
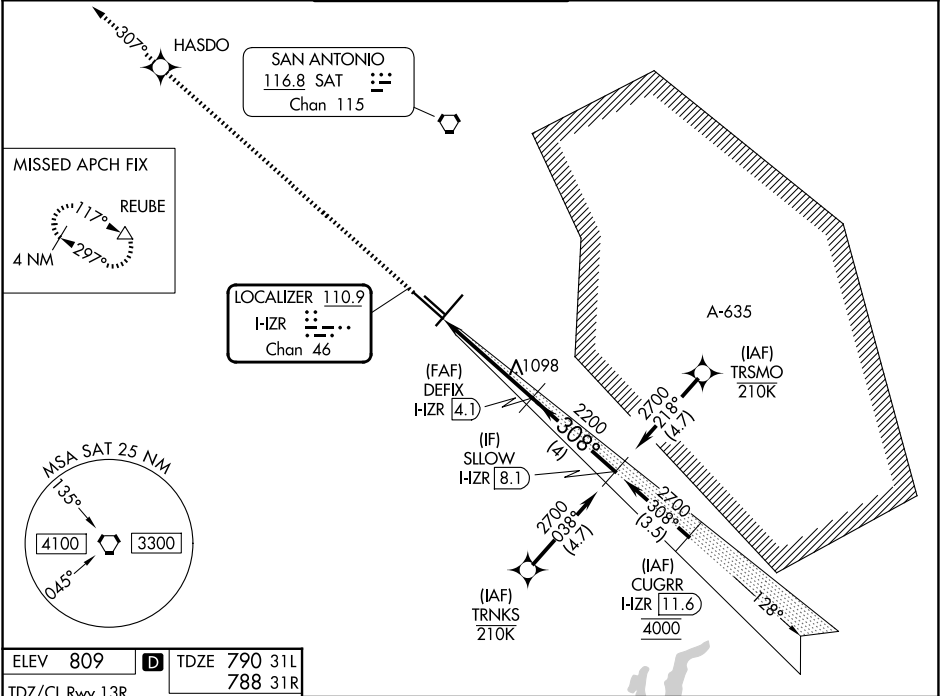


LOC/DME I-ZR <b>110.9</b> Chan <b>46</b>	APP CRS <b>308°</b>	Rwy 31L Ldg <b>8502</b> TDZE <b>790</b> Apt Elev <b>809</b>	Rwy 31R Ldg <b>5519</b> TDZE <b>788</b> Apt Elev <b>809</b>
--	------------------------	---	---

ILS or LOC RWY 31L  
SAN ANTONIO INTL (SAT)

RNP APCH - GPS.			<div>MALSR</div> <div></div>	MISSED APPROACH: Climb to 4200 direct HASDO and track 307° to REUBE and hold.		
Aircraft not GPS equipped - RADAR required for procedure entry. DME required.						
<div><div><div>▼</div><div>▲</div></div><div>Circling NA northwest of Rwy's 4 and 13R. * RVR 1800 authorized with use of FD or AP or HUD to DA.</div></div>						
D-ATIS 118.9	SAN ANTONIO APP CON 125.1 307.0	SAN ANTONIO TOWER 119.8 257.8	GND CON 121.9 348.6	CLNC DEL 126.7	CPDLC	



ELEV <b>809</b>					
<b>D</b>					
TDZE <b>790 31L</b> <b>788 31R</b>					
TDZ/CL Rwy 13R REIL Rwys 13L, 22 and 31R HIRL Rwys 4-22 and 13R-31L MIRL Rwy 13L-31R					
<p>FAF to MAP 4.3 NM</p>					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

4200	HASDO	tr 307°	REUBE	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 82).
<p>FAF to MAP 4.3 NM</p>				
CATEGORY	A	B	C	D
S-ILS 31L *	990/24 200 (200-½)			
S-LOC 31L	1360/24	570 (600-½)	1360/60	570 (600-¼)
SIDESTEP 31R	1360-1	572 (600-1)	1360-1½ 572 (600-1½)	1360-2 572 (600-2)
CIRCLING	1360-1	551 (600-1)	1420-1¾ 611 (700-1¾)	1520-2¼ 711 (800-2¼)