

FEDERAL AVIATION ADMINISTRATION  
FLIGHT STANDARDS SERVICE  
RNAV (GPS) STANDARD INSTRUMENT APPROACH PROCEDURE  
TITLE 14 CFR PART 97.33

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> HRL	<u>PROCEDURE NAME</u> RNAV (GPS) Y RWY 36L	<u>ORIGINAL/AMENDMENT</u> 3	<u>CITY</u> HARLINGEN	<u>STATE</u> TX
<u>AIRPORT ELEVATION</u> 36	<u>TDZE</u> 36	<u>SUPERSEDED</u> RNAV (GPS) Y RWY 35L	<u>DATED</u> 10/08/2020	<u>MAG VAR</u> 3E
<u>FACILITY</u> RNAV	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> 07/11/2024	<u>EPOCH YEAR</u> 2025
			<u>CANCEL/SUSPEND</u>	

TERMINAL ROUTES

FROM	FIX TYPE	TO	FIX TYPE	LEG TYPE	FO/FB	RNP	COURSE	DISTANCE	ALTITUDE
GOROO		TIMMM		TF	FB	1.00	104.88	5.28	4000
FOODS		TIMMM		TF	FB	1.00	124.18	6.16	4000
TIMMM	IAF	BOTVE		TF	FB	1.00	087.57	4.86	2900
HHALY	IAF	BOTVE		TF	FB	1.00	267.69	5.37	2900
BOTVE	IF	FENKU		TF	FB	1.00	357.62	4.29	1600
FENKU		QUTIE		TF	FB	1.00	357.63	1.25	1400
QUTIE	FAF	RW36L	MAP	TF	FO	0.30	357.64	4.11	
RW36L	MAP	236 MSL		CA			357.64		
236 MSL		ZIPIV		DF	FO	1.00			2000

MISSED APPROACH

MAP:

LPV: DA  
LNAV/VNAV: DA  
LNAV: RW36L

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 2000 DIRECT ZIPIV AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

- PT
- SIDE OF COURSE
- OUTBOUND
- FT WITHIN
- MILES OF (IAF)
1. PT
2. PROFILE STARTS AT FENKU
3. FAC: 357.64 FAF: QUTIE DIST FAF TO MAP: 4.11 DIST FAF TO THLD: 4.11
4. MIN ALT: FENKU 1600, QUTIE 1400
5. DIST TO THLD FROM OM: MM: IM: 150 HAT: 200 HAT: 0.46 GS ANT: MM: IM:
6. MIN GP INCPT: 1400 GP ALT AT PFAF: QUTIE 1400 OM: MM: IM:
7. GP ANGLE: 3.00 34:1: IS CLEAR 20:1: IS CLEAR TCH: 55.0
8. MSA FROM: RW36L 2600

QUALITY  
16  
CHECKED

**PBN REQUIREMENTS NOTE:**

RNP APCH - GPS.

**NOTES:**

CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -1°C OR ABOVE 54°C.

CHART PROFILE NOTE: VGSI AND RNAV GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).

CHART NOTE: BARO-VNAV AND VDP NA WHEN USING PORT ISABEL ALTIMETER SETTING.

CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE PORT ISABEL ALTIMETER SETTING AND INCREASE LPV DA TO 278 FEET; INCREASE LNAV/VNAV DA TO 447 FEET AND ALL VISIBILITIES 1/8 SM. INCREASE ALL MDAS 60 FEET AND LNAV VISIBILITY CAT C AND D 1/8 SM; AND CIRCLING VISIBILITY CATS C AND D 1/4 SM.

CHART SPEED ICON IN PLANVIEW AT TIMMM: MAX 210 KIAS.

CHART SPEED ICON IN PLANVIEW AT HHALY: MAX 210 KIAS.

CHART SPEED ICON IN PLANVIEW AT FENKU: MAX 180 KIAS.

**ADDITIONAL FLIGHT DATA:**

HOLD N, RT, 177.63 INBOUND.

FAS OBST: 246 AAO 260930N/0974045W.

CHART 533 TOWER (48-009045) 260921N/0974129W.

CHART VDP AT 1.28 NM TO RW36L.

WAAS CHANNEL # 86530

REFERENCE PATH ID: W36B

CHART AT OR ABOVE 5000 AT GOROO.

CHART AT OR ABOVE 5000 AT FOODS.

CHART AT OR ABOVE 4000 AT HHALY.

CHART AT OR ABOVE 1600 AT FENKU.

LTP HAE: -11.9 M

**MINIMUMS:****TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT****ALTERNATE:** NA ☐ STANDARD - NA WHEN LOCAL WEATHER NOT AVAILABLE.

<b><u>CATEGORY:</u></b>	<b>A</b>			<b>B</b>			<b>C</b>			<b>D</b>			<b>E</b>		
<b><u>FINAL TYPE</u></b>	<b><u>DA/MDA</u></b>	<b><u>VIS</u></b>	<b><u>HAT/HAA</u></b>	<b><u>DA/MDA</u></b>	<b><u>VIS</u></b>	<b><u>HAT/HAA</u></b>	<b><u>DA/MDA</u></b>	<b><u>VIS</u></b>	<b><u>HAT/HAA</u></b>	<b><u>DA/MDA</u></b>	<b><u>VIS</u></b>	<b><u>HAT/HAA</u></b>	<b><u>DA/MDA</u></b>	<b><u>VIS</u></b>	<b><u>HAT/HAA</u></b>
LPV DA	236	3/4	200	236	3/4	200	236	3/4	200	236	3/4	200			
LNAV/VNAV DA	405	1	369	405	1	369	405	1	369	405	1	369			
LNAV MDA	500	1	464	500	1	464	500	1 3/8	464	500	1 3/8	464			
CIRCLING	500	1	464	560	1	524	600	1 1/2	564	680	2	644			

**CHANGES - REASONS**

1. THIS IS A COMPLETE REDESIGN OF THE PROCEDURE WITH NEW LEGS/FIXES AND MINIMUMS ONLY REMAINING FIX IS IF BOTVE AND MISSED LEG TO ZPIV - ATC REQUESTED CHANGES TO OVERLAY THE ILS AND RNAV (RNP) TO THIS RWY.
2. REMOVED FEEDERS FROM BRO VORTAC AND RELAX FIXES - ATC/PBN REDESIGN.
3. REMOVED INITIAL FROM SIVIE - ATC/PBN REDESIGN.
4. PROCEDURE NAME CHANGED FROM RNAV (GPS) Y RWY 35L TO RNAV (GPS) Y RWY 36L - DUE TO MAGVAR CHANGE/RUNWAY RENUMBERING AND IAW 8260.19I PARA 8-6-2.C.
5. MAP FOR LNAV CHANGED FROM RW35L TO RW36L - DUE TO MAGVAR CHANGE/RUNWAY RENUMBERING.
6. LINE 2 CHANGED FROM PROFILE STARTS AT BOTVE TO PROFILE STARTS AT FENKU - ATC/PBN REDESIGN.
7. LINE 3 DATA CHANGED FROM 355.63/AVIDE/4.41/4.41 TO 357.64/QUITE/4.11/4.11 - ATC/PBN REDESIGN.
8. LINE 4 CHANGED FROM "BOTVE 2000, AVUDE 1500" TO "FENKU 1600, QUTIE 1400" - ATC/PBN REDESIGN.
9. LINE 5 - ADDED 200 HAT: 0.46 - IAW 8260.19I, PARA 8-6-7E(3).
10. LINE 6 MIN GS INTERCEPT AND GS ALT CHANGED FROM 1500 AVUDE TO 1400 QUTIE - ATC/PBN REDESIGN.
11. LINE 7 - 20:1 IS CLEAR ADDED - NO PENETRATIONS EXIST.
12. LINE 8 - MSA CHANGED FROM RW35L TO RW36L - DUE TO MAGVAR CHANGE/RUNWAY RENUMBERING.
13. DELETED NOTE "DME/DME RNP-0.3 NA" AND ADDED "PBN REQUIREMENTS NOTE: RNP AR APCH - GPS" - IAW 8260.19I 8-6-8.
14. NOTES: UPDATED UNCOMPENSATED BARO-VNAV TEMPERATURES AND REMOVED DEGREES F - NEW 5 YEAR AVERAGE CALCULATED.
15. ADDITIONAL FLIGHT DATA: ADDED "CHART AT OR ABOVE 5000 AT GORDO, FOODS" - ATC REQUESTED
16. NOTES: CHANGED ALT MINS NOTE FROM "WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE PORT ISABEL ALTIMETER SETTING: INCREASE LPV DA TO 328 FEET AND ALL VISIBILITIES 1/8 SM; INCREASE LNAV/VNAV DA TO 418 FEET AND ALL VISIBILITIES 1/8 SM; INCREASE ALL MDAS 60 FEET AND VISIBILITY CATS C AND D 1/4 SM" TO "WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE PORT ISABEL ALTIMETER SETTING AND INCREASE LPV DA TO 278 FEET; INCREASE LNAV/VNAV DA TO 447 FEET AND ALL VISIBILITIES 1/8 SM. INCREASE ALL MDAS 60 FEET AND LNAV VISIBILITY CAT C AND D 1/8 SM; AND CIRCLING VISIBILITY CATS C AND D 1/4 SM." - IAW 8260.19I 8-6-9.F.(4) AND 8-6-11.N.(1).
17. NOTES: REMOVED PLANVIEW NOTE "PROCEDURE NA FOR ARRIVALS ON BRO VORTAC AIRWAY RADIALS 258 CW 329" - BRO VORTAC FEEDER WAS REMOVED
18. NOTES: ADDED CHART SPEED ICON MAX 210 KIAS AT TIMMM, ALUDE, AHACH, HHALY, KAHNS - REQUESTED BY ATC
19. NOTES: ADDED CHART SPEED ICON MAX 180 KIAS AT FENKU - REQUESTED BY ATC
20. ADDITIONAL FLIGHT DATA: CHARTED OBSTACLE CHANGED FROM "CHART 305 TOWER 260828N/0973826W" TO "CHART 533 TOWER 260921N/0974129W" - NEW CONTROLLING OBSTACLE
21. ADDITIONAL FLIGHT DATA: FAS OBSTACLE CHANGED FROM "109 POLE 261214N/0973955W" TO "246 AAO 260930N/0974045W" - NEW CONTROLLING OBSTACLE
22. ADDITIONAL FLIGHT DATA: REFERENCE PATH ID CHANGED FROM W35B TO W36B - DUE TO MAGVAR CHANGE/RUNWAY RENUMBERING.
23. ADDITIONAL FLIGHT DATA: LTP HAE CHANGED FROM -11.8 TO -11.9 - DUE TO MAGVAR CHANGE/RUNWAY RENUMBERING.
24. ADDITIONAL FLIGHT DATA VDP NOTE CHANGED FROM RW35L TO RW36L - DUE TO MAGVAR CHANGE/RUNWAY RENUMBERING.
25. CHANGED ALTERNATE MINS FROM STANDARD TO STANDARD - NA WHEN LOCAL WEATHER NOT AVAILABLE - IAW 8260.19I, ATTACHMENT 4: CRITERIA CLARIFICATIONS, PARA 5.B.
26. MINIMUMS - LPV DA/HAT CHANGED FROM 286/250 TO 236/200 - NEW CONTROLLING OBSTACLE
27. MINIMUMS - LNAV/VNAV DA/VIS/HAT CHANGED FROM 376- 1 1/8 - 340 TO 405 - 1 - 369 - NEW CONTROLLING OBSTACLE
28. MINIMUMS - CIRCLING CAT C VIS CHANGED FROM 1 3/4 TO 1 1/2 - NEW CONTROLLING OBSTACLE
29. FAS DATA: RUNWAY CHANGED FROM RW35L TO RW36L - DUE TO MAGVAR CHANGE/RUNWAY RENUMBERING.
30. FAS DATA: RUNWAY PATH ID CHANGED FROM W35B TO W36B - DUE TO MAGVAR CHANGE/RUNWAY RENUMBERING.
31. FAS DATA: LTP/FTP LAT/LONG CHANGED FROM 261303.1700N/ 0973931.8745W TO 261252.2900N/ 0973932.0000W - NEW AIRNAV DATA INCORPORATED.
32. FAS DATA: LTP/FTP ELLIPSOIDAL HEIGHT CHANGED FROM -00118 TO -00119 - NEW AIRNAV DATA INCORPORATED.
33. FAS DATA: UPDATED FPAP LATITUDE/LONGITUDE FROM 261432.5300N/0973930.7800W TO 261425.3820N/ 0973930.8545W. - NEW AIRNAV DATA INCORPORATED.
34. FAS DATA: VERTICAL ALERT LIMIT CHANGED FROM 50.0 TO 35.0 - NEW AIRNAV DATA INCORPORATED.
35. FAS DATA: UPDATED CRC REMAINDER FROM 488ECAC7 TO C2E7F611. - MULTIPLE CHANGES TO THE FAS DATA RESULTING IN NEW CRC REMAINDER.
36. ADDITIONAL FLIGHT DATA: ADDED "CHART AT OR ABOVE 4000 AT HHALY, KAHNS" - ATC REQUESTED
37. ADDITIONAL FLIGHT DATA: ADDED "CHART MANDATORY 1600 AT KENKU" - ATC REQUESTED

04/26/24: THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 04/05/2024.

1. ADDED NOTE "VGSI AND RNAV GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET})" - IAW 8260.19I 8-6-9.

05/06/24: THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 04/05/2024.

1. TERMINAL ROUTES - REMOVED IF LEGS STARTING AT KAHNS AND ALUDE -LEGS FROM ALUDE AND KAHNS REMOVED AT FTP REQUEST.
2. NOTES - REMOVED NOTE "SEE PLANVIEW FOR MULTIPLE IF LOCATIONS" - NOTE NO LONGER NEEDED AFTER REMOVING MULTIPLE IF LEGS.
3. NOTES - REMOVED SPEED ICON NOTES AT ALUDE AND KAHNS - LEGS FROM ALUDE AND KAHNS REMOVED AT FTP REQUEST.
4. ADDITIONAL FLIGHT DATA - REMOVED CHART AT OR ABOVE 4000 AT KAHNS - LEG FROM KAHNS REMOVED AT FTP REQUEST.
5. ADDITIONAL FLIGHT DATA - CHANGED CHART MANDATORY 1600 AT FENKU TO CHART AT OR ABOVE 1600 AT FENKU - DUE TO REDESIGN, MANDATORY CROSSING AT FENKU IS NO LONGER NEEDED.

QUALITY  
16  
CHECKED

COORDINATED WITH:

A4A

X

ALPA

X

AOPA

X

APA

X

HAI

NBAA

X

OTHER:

ZHU, HRL ATCT, VALLEY APP CON, AMGR

FLIGHT CHECKED BY

PENDING

Digitally signed by

CASIMIR L TABAKA

May 06, 2024

OFFICE

DATE

DEVELOPED BY  
JOSEPH BLANCO

Digitally signed by

JOSEPH A BLANCO

May 06, 2024

OFFICE  
AJV-A432

DATE  
02/01/2024

APPROVED BY  
BEV L BORDY

Digitally signed by

CASIMIR L TABAKA

May 06, 2024

OFFICE  
AJV-A430

DATE

TITLE  
MANAGER

FAS DATA BLOCK INFORMATION

DATA FIELD  
OPERATION TYPE  
SBAS SERVICE PROVIDER IDENTIFIER  
AIRPORT IDENTIFIER  
RUNWAY  
APPROACH PERFORMANCE DESIGNATOR  
ROUTE INDICATOR  
REFERENCE PATH DATA SELECTOR  
REFERENCE PATH IDENTIFIER (APPROACH ID)  
LTP/FTP LATITUDE  
LTP/FTP LONGITUDE  
LTP/FTP ELLIPSOIDAL HEIGHT  
FPAP LATITUDE  
FPAP LONGITUDE  
THRESHOLD CROSSING HEIGHT (TCH)  
TCH UNITS SELECTOR (METERS OR FEET USED)  
GLIDEPATH ANGLE (GPA)  
COURSE WIDTH AT THRESHOLD  
LENGTH OFFSET  
HORIZONTAL ALERT LIMIT (HAL)  
VERTICAL ALERT LIMIT (VAL)

DATA  
0  
0  
KHRL  
RW36L  
0  
Y  
0  
W36B  
261252.2900N  
0973932.0000W  
-00119  
261425.3820N  
0973930.8545W  
00055.0  
F  
03.00  
106.75  
0000  
40.0  
35.0

CRC REMAINDER

C2E7F611

ADDITIONAL PATH POINT RECORD INFORMATION

ICAO CODE  
LTP ORTHOMETRIC HEIGHT  
FPAP ORTHOMETRIC HEIGHT

K4  
+00109  
+00109



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

<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>AMDT NO.</u>	<u>CITY</u>	<u>STATE</u>	<u>AIRPORT ELEVATION</u>	<u>FACILITY</u>
HRL	RNAV (GPS) Y RWY 36L	3	HARLINGEN	TX	36	RNAV

## PART A: OBSTRUCTION DATA SEGMENTS

### FEEDER

FROM GOROO TO TIMMM

RNP 1.00 DISTANCE 5.28 PAT MAP HAT HMAS

<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>
TOWER (48-004005)	260602.79N/0975019.49W	1549	250	50	4D	1000				AT1451	4000
TERRAIN	260251.00N/0975054.00W	114 (100)								AS1500	1600

## COMPUTATIONS

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

### SEGMENT REMARKS:

### FEEDER

FROM FOODS TO TIMMM

RNP 1.00 DISTANCE 6.16 PAT MAP HAT HMAS

<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>
TOWER (48-004005)	260602.79N/0975019.49W	1549	250	50	4D	1000				AT1451	4000
TERRAIN	260245.00N/0974554.00W	101 (100)								AS1500	1600

## COMPUTATIONS

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

### SEGMENT REMARKS:



INITIAL

FROM

TIMMM

TO

BOTVE

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
1.00	4.86										
<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>
TOWER (48-010465)	260240.00N/0974009.00W	363	50	20	2C	1000				AT1537	2900
TERRAIN	260148.00N/0974421.00W	72 (100)								AS1500	1600

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INITIAL

FROM

HHALY

TO

BOTVE

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
1.00	5.37										
<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>
TOWER (48-010465)	260240.00N/0974009.00W	363	50	20	2C	1000				AT1537	2900
TERRAIN	260145.00N/0973839.00W	59 (100)								AS1500	1600

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



INTERMEDIATE

FROM

BOTVE

TO

FENKU

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u>				
1.00	4.29										
<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>
TOWER (48-010465)	260240.00N/0974009.00W	363	50	20	2C	500					900
TERRAIN	260539.00N/0974133.00W	59 (100)								AS1500	1600

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INTERMEDIATE: STEPDOWN

FROM

FENKU

TO

QUTIE

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u>				
1.00	1.25										
<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>
TOWER (48-007748)	260828.00N/0973826.00W	305	500	50	5D	500				AT595	1400
TERRAIN	260809.00N/0973900.00W	59 (100)								AS1000	1100

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FINAL: LPV

FROM

QUTIE

TO

RW36L

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30	4.11		DA				200				
<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>
							ASC				236

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LNAV/VNAV

FROM

QUTIE

TO

RW36L

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30	4.11		DA				369				
<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>
TOWER (48-029091)	261154.43N/0973902.57W	138	20	3	1A		22.00:1				405

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LNAV

FROM

QUTIE

TO

RW36L

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30	4.11		RW36L				464				
<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>
AAO	260930.00N/0974045.00W	246	215	8	4B	250					500

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:





MISSED APPROACH: LPV

FROM

DA

TO

ZIPIV

<div>RNP</div> <div>0.30-1.00</div>	<div>DISTANCE</div>	<div>PAT</div>	<div>MAP</div>	<div>HAT</div>	<div>HMAS</div> <div>68</div>						
OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
							ASC				2000
WINDMILL (48-174948)	262213.78N/0974049.86W	529	250	50	4D	1000					1600
TERRAIN	262342.00N/0974136.00W	39 (0)								AS1500	1500

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH: LNAV/VNAV

FROM

DA

TO

ZIPIV

<div>RNP</div> <div>0.30-1.00</div>	<div>DISTANCE</div>	<div>PAT</div>	<div>MAP</div>	<div>HAT</div>	<div>HMAS</div> <div>244</div>						
OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
							ASC				2000
WINDMILL (48-174948)	262213.78N/0974049.86W	529	250	50	4D	1000					1600
TERRAIN	262342.00N/0974136.00W	39 (0)								AS1500	1500

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MISSSED APPROACH: LNAV

FROM

RW36L

TO

ZIPIV

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30-1.00										400	
<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>
							ASC				2000
WINDMILL (48-174948)	262213.78N/0974049.86W	529	250	50	4D	1000					1600
TERRAIN	262342.00N/0974136.00W	39 (0)								AS1500	1500

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

CIRCLING

☐ ALL CATS

☒ CAT A

☒ CAT B

☒ CAT C

☒ CAT D

☐ CAT E

☐ NOT AUTHORIZED

OBSTRUCTION	COORDINATES	RADIUS	HAA	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
CATEGORY A											
TOWER (48-186951)	261229.90N/0974008.61W	1.30	464	155	20	3	1A	300		SI	500
CATEGORY B											
TOWER (48-010319)	261323.00N/0974139.00W	1.81	524	208	500	50	5D	300		AC50	560
CATEGORY C											
TOWER (48-004784)	261252.22N/0974225.92W	2.84	564	284	20	3	1A	300			600
CATEGORY D											
TOWER (48-009048)	261204.60N/0974307.10W	3.70	644	317	500	50	5D	300		AC50	680

CIRCLING REMARKS:

MSA

CENTER

RW36L

RADIUS

25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	TOWER (48-000265)	260856.80N/0974919.20W	243	09.6	1598	20	20	1C	1000			2600

MSA REMARKS:



NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

TAA NOT DEVELOPED BECAUSE OF CLOSE PROXIMITY OF INTERNATIONAL BORDER WITH MEXICO, RESTRICTED AREAS.

AVERAGE VEGETATION HEIGHT IS 55FT PER FPT CHECKLIST.

PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

VALLEY APP CON, HRL TOWER

<u>WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>SERVICE-A</u>	<u>ADJUSTMENTS</u>
ASOS	HRL	24	HRL	0	Y	0
<u>BACK-UP WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>SERVICE-A</u>	<u>ADJUSTMENTS</u>
ASOS	PIL	24	PIL	17.06	Y	42

WX REMARKS:

RASS PRESSURE PATTERNS THE SAME  
KHRL 36, KPIL 19  
RA = 41.8.

<u>PRIMARY NAVAID</u>	<u>MONITOR POINT</u>	<u>HRS OPERATION</u>	<u>CAT</u>
			3

<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>	<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
RW13 - REIL, HIRL, PAPI-4L	PIR-G	
RW18L - REIL, MIRL, PAPI-4L	PIR-G	
RW18R - MALSR (PCL), HIRL, PAPI-4R	PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW31 - MALSR, HIRL, PAPI-4L (PCL)	PIR-G	
RW36L - HIRL, PAPI-4R	PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW36R - MIRL	PIR-G	

<u>GLIDESLOPE ANGLE</u>	<u>ELEV RWY THRESHOLD</u>	<u>TCH</u>	<u>ELEV GS ANTENNA</u>	<u>DISTANCE FROM RWY</u>	<u>VGSI ANGLE</u>	<u>TCH</u>
3.00	35.7	55.0			3.00	73.6

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>
-1C	+54C	-1C	+14.93C

CRITICAL TEMPERATURE REMARKS:

AVERAGE COLD TEMPERATURE DERIVED FROM 5-YEAR HISTORY (2018-2022).  
CRITICAL LOW TEMPERATURE BASED ON ACT.  
DESCENT RATE (FPM): STANDARD TEMP 955 HIGH TEMP 1260.



"VISUAL PORTION OF FINAL" PENETRATIONS

HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS

and/or

5280-FT "PROCEED VFR" SEGMENT LEVEL SURFACE AREA PENETRATIONS

PENETRATIONS REMARKS:

PART C: GENERAL REMARKS:

ORDER 8260.3 CHAPTER 2 APPLIED TO 533 TOWER 260921N/0974129W

PRECIPITOUS TERRAIN EVALUATION COMPLETED

ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.

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	3.17
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.26
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	000.64
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	100
DISTANCE FROM	THLD	TO 1500FT POINT	6.71
WIDTH OF	INTERMEDIATE	SEGMENT AT 1500FT POINT	4.00
TRUE COURSE OF	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	000.62
HIGH TERRAIN IN	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	100

THRESHOLD COORDINATES (IF STR-IN)	261252.27N/0973932.01W
ARP COORDINATES	261335.62N/0973919.12W
RUNWAY APCH END AND DIST FURTHEST FROM ARP	RUNWAY 18R DISTANCE 0.85 NM
FAF COORDINATES	260844.86N/0973935.04W
FIX NAME COORDINATES	

REMARKS

PART E: PREPARED BY

NAME	OFFICE	DATE	TITLE
JOSEPH BLANCO	AJV-A432	02/01/2024	AERONAUTICAL INFORMATION SPECIALIST

