

**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.

<b>AIRPORT ID</b> GSP	<b>PROCEDURE NAME</b> ILS OR LOC RWY 4 ILS RWY 4 (SA CAT I) ILS RWY 4 (CAT II) ILS RWY 4 (CAT III)	<b>ORIGINAL/AMENDMENT</b> 26	<b>CITY</b> GREER	<b>STATE</b> SC		
<b>AIRPORT ELEVATION</b> 964	<b>TDZE</b> 947	<b>SUPERSEDED</b> ILS OR LOC RWY 4 ILS RWY 4 (SA CAT I) ILS RWY 4 (CAT II) ILS RWY 4 (CAT III)	<b>ORIGINAL/AMENDMENT</b> 25	<b>DATED</b> 12/05/2019	<b>MAG VAR</b> 6W	<b>EPOCH YEAR</b> 2000
<b>FACILITY</b> I-GSP	<b>COORDINATES OF FACILITIES</b>	<b>ACTUAL EFFECTIVE DATE</b>	<b>REQUIRED EFFECTIVE DATE</b> ROUTINE	<b>CANCEL/SUSPEND</b>		

**TERMINAL ROUTES**

FROM	FIX TYPE	TO	FIX TYPE	LEG TYPE	FO/FB	RNP	COURSE	DISTANCE	ALTITUDE
OXABY/I-GSP 12.94 DME	IF/IAF	MULDE/I-GSP 6.04 DME					038.21 (I-GSP)	6.90	2300

**MISSED APPROACH**

**MAP:**

ILS: DA  
LOC: I-GSP 1.94 DME

**MISSED APPROACH INSTRUCTIONS:**

CLIMB TO 3000 THEN RIGHT TURN DIRECT SPA VORTAC AND HOLD.

**ALTERNATE MISSED APPROACH INSTRUCTIONS:**

**PROFILE:**

1. PT	SIDE OF COURSE	OUTBOUND	FT WITHIN	MILES OF (IAF)
2. HOLD SW OXABY/I-GSP 12.94 DME, RT, 038.21 INBOUND, 3000 FT. IN LIEU OF PT (IAF), MAX 5400.				
3. FAC: 038.21	FAF: MULDE/I-GSP 6.04 DME	PFAF: MULDE/I-GSP 6.04 DME		DIST FAF TO MAP:                      DIST FAF TO THLD: 4.10
4. MIN ALT: OXABY/I-GSP 12.94 DME 3000, MULDE/I-GSP 6.04 DME 2300, JOKVA/I-GSP 3.43 DME 1460				
5. DIST TO THLD FROM FAF: 4.10	MM:                      IM:                      100 HAT: 978			150 HAT: 1931                      GS ANT: 1010
6. MIN GS INCPT: 2300	GS ALT AT PFAF: MULDE/I-GSP 6.04 DME 2300			OM:                      MM:                      IM:
7. GS ANGLE: 3.00	34:1:                      20:1:                      TCH: 54.9			
8. MSA FROM: SPA VORTAC 086-266 3000, 266-086 4700				



**EQUIPMENT REQUIREMENTS NOTES:**

DME REQUIRED.  
RADAR REQUIRED FOR PROCEDURE ENTRY.

**NOTES:**

SA CAT I ILS - SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED; S-ILS 4: CAT A, B, C, D, RA 258, RVR 1400, HAT 150, DA 1097 MSL  
CAT II ILS - SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED; S-ILS 4: CAT A, B, C, D, RA 142, RVR 1200, HAT 100, DA 1047 MSL  
CAT III ILS - SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED; S-ILS 4: CAT A, B, C, D, RVR 600  
CAT II RVR 1000 CHART NOTE: RVR 1000 AUTHORIZED WITH SPECIFIC OPSPEC, MSPEC, OR LOA APPROVAL AND USE OF AUTOLAND OR HUD TO TOUCHDOWN.  
SA CAT I CHART NOTE: REQUIRES SPECIFIC OPSPEC, MSPEC, OR LOA APPROVAL.  
CHART NOTE: FOR INOPERATIVE ALS, INCREASE S-LOC 4 CATS C AND D VISIBILITY TO RVR 5500.  
CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE GMU ALTIMETER SETTING: INCREASE S-ILS 04 DA TO 1176 FEET; INCREASE ALL MDAS 40 FEET AND VISIBILITY S-LOC 04 CAT C/D TO RVR 4000 AND CIRCLING CAT D 1/4 SM.  
CHART NOTE: FOR INOPERATIVE ALS, WHEN USING GMU ALTIMETER SETTING, INCREASE S-LOC 4 CATS C/D VISIBILITY TO RVR 6000.  
CHART NOTE: FOR INOPERATIVE ALS, INCREASE S-LOC 4 CATS C/D VISIBILITY TO RVR 5500.  
SA CAT I CHART NOTE: PROCEDURE NA WHEN CONTROL TOWER CLOSED.  
CAT II/III CHART NOTE: PROCEDURE NA WHEN CONTROL TOWER CLOSED.

**ADDITIONAL FLIGHT DATA:**

CHART IN PLANVIEW AT OXABY: SPA 27.68 DME.  
HOLD S, RT, 014.00 INBOUND.  
CHART FAS OBST: 1066 TOWER (45-001559) 345204N/0821443W.

**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 - CAT D 800-2 1/4, NA WHEN LOCAL WEATHER NOT AVAILABLE., NA WHEN CONTROL TOWER CLOSED.

<b>CATEGORY:</b>	<b>A</b>			<b>B</b>			<b>C</b>			<b>D</b>			<b>E</b>		
<b>FINAL TYPE</b>	<b>DA/MDA</b>	<b>VIS</b>	<b>HAT/HAA</b>												
S-ILS 04	1147	1800	200	1147	1800	200	1147	1800	200	1147	1800	200			
S-LOC 04	1320	2400	373	1320	2400	373	1320	3500	373	1320	3500	373			
CIRCLING	1440	1	476	1440	1	476	1480	1 1/2	516	1700	2 1/4	736			



**AIRPORT ID**  
GSP

**PROCEDURE NAME**  
ILS OR LOC RWY 4  
ILS RWY 4 (SA CAT I)  
ILS RWY 4 (CAT II)  
ILS RWY 4 (CAT III)

**ORIGINAL/AMENDMENT**  
26

**CITY**  
GREER

**STATE**  
SC

**CHANGES - REASONS**

1. BASIC INFORMATION CHANGED AIRPORT ID FROM "GREENVILLE SPARTANBURG INTL" TO "GMU" - NEW DOCUMENTATION REQUIREMENT.
2. TERMINAL ROUTES REMOVED FEEDER SPA VORTAC TO OXABY/I-GSP 12.94 DME – PER ATC REQUEST.
3. PROFILE LINE 5 150 HAT CHANGED FROM 1932 TO 1931 – UPDATED AIRPORT SURVEY AND EVALUATION.
4. PROFILE LINE 8 CHANGED FROM "SPA VORTAC 086-266 3600, 266-086 5200" TO "SPA VORTAC 086-266 3000, 266-086 4700" – MSA RE-EVALUATED AND VALUES UPDATED IAW 8260.3F 2-3-2 DUE TO SPA VORTAC RELOCATING 7.97 NM SW, MSA SECTORS RETAINED PER ATC REQUEST.
5. EQUIPMENT REQUIREMENTS NOTES ADDED "RADAR REQUIRED FOR PROCEDURE ENTRY" – IAW 8260.19J 8-6-10(G) PER ATC REQUEST DUE TO LACK OF CONNECTION TO ENROUTE STRUCTURE.
6. EQUIPMENT REQUIREMENTS NOTES MOVED "DME REQUIRED" FROM PBN REQUIREMENTS NOTES – IAW 8260.19J 8-6-9(A).
7. NOTES REMOVED "PROCEDURE NA FOR ARRIVAL ON SPA VORTAC AIRWAY RADIALS 231 CW 269" – NO LONGER REQUIRED DUE TO FEEDER FROM SPA VORTAC BEING REMOVED FROM IAP PER ATC REQUEST.
8. NOTES CHANGED FROM "WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE GREENVILLE DOWNTOWN ALTIMETER SETTING: INCREASE S-ILS 04 TO 1176 FEET; INCREASE ALL MDAS 40 FEET AND VISIBILITY S-LOC 04 CAT C/D TO RVR 4000 AND CIRCLING CAT D 1/4 SM" TO "WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE GMU ALTIMETER SETTING: INCREASE S-ILS 04 DA TO 1176 FEET; INCREASE ALL MDAS 40 FEET AND VISIBILITY S-LOC 4 CAT C/D TO RVR 4000 AND CIRCLING CAT D 1/4 SM" – IAW 8260.19J 8-6-10.
9. NOTES CHANGED FROM "FOR INOPERATIVE ALS, WHEN USING GREENSVILLE DOWNTOWN ALTIMETER SETTING, INCREASE S-LOC 4 CATS C/D VISIBILITY TO RVR 6000" TO "FOR INOPERATIVE ALS, WHEN USING GMU ALTIMETER SETTING, INCREASE S-LOC 4 CATS C/D VISIBILITY TO RVR 6000" – IAW 8260.19J 8-6-10.
10. NOTES REMOVED "LOC ONLY" – NO LONGER REQUIRED
11. NOTES CHANGED FROM "SA CAT I CHART NOTE: REQUIRES SPECIFIC OPSPEC, MSPEC, OR LOA APPROVAL AND USE OF HUD TO DH" TO "SA CAT I CHART NOTE: REQUIRES SPECIFIC OPSPEC, MSPEC, OR LOA APPROVAL" – IAW 8400.13F CHAPTER 2 PARA 1, RUNWAY IS EQUIPPED WITH TDZE & CL LIGHTS, HUD NO LONGER REQUIRED FOR RVR 1800.
12. NOTES CHANGED FROM "CAT III ILS - SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED; S-ILS 4: CAT IIIA CAT A, B, C, D, RVR 700. CAT IIIB CAT A, B, C, D, RVR 600. CAT IIIC NA" TO "CAT III ILS - SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED; S-ILS 4: CAT A, B, C, D, RVR 600" – IAW 8400.13F CHAPTER 7 PARA 4
13. ADDITIONAL FLIGHT DATA REMOVED "CHART CIRCLING ICON" – NO LONGER REQUIRED.
14. ADDITIONAL FLIGHT DATA CHANGED FROM "CHART FAS OBST: 1067 TOWER (45-001559) 345204N/0821443W" TO "CHART FAS OBST: 1066 TOWER (45-001559) 345204N/0821443W" – NEW UPDATED OBSTACLE DATA

**COORDINATED WITH:**

A4A  ALPA  AOPA  APA  HAI  NBAA

**OTHER:** ZTL, GSP APP CON, GSP ATCT, AMGR

**FLIGHT CHECKED BY**

**OFFICE**

**DATE**

**DEVELOPED BY**

CHARLES HIRST

*Digitally signed by*

**CHARLES HIRST**

Apr 25, 2025

**OFFICE**

AJV-A431

**DATE**

04/01/2025

**APPROVED BY**

ROBERT G HAMILTON

**OFFICE**

AJV-A431

**DATE**

**TITLE**

MANAGER



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

<u>AIRPORT ID</u> GSP	<u>PROCEDURE NAME</u> ILS OR LOC RWY 4 ILS RWY 4 (SA CAT I) ILS RWY 4 (CAT II) ILS RWY 4 (CAT III)	<u>AMDT NO.</u> 26	<u>CITY</u> GREER	<u>STATE</u> SC	<u>AIRPORT ELEVATION</u> 964	<u>FACILITY</u> I-GSP
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**PART A: OBSTRUCTION DATA SEGMENTS**

**INTERMEDIATE**

<u>FROM</u> OXABY/I-GSP 12.94 DME (IF/IAF)	<u>TO</u> MULDE/I-GSP 6.04 DME
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<u>RNP</u>	<u>DISTANCE</u> 6.90	<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>
TWR (45-000988)	344909.00N/0821749.00W	1256	50	20	2C	500				AT544	2300
TERRAIN	344915.00N/0821757.00W	1003 (1000)								AS1000	2000

**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:**

**FINAL: ILS**

<u>FROM</u> MULDE/I-GSP 6.04 DME	<u>TO</u> RW04
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<u>RNP</u>	<u>DISTANCE</u> 4.10	<u>PAT</u>	<u>MAP</u> DA	<u>HAT</u> 200	<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>
							ASC				1147

**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:**

OBSTACLE 45-064415 14 AGL/944 MSL (APPROACH LIGHT) LIGHTING 345255.88N/0821345.01W, AC 1A PENETRATES THE W SURFACE BY 0.27 FT. PER 8260.3F TABLE 10-6-1 IS AN ACCEPTABLE OBSTACLE AND EXCLUDED FROM OBSTACLE CLEARANCE CONSIDERATION.



**AIRPORT ID**  
GSP

**PROCEDURE NAME**  
ILS OR LOC RWY 4  
ILS RWY 4 (SA CAT I)  
ILS RWY 4 (CAT II)  
ILS RWY 4 (CAT III)

**AMDT NO.**  
26

**CITY**  
GREER

**STATE**  
SC

**AIRPORT ELEVATION**  
964

**FACILITY**  
I-GSP

**FINAL: ILS SA CAT I**

**FROM**  
MULDE/I-GSP 6.04 DME

**TO**  
RW04

**RNP**

**DISTANCE**  
4.10

**PAT**

**MAP**  
DA

**HAT**  
150

**HMAS**

<b>OBSTRUCTION</b>	<b>COORDINATES</b>	<b>ELEV MSL</b>	<b>HORZ</b>	<b>VERT</b>	<b>AC</b>	<b>ROC</b>	<b>OCS</b>	<b>CG</b>	<b>CGTA</b>	<b>ADJUSTMENTS</b>	<b>MIN ALT</b>
							ASC				1097

**COMPUTATIONS**

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

**SEGMENT REMARKS:**

**FINAL: ILS CAT II**

**FROM**  
MULDE/I-GSP 6.04 DME

**TO**  
RW04

**RNP**

**DISTANCE**  
4.10

**PAT**

**MAP**  
DA

**HAT**  
100

**HMAS**

<b>OBSTRUCTION</b>	<b>COORDINATES</b>	<b>ELEV MSL</b>	<b>HORZ</b>	<b>VERT</b>	<b>AC</b>	<b>ROC</b>	<b>OCS</b>	<b>CG</b>	<b>CGTA</b>	<b>ADJUSTMENTS</b>	<b>MIN ALT</b>
							ASC				1047

**COMPUTATIONS**

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

**SEGMENT REMARKS:**







**AIRPORT ID**  
GSP

**PROCEDURE NAME**  
ILS OR LOC RWY 4  
ILS RWY 4 (SA CAT I)  
ILS RWY 4 (CAT II)  
ILS RWY 4 (CAT III)

**AMDT NO.**  
26

**CITY**  
GREER

**STATE**  
SC

**AIRPORT ELEVATION**  
964

**FACILITY**  
I-GSP

**MISSED APPROACH: ILS SA CAT I**

**FROM**  
DA **TO**  
SPA VORTAC

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

<b>OBSTRUCTION</b>	<b>COORDINATES</b>	<b>ELEV MSL</b>	<b>HORZ</b>	<b>VERT</b>	<b>AC</b>	<b>ROC</b>	<b>OCS</b>	<b>CG</b>	<b>CGTA</b>	<b>ADJUSTMENTS</b>	<b>MIN ALT</b>
							ASC				3000
TOWER (45-000562)	350409.20N/0820617.70W	1420	250	50	4D	1000					2500
TERRAIN	350409.00N/0820624.00W	1174 (1200)								AS1500	2700

**COMPUTATIONS**

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

**SEGMENT REMARKS:**

OBSTACLE 45-064653 6.0 AGL/943 MSL (APPROACH LIGHT) LIGHTING 345257.77N/0821344.16W, AC 1A PENETRATES THE SECTION 1 ILS SA CAT I MISSED SURFACE BY 2.41 FT. PER 8260.3F TABLE 10-6-1 IS AN ACCEPTABLE OBSTACLE AND EXCLUDED FROM OBSTACLE CLEARANCE CONSIDERATION.

OBSTACLE 45-064475 4.0 AGL/948 MSL (RUNWAY SIGN) SIGN 345317.27N/0821327.09W AC 1A PENETRATES THE SECTION 1 ILS SA CAT I MISSED SURFACE BY 2.38 FT. PER 8260.3F TABLE 10-6-1 IS AN ACCEPTABLE OBSTACLE AND EXCLUDED FROM OBSTACLE CLEARANCE CONSIDERATION.

**MISSED APPROACH: ILS CAT II**

**FROM**  
DA **TO**  
SPA VORTAC



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

<b>OBSTRUCTION</b>	<b>COORDINATES</b>	<b>ELEV MSL</b>	<b>HORZ</b>	<b>VERT</b>	<b>AC</b>	<b>ROC</b>	<b>OCS</b>	<b>CG</b>	<b>CGTA</b>	<b>ADJUSTMENTS</b>	<b>MIN ALT</b>
							ASC				3000
TOWER (45-000562)	350409.20N/0820617.70W	1420	250	50	4D	1000					2500
TERRAIN	350409.00N/0820624.00W	1174 (1200)								AS1500	2700

**COMPUTATIONS**

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

**SEGMENT REMARKS:**

OBSTACLE 45-064653 6.0 AGL/943 MSL (APPROACH LIGHT) LIGHTING 345257.77N/0821344.16W, AC 1A PENETRATES THE SECTION 1 ILS CAT II/III MISSED SURFACE BY 2.41 FT. PER 8260.3F TABLE 10-6-1 IS AN ACCEPTABLE OBSTACLE AND EXCLUDED FROM OBSTACLE CLEARANCE CONSIDERATION.

OBSTACLE 45-064475 4.0 AGL/948 MSL (RUNWAY SIGN) SIGN 345317.27N/0821327.09W AC 1A PENETRATES THE SECTION 1 ILS CAT II/III MISSED SURFACE BY 2.38 FT. PER 8260.3F TABLE 10-6-1 IS AN ACCEPTABLE OBSTACLE AND EXCLUDED FROM OBSTACLE CLEARANCE CONSIDERATION.

**AIRPORT ID**  
GSP

**PROCEDURE NAME**  
ILS OR LOC RWY 4  
ILS RWY 4 (SA CAT I)  
ILS RWY 4 (CAT II)  
ILS RWY 4 (CAT III)

**AMDT NO.**  
26

**CITY**  
GREER

**STATE**  
SC

**AIRPORT ELEVATION**  
964

**FACILITY**  
I-GSP

**MISSED APPROACH: LOC**

**FROM**  
I-GSP 1.94 DME

**TO**  
SPA VORTAC

**RNP**                      **DISTANCE**                      **PAT**                      **MAP**                      **HAT**                      **HMAS**  
1070

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
							ASC				3000
TOWER (45-000562)	350409.20N/0820617.70W	1420	250	50	4D	1000					2500
TERRAIN	350409.00N/0820624.00W	1174 (1200)								AS1500	2700

**COMPUTATIONS**

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

**SEGMENT REMARKS:**

**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											
WATER_TOWER (45-064680)	345420.42N/0821344.89W	1.30	476	1121	20	10	1B	300			1440
CATEGORY B											
WATER_TOWER (45-064680)	345420.42N/0821344.89W	1.84	476	1121	20	10	1B	300			1440
CATEGORY C											
TOWER (45-071709)	345538.10N/0821459.13W	2.89	516	1180	20	3	1A	300			1480
CATEGORY D											
AAO	345654.00N/0821530.00W	3.78	736	1382	215	8	4B	300			1700

**CIRCLING REMARKS:**



**AIRPORT ID**  
GSP

**PROCEDURE NAME**  
ILS OR LOC RWY 4  
ILS RWY 4 (SA CAT I)  
ILS RWY 4 (CAT II)  
ILS RWY 4 (CAT III)

**AMDT NO.**  
26

**CITY**  
GREER

**STATE**  
SC

**AIRPORT ELEVATION**  
964

**FACILITY**  
I-GSP

**MSA**

**CENTER**

SPA VORTAC

**RADIUS**

25

<b>SECTOR</b>	<b>OBSTRUCTION</b>	<b>COORDINATES</b>	<b>BEARING</b>	<b>DISTANCE</b>	<b>ELEV MSL</b>	<b>HORZ</b>	<b>VERT</b>	<b>AC</b>	<b>ROC</b>	<b>OCS</b>	<b>ADJUSTMENTS</b>	<b>MIN ALT</b>
086-266	TOWER (45-000600)	343418.00N/0820643.00W	206	21.2	1988	500	50	5D	1000			3000
266-086	TOWER (45-000287)	351012.71N/0821725.80W	322	22.4	3675	250	50	4D	1000			4700

**MSA REMARKS:**

**NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:**



**AIRPORT ID**  
GSP

**PROCEDURE NAME**  
ILS OR LOC RWY 4  
ILS RWY 4 (SA CAT I)  
ILS RWY 4 (CAT II)  
ILS RWY 4 (CAT III)

**AMDT NO.**  
26

**CITY**  
GREER

**STATE**  
SC

**AIRPORT ELEVATION**  
964

**FACILITY**  
I-GSP

**PART B: SUPPLEMENTAL DATA**

**COMMUNICATIONS WITH**

ZTL ARTCC, GSP APP CON, GSP TOWER

**WX SERVICE**  
ASOS

**LOCATION**  
GSP

**HRS OPERATION**  
24

**ALTIMETER SOURCE**  
GSP

**DISTANCE**  
0.69

**WMSCR**  
Y

**ADJUSTMENTS**  
0

**BACK-UP WX SERVICE**  
ASOS

**LOCATION**  
GMU

**HRS OPERATION**  
24

**ALTIMETER SOURCE**  
GMU

**DISTANCE**  
7.07

**WMSCR**  
Y

**ADJUSTMENTS**  
29

**WX REMARKS:**

RASS PRESSURE PATTERNS THE SAME  
KGSP 964, KGMU 1048  
RA = 28.1.

**PRIMARY NAVAID**  
I-GSP

**MONITOR POINT**  
GSP ATCT

**HRS OPERATION**  
WHEN TOWER OPEN  
WHEN TOWER CLOSED

**CAT**  
1  
3

<b>APPROACH AND RUNWAY LIGHTING SYSTEM</b>	<b>RUNWAY MARKINGS</b>	<b>RUNWAY VISUAL RANGE</b>
RW04 - ALSF-2, C/LINE, HIRL (PCL), TDZ, PAPI-4L	PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW22 - MALSR (PCL), HIRL (PCL), C/LINE (PCL), PAPI-4R	PIR-G	APPROACH, MIDPOINT, ROLL OUT

**GLIDESLOPE ANGLE**  
3.00

**ELEV RWY THRESHOLD**  
940.8

**TCH**  
54.9

**ELEV GS ANTENNA**  
936.5

**DISTANCE FROM RWY**  
1010

**VGSI ANGLE**  
3.00

**TCH**  
56.0

**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**



**AIRPORT ID**  
GSP

**PROCEDURE NAME**  
ILS OR LOC RWY 4  
ILS RWY 4 (SA CAT I)  
ILS RWY 4 (CAT II)  
ILS RWY 4 (CAT III)

**AMDT NO.**  
26

**CITY**  
GREER

**STATE**  
SC

**AIRPORT ELEVATION**  
964

**FACILITY**  
I-GSP

**HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS**

and/or

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

**PENETRATIONS REMARKS:**

**PART C: GENERAL REMARKS:**

VDP NOT ESTABLISHED - VDP IS LESS THAN 0.5NM AFTER STEPDOWN.  
PRECIPITOUS TERRAIN EVALUATION COMPLETED.  
AVERAGE VEGETATION ASSUMED TO BE 100 FEET PER FPT.  
ALTERNATE MISSED APPROACH NOT DEVELOPED PER ATC REQUEST.  
ATC REQUEST TO KEEP THE BACK-UP ALTIMETER SETTING NOTE CHARTED ON PROCEDURE.  
SA CAT I , CAT II AND CAT III NOT AUTHORIZED WHEN CONTROL TOWER CLOSED PER FAAO 8400.13.  
ORDER 8260.3 CHAPTER 2 APPLIED TO 1175 AAO 344903.00N/0821615.00W.  
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**

<b>DISTANCE FROM</b>	<b>THLD</b>	<b>TO 1000FT POINT</b>	3.15
<b>WIDTH OF</b>	<b>FINAL</b>	<b>SEGMENT AT 1000FT POINT</b>	0.90
<b>TRUE COURSE OF</b>	<b>FINAL</b>	<b>SEGMENT CONTAINING 1000FT POINT</b>	032.21
<b>HIGH TERRAIN IN</b>	<b>FINAL</b>	<b>SEGMENT CONTAINING 1000FT POINT</b>	1000
<b>DISTANCE FROM</b>	<b>THLD</b>	<b>TO 1500FT POINT</b>	10.00
<b>WIDTH OF</b>	<b>INTERMEDIATE</b>	<b>SEGMENT AT 1500FT POINT</b>	7.00
<b>TRUE COURSE OF</b>	<b>INTERMEDIATE</b>	<b>SEGMENT CONTAINING 1500FT POINT</b>	032.21
<b>HIGH TERRAIN IN</b>	<b>INTERMEDIATE</b>	<b>SEGMENT CONTAINING 1500FT POINT</b>	1000

**THRESHOLD COORDINATES (IF STR-IN)** 345258.39N/0821343.09W  
**ARP COORDINATES** 345344.42N/0821307.89W  
**RUNWAY APCH END AND DIST FURTHEST FROM ARP** RUNWAY 22 DISTANCE 0.91 NM  
**FAF COORDINATES** 344930.09N/0821622.18W  
**FIX NAME COORDINATES** IF OXABY 344339.04N/0822049.71W

**REMARKS**

IF OXABY: 344339.04N/0822049.70W



AIRPORT ID  
GSP

PROCEDURE NAME  
ILS OR LOC RWY 4  
ILS RWY 4 (SA CAT I)  
ILS RWY 4 (CAT II)  
ILS RWY 4 (CAT III)

AMDT NO.  
26

CITY  
GREER

STATE  
SC

AIRPORT ELEVATION  
964

FACILITY  
I-GSP

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**PART E: PREPARED BY**

NAME

CHARLES HIRST

OFFICE

AJV-A431

DATE

04/01/2025

TITLE

AERONAUTICAL INFORMATION SPECIALIST

