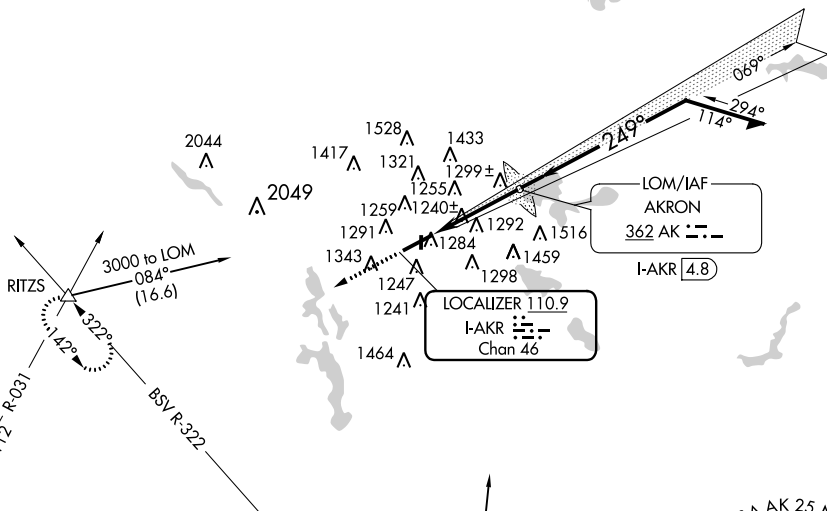


LOC/DME I-AKR <b>110.9</b> Chan <b>46</b>	APP CRS <b>249°</b>	Rwy Idg TDZE Apt Elev	<b>6077</b> <b>1048</b> <b>1068</b>
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**LOC RWY 25**  
AKRON FULTON INTL (AKR)

<p><b>▽</b> <b>▲</b> NA</p>		<p>MISSED APPROACH: Climb to 3000 via heading 249° and BSV R-322 to RITZS Int and hold.</p>	
ASOS <b>126.825</b>	AKRON-CANTON APP CON * <b>118.6 371.875</b>	CLNC DEL <b>121.6</b>	UNICOM <b>123.075</b> (CTAF) <b>①</b>

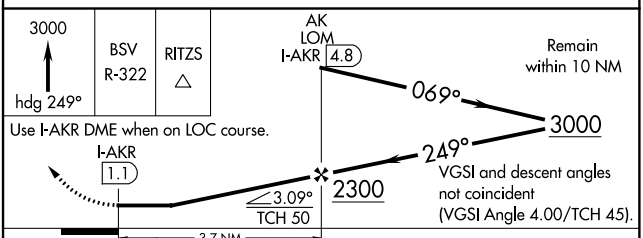
**ADF or RADAR REQUIRED**



ELEV 1068	TDZE 1048
<p>249° 3.6 NM from FAF</p>	



REIL Rwy 7 and 25 <b>①</b>					
MIRL Rwy 1-19 <b>①</b>					
HIRL Rwy 7-25 <b>①</b>					
FAF to MAP 3.6 NM					
Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12



AK NDB <b>362</b>	APP CRS <b>249°</b>	Rwy Idg TDZE Apt Elev	<b>6077</b> <b>1059</b> <b>1068</b>
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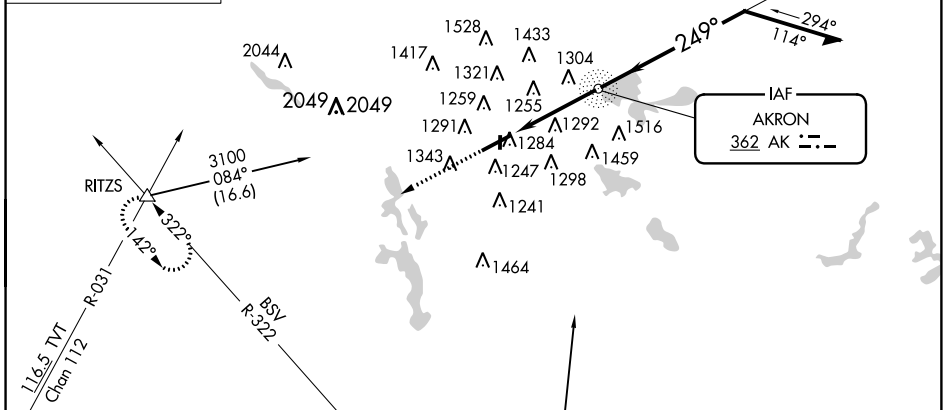
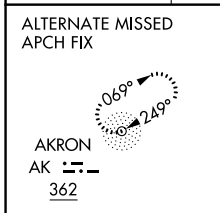
# NDB RWY 25

AKRON FULTON INTL (AKR)

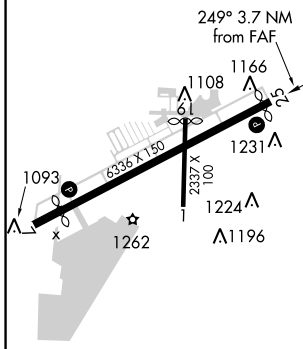
**⚠** Helicopter visibility reduction below 1 SM NA. Procedure NA at night. When local altimeter setting not received, use Akron-Canton Rgnl altimeter setting and increase all MDA 40 feet. Increase S-25 Cat C/D visibility to 1 $\frac{1}{8}$  mile, Circling Cat C visibility to 2 $\frac{1}{4}$  mile, and Circling Cat D visibility to 3 $\frac{1}{4}$  mile.

**MISSSED APPROACH:** Climb to 3000 on heading 249° and on BSV VOR/DME R-322 to RITZS INT and hold.

ASOS <b>126.825</b>	AKRON-CANTON APP CON ★ <b>118.6 371.875</b>	CLNC DEL <b>121.6</b>	UNICOM <b>123.075 (CTAF) ①</b>
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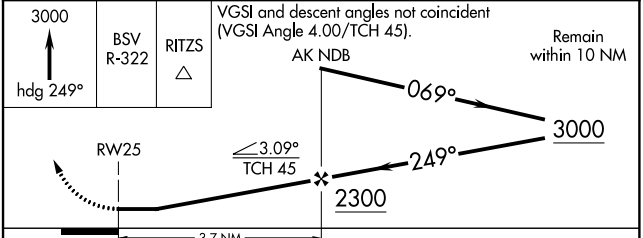
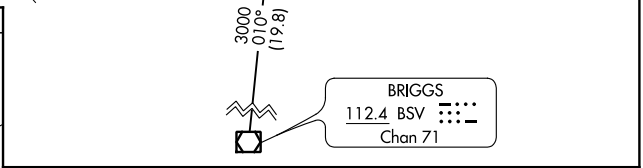
ELEV 1068	TDZE 1059
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REIL Rwy 7 and 25 ①  
MIRL Rwy 1-19 ①  
HIRL Rwy 7-25 ①

FAF to MAP 3.7 NM

Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14



CATEGORY	A	B	C	D
S-25	1660-1	601 (600-1)	1660-1 $\frac{3}{4}$	601 (600-1 $\frac{3}{4}$ )
<b>ⓐ</b> CIRCLING	1660-1 592 (600-1)	1680-1 612 (700-1)	1800-2 732 (800-2)	1840-2 $\frac{1}{2}$ 772 (800-2 $\frac{1}{2}$ )

EC-2: 07 DEC 2017 to 04 JAN 2018

EC-2: 07 DEC 2017 to 04 JAN 2018

