

**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> KPVU	<u>PROCEDURE NAME</u> ILS OR LOC RWY 13	<u>ORIGINAL/AMENDMENT</u> 5	<u>CITY</u> PROVO	<u>STATE</u> UT		
<u>AIRPORT ELEVATION</u> 4497	<u>TDZE</u> 4497	<u>SUPERSEDED</u> ILS OR LOC RWY 13	<u>ORIGINAL/AMENDMENT</u> 4	<u>DATED</u> 02/01/2018	<u>MAG VAR</u> 12E	<u>EPOCH YEAR</u> 2010
<u>FACILITY</u> I-PVU	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u> 22 APRIL 2021	<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>
FFU VORTAC	IAF	JETLI INT/FFU 3.97 DME					312.63	3.97	9000
JETLI INT/PVU 14.00 DME CW		DICOT INT/I-PVU 14.53 DME					14.00 DME ARC (PVU LR-302)		8200
JAURN INT/I-PVU 19.71 DME	IAF	DICOT INT/I-PVU 14.53 DME					133.79	5.19 (I-PVU)	8200
DICOT INT/I-PVU 14.53 DME	IF	ZEGUR/I-PVU 9.27 DME					133.79	5.26 (I-PVU)	6800
ZEGUR/I-PVU 9.27 DME		WAVIT/I-PVU 7.08 DME					133.79	2.19 (I-PVU)	6300

MISSED APPROACH

MAP:

ILS: DA
LOC: CIKAK/I-PVU 2.04 DME

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 6200 THEN CLIMBING RIGHT TURN TO 9000 AND ON PVU VOR/DME R-230 TO CALUB INT/PVU 10.51 DME THEN RIGHT TURN ON FFU VORTAC R-160 TO FFU VORTAC AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:



PROFILE:

1. PT

SIDE OF COURSE

OUTBOUND

FT WITHIN

MILES OF

(IAF)

2. PROFILE STARTS AT DICOT

3. FAC: 133.79

FAF: WAVIT/I-PVU 7.08 DME

DIST FAF TO MAP:

DIST FAF TO THLD: 5.50

4. MIN ALT: DICOT INT/I-PVU 14.53 DME 8200, ZEGUR/I-PVU 9.27 DME 6800, WAVIT/I-PVU 7.08 DME 6300

5. DIST TO THLD FROM OM:

MM:

IM:

150 HAT:

GS ANT: 1001

6. MIN GS INCPT: 6300

GS ALT AT FAF : WAVIT/I-PVU 7.08 DME 6300

OM:

MM:

IM:

7. GP ANGLE: 3.00

34:1:

20:1:

TCH: 50.2

8. MSA FROM: PVU VOR/DME 050-140 12300, 140-230 13100, 230-320 11800, 320-050 13000

EQUIPMENT REQUIREMENTS NOTES:

DME REQUIRED.

NOTES:

CHART NOTE: CIRCLING NA E OF RWY 18-36.
CHART NOTE: CIRCLING RWY 18, 36 NA AT NIGHT.
CHART NOTE: RWY 13 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED.
CHART PLANVIEW NOTE: NOPT FOR ARRIVAL ON FFU VORTAC AIRWAY RADIALS R-030, R-079, R-110, AND R-188.
CHART PROFILE NOTE: USE I-PVU DME WHEN ON LOCALIZER COURSE.

ADDITIONAL FLIGHT DATA:

CHART ARRIVAL HOLDING AT FFU VORTAC: HOLD S, RT, 340.00 INBOUND, 9000.
CHART IN PLANVIEW AT DICOT: PVU 14 DME.
HOLD S, RT, 340.00 INBOUND.
CHART FAS OBST: 4593 TREE 401409N/1114403W.
CHART R-6412 A, B & C, D.
CHART VDP AT 2.55 DME*
DISTANCE VDP TO THLD 0.98 NM.
*LOC ONLY.
CHART PVU R-285 AT JETLI.
CHART CIRCLING ICON.

MINIMUMS:

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

ALTERNATE: NA

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ILS: STANDARD - NA WHEN LOCAL WEATHER NOT AVAILABLE., NA WHEN CONTOL TOWER CLOSED.; LOC: STANDARD - CAT D 800-2 1/2, NA WHEN LOCAL WEATHER NOT AVAILABLE., NA WHEN CONTOL TOWER CLOSED.

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 13	4756	3/4	259	4756	3/4	259	4756	3/4	259	4756	3/4	259			
S-LOC 13	4860	1	363	4860	1	363	4860	1	363	4860	1	363			
CIRCLING	4920	1	423	4980	1	483	5140	1 3/4	643	5280	2 1/2	783			



CHANGES - REASONS

1. CHANGED JAURN INT/I-PVU DME FROM 19.72 TO 19.71 - I-PVU DME LAT/LONG CHANGED.
2. CHANGED "DICOT INT/I-PVU 14.53 DME TO WAVIT/I-PVU 7.08 DME" TO "DICOT INT/I-PVU 14.53 DME TO ZEGUR/I-PVU 9.27 DME"; DISTANCE FROM 7.45 TO 5.26; ALTITUDE FROM 6300 TO 6800 - INTERMEDIATE SDF ADDED; NEW CONTROLLING OBSTACLE.
3. ADDED ZEGUR/I-PVU 9.27 DME TO WAVIT/I-PVU 7.08 DME AND ADDED COURSE/DISTANCE OF 133.79/2.19 - INTERMEDIATE SDF ADDED.
4. CHANGED MISSED APPROACH INSTRUCTIONS FROM "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" TO "CLIMB TO 9000 ON HEADING 134.00 AND ON PVU VOR/DME R-130 TO ZIPUT/PVU 5.87 DME THEN CLIMBING RIGHT TURN ON HEADING 270.00 AND ON FFU VORTAC R-119 TO FFU VORTAC AND HOLD." - REDESIGN TO AVOID OBSTACLES.
5. CHANGED CHART FAS OBST FROM "4590 TREE 401410N/1114359W" TO "4593 TREE 401409N/1114403W" - NEW CONTROLLER.
6. CHANGED CHART R-6412 TO R-6412 A, B & C, D - TO MIRROR HOW IT'S NOTED ON THE RNAV (GPS) RWY 13.
7. CHANGED CHART VDP AT 2.46 TO 2.55 AND DISTANCE VDP TO THLD FROM 0.88 TO 0.98 - MINIMUMS INCREASED.
8. CHANGED DICOT ALTITUDE FROM 8000 TO 8200 ON LINE 4 AND TERMINAL ROUTES SEGMENTS - NEW CONTROLLING OBSTACLES.
9. CHANGED MSA SECTOR 140-230 FROM 13200 TO 13100 AND SECTOR 230-320 FROM 11900 TO 11800 - NEW CONTROLLING OBSTACLES.
10. DELETED ILS AND LOC LINES OF MINIMUMS REQUIRING A CLIMB GRADIENT - CLIMB GRADIENT NO LONGER NEEDED.
11. CHANGED ILS HAT/DA FROM 580/5077 TO 259/4756 AND VISIBILITY FROM 1 5/8 TO 3/4 FOR ALL CATS - NEW CONTROLLING OBSTACLE AND MISSED APPROACH REDESIGN.
12. CHANGED LOC HAT/MDA FROM 723/5220 TO 363/4860 FOR ALL CATS AND VISIBILITY FROM 2 TO 1 FOR CATS C/D - NEW CONTROLLING OBSTACLE AND MISSED APPROACH REDESIGN.
13. CHANGED CIRCLING HAA/CMDA FROM 723/5220 TO 423/4920 FOR CAT A; 723/5220 TO 483/4980 FOR CAT B; 723/5220 TO 643/5140 FOR CAT C; 763/5260 TO 783/5280 FOR CAT D; VISIBILITY FROM 2 TO 1 3/4 FOR CAT C - NEW CONTROLLING OBSTACLES.
14. CHANGED CHART NOTE: "CIRCLING TO RWY 18 NA AT NIGHT" TO "CIRCLING RWY 18, 36 NA AT NIGHT" - 20:1 PENETRATIONS FOR BOTH RWYS.
15. CHANGED CHART NOTE: "CIRCLING NA E OF RWYS 18 AND 36" TO "CIRCLING NA E OF RWY 18-36" - UPDATED FORMATTING PER THE .19H.
16. DELETED CHART PROFILE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}) - PROCEDURE IS NOW COINCIDENT.
17. ADDED CHART NOTE: RWY 13 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED - IAW 8260.19H PARA 8-6-11 K. (3).
18. CHANGED ILS FROM CAT A/B/C 800-2, CAT D 800-2 1/2, NA WHEN CONTROL TOWER CLOSED TO STANDARD, NA WHEN CONTROL TOWER CLOSED AND ADDED NA WHEN LOCAL WEATHER NOT AVAILABLE TO ALTERNATE MINIMUMS FOR BOTH THE ILS AND LOC - IAW MEMO #266 IMPLEMENTATION OF 8260.19H.1.
19. CHANGED GS ANT FROM 1000 TO 1001 ON LINE 5 - NEW SURVEY.
20. MOVED DME REQUIRED FROM NOTES SECTION TO EQUIPMENT REQUIREMENTS SECTION - IAW .19H.

09/24/20: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 11/26/19.

1. CHANGED MISSED APPROACH INSTRUCTION TO "CLIMB TO 6200 THEN CLIMBING RIGHT TURN TO 9000 AND ON PVU VOR/DME R-230 TO CALUB INT/PVU 10.51 DME THEN RIGHT TURN ON FFU VORTAC R-160 TO FFU VORTAC AND HOLD." - REDESIGN DUE TO SIGNAL ISSUES WITH THE PREVIOUS RADIALS USED DURING FC REVIEW.
2. ADDED CHART IN PLANVIEW AT DICOT: PVU 14 DME TO ADDITIONAL FLIGHT DATA BLOCK.
3. DELETED CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT JAURN ON V21 NORTHBOUND.
4. ADDED CHART PLANVIEW NOTE: NOPT FOR ARRIVAL ON FFU VORTAC AIRWAY RADIALS R-030, R-079, R-110, AND R-188.
5. DELETED PREVIOUS FC PILOT'S INFORMATION SINCE THIS WILL NEED TO BE REFLOWN.

COORDINATED WITH:

A4A ☒ **ALPA** ☒ **AOPA** ☒ **APA** ☐ **HAI** ☐ **NBAA** ☒ **OTHER:** ZLC, SLC APP CON, UT AERO, AMGR, PVU ATCT.

Digitally signed by

FLIGHT CHECKED BY

JORDAN ROLIH

ALLAN WILL

Jan 05, 2021

OFFICE

FICO

DATE

12/29/2020

DEVELOPED BY

ALLAN WILL (SHANE FOWLER)

Digitally signed by

ALLAN WILL

Jan 05, 2021

OFFICE

AJV-A423

DATE

11/26/2019

APPROVED BY

MARLON ROBINSON

Digitally signed by

ALLAN WILL

Jan 05, 2021

OFFICE

AJV-A420

DATE

TITLE
MANAGER

