

LOC I-SPS <b>109.7</b>	APCH CRS <b>333°</b>	Rwy Idg 33L TDZE 33L Arpt Elev	<b>13,100</b> 33C <b>10,003</b> <b>1000</b> 33C <b>989</b> <b>1019</b>
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## HI-ILS or LOC/DME Z RWY 33L

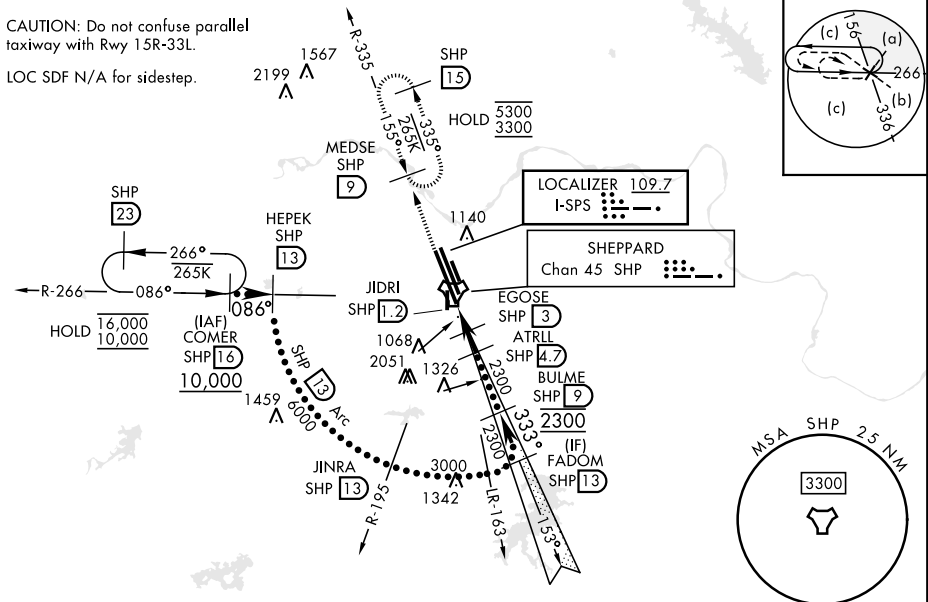
[USAF]  
SHEPPARD AFB/WICHITA FALLS MUNI (KSPS)

DME required * When ALS inop, increase CAT CDE vis to $\frac{3}{4}$ mile. ** When ALS inop, increase CAT CDE vis to 1 mile. *** Circling not authorized W of Rwy 15R-33L.	Rwy 33L MALSR 	Rwy 33C ALSF-1 	MISSED APPROACH: Climb and maintain 3300, intercept SHP TACAN R-335/9 DME (MEDSE) and hold.
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ATIS ★ <b>132.05 269.9</b>	APP CON <b>118.2 269.025</b>	TOWER ★ <b>119.75 279.525</b> (CTAF)	GND CON <b>125.5 289.4</b>	CLNC DEL <b>121.2 282.225</b>	ASR
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CAUTION: Do not confuse parallel taxiway with Rwy 15R-33L.

LOC SDF N/A for sidestep.



## EMERG SAFE ALT 100 NM 4600

3300 Intcp SHP R-335	MEDSE SHP <b>9</b>	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 56).	Intcp lczr FADOM SHP <b>13</b>
CATEGORY	C	D	E
S-ILS 33L *	1200- $\frac{1}{2}$	200	(200- $\frac{1}{2}$ )
S-LOC 33L **	1340- $\frac{1}{2}$	340	(400- $\frac{1}{2}$ )
SIDESTEP **	1440- $\frac{7}{8}$	451	(500- $\frac{7}{8}$ )
33C			
***	1480-1 $\frac{1}{2}$		
CIRCLING	461 (500-1 $\frac{1}{2}$ )	2100-3	1081 (1100-3)

## HI-ILS or LOC/DME Z RWY 33L