



## **NATIONAL TRANSPORTATION SAFETY BOARD**

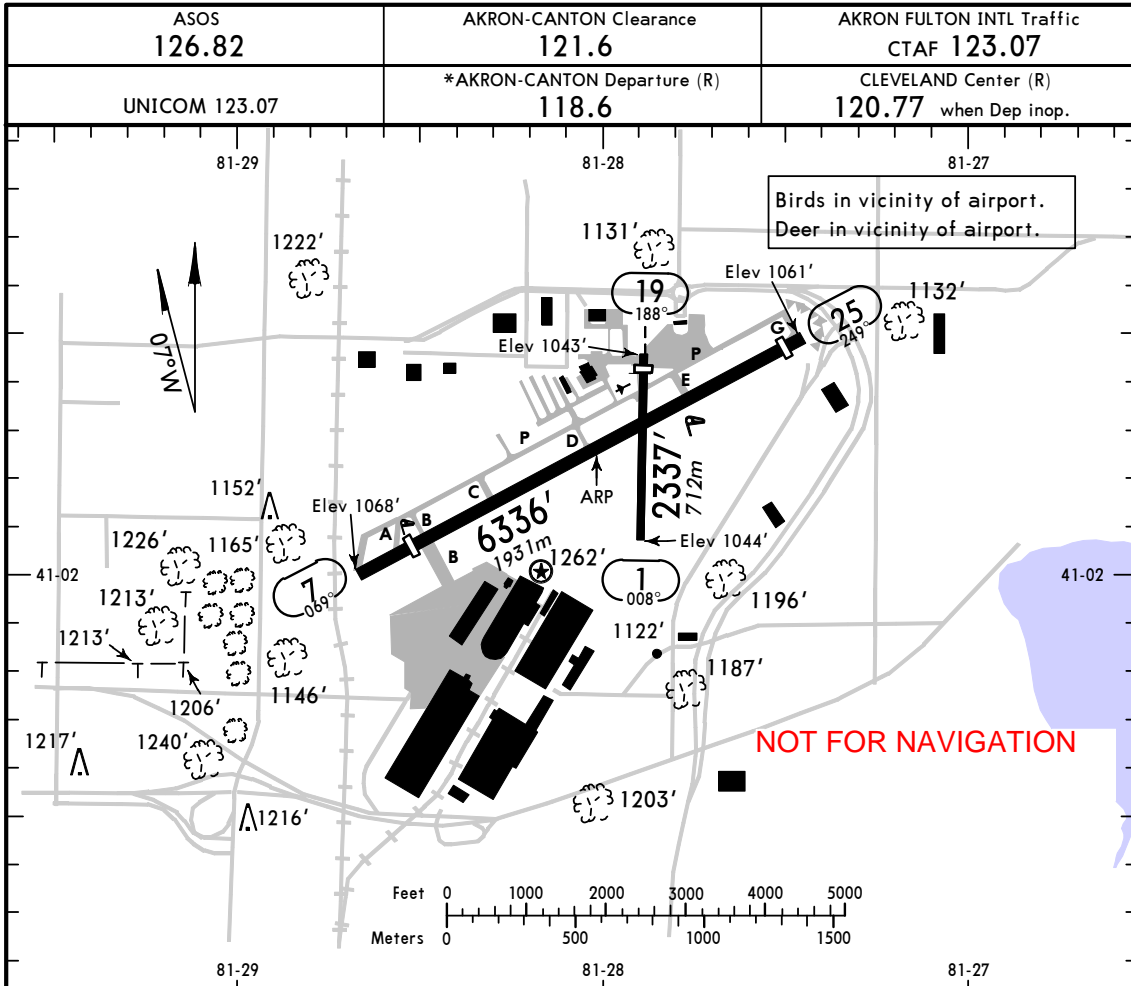
Office of Aviation Safety  
Washington, D.C. 20594

March 17, 2016

### **Attachment 14 – Chart Information**

# **OPERATIONAL FACTORS**

**CEN16MA036**



**ADDITIONAL RUNWAY INFORMATION**

RWY	USABLE LENGTHS	LANDING BEYOND		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
1 19	① MIRA	2145' 654m			100' 30m
7	① HIRL ① REIL PAPI-L (angle 3.6°)	5576' 1700m			150' 46m
25	① HIRL ① REIL PAPI-L (angle 4.0°)	6077' 1852m			

① Activate on 123.07.

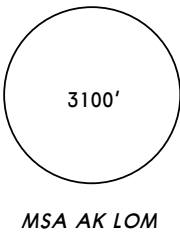
**TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE**

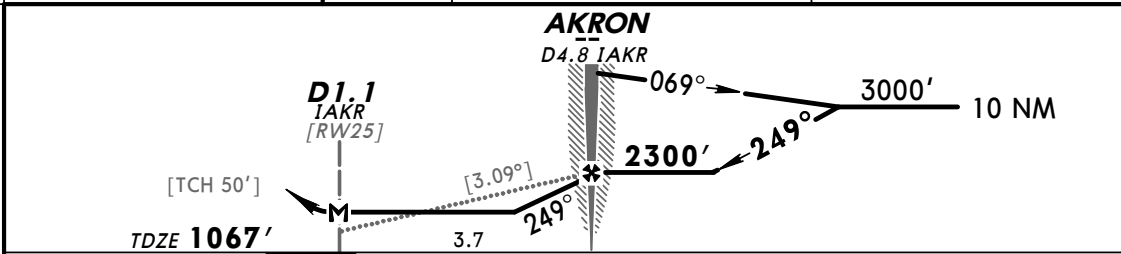
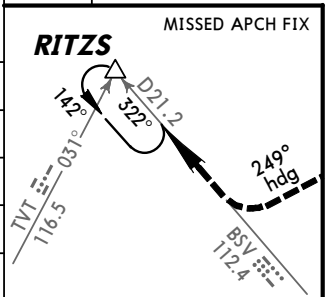
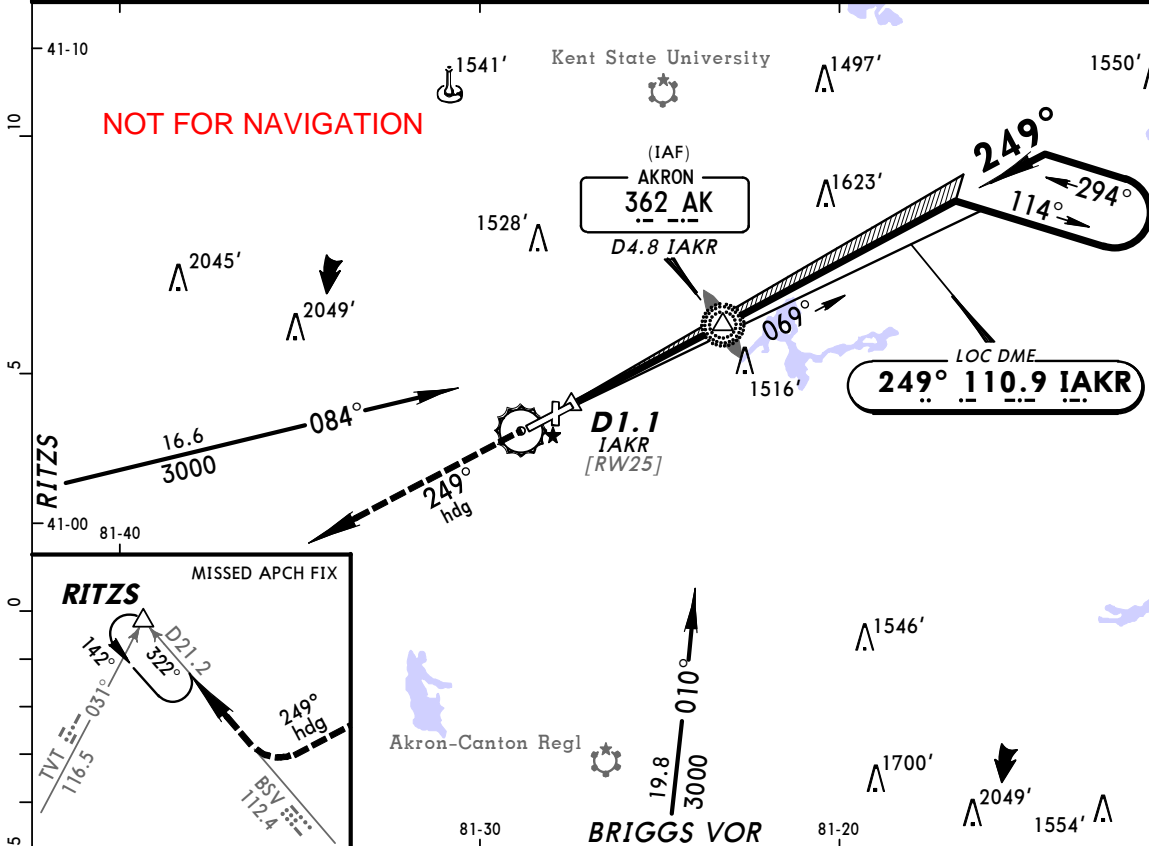
	Rwy 1			Rwy 7		
	With Mim climb of 490'/NM to 1300'	Other	Other	With Mim climb of 230'/NM to 1400'	Other	Other
1 & 2 Eng	Adequate Vis Ref	STD	300-1	Adequate Vis Ref	STD	300-1½
3 & 4 Eng	1/4	1		1/4	1	
		1/2		1/2		

① Alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, take-off must occur no later than 1800' prior to departure end of runway.

	Rwy 19			Rwy 25			FOR FILING AS ALTERNATE	
	With Mim climb of 400'/NM to 1400'	Other	Other	With Mim climb of 685'/NM to 1500'	Other	Authorized Only When Local Weather Available	Other	
1 & 2 Eng	Adequate Vis Ref	STD	300-1 5/8	Adequate Vis Ref	STD	RNAV (GPS) Rwy 25 NDB Rwy 25	Other	
3 & 4 Eng	1/4	1		1/4	1			A 800-2
		1/2		1/2	300-1 5/8		B 800-2½	
							C NA	
							D NA	

OBSTACLE DP: Rwy 25, climb heading 249° to 2600' before turning right.

ASOS <b>126.82</b>		*AKRON-CANTON Approach (R) <b>118.6</b>		CLEVELAND Center (R) <b>120.77</b> when App inop.		AKRON FULTON INTL Traffic CTAF <b>123.07</b>	
LOC IAKR <b>110.9</b>	Final Apch Crs <b>249°</b>	Minimum Alt <b>AKRON</b> <b>2300'</b> (1233')	MDA(H) <b>1540'</b> (473')	Apt Elev <b>1068'</b> TDZE <b>1067'</b>		 <b>3100'</b> MSA AK LOM	
<b>MISSED APCH: Climb to 3000' via 249° heading and outbound on BSV VOR R-322 to RITZS INT and hold.</b>							
Alt Set: INCHES      Trans level: FL 180      Trans alt: 18000' <b>1. ADF or Radar required. 2. Use IAKR DME when on LOC course. 3. Visual glide slope indicator and descent angles not coincident. 4. Pilot controlled lighting 123.07.</b>							



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	3000' via 249° and 112.4 BSV R-322 RITZS
Descent Angle [3.09°]	383	492	547	656	765	875		
MAP at D1.1 IAKR or AKRON to MAP	3.7	3:10	2:28	2:13	1:51	1:35		

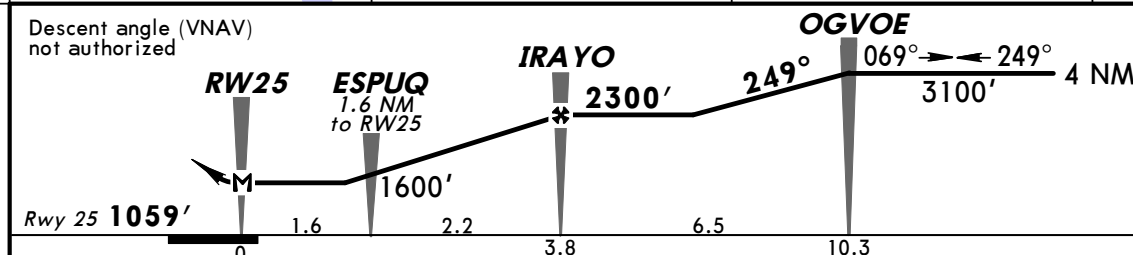
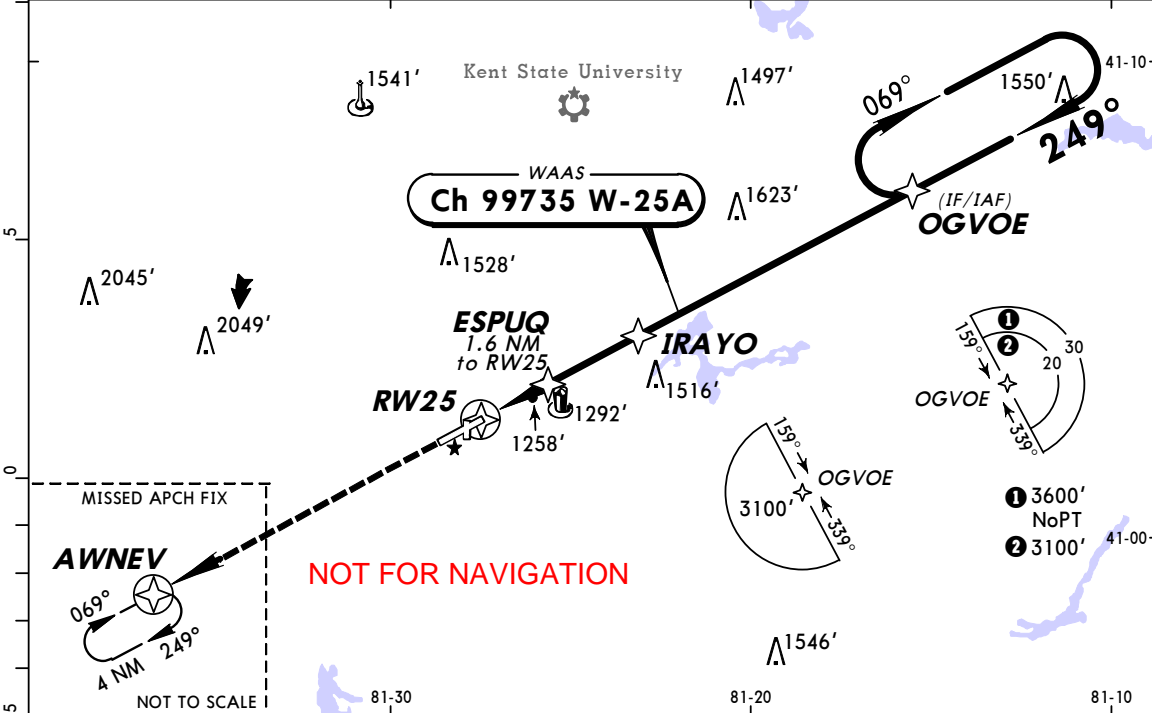
STRAIGHT-IN LANDING RWY25			CIRCLE-TO-LAND		
MDA(H) <b>1540'</b> (473')					
		Max Kts	MDA(H)		
A	1	90	<b>1640'</b> (572') -1		
B		120	<b>1700'</b> (632') -1		
C	1 ¼	140	<b>1700'</b> (632') -1 ¾		
D	1 ½	165	<b>1700'</b> (632') -2		

TERPS AMEND 13B 8 APR 2010

CHANGES: PAPI added.

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ASOS 126.82		*AKRON-CANTON Approach (R) 118.6	CLEVELAND Center (R) 120.77 when App inop.	AKRON FULTON INTL Traffic CTAF 123.07
WAAS <b>Ch 99735</b> W-25A	Final Apch Crs <b>249°</b>	Minimum Alt <b>IRAYO</b> 2300' (1241')	LP MDA(H) (CONDITIONAL) 1520' (461')	Apt Elev 1068' Rwy 25 1059'
<b>MISSED APCH: Climb to 3100' direct AWNEV and hold.</b>				TAA 30 NM IAF
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'				
1. Use local altimeter setting; if not received use Akron-Canton Regl altimeter setting. 2. DME/DME RNP-0.30 not authorized. 3. Visibility reduction by helicopters not authorized. 4. Procedure not authorized at night. 5. Pilot controlled lighting 123.07.				



REIL		3100'	D → AWNEV
PAPI-L		↑	

TERPS		STRAIGHT-IN LANDING RWY 25 With Local Altimeter Setting		CIRCLE-TO-LAND With Local Altimeter Setting
	LP MDA(H) 1520' (461')	LNAV MDA(H) 1560' (501')	Max Kts	
A	1	1	90	1600' (532')-1
B	1	1	120	1680' (612')-1
C	1 3/8	1 3/8	140	1800' (732')-2
D	1 3/8	1 3/8	165	1840' (772')-2 1/2
TERPS		STRAIGHT-IN LANDING RWY 25 With Akron-Canton Regl Altimeter Setting		CIRCLE-TO-LAND With Akron-Canton Regl Altimeter Setting
	LP MDA(H) 1560' (501')	LNAV MDA(H) 1600' (541')	Max Kts	
A	1	1	90	1640' (572')-1
B	1	1	120	1720' (652')-1
C	1 3/8	1 3/8	140	1840' (772')-2 1/4
D	1 3/8	1 5/8	165	1880' (812')-2 3/4

TERPS AMEND 0 13 NOV 2014

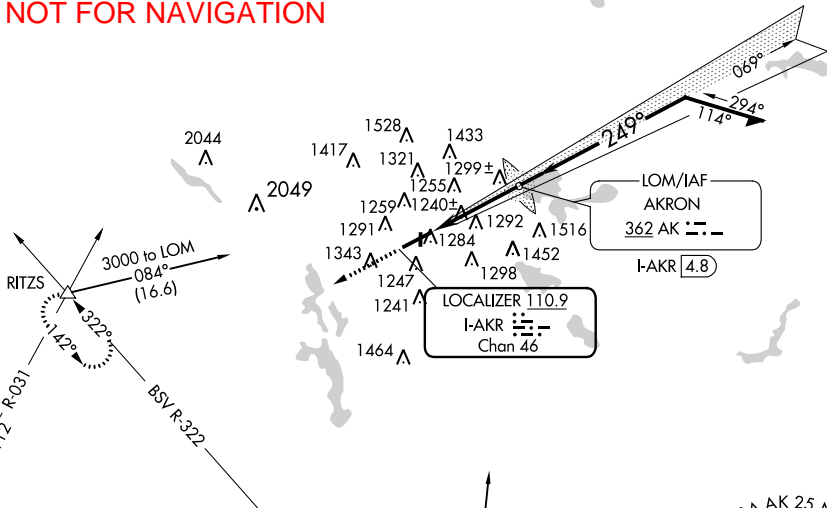
LOC/DME I- <b>AKR</b> <b>110.9</b> Chan <b>46</b>	APP CRS <b>249°</b>	Rwy Idg TDZE Apt Elev	<b>6077</b> <b>1048</b> <b>1068</b>
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**LOC RWY 25**  
AKRON FULTON INTL (AKR)

<p><b>▽</b> <b>▲</b> NA</p>		<p>MISSED APPROACH: Climb to 3000 via heading 249° and BSV R-322 to RITZS Int and hold.</p>	
ASOS <b>126.825</b>	AKRON-CANTON APP CON * <b>118.6 371.875</b>	CLNC DEL <b>121.6</b>	UNICOM <b>123.075</b> (CTAF) <b>①</b>

ADF or RADAR REQUIRED

NOT FOR NAVIGATION



EC-2, 15 OCT 2015 to 12 NOV 2015

EC-2, 15 OCT 2015 to 12 NOV 2015

ELEV 1068	TDZE 1048
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249° 3.6 NM from FAF

REIL Rwy 7 and 25 **①**  
MIRL Rwy 1-19 **①**  
HIRL Rwy 7-25 **①**

FAF to MAP 3.6 NM					
Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

3000	BSV R-322	RITZS	AK LOM I- <b>AKR</b> 4.8	Remain within 10 NM
hdg 249°				

Use I-**AKR** DME when on LOC course.

CATEGORY	A	B	C	D
S-25	1540-1 492 (500-1)	1540-1¼ 492 (500-1¼)	1540-1½ 492 (500-1½)	1540-1½ 492 (500-1½)
CIRCLING	1640-1 572 (600-1)	1700-1 632 (700-1)	1700-1¾ 632 (700-1¾)	1700-2 632 (700-2)

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION  
**LOC STANDARD INSTRUMENT APPROACH PROCEDURE**  
 FLIGHT STANDARDS SERVICE - FAR PART 97. 25

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	MAP 3.65 MILES AFTER AKRON LOM OR AT 1.1 DME	
BSV VORTAC	AKRON LOM/I-AKR 4.82 DME	009.87/19.84	3000	CLIMB TO 3000 VIA HEADING 249 AND BSV R-322 TO RITZS INT AND HOLD.	
RITZS INT	AKRON LOM	083.59/16.58	3000		
NOT FOR NAVIGATION				ADDITIONAL FLIGHT DATA: HOLD SE, LT, 322 INBOUND. FAS OBST: 1240 TREES 410302/812558. 1299 TREES 410418/812409.  PROFILE NOTE: USE I-AKR DME WHEN ON LOC COURSE	

- PT R SIDE OF COURSE 068.97 OUTBOUND 3000 FT WITHIN 10 MILES OF AKRON LOM/I-AKR 4.82 DME (IAF)
- 
- FAC 248.97 FAF AKRON LOM DIST FAF TO MAP 3.65 THLD 3.65
- MIN. ALT AKRON LOM 2300 A) VISUAL GLIDE SLOPE INDICATOR AND DESCENT ANGLES NOT COINCIDENT.
- MSA FROM: AK LOM 3100

A) FROM AKRON LOM TO RWY 25...3.09°/TCH 50

MAG VAR: 7W EPOCH YEAR: 90

MINIMUMS															
TAKEOFF:	STANDARD <input checked="" type="checkbox"/> SEE FAA FORM 8260-15 FOR THIS AIRPORT						ALTERNATE: N/A <input checked="" type="checkbox"/>								
CATEGORY	A			B			C			D			E		
	MDA	VIS	HAT/HAA	MDA	VIS	HAT/HAA	MDA	VIS	HAT/HAA	MDA	VIS	HAT/HAA	MDA	VIS	HAT/HAA
S-25	1540	1	<del>492</del>	1540	1	<del>492</del>	1540	1-1/4	<del>492</del>	1540	1-1/2	<del>492</del>			
CIRCLING	1640	1	<del>572</del>	1700	1	<del>632</del>	1700	1-3/4	<del>632</del>	1700	2	<del>632</del>			
			513			633			633			633			

NOTES:  
 30' AKRON CANT 3N ALT METER SETTING.  
 ADF OR GAK ASR REQUIRED.  
 RADAL

\*NFDD 065/10  
 A) TL 00-04  
 (B) TL 10-08  
 (B) FDC 0/5060

CITY AND STATE <b>AKRON, OH</b>	ELEVATION: 1068 AIRPORT NAME: <b>AKRON FULTON INTL</b>	TDZE: <del>1048</del> 1059	FACILITY IDENTIFIER: <b>I-AKR</b>	PROCEDURE NO. / AMDT NO. / EFFECTIVE DATE: 23 JUN 94 <b>LOC RWY 25, AMDT 13</b> <span style="border: 1px solid black; padding: 2px;">B</span>	SUP AMDT 12A DATE 23 MAY 93
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