

WAAS CH 53537 W21A	APP CRS 205°	Rwy Idg 5197 TDZE 935 Apt Elev 937
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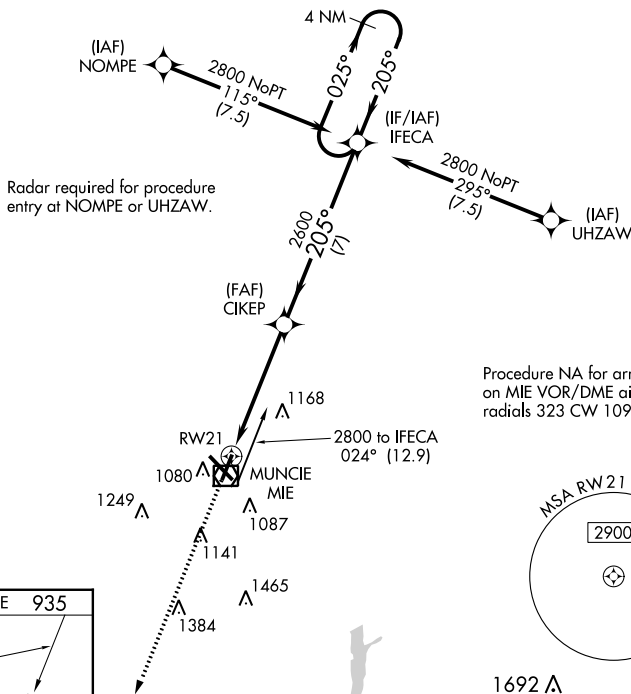
RNAV (GPS) RWY 21
DELAWARE COUNTY RGNL (MIE)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Fort Wayne Intl altimeter setting and increase all DA 121 feet and all MDA 140 feet; increase LPV all Cats and LNAV Cats C/D visibility $\frac{3}{8}$ mile and LNAV/VNAV all Cats and Circling Cats C/D visibility $\frac{1}{2}$ mile.

▲ Baro-VNAV and VDP NA when using Fort Wayne Intl altimeter setting. Helicopter visibility reduction below $\frac{3}{4}$ SM NA.

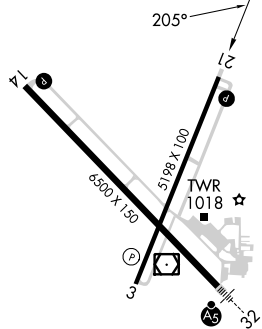
MISSED APPROACH:
Climb to 2800 direct
APPAL and hold.

ATIS 133.25	INDIANAPOLIS APP CON 120.65 317.8	MUNCIE TOWER ★ 120.1 (CTAF) 0	GND CON 121.9	UNICOM 122.95
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MISSED APCH FIX
APPAL ▲...

ELEV	937	D	TDZE	935
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HIRL Rwy 14-32 **L**
MIRL Rwy 3-21 **L**
REIL Rwy 3, 14 and 21 **L**

The diagram illustrates the IFECA holding pattern, which is a 4 NM Holding Pattern. Key features include:

- Navigation Aids:** 2800 APPAL (VOR/DME), RW21 (Runway 21), CIKEP (VORTAC), and GP 3.00° TCH 45°.
- Holding Pattern:** A 4 NM Holding Pattern at 2800 feet, oriented 025°/205°.
- Distances:**
 - 1.3 NM from RW21 to the start of the holding pattern.
 - 3.8 NM from the start of the holding pattern to CIKEP.
 - 7 NM from CIKEP to the IFECA holding pattern.
- Table Data:**

CATEGORY	A	B	C	D
LPV DA		1195- $\frac{7}{8}$	260 (300- $\frac{7}{8}$)	
LNAV/DA VNAV		1351-1 $\frac{3}{8}$	416 (500-1 $\frac{3}{8}$)	
LNAV MDA	1400-1	465 (500-1)	1400-1 $\frac{3}{8}$	465 (500-1 $\frac{3}{8}$)
CIRCLING	1460-1	523 (600-1)	1500-1 $\frac{1}{2}$ 563 (600-1 $\frac{1}{2}$)	1600-2 663 (700-2)