Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 07/11/2024	APWS Task ID: 3AE1C893DB4C43B68F1CC7FC081A9352	APWS Project ID: 444D9F9A66DF4BEB87A18BCAD7779C28
Procedure: ILS OR LOC RWY 36L ORIG		Enroute: NO	Specialist: Blanco, Joseph		Agreement Number:
Airport ID: KHRL			Airport City: HARLINGEN		State: TX
Facility ID: RVZ	Facility Type: ILS	Flight Inspection Remark Type: Hold FC Slot			

Procedure Comments:

PENDING DATA USED FOR HRL AIRPORT/RWY AND (I-HRL).
ACTIVE DATA USED FOR HRL VOR/DME.
AIRPORT MAGVAR CHANGED FROM 5E/2005 TO 3E/2025 - RUNWAY RENUMBERED.
WAIVER SUBMITTED FOR NONSTANDARD IFP, REQUESTING TO APPLY LPV MISSED APPROACH CRITERIA TO ILS SA CAT I and SA CAT II.
CONTACT CASIMIR TABAKA AJV-A432 (405) 954-7931

QUALITY 21 CHECKED

HARD DATE

04/15/24: THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 04/05/2024.

1. TERMINAL ROUTES - REMOVED TF LEGS FROM ALUDE TO FENKU - FLIGHT CHECK REQUESTED AFTER TABLE TOP OF PROCEDURE.
2. TERMINAL ROUTES - REMOVED TF LEGS FROM KAHNS TO FENKU - FLIGHT CHECK REQUESTED AFTER TABLE TOP OF PROCEDURE.
3. TERMINAL ROUTES - CHANGED LEG FROM BOTVE TO FENKU TO BOTVE TO QUTIE - CAPTURE FIX FENKU NO LONGER NEEDED WITH THE REMOVAL OF THE TF LEGS.
4. NOTES - REMOVED NOTE "SEE PLANVIEW FOR MULTIPLE IF LOCATIONS" - IF LOCATIONS AT KAHNS AND ALUDE REMOVED AT FLIGHT CHECK REQUEST.
5. NOTES - REMOVED NOTE "CHART SPEED ICON IN PLANVIEW AT ALUDE: MAX 210 KIAS" - IF LEG STARTING AT ALUDE REMOVED AT REQUEST OF FLIGHT CHECK.
6. NOTES - REMOVED NOTE "CHART SPEED ICON IN PLANVIEW AT KAHNS: MAX 210 KIAS" - IF LEG STARTING AT KAHNS REMOVED AT REQUEST OF FLIGHT CHECK.
7. NOTES - REMOVED NOTE "CHART AT OR ABOVE 4000 AT ALUDE" - IF LEG STARTING AT ALUDE REMOVED AT REQUEST OF FLIGHT CHECK.
8. NOTES - REMOVED NOTE "CHART AT OR ABOVE 4000 AT KAHNS" - IF LEG STARTING AT KAHNS REMOVED AT REQUEST OF FLIGHT CHECK.
9. REMOVED NOTE "CHART SPEED ICON IN PLANVIEW AT FENKU: MAX 180 KIAS" - CAPTURE FIX FENKU NO LONGER NEEDED WITH THE REMOVAL OF THE TF LEGS.
10. REMOVED NOTE "CHART MANDATORY 1600 AT FENKU." - CAPTURE FIX FENKU NO LONGER NEEDED WITH THE REMOVAL OF THE TF LEGS.
11. PROFILE LINE 2 - CHANGED FROM PROFILE STARTS AT FENKU/5.19 DME TO PROFILE STARTS AT BOTVE/9.48 DME - FENKU REMOVED FROM PROCEDURE, RESULTING IN THE COMMON FIX BOTVE BEING THE NEW PROFILE START.
12. PROFILE LINE 4 - REPLACED FENKU FIX WITH BOTVE - FENKU REMOVED FROM PROCEDURE, RESULTING IN THE COMMON FIX BOTVE BEING THE NEW PROFILE START.

THE FOLLOWING FIXES HAVE CORRECTED COPIES WITH THE SAME CC STATEMENT: ADMEY, AHACH, ALUDE, CIVBU, HAPUV, KAHNS, KIMVE, MINUE, PLIER, URAVE
04/15/24: THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 04/05/2024.
1. REMOVED ILS OR LOC RWY 36L SA CAT I/CAT II FROM FIX USE

QUALITY 9 CHECKED

FENKU FIX
04/15/24: THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 04/05/2024.
1. REMOVED ILS OR LOC RWY 36L SA CAT I/CAT II FROM FIX USE
2. REMOVED DME FROM FIX TYPE
3. REMOVED FAC 1 (HARLINGEN) FROM FIX MAKE-UP

BEGUE

04/26/24: THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 04/22/2024. J ZEDER 04/26/2024
1. ADDED NOTE "VGSI AND ILS GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET})" - IAW 8260.19I 8-6-9.

QUALITY 16 CHECKED

8260-2: ALUDE, KAHNS
05/2/24: THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 04/05/2024. J ZEDER 05/06/2024
1. REMOVED RNAV (GPS) Y RWY 36L FROM FIX USE.
2. DELETED FIXES ADEMY, AHACH, CIVB, HAPUV, KIMVE, MINUE, PLIER, URAVE.

QUALITY 16 CHECKED

Data as of: 04/18/2024 13:41:12 CDT

REQUESTED BY: FAA
PRB RESULT: RETURN FOR REWORK
WAIVER: NO HAZARD IDENTIFIED

NON-CRITICAL SAFETY COMMENTS
1. 8260-1; BLOCK 3, REASON FOR WAIVER: "THIS WILL ALLOW FOR THE CLIMB TO AN ALTITUDE AND CLIMBING LEFT TURN MISSED APPROACH..." - THIS MISSED APPROACH IS STRAIGHT OUT - NO LEFT TURN. RECOMMEND REMOVING THE REFERENCE TO A LEFT TURN.

Waiver updated below - JB

ADMINISTRATIVE NOTE:
1. 8260-9, PART B: SUPPLEMENTAL DATA, UPDATE MALSR INFORMATION FOR RW36L IAW 8260-19 8-7-1C(5)

MALSR information is a direct pull from AIRNAV - JB

ILS or LOC RWY 36L

VALLEY INTL (HRL)

LOC/DME I-RVZ	APP CRS	Rwy ldg	9400
111.5	358°	TDZE	36
Chan 52		Apt Elev	36

RNP APCH-GPS.

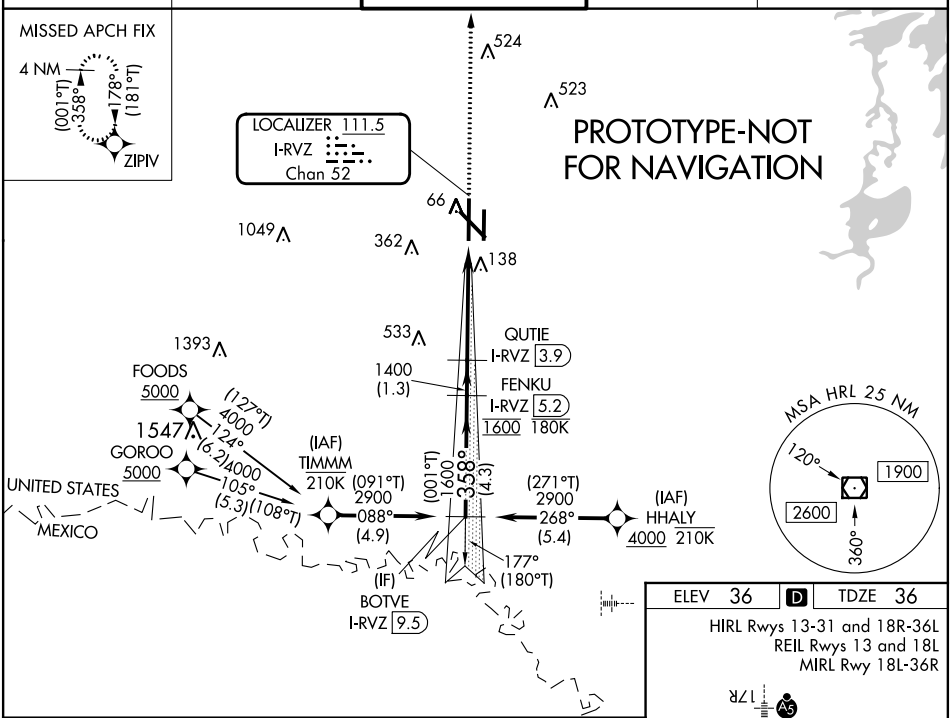
DME required.

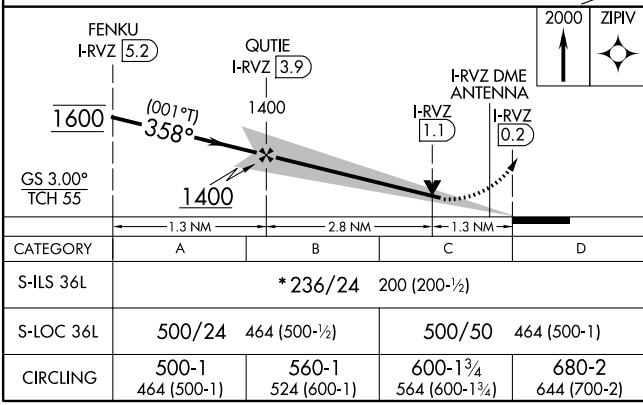
VDP NA when using PIL altimeter setting. When local altimeter setting not received, use port Isabel altimeter setting and increase S-ILS 36L DA to 278 feet; increase all MDAs 60 feet and SLOC 36L Cats C and D visibilities to RVR 5500 and Circling visibility Cats C and D ¼ SM. For inop ALS, increase S-LOC 36L Cat C/D visibility to 1⅜ SM.

* RVR 1800 authorized with use of FD or AP or HUD to DA (NA when using PIL altimeter setting).

MISSED APPROACH: Climb to 2000 direct ZIPIV and hold.

ATIS	VALLEY APP CON	HARLINGEN TOWER ★	GND CON	UNICOM
124.85	120.7 279.5	119.3 (CTAF) 317.6	121.7	122.95

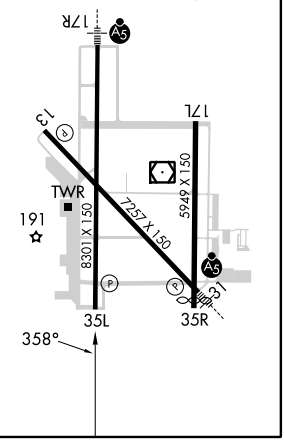




CATEGORY	A	B	C	D
S-ILS 36L	* 236/24 200 (200-½)			
S-LOC 36L	500/24 464 (500-½)		500/50 464 (500-1)	
CIRCLING	500-1 464 (500-1)	560-1 524 (600-1)	600-1¾ 564 (600-1¾)	680-2 644 (700-2)

ELEV 36 | D | TDZE 36

HIRL Rwys 13-31 and 18R-36L
REIL Rwys 13 and 18L
MIRL Rwy 18L-36R



ILS RWY 36L (SA CAT I & II)
VALLEY INTL (HRL)

LOC/DME I-RVZ	APP CRS	Rwy ldg	9400
111.5	358°	TDZE	36
Chan 52		Apt Elev	36

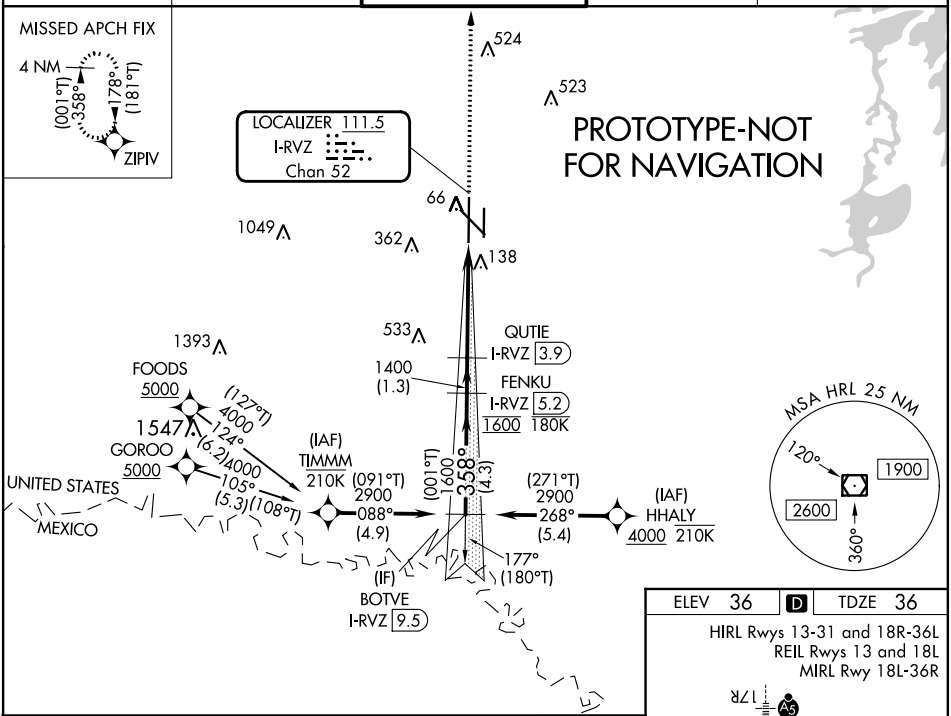
RNP APCH-GPS.

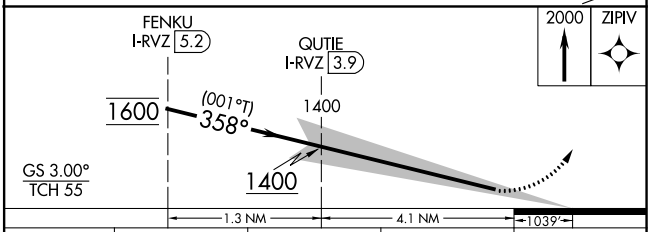
DME required.

SA CAT I CHART NOTE: Requires specific OPSPEC, MSPEC, or LOA approval.
SA CAT II CHART NOTE: Requires specific OPSPEC, MSPEC, or LOA approval.

MISSED APPROACH: Climb to 2000 direct ZIPIV and hold.

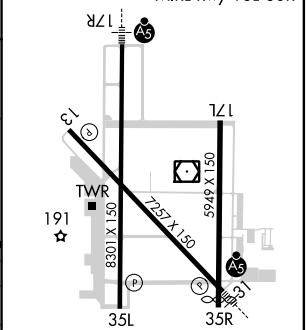
ATIS	VALLEY APP CON	HARLINGEN TOWER ★	GND CON	UNICOM
124.85	120.7 279.5	119.3 (CTAF) L 317.6	121.7	122.95





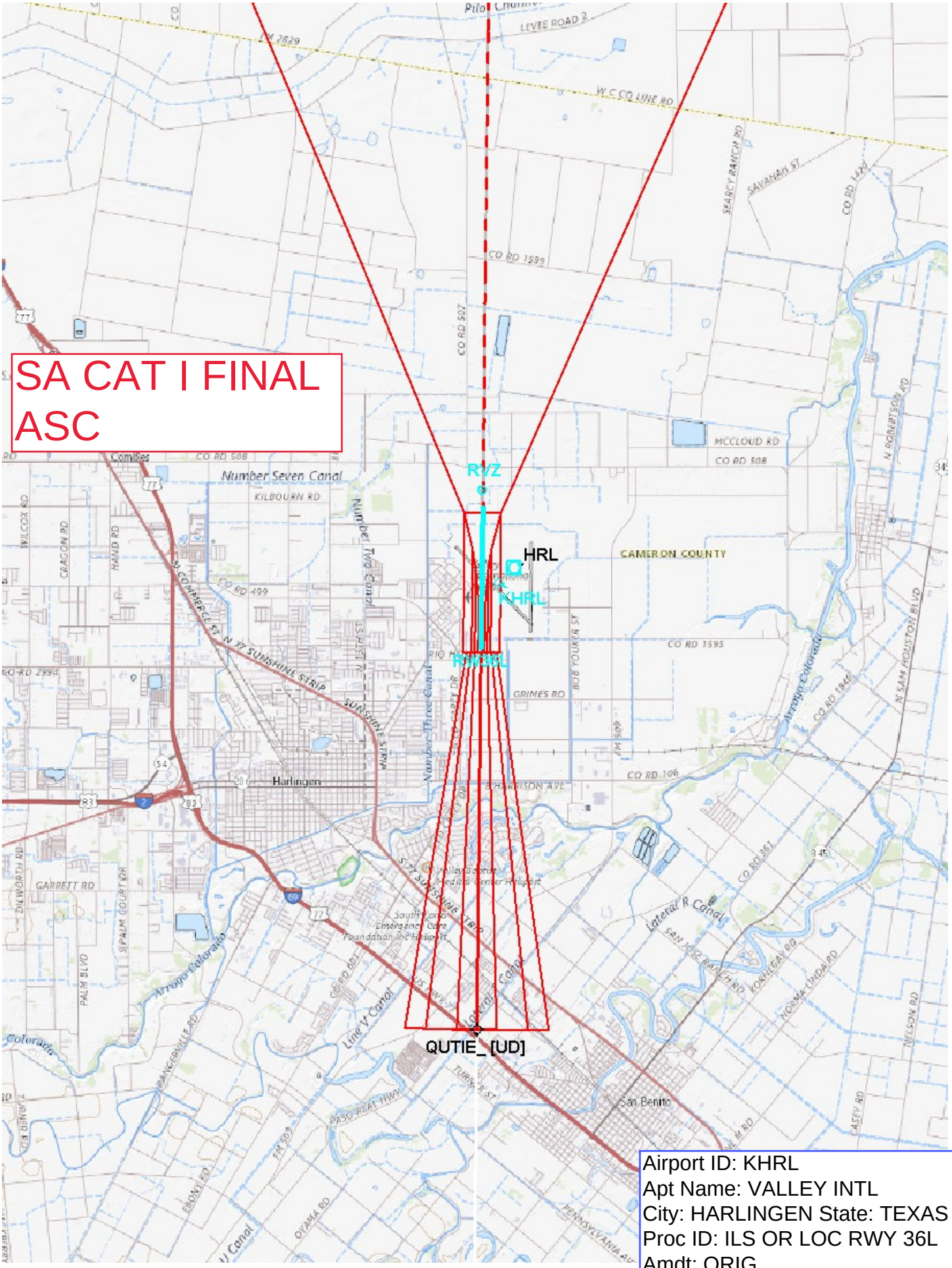
ELEV 36	D	TDZE 36

HIRL Rwys 13-31 and 18R-36L
REIL Rwys 13 and 18L
MIRL Rwy 18L-36R

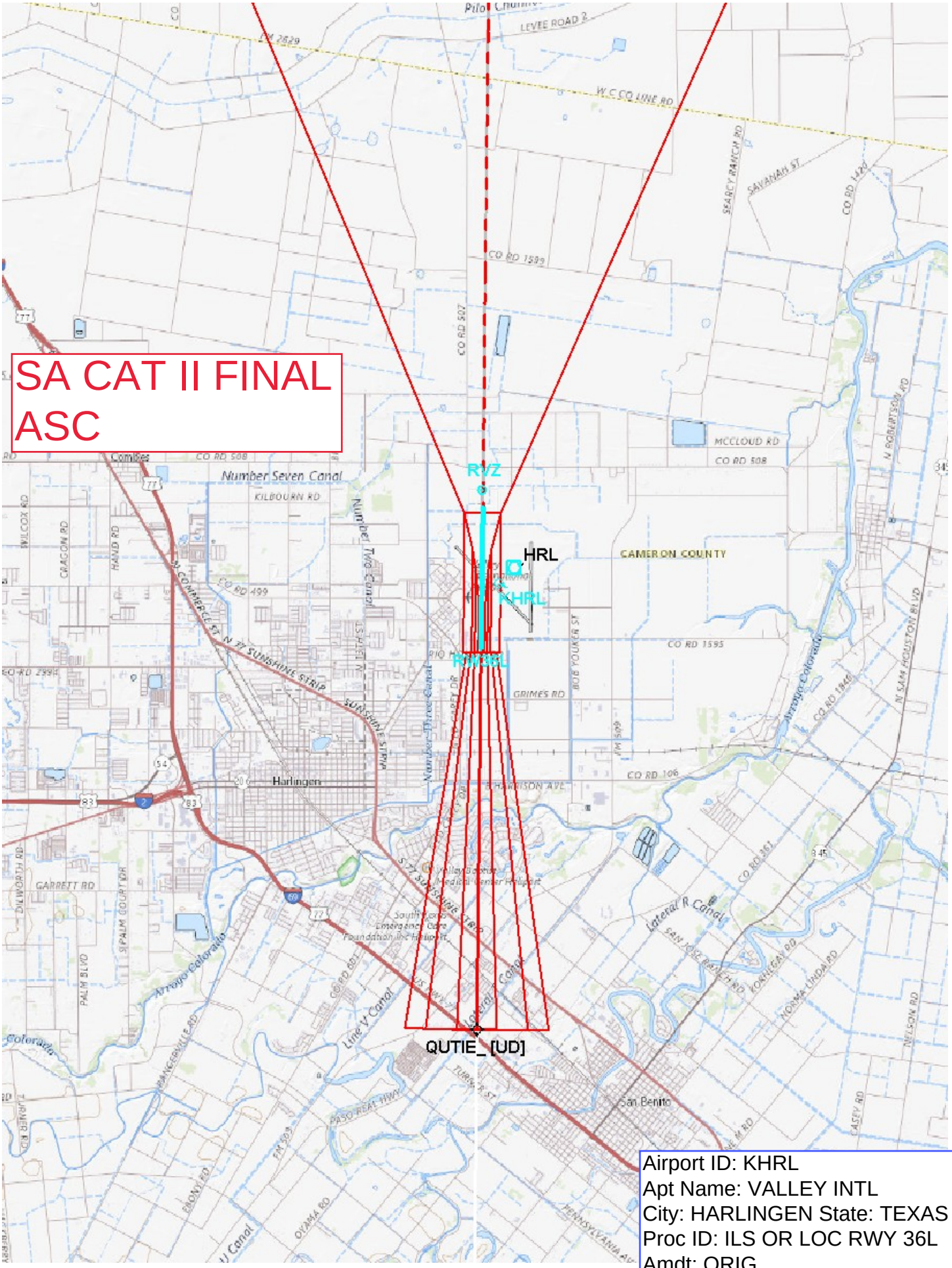


CATEGORY	A	B	C	D
S-ILS 36L	SA CAT I RA 36/14 150 DA 186			
S-ILS 36L	SA CAT II RA 36/12 100 DA 136			

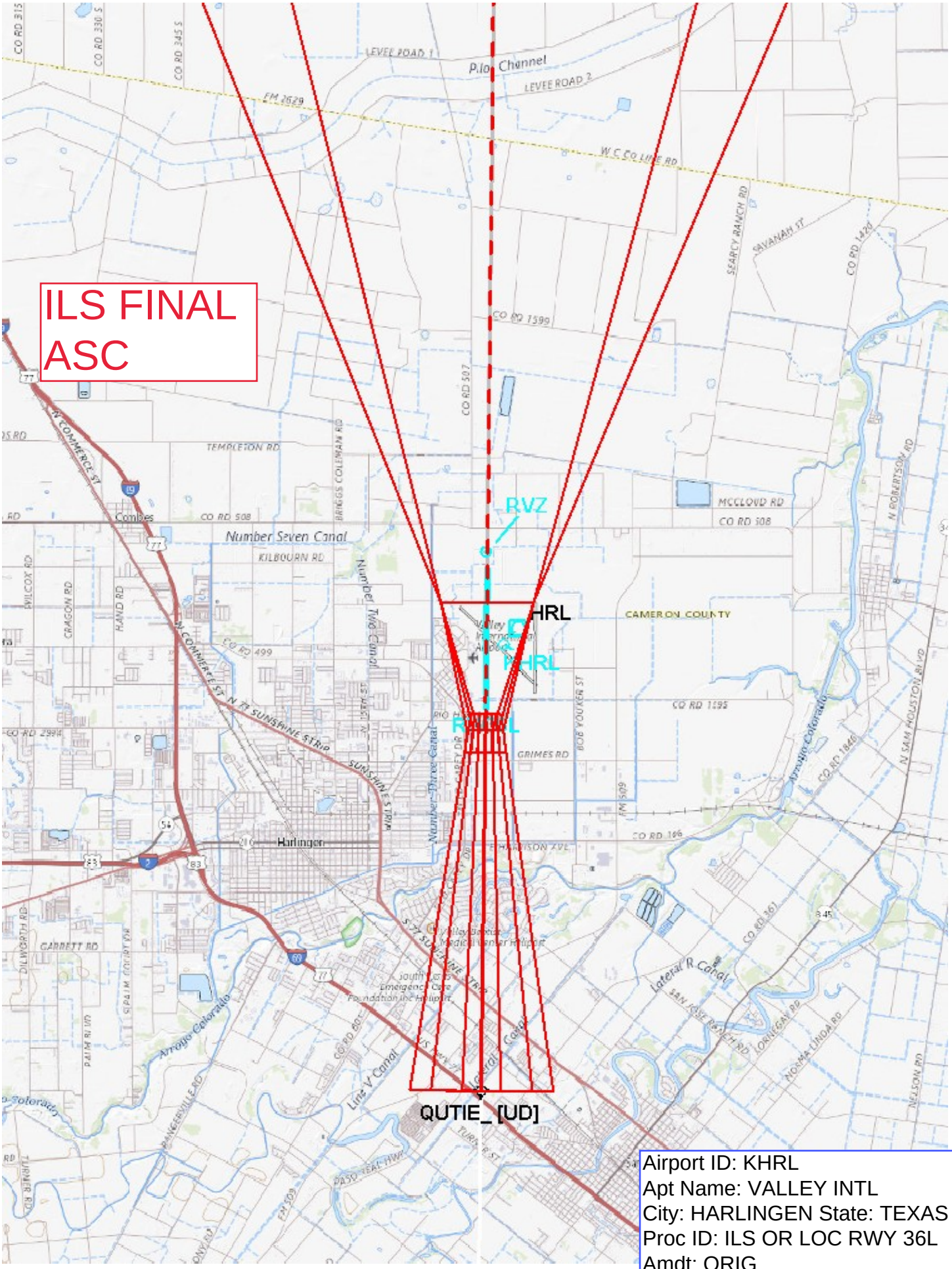
SA CATEGORY I & II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



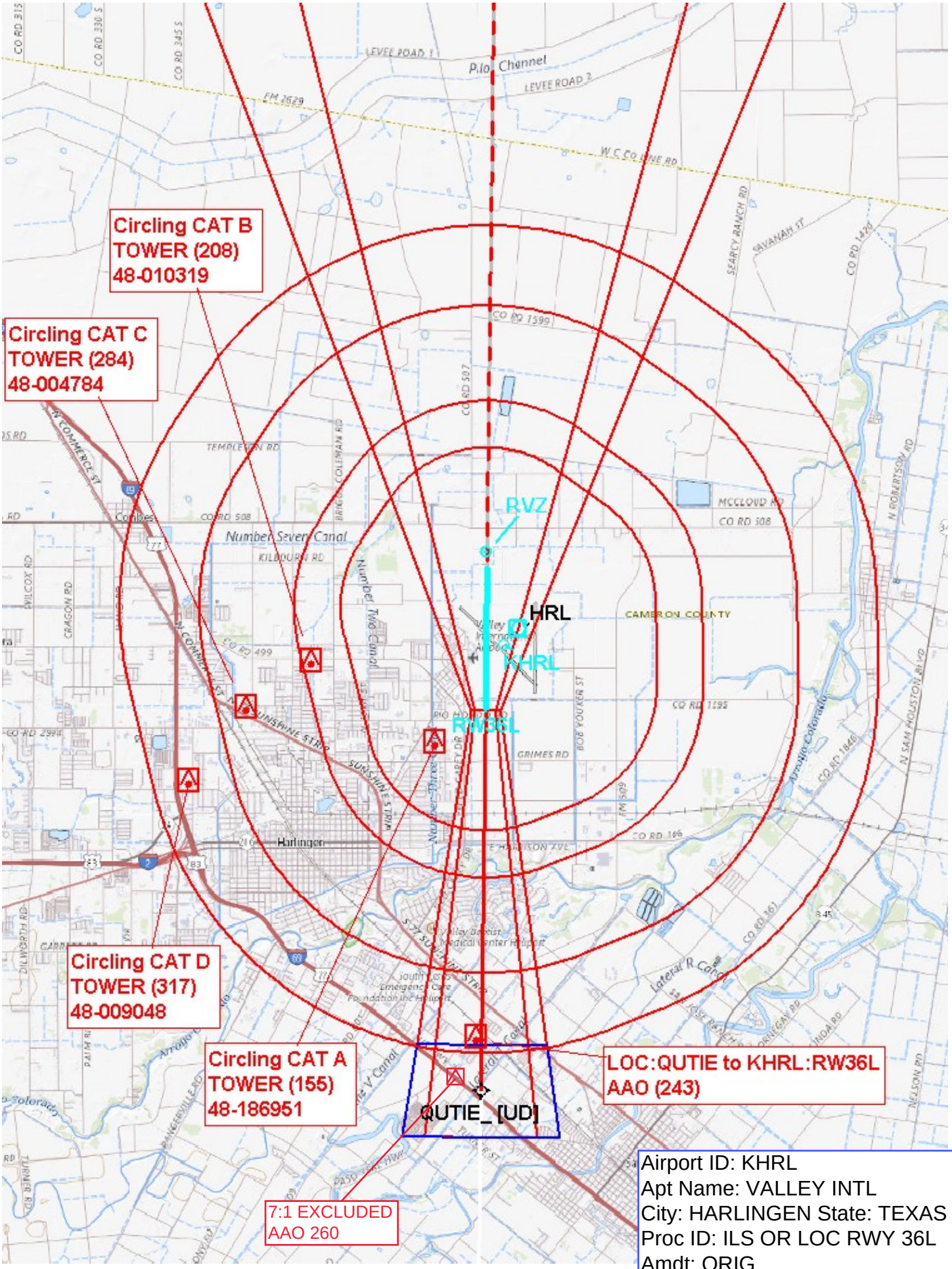
Airport ID: KHRL
Apt Name: VALLEY INTL
City: HARLINGEN State: TEXAS
Proc ID: ILS OR LOC RWY 36L
Amdt: ORIG
Scale: 1:100,000

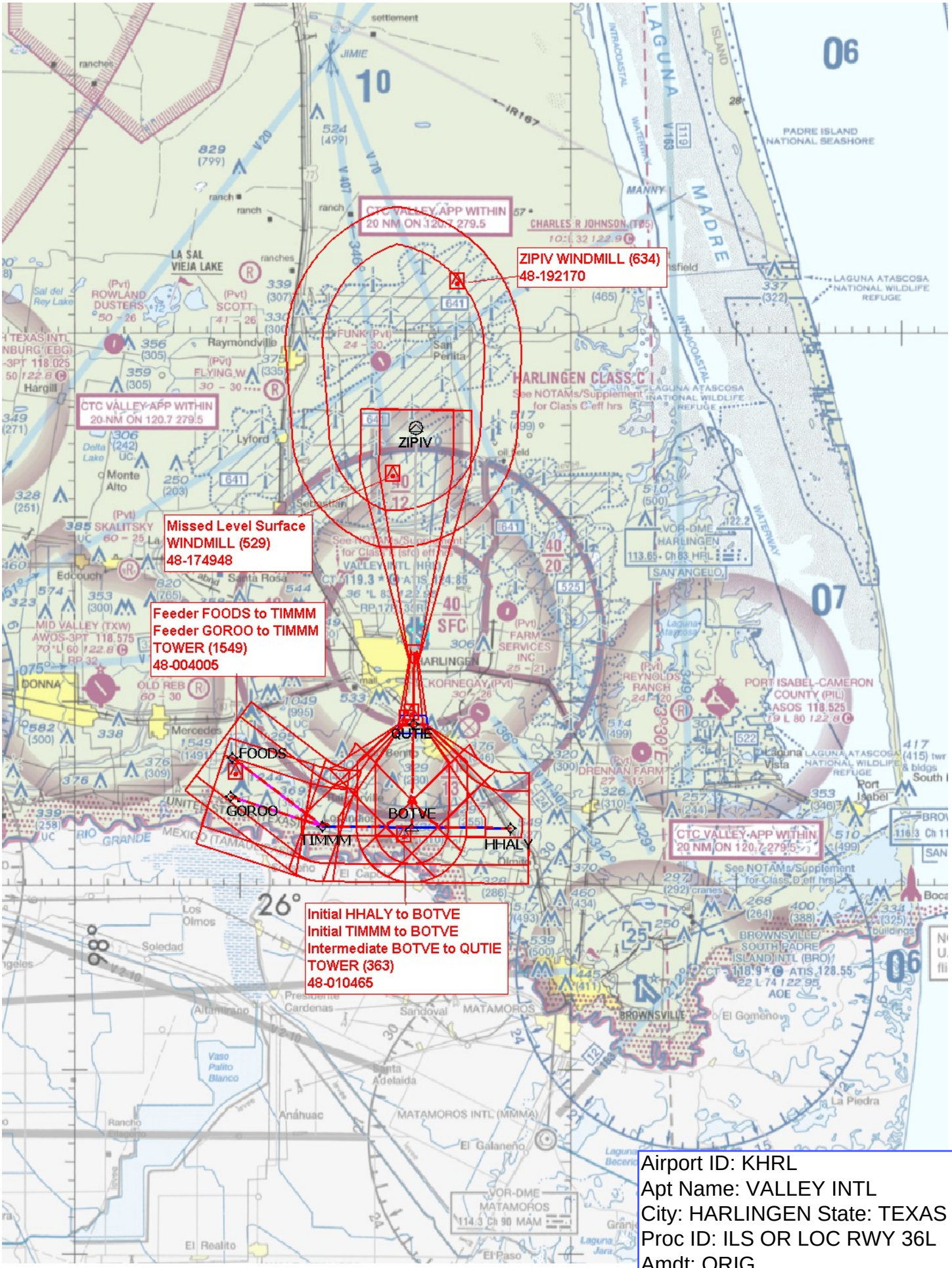


Airport ID: KHRL
Apt Name: VALLEY INTL
City: HARLINGEN State: TEXAS
Proc ID: ILS OR LOC RWY 36L
Amdt: ORIG
Scale: 1:100,000



Airport ID: KHRL
Apt Name: VALLEY INTL
City: HARLINGEN State: TEXAS
Proc ID: ILS OR LOC RWY 36L
Amdt: ORIG
Scale: 1:100,000


Circling CAT B
TOWER (208)
48-010319
Circling CAT C
TOWER (284)
48-004784
Circling CAT D
TOWER (317)
48-009048
Circling CAT A
TOWER (155)
48-186951
LOC:QUTIE to KHRL:RW36L
AAO (243)
QUTIE_[UD]
7:1 EXCLUDED
AAO 260
RVZ
HRL
KHRL
RW36L
Harlingen
Combes
Number Seven Canal
Number Two Canal
CAMERON COUNTY
Airport ID: KHRL
Apt Name: VALLEY INTL
City: HARLINGEN State: TEXAS
Proc ID: ILS OR LOC RWY 36L
Amdt: ORIG
Scale: 1:100,000



Airport ID: KHRL
Apt Name: VALLEY INTL
City: HARLINGEN State: TEXAS
Proc ID: ILS OR LOC RWY 36L
Amdt: ORIG
Scale: 1:500,000

Federal Aviation Administration

Initial Development Notification for AIRNAV Pending Records

To: Scott Jerden, Manager Aeronautical Data Team, AJV-A31

From: Bev Bordy, Manager Instrument Flight Procedures Projects Team, AJV-A4

Subject: **ACTION:** Request for Pending Records **KHRL___VALLEY INTL, , TX US**

The Magnetic Variation (MV) data for the airport(s) and/or facility(s) listed will be revised effective concurrent with the publication of the procedure(s) listed below. Estimated Chart Date: 7/11/2024

Current/Assigned MV E 5 2005 New MV E 3 2025

ECD	Airport ID	Procedure Name	AMDT #	Task Report Type Selections
7/11/2024	KHRL	ILS OR LOC RWY 18R AMDT 1 (SA CAT I & CAT II)		MAGVAR
7/11/2024	KHRL	ILS OR LOC RWY 36L ORIG (SA CAT I & CAT II)		MAGVAR
7/11/2024	KHRL	RNAV (GPS) RWY 36R AMDT 1		MAGVAR
7/11/2024	KHRL	RNAV (GPS) RWY18L AMDT 3		MAGVAR
7/11/2024	KHRL	RNAV (GPS) Y RWY 13 AMDT 3		MAGVAR
7/11/2024	KHRL	RNAV (GPS) Y RWY 18R AMDT 4		MAGVAR
7/11/2024	KHRL	RNAV (GPS) Y RWY 31 AMDT 4		MAGVAR
7/11/2024	KHRL	RNAV (GPS) Y RWY 36L AMDT 4		MAGVAR
7/11/2024	KHRL	RNAV (RNP) Z RWY 13 AMDT 1		MAGVAR
7/11/2024	KHRL	RNAV (RNP) Z RWY 18R AMDT 1		MAGVAR
7/11/2024	KHRL	RNAV (RNP) Z RWY 31 AMDT 2		MAGVAR
7/11/2024	KHRL	RNAV (RNP) Z RWY 36L AMDT 1		MAGVAR
7/11/2024	KHRL	TAKEOFF MINIMUMS ODP AMDT 1		MAGVAR
7/11/2024	KHRL	VOR RWY 18L AMDT 2		MAGVAR
7/11/2024	KHRL	VOR RWY 18R AMDT 1		MAGVAR
7/11/2024	KHRL	VOR RWY 36L AMDT 1		MAGVAR
7/11/2024	KHRL	VOR Y OR TACAN RWY 31 AMDT 1C		MAGVAR
7/11/2024	KHRL	VOR Z RWY 31 AMDT 1A		MAGVAR

NAVAID ID / RWY	Type / Old No.	Use / New RWY/Note
I-HRL	ILS	ILS
RWY	35	36
RWY	17	18

RUNWAY NUMBERS 17/35 WILL CHANGE TO 18/36. RUNWAY NUMBERS 13/31 WILL NOT CHANGE.

VOR NAVAIDS are not being updated at this time.

IF you have any questions please notify: Casimir.L.Tabaka@faa.gov Processed Wednesday, December 27, 2023

FLIGHT PROCEDURE STANDARDS WAIVER

1. FLIGHT PROCEDURE IDENTIFICATION:

ILS RWY 36L (SA CAT I and CAT II)
Valley Intl (HRL)
Harlingen, TX

2. WAIVER REQUIRED AND APPLICABLE STANDARD:

IAW 8260.3E, 1-4-2. NONSTANDARD IFP, REQUESTING TO APPLY LPV MISSED APPROACH CRITERIA TO ILS SA CAT I and SA CAT II.
IAW 8260.3E, 10-3-1, THE LPV MISSED CRITERIA MAY BE USED IN A CAT I ILS MISSED APPROACH.
FAA ORDER 8400.13F, CHAPTER 5, 1. SCOPE, THE INSTRUMENT APPROACH AND GROUND FACILITIES MUST MEET CAT II REQUIREMENTS LISTED IN CHAPTER 4 AND 8400.13 F, CHAPTER 4 AND 7, 5.F. MAS, THE MAS MUST MEET THE CURRENT TERPS CAT II/III DEVELOPMENT STANDARD.

3. REASON FOR WAIVER (JUSTIFICATION FOR NONSTANDARD TREATMENT):

To ensure automation in TARGETS we used the GPS missed and this will construct the RNAV missed approach and all missed approaches will align for the ILS or LOC RWY 36L , RNAV (GPS) RWY 36L and the RNAV (RNP) RWY 36L and this will allow for the straight missed approach, all to the same fix. This will also negate a need for an alternate missed approach

4. EQUIVALENT LEVEL OF SAFETY PROVIDED:

1. This ILS will be fully coded and retrievable from their FMS database.
2. Aircraft will climb straight ahead on a continuation of the final approach course to the Clearance Limit.
3. Combined 8260.58, LPV missed approach criteria with ILS CAT II/III criteria 8260.3E, 10-5.
4. Negates a need for an alternate missed approach

5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:

HRL VOR/DME is the only ground-based facility that can provide positive course guidance for the missed approach. BRO VORTAC has numerous restrictions and is on the VOR MON Program for decommissioning at a later date. MFE VOR/DME is unable to provide reception at a low altitude and is on the VOR MON Program for decommissioning at a later date When trying to use HRL VOR/DME the climb to an altitude and turn to intercept a radial is not currently programmed in TARGETS.

6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):

CRP

7. SUBMITTED BY:

DATE	OFFICE IDENTIFICATION	TITLE	SIGNATURE
03/25/24	AJV-A4	MANAGER	*Digitally signed by* ***CASIMIR L TABAKA*** May 29, 2024

8. AFS ACTIONS:

☐ **APPROVED** ☐ **DISAPPROVED** ☐ **NOT REQUIRED**

COMMENTS:

DATE	ROUTING SYMBOL	SIGNATURE