

**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> KGTR	<u>PROCEDURE NAME</u> ILS OR LOC RWY 36	<u>ORIGINAL/AMENDMENT</u> 2	<u>CITY</u> COLUMBUS/W POINT/STARKVILLE	<u>STATE</u> MS		
<u>AIRPORT ELEVATION</u> 264	<u>TDZE</u> 261	<u>SUPERSEDED</u> ILS OR LOC RWY 36	<u>ORIGINAL/AMENDMENT</u> 1	<u>DATED</u> 01/08/2015	<u>MAG VAR</u> 2W	<u>EPOCH YEAR</u> 2015
<u>FACILITY</u> I-RVT	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u> 10 AUGUST 2023	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>CANCEL/SUSPEND</u>		

TERMINAL ROUTES **THIS IS A CORRECTED COPY OF A PROCEDURE ORIGINALLY PUBLISHED IN TL 23-15.**

FROM	FIX TYPE	TO	FIX TYPE	LEG TYPE	FO/FB	RNP	COURSE	DISTANCE	ALTITUDE
IGB VORTAC		DIXVU/IGB 15.03 DME/RADAR					191.49	15.03	3000
UYSEF/IGB 15.03 DME CW	IAF	DIXVU/I-RVT 13.17 DME/RADAR	NOPT				15.03 DME ARC		3000
DIXVU/I-RVT 13.17 DME/RADAR	IF/IAF	BAWMO/I-RVT 6.92 DME/RADAR					002.47	6.25 (I-RVT)	2000

MISSED APPROACH

MAP:

ILS: DA
LOC: 5.35 NM AFTER BAWMO/6.92 DME/RADAR OR AT I-RVT 1.57 DME

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 900 THEN CLIMBING LEFT TURN TO 2400 ON IGB VORTAC R-266 TO HANOP INT/IGB VORTAC 13.00 DME AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS (DO NOT CHART):

CLIMB TO 900 THEN CLIMBING LEFT TURN TO 2400 ON HEADING 266 AND ON OTB VOR/DME R-174 TO HANOP INT AND HOLD.

PROFILE:

1. PT SIDE OF COURSE OUTBOUND FT WITHIN MILES OF (IAF)
2. HOLD S DIXVU, RT, 002.47 INBOUND, 3000 FT. IN LIEU OF PT (IAF), MAX 6000.
3. FAF: 002.47 FAF: BAWMO/I-RVT 6.92 DME/RADAR DIST FAF TO MAP: 5.35 DIST FAF TO THLD: 5.35
4. MIN ALT: DIXVU/I-RVT 13.17 DME/RADAR 3000, BAWMO/I-RVT 6.92 DME/RADAR 2000, JAKVU/I-RVT 4.27 DME 1140
5. DIST TO THLD FROM OM: MM: IM: 150 HAT: GS ANT: 1002
6. MIN GS INCPT: 2000 GS ALT AT PFAF: BAWMO/I-RVT 6.92 DME/RADAR 2000 OM: MM: IM:
7. GS ANGLE: 3.00 34:1: 20:1: TCH: 42.4
8. MSA FROM: IGB VORTAC 3400



EQUIPMENT REQUIREMENTS NOTE:

DME OR RADAR REQUIRED.

NOTES:

CHART PROFILE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).

CHART PROFILE NOTE: USE I-RVT DME WHEN ON THE LOCALIZER COURSE.

ADDITIONAL FLIGHT DATA:

CHART CIRCLING ICON.

CHART IN PLANVIEW AND PROFILE: IGB 15.03 DME AT DIXVU.

HOLD W, RT, 085.65 INBOUND.

CHART IN PLANVIEW: ALTERNATE MA HOLDING, HOLD S HANOP INT, RT, 354.40 INBOUND. 

CHART FAS OBST: 361 TREE (28-036244) 332409N/0883530W.

CHART KCBM IN PLAN AND PROFILE VIEWS.

CHART KM83 IN PLAN AND PROFILE VIEWS.

CHART VDP AT 2.55 DME.

DISTANCE VDP TO THLD 0.98 NM.

CHART IN PLANVIEW: HANOP INT. 

CHART IGB R-078 AT UYSEF.

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: CAT A, B 900-2, CAT C 900-2 1/2, CAT D 900-2 3/4, CAT E 900-3, NA WHEN LOCAL WEATHER NOT AVAILABLE., NA WHEN CONTROL TOWER CLOSED.

<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>	<u>DA/MDA</u>	<u>VIS</u>	<u>HAT/HAA</u>	<u>DA/MDA</u>	<u>VIS</u>	<u>HAT/HAA</u>	<u>DA/MDA</u>	<u>VIS</u>	<u>HAT/HAA</u>	<u>DA/MDA</u>	<u>VIS</u>	<u>HAT/HAA</u>
S-ILS 36	461	3/4	200	461	3/4	200	461	3/4	200	461	3/4	200	461	3/4	200
S-LOC 36	1140	1 1/4	879	1140	1 1/4	879	1140	2 1/2	879	1140	2 1/2	879	1140	2 1/2	879
CIRCLING	1140	1 1/4	876	1140	1 1/4	876	1140	2 1/2	876	1140	2 3/4	876	1140	3	876
JAKVU FIX MINIMUMS															
S-LOC 36	620	1	359	620	1	359	620	1	359	620	1	359	620	1	359
CIRCLING	760	1	496	760	1	496	960	2	696	960	2 1/4	696	960	2 1/2	696

QUALITY
48
CHECKED

CHANGES - REASONS

1. CHANGED PRIMARY MISSED APPROACH CLIMB TO ALTITUDE FROM 700 TO 900- TO ELIMINATE CIH EVALUATION REQUIREMENT.
2. CHANGED PRIMARY MISSED FROM HOLDING E TO W AND CHANGED TURN DIRECTION FROM L TO R- TO RELOCATE OUTSIDE OF NO COURSE SIGNAL ZONE AND HOLD TOWARD NAVAID INSTEAD OF AWAY.
3. CHANGED ALTERNATE MISSED APPROACH CLIMB TO ALTITUDE FROM 700 TO 900- TO ELIMINATE CIH EVALUATION REQUIREMENT.
4. CHANGED ALTERNATE MISSED APPROACH HOLDING DME AT HANOP TO IGB 13.00 DME- OTB DME REMOVED FROM HANOP -2.
5. MOVED REMOTE ALTIMETER CHART NOTES TO CONTINGENCY NOTE ON BACK OF 8260-9- FAA INITIATIVE TO REDUCE CHART CLUDDER.

4/18/2023: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 2/7/2023.

1. CHANGED (8260-9) ILS/LOC ALTERNATE MISSED CLEARANCE LIMIT FROM HANOP INT/IGB 13.00 DME TO HANOP INT- UPDATED PER F/C CORRECTION TO REMOVE CHARTED IGB 13 DME FROM ALTERNATE MISSED APPROACH PLANVIEW.

6/26/2023: THIS IS A CORRECTED COPY OF THE FORM DEVELOPED ON 4/18/2023.

1. CHANGED ADDITIONAL FLIGHT DATA: FROM CHART IN PLANVIEW: ALTERNATE MA HOLDING, HOLD S HANOP INT/IGB 13.00 DME, RT, 354.40 INBOUND TO CHART IN PLANVIEW: ALTERNATE MA HOLDING, HOLD S HANOP INT, RT, 354.40 INBOUND- CORRECTED PER IFP CHARTING QUERY.
2. CHANGED ADDITIONAL FLIGHT DATA: FROM CHART IN PLANVIEW: HANOP INT/IGB 13.00 DME TO CHART IN PLANVIEW: HANOP INT-CORRECTED PER IFP CHARTING QUERY.

COORDINATED WITH:

A4A ☒ **ALPA** ☒ **AOPA** ☒ **APA** ☐ **HAI** ☐ **NBAA** ☒ **OTHER:** ZME, CBM APP CON, ATCT, AMGR

FLIGHT CHECKED BY

MICHAEL JEFFREY LAWRENCE

*Digitally signed by***JOHN BORDY**

Jun 26, 2023

OFFICE

FIOG

DATE

04/12/2023

DEVELOPED BY

RAKE MCGRAW (DEREK LARUE)

*Digitally signed by***JOHN BORDY**

Jun 26, 2023

OFFICE

AJV-A423

DATE

06/26/2023

APPROVED BY

RAKE MCGRAW

*Digitally signed by***JOHN BORDY**

Jun 26, 2023

OFFICE

AJV-A423

DATE**TITLE**
MANAGER