

ILS RWY 28L (SA CAT I & II)
JOHN GLENN COLUMBUS INTL (CMH)

MALSR

MISSED APPROACH: Climb to 1400 then climbing left turn to 3000 on heading 210° and on APE VORTAC R-242 to LIMPS INT/ APE 34.2 DME and hold.

D-ATIS 124.6	COLUMBUS APP CON 125.95 371.975	COLUMBUS TOWER 132.7 257.8	GND CON 121.9 348.6	CLNC DEL 126.3	CPDLC
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LOCALIZER 111.75
I-CMH $\begin{smallmatrix} \cdot & \cdot & \cdot \\ \cdot & \cdot & \cdot \\ \cdot & \cdot & \cdot \end{smallmatrix}$
Chan 54 (Y)

APPLETON
116.7 APE ::=-.
Chan 114

The diagram shows a wellbore with a central axis. A line labeled "117.5 ROD" and "R-130 Chan 122" is shown. Two angles, "062°" and "242°", are indicated. A label "LIMPS APE" is present with a value of "34.2" in a box.

— LOM —
BOUTN
230 BU ::::

DME or RADAR REQUIRED

MSA APE 25 NM

444

ELEV 815	D	TDZE 815
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1400 ↑	3000 hdg 210°	APE R-242	LIMPS △
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VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 68).

HABOP
I-CMH 7.6
RADAR

Remain
within 10 NM

and ILS glidepath not coincident
Angle 3.00/TCH 68).

2700

107°

281°

2900

2700

GS 3.00°
TCH 52

	11000"	5.8 NM			
CATEGORY	A	B	C	D	
S-ILS 28L	SA CAT I	RA 157/14	150 DA	965	
S-ILS 28L	SA CAT II	RA 100/12	100 DA	915	

SA CATEGORY I & II ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED

TDZ/CL Rwy 10R-28L
HIRL Rwy 10R-28L and 10L-28R