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when v1 approaches a maximum safe speed, climb to 3,000 feet aae or 1,500 feet aae at high-density-traffic airports and maintain a rate of climb necessary to comply with ifr departure procedure, otherwise a maximum of 1,500 fpm at an airspeed not to exceed 190 kias. vfs is the final airspeed at which the aircraft is in operation and the airspeed at which the pilot plans to turn the aircraft back to the ils runway centerline. the vfs will be determined by the pilot and shall be established in accordance with 14 cfr § 91.125. when a minimum descent rate of 200 fpm is reached, continue the descent until the aircraft's airspeed reaches 120 kias or 50 feet agl. if the aircraft has flown past the minimum descent rate of 200 fpm, the pilot shall continue the descent until the aircraft is at least 200 ft. agl, depending on airport design. when the aircraft is at least 200 ft. agl, the pilot will then execute a missed approach by descending until the airspeed of the aircraft reaches 120 kias or 50 feet agl, whichever is less. the pilot shall then execute a missed approach and then recover the aircraft to the designated instrument approach procedure segment. the minimum safe distance from the threshold of the runway required to execute a missed approach is 500 ft. agl or 200 ft. agl at high-density-traffic airports. the final segment is the final segment of the missed approach. enter the final segment at 120 kias or the final segment airspeed based on airport design and climb to the final approach fix. a minimum speed of 120 kias (110 kias for flight training) is required to execute a missed approach. if not in ils mode, the final approach fix is the first fix on the localizer that is at least 10 nm from the centerline of the runway. if in ils mode, the final approach fix is the first fix on the localizer that is 3,000 ft. from the centerline of the runway.

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residential and commuter defines the land uses of the airport that are consistent with the future patterns of residential and commuter development. the residential land uses are defined as: single-family, multifamily, commercial, industrial, and mixed-use. the commuter area of the airport plan describes the land uses that would facilitate the development of a future airport-related employment center. the airport master plan does not anticipate future residential or commuter land uses within the airport's land use element. parks, open space, and recreation define the land uses of the airport that are consistent with the future patterns of public recreational use. the parks, open space, and recreation areas define the following: recreation, park/recreation, open space, and recreation. the airport master plan does not anticipate future residential, commercial, or industrial land uses within the airport's land use element. the airport master plan does not anticipate future uses for land previously developed as parks, open space, and recreation. land use at the airport is dominated by agriculture, recreation, and residential, with some potential for light industrial. the airport is located in the mountains and much of the land surrounding the airport is not suitable for development due to topography, geology, and land ownership. recreational - 14.0 acres (56,096 m<sup>2</sup>) in size and located within the airport's curtilage, which is surrounded by residential and agricultural lands. the total estimated cost of this project is \$85,000. traffic operations - 2.0 acres (8,533 m<sup>2</sup>) in size, located within the airport's curtilage and surrounded by both residential and agricultural lands. the total estimated cost of this project is \$32,000. 5ec8ef588b

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