

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> KCMX	<u>PROCEDURE NAME</u> VOR RWY 25		<u>ORIGINAL/AMENDMENT</u> 17E	<u>CITY</u> HANCOCK	<u>STATE</u> MI	
<u>AIRPORT ELEVATION</u> 1095	<u>TDZE</u> 1075	<u>SUPERSEDED</u> VOR RWY 25	<u>ORIGINAL/AMENDMENT</u> 17D	<u>DATED</u> 02/25/2021	<u>MAG VAR</u> 2W	<u>EPOCH YEAR</u> 1985
<u>FACILITY</u> CMX	<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>

**MISSED APPROACH**

**MAP:**

CMX VOR/DME

**MISSED APPROACH INSTRUCTIONS:**

CLIMB TO 3100 THEN RIGHT TURN DIRECT CMX VOR/DME AND HOLD.

**ALTERNATE MISSED APPROACH INSTRUCTIONS:**

**PROFILE:**

1. PT L SIDE OF COURSE 080.00 OUTBOUND 3100 FT WITHIN 10 MILES OF CMX VOR/DME (IAF)  
2.  
3. FAC: 260.00 FAF: DIST FAF TO MAP: DIST FAF TO THLD:  
4. MIN ALT:  
8. MSA FROM: CMX VOR/DME 3300

**EQUIPMENT REQUIREMENTS NOTES:**

**NOTES:**

CHART NOTE: RWY 25 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED.



AIRPORT ID

KCMX

PROCEDURE NAME

VOR RWY 25

ORIGINAL/AMENDMENT

17E

CITY

HANCOCK

STATE

MI

ADDITIONAL FLIGHT DATA:

HOLD E, RT, 260.00 INBOUND.  
CHART FAS OBST: 1254 TREE (26-135073) 471117N/0882902W.  
FAC CROSSES RWY C/L EXTENDED 3000 FT FROM THLD.  
CHART CIRCLING ICON.

MINIMUMS:

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

ALTERNATE: NA

☐

STANDARD - CAT D 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
S-25	1620	1	545	1620	1	545	1620	1 5/8	545	1620	1 3/4	545			
CIRCLING	1620	1	525	1660	1	565	1700	1 3/4	605	1820	2 1/4	725			

CHANGES - REASONS

1. RAISED CIRCLING CAT B MDA/HAA FROM 1620/525 TO 1660/565 - APPLIED OBSTACLE CRITERIA FOR HIGH TERRAIN OUTSIDE SURVEYED AREAS CREATING NOTIONAL TREES MATCHING OTHER PROCEDURES TO STANDARDIZE ALL CIRCLING MINIMUMS.  
2. ADDED OBSTACLE ID NUMBER TO FAS OBST IN ADDITIONAL FLIGHT DATA - INFO.

COORDINATED WITH:

A4A ☒ ALPA ☒ AOPA ☒ APA ☐ HAI ☐ NBAA ☒ OTHER: ZMP, AMGR

FLIGHT CHECKED BY

PROCESSED IAW TECHNICAL SUPPORT GROUP (AJF-17) MEMO DATED 07/07/2021 GUIDANCE FOR PROCEDURAL CHANGES REQUIRING FLIGHT INSPECTION/VALIDATION

DEVELOPED BY

KELLY DEAN

Digitally signed by  
KELLY D DEAN  
Sep 21, 2023

APPROVED BY

CASIMIR TABAKA

Digitally signed by  
CASIMIR L TABAKA  
Oct 16, 2023

OFFICE

Digitally signed by  
CASIMIR L TABAKA  
Oct 16, 2023

DATE

06/09/2023

TITLE

MANAGER



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

<u>AIRPORT ID</u> KCMX	<u>PROCEDURE NAME</u> VOR RWY 25	<u>AMDT NO.</u> 17E	<u>CITY</u> HANCOCK	<u>STATE</u> MI	<u>AIRPORT ELEVATION</u> 1095	<u>FACILITY</u> CMX
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PART A: OBSTRUCTION DATA SEGMENTS

FINAL: PT

FROM  
10 NM

TO  
CMX VOR/DME

<u>RNP</u>	<u>DISTANCE</u> 10.00	<u>PAT</u>	<u>MAP</u> CMX VOR/DME	<u>HAT</u> 545	<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.TREE (26-135073)	471117.26N/0882902.12W	1254	20	10	1B	300				XP66	1620

COMPUTATIONS

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

SEGMENT REMARKS:

XP: MATCHED PREVIOUS MINS

PROCEDURE TURN

FROM  
CMX VOR/DME

TO  
10 NM

<u>RNP</u>	<u>DISTANCE</u>	<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>
												2.TOWER (26-001012)	471444.00N/0882633.00W	1369	250	50	4D	1000				AT700	3100
												3.TERRAIN	470806.00N/0883355.00W	1535 (1500)								AS1500	3000

COMPUTATIONS

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

SEGMENT REMARKS:



MISSED APPROACH

FROM  
CMX VOR/DME

TO  
CMX VOR/DME

RNP	DISTANCE	PAT	MAP	HAT			HMAS 1320					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC				3100
4.TOWER (26-002808)	471555.88N/0882656.58W		1771	500	125	5E	1000					2800
5.TERRAIN	470506.00N/0884024.00W		1388 (1400)								AS1500	2900

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

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											
6.TREE	471118.49N/0882908.64W	1.30	525	1319	50	20	2C	300			1620
CATEGORY B											
7.TREE	471219.78N/0883011.80W	1.84	565	1359	50	20	2C	300			1660
CATEGORY C											
8.ANTENNA (26-134901)	470827.30N/0883227.31W	2.90	605	1381	20	3	1A	300			1700
CATEGORY D											
9.ANTENNA (26-134318)	470806.10N/0883356.08W	3.79	725	1514	20	3	1A	300			1820

CIRCLING REMARKS:



MSA

CENTER  
CMX VOR/DME

RADIUS  
25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	AAO	464521.00N/0880918.00W	153	28.3	2215	164	98	4E	1000			3300

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH  
ZMP ARTCC, GRB FSS

<u>WX SERVICE</u> ASOS	<u>LOCATION</u> KCMX	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> KCMX	<u>DISTANCE</u> 0.37	<u>SERVICE-A</u> Y	<u>ADJUSTMENTS</u> 0
<u>BACK-UP WX SERVICE</u> AWOS-3	<u>LOCATION</u> KSAW	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> KSAW	<u>DISTANCE</u> 66.54	<u>SERVICE-A</u> Y	<u>ADJUSTMENTS</u> 171

WX REMARKS:  
RASS PRESSURE PATTERNS THE SAME  
KCMX 1095, KSAW 1221  
RA = 170.62

<u>PRIMARY NAVAID</u> CMX VOR/DME	<u>MONITOR POINT</u> MOCC	<u>HRS OPERATION</u> 24	<u>CAT</u> 1
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<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>	<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
RW07 - MIRL, REIL, PAPI-2L	NPI-G	
RW25 - MIRL, REIL, PAPI-4L	NPI-G	
RW14 - HIRL (PCL), REIL (PCL), PAPI-4L (PCL)	PIR-G	
RW32 - MALSR (PCL), HIRL (PCL), PAPI-4L (PCL)	PIR-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>
					3.00	41.0

FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	<input type="checkbox"/>	3000	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:



"VISUAL PORTION OF FINAL" PENETRATIONS

Final Type	VOR 25
34:1	
1123 TREE (26-134787) 471012.10N/0882827.99W (19.38)	1136 TREE (26-054792) 471015.62N/0882822.97W (18.88)
1130 TREE (26-134585) 471013.41N/0882824.12W (17.61)	1135 TREE (26-055413) 471015.80N/0882821.89W (15.65)
1133 TREE (26-054877) 471015.95N/0882823.03W (15.61)	1135 TREE (26-062785) 471015.38N/0882821.34W (15.11)
1134 TREE (26-056174) 471015.43N/0882821.80W (14.91)	1131 TREE (26-095826) 471015.33N/0882823.14W (14.54)
1120 TREE (26-063052) 471013.37N/0882827.42W (13.83)	1121 TREE (26-134413) 471013.41N/0882826.89W (13.79)
1131 TREE (26-134449) 471013.41N/0882821.39W (13.51)	1126 TREE (26-100812) 471013.40N/0882823.81W (13.05)
1131 TREE (26-056271) 471016.14N/0882822.15W (11.74)	1129 TREE (26-056171) 471016.40N/0882823.14W (11.28)
1131 TREE (26-056273) 471015.71N/0882821.04W (10.17)	1136 TREE (26-134961) 471015.99N/0882818.45W (10)
1123 TREE (26-134621) 471014.22N/0882824.24W (9.89)	1126 TREE (26-062960) 471016.26N/0882823.74W (9.57)
1117 TREE (26-056390) 471014.21N/0882827.23W (9.49)	1129 TREE (26-055452) 471016.02N/0882821.47W (8.61)
1132 TREE (26-055513) 471015.98N/0882819.73W (8.4)	1133 TREE (26-065072) 471015.96N/0882819.16W (8.36)
1126 TREE (26-054881) 471016.33N/0882822.76W (7.66)	1132 TREE (26-063703) 471016.15N/0882819.44W (7.66)
1128 TREE (26-100869) 471016.39N/0882821.65W (7.51)	1132 TREE (26-095781) 471016.10N/0882818.78W (6.49)
1126 TREE (26-062784) 471013.34N/0882820.26W (6.48)	1123 TREE (26-055710) 471013.40N/0882821.83W (6.35)
1132 TREE (26-055185) 471016.21N/0882818.33W (5.52)	1125 TREE (26-095782) 471015.61N/0882821.42W (4.99)
1126 TREE (26-062786) 471016.00N/0882821.10W (4.94)	1127 TREE (26-134461) 471013.43N/0882818.74W (4.53)
1121 TREE (26-055709) 471016.03N/0882823.53W (4.45)	1120 TREE (26-055708) 471015.52N/0882823.62W (4.21)
1129 TREE (26-055516) 471016.28N/0882819.06W (3.8)	1120 TREE (26-029338) 471020.03N/0882826.02W (3.42)
1127 TREE (26-056276) 471016.23N/0882819.83W (3.3)	1111 TREE (26-055685) 471014.08N/0882827.03W (3.27)
1121 TREE (26-056172) 471015.33N/0882822.16W (2.7)	1107 TREE (26-056010) 471014.46N/0882828.93W (2.38)
1122 TREE (26-095824) 471016.50N/0882822.04W (2.11)	1103 TREE (26-053189) 471013.73N/0882829.67W (0.61)
1115 TREE (26-056167) 471015.12N/0882823.86W (0.13)	

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.  
  
BACKUP ALTIMETER CONTINGENCY NOTE:  
USE MARQUETTE ALTIMETER SETTING AND INCREASE ALL MDA 180 FEET. INCREASE S-25 CAT C VISIBILITY 3/8 SM, CAT D 1/4 SM. INCREASE CIRCLING CAT C 1/2 SM AND CAT D 3/4 SM.  
  
ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.





<u>AIRPORT ID</u> KCMX	<u>PROCEDURE NAME</u> VOR RWY 25	<u>AMDT NO.</u> 17E	<u>CITY</u> HANCOCK	<u>STATE</u> MI	<u>AIRPORT ELEVATION</u> 1095	<u>FACILITY</u> CMX
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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	FACILITY	TO 1000FT POINT	7.00
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	4.80
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	258.00
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	1200
DISTANCE FROM	FACILITY	TO 1500FT POINT	7.00
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	4.80
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	258.00
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	1200

THRESHOLD  
COORDINATES  
(IF STR-IN)

471011.56N/0882846.38W

ARP COORDINATES

471006.30N/0882920.65W

RUNWAY APCH END  
AND DIST FURTHEST  
FROM ARP

RUNWAY 14 DISTANCE 0.58 NM

FAF  
COORDINATES

FIX NAME  
COORDINATES

REMARKS

NO ADDITIONAL AIRSPACE REQUIRED

QUALITY  
35  
CHECKED

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

Electronic Version

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PART E: PREPARED BY

<u>NAME</u> KELLY DEAN	<u>OFFICE</u> AJV-A432	<u>DATE</u> 06/09/2023	<u>TITLE</u> AERONAUTICAL INFORMATION SPECIALIST
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