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| LOC/DME I-ROC 109.5 Chan 32 | APP CRS 280° | Rwy Ldg 5802 TDZE 550 Apt Elev 559 |
|---|------------------------|---|

ILS or LOC RWY 28

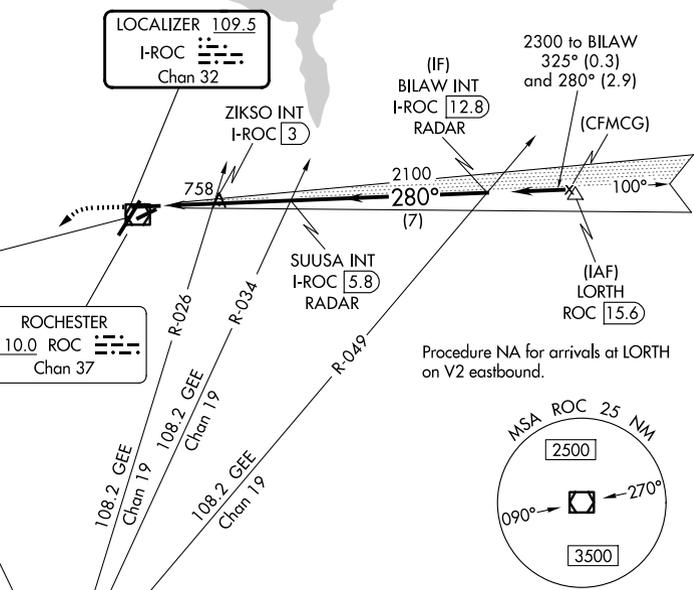
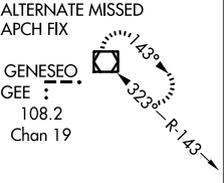
FREDERICK DOUGLASS/GREATER ROCHESTER INTL (ROC)

▼ Helicopter visibility reduction below RVR 4000 NA.
▲ Multiple unshielded lights in final approach area.
 For inop MALSR, increase S-ILS 28 all Cats visibility to RVR 4500 and S-LOC 28 Cat A/B visibility to RVR 5500. For inop MALSR with ZIKSO fix minimums, increase S-LOC 28 Cat A/B visibility to RVR 5500 and Cat C/D visibility to 1 $\frac{1}{2}$.



MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 on heading 230° and ROC VOR/DME R-268 to MONCK INT/ROC 10 DME and hold.

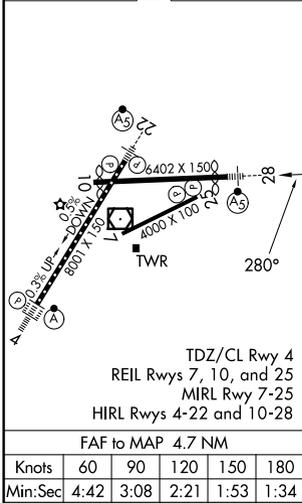
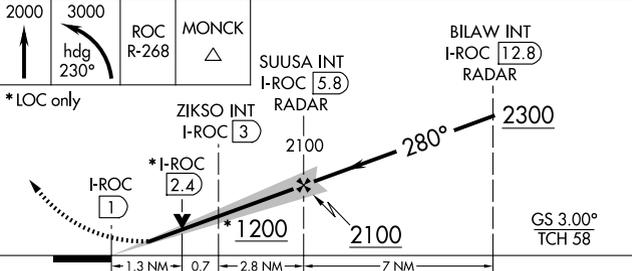
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|------------------------|--|---------------------------------------|-------------------------|
| ATIS 124,825 | ROCHESTER APP CON 119.55 269.6 | ROCHESTER TOWER 118.3 254.3 | GND CON 121.7 |
|------------------------|--|---------------------------------------|-------------------------|



NE-2, 19 MAR 2026 to 16 APR 2026

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| ELEV 559 | D | TDZE 550 |
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| CATEGORY | A | B | C | D |
|---|----------------------------------|---------------------------|---|----------------------------|
| S-ILS 28 | 821/40 271 (300- $\frac{3}{4}$) | | | |
| S-LOC 28 | 1200/40 | 650 (700- $\frac{3}{4}$) | 1200-1 $\frac{1}{2}$ | 650 (700-1 $\frac{1}{2}$) |
| CIRCLING | 1200-1 | 641 (700-1) | 1500-2 $\frac{3}{4}$ 941 (1000-2 $\frac{3}{4}$) | 1500-3 941 (1000-3) |
| ZIKSO FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED) | | | | |
| S-LOC 28 | 1020/40 | 470 (500- $\frac{3}{4}$) | 1020/50 | 470 (500-1) |
| CIRCLING | 1060-1 | 501 (600-1) | 1500-2 $\frac{3}{4}$ 941 (1000-2 $\frac{3}{4}$) | 1500-3 941 (1000-3) |