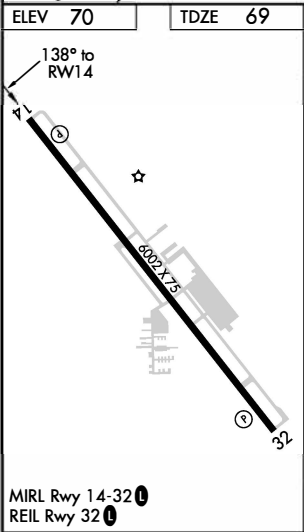
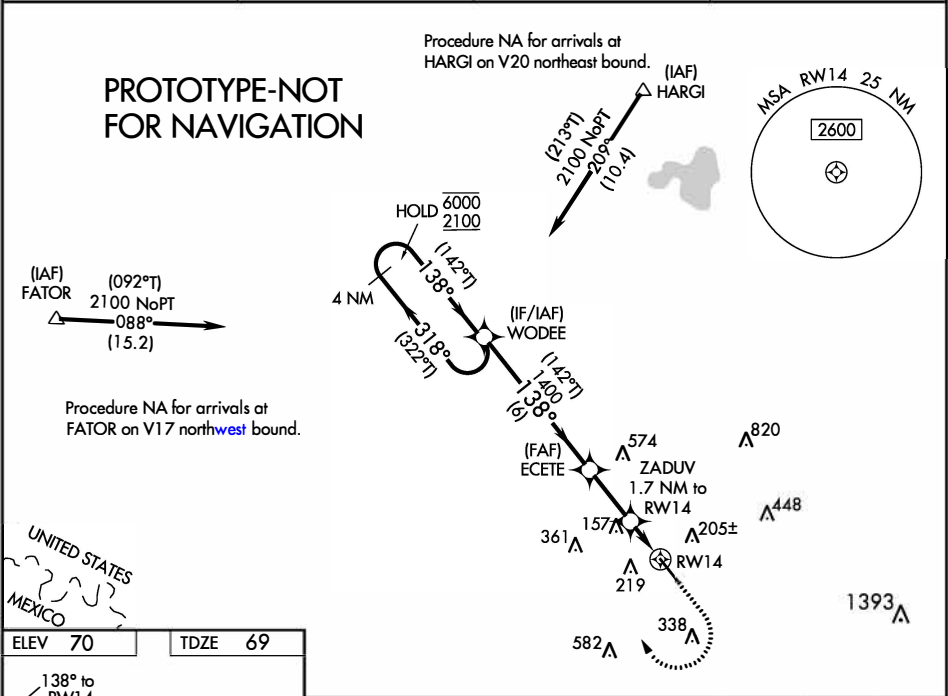


| | | | | | | |
|---|---------------|-----------------------------|---|---|---------------------------------------|-------------------------------------|
| Flight Procedure Tracking Form | | Action: AMENDMENT | Task Type: IAP | Date Open: 03/11/2019 | Task #: 2019031132187401001 | Request #: 20190311321874 |
| Procedure: RNAV (GPS) RWY 14 AMDT 0B | | | Airport ID: KTXW | Airport: MID VALLEY | | Reimbursable #: NO |
| City: WESLACO | ST: TX | GPS #: | Estimated Chart Date: 03/26/2020 | | FICO #: | |
| Fac ID: N/A | | Fac. Type: | | Specialist: DIANE LAIR | | |
| Procedure Review | | | | | | |
| | Rec'd | Rel'd | Full Name | Comments | | |
| Lead: | 03/15/2019 | 11/20/2019 | DAVID TEFFETELLER | QUALITY 50 CHECKED | | |
| QA: | 11/20/2019 | | | | | |
| Liaison: | | | | | | |
| Procedure Comments: ENROUTE-NON Remark Type: INFORMATION ABBREVIATED AMENDMENT CANCELS NOTAM 9/1630 NEW CONTROLLING OBSTACLE: 261206.40N/0980030.84W 157 MSL POLE (48-091710) LNAV MDA 420/HAT 351 ACTIVE DATA USED FOR KTXW AIRPORT AND RUNWAY. CONTACT: GEORGE DAVIS 405-954-9960/DAVID TEFFETELLER 202-267-5177 PROCESSED IAW AIRCRAFT OPERATIONS GROUP (AJW-33) MEMO, OCTOBER 3, 2018, SUBJECT: FLIGHT INSPECTION REVIEW NOT REQUIRED. | | | | | | |

| | | | |
|--|------------------------|-----------------------------|---------------------------------------|
| WAAS CH 70341 W14A | APP CRS 138° | Rwy Idg TDZE Apt Elev | 6002 69 70 |
|--|------------------------|-----------------------------|---------------------------------------|

RNAV (GPS) RWY 14
MID VALLEY (TXW)

| | | | |
|---|--------------------------------------|---|---------------------------------|
| RNP APCH. | | MISSED APPROACH: Climb to 900 then climbing right turn to 2100 direct WODEE and hold. | |
| ▼ ▲ Rwy 14 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. | | | |
| AWOS-3 118.575 | VALLEY APP CON 121.0 284.7 | CLNC DEL 125.95 | UNICOM 122.8 (CTAF) 0 |



| | | | | | |
|----------------------|-------|-------------------------|------------------------|------------------------|------------------|
| 4 NM Holding Pattern | | WODEE | ECETE | ZADUV | RWY 14 |
| 6000 2100 | | 318° 138° (142°T) | 1400 | 1.7 NM to RWY 14 | 0.9 NM to RWY 14 |
| GP 3.00° TCH 50 | | | | | |
| | | 6 NM | 2.3 NM | 0.8 NM | 0.9 NM |
| CATEGORY | A | B | C | D | |
| LPV DA | | 319-¾ | 250 (300-¾) | | |
| LNAV/VNAV DA | | 331-⅞ | 262 (300-⅞) | | |
| LNAV MDA | | 420-1 | 351 (400-1) | | |
| CIRCLING | 620-1 | 550 (600-1) | 700-1¾ 630 (700-1¾) | 940-2¾ 870 (900-2¾) | |

WESLACO, TEXAS

AL-6930 (FAA)

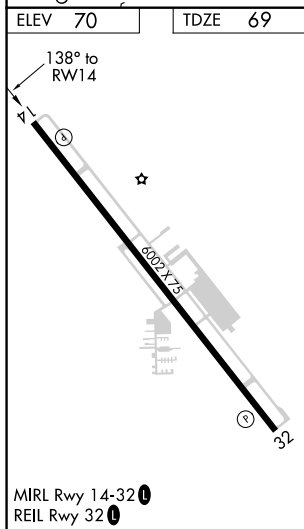
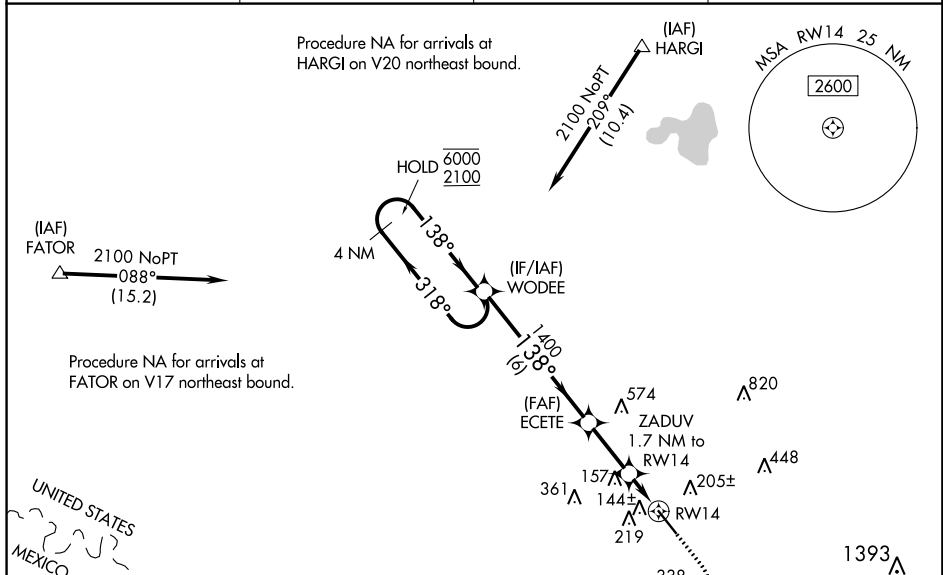
18200

| | | | |
|--|------------------------|-----------------------------|---------------------------------------|
| WAAS CH 70341 W14A | APP CRS 138° | Rwy Idg TDZE Apt Elev | 6002 69 70 |
|--|------------------------|-----------------------------|---------------------------------------|

RNAV (GPS) RWY 14 MID VALLEY (TXW)

| | | |
|-----------|---|---|
| RNP APCH. | <p>Baro-VNAV and VDP NA when using Mc Allen altimeter setting. Rwy 14 helicopter visibility reduction below $\frac{3}{4}$ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use Mc Allen altimeter setting and increase LPV DA to 358, LNAV/VNAV DA to 370, and all MDA 40 feet; increase LPV all Cats visibility $\frac{1}{8}$ SM, and Circling Cat D visibility $\frac{1}{4}$ SM.</p> | MISSED APPROACH: Climb to 900 then climbing right turn to 2100 direct WODEE and hold. |
|-----------|---|---|

| | | | |
|--------------------------|--------------------------------------|---------------------------|-------------------------------|
| AWOS-3 118.575 | VALLEY APP CON 121.0 284.7 | CLNC DEL 125.95 | UNICOM 122.8 (CTAF) |
|--------------------------|--------------------------------------|---------------------------|-------------------------------|



| | | | | |
|----------------------|--|------------|--|--|
| 4 NM Holding Pattern | WODEE | 900 | 2100 | WODEE |
| 6000 2100 | ← 318° 138° → | ECETE 1400 | ZADUV 1.7 NM to RW14 | *LNAV only. |
| GP 3.00° TCH 50 | 1400 | *660 | *0.9 NM to RW14 | RW14 |
| | 6 NM | 2.3 NM | 0.8 NM | 0.9 NM |
| CATEGORY | A | B | C | D |
| LPV DA | 319- $\frac{3}{4}$ 250 (300- $\frac{3}{4}$) | | | |
| LNAV/VNAV DA | 331- $\frac{7}{8}$ 262 (300- $\frac{7}{8}$) | | | |
| LNAV MDA | 400-1 331 (400-1) | | | |
| CIRCLING | 620-1 550 (600-1) | | 700-1 $\frac{3}{4}$ 630 (700-1 $\frac{3}{4}$) | 940-2 $\frac{3}{4}$ 870 (900-2 $\frac{3}{4}$) |

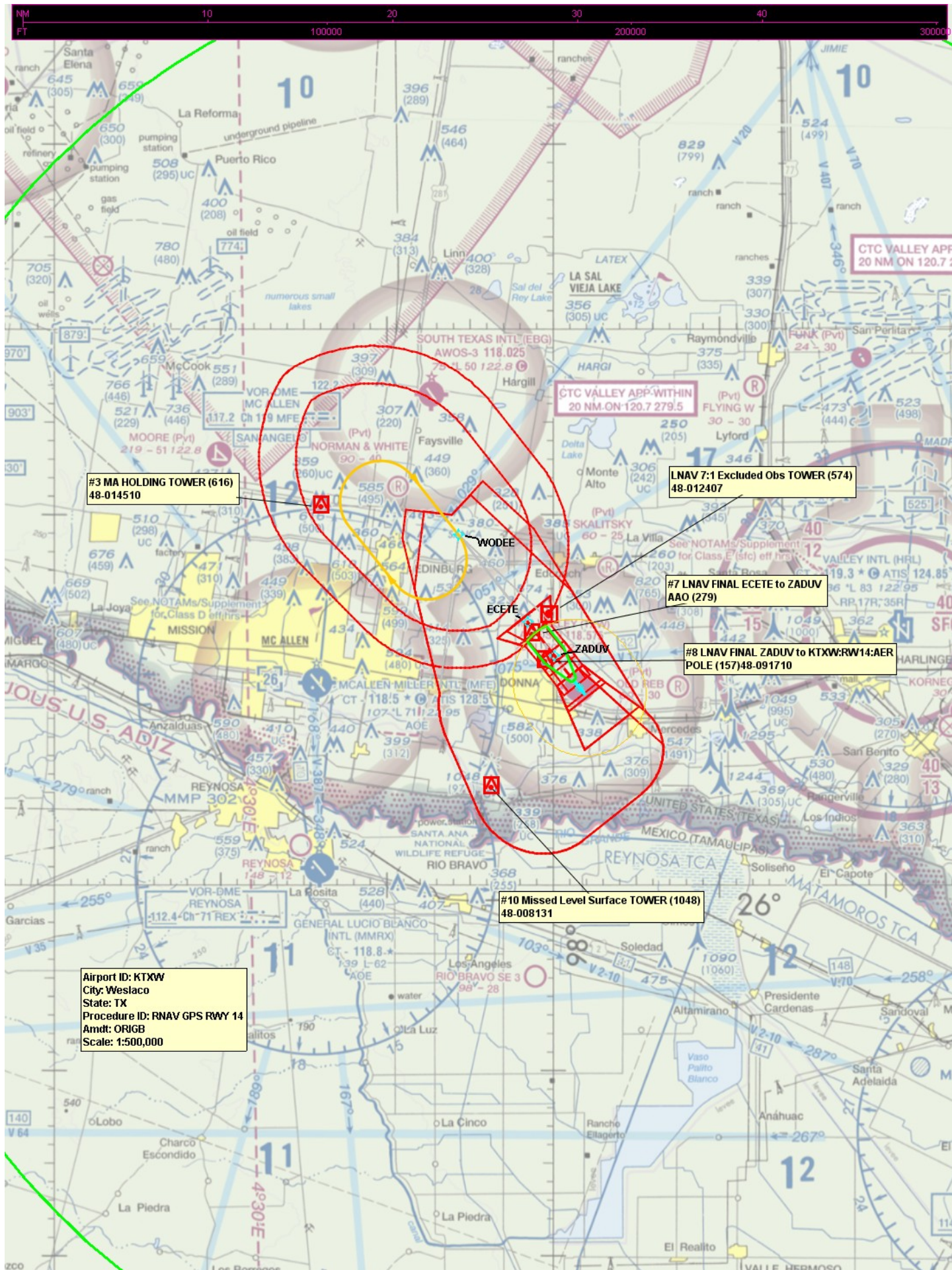
WESLACO, TEXAS
Orig-A 19JUL18

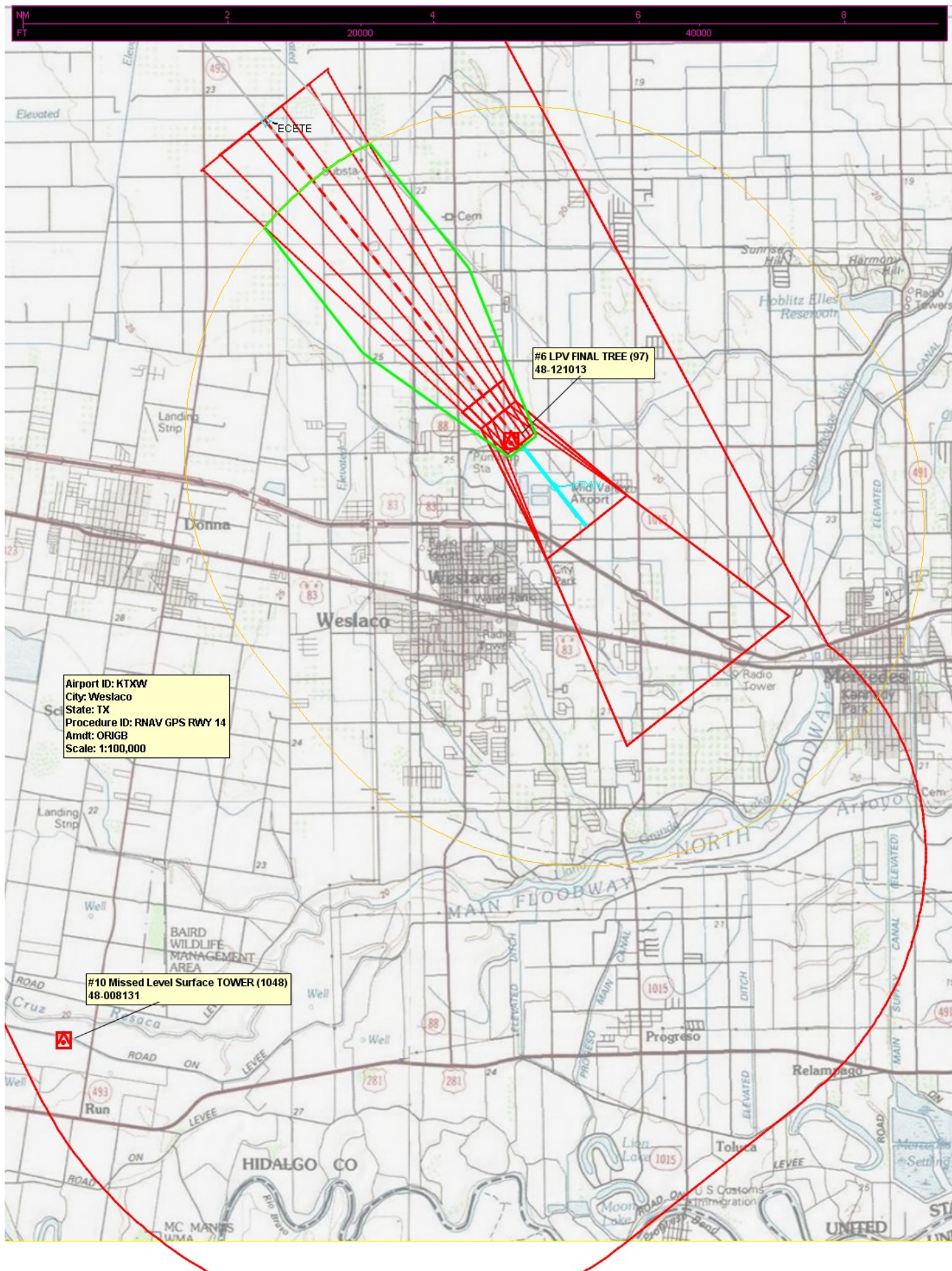
26°11'N-97°58'W

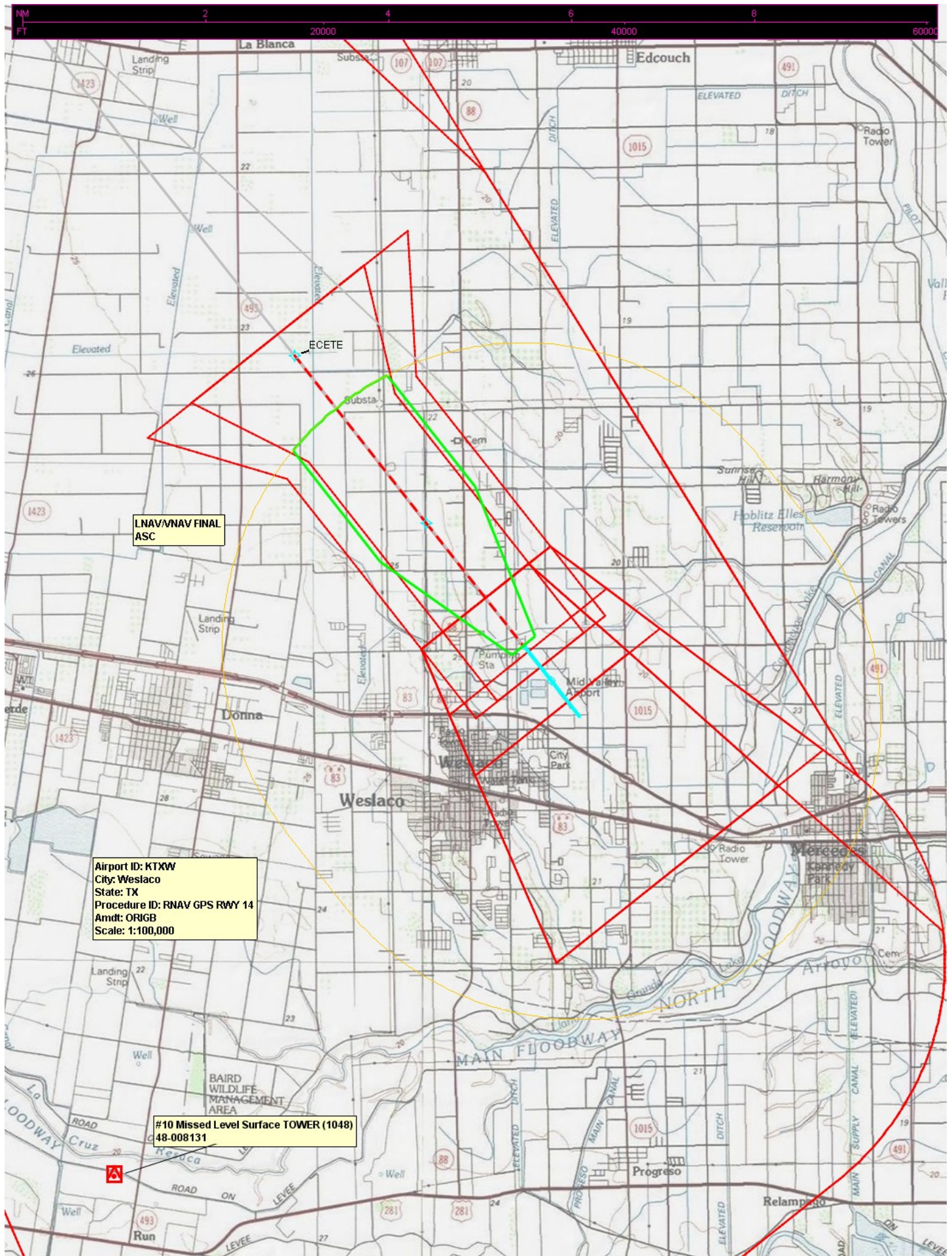
MID VALLEY (TXW) **RNAV (GPS) RWY 14**

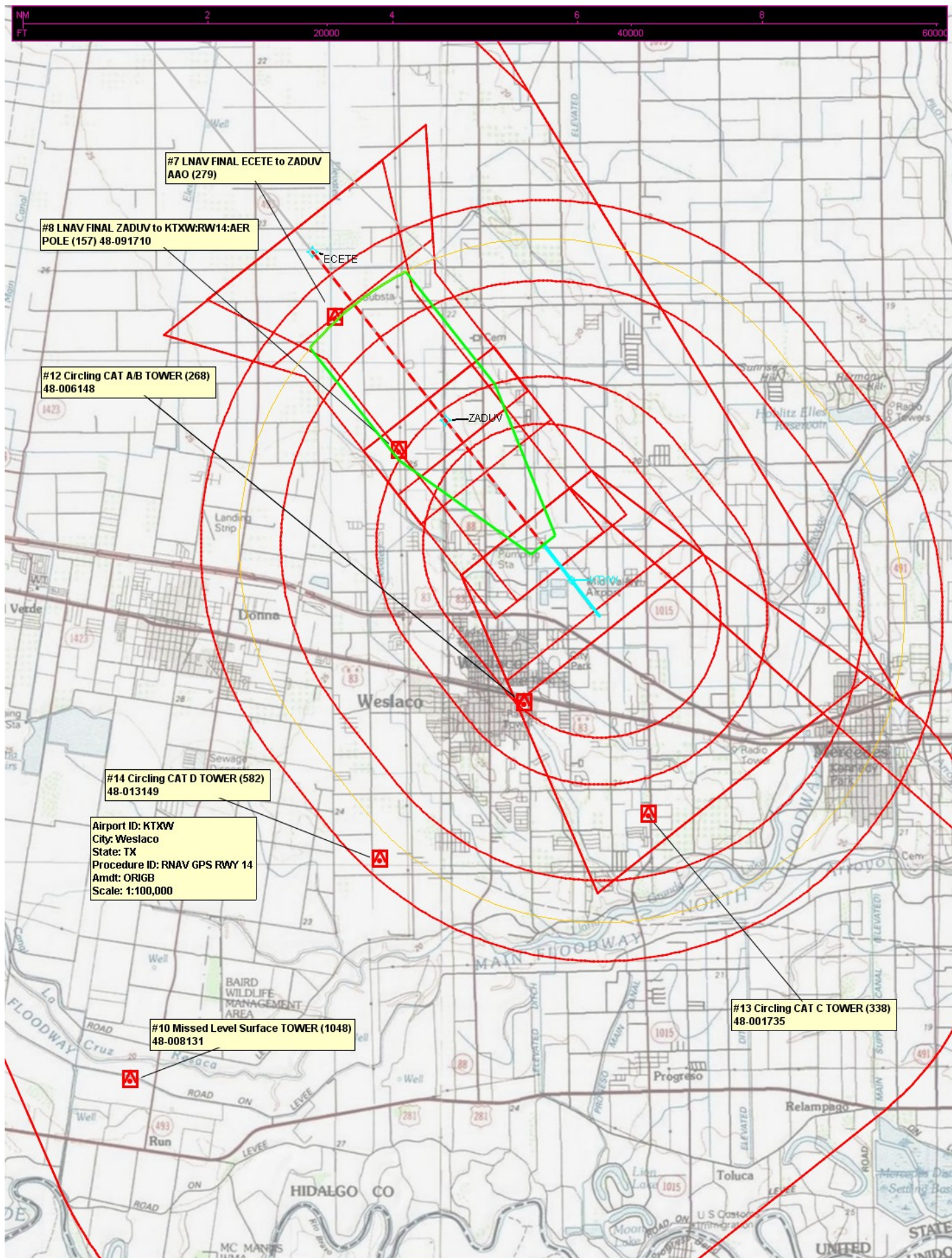
SC-3, 10 OCT 2019 to 07 NOV 2019

SC-3, 10 OCT 2019 to 07 NOV 2019









Periodic Review

Steve Ownbey

03-04-19

MID VALLEY AIRPORT
WESLACO, TX (KTXW)

RNAV _GPS_ RWY 14 ORIG A

Summary/Findings

PARTIAL REVIEW COMPLETED

NOTAM AND AMENDMENT REQUIRED

MAG VAR 4E/2020


Actions/Notes

NOTAM ISSUED FOR NEW CONTROLLING OBSTACLE FOR LNAV 400 TO 420
!FDC 9/1630 TXW IAP MID VALLEY, Weslaco, TX. RNAV (GPS) RWY 14, ORIG-
A...

LNAV MDA 420/HAT 351 ALL CATS. 1903041456-2103041456EST

CHECKLIST OF EXTRAORDINARY CIRCUMSTANCES IN SUPPORT OF A CATEGORICAL EXCLUSION (CE) DETERMINATION:

Airport: Weslaco Mid Valley Airport (T65) Project/Action: 1621 WESTLA

Preparer: Andrew Munoz, Aviation Director Signature:  Date: July 8, 2016

| Circumstance | Impact Potential | | Comments / Follow-up See attached comments if needed. |
|--|------------------|----|---|
| | Yes | No | |
| Effect on Section 106 Historic Properties If no properties in, or eligible for inclusion in, the National Register of Historic Places have been identified within the area of proposed action, it may be considered that there is no impact potential. | | X | |
| Effect on DOT Act, Section (4)(f) Lands If no land is being taken, or used by the proposed action, it may be considered that there is no impact potential. | | X | |
| Controversy on Environmental Grounds If no controversy is known or expected based on the proposed action, it may be considered that there is no impact potential. | | X | |
| Effect on Natural Systems If the overflight of aircraft as a result of the proposed action would have no effect on this circumstance, it may be considered that there is no impact potential. | | X | |
| Effect on Endangered Species If the overflight of aircraft as a result of the proposed action would have no effect on this circumstance, it may be considered that there is no impact potential. | | X | |
| Effect on Wetlands If the overflight of aircraft as a result of the proposed action would have no effect on this circumstance, it may be considered that there is no impact potential. | | X | |
| Effect on Floodplains If the overflight of aircraft as a result of the proposed action would have no effect on this circumstance, it may be considered that there is no impact potential. | | X | |
| Effect on Coastal Zones If the overflight of aircraft as a result of the proposed action would have no effect on this circumstance, it may be considered that there is no impact potential. | | X | |
| Effect on Prime/Unique Farmland If the overflight of aircraft as a result of this proposed action would have no effect on this circumstance, it may be considered that there is no impact potential. | | X | |
| Effect on Energy/Resources If the proposed action would have no significant impact on this circumstance, it may be considered that there is no impact potential. | | X | |
| Controversy Regarding Relocation Housing If no relocation housing would be required as a result of the proposed action, it may be considered that there is no impact potential. | | X | |

| Circumstance | Impact Potential | | Comments/Follow-up See attached comments if needed. |
|---|-------------------------|----|---|
| | Yes | No | |
| Community Disruption If the proposed action would cause no significant disruption, it may be considered that there is no impact potential. | | X | |
| Traffic Congestion If the proposed action would cause no significant increase, or create ground traffic congestion, it may be considered that there is no impact potential. | | X | |
| Effect on Noise Levels in Noise Sensitive Areas Refer to your letter to us in response to the fifth paragraph of our Environmental Impact Study/Assessment letter to you. | | X | |
| Effect on Air Quality If the overflight of aircraft as a result of the proposed action would have no effect on this circumstance, it may be considered that there is no impact potential. | | X | |
| Effect on Water Quality If the overflight of aircraft as a result of the proposed action would have no effect on this circumstance, it may be considered that there is no impact potential. | | X | |
| Contains/Affects Hazardous Materials If the proposed action would have no significant impact on this circumstance, it may be considered that there is no impact potential. | | X | |
| Land Use Conflicts If the proposed action would not result in conflicting land use (with the exception of airport property), it may be considered that there is no impact potential. | | X | |
| Induced Impacts If the proposed action would not induce any significant impacts, it may be considered that there is no impact potential. | | X | |
| Wild and Scenic Rivers If the overflight of aircraft as a result of the proposed action would have no effect on this circumstance, it may be considered that there is no impact potential. | | X | |
| Cumulative Impacts If the proposed action would not result in a significant cumulative impact, it may be considered that there is no impact potential. | | X | |
| Inconsistent with Other Environmental Laws If the proposed action is not inconsistent with other environmental laws, it may be considered that there is no impact potential. | | X | |
| Environmental Justice If the proposed action has not been designed to overfly or avoid specific areas based on underlying area economic considerations, it may be considered that there is no impact potential. | | X | |
| Helicopter Tracks Over Major Thoroughfares This is a VFR consideration. Helicopters flying Instrument Approaches will not be following major thoroughfares. This proposed action may be considered to have no impact potential. | | X | |