

|                                  |                        |                             |                                         |
|----------------------------------|------------------------|-----------------------------|-----------------------------------------|
| LOC I-PKB<br><b><u>110.7</u></b> | APP CRS<br><b>027°</b> | Rwy Ldg<br>TDZE<br>Apt Elev | <b>6780</b><br><b>830</b><br><b>859</b> |
|----------------------------------|------------------------|-----------------------------|-----------------------------------------|

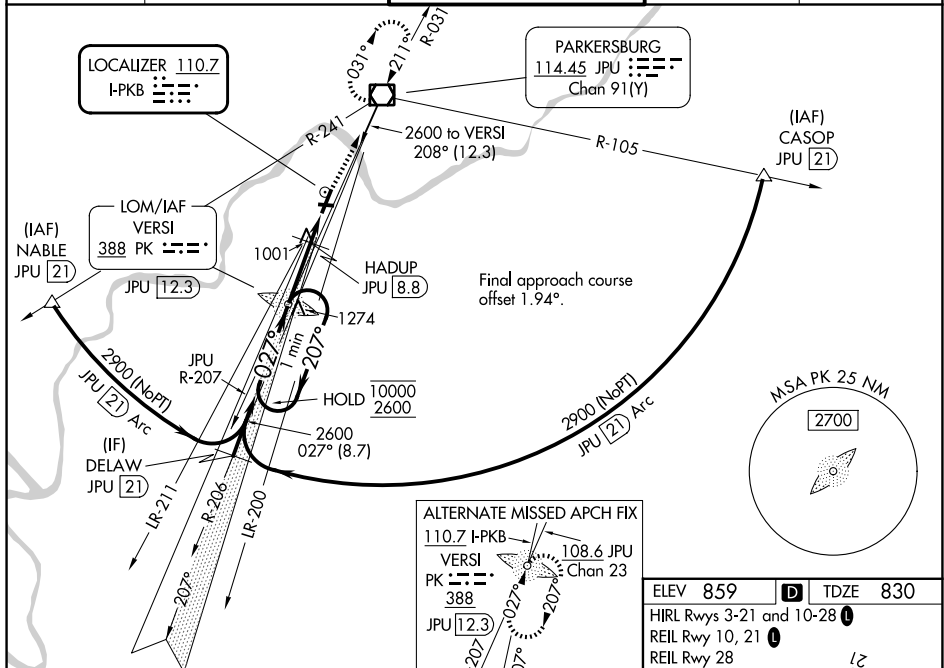
ILS or LOC RWY 3  
MID-OHIO VALLEY RGNL (PKB)

**T** Circling Rwy 10, 28 NA at night. Rwy 3 helicopter visibility reduction below RVR 4000 NA. When local altimeter setting not received, use Athens/Albany altimeter setting: increase DA to 1301 feet and visibility all Cats ¼ SM; increase all MDAs 100 feet and visibility Cats C and D ½ SM. For inop ALS, increase S-LORC 3 Cat A/B and S-LOC 3 HADUP fix minimums (DME required) Cat A/B visibility to RVR 5500. For inop ALS when using Athens/Albany altimeter setting, increase S-LS 3 all Cats visibility to 1½ SM and S-LOC 3 all Cats and S-LOC 3 HADUP fix minimums (DME required) Cat A/B visibility to RVR 5500.

MALSR

**MISSED APPROACH:**  
Climb to 1400 then  
climbing right turn to  
2700 direct JPU  
VOR/DME and hold.

|                |                                       |                                             |                   |                  |
|----------------|---------------------------------------|---------------------------------------------|-------------------|------------------|
| ATIS<br>124.35 | INDIANAPOLIS CENTER<br>125.55 317.475 | PARKERSBURG TOWER ★<br>123.7 (CTAF) 0 257.8 | GND CON<br>126.45 | UNICOM<br>122.95 |
|----------------|---------------------------------------|---------------------------------------------|-------------------|------------------|



One Minute Holding Pattern

VORTOP JPU 12.3

113.90 MHz Class B1

10000  
2600

← 207°

027° →

2592

2600

GS 3.00°  
TCH 49

HADUP JPU 8.8

JPU 7

\*1380

3.5 NM

1.8 NM

\*LOC only 1480 when using Athens/Albany altimeter setting.

| CATEGORY | A                   | B           | C                       | D                       |
|----------|---------------------|-------------|-------------------------|-------------------------|
| S-ILS 3  | 1201/40 371 (400-¾) |             |                         |                         |
| S-LOC 3  | 1380/40             | 550 (600-¾) | 1380/60                 | 550 (600-1¼)            |
| CIRCLING | 1380-1              | 521 (600-1) | 1640-2¼<br>781 (800-2¼) | 1640-2½<br>781 (800-2½) |

HADUP FIX MINIMUMS (DME REQUIRED)

|          |                       |                       |                         |                         |
|----------|-----------------------|-----------------------|-------------------------|-------------------------|
| S-LOC 3  | 1260/40 430 (500-¾)   |                       |                         |                         |
| CIRCLING | 1320-1<br>461 (500-1) | 1380-1<br>521 (600-1) | 1640-2¼<br>781 (800-2¼) | 1640-2½<br>781 (800-2½) |

ELEV 859 D TDZE 830

HIRL Rwy 3-21 and 10-28 1

REIL Rwy 10, 21 1

REIL Rwy 28

Diagram illustrating the Runway 28 layout and lighting systems. The runway is oriented 027°. The diagram shows the HIRL (High Intensity Runway Lighting) and REIL (Runway End Identifier Lighting) systems. The runway length is 7240' x 150'. The diagram also shows the TWR (Tower) and the 0.8% Up slope. The diagram is labeled with '01', '12', '28', 'LOC', 'TWR', and '027°'.

| FAF to MAP 5.3 NM |      |      |      |      |      |
|-------------------|------|------|------|------|------|
| Knots             | 60   | 90   | 120  | 150  | 180  |
| Min:Sec           | 5:18 | 3:32 | 2:39 | 2:07 | 1:46 |