

LOC/DME I-UZK 111.75 Chan 54 (Y)	APP CRS 230°	Rwy Ldg 11200 TDZE 783 Apt Elev 796
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ILS RWY 23R (SA CAT I & II)

INDIANAPOLIS INTL (IND)

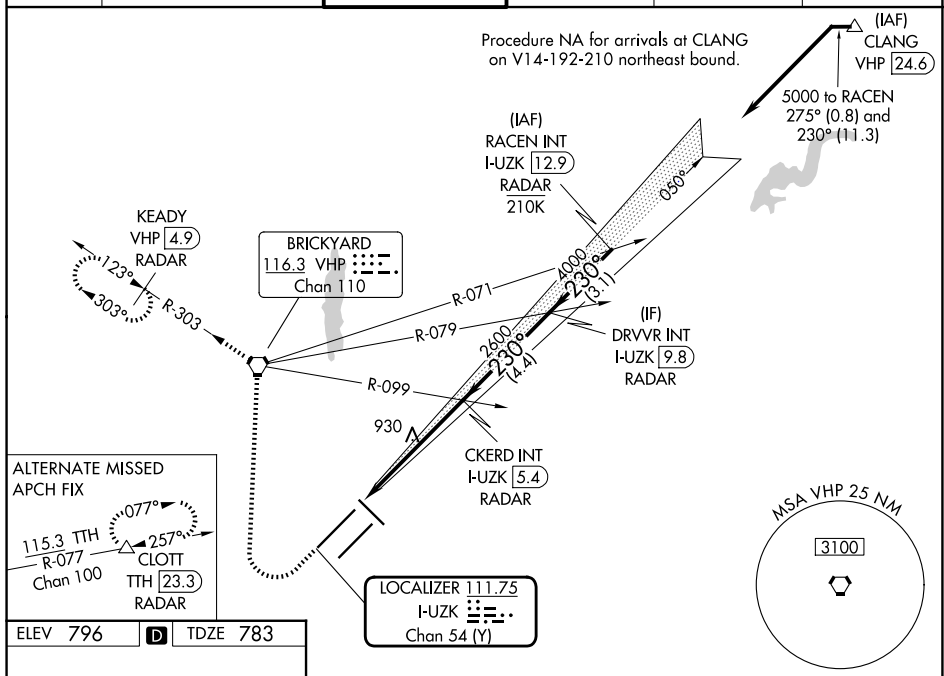


Simultaneous approach authorized. DME or RADAR required. Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH. Reduced lighting: requires specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

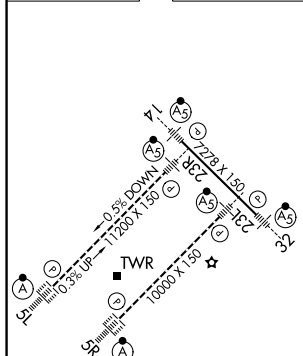


MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct VHP VORTAC and on VHP R-303 to KEADY/VHP 4.9 DME/RADAR and hold.

D-ATIS 134.25	INDIANAPOLIS APP CON 128.175 317.8	INDY TOWER 120.9 251.1	GND CON 121.9	CLNC DEL 128.75 251.1	CPDLC
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ELEV 796	D	TDZE 783
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HIRL all Rwy's
TDZ/CL Rwy's 5L and 5R

INDIANAPOLIS, INDIANA
Amdt 6 29MAR18

Figure 1 illustrates a non-coincident VGS and ILS glidepath. The diagram shows a 3D perspective of a runway with a 3° glide slope. A VGS (Visual Glide Slope) is shown as a dashed line at 3.00° TCH 71. An ILS glidepath is shown as a solid line at 230° TCH 55. The ILS glidepath is higher than the VGS. Key data points include: VHP R-303, KEADY VHP 4.9 RADAR, CKERD INT I-UZK 5.4 RADAR, DRVVR INT I-UZK 9.8 RADAR, and RACEN INT I-UZK 12.9 RADAR. Distances along the glidepath are 5.5 NM, 4.4 NM, and 3.1 NM. A 1160' distance is marked at the start of the glidepath.

SA CATEGORY I & II ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED

INDIANAPOLIS, INDIANA
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39°43'N-86°18'W

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