

|                                                                                                                                                                                                                                                                                                            |        |      |                                                               |        |      |         |                                                                            |       |                                                                                         |        |                 |         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |       |                                      |                                                                                                                                                                                                                                                                                                                                                                      |  |  |  |  |  |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------|------|---------------------------------------------------------------|--------|------|---------|----------------------------------------------------------------------------|-------|-----------------------------------------------------------------------------------------|--------|-----------------|---------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|--------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|--|--|--|
| US DEPARTMENT OF TRANSPORTATION<br>FEDERAL AVIATION ADMINISTRATION                                                                                                                                                                                                                                         |        |      |                                                               |        |      |         | ILS - STANDARD<br>INSTRUMENT APPROACH PROCEDURE<br>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<br>LOC: 4.55 NM AFTER MAYBN INT/I-PVO 4.39 DME/RADAR                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |       |                                      |                                                                                                                                                                                                                                                                                                                                                                      |  |  |  |  |  |
| ACY VORTAC                                                                                                                                                                                                                                                                                                 |        |      | CARYL INT/I-PVO 10.50 DME                                     |        |      |         | 308.62 / 11.49                                                             |       |                                                                                         |        | 2000            |         | CLIMB TO 600 THEN CLIMBING LEFT TURN TO 2000 ON ACY VORTAC R-090 TO SMITS INT/ACY 11.00 DME AND HOLD.<br><br>ALTERNATE MA (DO NOT CHART): CLIMB TO 600 THEN CLIMBING LEFT TURN TO 2000 ON HEADING 076 AND VCN VOR/DME R-106 TO SMITS INT/VCN 29.13 DME AND HOLD.<br><br>ADDITIONAL FLIGHT DATA:<br>HOLD E, RT, 270.00 INBOUND.<br>CHART IN PLANVIEW: ALTERNATE MA HOLDING, HOLD E SMITS INT/VCN 29.13 DME, RT, 285.73 INBOUND<br>CHART FAS OBST: 170 TOWER 392902N/0743835W<br>CHART: 270 TOWER 393109N/0744134W<br>CHART: ASR.<br>CHART VDP AT 0.89 DME*<br>DISTANCE VDP TO THLD 1.05 NM.<br>*LOC ONLY. |       |                                      |                                                                                                                                                                                                                                                                                                                                                                      |  |  |  |  |  |
| VCN VOR/DME (IAF)                                                                                                                                                                                                                                                                                          |        |      | CARYL INT/I-PVO 10.50 DME (NOPT)                              |        |      |         | 095.78 / 8.07                                                              |       |                                                                                         |        | 2000            |         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |       |                                      |                                                                                                                                                                                                                                                                                                                                                                      |  |  |  |  |  |
| CARYL INT/I-PVO 10.50 DME (IF/IAF)                                                                                                                                                                                                                                                                         |        |      | MAYBN INT/I-PVO 4.39 DME/RADAR                                |        |      |         | 127.99 / 6.10 (I-PVO)                                                      |       |                                                                                         |        | 1600            |         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |       |                                      |                                                                                                                                                                                                                                                                                                                                                                      |  |  |  |  |  |
| THIS IS A CORRECTED COPY OF A PROCEDURE ORIGINALLY PUBLISHED IN TL 17-19.                                                                                                                                                                                                                                  |        |      |                                                               |        |      |         |                                                                            |       |                                                                                         |        |                 |         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |       |                                      |                                                                                                                                                                                                                                                                                                                                                                      |  |  |  |  |  |
| 1. PT _____ SIDE OF COURSE _____ OUTBOUND _____ FT WITHIN _____ MILES OF _____ (IAF)                                                                                                                                                                                                                       |        |      |                                                               |        |      |         |                                                                            |       |                                                                                         |        |                 |         | MAG VAR: 10W EPOCH YEAR: 1965                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |       |                                      |                                                                                                                                                                                                                                                                                                                                                                      |  |  |  |  |  |
| 2. HOLD NW CARYL, RT, 127.99 INBOUND, 2000 FT. IN LIEU OF PT (IAF)                                                                                                                                                                                                                                         |        |      |                                                               |        |      |         |                                                                            |       |                                                                                         |        |                 |         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |       |                                      |                                                                                                                                                                                                                                                                                                                                                                      |  |  |  |  |  |
| 3. FAC: 127.99 FAF: MAYBN INT/I-PVO 4.39 DME/RADAR DIST FAF TO MAP: 4.55 THLD: 4.55                                                                                                                                                                                                                        |        |      |                                                               |        |      |         |                                                                            |       |                                                                                         |        |                 |         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |       |                                      |                                                                                                                                                                                                                                                                                                                                                                      |  |  |  |  |  |
| 4. MIN. ALT: CARYL 2000, MAYBN 1600                                                                                                                                                                                                                                                                        |        |      |                                                               |        |      |         |                                                                            |       |                                                                                         |        |                 |         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |       |                                      |                                                                                                                                                                                                                                                                                                                                                                      |  |  |  |  |  |
| 5. DIST TO THLD FROM OM: _____ MM: _____ IM: _____ 150 HAT: _____ 100 HAT: _____ GS ANT: 1109                                                                                                                                                                                                              |        |      |                                                               |        |      |         |                                                                            |       |                                                                                         |        |                 |         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |       |                                      |                                                                                                                                                                                                                                                                                                                                                                      |  |  |  |  |  |
| 6. MIN GS INCPT: 1600 GS ALT AT: MAYBN 1600 OM: _____ MM: _____ IM: _____                                                                                                                                                                                                                                  |        |      |                                                               |        |      |         |                                                                            |       |                                                                                         |        |                 |         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |       |                                      |                                                                                                                                                                                                                                                                                                                                                                      |  |  |  |  |  |
| 7. GS ANGLE: 3.00 TCH: 58.2                                                                                                                                                                                                                                                                                |        |      |                                                               |        |      |         |                                                                            |       |                                                                                         |        |                 |         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |       |                                      |                                                                                                                                                                                                                                                                                                                                                                      |  |  |  |  |  |
| 8. MSA FROM: ACY VORTAC 090-270 1800, 270-090 2100                                                                                                                                                                                                                                                         |        |      |                                                               |        |      |         |                                                                            |       |                                                                                         |        |                 |         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |       |                                      |                                                                                                                                                                                                                                                                                                                                                                      |  |  |  |  |  |
| 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 13                                                                                                                                                                                                                                                                                                   | 275    | 1800 | 200                                                           | 275    | 1800 | 200     | 275                                                                        | 1800  | 200                                                                                     | 275    | 1800            | 200     | 275                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | 2400  | 200                                  |                                                                                                                                                                                                                                                                                                                                                                      |  |  |  |  |  |
| S-LOC 13                                                                                                                                                                                                                                                                                                   | 480    | 2400 | 405                                                           | 480    | 2400 | 405     | 480                                                                        | 4000  | 405                                                                                     | 480    | 4000            | 405     | 480                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | 4000  | 405                                  |                                                                                                                                                                                                                                                                                                                                                                      |  |  |  |  |  |
| CIRCLING                                                                                                                                                                                                                                                                                                   | 540    | 1    | 465                                                           | 540    | 1    | 465     | 540                                                                        | 1 1/2 | 465                                                                                     | 640    | 2               | 565     | 760                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | 2 1/2 | 685                                  |                                                                                                                                                                                                                                                                                                                                                                      |  |  |  |  |  |
|                                                                                                                                                                                                                                                                                                            |        |      |                                                               |        |      |         |                                                                            |       |                                                                                         |        |                 |         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |       |                                      |                                                                                                                                                                                                                                                                                                                                                                      |  |  |  |  |  |
|                                                                                                                                                                                                                                                                                                            |        |      |                                                               |        |      |         |                                                                            |       |                                                                                         |        |                 |         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |       |                                      |                                                                                                                                                                                                                                                                                                                                                                      |  |  |  |  |  |
|                                                                                                                                                                                                                                                                                                            |        |      |                                                               |        |      |         |                                                                            |       |                                                                                         |        |                 |         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |       |                                      |                                                                                                                                                                                                                                                                                                                                                                      |  |  |  |  |  |
|                                                                                                                                                                                                                                                                                                            |        |      |                                                               |        |      |         |                                                                            |       |                                                                                         |        |                 |         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |       |                                      |                                                                                                                                                                                                                                                                                                                                                                      |  |  |  |  |  |
| NOTES:<br>CHART PROFILE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).<br>CHART NOTE: FOR INOPERATIVE ALS, INCREASE S-ILS 13 CAT E VISIBILITY TO RVR 4000 AND S-LOC 13 CATS C/D/E VISIBILITY TO RVR 6000.<br>CHART PROFILE NOTE: USE I-PVO DME WHEN ON THE LOCALIZER COURSE. |        |      |                                                               |        |      |         |                                                                            |       |                                                                                         |        |                 |         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |       |                                      |                                                                                                                                                                                                                                                                                                                                                                      |  |  |  |  |  |
| CITY AND STATE<br>ATLANTIC CITY, NJ                                                                                                                                                                                                                                                                        |        |      | ELEVATION: 75 TDZE: 75<br>AIRPORT NAME:<br>ATLANTIC CITY INTL |        |      |         | FACILITY IDENTIFIER:<br>I-PVO                                              |       | PROCEDURE NO./AMDT NO./EFFECTIVE DATE:<br>ILS OR LOC RWY 13, AMDT 8B<br>12 OCTOBER 2017 |        |                 |         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |       | SUP:<br>AMDT: 8A<br>DATED 02/07/2013 |                                                                                                                                                                                                                                                                                                                                                                      |  |  |  |  |  |