

US DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION		ILS - STANDARD INSTRUMENT APPROACH PROCEDURE TITLE 14 CFR PART 97.29		Bearings, headings, courses, 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 in feet RVR.									
TERMINAL ROUTES				MISSED APPROACH									
FROM		TO		COURSE AND DISTANCE		ALTITUDE							
MKG VORTAC		PADBE INT/I-MKG 5.93 DME/RADAR		231.81 / 6.19		2700							
SINNI INT/I-MKG 12.16 DME (IF/IAF)		PADBE INT/I-MKG 5.93 DME/RADAR (NOPT)		321.40 / 6.23 (MKG)		2200							
				ILS: DA LOC: 4.78 MILES AFTER PADBE INT/I-MKG 5.93 DME/RADAR OR AT I-MKG 1.15 DME FIX									
				CLIMB TO 2500 THEN RIGHT TURN DIRECT MKG VORTAC AND HOLD, OR AS DIRECTED BY ATC.									
				ALTERNATE MA: CLIMB TO 2500 THEN CLIMBING RIGHT TURN TO 3000 DIRECT HIC VOR/DME AND HOLD.									
				ADDITIONAL FLIGHT DATA: HOLD E, RT, 270.00 INBOUND. CHART IN PLANVIEW: ALTERNATE MA HOLDING, HOLD SW WHITE CLOUD VOR/DME, RT, 047.00 INBOUND. FAS OBST: 810 AAO 430714N/0861025W OBST: 850 AAO 430640N/0860833W CHART: ASR CHART VDP AT 2.35 DME* DISTANCE VDP TO THLD 1.19 MILES. *LOC ONLY. CHART IN PLANVIEW: HIC VOR/DME. CHART CIRCLING ICON CHART IN PLANVIEW: MKG R-185, 8.5 DME AT SINNI									
1. PT <u>R</u> SIDE OF COURSE <u>141.40</u> OUTBOUND <u>2700</u> FT WITHIN <u>10</u> MILES OF <u>PADBE</u> (IAF)													
2. _____													
3. FAC: <u>321.40</u> FAF: PADBE INT/I-MKG 5.93 DME/RADAR DIST FAF TO MAP: <u>4.78</u> THLD: <u>4.78</u>													
4. MIN. ALT: PADBE INT/I-MKG 5.93 DME/RADAR 2200													
5. DIST TO THLD FROM OM: _____ MM: _____ IM: _____ 150 HAT: _____ 100 HAT: _____ GS ANT: 1010													
6. MIN GS INCPT: <u>2200</u> GS ALT AT: _____ OM: _____ MM: _____ IM: _____													
7. GS ANGLE: <u>3.00</u> TCH: <u>49.9</u>													
8. MSA FROM: MKG VORTAC 350-180 2900, 180-350 2300				MAG VAR: 4W EPOCH YEAR: 1995									
MINIMUMS													
TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT				ALTERNATE: N A		ILS: STANDARD #		LOC: STANDARD @					
CATEGORY =====>		A		B		C		D		E			
		DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA
S-ILS 32**		829	2400	200	829	2400	200	829	2400	200	829	2400	200
S-LOC 32		1060	2400	431	1060	2400	431	1060	4000	431	1060	4000	431
CIRCLING		1080	1	451	1180	1	551	1200	1 1/2	571	1200	2	571
NOTES: CHART NOTE: **RVR 1800 AUTHORIZED WITH USE OF FD OR AP OR HUD TO DA. CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE FREMONT ALTIMETER SETTING AND INCREASE DA 65 FEET, AND ALL MDA 80 FEET, INCREASE S-LOC 32 CAT C AND D VISIBILITY TO RVR 5500 AND CIRCLING CAT C TO 1 3/4 MILE. (SEE FORM 8260-10)													
CITY AND STATE MUSKEGON, MI		ELEVATION: 629 THRE: 629 AIRPORT NAME: MUSKEGON COUNTY		FACILITY IDENTIFIER: I-MKG		PROCEDURE NO./AMDT NO./EFFECTIVE DATE: ILS OR LOC RWY 32, AMDT 19 29 MAY 2014				SUP: AMDT: 18A DATED 06/03/2010			

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ILS - STANDARD
INSTRUMENT APPROACH PROCEDURE - TITLE 14 CFR PART 97.29

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NOTES, (CONT.):

CHART NOTE: FOR INOPERATIVE MALSR WHEN USING FREMONT MUNI ALTIMETER SETTING INCREASE S-ILS 32 ALL CATS VISIBILITY TO 7/8 MILE, S-LOC 32 CAT A AND B VISIBILITY TO 1 MILE, CAT C AND D TO 1 3/8 MILE.

CHART NOTE: VDP NA WHEN USING FREMONT MUNI ALTIMETER SETTING.

QUALITY
3
CHECKED

CITY AND STATE
MUSKEGON, MI

ELEVATION: 629 THRE: 629
AIRPORT NAME:
MUSKEGON COUNTY

FACILITY
IDENTIFIER:
I-MKG

PROCEDURE NO./AMDT NO./EFFECTIVE DATE:
ILS OR LOC RWY 32, AMDT 19
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FLIGHT STANDARDS SERVICES - FAR PART 97.29

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[illegible][illegible][illegible][illegible]

SEGMENT	1	2	3	4	5	6	7	8	9	0	1	2	3
SUSAP	KMKGK5FI32	AMKG	010MKG	K5D 0V	IF					18000		0	NS
SUSAP	KMKGK5FI32	AMKG	020PADBEK5PC0E		TF				+ 02700			0	NS
SUSAP	KMKGK5FI32	AMKG	030PADBEK5PC0EE	AL	PI	GRR	K5	3078034418640100D		+ 02700		0	NS
SUSAP	KMKGK5FI32	I	010SINN1K5EA0E	I	IF	IMKGK5		14140122	PI	J	027000220018000		0
SUSAP	KMKGK5FI32	I	020PADBEK5PC0E	F	CF	IMKGK5		1414005932100062PI		H	0220002200	-300MKG	K5D 0
SUSAP	KMKGK5FI32	I	030RW32	K5PG0GY	M	CF	IMKGK5	1414001232100048PI			00678	-300	0
SUSAP	KMKGK5FI32	I	040	0	M	CA		3214		+ 02500			0
SUSAP	KMKGK5FI32	I	050MKG	K5D 0VY	R	DF				+ 02500			0
SUSAP	KMKGK5FI32	I	060MKG	K5D 0VE	R	HM		2700T010		+ 02500			0

[illegible][illegible]

QUALITY
5789012
2
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SUP:	
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[illegible]

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2
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ILS STANDARD INSTRUMENT APPROACH PROCEDURE

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ARINC SUMMARY - 424-18 - ILS

ROUTES	TRANSITION	FIX	SEQ	USE	PATH	TURN	FO/FB	RNP	MAG(TRUE)	DISTANCE	ALTITUDE	SPEED
	MKG	MKG	010		IF		FB					
	MKG	PADBE	020		TF		FB				AA 02700	
	MKG	PADBE	030	IAF	PI	L	FB		186.4()	010.0	AA 02700	
		SINNI	010	FACF	IF		FB				AA 02700 GI 02200	
		PADBE	020	FAF	CF		FB		321.0()	006.2	GI 02200 GS 02200	
		RW32	030	MAP	CF		FO		321.0()	004.8	AT 00678	

MISSED APPROACH	FIX	SEQ	USE	PATH	TURN	FO/FB	RNP	MAG(TRUE)	DISTANCE	ALTITUDE	SPEED
		040		CA		FB		321.4()		AA 02500	
	MKG	050		DF	R	FO				AA 02500	
	MKG	060		HM	R	FO		270.0()	T01.0	AA 02500	

POINT DATA	WAYPOINT	LAT IN SECS	LONG IN SECS	LAT IN MINS	LONG IN MINS
	GRR	N424712.18	W0852949.45	N4247.203	W08529.824
	MKG	N431009.31	W0860221.76	N4310.155	W08602.363
	IMKG (DME)	N431038.34	W0861420.59	N4310.639	W08614.343
	SINNI	N430138.82	W0860309.70	N4301.647	W08603.162
	PADBE	N430614.52	W0860854.47	N4306.242	W08608.908
	RW32	N430945.68	W0861319.36	N4309.761	W08613.323
	IMKG (LOC)	N431037.37	W0861424.32	N4310.623	W08614.405

RUNWAY DATA	THRESHOLD	
RWY	ELEVATION	TCH
RW32	00629	50

2
CHECKED

CITY AND STATE
MUSKEGON, MIELEVATION: 629 THRE: 629
AIRPORT NAME:
MUSKEGON COUNTYFACILITY
IDENTIFIER:
I-MKGPROCEDURE NO. / AMDT NO. / EFFECTIVE DATE:
ILS OR LOC RWY 32, AMDT 19
29 MAY 2014SUP:
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FLIGHT STANDARDS SERVICES - FAR PART 97.25

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ARINC PACKET - 424-18 - LOC

[illegible][illegible][illegible][illegible]

SEGMENT	1	2	3	4	5	6	7	8	9	0	1	2	3
SUSAP	KMKGK5FL32	AMKG	010MKG	K5D OV	IF					18000		0	NS
SUSAP	KMKGK5FL32	AMKG	020PADBEK5PC0E		TF			+ 02700				0	NS
SUSAP	KMKGK5FL32	AMKG	030PADBEK5PC0EE	AL	PI	GRR K5	3078034418640100D	+ 02700				0	NS
SUSAP	KMKGK5FL32	L	010SINNIK5EA0E	I	IF	IMKGK5	14140122	PI	+ 02700	18000		0	NS
SUSAP	KMKGK5FL32	L	020PADBEK5PC0E	F	CF	IMKGK5	1414005932100062PI	+ 02200			MKG	K5D	0 NS
SUSAP	KMKGK5FL32	L	030RW32	K5PGOGY M	CF	IMKGK5	1414001232100048PI	00678		-301		0	NS
SUSAP	KMKGK5FL32	L	040	0 M	CA		3214	+ 02500				0	NS
SUSAP	KMKGK5FL32	L	050MKG	K5D OVY R	DF			+ 02500				0	NS
SUSAP	KMKGK5FL32	L	060MKG	K5D OVE R	HM		2700T010	+ 02500				0	NS

[illegible][illegible]

SUP:	
AMDT:	18A
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LOC STANDARD INSTRUMENT APPROACH PROCEDURE

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	1	2	3	4	5	6	7	8	9	0	1	2	3
MSA	1	2	3	4	5	6	7	8	9	0	1	2	3

SUSAP	K	M	K	G	K	S	S	M	K	G	K	S	D
	0	1	7	0	3	6	0	0	2	9	2	5	3
	6	0	1	7	0	0	2	3	2	5			
												M	



CITY AND STATE
MUSKEGON, MI

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RUNWAY DATA	THRESHOLD	ELEVATION	TCH
RWY			
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2
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