


<b>Flight Procedure Tracking Form</b>		<b>Action:</b> FLIGHT CHECK	<b>Task Type:</b> IAP	<b>Date Open:</b> 09/23/2015	<b>Task #:</b> 2015092327199104001	<b>Request #:</b> 20150923271991
<b>Procedure:</b> ILS OR LOC RWY 28L AMDT 27A			<b>Airport ID:</b> KLAN	<b>Airport:</b> CAPITAL REGION INTL		<b>Reimbursable #:</b> NO
<b>City:</b> LANSING	<b>ST:</b> MI	<b>GPS #:</b>	<b>Estimated Chart Date:</b> 07/21/2016		<b>FICO #:</b>	
<b>Fac ID:</b> N/A		<b>Fac. Type:</b>			<b>Specialist:</b> THOMAS KIRKPATRICK	
<b>Procedure Review</b>						
	<b>Rec'd</b>	<b>Rel'd</b>	<b>Full Name</b>	<b>Comments</b>		
<b>Lead:</b>	01/19/2016					
<b>QA:</b>		03/4/16 3/5/16	D. Puglisi			
<b>Liaison:</b>						
<b>Procedure Comments:</b>				<b>Remark Type:</b> INFORMATION		
DIGITAL PROCESS						
CONTACT: JACOB POWERS 405-954-8702 / PETE GETZ 405-954-4919						

OLD

LOC/DME I-LAN <b>110.1</b> Chan <b>38</b>	APP CRS <b>276°</b>	Rwy Idg TDZE <b>852</b> Apt Elev <b>861</b>
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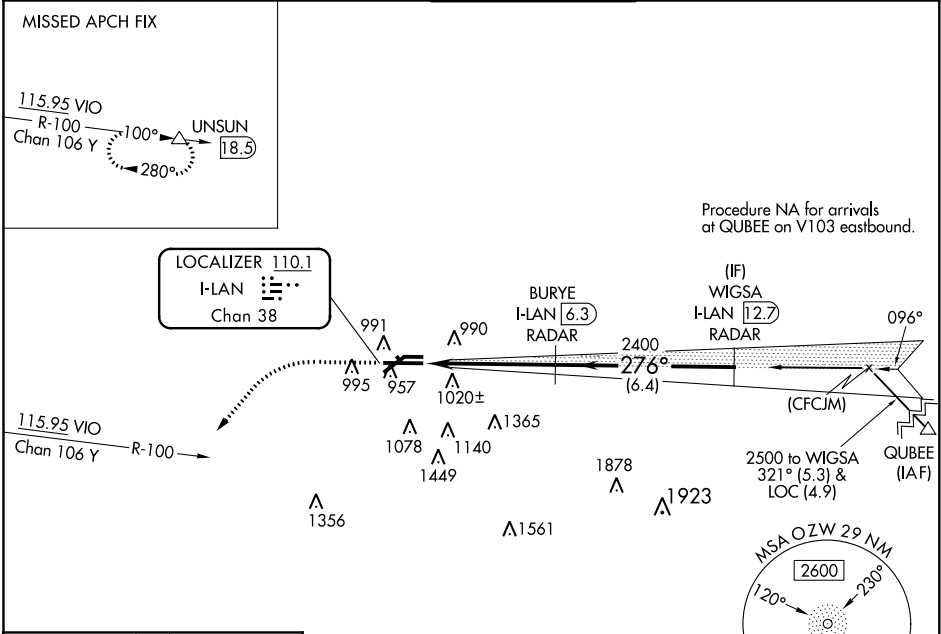
ILS or LOC RWY 28L  
CAPITAL REGION INTL (LAN)

**⚠** DME required. Night landing: Rwy 10L, 28R NA.  
**\*\*RVR 1800 authorized with the use of FD or AP or HUD to DA.**

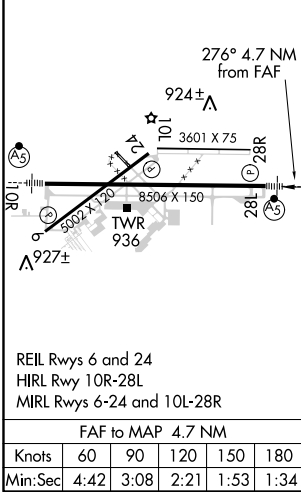
**MALSR**

**MISSED APPROACH:** Climb to 2500 then  
climbing left turn to 3000 on VIO VOR/DME  
R-100 to UNSUN/VIO 18.53 DME and hold.

ATIS <b>119.75</b>	LANSING APP CON <b>133.475 226.4</b> (NORTH) <b>118.65 226.4</b> (SOUTH)	LANSING TOWER <b>119.9 240.9</b>	GND CON <b>121.9</b>	CLNC DEL <b>123.675</b>
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ELEV 861	<b>D</b>	TDZE 852
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DME OR RADAR REQUIRED

	2500	3000	VIO R-100	UNSUN
	↑	↙	△	△
	*LOC only			
	*I-LAN 2.8			
	I-LAN 1.6			
	BURYE I-LAN 6.3 RADAR			
	WIGSA I-LAN 12.7 RADAR			
	2400 276° 2500			
	GS 3.00° TCH 53			
CATEGORY	A	B	C	D
S-ILS 28L	**1052/24 200 (200-½)			
S-LOC 28L	1300/24 448 (500-½)		1300/45 448 (500-¾)	
<b>CIRCLING</b>	1380-1 519 (600-1)		1600-2 739 (800-2)	1760-3 899 (900-3)

EC-1, 04 FEB 2016 to 03 MAR 2016

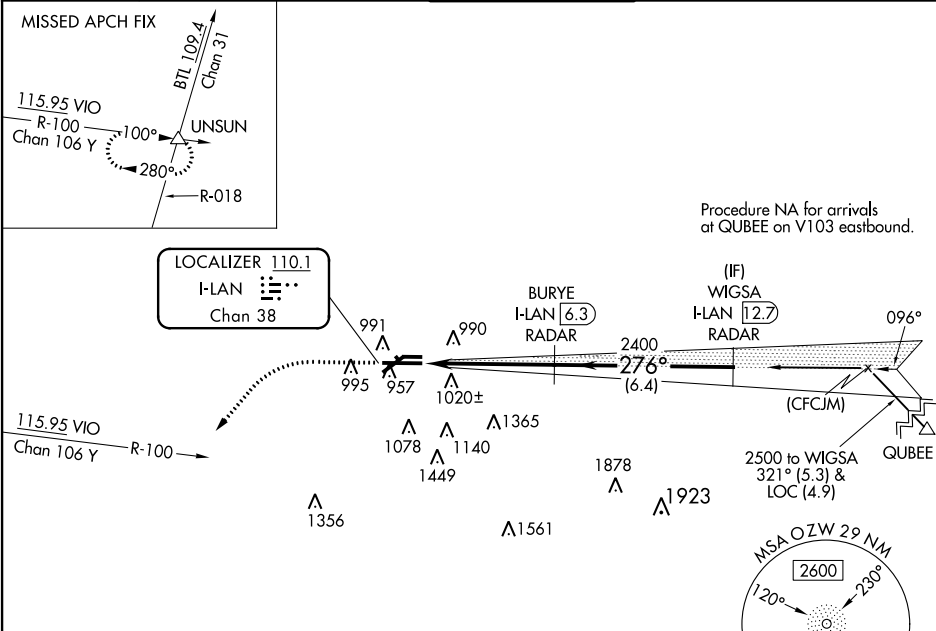
EC-1, 04 FEB 2016 to 03 MAR 2016

LOC/DME I-LAN <b>110.1</b> Chan <b>38</b>	APP CRS <b>276°</b>	Rwy Idg TDZE Apt Elev <b>8506</b> <b>852</b> <b>861</b>
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ILS or LOC RWY 28L  
CAPITAL REGION INTL (LAN)

 DME or RADAR required. Night landing: Rwy 10L, 28R NA. **RVR 1800 authorized with the use of FD or AP or HUD to DA. ASR	 MALSR	MISSED APPROACH: Climb to 2500 then climbing left turn to 3000 on VIO VOR/DME R-100 to UNSUN INT and hold.
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ATIS <b>119.75</b>	LANSING APP CON <b>133.475 226.4</b> (NORTH) <b>118.65 226.4</b> (SOUTH)	LANSING TOWER <b>119.9 240.9</b>	GND CON <b>121.9</b>	CLNC DEL <b>123.675</b>
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ELEV 861

TDZE 852

276° 4.7 NM  
from FAF

924±

3601 X 75

101

5002 X 120

8506 X 150

28R

28L

TWR  
936

927±

REIL Rwy 6 and 24

HIRL Rwy 10R-28L

MIRL Rwy 6-24 and 10L-28R

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

DME OR RADAR REQUIRED				
2500 3000 VIO R-100 UNSUN				
*LOC only				
BURYE I-LAN 6.3 RADAR				
WIGSA I-LAN 12.7 RADAR				
2400 276° 2500				
1.3 3.4 NM 6.4 NM				
CATEGORY	A	B	C	D
S-ILS 28L	**1052/24 200 (200-½)			
S-LOC 28L	1300/24 448 (500-½)		1300/45 448 (500-¾)	
CIRCLING	1380-1 519 (600-1)		1600-2 739 (800-2)	1760-3 899 (900-3)