

**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>	<u>PROCEDURE NAME</u>	<u>ORIGINAL/AMENDMENT</u>	<u>CITY</u>	<u>STATE</u>		
SGF	ILS OR LOC RWY 14	1	SPRINGFIELD	MO		
<u>AIRPORT ELEVATION</u>	<u>TDZE</u>	<u>SUPERSEDED</u>	<u>ORIGINAL/AMENDMENT</u>	<u>DATED</u>	<u>MAG VAR</u>	<u>EPOCH YEAR</u>
1268	1260	ILS OR LOC RWY 14	ORIG-C	05/28/2015	3E	2000
<u>FACILITY</u>	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u>	<u>CANCEL/SUSPEND</u>		
I-GWA		14 MAY 2026	ROUTINE			

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>
SGF VORTAC		BVRLY/I-GWA 13.64 DME/RADAR					284.24	11.27	3000
BVRLY/I-GWA 13.64 DME/RADAR	IF/IAF	REEVZ INT/I-GWA 6.45 DME/RADAR	PFAF				138.78 (I-GWA)	7.19	2900

MISSED APPROACH

MAP:

ILS: DA
LOC: 4.97 NM AFTER REEVZ INT/I-GWA 6.45 DME/RADAR OR AT I-GWA 1.48 DME

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 1800 THEN CLIMBING LEFT TURN TO 3000 DIRECT SGF VORTAC AND HOLD, CONTINUE CLIMB IN HOLD TO 3000.
(TACAN AIRCRAFT CONTINUE ON SGF VORTAC R-024 TO PLADD INT AND HOLD NE, RT, 204.05 INBOUND).

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

1.	PT	SIDE OF COURSE	OUTBOUND	FT WITHIN	MILES OF	(IAF)		
2.	HOLD NW BVRLY/I-GWA 13.64 DME/RADAR, RT, 138.78 INBOUND, 3000 IN LIEU OF PT (IAF), MAX 5700.							
3.	FAC:	138.78	FAF:	REEVZ INT/I-GWA 6.45 DME/RADAR	DIST FAF TO MAP:	4.97	DIST FAF TO THLD:	4.97
4.	MIN ALT:	BVRLY/I-GWA 13.64 DME/RADAR 3000, REEVZ INT/I-GWA 6.45 DME/RADAR 2900, VOHVU INT/I-GWA 3.63 DME/RADAR 2000						
5.	DIST TO THLD FROM OM:	2900	MM:	IM:	150 HAT:	GS ANT:	1076	
6.	MIN GS INCPT:	2900	GS ALT AT PFAF:	REEVZ INT/I-GWA 6.45 DME/RADAR 2900	OM:	MM:	IM:	
7.	GS ANGLE:	3.00	34:1:	20:1:	TCH:	55.7		
8.	MSA FROM:	SGF VORTAC 090-180 4600, 180-090 3100						

QUALITY
10
CHECKED

NOTES:

CHART NOTE: * RVR 1800 AUTHORIZED WITH USE OF FD OR AP OR HUD TO DA (NA WHEN USING HFJ ALTIMETER SETTING).
CHART NOTE: VDP NA WHEN USING HFJ ALTIMETER SETTING.
CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE HFJ ALTIMETER SETTING AND INCREASE S-ILS 14 DA TO 1550 FEET; INCREASE ALL MDAS 100 FEET AND S-LOC 14 VISIBILITY CAT C/D/E TO RVR 4000 AND CIRCLING VISIBILITY CAT C/D 1/2 SM.
CHART NOTE: FOR INOPERATIVE ALS, INCREASE S-ILS 14 CAT E VISIBILITY TO RVR 4000, AND INCREASE S-LOC 14 CAT C/D/E VISIBILITY TO 2 SM.

ADDITIONAL FLIGHT DATA:

CHART IN PLANVIEW: PLADD INT/SGF 18.36 DME.
HOLD N, RT, 196.00 INBOUND.
CHART FAS OBST: 1331 TREE (29-088334) 371551N/0932438W.
CHART VDP AT 2.37 DME.
DISTANCE VDP TO THLD 0.89 NM.

MINIMUMS:

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

ALTERNATE: NA ☐ ILS: STANDARD - NA WHEN LOCAL WEATHER NOT AVAILABLE.; LOC: STANDARD - CAT E 900-3, 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 14*	1460	2400	200	1460	2400	200	1460	2400	200	1460	2400	200	1460	2400	200
S-LOC 14	1600	2400	340	1600	2400	340	1600	2600	340	1600	2600	340	1600	2600	340
CIRCLING	1760	1	492	1820	1	552	1820	1 1/2	552	1920	2	652	2080	3	812



CHANGES - REASONS

1. CHANGED FEEDER COURSE/DISTANCE/ALTITUDE FROM 275.66/9.09/2900 TO 284.24/11.27/3000 - BVRLY FIX MOVED/ALT CHANGE.
2. CHANGED DME AT BVRLY FROM 11.00 TO 13.64 - FIXED MOVED.
3. REMOVED INT FROM BVRLY FIX - ANGLE OF DIVERGENCE LESS THAN 45°.
4. CHANGED FIX TYPE AT BVRLY FROM IF TO IF/IAF - 8260.19K PARA 8-6-4A.
5. CHANGED DME AT REEVZ FROM 6.20 TO 6.45 - FIXED MOVED.
6. CHANGED DISTANCE BETWEEN BVRLY AND REEVZ FROM 4.80 TO 7.19 - FIXES MOVED.
7. CHANGED MAP FROM "4.72 NM AFTER REEVZ INT/I-GWA 6.20 DME/RADAR OR AT I-GWA 1.48 DME FIX" TO "4.97 NM AFTER REEVZ INT/I-GWA 6.45 DME/RADAR OR AT I-GWA 1.48 DME" - REEVZ FIX MOVED.
8. CHANGED "CLIMB TO 1800 THEN CLIMBING LEFT TURN TO 2900 TO SGF VORTAC AND HOLD..." TO "CLIMB TO 1800 THEN CLIMBING LEFT TURN TO 3000 DIRECT SGF VORTAC AND HOLD, CONTINUE CLIMB IN HOLD TO 3000..." - INCREASED CLIMB TO ALTITUDE WHICH INITIATED CIH.
9. INCREASED HILPT MAX HOLDING ALTITUDE FROM 5000 TO 5700 - FPT REQUEST.
10. ADDED VOHVU INT AS SDF AT 2000 - FPT REQUEST.
11. REMOVED CHART NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED. - REMOVED 34:1 PENETRATIONS.
12. REMOVED CHART NOTE: INOPERATIVE TABLE DOES NOT APPLY TO S-ILS 14. - LOWERED ILS MINIMUMS INCORPORATING ALS OUT NOTES.
13. REMOVED CHART NOTE: FOR INOPERATIVE MALSR, INCREASE S-LOC 14 ALL CATS VISIBILITY TO 1. - LOWERED MINIMUMS, UPDATED ALS OUT NOTE.
14. ADDED CHART NOTE: * RVR 1800 AUTHORIZED WITH USE OF FD OR AP OR HUD TO DA (NA WHEN USING HFJ ALTIMETER SETTING). - FPT REQUEST.
15. ADDED CHART NOTE: VDP NA WHEN USING HFJ ALTIMETER SETTING. - 8260.19K PARA 8-6-10E(9).
16. ADDED CHART IN PLANVIEW: PLADD INT/SGF 18.36 DME. - 8260.19K PARA 8-6-6H(2).
17. ADDED CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE HFJ ALTIMETER SETTING AND INCREASE S-ILS 14 DA TO 1550 FEET; INCREASE ALL MDAS 100 FEET AND S-LOC 14 VISIBILITY CAT C/D/E TO RVR 4000 AND CIRCLING VISIBILITY CAT C/D 1/2 SM. - 8260.19K PARA 8-6-10F(4) AND FPT REQUEST.
18. ADDED CHART NOTE: FOR INOPERATIVE ALS, INCREASE S-ILS 14 CAT E VISIBILITY TO RVR 4000, AND INCREASE S-LOC 14 CAT C/D/E VISIBILITY TO 2 SM. - 8260.19K PARA 8-6-12O(3)(D).
19. REMOVED CHART CIRCLING ICON - CURRENT CRITERIA.
20. CHANGED CHART FAS OBST: 1353 TOWER 371758N/0932627W TO CHART FAS OBST: 1331 TREE (29-088334) 371551N/0932438W. - UPDATED CONTROLLING OBSTACLE.
21. CHANGED VDP FROM 2.43 DME AND DISTANCE VDP TO THLD 0.95 NM TO 2.37 DME AND DISTANCE VDP TO THLD 0.89 NM. - FIXES MOVED AND MINIMA CHANGED.
22. CHANGED ALTERNATE MINIMA "ILS: STANDARD - CAT D 700-2; LOC: STANDARD" TO "ILS: STANDARD - NA WHEN LOCAL WEATHER NOT AVAILABLE.; LOC: STANDARD - CAT E 900-3, NA WHEN LOCAL WEATHER NOT AVAILABLE." - NEW MINIMUMS.
23. ADDED CAT E MINIMUMS TO ALL APPROACHES - FPT REQUEST.
24. CHANGED S-ILS 14 DA/VIS/HAT ALL CATS FROM 1517/ 3/4 /257 TO 1460/2400/200 - OBSTACLES REMOVED ALLOWED FOR LOWER MINS PER FPT REQUEST.
25. CHANGED S-LOC 14 MDA/VIS/HAT CATS A/B FROM 1620/ 3/4 /360 TO 1600/2400/340, CATS C/D FROM 1620/3/4/360 TO 1600/2600/340 - NEW CONTROLLING OBSTACLE
26. ADDED COORDINATED WITH A4A. - AIRPORT IS FAR PART 139.
27. REMOVED ATA FROM COORDINATED WITH - ATA WAS REPLACED WITH A4A.

COORDINATED WITH:

A4A

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ALPA

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AOPA

☒

APA

☒

HAI

☐

NBAA

☒

OTHER:

ZKC, SGF ATCT, ARPT MGR, MO STATE AERO

FLIGHT CHECKED BY

SUSANNA ROBERTS

Digitally signed by

ROBERT G HAMILTON

Mar 09, 2026

OFFICE

AJF

DATE

03/08/2026

DEVELOPED BY

TIMOTHY DUNN

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Mar 09, 2026

OFFICE

AJV-A433

DATE

10/20/2025

APPROVED BY

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Mar 09, 2026

OFFICE

AJV-A433

DATE

TITLE

MANAGER

