

**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> MSV	<u>PROCEDURE NAME</u> ILS OR LOC RWY 15	<u>ORIGINAL/AMENDMENT</u> 7	<u>CITY</u> MONTICELLO	<u>STATE</u> NY
<u>AIRPORT ELEVATION</u> 1403	<u>TDZE</u> 1403	<u>SUPERSEDED</u> ILS OR LOC RWY 15	<u>DATED</u> 12/05/2019	<u>MAG VAR</u> 12W
<u>FACILITY</u> I-MSV	<u>COORDINATES OF FACILITIES</u>	<u>ORIGINAL/AMENDMENT</u> 6	<u>REQUIRED EFFECTIVE DATE</u> 09/05/2024	<u>EPOCH YEAR</u> 1980
		<u>ACTUAL EFFECTIVE DATE</u>	<u>CANCEL/SUSPEND</u>	

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>
ZURIS		OSCOS		TF	FB	1.00	086.01	9.33	4300
OSCOS	IAF	JIBOT	NOPT	TF	FB	1.00	064.74	7.00	4000
KERRI		OVEYA		TF	FB	1.00	333.31	6.76	4700
OVEYA	IAF	JIBOT	NOPT	TF	FB	1.00	244.91	7.00	4000
ARRKK	IAF	CAFOD	NOPT	TF	FB	1.00	138.82	10.75	4900
CAFOD		JIBOT		TF	FB	1.00	138.95	9.44	4000
JIBOT/I-MSV 12.57 DME	IF/IAF	ANORT/I-MSV 6.55 DME					154.93	6.02 (I-MSV)	3200
ANORT/I-MSV 6.55 DME	FAF	5.51 NM AFTER ANORT/I-MSV 6.55 DME OR AT I-MSV 1.04 DME	MAP				154.93	5.51 (I-MSV)	
5.51 NM AFTER ANORT/I-MSV 6.55 DME OR AT I-MSV 1.04 DME	MAP	1653 MSL		CA			154.88		
1653 MSL		MUMVE		DF	FO	1.00			3300

MISSED APPROACH

MAP:

ILS: DA
LOC: 5.51 NM AFTER ANORT/I-MSV 6.55 DME OR AT I-MSV 1.04 DME

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 3300 DIRECT MUMVE AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:



PROFILE:

1.	PT	SIDE OF COURSE	OUTBOUND	FT WITHIN	MILES OF	(IAF)
2.	HOLD NW JIBOT, RT, 154.83 INBOUND, 4000 FT. IN LIEU OF PT (IAF), MAX 6000.					
3.	FAC: 154.93	FAF: ANORT/I-MSV 6.55 DME	DIST FAF TO MAP:	5.51	DIST FAF TO THLD:	5.51
4.	MIN ALT: JIBOT/I-MSV 12.57 DME 4000, ANORT/I-MSV 6.55 DME 3200					
5.	DIST TO THLD FROM OM:	MM:	IM:	150 HAT:	GS ANT:	783
6.	MIN GS INCPT: 3200	GS ALT AT PFAF: ANORT/I-MSV 6.55 DME 3200		OM:	MM:	IM:
7.	GS ANGLE: 3.00	34:1:	20:1:	TCH: 41.0		
8.	MSA FROM: ARP KMSV 5400					

PBN REQUIREMENTS NOTE:

RNP APCH - GPS.

NOTES:

CHART NOTE: VDP NA WHEN USING NEW YORK STEWART INTL ALTIMETER SETTING.
CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE NEW YORK STEWART INTL ALTIMETER SETTING; INCREASE S-ILS 15 DA TO 1858 FEET AND ALL VISIBILITIES 5/8 SM; INCREASE ALL MDAS 220 FEET AND S-LOC 15 VISIBILITY CAT B, C AND D 7/8 SM, AND CIRCLING CAT B, C AND D VISIBILITIES 3/4 SM.

ADDITIONAL FLIGHT DATA:

HOLD SE, RT, 335.04 INBOUND.
FAS OBST: 1693 AAO 414630N/0745127W.
1733 AAO 414730N/0745230W.
CHART VDP AT 2.66 DME.
DISTANCE VDP TO THLD 1.62 NM.
CHART CIRCLING ICON.

MINIMUMS:

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

ALTERNATE: NA ☐ ILS: STANDARD - NA WHEN LOCAL WEATHER NOT AVAILABLE.; LOC: STANDARD - CAT D 800-2 1/2, 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
S-ILS 15	1653	3/4	250	1653	3/4	250	1653	3/4	250	1653	3/4	250			
S-LOC 15	1960	1	557	1960	1	557	1960	1 3/4	557	1960	1 3/4	557			
CIRCLING	1960	1	557	1960	1	557	2020	1 3/4	617	2180	2 1/2	777			



CHANGES - REASONS

1. TERMINAL ROUTES: ADDED ZURIS AND KERRI RNAV FEEDERS TO PROCEDURE - PER ATC REQUEST.
2. TERMINAL ROUTES: ADDED OSCOS, OVEYA, ARKK AND CAFOD SDF RNAV INITIALS TO PROCEDURE - PER ATC REQUEST.
3. TERMINAL ROUTES: REMOVED HNK VOR/DME INITIAL FROM PROCEDURE - HNK VOR MON NATL PROGRAM.
4. TERMINAL ROUTES: CHANGED IF FROM "JIBOT/HNK 20.15 DME/RADAR" TO "JIBOT/I-MSV 12.57 DME" - HNK VOR MON NATL PROGRAM, HNK REPLACED BY I-MSV.
5. TERMINAL ROUTES: CHANGED FAF FROM "ASENE/RADAR" TO "ANORT/I-MSV 6.55 DME" - PER IFP/ATC CHECKLIST REQUEST.
6. TERMINAL ROUTES: ADDED FINAL SEGMENT, MAP, CA LEG AND MUMVE - ADDED RNAV MA DUE TO DECOMMISSIONING OF ALL SUITABLE NAVAIDS.
7. MISSED APPROACH: CHANGED LOC MAP FROM RW15 TO "LOC: 5.51 NM AFTER ANORT/I-MSV 6.55 DME OR AT I-MSV 1.04 DME" - FINAL COURSE FACILITY HAS DME.
8. CHANGED MISSED APPROACH INSTRUCTIONS FROM "CLIMB TO 2500 THEN CLIMBING LEFT TURN TO 4000 ON HEADING 360 AND HNK VOR/DME R-138 TO JIBOT/HNK 20.15 DME/RADAR AND HOLD" TO "CLIMB TO 3300 DIRECT MUMVE AND HOLD" - CHANGED PRIMARY MA TO AN RNAV MA TO DECOMMISSIONING OF ALL SUITABLE NAVAIDS.
9. REMOVED ALTERNATE MISSED APPROACH INSTRUCTIONS "CLIMB TO 2500 THEN CLIMBING RIGHT TURN TO 4200 ON HEADING 311 AND DNY VOR/DME R-191 TO JIBOT/DNY 19.02 DME/RADAR AND HOLD" - NO ALTERNATE REQUIRED FOR RNAV MISSED PER CRITERIA.
10. PROFILE LINE 2: CHANGED FROM "HOLD NW JIBOT, RT, 137.80 INBOUND, 4000 FT. IN LIEU OF PT (IAF), MAX 6000" TO "HOLD NW JIBOT, RT, 154.83 INBOUND, 4000 FT. IN LIEU OF PT (IAF), MAX 6000" - COURSE ALIGNED TO FAC.
11. PROFILE LINE 3: CHANGED FAF FROM "ASENE/RADAR" TO "ANORT/I-MSV 6.55 DME" - FAF RENAMED AND DEFINED BY DME PER ATC REQUEST.
12. PROFILE LINE 4: CHANGED MIN ALT FROM "JIBOT/HNK 20.15 DME/RADAR 4000, ASENE/RADAR 3200" TO "JIBOT/I-MSV 12.57 DME 4000, ANORT/I-MSV 6.55 DME 3200" - HNK VOR MON NATL PROGRAM, HNK REPLACED BY I-MSV, FAF RENAMED AND DEFINED BY DME PER ATC REQUEST.
13. PROFILE LINE 6: CHANGED GS ALT AT PFAF FROM "ASENE/RADAR 3200" TO "ANORT/I-MSV 6.55 DME 3200" - FAF RENAMED AND DEFINED BY DME PER ATC REQUEST.
14. PROFILE LINE 8: CHANGED MSA FROM "HUO VOR/DME 045-315 3500, 315-045 3900" TO "ARP KMSV 5400" - PROCEDURE IS RNAV REQUIRED.
15. PBN REQUIREMENTS NOTE: ADDED "RNP APCH - GPS" - ADDED RNAV IAFS AND MA TO PROCEDURE.
16. REMOVED "CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVAL ON HNK VOR/DME AIRWAY RADIALS 078 CW 159" FROM NOTES - HNK VOR MON NATL PROGRAM, FEEDER REMOVED FROM PROCEDURE.
17. ADDED CHART NOTE "WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE NEW YORK STEWART INTL ALTIMETER SETTING; INCREASE S-ILS 15 DA TO 1858 FEET AND ALL VISIBILITIES 5/8 SM; INCREASE ALL MDAS 220 FEET AND S-LOC 15 VISIBILITY CAT B, C AND D 7/8 SM, AND CIRCLING CAT B, C AND D VISIBILITIES 3/4 SM" - PER 8260.19I, PARA 8-6-9E(4).
18. ADDED CHART NOTE "VDP NA WHEN USING NEW YORK STEWART INTL ALTIMETER SETTING" - PER 8260.19I, PARA 8-6-9E(9).
19. ADDITIONAL FLIGHT DATA: ADDED "HOLD SE, RT, 335.04 INBOUND" - REDESIGNED MA, NOT OVER IF ANYMORE.
20. ADDITIONAL FLIGHT DATA: CHANGED FAS OBST FROM "1696 AAO 414630N/0745126W" TO "1693 AAO 414630N/0745127W" - NEW CONTROLLING OBSTACLE.
21. ADDITIONAL FLIGHT DATA: CHANGED 7:1 OBST FROM "1979 AAO 414752N/0745243W" TO "1733 AAO 414730N/0745230W" - NEW TERRAIN EVALUATION.
22. ADDITIONAL FLIGHT DATA: REMOVED "CHART IN PLANVIEW: ALTERNATE MA HOLDING, HOLD N JIBOT, RT, 190.92 INBOUND" - NO ALTERNATE REQUIRED FOR RNAV MISSED PER CRITERIA.
23. ADDITIONAL FLIGHT DATA: ADDED "CHART VDP AT 2.66 DME" AND "DISTANCE VDP TO THLD 1.62 NM" - PER 8260.19I, PARA 8-6-10M VDP ESTABLISHED, NO PENETRATIONS EXIST.
24. CHANGED ALTERNATE MINS FROM "ILS: STANDARD - NA WHEN LOCAL WEATHER NOT AVAILABLE., NA WHEN MSV ATCT CLOSED.; LOC: STANDARD - CAT D 800-2 1/2, NA WHEN LOCAL WEATHER NOT AVAILABLE., NA WHEN MSV ATCT CLOSED" TO "ILS: STANDARD - NA WHEN LOCAL WEATHER NOT AVAILABLE; LOC: STANDARD - CAT D 800-2 1/2, NA WHEN LOCAL WEATHER NOT AVAILABLE" - I-MSV 24 HOUR MONITORED AT N90.

COORDINATED WITH:

A4A

ALPA

X

AOPA

X

APA

HAI

NBAA

X

OTHER: ZNY, NY APP CON, AMGR

FLIGHT CHECKED BY

PENDING

Digitally signed by

JOSEPH L ZEDER

Jul 25, 2024

OFFICE

DATE

DEVELOPED BY

CASIMIR L. TABAKA (SILVIA YOUNG)

Digitally signed by

CASIMIR L TABAKA

May 17, 2024

OFFICE

AJV-A432

DATE

03/12/2024

APPROVED BY

CASIMIR L. TABAKA

Digitally signed by

CASIMIR L TABAKA

May 17, 2024

OFFICE

AJV-A432

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>
MSV	ILS OR LOC RWY 15	7	MONTICELLO	NY	1403	I-MSV

PART A: OBSTRUCTION DATA SEGMENTS

FEEDER

FROM ZURIS **TO** OSCOS

RNP 1.00 DISTANCE 9.33 PAT MAP HAT HMAS

<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	414545.00N/0751403.00W	2212	215	8	4B	2000					4300
TERRAIN	414545.00N/0751406.00W	2011 (2000)								AS1500	3500

COMPUTATIONS

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

SEGMENT REMARKS:

FEEDER

FROM KERRI **TO** OVEYA

RNP 1.00 DISTANCE 6.76 PAT MAP HAT HMAS

<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	415639.00N/0744736.00W	2625	215	8	4B	2000					4700
TERRAIN	415639.00N/0744736.00W	2424 (2400)								AS1500	3900

COMPUTATIONS

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

SEGMENT REMARKS:

QUALITY
35
CHECKED

INITIAL

FROM

OSCOS

TO

JIBOT

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u>				
1.00	7.00										
<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>
TOWER (36-029704)	415317.15N/0745721.14W	2591	20	3	1A	1000				AT409	4000
TERRAIN	415318.00N/0745721.00W	2385 (2400)								AS1500	3900

COMPUTATIONS

ALTKIASKTASHAAVKTWTRBADTACOURSE CHANGEDVEBVEB OCSRF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INITIAL

FROM

OVEYA

TO

JIBOT

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u>				
1.00	7.00										
<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>
TOWER (36-029704)	415317.15N/0745721.14W	2591	20	3	1A	1000				AT409	4000
TERRAIN	415318.00N/0745721.00W	2385 (2400)								AS1500	3900

COMPUTATIONS

ALTKIASKTASHAAVKTWTRBADTACOURSE CHANGEDVEBVEB OCSRF CENTER FIX/DISTANCE

SEGMENT REMARKS:



INITIAL

FROM

ARRKK

TO

CAFOD

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
1.00	10.75										
<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	420500.00N/0751606.00W	2546	215	8	4B	1000				AT1354	4900
TERRAIN	420500.00N/0751606.00W	2345 (2300)								AS1500	3800

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

CAFOD PLACEMENT FOR ATC USE, NOT OBSTACLE BASED.

INITIAL: STEPDOWN

FROM

CAFOD

TO

JIBOT

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
1.00	9.44										
<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>
TOWER (36-029704)	415317.15N/0745721.14W	2591	20	3	1A	1000				AT409	4000
TERRAIN	415318.00N/0745721.00W	2385 (2400)								AS1500	3900

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



INTERMEDIATE

FROM

JIBOT/I-MSV 12.57 DME (IF/IAF)

TO

ANORT/I-MSV 6.55 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
	6.02										
<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>
TOWER (36-029704)	415317.15N/0745721.14W	2591	20	3	1A	500					3100
TERRAIN	415309.00N/0745706.00W	2234 (2200)								AS1000	3200

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: ILS

FROM

ANORT/I-MSV 6.55 DME

TO

RW15

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
	5.51		DA		250						
<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 (36-225794)	414233.27N/0744805.05W	1412	20	3	1A		34.00:1				1653

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FINAL: LOC

FROM

ANORT/I-MSV 6.55 DME

TO

5.51 NM AFTER ANORT/I-MSV 6.55 DME OR AT I-MSV 1.04 DME

RNP

DISTANCE

PAT

MAP

HAT

HMAS

5.51

5.51 NM AFTER ANORT/I-MSV 6.55 DME OR AT I-MSV 1.04 DME

557

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
AAO	414630.00N/0745127.00W	1693	215	8	4B	250					1960

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

JIBOT

TO

P-5

RNP

DISTANCE

PAT

MAP

HAT

HMAS

P-5

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
TOWER (36-029704)	415317.15N/0745721.14W	2591	20	3	1A	1000				AT409	4000
TERRAIN	415318.00N/0745721.00W	2385 (2400)								AS1500	3900

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

MUMVE

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u> 1466			
<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				3300
AAO	413927.00N/0744303.00W	1854	215	8	4B	1000					2900
TERRAIN	413927.00N/0744303.00W	1653 (1700)								AS1500	3200

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH: LOC

FROM

5.51 NM AFTER ANORT/I-MSV 6.55 DME OR AT I-MSV 1.04 DME

TO

MUMVE

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
1.00											1710
<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				3300
AAO	413927.00N/0744303.00W	1854	215	8	4B	1000					2900
TERRAIN	413927.00N/0744303.00W	1653 (1700)								AS1500	3200

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



AIRPORT ID

MSV

PROCEDURE NAME

ILS OR LOC RWY 15

AMDT NO.

7

CITY

MONTICELLO

STATE

NY

AIRPORT ELEVATION

1403

FACILITY

I-MSV

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 (36-226185)	414242.74N/0744936.41W	1.31	557	1593	20	10	1B	300		SI	1960
CATEGORY B											
TREE (36-226025)	414356.93N/0744934.62W	1.86	557	1609	20	3	1A	300		SI	1960
CATEGORY C											
TREE (36-022901)	414513.08N/0744745.20W	2.92	617	1701	20	10	1B	300			2020
CATEGORY D											
AAO	414048.00N/0744227.00W	3.82	777	1864	215	8	4B	300			2180

CIRCLING REMARKS:

MSA

CENTER	RADIUS
ARP KMSV	25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	AAO	415957.00N/0742309.00W	058	25.6	4383	215	8	4B	1000			5400

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

ISP FSS, NYC APP CON

<u>WX SERVICE</u> AWOS-3PT	<u>LOCATION</u> MSV	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> MSV	<u>DISTANCE</u> 0	<u>SERVICE-A</u> Y	<u>ADJUSTMENTS</u> 0
<u>BACK-UP WX SERVICE</u> ATIS	<u>LOCATION</u> SWF	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> SWF	<u>DISTANCE</u> 33.25	<u>SERVICE-A</u> Y	<u>ADJUSTMENTS</u> 205

WX REMARKS:

RASS PRESSURE PATTERNS THE SAME
KMSV 1403, KSWF 491
RA = 204.2.

<u>PRIMARY NAVAID</u> I-MSV	<u>MONITOR POINT</u> N90 TRACON	<u>HRS OPERATION</u> FULL-TIME	<u>CAT</u> 1
<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>		<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
RW33 - REIL (PCL), HIRL (PCL), PAPI-4L		NPI-G	
RW15 - REIL (PCL), HIRL (PCL), PAPI-4L		PIR-G	

<u>GLIDESLOPE ANGLE</u> 3.00	<u>ELEV RWY THRESHOLD</u> 1403.0	<u>TCH</u> 41.0	<u>ELEV GS ANTENNA</u> 1400.8	<u>DISTANCE FROM RWY</u> 783	<u>VGSI ANGLE</u> 3.00	<u>TCH</u> 39.2
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FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	<div>X</div>	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE	298
ON CENTERLINE	<div>X</div>	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

<u>PENETRATIONS REMARKS:</u>	<div>QUALITY 35 CHECKED</div>

PART C: GENERAL REMARKS:

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

100' VEGETATION USED PER FPT.

ORDER 8260.3 CHAPTER 2 APPLIED TO 1733 AAO 414730.00N/0745230.00W.

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	THLD	TO 1000FT POINT	3.32
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	0.94
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	142.93
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	1500
DISTANCE FROM	THLD	TO 1500FT POINT	10.93
WIDTH OF	INTERMEDIATE	SEGMENT AT 1500FT POINT	4.00
TRUE COURSE OF	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	142.93
HIGH TERRAIN IN	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	2200

THRESHOLD COORDINATES (IF STR-IN)	414228.40N/0744804.71W
ARP COORDINATES	414205.90N/0744742.10W
RUNWAY APCH END AND DIST FURTHEST FROM ARP	RUNWAY 15 DISTANCE 0.52 NM
FAF COORDINATES	414652.42N/0745231.24W
FIX NAME COORDINATES	IF/IAF JIBOT 415140.27N/0745722.79W

REMARKS

THLD DISPLACED 298FT, ACTUAL COORDINATES: 414230.75N/0744807.08W

PART E: PREPARED BY

NAME	OFFICE	DATE	TITLE
CASIMIR L. TABAKA (SILVIA YOUNG)	AJV-A432	03/12/2024	AERONAUTICAL INFORMATION SPECIALIST

