

**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> KESC	<u>PROCEDURE NAME</u> ILS OR LOC RWY 10	<u>ORIGINAL/AMENDMENT</u> 3B	<u>CITY</u> ESCANABA	<u>STATE</u> MI		
<u>AIRPORT ELEVATION</u> 609	<u>TDZE</u> 609	<u>SUPERSEDED</u> ILS OR LOC RWY 9	<u>ORIGINAL/AMENDMENT</u> 3A	<u>DATED</u> 07/14/2022	<u>MAG VAR</u> 5W	<u>EPOCH YEAR</u> 2025
<u>FACILITY</u> I-ESC	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u> 3 NOVEMBER 2022	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>CANCEL/SUSPEND</u>		

**TERMINAL ROUTES**

FROM	FIX TYPE	TO	FIX TYPE	LEG TYPE	FO/FB	RNP	COURSE	DISTANCE	ALTITUDE
ESC VOR/DME		PIKLE LOM/I-ESC LOC/DME 5.96 DME					269.65	5.69	2500
VNZNT/ESC VOR/DME 12.00 DME CCW	IAF	REBON/I-ESC LOC/DME 12.28 DME	NOPT				12.00 DME ARC (ESC LR-280)		2500
MAARC/ESC VOR/DME 12.00 DME CW	IAF	REBON/I-ESC LOC/DME 12.28 DME	NOPT				12.00 DME ARC (ESC LR-260)		2500
REBON/I-ESC LOC/DME 12.28 DME	IF	PIKLE LOM/I-ESC LOC/DME 5.96 DME					095.88	6.32 (I-ESC)	2200

**MISSED APPROACH**

**MAP:**

ILS: DA  
LOC: 4.75 NM AFTER PIKLE LOM/I-ESC 5.96 DME OR AT I-ESC LOC/DME 1.22 DME

**MISSED APPROACH INSTRUCTIONS:**

CLIMB TO 2100 THEN CLIMBING RIGHT TURN TO 2500 DIRECT ESC VOR/DME AND HOLD.

**ALTERNATE MISSED APPROACH INSTRUCTIONS (DO NOT CHART):**

CLIMB TO 2100 THEN CLIMBING RIGHT TURN TO 2500 DIRECT PIKLE LOM AND HOLD. (ADF REQUIRED.)



**PROFILE:**

1. PT L SIDE OF COURSE 275.88 OUTBOUND 2500 FT WITHIN 10 MILES OF PIKLE LOM (IAF)  
 2.  
 3. FAC: 095.88 FAF: PIKLE LOM/I-ESC LOC/DME 5.96 DME DIST FAF TO MAP: 4.75 DIST FAF TO THLD: 4.75  
 4. MIN ALT: PIKLE LOM/I-ESC LOC/DME 5.96 DME 2200  
 5. DIST TO THLD FROM OM: 4.75 MM: IM: 150 HAT: GS ANT: 1220  
 6. MIN GS INCPT: 2200 GS ALT AT PFAF : OM: 2198 MM: IM:  
 7. GP ANGLE: 3.00 34:1 20:1 TCH: 56.1  
 8. MSA FROM: ES LOM 060-205 2300, 205-310 2600, 310-060 3100

**EQUIPMENT REQUIREMENTS NOTES:**

ADF OR DME REQUIRED FOR PROCEDURE ENTRY.  
 ADF OR DME REQUIRED FOR LOC ONLY.

**NOTES:**

CHART PROFILE NOTE: USE I-ESC DME WHEN ON THE LOCALIZER COURSE.  
 CHART PLANVIEW NOTE: CAUTION: MAGNETIC DISTURBANCES OF AS MUCH AS 14 DEGREES EXIST AT GROUND LEVEL AT ESCANABA.

**ADDITIONAL FLIGHT DATA:**

CHART IN PLANVIEW: ALTERNATE MA HOLDING, HOLD W PIKLE LOM/I-ESC LOC/DME 5.96 DME, RT, 093.88 INBOUND.  
 HOLD W, RT, 085.96 INBOUND.  
 CHART FAS OBST: 907 TREE 454310N/0871021W.  
 CHART VDP AT 2.74 DME;  
 DISTANCE VDP TO THLD 1.52 NM.  
 CHART ESC R-341 AT VNZNT.  
 CHART ESC R-216 AT MAARC.  
 CHART CIRCLING ICON.

**MINIMUMS:**

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

**ALTERNATE:** NA  ILS: STANDARD - NA WHEN LOCAL WEATHER NOT AVAILABLE.; LOC: STANDARD - CAT D 900-2 3/4, NA WHEN LOCAL WEATHER NOT AVAILABLE.

CATEGORY:	A			B			C			D			E		
	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	809	1/2	200	809	1/2	200	809	1/2	200	809	1/2	200			
S-LOC 10	1160	1/2	551	1160	1/2	551	1160	1 1/8	551	1160	1 1/8	551			
CIRCLING	1160	1	551	1160	1	551	1280	2	671	1480	2 3/4	871			



**CHANGES - REASONS**

1. I-ESC MAG VAR/EPOCH YEAR CHANGED FROM 3W/1985 TO 5W/2025 - MAGVAR UPDATED TO NEW EPOCH YEAR
2. RWY 9/27 CHANGED TO RWY 10/28 - AIRPORT/I-ESC MAG VAR CHANGED FROM 3W/1985 TO 5W/2025
3. CHANGED INOPERATIVE NOTE REFERENCE TO RWY 9 TO RWY 10 - RWY NUMBERING CHANGE PER FPT
4. PROFILE LINE 3 FAC CHANGED FROM FAC 093.88 TO 095.88 - MAG VAR CHANGE
5. UPDATED BACK-UP ALTIMETER NOTE FROM "WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE MARQUETTE ALTIMETER SETTING AND INCREASE S-ILS 9 DA TO 987 FEET AND ALL VISIBILITIES 1/8 SM. INCREASE ALL MDAS 180 FEET AND S-LOC 9 VISIBILITY CAT C/D 1/2 SM, AND CIRCLING VISIBILITY CAT C/D 1/2 SM" TO "WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE MARQUETTE ALTIMETER SETTING AND INCREASE S-ILS 10 DA TO 987 FEET AND ALL VISIBILITIES 1/8 SM; INCREASE ALL MDAS 180 FEET AND VISIBILITY CAT C AND D 1/2 SM" AND MOVED TO BACK OF -9 - 8260.19I.
6. UPDATED NOTE FROM "FOR INOPERATIVE ALS WHEN USING MARQUETTE ALTIMETER SETTING, INCREASE S-ILS 9 ALL CATS VISIBILITY TO 1 SM, AND S-LOC 9 CATS C/D VISIBILITY TO 2 SM." TO "FOR INOPERATIVE ALS WHEN USING MARQUETTE ALTIMETER SETTING, INCREASE S-ILS 10 ALL CATS VISIBILITY TO 1 SM, AND S-LOC 10 CATS C/D VISIBILITY TO 2 SM." AND MOVED TO THE BACK OF THE -9. - 8260.19I AND RUNWAY RENUMBERING.

**COORDINATED WITH:**

**A4A**  **ALPA**  **AOPA**  **APA**  **HAI**  **NBAA**  **OTHER:** ZMP, 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**  
Jul 21, 2022

**DEVELOPED BY**

TYLER MITCHELL

*Digitally signed by*  
**TYLER D MITCHELL**  
Jun 13, 2022

**OFFICE**

AJV-A432

**DATE**

05/09/2022

**APPROVED BY**

CASIMIR TABAKA

*Digitally signed by*  
**CASIMIR L TABAKA**  
Jul 21, 2022

**OFFICE**

AJV-A430

**DATE**

05/09/2022

**TITLE**  
MANAGER

