

**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</u><br>BOONE COUNTY   | <u>AIRPORT ID</u><br>KHRO        | <u>PROCEDURE NAME</u><br>ILS OR LOC RWY 36    | <u>ORIGINAL/AMENDMENT</u><br>1            | <u>CITY</u><br>HARRISON    | <u>STATE</u><br>AR        |
| <u>AIRPORT ELEVATION</u><br>1365 | <u>TDZE</u><br>1351              | <u>SUPERSEDED</u><br>ILS RWY 36               | <u>ORIGINAL/AMENDMENT</u><br>ORIG-A       | <u>DATED</u><br>02/16/2006 | <u>MAG VAR</u><br>4E      |
| <u>FACILITY</u><br>I-HRO         | <u>COORDINATES OF FACILITIES</u> | <u>ACTUAL EFFECTIVE DATE</u><br>26 MARCH 2020 | <u>REQUIRED EFFECTIVE DATE</u><br>ROUTINE | <u>CANCEL/SUSPEND</u>      | <u>EPOCH YEAR</u><br>1990 |

**TERMINAL ROUTES**

| FROM                  | FIX TYPE | TO                    | FIX TYPE | LEG TYPE | FO/FB | RNP | COURSE | DISTANCE     | ALTITUDE |
|-----------------------|----------|-----------------------|----------|----------|-------|-----|--------|--------------|----------|
| HRO VOR/DME           |          | ZENUN/I-HRO 12.61 DME |          |          |       |     | 167.93 | 15.69        | 3700     |
| ZENUN/I-HRO 12.61 DME | IF/IAF   | BOLTE/I-HRO 6.61 DME  |          |          |       |     | 358.83 | 6.00 (I-HRO) | 3200     |

**MISSED APPROACH**

**MAP:**

ILS: DA  
LOC: HOTIX/I-HRO 1.58 DME

**MISSED APPROACH INSTRUCTIONS:**

CLIMB TO 1900 THEN CLIMBING LEFT TURN TO 3700 DIRECT HRO VOR/DME AND HOLD, CONTINUE CLIMB-IN HOLD TO 3700

**ALTERNATE MISSED APPROACH INSTRUCTIONS:**

**PROFILE:**

1. PT SIDE OF COURSE OUTBOUND FT WITHIN MILES OF (IAF)
2. HOLD S ZENUN, RT, 358.83 INBOUND, 3700 FT. IN LIEU OF PT (IAF), MAX 5800.
3. FAC: 358.83 FAF: BOLTE/I-HRO 6.61 DME DIST FAF TO MAP: DIST FAF TO THLD: 5.64
4. MIN ALT: ZENUN/I-HRO 12.61 DME 3700, BOLTE/I-HRO 6.61 DME 3200, WOSET/I-HRO LOC 2.59 DME 1900\*
5. DIST TO THLD FROM OM: MM: IM: 150 HAT: GS ANT: 1051
6. MIN GS INCPT: 3200 GS ALT AT FAF : BOLTE/I-HRO 6.61 DME 3200 OM: MM: IM:
7. GP ANGLE: 3.00 34:1: 20:1: TCH: 52.0
8. MSA FROM: HRO VOR/DME 3700

**EQUIPMENT REQUIREMENTS NOTES:**

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



**NOTES:**

CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVAL ON HRO VOR/DME AIRWAY RADIALS 172 CW 219.  
 CHART PROFILE NOTE: USE I-HRO DME WHEN ON THE LOCALIZER COURSE.  
 \*LOC ONLY  
 CHART IN PLANVIEW ONLY: HRO VOR/DME 15.7 DME AT ZENUN.

**ADDITIONAL FLIGHT DATA:**

CHART CIRCLING ICON.  
 CHART PLANVIEW NOTE: LOC FINAL OFFSET 2.72 DEGREES.  
 CHART FAS OBST: 1427 TREE 361509N/0930931W.  
 FAC CROSSES RWY C/L EXTENDED 2642 FT FROM THLD.  
 HOLD NW, RT, 136.00 INBOUND

**MINIMUMS:**

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

ALTERNATE: NA

| 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 36  | 1601       | 1/2    | 250 | 1601    | 1/2    | 250 | 1601    | 1/2    | 250 | 1601    | 1/2    | 250  |         |        |     |         |
| S-LOC 36  | 1680       | 1/2    | 329 | 1680    | 1/2    | 329 | 1680    | 1/2    | 329 | 1680    | 1/2    | 329  |         |        |     |         |
| CIRCLING  | 1840       | 1      | 475 | 1860    | 1      | 495 | 2340    | 3      | 975 | 2560    | 3      | 1195 |         |        |     |         |

**CHANGES - REASONS**

1. REMOVED PT INITIAL AT LOM (BAKKY) - NDB FACILITY DECOMMISSIONED.
2. CHANGED MSA FACILITY FROM HR LOM TO HARRISON VOR/DME - NDB FACILITY DECOMMISSIONED.
3. ADDED FIX ZENUN AT 12.61 DME AS IF/IAF WITH HOLD-IN-LIEU AT 3700 FT - PT INITIAL REMOVED WITH LOM DECOMMISSIONING.
4. MOVED FIX BOLTE TO 6.61 DME AS THE PFAF - TO ESTABLISH A CO-LOCATED PFAF FOR ILS AND LOC FINALS.
5. CHANGED GLIDESLOPE INTERCEPT ALTITUDE AT BOLTE FROM 3100 TO 3200 FT- TO MIMIC THE RNAV TO RWY 36 AND TO STABILIZE DESCENT GRADIENT FOR THE LOC PROCEDURE.
6. PROCEDURE NA FOR ARRIVAL ON HRO VOR/DME AIRWAY RADIALS 172 CW 219 - AS PER FEEDER ROUTE ALIGNMENT CRITERIA, 8260-3D.
7. ADDED FINAL SDF WOSAT AT 2.59 DME AND 1900 FEET - TO STEP-OVER AAO CONTROLLER TO GAIN THE LOWEST USEABLE STRAIGHT-IN MDA.
8. DELETED PLANVIEW NOTE ADF OR DME REQUIRED - ADF FUNCTION REMOVED WITH NDB FACILITY DECOMMISSIONING.
9. ADDED EQUIPMENT REQUIREMENTS NOTES: DME AND RADAR REQUIRED FOR PROCEDURE ENTRY AND DME REQUIRED FOR LOC ONLY - AS PER 8260-19H, 8-6-8 2 (A-E).
10. DELETED PLANVIEW OF THE ALTERNATE MISSED APPROACH - NO ADDITIONAL NAVIADS AVAILABLE AFTER NDB FACILITY DECOMMISSIONED.
11. CHANGED THE PRIMARY MISSED APPROACH FROM "CLIMB TO 3200 THEN LEFT TURN DIRECT HRO VOR/DME AND HOLD" TO "CLIMB TO 1900 THEN CLIMBING LEFT TURN TO 3700 DIRECT HRO VOR/DME AND HOLD, CONTINUE CLIMB-IN HOLD TO 3700" - CIH REQUIRED; TERMINATION ALTITUDE NOT REACHED BY CLEARANCE LIMIT.
12. CHANGED S-LOC ALL CATS MDA/HAT FROM 1880/529 TO 1680/329 - LOWER MINIMUMS WITH ADDITION OF STEPDOWN FIXES.
13. CHANGED CIRCLING MDA/HAT CAT A FROM 1880/515 TO 1840/475; CAT B FROM 1880/515 TO 1860/ 495; CAT C FROM 1880/515 TO 2560/975 AND CAT D FROM 1920/555 TO 2560/1195 - APPLICATION OF NEW CIRCLING RADII.
14. CHART CIRCLING ICON - APPLICATION OF NEW CIRCLING RADII.
15. CHANGED MSA FROM 3800 TO 3700 - NEW CONTROLLING OBSTACLE.
16. CHANGED IAP NAME FROM ILS RWY 36 TO ILS OR LOC RWY 36 - 8260-3D 1-6-4.
17. CHANGED FEEDER FROM HARRISON VOR/DME TO HR LOM TO HARRISON VOR/DME TO DME FIX ZENUN - NDB FACILITY DECOMMISSIONED AND NEWLY DESIGNED INITIAL SEGMENT.
18. CHART PLANVIEW ONLY: HRO VOR/DME 15.7 AT ZENUN - AS PER FEEDER ROUTE ALIGNMENT CRITERIA.
19. CHART PROFILE NOTE: USE I-HRO DME WHEN ON THE LOCALIZER COURSE - AS PER 8260.19H CRITERIA ON MULTIPLE DME SOURCES.
20. NAMED THE MISSED APPROACH POINT (MAP) HOTIX 1.58 LOC/DME (.062 NM FROM FEP) - AS PER 8260.19H MAP IS NOT THE LTP.
21. INCREASE CIRCLING VISIBILITY CAT C/D FROM 1 1/2 SM AND 2 SM (RESPECTIVELY) TO 3 SM - APPLICATION OF NEW CIRCLING RADII.



**COORDINATED WITH:**

A4A  ALPA  AOPA  APA  HAI  NBAA  OTHER: ZME, AMGR

**FLIGHT CHECKED BY**

BRIAN HARRELSON

*Digitally signed by*  
**DAVID DANNER**  
Jan 07, 2020

**OFFICE**

FICO

**DATE**

12/30/19

**DEVELOPED BY**

DAVID DANNER (ANDRE MARSH)

*Digitally signed by*  
**DAVID DANNER**  
Jan 07, 2020

**OFFICE**

AJV-A421

**DATE**

09/02/2019

**APPROVED BY**

MARLON ROBINSON

*Digitally signed by*  
**DAVID DANNER**  
Jan 07, 2020

**OFFICE**

AJV-A420

**DATE**

**TITLE**  
MANAGER

