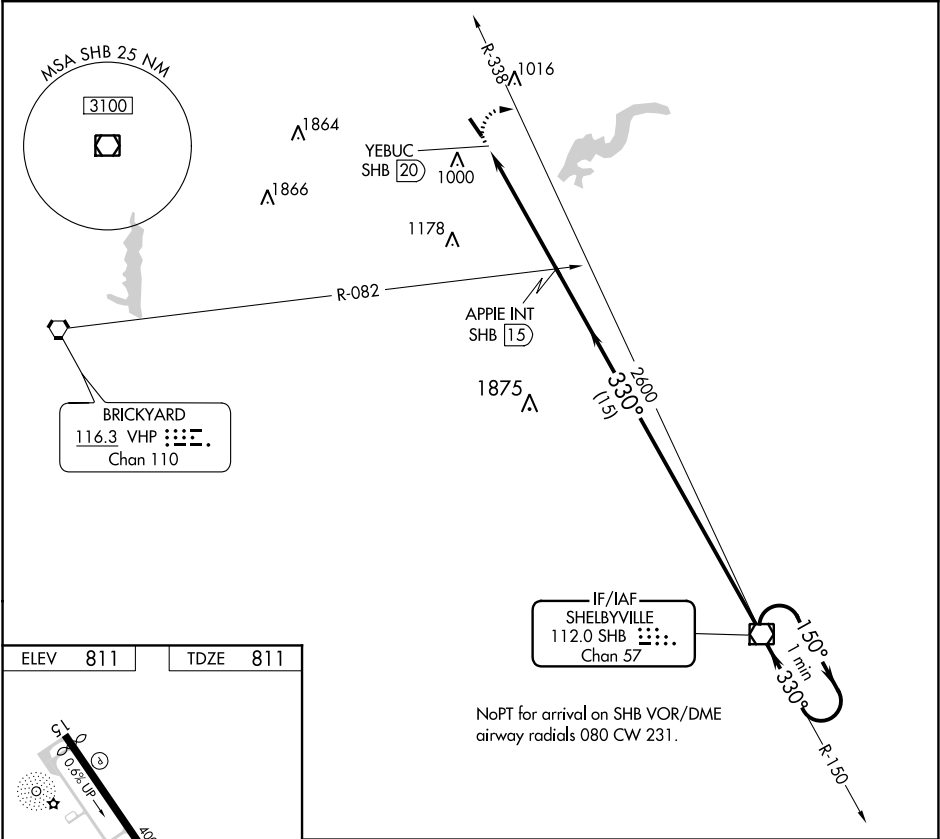


VOR/DME SHB	APP CRS	Rwy Idg	4004
112.0	330°	TDZE	811
Chan 57		Apf Elev	811

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 1¾. Rwy 33 helicopter visibility reduction below ¾ SM NA.

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

AWOS-3 119.375	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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<div>MIRL Rwy 15-33 1</div> <div>REIL Rwys 15 and 33 1</div> <div>FAF to MAP 5 NM</div> <div><table><tr><td>Knots</td><td>60</td><td>90</td><td>120</td><td>150</td><td>180</td></tr><tr><td>Min:Sec</td><td>5:00</td><td>3:20</td><td>2:30</td><td>2:00</td><td>1:40</td></tr></table></div>						Knots	60	90	120	150	180	Min:Sec	5:00	3:20	2:30	2:00	1:40
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	330°	150° → 2600
		3.00° TCH 40		← 330°
		VGSI and descent angles not coincident (VGSI Angle 3.50/TCH 27).		
		0.5	5 NM	1.5 NM
CATEGORY	A	B	C	D
S-33	1340-1	529 (600-1)	1340-1½ 529 (600-1½)	NA
CIRCLING	1340-1	529 (600-1)	1340-1½ 529 (600-1½)	NA