

WAAS CH 81813 W31A	APP CRS 309°	Rwy Idg TDZE Apt Elev	5997 174 178
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RNAV (GPS) RWY 31

Alice Intl (ALI)

RNP APCH - GPS.

Baro-VNAV and VDP NA when using Nueces County altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use Nueces County altimeter setting: increase LPV DA to 494 feet, LNAV/VNAV DA to 524 feet; increase all MDA 60 feet and LNAV Cat C and D, and Circling Cat D visibility ¼ SM. For inop ALS, increase all LPV and LNAV/VNAV visibilities to ¾ SM. For inop ALS with Nueces County altimeter setting, increase all LPV visibilities to ¾ SM and LNAV Cat C and D visibility to 1⅛ SM.

MALS

MISSED APPROACH:
Climb to 2100 direct UWAGO and hold.

ASOS 119.225	KINGSVILLE APP CON ★ 119.9 290.45	UNICOM 123.0 (CTAF) 0
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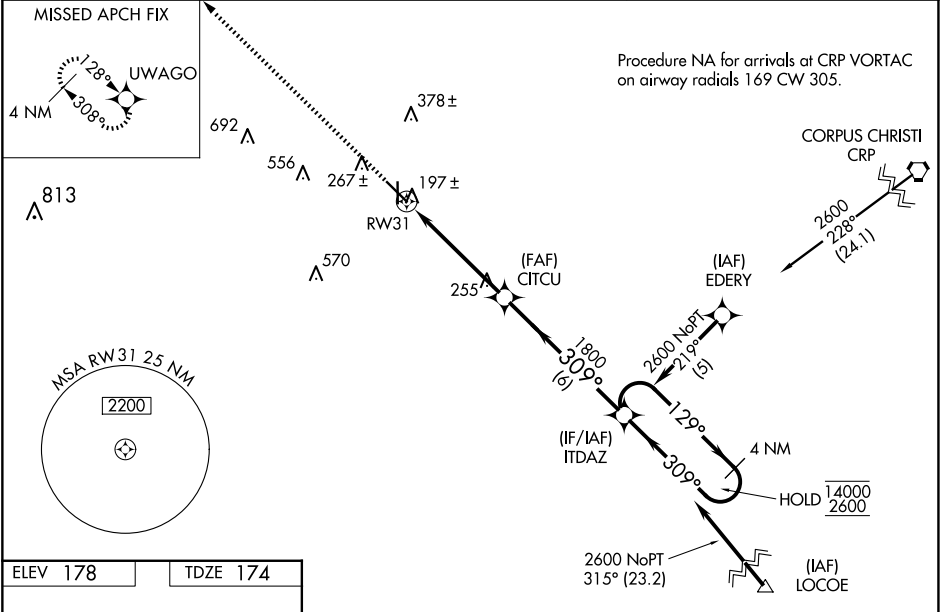


Diagram of the approach path. It shows a 4 NM holding pattern at 14000 ft. The path leads to RW31, which is 1 NM from the holding pattern. The path then leads to CITCU, which is 3.9 NM from RW31. The path then leads to ITDAZ, which is 6 NM from CITCU. The path then leads to the runway, which is 1 NM from ITDAZ. The diagram also shows the 309° heading and the 1800 ft altitude.

REIL Rwy 13
MIRL Rwy 13-31 and 17-35

2100		4 NM Holding Pattern		129° → 14000 ← 309° 2600	GP 3.00° TCH 47	
1 NM to RW31		CITCU		309° 1800		
1 NM	A	3.9 NM	B	6 NM	C	
CATEGORY		D				
LPV	DA	437-¾	263 (300-¾)			
LNAV/ VNAV	DA	467-¾	293 (300-¾)			
LNAV	MDA	520-¾	346 (400-¾)			
CIRCLING	600-1 422 (500-1)	640-1 462 (500-1)	700-1½ 522 (600-1½)	900-2¼ 722 (800-2¼)		