

24025

ILS or LOC RWY 28L
JOHN GLENN COLUMBUS INTL (CMH)

MISSED APPROACH: Climb to 1400 then climbing left turn to 3000 direct BU LOM and hold.

- T** Simultaneous approach authorized.
- A** For inop ALS, increase S-LOC 28L Cat C/D visibility to $1\frac{3}{8}$ SM.

ALTERNATE MISSED APCH FIX

055°
235°-R-055

APPLETON
APE :--:
116.7
Chan 114

LOCALIZER 111.75
I-CMH :--:
Chan 54 (Y)

Procedure NA for arrival on APE VORTAC
airway radials 143 CW 264.

APPLETON
116.7 APE :--:
Chan 114

1503
Λ

1280
Λ

1196
Λ

ZIGTI
I-CMH [4]
RADAR

(IF)
BKEYE
I-CMH [9.5]
RADAR

3300
281°(2.1)

4000
281°
(3.5)

101°

HAMON
I-CMH [15.2]
RADAR

I-CAF
VUZLI
I-CMH [11.7]
APE [10.8]
RADAR

1400
Λ

1748
Λ

1116
Λ

1166
Λ

1066
Λ

1094
Λ

LIMITD
I-CMH [6.3]
RADAR

LOM BOUTN
230 BU :--:
218°
038°

MSA APE 25 NM
[3100]

ELEV 815	D	TDZE 815
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The diagram illustrates a parallel runway layout. Runway 10R is shown as a solid line with a width of 8000 X 150. Runway 28L is shown as a dashed line with a width of 10114 X 150. The angle between the centerlines of these two runways is labeled as 281°. Various navigation aids are indicated by symbols: a circle with 'A' for Aerodrome Reference Point (ARP), a circle with 'M' for Magnetic North, a circle with 'T' for True North, and a star for the runway threshold. The diagram also shows the relative positions of Runways 10L and 28R.

TDZ/CL Rwy 10R-28L
 HIRL Rwys 10R-28L and 10L-28R

FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

1400 3000 BU

VGSI and ILS glidepath not coincident
(VGSI Angle 3.00°/TCH 68).

BKEYE I-CMH 9.5
RADAR

VUZLI I-CMH 11.7
RADAR

LMITD I-CMH 6.3
RADAR

ZIGTI I-CMH 4
RADAR

I-CMH 3.1

I-CMH 1.8

1.3 NM 0.9 NM 2.3 NM 3.2 NM 2.1 NM

2300 2300 281° 4000

GS 3.00°
TCH 52

CATEGORY	A	B	C	D
S-ILS 28L	1015/18 200 (200-½)			
S-LOC 28L	1300/24 485 (500-½)	1300/50 485 (500-1)		
CIRCLING	1340-1 525 (600-1)	1520-2 705 (800-2)	1520-2¼ 705 (800-2¼)	

JOHN GLENN COLUMBUS INTL (CMH)
ILS or LOC RWY 28L

40°00'N-82°54'W

EC-2, 18 APR 2024 to 16 MAY 2024