

LOC I-0UP <u>111.5</u>	APP CRS 274°	Rwy Ldg 6500 TDZE 778 Apt Elev 778
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ILS or LOC RWY 27
ELKHART MUNI (EKM)

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RNP APCH - GPS.

RADAR required for procedure entry.



Circling NA to Rwy 8 and 26. Rwy 27 helicopter visibility reduction below RVR 4000 NA.
Circling Rwy 18 and 36 NA at night. When local altimeter setting not received, use SBN
altimeter setting and increase S-ILS 27 DA to 1100 feet, increase all MDAs 40 feet, and
S-LOC 27 visibility Cat C/D to RVR 5500, and Circling visibility Cat D ¼ SM. For inop
ALS, increase S-ILS 27 all Cats visibility to RVR 4500 and S-LOC 27 Cat A/B visibility to
5500 and Cat C/D visibility to 1½ SM. For inop ALS when using SBN, increase S-LOC 27
Cat A/B visibility to RVR 5500, and Cat C/D visibility to 1½ SM.

MALSr



MISSED APPROACH:
Climb to 1500 then
climbing right turn to
4000 direct JJANN
and hold.

AWOS-3 124.475	SOUTH BEND APP CON ★ 118.55 257.8	EIKHART TOWER ★ 119.5 (CTAF) 0	GND CON 121.8	CLNC DEL 121.8	CLNC DEL 119.7 (When twr closed)	UNICOM 122.95
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MISSED APCH FIX

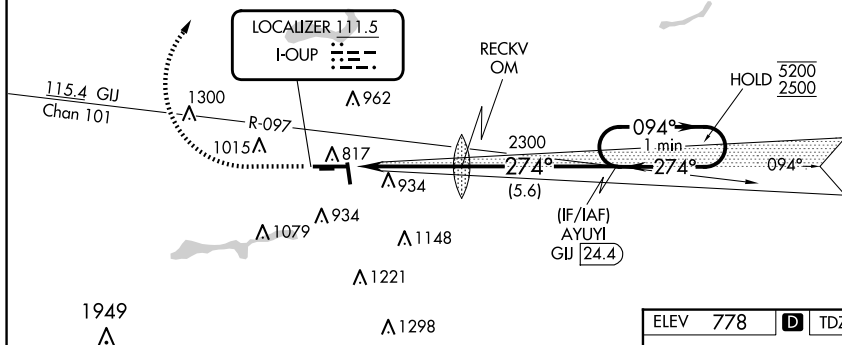
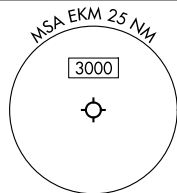


Figure 1: Sample of a flight plan. The diagram shows a flight path starting from a point labeled '1500' with an upward arrow, then turning right to '4000' with a curved arrow, and finally to 'JJANN' with a triangle symbol. The path continues to 'RECKV OM' at 2177, then to 'AYUYI GU' at 24.4, and finally to 'One Minute Holding Pattern'. The path is labeled with '274°' and '094°' headings, and '2300' and '5200' altitudes. The ground speed is 'GS 3.00°' and the time is 'TCH 46'.

CATEGORY	A	B	C	D
S-ILS 27	1066/40		288 (300-3 $\frac{1}{4}$)	
S-LOC 27	1240/40	462 (500-3 $\frac{1}{4}$)	1240/50	462 (500-1)
 CIRCLING	1240-1 462 (500-1)	1300-1 522 (600-1)	1380-1 $\frac{1}{4}$ 602 (700-1 $\frac{1}{4}$)	1580-2 $\frac{1}{2}$ 802 (900-2 $\frac{1}{2}$)

ELEV 778

TDZE 778

TWR 820

6500 X 120

26

2480 X 250

831

274°

36

3999 X 75

MIRL Rwy 18-36

HIRL Rwy 9-27

REIL Rws 9, 18 and 36

FAF to MAP 4.2 NM

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24