

| | | | |
|---|------------------------|-----------------------------|---|
| VOR/DME SHB 116.15 Chan 108 (Y) | APP CRS 330° | Rwy Idg TDZE Apt Elev | 4004 811 811 |
|---|------------------------|-----------------------------|---|

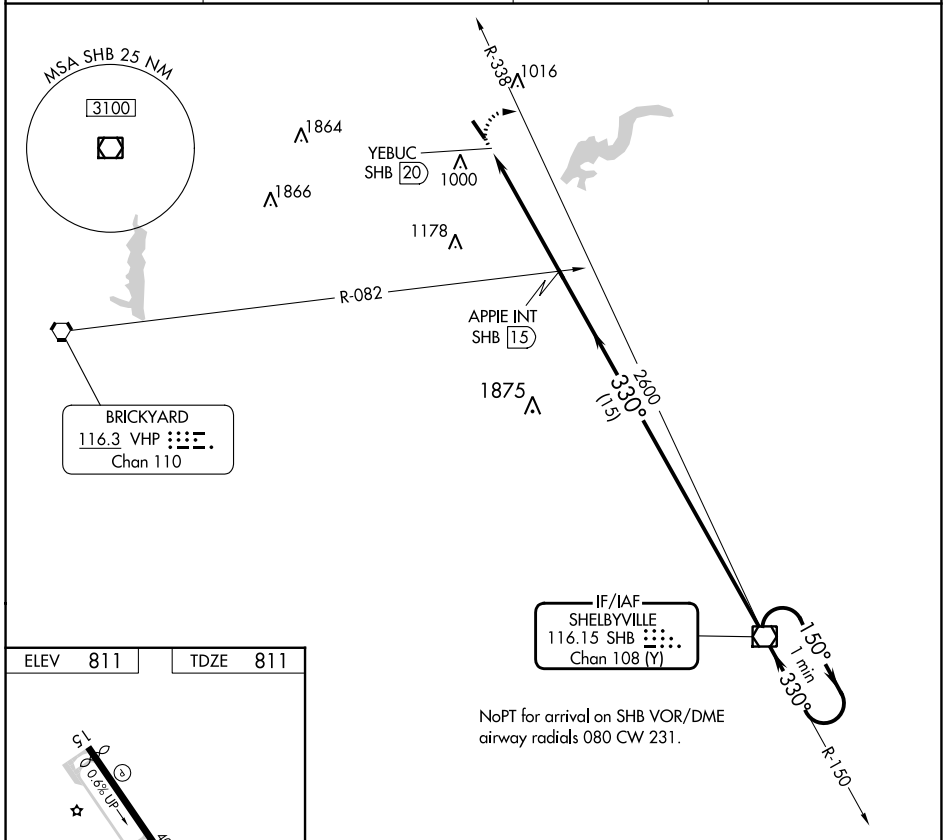
VOR RWY 33

INDIANAPOLIS METRO (UMP)

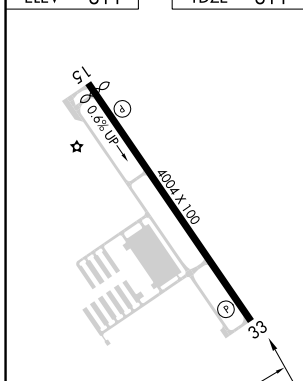
NA When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all MDA 60 feet, increase S-33 and Circling Cat C visibility to 1 $\frac{3}{4}$. Rwy 33 helicopter visibility reduction below $\frac{3}{4}$ SM NA.

MISSED APPROACH: Climbing right turn to 2600 on SHB VOR/DME R-338 direct SHB VOR/DME and hold.

| | | | |
|----------------------------|---|----------------------------|--|
| AWOS-3PT 119.375 | INDIANAPOLIS APP CON 127.15 317.8 | CLNC DEL 121.625 | UNICOM 123.0 (CTAF) 1 |
|----------------------------|---|----------------------------|--|



| | |
|-----------------|-----------------|
| ELEV 811 | TDZE 811 |
|-----------------|-----------------|



| | | | | | |
|-----------------|------|------|------|------|------|
| FAF to MAP 5 NM | | | | | |
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:00 | 3:20 | 2:30 | 2:00 | 1:40 |

| | | | | |
|--|--------|--------------------|--|----------------------------|
| 2600 | SHB | APPIE INT SHB (15) | SHB VOR/DME | One Minute Holding Pattern |
| SHB R-338 | | | | |
| YEBUC SHB (20) | | 2600 | 330° | 150° → 2600 |
| | | ≤ 3.00° TCH 40 | | ← 330° |
| VGSI and descent angles not coincident (VGSI Angle 3.50/TCH 27). | | | | |
| | 0.5 | 5 NM | 15 NM | |
| CATEGORY | A | B | C | D |
| S-33 | 1340-1 | 529 (600-1) | 1340-1 $\frac{1}{2}$ 529 (600-1 $\frac{1}{2}$) | NA |
| <input checked="" type="checkbox"/> CIRCLING | 1340-1 | 529 (600-1) | 1340-1 $\frac{1}{2}$ 529 (600-1 $\frac{1}{2}$) | NA |

EC-2, 26 DEC 2024 to 23 JAN 2025

EC-2, 26 DEC 2024 to 23 JAN 2025