

US DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION							ILS - STANDARD INSTRUMENT APPROACH PROCEDURE TITLE 14 CFR PART 97.29										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		ILS: DA LOC: 5.07 NM AFTER CRAYG INT/I-RNE 4.85 DME/RADAR OR AT I-RNE 0.23 DME													
ACK VOR/DME				UFTAC INT/I-RNE 10.89 DME/RADAR			239.98 / 13.97				2300		CLIMB TO 1800 DIRECT ACK VOR/DME AND HOLD, CONTINUE CLIMB-IN-HOLD TO 1800.													
MVY VOR/DME (IAF)				UFTAC INT/I-RNE 10.89 DME/RADAR (NOPT)			150.02 / 23.63 (ACK LR-249)				2300		ALTERNATE MA (DO NOT CHART): CLIMB TO 1800 ON HEADING 061 AND ON MVY VOR/DME R-115 TO WAIVS/MVY 28.90 DME/RADAR AND HOLD. (RADAR OR DME REQUIRED).													
UFTAC INT/I-RNE 10.89 DME/RADAR (IF/IAF)				CRAYG INT/I-RNE 4.85 DME/RADAR			061.01 / 6.04 (I-RNE)				1700		ADDITIONAL FLIGHT DATA: HOLD NE, RT, 241.00 INBOUND. CHART IN PLANVIEW: ALTERNATE MA HOLDING, HOLD SE WAIVS/28.90 DME/RADAR, RT, 293.61 INBOUND. FAS OBST: 125 BOAT 411322N/0700620W. CHART IN PROFILE: I-RNE DME ANTENNA. CHART VDP AT 0.70 DME* DISTANCE VDP TO THLD 0.92 NM. *LOC ONLY. CHART IN PLANVIEW: WAIVS/28.90 DME/RADAR. CHART CIRCLING ICON.													
THIS IS A CORRECTED COPY OF A PROCEDURE ORIGINALLY PUBLISHED IN TL 18-06.																										
1. PT _____ SIDE OF COURSE _____ OUTBOUND _____ FT WITHIN _____ MILES OF _____ (IAF)																										
2. HOLD SW UFTAC, RT, 061.01 INBOUND, 2300 FT. IN LIEU OF PT (IAF)																										
3. FAC: 061.01 FAF: CRAYG INT/I-RNE 4.85 DME/RADAR DIST FAF TO MAP: 5.07 THLD: 5.07																										
4. MIN. ALT: UFTAC 2300, CRAYG 1700																										
5. DIST TO THLD FROM OM: _____ MM: _____ IM: _____ 150 HAT: _____ 100 HAT: _____ GS ANT: 960																										
6. MIN GS INCPT: 1700 GS ALT AT: CRAYG 1700 OM: _____ MM: _____ IM: _____																										
7. GS ANGLE: 3.00 TCH: 56.7																										
8. MSA FROM: ACK VOR/DME 1600																										
MAG VAR: 16W EPOCH YEAR: 1995																										
MINIMUMS																										
TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT														ALTERNATE: N A		ILS: STANDARD #		LOC: STANDARD @								
CATEGORY =====>		A			B			C			D			E												
	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA											
S-ILS 06	238	4000	200	238	4000	200	238	4000	200	238	4000	200														
S-LOC 06	380	4000	342	380	4000	342	380	4000	342	380	4000	342														
CIRCLING	480	1	433	500	1	453	720	2	673	720	2 1/4	673														
NOTES: CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE HYANNIS ALTIMETER SETTING AND INCREASE S-ILS 6 DA TO 301 AND ALL MDA 80 FEET; INCREASE S-LOC 6 CATS, C/D VISIBILITY TO RVR 5000 AND CIRCLING CATS C/D VISIBILITY 1/4 SM. CHART NOTE: INOPERATIVE TABLE DOES NOT APPLY TO S-ILS 6. (CONTINUED ON PAGE 2)																										
# @ NA WHEN CONTROL TOWER CLOSED. # @ NA WHEN LOCAL WEATHER NOT AVAILABLE # CAT C 700-2, CAT D 700-2 1/4 @ CAT D 800-2 1/4																										
CITY AND STATE NANTUCKET, MA				ELEVATION: 47 TDZE: 38 AIRPORT NAME: NANTUCKET MEMORIAL				FACILITY IDENTIFIER: I-RNE		PROCEDURE NO./AMDT NO./EFFECTIVE DATE: ILS OR LOC RWY 6, AMDT 2A 29 MARCH 2018							SUP: AMDT: 2 DATED 09/15/2016									

ILS - STANDARD
INSTRUMENT APPROACH PROCEDURE - TITLE 14 CFR PART 97.29

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NOTES, (CONT.):
CHART NOTE: FOR INOPERATIVE ALS, INCREASE S-LOC 6 CAT D VISIBILITY TO RVR 5500.
CHART NOTE: FOR INOPERATIVE ALS WHEN USING HYANNIS ALTIMETER SETTING, INCREASE S-ILS 6 ALL CATS
VISIBILITY TO RVR 4500 AND S-LOC 6 CAT D VISIBILITY TO 1 1/4 SM.
CHART NOTE: VDP NA WHEN USING HYANNIS ALTIMETER SETTING.



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				AMDT: 2
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