

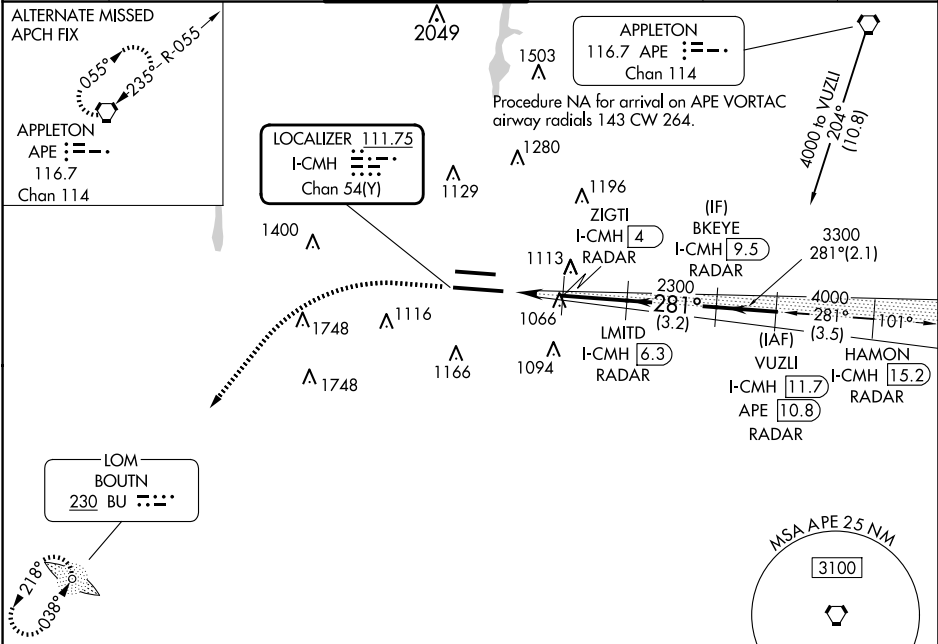
|                                                      |                        |                                                   |
|------------------------------------------------------|------------------------|---------------------------------------------------|
| LOC/DME I-CMH<br><b>111.75</b><br>Chan <b>54</b> (Y) | APP CRS<br><b>281°</b> | Rwy Ldg<br>TDZE <b>815</b><br>Apt Elev <b>815</b> |
|------------------------------------------------------|------------------------|---------------------------------------------------|

ILS or LOC RWY 28L

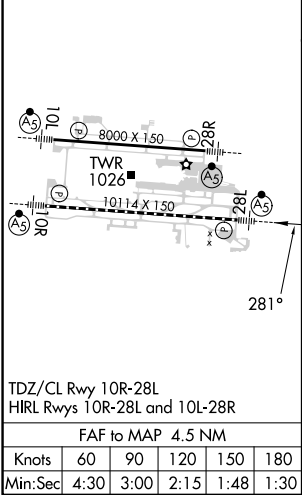
JOHN GLENN COLUMBUS INTL (CMH)

|                                                               |       |                                                                                        |
|---------------------------------------------------------------|-------|----------------------------------------------------------------------------------------|
| ADF required. DME or RADAR required.                          | MALSR | MISSED APPROACH: Climb to 1400 then climbing left turn to 3000 direct BU LOM and hold. |
| Simultaneous approach authorized.                             |       |                                                                                        |
| For inop ALS, increase S-LOC 28L Cat C/D visibility to 1½ SM. |       |                                                                                        |

|                        |                                           |                                      |                               |                          |       |
|------------------------|-------------------------------------------|--------------------------------------|-------------------------------|--------------------------|-------|
| D-ATIS<br><b>124.6</b> | COLUMBUS APP CON<br><b>125.95 371.975</b> | COLUMBUS TOWER<br><b>132.7 257.8</b> | GND CON<br><b>121.9 348.6</b> | CLNC DEL<br><b>126.3</b> | CPDLC |
|------------------------|-------------------------------------------|--------------------------------------|-------------------------------|--------------------------|-------|



|                 |          |                 |
|-----------------|----------|-----------------|
| ELEV <b>815</b> | <b>D</b> | TDZE <b>815</b> |
|-----------------|----------|-----------------|



|           |      |    |                                                                    |   |                     |                      |
|-----------|------|----|--------------------------------------------------------------------|---|---------------------|----------------------|
| 1400      | 3000 | BU | VGSI and ILS glidepath not coincident<br>(VGSI Angle 3.00/TCH 68). |   |                     |                      |
|           |      |    |                                                                    |   |                     |                      |
| CATEGORY  |      |    | A                                                                  | B | C                   | D                    |
| S-ILS 28L |      |    | 1015/18 200 (200-½)                                                |   |                     |                      |
| S-LOC 28L |      |    | 1300/24 485 (500-½)                                                |   | 1300/50 485 (500-1) |                      |
| CIRCLING  |      |    | 1340-1 525 (600-1)                                                 |   | 1520-2 705 (800-2)  | 1520-2¼ 705 (800-2¼) |