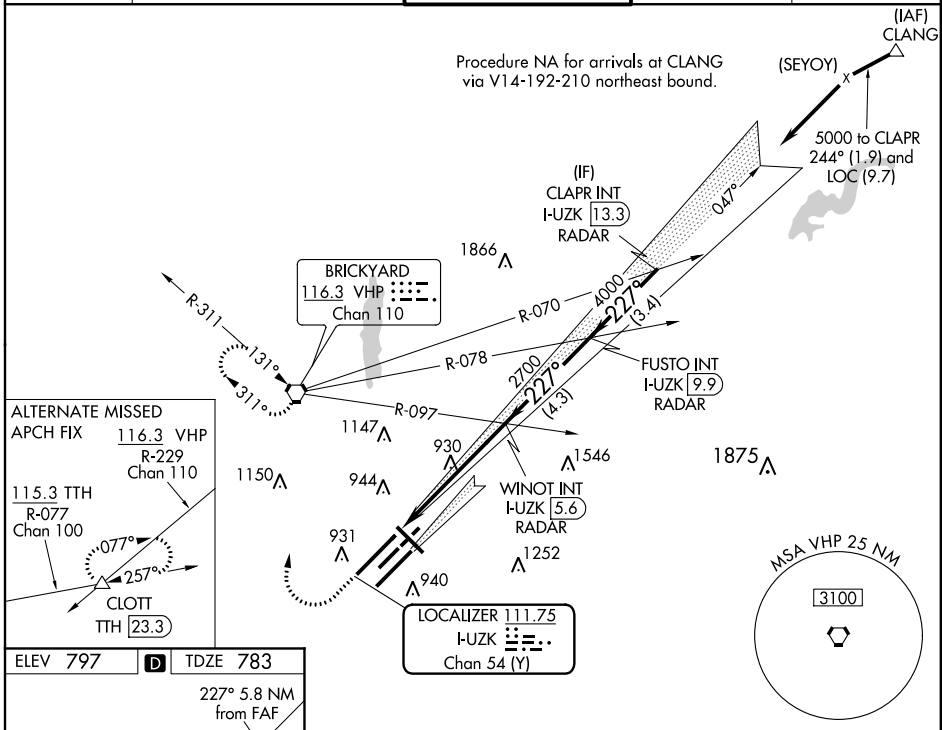


LOC/DME I-UZK <b>111.75</b> Chan 54 (Y)	APP CRS <b>227°</b>	Rwy Idg <b>11200</b> TDZE <b>783</b> Apt Elev <b>797</b>
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# ILS or LOC RWY 23R

INDIANAPOLIS INTL (IND)

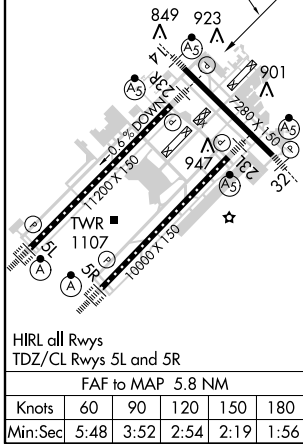
<p><b>⚠</b> Simultaneous approach authorized with Rwy 23L.</p> <p><b>⚠</b> *RVR 1800 authorized with the use of FD or AP or HUD to DA.</p>	<p>MALSR</p>	<p>MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct VHP VORTAC and hold.</p>		
<p>ATIS <b>134.25</b></p>	<p>INDIANAPOLIS APP CON <b>119.3 317.8</b></p>	<p>INDY TOWER <b>120.9 257.8</b></p>	<p>GND CON <b>121.9 257.8</b></p>	<p>CLNC DEL <b>128.75 257.8</b></p>



EC-2, 07 FEB 2013 to 07 MAR 2013

EC-2, 07 FEB 2013 to 07 MAR 2013

ELEV 797	<b>D</b>	TDZE 783
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1500	3000	VHP	VGSI and ILS glidepath not coincident (VGSI Angle 3.00°/TCH 64).	CLAPR INT I-UZK 13.3 RADAR
I-UZK DME Ant.		WINOT INT I-UZK 5.6 RADAR	FUSTO INT I-UZK 9.9 RADAR	Procedure Turn NA
I-UZK 0.2	I-UZK 0.9	2700	2700	5000
1.1		4.7 NM	4.3 NM	3.4 NM
CATEGORY	A	B	C	D
S-ILS 23R	*983/24 200 (200-½)			
S-LOC 23R	1180/24 397 (400-½)			1180/40 397 (400-¾)
CIRCLING	1420-1 623 (700-1)		1420-1¾ 623 (700-1¾)	1420-2 623 (700-2)