

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

FREDERICK DOUGLASS/GREATER ROCHESTER INTL (ROC)

ILS or LOC RWY 28

⚠

Helicopter visibility reduction below RVR 4000 NA.

⚠

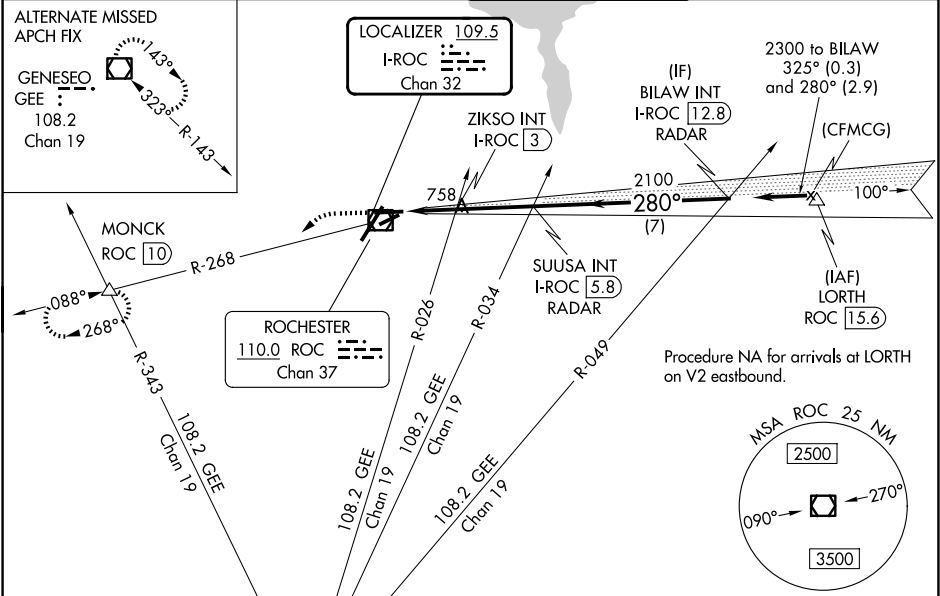
Multiple unshielded lights in final approach area.

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 1⅓.

MALSR

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	ROCHESTER APP CON	ROCHESTER TOWER	GND CON
124.825	119.55 269.6	118.3 254.3	121.7



ELEV 559	D	TDZE 550
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2000

3000

ROC R-268

MONCK

SUUSA INT
I-ROC 5.8
RADAR

BILAW INT
I-ROC 12.8
RADAR

2300

GS 3.00°
TCH 58

*LOC only

ZIKSO INT
I-ROC 3

I-ROC 1

*I-ROC 2.4

*1200

2100

2100

1.3 NM

0.7

2.8 NM

7 NM

CATEGORY	A	B	C	D
S-ILS 28	821/40 271 (300-¾)			
S-LOC 28	1200/40	650 (700-¾)	1200-1⅓	650 (700-1⅓)
CIRCLING	1200-1	641 (700-1)	1500-2¾ 941 (1000-2¾)	1500-3 941 (1000-3)
ZIKSO FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)				
S-LOC 28	1020/40	470 (500-¾)	1020/50	470 (500-1)
CIRCLING	1060-1	501 (600-1)	1500-2¾ 941 (1000-2¾)	1500-3 941 (1000-3)

TDZ/CL Rwy 4
REIL Rwys 7, 10, and 25
MIRL Rwy 7-25
HIRL Rwys 4-22 and 10-28

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34