

**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
ILS STANDARD INSTRUMENT APPROACH PROCEDURE
TITLE 14 CFR PART 97.29**

Bearings, headings, courses, tracks and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated.
Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or feet RVR.

<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>ORIGINAL/AMENDMENT</u>	<u>CITY</u>	<u>STATE</u>		
GRR	ILS OR LOC RWY 8R	7	GRAND RAPIDS	MI		
<u>AIRPORT ELEVATION</u>	<u>TDZE</u>	<u>SUPERSEDED</u>	<u>ORIGINAL/AMENDMENT</u>	<u>DATED</u>	<u>MAG VAR</u>	<u>EPOCH YEAR</u>
794	794	ILS OR LOC RWY 8R	6B	09/14/2017	6W	2020
<u>FACILITY</u>	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u>	<u>CANCEL/SUSPEND</u>		
I-CYZ			ROUTINE			

TERMINAL ROUTES

<u>FROM</u>	<u>FIX TYPE</u>	<u>TO</u>	<u>FIX TYPE</u>	<u>LEG TYPE</u>	<u>FO/FB</u>	<u>RNP</u>	<u>COURSE</u>	<u>DISTANCE</u>	<u>ALTITUDE</u>
VIO VOR/DME		GOKUW INT	FAF/IAF				308.30	8.26	2700
JAKES INT/RADAR	IF	GOKUW INT	NOPT				087.29 (I-CYZ)	7.65	2400

MISSED APPROACH

MAP:

ILS: DA
LOC: 4.89 NM AFTER GOKUW INT

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 1300 THEN CLIMBING RIGHT TURN TO 3000 DIRECT VIO VOR/DME AND HOLD, CONTINUE CLIMB-IN-HOLD TO 3000.

ALTERNATE MISSED APPROACH INSTRUCTIONS (DO NOT CHART):

CLIMB TO 3000 DIRECT KNOBS LOM AND HOLD, CONTINUE CLIMB-IN-HOLD TO 3000. (ADF REQUIRED).

PROFILE:

- PT L SIDE OF COURSE 267.29 OUTBOUND 2700 FT WITHIN 10 MILES OF GOKUW INT (IAF)
-
- FAC: 087.29 FAF: GOKUW INT DIST FAF TO MAP: 4.89 DIST FAF TO THLD: 4.89
- MIN ALT: GOKUW INT 2400
- DIST TO THLD FROM OM: MM: IM: 150 HAT: GS ANT: 947
- MIN GS INCPT: 2400 GS ALT AT PFAF: GOKUW INT 2400 OM: MM: IM:
- GS ANGLE: 3.00 34:1 20:1 TCH: 51.2
- MSA FROM: VIO VOR/DME 100-320 3000, 320-100 2400



EQUIPMENT REQUIREMENTS NOTES:

RADAR REQUIRED FOR PROCEDURE ENTRY AT JAKES.

NOTES:

CHART NOTE: *RVR 1800 AUTHORIZED WITH THE USE OF FD OR AP OR HUD TO DA.

ADDITIONAL FLIGHT DATA:

HOLD SW, RT, 058.66 INBOUND.
 CHART IN PLANVIEW: ALTERNATE MA HOLDING, HOLD E KNOBS LOM, RT, 267.00 INBOUND.
 FAS OBST: 971 AAO 425209N/0853709W.
 CHART IN PLANVIEW: KNOBS LOM.

MINIMUMS:

TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT

ALTERNATE: NA ILS: STANDARD - NA WHEN LOCAL WEATHER NOT AVAILABLE., NA WHEN CONTROL TOWER CLOSED.; LOC: STANDARD - NA WHEN LOCAL WEATHER NOT AVAILABLE., NA WHEN CONTROL TOWER CLOSED.

CATEGORY:	A			B			C			D			E		
	FINAL TYPE	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS
S-ILS 08R*	994	2400	200	994	2400	200	994	2400	200	994	2400	200			
S-LOC 08R	1240	2400	446	1240	2400	446	1240	4500	446	1240	4500	446			
CIRCLING	1260	1	466	1260	1	466	1380	1 1/2	586	1380	2	586			



CHANGES - REASONS

1. TERMINAL ROUTES: REMOVED SEGMENT PMM VOR/DME TO JAKES INT – REDESIGN VORMON OF PMM.
2. TERMINAL ROUTES: ADDED SEGMENT VIO VOR/DME TO GOKUW INT – REDESIGN VORMON.
3. TERMINAL ROUTES: UPDATED "JAKES INT" TO "JAKES INT/RADAR" - IF IS DEFINED AS INTERSECTION AND RADAR AND IAW 8260.19K 8-6-10.G.
4. ALL INSTANCES OF "GLAWE" UPDATED TO "GOKUW" – FAF RELOCATED AND RENAMED TO MATCH ILS DESIGN TCH. GLAWE IS USED FOR THE RNAV (GPS) RWY 8R AND CANNOT BE RELOCATED.
5. MISSED APPROACH: MAP: LOC: UPDATED FROM "4.83" TO "4.89" – FAF RELOCATION IAW 8260.3G 2-6-4.
6. MISSED APPROACH INSTRUCTIONS AND ALTERNATE MISSED APPROACH INSTRUCTIONS: ADDED "CONTINUE CLIMB-IN-HOLD TO 3000" – (PRIMARY MISSED) THE LOWEST ACHIEVED AIRCRAFT ALTITUDE AT THE CLEARANCE LIMIT IS 2010.00FT MSL AND THE REQUIRED ALTITUDE AT THE CLEARANCE LIMIT IS 3000.0 FT MSL. (ALTERNATE MISSED) THE LOWEST ACHIEVED AIRCRAFT ALTITUDE AT THE CLEARANCE LIMIT IS 2425.05FT MSL AND THE REQUIRED ALTITUDE AT THE CLEARANCE LIMIT IS 3000.0 FT MSL. IAW 8260.19K 8-6-6.D.
7. PROFILE LINE 1: ADDED AND PROFILE LINE 2: REMOVED – PT ADDED DUE TO PMM VOR MON AND REDESIGN TO MAINTAIN MON SAFE STATUS.
8. PROFILE LINE 3: DISTANCE FAF TO MAP AND DIST FAF TO THLD UPDATED FROM: "4.83" TO "4.89" - FAF RELOCATION IAW 8260.3G 2-6-4.
9. PROFILE LINE 4: REMOVED "JAKES 2700" AND UPDATED "GLAWE 2400" TO "GOKUW INT 2400" – 8260.19K 8-6-7.D.(3).
10. PROFILE LINE 6: "GS ALT AT: GLAWE 2400" UPDATED TO "GS ALT AT PFAF: GOKUW INT 2400" – IAW 8260.19K 8-2-6.C.(3).
11. EQUIPMENT REQUIREMENT NOTES: ADDED "RADAR REQUIRED FOR PROCEDURE ENTRY AT JAKES" – IAW 8260.19K 8-6-10.G.
12. NOTES: REMOVED "CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVAL ON PMM VOR/DME AIRWAY RADIALS 004 CW 076" – PMM VOR MON.
13. NOTES: UPDATED CHART NOTE: *RVR 1800 AUTHORIZED WITH THE USE OF FD OR AP OR HUD TO DA" TO "CHART NOTE: *RVR 1800 AUTHORIZED WITH THE USE OF FD OR AP OR HUD TO DA (NA WHEN USING BIV ALTIMETER SETTING)" – IAW 8260.19K 8-6-12.K.(1).
14. ADDITIONAL FLIGHT DATA: ADDED "CHART 2700 PRIOR TO GOKUW IN PROFILE" – IAW 8260.19K 8-6-7.A.(2).
15. ADDITIONAL FLIGHT DATA: UPDATED FAS OBST: FROM "979 AAO 425234N/0853714W" TO "971 AAO 425209N/0853709W" – IAW 8260.19K 8-6-11.C.
16. ADDITIONAL FLIGHT DATA: REMOVED "CHART CIRCLING ICON" - NO LONGER REQUIRED AND IAW FAA MEMO "REVISED CIRCLING MANEUVERING AREA CRITERIA IMPLEMENTATION PLAN" DATED 09/30/2021.
17. ADDITIONAL FLIGHT DATA: REMOVED "CHART: ASR" – NO LONGER REQUIRED.
18. MINIMUMS: ALTERNATE: UPDATED FROM "ILS: STANDARD; LOC: STANDARD" TO "ILS: STANDARD - NA WHEN LOCAL WEATHER NOT AVAILABLE., NA WHEN CONTROL TOWER CLOSED.; LOC: STANDARD - NA WHEN LOCAL WEATHER NOT AVAILABLE., NA WHEN CONTROL TOWER CLOSED" – IAW 8260.19K 8-6-12.B.
19. MINIMUMS: CIRCLING CAT C MDA/HAA UPDATED FROM "1340/546" TO "1380/586" AND CIRCLING CAT D MDA/HAA UPDATED FROM "1360/566" TO "1380/586" – NEW CONTROLLING TOWER (26-179121).

03/04/26: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 01/13/26.

1. ADDITIONAL FLIGHT DATA: REMOVED "CHART 2700 PRIOR TO GOKUW IN PROFILE".
2. NOTES: REMOVED "(NA WHEN USING BIV ALTIMETER SETTING)" FROM "CHART NOTE: *RVR 1800 AUTHORIZED WITH THE USE OF FD OR AP OR HUD TO DA (NA WHEN USING BIV ALTIMETER SETTING)", MOVED TO PART C.

COORDINATED WITH:

A4A ALPA AOPA APA HAI NBAA

OTHER: ZAU, GRR APP CON, GRR ATCT, AMGR

FLIGHT CHECKED BY

Digitally signed by
CASEY D HILL
Apr 09, 2026

SCOTT WIEBE

OFFICE

AJF

DATE

04/07/2026

DEVELOPED BY

CASEY HILL (GEORGE H. TYLER)

Digitally signed by
CASEY D HILL
Apr 09, 2026

OFFICE

AJV-A421

DATE

01/13/2026

APPROVED BY

CASEY HILL

Digitally signed by
CASEY D HILL
Apr 09, 2026

OFFICE

AJV-A421

DATE

07/09/2026

TITLE
MANAGER



**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD**

<u>AIRPORT ID</u> GRR	<u>PROCEDURE NAME</u> ILS OR LOC RWY 8R	<u>AMDT NO.</u> 7	<u>CITY</u> GRAND RAPIDS	<u>STATE</u> MI	<u>AIRPORT ELEVATION</u> 794	<u>FACILITY</u> I-CYZ
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PART A: OBSTRUCTION DATA SEGMENTS

FEEDER

FROM VIO VOR/DME	TO GOKUW INT
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<u>RNP</u>	<u>DISTANCE</u> 8.26	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
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<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TOWER (26-000392)	424747.00N/0853859.00W	1359	100	20	3C	1000				AT341	2700
TERRAIN	424748.00N/0853900.00W	1036 (1000)								AS1500	2500

COMPUTATIONS

<u>ALT</u>	<u>KIAS</u>	<u>KTAS</u>	<u>HAA</u>	<u>VKTW</u>	<u>TR</u>	<u>BA</u>	<u>DTA</u>	<u>COURSE CHANGE</u>	<u>DVEB</u>	<u>VEB OCS</u>	<u>RF CENTER FIX/DISTANCE</u>
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SEGMENT REMARKS:

INTERMEDIATE: PT

FROM 10 NM	TO GOKUW INT
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<u>RNP</u>	<u>DISTANCE</u> 10.00	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
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<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TOWER (26-000466)	424833.00N/0854919.00W	1210	20	50	1D	500					1800
TERRAIN	424906.00N/0854918.00W	905 (900)								AS1500	2400

COMPUTATIONS

<u>ALT</u>	<u>KIAS</u>	<u>KTAS</u>	<u>HAA</u>	<u>VKTW</u>	<u>TR</u>	<u>BA</u>	<u>DTA</u>	<u>COURSE CHANGE</u>	<u>DVEB</u>	<u>VEB OCS</u>	<u>RF CENTER FIX/DISTANCE</u>
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SEGMENT REMARKS:



AIRPORT ID
GRR

PROCEDURE NAME
ILS OR LOC RWY 8R

AMDT NO.
7

CITY
GRAND RAPIDS

STATE
MI

AIRPORT ELEVATION
794

FACILITY
I-CYZ

MISSED APPROACH: ILS

FROM
DA **TO**
VIO VOR/DME

RNP **DISTANCE** **PAT** **MAP** **HAT** **HMAS**
827

<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
							ASC				3000
AAO	425009.00N/0852518.00W	1070	215	8	4B	1000					2100
TERRAIN	425009.00N/0852518.00W	869 (900)								AS1500	2400

COMPUTATIONS

ALT **KIAS** **KTAS** **HAA** **VKTW** **TR** **BA** **DTA** **COURSE CHANGE** **DVEB** **VEB OCS** **RF CENTER FIX/DISTANCE**

SEGMENT REMARKS:

MISSED APPROACH: LOC

FROM
4.89 NM AFTER GOKUW INT **TO**
VIO VOR/DME

RNP **DISTANCE** **PAT** **MAP** **HAT** **HMAS**
990

<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
							ASC				3000
AAO	425009.00N/0852518.00W	1070	215	8	4B	1000					2100
TERRAIN	425009.00N/0852518.00W	869 (900)								AS1500	2400

COMPUTATIONS

ALT **KIAS** **KTAS** **HAA** **VKTW** **TR** **BA** **DTA** **COURSE CHANGE** **DVEB** **VEB OCS** **RF CENTER FIX/DISTANCE**

SEGMENT REMARKS:



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CIRCLING ALL CATS CAT A CAT B CAT C CAT D CAT E NOT AUTHORIZED

OBSTRUCTION	COORDINATES	RADIUS	HAA	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
CATEGORY A											
CONTROL_TOWER (26-024835)	425302.82N/0853146.59W	1.30	466	948	20	3	1A	300			1260
CATEGORY B											
TOWER (26-001679)	425459.00N/0853239.00W	1.83	466	949	50	20	2C	300			1260
CATEGORY C											
TOWER (26-179121)	425053.14N/0852745.96W	2.88	586	1030	250	50	4D	300		AC50	1380
CATEGORY D											
AAO	425318.00N/0852527.00W	3.77	586	1070	215	8	4B	300			1380

CIRCLING REMARKS:

MSA

CENTER **RADIUS**
VIO VOR/DME 25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
100-320	TOWER (26-001692)	424045.27N/0850356.35W	113	20.1	1957	20	3	1A	1000			3000
320-100	TOWER (26-002202)	431148.00N/0853106.00W	002	24.6	1378	50	20	2C	1000			2400

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

ZAU ARTCC, GRR APP CON, GRR TOWER

WX SERVICE	LOCATION	HRS OPERATION	ALTIMETER SOURCE	DISTANCE	WMSCR	ADJUSTMENTS
ASOS	GRR	24	GRR		Y	0
BACK-UP WX SERVICE	LOCATION	HRS OPERATION	ALTIMETER SOURCE	DISTANCE	WMSCR	ADJUSTMENTS
ASOS	BIV	24	BIV	27.13	Y	76

WX REMARKS:

RASS PRESSURE PATTERNS THE SAME
GRR 794, BIV 698
RA=75.8



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AIRPORT ELEVATION
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FACILITY
I-CYZ

PRIMARY NAVAID
I-CYZ

MONITOR POINT
GRR ATCT

HRS OPERATION
OPEN
CLOSED

CAT
1
3

APPROACH AND RUNWAY LIGHTING SYSTEM	RUNWAY MARKINGS	RUNWAY VISUAL RANGE
RW08L - REIL (PCL), MIRL (PCL), VASI-4L	NPI-G	
RW17 - HIRL (PCL), REIL (PCL), PAPI-4R	NPI-G	APPROACH, ROLL OUT
RW26R - REIL (PCL), MIRL (PCL), VASI-4L	NPI-G	
RW08R - MALSR (PCL), HIRL (PCL)	PIR-G	APPROACH, ROLL OUT
RW26L - MALSR (PCL), HIRL (PCL), PAPI-4L	PIR-G	APPROACH, ROLL OUT
RW35 - MALSR (PCL), HIRL (PCL), PAPI-4R	PIR-G	APPROACH, ROLL OUT

GLIDESLOPE ANGLE
3.00

ELEV RWY THRESHOLD
791.5

TCH
51.2

ELEV GS ANTENNA
788.6

DISTANCE FROM RWY
947

VGSI ANGLE

TCH

FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD
ON CENTERLINE

FT FROM THRESHOLD
FT FROM CENTERLINE

DISPLACED THRESHOLD DISTANCE

CRITICAL TEMPERATURES

CRITICAL LOW

CRITICAL HIGH

ACT

APT ISA

CRITICAL TEMPERATURE REMARKS:

"VISUAL PORTION OF FINAL" PENETRATIONS

HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS

and/or

5280-FT "PROCEED VFR" SEGMENT LEVEL SURFACE AREA PENETRATIONS

PENETRATIONS REMARKS:



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FACILITY
I-CYZ

PART C: GENERAL REMARKS:

VDP NOT ESTABLISHED - FINAL FACILITY DOES NOT HAVE DME.

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

100 FEET VEGETATION PER FPT

FOR CONTINGENCY PURPOSES:

WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE BIV ALTIMETER SETTING: INCREASE S-ILS 08R DA TO 1070 FEET; INCREASE ALL MDAS 80 FEET AND S-LOC 08R VISIBILITY CATS C AND D TO RVR 5500 AND CIRCLING VISIBILITY CAT C 1/4 SM.

*RVR 1800 NA WHEN USING BIV ALTIMETER SETTING.

RADAR VECTORS REQUIRED FOR ENTRY AT JAKES; PURSUE ADDING AN IAF ON NEXT FULL AMENDMENT.

ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.

PART D: AIRSPACE

DOCKET #

ALL DISTANCES TO 1/100NM; ELEVATION TO NEAREST 100 FEET; COORDINATES TO 1/100 SECOND; DEG TO 1/100 DEGREE

DISTANCE FROM	THLD	TO 1000FT POINT	3.01
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	0.87
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	081.29
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	800
DISTANCE FROM	THLD	TO 1500FT POINT	4.69
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.23
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	081.29
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	800

THRESHOLD COORDINATES (IF STR-IN)

425235.88N/0853231.88W

ARP COORDINATES

425251.00N/0853122.10W

RUNWAY APCH END AND DIST FURTHEST FROM ARP

RUNWAY 35 DISTANCE 0.94 NM

FAF COORDINATES

425151.25N/0853906.37W

FIX NAME COORDINATES

REMARKS

PART E: PREPARED BY

NAME

CASEY HILL (GEORGE H. TYLER)

OFFICE

AJV-A421

DATE

01/13/2026

TITLE

AERONAUTICAL INFORMATION SPECIALIST

