

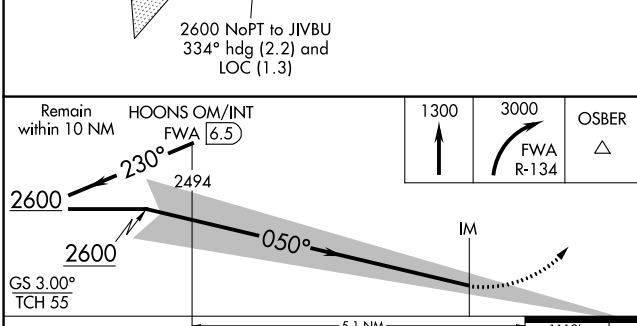
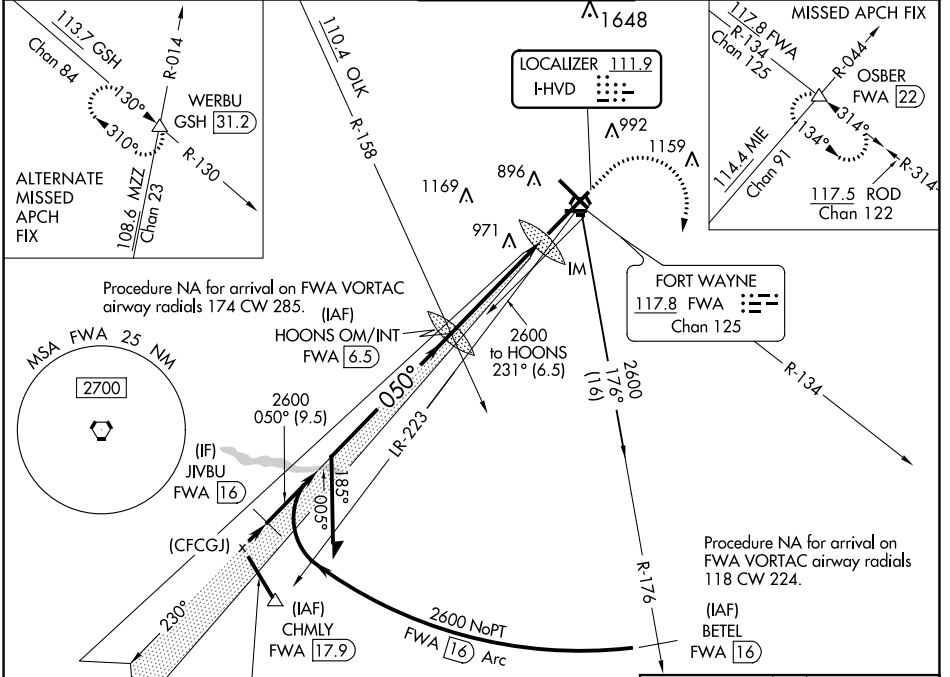
LOC I-HVD <b>111.9</b>	APP CRS <b>050°</b>	Rwy Idg <b>11981</b>
		TDZE <b>815</b>
		Apt Elev <b>815</b>

# ILS RWY 5 (CAT II)

## FORT WAYNE INTL (FWA)

 ASR	ALSF-2	MISSED APPROACH: Climb to 3000 then climbing right turn to 3000 on FWA R-134 to OSBER INT/FWA 22 DME and hold.

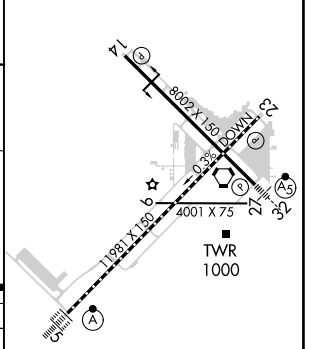
ATIS <b>121.25 360.825</b>	FORT WAYNE APP CON <b>127.2 284.6</b>	FORT WAYNE TOWER <b>119.1 269.325</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>124.75</b>
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CATEGORY	A	B	C	D
S-ILS 5		RA 106/12	100 DA 915	

**CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

ELEV	815	TDZE	815
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TDZ/CL Rwy 5  
REIL Rwy 14 and 23  
HIRL Rwy 5-23 and 14-32

EC-2, 22 FEB 2024 to 21 MAR 2024

EC-2, 22 FEB 2024 to 21 MAR 2024

LOC/DME I-FWA <b>109.9</b> Chan 36	APP CRS <b>321°</b>	Rwy Idg TDZE Apt Elev	<b>8001</b> <b>800</b> <b>815</b>
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# ILS or LOC RWY 32

FORT WAYNE INTL (FWA)

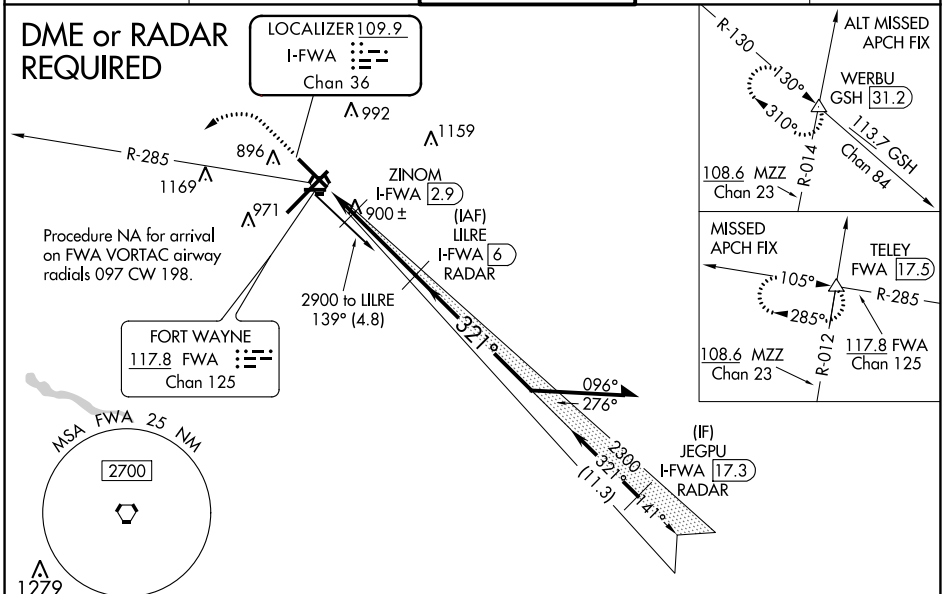
DME required for LOC only. DME or RADAR required for procedure entry.

**MALSR**

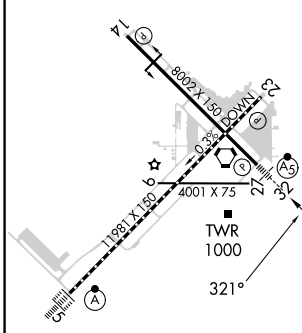
**ASR** For inop ALS, increase S-ILS 32 Cat E visibility to RVR 4000, S-LOC 32 Cat E visibility to RVR 6000. Use I-FWA DME when on the localizer course. # RVR 1800 authorized with use of FD or AP or HUD to DA.

MISSED APPROACH: Climb to 3000 then left turn on FWA VORTAC R-285 to TELEY INT/FWA 17.5 DME and hold.

ATIS <b>121.25 360.825</b>	FORT WAYNE APP CON <b>127.2 284.6</b>	FORT WAYNE TOWER <b>119.1 269.325</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>124.75</b>
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ELEV 815	<b>D</b>	TDZE 800
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CATEGORY	A	B	C	D	E
S-ILS 32	# 1000/24 200 (200-½)				
S-LOC 32	1160/24	360 (400-½)	1160/40 360 (400-¾)		
<b>C</b> CIRCLING	1300-1	485 (500-1)	1420-1¾ 605 (700-1¾)	1520-2¼ 705 (800-2¼)	1520-2½ 705 (800-2½)

TDZ/CL Rwy 5  
REIL Rwys 14 and 23  
HIRL Rwys 5-23 and 14-32

FAF to MAP 4.6 NM

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

EC-2, 22 FEB 2024 to 21 MAR 2024

EC-2, 22 FEB 2024 to 21 MAR 2024

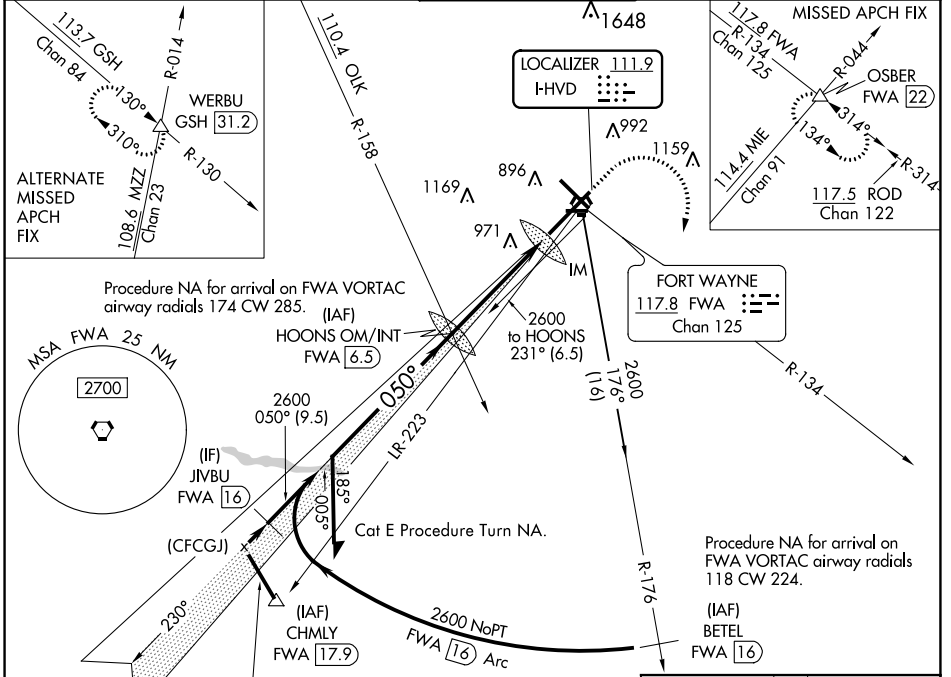
LOC I-HVD <b>111.9</b>	APP CRS <b>050°</b>	Rwy ldg <b>11981</b>
		TDZE <b>815</b>
		Apt Elev <b>815</b>

# ILS or LOC RWY 5

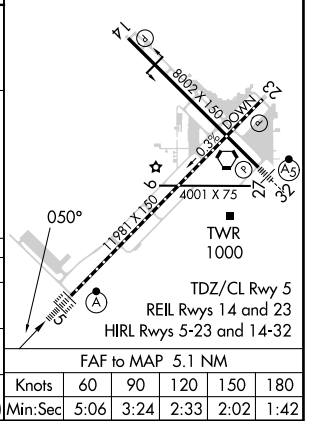
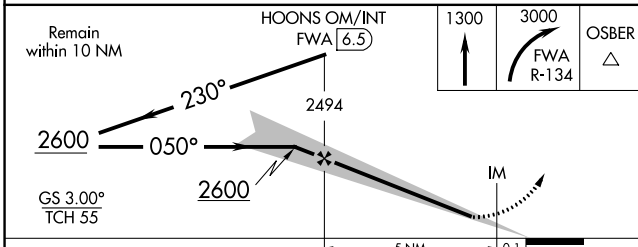
FORT WAYNE INTL (FWA)

<p>▼ For inop ALS, increase S-ILS 5 Cat E visibility to RVR 4000 and S-LOC 5 Cat C/D/E visibility to 1½ SM.</p> <p>▲ ASR</p>	<p>ALSF-2</p> <p>ⓐ</p>	<p>MISSED APPROACH: Climb to 1300 then climbing right turn to 3000 on FWA R-134 to OSBER INT/FWA 22 DME and hold.</p>
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<p>ATIS <b>121.25 360.825</b></p>	<p>FORT WAYNE APP CON <b>127.2 284.6</b></p>	<p>FORT WAYNE TOWER <b>119.1 269.325</b></p>	<p>GND CON <b>121.9 348.6</b></p>	<p>CLNC DEL <b>124.75</b></p>
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ELEV	815	TDZE	815
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CATEGORY	A	B	C	D	E	
S-ILS 5		1015/18	200 (200-½)		1015/24 200 (200-½)	
S-LOC 5	1300/24	485 (500-½)		1300/50	485 (500-1)	
CIRCLING	1300-1	485 (500-1)	1420-1¾ 605 (700-1¾)	1520-2¼ 705 (800-2¼)	1520-2½ 705 (800-2½)	
	Knots	60	90	120	150	180
	Min:Sec	5:06	3:24	2:33	2:02	1:42

EC-2, 22 FEB 2024 to 21 MAR 2024

EC-2, 22 FEB 2024 to 21 MAR 2024

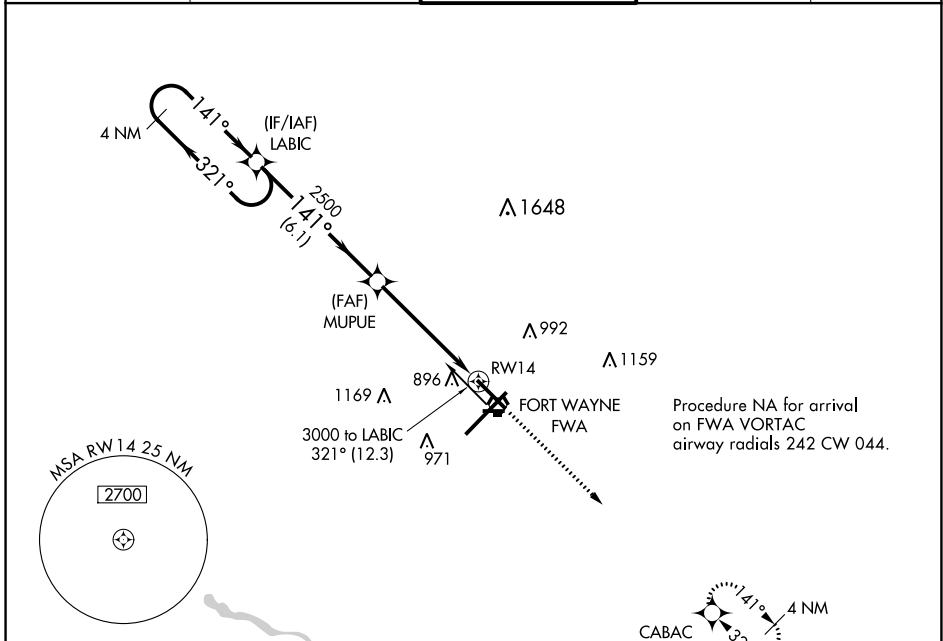
WAAS CH <b>86417</b> <b>W14A</b>	APP CRS <b>141°</b>	Rwy Idg TDZE Apt Elev	<b>8001</b> <b>802</b> <b>815</b>
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# RNAV (GPS) RWY 14

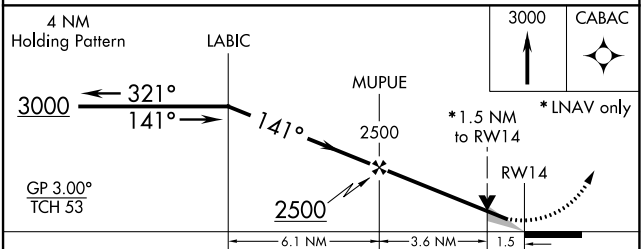
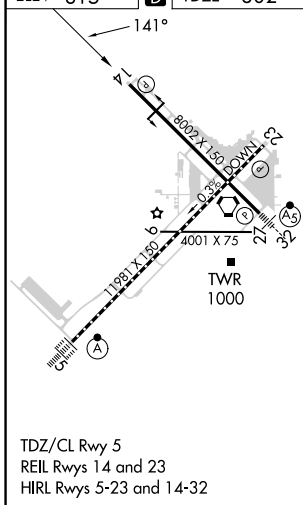
FORT WAYNE INTL (FWA)

<b>ASR</b>	For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 3000 direct CABAC and hold.
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ATIS <b>121.25 360.825</b>	FORT WAYNE APP CON <b>127.2 284.6</b>	FORT WAYNE TOWER <b>119.1 269.325</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>124.75</b>
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ELEV <b>815</b>	<b>D</b>	TDZE <b>802</b>
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CATEGORY	A	B	C	D
LPV DA		1002-3/4	200 (200-3/4)	
LNAV/VNAV DA		1199-1 1/4	397 (400-1 1/4)	
LNAV MDA	1320-1	518 (600-1)	1320-1 3/8	518 (600-1 3/8)
<b>C</b> CIRCLING	1320-1	505 (600-1)	1420-1 3/4 605 (700-1 3/4)	1520-2 1/4 705 (800-2 1/4)

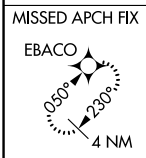
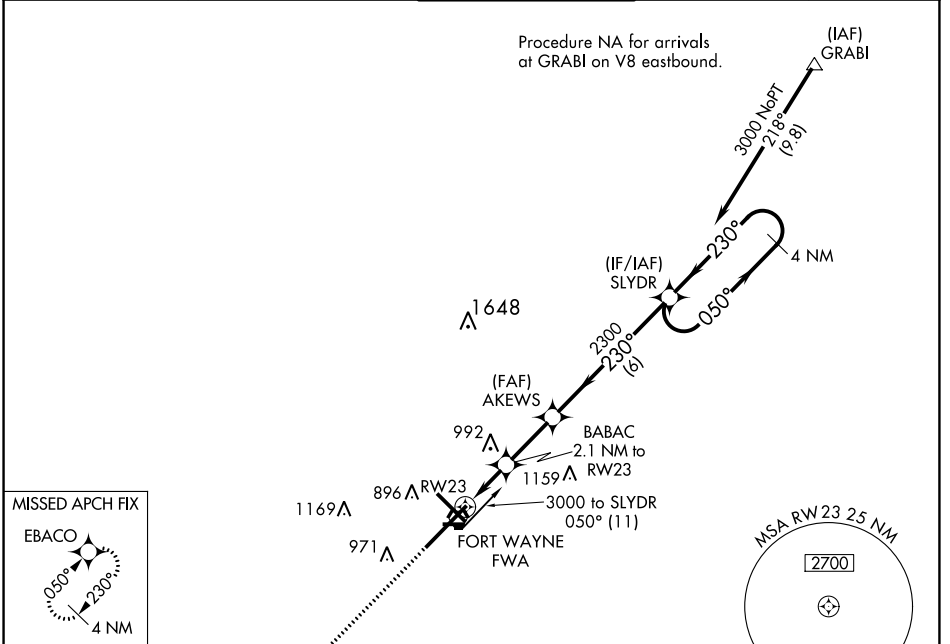
WAAS CH <b>69599</b> <b>W23A</b>	APP CRS <b>230°</b>	Rwy Idg <b>11981</b> TDZE <b>799</b> Apt Elev <b>815</b>
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# RNAV (GPS) RWY 23

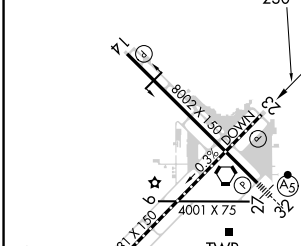
FORT WAYNE INTL (FWA)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 3000 direct EBACO and hold.
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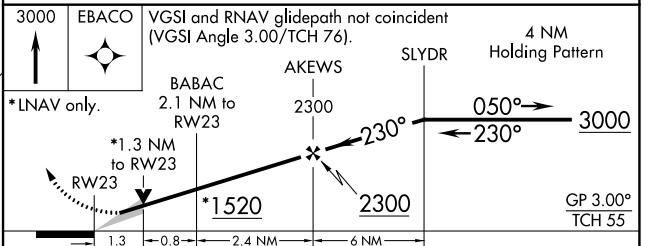
ATIS <b>121.25 360.825</b>	FORT WAYNE APP CON <b>127.2 284.6</b>	FORT WAYNE TOWER <b>119.1 269.325</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>124.75</b>
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ELEV 815	<b>D</b>	TDZE 799
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Procedure NA for arrival on FWA VORTAC airway radials 335 CW 134.



CATEGORY	A	B	C	D	E
LPV DA	1053/40		254 (300-¾)		
LNAV/VNAV DA	1230-1⅜		431 (500-1⅝)		
LNAV MDA	1300/55 501 (500-1)		1300-1⅜ 501 (500-1⅝)		
<b>C</b> CIRCLING	1300-1 485 (500-1)		1420-1¾ 605 (700-1¾)	1520-2¼ 705 (800-2¼)	1520-2½ 705 (800-2½)

TDZ/CL Rwy 5  
REIL Rwy 14 and 23  
HIRL Rwy 5-23 and 14-32

EC-2, 22 FEB 2024 to 21 MAR 2024

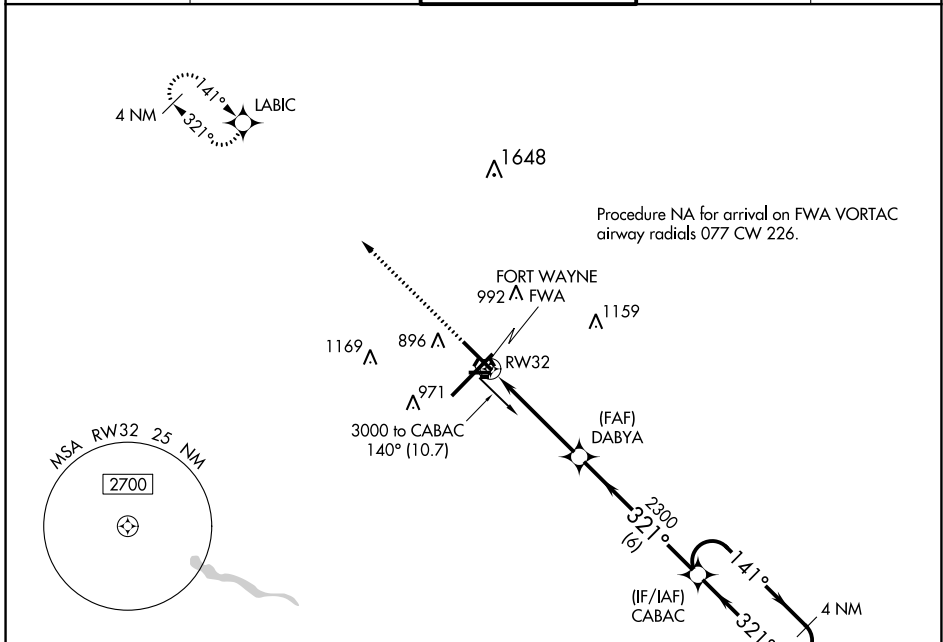
EC-2, 22 FEB 2024 to 21 MAR 2024

WAAS CH <b>82417</b> <b>W32A</b>	APP CRS <b>321°</b>	Rwy Idg TDZE Apt Elev	<b>8001</b> <b>800</b> <b>815</b>
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# RNAV (GPS) RWY 32

FORT WAYNE INTL (FWA)

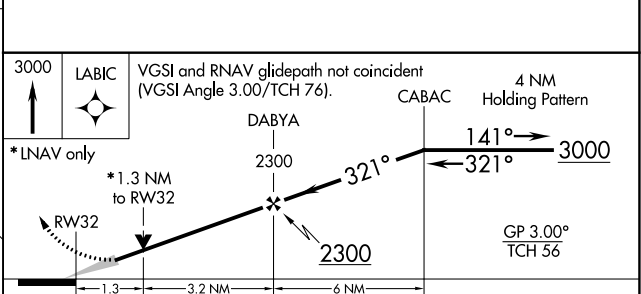
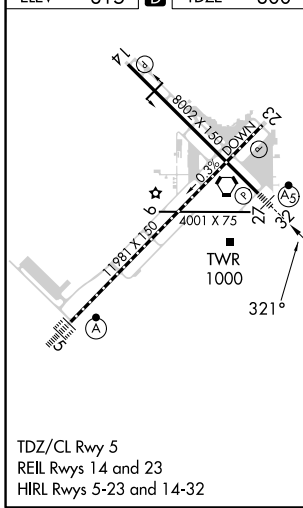
<p><b>▲</b> For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. ** RVR 1800 authorized with use of FD or AP or HUD to DA.</p>		<p>MALSR <b>(AS)</b></p>	<p>MISSED APPROACH: Climb to 3000 direct LABIC and hold.</p>	
ATIS <b>121.25 360.825</b>	FORT WAYNE APP CON <b>127.2 284.6</b>	FORT WAYNE TOWER <b>119.1 269.325</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>124.75</b>



EC-2, 22 FEB 2024 to 21 MAR 2024

EC-2, 22 FEB 2024 to 21 MAR 2024

ELEV	<b>815</b>	<b>D</b>	TDZE	<b>800</b>
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CATEGORY	A	B	C	D
LPV DA	**1000/24 200 (200-½)			
LNAV/VNAV DA	1250/50 450 (500-1)			
LNAV MDA	1280/24	480 (500-½)	1280/50	480 (500-1)
<b>C</b> CIRCLING	1300-1	485 (500-1)	1420-1¾ 605 (700-1¾)	1520-2¼ 705 (800-2¼)

WAAS CH <b>93609</b> <b>W05A</b>	APP CRS <b>050°</b>	Rwy Idg <b>11981</b> TDZE <b>815</b> Apt Elev <b>815</b>
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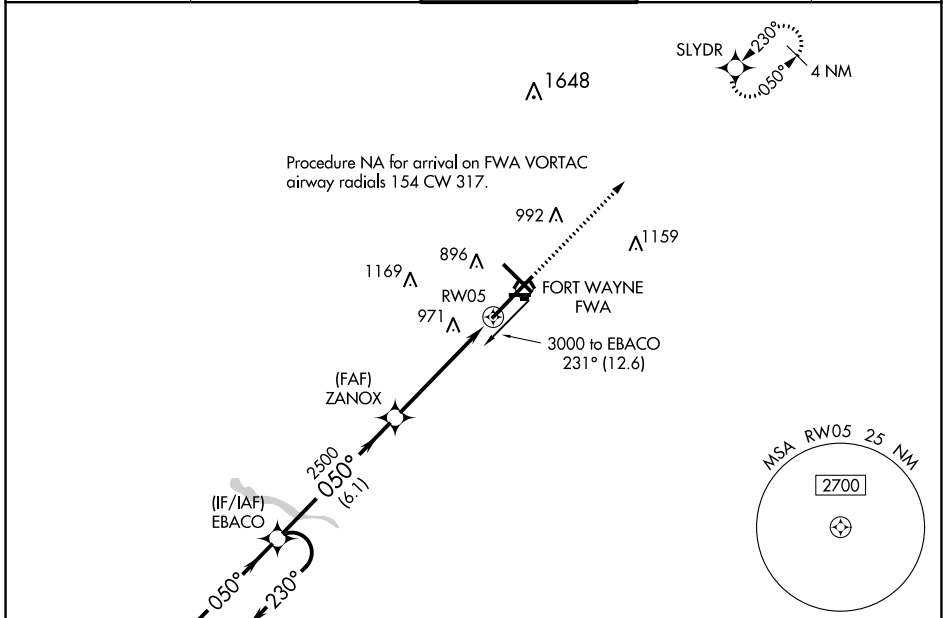
# RNAV (GPS) RWY 5

FORT WAYNE INTL (FWA)

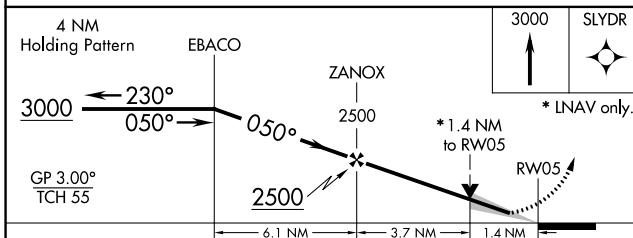
**⚠** For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. For inop ALS, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV all Cats visibility to 1½ SM and LNAV Cat C/D/E visibility to 1¾ SM.

**ALSF-2**  
**ⓐ**  MISSED APPROACH:  
Climb to 3000 direct SLYDR and hold.

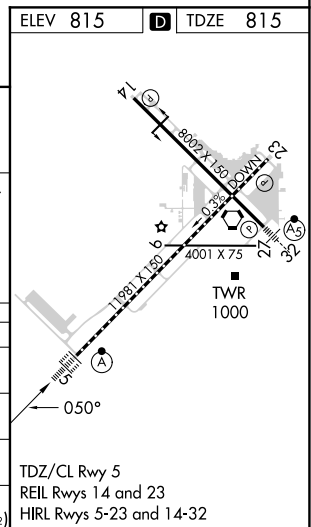
ATIS <b>121.25 360.825</b>	FORT WAYNE APP CON <b>127.2 284.6</b>	FORT WAYNE TOWER <b>119.1 269.325</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>124.75</b>
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ELEV 815	<b>D</b> TDZE 815
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CATEGORY	A	B	C	D	E
LPV DA	1065/18 250 (300-½)				
LNAV/VNAV DA	1275/60 460 (500-1¼)				
LNAV MDA	1300/24	485 (500-½)	1300/50		485 (500-1)
<b>C</b> CIRCLING	1300-1	485 (500-1)	1420-1¾ 605 (700-1¾)	1520-2¼ 705 (800-2¼)	1520-2½ 705 (800-2½)

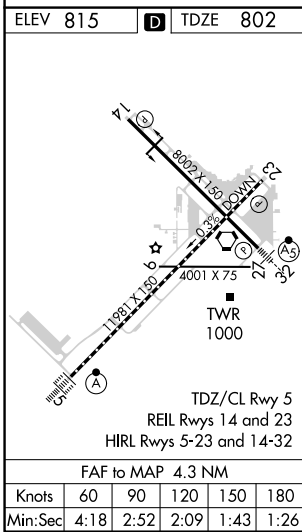
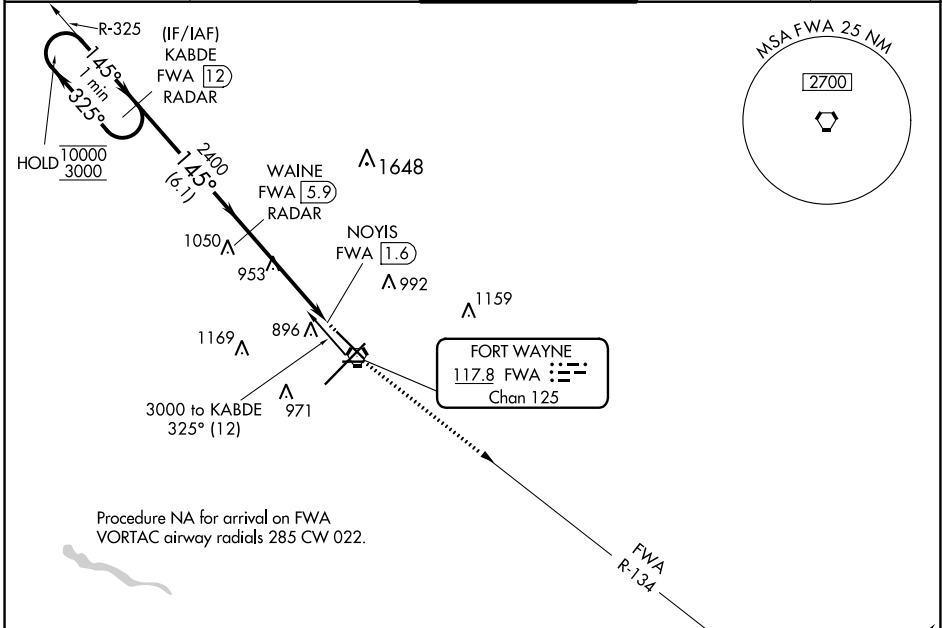


VORTAC FWA <b>117.8</b> Chan <b>125</b>	APP CRS <b>145°</b>	Rwy Idg TDZE Apt Elev	<b>8001</b> <b>802</b> <b>815</b>
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# VOR or TACAN RWY 14

FORT WAYNE INTL (FWA)

DME or RADAR required.		MISSED APPROACH: Climb to 3000 on FWA R-134 to OSBER INT/FWA 22 DME and hold.		
ATIS <b>121.25 360.825</b>	FORT WAYNE APP CON <b>127.2 284.6</b>	FORT WAYNE TOWER <b>119.1 269.325</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>124.75</b>



OSBER FWA 22	114.4 MIE R-044 Chan 91	314.9°	134°		
3000	FWA R-134	OSBER			
10000	← 325°	→ 145°	→ 145°		
3000		2400	3.05° TCH 53		
	6.1 NM	3.4 NM	0.9 0.5		
CATEGORY	A	B	C	D	E
S-14	1280-1	478 (500-1)	1280-1½ 478 (500-1½)	1280-1½ 478 (500-1½)	1280-1¾ 478 (500-1¾)
CIRCLING	1300-1	485 (500-1)	1360-1½ 545 (600-1½)	1520-2¼ 705 (800-2¼)	1520-2½ 705 (800-2½)

EC-2, 22 FEB 2024 to 21 MAR 2024

EC-2, 22 FEB 2024 to 21 MAR 2024

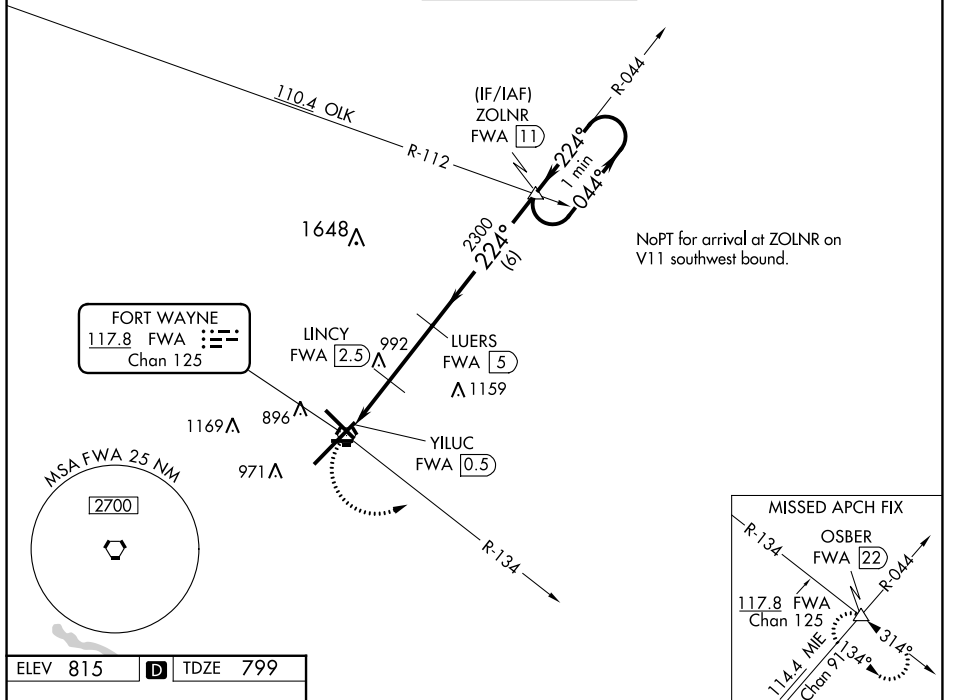


VORTAC FWA <b>117.8</b> Chan 125	APP CRS <b>224°</b>	Rwy Idg TDZE Apt Elev	<b>11981</b> <b>799</b> <b>815</b>
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# VOR or TACAN RWY 23

FORT WAYNE INTL (FWA)

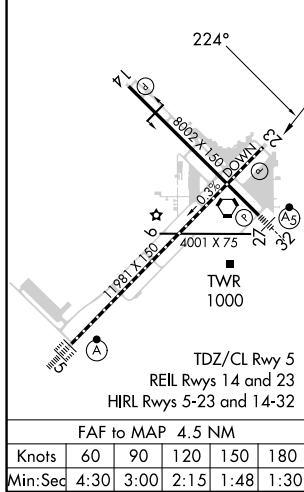
 ASR		MISSED APPROACH: Climbing left turn to 3000 on FWA VORTAC R-134 to OSBER INT/FWA 22 DME and hold.		
ATIS <b>121.25 360.825</b>	FORT WAYNE APP CON <b>127.2 284.6</b>	FORT WAYNE TOWER <b>119.1 269.325</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>124.75</b>



EC-2, 22 FEB 2024 to 21 MAR 2024

EC-2, 22 FEB 2024 to 21 MAR 2024

ELEV 815	<b>D</b>	TDZE 799
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	OSBER FWA R-134	LUERS FWA 5	ZOLNR FWA 11	One Minute Holding Pattern	
		LINCX FWA 2.5		044°	3000
		YILUC FWA 0.5		224°	3000
				224°	3000
				VGSi and descent angles not coincident (VGSi Angle 3.00/TCH 76).	
CATEGORY	A	B	C	D	E
S-23	1400/55	601 (600-1)	1400-1¾	601 (600-1¾)	
<b>C</b> CIRCLING	1400-1	585 (600-1)	1420-1¾ 605 (700-1¾)	1520-2¼ 705 (800-2¼)	1520-2½ 705 (800-2½)
LINCX FIX MINIMUMS					
S-23	1300/55	501 (500-1)	1300-1¾	501 (500-1¾)	
<b>C</b> CIRCLING	1300-1	485 (500-1)	1420-1¾ 605 (700-1¾)	1520-2¼ 705 (800-2¼)	1520-2½ 705 (800-2½)

VORTAC FWA <b>117.8</b> Chan <b>125</b>	APP CRS <b>054°</b>	Rwy Idg <b>11981</b> TDZE <b>815</b> Apt Elev <b>815</b>
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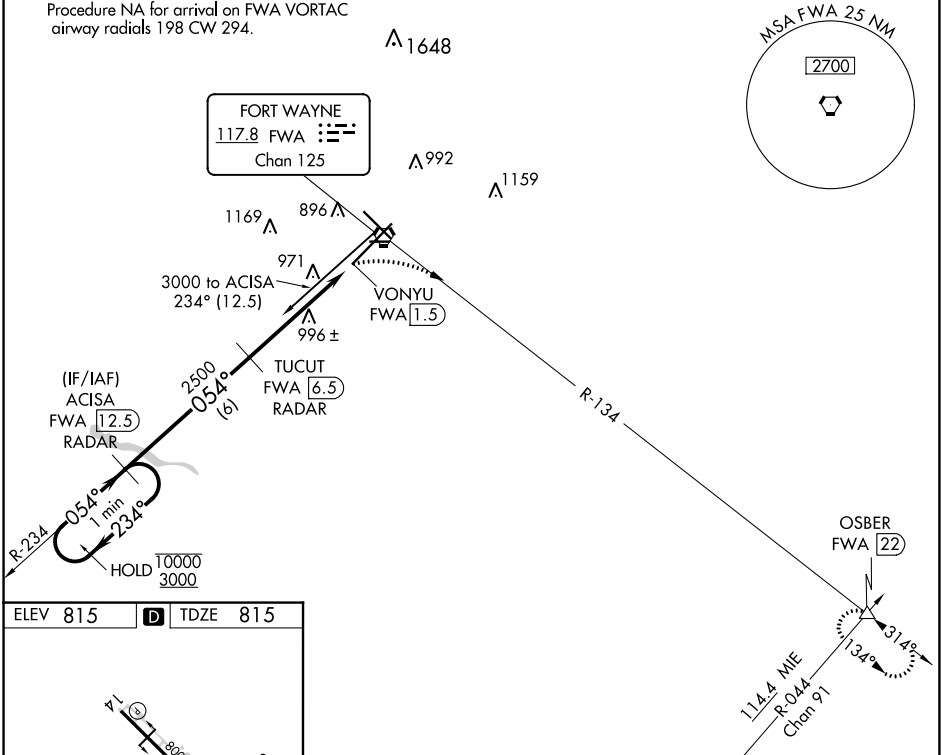
# VOR or TACAN RWY 5

FORT WAYNE INTL (FWA)

DME or RADAR required.		ALS-F2 	MISSED APPROACH: Climbing right turn to 3000 on FWA VORTAC R-134 to OSBER INT/FWA 22 DME and hold.	
For inop ALS, increase S-5 Cat C/D/E visibility to 1 1/2 SM. ASR				

ATIS <b>121.25 360.825</b>	FORT WAYNE APP CON <b>127.2 284.6</b>	FORT WAYNE TOWER <b>119.1 269.325</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>124.75</b>
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Procedure NA for arrival on FWA VORTAC airway radials 198 CW 294.



EC-2, 22 FEB 2024 to 21 MAR 2024

EC-2, 22 FEB 2024 to 21 MAR 2024

ELEV 815	<b>D</b>	TDZE 815
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Terminal area chart showing RWY 5, RWY 14, RWY 23, RWY 32, and RWY 35. Includes TDZ/CL, REIL, HIRL, and FAF to MAP 5 NM.

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

One Minute Holding Pattern	ACISA FWA 12.5 RADAR	TUCUT FWA 6.5 RADAR	3000	FWA R-134	OSBER
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Profile view diagram showing altitudes (10000, 3000, 2500, 234, 054) and distances (6 NM, 3.6 NM, 1.4 NM) for the arrival procedure.

10000	← 234°	054° →	2500	3.07° TCH 55	FWA 2.9	VONYU FWA 1.5
3000						
			6 NM	3.6 NM	1.4	

CATEGORY	A	B	C	D	E
S-5	1320/24	505 (600-1/2)	1320/55	505 (600-1)	1320/60 505 (600-1 1/4)
<b>C</b> CIRCLING	1320-1	505 (600-1)	1360-1 1/2 545 (600-1 1/2)	1520-2 1/4 705 (800-2 1/4)	1520-2 1/2 705 (800-2 1/2)