

**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> KAID	<u>PROCEDURE NAME</u> ILS OR LOC RWY 30	<u>ORIGINAL/AMENDMENT</u> 4	<u>CITY</u> ANDERSON	<u>STATE</u> IN		
<u>AIRPORT ELEVATION</u> 919	<u>TDZE</u> 919	<u>SUPERSEDED</u> ILS OR LOC RWY 30	<u>ORIGINAL/AMENDMENT</u> 3	<u>DATED</u> 07/14/2022	<u>MAG VAR</u> 3W	<u>EPOCH YEAR</u> 1985
<u>FACILITY</u> I-AID	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>CANCEL/SUSPEND</u>		

TERMINAL ROUTES

FROM	FIX TYPE	TO	FIX TYPE	LEG TYPE	FO/FB	RNP	COURSE	DISTANCE	ALTITUDE

MISSED APPROACH

MAP:

ILS: DA
 LOC: 4.88 NM AFTER VIDEO LOM/RADAR

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 2200 THEN CLIMBING RIGHT TURN TO 2900 DIRECT VIDEO LOM/RADAR AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

1. PT R SIDE OF COURSE 118.04 OUTBOUND 2900 FT WITHIN 10 MILES OF VIDEO LOM/RADAR (IAF)
- 2.
3. FAC: 298.04 FAF: VIDEO LOM/RADAR DIST FAF TO MAP: 4.88 DIST FAF TO THLD: 4.88
4. MIN ALT: VIDEO LOM/RADAR 2700
5. DIST TO THLD FROM OM: MM: IM: 150 HAT: GS ANT: 1032
6. MIN GS INCPT: 2700 GS ALT AT PFAF : OM: 2520 MM: IM:
7. GS ANGLE: 3.00 34:1 20:1 TCH: 48.2
8. MSA FROM: AI NDB 2900

EQUIPMENT REQUIREMENTS NOTE:

ADF REQUIRED.
 RADAR REQUIRED FOR PROCEDURE ENTRY.



NOTES:

CHART NOTE: RWY 30 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED.
CHART NOTE: FOR INOPERATIVE ALS, INCREASE S-ILS 30 ALL CATS VISIBILITY TO 7/8 SM.

ADDITIONAL FLIGHT DATA:

HOLD SE, LT, 298.04 INBOUND.
FAS OBST: 1190 AAO 400421N/0853016W.
CHART CIRCLING ICON.
CHART IN PLANVIEW: (CFVSB) (400129.02N/0852250.60W).

MINIMUMS:

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

ALTERNATE: NA

ILS: STANDARD - NA WHEN CONTROL TOWER CLOSED. NA WHEN LOCAL WEATHER NOT AVAILABLE.; LOC: STANDARD - NA WHEN CONTROL TOWER CLOSED. NA WHEN LOCAL WEATHER NOT AVAILABLE.

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 30	1209	3/4	290	1209	3/4	290	1209	3/4	290	1209	3/4	290				
S-LOC 30	1440	3/4	521	1440	3/4	521	1440	1 1/4	521	1440	1 1/4	521				
CIRCLING	1440	1	521	1440	1	521	1520	1 3/4	601	1520	2	601				

CHANGES - REASONS

1. TERMINAL ROUTES: REMOVED MIE VOR/DME-ZAKAV INT FEEDER. - MIE VOR/DME DECOM.
2. MAP: CHANGED LOC FROM 1.49 NM AFTER OWKIQ INT TO 4.88 NM AFTER VIDEO LOM/RADAR. - VIDEO LOM REINSTATED FPT/AIRPORT REQUEST.
3. MA INSTRUCTIONS: CHANGED FROM "CLIMB TO 2000 THEN CLIMBING RIGHT TURN TO 2900 ON HEADING 069 AND ON MIE VOR/DME R-247 TO MIE VOR/DME AND HOLD" TO "CLIMB TO 2200 THEN CLIMBING RIGHT TURN TO 2900 ON HEADING 030 DIRECT VIDEO LOM/RADAR AND HOLD". - MIE VOR/DME DECOM.
4. PROFILE: LINE 1- CHANGED FROM ZAKAV INT TO VIDEO LOM/RADAR; LINE 3- CHANGED FROM PFAF: ZAKAV INT TO FAF: VIDEO LOM/RADAR AND CHANGED DIST FAF TO MAP/THLD FROM 5.44 TO 4.88; LINE 4- CHANGED MIN ALT FROM ZAKAV INT TO VIDEO LOM/RADAR AND REMOVED OWKIQ INT 1440; LINE 6- REMOVED GS ALT AT PFAF: ZAKAV INT 2700 AND ADDED OM: 2520; LINE 8- CHANGED MSA FAC FROM MIE VOR/DME TO AID NDB. - NEW EVAL COMPLETED WITH VIDEO LOM REINSTATED FPT/AIRPORT REQUEST, REMOVED OWKIQ SDF DUE TO MIE VOR/DME DECOM, FAF MOVED ABEAM OUTER MARKER, AND MIE VOR/DME DECOM.
5. EQUIPMENT REQUIREMENTS NOTE: ADDED ADF REQUIRED AND ADDED RADAR REQUIRED FOR PROCEDURE ENTRY. - NEW EVAL COMPLETED WITH VIDEO LOM REINSTATED FPT/AIRPORT REQUEST.
6. NOTES: ADDED FOR INOPERATIVE ALS, INCREASE S-ILS 30 ALL CATS VISIBILITY TO 7/8 SM. - NEW EVAL COMPLETED AND IAW 8260.3E TABLE 3-3-1.
7. ADDITIONAL FLIGHT DATA: CHANGED FROM "HOLD NW, RT, 143.00 INBOUND" TO "HOLD SE, LT, 298.04 INBOUND" AND FAS OBST FROM "1034 TRANSMISSION LINE (18-047677) 400531N/0853351W" TO "1190 AAO 400421N/0853016W". - REDESIGN OF MA ROUTE FPT/AIRPORT REQUEST AND NEW EVAL COMPLETED WITH OWKIQ SDF REMOVED.
8. MINIMUMS: CHANGED S-LOC 30 ALL CATS FROM 1300/381 TO 1440/521 AND CHANGED CAT C/D VIS FROM 7/8 SM TO 1 1/4 SM. - NEW EVAL COMPLETED WITH OWKIQ SDF REMOVED AND IAW 8260.3E TABLE 3-3-1.
9. MINIMUMS: CHANGED CIRCLING CAT A FROM 1360/441 TO 1440/521 AND CAT B FROM 1400/481 TO 1440/521. - RAISED CAT A/B MINS TO MATCH STRAIGHT-IN MINS.

10/18/2023: THIS IS AN CORRECTED COPY OF THE FORM APPROVED ON 03/22/2023:
PROFILE LINE 8: CHANGED FROM AID NDB TO AI NDB.



COORDINATED WITH:

A4A **ALPA** **AOPA** **APA** **HAI** **NBAA** **OTHER:** ZID, ZAU, IND APP CON, KAID ATCT, AMGR

FLIGHT CHECKED BY

GLEN B FREEMAN

Digitally signed by
CASIMIR L TABAKA

OFFICE

FPO

DATE

09/28/2023

Digitally signed by

ERIC N SUSKI

Oct 03, 2023

OFFICE

AJV-A431

DATE

02/08/2023

DEVELOPED BY

ERIC N SUSKI (ANDRE TUCKER)

APPROVED BY

ERIC N SUSKI

Digitally signed by

ERIC N SUSKI

Mar 22, 2023

OFFICE

AJV-A430

DATE

TITLE
MANAGER



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

<u>AIRPORT ID</u> KAID	<u>PROCEDURE NAME</u> ILS OR LOC RWY 30	<u>AMDT NO.</u> 4	<u>CITY</u> ANDERSON	<u>STATE</u> IN	<u>AIRPORT ELEVATION</u> 919	<u>FACILITY</u> I-AID
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PART A: OBSTRUCTION DATA SEGMENTS

INTERMEDIATE: PT

<u>FROM</u> 10 NM	<u>TO</u> VIDEO LOM/RADAR
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<u>RNP</u>	<u>DISTANCE</u> 10.00	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
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<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 (18-000572)	400318.00N/0852305.00W	1564	500	50	5D	500					2100
TERRAIN	400000.00N/0852003.00W	1171 (1200)								AS1500	2700

COMPUTATIONS

<u>ALT</u>	<u>KIAS</u>	<u>KTAS</u>	<u>HAA</u>	<u>VKTW</u>	<u>TR</u>	<u>BA</u>	<u>DTA</u>	<u>COURSE CHANGE</u>	<u>DVEB</u>	<u>VEB OCS</u>	<u>RF CENTER FIX/DISTANCE</u>
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SEGMENT REMARKS:

FINAL: ILS

<u>FROM</u> GP INTCP	<u>TO</u> DA
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<u>RNP</u>	<u>DISTANCE</u> 4.88	<u>PAT</u>	<u>MAP</u> DA	<u>HAT</u> 290	<u>HMAS</u>
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<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 (18-047528)	400604.50N/0853548.63W	1011	20	3	1A		34.00:1			MA40	1209

COMPUTATIONS

<u>ALT</u>	<u>KIAS</u>	<u>KTAS</u>	<u>HAA</u>	<u>VKTW</u>	<u>TR</u>	<u>BA</u>	<u>DTA</u>	<u>COURSE CHANGE</u>	<u>DVEB</u>	<u>VEB OCS</u>	<u>RF CENTER FIX/DISTANCE</u>
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SEGMENT REMARKS:



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KAID

PROCEDURE NAME
ILS OR LOC RWY 30

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4

CITY
ANDERSON

STATE
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AIRPORT ELEVATION
919

FACILITY
I-AID

FINAL: LOC

FROM
VIDEO LOM/RADAR

TO
4.88 NM AFTER VIDEO LOM/RADAR

RNP	DISTANCE	PAT	MAP	HAT	HMAS
	4.88		4.88 NM AFTER VIDEO LOM/RADAR	521	

<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	400420.70N/0853015.65W	1190	50	20	2C	250					1440

COMPUTATIONS

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

SEGMENT REMARKS:

PROCEDURE TURN

FROM
VIDEO LOM/RADAR

TO
10 NM

RNP	DISTANCE	PAT	MAP	HAT	HMAS
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<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 (18-002575)	400537.00N/0852331.70W	1845	500	50	5D	1000					2900
TERRAIN	395836.00N/0851000.00W	1220 (1200)								AS1500	2700

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**
VIDEO LOM/RADAR

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u> 1004
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<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 (18-047528)	400604.50N/0853548.63W	1011	20	3	1A		ASC				2900
TOWER (18-001354)	400920.00N/0852550.00W	1384	500	50	5D	1000					2400
TERRAIN	395957.00N/0853642.00W	997 (1000)								AS1500	2500

COMPUTATIONS

<u>N/A</u>	<u>ALT</u>	<u>KIAS</u>	<u>KTAS</u>	<u>HAA</u>	<u>VKTW</u>	<u>TR</u>	<u>BA</u>	<u>DTA</u>	<u>COURSE CHANGE</u>	<u>DVEB</u>	<u>VEB OCS</u>	<u>RF CENTER FIX/DISTANCE</u>
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SEGMENT REMARKS:

MISSED APPROACH : LOC

FROM 4.88 NM AFTER VIDEO LOM/RADAR **TO**
VIDEO LOM/RADAR

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u> 1190
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<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				2900
TOWER (18-001354)	400920.00N/0852550.00W	1384	500	50	5D	1000					2400
TERRAIN	395957.00N/0853642.00W	997 (1000)								AS1500	2500

COMPUTATIONS

<u>N/A</u>	<u>ALT</u>	<u>KIAS</u>	<u>KTAS</u>	<u>HAA</u>	<u>VKTW</u>	<u>TR</u>	<u>BA</u>	<u>DTA</u>	<u>COURSE CHANGE</u>	<u>DVEB</u>	<u>VEB OCS</u>	<u>RF CENTER FIX/DISTANCE</u>
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SEGMENT REMARKS:



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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 (18-028128)	400637.79N/0853458.90W	1.30	521	1059	50	20	2C	300		SI	1440
CATEGORY B											
TANK (18-020951)	400646.82N/0853429.40W	1.84	521	1081	20	3	1A	300		SI	1440
CATEGORY C											
TOWER (18-001254)	400447.54N/0853929.83W	2.89	601	1219	20	3	1A	300			1520
CATEGORY D											
TOWER (18-001254)	400447.54N/0853929.83W	3.78	601	1219	20	3	1A	300			1520

CIRCLING REMARKS:

MSA

CENTER
AID NDB

RADIUS
25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	TOWER (18-002575)	400537.00N/0852331.70W	078	05.7	1845	500	50	5D	1000			2900

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH
AID TOWER, ZID ARTCC

<u>WX SERVICE</u> AWOS-3	<u>LOCATION</u> KAID	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> KAID	<u>DISTANCE</u> 0	<u>SERVICE-A</u> Y	<u>ADJUSTMENTS</u> 0
<u>BACK-UP WX SERVICE</u> ASOS	<u>LOCATION</u> KMIE	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> KMIE	<u>DISTANCE</u> 12.80	<u>SERVICE-A</u> Y	<u>ADJUSTMENTS</u> 33

WX REMARKS:
RASS PRESSURE PATTERNS THE SAME
KAID 919, KMIE 937
RA = 32.1.

<u>PRIMARY NAVAID</u> I-AID	<u>MONITOR POINT</u> AID ATCT	<u>HRS OPERATION</u> TWR OPEN TWR CLOSED	<u>CAT</u> 1 3
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<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>	<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
RW18 - MIRL (PCL), PAPI-2L (PCL)	BSC-F	
RW36 - MIRL (PCL)	BSC-F	
RW12 - MIRL (PCL), REIL, PAPI-4L (PCL)	PIR-G	
RW30 - MALSF (PCL), MIRL (PCL), PAPI-4L	PIR-G	

<u>GLIDESLOPE ANGLE</u> 3.00	<u>ELEV RWY THRESHOLD</u> 918.9	<u>TCH</u> 48.2	<u>ELEV GS ANTENNA</u> 908.5	<u>DISTANCE FROM RWY</u> 1032	<u>VGSI ANGLE</u> 3.00	<u>TCH</u> 48.1
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FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	<input checked="" type="checkbox"/>	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE 79.534
ON CENTERLINE	<input checked="" type="checkbox"/>	FT FROM CENTERLINE	

CRITICAL TEMPERATURES

<u>CRITICAL LOW</u>	<u>CRITICAL HIGH</u>	<u>ACT</u>	<u>APT ISA</u>
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CRITICAL TEMPERATURE REMARKS:



"VISUAL PORTION OF FINAL" PENETRATIONS

Final Type	LOC
34:1	
972 TREE (18-035279) 400618.24N/0853602.73W (18.91)	994 TREE (18-037245) 400608.91N/0853557.02W (17.33)
1010 TREE (18-020980) 400604.70N/0853549.95W (13.39)	1011 TREE (18-047528) 400604.50N/0853548.63W (11.41)
960 TREE (18-035398) 400617.69N/0853603.74W (8.31)	1002 TREE (18-037971) 400604.73N/0853551.27W (8.16)
983 TREE (18-035331) 400611.76N/0853556.04W (7.9)	987 TREE (18-037176) 400608.71N/0853555.67W (7.29)
991 TREE (18-037711) 400607.41N/0853553.62W (5.4)	986 TREE (18-037180) 400607.78N/0853555.78W (5.34)
1001 TREE (18-037981) 400603.77N/0853550.92W (5.23)	1004 TREE (18-038135) 400603.63N/0853549.45W (5.01)
981 TREE (18-037241) 400607.80N/0853557.97W (4.9)	994 TREE (18-037732) 400605.84N/0853552.70W (4.52)
986 TREE (18-037209) 400609.93N/0853553.51W (3.35)	980 TREE (18-047631) 400610.86N/0853555.82W (3.31)
992 TREE (18-047573) 400608.69N/0853551.06W (2.72)	958 TREE (18-047486) 400616.64N/0853602.64W (2.71)
981 TREE (18-037174) 400606.90N/0853557.15W (2.07)	974 TREE (18-035133) 400611.57N/0853557.66W (2.01)
984 TREE (18-037213) 400606.53N/0853555.72W (1.64)	986 TREE (18-037712) 400606.35N/0853554.35W (0.58)

HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS

and/or
5280-FT "PROCEED VFR" SEGMENT LEVEL SURFACE AREA PENETRATIONS

PENETRATIONS REMARKS:

PART C: GENERAL REMARKS:

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

VDP NOT ESTABLISHED - FINAL FACILITY DOES NOT HAVE DME.

100FT TREE HEIGHT USED AS PER FPT PROVIDED CHECKLIST

WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE MUNCIE ALTIMETER SETTING AND INCREASE S-ILS 30 DA TO 1242 FEET; INCREASE ALL MDAS 40 FEET AND S-LOC VISIBILITY CAT C/D 1/8 SM.

ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.



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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	3.59
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.00
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	295.04
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	1000
DISTANCE FROM	THLD	TO 1500FT POINT	4.88
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.27
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	295.04
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	1000

**THRESHOLD
COORDINATES
(IF STR-IN)** 400620.76N/0853620.55W

ARP COORDINATES 400631.00N/0853646.80W

**RUNWAY APCH END
AND DIST FURTHEST
FROM ARP** RUNWAY 12 DISTANCE 0.50 NM

**FAF
COORDINATES** 400416.69N/0853035.29W

**FIX NAME
COORDINATES**

REMARKS
THLD DISPLACED 79.534FT, ACTUAL COORDINATES: 400620.43N/0853619.62W.



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I-AID

PART E: PREPARED BY

NAME
ERIC N SUSKI (ANDRE TUCKER)

OFFICE
AJV-A431

DATE
02/08/2023

TITLE
AERONAUTICAL INFORMATION SPECIALIST

