

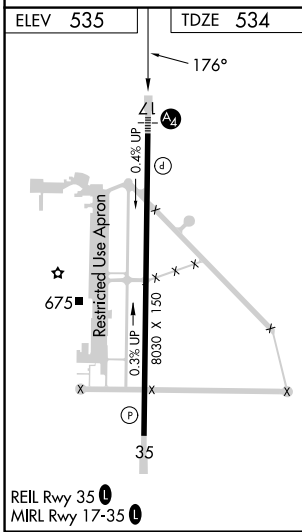
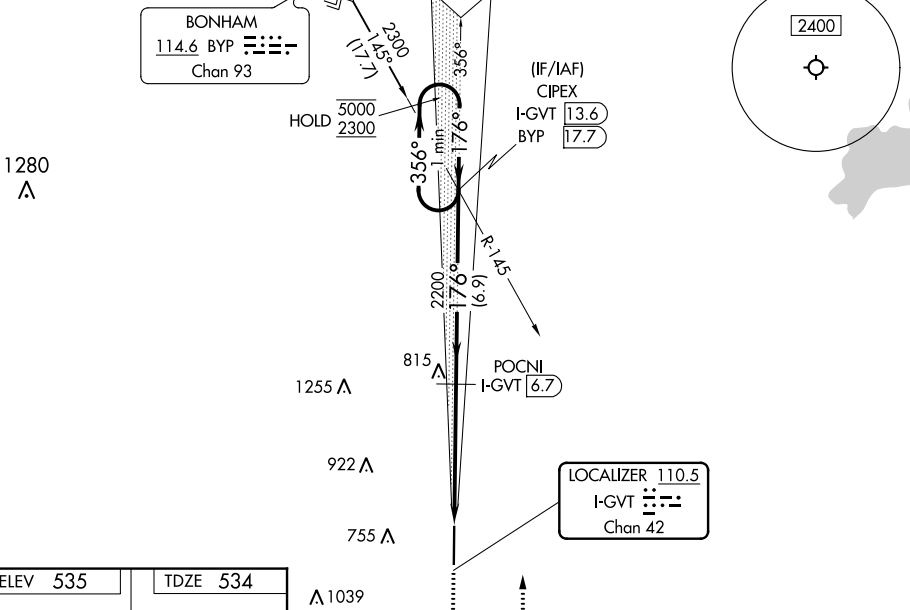
LOC/DME I-GVT <b>110.5</b> Chan <b>42</b>	APP CRS <b>176°</b>	Rwy Idg <b>8030</b> TDZE <b>534</b> Apt Elev <b>535</b>
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# ILS Z or LOC Z RWY 17

MAJORS (GVT)

DME required.		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.	
⚠ Inop table does not apply to S-ILS 17 all Cats and S-LOC 17 Cats A/B. ⚠ For inop ALS, increase S-LOC 17 Cat E visibility to 1 3/8 SM. Autopilot coupled approach NA below 900 feet.				
AWOS-3 <b>133.425</b>	FORT WORTH CENTER <b>132.025 360.75</b>	MAJORS TOWER ★ <b>118.65 (CTAF) 0 385.425</b>	GND CON <b>121.7 335.8</b>	UNICOM <b>122.95</b>

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



1000	2300	BYP R-145	CIPEX I-GVT 13.6	VGSi and ILS glidepath not coincident (VGSi Angle 3.00/TCH 74).	
hdg 355°				One Minute Holding Pattern	
				CIPEX I-GVT 13.6	
				POCNI I-GVT 6.7	
				2200	
				I-GVT 1.6	
				I-GVT 2.8	
				1.3 NM	
				3.8 NM	
				6.9 NM	
				356°	
				176°	
				5000	
				2300	
				GS 3.00°	
				TCH 57	
CATEGORY	A	B	C	D	E
S-ILS 17	734-1		200 (200-1)		
S-LOC 17	1000-1	466 (500-1)	1000-1 1/8		466 (500-1 1/8)
CIRCLING	1000-1 465 (500-1)	1060-1 525 (600-1)	1060-1 1/2 525 (600-1 1/2)	1240-2 1/4 705 (800-2 1/4)	1300-2 3/4 765 (800-2 3/4)

SC-2, 28 NOV 2024 to 26 DEC 2024

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