

VOR/DME HRL <u>113.65</u> Chan 83 (Y)	APP CRS 325°	Rwy Ldg TDZE Apt Elev	7257 36 36
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VOR Z RWY 31
VALLEY INTL (HRL)

DME required.		<div>MALSR</div> <div><div><div><div></div></div><div><div></div></div></div><div><div></div></div><div><div></div></div></div>	<div>MISSED APPROACH: Climb to 1000 then climbing right turn to 2100 direct HRL VOR/DME and hold, continue climb and hold to 2100.</div>	
<div><div><div></div><div></div></div><div>VDP NA when using Port Isabel altimeter setting. When local altimeter setting not received, use Port Isabel altimeter setting and increase all MDAs 60 feet and S-31 visibility Cat C/D ½ SM, and Circling visibility Cat C/D ¼ SM. For inop ALS, increase S-31 Cats C/D visibilities to 1½ SM.</div></div>				
<div>ATIS</div> <div>124.85</div>	<div>VALLEY APP CON</div> <div>120.7 279.5</div>	<div>HARLINGEN TOWER ★</div> <div>119.3 (CTAF) 0 317.6</div>	<div>GND CON</div> <div>121.7</div>	<div>UNICOM</div> <div>122.95</div>

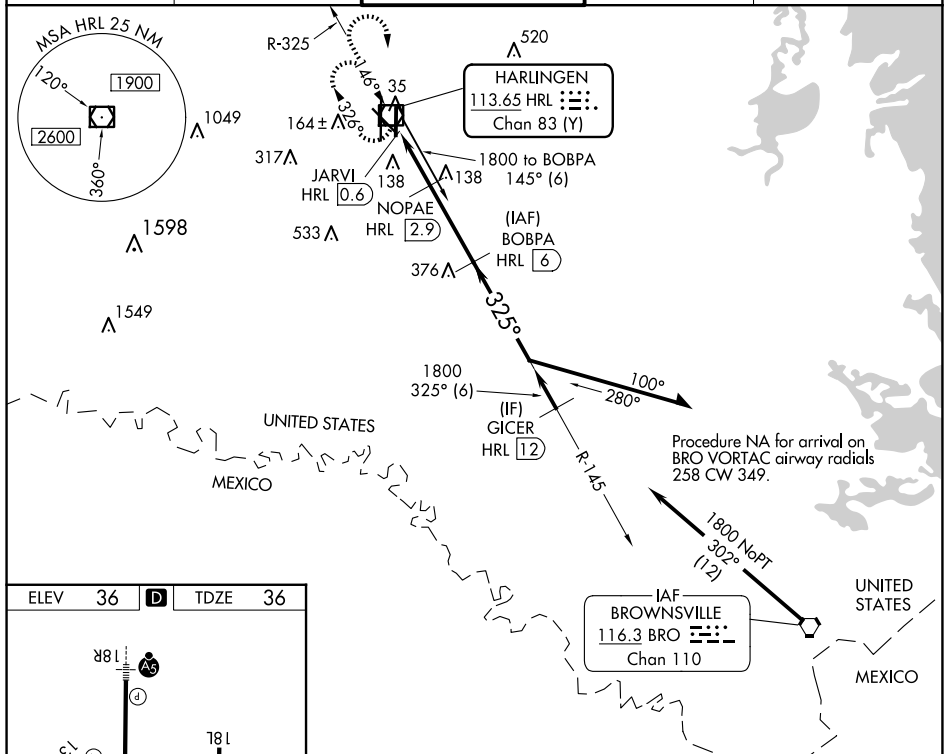


Figure 1-1 illustrates a 4th Class VORTAC. The plan view shows the runway (18L-36R) and taxiway (A5). The profile view shows the approach path with a 3.00° TCH 55, a 1.45° climb, and a 325° heading. The profile view also includes a table of approach parameters for different categories and altitudes.

CATEGORY	A	B	C	D
S-31	420-1/2	384 (400-1/2)	420-3/4	384 (400-3/4)
CIRCLING	460-1 424 (500-1)	560-1 524 (600-1)	600-1 1/2 564 (600-1 1/2)	680-2 644 (700-2)