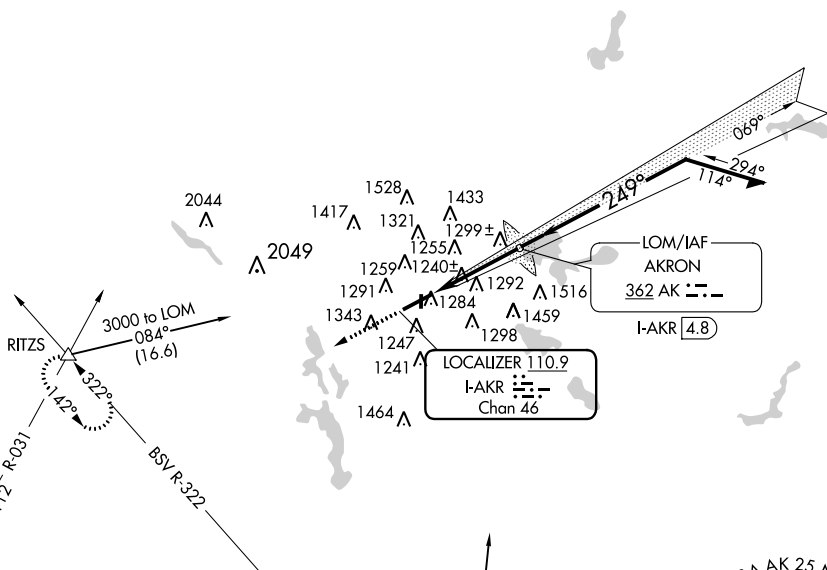


| | | |
|---|------------------------|--|
| LOC/DME I-AKR 110.9 Chan 46 | APP CRS 249° | Rwy Idg TDZE Apt Elev 6077 1048 1068 |
|---|------------------------|--|

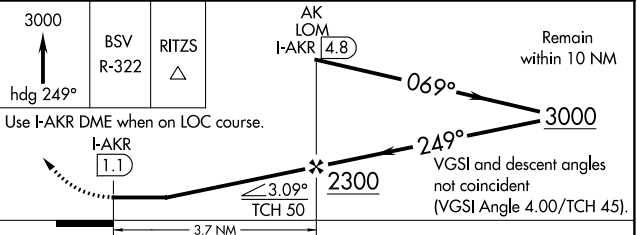
LOC RWY 25
AKRON FULTON INTL (AKR)

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

ADF or RADAR REQUIRED



| | | | | | | | | | | | | | |
|---|-----------|-------|------|------|------|-----|-----|---------|------|------|------|------|------|
| ELEV 1068 | TDZE 1048 | | | | | | | | | | | | |
| <p>249° 3.6 NM from FAF</p> | | | | | | | | | | | | | |
| <p>REIL Rwy 7 and 25 📍 MIRL Rwy 1-19 📍 HIRL Rwy 7-25 📍</p> | | | | | | | | | | | | | |
| <p>FAF to MAP 3.6 NM</p> <table border="1"> <tr> <td>Knots</td> <td>60</td> <td>90</td> <td>120</td> <td>150</td> <td>180</td> </tr> <tr> <td>Min:Sec</td> <td>3:36</td> <td>2:24</td> <td>1:48</td> <td>1:26</td> <td>1:12</td> </tr> </table> | | Knots | 60 | 90 | 120 | 150 | 180 | Min:Sec | 3:36 | 2:24 | 1:48 | 1:26 | 1:12 |
| Knots | 60 | 90 | 120 | 150 | 180 | | | | | | | | |
| Min:Sec | 3:36 | 2:24 | 1:48 | 1:26 | 1:12 | | | | | | | | |



| CATEGORY | A | B | C | D |
|----------|-----------------------|-----------------------|-------------------------|-------------------------|
| S-25 | 1540-1 | 492 (500-1) | 1540-1¼ 492 (500-1¼) | 1540-1½ 492 (500-1½) |
| CIRCLING | 1640-1 572 (600-1) | 1700-1 632 (700-1) | 1700-1¾ 632 (700-1¾) | 1700-2 632 (700-2) |

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| | | | |
|----------------------|------------------------|-----------------------------|---|
| AK NDB 362 | APP CRS 249° | Rwy Idg TDZE Apt Elev | 6077 1059 1068 |
|----------------------|------------------------|-----------------------------|---|

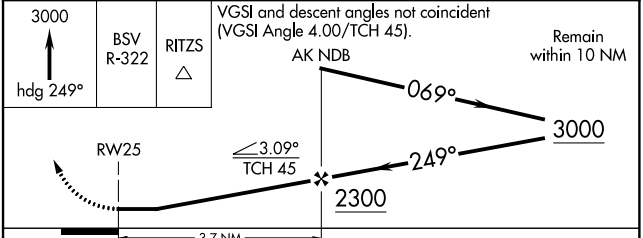
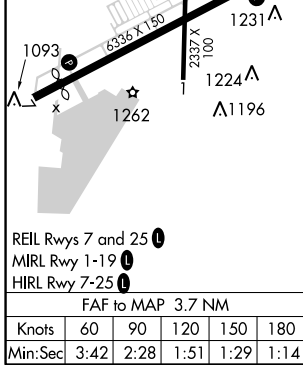
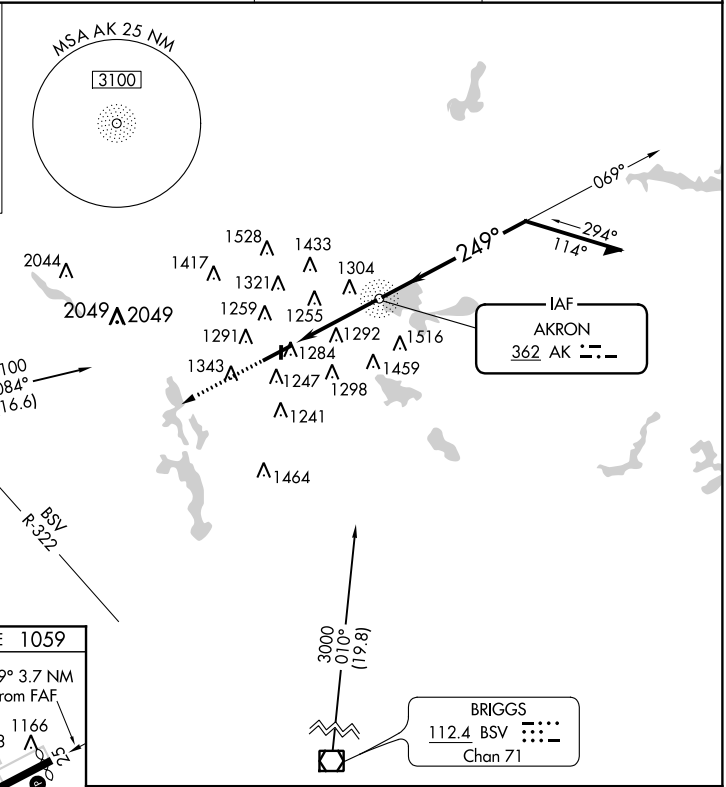
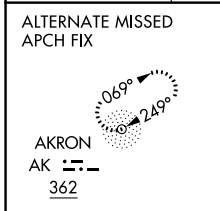
NDB RWY 25

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 126.825 | AKRON-CANTON APP CON ★ 118.6 371.875 | CLNC DEL 121.6 | UNICOM 123.075 (CTAF) 0 |
|------------------------|--|--------------------------|-----------------------------------|



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

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EC-2, 27 APR 2017 to 25 MAY 2017

| | | | |
|--|------------------------|-----------------------------|---|
| WAAS CH 99735 W25A | APP CRS 249° | Rwy Idg TDZE Apt Elev | 6077 1059 1068 |
|--|------------------------|-----------------------------|---|

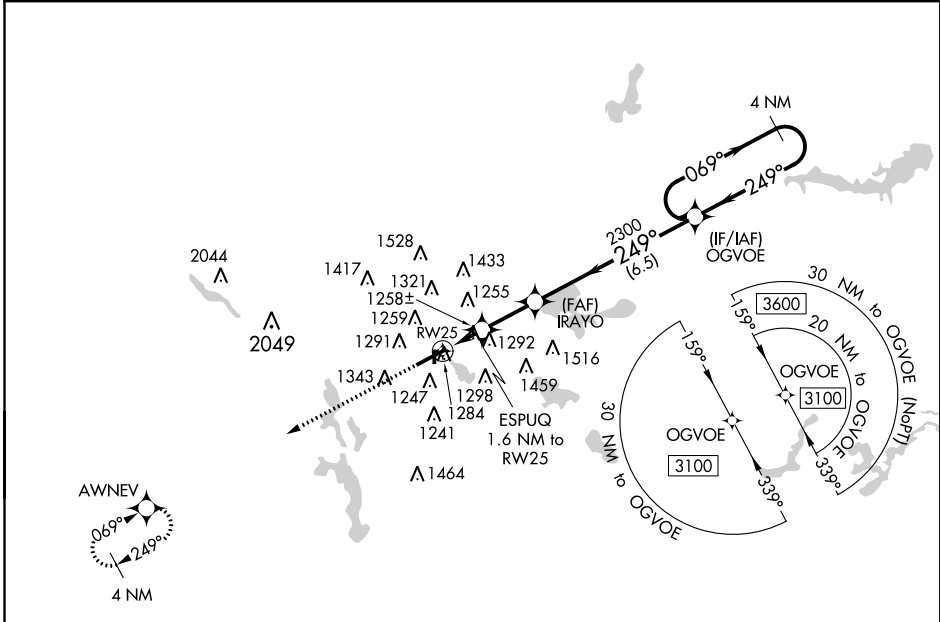
RNAV (GPS) RWY 25

AKRON FULTON INTL (AKR)

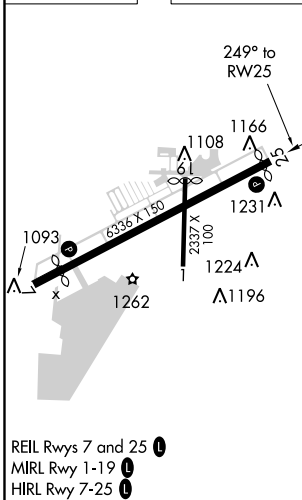
⚠ DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Procedure NA at night. When local altimeter setting not received, use Akron-Canton Rgnl altimeter setting and increase all MDA 40 feet. Increase LNAV Cat C/D visibility to 1½ mile, Circling Cat C to 2¼ mile, and Circling Cat D to 2¾ mile.

MISSED APPROACH:
Climb to 3100 direct AWNEV and hold.

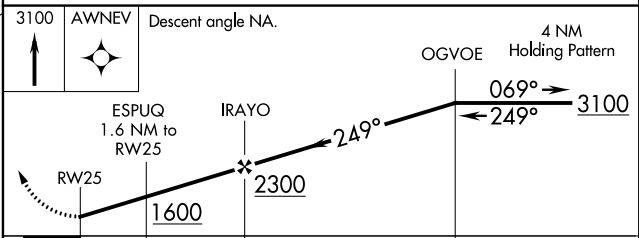
| | | | |
|------------------------|--|--------------------------|--|
| ASOS 126.825 | AKRON-CANTON APP CON * 118.6 371.875 | CLNC DEL 121.6 | UNICOM 123.075 (CTAF) Ⓛ |
|------------------------|--|--------------------------|--|



| | |
|------------------|------------------|
| ELEV 1068 | TDZE 1059 |
|------------------|------------------|



3100 AWNEV Descent angle NA. **4 NM** OGVOE Holding Pattern



| CATEGORY | A | B | C | D |
|-------------------|-----------------------|-----------------------|-----------------------|-------------------------|
| LP MDA | 1520-1 | 461 (500-1) | 1520-1½ | 461 (500-1½) |
| LNAV MDA | 1560-1 | 501 (500-1) | 1560-1¾ | 501 (500-1¾) |
| C CIRCLING | 1600-1 532 (600-1) | 1680-1 612 (700-1) | 1800-2 732 (800-2) | 1840-2½ 772 (800-2½) |

AKRON FULTON INTL (AKR)

RNAV (GPS) RWY 25

EC-2, 27 APR 2017 to 25 MAY 2017

EC-2, 27 APR 2017 to 25 MAY 2017