

FEDERAL AVIATION ADMINISTRATION FLIGHT STANDARDS SERVICE VOR STANDARD INSTRUMENT APPROACH PROCEDURE TITLE 14 CFR PART 97.23

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>		
LHQ	VOR-A	11	LANCASTER	OH		
<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SUPERSEDED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>
868		VOR OR GPS-A	10A	03/25/2021	6W	1990
<u>FACILITY</u>	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u>	<u>CANCEL/SUSPEND</u>		
APE			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>
APE VORTAC	IAF	CUTOS/9.00 DME/RADAR					193.65	9.00	3000
CUTOS/9.00 DME/RADAR	IF	JUBBI/18.00 DME/RADAR					193.65	9.00	3000

MISSED APPROACH

MAP:

5.90 NM AFTER JUBBI/18.00 DME/RADAR.

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 2000 THEN CLIMBING LEFT TURN TO 3000 DIRECT APE VORTAC AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

- PT
- SIDE OF COURSE
- OUTBOUND
- FT WITHIN
- MILES OF (IAF)
- PROFILE STARTS AT APE VORTAC
- FAC: 193.65 FAF: JUBBI/18.00 DME/RADAR DIST FAF TO MAP: 5.90 DIST FAF TO THLD:
- MIN ALT: APE VORTAC 3000, CUTOS/9.00 DME/RADAR 3000, JUBBI/18.00 DME/RADAR 3000
- MSA FROM: APE VORTAC 3100 (30NM)

EQUIPMENT REQUIREMENTS NOTES:

DME OR RADAR REQUIRED.

NOTES:

CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE RICKENBACKER INTL ALTIMETER SETTING AND INCREASE ALL MDAS 60 FEET AND VISIBILITY CAT C 1/4 SM.
CHART NOTE: CIRCLING RWY 28 NA AT NIGHT.
CHART NOTE: RWY 28 HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED.
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVAL ON APE VORTAC AIRWAY RADIALS 189 CW 242.

ADDITIONAL FLIGHT DATA:

FAC CROSSES MIDPOINT OF RWY 10-28.
FINAL END POINT (FEP): (CFLVM): 394521.35N/0823925.37W (DO NOT CHART).
HOLD S, RT, 014.00 INBOUND.
CHART FAS OBST: 1226 TREE 394548N/0823712W.



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

ALTERNATE: NA ☐ STANDARD - CAT C 800-2 1/4, NA WHEN LOCAL WEATHER NOT AVAILABLE.

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
CIRCLING	1500	1	632	1540	1	672	1620	2 1/4	752		NA				

CHANGES - REASONS

1. CHANGED PROCEDURE NAME FROM: "VOR OR GPS-A" TO: "VOR-A" - TO MEET CURRENT CRITERIA REQUIREMENTS.
2. CHANGED DIST FAF TO MAP FROM 5.89 TO 5.90. MAP MOVED FOR CORRECT ALIGNMENT.
3. CHANGED MAP POINT FROM: MAP: 5.89 MILES AFTER JUBBI OR AT APE VORTAC 23.89 DME" TO: "5.90 NM AFTER JUBBI/18.00 DME/RADAR OR AT MAGCO/APE 23.90 DME" - MAP MOVED FOR CORRECT ALIGNMENT/JUBBI MAKEUP IS DME/RADAR.
4. CHANGED ALTERNATE MINIMUMS FROM: "NA" TO: "STANDARD - CAT C 800-2 1/4, NA WHEN LOCAL WEATHER NOT AVAILABLE - PROCEDURE FACILITY IS CAT I.
5. CHANGED FAS OBSTACLE FROM: "FAS OBST: 1280 TOWER 394654/823824" TO: "CHART FAS OBST: 1215 TOWER (39-026747) 394901N/0823632W" IN ADDITIONAL FLIGHT DATA - NEW OBSTACLE EVALUATION.
6. LOWERED CIRCLING MDA/HAA FROM: CAT A/B: 1580/712, CAT C: 1720/852 TO: CAT A: 1500/632, CAT B: 1540/672, CAT C: 1620/752 - NEW OBSTACLE EVALUATION.
7. LOWERED VISIBILITY: CAT B FROM 1 1/4 TO: 1 AND CAT C FROM: 2 1/2 TO: 2 1/4 - LOWER MINIMUMS/8260.3E VISIBILTY TABLES.
8. ADDED BACKUP ALTIMETER CHART NOTE - PER FPT REQUEST/CHECKLIST.
9. ADDED CHART NOTE: "RWY 28 HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED." - RWY 28 20:1 PENETRATIONS.
10. ADDED CHART NOTE: "CIRCLING RWY 28 NA AT NIGHT." - 20:1 SURFACE PENETRATIONS.
11. ADDED CHART PLANVIEW NOTE: "PROCEDURE NA FOR ARRIVAL ON APE VORTAC AIRWAY RADIALS 189 CW 242" - 8260.3E 2-4-1.A.
12. ADDED INTERMEDIATE FIX (CUTOS/9.00 DME/RADAR) AND INITIAL FROM: APE VORTAC TO: CUTOS/9.00 DME/RADAR - 8260.3, CHG 1 2-5-3.

1/3/2024: THIS IS A UPDATED COPY TO THE FORM DEVELOPED ON: 07/27/2023:
1. CHANGED MAP POINT FROM: "5.90 NM AFTER JUBBI/18.00 DME/RADAR OR AT MAGCO/APE 23.90 DME" TO: "5.90 NM AFTER JUBBI/18.00 DME/RADAR".
2. ADDED IN ADDITIONAL FLIGHT DATA: "FINAL END POINT (FEP): (CFLVM): 394521.35N/0823925.37W (DO NOT CHART)".

COORDINATED WITH:

A4A ☐ ALPA ☒ AOPA ☒ APA ☐ HAI ☐ NBAA ☒ OTHER: CMH ATCT, ZID, CMH APP CON, AMGR

FLIGHT CHECKED BY

JAMES ONIEAL

Digitally signed by

CASIMIR L TABAKA

Mar 22, 2024

OFFICE

FPO

DATE

03/21/2024

DEVELOPED BY

CASIMIR L. TABAKA (THERON CYRUS)

Digitally signed by

CASIMIR L TABAKA

Jan 04, 2024

OFFICE

AJV-A432

DATE

07/27/2023

APPROVED BY

CASIMIR L. TABAKA

Digitally signed by

CASIMIR L TABAKA

Jan 04, 2024

OFFICE

AJV-A430

DATE

TITLE

MANAGER



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

<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>AMDT NO.</u>	<u>CITY</u>	<u>STATE</u>	<u>AIRPORT ELEVATION</u>	<u>FACILITY</u>
LHQ	VOR-A	11	LANCASTER	OH	868	APE

PART A: OBSTRUCTION DATA SEGMENTS

INITIAL

FROM APE VORTAC **TO** CUTOS/9.00 DME/RADAR

<u>RNP</u>	<u>DISTANCE</u> 9.00	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>				<u>HMAS</u>		
<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	400903.00N/0823527.00W	1552	164	98	4E	1000				AT448	3000
TERRAIN	400903.00N/0823527.00W	1351 (1400)								AS1500	2900

COMPUTATIONS

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

SEGMENT REMARKS:

INTERMEDIATE

FROM CUTOS/9.00 DME/RADAR **TO** JUBBI/18.00 DME/RADAR

<u>RNP</u>	<u>DISTANCE</u> 9.00	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>				<u>HMAS</u>		
<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	400048.00N/0823845.00W	1382	164	98	4E	500				AC98 AT1020	3000
TERRAIN	400015.00N/0823806.00W	1118 (1100)								AS1500	2600

COMPUTATIONS

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

SEGMENT REMARKS:

QUALITY
12
CHECKED

FINAL

FROM

JUBBI/18.00 DME/RADAR.

TO

5.90 NM AFTER JUBBI/18.00 DME/RADAR.

RNP

DISTANCE

PAT

MAP

HAT

HMAS

5.90

5.90 NM AFTER JUBBI/18.00 DME/RADAR.

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
TREE	394548.00N/0823712.00W	1226	215	8	4B	250					1480

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH

FROM

5.90 NM AFTER JUBBI/18.00 DME/RADAR.

TO

APE VORTAC

RNP

DISTANCE

PAT

MAP

HAT

HMAS

1250

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
							ASC				3000
TOWER (39-078098)	394031.70N/0824033.00W	1746	250	50	4D	1000					2800
TERRAIN	400903.00N/0823527.00W	1351 (1400)								AS1500	2900

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



AIRPORT ID

LHQ

PROCEDURE NAME

VOR-A

AMDT NO.

11

CITY

LANCASTER

STATE

OH

AIRPORT ELEVATION

868

FACILITY

APE

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											
TREE (39-128848)	394605.79N/0823734.44W	1.30	632	1184	20	10	1B	300			1500
CATEGORY B											
TREE (39-129470)	394453.82N/0823645.35W	1.84	672	1240	20	3	1A	300			1540
CATEGORY C											
ANTENNA (39-130611)	394408.53N/0823551.10W	2.89	752	1302	20	10	1B	300			1620

CIRCLING REMARKS:

MSA

CENTER

APE VORTAC

RADIUS

30

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	TOWER (39-000604)	400933.02N/0825522.74W	278	15.4	2049	250	50	4D	1000			3100

MSA REMARKS:

MSA EXTEND TO 30 NM.

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

CMH APP CON, DAY FSS

<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	LHQ	24	LHQ	0	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>
AWOS-3	LCK	24	LCK	13.43	Y	49

WX REMARKS:

RASS PRESSURE PATTERNS THE SAME
KLHQ 868, KLCK 740
RA = 49.0

<u>PRIMARY NAVAID</u>	<u>MONITOR POINT</u>	<u>HRS OPERATION</u>	<u>CAT</u>
APE VORTAC	MOCC	24	1

<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>	<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
RW10 - MIRL (PCL), REIL (PCL), PAPI-2L	NPI-G	
RW28 - MIRL (PCL), REIL (PCL), PAPI-2L	NPI-G	

<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>
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FINAL APPROACH COURSE AIMING

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

FINAL TYPE	CIRCLING RWY 28		
20:1			
872 TERRAIN (39-127902) 394518.46N/0823851.00W (3.45)		876 TERRAIN (39-129767) 394518.31N/0823849.89W (3.08)	
875 TERRAIN (39-129321) 394519.37N/0823849.72W (1.79)		875 TERRAIN (39-129618) 394520.34N/0823849.54W (1.44)	
874 TERRAIN (39-129781) 394516.42N/0823850.02W (0.91)		874 TERRAIN (39-129447) 394517.41N/0823849.82W (0.48)	
<u>PENETRATIONS REMARKS:</u>			

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 FEET VEGETATION USED PER FPT.
VDP NOT ESTABLISHED - PROCEDURE IS CIRCLING ONLY/NOT STRAIGHT-IN ALIGNED.

RWY 10 20:1 PENETRATIONS REMOVED PER FPT/RAM TOOL.
890 TREE (39-130347) 394520.38N/0824005.90W
911 TREE (39-129552) 394519.48N/0824012.53W
887 TREE (39-129459) 394520.12N/0824006.60W
917 TREE (39-129145) 394520.13N/0824014.54W
880 TREE (39-129535) 394520.37N/0824005.18W
887 TREE (39-128307) 394520.29N/0824007.24W
892 TREE (39-128168) 394519.82N/0824008.60W
926 TREE (39-130320) 394522.93N/0824017.07W
TREE (39-128328) 394519.34N/0824013.64W
TREE (39-128947) 394520.09N/0824006.34W
TREE (39-129665) 394520.21N/0824008.12W
TREE (39-129884) 394522.83N/0824016.82W
TREE (39-129499) 394520.17N/0824008.47W
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	2.90
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	4.10
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	187.65
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	1100
DISTANCE FROM	MAP	TO 1500FT POINT	5.10
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	3.88
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	187.65
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	1100

THRESHOLD COORDINATES (IF STR-IN)

ARP COORDINATES	394520.30N/0823925.55W
RUNWAY APCH END AND DIST FURTHEST FROM ARP	RUNWAY 28 DISTANCE 0.41 NM
FAF COORDINATES	395112.65N/0823824.52W
FIX NAME COORDINATES	MAP (CFLVM) 394521.35N/0823925.37W

REMARKS

NO ADDITIONAL AIRSPACE REQUIRED.

PART E: PREPARED BY

NAME	OFFICE	DATE	TITLE
CASIMIR L. TABAKA (THERON CYRUS)	AJV-A432	07/27/2023	AERONAUTICAL INFORMATION SPECIALIST

