

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

<u>AIRPORT ID</u> BBG	<u>PROCEDURE NAME</u> ILS OR LOC RWY 32	<u>AMDT NO.</u> ORIG-C	<u>CITY</u> BRANSON	<u>STATE</u> MO	<u>AIRPORT ELEVATION</u> 1302	<u>FACILITY</u> I-BBG
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PART A: OBSTRUCTION DATA SEGMENTS

FEEDER

FROM DGD VORTAC **TO** UYULA INT/I-BBG 12.78 DME

<u>RNP</u>	<u>DISTANCE</u> 40.24	<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>
AAO	370030.00N/0924912.00W	1897	215	8	4B	1000				AT1103	4000
TERRAIN	370030.00N/0924912.00W	1696 (1700)								AS1500	3200

COMPUTATIONS

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

SEGMENT REMARKS:

FEEDER

FROM HRO VOR/DME **TO** UYULA INT/I-BBG 12.78 DME

<u>RNP</u>	<u>DISTANCE</u> 8.06	<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 (05-085208)	362225.79N/0931337.30W	1756	20	3	1A	1000				AT1244	4000
TERRAIN	362303.00N/0931342.00W	1532 (1500)								AS1500	3000

COMPUTATIONS

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

SEGMENT REMARKS:



INITIAL

FROM

CADAN INT/I-BBG 17.71 DME

TO

UYULA INT/I-BBG 12.78 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
	4.93										
<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 (05-001919)	361801.28N/0930042.63W	1621	50	20	2C	1000				AT1379	4000
TERRAIN	361718.00N/0930415.00W	1417 (1400)								AS1500	2900

COMPUTATIONS

ALTCIASKTASHAAVKTWTRBADTACOURSE CHANGEDVEBVEB OCSRF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INTERMEDIATE

FROM

UYULA INT/I-BBG 12.78 DME (IF/IAF)

TO

DILME INT/I-BBG 6.48 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
	6.30										
<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>
AAO	362712.00N/0930754.00W	1582	215	8	4B	500				AT918	3000
TERRAIN	362712.00N/0930754.00W	1381 (1400)								AS1500	2900

COMPUTATIONS

ALTCIASKTASHAAVKTWTRBADTACOURSE CHANGEDVEBVEB OCSRF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: ILS

FROM

DILME INT/I-BBG 6.48 DME

TO

RW32

<u>RNP</u>		<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u>				
		5.10		DA			200					
<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				1502

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LOC

FROM

DILME INT/I-BBG 6.48 DME

TO

5.10 NM AFTER DILME INT/I-BBG 6.48 DME OR AT 1.38 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
	5.10		5.10 NM AFTER DILME INT/I-BBG 6.48 DME OR AT 1.38 DME				558				
<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>
AAO	362800.00N/0930742.00W	1592	215	8	4B	250					1860

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



HOLD-IN-LIEU OF PT

FROM

UYULA/I-BBG 12.78 DME

TO

P-4

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u> P-4	<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 (05-001919)	361801.28N/0930042.63W	1621	50	20	2C	1000				AT1379	4000
TERRAIN	361718.00N/0930415.00W	1417 (1400)								AS1500	2900

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH: ILS

FROM

DA

TO

WUTIB INT/HRO 25.28 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u> 1336			
<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				4000
TOWER (29-001186)	363346.55N/0931534.43W	1857	250	50	4D	1000				SA-51	2900
TERRAIN	364336.00N/0932003.00W	1443 (1400)								AS1500	2900

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MISSED APPROACH: LOC

FROM

5.10 NM AFTER DILME INT/I-BBG 6.48 DME OR AT 1.38 DME

TO

WUTIB INT/HRO 25.28 DME

RNP	DISTANCE	PAT	MAP			HAT	HMAS				
							1610				
OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
							ASC				4000
TOWER (29-001186)	363346.55N/0931534.43W	1857	250	50	4D	1000				SA-51	2900
TERRAIN	364336.00N/0932003.00W	1443 (1400)								AS1500	2900

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH ALTERNATE: ILS

FROM

DA

TO

DGD VORTAC

RNP	DISTANCE	PAT	MAP			HAT	HMAS				
							1336				
OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
							ASC				4000
TOWER (29-002242)	364218.00N/0930346.00W	2049	50	20	2C	1000					3100
TERRAIN	365857.00N/0925048.00W	1669 (1700)								AS1500	3200

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MISSSED APPROACH ALTERNATE: LOC

FROM

5.10 NM AFTER DILME INT/I-BBG 6.48 DME OR AT 1.38 DME

TO

DGD VORTAC

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
							1610				
<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				4000
TOWER (29-002242)	364218.00N/0930346.00W	2049	50	20	2C	1000					3100
TERRAIN	365857.00N/0925048.00W	1669 (1700)								AS1500	3200

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											
TREE	363045.00N/0931130.00W	1.31	558	1455	215	8	4B	300		SI	1860
CATEGORY B											
TOWER (29-025217)	363028.39N/0931330.36W	1.85	598	1600	20	3	1A	300			1900
CATEGORY C											
TOWER (29-001186)	363346.55N/0931534.43W	2.91	918	1857	250	50	4D	300		AC50	2220
CATEGORY D											
TOWER (29-001186)	363346.55N/0931534.43W	3.81	918	1857	250	50	4D	300		AC50	2220

CIRCLING REMARKS:

MSA

CENTER

HRO VOR/DME

RADIUS

25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	TWR (05-000978)	361009.00N/0931457.00W	187	9.1	2652	500	125	5E	1000			3700

MSA REMARKS:



NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

ZME ARTCC, SGF APP CON, SGF TOWER

<u>WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>WMSCR</u>	<u>ADJUSTMENTS</u>
AWOS-2	BBG	24	BBG		Y	0
<u>BACK-UP WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>WMSCR</u>	<u>ADJUSTMENTS</u>
ASOS	HRO	24	HRO	16.39	Y	47

WX REMARKS:

RASS PRESSURE PATTERNS THE SAME
KBBG 1302, KHRO 1365
RA = 46.4.

<u>PRIMARY NAVAID</u>	<u>MONITOR POINT</u>	<u>HRS OPERATION</u>	<u>CAT</u>
I-BBG		24	3

<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>	<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
RW14 - HIRL (PCL), REIL, PAPI-4L (PCL)	NPI-G	
RW32 - MALSF, HIRL (PCL), PAPI-4L (PCL)	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>
3.00	1301.8	50.1	1292.9	1050	3.00	50.3

FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	X	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE
ON CENTERLINE	X	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:

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

VEGETATION HEIGHT 100 FEET PER FPT.

S-LOC-32 CATS A AND B LIGHT CREDIT NOT GIVEN DUE TO LACK OF PARALLEL TAXIWAY IAW 8260.3G, TABLE 3-3-6.

ORDER 8260.3 CHAPTER 2 APPLIED TO 1687 TOWER (05-001138) 362731.00N/0930743.00W.

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

DISTANCE FROM	FAF	TO 1000FT POINT	3.25
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	0.92
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	325.02
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	1400
DISTANCE FROM	FAF	TO 1500FT POINT	4.90
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.28
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	325.02
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	1400

THRESHOLD COORDINATES (IF STR-IN)	363126.57N/0931136.89W
ARP COORDINATES	363155.50N/0931201.96W
RUNWAY APCH END AND DIST FURTHEST FROM ARP	RUNWAY 14 DISTANCE 0.59 NM
FAF COORDINATES	362715.30N/0930759.30W
FIX NAME COORDINATES	

REMARKS

NO ADDITIONAL AIRSPACE REQUIRED.

PART E: PREPARED BY

NAME	OFFICE	DATE	TITLE
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