

# FEDERAL AVIATION ADMINISTRATION FLIGHT STANDARDS SERVICE ILS STANDARD INSTRUMENT APPROACH PROCEDURE TITLE 14 CFR PART 97.29

Bearings, headings, courses, tracks and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated.  
Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or feet RVR.

<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>ORIGINAL/AMENDMENT</u>	<u>CITY</u>	<u>STATE</u>		
ACK	ILS OR LOC RWY 24 ILS RWY 24 (SA CAT I)	17	NANTUCKET	MA		
<u>AIRPORT ELEVATION</u>	<u>TDZE</u>	<u>SUPERSEDED</u>	<u>ORIGINAL/AMENDMENT</u>	<u>DATED</u>	<u>MAG VAR</u>	<u>EPOCH YEAR</u>
47	47	ILS OR LOC RWY 24	16A	03/29/2018	16W	1995
<u>FACILITY</u>	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u>	<u>CANCEL/SUSPEND</u>		
I-ACK			ROUTINE			

## TERMINAL ROUTES

<u>FROM</u>	<u>FIX TYPE</u>	<u>TO</u>	<u>FIX TYPE</u>	<u>LEG TYPE</u>	<u>FO/FB</u>	<u>RNP</u>	<u>COURSE</u>	<u>DISTANCE</u>	<u>ALTITUDE</u>
ACK VOR/DME		OBUBE/I-ACK 12.55 DME/RADAR					060.14	9.47	2000
OBUBE/I-ACK 12.55 DME/RADAR	IF/IAF	WAIVS/I-ACK 5.90 DME/RADAR					241.03 (I-ACK)	6.65	1600

## MISSED APPROACH

### MAP:

ILS: DA  
LOC: 4.73 NM AFTER WAIVS/I-ACK LOC/DME 5.90 DME/RADAR OR AT I-ACK 1.17 DME

### MISSED APPROACH INSTRUCTIONS:

CLIMB TO 2300 ON ACK VOR/DME R-240 DIRECT UFTAC INT AND HOLD.

### ALTERNATE MISSED APPROACH INSTRUCTIONS:

### PROFILE:

- PT SIDE OF COURSE OUTBOUND FT WITHIN MILES OF (IAF)
- HOLD NE OBUBE/I-ACK LOC/DME 12.55 DME/RADAR, RT, 241.02 INBOUND, 2000 FT. IN LIEU OF PT (IAF), MAX 4500.
- FAC: 241.03 FAF: WAIVS/I-ACK 5.90 DME/RADAR DIST FAF TO MAP: 4.73 DIST FAF TO THLD: 4.73
- MIN ALT: OBUBE/I-ACK 12.55 DME/RADAR 2000, WAIVS/I-ACK 5.90 DME/RADAR 1600, YIVUP/I-ACK 2.76 DME/RADAR 600
- DIST TO THLD FROM OM: MM: IM: 150 HAT: 1971 GS ANT: 924
- MIN GS INCPT: 1600 GS ALT AT PFAF: WAIVS/I-ACK 5.90 DME/RADAR 1600 OM: MM: IM:
- GS ANGLE: 3.00 34:1: 20:1: TCH: 46.9
- MSA FROM: ACK VOR/DME 1900



EQUIPMENT REQUIREMENTS NOTES:

DME OR RADAR REQUIRED.

NOTES:

SA CAT I ILS - SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED; S-ILS 24: CAT A, B, C, D, RA 141, RVR 1400, HAT 150, DA 197 MSL  
CHART NOTE: FOR INOPERATIVE ALS, INCREASE S-LOC 24 CAT C AND D VISIBILITIES TO RVR 5500.  
SA CAT I CHART NOTE: PROCEDURE NA WHEN CONTROL TOWER CLOSED.  
SA CAT I CHART NOTE: REQUIRES SPECIFIC OPSPEC, MSPEC, OR LOA APPROVAL.

ADDITIONAL FLIGHT DATA:

HOLD SW, RT, 059.98 INBOUND.  
CHART FAS OBST: 133 TREE (25-077723) 411601N/0700249W.  
CHART VDP AT 2.12 DME.  
DISTANCE VDP TO THLD 0.96 NM.  
CHART CIRCLING ICON.

MINIMUMS:

TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT

ALTERNATE: NA ☐ ILS: STANDARD - NA WHEN LOCAL WEATHER NOT AVAILABLE., NA WHEN CONTROL TOWER CLOSED.; LOC: STANDARD - CAT D 800-2 1/4, NA WHEN LOCAL WEATHER NOT AVAILABLE., NA WHEN CONTROL TOWER CLOSED.

CATEGORY:	A			B			C			D			E		
FINAL TYPE	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA
S-ILS 24	247	1800	200	247	1800	200	247	1800	200	247	1800	200			
S-LOC 24	400	2400	353	400	2400	353	400	3000	353	400	3000	353			
CIRCLING	480	1	433	500	1	453	720	2	673	720	2 1/4	673			



CHANGES - REASONS

1. TERMINAL ROUTES: SEGMENT ORUBE TO WAIVS: CHANGED COURSE FROM "241.02" TO "241.03" – NEW EVALUATION.
2. MISSED APPROACH: CHANGED FROM "TO 2300 ON ACK VOR/DME R-240 TO UFTAC INT AND HOLD" TO "CLIMB TO 2300 ON ACK VOR/DME R-241.03 DIRECT UFTAC INT AND HOLD" – NEW FORMAT/NEW EVALUATION.
3. ALTERNATE MISSED APPROACH: REMOVED ALTERNATE MISSED APPROACH AND REMOVED ALTERNATE MISSED APPROACH INSTRUCTIONS FROM ADDITIONAL FLIGHT DATA SECTION – ATC REQUEST/LACK OF USABLE NAVAIDS.
4. PROFILE LINE 2: CHANGED FROM "HOLD NE OBUBE, RT, 241.02 INBOUND, 2000 FT. IN LIEU OF PT (IAF)" TO "HOLD NE OBUBE/I-ACK LOC/DME 12.55 DME/RADAR, RT, 241.02 INBOUND, 2000 FT. IN LIEU OF PT (IAF), MAX 4500" – NEW FORMAT.
5. PROFILE LINE 3: CHANGED FAC FROM "241.02" TO "241.03" – NEW EVALUATION.
6. PROFILE 4: CHANGED MIN ALT FROM "OBUBE 2000, WAIVS 1600, YIVUP/I-ACK 2.75 DME/ RADAR 600"" TO "OBUBE/I-ACK 12.55 DME/RADAR 2000, WAIVS/I-ACK 5.90 DME/RADAR 1600, YIVUP/I-ACK 2.76 DME/RADAR 600" – NEW FORMAT/ASTERISK NO LONGER REQUIRED FOR LOC.
7. PROFILE LINE 5: ADDED "150 HAT: 1971" AND CHANGED GS ANT FROM "922" TO "924" – ADDED SA CAT I LINE OF MINIMA/NEW SURVEY.
8. PROFILE LINE 6: CHANGED GS ALT AT: FROM "WAIVS 1600" TO "WAIVS/I-ACK 5.90 DME/RADAR 1600" – NEW FORMAT.
9. PROFILE LINE 8: CHANGED MSA FROM "ACK VOR/DME 1600" TO "ACK VOR/DME 1900" – NEW CONTROLLING OBSTACLE (WINDMILL IN WATER).
10. NOTES: MOVED TO THE -9 AND CHANGED FROM "CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE HYANNIS ALTIMETER SETTING AND INCREASE DA TO 310 AND ALL MDA 80 FEET. INCREASE S-ILS 24, ALL CATS, VISIBILITY TO RVR 2000, S-LOC 24 CATS C/D VISIBILITY TO RVR 4000 AND INCREASE CIRCLING CATS C/D 1/4 SM" TO "WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE HYA ALTIMETER SETTING AND INCREASE S-ILS 24 DA TO 310 FEET AND ALL VISIBILITIES TO RVR 2000, INCREASE ALL MDAS 80 FEET AND S-LOC 24 VISIBILITY CAT C/D TO RVR 4000 AND CIRCLING VISIBILITY CAT C/D 1/4 SM" – NEW FORMAT/NEW VIS CHARTS/AIRPORT ON WMSCR.
11. NOTES: CHANGED FROM "FOR INOPERATIVE SSALR WHEN USING THE HYANNIS ALTIMETER SETTING, INCREASE S-ILS 24, ALL CATS, VISIBILITY TO RVR 4500 AND INCREASE S-LOC 24 CATS C/D VISIBILITY TO RVR 6000" TO "FOR INOPERATIVE ALS, INCREASE S-LOC 24 CAT C AND D VISIBILITIES TO RVR 5500" – NEW FORMAT/NEW VIS CHARTS.
12. NOTES: ADDED "SA CAT I ILS - SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED; S-ILS 24: CAT A, B, C, D, RA 141, RVR 1400, HAT 150, DA 197 MSL" – ADDED SA CAT I MINS.
13. NOTES: ADDED "SA CAT I CHART NOTE: PROCEDURE NA WHEN CONTROL TOWER CLOSED" – IAW 8260.19.
14. NOTES: ADDED " SA CAT I CHART NOTE: REQUIRES SPECIFIC OPSPEC, MSPEC, OR LOA APPROVAL" – IAW 8260.19.
15. NOTES: MOVED TO THE -9: VDP NA WHEN USING HYA ALTIMETER SETTING - AIRPORT ON WMSCR.
16. ADDITIONAL FLIGHT DATA: CHANGED FROM "HOLD SW, RT, 060.02 INBOUND" TO "HOLD SW, RT, 059.98 INBOUND" – NEW EVALUATION.
17. ADDITIONAL FLIGHT DATA: CHANGED FROM "CHART FAS OBST: 112 TREE 411605N/0700257W" TO "133 TREE (25-077723) 411601N/0700249W" – NEW SURVEYED OBSTACLE.
18. ADDITIONAL FLIGHT DATA: CHANGED FROM "CHART VDP AT 2.06 DME"" TO "CHART VDP AT 2.12 DME" AND REMOVED ""LOC ONLY" – NEW EVALUATION/NO LONGER REQUIRED.
19. ADDITIONAL FLIGHT DATA: CHANGED FROM "DISTANCE VDP TO THLD 0.89 NM" TO "DISTANCE VDP TO THLD 0.96 NM." – NEW EVALUATION.
20. MINIMUMS: ALTERNATE: REMOVED "#CAT C 700-2, CAT D 700-2 1/4" – NEW VIS CHARTS/NEW MINS.
21. MINIMUMS: S-LOC 24 ALL CATS MDA/HAT CHANGED FROM "380/333" TO "400/353", AND CATS C/D VISIBILITY CHANGED FROM "2600" TO "3000" – NEW SURVEYED OBSTACLE.
22. PROCEDURE NAME: ADDED ILS RWY 24 (SA CAT I) - AIRPORT REQUESTED SA CAT 1 LINES OF MINIMA.

11/14/2024: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 06/27/2024.  
MISSED APPROACH: CHANGED ACK VOR/DME R-241.03 TO R-240.

COORDINATED WITH:

A4A

☒

ALPA

☒

AOPA

☒

APA

☒

HAI

☐

NBAA

☒

OTHER: ZBW, BOSTON APP CON, KACK ATCT, AMGR

FLIGHT CHECKED BY

MICHAEL G CAMPBELL

*Digitally signed by*  
**CASIMIR L TABAKA**  
Nov 15, 2024

OFFICE

AJF

DATE

11/05/2024

DEVELOPED BY

APRIL SARMENTO

*Digitally signed by*  
**APRIL T SARMENTO**  
Aug 06, 2024

OFFICE

AJV-A432

DATE

06/07/2024

APPROVED BY

BEV L BORDY

*Digitally signed by*  
**CASIMIR L TABAKA**  
Nov 15, 2024

OFFICE

AJV-A430

DATE

**TITLE**  
MANAGER



**FEDERAL AVIATION ADMINISTRATION  
FLIGHT STANDARDS SERVICE  
STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD**

**AIRPORT ID**  
ACK

**PROCEDURE NAME**  
ILS OR LOC RWY 24  
ILS RWY 24 (SA CAT I)

**AMDT NO.**  
17

**CITY**  
NANTUCKET

**STATE**  
MA

**AIRPORT ELEVATION**  
47

**FACILITY**  
I-ACK

**PART A: OBSTRUCTION DATA SEGMENTS**

**FEEDER**

**FROM**  
ACK VOR/DME

**TO**  
OBUBE/I-ACK 12.55 DME/RADAR

**RNP**

**DISTANCE**  
9.47

**PAT**

**MAP**

**HAT**

**HMAS**

<b><u>OBSTRUCTION</u></b>	<b><u>COORDINATES</u></b>	<b><u>ELEV MSL</u></b>	<b><u>HORZ</u></b>	<b><u>VERT</u></b>	<b><u>AC</u></b>	<b><u>ROC</u></b>	<b><u>OCS</u></b>	<b><u>CG</u></b>	<b><u>CGTA</u></b>	<b><u>ADJUSTMENTS</u></b>	<b><u>MIN ALT</u></b>
AAO	411700.00N/0695754.00W	302	215	8	4B	1000				AT698	2000
TERRAIN	411651.00N/0700033.00W	101 (100)								AS1500	1600

**COMPUTATIONS**

**ALT**   **KIAS**   **KTAS**   **HAA**   **VKTW**   **TR**   **BA**   **DTA**   **COURSE CHANGE**   **DVEB**   **VEB OCS**   **RF CENTER FIX/DISTANCE**

**SEGMENT REMARKS:**

**INTERMEDIATE**

**FROM**  
OBUBE/I-ACK 12.55 DME/RADAR (IF/IAF)

**TO**  
WAIVS/I-ACK 5.90 DME/RADAR

**RNP**

**DISTANCE**  
6.65

**PAT**

**MAP**

**HAT**

**HMAS**

<b><u>OBSTRUCTION</u></b>	<b><u>COORDINATES</u></b>	<b><u>ELEV MSL</u></b>	<b><u>HORZ</u></b>	<b><u>VERT</u></b>	<b><u>AC</u></b>	<b><u>ROC</u></b>	<b><u>OCS</u></b>	<b><u>CG</u></b>	<b><u>CGTA</u></b>	<b><u>ADJUSTMENTS</u></b>	<b><u>MIN ALT</u></b>
SHIP	412335.44N/0695241.00W	250	50	20	2C	500				AT850	1600
TERRAIN	411915.00N/0695924.00W	36 (0)								AS1500	1500

**COMPUTATIONS**

**ALT**   **KIAS**   **KTAS**   **HAA**   **VKTW**   **TR**   **BA**   **DTA**   **COURSE CHANGE**   **DVEB**   **VEB OCS**   **RF CENTER FIX/DISTANCE**

**SEGMENT REMARKS:**



FINAL: ILS SA CAT I

FROM

WAIVS/I-ACK 5.90 DME/RADAR

TO

RW24

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
	4.73		DA				150				
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
							ASC				197

COMPUTATIONS

ALT    KIAS    KTAS    HAA    VKTW    TR    BA    DTA    COURSE CHANGE    DVEB    VEB OCS    RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: ILS

FROM

WAIVS/I-ACK 5.90 DME/RADAR

TO

RW24

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
	4.73		DA				200				
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
							ASC				247

COMPUTATIONS

ALT    KIAS    KTAS    HAA    VKTW    TR    BA    DTA    COURSE CHANGE    DVEB    VEB OCS    RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LOC

FROM

WAIVS/I-ACK LOC/DME 5.90 DME/RADAR

TO

YIVUP/I-ACK 2.76 DME/RADAR

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
	3.14										
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	411824.00N/0695909.00W	266	215	8	4B	250				RA80	600

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LOC STEPDOWN

FROM

YIVUP/I-ACK 2.76 DME/RADAR

TO

4.73 NM AFTER WAIVS/I-ACK LOC/DME 5.90 DME/RADAR OR AT I-ACK 1.17 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>						
	1.59		4.73 NM AFTER WAIVS/I- ACK LOC/DME 5.90 DME/RADAR OR AT I-ACK 1.17 DME	353							
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TREE (25-077723)	411600.70N/0700248.79W	133	20	3	1A	250					400

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

HOLD-IN-LIEU OF PT

FROM

OBUBE/I-ACK LOC/DME 12.55 DME/RADAR

TO

P-4

RNP	DISTANCE	PAT P-4	MAP		HAT		HMAS				
OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
SHIP	412335.44N/0695241.00W	250	50	20	2C	1000				AT750	2000
TERRAIN	412335.39N/0695240.94W	0 (0)								AS1500	1500

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH: ILS

FROM

DA

TO

UFTAC INT

RNP	DISTANCE	PAT	MAP		HAT		HMAS 82				
OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
							ASC				2300
TRAVERSE_WAY (25-047559)	410700.93N/0701439.85W	250	40	20	2C	1000					1300
TERRAIN	411557.00N/0700306.00W	65 (100)								AS1500	1600

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MISSED APPROACH: LOC

FROM  
4.73 NM AFTER WAIVS/I-ACK LOC/DME 5.90 DME/RADAR OR AT I-ACK 1.17 DME

TO  
UFTAC INT

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u> 150			
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
							ASC				2300
TRAVERSE_WAY (25-047559)	410700.93N/0701439.85W	250	40	20	2C	1000					1300
TERRAIN	411557.00N/0700306.00W	65 (100)								AS1500	1600

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

CIRCLING

☐ ALL CATS

☒ CAT A

☒ CAT B

☒ CAT C

☒ CAT D

☐ CAT E

☐ NOT AUTHORIZED

OBSTRUCTION	COORDINATES	RADIUS	HAA	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
CATEGORY A											
WATER_TOWER (25-077829)	411624.23N/0700416.88W	1.30	433	179	20	3	1A	300			480
CATEGORY B											
TREE	411703.00N/0700321.00W	1.81	453	192	215	8	4B	300			500
CATEGORY C											
TOWER (25-000086)	411504.80N/0700743.20W	2.84	673	359	250	50	4D	300		AC50	720
CATEGORY D											
TOWER (25-000086)	411504.80N/0700743.20W	3.70	673	359	250	50	4D	300		AC50	720

CIRCLING REMARKS:

MSA

CENTER  
ACK VOR/DME

RADIUS  
25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	WINDMILL (25-076756)	410423.98N/0702206.05W	262	21.5	837	250	50	4D	1000			1900

MSA REMARKS:



NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

ACK TOWER, CAPE APP CON, ZBW ARTCC

<u>WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>SERVICE-A</u>	<u>ADJUSTMENTS</u>
ASOS	ACK	24	ACK	0.09	Y	0
<u>BACK-UP WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>SERVICE-A</u>	<u>ADJUSTMENTS</u>
ASOS	HYA	24	HYA	26.89	Y	63

WX REMARKS:

RASS PRESSURE PATTERNS THE SAME  
KACK 47, KHYA 38  
RA=63.0

<u>PRIMARY NAVAID</u>	<u>MONITOR POINT</u>	<u>HRS OPERATION</u>	<u>CAT</u>
I-ACK	ATCT	TOWER OPEN	1
		TOWER CLOSED	3

<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>	<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
RW15 - REIL, MIRL (PCL)	NPI-G	
RW33 - MIRL (PCL), REIL, PAPI-4L	NPI-G	
RW06 - MALSF (PCL), C/LINE, HIRL (PCL), PAPI-4R	PIR-G	APPROACH, ROLL OUT
RW24 - SSALR (PCL), HIRL (PCL), TDZ, C/LINE, PAPI-4L	PIR-G	APPROACH, ROLL OUT

<u>GLIDESLOPE ANGLE</u>	<u>ELEV RWY THRESHOLD</u>	<u>TCH</u>	<u>ELEV GS ANTENNA</u>	<u>DISTANCE FROM RWY</u>	<u>VGSI ANGLE</u>	<u>TCH</u>
3.00	46.7	46.9	44.5	924	3.00	48.0

FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	<input checked="" type="checkbox"/>	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE
ON CENTERLINE	<input checked="" type="checkbox"/>	FT FROM CENTERLINE	

CRITICAL TEMPERATURES

<u>CRITICAL LOW</u>	<u>CRITICAL HIGH</u>	<u>ACT</u>	<u>APT ISA</u>
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CRITICAL TEMPERATURE REMARKS:

"VISUAL PORTION OF FINAL" PENETRATIONS

HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS

and/or

5280-FT "PROCEED VFR" SEGMENT LEVEL SURFACE AREA PENETRATIONS

PENETRATIONS REMARKS:

PART C: GENERAL REMARKS:

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

100 FT VEGETATION USED.

APPLIED 8260.3E TABLE 10-6-1 TO THE FOLLOWING PENETRATIONS: LIGHTING (25-077921) PER FPT EMAIL.

PER FPT ON PREVIOUS PROCEDURE: WITHIN 2NM OF THE SHORELINE, SHIP MASTS DO NOT EXCEED 30FT. BEYOND 2NM FROM SHORELINE, SHIP MASTS DO NOT EXCEED 125FT. MAX SHIP HEIGHT IN SHIPPING LANES ARE 250FT. RECONFIRMED WITH FPT 07/2024.

CONTINGENCY NOTES: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE HYA ALTIMETER SETTING AND INCREASE S-ILS 24 DA TO 310 FEET AND ALL VISIBILITIES TO RVR 2000, INCREASE ALL MDAS 80 FEET AND S-LOC 24 VISIBILITY CAT C/D TO RVR 4000 AND CIRCLING VISIBILITY CAT C/D 1/4 SM.  
VDP NA WHEN USING HYA ALTIMETER SETTING.  
ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.

PART D: AIRSPACE

DOCKET #

ALL DISTANCES TO 1/100NM; ELEVATION TO NEAREST 100 FEET; COORDINATES TO 1/100 SECOND; DEG TO 1/100 DEGREE

DISTANCE FROM	MAP	TO 1000FT POINT	3.16
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	0.90
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	225.03
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	100
DISTANCE FROM	MAP	TO 1500FT POINT	4.73
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.24
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	225.03
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	100

THRESHOLD COORDINATES (IF STR-IN)

411533.01N/0700322.73W

ARP COORDINATES

411511.88N/0700337.84W

RUNWAY APCH END AND DIST FURTHEST FROM ARP

RUNWAY 6 DISTANCE 0.66 NM

FAF COORDINATES

411853.66N/0695856.30W

FIX NAME COORDINATES

REMARKS

NO ADDITIONAL AIRSPACE REQUIRED

PART E: PREPARED BY

NAME

APRIL SARMENTO

OFFICE

AJV-A432

DATE

06/07/2024

TITLE

AERONAUTICAL INFORMATION SPECIALIST