

VOR/DME SHB <b>116.15</b> Chan <b>108 (Y)</b>	APP CRS <b>330°</b>	Rwy Idg TDZE Apt Elev	<b>4004</b> <b>811</b> <b>811</b>
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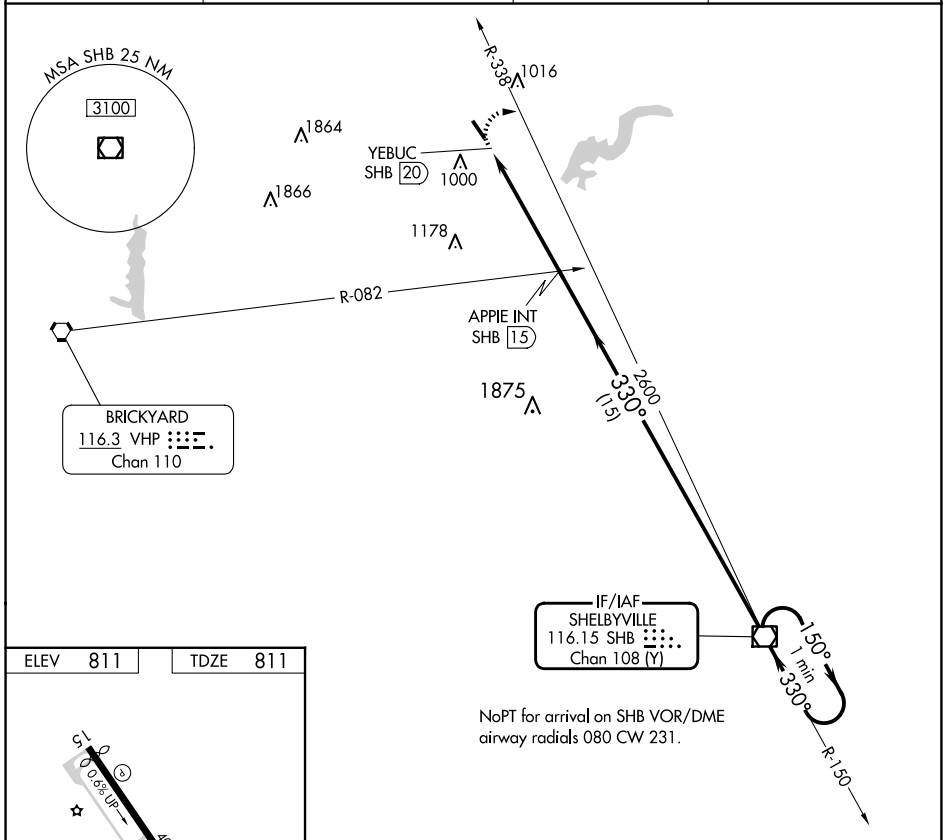
# VOR RWY 33

INDIANAPOLIS METRO (UMP)

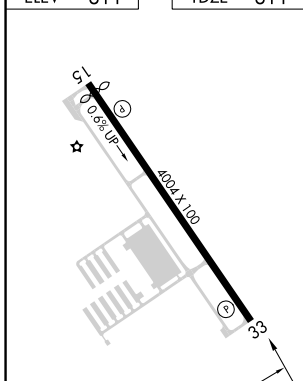
**NA** When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all MDA 60 feet, increase S-33 and Circling Cat C visibility to 1 $\frac{3}{4}$ . Rwy 33 helicopter visibility reduction below  $\frac{3}{4}$  SM NA.

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

AWOS-3PT <b>119.375</b>	INDIANAPOLIS APP CON <b>127.15 317.8</b>	CLNC DEL <b>121.625</b>	UNICOM <b>123.0 (CTAF)</b>
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ELEV <b>811</b>	TDZE <b>811</b>
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MIRL Rwy 15-33  
REL Rwys 15 and 33  
FAF to MAP 5 NM

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°	2600	150°	2600
		330°		
VGSI and descent angles not coincident (VGSI Angle 3.50/TCH 27).				
	0.5	5 NM	15 NM	
CATEGORY	A	B	C	D
S-33	1340-1	529 (600-1)	1340-1 $\frac{1}{2}$ 529 (600-1 $\frac{1}{2}$ )	NA
<input checked="" type="checkbox"/> CIRCLING	1340-1	529 (600-1)	1340-1 $\frac{1}{2}$ 529 (600-1 $\frac{1}{2}$ )	NA

EC-2, 20 MAR 2025 to 17 APR 2025

EC-2, 20 MAR 2025 to 17 APR 2025