


LOC I-GPT <b>110.9</b>	APP CRS <b>137°</b>	Rwy Idg TDZE Apt Elev	<b>9002</b> <b>27</b> <b>28</b>
---------------------------	------------------------	-----------------------------	---------------------------------------

# ILS Z or LOC Z RWY 14

GULFPORT-BILOXI INTL (GPT)

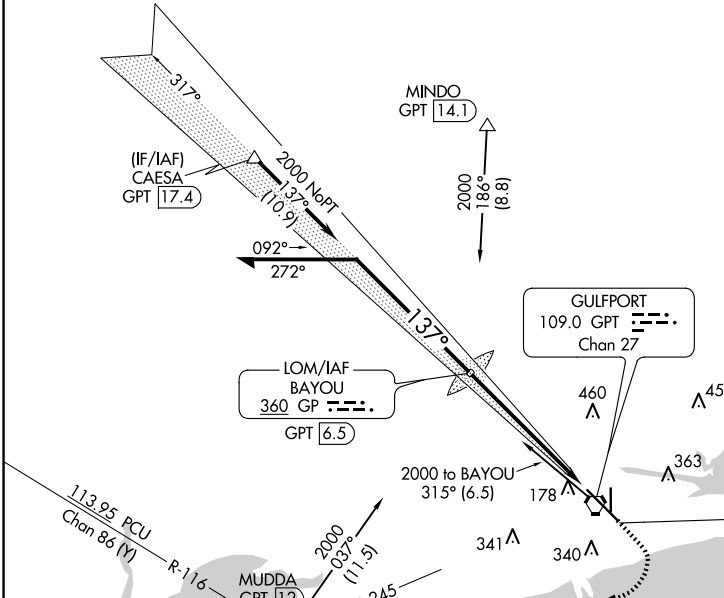
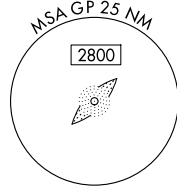
<p><b>⚠</b> For inop ALS, increase S-ILS 14 Cat E visibility to RVR 4000 and S-LOC 14 Cat E visibility to 1½ SM. <b>ASR</b> **RVR 1800 authorized with use of FD or AP or HUD to DA.</p>	<p><b>MALSR</b>  </p>	<p><b>MISSED APPROACH:</b> Climb to 500 then climbing right turn to 2000 on GPT VORTAC R-245 to MUDDA INT/12 DME and hold.</p>
--	--	--

<b>ATIS</b> <b>119.45</b>	<b>GULFPORT APP CON *</b> <b>127.5 254.25</b>	<b>GULFPORT TOWER *</b> <b>123.7 (CTAF) 0 339.8</b>	<b>GND CON</b> <b>120.4 348.6</b>	<b>UNICOM</b> <b>122.95</b>
------------------------------	--	--	--------------------------------------	--------------------------------

Procedure NA for arrivals at CAESA on V552 westbound.

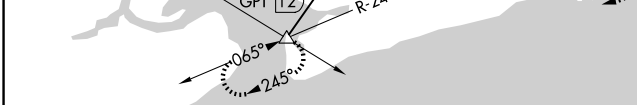
**1549**

ALTERNATE MISSED APCH FIX

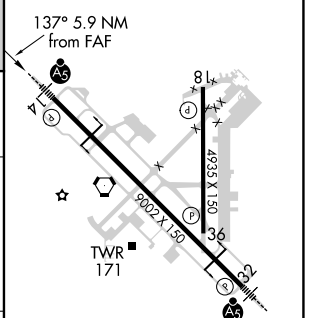
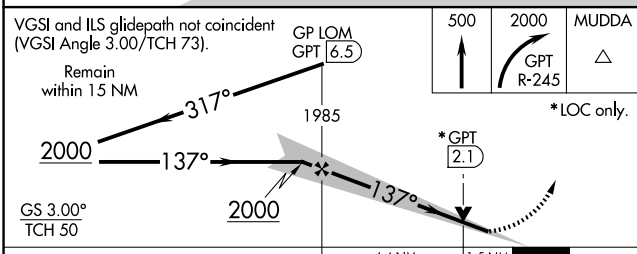


SC-4, 20 MAR 2025 to 17 APR 2025

SC-4, 20 MAR 2025 to 17 APR 2025



<b>ELEV 28</b>	<b>TDZE 27</b>
----------------	----------------



<p>VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 73). Remain within 15 NM</p>	<p>GP LOM GPT 6.5</p>	<p>500 ↑</p>	<p>2000 ↷ GPT R-245</p>	<p>MUDDA △</p>																														
<p>GS 3.00° TCH 50</p>	<p>1985</p>	<p>4.4 NM</p>	<p>1.5 NM</p>	<p>* LOC only. * GPT 2.1</p>																														
<table border="1"> <tr> <th>CATEGORY</th> <th>A</th> <th>B</th> <th>C</th> <th>D</th> <th>E</th> </tr> <tr> <td>S-ILS 14**</td> <td colspan="2">227/24</td> <td colspan="3">200 (200-½)</td> </tr> <tr> <td>S-LOC 14</td> <td>560/24</td> <td>533 (600-½)</td> <td colspan="2">560/55</td> <td>533 (600-1)</td> </tr> <tr> <td rowspan="2">CIRCLING</td> <td>560-1</td> <td>640-1</td> <td>820-2¼</td> <td>820-2½</td> <td>820-2¾</td> </tr> <tr> <td>532 (600-1)</td> <td>612 (700-1)</td> <td>792 (800-2¼)</td> <td>792 (800-2½)</td> <td>792 (800-2¾)</td> </tr> </table>	CATEGORY	A	B	C	D	E	S-ILS 14**	227/24		200 (200-½)			S-LOC 14	560/24	533 (600-½)	560/55		533 (600-1)	CIRCLING	560-1	640-1	820-2¼	820-2½	820-2¾	532 (600-1)	612 (700-1)	792 (800-2¼)	792 (800-2½)	792 (800-2¾)					
CATEGORY	A	B	C	D	E																													
S-ILS 14**	227/24		200 (200-½)																															
S-LOC 14	560/24	533 (600-½)	560/55		533 (600-1)																													
CIRCLING	560-1	640-1	820-2¼	820-2½	820-2¾																													
	532 (600-1)	612 (700-1)	792 (800-2¼)	792 (800-2½)	792 (800-2¾)																													

HIRL Rwy 14-32	Ⓛ
MIRL Rwy 18-36	Ⓛ
FAF to MAP 5.9 NM	
Knots	60 90 120 150 180
Min:Sec	5:54 3:56 2:57 2:22 1:58