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|--|------------------------------|---|-------------------------------------|---|--|
| Flight Procedures Cover Page | Task Action: FLIGHT CHECK | Task Type: IAP | Estimated Chart Date: 10/02/2025 | APWS Task ID: EC70D8574FF449B6BBCFDE45035B0E7F | APWS Project ID: 7276DB49E01C46CBAE5E7810018A97CC |
| Procedure: ILS OR LOC RWY 27L AMDT 38 | | Enroute: NO | Specialist: Keefer, John | | Agreement Number: |
| Airport ID: KSBN | | | Airport City: SOUTH BEND | | State: IN |
| Facility ID: SBN | Facility Type: ILS | Flight Inspection Remark Type: New FC Slot | | | |

Procedure Comments:

Used airport pending data dated 8-7-25.

Add NORNA (IF) to MISHA LOM (FAF) to create an RNAV intermediate route.

Approval Letter Request:
1200 RVR with no RVR Midpoint Sensor.

Contact: Casimir Tabaka: 405-954-7931

09/11/25: THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 09/10/25.
1. REMOVED NORNA 2400 FROM LINE 4

QUALITY
35
CHECKED

QUALITY
38
CHECKED

QUALITY
35
CHECKED

QUALITY
38
CHECKED

| | | | |
|---------------------------|------------------------|-----------------------------|---|
| LOC I-SBN 109.3 | APP CRS 274° | Rwy Ldg TDZE Apt Elev | 8412 774 798 |
|---------------------------|------------------------|-----------------------------|---|

OLD

ILS RWY 27L (SA CAT I & II) SOUTH BEND INTL (SBN)

ADF and RADAR required.

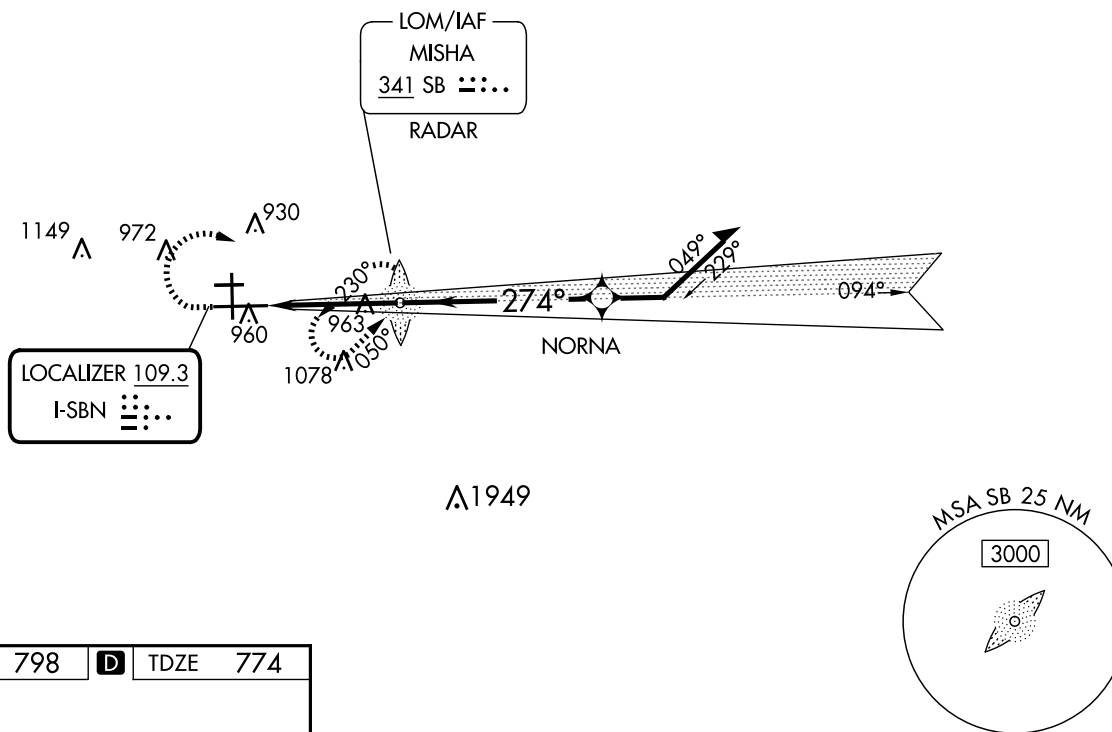
▼ Procedure NA when tower closed. Requires specific OPSPEC, MSPEC, or LOA approval.

▲



MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct MISHA LOM/RADAR and hold, continue climb-in-hold to 3000.

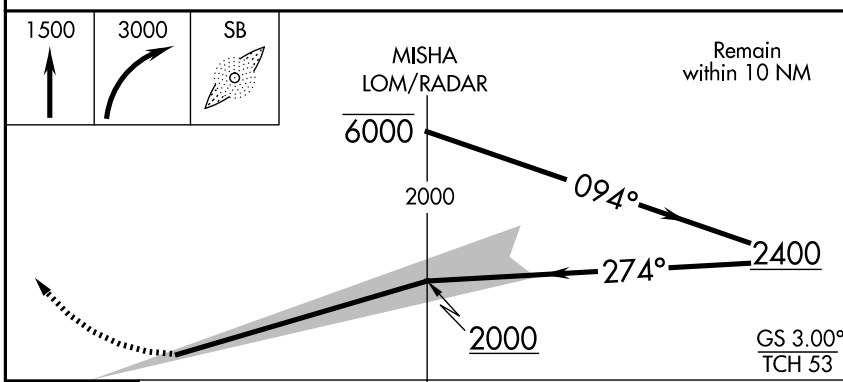
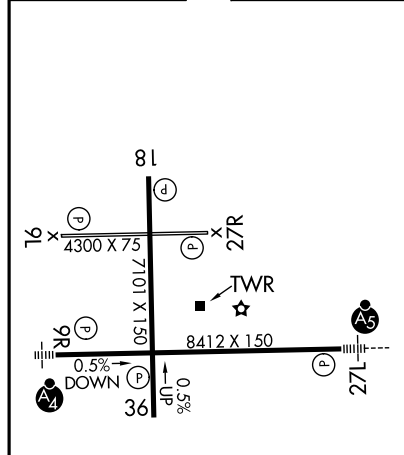
| | | | | |
|------------------------|---|---|-------------------------|--------------------------|
| ATIS 120.675 | SOUTH BEND APP CON ★ 118.55 257.8 | SOUTH BEND TOWER ★ 135.675 (CTAF) 0 257.8 | GND CON 121.7 | CLNC DEL 121.9 |
|------------------------|---|---|-------------------------|--------------------------|



EC-2, 12 JUN 2025 to 10 JUL 2025

EC-2, 12 JUN 2025 to 10 JUL 2025

| | | |
|----------|----------|----------|
| ELEV 798 | D | TDZE 774 |
|----------|----------|----------|



| | | | | |
|-----------|-----------|-----------|------------|---|
| CATEGORY | A | B | C | D |
| S-ILS 27L | SA CAT I | RA 209/14 | 150 DA 924 | |
| S-ILS 27L | SA CAT II | RA 125/12 | 101 DA 875 | |

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



Federal Aviation Administration

Memorandum

Date: June 9, 2025

To: Manager, Flight Procedure Standards

From: John DePhillips, Aviation Safety Inspector, Flight Procedures and Airspace Group

Subject: Approval Request: SOUTH BEND INTL/, SOUTH BEND, IN (KSBN), ILS RWY 27L (SA CAT I & II)

KSBN ILS Runway 27L; Visual Range (RVR) Sensor Requirements approval to establish RVR 1200 absent a midpoint RVR sensor for SA CAT II.

FAA Order 8400.13F, Chapter 5, requires a midpoint RVR sensor to be present to establish SA CAT II operations that support an RVR less than 1600 to a runway that is longer than 8,000 ft. The landing length of KSBN RWY 27L is 8412 ft and RVR 1200 was established by instrument procedure publication in 2018 without AFS-400 approval. This approval satisfies the requirement outlined below and serves to cancel FDC 5/2996 which increases the RVR to 1600.

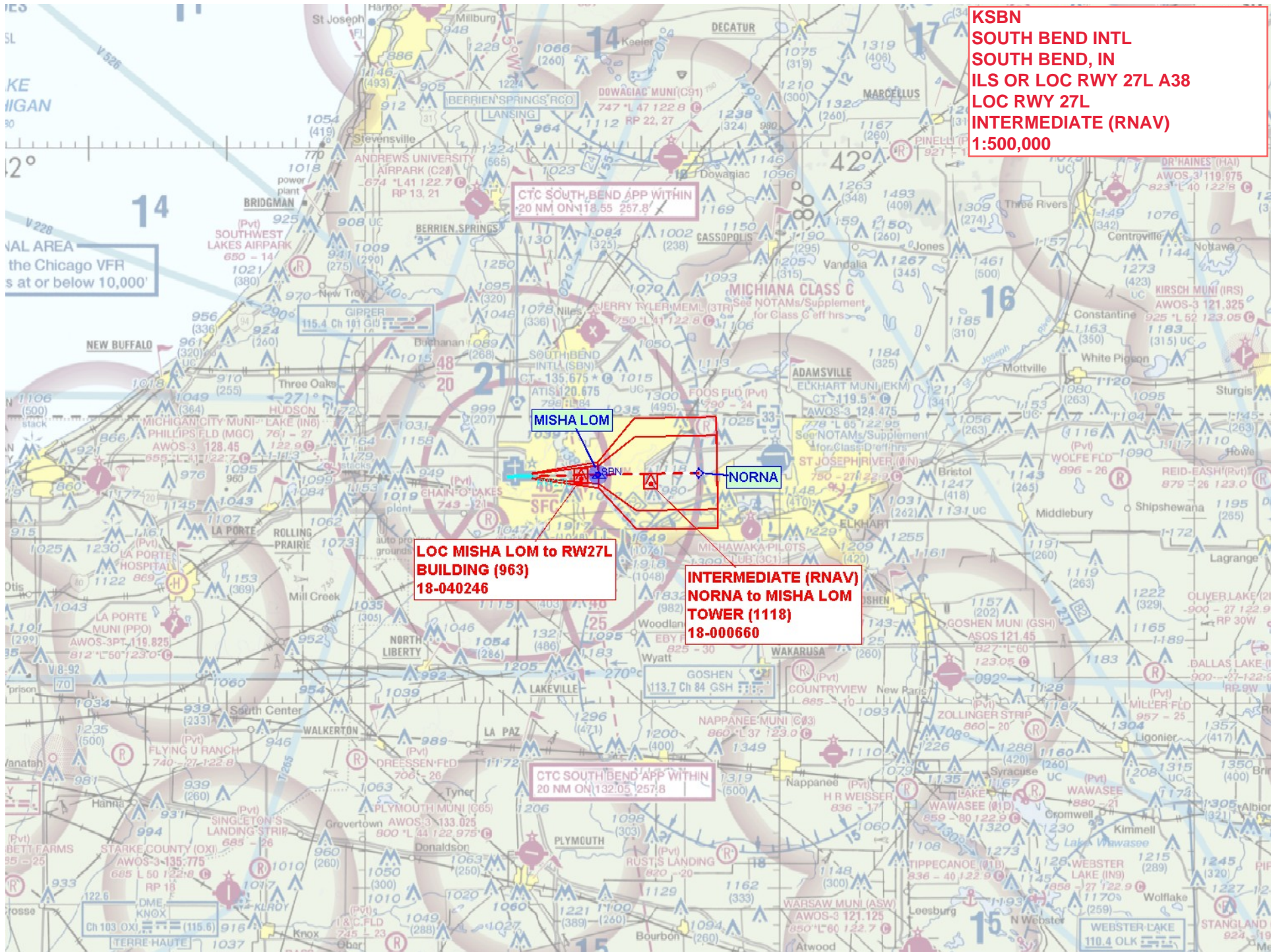
Applicable Reference:

FAA Order 8400.13F, Chapter 5.4(a): SA CAT II Operations.

SA CAT II operations at RVR 1600 require a touchdown zone (TDZ) sensor of an RVR reporting system. SA CAT II operations at RVR 1200 require not less than two sensors of an RVR reporting system, and one of the required sensors must be for the TDZ. When the runway is in excess of 8,000 feet in length, a midpoint RVR sensor is required in addition to the touchdown and rollout sensors for CAT II operations below RVR 1600. The Flight Technologies and Procedures Division may approve CAT II operations on a runway in excess of 8,000 feet with a single TDZ and rollout sensor on a case-by-case basis.

Impacts if Disapproved:

If approval is not granted, KSBN throughput will reduce by approximately 100 operations per year during low visibility events where RVR decreases below 1600. Note: This reduction is a combination of departures and arrivals. Additionally, if this approval is disapproved and if RVR continues to be NOTAM'd to 1600 RVR, KSBN has no funding or plans to install midpoint RVR sensors at this time.



KSBN
SOUTH BEND INTL
SOUTH BEND, IN
ILS OR LOC RWY 27L A38
LOC RWY 27L
INTERMEDIATE (RNAV)
1:500,000

CTC SOUTH BEND APP WITHIN
20 NM ON 118.55 257.8

MISHA LOM

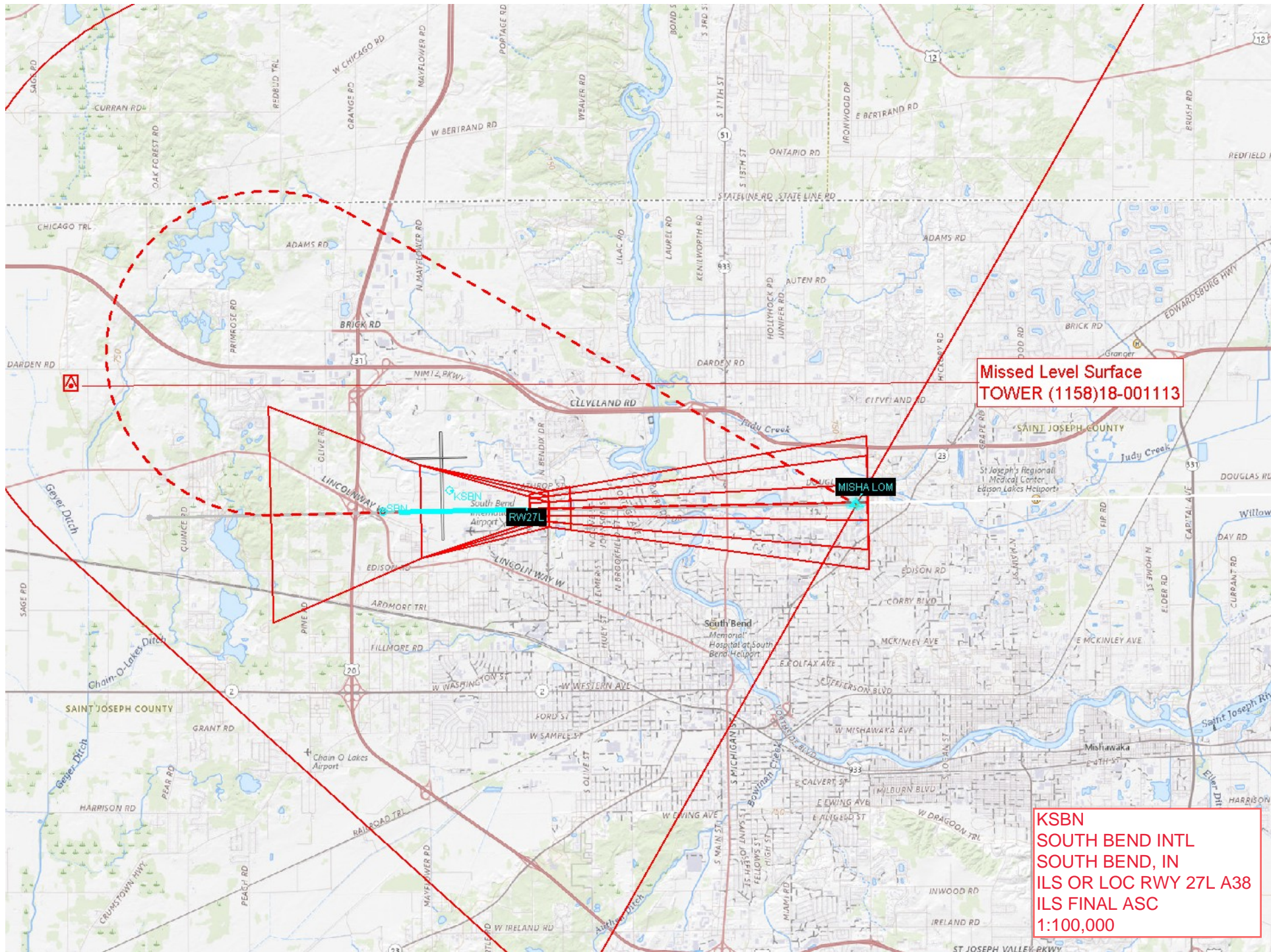
NORNA

LOC MISHA LOM to RWY 27L
BUILDING (963)
18-040246

INTERMEDIATE (RNAV)
NORNA to MISHA LOM
TOWER (1118)
18-000660

CTC SOUTH BEND APP WITHIN
20 NM ON 132.05 257.8

VAL AREA
the Chicago VFR
s at or below 10,000'

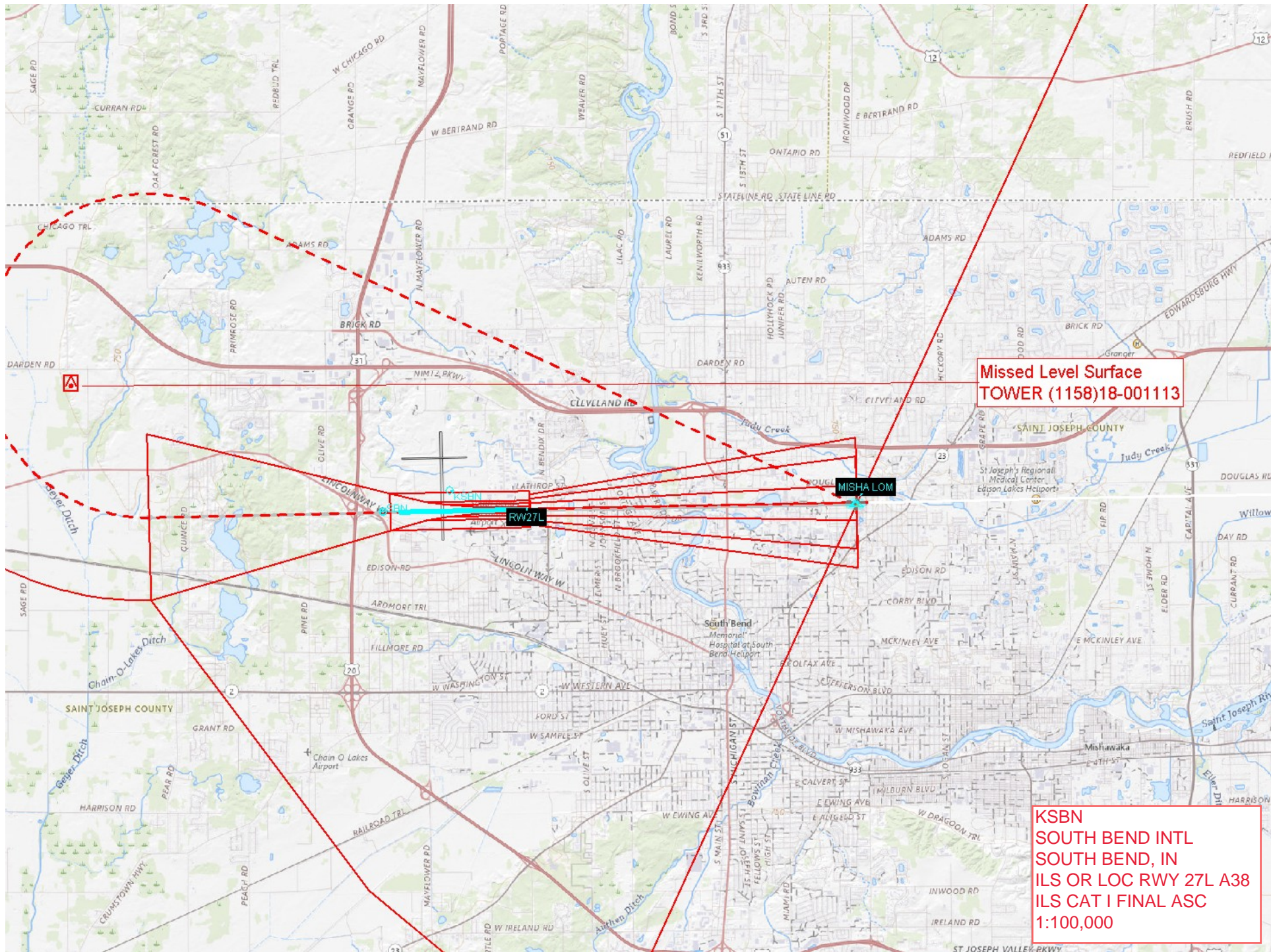


**Missed Level Surface
TOWER (1158)18-001113**

MISHA LOM

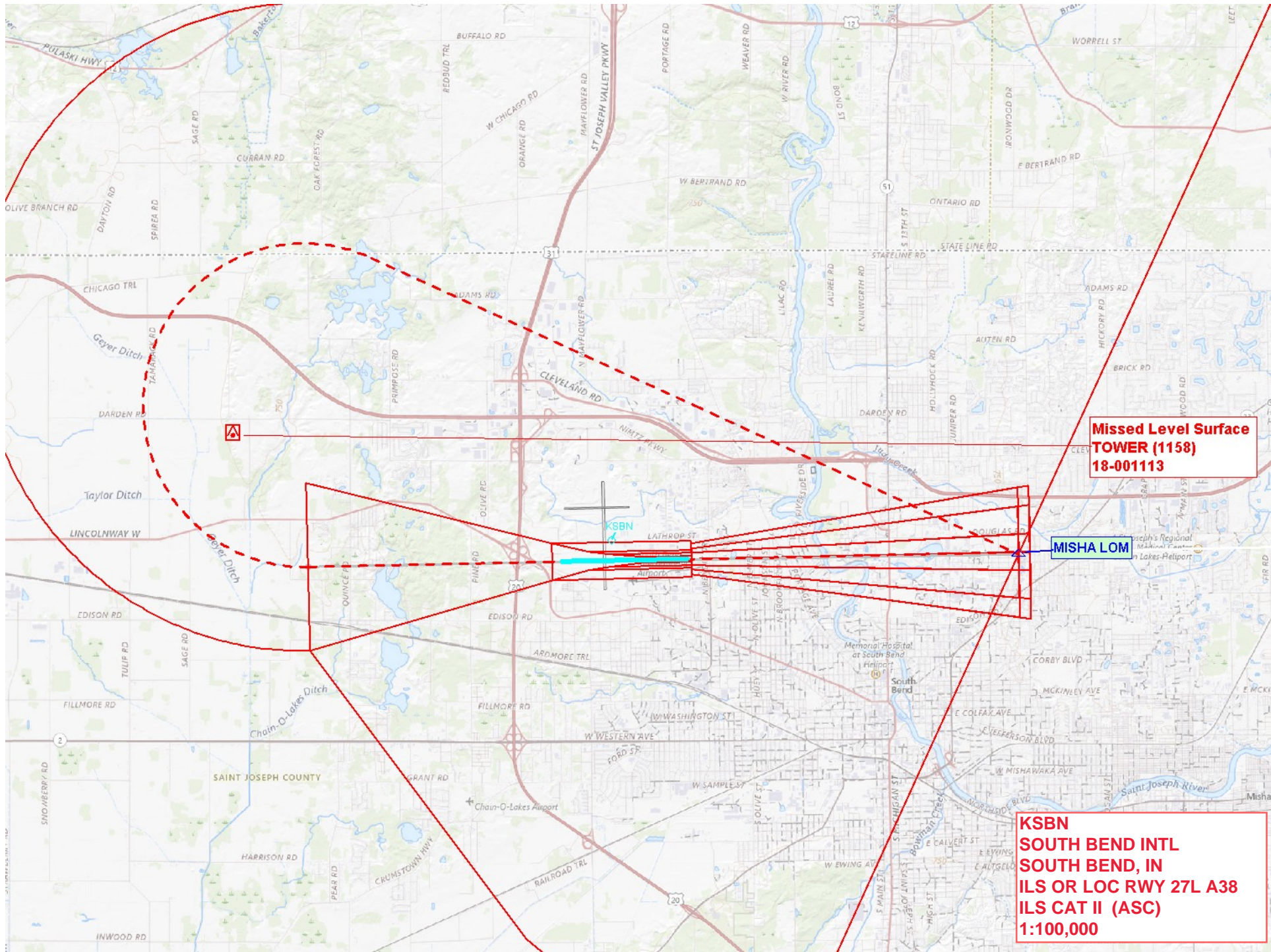
RW27L

**KSBN
SOUTH BEND INTL
SOUTH BEND, IN
ILS OR LOC RWY 27L A38
ILS FINAL ASC
1:100,000**



Missed Level Surface
TOWER (1158)18-00113

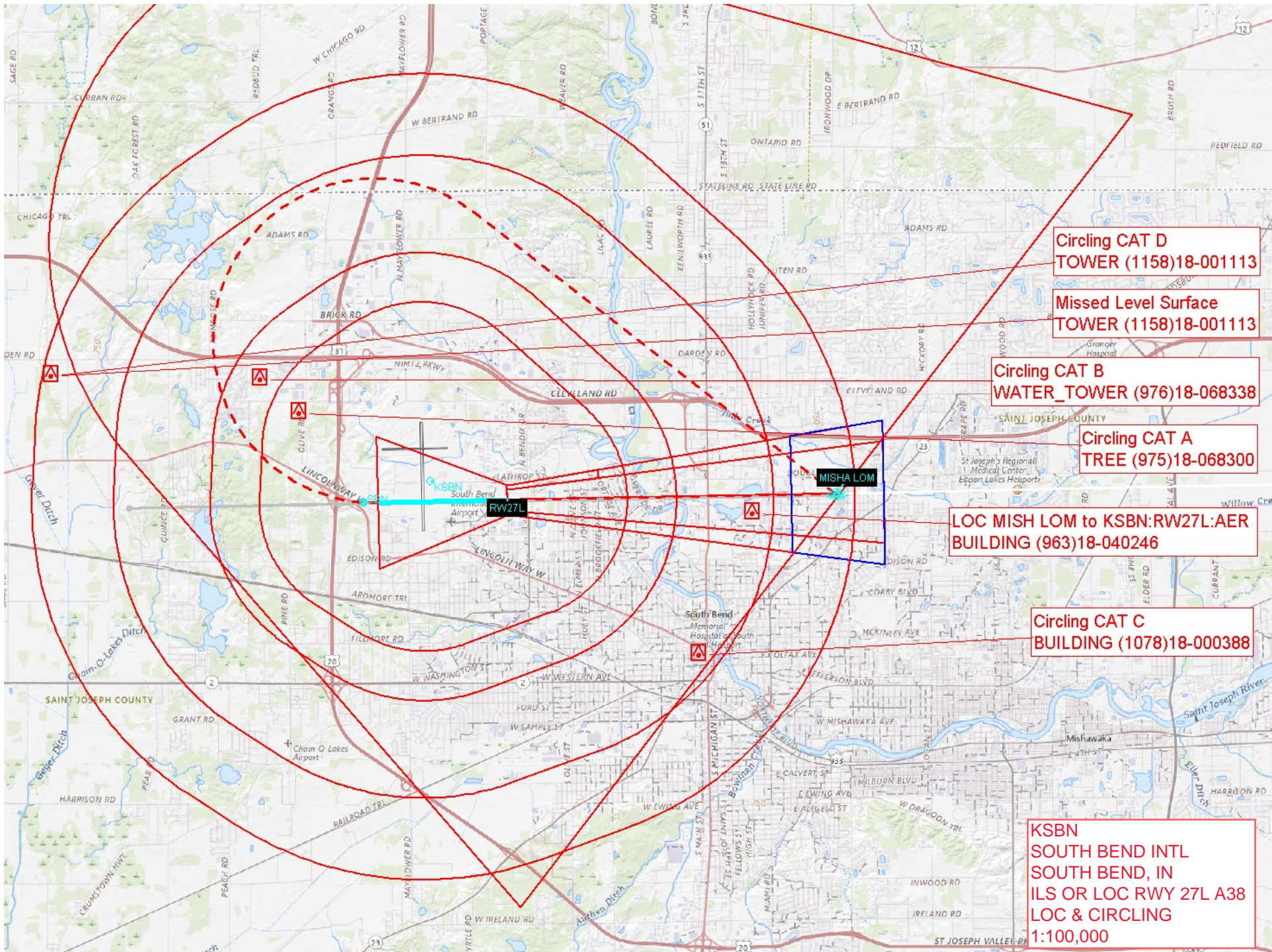
KSBN
SOUTH BEND INTL
SOUTH BEND, IN
ILS OR LOC RWY 27L A38
ILS CAT I FINAL ASC
1:100,000



**Missed Level Surface
TOWER (1158)
18-001113**

MISHA LOM

**KSBN
SOUTH BEND INTL
SOUTH BEND, IN
ILS OR LOC RWY 27L A38
ILS CAT II (ASC)
1:100,000**



**Circling CAT D
TOWER (1158)18-001113**

**Missed Level Surface
TOWER (1158)18-001113**

**Circling CAT B
WATER_TOWER (976)18-068338**

**Circling CAT A
TREE (975)18-068300**

**LOC MISH LOM to KSBN:RW27L:AER
BUILDING (963)18-040246**

**Circling CAT C
BUILDING (1078)18-000388**

**KSBN
SOUTH BEND INTL
SOUTH BEND, IN
ILS OR LOC RWY 27L A38
LOC & CIRCLING
1:100,000**