

**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
VOR STANDARD INSTRUMENT APPROACH PROCEDURE
TITLE 14 CFR PART 97.23**

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>	
GYI	VOR-A	2	SHERMAN/DENISON	TX	
<u>AIRPORT ELEVATION</u>	<u>TDZE</u>	<u>SUPERSEDED</u>	<u>DATED</u>	<u>MAG VAR</u>	<u>EPOCH YEAR</u>
749		VOR-A	08/15/2019	6E	1995
<u>FACILITY</u>	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u>	<u>CANCEL/SUSPEND</u>	
BYP			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>
BYP VORTAC	IAF	NOVAK/14.00 DME	NOPT				290.00	14.00	2400
NOVAK/14.00 DME	IF	HIPAN/20.00 DME					290.00	6.00 (BYP R-290)	2400

MISSED APPROACH

MAP:

WUMAR/BYP 24.00 DME

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 2000 THEN CLIMBING RIGHT TURN TO 2400 ON HEADING 140 AND BYP VORTAC R-290 TO HIPAN/20.00 DME AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

- | | | | | | |
|--|----------------------|----------|-----------------------|----------|-------------------|
| 1. PT | SIDE OF COURSE | OUTBOUND | FT WITHIN | MILES OF | (IAF) |
| 2. HOLD E HIPAN, RT, 290.00 INBOUND, 2400 FT. IN LIEU OF PT (IAF), MAX 6000. | | | | | |
| 3. FAC: 290.00 | FAF: HIPAN/20.00 DME | | DIST FAF TO MAP: 4.00 | | DIST FAF TO THLD: |
| 4. MIN ALT: HIPAN/20.00 DME 2400 | | | | | |
| 8. MSA FROM: BYP VORTAC 2700 | | | | | |



PBN REQUIREMENTS NOTE:

DME REQUIRED.

NOTES:

CHART NOTE: CIRCLING RWY 18R, 36L NA AT NIGHT.
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVAL ON BYP VORTAC AIRWAY RADIALS 264 CW CW 305.

ADDITIONAL FLIGHT DATA:

FAC CROSSES MIDPOINT OF RWY 18L-36R.
CHART 1249 TOWER 334034N/0963505W

FAS OBST: 1047 AAO 334109N/0963630W.
CHART CIRCLING ICON.

MINIMUMS:

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

ALTERNATE: NA ☐ STANDARD - CAT D 800-2 1/2, NA WHEN LOCAL WEATHER NOT AVAILABLE.

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	HAT/HAA
CIRCLING	1340	1	591	1340	1	591	1400	1 3/4	651	1540	2 1/2	791			

CHANGES - REASONS

1. MISSED APPROACH INSTRUCTIONS: CHANGED FROM "CLIMB TO 2000 THEN CLIMBING RIGHT TURN TO 2400 ON BYP VORTAC R-290 TO HIPAN/20.00 DME AND HOLD" TO "CLIMB TO 2000 THEN CLIMBING RIGHT TURN TO 2400 ON HEADING 140 AND BYP VORTAC R-290 TO HIPAN/20.00 DME AND HOLD" - NEW INSTRUCTIONS PER ATC REQUEST.
2. NOTES: CHANGED FROM " CHART NOTE: CIRCLING RWY 13, 17R, 31, 35L NA AT NIGHT" TO "CHART NOTE: CIRCLING RWY 18R, 36L NA AT NIGHT" - RWY 13/31 CLOSED AND RUNWAY NUMBERS UPDATED.
- 3.ADDITIONAL FLIGHT DATA: FAS OBSTACLE CHANGED FROM "CHART FAS OBST: 1031 TOWER 334230N/0963802W" TO "FAS OBST: 1047 AAO 334109N/0963630W" - NEW EVALUATION PERFORMED.
4. ADDITIONAL FLIGHT DATA: NOTE CHANGED FROM "FAC CROSSES MIDPOINT OF RWY 17L-35R" TO "CHART NOTE: CIRCLING RWY 18R, 36L NA AT NIGHT" - RUNWAY NUMBERS UPDATED.
5. MINIMUMS: ADDED "NA WHEN LOCAL WEATHER NOT AVAILABLE" - IAW 8260.19I.

03/06/2024: THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 02/08/2024.
1. NOVAK/14.00 DME 2400 REMOVED FROM PROFILE LINE 4.





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

<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>AMDT NO.</u>	<u>CITY</u>	<u>STATE</u>	<u>AIRPORT ELEVATION</u>	<u>FACILITY</u>
GYI	VOR-A	2	SHERMAN/DENISON	TX	749	BYP

PART A: OBSTRUCTION DATA SEGMENTS

INITIAL

FROM BYP VORTAC **TO** NOVAK/14.00 DME

<u>RNP</u>	<u>DISTANCE</u> 14.00	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>			<u>HMAS</u>		
<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 (48-009361)	334125.85N/0962634.79W	1329	250	50	4D	1000					2400
TERRAIN	333245.00N/0962542.00W	823 (800)								AS1500	2300

COMPUTATIONS

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

SEGMENT REMARKS:

INTERMEDIATE

FROM NOVAK/14.00 DME **TO** HIPAN/20.00 DME

<u>RNP</u>	<u>DISTANCE</u> 6.00	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>			<u>HMAS</u>		
<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 (48-008099)	334034.00N/0963505.00W	1249	500	50	5D	500				AT651	2400
TERRAIN	334012.00N/0963603.00W	843 (800)								AS1500	2300

COMPUTATIONS

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

SEGMENT REMARKS:

QUALITY
10
CHECKED

FINAL

FROM

HIPAN/20.00 DME

TO

WUMAR/BYP 24.00 DME

RNP

DISTANCE

PAT

MAP

HAT

HMAS

4.00

WUMAR/BYP 24.00 DME

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
AAO	334109.00N/0963630.00W	1047	215	8	4B	250				XP43	1340

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

TO MAINTAIN MINS FROM PREVIOUS AMENDMENT.

HOLD-IN-LIEU OF PT

FROM

HIPAN

TO

P-5

RNP

DISTANCE

PAT

MAP

HAT

HMAS

P-5

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
TOWER (48-009361)	334125.85N/0962634.79W	1329	250	50	4D	1000					2400
TERRAIN	334542.00N/0963639.00W	928 (900)								AS1500	2400

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MISSSED APPROACH

FROM

WUMAR/BYP 24.00 DME

TO

HIPAN/20.00 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u> 1090			
<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				2400
TOWER (48-008099)	334034.00N/0963505.00W	1249	500	50	5D	1000					2300
TERRAIN	334542.00N/0963639.00W	928 (900)								AS1500	2400

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											
TOWER (48-028886)	334234.13N/0963951.02W	1.30	591	989	20	10	1B	300		SI	1340
CATEGORY B											
TOWER (48-028886)	334234.13N/0963951.02W	1.83	591	989	20	10	1B	300		SI	1340
CATEGORY C											
TOWER (48-002687)	334230.00N/0963802.00W	2.88	651	1031	500	50	5D	300		AC50	1400
CATEGORY D											
TOWER (48-005360)	334523.00N/0963653.00W	3.76	791	1179	500	50	5D	300		AC50	1540

CIRCLING REMARKS:

MSA

CENTER

BYP VORTAC

RADIUS

25



SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	TWR (48-012617)	332814.63N/0964721.18W	256	28.1	1638	20	3	1A	1000			2700

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

ZFW ARTCC, FTW FSS

<u>WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>SERVICE-A</u>	<u>ADJUSTMENTS</u>
AWOS-3	GYI	24	GYI	0	Y	0
<u>BACK-UP WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>SERVICE-A</u>	<u>ADJUSTMENTS</u>
AWOS-3	DUA	24	DUA	19.53	Y	53

WX REMARKS:

RASS PRESSURE PATTERNS THE SAME
KGYI 749.3, KDUA 699
RA = 52.01.

<u>PRIMARY NAVAID</u>	<u>MONITOR POINT</u>	<u>HRS OPERATION</u>	<u>CAT</u>
BYP VORTAC	MOCC	24	1

<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>	<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
RW18R	BSC-F	
RW36L	BSC-F	
RW18L - MALSR (PCL), MIRL (PCL), VASI-4L	PIR-G	
RW36R - MALS (PCL), MIRL (PCL), VASI-4L	PIR-G	

<u>GLIDESLOPE ANGLE</u>	<u>ELEV RWY THRESHOLD</u>	<u>TCH</u>	<u>ELEV GS ANTENNA</u>	<u>DISTANCE FROM RWY</u>	<u>VGSI ANGLE</u>	<u>TCH</u>
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FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	☐	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE
ON CENTERLINE	☐	FT FROM CENTERLINE	

CRITICAL TEMPERATURES

<u>CRITICAL LOW</u>	<u>CRITICAL HIGH</u>	<u>ACT</u>	<u>APT ISA</u>
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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:

PART C: GENERAL REMARKS:

VDP NOT ESTABLISHED - FINAL IS CIRCLING ONLY.

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

CONTINGENCY NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE DURANT ALTIMETER SETTING AND INCREASE ALL MDA 60 FEET AND CATS C/D VISIBILITY 1/4 SM.

VEGETATION 75 FT PER FPT.

CIRCLING RWY 18R, 36L NA AT NIGHT - RWYS DO NOT HAVE A SURVEY.

ORDER 8260.3 CHAPTER 2 APPLIED TO 1249 TOWER 334034N/0963505W.

FAC ALIGNMENT IS TO THE MAP 334244.67N/0963954.27W.

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	ARP	TO 1000FT POINT	2.49
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	4.16
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	296.00
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	900
DISTANCE FROM	ARP	TO 1500FT POINT	4.16
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	4.00
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	296.00
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	900

THRESHOLD COORDINATES (IF STR-IN)

ARP COORDINATES	334251.09N/0964027.70W
RUNWAY APCH END AND DIST FURTHEST FROM ARP	RUNWAY 36R DISTANCE 0.76 NM
FAF COORDINATES	334100.09N/0963535.24W
FIX NAME COORDINATES	

REMARKS

PART E: PREPARED BY

NAME	OFFICE	DATE	TITLE
BRITNEY ARMENTROUT	AJV-A422	11/20/2023	AERONAUTICAL INFORMATION SPECIALIST

