

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>66034</b><br><b>W10A</b> | APP CRS<br><b>120°</b> | Rwy ldg<br>TDZE <b>589</b><br>Apt Elev <b>592</b> |
|--|------------------------|---|

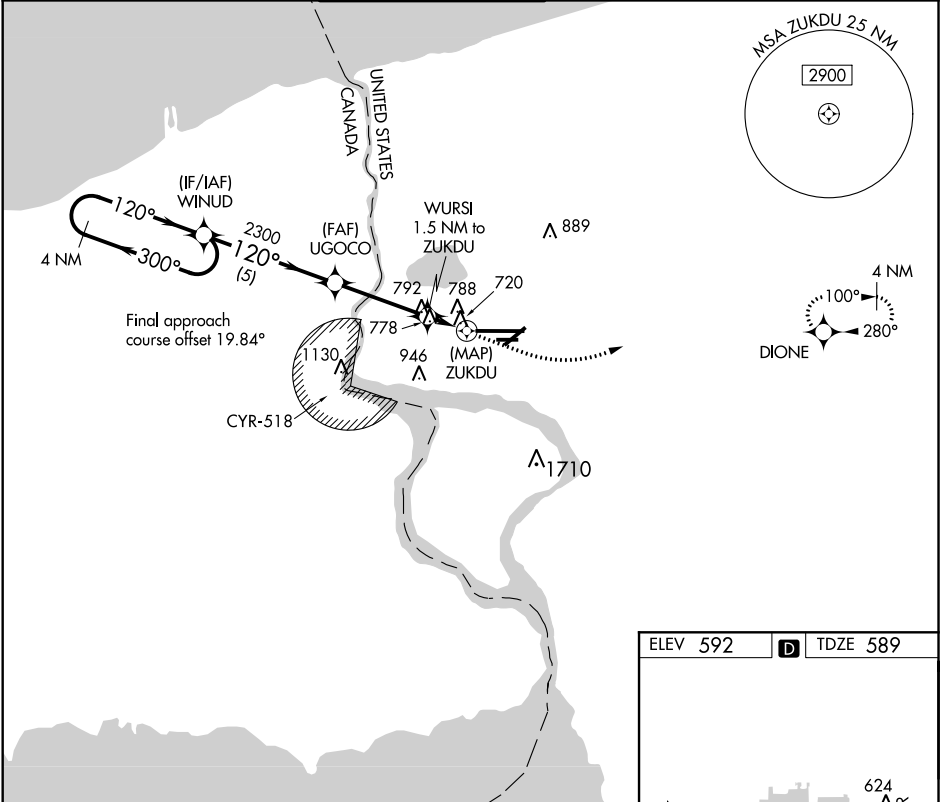
RNAV (GPS) RWY 10L  
NIAGARA FALLS INTL (IAG)

**⚠** DME/DME RNP-0.3 NA. VDP NA with Buffalo Niagara Intl altimeter setting. When local altimeter setting not received, use Buffalo Niagara Intl altimeter setting and increase all MDA 60 feet.

**⚠** Increase LP Cats C/D and Circling Cats C/D visibility ¼ mile. Rwy 10L 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.

**MISSED APPROACH:** Climb to 1100 then climbing left turn to 3600 direct DIONE and hold.

|                            |                                       |  |                               |                                 |                         |
|----------------------------|---------------------------------------|--|-------------------------------|---------------------------------|-------------------------|
| ATIS<br><b>120.8 269.4</b> | BUFFALO APP CON<br><b>126.5 317.6</b> | NIAGARA TOWER ★<br><b>118.5 (CTAF) 0 349.0</b> | GND CON<br><b>125.3 275.8</b> | CLNC DEL<br><b>119.25 251.1</b> | UNICOM<br><b>122.95</b> |
|----------------------------|---------------------------------------|--|-------------------------------|---------------------------------|-------------------------|



|                      |        |  |                       |                 |             |              |
|----------------------|--------|--|-----------------------|-----------------|-------------|--------------|
| 4 NM Holding Pattern |        | VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 50). |                       | 1100            | 3600        | DIONE        |
| WINUD                |        | UGOCO  | WURSI 1.5 NM to ZUKDU | 0.6 NM to ZUKDU | ZUKDU       |              |
| 3100                 |        | 2300   | 1220                  |                 |             |              |
| 300°                 |        | 120°   | 2300                  |                 |             |              |
| 5 NM                 |        | 3.5 NM   | 0.9 NM                | 0.6 NM          | 0.5         |              |
| CATEGORY             | A      | B  | C                     | D               |             |              |
| LP MDA               | 980-1  | 391 (400-1)  | 980-1½                | 391 (400-1½)    |             |              |
| LNAY MDA             | 1040-1 | 451 (500-1)  | 1040-1¾               | 451 (500-1¾)    |             |              |
| CIRCLING             | 1100-1 | 508 (600-1)  | 1280-2                | 1280-2¼         | 688 (700-2) | 688 (700-2¼) |

ELEV 592 **D** TDZE 589

The diagram shows the RWY 10L approach with a 4 NM holding pattern. The final approach course is offset 19.84° from the runway. Key navigation points include WURSI (1.5 NM to ZUKDU), ZUKDU (MAP), and DIONE. A 4 NM holding pattern is shown with a 300° inbound and 120° outbound. The chart also shows the MSA ZUKDU 25 NM with a 2900 MSL ceiling. Terrain features include CYR-518 and A1710. The chart is divided into sections for the 4 NM holding pattern, the final approach, and the missed approach.

TDZ/CL Rwy 28R  
REIL Rwy 6, 10R, 24, and 28L  
HIRL Rwy 10L-28R  
MIRL Rwy 6-24 and 10R-28L

NE-2, 03 DEC 2020 to 31 DEC 2020

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