

<b>Flight Procedure Tracking Form</b>		<b>Action:</b> FLIGHT CHECK	<b>Task Type:</b> IAP	<b>Date Open:</b> 07/21/2015	<b>Task #:</b> 2015072134957001002	<b>Request #:</b> 20150721349570
<b>Procedure:</b> LDA RWY 19 AMDT 0D			<b>Airport ID:</b> KSGU	<b>Airport:</b> ST GEORGE RGNL		<b>Reimbursable #:</b> NO
<b>City:</b> ST GEORGE	<b>ST:</b> UT	<b>GPS #:</b>	<b>Estimated Chart Date:</b> 01/05/2017		<b>FICO #:</b> 1174644	
<b>Fac ID:</b> SGU		<b>Fac. Type:</b> ILS			<b>Specialist:</b> PETER GUIMOND	
<b>Procedure Review</b>						
	<b>Rec'd</b>	<b>Rel'd</b>	<b>Full Name</b>	<b>Comments</b>		
<b>Lead:</b>	04/01/2016	11/02/2016	JULIE MORGAN	QUALITY		
<b>QA:</b>	10/19/2016	10/19/2016	JULIE MORGAN	4	11/28CTabaka	
<b>Liaison:</b>	10/19/2016	10/19/2016	MARY MCDONALD	CHECKED		
<b>Procedure Comments:</b>			<b>ENROUTE-NON</b>			
			<b>Remark Type:</b> INFORMATION			
CONTACT: JULIE MORGAN, AJV-5420 LEAD, 405.954.8568						
SPECIAL FLIGHT CHECK INSTRUCTIONS: ABBREVIATED AMDT, REQUEST TABLE TOP REVIEW.						
11/28/2016: THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 11/02/2016.						
AMENDED ALL INSTANCES OF ENOCH (ENK) VOR/DME TO READ ENOCH (EHK) VOR/DME. (NOTE: CHANGES WERE PDF EDITED PER LEAD REQUEST, EHK VOR/DME IS CURRENTLY NOT AVAILABLE TO BE PULLED FROM AIRNAV).						
11/29/2016/mem 12						

LDA RWY 19  
ST GEORGE RGNL (SGU)

**MISSED APPROACH:** Climb to 4200 then climbing right turn to 9800 on heading 354° and UTI VOR/DME R-31.4 to HUNKU INT/ MMM 42.1 DME and hold, continue climb-in-hold to 9800.

UNICOM  
122.8 (CTAF) **L**[illegible]

LOC/DME I-SGU	APP CRS	Rwy Idg	9300
110.9	198°	TDZE	2884
Chan 46		Apt Elev	2884

OLD

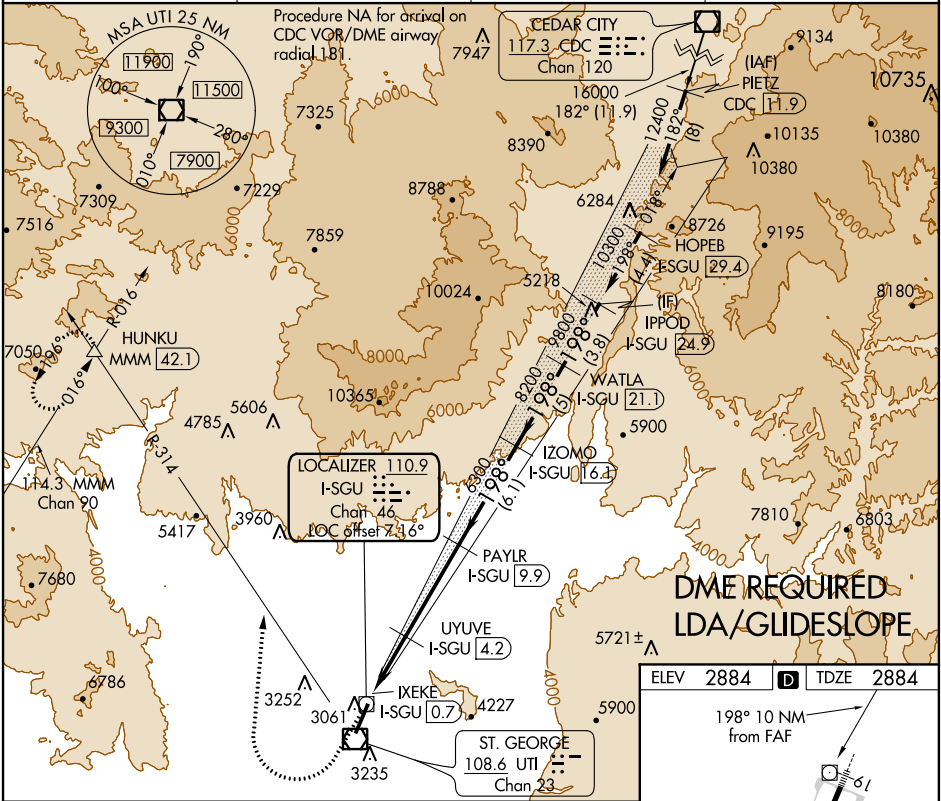
LDA/DME RWY 19  
ST GEORGE RGNL (SGU)

**V**  
**A**  
-13°C/9°F

**MALSR**

**MISSED APPROACH:** Climb to 4200 then climbing right turn to 9800 on heading 354° and UTI VOR/DME R-314 to HUNKU INT/ MMM 42.1 DME and hold, continue climb-in-hold to 9800.

AWOS-3 135.075	LOS ANGELES CENTER 124.2 343.6	CLNC DEL 133.3	UNICOM 122.8 (CTAF)
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4200 9800  
↑ hdg 354°  
UTI R-314  
HUNKU △

Use I-SGU DME when on the localizer course.

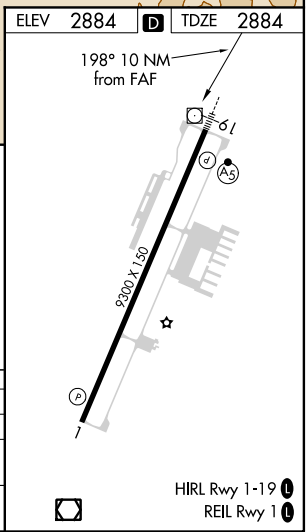
\*LDA only.

UYUVE I-SGU 4.2  
IXEKE I-SGU 0.7  
PAYLR I-SGU 9.9  
IZOMO I-SGU 16.1  
WATLA I-SGU 21.1  
IPPOD I-SGU 24.9

LOC unusable inside 0.7 DME.

GS 3.10° TCH 55

CATEGORY	A	B	C	D
S-LDA/GS 19	3170-½ 286 (300-½)			
S-LDA 19	3940-¾ 1056 (1100-¾)	3940-1 1056 (1100-1)	3940-2½ 1056 (1100-2½)	
CIRCLING	3940-1¼ 1056 (1100-1¼)	3940-1½ 1056 (1100-1½)	3940-3 1056 (1100-3)	



SW-4, 15 SEP 2016 to 13 OCT 2016

SW-4, 15 SEP 2016 to 13 OCT 2016

## FLIGHT PROCEDURES STANDARDS WAIVER

FLIGHT STANDARDS USE ONLY

CONTROL NO:

1. Flight Procedure Identification:

Saint George, UT (KDXZ)  
St George  
LDA/DME RWY 19

2. Waiver Required and Applicable Standard:

FAAO 8260.3, Volume 1, para 242b(2), "The width of the intermediate segment is the same as the width of the segment it joins", and Volume 3, para 2.3.1b, "The intermediate trapezoid begins at the width of the initial segment . . ."

3. Reason for Waiver (Justification for nonstandard treatment):

Due to high terrain on both sides of the flight track, using a standard beginning width of 2-4-4-2 at the IF causes high minimum altitudes and excessive descent gradients throughout the intermediate segment. By constructing an intermediate segment using the formulae in 8260.3B, Volume 1, para 903 for width of the localizer final, high terrain is avoided and descent gradient through the segment remains within criteria. This intermediate trapezoid will not be the width of the initial segment at the IF.

4. Equivalent Level of Safety Provided:

1. The angle of intercept onto the LDA course from the IAF is small, at 16.15 degrees.
2. The initial segment prior to the IF is also aligned with the LDA course, and the aircraft is protected by 2-4-4-2 initial segment width up to the IF. This provides time to become established on the LDA prior to the reduced intermediate segment width.
3. The localizer trapezoid width (including secondary area) at the IF is approximately 3.94nm, which is fully contained within the primary area of the preceding initial segment. The OEA for the initial segment extends toward the runway by the fix displacement distance with the corners of the primary and secondary connected back at 30 degrees to the intermediate segment OEA.
4. Flight inspection has verified adequate localizer signal coverage along the entire LDA course.

5. How Relocation or Additional Facilities Will Affect Waiver Requirement:

N/A - The LDA antenna is already optimally sited to avoid the surrounding terrain. Additional facilities will not alleviate the requirement for a waiver due to high terrain.

6. Coordination With User Organizations (Specify):

AJV-354: 


7. SUBMITTED BY

DATE:  
NOV 10 2010

Office Identification:  
AJV-35

Title:  
Manager, Terminal Procedures  
Publications Group

Signature

  
John Bickerstaff



## 8. CONTINUATION

Comments:

## 9. AFS ACTION



Approved

Disapproved

Not Required

Comments:

Approved Based on the Equivalent Level of Safety in Block 4. Approval is contingent upon a successful flight inspection report.

Date:

Routing Symbol:

Signature: Gary L  
Powell

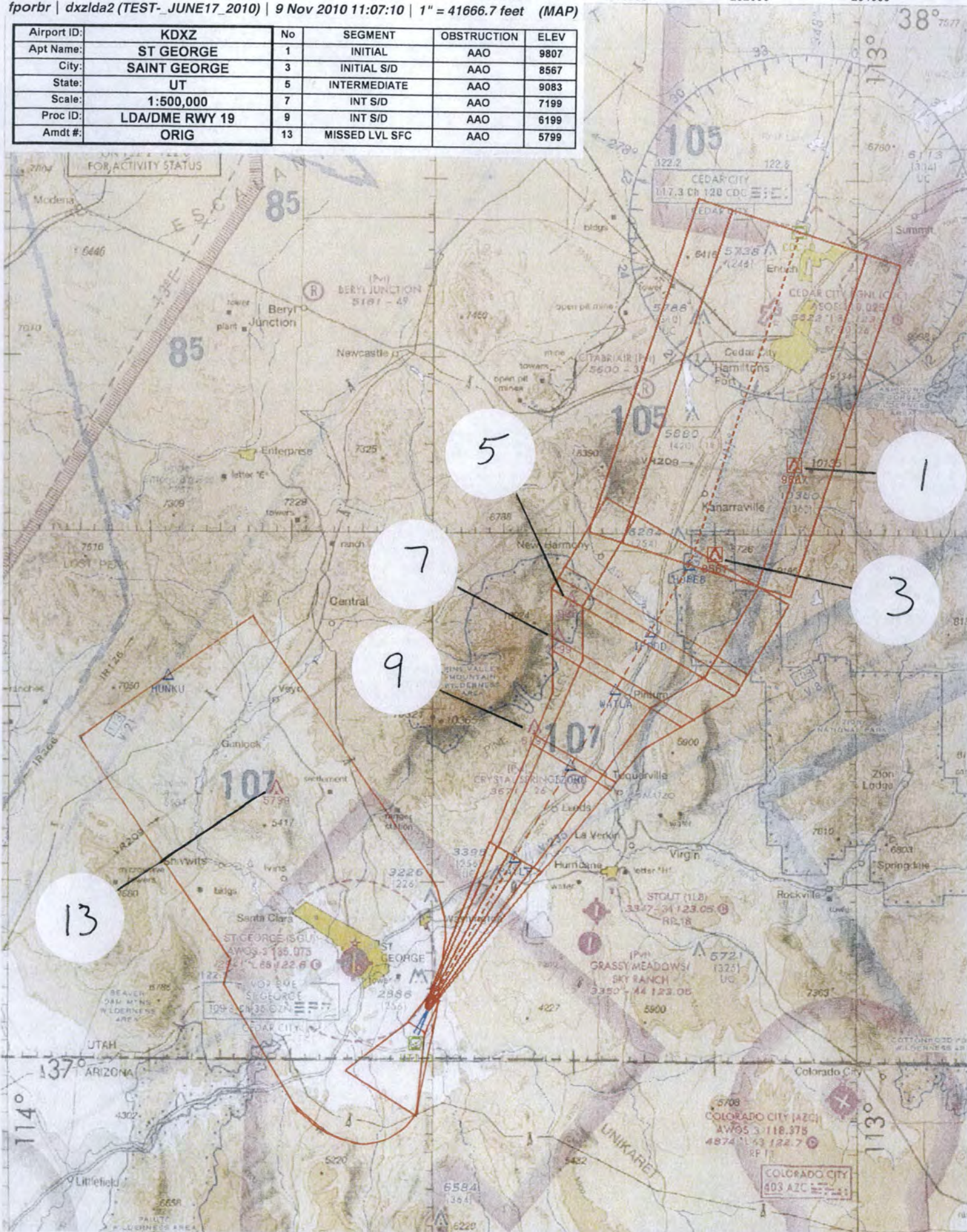
Digitally signed by Gary L Powell  
DN: cn=US, st=DC, is=Washington, ou=FAA,  
ou=FAA, o=92342.1900000.100.1.1+7170,  
email=Gary L Powell, email=gary.l.powell@faa.gov  
Date: 2010.11.21 10:11:23 -0500



NM 7 14 21 28 35 42 49  
 FT 42000 84000 126000 168000 210000 252000 294000

fporbr | dxzlda2 (TEST- JUNE17\_2010) | 9 Nov 2010 11:07:10 | 1" = 41666.7 feet (MAP)

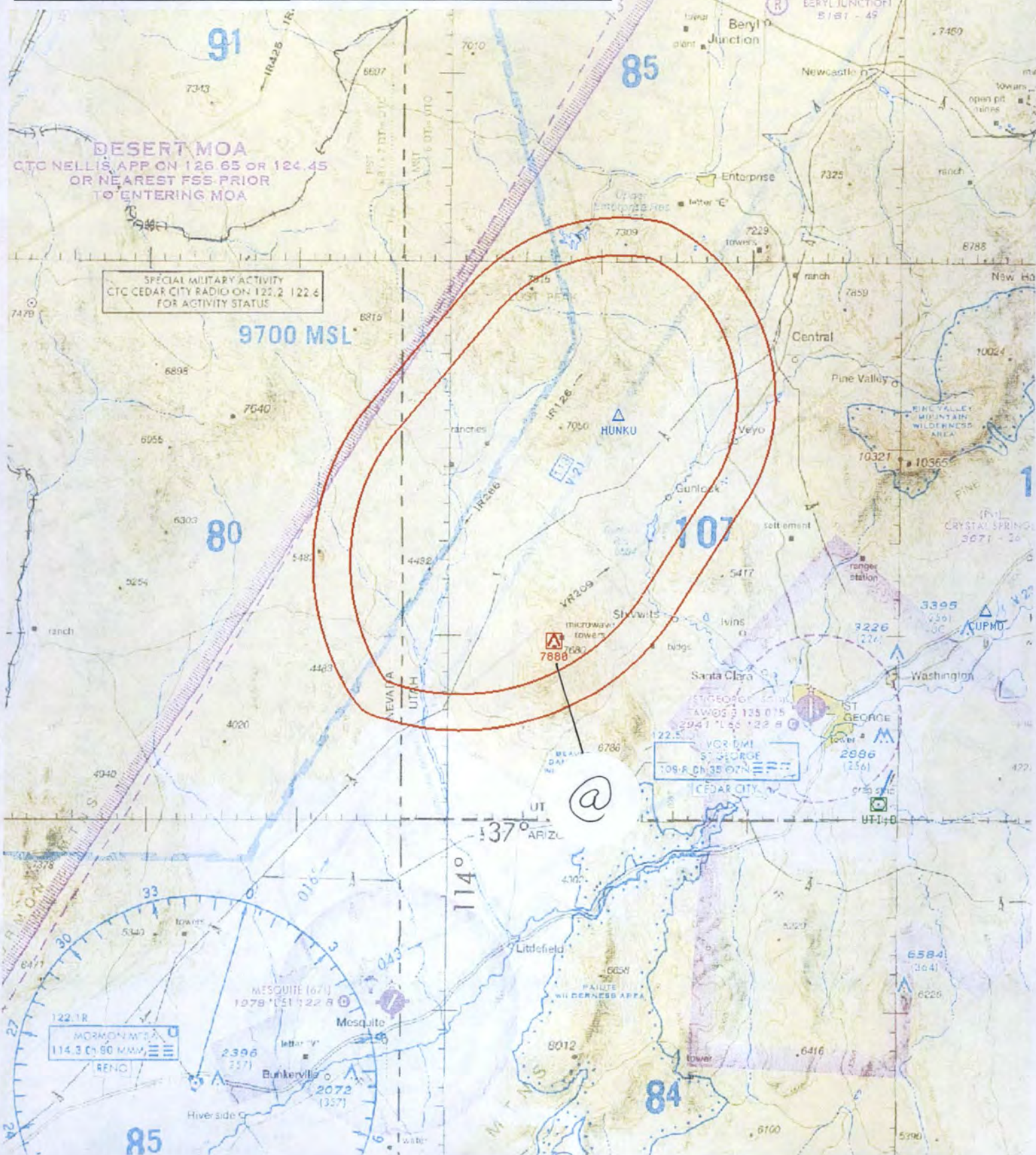
Airport ID:	KDXZ	No	SEGMENT	OBSTRUCTION	ELEV
Apt Name:	ST GEORGE	1	INITIAL	AAO	9807
City:	SAINT GEORGE	3	INITIAL S/D	AAO	8567
State:	UT	5	INTERMEDIATE	AAO	9083
Scale:	1:500,000	7	INT S/D	AAO	7199
Proc ID:	LDA/DME RWY 19	9	INT S/D	AAO	6199
Amdt #:	ORIG	13	MISSED LVL SFC	AAO	5799





fporbr | dxzlda3 (PROD) | 4 Jun 2010 09:12:56 | 1" = 41666.7 feet (MAP)

Airport ID:	KDXZ	No	SEGMENT	OBSTRUCTION	ELEV
Apt Name:	ST GEORGE	@	MISSED HOLDING	AAO	7880
City:	SAINT GEORGE				
State:	UT				
Scale:	1:500,000				
Proc ID:	LDA/DME RWY 19				
Amdt #:	ORIG				

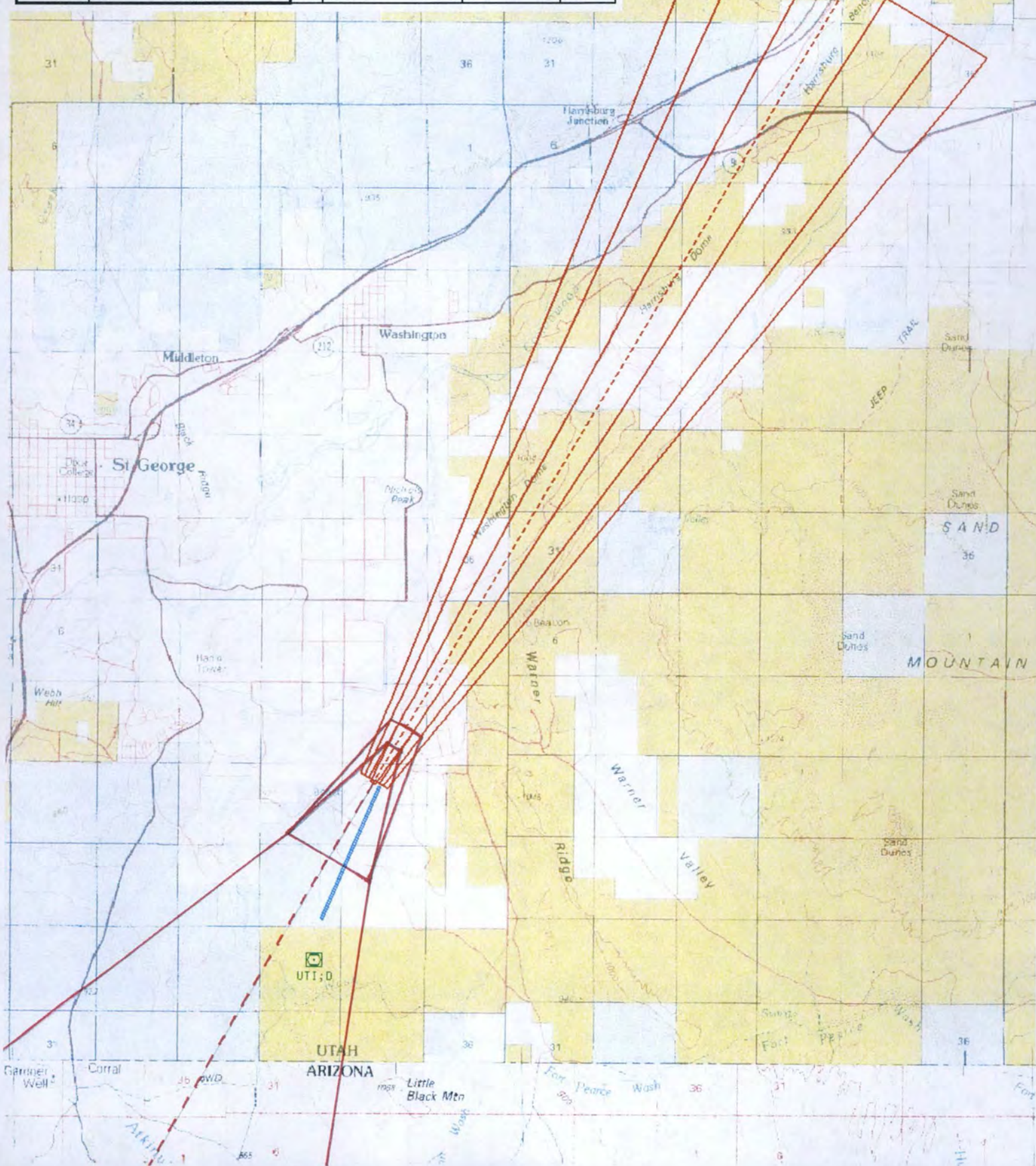




NM 1 2 3 4 5 6 7 8 9 10  
FT 8000 16000 24000 32000 40000 48000 56000 64000

fporbr | dxzlda3 (PROD) | 4 Jun 2010 11:57:28 | 1" = 8333.3 feet (MAP)

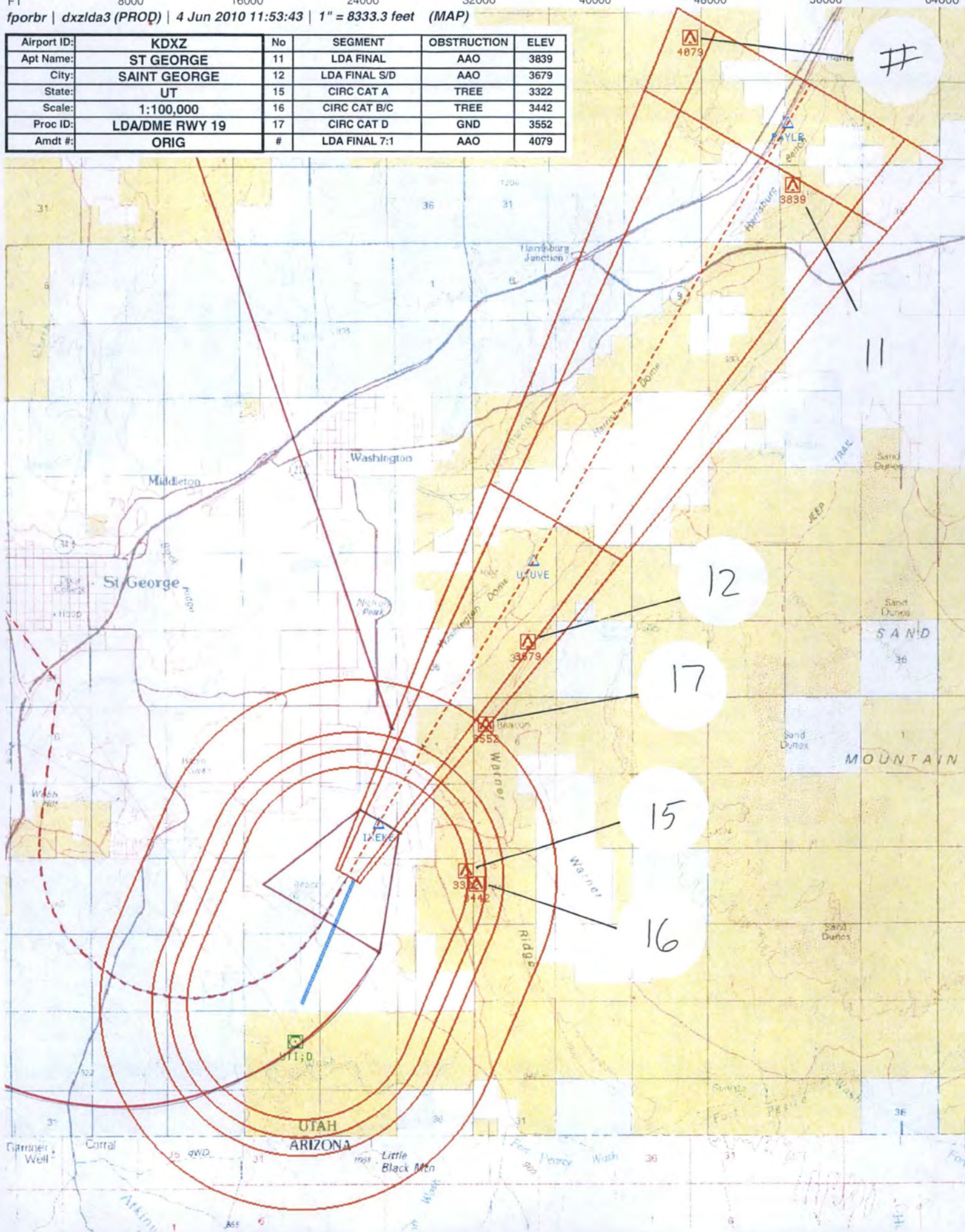
Airport ID:	KDXZ	No	SEGMENT	OBSTRUCTION	ELEV
Apt Name:	ST GEORGE		LDA/GS FINAL	ASC	
City:	SAINT GEORGE				
State:	UT				
Scale:	1:100,000				
Proc ID:	LDA/DME RWY 19				
Amdt #:	ORIG				





fporbr | dxzlda3 (PROD) | 4 Jun 2010 11:53:43 | 1" = 8333.3 feet (MAP)

Airport ID:	KDXZ	No	SEGMENT	OBSTRUCTION	ELEV
Apt Name:	ST GEORGE	11	LDA FINAL	AAO	3839
City:	SAINT GEORGE	12	LDA FINAL S/D	AAO	3679
State:	UT	15	CIRC CAT A	TREE	3322
Scale:	1:100,000	16	CIRC CAT B/C	TREE	3442
Proc ID:	LDA/DME RWY 19	17	CIRC CAT D	GND	3552
Amdt #:	ORIG	#	LDA FINAL 7:1	AAO	4079



# Periodic Review

04-16-15

ST GEORGE MUNI

ST GEORGEUTKSGU

LDA\_DME RWY 19 ORIG A

## Summary/Findings

MAGVAR - GOOD 20:1 PENETRATIONS IDENTIFIED IN CIRCLING AREA. NOTES MAY BE OUT OF DATE. (DEPENDING ON THE ACTIONS OF THE AIRPORT MANAGER). COMPLETED 16 APRIL 2015 BY RON SALPINO.

## Actions/Notes

OBSTACLE PENETRATIONS TO THE VISUAL AREA LOADED INTO THE 20:1 TRACKER. (Tracking #: 1343) ALL INSTRUMENT APPROACH PROCEDURES EVALUATED.





# Federal Aviation Administration

## Memorandum

Date: NOV 10 2010

To: Leslie H. Smith, Manager, Flight Technologies and  
Procedures Division  
THRU: Danny E. Hamilton, Manager, Flight Procedure Implementation  
& Oversight Branch

From: Wade EK Terrell, Lead, Production Integration Coordination Team,  
AJV-34

Reply To Attn Of: Wade EK Terrell:  
(405) 954-7370  
FAX (405) 954-1301

Subject: **ACTION:** Waiver Request

The attached Waiver for St. George, Saint George, UT (KDXZ) is provided for your review. We request your approval contingent upon a successful flight inspection report.

Please return a signed copy for our files.

8260-1 LDA/DME RWY 19

Please respond by as soon as possible.

Attachments

CONCURRENCES
ROUTING SYMBOL AJV-34 RAddington
INITIALS/SIG RA
DATE 11.9.10
ROUTING SYMBOL AJV-3754 DJenner
INITIALS/SIG
DATE
ROUTING SYMBOL AJV-354 AUrrutia
INITIALS/SIG AU
DATE 11/9/10
ROUTING SYMBOL AJV-354 DSilagyi
INITIALS/SIG DS
DATE 11/9/10
ROUTING SYMBOL AJV-34 WTerrell
INITIALS/SIG W
DATE 11.9.10
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INITIALS/SIG
DATE





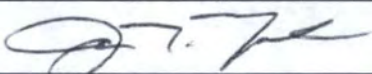
## FLIGHT INSPECTION PROCEDURE CONTROL FORM

PROCEDURE: LDA/DME RWY 19 0.65		AIRPORT NAME: ST GEORGE MUNI		AIRPORT ID: KDXZ	SPECIAL CONTROL NO: SP-10-258-11
CITY: ST GEORGE				ST: UT	ORIG CHART DATE: 02/09/12
FAC ID: SGU	DFL TYPE: PROC/A	THIRD PARTY: <input type="checkbox"/> YES	EST. TIME ON SITE: 0.0	REIMB. NUMBER:	

### PREFLIGHT NOTES

REVIEWER:		DATE:	
COMMENTS:	ASSOCIATED FACILITIES:	CHECK ONE: <input type="checkbox"/> FLT CK REQ <input type="checkbox"/> NFCR <input type="checkbox"/> REJECT	
			YES   NO
		VIDEO MAP REQUIRED?	
		ESV(S) ATTACHED?	
		GROUND MAINTENANCE?	
		ARINC CODING 424?	

### POST FLIGHT

INSPECTION DATE: 12-22-11	CREW #: VN251	N #: 58	CHECK ONE: <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT W/CHANGES <input type="checkbox"/> SAT / GOLD <input type="checkbox"/> UNSAT	NOTAM ISSUED? <input type="checkbox"/> YES
FLIGHT INSPECTOR SIGNATURE: 			PRINTED NAME: James M. Meek	

FLIGHT INSPECTOR REMARKS:

Table topped

# TERMINAL AIRSPACE DATA REQUIREMENTS

CITY: **SAINT GEORGE**

STATE: **UT**

AIRPORT NAME: **ST GEORGE**

ID: **KDXZ**

PROCEDURE: **LDA/DME RWY 19**

AMDT: **ORIG**

DOCKET # : **10-ANM-4**

(96-AXX-X/Required/Not Required)

**ALL DIST TO 1/100 NM; ELEV TO NEAREST FT; COORD TO 1/100 SEC; DEG TO 1/100 DG.**

1. Distance from FTP\* to 1000' point 6.25  
(Enter THLD, FAF, ARP, FACILITY, as appropriate)
2. Width of FINAL segment at 1000' point 1.57  
(Enter appropriate segment , final, intermediate, etc.)
3. True Course of FINAL segment containing 1000' point 210.15
4. High Terrain in FINAL segment containing 1000' point 3639
5. Distance from FTP\* to 1500' point 10.69  
(If 1500' point in PT maneuvering area or holding pattern note in remarks)
6. Width of INTERMEDIATE segment at 1500' point 2.52
7. True Course of INTERMEDIATE segment containing 1500' point 210.15
8. High Terrain in INTERMEDIATE segment containing 1500' point 5194
9. Threshold Coordinates (if straight-in) ... 370253.28N / 1133014.68W
10. ARP Coordinates ..... 370211.00N / 1133037.10W
11. Runway Approach End and distance furthest from ARP.....RWY 19  
Distance 0.77 NM
12. FAF Coordinates ..... 371132.32N / 1132404.76W  
(Click to Select)

**REMARKS: Approach/Drawing attached.** \*FTP (Fictitious Threshold Point):  
370257.40N/1133018.73W