

LOC/DME I-ROC 109.5 Chan 32	APP CRS 280°	Rwy Idg 5802 TDZE 550 Apt Elev 559
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ILS or LOC RWY 28

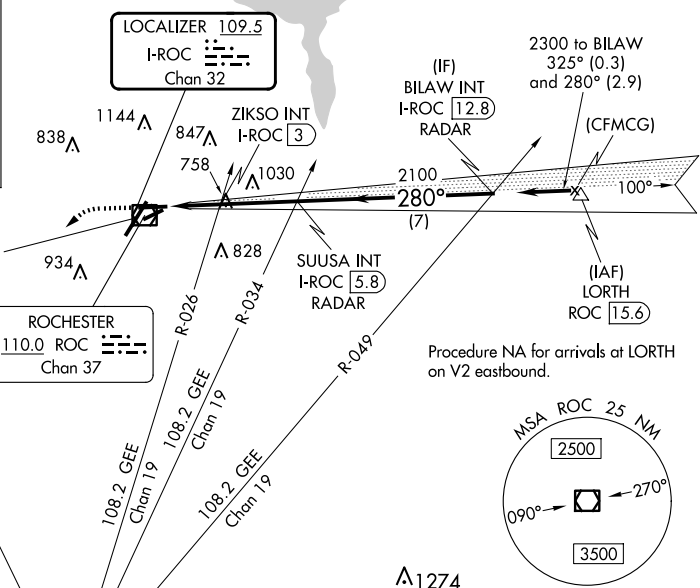
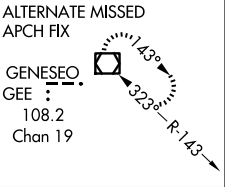
FREDERICK DOUGLASS/GREATER ROCHESTER INTL (ROC)

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

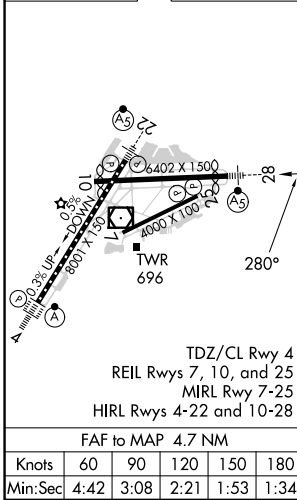
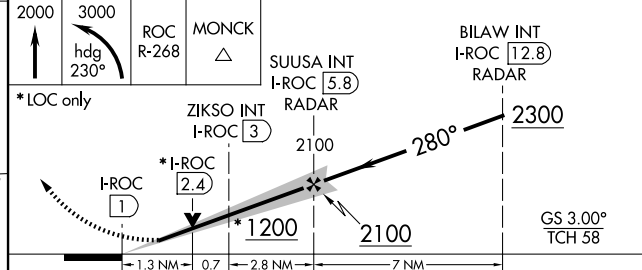
ATIS 124.825	ROCHESTER APP CON 119.55 269.6	ROCHESTER TOWER 118.3 254.3	GND CON 121.7	CLNC DEL 118.8 343.65
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NE-2, 20 MAR 2025 to 17 APR 2025

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ELEV 559	D	TDZE 550
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CATEGORY	A	B	C	D
S-ILS 28	821/40 271 (300-3/4)			
S-LOC 28	1200/40	650 (700-3/4)	1200-1 1/8	650 (700-1 1/8)
C CIRCLING	1200-1	641 (700-1)	1500-2 3/4 941 (1000-2 3/4)	1500-3 941 (1000-3)
ZIKSO FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)				
S-LOC 28	1020/40	470 (500-3/4)	1020/50	470 (500-1)
C CIRCLING	1060-1	501 (600-1)	1500-2 3/4 941 (1000-2 3/4)	1500-3 941 (1000-3)