

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)

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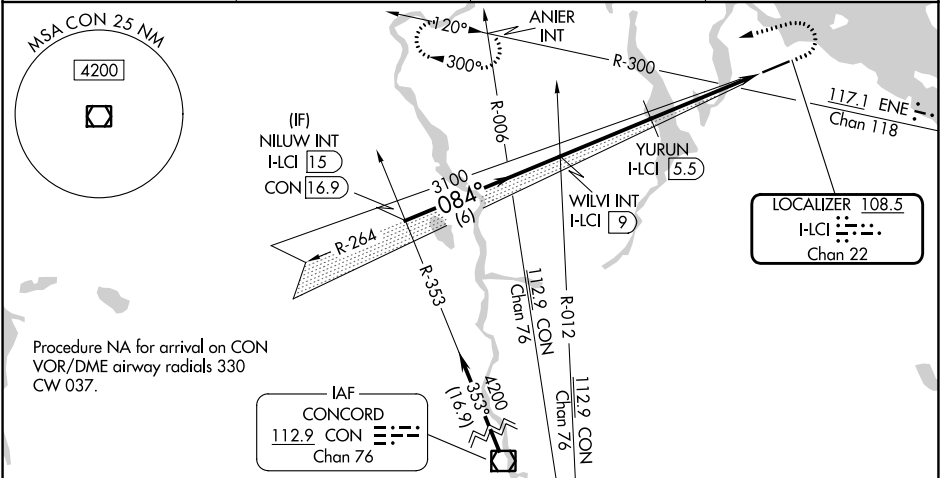
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Circling Rwy 26 NA at night. Circling NA south of Rwy 8-26. VDP NA when using CON altimeter setting. Inop table does not apply to S-LOC 8 Cats C/D. Helicopter visibility reduction below ¾ SM NA. For inop ALS, increase S-ILS 8 visibility to 1 ¼ SM, YURUN 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 ¼ 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 4200 GS 3.00° TCH 44				1150 5000 hdg 264°				ELEV 545 TDZE 545		
084° 3100 YURUN I-LCI 5.5 *1980 I-LCI 2.8 I-LCI 1.1 *2080 when using CON altimeter setting.				ANIER INT R-300				5890 X 100 0.5% UP REIL Rwy 26 HIRL Rwy 8-26		
CATEGORY	A	B	C	D	FAF to MAP 7.9 NM					
S-ILS 8#	901-¾ 356 (400-¾)				Knots	60	90	120	150	180
S-ILS 8	949-¾ 404 (500-¾)				Min:Sec	7:54	5:16	3:57	3:10	2:38
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)							