

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> TVC	<u>PROCEDURE NAME</u> ILS OR LOC RWY 10	<u>ORIGINAL/AMENDMENT</u> ORIG-A	<u>CITY</u> TRAVERSE CITY	<u>STATE</u> MI
<u>AIRPORT ELEVATION</u> 624	<u>TDZE</u> 624	<u>SUPERSEDED</u> ILS OR LOC RWY 10	<u>DATED</u> 11/30/2023	<u>MAG VAR</u> 5W
<u>FACILITY</u> I-TYK	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>EPOCH YEAR</u> 1985
			<u>CANCEL/SUSPEND</u>	

TERMINAL ROUTES

FROM	FIX TYPE	TO	FIX TYPE	LEG TYPE	FO/FB	RNP	COURSE	DISTANCE	ALTITUDE
BABBE		FEPEX		TF	FB	1.00	338.60	29.44	3600
IROTO		CUBKO		TF	FB	1.00	249.94	38.78	3000
FEPEX	IAF	BEAAR/I-TYK 13.47 DME	NOPT	TF	FB	1.00	025.22	6.28	3000
CUBKO	IAF	BEAAR/I-TYK 13.47 DME	NOPT	TF	FB	1.00	178.66	9.56	3000
BEAAR/I-TYK 13.47 DME	IF/IAF	RIFKI/I-TYK 7.35 DME					098.70	6.12 (I-TYK)	2600

MISSED APPROACH

MAP:

ILS: DA
LOC: I-TYK 1.33 DME

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 1400 THEN CLIMBING RIGHT TURN TO 4000 DIRECT TVC VOR/DME AND HOLD, CONTINUE CLIMB-IN-HOLD TO 4000.

ALTERNATE MISSED APPROACH INSTRUCTIONS (DO NOT CHART):

CLIMB TO 4000 DIRECT GWENN LOM AND HOLD, CONTINUE CLIMB-IN-HOLD TO 4000. (ADF REQUIRED)

PROFILE:

- | | | | | | |
|-------|---|---|------------------|-------------------|--------------|
| 1. PT | SIDE OF COURSE | OUTBOUND | FT WITHIN | MILES OF | (IAF) |
| 2. | HOLD W BEAAR/I-TYK 13.47 DME, RT, 098.70 INBOUND, 3000 FT. IN LIEU OF PT (IAF), MAX 5100. | | | | |
| 3. | FAC: 098.70 | FAF: RIFKI/I-TYK 7.35 DME | DIST FAF TO MAP: | DIST FAF TO THLD: | 6.02 |
| 4. | MIN ALT: BEAAR/I-TYK 13.47 DME 3000, RIFKI/I-TYK 7.35 DME 2600 | | | | |
| 5. | DIST TO THLD FROM OM: | MM: | IM: | 150 HAT: | GS ANT: 1200 |
| 6. | MIN GS INCPT: 2600 | GS ALT AT PFAF: RIFKI/I-TYK 7.35 DME 2600 | OM: | MM: | IM: |
| 7. | GS ANGLE: 3.00 | 34:1: | 20:1: | TCH: 60.0 | |
| 8. | MSA FROM: GWENN LOM 030-120 3500, 120-030 3100 | | | | |



PBN REQUIREMENTS NOTE:

RNP APCH-GPS. FROM BABBE, OR IROTO, OR FEPEX, OR CUBKO.

EQUIPMENT REQUIREMENTS NOTES:

DME REQUIRED.

NOTES:

CHART NOTE: RWY 10 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED.
CHART PROFILE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).
CHART NOTE: FOR INOPERATIVE ALS, INCREASE S-ILS 10 ALL CATS VISIBILITY TO 7/8 SM.
CHART NOTE: PROCEDURE NA FOR ARRIVAL AT FEPEX ON V420 WESTBOUND.
CHART NOTE: PROCEDURE NA FOR ARRIVAL AT IROTO ON V193-320 NORTHEAST BOUND.
CHART NOTE: PROCEDURE NA FOR ARRIVAL AT CUBKO ON V133 NORTHWEST BOUND.

ADDITIONAL FLIGHT DATA:

CHART IN PLANVIEW: ALTERNATE MA HOLDING, HOLD E GWENN LOM, LT, 278.72 INBOUND.
CHART IN PLANVIEW: GWENN LOM

HOLD S, RT, 340.00 INBOUND.
CHART FAS OBST: 1551 TOWER (26-002132) 444521N/0854044W.
CHART VDP AT 4.51 DME.
DISTANCE VDP TO THLD 3.18 NM.
CHART CIRCLING ICON.

MINIMUMS:

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

ALTERNATE: NA ☐ ILS: STANDARD - NA WHEN LOCAL WEATHER NOT AVAILABLE., NA WHEN CONTROL TOWER CLOSED.; LOC: CAT A, B 1100-2, CAT C, D 1100-3, NA WHEN LOCAL WEATHER NOT AVAILABLE., NA WHEN CONTROL TOWER CLOSED.

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 10	917	3/4	293	917	3/4	293	917	3/4	293	917	3/4	293			
S-LOC 10	1700	3/4	1076	1700	1	1076	1700	2 1/2	1076	1700	2 1/2	1076			
CIRCLING	1700	1 1/4	1076	1700	1 1/2	1076	1700	3	1076	1720	3	1096			

CHANGES - REASONS

1. CHANGED PFAF FIX NAME FROM CEKUK TO RIFKI AND ALL REFERANCES TO CEKUK CHANGED FROM CEKUK TO RIKFI - PER ATC REQUEST
2. ADDED EQUIPMENT NOTE ADF REQUIRED FOR ALTERNATE MISSED APPROACH - INT AT GWENN LOM REMOVED FOR ALT MA
3. CHANGED ALTERNATE MISSED APPROACH INSTRUCTIONS FROM "CLIMB TO 4000 DIRECT GWENN LOM/INT AND HOLD, CONTINUE CLIMB-IN-HOLD TO 4000." TO READ "CLIMB TO 4000 DIRECT GWENN LOM AND HOLD, CONTINUE CLIMB-IN-HOLD TO 4000. (ADF REQUIRED)" - RWY 10 IS NOT USING GWENN AS AN INT



COORDINATED WITH:

A4A

☒

ALPA

☒

AOPA

☒

APA

☐

HAI

☐

NBAA

☒

OTHER: ZMP, TVC TWR, AMGR

FLIGHT CHECKED BY

PROCESSED IAW TECHNICAL SUPPORT GROUP (AJF-17) MEMO DATED 07/07/2021 GUIDANCE FOR PROCEDURAL CHANGES REQUIRING FLIGHT INSPECTION/VALIDATION

OFFICE

DATE

Digitally signed by
CASIMIR L TABAKA

DEVELOPED BY

LIAM DONAHUE (PHILLIP SMART)

Digitally signed by
CASIMIR L TABAKA
May 28, 2024

OFFICE

AJV-A433

DATE

02/09/2024

APPROVED BY

JOHN BORDY

Digitally signed by
CASIMIR L TABAKA
May 28, 2024

OFFICE

AJV-33

DATE

TITLE
MANAGER



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

<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>AMDT NO.</u>	<u>CITY</u>	<u>STATE</u>	<u>AIRPORT ELEVATION</u>	<u>FACILITY</u>
TVC	ILS OR LOC RWY 10	ORIG-A	TRAVERSE CITY	MI	624	I-TYK

PART A: OBSTRUCTION DATA SEGMENTS

FEEDER

FROM BABBE **TO** FEPEX

RNP 1.00 **DISTANCE** 29.44 **PAT** **MAP** **HAT** **HMAS**

<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>
TOWER (26-000204)	441633.00N/0854249.00W	2549	500	125	5E	1000					3600
TERRAIN	442157.00N/0854045.00W	1656 (1700)								AS1500	3200

COMPUTATIONS

ALT **KIAS** **KTAS** **HAA** **VKTW** **TR** **BA** **DTA** **COURSE CHANGE** **DVEB** **VEB OCS** **RF CENTER FIX/DISTANCE**

SEGMENT REMARKS:

FEEDER

FROM IROTO **TO** CUBKO

RNP 1.00 **DISTANCE** 38.78 **PAT** **MAP** **HAT** **HMAS**

<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>
TOWER (26-001068)	451049.00N/0850550.20W	1676	50	20	2C	1000				AT324	3000
TERRAIN	450951.00N/0850515.00W	1131 (1100)								AS1500	2600

COMPUTATIONS

ALT **KIAS** **KTAS** **HAA** **VKTW** **TR** **BA** **DTA** **COURSE CHANGE** **DVEB** **VEB OCS** **RF CENTER FIX/DISTANCE**

SEGMENT REMARKS:



INITIAL

FROM

FEPEX

TO

BEAAR/I-TYK 13.47 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u>				
1.00	6.28										
<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>
TOWER (26-001885)	444630.00N/0855211.00W	1425	500	125	5E	1000				AT575	3000
TERRAIN	444536.00N/0855248.00W	997 (1000)								AS1500	2500

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INITIAL

FROM

CUBKO

TO

BEAAR/I-TYK 13.47 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u>				
1.00	9.56										
<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>
TOWER (26-001885)	444630.00N/0855211.00W	1425	500	125	5E	1000				AT575	3000
TERRAIN	444542.00N/0855236.00W	1115 (1100)								AS1500	2600

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INTERMEDIATE

FROM

BEAAR/I-TYK 13.47 DME (IF/IAF)

TO

RIFKI/I-TYK 7.35 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>			<u>HMAS</u>	
	6.12										
<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>
TOWER (26-001885)	444630.00N/0855211.00W	1425	500	125	5E	500				AC125	2100
TERRAIN	444542.00N/0855236.00W	1115 (1100)								AS1500	2600

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: ILS

FROM

RIFKI/I-TYK 7.35 DME

TO

RW10

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
	6.02		DA				293				
<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>
TREE (26-088602)	444431.16N/0853606.79W	707	20	3	1A		34.00:1			MA43	917

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FINAL: LOC

FROM

RIFKI/I-TYK 7.35 DME

TO

I-TYK 1.33 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
	6.02		I-TYK 1.33 DME				1076				
<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>
TOWER (26-002132)	444521.33N/0854044.04W	1551	20	3	1A	250				XL1 SA-104	1700

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

HOLD-IN-LIEU OF PT

FROM

BEAAR/I-TYK 13.47 DME

TO

P-4

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u> P-4	<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>
TOWER (26-001885)	444630.00N/0855211.00W	1425	500	125	5E	1000				AT575	3000
TERRAIN	444542.00N/0855236.00W	1115 (1100)								AS1500	2600

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH: ILS

FROM

DA

TO

TVC VOR/DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u> 705			
<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>
TREE (26-096465)	444428.26N/0853608.19W	706	20	3	1A		ASC				4000
TOWER (26-001436)	444023.20N/0853624.01W	1231	20	3	1A	1000					2300
TERRAIN	444018.00N/0853448.00W	1000 (1000)								AS1500	2500

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH: LOC

FROM

I-TYK 1.33 DME

TO

TVC VOR/DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u> 1449			
<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>
							ASC				4000
TOWER (26-001436)	444023.20N/0853624.01W	1231	20	3	1A	1000					2300
TERRAIN	444018.00N/0853448.00W	1000 (1000)								AS1500	2500

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MISSED APPROACH ALTERNATE: ILS

FROM

DA

TO

GWENN LOM

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>	<u>HMAS</u>					
							705				
<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>
TREE (26-096465)	444428.26N/0853608.19W	706	20	3	1A		ASC				4000
AAO	444342.00N/0852712.00W	1204	164	98	4E	1000					2300
TERRAIN	444342.00N/0852712.00W	1003 (1000)								AS1500	2500

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH ALTERNATE: LOC

FROM

I-TYK 1.33 DME

TO

GWENN LOM

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>	<u>HMAS</u>					
							1449				
<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>
							ASC				4000
AAO	444342.00N/0852712.00W	1204	164	98	4E	1000					2300
TERRAIN	444342.00N/0852712.00W	1003 (1000)								AS1500	2500

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



AIRPORT ID

TVC

PROCEDURE NAME

ILS OR LOC RWY 10

AMDT NO.

ORIG-A

CITY

TRAVERSE CITY

STATE

MI

AIRPORT ELEVATION

624

FACILITY

I-TYK

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											
TREE (26-088520)	444321.34N/0853636.14W	1.30	1076	810	20	10	1B	300		SI	1700
CATEGORY B											
TREE (26-088202)	444343.46N/0853142.97W	1.83	1076	959	20	3	1A	300		SI	1700
CATEGORY C											
TANK (26-105835)	444257.15N/0853028.69W	2.88	1076	1108	20	3	1A	300		SI	1700
CATEGORY D											
TOWER (26-000182)	444636.53N/0853942.88W	3.76	1096	1358	250	50	4D	300		AC50	1720

CIRCLING REMARKS:

MSA

CENTER	RADIUS
GWENN LOM	25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
030-120	TOWER (26-000479)	444453.00N/0850408.00W	092	15.4	2470	250	50	4D	1000			3500
120-030	TOWER (26-000988)	442733.00N/0854202.00W	220	20.2	2064	250	50	4D	1000			3100

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

<u>WX SERVICE</u> ASOS	<u>LOCATION</u> TVC	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> TVC	<u>DISTANCE</u> 0	<u>SERVICE-A</u> Y	<u>ADJUSTMENTS</u> 0
<u>BACK-UP WX SERVICE</u> AWOS-3P	<u>LOCATION</u> ACB	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> ACB	<u>DISTANCE</u> 22.08	<u>SERVICE-A</u> Y	<u>ADJUSTMENTS</u> 51

WX REMARKS:

RASS PRESSURE PATTERNS THE SAME
KTVC 624, KACB 619
RA = 51.0.

<u>PRIMARY NAVAID</u> I-TYK	<u>MONITOR POINT</u> KTVC ATCT	<u>HRS OPERATION</u> TWR OPEN TWR CLOSED	<u>CAT</u> 1 3
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<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>	<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
RW18 - MIRL (PCL), VASI-4L	NPI-G	
RW36 - REIL (PCL), MIRL (PCL), VASI-4L	NPI-G	
RW10 - MALSR (PCL), HIRL (PCL), PAPI-4L	PIR-G	
RW28 - MALSR (PCL), HIRL (PCL), PAPI-4L	PIR-G	

<u>GLIDESLOPE ANGLE</u> 3.00	<u>ELEV RWY THRESHOLD</u> 623.9	<u>TCH</u> 60.0	<u>ELEV GS ANTENNA</u> 620.3	<u>DISTANCE FROM RWY</u> 1200	<u>VGSI ANGLE</u> 3.00	<u>TCH</u> 54.7
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FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	X	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE
ON CENTERLINE	X	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

FINAL TYPE	ILS & LOC RWY 10		
34:1			
701 TREE (26-097781) 444429.6500N/0853601.8800W (9.0115)		700 TREE (26-087900) 444427.6700N/0853601.9300W (8.2858)	
702 TREE (26-088291) 444424.4800N/0853603.1900W (8.229)		705 TREE (26-098062) 444429.8800N/0853604.6800W (7.0356)	
701 TREE (26-097917) 444426.1400N/0853603.7800W (5.6603)		705 TREE (26-095960) 444429.5400N/0853605.4300W (5.512)	
698 TREE (26-087975) 444429.7300N/0853602.4400W (4.8098)		702 TREE (26-098060) 444432.0500N/0853604.1300W (4.7841)	

QUALITY
34
CHECKED



AIRPORT ID TVC	PROCEDURE NAME ILS OR LOC RWY 10	AMDT NO. ORIG-A	CITY TRAVERSE CITY	STATE MI	AIRPORT ELEVATION 624	FACILITY I-TYK
707 TREE (26-088602) 444431.1600N/0853606.7900W (4.3198)			699 TREE (26-088293) 444426.2400N/0853603.4800W (4.2766)			
702 TREE (26-088381) 444431.9400N/0853604.4900W (4.0426)			701 TREE (26-088332) 444429.8700N/0853604.4500W (3.5247)			
702 TREE (26-087782) 444431.3300N/0853605.2500W (2.5496)			697 TREE (26-088286) 444429.6600N/0853603.2800W (2.0437)			
703 TREE (26-087912) 444432.1100N/0853606.0400W (1.7263)			702 TREE (26-087789) 444429.4200N/0853605.8600W (1.624)			
694 TREE (26-087901) 444429.2600N/0853602.1100W (1.5991)			701 TREE (26-087911) 444424.9900N/0853605.8100W (1.5805)			
703 TREE (26-087916) 444431.7600N/0853606.1700W (1.5181)			699 TREE (26-088331) 444432.8300N/0853604.2000W (1.486)			
700 TREE (26-087781) 444427.6700N/0853605.1900W (1.3794)			694 TREE (26-087904) 444430.7600N/0853602.1900W (1.1416)			
700 TREE (26-087783) 444428.2200N/0853605.3000W (1.0408)			703 TREE (26-088598) 444431.1400N/0853606.4800W (0.9804)			
695 TREE (26-088243) 444434.0700N/0853602.4600W (0.934)			706 TREE (26-096465) 444428.2600N/0853608.1900W (0.9106)			
693 TREE (26-087897) 444430.4100N/0853601.8800W (0.8656)			697 TREE (26-088295) 444428.3600N/0853603.9700W (0.8315)			
692 TREE (26-087773) 444427.7600N/0853601.6800W (0.7981)			697 TREE (26-087776) 444429.8800N/0853603.9200W (0.6456)			
699 TREE (26-088387) 444433.6800N/0853604.6600W (0.3483)			705 TREE (26-087791) 444432.9600N/0853607.6000W (0.2583)			
700 TREE (26-087785) 444431.9600N/0853605.3700W (0.1745)			705 TREE (26-087799) 444427.5300N/0853608.2000W (0.0296)			
PENETRATIONS REMARKS:						

HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS

and/or

5280-FT "PROCEED VFR" SEGMENT LEVEL SURFACE AREA PENETRATIONS

PENETRATIONS REMARKS:

PART C: GENERAL REMARKS:

PRECIPITOUS TERRAIN EVALUATION COMPLETED.
100 FT VEGETATION USED PER FPT.

FOR CONTINGENCY PURPOSES:
NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE TVC ALTIMETER SETTING AND INCREASE S-ILS 10 DA TO 968 FEET; INCREASE ALL MDAS 60 FEET AND S-LOC 10 VISIBILITY CAT C AND D 1/2 SM.
NOTE: VDP NA WHEN USING TVC ALTIMETER ALTIMETER SETTING.
ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.



<u>AIRPORT ID</u> TVC	<u>PROCEDURE NAME</u> ILS OR LOC RWY 10	<u>AMDT NO.</u> ORIG-A	<u>CITY</u> TRAVERSE CITY	<u>STATE</u> MI	<u>AIRPORT ELEVATION</u> 624	<u>FACILITY</u> I-TYK
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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	4.45
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.18
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	93.70
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	1100
DISTANCE FROM	THLD	TO 1500FT POINT	6.02
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.52
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	93.70
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	1100

THRESHOLD COORDINATES (IF STR-IN)444428.26N/0853527.09W

ARP COORDINATES444429.68N/0853454.73W

RUNWAY APCH END AND DIST FURTHEST FROM ARP

FAF COORDINATES

FIX NAME COORDINATES

RUNWAY 28 DISTANCE 0.77 NM444451.26N/0854352.58W

REMARKS

PART E: PREPARED BY

<u>NAME</u>	<u>OFFICE</u>	<u>DATE</u>	<u>TITLE</u>
LIAM DONAHUE (PHILLIP SMART)	AJV-A433	02/09/2024	AERONAUTICAL INFORMATION SPECIALIST

