

**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> KJAC	<u>PROCEDURE NAME</u> ILS Y OR LOC Y RWY 19	<u>ORIGINAL/AMENDMENT</u> 1	<u>CITY</u> JACKSON	<u>STATE</u> WY	
<u>AIRPORT ELEVATION</u> 6451	<u>TDZE</u> 6451	<u>SUPERSEDED</u> ILS Y OR LOC RWY 19	<u>ORIGINAL/AMENDMENT</u> ORIG-B	<u>DATED</u> 12/07/2017	<u>MAG VAR</u> 13E
<u>FACILITY</u> I-JAC	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u> 2 DECEMBER 2021	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>CANCEL/SUSPEND</u>	<u>EPOCH YEAR</u> 2005

TERMINAL ROUTES THIS IS A CORRECTED COPY OF A PROCEDURE ORIGINALLY PUBLISHED IN TL 21-25

FROM	FIX TYPE	TO	FIX TYPE	LEG TYPE	FO/FB	RNP	COURSE	DISTANCE	ALTITUDE
MOSSS/DNW 8.99 DME/RADAR		DNW VOR/DME					330.37	8.99	12800
JAC VOR/DME		QUIRT INT/I-JAC 17.30 DME					006.60	15.76	15200
RELAE INT		QUIRT INT/I-JAC 17.30 DME					086.55	2.85 (DNW R-267)	14100
DNW VOR/DME	IAF	QUIRT INT/I-JAC 17.30 DME	NOPT				266.55	12.15 (I-JAC LR-014)	11100
QUIRT INT/I-JAC 17.30 DME	IF/IAF	TRIPS INT/I-JAC 13.56 DME					186.52	3.74 (I-JAC)	10200
TRIPS INT/I-JAC 13.56 DME		FAPMO INT/I-JAC 10.92 DME					186.52	2.64 (I-JAC)	9600

MISSED APPROACH

MAP:

ILS: DA
LOC: 9.73 NM AFTER FAPMO INT/I-JAC 10.92 DME OR AT I-JAC 1.19 DME

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 14000 ON JAC VOR/DME R-192 TO KICNE INT/JAC VOR/DME 26.61 DME AND HOLD, CONTINUE CLIMB-IN-HOLD TO 14000.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

3



PROFILE:

1. PT L SIDE OF COURSE 006.52 OUTBOUND 13100 FT WITHIN 10 MILES OF QUIRT INT (IAF)

2.

3. FAC: 186.52 FAF: FAPMO INT/I-JAC 10.92 DIST FAF TO MAP: 9.73 DIST FAF TO THLD: 9.73
DME

4. MIN ALT: QUIRT INT/I-JAC 17.30 DME 11100, TRIPS INT/I-JAC 13.56 DME 10200, FAPMO INT/I-JAC 10.92 DME 9600, SOSUE/I-JAC 4.46 DME 7540

5. DIST TO THLD FROM OM: MM: IM: 150 HAT: GS ANT: 1129

6. MIN GS INCPT: 9600 GS ALT AT FAF: FAPMO INT/I-JAC 10.92 DME 9600 OM: MM: IM:

7. GP ANGLE: 3.00 34:1: 20:1: TCH: 49.7

8. MSA FROM: JAC VOR/DME 005-245 12700, 245-005 14900 ←

EQUIPMENT REQUIREMENTS NOTES:

RADAR REQUIRED FOR PROCEDURE ENTRY AT MOSSS

NOTES:

CHART NOTE: CIRCLING NA FOR CATS A, B, AND C E OF RWY 1-19.
 CHART PROFILE NOTE: USE I-JAC DME WHEN ON THE LOCALIZER COURSE.
 CHART NOTE: CIRCLING NA FOR CAT D.
 CHART NOTE: FOR INOPERATIVE ALS, INCREASE SOSUE FIX MINIMUMS S-LOC 19 CATS C AND D VISIBILITY TO 2 1/2 SM.
 CHART NOTE: FOR INOPERATIVE ALS, INCREASE S-LOC CAT C AND D VISIBILITY TO 3 SM.

ADDITIONAL FLIGHT DATA:

CHART DNW VOR/DME 12.15 DME AT QUIRT.
 HOLD S, RT, 012.00 INBOUND.
 CHART FAS OBST: 6456 ELECTRICAL_SYSTEM (56-022139) 433701N/1104405W.
 FAS OBST: 7223 AAO 431606N/1103918W, 6800 AAO 434035N/1104247W.
 CHART VDP AT 3.68 DME
 DISTANCE VDP TO THLD 2.48 NM.
 CHART AT OR ABOVE 12800 AT MOSSS.
 CHART 14100 PRIOR TO QUIRT IN PROFILE.
 CHART CIRCLING ICON.



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

ALTERNATE: NA ILS: STANDARD; LOC: CAT A, B 1100-2, CAT C/D 1100-3

<u>CATEGORY:</u>	<u>A</u>			<u>B</u>			<u>C</u>			<u>D</u>			<u>E</u>		
<u>FINAL TYPE</u>	<u>DA/MDA</u>	<u>VIS</u>	<u>HAT/HAA</u>												
S-ILS 19	7077	1 1/2	626	7077	1 1/2	626	7077	1 1/2	626	7077	1 1/2	626			
S-LOC 19	7540	5500	1089	7540	1 1/4	1089	7540	2 1/2	1089	7540	2 1/2	1089			
CIRCLING	7540	1 1/4	1089	7540	1 1/2	1089	7540	3	1089		NA				
SOSUE FIX MINIMUMS (DME REQUIRED)															
S-LOC 19	7300	4000	849	7300	5500	849	7300	2	849	7300	2	849			
CIRCLING	7300	1 1/4	849	7300	1 1/4	849	7400	2 3/4	949		NA				



CHANGES - REASONS

1. CHANGED PROCEDURE NAME FROM ILS Y OR LOC RWY 19 TO ILS Y OR LOC Y RWY 19 - 8260.3D 1-6-4
2. LOWERED MSA ALTITUDE IN SECTOR 005-155 FROM 13000-12700 - CONTROLLING OBSTACLE CHANGED FROM 11960 AAO TO 11637 AAO
3. LOWERED MSA ALTITUDE IN SECTOR 245-005 FROM 15000 TO 14900 - CONTROLLING OBSTACLE CHANGED FROM 13970 AAO TO 13858 AAO
4. CHANGED FAC FROM 186.51 TO 186.52 - ROUNDING SINCE 3 DIGIT ILS COURSE IN AIRNAV IS 186.516
5. CHANGED COURSE REVERSAL OUTBOUND COURSE FROM 6.51 TO 6.52 - FAC COURSE CHANGED
6. ADDED FEEDER FROM MOSSS TO DNW VOR/DME - ATC REQUEST FOR PROCEDURE ENTRY FROM SOUTHEAST
7. SPLIT QUIRT-FAPMO INTO 2 SEGMENTS, QUIRT TO TRIPS AND TRIPS TO FAPMO - NEEDED TO ADD STEPDOWN FIX (TRIPS) TO CLEAR TERRAIN AND KEEP DESCENT GRADIENT WITHIN LIMITS
8. CHANGED ALTITUDE AT FAPMO FROM 9700 TO 9600 IN TERMINAL ROUTES, LINE 4, LINE 6 MIN GS INCPT, AND LINE 6 GS ALT AT FAPMO - ALTITUDE LOWERED 100 FEET TO KEEP LOC FINAL LESS THAN 10NM IN LENGTH
9. CHANGED DIS FAF TO MAP AND THLD ON LINE 3 FROM 9.77 TO 9.73- FAPMO MOVED 260 FT TO CALCULATED FAF LOCATION
10. CHANGED CHART VDP AT FROM 3.70 DME TO 3.68 DME IN ADDITIONAL FLIGHT DATA - CALCULATED LOCATION PER CURRENT VDP FORMULA
11. CHANGED DISTANCE VPD TO THLD FROM 2.50 MILES TO 2.48 MILES IN ADDITIONAL FLIGHT DATA - CALCULATED LOCATION PER CURRENT VDP FORMULA
12. RAISED INTERMEDIATE ALTITUDE AT QUIRT FROM 11000 TO 11100 - PR INCREASED FROM 136 TO 380 IN PT INITIAL SEGMENT
13. ADDED "CHART CIRCLING ICON" TO ADDITIONAL FLIGHT DATA - 8260.191 8-6-10(S)
14. ADDED "CHART NOTE: CIRCLING NA FOR CAT D" - WITH APPLICATION OF EXPANDED CIRCLING AREA, CAT D MDA WAS HIGHER THAN FAF ALTITUDE
15. CHANGED "CIRCLING NA E OF RWY 1-19" TO "CIRCLING NA FOR CATS A, B, AND C E OF RWY 1-19 - LISTED CATS SINCE CAT D NA'D COMPLETELY
16. ADDED "RADAR REQUIRED FOR PROCEDURE ENTRY AT MOSSS" TO EQUIPMENT REQUIREMENTS NOTES - MOSSS NOT IN THE EN ROUTE STRUCTURE
17. CHANGED S-ILS 19 DA/HAT FROM 7063/612 TO 7077/626 - CURRENT EVALUATION OF MISSED APPROACH PENETRATIONS
18. CHANGED S-LOC 19 MDA/HAT FROM 7500/1049 TO 7540/1089 - CONTROLLING OBSTACLE CHANGED FROM 7059 TREE TO 7100 AAO IN CURRENT OBSTACLE EVALUATION
19. CHANGED CIRCLING CAT A/B/C MDA/HAA FROM 7500/1049 TO 7560/1089 - CIRCLING IS STRAIGHT-IN CONTROLLED
20. REMOVED CIRCLING CAT D FROM BOTH LINES OF CIRCLING MINIMUMS - CIRCLING MDA WOULD HAVE BEEN HIGHER THAN FAF ALTITUDE
21. CHANGED SOSUE FIX MINIMUMS CIRCLING CAT C MDA/HAA FROM 7300/849 TO 7400/949 - APPLICATION OF EXPANDED CIRCLING RADII PICKED UP HIGHER TERRAIN IN CAT C
22. CHANGED S-ILS 19 VISIBILITY ALL CATS FROM 2 SM TO 1 1/2 SM - 8260.3D TABLE 3-3-1
23. CHANGED S-LOC 19 CAT A VISIBILITY FROM 1 1/4 SM TO 5500 RVR, CAT B VISIBILITY FROM 1 1/2 SM TO 1 1/4 SM, AND CAT C/D FROM 3 SM TO 2 1/2 SM - 8260.3D TABLE 3-3-3 AND 3-3-5
24. CHANGED SOSUE FIX MINIMUMS S-LOC 19 CAT A VISIBILITY FROM 1 SM TO RVR 4000, CAT B VISIBILITY FROM 1 1/4 SM TO RVR 5500, CAT C VISIBILITY FROM 2 1/2 SM TO 2 SM, AND CAT D VISIBILITY FROM 2 3/4 SM TO 2 SM - 8260.3D TABLE 3-3-3, 3-3-4, AND 3-3-1
25. CHANGED SOSUE FIX MINIMUMS CIRCLING CAT A VISIBILITY FROM 1 SM TO 1 1/4 SM AND CAT C VISIBILITY FROM 2 1/2 SM TO 2 3/4 SM - 8260.3D TABLE 3-3-7
26. REMOVED "CHART NOTE: INOPERATIVE TABLE DOES NOT APPLY" FROM NOTES - VISIBILITY LOWERED, NOW INOP TABLE APPLIES TO CERTAIN SETS OF MINS
27. ADDED "CHART NOTE: FOR INOPERATIVE ALS, INCREASE SOSUE FIX MINIMUMS S-LOC 19 CATS C AND D VISIBILITY TO 2 1/2 SM" TO NOTES - 8260.3D TABLE 3-3-3 AND 3-3-1
28. REMOVED "CHART PLANVIEW AND PROFILE NOTES: S-ILS 19 FLY VISUAL TO AIRPORT, 187 DEGREES - 1.8 NM" FROM NOTES - DOES NOT MEET REQUIREMENTS FOR FLY VISUAL NOTE IN 8260.3D 3-3-4
29. CHANGED LOC MISSED APPROACH POINT FROM "9.77 MILES AFTER FAPMO INT/I-JAC 10.97 DME OR AT 1.19 DME FIX" TO "9.73 NM AFTER FAPMO INT/I-JAC 10.92 DME OR AT I-JAC 1.19 DME" - FAPMO FIX MOVED FORWARD 260 FT
30. CHANGED FAF ON LINE 3 FROM "FAPMO INT/I-JAC 10.97 DME" TO "FAPMO INT/I-JAC 10.92 DME - FAPMO MOVED TO CALCULATED PFAF LOCATION
31. ADDED DME INFO TO ALL FIXES ON MIN ALT IN LINE 4 - 8260.191 8-2-6
32. CHANGED SOSUE MIN ALT ON LINE 4 FROM 7500 TO 7540 - MIN ALTITUDE REQUIRED TO CLEAR CONTROLLING OBSTACLE 7100 AAO IN CURRENT OBSTACLE EVALUATION
33. ADDED "TRIPS INT/I-JAC 13.56 DME 10200" TO LINE 4 - STEPDOWN FIX INSERTED FOR OBSTACLE CLEARANCE
34. GS ANT DISTANCE ON LINE 5 CHANGED FROM 1130 TO 1129 - CURRENT AIRNAV DATA
35. CHANGED FAS OBSTACLE IN ADDITIONAL FLIGHT DATA FROM 6589 TREE TO 6456 ELECTRICAL_SYSTEM - CURRENT CONTROLLING OBSTACLE IDENTIFIED DURING EVALUATION
36. REMOVED "CHART 6869 TREE 433940N/1104146W" AND "CHART 7139 TREE 434630N/1103918W" FROM ADDITIONAL FLIGHT DATA - NO LONGER 7:1 OBSTACLES
37. ADDED "FAS OBST: 7223 AAO 431606N/1103918W, 6800 AAO 434035N/1104247W" TO ADDITIONAL FLIGHT DATA - 7:1 OBSTACLES IDENTIFIED IN EVALUATION
38. REMOVED "" FROM VDP IN ADDITIONAL FLIGHT DATA - 8260.191 CHAPTER 8
39. ADDED "CHART AT OR ABOVE 12800 AT MOSSS" TO ADDITIONAL FLIGHT DATA - ATC REQUEST FOR TRAFFIC FLOW ONTO FEEDER
40. ADDED ALTERNATE MINIMUMS FOR LOC AND ILS - LOCAL WEATHER AVAILABLE AND FACILITIES ARE CAT 1 MONITORED
41. ADDED "CHART NOTE: FOR INOPERATIVE ALS, INCREASE S-LOC CAT C AND D VISIBILITY TO 3 SM" - 8260.3D TABLE 3-3-1

10/19/21: THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 09/28/21.

1. CHANGED MSA ON LINE 8 FROM "JAC VOR/DME 005-155 12700, 155-245 12400, 245-005 14900" TO "JAC VOR/DME 005-245 12700, 245-005 14900" - COMBINE ADJACENT SECTORS WITH ALTITUDES 300 FEET APART



COORDINATED WITH:

A4A **ALPA** **AOPA** **APA** **HAI** **NBAA** **OTHER:** ZLC, JAC ATCT, AMGR

Digitally signed by

FLIGHT CHECKED BY
SCOTT ERIC AXELSON

ALLAN WILL
Oct 20, 2021

OFFICE
FIOG

DATE
09/21/2021

DEVELOPED BY *Digitally signed by*
KELLIE R. BARNES **KELLIE R BARNES**
Oct 19, 2021

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DATE
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ALLAN WILL
Oct 20, 2021

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TITLE
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