

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> KGV T	<u>PROCEDURE NAME</u> ILS Z OR LOC Z RWY 17	<u>ORIGINAL/AMENDMENT</u> 9	<u>CITY</u> GREENVILLE	<u>STATE</u> TX		
<u>AIRPORT ELEVATION</u> 535	<u>TDZE</u> 534	<u>SUPERSEDED</u> ILS Z OR LOC Z RWY 17	<u>ORIGINAL/AMENDMENT</u> 8B	<u>DATED</u> 05/21/2020	<u>MAG VAR</u> 5E	<u>EPOCH YEAR</u> 1995
<u>FACILITY</u> I-GVT	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u> 29 DECEMBER 2022	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>CANCEL/SUSPEND</u>		

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		CIPEX/I-GVT 13.58 DME					144.72	17.69	2300
CIPEX/I-GVT 13.58 DME	IF/IAF	POCNI/I-GVT 6.65 DME					175.73	6.93 (I-GVT)	2200

MISSED APPROACH

MAP:

ILS: DA
LOC: I-GVT 1.55 DME

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 1000 THEN CLIMBING LEFT TURN TO 2300 ON HEADING 355 AND BYP VORTAC R-145 TO CIPEX/I-GVT 13.58 DME AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

- PT SIDE OF COURSE OUTBOUND FT WITHIN MILES OF (IAF)
- HOLD N CIPEX, RT, 175.73 INBOUND, 2300 FT. IN LIEU OF PT (IAF), MAX 5000.
- FAC: 175.73 FAF: POCNI/I-GVT 6.65 DME DIST FAF TO MAP: DIST FAF TO THLD: 5.10
- MIN ALT: CIPEX/I-GVT 13.58 DME 2300, POCNI/I-GVT 6.65 DME 2200
- DIST TO THLD FROM OM: MM: IM: 150 HAT: GS ANT: 951
- MIN GS INCPT: 2200 GS ALT AT PFAF : POCNI/I-GVT 6.65 DME 2200 OM: MM: IM:
- GS ANGLE: 3.00 34:1: 20:1: TCH: 56.9
- MSA FROM: ARP KGV T 2400

EQUIPMENT REQUIREMENTS NOTES:

DME REQUIRED.



NOTES:

CHART PROFILE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).
CHART NOTE: INOPERATIVE TABLE DOES NOT APPLY TO S-ILS 17 ALL CATS AND S-LOC 17 CATS A/B.
CHART NOTE: FOR INOPERATIVE ALS, INCREASE S-LOC 17 CAT E VISIBILITY TO 1 3/8 SM.
CHART NOTE: AUTOPILOT COUPLED APPROACH NA BELOW 900 FEET.
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVAL ON BYP VORTAC AIRWAY RADIALS 114 CW 173.

ADDITIONAL FLIGHT DATA:

CHART IN PLANVIEW: CIPEX/BYP 17.69 DME.
FAS OBST: 740 AAO 330902N/0960413W.
CHART 815 TOWER 331007N/0960434W.
CHART VDP AT 2.82 DME
DISTANCE VDP TO THLD 1.27 NM.
CHART CIRCLING ICON.

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, CAT E 800-2 3/4, 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	HAT/HAA
S-ILS 17	734	1	200	734	1	200	734	1	200	734	1	200	734	1	200
S-LOC 17	1000	1	466	1000	1	466	1000	1 1/8	466	1000	1 1/8	466	1000	1 1/8	466
CIRCLING	1000	1	465	1060	1	525	1060	1 1/2	525	1240	2 1/4	705	1300	2 3/4	765

CHANGES - REASONS

1. REMOVED FEEDER SLR VOR/DME TO CIPEX INT/I-GVT 13.58 DME. - SLR VOR/DME DECOMMISSION.
2. DECREASED S-LOC 17 MDA/HAT FROM 1060/526 TO 1000/466; VISIBILITY CATS C/D/E FROM 1 1/4 TO 1 1/8. - NEW LOC CONTROLLING OBSTACLE.
3. UPDATED TERMINAL ROUTES: IF/IAF FROM "CIPEX INT/I-GVT 13.58" DME TO "CIPEX/I-GVT 13.58." - FIX CIPEX NO LONGER A VIABLE INTERSECTION; EXCEEDS MINIMUM DIVERGENCE ANGEL.
4. UPDATED MISSED APPROACH INSTRUCTIONS FROM "CLIMB TO 1000 THEN CLIMBING LEFT TURN TO 2300 ON HEADING 355 AND BYP VORTAC R-145 TO CIPEX INT/I-GVT 13.58 DME AND HOLD" TO "CLIMB TO 1000 THEN CLIMBING LEFT TURN TO 2300 ON HEADING 355 AND BYP VORTAC TO CIPEX/I-GVT 13.58 DME AND HOLD." - FIX CIPEX NO LONGER A VIABLE INTERSECTION.
5. REMOVED ALTERNATE MISSED APPROACH. - PER ATC/FPT REQUEST; SLR VOR/DME DECOMMISSION.
6. UPDATED PROFILE LINE 8: MSA: FROM "MSA SLF VOR/DME 2600 (28NM)" TO "ARP KGV 2400." - SLR VOR/DME DECOMMISSION; KGV USED, NEAREST OMNI-DIRECTIONAL NAVAID DOES NOT COVER AIRPORT LANDING SURFACE.
7. UPDATED CHART NOTE: FROM "INOPERATIVE TABLE DOES NOT APPLY TO S-LOC 17 CAT A/B" TO "INOPERATIVE TABLE DOES NOT APPLY TO S-ILS 17 ALL CATS AND S-LOC 17 CAT A/B." - IAW WITH INOPERATIVE COMPONENTS OR VISUAL AIDS TABLE.
8. UPDATED CHART NOTE: FROM "FOR INOPERATIVE ALS, INCREASE S-LOC 17 CATS D/E VISIBILITY TO 1 1/2 SM" TO "FOR INOPERATIVE ALS, INCREASE S-LOC 17 CATS E VISIBILITY TO 1 5/8 SM." - IAW WITH INOPERATIVE COMPONENTS OR VISUAL AIDS TABLE.
9. UPDATED ADDITIONAL FLIGHT DATA: FROM "CHART VDP AT 3.01 DME*, *LOC ONLY, DISTANCE VDP TO THRESHOLD 1.46 NM" TO "CHART VDP AT 2.82 DME, DISTNACE VDP TO THRESHOLD 1.27NM." - IAW 8260.19I 8-6-10 M/IMPLEMENTATION MEMO, *LOC NOT REQUIRED.
10. REMOVED CHART IN PLANVIEW: ALTERNATE MA HOLDING, HOLD SW UYISE, RT, 063.00 INBOUND. - ALTERNATE MISSED APPROACH REMOVED PER ATC/FPT REQUEST; SLR VOR/DME DECOMMISSION.
11. UPDATED FAS OBST FROM "744 AAO 330902N/0960413W" TO "740 AAO 330902N/0960413W." - NEW FINAL LOCALIZER CONTROLLING OBSTACLE.
12. ADDED CHART IN PLANVIEW: CIPEX/BYP 17.69 DME. - DME FIX REQUIRES BYP DME TO LOCATE.
13. REMOVED CHART IN PLANVIEW: UYISE/SLR 9.31 DME. - ALTERNATE MISSED APPROACH REMOVED PER ATC/FPT REQUEST; SLR VOR/DME DECOMMISSION.
14. UPDATED CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVAL ON BYP VORTAC AIRWAY RADIALS FROM "126 CW 173" TO "114 CW 173." - UPDATED EVALAUTION.



COORDINATED WITH:

A4A ☐ **ALPA** ☒ **AOPA** ☒ **APA** ☐ **HAI** ☐ **NBAA** ☒ **OTHER:** ZFW, GVT ATCT, AMGR

FLIGHT CHECKED BY

JEFFREY J SCORSE

Digitally signed by
CASIMIR L TABAKA
Aug 23, 2022

OFFICE

FPO

DATE

08/17/2022

DEVELOPED BY

CASIMIR L. TABAKA (BARBARA GORMAN)

Digitally signed by
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Jul 05, 2022

OFFICE

AJV-A432

DATE

06/13/2022

APPROVED BY

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TITLE
MANAGER

