

ILS - STANDARD INSTRUMENT APPROACH PROCEDURE TITLE 14 CFR PART 97.29							Bearings, headings, courses, 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 in feet RVR.									
TERMINAL ROUTES										MISSED APPROACH						
FROM		TO			COURSE AND DISTANCE			ALTITUDE		ILS: DA LOC: 5.62 NM AFTER AUSTN LOM/AZO VOR/DME 6.44 DME OR AT AZO VOR/DME 0.83 DME CLIMB TO 2600 ON AZO VOR/DME R-353.16 TO UPJON/AZO VOR/DME 5.63 DME AND HOLD. ALTERNATE MA (DO NOT CHART): CLIMB TO 3000 ON HEADING 354.10 AND PMM VOR/DME R-111.62 TO BRONZ INT/PMM VOR/DME 21.35 DME AND HOLD. ADDITIONAL FLIGHT DATA: HOLD N, RT, 173.16 INBOUND. CHART IN PLANVIEW: ALTERNATE MA HOLDING, HOLD W BRONZ INT/PMM VOR/DME 21.35 DME, RT, 111.62 INBOUND. CHART FAS OBST: 996 T-L TWR 421207N/0853243W CHART: ASR. CHART IN PLANVIEW: BRONZ INT/PMM VOR/DME 21.35 DME. CHART CIRCLING ICON. CHART IN PLANVIEW: (CFCFI) (420137N/0853024W). CHART PLANVIEW NOTE: ADF OR DME REQUIRED.						
AZO VOR/DME		AUSTN LOM/AZO VOR/DME 6.44 DME			171.66 / 6.44			2800								
1. PT <u> L </u> SIDE OF COURSE <u>174.10</u> OUTBOUND <u>2800</u> FT WITHIN <u>10</u> MILES OF <u> AUSTN LOM </u> (IAF) 2. _____ 3. FAC: <u> 354.10 </u> FAF: <u> AUSTN LOM/AZO VOR/DME 6.44 DME </u> DIST FAF TO MAP: <u> 5.62 </u> THLD: <u> 5.62 </u> 4. MIN. ALT: <u> AUSTN LOM/AZO VOR/DME 6.44 DME 2800, ZEXOS/AZO VOR/DME 2.12 DME 1340* *LOC ONLY </u> 5. DIST TO THLD FROM OM: <u> 5.62 </u> MM: <u> - </u> IM: <u> - </u> 150 HAT: <u> - </u> 100 HAT: <u> - </u> GS ANT: <u> 1042 </u> 6. MIN GS INCPT: <u> 2800 </u> GS ALT AT: <u> - </u> OM: <u> 2728 </u> MM: <u> - </u> IM: <u> - </u> 7. GS ANGLE: <u> 3.00 </u> TCH: <u> 53.3 </u> 8. MSA FROM: <u> AZ LOM 3000 </u>										MAG VAR: 3W		EPOCH YEAR: 1985				
MINIMUMS																
TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT							ALTERNATE: N A		ILS: STANDARD #		LOC: STANDARD @					
CATEGORY =====>		A			B			C			D			E		
	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	
S-ILS 35**	1068	2400	200	1068	2400	200	1068	2400	200	1068	2400	200				
S-LOC 35	1260	2400	392	1260	2400	392	1260	3500	392	1260	3500	392				
CIRCLING	1380	1	506	1380	1	506	1480	1 3/4	606	1480	2	606				
NOTES: CHART NOTE: **RVR 1800 AUTHORIZED WITH USE OF FD OR AP OR HUD TO DA. CHART NOTE: NIGHT LANDING: RWY 5, 9, 23, 27 NA. CHART NOTE: DME REQUIRED. CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVAL ON AZO VOR/DME AIRWAY RADIALS 192 CW 232. CHART NOTE: FOR INOPERATIVE MALSR, INCREASE S-LOC 35 CATS C AND D VISIBILITY TO 1 3/8 MILE.																
CITY AND STATE		ELEVATION: 874			TDZE: 868			FACILITY IDENTIFIER:		PROCEDURE NO./AMDT NO./EFFECTIVE DATE:				SUP:		
KALAMAZOO, MI		AIRPORT NAME:			KALAMAZOO/BATTLE CREEK INTL			I-AZO		ILS OR LOC RWY 35, AMDT 23				AMDT: 22C		
													DATED 04/03/2014			



ALL AFFECTED PROCEDURES REVIEWED? <div><input type="checkbox"/> YES</div> <div><input type="checkbox"/> NO</div>		COORDINATES OF FACILITIES		REQUIRED EFFECTIVE DATE	
ROUTINE					
COORDINATED WITH:					
ATA <div><input checked="" type="checkbox"/></div>		AAT <div><input type="checkbox"/></div>		ALPA <div><input checked="" type="checkbox"/></div>	
APA <div><input checked="" type="checkbox"/></div>		AOPA <div><input checked="" type="checkbox"/></div>		NBAA <div><input checked="" type="checkbox"/></div>	
OTHER (specify) <div><input checked="" type="checkbox"/></div>		ZAU, AZO APP CON, AZO ATCT, AMGR, ST AV DIR			
FLIGHT CHECKED BY					
NAME: <div>PAUL ROBERT ARMSTRONG</div>				FIFO FIOG	DATE: 08/12/2016
DEVELOPED BY					
NAME: <div>PABLO ORTIZ</div>				FIFO AJV-5423	DATE: 07/21/2016
APPROVED BY					
NAME: <div>TONY R LAWSON</div>				FIFO AJV-5420	DATE:
MANAGER					
CHANGES:					
<div>1. UPDATED ALL REFERENCE OF AUSTN LOM/INT TO AUSTN LOM/AZO VOR/DME 6.44 DME.</div> <div>2. UPDATED TERMINAL ROUTE AZO VOR/DME TO AUSTN LOM COURSE AND DISTANCE FROM 171.68/6.43 TO 171.66/6.44.</div> <div>3. UPDATED PT SIDE OF COURSE FROM 174.11 TO 174.10.</div> <div>4. UPDATED FAC FROM 354.11 TO 354.10.</div> <div>5. UPDATED DIST FAF TO MAP/THLD FROM 5.61 TO 5.62.</div> <div>6. ADDED MIN ALT ZEXOS/AZO VOR/DME 2.12 DME 1340* *LOC ONLY.</div> <div>7. UPDATED DIST TO THLD FROM OM FROM 5.61 TO 5.62 AND GS ANT FROM 1050 TO 1042.</div> <div>8. UPDATED GS ALT AT OM FROM 2727 TO 2728.</div> <div>9. UPDATED GS TCH FROM 53.1 TO 52.9.</div> <div>10. UPDATED MISSED APPROACH LOC FROM 5.61 MILES AFTER AUSTN LOM/INT TO 5.62 MILES AFTER AUSTN LOM/AZO VOR/DME 6.44 DME OR AT AZO VOR/DME 0.83 DME FIX.</div> <div>11. UPDATED PRIMARY MISSED APPROACH WORD VIA TO ON AND UPJON INT/AZO 5.63 DME TO UPJON/AZO VOR/DME 5.63 DME.</div> <div>12. UPDATED ALTERNATE MISSED APPROACH FROM OR AS DIRECTED BY ATC CLIMB TO 1400 THEN CLIMBING LEFT TURN TO 3000 VIA HEADING 280 AND AZO R-322 TO BRONZ INT/PMM 21.35 DME AND HOLD W, RT, 111.58 INBOUND TO</div> <div>ALTERNATE MA (DO NOT CHART): CLIMB TO 3000 ON HEADING 354.10 AND PMM VOR/DME R-111.62 TO BRONZ (SEE FORM 8260-10)</div>					
REASONS:					
<div>1, 20. BATTLE CREEK VORTAC IS BEING DECOMMISSIONED.</div> <div>2, 3, 4, 5, 7, 8, 9. PER CURRENT AIRNAV DATA.</div> <div>6. TO ALLOW FOR LOWEST SET OF MINIMUMS.</div> <div>10. BATTLE CREEK VORTAC IS BEING DECOMMISSIONED AND PER CURRENT AIRNAV DATA.</div> <div>11. NEW WORDING REQUIREMENT FOR VIA AND BATTLE CREEK VORTAC IS BEING DECOMMISSIONED.</div> <div>12. MEET THE INTENT OF ALTERNATE MISSED APPROACH OF NOT USING SAME NAVAID AS THE PRIMARY MISSED APPROACH.</div> <div>13. NEW CIRCLING CRITERIA APPLIED.</div> <div>14. ALLOW FOR CODING.</div> <div>15. NEW CAT C/D MINIMUMS REQUIRES ALTERNATE TO BE PUBLISHED.</div> <div>16. ADDED STEPDOWN FIX AND TO CURRENT VISIBILITY VALUES.</div> <div>17. NEW CIRCLING CRITERIA/VISIBILITY VALUES APPLIED AND NEW CONTROLLING OBSTACLE 43 FEET HIGHER.</div> <div>18. REQUIRED TO FLY FINAL AND MISSED APPROACH.</div> <div>19. REQUIRED FOR PROCEDURE ENTRY.</div> <div>20. ANGLE DIVERGENCE EXCEEDS 120 DEGREES.</div> <div>(SEE FORM 8260-10)</div>					



US DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION
ILS - STANDARD
INSTRUMENT APPROACH PROCEDURE - TITLE 14 CFR PART 97.29

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CITY AND STATE KALAMAZOO, MI	ELEVATION: 874	TDZE: 868	FACILITY IDENTIFIER: I-AZO	PROCEDURE NO./AMDT NO./EFFECTIVE DATE: ILS OR LOC RWY 35, AMDT 23	SUP:
	AIRPORT NAME:				AMDT: 22C
	KALAMAZOO/BATTLE CREEK INTL				DATED: 04/03/2014

ALL AFFECTED PROCEDURES REVIEWED? <div><input type="checkbox"/> YES</div> <div><input type="checkbox"/> NO</div>		COORDINATES OF FACILITIES		REQUIRED EFFECTIVE DATE	
COORDINATED WITH:					
ATA <div><input type="checkbox"/></div>		AAT <div><input type="checkbox"/></div>		ALPA <div><input type="checkbox"/></div>	
APA <div><input type="checkbox"/></div>		AOPA <div><input type="checkbox"/></div>		NBAA <div><input type="checkbox"/></div>	
OTHER (specify)		<div><input type="checkbox"/></div>		<div><input type="checkbox"/></div>	
FLIGHT CHECKED BY					
NAME:				FIFO	DATE:
DEVELOPED BY					
NAME:				FIFO	DATE:
APPROVED BY					
NAME:				FIFO	DATE:
CHANGES: CHANGES CONT. INT/PMV VOR/DME 21.35 DME AND HOLD. 13. ADDED CHART CIRCLING ICON. 14. ADDED CHART IN PLANVIEW (CFCFI) (420137N/0853024W). 15. ADDED ALTERNATE MINIMUMS # CAT C, D 700-2. 16. LOWERED S-LOC 35 FROM MDA 1320/HAT 452 TO MDA 1260/HAT 392 ALL CATS, VIS CAT C RVR 4000, CAT D RVR 5000 TO CATS C/D RVR 3500. 17. RAISED CIRCLING CAT C FROM MDA 1380/HAA 506 VIS 1 1/2 TO MDA 1480/HAA 606 VIS 1 3/4, CAT D FROM MDA 1440/HAA 566 TO MDA 1480/HAA 606. 18. ADDED CHART NOTE DME REQUIRED. 19. ADDED CHART PLANVIEW NOTE ADF OR DME REQUIRED. 20. ADDED CHART PLANVIEW NOTE PROCEDURE NA FOR ARRIVALS ON AZO VOR/DME. 21. PREVIOUSLY CHARTED CHANGES FROM P-NOTAM ACTIONS FOR AMENDMENTS AMDT 22 A-C HAVE BEEN INCORPORATED ON THIS FORM.					
REASONS: REASONS CONT. 21. PER 8260-19G PARA 8-3-4C(3). -3 PDF EDIT: 1. ADDED * LOC ONLY TO LINE 4. 2. UPDATED MISSED APPROACH FROM AUSTN LOM/AZO 6.44 DME TO AUSTN LOM/AZO VOR/DME 6.44 DME. 11/16/16: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 07/21/16. 1. CHANGED GS ANGLE FROM 2.98 TO 3.00 AND TCH FROM 52.9 TO 53.3. 2. REMOVED WORD FIX FROM LOC MISSED APPROACH.					



STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD

PART - A OBSTRUCTION DATA

1. APP SEGMENT		FROM		TO		OBSTRUCTION		COORDINATES		ELEV. MSL		ROC		ALT. ADJUSTMENTS		MIN. ALT.			
FEEDER		AZO VOR/DME		AUSTN LOM/AZO		1. TOWER (26-001105)		421253.00N/0853636.00W		1170 (3C)		1000		AT630		2800			
				VOR/DME 6.44		2. TERRAIN		420915.00N/0852630.00W		952 (1000)				AS1500		2500			
				DME															
INTERMEDIATE: PT		10 NM		AUSTN LOM/AZO		3. TOWER (26-003005)		420624.00N/0853149.00W		1099 (4D)		500		AT1201		2800			
				VOR/DME 6.44		4. TERRAIN		420000.00N/0852857.00W		899 (900)				AS1500		2400			
				DME															
FINAL: ILS		GP INTCP		RW35								ASC				1068/200			
FINAL: LOC		AUSTN LOM/AZO		ZEXOS/AZO		5. AAO		420913.41N/0853122.76W		1074 (2C)		250				1340			
		VOR/DME 6.44 DME		VOR/DME 2.12															
				DME															
FINAL: LOC STEPDOWN		ZEXOS/AZO VOR/DME		5.62 NM AFTER		6. T-L TWR (26-021973)		421207.16N/0853242.53W		996 (2C)		250				1260			
		2.12 DME		AUSTN LOM/AZO															
				6.44 DME OR AT															
				AZO VOR/DME															
				0.83 DME															
2. PROCEDURE TURN		AUSTN LOM		10 NM		7. TOWER (26-001396)		420744.00N/0852022.00W		1413 (5D)		1000		AT387		2800			
						8. TERRAIN		415130.00N/0852839.00W		1018 (1000)				AS1500		2500			
3. MISSED APPROACH	MAP:	DA / 5.62 NM		UPJON/AZO								ASC				2600			
		AFTER AUSTN		VOR/DME 5.63		9. TOWER (26-006029)		421846.00N/0853706.00W		1301 (4D)		1000				2400			
	ELEV:	902/1010				10. TERRAIN		421924.00N/0853739.00W		952 (1000)				AS1500		2500			
4. CIRCLING AREA		DISTANCE		HT. ABV. ARPT.															
CATEGORY A		1.3 NM		REQUIRED	350	ACTUAL	506	13. TOWER (26-022073)	421336.43N/0853210.58W	1023 (1A)	300	XP57	1380						
CATEGORY B		1.5 NM			450		506	14. TANK (26-000329)	421527.69N/0853112.14W	1025 (1A)	300	XP55	1380						
CATEGORY C		1.7 NM			450		606	1. TOWER (26-001105)	421253.00N/0853636.00W	1170 (3C)	300		1480						
CATEGORY D		2.3 NM			550		606	1. TOWER (26-001105)	421253.00N/0853636.00W	1170 (3C)	300		1480						
CATEGORY E		4.5 NM			550														
5. MINIMUM SAFE ALTITUDES																			
PRIMARY NAVAD: AZ LOM																			
SECTOR		OBSTRUCTION		BRG/DIST		ELEVATION (MSL)		M S A		SECTOR		OBSTRUCTION		BRG/DIST		ELEVATION (MSL)			
360-360		TWR (26-000456)		009/26.5		1956 (4D)		3000											
CITY AND STATE				ELEVATION: 874				FACILITY				PROCEDURE AND AMENDMENT NO:				REGION			
KALAMAZOO, MI				AIRPORT NAME: KALAMAZOO/BATTLE CREEK INTL				I-AZO				ILS OR LOC RWY 35, AMDT 23				AGL			

PART B - SUPPLEMENTAL DATA										PART C - REMARKS:																					
1. COMMUNICATIONS WITH:					2. WEATHER SERVICE					3. ALTIMETER SETTING					VDP NOT ESTABLISHED - FINAL FACILITY DOES NOT HAVE DME.																
ZAU ARTCC AZO TOWER AZO APP CON							N W S		OTHER: ASOS					SOURCE:KAZO					PRECIPITOUS TERRAIN EVALUATION COMPLETED.												
							F A A							DISTANCE:																	
					X									HOURS REMOTE OPERATION:																	
SATISFACTORY ON:										LOCATION: KAZO					ADJUSTMENT: 0					ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED. CAT A: 1.30NM CAT B: 1.84NM CAT C: 2.89NM CAT D: 3.77NM											
X		V H F		X		U H F				H F												NO ADDITIONAL AIRSPACE REQUIRED.									
4. MONITOR STATUS		PRIMARY NAVAID: I-AZO																				#9 FLIGHT INSPECTION VERIFIED 4D AC CARRIED FORWARD FROM PREVIOUSLY PUBLISHED PROCEDURE									
		MONITOR POINT: AZO ATCT																													
		HRS OPTN:		CAT 1										TWR OPEN																	
																	TWR CLSD														
5. APPROACH & RUNWAY LIGHTING				ALS																		DATABASE OBSTACLES USED FOR EVALUATION OF FINAL LOCATED WITHIN LATERAL CONFINES OF THE PRECISION APPROACH TRAPEZOID BACKUP ALTIMETER NOT ESTABLISHED DUE TO REDUNDANT WEATHER SOURCES AT AIRPORT VGSI DATA RW35: 3.00/53.00 100 FEET VEGETATION USED ORDER 8260.3, VOLUME 1, VISUAL PORTION OF FINAL PENETRATIONS: 20:1 RWY05 987 TREE (KAZOT0036) 421354.85N/0853352.03W (23.88) 940 TREE (KAZOT0023) 421355.96N/0853336.05W (23.29) 971 TREE (KAZOT0061) 421356.20N/0853348.66W (21.66) 929 TREE (KAZOT0020) 421357.20N/0853334.87W (19.87) 977 TREE (KAZOT0059) 421355.15N/0853350.28W (19.60) 927 TREE (KAZOT000384) 421357.16N/0853334.95W (17.51) 926 TREE (KAZO0033) 421357.04N/0853335.40W (14.89) 982 TREE (KAZOT000458) 421353.51N/0853354.38W (7.84) 976 TREE (KAZOT0038) 421353.54N/0853352.93W (5.80) 971 TREE (KAZOT0058) 421353.60N/0853351.42W (5.02) 918 TREE (KAZOT000391) 421356.36N/0853335.75W (3.52) 944 TREE (KAZOT000429) 421352.23N/0853340.31W (2.62) 946 TREE (KAZOT0062) 421356.94N/0853347.76W (1.70) 921 TREE (KAZOT000400) 421356.09N/0853337.50W (0.91) 919 TREE (KAZO0032) 421356.41N/0853337.42W (0.26) RWY09 970 TREE (KAZOT0143) 421404.72N/0853351.94W (21.93) 965 TREE (KAZO0053) 421404.73N/0853352.05W (16.51) 950 TREE (KAZOT000399) 421404.90N/0853349.04W (12.83) 919 TREE (KAZOT0009) 421402.54N/0853341.03W (11.96) 965 TREE (KAZO0035) 421358.73N/0853353.32W (11.76) 903 POLE (KAZO0052) 421404.04N/0853337.16W (10.50) 903 POLE (KAZOT000361) 421404.03N/0853337.16W (10.50) 903 POLE (26-022158) 421404.03N/0853337.16W (10.50) 955 TREE (KAZOT0060) 421358.27N/0853351.00W (10.49) 927 TREE (KAZOT000381) 421404.88N/0853344.77W (5.88) 937 TREE (KAZO0054) 421404.88N/0853347.53W (5.51) 936 TREE (KAZOT000392) 421404.87N/0853347.45W (4.81) 925 TREE (KAZOT0144) 421404.91N/0853344.80W (3.77) 916 TREE (KAZO0049) 421402.43N/0853342.77W (2.42) 888 RD(N) (KAZOT0125) 421402.26N/0853335.73W (0.89) RWY23 917 TREE (KAZOT000599) 421436.04N/0853241.93W (13.69) 929 TREE (KAZOT000620) 421437.75N/0853239.68W (13.59) 970 TOWER (26-001261) 421444.00N/0853231.00W (9.16) 908 TREE (KAZO0072) 421436.10N/0853242.24W (5.30) RWY27 899 TREE (KAZO0041) 421359.84N/0853243.10W (12.66) CONT.									
				(S) SALS																											
		X		MALSR 35 (PCL)																											
		X		HIRL 17 (PCL), 35 (PCL)																											
		X		MIRL 05 (PCL), 09 (PCL), 23 (PCL), 27 (PCL)																											
		X		REIL 05 (PCL), 17 (PCL), 23 (PCL)																											
				TDZ																											
				C/LINE																											
X		OTHER (SPECIFY) PAPI-4L 05 (PCL), 17 (PCL), 23 (PCL), 35 (PCL)																													
6. RUNWAY MARKINGS		BASIC BSC-F 09, 27																													
		ALL WEATHER PIR-F 17, 35																													
		INSTRUMENT NPI-F 05, 23																													
7. RUNWAY VISUAL RANGE		APPROACH 35																													
		MIDFIELD																													
		ROLL OUT																													
8. GLIDE PATH		GP ANGLE: 3.00					ELEV RWY THRESHOLD: 868.2																								
		DISTANCE FROM RWY: 1042					ELEV GP ANTENNA: 862.2																								
		THRESHOLD CROSSING HEIGHT: 53.3																													
9. FINAL APPROACH COURSE AIMING				X		RUNWAY THRESHOLD FT. FROM THRESHOLD																									
				X		ON CENTERLINE FT. FROM CENTERLINE																									
10. WAIVERS: NONE																															
PART D - PREPARED BY: PABLO ORTIZ										DATE: 07/21/2016																					
TITLE: AERONAUTICAL INFORMATION SPECIALIST										OFFICE: AJV-5423																					



STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD		
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PART - A OBSTRUCTION DATA

[illegible]

4. CIRCLING AREA	DISTANCE	HT. ABV. ARPT.								
CATEGORY A	1.3 NM	REQUIRED	350	ACTUAL						
CATEGORY B	1.5 NM		450							
CATEGORY C	1.7 NM		450							
CATEGORY D	2.3 NM		550							
CATEGORY E	4.5 NM		550							

5. MINIMUM SAFE ALTITUDES					PRIMARY NAVAID:				
SECTOR	OBSTRUCTION	BRG/DIST	ELEVATION (MSL)	M S A	SECTOR	OBSTRUCTION	BRG/DIST	ELEVATION (MSL)	M S A

CITY AND STATE KALAMAZOO, MI	ELEVATION: 874 AIRPORT NAME: KALAMAZOO/BATTLE CREEK INTL	FACILITY I-AZO	PROCEDURE AND AMENDMENT NO: ILS OR LOC RWY 35, AMDT 23	REGION AGL
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PART B - SUPPLEMENTAL DATA										PART C - REMARKS: CONTINUED. PDF EDIT -9: 1. PART B 2 CHANGED LOCATION FROM KAZO/KAZO TO KAZO. 2. PART B 3 REMOVED SOURCE KBTL AND DISTANCE 0 / 14.08. 3. FINAL LOC STEPDOWN TO FROM AUSTN LOM/AZO 6.44 DME TO AUSTN LOM/AZO VOR/DME 6.44 DME. #14 XP55 TO MAINTAIN CIRCLING CAT B PROCEDURE CONSISTENCY #13 XP57 TO MAINTAIN CIRCLING CAT A PROCEDURE CONSISTENCY MISSED APPROACH OBSTACLES CONT. ALTERNATE: ASC 3000 11. TOWER (26-001159) 421823.13N/0853925.03W 1449 (5D) 1000 2500 12. TERRAIN 421830.00N/0854033.00W 1057 (1100) AS1500 2600																	
1. COMMUNICATIONS WITH:				2. WEATHER SERVICE				3. ALTIMETER SETTING																			
SATISFACTORY ON:						N W S		OTHER:												SOURCE:							
						F A A														DISTANCE:							
						A / C														HOURS REMOTE OPERATION:							
V H F				U H F				H F												LOCATION:				ADJUSTMENT:			
4. MONITOR STATUS		PRIMARY NAVAID:																									
		MONITOR POINT:																									
		HRS OPTN:		CAT 1				CAT 3																			
5. APPROACH & RUNWAY LIGHTING				ALS																							
				(S) SALS																							
				MALS																							
				HIRL																							
				MIRL																							
				REIL																							
				TDZ																							
				C/LINE																							
		OTHER (SPECIFY)																									
6. RUNWAY MARKINGS		BASIC																									
		ALL WEATHER																									
		INSTRUMENT																									
7. RUNWAY VISUAL RANGE		APPROACH																									
		MIDFIELD																									
		ROLL OUT																									
8. GLIDE PATH		GP ANGLE:						ELEV RWY THRESHOLD:																			
		DISTANCE FROM RWY:						ELEV GP ANTENNA:																			
								THRESHOLD CROSSING HEIGHT:																			
9. FINAL APPROACH COURSE AIMING						RUNWAY THRESHOLD						FT. FROM THRESHOLD															
						ON CENTERLINE						FT. FROM CENTERLINE															
10. WAIVERS:																											
PART D - PREPARED BY:														DATE:													
TITLE:														OFFICE:													

