

LOM IA	APP CRS	Rwy ldg	9129
329	280°	TDZE	588
		Apt Elev	592

NDB RWY 28R

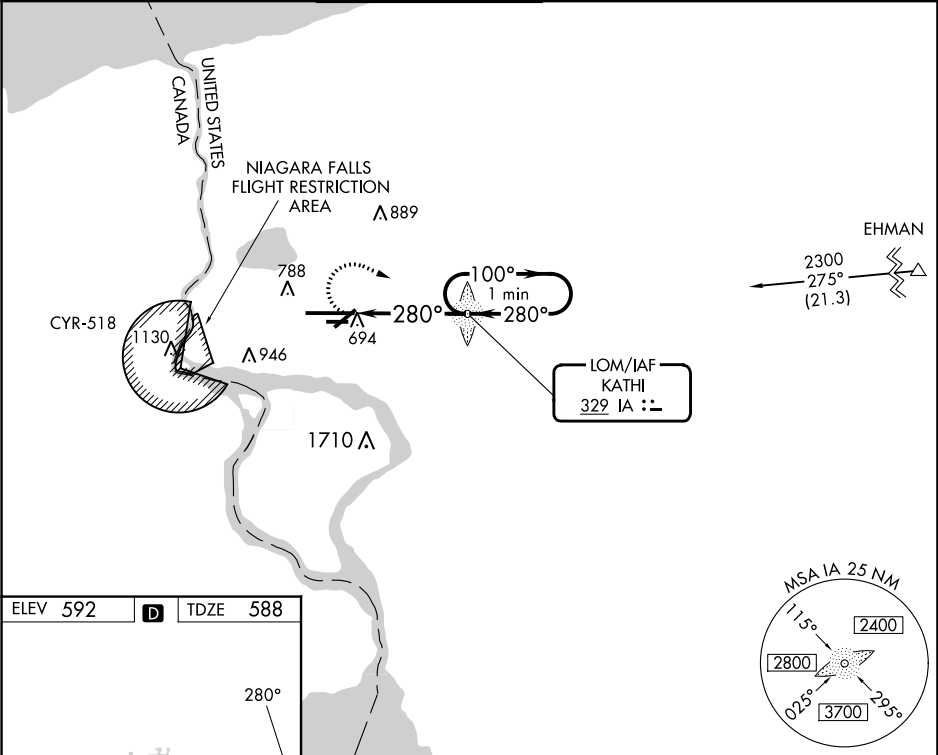
NIAGARA FALLS INTL (IAG)

⚠ When local altimeter setting not received, use Buffalo Niagara Intl altimeter setting and increase all MDA 60 feet, increase S-28R Cat C and D visibility ½ SM and Circling Cat C and D ¼ SM. For inop MALSRL, increase S-28R Cats A/B visibility to RVR 5500 and Cats C/D visibility to 1¾. For inop MALSRL when using Buffalo Niagara Intl altimeter setting, increase S-28R Cats C/D visibility to 1¾. Rwy 28R helicopter visibility reduction below ¾ SM NA. Rwy 6, 10R, 24, 28L helicopter visibility reduction below 1 SM NA. Circling Rwy 6, 10R, 24, 28L NA at night.

MALSRL

MISSED APPROACH:
Climbing right turn to 3200 direct KATHI LOM and hold, continue climb-in-hold to 3200.

ATIS	BUFFALO APP CON	NIAGARA TOWER★	GND CON	CLNC DEL	UNICOM
120.8 269.4	126.5 317.6	118.5 (CTAF) 349.0	125.3 275.8	119.25 251.1	122.95



ELEV 592

D

TDZE 588

Diagram showing runway layout and approach paths. Key features include:

- Runway 28R (280°)
- Runway 10R (100°)
- Runway 24 (240°)
- Runway 6 (60°)
- Runway 10L (100°)
- Runway 28L (280°)
- Runway 6-24 (60°/240°)
- Runway 10L-28R (100°/280°)
- TWR 651
- 9826 X 150
- 3972 X 78
- 218°
- 280°
- 100°

TDZ/CL Rwy 28R 1

REIL Rws 6, 10R, 24, and 28L 1

HIRL Rwy 10L-28R 1

MIRL Rws 6-24 and 10R-28L 1

FAF to MAP 4.1 NM

Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

3200

IA

VGSI and descent angles not coincident (VGSI Angle 2.50/TCH 67).

One Minute Holding Pattern

IA LOM

100° → 2200

← 280°

280°

2000

3.10° TCH 55

4.1 NM

CATEGORY	A	B	C	D
S-28R	1200/40	612 (700-¾)	1200-1 ¾	612 (700-1 ¾)
CIRCLING	1200-1	608 (700-1)	1280-2	1280-2 ¼
			688 (700-2)	688 (700-2 ¼)