

16-NOV-2017

IND-KIND**1-10****AOI****AOI****GENERAL****Operational Hours****ATS Hours / AD OPS Hours:** H24**Airport Information**

RFF: FAA INDEX D / CAT 8
Fuel: Jet A, A+
PCN: RWY 05L/23R: 103/R/B/W/T
 RWY 05R/23L: 93/R/B/W/T
 RWY 14/32: 63/F/C/W/T

Operation**Wake Turbulence Aircraft Recategorization (RECAT)**

RECAT phase I is applied at this airport. See CRAR.

Low Visibility Procedure

Surface Movement Guidance and Control System (SMGCS) in use when LVP activated.

TWY Restriction

TWY V not AVBL for ACFT OPS.

VOR TEST FACILITY (VOT): 109.6**Warnings****LOC RWY 32** unusable: Beyond 25° left and 30° right of course.**LOC RWY 05L** unusable for roll out guidance.

Birds in vicinity of AD.

ARRIVAL**Speed**

MAX IAS 250KT below 10000ft.

Communication**COM Failure:** See CRAR and in addition;**CLANG, RACYR:** Prior to RWY assignment, execute ILS RWY 23R APCH.**GIIBS, JAKKS, KOLTS, SMUKE, SNKPT:** Prior to RWY assignment, execute ILS or LOC RWY 23R APCH.

16-NOV-2017

IND-KIND

1-20

AOI

ARRIVAL**Arrival Procedure****Non-standard GP Intercept Position on
RWY 05L**GP intercept RWY 05L at *308m / 1011ft.*Remaining LDG DIST beyond GP is *3106m / 10189ft.***RWY 14**GP intercept RWY 014 at *320m / 1049ft.*Remaining LDG DIST beyond GP is *1898m / 6229ft.***RWY 23L**GP intercept RWY 23L at *332m / 1088ft.*Remaining LDG DIST beyond GP is *2716m / 8912ft.***RWY 23R**GP intercept RWY 23R at *320m / 1049ft.*Remaining LDG DIST beyond GP is *3094m / 10151ft.***RWY 32**GP intercept RWY 05R at *308m / 1011ft.*Remaining LDG DIST beyond GP is *1910m / 6267ft.***DEPARTURE****Take-off Minima**

RWY		05L/23R, 05R/23L, 14/32	
1+2 ENG	ft - ft/SM	0 - 5000R/1.0V	-
3+4 ENG		0 - 2400R/0.5V	-

Speed

MAX IAS 250KT below 10000ft.

Communication**COM Failure:** See CRAR.**Departure Procedure****Intersection TKOF during periods of darkness**

TFC control TWR has been granted a waiver to the guidelines that prohibits the TWR from placing an ACFT into PSN and hold at an intersection, between SS and SR. This waiver will allow the TWR to taxi ACFT into PSN and hold during period of darkness, at intersections as follows:

RWY 23R at TWY A2 and B2;

RWY 23L at TWY C2 and D2.

ACFT shall not taxi into position and hold under the provisions of this waiver when the subject intersection is not visible from TWR.

When provisions of waiver exercised, affected RWY will not be used for LDG. Intersection TKOF will continue to be utilized at other locations between SS and SR. ACFT cannot be put into PSN and hold prior to TKOF CLR.

Effective 07-DEC-2017

30-NOV-2017

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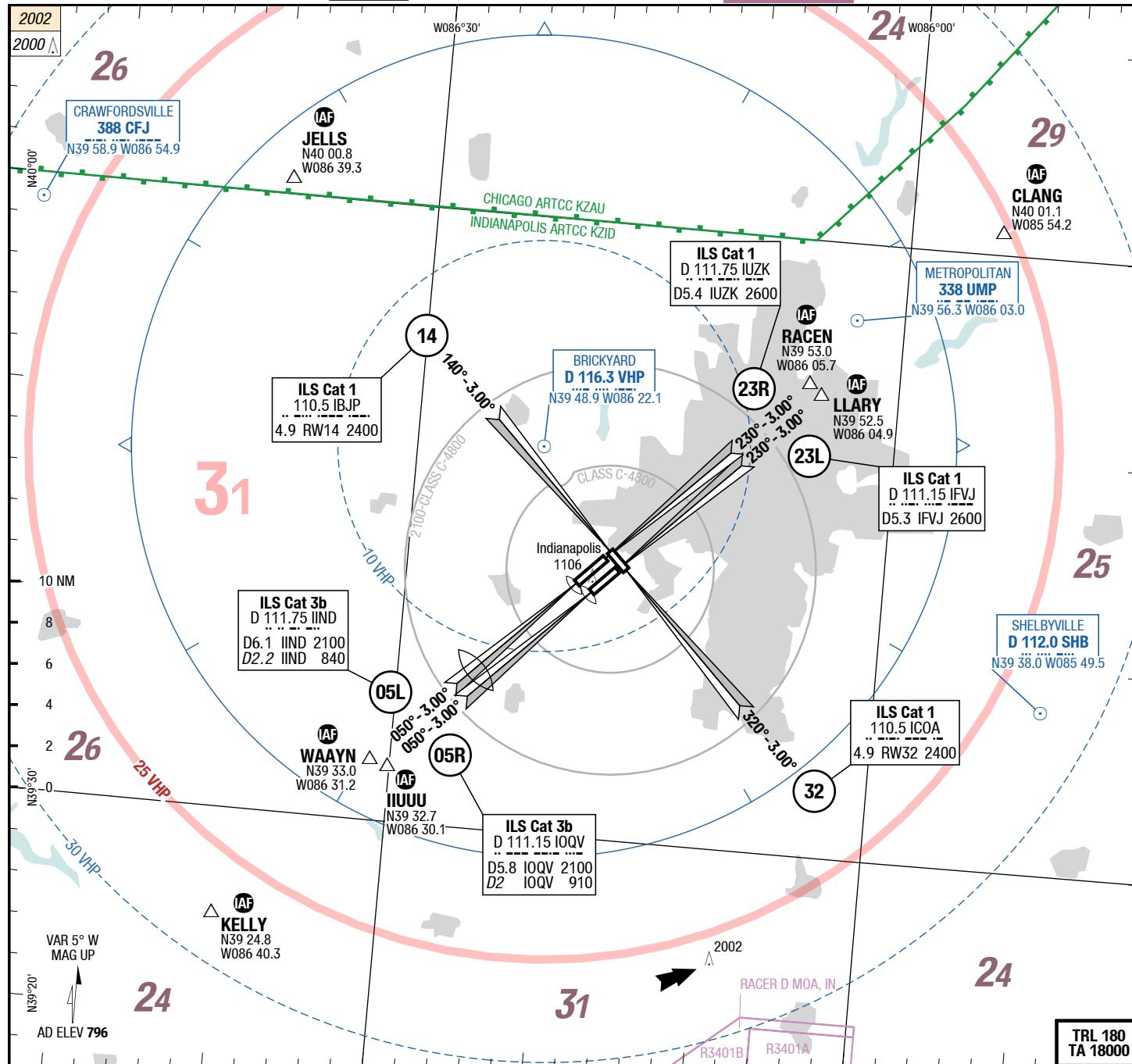
AFC 2

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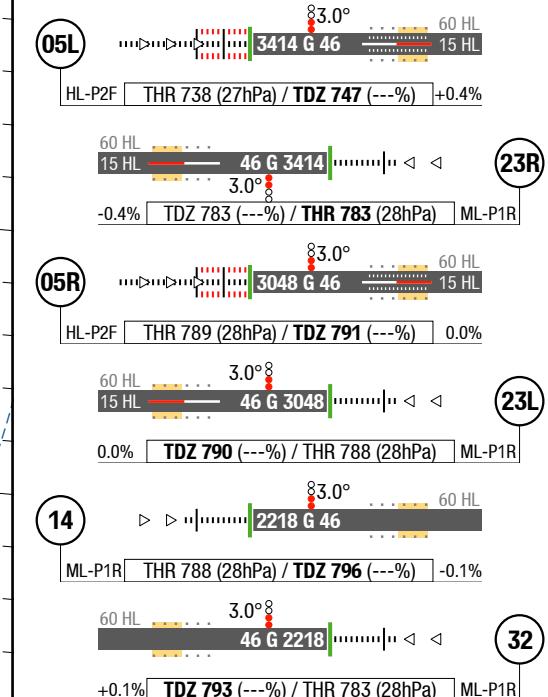
IND-KIND

2-10



D-ATIS	134.250	ASOS
APP	127.150	E of active RWY
	128.175	
DEP	124.950	E
Indy TWR	120.900	
Unicom	122.950	
Indy GND	121.900	121.800
Terre Haute RDO		122.550
Indy DLV	128.750	Pre Taxi CLR
CPDLC	DCL	
PDC		

Landing RWY system:



Effective 07-DEC-2017

30-NOV-2017

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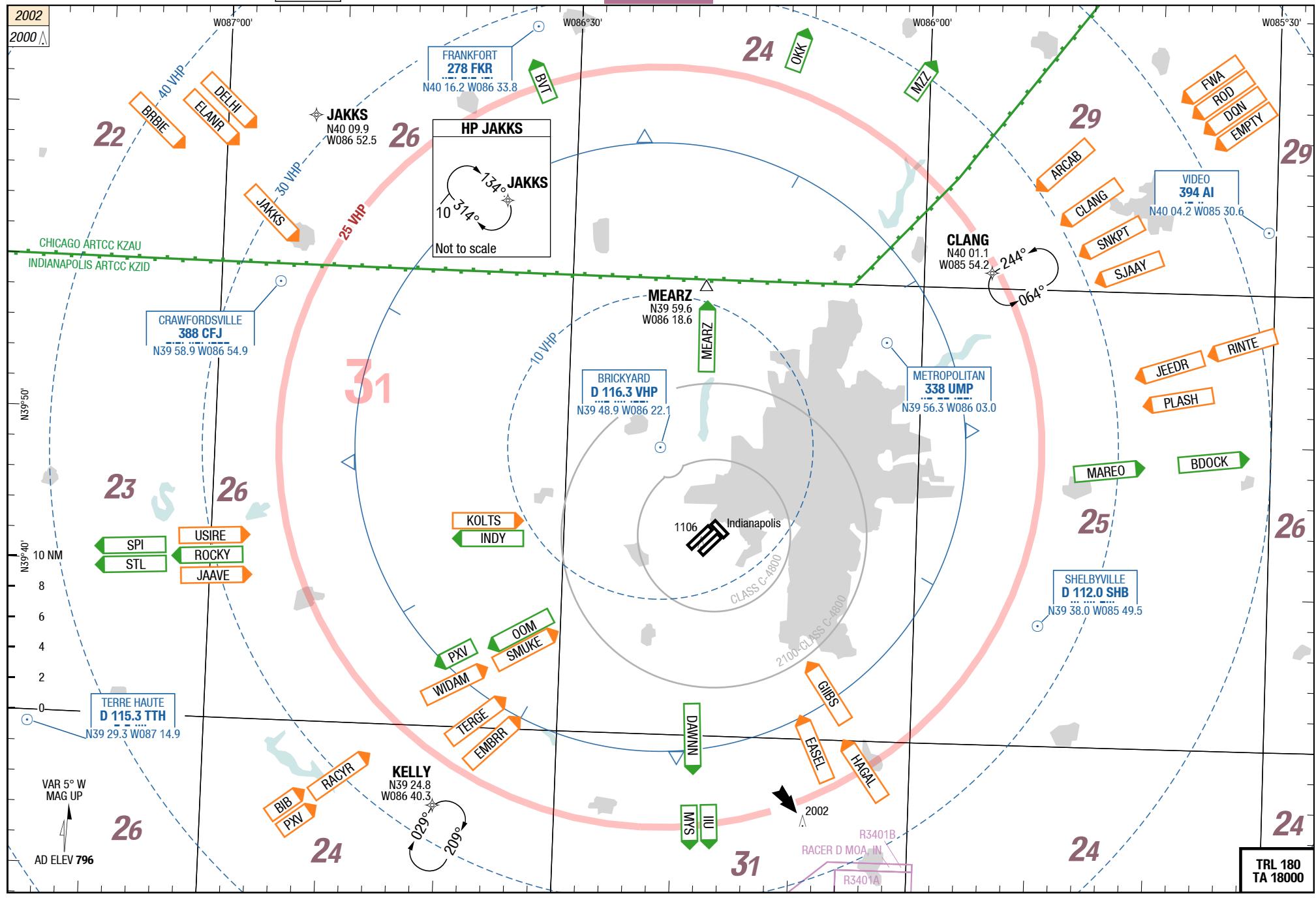
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AFC 2

AFC

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2-20



Changes: PROC

Effective 13-SEP-2018

06-SEP-2018

IND-KIND

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APC NORTHEAST RAMP/ TERMINAL

AGC

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APC NORTHEAST RAMP/ TERMINAL

AGC

IND-KIND

3-10

W086° 19'

W086° 18'

W086° 17'

W086° 16'

D-ATIS 134.250 ASOS

Indy TWR 120.900

UNICOM 122.950

Indy GND 121.900

Indy DLV 128.750 Pre Taxi CLR

CPPDC

DCL

PDC

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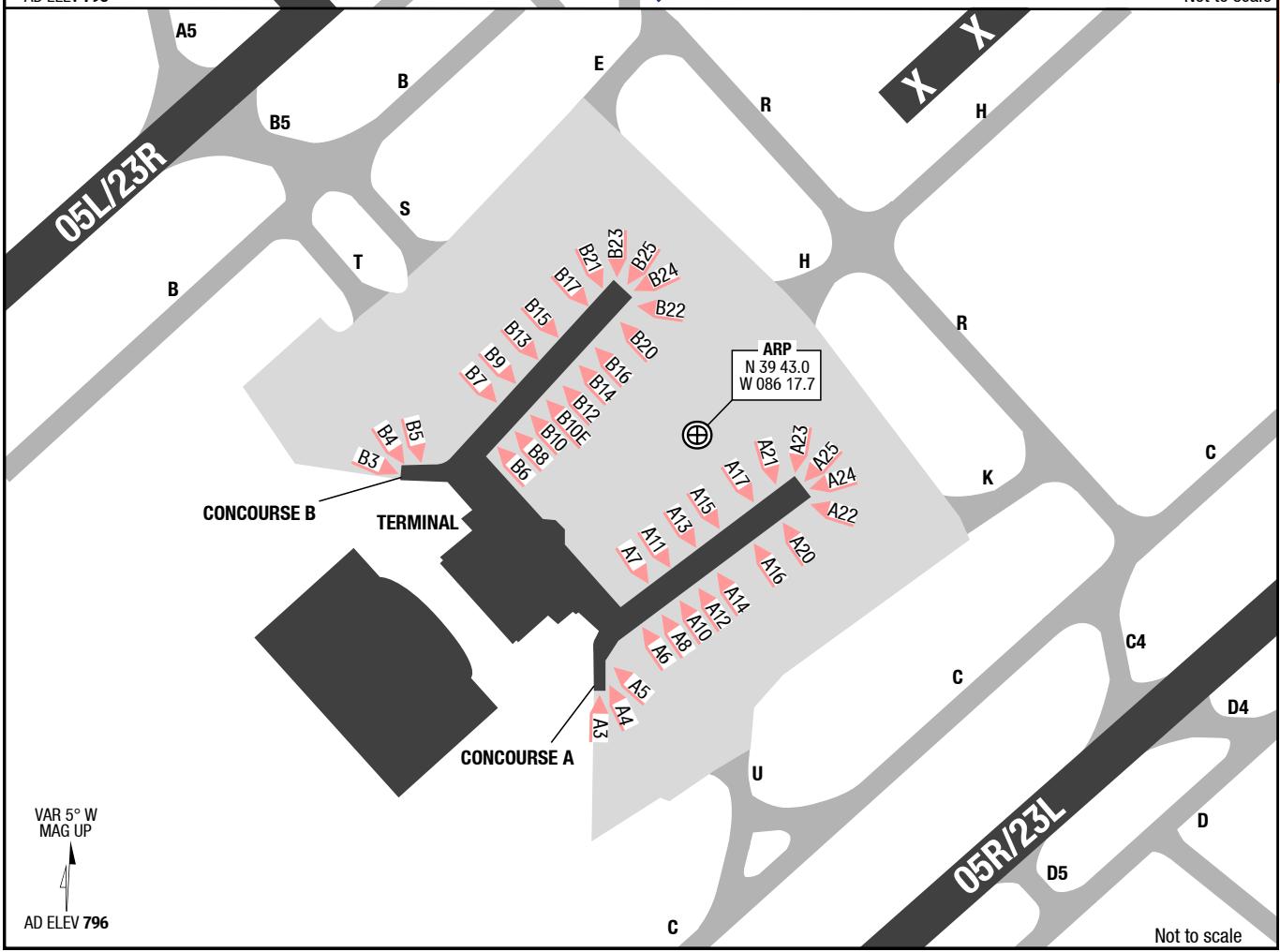
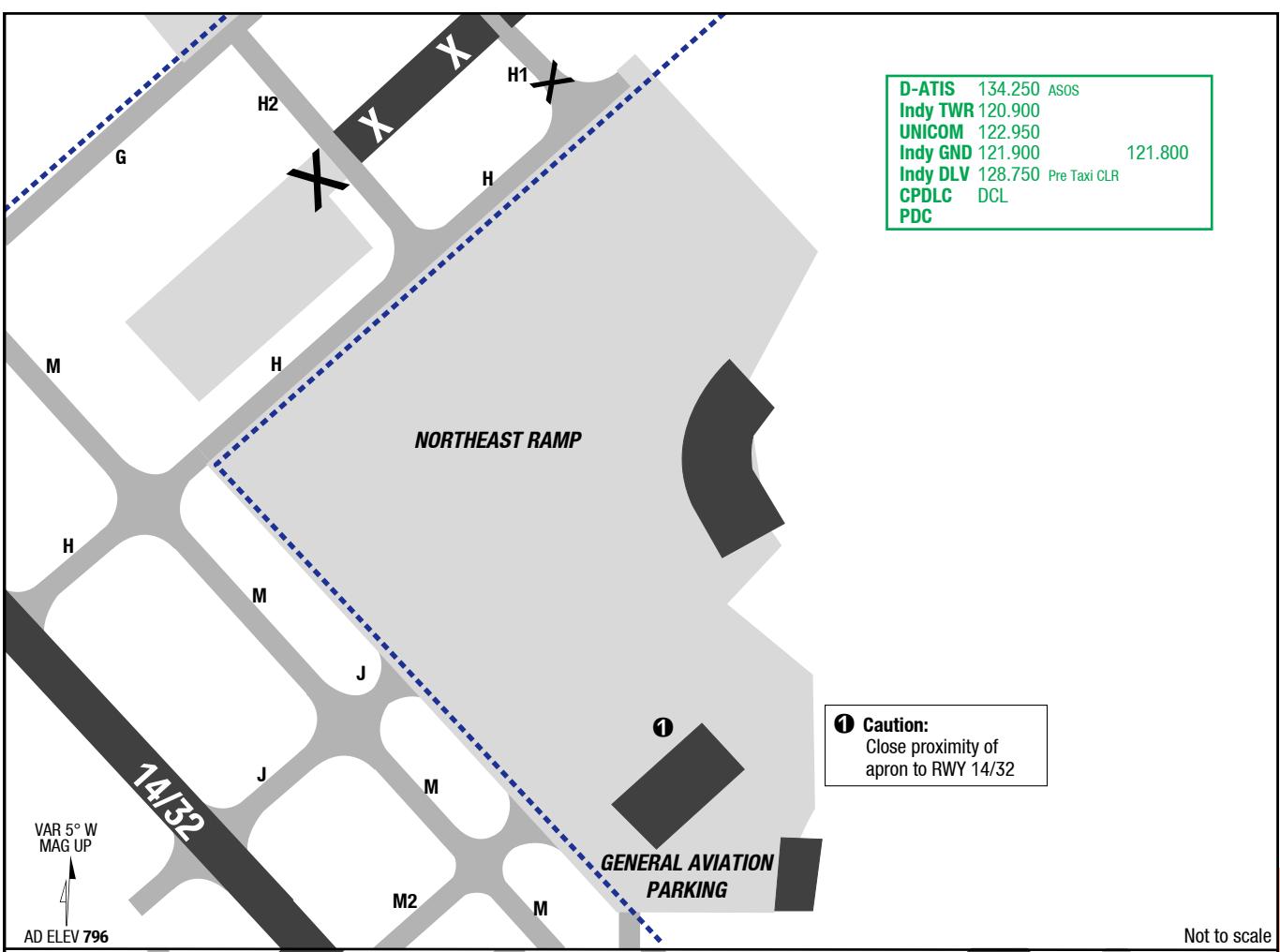
121.800

APC

APC

D-ATIS 134.250 ASOS
 Indy TWR 120.900
 UNICOM 122.950
 Indy GND 121.900
 Indy DLV 128.750 Pre Taxi CLR
 CPDLC DCL
 PDC 121.800

Caution:
 Close proximity of
 apron to RWY 14/32



IND-KIND

3-30

Stand Coordinates

APC

APC

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[LVC]

Stand Coordinates

Stand Coordinates

Concourse A

A3-A5 N39 42.8 W086 17.8

A6-A8 N39 42.9 W086 17.7

A10-A15 N39 42.9 W086 17.7

A16 N39 42.9 W086 17.6

A17 N39 43.0 W086 17.7

A20 N39 42.9 W086 17.6

A21-A25 N39 43.0 W086 17.6

Concourse B

B3-B5 N39 43.0 W086 18.0

B6-B9 N39 43.0 W086 17.9

B10 N39 43.0 W086 17.8

B10E Not published

B12 N39 43.0 W086 17.8

B13 N39 43.0 W086 17.9

B14 N39 43.0 W086 17.8

B15-B17 N39 43.1 W086 17.8

B20-B25 N39 43.1 W086 17.8

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06-SEP-2018

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IND-KIND

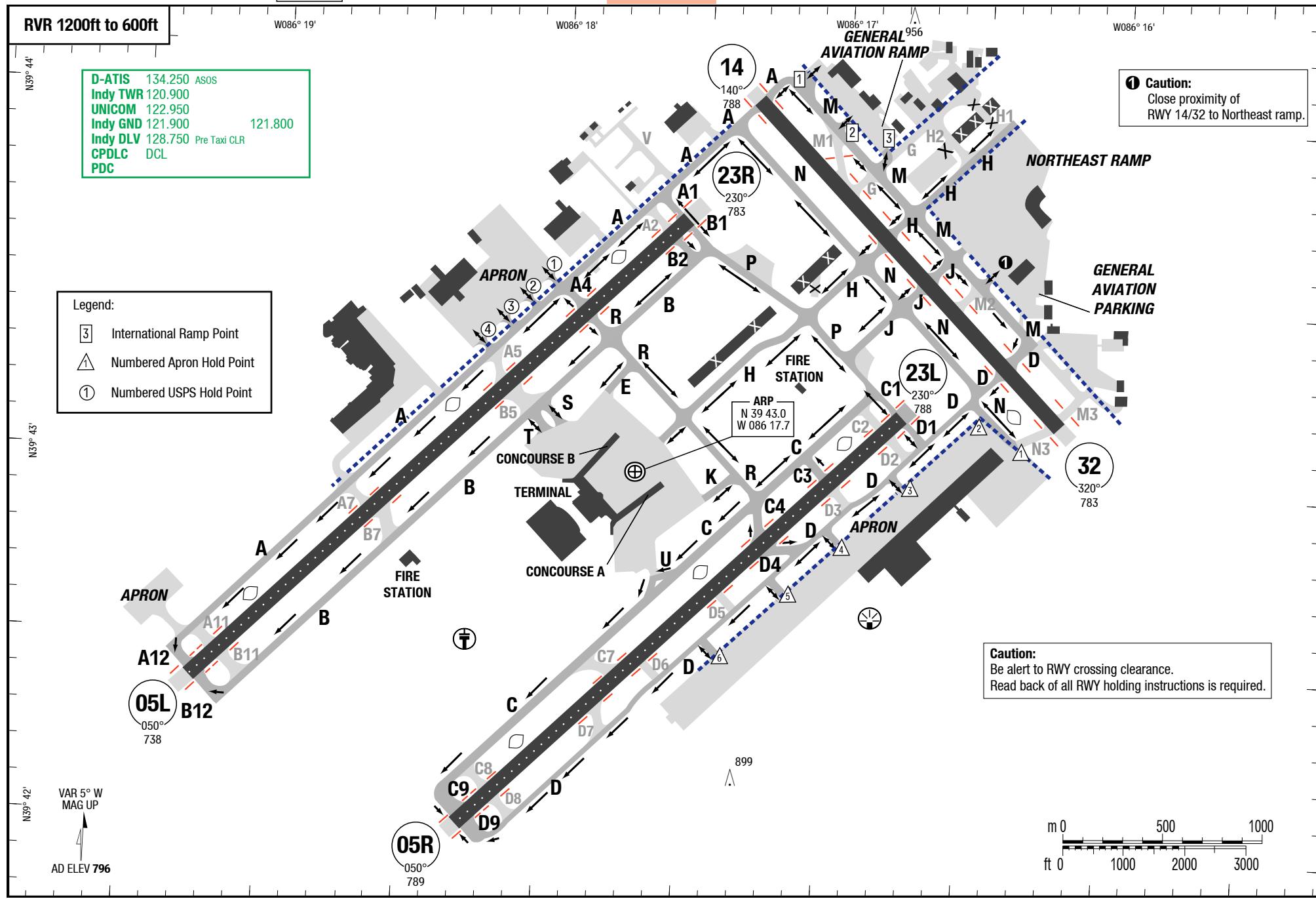
3-40

LVC

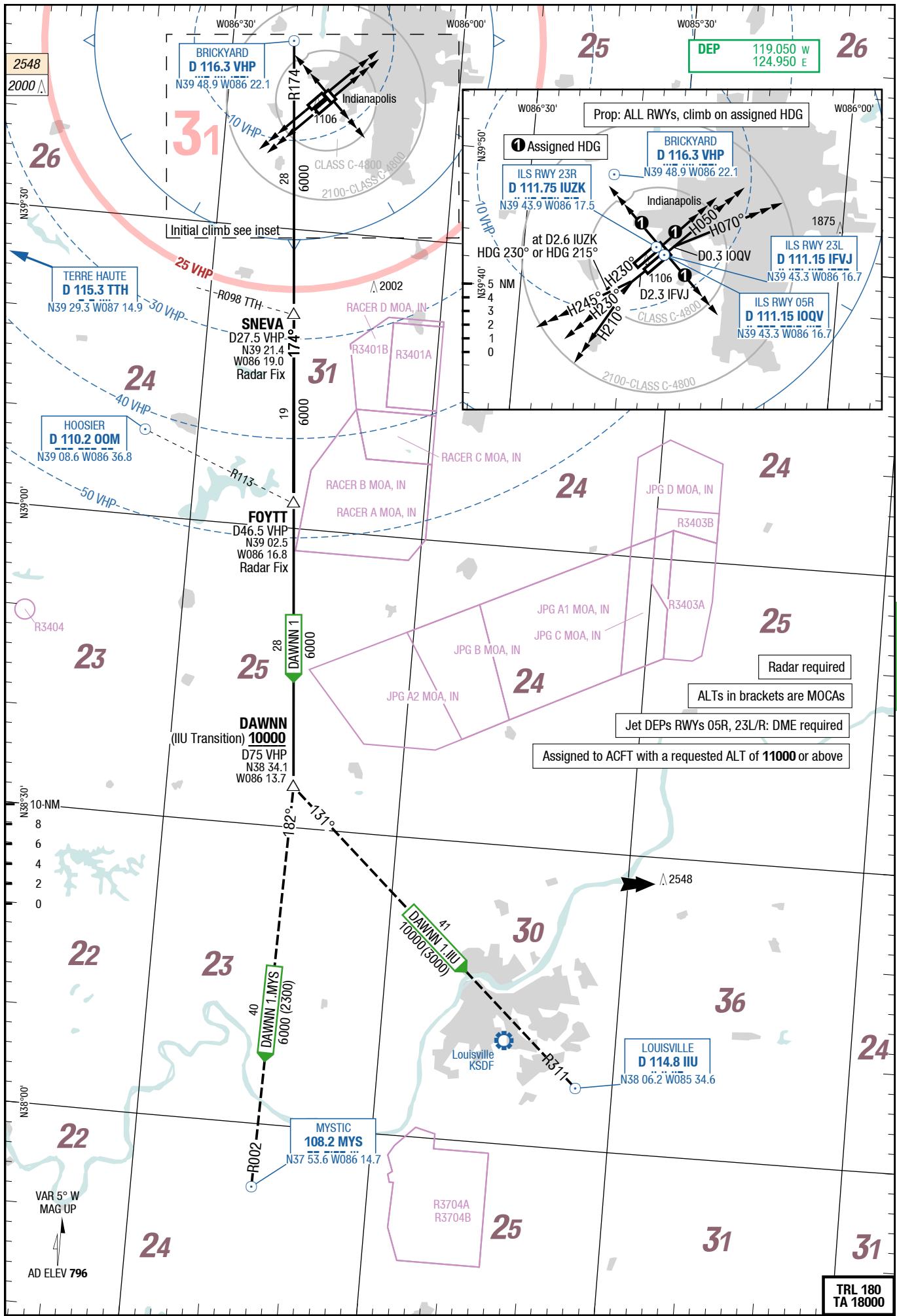
LVC

LVC

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Changes: TWY



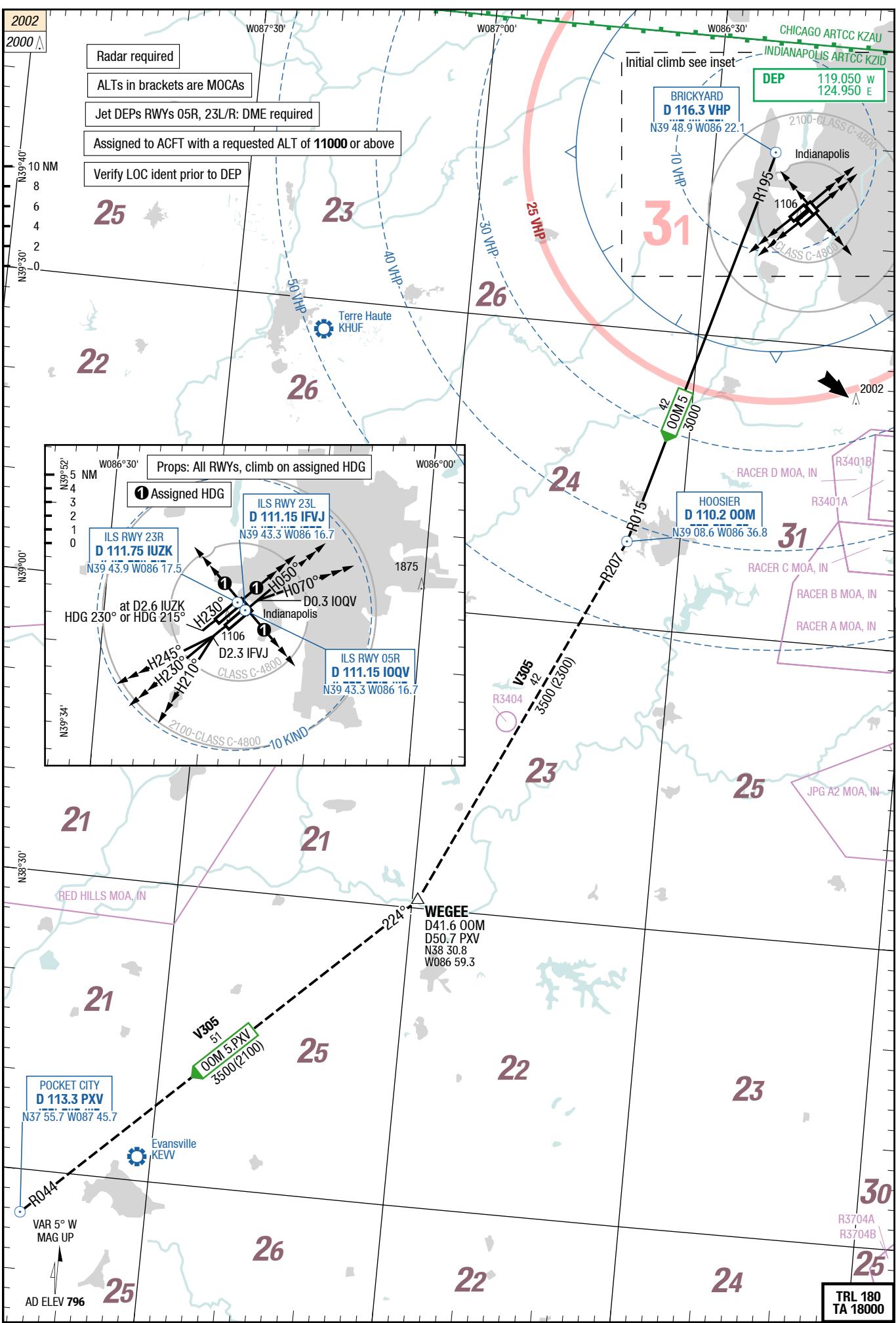
IND-KIND

4-20

HOOSIER 5 (00M 5)

SID
SID

HOOSIER 5 (00M 5)



Effective 19-JUL-2018

12-JUL-2018

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MAREO 5

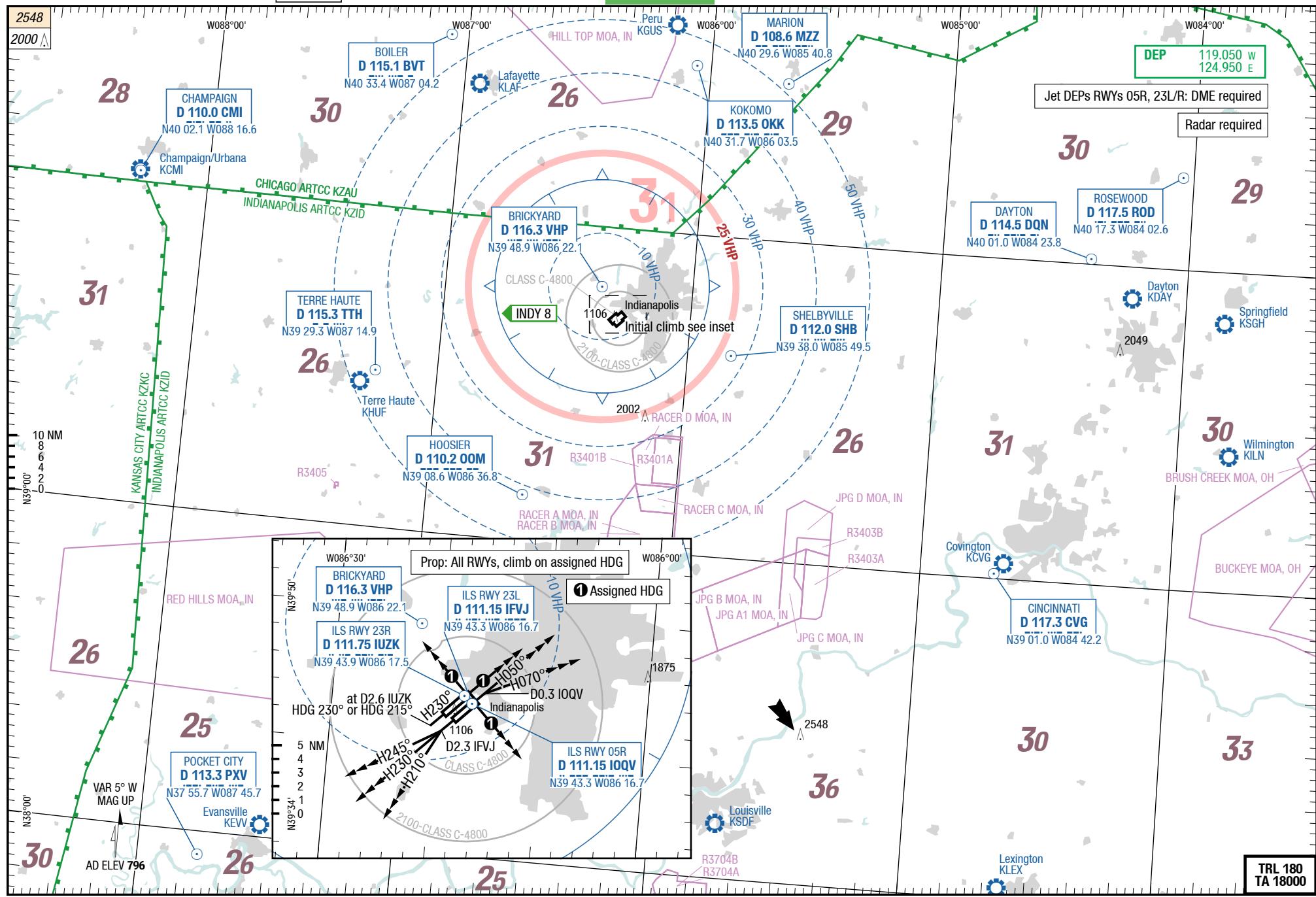
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INDY 8

INDY 8

IND-KIND

4-30



Effective 19-JUL-2018

12.-III -2018

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IND-KIND

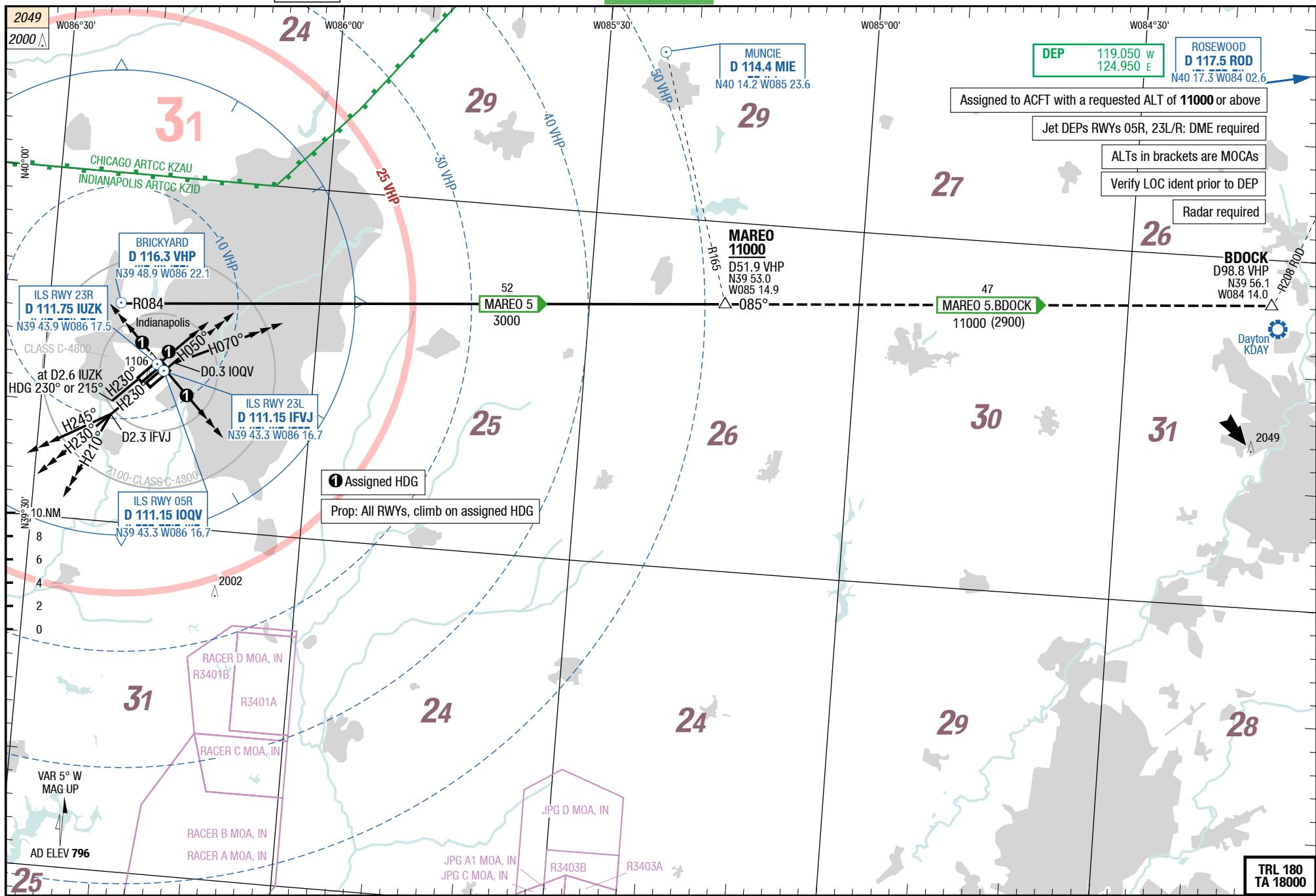
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MAREO 5

6

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MAREO 5



Changes: Nil

Effective 01-FEB-2018

25-JAN-2018

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ROCKY 1
MEARZ 6

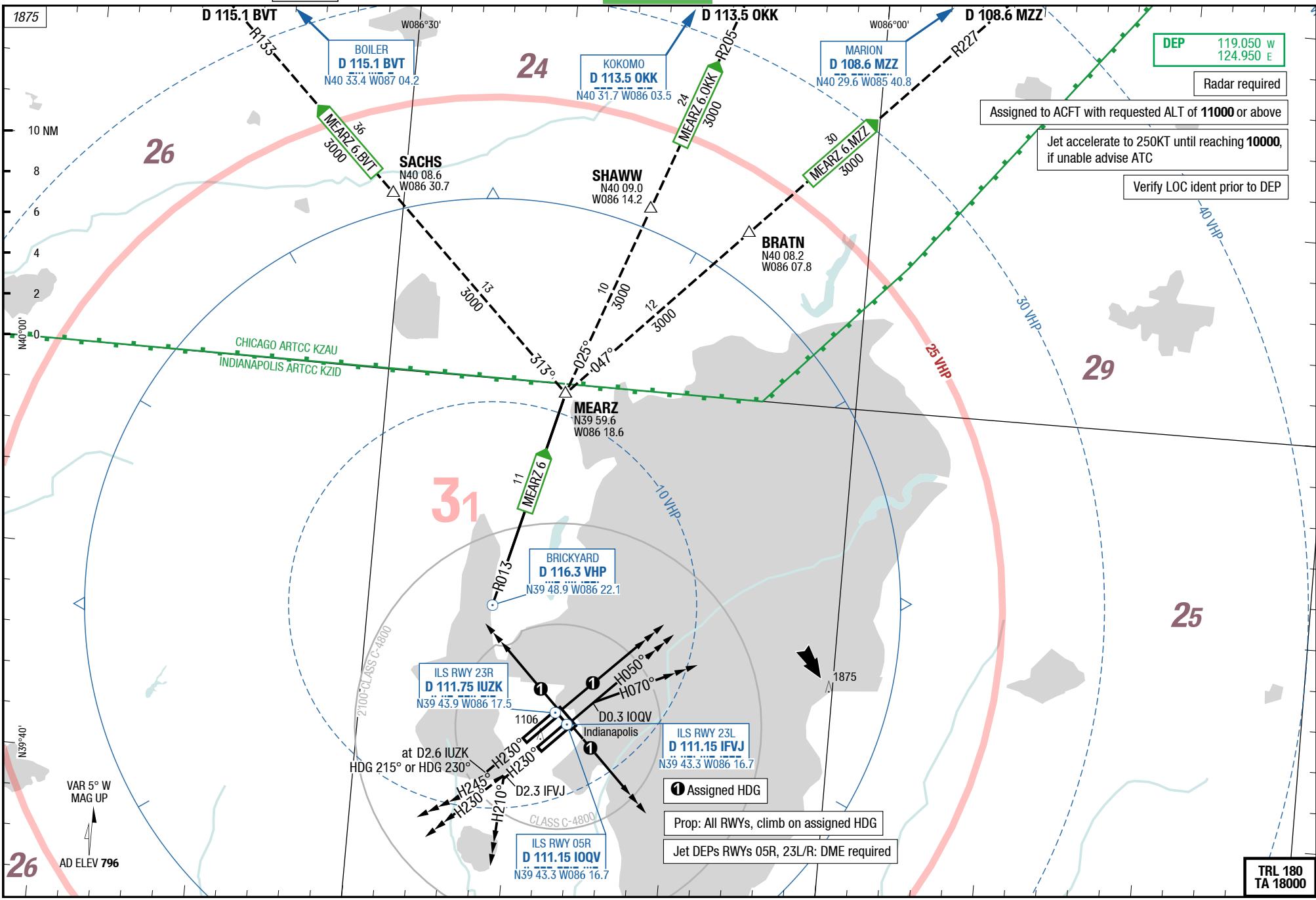
SID

SID

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IND-KIND

4-50



Changes: PROC renumbered, Note, Editorial

Effective 01-FEB-2018

25-JAN-2018

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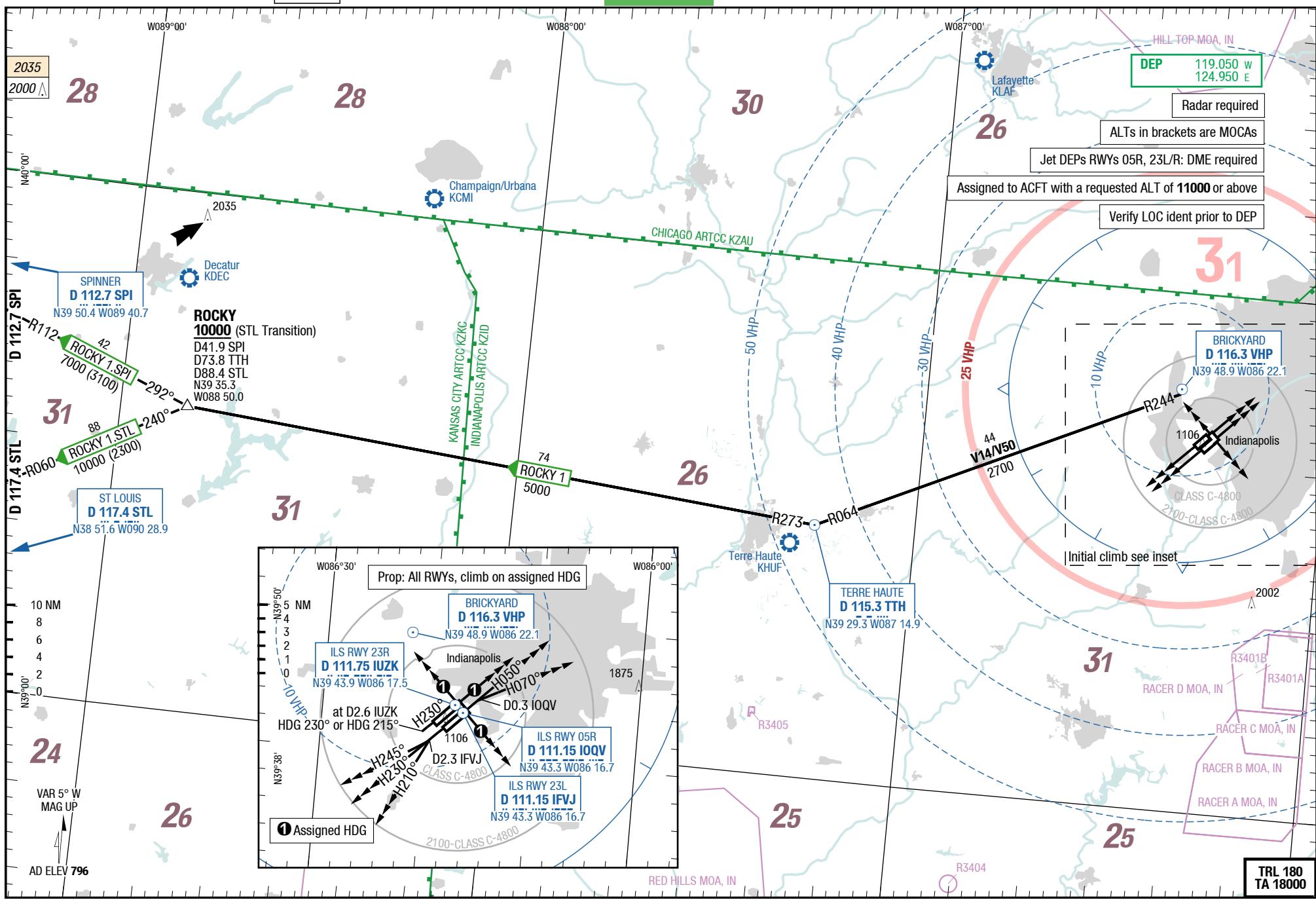
IND-KIND

4-60

ROCKY 1

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ROCKY 1



Changes: PROC renumbered, SUAs, OBST, Note, Editorial

IND-KIND

5-10

DAWNN 1

DAWNN 1

RWYs 05L/R (050°) / 14 (140°) / 23L/R (230°) / 32 (320°)

DESIGNATOR	ROUTING	ALTITUDES
DAWNN 1 119,050 (W) 124,950 (E) ①②		initial climb by ATC
RWYs 05L/14/32	<p>Jet: Assigned HDG - expect radar vectors to join R174 VHP to DAWNN - via transition or assigned route</p> <p>Prop: Assigned HDG - expect radar vectors to join R174 VHP to DAWNN - via transition or assigned route</p>	
RWY 05R	<p>Jet: HDG 050° - at D0.3 IOQV assigned HDG 050° or HDG 070° - expect radar vectors to join R174 VHP to DAWNN - via transition or assigned route</p> <p>Prop: Assigned HDG - expect radar vectors to join R174 VHP to DAWNN - via transition or assigned route</p>	
RWY 23L	<p>Jet: HDG 230° - at D2.3 IFVJ assigned HDG 210°, HDG 230° or HDG 245° - expect radar vectors to join R174 VHP to DAWNN - via transition or assigned route</p> <p>Prop: Assigned HDG - expect radar vectors to join R174 VHP to DAWNN - via transition or assigned route</p>	
RWY 23R	<p>Jet: HDG 230° - at D2.6 IUZK assigned HDG 230° or HDG 215° - expect radar vectors to join R174 VHP to DAWNN - via transition or assigned route</p> <p>Prop: Assigned HDG - expect radar vectors to join R174 VHP to DAWNN - via transition or assigned route</p>	
TRANSITION		
LOUISVILLE (IIU) DAWNN - intercept R311 IIU to IIU		DAWNN MNM 10000
MYSTIC (MYS) DAWNN - intercept R002 MYS to MYS		

① Expect clearance to requested altitude 10 MIN after departure.

② Jets accelerate to 250KT until reaching 10000ft, if unable advise ATC.

IND-KIND

5-20

HOOSIER 5 (OOM 5)

HOOSIER 5

RWYs 05L/R (050°) / 14 (140°) / 23L/R (230°) / 32 (320°)

DESIGNATOR	ROUTING	ALTITUDES
HOOSIER 5 OOM 5 119.050 (W) 124.950 (E) ①②		initial climb 5000 (Jet) initial climb 3000 (Prop)
RWYs 05L/14/32	<p>Jet: Assigned HDG - expect radar vectors to join R195 VHP to OOM - via transition or assigned route</p> <p>Prop: Assigned HDG - expect radar vectors to join R195 VHP to OOM - via transition or assigned route</p>	
RWY 05R	<p>Jet: HDG 050° - at D0.3 IQV assigned HDG 050° or HDG 070° - expect radar vectors to join R195 VHP to OOM - via transition or assigned route</p> <p>Prop: Assigned HDG - expect radar vectors to join R195 VHP to OOM - via transition or assigned route</p>	
RWY 23L	<p>Jet: HDG 230° - at D2.3 IFVJ assigned HDG 210°, HDG 230° or HDG 245° - expect radar vectors to join R195 VHP to OOM - via transition or assigned route</p> <p>Prop: Assigned HDG - expect radar vectors to join R195 VHP to OOM - via transition or assigned route</p>	
RWY 23R	<p>Jet: HDG 230° - at D2.6 IUZK assigned HDG 230° or HDG 215° - expect radar vectors to join R195 VHP to OOM - via transition or assigned route</p> <p>Prop: Assigned HDG - expect radar vectors to join R195 VHP to OOM - via transition or assigned route</p>	
	TRANSITION	
	POCKET CITY (PXV) OOM - R207 OOM to WEGEE - intercept R044 PXV to PXV	

① Expect clearance to requested altitude 10 MIN after departure.

② Jets accelerate to 250KT until reaching 10000ft, if unable advise ATC.

IND-KIND

5-30

INDY 8

INDY 8

RWYs 05L/R (050°) / 14 (140°) / 23L/R (230°) / 32 (320°)

DESIGNATOR	ROUTING	ALTITUDES
INDY 8 119,050 (W) 124,950 (E) ①②		initial climb 5000 (Jet) initial climb 3000 (Prop)
RWYs 05L/14/32	<p>Jet: Assigned HDG - expect radar vectors to assigned route/fix</p> <p>Prop: Assigned HDG - expect radar vectors to assigned route/fix</p>	
RWY 05R	<p>Jet: HDG 050° - at D0.3 IQV assigned HDG 050° or HDG 070° - expect radar vectors to assigned route/fix</p> <p>Prop: Assigned HDG - expect radar vectors to assigned route/fix</p>	
RWY 23L	<p>Jet: HDG 230° - at D2.3 IFVJ assigned HDG 210°, HDG 230° or HDG 245° - expect radar vectors to assigned route/fix</p> <p>Prop: Assigned HDG - expect radar vectors to assigned route/fix</p>	
RWY 23R	<p>Jet: HDG 230° - at D2.6 IUZK assigned HDG 215° or HDG 230° - expect radar vectors to assigned route/fix</p> <p>Prop: Assigned HDG - expect radar vectors to assigned route/fix</p>	

① Expect clearance to filed altitude 10 MIN after departure.

② Jets accelerate to 250KT until reaching 10000ft, if unable advise ATC.

IND-KIND

5-40

MAREO 5

MAREO 5

RWYs 05L/R (050°) / 14 (140°) / 23L/R (230°) / 32 (320°)

DESIGNATOR	ROUTING	ALTITUDES
MAREO 5 119,050 (W) 124,950 (E) ①②		initial climb 5000 (Jet) initial climb 3000 (Prop)
RWYs 05L/14/32	<p>Jet: Assigned HDG - expect radar vectors to join R084 VHP to MAREO - via transition or assigned route</p> <p>Prop: Assigned HDG - expect radar vectors to join R084 VHP to MAREO - via transition or assigned route</p>	
RWY 05R	<p>Jet: HDG 050° - at D0.3 IOQV assigned HDG 050° or HDG 070° - expect radar vectors to join R084 VHP to MAREO - via transition or assigned route</p> <p>Prop: Assigned HDG - expect radar vectors to join R084 VHP to MAREO - via transition or assigned route</p>	
RWY 23L	<p>Jet: HDG 230° - at D2.3 IFVJ assigned HDG 210°, HDG 230° or HDG 245° - expect radar vectors to join R084 VHP to MAREO - via transition or assigned route</p> <p>Prop: Assigned HDG - expect radar vectors to join R084 VHP to MAREO - via transition or assigned route</p>	
RWY 23R	<p>Jet: HDG 230° - at D2.6 IUKZ assigned HDG 230° or HDG 215° - expect radar vectors to join R084 VHP to MAREO - via transition or assigned route</p> <p>Prop: Assigned HDG - expect radar vectors to join R084 VHP to MAREO - via transition or assigned route</p>	
	TRANSITION	
	BDOCK MAREO - R084 VHP to BDOCK	MAREO MNM 11000

① Expect clearance to requested altitude 10 MIN after departure.

② Jets accelerate to 250KT until reaching 10000ft, if unable advise ATC.

IND-KIND

5-50

MEARZ 6

SIDPT

MEARZ 6

RWYs 05L/R (050°) / 14 (140°) / 23L/R (230°) / 32 (320°)

DESIGNATOR	ROUTING	ALTITUDES
MEARZ 6 119,050 (W) 124,950 (E) ①②		initial climb 5000 (Jet) initial climb 3000 (Prop)
RWYs 05L/14/32	<p>Jet: Assigned HDG - expect radar vectors to intercept R013 VHP to MEARZ</p> <p>Prop: Assigned HDG - expect radar vectors to intercept R013 VHP to MEARZ</p>	
RWY 05R	<p>Jet: HDG 050° - at D0.3 IOQV assigned HDG 050° or HDG 070° - expect radar vectors to intercept R013 VHP to MEARZ</p> <p>Prop: Assigned HDG - expect radar vectors to intercept R013 VHP to MEARZ</p>	
RWY 23L	<p>Jet: HDG 230° - at D2.3 IFVJ assigned HDG 210°, HDG 230° or HDG 245° - expect radar vectors to intercept R013 VHP to MEARZ</p> <p>Prop: Assigned HDG - expect radar vectors to intercept R013 VHP to MEARZ</p>	
RWY 23R	<p>Jet: HDG 230° - at D2.6 IUZK assigned HDG 230° or HDG 215° - expect radar vectors to intercept R013 VHP to MEARZ</p> <p>Prop: Assigned HDG - expect radar vectors to intercept R013 VHP to MEARZ</p>	
	TRANSITION	
	BOILER (BVT) MEARZ - intercept R133 BVT to SACHS - BVT	
	KOKOMO (OKK) MEARZ - intercept R205 OKK to SHAWW - OKK	
	MARION (MZZ) MEARZ - intercept R227 MZZ to BRATN - MZZ	

① Expect clearance to filed altitude 10 MIN after departure.

② Jets accelerate to 250KT until reaching 10000ft, if unable advise ATC.

IND-KIND

5-60

ROCKY 1

ROCKY 1

RWYs 05L/R (050°) / 14 (140°) / 23L/R (230°) / 32 (320°)

DESIGNATOR	ROUTING	ALTITUDES
ROCKY 1 119,050 (W) 124,950 (E) ①②		initial climb 5000 (Jet) initial climb 3000 (Prop)
RWYs 05L/14/32	<p>Jet: Assigned HDG - expect radar vectors to join R244 VHP to TTH - R273 TTH to ROCKY - via transition or assigned route</p> <p>Prop: Assigned HDG - expect radar vectors to join R244 VHP to TTH - R273 TTH to ROCKY - via transition or assigned route</p>	
RWY 05R	<p>Jet: HDG 050° - at D0.3 IOQV assigned HDG 050° or HDG 070° - expect radar vectors to join R244 VHP to TTH - R273 TTH to ROCKY - via transition or assigned route</p> <p>Prop: Assigned HDG - expect radar vectors to join R244 VHP to TTH - R273 TTH to ROCKY - via transition or assigned route</p>	
RWY 23L	<p>Jet: HDG 230° - at D2.3 IFVJ assigned HDG 210°, HDG 230° or HDG 245° - expect radar vectors to join R244 VHP to TTH - R273 TTH to ROCKY - via transition or assigned route</p> <p>Prop: Assigned HDG - expect radar vectors to join R244 VHP to TTH - R273 TTH to ROCKY - via transition or assigned route</p>	
RWY 23R	<p>Jet: HDG 230° - at D2.6 IUZK assigned HDG 230° or HDG 215° - expect radar vectors to join R244 VHP to TTH - R273 TTH to ROCKY - via transition or assigned route</p> <p>Prop: Assigned HDG - expect radar vectors to join R244 VHP to TTH - R273 TTH to ROCKY - via transition or assigned route</p>	
TRANSITION		
SPINNER (SPI) ROCKY - intercept R112 SPI to SPI		
ST LOUIS (STL) ROCKY - intercept R060 STL to STL		ROCKY MNM 10000

① Expect clearance to requested altitude 10 MIN after departure.

② Jets accelerate to 250KT until reaching 10000ft, if unable advise ATC.

IND-KIND

5-70

Obstacle Departure

Obstacle Departure

RWY	Notes
05L	Rod on obstruction light MCWV tower 5052ft from DER, 140ft right of centerline, 129ft AGL/923ft MSL. Tower 5073ft from DER, 93ft right of centerline, 128ft AGL/923ft MSL.
05R	Tower 3756ft from DER, 1048ft left of centerline, 111ft AGL/901ft MSL. Rod on obstruction light dome 3765ft from DER, 1076ft left of centerline, 107ft AGL/901ft MSL.
23R	Tree 5159ft from DER, 1144ft right of centerline, 101ft AGL/870ft MSL. Tree 3295ft from DER, 948ft right of centerline, 78ft AGL/822ft MSL.
32	Antenna 2370ft from DER, 755ft right of centerline, 70ft AGL/849ft MSL. Tree 2244ft from DER, 707ft right of centerline, 66ft AGL/845ft MSL.

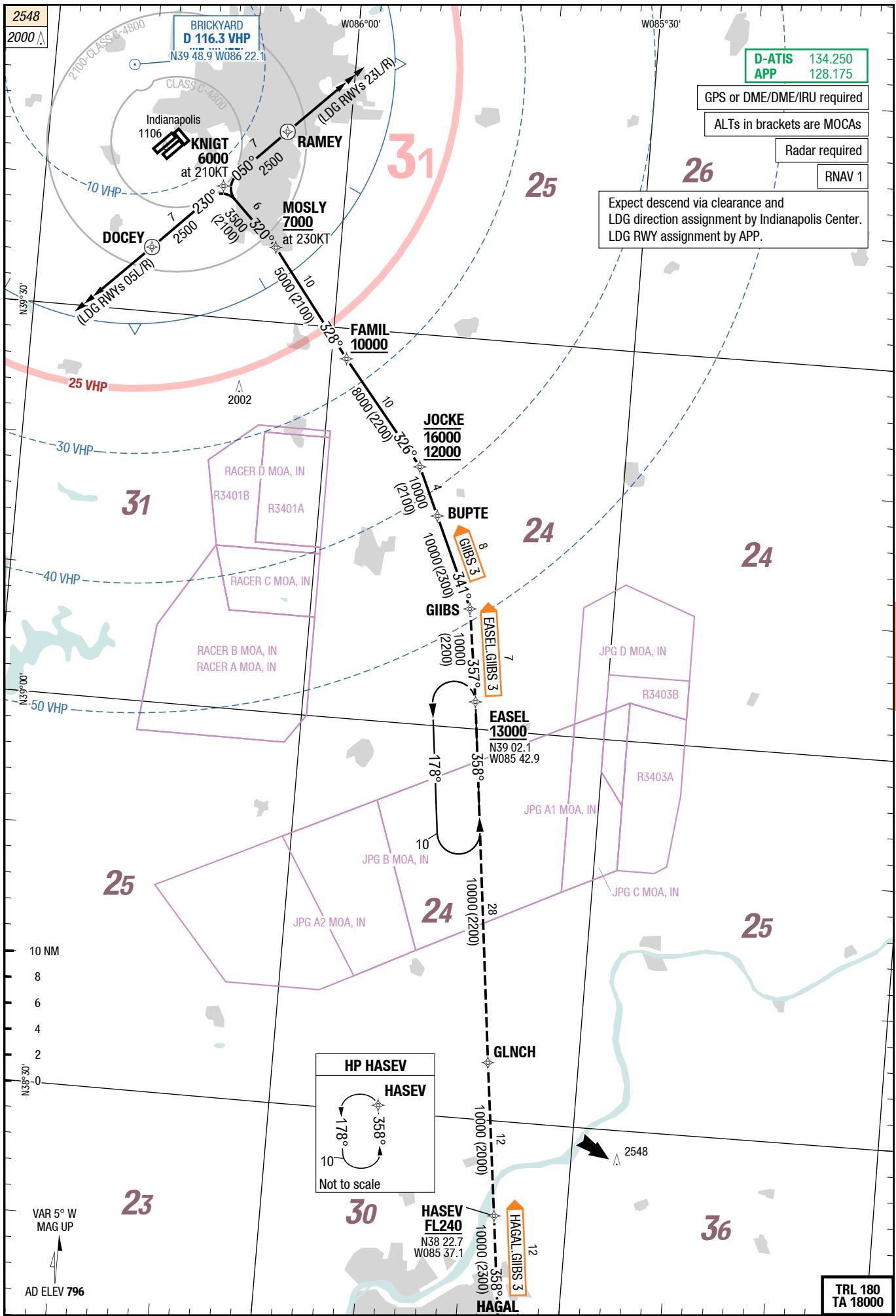
Effective 19-JUL-2018

Effective 19-
12-JUL-2018

IND-KIND

6-10 States **Indianapolis** Indianapolis Intl
[GIBS 3 RNAV (RWYs 14/32)]
GIBS 3 RNAV (RWYs 05L/R, 23L/R)

Indianapolis Int'l **Indianapolis** United States
[GLIBS 3 RNAV (RWYs 14/32)]
GLIBS 3 RNAV (RWYs 05L/R, 23L/R)



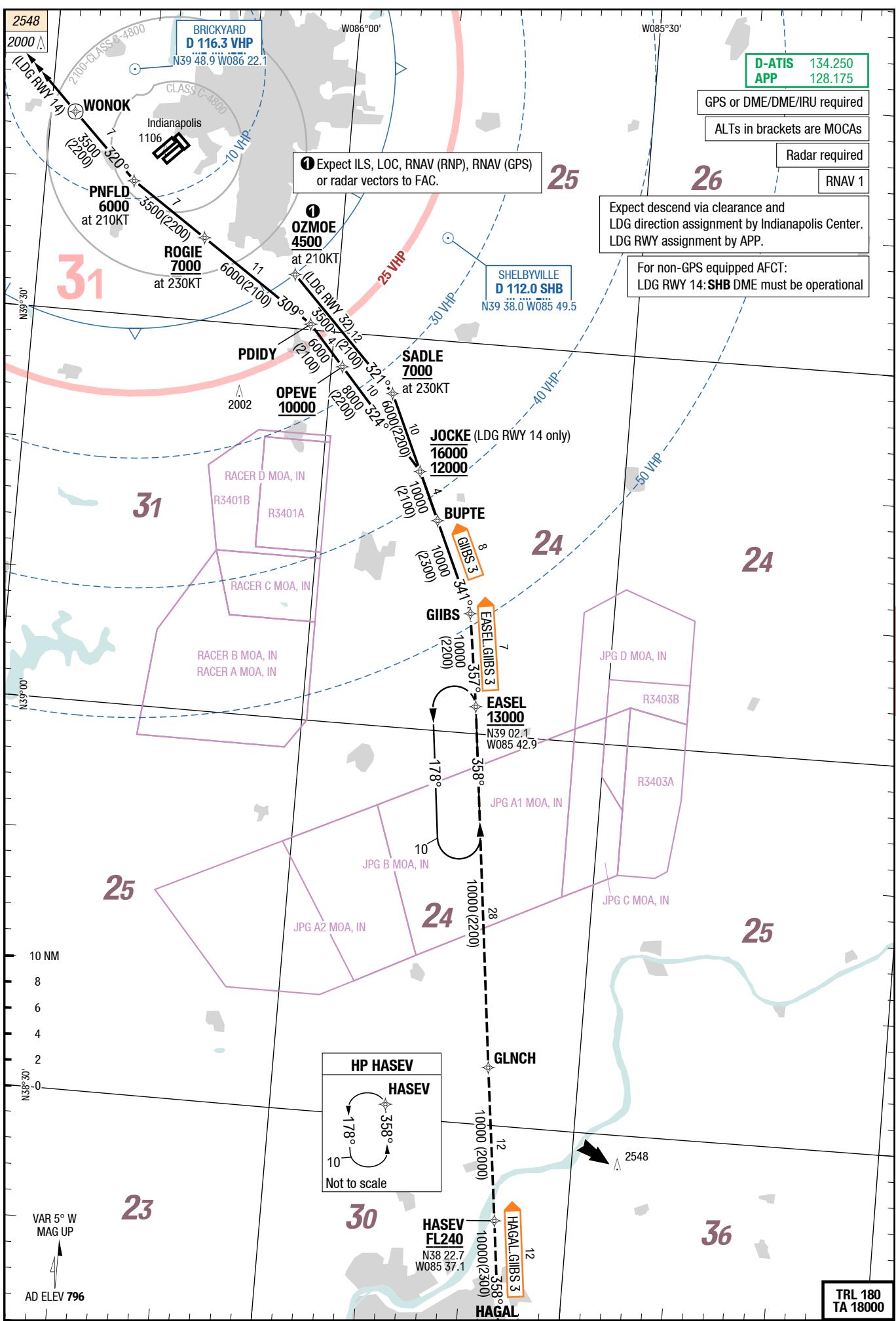
IND-KIND

6-20 **GIIBS 3 RNAV (RWYS 14/32)**

STAR

GIBS 3 RNAV (RWYs 14/32)

Indianapolis Intl Indianapolis United States



Effective 10-Nov-2016
03-NOV-2016

IND-KIND

United States Indianapolis Indianapolis Int'l

JAKKS 2 RNAV (RWY 14)

Indianapolis Int'l Indianapolis United States

JAKKS 2 RNAV (RWY 14)

IND-KIND

TRL 180
TA 18000

D-ATIS 134.250
APP 128.175

22

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HILL TOP MOA, IN

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24

Effective 10-Nov-2016

03-NOV-2016

United States Indianapolis Indianapolis Intl

STAR

STAR

JAKKS 2 RNAV (RWY 14) Indianapolis Intl Indianapolis United States

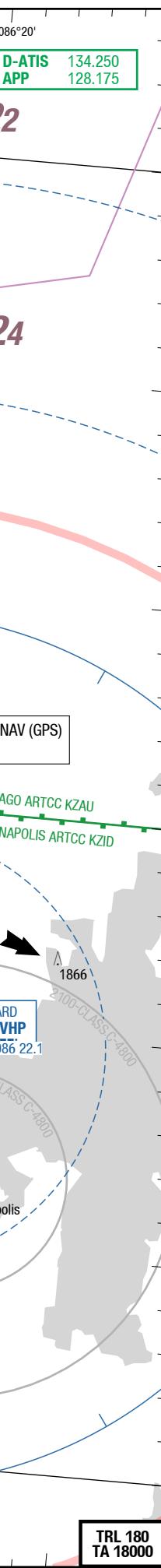
IND-KIND

6-40 JAKKS 2 RNAV (RWY 14)

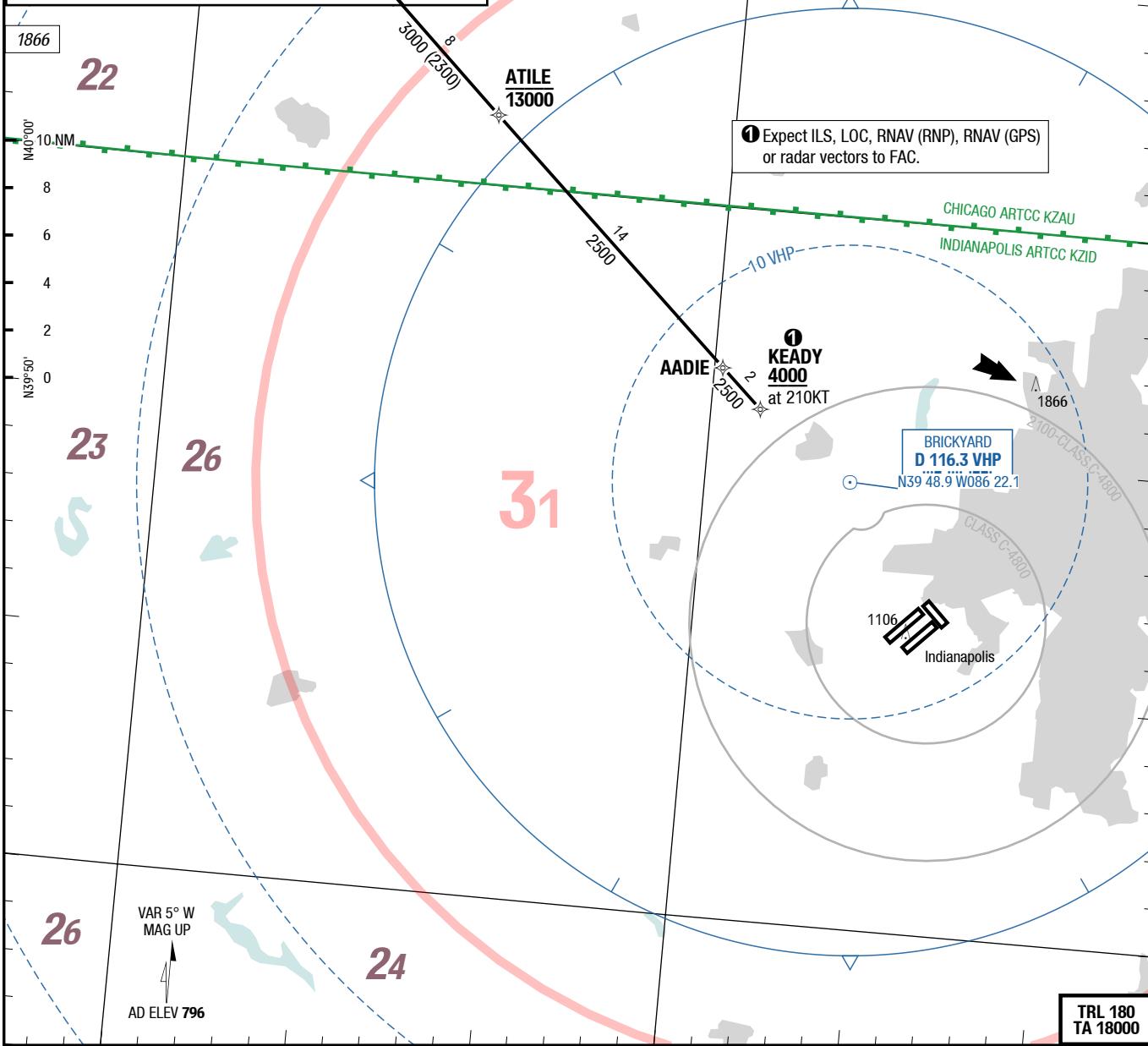
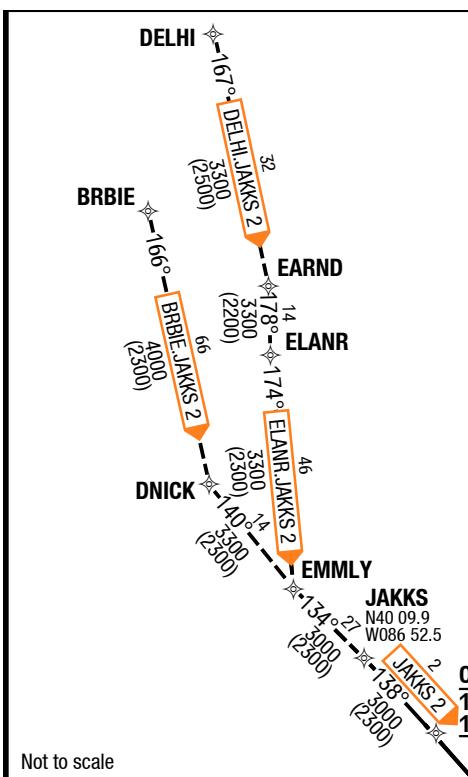
STAR

STAR

JAKKS 2 RNAV (RWY 14)



Changes: Completely revised



Effective 10-NOV-2016

03-NOV-2016

United States Indianapolis Indianapolis Intl

SMUKE 2 RNAV (RWYs 05L/R)

KOLTS 2 RNAV

STAR

STAR

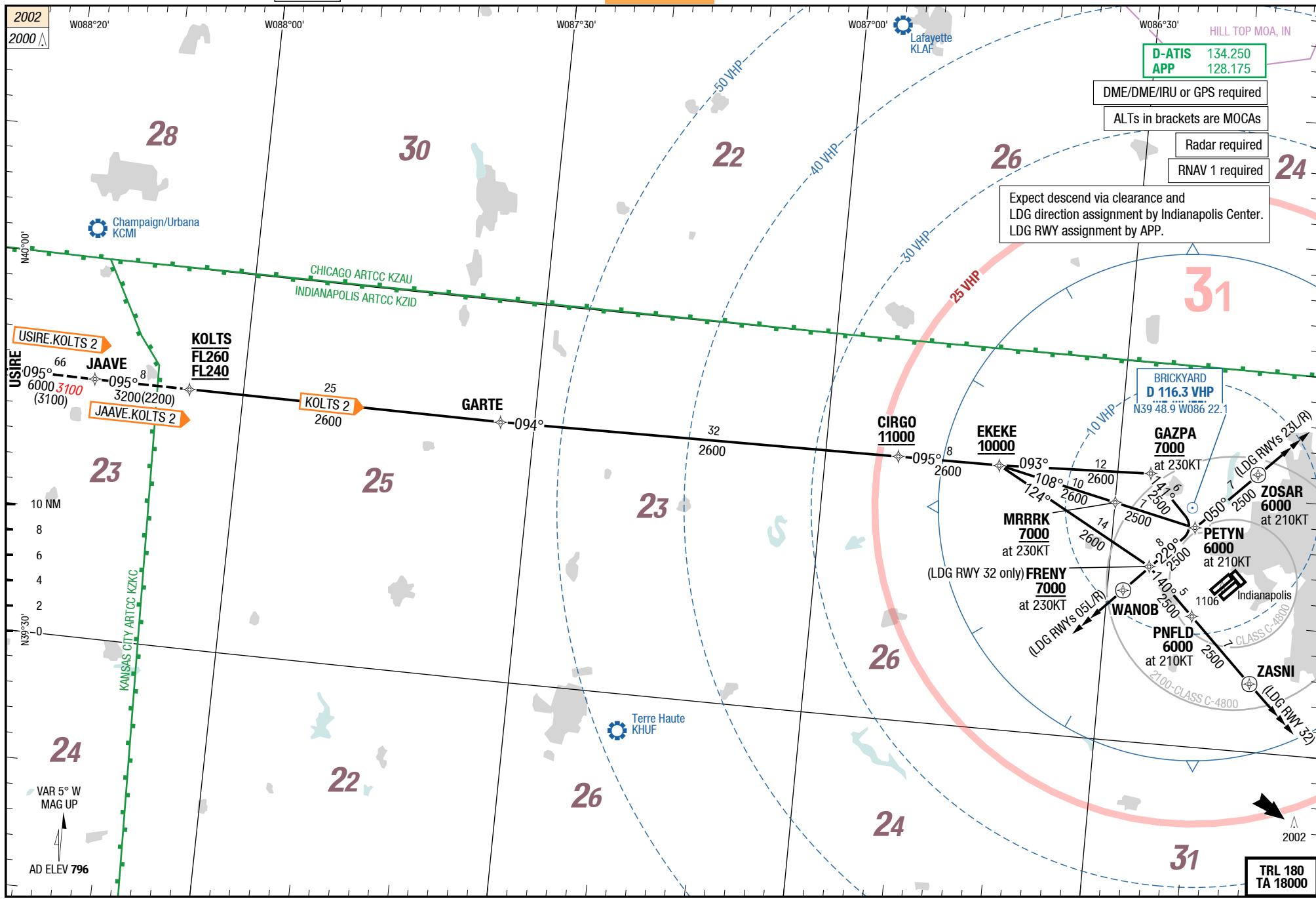
Indianapolis Intl Indianapolis United States

SMUKE 2 RNAV (RWYs 05L/R)

KOLTS 2 RNAV

IND-KIND

6-50



Changes: Completely revised

Effective 10-NOV-2016

03-NOV-2016

United States **Indianapolis** Indianapolis Intl

IND-KIND

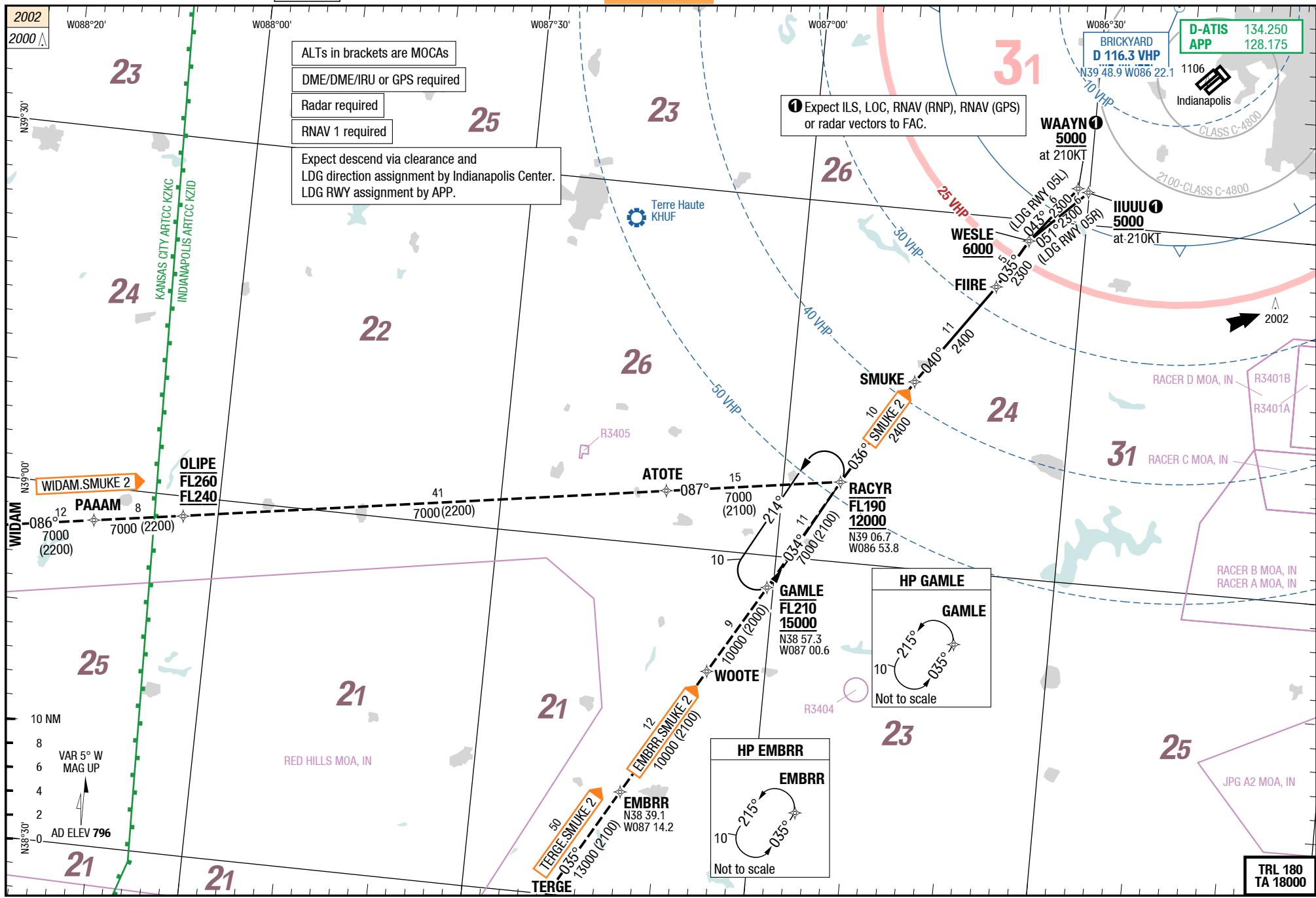
6-60 SMUKE 2 RNAV (RWYs 05L/R)

STAR

STAR

Indianapolis Intl **Indianapolis** United States

SMUKE 2 RNAV (RWYs 05L/R)



Effective 10-NOV-2016
03-NOV-2016

United States **Indianapolis** Indianapolis Intl

STAR

STAB

Indianapolis Intl **Indianapolis** United States

IND-KIND

6-70 SMUKE 2 RNAV (RWYs 14/32)

W088°00' W087°30'

ALTs in brackets are MOCAs

DME/DME/IRU or GPS required

Radar required

RNAV 1 required

Expect descend via clearance and LDG direction assignment by Indianapolis Center.
LDG RWY assignment by APP.

25

22

26

40
7000 (2200)

TERRE HAUTE

R3405

ATOTE

21

RED HILLS MOA, IN

21

TERGE SWIKE 2
035°
13000 (2100)

EMBRR-SWIKE 1
N38 39.1
W087 1.1

EMBRR-SWIKE 2
N38 39.1
W087 1.1

21

W087°00'

W086°

ILDG RWY 13L

10 VHP

PNFLD 6000 at 210KT

Haute

40 VHP

26

25 VHP

05 VHP

043°

2300 2300

045°

11

COCOO 10000

EDIE 11000

24

SMUKE

10 036° SMUKE 2 2400

040° 11 2400

RACYR

FL190 12000 N39 06.7 W086 53.8

15 087° 7000 (2100)

10 087° 7000 (2100)

11 034° 7000 (2100)

10 1000 (2000)

10 036° 1000 (2000)

2 1000 (2000)

WOOTE

R3404

HP EMBRR

EMBRR

213° 035°

Not to scale

HP GAMLE

GAMLE

215° 035°

Not to scale

23

Changes: New

Effective 10-NOV-2016
03-NOV-2016

United States Indianapolis Indianapolis Intl

SNKPT 2 RNAV (RWYs 23L/R)

IND-KIND

6-90

SNKPT 2 RNAV (RWYs 05L/R, 14, 32)

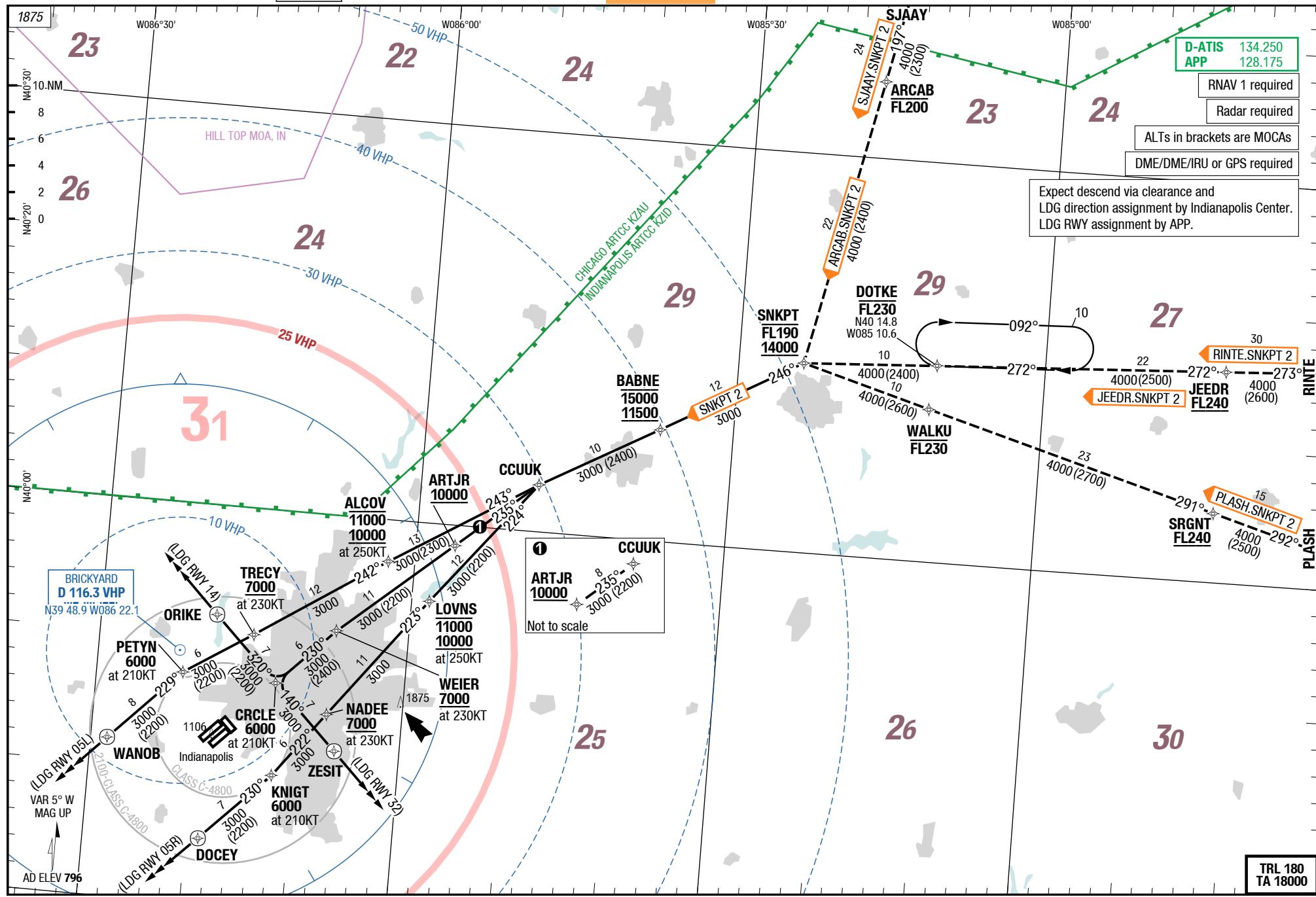
STAR

STAR

Indianapolis Intl Indianapolis United States

SNKPT 2 RNAV (RWYs 23L/R)

SNKPT 2 RNAV (RWYs 05L/R, 14, 32)



Effective 10-NOV-2016
03-NOV-2016

United States Indianapolis Indianapolis Intl

STAR

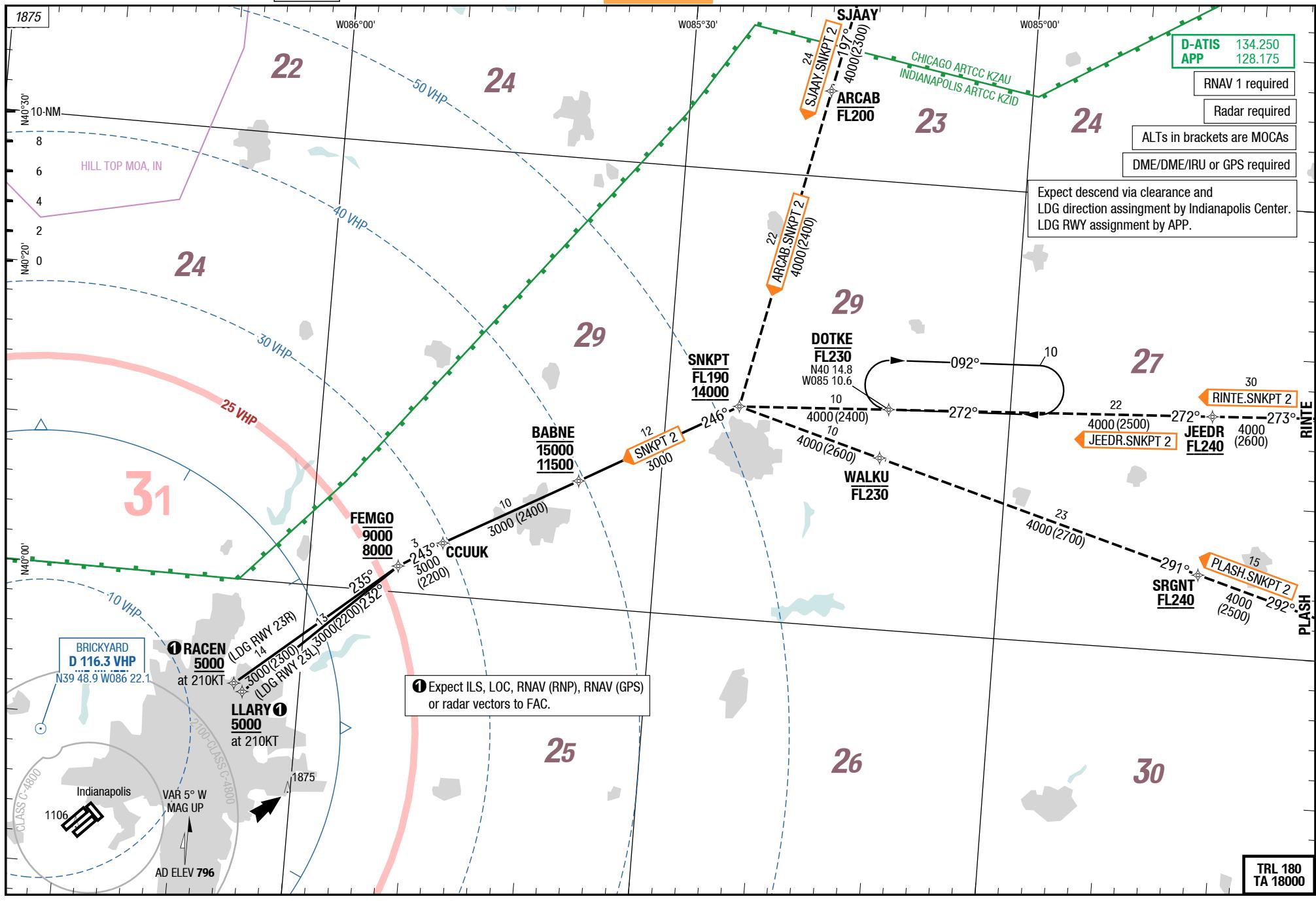
STAR

Indianapolis Intl **Indianapolis** United States

IND-KIND

-100

NKPT 2 RNAV (RWYs 23L/R)



Changes: Completely revised

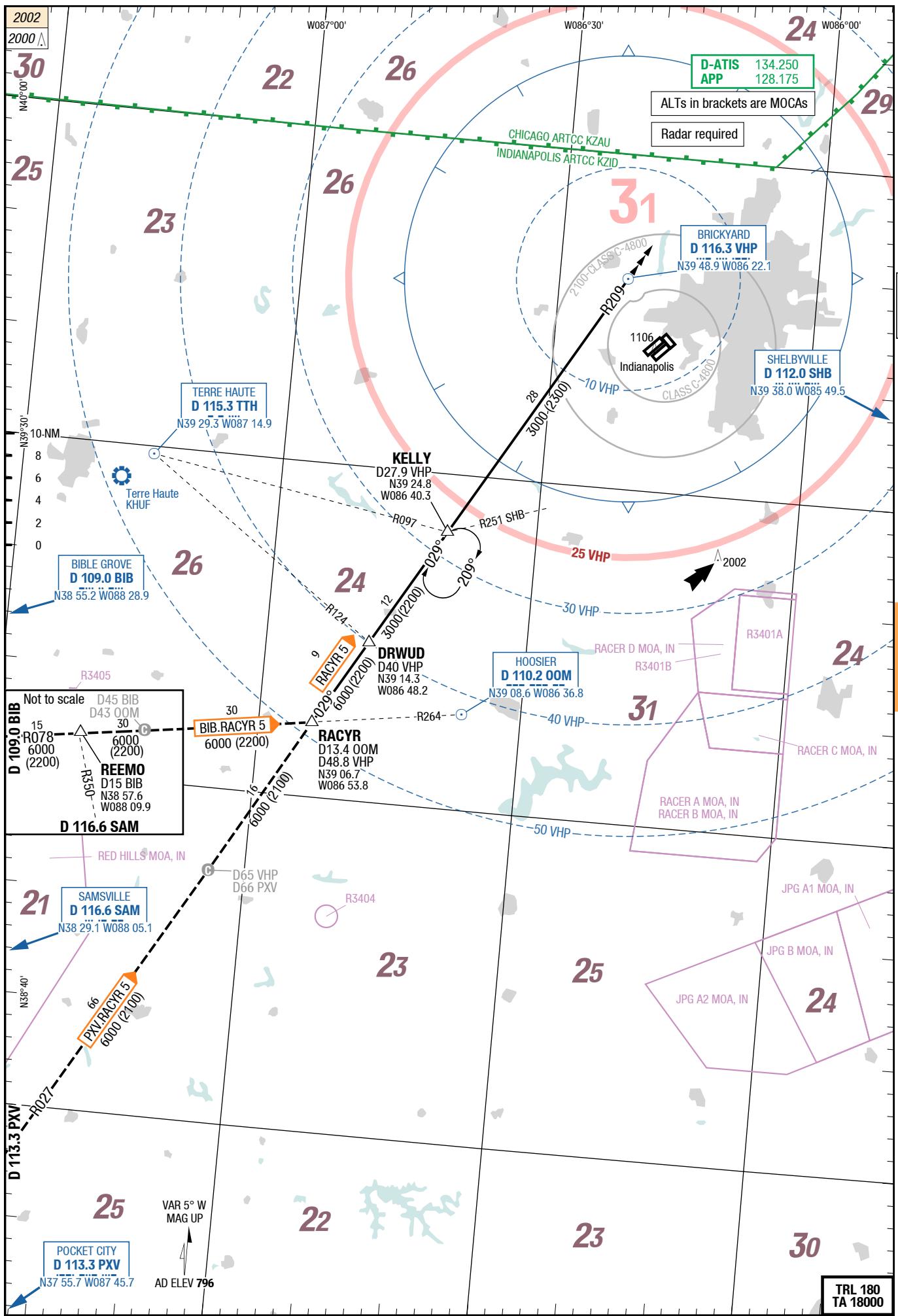
IND-KIND

6-120

RACYR

STAR

RACYR 5



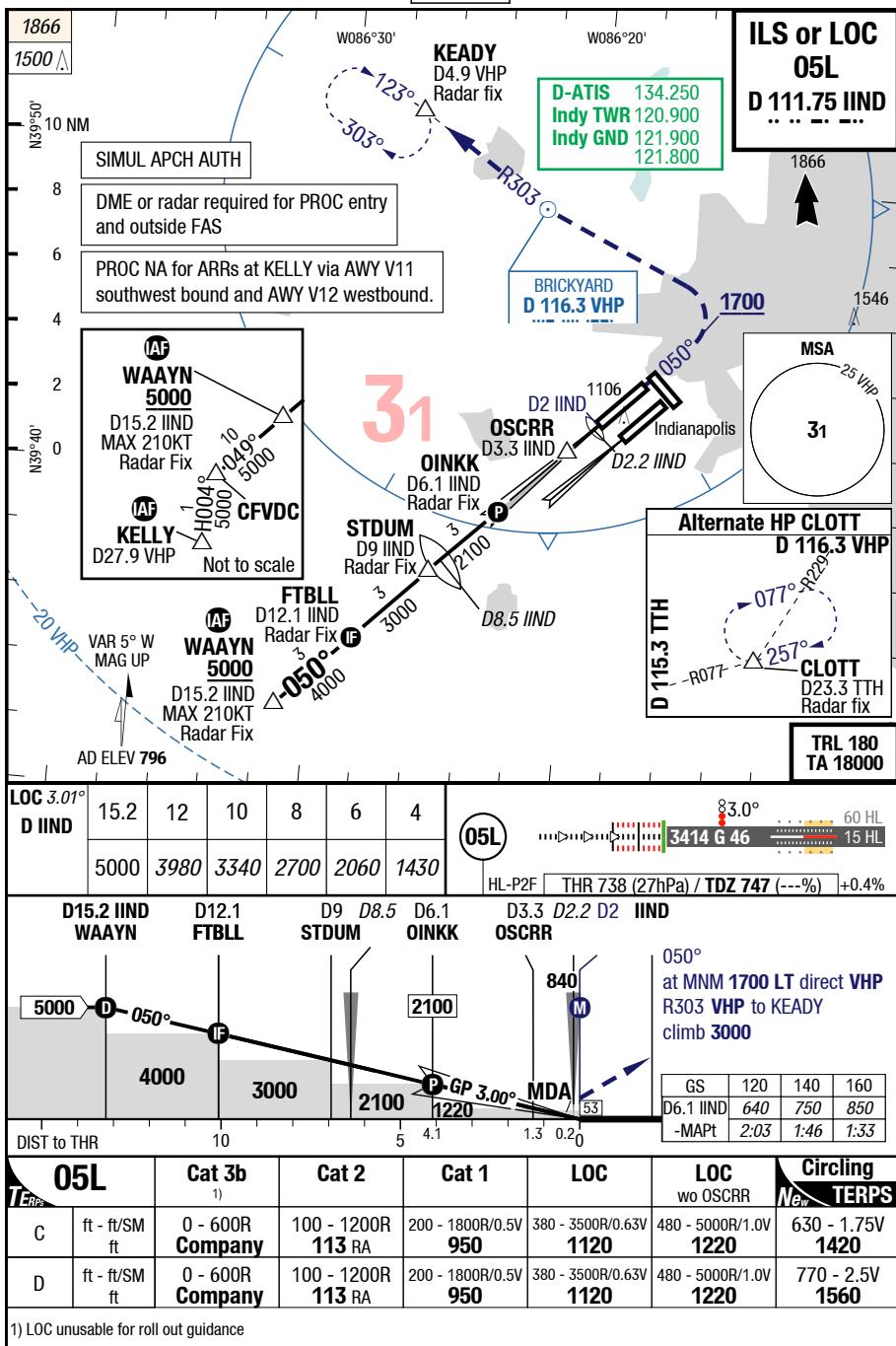
03-AUG-2017

IND-KIND

7-10

ILS or LOC 05L

IAC

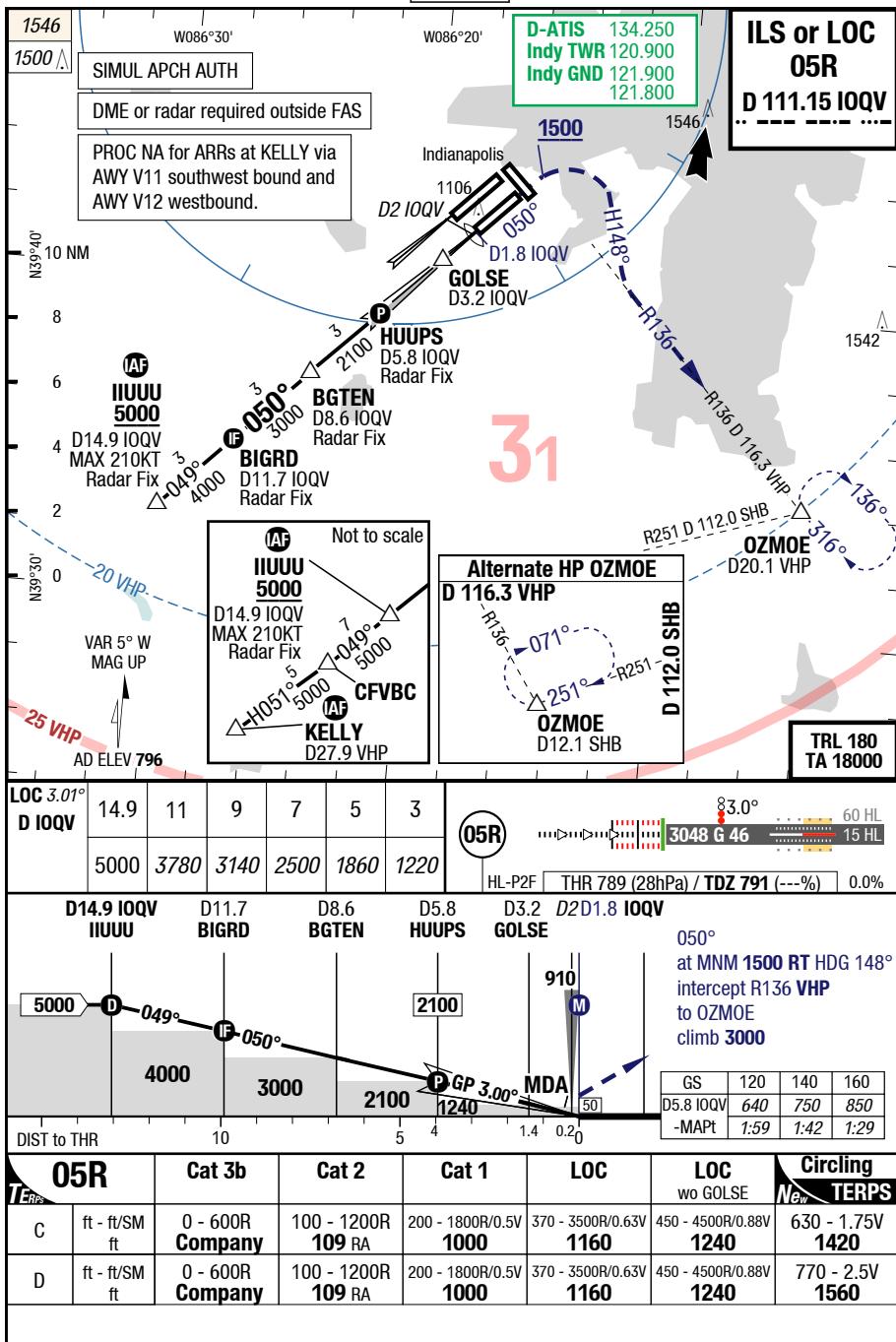


03-AUG-2017

IND-KIND

7-20

ILS or LOC 05R



Effective 10-NOV-2016

03-NOV-2016

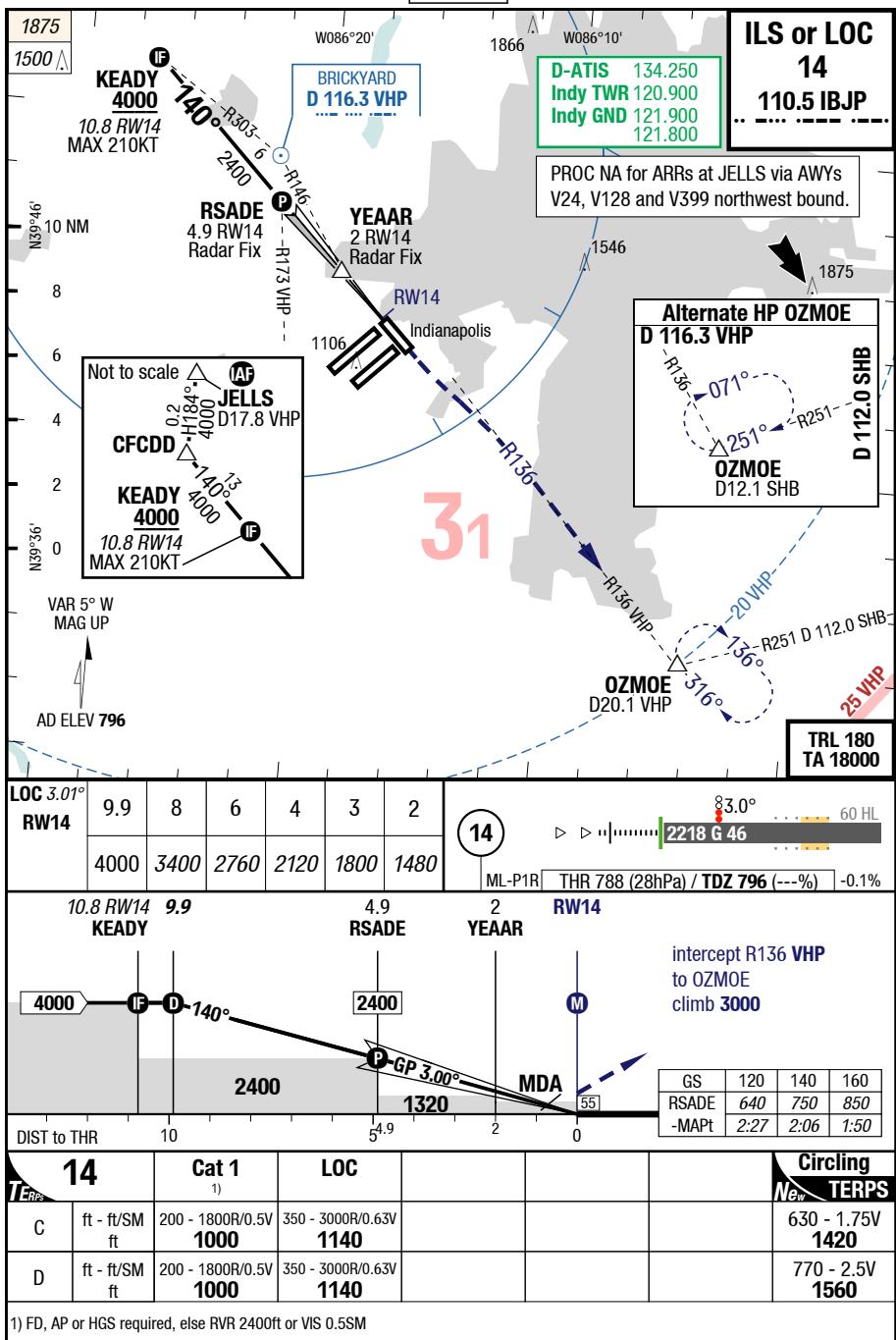
United States Indianapolis Indianapolis Intl

IAC

IND-KIND

7-30

ILS or LOC 14



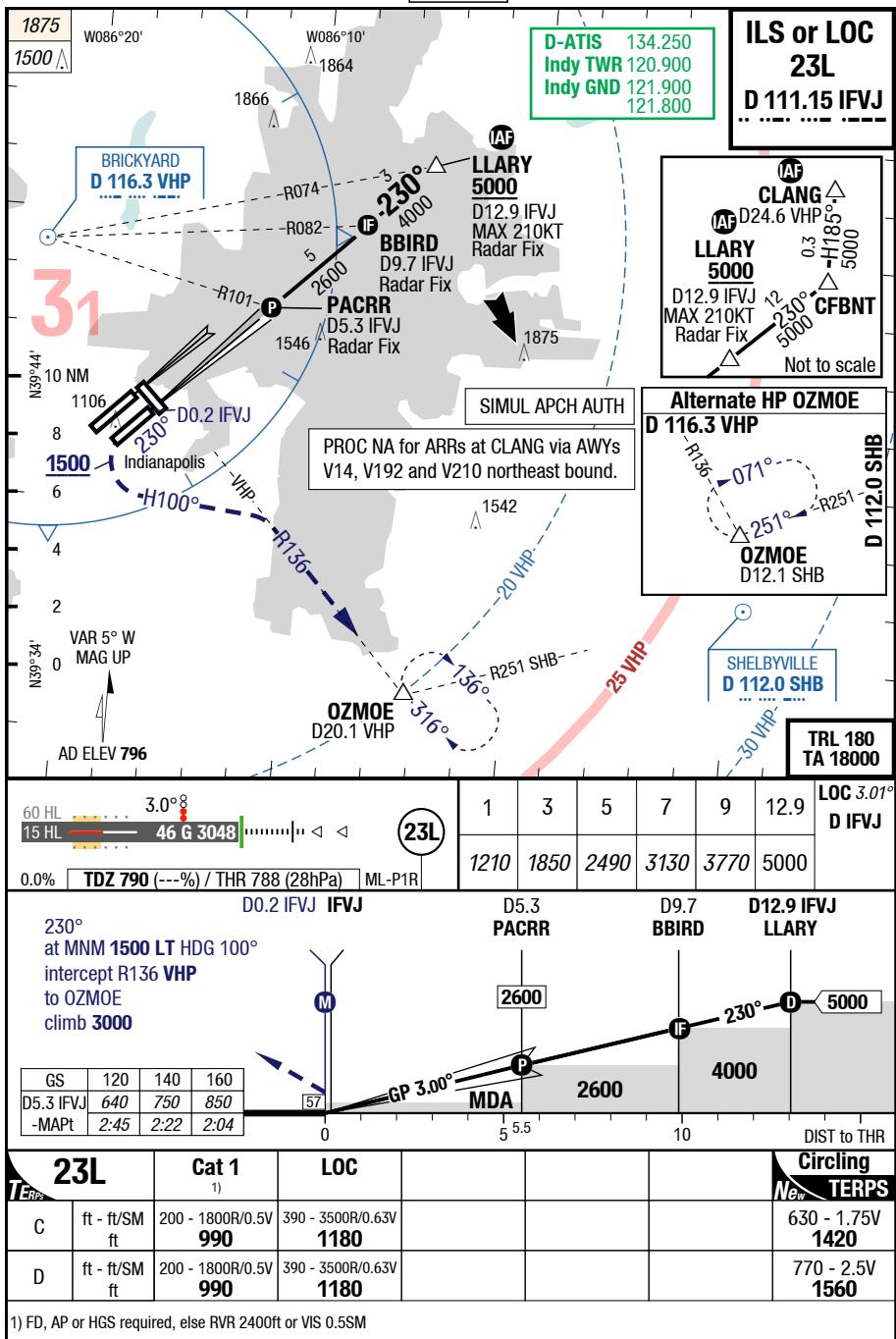
Changes: Completely revised

AMDT 7

IND-KIND

7-40

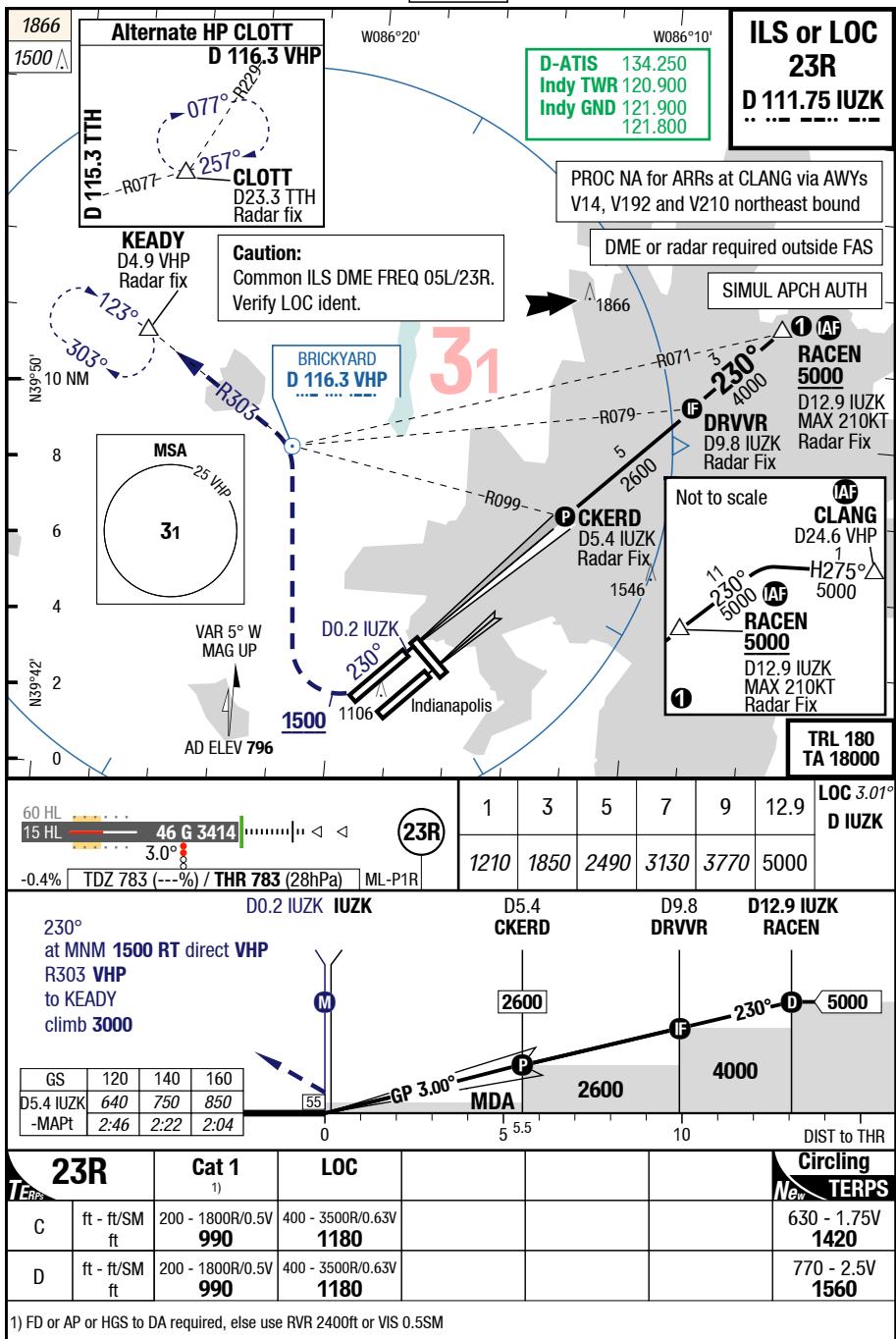
ILS or LOC 23L



IND-KIND

7-50

ILS or LOC 23R



Effective 29-MAR-2018
22-MAR-2018

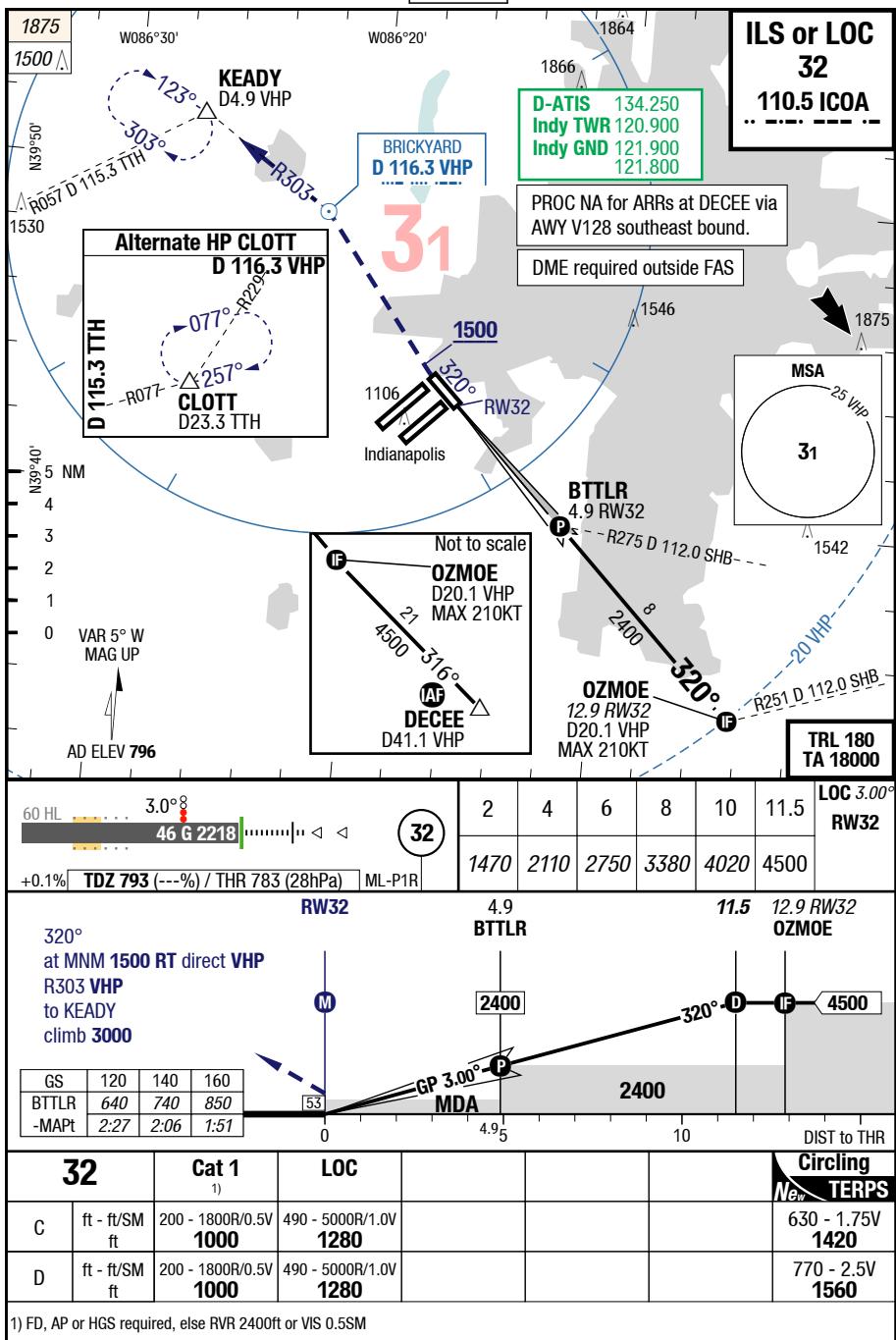
United States Indianapolis Indianapolis Intl

IAC

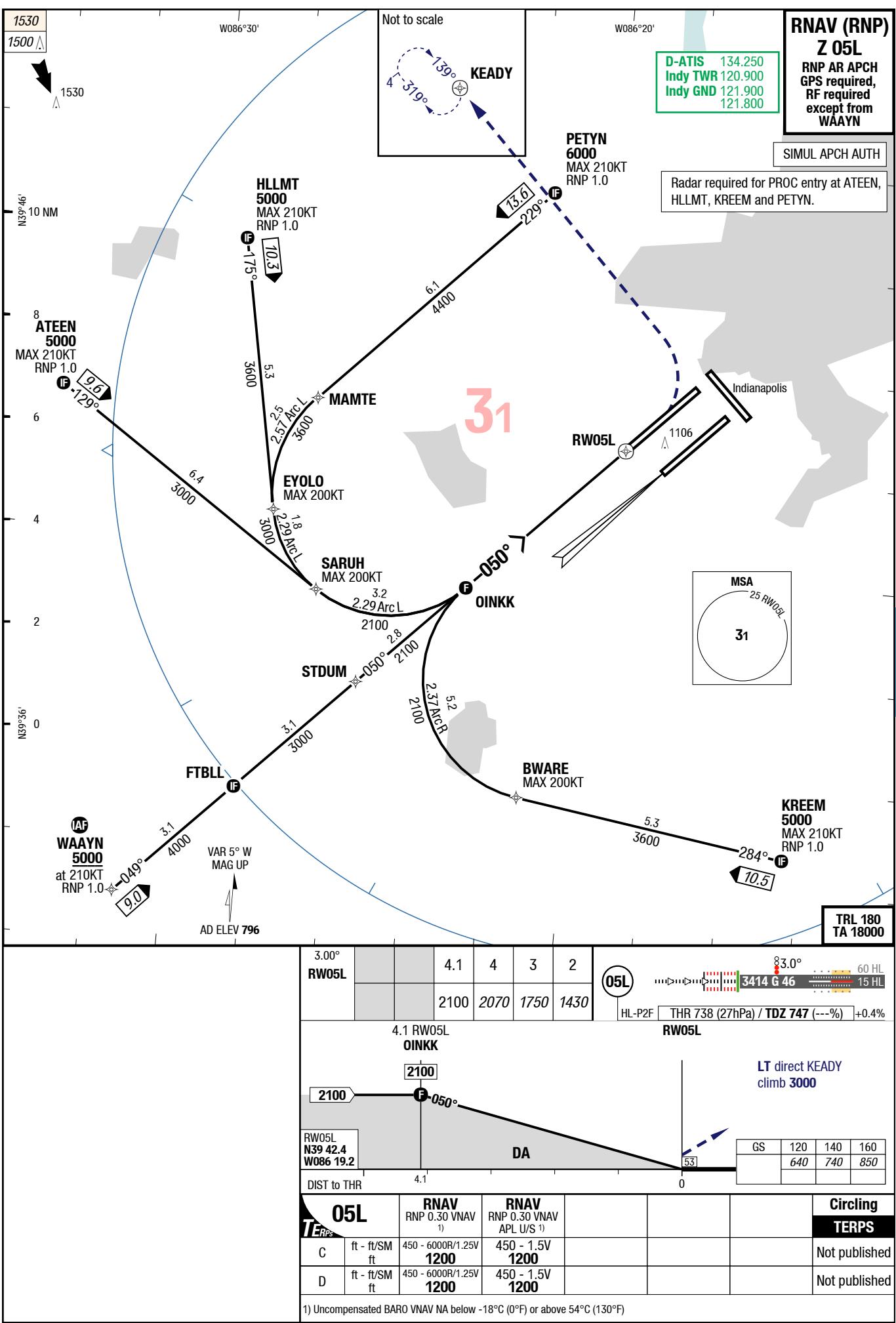
IND-KIND

7-60

ILS or LOC 32



Changes: Nil



IND-KIND

7-90

RNAV (RNP) Z 14

RNAV (RNP) Z 14

**RNAV (RNP)
Z 14**
**RNP AR APCH
GPS required,
RF required
except from KEAD**

ATIS	134.250
dy TWR	120.900
dy GND	121.900
	121.800

CRCLE
6000
MAX 210KT
RNP 1.0

TA 18000
6.0° 60 HL
46
7.796 (--%) -0.1%

1.790 (-0.1%)

ZMOE
3000

120	140	160
640	740	850

**Circling
TERPS**

	Not published
	Not published

D-ATIS	134.250
Indy TWR	120.900
Indy GND	121.900
	121.800

**CRCLE
6000
MAX 210KT
RNP 1.0**

The diagram illustrates the OZMOE cycle as a clockwise process:

- Oxidation:** Represented by a circle with a plus sign (+).
- Zeolite Adsorption:** Represented by a circle with a minus sign (-).
- Migration:** Represented by a circle with a dot (•).
- Desorption/Evaporation:** Represented by a circle with a cross (✗).

Arrows indicate the flow from one stage to the next in a clockwise direction.

Not to scale

TRL 180

TA 18000
83.0° 60 HL
218 G 46

140°

to OZMOE
climb **3000**

GS	120	140	160
	640	740	850
Circling			
TERPS			
Not published			
Not published			

3.00°	RW14		4.9	4	3	2		83.0°	60 HL
			2400	2120	1800	1480	14	▷ ▷ ⏪	2218 G 46
ML-P1R	THD 788 (28dB)	TD7 796 (—%)	—	—	—	—	—	—	-0.1%

4.9 RW14
RSADE

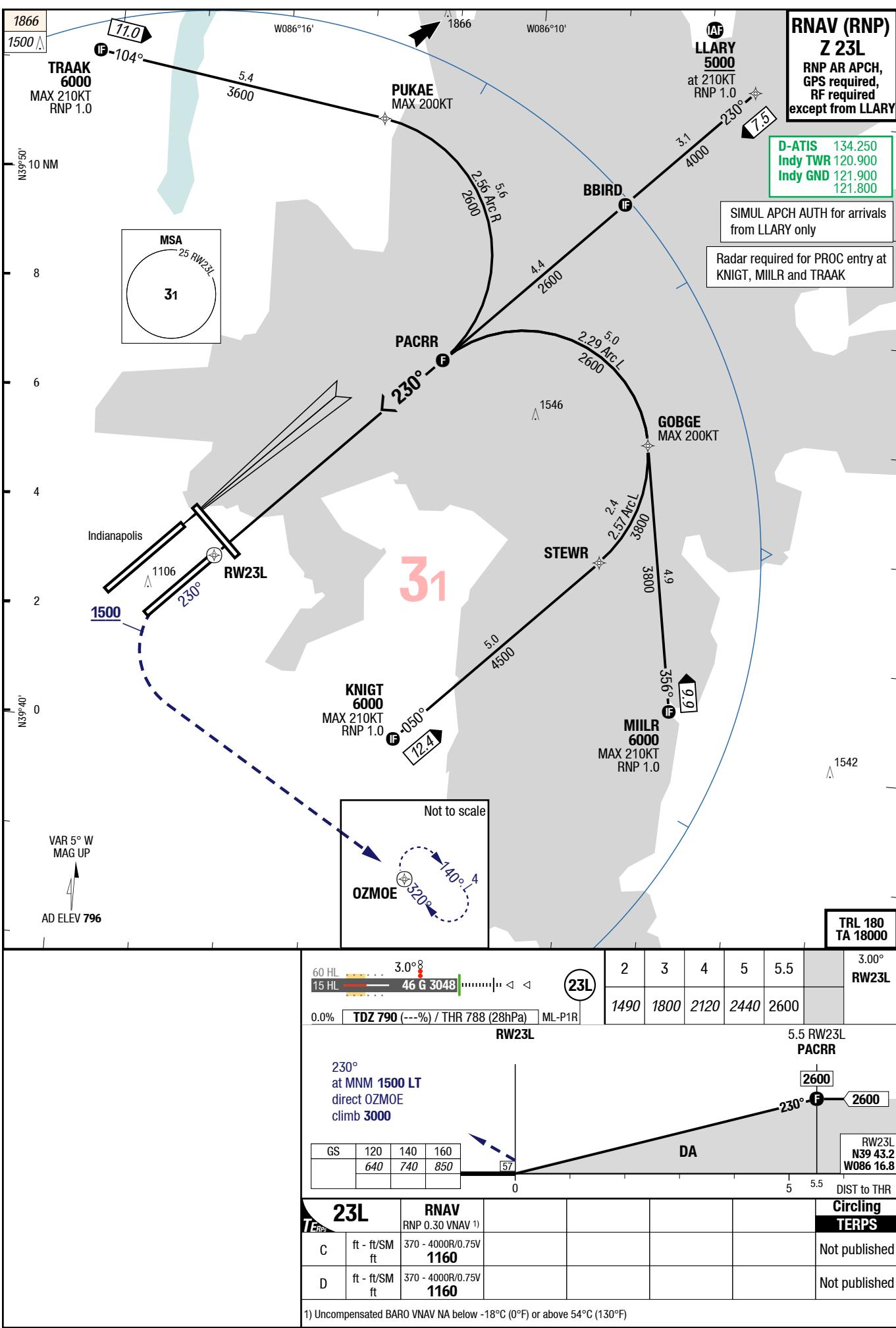
2400	RW14	140°
-------------	-------------	-------------

A diagram showing a horizontal beam segment. At one end, there is a vertical force vector labeled **F**. A horizontal line extends from the same end, and an angle of 140° is indicated between the vertical force vector **F** and this horizontal line.

HW14 N39 44.1 W086 17.3	DA		GS 640	120 740	140 850	160
DIST TO THR	4.9		0			
14 <i>TE hrs</i>	RNAV RNP 0.14 VNAV ¹⁾	RNAV RNP 0.30 VNAV ¹⁾				Circling TERPS
C	ft - ft/SM ft	290 - 2400R/0.5V 1090	390 - 4500R/0.88V 1180			Not published
D	ft - ft/SM ft	290 - 2400R/0.5V 1090	390 - 4500R/0.88V 1180			Not published

1) Uncompensated BARO VNAV NA below -18°C (0°F) or above 54°C (130°F)

Changes: ALT, IAF, MIN, IF, Note, AMDT No, Editorial



IND-KIND

7-110

RNAV (RNP) Z 23R

IAC
IAC

RNAV (RNP) Z 23R

**RNAV (RNP)
Z 23R**
RNP AR APCH
GPS required,
RF required
except from
RACEN

Radar required for PROC entry at
MIIILR, PETYN and TRAAK

1864

SIMUL APCH AUTH

1866

IAF
RACEN
5000
at 210KT
RNP 1.0

7.5

3.1

4000

230°

4.4

2600

2.29 Arc R

5.0

2600

2.61 Arc L

5.7

2600

1546

MUSKE

MAX 200KT

3600

5.3

356°

110

IF

CKERD

F

230°

4.4

2600

2.29 Arc R

5.0

2600

2.61 Arc L

5.7

2600

1546

MUSKE

MAX 200KT

3600

5.3

356°

110

IF

CKERD

F

230°

4.4

2600

2.29 Arc R

5.0

2600

2.61 Arc L

5.7

2600

1546

MUSKE

MAX 200KT

3600

5.3

356°

110

IF

CKERD

F

230°

4.4

2600

2.29 Arc R

5.0

2600

2.61 Arc L

5.7

2600

1546

MUSKE

MAX 200KT

3600

5.3

356°

110

IF

CKERD

F

230°

4.4

2600

2.29 Arc R

5.0

2600

2.61 Arc L

5.7

2600

1546

MUSKE

MAX 200KT

3600

5.3

356°

110

IF

CKERD

F

230°

4.4

2600

2.29 Arc R

5.0

2600

2.61 Arc L

5.7

2600

1546

MUSKE

MAX 200KT

3600

5.3

356°

110

IF

CKERD

F

230°

4.4

2600

2.29 Arc R

5.0

2600

2.61 Arc L

5.7

2600

1546

MUSKE

MAX 200KT

3600

5.3

356°

110

IF

CKERD

F

230°

4.4

2600

2.29 Arc R

5.0

2600

2.61 Arc L

5.7

2600

1546

MUSKE

MAX 200KT

3600

5.3

356°

110

IF

CKERD

F

230°

4.4

2600

2.29 Arc R

5.0

2600

2.61 Arc L

5.7

2600

1546

MUSKE

MAX 200KT

3600

5.3

356°

110

IF

CKERD

F

230°

4.4

2600

2.29 Arc R

5.0

2600

2.61 Arc L

5.7

2600

1546

MUSKE

MAX 200KT

3600

5.3

356°

110

IF

CKERD

F

230°

4.4

2600

2.29 Arc R

5.0

2600

2.61 Arc L

5.7

2600

1546

MUSKE

MAX 200KT

3600

5.3

356°

110

IF

CKERD

F

230°

4.4

2600

2.29 Arc R

5.0

2600

2.61 Arc L

5.7

2600

1546

MUSKE

MAX 200KT

3600

5.3

356°

110

IF

CKERD

F

230°

4.4

2600

2.29 Arc R

5.0

2600

2.61 Arc L

5.7

2600

1546

MUSKE

MAX 200KT

3600

5.3

356°

110

IF

CKERD

F

230°

4.4

2600

2.29 Arc R

5.0

2600

2.61 Arc L

5.7

2600

1546

MUSKE

MAX 200KT

3600

5.3

356°

110

IF

CKERD

F

230°

4.4

2600

2.29 Arc R

5.0

2600

2.61 Arc L

5.7

2600

1546

MUSKE

MAX 200KT

3600

5.3

356°

110

IF

CKERD

F

230°

4.4

2600

2.29 Arc R

5.0

2600

2.61 Arc L

5.7

2600

1546

MUSKE

MAX 200KT

3600

5.3

356°

IND-KIND

7-120

RNAV (RNP) Z 32

IAC
IAC

RNAV (RNP) Z 32

**RNAV (RNP)
Z 32**
RNP AR APCH
GPS required,
RF required
except from
OZMOE

HNKLE
5000
MAX 210KT
RNP 1.0

DLNGR
5000
MAX 210KT
RNP 1.0

CUREG
MAX 200KT

OZMOE
4500
MAX 210KT
RNP 1.0

TRL 180
TA 18000

**3.0°
RW32**

4.9 RW32

2400

RW32
N39 43.2
W086 16.2

DIST to THR

DA

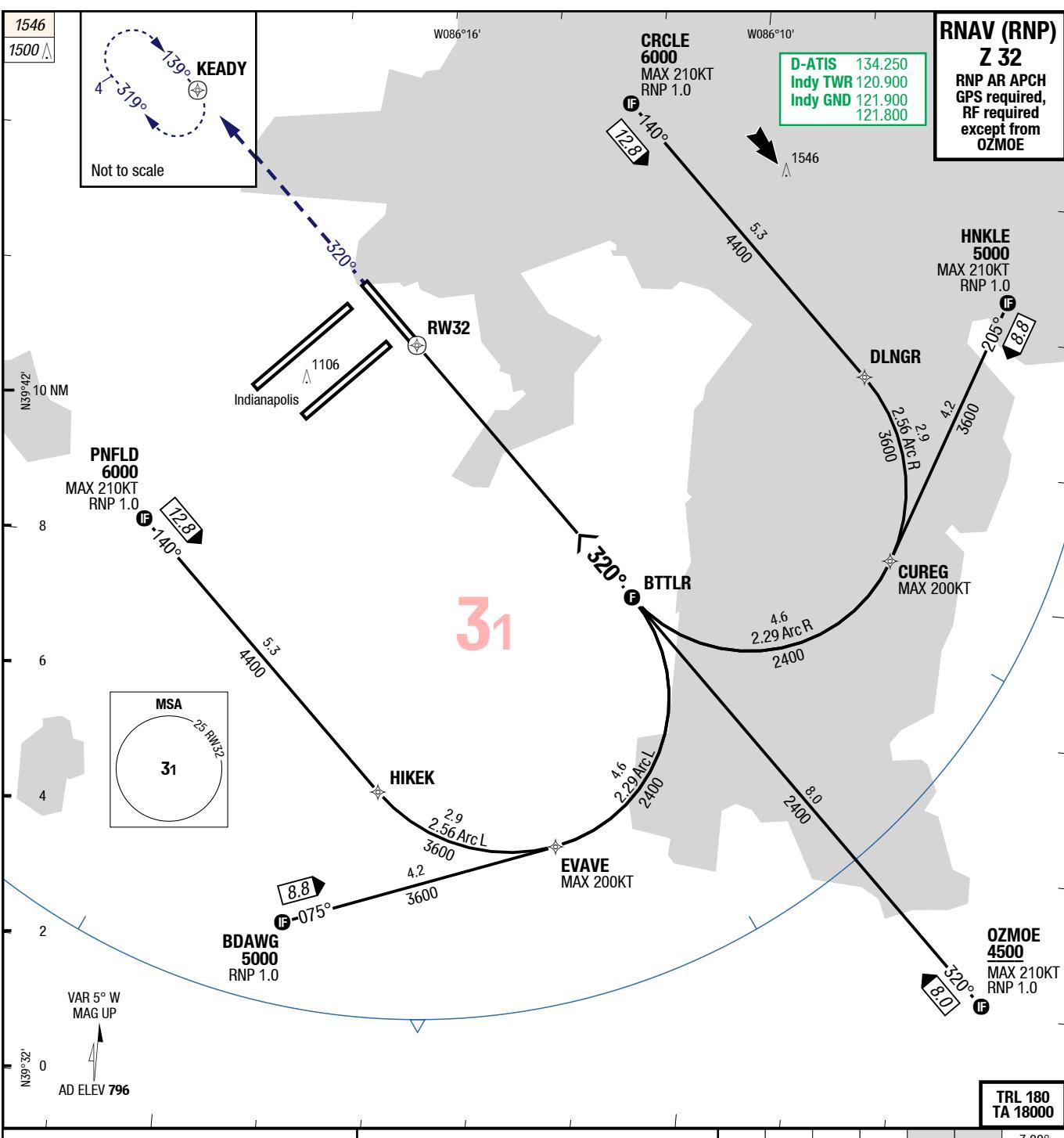
32

**Circling
TERPS**

Not published

Not published

Changes: Speed RESTR, MIN, Note, AMDT No, Editorial



AMDT 2

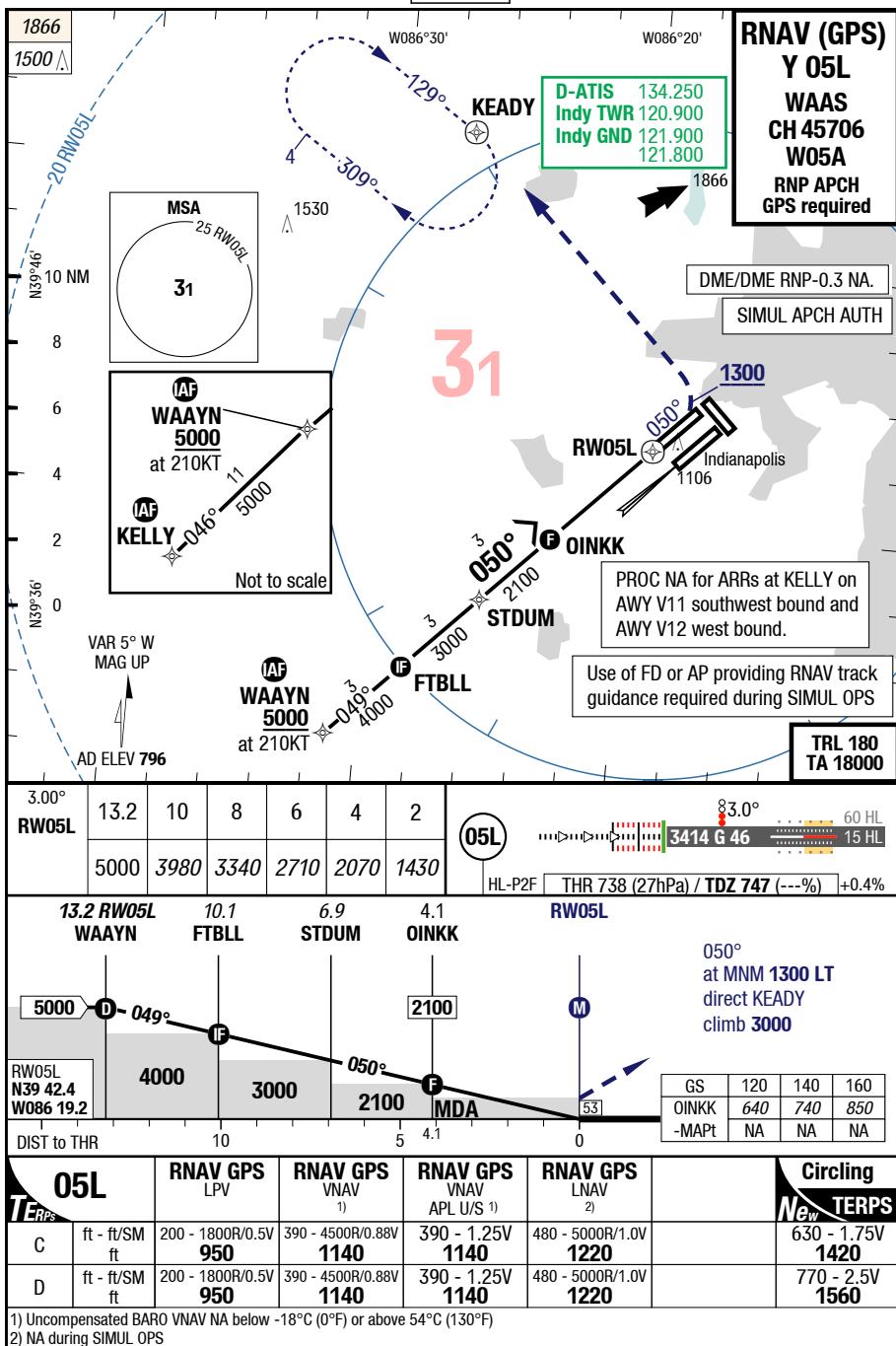
03-AUG-2017

IND-KIND

7-130

RNAV (GPS) Y 05L

IAC

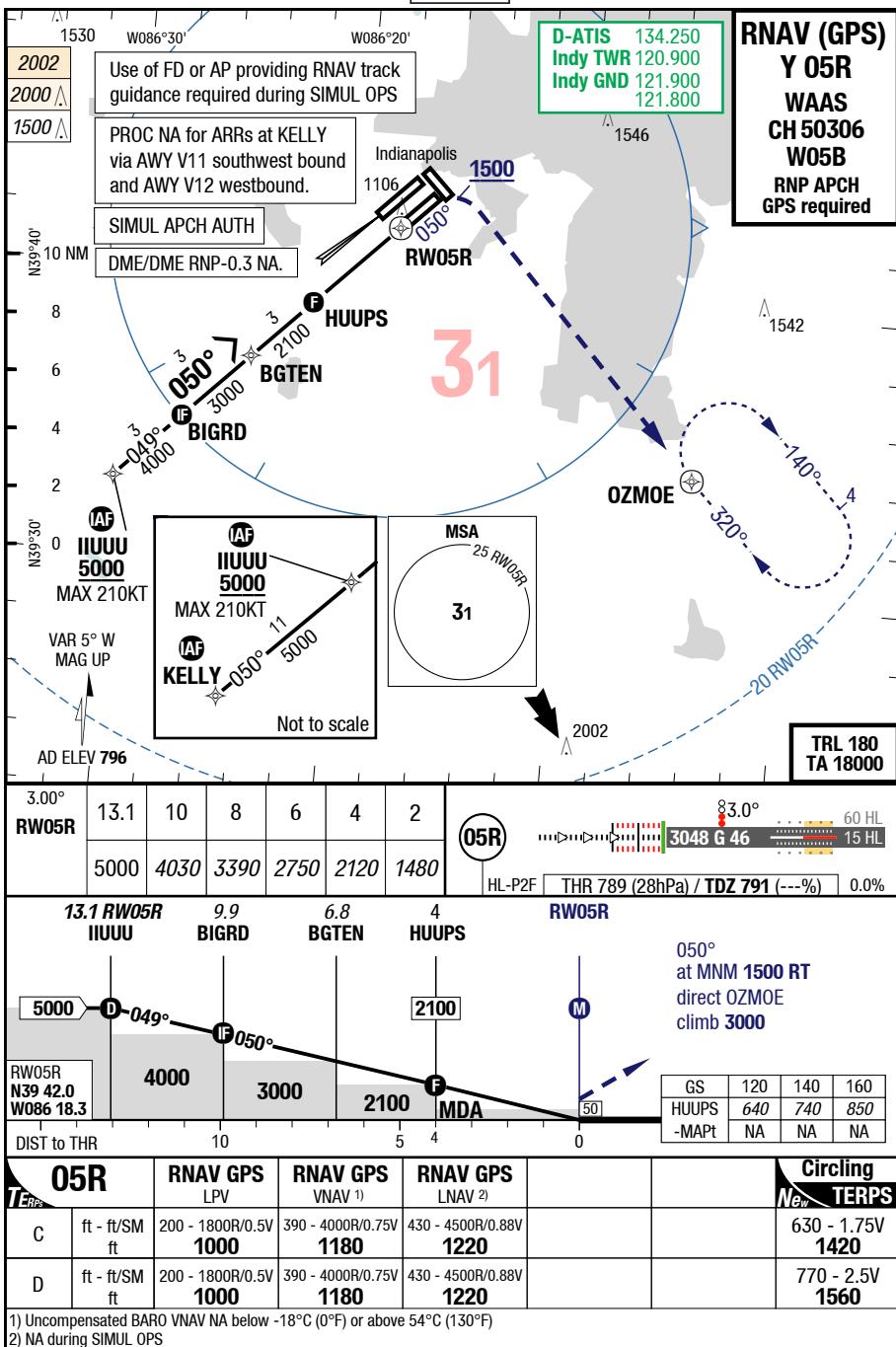


03-AUG-2017

IND-KIND

7-140

RNAV (GPS) Y 05R



1) Uncompensated BARO VNAV NA below -18°C (0°F) or above 54°C (130°F)
2) NA during SIMUL OPS

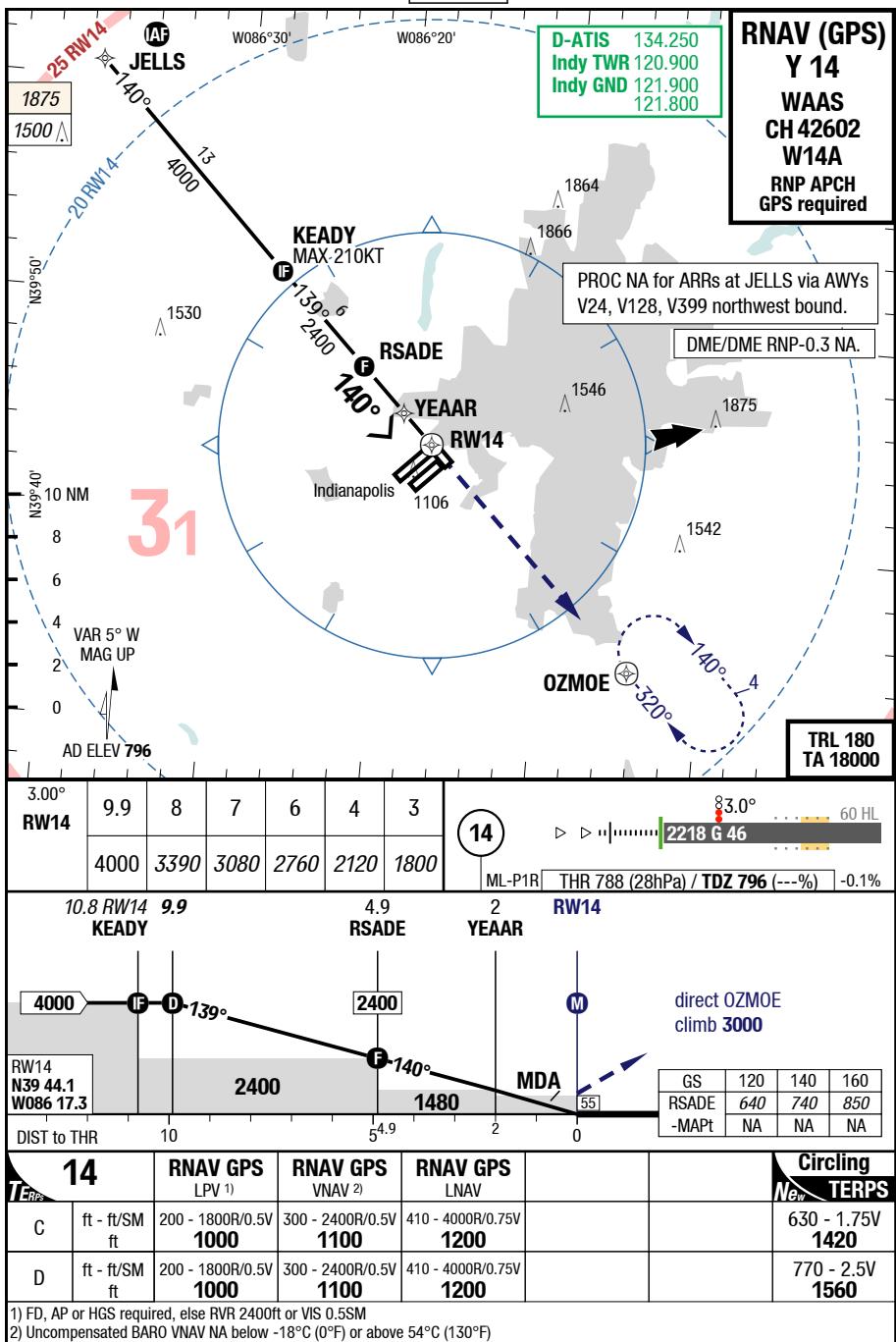
- 1) Uncompensated BARO VNAV NA below -18°C (0°F) or above 54°C (130°F)
- 2) NA during SIMU II OPS

03-AUG-2017

IND-KIND

7-150

RNAV (GPS) Y 14



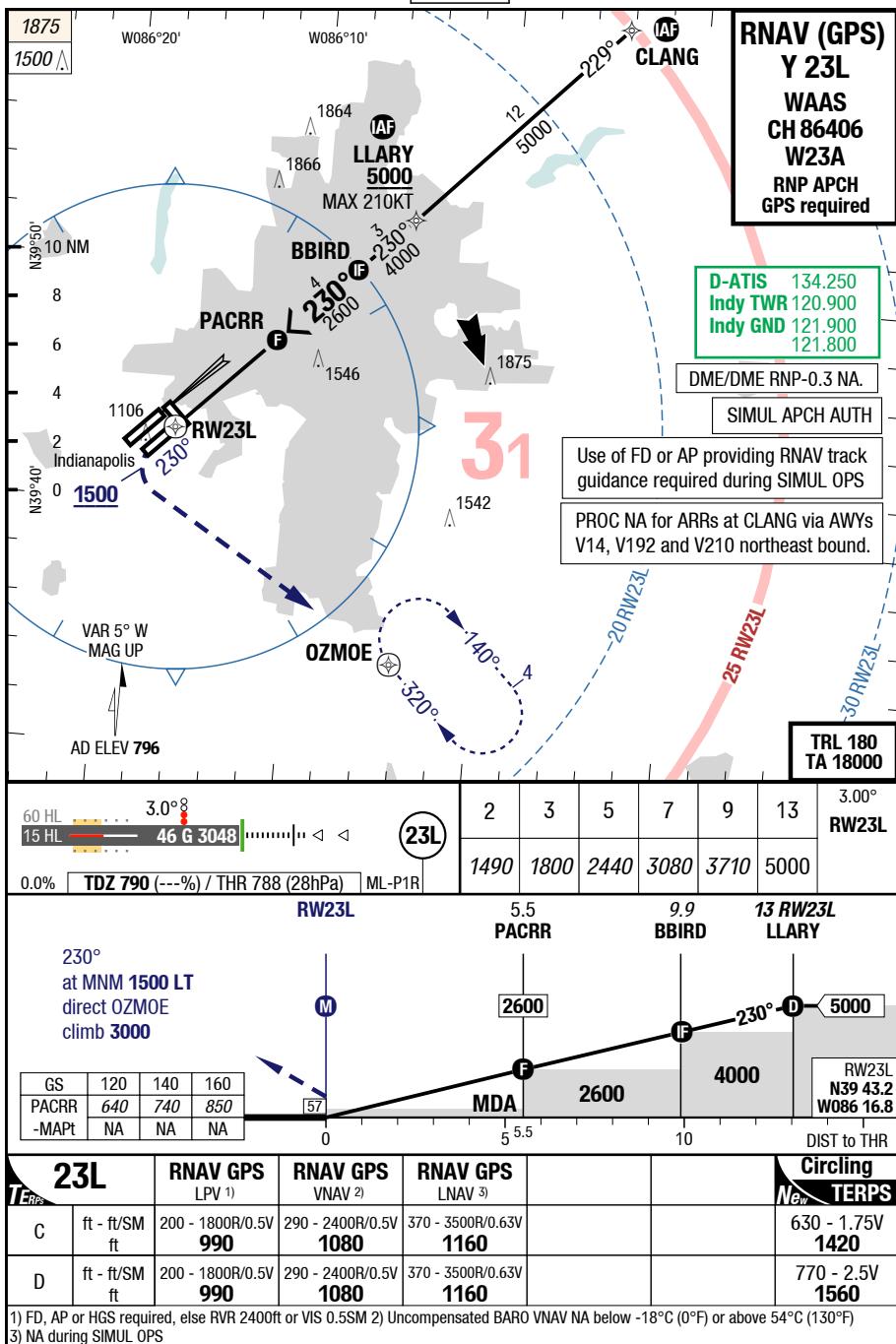
03-AUG-2017

IND-KIND

7-160

IAC

RNAV (GPS) Y 23L

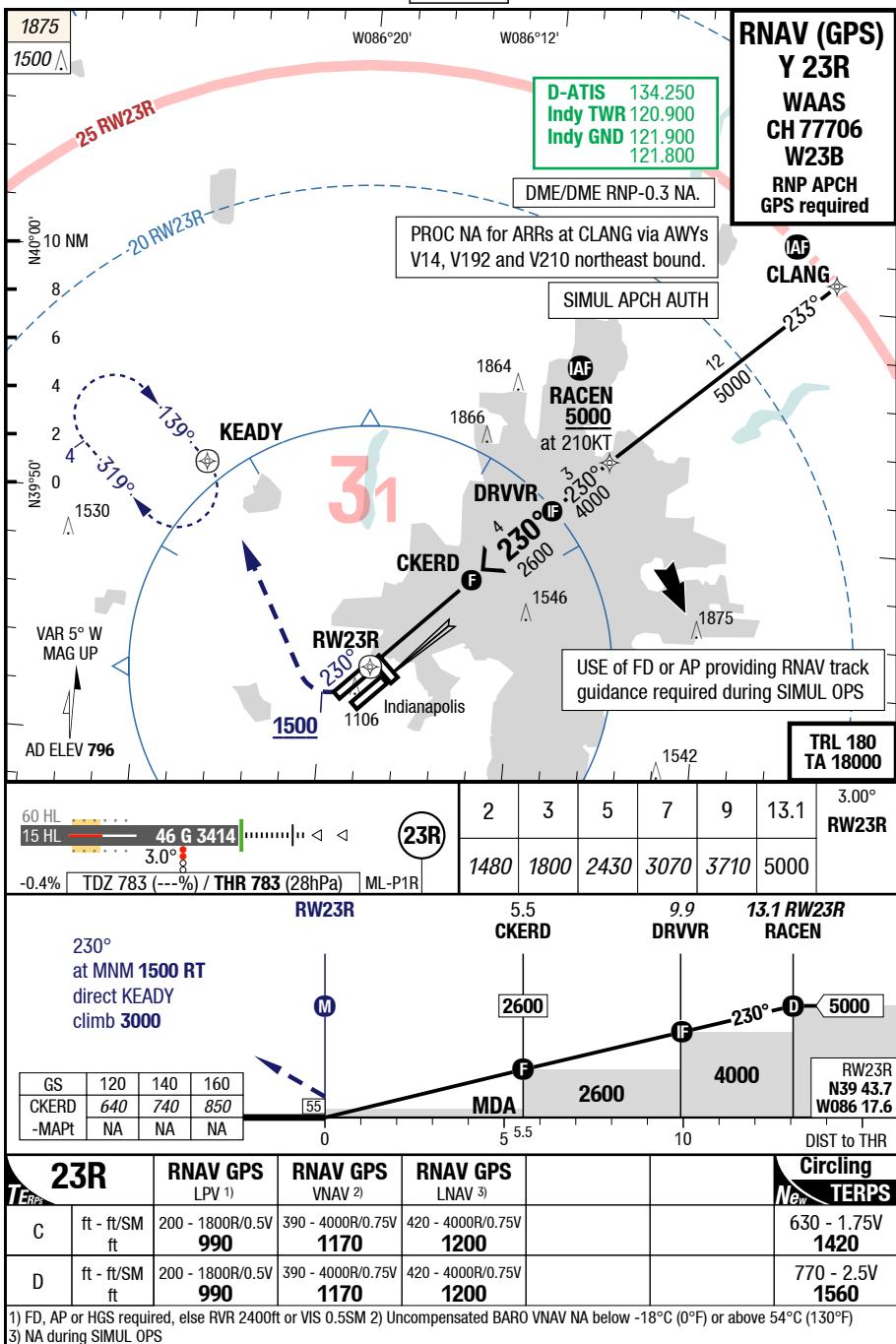


03-AUG-2017

IND-KIND

7-170

RNAV (GPS) Y 23R



03-AUG-2017

IND-KIND

7-180

RNAV (GPS) Y 32

IAC

