

LOC/DME I-GVT 110.5 Chan 42	APP CRS 176°	Rwy Idg 8030 TDZE 534 Apt Elev 535
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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 1 $\frac{1}{2}$ SM. Autopilot coupled approach NA below 900 feet.

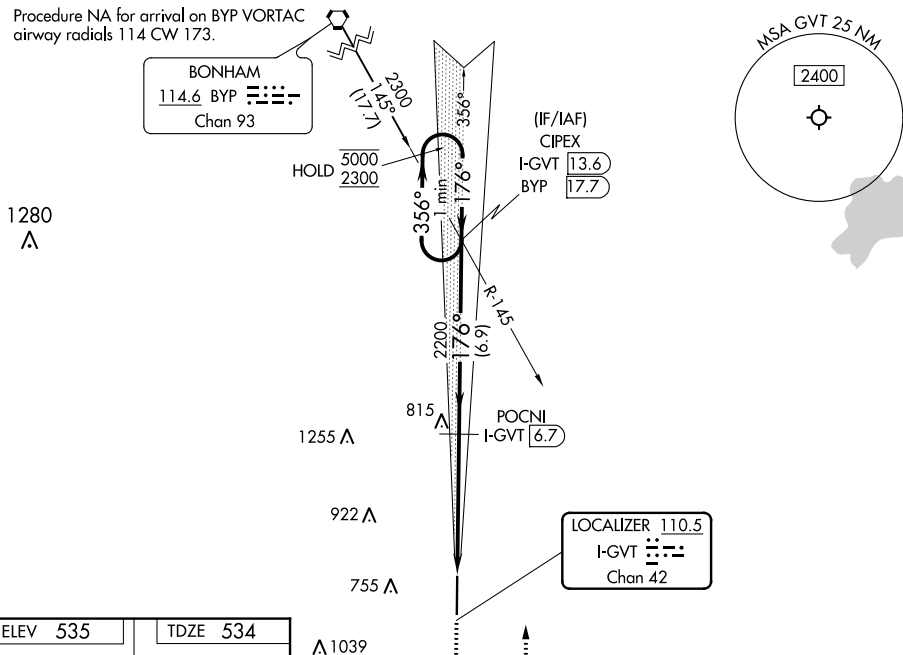
MALS



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-3 133.425	FORT WORTH CENTER 132.025 360.75	MAJORS TOWER ★ 118.65 (CTAF) 0 385.425	GND CON 121.7 335.8	UNICOM 122.95
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Procedure NA for arrival on BYP VORTAC
airway radials 114 CW 173.



ELEV 535

TDZE 534

176°

41

0.4% UP

675

0.3% UP

8030 X 150

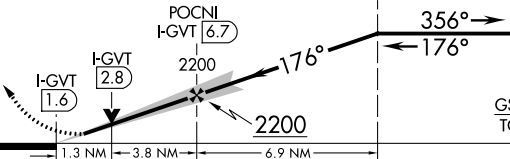
35

P

Restricted Use Apron

REIL Rwy 35

MIRL Rwy 17-35

1000 ↑	2300 hdg 355°	BYP R-145	CIPEX I-GVT 13.6	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 74).					
				CIPEX I-GVT 13.6		One Minute Holding Pattern			
CATEGORY		A		B		C		D	E
S-ILS 17		734-1 200 (200-1)							
S-LOC 17		1000-1 466 (500-1)				1000-1 $\frac{1}{8}$ 466 (500-1 $\frac{1}{8}$)			
CIRCLING	1000-1 465 (500-1)	1060-1 525 (600-1)	1060-1 $\frac{1}{2}$ 525 (600-1 $\frac{1}{2}$)	1240-2 $\frac{1}{4}$ 705 (800-2 $\frac{1}{4}$)	1300-2 $\frac{3}{4}$ 765 (800-2 $\frac{3}{4}$)				