

VOR/DME SHB 116.15 Chan 108 (Y)	APP CRS 330°	Rwy Idg TDZE 811 Apt Elev 811
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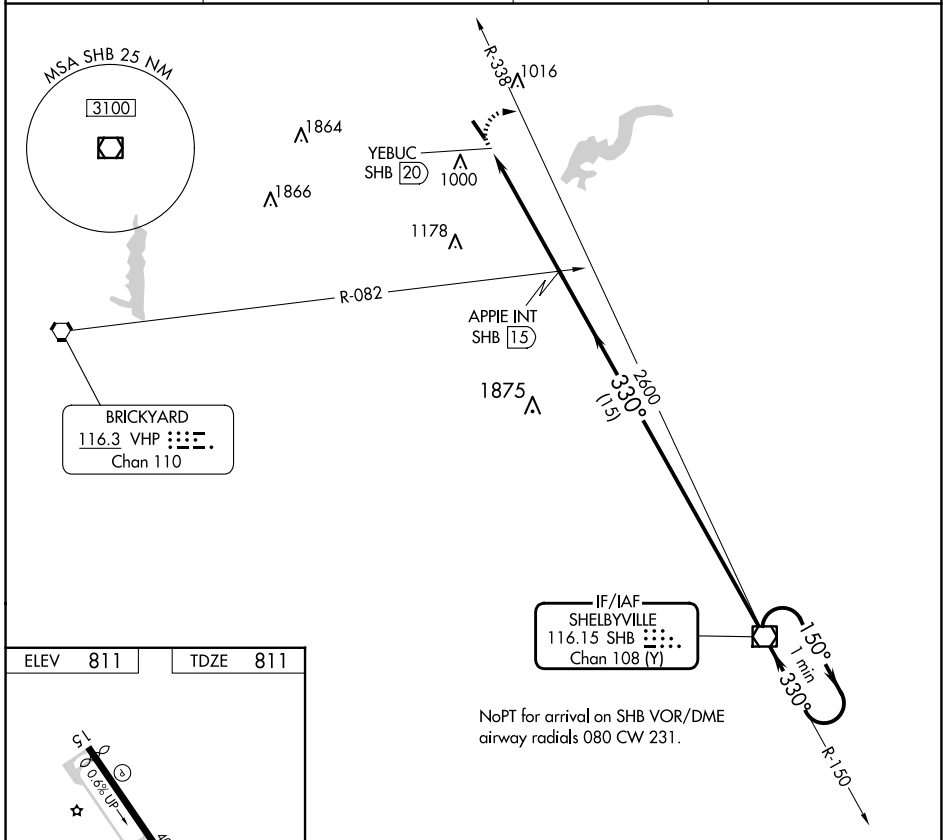
VOR RWY 33

INDIANAPOLIS METRO (UMP)

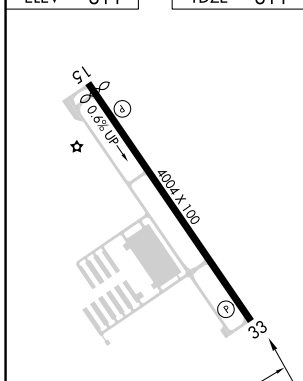
NA When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all MDA 60 feet, increase S-33 and Circling Cat C visibility to 1 $\frac{3}{4}$. Rwy 33 helicopter visibility reduction below $\frac{3}{4}$ SM NA.

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
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ELEV 811	TDZE 811
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MIRL Rwy 15-33 **1**
REIL Rwys 15 and 33 **1**

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
CIRCLING	1340-1	529 (600-1)	1340-1 $\frac{1}{2}$ 529 (600-1 $\frac{1}{2}$)	NA

EC-2, 20 FEB 2025 to 20 MAR 2025

EC-2, 20 FEB 2025 to 20 MAR 2025