

|                                                 |                        |                                                               |
|-------------------------------------------------|------------------------|---------------------------------------------------------------|
| LOC/DME I-GVT<br><b>110.5</b><br>Chan <b>42</b> | APP CRS<br><b>176°</b> | Rwy Ldg <b>8030</b><br>TDZE <b>534</b><br>Apt Elev <b>535</b> |
|-------------------------------------------------|------------------------|---------------------------------------------------------------|

ILS Z or LOC Z RWY 17  
MAJORS (GVT)

DME required.

**T** Inop table does not apply to S-ILS 17 all Cats and S-LOC 17 Cats A/B.

**A** For inop ALS, increase S-LOC 17 Cat E visibility to 1½ SM. Autopilot coupled approach NA below 900 feet.

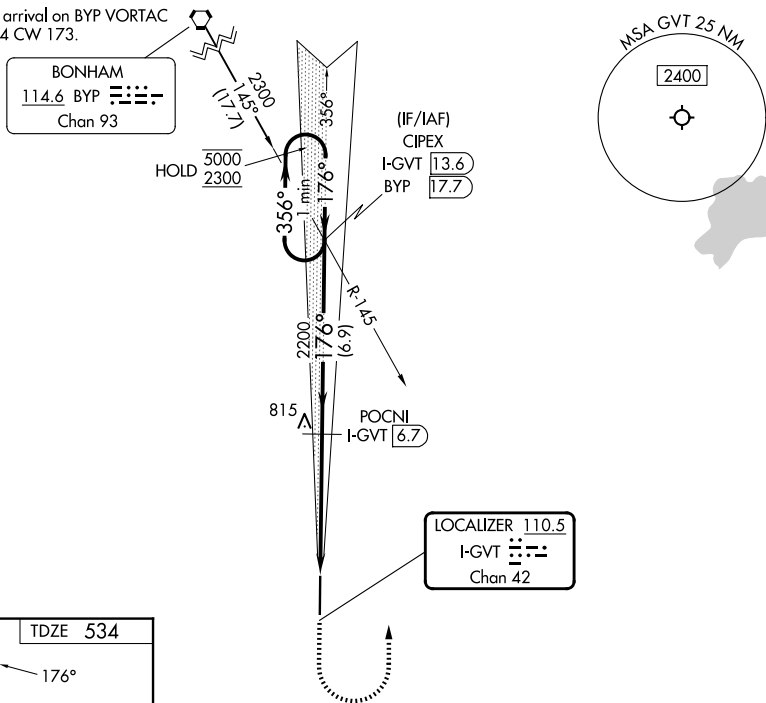
MALS



**MISSED APPROACH:** Climb to 1000 then climbing left turn to 2300 on heading 355° and BYP VORTAC R-145 to CIPEX/I-GVT 13.6 DME and hold.

|                   |                                     |                                           |                        |                  |
|-------------------|-------------------------------------|-------------------------------------------|------------------------|------------------|
| AWOS-3<br>133.425 | FORT WORTH CENTER<br>132.025 317.75 | MAJORS TOWER ★<br>118.65 (CTAF) 0 385.425 | GND CON<br>121.7 335.8 | UNICOM<br>122.95 |
|-------------------|-------------------------------------|-------------------------------------------|------------------------|------------------|

Procedure NA for arrival on BYP VORTAC  
airway radials 114 CW 173.



ELEV 535

TDZE 534

176°

41

0.4% UP

0.3% UP

8030 X 150

Restricted Use Apron

675

P

35

REIL Rwy 35

MRL Rwy 17-35

REIL Rwy 35 **L**  
MIRL Rwy 17-35 **L**

|           |                       |                       |                         |                                                                    |                         |  |  |  |
|-----------|-----------------------|-----------------------|-------------------------|--------------------------------------------------------------------|-------------------------|--|--|--|
| 1000<br>↑ | 2300<br>hdg<br>355°   | BYP<br>R-145          | CIPEX<br>I-GVT<br>13.6  | VGSI and ILS glidepath not coincident<br>(VGSI Angle 3.00/TCH 74). |                         |  |  |  |
|           |                       |                       |                         |                                                                    |                         |  |  |  |
| CATEGORY  | A                     | B                     | C                       | D                                                                  | E                       |  |  |  |
| S-ILS 17  | 734-1 200 (200-1)     |                       |                         |                                                                    |                         |  |  |  |
| S-LOC 17  | 1000-1                | 466 (500-1)           | 1000-1½ 466 (500-1½)    |                                                                    |                         |  |  |  |
| CIRCLING  | 1000-1<br>465 (500-1) | 1060-1<br>525 (600-1) | 1060-1½<br>525 (600-1½) | 1240-2¼<br>705 (800-2¼)                                            | 1300-2¾<br>765 (800-2¾) |  |  |  |