

FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
RNAV (GPS) STANDARD INSTRUMENT APPROACH PROCEDURE
TITLE 14 CFR PART 97.33

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> SGR	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 17	<u>ORIGINAL/AMENDMENT</u> 3	<u>CITY</u> HOUSTON	<u>STATE</u> TX
<u>AIRPORT ELEVATION</u> 81	<u>TDZE</u> 81	<u>SUPERSEDED</u> RNAV (GPS) RWY 17	<u>ORIGINAL/AMENDMENT</u> 2B	<u>DATED</u> 04/23/2020
<u>FACILITY</u> RNAV	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u> 5 SEPTEMBER 2024	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>MAG VAR</u> 5E
				<u>EPOCH YEAR</u> 2000
				<u>CANCEL/SUSPEND</u>

TERMINAL ROUTES

FROM	FIX TYPE	TO	FIX TYPE	LEG TYPE	FO/FB	RNP	COURSE	DISTANCE	ALTITUDE
BASGE	IAF	EBOKE		TF	FB	1.00	080.22	5.00	2000
DIZGY	IAF	EBOKE		TF	FB	1.00	260.32	5.00	2000
EBOKE	IF	CASOB		TF	FB	1.00	170.27	5.93	2000
CASOB	FAF	RW17	MAP	TF	FO	0.30	170.28	5.86	
RW17	MAP	398 MSL		CA			170.28		
398 MSL		POPAM		DF	FO	1.00			2000

MISSED APPROACH

MAP:

LPV: DA
LNAV/VNAV: DA
LNAV: RW17

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 2000 DIRECT POPAM AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

- PT SIDE OF COURSE OUTBOUND FT WITHIN MILES OF (IAF)
- PROFILE STARTS AT EBOKE
- FAC: 170.28 FAF: CASOB DIST FAF TO MAP: 5.86 DIST FAF TO THLD: 5.86
- MIN ALT: EBOKE 2000, CASOB 2000
- DIST TO THLD FROM OM: MM: IM: 150 HAT: 317 HAT: 0.82 GS ANT: MM: IM:
- MIN GP INCPT: 2000 GP ALT AT PFAF: CASOB 2000
- GP ANGLE: 3.00 34:1: IS NOT CLEAR 20:1: IS CLEAR TCH: 54.0
- MSA FROM: RW17 3100



PBN REQUIREMENTS NOTE:

RNP APCH - GPS.

NOTES:

CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -4°C OR ABOVE 54°C.
CHART NOTE: RWY 17 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED.
CHART PROFILE NOTE: VGSI AND RNAV GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).
CHART SPEED ICON IN PLANVIEW AT BASGE: MAX 210 KIAS.
CHART SPEED ICON IN PLANVIEW AT DIZGY: MAX 210 KIAS.

ADDITIONAL FLIGHT DATA:

HOLD S, LT, 350.28 INBOUND.
FAS OBST: 312 AAO 294330N/0954000W.
CHART VDP AT 1.36 NM TO RW17.
WAAS CHANNEL # 82513
REFERENCE PATH ID: W17A
CHART CIRCLING ICON.
LTP HAE: -2.6 M

MINIMUMS:

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

ALTERNATE: NA ☐ 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
LPV DA	398	1	317	398	1	317	398	1	317	398	1	317			
LNAV/VNAV DA	704	2	623	704	2	623	704	2	623	704	2	623			
LNAV MDA	640	1	559	640	1	559	640	1 5/8	559	640	1 5/8	559			
CIRCLING	720	1	639	720	1	639	720	1 3/4	639	720	2	639			

CHANGES - REASONS

- DECREASED DISTANCE EBOKE-CASOB FROM 6.02 TO 5.93 NM – FAF RELOCATED DUE TO HIGHER TCH
- INCREASED DISTANCE CASOB-RW17 FROM 5.77 TO 5.86 NM – FAF RELOCATED DUE TO HIGHER TCH
- CHANGED PROFILE LINE 3 DIST FAF TO MAP AND DIST FAF TO THLD FROM 5.77 TO 5.86 NM - FAF RELOCATED DUE TO HIGHER TCH
- CHANGED PROFILE LINE 5 FROM 316 HAT: 0.83 TO 317 HAT: 0.82 - RWY 17 THLD ELEV CHANGED FROM 81.9 FT TO 81.1 FT
- INCREASED PROFILE LINE 7 TCH FROM 51.6 TO 54.0 – TCH RAISED TO ENSURE CLEAR VGS
- CHANGED PBN REQUIREMENTS NOTE FROM “RNP APCH” TO “RNP APCH – GPS” – 8260.19I 8-6-8.B
- CHANGED CHART NOTE FOR UNCOMPENSATED BARO-VNAV SYSTEMS FROM “LNAV/VNAV NA BELOW -15°C OR ABOVE 54°C” TO “LNAV/VNAV NA BELOW -4°C OR ABOVE 54°C” – CALCULATION BASED ON 5-YEAR TEMP STUDY
- ADDED CHART NOTES FOR MAX 210 KIAS AT BASGE AND DIZGY – SPEED RESTRICTION TO ENSURE SEGMENT LENGTH MEETS CRITERIA
- CHANGED FAS OBST NOTE FROM “CHART FAS OBST: 378 TOWER 293922N/0954013W” TO “FAS OBST: 312 AAO 294330N/0954000W” – PREVIOUS CONTROLLING OBSTACLE DISMANTLED
- CHANGED ALTERNATE MINIMUMS FROM “STANDARD” TO “STANDARD – NA WHEN LOCAL WEATHER NOT AVAILABLE” – 8260.19I 8-6-11.B.4
- INCREASED HAT/HAA ALL STRAIGHT-IN MINIMUMS, ALL CATS BY 1 FT – RWY 17 THLD ELEV CHANGED FROM 81.9 FT TO 81.1 FT
- FAS DATA CHANGES: FPAP COORDINATES FROM 293626.7900N/0953918.4900W TO 293626.7925N/0953918.4925W, TCH FROM 51.6 TO 54.0 CRC REMAINDER FROM 8B95445D TO 20C97CEC – TCH INCREASE



COORDINATED WITH:

A4A

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ALPA

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AOPA

☒

APA

☐

HAI

☐

NBAA

☒

OTHER: ZFW, IAH APP CON, SGR ATCT, AMGR

FLIGHT CHECKED BY

BRIAN HARRELSON

Digitally signed by

CASIMIR L TABAKA

Jul 05, 2024

OFFICE

FPO

DATE

06/28/2024

DEVELOPED BY

JON NEIDIGH

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CASIMIR L TABAKA

Jul 05, 2024

OFFICE

AJV-A432

DATE

02/16/2024

APPROVED BY

CASIMIR L. TABAKA

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CASIMIR L TABAKA

Jul 05, 2024

OFFICE

AJV-A432

DATE

TITLE

MANAGER

FAS DATA BLOCK INFORMATION

DATA FIELD

OPERATION TYPE
SBAS SERVICE PROVIDER IDENTIFIER
AIRPORT IDENTIFIER
RUNWAY
APPROACH PERFORMANCE DESIGNATOR
ROUTE INDICATOR
REFERENCE PATH DATA SELECTOR
REFERENCE PATH IDENTIFIER (APPROACH ID)
LTP/FTP LATITUDE
LTP/FTP LONGITUDE
LTP/FTP ELLIPSOIDAL HEIGHT
FPAP LATITUDE
FPAP LONGITUDE
THRESHOLD CROSSING HEIGHT (TCH)
TCH UNITS SELECTOR (METERS OR FEET USED)
GLIDEPATH ANGLE (GPA)
COURSE WIDTH AT THRESHOLD
LENGTH OFFSET
HORIZONTAL ALERT LIMIT (HAL)
VERTICAL ALERT LIMIT (VAL)

DATA

0
0
KSGR
RW17
0
0
W17A
293755.8100N
0953926.8950W
-00026
293626.7925N
0953918.4925W
00054.0
F
03.00
106.75
0424
40.0
50.0

CRC REMAINDER

20C97CEC

ADDITIONAL PATH POINT RECORD INFORMATION

ICAO CODE
LTP ORTHOMETRIC HEIGHT
FPAP ORTHOMETRIC HEIGHT

K4
+00247
+00247

