

**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>	<u>PROCEDURE NAME</u>	<u>ORIGINAL/AMENDMENT</u>	<u>CITY</u>	<u>STATE</u>		
LAN	ILS OR LOC RWY 10R	11C	LANSING	MI		
<u>AIRPORT ELEVATION</u>	<u>TDZE</u>	<u>SUPERSEDED</u>	<u>ORIGINAL/AMENDMENT</u>	<u>DATED</u>	<u>MAG VAR</u>	<u>EPOCH YEAR</u>
861	861	ILS OR LOC RWY 10R	11B	02/01/2018	5W	1985
<u>FACILITY</u>	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u>	<u>CANCEL/SUSPEND</u>		
I-CPQ			ROUTINE			

TERMINAL ROUTES

FROM	FIX TYPE	TO	FIX TYPE	LEG TYPE	FO/FB	RNP	COURSE	DISTANCE	ALTITUDE
UNSUB/VIO 18.53 DME	IAF	PETKE/RADAR					050.00 & 095.61 (I-CPQ)	2.49 & 8.84	2500
PETKE/RADAR	IF	FAMLI OM/RADAR					095.61 (I-CPQ)	6.10	2400

MISSED APPROACH

MAP:

ILS: DA
LOC: 4.50 NM AFTER FAMLI OM/RADAR

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 2000 THEN CLIMBING LEFT TURN TO 2700 ON HEADING 070 AND ON FNT VORTAC R-257 TO ERRYS INT AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

1. PT	SIDE OF COURSE	OUTBOUND	FT WITHIN	MILES OF	(IAF)		
2. PROFILE STARTS AT PETKE/RADAR							
3. FAC: 095.60	FAF: FAMLI OM/RADAR			DIST FAF TO MAP:	4.50	DIST FAF TO THLD:	4.50
4. MIN ALT: PETKE/RADAR 2500, FAMLI OM/RADAR 2400							
5. DIST TO THLD FROM OM:	MM:	IM:	150 HAT:	GS ANT:	1160		
6. MIN GS INCPT: 2400	GS ALT AT PFAF:			OM:	2348	MM:	IM:
7. GS ANGLE: 3.00	34:1:	20:1:	TCH: 56.1				
8. MSA FROM: KLAN 3000							



EQUIPMENT REQUIREMENTS NOTES:

RADAR REQUIRED

NOTES:

CHART PROFILE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).
CHART NOTE: RWY 10R HELICOPTER VISIBILITY REDUCTION BELOW RVR 4000 NOT AUTHORIZED.
CHART NOTE: FOR INOPERATIVE ALS, INCREASE S-ILS 10R ALL CATS TO RVR 4500 AND S-LOC 10R CATS A/B TO RVR 5500 AND CATS C/D TO 1 3/8 SM.

ADDITIONAL FLIGHT DATA:

CHART VIO R-100 AT UNSUN.
HOLD E, RT, 256.70 INBOUND.
FAS OBST: 1070 AAO 424642N/0844057W.

MINIMUMS:

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

ALTERNATE: NA ☐ ILS: STANDARD; LOC: STANDARD - CAT D 900-3

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 10R	1153	4000	292	1153	4000	292	1153	4000	292	1153	4000	292			
S-LOC 10R	1340	4000	479	1340	4000	479	1340	5000	479	1340	5000	479			
CIRCLING	1340	1	479	1340	1	479	1600	2	739	1760	3	899			

CHANGES - REASONS

- IN MINIMUMS, CHANGED ILS DA/HAT/VIS FROM "1061/200/RVR 2400" TO "1153/292/RVR 4000" - DUE TO NEW MISSED APPROACH & 34:1 SURFACE PENETRATION, CLEARING NOTAM FDC 5/5718.
- IN MINIMUMS, CHANGED S-LOC VISIBILITY FOR CAT A/B FROM "RVR 2400" TO "RVR 4000" - DUE TO 34:1 SURFACE PENETRATIONS.
- IN MINIMUMS, CHANGED CIRCLING CATS A, B MDA/HAT FROM "1380/519" TO "1340/479" - NEW CONTROLLING OBSTACLES VERIFIED BY FLIGHT CHECK EVALUATION.
- CHANGED FAS OBSTACLE FROM: "1080 AAO 424626N/0844132W" TO "1070 AAO 424642N/0844057W"- DUE TO NEW CONTROLLING OBSTACLE.
- IN PROFILE, CHANGED FAC FROM "095.61" TO "095.60"- CURRENT COURSE IN AIRNAV.
- ADDED " CHART NOTE: RWY 10R HELICOPTER VISIBILITY REDUCTION BELOW RVR 4000 NOT AUTHORIZED." - 34:1 PENETRATIONS IDENTIFIED.
- IN ADDITIONAL FLIGHT DATA, REMOVED "CHART NOTE: **RVR 1800 AUTHORIZED WITH USE OF FD OR AP OR HUD TO DA." - NO LONGER QUALIFIES PER 8400.13F, SINCE THE HAT IS ABOVE 200.
- IN ADDITIONAL FLIGHT DATA, REMOVED "CHART: ASR" NOTE - REMOVED FROM CRITERIA IN 8260.19I.
- IN PROFILE, CHANGED OM FROM "2367" TO "2348"- UPDATED CALCULATION USING GS/TCH VALUES FROM AIRNAV.
- REMOVED "CHART PLANVIEW NOTE: RADAR REQUIRED" AND IN EQUIPMENT REQUIREMENTS NOTES, ADDED "RADAR REQUIRED" - IAW 8260.19J PARA 8-2-5.
- IN NOTES, ADDED "CHART NOTE: FOR INOPERATIVE ALS, INCREASE S-ILS 10R ALL CATS TO RVR 4500 AND S-LOC 10R CATS A/B TO RVR 5500 AND CATS C/D TO 1 3/8 SM." - PER 8260.3F TABLE 3-3-1 AND INOPERATIVE COMPONENTS OR VISUAL AIDS TABLE.
- IN ADDITIONAL FLIGHT DATA, REMOVED "CHART CIRCLING ICON." - IAW "REMOVAL OF CIRCLING ICONS" MEMO DATED 5/17/2025.



COORDINATED WITH:

A4A

☒

ALPA

☒

AOPA

☒

APA

☒

HAI

☐

NBAA

☒

OTHER: ZOB, LAN APP CON, LAN ATCT, AMGR

FLIGHT CHECKED BY

OFFICE

DATE

DEVELOPED BY

ALLAN WILL (TEVAR MALONE)

OFFICE

DATE

AJV-A33

05/06/2025

APPROVED BY

KYLE THOMPSON

OFFICE

DATE

TITLE

AJV-A33

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>
LAN	ILS OR LOC RWY 10R	11C	LANSING	MI	861	I-CPQ

PART A: OBSTRUCTION DATA SEGMENTS

INITIAL

FROM UNSUN/VIO 18.53 DME

TO PETKE/RADAR

<u>RNP</u>	<u>DISTANCE</u> 2.49	<u>PAT</u>	<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 (26-001976)	424237.00N/0845941.00W	1206	50	20	2C	1000				AT294	2500
TERRAIN	424218.00N/0850127.00W	916 (900)								AS1500	2400

COMPUTATIONS

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

SEGMENT REMARKS:

INTERMEDIATE

FROM PETKE/RADAR

TO FAMLI OM/RADAR

<u>RNP</u>	<u>DISTANCE</u> 6.10	<u>PAT</u>	<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>
AAO	424557.00N/0844636.00W	1109	50	20	2C	500					1700
TERRAIN	424557.00N/0844636.00W	909 (900)								AS1500	2400

COMPUTATIONS

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

SEGMENT REMARKS:



FINAL: ILS

FROM

GP INTCP

TO

RW10R

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
	4.50		DA				292				
<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 (26-174026)	424646.04N/0843642.53W	949	20	3	1A		34.00:1			MA42	1153

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LOC

FROM

FAMLI OM/RADAR

TO

4.50 NM AFTER FAMLI OM/RADAR

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
	4.50		4.50 NM AFTER FAMLI OM/RADAR				479				
<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>
AAO	424642.00N/0844057.00W	1070	215	8	4B	250				XP20	1340

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

TO MAINTAIN PREVIOUS MINS



MISSED APPROACH: ILS

FROM

DA

TO

ERRYS INT/18.77 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
								944			
<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 (26-174026)	424646.04N/0843642.53W	949	20	3	1A		ASC				2700
TOWER (26-001939)	425356.00N/0841119.00W	1353	500	50	5D	1000					2400
TERRAIN	424612.00N/0841754.00W	984 (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

4.50 NM AFTER FAMLI OM/RADAR

TO

ERRYS INT/18.77 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
								1090			
<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				2700
TOWER (26-001939)	425356.00N/0841119.00W	1353	500	50	5D	1000					2400
TERRAIN	424612.00N/0841754.00W	984 (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
LAN

PROCEDURE NAME
ILS OR LOC RWY 10R

AMDT NO.
11C

CITY
LANSING

STATE
MI

AIRPORT ELEVATION
861

FACILITY
I-CPQ

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											
ANTENNA (26-099775)	424516.00N/0843448.03W	1.30	479	1012	20	10	1B	300		SI	1340
CATEGORY B											
TOWER (26-130053)	424837.40N/0843526.65W	1.84	479	1021	50	20	2C	300			1340
CATEGORY C											
TOWER (26-000009)	424358.00N/0843313.00W	2.89	739	1247	50	50	2D	300		AC50	1600
CATEGORY D											
STACK (26-000056)	424308.00N/0843328.00W	3.77	899	1449	100	20	3C	300			1760

CIRCLING REMARKS:

MSA

CENTER	RADIUS
KLAN	25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	TOWER (26-001692)	424045.27N/0850356.35W	259	22.0	1957	20	3	1A	1000			3000

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

LAN TOWER, ZOB ARTCC, LAN APP CON

<u>WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>WMSCR</u>	<u>ADJUSTMENTS</u>
ASOS	LAN	24	LAN		Y	0
<u>BACK-UP WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>WMSCR</u>	<u>ADJUSTMENTS</u>

WX REMARKS:

ALTERNATE ALTIMETER SETTING NOT REQUIRED, REDUNDANT WEATHER SOURCES.

<u>PRIMARY NAVAID</u>	<u>MONITOR POINT</u>	<u>HRS OPERATION</u>	<u>CAT</u>
I-CPQ	LAN ATCT	24	1

<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>	<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
RW10L	BSC-G	
RW28R	BSC-G	
RW06 - REIL, MIRL, PAPI-4L	NPI-F	
RW24 - REIL, MIRL, PAPI-4L	NPI-F	
RW10R - MALSR, HIRL, PAPI-4L	PIR-F	APPROACH, ROLL OUT
RW28L - MALSR, HIRL, PAPI-4R	PIR-F	APPROACH, ROLL OUT

<u>GLIDESLOPE ANGLE</u>	<u>ELEV RWY THRESHOLD</u>	<u>TCH</u>	<u>ELEV GS ANTENNA</u>	<u>DISTANCE FROM RWY</u>	<u>VGSI ANGLE</u>	<u>TCH</u>
3.00	860.2	56.1	850.0	1160	3.00	72.6

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	CIRCLING RWY 10L
20:1	
850 LIGHTING (26-173554) 424652.8700N/0843509.7400W (0.34)	
FINAL TYPE	CIRCLING RWY 28R



AIRPORT ID	PROCEDURE NAME	AMDT NO.	CITY	STATE	AIRPORT ELEVATION	FACILITY				
LAN	ILS OR LOC RWY 10R	11C	LANSING	MI	861	I-CPQ				
20:1										
917 TREE (26-173217) 424656.8300N/0843359.1000W (7.86)										
FINAL TYPE	ILS, LOC									
34:1										
949 TREE (26-174026) 424646.0400N/0843642.5300W (9.59)			948 TREE (26-174955) 424645.7100N/0843642.7500W (8.12)							
921 TREE (26-173746) 424645.8200N/0843630.8400W (7.24)			945 TREE (26-173789) 424645.5000N/0843642.9700W (4.64)							
945 TREE (26-175075) 424645.5700N/0843643.4200W (3.65)			938 TREE (26-173519) 424647.4800N/0843640.4800W (3.04)							
938 TREE (26-174920) 424645.0800N/0843641.3000W (1.32)			936 TREE (26-173953) 424644.4800N/0843640.7200W (0.61)							
940 TREE (26-174786) 424645.1200N/0843642.6300W (0.4)										
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:

VDP NOT ESTABLISHED - FINAL FACILITY DOES NOT HAVE DME.
PRECIPITOUS TERRAIN EVALUATION COMPLETED.
ALTERNATE MISSED APPROACH REMOVED BY FLIGHT INSPECTION ON AMDT 11.
ORDER 8260.3 CHAPTER 2 APPLIED TO 1073 AAO 424636.00N/0844112.00W.
ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.



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	3.09
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	0.89
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	090.60
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	900
DISTANCE FROM		TO 1500FT POINT	4.50
WIDTH OF		SEGMENT AT 1500FT POINT	1.23
TRUE COURSE OF		SEGMENT CONTAINING 1500FT POINT	090.60
HIGH TERRAIN IN		SEGMENT CONTAINING 1500FT POINT	900

THRESHOLD COORDINATES (IF STR-IN)	424641.53N/0843603.80W
ARP COORDINATES	424643.13N/0843510.34W
RUNWAY APCH END AND DIST FURTHEST FROM ARP	RUNWAY 28L DISTANCE 0.74 NM
FAF COORDINATES	424644.25N/0844210.01W
FIX NAME COORDINATES	

REMARKS

PART E: PREPARED BY

NAME	OFFICE	DATE	TITLE
ALLAN WILL (TEVAR MALONE)	AJV-A33	05/06/2025	AERONAUTICAL INFORMATION SPECIALIST

