

U.S. 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	ILS: AT THE DH LOC: 4.99 MILES AFTER AYUSU					
TDT VORTAC (IAF) DACCA (IF/IAF)	DACCA INT (NoPT) AYUSU INT	251.62/18.40 207.27/6.85 (I-FKL)	3400 3200	CLIMB TO 2200, THEN CLIMBING RIGHT TURN TO 3400 DIRECT FKL VOR AND HOLD, CONTINUE CLIMB-IN-HOLD TO 3400; OR WHEN DIRECTED BY ATC, CLIMB TO 2200 THEN CLIMBING LEFT TURN TO 3400 VIA HEADING 050 AND CIP VOR/DME R-336 TO DACCA INT AND HOLD NE, RT 207.27 INBOUND.					
				ADDITIONAL FLIGHT DATA: HOLD N, RT, 186.00 INBOUND CHART FAS OBST: 1639 TREE 412651N/0794953W CHART ESTES OM (SUBDUED)					

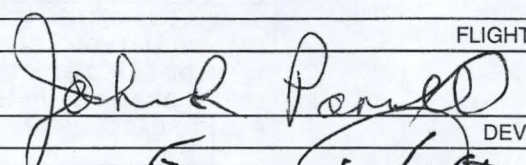
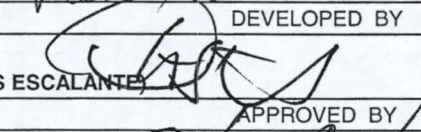

1. PT _____ SIDE OF COURSE _____ OUTBOUND _____ FT WITHIN _____ MILES OF _____ (IAF)									
2. HOLD NE DACCA, RT, 207.27 INBOUND, 3400 FT. IN LIEU OF PT (IAF).									
3. FAC: 207.27 FAF: AYUSU DIST FAF TO MAP: 4.99 THLD: 4.99									
4. MIN. ALT: DACCA 3400, AYUSU 3200									
5. DIST TO THLD FROM OM: 4.99 MM: - IM: 150 HAT: 100 GS ANT: 976									
6. MIN GS INCPT: 3200 GS ALT AT: AYUSU 3200 OM: - MM: - IM: -									
7. GS ANGLE: 3.00 TCH: 55.0									
8. MSA FROM: FKL VOR 3300									

MAG VAR: 10W EPOCH YEAR: 05

MINIMUMS																
TAKEOFF:		STANDARD	<input checked="" type="checkbox"/>	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	DH/ MDA	VIS	HAT/HAA
S-ILS	21	1740	1/2	200	1740	1/2	200	1740	1/2	200	1740	1/2	200			
S-LOC	21	1900	1/2	360	1900	1/2	360	1900	1/2	360	1900	3/4	360			
CIRCLING		1960	1	420	2000	1	460	2000	1 1/2	460	2100	2	560			

NOTES: @NA WHEN LOCAL WEATHER NOT AVAILABLE
 CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS ON TDT VORTAC AIRWAY RADIALS 239 CW 304.
 CHART NOTE: IF LOCAL ALTIMETER SETTING NOT RECEIVED, USE PORT MEADVILLE ALTIMETER SETTING AND INCREASE ALL DAs/MDAs 80 FEET. CHART PROFILE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT.

CITY AND STATE	ELEVATION: 1540 TDZE: 1540	FACILITY IDENTIFIER:	PROCEDURE NO. / AMDT NO. / EFFECTIVE DATE:	SUP:
FRANKLIN, PA	AIRPORT NAME: VENANGO REGIONAL	I-FKL	AUG 3, 2006 ILS OR LOC RWY 21, AMDT 6	AMDT: 5A
				DATE: 09/30/2004

ALL AFFECTED PROCEDURES REVIEWED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	COORDINATES OF FACILITIES	REQUIRED EFFECTIVE DATE <div style="text-align: center;">ROUTINE</div>
COORDINATED WITH: <div style="display: flex; justify-content: space-between; align-items: flex-start;"> <div style="text-align: center;"> ATA <input checked="" type="checkbox"/> </div> <div style="text-align: center;"> AAT <input type="checkbox"/> </div> <div style="text-align: center;"> ALPA <input checked="" type="checkbox"/> </div> <div style="text-align: center;"> APA <input checked="" type="checkbox"/> </div> <div style="text-align: center;"> AOPA <input checked="" type="checkbox"/> </div> <div style="text-align: center;"> NBAA <input checked="" type="checkbox"/> </div> <div style="text-align: center;"> OTHER (specify) <input checked="" type="checkbox"/> </div> </div> <div style="text-align: right; margin-top: 5px;"> <u>ZOB, YNG APP CON, AIRPORT MANAGER</u> </div>		
FLIGHT CHECKED BY		
NAME: <i>For</i> RUSSELL ELLIOTT	<div style="font-size: 2em; text-align: center;">  </div>	<div style="display: flex; justify-content: space-between;"> <div> ACY FIFO </div> <div> DATE: 6/13/06 </div> </div>
DEVELOPED BY		
NAME: <i>For</i> PETER S. GETZ (CARLOS ESCALANTE)	<div style="font-size: 2em; text-align: center;">  </div>	<div style="display: flex; justify-content: space-between;"> <div> FIFO AVN-110 </div> <div> DATE: 03/11/2006 </div> </div>
APPROVED BY		
NAME: <i>For</i> JOHN R. PANNELL	<div style="font-size: 2em; text-align: center;">  </div>	<div style="display: flex; justify-content: space-between;"> <div> FIFO AVN-110 </div> <div> DATE: JUN 20 2006 </div> </div>
CHANGES: 1. RELOCATED FAF 307.42 FEET. 2. GLIDESLOPE DISTANCE FROM RUNWAY CHANGED FROM 981 TO 976. 3. ELEVATION OF GLIDESLOPE ANTENNA CHANGED FROM 1533.9 TO 1532.6. 4. INTERMEDIATE SEGMENT LENGTH CHANGED FROM 6.80 TO 6.85 NM.		
REASONS: 1. RUNWAY RELOCATION. 2. NEW PROPOSED RUNWAY COORDINATES. 3. NEW PROPOSED GLIDESLOPE ELEVATION LOCATION DOCUMENTED ON AFIS DATA SHEET. 4. RE-EVALUATION OF PROCEDURE.		

PART - A OBSTRUCTION DATA

FAA Form 8260 - 9 / December 2002 (Computer Generated)

NOTES / EXPLANATIONS FROM OPPOSITE SIDE OF FORM:

5. SEE AIRSPACE LETTER ATTACHED.

VGSI DATA: 3.00/39.6

*4D AC FROM OE STUDY 00-AEA 2763-OE

RASS (PRESSURE PATTERNS SAME).

KFKL-1540.1 MSL

KGKJ-1400.0 MSL

RASS ROUNDED UP TO 80 FEET AND PUBLISHED AS A NOTE PER 8260.19C.

HOLD IN LIEU MAINTAINED FOR ALTERNATE MISSED APPROACH.

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

100' TREE PER NYC FPO.

ALTERNATE MISSED OBSTRUCTIONS:

12. TOWER (39-2764), 411824.40N/0793843.80W, 1937 (5E), 1000, 3000

13. TERRAIN, 412151.00N/0793124.00W, 1723 (1700), AS1500, 3200

20:1 PENETRATIONS:

R03. KFKL0009 412207.08N-0795150.12W OL ON LOC 1532.00 4.16

R03. KFKL0001 412207.41N-0795152.62W ANT ON BLDG 1543.00

13.93

R03. DTED00005 412206.00N-0795148.00W TERRAIN 1536.00 5.34

R12 KFKL0042 412250.04N-0795214.86W TREE 1576.00 1.71

R12 KFKL0048 412254.46N-0795207.95W TREE 1561.00 6.04

R12 KFKL0047 412258.72N-0795219.56W TREE 1621.00 17.64

PART B - SUPPLEMENTAL DATA

1. COMMUNICATIONS WITH:		2. WEATHER SERVICE		3. ALTIMETER SETTING	
YNG APP CON		N W S	OTHER: AWOS-3	SOURCE: KFKL / KGKJ	
ZOB		F A A		DISTANCE: 21.85	
AOO FSS		A / C		HOURS REMOTE OPERATION: 24 HOUR BACK-UP	
SATISFACTORY ON:		LOCATION: ON AIRPORT		ADJUSTMENT: 69.86	
<input checked="" type="checkbox"/> VHF <input checked="" type="checkbox"/> UHF <input type="checkbox"/> HF		HRS OPTN: 24			
4. MONITOR STATUS	PRIMARY			SECONDARY	
	NAVAID: I-FKL			NAVAID: FKL VOR	
	MONITOR POINT: ATL OCC			MONITOR POINT: AOO FSS	
	HRS OPTN:	CAT 1	24	HRS OPTN:	CAT 1
5. AIRSPACE		FLOOR OF CONTROLLED AIRSPACE UNDER FAC		CONTROL AREA	
		CONTROL ZONE:		HOURS OPTN	
6. APPROACH & RUNWAY LIGHTING	ALS		<input checked="" type="checkbox"/> REIL 21 (PCL)		TDZ
	(S) SALS				C/LINE
	<input checked="" type="checkbox"/> MALSR 21 (PCL)				
	<input checked="" type="checkbox"/> HIRL 03/21 (PCL)		<input checked="" type="checkbox"/> OTHER (Specify) PAPI-4L 03/21/30 (PCL)		
<input checked="" type="checkbox"/> MIRL 12/30 (PCL)					
7. RUNWAY MARKINGS BSC-G 12/30		8. RUNWAY VISUAL RANGE			
ALL WEATHER PIR-P 21		APPROACH			
INSTRUMENT NPI-P 03		ROLL OUT			
9. GLIDE SLOPE	G S ANGLE: 3.00		ELEV RWY THRESHOLD: 1533.7		
	DISTANCE FROM RWY: 976		ELEV GS ANTENNA: 1532.6		
		THRESHOLD CROSSING HEIGHT: 55.0			
10. FINAL APPROACH COURSE AIMING		<input checked="" type="checkbox"/>	RUNWAY THRESHOLD		F T. FROM THRESHOLD
		<input checked="" type="checkbox"/>	ON CENTERLINE		F T. FROM CENTERLINE
11. WAIVERS OF STANDARDS		NUMBER OF WAIVERS ON FILE		DATES OF APPROVAL	
		NONE			

PART C - REMARKS: AWOS-3 ON SERVICE A.

VDP NA, FINAL FACILITY DOES NOT HAVE DME.

VGSI AND ILS GLIDEPATH NOT COINCIDENT.

PART D - PREPARED BY:
PETER S. GETZ (CARLOS ESCALANTE)

TITLE:
AERONAUTICAL INFORMATION SPECIALIST

DATE: AUG 3, 2006
03/11/2006

OFFICE:
AVN-110

