

TACAN IAG Chan <b>47</b> <b>(111.0)</b>	APP CRS <b>286°</b>	Rwy Idg TDZE <b>588</b> Apt Elev <b>592</b>
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TACAN RWY 28R

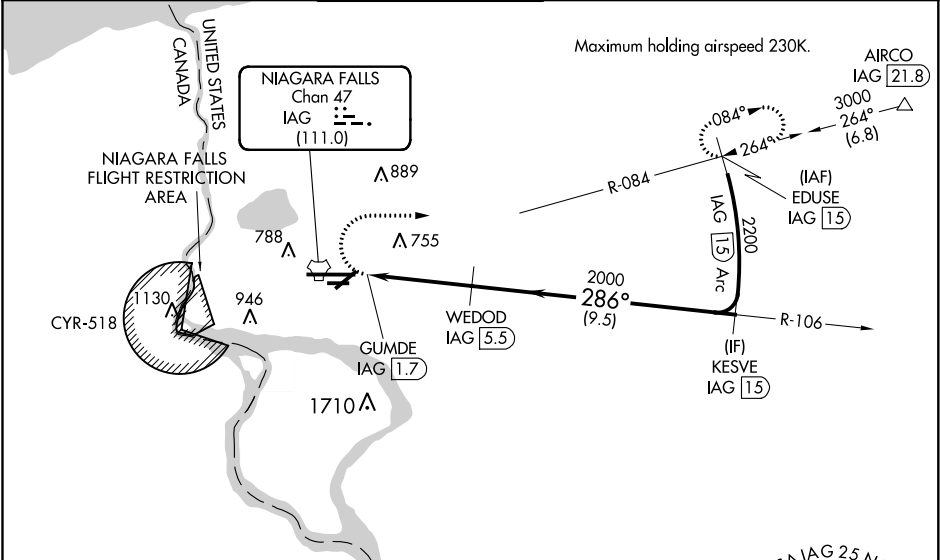
NIAGARA FALLS INTL (IAG)

**▼** When local altimeter setting not received, use Buffalo Niagara Intl altimeter setting and increase all MDA 60 feet; increase S-28R visibility for Cat C/D/E to RVR 4500 and Circling Cat D/E visibility ¼ mile. Circling NA for Cat E south of Rwy 10L-28R. For inop MALSR, increase S-28R Cat A/B visibility to RVR 5000 and Cat C/D/E to RVR 6000. 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.

**MALSR**

**MISSED APPROACH:**  
Climbing right turn to 3000 on heading 100° and IAG R-084 to EDUSE/IAG 15 DME and hold.

ATIS <b>120.8 269.4</b>	BUFFALO APP CON <b>126.5 317.6</b>	NIAGARA TOWER★ <b>118.5 (CTAF) 0 349.0</b>	GND CON <b>125.3 275.8</b>	CLNC DEL <b>119.25 251.1</b>	UNICOM <b>122.95</b>
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EMERG SAFE ALT 100 NM 3900

ELEV <b>592</b>	<b>D</b>	TDZE <b>588</b>
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286° 4.3 NM from FAF

3000

hdg 100°	IAG R-084	EDUSE IAG 15
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VGSI and descent angles not coincident (VGSI Angle 2.50/TCH 67).

KESVE IAG 15

2200

286°

2000

2.81° TCH 55

0.5 NM 3.8 NM 9.5 NM

CATEGORY	A	B	C	D	E
S-28R	1000/40 412 (500-¾)				
CIRCLING	1100-1 508 (600-1)	1100-1½ 508 (600-1½)	1360-2½ 768 (800-2½)	1360-2¾ 768 (800-2¾)	

TDZ/CL Rwy 28R

REIL Rwy 6, 10R, 24, and 28L

HIRL Rwy 10L-28R

MIRL Rwy 6-24 and 10R-28L