

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.											
TERMINAL ROUTES										MISSED APPROACH					
FROM		TO		COURSE AND DISTANCE				ALTITUDE		ILS: DA LOC: CIKAK/I-PVU 2.04 DME					
FFU VORTAC (IAF)		JETLI INT/FFU 3.97 DME		312.63 / 3.97				9000		CLIMB TO 6200 THEN CLIMBING RIGHT TURN TO 9000 DIRECT FFU VORTAC AND HOLD. **MISSED APPROACH REQUIRES MINIMUM CLIMB OF 300 FEET PER NM TO 8700.					
JETLI INT/PVU 14.00 DME CW		DICOT INT/I-PVU 14.53 DME		14.00 DME ARC (PVU LR-302)				8000							
JAURN INT/I-PVU 19.72 DME (IAF)		DICOT INT/I-PVU 14.53 DME		133.79 / 5.19 (I-PVU)				8000							
DICOT INT/I-PVU 14.53 DME (IF)		WAVIT/I-PVU 7.08 DME		133.79 / 7.45 (I-PVU)				6300		ADDITIONAL FLIGHT DATA: HOLD S, RT, 340.00 INBOUND. CHART ARRIVAL HOLDING AT FFU VORTAC: HOLD S, RT, 340.00 INBOUND, 9000. CHART FAS OBST: 4590 TREE 401410N/1114359W CHART R-6412. CHART VDP AT 2.46 DME* DISTANCE VDP TO THLD 0.88 NM. *LOC ONLY. CHART PVU R-285 AT JETLI. CHART CIRCLING ICON.					
1. PT _____ SIDE OF COURSE _____ OUTBOUND _____ FT WITHIN _____ MILES OF _____ (IAF)															
2. PROFILE STARTS AT DICOT INT/I-PVU 14.53 DME															
3. FAC: 133.79 FAF: WAVIT/I-PVU 7.08 DME DIST FAF TO MAP: _____ THLD: 5.50										MAG VAR: 12E EPOCH YEAR: 2010					
4. MIN. ALT: DICOT 8000, WAVIT 6300															
5. DIST TO THLD FROM OM: _____ MM: _____ IM: _____ 150 HAT: _____ 100 HAT: _____ GS ANT: 1000															
6. MIN GS INCPT: 6300 GS ALT AT: WAVIT 6300 OM: _____ MM: _____ IM: _____															
7. GS ANGLE: 3.00 TCH: 50.2															
8. MSA FROM: PVU VOR/DME 050-140 12300, 140-230 13200, 230-320 11900, 320-050 13000															
MINIMUMS															
TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT				ALTERNATE: N A		ILS: #		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 13**	4697	3/4	200	4697	3/4	200	4697	3/4	200	4697	3/4	200			
S-ILS 13	5077	1 5/8	580	5077	1 5/8	580	5077	1 5/8	580	5077	1 5/8	580			
S-LOC 13**	4820	1	323	4820	1	323	4820	1	323	4820	1	323			
S-LOC 13	5220	1	723	5220	1	723	5220	2	723	5220	2	723			
CIRCLING	5220	1	723	5220	1	723	5220	2	723	5260	2 1/2	763			
NOTES: CHART NOTE: CIRCLING TO RWY 18 NA AT NIGHT. CHART NOTE: CIRCLING NA E OF RWYS 18 AND 36. CHART NOTE: DME REQUIRED. CHART PROFILE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}). (CONTINUED ON PAGE 2)															
CITY AND STATE PROVO, UT		ELEVATION: 4497 TDZE: 4497 AIRPORT NAME: PROVO MUNI		FACILITY IDENTIFIER: I-PVU		PROCEDURE NO./AMDT NO./EFFECTIVE DATE: ILS OR LOC RWY 13, AMDT 4						SUP: AMDT: 3 DATED 03/02/2017			

QUALITY  
10  
CHECKED

ALL AFFECTED PROCEDURES REVIEWED? <div><input type="checkbox"/> YES</div> <div><input type="checkbox"/> NO</div>		COORDINATES OF FACILITIES		REQUIRED EFFECTIVE DATE	
ROUTINE					
COORDINATED WITH:					
ATA <div></div>		AAT <div></div>		ALPA <div></div>	
APA <div>X</div>		AOPA <div>X</div>		NBAA <div>X</div>	
OTHER (specify) <div>ZLC, SLC APP CON, UT AERO, AMGR, PVU ATCT.</div>					
FLIGHT CHECKED BY					
NAME: <div>Pending</div>				FIFO	DATE:
DEVELOPED BY					
NAME: <div>Digitally signed by DEANNA M. FIELDS DEANNA M. FIELDS Oct 24, 2017</div>				FIFO AJV-5432	DATE: 10/05/2017
APPROVED BY					
NAME: <div>PATRICK J. MULQUEEN Digitally signed by STEVEN A VARGAS Oct 27, 2017 MANAGER</div>				FIFO AJV-5430	DATE:
CHANGES:					
<div>1. MISSED APPROACH CHANGED FROM CLIMB TO 6100 THEN CLIMBING RIGHT TURN TO 9000 ON HEADING 300 AND ON FFU VORTAC R-118 TO FFU VORTAC AND HOLD TO CLIMB TO 6200 THEN CLIMBING RIGHT TURN TO 9000 DIRECT FFU VORTAC AND HOLD. **MISSED APPROACH REQUIRES MINIMUM CLIMB OF 300 FEET PER NM TO 8700.</div> <div>3. ADDED ** TO S-ILS 13 DA 4697/HAT 200, VIS 1 ALL CATS. VIS CHANGED FROM 1 TO 3/4.</div> <div>4. ADDED ** TO S-LOC 13 MDA4820/HAT 323, VIS 1 ALL CATS.</div> <div>5. ADDED SECOND SET OF MINIMA FOR S-ILS 13 AND S-LOC 13.</div> <div>6. CIRCLING CAT A MDA/HAT INCREASED FROM 4940/443 TO 5220/723.</div> <div>7. CIRCLING CAT B MDA/HAT INCREASED FROM 4960/463 TO 5220/723.</div> <div>8. CIRCLING CAT C MDA/HAT INCREASED FROM 5120/623 TO 5220/723. VIS INCREASED FROM 1 3/4 TO 2.</div> <div>9. CIRCLING CAT D MDA/HAT INCREASED FROM 5260/763 TO 5260/763.</div> <div>10. ILS ALTERNATE MINIMUMS CHANGED FROM # CAT C 700-2, CAT D 800-2 1/2 TO # CAT A, B, C 800-2, CAT D 800-2 1/2.</div> <div>11. ADDED VDP.</div> <div>12. CHANGED "CHART NOTE: USE I-PVU DME WHEN ON LOCALIZER COURSE" TO "CHART PROFILE NOTE: USE I-PVU DME WHEN ON LOCALIZER COURSE."</div>					
REASONS:					
<div>REASON:</div> <div>1. PER IFP CHECKLIST: CURRENT MISSED DOES NOT WORK, LOW PERFORMANCE SINGLE AND TWIN AIRCRAFT TURN INSIDE THE FFU 118R. THE 118R AND 300 HEADING ARE ESSENTIALLY PARALLEL.</div> <div>3-4. TO ACHIEVE THE LOWEST MINIMUMS WHILE MITIGATING MISSED APPROACH PENETRATION FOR S-ILS 13 AND S-LOC 13</div> <div>5. CRITERIA, TWO SETS OF MINIMA WILL BE CHARTED WHEN USING A CLIMB GRADIENT WITH A TERMINATION ALTITUDE.</div> <div>6-10. TWO SET OF MINIMA CHARTED, ONE WITH A STANDARD CLIMB GRADIENT AND ONE WITHOUT A NON-STANDARD CLIMB GRADIENT.</div> <div>11. 20:1 CLEAR</div> <div>12. CRITERIA.</div>					



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

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NOTES, (CONT.):

CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT JAURN INT ON V21 NORTHBOUND.  
CHART PROFILE NOTE: USE I-PVU DME WHEN ON LOCALIZER COURSE.

CITY AND STATE  
PROVO, UT

ELEVATION: 4497 TDZE: 4497  
AIRPORT NAME:  
PROVO MUNI

FACILITY  
IDENTIFIER:  
I-PVU

PROCEDURE NO./AMDT NO./EFFECTIVE DATE:  
ILS OR LOC RWY 13, AMDT 4

SUP: **QUALITY  
10  
CHECKED**  
AMDT: 3  
DATED: 03/02/2017

ALL AFFECTED PROCEDURES REVIEWED?		COORDINATES OF FACILITIES		REQUIRED EFFECTIVE DATE	
<div><input type="checkbox"/> YES</div> <div><input type="checkbox"/> NO</div>					
COORDINATED WITH:					
<div>ATA</div> <div><input type="checkbox"/></div>		<div>AAT</div> <div><input type="checkbox"/></div>		<div>ALPA</div> <div><input type="checkbox"/></div>	
		<div>APA</div> <div><input type="checkbox"/></div>		<div>AOPA</div> <div><input type="checkbox"/></div>	
		<div>NBAA</div> <div><input type="checkbox"/></div>		<div>OTHER (specify)</div> <div><input type="checkbox"/></div> <div></div>	
FLIGHT CHECKED BY					
NAME:				FIFO	DATE:
DEVELOPED BY					
NAME:				FIFO	DATE:
APPROVED BY					
NAME:				FIFO	DATE:
CHANGES:					
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.			
INITIAL	FFU VORTAC	JETLI INT/FFU	1. AAO	401630.00N/1115627.00W	7878 (4E)	1000	AT122	9000			
		3.97 DME	2. TERRAIN	401630.00N/1115627.00W	7678 (7700)		AS1000	8700			
INITIAL: ARC	JETLI INT/PVU	DICOT INT/I-PVU	3. AAO	401806.00N/1115657.00W	6989 (4E)	1000		8000			
	14.00 DME CW	14.53 DME	4. TERRAIN	402748.00N/1115112.00W	6579 (6600)		AS1000	7600			
INITIAL	JAURN INT/I-PVU	DICOT INT/I-PVU	5. AAO	402618.00N/1120042.00W	6818 (4E)	1000	AT182	8000			
	19.72 DME	14.53 DME	6. TERRAIN	402618.00N/1120042.00W	6618 (6600)		AS1000	7600			
INTERMEDIATE	DICOT INT/I-PVU	WAVIT/I-PVU 7.08	7. AAO	402706.00N/1114942.00W	5391 (4E)	500	AC98 AT311	6300			
	14.53 DME	DME	8. TERRAIN	402215.00N/1115703.00W	5020 (5000)		AS1000	6000			
FINAL: ILS	WAVIT/I-PVU 7.08	RW13				ASC		4697/200			
	DME										
FINAL: LOC	WAVIT/I-PVU 7.08	CIKAK/I-PVU 2.04	9. TREE (49-022427)	401409.69N/1114358.75W	4590 (1A)	250	SA-31	4820			
	DME	DME									
FINAL: ILS	WAVIT/I-PVU 7.08	RW13				ASC	MA369	5077/580			
	DME										
2. PROCEDURE TURN											
3. MISSED APPROACH	MAP:	DA / CIKAK/I-PVU	FFU VORTAC	10. AAO	401524.00N/1115536.00W	7840 (2C)	ASC	9000			
		2.04 DME / DA /		10. AAO	401524.00N/111536.00W	7840 (2C)	1000	8900			
	ELEV:	4532/4570/4739/4970		11. TERRAIN	401524.00N/111536.00W	7640 (7600)	AS1000	8600			
4. CIRCLING AREA	DISTANCE	HT. ABV. ARPT.									
CATEGORY A	1.3 NM	REQUIRED	350	ACTUAL	723	9. TREE (49-022427)	401409.69N/1114358.75W	4590 (1A)	300	SI	5220
CATEGORY B	1.5 NM		450		723	12. TOWER (49-000316)	401515.86N/1114250.51W	4619 (1A)	300	SI	5220
CATEGORY C	1.7 NM		450		723	13. TREE	401627.00N/1114148.00W	4807 (2C)	300	SI	5220
CATEGORY D	2.3 NM		550		763	14. AAO	401730.00N/1114136.00W	4954 (2C)	300		5260
CATEGORY E	4.5 NM		550								
5. MINIMUM SAFE ALTITUDES	PRIMARY NAVAID: PVU VOR/DME										
SECTOR	OBSTRUCTION	BRG/DIST	ELEVATION (MSL)	M S A	SECTOR	OBSTRUCTION	BRG/DIST	ELEVATION (MSL)	M S A		
050-140	AAO	061/08.0	11268 (6C)	12300	230-320	AAO	279/23.5	10820 (6C)	11900		
140-230	AAO	169/23.7	12128 (6C)	13200	320-050	AAO	003/11.4	11949 (6C)	13000		
CITY AND STATE		ELEVATION: 4497		FACILITY		PROCEDURE AND AMENDMENT NO:		REGION			
PROVO, UT		AIRPORT NAME:		I-PVU		ILS OR LOC RWY 13, AMDT 4		ANM			
		PROVO MUNI									

QUALITY  
10  
CHECKED

PART B - SUPPLEMENTAL DATA										PART C - REMARKS: <b>PRECIPITOUS TERRAIN EVALUATION COMPLETED.</b>  <b>30 FT SAILBOATS, AVERAGE WATER DEPTH 16 FT MAX WATER DEPTH 33 FT, LAKE SURFACE ELEVATION 4190 FT.</b>  <b>ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.</b> <b>CAT A: 1.38NM</b> <b>CAT B: 1.97NM</b> <b>CAT C: 3.12NM</b> <b>CAT D: 4.09NM</b>  <b>NO ADDITIONAL AIRSPACE REQUIRED.</b>  <b>AWOS-3 AVAILABLE ON WMSCR AND DISCRETE FREQUENCY.</b>  <b>CLASS E SURFACE AIRSPACE: SEE AFD FOR HOURS.</b>  <b>FPT NOTIFIED OF 20:1 PENETRATIONS.</b>  <b>"VISUAL PORTION OF FINAL" PENETRATIONS:</b> <b>CIRCLING RWY 18:</b> <b>20:1</b> <b>4516 RD(N) (KPVU0018) 401337.19N/1114312.91W (21.82)</b> <b>4534 TREE (KPVU0019) 401344.39N/1114309.43W (1.42)</b>  <b>ALTERNATE MISSED NOT CONSIDERED DUE TO ATC REQUEST FOR TRAFFIC.</b>  <b>NO BACKUP ALTIMETER AVAILABLE - DUE TO REMOTE LOCATION WITH FPT/AMGR CONCURRENCE.</b>  <b>50 FT VEGETATION HT PER FPT.</b>  <b>CONSULT AFD FOR OPERATIONAL HOURS OF THE TOWER.</b>													
1. COMMUNICATIONS WITH:				2. WEATHER SERVICE				3. ALTIMETER SETTING															
<b>ZLC ARTCC</b> <b>PVU TOWER</b> <b>SLC APP CON</b>						N W S		OTHER: <b>AWOS-3</b>												SOURCE: <b>KPVU</b>			
						F A A														DISTANCE:			
						A / C														HOURS REMOTE OPERATION: <b>0/YES</b>			
SATISFACTORY ON:				LOCATION: <b>KPVU</b>				ADJUSTMENT: <b>0</b>															
<input checked="" type="checkbox"/> V H F		<input checked="" type="checkbox"/> U H F		<input type="checkbox"/> H F																			
4. MONITOR STATUS		PRIMARY NAVAID: <b>I-PVU</b>																					
		MONITOR POINT: <b>ATCT</b>																					
		HRS OPTN:		CAT 1		TOWER OPEN																	
				CAT 3		TOWER CLOSED.																	
5. APPROACH & RUNWAY LIGHTING				<b>ALS</b>																			
				<b>(S) SALS</b>																			
				<b>MALS</b>																			
		<input checked="" type="checkbox"/>		<b>HIRL 13, 31 (PCL)</b>																			
		<input checked="" type="checkbox"/>		<b>MIRL 18 (PCL), 36 (PCL)</b>																			
		<input checked="" type="checkbox"/>		<b>REIL 13</b>																			
				<b>TDZ</b>																			
				<b>C/LINE</b>																			
<input checked="" type="checkbox"/>		<b>OTHER (SPECIFY)</b> <b>PAPI-2L 18, 31, 36 PAPI-4L 13</b>																					
6. RUNWAY MARKINGS		BASIC <b>BSC-G 18, 36</b>																					
		ALL WEATHER <b>PIR-G 13</b>																					
		INSTRUMENT <b>NPI-G 31</b>																					
7. RUNWAY VISUAL RANGE		APPROACH																					
		MIDFIELD																					
		ROLL OUT																					
8. GLIDE PATH		GP ANGLE: <b>3.00</b>						ELEV RWY THRESHOLD: <b>4497.2</b>															
		DISTANCE FROM RWY: <b>1000</b>						ELEV GP ANTENNA: <b>4492.4</b>															
								THRESHOLD CROSSING HEIGHT: <b>50.2</b>															
9. FINAL APPROACH COURSE AIMING				<input checked="" type="checkbox"/>		RUNWAY THRESHOLD						FT. FROM THRESHOLD											
				<input checked="" type="checkbox"/>		ON CENTERLINE						FT. FROM CENTERLINE											
10. WAIVERS: <b>NONE</b>																							
PART D - PREPARED BY: <b>DEANNA M. FIELDS</b>										DATE: <b>10/05/2017</b>													
TITLE: <b>AERONAUTICAL INFORMATION SPECIALIST</b>										OFFICE: <b>AJV-5432</b>													

QUALITY  
10  
CHECKED

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:	

