

LOC/DME I-ROC	APP CRS	Rwy Idg	5802
109.5	280°	TDZE	550
Chan 32		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 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	CLNC DEL
124.825	119.55 269.6	118.3 254.3	121.7	118.8 343.65

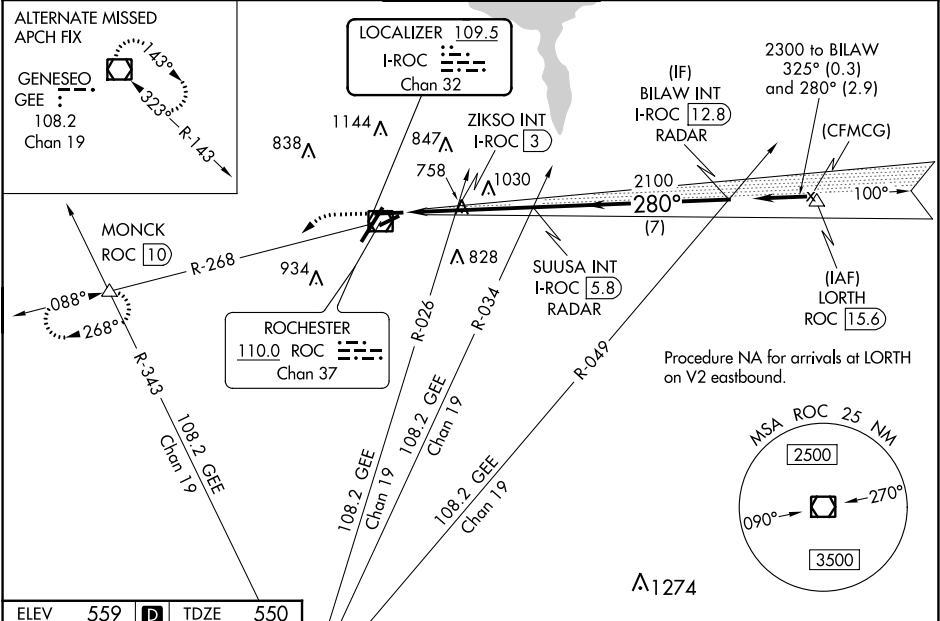


Diagram illustrating the ZIKSO VOR/DME station and its associated runways. The diagram shows a 280-degree heading with a 0.3% up/down slope. Key features include: 6402 X 1500 runway, 8001 X 1500 runway, 8000 X 100 runway, and 8000 X 100 runway. The diagram also shows the TDZ/CL Rwy 4, REIL Rws 7, 10, and 25, MIRL Rwy 7-25, and HIRL Rws 4-22 and 10-28. The diagram includes a 280-degree heading and a 0.3% up/down slope.

2000 ↑	3000 hdg 230°	ROC R-268	MONCK △	SUUSA INT I-ROC 5.8	BILAW INT I-ROC 12.8 RADAR
-----------	---------------------	--------------	------------	------------------------	----------------------------------

*LOC only

ZIKSO INT
I-ROC 3

I-ROC 1

*I-ROC 2.4

*1200

2100

2300

GS 3.00°
TCH 58

	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)	
C 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)
C CIRCLING	1060-1	501 (600-1)	1500-2¾ 941 (1000-2¾)	1500-3 941 (1000-3)