

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION NDB STANDARD INSTRUMENT APPROACH PROCEDURE FLIGHT STANDARDS SERVICE - TITLE 14 CFR PART 97.27							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		MAP: ADG NDB						
										CLIMBING LEFT TURN TO 2500 IN ADG NDB HOLDING PATTERN.						
										ADDITIONAL FLIGHT DATA: HOLD SW, LT, 041.74 INBOUND. CHART FAS OBST: 980 TOWER 414909N/0840614W. FAC CROSSES RWY C/L EXTENDED 2998 FT FROM THLD.						
1. PT <u>L</u> SIDE OF COURSE <u>221.74</u> OUTBOUND <u>2500</u> FT WITHIN <u>10</u> MILES OF <u>ADG NDB</u> (IAF)																
2.																
3. FAC <u>041.74</u> FAF _____ DIST FAF TO MAP _____ THLD _____																
4. MIN. ALT _____																
8. MSA FROM: ADG NDB 2600										MAG VAR: 6W			EPOCH YEAR: 2000			
MINIMUMS																
TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT							ALTERNATE: N		A		X					
CATEGORY =====>		A			B			C			D			E		
	MDA	VIS	HAT/HAA	MDA	VIS	HAT/HAA	MDA	VIS	HAT/HAA	MDA	VIS	HAT/HAA	MDA	VIS	HAT/HAA	
S-05	1380	1	582	1380	1	582	1380	1 3/4	582	1380	1 3/4	582				
CIRCLING	1380	1	582	1380	1	582	1380	1 3/4	582	1380	2	582				
NOTES:																
EQUIPMENT REQUIREMENTS NOTE: RADAR REQUIRED FOR PROCEDURE ENTRY.																
CITY AND STATE ADRIAN, MI		ELEVATION: 798 AIRPORT NAME: LENAWEE COUNTY			TDZE: 798		FACILITY IDENTIFIER: ADG		PROCEDURE NO./AMDT NO./EFFECTIVE DATE: NDB RWY 5, ORIG-A				SUP AMDT DATE		ORIG 11/04/1999	



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:					
A4A <div><input type="checkbox"/></div>	ALPA <div><input checked="" type="checkbox"/></div>	AOPA <div><input checked="" type="checkbox"/></div>	APA <div><input type="checkbox"/></div>	HAI <div><input type="checkbox"/></div>	NBAA <div><input checked="" type="checkbox"/></div>
OTHER (specify)			<div><input checked="" type="checkbox"/> ZOB, TOL ATCT, AMGR, ATA</div>		
FLIGHT CHECKED BY					
NAME:				FIFO	DATE:
DEVELOPED BY					
NAME:				FIFO	DATE:
DION E. LANCIA (WILLIAM HANBY)				AJV-5423	11/28/2017
APPROVED BY					
NAME:				FIFO	DATE:
JULIE A. MORGAN				AJV-5420	
MANAGER					
CHANGES:					
<div>1. REMOVED VWV VOR/DME FEEDER FROM TERMINAL ROUTES.</div> <div>2. ADDED EQUIPMENT REQUIREMENTS NOTE: RADAR REQUIRED FOR PROCEDURE ENTRY.</div> <div>3. UPDATED ADDITIONAL FLIGHT DATA FROM "CHART FAS OBST: 980 ANTENNA 414719N/0841035W" TO "CHART FAS OBST: 980 TOWER 414909N/0840614W".</div> <div>4. UPDATED HOLDING INBOUND COURSE FROM 42.00 TO 41.74.</div> <div>5. S-05 CAT C AND CIRCLING CAT C VISIBILITIES INCREASED FROM 1 1/2 SM TO 1 3/4 SM.</div>					
REASONS:					
<div>1. REMOVED NAVAID - AIRWAY CLEAN-UP PROJECT.</div> <div>2. PER ORDER 8260.19H, CHAPTER 8, PARA 8-6-9.G(2) AND IAW MEMO #257.</div> <div>3. NEW FINAL CONTROLLING OBSTACLE IDENTIFIED FROM UPDATED OBSTACLE DATA BASE, SAME MSL HEIGHT BUT DIFFERENT LOCATION.</div> <div>4. CURRENT 8260-5 HAS THE ROUNDED INBOUND COURSE, CORRECTING THIS TO MATCH THE CURRENT FAC UNROUNDED FIGURE AND THE ACTIVE 8260-2.</div> <div>5. PER ORDER 8260.3C, CHAPTER 3, TABLE 3-3-1.</div>					
PDF EDIT: 1/18/2018 REMOVED THE NEW CIRCLING CRITERIA NOTE FROM THE BACK OF THE 8260-9 AND REPLACED WITH "CIRCLING:". THIS IS AN AUTO GENERATED NOTE FROM SIAP. THIS HAS BEEN ADDRESSED AS THE ONLY OPTION SINCE THIS PROCEDURE IS STILL USING OLD CIRCLING CRITERIA.					
THIS DOES NOT QUALIFY AS A PERIODIC REVIEW - AIRWAY CLEAN-UP PROJECT.					



STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD	
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PART - A OBSTRUCTION DATA

[illegible]

PART B - SUPPLEMENTAL DATA									
1. COMMUNICATIONS WITH:				2. WEATHER SERVICE			3. ALTIMETER SETTING		
ZOB ARTCC TOL TOWER						N W S F A A A / C	OTHER: ASOS SOURCE: KADG / KARB DISTANCE: 0 / 25.96 HOURS REMOTE OPERATION: 0/YES / 24/YES		
SATISFACTORY ON:									
X	V H F	X	U H F		H F	LOCATION: KADG			ADJUSTMENT: 0 / 66
4. MONITOR STATUS		PRIMARY NAVAID: ADG NDB							
		MONITOR POINT: APT TERMINAL							
		HRS OPTN:	CAT 1						
			CAT 3	24					
5. APPROACH & RUNWAY LIGHTING		ALS							
		(S) SALS							
		MALS							
		X	HIRL 05 (PCL), 23 (PCL)						
		MIRL							
		X	REIL 05						
		TDZ							
		C/LINE							
		X	OTHER (SPECIFY) PAPI-4L 05 (PCL), 23 (PCL)						
6. RUNWAY MARKINGS		BASIC							
		ALL WEATHER							
		INSTRUMENT NPI-F 05, 23							
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 2998			FT. FROM THRESHOLD	
					ON CENTERLINE			FT. FROM CENTERLINE	
10. WAIVERS: NONE									
PART D - PREPARED BY: DION E. LANCIA (WILLIAM HANBY)						DATE: 11/28/2017			
TITLE: AERONAUTICAL INFORMATION SPECIALIST						OFFICE: AJV-5423			

PART C - REMARKS:			
VDP NOT ESTABLISHED - NO DME.			
PRECIPITOUS TERRAIN EVALUATION COMPLETED.			
CONTINGENCY ALTIMETER IS KARB: "CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE ANN ARBOR MUNI ALTIMETER SETTING: INCREASE ALL MDAS 80 FEET, AND VISIBILITY S-05 CATS C/D AND CIRCLING CAT C 1/8 SM."			
CIRCLING: CAT A: 1.30NM CAT B: 1.50NM CAT C: 1.70NM CAT D: 2.30NM			
NO ADDITIONAL AIRSPACE REQUIRED. RASS PRESSURE PATTERNS THE SAME KADG 798, KARB 839 RA = 65.4.			
RETAINED OLD REMARK: "AIR TRAFFIC REQUIRED A CLIMB IN HOLDING AT THE MAP". IAW ORDER 8260.3C, CHAP 2, PARA 2-8-5.C. CLIMB-IN HOLD EVALUATION IS REQUIRED AND IS REFLECTED ON THE ADRIAN NDB FORM 8260-2. PER ORDER 8260.19H, CHAP 8, PARA 8-6-6.D(5) MISSED APPROACH INSTRUCTIONS CORRECTLY CONVEY CLIMBING IN HOLDING PATTERN ON THE CURRENT FORM 8260-5.			
100' VEGETATION HEIGHT UTILIZED PER CURRENTLY PUBLISHED PROCEDURES.			

