

**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
VOR STANDARD INSTRUMENT APPROACH PROCEDURE
TITLE 14 CFR PART 97.23**

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> 1G3	<u>PROCEDURE NAME</u> VOR-A	<u>ORIGINAL/AMENDMENT</u> 15	<u>CITY</u> KENT	<u>STATE</u> OH
<u>AIRPORT ELEVATION</u> 1135	<u>TDZE</u>	<u>SUPERSEDED</u> VOR-A	<u>ORIGINAL/AMENDMENT</u> 14A	<u>DATED</u> 07/14/2022
<u>FACILITY</u> ACO	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>MAG VAR</u> 4W
				<u>EPOCH YEAR</u> 1965
				<u>CANCEL/SUSPEND</u>

TERMINAL ROUTES

<u>FROM</u>	<u>FIX TYPE</u>	<u>TO</u>	<u>FIX TYPE</u>	<u>LEG TYPE</u>	<u>FO/FB</u>	<u>RNP</u>	<u>COURSE</u>	<u>DISTANCE</u>	<u>ALTITUDE</u>
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MISSED APPROACH

MAP:

9.99 NM AFTER ACO VOR/DME OR AT YITUV/ACO 9.99 DME

MISSED APPROACH INSTRUCTIONS:

CLIMBING LEFT TURN TO 3000 DIRECT ACO VOR/DME AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

- | | | | | | |
|---------------------|---|-------------------------|-------------------------|-----------------|--------------------------|
| 1. PT | SIDE OF COURSE | OUTBOUND | FT WITHIN | MILES OF | (IAF) |
| 2. | HOLD E ACO VOR/DME, RT, 289.14 INBOUND, 3000 IN LIEU OF PT (IAF), MAX 6000. | | | | |
| 3. FAC: | 289.14 | FAF: ACO VOR/DME | DIST FAF TO MAP: | 9.99 | DIST FAF TO THLD: |
| 4. MIN ALT: | ACO VOR/DME 3000, MULIK INT/ACO 8.00 DME 2020 | | | | |
| 8. MSA FROM: | ACO VOR/DME 090-180 3600, 180-090 3200 | | | | |

NOTES:

CHART NOTE: CIRCLING RWY 2 NA AT NIGHT.
CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE AKR ALTIMETER SETTING AND INCREASE ALL MDAS 40 FT.

ADDITIONAL FLIGHT DATA:

CHART FAS OBST: 1341 TWR (39-002750) 411014N/0812338W.
CHART 1497 TWR (39-000218) 410904N/0812013W.



MINIMUMS:

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

ALTERNATE: NA

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
CIRCLING	2020	1 1/4	885	2020	1 1/4	885	2020	2 3/4	885		NA				
MULIK FIX MINIMUMS (ADF OR DME REQUIRED)															
CIRCLING	1760	1	625	1760	1	625	1760	1 3/4	625		NA				

CHANGES - REASONS

1. PROFILE LINE 4:ADDED ACO VOR/DME 3000 - IAW 8260.19K 8-6-7 D.
2. NOTES: ADDED CHART NOTE: CIRCLING RWY 2 NA AT NIGHT - 20:1 OBSTRUCTIONS FOUND IN CIRCLING EVALUATION FOR RWY 2.
3. NOTES: CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECIEVED USE AKRON FULTON INTL ALTIMETER SETTING CHANGED TO WHEN LOCAL ALTIMETER SETTING NOT RECIEVED USE AKR ALTIMETER SETTING AND INCREASE ALL MDAS 40 FT - NEW RASS CALCULATION FOR KAKR.
4. ADDITIONAL FLIGHT DATA: DELETED CHART CIRCLING ICON - NO LONGER REQUIRED BY CRITERIA.
5. ADDITIONAL FLIGHT DATA: DELETED CHART AKRON FLUTON INTL ASOS - NO LONGER REQUIRED.
6. MINIMUMS: CIRCLING HAT/HAA CHANGED FROM 886 TO 885 ALL CATEGORIES - AIRPORT ELEVATION CHANGED FROM 1134 TO 1135.
7. MINIMUMS: CIRCLING MULIK FIX MINIMUMS (ADF OR DME REQUIRED) HAT/HAA CHANGED FROM 626 TO 625 ALL CATEGORIES - AIRPORT ELEVATION CHANGED FROM 1134 TO 1135.

COORDINATED WITH:

A4A ALPA AOPA APA HAI NBAA

OTHER: CAK APP CON, ZOB, AMGR

FLIGHT CHECKED BY

SCOTT WIEBE

Digitally signed by

RAKE MCGRAW

Jan 20, 2026

OFFICE

AJF

DATE

01/09/2026

DEVELOPED BY

RALPH P. MILLER

Digitally signed by

RAKE MCGRAW

Jan 20, 2026

OFFICE

AJV-A422

DATE

10/29/2025

APPROVED BY

RAKE MCGRAW

Digitally signed by

RAKE MCGRAW

Jan 20, 2026

OFFICE

AJV-A422

DATE

TITLE
MANAGER



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

<u>AIRPORT ID</u> 1G3	<u>PROCEDURE NAME</u> VOR-A	<u>AMDT NO.</u> 15	<u>CITY</u> KENT	<u>STATE</u> OH	<u>AIRPORT ELEVATION</u> 1135	<u>FACILITY</u> ACO
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PART A: OBSTRUCTION DATA SEGMENTS

FINAL

FROM ACO VOR/DME **TO** MULIK INT/ACO 8.00 DME

RNP DISTANCE PAT MAP HAT HMAS
8.00

<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>
TWR (39-000218)	410904.21N/0812012.67W	1497	20	3	1A	250				XP73 XL200	2020

COMPUTATIONS

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

SEGMENT REMARKS:

XP = TO MAINTAIN PREVIOUSLY PUBLISHED MDA.

FINAL: STEPDOWN

FROM MULIK INT/ACO 8.00 DME **TO** 9.99 NM AFTER ACO VOR/DME OR AT YITUV/ACO 9.99 DME

RNP DISTANCE PAT MAP HAT HMAS
1.99
9.99 NM AFTER ACO
VOR/DME OR AT YITUV/ACO
9.99 DME

<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>
TWR (39-002750)	411013.63N/0812337.75W	1341	20	3	1A	250				XP169	1760

COMPUTATIONS

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

SEGMENT REMARKS:

XP = TO MAINTAIN PREVIOUSLY PUBLISHED MDA.



AIRPORT ID
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AIRPORT ELEVATION
1135

FACILITY
ACO

<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>	<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
RW02 - REIL (PCL), MIRL (PCL), VASI-4L (PCL)	NPI-G	
RW20 - MIRL (PCL), REIL (PCL), VASI-4L (PCL)	NPI-G	

GLIDESLOPE ANGLE ELEV RWY THRESHOLD TCH ELEV GS ANTENNA DISTANCE FROM RWY VGSI ANGLE TCH

FINAL APPROACH COURSE AIMING

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

CRITICAL TEMPERATURES

CRITICAL LOW **CRITICAL HIGH** **ACT** **APT ISA**

CRITICAL TEMPERATURE REMARKS:

"VISUAL PORTION OF FINAL" PENETRATIONS

FINAL TYPE	CIRCLING RW2
20:1	
1203 TREE (39-041677) 410828.4400N/0812507.1000W (3.58)	1211 TREE (39-070903) 410826.4600N/0812506.7300W (1.88)

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.

AIMING POINT IS CENTER OF THE AIRPORT.

NO VDP ESTABLISHED: PROCEDURE IS CIRCLING ALIGNED.
NO ADDITIONAL AIRSPACE REQUIRED.

ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.



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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	8.39
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	2.84
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	285.14
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	1200
DISTANCE FROM	THLD	TO 1500FT POINT	9.39
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	2.94
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	285.14
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	1200

THRESHOLD COORDINATES (IF STR-IN)

ARP COORDINATES 410904.96N/0812454.43W
RUNWAY APCH END AND DIST FURTHEST FROM ARP RUNWAY 2 DISTANCE 0.33 NM
FAF COORDINATES 410628.45N/0811205.47W
FIX NAME COORDINATES

REMARKS

PART E: PREPARED BY

<u>NAME</u>	<u>OFFICE</u>	<u>DATE</u>	<u>TITLE</u>
RALPH P. MILLER	AJV-A422	10/29/2025	AERONAUTICAL INFORMATION SPECIALIST

