

|               |         |          |      |
|---------------|---------|----------|------|
| LOC/DME I-LCI | APP CRS | Rwy Ldg  | 5646 |
| 108.5         | 084°    | TDZE     | 545  |
| Chan 22       |         | Apt Elev | 545  |

ILS or LOC RWY 8

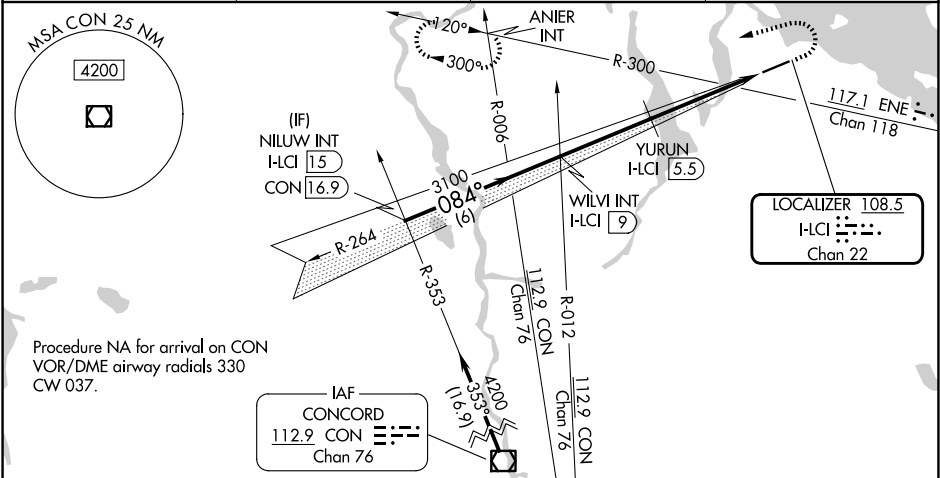
LACONIA MUNI (LCI)

Circling Rwy 26 NA at night. Circling NA south of Rwy 8-26. VDP NA when using CON altimeter setting. Inop table does not apply to S-LOC 8 Cats C/D. Helicopter visibility reduction below ¾ SM NA. For inop ALS, increase S-ILS 8 visibility to 1 ½ SM, YURIN fix minimums increase S-LOC 8 Cats A/B visibility to 1 SM and Cats C/D visibility to 1 ½ SM. When local altimeter setting not received, use CON altimeter setting and increase S-ILS 8 DA to 1030 feet and visibility ½ SM. Increase S-ILS 8# DA to 982 feet. Increase all MDAs 100 feet. YURUN fix minimums: increase all MDAs 100 feet S-LOC 8 visibilities Cats C/D ¼ SM and Circling visibilities Cats A/B/C ¼ SM.

MALSR

MISSED APPROACH: Climb to 1150 then climbing left turn to 5000 on heading 264° and ENE VOR/DME R-300 to ANIER INT and hold, continue climb-in-hold to 5000.  
# Missed approach requires minimum climb of 295 feet per NM to 1500.

|          |                |          |                |
|----------|----------------|----------|----------------|
| AWOS-3PT | BOSTON APP CON | CLNC DEL | UNICOM         |
| 133.525  | 134.75 254.25  | 119.85   | 123.0 (CTAF) 0 |



|                    |  |  |  |                        |                        |                                         |  |
|--------------------|--|--|--|------------------------|------------------------|-----------------------------------------|--|
| NILUW INT I-LCI 15 |  |  |  | WILVI INT I-LCI 9      |                        | ELEV 545 D TDZE 545                     |  |
| 4200               |  |  |  | 3100                   |                        | ENE R-300 ANIER INT                     |  |
| GS 3.00° TCH 44    |  |  |  | YURUN I-LCI 5.5        |                        | *2080 when using CON altimeter setting. |  |
| 084°               |  |  |  | I-LCI 2.8              |                        | I-LCI 1.1                               |  |
| 6 NM               |  |  |  | 3.5 NM                 |                        | 2.7 NM                                  |  |
| A                  |  |  |  | B                      |                        | C                                       |  |
| S-ILS 8#           |  |  |  | 901-¾ 356 (400-¾)      |                        |                                         |  |
| S-ILS 8            |  |  |  | 949-¾ 404 (500-¾)      |                        |                                         |  |
| S-LOC 8            |  |  |  | 1980-¾ 1435 (1500-¾)   | 1980-1 1435 (1500-1)   | 1980-3 1435 (1500-3)                    |  |
| CIRCLING           |  |  |  | 1980-1¼ 1435 (1500-1¼) | 1980-1½ 1435 (1500-1½) | 1980-3 1435 (1500-3)                    |  |
| YURUN FIX MINIMUMS |  |  |  |                        |                        |                                         |  |
| S-LOC 8            |  |  |  | 1120-¾ 575 (600-¾)     | 1120-1¼ 575 (600-1¼)   |                                         |  |
| CIRCLING           |  |  |  | 1320-1 775 (800-1)     | 1320-2¼ 775 (800-2¼)   | 1480-3 935 (1000-3)                     |  |

REIL Rwy 26 0  
HIRL Rwy 8-26 0

FAF to MAP 7.9 NM

|         |      |      |      |      |      |
|---------|------|------|------|------|------|
| Knots   | 60   | 90   | 120  | 150  | 180  |
| Min:Sec | 7:54 | 5:16 | 3:57 | 3:10 | 2:38 |