

**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</u> TEXAS GULF COAST RGNL	<u>AIRPORT ID</u> KLBX	<u>PROCEDURE NAME</u> ILS OR LOC RWY 17	<u>ORIGINAL/AMENDMENT</u> 7	<u>CITY</u> ANGLETON/LAKE JACKSON	<u>STATE</u> TX
<u>AIRPORT ELEVATION</u> 25	<u>TDZE</u> 25	<u>SUPERSEDED</u> ILS OR LOC RWY 17	<u>ORIGINAL/AMENDMENT</u> 6	<u>DATED</u> 08/15/2019	<u>MAG VAR</u> 5E
<u>FACILITY</u> I-LBX	<u>COORDINATES OF FACILITIES</u> 290543.60N / 0952743.47W	<u>ACTUAL EFFECTIVE DATE</u> 10 OCTOBER 2019	<u>REQUIRED EFFECTIVE DATE</u> 10/10/2019	<u>CANCEL/SUSPEND</u>	<u>EPOCH YEAR</u> 2000

TERMINAL ROUTES

FROM	FIX TYPE	TO	FIX TYPE	LEG TYPE	FO/FB	RNP	COURSE	DISTANCE	ALTITUDE
VUH VOR/DME		FRATI/I-LBX 6.15 DME					256.38	31.50	3100

MISSED APPROACH

MAP:

ILS: DA
LOC: I-LBX 1.37 DME

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 600 THEN CLIMBING LEFT TURN TO 3000 ON VUH VOR/DME R-243 TO DELVE/VUH 22.05 DME AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS (DO NOT CHART):

CLIMB TO 1200 THEN CLIMBING RIGHT TURN TO 2000 ON HEADING 360 FOR RADAR VECTORS (RADAR REQUIRED).

PROFILE:

- PT L SIDE OF COURSE 354.93 OUTBOUND 2100 FT WITHIN 10 MILES OF FRATI/I-LBX 6.15 DME (IAF)
-
- FAC: 174.93 FAF: FRATI/I-LBX 6.15 DME DIST FAF TO MAP: DIST FAF TO THLD: 4.78
- MIN ALT: FRATI/I-LBX 6.15 DME 1600, WUPEN/I-LBX 4.08 DME 940*
- DIST TO THLD FROM OM: MM: IM: 150 HAT: GS ANT: 990
- MIN GS INCPT: 1600 GS ALT AT FAF : FRATI/I-LBX 6.15 DME 1600 OM: MM: IM:
- GP ANGLE: 3.00 34:1: 20:1: TCH: 51.7
- MSA FROM: KLBX 3100

EQUIPMENT REQUIREMENTS NOTES:

DME REQUIRED.

NOTES:

CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVAL ON VUH VOR/DME AIRWAY RADIALS 243 CW 273.
CHART NOTE: FOR INOPERATIVE ALS, INCREASE S-LOC 17 CAT C/D VISIBILITY TO 7/8 SM.
CHART NOTE: CIRCLING NA E OF RWY 17-35.



ADDITIONAL FLIGHT DATA:

CHART IN PLANVIEW: VUH VOR/DME 31.50 DME AT FRATI.
 CHART CIRCLING ICON.
 CHART VDP AT 2.19 DME*
 DISTANCE VDP TO THLD 0.82 NM
 * LOC ONLY
 CHART FAS OBST: 75 TREE 290720N/0952753W.
 HOLD SW, RT, 062.58 INBOUND

MINIMUMS:

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

ALTERNATE: NA ILS: STANDARD; NA WHEN LOCAL WEATHER NOT AVAILABLE. LOC: STANDARD; 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
S-ILS 17	225	1/2	200	225	1/2	200	225	1/2	200	225	1/2	200			
S-LOC 17	340	1/2	315	340	1/2	315	340	1/2	315	340	1/2	315			
CIRCLING	500	1	475	500	1	475	500	1 1/2	475	620	2	595			

CHANGES - REASONS

1. CHANGED PRIMARY MISSED APPROACH FROM "CLIMB TO 500, THEN CLIMBING LEFT TURN TO 3000 ON VUH VOR/DME R-243 TO DELVE/VUH 22.05 DME AND HOLD." TO "CLIMB TO 600 THEN CLIMBING LEFT TURN TO 3000 ON VUH VOR/DME R-243 TO DELVE/VUH 22.05 DME AND HOLD." - IAPA CALCULATIONS INDICATED THAT A 520FT TURN ROUNDED TO 600 FT CLIMB WAS NEEDED BEFORE TURNING TO CLIMBING TO THE FINAL ALTITUDE OF 3000FT.
2. ADDED VDP TO PROCEDURE. - I-LBX LOCALIZER NOW HAS DME.
3. REMOVED ALL REFERENCES OF VUH 31.50 DME/RADAR AND ADDED REFERENCE I-LBX 6.15 DME AT FRATI. - I-LBX LOCALIZER NOW HAS DME.
4. LOC MAP DESCRIPTION CHANGED FROM "4.78 NM AFTER FRATI INT/RADAR" TO "FRATI/I-LBX 1.37 DME". - I-LBX LOCALIZER NOW HAS DME.
5. REMOVED DIST TO FAF TO MAP - LOC NOW HAS DME, TIME TABLE NOT NEEDED.
6. ESTABLISHED A LOCALIZER STEPDOWN FIX AT WUPEN. - I-LBX LOCALIZER NOW HAS DME.
7. AMENDED S-LOC 17 MDA/HAT FROM 500/HAT475 TO 340/HAT 315 - ESTABLISHED STEPDOWN IN FINAL APPROACH.
8. CHANGED LOC FINAL (FAS) OBSTACLE FROM 234 AAO TO LOC FINAL STEPDOWN (FAS) 75 TREE - ADDED STEPDOWN SEGMENT TO THE FINAL APPROACH.
9. CHANGED S-LOC 17 CAT C/D VISIBILITY FROM 1 TO 1/2 - LOWERED HAT.
10. ADDED TO LINE 4 "FRATI 1600 TO WUPEN 940"- ADDED FINAL STEPDOWN FIX.
11. MOVED ALL BACK-UP ALTIMETER NOTES FROM -3 TO -9 - ALTIMETER ON WMSCR AND APPROVED BY FPT.
12. CHANGED NOTE FROM FOR INOPERATIVE ALS, INCREASE S-LOC 17 CAT C-D VISIBILITY TO 1 3/8 SM TO FOR INOPERATIVE ALS, INCREASE S-LOC 17 CAT C/D VISIBILITY TO 7/8 SM - LOWERED HAT & .3D TABLE 3-3-1.
13. ADDED RADAR REQUIRED TO ALTERNATE MISSED APPROACH INSTRUCTIONS - RADAR REQUIRED SINCE IT'S A RADAR MISSED APPROACH.
14. ADDED TO ADDITIONAL FLIGHT DATA *LOC ONLY - STEPDOWN APPLIES TO LOC ONLY.

05/25/2019: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 05/01/2019
 ADDED 10/10/2019 TO REQUIRED EFFECTIVE DATE.



COORDINATED WITH:

A4A ALPA AOPA APA HAI NBAA OTHER: ZHU, IAH APP CONTROL, AMGR, ST AV DIR.

FLIGHT CHECKED BY

PENDING

OFFICE

DATE

DEVELOPED BY

CASIMIR L. TABAKA (MARSHALL SCOTT)

Digitally signed by
CASIMIR L TABAKA

Jul 25, 2019

OFFICE

AJV-A422

DATE

05/01/2019

APPROVED BY

MARLON ROBINSON

Digitally signed by
CASIMIR L TABAKA

Jul 25, 2019

OFFICE

AJV-A420

DATE

TITLE
MANAGER

