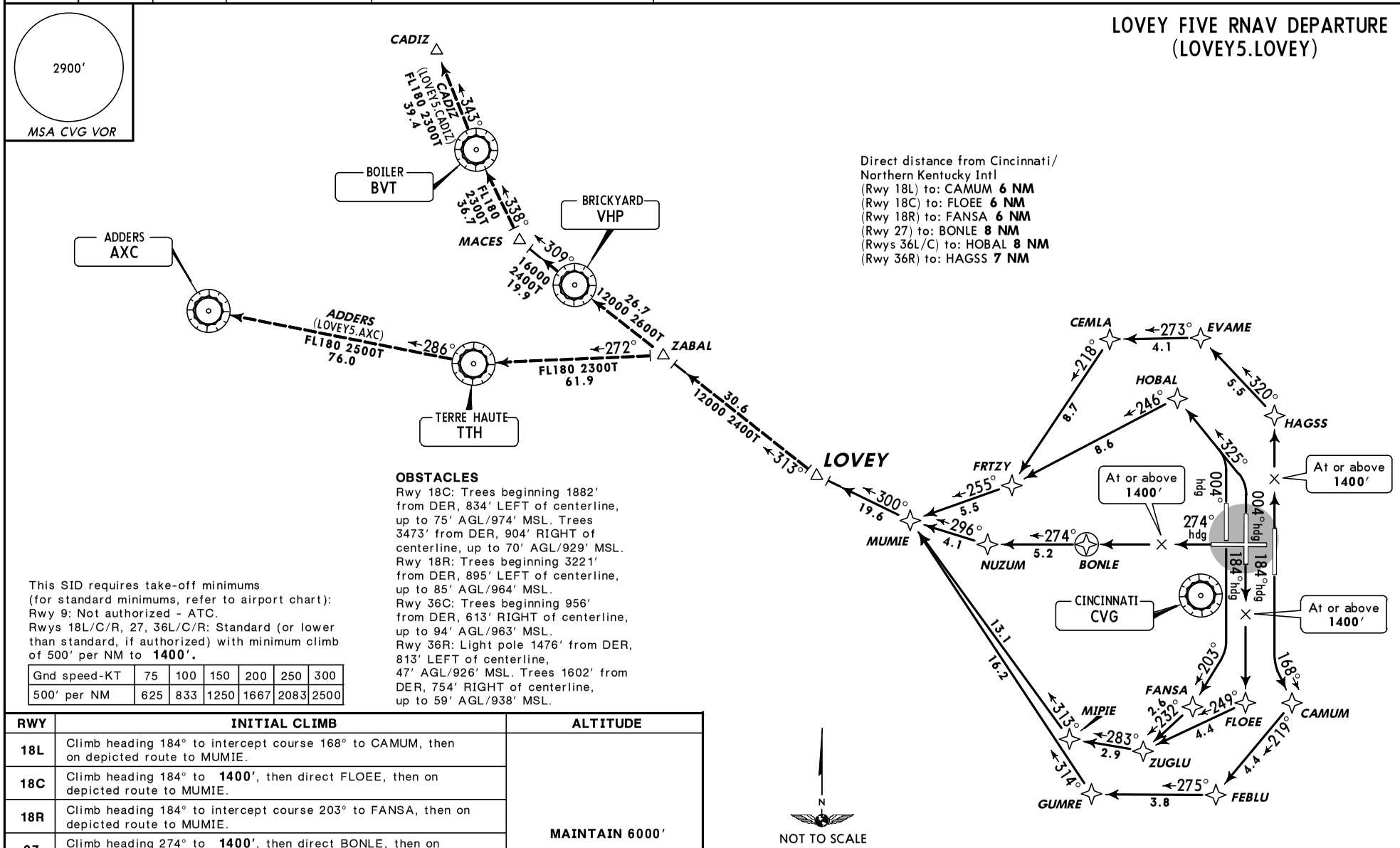
CINCINNATI Departure (R)	Apt Elev	Trans level: FL180		
001°-180° 126.65 / 181°-360° 128.7	896′	Trans alt: 18000′	**1. DME/DME/IRU or GPS required.** **2. RADAR required.** **3. RNAV 1.**	4. Transponder code will be issued via PDC or Cincinnati Clearance Delivery. 5. For turbojets only. 6. If unable to accept climb rates, advise ATC on initial contact. 7. Accelerate to 250 KT, if unable, advise ATC.

LOVEY FIVE RNAV DEPARTURE (LOVEY5.LOVEY)



Direct distance from Cincinnati/ Northern Kentucky Intl
(Rwy 18L) to: CAMUM **6 NM**
(Rwy 18C) to: FLOEE **6 NM**
(Rwy 18R) to: FANSA **6 NM**
(Rwy 27) to: BONLE **8 NM**
(Rwys 36L/C) to: HOBAL **8 NM**
(Rwy 36R) to: HAGSS **7 NM**

OBSTACLES
Rwy 18C: Trees beginning 1882′ from DER, 834′ LEFT of centerline, up to 75′ AGL/974′ MSL. Trees 3473′ from DER, 904′ RIGHT of centerline, up to 70′ AGL/929′ MSL.
Rwy 18R: Trees beginning 3221′ from DER, 895′ LEFT of centerline, up to 85′ AGL/964′ MSL.
Rwy 36C: Trees beginning 956′ from DER, 613′ RIGHT of centerline, up to 94′ AGL/963′ MSL.
Rwy 36R: Light pole 1476′ from DER, 813′ LEFT of centerline, 47′ AGL/926′ MSL. Trees 1602′ from DER, 754′ RIGHT of centerline, up to 59′ AGL/938′ MSL.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwy 9: Not authorized - ATC.
Rwys 18L/C/R, 27, 36L/C/R: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to **1400′.**

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

RWY	INITIAL CLIMB	ALTITUDE
18L	Climb heading 184° to intercept course 168° to CAMUM, then on depicted route to MUMIE.	MAINTAIN 6000′
18C	Climb heading 184° to **1400′**, then direct FLOEE, then on depicted route to MUMIE.	
18R	Climb heading 184° to intercept course 203° to FANSA, then on depicted route to MUMIE.	
27	Climb heading 274° to **1400′**, then direct BONLE, then on depicted route to MUMIE.	
36L/C	Climb heading 004° to intercept course 325° to HOBAL, then on depicted route to MUMIE.	
36R	Climb heading 004° to **1400′**, then direct HAGSS, then on depicted route to MUMIE.	

ROUTING
At MUMIE, on depicted route to LOVEY. EXPECT clearance to filed altitude within 10 minutes after departure.

CHANGES: Procedure renumbered, GPS note deleted, initial climb text.

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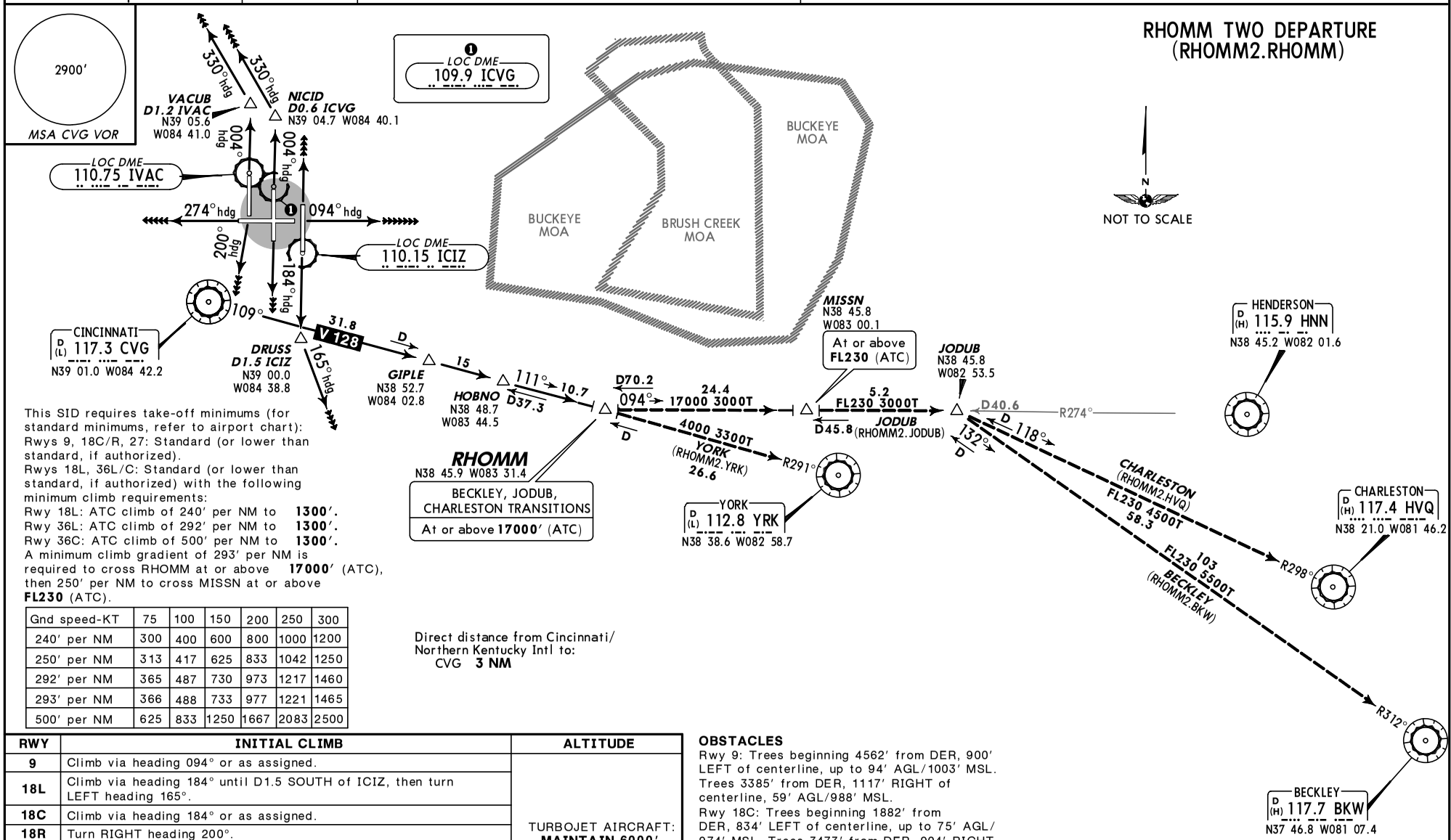
CINCINNATI Departure (R)		Apt Elev	Trans level: FL180 Trans alt: 18000′
001°-180°	181°-360°	896′	
126.65	128.7		

1. **RADAR required.**
2. **Rwys 18L, 36L/C: DME required.**
3. Appropriate departure frequency will be assigned by ATC.
4. Turbojets accelerate to 250 KT until reaching 10000′, if unable, advise ATC.
5. YORK Transition is limited to aircraft filed at or below FL220.

RHOMM TWO DEPARTURE (RHOMM2.RHOMM)



This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 9, 18C/R, 27: Standard (or lower than standard, if authorized).
Rwys 18L, 36L/C: Standard (or lower than standard, if authorized) with the following minimum climb requirements:
Rwy 18L: ATC climb of 240′ per NM to **1300′**.
Rwy 36L: ATC climb of 292′ per NM to **1300′**.
Rwy 36C: ATC climb of 500′ per NM to **1300′**.
A minimum climb gradient of 293′ per NM is required to cross RHOMM at or above **17000′** (ATC), then 250′ per NM to cross MISSN at or above **FL230** (ATC).

Gnd speed-KT	75	100	150	200	250	300
240′ per NM	300	400	600	800	1000	1200
250′ per NM	313	417	625	833	1042	1250
292′ per NM	365	487	730	973	1217	1460
293′ per NM	366	488	733	977	1221	1465
500′ per NM	625	833	1250	1667	2083	2500

Direct distance from Cincinnati/Northern Kentucky Intl to:
CVG **3 NM**

RWY	INITIAL CLIMB	ALTITUDE
9	Climb via heading 094° or as assigned.	TURBOJET AIRCRAFT: **MAINTAIN 6000′** ALL OTHER AIRCRAFT: **MAINTAIN 4000′**
18L	Climb via heading 184° until D1.5 SOUTH of ICIZ, then turn LEFT heading 165°.	
18C	Climb via heading 184° or as assigned.	
18R	Turn RIGHT heading 200°.	
27	Climb via heading 274° or as assigned.	
36L	Climb via heading 004° until D1.2 NORTH of IVAC, then turn LEFT heading 330°.	
36C	Climb via heading 004° until D0.6 NORTH of ICVG, then turn LEFT heading 330°.	
36R	Climb via heading 004° or as assigned.	

ROUTING

EXPECT RADAR vectors to CVG R-109, then via CVG R-109 to HOBNO, then via YRK R-291 to RHOMM. EXPECT clearance to requested altitude/flight level 10 minutes after departure.

OBSTACLES

Rwy 9: Trees beginning 4562′ from DER, 900′ LEFT of centerline, up to 94′ AGL/1003′ MSL. Trees 3385′ from DER, 1117′ RIGHT of centerline, 59′ AGL/988′ MSL.
Rwy 18C: Trees beginning 1882′ from DER, 834′ LEFT of centerline, up to 75′ AGL/974′ MSL. Trees 3473′ from DER, 904′ RIGHT of centerline, up to 70′ AGL/929′ MSL.
Rwy 18R: Trees beginning 3221′ from DER, 895′ LEFT of centerline, up to 85′ AGL/964′ MSL.
Rwy 36C: Trees beginning 956′ from DER, 613′ RIGHT of centerline, up to 94′ AGL/963′ MSL.
Rwy 36R: Light pole 1476′ from DER, 813′ LEFT of centerline, 47′ AGL/926′ MSL. Trees 1602′ from DER, 754′ RIGHT of centerline, up to 59′ AGL/938′ MSL.

CHANGES: None.

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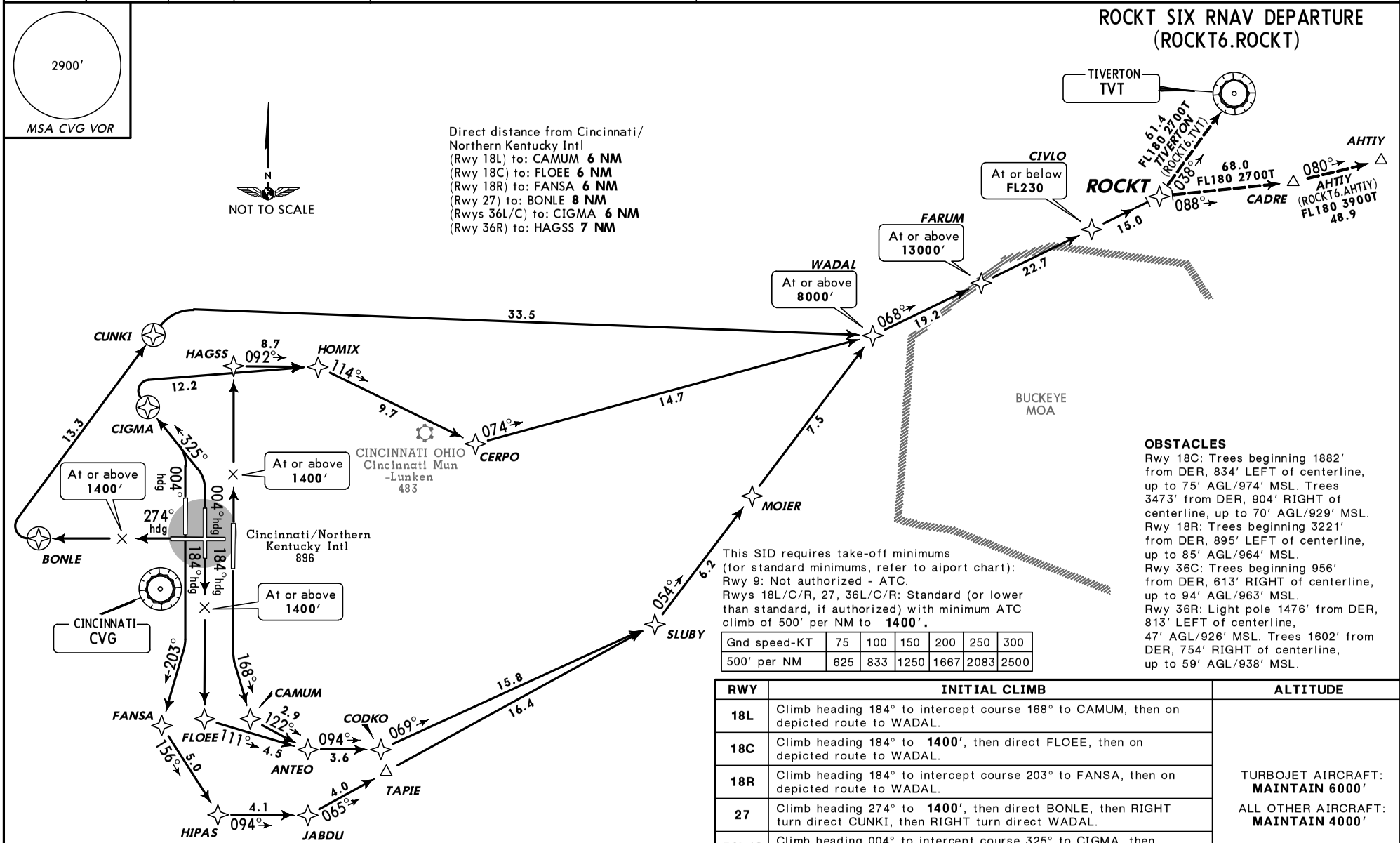
CINCINNATI Departure (R)		Apt Elev See Graphic	Trans level: FL180 Trans alt: 18000′	1. DME/DME/IRU or GPS required. 2. RADAR required. 3. RNAV 1. 4. Transponder code will be issued via PDC or Cincinnati Clearance Delivery. 5. Accelerate to 250 KT, if unable, advise ATC.	6. Departure procedure limited to aircraft with the following destination airports and departure times: Anytime - ABE, AGC, ALB, AVP, BDL, BKL, BOS, BWI, CAK, CGF, CLE, LNN, LPR, MDT, MHT, PHL, PIT, PNE, PVD, PWM, SWF, TTN, UNV and overseas flights. LGA, between 1000-1800 UTC. 7. TIVERTON Transition (ROCKT6.TVT): Limited to aircraft landing BKL, CAK, CLE, CGF, LNN and LPR. 8. If unable to accept climb rates, advise ATC on initial contact.
001°-180° 126.65	181°-360° 128.7				

ROCKT SIX RNAV DEPARTURE (ROCKT6.ROCKT)



This SID requires take-off minimums (for standard minimums, refer to aiport chart):
Rwy 9: Not authorized - ATC.
Rwys 18L/C/R, 27, 36L/C/R: Standard (or lower than standard, if authorized) with minimum ATC climb of 500′ per NM to **1400′.**

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

OBSTACLES
Rwy 18C: Trees beginning 1882′ from DER, 834′ LEFT of centerline, up to 75′ AGL/974′ MSL. Trees 3473′ from DER, 904′ RIGHT of centerline, up to 70′ AGL/929′ MSL.
Rwy 18R: Trees beginning 3221′ from DER, 895′ LEFT of centerline, up to 85′ AGL/964′ MSL.
Rwy 36C: Trees beginning 956′ from DER, 613′ RIGHT of centerline, up to 94′ AGL/963′ MSL.
Rwy 36R: Light pole 1476′ from DER, 813′ LEFT of centerline, 47′ AGL/926′ MSL. Trees 1602′ from DER, 754′ RIGHT of centerline, up to 59′ AGL/938′ MSL.

RWY	INITIAL CLIMB	ALTITUDE
18L	Climb heading 184° to intercept course 168° to CAMUM, then on depicted route to WADAL.	TURBOJET AIRCRAFT: **MAINTAIN 6000′** ALL OTHER AIRCRAFT: **MAINTAIN 4000′**
18C	Climb heading 184° to **1400′**, then direct FLOEE, then on depicted route to WADAL.	
18R	Climb heading 184° to intercept course 203° to FANSA, then on depicted route to WADAL.	
27	Climb heading 274° to **1400′**, then direct BONLE, then RIGHT turn direct CUNKI, then RIGHT turn direct WADAL.	
36L/C	Climb heading 004° to intercept course 325° to CIGMA, then RIGHT turn direct HOMIX, then on depicted route to WADAL.	
36R	Climb heading 004° to **1400′**, then direct HAGSS, then on depicted route to WADAL.	

ROUTING
At WADAL, on depicted route to ROCKT. EXPECT clearance to filed altitude within 10 minutes after departure.

CHANGES: Procedure renumbered, GPS note deleted, initial climb text.

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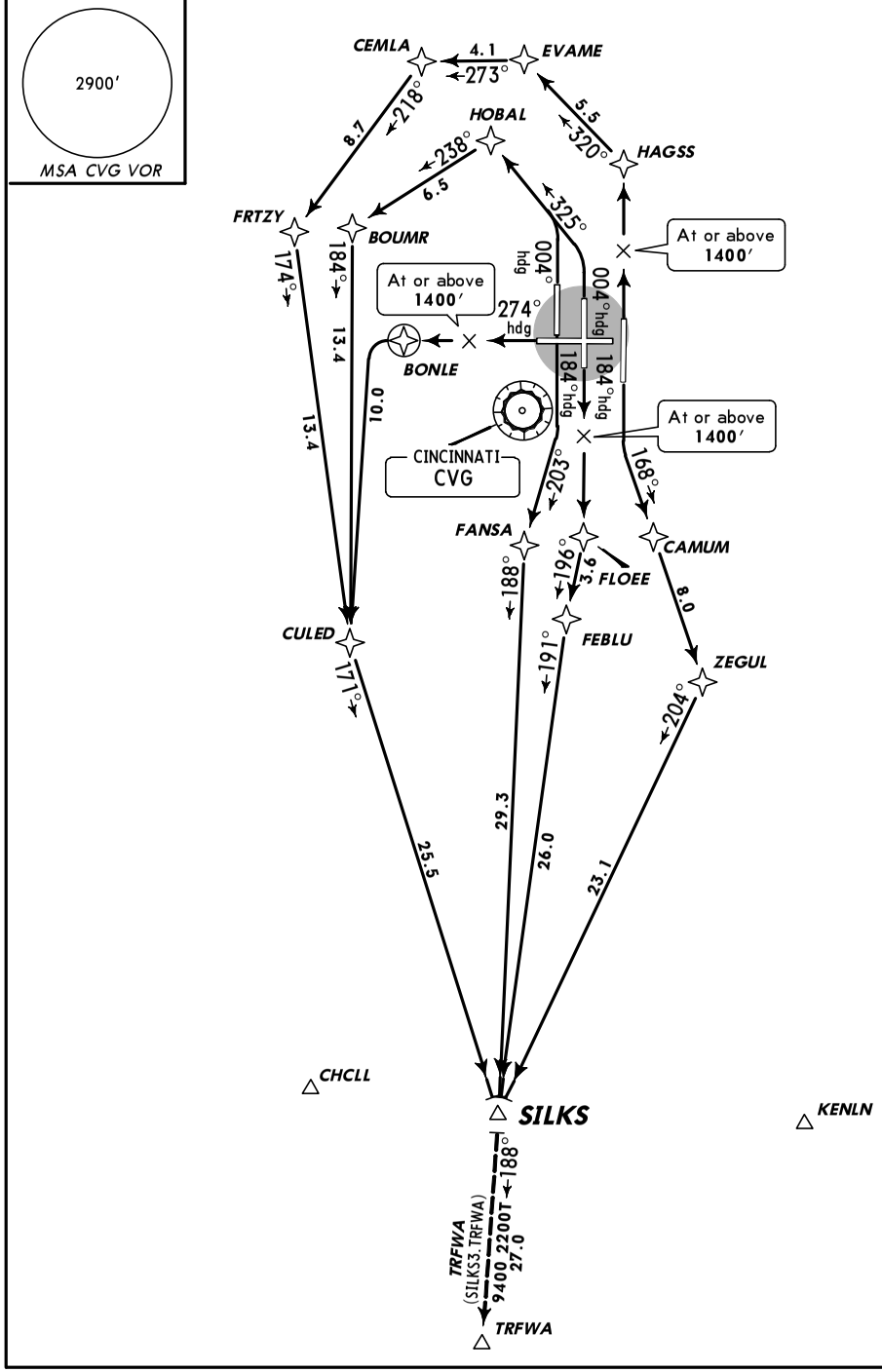
CINCINNATI Departure (R) 001°-180° 126.65	181°-360° 128.7	Apt Elev 896′	Trans level: FL180 Trans alt: 18000′	1. DME/DME/IRU or GPS required. 2. RADAR required. 3. RNAV 1.	4. Transponder code will be issued via PDC or Cincinnati Clearance Delivery. 5. If unable to accept climb rates, advise ATC on initial contact. 6. Accelerate to 250 KT, if unable, advise ATC.

SILKS THREE RNAV DEPARTURE (SILKS3.SILKS)



Direct distance from Cincinnati/ Northern Kentucky Intl
(Rwy 18L) to: CAMUM **6 NM**
(Rwy 18C) to: FLOEE **6 NM**
(Rwy 18R) to: FANSA **6 NM**
(Rwy 27) to: BONLE **8 NM**
(Rwys 36L/C) to: HOBAL **8 NM**
(Rwy 36R) to: HAGSS **7 NM**

NOT TO SCALE

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwy 9: Not authorized - ATC.
Rwys 18L/C/R, 27, 36L/C/R: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to **1400′.**

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

OBSTACLES
Rwy 18C: Trees beginning 1882′ from DER, 834′ LEFT of centerline, up to 75′ AGL/974′ MSL. Trees 3473′ from DER, 904′ RIGHT of centerline, up to 70′ AGL/929′ MSL.
Rwy 18R: Trees beginning 3221′ from DER, 895′ LEFT of centerline, up to 85′ AGL/964′ MSL.
Rwy 36C: Trees beginning 956′ from DER, 613′ RIGHT of centerline, up to 94′ AGL/963′ MSL.
Rwy 36R: Light pole 1476′ from DER, 813′ LEFT of centerline, 47′ AGL/926′ MSL. Trees 1602′ from DER, 754′ RIGHT of centerline, up to 59′ AGL/938′ MSL.

RWY	INITIAL CLIMB	ALTITUDE
18L	Climb heading 184° to intercept course 168° to CAMUM, then on depicted route to SILKS.	TURBOJET AIRCRAFT: **MAINTAIN 6000′** ALL OTHER AIRCRAFT: **MAINTAIN 4000′**
18C	Climb heading 184° to **1400′**, then direct FLOEE, then on depicted route to SILKS.	
18R	Climb heading 184° to intercept course 203° to FANSA, then on depicted route to SILKS.	
27	Climb heading 274° to **1400′**, then direct BONLE, then LEFT turn direct CULED, then on depicted route to SILKS.	
36L/C	Climb heading 004° to intercept course 325° to HOBAL, then on depicted route to SILKS.	
36R	Climb heading 004° to **1400′**, then direct HAGSS, then on depicted route to SILKS.	

ROUTING
EXPECT clearance to filed altitude within 10 minutes after departure.

CHANGES: Procedure renumbered, initial climb text, GPS note deleted.

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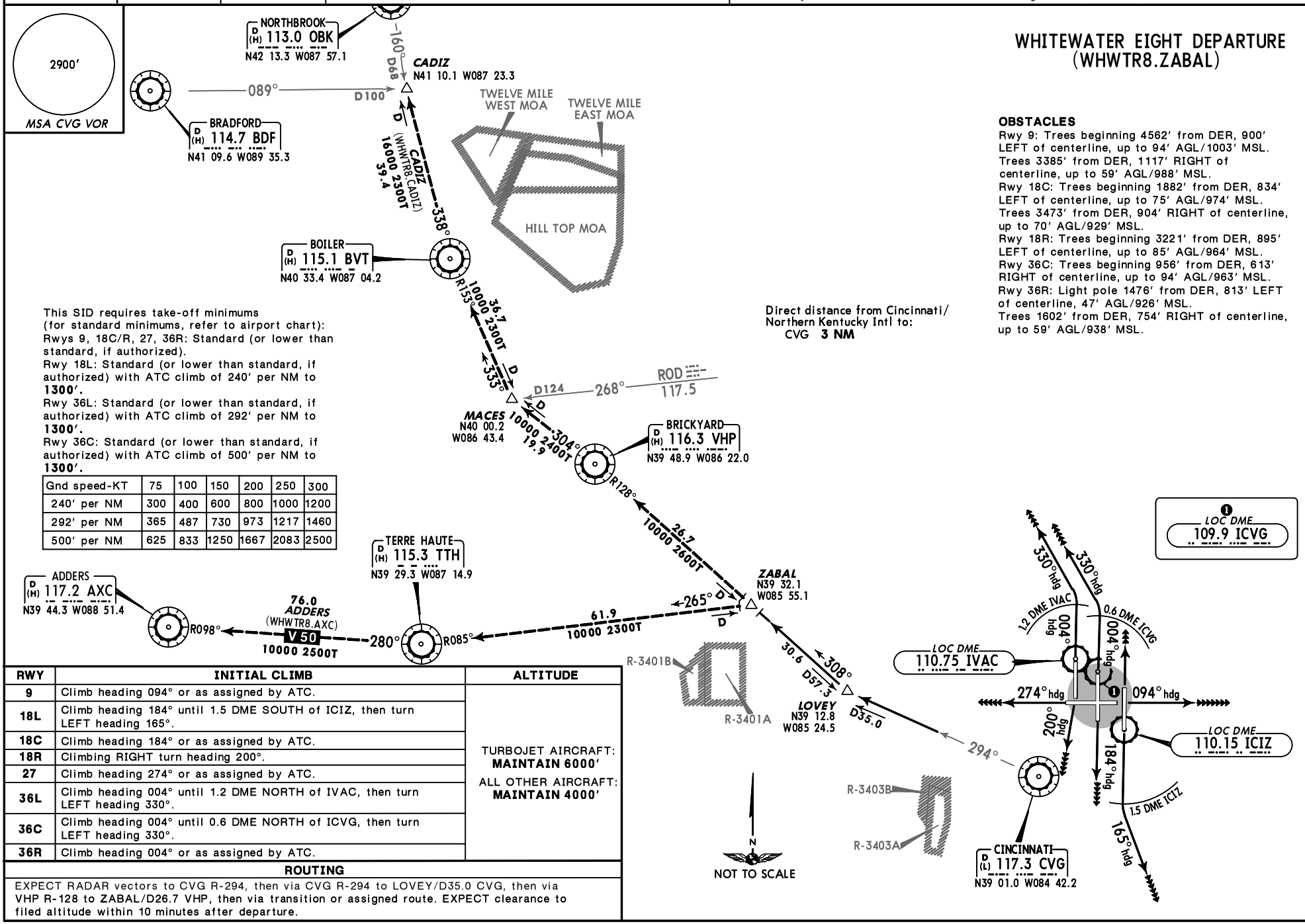
CINCINNATI Departure (R)		Apt Elev	Trans level: FL180 Trans alt: 18000′
001°-180°	181°-360°	896′	
126.65	128.7		

1. RADAR required.
2. DME required.
3. Appropriate departure frequency will be issued by ATC.
4. Turbojets accelerate to 250 KT until reaching 10000′, if unable, advise ATC.

WHITEWATER EIGHT DEPARTURE (WHWTR8.ZABAL)



This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 9, 18C/R, 27, 36R: Standard (or lower than standard, if authorized).
Rwy 18L: Standard (or lower than standard, if authorized) with ATC climb of 240′ per NM to **1300′.**
Rwy 36L: Standard (or lower than standard, if authorized) with ATC climb of 292′ per NM to **1300′.**
Rwy 36C: Standard (or lower than standard, if authorized) with ATC climb of 500′ per NM to **1300′.**

Gnd speed-KT	75	100	150	200	250	300
240′ per NM	300	400	600	800	1000	1200
292′ per NM	365	487	730	973	1217	1460
500′ per NM	625	833	1250	1667	2083	2500

Direct distance from Cincinnati/ Northern Kentucky Intl to:
CVG **3 NM**

OBSTACLES
Rwy 9: Trees beginning 4562′ from DER, 900′ LEFT of centerline, up to 94′ AGL/1003′ MSL. Trees 3385′ from DER, 1117′ RIGHT of centerline, up to 59′ AGL/988′ MSL.
Rwy 18C: Trees beginning 1882′ from DER, 834′ LEFT of centerline, up to 75′ AGL/974′ MSL. Trees 3473′ from DER, 904′ RIGHT of centerline, up to 70′ AGL/929′ MSL.
Rwy 18R: Trees beginning 3221′ from DER, 895′ LEFT of centerline, up to 85′ AGL/964′ MSL.
Rwy 36C: Trees beginning 956′ from DER, 613′ RIGHT of centerline, up to 94′ AGL/963′ MSL.
Rwy 36R: Light pole 1476′ from DER, 813′ LEFT of centerline, 47′ AGL/926′ MSL. Trees 1602′ from DER, 754′ RIGHT of centerline, up to 59′ AGL/938′ MSL.

RWY	INITIAL CLIMB	ALTITUDE
9	Climb heading 094° or as assigned by ATC.	TURBOJET AIRCRAFT: **MAINTAIN 6000′** ALL OTHER AIRCRAFT: **MAINTAIN 4000′**
18L	Climb heading 184° until 1.5 DME SOUTH of ICIZ, then turn LEFT heading 165°.	
18C	Climb heading 184° or as assigned by ATC.	
18R	Climbing RIGHT turn heading 200°.	
27	Climb heading 274° or as assigned by ATC.	
36L	Climb heading 004° until 1.2 DME NORTH of IVAC, then turn LEFT heading 330°.	
36C	Climb heading 004° until 0.6 DME NORTH of ICVG, then turn LEFT heading 330°.	
36R	Climb heading 004° or as assigned by ATC.	

ROUTING
EXPECT RADAR vectors to CVG R-294, then via CVG R-294 to LOVEY/D35.0 CVG, then via VHP R-128 to ZABAL/D26.7 VHP, then via transition or assigned route. EXPECT clearance to filed altitude within 10 minutes after departure.

CHANGES: Procedure renumbered, DECATUR renamed ADDERS, departure frequency sectors.

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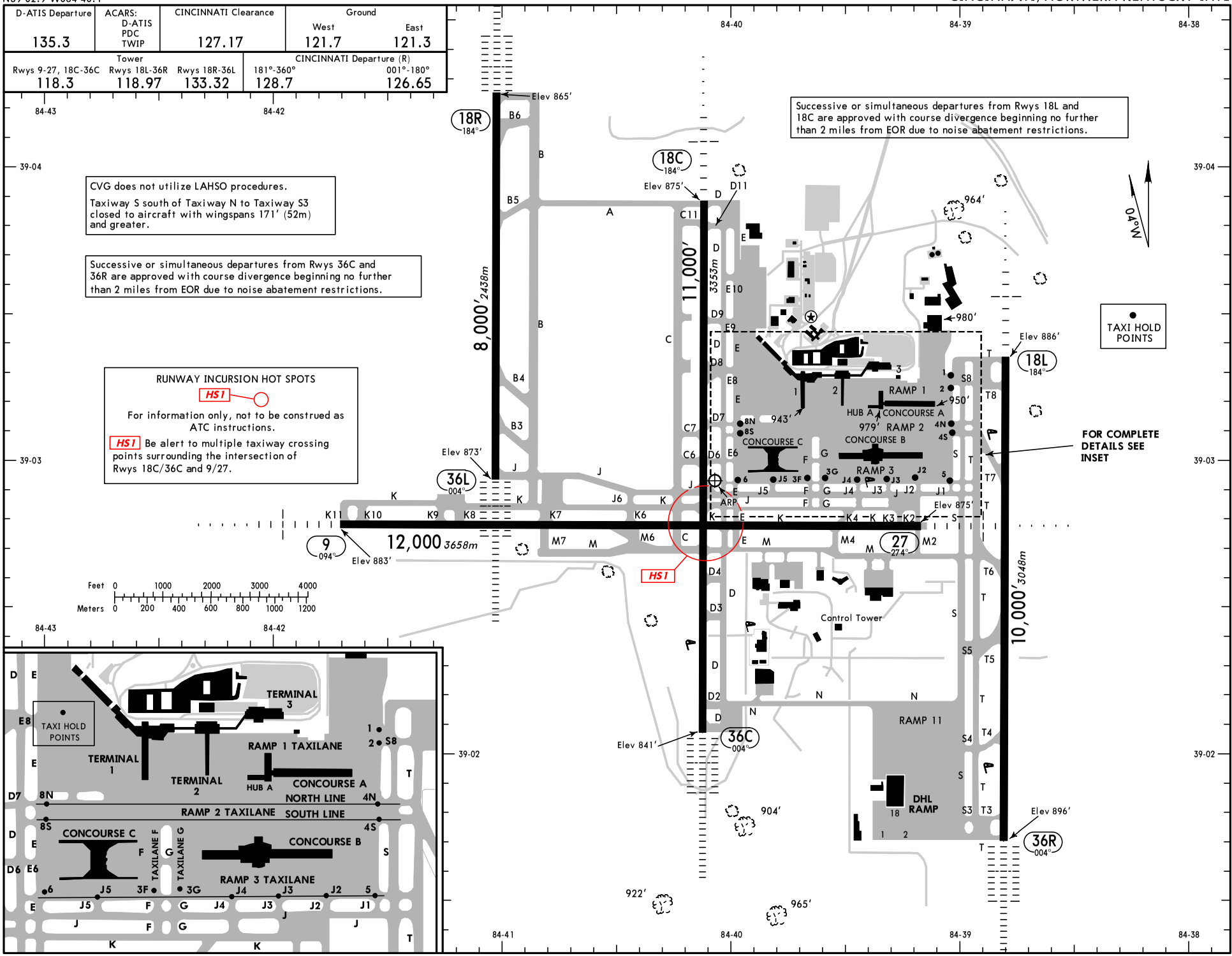
D-ATIS Departure	ACARS: D-ATIS PDC TWIP	CINCINNATI Clearance	Ground West	Ground East
135.3		127.17	121.7	121.3

Tower Rwys 9-27, 18C-36C	Tower Rwys 18L-36R	Tower Rwys 18R-36L	CINCINNATI Departure (R) 181°-360°	CINCINNATI Departure (R) 001°-180°
118.3	118.97	133.32	128.7	126.65



CHANGES: Hot Spot added, ryw 18R elev, notes.

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GENERAL

Low-level wind shear alert system.
Terminal Doppler Weather Radar.

ADDITIONAL RUNWAY INFORMATION

RWY					USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
9	HIRL CL MALSR ❶ PAPI-L	grooved	RVR		❷ 11880′ 3621m	❷ 10767′ 3282m		150′ 46m
27	HIRL CL MALSR VASI-L	grooved	RVR			10825′ 3299m		

❶ Angle 3.00°
❷ Last 120′ (37m) of Rwy 9 not usable for landing.

18L	HIRL CL MALSR TDZ ❶PAPI-L	grooved	RVR			8970′ 2734m		150′ 46m
36R	HIRL CL ALSF-II TDZ ❶PAPI-R	grooved	RVR			8930′ 2722m		

❶ Angle 3.00°

18C ❸	HIRL CL MALSR TDZ VASI-R	grooved	RVR			9944′ 3031m		150′ 46m
36C	HIRL CL ALSF-II TDZ PAPI-L	grooved	RVR			9875′ 3010m		

❸ Maximum GWT for DC-10 & L-1011 is 510,000 lbs.

18R	HIRL CL ALSF-II TDZ	grooved	RVR			6859′ 2091m		150′ 46m
36L	HIRL CL ALSF-II TDZ	grooved	RVR			6944′ 2117m		

TAKE-OFF

Rwys 18L/C/R, 36L/C/R

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

Rwys 9, 27

Both RVRs are required and 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

FOR FILING AS ALTERNATE

	ILS Rwy 9 ILS Rwy 18L ILS Rwy 18C ILS Rwy 18R	ILS Rwy 27 ILS Rwy 36L ILS Rwy 36C ILS Rwy 36R	LOC Rwy 9 LOC Rwy 18L LOC Rwy 18C LOC Rwy 18R	LOC Rwy 27 LOC Rwy 36L LOC Rwy 36C LOC Rwy 36R	RNAV (GPS) Y Rwy 9 RNAV (GPS) Y Rwy 27 RNAV (GPS) Y Rwy 18L RNAV (GPS) Y Rwy 18C RNAV (GPS) Y Rwy 18R RNAV (GPS) Y Rwy 36L RNAV (GPS) Y Rwy 36C RNAV (GPS) Y Rwy 36R	RNAV (GPS) Z Rwy 9 RNAV (GPS) Z Rwy 27 RNAV (GPS) Z Rwy 18L RNAV (GPS) Z Rwy 18C RNAV (GPS) Z Rwy 18R RNAV (GPS) Z Rwy 36L RNAV (GPS) Z Rwy 36C RNAV (GPS) Z Rwy 36R
A	600-2		800-2		800-2	NA
B						
C						
D	700-2					

CHANGES: Rwy 18C lighting.

AMEND 1

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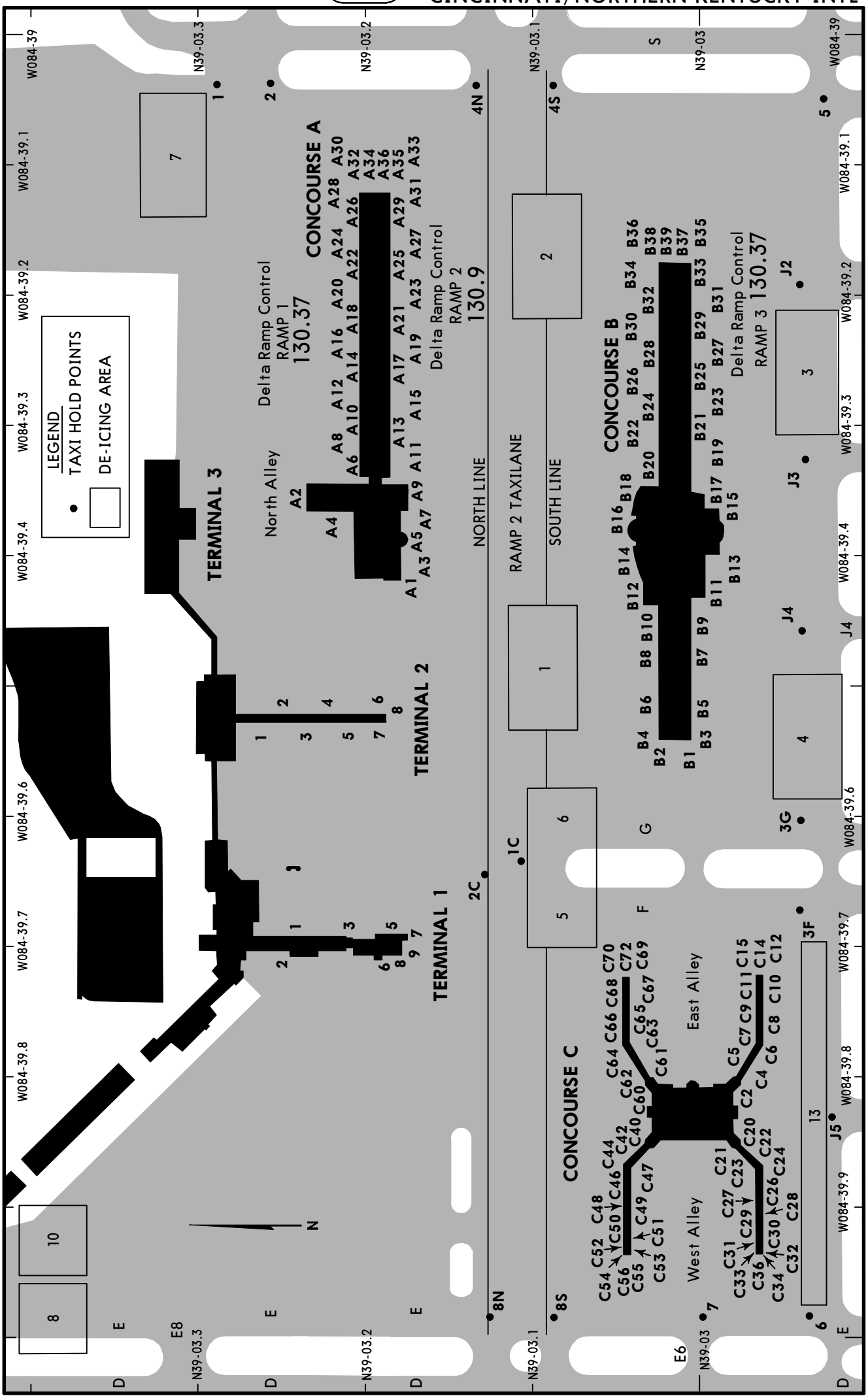

CHANGES: De-icing pad 13 added.

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PARKING SPOT COORDINATES

GATE No.	COORDINATES
Terminal 1	
1	N39 03.2 W084 39.7
2	N39 03.3 W084 39.7
3	N39 03.2 W084 39.7
5 thru 9	N39 03.2 W084 39.7
Terminal 2	
1, 2	N39 03.3 W084 39.5
3 thru 8	N39 03.2 W084 39.5
Concourse A	
A1 thru A5	N39 03.2 W084 39.4
A6	N39 03.2 W084 39.3
A7	N39 03.2 W084 39.4
A8	N39 03.2 W084 39.3
A9	N39 03.2 W084 39.4
A10 thru A13	N39 03.2 W084 39.3
A14	N39 03.2 W084 39.2
A15	N39 03.2 W084 39.3
A16 thru A25	N39 03.2 W084 39.2
A26	N39 03.2 W084 39.1
A27	N39 03.2 W084 39.2
A28 thru A36	N39 03.2 W084 39.1
Concourse B	
B1 thru B10	N39 03.0 W084 39.5
B11 thru B18	N39 03.0 W084 39.4
B19 thru B26	N39 03.0 W084 39.3
B27 thru B39	N39 03.0 W084 39.2
Concourse C	
C2	N39 03.0 W084 39.8
C4 thru C8	N39 03.0 W084 39.8
C9 thru C12	N39 03.0 W084 39.7
C14, C15	N39 03.0 W084 39.7
C20	N39 03.0 W084 39.8
C21 thru C24	N39 03.0 W084 39.9
C26 thru C34	N39 03.0 W084 39.9
C36	N39 03.0 W084 39.9
C40	N39 03.0 W084 39.8
C42, C44	N39 03.0 W084 39.9
C46 thru C56	N39 03.0 W084 39.9
C60 thru C66	N39 03.0 W084 39.8
C67 thru C70	N39 03.0 W084 39.7
C72	N39 03.0 W084 39.7

CHANGES: None.

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KCVG/CVG
CINCINNATI/
NORTHERN KENTUCKY INTL

JEPPESEN

18 SEP 09 (21-1)

CINCINNATI, OHIO
ILS or LOC Rwy 9

BRIEFING STRIP TM

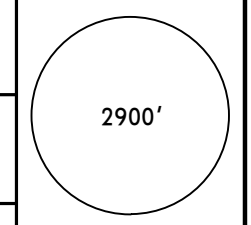
D-ATIS Arrival	CINCINNATI Approach (R) 270°-089°	CINCINNATI Approach (R) 090°-269°	CINCINNATI Tower Rwys 9-27, 18C-36C	CINCINNATI Tower Rwy 18L-36R	CINCINNATI Tower Rwy 18R-36L	Ground West	Ground East
134.37	123.87	119.7	118.3	118.97	133.32	121.7	121.3

LOC IURN	Final Apch Crs	GS KAVME	ILS DA(H)	Apt Elev 896′
111.9	094°	2400′ (1517′)	1083′ (200′)	TDZE 883′

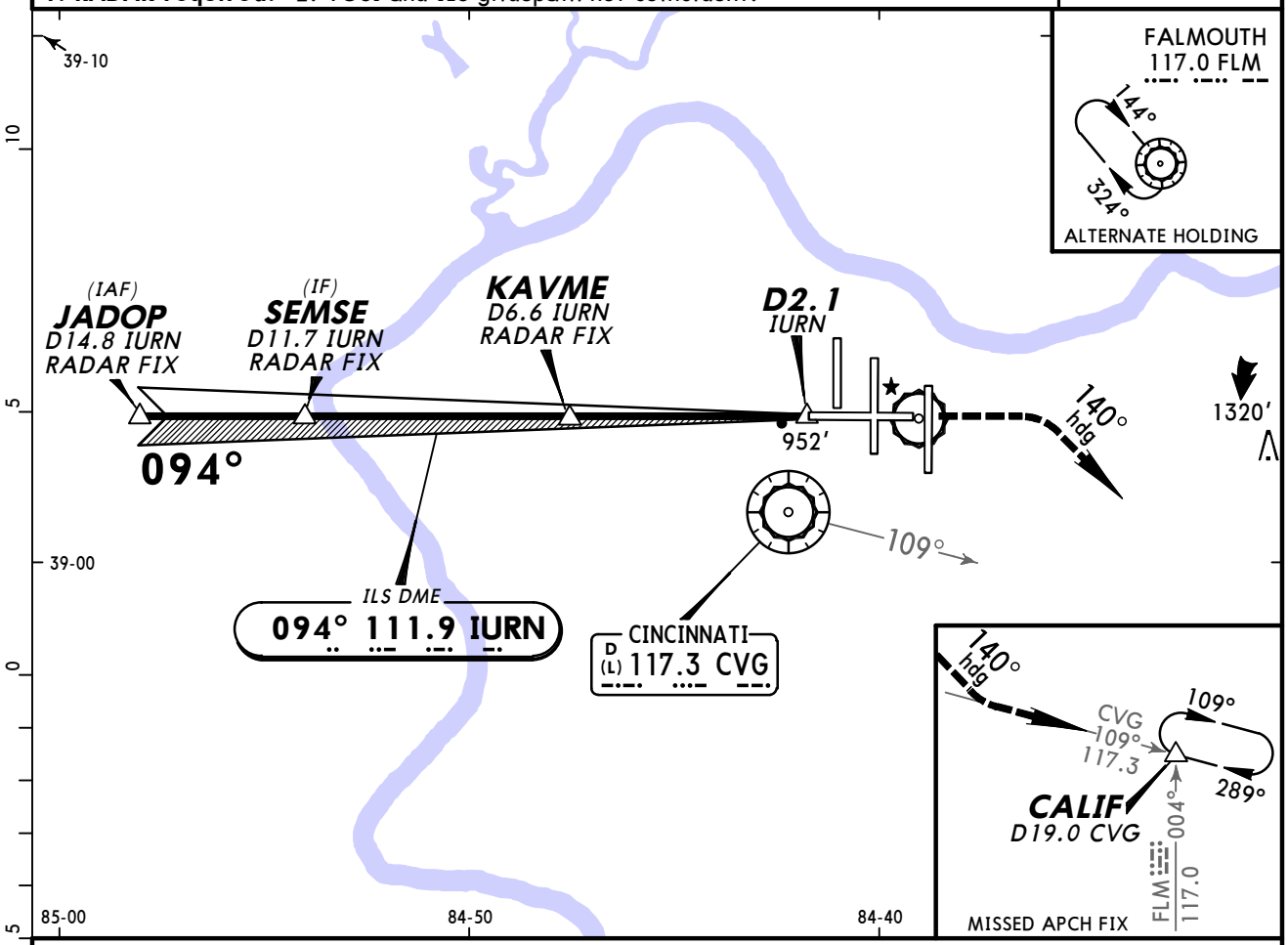
MISSED APCH: Climb to 2000′ then climbing RIGHT turn to 3000′ via 140° heading and outbound on CVG VOR R-109 to CALIF INT/D19.0 CVG and hold.

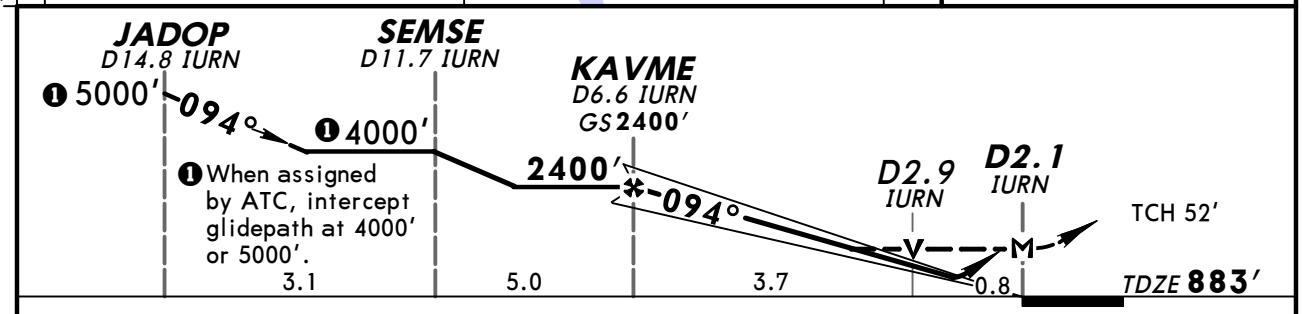
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. RADAR required. 2. VGSI and ILS glidepath not coincident.



MSA CVG VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861
MAP at D2.1 IURN or KAVME to MAP 4.5	3:51	3:00	2:42	2:15	1:56	1:41

MALSR
PAPI

2000′

3000′ RT via 140° hdg and CVG 117.3 R-109

STRAIGHT-IN LANDING RWY 9

	ILS DA(H) 1083′ (200′) FULL	ILS TDZ or CL out	ILS RAIL or ALS out	1 LOC (GS out) MDA(H) 1220′ (337′)	RAIL out	ALS out
A	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1
B						
C						
D				RVR 40 or 3/4	RVR 50 or 1	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1460′ (564′)-1
120	
140	1460′ (564′)-1 1/2
165	1560′ (664′)-2

1 DME or RADAR required.

AMEND 18 TERPS

CHANGES: None.

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KCVG/CVG
CINCINNATI/
NORTHERN KENTUCKY INTL

JEPPESEN

18 SEP 09 (21-2)

CINCINNATI, OHIO
ILS or LOC Rwy 18L

BRIEFING STRIP ™

D-ATIS Arrival	CINCINNATI Approach (R) 270°-089°	090°-269°	CINCINNATI Tower Rwy 18L-36R	Rwys 9-27, 18C-36C	Rwy 18R-36L	Ground West	East
134.37	123.87	119.7	118.97	118.3	133.32	121.7	121.3

LOC ICIZ	Final Apch Crs	GS FRAZE	ILS DA(H)	Apt Elev 896′
110.15	184°	2400′ (1511′)	1089′ (200′)	TDZE 889′

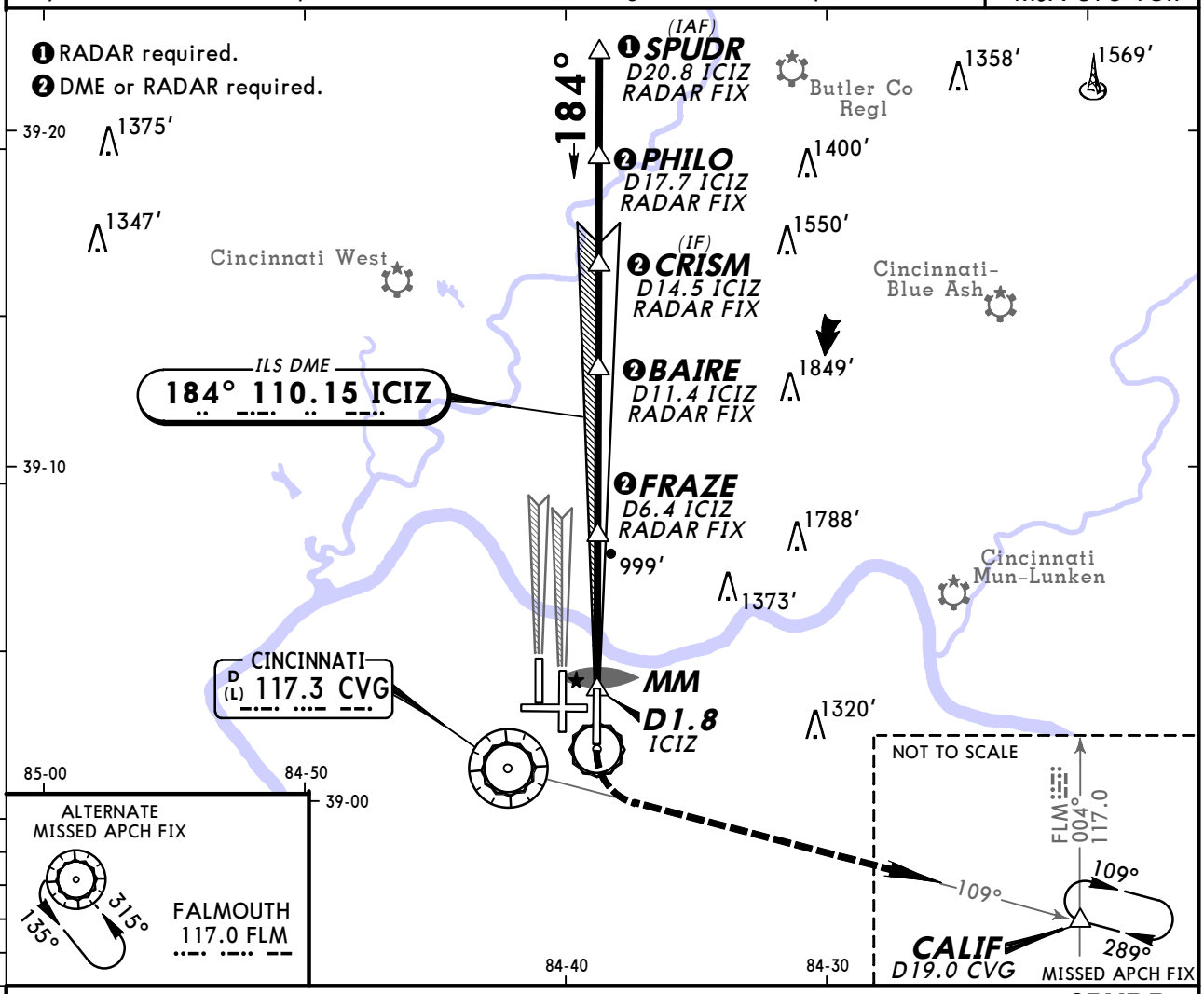
MISSED APCH: Climb to 1500′ then climbing LEFT turn to 3000′ outbound via CVG VOR R-109 to CALIF INT/D19.0 CVG and hold.

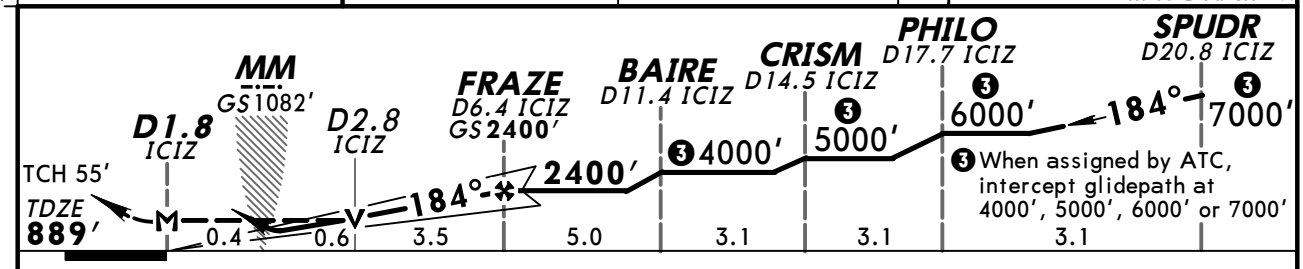
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. VGSI and ILS glidepath not coincident. 2. Simultaneous approaches authorized with Rwy 18C and 18R. 3. LOC procedure not authorized during simultaneous operations.

2900′

MSA CVG VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861
MAP at D1.8 ICIZ or FRAZE to MAP 4.5	3:51	3:00	2:42	2:15	1:56	1:41

MALSR
PAPI

1500′

3000′ LT

CVG via 117.3 R-109

CALIF

STRAIGHT-IN LANDING RWY 18L

	ILS DA(H) 1089′ (200′) FULL	TDZ or CL out	RAIL or ALS out	LOC (GS out) MDA(H) 1260′ (371′)	RAIL out	ALS out
A	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1
B						
C						
D				RVR 40 or 3/4	RVR 60 or 1 1/4	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1460′ (564′)-1
120	
140	1460′ (564′)-1 1/2
165	1560′ (664′)-2

AMEND 7 TERPS

CHANGES: Lighting.

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CINCINNATI/ NORTHERN KENTUCKY INTL

JEPPESEN

12 DEC 08 (21-3)

CINCINNATI, OHIO
ILS or LOC Rwy 18C

BRIEFING STRIP TM

D-ATIS Arrival	CINCINNATI Approach (R) 270°-089°	CINCINNATI Approach (R) 090°-269°	CINCINNATI Tower Rwys 9-27, 18C-36C	CINCINNATI Tower Rwy 18L-36R	CINCINNATI Tower Rwy 18R-36L	Ground West	Ground East
134.37	123.87	119.7	118.3	118.97	133.32	121.7	121.3

LOC ISIC	Final Apch Crs	GS LOGOZ	ILS DA(H)	Apt Elev 896'
111.55	184°	2400' (1525')	1075' (200')	TDZE 875'

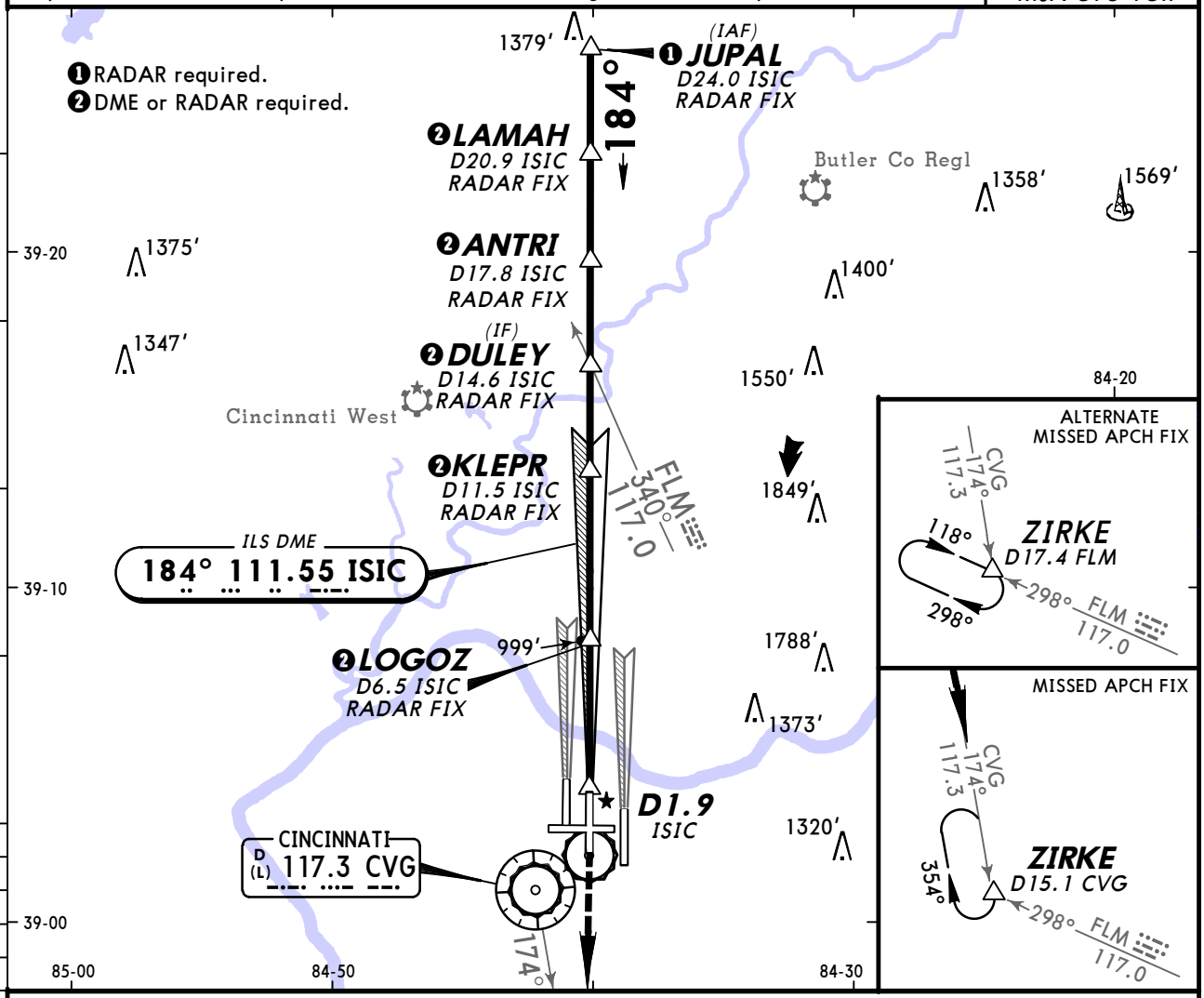
MISSED APCH: Climb to 1500' then climbing LEFT turn to 3000' via CVG VOR R-174 to ZIRKE INT/D15.1 CVG and hold.

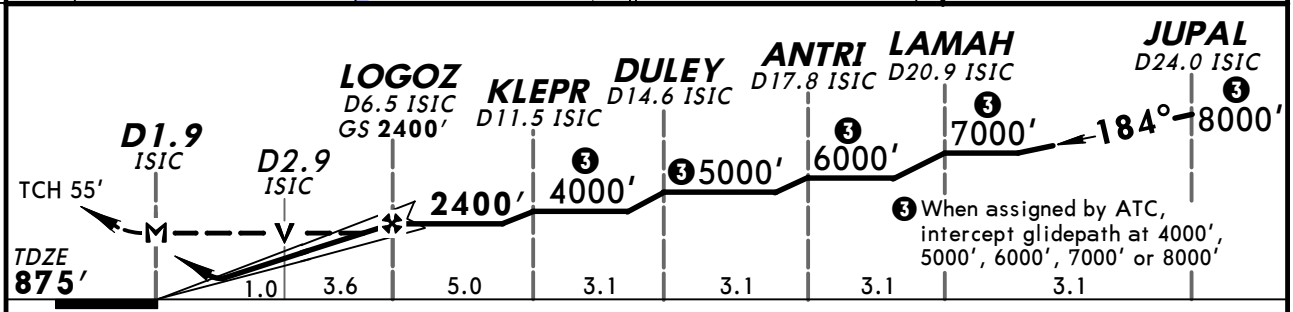
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. VGSI and ILS glidepath not coincident. 2. Simultaneous approaches authorized with Rwy 18L and 18R. 3. LOC procedure not authorized during simultaneous operations.

2900'

MSA CVG VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861
MAP at D1.9 ISIC or LOGOZ to MAP 4.6	3:57	3:04	2:46	2:18	1:58	1:43

SSALR VASI

1500' ↑

3000' LT via CVG 117.3 R-174

ZIRKE

STRAIGHT-IN LANDING RWY 18C

	ILS DA(H) 1075' (200') FULL	ILS TDZ or CL out	ILS RAIL or ALS out	LOC (GS out) MDA(H) 1260' (385')	LOC RAIL out	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 40 or 3/4	RVR 50 or 1
B						
C						
D				RVR 40 or 3/4	RVR 60 or 1 1/4	

CIRCLE-TO-LAND

Max Kts.	MDA(H)
90	1460' (564') -1
120	
140	1460' (564') -1 1/2
165	1560' (664') -2

AMEND 22 TERPS

CHANGES: Communications.

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NORTHERN KENTUCKY INTL

JEPPESEN

12 DEC 08 (21-4)

CINCINNATI, OHIO
ILS or LOC Rwy 18R

D-ATIS Arrival	CINCINNATI Approach (R) 270°-089°	CINCINNATI Approach (R) 090°-269°	CINCINNATI Tower Rwy 18R-36L	CINCINNATI Tower Rwy 18L-36R	CINCINNATI Tower Rwys 9-27, 18C-36C	Ground West	Ground East
134.37	123.87	119.7	133.32	118.97	118.3	121.7	121.3

LOC	Final Apch Crs	GS	ILS DA(H)	Apt Elev 896′
ICJN 110.75	184°	KRTHY 2400′ (1532′)	1068′ (200′)	TDZE 868′

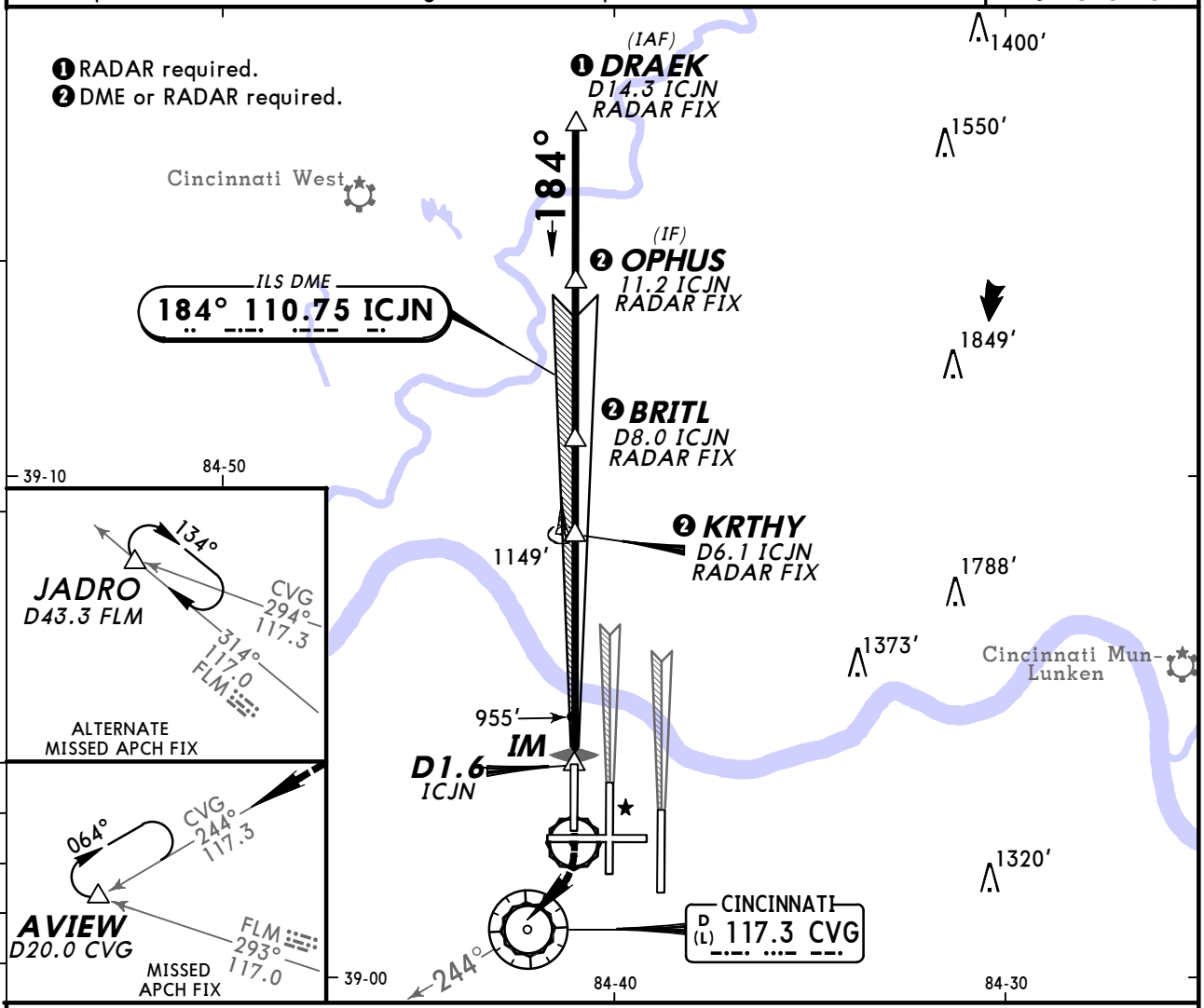
MISSED APCH: Climb to 1300′ then climbing RIGHT turn to 3000′ via CVG VOR R-244 to AVIEW INT/D20.0 CVG and hold.

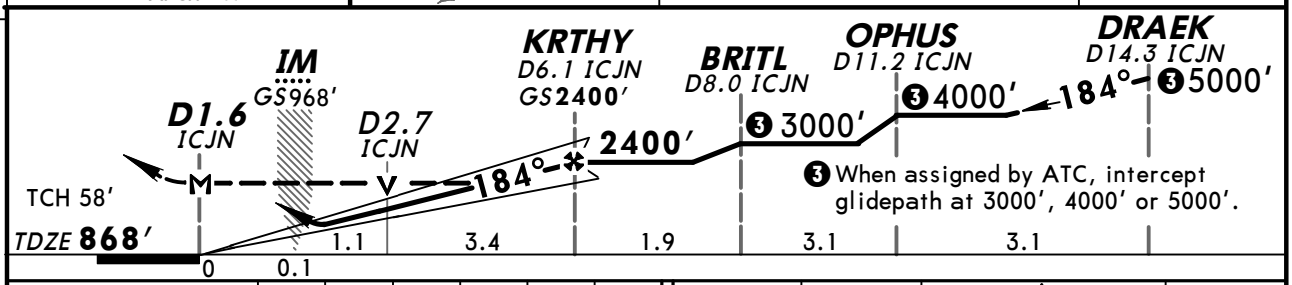
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Simultaneous approach authorized with Rwy 18C and 18L.
2. LOC procedure not authorized during simultaneous operations.

MSA CVG VOR: 2900′

BRIEFING STRIP™





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861
MAP at D1.6 ICJN or KRTHY to MAP 4.6	3:57	3:04	2:46	2:18	1:58	1:43

ALSF-II | 1300′ ↑ | 3000′ ↱ RT via CVG 117.3 R-244 | AVIEW

STRAIGHT-IN LANDING RWY 18R						CIRCLE-TO-LAND	
ILS DA(H) 1068′ (200′)			LOC (GS out) MDA(H) 1300′ (432′)				
	FULL	TDZ or CL out	ALS out		ALS out	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	1460′ (564′)-1
B						120	
C				RVR 40 or ¾	RVR 60 or 1¼	140	1460′ (564′)-1½
D				RVR 50 or 1	1½	165	1560′ (664′)-2

AMEND 1 TERPS

CHANGES: Communications.

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KCVG/CVG
CINCINNATI/
NORTHERN KENTUCKY INTL

JEPPESEN

12 DEC 08 (21-4A)

CINCINNATI, OHIO
ILS Rwy 18R CAT II

BRIEFING STRIP ™

D-ATIS Arrival	CINCINNATI Approach (R) 270°-089°	CINCINNATI Approach (R) 090°-269°	CINCINNATI Tower Rwy 18R-36L	CINCINNATI Tower Rwy 18L-36R	CINCINNATI Tower Rwys 9-27, 18C-36C	Ground West	Ground East
134.37	123.87	119.7	133.32	118.97	118.3	121.7	121.3

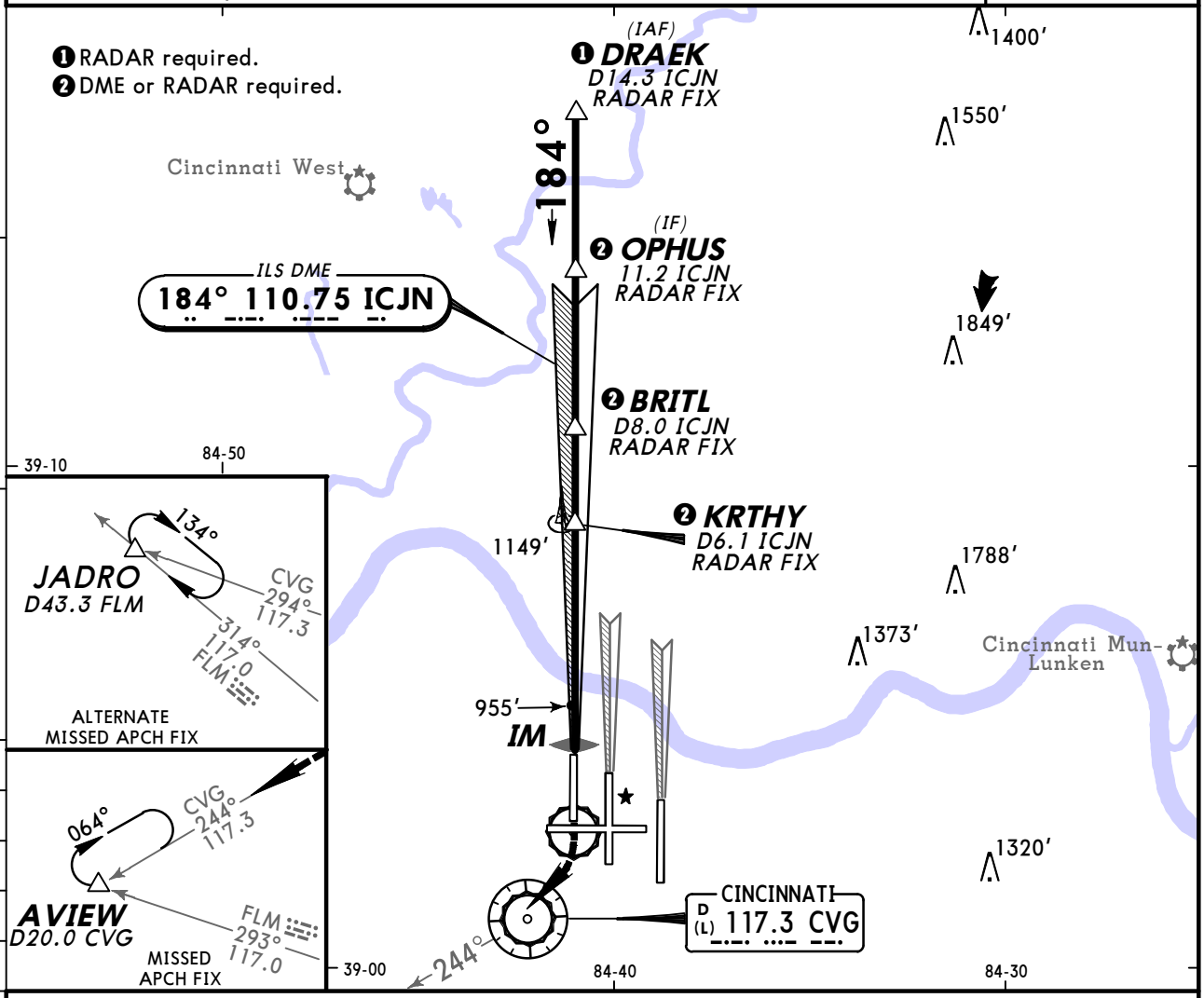
LOC ICJN	Final Apch Crs	GS KRTHY	CAT II RA 113′	Apt Elev 896′
110.75	184°	2400′ (1532′)	DA(H) 968′(100′)	TDZE 868′

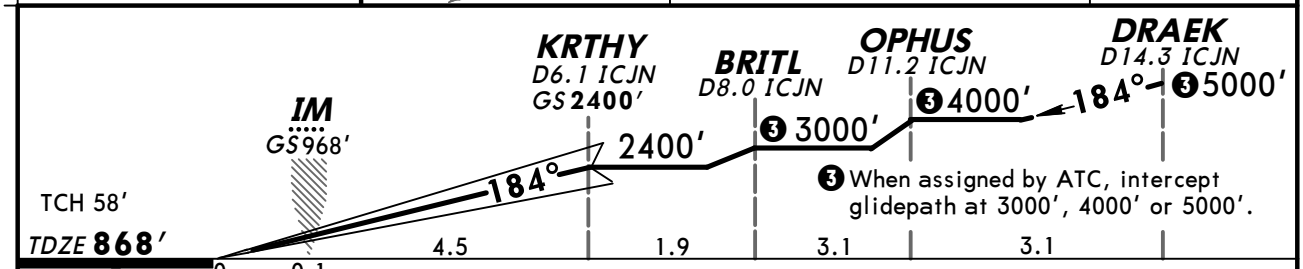
MISSED APCH: Climb to 1300′ then climbing RIGHT turn to 3000′ via CVG VOR R-244 to AVIEW INT/D20.0 CVG and hold.

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

1. Special Aircrew & Acft Certification Required. 2. Simultaneous approach authorized with Rwy 18C and 18L.

2900′
MSA CVG VOR





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

ALSF-II | 1300′ ↑ | 3000′ ↱ RT via CVG 117.3 R-244 | AVIEW

STRAIGHT-IN LANDING RWY **18R**

CAT II ILS

RA 113′

DA(H) **968′** (100′)

RVR 12

AMEND 1 TERPS

CHANGES: Communications.

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BRIEFING STRIP™

D-ATIS Arrival	CINCINNATI Approach (R)		CINCINNATI Tower			Ground	
	270°-089°	090°-269°	Rwys 9-27, 18C-36C	Rwy 18L-36R	Rwy 18R-36L	West	East
134.37	123.87	119.7	118.3	118.97	133.32	121.7	121.3

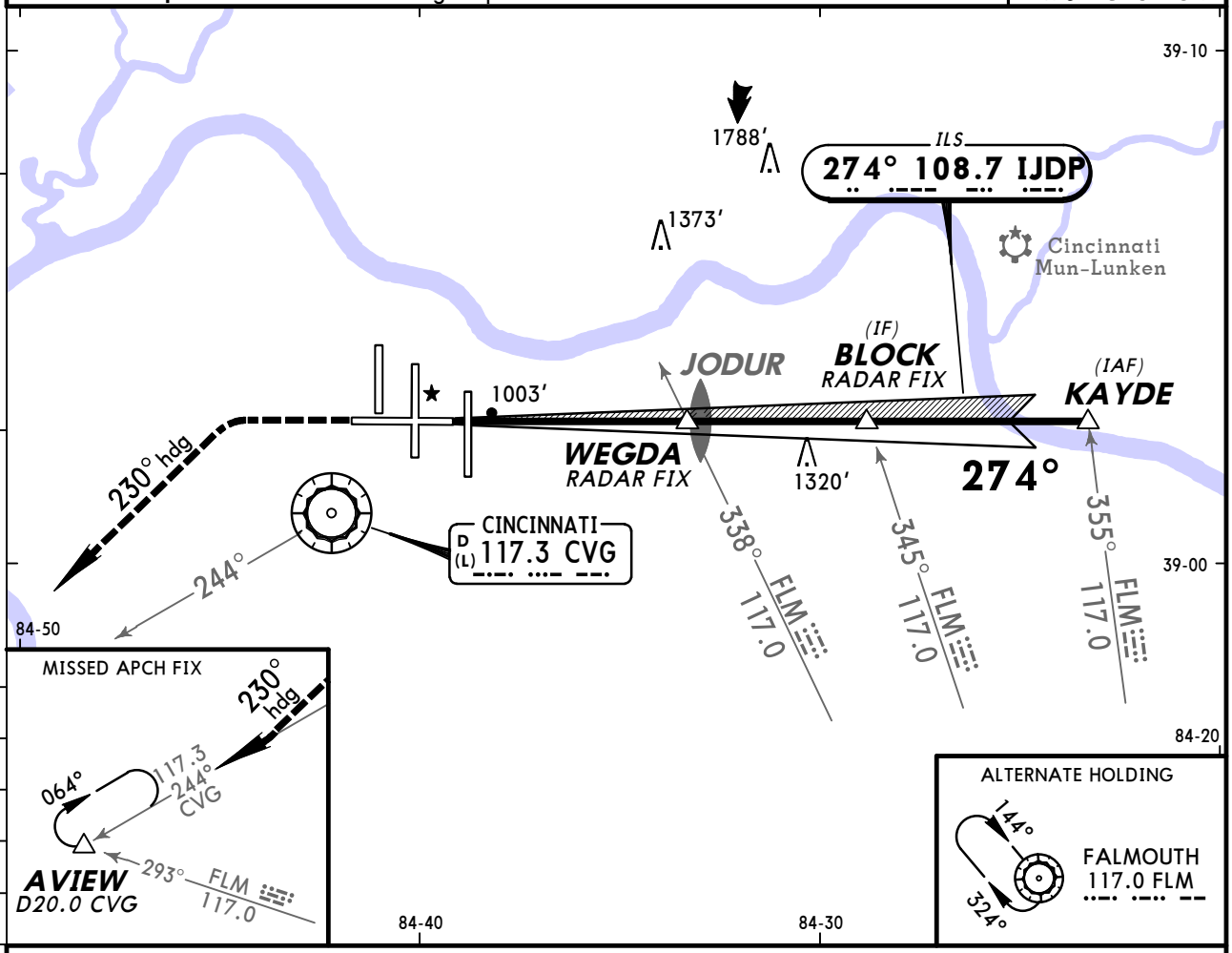
LOC	Final	GS	ILS	
IJDP	Apch Crs	WEGDA	DA(H)	Apt Elev 896′
108.7	**274°**	**2400′** (1525′)	**1075′** (200′)	TDZE **875′**

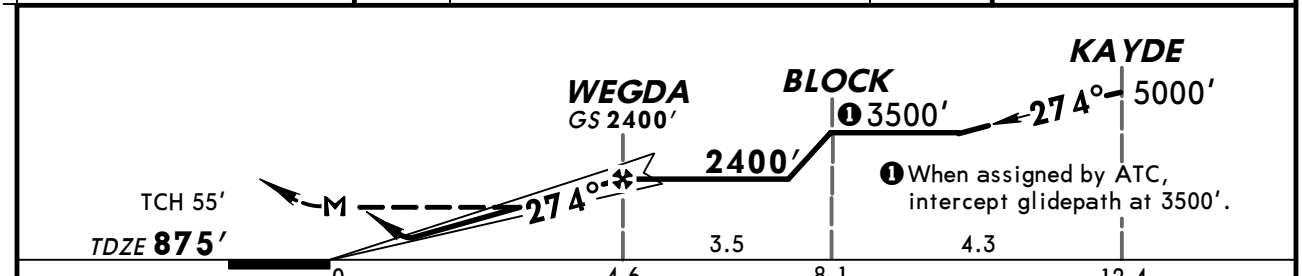
MISSED APCH: Climb to 2000′ then climbing LEFT turn to 3000′ via heading 230° and CVG VOR R-244 to AVIEW INT/D20.0 CVG and hold.

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

1. RADAR required. 2. VGSI and ILS glidepath not coincident.

2900′
MSA CVG VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	484	538	646	753	861
WEGDA to MAP	4.6	3:57	3:04	2:46	2:18	1:58	1:43

MALSR
VASI

2000′

3000′ LT via 230° hdg and CVG 117.3 R-244

TERPS AMEND 17

STRAIGHT-IN LANDING RWY 27

	ILS DA(H) 1075′ (200′) FULL	ILS DA(H) 1075′ (200′) RAIL or ALS out	LOC (GS out) MDA(H) 1420′ (545′)	LOC (GS out) RAIL out	LOC (GS out) ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
B					
C			RVR 50 or 1	1½	
D			RVR 60 or 1¼	1¾	

CIRCLE-TO-LAND

Max Kts.	MDA(H)
90	1460′ (564′) -1
120	
140	1460′ (564′) -1½
165	1560′ (664′) -2

CHANGES: Communications.

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KCVG/CVG
CINCINNATI/
NORTHERN KENTUCKY INTL

JEPPESEN

12 DEC 08 (21-6)

CINCINNATI, OHIO
ILS or LOC Rwy 36L

D-ATIS Arrival	CINCINNATI Approach (R) 270°-089°	CINCINNATI Approach (R) 090°-269°	CINCINNATI Tower Rwy 18R-36L	CINCINNATI Tower Rwys 9-27, 18C-36C	CINCINNATI Tower Rwy 18L-36R	Ground West	Ground East
134.37	123.87	119.7	133.32	118.3	118.97	121.7	121.3

LOC IVAC	Final Apch Crs	GS ROPRR	ILS DA(H)	Apt Elev 896′ / TDZE
110.75	004°	2400′(1527′)	1073′ (200′)	873′

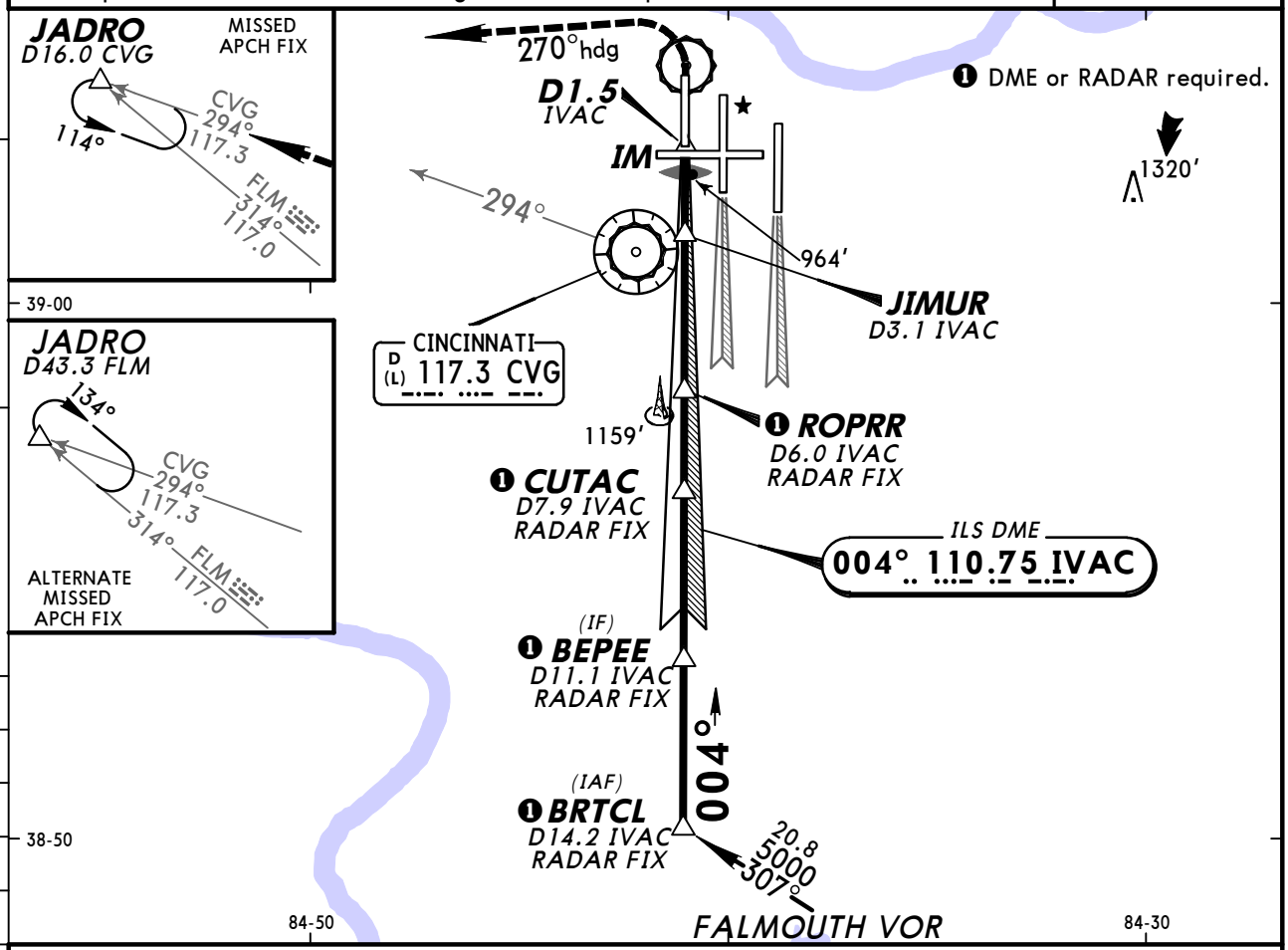
MISSED APCH: Climb to 1300′ then climbing LEFT turn to 3000′ via 270° heading and CVG VOR R-294 to JADRO/D16.0 CVG and hold.

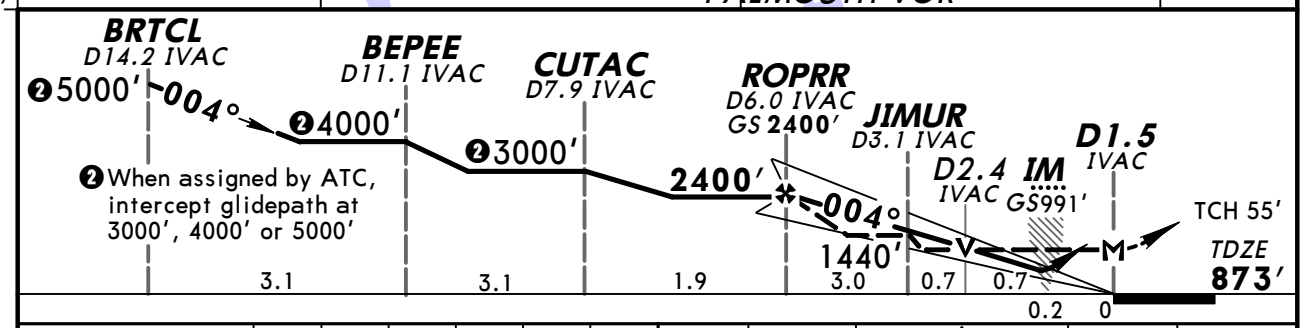
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME required. 2. Simultaneous approach authorized with Rwys 36C and 36R.
3. LOC procedure not authorized during simultaneous operations.

2900′
MSA CVG VOR

BRIEFING STRIP™





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861
MAP at D1.5 IVAC or ROPRR to MAP 4.6	3:57	3:04	2:46	2:18	1:58	1:43

ALSF-II | 1300′ | 3000′ LT via 270° hdg | CVG 117.3 R-294 | JADRO

STRAIGHT-IN LANDING RWY 36L

	ILS DA(H) 1073′(200′) FULL	ILS TDZ or CL out	ILS ALS out	LOC (GS out) MDA(H) 1220′(347′) With Jimur		LOC (GS out) MDA(H) 1440′(567′) Without Jimur		CIRCLE-TO-LAND Max Kts	MDA(H)
A	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 50 or 1	RVR 24 or 1/2	RVR 50 or 1	90	1460′(564′)-1
B								120	
C						RVR 50 or 1	1 1/2	140	1460′(564′)-1 1/2
D				RVR 40 or 3/4	RVR 60 or 1 1/4	RVR 60 or 1 1/4	1 3/4	165	1560′(664′)-2

AMEND 1 TERPS

CHANGES: Communications.

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JEPPESEN

12 DEC 08 (21-6A)

CINCINNATI, OHIO
ILS Rwy 36L CAT II

D-ATIS Arrival	CINCINNATI Approach (R)		CINCINNATI Tower			Ground	
	270°-089°	090°-269°	Rwy 18R-36L	Rwys 9-27, 18C-36C	Rwy 18L-36R	West	East
134.37	123.87	119.7	133.32	118.3	118.97	121.7	121.3

LOC IVAC	Final Apch Crs	GS	CAT II	Apt Elev 896′
110.75	004°	ROPRR 2400′ (1527′)	RA 98′ DA(H) 973′(100′)	TDZE 873′

MISSED APCH: Climb to 1300′ then climbing LEFT turn to 3000′ via 270° heading and CVG VOR R-294 to JADRO/D16.0 CVG and hold.

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

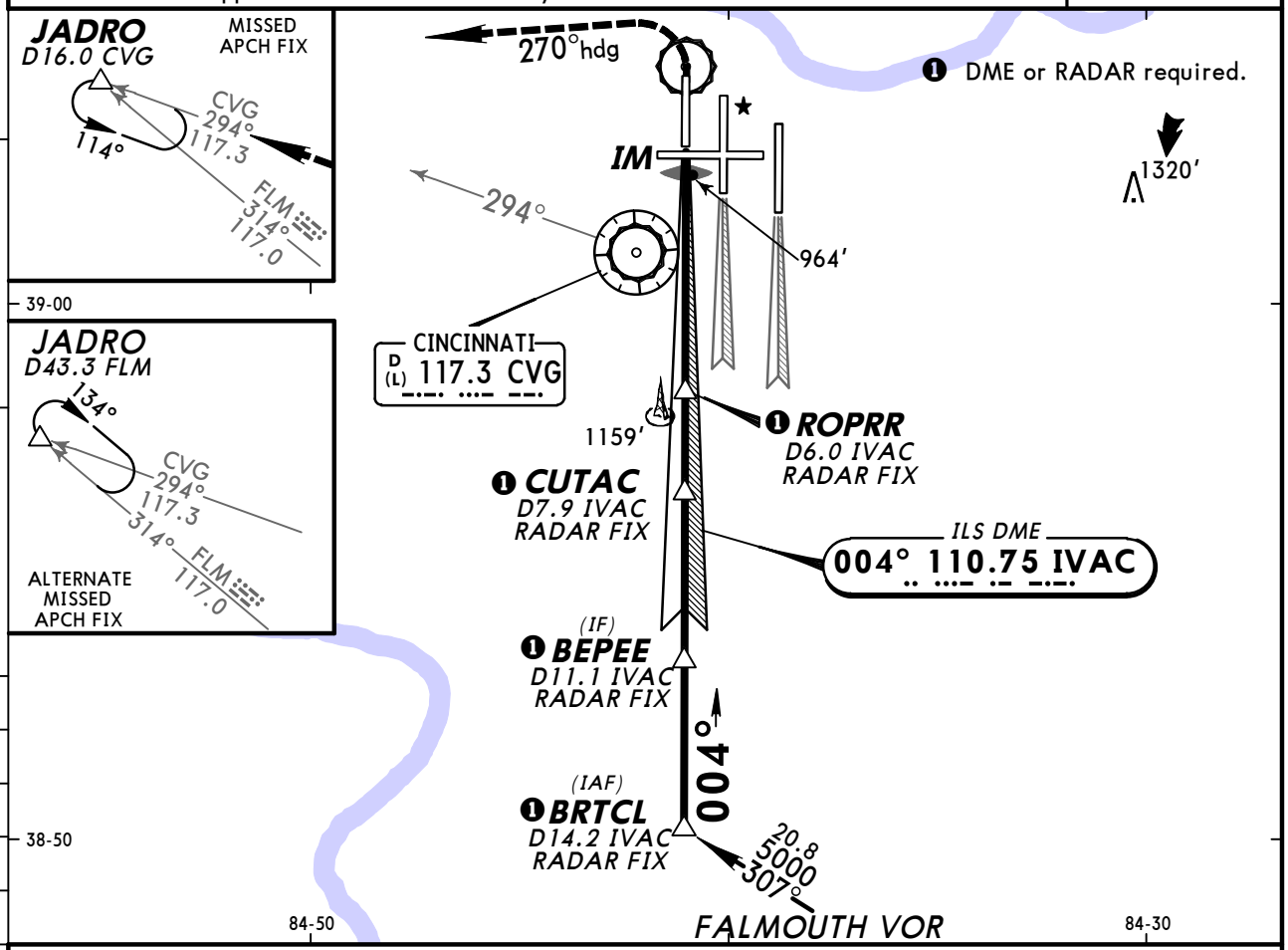
1. Special Aircrew & Acft Certification Required. 2. DME required.

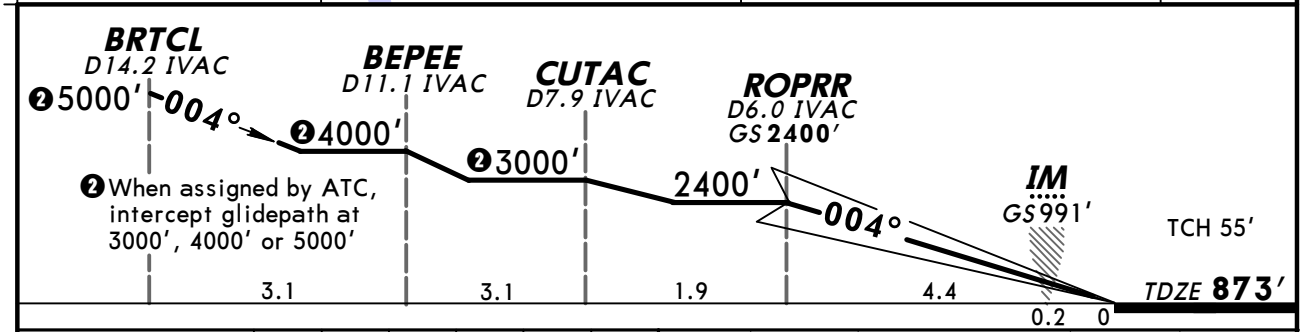
3. Simultaneous approach authorized with Rwys 36C and 36R.

2900′

MSA CVG VOR

BRIEFING STRIP™





Gnd speed-Kts		70	90	100	120	140	160	ALSF-II	1300′	3000′	via	270° hdg	CVG 117.3 R-294	JADRO
GS	3.00°	377	484	538	646	753	861			LT				

STRAIGHT-IN LANDING RWY **36L**

CAT II ILS

RA 98′

DA(H) **973′**(100′)

RVR 12

TERPS AMEND 1

CHANGES: Communications.

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NORTHERN KENTUCKY INTL

JEPPESEN

12 DEC 08 (21-7)

CINCINNATI, OHIO
ILS or LOC Rwy 36C

BRIEFING STRIP™

D-ATIS Arrival	CINCINNATI Approach (R) 270°-089°	CINCINNATI Approach (R) 090°-269°	CINCINNATI Tower Rwys 9-27, 18C-36C	CINCINNATI Tower Rwy 18L-36R	CINCINNATI Tower Rwy 18R-36L	Ground West	Ground East
134.37	123.87	119.7	118.3	118.97	133.32	121.7	121.3

LOC ICVG	Final Apch Crs	GS JITEV	ILS DA(H)	Apt Elev 896'
109.9	004°	2400' (1549')	1051' (200')	TDZE 851'

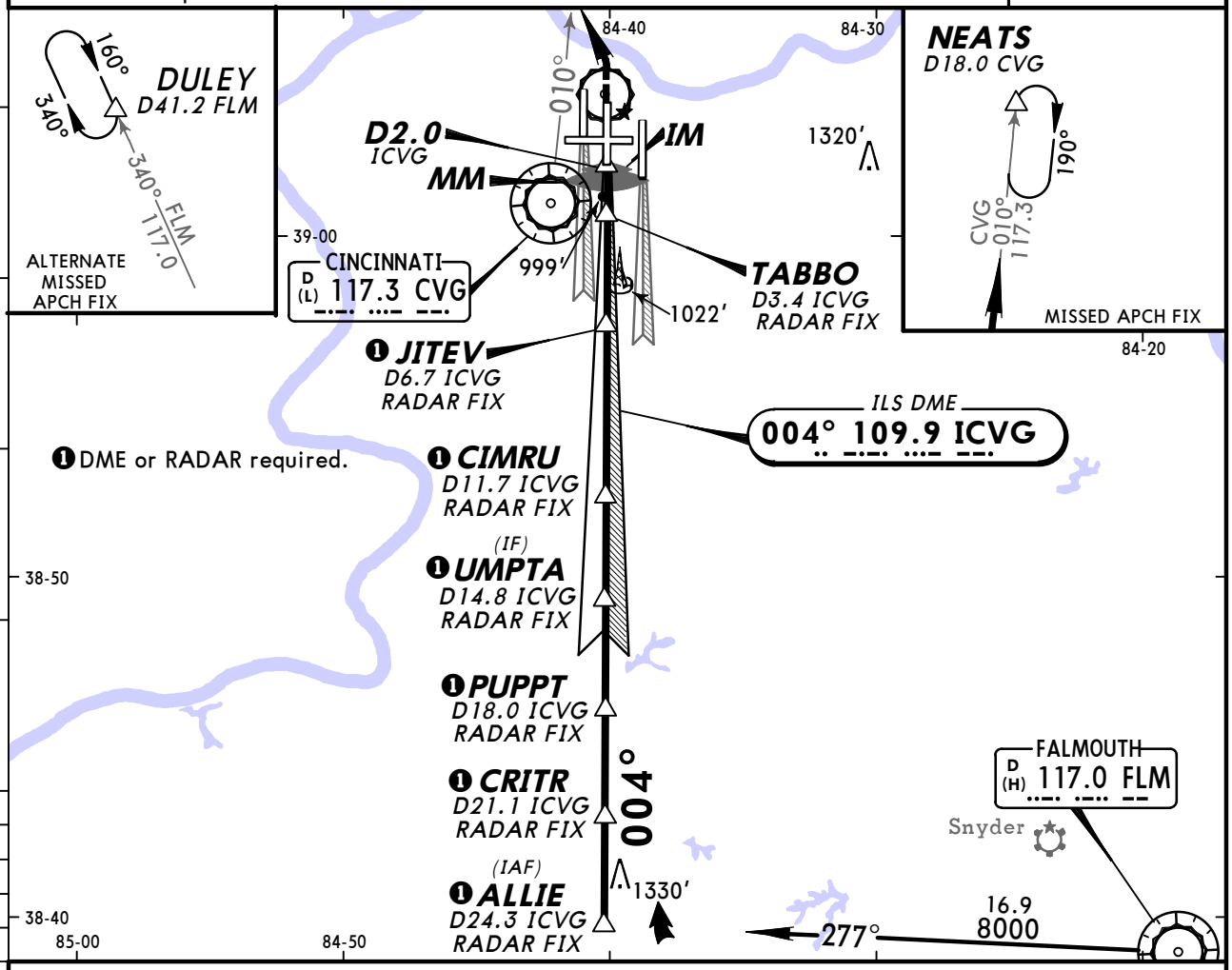
MISSED APCH: Climb to 1500' then climbing LEFT turn to 3000' via CVG VOR R-010 to NEATS/D18.0 CVG and hold.

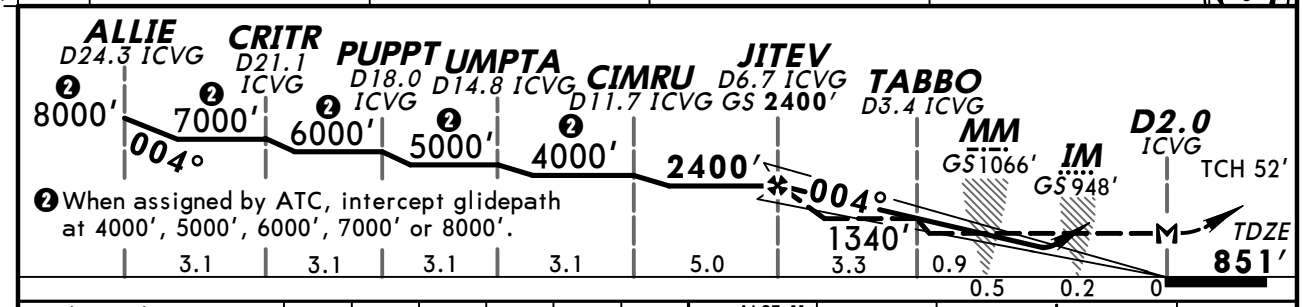
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. DME required. 2. VGSI and ILS glidepath not coincident. 3. Simultaneous approach authorized with Rwys 36L and 36R. 4. LOC procedure not authorized during simultaneous operations.

2900'

MSA CVG VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	484	538	646	753	861
MAP at D2.0 ICVG or JITEV to MAP	4.7	4:02	3:08	2:49	2:21	2:01	1:46

ALSF-II PAPI 1500' 3000' LT CVG via 117.3 R-010 NEATS

STRAIGHT-IN LANDING RWY 36C

	ILS DA(H) 1051' (200') FULL	ILS TDZ or CL out	ILS ALS out	LOC (GS out) MDA(H) 1260' (409') With Tabbo	LOC (GS out) ALS out	LOC (GS out) MDA(H) 1340' (489') Without Tabbo	LOC (GS out) ALS out	CIRCLE-TO-LAND Max Kts	CIRCLE-TO-LAND MDA(H)
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	90	1460' (564')-1
B								120	
C				RVR 40 or 3/4	RVR 60 or 1 1/4	RVR 40 or 3/4	RVR 60 or 1 1/4	140	1460' (564')-1 1/2
D						RVR 50 or 1	1 1/2	165	1560' (664')-2

AMEND 41 TERPS

CHANGES: Communications.

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JEPPESEN

12 DEC 08

(21-7A)

CINCINNATI, OHIO
ILS Rwy 36C CAT II & III

BRIEFING STRIP™

D-ATIS Arrival	CINCINNATI Approach (R) 270°-089°	CINCINNATI Approach (R) 090°-269°	CINCINNATI Tower Rwys 9-27, 18C-36C	CINCINNATI Tower Rwy 18L-36R	CINCINNATI Tower Rwy 18R-36L	Ground West	Ground East
134.37	123.87	119.7	118.3	118.97	133.32	121.7	121.3

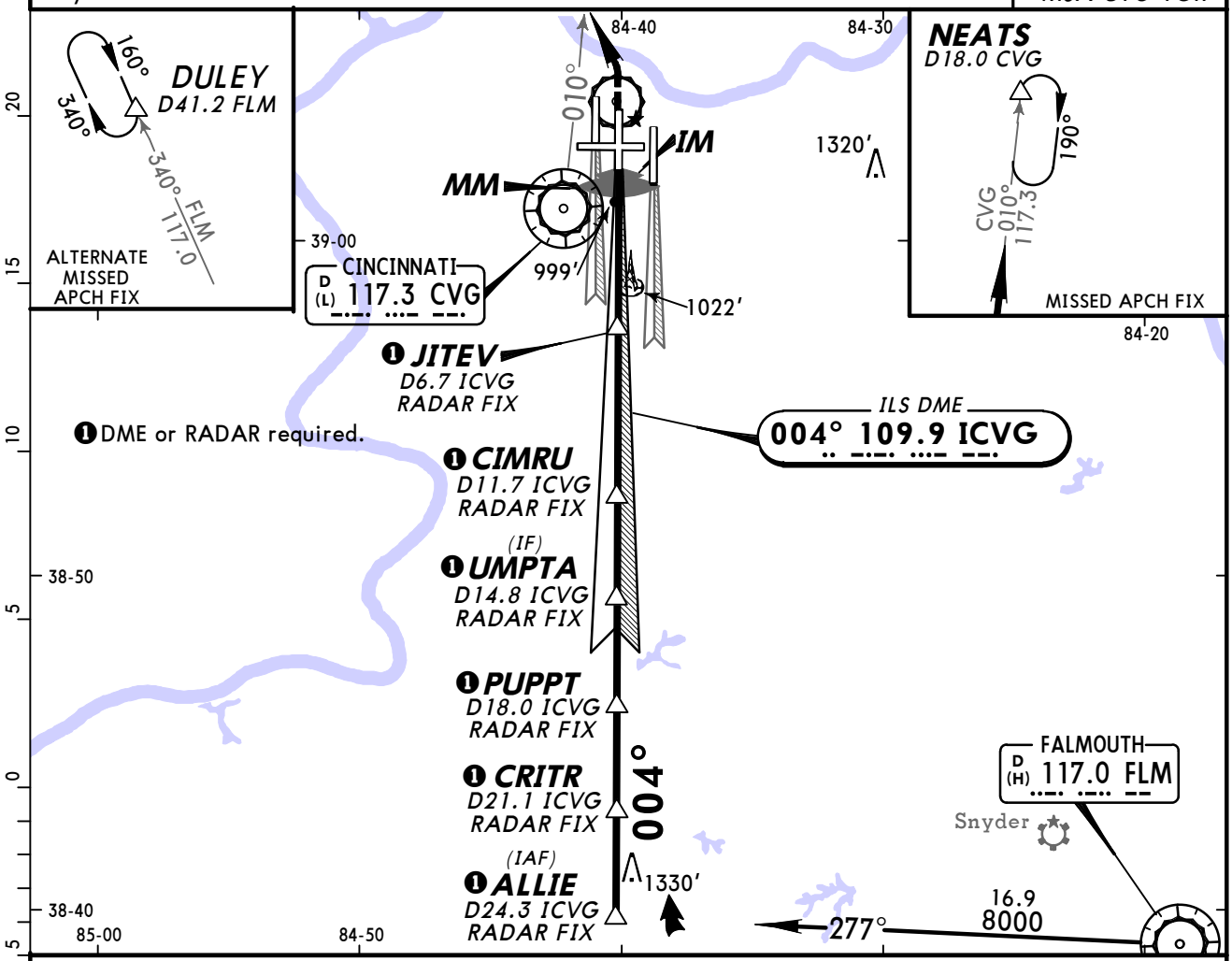
LOC	Final Apch Crs	GS	CAT IIIC	CAT IIIB / CAT IIIA	CAT II	Apt Elev / TDZE
ICVG 109.9	004°	JITEV 2400′ (1549′)	NA	Refer to Minimums	RA 134′ DA(H)951′(100′)	896′ TDZE 851′

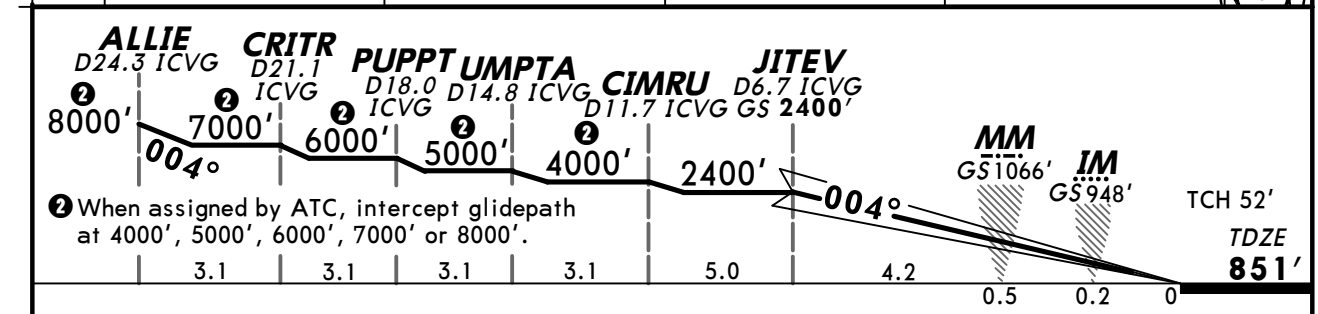
MISSED APCH: Climb to 1500′ then climbing LEFT turn to 3000′ via CVG VOR R-010 to NEATS/D18.0 and hold.

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

1. Special Aircrew & Acft Certification Required. 2. DME required.
3. VGSI and ILS glidepath not coincident. 4. Simultaneous approach authorized with Rwys 36L and 36R.

MSA CVG VOR 2900′





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

ALSF-II PAPI 1500′ 3000′ LT CVG via 117.3 R-010 NEATS

STRAIGHT-IN LANDING RWY 36C

CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 134′ DA(H) 951′ (100′)
NA	RVR 6	RVR 7	RVR 12

AMEND 41

TERPS

CHANGES: Communications.

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JEPPESEN

12 DEC 08 (21-8)

CINCINNATI, OHIO
ILS or LOC Rwy 36R

BRIEFING STRIP™

D-ATIS Arrival	CINCINNATI Approach (R)		CINCINNATI Tower			Ground	
	270°-089°	090°-269°	Rwy 18L-36R	Rwys 9-27, 18C-36C	Rwy 18R-36L	West	East
134.37	123.87	119.7	118.97	118.3	133.32	121.7	121.3

LOC IEEI	Final Apch Crs	GS TROYF	ILS DA(H)	Apt Elev 896′
110.35	004°	2400′ (1504′)	1096′ (200′)	TDZE 896′

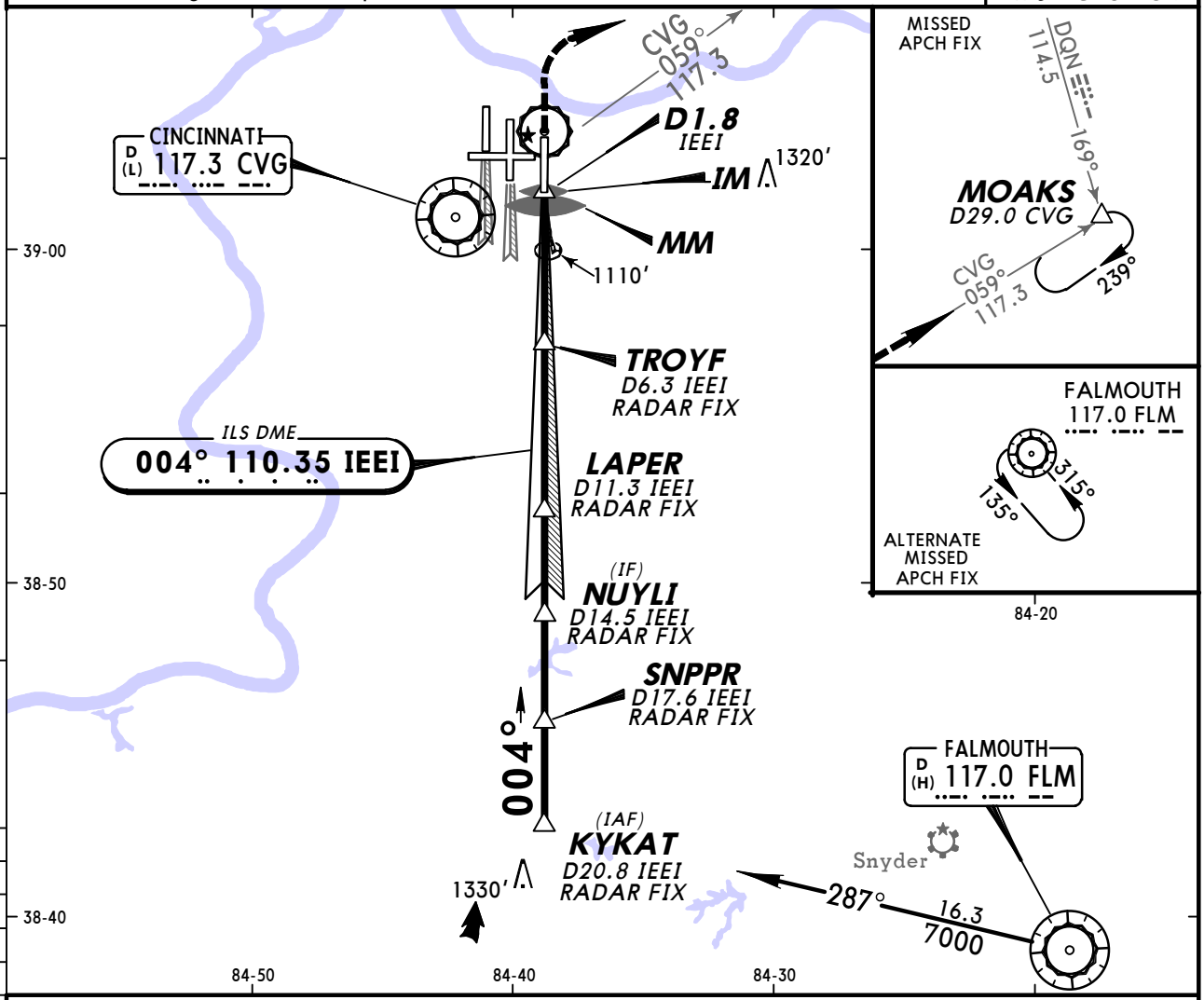
MISSED APCH: Climb to 1500′ then climbing RIGHT turn to 3000′ via CVG VOR R-059 to MOAKS INT/D29.0 CVG and hold.

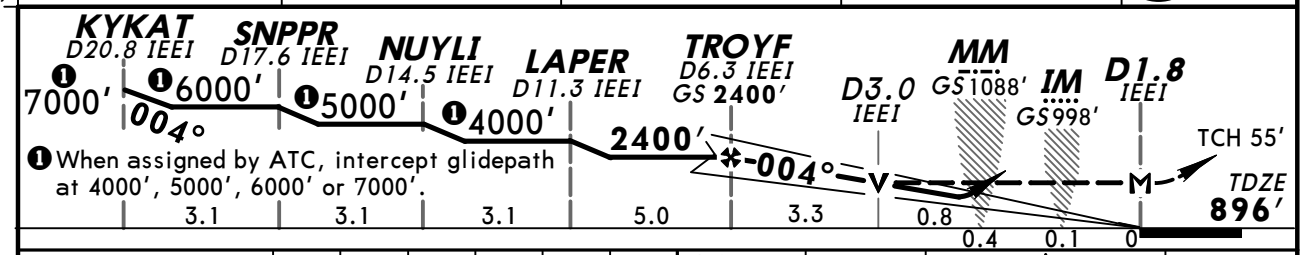
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME or RADAR required. 2. VGSI and ILS glidepath not coincident. 3. Simultaneous approach authorized with Rwys 36C and 36L. 4. LOC procedure not authorized during simultaneous operations.

2900′

MSA CVG VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861
MAP at D1.8 IEEI or TROYF to MAP 4.5	3:51	3:00	2:42	2:15	1:56	1:41

ALSF-II PAPI

1500′

3000′ RT via CVG 117.3 R-059 MOAKS

STRAIGHT-IN LANDING RWY 36R

	ILS DA(H) 1096′ (200′) FULL	TDZ or CL out	ALS out	LOC (GS out) MDA(H) 1360′ (464′)	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	1460′ (564′)-1
B						120	
C				RVR 40 or ¾	RVR 60 or 1¼	140	1460′ (564′)-1½
D				RVR 50 or 1	1½	165	1560′ (664′)-2

AMEND 8 TERPS

CHANGES: Communications.

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JEPPESEN

12 DEC 08

CINCINNATI, OHIO
(21-8A) ILS Rwy 36R CAT II & III

D-ATIS Arrival	CINCINNATI Approach (R)		CINCINNATI Tower			Ground	
	270°-089°	090°-269°	Rwy 18L-36R	Rwys 9-27, 18C-36C	Rwy 18R-36L	West	East
134.37	123.87	119.7	118.97	118.3	133.32	121.7	121.3

LOC	Final Apch Crs	GS	CAT IIIC	CAT IIIB	CAT IIIA	CAT II	Apt Elev
IEEI 110.35	004°	TROYF 2400′ (1504′)	NA	Refer to Minimums		RA 98′ DA(H)996′(100′)	896′ TDZE 896′

MISSED APCH: Climb to 1500′ then climbing RIGHT turn to 3000′ via CVG VOR R-059 to MOAKS INT/D29.0 and hold.

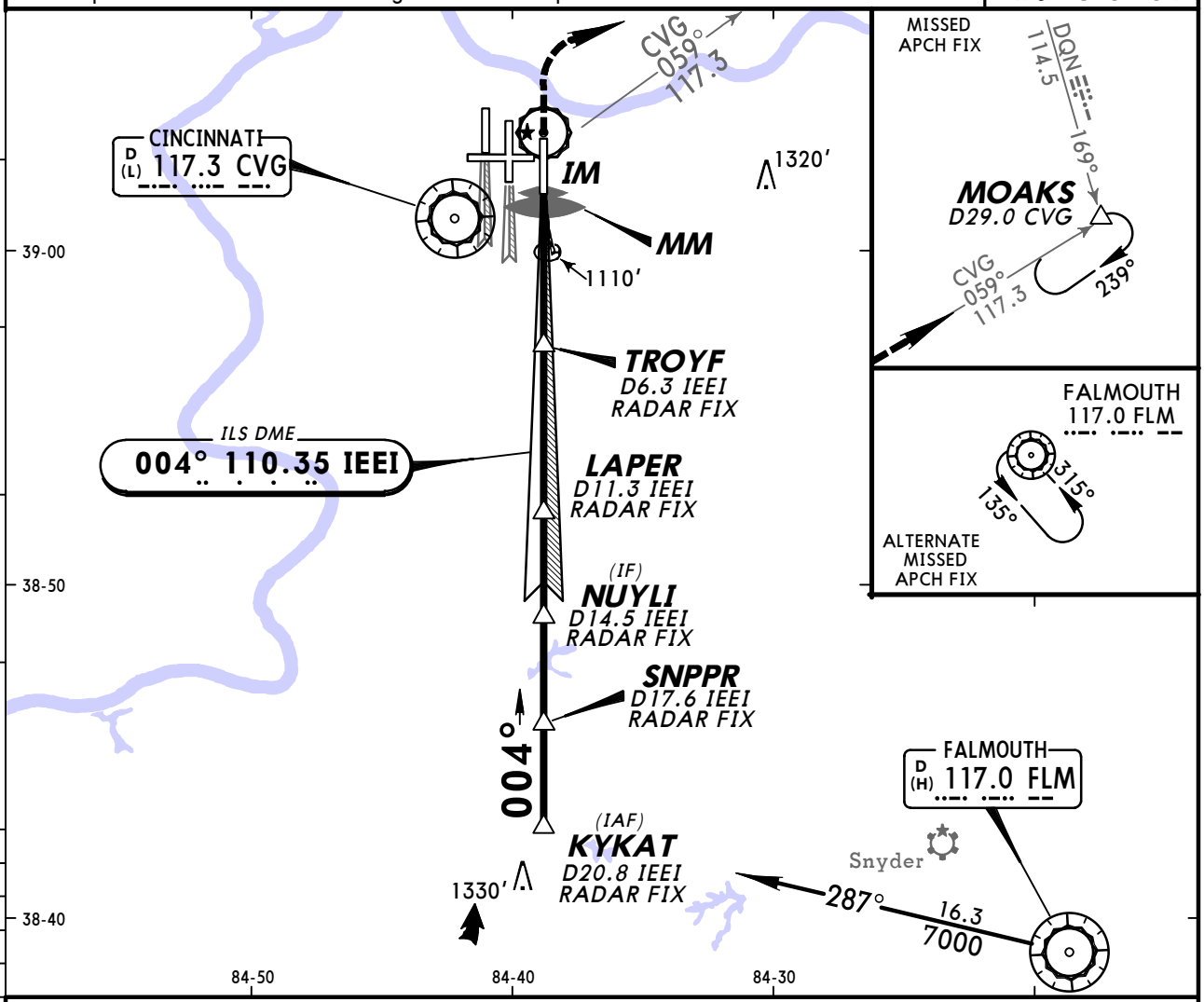
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

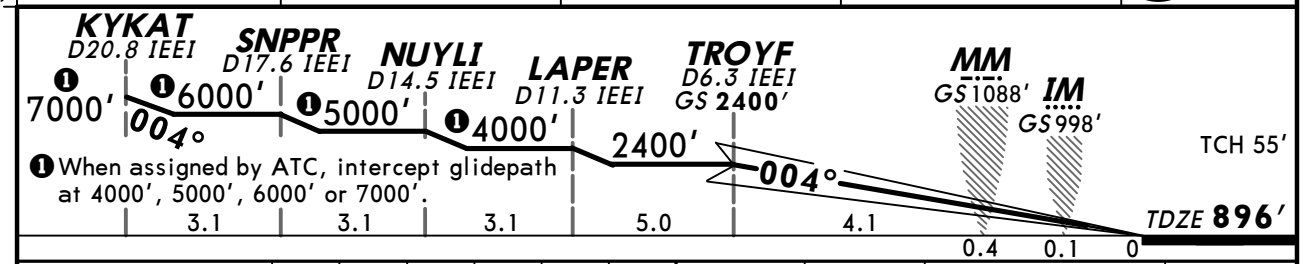
1. Special Aircrew & Acft Certification Required. 2. DME or RADAR required. 3. VGSI and ILS glidepath not coincident. 4. Simultaneous approach authorized with Rwys 36C and 36L. 5. LOC procedure not authorized during simultaneous operations.

2900′

MSA CVG VOR

BRIEFING STRIP™





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

ALSF-II PAPI

1500′

3000′ RT

CVG via 117.3 R-059 MOAKS

STRAIGHT-IN LANDING RWY 36R

CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 98′ DA(H) 996′(100′)
NA	RVR 6	RVR 7	RVR 12

TERPS AMEND 7

CHANGES: Communications.

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18 SEP 09 (22-1)

CINCINNATI, OHIO
RNAV (GPS) Y Rwy 9

BRIEFING STRIP ™

D-ATIS Arrival	CINCINNATI Approach (R) 270°-089°	090°-269°	CINCINNATI Tower Rwys 9-27, 18C-36C	Rwy 18L-36R	Rwy 18R-36L	Ground West	East
134.37	123.87	119.7	118.3	118.97	133.32	121.7	121.3

WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 896′
Ch 65709 W-09A	094°	KAVME 2400′ (1517′)	1083′ (200′)	TDZE 883′

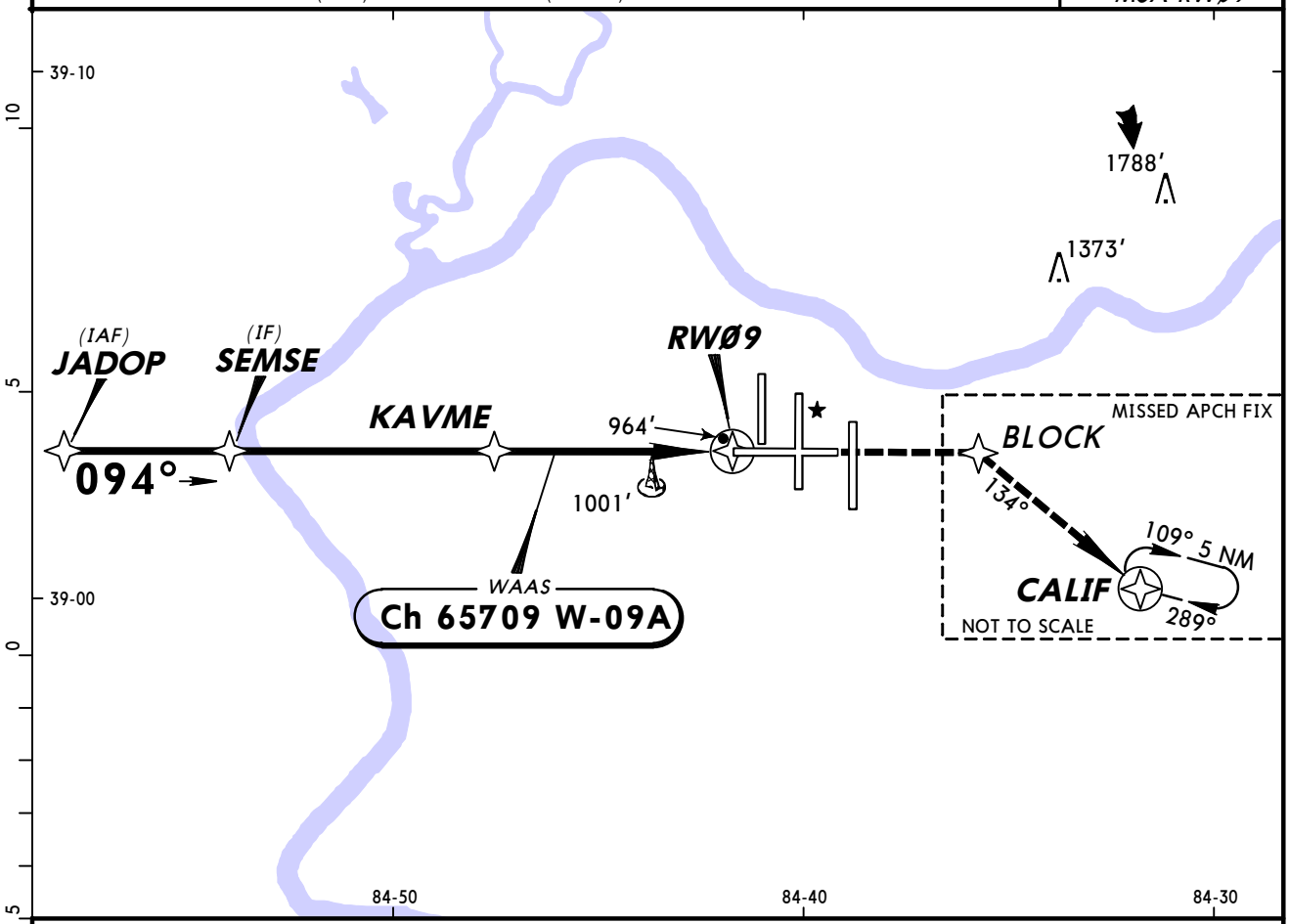
MISSED APCH: Climb to 3000′ direct BLOCK and via 134° track to CALIF and hold.

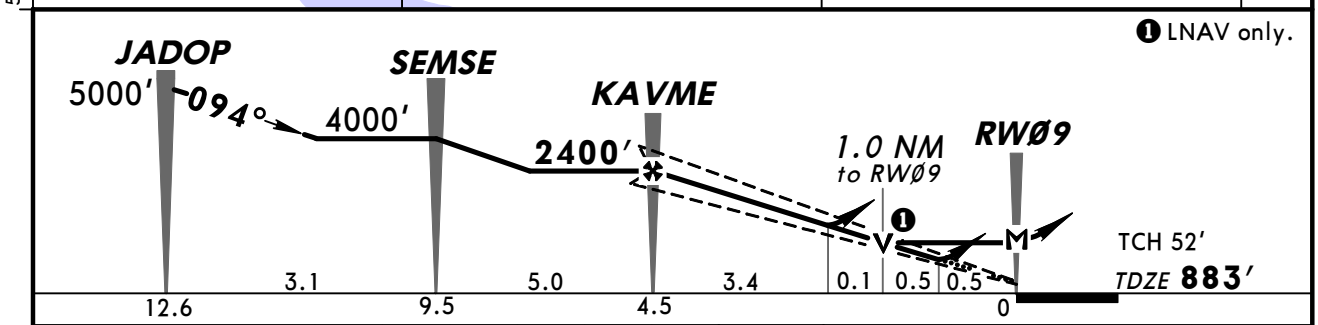
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. RADAR required. 2. DME/DME RNP-0.30 not authorized. 3. VGSI and RNAV glidepath not coincident. 4. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (4°F) or above 47°C (116°F).

3000′

MSA RWØ9





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RWØ9						

MALSR PAPI 3000′ D BLOCK

STRAIGHT-IN LANDING RWY 9

	LPV DA(H) 1083′ (200′)		LNAV/VNAV DA(H) 1297′ (414′)		LNAV MDA(H) 1260′ (377′)		
		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							
D					RVR 50 or 1	RVR 60 or 1¼	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1460′ (564′)-1
120	1460′ (564′)-1½
140	1460′ (564′)-1½
165	1560′ (664′)-2

AMEND TERPS-1

CHANGES: None.

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JEPPESEN

18 SEP 09 (22-2)

CINCINNATI, OHIO
RNAV (GPS) Y Rwy 18L

BRIEFING STRIP™

D-ATIS Arrival	CINCINNATI Approach (R) 270°-089°	CINCINNATI Approach (R) 090°-269°	CINCINNATI Tower Rwy 18L-36R	CINCINNATI Tower Rwys 9-27, 18C-36C	CINCINNATI Tower Rwy 18R-36L	Ground West	Ground East
134.37	123.87	119.7	118.97	118.3	133.32	121.7	121.3

WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 896′
Ch 40103 W-18A	184°	FRAZE 2400′ (1511′)	1089′ (200′)	TDZE 889′

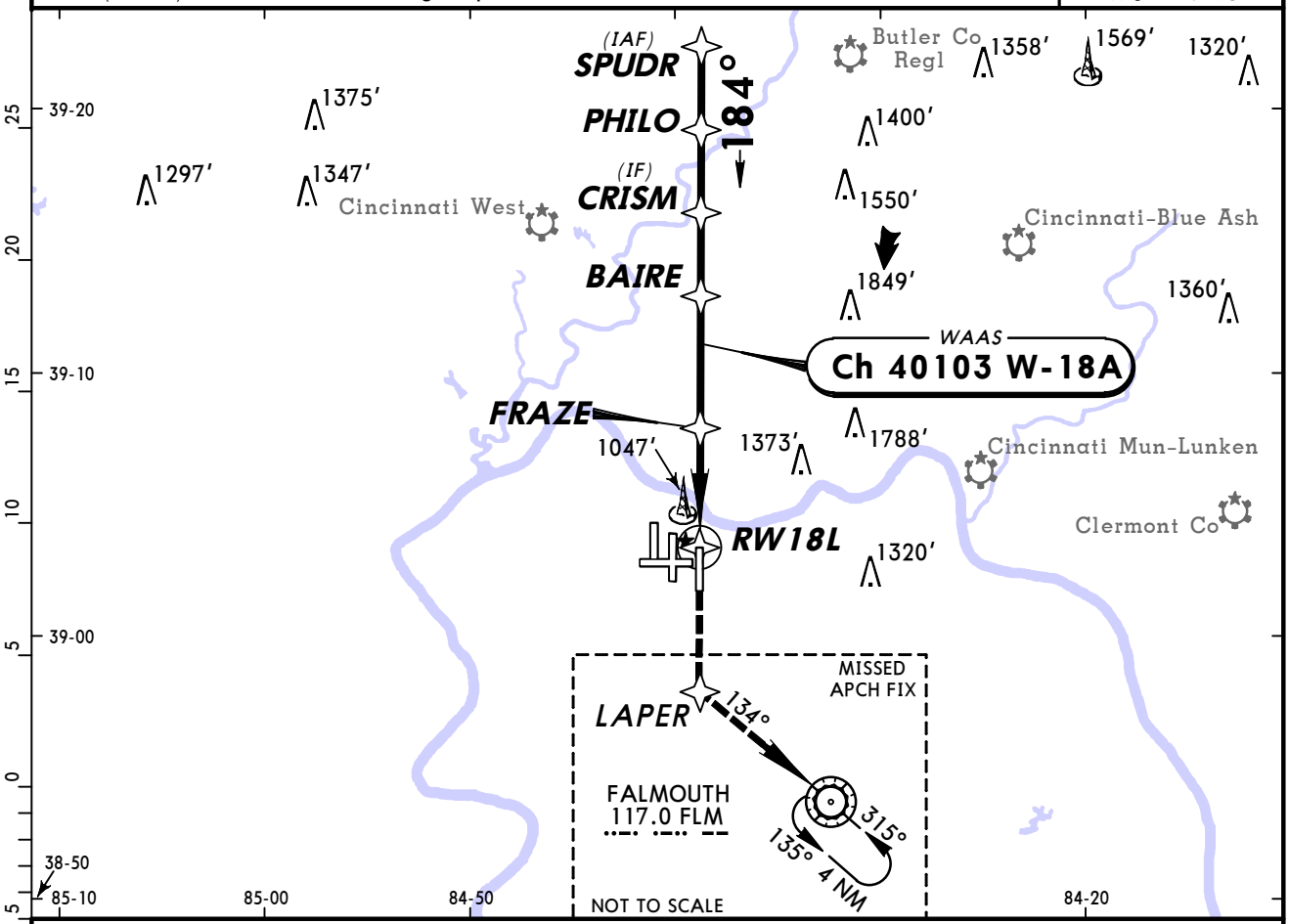
MISSED APCH: Climb to 3000′ direct LAPER and via 134° track to FLM VOR and hold.

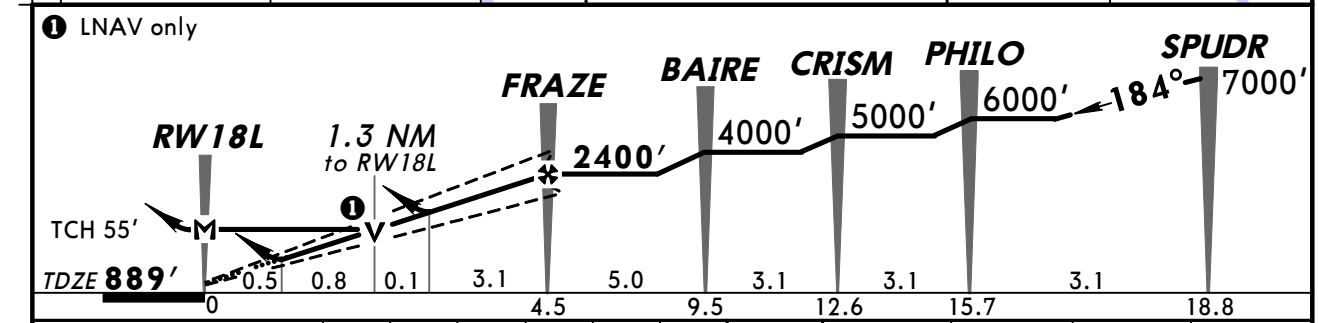
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. RADAR required. 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. VGSI and RNAV glidepath not coincident.

3000′

MSA RW18L





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RW18L							

MALSR PAPI 3000′ LAPER

STRAIGHT-IN LANDING RWY 18L

	LPV DA(H) 1089′ (200′)		LNAV/VNAV DA(H) 1395′ (506′)		LNAV MDA(H) 1360′ (471′)		
		RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 60 or 1¼	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	1460′ (564′)-1
120	
140	1460′ (564′)-1½
165	1560′ (664′)-2

TERPS AMEND 1

CHANGES: Lighting.

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JEPPESEN

12 DEC 08 (22-3)

CINCINNATI, OHIO RNAV (GPS) Y Rwy 18C

D-ATIS Arrival	CINCINNATI Approach (R) 270°-089°	090°-269°	CINCINNATI Tower Rwys 9-27, 18C-36C	Rwy 18L-36R	Rwy 18R-36L	Ground West	East
134.37	123.87	119.7	118.3	118.97	133.32	121.7	121.3

BRIEFING STRIP™

WAAS	Final Apch Crs	Minimum Alt LOGOZ	LPV DA(H)	Apt Elev 896′
Ch 86803 W-18B	184°	2400′ (1525′)	1075′ (200′)	TDZE 875′

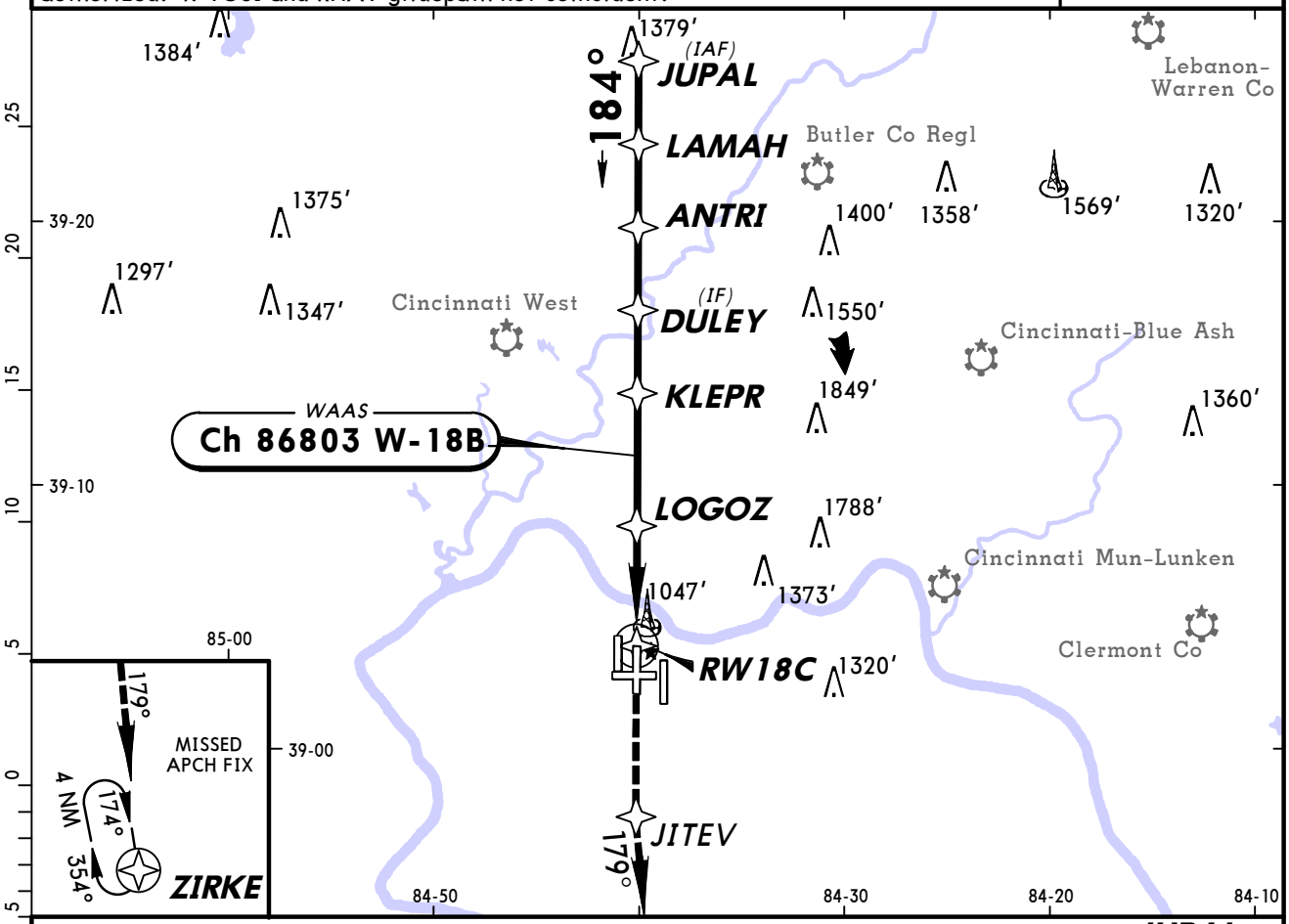
MISSED APCH: Climb to 3000′ direct JITEV and via 179° track to ZIRKE and hold.

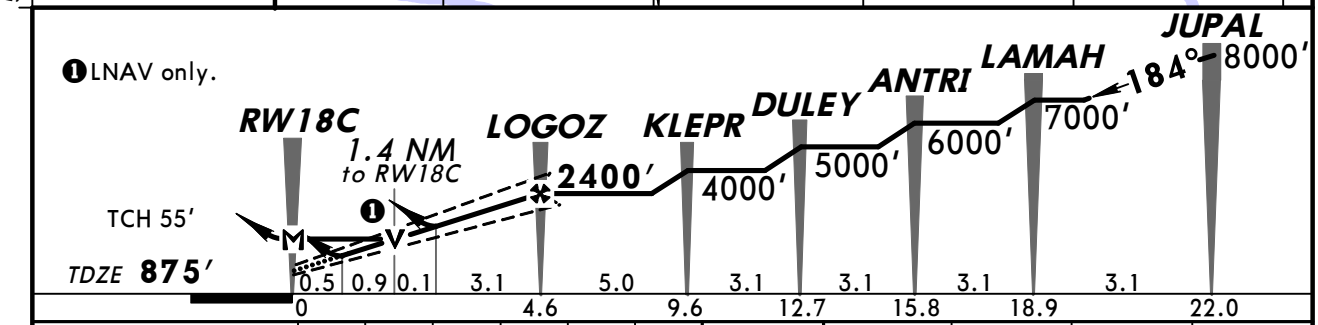
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Radar required. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 47°C (116°F). 3. DME/DME RNP-0.3 not authorized. 4. VGSI and RNAV glidepath not coincident.

3000′

MSA RW18C





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW18C						

SSALR VASI 3000′ JITEV

STRAIGHT-IN LANDING RWY 18C

	LPV DA(H) 1075′(200′)		LNAV/VNAV DA(H) 1398′(523′)		LNAV MDA(H) 1360′(485′)		
		RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 60 or 1¼	1¾	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	1460′(564′)-1
120	
140	1460′(564′)-1½
165	1560′(664′)-2

AMEND 1 TERPS

CHANGES: Communications.

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JEPPESEN

12 DEC 08 (22-4)

CINCINNATI, OHIO
RNAV (GPS) Y Rwy 18R

BRIEFING STRIP TM

D-ATIS Arrival	CINCINNATI Approach (R) 270°-089°	CINCINNATI Approach (R) 090°-269°	CINCINNATI Tower Rwy 18R-36L	CINCINNATI Tower Rwy 18L-36R	CINCINNATI Tower Rwys 9-27, 18C-36C	Ground West	Ground East
134.37	123.87	119.7	133.32	118.97	118.3	121.7	121.3

WAAS	Final Apch Crs	Minimum Alt KRTHY	LPV DA(H)	Apt Elev 896′
CH 58099 W-18D	184°	2400′ (1532′)	1068′ (200′)	TDZE 868′

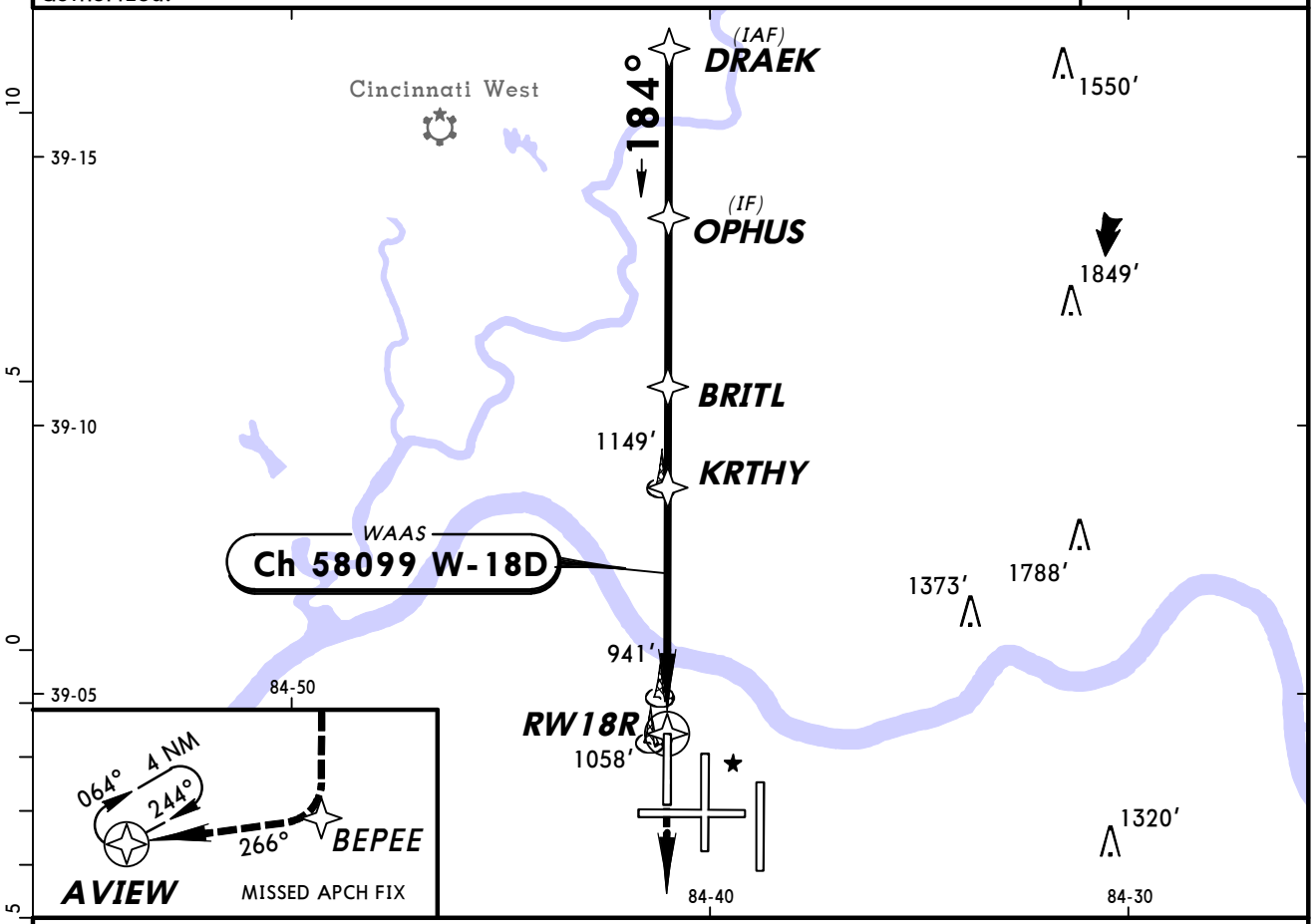
MISSED APCH: Climb to 3000′ direct BEPEE and via 266° track to AVIEW and hold.

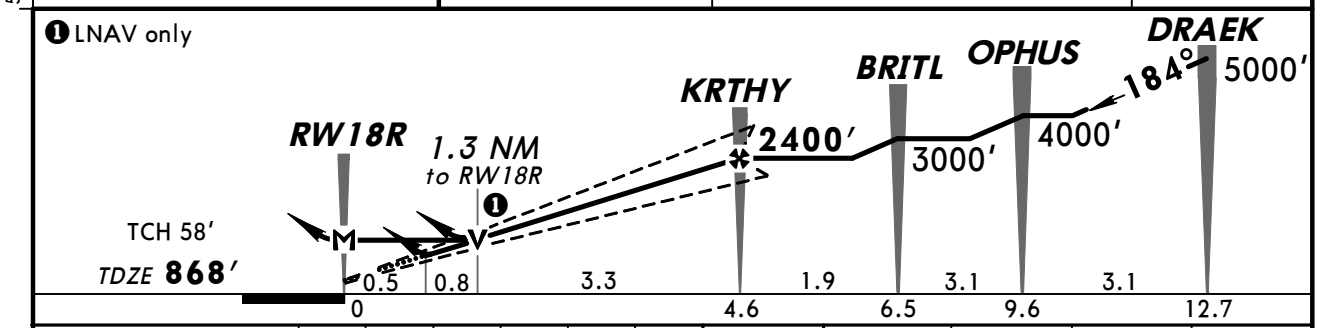
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Radar required. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 47°C (116°F). 3. DME/DME RNP-0.3 not authorized.

3000′

MSA RW18R





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW18R						

ALSF-II 3000′ BEPEE

STRAIGHT-IN LANDING RWY 18R

	LPV DA(H) 1068′ (200′)		LNAV/VNAV DA(H) 1321′ (453′)		LNAV MDA(H) 1320′ (452′)	
		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	1¼
D					RVR 50 or 1	1½

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1460′ (564′)-1
120	
140	1460′ (564′)-1½
165	1560′ (664′)-2

AMEND 1 TERPS

CHANGES: Communications.

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KCVG/CVG
CINCINNATI/
NORTHERN KENTUCKY INTL

JEPPESEN

12 DEC 08 (22-5)

CINCINNATI, OHIO
RNAV (GPS) Y Rwy 27

BRIEFING STRIP™

D-ATIS Arrival	CINCINNATI Approach (R) 270°-089°	CINCINNATI Approach (R) 090°-269°	CINCINNATI Tower Rwys 9-27, 18C-36C	CINCINNATI Tower Rwy 18L-36R	CINCINNATI Tower Rwy 18R-36L	Ground West	Ground East
134.37	123.87	119.7	118.3	118.97	133.32	121.7	121.3

WAAS	Final Apch Crs	Minimum Alt WEGDA	LPV DA(H)	Apt Elev 896′
Ch 86809 W-27A	274°	2400′ (1525′)	1075′ (200′)	TDZE 875′

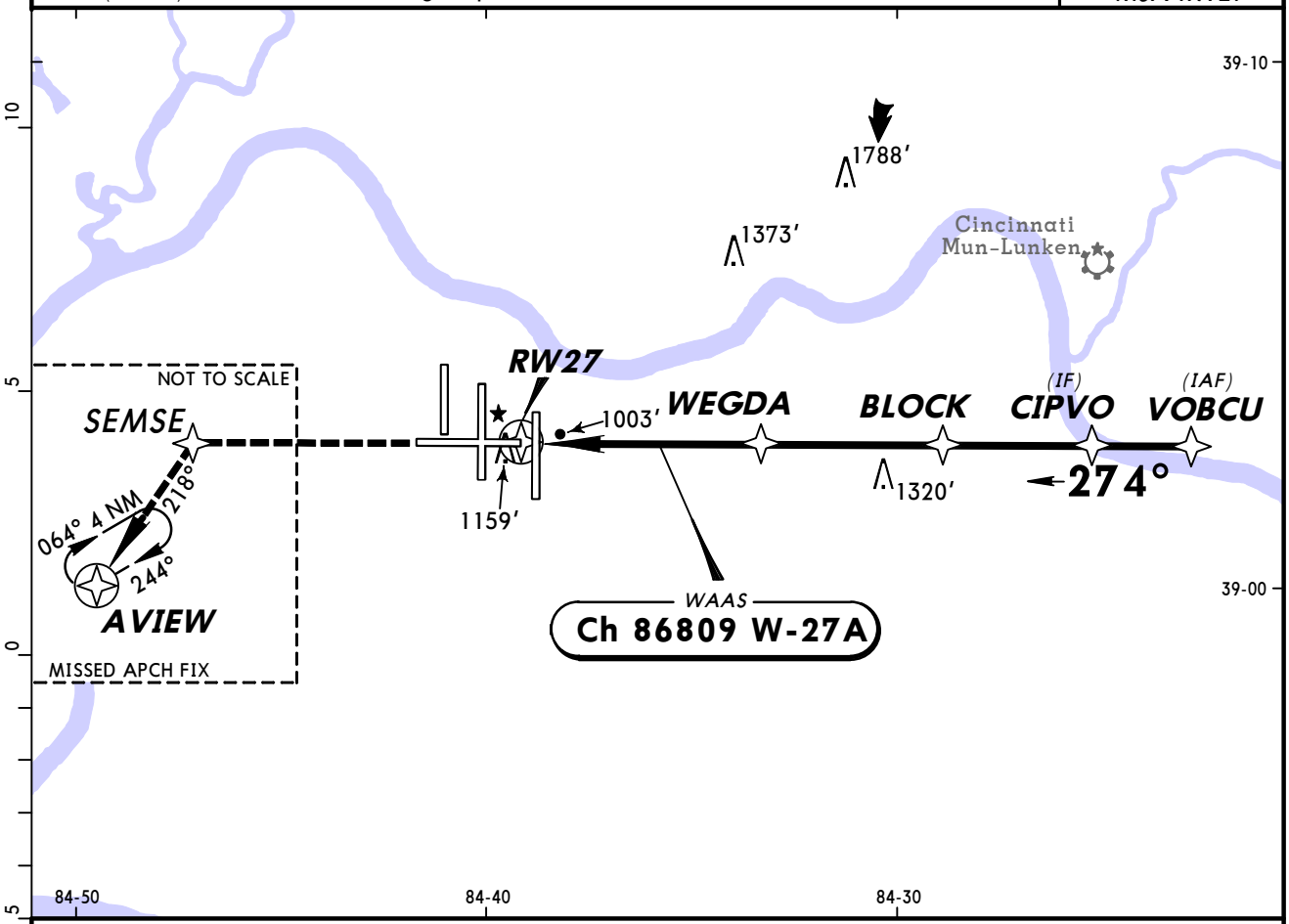
MISSED APCH: Climb to 3000′ direct SEMSE then via 218° track to AVIEW and hold.

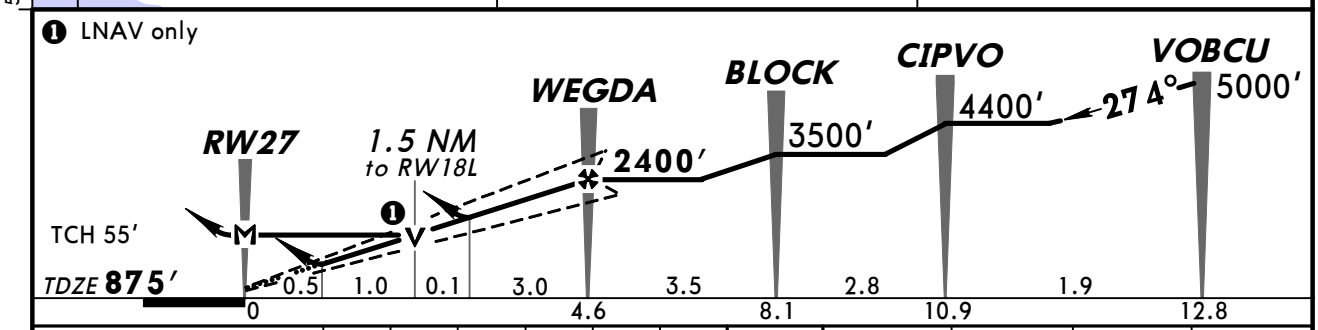
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. RADAR required. 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. VGSI and RNAV glidepath not coincident.

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 VASI 3000′ SEMSE

STRAIGHT-IN LANDING RWY 27

	LPV DA(H) 1075′ (200′)		LNAV/VNAV DA(H) 1349′ (474′)		LNAV MDA(H) 1420′ (545′)		
		RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 60 or 1¼	1½	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
B							
C					RVR 50 or 1	1½	
D					RVR 60 or 1¼	1¾	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1460′ (564′)-1
120	
140	1460′ (564′)-1½
165	1560′ (664′)-2

TERPS AMEND 0

CHANGES: Communications.

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KCVG/CVG
CINCINNATI/
NORTHERN KENTUCKY INTL

JEPPESEN

12 DEC 08 (22-6)

CINCINNATI, OHIO
RNAV (GPS) Y Rwy 36L

BRIEFING STRIP™

D-ATIS Arrival	CINCINNATI Approach (R) 270°-089°	CINCINNATI Approach (R) 090°-269°	CINCINNATI Tower Rwy 18R-36L	CINCINNATI Tower Rwys 9-27, 18C-36C	CINCINNATI Tower Rwy 18L-36R	Ground West	Ground East
134.37	123.87	119.7	133.32	118.3	118.97	121.7	121.3

WAAS	Final Apch Crs	Minimum Alt ROPRR	LPV DA(H)	Apt Elev 896′
Ch 49099 W-36A	004°	2400′ (1527′)	1073′ (200′)	TDZE 873′

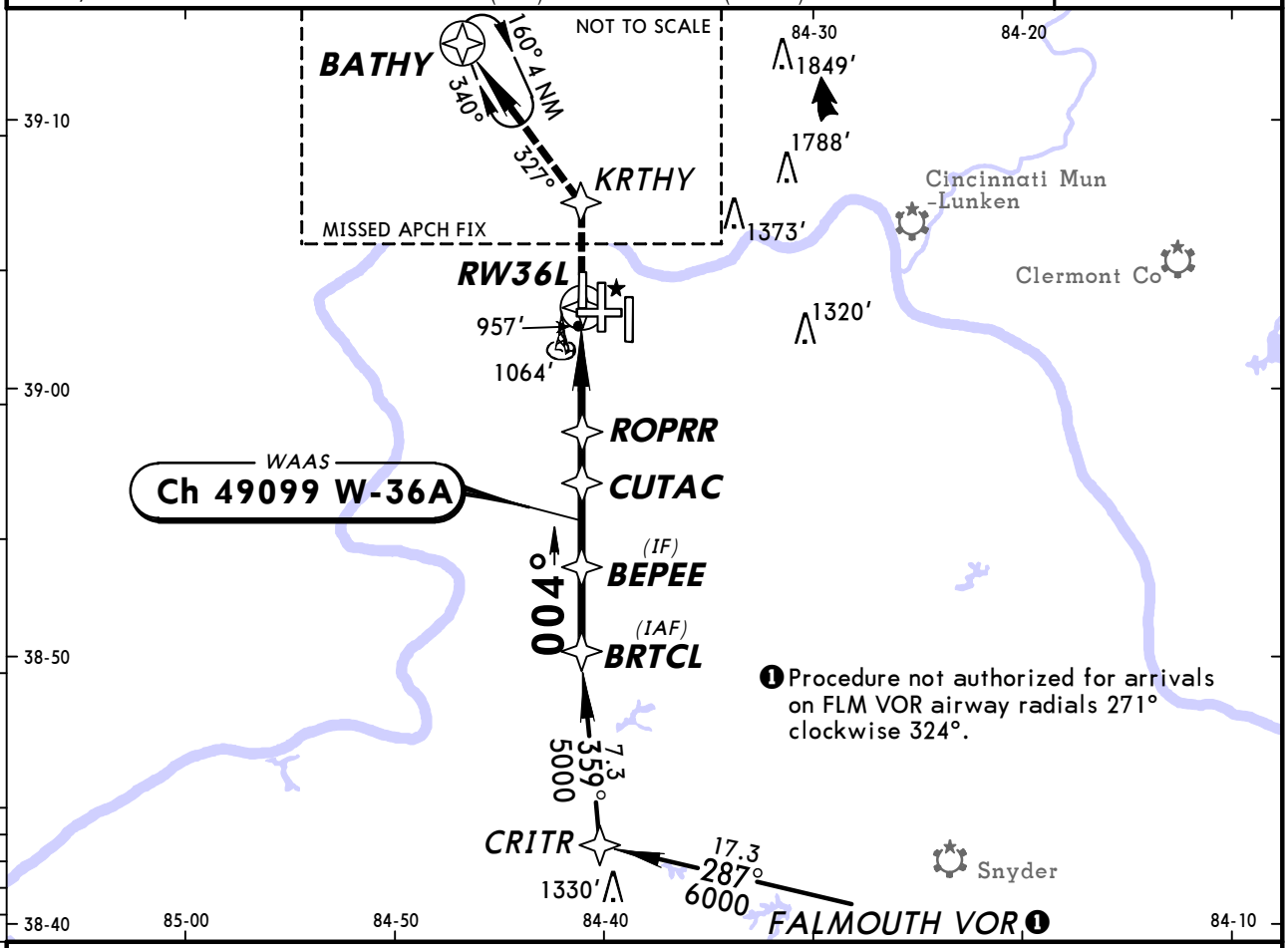
MISSED APCH: Climb to 3000′ direct KRTHY and via 327° track to BATHY and hold.

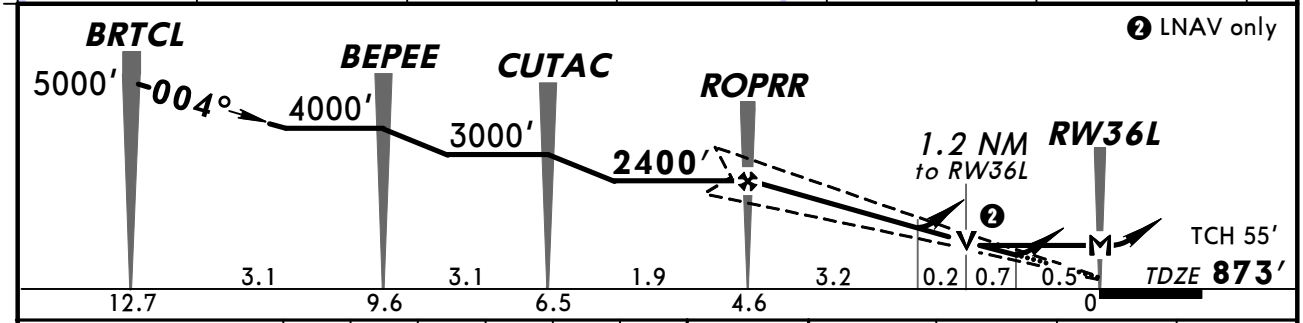
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME/DME RNP-0.3 not authorized. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 47°C (116°F).

3000′

MSA RW36L





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW36L						

ALSF-II 3000′ KRTHY

STRAIGHT-IN LANDING RWY 36L

	LPV DA(H) 1073′ (200′)		LNAV/VNAV DA(H) 1383′ (510′)		LNAV MDA(H) 1300′ (427′)	
		ALS out		ALS out		ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 60 or 1¼	1¾	RVR 24 or ½	RVR 50 or 1
B						
C					RVR 40 or ¾	1¼
D					RVR 50 or 1	1½

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1460′ (564′)-1
120	
140	1460′ (564′)-1½
165	1560′ (664′)-2

AMEND 1 TERPS

CHANGES: Communications.

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KCVG/CVG
CINCINNATI/
NORTHERN KENTUCKY INTL

JEPPESEN

12 DEC 08

22-7

CINCINNATI, OHIO
RNAV (GPS) Y Rwy 36C

BRIEFING STRIP™

D-ATIS Arrival	CINCINNATI Approach (R)		CINCINNATI Tower			Ground	
	270°-089°	090°-269°	Rwys 9-27, 18C-36C	Rwy 18L-36R	Rwy 18R-36L	West	East
134.37	123.87	119.7	118.3	118.97	133.32	121.7	121.3

WAAS	Final Apch Crs	Minimum Alt JITEV	LPV DA(H)	Apt Elev 896′
Ch 97609 W-36B	004°	2400′ (1549′)	1051′ (200′)	TDZE 851′

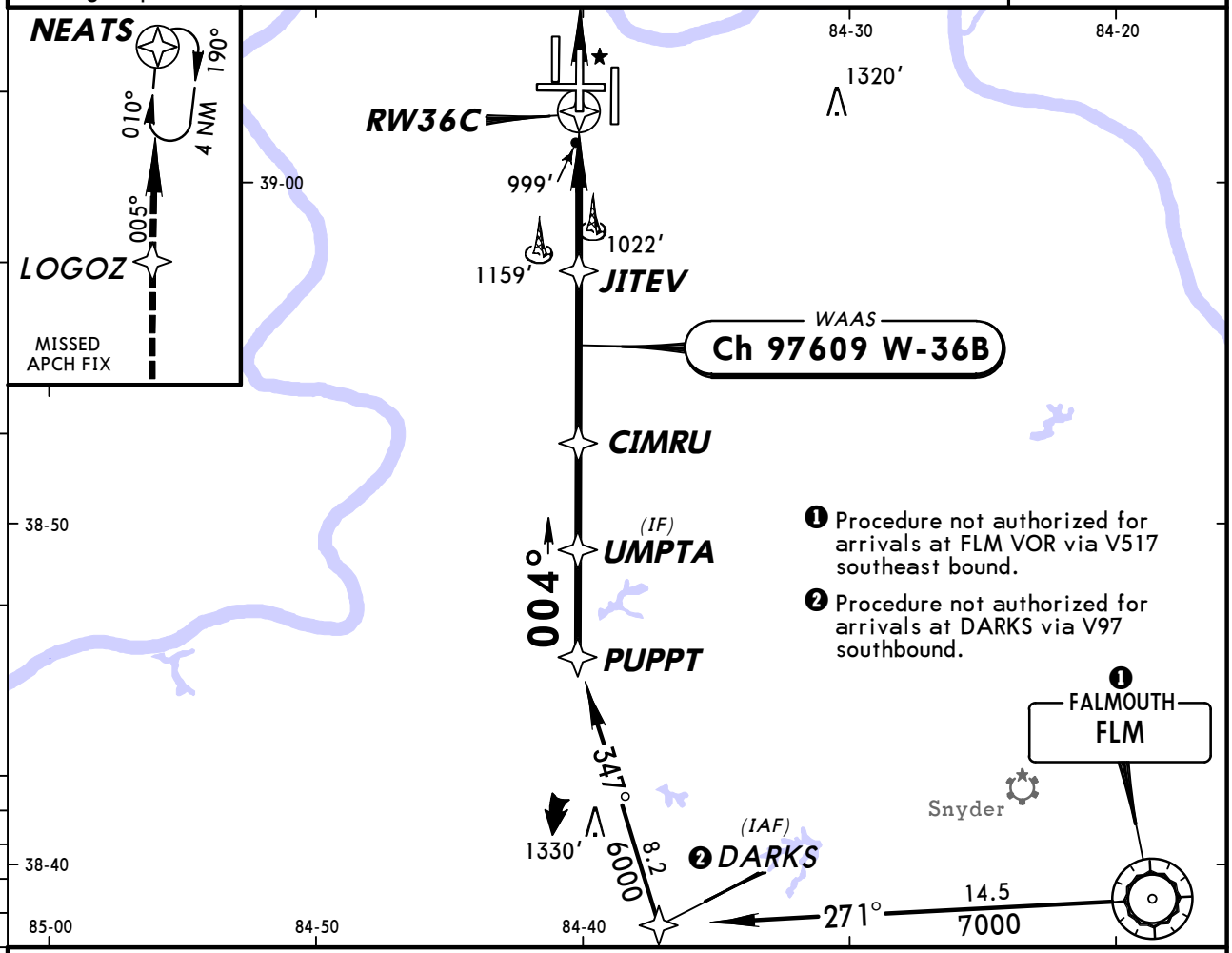
MISSED APCH: Climb to 3000′ direct LOGOZ and via 005° track to NEATS and hold.

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

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 47°C (116°F). 2. DME/DME RNP-0.3 not authorized. 3. VGSI and RNAV glidepath not coincident.

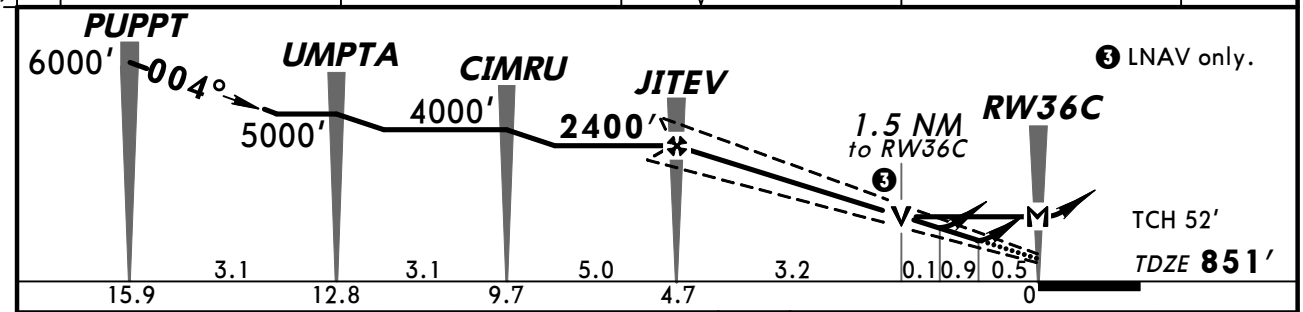
3000′

MSA RW36C



❶ Procedure not authorized for arrivals at FLM VOR via V517 southeast bound.

❷ Procedure not authorized for arrivals at DARKS via V97 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 RW36C							

ALSF-II PAPI 3000′ LOGOZ

STRAIGHT-IN LANDING RWY 36C

	LPV DA(H) 1051′ (200′)		LNAV/VNAV DA(H) 1347′ (496′)		LNAV MDA(H) 1400′ (549′)			CIRCLE-TO-LAND	
		RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out	Max Kts	MDA(H)
A	RVR 24 or ½	RVR 40 or ¾	RVR 60 or 1¼	1¾	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1	90	1460′ (564′)-1
B								120	
C					RVR 50 or 1	1½		140	1460′ (564′)-1½
D					RVR 60 or 1¼	1¾		165	1560′ (664′)-2

AMEND 1 TERPS

CHANGES: Communications.

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BRIEFING STRIP ™

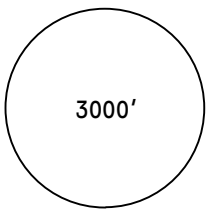
D-ATIS Arrival	CINCINNATI Approach (R) 270°-089°	CINCINNATI Approach (R) 090°-269°	CINCINNATI Tower Rwy 18L-36R	CINCINNATI Tower Rwys 9-27, 18C-36C	CINCINNATI Tower Rwy 18R-36L	Ground West	Ground East
134.37	123.87	119.7	118.97	118.3	133.32	121.7	121.3

WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 896′
Ch 42709 W-36D	004°	TROYF 2400′ (1504′)	1096′ (200′)	TDZE 896′

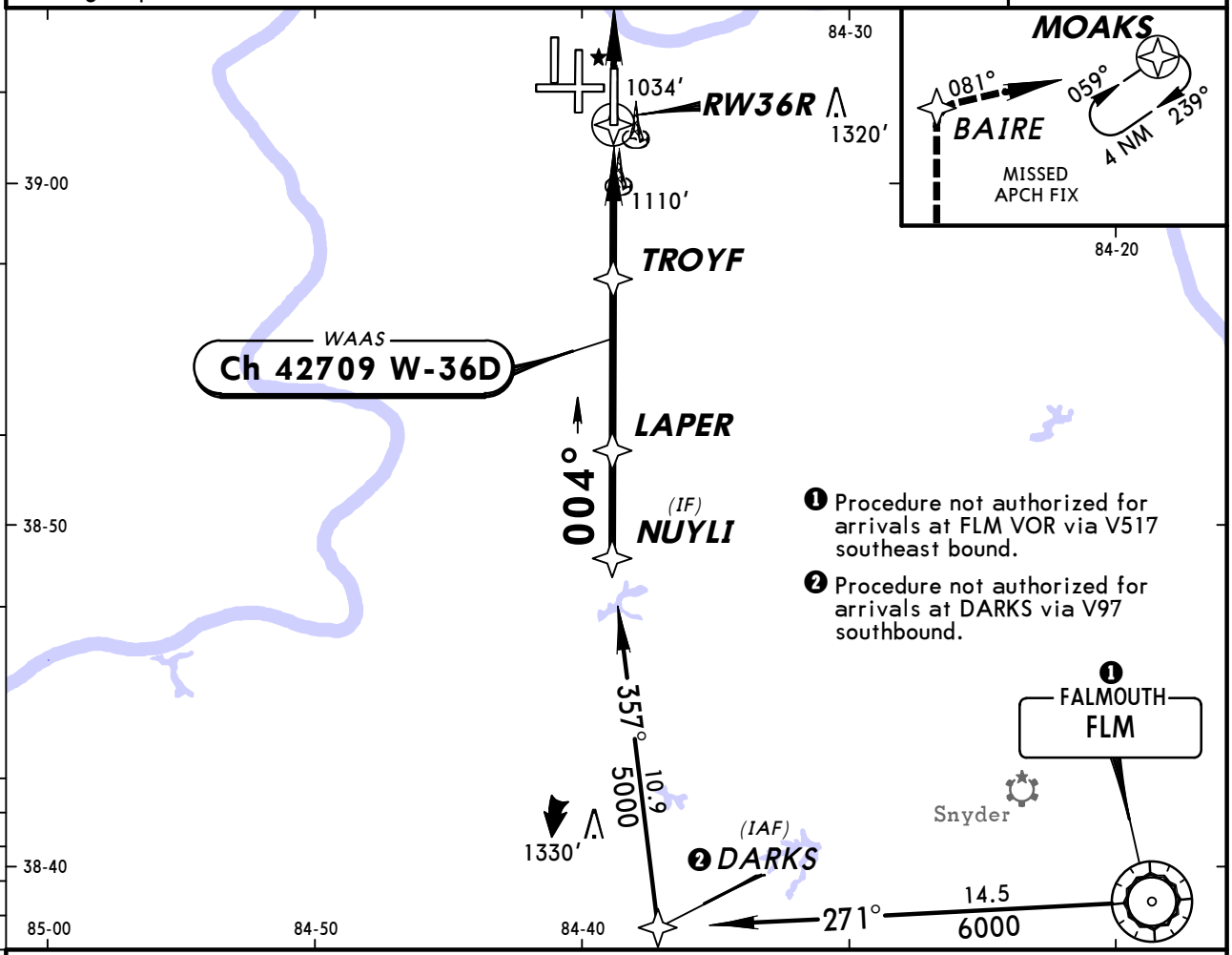
MISSED APCH: Climb to 3000′ direct BAIRE and via 081° track to MOAKS and hold.

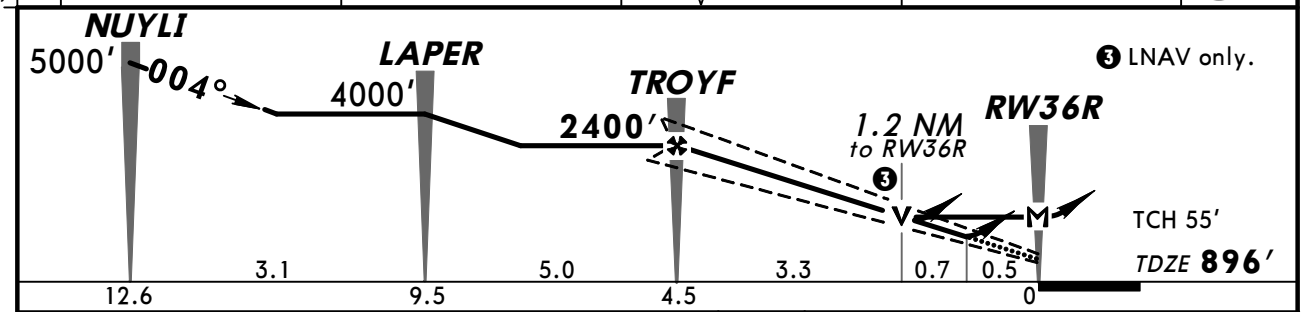
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 47°C (116°F). 2. DME/DME RNP-0.3 not authorized. 3. VGSI and RNAV glidepath not coincident.



MSA RW36R





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RW36R							

ALSF-II PAPI 3000′ BAIRE

STRAIGHT-IN LANDING RWY 36R

	LPV DA(H) 1096′ (200′)		LNAV/VNAV DA(H) 1340′ (444′)		LNAV MDA(H) 1360′ (464′)		
		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	1460′ (564′)-1
120	
140	1460′ (564′)-1½
165	1560′ (664′)-2

AMEND 1 TERPS

CHANGES: Communications.

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JEPPESEN

22 JUL 11 (22-20)

CINCINNATI, OHIO
RNAV (RNP) Z Rwy 9

BRIEFING STRIP ™

D-ATIS Arrival	CINCINNATI Approach (R) 270°-089°	090°-269°	CINCINNATI Tower Rwys 9-27, 18C-36C	Rwy 18L-36R	Rwy 18R-36L	Ground West	East
134.37	123.87	119.7	118.3	118.97	133.32	121.7	121.3

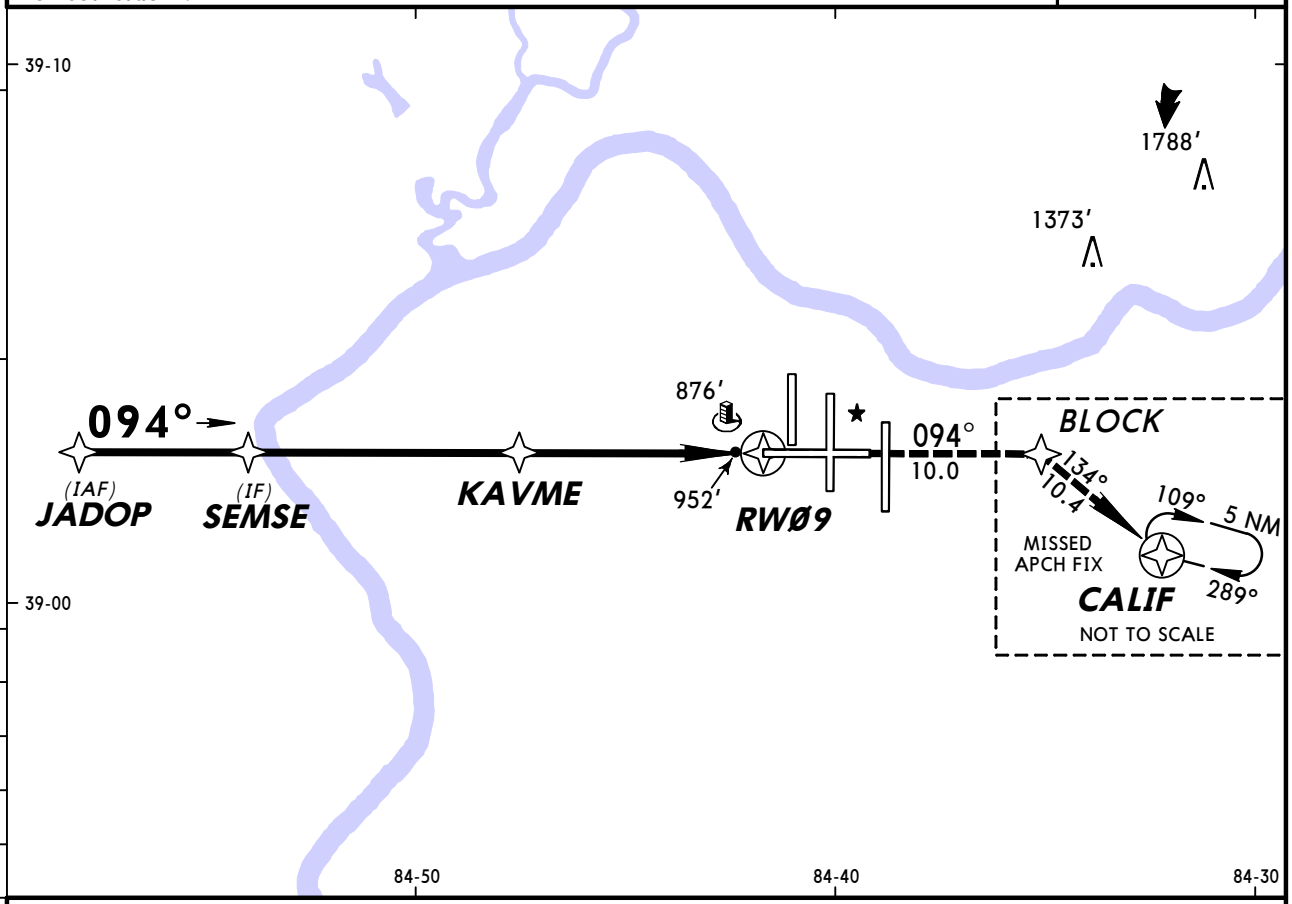
RNAV	Final Apch Crs	Minimum Alt KAVME	RNP 0.18 DA(H)	Apt Elev 896′
	094°	2400′ (1517′)	1199′ (316′)	TDZE 883′

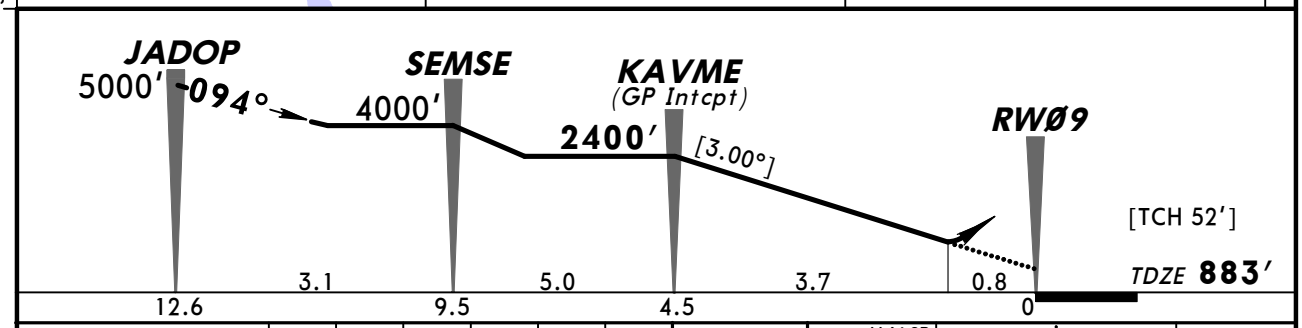
MISSED APCH: Climb to 3000′ via 094° track to BLOCK and via 134° track to CALIF and hold.

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

1. AUTHORIZATION REQUIRED. 2. GPS required.
3. RADAR required. 4. For uncompensated Baro-VNAV systems, procedure not authorized below -16°C (4°F) or above 47°C (116°F). 5. VGSI and RNAV glidepath not coincident.

3000′
MSA RWØ9





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

MALSR
PAPI

3000′ via 094° BLOCK

STRAIGHT-IN LANDING RWY 9

	RNP 0.18 DA(H) 1199′ (316′)			RNP 0.30 DA(H) 1233′ (350′)		
		RAIL out	ALS out		RAIL out	ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1	RVR 40 or ¾	RVR 60 or 1¼	
B						
C						
D		RVR 50 or 1				

TERPS AMEND 0A 28 JUL 2011

CHANGES: Procedure authorization note.

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JEPPESEN

22 JUL 11 (22-21)

CINCINNATI, OHIO
RNAV (RNP) Z Rwy 18L

BRIEFING STRIP ™

D-ATIS Arrival	CINCINNATI Approach (R) 270°-089°	090°-269°	CINCINNATI Tower Rwy 18L-36R	Rwys 9-27, 18C-36C	Rwy 18R-36L	Ground West	East
134.37	123.87	119.7	118.97	118.3	133.32	121.7	121.3

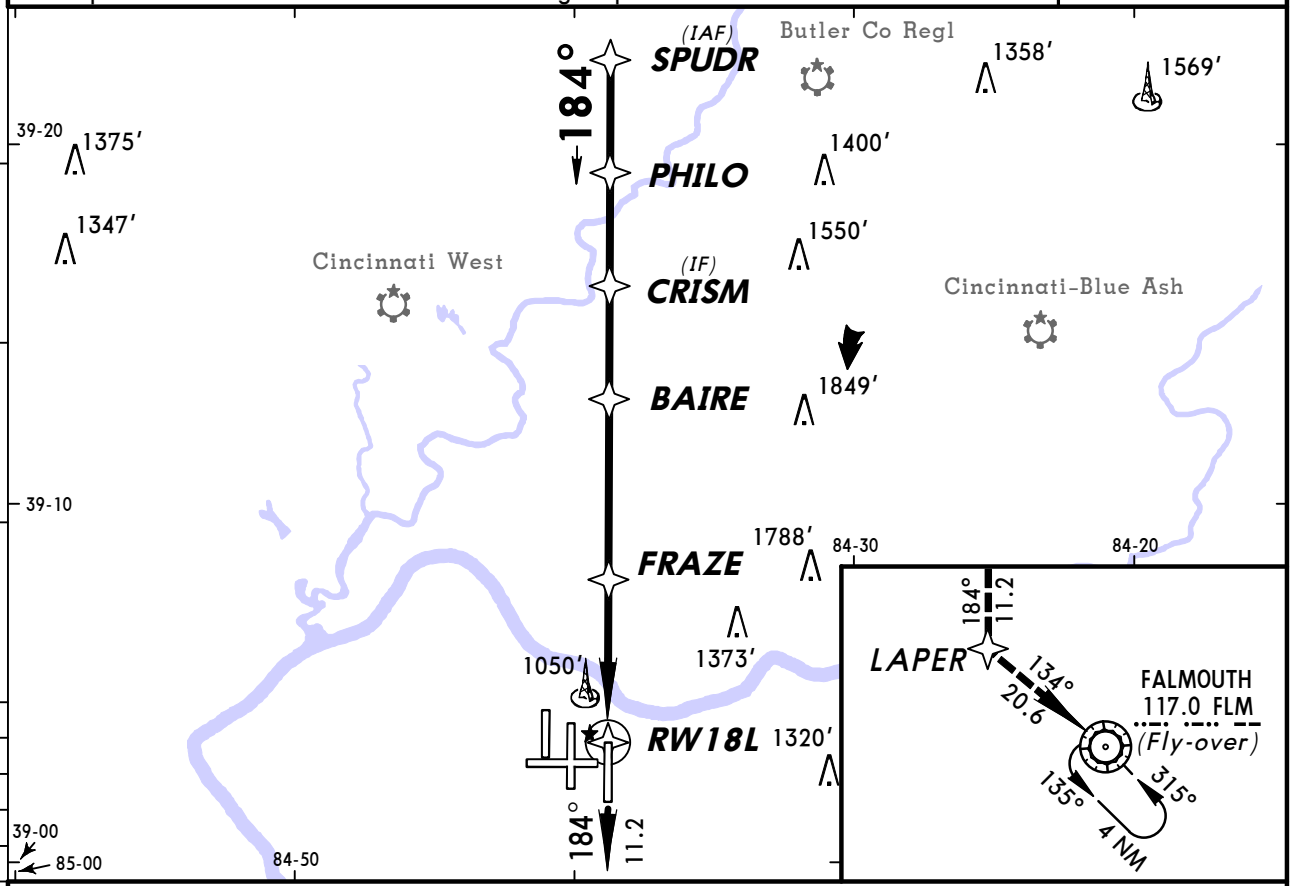
RNAV	Final Apch Crs	Minimum Alt FRAZE	RNP 0.21 DA(H)	Apt Elev 896′
	184°	2400′ (1511′)	1272′ (383′)	TDZE 889′

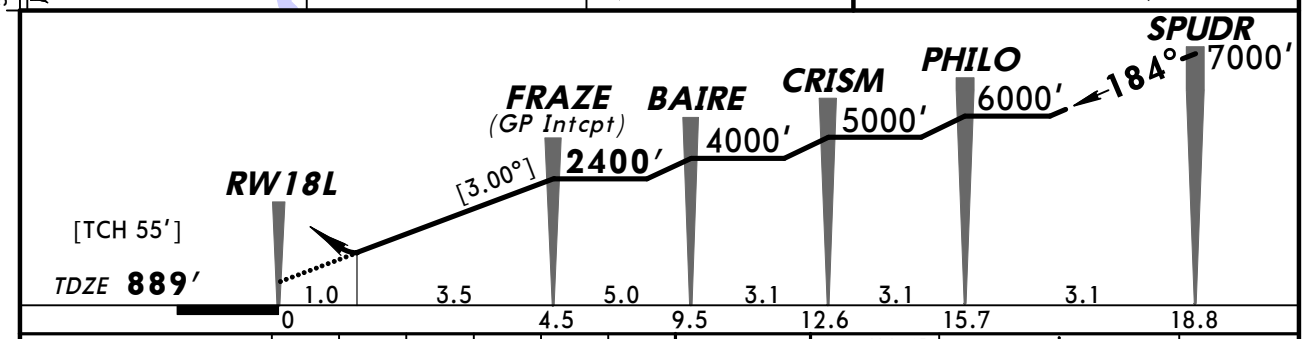
MISSED APCH: Climb to 3000′ via 184° track to LAPER and via 134° track to FLM VOR and hold.

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

1. AUTHORIZATION REQUIRED. 2. GPS required.
3. RADAR required. 4. For uncompensated Baro-VNAV systems, procedure not authorized below -16°C (4°F) or above 47°C (116°F). 5. Visibility reduction by helicopters not authorized. 6. VGSI and RNAV glidepath not coincident.

3000′
MSA RW18L





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

MALSR
PAPI
3000′ via 184° LAPER

STRAIGHT-IN LANDING RWY 18L

	RNP 0.21 DA(H) 1272′(383′)	RAIL or ALS out	RNP 0.25 DA(H) 1283′(394′)	RAIL or ALS out	RNP 0.30 DA(H) 1472′(583′)	RAIL or ALS out
A, B, C, D	RVR 40 or ¾	RVR 60 or 1¼	RVR 50 or 1	RVR 60 or 1¼	1½	2

TERPS AMEND 0A 28 JUL 2011

CHANGES: Procedure authorization note.

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CINCINNATI/ NORTHERN KENTUCKY INTL

JEPPESEN

22 JUL 11 (22-22)

CINCINNATI, OHIO
RNAV (RNP) Z Rwy 18C

D-ATIS Arrival	CINCINNATI Approach (R) 270°-089°	CINCINNATI Approach (R) 090°-269°	CINCINNATI Tower Rwys 9-27, 18C-36C	CINCINNATI Tower Rwy 18L-36R	CINCINNATI Tower Rwy 18R-36L	Ground West	Ground East
134.37	123.87	119.7	118.3	118.97	133.32	121.7	121.3

RNAV	Final Apch Crs	Minimum Alt LOGOZ	RNP 0.15 DA(H)	Apt Elev 896′
	184°	2400′ (1525′)	1321′ (446′)	TDZE 875′

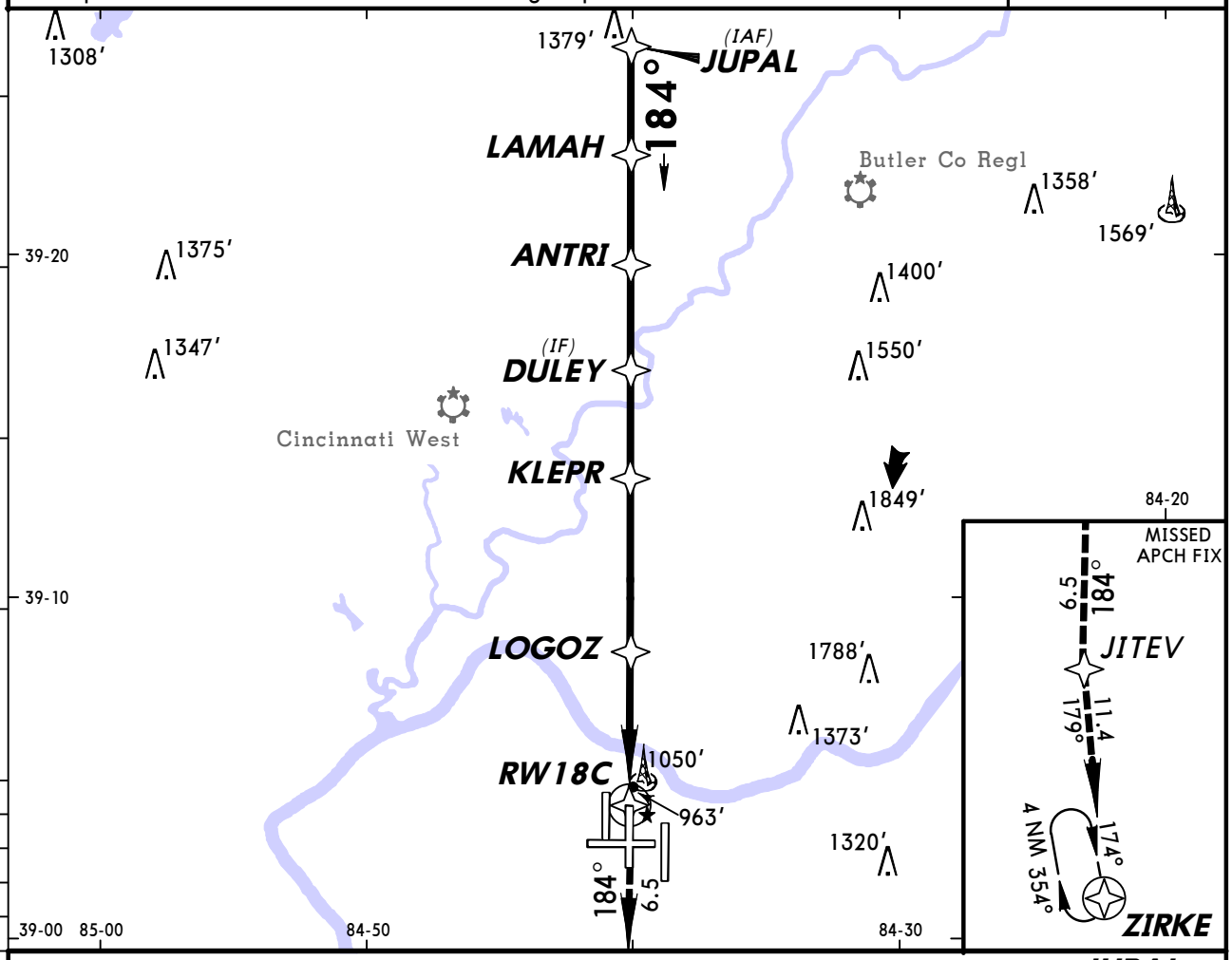
MISSED APCH: Climb to 3000′ via 184° track to JITEV and via 179° track to ZIRKE and hold.

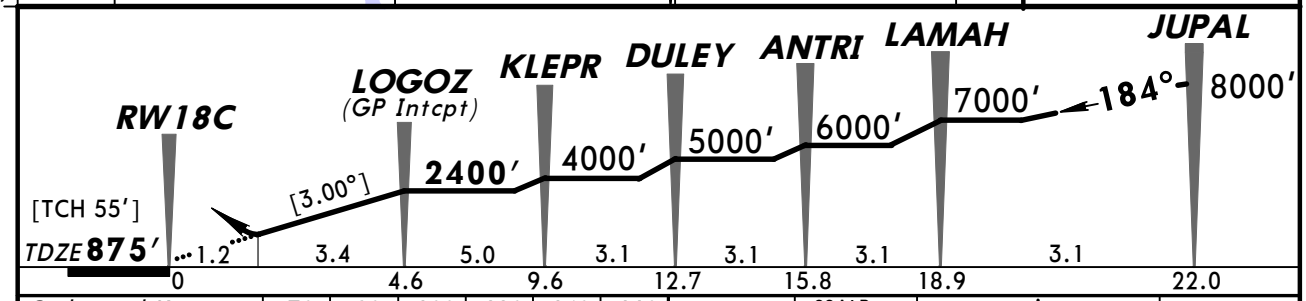
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. AUTHORIZATION REQUIRED. 2. GPS required.
3. RADAR required. 4. For uncompensated Baro-VNAV systems, procedure not authorized below -16°C (4°F) or above 47°C (116°F). 5. Visibility reduction by helicopters not authorized. 6. VGSI and RNAV glidepath not coincident.

3000′
MSA RW18C

BRIEFING STRIP ™





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

SSALR
VASI

3000′ via 184° JITEV

STRAIGHT-IN LANDING RWY 18C

	RNP 0.15 DA(H) 1321′ (446′)		RNP 0.30 DA(H) 1389′ (514′)	
	RAIL out	ALS out	RAIL out	ALS out
A				
B				
C	RVR 50 or 1	1½	RVR 60 or 1¼	1¾
D				

TERPS AMEND 0A 28 JUL 2011

CHANGES: Procedure authorization note.

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JEPPESEN

22 JUL 11 (22-23)

CINCINNATI, OHIO
RNAV (RNP) Z Rwy 18R

BRIEFING STRIP ™

D-ATIS Arrival	CINCINNATI Approach (R) 270°-089°	090°-269°	CINCINNATI Tower Rwy 18R-36L	Rwy 18L-36R	Rwys 9-27, 18C-36C	Ground West	East
134.37	123.87	119.7	133.32	118.97	118.3	121.7	121.3

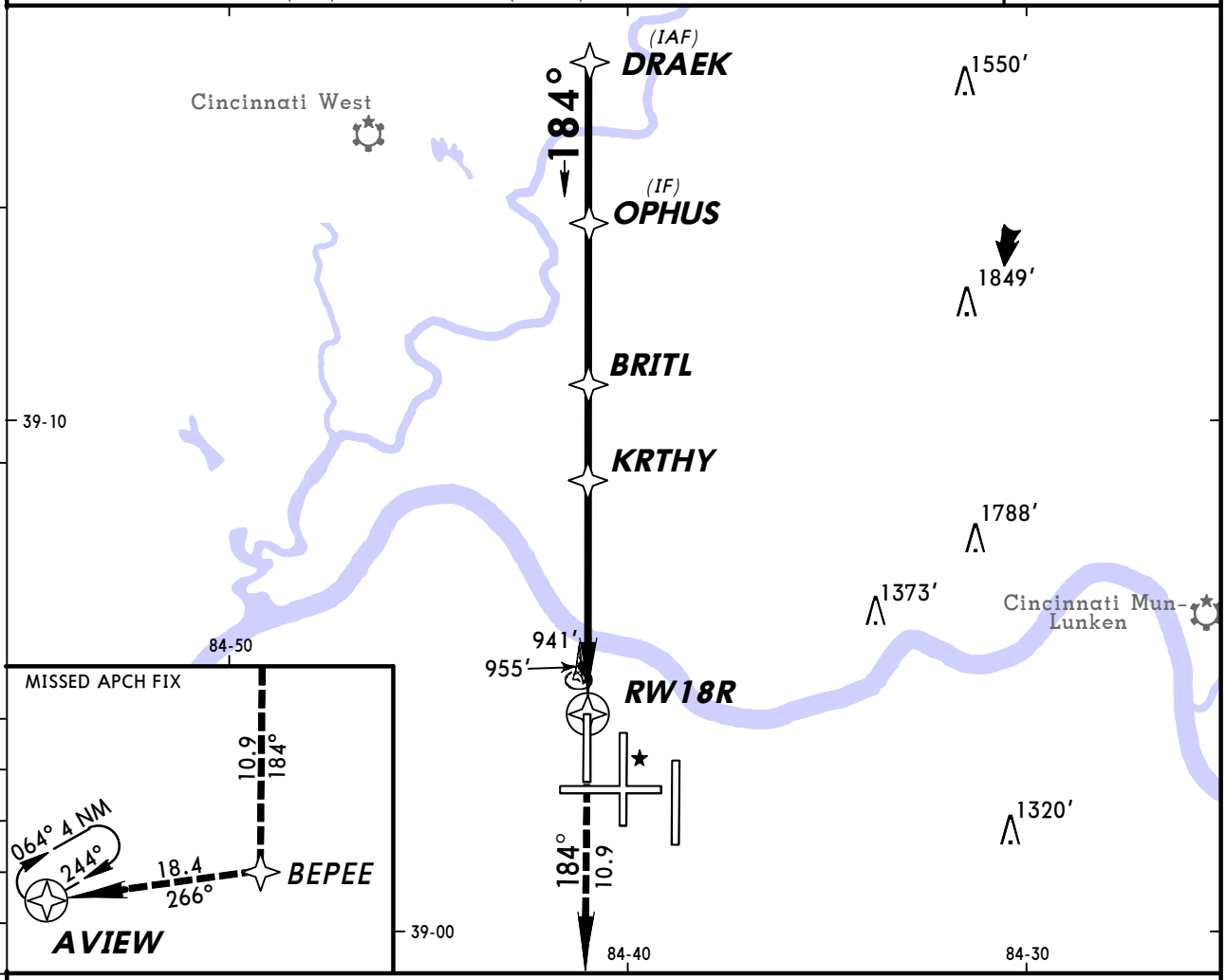
RNAV	Final Apch Crs	Minimum Alt KRTHY	RNP 0.29 DA(H)	Apt Elev 896′
	184°	2400′ (1532′)	1243′ (375′)	TDZE 868′

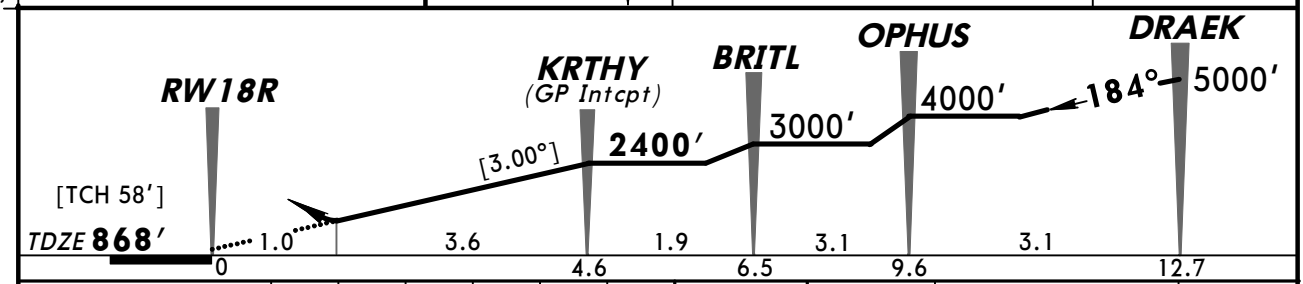
MISSED APCH: Climb to 3000′ via 184° track to BEPEE and via 266° track to AVIEW and hold.

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

1. AUTHORIZATION REQUIRED. 2. GPS required.
3. RADAR required. 4. For uncompensated Baro-VNAV systems, procedure not authorized below -16°C (4°F) or above 47°C (116°F).

3000′
MSA RW18R





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

ALSF-II

3000′ via 184° BEPEE

STRAIGHT-IN LANDING RWY 18R

	RNP 0.29 DA(H) 1243′(375′)	ALS out	RNP 0.30 DA(H) 1281′(413′)	ALS out
A				
B				
C	RVR 40 or ¾	RVR 60 or 1¼	RVR 50 or 1	1½
D				

TERPS AMEND 0A 28 JUL 2011

CHANGES: Procedure authorization note.

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KCVG/CVG
CINCINNATI/
NORTHERN KENTUCKY INTL

JEPPESEN

22 JUL 11 (22-24)

CINCINNATI, OHIO
RNAV (RNP) Z Rwy 27

BRIEFING STRIP ™

D-ATIS Arrival	CINCINNATI Approach (R) 270°-089°	090°-269°	CINCINNATI Tower Rwys 9-27, 18C-36C	Rwy 18L-36R	Rwy 18R-36L	Ground West	East
134.37	123.87	119.7	118.3	118.97	133.32	121.7	121.3

RNAV	Final Apch Crs	Minimum Alt WEGDA	RNP 0.15 DA(H)	Apt Elev 896′
	274°	2400′ (1525′)	1296′ (421′)	TDZE 875′

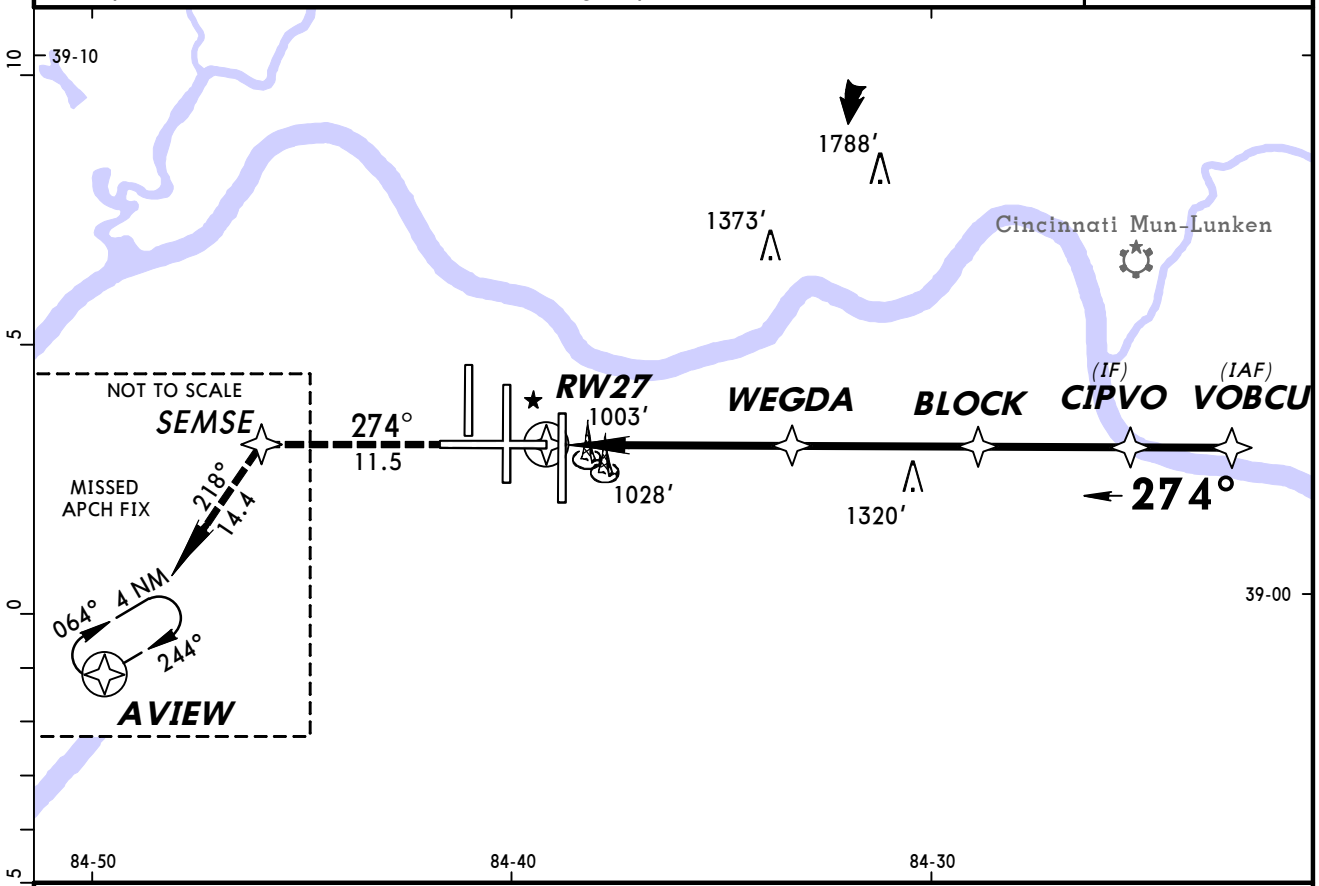
MISSED APCH: Climb to 3000′via 274° track to SEMSE and via 218° track to AVIEW and hold.

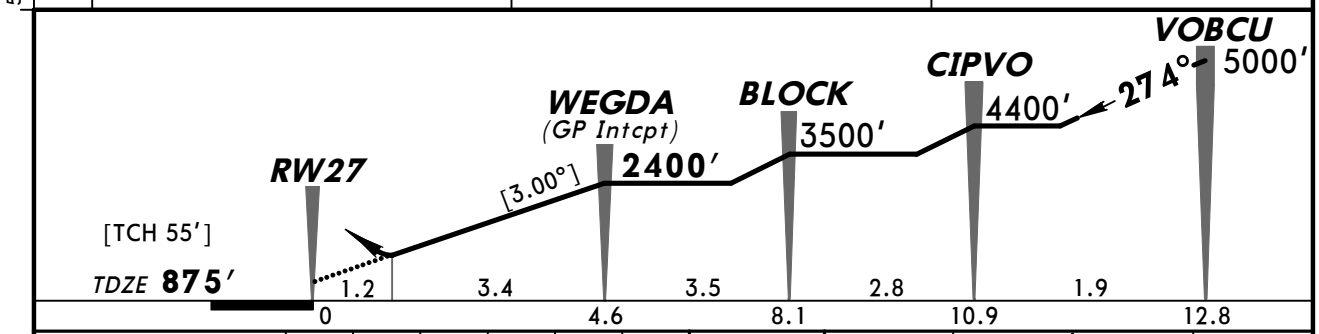
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. AUTHORIZATION REQUIRED. 2. GPS required. 3. RADAR required. 4. For uncompensated Baro-VNAV systems, procedure not authorized below -16°C (4°F) or above 47°C (116°F). 5. Visibility reduction by helicopters not authorized. 6. VGSI and RNAV glidepath not coincident.

3000′

MSA RW27





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

MALSR
VASI

3000′ via 274° SEMSE

STRAIGHT-IN LANDING RWY 27

	RNP 0.15 DA(H) 1296′ (421′)		RNP 0.23 DA(H) 1378′ (503′)		RNP 0.30 DA(H) 1445′ (570′)	
		RAIL or ALS out		RAIL or ALS out		RAIL or ALS out
A, B, C, D	RVR 50 or 1	1½	RVR 60 or 1¼	1¾	1½	2

TERPS AMEND 0A 28 JUL 2011

CHANGES: Procedure authorization note.

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JEPPESEN

22 JUL 11 (22-25)

CINCINNATI, OHIO
RNAV (RNP) Z Rwy 36L

BRIEFING STRIP ™

D-ATIS Arrival	CINCINNATI Approach (R) 270°-089°	090°-269°	CINCINNATI Tower Rwy 18R-36L	Rwys 9-27, 18C-36C	Rwy 18L-36R	Ground West	East
134.37	123.87	119.7	133.32	118.3	118.97	121.7	121.3

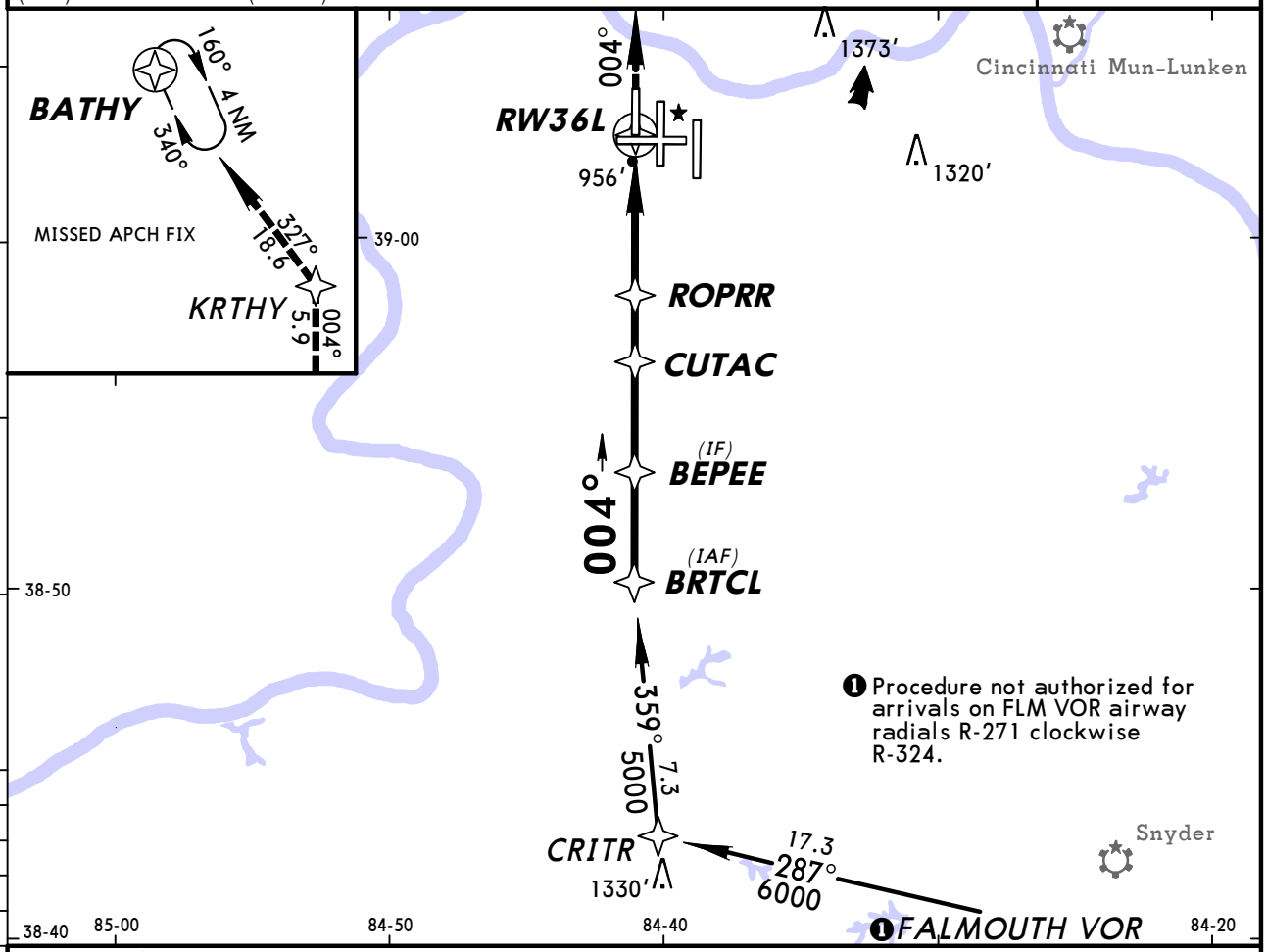
RNAV	Final Apch Crs	Minimum Alt ROPRR	RNP 0.29 DA(H)	Apt Elev 896′
	004°	2400′ (1527′)	1261′ (388′)	TDZE 873′

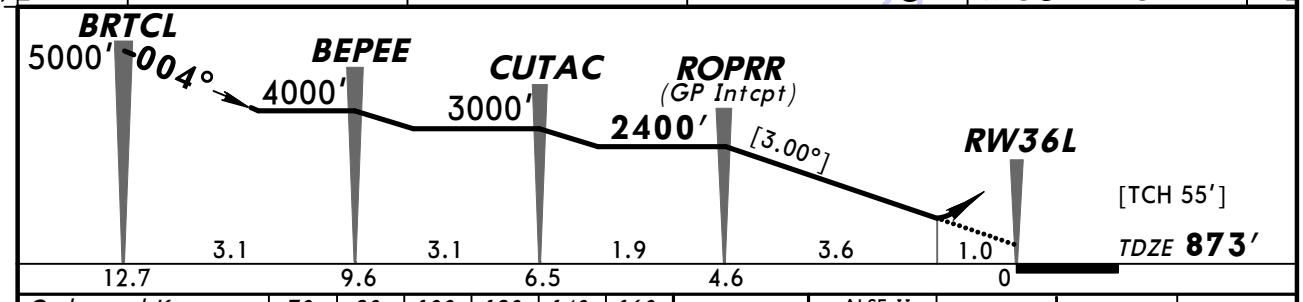
MISSED APCH: Climb to 3000′ via 004° track to KRTHY and via 327° track to BATHY and hold.

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).

3000′
MSA RW36L





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

ALSF-II

3000′ via 004° KRTHY

STRAIGHT-IN LANDING RWY **36L**

	RNP 0.29 DA(H) 1261′ (388′)		RNP 0.30 DA(H) 1264′ (391′)	
		ALS out		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 28 JUL 2011

CHANGES: Procedure authorization note.

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CINCINNATI/
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JEPPESEN

22 JUL 11

(22-26)

CINCINNATI, OHIO
RNAV (RNP) Z Rwy 36C

BRIEFING STRIP™

D-ATIS Arrival	CINCINNATI Approach (R) 270°-089°	CINCINNATI Approach (R) 090°-269°	CINCINNATI Tower Rwys 9-27, 18C-36C	CINCINNATI Tower Rwy 18L-36R	CINCINNATI Tower Rwy 18R-36L	Ground West	Ground East
134.37	123.87	119.7	118.3	118.97	133.32	121.7	121.3

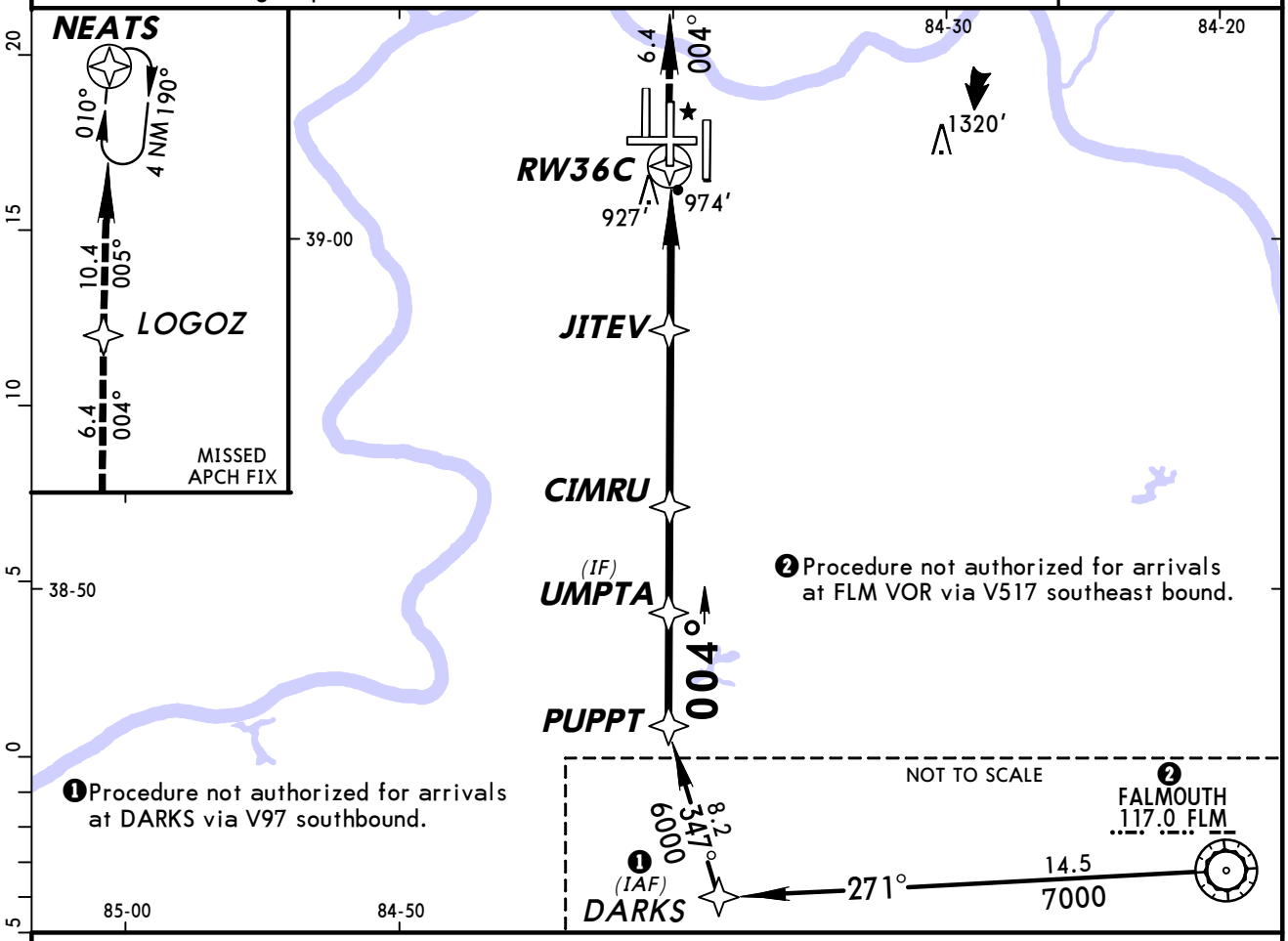
RNAV	Final Apch Crs	Minimum Alt JITEV	RNP 0.24 DA(H)	Apt Elev 896′
	004°	2400′ (1549′)	1295′ (444′)	TDZE 851′

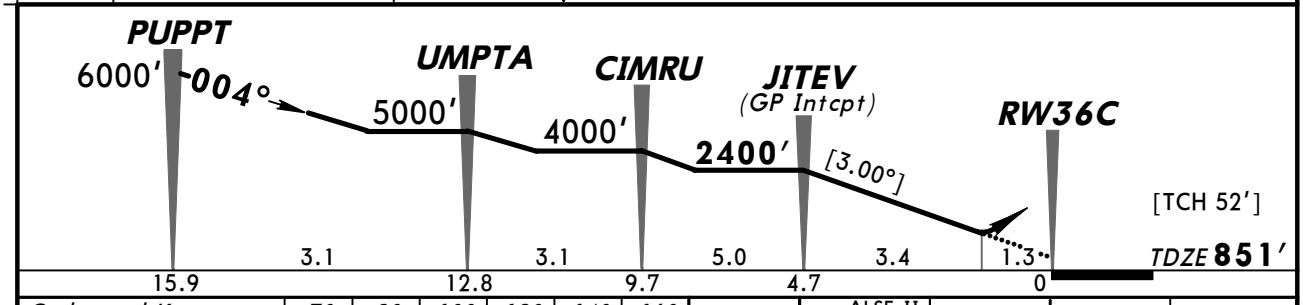
MISSED APCH: Climb to 3000′ via 004° track to LOGOZ and via 005° track to NEATS and hold.

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. Visibility reduction by helicopters not authorized.
5. VGSI and RNAV glidepath not coincident.

3000′
MSA RW36C





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
3000′ via 004°
LOGOZ

STRAIGHT-IN LANDING RWY 36C

	RNP 0.24 DA(H) 1295′(444′)		RNP 0.30 DA(H) 1318′(467′)	
		ALS out		ALS out
A				
B				
C	RVR 50 or 1	1½	RVR 60 or 1¼	1¾
D				

TERPS AMEND 0A 28 JUL 2011

CHANGES: Procedure authorization note.

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JEPPESEN

22 JUL 11 (22-27)

CINCINNATI, OHIO
RNAV (RNP) Z Rwy 36R

BRIEFING STRIP ™

D-ATIS Arrival	CINCINNATI Approach (R)		CINCINNATI Tower			Ground	
	270°-089°	090°-269°	Rwy 18L-36R	Rwys 9-27, 18C-36C	Rwy 18R-36L	West	East
134.37	123.87	119.7	118.97	118.3	133.32	121.7	121.3

RNAV	Final Apch Crs	Minimums Alt	RNP 0.16 DA(H)	Apt Elev 896′
	004°	TROYF 2400′ (1504′)	1284′ (388′)	TDZE 896′

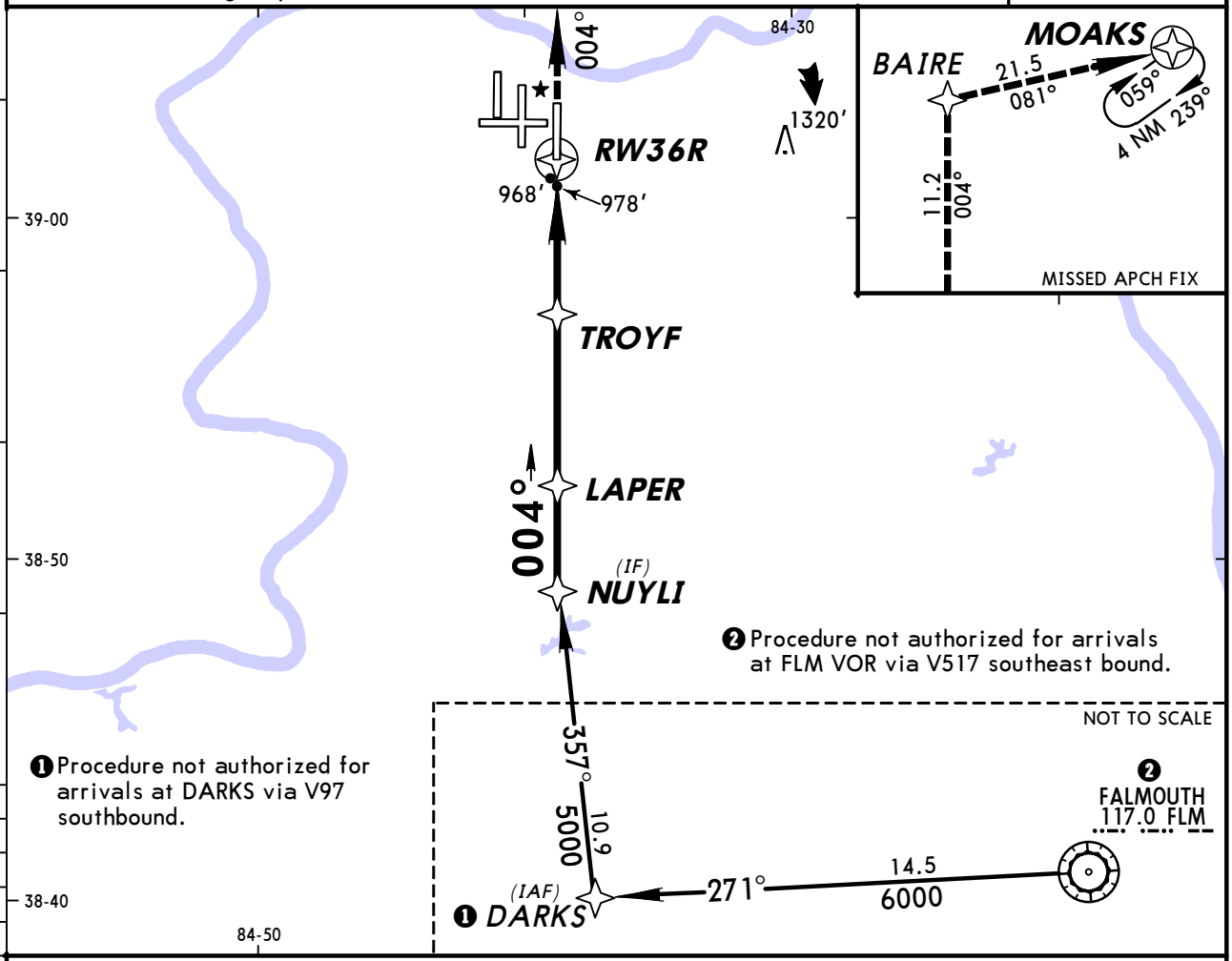
MISSED APCH: Climb to 3000′ via 004° track to BAIRE and via 081° track to MOAKS and hold.

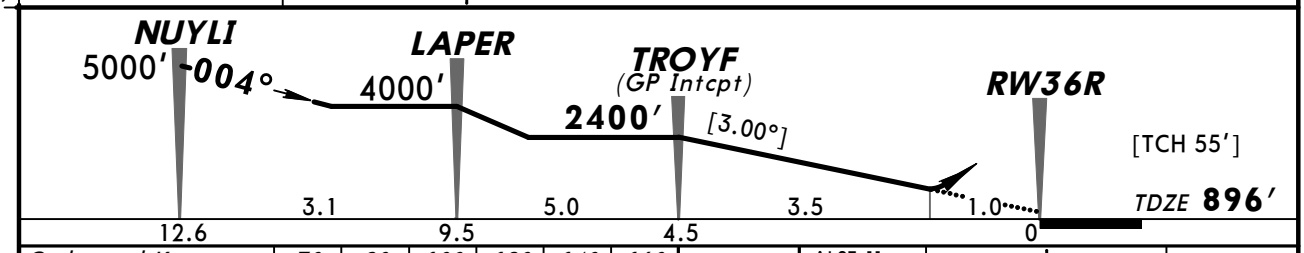
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

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. Visibility reduction by helicopters not authorized.
5. VGSI and RNAV glidepath not coincident.

3000′

MSA RW36R





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

ALSF-II PAPI

3000′ via 004° BAIRE

STRAIGHT-IN LANDING RWY **36R**

	RNP 0.16 DA(H) 1284′ (388′)		RNP 0.20 DA(H) 1295′ (399′)		RNP 0.30 DA(H) 1329′ (433′)	
		ALS out		ALS out		ALS out
A	RVR 40 or ¾	RVR 60 or 1¼	RVR 50 or 1	RVR 60 or 1¼	RVR 50 or 1	1½
B						
C						
D						

TERPS AMEND 0A 28 JUL 2011

CHANGES: Procedure authorization note.

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General Information

Location: Dayton OH USA
IATA Code: DAY
Lat/Long: N39° 54.1' W084° 13.2'
Elevation: 1009 ft

Airport Use: Public
Magnetic Variation: 5.9°W
Sectional Chart: St Louis

Fuel Types: 100-130 Octane, Jet A
Oxygen Types: High Pressure
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: 1214 Z
Sunset: 2326 Z,

Runway Information

Runway: 06L
Length x Width: 10900 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 998 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 06R
Length x Width: 7285 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 1007 ft
Lighting: Edge, REIL

Runway: 18
Length x Width: 8502 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 995 ft
Lighting: Edge, ALS

Runway: 24L
Length x Width: 7285 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 1006 ft
Lighting: Edge, ALS

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Runway: 24R
Length x Width: 10900 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 997 ft
Lighting: Edge, ALS, Centerline

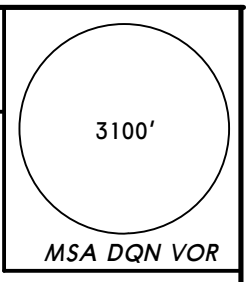
Runway: 36
Length x Width: 8502 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 1008 ft
Lighting: Edge

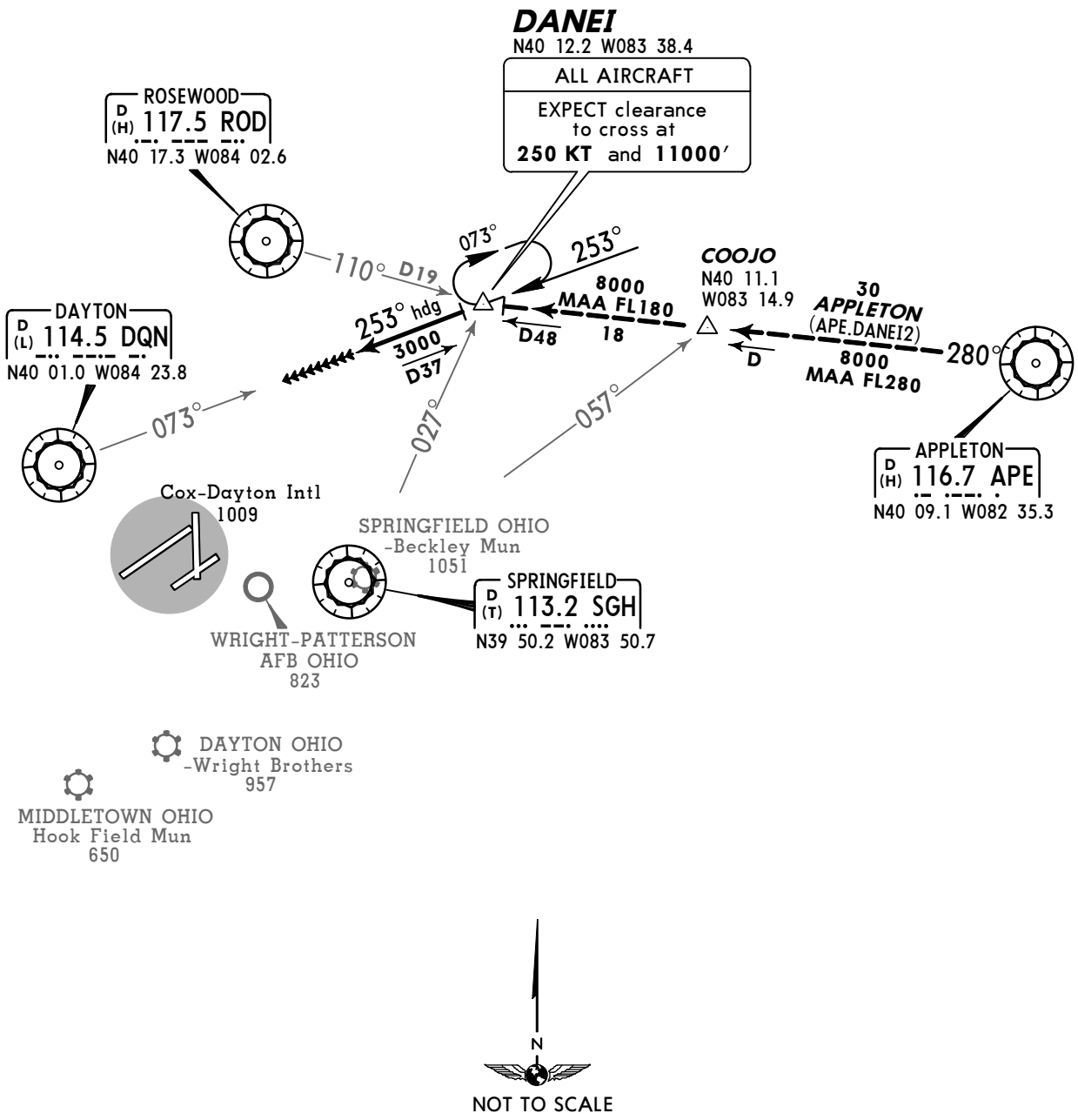
Communication Information

ATIS 125.8
Dayton Tower 119.9
Dayton Ground Control 121.9
Dayton Clearance Delivery 121.75
Columbus Approach Control 134.45 (181°-359°)
Columbus Approach Control 118.85 (91°-180°) Secondary
Columbus Approach Control 118.425 (360°-90°) Initial Contact
Columbus App ARSA 134.45 (181°-359°)
Columbus App ARSA 126.5 (91°-180°)
Columbus App ARSA 118.85 (91°-180°)
Columbus App ARSA 118.425 (360°-90°)
Columbus Departure Control 134.45 (181°-359°)
Columbus Departure Control 118.85 (91°-180°) Secondary
Columbus Departure Control 118.425 (360°-90°) Initial Contact
Cox-Dayton Intl Unicom 122.95
Dayton Flight Service Station 122.1 RCO
Dayton Flight Service Station 114.5 RCO

COX-DAYTON INTL ATIS 125.8	Apt Elev See graphic	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ 1. RADAR required. 2. Also Serves ❶

DANEI TWO ARRIVAL (DANEI.DANEI2)





Direct distance from DANEI to:
Cox-Dayton Intl **32 NM**
❶ AIRPORTS SERVED
Dayton-Wright Brothers **46 NM**
Hook Field Mun **53 NM**

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

In the event of lost communications:
At DANEI, proceed direct to DQN.
MAINTAIN 3000′ until DQN.

ROUTING

From over DANEI via heading 253°. EXPECT RADAR vectors to final approach course.

CHANGES: Procedure renumbered, revised, also serves airports.

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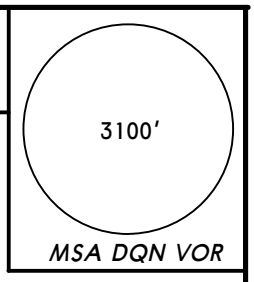
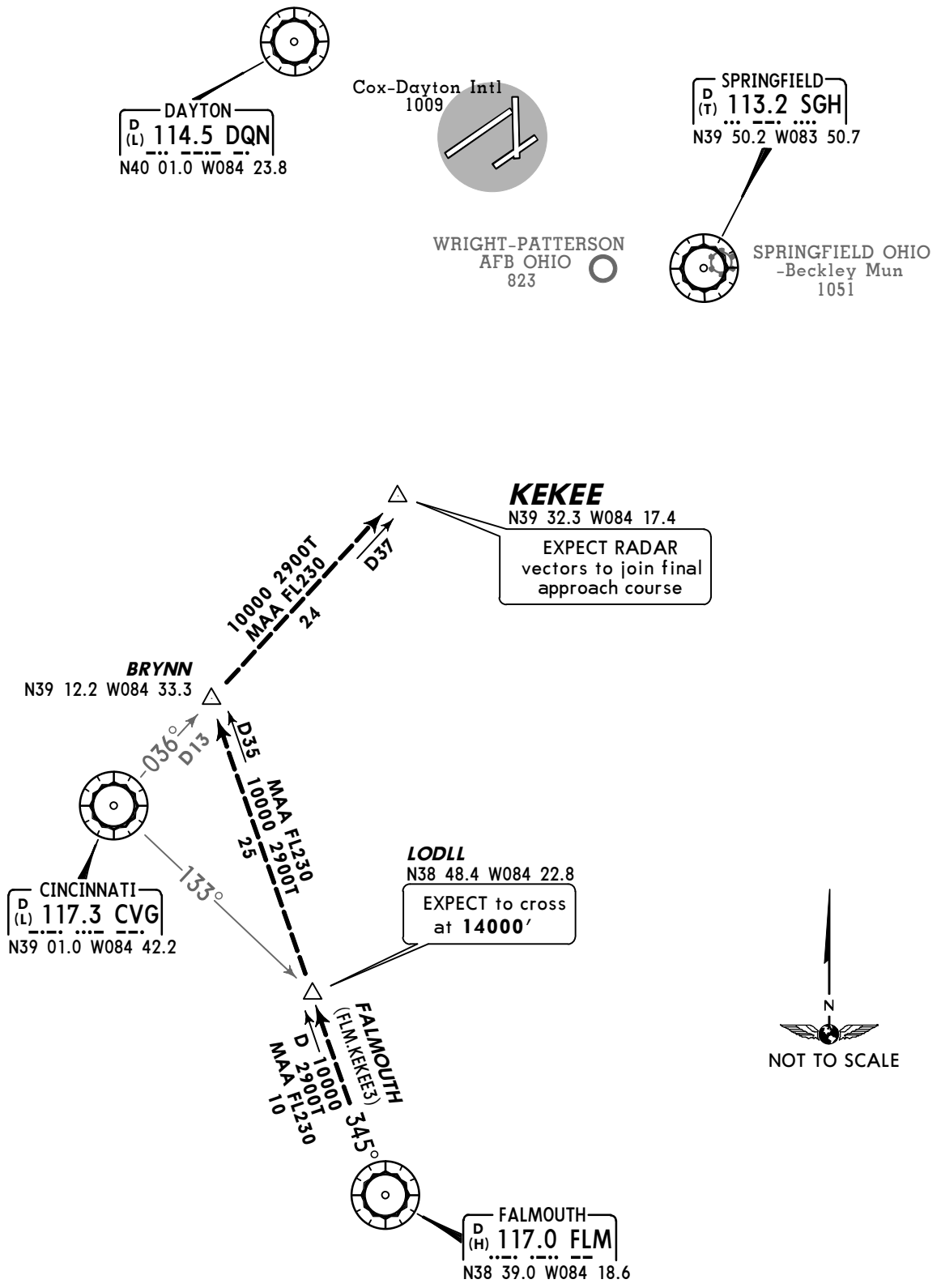
ATIS	Apt Elev	
125.8	See graphic	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ DME or RADAR required.

KEKEE THREE ARRIVAL (KEKEE.KEKEE3)





Direct distance from KEKEE to:
Cox-Dayton Intl **22 NM**

ROUTING

From over KEKEE, EXPECT RADAR vectors to join final approach course.

CHANGES: None.

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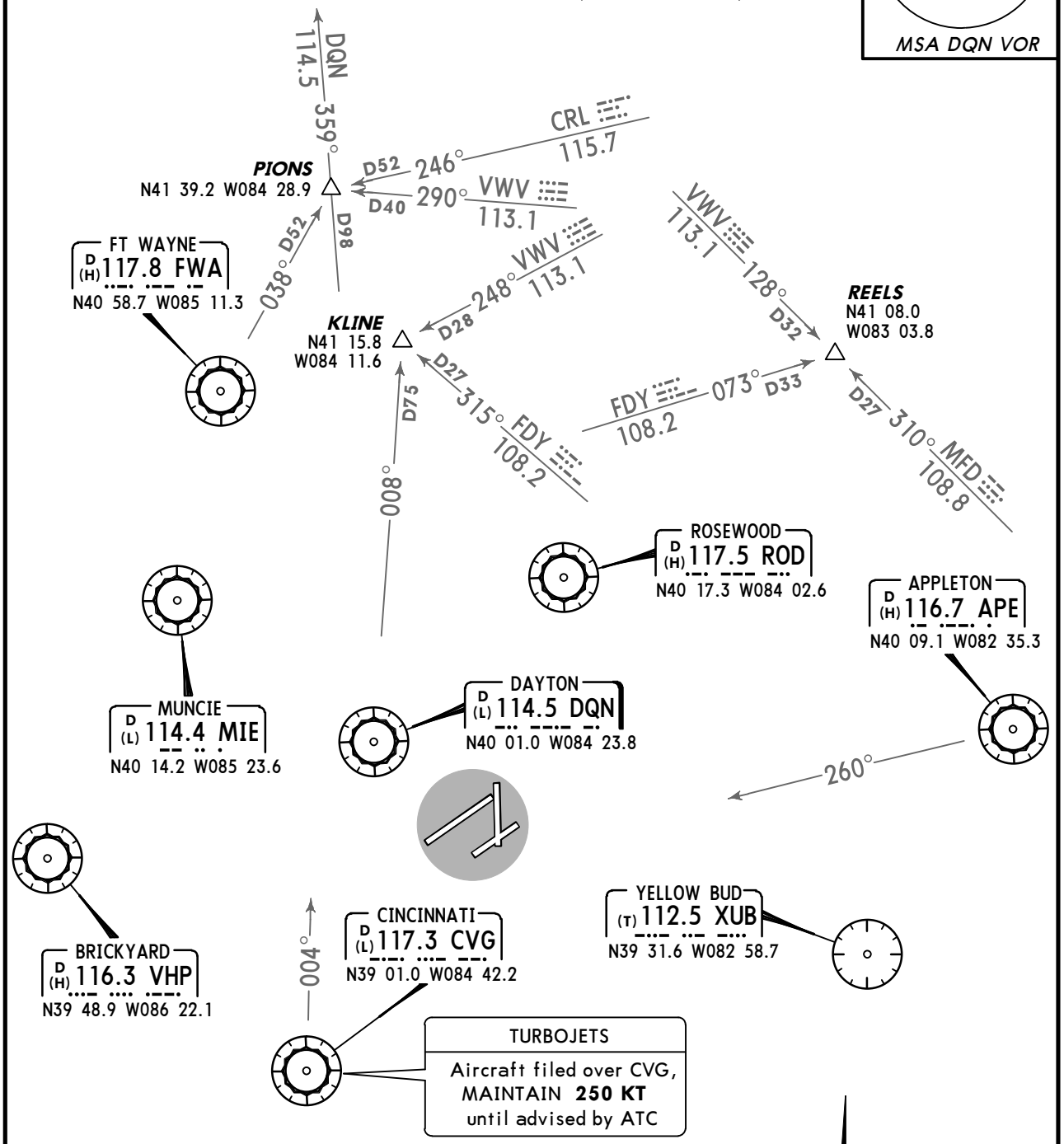
DAYTON Departure (R)			Apt Elev	Trans level: FL 180 Trans alt: 18000′
360°-090°	091°-180°	181°-359°	1009′	Appropriate departure control frequency will be assigned by ATC.
118.42	126.5	134.45		

3100′
MSA DQN VOR

DAYTON FOUR DEPARTURE (DAY4.DAY)



TURBOJETS

Aircraft filed over CVG, MAINTAIN **250 KT** until advised by ATC

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 6L/R, 24L/R, 36: Standard (or lower than standard, if authorized).
Rwy 18: 300-1 or standard (or lower than standard, if authorized) with minimum climb gradient of 250′ per NM to **1300′.**

Gnd speed-KT	75	100	150	200	250	300
250′ per NM	313	417	625	833	1042	1250

OBSTACLES
Rwy 18: Multiple tanks 4224′ from DER, 1417′ LEFT of centerline, 173′ AGL/1163′ MSL.

INITIAL CLIMB	ALTITUDE
Climb runway heading or as assigned for vectors to join filed route. EXPECT clearance to requested altitude/flight level 10 minutes after departure.	**MAINTAIN 5000′** or filed altitude if lower

ROUTING

Aircraft filed over CVG, EXPECT vectors to intercept CVG R-004.
Aircraft filed over APE, EXPECT vectors to intercept APE R-260.

CHANGES: Communications, WAKEM removed.

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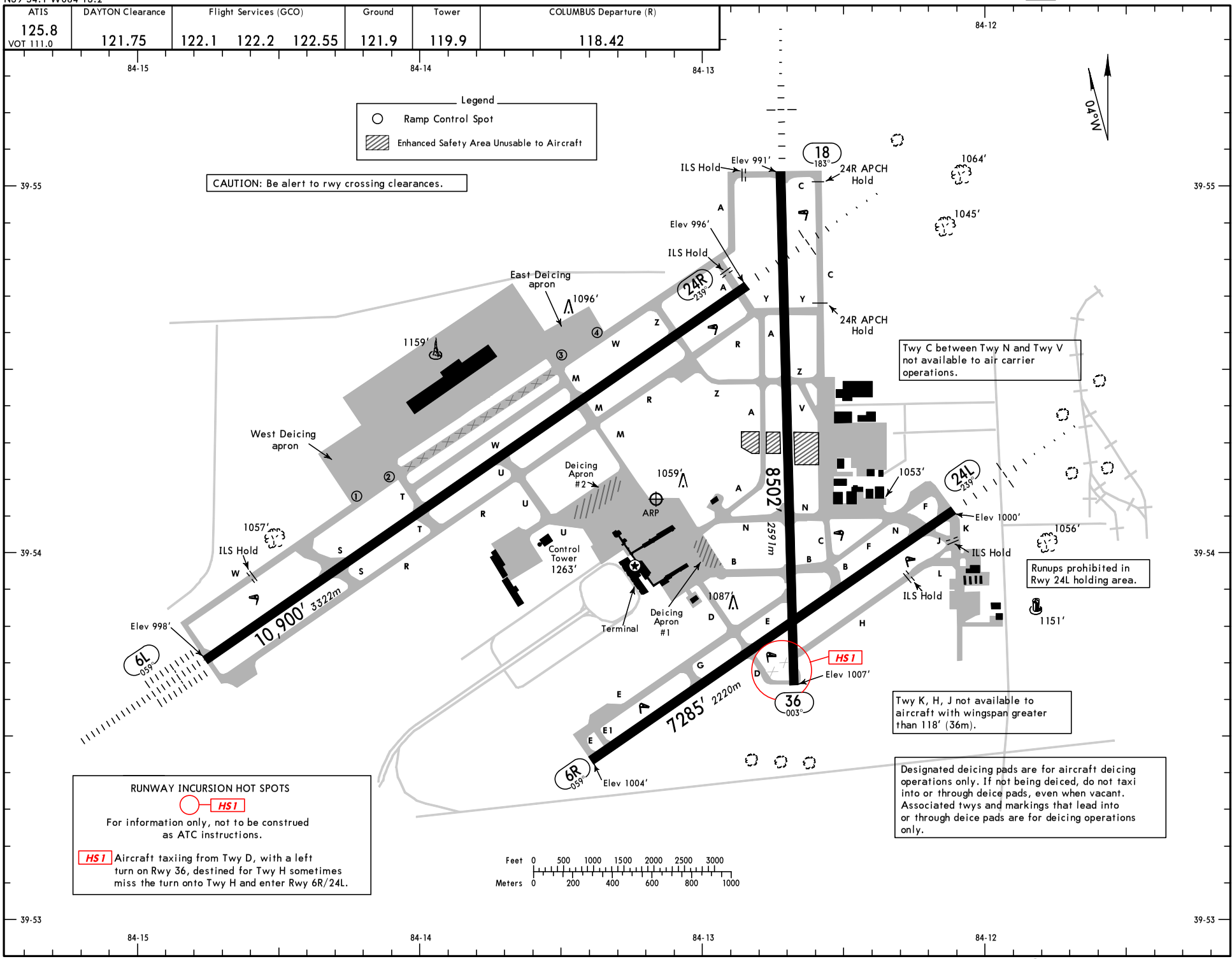
ATIS	DAYTON Clearance	Flight Services (GCO)			Ground	Tower	COLUMBUS Departure (R)
125.8 VOT 111.0	121.75	122.1	122.2	122.55	121.9	119.9	118.42



CHANGES: New Control Tower.

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GENERAL

Terminal Doppler Weather Radar.
Deer, coyotes, birds and waterfowl on and in vicinity of airport.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
6L	HIRL CL ALSF-II TDZ ❶PAPI-L grooved RVR		9930' *3027m*		150' *46m*
24R	HIRL CL MALSR VASI-L grooved RVR		9850' *3002m*		
❶ Angle 3.00°.					
6R	HIRL REIL ❷PAPI-L grooved	❸		❹	150' *46m*
24L	HIRL MALSR ❷PAPI-L grooved RVR		6385' *1946m*		
❷ Angle 3.00°. ❸ Last 285' unavailable for landing. ❹ Last 285' unavailable for take-off.					
18	HIRL MALSR grooved RVR		7527' *2294m*		150' *46m*
36	HIRL VASI-L grooved				

TAKE-OFF

Rwys 6L, 24R

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

Rwys 6R, 24L, 36			**Rwy 18**			
Adequate Vis Ref	STD		With Mim climb of 290'/NM to 1300'			Other
	3 & 4 Eng	1 & 2 Eng	Adequate Vis Ref	STD 3 & 4 Eng	STD 1 & 2 Eng	
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	300-1

FOR FILING AS ALTERNATE

	ILS Rwy 6L ILS Rwy 18 ILS Rwy 24L ILS Rwy 24R	LOC Rwy 6L LOC Rwy 18 LOC Rwy 24L LOC Rwy 24R NDB Rwy 6R	RNAV (GPS) Rwy 6L RNAV (GPS) Rwy 6R RNAV (GPS) Rwy 18 RNAV (GPS) Rwy 24L RNAV (GPS) Rwy 24R RNAV (GPS) Rwy 36
A	600-2	800-2	
B			
C			
D			

AMEND 3

CHANGES: Rwy 6L PAPI added.

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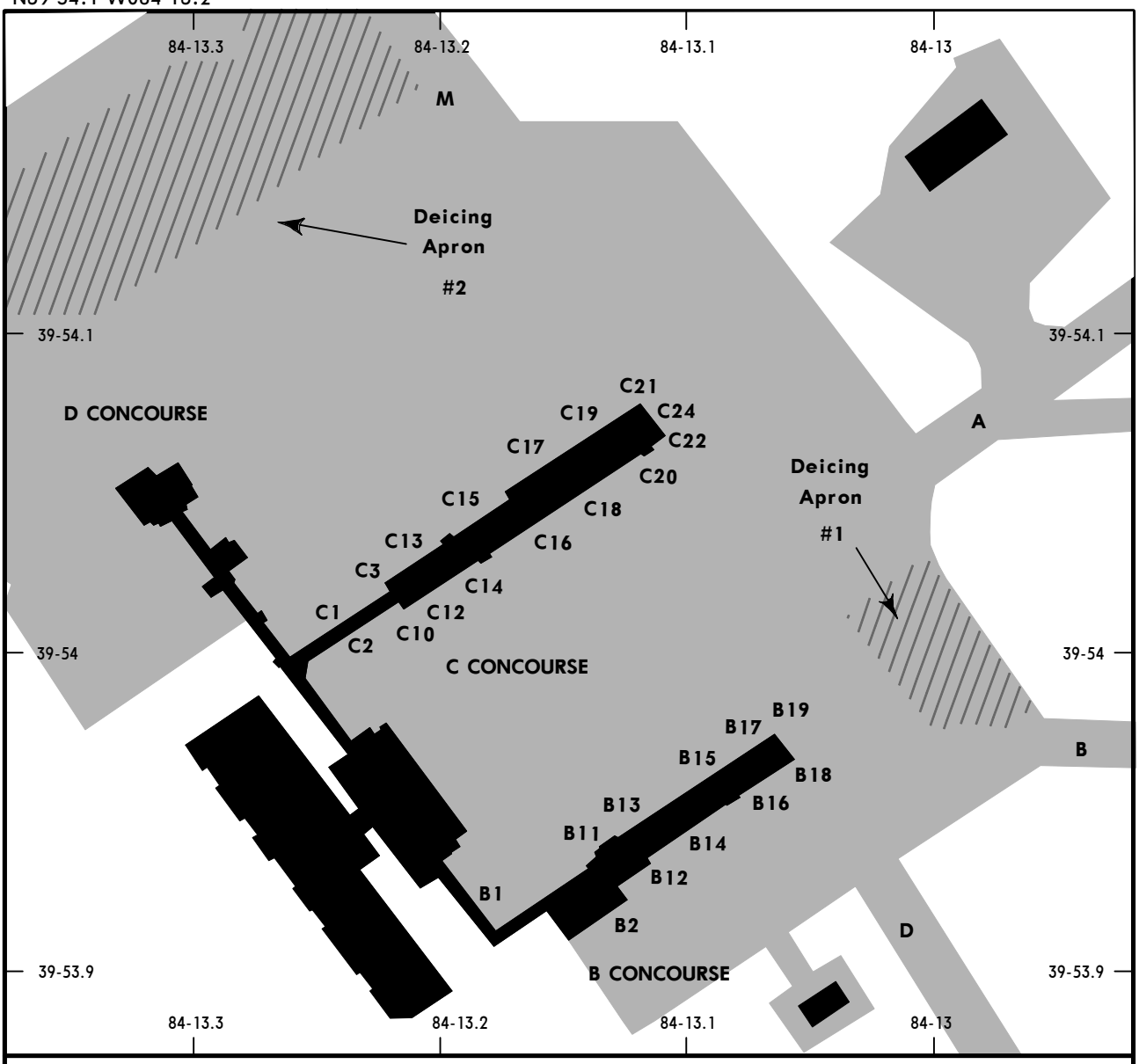

PARKING GATE COORDINATES

GATE No.	COORDINATES
B CONCOURSE	
B1	N39 53.9 W084 13.2
B2	N39 53.9 W084 13.1
B11 thru B14	N39 53.9 W084 13.1
B15 thru B19	N39 54.0 W084 13.1
C CONCOURSE	
C1 thru C3	N39 54.0 W084 13.2
C10	N39 54.0 W084 13.2
C12 thru C16	N39 54.0 W084 13.2
C17	N39 54.1 W084 13.2
C18 thru C22	N39 54.1 W084 13.1
C24	N39 54.1 W084 13.1

CHANGES: Gate locations.

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BRIEFING STRIP ™

ATIS	COLUMBUS Approach (R)	DAYTON Tower	Ground
125.8	118.42	119.9	121.9

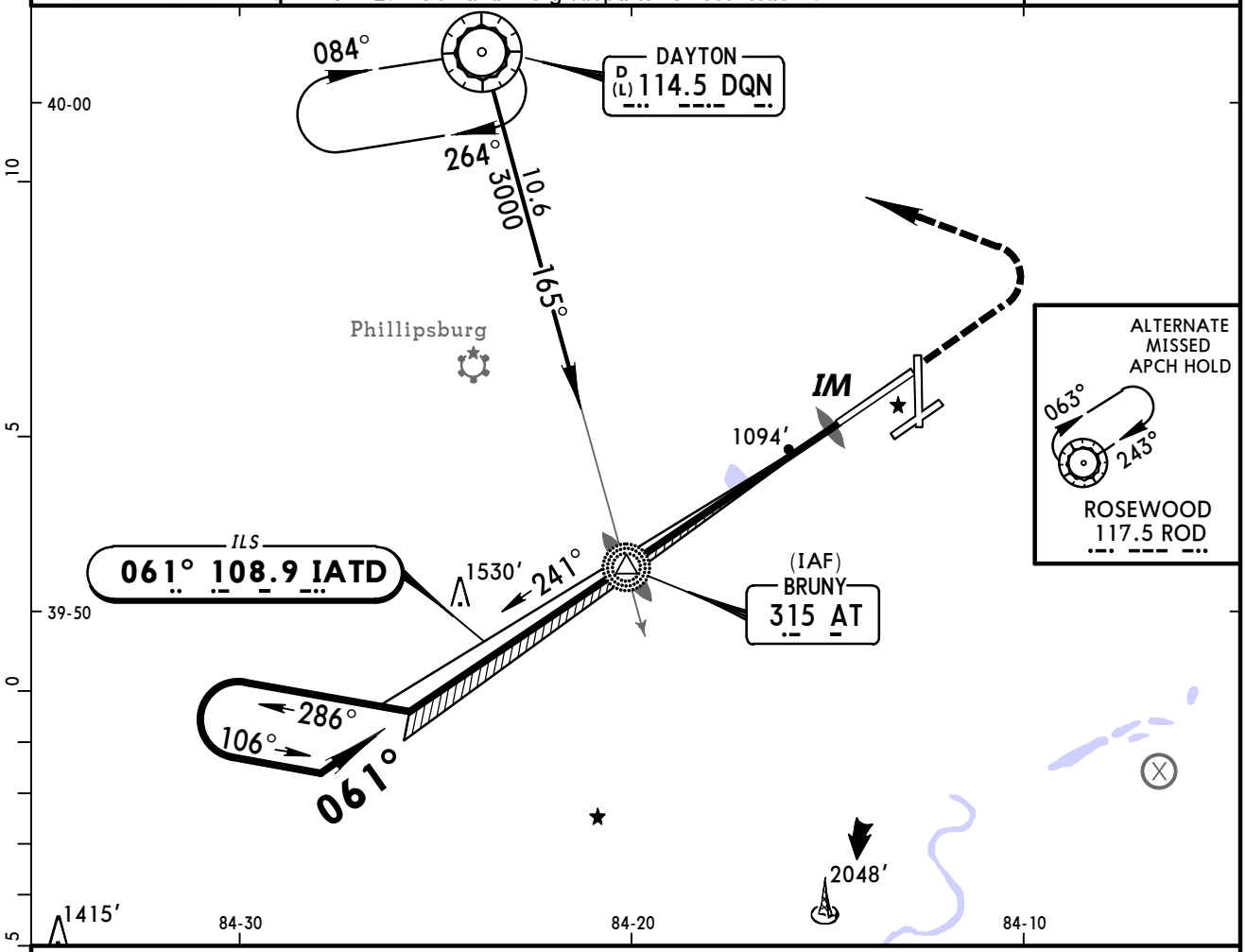
LOC IATD	Final Apch Crs	GS BRUNY	ILS DA(H)	Apt Elev 1009′
108.9	061°	2668′ (1670′)	1198′ (200′)	TDZE 998′

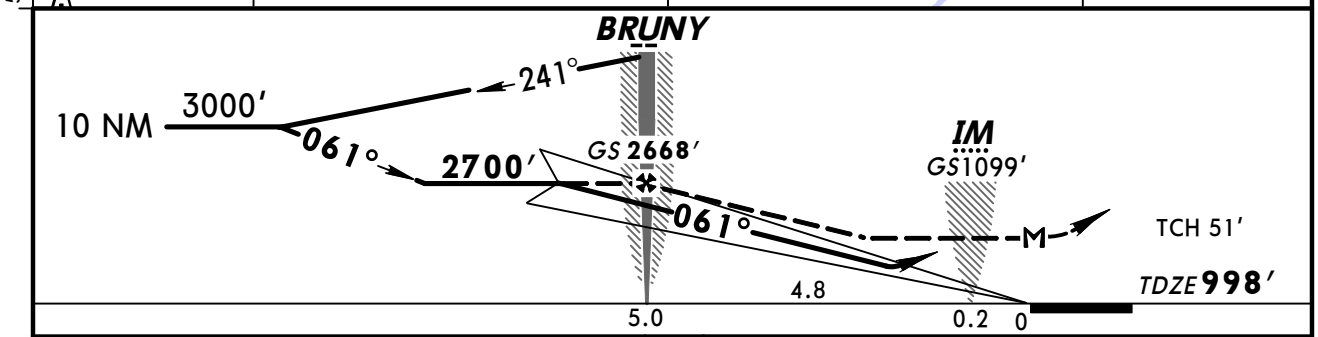
MISSED APCH: Climb to 2000′ then climbing LEFT turn to 3000′ direct DQN VOR and hold.

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

1. ADF or RADAR required. 2. VGSI and ILS glidepath not coincident.

3100′
MSA AT LOM





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

ALSF-II
PAPI

2000′ | 3000′ LT | D | DQN 114.5

STRAIGHT-IN LANDING RWY 6L

	ILS DA(H) 1198′ (200′) FULL	TDZ or CL out	ALS out	LOC (GS out) MDA(H) 1380′ (382′)	ALS out
A	RVR 18 or ½	RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 50 or 1
B					
C					
D				RVR 40 or ¾	RVR 60 or 1¼

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1560′ (551′)-1
120	
140	1560′ (551′)-1½
165	1560′ (551′)-2

TERPS AMEND 9

CHANGES: PAPI added.

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BRIEFING STRIP™

ATIS	COLUMBUS Approach (R)	DAYTON Tower	Ground
125.8	118.42	119.9	121.9

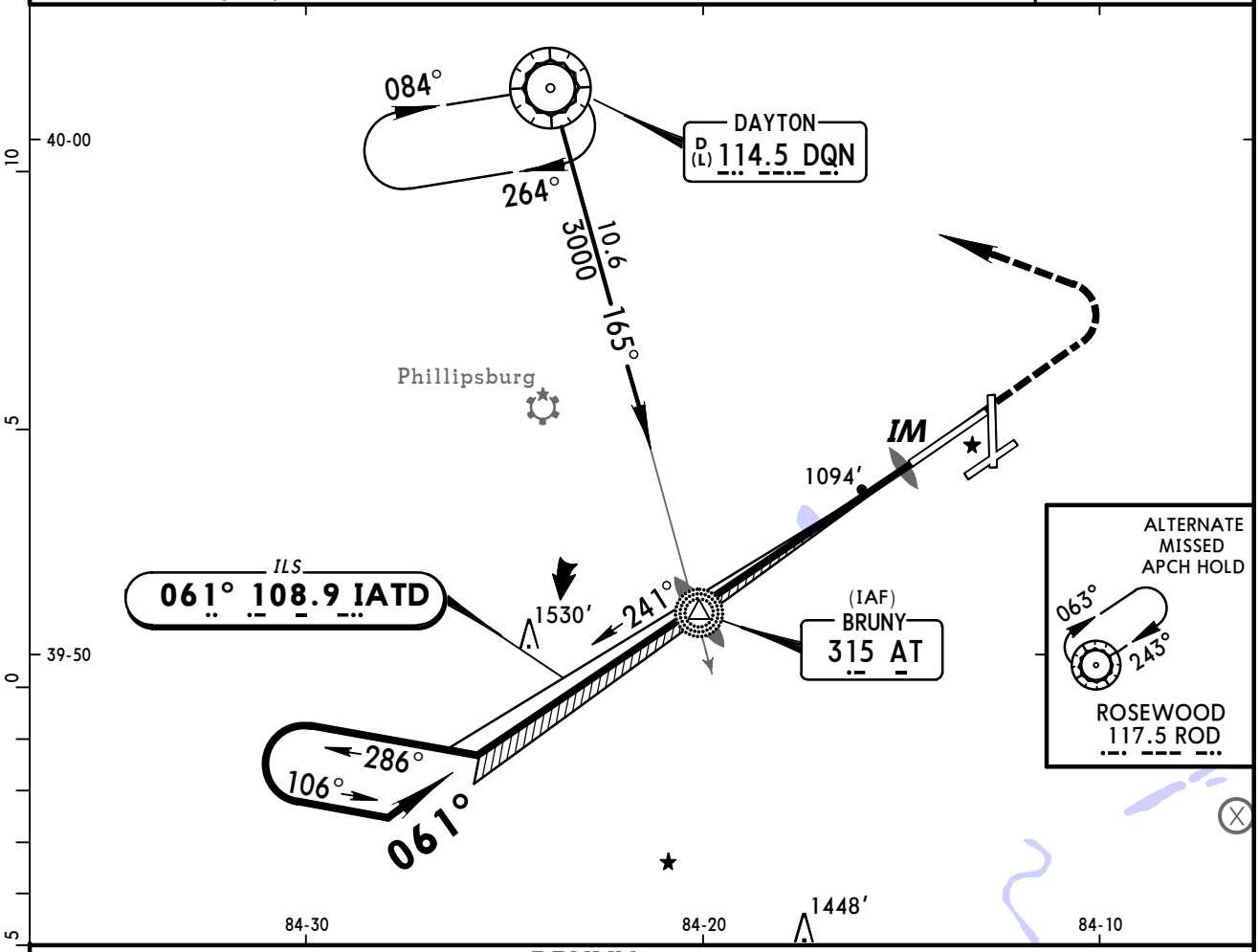
LOC IATD	Final Apch Crs	GS	CAT IIIC	CAT IIIB / CAT IIIA	CAT II	Apt Elev
108.9	061°	BRUNY 2668′ (1670′)	NA	Refer to Minimums	RA 99′ DA(H) 1098′ (100′)	1009′ TDZE 998′

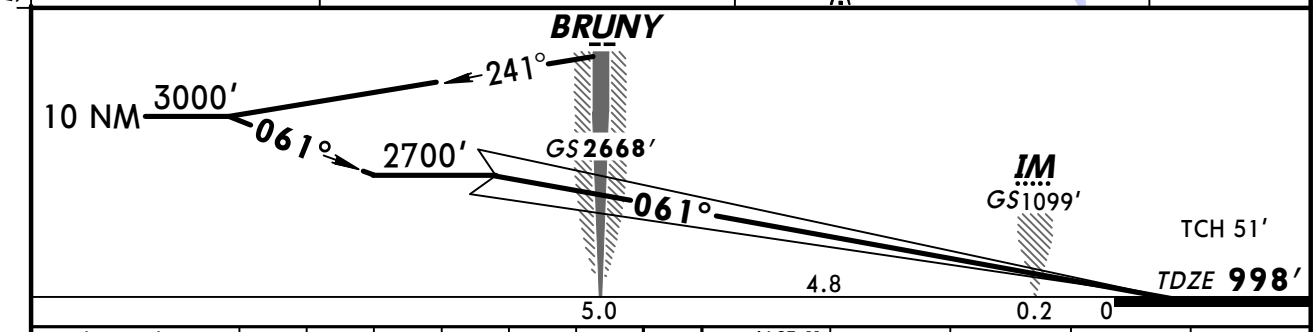
MISSED APCH: Climb to 2000′ then climbing LEFT turn to 3000′ direct DQN VOR and hold.

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

1. Special Aircrew and Acft Certification Required. 2. ADF or RADAR required.
3. VGSI and ILS glidepath not coincident.

3100′
MSA AT LOM





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849

ALSF-II PAPI | 2000′ | 3000′ LT | DQN 114.5

STRAIGHT-IN LANDING RWY6L

CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 99′ DA(H) 1098′ (100′)
NA	RVR 6	RVR 7	RVR 12

AMEND 9 TERPS

CHANGES: PAPI added.

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BRIEFING STRIP ™

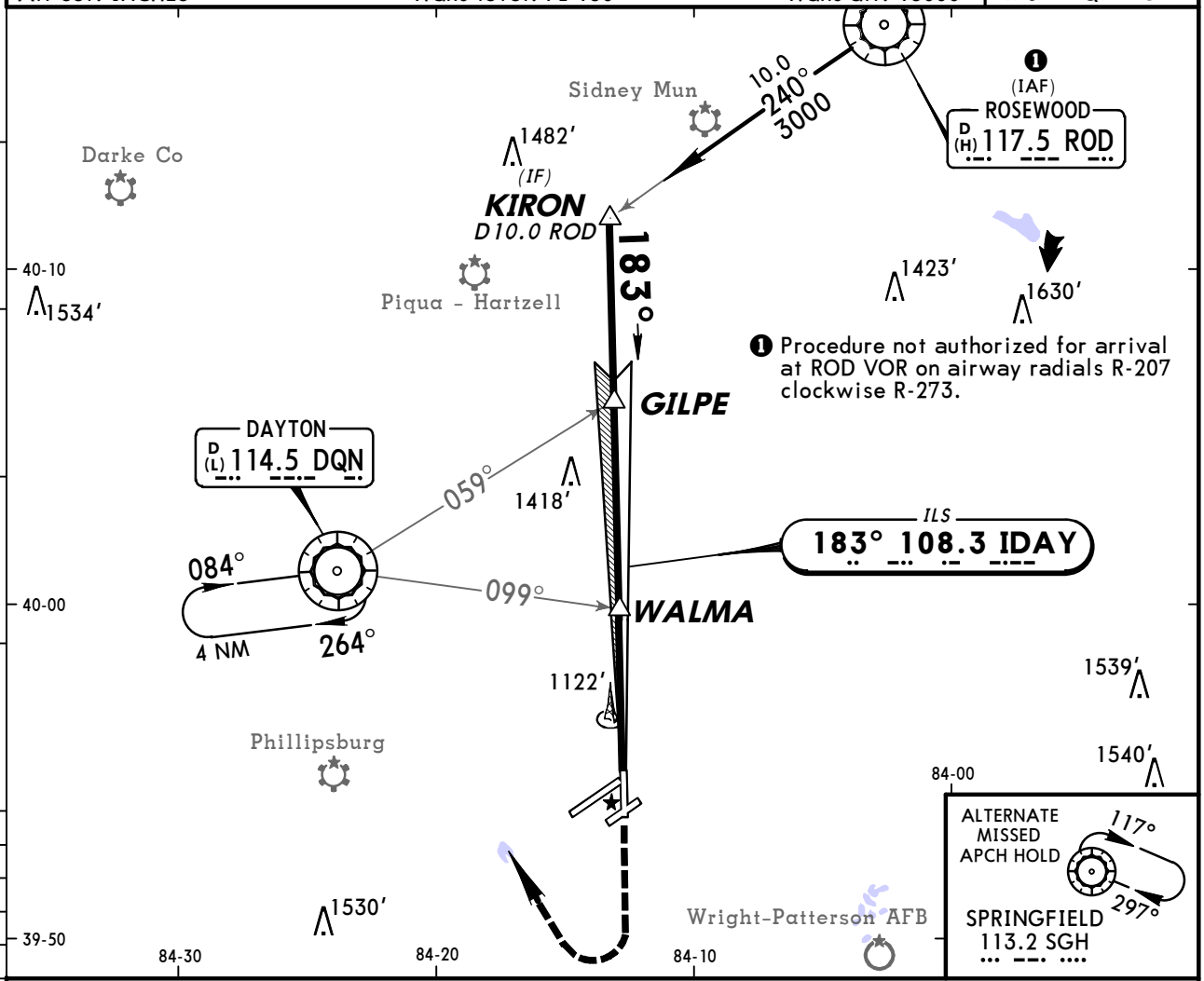
ATIS	COLUMBUS Approach (R)	DAYTON Tower	Ground
125.8	118.42	119.9	121.9

LOC IDAY	Final Apch Crs	GS WALMA	ILS DA(H)	Apt Elev 1009′
108.3	183°	2600′ (1605′)	1195′ (200′)	TDZE 995′

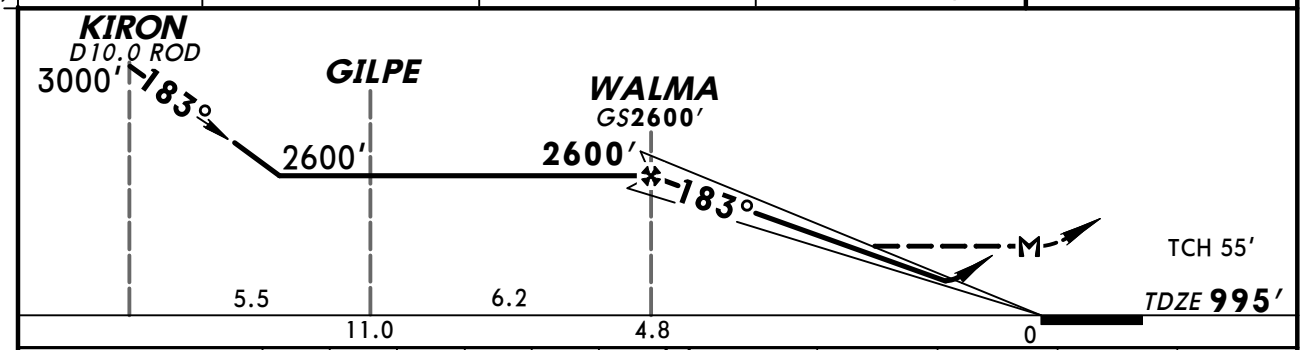
MISSED APCH: Climb to 3100′ then RIGHT turn direct DQN VOR and hold.

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

3100′ MSA DQN VOR



Procedure not authorized for arrival at ROD VOR on airway radials R-207 clockwise R-273.



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
WALMA to MAP	4.8	4:07	3:12	2:53	2:24	2:03	1:48

MALSR | 3100′ | RT | D | DQN 114.5

STRAIGHT-IN LANDING RWY18

	ILS DA(H) 1195′ (200′) FULL	ILS DA(H) 1195′ (200′) RAIL or ALS out	LOC (GS out) MDA(H) 1380′ (385′)	LOC (GS out) MDA(H) 1380′ (385′) RAIL out	LOC (GS out) MDA(H) 1380′ (385′) 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	1560′ (551′) - 1
120	
140	1560′ (551′) - 1½
165	1560′ (551′) - 2

AMEND TERPS

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

CHANGES: IDAY frequency, IDAY DME decommissioned.

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BRIEFING STRIP

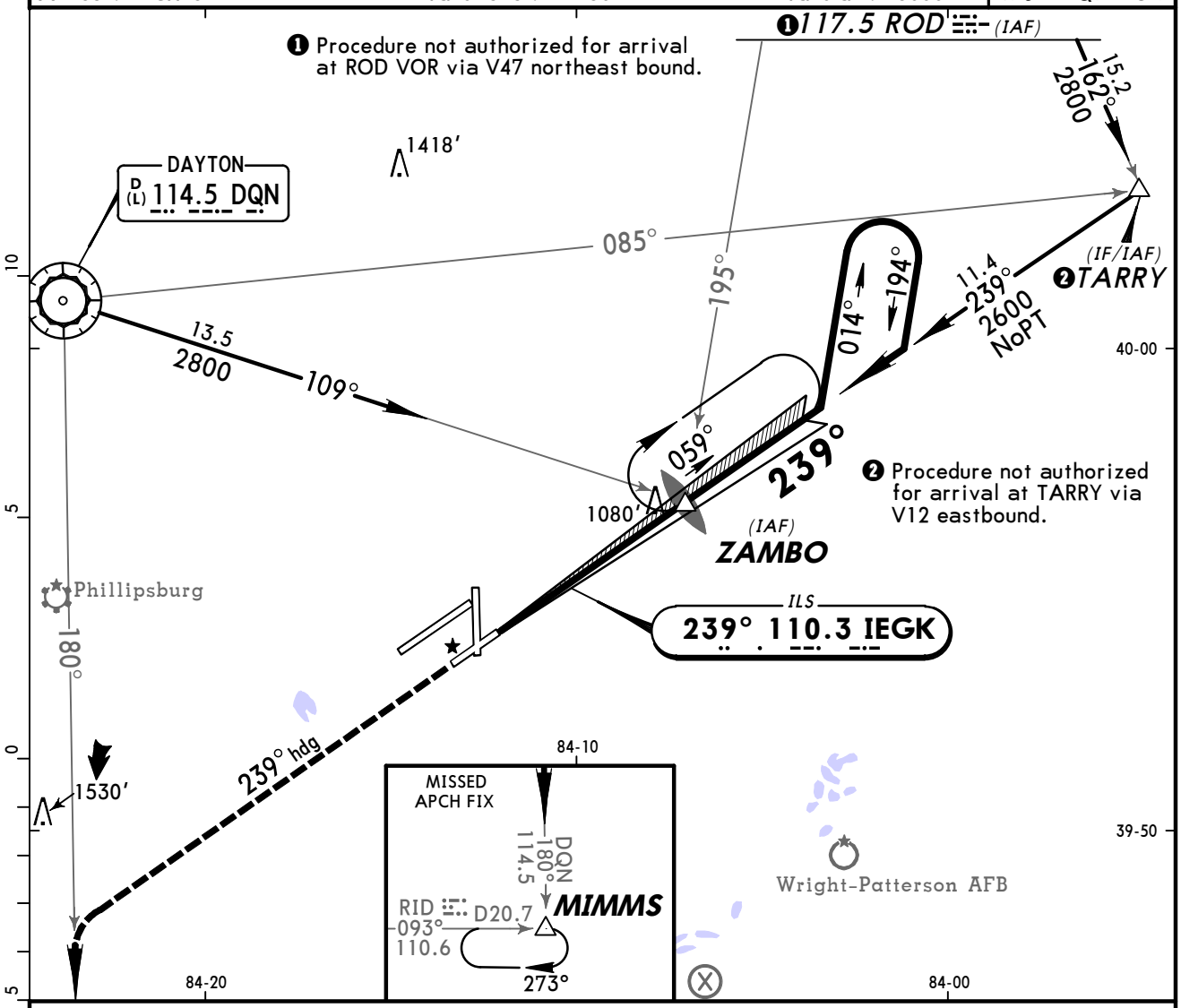
ATIS	COLUMBUS Approach (R)	DAYTON Tower	Ground
125.8	118.42	119.9	121.9

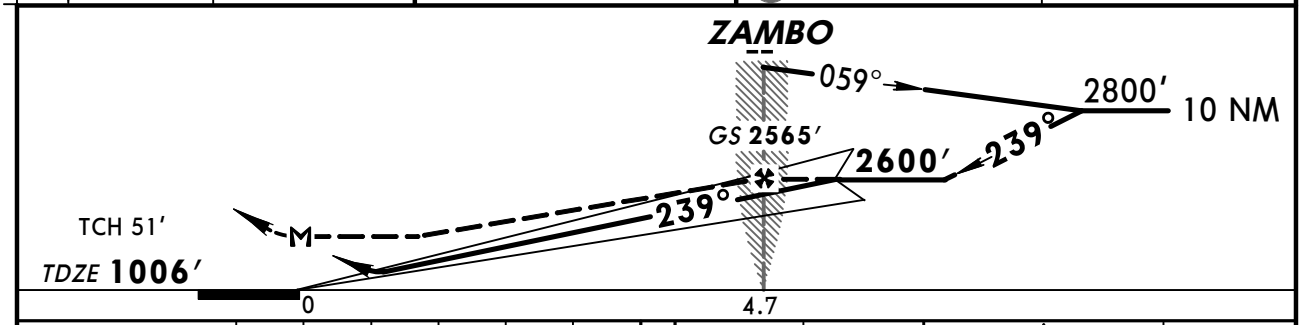
LOC IEGK	Final Apch Crs	GS ZAMBO	ILS DA(H)	Apt Elev 1009′
110.3	239°	2565′ (1559′)	1206′ (200′)	TDZE 1006′

MISSED APCH: Climb to 3000′ via 239° heading and outbound on DQN VOR R-180 to MIMMS INT and hold.

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

3100′ MSA DQN VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
ZAMBO to MAP 4.7	4:02	3:08	2:49	2:21	2:01	1:46

MALSR PAPI | 3000′ ↑ via 239° hdg and DQN 114.5 R-180 | MIMMS

STRAIGHT-IN LANDING RWY 24L

	ILS DA(H) 1206′ (200′) FULL	ILS DA(H) 1206′ (200′) RAIL or ALS out	LOC (GS out) MDA(H) 1500′ (494′)	LOC (GS out) RAIL out	LOC (GS out) ALS out	Max Kts	CIRCLE-TO-LAND MDA(H)
A	❶ RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1	90	1560′ (551′)-1
B						120	
C			RVR 40 or ¾	RVR 60 or 1¼		140	1560′ (551′)-1½
D			RVR 50 or 1	1½		165	1560′ (551′)-2

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

AMEND 9 TERPS

CHANGES: None.

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KDAY/DAY
COX-DAYTON INTL

JEPPESEN

25 NOV 11 (11-4)

DAYTON, OHIO
ILS or LOC Rwy 24R

BRIEFING STRIP™

ATIS	COLUMBUS Approach (R)	DAYTON Tower	Ground
125.8	118.42	119.9	121.9

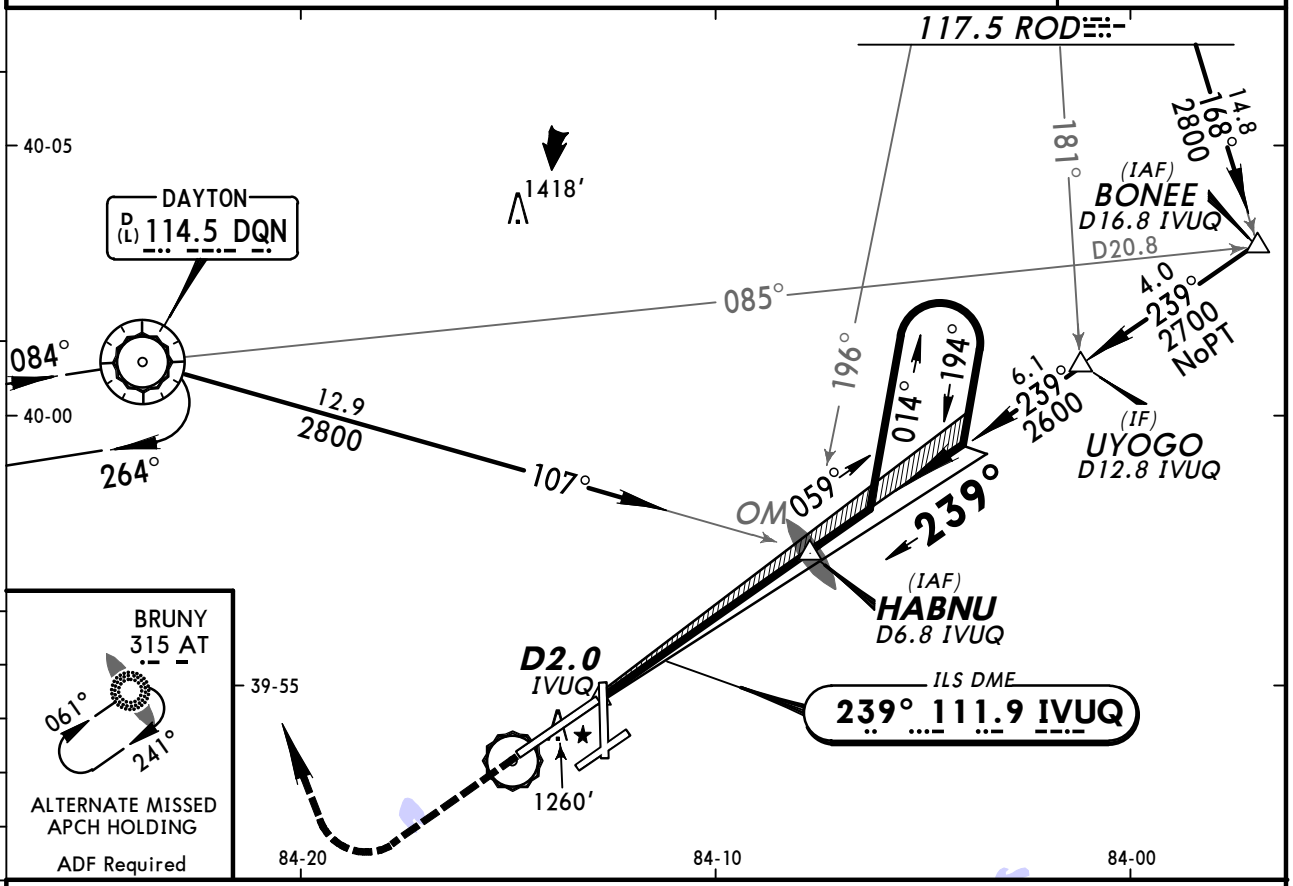
LOC IVUQ	Final Apch Crs	GS HABNU	ILS DA(H)	Apt Elev 1009′
111.9	239°	2600′ (1603′)	1197′ (200′)	TDZE 997′

MISSED APCH: Climb to 3000′ then RIGHT turn direct DQN VOR and hold.

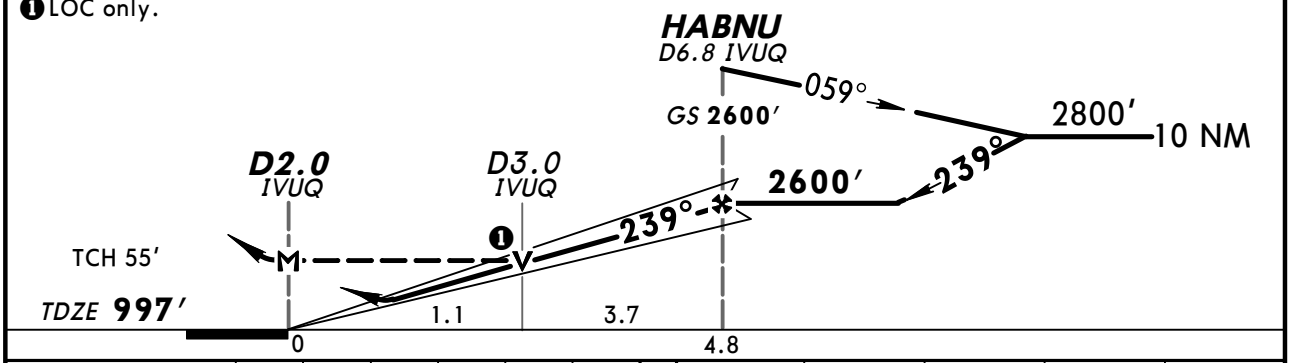
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

3100′

MSA DQN VOR



❶ LOC only.



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at D2.0 IVUQ or HABNU to MAP 4.8	4:07	3:12	2:53	2:24	2:03	1:48

MALSR VASI 3000′ RT DQN 114.5

STRAIGHT-IN LANDING RWY 24R

	ILS DA(H) 1197′(200′) FULL	ILS DA(H) 1197′(200′) RAIL or ALS out	LOC (GS out) MDA(H) 1400′(403′)	LOC (GS out) MDA(H) 1400′(403′) RAIL out	LOC (GS out) MDA(H) 1400′(403′) 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	1560′(551′)-1
120	
140	1560′(551′)-1½
165	1560′(551′)-2

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

TERPS AMEND 9 23 SEP 2010

CHANGES: Communications.

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BRIEFING STRIP TM

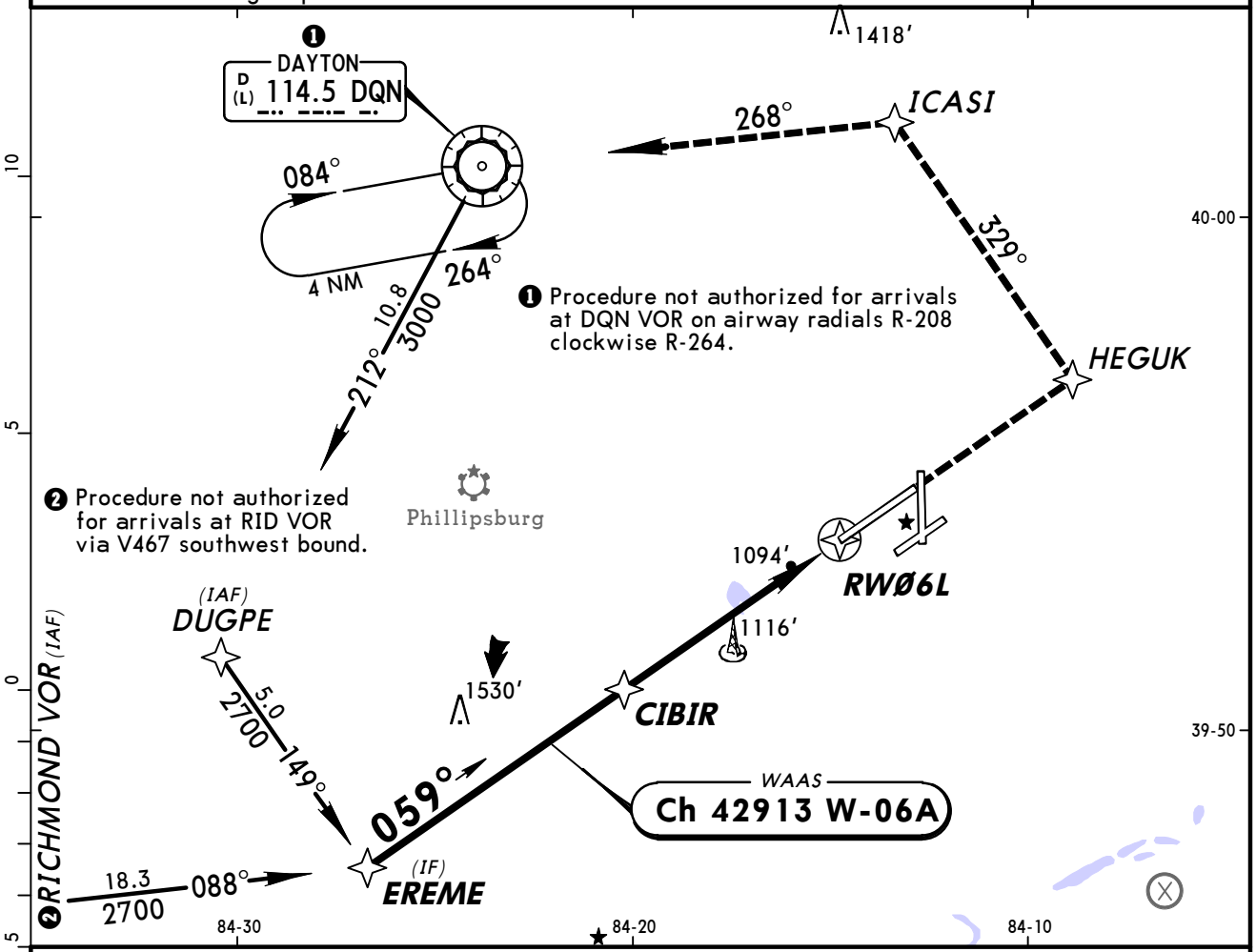
ATIS	COLUMBUS Approach (R)	DAYTON Tower	Ground
125.8	118.42	119.9	121.9

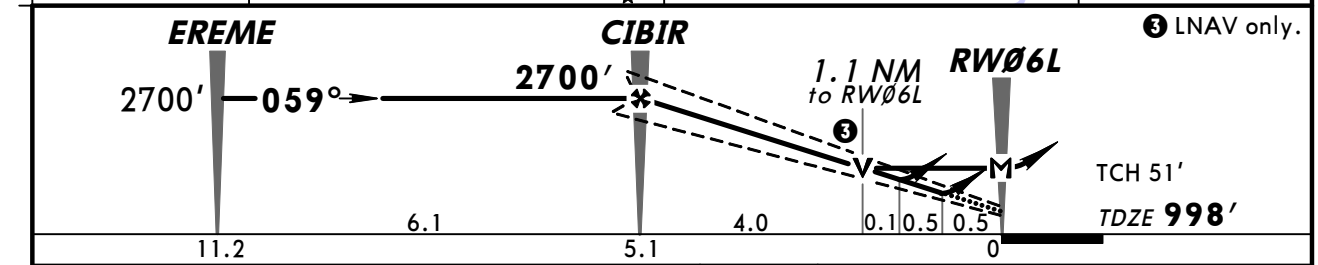
WAAS	Final Apch Crs	Minimum Alt CIBIR	LPV DA(H)	Apt Elev 1009′
Ch 42913 W-06A	059°	2700′(1702′)	1198′(200′)	TDZE 998′

MISSED APCH: Climb to 3000′ direct HEGUK and via track 329° to ICASI and via track 268° to DQN VOR 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 -17°C (2°F) or above 47°C (116°F).
3. VGSI and RNAV glidepath not coincident.

3100′
MSA RWØ6L





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RWØ6L						

ALSF-II PAPI 3000′ HEGUK

STRAIGHT-IN LANDING RWY 6L

	LPV DA(H) 1198′(200′)		LNAV/VNAV DA(H) 1366′(368′)		LNAV MDA(H) 1420′(422′)	
		ALS out		ALS out		ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 40 or ¾	RVR 60 or 1¼	RVR 24 or ½	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	1560′(551′)-1
120	
140	1560′(551′)-1½
165	1560′(551′)-2

AMEND 1 TERPS

CHANGES: PAPI added.

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BRIEFING STRIP™

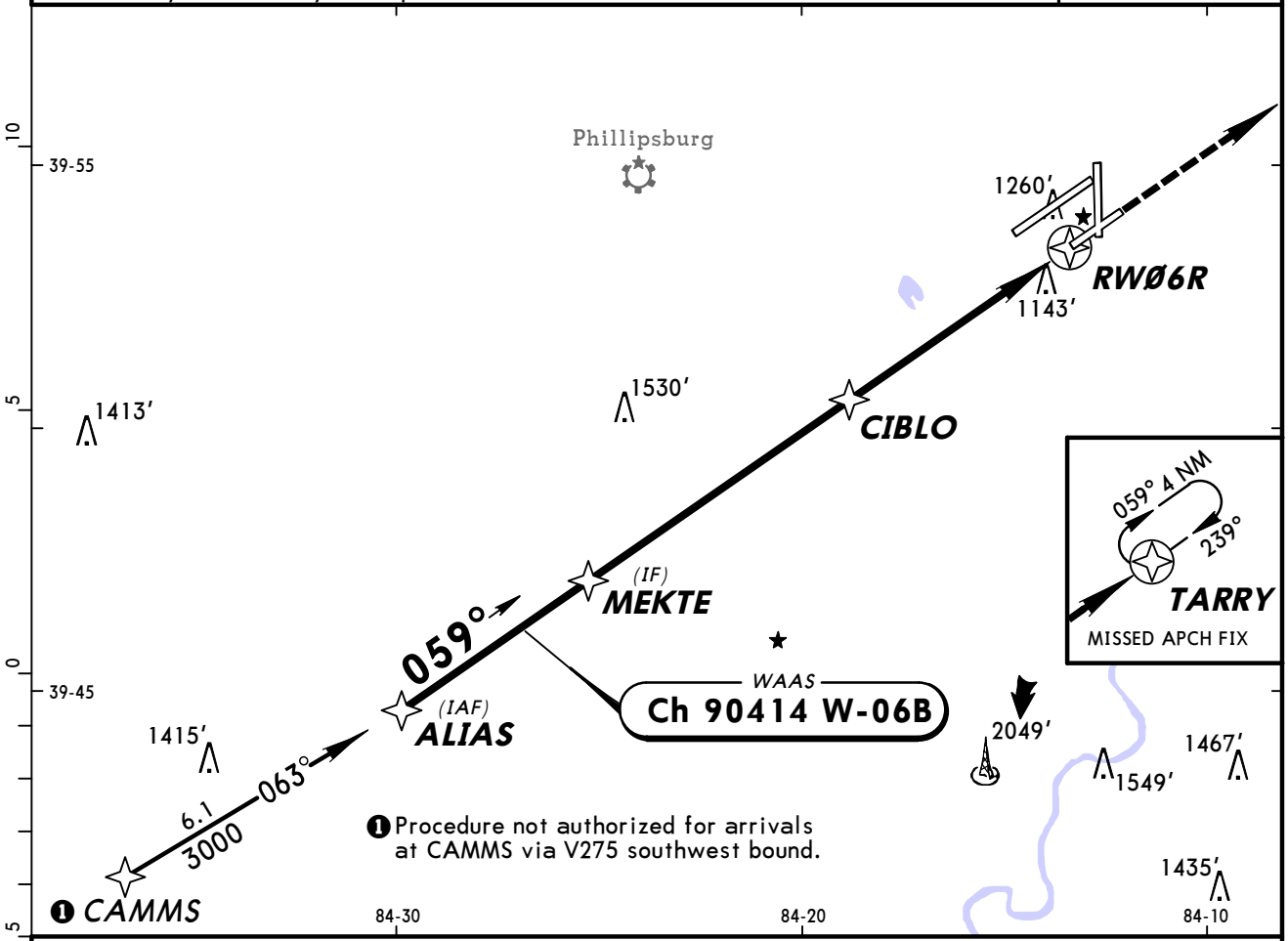
ATIS	COLUMBUS Approach (R)	DAYTON Tower	Ground
125.8	118.42	119.9	121.9

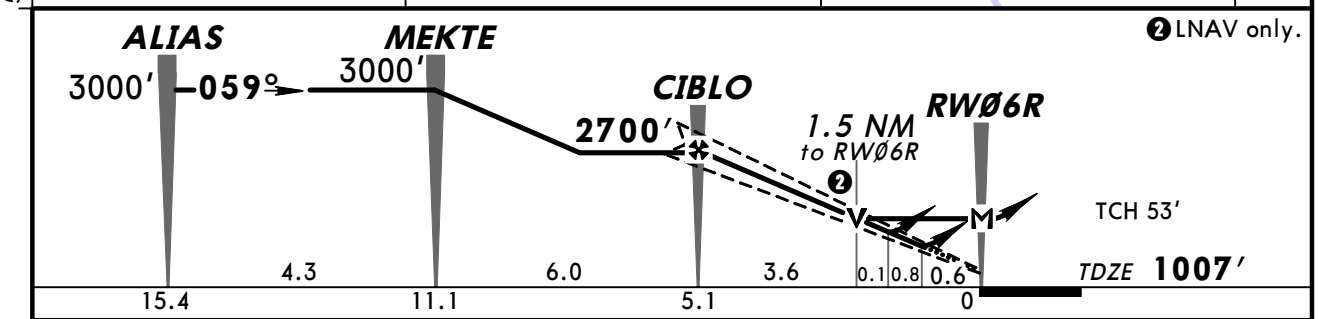
WAAS	Final Apch Crs	Minimum Alt CIBLO	LPV DA(H)	Apt Elev 1009′
Ch 90414 W-06B	059°	2700′ (1693′)	1257′ (250′)	TDZE 1007′

MISSED APCH: Climb to 3000′ direct TARRY 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 -17°C (2°F) or above 47°C (116°F).
3. Visibility reduction by helicopters not authorized.

3100′
MSA RWØ6R





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RWØ6R						

REIL
PAPI-L
3000′
TARRY

TERPS AMEND 1

STRAIGHT-IN LANDING RWY 6R

	LPV DA(H) 1257′ (250′)	LNAV/VNAV DA(H) 1494′ (487′)	LNAV MDA(H) 1520′ (513′)
A	3/4	1 3/4	1
B			
C			1 1/2
D			1 3/4

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1560′ (551′)-1
120	
140	1560′ (551′)-1 1/2
165	1560′ (551′)-2

CHANGES: None.

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KDAY/DAY
COX-DAYTON INTL

JEPPESEN
25 NOV 11 (12-3)

DAYTON, OHIO
RNAV (GPS) Rwy 18

ATIS	COLUMBUS Approach (R)	DAYTON Tower	Ground
125.8	118.42	119.9	121.9

BRIEFING STRIP™

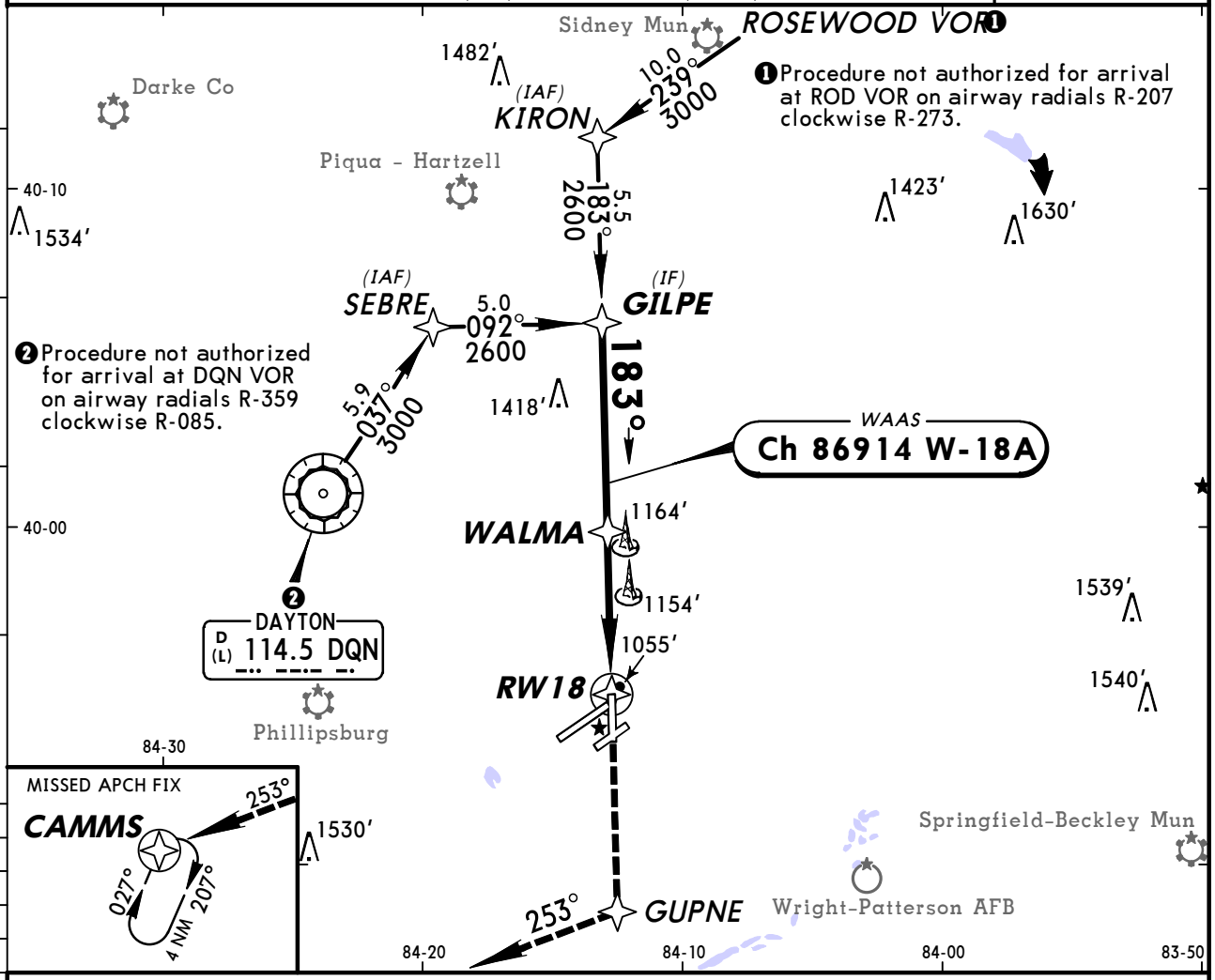
WAAS	Final Apch Crs	Minimum Alt WALMA	LPV DA(H)	Apt Elev 1009′
Ch 86914 W-18A	183°	2600′(1605′)	1195′(200′)	TDZE 995′

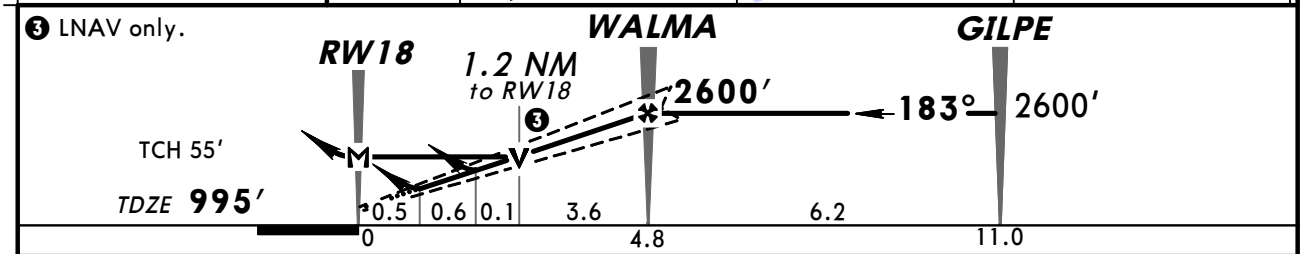
MISSED APCH: Climb to 3000′ direct GUPNE and via track 253° to CAMMS and hold.

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 -17°C (2°F) or above 46°C (114°F).

3100′
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 3000′ GUPNE

STRAIGHT-IN LANDING RWY 18

	LPV DA(H) 1195′(200′)			LNAV/VNAV DA(H) 1405′(410′)			LNAV MDA(H) 1420′(425′)			CIRCLE-TO-LAND	
		RAIL out	ALS out		RAIL out	ALS out		RAIL out	ALS out	Max Kts.	MDA(H)
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	90	1560′(551′)-1
B										120	
C							RVR 40 or ¾	RVR 60 or 1¼		140	1560′(551′)-1½
D							RVR 50 or 1			165	1560′(551′)-2

AMEND 1 TERPS

CHANGES: Communications.

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BRIEFING STRIP™

ATIS	COLUMBUS Approach (R)	DAYTON Tower	Ground
125.8	118.42	119.9	121.9

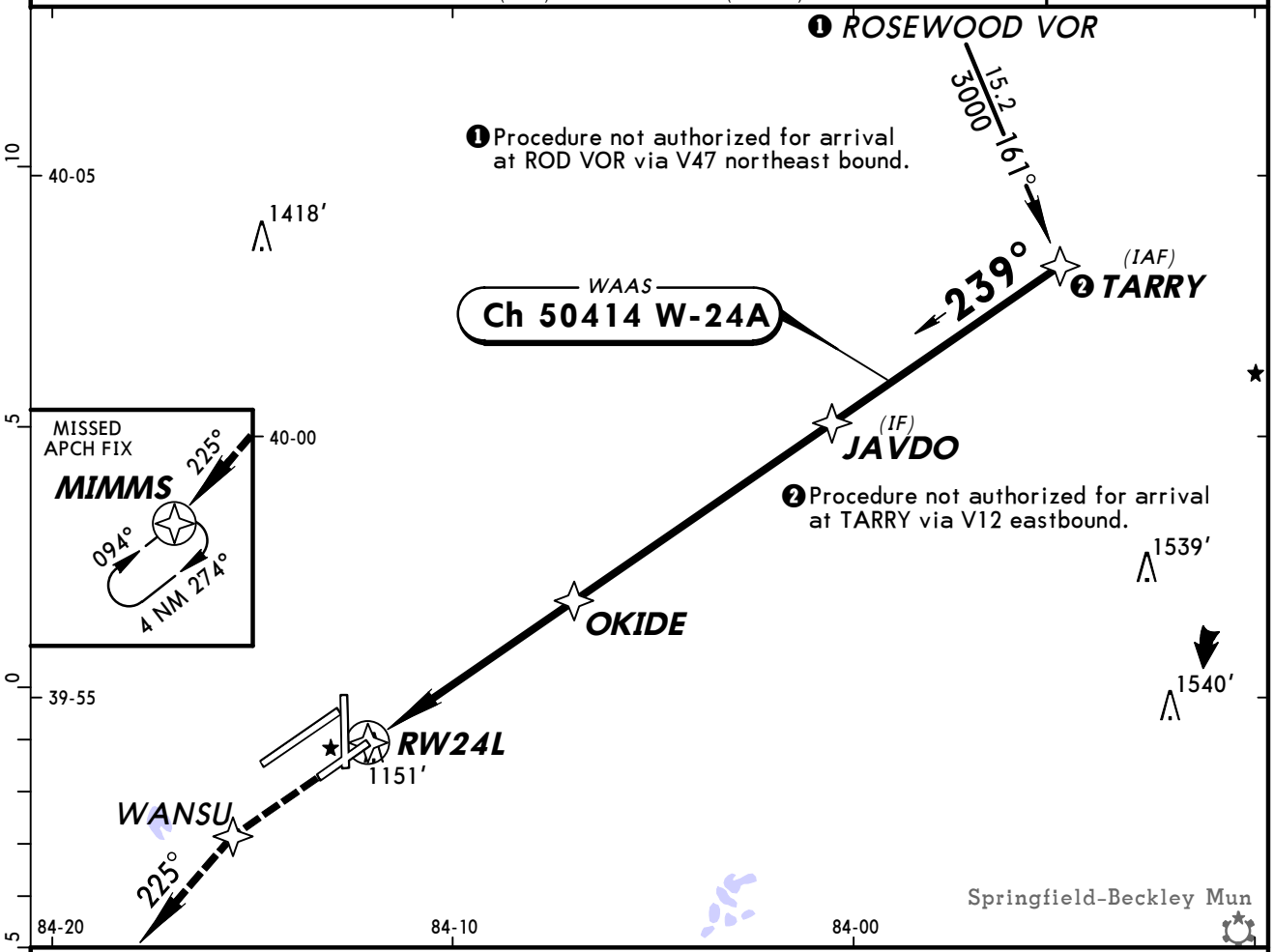
WAAS	Final Apch Crs	Minimum Alt OKIDE	LPV DA(H)	Apt Elev 1009′
Ch 50414 W-24A	239°	2600′ (1594′)	1206′ (200′)	TDZE 1006′

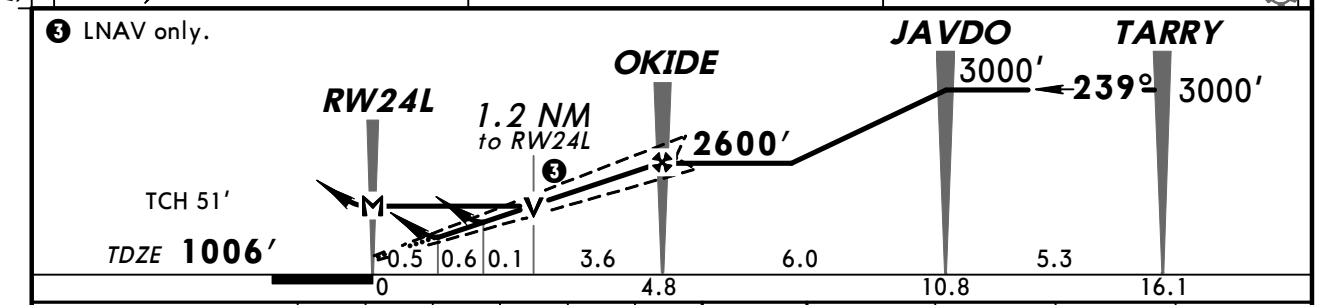
MISSED APCH: Climb to 3000′ direct WANSU and track 225° to MIMMS and hold.

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 -17°C (2°F) or above 46°C (114°F).

3100′
MSA RW24L





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW24L						

MALSR
PAPI
3000′
WANSU

STRAIGHT-IN LANDING RWY 24L

	LPV DA(H) 1206′(200′)		LNAV/VNAV DA(H) 1401′(395′)		LNAV MDA(H) 1420′(414′)		
		RAIL out / ALS out		RAIL out / 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	1560′(551′)-1
120	
140	1560′(551′)-1½
165	1560′(551′)-2

TERPS AMEND 1A 11 FEB 2010

CHANGES: Communications.

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KDAY/DAY
COX-DAYTON INTL

JEPPESEN
25 NOV 11 (12-5)

DAYTON, OHIO
RNAV (GPS) Rwy 24R

ATIS	COLUMBUS Approach (R)	DAYTON Tower	Ground
125.8	118.42	119.9	121.9

BRIEFING STRIP™

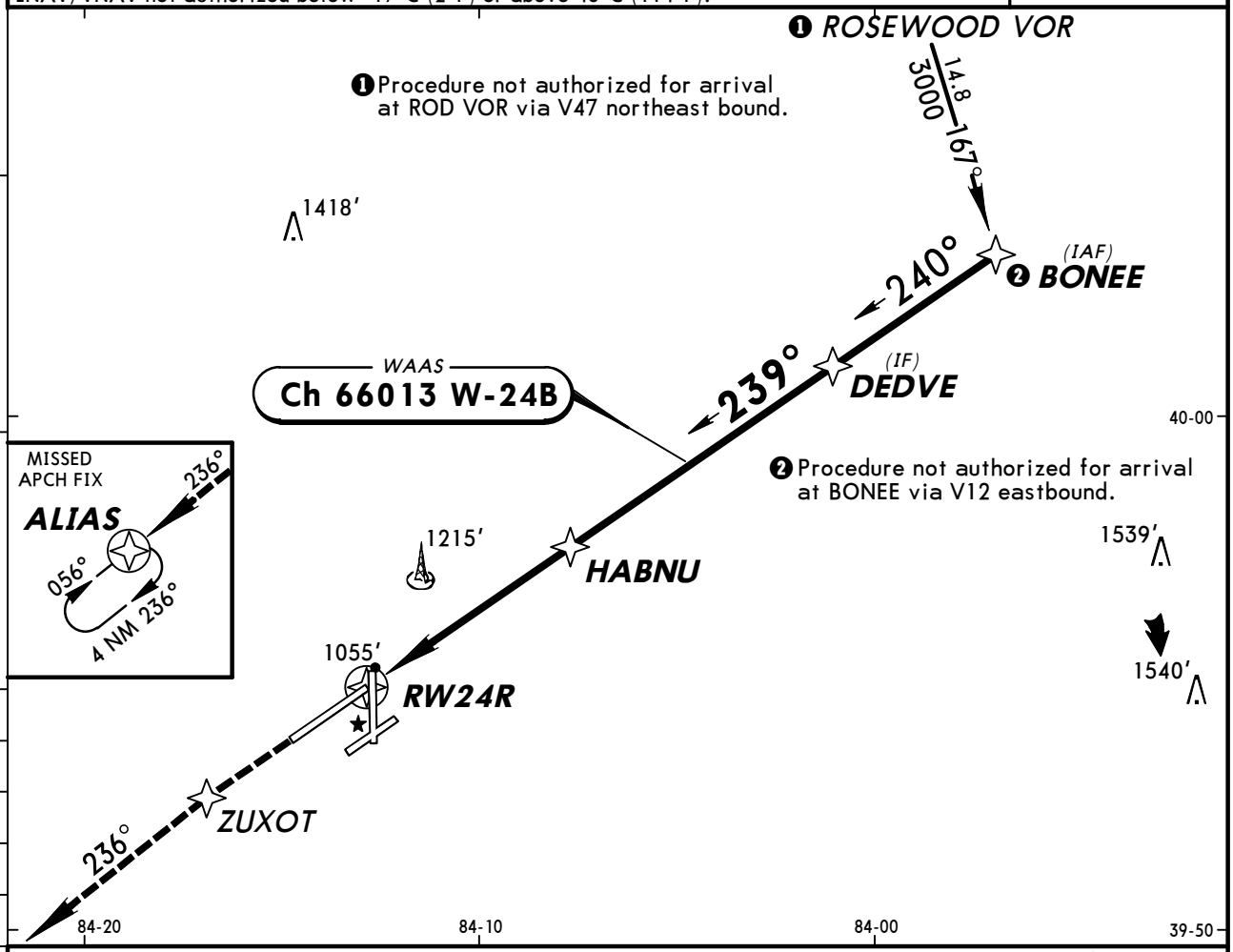
WAAS	Final Apch Crs	Minimum Alt HABNU	LPV DA(H)	Apt Elev 1009′
Ch 66013 W-24B	239°	2600′ (1603′)	1197′ (200′)	TDZE 997′

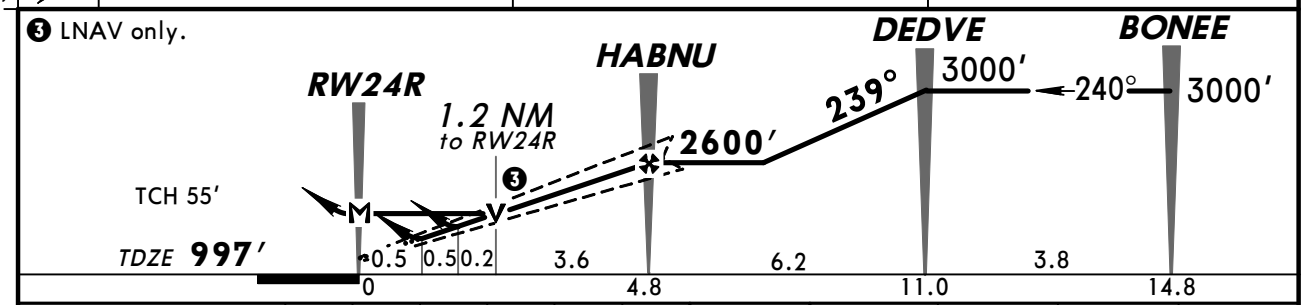
MISSED APCH: Climb to 3000′ direct ZUXOT and via track 236° to ALIAS and hold.

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 -17°C (2°F) or above 46°C (114°F).

3100′
MSA RW24R





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW24R						

MALSR
VASI
3000′
ZUXOT

STRAIGHT-IN LANDING RWY 24R

	LPV DA(H) 1197′(200′)			LNAV/VNAV DA(H) 1364′(367′)			LNAV MDA(H) 1440′(443′)		
		RAIL out	ALS out		RAIL out	ALS out		RAIL out	ALS out
A	RVR 24 or ½	RVR 40 or ¾		RVR 40 or ¾	RVR 60 or 1¼		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	1560′(551′)-1
120	
140	1560′(551′)-1½
165	1560′(551′)-2

AMEND 1 TERPS

CHANGES: Communications.

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KDAY/DAY
COX-DAYTON INTL

JEPPESEN

25 NOV 11 (12-6)

DAYTON, OHIO
RNAV (GPS) Rwy 36

ATIS	COLUMBUS Approach (R)	DAYTON Tower	Ground
125.8	118.42	119.9	121.9

BRIEFING STRIP™

RNAV	Final Apch Crs	Minimum Alt GUPNE	LNAV/VNAV DA(H)	Apt Elev 1009′
	003°	2700′ (1692′)	1449′ (441′)	TDZE 1008′

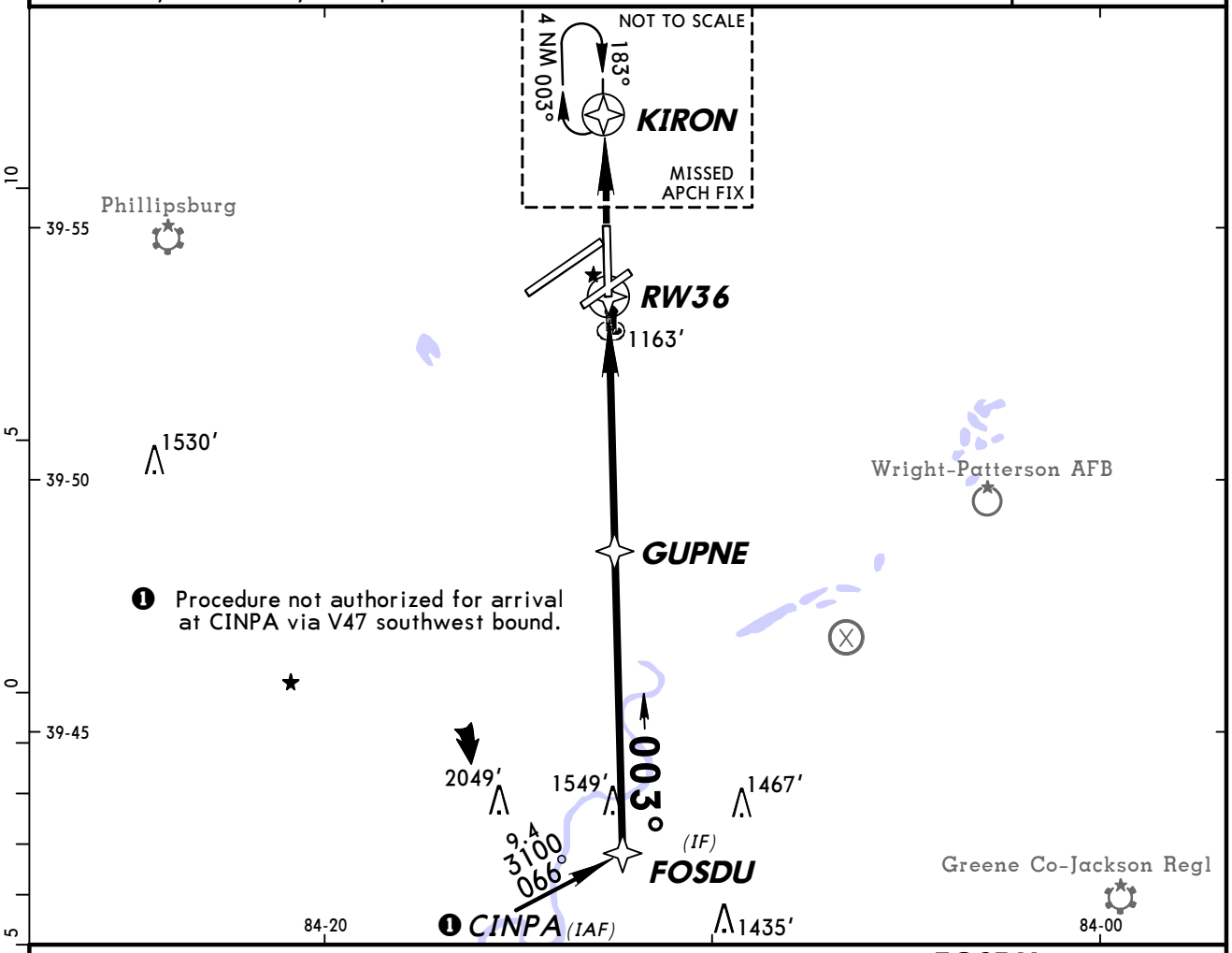
MISSED APCH: Climb to 3000′ direct KIRON and hold.

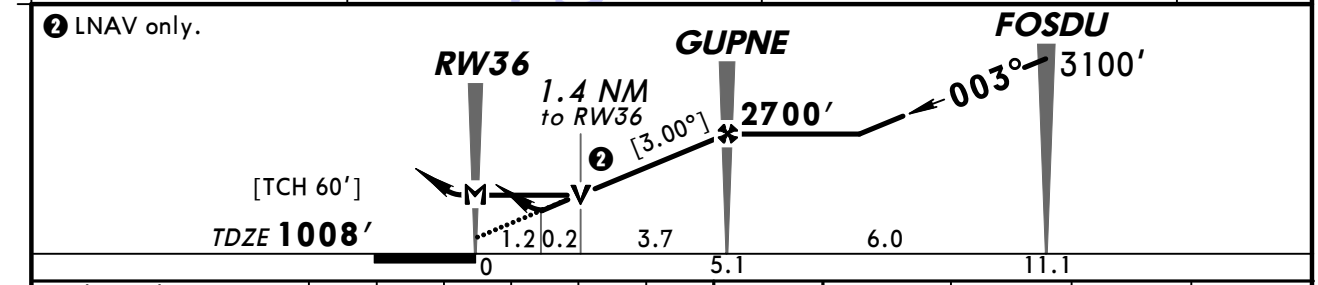
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME/DME RNP-0.30 not authorized. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -17°C (2°F) or above 47°C (116°F).
3. Visibility reduction by helicopters not authorized.

3100′

MSA RW36





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at RW36						

VASI-L | 3000′ | KIRON

STRAIGHT-IN LANDING RWY 36			CIRCLE-TO-LAND	
LNAV/VNAV DA(H) 1449′ (441′)	LNAV MDA(H) 1500′ (492′)		Max Kts	MDA(H)
A	1½	1	90	1560′ (551′)-1
B			120	
C		1¼	140	1560′ (551′)-1½
D		1½	165	1560′ (551′)-2

AMEND 1 TERPS

CHANGES: Communications.

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BRIEFING STRIP™

ATIS	COLUMBUS Approach (R)	DAYTON Tower	Ground
125.8	118.42	119.9	121.9

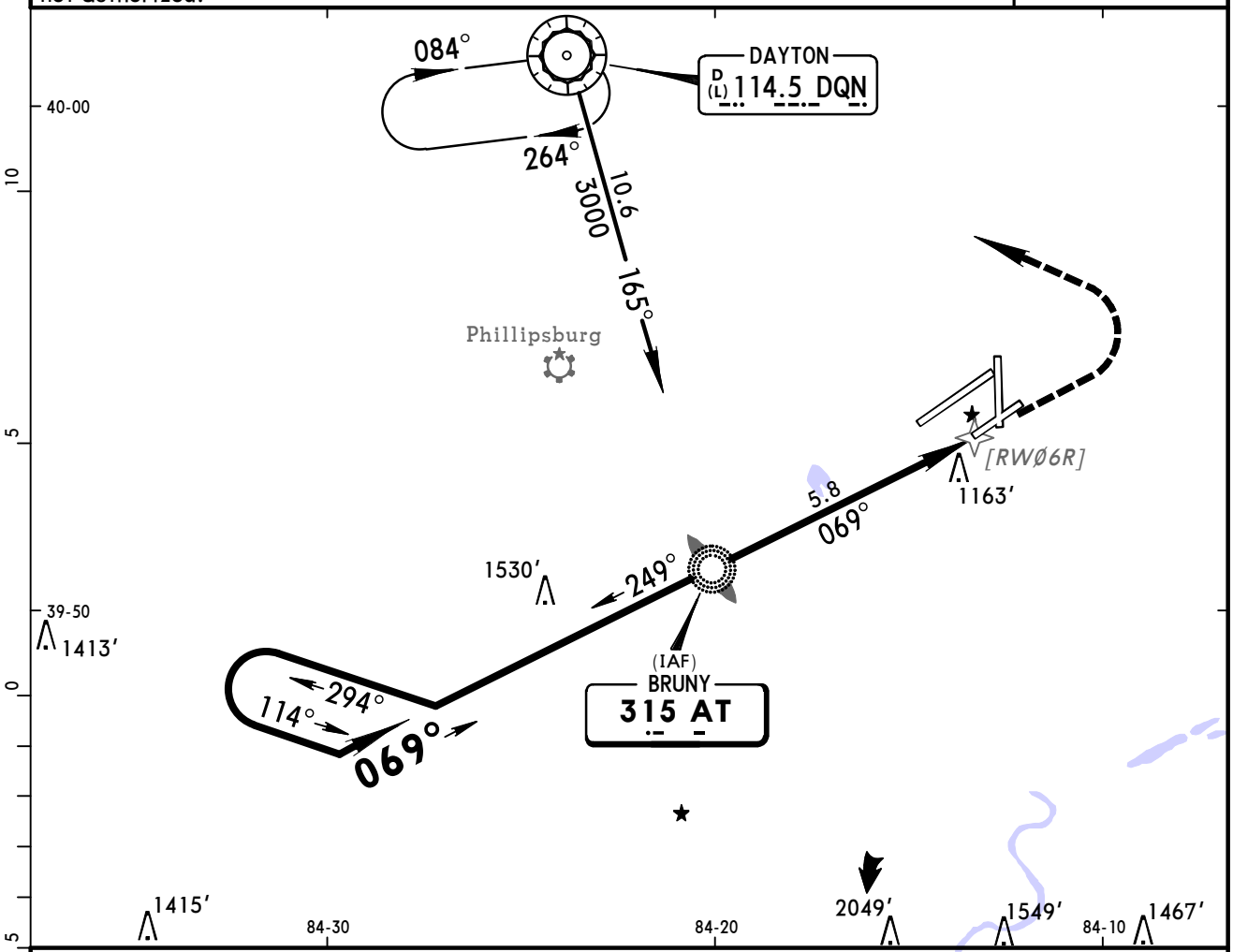
LOM AT	Final Apch Crs	Minimum Alt LOM	MDA(H)	Apt Elev 1009′ / TDZE
315	069°	2700′ (1693′)	1540′ (533′)	1007′

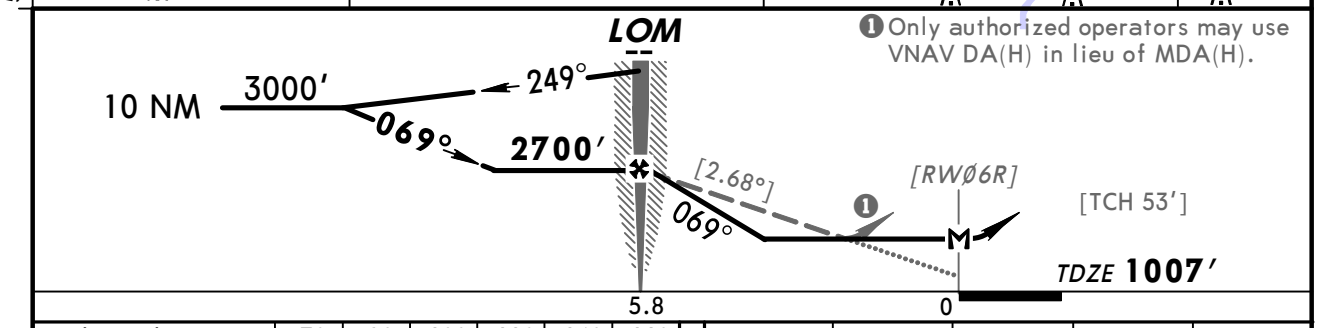
MISSED APCH: Climb to 2000′ then climbing LEFT turn to 3000′ direct DQN VOR and hold.

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

1. VGSI and descent angles not coincident. 2. Visibility reduction by helicopters not authorized.

3100′
MSA AT LOM





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [2.68°]	332	427	474	569	664	758
LOM to MAP 5.8	4:58	3:52	3:29	2:54	2:29	2:10

REIL PAPI-L	2000′	3000′ LT	D	DQN 114.5

STRAIGHT-IN LANDING RWY6R		CIRCLE-TO-LAND	
MDA(H) 1540′(533′)		Max Kts	MDA(H)
A	1	90	1560′(551′)-1
B		120	
C	1½	140	1560′(551′)-1½
D	1¾	165	1560′(551′)-2

TERPS AMEND 9

CHANGES: Communications.

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General Information

Location: Dayton OH USA
IATA Code: FFO
Lat/Long: N39° 49.6' W084° 02.9'
Elevation: 823 ft

Airport Use: Military
Magnetic Variation: 6.1°W
Sectional Chart: St Louis

Fuel Types: Jet A-1, Jet 4
Repair Types: Major Airframe, Major Engine
Customs: Restricted
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1213 Z
Sunset: 2325 Z,

Runway Information

Runway: 05L
Length x Width: 12601 ft x 300 ft
Surface Type: asphalt
TDZ-Elev: 804 ft
Lighting: Edge, ALS
Stopway: 900 ft

Runway: 05R
Length x Width: 7000 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 813 ft
Lighting: Edge

Runway: 23L
Length x Width: 7000 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 818 ft
Lighting: Edge
Stopway: 345 ft

Runway: 23R
Length x Width: 12601 ft x 300 ft
Surface Type: asphalt
TDZ-Elev: 822 ft
Lighting: Edge, ALS

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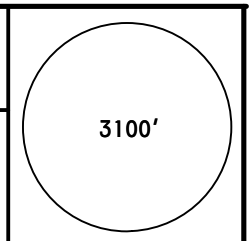
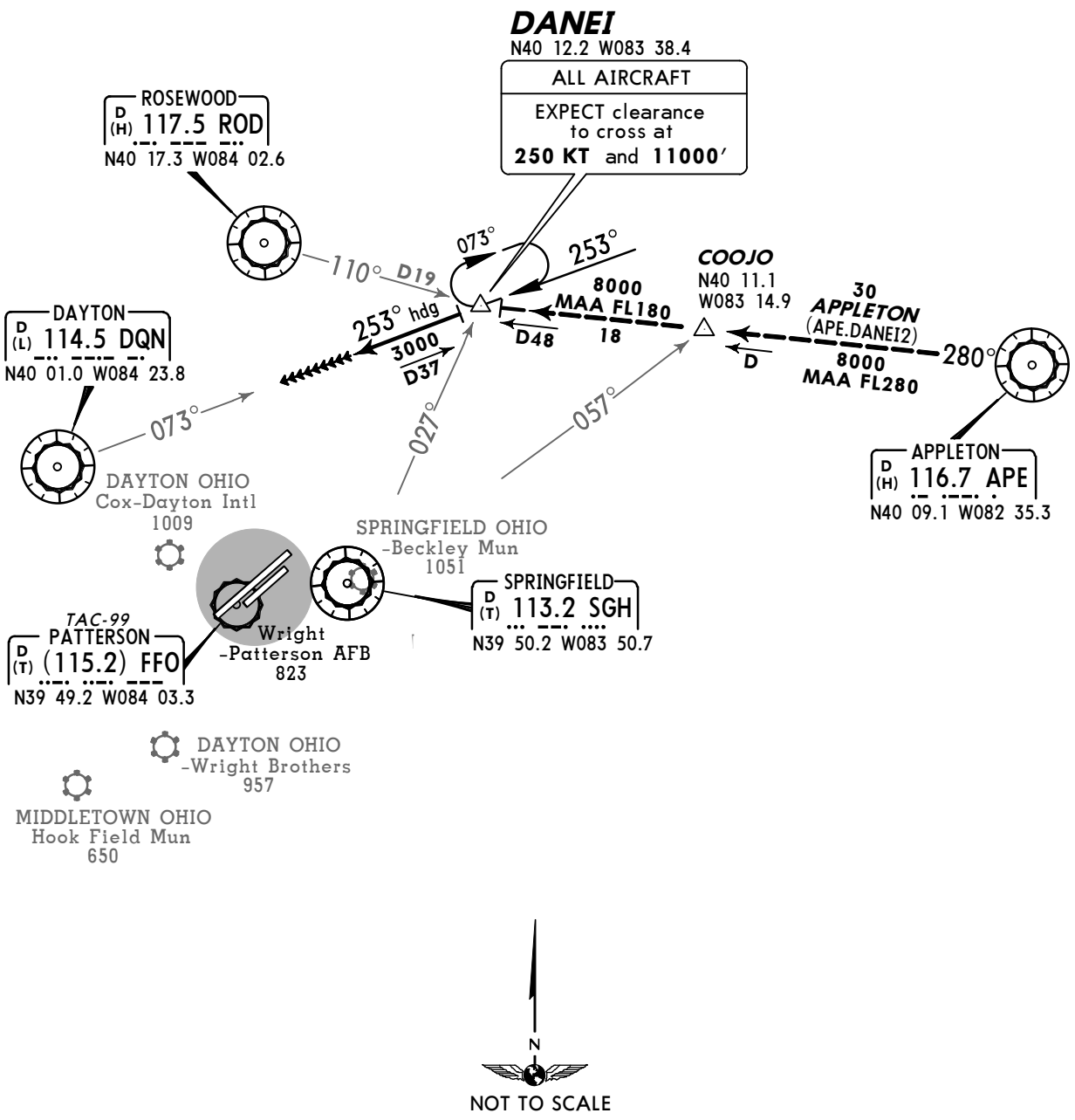
Communication Information

ATIS 124.475
Patterson Tower 126.9
Patterson Ground Control 121.8
Columbus Approach Control 127.225
Columbus Approach Control 126.5 (91°-180°)
Columbus Approach Control 118.85 (91°-180°) Secondary
Columbus App ARSA 126.5 (91°-180°)
Columbus App ARSA 118.85 (91°-180°)
Columbus Departure Control 127.225
Columbus Departure Control 126.5 (91°-180°)
Columbus Departure Control 118.85 (91°-180°) Secondary
Patterson Operations 126.2

ATIS	Apt Elev	
124.47	*See graphic*	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ RADAR required.

DANEI TWO ARRIVAL (DANEI.DANEI2)





Direct distance from DANEI to:
Wright-Patterson AFB **29 NM**

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

In the event of lost communications:
At DANEI, proceed direct to DQN.
MAINTAIN 3000′ until DQN.

ROUTING

From over DANEI via heading 253°. EXPECT RADAR vectors to final approach course.

CHANGES: New procedure at this airport.

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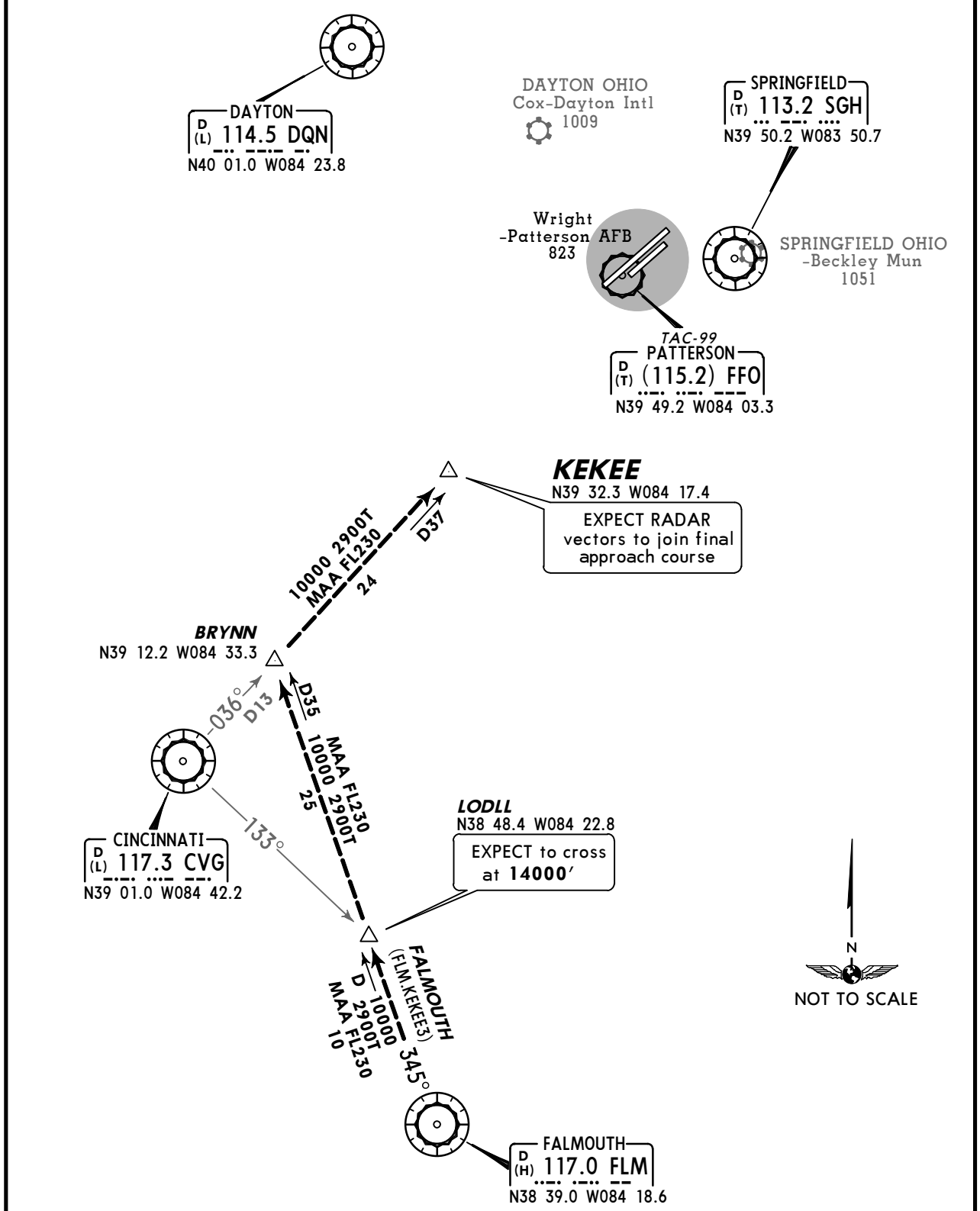
ATIS	Apt Elev	
124.47	See graphic	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ DME or RADAR required.

KEKEE THREE ARRIVAL (KEKEE.KEKEE3)



Direct distance from KEKEE to:
Wright-Patterson AFB **21 NM**

ROUTING

From over KEKEE, EXPECT RADAR vectors to join final approach course.

CHANGES: Chart reindexed, MSA.

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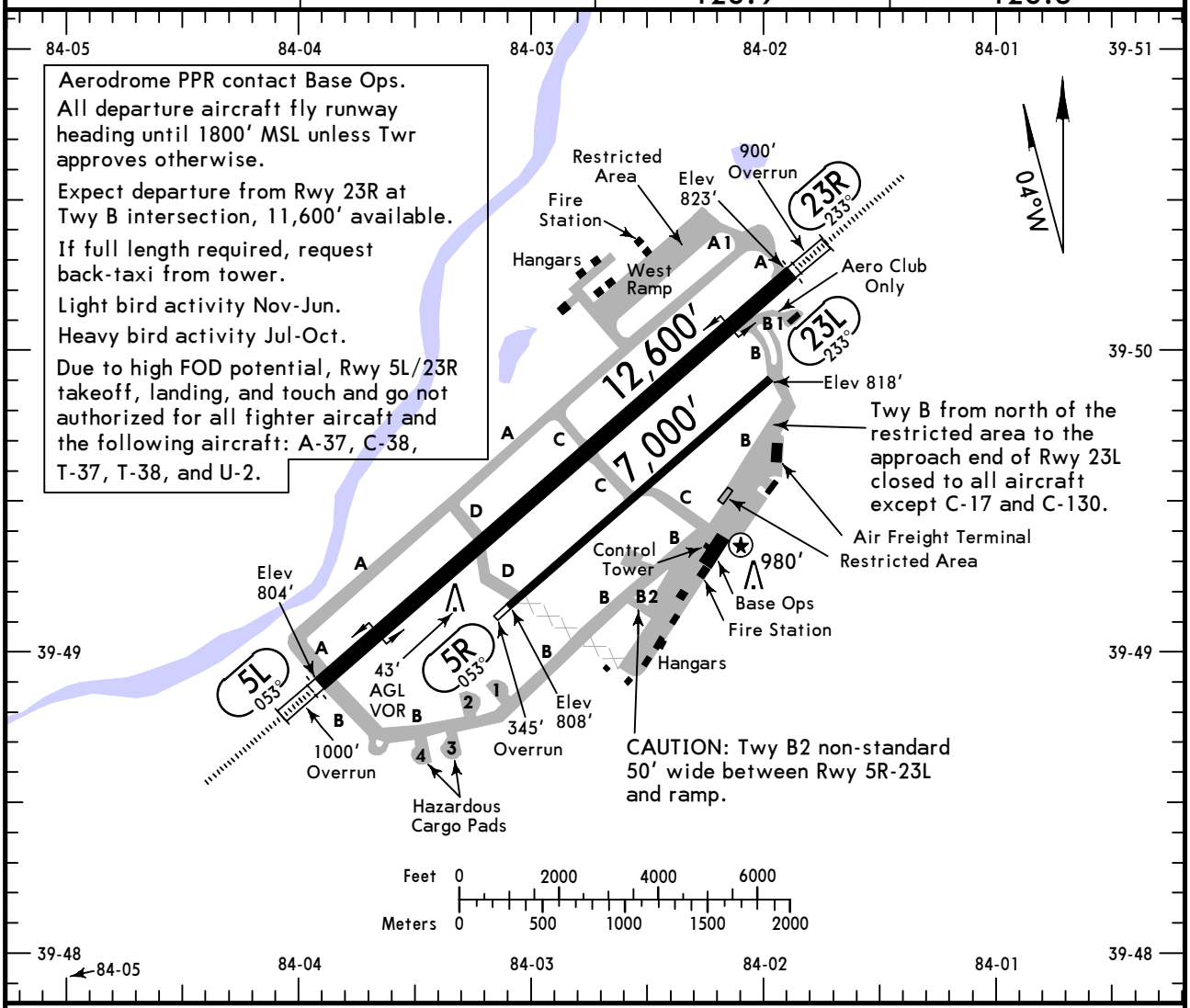
ATIS	PATTERSON Ground	Tower	COLUMBUS Departure (R)
124.47	121.8	126.9	126.5



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
5R 23L	MIRL PAPI-L				150′
5L	HIRL ALSF-I PAPI-L (angle 3.0°) grooved RVR		11651′		300′
23R	HIRL ALSF-I PAPI-R (angle 3.0°) grooved RVR				

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	Rwy 5L		Rwy 5R			Rwy 23L			Rwy 23R		
	Adequate Vis Ref	STD	With Mim climb of 240′/NM to 1100′		Other	With Mim climb of 210′/NM to 1300′		Other	With Mim climb of 260′/NM to 1300′		Other
			Adequate Vis Ref	STD		Adequate Vis Ref	STD		Adequate Vis Ref	STD	
1 & 2 Eng	RVR 16 or 1/4	RVR 50 or 1	1/4	1	200-1½	1/4	1	400-2¾	RVR 16 or 1/4	RVR 50 or 1	400-2¾
3 & 4 Eng		RVR 24 or ½		½			½			RVR 24 or ½	

Rwy 5L: Up to 105′ AGL tree line beginning 3000′ from DER, 700′ right of centerline to 5100′ from DER, 1300′ left of centerline.

Rwy 23L: 43′ AGL VOR, 850′ from DER, 662′ right of centerline.

OBSTACLE DP: Rwy 5R, climb on track 050° until reaching 1100′.

CHANGES: Departure control, ramps, buildings, Twy A opened near West Ramp.

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KFFO/FFO
DAYTON, OHIO

JEPPESEN

19 AUG 11
Eff 25 Aug

(31-1) TACAN Azimuth Required

WRIGHT-PATTERSON AFB
ILS or LOC Rwy 5L

ATIS	COLUMBUS Approach (R)	PATTERSON Tower	Ground
124.47	126.5	126.9	121.8

BRIEFING STRIP™

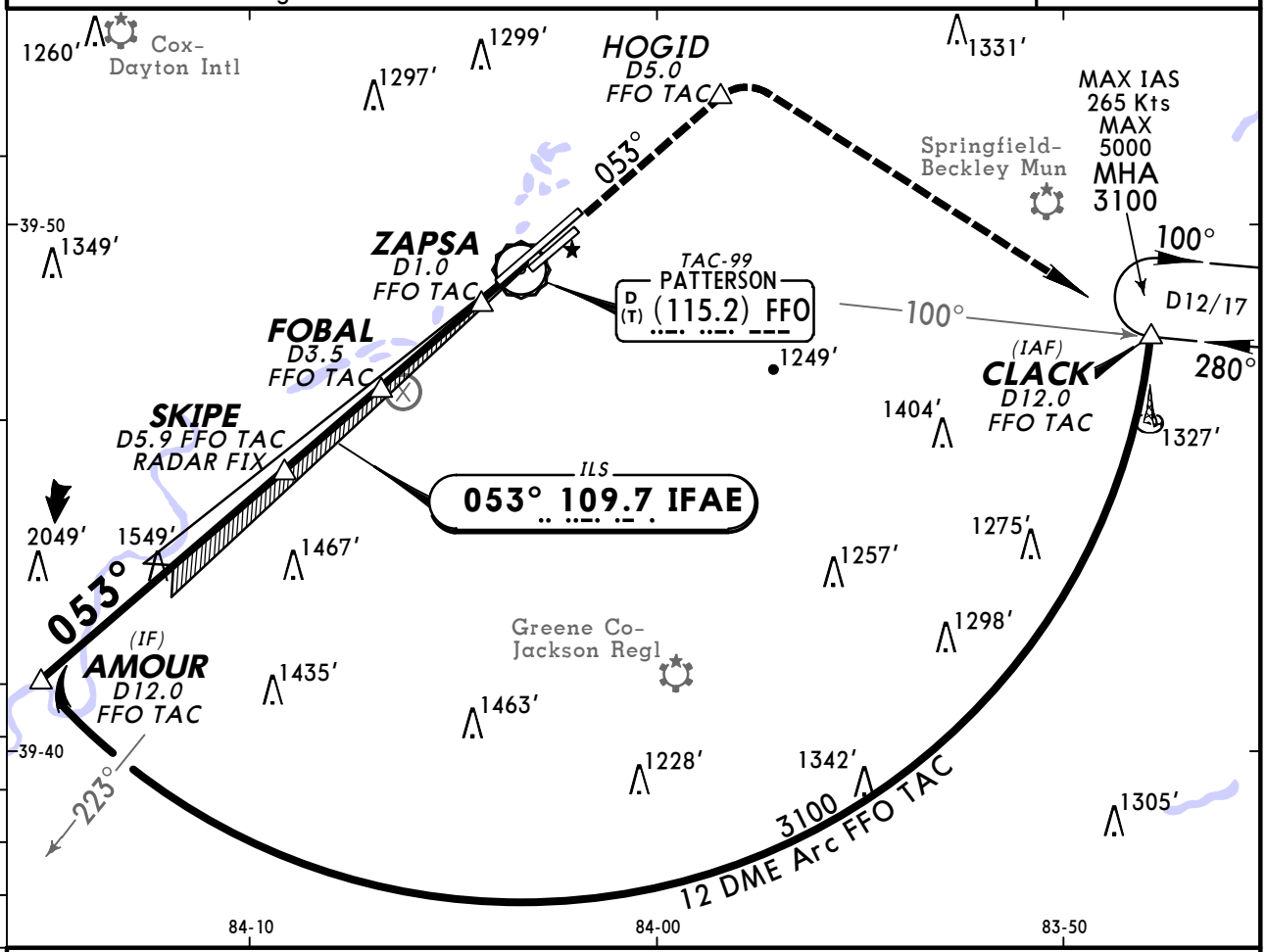
ILS IFAE	Final Apch Crs	Minimum Alt SKIPE	ILS DA(H)	Apt Elev 823′
109.7	053°	2600′ (1796′)	1004′ (200′)	TDZE 804′

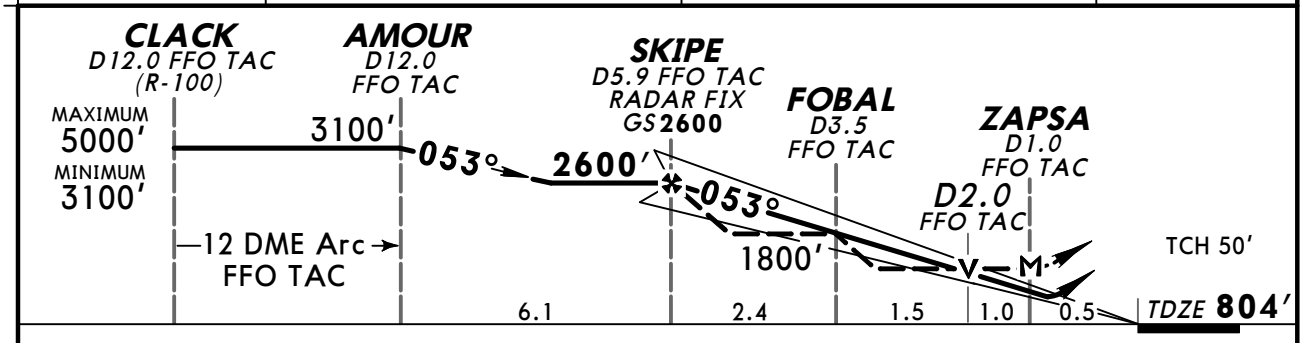
MISSED APCH: Climb to 2000′ outbound via FFO TAC R-053, at HOGID/D5.0 FFO TAC, turn RIGHT direct CLACK climbing to 3100′ and hold. Requires use of RNAV or ATC RADAR monitoring.

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

1. DME or RADAR required for localizer. 2. EMERG SAFE ALT 100 NM 3300′.
3. VGSI and descent angle not coincident.

3100′
MSA FFO TAC





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at ZAPSA or SKIPE to MAP	4.9	4:12	3:16	2:56	2:27	2:06	1:50

ALSF-I
PAPI

2000′ ↑ via FFO TAC-99 (115.2) R-053 HOGID

STRAIGHT-IN LANDING RWY 5L

	ILS DA(H) 1004′ (200′) FULL	ILS DA(H) 1004′ (200′) ALS out	LOC (GS out) With FOBAL MDA(H) 1320′ (516′)	LOC (GS out) With FOBAL MDA(H) 1320′ (516′) ALS out	LOC (GS out) Without FOBAL MDA(H) 1380′ (576′)	LOC (GS out) Without FOBAL MDA(H) 1380′ (576′) ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 55 or 1	RVR 24 or ½	RVR 55 or 1
B						
C			RVR 55 or 1	1⅜	RVR 60 or 1¼	1⅜
D						

CIRCLE-TO-LAND
Not Authorized at Night to Rwy 23R, when VGSI inop.

Max Kts	MDA(H)
90	1480′ (657′)-1
120	
140	1480′ (657′)-1¾
165	1500′ (677′)-2¼

AMEND TERPS

CHANGES: Approach control.

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KFFO/FFO
DAYTON, OHIO

JEPPESEN 19 AUG 11 (31-2) Eff 25 Aug

WRIGHT-PATTERSON AFB
ILS or LOC Rwy 23R

BRIEFING STRIP™

ATIS	COLUMBUS Approach (R)	PATTERSON Tower	Ground
124.47	126.5	126.9	121.8

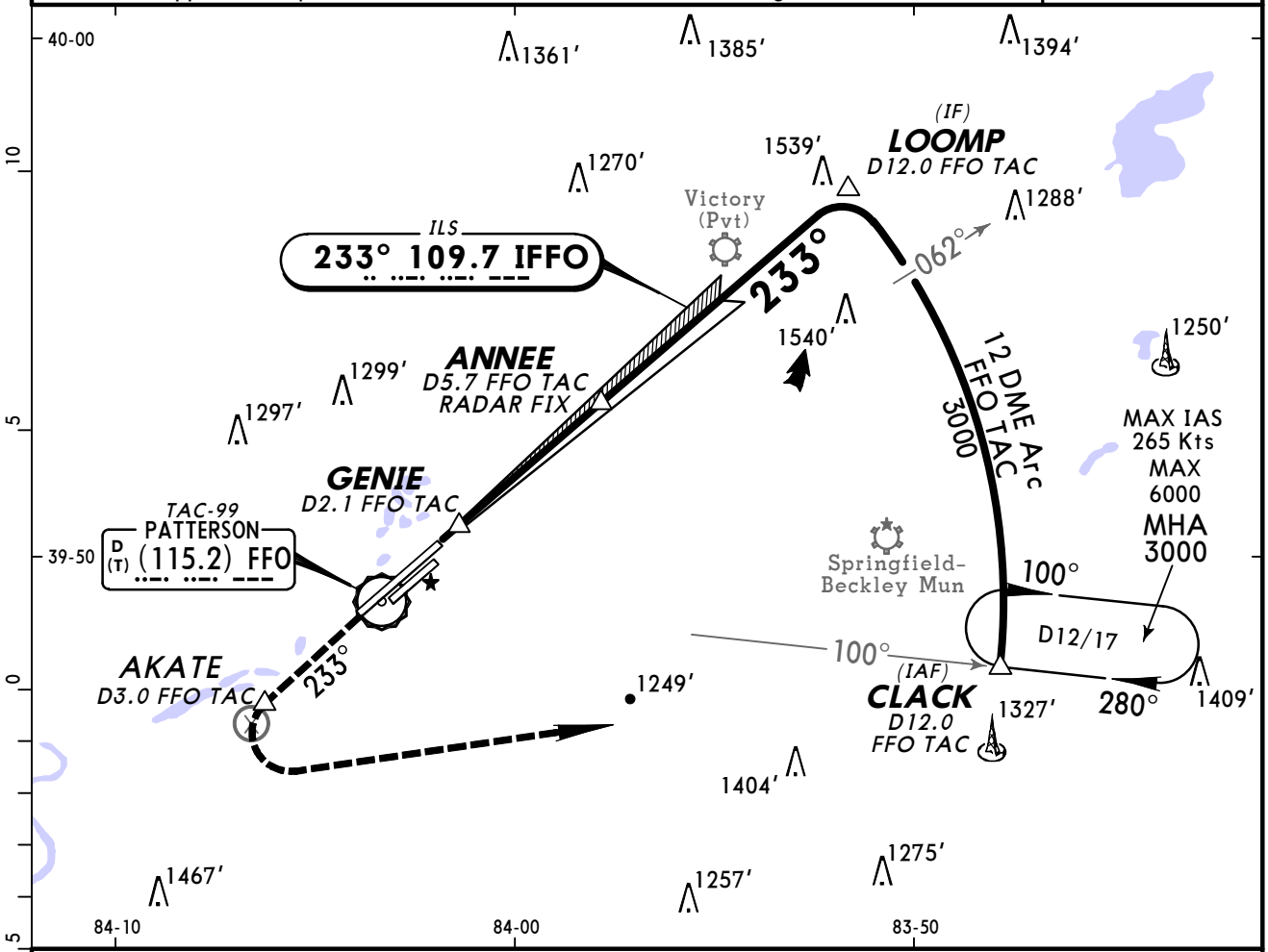
LOC IFFO	Final Apch Crs	GS ANNEE	ILS DA(H)	Apt Elev 823′
109.7	233°	2200′ (1377′)	1023′ (200′)	TDZE 823′

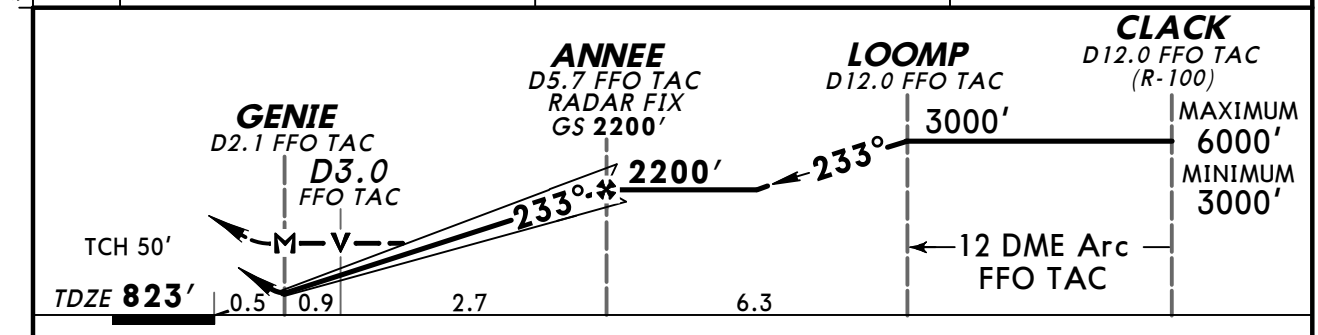
MISSED APCH: Climb outbound via FFO TAC R-233 to 2000′. At AKATE/D3.0 FFO turn LEFT direct CLACK to 3000′ and hold.

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

1. DME or Radar required for localizer. 2. SAFE ALTITUDE WITHIN 100 NM 3300′.
3. Missed approach requires use of RNAV or ATC Radar monitoring.

3100′
MSA FFO TAC





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at GENIE							

ALSF-I
PAPI

2000′ via FFO TAC-99 (115.2) R-233 AKATE

STRAIGHT-IN LANDING RWY 23R

	ILS DA(H) 1023′ (200′) FULL	ILS DA(H) 1023′ (200′) ALS out	LOC (GS out) MDA(H) 1320′ (497′)	LOC (GS out) MDA(H) 1320′ (497′) ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 50 or 1
B				
C			RVR 50 or 1	RVR 60 or 1¼
D				1½

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1380′ (557′)-1
120	1400′ (577′)-1
140	1420′ (597′)-1½
165	1460′ (637′)-2

AMEND 3 TERPS

CHANGES: Approach control.

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BRIEFING STRIP™

ATIS	COLUMBUS Approach (R)	PATTERSON Tower	Ground
124.47	126.5	126.9	121.8

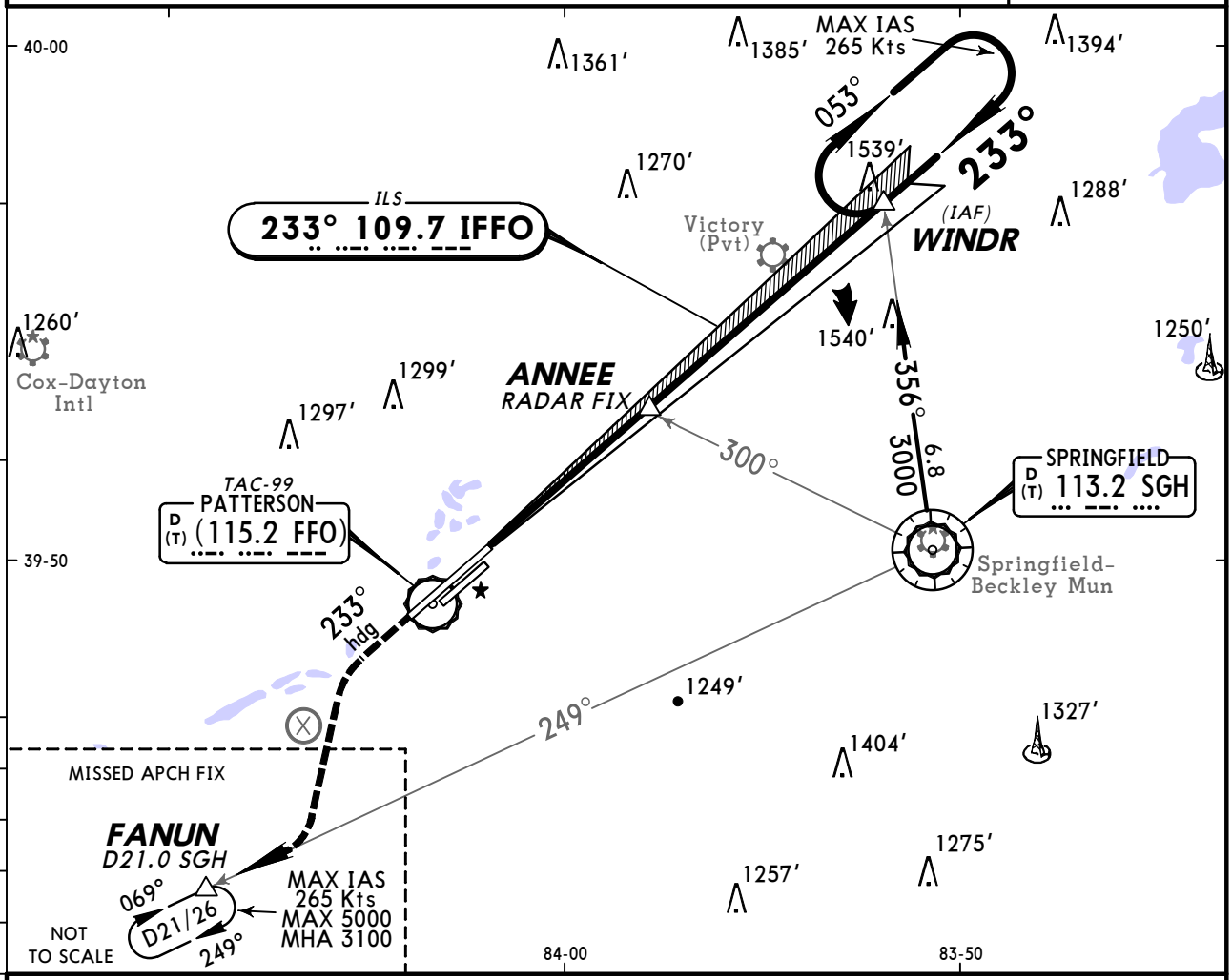
LOC IFFO	Final Apch Crs	GS ANNEE	ILS DA(H)	Apt Elev 823′
109.7	233°	2169′ (1346′)	1023′ (200′)	TDZE 823′

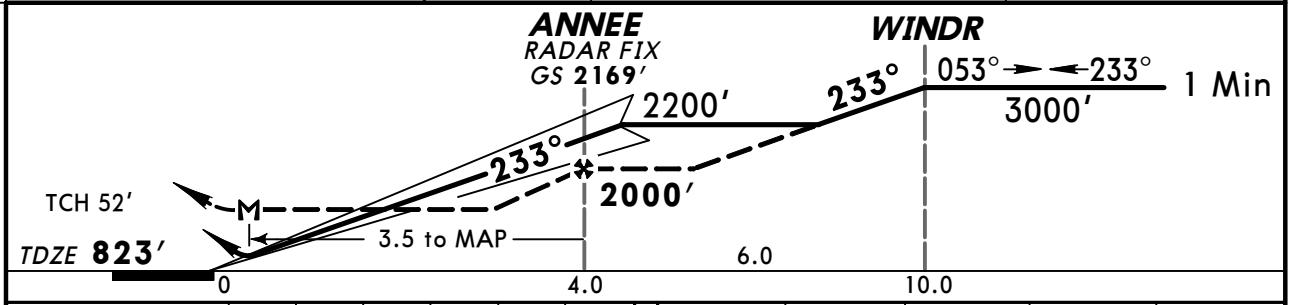
MISSED APCH: Track heading 233°, climb to 3100′, intercept outbound SGH VOR R-249 to FANUN and hold.

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

1. SAFE ALTITUDE WITHIN 100 NM 3300′. 2. VGSI and descent angle not coincident.

3100′
MSA FFO TAC





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
ANNEE to MAP 3.5	3:00	2:20	2:06	1:45	1:30	1:19

ALSF-I
PAPI

233° hdg	3100′	SGH 113.2 R-249	FANUN

STRAIGHT-IN LANDING RWY23R

	ILS DA(H) 1023′ (200′) FULL	ILS DA(H) 1023′ (200′) ALS out	LOC (GS out) MDA(H) 1320′ (497′)	LOC (GS out) MDA(H) 1320′ (497′) 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	RVR 60 or 1¼
D			RVR 50 or 1	1½

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1380′ (557′)-1
120	1400′ (577′)-1
140	1420′ (597′)-1½
165	1460′ (637′)-2

AMEND TERPS-1

CHANGES: Approach control.

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KFFO/FFO
DAYTON, OHIO

JEPPESEN 16 SEP 11 (32-1) Eff 22 Sep

WRIGHT-PATTERSON AFB
RNAV (GPS) Rwy 5R

ATIS	COLUMBUS Approach (R)	PATTERSON Tower	Ground
124.47	126.5	126.9	121.8

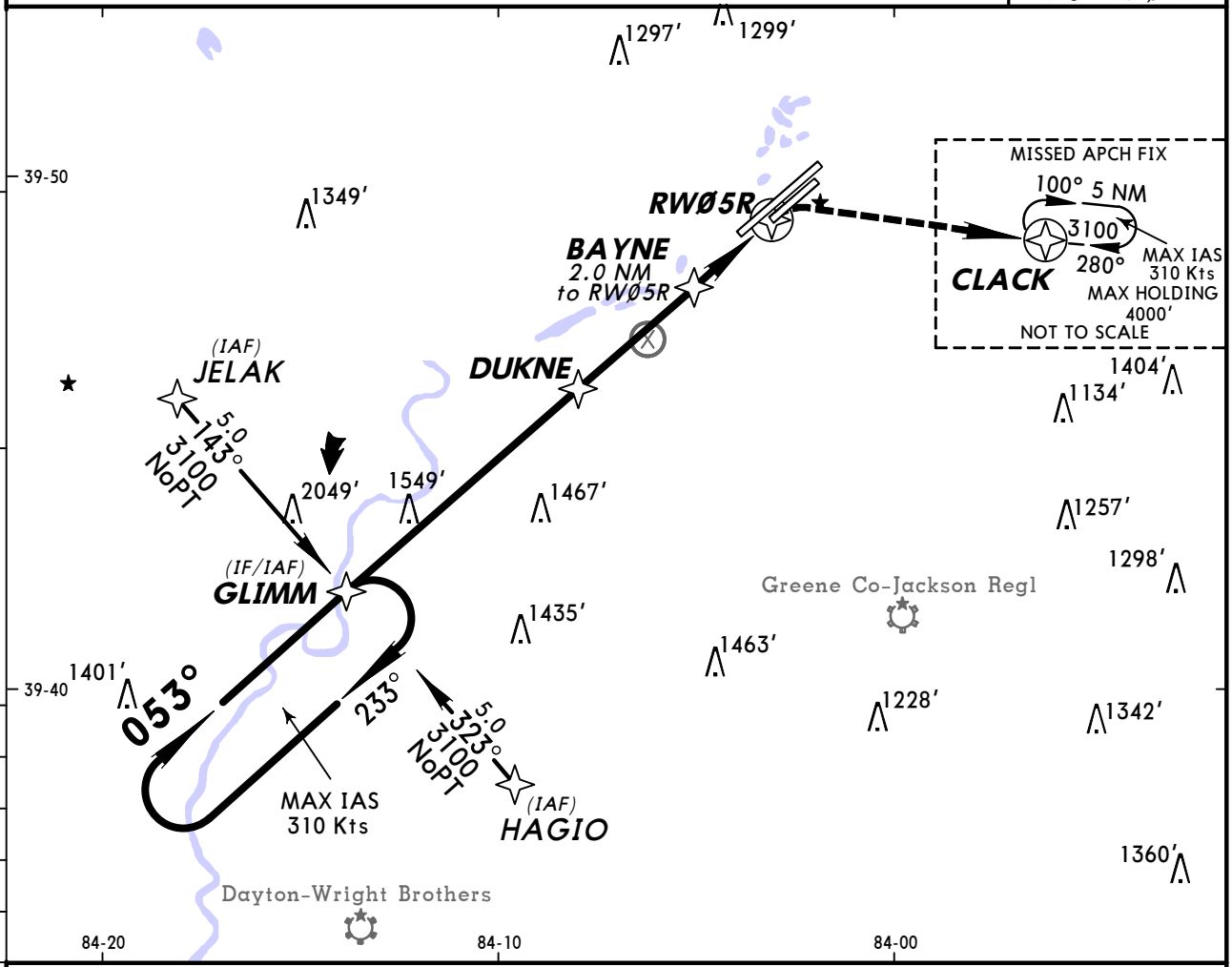
BRIEFING STRIP™

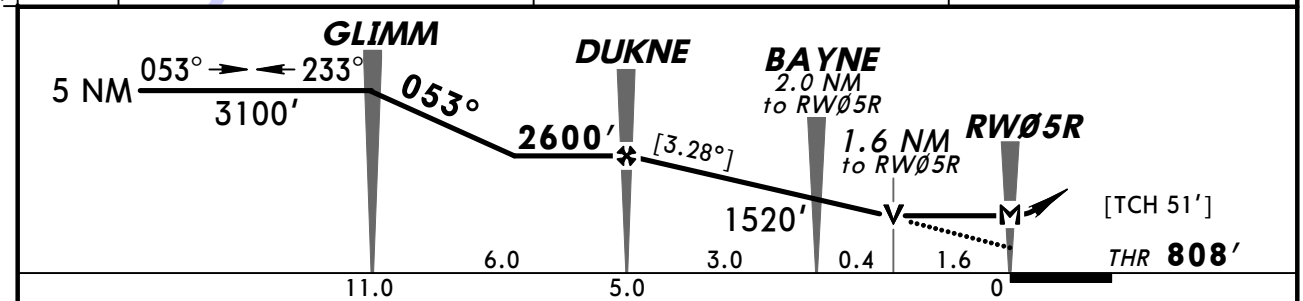
RNAV	Final Apch Crs	Minimum Alt DUKNE	LNAV MDA(H) (CONDITIONAL)	Apt Elev 823′
	053°	2600′ (1792′)	1380′ (572′)	THR 808′

MISSED APCH: Turn RIGHT climb to 3100′ direct CLACK and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. EMERG SAFE ALT 100 NM 3300′. 2. DME/DME RNP-0.30 not authorized.

3100′
MSA RWØ5R





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.28°]	406	522	580	696	813	929
MAP at RWØ5R						

PAPI-L | RT | 3100′ | CLACK

TERPS AMEND 0

	STRAIGHT-IN LANDING RWY 5R LNAV	
	MDA(H) 1380′ (572′) With BAYNE	MDA(H) 1460′ (652′) Without BAYNE
A	1	1
B		
C	1 5/8	1 7/8
D		

CIRCLE-TO-LAND		
Max Kts	With BAYNE MDA(H)	Without BAYNE MDA(H)
90	1380′ (557′)-1	1460′ (637′)-1
120	1400′ (577′)-1	
140	1400′ (577′)-1 5/8	1460′ (637′)-1 7/8
165	1440′ (617′)-2	1460′ (637′)-2

CHANGES: None.

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KFFO/FFO
DAYTON, OHIO

JEPPESEN 16 SEP 11 (32-2) Eff 22 Sep

WRIGHT-PATTERSON AFB
RNAV (GPS) Rwy 23L

BRIEFING STRIP™

ATIS	COLUMBUS Approach (R)	PATTERSON Tower	Ground
124.47	126.5	126.9	121.8

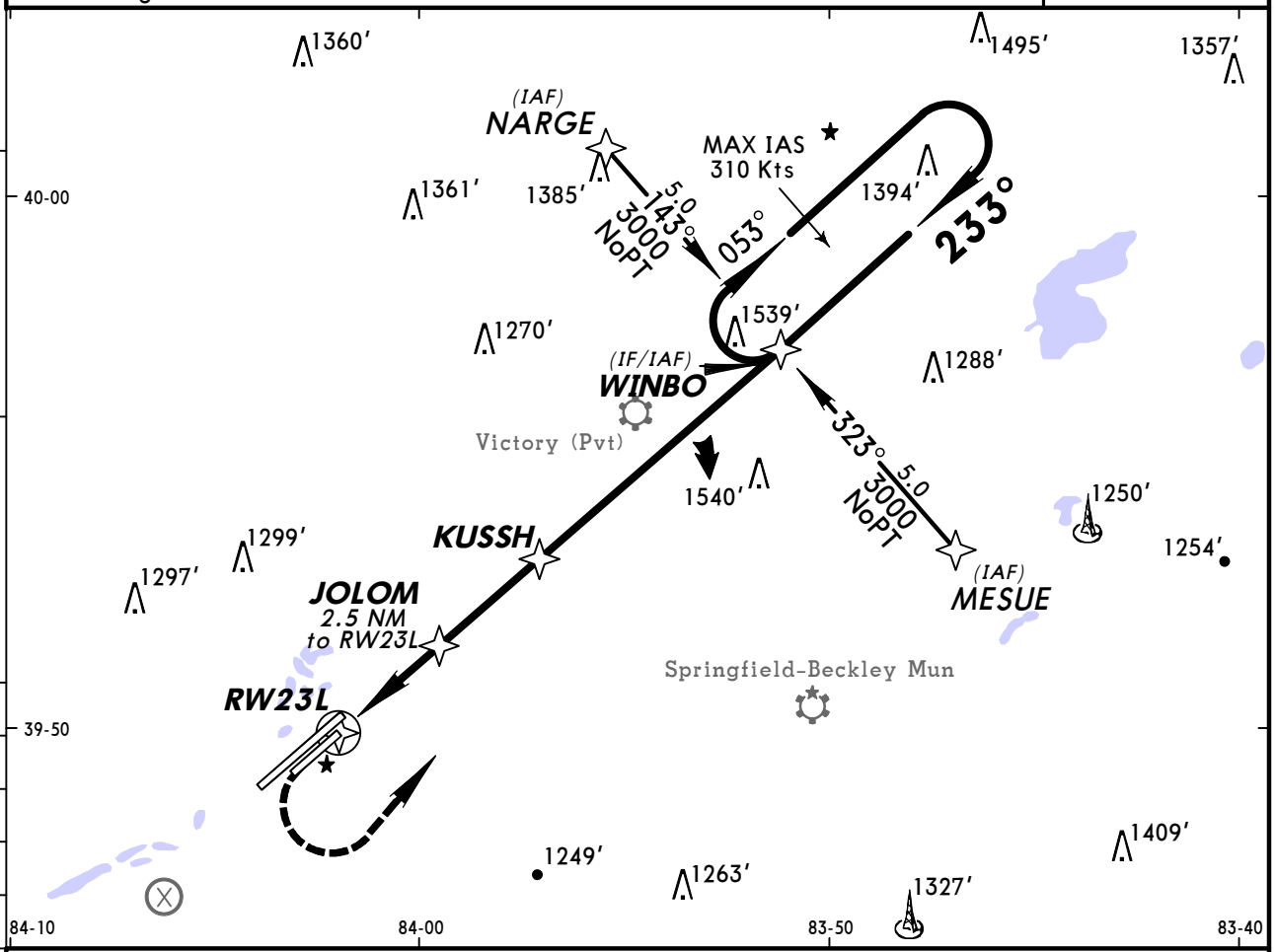
RNAV	Final Apch Crs	Minimum Alt KUSSH	LNAV MDA(H) (CONDITIONAL)	Apt Elev 823′
	233°	2600′ (1782′)	1320′ (502′)	THR 818′

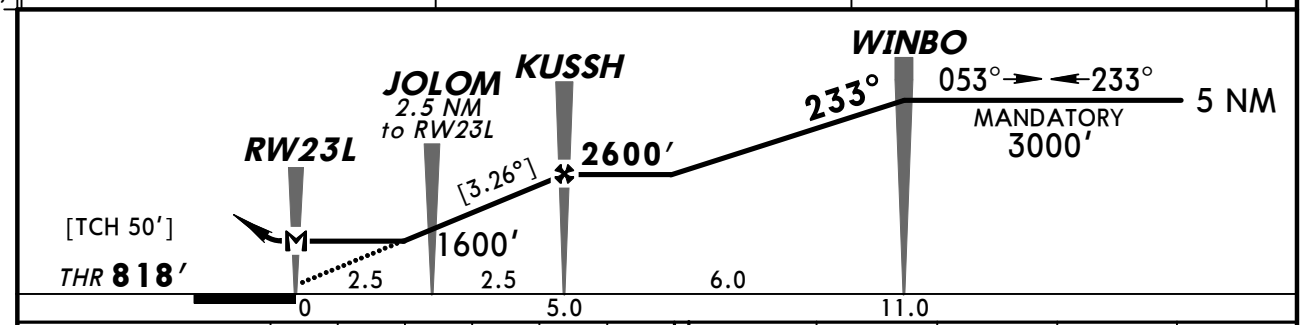
MISSED APCH: Turn LEFT climb to 3000′ direct WINBO and hold.

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

1. EMERG SAFE ALT 100 NM 3300′. 2. DME/DME RNP-0.30 not authorized. 3. VGSI and descent angles not coincident.

3100′
MSA RW23L





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.26°]	404	519	577	692	808	923
MAP at RW23L						

PAPI-L	LT	3000′	D	WINBO

STRAIGHT-IN LANDING RWY 23L
LNAV

	MDA(H) 1320′ (502′) With JOLOM	MDA(H) 1440′ (622′) Without JOLOM
A	1	1
B		
C	1⅜	1¾
D		

CIRCLE-TO-LAND

Max Kts	With JOLOM MDA(H)	Without JOLOM MDA(H)
90	1380′ (557′)-1	1440′ (617′)-1
120	1400′ (577′)-1	
140	1400′ (577′)-1½	1440′ (617′)-1¾
165	1440′ (617′)-2	1440′ (617′)-2

AMEND 1 TERPS

CHANGES: IAF altitude.

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KFFO/FFO
DAYTON, OHIO

JEPPESEN

19 AUG 11 (32-3) Eff 25 Aug

WRIGHT-PATTERSON AFB
RNAV (GPS) Rwy 23R

BRIEFING STRIP™

ATIS	COLUMBUS Approach (R)	PATTERSON Tower	Ground
124.47	126.5	126.9	121.8

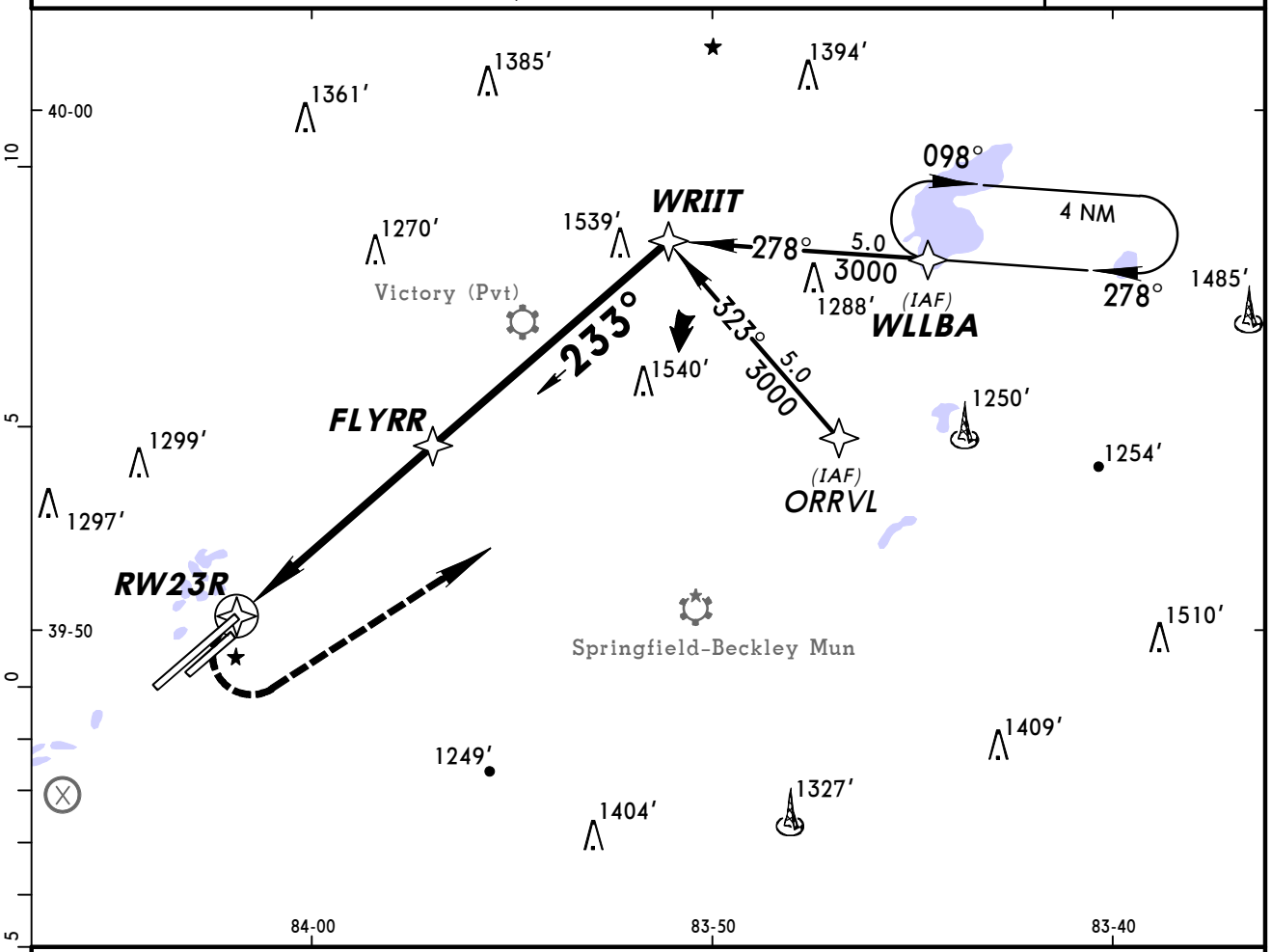
RNAV	Final Apch Crs	Minimum Alt FLYRR	LNAV MDA(H)	Apt Elev 823′
	233°	2500′ (1677′)	1380′ (557′)	TDZE 823′

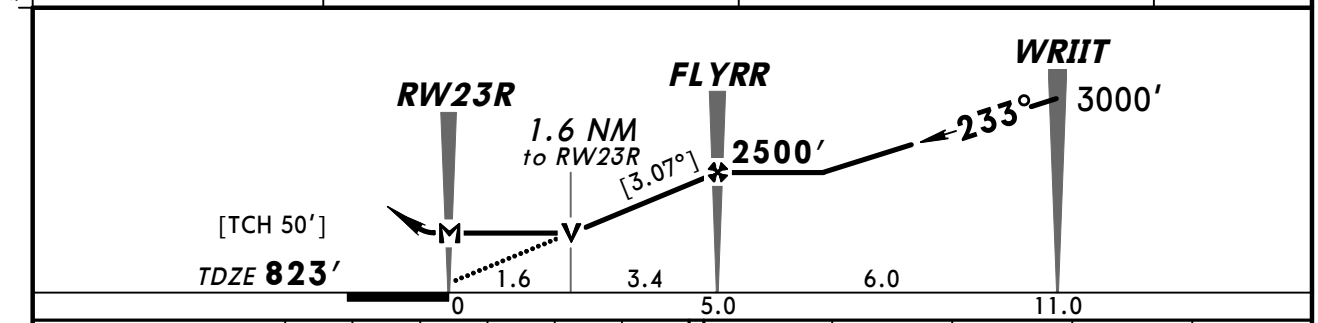
MISSED APCH: Turn LEFT climb to 3000′ direct WLLBA and hold.

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

1. EMERG SAFE ALT 100 NM 3300′. 2. DME/DME RNP-0.30 not authorized.

3100′
MSA RW23R





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.07°]	380	489	543	652	760	869
MAP at RW23R						

ALSF-I
PAPI
LT
3000′
WLLBA

STRAIGHT-IN LANDING RWY 23R

LNAV

MDA(H) **1380′** (557′)

		ALS out
A	RVR 24 or ½	RVR 50 or 1
B		
C	RVR 50 or 1	1½
D	RVR 60 or 1¼	1¾

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1380′ (557′) - 1
120	
140	1380′ (557′) - 1½
165	1380′ (557′) - 2

AMEND 1 TERPS

CHANGES: Approach control, notes.

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General Information

Location: Wilmington OH USA
IATA Code: ILN
Lat/Long: N39° 25.7' W083° 47.5'
Elevation: 1077 ft

Airport Use: Public
Magnetic Variation: 6.2°W
Sectional Chart: Cincinnati

Fuel Types: Jet A
Oxygen Types: High Pressure, Low Pressure
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1211 Z
Sunset: 2325 Z,

Runway Information

Runway: 04L
Length x Width: 10701 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 1057 ft
Lighting: Edge, ALS, Centerline

Runway: 04R
Length x Width: 9000 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 1045 ft
Lighting: Edge, ALS, Centerline

Runway: 22L
Length x Width: 9000 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 1077 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 22R
Length x Width: 10701 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 1077 ft
Lighting: Edge, ALS, Centerline, TDZ

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Communication Information

ATIS 124.925
Wilmington Tower 119.475 CTAF
Wilmington Ground Control 121.6
Wilmington Clearance Delivery 128.85
Columbus Approach Control 127.225
Columbus Approach Control 126.5 (91°-180°)
Columbus Approach Control 118.85 (91°-180°) Secondary
Columbus App ARSA 126.5 (91°-180°)
Columbus App ARSA 118.85 (91°-180°)
Columbus Departure Control 127.225
Columbus Departure Control 126.5 (91°-180°)
Columbus Departure Control 118.85 (91°-180°) Secondary
Airborne Operations 119.475

KILN/ILN

Apt Elev **1077′**

N39 25.7 W083 47.5

JEPPESEN

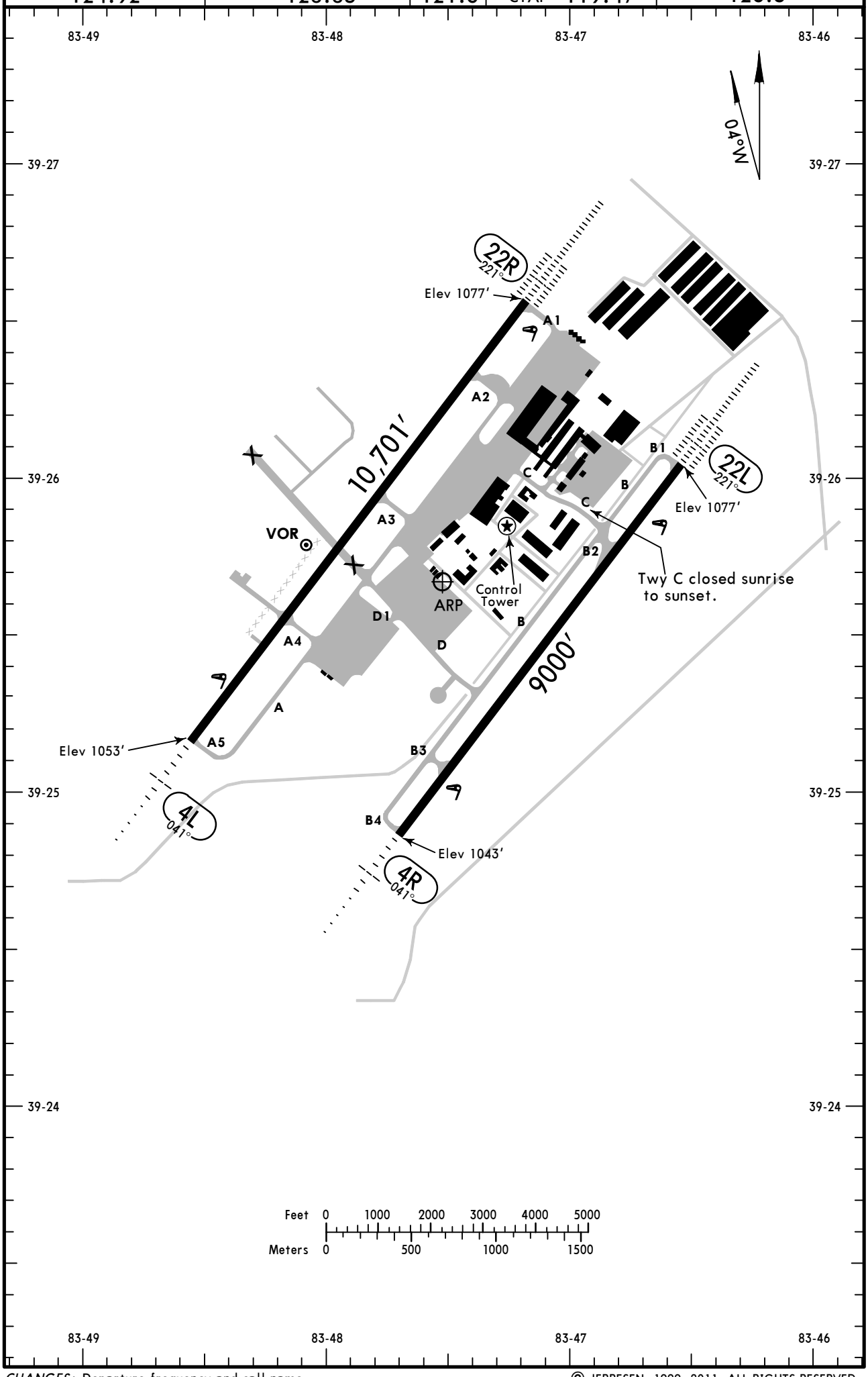
25 NOV 11

10-9

WILMINGTON, OHIO

WILMINGTON

ATIS (ASOS when Twr inop)	*WILMINGTON Clearance	*Ground	*Tower	COLUMBUS Departure (R)
124.92	128.85	121.6	CTAF 119.47	126.5



CHANGES: Departure frequency and call name.

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GENERAL

4 hrs prior permission required for all transient aircraft. Contact airport manager or flight control.

Airport closed to air carrier operations with more than 9 passenger seats and unscheduled air carrier operations greater than 30 passenger seats. 90-day prior permission required. Contact airport manager.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
4L ❶ 22R	❷HIRL ❷CL ❷MALSR PAPI-L(angle 3.0°) RVR		9801′		150′
	❷HIRL ❷CL ❷ALSF-II ❷TDZ PAPI-L(angle 3.0°) RVR		9576′		

❶ Grooved.
❷ Prior request on 119.47 when Twr inop.

4R ❸ 22L	❹HIRL ❹CL ❹MALSR ❺PAPI-L RVR		7970′		150′
	❹HIRL ❹CL ❹ALSF-II ❹TDZ ❺PAPI-L RVR		7905′		

❸ Grooved.
❹ Prior request on 119.47 when Twr inop.
❺ Angle 3.0°.

TAKE-OFF

All Rwys

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

FOR FILING AS ALTERNATE

	ILS Rwy 22R	LOC Rwy 22R RNAV (GPS) Rwy 4L	Authorized Only When Twr Operating or With Approved Weather Service: ILS Rwy 4R ILS Rwy 22L	Authorized Only When Twr Operating or With Approved Weather Service: LOC Rwy 4R LOC Rwy 22L	Authorized Only With Approved Weather Service: ILS Rwy 4L	Authorized Only With Approved Weather Service: LOC Rwy 4L VOR Rwy 4L VOR Rwy 22R	Authorized Only When Local Weather Available: Authorized Only When Twr Operating VOR DME Rwy 22R	Authorized Only When Local Weather Available: RNAV (GPS) Rwy 22R	Other
A	600-2	800-2	600-2	800-2	600-2	800-2	800-2	800-2	NA
B									
C									
D			700-2		700-2				

AMEND 0

CHANGES: None.

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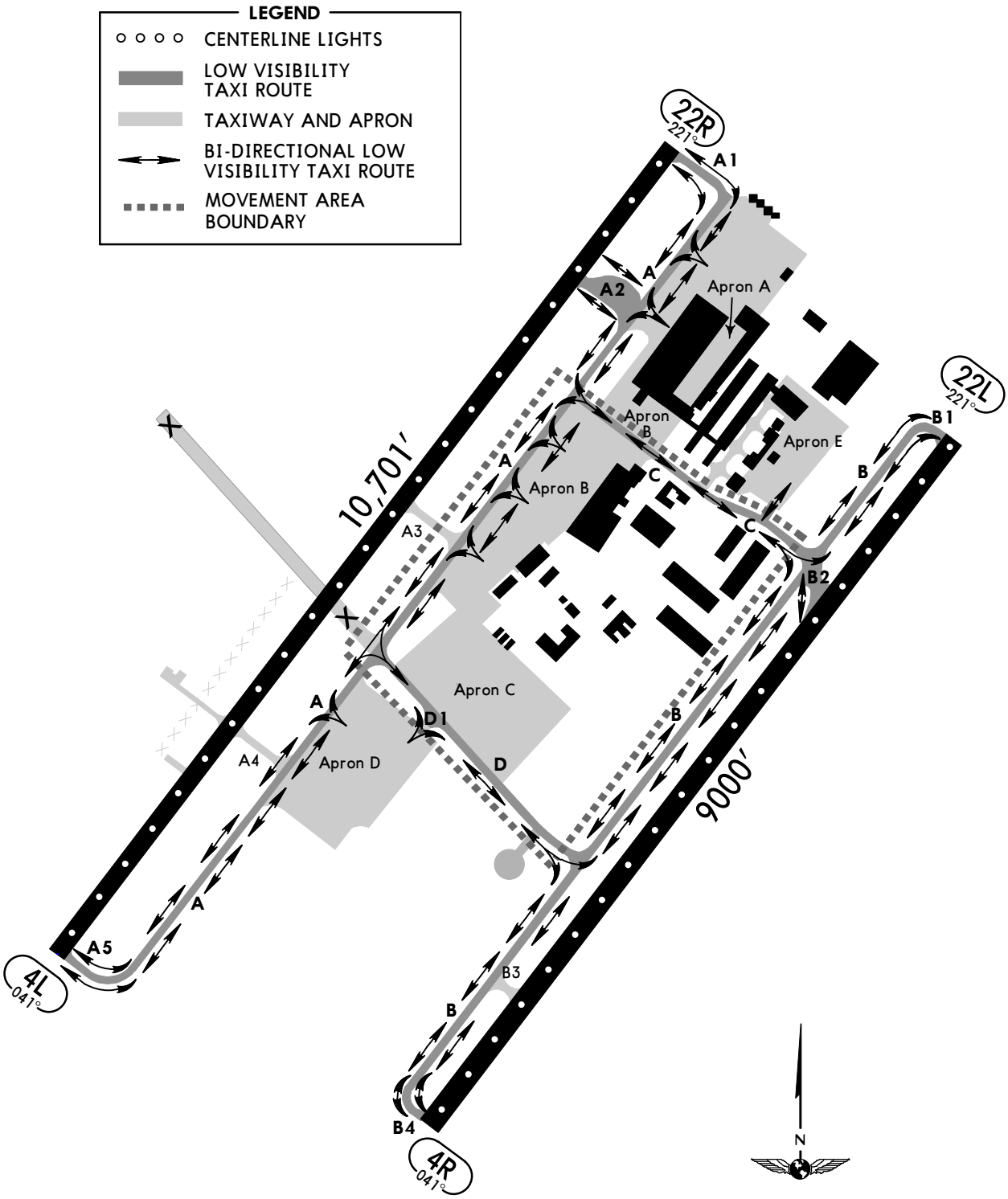
JEPPESEN

25 NOV 11 (10-9B)

SMGCS

WILMINGTON, OHIO
LOW VISIBILITY TAXI ROUTES

ATIS(ASOS when Twr inop)	*WILMINGTON Clearance	*Ground	*Tower	COLUMBUS Departure (R)
124.92	128.85	121.6	CTAF 119.47	126.5



CHANGES: Departure frequency and call name.

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BRIEFING STRIP™

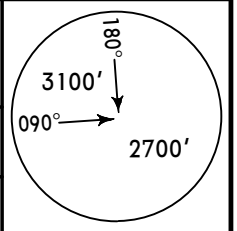
ATIS (ASOS when Twr inop)	COLUMBUS Approach (R)	*WILMINGTON Tower	*Ground
124.92	126.5	CTAF 119.47	121.6

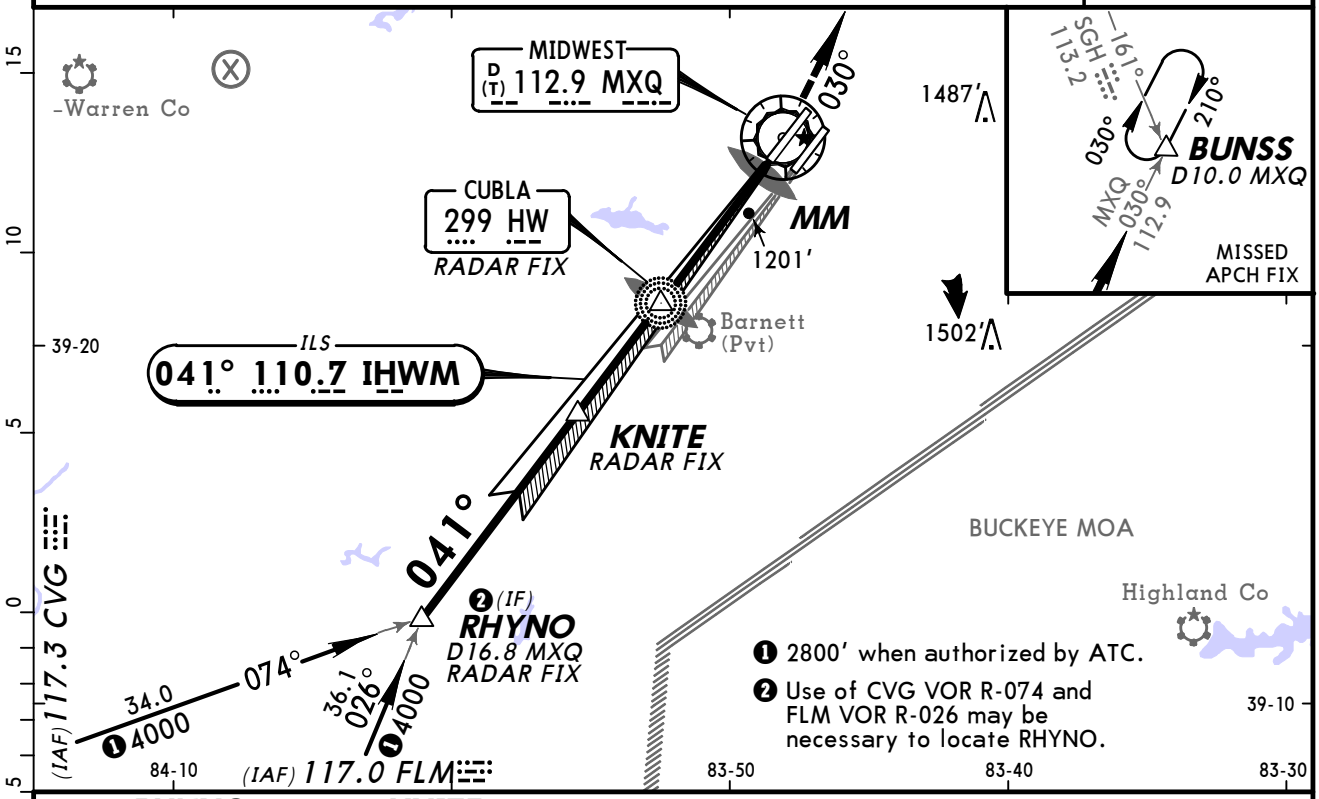
LOC IHWM	Final Apch Crs	GS CUBLA	ILS DA(H) (CONDITIONAL)	Apt Elev 1077′
110.7	041°	2725′ (1668′)	1257′ (200′)	TDZE 1057′

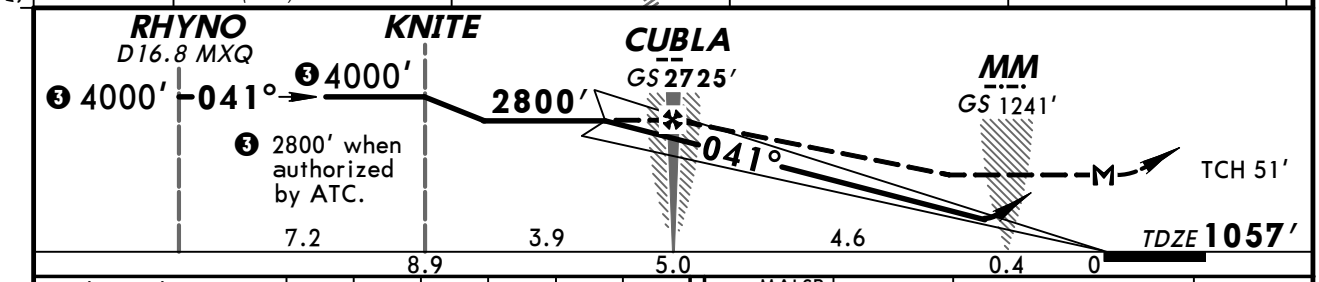
MISSED APCH: Climb to 1600′ then climbing LEFT turn to 4000′ outbound via MXQ VOR R-030 to BUNSS INT/D10.0 MXQ and hold.

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

1. Radar required. 2. Use local altimeter setting; if not received, use Cox-Dayton Intl altimeter setting. 3. Simultaneous approach authorized with Rwy 4R.







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

MALSR / PAPI	1600′	4000′ LT	MXQ via 112.9 R-030	BUNSS

STRAIGHT-IN LANDING RWY 4L
With Local Altimeter Setting

	ILS DA(H) 1257′ (200′) FULL	ILS DA(H) 1257′ (200′) RAIL or ALS out	LOC (GS out) MDA(H) 1460′ (403′)	LOC (GS out) MDA(H) 1460′ (403′) RAIL out	LOC (GS out) MDA(H) 1460′ (403′) 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					

CIRCLE-TO-LAND
With Local Altimeter Setting

Max Kts	MDA(H)
90	1640′ (563′)-1
120	
140	1640′ (563′) -1½
165	1680′ (603′)-2

With Cox-Dayton Intl Altimeter Setting

	ILS DA(H) 1347′ (290′) FULL	ILS DA(H) 1347′ (290′) RAIL or ALS out	LOC (GS out) MDA(H) 1560′ (503′)	LOC (GS out) MDA(H) 1560′ (503′) RAIL out	LOC (GS out) MDA(H) 1560′ (503′) ALS out
A	RVR 24 or ½	RVR 50 or 1	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
B					
C			RVR 50 or 1	1½	
D					

CIRCLE-TO-LAND
With Cox-Dayton Intl Altimeter Setting

Max Kts	MDA(H)
90	1740′ (663′)-1
120	
140	1740′ (663′)-1½
165	1780′ (703′)-2

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

TERPS AMEND 4B 3 JUN 2010

CHANGES: Airport name, approach frequency and call name, ATIS.

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KILN/ILN
WILMINGTON

JEPPESEN
25 NOV 11 (11-2)

WILMINGTON, OHIO
ILS or LOC Rwy 4R

BRIEFING STRIP

ATIS (ASOS when Twr inop)	COLUMBUS Approach (R)	*WILMINGTON Tower	*Ground
124.92	126.5	CTAF 119.47	121.6

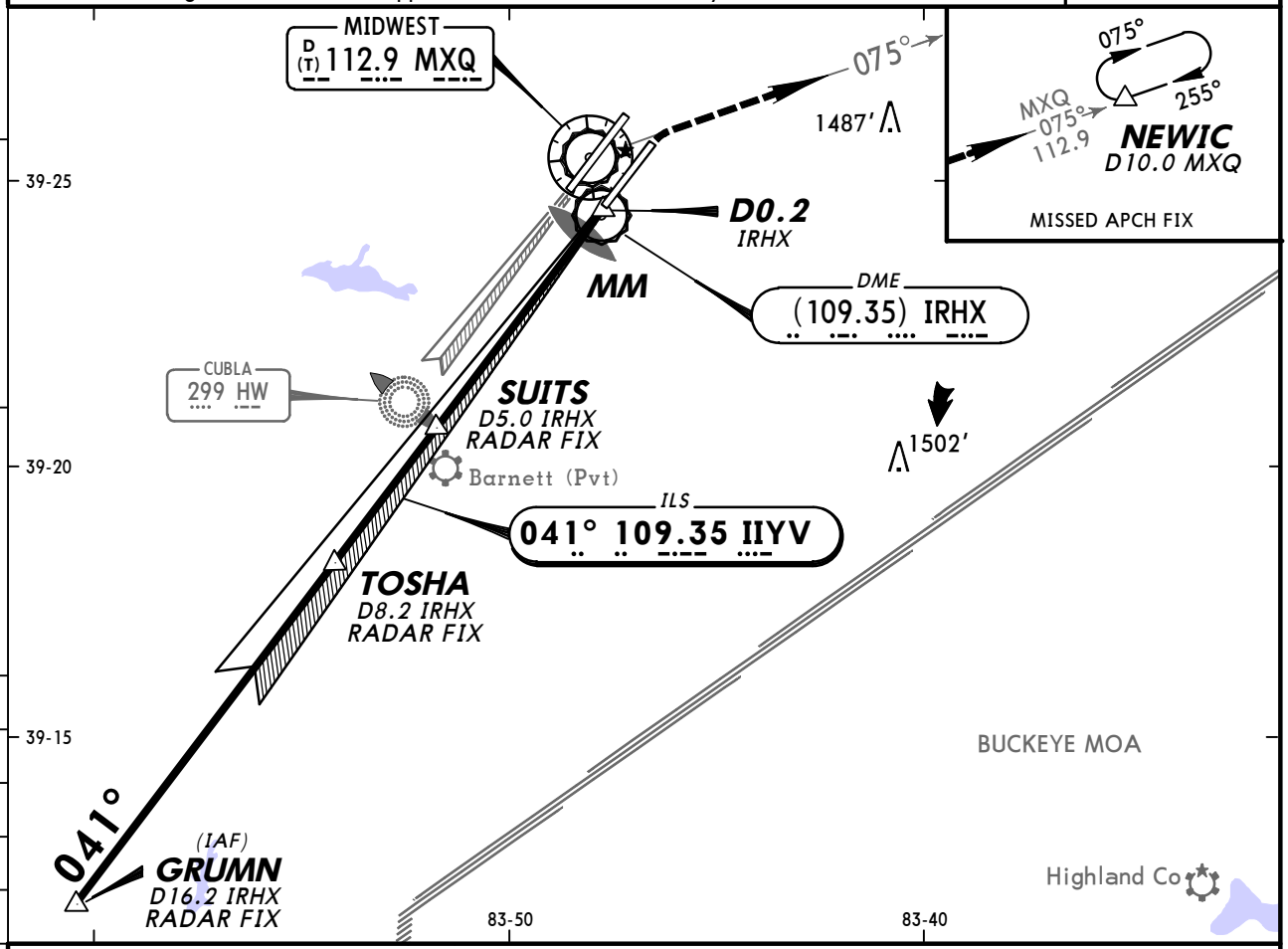
LOC IIYV	Final Apch Crs	GS SUITS	ILS DA(H) (CONDITIONAL)	Apt Elev 1077′
109.35	041°	2770′ (1724′)	1246′ (200′)	TDZE 1046′

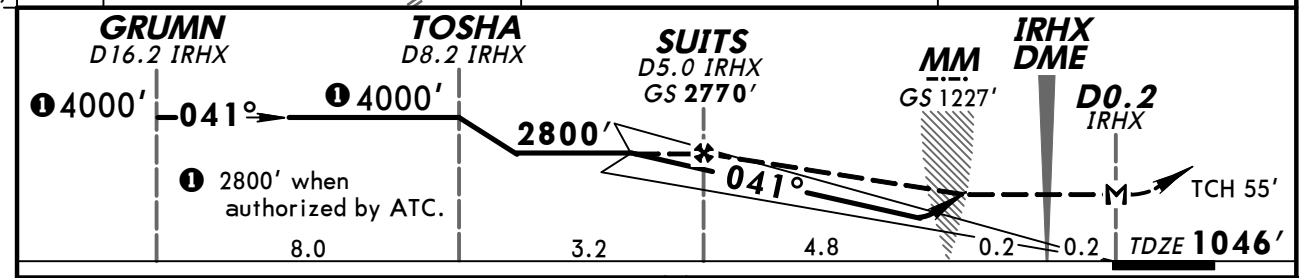
MISSED APCH: Climb to 1700′ then climbing RIGHT turn to 4000′ outbound via MXQ VOR R-075 to NEWIC D10.0 MXQ and hold.

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

1. Radar required. 2. Use local altimeter setting; if not received, use Cox-Dayton Intl altimeter setting. 3. Simultaneous approaches authorized with Rwy 4L. 4. DME ident is IRHX.

3100′
MSA MXQ VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D0.2 IRHX or SUITS to MAP	5.2	4:27	3:28	3:07	2:36	2:14	1:57

MALSR
PAPI

1700′

4000′ RT

MXQ via 112.9 R-075

NEWIC

STRAIGHT-IN LANDING RWY 4R

	ILS		LOC (GS out)						CIRCLE-TO-LAND		
	[1] DA(H) 1246′ (200′)		MDA(H) 1460′ (414′) With Local Altimeter Setting			MDA(H) 1560′ (514′) With Cox-Dayton Intl Altimeter Setting				With Local Altimeter Setting	With Cox-Dayton Intl Altimeter Setting
	FULL	RAIL or ALS out		RAIL out	ALS out		RAIL out	ALS out	Max Kts	MDA(H)	MDA(H)
A	[2] RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	90	1640′ (563′)-1	1740′ (663′)-1
B									120		
C			RVR 40 or 3/4	RVR 60 or 1 1/4		RVR 50 or 1	1 1/2		140	1640′ (563′)-1 1/2	1740′ (663′)-1 3/4
D						RVR 60 or 1 1/4	1 3/4		165	1680′ (603′)-2	1780′ (703′)-2 1/4

AMEND OB

TERPS

[1] DA(H) 1336′ (290′) with Cox-Dayton Intl altimeter setting.
[2] With Local Altimeter Setting: RVR 18 with Flight Director or Autopilot or HUD to DA.

CHANGES: Airport name, approach frequency and call name, ATIS.

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KILN/ILN
WILMINGTON

JEPPESEN

25 NOV 11 (11-3)

WILMINGTON, OHIO
ILS Rwy 22L

ATIS (ASOS when Twr inop)	COLUMBUS Approach (R)	*WILMINGTON Tower	*Ground
124.92	126.5	CTAF 119.47	121.6

BRIEFING STRIP™

LOC	Final Apch Crs	GS	ILS DA(H) (CONDITIONAL)	Apt Elev 1077′
IRHX 109.35	221°	DURRA 2535′ (1458′)	1277′ (200′)	TDZE 1077′

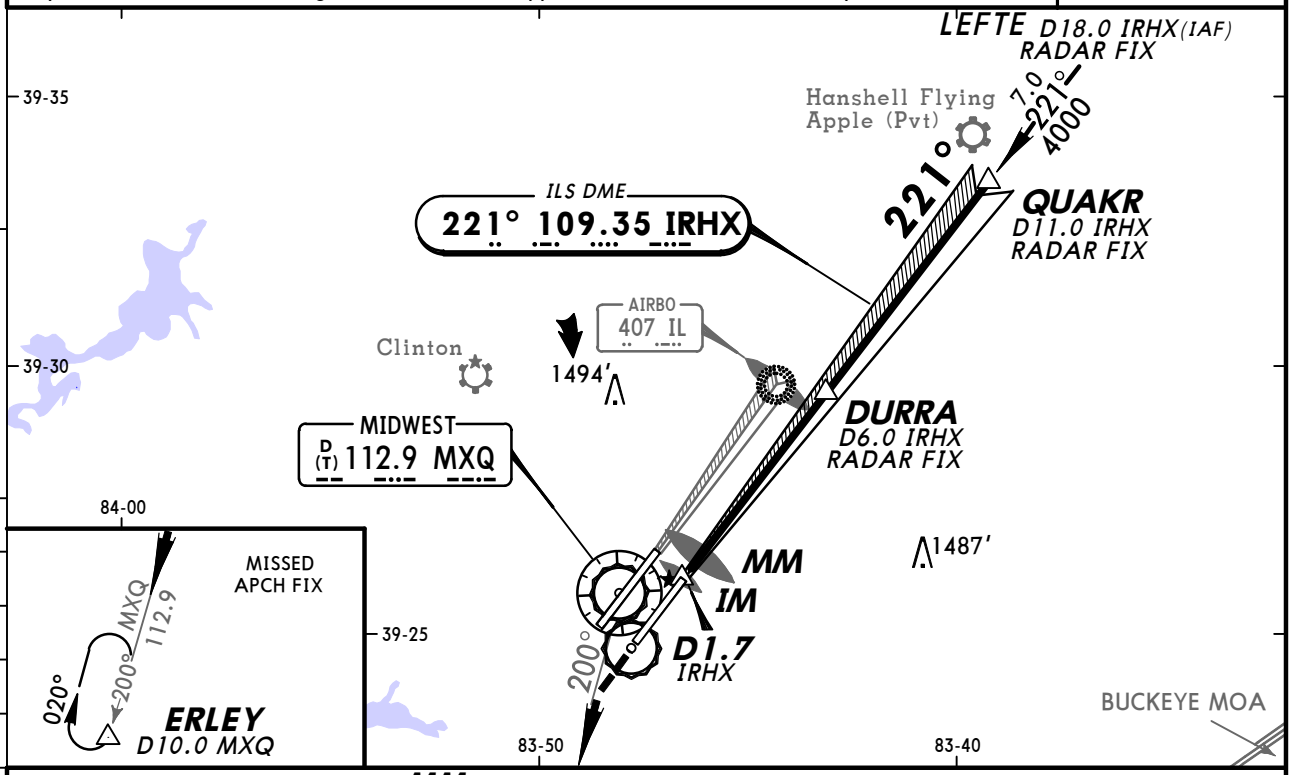
MISSED APCH: Climb to 1500′ then climbing LEFT turn to 4000′ outbound via MXQ VOR R-200 to ERLEY D10.0 MXQ and hold.

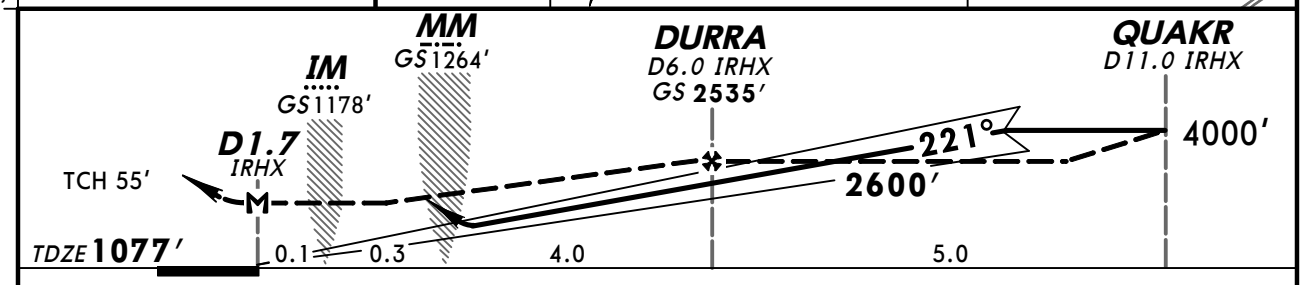
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Radar required. 2. Obtain local altimeter setting on CTAF; if not received, use Dayton Intl altimeter setting. 3. Simultaneous approaches authorized with Rwy 22R.

3100′

MSA MXQ VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at D1.7 IRHX or DURRA to MAP 4.4	3:46	2:56	2:38	2:12	1:53	1:39

ALSF-II PAPI

1500′ 4000′ LT via MXQ 112.9 R-200 ERLEY

STRAIGHT-IN LANDING RWY 22L
With Local Altimeter Setting

	ILS DA(H) 1277′ (200′) FULL	ILS TDZ or CL out	ILS ALS out	LOC (GS out) MDA(H) 1460′ (383′)	LOC (GS out) ALS out
A	RVR 18 or ½	RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 50 or 1
B					
C					
D				RVR 50 or 1	RVR 60 or 1¼

CIRCLE-TO-LAND
With Local Altimeter Setting

Max Kts	MDA(H)
90	1640′ (563′) - 1
120	
140	1640′ (563′) - 1½
165	1680′ (603′) - 2

With Dayton Intl Altimeter Setting

	ILS DA(H) 1367′ (290′) FULL	ILS ALS out	LOC (GS out) MDA(H) 1540′ (463′)	LOC (GS out) 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	1¼
D			RVR 50 or 1	1½

With Dayton Intl Altimeter Setting

Max Kts	MDA(H)
90	1740′ (663′) - 1
120	
140	1740′ (663′) - 1¾
165	1780′ (703′) - 2¼

AMENDO A TERPS

CHANGES: Airport name, approach frequency and call name, ATIS.

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ATIS (ASOS when Twr inop)	COLUMBUS Approach (R)	*WILMINGTON Tower	*Ground
124.92	126.5	CTAF 119.47	121.6

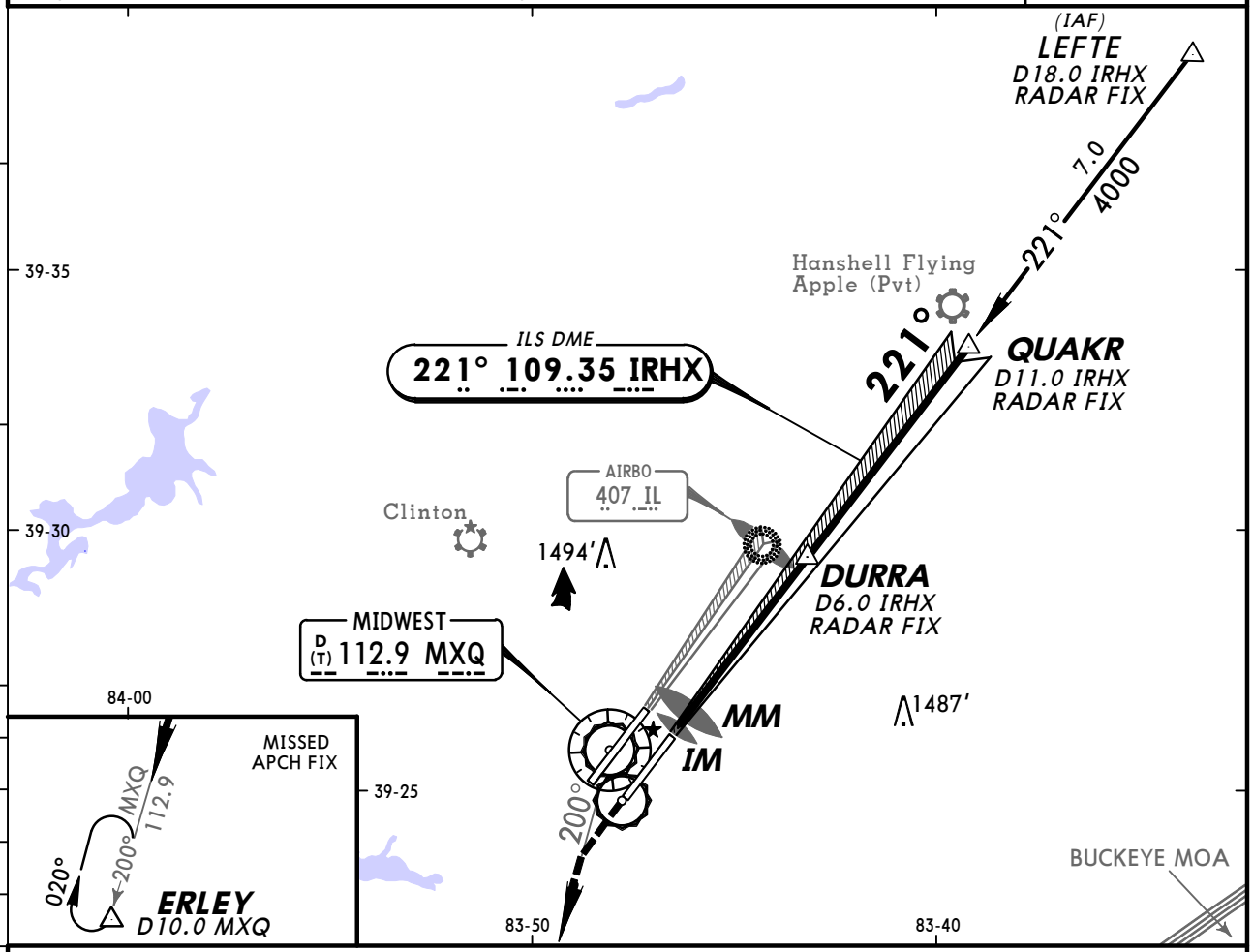
LOC	Final Apch Crs	GS	CAT II ILS	Apt Elev 1077′
IRHX 109.35	221°	DURRA 2535′ (1458′)	RA 98′ DA(H) 1177′(100′)	TDZE 1077′

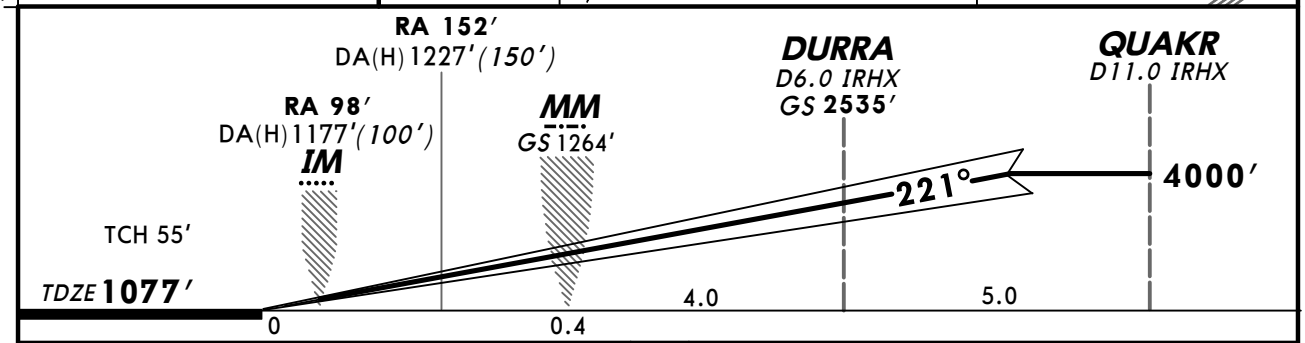
MISSED APCH: Climb to 1500′ then climbing LEFT turn to 4000′ outbound via MXQ VOR R-200 to ERLEY D10.0 MXQ and hold.

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

1. Radar required. 2. Obtain local altimeter setting on CTAF; if not received, use Dayton Intl altimeter setting. 3. Simultaneous approaches authorized with Rwy 22R. 4. Special aircrew and aircraft certification required.

3100′
MSA MXQ VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849

ALSF-II
PAPI

1500′

4000′ LT

MXQ via 112.9 R-200

ERLEY

STRAIGHT-IN LANDING RWY 22L
CAT II ILS

RA 98′	RA 152′
DA(H) 1177′(100′)	DA(H) 1227′(150′)
RVR 12	RVR 16

TERPS AMEND 0A

CHANGES: Airport name, approach frequency and call name, ATIS.

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BRIEFING STRIP ™

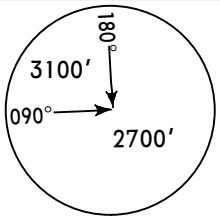
ATIS (ASOS when Twr inop)	COLUMBUS Approach (R)	*WILMINGTON Tower	*Ground
124.92	126.5	CTAF 119.47	121.6

LOC IILN	Final Apch Crs	GS AIRBO	ILS DA(H)	Apt Elev 1077′
110.7	221°	2343′ (1266′)	1277′ (200′)	TDZE 1077′

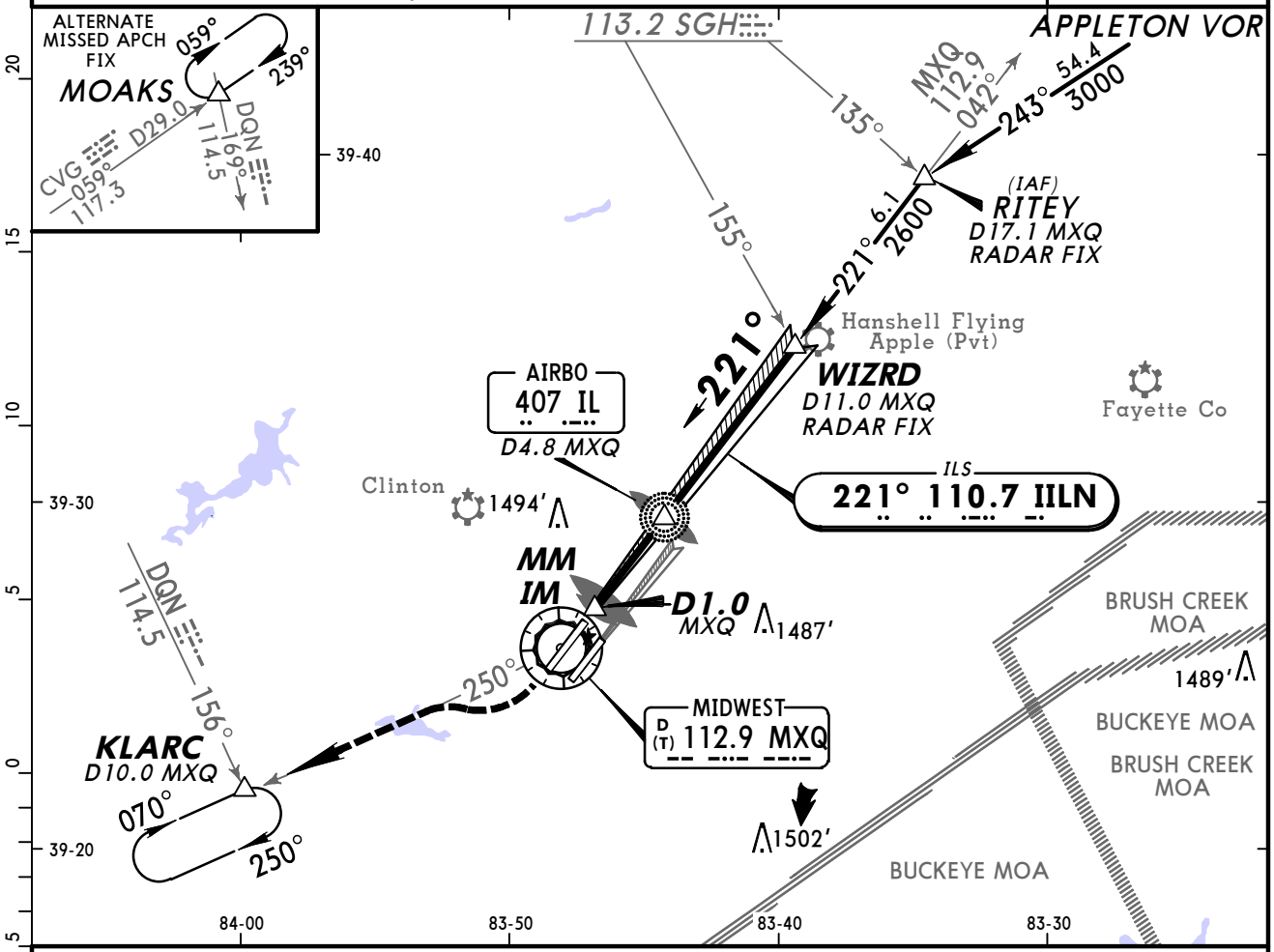
MISSED APCH: Climb to 1500′, then climbing RIGHT turn to 4000′ outbound via MXQ VOR R-250 to KLARC INT/D10.0 MXQ and hold.

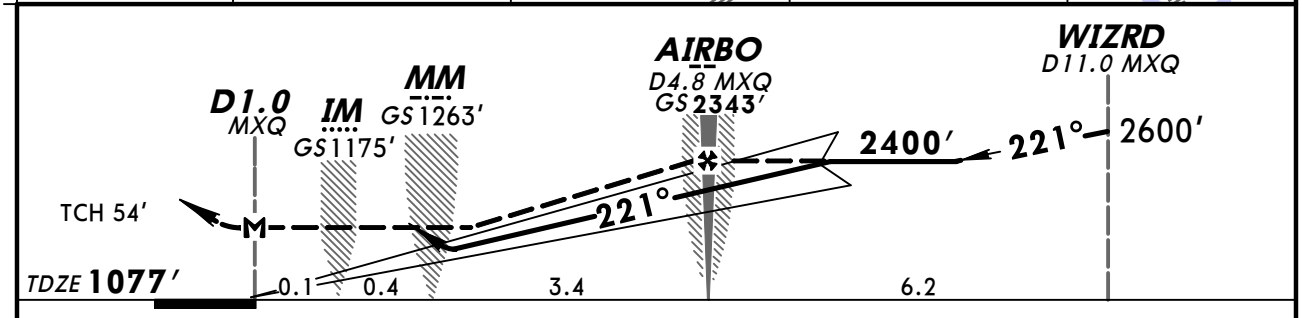
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Simultaneous approaches authorized with ILS Rwy 22L. 2. VGSI and ILS glide slope not coincident. 3. DME from MXQ VOR.



MSA MXQ VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D1.0 MXQ or AIRBO to MAP	3.8	3:15	2:32	2:17	1:54	1:38	1:26

ALSF-II PAPI 1500′ 4000′ RT MXQ via 112.9 R-250 KLARC

STRAIGHT-IN LANDING RWY 22R

	ILS DA(H) 1277′ (200′) FULL	TDZ or CL out	ALS out	LOC (GS out) MDA(H) 1400′ (323′)	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	1640′(563′)-1
B						120	1640′(563′)-1½
C						140	1640′(563′)-1½
D				RVR 40 or ¾	RVR 60 or 1¼	165	1640′(563′)-2

TERPS AMEND 5

CHANGES: Airport name, approach frequency and call name.

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KILN/ILN
WILMINGTON

JEPPESEN

25 NOV 11 (11-4A)

WILMINGTON, OHIO
ILS Rwy 22R CAT II & III

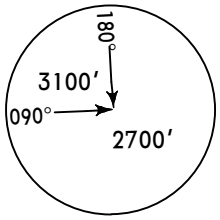
ATIS (ASOS when Twr inop)	COLUMBUS Approach (R)	*WILMINGTON Tower	*Ground
124.92	126.5	CTAF 119.47	121.6

LOC	Final Apch Crs	GS	CAT IIIC	CAT IIIB	CAT IIIA	CAT II ILS	Apt Elev
IILN 110.7	221°	AIRBO 2343′ (1266′)	NA	Refer to Minimums		RA 101′ DA(H) 1177′(100′)	1077′ TDZE 1077′

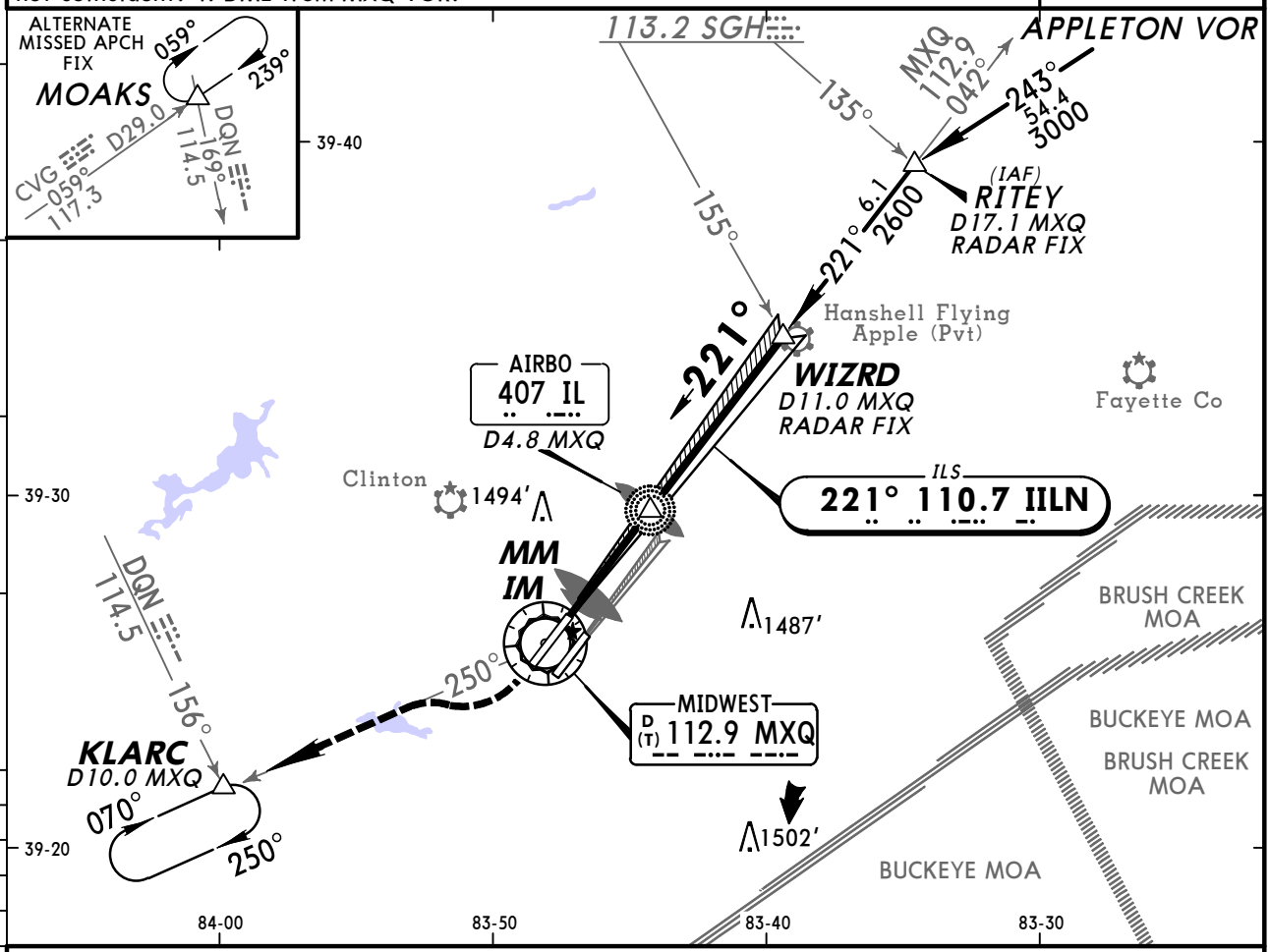
MISSED APCH: Climb to 1500′, then climbing RIGHT turn to 4000′ outbound via MXQ VOR R-250 to KLARC INT/D10.0 MXQ and hold.

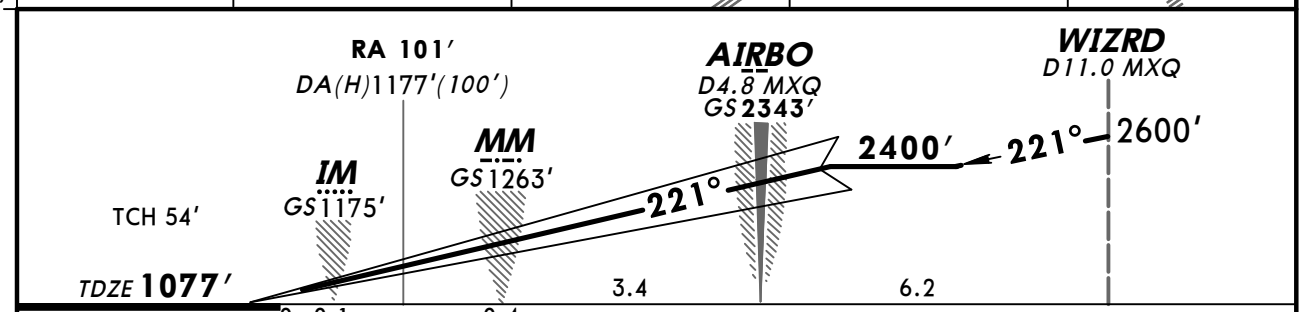
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. **CAT II & III: Special aircrew and aircraft certification required.**
2. Simultaneous approaches authorized with ILS Rwy 22L. 3. VGSI and ILS glide slope not coincident. 4. DME from MXQ VOR.



MSA MXQ VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849

ALSF-II PAPI | 1500′ | 4000′ RT | MXQ via 112.9 R-250 | KLARC

STRAIGHT-IN LANDING RWY **22R**

CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 101′ DA(H) 1177′ (100′)
NA	RVR 6	RVR 7	RVR 12

BRIEFING STRIP™ AMEND 5 TERPS

CHANGES: Airport name, approach frequency and call name.

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BRIEFING STRIP™

ATIS (ASOS when Twr inop)	COLUMBUS Approach (R)	*WILMINGTON Tower	*Ground
124.92	126.5	CTAF 119.47	121.6

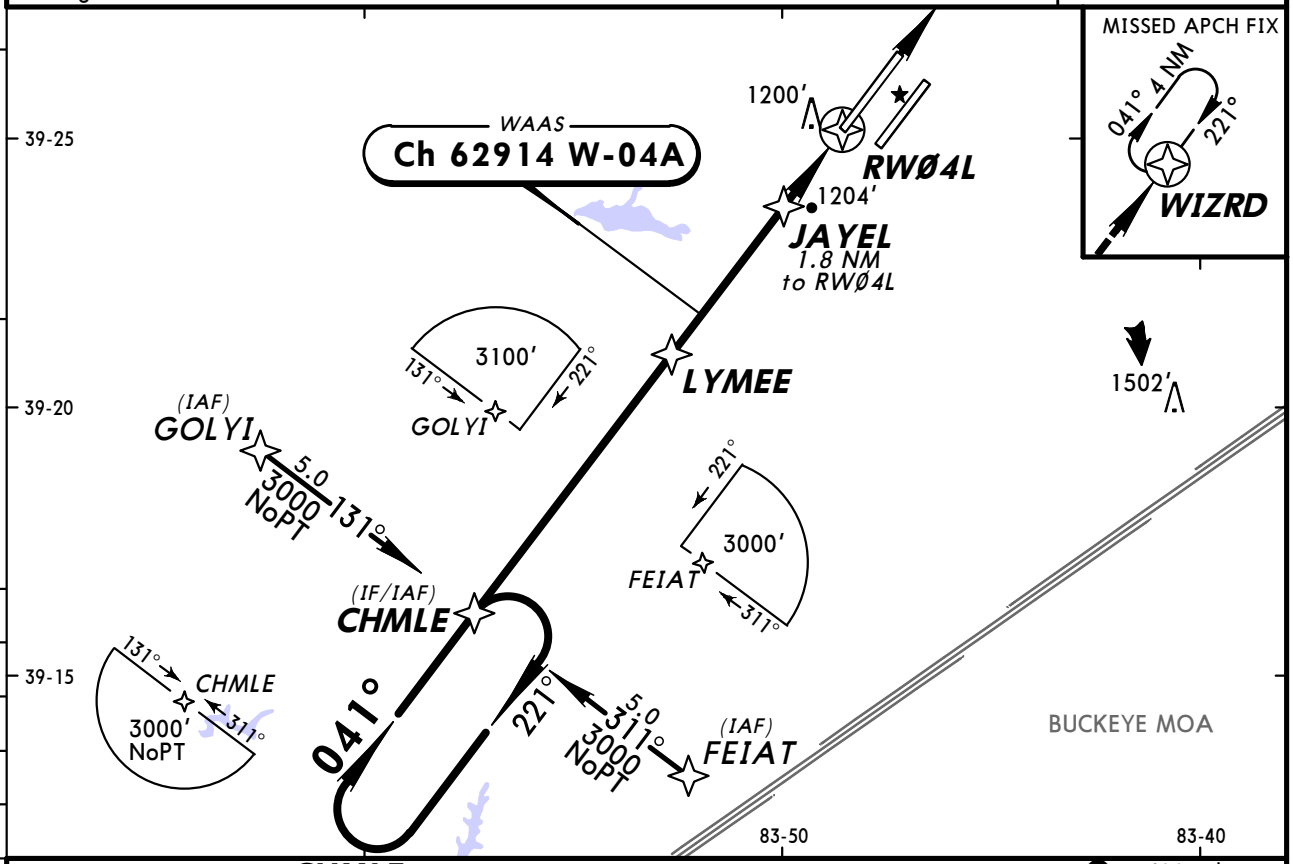
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 1077′
Ch 62914 W-04A	041°	LYMEE 2800′ (1743′)	1257′ (200′)	TDZE 1057′

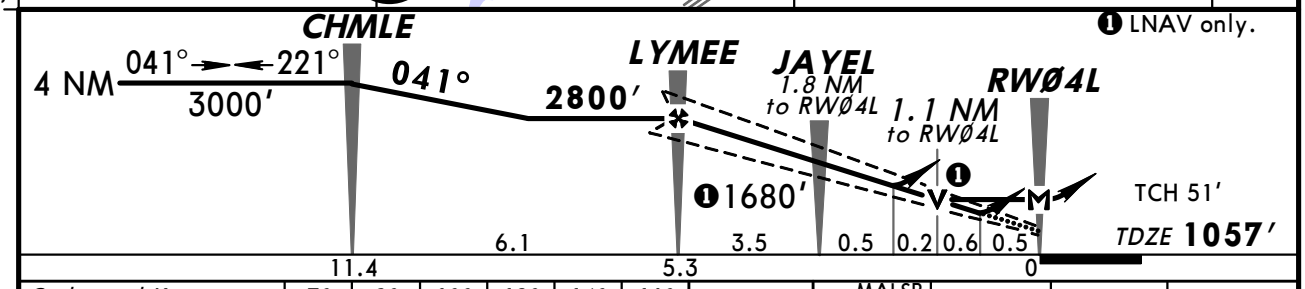
MISSED APCH: Climb to 3000′ direct WIZRD and hold.

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

1. Use local altimeter setting; if not received, use Cox-Dayton Intl altimeter setting.
2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -17°C (2°F) or above 46°C (114°F). 3. DME/DME RNP-0.30 not authorized. 4. VGSI and RNAV glidepath not coincident. 5. VDP and Baro-VNAV not authorized when using Cox-Dayton Intl altimeter setting.

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 RW04L						

MALSR
PAPI
3000′
WIZRD

STRAIGHT-IN LANDING RWY 4L
With Local Altimeter Setting

	LPV DA(H) 1257′ (200′)		LNAV/VNAV DA(H) 1505′ (448′)		LNAV MDA(H) 1460′ (403′)		
		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
With Local Altimeter Setting

Max Kts	MDA(H)
90	1640′ (563′)-1
120	
140	1640′ (563′)-1½
165	1680′ (603′)-2

With Cox-Dayton Intl Altimeter Setting

	LPV DA(H) 1347′ (290′)		LNAV/VNAV DA(H) 1595′ (538′)		LNAV MDA(H) 1560′ (503′)		
		RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out
A	RVR 24 or ½	RVR 50 or 1	1½	2	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
B							
C					RVR 50 or 1	1½	
D							

With Cox-Dayton Intl Altimeter Setting

Max Kts	MDA(H)
90	1740′ (663′)-1
120	
140	1740′ (663′)-1¾
165	1780′ (703′)-2¼

AMEND 0
TERPS

CHANGES: Airport name, approach frequency and call name.

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KILN/ILN
WILMINGTON

JEPPESEN

25 NOV 11 (12-2)

WILMINGTON, OHIO
RNAV (GPS) Rwy 22R

ATIS (ASOS when Twr inop)	COLUMBUS Approach (R)	*WILMINGTON Tower	*Ground
124.92	126.5	CTAF 119.47	121.6

BRIEFING STRIP™

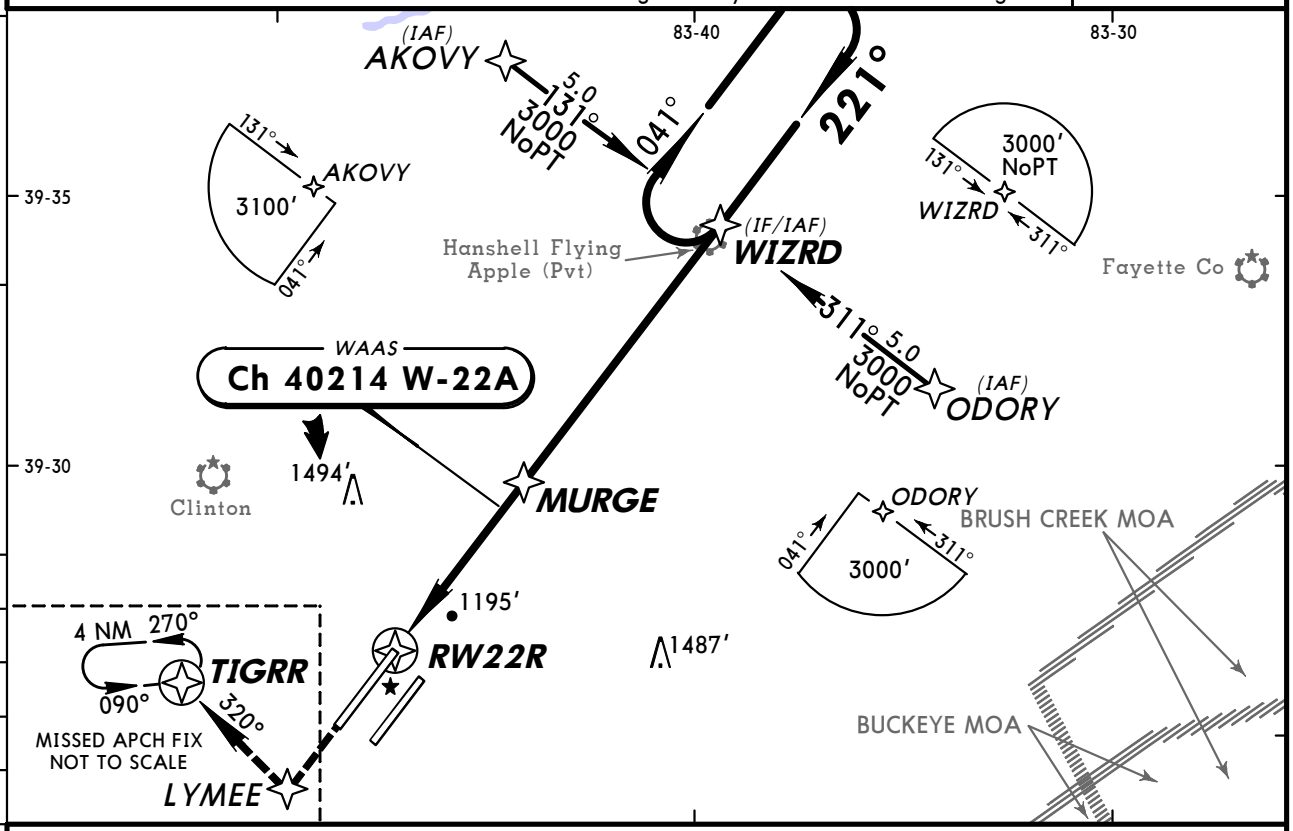
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 1077′
Ch 40214 W-22A	221°	MURGE 2400′ (1323′)	1277′ (200′)	TDZE 1077′

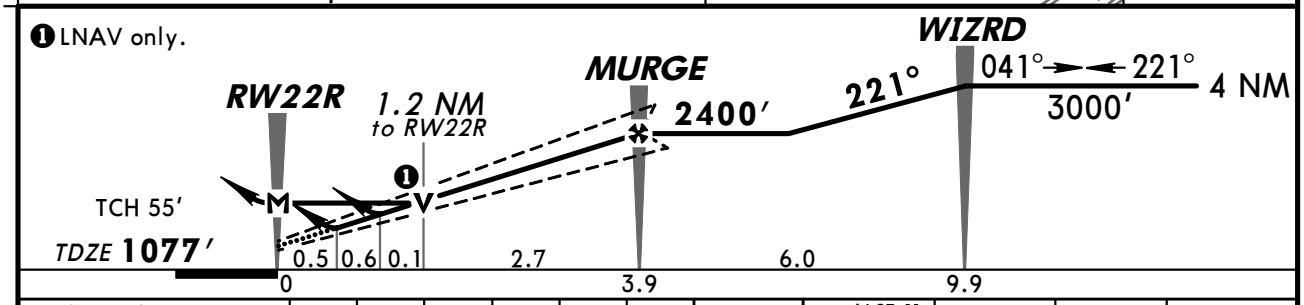
MISSED APCH: Climb to 3000′ direct LYMEE and RIGHT turn via track 320° to TIGRR and hold.

TAA 30 NM IAF

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

1. Use local altimeter setting; if not received, use Cox-Dayton Intl altimeter setting.
2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -17°C (2°F) or above 46°C (114°F). 3. DME/DME RNP-0.30 not authorized. 4. VGSI and RNAV glidepath not coincident. 5. VDP and Baro-VNAV not authorized when using Cox-Dayton Intl altimeter setting.





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW22R						

ALSF-II PAPI 3000′ LYMEE

STRAIGHT-IN LANDING RWY 22R

With Local Altimeter Setting

	LPV DA(H) 1277′ (200′) ALS out		LNAV/VNAV DA(H) 1497′ (420′) ALS out		LNAV MDA(H) 1540′ (463′) 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	1640′ (563′)-1
120	
140	1640′ (563′)-1½
165	1680′ (603′)-2

With Cox-Dayton Intl Altimeter Setting

	LPV DA(H) 1367′ (290′) ALS out		LNAV/VNAV DA(H) 1587′ (510′) ALS out		LNAV MDA(H) 1640′ (563′) 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 Cox-Dayton Intl Altimeter Setting

Max Kts	MDA(H)
90	1740′ (663′)-1
120	
140	1740′ (663′)-1¾
165	1780′ (703′)-2¼

AMEND 0 TERPS

CHANGES: Airport name, approach frequency and call name.

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KILN/ILN
WILMINGTON

JEPPESEN

25 NOV 11 (13-1)

WILMINGTON, OHIO
VOR or GPS Rwy 4L

BRIEFING STRIP™

ATIS (ASOS when Twr inop)	COLUMBUS Approach (R)	*WILMINGTON Tower	*Ground
124.92	126.5	CTAF 119.47	121.6

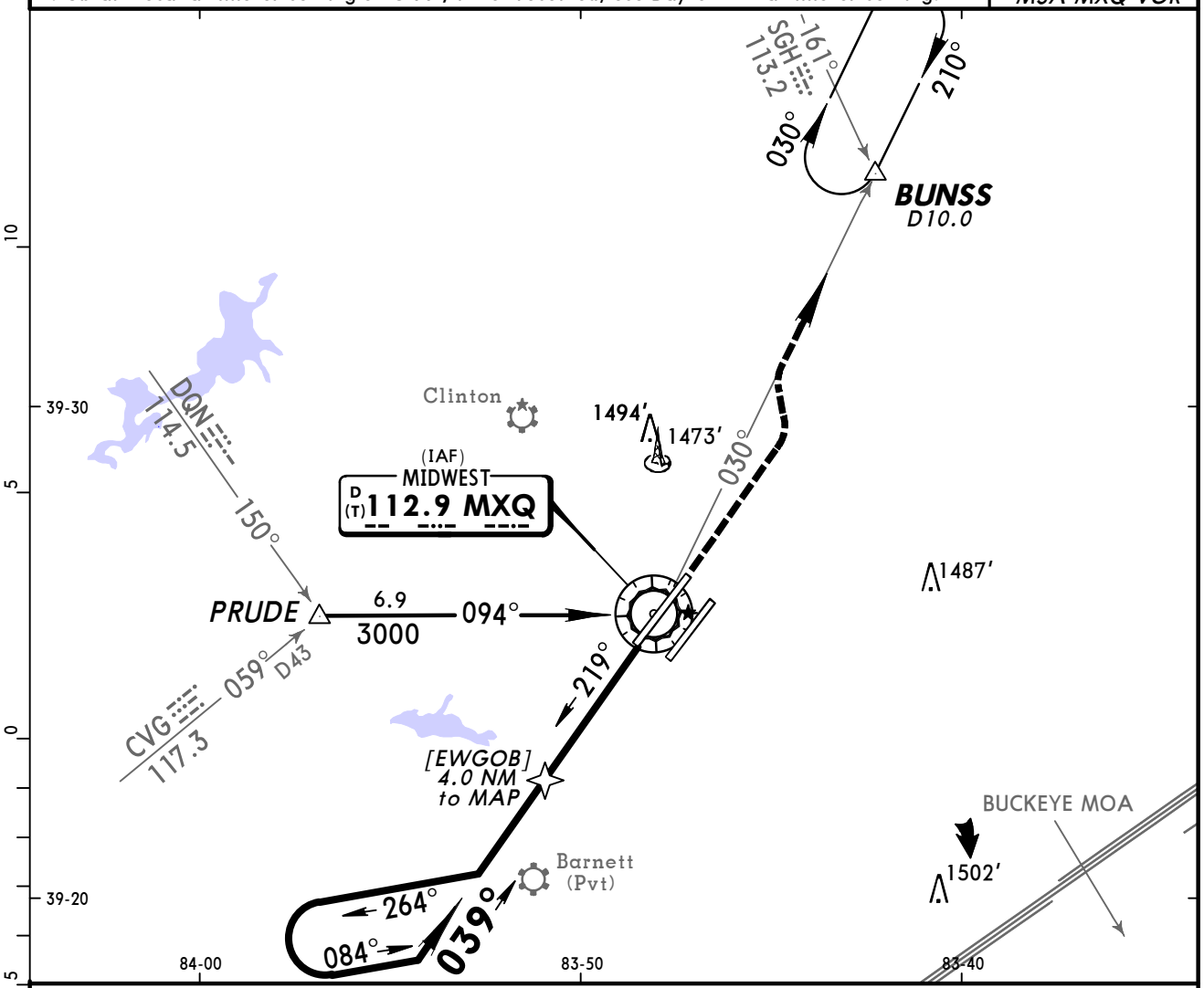
VOR MXQ 112.9	Final Apch Crs 039°	No FAF	MDA(H) (CONDITIONAL) 1520′ (463′)	Apt Elev 1077′ TDZE 1057′

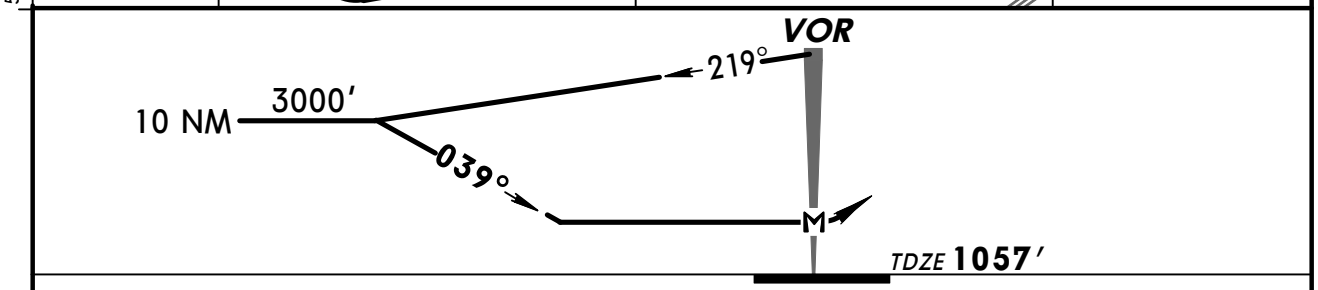
MISSED APCH: Climb to 2500′ then climbing LEFT turn to 4000′ outbound via MXQ VOR R-030 to BUNSS INT/D10.0 and hold.

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

1. Obtain local altimeter setting on CTAF; if not received, use Dayton Intl altimeter setting.

MSA MXQ VOR: 180° 3100′; 090° 2700′





MAP at VOR	MALSR / PAPI	2500′	4000′ LT	via MXQ 112.9 R-030	BUNSS

	STRAIGHT-IN LANDING RWY 4L						CIRCLE-TO-LAND		
	MDA(H) 1520′ (463′) With Local Altimeter Setting			MDA(H) 1620′ (563′) With Dayton Intl Altimeter Setting				With Local Altimeter Setting	With Dayton Intl Altimeter Setting
		RAIL out	ALS out		RAIL out	ALS out	Max Kts	MDA(H)	MDA(H)
AMEND A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	1/2	3/4	1	90	1640′ (563′)-1	1740′ (663′)-1
AMEND B							120		
5D C	RVR 40 or 3/4	RVR 60 or 1 1/4		1	1 1/2		140	1640′ (563′) -1 1/2	1740′ (663′)-1 3/4
TERPS D	RVR 60 or 1 1/4	1 1/2		1 1/4	1 3/4		165	1680′ (603′)-2	1780′ (703′)-2 1/4

CHANGES: Airport name, approach frequency and call name.

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ATIS (ASOS when Twr inop)	COLUMBUS Approach (R)	*WILMINGTON Tower	*Ground
124.92	126.5	CTAF 119.47	121.6

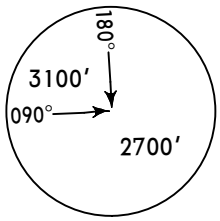
BRIEFING STRIP™

VOR	Final Apch Crs	Minimum Alt	MDA(H) (CONDITIONAL)	Apt Elev 1077′
MXQ 112.9	225°	KURLE 2700′ (1623′)	1460′ (383′)	TDZE 1077′

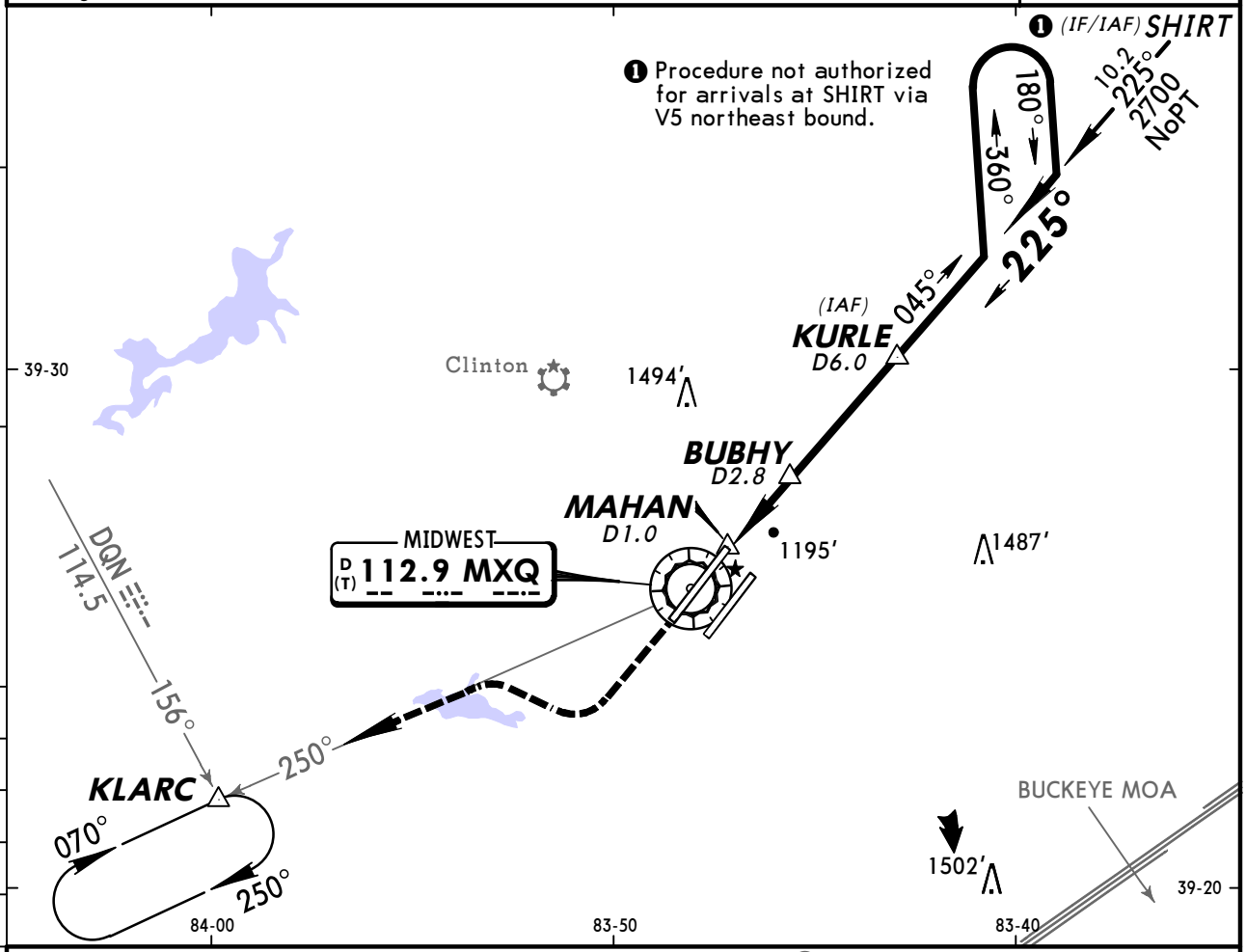
MISSED APCH: Climb to 2500′ then climbing RIGHT turn to 4000′ outbound via MXQ VOR R-250 to KLARC INT and hold.

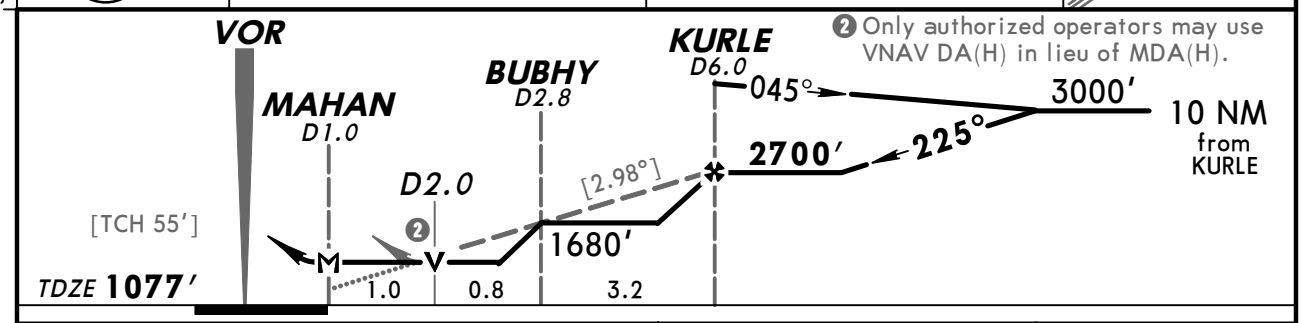
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Cox-Dayton Intl altimeter setting. 2. VGSI and descent angles not coincident. 3. VDP not authorized when using Cox-Dayton Intl altimeter setting.



MSA MXQ VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent angle[2.98°]	369	474	527	633	738	843
MAP at MAHAN						

ALSF-II PAPI

2500′ 4000′ RT via MXQ 112.9 R-250 KLARC

	STRAIGHT-IN LANDING RWY22R				CIRCLE-TO-LAND		
	MDA(H) 1460′ (383′) With Local Altimeter Setting		MDA(H) 1560′ (483′) With Cox-Dayton Intl Altimeter Setting			With Local Altimeter Setting	With Cox-Dayton Intl Altimeter Setting
		ALS out		ALS out	Max Kts	MDA(H)	MDA(H)
A	RVR 24 or ½	RVR 50 or 1	RVR 24 or ½	RVR 50 or 1	90	1640′ (563′)-1	1740′ (663′)-1
B					120		
C			RVR 40 or ¾	RVR 60 or 1¼	140	1640′ (563′) -1½	1740′ (663′)-1¾
D	RVR 50 or 1	RVR 60 or 1¼	RVR 50 or 1	1½	165	1680′ (603′)-2	1780′ (703′)-2¼

AMEND 5 TERPS

CHANGES: Airport name, approach frequency and call name.

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BRIEFING STRIP™

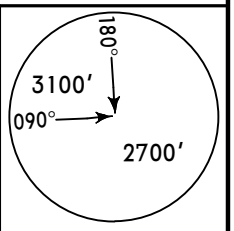
ATIS (ASOS when Twr inop)	COLUMBUS Approach (R)	*WILMINGTON Tower	*Ground
124.92	126.5	CTAF 119.47	121.6

VOR MXQ 112.9	Final Apch Crs 225°	No FAF	MDA(H) (CONDITIONAL) 1640′ (563′)	Apt Elev 1077′ TDZE 1077′

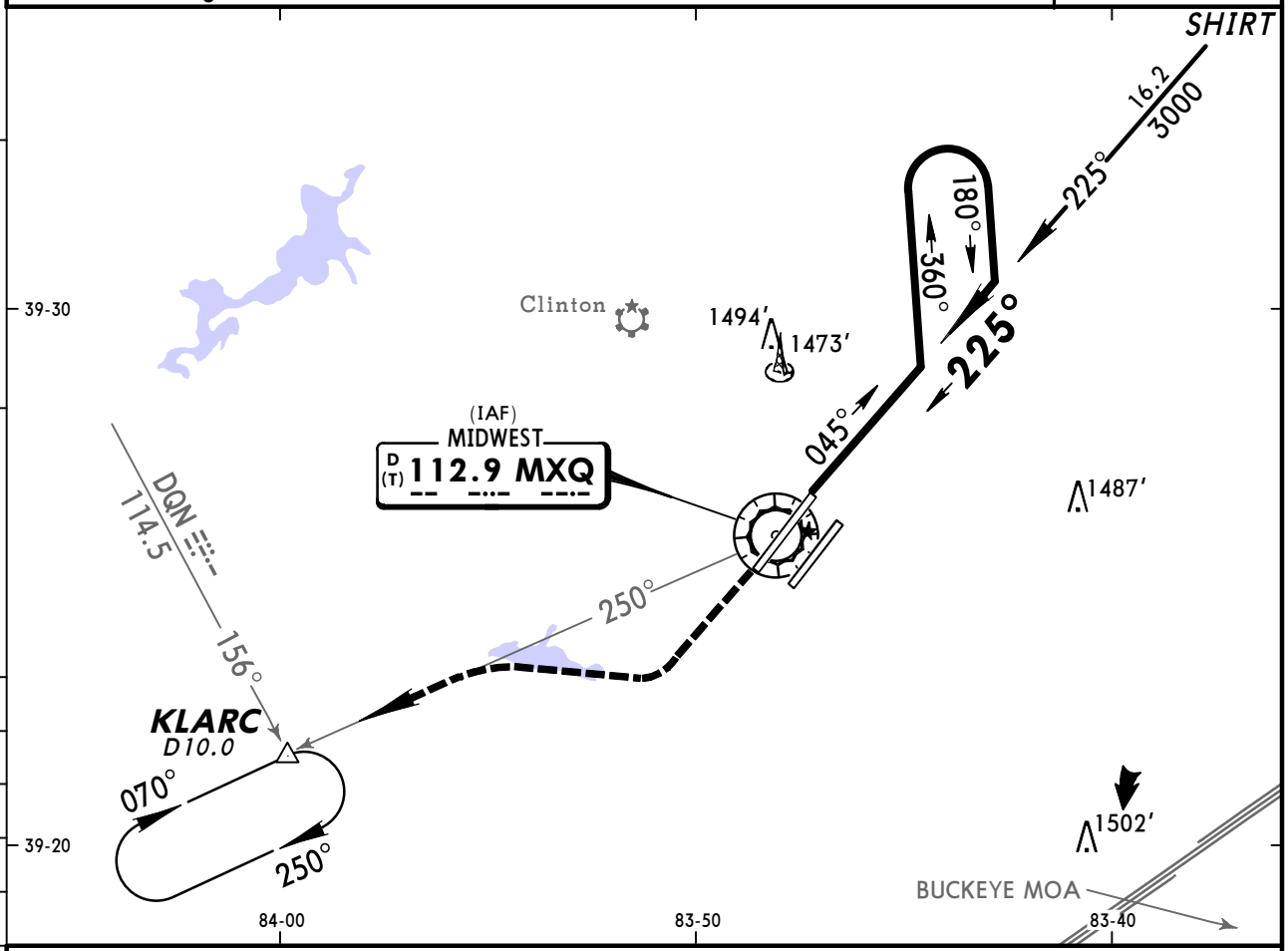
MISSED APCH: Climb to 2500′ then climbing RIGHT turn to 4000′ outbound via MXQ VOR R-250 to KLARC INT/D10.0 and hold.

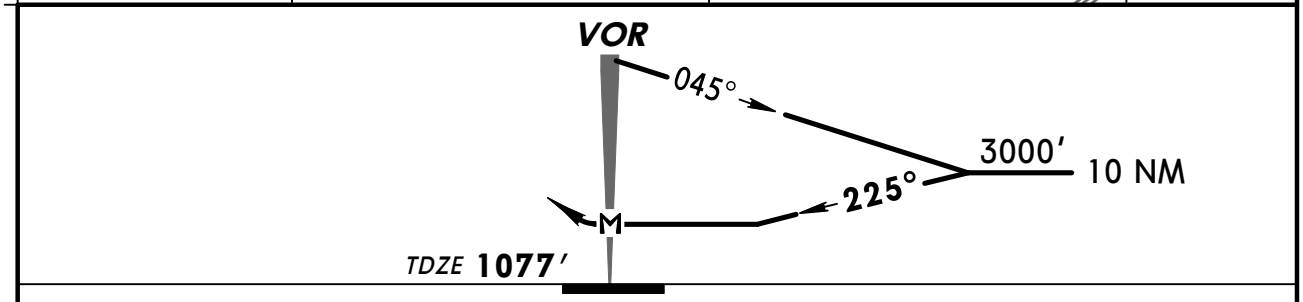
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Obtain local altimeter setting on CTAF; if not received, use Cox-Dayton Intl altimeter setting.



MSA MXQ VOR





MAP at VOR							ALSF-II PAPI	2500′	4000′ RT	via MXQ 112.9 R-250	KLARC

TERPS AMEND 4C

STRAIGHT-IN LANDING RWY22R					CIRCLE-TO-LAND		
	MDA(H) 1640′ (563′) With Local Altimeter Setting		MDA(H) 1740′ (663′) With Cox-Dayton Intl Altimeter Setting			With Local Altimeter Setting	With Cox-Dayton Intl Altimeter Setting
		ALS out		ALS out	Max Kts	MDA(H)	MDA(H)
A	RVR 24 or ½	RVR 50 or 1	RVR 24 or ½	RVR 50 or 1	90	1640′ (563′)-1	1740′ (663′)-1
B					120		
C	RVR 50 or 1	1½	RVR 60 or 1¼	1¾	140	1640′ (563′)-1½	1740′ (663′)-1¾
D	RVR 60 or 1¼	1¾	1½	2	165	1680′ (603′)-2	1780′ (703′)-2¼

CHANGES: Airport name, approach frequency and call name.

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BRIEFING STRIP™

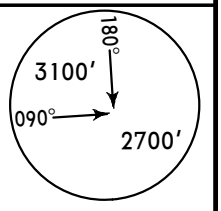
ATIS (ASOS when Twr inop)	COLUMBUS Approach (R)	*WILMINGTON Tower	*Ground
124.92	126.5	CTAF 119.47	121.6

LOM HW	Final Apch Crs	Minimum Alt LOM	MDA(H) (CONDITIONAL)	Apt Elev 1077′ TDZE 1057′
299	042°	2800′ (1743′)	1520′ (463′)	

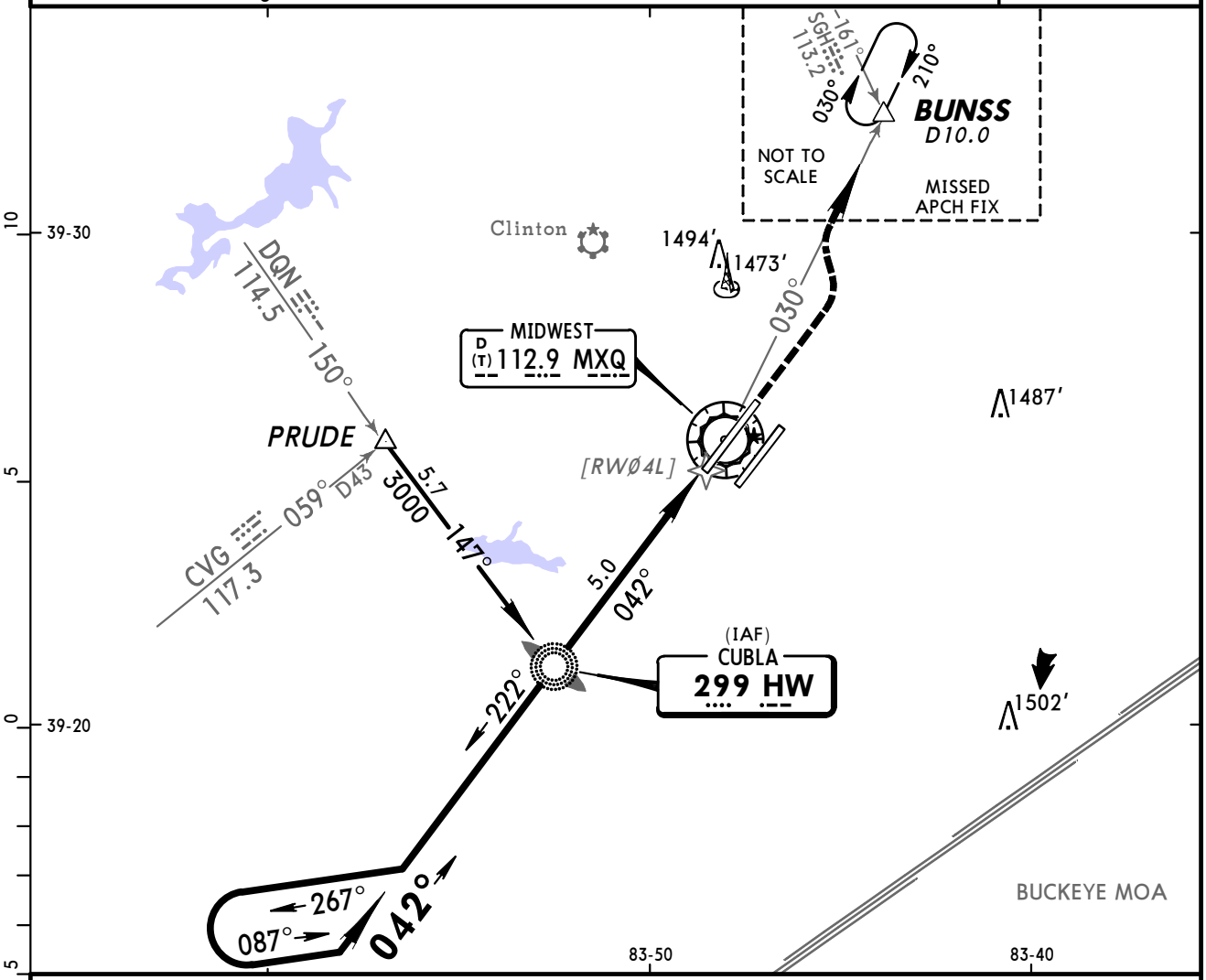
MISSED APCH: Climb to 2500′ then climbing LEFT turn to 4000′ outbound via MXQ VOR R-030 to BUNSS INT/D10.0 and hold.

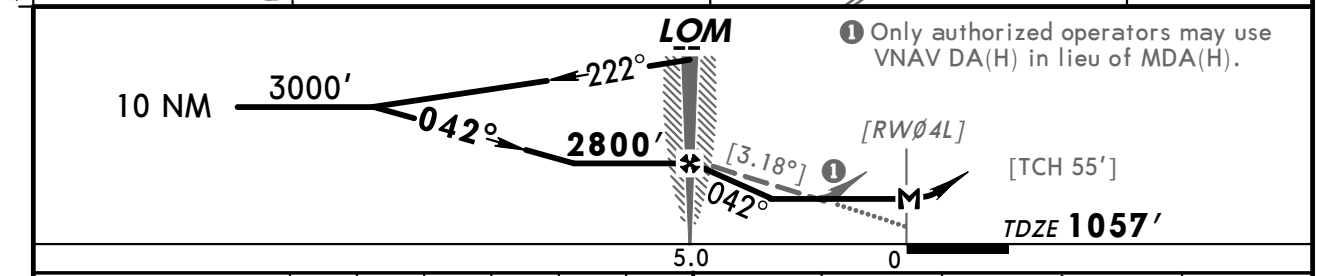
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Obtain local altimeter setting on CTAF; if not received, use Dayton Intl altimeter setting.
2. VNAV and descent angle not authorized with Dayton Intl altimeter setting.
3. VGSI and descent angles not coincident.



MSA HW 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 5.0	4:17	3:20	3:00	3:00	2:30	2:09	1:53

MALSR
PAPI

2500′ ↑ | 4000′ LT via MXQ 112.9 R-030 | BUNSS

TERPS

	STRAIGHT-IN LANDING RWY 4L				CIRCLE-TO-LAND		
	MDA(H) 1520′ (463′) With Local Altimeter Setting		MDA(H) 1600′ (543′) With Dayton Intl Altimeter Setting			With Local Altimeter Setting	With Dayton Intl Altimeter Setting
	RAIL out	ALS out	RAIL out	ALS out	Max Kts.	MDA(H)	MDA(H)
A	RVR 40 or ¾	RVR 50 or 1	¾	1	90	1640′ (563′)-1	1740′ (663′)-1
B					120		
C	RVR 40 or ¾	RVR 60 or 1¼	1	1½	140	1640′ (563′)-1½	1740′ (663′)-1¾
D	RVR 60 or 1¼	1½	1½	1¾	165	1680′ (603′)-2	1780′ (703′)-2¼

AMEND 2E

CHANGES: Airport name, approach frequency and call name.

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KILN/ILN
WILMINGTON

JEPPESEN

25 NOV 11 (16-2)

WILMINGTON, OHIO
NDB Rwy 22R

BRIEFING STRIP ™

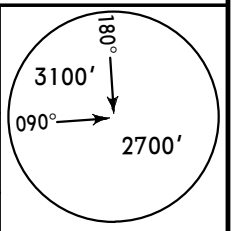
ATIS (ASOS when Twr inop)	COLUMBUS Approach (R)	*WILMINGTON Tower	*Ground
124.92	126.5	CTAF 119.47	121.6

LOM	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 1077′
IL		LOM	(CONDITIONAL)	TDZE 1077′
407	221°	2400′ (1323′)	1580′ (503′)	

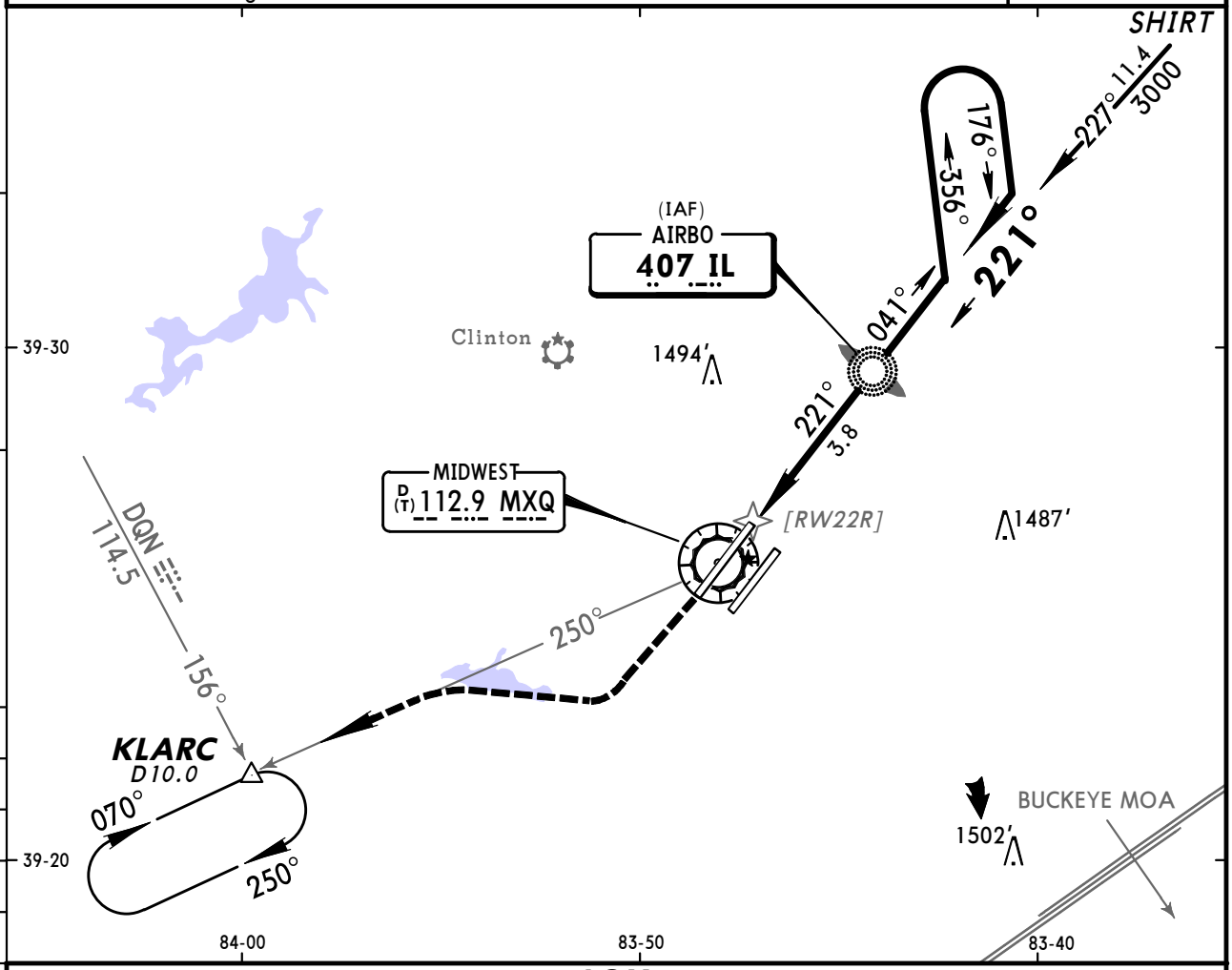
MISSED APCH: Climb to 2500′ then climbing RIGHT turn to 4000′ outbound via MXQ VOR R-250 to KLARC INT/D10.0 and hold.

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

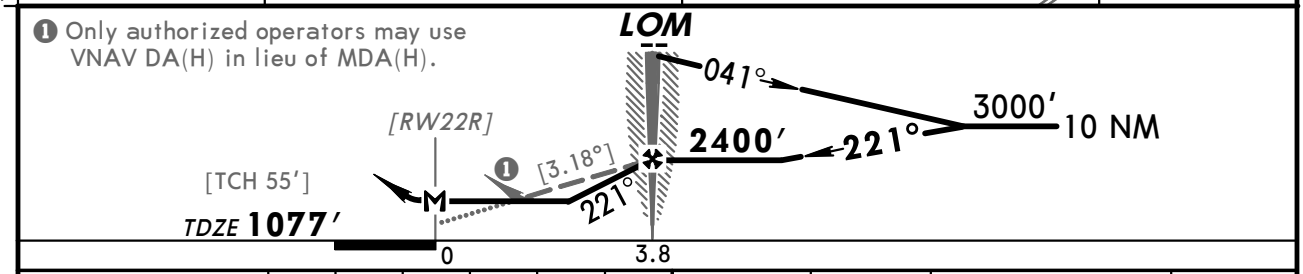
1. Obtain local altimeter setting on CTAF; if not received, use Dayton Intl altimeter setting.
2. VNAV and descent angle not authorized with Dayton Intl altimeter setting.
3. VGSI and descent angles not coincident.



MSA IL 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 3.8	3:15	2:32	2:17	1:54	1:38	1:26

ALSF-II PAPI

2500′ ↑ 4000′ ↱ RT via MXQ 112.9 R-250 KLARC

STRAIGHT-IN LANDING RWY22R					CIRCLE-TO-LAND		
MDA(H) 1580′ (503′) With Local Altimeter Setting			MDA(H) 1660′ (583′) With Dayton Intl Altimeter Setting			With Local Altimeter Setting	With Dayton Intl Altimeter Setting
		ALS out		ALS out	Max Kts	MDA(H)	MDA(H)
A	RVR 40 or ¾	RVR 50 or 1	¾	1	90	1640′ (563′)-1	1740′ (663′)-1
B					120		
C	RVR 50 or 1	1½	1	1½	140	1640′ (563′) -1½	1740′ (663′)-1¾
D	RVR 60 or 1¼		1½	1¾	165	1680′ (603′)-2	1780′ (703′)-2¼

AMEND 7D TERPS

CHANGES: Airport name, approach frequency and call name.

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General Information

Location: Columbus OH USA
IATA Code: LCK
Lat/Long: N39° 48.8' W082° 55.7'
Elevation: 744 ft

Airport Use: Public
Magnetic Variation: 6.9°W
Sectional Chart: Cincinnati

Fuel Types: 100 Octane (LL), Jet A
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: 1208 Z
Sunset: 2321 Z,

Runway Information

Runway: 05L
Length x Width: 11902 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 744 ft
Lighting: Edge, ALS
Displaced Threshold: 898 ft

Runway: 05R
Length x Width: 12102 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 736 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 23L
Length x Width: 12102 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 740 ft
Lighting: Edge, ALS, Centerline

Runway: 23R
Length x Width: 11902 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 743 ft
Lighting: Edge, REIL
Displaced Threshold: 989 ft

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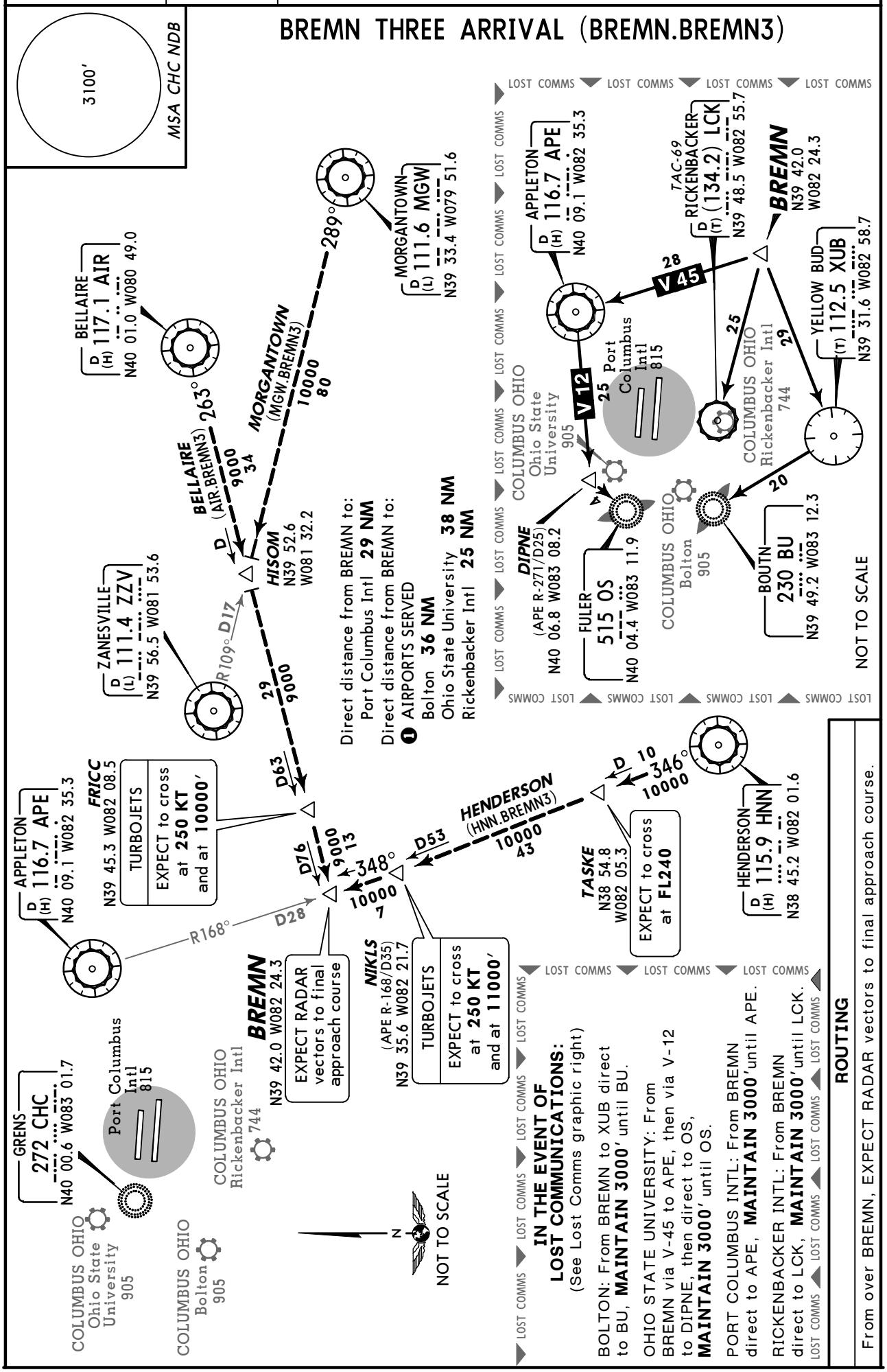
Communication Information

AWOS 132.75
Rick Tower 120.05
Rick Ground Control 121.85
Columbus Approach Control 119.15 (100°-279°)
Columbus App ARSA 119.15 (100°-279°)
Columbus Departure Control 119.15 (100°-279°)
Rickenbacker Unicom 122.95
Army Guard Operations 123.075 Military

PORT COLUMBUS INTL D-ATIS 124.6	Apt Elev See Graphic	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ 1. DME required. 2. RADAR required. 3. MORGANTOWN Transition to be filed by non-turbojet aircraft only, at or below FL230. 4. Also Serves ❶

BREMN THREE ARRIVAL (BREMN.BREMN3)



CHANGES: None.

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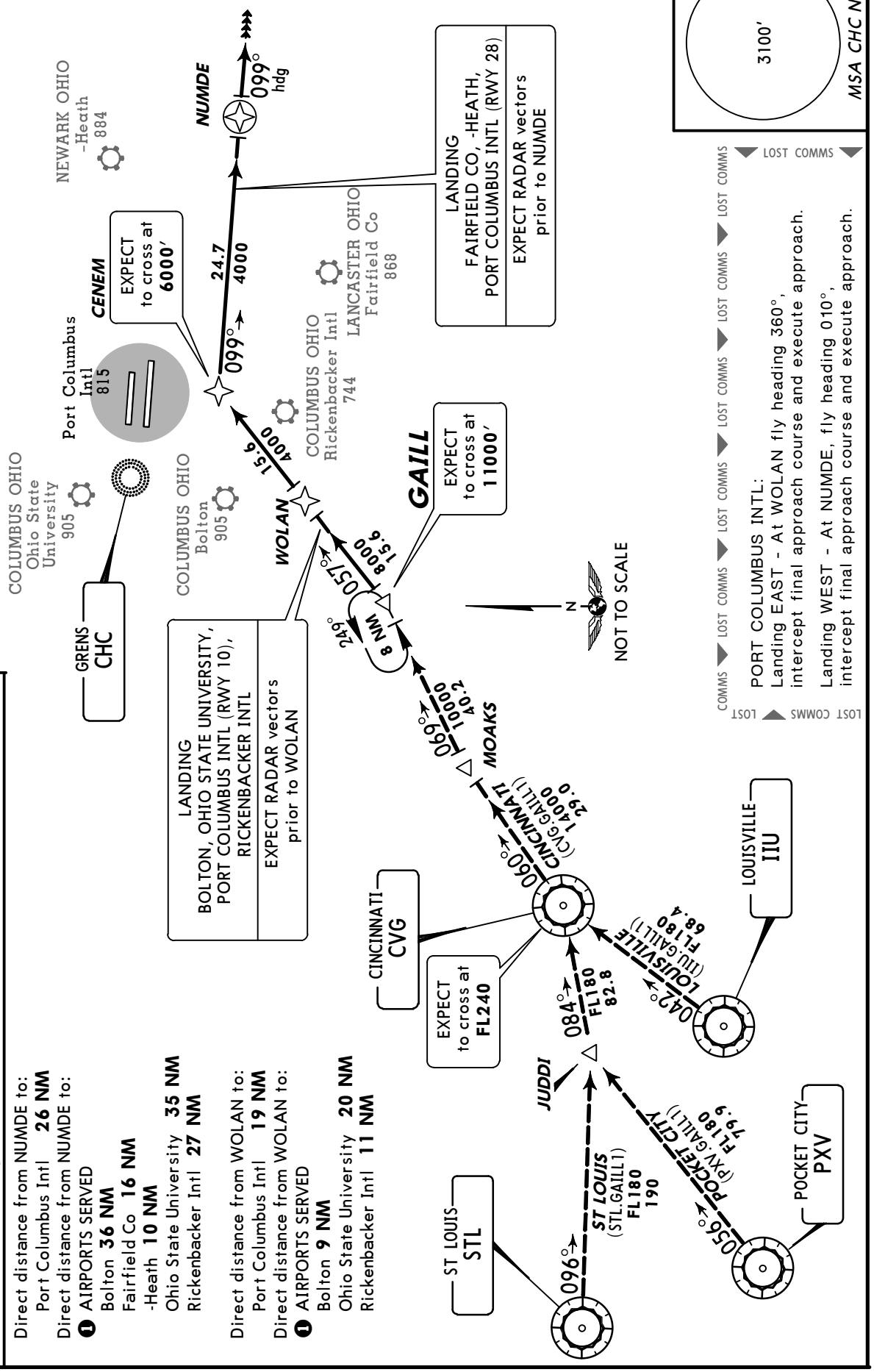
PORT COLUMBUS INTL D-ATIS 124.6	Apt Elev See Graphic	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ 1. DME/DME/IRU or GPS required. 2. RADAR required. 3. RNAV 1. 4. CINCINNATI Transition only for use by Lexington and Louisville terminal area departures, or as assigned by ATC. 5. CINCINNATI, LOUISVILLE, POCKET CITY and ST LOUIS Transitions: for non-GPS equipped aircraft APE, CVG, ROD and ZZV DMEs must be operational. 6. Also Serves ❶

GAILL ONE RNAV ARRIVAL (GAILL.GAILL1)



ROUTING

From GAILL via 057° track to WOLAN. Then as depicted to NUMDE, then via 099° heading. EXPECT RADAR vectors.

Direct distance from NUMDE to:
Port Columbus Intl **26 NM**
Direct distance from NUMDE to:
❶ AIRPORTS SERVED
Bolton **36 NM**
Fairfield Co **16 NM**
-Heath **10 NM**
Ohio State University **35 NM**
Rickenbacker Intl **27 NM**

Direct distance from WOLAN to:
Port Columbus Intl **19 NM**
Direct distance from WOLAN to:
❶ AIRPORTS SERVED
Bolton **9 NM**
Ohio State University **20 NM**
Rickenbacker Intl **11 NM**

CHANGES: New procedure at this airport.

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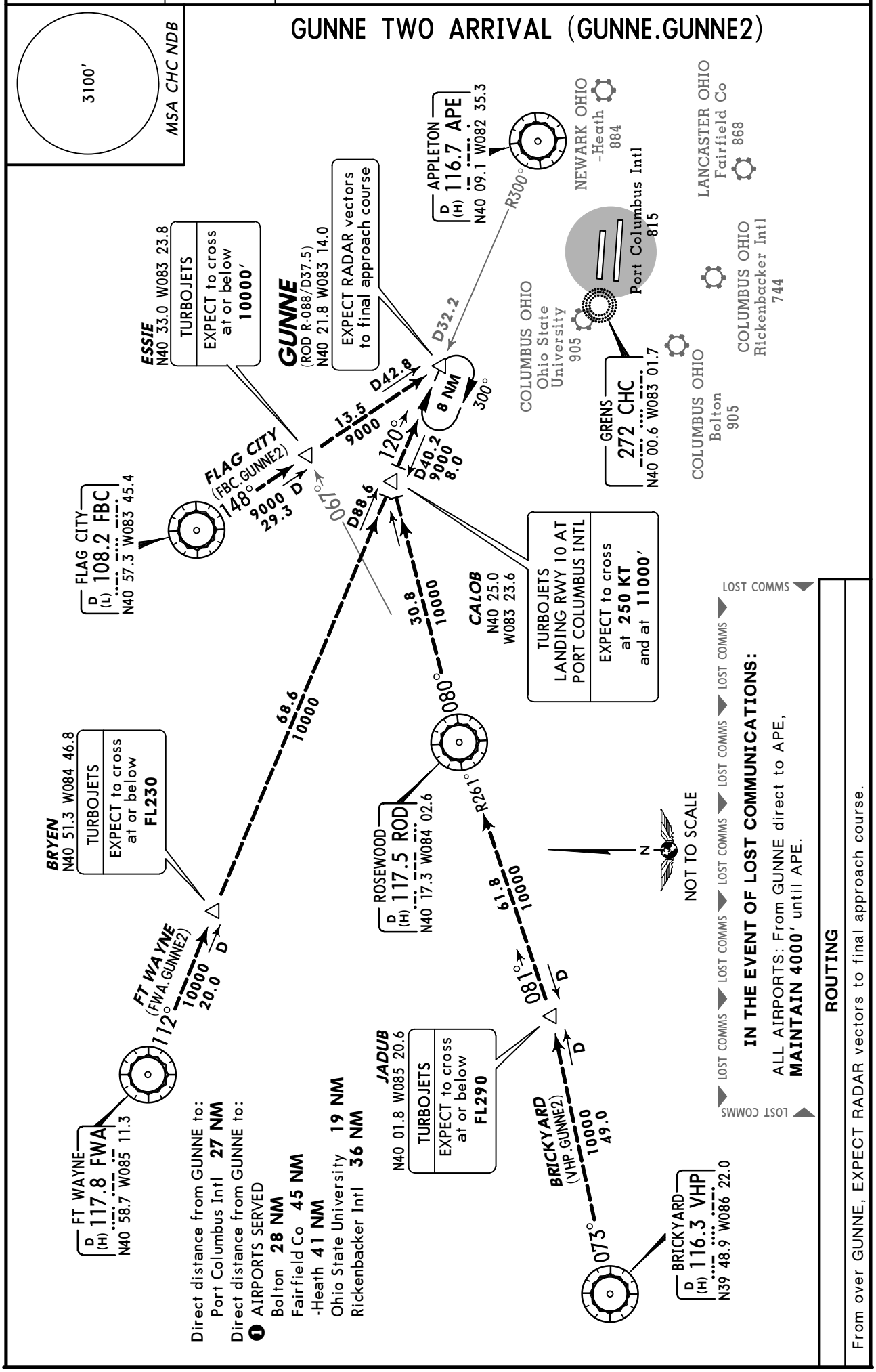
PORT COLUMBUS INTL D-ATIS 124.6	Apt Elev See Graphic	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ 1. DME required. 2. Also Serves ❶

GUNNE TWO ARRIVAL (GUNNE.GUNNE2)



CHANGES: Findlay renamed Flag City, procedure revised, renumbered.

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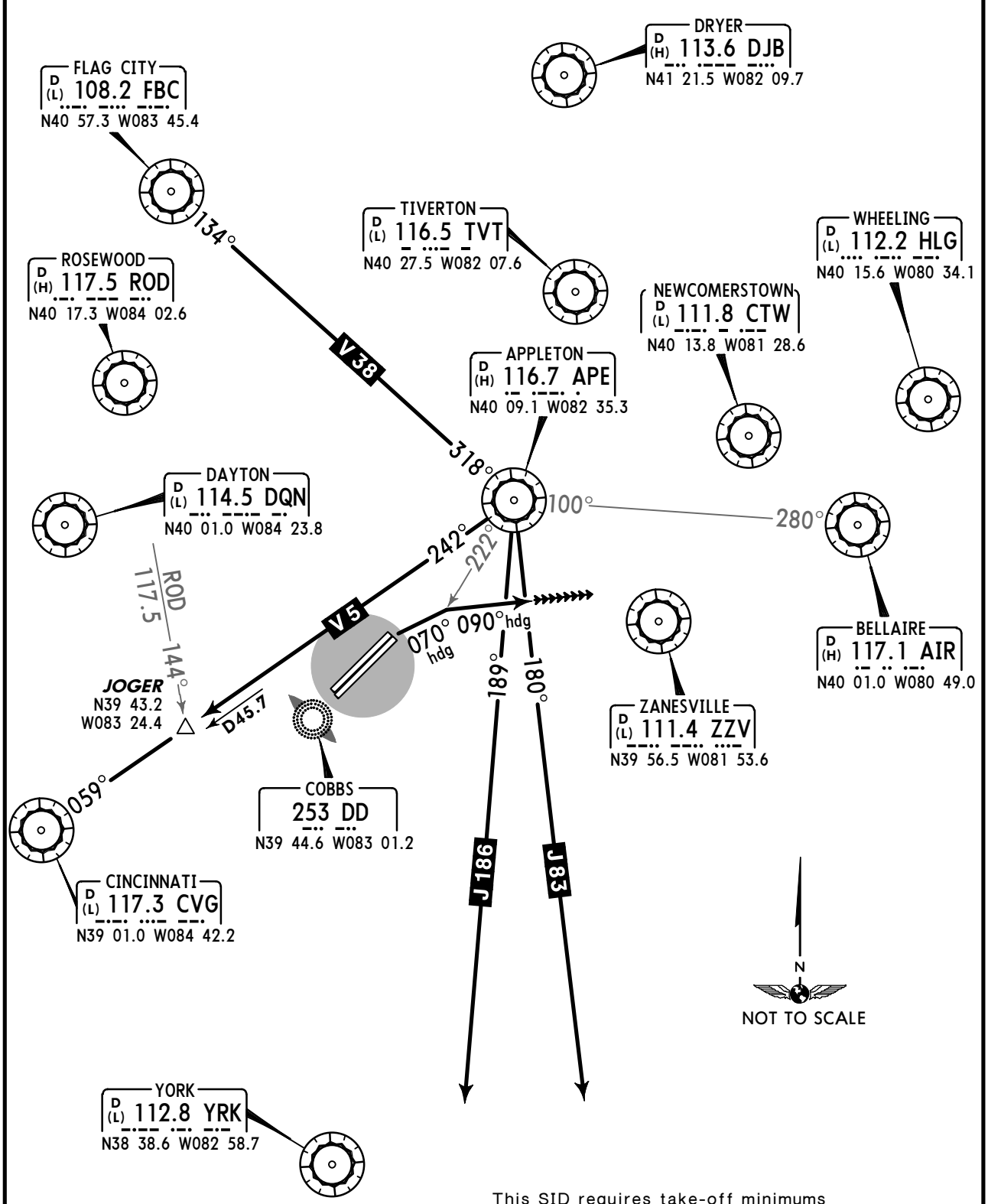
COLUMBUS Departure (R) 119.15	Apt Elev 744′	Trans level: FL180 Trans alt: 18000′ 1. Turbojet aircraft only. 2. Application in RADAR environment only. 3. Runways 5L/R turbojet Departure procedures utilized for Noise Abatement.

LOCKBOURNE THREE DEPARTURE (LCK3.LCK)



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

RWY	INITIAL CLIMB
5L/R	Climbing RIGHT turn to **3000′** via heading 070° until crossing APE R-222, then turn RIGHT heading 090°.

ROUTING

EXPECT vectors to assigned route and clearance to filed altitude 10 minutes after departure.

CHANGES: Procedure renumbered, Findlay VOR renamed Flag City, new format.

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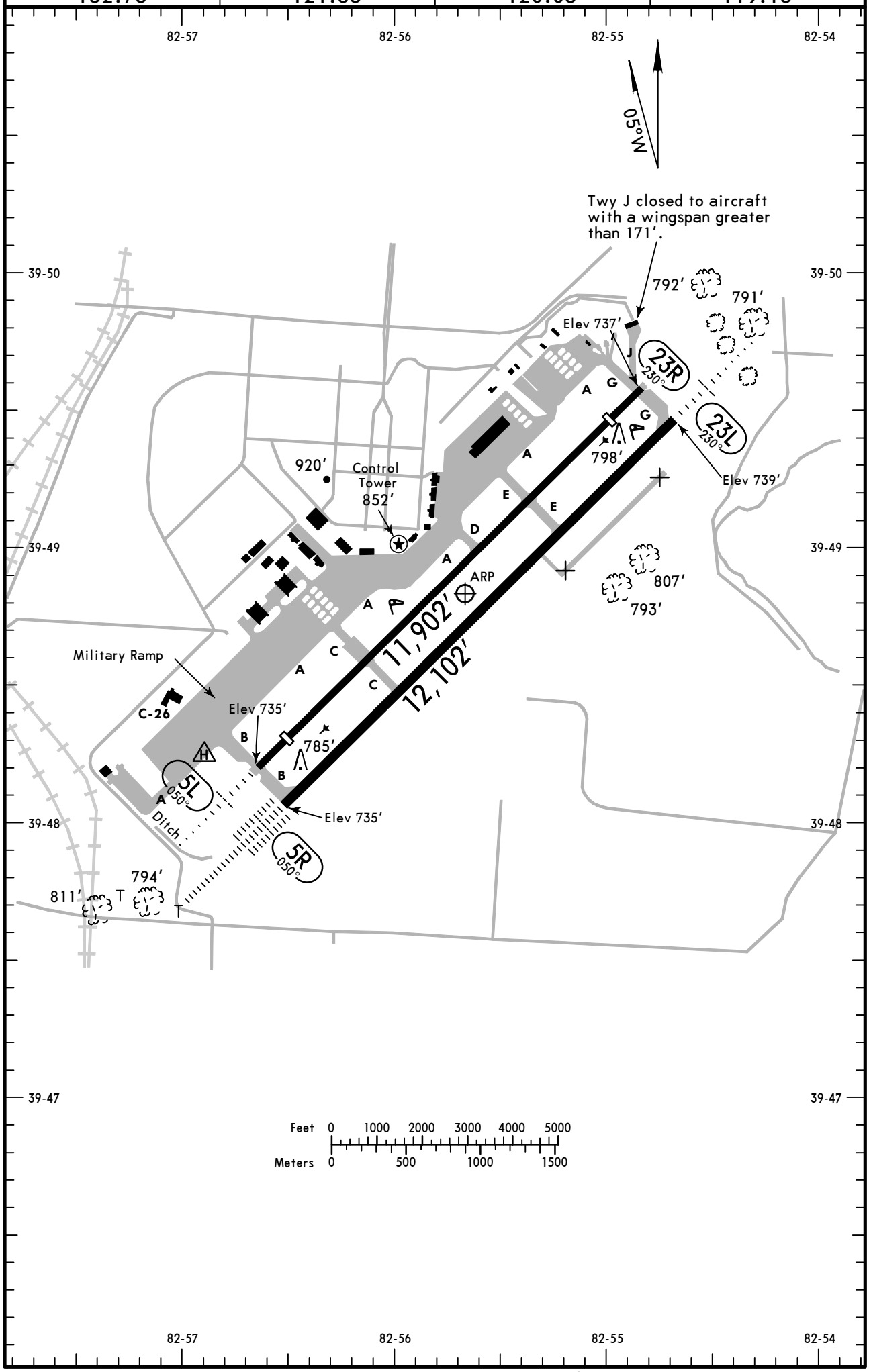
AWOS-3	RICK Ground	Tower	COLUMBUS Departure (R)
132.75	121.85	120.05	119.15



CHANGES: Reissue.

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GENERAL
For STARs see Columbus, Ohio (Port Columbus Intl).
Birds on and in vicinity of airport.
Noise abatement procedures in effect from 2300-0700.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
5R ❶ 23L	HIRL CL ALSF-II TDZ PAPI-L (angle 3.0°) RVR		11,087′		200′
	HIRL CL MALSR PAPI-L (angle 3.0°) RVR		10,910′		
5L 23R	HIRL MALSR PAPI-L (angle 3.0°) grooved	11,004′	9,989′		150′
	HIRL REIL PAPI-L (angle 3.0°) grooved	10,913′			

❶ Grooved.

TAKE-OFF

Rwys 5R, 23L					Rwys 5L, 23R		
Both RVRs are required & controlling		Adequate Vis Ref	STD		Adequate Vis Ref	STD	
CL & HIRL	CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng		3 & 4 Eng	1 & 2 Eng
TDZ RVR 5 Rollout RVR 5	TDZ RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1	1/4	1/2	1

FOR FILING AS ALTERNATE
Authorized Only When Local Weather Available

	ILS Rwy 5L ILS Rwy 5R ILS Rwy 23L	RNAV (GPS) Rwy 5L RNAV (GPS) Rwy 5R RNAV (GPS) Rwy 23L RNAV (GPS) Rwy 23R	LOC Rwy 5L LOC Rwy 5R LOC Rwy 23L	NDB Rwy 5R NDB Rwy 23L	Other
A B C D	600-2	800-2			NA

AMEND 0

CHANGES: Reissue.

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BRIEFING STRIP ™

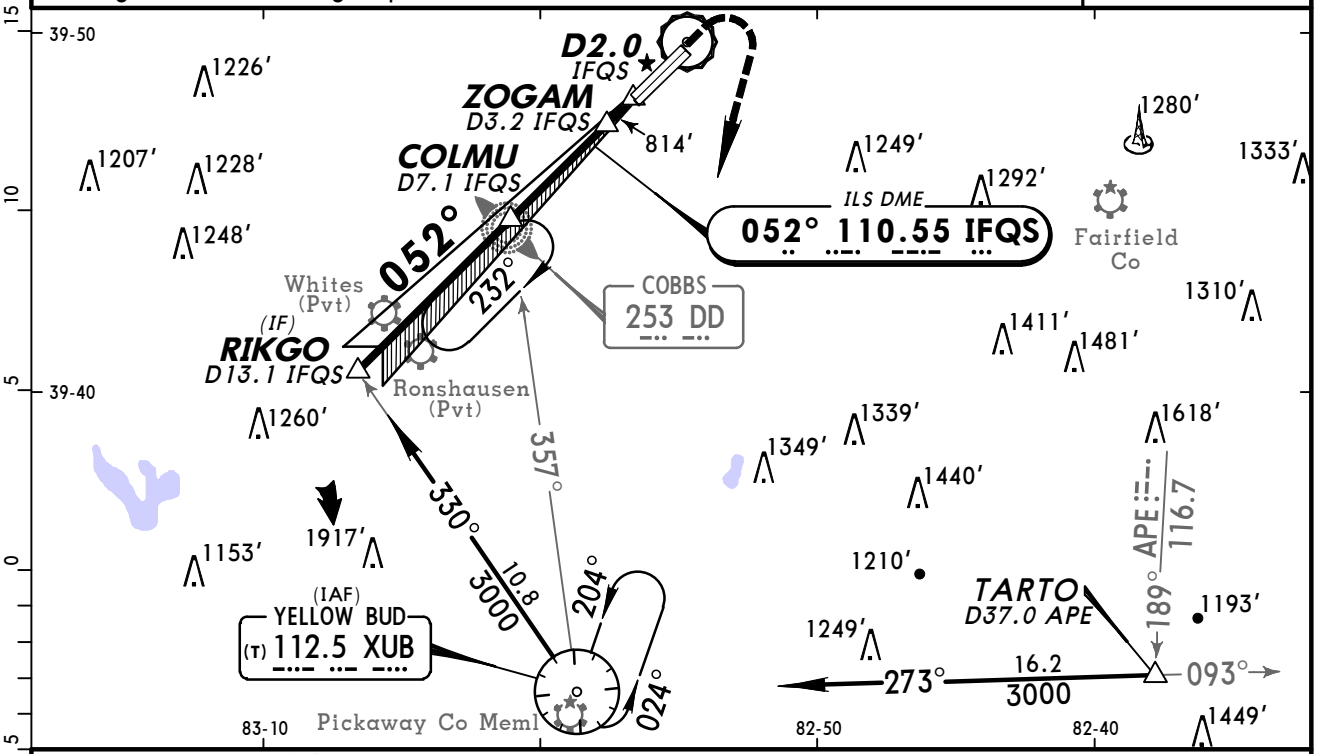
AWOS-3	COLUMBUS Approach (R)	RICK Tower	Ground
132.75	119.15	120.05	121.85

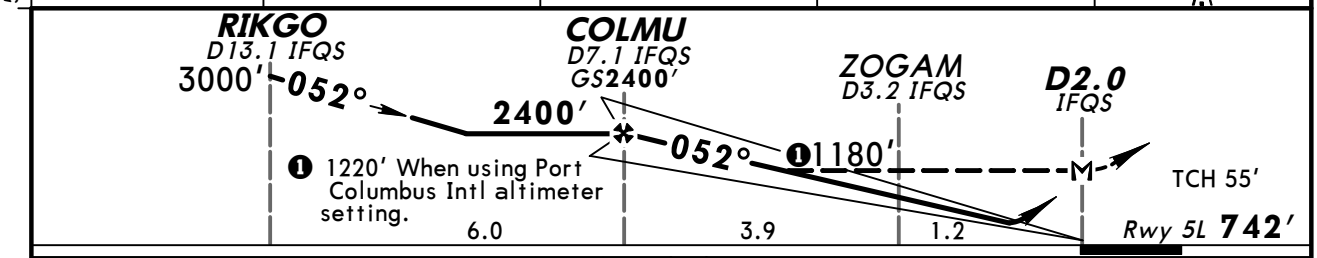
LOC IFQS	Final Apch Crs	GS COLMU	ILS DA(H) (CONDITIONAL)	Apt Elev 744′ / Rwy 5L 742′
110.55	052°	2400′ (1658′)	942′ (200′)	

MISSED APCH: Climb to 1500′ then climbing RIGHT turn to 3000′ direct XUB VOR and hold, or as directed by ATC.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Use local altimeter setting; if not received, use Port Columbus Intl altimeter setting. 2. VGSI and ILS glidepath not coincident.

3100′
DD LOM





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at D2.0 IFQS or COLMU to MAP 5.0	4:17	3:20	3:00	2:30	2:09	1:53

MALSR
PAPI
1500′
3000′ RT
D
XUB 112.5

STRAIGHT-IN LANDING RWY 5L

	ILS		LOC (GS out) With ZOGAM			LOC (GS out) Without ZOGAM		
With Local Altimeter Setting	DA(H) 942′ (200′)		MDA(H) 1080′ (338′)			MDA(H) 1180′ (438′)		
	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					7/8	3/4	1	1 1/4
D								

CIRCLE-TO-LAND
Not Authorized Northwest of Rwy 5L-23R

Max Kts	With ZOGAM MDA(H)	Without ZOGAM MDA(H)
90	1180′ (436′) -1	1180′ (436′) -1
120	1200′ (456′) -1	1200′ (456′) -1
140	1200′ (456′) -1 1/2	1200′ (456′) -1 1/2
165	1300′ (556′) -2	1300′ (556′) -2

With Port Columbus Intl Altimeter Setting	DA(H) 978′ (236′)		MDA(H) 1120′ (378′)			MDA(H) 1220′ (478′)		
	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			7/8	1		1 1/4	1 3/8	
D								

CIRCLE-TO-LAND
With Port Columbus Intl Altimeter Setting

Max Kts	With ZOGAM MDA(H)	Without ZOGAM MDA(H)
90	1220′ (476′) -1	1220′ (476′) -1
120	1240′ (496′) -1	1240′ (496′) -1
140	1240′ (496′) -1 1/2	1240′ (496′) -1 1/2
165	1340′ (596′) -2	1340′ (596′) -2

TERPS AMEND 1 25 AUG 2011

CHANGES: Reissue.

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BRIEFING STRIP ™

AWOS-3	COLUMBUS Approach (R)	RICK Tower	Ground
132.75	119.15	120.05	121.85

LOC IDDV	Final Apch Crs	GS COBBS	ILS DA(H) (CONDITIONAL)	Apt Elev 744′
110.1	052°	2414′ (1679′)	935′ (200′)	Rwy 5R 735′

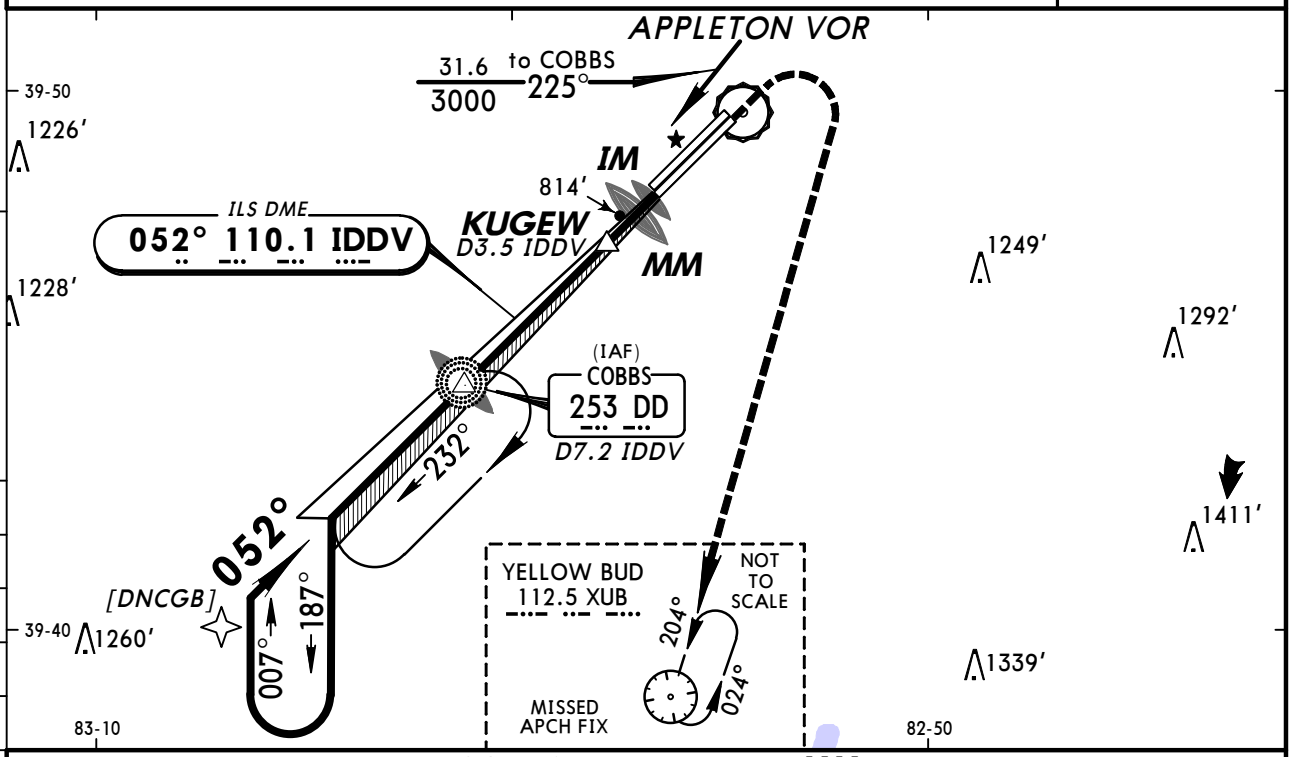
MISSED APCH: Climb to 1500′ then climbing RIGHT turn to 3000′ direct XUB VOR and hold, or as directed by ATC.

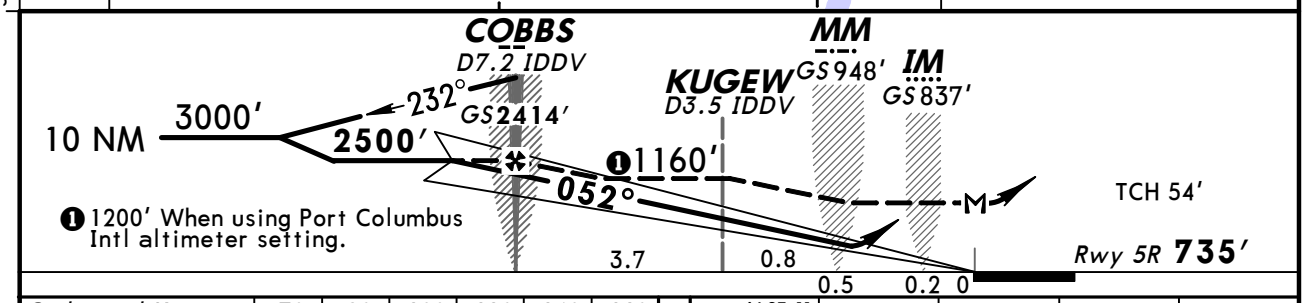
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. ADF or DME required. 2. Use local altimeter setting; if not received, use Port Columbus Intl altimeter setting.

3100′

MSA DD LOM





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

ALSF-II PAPI 1500′ 3000′ RT D XUB 112.5

STRAIGHT-IN LANDING RWY 5R

ILS			LOC (GS out) With KUGEW		LOC (GS out) Without KUGEW	
With Local Altimeter Setting						
DA(H) 935′(200′)			MDA(H) 1080′(345′)		MDA(H) 1160′(425′)	
	FULL / TDZ or CL out	ALS out		ALS out		ALS out
A	RVR 18 or 3/8	RVR 40 or 3/4	RVR 24 or 1/2	RVR 55 or 1	RVR 24 or 1/2	RVR 55 or 1
B						
C			RVR 30 or 5/8		RVR 40 or 3/4	1 1/4
D						
With Port Columbus Intl Altimeter Setting						
DA(H) 971′(236′)			MDA(H) 1120′(385′)		MDA(H) 1200′(465′)	
	FULL / TDZ or CL out	ALS out		ALS out		ALS out
A	RVR 24 or 1/2	RVR 45 or 7/8	RVR 24 or 1/2	RVR 55 or 1	RVR 24 or 1/2	RVR 55 or 1
B						
C			RVR 30 or 5/8	RVR 60 or 1 1/8	RVR 40 or 3/4	1 3/8
D						

CIRCLE-TO-LAND

Not Authorized Northwest of Rwy 5L/23R

Max Kts	With KUGEW MDA(H)	Without KUGEW MDA(H)
With Local Altimeter Setting		
90	1180′ (436′) -1	1180′ (436′) -1
120	1200′ (456′) -1	1200′ (456′) -1
140	1200′ (456′) -1 1/2	1200′ (456′) -1 1/2
165	1300′ (556′) -2	1300′ (556′) -2
With Port Columbus Intl Altimeter Setting		
90	1220′ (476′) -1	1220′ (476′) -1
120	1240′ (496′) -1	1240′ (496′) -1
140	1240′ (496′) -1 1/2	1240′ (496′) -1 1/2
165	1340′ (596′) -2	1340′ (596′) -2

TERPS AMEND 3 25 AUG 2011

CHANGES: Reissue.

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BRIEFING STRIP ™

AWOS-3	COLUMBUS Approach (R)	RICK Tower	Ground
132.75	119.15	120.05	121.85

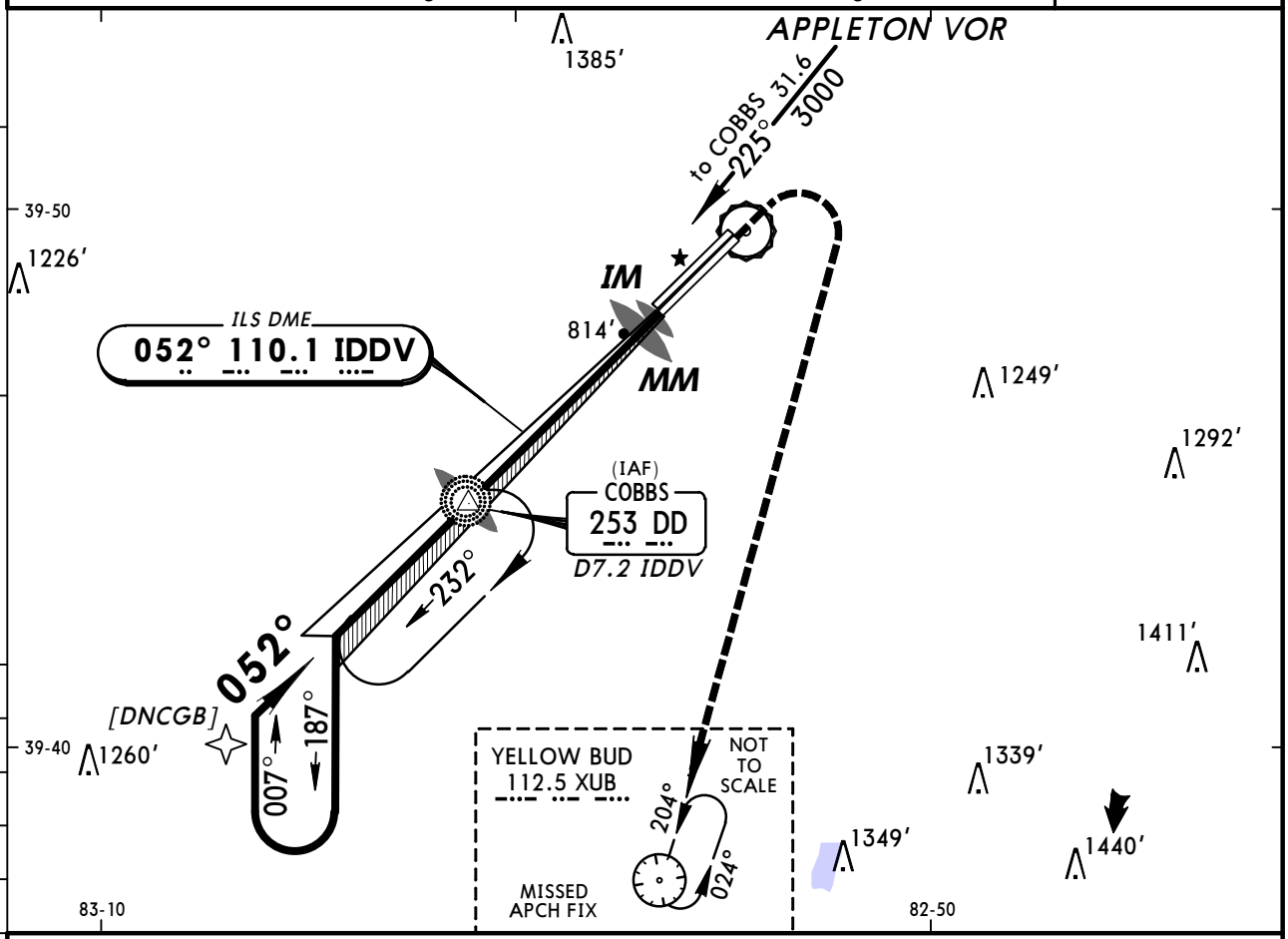
LOC IDDV 110.1	Final Apch Crs 052°	GS COBBS 2414′ (1679′)	CAT II ILS RA 100′ DA(H) 835′ (100′)	Apt Elev 744′ Rwy 5R 735′

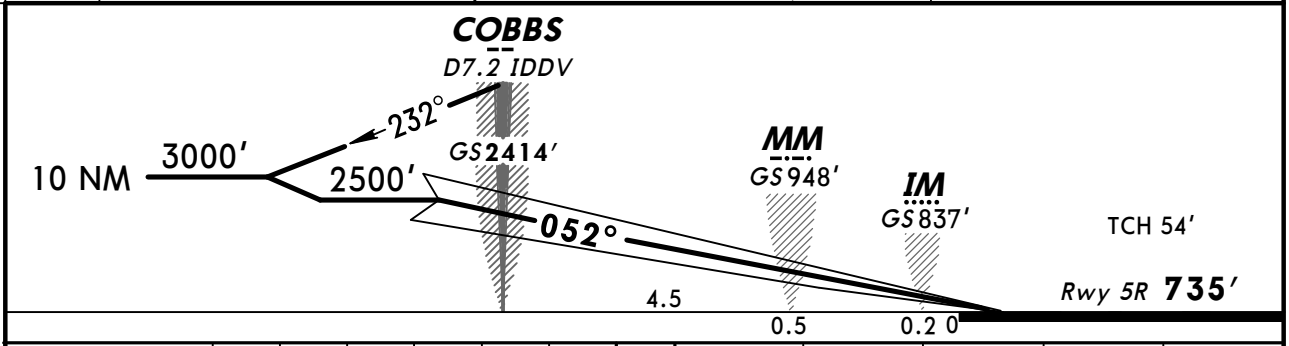
MISSED APCH: Climb to 1500′ then climbing RIGHT turn to 3000′ direct XUB VOR and hold, or as directed by ATC.

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

1. Special Aircrew & Acft Certification Required. 2. ADF or DME required.
3. CAT II not authorized when using Port Columbus Intl altimeter setting.

3100′
MSA DD LOM





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849

ALSF-II
PAPI
1500′
3000′ RT
D
XUB 112.5

STRAIGHT-IN LANDING RWY **5R**
CAT II ILS
RA 100′
DA(H) **835′** (100′)

RVR 12

TERPS AMEND 3 25 AUG 2011

CHANGES: Reissue.

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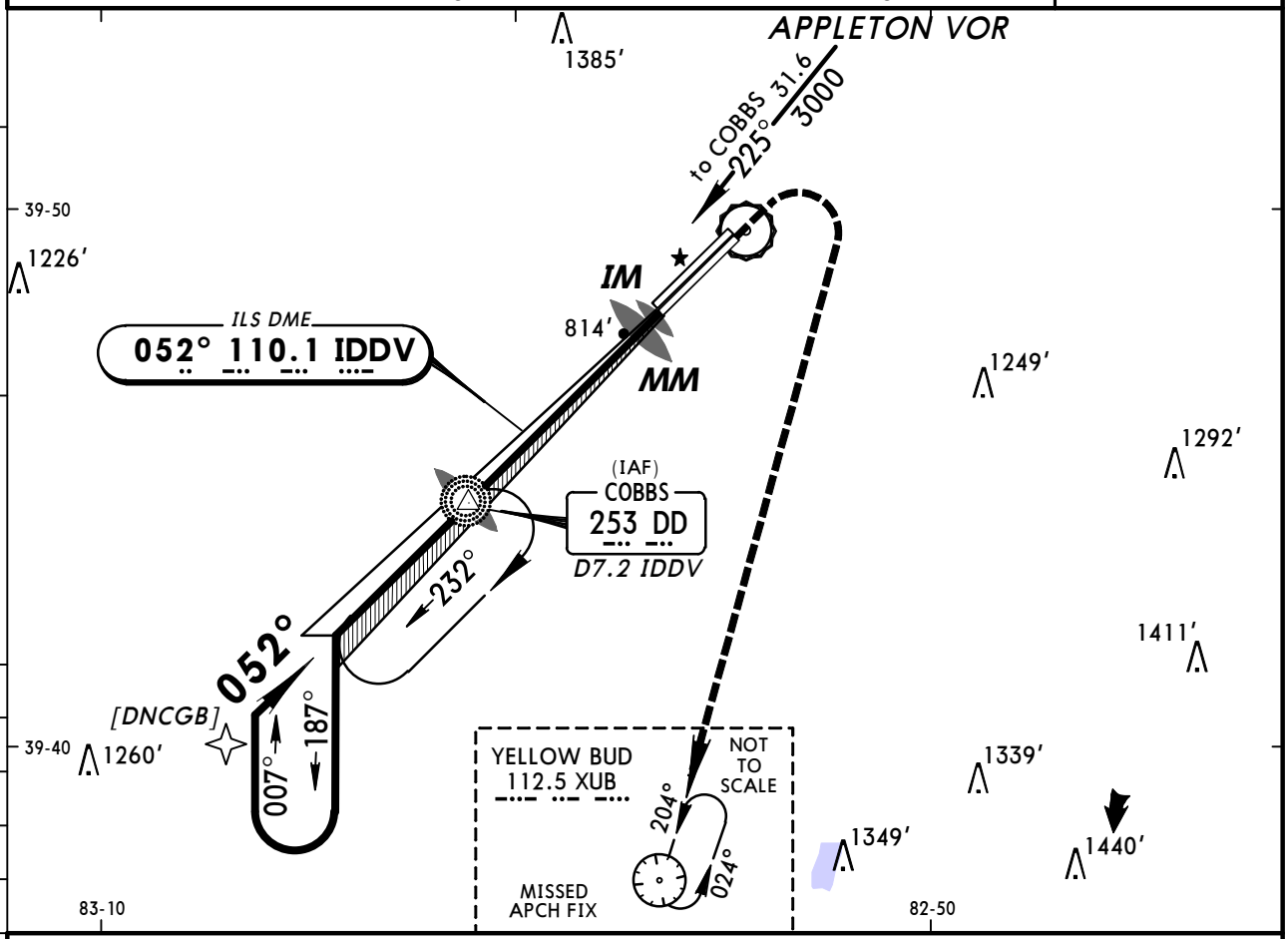
AWOS-3	COLUMBUS Approach (R)	RICK Tower	Ground
132.75	119.15	120.05	121.85

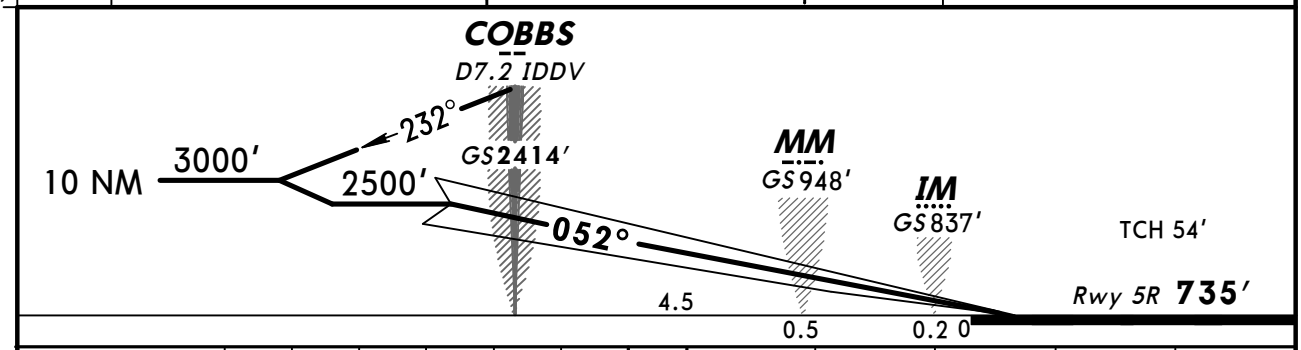
LOC	Final Apch Crs	GS	SA CAT I ILS	
IDDV 110.1	052°	COBBS 2414′ (1679′)	RA 150′ DA(H) 885′(150′)	Apt Elev 744′ Rwy 5R 735′

MISSED APCH: Climb to 1500′ then climbing RIGHT turn to 3000′ direct XUB VOR and hold, or as directed by ATC.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Special Aircrew & Acft Certification Required. 2. ADF or DME required.
3. SA CAT I not authorized when using Port Columbus Intl altimeter setting.

3100′
MSA DD LOM





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

ALSF-II
PAPI
1500′
3000′ RT
D
XUB 112.5

STRAIGHT-IN LANDING RWY **5R**
1 SA CAT I ILS
RA 150′
DA(H) **885′(150′)**

RVR 14

1 Requires specific OPSEC, MSPEC or LAO approval and use of HUD to DH.

BRIEFING STRIP ™
TERPS AMEND 3 25 AUG 2011

CHANGES: Reissue.

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BRIEFING STRIP™

AWOS-3	COLUMBUS Approach (R)	RICK Tower	Ground
132.75	119.15	120.05	121.85

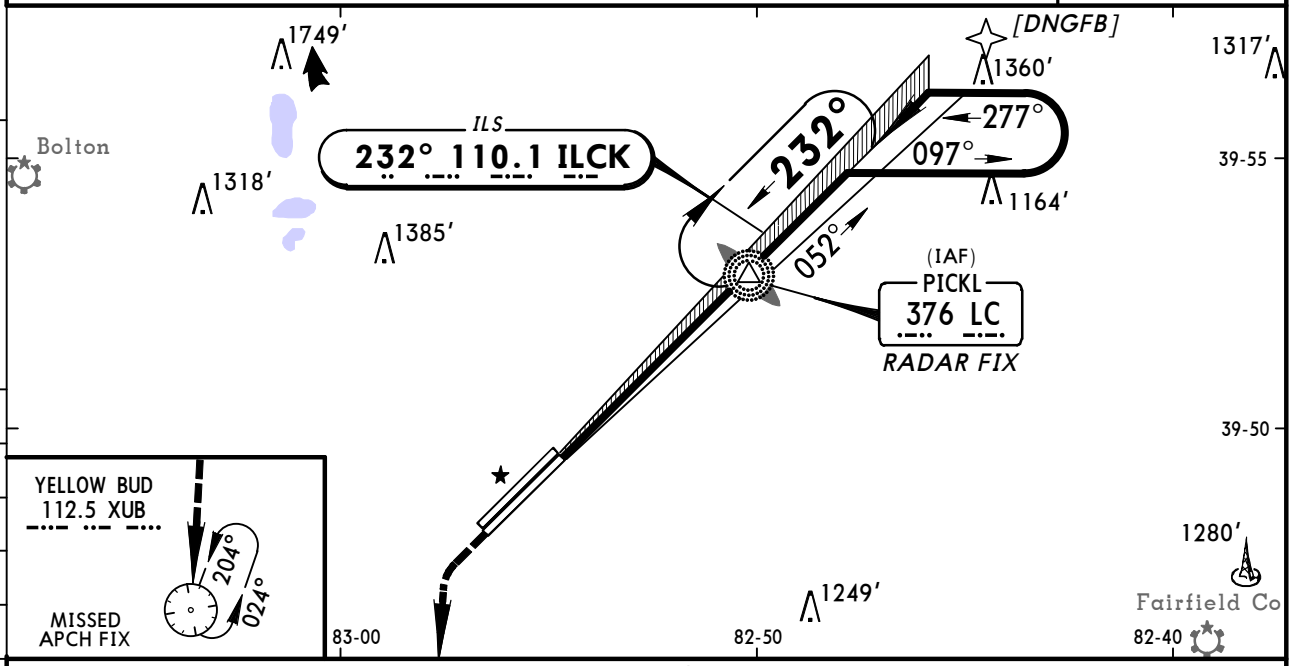
LOC ILCK	Final Apch Crs	GS LOM	ILS DA(H) (CONDITIONAL)	Apt Elev / Rwy 23L
110.1	232°	2372′ (1633′)	939′ (200′)	Apt Elev 744′ / Rwy 23L 739′

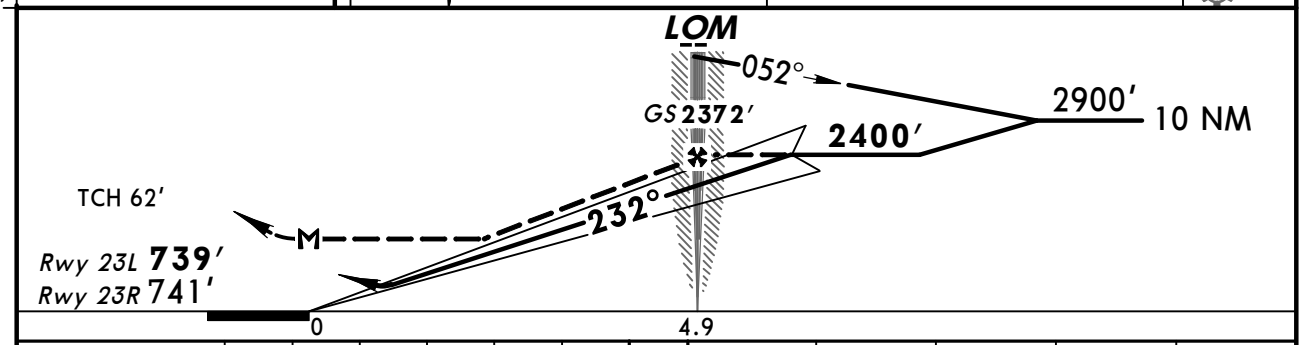
MISSED APCH: Climb to 3000′ then LEFT turn direct XUB VOR and hold, or as directed by ATC.

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

1. Radar required. 2. Use local altimeter setting; if not received, use Port Columbus Intl altimeter setting. 3. VGSI and ILS glidepath not coincident. 4. REIL, PAPI-L on Rwy 23R.

3100′
MSA LC LOM





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
LOM to MAP 4.9	4:12	3:16	2:56	2:27	2:06	1:50

MALSR / PAPI | 3000′ | LT | D | XUB 112.5

STRAIGHT-IN LANDING RWY 23L		SIDESTEP LANDING RWY 23R	CIRCLE-TO-LAND Not Authorized Northwest of Rwy 5L-23R
ILS	LOC (GS out)		
With Local Altimeter Setting		With Local Altimeter Setting	Max Kts / With Local Altimeter Setting MDA(H)
DA(H) 939′(200′)	MDA(H) 1220′(481′)	MDA(H) 1220′(479′)	90, 120: 1220′ (476′)-1; 140: 1220′ (476′)-1 1/2; 165: 1300′ (556′)-2
With Port Columbus Intl Altimeter Setting		With Port Columbus Intl Altimeter Setting	Max Kts / With Port Columbus Intl Altimeter Setting MDA(H)
DA(H) 975′(236′)	MDA(H) 1260′(521′)	MDA(H) 1260′(519′)	90, 120: 1260′ (516′)-1; 140: 1260′ (516′)-1 1/2; 165: 1340′ (596′)-2

	FULL	RAIL or ALS out	RAIL out	ALS out	SIDESTEP
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1	1
B						
C			1 RVR 50 or 1	2 RVR 60 or 1 1/8	3 1 3/8	1 1/2
D						2

1 RVR 55 or 1 with Port Columbus Intl altimeter setting.
2 Vis 1 1/4 with Port Columbus Intl altimeter setting.
3 Vis 1 1/2 with Port Columbus Intl altimeter setting.

TERPS AMEND 1 25 AUG 2011

CHANGES: Note added.

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KLCK/LCK
RICKENBACKER INTL

JEPPESEN
16 SEP 11 (52-1)

COLUMBUS, OHIO
RNAV (GPS) Rwy 5R

AWOS-3	COLUMBUS Approach (R)	RICK Tower	Ground
132.75	119.15	120.05	121.85

WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	
Ch 78410 W-05A	050°	FOGEB 2500′ (1765′)	935′ (200′)	Apt Elev 744′ Rwy 5R 735′

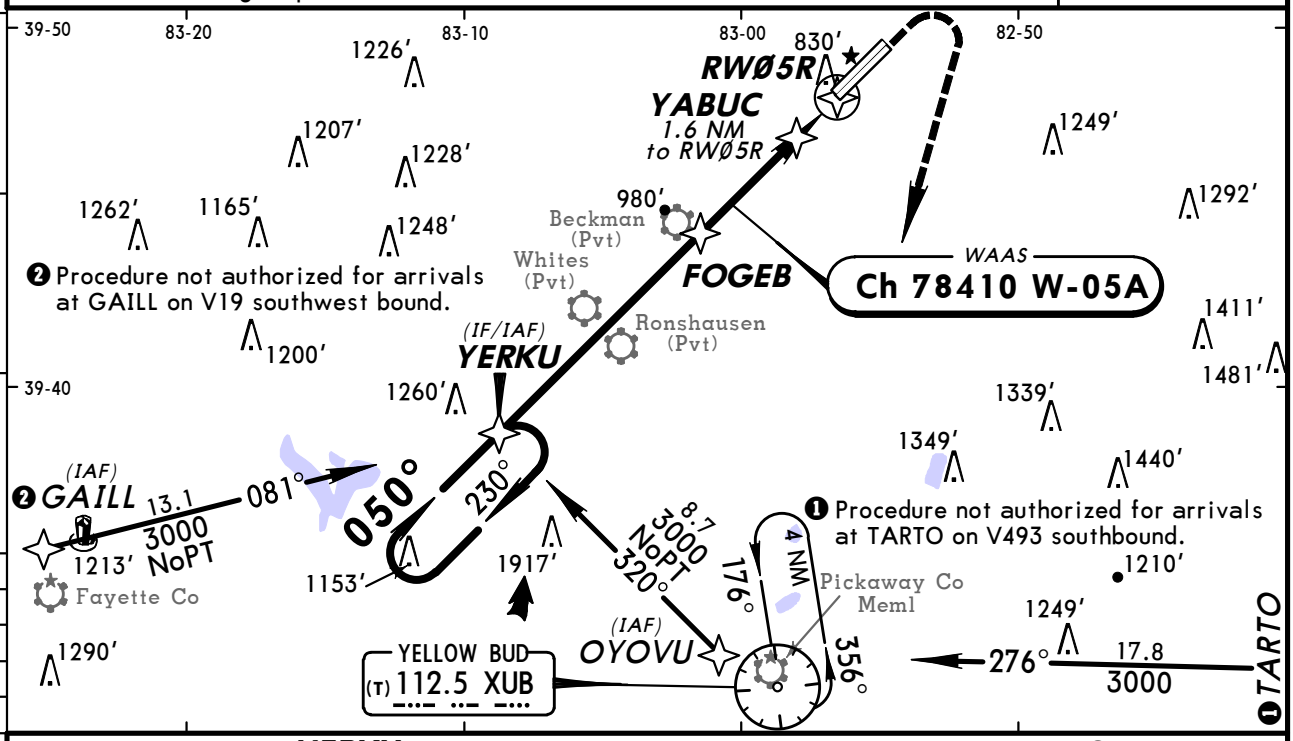
MISSED APCH: Climb to 1500′ then climbing RIGHT turn to 3000′ direct XUB VOR and hold.

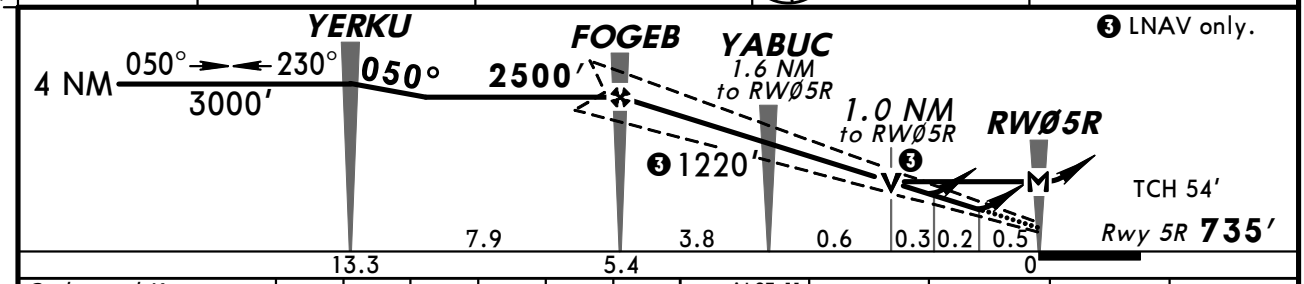
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Port Columbus Intl altimeter setting. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 39°C (102°F). 3. Baro-VNAV and VDP not authorized when using Port Columbus Intl altimeter setting. 4. DME/DME RNP-0.30 not authorized. 5. 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 | 1500′ | 3000′ RT | XUB 112.5

STRAIGHT-IN LANDING RWY 5R
With Local Altimeter Setting

	LPV DA(H) 935′ (200′)		LNAV/VNAV DA(H) 1011′ (276′)		LNAV MDA(H) 1120′ (385′)	
		ALS out		ALS out		ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 50 or 1	RVR 24 or ½	RVR 55 or 1
B						
C					RVR 35 or ⅝	RVR 60 or 1⅛
D						

CIRCLE-TO-LAND
Not Authorized Northwest of Rwy 5L-23R

Max Kts	With Local Altimeter Setting MDA(H)
90	1180′ (436′) - 1
120	1200′ (456′) - 1
140	1200′ (456′) - 1½
165	1300′ (556′) - 2

With Port Columbus Intl Altimeter Setting

	LPV DA(H) 971′ (236′)		LNAV/VNAV DA(H) 1047′ (312′)		LNAV MDA(H) 1160′ (425′)	
		ALS out		ALS out		ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 50 or 1	RVR 24 or ½	RVR 55 or 1
B						
C					RVR 40 or ¾	1¼
D						

Max Kts	With Port Columbus Intl Altimeter Setting MDA(H)
90	1220′ (476′) - 1
120	1240′ (496′) - 1
140	1240′ (496′) - 1½
165	1340′ (596′) - 2

BRIEFING STRIP ™

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CHANGES: Reissue.

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KLCK/LCK
RICKENBACKER INTL

JEPPESEN
16 SEP 11 (52-2)

COLUMBUS, OHIO
RNAV (GPS) Rwy 5L

AWOS-3	COLUMBUS Approach (R)	RICK Tower	Ground
132.75	119.15	120.05	121.85

WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 744'
Ch 78022 W-05B	050°	COLMU 2400' (1658')	942' (200')	Rwy 5L 742'

MISSED APCH: Climb to 1500' then climbing RIGHT turn to 3000' direct XUB VOR and hold.

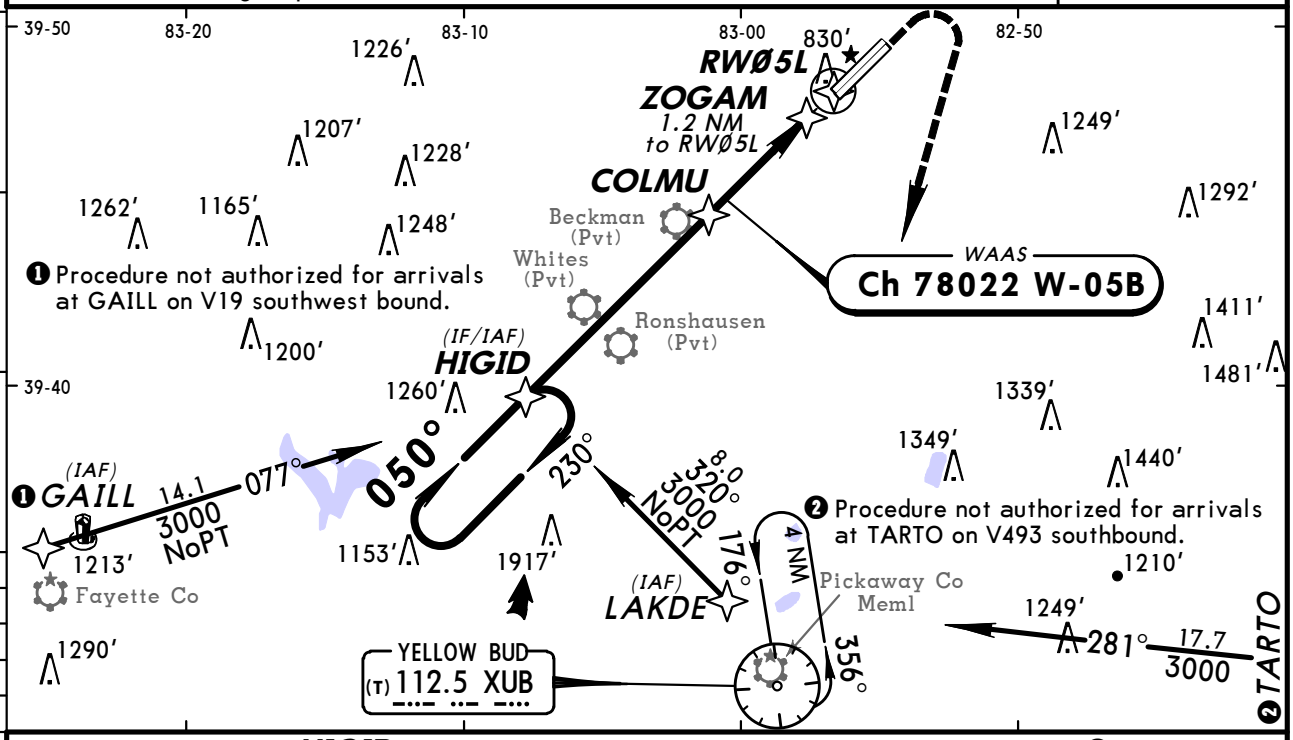
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

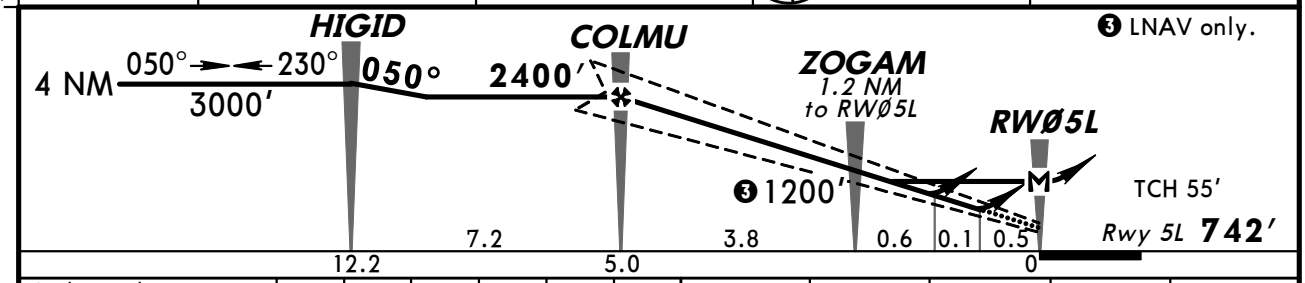
1. Use local altimeter setting; if not received, use Port Columbus Intl altimeter setting. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 39°C (102°F). 3. Baro-VNAV not authorized when using Port Columbus Intl altimeter setting. 4. DME/DME RNP-0.30 not authorized. 5. VGSI and RNAV glidepath not coincident.

3100'

MSA RWØ5L

BRIEFING STRIP ™





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RWØ5L						

MALSR
PAPI

1500'

3000' RT

XUB 112.5

STRAIGHT-IN LANDING RWY 5L
With Local Altimeter Setting

	LPV DA(H) 942' (200')		LNAV/VNAV DA(H) 992' (250')			LNAV MDA(H) 1080' (338')		
		RAIL or ALS out		RAIL out	ALS out		RAIL out	ALS out
A	1/2	3/4	1/2	3/4		1/2	3/4	1
B								
C								7/8
D								

CIRCLE-TO-LAND
Not Authorized Northwest of Rwy 5L-23R

Max Kts	With Local Altimeter Setting MDA(H)
90	1180' (436')-1
120	1200' (456')-1
140	1200' (456')-1 1/2
165	1300' (556')-2

With Port Columbus Intl Altimeter Setting

	LPV DA(H) 978' (236')		LNAV/VNAV DA(H) 1028' (286')			LNAV MDA(H) 1120' (378')		
		RAIL or ALS out		RAIL out	ALS out		RAIL out	ALS out
A	1/2	3/4	1/2	3/4	7/8	1/2	3/4	1
B								
C						5/8		
D								

With Port Columbus Intl Altimeter Setting

Max Kts	MDA(H)
90	1220' (476')-1
120	1240' (496')-1
140	1240' (496')-1 1/2
165	1340' (596')-2

TERPS AMEND 0 25 AUG 2011

CHANGES: Reissue.

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AWOS-3	COLUMBUS Approach (R)	RICK Tower	Ground
132.75	119.15	120.05	121.85

BRIEFING STRIP™

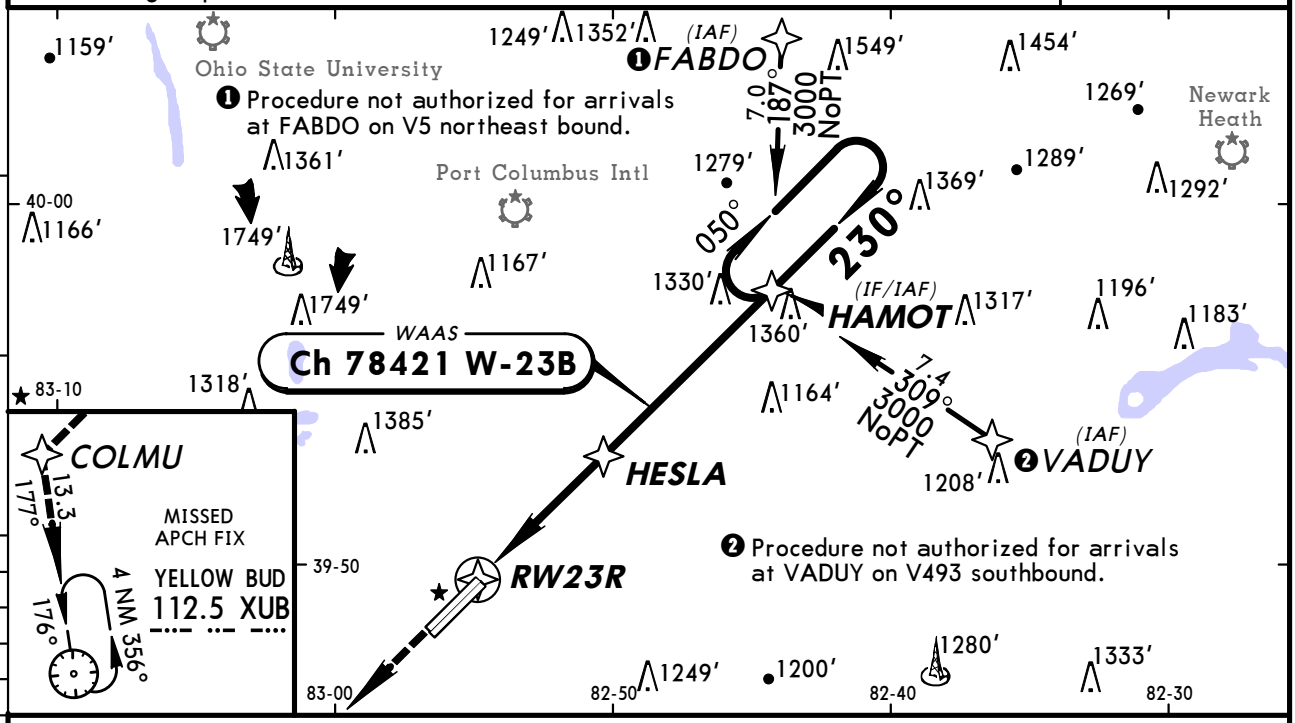
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	
Ch 78421 W-23B	230°	HESLA 2400′ (1659′)	941′ (200′)	Apt Elev 744′ / Rwy 23R 741′

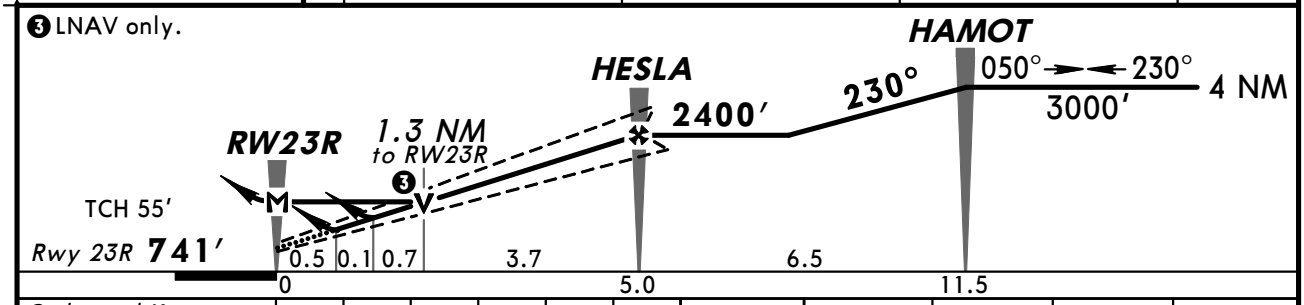
MISSED APCH: Climb to 3000′ direct COLMU and on track 177° to XUB VOR and hold.

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

1. Use local altimeter setting; if not received, use Port Columbus Intl altimeter setting. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 39°C (102°F). 3. Baro-VNAV and VDP not authorized when using Port Columbus Intl altimeter setting. 4. DME/DME RNP-0.30 not authorized. 5. VGSI and RNAV glidepath not coincident.

3100′
MSA RW23R





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW23R						

REIL
PAPI-L
3000′
COLMU

STRAIGHT-IN LANDING RWY 23R

With Local Altimeter Setting

	LPV DA(H) 941′ (200′)	LNAV/VNAV DA(H) 991′ (250′)	LNAV MDA(H) 1220′ (479′)
A	3/4	3/4	1
B			
C			1 3/8
D			

With Port Columbus Intl Altimeter Setting

	LPV DA(H) 977′ (236′)	LNAV/VNAV DA(H) 1027′ (286′)	LNAV MDA(H) 1260′ (519′)
A	3/4	7/8	1
B			
C			1 3/8
D			

CIRCLE-TO-LAND

Not Authorized Northwest of Rwy 5L-23R

With Local Altimeter Setting

Max Kts	MDA(H)
90	1220′ (476′) - 1
120	
140	1220′ (476′) - 1 1/2
165	1300′ (556′) - 1 1/2

With Port Columbus Intl Altimeter Setting

Max Kts	MDA(H)
90	1260′ (516′) - 1
120	
140	1260′ (516′) - 1 1/2
165	1340′ (596′) - 1 1/2

TERPS AMEND 0 25 AUG 2011

CHANGES: Reissue.

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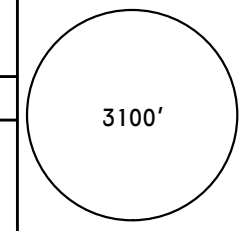
AWOS-3	COLUMBUS Approach (R)	RICK Tower	Ground
132.75	119.15	120.05	121.85

WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 744′
Ch 62811 W-23A	230°	COYAN 2400′ (1661′)	(CONDITIONAL) 939′ (200′)	TDZE 739′

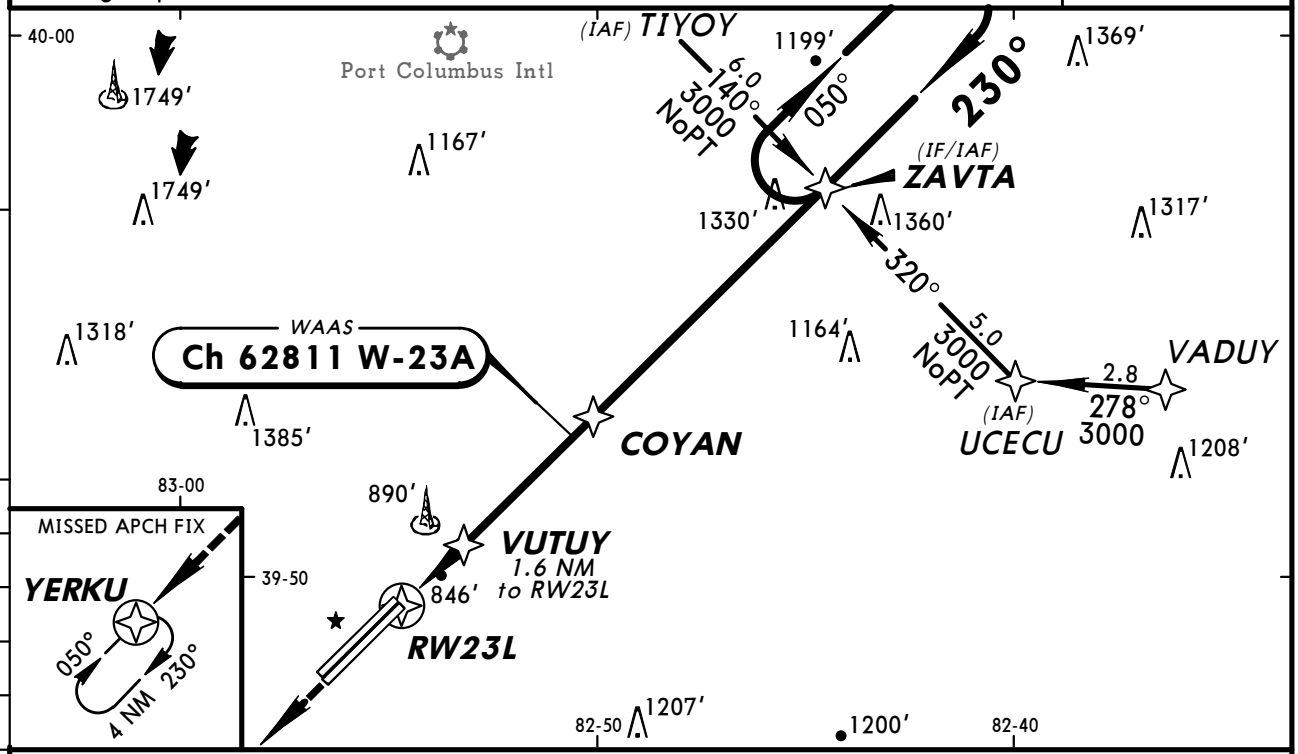
MISSED APCH: Climb to 3000′ direct YERKU and hold.

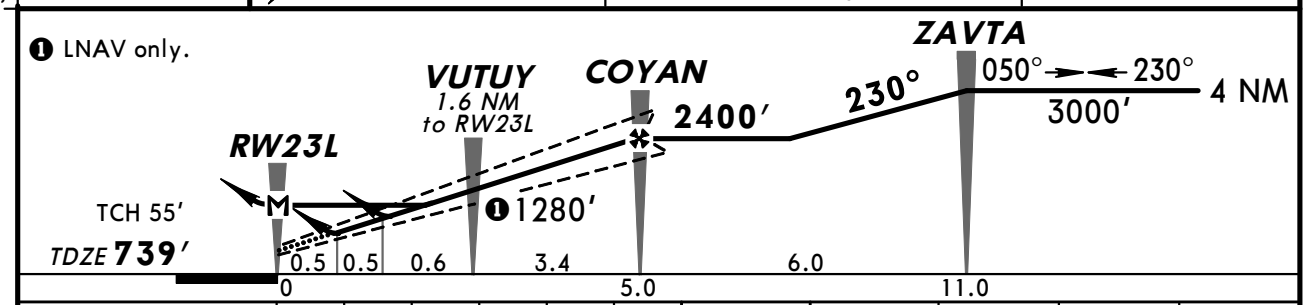
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Port Columbus Intl altimeter setting. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 47°C (116°F). 3. Baro-VNAV not authorized when using Port Columbus Intl altimeter setting. 4. DME/DME RNP-0.30 not authorized. 5. VGSI and RNAV glidepath not coincident.



MSA RW23L





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
3000′
YERKU

STRAIGHT-IN LANDING RWY 23L
With Local Altimeter Setting

	LPV DA(H) 939′ (200′)		LNAV/VNAV DA(H) 1121′ (382′)		LNAV MDA(H) 1180′ (441′)		
		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	RVR 60 or 1¼	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
Not Authorized Northwest of Rwy 5L-23R

Max Kts	With Local Altimeter Setting MDA(H)
90	1180′ (436′) - 1
120	1200′ (456′) - 1
140	1200′ (456′) - 1½
165	1300′ (556′) - 2

With Port Columbus Intl Altimeter Setting

	LPV DA(H) 975′ (236′)		LNAV/VNAV DA(H) 1157′ (418′)		LNAV MDA(H) 1220′ (481′)		
		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	

Max Kts	With Port Columbus Intl Altimeter Setting MDA(H)
90	1220′ (476′) - 1
120	1240′ (496′) - 1
140	1240′ (496′) - 1½
165	1340′ (596′) - 2

AMENDO TERPS

CHANGES: Reissue.

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BRIEFING STRIP ™

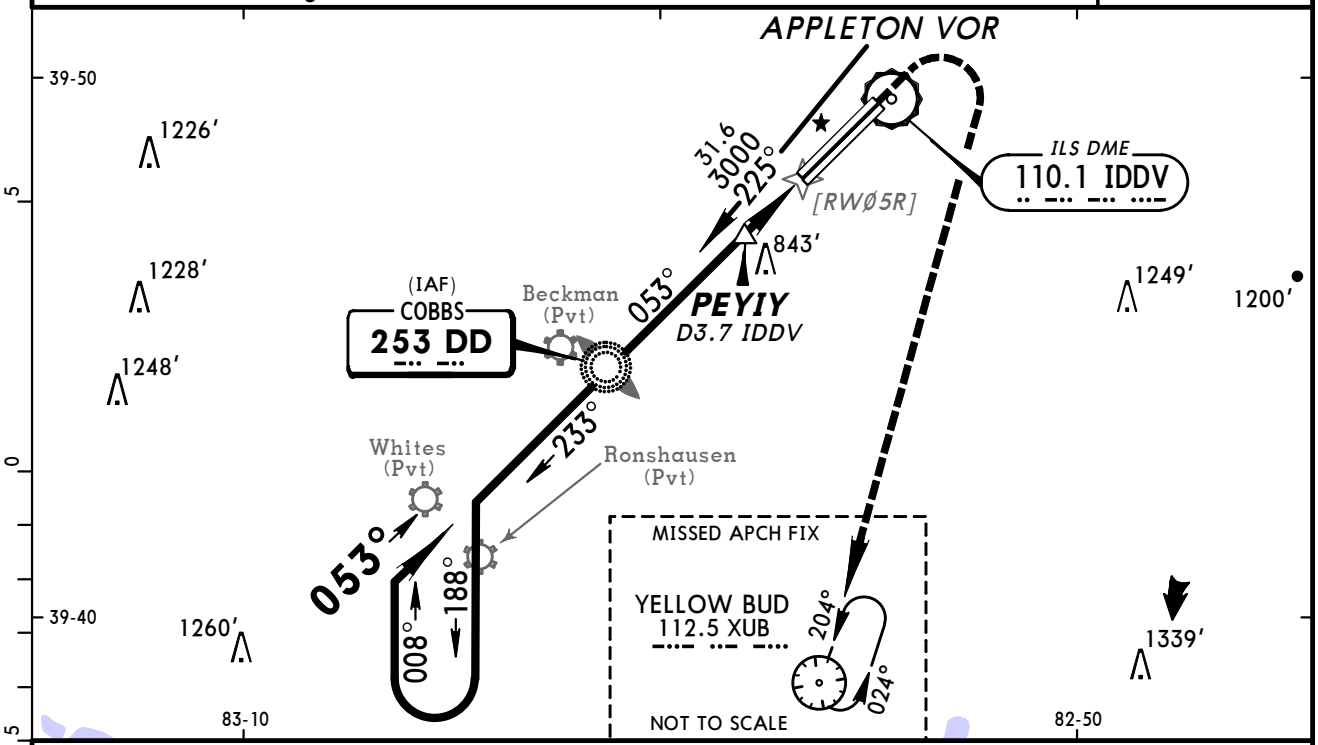
AWOS-3	COLUMBUS Approach (R)	RICK Tower	Ground
132.75	119.15	120.05	121.85

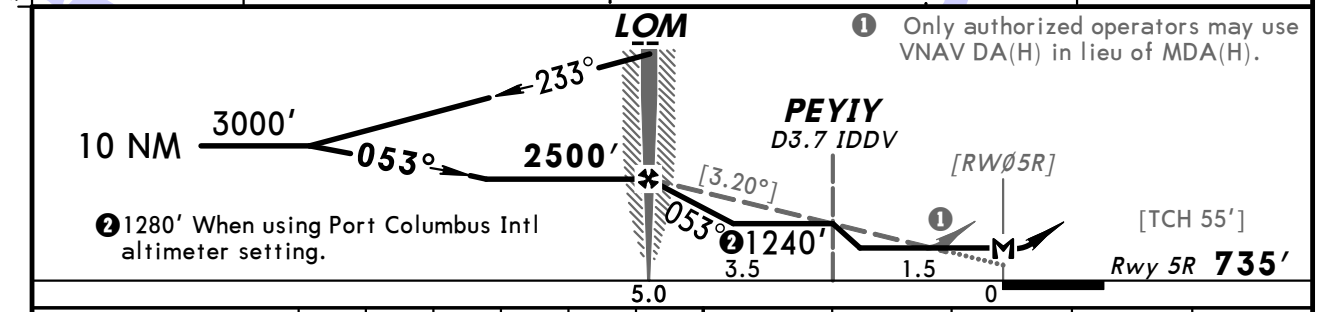
LOM DD	Final Apch Crs	Minimum Alt LOM	MDA(H) (CONDITIONAL)	Apt Elev 744′ / Rwy 5R 735′
253	053°	2500′ (1765′)	1160′ (425′)	

MISSED APCH: Climb to 1500′ then climbing RIGHT turn to 3000′ direct XUB VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Use local altimeter setting; if not received, use Port Columbus Intl altimeter setting.
2. VGSI and descent angles not coincident.

3100′
MSA DD LOM





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

❷ 1280′ When using Port Columbus Intl altimeter setting.

Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.20°]	396	510	566	679	793	906
LOM to MAP 5.0	4:17	3:20	3:00	2:30	2:09	1:53

ALSF-II
PAPI

1500′	3000′ RT	D	XUB 112.5

STRAIGHT-IN LANDING RWY 5R

	With PEYIY		Without PEYIY	
With Local Altimeter Setting	MDA(H) 1160′ (425′)		MDA(H) 1240′ (505′)	
		ALS out		ALS out
A	RVR 40 or ¾	RVR 55 or 1	RVR 40 or ¾	RVR 55 or 1
B				
C		1¼	RVR 55 or 1	1⅜
D				
With Port Columbus Intl Altimeter Setting	MDA(H) 1200′ (465′)		MDA(H) 1280′ (545′)	
		ALS out		ALS out
A	RVR 40 or ¾	RVR 55 or 1	RVR 40 or ¾	RVR 55 or 1
B				
C	RVR 50 or 1	1⅜	RVR 60 or 1¼	1⅝
D				

CIRCLE-TO-LAND
Not Authorized Northwest of Rwy 5L-23R

Max Kts	With PEYIY MDA(H)	Without PEYIY MDA(H)
With Local Altimeter Setting		
90	1180′ (436′)-1	1240′ (496′)-1
120	1200′ (456′)-1	
140	1200′ (456′)-1½	1240′ (496′)-1½
165	1300′ (556′)-2	1300′ (556′)-2
With Port Columbus Intl Altimeter Setting		
90	1220′ (476′)-1	1280′ (536′)-1
120	1240′ (496′)-1	
140	1240′ (496′)-1½	1280′ (536′)-1½
165	1340′ (596′)-2	1340′ (596′)-2

TERPS AMEND 2 25 AUG 2011

CHANGES: Reissue.

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BRIEFING STRIP ™

AWOS-3	COLUMBUS Approach (R)	RICK Tower	Ground
132.75	119.15	120.05	121.85

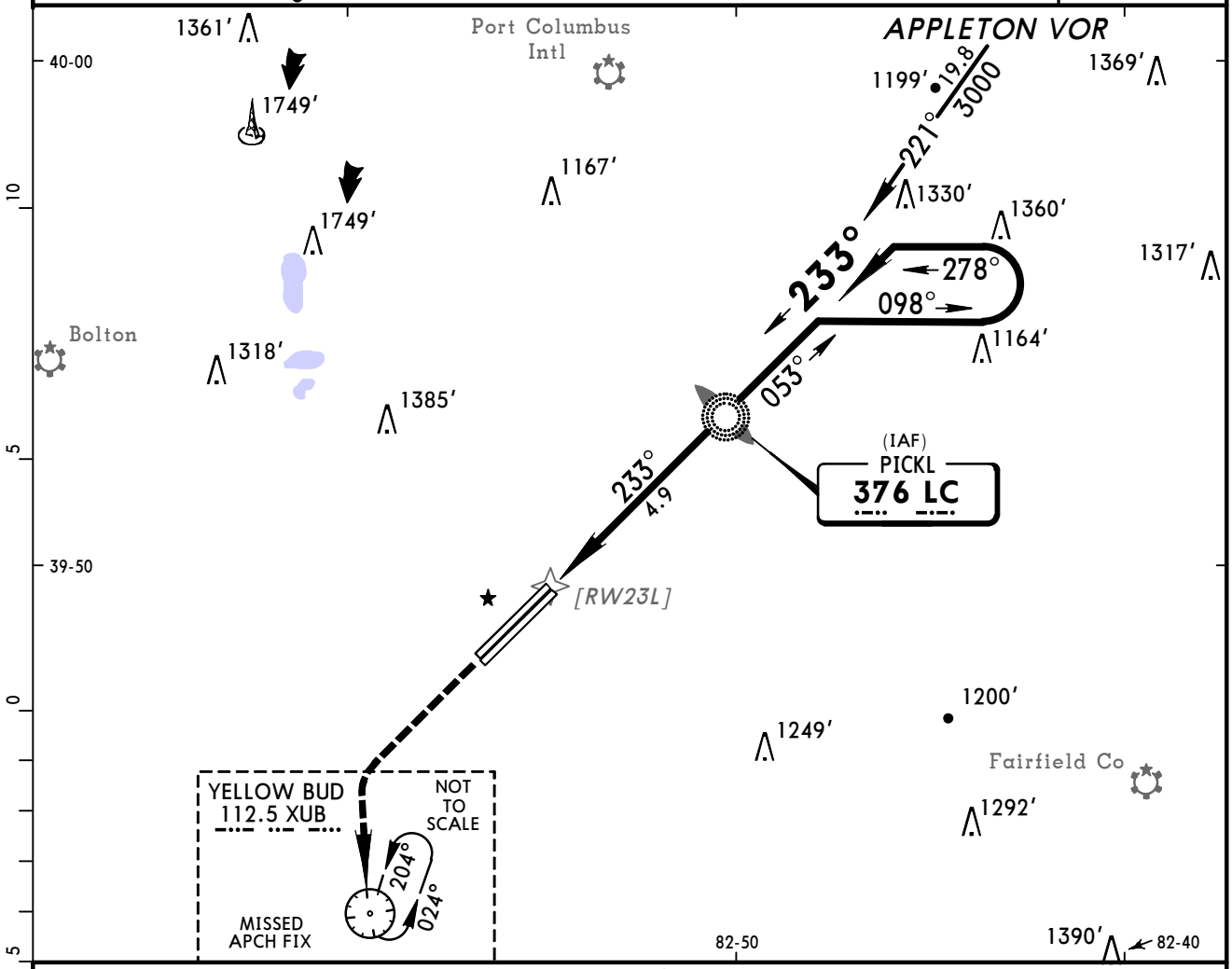
LOM LC	Final Apch Crs	Minimum Alt LOM	MDA(H) (CONDITIONAL)	Apt Elev 744′ / Rwy 23L 739′
376	233°	2400′ (1661′)	1280′ (541′)	

MISSED APCH: Climb to 3000′ then LEFT turn direct XUB VOR and hold.

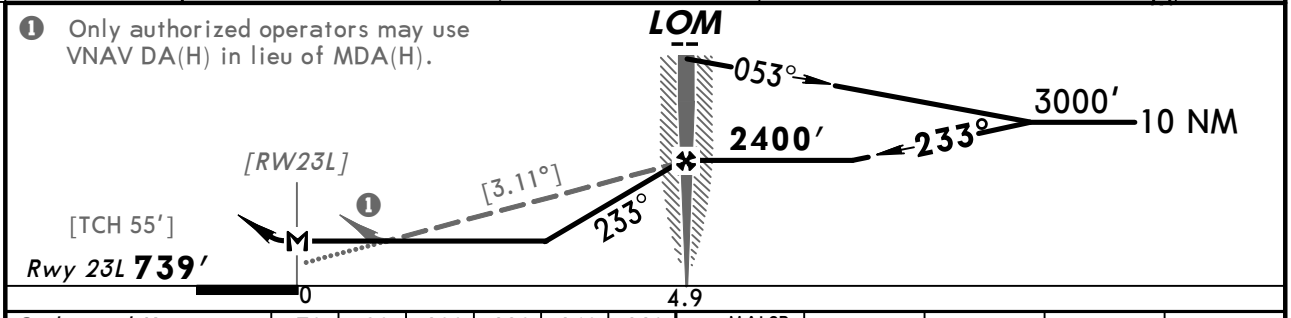
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Port Columbus Intl altimeter setting.
2. VGSI and descent angles not coincident.

3100′
MSA LC 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 [3.11°]	385	495	550	660	770	880
LOM to MAP 4.9	4:12	3:16	2:56	2:27	2:06	1:50

MALSR
PAPI
3000′
LT
XUB 112.5

TERPS AMEND 2 25 AUG 2011

	STRAIGHT-IN LANDING RWY23L						CIRCLE-TO-LAND Not Authorized Northwest of Rwy 5L-23R	
	MDA(H) 1280′ (541′) With Local Altimeter Setting			MDA(H) 1320′ (581′) With Port Columbus Intl Altimeter Setting			With Local Altimeter Setting	With Port Columbus Intl Altimeter Setting
		RAIL out	ALS out		RAIL out	ALS out	Max Kts MDA(H)	MDA(H)
A	RVR 40 or ¾		RVR 55 or 1	RVR 40 or ¾		RVR 55 or 1	90 1280′(536′)-1	1320′(576′)-1
B							120	
C	RVR 60 or 1⅛	1⅜	1⅝	1¾	1⅜	1¾	140 1280′(536′)-1⅝	1320′(576′)-1⅝
D							165 1300′(556′)-2	1340′(596′)-2

CHANGES: Reissue.

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General Information

Location: Mansfield OH USA
IATA Code: MFD
Lat/Long: N40° 49.3' W082° 31.0'
Elevation: 1297 ft

Airport Use: Public
Magnetic Variation: 7.5°W
Sectional Chart: Detroit

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

Sunrise: 1208 Z
Sunset: 2318 Z,

Runway Information

Runway: 05
Length x Width: 6800 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 1297 ft
Lighting: Edge, REIL, Part time, Pilot controlled
Stopway: 451 ft

Runway: 14
Length x Width: 9001 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 1276 ft
Lighting: Edge, Pilot controlled
Stopway: 1000 ft

Runway: 23
Length x Width: 6800 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 1276 ft
Lighting: Edge, REIL, Part time, Pilot controlled
Stopway: 750 ft

Runway: 32
Length x Width: 9001 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 1293 ft
Lighting: Edge, ALS, Pilot controlled

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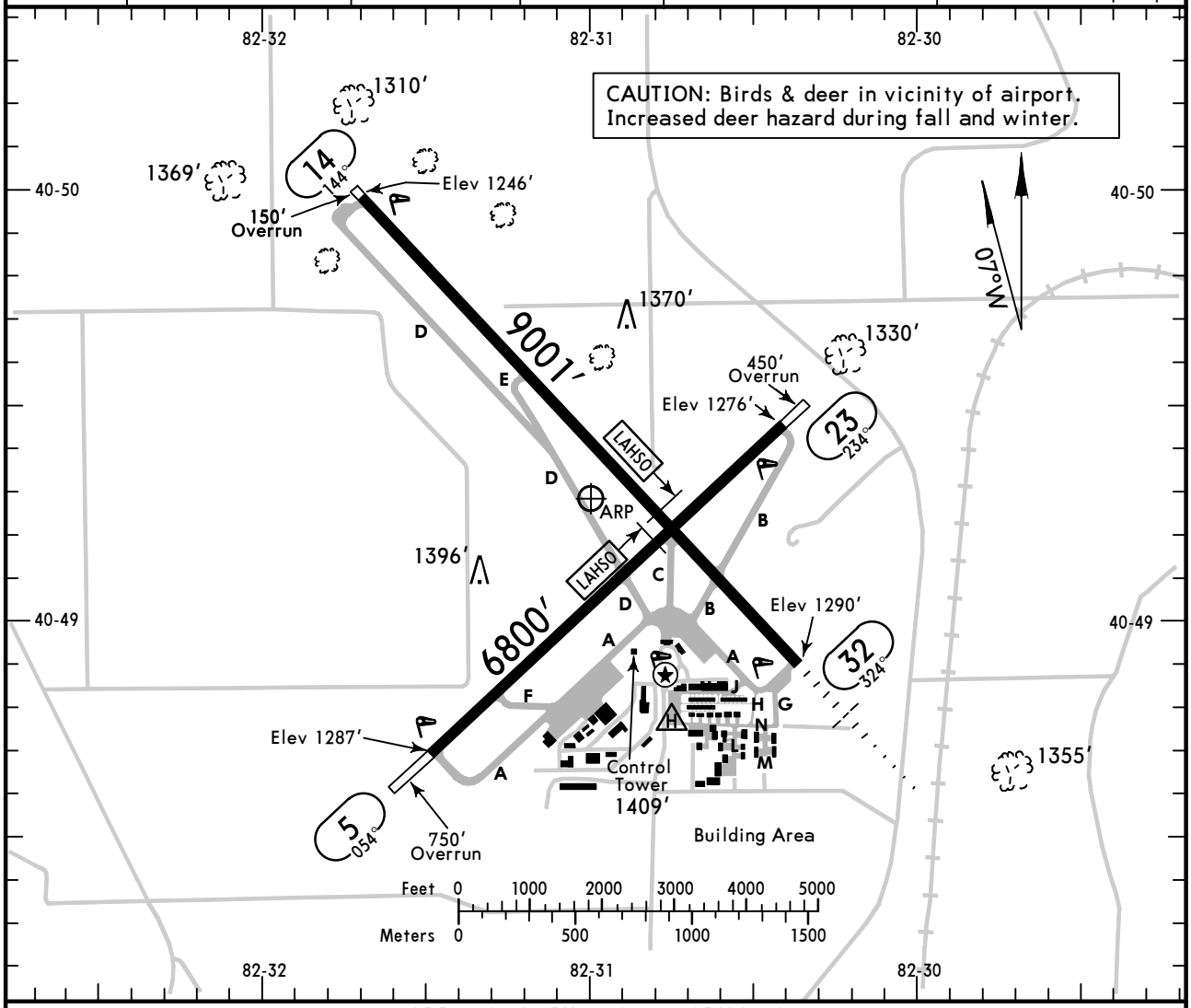
Stopway: 1000 ft

Communication Information

ATIS 125.3
Mansfield Tower 119.8 CTAF PCL
Mansfield Ground Control 121.8
Mansfield Approach Control 127.35 Secondary
Mansfield Approach Control 124.2
Mansfield Departure Control 127.35 Secondary
Mansfield Departure Control 124.2
Mansfield Lahm Mun Unicom 122.95
Mansfield Radar 124.2
Cleveland Flight Service Station 122.6 RCO
Cleveland Flight Service Station 122.1 RCO
Cleveland Flight Service Station 108.8 RCO
Cleveland Center 134.9 Remote Communications Air-Ground

ATIS	*MANSFIELD Ground	*Tower	UNICOM	*MANSFIELD Departure (R)	CLEVELAND Center
125.3	121.8	CTAF 119.8	122.95	124.2	134.9 when Dep inop.



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS: LANDING BEYOND Threshold	Glide Slope	LAHSO Distance	TAKE-OFF	WIDTH
5 / 23	❶HIRL ❶REIL PAPI-L (angle 3.0°) grooved			14/32 4350′		150′
14	❶HIRL PAPI-L (angle 3.0°) grooved			5/23 6100′		150′
32	❶HIRL ❶MALSR grooved RVR		8162′			

❶ Activate on 119.8 when Twr inop.

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

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

AMEND 0

CHANGES: Runway 5/23 length, alternate minimums, notes.

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BRIEFING STRIP™

ATIS	*MANSFIELD Approach (R)	CLEVELAND Center	*MANSFIELD Tower	*Ground
125.3	124.2	134.9 when App inop.	CTAF 119.8	121.8

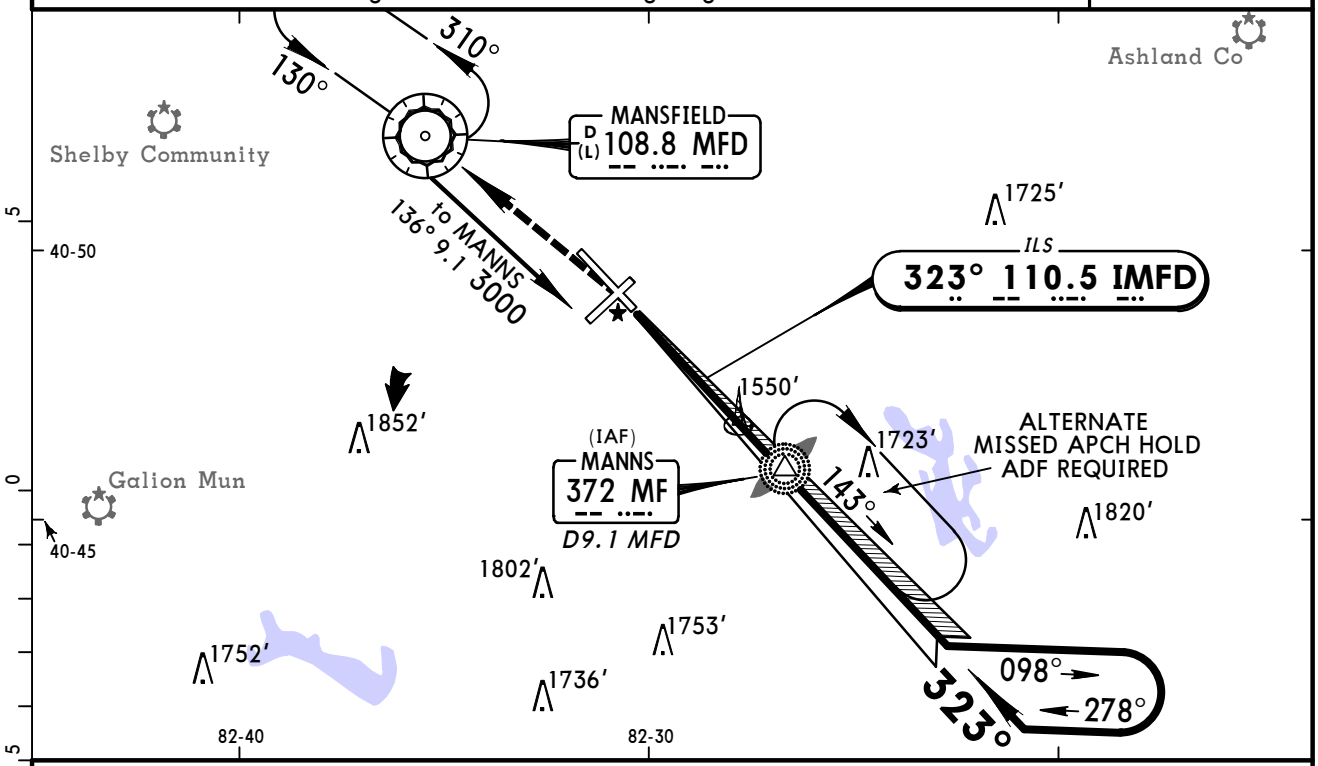
LOC IMFD	Final Apch Crs	GS MANNS	ILS DA(H) (CONDITIONAL)	Apt Elev 1297′
110.5	323°	2640′ (1347′)	1493′ (200′)	TDZE 1293′

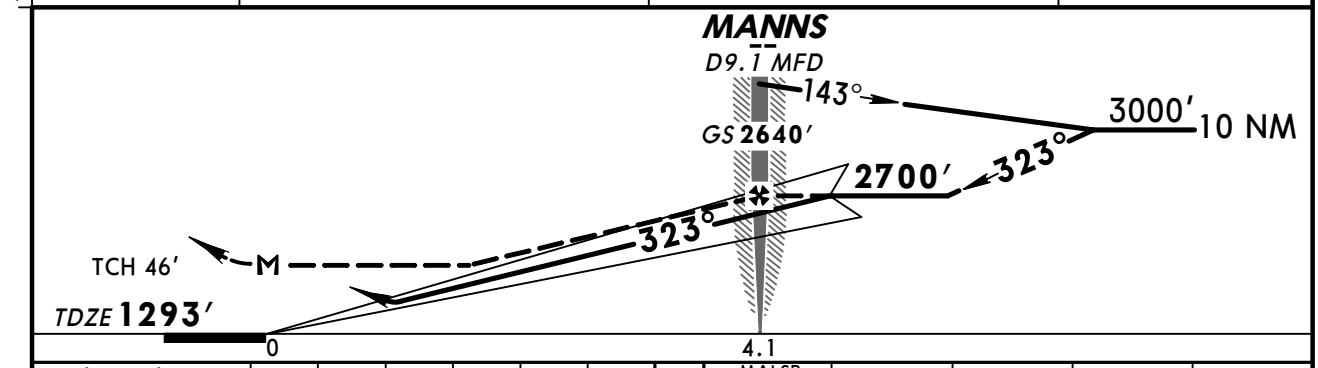
MISSED APCH: Climb to 2000′ then climbing LEFT turn to 3000′ direct MFD VOR and hold.

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

1. ADF or DME or Radar required. 2. Use local altimeter setting; if not received, use Marion altimeter setting. 3. Pilot controlled lighting 119.8.

3000′
MSA MF LOM





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

MALSR | 2000′ | 3000′ LT | D | MFD 108.8

STRAIGHT-IN LANDING RWY 32
With Local Altimeter Setting

	ILS DA(H) 1493′ (200′) FULL	ILS DA(H) 1493′ (200′) RAIL or ALS out	LOC (GS out) MDA(H) 1860′ (567′)	LOC (GS out) MDA(H) 1860′ (567′) RAIL out	LOC (GS out) MDA(H) 1860′ (567′) ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
B					
C			RVR 50 or 1	1½	
D			RVR 60 or 1¼	1¾	

CIRCLE-TO-LAND
With Local Altimeter Setting

Max Kts	MDA(H)
90	1860′ (563′) - 1
120	
140	1860′ (563′) - 1½
165	1880′ (583′) - 2

With Marion Altimeter Setting

	ILS DA(H) 1600′ (307′) FULL	ILS DA(H) 1600′ (307′) RAIL or ALS out	LOC (GS out) MDA(H) 1980′ (687′)	LOC (GS out) MDA(H) 1980′ (687′) RAIL out	LOC (GS out) MDA(H) 1980′ (687′) ALS out
A	RVR 24 or ½	RVR 50 or 1	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
B					
C			1½	2	
D			1¾	2¼	

With Marion Altimeter Setting

Max Kts	MDA(H)
90	1980′ (683′) - 1
120	
140	1980′ (683′) - 2
165	2000′ (703′) - 2¼

AMEND 16A
TERPS

CHANGES: None.

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ATIS	*MANSFIELD Approach (R)	CLEVELAND Center	*MANSFIELD Tower	*Ground
125.3	124.2	134.9 when App inop.	CTAF 119.8	121.8

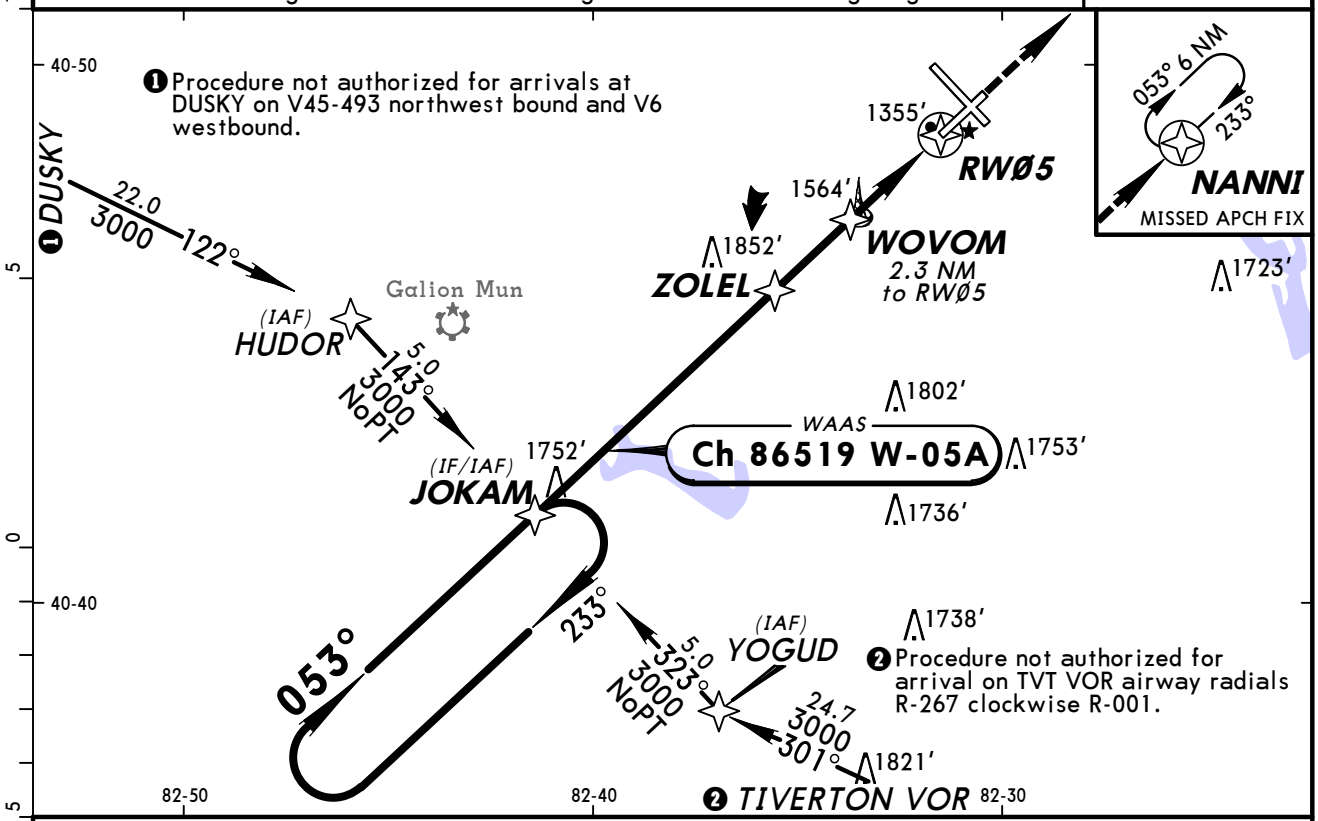
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 1297′
Ch 86519 W-05A	053°	ZOLEL 2700′ (1403′)	1497′ (200′)	TDZE 1297′

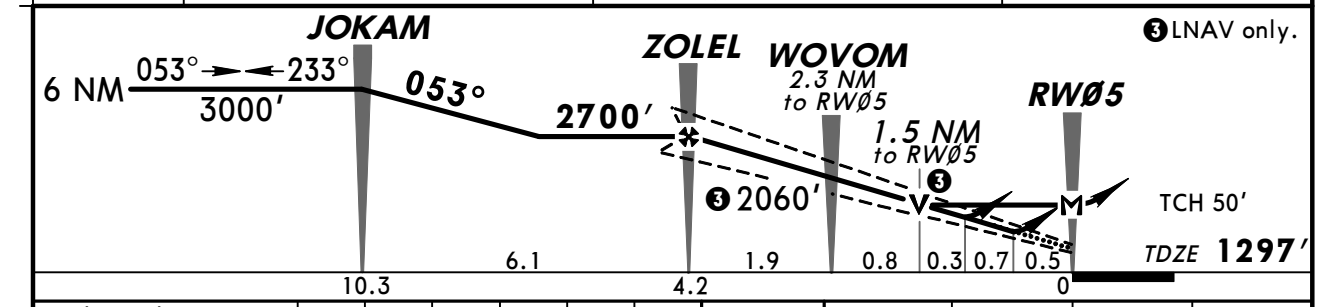
MISSED APCH: Climb to 3000′ direct NANNI and hold.

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

1. Use local altimeter setting; if not received, use Marion altimeter setting. 2. DME/DME RNP-0.30 not authorized. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -17°C (2°F) or above 46°C (114°F). 4. Baro-VNAV and VDP not authorized when using Marion altimeter setting. 5. Pilot controlled lighting 119.8.

3000′
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						

REIL
PAPI-L
3000′
NANNI

STRAIGHT-IN LANDING RWY 5

With Local Altimeter Setting

	LPV DA(H) 1497′ (200′)	LNAV/VNAV DA(H) 1715′ (418′)	LNAV MDA(H) 1820′ (523′)
A	3/4	1½	1
B			
C			1½
D			1¾

CIRCLE-TO-LAND

With Local Altimeter Setting

Max Kts	MDA(H)
90	1820′ (523′)-1
120	
140	1820′ (523′)-1½
165	1880′ (583′)-2

With Marion Altimeter Setting

	LPV DA(H) 1604′ (307′)	LNAV/VNAV DA(H) 1822′ (525′)	LNAV MDA(H) 1940′ (643′)
A	1	2	1
B			
C			1¾
D			2

With Marion Altimeter Setting

Max Kts	MDA(H)
90	1940′ (643′)-1
120	
140	1940′ (643′)-1¾
165	2000′ (703′)-2¼

BRIEFING STRIP ™ 10

TERPS AMEND 0 23 SEP 2010

CHANGES: New procedure.

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ATIS	*MANSFIELD Approach (R)	CLEVELAND Center	*MANSFIELD Tower	*Ground
125.3	124.2	134.9 when App inop.	CTAF 119.8	121.8

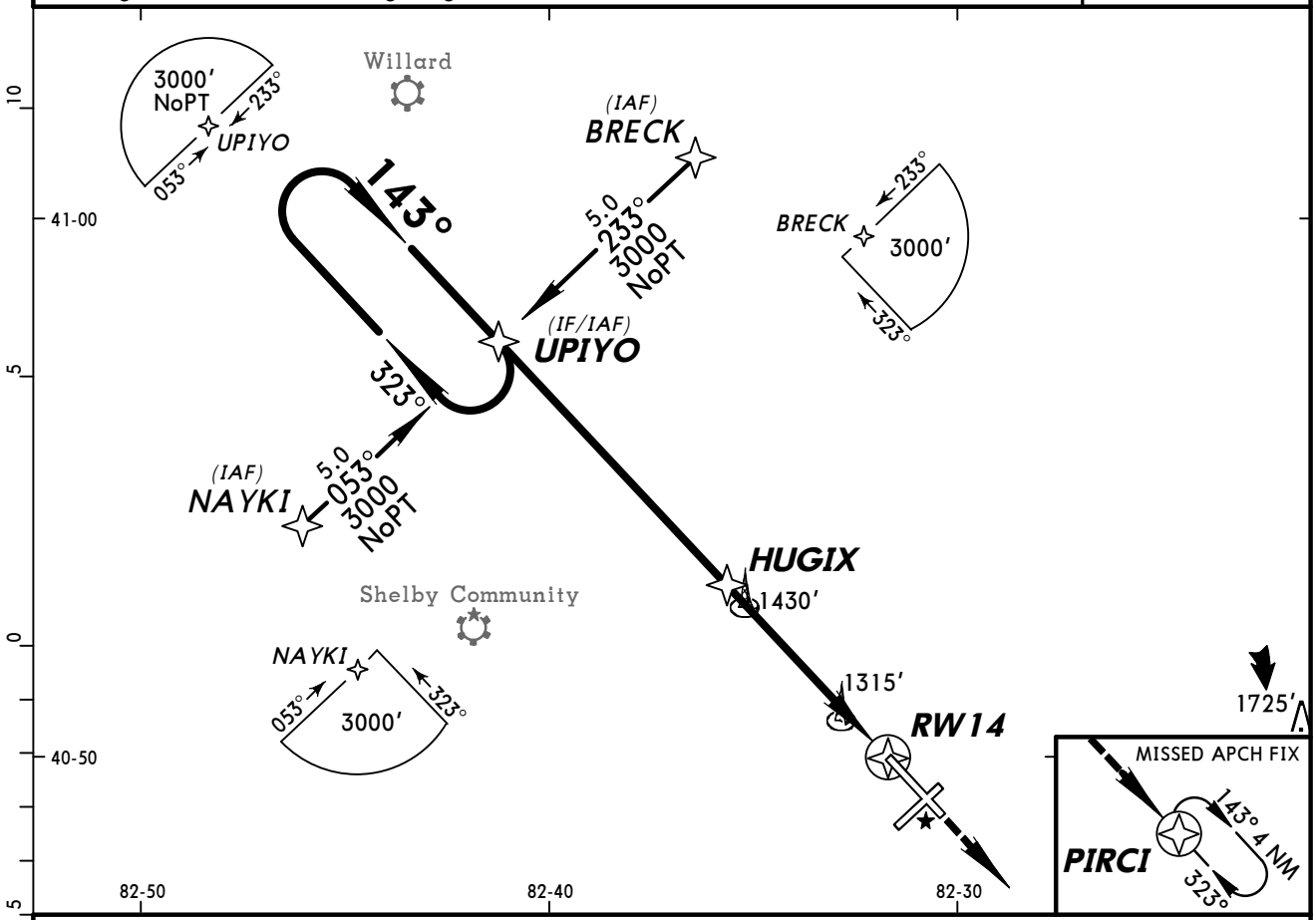
BRIEFING STRIP™

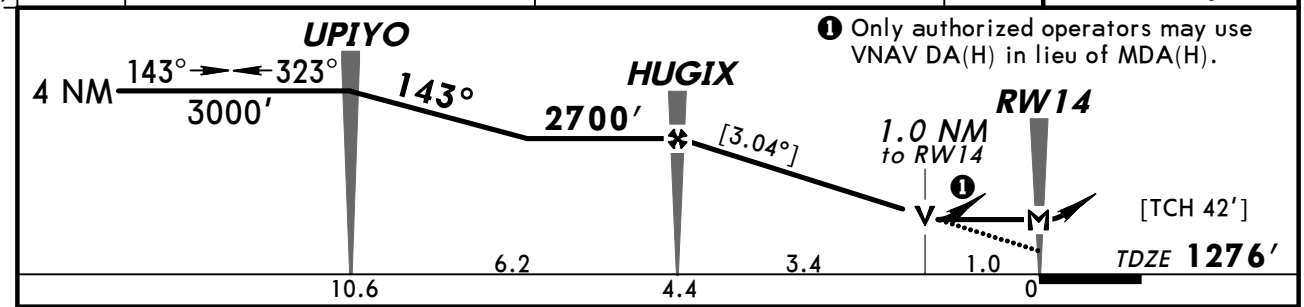
RNAV	Final Apch Crs	Minimum Alt	LNAV MDA(H) (CONDITIONAL)	Apt Elev 1297′
	143°	HUGIX 2700′ (1424′)	1620′ (344′)	TDZE 1276′

MISSED APCH: Climb to 3000′ direct PIRCI 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 Marion altimeter setting.
2. DME/DME RNP-0.30 not authorized. 3. VDP not authorized with Marion altimeter setting. 4. Pilot controlled lighting 119.8.





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 RW14						

PAPI-L | 3000′ ↑ | D | PIRCI

STRAIGHT-IN LANDING RWY 14 LNAV			CIRCLE-TO-LAND		
	MDA(H) 1620′ (344′) With Local Altimeter Setting	MDA(H) 1740′ (464′) With Marion Altimeter Setting	Max Kts	With Local Altimeter Setting MDA(H)	With Marion Altimeter Setting MDA(H)
A	1	1	90	1760′(463′)-1	1880′(583′)-1
B			120		
C		1¼	140	1760′(463′)-1½	1880′(583′)-1½
D	1¼	1½	165	1880′(583′)-2	2000′(703′)-2¼

AMEND A TERPS

CHANGES: Chart reindexed.

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BRIEFING STRIP™

ATIS	*MANSFIELD Approach (R)	CLEVELAND Center	*MANSFIELD Tower	*Ground
125.3	124.2	134.9 when App inop.	CTAF 119.8	121.8

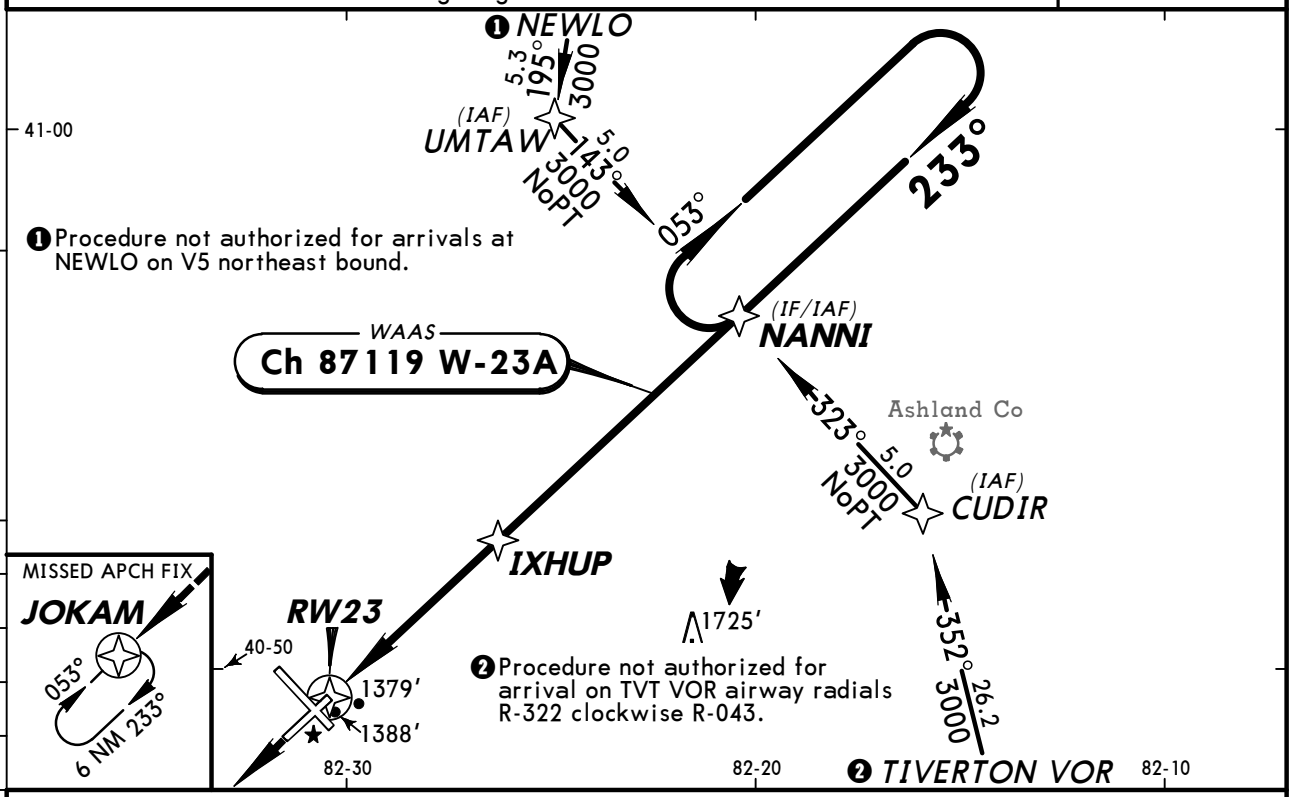
WAAS	Final Apch Crs	Minimum Alt IXHUP	LPV DA(H) (CONDITIONAL)	Apt Elev 1297′
Ch 87119 W-23A	233°	2700′ (1405′)	1545′ (250′)	TDZE 1295′

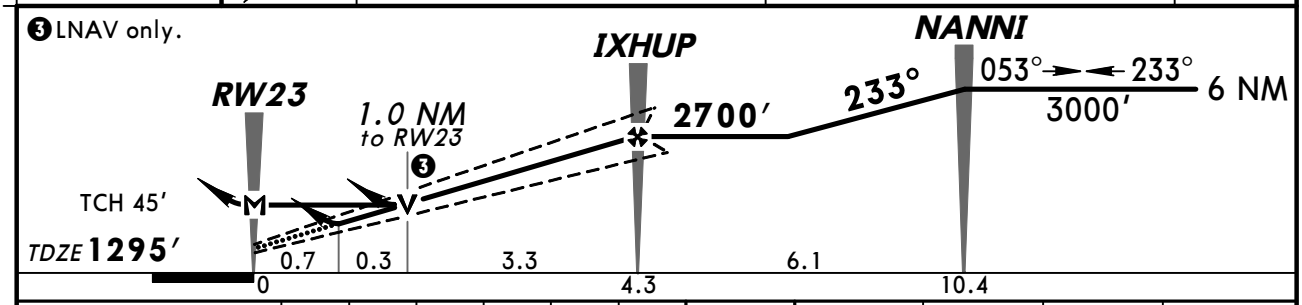
MISSED APCH: Climb to 3000′ direct JOKAM and hold.

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

1. Use local altimeter setting; if not received, use Marion altimeter setting. 2. DME/DME RNP-0.30 not authorized. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -17°C (2°F) or above 46°C (114°F). 4. Baro-VNAV and VDP not authorized when using Marion altimeter setting. 5. Visibility reduction by helicopters not authorized. 6. Pilot controlled lighting 119.8.

3000′
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						

REIL
PAPI-L
3000′
JOKAM

STRAIGHT-IN LANDING RWY 23
With Local Altimeter Setting

	LPV DA(H) 1545′ (250′)	LNAV/VNAV DA(H) 1649′ (354′)	LNAV MDA(H) 1640′ (345′)
A	1	1¼	1
B			
C			
D			1¼

CIRCLE-TO-LAND
With Local Altimeter Setting

Max Kts	MDA(H)
90	1760′ (463′)-1
120	
140	1760′ (463′)-1½
165	1880′ (583′)-2

With Marion Altimeter Setting

	LPV DA(H) 1652′ (357′)	LNAV/VNAV DA(H) 1756′ (461′)	LNAV MDA(H) 1760′ (465′)
A	1¼	1¾	1
B			
C			1¼
D			1½

With Marion Altimeter Setting

Max Kts	MDA(H)
90	1880′ (583′)-1
120	
140	1880′ (583′)-1½
165	2000′ (703′)-2¼

TERPS AMEND 0 23 SEP 2010

CHANGES: New procedure.

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ATIS	*MANSFIELD Approach (R)	CLEVELAND Center	*MANSFIELD Tower	*Ground
125.3	124.2	134.9 when App inop.	CTAF 119.8	121.8

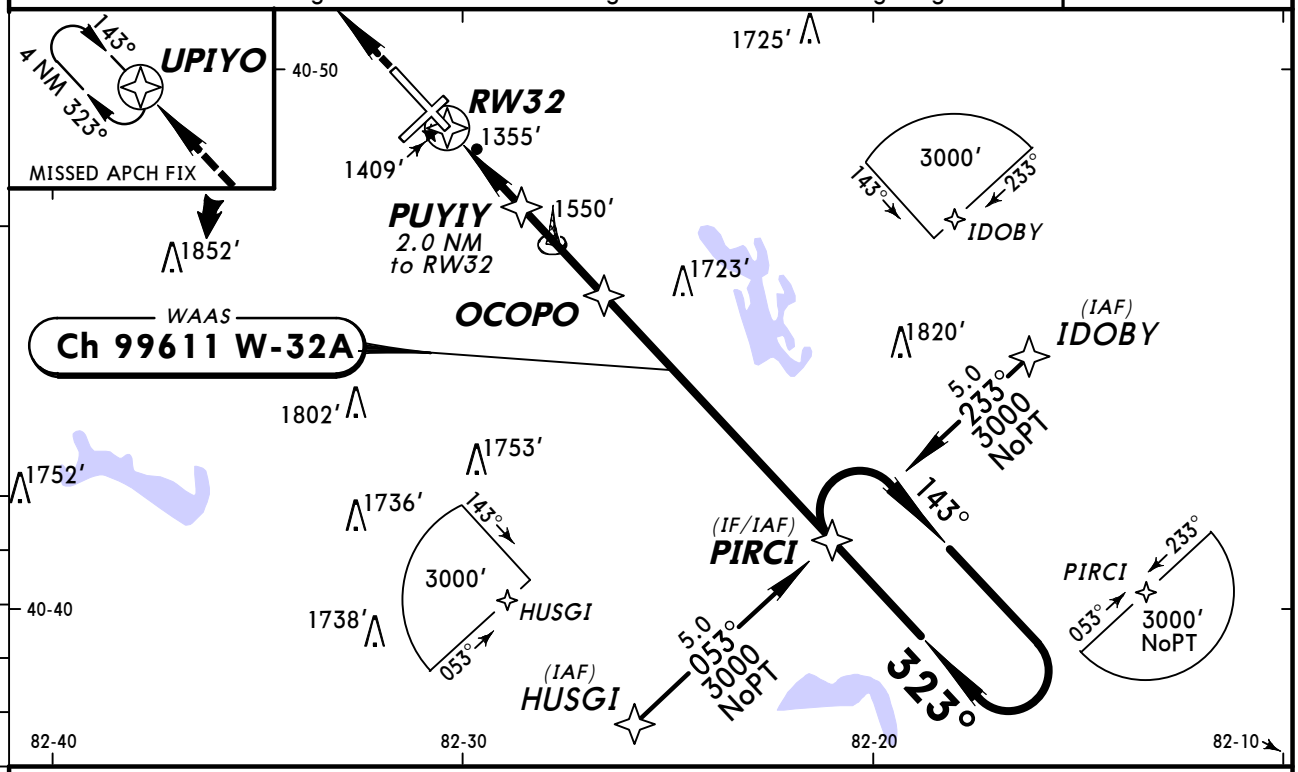
BRIEFING STRIP™

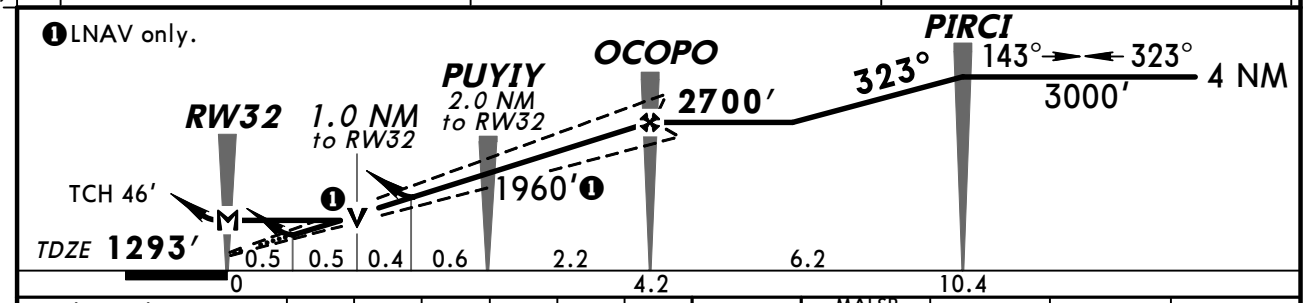
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 1297′
Ch 99611 W-32A	323°	OCOPO 2700′ (1407′)	1493′ (200′)	TDZE 1293′

MISSED APCH: Climb to 3000′ direct UPIYO 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 Marion altimeter setting.
2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -17°C (2°F) or above 46°C (114°F). 3. DME/DME RNP-0.30 not authorized. 4. Baro-VNAV and VDP not authorized when using Marion altimeter setting. 5. Pilot controlled lighting 119.8.





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

MALSR 3000′ D UPIYO

STRAIGHT-IN LANDING RWY 32

With Local Altimeter Setting

	LPV DA(H) 1493′ (200′) RAIL or ALS out		LNAV/VNAV DA(H) 1789′ (496′) RAIL or ALS out		LNAV MDA(H) 1660′ (367′) RAIL out	ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 60 or 1¼	1¾	RVR 24 or ½	RVR 40 or ¾ / RVR 50 or 1
B						
C						
D					RVR 50 or 1	RVR 60 or 1¼

CIRCLE-TO-LAND

With Local Altimeter Setting

Max Kts	MDA(H)
90	1760′ (463′)-1
120	
140	1760′ (463′)-1½
165	1880′ (583′)-2

With Marion Altimeter Setting

	LPV DA(H) 1600′ (307′) RAIL or ALS out		LNAV/VNAV DA(H) 1896′ (603′) RAIL or ALS out		LNAV MDA(H) 1780′ (487′) RAIL out	ALS out
A	RVR 24 or ½	RVR 50 or 1	1¾	2¼	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

With Marion Altimeter Setting

Max Kts	MDA(H)
90	1880′ (583′)-1
120	
140	1880′ (583′)-1½
165	2000′ (703′)-2¼

TERPS AMENDO A

CHANGES: Chart reindexed.

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KMFD/MFD
MANSFIELD LAHM REGL

JEPPESEN

15 MAY 09 (13-1)

MANSFIELD, OHIO
VOR Rwy 14

BRIEFING STRIP ™

ATIS	*MANSFIELD Approach (R)	CLEVELAND Center	*MANSFIELD Tower	*Ground
125.3	124.2	134.9 when App inop.	CTAF 119.8	121.8

VOR MFD	Final Apch Crs	Minimum Alt VOR	MDA(H) (CONDITIONAL)	Apt Elev 1297′
108.8	130°	2400′ (1124′)	1620′ (344′)	TDZE 1276′

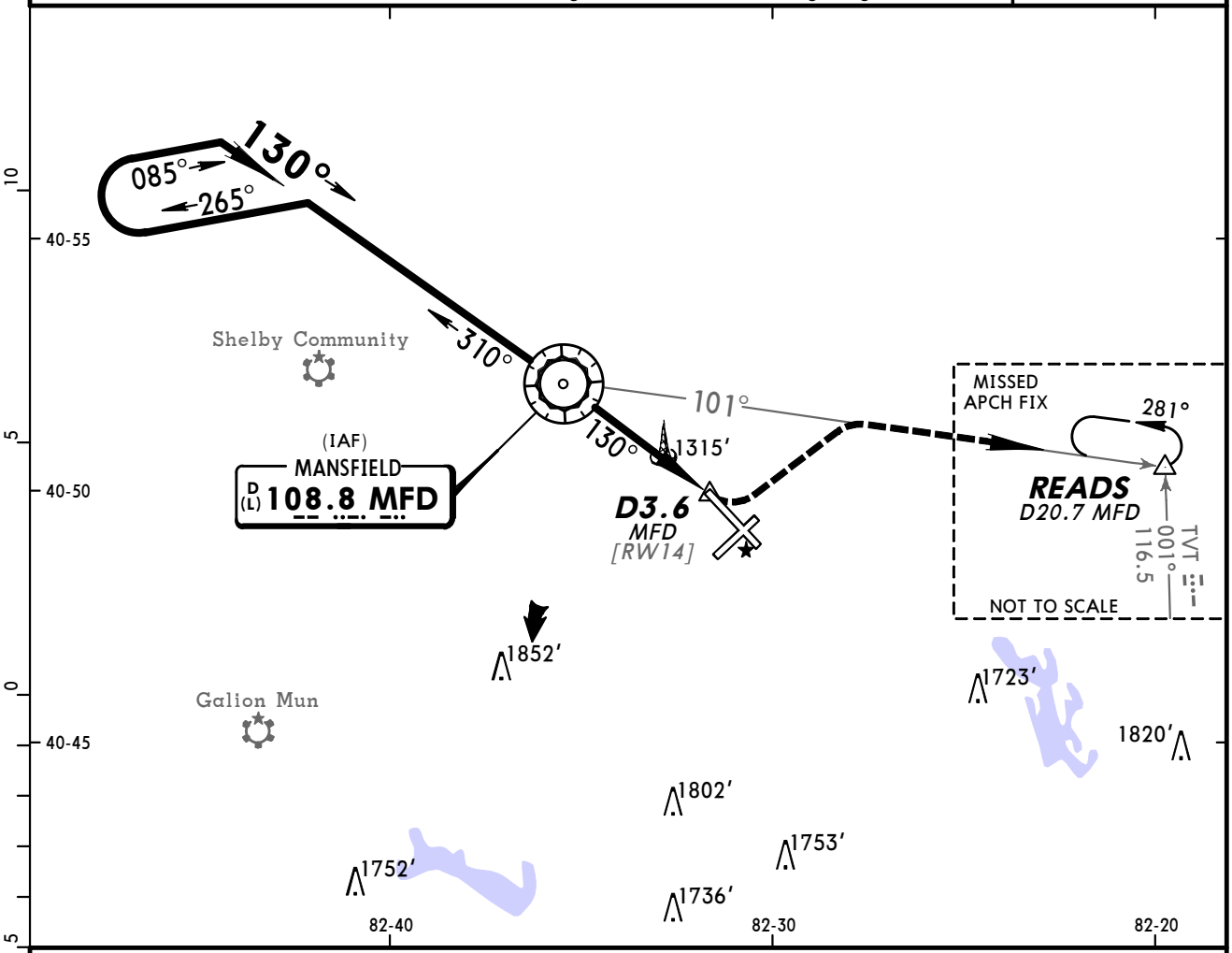
MISSED APCH: Climbing LEFT turn to 3000′ outbound via MFD VOR R-101 to READS INT/D20.7 MFD and hold.

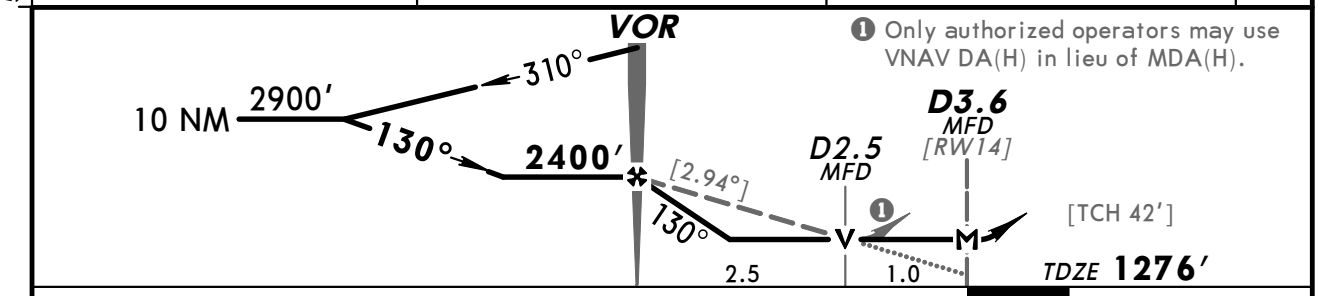
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Marion altimeter setting.
2. VDP not authorized with Marion altimeter setting. 3. Pilot controlled lighting 119.8.

3000′

MSA MFD 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 [2.94°]	364	468	520	624	728	832
MAP at D3.6 or VOR to MAP 3.6	3:05	2:24	2:10	1:48	1:33	1:21

PAPI-L

3000′ LT via MFD 108.8 R-101

READS

TERPS AMEND 14A

STRAIGHT-IN LANDING RWY 14			CIRCLE-TO-LAND		
	MDA(H) 1620′ (344′) With Local Altimeter Setting	MDA(H) 1740′ (464′) With Marion Altimeter Setting	Max Kts	With Local Altimeter Setting MDA(H)	With Marion Altimeter Setting MDA(H)
A	1	1	90	1760′ (463′) -1	1880′ (583′) -1
B			120		
C		1¼	140	1760′ (463′) -1½	1880′ (583′) -1½
D	1¼	1½	165	1880′ (583′) -2	2000′ (703′) -2¼

CHANGES: Circling minimums.

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BRIEFING STRIP TM

ATIS	*MANSFIELD Approach (R)	CLEVELAND Center	*MANSFIELD Tower	*Ground
125.3	124.2	134.9 when App inop.	CTAF 119.8	121.8

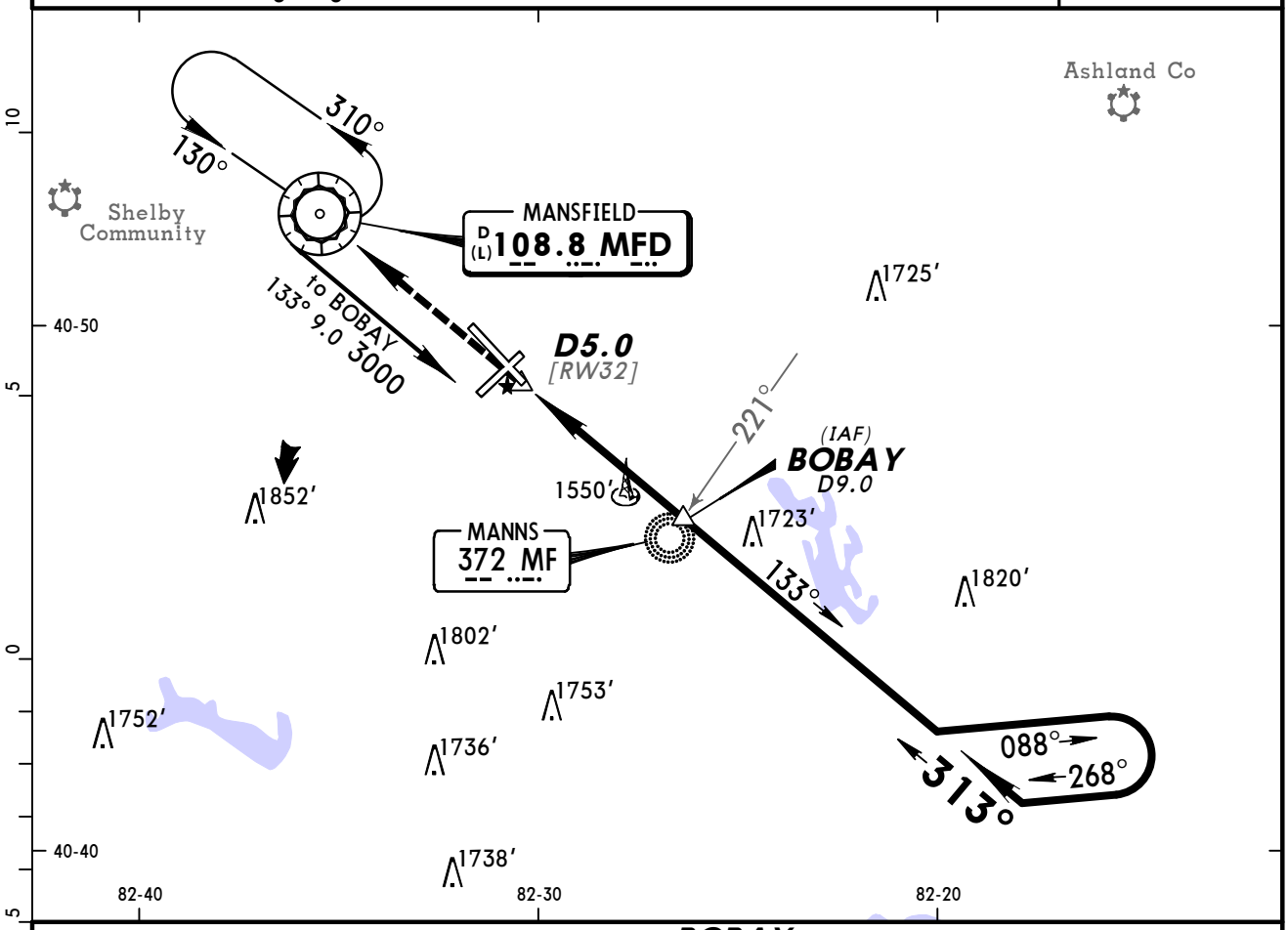
VOR MFD	Final Apch Crs	Minimum Alt BOBAY	MDA(H) (CONDITIONAL)	Apt Elev 1297′
108.8	313°	2600′ (1307′)	1860′ (567′)	TDZE 1293′

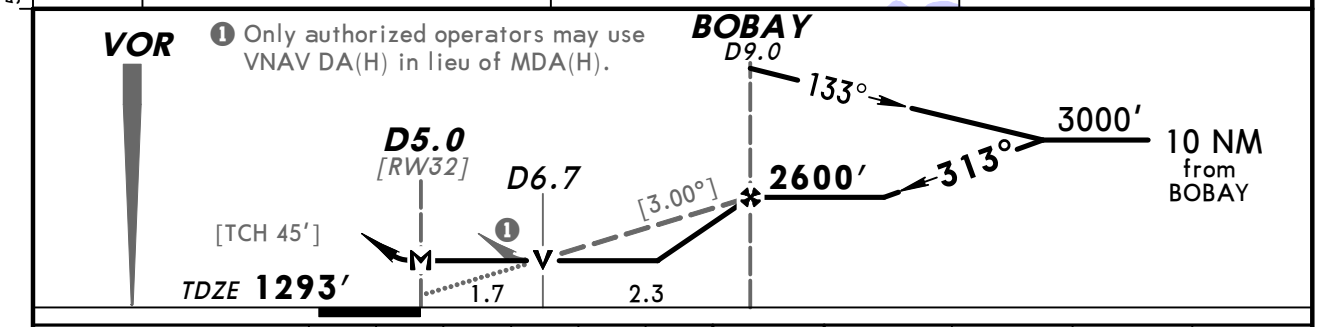
MISSED APCH: Climb to 3000′ direct MFD VOR and hold.

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

1. ADF or DME required. 2. Use local altimeter setting; if not received, use Marion altimeter setting. 3. VDP not authorized with Marion altimeter setting. 4. Pilot controlled lighting 119.8.

3000′
MSA MFD VOR





Gnd speed-Kts		70	90	100	120	140	160
Descent angle	[3.00°]	372	478	531	637	743	849
MAP at D5.0 or BOBAY to MAP	4.0	3:26	2:40	2:24	2:00	1:43	1:30

MALSR | 3000′ | D | MFD 108.8

	STRAIGHT-IN LANDING RWY 32						CIRCLE-TO-LAND		
	MDA(H) 1860′ (567′) With Local Altimeter Setting			MDA(H) 1980′ (687′) With Marion Altimeter Setting				With Local Altimeter Setting	With Marion Altimeter Setting
		RAIL out	ALS out		RAIL out	ALS out	Max Kts	MDA(H)	MDA(H)
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	90	1860′ (563′)-1	1980′ (683′)-1
B							120		
C	RVR 50 or 1	1½		1½	2		140	1860′ (563′)-1½	1980′ (683′)-2
D	RVR 60 or 1¼	1¾		1¾	2¼		165	1880′ (583′)-2	2000′ (703′)-2¼

AMEND 7A TERPS

CHANGES: Circling minimums.

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BRIEFING STRIP TM

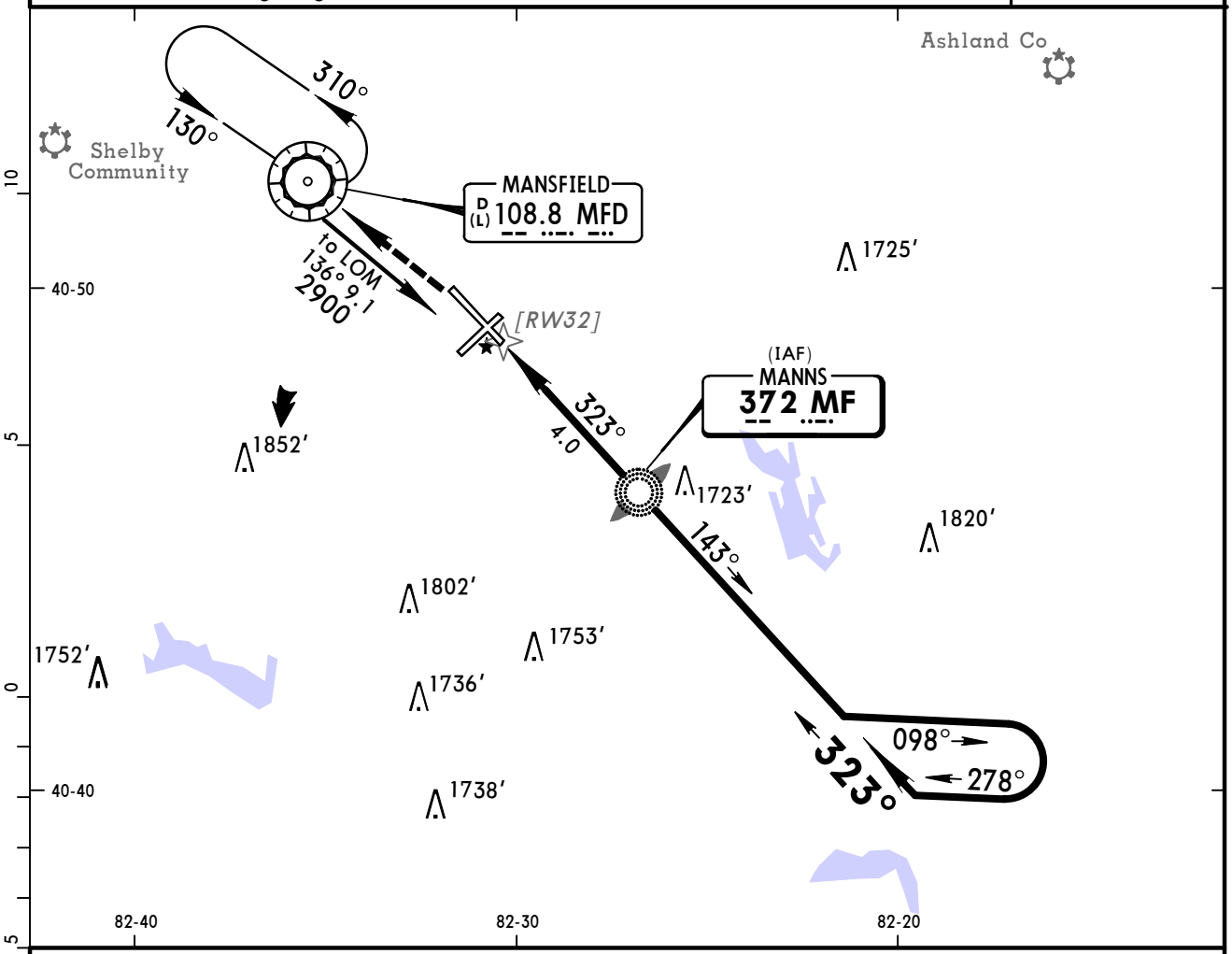
ATIS	*MANSFIELD Approach (R)	CLEVELAND Center	*MANSFIELD Tower	*Ground
125.3	124.2	134.9 when App inop.	CTAF 119.8	121.8

LOM MF	Final Apch Crs	Minimum Alt LOM	MDA(H)	Apt Elev 1297′
372	323°	2700′ (1407′)	1900′ (607′)	TDZE 1293′

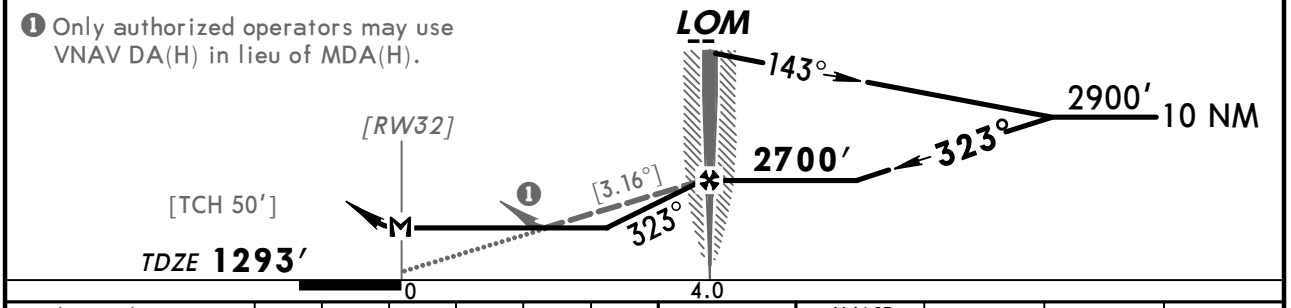
MISSED APCH: Climb to 2900′ direct MFD VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Pilot controlled lighting 119.8.

3000′
MSA MF 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 [3.16°]	391	503	559	671	783	895
LOM to MAP 4.0	3:26	2:40	2:24	2:00	1:43	1:30

MALSR | 2900′ | D | MFD 108.8

STRAIGHT-IN LANDING RWY32

MDA(H) 1900′(607′)

	RAIL out	ALS out
A, B	RVR 40 or ¾	RVR 50 or 1
C	RVR 60 or 1¼	1¾
D	1¾	2

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1900′(603′)-1
120	1900′(603′)-1¾
140	1900′(603′)-1¾
165	1900′(603′)-2

TERPS AMEND 11D 1 JUL 2010

CHANGES: MSA.

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KMFD/MFD
MANSFIELD LAHM REGL

JEPPESEN

25 JUN 10 (18-1)

MANSFIELD, OHIO
RADAR-1 ASR Rwy 5, 23

BRIEFING STRIP™

ATIS	*MANSFIELD Approach (R)	CLEVELAND Center	*MANSFIELD Tower	*Ground
125.3	124.2	134.9 when App inop.	CTAF 119.8	121.8

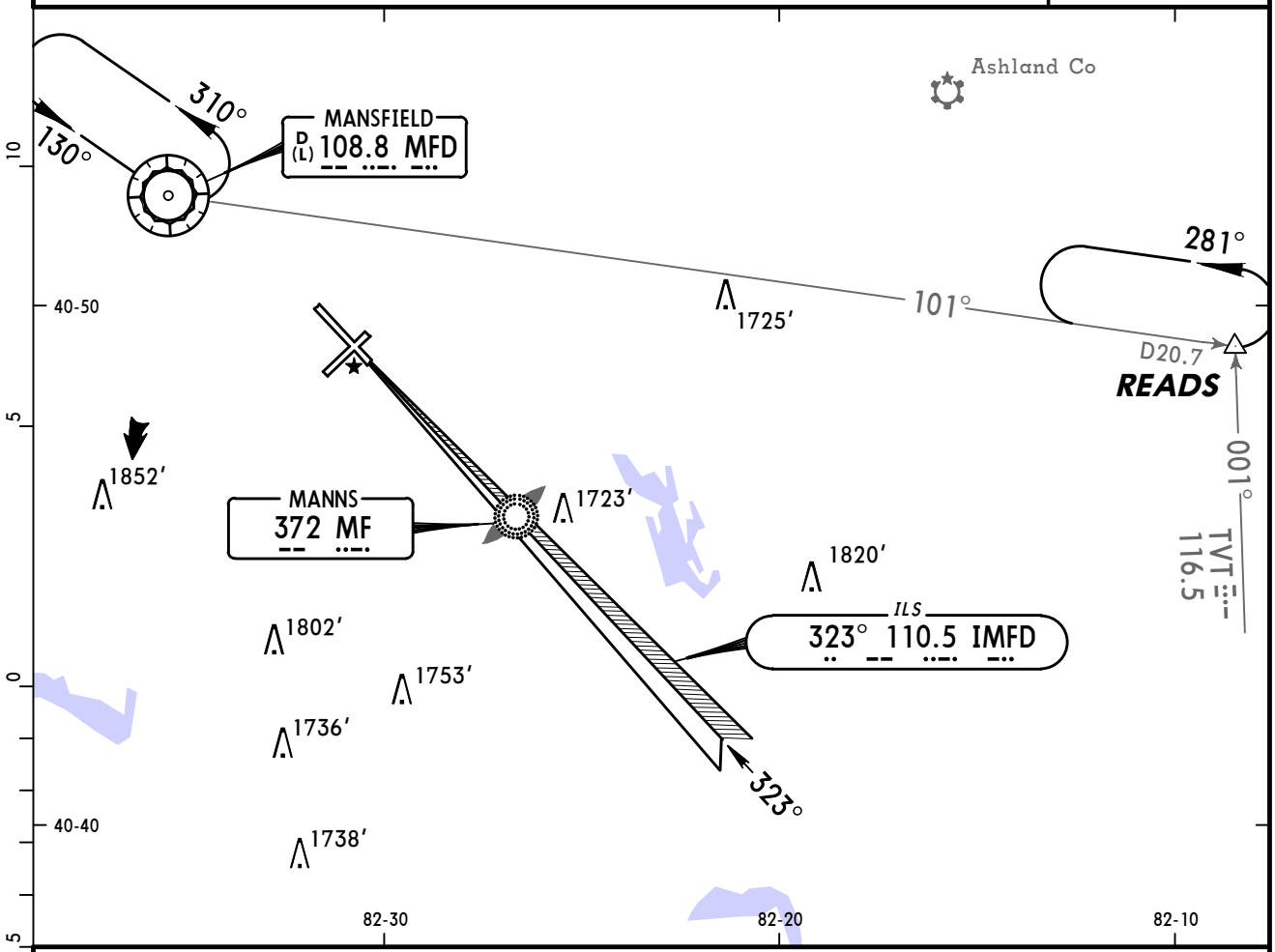
RADAR	Final Apch Crs By ATC	Minimum Alt No FAF	MDA(H) Refer to Minimums	Apt Elev **1297'** TDZE -See below

MISSED APCH: See Below

No MSA published

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

1. When Twr inop, procedure not authorized. 2. Pilot controlled lighting 119.8.



MISSED APPROACH

Runway 5: Climb to 3000' via 050° heading and outbound on MFD VOR R-101 to READS INT and hold.

Runway 23: Climbing RIGHT turn to 3000' direct MFD VOR and hold.

RWY 5 TDZE **1297'** RWY 23 TDZE **1295'**

ASR Rwys 5, 23: MAP at Rwy Thr		Lighting - Refer to Airport Chart

TERPS AMENDMENT

	STRAIGHT-IN LANDING ASR 5 MDA(H) **1740'** (443')	STRAIGHT-IN LANDING ASR 23 MDA(H) **1700'** (405')	CIRCLE-TO-LAND Max Kts	CIRCLE-TO-LAND MDA(H)
A	1	1	90	1760' (463') - 1
B			120	
C	1¼	1¼	140	1760' (463') - 1½
D	1½		165	1880' (583') - 2

CHANGES: None.

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General Information

Location: Springfield OH USA
IATA Code: SGH
Lat/Long: N39° 50.4' W083° 50.4'
Elevation: 1051 ft

Airport Use: Joint
Magnetic Variation: 6.2°W
Sectional Chart: Cincinnati

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: 1212 Z
Sunset: 2324 Z,

Runway Information

Runway: 06
Length x Width: 9009 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 1051 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 15
Length x Width: 5499 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 1047 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 24
Length x Width: 9009 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 1048 ft
Lighting: Edge, Pilot controlled

Runway: 33
Length x Width: 5499 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 1047 ft
Lighting: Edge, REIL, Pilot controlled

Communication Information

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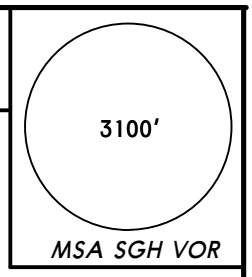
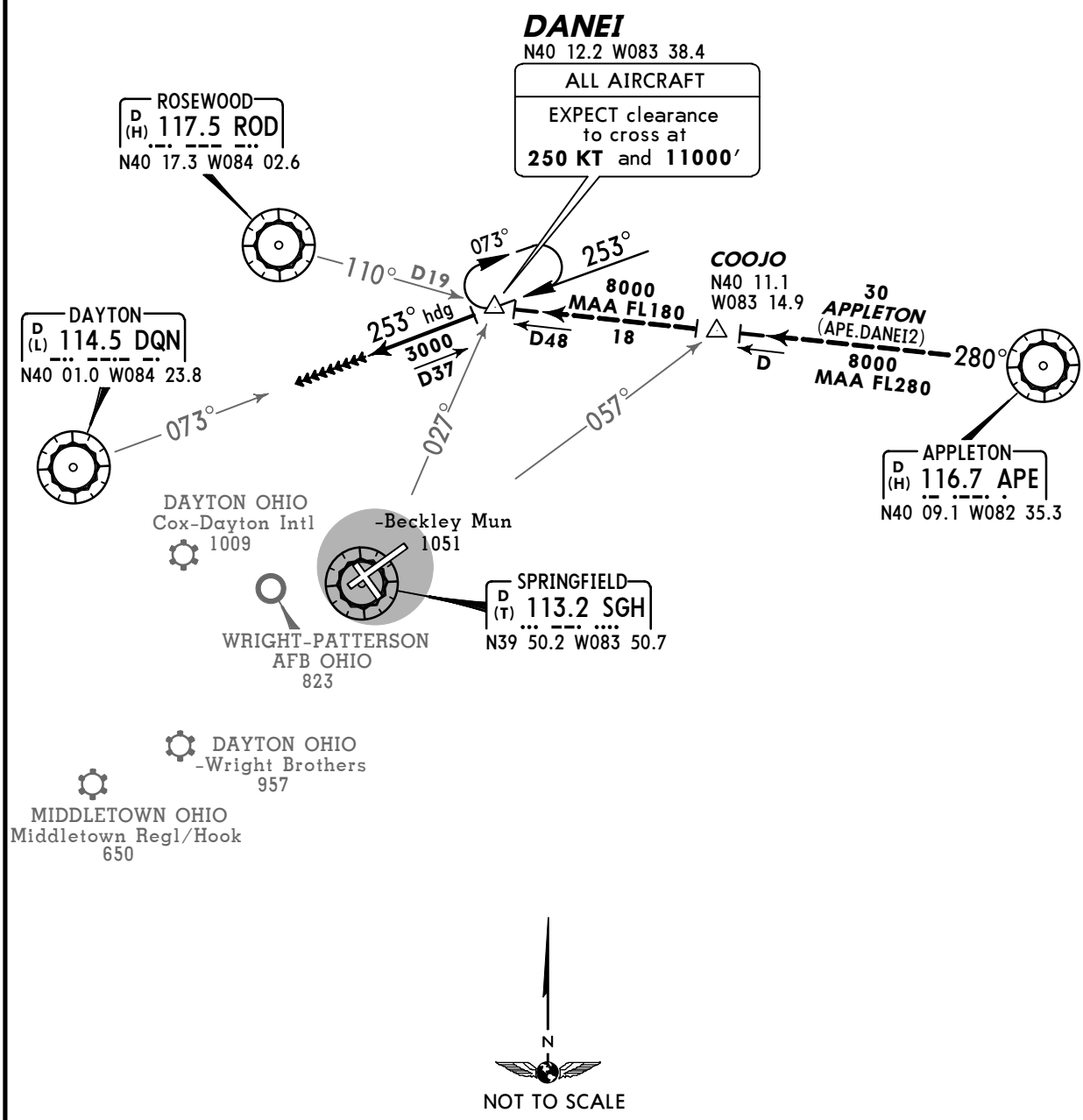
ASOS 134.975
Springfield Tower 120.7 CTAF PCL
Springfield Ground Control 121.7
Columbus Approach Control 127.225
Columbus Approach Control 126.5 (91°-180°)
Columbus Approach Control 118.85 (91°-180°) Secondary
Columbus App ARSA 126.5 (91°-180°)
Columbus App ARSA 118.85 (91°-180°)
Columbus Departure Control 127.225
Columbus Departure Control 126.5 (91°-180°)
Columbus Departure Control 118.85 (91°-180°) Secondary
Springfield-Beckley Mun Unicom 122.95

Apt Elev See graphic	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ **RADAR required.**

DANEI TWO ARRIVAL (DANEI.DANEI2)





Direct distance from DANEI to:
-Beckley Mun **24 NM**

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

In the event of lost communications:
At DANEI, proceed direct to DQN.
MAINTAIN 3000′ until DQN.

ROUTING

From over DANEI via heading 253°. EXPECT RADAR vectors to final approach course.

CHANGES: ATIS deleted.

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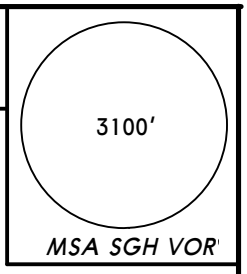
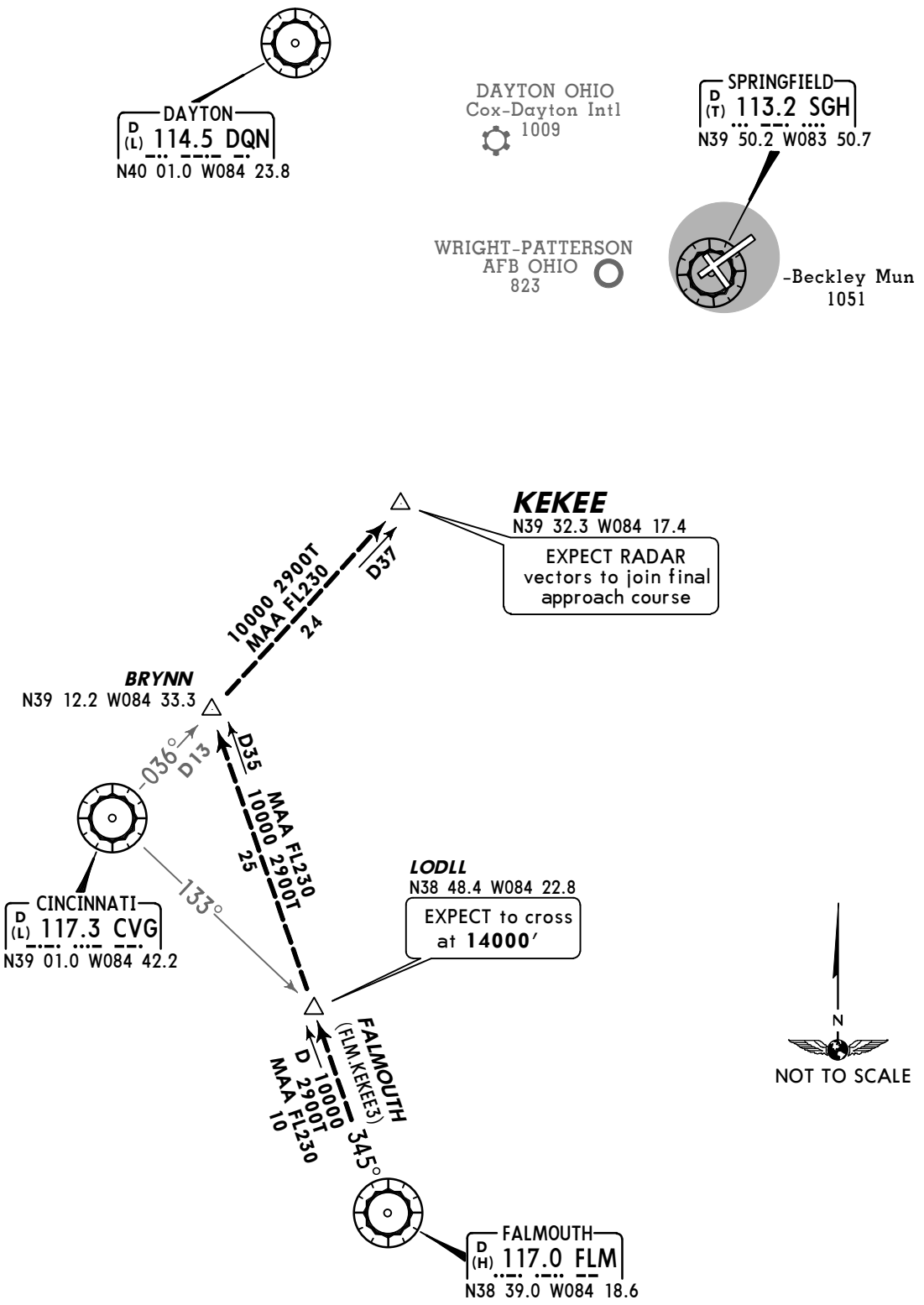
Apt Elev See graphic	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ **DME or RADAR required.**

KEKEE THREE ARRIVAL (KEKEE.KEKEE3)





Direct distance from KEKEE to:
-Beckley Mun **28 NM**

ROUTING

From over KEKEE, EXPECT RADAR vectors to join final approach course.

CHANGES: ATIS deleted.

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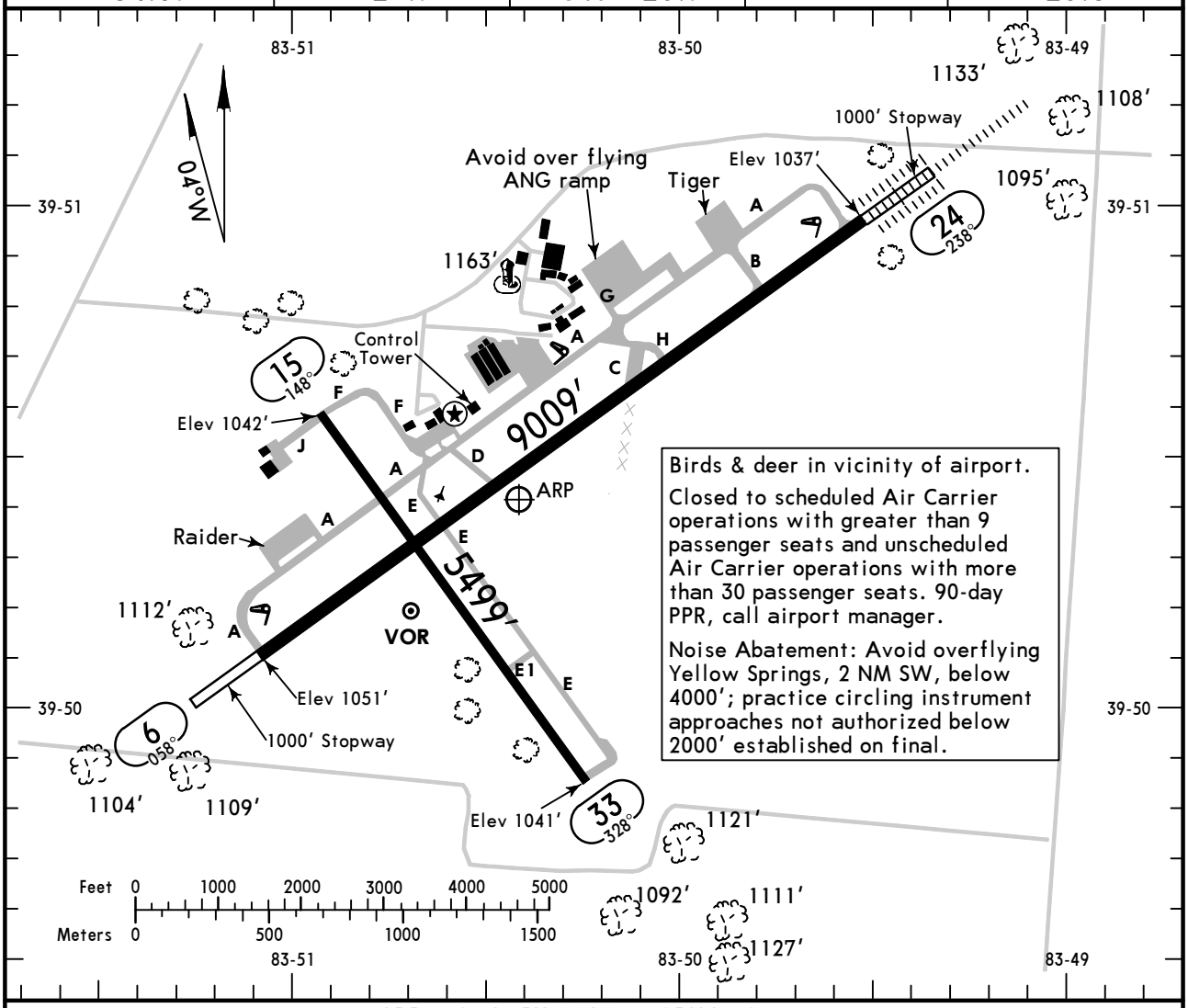
ASOS	*SPRINGFIELD Ground	*Tower	UNICOM 122.95	COLUMBUS Departure (R)
134.97	121.7	CTAF 120.7		126.5



Birds & deer in vicinity of airport.

Closed to scheduled Air Carrier operations with greater than 9 passenger seats and unscheduled Air Carrier operations with more than 30 passenger seats. 90-day PPR, call airport manager.

Noise Abatement: Avoid overflying Yellow Springs, 2 NM SW, below 4000′; practice circling instrument approaches not authorized below 2000′ established on final.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND: Threshold	Glide Slope	TAKE-OFF	WIDTH
6	❶ HIRL ❷ REIL PAPI-L (angle 3.0°) grooved				150′
24	❶ HIRL ❷❸ ALSF-II PAPI-L (angle 3.0°) grooved		7880′		
15	❷ MIRL ❷ REIL PAPI-L (angle 3.0°)				100′
33	❷ MIRL ❷ REIL PAPI-L				

❶ Increase intensity on 120.7 when Twr inop.
❷ Activate on 120.7 when Twr inop.
❸ Operates as SSALR when Twr closed.

TAKE-OFF			FOR FILING AS ALTERNATE			
	All Rwys		Authorized Only When Twr Operating		Authorized Only When Local Weather Available	
	Adequate Vis Ref	STD	ILS Rwy 24	LOC Rwy 24	RNAV (GPS) Rwy 6 RNAV (GPS) Rwy 24 VOR Rwy 6	VOR Rwy 24 VOR DME Rwy 33 NDB Rwy 24
1 & 2 Eng	1/4	1	A B C D: 600-2	800-2	800-2	NA
3 & 4 Eng		1/2				

AMEND 0

CHANGES: ATIS changed to ASOS.

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BRIEFING STRIP™

ASOS	COLUMBUS Approach (R)	*SPRINGFIELD Tower	*Ground
134.97	126.5	CTAF 120.7	121.7

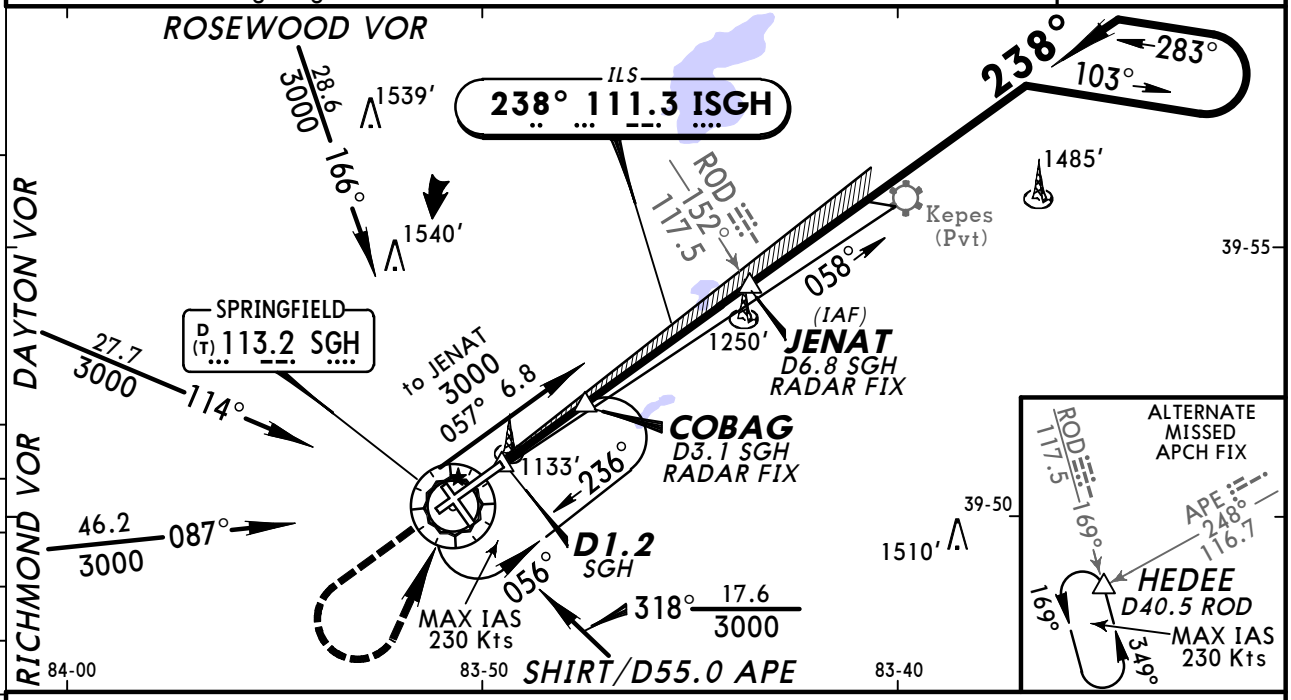
LOC ISGH	Final Apch Crs	GS JENAT	ILS DA(H) (CONDITIONAL)	Apt Elev 1051′
111.3	238°	2800′ (1752′)	1248′ (200′)	TDZE 1048′

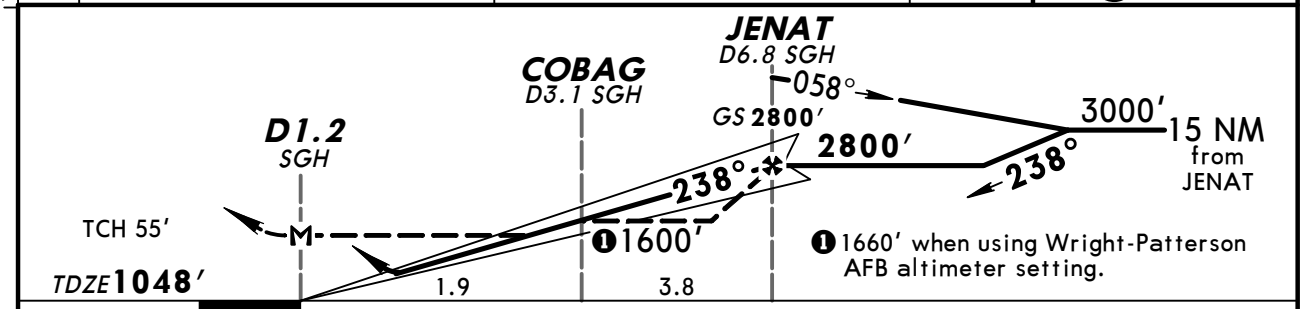
MISSED APCH: Climb to 3000′ then LEFT turn direct SGH VOR and hold.

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

1. DME from SGH VOR. Simultaneous reception of ISGH and SGH DME required.
2. Use local altimeter setting; if not received, use Wright-Patterson AFB altimeter setting. 3. ALSF-II reverts to SSALR when tower inop.
4. Pilot controlled lighting 120.7.

3100′
MSA SGH VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	2.80°	347	446	495	594	693	792
MAP at D1.2 SGH or JENAT to MAP	5.7	4:53	3:48	3:25	2:51	2:27	2:08

ALSF-II PAPI | 3000′ | LT | D | SGH 113.2

STRAIGHT-IN LANDING RWY 24

With Local Altimeter Setting

	ILS DA(H) 1248′ (200′) FULL	ILS DA(H) 1248′ (200′) ALS out	LOC (GS out) With COBAG MDA(H) 1420′ (372′)	LOC (GS out) With COBAG MDA(H) 1420′ (372′) ALS out	LOC (GS out) Without COBAG MDA(H) 1600′ (552′)	LOC (GS out) Without COBAG MDA(H) 1600′ (552′) ALS out
A	1/2	3/4	1/2	1	1/2	1
B						
C					1	1 1/2
D			3/4	1 1/4	1 1/4	1 3/4

CIRCLE-TO-LAND

With Local Altimeter Setting

Max Kts	With COBAG MDA(H)	Without COBAG MDA(H)
90	1480′ (429′)-1	1600′ (549′)-1
120	1520′ (469′)-1	
140	1520′ (469′)-1 1/2	1600′ (549′)-1 1/2
165	1620′ (569′)-2	1620′ (569′)-2

With Wright-Patterson AFB Altimeter Setting

	ILS DA(H) 1303′ (255′) FULL	ILS DA(H) 1303′ (255′) ALS out	LOC (GS out) With COBAG MDA(H) 1480′ (432′)	LOC (GS out) With COBAG MDA(H) 1480′ (432′) ALS out	LOC (GS out) Without COBAG MDA(H) 1660′ (612′)	LOC (GS out) Without COBAG MDA(H) 1660′ (612′) ALS out
A	1/2	1	1/2	1	1/2	1
B						
C			3/4	1 1/4	1 1/4	1 3/4
D			1	1 1/2	1 1/2	2

With Wright-Patterson AFB Altimeter Setting

Max Kts	With COBAG MDA(H)	Without COBAG MDA(H)
90	1540′ (489′)-1	1660′ (609′)-1
120	1580′ (529′)-1	
140	1580′ (529′)-1 1/2	1660′ (609′)-1 3/4
165	1680′ (629′)-2	1680′ (629′)-2

TERPS AMEND 2 17 DEC 2009

CHANGES: ATIS changed to ASOS.

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ASOS	COLUMBUS Approach (R)	*SPRINGFIELD Tower	*Ground
134.97	126.5	CTAF 120.7	121.7

BRIEFING STRIP ™

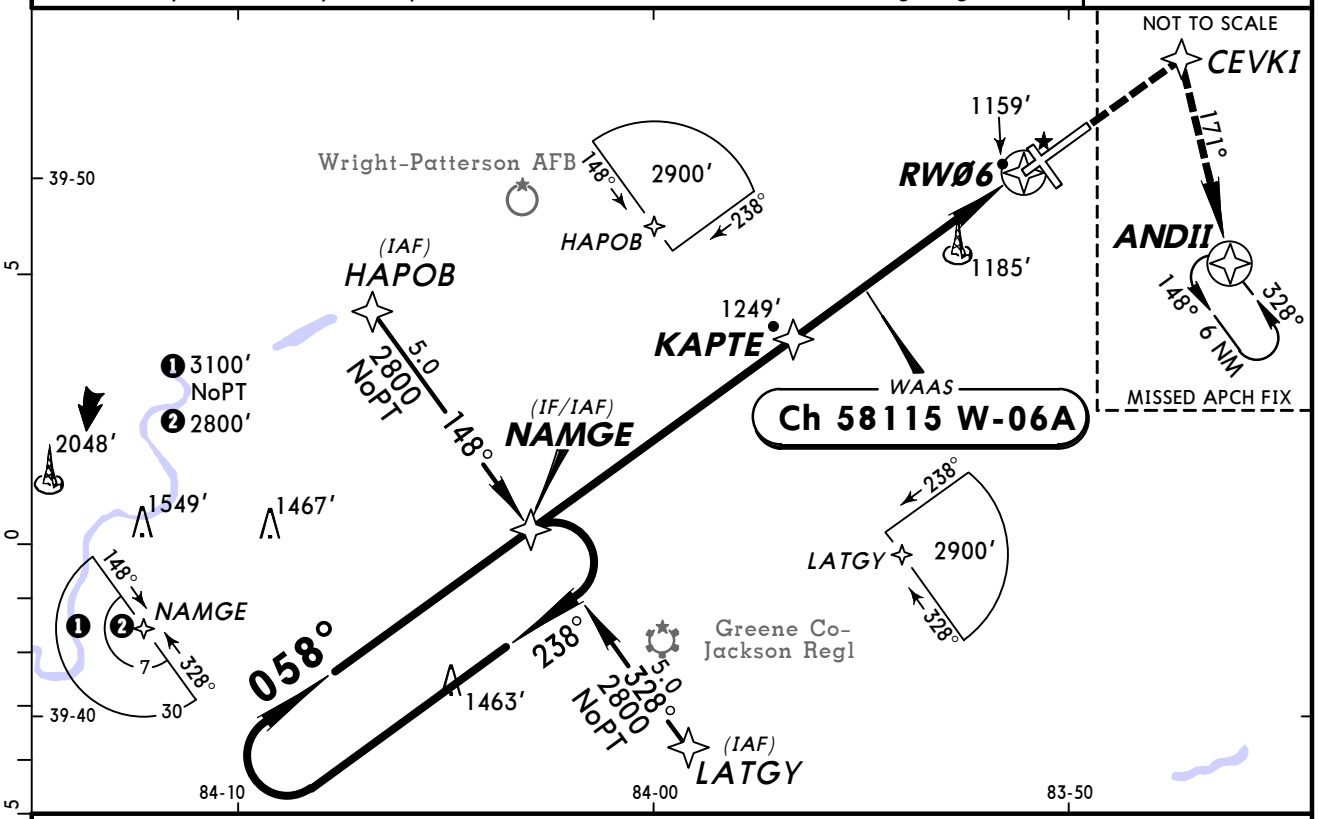
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 1051′
Ch 58115 W-06A	058°	KAPTE 2800′ (1749′)	1354′ (303′)	TDZE 1051′

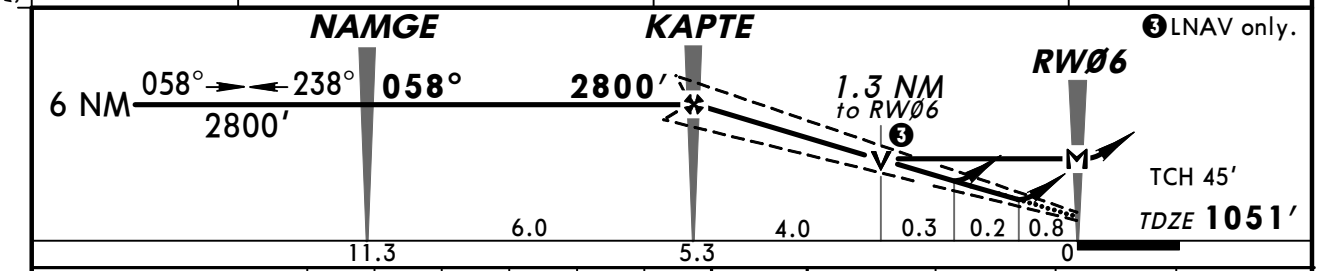
MISSED APCH: Climb to 3000′ direct CEVKI and RIGHT turn via track 171° to ANDII and hold.

TAA 30 NM IAF

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

1. Use local altimeter setting; if not received, use Wright-Patterson AFB altimeter setting. 2. DME/DME RNP-0.30 not authorized. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -17°C (2°F) or above 46°C (114°F). 4. VDP and Baro-VNAV not authorized when using Wright-Patterson AFB altimeter setting. 5. Visibility reduction by helicopters not authorized. 6. Pilot controlled lighting 120.7.





Gnd speed-Kts	70	90	100	120	140	160
Glide path angle 3.00°	372	478	531	637	743	849
MAP at RWØ6						

REIL
PAPI-L

3000′

CEVKI

STRAIGHT-IN LANDING RWY 6
With Local Altimeter Setting

	LPV DA(H) 1354′ (303′)	LNAV/VNAV DA(H) 1429′ (378′)	LNAV MDA(H) 1500′ (449′)
A	1	1¼	1
B			
C			1¼
D			1½

CIRCLE-TO-LAND
With Local Altimeter Setting

Max Kts	MDA(H)
90	1500′ (449′)-1
120	1520′ (469′)-1
140	1520′ (469′)-1½
165	1620′ (569′)-2

With Wright-Patterson AFB Altimeter Setting

	LPV DA(H) 1409′ (358′)	LNAV/VNAV DA(H) 1484′ (433′)	LNAV MDA(H) 1560′ (509′)
A	1¼	1½	1
B			
C			1½
D			

With Wright-Patterson AFB Altimeter Setting

Max Kts	MDA(H)
90	1560′ (509′)-1
120	1580′ (529′)-1
140	1580′ (529′)-1½
165	1680′ (629′)-2

TERPS AMEND 0 17 DEC 2009

CHANGES: ATIS changed to ASOS.

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BRIEFING STRIP™

ASOS	COLUMBUS Approach (R)	*SPRINGFIELD Tower	*Ground
134.97	126.5	CTAF 120.7	121.7

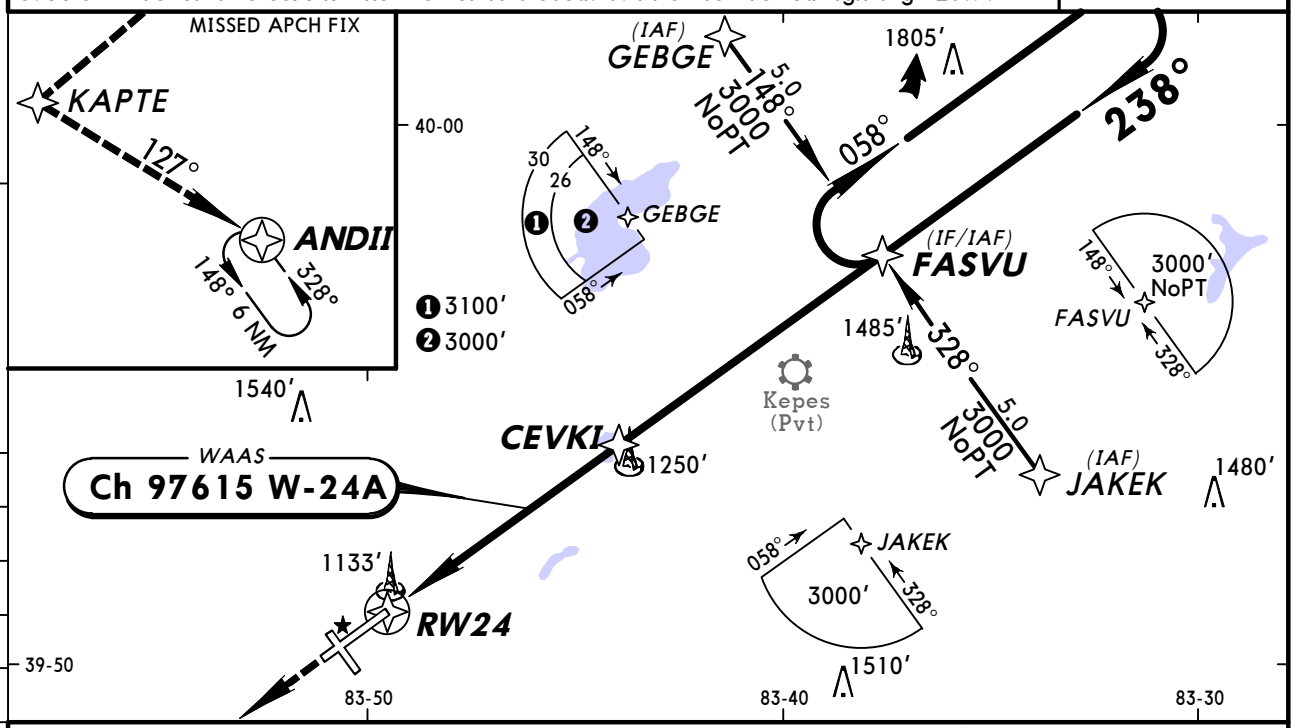
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 1051′
Ch 97615 W-24A	238°	CEVKI 2800′ (1752′)	1248′ (200′)	TDZE 1048′

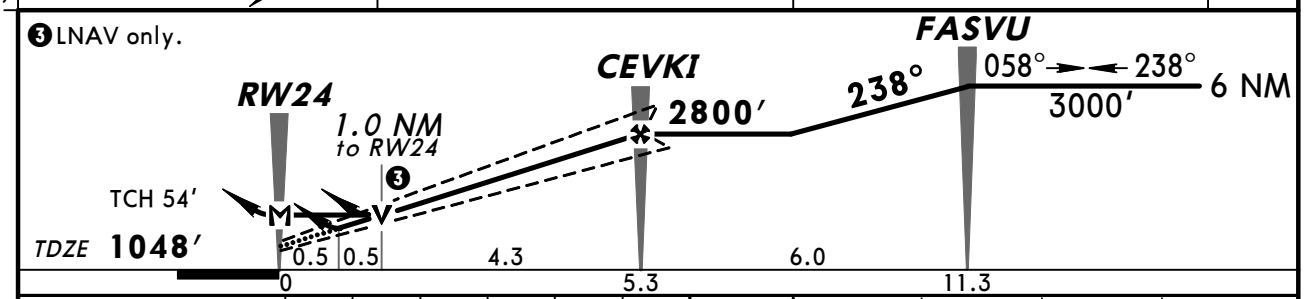
MISSED APCH: Climb to 3000′ direct KAPTE and LEFT turn via track 127° to ANDII and hold.

TAA 30 NM IAF

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

1. Use local altimeter setting; if not received, use Wright-Patterson AFB altimeter setting. 2. DME/DME RNP-0.30 not authorized. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -17°C (2°F) or above 47°C (116°F). 4. VDP and Baro-VNAV not authorized when using Wright-Patterson AFB altimeter setting. 5. ALSF-II reverts to SSALR when tower is closed. 6. Pilot controlled lighting 120.7.





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW24						

ALSF-II PAPI 3000′ KAPTE

STRAIGHT-IN LANDING RWY 24

With Local Altimeter Setting

	LPV DA(H) 1248′ (200′)		LNAV/VNAV DA(H) 1398′ (350′)		LNAV MDA(H) 1400′ (352′)	
		ALS out		ALS out		ALS out
A	1/2	3/4	3/4	1 1/4	1/2	1
B						
C						
D					1	1 1/4

CIRCLE-TO-LAND

With Local Altimeter Setting

Max Kts	MDA(H)
90	1480′ (429′)-1
120	1520′ (469′)-1
140	1520′ (469′)-1 1/2
165	1620′ (569′)-2

With Wright-Patterson AFB Altimeter Setting

	LPV DA(H) 1303′ (255′)		LNAV/VNAV DA(H) 1453′ (405′)		LNAV MDA(H) 1460′ (412′)	
		ALS out		ALS out		ALS out
A	1/2	1	1	1 1/2	1/2	1
B						
C					3/4	1 1/4
D					1	

With Wright-Patterson AFB Altimeter Setting

Max Kts	MDA(H)
90	1540′ (489′)-1
120	1580′ (529′)-1
140	1580′ (529′)-1 1/2
165	1680′ (629′)-2

TERPS AMEND 0 17 DEC 2009

CHANGES: ATIS changed to ASOS.

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BRIEFING STRIP ™

ASOS	COLUMBUS Approach (R)	*SPRINGFIELD Tower	*Ground
134.97	126.5	CTAF 120.7	121.7

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 1051′
SGH 113.2	066°	GRAAT 2800′ (1749′)	(CONDITIONAL) 1480′ (429′)	TDZE 1051′

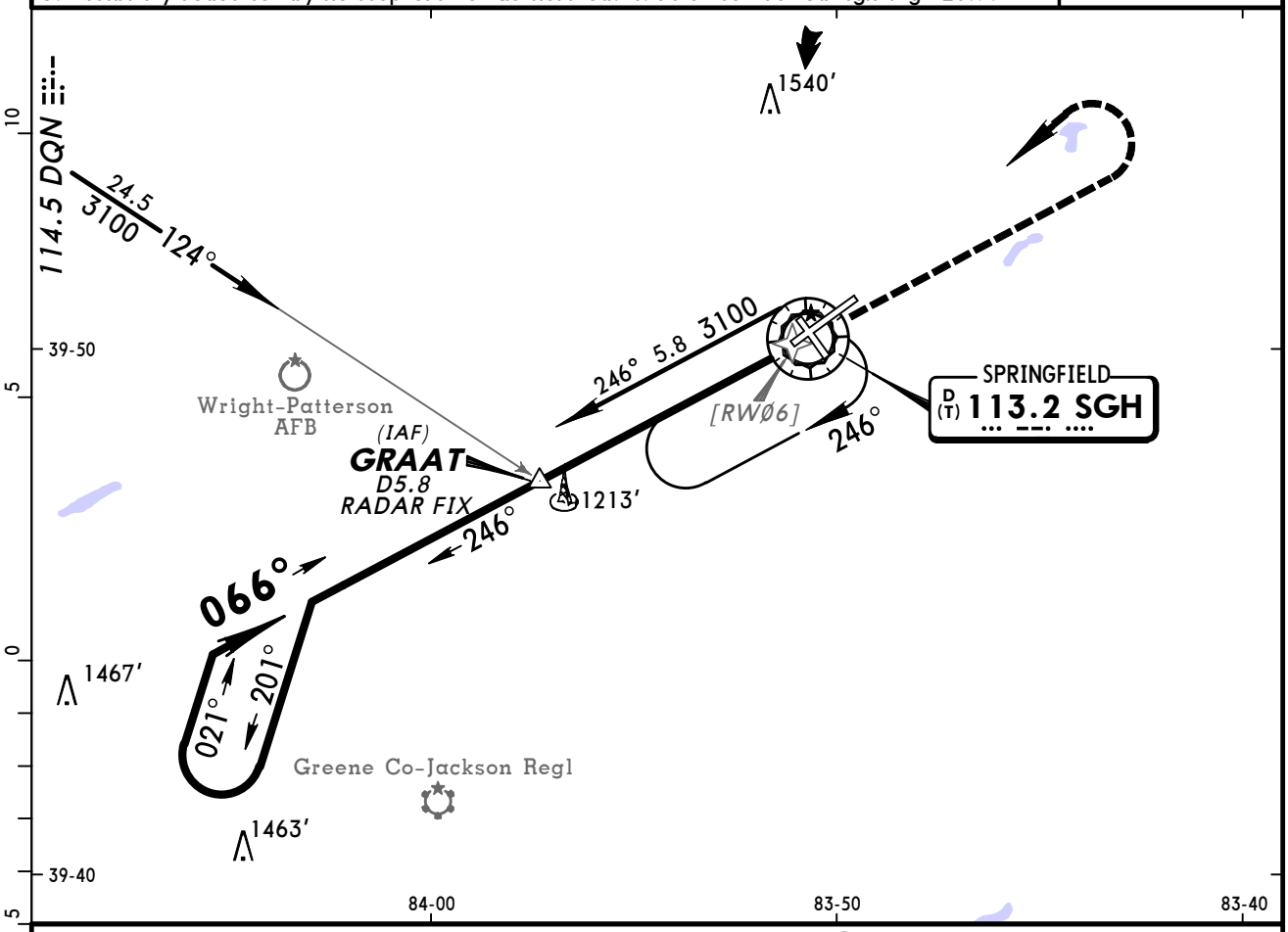
MISSED APCH: Climb to 3000′, then LEFT turn direct SGH VOR and hold.

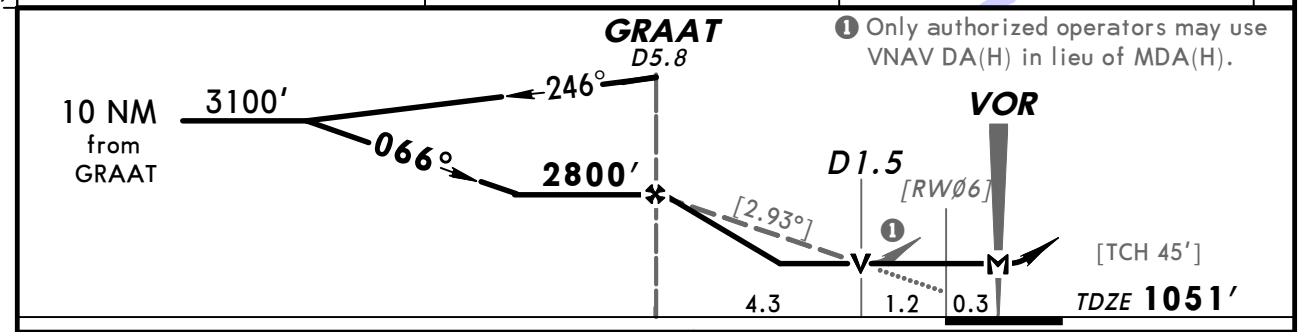
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Wright-Patterson AFB altimeter setting. 2. VDP not authorized when using Wright-Patterson AFB altimeter setting. 3. Visibility reduction by helicopters not authorized. 4. Pilot controlled lighting 120.7.

3100′

MSA SGH VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [2.93°]	363	466	518	622	726	829
MAP at VOR						

REIL
PAPI-L

3000′

LT

D

SGH
113.2

	STRAIGHT-IN LANDING RWY 6		CIRCLE-TO-LAND		
	MDA(H) 1480′ (429′) With Local Altimeter Setting	MDA(H) 1540′ (489′) With Wright-Patterson AFB Altimeter Setting	Max Kts	With Local Altimeter Setting MDA(H)	With Wright-Patterson AFB Altimeter Setting MDA(H)
A	1	1	90	1480′ (429′)-1	1540′ (489′)-1
B			120	1520′ (469′)-1	1580′ (529′)-1
C	1¼	1¼	140	1520′ (469′)-1½	1580′ (529′)-1½
D	1½	1½	165	1620′ (569′)-2	1680′ (629′)-2

TERPS AMEND 11 17 DEC 2009

CHANGES: ATIS changed to ASOS.

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ASOS	COLUMBUS Approach (R)	*SPRINGFIELD Tower	*Ground
134.97	126.5	CTAF 120.7	121.7

VOR	Final Apch Crs	Minimum Alt	MDA(H) (CONDITIONAL)	Apt Elev 1051′
SGH 113.2	235°	OHMEE 2800′ (1752′)	1460′ (412′)	TDZE 1048′

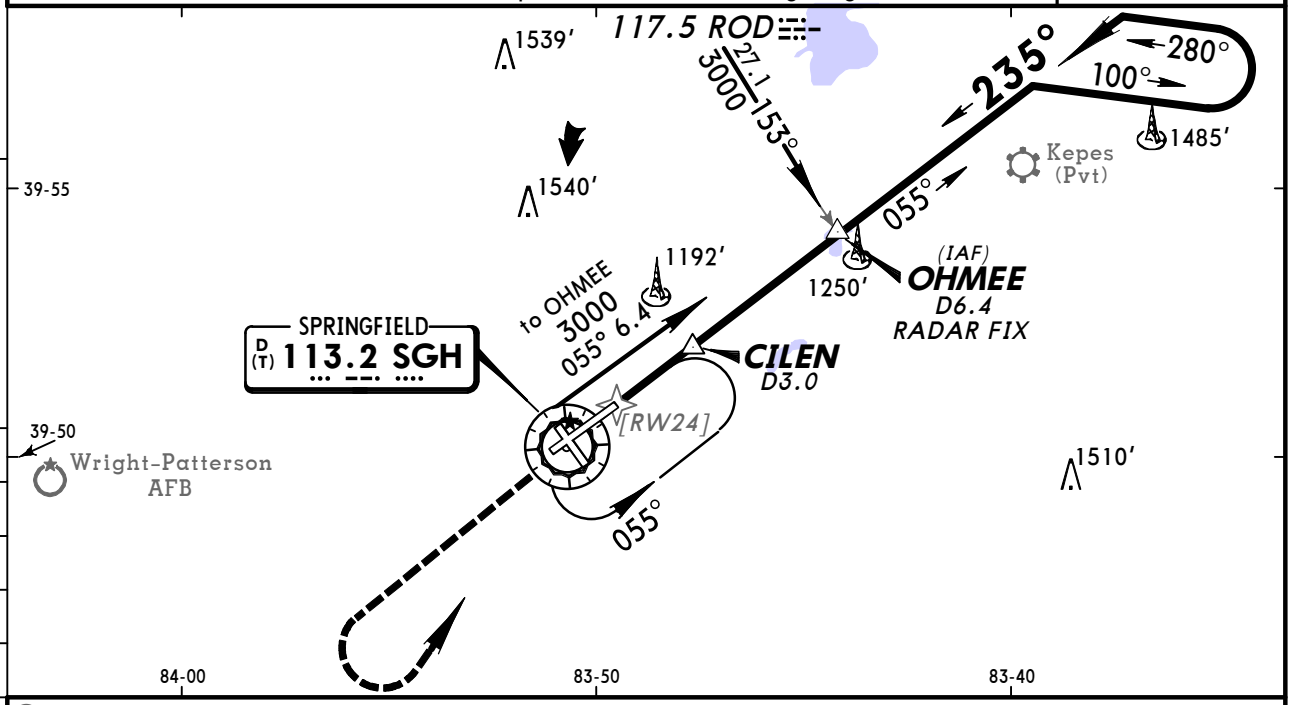
MISSED APCH: Climb to 3000′ then LEFT turn direct SGH VOR and hold.

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

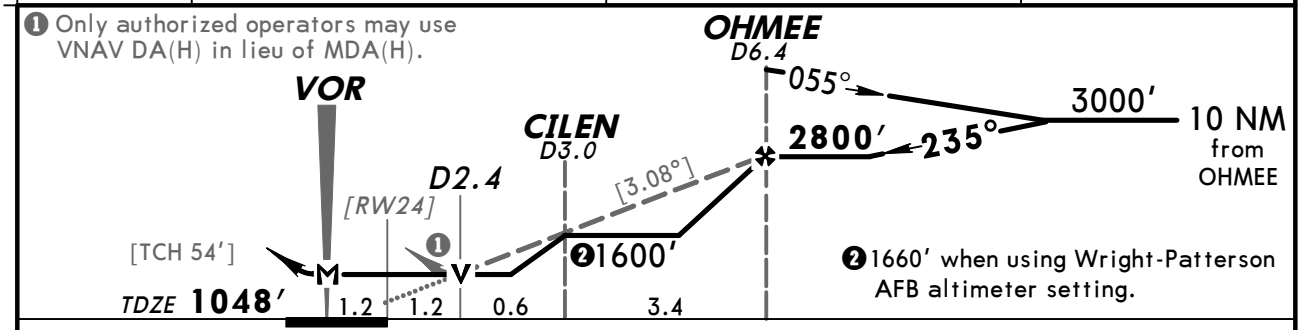
1. Use local altimeter setting; if not received, use Wright-Patterson AFB altimeter setting. 2. VDP not authorized when using Wright-Patterson AFB altimeter setting. 3. ALSF-II reverts to SSALR when tower inop. 4. Pilot controlled lighting 120.7.

3100′
MSA SGH VOR

BRIEFING STRIP™



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



❷1660′ when using Wright-Patterson AFB altimeter setting.

Gnd Speed-Kts	70	90	100	120	140	160
Descent angle [3.08°]	381	490	545	654	763	872
MAP at VOR						

ALSF-II
PAPI
3000′
LT
D
SGH
113.2

	STRAIGHT-IN LANDING RWY 24 With CILEN		Without CILEN		CIRCLE-TO-LAND Max Kts	With CILEN	Without CILEN
	With Local Altimeter Setting					With Local Altimeter Setting	
	MDA(H) 1460′(412′)		MDA(H) 1600′(552′)			MDA(H)	MDA(H)
		ALS out		ALS out			
A	1/2	1	1/2	1	90	1480′(429′)-1	1600′(549′)-1
B					120	1520′(469′)-1	
C	3/4	1 1/4	1	1 1/2	140	1520′(469′)-1 1/2	1600′(549′)-1 1/2
D	1		1 1/4	1 3/4	165	1620′(569′)-2	1620′(569′)-2

	With Wright-Patterson AFB Altimeter Setting				Max Kts	With Wright-Patterson AFB Altimeter Setting	
	MDA(H) 1520′(472′)		MDA(H) 1660′(612′)			MDA(H)	MDA(H)
		ALS out		ALS out			
A	1/2	1	1/2	1	90	1540′(489′)-1	1660′(609′)-1
B					120	1580′(529′)-1	
C	3/4	1 1/4	1 1/4	1 3/4	140	1580′(529′)-1 1/2	1660′(609′)-1 3/4
D	1	1 1/2	1 1/2	2	165	1680′(629′)-2	1680′(629′)-2

AMEND 11 TERPS

CHANGES: ATIS changed to ASOS.

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ASOS	COLUMBUS Approach (R)	*SPRINGFIELD Tower	*Ground
134.97	126.5	CTAF 120.7	121.7

BRIEFING STRIP™

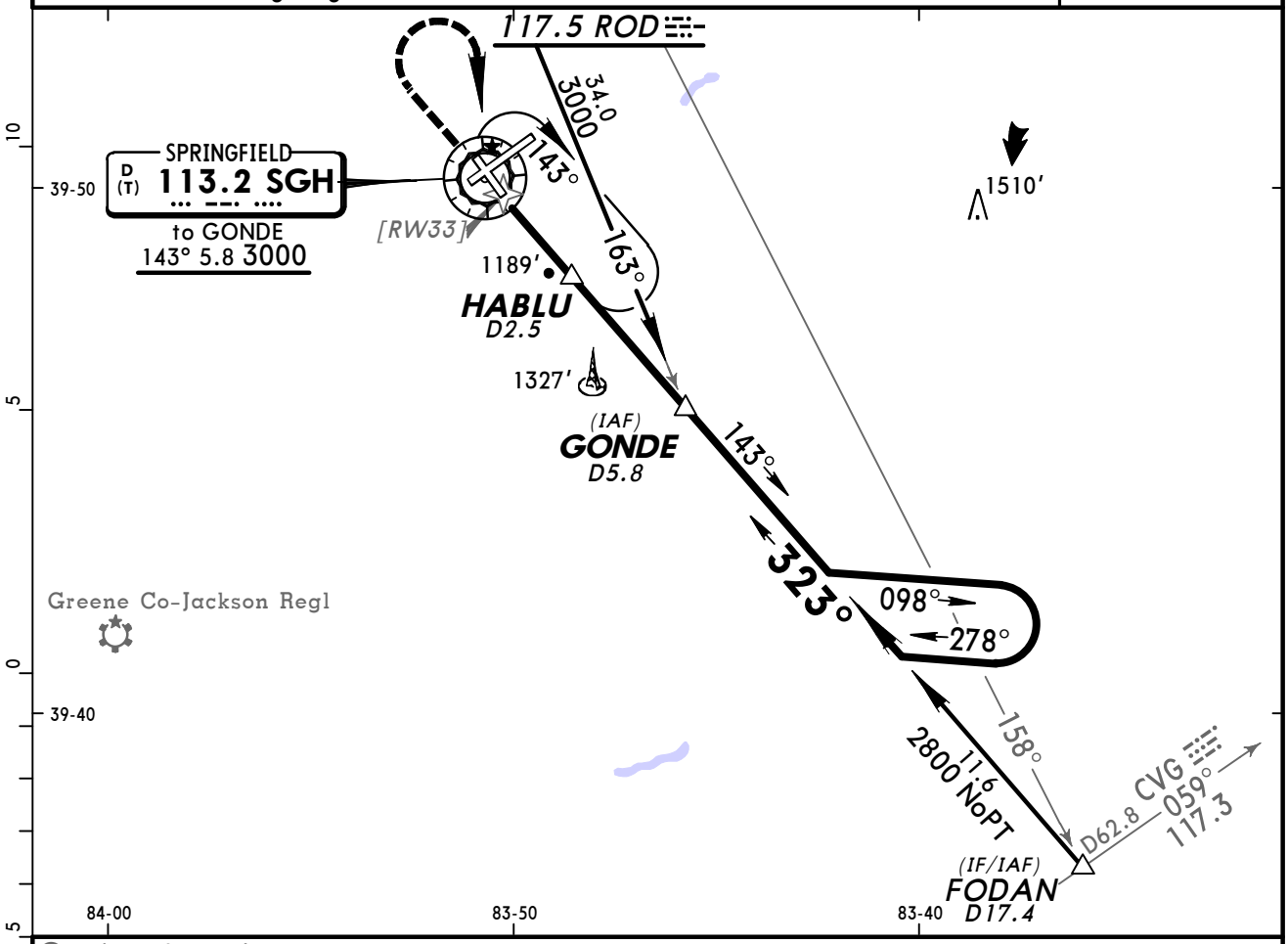
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 1051′
SGH 113.2	323°	GONDE 2800′ (1753′)	(CONDITIONAL) 1440′ (393′)	TDZE 1047′

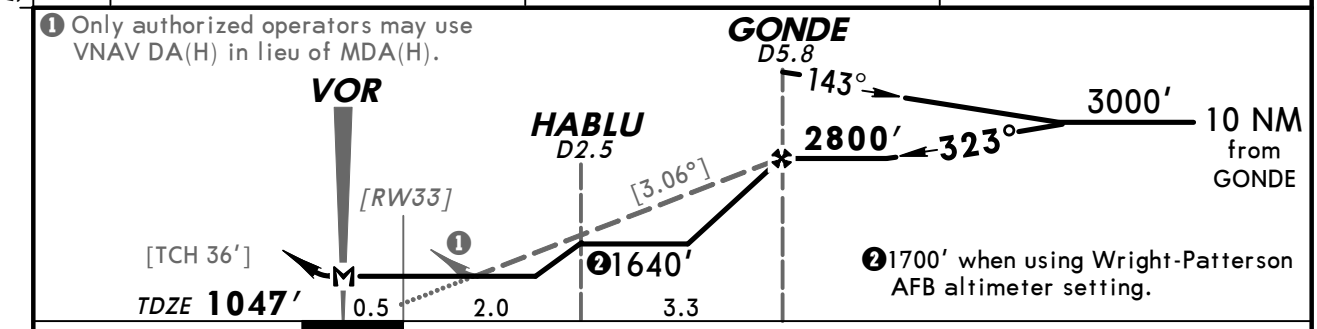
MISSED APCH: Climb to 3000′ then RIGHT turn direct SGH VOR and hold.

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

1. Use local altimeter setting; if not received, use Wright-Patterson AFB altimeter setting. 2. Visibility reduction by helicopters not authorized.
3. Pilot controlled lighting 120.7.

3100′
MSA SGH VOR





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

REIL
PAPI-L

3000′ ↑ | RT | D | SGH 113.2

TERPS AMEND 0

	STRAIGHT-IN LANDING RWY 33		CIRCLE-TO-LAND		
	MDA(H) 1440′ (393′) With Local Altimeter Setting	MDA(H) 1500′ (453′) With Wright-Patterson AFB Altimeter Setting	Max Kts	With Local Altimeter Setting MDA(H)	With Wright-Patterson AFB Altimeter Setting MDA(H)
A	1	1	90	1480′ (429′)-1	1540′ (489′)-1
B			120	1520′ (469′)-1	1580′ (529′)-1
C		1¼	140	1520′ (469′)-1½	1580′ (529′)-1¾
D	1¼	1½	165	1620′ (569′)-2	1680′ (629′)-2¼

CHANGES: ATIS changed to ASOS.

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ASOS	COLUMBUS Approach (R)	*SPRINGFIELD Tower	*Ground
134.97	126.5	CTAF 120.7	121.7

NDB CCJ	Final Apch Crs	Minimum Alt NDB	MDA(H) (CONDITIONAL)	Apt Elev 1051′ TDZE 1048′
341	240°	2100′(1052′)	1500′(452′)	

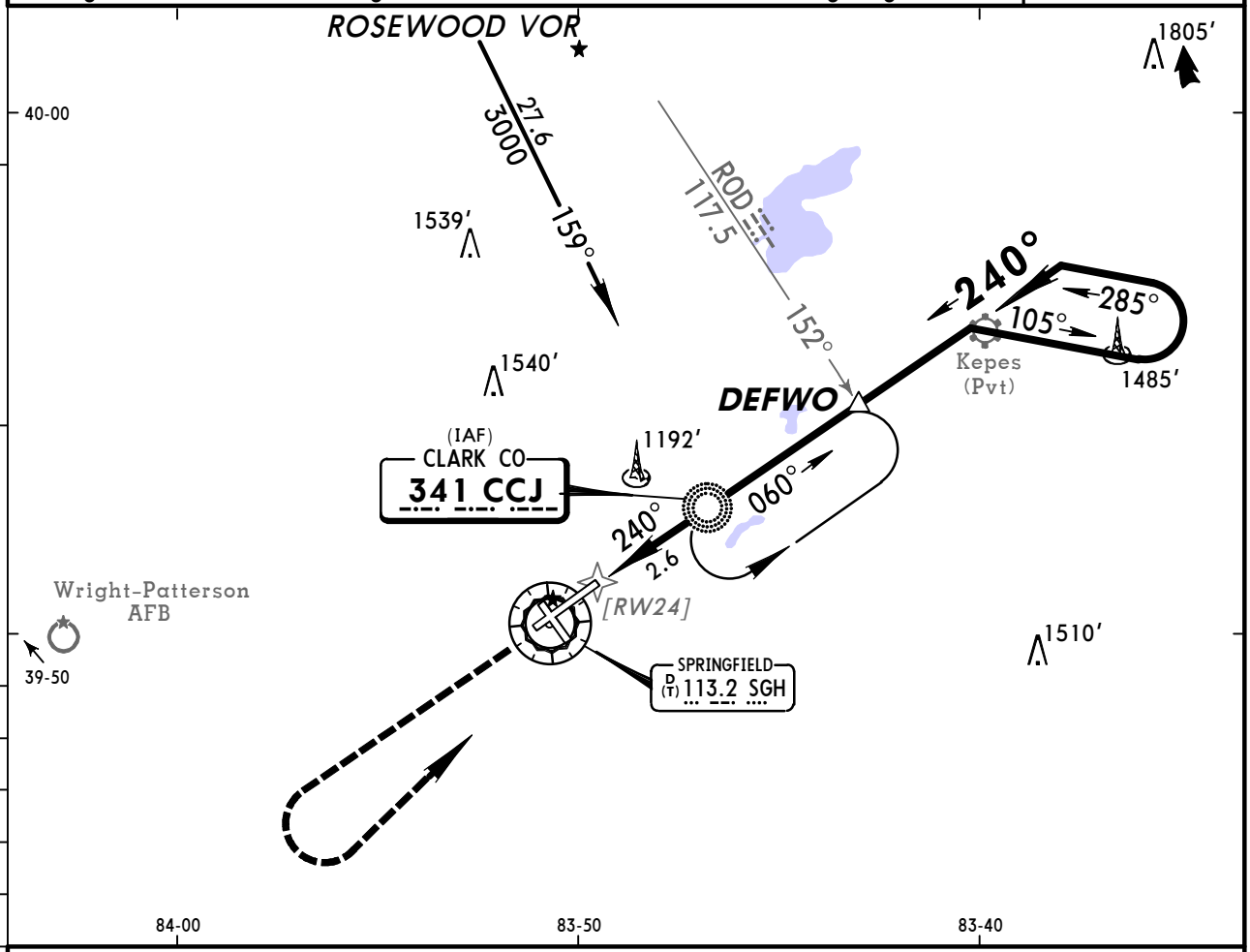
MISSED APCH: Climb to 2900′ then LEFT turn direct CCJ NDB and hold.

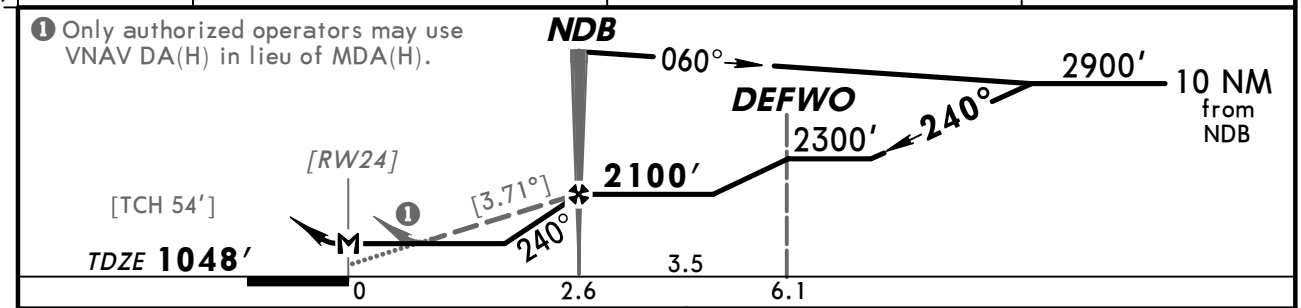
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Wright-Patterson AFB altimeter setting. 2. VGSI and descent angles not coincident. 3. Pilot controlled lighting 120.7.

3100′
MSA CCJ NDB

BRIEFING STRIP ™





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.71°]	460	591	657	788	919	1051
NDB to MAP 2.6	2:14	1:44	1:34	1:18	1:07	0:59

ALSF-II
PAPI
2900′
LT
CCJ
341

STRAIGHT-IN LANDING RWY 24					CIRCLE-TO-LAND		
	MDA(H) 1500′(452′) With Local Altimeter Setting		MDA(H) 1560′(512′) With Wright-Patterson AFB Altimeter Setting			With Local Altimeter Setting	With Wright-Patterson AFB Altimeter Setting
		ALS out		ALS out	Max Kts	MDA(H)	MDA(H)
A	3/4	1	3/4	1	90	1500′(449′)-1	1560′(509′)-1
B					120	1520′(469′)-1	1580′(529′)-1
C		1 1/4	1	1 1/2	140	1520′(469′)-1 1/2	1580′(529′)-1 1/2
D	1 1/4	1 1/2	1 1/2	1 3/4	165	1620′(569′)-2	1680′(629′)-2

TERPS AMEND 17 17 DEC 2009

CHANGES: ATIS changed to ASOS.

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General Information

Location: Toledo OH USA
IATA Code: TOL
Lat/Long: N41° 35.2' W083° 48.5'
Elevation: 683 ft

Airport Use: Public
Magnetic Variation: 6.6°W
Sectional Chart: Detroit

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: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1214 Z
Sunset: 2323 Z,

Runway Information

Runway: 07
Length x Width: 10599 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 683 ft
Lighting: Edge, ALS, Centerline

Runway: 16
Length x Width: 5599 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 674 ft
Lighting: Edge, REIL

Runway: 25
Length x Width: 10599 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 678 ft
Lighting: Edge, ALS, Centerline

Runway: 34
Length x Width: 5599 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 668 ft
Lighting: Edge, REIL

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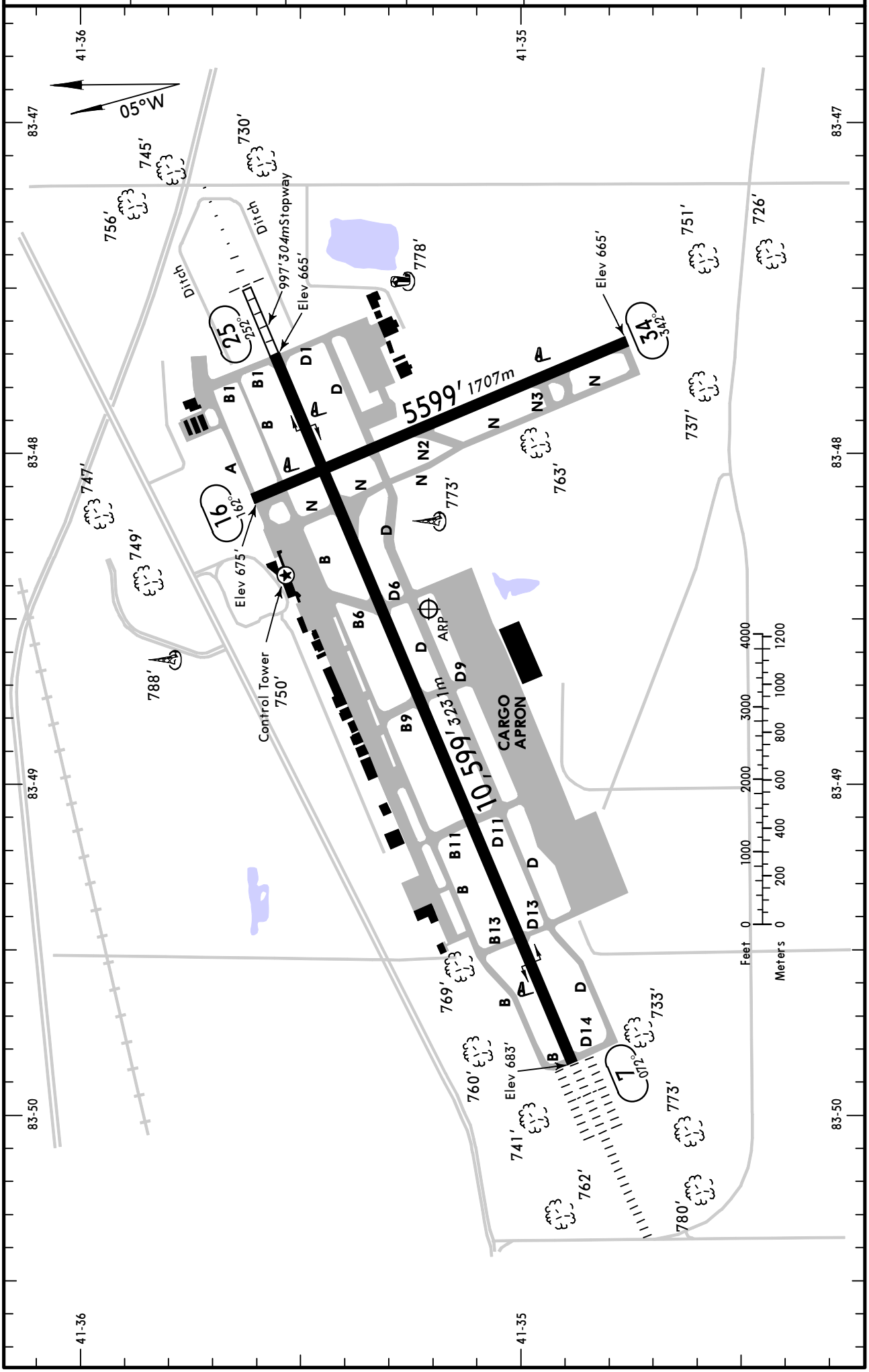
Communication Information

ATIS 118.75
Toledo Tower 118.1
Toledo Ground Control 121.9
Toledo Clearance Delivery 121.75
Toledo Approach Control 134.35 (180°-359°)
Toledo Approach Control 126.1 (360°-179°) Initial Contact
Toledo Approach Control 123.975 Secondary
Toledo App ARSA 134.35 (180°-359°)
Toledo App ARSA 126.1 (360°-179°)
Toledo Departure Control 134.35 (180°-359°)
Toledo Departure Control 126.1 (360°-179°)
Toledo Departure Control 123.975 Secondary
Toledo Express Unicom 122.95
Beehive Operations 143.85 Military

ATIS	TOLEDO Clearance	Ground	Tower	TOLEDO Departure (R) 360°-179°	TOLEDO Departure (R) 180°-359°
118.75	121.75	121.9	118.1	126.1	134.35



CHANGES: Diagram.

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GENERAL

Birds and deer in vicinity of airport.

ADDITIONAL RUNWAY INFORMATION

RWY							USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
7	HIRL	CL	ALSF-II		grooved	RVR		9474′ *2888m*		150′ *46m*
25	HIRL	CL	MALSR	VASI-L	grooved			9698′ *2956m*		
16	MIRL	REIL	PAPI-L (angle 3.0°)		grooved					150′ *46m*
34	MIRL	REIL			grooved					

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	Rwys 7, 25, 34		Rwy 16		
	Adequate Vis Ref	STD	With Mim climb of 260′/NM to 1000′ Adequate Vis Ref	STD	Other
1 & 2 Eng	RVR 16 or 1/4	RVR 50 or 1	1/4	1	300-1
3 & 4 Eng		RVR 24 or 1/2		1/2	

OBSTACLE DP

Rwy 25, climb runway heading to 1100′ before turning.

FOR FILING AS ALTERNATE

	Authorized When Local Weather Available ILS Rwy 25	LOC Rwy 25 RNAV (GPS) Rwy 7	ILS Rwy 7	RNAV (GPS) Rwy 25 RNAV (GPS) Rwy 34 VOR DME Rwy 34 RADAR-1	Other
A	600-2	800-2	600-2	800-2	NA
B					
C					
D					

AMEND 2

CHANGES: RNAV (GPS) alternate minimums, usable lengths.

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ATIS	TOLEDO Approach (R) 360°-179°	180°-359°	TOLEDO Tower	Ground
118.75	126.1	134.35	118.1	121.9

BRIEFING STRIP™

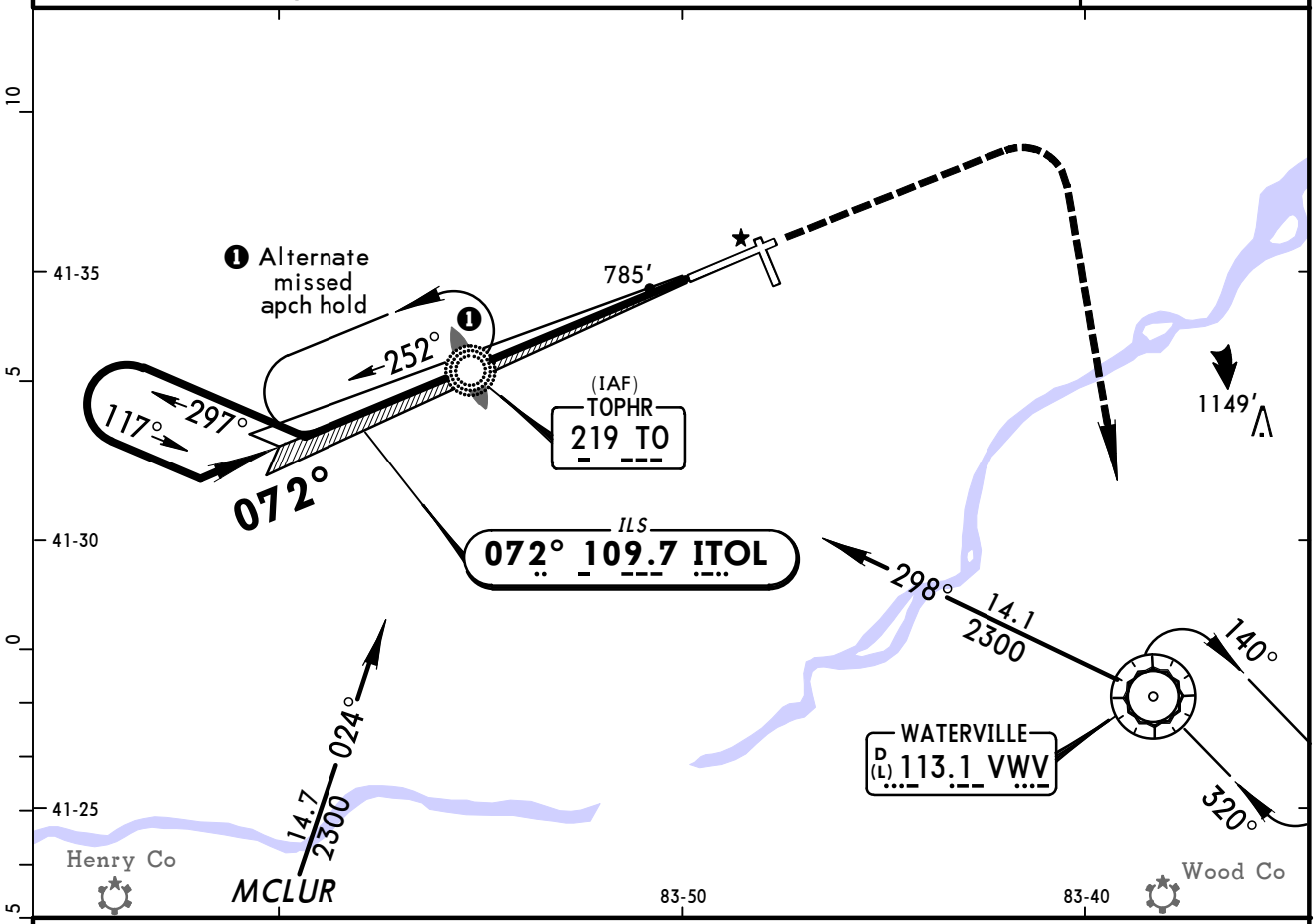
LOC ITOL	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 683′
109.7	072°	2162′ (1479′)	883′ (200′)	TDZE 683′

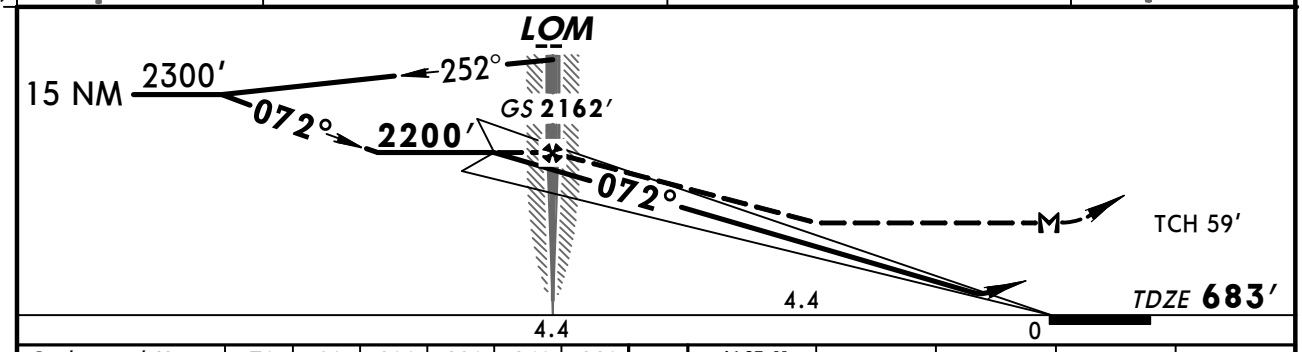
MISSED APCH: Climb to 2500′, then RIGHT turn direct VWV VOR and hold.

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

1. ADF or RADAR required.

3100′ MSA TO LOM





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861
LOM to MAP 4.4	3:46	2:56	2:38	2:12	1:53	1:39

ALSF-II | 2500′ | RT | VWV 113.1

STRAIGHT-IN LANDING RWY7

	ILS DA(H) 883′(200′) FULL	CL out	ALS out	LOC (GS out) MDA(H) 1080′(397′)	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					
D				RVR 40 or 3/4	RVR 60 or 1 1/4

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1180′(497′)-1
120	
140	1180′(497′)-1 1/2
165	1240′(557′)-2

AMEND 28 TERPS

CHANGES: None.

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ATIS	TOLEDO Approach (R) 360°-179°	180°-359°	TOLEDO Tower	Ground
118.75	126.1	134.35	118.1	121.9

BRIEFING STRIP™

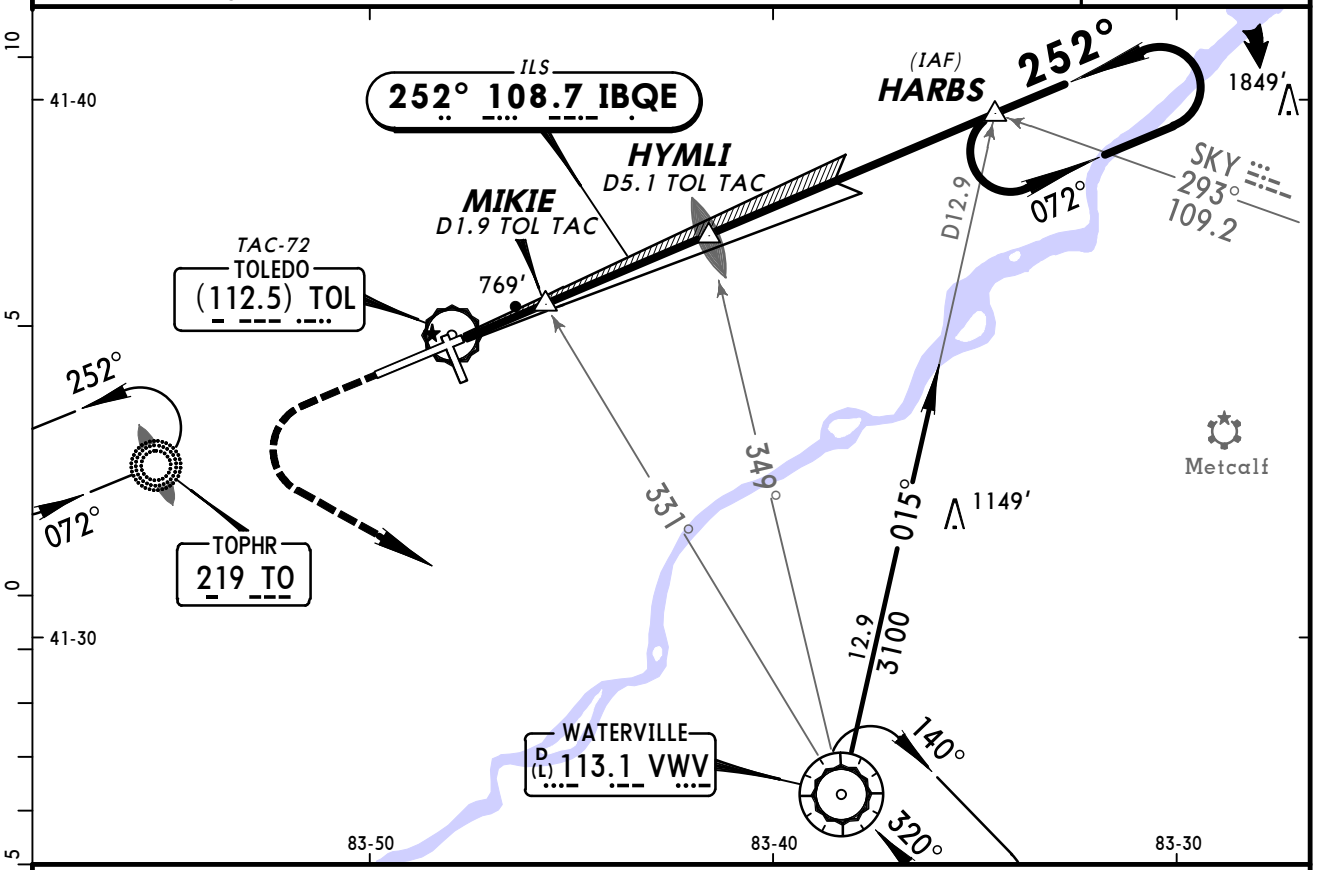
LOC	Final Apch Crs	GS	ILS DA(H) (CONDITIONAL)	Apt Elev 683′
IBQE **108.7**	**252°**	**HYMLI** **2315′** (1637′)	**878′** (200′)	TDZE **678′**

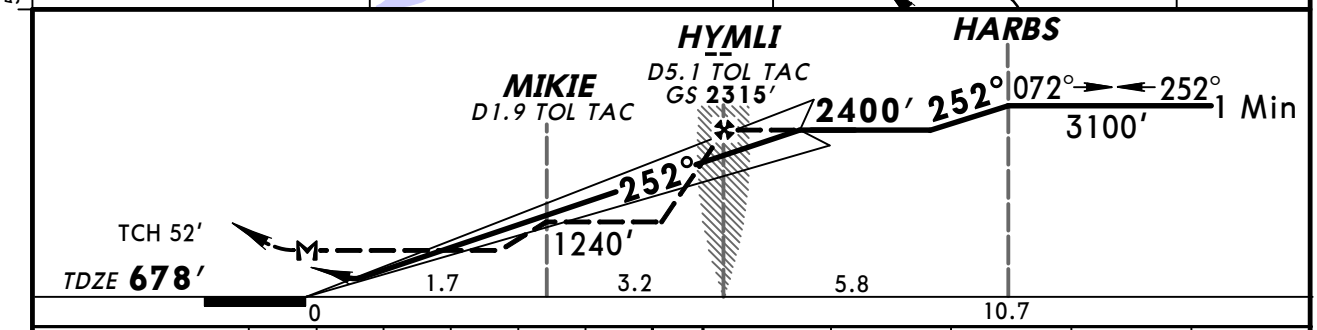
MISSED APCH: Climb to 2500′ then LEFT turn direct VWV VOR and hold.

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

1. Use local altimeter setting; if not received, use Lambertville/Toledo Suburban altimeter setting.

3100′
MSA VWV VOR





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

MALSR
VASI
2500′
LT
VWV 113.1

STRAIGHT-IN LANDING RWY 25

	ILS	LOC (GS out) With MIKIE	LOC (GS out) Without MIKIE
With Local Altimeter Setting	DA(H) 878′ (200′)	MDA(H) 1020′ (342′)	MDA(H) 1240′ (562′)
With Lambertville/Toledo Suburban Altimeter Setting	DA(H) 918′ (240′)	MDA(H) 1060′ (382′)	MDA(H) 1280′ (602′)

	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						1	1 1/2	
D			3/4	1 1/4		1 1/4	1 3/4	

CIRCLE-TO-LAND

Max Kts	With MIKIE MDA(H)	Without MIKIE MDA(H)
With Local Altimeter Setting		
90 / 120	1180′ (497′) -1	1240′ (557′) -1
140	1180′ (497′) -1 1/2	1240′ (557′) -1 1/2
165	1240′ (557′) -2	1240′ (557′) -2
With Lambertville/Toledo Suburban Altimeter Setting		
90 / 120	1220′ (537′) -1	1280′ (597′) -1
140	1220′ (537′) -1 1/2	1280′ (597′) -1 1/2
165	1280′ (597′) -2	1280′ (597′) -2

TERPS AMEND 7A 13 JAN 2011

CHANGES: Minimums.

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BRIEFING STRIP ™

ATIS	TOLEDO Approach (R) 360°-179°	180°-359°	TOLEDO Tower	Ground
118.75	126.1	134.35	118.1	121.9

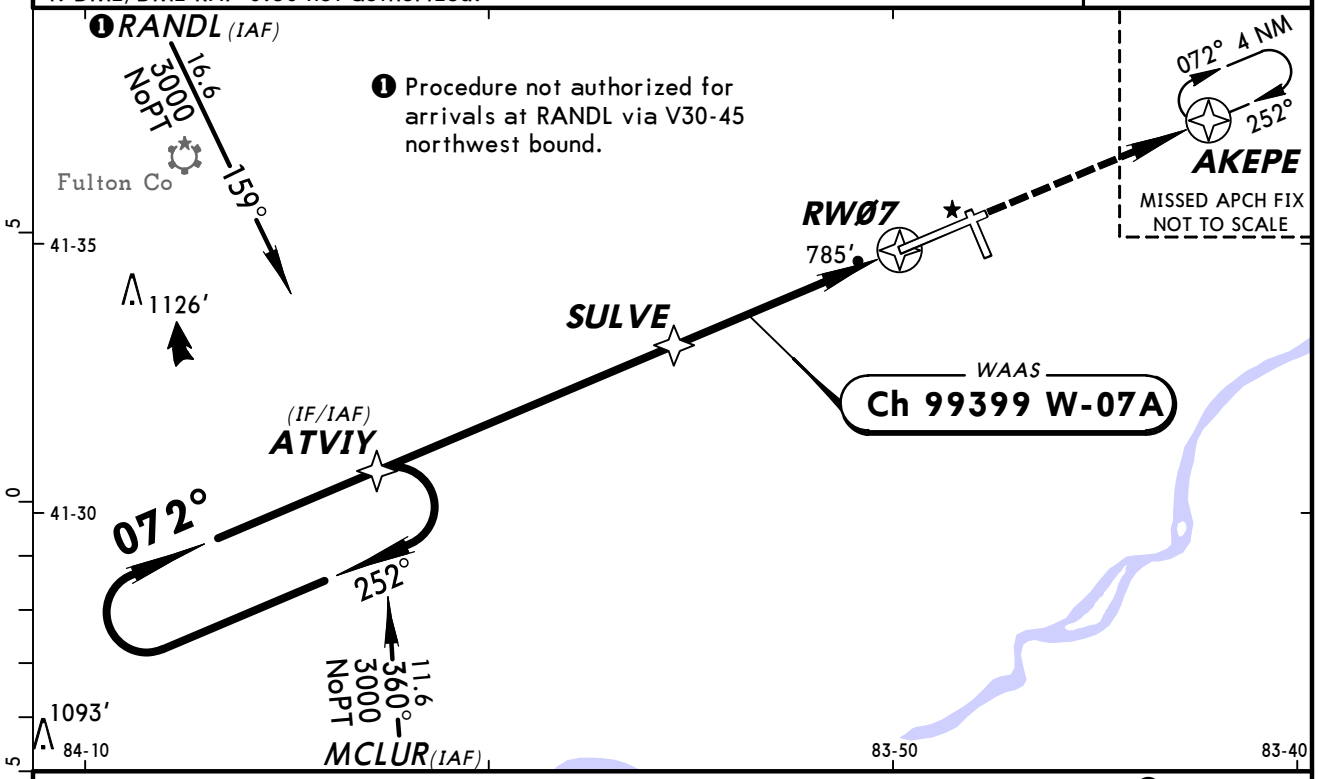
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 683'
Ch 99399 W-07A	072°	SULVE 2200' (1517')	1018' (335')	TDZE 683'

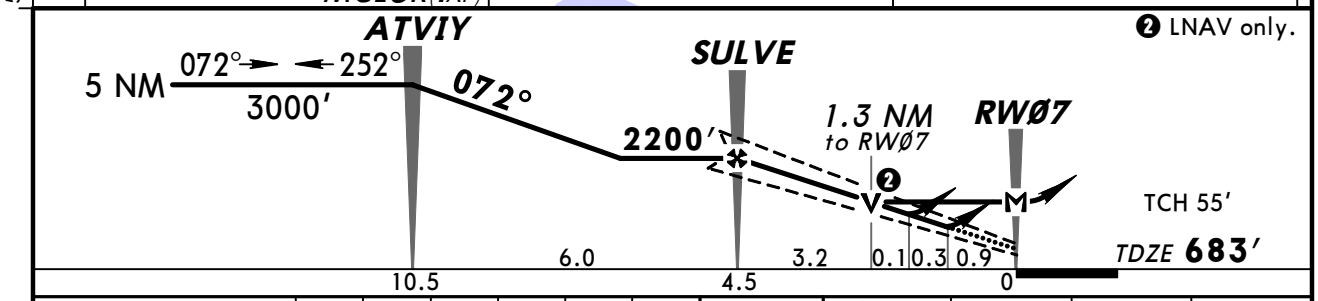
MISSED APCH: Climb to 3000' direct AKEPE and hold.

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

1. Use local altimeter setting; if not received, use Lambertville/Toledo Suburban altimeter setting. 2. VDP and Baro-VNAV not authorized when using Lambertville/Toledo Suburban altimeter setting. 3. Baro-VNAV not authorized below -16°C (4°F). 4. DME/DME RNP-0.30 not authorized.

3100'
MSA RWØ7





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RWØ7						

ALSF-II 3000' AKEPE

STRAIGHT-IN LANDING RWY 7
With Local Altimeter Setting

	LPV DA(H) 1018' (335')		LNAV/VNAV DA(H) 1129' (446')		LNAV MDA(H) 1140' (457')	
		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 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	1180' (497')-1
120	
140	1180' (497')-1½
165	1240' (557')-2

With Lambertville/Toledo Suburban Altimeter Setting

	LPV DA(H) 1058' (375')		LNAV/VNAV DA(H) 1169' (486')		LNAV MDA(H) 1180' (497')	
		ALS out		ALS out		ALS out
A	RVR 40 or ¾	RVR 60 or 1¼	RVR 60 or 1¼	1¾	RVR 24 or ½	RVR 50 or 1
B						
C					RVR 40 or ¾	RVR 60 or 1¼
D					RVR 50 or 1	1½

With Lambertville/Toledo Suburban Altimeter Setting

Max Kts	MDA(H)
90	1220' (537')-1
120	
140	1220' (537')-1½
165	1280' (597')-2

TERPS AMEND 1A 10 FEB 2011

CHANGES: Apt elev, AKEPE hold length, profile, minimums.

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KTOL/TOL
TOLEDO EXPRESS

JEPPESEN
4 FEB 11 (22-2)

TOLEDO, OHIO
RNAV (GPS) Rwy 16

BRIEFING STRIP™

ATIS	TOLEDO Approach (R) 360°-179°	180°-359°	TOLEDO Tower	Ground
118.75	126.1	134.35	118.1	121.9

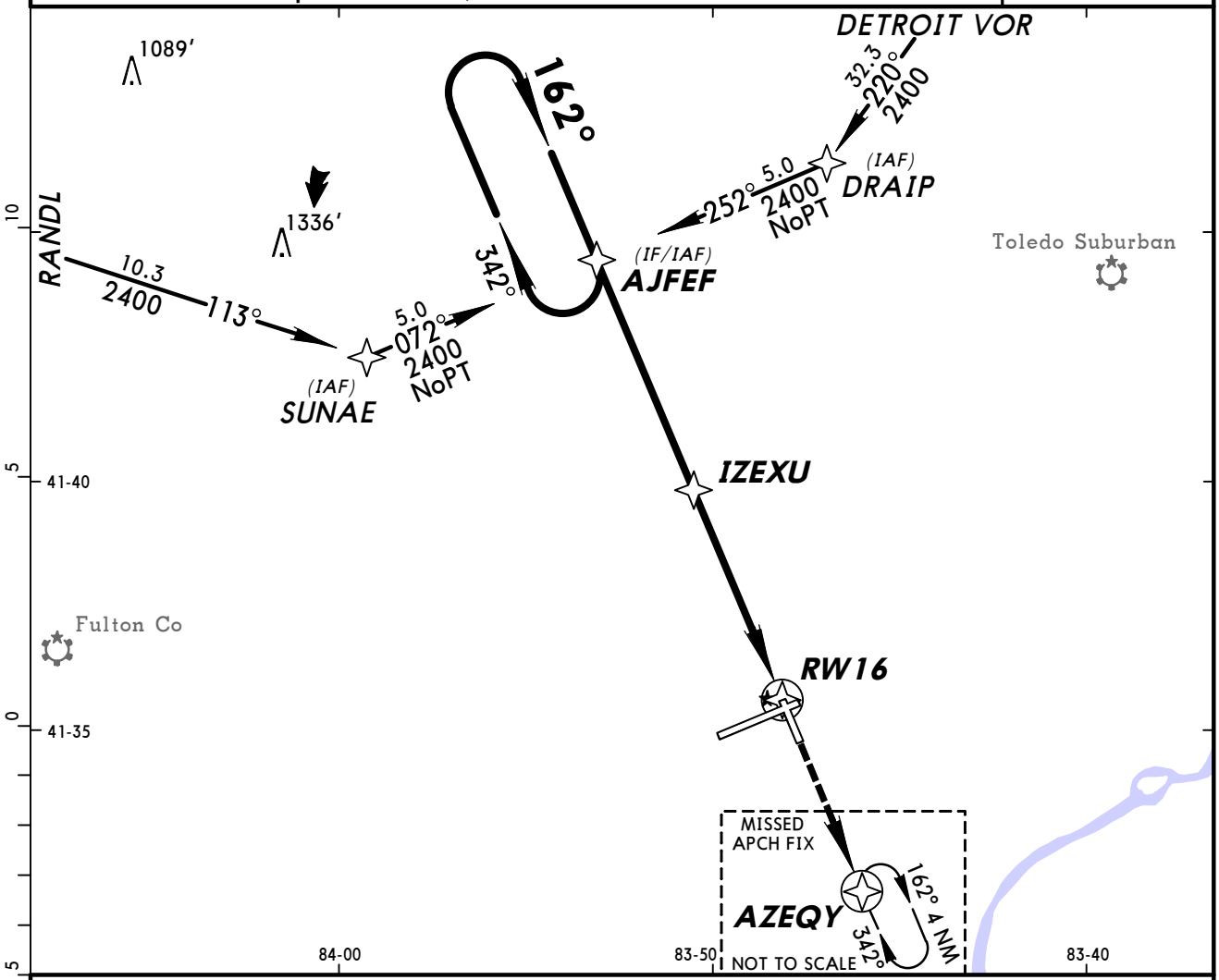
RNAV	Final Apch Crs	Minimum Alt IZEXU	LNAV MDA(H)	Apt Elev 683′
	162°	2200′ (1526′)	1040′ (366′)	TDZE 674′

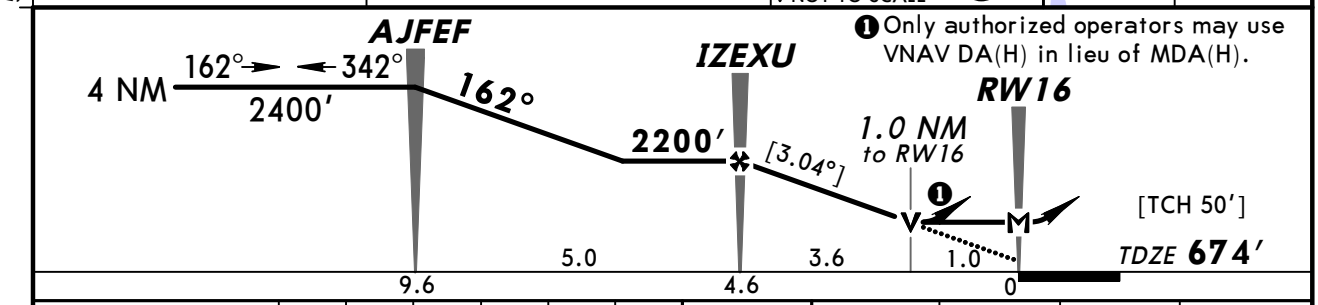
MISSED APCH: Climb to 2300′ direct AZEQY and hold.

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.

3100′
MSA RW16





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 RW16						

REIL
PAPI-L

2300′

AZEQY

STRAIGHT-IN LANDING RWY 16 LNAV MDA(H) 1040′(366′)		CIRCLE-TO-LAND Max Kts	MDA(H)
A	1	90	1180′(497′)-1
B		120	
C		140	1180′(497′)-1½
D	1¼	165	1240′(557′)-2

AMEND TERPS

CHANGES: Airport elevation.

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ATIS	TOLEDO Approach (R) 360°-179°	180°-359°	TOLEDO Tower	Ground
118.75	126.1	134.35	118.1	121.9

BRIEFING STRIP™

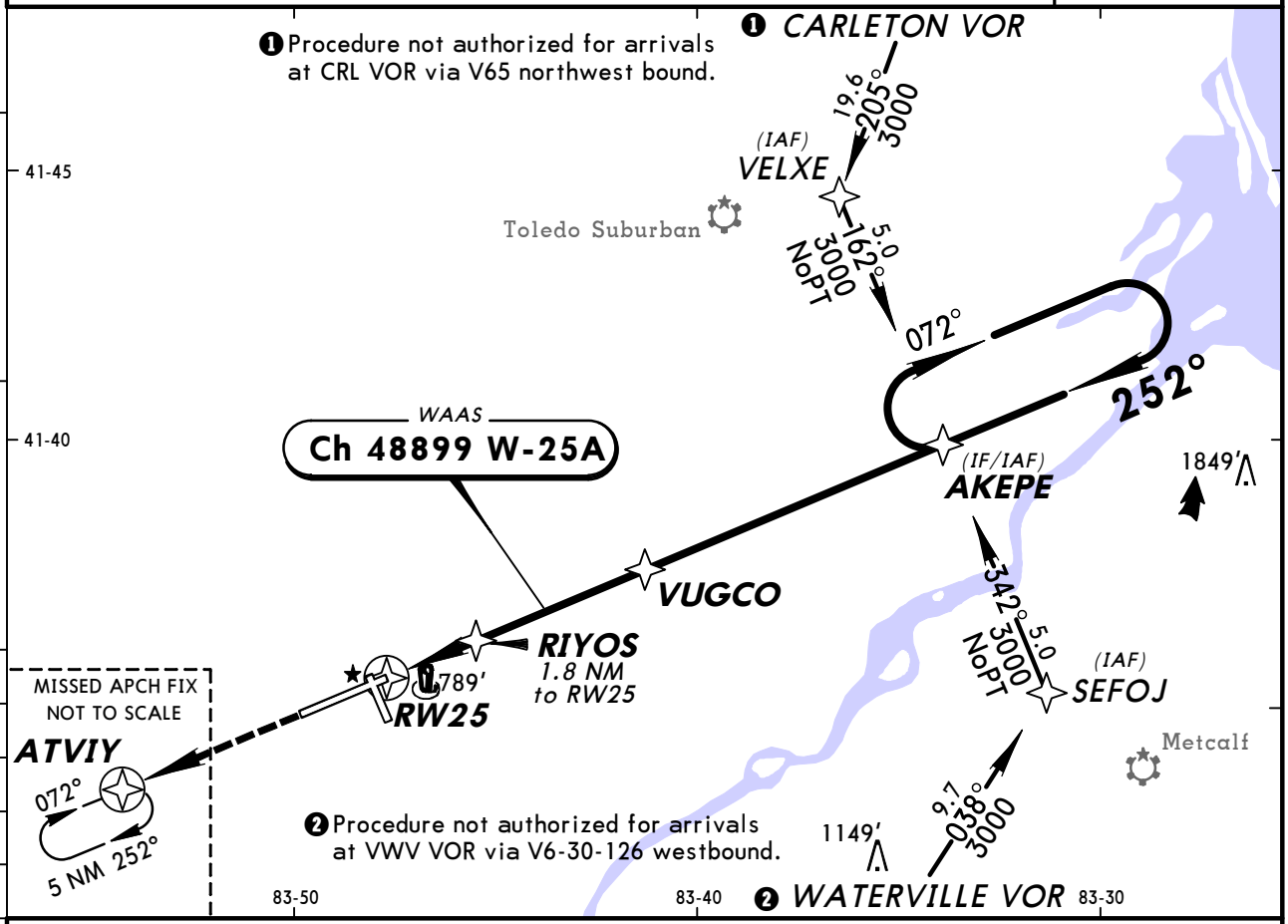
WAAS	Final Apch Crs	Minimum Alt VUGCO	LPV DA(H)	Apt Elev 683'
Ch 48899 W-25A	252°	2400' (1722')	878' (200')	TDZE 678'

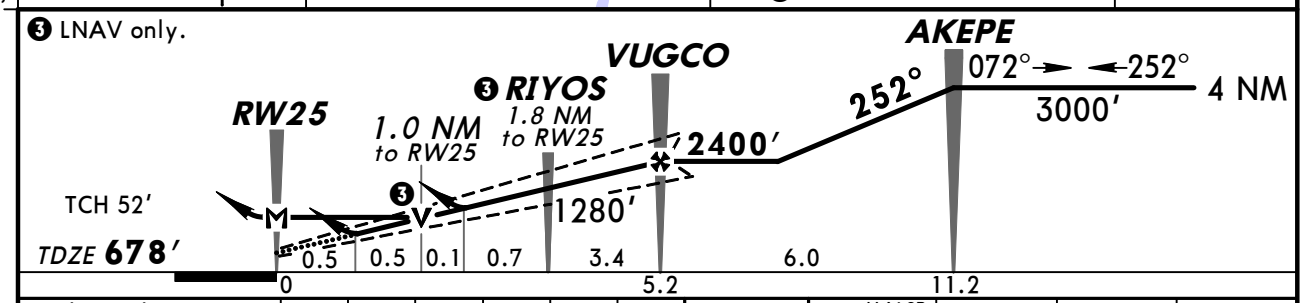
MISSED APCH: Climb to 3000' direct ATVIY and hold.

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

1. DME/DME RNP-0.30 not authorized. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 47°C (116°F).
3. VGSI and RNAV glidepath not coincident.

3100'
MSA RW25





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW25						

MALSR
VASI
3000'
D
ATVIY

STRAIGHT-IN LANDING RWY 25

	LPV DA(H) 878' (200')		LNAV/VNAV DA(H) 1065' (387')		LNAV MDA(H) 1040' (362')		
		RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out
A	½	¾	1	1½	½	¾	1
B							
C							
D					1	1¼	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1180' (497')-1
120	
140	1180' (497')-1½
165	1240' (557')-2

AMEND 2
TERPS

CHANGES: None.

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KTOL/TOL
TOLEDO EXPRESS

JEPPESEN
20 AUG 10 (22-4)

TOLEDO, OHIO
RNAV (GPS) Rwy 34

BRIEFING STRIP ™

ATIS	TOLEDO Approach (R) 360°-179°	180°-359°	TOLEDO Tower	Ground
118.75	126.1	134.35	118.1	121.9

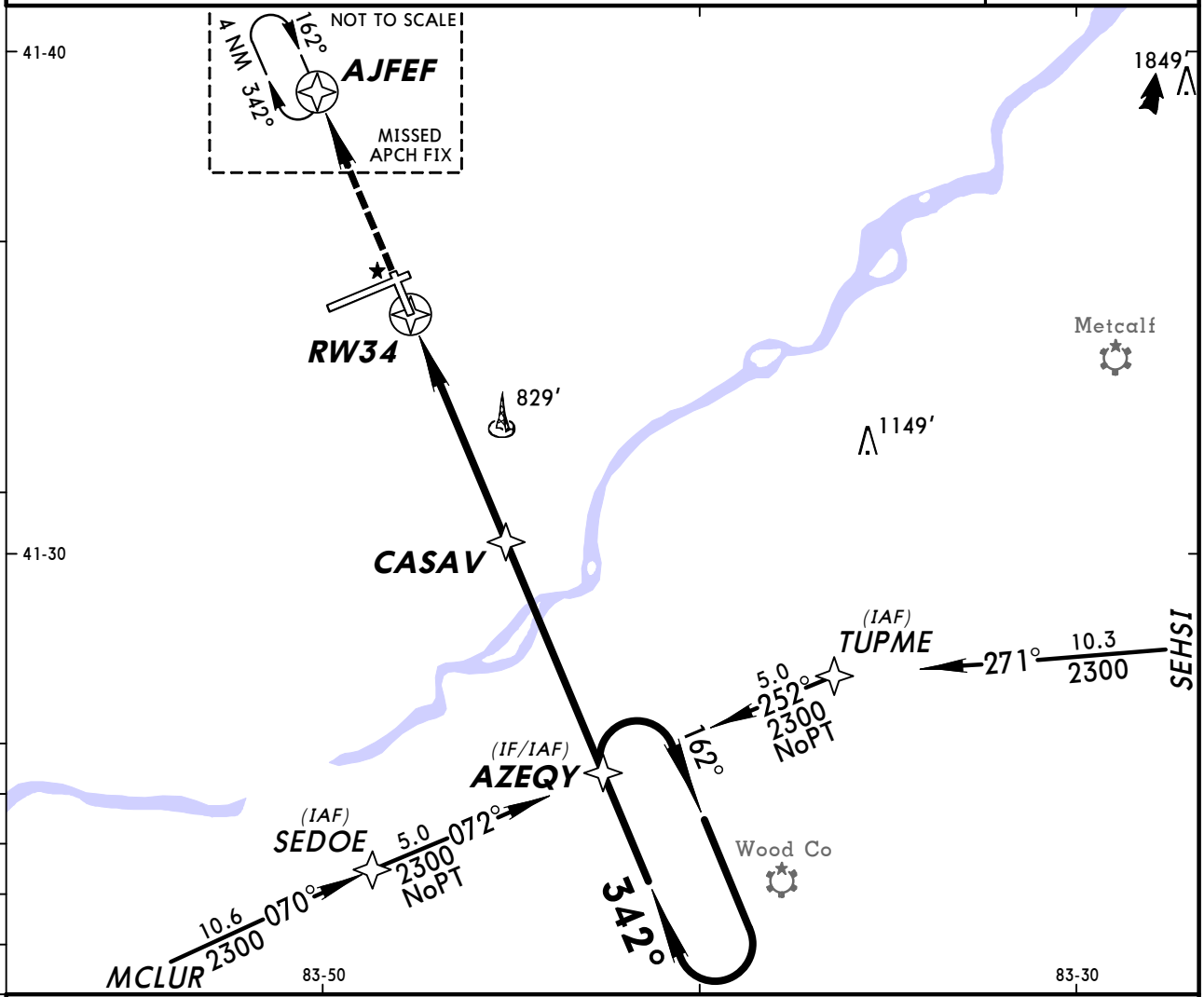
RNAV	Final Apch Crs	Minimum Alt CASAV	LNAV MDA(H)	Apt Elev 683′
	342°	2300′ (1632′)	1080′ (412′)	TDZE 668′

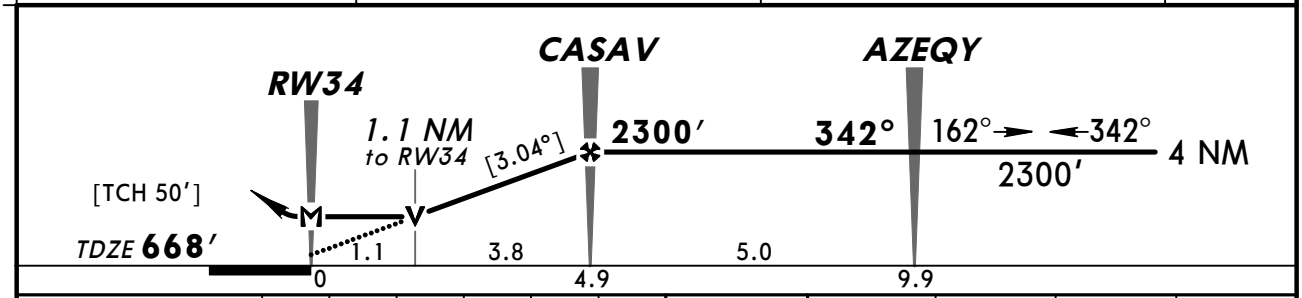
MISSED APCH: Climb to 2400′ direct AJFEF and hold.

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

1. DME/DME RNP-0.30 not authorized.

3100′
MSA RW34





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.04°]	376	484	538	645	753	861
MAP at RW34						

REIL | 2400′ ↑ | D | AJFEF

STRAIGHT-IN LANDING RWY 34 LNAV MDA(H) 1080′(412′)		CIRCLE-TO-LAND Max Kts	MDA(H)
A	1	90	1180′(497′)-1
B		120	
C	1¼	140	1180′(497′)-1½
D		165	1240′(557′)-2

TERPS AMEND 0A 26 AUG 2010

CHANGES: Minimums, VDP, notes.

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KTOL/TOL
TOLEDO EXPRESS

JEPPESEN
20 AUG 10 (23-1)

TOLEDO, OHIO
VOR DME Rwy 34

ATIS	TOLEDO Approach (R) 360°-179°	180°-359°	TOLEDO Tower	Ground
118.75	126.1	134.35	118.1	121.9

BRIEFING STRIP™

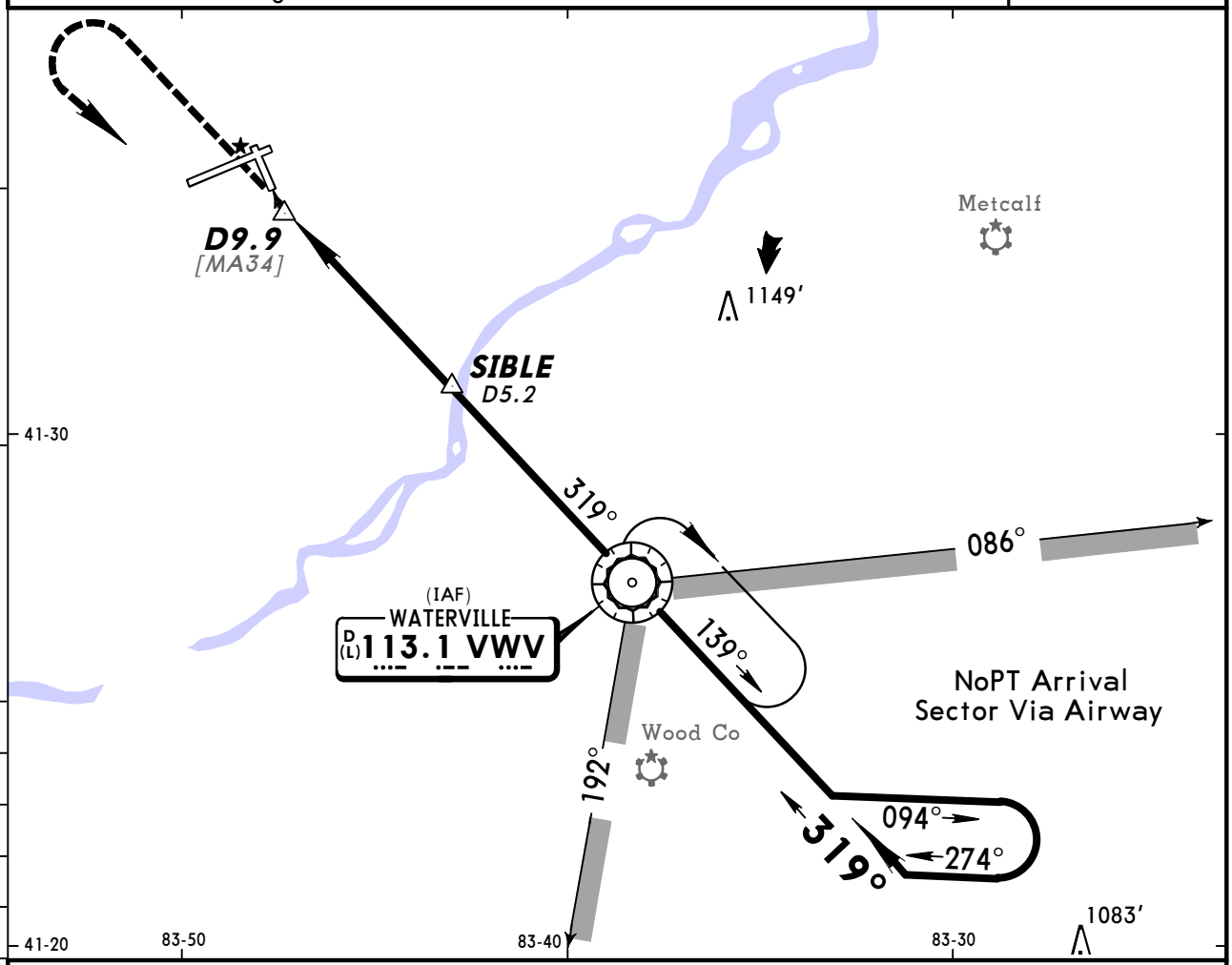
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 683′
VWV 113.1	319°	SIBLE 2300′ (1632′)	1080′ (412′)	TDZE 668′

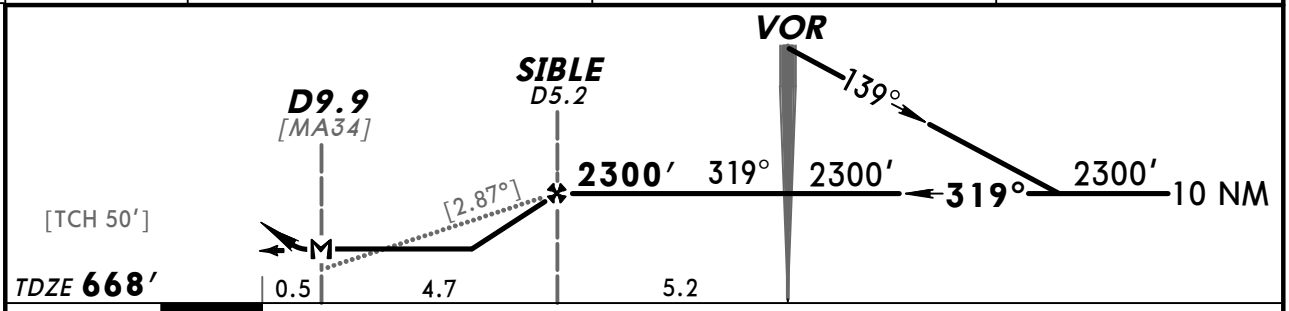
MISSED APCH: Climb to 2500′, then LEFT turn direct VWV VOR and hold.

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

1. VGSI and descent angles not coincident.

3100′
MSA VWV VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [2.87°]	355	457	508	609	711	812
MAP at D9.9						

REIL | 2500′ | LT | D | VWV 113.1

STRAIGHT-IN LANDING RWY 34		CIRCLE-TO-LAND	
MDA(H) 1080′(412′)		Max Kts	MDA(H)
A	1	90	1180′(497′)-1
B		120	
C	1¼	140	1180′(497′)-1½
D		165	1240′(557′)-2

TERPS AMEND 7A

CHANGES: None.

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BRIEFING STRIP ™

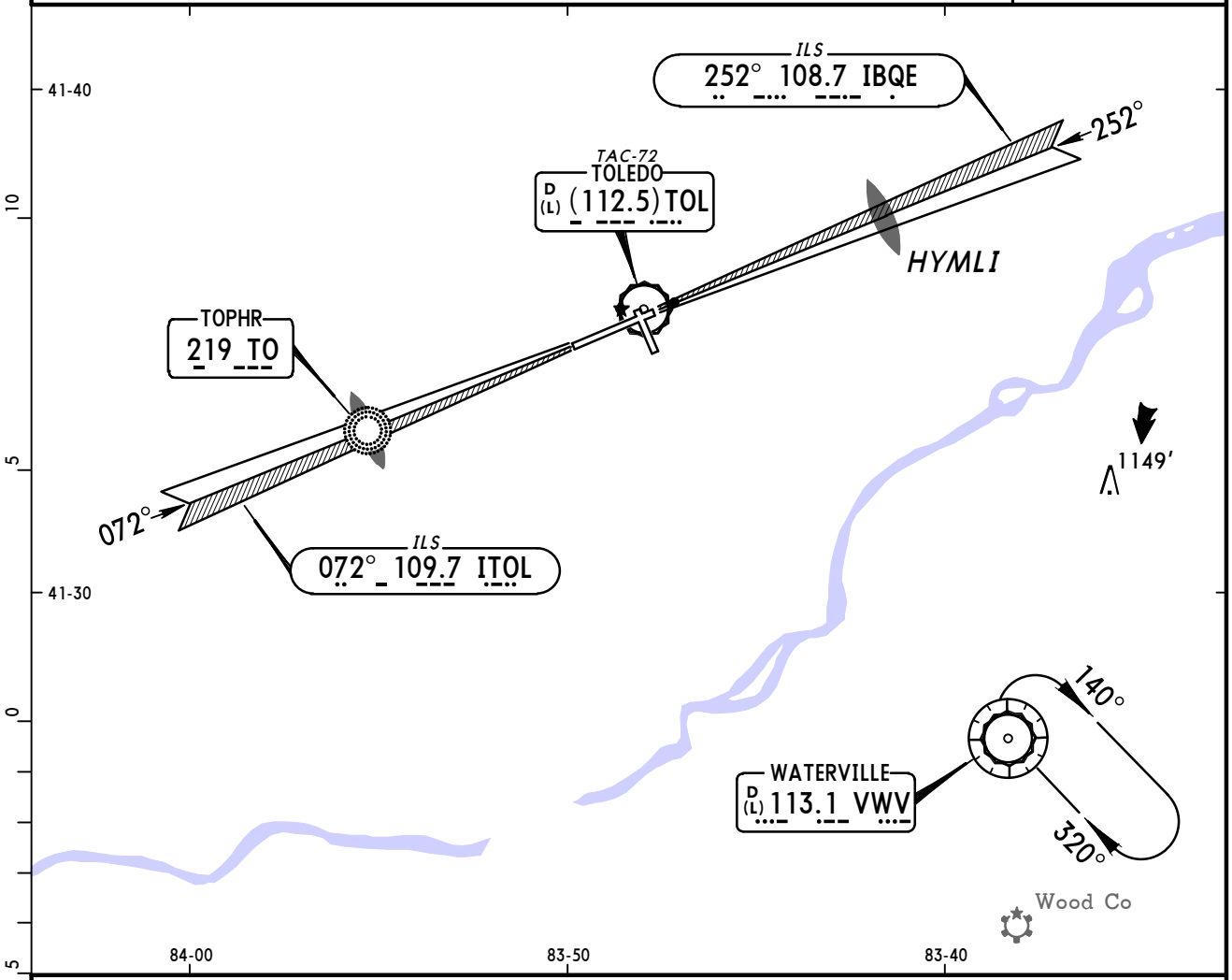
ATIS	TOLEDO Approach (R) 360°-179°	180°-359°	TOLEDO Tower	Ground
118.75	126.1	134.35	118.1	121.9

RADAR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 683′
	By ATC	No FAF	Refer to Minimums	TDZE -See below

No MSA published

Missed Approach-See below

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



MISSED APCH:
Runway 7: Climb to 2500′, then RIGHT turn direct VWV VOR and hold.
Runway 16: Climb to 2500′ direct VWV VOR and hold.
Runways 25, 34: Climb to 2500′, then LEFT turn direct VWV VOR and hold.

RWY 7	RWY 16	RWY 25	RWY 34
TDZE 683′	TDZE 674′	TDZE 678′	TDZE 668′

ASR All Rwys: MAP 0.5 mile from Rwy Thr

Lighting - Refer to Airport Chart

STRAIGHT-IN LANDING

	ASR 7 MDA(H) 1080′(397′)		ASR 16 MDA(H) 1060′(386′)	ASR 25 MDA(H) 1040′(362′)			ASR 34 MDA(H) 1080′(412′)
		ALS out			RAIL out	ALS out	
A	RVR 24 or ½	RVR 50 or 1	1	½	¾	1	1
B							
C							1¼
D	RVR 50 or 1	RVR 60 or 1¼	1¼	1	1¼		

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1180′(497′)-1
120	
140	1180′(497′)-1½
165	1240′(557′)-2

TERPS AMEND 19A 26 AUG 2010

CHANGES: Airport elevation, ASR 34 minimums.

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General Information

Location: Youngstown-Warren OH USA
IATA Code: YNG
Lat/Long: N41° 15.6' W080° 40.7'
Elevation: 1192 ft

Airport Use: Public
Magnetic Variation: 8.9°W
Sectional Chart: Detroit

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: High Pressure, Low Pressure, HP Bottle, LP 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: 1201 Z
Sunset: 2310 Z,

Runway Information

Runway: 05
Length x Width: 5002 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 1123 ft
Lighting: Edge, REIL

Runway: 14
Length x Width: 9003 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 1134 ft
Lighting: Edge, ALS

Runway: 23
Length x Width: 5002 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 1192 ft
Lighting: Edge, REIL

Runway: 32
Length x Width: 9003 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 1185 ft
Lighting: Edge, ALS

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Communication Information

ATIS 123.75
Youngstown Tower 119.5
Youngstown Ground Control 121.9
Youngstown Clearance Delivery 118.25
Youngstown Approach Control 133.95
Youngstown Approach Control 127.15
Youngstown Departure Control 133.95
Youngstown Departure Control 127.15
Youngstown-Warren Rgnl Unicom 122.95
Youngstown Radar 128.25
Cleveland Flight Service Station 122.2 RCO
Cleveland Flight Service Station 122.1 RCO
Cleveland Flight Service Station 109.0 RCO
Cleveland Center 120.775 Remote Communications Air-Ground

KYNG/YNG

Apt Elev **1192′**

N41 15.6 W080 40.7

JEPPESEN

9 DEC 11

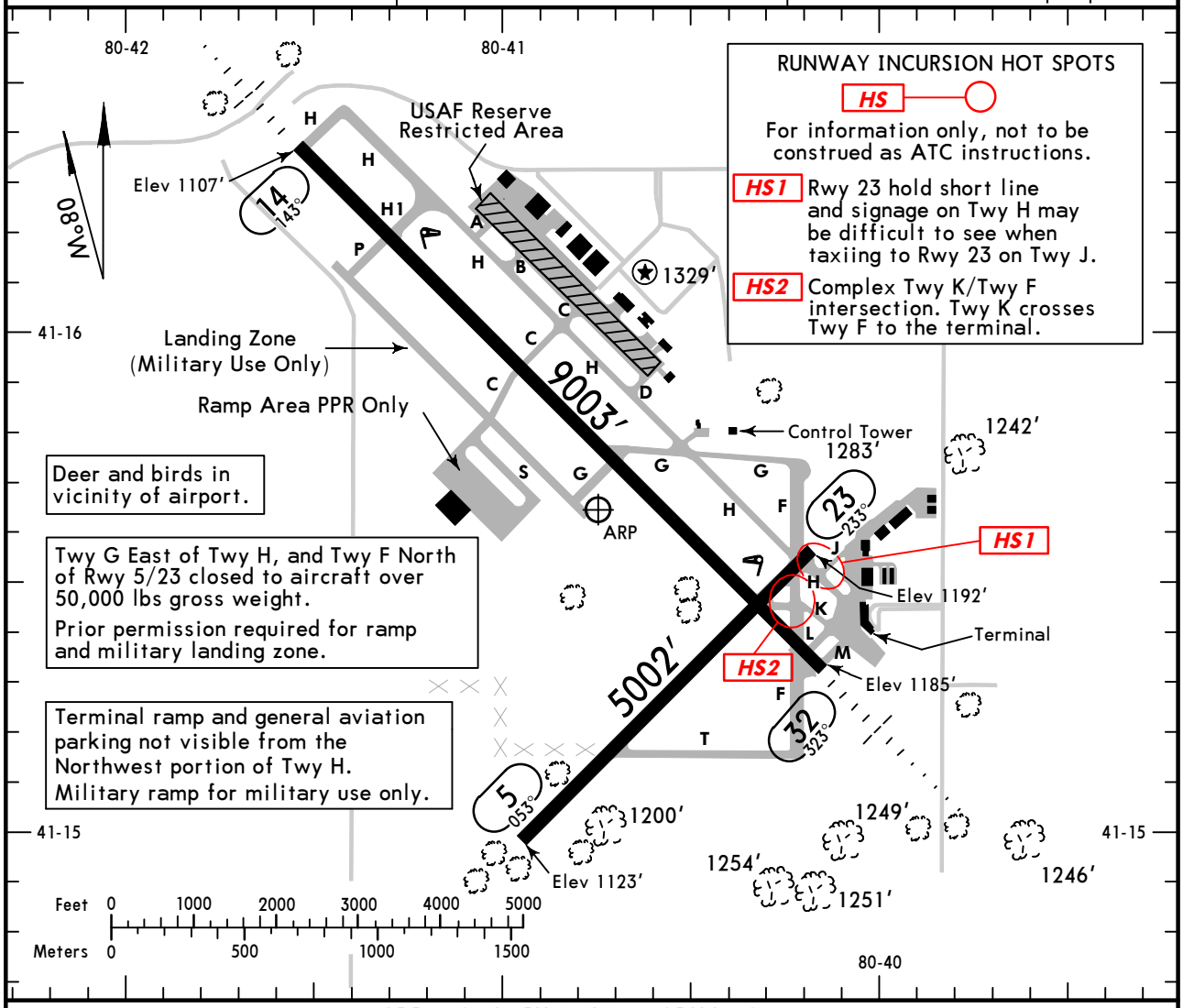
Eff 15 Dec

(11-1)

YOUNGSTOWN/WARREN, OHIO

YOUNGSTOWN-WARREN REGL

ATIS	YOUNGSTOWN-WARREN Clearance	Ground
123.75	118.25	121.9
Tower	***YOUNGSTOWN-WARREN Departure (R)**	**CLEVELAND Center (R)**
119.5	133.95	120.77 when Dep inop.



ADDITIONAL RUNWAY INFORMATION

RWY						USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
5 ❶ 23	MIRL	REIL	VASI-L (angle 3.25°)		grooved				150′
	MIRL	REIL	❷PAPI-R (angle 3.0°)		grooved				
14	HIRL	MALSR	PAPI-L	grooved	RVR		8051′		150′
32	HIRL	MALSR	PAPI-L (angle 3.0°)	grooved	RVR		8257′		

❶ Weight bearing capacity: Single wheel 138,000 lbs, Dual wheel 175,000 lbs, Dual tandem 280,000 lbs.

❷ TCH 24′.

TAKE-OFF

Rwys 14, 32				Rwy 5			Rwy 23
Both RVRs are required and controlling.	Adequate Vis Ref	STD		Adequate Vis Ref	STD		
RCLM & HIRL		3 & 4 Eng	1 & 2 Eng		3 & 4 Eng	1 & 2 Eng	
TDZ RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1	1/4	1/2	1	300-1

FOR FILING AS ALTERNATE

	ILS Rwy 32	LOC Rwy 32 RNAV (GPS) Rwy 14 RNAV (GPS) Rwy 32 VOR-A	Authorized Only When Youngstown Approach Control Available RADAR-1	ILS Rwy 14 LOC Rwy 14 NDB Rwy 32
A B C D	600-2	800-2	800-2	NA

AMEND 4

CHANGES: None.

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KYNG/YNG
YOUNGSTOWN-WARREN REGL

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

YOUNGSTOWN/WARREN, OHIO
ILS or LOC Rwy 14

ATIS	*YOUNGSTOWN-WARREN Approach (R)	CLEVELAND Center (R)	YOUNGSTOWN-WARREN Tower	Ground
123.75	133.95	120.77 when App inop.	119.5	121.9

BRIEFING STRIP ™

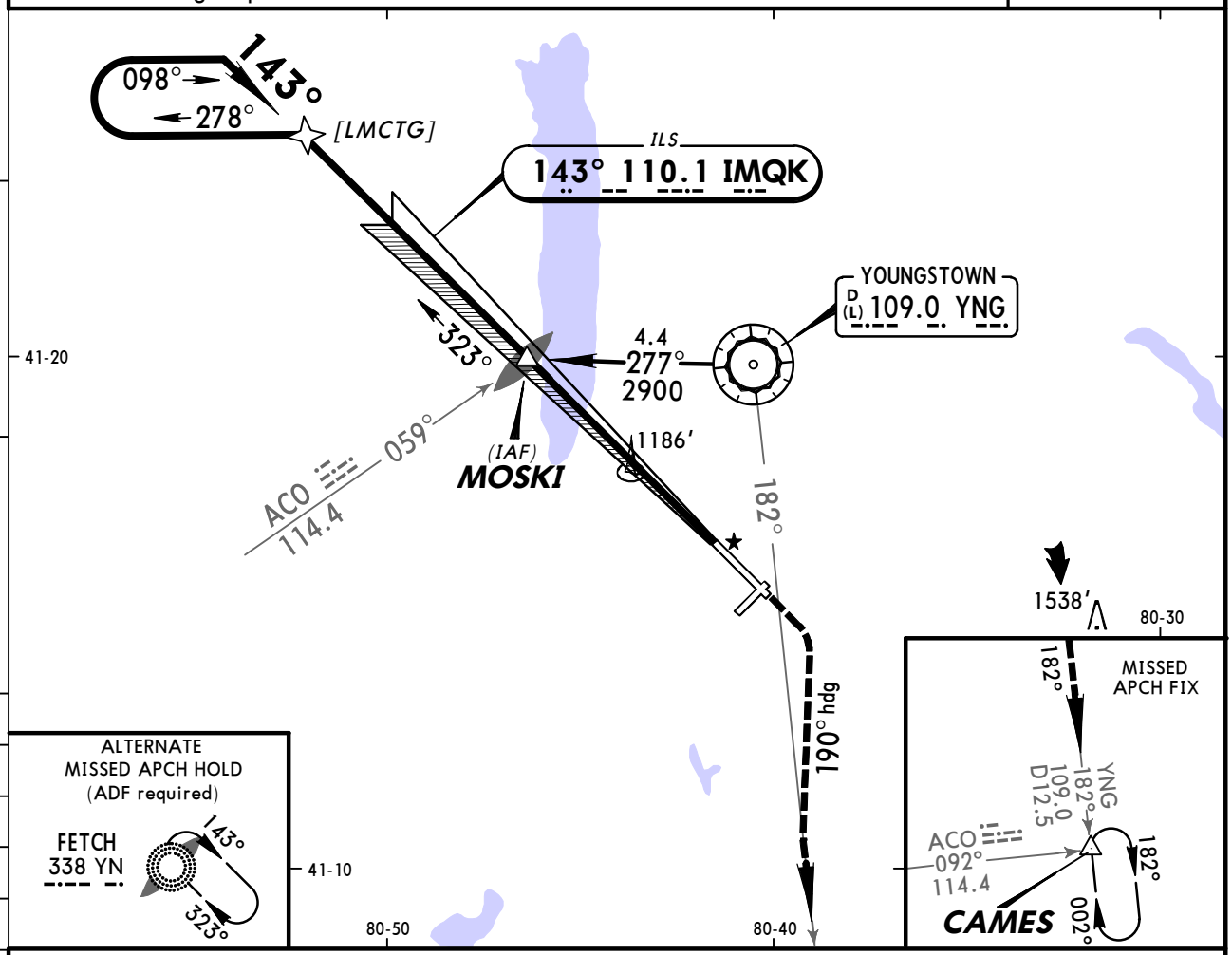
LOC	Final Apch Crs	GS	ILS DA(H)	
IMQK 110.1	143°	MOSKI 2818′ (1711′)	1307′ (200′)	Apt Elev 1192′ Rwy 14 1107′

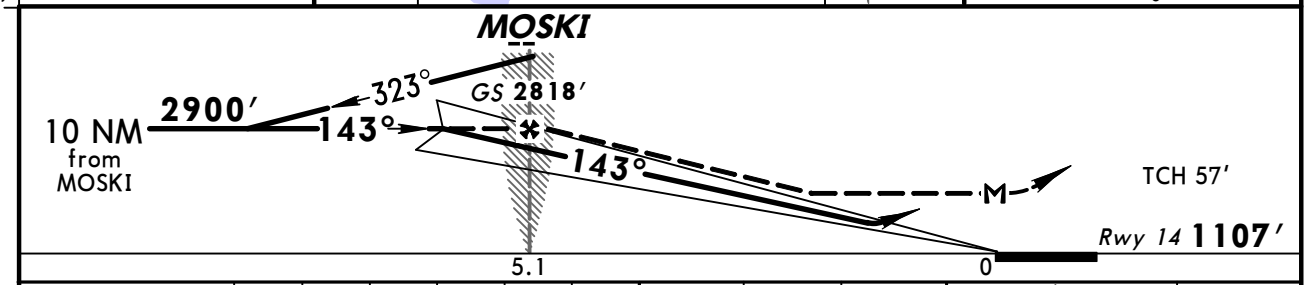
MISSED APCH: Climb to 1600′ then climbing RIGHT turn to 3600′ on heading 190° and outbound on YNG VOR R-182 to CAMES INT and hold, or as directed by ATC.

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

1. VGSI and ILS glidepath not coincident.

3600′ MSA YNG VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MOSKI to MAP 5.1	4:22	3:24	3:04	2:33	2:11	1:55

MALSR PAPI 1600′ 3600′ RT on 190° hdg and YNG 109.0 R-182 CAMES

TERPS STRAIGHT-IN LANDING RWY 14

	ILS DA(H) 1307′ (200′) FULL	ILS DA(H) 1307′ (200′) RAIL or ALS out	LOC (GS out) MDA(H) 1580′ (473′)	LOC (GS out) RAIL out	LOC (GS out) ALS out
A	1/2	3/4	1/2	3/4	1
B					
C			1	1 1/8	1 3/8
D					

1 CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1640′ (448′)-1
120	1660′ (468′)-1
140	1660′ (468′)-1 1/2
165	1760′ (568′)-2

1 When VGSI inop, circling Rwy 5 not authorized at night.

TERPS AMEND 8 15 DEC 2011

CHANGES: Missed approach, minimums, notes.

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KYNG/YNG
YOUNGSTOWN-WARREN REGL

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

YOUNGSTOWN/WARREN, OHIO
ILS or LOC Rwy 32

BRIEFING STRIP ™

ATIS	*YOUNGSTOWN-WARREN Approach (R)	CLEVELAND Center (R)	YOUNGSTOWN-WARREN Tower	Ground
123.75	133.95	120.77 when App inop.	119.5	121.9

LOC IYNG	Final Apch Crs	GS FETCH	ILS DA(H)	Apt Elev 1192′ / Rwy 32 1185′
110.1	323°	2726′ (1541′)	1385′ (200′)	

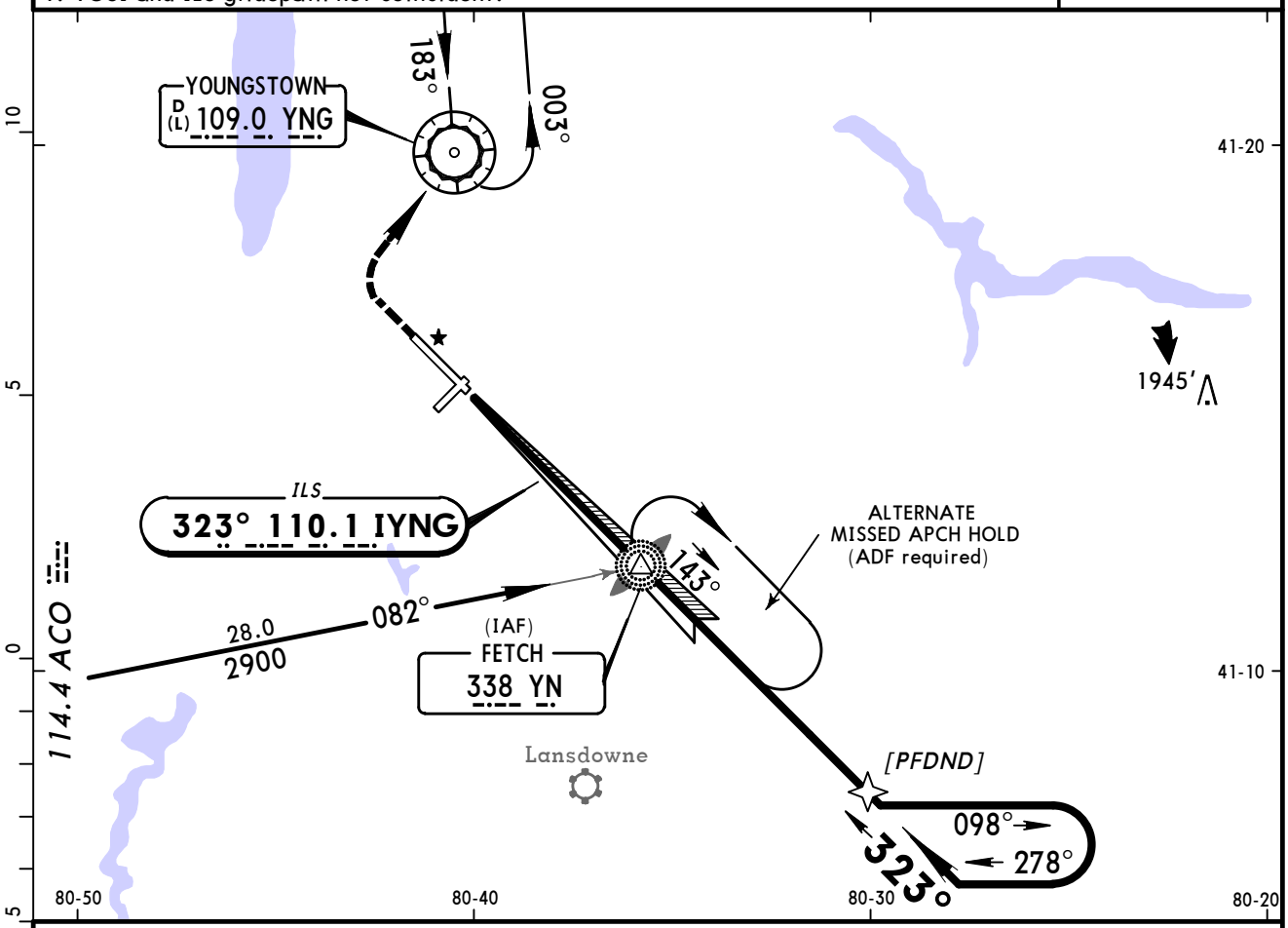
MISSED APCH: Climb to 1800′ then climbing RIGHT turn to 2900′ direct YNG VOR and hold, continue climb-in-hold to 2900′, or as directed by ATC.

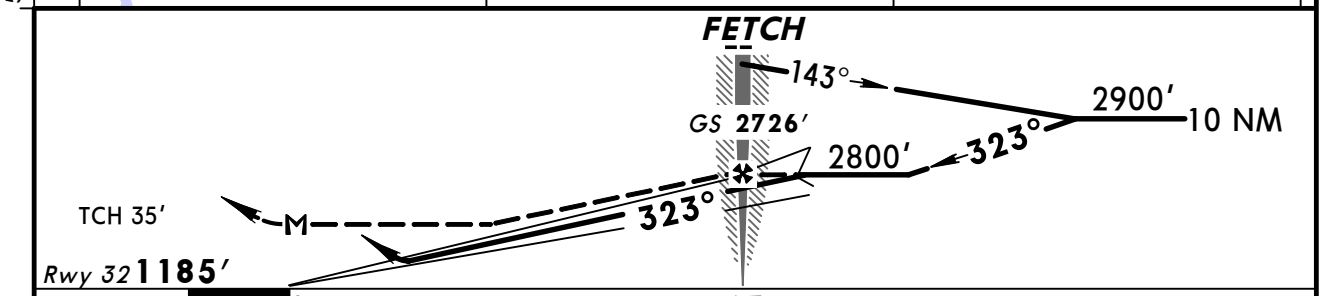
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. VGSI and ILS glidepath not coincident.

3000′ 090° 270° 3600′

MSA YN LOM





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
FETCH to MAP 4.7	4:02	3:08	2:49	2:21	2:01	1:46

MALSR PAPI | 1800′ | 2900′ RT | D | YNG 109.0

TERPS STRAIGHT-IN LANDING RWY 32

	ILS DA(H) 1385′ (200′) FULL	ILS RAIL or ALS out	LOC (GS out) MDA(H) 1640′ (455′)	RAIL out	ALS out
A	[1] RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 40 or ¾	RVR 55 or 1
B					
C			RVR 45 or ⅞	RVR 55 or 1	1⅜
D					

[2] CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1640′ (448′) - 1
120	1660′ (468′) - 1
140	1660′ (468′) - 1½
165	1760′ (568′) - 2

[1] RVR 18 with Flight Director or Autopilot or HUD to DA.
[2] When VGSI inop, circling Rwy 5 not authorized at night.

TERPS AMEND 27 15 DEC 2011

CHANGES: Approach transitions, minimums.

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KYNG/YNG
YOUNGSTOWN-WARREN REGL

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

YOUNGSTOWN/WARREN, OHIO
RNAV (GPS) RWY 14

ATIS	*YOUNGSTOWN-WARREN Approach (R)	CLEVELAND Center (R)	YOUNGSTOWN-WARREN Tower	Ground
123.75	133.95	120.77 when App inop.	119.5	121.9

BRIEFING STRIP ™

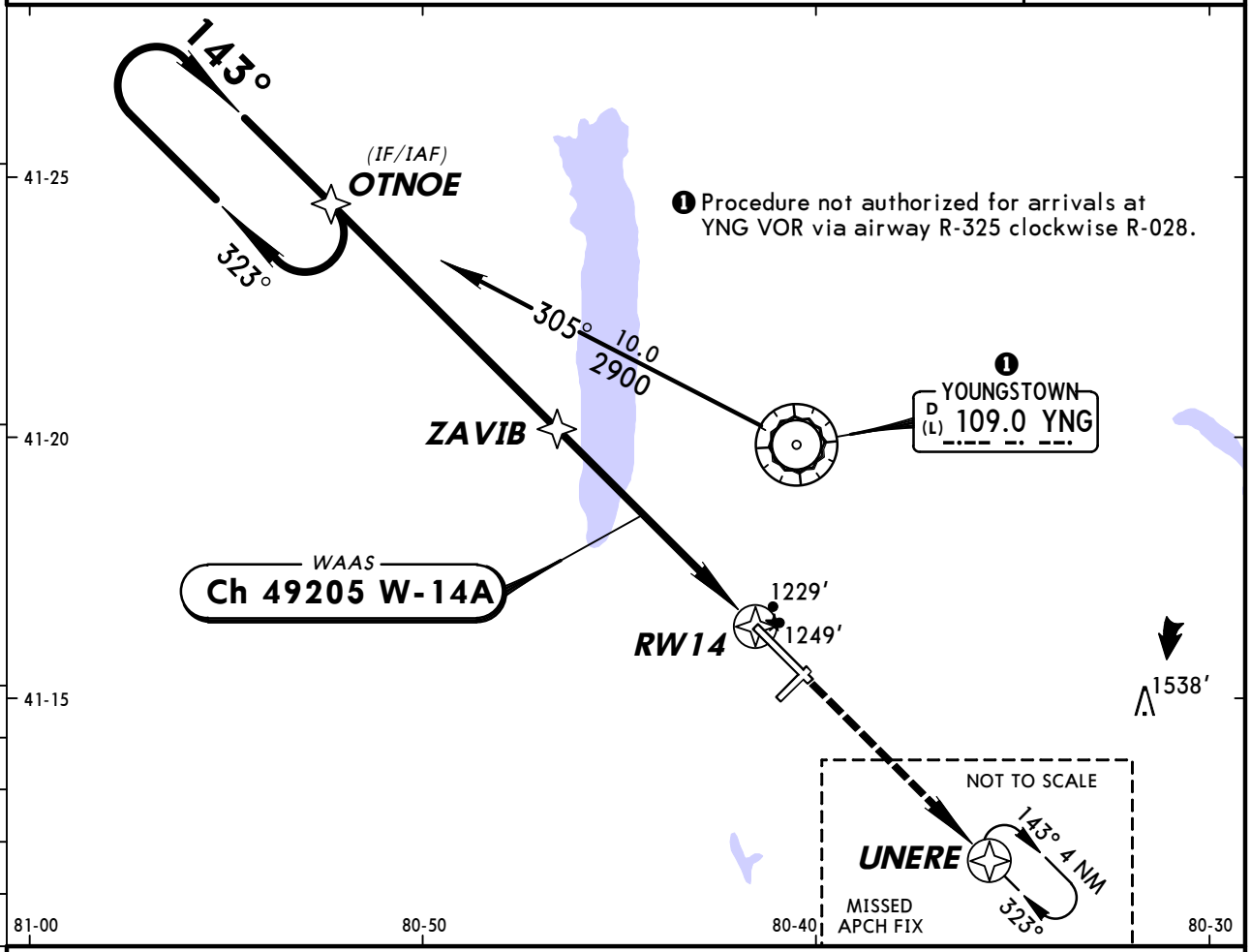
WAAS	Final Apch Crs	Minimum Alt ZAVIB	LPV DA(H)	Apt Elev 1192′
Ch 49205 W-14A	143°	2900′ (1766′)	1384′ (250′)	TDZE 1134′

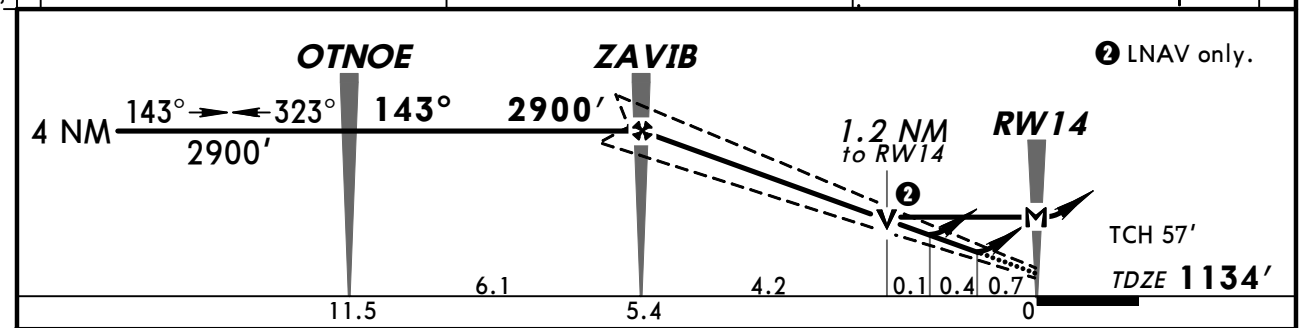
MISSED APCH: Climb to 2900′ direct UNERE and hold.

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

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -17°C (2°F) or above 46°C (114°F). 2. DME/DME RNP-0.30 not authorized.

3600′
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
2900′
D
UNERE

STRAIGHT-IN LANDING RWY 14

	LPV DA(H) 1384′ (250′)		LNAV/VNAV DA(H) 1499′ (365′)		LNAV MDA(H) 1540′ (406′)		
		RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out
A	RVR 24 or 1/2	RVR 50 or 1	RVR 40 or 3/4	RVR 60 or 1 1/4	RVR 24 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		

CIRCLE-TO-LAND

Max Kts.	MDA(H)
90	1640′ (448′)-1
120	1660′ (468′)-1
140	1660′ (468′)-1 1/2
165	1760′ (568′)-2

AMEND 0 TERPS

CHANGES: None.

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KYNG/YNG
YOUNGSTOWN-WARREN REGL

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

YOUNGSTOWN/WARREN, OHIO
RNAV (GPS) Rwy 32

BRIEFING STRIP ™

ATIS	*YOUNGSTOWN-WARREN Approach (R)	CLEVELAND Center (R)	YOUNGSTOWN-WARREN Tower	Ground
123.75	133.95	120.77 when App inop.	119.5	121.9

WAAS	Final Apch Crs	Minimum Alt WHYSU	LPV DA(H)	Apt Elev 1192′
Ch 97406 W-32A	323°	2800′ (1615′)	1457′ (272′)	TDZE 1185′

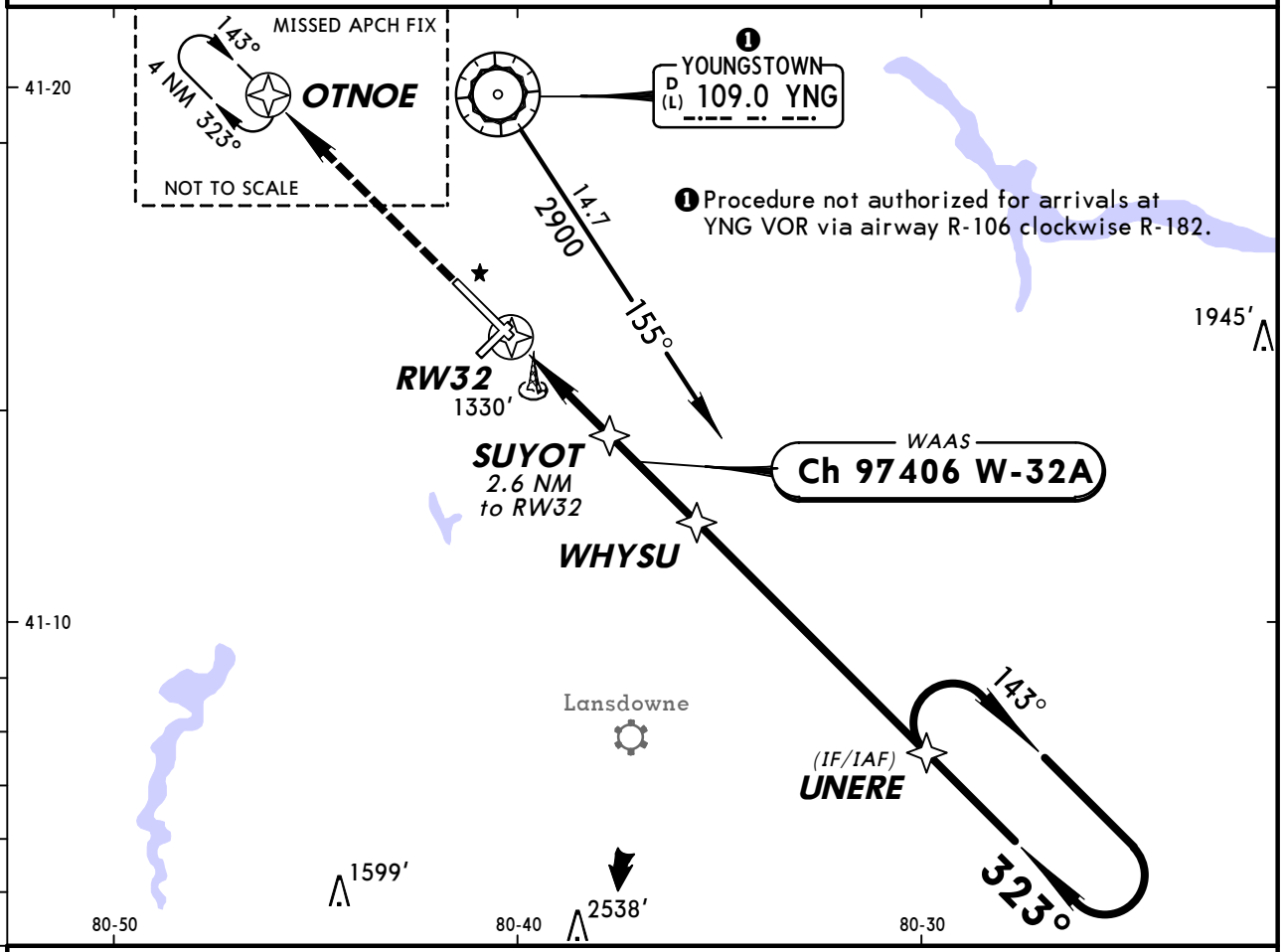
MISSED APCH: Climb to 2900′ direct OTNOE and hold.

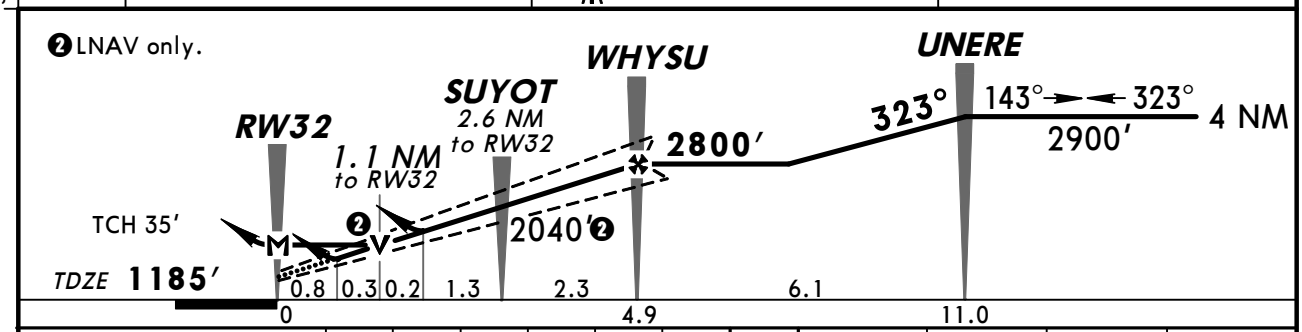
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -17°C (2°F) or above 46°C (114°F). 2. DME/DME RNP-0.30 not authorized. 3. VGSI and RNAV glidepath not coincident.

3600′

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 2900′ OTNOE

STRAIGHT-IN LANDING RWY 32

	LPV DA(H) 1457′(272′)		LNAV/VNAV DA(H) 1638′(453′)		LNAV MDA(H) 1580′(395′)		
		RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out
A	RVR 24 or ½	RVR 50 or 1	RVR 60 or 1¼	1¾	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
B							
C							
D					RVR 50 or 1	RVR 60 or 1¼	

❶ CIRCLE-TO-LAND

Max Kts.	MDA(H)
90	1640′(448′)-1
120	1660′(468′)-1
140	1660′(468′)-1½
165	1760′(568′)-2

❶ When VGSI inop, circling Rwy 5 not authorized at night.

TERPS AMEND 0A 15 DEC 2011

CHANGES: ULICI renamed WHYSU, minimums note.

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BRIEFING STRIP TM

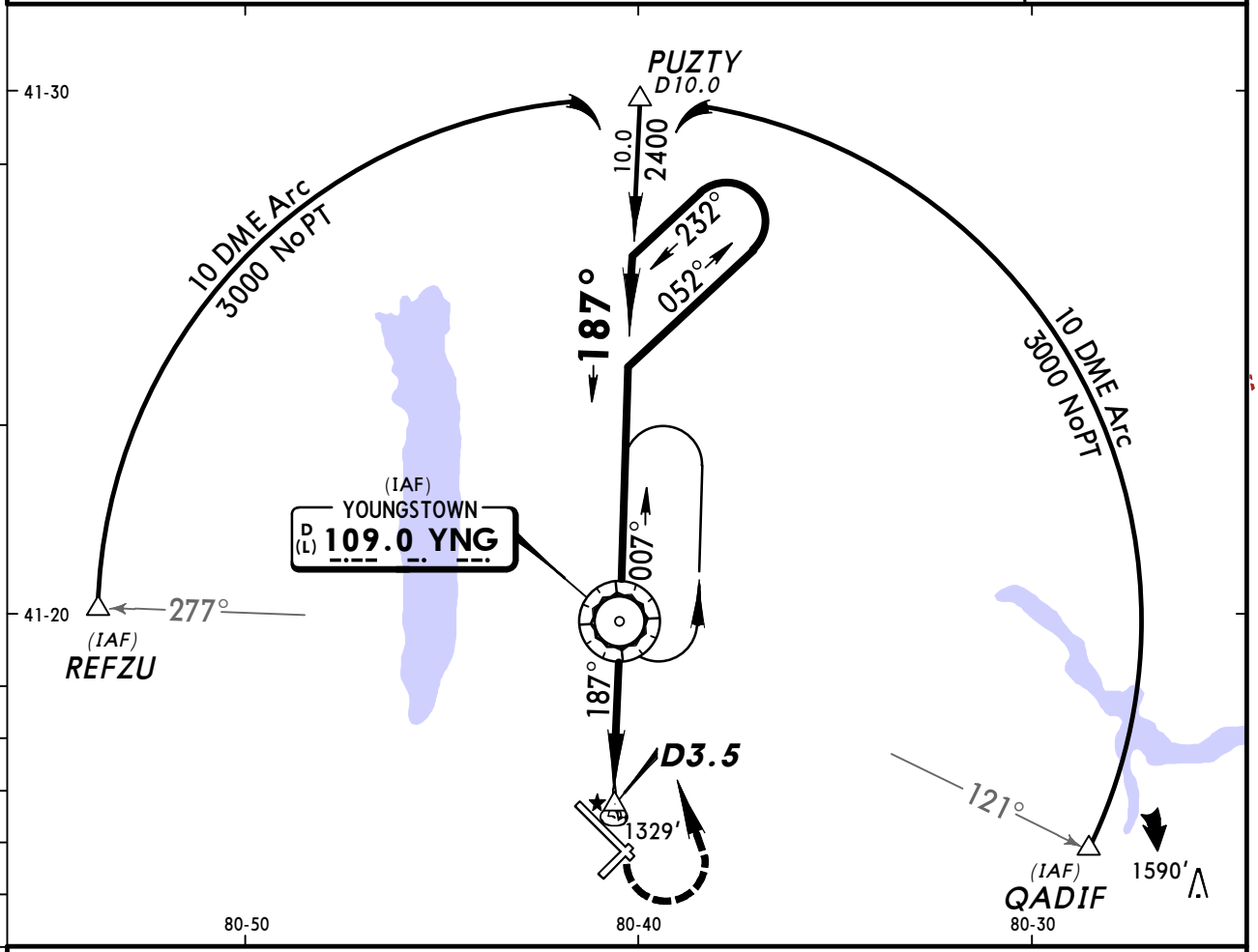
ATIS	*YOUNGSTOWN-WARREN Approach (R)	CLEVELAND Center (R)	YOUNGSTOWN-WARREN Tower	Ground
123.75	133.95	120.77 when App inop.	119.5	121.9

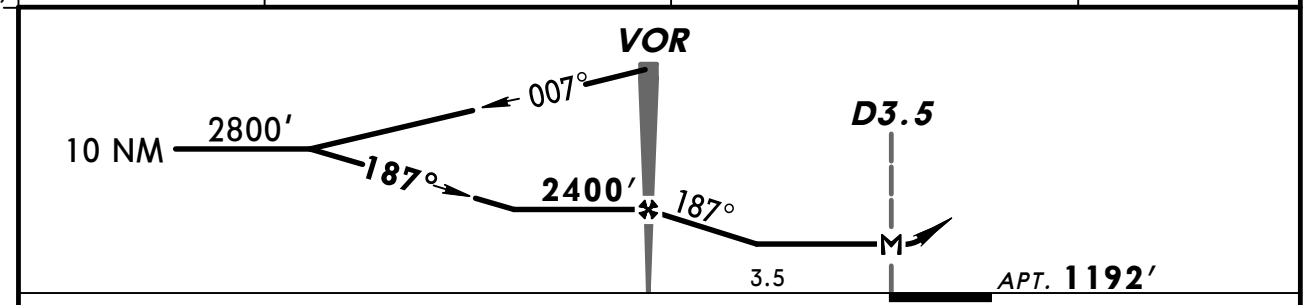
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 1192′
YNG 109.0	187°	VOR 2400′ (1208′)	Refer to Minimums	

MISSED APCH: Climbing LEFT turn to 2800′ direct YNG VOR and hold.

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

MSA YNG VOR: 3100′ (090°–270°), 3600′





Gnd speed-Kts	70	90	100	120	140	160
MAP at D3.5 or VOR to MAP 3.5	3:00	2:20	2:06	1:45	1:30	1:19

Lighting - Refer to Airport Chart | 2800′ LT | D | YNG 109.0

CIRCLE-TO-LAND

	Max Kts.	MDA(H)
A	90	1640′(448′) -1
B	120	1660′(468′) -1
C	140	1660′(468′) - 1½
D	165	1760′(568′) -2

TERPS AMEND 0

CHANGES: Airport elevation.

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BRIEFING STRIP ™

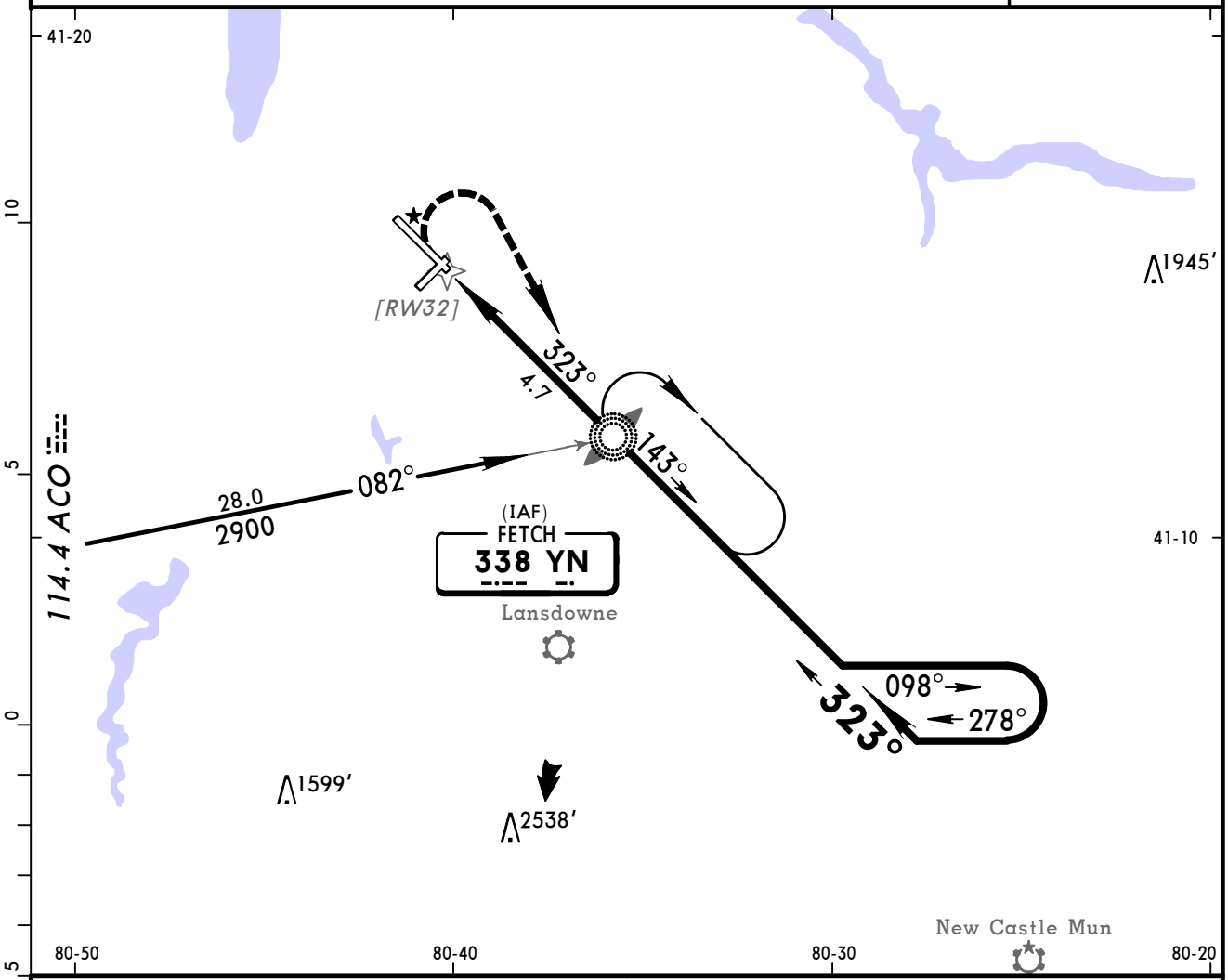
ATIS	*YOUNGSTOWN-WARREN Approach (R)	CLEVELAND Center (R)	YOUNGSTOWN-WARREN Tower	Ground
123.75	133.95	120.77 when App inop.	119.5	121.9

LOM YN	Final Apch Crs	Minimum Alt LOM	MDA(H)	Apt Elev / Rwy 32
338	323°	2800′ (1615′)	1700′ (515′)	Apt Elev 1192′ / Rwy 32 1185′

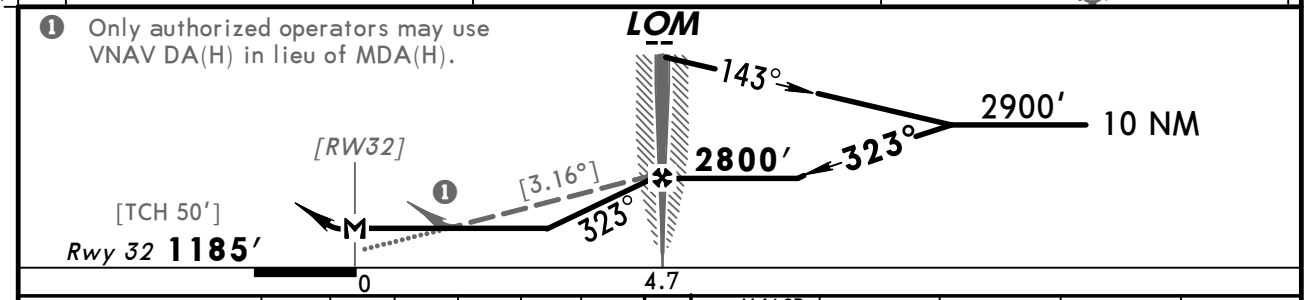
MISSED APCH: Climb to 1800′ then climbing RIGHT turn to 2900′ direct FETCH LOM and hold.

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

MSA YN LOM: 3000′ (090°–270°), 3600′



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 [3.16°]	391	503	559	671	783	895
LOM to MAP 4.7	4:02	3:08	2:49	2:21	2:01	1:46

MALSR PAPI 1800′ 2900′ RT D YN 338

TERPS STRAIGHT-IN LANDING RWY 32

MDA(H) 1700′ (515′)

	RAIL out	ALS out
A, B	RVR 40 or ¾	RVR 55 or 1
C	RVR 55 or 1	1¼
D		1⅜

❶ CIRCLE-TO-LAND

Max Kts	MDA(H)
90, 120	1700′ (508′)-1
140	1700′ (508′)-1½
165	1760′ (568′)-2

❶ When VGSI inop, circling Rwy 5 not authorized at night.

TERPS AMEND 20 15 DEC 2011

CHANGES: Procedure.

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YOUNGSTOWN-WARREN REGL

ASR Rwys 5, 14, 23, 32

ATIS	*YOUNGSTOWN-WARREN Approach (R)	CLEVELAND Center (R)	YOUNGSTOWN-WARREN Tower	Ground
123.75	133.95	120.77 when App inop.	119.5	121.9

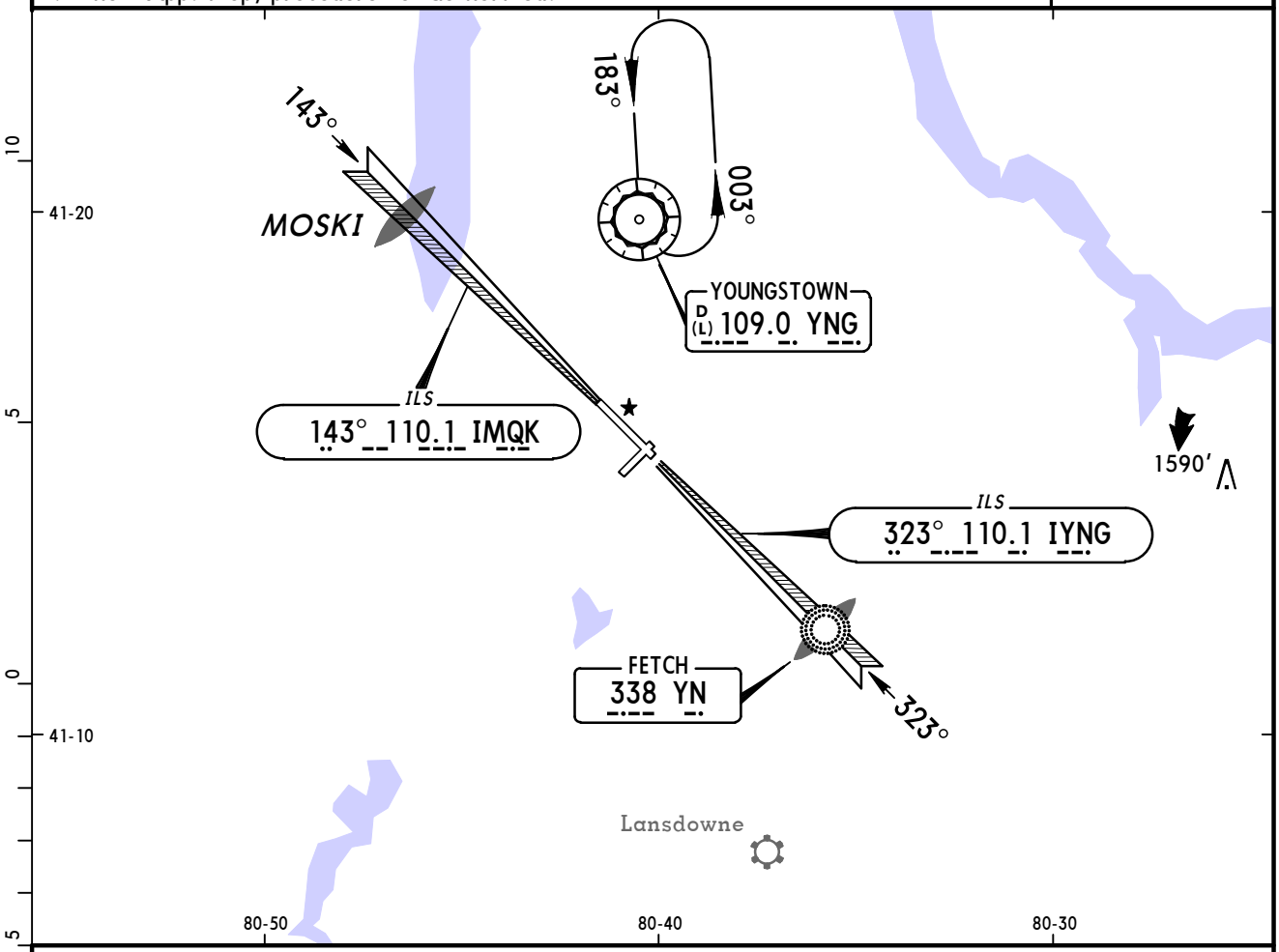
RADAR	Final Apch Crs By ATC	No FAF	MDA(H) Refer to Minimums	Apt Elev **1192'** TDZE -See Below

No MSA published

Missed Approach-See below

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

1. When App. inop, procedure not authorized.



MISSED APPROACH:

Runways 5, 32: Climb to 3000', then direct YNG VOR and hold.

Runway 14: Climb to 1600', then climbing LEFT turn to 3000' direct YNG VOR and hold.

Runway 23: Climbing RIGHT turn to 3000' direct YNG VOR and hold.

RWY 5	RWY 14	RWY 23	RWY 32
TDZE 1164'	TDZE 1134'	TDZE 1192'	TDZE 1185'

ASR Rwys 5, 14, 23, 32: MAP at Rwy Thr

Lighting - Refer to Airport Chart

	STRAIGHT-IN LANDING								CIRCLE-TO-LAND	
	ASR 5	ASR 14			ASR 23	ASR 32				
	MDA(H) 1520' (356')	MDA(H) 1520' (386')			MDA(H) 1580' (388')	MDA(H) 1600' (415')				
			RAIL out	ALS out			RAIL out	ALS out	Max Kts	MDA(H)
A	1	1/2	3/4	1	1	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	90	1640' (448')-1
B									120	1660' (468')-1
C						RVR 40 or 3/4	RVR 60 or 1 1/4		140	1660' (468')-1 1/2
D	1 1/4	1	1 1/4		1 1/4	RVR 50 or 1			165	1760' (568')-2

TERPS AMEND 13A 6 MAY 2010

CHANGES: Airport elevation, ASR 32 minimums.

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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

AKRON, OH (AKRON-CANTON REGL - KCAK)

CLEVELAND, OH (CLEVELAND-HOPKINS INTL - KCLE)

COLUMBUS, OH (PORT COLUMBUS INTL - KCMH)

CINCINNATI, OH (CINCINNATI/NORTHERN KY INTL - KCVG)

DAYTON, OH (COX-DAYTON INTL - KDAY)

DAYTON, OH (WRIGHT-PATTERSON AFB - KFFO)

WILMINGTON, OH (WILMINGTON AIR PARK - KILN)

COLUMBUS, OH (RICKENBACKER INTL - KLCK)

MANSFIELD, OH (MANSFIELD LAHM REGL - KMFD)

SPRINGFIELD, OH (SPRINGFIELD-BECKLEY MUN - KSGH)

	REV	DANEI 2 ARR	10-2	17 Feb 2012
	REV	KEKEE 3 ARR	10-2A	17 Feb 2012
	REV	ILS OR LOC RWY 24	11-1	17 Feb 2012
	REV	RNAV (GPS) RWY 6	12-1	17 Feb 2012
	REV	RNAV (GPS) RWY 24	12-2	17 Feb 2012
	REV	VOR RWY 6	13-1	17 Feb 2012
	REV	VOR RWY 24	13-2	17 Feb 2012
	REV	VOR DME RWY 33	13-3	17 Feb 2012
	REV	NDB RWY 24	16-1	17 Feb 2012
	REV	AIRPORT, AIRPORT INFO, TA...	APT	17 Feb 2012

TOLEDO, OH (TOLEDO EXPRESS - KTOL)

YOUNGSTOWN-WARREN, OH (YOUNGSTOWN-WARREN RGNL - KYNG)

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TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport KCAK

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

(20-9) Twy B1 clsd.

No Chart Change Notices for Airport KCLE

No Chart Change Notices for Airport KCMH

Chart Change Notices for Airport KCVG

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

(21-2) ILS or LOC Rwy 18L MM decmsnd.

Chart Change Notices for Airport KDAY

Type: Terminal
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

Rwy 06L PAPI-L (Angle 3.0°) added.

Type: Terminal
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

(11-2) ILS or LOC Rwy 18 LOC frequency changed to 108.3.

No Chart Change Notices for Airport KFFO

No Chart Change Notices for Airport KILN

Chart Change Notices for Airport KLCK

Type: Terminal
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

Rwy 23L TDZ lights removed.

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Chart Change Notices for Airport KMFD

Type: Terminal
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

(11-1) ILS Rwy 32 ILS localizer unusable from 0.3 NM to Rwy 32 threshold.

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

(12-1) RNAV (GPS) Rwy 5 Amend 0A, reference date 16 DEC 2010.

No Chart Change Notices for Airport KSGH

No Chart Change Notices for Airport KTOL

No Chart Change Notices for Airport KYNG