


LOC/DME I-TT 110.75 Chan 44 (Y)	APP CRS 029°	Rwy Idg 6501 TDZE 247 Apt Elev 247
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ILS Y or LOC Y RWY 3

RALEIGH EXEC JETPORT AT SANFORD-LEE COUNTY (TTA)

RNAV 1-GPS required

RNAV 1-GPS or RADAR required for procedure entry.

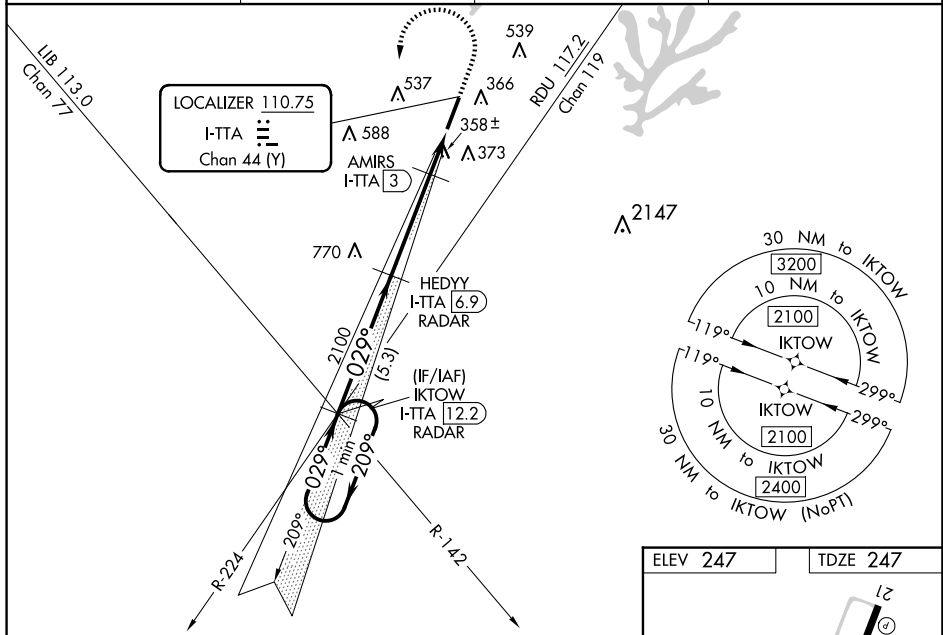
 When local altimeter setting not received, use Raleigh/Durham altimeter setting: increase DA to 527 feet; increase all MDAs 100 feet and S-LOC 3 Cats C and D visibility to 1 SM and Circling Cat C visibility to 2 SM and Cat D to 2½ SM. For inop ALS, decrease S-LOC 3 Cats C and D visibility to 1 SM. For inop ALS when using Raleigh/Durham altimeter setting, increase S-LS 3 all Cats visibility to ½ SM and increase S-LOC 3 Cats C and D visibility to 1½ SM. VDP NA when using Raleigh/Durham altimeter setting.

MALSR




MISSED APPROACH: Climb to 1300 then climbing left turn to 2100 direct IKTOW INT/I-TTA 12.2 DME/RADAR and hold.

AWOS-3 120.625	RALEIGH APP CON 125.3 353.675	UNICOM 123.075 (CTAF) 0	GCO 135.075
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The diagram illustrates a conflict resolution maneuver between two aircraft, IKTOW and HEDYY, on parallel tracks.

- Aircraft IKTOW:** Initial heading 209°, speed 29°, altitude 2100. It follows a "One Minute Holding Pattern".
- Aircraft HEDYY:** Initial heading 029°, speed 29°, altitude 2100. It is initially 5.3 NM from IKTOW.
- Conflict Point:** Indicated by an asterisk (*) where the initial paths intersect.
- Resolution Maneuver:** HEDYY executes a turn to a new heading of 094°. This results in a vertical separation of 1.2 NM from IKTOW's track.
- Final Separation:** After the maneuver, the horizontal distance between the aircraft is 0.8 NM.
- Additional Information:** The diagram includes a "GS 3.00° TCH 45" label and a note "*LOC only."

CATEGORY	A	B	C	D
S-ILS 3	447-1½ 200 (200-½)			
S-LOC 3	620-½ 373 (400-½)		620-5⁄8 373 (400-5⁄8)	
 CIRCLING	760-1 513 (600-1)	820-1 573 (600-1)	840-1½ 593 (600-1½)	960-2¼ 713 (800-2¼)

FAF to MAP 5.7 NM	
Knots	60 90 120 150 180
Min:Sec	5:42 3:48 2:51 2:17 1:54