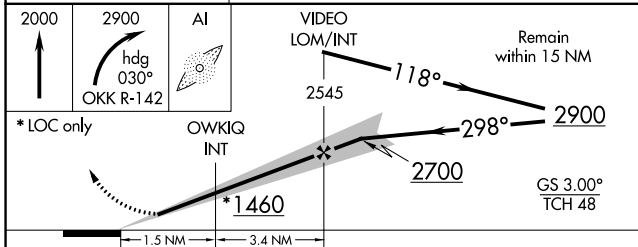
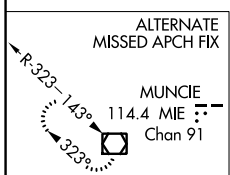
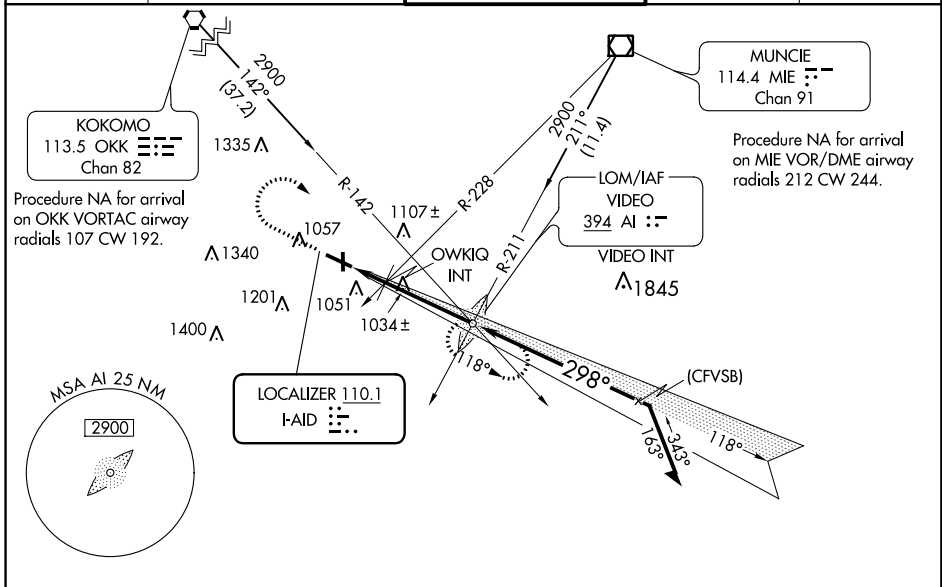


LOC I-AID <b>110.1</b>	APP CRS <b>298°</b>	Rwy ldg TDZE Apt Elev	<b>5320</b> <b>919</b> <b>919</b>
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# ILS or LOC RWY 30

ANDERSON MUNI-DARLINGTON FIELD (AID)

<p><b>▼</b> Circling Rwy 12, 36 NA at night. Rwy 30 helicopter visibility reduction below 3/4 SM NA.</p> <p><b>▲</b> MALSF</p>	<p>MISSED APPROACH: Climb to 2000 then climbing right turn to 2900 heading 030° and OKK VORTAC R-142 to VIDEO LOM and hold.</p>			
AWOS-3 <b>128.55</b>	INDIANAPOLIS APP CON <b>120.65 317.8</b>	ANDERSON TOWER ★ <b>126.0 (CTAF) 0</b>	GND CON <b>121.6</b>	UNICOM <b>122.95</b>



ELEV 919	TDZE 919												
<p>922±</p> <p>975±</p> <p>TWR 957</p> <p>81</p> <p>992</p> <p>5400 X 100</p> <p>0.7% UP</p> <p>3399</p> <p>1750</p> <p>962±</p> <p>36</p> <p>999±</p> <p>298° 4.9 NM from FAF</p>	<p>REIL Rwy 12</p> <p>MIRL Rwy 12-30 and 18-36</p> <p>FAF to MAP 4.9 NM</p> <table border="1"> <tr> <td>Knots</td> <td>60</td> <td>90</td> <td>120</td> <td>150</td> <td>180</td> </tr> <tr> <td>Min:Sec</td> <td>4:54</td> <td>3:16</td> <td>2:27</td> <td>1:58</td> <td>1:38</td> </tr> </table>	Knots	60	90	120	150	180	Min:Sec	4:54	3:16	2:27	1:58	1:38
Knots	60	90	120	150	180								
Min:Sec	4:54	3:16	2:27	1:58	1:38								

CATEGORY	A	B	C	D
S-ILS 30	1209-3/4 290 (300-3/4)			
S-LOC 30	1360-3/4	441 (500-3/4)	1360-1	441 (500-1)
CIRCLING	1360-1 441 (500-1)	1400-1 481 (500-1)	1520-1 3/4 601 (700-1 3/4)	1520-2 601 (700-2)

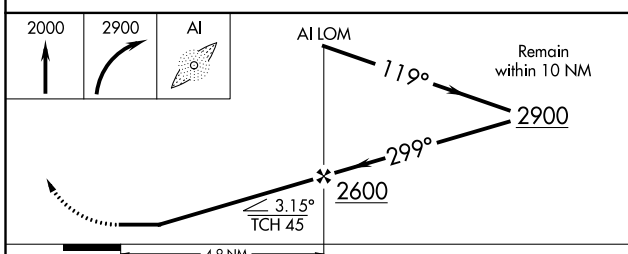
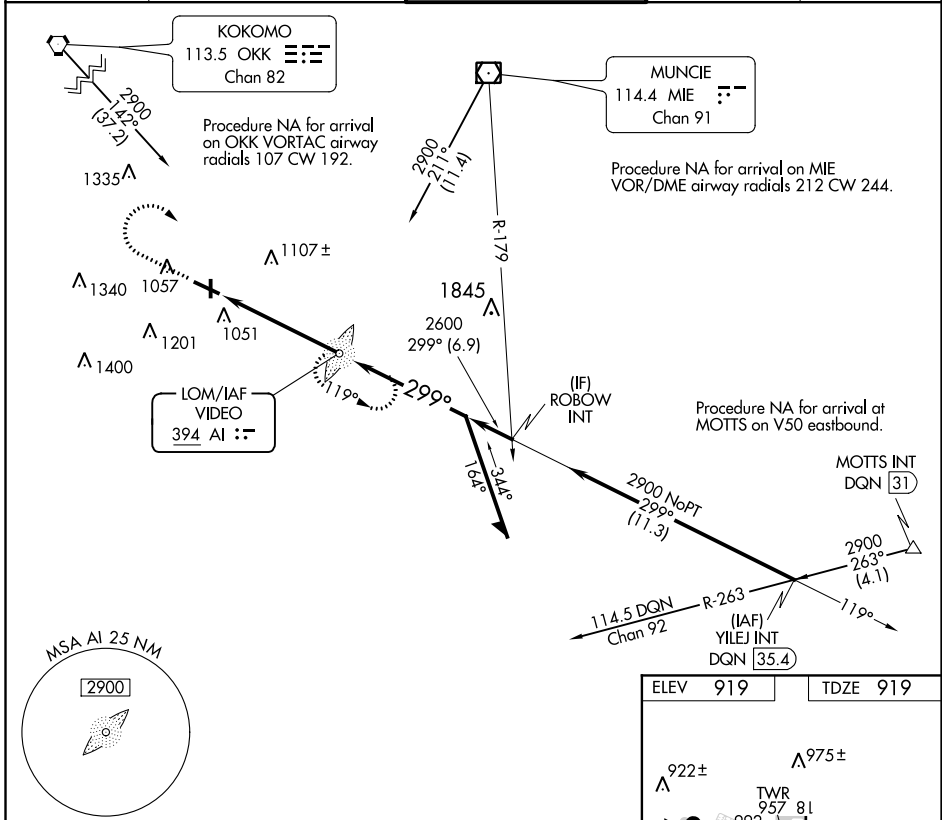
# NDB RWY 30

ANDERSON MUNI-DARLINGTON FIELD (AID)

LOM AI <b>394</b>	APP CRS <b>299°</b>	Rwy Idg TDZE Apt Elev	<b>5320</b> <b>919</b> <b>919</b>
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<b>▼</b> <b>▲</b>	Rwy 30 helicopter visibility reduction below 3/4 SM NA. Circling Rwy 12, 36 NA at night.	<b>MALSF</b> 	<b>MISSED APPROACH:</b> Climb to 2000 then climbing right turn to 2900 direct VIDEO LOM and hold.
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AWOS-3 <b>128.55</b>	INDIANAPOLIS APP CON <b>120.65 317.8</b>	ANDERSON TOWER ★ <b>126.0 (CTAF) 0</b>	GND CON <b>121.6</b>	UNICOM <b>122.95</b>
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ELEV	919	TDZE	919
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922± A

992±

TWR 957 81

9399

975± A

5400 X 100

0.7% UP

962± A

999± A

299° 4.9 NM from FAF

REIL Rwy 12

MIRL Rwys 12-30 and 18-36 0

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

CATEGORY	A	B	C	D
S-30	1500-3/4	581 (600-3/4)	1500-1 3/8	581 (600-1 3/8)
<b>C</b> CIRCLING	1500-1	581 (600-1)	1520-1 3/8	1520-2
			601 (700-1 3/4)	601 (700-2)

# NDB RWY 30

EC-2, 22 JUN 2017 to 20 JUL 2017

EC-2, 22 JUN 2017 to 20 JUL 2017

WAAS CH <b>56415</b> <b>W30A</b>	APP CRS <b>298°</b>	Rwy Idg TDZE Apt Elev	<b>5320</b> <b>919</b> <b>919</b>
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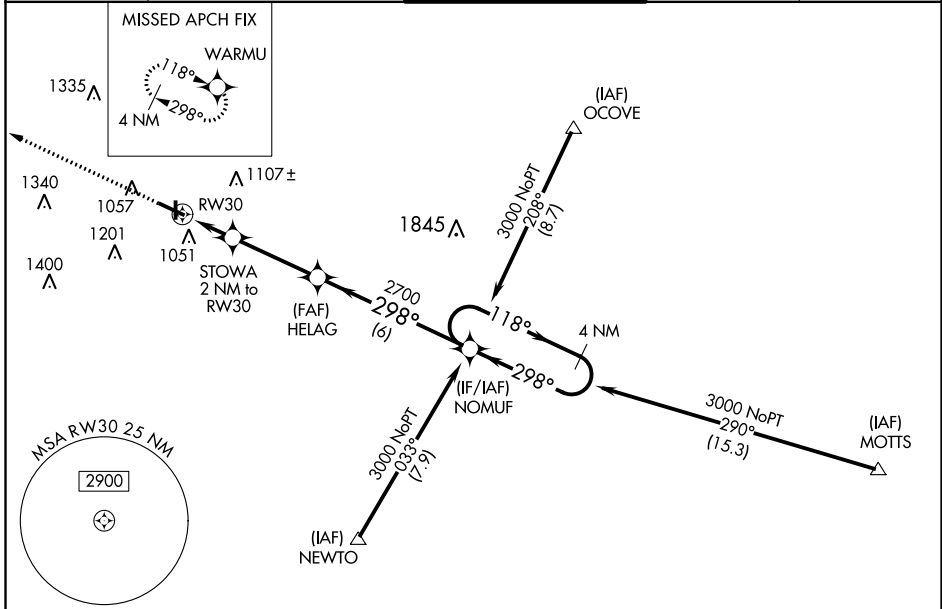
# RNAV (GPS) RWY 30

ANDERSON MUNI-DARLINGTON FIELD (AID)

**▼** Night landing: Rwy 36 NA. 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. Helicopter visibility reduction below ¼ SM NA. When local altimeter setting not received, use Muncie altimeter setting and increase all DA 32 feet and all MDA 40 feet, and increase LPV and LNAV/VNAV all Cats and LNAV Cat C visibility ¼ mile. Inoperative table does not apply.

**▲** MISLSF MISSED APPROACH: Climb to 3000 direct WARMU and hold.

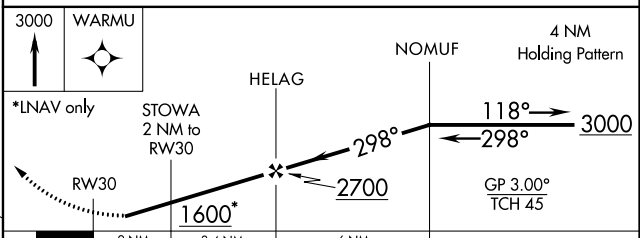
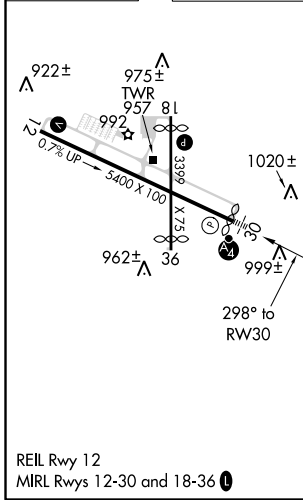
AWOS-3 <b>128.55</b>	INDIANAPOLIS APP CON <b>120.65 317.8</b>	ANDERSON TOWER * <b>126.0 (CTAF) 0</b>	GND CON <b>121.6</b>	UNICOM <b>122.95</b>
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EC-2, 22 JUN 2017 to 20 JUL 2017

EC-2, 22 JUN 2017 to 20 JUL 2017

ELEV <b>919</b>	TDZE <b>919</b>
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CATEGORY	A	B	C	D
LPV DA	1234-1		315 (400-1)	
LNAV/VNAV DA	1367-1½		448 (500-1½)	
LNAV MDA	1280-1		361 (400-1)	
CIRCLING	1360-1	1400-1	1400-1½	1280-1½
	441 (500-1)	481 (500-1)	481 (500-1½)	361 (400-1½)
	1500-2		581 (600-2)	