

**FEDERAL AVIATION ADMINISTRATION**  
**FLIGHT STANDARDS SERVICE**  
**ILS STANDARD INSTRUMENT APPROACH PROCEDURE**  
**TITLE 14 CFR PART 97.29**

Bearings, headings, courses, tracks 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 feet RVR.

<u>AIRPORT</u> DRAUGHON-MILLER CENTRAL TEXAS RGNL	<u>AIRPORT ID</u> KTPL	<u>PROCEDURE NAME</u> ILS OR LOC RWY 15	<u>ORIGINAL/AMENDMENT</u> 13	<u>CITY</u> TEMPLE	<u>STATE</u> TX	
<u>AIRPORT ELEVATION</u> 682	<u>TDZE</u> 682	<u>SUPERSEDED</u> ILS OR LOC RWY 15	<u>ORIGINAL/AMENDMENT</u> 12A	<u>DATED</u> 02/05/2015	<u>MAG VAR</u> 3E	<u>EPOCH YEAR</u> 2020
<u>FACILITY</u> I-TPL	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>CANCEL/SUSPEND</u>		

**TERMINAL ROUTES**

<u>FROM</u>	<u>FIX TYPE</u>	<u>TO</u>	<u>FIX TYPE</u>	<u>LEG TYPE</u>	<u>FO/FB</u>	<u>RNP</u>	<u>COURSE</u>	<u>DISTANCE</u>	<u>ALTITUDE</u>
ACT VORTAC	IAF	MOODY INT/I-TPL 15.05 DME					205.01	20.47	2400
MOODY INT/I-TPL 15.05 DME	IF	AUGUR OM/I-TPL 4.36 DME					159.61	10.69	1800

**MISSED APPROACH**

**MAP:**

ILS: DA  
LOC: 3.02 NM AFTER AUGUR OM/I-TPL 4.36 DME OR AT I-TPL 1.33 DME

**MISSED APPROACH INSTRUCTIONS:**

CLIMB TO 3600 ON HEADING 160 AND ON ACT VORTAC R-181 TO CONRA INT/ACT 40.18 DME AND HOLD, CONTINUE CLIMB-IN-HOLD TO 3600.

**ALTERNATE MISSED APPROACH INSTRUCTIONS:**

**PROFILE:**

1. PT      **SIDE OF COURSE**      **OUTBOUND**      **FT WITHIN**      **MILES OF (IAF)**
2. PROFILE STARTS AT MOODY
3. **FAC:** 159.61      **FAF:** AUGUR OM/I-TPL 4.36 DME      **DIST FAF TO MAP:** 3.02      **DIST FAF TO THLD:** 3.02
4. **MIN ALT:** MOODY INT/I-TPL 15.05 DME 2400, AUGUR OM/I-TPL 4.36 DME 1800
5. **DIST TO THLD FROM OM:** 3.02      **MM:**      **IM:**      **150 HAT:**      **GS ANT:** 1250
6. **MIN GS INCPT:** 1800      **GS ALT AT FAF :**      **OM:** 1682      **MM:**      **IM:**
7. **GP ANGLE:** 2.90      **34:1:**      **20:1:**      **TCH:** 60.1
8. **MSA FROM:** KTPL 3600

**EQUIPMENT REQUIREMENTS NOTES:**



**NOTES:**

CHART NOTE: AUTOPILOT COUPLED APPROACH NA BELOW 990.  
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVAL ON ACT VORTAC AIRWAY RADIALS 164 CW 181.  
CHART NOTE: FOR INOPERATIVE ALS, INCREASE S-LOC 15 CATS C/D VISIBILITY TO 1 SM.

**ADDITIONAL FLIGHT DATA:**

CHART IN PLANVIEW AND PROFILE AT MOODY: ACT 20.47 DME  
CHART CIRCLING ICON.  
CHART R-6302A  
CHART R-6302B  
CHART HOOD MOA  
CHART VDP AT 2.24 DME\*  
DISTANCE VDP TO THLD 0.90 NM  
\* LOC ONLY  
CHART FAS OBST: 804 TREE 311140N/0972553W.  
919 AAO 311254N/0972556W.  
HOLD N, RT, 180.99 INBOUND

**MINIMUMS:**

**TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT**

**ALTERNATE:** NA ☒

<u>CATEGORY:</u>	<u>A</u>			<u>B</u>			<u>C</u>			<u>D</u>			<u>E</u>		
<u>FINAL TYPE</u>	<u>DA/MDA</u>	<u>VIS</u>	<u>HAT/HAA</u>	<u>DA/MDA</u>	<u>VIS</u>	<u>HAT/HAA</u>	<u>DA/MDA</u>	<u>VIS</u>	<u>HAT/HAA</u>	<u>DA/MDA</u>	<u>VIS</u>	<u>HAT/HAA</u>	<u>DA/MDA</u>	<u>VIS</u>	<u>HAT/HAA</u>
S-ILS 15	882	1/2	200	882	1/2	200	882	1/2	200	882	1/2	200			
S-LOC 15	1060	1/2	378	1060	1/2	378	1060	3/4	378	1060	3/4	378			
CIRCLING	1120	1	438	1180	1	498	1280	1 1/2	598	1420	2 1/4	738			

**CHANGES - REASONS**

1. MAG/VAR CHANGED FROM 7E TO 3E - FPT REQUEST TO BRING WITHIN STANDARDS AT THE SAME TIME FOR THE TPL VOR/MON PROJECT.
2. ALL COURSES/TRACKS/BEARINGS/HEADINGS (EXCEPT ACT TO MOODY) INCREASED BY 4 DEGREES - MAG/VAR UPDATE.
3. BACKUP ALTIMETER SETTING NOTES MOVED FROM PROCEDURE TO GENERAL REMARKS ON 8260-9 - PRIMARY ALTIMETER SOURCE IS ON WMSCR.
4. MSA CENTER CHANGED FROM TPL VOR/DME TO KTPL - TPL VOR/DME DECOMMISSIONED.
5. CHANGED MSA MULTIPLE ALTITUDES/SECTORS TO A SINGLE ALTITUDE/SECTOR - MATCH OTHER PROCEDURES AT APT.
6. DELETED PRIMARY MISSED APPROACH - REPLACED WITH ALTERNATE MISSED APPROACH DUE TO TPL VOR/DME DECOMMISSIONED.
7. MOVED BACKUP ALTIMETER SETTING NOTES TO THE 8260-9 FORM TO BE ISSUED BY NOTAM WHEN NECESSARY - PRIMARY ALTIMETER SETTING ON WMSCR.
8. CHARTED ACT DME REFERENCE AT MOODY - 8560.19 CHAP 7 AND FLT CK REQUIREMENT WHEN MULTIPLE CROSSING RADIALS OTHER THAN LOCALIZER ARE NOT PROVIDED, TPL VOR/DME REFERENCE NO LONGER AVAILABLE.
9. GS ANT ALTITUDE CHANGED FROM 1249 TO 1250 - DATA PULL.
10. GLIDESLOPE ALTITUDE AT OM CHANGED FROM 1683 TO 1682 - IAPA CALCULATION AFTER GS ANT ALTITUDE CHANGED.
11. ADDED NON-STANDARD INOPERATIVE ALS NOTE - NON-STANDARD ADJUSTMENT REQUIRED.
12. RAISED MISSED APPROACH ALTITUDE FROM CLIMB TO 3500 TO CLIMB TO 3600 - CLIMB IN HOLDING OBSTACLE AT CONRA HEIGHT IS 2541 MSL.
13. CHARTED CIRCLING ICON - APPLIED NEW CIRCLING CRITERIA.
14. CIRCLING CATS C/D MDA/HAA INCREASED - NEW CIRCLING RADII EVALUATED RESULTING IN NEW OBSTACLES.
15. CIRCLING CAT D VISIBILITY CHANGED FROM 2 TO 2 1/4 - CORRESPOND WITH RAISING CIRCLING CAT D MDA.



AIRPORT

DRAUGHON-MILLER CENTRAL TEXAS  
RGNL

AIRPORT ID

KTPL

PROCEDURE NAME

ILS OR LOC RWY 15

ORIGINAL/AMENDMENT

13

CITY

TEMPLE

STATE

TX

COORDINATED WITH:

A4A ☐ ALPA ☒ AOPA ☒ APA ☐ HAI ☐ NBAA ☒ OTHER: ZHU, ZFW, GRK APP CON, ST. AV. DIR., AMGR

FLIGHT CHECKED BY

OFFICE

DATE

DEVELOPED BY

KELLY DEAN

*Digitally signed by*

**KELLY D DEAN**

Feb 15, 2019

OFFICE

AJV-A431

DATE

01/10/2019

APPROVED BY

PATRICK MULQUEEN

OFFICE

AJV-A43

DATE

TITLE

MANAGER

QUALITY  
44  
CHECKED

FEDERAL AVIATION ADMINISTRATION  
FLIGHT STANDARDS SERVICE  
STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD

<u>AIRPORT</u> DRAUGHON-MILLER CENTRAL TEXAS RGNL	<u>AIRPORT ID</u> KTPL	<u>PROCEDURE NAME</u> ILS OR LOC RWY 15	<u>AMDT NO.</u> 13	<u>CITY</u> TEMPLE	<u>STATE</u> TX	<u>AIRPORT ELEVATION</u> 682	<u>FACILITY</u> I-TPL
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PART A: OBSTRUCTION DATA SEGMENTS

INITIAL

FROM  
ACT VORTAC

TO  
MOODY INT/I-TPL 15.05 DME

<u>RNP</u>	<u>DISTANCE</u> 20.47	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>							
<u>OBSTRUCTION</u>	<u>COORDINATES</u>		<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
1.TOWER (48-011982)	312603.90N/0973002.60W		1165	50	20	2C	1000					2200
2.TERRAIN	312639.00N/0973154.00W		892 (900)								AS1500	2400

COMPUTATIONS

ALT   KIAS   KTAS   HAA   VKTW   TR   BA   DTA   COURSE CHANGE   DVEB   VEB OCS   RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INTERMEDIATE

FROM  
MOODY INT/I-TPL 15.05 DME

TO  
AUGUR OM/I-TPL 4.36 DME

<u>RNP</u>	<u>DISTANCE</u> 10.69	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>							
<u>OBSTRUCTION</u>	<u>COORDINATES</u>		<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
3.TOWER (48-000093)	312400.00N/0973038.00W		1156	250	50	4D	500					1700
4.TERRAIN	312139.00N/0973327.00W		814 (800)								AS1000	1800

COMPUTATIONS

ALT   KIAS   KTAS   HAA   VKTW   TR   BA   DTA   COURSE CHANGE   DVEB   VEB OCS   RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



**FACILITY**  
I-TPL

QUALITY  
44  
CHECKED

MISSED APPROACH : ILS

FROM

DA

TO

CONRA INT/ACT 40.18 DME

RNP	DISTANCE	PAT	MAP	HAT			HMAS				
							713				
OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
							ASC				3600
6.TOWER (48-014028)	310227.69N/0972851.88W	1104	20	3	1A	1000					2200
7.TERRAIN	310530.00N/0972142.00W	739 (700)								AS1500	2200

COMPUTATIONS	ALT	KIAS	KTAS	HAA	VKTW	TR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE
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SEGMENT REMARKS:

MISSED APPROACH : LOC

FROM

3.02 NM AFTER AUGUR OM/I-TPL 4.36 DME OR AT I-TPL 1.33 DME

TO

CONRA INT/ACT 40.18 DME

RNP	DISTANCE	PAT	MAP	HAT			HMAS				
							810				
OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
							ASC				3600
6.TOWER (48-014028)	310227.69N/0972851.88W	1104	20	3	1A	1000					2200
7.TERRAIN	310530.00N/0972142.00W	739 (700)								AS1500	2200

COMPUTATIONS	ALT	KIAS	KTAS	HAA	VKTW	TR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE
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SEGMENT REMARKS:



**FACILITY**  
I-TPL

QUALITY  
44  
CHECKED

PART B: SUPPLEMENTAL DATA

**COMMUNICATIONS WITH**  
ZHU ARTCC, GRK APP CON, ZFW ARTCC, SJT FSS

<u>WX SERVICE</u> AWOS	<u>LOCATION</u> KTPL	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> KTPL	<u>DISTANCE</u> 0	<u>SERVICE-A</u> Y	<u>ADJUSTMENTS</u> 0
<u>BACK-UP WX SERVICE</u> AWOS	<u>LOCATION</u> KILE	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> KILE	<u>DISTANCE</u> 14.87	<u>SERVICE-A</u> Y	<u>ADJUSTMENTS</u> 58

**WX REMARKS:**  
RASS PRESSURE PATTERNS SAME.  
KTPL 682, KILE 848  
RA 57.5

<u>PRIMARY NAVAID</u> I-TPL	<u>MONITOR POINT</u> UNMONITORED	<u>HRS OPERATION</u> 24	<u>CAT</u> 3
<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>		<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
RW02 - MIRL		BSC-G	
RW20 - MIRL, PAPI-4L (PCL)		BSC-G	
RW15 - MALSR (PCL), MIRL (PCL)		PIR-G	
RW33 - MIRL (PCL), PAPI-4L		PIR-G	

<u>GLIDESLOPE ANGLE</u> 2.90	<u>ELEV RWY THRESHOLD</u> 682.3	<u>TCH</u> 60.1	<u>ELEV GS ANTENNA</u> 678.9	<u>DISTANCE FROM RWY</u> 1250	<u>VGSI ANGLE</u>	<u>TCH</u>
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<u>FINAL APPROACH COURSE AIMING</u>			
RUNWAY THRESHOLD	<input checked="" type="checkbox"/>	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE
ON CENTERLINE	<input checked="" type="checkbox"/>	FT FROM CENTERLINE	

<u>CRITICAL TEMPERATURES</u>			
<u>CRITICAL LOW</u>	<u>CRITICAL HIGH</u>	<u>ACT</u>	<u>APT ISA</u>

**CRITICAL TEMPERATURE REMARKS:**

**"VISUAL PORTION OF FINAL" PENETRATIONS**

**HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS**







<u>AIRPORT</u> DRAUGHON-MILLER CENTRAL TEXAS RGNL	<u>AIRPORT ID</u> KTPL	<u>PROCEDURE NAME</u> ILS OR LOC RWY 15	<u>AMDT NO.</u> 13	<u>CITY</u> TEMPLE	<u>STATE</u> TX	<u>AIRPORT ELEVATION</u> 682	<u>FACILITY</u> I-TPL
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PART D: AIRSPACE

DOCKET #

ALL DISTANCES TO 1/100NM; ELEVATION TO NEAREST 100 FEET; COORDINATES TO 1/100 SECOND; DEG TO 1/100 DEGREE

DISTANCE FROM	THLD	TO 1000FT POINT	3.11
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	0.89
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	162.61
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	729
DISTANCE FROM	THLD	TO 1500FT POINT	13.51
WIDTH OF	INTERMEDIATE	SEGMENT AT 1500FT POINT	8.00
TRUE COURSE OF	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	162.61
HIGH TERRAIN IN	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	814

THRESHOLD  
COORDINATES  
(IF STR-IN)

310935.97N/0972443.78W

ARP COORDINATES

310906.84N/0972427.59W

RUNWAY APCH END  
AND DIST FURTHEST  
FROM ARP

RUNWAY 33 DISTANCE 0.63 NM

FAF  
COORDINATES

311229.54N/0972547.03W

FIX NAME  
COORDINATES

REMARKS

NO ADDITIONAL AIRSPACE REQUIRED.

QUALITY  
44  
CHECKED

FAA Form 8260-9 / (11/16) Supersedes Previous Edition

Electronic Version

Page 7 of 8

**FACILITY**  
I-TPL

**TITLE**  
AERONAUTICAL INFORMATION SPECIALIST