

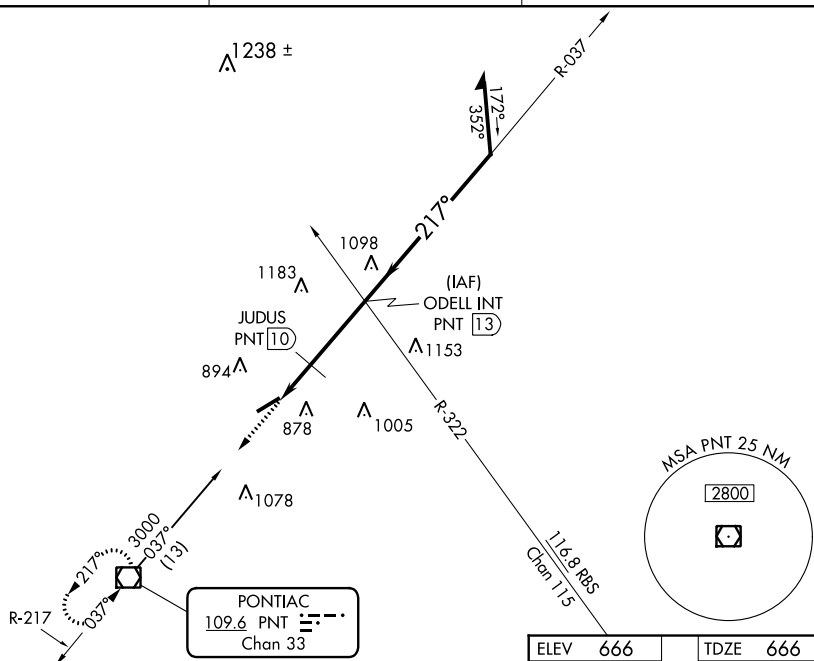
VOR/DME PNT 109.6 Chan 33	APP CRS 217°	Rwy Idg 5000 TDZE 666 Apt Elev 666
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VOR RWY 24
PONTIAC MUNI (PNT)

T When local altimeter setting not received, use Bloomington/Normal altimeter setting and increase all MDAs 100 feet; increase S-24 and Circling Cat C visibility $\frac{1}{2}$ SM, and increase JUDUS fix minimums S-24 Cat C visibility $\frac{1}{4}$ SM and Circling Cat C $\frac{1}{2}$ SM.

MISSED APPROACH: Climb to 3000 direct PNT VOR/DME and hold.

AWOS-3 119.675	CHICAGO CENTER 123.75 259.1	UNICOM 123.075 (CTAF) 0
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EC-3, 11 AUG 2022 to 08 SEP 2022

The diagram illustrates the JUDUS FIX procedure. It shows a sequence of flight paths and altitudes:

- Initial Climb:** From 3000 feet to PNT 109.6 (PNT 1340 when using Bloomington/Normal altimeter setting).
- Descent to PNT 8.3:** A dashed curved line indicates a descent to PNT 8.3.
- Descent to PNT 10:** A solid line shows a descent to PNT 10 (JUDUS PNT 10).
- Descent to 2300:** A solid line shows a descent to 2300 feet.
- Turn and Descent:** A solid line shows a turn to 217° and a descent to 2300 feet.
- Final Descent:** A solid line shows a final descent to 2300 feet.
- Angles:** The diagram indicates a 037° angle between the 2300 foot paths and a 217° turn angle.
- Altitude Difference:** A note indicates a difference of $\leq 3.23^\circ$ TCH 35' between the 2300 foot paths.
- Distance:** A horizontal distance of 1.7 NM is marked between the PNT 8.3 and PNT 10 points.
- Remain within 10 NM:** A note indicates the aircraft should remain within 10 NM of the target area.

