

ILS - STANDARD INSTRUMENT APPROACH PROCEDURE TITLE 14 CFR PART 97.29						Bearings, headings, courses, 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 in feet RVR.											
TERMINAL ROUTES										MISSED APPROACH							
FROM		TO		COURSE AND DISTANCE			ALTITUDE		ILS: DA LOC: 6.07 NM AFTER ZISUR/I-PBI 7.68 DME/RADAR OR AT I-PBI 1.62 DME CLIMB TO 1000 THEN CLIMBING RIGHT TURN TO 2000 ON HEADING 240 AND PBI VORTAC R-189 TO LANCH INT/PBI 10.00 DME AND HOLD. ALTERNATE MA (DO NOT CHART): , OR AS DIRECTED BY ATC. CLIMB TO 1000 THEN CLIMBING LEFT TURN TO 3000 ON (SEE FORM 8260-10) ADDITIONAL FLIGHT DATA: HOLD S, RT, 008.62 INBOUND. CHART IN PLANVIEW: ALTERNATE MA HOLDING, HOLD S MORGIA INT/TRV 45.70 DME, RT, 347.05 INBOUND. CHART FAS OBST: 116 TREE 264111N/0800722W CHART IN PLANVIEW: MORGIA INT/TRV 45.70 DME. CHART CIRCLING ICON. CHART PLANVIEW NOTE: DME OR RADAR REQUIRED.								
PBI VORTAC		WILBA/I-PBI 14.69 DME/RADAR		276.32 / 14.06			3000										
GULLO (IAF)		WILBA (TF) (FB) (RNP 1.00)		099.54 / 7.00			3000										
WILBA/I-PBI 14.69 DME/RADAR (IF/IAF)		ZISUR/I-PBI 7.68 DME/RADAR		098.77 / 7.00 (I-PBI)			2000										
1. PT _____ SIDE OF COURSE _____ OUTBOUND _____ FT WITHIN _____ MILES OF _____ (IAF) 2. HOLD W WILBA, LT, 098.77 INBOUND, 3000 FT. IN LIEU OF PT (IAF) 3. FAC: 098.77 FAF: ZISUR/I-PBI 7.68 DME/RADAR DIST FAF TO MAP: 6.07 THLD: 6.07 4. MIN. ALT: WILBA 3000, ZISUR 2000, PASTE/I-PBI 2.92 DME/RADAR 500* 5. DIST TO THLD FROM OM: - MM: - IM: - 150 HAT: - 100 HAT: - GS ANT: 997 6. MIN GS INCPT: 2000 GS ALT AT: ZISUR 2000 OM: - MM: - IM: - 7. GS ANGLE: 3.00 TCH: 51.7 8. MSA FROM: PBI VORTAC 2600										MAG VAR: 6W		EPOCH YEAR: 2010					
MINIMUMS																	
TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT										ALTERNATE: N A		ILS: STANDARD #				LOC: STANDARD @	
CATEGORY ==>		A			B			C			D			E			
	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA		
S-ILS 10L**	216	2400	200	216	2400	200	216	2400	200	216	2400	200					
S-LOC 10L	500	2400	484	500	2400	484	500	5000	484	500	5000	484					
CIRCLING	560	1	540	560	1	540	680	1 3/4	660	780	2 1/2	760					
PASTE FIX MINIMUMS																	
S-LOC 10L	380	2400	364	380	2400	364	380	3500	364	380	3500	364					
CIRCLING	560	1	540	560	1	540	680	1 3/4	660	780	2 1/2	760					
NOTES: CHART NOTE: **RVR 1800 AUTHORIZED WITH USE OF FD OR AP OR HUD TO DA. CHART NOTE: DME OR RADAR REQUIRED. CHART PROFILE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}). *LOC ONLY (CONTINUED ON PAGE 2)																	
CITY AND STATE WEST PALM BEACH, FL				ELEVATION: 20 TDZE: 16 AIRPORT NAME: PALM BEACH INTL				FACILITY IDENTIFIER: I-PBI		PROCEDURE NO./AMDT NO./EFFECTIVE DATE: ILS OR LOC RWY 10L, AMDT 27				SUP: AMDT: 26B DATED 05/29/2014			

ALL AFFECTED PROCEDURES REVIEWED? <input type="checkbox"/> YES <input type="checkbox"/> NO	COORDINATES OF FACILITIES	REQUIRED EFFECTIVE DATE <div style="text-align: center;">ROUTINE</div>
COORDINATED WITH: <div style="display: flex; justify-content: space-between; align-items: flex-start;"> <div style="text-align: center;">ATA <input checked="" type="checkbox"/></div> <div style="text-align: center;">AAT <input type="checkbox"/></div> <div style="text-align: center;">ALPA <input checked="" type="checkbox"/></div> <div style="text-align: center;">APA <input checked="" type="checkbox"/></div> <div style="text-align: center;">AOPA <input checked="" type="checkbox"/></div> <div style="text-align: center;">NBAA <input checked="" type="checkbox"/></div> <div style="text-align: center;">OTHER (specify) <input checked="" type="checkbox"/> <u>ZMA, PBI ATCT, APT MGR</u></div> </div>		
FLIGHT CHECKED BY <i>Digitally signed by</i>		
NAME: <div style="text-align: center;">STEPHEN FRANCIS KOCH</div>	<div style="text-align: center;">ALLAN WILL</div> <div style="text-align: center; font-size: small;">Nov 28, 2016</div>	<div style="text-align: center;">FIFO FIOG</div> <div style="text-align: center;">DATE: 11/10/2016</div>
DEVELOPED BY <i>Digitally signed by</i>		
NAME: <div style="text-align: center;">MIKE MELSEN</div>	<div style="text-align: center;">MIKE MELSEN</div> <div style="text-align: center; font-size: small;">Nov 22, 2016</div>	<div style="text-align: center;">FIFO AJV-5413</div> <div style="text-align: center;">DATE: 07/29/2016</div>
APPROVED BY <i>Digitally signed by</i>		
NAME: <div style="text-align: center;">MARLON J. ROBINSON</div>	<div style="text-align: center;">ALLAN WILL</div> <div style="text-align: center; font-size: small;">Nov 28, 2016</div> <div style="text-align: center;">MANAGER</div>	<div style="text-align: center;">FIFO AJV-5410</div> <div style="text-align: center;">DATE:</div>
CHANGES: <ol style="list-style-type: none"> 1. ADDED CHART CIRCLING ICON TO ADDITIONAL FLIGHT DATA. 2. ADDED DME TO PBI LOCALIZER - REMOVED PBI VORTAC DME FROM FINAL SEGMENT AND IF/IAF FIXES; ADDED I-PBI DME TO ALL FINAL SEGMENT AND IF/IAF FIXES.. 3. WILBA DME DISTANCE CHANGED FROM 14.1 TO 14.69. 4. ZISUR DME DISTANCE CHANGED FROM 7.1 TO 7.68. 5. PASTE DME DISTANCE CHANGED FROM 2.3 TO 2.92. 6. RUNWAY LANDING CHANGED FROM 8800 TO 8801. 7. TDZE CHANGED FROM 20 TO 16. 8. CHANGED LOC MISSED APPROACH POINT FROM: "6.07 MILES AFTER ZISUR/PBI 7.06 DME/RADAR OR AT PBI 0.99 DME FIX" TO: 6.07 NM AFTER PASTE/PBI 2.30 DME OR AT I-PBI 1.62 DME FIX". 9. CHANGED CIRCLING CAT C MDA/HAA FROM 640 TO 680; CAT D MDA/HAA FROM 680/660 TO 780/760; CHANGED CATS C/D VISIBILITY FROM 2 TO 2 1/2. 10. CHANGED FOR INOPERATIVE MALSR NOTE FROM: "FOR INOPERATIVE MALSR, INCREASE S-LOC 10L CATS C/D VISIBILITY TO 1 3/8 MILE AND PASTE FIX MINIMUMS S-LOC 10L CATS C/D VISIBILITY TO RVR 5000" TO: "FOR INOPERATIVE ALS, INCREASE S-LOC 10L CAT C/D VISIBILITY TO 1 3/8 SM AND PASTE FIX MINIMUMS S-LOC 10L CAT C/D VISIBILITY TO RVR 5500". 11. CHANGED ALTERNATE MINIMUMS FROM: #CAT C 7--2, CAT D 700-2 TO #CAT C 700-2, CAT D 800-2 1/2, @CAT D 800-2 1/2. (SEE FORM 8260-10)		
REASONS: <ol style="list-style-type: none"> 1. IAW 8260.19G PARA 8-6-8W, 2. AIRPORT ADDED DME TO I-PBI LOCALIZER. 3, 4, 5. DUE TO ADDITION OF DME TO I-PBI LOCALIZER. 6, 7. DATA TAKEN FROM AIRNAV. 8. DME ADDED TO I-PBI LOCALIZER. 9. NEW CIRCLING CRITERIA APPLIED. 10. IAW 8260.19G PARA 8-6-5M3(D). 11. FROM IFP/SIAP. 12. UPDATED FAS OBSTACLE ID/LOCATION. 13. TAKEN FROM AIRNAV. 14, 15, 16. TDZE CHANGED FROM 20 TO 16. <p style="margin-top: 10px;">11/22/16: THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 11/15/16.</p> <p>1. IN TERMINAL ROUTE INTERMEDIATE SEGMENT FROM WILBA TO ZISUR, CHANGED FROM "WILBA/I-PBI 14.06 DME/RADAR" TO "WILBA/I-PBI 14.69 DME/RADAR".</p>		

QUALITY
4
CHECKED

US DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION
ILS - STANDARD
INSTRUMENT APPROACH PROCEDURE - TITLE 14 CFR PART 97.29

Bearings, headings, courses, 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 in feet RVR.

MISSED APPROACH INSTRUCTIONS, (CONT.):

HEADING 326 AND ON TRV VORTAC R-164 TO MORGAN INT/TRV 45.70 DME AND HOLD S, RT, 347.05 INBOUND.

NOTES, (CONT.):

CHART PLANVIEW NOTE ADJACENT TO GULLO (IAF): GPS REQUIRED.

CHART NOTE: FOR INOPERATIVE ALS, INCREASE S-LOC 10L CAT C/D VISIBILITY TO 1 3/8 SM AND PASTE FIX MINIMUMS S-LOC 10L CAT C/D VISIBILITY TO RVR 5500.

CITY AND STATE

WEST PALM BEACH, FL

ELEVATION: 20

TDZE: 16

AIRPORT NAME:

PALM BEACH INTL

FACILITY
IDENTIFIER:

I-PBI

PROCEDURE NO./AMDT NO./EFFECTIVE DATE:

ILS OR LOC RWY 10L, AMDT 27

SUP:

4

AMDT:

26B

DATED:

05/29/2014

ALL AFFECTED PROCEDURES REVIEWED? <div><input type="checkbox"/> YES</div> <div><input type="checkbox"/> NO</div>		COORDINATES OF FACILITIES		REQUIRED EFFECTIVE DATE	
COORDINATED WITH:					
ATA <div><input type="checkbox"/></div>		AAT <div><input type="checkbox"/></div>	ALPA <div><input type="checkbox"/></div>	APA <div><input type="checkbox"/></div>	AOPA <div><input type="checkbox"/></div>
NBAA <div><input type="checkbox"/></div>		OTHER (specify) <div><input type="checkbox"/></div>			
FLIGHT CHECKED BY					
NAME:				FIFO	DATE:
DEVELOPED BY					
NAME:				FIFO	DATE:
APPROVED BY					
NAME:				FIFO	DATE:
CHANGES: CHANGES CONT. 12. CHANGED "CHART FAS OBST: 115 TREE 264111N/0800723W" TO: "CHART FAS OBST: 116 TREE 264110N/0800722W". 13. VGSI ANGLE CHANGED FROM 69 TO 68. 14. S-ILS 10L DA CHANGED FROM 220 TO 216. 15. S-LOC 10L HAT CHANGED FROM 480 TO 484. 16. S-LOC 10L HAT (PASTE FIX MINIMUMS) CHANGED FROM 360 TO 364.					
REASONS:					



STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD

PART - A OBSTRUCTION DATA

1. APP SEGMENT		FROM		TO		OBSTRUCTION		COORDINATES		ELEV. MSL		ROC		ALT. ADJUSTMENTS		MIN. ALT.			
FEEDER		PBI VORTAC		WILBA/I-PBI		1. TOWER (12-027176)		264431.00N/0800729.00W		475 (2C)		1000		AT1525		3000			
				14.69 DME/RADAR		2. TERRAIN		264041.68N/0800646.75W		43 (0)				AS1500		1500			
INITIAL		GULLO		WILBA		3. TOWER (12-004224)		264103.00N/0802322.00W		435 (2C)		1000		AT1565		3000			
						4. TERRAIN		264200.00N/0802100.00W		17 (0)				AS1500		1500			
INTERMEDIATE		WILBA/I-PBI 14.69		ZISUR/I-PBI 7.68		5. TOWER (12-001719)		264104.00N/0801621.00W		271 (1D)		500		AT1229		2000			
		DME/RADAR		DME/RADAR		6. TERRAIN		264117.00N/0801623.00W		22 (0)				AS1500		1500			
		(IF/IAF)																	
FINAL: ILS		ZISUR/I-PBI 7.68		RW10L								ASC				216/200			
		DME/RADAR																	
FINAL: LOC		ZISUR/I-PBI 7.68		PASTE/I-PBI 2.92		7. TOWER (12-002704)		264118.08N/0801046.23W		229 (2C)		250		XL4		500			
		DME/RADAR		DME/RADAR															
2. HOLD-IN-LIEU-OF-PT		WILBA		P-4		3. TOWER (12-004224)		264103.00N/0802322.00W		435 (1C)		1000		AT1565		3000			
						6. TERRAIN		264117.00N/0801623.00W		22 (0)				AS1500		1500			
3. MISSED APPROACH	MAP:		DA / 6.07 NM		LANCH						ASC				2000				
			AFTER				9. TOWER (12-020063)		263120.00N/0800529.00W		415 (5D)		1000		1500				
	ELEV:		50/130				10. TERRAIN		264127.00N/0800400.00W		33 (0)				AS1500				
4. CIRCLING AREA		DISTANCE		HT. ABV. ARPT.															
CATEGORY A		1.3 NM		REQUIRED	ACTUAL	350		540 / 540		11. CTL TWR (12-		264121.96N/0800546.52W		248 (1A)		300			
CATEGORY B		1.5 NM				450		540 / 540		11. CTL TWR (12-		264121.96N/0800546.52W		248 (1A)		300		560 / 560	
CATEGORY C		1.7 NM				450		660 / 660		12. BLDG (12-001865)		264229.00N/0800305.00W		366 (3C)		300		680 / 680	
CATEGORY D		2.3 NM				550		760 / 760		13. TWR (12-027176)		264431.00N/0800729.00W		475 (2C)		300		780 / 780	
CATEGORY E		4.5 NM				550													
5. MINIMUM SAFE ALTITUDES																			
PRIMARY NAVAID: PBI VORTAC																			
SECTOR		OBSTRUCTION		BRG/DIST		ELEVATION (MSL)		M S A		SECTOR		OBSTRUCTION		BRG/DIST		ELEVATION (MSL)			
360-360		TWR (12-001773)		239/10.5		1549 (5D)		2600											
CITY AND STATE				ELEVATION: 20				FACILITY				PROCEDURE AND AMENDMENT NO:				REGION			
WEST PALM BEACH, FL				AIRPORT NAME: PALM BEACH INTL				I-PBI				ILS OR LOC RWY 10L, AMDT 27				4			

QUALITY
ASO
CHECKED

PART B - SUPPLEMENTAL DATA										<div>PART C - REMARKS:</div> <div>VDP NOT ESTABLISHED - VDP IS LESS THAN 0.5 NM AFTER STEPDOWN.</div> <div>PRECIPITOUS TERRAIN EVALUATION COMPLETED.</div> <div>VGSI DATA: 3.00/67.7'.</div> <div>PROCEDURAL TCH 51.7 UTILIZED TO MAINTAIN CURRENT PFAF LOCATION (NO AMENDMENT REQUIRED FOR THE RNP/RNAV (GPS) PROCEDURES).</div> <div>ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED. CAT A: 1.30NM CAT B: 1.81NM CAT C: 2.84NM CAT D: 3.70NM</div> <div>NO ADDITIONAL AIRSPACE REQUIRED.</div> <div>BACKUP ALTIMETER SOURCE NOT UTILIZED DUE TO REDUNDANT SOURCES ON AIRFIELD.</div> <div>GULLO RNAV SEGMENT UTILIZES RNP OF 1.0 AND A MAG/VAR OF 6W.</div> <div>APRT SIGNS (KPBIT000636 AND 12-025619) VERIFIED BY FPT AS LIT DISTANCE REMAINING SIGNS FIXED BY FUNCTION AND FRANGIBLE.</div> <div>CIRC CAT A/B OBSTACLE #11: CONTROL TOWER.</div> <div>MISSED APPROACH OBSTACLES CONT. ALTERNATE: ASC 3000 14. TWR (12-002502) 264759.72N/0800431.74W 541 (1A) 1000 1600 15. TERRAIN 264633.00N/0800442.00W 37 (0) AS1500 1500</div>																													
1. COMMUNICATIONS WITH:				2. WEATHER SERVICE				3. ALTIMETER SETTING																															
PBI APP CON ZMA ARTCC PBI TOWER						N W S		OTHER: ASOS												SOURCE:KPBI																			
						F A A														DISTANCE:																			
						A / C														HOURS REMOTE OPERATION:																			
SATISFACTORY ON:																				LOCATION: KPBI										ADJUSTMENT: 0									
4. MONITOR STATUS		PRIMARY NAVAID: I-PBI																																					
		MONITOR POINT: KPBI ATCT																																					
		HRS OPTN:		CAT 1		24														CAT 3																			
5. APPROACH & RUNWAY LIGHTING				ALS																																			
				(S) SALS																																			
		X		MALSR 10L																																			
		X		HIRL 10L, 28R																																			
		X		MIRL 10R, 14, 28L, 32																																			
		X		REIL 10R, 14, 28L, 28R, 32																																			
				TDZ																																			
				C/LINE																																			
X		OTHER (SPECIFY) PAPI-4R 10L, 14 PAPI-4L 28R, 32																																					
6. RUNWAY MARKINGS		BASIC BSC-G 10R, 28L																																					
		ALL WEATHER PIR-G 10L, 28R																																					
		INSTRUMENT NPI-G 14, 32																																					
7. RUNWAY VISUAL RANGE		APPROACH 10L, 28R																																					
		MIDFIELD																																					
		ROLL OUT 10L, 28R																																					
8. GLIDE PATH		GP ANGLE: 3.00								ELEV RWY THRESHOLD:16.0																													
		DISTANCE FROM RWY: 997								ELEV GP ANTENNA: 14.5																													
		THRESHOLD CROSSING HEIGHT:51.7																																					
9. FINAL APPROACH COURSE AIMING				X		RUNWAY THRESHOLD														FT. FROM THRESHOLD																			
				X		ON CENTERLINE														FT. FROM CENTERLINE																			
10. WAIVERS: NONE																																							
PART D - PREPARED BY: MIKE MELSSEN										DATE: 07/29/2016																													
TITLE: AERONAUTICAL INFORMATION SPECIALIST										OFFICE: AJV-5413																													



STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD		
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PART - A OBSTRUCTION DATA

[illegible]

PART B - SUPPLEMENTAL DATA										PART C - REMARKS:	
1. COMMUNICATIONS WITH:				2. WEATHER SERVICE			3. ALTIMETER SETTING				
SATISFACTORY ON:					N W S	OTHER:		SOURCE:			
					F A A			DISTANCE:			
					A / C			HOURS REMOTE OPERATION:			
	V H F		U H F		H F	LOCATION:			ADJUSTMENT:		
4. MONITOR STATUS		PRIMARY NAVAID:									
		MONITOR POINT:									
		HRS	CAT 1								
		OPTN:	CAT 3								
5. APPROACH & RUNWAY LIGHTING			ALS								
			(S) SALS								
			MALS								
			HIRL								
			MIRL								
			REIL								
			TDZ								
			C/LINE								
6. RUNWAY MARKINGS		BASIC									
		ALL WEATHER									
		INSTRUMENT									
7. RUNWAY VISUAL RANGE		APPROACH									
		MIDFIELD									
		ROLL OUT									
8. GLIDE PATH		GP ANGLE:				ELEV RWY THRESHOLD:					
		DISTANCE FROM RWY:				ELEV GP ANTENNA:					
						THRESHOLD CROSSING HEIGHT:					
9. FINAL APPROACH COURSE AIMING				RUNWAY THRESHOLD					FT. FROM THRESHOLD		
				ON CENTERLINE					FT. FROM CENTERLINE		
10. WAIVERS:											
PART D - PREPARED BY:										DATE:	
TITLE:										OFFICE:	