

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> KCIU	<u>PROCEDURE NAME</u> ILS OR LOC RWY 16	<u>ORIGINAL/AMENDMENT</u> 8G	<u>CITY</u> SAULT STE MARIE	<u>STATE</u> MI		
<u>AIRPORT ELEVATION</u> 799	<u>TDZE</u> 799	<u>SUPERSEDED</u> ILS OR LOC RWY 16	<u>ORIGINAL/AMENDMENT</u> 8F	<u>DATED</u> 10/08/2020	<u>MAG VAR</u> 7W	<u>EPOCH YEAR</u> 2015
<u>FACILITY</u> I-CIU	<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>
SSM VOR/DME		KOLOE LOM/INT					247.16	10.59	2600
PINES/24.00 DME		KOLOE LOM/INT					359.70	18.26	4000

MISSED APPROACH

MAP:

ILS: DA
LOC: 4.67 NM AFTER KOLOE LOM/INT OR AT (CFCHN)

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 1500 THEN CLIMBING RIGHT TURN TO 2600 DIRECT KOLOE LOM/INT AND HOLD, CONTINUE CLIMB-IN-HOLD TO 2600.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

1. PT L SIDE OF COURSE 336.99 OUTBOUND 2600 FT WITHIN 15 MILES OF KOLOE LOM/INT (IAF)

2.

3. FAC: 156.99 FAF: KOLOE LOM/INT DIST FAF TO MAP: 4.67 DIST FAF TO THLD: 5.27

4. MIN ALT: KOLOE LOM/INT 2600

5. DIST TO THLD FROM OM: 5.27 MM: IM: 150 HAT: GS ANT: 1076

6. MIN GS INCPT: 2600 GS ALT AT PFAF: KOLOE LOM/INT 2600 OM: 2563 MM: IM:

7. GS ANGLE: 3.00 34:1: 20:1: TCH: 58.1

8. MSA FROM: KOLOE LOM 135-225 4000, 225-135 3100

EQUIPMENT REQUIREMENTS NOTE:

ADF REQUIRED.



NOTES:

CHART NOTE: AUTOPILOT COUPLED APPROACH NA BELOW 1380.
CHART PROFILE NOTE: LOC UNUSABLE FROM 0.6 NM INBOUND. GLIDESLOPE UNUSABLE BELOW 1090 FT.
CHART NOTE: FOR INOPERATIVE ALS, INCREASE S-ILS 16 VISIBILITY TO 7/8 SM ALL CATS AND S-LOC 16 CAT C/D/E TO 1 SM.

ADDITIONAL FLIGHT DATA:

CHART IN PLANVIEW: (CFCHN) AT 461554.03N/0842907.10W
CHART IN PLANVIEW: (CFVFD) AT 462508.45N/0843650.43W
HOLD NW, RT, 156.99 INBOUND.
FAS OBST: 909 AAO 461818N/0843102W.
CHART CIRCLING ICON.

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

ALTERNATE: NA ☒

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 16	1090	1/2	291	1090	1/2	291	1090	1/2	291	1090	1/2	291	1090	1/2	291
S-LOC 16	1160	1/2	361	1160	1/2	361	1160	5/8	361	1160	5/8	361	1160	5/8	361
CIRCLING	1260	1	461	1260	1	461	1260	1 1/2	461	1360	2	561	1380	2	581

CHANGES - REASONS

1. INCORPORATED CHANGES FROM PREVIOUSLY PUBLISHED PNOTAM AMDT 8F.
2. TACAN AIRCRAFT PORTION OF MISSED APPROACH INSTRUCTIONS DELETED. - INCORPORATES TNOTAM 1/9070.
3. ADDED “CONTINUE CLIMB-IN-HOLD TO 2600” TO MISSED APPROACH INSTRUCTIONS. - IAW 8260.3E 16-7.
4. ADDED CHART NOTE: FOR INOPERATIVE ALS, INCREASE S-ILS 16 VISIBILITY TO 7/8 SM ALL CATS AND S-LOC 16 CAT C/D/E TO 1 SM. - MOVED NOTE FROM 8260-9 TO BE CHARTED IAW 8260.19I 8-6-11.
5. CHANGED LOC MAP DESCRIPTION FROM "LOC: 4.67 NM AFTER KOLOE LOM OR AT (CFCHN)," TO "LOC: 4.67 NM AFTER KOLOE LOM/INT OR AT (CFCHN)." - CHANGED TO MATCH LOCATION DESCRIPTION USED THROUGHOUT PROCEDURE.

COORDINATED WITH:

~~A4A~~ ☒ ~~ALPA~~ ☒ ~~AOPA~~ ☒ ~~APA~~ ☐ ~~HAI~~ ☐ ~~NBAA~~ ☒ **OTHER:** ZMP, TOR CTR, AMGR

FLIGHT CHECKED BY MICHAEL A GREENWOOD	<i>Digitally signed by</i> DONALD E SMITH Mar 17, 2023	OFFICE FPO	DATE 03/14/2023
DEVELOPED BY STEVEN WINNER	<i>Digitally signed by</i> DONALD E SMITH Mar 17, 2023	OFFICE AJV-A413	DATE 09/27/2022
APPROVED BY JULIE MORGAN	<i>Digitally signed by</i> DONALD E SMITH Mar 17, 2023	OFFICE AJV-A410	DATE

TITLE

MANAGER

QUALITY
35
CHECKED

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

<u>AIRPORT ID</u> KCIU	<u>PROCEDURE NAME</u> ILS OR LOC RWY 16	<u>AMDT NO.</u> 8G	<u>CITY</u> SAULT STE MARIE	<u>STATE</u> MI	<u>AIRPORT ELEVATION</u> 799	<u>FACILITY</u> I-CIU
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PART A: OBSTRUCTION DATA SEGMENTS

FEEDER

FROM
SSM VOR/DME

TO
KOLOE LOM/INT

<u>RNP</u>	<u>DISTANCE</u> 10.59	<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 (26-001713)	462328.00N/0842752.00W		1078	500	50	5D	1000				AT522	2600
2.TERRAIN	461612.00N/0842921.00W		814 (800)								AS1500	2300

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FEEDER

FROM
PINES/24.00 DME

TO
KOLOE LOM/INT

<u>RNP</u>	<u>DISTANCE</u> 18.26	<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.TOWER (26-002545)	460427.00N/0842747.00W		1357	500	50	5D	1000				XP1643	4000
4.TERRAIN	460719.00N/0843143.50W		1030 (1000)								AS1500	2500

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

XP 1643: SAFETY BUFFER FOR QUARRY BLASTING.



INTERMEDIATE: PT

FROM

15 NM

TO

KOLOE LOM/INT

RNP	DISTANCE	PAT	MAP	HAT			HMAS					
	15.00											
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
5.AAO	462823.00N/0844029.50W		1225	1000	3	6A	500				DG875	2600
6.TERRAIN	462823.00N/0844029.50W		1025 (1000)								AS1500	2500

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

FROM

KOLOE LOM/INT

TO

RW16

RNP	DISTANCE	PAT	MAP	HAT			HMAS					
	4.78		DA	291								
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC			XP41	1090

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

XP ILS DA ADJUSTED TO 1090 BASED ON FLIGHT CHECK FINDINGS THAT GLIDESLOPE UNUSABLE BELOW 1090 FT.



FINAL: LOC

FROM

KOLOE LOM/INT

TO

4.67 NM AFTER KOLOE LOM/INT OR AT (CFCHN)

RNP	DISTANCE	PAT	MAP	HAT	HMAS							
	4.67		4.67 NM AFTER KOLOE LOM/INT OR AT (CFCHN)	361								
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
7.AAO	461818.00N/0843102.30W		909	50	20	2C	250					1160

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

PROCEDURE TURN

FROM

KOLOE LOM/INT

TO

15 NM

RNP	DISTANCE	PAT	MAP	HAT	HMAS							
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
8.WMILL (CA-005176)	463343.30N/0843505.80W		1478	250	50	4D	1000					2500
9.TERRAIN	463321.00N/0843342.00W		1100 (1100)									2600

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



MISSED APPROACH : ILS

FROM
DA

TO
KOLOE LOM/INT

RNP	DISTANCE	PAT	MAP	HAT			HMAS 924					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC				2600
10.AAO	460719.20N/0843143.80W		1230	1000	125	6E	1000					2300
11.TERRAIN	460719.20N/0843143.80W		1030 (1000)								AS1500	2500

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

MISSED APPROACH : LOC

FROM
4.67 NM AFTER KOLOE LOM/INT OR AT (CFCHN)

TO
KOLOE LOM/INT

RNP	DISTANCE	PAT	MAP	HAT			HMAS 910					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC				2600
10.AAO	460719.20N/0843143.80W		1230	1000	125	6E	1000					2300
11.TERRAIN	460719.20N/0843143.80W		1030 (1000)								AS1500	2500

COMPUTATIONS	ALT	KIAS	KTAS	HAA	VKTW	TR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE
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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											
12.TANK (26-000743)	461547.21N/0842804.99W	1.30	461	959	50	20	2C	300			1260
CATEGORY B											
12.TANK (26-000743)	461547.21N/0842804.99W	1.83	461	959	50	20	2C	300			1260
CATEGORY C											
12.TANK (26-000743)	461547.21N/0842804.99W	2.88	461	959	50	20	2C	300			1260
CATEGORY D											
12.TANK (26-000743)	461547.21N/0842804.99W	3.77	561	959	50	20	2C	300		HAA	1360
CATEGORY E											
13.TOWER (26-000252)	461427.00N/0843440.00W	4.71	581	1019	20	50	1D	300		AC50	1380

CIRCLING REMARKS:

MSA

CENTER

CI OM

RADIUS

25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
135-225	BLASTING OPS	460339.60N/0841737.80W	153	19.3	3000	250	125	4E	1000			4000
225-135	TWR	464238.00N/0841040.00W	039	27.3	2051	250	50	4D	1000			3100

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH
TORONTO ARTCC, GRB FSS

<u>WX SERVICE</u> AWOS-3PT	<u>LOCATION</u> KCIU	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> KCIU	<u>DISTANCE</u> 0	<u>SERVICE-A</u> Y	<u>ADJUSTMENTS</u> 0
<u>BACK-UP WX SERVICE</u> ASOS	<u>LOCATION</u> KANJ	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> KANJ	<u>DISTANCE</u> 14.38	<u>SERVICE-A</u> Y	<u>ADJUSTMENTS</u> 45

WX REMARKS:
RASS PRESSURE PATTERNS THE SAME:
KCIU 799, KANJ 716
RA = 44.7

<u>PRIMARY NAVAID</u> I-CIU	<u>MONITOR POINT</u>	<u>HRS OPERATION</u> 24	<u>CAT</u> 3
<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>		<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
RW10 - MIRL (PCL), REIL (PCL), PAPI-4L (PCL)		NPI-F	
RW28 - MIRL (PCL), REIL (PCL), PAPI-4L (PCL)		NPI-F	
RW16 - MALSR (PCL), HIRL (PCL), PAPI-4L (PCL)		PIR-F	
RW34 - HIRL (PCL), REIL (PCL), PAPI-4L (PCL)		PIR-F	

<u>GLIDESLOPE ANGLE</u> 3.00	<u>ELEV RWY THRESHOLD</u> 798.5	<u>TCH</u> 58.1	<u>ELEV GS ANTENNA</u> 794.9	<u>DISTANCE FROM RWY</u> 1076	<u>VGSI ANGLE</u> 3.00	<u>TCH</u> 57.0
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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:



"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:

VDP NOT ESTABLISHED - FINAL FACILITY DOES NOT HAVE DME.

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

FOR CONTINGENCY PURPOSES: WHEN LOCAL ALTIMETER SETTING NOTE RECEIVED, USE SAULT STE MARIE MUNI/SANDERSON FIELD ALTIMETER SETTING: INCREASE DA TO 1135 FEET; INCREASE ALL MDA 60 FEET AND VISIBILITY S-LOC 16 CAT C/D/E 1/8 SM AND CIRCLING CAT E 1/4 SM.

FOR INOPERATIVE ALS WHEN USING SAULT STE MARIE MUNI/SANDERSON FIELD ALTIMETER SETTING, INCREASE S-ILS 16 ALL CATS VISIBILITY TO 1 SM AND S-LOC 16 CAT E TO 1 1/4 SM.

MSA: OBSTACLE 3000' QUARRY BLASTING OPERATION AT 460339.60N/0841737.80W. FURTHER DETAILS AVAILABLE FROM CARMEUSE LIME AND STONE, 906-484-2201, EXT 224. ROCK TRAVELS UPWARDS 1000' ABOVE 860' SURFACE PLUS 1140' BUFFER PROVIDING 4000' MSA.

MISSED APPROACH POINT AT (CFCHN) DUE TO ILS BEING UNUSABLE INBOUND FROM 0.6 NM TO THLD.

ALTERNATE MINIMUMS NA DUE TO NAVAID MONITOR STATUS.

ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.

AIRPORT ID KCIU	PROCEDURE NAME ILS OR LOC RWY 16	AMDT NO. 8G	CITY SAULT STE MARIE	STATE MI	AIRPORT ELEVATION 799	FACILITY I-CIU
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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	2.11
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	0.68
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	150.01
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	800
DISTANCE FROM	THLD	TO 1500FT POINT	4.18
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.12
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	150.01
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	800

THRESHOLD
COORDINATES
(IF STR-IN)

461522.87N/0842841.14W

ARP COORDINATES

461502.71N/0842820.58W

RUNWAY APCH END
AND DIST FURTHEST
FROM ARP

RUNWAY 34 DISTANCE 0.78 NM

FAF
COORDINATES

461956.75N/0843229.58W

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> STEVEN WINNER	<u>OFFICE</u> AJV-A413	<u>DATE</u> 09/27/2022	<u>TITLE</u> AERONAUTICAL INFORMATION SPECIALIST
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