

**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
LOC STANDARD INSTRUMENT APPROACH PROCEDURE
TITLE 14 CFR PART 97.25**

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> 2G9	<u>PROCEDURE NAME</u> LOC RWY 25	<u>ORIGINAL/AMENDMENT</u> 5	<u>CITY</u> SOMERSET	<u>STATE</u> PA		
<u>AIRPORT ELEVATION</u> 2275	<u>TDZE</u> 2240	<u>SUPERSEDED</u> LOC RWY 25	<u>ORIGINAL/AMENDMENT</u> 4E	<u>DATED</u> 04/20/2023	<u>MAG VAR</u> 10W	<u>EPOCH YEAR</u> 2000
<u>FACILITY</u> I-SOZ	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<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>
JST VOR/DME	IAF	IZYUR INT/JST 10.40 DME	NOPT				179.73	10.40	4500
IZYUR INT/JST 10.40 DME	IF/IAF	RICKB INT					246.19	6.05	3800

MISSED APPROACH

MAP:

4.92 NM AFTER RICKB INT

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 3400 THEN CLIMBING LEFT TURN TO 4500 ON HEADING 055 AND JST VOR/DME R-180 TO IZYUR INT/JST10.40 DME AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

- | | | | | | |
|--------------|--|----------------|------------------|----------|------------------------|
| 1. PT | SIDE OF COURSE | OUTBOUND | FT WITHIN | MILES OF | (IAF) |
| 2. | HOLD NE IZYUR INT/JST 10.40 DME, RT, 246.19 INBOUND, 4500 FT. IN LIEU OF PT (IAF), MAX 6000. | | | | |
| 3. FAC: | 246.19 | FAF: RICKB INT | DIST FAF TO MAP: | 4.92 | DIST FAF TO THLD: 4.92 |
| 4. MIN ALT: | IZYUR INT/JST 10.40 DME 4500, RICKB INT 3800 | | | | |
| 8. MSA FROM: | JST VOR/DME 4400 | | | | |

EQUIPMENT REQUIREMENTS NOTES:

DME REQUIRED.

NOTES:

CHART NOTE: RWY 25 HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED.
CHART NOTE: CIRCLING NA TO RWYS 14 AND 32.
CHART NOTE: PROCEDURE NA AT NIGHT.

ADDITIONAL FLIGHT DATA:

RICKB TO RW25: 3.00/30.
FAS OBST: 2609 AAO 400454N/0785421W.
CHART CIRCLING ICON.



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

ALTERNATE: NA ☐ STANDARD - CAT C, D 1300-3, NA WHEN LOCAL WEATHER NOT AVAILABLE.

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-25	2860	1	620	2860	1	620	2860	1 3/4	620	2860	1 3/4	620			
CIRCLING	2860	1	585	2920	1	645	3520	3	1245	3520	3	1245			

CHANGES - REASONS

- TERMINAL ROUTES: CHANGED INTERMEDIATE ROUTE FROM "IZYUR INT/JST 10.40 DME TO SYS NDB" TO "IZYUR INT/JST 10.40 DME TO RICKB INT" - SYS NDB DECOMMISSIONED.
- MISSED APPROACH INSTRUCTIONS: MAP CHANGED FROM "4.92 NM AFTER SYS NDB" TO "4.92 NM AFTER RICKB INT" - SYS NDB DECOMMISSIONED.
- PROFILE LINE 1: REMOVE PROCEDURE TURN - PER ATC REQUEST.
- PROFILE LINE 2: ADDED HOLD-IN-LIEU AT IZYUR - PER ATC REQUEST.
- PROFILE LINE 3: CHANGE FAF: "SYS NDB" TO "RICKB INT" - SYS NDB DECOMMISSIONED.
- PROFILE LINE 4: CHANGE MIN ALT: "SYS NDB 3800" TO "RICKB INT 3800" - SYS NDN DECOMMISSIONED.
- PROFILE LINE 8: CHANGE MSA FROM: "SYS NDB 4500" TO "JST VOR/DME 4400" - SYS NDB DECOMMISSIONED.
- MISSED APPROACH INSTRUCTIONS: CHANGED FROM "CLIMB TO 4500 THEN RIGHT TURN DIRECT SYS NDB AND HOLD" TO "CLIMB TO 3400 THEN CLIMBING LEFT TURN TO 4500 ON HEADING 055 AND JST VOR/DME R-180 TO IZYUR INT/JST10.40 DME AND HOLD" - PER ATC/FPT REQUEST, SYS NDB DECOMMISSIONED.
- CHART NOTES: REMOVED "ADF REQUIRED" - NO LONGER REQUIRED SYS DECOMMISSIONED.
- ADDITIONAL FLIGHT DATA: CHANGED FROM "SYS NDB TO RWY25: 3.00/30" TO "RICKB TO RW25: 3.00/30" - NO LONGER NEEDED SYS NDB DECOMMISSIONED AND FAF IS REPLACED WITH RICKB FIX.
- ADDITIONAL FLIGHT DATA: GENERATED HOLDING COURSE REMOVED - NO LONGER NEEDED 8260.19J, 8-6-6 (G).
- ADDITIONAL FLIGHT DATA: CHART FAS OBS CHANGED FROM: "2285 TREE (42-028749) 400240N/0785958W" TO "2609 AAO 400454N/0785421W" - NEW OBSTACLE SURVEY.
- MINIMUMS: INCREASED LOC MDA/HAT ALL CATS FROM "2700/460" TO 2860/620" - TO MITIGATE NEW CONTROLLING OBSTACLES, NEW OBSTACLE SURVEY.
- MINIMUMS: CHANGED LOC CAT C VISIBILITY FROM "1 3/8" TO "1 3/4" AND CAT D "1 1/2 TO 1 3/4" - TO MITIGATE NEW CONTROLLING OBSTACLES, NEW OBSTACLE SURVEY.
- MINIMUMS: INCREASED CIRCLING MDA/HAA CAT A FROM "2820/545 TO "2860/585" - PER CRITERIA .8260.3E 3-2-1(H).

02/03/25: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 06/04/24.
1. EQUIPMENT REQUIREMENTS NOTES: ADDED "DME REQUIRED".

COORDINATED WITH:

A4A ☐ ALPA ☒ AOPA ☒ APA ☐ HAI ☐ NBAA ☒ OTHER: ZOB ARTCC, ARPT MGR

FLIGHT CHECKED BY
JAMES LUTHER REINEBOLD

Digitally signed by
DAVID DANNER
Feb 10, 2025

OFFICE
FIOG

DATE
02/01/2025

DEVELOPED BY
TRAVIS BRISTOW

Digitally signed by
TRAVIS D BRISTOW
Feb 06, 2025

OFFICE
AJV-A421

DATE
06/04/2024

APPROVED BY
DAVID DANNER

Digitally signed by
DAVID DANNER
Feb 10, 2025

OFFICE
AJV-A421

DATE
03/13/2025

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>
2G9	LOC RWY 25	5	SOMERSET	PA	2275	I-SOZ

PART A: OBSTRUCTION DATA SEGMENTS

INITIAL

FROM JST VOR/DME **TO** IZYUR INT/JST 10.40 DME

<u>RNP</u>	<u>DISTANCE</u> 10.40	<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	400712.00N/0784357.00W	3035				1000				PR90 AT375	4500
TERRAIN	400712.00N/0784357.00W	2834 (2800)								AS1500	4300

COMPUTATIONS

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

SEGMENT REMARKS:

INTERMEDIATE

FROM IZYUR INT/JST 10.40 DME (IF/IAF) **TO** RICKB INT

<u>RNP</u>	<u>DISTANCE</u> 6.05	<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>
WINDMILL (42-020132)	400638.37N/0785114.32W	3108	500	125	5E	500				AC125	3800
TERRAIN	400648.00N/0785139.00W	2719 (2700)								AS1000	3700

COMPUTATIONS

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

SEGMENT REMARKS:



FINAL

FROM

RICKB INT

TO

4.92 NM AFTER RICKB INT

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
	4.92		4.92 NM AFTER RICKB INT				620				
<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	400454.00N/0785421.00W	2609	215	8	4B	250					2860

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

IZYUR INT/JST 10.40 DME

TO

P-5

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
		P-5									
<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>
WINDMILL (42-020418)	401447.97N/0784214.46W	3226	500	125	5E	1000				PR120 AT154	4500
TERRAIN	401424.00N/0784148.00W	2870 (2900)								AS1500	4400

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MISSSED APPROACH

FROM

4.92 NM AFTER RICKB INT

TO

IZYUR INT/JST 10.40 DME

<u>RNP</u>	<u>DISTANCE</u>	<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							ASC				4500
WINDMILL (42-020547)	400126.08N/0784745.02W	3328	500	125	5E	1000				PR90	4500
TERRAIN	400333.00N/0784530.00W	2992 (3000)								AS1500	4500

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

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	400048.00N/0790100.00W	1.33	585	2518	215	8	4B	300		AT42	2860
CATEGORY B											
TREE	400015.00N/0790142.00W	1.89	645	2607	215	8	4B	300			2920
CATEGORY C											
WINDMILL (42-003290)	400009.27N/0785948.40W	2.99	1245	2897	250	50	4D	300		AC50 XP273	3520
CATEGORY D											
WINDMILL (42-003282)	395934.13N/0785832.25W	3.91	1245	3012	250	50	4D	300		AC50 XP158	3520

CIRCLING REMARKS:

XP CAT C - CURRENT PUBLISHED MINIMUMS. XP CAT D - CURRENT PUBLISHED MINIMUMS.

MSA

CENTER

JST VOR/DME

RADIUS

25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	AAO	401721.00N/0783348.00W	103	12.5	3350	215	8	4B	1000			4400

MSA REMARKS:

QUALITY
39
CHECKED

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

ZOB ARTCC, AOO FSS

<u>WX SERVICE</u> AWOS-3P	<u>LOCATION</u> 2G9	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> 2G9	<u>DISTANCE</u> 0	<u>WMSCR</u> Y	<u>ADJUSTMENTS</u> 0
<u>BACK-UP WX SERVICE</u> ASOS	<u>LOCATION</u> JST	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> JST	<u>DISTANCE</u> 18.56	<u>WMSCR</u> Y	<u>ADJUSTMENTS</u> 44

WX REMARKS:

RASS PRESSURE PATTERNS ARE THE SAME
K2G9 2275 MSL
KJST 2284 MSL
RA = 44.0

<u>PRIMARY NAVAID</u> I-SOZ	<u>MONITOR POINT</u> SHERIFF OFFICE	<u>HRS OPERATION</u> 24	<u>CAT</u> 1
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<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>	<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
RW32		
RW14		
RW07 - REIL (PCL), MIRL (PCL), PAPI-2L (PCL)	NPI-F	
RW25 - REIL (PCL), MIRL (PCL), PVASI-PSIL (PCL)	NPI-F	

<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> 3.00	<u>TCH</u> 29.0
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FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	☒	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE
ON CENTERLINE	☒	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	
20:1		
2222 TREE (42-027320) 400235.4800N/0790019.6600W (0.78)		QUALITY 39 CHECKED
FINAL TYPE	LOC	

<u>AIRPORT ID</u> 2G9	<u>PROCEDURE NAME</u> LOC RWY 25	<u>AMDT NO.</u> 5	<u>CITY</u> SOMERSET	<u>STATE</u> PA	<u>AIRPORT ELEVATION</u> 2275	<u>FACILITY</u> I-SOZ
20:1						
2222 TREE (42-027320) 400235.4800N/0790019.6600W (0.78)						
FINAL TYPE	LOC					
34:1						
2238 TREE (42-028747) 400241.4200N/0790014.0100W (4.29)				2222 TREE (42-027320) 400235.4800N/0790019.6600W (0.78)		
2213 POLE (42-133084) 400235.2000N/0790020.2000W (1.35)						
<u>PENETRATIONS REMARKS:</u>						

HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS

and/or

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

<u>PENETRATIONS REMARKS:</u>

PART C: GENERAL REMARKS:

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

VDP NOT ESTABLISHED - 20:1 OBSTACLES AND NO DME ESTABLISHED.

CONTINGENCY NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE JST ALTIMETER SETTING AND INCREASE ALL MDAS 60 FEET. INCREASE S-25 CAT C/D VISIBILITY 1/8 SM.

100 FT VEGETATION HEIGHT USED.

CIRCLING RWY 14-32 NA: UNLIT TURF RUNWAY.

ORDER 8260.3 CHAPTER 2 APPLIED TO 2674 AAO 400457.00N/0785412.00W.

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	3.59
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	0.99
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	236.19
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	2400
DISTANCE FROM	FAF	TO 1500FT POINT	7.00
WIDTH OF	INTERMEDIATE	SEGMENT AT 1500FT POINT	8.00
TRUE COURSE OF	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	236.19
HIGH TERRAIN IN	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	2700

THRESHOLD COORDINATES (IF STR-IN)	400233.69N/0790027.26W
ARP COORDINATES	400218.61N/0790055.07W
RUNWAY APCH END AND DIST FURTHEST FROM ARP	RUNWAY 25 DISTANCE 0.44 NM
FAF COORDINATES	400518.10N/0785507.38W
FIX NAME COORDINATES	IF/IAF IZYUR 400839.61N/0784834.11W

REMARKS

WIDTH OF INTERMEDIATE PREDICATED ON NOPT INTERMEDIATE SEGMENT AT IZYUR.

PART E: PREPARED BY

NAME	OFFICE	DATE	TITLE
TRAVIS BRISTOW	AJV-A421	06/04/2024	AERONAUTICAL INFORMATION SPECIALIST

