

**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 ID</u> KTPL	<u>PROCEDURE NAME</u> ILS OR LOC RWY 16	<u>ORIGINAL/AMENDMENT</u> 14	<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SUPERSEDED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> 13	<u>DATED</u> 08/15/2019	<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 (I-TPL)	1900

MISSED APPROACH

MAP:

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

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 1100 THEN CONTINUE 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:

- PT SIDE OF COURSE OUTBOUND FT WITHIN MILES OF (IAF)
- PROFILE STARTS AT MOODY
- FAC: 159.61 FAF: AUGUR OM/I-TPL 4.36 DME DIST FAF TO MAP: 3.02 DIST FAF TO THLD: 3.02
- MIN ALT: MOODY INT/I-TPL 15.05 DME 2400, AUGUR OM/I-TPL 4.36 DME 1900
- DIST TO THLD FROM OM: 3.02 MM: IM: 150 HAT: GS ANT: 1250
- MIN GS INCPT: 1900 GS ALT AT PFAF : OM: 1673 MM: IM:
- GP ANGLE: 2.90 34:1: 20:1: TCH: 60.1
- MSA FROM: ARP KTPPL 3600

EQUIPMENT REQUIREMENTS NOTES:

QUALITY
16
CHECKED

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 16 CATS C/D VISIBILITY TO 1 SM.

ADDITIONAL FLIGHT DATA:

CHART IN PLANVIEW AND PROFILE AT MOODY: ACT 20.47 DME
HOLD N, RT, 180.99 INBOUND.
CHART FAS OBST: 701 TREE (48-044584) 310942N/0972439W.
940 AAO 312447N/0972551W.
CHART HOOD MOA.
CHART R-6302A.
CHART R-6302B.
CHART VDP AT 1.95 DME
DISTANCE VDP TO THLD 0.62 NM.
CHART CIRCLING ICON.

MINIMUMS:

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

ALTERNATE: NA ☒

CATEGORY:	A			B			C			D			E		
FINAL TYPE	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA
S-ILS 16	882	1/2	200	882	1/2	200	882	1/2	200	882	1/2	200			
S-LOC 16	980	1/2	298	980	1/2	298	980	1/2	298	980	1/2	298			
CIRCLING	1120	1	438	1180	1	498	1280	1 1/2	598	1420	2 1/4	738			

CHANGES - REASONS

1. TERMINAL ROUTE UPDATE: "MOODY INT/I-TPL 15.05 DME-AUGUR OM/I-TPL 4.36 DME" ALTITUDE CHANGED FROM 1800 TO 1900 - NEW OBSTACLE EVALUATION UPDATE.
2. ADDITIONAL FLIGHT DATA UPDATE: CHANGED "CHART VDP AT 2.24 DME*" TO "CHART VDP AT 1.95 DME*" - VDP RECALCULATED.
3. ADDITIONAL FLIGHT DATA UPDATE: CHANGED "DISTANCE VDP TO THLD 0.90 NM" TO "DISTANCE VDP TO THLD 0.62 NM" - VDP RECALCULATED.
4. CHANGED CHART NOTE FROM "FOR INOPERATIVE ALS, INCREASE S-LOC 15 CATS C/D VISIBILITY TO 1 SM" TO "FOR INOPERATIVE ALS, INCREASE S-LOC 16 CATS C/D VISIBILITY TO 1 SM" - RWY NUMBER CHANGED FROM 15 TO 16.
5. PROCEDURE NAME CHANGED FROM ILS OR LOC RWY 15 TO ILS OR LOC RWY 16 - RWY NUMBER CHANGED
6. S-LOC 16 MDA/HAT CHANGED FROM 1060/378 TO 980/298. VIS CAT C/D CHANGED FROM 3/4 TO 1/2 - LOC MDA LOWERED. VISCHECK UPDATE.
7. ADDITIONAL FLIGHT DATA UPDATE: CHANGED "CHART FAS OBST FROM 804 TREE 311140N/0972553W" TO "701 TREE (48-044584) 310942N/0972439W" - NEW OBSTACLE EVALUATION UPDATE.
8. ADDITIONAL FLIGHT DATA: CHANGED AAO 289 OBSTACLE FROM "919 AAO 311254N/0972556W" TO "940 AAO 312447N/0972551W" - NEW OBSTACLE EVALUATION.
9. LINE 4 MIN ALT CHANGED FROM 1800 TO 1900 - NEW OBSTACLE EVALUATION.
10. LINE 6, MIN GS INCPT CHANGED FROM 1800 TO 1900. OM CHANGED FROM 1682 TO 1673 - NEW OBSTACLE EVALUATION/AIRNAV DATA UPDATED.
11. MISSED APPROACH INSTRUCTIONS UPDATE: CHANGED "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" TO "CLIMB TO 1100 THEN CONTINUE 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" - CLIMB TO ALTITUDE REQUIRED BECAUSE TURN EXCEEDS 15 DEGREES.
12. INCORPORATED CHANGES FROM AMDT 3B - IAW 8260.19I, PARA 8-3-4.C.(2).



COORDINATED WITH:

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

FLIGHT CHECKED BY

ANTHONY D VALLERA

Digitally signed by
DAVID TEFFETELLER
Apr 29, 2022

OFFICE

FPO

DATE

04/27/2022

DEVELOPED BY

KWEKU DONKOR

Digitally signed by
KWEKU DONKOR
Apr 04, 2022

OFFICE

AJV-A433

DATE

02/24/2022

APPROVED BY

LONNIE EVERHART

Digitally signed by
DAVID TEFFETELLER
Apr 11, 2022

OFFICE

AJV-A430

DATE

07/13/2022

TITLE
MANAGER



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

<u>AIRPORT ID</u> KTPL	<u>PROCEDURE NAME</u> ILS OR LOC RWY 16	<u>AMDT NO.</u> 14	<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		893 (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	311827.00N/0973209.00W		880 (900)								AS1000	1900

COMPUTATIONS

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

SEGMENT REMARKS:



FINAL: ILS

FROM
GP INTCP

TO
RW16

RNP	DISTANCE 3.76	PAT	MAP DA	HAT 200	HMAS							
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC				882

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

SEGMENT REMARKS:

FINAL: LOC

FROM
AUGUR OM/I-TPL 4.36 DME

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

RNP	DISTANCE 3.02	PAT	MAP 3.02 NM AFTER AUGUR OM OR AT I-TPL 1.33 DME	HAT 298	HMAS							
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
5.TREE (48-044584)	310942.11N/0972439.44W		701	50	20	2C	250				MA20	980

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

SEGMENT REMARKS:



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 (48-000116)	310402.00N/0972358.00W		935	250	50	4D	250					1200
7.TERRAIN	310439.00N/0972154.00W		738 (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 OR AT I-TPL 1.33 DME

TO
CONRA INT/ACT 40.18 DME

RNP	DISTANCE	PAT	MAP	HAT			HMAS 730					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
8.TANK (48-004105)	310858.00N/0972455.00W		803	50	10	2B		ASC				3600
6.TOWER (48-000116)	310402.00N/0972358.00W		935	250	50	4D	250					1200
7.TERRAIN	310439.00N/0972154.00W		738 (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
16
CHECKER

PART B: SUPPLEMENTAL DATA

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

<u>WX SERVICE</u> AWOS-3PT	<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-3	<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>
RW3 - MIRL		NPI-G	
RW21 - MIRL, PAPI-4L (PCL)		NPI-G	
RW16 - MALSR (PCL), MIRL (PCL)		PIR-G	
RW34 - 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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FINAL APPROACH COURSE AIMING			
RUNWAY THRESHOLD	<input checked="" type="checkbox"/>	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE
ON CENTERLINE	<input checked="" type="checkbox"/>	FT FROM CENTERLINE	

CRITICAL TEMPERATURES			
<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

and/or
5280-FT "PROCEED VFR" SEGMENT LEVEL SURFACE AREA PENETRATIONS

<u>PENETRATIONS REMARKS:</u>

PART C: GENERAL REMARKS:

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

APPROVAL LETTER FOR GLIDE SLOPE BELOW OPTIMUM GLIDEPATH OF 3 DEGREES SUBMITTED AND APPROVED.

WAIVER: 1 THRESHOLD CROSSING HEIGHT (TCH) EXCEED THE MAXIMUM AUTHORIZED VALUE OF 60 FEET ; USES TCH OF 60.10 FEET.

BACKUP ALTIMETER SETTING NOTE TO BE ISSUED BY NOTAM:
CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE SECONDARYALTIMETERCITYORAIRPORT ALTIMETER SETTING AND INCREASE S-ILS 16 DA TO 940 FEET; INCREASE ALL MDAS 60 FEET, AND CIRCLING VISIBILITY CAT C/D 1/8 SM.

ALTERNATE MISSED NOT DEVELOPED DUE TO NO SUITABLE NAVAID WITHIN AREA. ONLY POSSIBLE ATC DESIRED ALT MA WOULD BE AN RNAV ALT MA WHICH CAN BE DONE BY NOTAM TO THE PRIMARY MISSED.

ORDER 8260.3 CHAPTER 2 APPLIED TO 940 AAO 312447.00N/0972551.00W.

ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.



<u>AIRPORT ID</u> KTPL	<u>PROCEDURE NAME</u> ILS OR LOC RWY 16	<u>AMDT NO.</u> 14	<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	700
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	900

THRESHOLD
COORDINATES
(IF STR-IN)

310935.97N/0972443.78W

ARP COORDINATES

310906.84N/0972427.59W

RUNWAY APCH END
AND DIST FURTHEST
FROM ARP

RUNWAY 34 DISTANCE 0.63 NM

FAF
COORDINATES

311229.14N/0972548.53W

FIX NAME
COORDINATES

REMARKS

NO ADDITIONAL AIRSPACE REQUIRED.

QUALITY
16
CHECKED

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

Electronic Version

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PART E: PREPARED BY

<u>NAME</u> KWEKU DONKOR	<u>OFFICE</u> AJV-A433	<u>DATE</u> 02/24/2022	<u>TITLE</u> AERONAUTICAL INFORMATION SPECIALIST
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