


| | | | |
|------------|-------------|----------|-------------|
| LOM IA | APP CRS | Rwy ldg | 9129 |
| 329 | 280° | TDZE | 588 |
| | | Apt Elev | 592 |

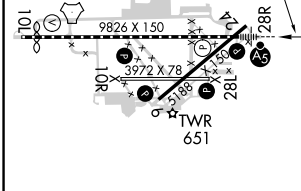
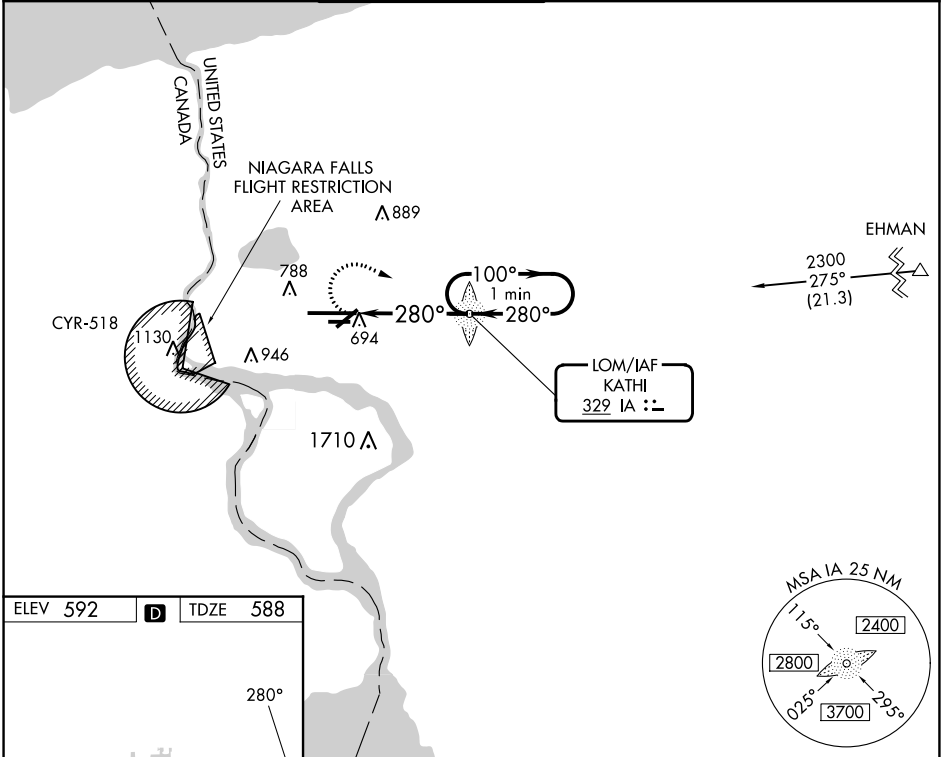
NDB RWY 28R

NIAGARA FALLS INTL (IAG)

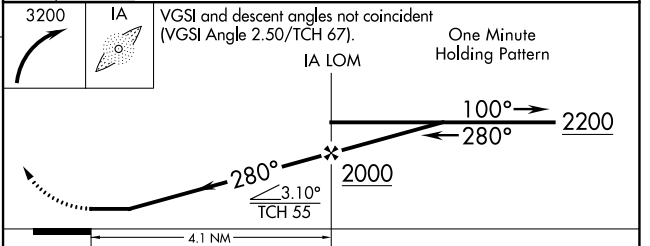
⚠ When local altimeter setting not received, use Buffalo Niagara Intl altimeter setting and increase all MDA 60 feet, increase S-28R Cat C and D visibility $\frac{1}{4}$ SM and Circling Cat C and D $\frac{1}{4}$ SM. For inop MALSRL, increase S-28R Cats A/B visibility to RVR 5500 and Cats C/D visibility to $\frac{1}{2}$. For inop MALSRL when using Buffalo Niagara Intl altimeter setting, increase S-28R Cats C/D visibility to $\frac{1}{4}$. Rwy 28R helicopter visibility reduction below $\frac{1}{4}$ SM NA. Circling Rwy 6, 10R, 24, 28L NA at night.

MALSRL

MISSED APPROACH:
 Climbing right turn to 3200 direct KATHI LOM and hold, continue climb-in-hold to 3200.

| | | | | | |
|--------------------|--------------------|---------------------------|--------------------|---------------------|---------------|
| ATIS | BUFFALO APP CON | NIAGARA TOWER★ | GND CON | CLNC DEL | UNICOM |
| 120.8 269.4 | 126.5 317.6 | 118.5 (CTAF) 349.0 | 125.3 275.8 | 119.25 251.1 | 122.95 |



| | | | | |
|---|------|------|------|------|
| ELEV | 592 | D | TDZE | 588 |
| TDZ/CL Rwy 28R REIL Rws 6, 10R, 24, and 28L HIRL Rwy 10L-28R MIRL Rws 6-24 and 10R-28L | | | | |
| FAF to MAP 4.1 NM | | | | |
| Knots | 60 | 90 | 120 | 150 |
| Min:Sec | 4:06 | 2:44 | 2:03 | 1:38 |
| | | | 1:38 | 1:22 |



| CATEGORY | A | B | C | D |
|-------------------|---------|---------------------------|-----------------------|--|
| S-28R | 1200/40 | 612 (700- $\frac{3}{4}$) | 1200-1 $\frac{3}{8}$ | 612 (700-1 $\frac{3}{8}$) |
| C CIRCLING | 1200-1 | 608 (700-1) | 1280-2 688 (700-2) | 1280-2 $\frac{1}{4}$ 688 (700-2 $\frac{1}{4}$) |

NE-2, 26 DEC 2024 to 23 JAN 2025

NE-2, 26 DEC 2024 to 23 JAN 2025