

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> KORH	<u>PROCEDURE NAME</u> ILS OR LOC RWY 11 ILS RWY 11 (CAT II), ILS RWY 11 (CAT III)		<u>ORIGINAL/AMENDMENT</u> 25B	<u>CITY</u> WORCESTER	<u>STATE</u> MA	
<u>AIRPORT ELEVATION</u> 1009	<u>TDZE</u> 980	<u>SUPERSEDED</u> ILS OR LOC RWY 11 ILS RWY 11 (CAT II), ILS RWY 11 (CAT III)	<u>ORIGINAL/AMENDMENT</u> 25A	<u>DATED</u> 07/19/2018	<u>MAG VAR</u> 15W	<u>EPOCH YEAR</u> 1995
<u>FACILITY</u> I-RSR	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<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>
GDM VOR/DME		RILOC INT/I-RSR 5.50 DME					187.28	16.46 (GDM R-187)	2900
SPENO INT/I-RSR 11.65 DME	IF/IAF	RILOC INT/I-RSR 5.50 DME					108.84	6.21 (I-RSR)	2800

**MISSED APPROACH**

**MAP:**

ILS: DA  
LOC: 5.54 NM AFTER RILOC INT/I-RSR 5.50 DME

**MISSED APPROACH INSTRUCTIONS:**

CLIMB TO 1800 THEN CLIMBING RIGHT TURN TO 3100 ON HEADING 230 AND ON GDM VOR/DME R-167 TO LAWRN/GDM 23.00 DME AND HOLD, CONTINUE CLIMB-IN-HOLD TO 3100.

**ALTERNATE MISSED APPROACH INSTRUCTIONS (DO NOT CHART):**

CLIMB TO 1800 THEN CLIMBING RIGHT TURN TO 3000 ON HEADING 160 AND PUT VOR/DME R-030 TO TROY Y INT/PUT 7.81 DME AND HOLD.

**PROFILE:**

1. PT	SIDE OF COURSE	OUTBOUND	FT WITHIN	MILES OF	(IAF)
2. HOLD W RILOC, LT, 108.84 INBOUND, 2800 FT. IN LIEU OF PT (IAF), MAX 6000.					
3. FAF: 108.84	FAF: RILOC INT/I-RSR 5.50 DME	DIST FAF TO MAP: 5.54	DIST FAF TO THLD: 5.54		
4. MIN ALT: RILOC INT/I-RSR 5.50 DME 2800					
5. DIST TO THLD FROM OM:	MM:	IM: 859	100 HAT: 857	150 HAT:	GS ANT: 1057
6. MIN GS INCPT: 2800	GS ALT AT PFAF: RILOC INT/I-RSR 5.50 DME 2800	OM:	MM:	IM: 1080	
7. GS ANGLE: 3.00	34:1:	20:1:	TCH: 55.1		
8. MSA FROM: GDM VOR/DME 060-330 3300, 330-060 4400					

QUALITY  
10  
CHECKED

**NOTES:**

CAT II ILS - SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED; S-ILS 11: CAT A, B, C, D, RA 119, RVR 1200, HAT 100, DA 1080 MSL.  
CAT II RVR 1000 CHART NOTE: RVR 1000 AUTHORIZED WITH SPECIFIC OPSPEC, MSPEC, OR LOA APPROVAL AND USE OF AUTOLAND OR HUD TO TOUCHDOWN.  
CAT II/III CHART NOTE: PROCEDURE NA WHEN TOWER CLOSED.  
CHART NOTE: FOR INOPERATIVE ALS, INCREASE S-LOC 11 CATS C AND D VISIBILITY TO 1 3/8 SM.  
CHART NOTE: WHEN CONTROL TOWER CLOSED: INOPERATIVE TABLE DOES NOT APPLY TO S-ILS 11 ALL CATS.  
CHART NOTE: WHEN CONTROL TOWER CLOSED: FOR INOPERATIVE ALS, INCREASE S-LOC 11 CAT C AND D VISIBILITY TO 1 3/8 SM.  
CAT III ILS - SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED; S-ILS 11: CAT III CAT A, B, C, D, RVR 600.

**ADDITIONAL FLIGHT DATA:**

CHART IN PLANVIEW: ALTERNATE MA HOLDING, HOLD NE TROY INT, LT, 210.28 INBOUND.  
CHART IN PLANVIEW: PROCEDURE NA FOR ARRIVALS AT SPENO ON V270 WESTBOUND.  
CHART IN PLANVIEW: TROY INT/PUT 7.81 DME.  
CHART IN PLANVIEW: PROCEDURE NA FOR ARRIVAL ON GDM VOR/DME AIRWAY RADIALS 179 CW 246.  
CHART IN PLANVIEW: GDM VOR/DME R-209 AT SPENO.  
HOLD S, LT, 347.26 INBOUND.  
FAS OBST: 1234 AAO 421637N/0715855W.  
CHART VDP AT 1.41 DME.  
DISTANCE VDP TO THLD 1.45 NM.  
CHART CIRCLING ICON.

**MINIMUMS:****TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT****ALTERNATE: NA**☐

ILS: STANDARD - NA WHEN LOCAL WEATHER NOT AVAILABLE., NA WHEN CONTROL TOWER CLOSED.; LOC: STANDARD - CAT C, D 1000-3, NA WHEN LOCAL WEATHER NOT AVAILABLE., NA WHEN CONTROL TOWER CLOSED.

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 11	1180	1800	200	1180	1800	200	1180	1800	200	1180	1800	200			
S-LOC 11	1500	2400	520	1500	2400	520	1500	5500	520	1500	5500	520			
CIRCLING	1560	1	551	1740	1	731	2000	3	991	2000	3	991			

**CHANGES - REASONS**

1. RAISED CIRCLING CAT B FROM 1720 TO 1740 - NEW CONTROLLING OBSTACLE
2. MAP CHANGED FROM 5.54 NM AFTER RILOC INT/I-RSR 5.44 DME TO 5.54 NM AFTER RILOC INT/I-RSR 5.50 DME - EKW ILS DME ANTENNA RELOCATION
3. CHANGED VDP FROM 1.36 DME TO 1.41 DME - NEW CALCUALTION
4. CHANGED CHART IN PLANVIEW: PROCEDURE NA FOR ARRIVALS AT SPENO ON V229 SOUTHWEST BOUND AND ON V270 WESTSBOUND TO CHART IN PLANVIEW: PROCEDURE NA FOR ARRIVALS AT SPENO ON V270 WESTBOUND - V229 AIRWAY CANCELLED; CANCELS NOTAM 1/1917
5. REMOVED CHART NOTE: WHEN CONTROL TOWER CLOSED: INCREASE S-ILS 11 ALL CATS VISIBILITY TO RVR 4000, AND S-LOC 11 CATS A AND B TO RVR 4000 AND CATS C AND D TO 1 1/4 SM - UPDATING FORMS FROM PRIOR REMOVAL VIA NOTAM 8/9807
6. REMOVED CHART NOTE: DME REQUIRED - NO LONGER REQUIRED



<u>AIRPORT ID</u> KORH	<u>PROCEDURE NAME</u> ILS OR LOC RWY 11 ILS RWY 11 (CAT II), ILS RWY 11 (CAT III)	<u>ORIGINAL/AMENDMENT</u> 25B	<u>CITY</u> WORCESTER	<u>STATE</u> MA
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COORDINATED WITH:

A4A ☒
ALPA ☒
AOPA ☒
APA ☒
HAI ☐
NBAA ☒
OTHER: ZBW, BDL APP CON, ORH ATCT, AIRPORT MANAGER

<u>FLIGHT CHECKED BY</u> MICHAEL G CAMPBELL	<i>Digitally signed by</i> <b>JASON KRETSCHMER</b> Jul 11, 2023	<u>OFFICE</u> FPO	<u>DATE</u> 07/07/2023	
<u>DEVELOPED BY</u> ROSE BOONE-WALT	<i>Digitally signed by</i> <b>ROSE BOONE-WALT</b> May 11, 2023	<u>OFFICE</u> AJV-A421	<u>DATE</u> 01/10/2023	
<u>APPROVED BY</u> JASON KRETSCHMER	<i>Digitally signed by</i> <b>JASON KRETSCHMER</b> May 16, 2023	<u>OFFICE</u> AJV-A421	<u>DATE</u>	<u>TITLE</u> MANAGER



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

<u>AIRPORT ID</u> KORH	<u>PROCEDURE NAME</u> ILS OR LOC RWY 11 ILS RWY 11 (CAT II), ILS RWY 11 (CAT III)	<u>AMDT NO.</u> 25B	<u>CITY</u> WORCESTER	<u>STATE</u> MA	<u>AIRPORT ELEVATION</u> 1009	<u>FACILITY</u> I-RSR
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PART A: OBSTRUCTION DATA SEGMENTS

FEEDER

FROM  
GDM VOR/DME

TO  
RILOC INT/I-RSR 5.50 DME

<u>RNP</u>	<u>DISTANCE</u> 16.46	<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>
1.TOWER (25-000633)	422432.10N/0715703.90W	1859	50	20	2C	1000					2900
2.TERRAIN	423057.00N/0720248.00W	1369 (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  
SPENO INT/I-RSR 11.65 DME (IF/IAF)

TO  
RILOC INT/I-RSR 5.50 DME

<u>RNP</u>	<u>DISTANCE</u> 6.21	<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>
3.AAO	421900.00N/0720500.00W	1360	50	20	2C	500				AT940	2800
4.TERRAIN	421900.00N/0720500.00W	1160 (1200)	50	20	2C					AS1500	2700

COMPUTATIONS

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

SEGMENT REMARKS:



FINAL: ILS

FROM

RILOC INT/I-RSR 5.50 DME

TO

RW11

RNP	DISTANCE	PAT	MAP	HAT	HMAS							
	5.54		DA	200								
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC				1180

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

FINAL: LOC

FROM

RILOC INT/I-RSR 5.50 DME

TO

5.54 NM AFTER RILOC INT/I-RSR 5.50 DME

RNP	DISTANCE	PAT	MAP	HAT	HMAS							
	5.54		5.54 NM AFTER RILOC INT/I-RSR 5.50 DME	520								
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
5.AAO	421637.03N/0715855.15W		1234	50	20	2C	250					1500

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



FINAL: ILS CAT II

FROM

RILOC INT/I-RSR 5.50 DME

TO

DA

<u>RNP</u>	<u>DISTANCE</u> 5.54	<u>PAT</u>	<u>MAP</u> DA	<u>HAT</u> 100			<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>
								ASC				1080

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

RILOC

TO

P-5

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u> P-5	<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>
6.AAO	421859.62N/0715527.01W		1420	50	20	2C	1000				AT380	2800
7.TERRAIN	421847.99N/0715520.64W		1230 (1200)	50	20	2C					AS1500	2700

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



<b>AIRPORT ID</b> KORH	<b>PROCEDURE NAME</b> ILS OR LOC RWY 11 ILS RWY 11 (CAT II), ILS RWY 11 (CAT III)	<b>AMDT NO.</b> 25B	<b>CITY</b> WORCESTER	<b>STATE</b> MA	<b>AIRPORT ELEVATION</b> 1009	<b>FACILITY</b> I-RSR
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MISSED APPROACH : ILS

FROM

DA

TO

LAWRN/GDM 23.00 DME

<b>RNP</b>	<b>DISTANCE</b>	<b>PAT</b>	<b>MAP</b>	<b>HAT</b>	<b>HMAS</b> 1012
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<b>OBSTRUCTION</b>	<b>COORDINATES</b>	<b>ELEV MSL</b>	<b>HORZ</b>	<b>VERT</b>	<b>AC</b>	<b>ROC</b>	<b>OCS</b>	<b>CG</b>	<b>CGTA</b>	<b>ADJUSTMENTS</b>	<b>MIN ALT</b>
							ASC				3100
8.TOWER (25-000163)	421328.00N/0715249.00W	1192	500	50	5D	1000					2200
TERRAIN	421633.00N/0715400.00W	1108 (1100)								AS1500	2600
TERRAIN	421633.00N/0715400.00W	1108 (1100)								AS1500	2600

COMPUTATIONS

<b>ALT</b>	<b>KIAS</b>	<b>KTAS</b>	<b>HAA</b>	<b>VKTW</b>	<b>TR</b>	<b>BA</b>	<b>DTA</b>	<b>COURSE CHANGE</b>	<b>DVEB</b>	<b>VEB OCS</b>	<b>RF CENTER FIX/DISTANCE</b>
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SEGMENT REMARKS:

MISSED APPROACH : LOC

FROM

5.54 NM AFTER RILOC INT/I-RSR 5.50 DME

TO

LAWRN/GDM 23.00 DME

<b>RNP</b>	<b>DISTANCE</b>	<b>PAT</b>	<b>MAP</b>	<b>HAT</b>	<b>HMAS</b> 1250
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<b>OBSTRUCTION</b>	<b>COORDINATES</b>	<b>ELEV MSL</b>	<b>HORZ</b>	<b>VERT</b>	<b>AC</b>	<b>ROC</b>	<b>OCS</b>	<b>CG</b>	<b>CGTA</b>	<b>ADJUSTMENTS</b>	<b>MIN ALT</b>
							ASC				3100
8.TOWER (25-000163)	421328.00N/0715249.00W	1192	500	50	5D	1000					2200
TERRAIN	421633.00N/0715400.00W	1108 (1100)								AS1500	2600

COMPUTATIONS

<b>ALT</b>	<b>KIAS</b>	<b>KTAS</b>	<b>HAA</b>	<b>VKTW</b>	<b>TR</b>	<b>BA</b>	<b>DTA</b>	<b>COURSE CHANGE</b>	<b>DVEB</b>	<b>VEB OCS</b>	<b>RF CENTER FIX/DISTANCE</b>
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SEGMENT REMARKS:

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Electronic Version

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FROM

DA

TO

LAWRN/GDM 23.00 DME

RNP	DISTANCE	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>
							ASC				3100
8.TOWER (25-000163)	421328.00N/0715249.00W	1192	500	50	5D	1000					2200

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH ALTERNATE : ILS

FROM

DA

TO

TROY Y INT/PUT 7.81 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u> 1012				
<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				3100
8.TOWER (25-000163)	421328.00N/0715249.00W	1192	500	50	5D	1000					2200
TERRAIN	421633.00N/0715400.00W	1108 (1100)								AS1500	2600

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:





<b>AIRPORT ID</b> KORH	<b>PROCEDURE NAME</b> ILS OR LOC RWY 11 ILS RWY 11 (CAT II), ILS RWY 11 (CAT III)	<b>AMDT NO.</b> 25B	<b>CITY</b> WORCESTER	<b>STATE</b> MA	<b>AIRPORT ELEVATION</b> 1009	<b>FACILITY</b> I-RSR
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MISSED APPROACH ALTERNATE : LOC

FROM

5.54 NM AFTER RILOC INT/I-RSR 5.50 DME

TO

TROY Y INT/PUT 7.81 DME

<b>RNP</b>	<b>DISTANCE</b>	<b>PAT</b>	<b>MAP</b>	<b>HAT</b>	<b>HMAS</b> 1250
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<b>OBSTRUCTION</b>	<b>COORDINATES</b>	<b>ELEV MSL</b>	<b>HORZ</b>	<b>VERT</b>	<b>AC</b>	<b>ROC</b>	<b>OCS</b>	<b>CG</b>	<b>CGTA</b>	<b>ADJUSTMENTS</b>	<b>MIN ALT</b>
							ASC				3100
8.TOWER (25-000163)	421328.00N/0715249.00W	1192	500	50	5D	1000					2200
TERRAIN	421633.00N/0715400.00W	1108 (1100)								AS1500	2600

COMPUTATIONS

<b>ALT</b>	<b>KIAS</b>	<b>KTAS</b>	<b>HAA</b>	<b>VKTW</b>	<b>TR</b>	<b>BA</b>	<b>DTA</b>	<b>COURSE CHANGE</b>	<b>DVEB</b>	<b>VEB OCS</b>	<b>RF CENTER FIX/DISTANCE</b>
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SEGMENT REMARKS:

MISSED APPROACH ALTERNATE : ILS CAT II

FROM

DA

TO

TROY Y INT/PUT 7.81 DME

<b>RNP</b>	<b>DISTANCE</b>	<b>PAT</b>	<b>MAP</b>	<b>HAT</b>	<b>HMAS</b>
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<b>OBSTRUCTION</b>	<b>COORDINATES</b>	<b>ELEV MSL</b>	<b>HORZ</b>	<b>VERT</b>	<b>AC</b>	<b>ROC</b>	<b>OCS</b>	<b>CG</b>	<b>CGTA</b>	<b>ADJUSTMENTS</b>	<b>MIN ALT</b>
							ASC				3100
8.TOWER (25-000163)	421328.00N/0715249.00W	1192	500	50	5D	1000					2200
TERRAIN	421633.00N/0715400.00W	1108 (1100)								AS1500	2600

COMPUTATIONS

<b>ALT</b>	<b>KIAS</b>	<b>KTAS</b>	<b>HAA</b>	<b>VKTW</b>	<b>TR</b>	<b>BA</b>	<b>DTA</b>	<b>COURSE CHANGE</b>	<b>DVEB</b>	<b>VEB OCS</b>	<b>RF CENTER FIX/DISTANCE</b>
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SEGMENT REMARKS:



AIRPORT ID

KORH

PROCEDURE NAME

ILS OR LOC RWY 11  
ILS RWY 11 (CAT II),  
ILS RWY 11 (CAT III)

AMDT NO.

25B

CITY

WORCESTER

STATE

MA

AIRPORT ELEVATION

1009

FACILITY

I-RSR

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											
10.TREE	421646.95N/0715451.90W	1.30	551	1249	50	20	2C	300			1560
CATEGORY B											
13.TREE	421759.89N/0715351.64W	1.84	731	1439	50	20	2C	300			1740
CATEGORY C											
12.ANTENNA (25-030076)	421833.99N/0715411.29W	2.90	991	1681	20	3	1A	300			2000
CATEGORY D											
12.ANTENNA (25-030076)	421833.99N/0715411.29W	3.78	991	1681	20	3	1A	300			2000

CIRCLING REMARKS:

MSA

CENTER

GDM VOR/DME

RADIUS

25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
060-330	AAO	422921.00N/0715312.00W	128	08.3	2215	164	98	4E	1000			3300
330-060	AAO	425142.00N/0720630.00W	007	19.1	3334	164	98	4E	1000			4400

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:



<u>AIRPORT ID</u> KORH	<u>PROCEDURE NAME</u> ILS OR LOC RWY 11 ILS RWY 11 (CAT II), ILS RWY 11 (CAT III)	<u>AMDT NO.</u> 25B	<u>CITY</u> WORCESTER	<u>STATE</u> MA	<u>AIRPORT ELEVATION</u> 1009	<u>FACILITY</u> I-RSR
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PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH  
BDL APP CON, ORH TOWER

<u>WX SERVICE</u> ASOS	<u>LOCATION</u> KORH	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> KORH	<u>DISTANCE</u> 0	<u>SERVICE-A</u> Y	<u>ADJUSTMENTS</u> 0
<u>BACK-UP WX SERVICE</u> ASOS	<u>LOCATION</u> KBED	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> KBED	<u>DISTANCE</u> 28.73	<u>SERVICE-A</u> Y	<u>ADJUSTMENTS</u> 189

WX REMARKS:  
RASS PRESSURE PATTERNS THE SAME  
KORH 1009.0, KBED 132.0  
RA = 189.0.

<u>PRIMARY NAVAID</u> I-RSR	<u>MONITOR POINT</u> ORH ATCT	<u>HRS OPERATION</u> TOWER OPEN TOWER CLOSED	<u>CAT</u> 1 3
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<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>	<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
RW15 - MIRL (PCL), REIL (PCL), VASI-4L	BSC-G	
RW33 - MIRL (PCL), REIL (PCL), PAPI-4L	NPI-G	
RW11 - TDZ, ALSF-2, HIRL (PCL), C/LINE, PAPI-4R	PIR-G	APPROACH, ROLL OUT
RW29 - HIRL (PCL), REIL (PCL), C/LINE, PAPI-4L	PIR-G	APPROACH, ROLL OUT

<u>GLIDESLOPE ANGLE</u> 3.00	<u>ELEV RWY THRESHOLD</u> 980	<u>TCH</u> 55.1	<u>ELEV GS ANTENNA</u> 975.1	<u>DISTANCE FROM RWY</u> 1057	<u>VGSI ANGLE</u> 3.00	<u>TCH</u> 55.0
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FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	<input checked="" type="checkbox"/>	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE
ON CENTERLINE	<input checked="" type="checkbox"/>	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:



AIRPORT ID	PROCEDURE NAME	AMDT NO.	CITY	STATE	AIRPORT ELEVATION	FACILITY
KORH	ILS OR LOC RWY 11 ILS RWY 11 (CAT II), ILS RWY 11 (CAT III)	25B	WORCESTER	MA	1009	I-RSR

"VISUAL PORTION OF FINAL" PENETRATIONS

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.

CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE BEDFORD ALTIMETER SETTING AND INCREASE S-ILS 11 DA TO 1369 FEET AND ALL MDA 200 FEET; INCREASE S-ILS 11 ALL CATS VISIBILITY TO RVR 3500 AND S-LOC 11 CATS C AND D VISIBILITY TO 1 5/8 SM, INCREASE CIRCLING CAT B VISIBILITY TO 1 1/4 SM.

CHART NOTE: FOR INOPERATIVE ALS, WHEN USING BEDFORD ALTIMETER SETTING, INCREASE S-ILS 11 VISIBILITY ALL CATS TO RVR 6000 AND S-LOC 11 CAT C AND D VISIBILITY TO 2 SM.

CHART NOTE: WHEN CONTROL TOWER CLOSED: : WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE BEDFORD ALTIMETER SETTING AND INCREASE S-ILS 11 DA TO 1369 AND ALL MDA 200 FEET; INCREASE S-ILS 11 ALL CATS TO RVR 4500 AND INCREASE S-LOC 11 CATS C AND D TO 1 3/4, INCREASE CIRCLING CAT B VISIBILITY TO 1 1/4 SM.

80' VEGETATION UTILIZED PER FPT.

ALTERNATE MISSED HOLDING NOT PART OF ENROUTE STRUCTURE.

NO ADDITIONAL AIRSPACE REQUIRED.

ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.



<div>AIRPORT ID</div> <div>KORH</div>	<div>PROCEDURE NAME</div> <div>ILS OR LOC RWY 11 ILS RWY 11 (CAT II), ILS RWY 11 (CAT III)</div>	<div>AMDT NO.</div> <div>25B</div>	<div>CITY</div> <div>WORCESTER</div>	<div>STATE</div> <div>MA</div>	<div>AIRPORT ELEVATION</div> <div>1009</div>	<div>FACILITY</div> <div>I-RSR</div>
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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	3.03
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	0.87
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	193.84
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	1159
DISTANCE FROM	THLD	TO 1500FT POINT	4.94
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.29
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	193.84
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	1159

THRESHOLD  
COORDINATES  
(IF STR-IN)

421602.39N/0715326.87W

ARP COORDINATES

421601.70N/0715232.20W

RUNWAY APCH END  
AND DIST FURTHEST  
FROM ARP

RUNWAY 11 DISTANCE 0.68 NM

FAF  
COORDINATES

421624.42N/0720053.75W

FIX NAME  
COORDINATES

REMARKS

QUALITY  
10  
CHECKED

FAA Form 8260-9 / (11/16) Supersedes Previous Edition

Electronic Version

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