

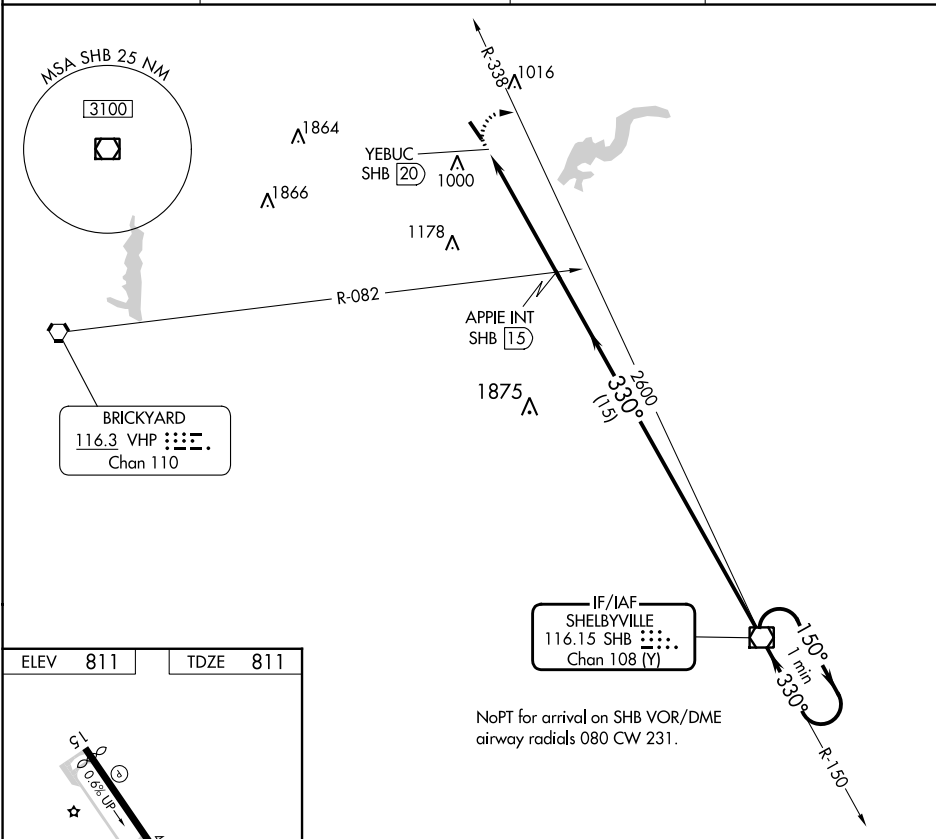
VOR/DME SHB 116.15 Chan 108 (Y)	APP CRS 330°	Rwy Idg 4004 TDZE 811 Apt Elev 811
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VOR RWY 33
INDIANAPOLIS METRO (UMP)

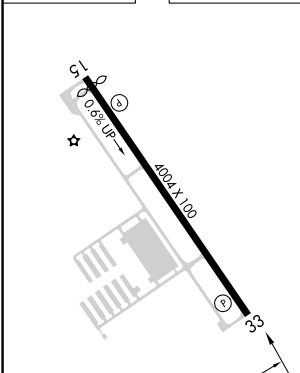
NA When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all MDA 60 feet, increase S-33 and Circling Cat C visibility to $1\frac{3}{4}$. Rwy 33 helicopter visibility reduction below $\frac{3}{4}$ SM NA.

MISSED APPROACH: Climbing right turn to 2600 on SHB VOR/DME R-338 direct SHB VOR/DME and hold.

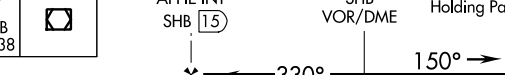
AWOS-3PT 119.375	INDIANAPOLIS APP CON 127.15 317.8	CLNC DEL 121.625	UNICOM 123.0 (CTAF) 0
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ELEV	811		TDZE	811
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NoPT for arrival on SHB VOR/DME
airway radials 080 CW 231.



2600 SHB

SHB R-338

APPIE INT SHB (15)

SHB VOR/DME

One Minute Holding Pattern

YEBUC SHB (20)

330°

150°

2600

3.00° TCH 40

0.5 5 NM 15 NM

VGSJ and descent angles not coincident (VGSJ Angle 3.50/TCH 27).

CATEGORY	A	B	C	D
S-33	1340-1	529 (600-1)	1340-1½ 529 (600-1½)	NA
C CIRCLING	1340-1	529 (600-1)	1340-1½ 529 (600-1½)	NA