

**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
ILS STANDARD INSTRUMENT APPROACH PROCEDURE
TITLE 14 CFR PART 97.29**

Bearings, headings, courses, tracks and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated.
Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or feet RVR.

<u>AIRPORT ID</u> GSH	<u>PROCEDURE NAME</u> ILS OR LOC RWY 27	<u>ORIGINAL/AMENDMENT</u> 2	<u>CITY</u> GOSHEN	<u>STATE</u> IN
<u>AIRPORT ELEVATION</u> 826	<u>TDZE</u> 826	<u>SUPERSEDED</u> ILS OR LOC RWY 27	<u>ORIGINAL/AMENDMENT</u> 1B	<u>DATED</u> 05/20/2021
<u>FACILITY</u> I-GSH	<u>COORDINATES OF FACILITIES</u> 413130.67N/0854833.44W	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>MAG VAR</u> 4W
				<u>EPOCH YEAR</u> 2000
				<u>CANCEL/SUSPEND</u>

TERMINAL ROUTES

<u>FROM</u>	<u>FIX TYPE</u>	<u>TO</u>	<u>FIX TYPE</u>	<u>LEG TYPE</u>	<u>FO/FB</u>	<u>RNP</u>	<u>COURSE</u>	<u>DISTANCE</u>	<u>ALTITUDE</u>
ETUVE	IF/IAF	NEYMU		TF	FB	1.00	273.44	3.07	2500
NEYMU		BALLA/RADAR	PFAF	TF	FB	1.00	273.41	1.92	2500
BALLA/RADAR	FAF	LADIC/RADAR					273.30 (I-GSH)	3.40	
LADIC/RADAR		RW27	MAP				273.30 (I-GSH)	1.71	
RW27	MAP	1212 MSL		CA			273.30		
1212 MSL		BUCGA		DF	FO	1.00			2500

MISSED APPROACH

MAP:

ILS: DA
LOC: RW27

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 2500 DIRECT BUCGA AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

- PT SIDE OF COURSE OUTBOUND FT WITHIN MILES OF (IAF)
- HOLD E ETUVE, RT, 273.47 INBOUND, 2500 FT. IN LIEU OF PT (IAF), MAX 14000.
- FAC: 273.30 FAF: BALLA/RADAR DIST FAF TO MAP: 5.11 DIST FAF TO THLD: 5.11
- MIN ALT: NEYMU 2500, BALLA/RADAR 2500, LADIC/RADAR 1400
- DIST TO THLD FROM PFAF: 5.11 MM: IM: 150 HAT: GS ANT: 918
- MIN GS INCPT: 2500 GS ALT AT PFAF: BALLA/RADAR 2500 OM: MM: IM:
- GS ANGLE: 3.00 34:1 20:1 TCH: 49.0
- MSA FROM: KGSH 3000



PBN REQUIREMENTS NOTE:

RNP APCH - GPS.

EQUIPMENT REQUIREMENTS NOTES:

RADAR REQUIRED TO DEFINE BALLA AND LADIC.

NOTES:

CHART NOTE: CIRCLING NA TO RWYS 5 AND 23.
CHART NOTE: RWY 27 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED.
CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE ASW ALTIMETER SETTING: INCREASE DA TO 1251 FEET AND ALL VISIBILITIES 1/8 SM; INCREASE ALL MDAS 40 FEET; INCREASE CAT D CIRCLING VISIBILITY 1/4 SM.

ADDITIONAL FLIGHT DATA:

HOLD S, RT, 355.97 INBOUND.
CHART FAS OBST: 993 TRANSMISSION_LINE (18-022664) 413129N/0854507W.

MINIMUMS:

TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT

ALTERNATE: NA ☒

CATEGORY:	A			B			C			D			E		
FINAL TYPE	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA
S-ILS 27	1212	1 1/8	386	1212	1 1/8	386	1212	1 1/8	386	1212	1 1/8	386			
S-LOC 27	1300	1	474	1300	1	474	1300	1 3/8	474	1300	1 3/8	474			
CIRCLING	1300	1	474	1320	1	494	1500	2	674	1560	2 1/4	734			



CHANGES - REASONS

1. DME FIX CEDOB REMOVED AND REPLACED WITH RADAR FIX LADIC. - GSH VOR/DME DECOM/ATC REQUEST.
2. TDZE CHANGED FROM 827 TO 826. - VG SURVEY COMPLETED 6/21/2022.
3. TERMINAL ROUTES: REMOVED FEEDER SEGMENT GSH VORTAC TO BALLA; REMOVED IAF ARC SEGMENT KODHY TO ETUVE. - GSH VORTAC DECOMMISSIONING, VOR MON.
4. TERMINAL ROUTES: IF SEGMENT CHANGED FROM "ETUVE/GSH 23.00 DME/RADAR TO BALLA/GSH 16.03 DME/RADAR" TO "ETUVE (IF/IAF) TO NEYMU TF/FB/1.00; COURSE: 273.44; DISTANCE: 3.07; ALTITUDE: 2500". - DME REMOVED FROM FIX USE. ADDED PBN TRANSITION WITH CAPTURE FIX NEYMU IAW 8250.58C, APP. C.
5. TERMINAL ROUTES: ADDED IF SEGMENT NEYMU TO BALLA/RADAR (PFAF) TF/FB/1.00; COURSE: 273.41; DISTANCE: 1.92; ALTITUDE: 2500. - CAPTURE FIX TO PFAF IAW 8260.58C, APP. C.
6. TERMINAL ROUTES: ADDED SEGMENT: BALLA/RADAR (FAF) TO LADIC/RADAR; COURSE: 273.30 (I-GSH); DISTANCE: 3.40 - 8260.19J 8-6-4.
7. TERMINAL ROUTES: ADDED SEGMENT: LADIC/RADAR TO RWY 27 (MAP); COURSE: 273.30 (I-GSH); DISTANCE 1.71. - 8260.19J 8-6-4.
8. TERMINAL ROUTES: ADDED MA SEGMENT: RWY 27 (MAP) TO 1212 MSL; LEG TYPE CA; COURSE 273.30. - 8260.19J 8-6-4.
9. TERMINAL ROUTES: ADDED MA SEGMENT: 1212 MSL TO BUCGA; LEG TYPE DF; FO/FB: FO; RNP: 1.0; ALTITUDE 2500. - 8260.19J 8-6-4.
10. MISSED APPROACH: MAP: LOC CHANGED FROM "5.01 MILES AFTER BALLA/GSH 16.03 DME/RADAR OR AT GSH 11.02 DME FIX" TO "RWY27". - ADDED RNAV MISSED APPROACH DUE TO GSH VORTAC VOR MON.
11. MISSED APPROACH INSTRUCTIONS CHANGED FROM "CLIMB TO 2500 DIRECT GSH VORTAC AND HOLD; OR WHEN DIRECTED BY ATC, CLIMB TO 1700 THEN CLIMBING RIGHT TURN TO 4000 DIRECT GIJ VORTAC AND HOLD N, LT, 180.87 INBOUND." TO "CLIMB TO 2500 DIRECT BUCGA AND HOLD." - CHANGED TO RNAV MISSED APPROACH DUE TO GSH VORTAC DECOMMISSIONING.
12. PROFILE LINE 1: REMOVED PROCEDURE TURN. - GSH VORTAC DECOMMISSIONING.
13. PROFILE LINE 2: ADDED "HOLD E ETUVE, RT, 273.47 INBOUND, 2500 FT. IN LIEU OF PT (IAF), MAX 14000." - PT CHANGED TO H-I-L DUE TO GSH VORTAC DECOMM/ATC REQUEST.
14. PROFILE LINE 3: FAF CHANGED FROM BALLA/GSH 16.03 DME/RADAR" TO "BALLA/RADAR"; DIST FAF TO MAP AND DIST FAF TO THLD CHANGED FROM 5.01 TO 5.11. - PFAF RELOCATED, TCH CHANGED FROM 55.5 TO 49 USING DESIGN TCH. DME REMOVED FROM FIX USE.
15. PROFILE LINE 4: MIN ALT CHANGED FROM "BALLA/GSH 16.03 DME/RADAR 2500, CEDOB/GSH 12.52 DME 1360*" TO "NEYMU 2500, BALLA/RADAR 2500, LADIC/RADAR 1400". - GSH VORTAC DECOMM/ATC REQUEST RADAR FIX LADIC/CAPTURE FIX NEYMU ADDED PER 8260.19J 8-6-7.D.
16. PROFILE LINE 5: DIST TO THLD TO PFAF: CHANGED FROM 5.01 TO 5.11, AND GS ANT CHANGED FROM 960 TO 918. - PFAF RELOCATED, TCH CHANGED FROM 55.5 TO 49 USING DESIGN TCH.
17. PROFILE LINE 6: CHANGED GS ALT AT PFAF FROM "BALLA 2500" TO "BALLA/RADAR 2500". - IAW 8260.19J 8-6-7 F.
18. PROFILE LINE 7: TCH CHANGED FROM 55.5 TO 49. - DESIGN TCH IS 49 PER I-GSH AIRNAV/8260.3F 10-1-4.
19. PROFILE LINE 8: MSA CHANGED FROM GSH VORTAC 3000 TO KGSH 3000. - IAW 8260.19J 8-6-7 G (4), GSH DECOMMISSIONING, NO SUITABLE NAVAIDS WITHIN 30 NM.
20. PBN REQUIREMENTS NOTE: ADDED "RNP APCH - GPS." - IAW 8260.19J 8-6-8 D (5), PROCEDURE ENTRY AND MA REQUIRE GPS, NO SUITABLE NAVAIDS IN THE AREA.
21. EQUIPMENT REQUIREMENT NOTES: ADDED RADAR REQUIRED TO DEFINE BALLA AND LADIC. - 8260.19J 8-6-9 A (4).
22. NOTES: DELETED CHART NOTE: DME OR RADAR REQUIRED. - GSH DME DECOMM.
23. NOTES: DELETED CHART PROFILE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT. - VGSI AND ILS GLIDESLOPE ARE COINCIDENT.
24. NOTES: CONTINGENCY BACKUP ALTIMETER NOTE CHANGED FROM "WHEN LOCAL ALTIMETER NOT RECEIVED, USE WARSAW MUNI ALTIMETER SETTING AND INCREASE ALL DAS/MDAS 40 FEET AND INCREASE CEDOB FIX MINIMUMS S-LOC 27 CATS C/D VISIBILITY 1/4 MILE" TO "WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE ASW ALTIMETER SETTING: INCREASE DA TO 1251 FEET AND ALL VISIBILITIES 1/8 SM; INCREASE ALL MDAS 40 FEET; INCREASE CAT D CIRCLING VISIBILITY 1/4 SM." -IAW 8260.19 8-6-12 F.
25. NOTES: ADDED CHART NOTE: RWY 27 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED. - IAW 8260.19J 8-6-12 K, 34:1 OBST EXIST.
26. NOTES: DELETED "*1400 WHEN USING WARSAW MUNI ALTIMETER SETTING." AND "*LOC ONLY". - REMOVED DUAL SDF MINIMUMS BY ADDING RADAR TO FIX USE.
27. ADDITIONAL FLIGHT DATA: CHART FAS OBST CHANGED FROM "994 TREE 413126N/0854524W." TO "993 TRANSMISSION LINE (18-022664) 413129N/0854507W." - NEW FAS OBSTACLE.
28. ADDITIONAL FLIGHT DATA: HOLDING CHANGED FROM "HOLD W, RT, 090.00 INBOUND." TO "HOLD S, RT, 355.97 INBOUND." - MA HOLDING FIX CHANGED FROM GSH VORTAC TO BUCGA.
29. MINIMUMS: S-ILS 27 DA/HAT MINS CHANGED FROM 1027/200 TO 1212/386 ALL CATS. VISIBILITY CHANGED FROM 3/4 SM TO 1 1/8 SM ALL CATS. - CONTROLLING OBSTACLE CHANGED FROM ASC TO 971 TREE (18-077772) 413137.09N/0854558.03W 1A/TOUCHDOWN ZONE ELEVATION CHANGED.
30. MINIMUMS: REMOVED CEDOB FIX MINIMUMS. - SDF ALWAYS RECEIVED.
31. MINIMUMS: S-LOC 27 HAT CHANGED FROM 473 TO 474 ALL CATS AND VISIBILITY CHANGED CAT C FROM 1 1/4 TO 1 3/8, CAT D FROM 1 1/2 TO 1 3/8. - TOUCHDOWN ZONE ELEVATION CHANGED AND NEW VISIBILITY TABLE APPLIED.
32. MINIMUMS: CIRCLING HAA CHANGED FROM 473 TO 474 CAT A, FROM 493 TO 494 CAT B, FROM 673 TO 674 CAT C, AND CMDA/HAA FROM 1540/713 TO 1560/734 CAT D. - NEW CONTROLLING OBSTACLES/AIRPORT AND TOUCHDOWN ZONE ELEVATION CHANGED.
33. ADDITIONAL FLIGHT DATA: DELETED "#DME FROM GSH VORTAC." - DME NOT REQUIRED, USING WP/RADAR FIXES.
34. ADDITIONAL FLIGHT DATA: DELETED "CHART: ALTERNATE MA HOLDING, HOLD N GIJ VORTAC, LT, 180.87 INBOUND." - 8260.19J 8-6-6 H, RNAV MISSED APPROACH/GIJ EVENTUAL DECOMMISSIONING.
35. ADDITIONAL FLIGHT DATA: DELETED "CHART IN PLANVIEW: GIJ VORTAC."- REMOVED ALTERNATE MISSED APPROACH.
36. ADDITIONAL FLIGHT DATA: DELETED "CHART GSH R-108 AT KODHY." - REMOVED IAF SEGMENT FROM KODHY/ATC REQUEST.

COORDINATED WITH:

A4A

☐

ALPA

☒

AOPA

☒

APA

☐

HAI

☐

NBAA

☒

OTHER: ZAU, SBN APP CON, AMGR

FLIGHT CHECKED BY

MARC WEBBER

Digitally signed by

RAKE MCGRAW

Apr 16, 2025

OFFICE

AJF

DATE

04/13/2025

DEVELOPED BY

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Apr 16, 2025

OFFICE

AJV-A33

DATE

TITLE

MANAGER



**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD**

AIRPORT ID
GSH

PROCEDURE NAME
ILS OR LOC RWY 27

AMDT NO.
2

CITY
GOSHEN

STATE
IN

AIRPORT ELEVATION
826

FACILITY
I-GSH

PART A: OBSTRUCTION DATA SEGMENTS

INTERMEDIATE

FROM TO
ETUVE (IF/IAF) NEYMU

RNP
1.00

DISTANCE
3.07

PAT

MAP

HAT

HMAS

<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	412945.00N/0853300.00W	1185	215	8	4B	500					1700
TERRAIN	412954.00N/0853336.00W	974 (1000)								AS1500	2500

COMPUTATIONS

ALT KIAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

NEYMU USED AS CAPTURE FIX.

INTERMEDIATE

FROM TO
NEYMU BALLA/RADAR

RNP
1.00

DISTANCE
1.92

PAT

MAP

HAT

HMAS

<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	413318.00N/0853742.00W	1116	215	8	4B	500				AT884	2500
TERRAIN	413318.00N/0853806.00W	915 (900)								AS1500	2400

COMPUTATIONS

ALT KIAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FINAL: ILS

FROM

BALLA/RADAR

TO

RW27

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
	5.11		DA				386				
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TREE (18-077772)	413137.09N/0854558.03W	971	20	3	1A		34.00:1			MA67	1212

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LOC

FROM

BALLA/RADAR

TO

LADIC/RADAR

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>			<u>HMAS</u>		
	3.40										
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	413154.00N/0854154.00W	1106	215	8	4B	250				RA40	1400

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FINAL: LOC STEPDOWN

FROM

LADIC/RADAR

TO

RW27

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
	1.71		RW27				474				
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TRANSMISSION_LINE (18-022664)	413128.69N/0854506.59W	993	20	3	1A	250				XP57	1300

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

XP 57- MAINTAIN CURRENT MINS

HOLD-IN-LIEU OF PT

FROM

ETUVE

TO

P-5

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u> P-5	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TOWER (18-001205)	412903.18N/0853542.96W	1304	500	50	5D	1000					2400
TERRAIN	413339.00N/0851945.00W	1013 (1000)								AS1500	2500

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MISSED APPROACH: ILS

FROM

DA

TO

BUCGA

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
1.00											965
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TREE (18-077772)	413137.09N/0854558.03W	971	20	3	1A		ASC				2500
AAO	413212.00N/0855512.00W	1152	215	8	4B	1000					2200
TERRAIN	413224.00N/0855521.00W	951 (1000)								AS1500	2500

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH: LOC

FROM

RW27

TO

BUCGA

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u> 1050			
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
							ASC				2500
AAO	413212.00N/0855512.00W	1152	215	8	4B	1000					2200
TERRAIN	413224.00N/0855521.00W	951 (1000)								AS1500	2500

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



CIRCLING

☐ ALL CATS

☒ CAT A

☒ CAT B

☒ CAT C

☒ CAT D

☐ CAT E

☐ NOT AUTHORIZED

OBSTRUCTION	COORDINATES	RADIUS	HAA	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
CATEGORY A											
TOWER (18-065931)	413205.47N/0854530.63W	1.30	474	1000	20	3	1A	300			1300
CATEGORY B											
TREE (18-022754)	413110.64N/0854459.06W	1.83	494	1003	20	3	1A	300			1320
CATEGORY C											
TOWER (18-001641)	413329.00N/0855106.00W	2.88	674	1143	500	50	5D	300		AC50	1500
CATEGORY D											
AAO	412754.00N/0854912.00W	3.77	734	1247	215	8	4B	300			1560

CIRCLING REMARKS:

MSA

CENTER	RADIUS
ARP KGSH	25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	TOWER (18-002311)	413655.00N/0861107.00W	291	18.4	1949	500	50	5D	1000			3000

MSA REMARKS:

ARP USED FOR MSA DUE TO NO SUITABLE NAVAIDS WHITHIN 30NM.

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

ZAU ARTCC, SBN APP CON, HUF FSS

WX SERVICE	LOCATION	HRS OPERATION	ALTIMETER SOURCE	DISTANCE	WMSCR	ADJUSTMENTS
ASOS	GSH	24	GSH	0.0	Y	0
BACK-UP WX SERVICE	LOCATION	HRS OPERATION	ALTIMETER SOURCE	DISTANCE	WMSCR	ADJUSTMENTS
AWOS-3	ASW	24	ASW	15.24	Y	39

WX REMARKS:

RASS PRESSURE PATTERNS THE SAME
KGSB 827, KASW 850
RA = 38.3.

PRIMARY NAVAID	MONITOR POINT	HRS OPERATION	CAT
I-GSH	UNMONITORED	24	3

APPROACH AND RUNWAY LIGHTING SYSTEM	RUNWAY MARKINGS	RUNWAY VISUAL RANGE
RW05		
RW23		
RW09 - HIRL (PCL), REIL (PCL), PAPI-2L (PCL)	NPI-F	
RW27 - REIL (PCL), HIRL (PCL), PAPI-4L (PCL)	PIR-F	

GLIDESLOPE ANGLE	ELEV RWY THRESHOLD	TCH	ELEV GS ANTENNA	DISTANCE FROM RWY	VGSI ANGLE	TCH
3.00	826.4	49.0	824.5	918	3.00	51.0

FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	☒	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE
ON CENTERLINE	☒	FT FROM CENTERLINE	

CRITICAL TEMPERATURES

CRITICAL LOW	CRITICAL HIGH	ACT	APT ISA
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CRITICAL TEMPERATURE REMARKS:

"VISUAL PORTION OF FINAL" PENETRATIONS

FINAL TYPE	ILS/LOC
34:1	
969 TREE (18-076585) 413137.4800N/0854602.0900W (16.59)	970 TREE (18-022624) 413138.4500N/0854601.5300W (16.3)
970 TREE (18-076658) 413137.6400N/0854600.3300W (13.65)	967 TREE (18-022625) 413139.0800N/0854600.1500W (10.19)
971 TREE (18-076403) 413137.9000N/0854558.1300W (9.72)	960 TREE (18-022634) 413137.8300N/0854603.0400W (9.7)



<u>AIRPORT ID</u> GSH	<u>PROCEDURE NAME</u> ILS OR LOC RWY 27	<u>AMDT NO.</u> 2	<u>CITY</u> GOSHEN	<u>STATE</u> IN	<u>AIRPORT ELEVATION</u> 826	<u>FACILITY</u> I-GSH
971 TREE (18-077772) 413137.0900N/0854558.0300W (9.52)			951 TREE (18-022695) 413124.5100N/0854606.6500W (9.26)			
966 TREE (18-076365) 413137.0200N/0854600.1000W (9.15)			963 TREE (18-022616) 413139.6900N/0854601.4300W (9.03)			
958 TREE (18-022622) 413139.7100N/0854603.6600W (9.02)			964 TREE (18-076523) 413136.9600N/0854600.9200W (8.99)			
965 TREE (18-076428) 413136.9900N/0854600.4400W (8.92)			970 TREE (18-076331) 413136.9800N/0854558.1100W (8.7)			
966 TREE (18-076950) 413136.6000N/0854559.7900W (8.48)			952 TREE (18-022612) 413139.9100N/0854605.4900W (7.11)			
965 TREE (18-077808) 413136.5300N/0854559.5300W (6.9)			965 TREE (18-077269) 413138.3700N/0854559.4300W (6.61)			
965 TREE (18-077617) 413136.9400N/0854559.1800W (6.1)			959 TREE (18-077130) 413136.9700N/0854601.8100W (5.98)			
968 TREE (18-076404) 413137.0500N/0854557.7600W (5.92)			960 TREE (18-076588) 413136.7400N/0854601.2900W (5.83)			
960 TREE (18-077767) 413136.6300N/0854601.2600W (5.76)			965 TREE (18-076391) 413136.7800N/0854558.9000W (5.48)			
950 TREE (18-030606) 413136.4400N/0854605.5800W (5.43)			967 TREE (18-022631) 413138.2600N/0854558.0100W (5.43)			
953 TREE (18-076752) 413136.2900N/0854604.0900W (5.11)			953 TREE (18-076461) 413136.3000N/0854603.9000W (4.68)			
952 TREE (18-076858) 413138.3300N/0854604.2600W (4.41)			963 TREE (18-076487) 413137.0900N/0854559.2300W (4.21)			
957 TREE (18-077638) 413136.7000N/0854601.9000W (4.19)			960 TREE (18-077889) 413136.5500N/0854600.2400W (3.48)			
963 TREE (18-077639) 413136.5500N/0854558.8400W (3.35)			963 TREE (18-030584) 413136.6300N/0854558.7700W (3.19)			
936 TREE (18-022621) 413138.7900N/0854610.7600W (2.94)			959 TREE (18-076903) 413136.7200N/0854600.4100W (2.86)			
956 TREE (18-076868) 413136.3000N/0854601.6600W (2.67)			958 TREE (18-077017) 413136.7800N/0854600.6500W (2.39)			
951 TREE (18-076853) 413136.3100N/0854603.7400W (2.32)			962 TREE (18-076936) 413136.7900N/0854558.7500W (2.14)			
957 TREE (18-076878) 413136.9900N/0854600.6800W (1.45)			952 TREE (18-077960) 413136.9500N/0854602.8200W (1.24)			
962 TREE (18-076989) 413136.7000N/0854558.2900W (1.12)			947 TREE (18-076722) 413136.3700N/0854604.8500W (0.8)			
961 TREE (18-030563) 413139.1600N/0854558.4600W (0.41)			959 TREE (18-077398) 413136.8300N/0854559.3100W (0.39)			
945 TREE (18-076456) 413124.7700N/0854605.3200W (0.27)			940 TREE (18-076745) 413136.9000N/0854607.7400W (0.25)			
<u>PENETRATIONS REMARKS:</u>						

HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS

and/or

5280-FT "PROCEED VFR" SEGMENT LEVEL SURFACE AREA PENETRATIONS

<u>PENETRATIONS REMARKS:</u>



PART C: GENERAL REMARKS:

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

VDP NOT ESTABLISHED - VDP IS LOCATED WITHIN 0.5 NM OF FAF.

100' VEGETATION USED PER FPT.

CAPTURE FIX WAIVER DATED 8/22/2023 USED FOR THIS PROCEDURE.

DA BASED ON RNAV MA OBSTACLE EVALUATION.

ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.

PART D: AIRSPACE

DOCKET #

ALL DISTANCES TO 1/100NM; ELEVATION TO NEAREST 100 FEET; COORDINATES TO 1/100 SECOND; DEG TO 1/100 DEGREE

DISTANCE FROM	THLD	TO 1000FT POINT	3.22
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	0.92
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	269.30
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	900
DISTANCE FROM	THLD	TO 1500FT POINT	4.91
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.28
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	269.3
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	900

THRESHOLD COORDINATES (IF STR-IN) 413131.53N/0854700.95W

ARP COORDINATES 413134.09N/0854739.57W

RUNWAY APCH END AND DIST FURTHEST FROM ARP RUNWAY 9 DISTANCE 0.51 NM

FAF COORDINATES 413135.08N/0854012.92W

FIX NAME COORDINATES

REMARKS

PART E: PREPARED BY

NAME	OFFICE	DATE	TITLE
RYAN PIPKIN	AJV-A33	09/24/2024	AERONAUTICAL INFORMATION SPECIALIST

