

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION
VOR STANDARD INSTRUMENT APPROACH PROCEDURE
FLIGHT STANDARDS SERVICE - TITLE 14 CFR PART 97.23

Bearings, headings, courses, 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 in feet RVR.

TERMINAL ROUTES

MISSED APPROACH

FROM	TO	COURSE AND DISTANCE	ALTITUDE

MAP: 5.10 MILES AFTER ROD VORTAC OR AT WIGUP/ROD 5.10 DME FIX

CLIMB TO 3000 THEN LEFT TURN DIRECT ROD VORTAC AND HOLD.

ADDITIONAL FLIGHT DATA:
HOLD NE, RT, 244.96 INBOUND.
FAS OBST: 1279 AAO 401606N/0840254W
CHART CIRCLING ICON
FAC CROSSES MID POINT OF RWY 10-28.

- PT L SIDE OF COURSE 064.96 OUTBOUND 3000 FT WITHIN 10 MILES OF ROD VORTAC (IAF)
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- FAC 244.96 FAF ROD VORTAC DIST FAF TO MAP 5.10 THLD
- MIN. ALT ROD VORTAC 3000
- MSA FROM: ROD VORTAC 3000

MAG VAR: **5W** EPOCH YEAR: **1995**

MINIMUMS

TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT	ALTERNATE: N	A	X												
CATEGORY =====>	A			B			C			D			E		
	MDA	VIS	HAT/HAA	MDA	VIS	HAT/HAA	MDA	VIS	HAT/HAA	MDA	VIS	HAT/HAA	MDA	VIS	HAT/HAA
CIRCLING	1540	1	496	1540	1	496	1640	1 1/2	596	1640	2	596			

NOTES:

CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE JAMES M. COX DAYTON INTL ALTIMETER SETTING AND INCREASE ALL MDAS 60 FT AND INCREASE CAT C VISIBILITY 1/4 MILE.

CHART NOTE: NIGHT LANDING: RWY 28 OPERATIONAL VGSI REQUIRED, REMAIN ON OR ABOVE VGSI GLIDEPATH UNTIL THRESHOLD.

(SEE FORM 8260-10)



CITY AND STATE SIDNEY, OH	ELEVATION: 1044 TDZE: AIRPORT NAME: SIDNEY MUNI	FACILITY IDENTIFIER: ROD	PROCEDURE NO./AMDT NO./EFFECTIVE DATE: VOR-A, ORIG 12 NOVEMBER 2015	SUP NONE DATE
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NOTES, (CONT.):

CHART NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED.

CHART PLANVIEW NOTE: NO PT FOR ARRIVALS ON ROD VORTAC AIRWAY RADIALS 314 CW 088.



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					AMDT: NONE
					DATED: