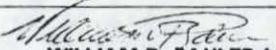





ALL AFFECTED PROCEDURES REVIEWED? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	COORDINATES OF FACILITIES	REQUIRED EFFECTIVE DATE 6/23/94 *
COORDINATED WITH: <div style="display: flex; justify-content: space-between; padding: 5px;"> <div>ATA <input type="checkbox"/></div> <div>AAT <input type="checkbox"/></div> <div>ALPA <input type="checkbox"/></div> <div>APA <input checked="" type="checkbox"/></div> <div>AOP <input checked="" type="checkbox"/></div> <div>NBA <input checked="" type="checkbox"/></div> <div>OTHER (specify) <input checked="" type="checkbox"/> ZHU, AIRPORT MANAGER</div> </div>		
FLIGHT CHECKED BY		
NAME:  <div style="text-align: center;">RICHARD MOORE</div>	FIFO OKC	DATE: 05/13/93
DEVELOPED BY		
NAME:  <div style="text-align: center;">               WILLIAM R. PAHLER (J. MCFARLANE)           </div>	FIFO AVN-831	DATE: 3/18/94
APPROVED BY		
NAME:  <div style="text-align: center;">               WILLIAM R. HENDERSON           </div>	FIFO AVN-830  MANAGER	DATE: 3/18/94
CHANGES: 1. UPDATED INITIAL ROUTE FROM VCT VOR/DME.		
REASONS: 1. VCT VOR/DME WAS ROTATED TO CURRENT MAGNETIC VARIATION.		
* PUBLISH CONCURRENT WITH VCT VOR/DME ROTATION		



# STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD

## PART - A OBSTRUCTION DATA

1. APP SEGMENT	FROM	TO	OBSTRUCTION	COORDINATES	ELEV. MSL	ROC	ALT. ADJUSTMENTS	MIN. ALT.			
INITIAL	VCT VORTAC	LOLIT INT	1. TOWER 44-8172	285030/965839	520 (3C)	1000	AT 480	1520 / 2000			
INTERMEDIATE	LOLIT INT	PSX VORTAC	2. TOWER 44-7967	285336/962141	1049 (5D)	SEC #		1000 / 1000			
INTERMEDIATE	10 NM	PSX VORTAC	3. TOWER 44-2860	284914 / 962746	335 (5D)	500	AT165	835 / 1000			
FINAL	PSX VORTAC	MAP	4. POWER POLES	284529 / 961705	130 (2C)	250		380			
2. PROCEDURE TURN	PSX VORTAC	10 NM	5. TOWER 44-4281	284807/963310	1049 (5D)	1000		2049 / 2000			
3. MISSED APPROACH	MAP: R120/3.3 DME	PSX VORTAC				ASC		2000			
	ELEV: 130										
4. CIRCLING AREA	DISTANCE	H T. A B V. A R P T.									
CATEGORY A	1.3 NM	REQUIRED	350	ACTUAL	405	6. POLES	284411/961626	120 (2C)	300	420	
CATEGORY B	1.5 NM	REQUIRED	450	ACTUAL	465	6.		120 (2C)	300	HAA 60	480
CATEGORY C	1.7 NM	REQUIRED	450	ACTUAL	465	6.		120 (2C)	300	HAA60	480
CATEGORY D	2.3 NM	REQUIRED	550	ACTUAL	565	7. TOWER 44-4198	284231/961241	175 (5D)	300	AC50 HAA 55	580
CATEGORY E	4.5 NM	REQUIRED	550	ACTUAL							
5. MINIMUM SAFE ALTITUDES	PRIMARY NAVAID: PSX VORTAC										
SECTOR	OBSTRUCTION	BRG / DIST	ELEVATION	M S A	SECTOR	OBSTRUCTION	BRG / DIST	ELEVATION (MSL)	M S A		
070-160	BALLOON44-8206	092/18.7	15000 (5D)	16000							
160-070	TOWER 44-7967	331/8.2	1049 (5D)	2100							
CITY AND STATE	AIRPORT & ELEVATION		15	FACILITY		PROCEDURE AND AMENDMENT NO:		REGION			
PALACIOS, TX	PALACIOS MUNI			PSX VORTAC		VOR RWY 13, AMDT 10		ASW			



NOTES / EXPLANATIONS FROM OPPOSITE SIDE OF FORM:  
 AIRSPACE REQUIREMENTS REMAIN THE SAME AS THE PREVIOUS  
 AMENDMENT.

PART B - SUPPLEMENTAL DATA									
1. COMMUNICATIONS WITH:			2. WEATHER SERVICE			3. ALTIMETER SETTING			
ZHU			N W S		OTHER: CONTRACT WX OBSERVERS		SOURCE:		
			F A A				KPSX		
			A / C				DISTANCE: 0		
SATISFACTORY ON:			LOCATION:			HOURS REMOTE OPERATION:			
<input checked="" type="checkbox"/> VHF <input checked="" type="checkbox"/> UHF <input type="checkbox"/> HF			ON AIRPORT			0			
			HRS OPTN: 24			ADJUSTMENT: 0			
4. MONITOR STATUS		PRIMARY					SECONDARY		
		NAVAID: PSX VORTAC					NAVAID:		
		MONITOR POINT: ZHU					MONITOR POINT:		
		HRS	CAT. 1	24			HRS	CAT. 1	
		OPTN:	CAT. 3				OPTN:	CAT. 3	
5. AIRSPACE		FLOOR OF CONTROLLED AIRSPACE UNDER FAC					CONTROL AREA		
		<input checked="" type="checkbox"/> CONTROL ZONE: 24					HOURS OPTN	<input checked="" type="checkbox"/>	TRANSITION AREA
6. APPROACH & RUNWAY LIGHTING		ALS					REIL		
		(S) SALS					TDZ		
		MALS					C/LINE		
		HIRL					OTHER (Specify)		
		<input checked="" type="checkbox"/> MIRL13-31							
7. RUNWAY MARKINGS BSC-G 8-26, 17-35					8. RUNWAY VISUAL RANGE				
ALL WEATHER					APPROACH				
INSTRUMENT NPI-G 13-31					ROLL OUT				
9. GLIDE SLOPE		G S ANGLE:					ELEV RWY THRESHOLD:		
		DISTANCE FROM RWY:					ELEV GS ANTENNA:		
					THRESHOLD CROSSING HEIGHT:				
10. FINAL APPROACH COURSE AIMING		<input checked="" type="checkbox"/>	RUNWAY THRESHOLD					F T. FROM THRESHOLD	
			ON CENTERLINE					F T. FROM CENTERLINE	
11. WAIVERS OF STANDARDS			NUMBER OF WAIVERS ON FILE			DATES OF APPROVAL			
			NONE						
PART C - REMARKS:									
ASW-220 SAID THEY HAVE A LETTER STATING THE TALLEST POWER LINE IN THE AREA IS 56 FT AGL.									
TDZ EL DETERMINED BY USING AN EVEN GRADIENT BETWEEN THRESHOLDS.									
HAA = MDA BASED ON HEIGHT ABOVE AIRPORT REQUIREMENTS.									
# = OBSTACLE ON EDGE OF SECONDARY. EQUIVILANT HEIGHT WOULD BE 549 IN PRIMARY + 500=1049 (1000).									
PART D - PREPARED BY:							DATE:		
JIM MCFARLANE <i>J. McFarlane</i>							MAR 23, 1994		
TITLE							OFFICE:		
AIRSPACE SYSTEMS DESIGN SPECIALIST							AVN-831		