

|                                                    |                        |                                                     |
|----------------------------------------------------|------------------------|-----------------------------------------------------|
| VOR/DME BSV<br><b>114.05</b><br>Chan <b>87</b> (Y) | APP CRS<br><b>296°</b> | Rwy Ldg<br>TDZE <b>1134</b><br>Apt Elev <b>1136</b> |
|----------------------------------------------------|------------------------|-----------------------------------------------------|

VOR RWY 28

WAYNE COUNTY (BJJ)

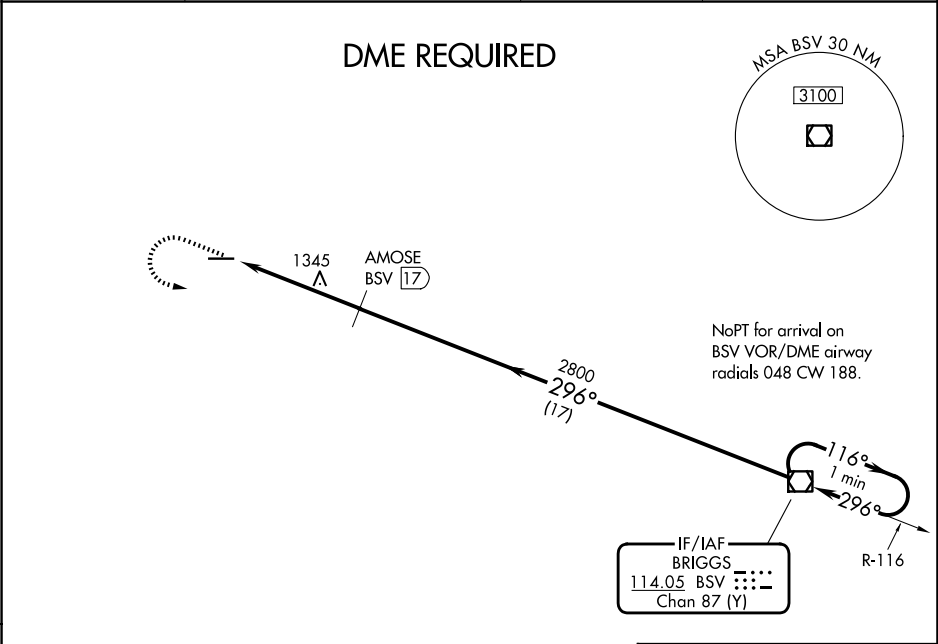
▼

⚠

DME required. Helicopter visibility reduction below ¾ SM NA.  
When local altimeter setting not received, use Akron-Canton Rgnl altimeter setting and increase all MDA 60 feet and visibility Circling Cat C/D ¼ SM.

MISSED APPROACH: Climb to 2800 then left turn direct BSV VOR/DME and hold.

|                        |                                             |                           |                                          |
|------------------------|---------------------------------------------|---------------------------|------------------------------------------|
| ASOS<br><b>118.075</b> | CLEVELAND APP CON ★<br><b>125.5 371.875</b> | CLNC DEL<br><b>121.75</b> | UNICOM<br><b>122.975</b> (CTAF) <b>0</b> |
|------------------------|---------------------------------------------|---------------------------|------------------------------------------|



ELEV 1136

TDZE 1134

2800

BSV

VGSI and descent glidepath not coincident (VGSI Angle 3.00/TCH 33).

AMOSE BSV 17

BSV VOR/DME

One Minute Holding Pattern

BSV 21.9

2800

296°

116°

2800

296°

≤ 3.12°

TCH 35

4.9 NM

17 NM

| CATEGORY | A                     | B                       | C                       | D                       |
|----------|-----------------------|-------------------------|-------------------------|-------------------------|
| S-28     | 1660-1<br>526 (600-1) | 1660-1¼<br>526 (600-1¼) | 1660-1½<br>526 (600-1½) | 1660-1¾<br>526 (600-1¾) |
| CIRCLING | 1660-1<br>524 (600-1) | 1700-1¼<br>564 (600-1¼) | 1800-1¾<br>664 (700-1¾) | 1840-2¼<br>704 (800-2¼) |

REIL Rwy 10 and 28

HIRL Rwy 10-28

FAF to MAP 4.9 NM

|         |      |      |      |      |      |
|---------|------|------|------|------|------|
| Knots   | 60   | 90   | 120  | 150  | 180  |
| Min:Sec | 4:54 | 3:16 | 2:27 | 1:58 | 1:38 |

5190 X 100

0.5% UP

28

296°