U.S. Terminal Procedures
Publication
South Central (SC) Vol 3 of 5

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02 DEC 2021

Consult the Change Notice
(CN) effective 04 NOV 2021 for
revised Instrument Procedure
Charts for this volume

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Department of Defense - Federal Aviation Administration
TABLE OF CONTENTS

Inoperative Components or Visual Aids Table.................................................................A1
Explanation of Terms/Landing Minima Data.................................................................B1
General Information.....................................................................................................C1
Abbreviations..............................................................................................................D1
Legend — IAP Planview..............................................................................................E1
Legend — IAP Profile..................................................................................................F1
Legend — Departure Procedures and Standard Terminal Arrival Charts....................G1
Legend — Airport Diagram/Sketch.............................................................................H1
Legend — Approach Lighting Systems......................................................................I1
Frequency Pairing......................................................................................................J1
Index of Terminal Charts and Minimums.....................................................................K1
IFR Takeoff Minimums, Departure Procedures, and Diverse Vector Area (Radar Vectors).L1
IFR Alternate Airport Minimums................................................................................M1
Radar Minimums.......................................................................................................N1
Land and Hold-Short Operations (LAHSO)..................................................................O1
Hot Spots...................................................................................................................P1
Standard Terminal Arrival Charts............................................................................Z1
Terminal Charts.........................................................................................................Page 1
Rate of Climb/Descent Table......................................................................................Inside Back Cover
Area of Coverage.......................................................................................................Outside Back Cover

CORRECTIONS, COMMENTS AND/OR PROCUREMENT

FOR CHARTING ERRORS, OR FOR CHANGES, ADDITIONS, RECOMMENDATIONS
ON PROCEDURAL ASPECTS CONTACT:
FAA, Aeronautical Information Services
1305 East-West Highway
SSMC 4, Room 4531
Silver Spring, MD  20910-3281
Telephone: 1-800-638-8972
https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/

For inquiries regarding military charts, please contact aerohelp@nga.mil

FOR PROCUREMENT:
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Frequently asked questions (FAQ) are answered on our website at https://www.faa.gov/go/ais
See the FAQs prior to contact via toll free number or email.

Request for the creation or revisions to Airport Diagrams should be in accordance with
FAA Order 7910.4.
INOP COMPONENTS

INOPERATIVE COMPONENTS OR VISUAL AIDS TABLE
(For Civil Use Only)

Straight-in and Sidestep landing minimums published on instrument approach procedure charts are based on full operation of all components and visual aids (see exception below for ALSF 1 & 2) associated with the particular approach chart being used. Higher minimums are required with inoperative components or visual aids as indicated below. If more than one component is inoperative, each minimum is raised to the highest minimum required by any single component that is inoperative. ILS glideslope inoperative minimums are published on the instrument approach charts as localizer minimums. This table applies to approach categories A thru D and is to be used unless amended by notes on the approach chart. Such notes apply only to the particular approach category(ies) as stated. Category E inoperative notes will be specified when published on civil charts. The inoperative table does not apply to Circling minimums. See legend page for description of components indicated below.

Full Operation Exception: For ALSF 1 & 2 operated as SSALR, or when the sequenced flashing lights are inoperative, there is no effect on visibility for ILS lines of minima.

1. ILS, PAR, LPV, GLS minima

<table>
<thead>
<tr>
<th>Inoperative Component or Visual Aid</th>
<th>Increase Visibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>All ALS types (except ODALS)</td>
<td>¼ mile</td>
</tr>
</tbody>
</table>

2. ILS, LPV, GLS with visibility minima of RVR 1800†/2000*/2200* 

<table>
<thead>
<tr>
<th>Inoperative Component or Visual Aid</th>
<th>Increase Visibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>ALSF 1 &amp; 2, MALS, SSALR</td>
<td>To RVR 4000†</td>
</tr>
<tr>
<td></td>
<td>To RVR 4500*</td>
</tr>
<tr>
<td>TDZL or RCLS</td>
<td>To RVR 2400#</td>
</tr>
<tr>
<td>RVR</td>
<td>To ½ mile</td>
</tr>
</tbody>
</table>

# For ILS, LPV, GLS procedures with a 200 foot HAT, RVR 1800 authorized with use of FD or AP or HUD to DA.

3. All Approach Types and all lines of minima other than (1) & (2) above

<table>
<thead>
<tr>
<th>Inoperative Component or Visual Aid</th>
<th>Increase Visibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>ALSF 1 &amp; 2, MALS, SSALR</td>
<td>½ mile</td>
</tr>
<tr>
<td>MALSF, MALS, SSALF, SSALS, SALS, SALS</td>
<td>¼ mile</td>
</tr>
</tbody>
</table>

4. Sidestep minima (CAT C-D)

<table>
<thead>
<tr>
<th>Inoperative Component or Visual Aid to Sidestep Runway</th>
<th>Increase Visibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>ALSF 1 &amp; 2, MALS, SSALR</td>
<td>½ mile</td>
</tr>
</tbody>
</table>

5. All Approach Types, All lines of minima

<table>
<thead>
<tr>
<th>Inoperative Component or Visual Aid</th>
<th>Increase Visibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>ODALS (CAT A-B)</td>
<td>¼ mile</td>
</tr>
<tr>
<td>ODALS (CAT C-D)</td>
<td>½ mile</td>
</tr>
</tbody>
</table>
The United States Standard for Terminal Instrument Procedures (TERPS) is the approved criteria for formulating instrument approach procedures. Landing minima are established for six aircraft approach categories (ABCDE and COPTER). In the absence of COPTER MINIMA, helicopters may use the CAT A minimums of other procedures.

**IFR LANDING MINIMA**

In this example airport elevation is 1179, and runway touchdown zone elevation is 1152.

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>S-ILS 27</td>
<td>1352/24</td>
<td>200</td>
<td>(200-½)</td>
<td></td>
</tr>
<tr>
<td>S-LOC 27</td>
<td>1440/24</td>
<td>288</td>
<td>(300-½)</td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1540-1</td>
<td>1640-1</td>
<td>1640-1½</td>
<td>1740-2</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>MDA</th>
<th>HAA</th>
</tr>
</thead>
<tbody>
<tr>
<td>Visibility in Statute Miles</td>
<td></td>
</tr>
</tbody>
</table>

**COLD TEMPERATURE AIRPORTS**

NOTE: A **W** symbol indicates outages of the WAAS vertical guidance may occur daily at this location due to initial system limitations. WAAS NOTAMS for vertical outages are not provided for this approach. Use LNAV minima for flight planning at these locations, whether as a destination or alternate. For flight operations at these locations, when the WAAS avionics indicate that LNAV/VNAV or LPV service is available, then vertical guidance may be used to complete the approach using the displayed level of service. Should an outage occur during the procedure, reversion to LNAV minima may be required. As the WAAS coverage is expanded, the **W** will be removed.

RNAV minimums are dependent on navigation equipment capability, as stated in the applicable AFM, AFMS, or other FAA approved document. See AIM paragraph 5-4-5, AC 90-105 and AC 90-107 for detailed requirements for each line of minima.

**COLD TEMPERATURE ERROR TABLE**

**HEIGHT ABOVE AIRPORT IN FEET**

<table>
<thead>
<tr>
<th>REPORTED TEMP °C</th>
<th>200</th>
<th>300</th>
<th>400</th>
<th>500</th>
<th>600</th>
<th>700</th>
<th>800</th>
<th>900</th>
<th>1000</th>
<th>1500</th>
<th>2000</th>
<th>3000</th>
<th>4000</th>
<th>5000</th>
</tr>
</thead>
<tbody>
<tr>
<td>+10</td>
<td>10</td>
<td>10</td>
<td>10</td>
<td>10</td>
<td>20</td>
<td>20</td>
<td>20</td>
<td>20</td>
<td>20</td>
<td>30</td>
<td>40</td>
<td>60</td>
<td>80</td>
<td>90</td>
</tr>
<tr>
<td>0</td>
<td>20</td>
<td>20</td>
<td>30</td>
<td>30</td>
<td>40</td>
<td>40</td>
<td>50</td>
<td>50</td>
<td>60</td>
<td>90</td>
<td>120</td>
<td>170</td>
<td>230</td>
<td>280</td>
</tr>
<tr>
<td>-10</td>
<td>20</td>
<td>30</td>
<td>40</td>
<td>50</td>
<td>60</td>
<td>70</td>
<td>80</td>
<td>90</td>
<td>100</td>
<td>150</td>
<td>200</td>
<td>290</td>
<td>390</td>
<td>490</td>
</tr>
<tr>
<td>-20</td>
<td>30</td>
<td>50</td>
<td>60</td>
<td>70</td>
<td>90</td>
<td>100</td>
<td>120</td>
<td>130</td>
<td>140</td>
<td>210</td>
<td>280</td>
<td>420</td>
<td>570</td>
<td>710</td>
</tr>
<tr>
<td>-30</td>
<td>40</td>
<td>60</td>
<td>80</td>
<td>100</td>
<td>120</td>
<td>140</td>
<td>150</td>
<td>170</td>
<td>190</td>
<td>280</td>
<td>380</td>
<td>570</td>
<td>760</td>
<td>950</td>
</tr>
<tr>
<td>-40</td>
<td>50</td>
<td>80</td>
<td>100</td>
<td>120</td>
<td>150</td>
<td>170</td>
<td>190</td>
<td>220</td>
<td>240</td>
<td>360</td>
<td>480</td>
<td>720</td>
<td>970</td>
<td>1210</td>
</tr>
<tr>
<td>-50</td>
<td>60</td>
<td>90</td>
<td>120</td>
<td>150</td>
<td>180</td>
<td>210</td>
<td>240</td>
<td>270</td>
<td>300</td>
<td>450</td>
<td>590</td>
<td>890</td>
<td>1190</td>
<td>1500</td>
</tr>
</tbody>
</table>

**AIRCRAFT APPROACH CATEGORIES**

Aircraft approach category indicates a grouping of aircraft based on a speed of VREF, if specified, or if VREF not specified, 1.3 VSO at the maximum certificated landing weight. VREF, VSO, and the maximum certificated landing weight are those values as established for the aircraft by the certification authority of the country of registry. Helicopters are Category A aircraft. An aircraft shall fit in only one category. When necessary to operate the aircraft at an airspeed in excess of the maximum airspeed of its certified aircraft approach category, pilots should use the applicable higher category minima. For additional options and to ensure the aircraft remains within protected airspace, consult the AIM. See following category limits:

**MANEUVERING TABLE**

<table>
<thead>
<tr>
<th>Approach Category</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
<th>E</th>
</tr>
</thead>
<tbody>
<tr>
<td>Speed (Knots)</td>
<td>0-90</td>
<td>91-120</td>
<td>121-140</td>
<td>141-165</td>
<td>Abv 165</td>
</tr>
</tbody>
</table>
The circling MDA provides vertical obstacle clearance during a circle-to-land maneuver. The circling MDA protected area extends from the threshold of each runway authorized for landing following a circle-to-land maneuver for a distance as shown in the tables below. The resultant arcs are then connected tangentially to define the protected area.

### Standard Circling Approach Maneuvering Radius

Circling approach protected areas developed prior to late 2012 used the radius distances shown in the following table, expressed in nautical miles (NM), dependent on aircraft approach category. The approaches using standard circling approach areas can be identified by the absence of the symbol on the circling line of minima.

#### Circling MDA in feet MSL

<table>
<thead>
<tr>
<th>Approach Category and Circling Radius (NM)</th>
<th>CAT A</th>
<th>CAT B</th>
<th>CAT C</th>
<th>CAT D</th>
<th>CAT E</th>
</tr>
</thead>
<tbody>
<tr>
<td>All Altitudes</td>
<td>1.3</td>
<td>1.5</td>
<td>1.7</td>
<td>2.3</td>
<td>4.5</td>
</tr>
</tbody>
</table>

**C** Expanded Circling Approach Maneuvering Airspace

Circling approach protected areas developed after late 2012 use the radius distances shown in the following table, expressed in nautical miles (NM), dependent on aircraft approach category, and the altitude of the circling MDA, which accounts for true airspeed increase with altitude. The approaches using expanded circling approach areas can be identified by the presence of the symbol on the circling line of minima.

#### Circling MDA in feet MSL

<table>
<thead>
<tr>
<th>Approach Category and Circling Radius (NM)</th>
<th>CAT A</th>
<th>CAT B</th>
<th>CAT C</th>
<th>CAT D</th>
<th>CAT E</th>
</tr>
</thead>
<tbody>
<tr>
<td>1000 or less</td>
<td>1.3</td>
<td>1.7</td>
<td>2.7</td>
<td>3.6</td>
<td>4.5</td>
</tr>
<tr>
<td>1001-3000</td>
<td>1.3</td>
<td>1.8</td>
<td>2.8</td>
<td>3.7</td>
<td>4.6</td>
</tr>
<tr>
<td>3001-5000</td>
<td>1.3</td>
<td>1.8</td>
<td>2.9</td>
<td>3.8</td>
<td>4.8</td>
</tr>
<tr>
<td>5001-7000</td>
<td>1.3</td>
<td>1.9</td>
<td>3.0</td>
<td>4.0</td>
<td>5.0</td>
</tr>
<tr>
<td>7001-9000</td>
<td>1.4</td>
<td>2.0</td>
<td>3.2</td>
<td>4.2</td>
<td>5.3</td>
</tr>
<tr>
<td>9001 and above</td>
<td>1.4</td>
<td>2.1</td>
<td>3.3</td>
<td>4.4</td>
<td>5.5</td>
</tr>
</tbody>
</table>

### Comparable Values of RVR and Visibility

The following table shall be used for converting RVR to ground or flight visibility. For converting RVR values that fall between listed values, use the next higher RVR value; do not interpolate. For example, when converting 4800 RVR, use 5000 RVR with the resultant visibility of 1 mile.

#### RVR (feet) Visibility (SM)

<table>
<thead>
<tr>
<th>RVR (feet)</th>
<th>Visibility (SM)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1600 1/4</td>
<td>2400 1/2</td>
</tr>
<tr>
<td>1600 1/2</td>
<td>4000 1/2</td>
</tr>
<tr>
<td>2000 1/2</td>
<td>3000 1/2</td>
</tr>
<tr>
<td>2000 1/4</td>
<td>4500 1/2</td>
</tr>
<tr>
<td>2200 1/2</td>
<td>3200 1/2</td>
</tr>
</tbody>
</table>

### Radar Minima

<table>
<thead>
<tr>
<th>RWY GP/TCH/RPI</th>
<th>PAR</th>
<th>ASR</th>
<th>CIR</th>
<th>DA/MDA-VIS</th>
<th>HAA</th>
<th>CEIL-VIS</th>
<th>CAT</th>
<th>DA/MDA-VIS</th>
<th>HAA</th>
<th>CEIL-VIS</th>
</tr>
</thead>
<tbody>
<tr>
<td>10</td>
<td>10</td>
<td>10</td>
<td>10</td>
<td>10</td>
<td>10</td>
<td>10</td>
<td>10</td>
<td>10</td>
<td>10</td>
<td>10</td>
</tr>
<tr>
<td>28</td>
<td>28</td>
<td>28</td>
<td>28</td>
<td>28</td>
<td>28</td>
<td>28</td>
<td>28</td>
<td>28</td>
<td>28</td>
<td>28</td>
</tr>
</tbody>
</table>

**Radar Minima:**

1. Minima shown are the lowest permitted by established criteria. Pilots should consult applicable directives for their category of aircraft.

2. The circling MDA and weather minima to be used are those for the runway to which the final approach is flown; not the landing runway. In the above RADAR MINIMA example, a category C aircraft flying a radar approach to runway 10, circling to land on runway 28, must use an MDA of 560 feet with weather minima of 500-1/4.

**NOTE:** Military RADAR MINIMA may be shown with communications symbology that indicates emergency frequency monitoring capability by the radar facility as follows:

- (E) VHF and UHF emergency frequencies monitored
- (U) UHF emergency frequency (243.0) monitored
- (V) VHF emergency frequency (121.5) monitored

Additionally, unmanned frequencies which are available on request from the controlling agency may be annotated with an "x".

- **A** Alternate Minimums not standard. Civil users refer to tabulation. USA/USN/USAF pilots refer to appropriate regulations.
- **A** Alternate minimums are Not Authorized due to unmonitored facility or absence of weather reporting service.
- **V** Airport is published in the Takeoff Minimums, (Obstacle) Departure Procedures, and Diverse Vector Area (Radar Vectors) tabulation.
GENERAL INFORMATION

This publication is issued every 56 days and includes Standard Instrument Approach Procedures (SIAPS), Standard Instrument Departures (SIDs), Standard Terminal Arrivals (STARs), IFR Takeoff Minimums and (Obstacle) Departure Procedures (ODPs), IFR Alternate Minimums, and Radar Instrument Approach Minimums for use by civil and military aviation. The organization responsible for SIAPS, Radar Minimums, SIDs, STARs and graphic ODPs is identified in parentheses in the top margin of the procedure; e.g., (FAA), (FAA-O), (USA), (USAF), (USN). SIAPS with the (FAA) and (FAA-O) designation are regulated under 14 CFR, Part 91. SIAPs with the (FAA-O) designation have been developed under Other Transaction Agreement (OTA) by private providers and have been certified by the FAA. See 14 CFR, Part 91.175 (a) and the AIM for further details. 14 CFR, Part 91.175 (g) and the Special Notices section of the Chart Supplement contain information on civil operations at military airports.

The FAA uses an internal numbering system on all charts in the TPP. This Approach and Landing (AL) number is located on the top center margin of the chart followed by the organization responsible for the procedure in parentheses, e.g., AL-18 (FAA), AL-227 (USAF).

CHART CURRENCY INFORMATION

Date of Latest Revision 09365

The Date of Latest Revision identifies the Julian date the chart was added or last revised for any reason. The first two digits indicate the year, the last three digits indicate the day of the year (001 to 365/6) in which the latest revision of any kind has been made to the chart.

FAA Procedure Amendment Number

Orig 31DEC09

Amdt 2B 12MAR09

Procedure Amendment Effective Date

The FAA Procedure Amendment Number represents the most current amendment of a given procedure. The Procedure Amendment Effective Date represents the AIRAC cycle date on which the procedure amendment was incorporated into the chart. Updates to the amendment number & effective date represent procedural/criteria revisions to the charted procedure, e.g., course, fix, altitude, minima, etc. On Departure Procedures and Standard Terminal Arrivals, procedural revisions to the current chart are indicated by an upnumber to the procedure title with the procedure amendment effective date following. On Radar Minima, Takeoff Minimums and (Obstacle) Departure Procedures and Diverse Vector Areas, the FAA Procedure Amendment Number, Procedure Effective Date, and the Julian Date of Last Revision will be shown on the same line, e.g., AMDT 2 10DEC15 (15344).

MISCELLANEOUS

* Indicates a non-continuously operating facility, see Chart Supplement.

For Civil (FAA) instrument procedures, "RADAR REQUIRED" in the planview of the chart indicates that ATC radar must be available to assist the pilot when transitioning from the en route environment. "Radar required" in the pilot briefing portion of the chart indicates that ATC radar is required on portions of the procedure outside the final approach segment, including the missed approach. Some military procedures also have equipment requirements such as "Radar Required", but do not conform to the same charting application standards used by the FAA.

Distances are in nautical miles (except visibility in statute miles and Runway Visual Range in hundreds of feet). Runway dimensions are in feet. Elevations are in feet, Mean Sea Level (MSL). Ceilings are in feet above airport elevation. Radials/bearings/headings/courses are magnetic. Horizontal Datum: Unless otherwise noted on the chart, all coordinates are referenced to North American Datum 1983 (NAD 83), which for charting purposes is considered equivalent to World Geodetic System 1984 (WGS 84).

Terrain is scaled within the neat lines (planview boundaries) and does not accurately underlie not-to-scale distance depictions or symbols.
STANDARD TERMINAL ARRIVALS AND DEPARTURE PROCEDURES

The use of the associated codified STAR/DP and transition identifiers are requested of users when filing flight plans via teletype and are required for users filing flight plans via computer interface. It must be noted that when filing a STAR/DP with a transition, the first three coded characters of the STAR and the last three coded characters of the DP are replaced by the transition code. Examples: ACTON SIX ARRIVAL, file (AQN.AQN6); ACTON SIX ARRIVAL, EDNAS TRANSITION, file (EDNAS.AQN6); FREEHOLD THREE DEPARTURE, file (FREH3.RBV), FREEHOLD THREE DEPARTURE, ELWOOD CITY TRANSITION, file (FREH3.EWC).

PROCEDURE PBN/EQUIPMENT REQUIREMENTS

Users will begin to see Performance-Based Navigation (PBN) Requirements and Equipment Requirements on Instrument Approach Procedures (IAPs), RNAV STARS and RNAV DPs prominently displayed in separate, standardized notes boxes. For procedures with PBN elements, the PBN box will contain the procedure’s navigation specification(s); and, if required: specific sensors or infrastructure needed for the navigation solution; any additional or advanced functional requirements; the minimum Required Navigation Performance (RNP) value and any amplifying remarks. Items listed in this PBN box are REQUIRED for the procedure’s PBN elements. The Equipment Requirements Box will list non-PBN requirements. On charts with both PBN elements and equipment requirements, the PBN requirements box will be listed first. The publication of these notes will continue incrementally until all charts have been amended to comply with the new standard.

IAP PBN/Equipment Requirements Notes Box

PBN Requirements Box

From WINRZ, LIBGE: RNAV-1 GPS, RNAV-1GFS from MAP to YARKU.

Equipment Requirements Box

DME required for LOC only.

Standard Procedure Notes Box

Circling to Rwy 25 NA at night.

#For inop MALSR increase S-ILS 16R all cats visibility to 2½ SM.

RNAV STAR and DP PBN/Equipment Requirements Notes Box

PBN Requirements Box

RNAV 1 - DME/DME/IRU or GPS

Equipment Requirements Box

RADAR required

PILOT CONTROLLED AIRPORT LIGHTING SYSTEMS

Available pilot controlled lighting (PCL) systems are indicated as follows:
1. Approach lighting systems that bear a system identification are symbolized using negative symbology, e.g., ⬤, ⬤, ⬤.
2. Approach lighting systems that do not bear a system identification are indicated with a negative "์" beside the name. A star (★) indicates non-standard PCL, consult Chart Supplement, e.g., ★

To activate lights, use frequency indicated in the communication section of the chart with a ⬤ or the appropriate lighting system identification e.g., UNICOM 122.8 ⬤, ⬤, ⬤.

FUNCTION

7 times within 5 seconds: Highest intensity available
5 times within 5 seconds: Medium or lower intensity (Lower REIL or REIL-off)
3 times within 5 seconds: Lowest intensity available (Lower REIL or REIL-off)
<table>
<thead>
<tr>
<th>Abbreviation</th>
<th>Full Form</th>
</tr>
</thead>
<tbody>
<tr>
<td>AAUP</td>
<td>Attention All Users Page</td>
</tr>
<tr>
<td>ADF</td>
<td>Automatic Direction Finder</td>
</tr>
<tr>
<td>ADIZ</td>
<td>Air Defense Identification Zone</td>
</tr>
<tr>
<td>AFIS</td>
<td>Automatic Flight Information Service</td>
</tr>
<tr>
<td>ALS</td>
<td>Approach Light System</td>
</tr>
<tr>
<td>ALSF</td>
<td>Approach Light System with Sequenced Flashing Lights</td>
</tr>
<tr>
<td>AOB</td>
<td>At or Below</td>
</tr>
<tr>
<td>AP</td>
<td>Autopilot System</td>
</tr>
<tr>
<td>APP CON</td>
<td>Authorization Required</td>
</tr>
<tr>
<td>AR</td>
<td>Arrival</td>
</tr>
<tr>
<td>ASOS</td>
<td>Automated Surface Observing System</td>
</tr>
<tr>
<td>ASR/PAR</td>
<td>Published Radar Minimums at this Airport</td>
</tr>
<tr>
<td>ASSC</td>
<td>Airport Surface Surveillance Systems</td>
</tr>
<tr>
<td>ATIS</td>
<td>Automated Terminal Information Service</td>
</tr>
<tr>
<td>AUNICOM</td>
<td>Automated UNICOM</td>
</tr>
<tr>
<td>AWOS</td>
<td>Automated Weather Observing System</td>
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<tr>
<td>AZ</td>
<td>Azimuth</td>
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<td>BC</td>
<td>Back Course</td>
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<td>BND</td>
<td>Bound</td>
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<tr>
<td>CDI</td>
<td>Counter Clockwise</td>
</tr>
<tr>
<td>CAT</td>
<td>Category</td>
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<tr>
<td>CCW</td>
<td>Counter Clockwise</td>
</tr>
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<td>Chan</td>
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<tr>
<td>CIFS</td>
<td>Coded Instrument Flight Procedures</td>
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<tr>
<td>CIR</td>
<td>Circling</td>
</tr>
<tr>
<td>CLNC DEL</td>
<td>Computer Navigation Fix</td>
</tr>
<tr>
<td>CNF</td>
<td>Controller Pilot Data Link</td>
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<tr>
<td>CPDLC</td>
<td>Communication</td>
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<td>CTAF</td>
<td>Common Traffic Advisory Frequency</td>
</tr>
<tr>
<td>CW</td>
<td>Clockwise</td>
</tr>
<tr>
<td>D-ATIS</td>
<td>Digital-Automated Terminal Information Service</td>
</tr>
<tr>
<td>DA</td>
<td>Decision Altitude</td>
</tr>
<tr>
<td>DER</td>
<td>Departure End of Runway</td>
</tr>
<tr>
<td>DH</td>
<td>Decision Height</td>
</tr>
<tr>
<td>DME</td>
<td>Distance Measuring Equipment</td>
</tr>
<tr>
<td>DTHR</td>
<td>Displaced Threshold</td>
</tr>
<tr>
<td>DVA</td>
<td>Diverse Vector Area</td>
</tr>
<tr>
<td>ELEV</td>
<td>Elevation</td>
</tr>
<tr>
<td>EMAS</td>
<td>Engineered Material Arresting System</td>
</tr>
<tr>
<td>FAF</td>
<td>Final Approach Fix</td>
</tr>
<tr>
<td>FD</td>
<td>Flight Director System</td>
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<td>FM</td>
<td>Fan Marker</td>
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<td>FMS</td>
<td>Flight Management System</td>
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<tr>
<td>GBAS</td>
<td>Ground Based Augmentation System</td>
</tr>
<tr>
<td>GCO</td>
<td>Ground Communications Outlet</td>
</tr>
<tr>
<td>GLS</td>
<td>Ground Based Augmentation System Landing System</td>
</tr>
<tr>
<td>GP</td>
<td>Glidepath</td>
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<td>GPI</td>
<td>Ground Point of Interception</td>
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<td>GPS</td>
<td>Global Positioning System</td>
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<td>GS</td>
<td>Glide Slope</td>
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<td>HAA</td>
<td>Height above Airport</td>
</tr>
<tr>
<td>HAL</td>
<td>Height above Landing</td>
</tr>
<tr>
<td>HAT</td>
<td>Height above Touchdown</td>
</tr>
<tr>
<td>HATh</td>
<td>Height above Threshold</td>
</tr>
<tr>
<td>HCH</td>
<td>Heliport Crossing Height</td>
</tr>
<tr>
<td>HGS</td>
<td>Heads-up Guidance System Lights</td>
</tr>
<tr>
<td>HIRL</td>
<td>High Intensity Runway Lights</td>
</tr>
<tr>
<td>HUD</td>
<td>Head-up Display</td>
</tr>
<tr>
<td>IAF</td>
<td>Initial Approach Fix</td>
</tr>
<tr>
<td>ICAO</td>
<td>International Civil Aviation Organization</td>
</tr>
<tr>
<td>IF</td>
<td>Intermediate Fix</td>
</tr>
<tr>
<td>IM</td>
<td>Inner Marker</td>
</tr>
<tr>
<td>INOP</td>
<td>Inoperative</td>
</tr>
<tr>
<td>INT</td>
<td>Intersection</td>
</tr>
<tr>
<td>K</td>
<td>Knots</td>
</tr>
<tr>
<td>KIANS</td>
<td>Knots Indicated Airspeed</td>
</tr>
<tr>
<td>LAAS</td>
<td>Local Area Augmentation System</td>
</tr>
<tr>
<td>LDA</td>
<td>Localizer Type Directional Aid</td>
</tr>
<tr>
<td>LDL</td>
<td>Landing</td>
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<tr>
<td>LIRL</td>
<td>Low Intensity Runway Lights</td>
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<tr>
<td>LNAV</td>
<td>Lateral Navigation</td>
</tr>
<tr>
<td>LOC</td>
<td>Localizer</td>
</tr>
<tr>
<td>LP</td>
<td>Localizer Performance</td>
</tr>
<tr>
<td>LPV</td>
<td>Localizer Performance with Vertical Guidance</td>
</tr>
<tr>
<td>LR</td>
<td>Lead Radial. Provides at least 2 NM (Copter 1 NM) of lead to assist in turning onto the intermediate/final course.</td>
</tr>
<tr>
<td>MAA</td>
<td>Maximum Authorized Altitude</td>
</tr>
<tr>
<td>MALS</td>
<td>Medium Intensity Approach Light System</td>
</tr>
<tr>
<td>MALSF</td>
<td>Medium Intensity Approach Lighting System with Sequenced Flashers</td>
</tr>
<tr>
<td>MALSR</td>
<td>Medium Intensity Approach Light System with RAIL</td>
</tr>
<tr>
<td>MM</td>
<td>Minimum Decent Altitude</td>
</tr>
<tr>
<td>MRA</td>
<td>Minimum Reception Altitude</td>
</tr>
<tr>
<td>N/A</td>
<td>Not Applicable</td>
</tr>
<tr>
<td>NA</td>
<td>Not Authorized</td>
</tr>
<tr>
<td>NDB</td>
<td>Non-directional Radio Beacon</td>
</tr>
<tr>
<td>NM</td>
<td>Nautical Mile</td>
</tr>
<tr>
<td>NoPT</td>
<td>No Procedure Turn Required (Procedure Turn shall not be executed without ATC clearance)</td>
</tr>
<tr>
<td>Abbreviation</td>
<td>Description</td>
</tr>
<tr>
<td>--------------</td>
<td>-------------</td>
</tr>
<tr>
<td>ODALS</td>
<td>Omnidirectional Approach Light System</td>
</tr>
<tr>
<td>ODP</td>
<td>Obstacle Departure Procedure</td>
</tr>
<tr>
<td>OM</td>
<td>Outer Marker</td>
</tr>
<tr>
<td>PAR</td>
<td>Precision Approach Radar</td>
</tr>
<tr>
<td>PDC</td>
<td>Pre-Departure Clearance</td>
</tr>
<tr>
<td>PRM</td>
<td>Precision Runway Monitor</td>
</tr>
<tr>
<td>R</td>
<td>Radial</td>
</tr>
<tr>
<td>RA</td>
<td>Radio Altimeter setting height</td>
</tr>
<tr>
<td>RAIL</td>
<td>Runway Alignment Indicator Lights</td>
</tr>
<tr>
<td>RCLS</td>
<td>Runway Centerline Light System</td>
</tr>
<tr>
<td>REIL</td>
<td>Runway End Identifier Lights</td>
</tr>
<tr>
<td>RF</td>
<td>Radius-to-Fix</td>
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<tr>
<td>RLLS</td>
<td>Runway Lead-in Light System</td>
</tr>
<tr>
<td>RNAV</td>
<td>Area Navigation</td>
</tr>
<tr>
<td>RNP</td>
<td>Required Performance Navigation</td>
</tr>
<tr>
<td>RPI</td>
<td>Runway Point of Intercept(ion)</td>
</tr>
<tr>
<td>RRL</td>
<td>Runway Remaining Lights</td>
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<td>Rwy</td>
<td>Runway</td>
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<tr>
<td>RVR</td>
<td>Runway Visual Range</td>
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<tr>
<td>S</td>
<td>Straight-in</td>
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<tr>
<td>SALS</td>
<td>Short Approach Light System</td>
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<tr>
<td>SALSF</td>
<td>Short Approach Lighting System with Sequenced Flashers</td>
</tr>
<tr>
<td>SSALF</td>
<td>Simplified Short Approach Lighting System with Sequenced Flashers</td>
</tr>
<tr>
<td>SSALR</td>
<td>Simplified Short Approach Light System with RAIL</td>
</tr>
<tr>
<td>SSALS</td>
<td>Simplified Short Approach Lighting System</td>
</tr>
<tr>
<td>SDF</td>
<td>Simplified Directional Facility</td>
</tr>
<tr>
<td>SM</td>
<td>Statute Mile</td>
</tr>
<tr>
<td>SOIA</td>
<td>Simultaneous Offset Instrument Approach</td>
</tr>
<tr>
<td>SR-SS</td>
<td>Sunrise-Sunset</td>
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<tr>
<td>TAA</td>
<td>Terminal Arrival Area</td>
</tr>
<tr>
<td>TAC</td>
<td>TACAN</td>
</tr>
<tr>
<td>TCH</td>
<td>Threshold Crossing Height (height in feet above ground level)</td>
</tr>
<tr>
<td>TDZ</td>
<td>Touchdown Zone</td>
</tr>
<tr>
<td>TDZE</td>
<td>Touchdown Zone Elevation</td>
</tr>
<tr>
<td>TDZ/CL</td>
<td>Touchdown Zone and Runway Centerline Lighting</td>
</tr>
<tr>
<td>TDZL</td>
<td>Touchdown Zone Lights</td>
</tr>
<tr>
<td>THR</td>
<td>Threshold</td>
</tr>
<tr>
<td>TDOA</td>
<td>Takeoff Distance Available</td>
</tr>
<tr>
<td>TORA</td>
<td>Takeoff Run Available</td>
</tr>
<tr>
<td>TR</td>
<td>Track</td>
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<tr>
<td>VASI</td>
<td>Visual Approach Slope Indicator</td>
</tr>
<tr>
<td>VCOA</td>
<td>Visual Climb over Airport</td>
</tr>
<tr>
<td>VDP</td>
<td>Visual Descent Point</td>
</tr>
<tr>
<td>VGS</td>
<td>Visual Glide Slope Indicator</td>
</tr>
<tr>
<td>VNAV</td>
<td>Vertical Navigation</td>
</tr>
<tr>
<td>WAAS</td>
<td>Wide Area Augmentation System</td>
</tr>
<tr>
<td>WP/WPT</td>
<td>Waypoint (RNAV)</td>
</tr>
</tbody>
</table>
LEGEND 20086

INSTRUMENT APPROACH PROCEDURES (CHARTS)

PLANVIEW SYMBOLS

TERMINAL ROUTES

Procedure Track

Missed Approach

Visual Flight Path

Procedure Turn

(Type degree and point of turn optional)

3100 NoPT 5.6 NM to GS Intcpt

Minimum Route Altitude

(14.2 to LOM)

Feeder Route Mileage

(15.1)

Procedure Track

165°

345°

INDICATED AIRSPEED

175K

120K

250K

180K

Mandatory Airspeed

Minimum Airspeed

Recommended Airspeed

Maximum Airspeed

RADIO AIDS TO NAVIGATION

110.1 Underline indicates No Voice transmitted on this frequency

Compulsory:

VOR

VORTAC

DME

NDB

Non-Compulsory:

VOR/DME

TACAN

NDB/DME

HOLDING PATTERNS

Missed Approach

Hold-in-lieu of Procedure Turn

090°

270°

1 min

090°

270°

4 NM

HOLD 8000

Arrival

090°

270°

4300

2500

5500

5000

3000

5.6 NM

3100

2000

155°

110°

(Compass locator at Outer Marker/Middle Marker)

Marker Beacon

Marker beacons that are not specifically part of the procedure.

LOC/DME

LOC/LDA/SDF Transmitter (shown when installation is offset from its normal position off the end of the runway.)

Primary Navaid with Coordinate Values

Secondary Navaid

LIMA

114.5

LIM

Chan 92

512° 00.80'

W77° 07'.00'

LMM

248 NT

COMPSCET

59

 Chan 59

SKE

VHF

Paired Frequency

Computer Navigation Fix (CNF) - No ATC Function

"x" omitted when it conflicts with runway pattern

WAYPOINT (Compulsory)

WAYPOINT (Non-Compulsory)

FLYOVER POINT (Flyover)

MAP WP

DME Distance From Facility

ARC/DME/RNAV Fix

R-198

Radial line and value

LR-198

Lead Radial

LB-198

Lead Bearing

ALTITUDES

Mandatory Altitude

Recommended Altitude

Minimum Altitude

Mandatory Block

3600

5500

2000

5000

3000

2500

3500

4300

5000

3000

175K

250K

180K

210K

175K

120K

250K

180K

SCOTT

Chan 59

SKE

(112.2)
PLANE VIEW SYMBOLS

MINIMUM SAFE ALTITUDE (MSA)

Facility Identifier

Airport Identifier

(arrows on distance circle identify sectors)

TERMINAL ARRIVAL AREA (TAA)

SPECIAL USE AIRSPACE

VOR Changeover Point

RWY 15 S12° 00.52' W77° 06.91'

End of Rwy Coordinates (DoD only)

Distance not to scale

International Boundary

Air Defense Identification Zone

AIRPORTS

Primary and Secondary (named in planview)

Civil

Heliport

Seaplane Base

Joint (Civil-Military)

OBSTACLES

Spot Elevation

Obstacle

Highest Obstacle

Highest Spot Elevation

Group of Obstacles

Doubtful accuracy
Three different methods are used to depict either electronic or vertical guidance: "GS", "GP", or "VDA".

1. "GS" indicates that an Instrument Landing System (ILS) electronic glide slope (a ground antenna) provides vertical guidance. The profile section of ILS procedures depict a GS angle and TCH in the following format: GS 3.00° TCH 55.

2. "GP" on GLS and RNAV procedures indicates that either electronic vertical guidance (via Wide Area Augmentation System - WAAS or Ground Based Augmentation System - GBAS) or barometric vertical guidance is provided. GLS and RNAV procedures with a published decision altitude (DA/H) depict a GP angle and TCH in the following format: GP 3.00° TCH 55.

3. An advisory vertical descent angle (VDA) is provided on non-vertically guided conventional procedures and RNAV procedures with only a minimum descent altitude (MDA) to assist in preventing controlled flight into terrain. On Civil (FAA) procedures, this information is placed above or below the procedure track following the fix it is based on. Absence of a VDA or a note that the VDA is not authorized indicates that the prescribed obstacle clearance surface is not clear and the VDA must not be used below MDA. VDA is depicted in the following format: VDA 3.00° TCH 55.

On Copter procedures this is depicted in the following format:

**RNAV and GLS PROCEDURES WITH VERTICAL GUIDANCE**

1. "GS" indicates that an Instrument Landing System (ILS) electronic glide slope (a ground antenna) provides vertical guidance. The profile section of ILS procedures depict a GS angle and TCH in the following format: GS 3.00° TCH 55.

2. "GP" on GLS and RNAV procedures indicates that either electronic vertical guidance (via Wide Area Augmentation System - WAAS or Ground Based Augmentation System - GBAS) or barometric vertical guidance is provided. GLS and RNAV procedures with a published decision altitude (DA/H) depict a GP angle and TCH in the following format: GP 3.00° TCH 55.

3. An advisory vertical descent angle (VDA) is provided on non-vertically guided conventional procedures and RNAV procedures with only a minimum descent altitude (MDA) to assist in preventing controlled flight into terrain. On Civil (FAA) procedures, this information is placed above or below the procedure track following the fix it is based on. Absence of a VDA or a note that the VDA is not authorized indicates that the prescribed obstacle clearance surface is not clear and the VDA must not be used below MDA. VDA is depicted in the following format: VDA 3.00° TCH 55.

**NON-VERTICALLY GUIDED CONVENTIONAL PROCEDURES AND RNAV PROCEDURES WITH MDA ONLY**

1. "GS" indicates that an Instrument Landing System (ILS) electronic glide slope (a ground antenna) provides vertical guidance. The profile section of ILS procedures depict a GS angle and TCH in the following format: GS 3.00° TCH 55.

2. "GP" on GLS and RNAV procedures indicates that either electronic vertical guidance (via Wide Area Augmentation System - WAAS or Ground Based Augmentation System - GBAS) or barometric vertical guidance is provided. GLS and RNAV procedures with a published decision altitude (DA/H) depict a GP angle and TCH in the following format: GP 3.00° TCH 55.

3. An advisory vertical descent angle (VDA) is provided on non-vertically guided conventional procedures and RNAV procedures with only a minimum descent altitude (MDA) to assist in preventing controlled flight into terrain. On Civil (FAA) procedures, this information is placed above or below the procedure track following the fix it is based on. Absence of a VDA or a note that the VDA is not authorized indicates that the prescribed obstacle clearance surface is not clear and the VDA must not be used below MDA. VDA is depicted in the following format: VDA 3.00° TCH 55.

**DESCENT FROM HOLDING PATTERN**

1. "GS" indicates that an Instrument Landing System (ILS) electronic glide slope (a ground antenna) provides vertical guidance. The profile section of ILS procedures depict a GS angle and TCH in the following format: GS 3.00° TCH 55.

2. "GP" on GLS and RNAV procedures indicates that either electronic vertical guidance (via Wide Area Augmentation System - WAAS or Ground Based Augmentation System - GBAS) or barometric vertical guidance is provided. GLS and RNAV procedures with a published decision altitude (DA/H) depict a GP angle and TCH in the following format: GP 3.00° TCH 55.

3. An advisory vertical descent angle (VDA) is provided on non-vertically guided conventional procedures and RNAV procedures with only a minimum descent altitude (MDA) to assist in preventing controlled flight into terrain. On Civil (FAA) procedures, this information is placed above or below the procedure track following the fix it is based on. Absence of a VDA or a note that the VDA is not authorized indicates that the prescribed obstacle clearance surface is not clear and the VDA must not be used below MDA. VDA is depicted in the following format: VDA 3.00° TCH 55.

**ALTIMETRY**

- **Mandatory Altitude**
- **Recommended Altitude**
- **Block Altitude**
- **Maximum Altitude**

**PROFILE SYMBOLS**

- Glide Slope/Glidepath Intercept
- Visual Flight Path
- Visual Descent Point (VDP)

**LEGEND**
STANDARD TERMINAL ARRIVAL (STAR) CHARTS

LEGEND

RADIO AIDS TO NAVIGATION

Compulsory:
- VOR
- VORTAC
- DME
- NDB
- VOR/DME
- TACAN
- NDB/DME

Non-Compulsory:
- VOR
- VORTAC
- DME
- NDB
- VOR/DME
- TACAN
- NDB/DME

Localizer Front Course
- SDF Course

(T) indicates frequency protection range
(Y) TACAN must be placed in "Y" mode to receive distance information
Underline indicates no voice transmitted on this frequency

FIXES/ATC REPORTING REQUIREMENTS

Reporting Points
- N00°00.00' W00°00.00'
- N28°32.56' W81°20.10'
- ORL 112.25 (T) ORL
- Chan 59 (Y)
- L-19, H-5
- DME or TACAN Reference
- Geographic Position

(Y) indicates standard terminal arrival (STAR) chart

ORLANDO

Airports
- Civil
- Military
- Joint

AIRPORTS

Non-Compulsory Position Report
- Obvious DME
- DME Mileage

WAYPOINT
- WAYPOINT
- FLYOVER POINT

X Computer Navigation Fix (CNF) - No ATC Function

(JEHHN)
- N00°00.00' W00°00.00'

INDICATED AIRSPEED

Mandatory Airspeed
- 175K
- 120K
- 250K

Minimum Airspeed
- 120K
- 120K
- 15000

Maximum Airspeed
- 4800
- 12000
- 12000

ALTIMETERS

Indicates True North is not aligned to the top of the page

SC-3, 07 OCT 2021 to 02 DEC 2021
LEGEND 21168  DEPARTURE PROCEDURE (DP) CHARTS

RADIO AIDS TO NAVIGATION

Compulsory:
- VOR
- VORTAC
- DME
- NDB
- LOC
- LOC/DME

Non-Compulsory:
- VOR
- VORTAC
- DME
- NDB
- LOC
- LOC/DME

Localizer Front Course
SDF Course

Frequency
Identifier
Geographic Position

Underline indicates no voice transmitted on this frequency

FIXES/ATC REPORTING REQUIREMENTS

Reporting Point N00°00.00' W00°00.00'

▲ Fix-Compulsory and DME fix

△ Non-Compulsory Position Report

Obvious DME (DME mileage matches route mileage)

WAYPOINT (Compulsory)

WAYPOINT (Non-Compulsory)

X Computer Navigation Fix (CNF) - No ATC Function (JEHNN)
N00°00.00' W00°00.00'

MISCELLANEOUS

Changeover Point
Distance not to scale
International Boundary
Sector Boundary
Air Defense Identification Zone
Takeoff Minimums and (Obstacle) Departure Procedures entry published.

LEGEND 21168

SC-3, 07 OCT 2021 to 02 DEC 2021
LEGEND

AIRPORT DIAGRAM/AIRPORT SKETCH

Runways
- Hard Surface
- Other Than Hard Surface
- Stopways, Taxiways, Parking Areas
- Metal Surface
- Under Construction

ARRESTING SYSTEM (EMAS)

REFERENCE FEATURES
- Displaced Threshold
- Hot Spot
- Runway Holding Position Markings
- Buildings
- 24-Hour Self-Serve Fuel
- Tanks
- Obstructions
- Airport Beacon
- Runway
- Radar Reflectors
- Control Tower

# When Control Tower and Rotating Beacon are co-located, Beacon symbol will be used and further identified as TWR.

## A fuel symbol is shown to indicate 24-hour self-serve fuel available, see appropriate Chart Supplement for information.

NOTE:
- All new and revised airport diagrams are shown referenced to the World Geodetic System (WGS) (noted on appropriate diagram), and may not be compatible with local coordinates published in FLIP. (Foreign Only)
- Runway Weight Bearing Capacity/or PCN Pavement Classification Number is shown as a codified expression. Refer to the appropriate Supplement/Directory for applicable codes e.g., RWY 14-32 PCN B0 F/D/X/U S-75, D-185, 2S-175, 2D-325

Helicopter Alighting Areas

Negative Symbols used to identify Copter Procedures

NOTE:
- Landmark features depicted on Copter Approach insets and sketches are provided for visual reference only.

- U.S. Navy Optical Landing System (OLS) "OLS" location is shown because of its height of approximately 7 feet and proximity to edge of runway may create an obstruction for some types of aircraft.

Approach light symbols are shown in the Flight Information Handbook.

Airport diagram scales are variable.

True/magnetic North orientation may vary from diagram to diagram.

Coordinate values are shown in 1 or ½ minute increments. They are further broken down into 6 second ticks, within each 1 minute increments.

Positional accuracy within ±600 feet unless otherwise noted on the chart.

Runway length depicted is the physical length of the runway (end-to-end, including displaced thresholds if any) but excluding areas designated as stopways.

A symbol is shown to indicate runway declared distance information available, see appropriate Chart Supplement for distance information.

SCOPE

Airport diagrams are specifically designed to assist in the movement of ground traffic at locations with complex runway/taxiway configurations. Airport diagrams are not intended to be used for approach and landing or departure operations. For revisions to Airport Diagrams: Consult FAA Order 7910.4.
Approach lighting and visual glide slope systems are indicated on the airport sketch by an identifier, e.g., , , etc.

A dot * portray with approach lighting letter identifier indicates sequenced flashing lights (F) installed with the approach lighting system e.g., . Negative symbology, e.g., , indicates Pilot Controlled Lighting (PCL).

**PLEASE NOTE: CIVIL ALSF-2 MAY BE OPERATED AS SSALR DURING FAVORABLE WEATHER CONDITIONS.**

**LEGEND 15344**

**INSTRUMENT APPROACH PROCEDURES (CHARTS)**

**APPROACH LIGHTING SYSTEM - UNITED STATES**

**RUNWAY TOUCHDOWN ZONE AND CENTERLINE LIGHTING SYSTEMS**

- **TDZ/CL**
  - **CL**
  - **TDZL**

**TDZL**

**TDZL**

**TDZ/CL**

**AVAILABILITY of TDZ/CL will be shown by NOTE in SKETCH e.g. **TDZ/CL Rwy 15**

**APPROACH LIGHTING SYSTEM**

**ALSF-2**

- **2400'/3000'**
- **GREEN**
- **WHITE**
- **RED**

**SEQUENCED FLASHING LIGHTS**

**NOTE: CIVIL ALSF-2 MAY BE OPERATED AS SSALR DURING FAVORABLE WEATHER CONDITIONS.**

**LENGTH 2400/3000 FEET**

**ALSF-1**

- **2400'/3000'**
- **RED**
- **WHITE**
- **GREEN**

**SEQUENCED FLASHING LIGHTS**

**LENGTH 2400/3000 FEET**

**SHORT APPROACH LIGHTING SYSTEM**

- **SALS/SALSF**
  - **(High Intensity)**

  **SAME AS INNER 1500' OF ALSF-1**

**SIMPLIFIED SHORT APPROACH LIGHTING SYSTEM**

- **SSALR**
  - **(High Intensity)**
  - **LENGTH 2400/3000 FEET**

**MEDIUM INTENSITY (MALS and MALSF) OR SIMPLIFIED SHORT (SSALS and SSALF) APPROACH LIGHTING SYSTEMS**

**SSALF**

**MALS**

**MALSF**

**LENGTH 1400 FEET**

**OMNIDIRECTIONAL APPROACH LIGHTING SYSTEM**

- **ODALS**
  - **THRESHOLD**
  - **SEQUENCED FLASHING LIGHTS**

**LENGTH 1500 FEET**

**VISUAL APPROACH SLOPE INDICATOR**

- **VASI**
  - **VISUAL APPROACH SLOPE INDICATOR WITH STANDARD THRESHOLD CLEARANCE PROVIDED.**
  - **ALL LIGHTS WHITE — TOO HIGH**
  - **FAR LIGHTS RED NEAR LIGHTS WHITE — ON GLIDE SLOPE**
  - **ALL LIGHTS RED — TOO LOW**

**NOTE: CIVIL ALSF-2 WITH Runway Alignment Indicator Lights**

**SAME LIGHT CONFIGURATION AS SSALR.**

**VISUAL APPROACH SLOPE INDICATOR**

- **VASI 2**
  - **VASI 4**
  - **VASI 12**
  - **VASI 16**

**3-BAR, 6 OR 16 BOX, VISUAL APPROACH SLOPE INDICATOR THAT PROVIDES 2 GLIDE ANGLES AND 2 THRESHOLD CROSSING HEIGHTS.**

**CROSSING HEIGHTS.**

**GLIDE ANGLES AND 2 THRESHOLD SLOPE INDICATOR THAT PROVIDES 2 3-BAR, 6 OR 16 BOX, VISUAL APPROACH SLOPE INDICATOR**

**SC-3, 07 OCT 2021 to 02 DEC 2021**
Approach lighting and visual glide slope systems are indicated on the airport sketch by an identifier, \( \circ \), \( \odot \) etc.

A dot " \( \bullet \) " portrayed with approach lighting letter identifier indicates sequenced flashing lights (F) installed with the approach lighting system e.g., \( \odot \). Negative symbology, e.g., \( \circ \), \( \odot \) indicates Pilot Controlled Lighting (PCL).

**LEGEND**

**P** PRECISION APPROACH PATH INDICATOR

- **PAPI**
  - \( \bullet \bullet \bullet \) Too low
  - \( \bullet \bullet \odot \) Slightly low
  - \( \bullet \odot \odot \) On correct approach path
  - \( \odot \odot \odot \) Slightly high
  - \( \odot \odot \odot \odot \) Too high

Legend: \( \odot \) White  \( \odot \) Red

**V** PULSATING VISUAL APPROACH SLOPE INDICATOR

- **PVASI**
  - **Pulsating White**
  - **Steady White**
  - **Steady Red**
  - **Above Glide Path**
  - **On Glide Path**
  - **Slightly Below Glide Path**
  - **Below Glide Path**

CAUTION: When viewing the pulsating visual approach slope indicators in the pulsating white or pulsating red sectors, it is possible to mistake this lighting aid for another aircraft or a ground vehicle. Pilots should exercise caution when using this type of system.

**V1** "T"-VISUAL APPROACH SLOPE INDICATOR

- **"T"-VASI**
  - "T" ON BOTH SIDES OF RWY
  - ALL LIGHTS VARIABLE WHITE
  - CORRECT APPROACH SLOPE: ONLY CROSS BAR VISIBLE
  - UPRIGHT "T": FLY UP
  - INVERTED "T": FLY DOWN
  - RED "T": GROSS UNDERSHOOT

**V4** TRI-COLOR VISUAL APPROACH SLOPE INDICATOR

- **TRCV**
  - **Above Glide Path**
  - **On Glide Path**
  - **Below Glide Path**
  - **Green**
  - **Amber**
  - **Red**

CAUTION: When the aircraft descends from green to red, the pilot may see a dark amber color during the transition from green to red.

**V2** ALIGNMENT OF ELEMENTS SYSTEMS

- **APAP**
  - Painted panels which may be lighted at night.
  - To use the system the pilot positions the aircraft so the elements are in alignment.
### FREQUENCY PAIRING TABLE

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<th>VHF FREQUENCY</th>
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See the Chart Supplement for a complete listing.
### INDEX OF TERMINAL CHARTS AND MINIMUMS

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### AUSTIN, TX

**AUSTIN EXEC(EDC)**

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# INDEX OF TERMINAL CHARTS AND MINIMUMS

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<td>VOR OR TACAN RWY 22</td>
<td>AIRPORT DIAGRAM</td>
<td>68</td>
</tr>
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<td>87</td>
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<td>CHASE FIELD INDUSTRIAL</td>
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<td>M</td>
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</table>
## INDEX OF TERMINAL CHARTS AND MINIMUMS

<table>
<thead>
<tr>
<th>NAME</th>
<th>PROC</th>
<th>SECT PG</th>
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<td>103</td>
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<td>105</td>
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<td>---SEE ROCKSPRINGS, TX</td>
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</table>
INDEX OF TERMINAL CHARTS AND MINIMUMS

<table>
<thead>
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<th>NAME</th>
<th>PROC</th>
<th>SECT PG</th>
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<td>Z10</td>
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<td>Z16</td>
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<td>Z18</td>
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<td>135</td>
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<td>136</td>
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<td>137</td>
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<td>138</td>
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<tr>
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<td>140</td>
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<tr>
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<td>143</td>
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<td></td>
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<td>146</td>
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</tr>
<tr>
<td>VOR RWY 28L</td>
<td>147</td>
<td></td>
</tr>
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<td>AIRPORT DIAGRAM</td>
<td>148</td>
<td></td>
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<tr>
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<td></td>
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<td>149</td>
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</tr>
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<td>JCXX TWO (RNAV)</td>
<td>151</td>
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</tr>
<tr>
<td>LATVE THREE (RNAV)</td>
<td>152</td>
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</tr>
<tr>
<td>NEVUE THREE (RNAV)</td>
<td>154</td>
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</tr>
<tr>
<td>TDOWN THREE (RNAV)</td>
<td>156</td>
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</tr>
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<td>ALTERNATE MINIMUMS</td>
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<td></td>
</tr>
<tr>
<td>RADAR MINIMUMS</td>
<td>N</td>
<td></td>
</tr>
<tr>
<td>IAPS</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ILS OR LOC RWY 15</td>
<td>160</td>
<td></td>
</tr>
<tr>
<td>ILS OR LOC RWY 33</td>
<td>161</td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 15</td>
<td>162</td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 33</td>
<td>163</td>
<td></td>
</tr>
<tr>
<td>VOR/DME RWY 15</td>
<td>164</td>
<td></td>
</tr>
<tr>
<td>VOR-A</td>
<td>165</td>
<td></td>
</tr>
<tr>
<td>COPTER VOR RWY 33</td>
<td>166</td>
<td></td>
</tr>
<tr>
<td>AIRPORT DIAGRAM</td>
<td>167</td>
<td></td>
</tr>
<tr>
<td>DPS</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CONRA TWO</td>
<td>168</td>
<td></td>
</tr>
<tr>
<td>LAMPS SEVEN</td>
<td>169</td>
<td></td>
</tr>
</tbody>
</table>

| FORT HOOD/KILLEEN, TX     |      |         |
| FORT HOOD/KILLEEN, TX     |      |         |
| ROBERT GRAY AAF(GRK)      |      |         |
| TAKEOFF MINIMUMS          | L    |         |
| DIVERSE VECTOR AREA       |      |         |
| ALTERNATE MINIMUMS        | M    |         |
| RADAR MINIMUMS            | N    |         |
| IAPS                      |      |         |
| ILS OR LOC RWY 15         | 160  |         |
| ILS OR LOC RWY 33         | 161  |         |
| RNAV (GPS) RWY 15         | 162  |         |
| RNAV (GPS) RWY 33         | 163  |         |
| VOR/DME RWY 15            | 164  |         |
| VOR-A                     | 165  |         |
| COPTER VOR RWY 33         | 166  |         |

| FORT STOCKTON, TX         |      |         |
| FORT STOCKTON-PECOS COUNTY(FST) | | |
| TAKEOFF MINIMUMS          | L    |         |
| ALTERNATE MINIMUMS        | M    |         |
| IAPS                      |      |         |
| RNAV (GPS) RWY 12         | 170  |         |
| RNAV (GPS) RWY 30         | 171  |         |
| VOR RWY 12                | 172  |         |

| FREDERICKSBURG, TX        |      |         |
| GILLESPIE COUNTY(T82)     |      |         |
| TAKEOFF MINIMUMS          | L    |         |
| ALTERNATE MINIMUMS        | M    |         |
| IAPS                      |      |         |
| RNAV (GPS) RWY 14         | 173  |         |
| RNAV (GPS) RWY 32         | 174  |         |

| GARNER FIELD              |      |         |
| --SEE UVALDE, TX          |      |         |

| GEORGE WEST, TX           |      |         |
| LIVE OAK COUNTY(876)      |      |         |
| TAKEOFF MINIMUMS          | L    |         |
| ALTERNATE MINIMUMS        | M    |         |
| IAPS                      |      |         |
| RNAV (GPS) RWY 13         | 176  |         |

| GEORGETOWN, TX            |      |         |
| GEORGETOWN MUNI(GTU)      |      |         |
| TAKEOFF MINIMUMS          | L    |         |
| ALTERNATE MINIMUMS        | M    |         |
| HOT SPOT                  | P    |         |
| STARS                     |      |         |
| BITER NINE                | Z2   |         |
| KALLA FOUR                | Z11  |         |
| POTRR ONE (RNAV)          | Z17  |         |
| IAPS                      |      |         |
| RNAV (GPS) RWY 11         | 178  |         |
| RNAV (GPS) RWY 18         | 179  |         |
| RNAV (GPS) RWY 29         | 180  |         |
| RNAV (GPS) RWY 36         | 181  |         |
| AIRPORT DIAGRAM           | 182  |         |
| DPS                       |      |         |
| AEROZ TWO (RNAV)          | 183  |         |
| BNDIA THREE (RNAV)        | 184  |         |
| ELOEL THREE (RNAV)        | 185  |         |
| ILEYX THREE (RNAV)        | 186  |         |
| MUCKY THREE (RNAV)        | 187  |         |
| SAYBR THREE (RNAV)        | 188  |         |

| GILLESPIE COUNTY           |      |         |
| --SEE FREDERICKSBURG, TX   |      |         |

| GOLIAD NOLF(NGT)           |      |         |
| BERCLAIR, TX               |      |         |
| IAPS                      |      |         |
| RNAV (GPS) RWY 11          | 189  |         |
| RNAV (GPS) RWY 17          | 190  |         |
| RNAV (GPS) RWY 29          | 191  |         |
| RNAV (GPS) RWY 35          | 192  |         |

| HAMILTON, TX               |      |         |
| HAMILTON MUNI(MNZ)         |      |         |
| TAKEOFF MINIMUMS           | L    |         |
| ALTERNATE MINIMUMS         | M    |         |
| IAPS                      |      |         |
| RNAV (GPS) RWY 18          | 193  |         |
| RNAV (GPS) RWY 36          | 194  |         |
INDEX

21280

INDEX OF TERMINAL CHARTS AND MINIMUMS

<table>
<thead>
<tr>
<th>NAME</th>
<th>PROC</th>
<th>SECT PG</th>
</tr>
</thead>
<tbody>
<tr>
<td>HARLINGEN, TX VALLEY INTL(HRL)</td>
<td>L</td>
<td>212</td>
</tr>
<tr>
<td>KELLY FLD(KSKF) SAN ANTONIO, TX</td>
<td>L</td>
<td>212</td>
</tr>
<tr>
<td>HEBBRONVILLE, TX JIM HOGG COUNTY(HBV)</td>
<td>M</td>
<td>213</td>
</tr>
<tr>
<td>HENDON, TX SOUTH TEXAS RGNL AT HENDON(HDO)</td>
<td>L</td>
<td>213</td>
</tr>
<tr>
<td>HOOD AHP(KHLR) FORT HOOD, TX</td>
<td>M</td>
<td>215</td>
</tr>
<tr>
<td>HOOD bh</td>
<td>M</td>
<td>215</td>
</tr>
<tr>
<td>INGLESDIE, TX MCCAMPBELL-PORTER(TFP)</td>
<td>M</td>
<td>223</td>
</tr>
<tr>
<td>JIM HOGG COUNTY ---SEE HEBBRONVILLE, TX</td>
<td>223</td>
<td></td>
</tr>
<tr>
<td>JUNCTION, TX KIMBLE COUNTY(JCT)</td>
<td>L</td>
<td>225</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>NAME</th>
<th>PROC</th>
<th>SECT PG</th>
</tr>
</thead>
<tbody>
<tr>
<td>HEBBRONVILLE, TX JIM HOGG COUNTY(HBV)</td>
<td>L</td>
<td>212</td>
</tr>
<tr>
<td>KELLY FLD(KSKF) SAN ANTONIO, TX</td>
<td>L</td>
<td>212</td>
</tr>
<tr>
<td>HEBBRONVILLE, TX JIM HOGG COUNTY(HBV)</td>
<td>M</td>
<td>213</td>
</tr>
<tr>
<td>KELLY FLD(KSKF) SAN ANTONIO, TX</td>
<td>M</td>
<td>213</td>
</tr>
<tr>
<td>HENDON, TX SOUTH TEXAS RGNL AT HENDON(HDO)</td>
<td>L</td>
<td>213</td>
</tr>
<tr>
<td>KELLY FLD(KSKF) SAN ANTONIO, TX</td>
<td>L</td>
<td>213</td>
</tr>
<tr>
<td>HOOD AHP(KHLR) FORT HOOD, TX</td>
<td>M</td>
<td>215</td>
</tr>
<tr>
<td>KELLY FLD(KSKF) SAN ANTONIO, TX</td>
<td>M</td>
<td>215</td>
</tr>
<tr>
<td>INGLESDIE, TX MCCAMPBELL-PORTER(TFP)</td>
<td>M</td>
<td>223</td>
</tr>
<tr>
<td>JIM HOGG COUNTY ---SEE HEBBRONVILLE, TX</td>
<td>223</td>
<td></td>
</tr>
<tr>
<td>JUNCTION, TX KIMBLE COUNTY(JCT)</td>
<td>L</td>
<td>225</td>
</tr>
</tbody>
</table>

INDEX

21280
### LAREDO, TX
#### LAREDO INTL (LRD)

<table>
<thead>
<tr>
<th>TAKEOFF MINIMUMS</th>
<th>IAPS</th>
<th>DPS</th>
</tr>
</thead>
<tbody>
<tr>
<td>ILS OR LOC RWY 18R</td>
<td>271</td>
<td>272</td>
</tr>
<tr>
<td>RNAV (GPS) RWY 18</td>
<td>273</td>
<td>274</td>
</tr>
<tr>
<td>RNAV (GPS) RWY 18L</td>
<td>275</td>
<td>276</td>
</tr>
<tr>
<td>RNAV (GPS) RWY 32</td>
<td>277</td>
<td>278</td>
</tr>
<tr>
<td>LOC BC RWY 36L</td>
<td>279</td>
<td>280</td>
</tr>
</tbody>
</table>

**AIRPORT DIAGRAM**

### LAGO VISTA, TX
#### LAGO VISTA TX - RUSTY ALLEN (RYW)

<table>
<thead>
<tr>
<th>TAKEOFF MINIMUMS</th>
<th>IAPS</th>
<th>DPS</th>
</tr>
</thead>
<tbody>
<tr>
<td>ILS OR LOC/DME RWY 13C</td>
<td>281</td>
<td>282</td>
</tr>
<tr>
<td>RNAV (GPS) RWY 13C</td>
<td>283</td>
<td>284</td>
</tr>
<tr>
<td>RNAV (GPS) RWY 31C</td>
<td>285</td>
<td>286</td>
</tr>
<tr>
<td>RNAV (GPS) -B</td>
<td>287</td>
<td>288</td>
</tr>
<tr>
<td>VORDME RWY 13C</td>
<td>289</td>
<td>290</td>
</tr>
<tr>
<td>VORDME RWY 31C</td>
<td>291</td>
<td>292</td>
</tr>
</tbody>
</table>

**AIRPORT DIAGRAM**

### LOCKHART, TX
#### LOCKHART MUNI (50R)

<table>
<thead>
<tr>
<th>TAKEOFF MINIMUMS</th>
<th>IAPS</th>
<th>VOR-A</th>
</tr>
</thead>
<tbody>
<tr>
<td>RNAV (GPS) RWY 36</td>
<td>293</td>
<td>294</td>
</tr>
<tr>
<td>RNAV (GPS) RWY 35</td>
<td>295</td>
<td>296</td>
</tr>
</tbody>
</table>

### LAMPASAS, TX
#### LAMPASAS (LZZ)

<table>
<thead>
<tr>
<th>TAKEOFF MINIMUMS</th>
<th>IAPS</th>
<th>VOR-A</th>
</tr>
</thead>
<tbody>
<tr>
<td>RNAV (GPS) RWY 34</td>
<td>297</td>
<td>298</td>
</tr>
</tbody>
</table>

**AIRPORT DIAGRAM**

### LAUGHLIN AFB (KDLF)
#### DEL RIO, TX

<table>
<thead>
<tr>
<th>TAKEOFF MINIMUMS</th>
<th>IAPS</th>
<th>VOR-A</th>
</tr>
</thead>
<tbody>
<tr>
<td>RNAV (GPS) RWY 35</td>
<td>299</td>
<td>300</td>
</tr>
<tr>
<td>RNAV (GPS) RWY 36</td>
<td>301</td>
<td>302</td>
</tr>
</tbody>
</table>

**AIRPORT DIAGRAM**

### LLANO, TX
#### LLANO MUNI (AQO)

<table>
<thead>
<tr>
<th>TAKEOFF MINIMUMS</th>
<th>IAPS</th>
<th>VOR-A</th>
</tr>
</thead>
<tbody>
<tr>
<td>RNAV (GPS) RWY 18</td>
<td>303</td>
<td>304</td>
</tr>
<tr>
<td>RNAV (GPS) RWY 36</td>
<td>305</td>
<td>306</td>
</tr>
</tbody>
</table>

**AIRPORT DIAGRAM**

### MARFA, TX
#### MARFA MUNI (MRF)

<table>
<thead>
<tr>
<th>TAKEOFF MINIMUMS</th>
<th>IAPS</th>
<th>VOR-A</th>
</tr>
</thead>
<tbody>
<tr>
<td>RNAV (GPS) RWY 31</td>
<td>307</td>
<td>308</td>
</tr>
</tbody>
</table>

**AIRPORT DIAGRAM**

### MASON, TX
#### MASON COUNTY (T92)

<table>
<thead>
<tr>
<th>TAKEOFF MINIMUMS</th>
<th>IAPS</th>
<th>VOR-A</th>
</tr>
</thead>
<tbody>
<tr>
<td>RNAV (GPS) RWY 18</td>
<td>309</td>
<td>310</td>
</tr>
<tr>
<td>RNAV (GPS) RWY 36</td>
<td>311</td>
<td>312</td>
</tr>
</tbody>
</table>

**AIRPORT DIAGRAM**

### MC ALLEN, TX
#### MC ALLEN MILLER INTL (MFE)

<table>
<thead>
<tr>
<th>TAKEOFF MINIMUMS</th>
<th>IAPS</th>
<th>VOR-A</th>
</tr>
</thead>
<tbody>
<tr>
<td>RNAV (GPS) RWY 14</td>
<td>313</td>
<td>314</td>
</tr>
</tbody>
</table>

**AIRPORT DIAGRAM**

### MC GREGOR EXECUTIVE
#### ---SEE WACO, TX
### INDEX OF TERMINAL CHARTS AND MINIMUMS

<table>
<thead>
<tr>
<th>NAME</th>
<th>PROC</th>
<th>SECT PG</th>
</tr>
</thead>
<tbody>
<tr>
<td>MC KINLEY FIELD</td>
<td>---SEE PEARSSAL, TX</td>
<td></td>
</tr>
<tr>
<td>MCCAMPBELL-PORTER</td>
<td>---SEE INGLEISIDE, TX</td>
<td></td>
</tr>
<tr>
<td>MID VALLEY</td>
<td>---SEE WESLACO, TX</td>
<td></td>
</tr>
<tr>
<td>MIDLAND, TX</td>
<td>MIDLAND AIRPARK (MDD)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>TAKEOFF MINIMUMS</td>
<td>L</td>
</tr>
<tr>
<td></td>
<td>ALTERNATE MINIMUMS</td>
<td>M</td>
</tr>
<tr>
<td></td>
<td>IAPS .... RNAV (GPS) RWY 25</td>
<td>308</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) RWY 34</td>
<td>309</td>
</tr>
<tr>
<td></td>
<td>VOR/DME RWY 25</td>
<td>310</td>
</tr>
<tr>
<td></td>
<td>VOR-A</td>
<td>311</td>
</tr>
<tr>
<td>MIDLAND INTL AIR AND SPACE PORT (MAF)</td>
<td>TAKEOFF MINIMUMS</td>
<td>L</td>
</tr>
<tr>
<td></td>
<td>ALTERNATE MINIMUMS</td>
<td>M</td>
</tr>
<tr>
<td></td>
<td>HOT SPOT</td>
<td>P</td>
</tr>
<tr>
<td></td>
<td>IAPS .... ILS OR LOC RWY 10</td>
<td>312</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) RWY 04</td>
<td>313</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) RWY 10</td>
<td>314</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) RWY 16R</td>
<td>315</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) RWY 22</td>
<td>316</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) RWY 28</td>
<td>317</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) RWY 34L</td>
<td>318</td>
</tr>
<tr>
<td></td>
<td>VOR OR TACAN RWY 16R</td>
<td>319</td>
</tr>
<tr>
<td></td>
<td>VOR OR TACAN RWY 34L</td>
<td>320</td>
</tr>
<tr>
<td></td>
<td>AIRPORT DIAGRAM</td>
<td>321</td>
</tr>
<tr>
<td>MONAHANS, TX</td>
<td>ROY HUD MEMORIAL (EO1)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>TAKEOFF MINIMUMS</td>
<td>L</td>
</tr>
<tr>
<td></td>
<td>ALTERNATE MINIMUMS</td>
<td>M</td>
</tr>
<tr>
<td></td>
<td>IAPS .... RNAV (GPS) RWY 12</td>
<td>322</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) RWY 30</td>
<td>323</td>
</tr>
<tr>
<td></td>
<td>VOR/DME RWY 12</td>
<td>324</td>
</tr>
<tr>
<td>MUSTANG BEACH</td>
<td>---SEE PORT ARANSAS, TX</td>
<td></td>
</tr>
<tr>
<td>NEW BRAUNFELS, TX</td>
<td>NEW BRAUNFELS RGNL (BAZ)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>TAKEOFF MINIMUMS</td>
<td>L</td>
</tr>
<tr>
<td></td>
<td>ALTERNATE MINIMUMS</td>
<td>M</td>
</tr>
<tr>
<td></td>
<td>IAPS .... RNAV (GPS) RWY 13</td>
<td>325</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) RWY 17</td>
<td>326</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) RWY 31</td>
<td>327</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) RWY 35</td>
<td>328</td>
</tr>
<tr>
<td></td>
<td>VOR/DME-A</td>
<td>329</td>
</tr>
<tr>
<td></td>
<td>AIRPORT DIAGRAM</td>
<td>330</td>
</tr>
<tr>
<td>NUECOS COUNTY</td>
<td>---SEE ROBSTOWN, TX</td>
<td></td>
</tr>
<tr>
<td>ODESSA, TX</td>
<td>ODESSA-SCHLEMEYER FIELD (ODO)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>TAKEOFF MINIMUMS</td>
<td>L</td>
</tr>
<tr>
<td></td>
<td>ALTERNATE MINIMUMS</td>
<td>M</td>
</tr>
<tr>
<td></td>
<td>IAPS .... RNAV (GPS) RWY 11</td>
<td>331</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) RWY 20</td>
<td>332</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) RWY 29</td>
<td>333</td>
</tr>
<tr>
<td></td>
<td>VOR-A</td>
<td>334</td>
</tr>
<tr>
<td>ORANGE GROVE NALF (KNOG)</td>
<td>ORANGE GROVE, TX</td>
<td></td>
</tr>
<tr>
<td></td>
<td>TAKEOFF MINIMUMS</td>
<td>L</td>
</tr>
<tr>
<td></td>
<td>IAPS .... ILS OR LOC/DME Z RWY 13</td>
<td>335</td>
</tr>
<tr>
<td></td>
<td>TACAN RWY 31</td>
<td>336</td>
</tr>
<tr>
<td></td>
<td>TACAN Z RWY 13</td>
<td>337</td>
</tr>
<tr>
<td></td>
<td>TACAN-A</td>
<td>338</td>
</tr>
<tr>
<td></td>
<td>AIRPORT DIAGRAM</td>
<td>339</td>
</tr>
<tr>
<td>OZONA, TX</td>
<td>OZONA MUNI (OZA)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>TAKEOFF MINIMUMS</td>
<td>L</td>
</tr>
<tr>
<td></td>
<td>IAPS .... RNAV (GPS) RWY 16</td>
<td>340</td>
</tr>
<tr>
<td>PECOS, TX</td>
<td>PECOS MUNI (PEQ)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>TAKEOFF MINIMUMS</td>
<td>L</td>
</tr>
<tr>
<td></td>
<td>ALTERNATE MINIMUMS</td>
<td>M</td>
</tr>
<tr>
<td></td>
<td>IAPS .... RNAV (GPS) RWY 14</td>
<td>342</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) RWY 32</td>
<td>343</td>
</tr>
<tr>
<td>PLEASANTON, TX</td>
<td>PLEASANTON MUNI (PEZ)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>TAKEOFF MINIMUMS</td>
<td>L</td>
</tr>
<tr>
<td></td>
<td>ALTERNATE MINIMUMS</td>
<td>M</td>
</tr>
<tr>
<td></td>
<td>IAPS .... RNAV (GPS) RWY 34</td>
<td>344</td>
</tr>
<tr>
<td>PORT ARANASAS, TX</td>
<td>MUSTANG BEACH (RAS)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>TAKEOFF MINIMUMS</td>
<td>L</td>
</tr>
<tr>
<td></td>
<td>ALTERNATE MINIMUMS</td>
<td>M</td>
</tr>
<tr>
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## INDEX OF TERMINAL CHARTS AND MINIMUMS

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## INDEX

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### INDEX OF TERMINAL CHARTS AND MINIMUMS

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<td>TAKEOFF MINIMUMS</td>
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<td>IAPS ....................................</td>
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<td>ILPS OR LOC RWY 15</td>
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<td>RNAV (GPS) RWY 33</td>
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<td>GARNER FIELD(UVA)</td>
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<td>RNAV (GPS) RWY 33</td>
<td>432</td>
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<td>NDB RWY 33</td>
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<td>RNAV (GPS) RWY 21</td>
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<td>DPS .....................................</td>
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<td>JURDU ONE (OBSTACLE)</td>
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</table>

### INDEX

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<thead>
<tr>
<th>NAME</th>
<th>PROC</th>
<th>SECT PG</th>
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</thead>
<tbody>
<tr>
<td>SAN MARCOS RGNL</td>
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<td>---SEE KELLY FLD</td>
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<td>SINTON, TX</td>
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<td>TAKEOFF MINIMUMS</td>
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<td>IAPS ....................................</td>
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<td>RNAV (GPS) RWY 18</td>
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<td>SOUTH TEXAS INTL AT EDINBURG</td>
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TAKING MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

IFR TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude, and/or airports that have civil IFR takeoff minimums other than standard, are listed below. Takeoff Minimums and Departure Procedures apply to all runways unless otherwise specified. An entry may also be listed that contains only Takeoff Obstacle Notes. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are textually described below, or published separately as a graphic procedure. If the ODP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or the applicable military volume, as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not specifically assigned an ODP, SID, or RADAR vector as part of an IFR clearance, an ODP may be required to be flown for obstacle clearance, even though not specifically stated in the IFR clearance. When doing so in this manner, ATC should be informed when the ODP being used contains a specified route to be flown, restrictions before turning, and/or altitude restrictions.

Some ODPs, which are established solely for obstacle avoidance, require a climb in visual conditions to cross the airport, a fix, or a NAVAID in a specified direction, at or above a specified altitude. These procedures are called Visual Climb Over Airport (VCOA). To ensure safe and efficient operations, the pilot must verbally request approval from ATC to fly the VCOA when requesting their IFR clearance.

At some locations where an ODP has been established, a diverse vector area (DVA) may be created to allow RADAR vectors to be used in lieu of an ODP. DVA information will state that headings will be as assigned by ATC and climb gradients, when applicable, will be published immediately following the specified departure procedure.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard takeoff rules and establishes takeoff minimums for certain operators as follows: (1) For aircraft, other than helicopters, having two engines or less – one statute mile visibility. (2) For aircraft having more than two engines – one-half statute mile visibility. (3) For helicopters – one-half statute mile visibility. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) takeoff minima are published below. For military takeoff minima, refer to appropriate service directives.

ALICE, TX

ALICE INTL (ALI)

TAKING MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 15APR04 (04106) (FAA)

TAKING OBSTACLE NOTES:

Rwy 17, multiple poles beginning 601’ from DER, 413’ right to 340’ left of centerline, up to 36’ AGL/204’ MSL.

Rwy 26, multiple trees beginning 205’ from DER, 348’ left to 317’ right of centerline, up to 26’ AGL/194’ MSL.

Rod on OL DME, 715’ from DER, 258’ right of centerline, 21’ AGL/199’ MSL.

Steel post 2’ from DER, 251’ right of runway, 164’ AGL/181’ MSL.

Rwy 31, windmill 1461’ from DER, 164’ left of centerline, 140’ AGL/214’ MSL.

Bush 330’ from DER, 287’ right of runway, 14’ AGL/185’ MSL.
ALPINE, TX
ALPINE-CASPARIS MUNI (E38)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 5 26JUL12 (12208) (FAA)
TAKEOFF MINIMUMS:
Rwy 23, NA - obstacles.
Rwy 19, std. w/ min. climb of 432' per NM to 6900 or 1800-2½ for climb in visual conditions.
DEPARTURE PROCEDURE:
Rwy 1, climb heading 029° to 5300 then climbing left turn direct BWR NDB, continue climb in BWR NDB holding pattern (hold N, LT, 194° inbound) to 8600 before proceeding on course. (ADF required)
Rwy 5, climbing left turn direct BWR NDB, continue climb in BWR NDB holding pattern (hold N, LT, 194° inbound) to 8600 before proceeding on course. (ADF required)
Rwy 19, climbing left turn direct BWR NDB, continue climb in BWR NDB holding pattern (hold N, LT, 194° inbound) to 8600 before proceeding on course. For climb in visual conditions, cross Alpine-Casparis Muni airport northeast bound at or above 6200 MSL then direct BWR NDB holding pattern (hold N, LT, 194° inbound) to 8600 before proceeding on course. Do not exceed 200 KIAS until established direct BWR NDB. When executing VCOA, notify ATC prior to departure. (ADF required)
TAKEOFF OBSTACLE NOTES:
Rwy 1, poles, sign and tree beginning 13’ from DER, 228’ right of centerline, up to 33’ AGL/4472’ MSL.
Vehicles on road and fence beginning 10’ from DER, 274’ left of centerline, up to 15’ AGL/4463’ MSL.
Rwy 5, vehicles on road, poles, tree, sign and antenna beginning 18’ from DER, 165’ right of centerline, up to 38’ AGL/4477’ MSL.
Poles, trees and sign beginning 13’ from DER, 240’ left of centerline, up to 37’ AGL/4476’ MSL.
Rwy 19, Vehicles on road, poles and terrain beginning 32’ from DER, 60’ right of centerline, up to 43’ AGL/4562’ MSL.
Vehicles on road, poles, trees, and windmill beginning 2’ from DER, 153’ left of centerline, up to 37’ AGL/4556’ MSL.

AUSTIN, TX
AUSTIN-BERGSTROM INTL (AUS)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2A 22APR21 (21112) (FAA)
DEPARTURE PROCEDURE:
Rwy 36L, climb on heading 355° to 1700 before turning left.
Rwy 36R, climb on heading 355° to 1300 before turning left.
TAKEOFF OBSTACLE NOTES:
Rwy 18L, lighting 10’ from DER, 4’ right of centerline, 1’ AGL/475’ MSL.
Trees beginning 491’ from DER, 560’ left of centerline, up to 43’ AGL/499’ MSL.
Tree 552’ from DER, 641’ right of centerline, 29’ AGL/494’ MSL.
Trees beginning 562’ from DER, 487’ left of centerline, up to 44’ AGL/501’ MSL.
Tree 617’ from DER, 571’ right of centerline, 37’ AGL/495’ MSL.
Trees beginning 643’ from DER, 472’ left of centerline, up to 517’ MSL.
Tree 674’ from DER, 647’ right of centerline, 50’ AGL/499’ MSL.
Trees beginning 721’ from DER, 523’ right of centerline, up to 50’ AGL/504’ MSL.
Trees beginning 756’ from DER, 487’ right of centerline, up to 54’ AGL/508’ MSL.
Tree 1750’ from DER, 523’ right of centerline, 75’ AGL/519’ MSL.
Tree 1899’ from DER, 810’ right of centerline, 75’ AGL/526’ MSL.
Tree 2165’ from DER, 458’ right of centerline, 85’ AGL/529’ MSL.
Rwy 18R, lighting, sign beginning 10’ from DER, 3’ left of centerline, up to 2’ AGL/489’ MSL.
Tree 1006’ from DER, 730’ right of centerline, 519’ MSL.
Trees beginning 1919’ from DER, 541’ left of centerline, up to 93’ AGL/545’ MSL.
Tree 36L, lighting beginning 5’ from DER, 5’ right of centerline, up to 1’ AGL/543’ MSL.
Rwy 36R, lighting 10’ from DER, 5’ left of centerline, 1’ AGL/493’ MSL.
Tree 816’ from DER, 663’ right of centerline, 528’ MSL.

AUSTIN EXEC (EDC)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A 17AUG17 (21112) (FAA)
TAKEOFF MINIMUMS:
Rwys 16, 34, NA-Environmental.
TAKEOFF OBSTACLE NOTES:
Rwy 31, pole and trees beginning 900’ from DER, 258’ left of centerline, up to 669’ MSL.
Transmission line tower 1931’ from DER, 911’ right of centerline, 83’ AGL/670’ MSL.
Transmission line tower 2325’ from DER, 878’ right of centerline, 89’ AGL/682’ MSL.
Poles beginning 2362’ from DER, 590’ right of centerline, up to 113’ AGL/707’ MSL.
Transmission line tower 2568’ from DER, 1159’ left of centerline, 77’ AGL/697’ MSL.
Transmission line tower 3692’ from DER, 437’ left of centerline, 122’ AGL/728’ MSL.
Transmission line tower 4411’ from DER, 1110’ left of centerline, 135’ AGL/749’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

AUSTIN, TX (CON’T)
SAN MARCOS RGNL (HYI)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2B 17AUG17 (17229) (FAA)

DEPARTURE PROCEDURE:
Rwy 31, climb heading 306° to 1500 before turning right.
Rwy 35, climb heading 006° to 2500 before turning left.

TAKEOFF OBSTACLE NOTES:
Rwy 8, sign 1’ from DER, 250’ left of centerline, 3’ AGL/583’ MSL.
Tree 942’ from DER, 259’ left of centerline, 3’ AGL/583’ MSL.

Rwy 13, sign 194’ from DER, 7’ right of centerline, 71’ AGL/637’ MSL.

Trees beginning 2639’ from DER, 139’ right of centerline, up to 80’ AGL/646’ MSL.
Rwy 17, bush 26’ from DER, 74’ left of centerline, 2’ AGL/576’ MSL.

Rwy 26, REIL 9’ from DER, 90’ right of centerline, 4’ AGL/589’ MSL.

Tree 1073’ from DER, 884’ right of centerline, 621’ MSL.
Poles and trees beginning 1206’ from DER, 394’ right of centerline, up to 50’ AML/638’ MSL.

Tree 1287’ from DER, 718’ left of centerline, 627’ MSL.

Pole and tree beginning 1046’ from DER, 630’ right of centerline, up to 34’ AGL/631’ MSL.

BALLINGER, TX
BRUCE FIELD (E30)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 22SEP11 (11265) (FAA)

TAKEOFF OBSTACLE NOTES:
Rwy 17, trees beginning 1902’ from DER, 661’ right of centerline, up to 100’ AGL/1859’ MSL.

Tree, road, and pole beginning 29’ from DER, 210’ left of centerline, up to 100’ AGL/1839’ MSL.

BEAVER, TX
BEEVILLE MUNI (BEA)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 26MAY16 (16147) (FAA)

TAKEOFF MINIMUMS:
Rwys 18, 36, NA-environmental.
Rwy 30, 300-2 or std. w/ min. climb of 239’ per NM to 700.

TAKEOFF OBSTACLE NOTES:
Rwy 12, pole, and trees beginning 64’ from DER, 290’ right of centerline, up to 29’ AGL/272’ MSL.
Trees, road, and pole beginning 153’ from DER, 9’ right of centerline, up to 33’ AGL/275’ MSL.

Trees beginning 756’ from DER, 50’ left of centerline, up to 279’ MSL.
Trees and pole beginning 933’ from DER, 30’ right of centerline, up to 282’ MSL.

Rwy 30, pole, tree, and building beginning 117’ from DER, 290’ left of centerline, up to 32’ AGL/301’ MSL.

Tower 1.4 NM from DER, 2568’ right of centerline, 230’ AGL/542’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

BIG LAKE, TX
REAGAN COUNTY (E41)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 24MAY18  (18144)  (FAA)
TAKEOFF MINIMUMS:
Rwys 9, 27, NA - environmental.
DEPARTURE PROCEDURE:
  Rwys 16, fly heading 161° to 3300 before turning left.
TAKEOFF OBSTACLE NOTES:
  Rwys 10, road 384' from DER, 603' right of centerline, 17' AGL/2716' MSL.

BIGGS AAF (KBIF)
FORT BLISS, TX
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 24MAY18  (18144)  (FAA)
TAKEOFF MINIMUMS:
Rwys 9, 27, NA - environmental.
DEPARTURE PROCEDURE:
  Rwys 16, fly heading 161° to 3300 before turning left.
TAKEOFF OBSTACLE NOTES:
  Rwys 12, road 384' from DER, 603' right of centerline, 17' AGL/2716' MSL.

BIGGS AAF (KBIF)
REAGAN COUNTY (E41)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 24MAY18  (18144)  (FAA)
TAKEOFF MINIMUMS:
Rwys 9, 27, NA - environmental.
DEPARTURE PROCEDURE:
  Rwys 16, fly heading 161° to 3300 before turning left.
TAKEOFF OBSTACLE NOTES:
  Rwys 10, road 384' from DER, 603' right of centerline, 17' AGL/2716' MSL.

BROWNSVILLE, TX
BROWNSVILLE/SOUTH PADRE ISLAND INTL (BRO)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A 13OCT16  (16287)  (FAA)
TAKEOFF OBSTACLE NOTES:
  Rwys 13, trees and bushes beginning 32' from DER, 399' left of centerline, up to 30' AGL/50' MSL.
  Trees, bushes, pole and building beginning 751' from DER, 191' right of centerline, up to 44' AGL/64' MSL.
  Trees and poles beginning 1011' from DER, 96' right of centerline, up to 44' AGL/69' MSL.
  Rwys 31, airplanes on taxiway beginning 371' from DER, 282' right of centerline, up to 46' AGL/78' MSL.
  Trees beginning 1141' from DER, 567' right of centerline, up to 45' AGL/64' MSL.
  Trees beginning 719' from DER, 84' left of centerline, up to 63' AGL/78' MSL.
  Trees beginning 1141' from DER, 567' right of centerline, up to 45' AGL/64' MSL.
  Trees beginning 719' from DER, 84' left of centerline, up to 63' AGL/78' MSL.

BROWNSVILLE, TX
BROWNSVILLE/SOUTH PADRE ISLAND INTL (BRO)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A 13OCT16  (16287)  (FAA)
TAKEOFF OBSTACLE NOTES:
  Rwys 13, trees and bushes beginning 32' from DER, 399' left of centerline, up to 30' AGL/50' MSL.
  Trees, bushes, pole and building beginning 751' from DER, 191' right of centerline, up to 44' AGL/64' MSL.
  Trees and poles beginning 1011' from DER, 96' right of centerline, up to 44' AGL/69' MSL.
  Rwys 31, airplanes on taxiway beginning 371' from DER, 282' right of centerline, up to 46' AGL/78' MSL.
  Trees beginning 1141' from DER, 567' right of centerline, up to 45' AGL/64' MSL.
  Trees beginning 719' from DER, 84' left of centerline, up to 63' AGL/78' MSL.
  Trees beginning 1141' from DER, 567' right of centerline, up to 45' AGL/64' MSL.
  Trees beginning 719' from DER, 84' left of centerline, up to 63' AGL/78' MSL.

BROWNWOOD, TX
BROWNWOOD RGNL (BWD)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 20OCT11  (11289)  (FAA)
TAKEOFF OBSTACLE NOTES:
  Rwys 13, trees beginning 1523' from DER, 844' right of centerline, up to 47' AGL/1412' MSL.
  Trees beginning 797' from DER, 649' left of centerline, up to 33' AGL/1398' MSL.
  Trees beginning 691' from DER, 640' right of centerline, up to 31' AGL/1393' MSL.
  Trees beginning 737' from DER, 253' right of centerline, 29' AGL/1391' MSL.
  Trees beginning 719' from DER, 282' right of centerline, up to 46' AGL/1418' MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

BURNET, TX
BURNET MUNI KATE CRaddock FIELD (BMQ)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2  03JAN19  (19003)  (FAA)
DEPARTURE PROCEDURE:
Rwy 1, climb heading 009° to 1700 before turning left.
TAKEOFF OBSTACLE NOTES:
Rwy 1, trees beginning 502' from DER, 28' left of centerline, up to 55' AGL/1355' MSL.
Trees beginning 1160' from DER, 52' right of centerline, up to 55' AGL/1335' MSL.
Trees beginning 1502' from DER, 30' left of centerline, up to 55' AGL/1375' MSL.
Rwy 19, trees beginning 158' from DER, 63' left of centerline, up to 55' AGL/1286' MSL.
Trees beginning 1194' from DER, 15' right of centerline, up to 55' AGL/1315' MSL.

CARRIZO SPRINGS, TX
DIMMIT COUNTY (CZT)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG  24SEP87  (87267)  (FAA)
DEPARTURE PROCEDURE:
Rwy 31, climb runway heading to 1200 prior to left turn to avoid 1114' antenna west of airport.

CASTROVILLE, TX
CASTROVILLE MUNI (CVB)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG  15OCT15  (15288)  (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 16, trees beginning 103' from DER, 361' left of centerline, up to 50' AGL/787' MSL.
Trees beginning 221' from DER, 347' right of centerline, up to 50' AGL/794' MSL.
Rwy 34, agriculture equipment beginning 1' from DER, 55' left of centerline, up to 15' AGL/790' MSL.
Road beginning 107' from DER, left and right of centerline, 15' AGL/789' MSL.
Trees beginning 1928' from DER, 5' right of centerline, up to 50' AGL/838' MSL.
Trees beginning 2322' from DER, 685' left of centerline, up to 50' AGL/851' MSL.
Antenna on silo 2239' from DER, 911' left of centerline, 88' AGL/870' MSL.

COLEMAN, TX
COLEMAN MUNI (COM)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG  10MAR11  (11069)  (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 15, trees beginning 792' from DER, 67' right of centerline, up to 100' AGL/1774' MSL.
Rwy 33, cranes beginning 1010' from DER, 28' left of centerline, up to 65' AGL/1774' MSL.
Cranes beginning 2285' from DER, 13' right of centerline, up to 65' AGL/1774' MSL.

COMANCHE, TX
COMANCHE COUNTY-CITY (MKN)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1  30JAN20  (20030)  (FAA)
DEPARTURE PROCEDURE:
Rwy 17, climb heading 173° to 2000 before turning right.
TAKEOFF OBSTACLE NOTES:
Rwy 17, building, terrain, tree, vehicle on road beginning 32' from DER, 260' right of centerline, up to 1395' MSL.
Terrain, trees, pole beginning 191' from DER, 310' left of centerline, up to 1411' MSL.
Trees, pole beginning 718' from DER, 20' left of centerline, up to 1425' MSL.
Pole, trees, building beginning 784' from DER, 25' right of centerline, up to 1419' MSL.
Trees, poles beginning 1090' from DER, 25' left of centerline, up to 1430' MSL.
Tree 1382' from DER, 280' right of centerline, 1422' MSL.
Trees, poles beginning 1451' from DER, 18' right of centerline, up to 1436' MSL.
Tree 2280' from DER, 70' right of centerline, 1438' MSL.
Tree 2291' from DER, 83' left of centerline, 1436' MSL.
Trees beginning 2334' from DER, 155' right of centerline, up to 1444' MSL.
Trees beginning 2378' from DER, 56' right of centerline, up to 1446' MSL.
Trees beginning 2379' from DER, 74' left of centerline, up to 1438' MSL.
Tree 2463' from DER, 294' right of centerline, 1448' MSL.
Trees, pole beginning 2467' from DER, 62' right of centerline, up to 1463' MSL.
Tree 2558' from DER, 19' left of centerline, 1443' MSL.
Tree 2757' from DER, 314' left of centerline, 1446' MSL.
Tree 3120' from DER, 344' left of centerline, 1461' MSL.
Trees beginning 3132' from DER, 246' left of centerline, up to 1466' MSL.

CON'T
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

COMANCHE, TX (CON’T)
COMANCHE COUNTY-CITY (MKN) (CON’T)
Rwy 35, tree 54’ from DER, 354’ left of centerline, 1406’ MSL.
Tree 481’ from DER, 345’ right of centerline, 1404’ MSL.
Trees beginning 489’ from DER, 436’ right of centerline, up to 1408’ MSL.

CORPUS CHRISTI, TX
CORPUS CHRISTI INTL (CRP)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 26MAY16 (16147) (FAA)
TAKEOFF MINIMUMS:
Rwy 36, 400-2¾ or std. w/ min. climb of 235’ per NM to 600.
DEPARTURE PROCEDURE:
Rwy 31, Climb heading 312° to 600 before turning left.
TAKEOFF OBSTACLE NOTES:
Rwy 13, vehicles on road and wind cone beginning 2’ from DER, 260’ right of centerline, up to 53’ MSL.
Vegetation on road 69’ from DER, 337’ right of centerline, 54’ MSL.
Rwy 18, vehicles on road beginning 301’ from DER, 103’ left of centerline, up to 53’ MSL.
Rwy 31, vehicles on road 22’ from DER, 65’ right of centerline, 58’ MSL.
Poles beginning 785’ from DER, 616’ right of centerline, up to 36’ AGL/75’ MSL.
Rwy 36, vehicles on road beginning 261’ from DER, 444’ right of centerline, up to 52’ MSL.
Vegetation on road 490’ from DER, 604’ left of centerline, 54’ MSL.
Light poles beginning 1217’ from DER, 648’ right of centerline, up to 31’ AGL/74’ MSL.
Light poles beginning 1241’ from DER, 665’ left of centerline, up to 31’ AGL/74’ MSL.
Tower 2.1 NM from DER, 3773’ left of centerline, 401’ AGL/423’ MSL.

CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)
CORPUS CHRISTI, TX
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 07OCT21 (21280) (USN)
TAKEOFF OBSTACLE NOTES:
Rwy 13L, pylon 3366’ from DER, 452’ left of cntrln, 91’ AGL/102’ MSL.
Pylon 4193’ from DER, 36’ left of cntrln, 79’ AGL/104’ MSL.
Pylon 3997’ from DER, 688’ left of cntrln, 60’ AGL/87’ MSL.
Terrain 570’ from DER, 653’ right of cntrln, 33’ MSL.
Terrain 551’ from DER, 644’ right of cntrln, 33’ MSL.
Terrain 413’ from DER, 547’ left of cntrln, 33’ MSL.
Terrain 47’ from DER, 500’ left of cntrln, 35’ MSL.
Terrain 46’ from DER, 512’ left of cntrln, 35’ MSL.
Pylon 4518’ from DER, 1117’ right of cntrln, 79’ AGL/107’ MSL.
Pylon 4675’ from DER, 1696’ right of cntrln, 79’ AGL/103’ MSL.
Pylon 4346’ from DER, 542’ right of cntrln, 79’ AGL/101’ MSL.
Rwy 13R, pylon 4743’ from DER, 786’ left of cntrln, 124’ AGL/142’ MSL.
Terrain 443’ from DER, 555’ right of cntrln, 33’ MSL.
Terrain 380’ from DER, 602’ right of cntrln, 33’ MSL.
Terrain 247’ from DER, 550’ right of cntrln, 33’ MSL.
Terrain 190’ from DER, 551’ right of cntrln, 33’ MSL.
Terrain 427’ from DER, 614’ left of cntrln, 34’ MSL.
Terrain 384’ from DER, 600’ left of cntrln, 34’ MSL.
Pylon 5067’ from DER, 368’ right of cntrln, 79’ AGL/107’ MSL.
Pylon 5224’ from DER, 946’ right of cntrln, 79’ AGL/103’ MSL.
Rwy 18, pylon 4925’ from DER, 381’ left of cntrln, 124’ AGL/142’ MSL.
Terrain 472’ from DER, 584’ left of cntrln, 30’ MSL.
Terrain 63’ from DER, 517’ right of cntrln, 32’ MSL.
Terrain 17’ from DER, 500’ left of cntrln, 33’ MSL.
Rwy 31L, terrain 47’ from DER, 512’ left of cntrln, 29’ MSL.
Terrain 50’ from DER, 500’ left of cntrln, 30’ MSL.
Terrain 173’ from DER, 546’ left of cntrln, 30’ MSL.
Terrain 181’ from DER, 500’ left of cntrln, 31’ MSL.
Terrain 684’ from DER, 652’ right of cntrln, 30’ MSL.
Rwy 31R, terrain 31’ from DER, 500’ right of cntrln, 33’ MSL.
Terrain 63’ from DER, 517’ right of cntrln, 33’ MSL.
Terrain 294’ from DER, 500’ right of cntrln, 33’ MSL.
Terrain 380’ from DER, 602’ right of cntrln, 33’ MSL.
Rwy 36, terrain 46’ from DER, 512’ left of cntrln, 36’ MSL.
Terrain 50’ from DER, 500’ left of cntrln, 36’ MSL.
Terrain 300’ from DER, 580’ left of cntrln, 36’ MSL.
Terrain 313’ from DER, 500’ left of cntrln, 36’ MSL.
TAKEOFF MINIMUMS, (OBS racle) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

COTULLA, TX
COTULLA-LA SALLE COUNTY (COT)
TAKEOFF MINIMUMS AND (OBS racle) DEPARTURE PROCEDURES
AMDT 1 18SEP14 (14261) (FAA)
TAKEOFF OBSTACLE NOTES:
- Rwy 13, trees beginning 4' from DER, left and right of centerline, up to 20' AGL/465' MSL.
- Vehicles on unlit roadway, beginning 55' from DER, 507' left of centerline, up to 15' AGL/482' MSL.
- Trees beginning 142' from DER, left and right of centerline, up to 20' AGL/482' MSL.
- Trees beginning 622' from DER, left and right of centerline, up to 24' AGL/480' MSL.
- Pole 1002' from DER, 548' left of centerline, 33' AGL/488' MSL.
- Rwy 31, fence 0.08' from DER, 310' right of centerline, 3' AGL/476' MSL.
- Trees beginning 19' from DER, left and right of centerline, up to 13' AGL/485' MSL.
- Trees beginning 178' from DER, 311' right of centerline, up to 16' AGL/490' MSL.
- Trees beginning 380' from DER, 386' right of centerline, up to 21' AGL/493' MSL.

DEL RIO, TX
DEL RIO INTL (DRT)
TAKEOFF MINIMUMS AND (OBS racle) DEPARTURE PROCEDURES
ORIG 09SEP99 (99252) (FAA)
DEPARTURE PROCEDURE:
- Rwy 13, climb to 1500 prior to left turn.

DEVINE, TX
DEVINE MUNI (23R)
TAKEOFF MINIMUMS AND (OBS racle) DEPARTURE PROCEDURES
AMDT 1 15DEC11 (11349) (FAA)
TAKEOFF MINIMUMS:
- Rwy 35, 300-1 or std. w/min. climb of 265' per NM to 900.
TAKEOFF OBSTACLE NOTES:
- Rwy 17, trees beginning 281' from DER, 383' left of centerline, up to 50' AGL/759' MSL.
- Trees beginning 1145' from DER, 233' left of centerline, up to 50' AGL/779' MSL.
- Rwy 35, trees beginning 4761' from DER, 128' right of centerline, up to 50' AGL/839' MSL.

EAGLE PASS, TX
MAVERICK COUNTY MEMORIAL INTL (5T9)
TAKEOFF MINIMUMS AND (OBS racle) DEPARTURE PROCEDURES
ORIG 25SEP08 (08269) (FAA)
TAKEOFF OBSTACLE NOTES:
- Rwy 13, vehicle on road 171' from DER, 393' right of centerline, 15' AGL/894' MSL.

EDINBURG, TX
SOUTH TEXAS INTL AT EDINBURG (EBG)
TAKEOFF MINIMUMS AND (OBS racle) DEPARTURE PROCEDURES
ORIG 28SEP06 (06271) (FAA)
TAKEOFF MINIMUMS:
CAUTION: Unmarked balloon and cable to 15000' MSL in R-6317.
- Rwy 14, 276/37.9 NM.
- Rwy 32, 276/38.5 NM.
TAKEOFF OBSTACLE NOTES:
- Rwy 14, tree 1109' from DER, 525' right of centerline, 19' AGL/108' MSL.
- Terrain 20' from DER, 312' right of centerline, 0' AGL/74' MSL.
- Rwy 32, multiple poles beginning 831' from DER, 53' right of centerline, up to 32' AGL/111' MSL.
- Road 640' from DER, 671' right of centerline, 17' AGL/96' MSL.
EL PASO, TX
EL PASO INTL (ELP)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 8 20AUG15 (15232)  (FAA)
TAKEOFF MINIMUMS:
Rwy 8L, 26R, NA - Environmental.
Rwy 26L, std. w/min. climb of 490' per NM to 6300.
DEPARTURE PROCEDURE:
Rwy 4, 8R, climbing right turn heading 120° and ELP R-150 to 9000, then proceed on course.
Rwy 22, 26L, climbing left turn heading 120° and ELP R-150 to 9000, then proceed on course.
TAKEOFF OBSTACLE NOTES:
Rwy 4, light poles beginning 1053' from DER, 746' left of centerline, 39' AGL/3986' MSL.
Rwy 26L, light poles beginning 1248' from DER, 614' left of centerline, up to 60' AGL/3983' MSL.
Windsock 113' from DER, 295' right of centerline, 20' AGL/3943' MSL.
Rwy 22, utility pedestal 30' from DER, 205' right of centerline, 4' AGL/3918' MSL.

DIVERSE VECTOR AREA (RADAR VECTORS)
ORIG 05NOV20 (20310)  (FAA)
Rwy 4, heading as assigned by ATC; requires min. climb of 491' per NM to 8200.
Rwy 8R, heading as assigned by ATC.
Rwy 22, heading as assigned by ATC; requires min. climb of 272' per NM to 6800.
Rwy 26L, heading as assigned by ATC; requires min. climb of 391' per NM to 5800.

FALFURRIAS, TX
BROOKS COUNTY (BKS)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 07MAY09 (09127)  (FAA)
TAKEOFF MINIMUMS:
Rwy 32, 400-2½ or std. w/ min. climb of 249' per NM to 600.
Rwy 35, std. w/ min. climb of 250' per NM to 800, or 500-3 w/ min. climb of 242' per NM to 800, or 900-2½ for climb in visual conditions.
DEPARTURE PROCEDURE:
Rwy 35, for climb in visual conditions: cross Brooks County Airport at or above 900 MSL before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 14, vehicle on road, 29' from DER, 499' left of centerline, 15' AGL/129' MSL.
Trees beginning 149' from DER, 523' left of centerline, up to 40' AGL/154' MSL.
Trees beginning at DER, 415' right of centerline, up to 40' AGL/149' MSL.
Rwy 17, vehicle on road, at DER, 364' left of centerline, 15' AGL/119' MSL.
Trees beginning 15' from DER, 331' right of centerline, up to 40' AGL/149' MSL.
Trees beginning 165' from DER, 126' left of centerline, up to 17' AGL/129' MSL.
Rwy 32, road and trees beginning 587' from DER, 35' right of centerline, up to 40' AGL/149' MSL.
Tower 1.9 NM from DER, 987' left of centerline, 298' AGL/418' MSL.
Rwy 35, vehicle on road, at DER, 360' right of centerline, 15' AGL/118' MSL.
Tree 101' from DER, 278' right of centerline, 29' AGL/138' MSL.
Tower 2.6 NM from DER, 426' right of centerline, 414' AGL/539' MSL.

FORT HOOD, TX
ROBERT GRAY AAF (GRK)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
TAKEOFF OBSTACLE NOTES:
Rwy 33, pole 974' from DER, 746' left of centerline, 35' AGL/1050' MSL.
Pole 1121' from DER, 746' left of centerline, 33' AGL/1048' MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

FORT STOCKTON, TX  
FORT STOCKTON-PECOS COUNTY (FST)  
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES  
ORIG 27AUG09 (09239) (FAA)  
TAKEOFF MINIMUMS:  
Rwys 7, 11, 16, 25, 29, 34, NA-Environmental.  
Rwy 21, 300-1 or std. w/min. climb of 280’ per NM to 3600.  
DEPARTURE PROCEDURE:  
Rwy 21, climb heading 208° to 3600 before turning left.  
TAKEOFF OBSTACLE NOTES:  
Rwy 12, tree 899’ from DER, 310’ right of centerline, 39’ AGL/3049’ MSL.  
Rwy 21, brush beginning 110’ from DER, 222’ right of centerline, up to 20’ AGL/3159’ MSL.  
Terrain beginning 124’ from DER, 77’ right of centerline, up to 3173’ MSL.  
Terrain beginning 56’ from DER, 132’ left of centerline, up to 3111’ MSL.  
Bush 236’ from DER, 30’ left of centerline, 6’ AGL/3013’ MSL.  
Vehicle on road, 2017’ from DER, 973’ left of centerline, 17’ AGL/3066’ MSL.  
Rwy 30, trees beginning 64’ from DER, 354’ left of centerline, up to 6’ AGL/2995’ MSL.

FREDERICKSBURG, TX  
GILLESPIE COUNTY (T82)  
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES  
AMDT 2 25APR19 (19115) (FAA)  
DEPARTURE PROCEDURE:  
Rwy 14, climb heading 141° to 2400 before turning right.  
Rwy 32, climb heading 321° to 2400 before proceeding on course.  
TAKEOFF OBSTACLE NOTES:  
Rwy 14, trees beginning 32’ from DER, 310’ right of centerline, up to 1685’ MSL.  
Pole 202’ from DER, 515’ left of centerline, 30’ AGL/1708’ MSL.  
Tree 325’ from DER, 298’ right of centerline, 1688’ MSL.  
Trees beginning 336’ from DER, 439’ left of centerline, up to 1715’ MSL.  
Trees beginning 437’ from DER, 297’ left of centerline, up to 1718’ MSL.  
Trees beginning 517’ from DER, 323’ left of centerline, up to 1723’ MSL.  
Tree 531’ from DER, 328’ right of centerline, 1694’ MSL.  
Rwy 32, building, trees beginning 9’ from DER, 22’ right of centerline, up to 31’ AGL/1719’ MSL.  
Trees beginning 84’ from DER, 7’ left of centerline, up to 1726’ MSL.  
Tree 943’ from DER, 490’ right of centerline, 1720’ MSL.  
Pole 1028’ from DER, 713’ right of centerline, 45’ AGL/1733’ MSL.  
Trees, poles beginning 1038’ from DER, 113’ right of centerline, up to 1735’ MSL.  
Trees beginning 1108’ from DER, 117’ left of centerline, up to 1731’ MSL.  
Trees, poles beginning 1201’ from DER, 39’ right of centerline, up to 1737’ MSL.  
Tree 1883’ from DER, 432’ right of centerline, 1742’ MSL.

GEORGE WEST, TX  
LIVE OAK COUNTY (8T6)  
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES  
ORIG-A 23JUN16 (16175) (FAA)  
TAKEOFF MINIMUMS:  
Rwy 31, 700-3 or std. with a min. climb of 230’ per NM to 1000.  
DEPARTURE PROCEDURE:  
Rwy 13, climb runway heading to 600 before turning right.  
TAKEOFF OBSTACLE NOTES:  
Rwy 13, Trees and poles beginning 20’ from DER, left and right of centerline, up to 37’ AGL/157’ MSL.  
Vehicles on road starting 200’ from DER, 431’ left of centerline, up to 15’ AGL/138’ MSL.  
Trees 815’ from DER, 613’ right of centerline, 48’ AGL/168’ MSL.  
Rwy 31, Building, trees and poles beginning 57’ from DER, 484’ right of centerline, up to 40’ AGL/163’ MSL.  
Vehicles on road starting 85’ from DER, left and right of centerline, up to 15’ AGL/143’ MSL.  
Trees and poles beginning 365’ from DER, 401’ left of centerline, 50’ AGL/180’ MSL.

GEORGETOWN, TX  
GEORGETOWN MUNI (GTU)  
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES  
AMDT 1A 17AUG17 (17229) (FAA)  
TAKEOFF MINIMUMS:  
Rwy 18, 200-1¼ or std. w/min. climb of 250’ per NM to 1000.  
TAKEOFF OBSTACLE NOTES:  
Rwy 11, tree 11’ from DER, 401’ right of centerline, 786’ MSL.  
Poles and trees beginning 79’ from DER, 156’ right of centerline, up to 39’ AGL/796’ MSL.  
Building 183’ from DER, 477’ left of centerline, 776’ MSL.  
Poles and buildings beginning 251’ from DER, 424’ left of centerline, up to 789’ MSL.  
Trees beginning 489’ from DER, 226’ left of centerline, up to 791’ MSL.  
Transmission towers, catenary, and telephone line beginning 2019’ from DER, 27’ left of centerline, up to 97’ AGL/837’ MSL.  
Transmission tower and telephone line beginning 2271’ from DER, 900’ right of centerline, up to 826’ MSL.

TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

GEORGETOWN, TX (CON’T)
GEORGETOWN MUNI (GTU) (CON’T)

Rwy 11 (CON’T), tower 5361’ from DER, 515’ right of centerline, 179’ AGL/894’ MSL.
Rwy 18, REIL, vehicles on road, and tree beginning 30’ from DER, 124’ left of centerline, up to 784’ MSL.
Trees beginning 225’ from DER, 465’ left of centerline, 33’ AGL/787’ MSL.
Trees beginning 175’ from DER, 444’ right of centerline, up to 779’ MSL.
Obstruction light on pole, poles, and trees beginning 300’ from DER, 38’ left of centerline, up to 792’ MSL.
Obstruction light on pole, poles, and trees beginning 351’ from DER, 19’ right of centerline, up to 792’ MSL.
Transmission tower 3137’ from DER, 1036’ left of centerline, 90’ AGL/835’ MSL.
Antenna on water tower 1 NM from DER, 1158’ right of centerline, 163’ AGL/932’ MSL.

Rwy 23, bushes beginning 10’ from DER, 117’ left of centerline, up to 792’ MSL.
Terrain 15’ from DER, 91’ right of centerline, 790’ MSL.
Terrain 15’ from DER, 191’ right of centerline, 792’ MSL.
Trees beginning 89’ from DER, 345’ left of centerline, up to 806’ MSL.
Bush and tree beginning 103’ from DER, 351’ right of centerline, up to 23’ AGL/819’ MSL.
Tree 205’ from DER, 403’ left of centerline, 811’ MSL.
Tree 260’ from DER, 562’ right of centerline, 824’ MSL.
Trees beginning 296’ from DER, 291’ left of centerline, up to 819’ MSL.
Trees beginning 331’ from DER, 162’ right of centerline, up to 828’ MSL.
Trees beginning 544’ from DER, 22’ right of centerline, up to 833’ MSL.
Trees beginning 549’ from DER, 78’ left of centerline, up to 821’ MSL.
Pole 766’ from DER, 524’ right of centerline, 837’ MSL.
Poles and trees beginning 787’ from DER, 48’ left of centerline, up to 826’ MSL.
Poles and trees beginning 800’ from DER, 56’ right of centerline, up to 840’ MSL.
Tree 1902’ from DER, 923’ right of centerline, 841’ MSL.
Trees beginning 1958’ from DER, 563’ right of centerline, up to 844’ MSL.

HAMILTON, TX
HAMILTON MUNI (MNZ)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 17DEC09 (09351) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 18, tree 689’ from DER, 211’ left of centerline, 40’ AGL/1346’ MSL.
Rwy 36, building 70’ from DER, 513’ right of centerline, 789’ MSL.
Antenna 104’ from DER, 492’ right of centerline, 810’ MSL.
Terrain 115’ from DER, 345’ left of centerline, 789’ MSL.
Trees beginning 143’ from DER, 378’ left of centerline, up to 18’ AGL/810’ MSL.
Pole 269’ from DER, 565’ left of centerline, 35’ AGL/828’ MSL.
Trees beginning 284’ from DER, 424’ right of centerline, up to 818’ MSL.
Tree 322’ from DER, 360’ left of centerline, 831’ MSL.
Pole and trees beginning 392’ from DER, 301’ left of centerline, up to 837’ MSL.
Tower and trees beginning 510’ from DER, 429’ right of centerline, up to 45’ AGL/823’ MSL.

HARLINGEN, TX
VALLEY INTL (HRL)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A 15AUG19 (19227) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 13, sign 29’ from DER, 251’ left of centerline, 6’ AGL/39’ MSL.
Pole 1117’ from DER, 550’ left of centerline, 34’ AGL/67’ MSL.
Rwy 17L, NAVAID 9’ from DER, on centerline, 3’ AGL/37’ MSL.
Vehicle on road 410’ from DER, 519’ left of centerline, 50’ MSL.
Vehicle on road 415’ from DER, 1’ right of centerline, 51’ MSL.
Rwy 36, fence 23’ from DER, 498’ right of centerline, 9’ AGL/41’ MSL.
Rwy 31, NAVAID 52’ from DER, 199’ left of centerline, 4’ AGL/37’ MSL.
Pole 752’ from DER, 540’ left of centerline, up to 34’ AGL/66’ MSL.
Tree 981’ from DER, 461’ left of centerline, 89’ MSL.
Tree 1055’ from DER, 517’ right of centerline, 72’ MSL.
Rwy 35L, sign 23’ from DER, 250’ left of centerline, 3’ AGL/36’ MSL.
Rwy 35R, NAVAID 40’ from DER, 149’ left of centerline, 3’ AGL/36’ MSL.
NAVAID 40’ from DER, 148’ right of centerline, 3’ AGL/36’ MSL.
NAVAID 40’ from DER, 202’ left of centerline, 4’ AGL/37’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

HEBBRONVILLE, TX
JIM HOGG COUNTY (HBV)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 29JUL10 (10210) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 13, trees beginning 7’ from DER, 59’ left of centerline, up to 25’ AGL/694’ MSL.
Rwy 31, trees beginning 112’ from DER, 274’ right of centerline to 438’ left of centerline, up to 12’ AGL/681’ MSL.
Pole 801’ from DER, 374’ right of centerline, up to 26’ AGL/685’ MSL.
NDB 275’ from DER, 495’ left of centerline, up to 33’ AGL/692’ MSL.
Vehicle on road 399’ from DER, left and right of centerline, up to 15’ AGL/674’ MSL.

HONDO, TX
SOUTH TEXAS RGNL AT HONDO (HDO)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A 28JUL11 (11209) (FAA)
TAKEOFF MINIMUMS:
Rwys 4, 22, NA-Environmental.
TAKEOFF OBSTACLE NOTES:
Rwy 8, trees 40’ from DER, 243’ left of centerline, 30’ AGL/959’ MSL.
Rwy 17L, vehicles on road 488’ from DER, 131’ right of centerline, 15’ AGL/925’ MSL.
Rwy 17R, sand storage domes beginning 3653’ from DER, 838’ right of centerline, up to 115’ AGL/1023’ MSL.
Rwy 35R, vehicles on road 161’ from DER, 172’ left of centerline, 15’ AGL/943’ MSL.
Multiple trees beginning 636’ from DER, 354’ right of centerline, up to 26’ AGL/955’ MSL.
Vehicles on road beginning 490’ from DER, 122’ right of centerline, 15’ AGL/943’ MSL.
Rwy 26, trees 1022’ from DER, 241’ right of centerline, 30’ AGL/959’ MSL.
Rwy 13, trees 726’ from DER, 250’ left of centerline, 30’ AGL/939’ MSL.

HOOD AHP (KHLR)
FORT HOOD (KILLEEN), TX
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 30JAN20 (20030)
TAKEOFF MINIMUMS:
Rwy 16, 34, for Copter use only.

JUNCTION, TX
KIMBLE COUNTY (JCT)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 05MAY11 (11125) (FAA)
TAKEOFF MINIMUMS:
Rwys 8, 26, NA - Environmental.
Rwy 17, std. w/min. climb of 340’ per NM to 2300 or 1300-3 for climb in visual conditions.
Rwy 35, std. w/min. climb of 565’ per NM to 2200 or 400-3 with minimum climb of 230’ per NM to 2500, or 1300-3 for climb in visual conditions.
DEPARTURE PROCEDURE:
Rwy 17, climb heading 172° to 2800 before proceeding on course, for climb in visual conditions cross Kimble County Airport at or above 2900 before proceeding on course.
Rwy 35, for climb in visual conditions cross Kimble County Airport at or above 2900 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 17, trees beginning abeam DER, 297’ right of centerline, up to 50’ AGL/1749’ MSL.
Power lines beginning 229’ from DER, 370’ right of centerline, up to 75’ AGL/1744’ MSL.
Vehicles on road beginning 390’ from DER, left and right of centerline, up to 17’ AGL/1716’ MSL.
Trees beginning 1548’ from DER, left and right of centerline, up to 50’ AGL/2049’ MSL.
Radio towers beginning 4568’ from DER, 736’ left of centerline, up to 169’ AGL/1854’ MSL.
Rwy 35, power lines beginning abeam DER, 545’ left of centerline, up to 75’ AGL/1854’ MSL.
Power lines abeam DER, 561’ right of centerline, up to 75’ AGL/1854’ MSL.
Vehicles on road beginning 1121’ from DER, left and right of centerline, up to 15’ AGL/1794’ MSL.
Trees beginning 1264’ from DER, left and right of centerline, up to 50’ AGL/2129’ MSL.

KELLY FLD (KSKF)
SAN ANTONIO, TX
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 25MAY17 (17145)
TAKEOFF OBSTACLE NOTES:
Rwy 34, trees 50’ AGL/743’ MSL, 1763’ from DER, 919’ left of cntrln.

TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

KENEDY, TX
KENEDY RGNL (2R9)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2A 15AUG19 (19227) (FAA)
TAKEOFF MINIMUMS:
Rwy 16, 300-1½ or std. w/min. climb of 310’ per NM to 600.
Rwy 34, 400-2½ or std. climb of 675’ per NM to 600.
DEPARTURE PROCEDURE:
Rwy 34, climb heading 344° to 800 before turning left.
TAKEOFF OBSTACLE NOTES:
Rwy 16, fence at DER, 293’ right of centerline, 8’ AGL/277’ MSL.
Fence at DER, 291’ left of centerline, 8’ AGL/279’ MSL.
Trees beginning 11’ from DER, 268’ right of centerline, up to 100’ AGL/379’ MSL.
Poles beginning 965’ from DER, 352’ left of centerline, up to 80’ AGL/364’ MSL.
Tree 1771’ from DER, 937’ right of centerline, 100’ AGL/389’ MSL.
Tree 2752’ from DER, 993’ right of centerline, 100’ AGL/399’ MSL.
Tree 3234’ from DER, 1137’ left of centerline, 100’ AGL/409’ MSL.
Tree 3408’ from DER, 982’ right of centerline, 100’ AGL/419’ MSL.
Tree 4050’ from DER, 808’ right of centerline, 100’ AGL/429’ MSL.
Tree 4523’ from DER, 348’ right of centerline, 100’ AGL/439’ MSL.
Tree 4854’ from DER, 200’ right of centerline, 100’ AGL/449’ MSL.
Tree 5091’ from DER, 147’ right of centerline, 100’ AGL/459’ MSL.
Trees beginning 5351’ from DER, 18’ right of centerline, up to 100’ AGL/469’ MSL.
Tree 5684’ from DER, 983’ right of centerline, 100’ AGL/479’ MSL.
Tree 1 NM from DER, 1953’ right of centerline, 100’ AGL/489’ MSL.
Tree 1.1 NM from DER, 2105’ right of centerline, 100’ AGL/499’ MSL.
Tree 1.5 NM from DER, 1603’ right of centerline, 100’ AGL/507’ MSL.
Tower 51’ from DER, 180’ left of centerline, 100’ AGL/399’ MSL.
Fence 169’ from DER, crossing extended runway centerline, 8’ AGL/295’ MSL.
Tower 1031’ from DER, 2808’ left of centerline, 238’ AGL/678’ MSL.
Tree 1457’ from DER, 761’ left of centerline, 100’ AGL/419’ MSL.
Tree 1512’ from DER, 8’ right of centerline, 100’ AGL/409’ MSL.
Tree 1615’ from DER, 859’ left of centerline, 100’ AGL/429’ MSL.
Tree 1779’ from DER, 861’ left of centerline, 100’ AGL/439’ MSL.
Tree 1902’ from DER, 847’ left of centerline, 100’ AGL/449’ MSL.
Tree 2521’ from DER, 950’ right of centerline, 100’ AGL/429’ MSL.
Tree 3594’ from DER, 1437’ right of centerline, 100’ AGL/459’ MSL.
Tree 4395’ from DER, 107’ left of centerline, 100’ AGL/469’ MSL.
Tree 4854’ from DER, 178’ left of centerline, 100’ AGL/479’ MSL.
Tree 5227’ from DER, 352’ left of centerline, 100’ AGL/489’ MSL.
Tree 5720’ from DER, 153’ left of centerline, 100’ AGL/499’ MSL.
Trees beginning 1 NM from DER, 24’ left of centerline, up to 100’ AGL/519’ MSL.
Trees beginning 1.1 NM from DER, 4’ right of centerline, up to 100’ AGL/529’ MSL.
Tower, trees beginning 1.4 NM from DER, 86’ left of centerline, up to 238’ AGL/628’ MSL.

KERRVILLE, TX
KERRVILLE MUNI /LOUIS SCHREINER FIELD (ERV)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 03JAN19 (19003) (FAA)
TAKEOFF MINIMUMS:
Rwy 3, 500-3 w/min. climb of 390’ per NM to 2600, or std. w/min. climb of 455’ per NM to 2400 or 1300-3 for VCOA.
Rwy 30, std. w/min. climb of 215’ per NM to 2300 or 1300-3 for VCOA.
VCOA:
Rwys 3, 30, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Kerrville Muni/Louis Schreiner Field at or above 2800 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 3, tree 23’ from DER, 465’ left of centerline, 41’ AGL/1631’ MSL.
Terrain 25’ from DER, 401’ right of centerline, 1635’ MSL.
Terrain 36’ from DER, 505’ right of centerline, 1647’ MSL.
Vehicles on road, terrain beginning 45’ from DER, 310’ right of centerline, up to 1649’ MSL.
Trees beginning 239’ from DER, 445’ left of centerline, up to 47’ AGL/1640’ MSL.
Vehicle on road, terrain beginning 296’ from DER, 352’ right of centerline, up to 1650’ MSL.
Trees beginning 436’ from DER, 344’ left of centerline, up to 66’ AGL/1664’ MSL.
Vehicles on road, terrain beginning 496’ from DER, 311’ right of centerline, up to 1652’ MSL.
Trees, vehicles on road beginning 853’ from DER, 117’ right of centerline, up to 38’ AGL/1673’ MSL.
Trees beginning 895’ from DER, 46’ right of centerline, up to 31’ AGL/1675’ MSL.
Trees beginning 985’ from DER, 96’ right of centerline, up to 26’ AGL/1678’ MSL.
Trees beginning 1030’ from DER, 198’ right of centerline, up to 41’ AGL/1684’ MSL.
Poles, vehicles on road, transmission line, trees beginning 1176’ from DER, 11’ right of centerline, up to 55’ AGL/1715’ MSL.
Pole 1434’ from DER, 418’ left of centerline, 58’ AGL/1672’ MSL.
Transmission line, pole beginning 1440’ from DER, 414’ left of centerline, up to 59’ AGL/1674’ MSL.
Pole 1523’ from DER, 772’ left of centerline, 63’ AGL/1698’ MSL.

CON’T
KERRVILLE, TX (CON’T)

KERRVILLE MUNI /LOUIS SCHREINER FIELD (ERV) (CON’T)

Pole, trees, vehicles on road beginning 1.7 NM from DER, 76’ right of centerline, up to 45’ AGL/1994’ MSL.

Trees, fence beginning 2581’ from DER, 576’ right of centerline, up to 1743’ MSL.

Trees beginning 2717’ from DER, 540’ left of centerline, up to 29’ AGL/1708’ MSL.

Trees, fence beginning 2978’ from DER, 804’ left of centerline, up to 37’ AGL/1733’ MSL.

Trees beginning 3253’ from DER, 920’ left of centerline, up to 30’ AGL/1738’ MSL.

Trees, pole beginning 3636’ from DER, 1190’ left of centerline, up to 33’ AGL/1742’ MSL.

Trees beginning 3905’ from DER, 1930’ right of centerline, 30’ AGL/1751’ MSL.

Trees beginning 4069’ from DER, 920’ right of centerline, up to 16’ AGL/1753’ MSL.

Trees beginning 4108’ from DER, 1199’ right of centerline, up to 27’ AGL/1773’ MSL.

Tree 4291’ from DER, 1344’ right of centerline, 23’ AGL/1776’ MSL.

Trees beginning 4312’ from DER, 1120’ right of centerline, up to 23’ AGL/1796’ MSL.

Poles, trees, vehicles on road beginning 1.7 NM from DER, 1207’ right of centerline, up to 4’ AGL/1824’ MSL.

Fence, tree beginning 4504’ from DER, 1136’ right of centerline, up to 6’ AGL/1832’ MSL.

Terrain, fence, tree beginning 4610’ from DER, 1475’ right of centerline, up to 1869’ MSL.

Trees, fence, terrain beginning 4656’ from DER, 347’ right of centerline, up to 14’ AGL/1879’ MSL.

Poles beginning 4892’ from DER, 1415’ left of centerline, up to 40’ AGL/1753’ MSL.

Pole, trees beginning 5066’ from DER, 1275’ left of centerline, up to 39’ AGL/1758’ MSL.

Pole, tree beginning 5204’ from DER, 1373’ left of centerline, up to 37’ AGL/1760’ MSL.

Tree 5259’ from DER, 1498’ left of centerline, 34’ AGL/1764’ MSL.

Trees beginning 5329’ from DER, 1203’ left of centerline, up to 41’ AGL/1769’ MSL.

Tree 5365’ from DER, 1718’ left of centerline, 33’ AGL/1772’ MSL.

Trees, vehicle on road, poles beginning 5366’ from DER, 1159’ left of centerline, up to 32’ AGL/1773’ MSL.

Trees beginning 5669’ from DER, 1423’ left of centerline, 34’ AGL/1775’ MSL.

Pole 5579’ from DER, 1525’ left of centerline, 28’ AGL/1778’ MSL.

Pole beginning 5639’ from DER, 1125’ left of centerline, up to 27’ AGL/1800’ MSL.

Pole, terrain, trees beginning 5667’ from DER, 1228’ left of centerline, up to 36’ AGL/1809’ MSL.

Tree 5885’ from DER, 1970’ left of centerline, 28’ AGL/1850’ MSL.

Trees, terrain beginning 5931’ from DER, 1356’ left of centerline, up to 26’ AGL/1874’ MSL.

Tree 6068’ from DER, 1968’ left of centerline, 21’ AGL/1890’ MSL.

Trees beginning 1 NM from DER, 1442’ left of centerline, up to 21’ AGL/1892’ MSL.

Tree, vehicle on road, terrain, fence beginning 1 NM from DER, 1349’ left of centerline, up to 1924’ MSL.

Vehicle on road, tree beginning 1 NM from DER, 914’ right of centerline, up to 1902’ MSL.

Vehicles on road beginning 1 NM from DER, 1170’ right of centerline, up to 1903’ MSL.

Trees beginning 1 NM from DER, 991’ right of centerline, up to 22’ AGL/1921’ MSL.

Tree, vehicles on road beginning 1.1 NM from DER, 735’ right of centerline, up to 29’ AGL/1923’ MSL.

Tree, terrain beginning 1.1 NM from DER, 524’ right of centerline, up to 1927’ MSL.

Trees, vehicles on road, terrain, poles beginning 1.1 NM from DER, 416’ right of centerline, up to 36’ AGL/1929’ MSL.

Building, trees, vehicle on road beginning 1.2 NM from DER, 1213’ right of centerline, up to 32’ AGL/1931’ MSL.

Trees, vehicles on road, poles, building, terrain, tank beginning 1.2 NM from DER, on and right of centerline, up to 35’ AGL/1934’ MSL.

Fence, tree beginning 1.3 NM from DER, 1576’ left of centerline, up to 6’ AGL/1925’ MSL.

Building 1.3 NM from DER, 2597’ left of centerline, 14’ AGL/1934’ MSL.

Tree 1.3 NM from DER, 2558’ left of centerline, 23’ AGL/1943’ MSL.

Building, trees, poles, vehicles on road beginning 1.3 NM from DER, 1543’ left of centerline, up to 41’ AGL/1962’ MSL.

Buildings, poles, vehicles on road, trees, fence, tank, terrain beginning 1.3 NM from DER, 18’ left of centerline, up to 32’ AGL/1963’ MSL.

Trees, poles, vehicles on road beginning 1.4 NM from DER, 160’ right of centerline, up to 31’ AGL/1941’ MSL.

Trees, vehicles on road, fence beginning 1.4 NM from DER, 233’ right of centerline, up to 25’ AGL/1947’ MSL.

Trees, poles, vehicles on road beginning 1.5 NM from DER, 196’ right of centerline, up to 25’ AGL/1950’ MSL.

Poles, trees, vehicles on road, fence, terrain beginning 1.5 NM from DER, 179’ right of centerline, up to 44’ AGL/1961’ MSL.

Trees, vehicles on road, terrain beginning 1.6 NM from DER, 37’ left of centerline, up to 25’ AGL/1967’ MSL.

Trees, vehicles on road, pole beginning 1.7 NM from DER, 133’ right of centerline, up to 28’ AGL/1962’ MSL.

Vehicle on road, tree beginning 1.7 NM from DER, 1457’ right of centerline, up to 1963’ MSL.

Trees, vehicles on road beginning 1.7 NM from DER, 1588’ left of centerline, up to 18’ AGL/1968’ MSL.

Trees, fence, vehicles on road beginning 1.7 NM from DER, 15’ right of centerline, up to 22’ AGL/1978’ MSL.

Poles, trees, vehicles on road, terrain, building beginning 1.7 NM from DER, 196’ right of centerline, up to 36’ AGL/1982’ MSL.

Vehicles on road, tree beginning 1.7 NM from DER, 2149’ left of centerline, up to 1969’ MSL.

Poles, trees, vehicles on road beginning 1.7 NM from DER, 906’ left of centerline, up to 39’ AGL/1976’ MSL.

Pole, trees, vehicles on road beginning 1.7 NM from DER, 76’ right of centerline, up to 45’ AGL/1994’ MSL.

Pole, tree, vehicle on road, terrain beginning 1.7 NM from DER, 17’ left of centerline, up to 40’ AGL/1986’ MSL.

Tree, vehicle on road, tank beginning 1.8 NM from DER, 271’ right of centerline, up to 36’ AGL/2000’ MSL.

Trees beginning 1.8 NM from DER, 88’ right of centerline, up to 27’ AGL/2010’ MSL.

Poles, fence, buildings, trees, vehicles on road, terrain beginning 1.8 NM from DER, on centerline, up to 43’ AGL/2022’ MSL.

Vehicles on road, tree, poles, pole beginning 1.8 NM from DER, 84’ left of centerline, up to 1989’ MSL.

Trees, vehicle on road, building, terrain beginning 1.8 NM from DER, 173’ left of centerline, up to 44’ AGL/2003’ MSL.

Tree, terrain, buildings, vehicles on road, pole beginning 1.9 NM from DER, 267’ left of centerline, up to 34’ AGL/2025’ MSL.

Windmill, buildings, trees, terrain, vehicles on road, poles, tank, transmission line beginning 1.9 NM from DER, 34’ left of centerline, up to 52’ AGL/2044’ MSL.

CON’T

TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

L13 21280 SC-3

SC-3, 07 OCT 2021 to 02 DEC 2021 SC-3, 07 OCT 2021 to 02 DEC 2021
KERRVILLE, TX (CON’T)

KERRVILLE MUNI / LOUIS SCHREINER FIELD (ERV) (CON’T)

**Rwy 3 (CON’T)**, transmission line, tree beginning 2.4 NM from DER, 1351’ left of centerline, up to 116’ AGL/2077’ MSL.
Transmission lines, trees beginning 2.4 NM from DER, 524’ left of centerline, up to 108’ AGL/2078’ MSL.
Transmission lines 2.5 NM from DER, 866’ right of centerline, 103’ AGL/2042’ MSL.

**Rwy 12**, terrain beginning 76’ from DER, 189’ left of centerline, up to 1593’ MSL.
Tree 289’ from DER, 448’ right of centerline, 32’ AGL/1605’ MSL.
Vehicles on road beginning 517’ from DER, 617’ left of centerline, up to 1608’ MSL.
Tree 625’ from DER, 442’ right of centerline, 33’ AGL/1607’ MSL.

**Rwy 21**, fence, terrain beginning 1’ from DER, 145’ right of centerline, up to 1583’ MSL.
Vehicles on road, sign, terrain beginning 19’ from DER, 125’ left of centerline, up to 1576’ MSL.
Pole 838’ from DER, 593’ right of centerline, 35’ AGL/1595’ MSL.
Pole, trees beginning 893’ from DER, 422’ right of centerline, up to 1602’ MSL.
Trees beginning 975’ from DER, 277’ right of centerline, up to 1608’ MSL.
Trees beginning 1291’ from DER, 284’ right of centerline, up to 1610’ MSL.
Tree 1438’ from DER, 250’ right of centerline, 89’ AGL/1619’ MSL.
Antenna 2904’ from DER, 870’ right of centerline, 102’ AGL/1655’ MSL.
Tree 4950’ from DER, 1649’ right of centerline, 48’ AGL/1704’ MSL.
Tree, building beginning 4963’ from DER, 1520’ right of centerline, up to 50’ AGL/1710’ MSL.

**Rwy 30**, vehicle on road 1’ from DER, 477’ left of centerline, 1577’ MSL.
Tree 190’ from DER, 493’ left of centerline, 28’ AGL/1584’ MSL.
Tree 210’ from DER, 514’ left of centerline, 41’ AGL/1592’ MSL.
Pole, tree, building, lighting beginning 244’ from DER, 208’ left of centerline, up to 27’ AGL/868’ MSL.
Fence beginning 324’ from DER, 330’ right of centerline, up to 11’ AGL/854’ MSL.
Vehicles on road, fence beginning 329’ from DER, 271’ right of centerline, up to 1592’ MSL.
Tree 404’ from DER, 521’ right of centerline, 35’ AGL/1610’ MSL.
Trees, poles beginning 407’ from DER, 412’ left of centerline, up to 51’ AGL/1598’ MSL.
Poles, buildings, trees beginning 443’ from DER, 32’ right of centerline, up to 39’ AGL/1615’ MSL.
Tree 599’ from DER, 500’ left of centerline, 51’ AGL/1605’ MSL.
Trees beginning 621’ from DER, 19’ left of centerline, up to 51’ AGL/1606’ MSL.
Trees beginning 874’ from DER, 104’ left of centerline, up to 83’ AGL/1614’ MSL.
Tree 1748’ from DER, 937’ left of centerline, 93’ AGL/1619’ MSL.

KILLEEN, TX

SKYLARK FLD (ILE)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 15JAN09 (21224) (FAA)

DEPARTURE PROCEDURE:

**Rwy 19**, climb heading 190° to 1900 before turning east.

TAKEOFF OBSTACLE NOTES:

**Rwy 1**, multiple poles beginning 317’ from DER, 384’ left of centerline, up to 27’ AGL/868’ MSL.
Tree, 973’ from DER, 100’ left of centerline, 28’ AGL/876’ MSL.
Building, 486’ from DER, 9’ right of centerline, 13’ AGL/854’ MSL.
Antenna, 351’ from DER, 277’ right of centerline, 11’ AGL/852’ MSL.

**Rwy 19**, pole, 288’ from DER, 588’ right of centerline, 32’ AGL/880’ MSL.
Building, 102’ from DER, 411’ right of centerline, 8’ AGL/856’ MSL.
Vehicle on road, 232’ from DER, 499’ right of centerline, 15’ AGL/867’ MSL.
Pole, 256’ from DER, 497’ left of centerline, 32’ AGL/873’ MSL.
Building, 276’ from DER, 342’ left of centerline, 11’ AGL/859’ MSL.
Building, 298’ from DER, 83’ left of centerline, 9’ AGL/857’ MSL.

KINGSVILLE NAS (KNQI)

KINGSVILLE, TX

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 16JUL20 (20198)

TAKEOFF OBSTACLE NOTES:

**Rwy 13R**, terrain 0’ from DER, 500’ right of cntrln, 0’ AGL/45’ MSL.

**Rwy 17L**, terrain 0’ from DER, 500’ left of cntrln, 0’ AGL/56’ MSL.
Terrain 328’ from DER, 500’ left of cntrln, 0’ AGL/59’ MSL.

**Rwy 17R**, tower 559’ from DER, 1’ left of cntrln, 5’ AGL/56’ MSL.
Terrain 0’ from DER, 500’ right of cntrln, 0’ AGL/60’ MSL.
Terrain 281’ from DER, 500’ right of cntrln, 0’ AGL/60’ MSL.

**Rwy 31L**, terrain 0’ from DER, 500’ left of cntrln, 0’ AGL/52’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

KINGSVILLE, TX
KLEBERG COUNTY (IKG)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 29JUL10 (10210) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 13, trees beginning 528’ from DER, 515’ right of centerline, up to 35’ AGL/154’ MSL.
Trees beginning 775’ from DER, 554’ left of centerline, up to 35’ AGL/159’ MSL.
Rwy 31, trees beginning 184’ from DER, 358’ right of centerline, up to 28’ AGL/153’ MSL.

LAGO VISTA, TX
LAGO VISTA TX-RUSTY ALLEN (RYW)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1A 17AUG17 (17229) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 15, building 4’ from DER, 157’ right of centerline, 25’ AGL/1225’ MSL.
Building and trees beginning 18’ from DER, 248’ left of centerline, up to 1232’ MSL.
Rwy 33, trees beginning 14’ from DER, 158’ right of centerline, up to 1258’ MSL.
Trees beginning 44’ from DER, 144’ left of centerline, up to 1257’ MSL.
Trees beginning 173’ from DER, 315’ left of centerline, up to 1262’ MSL.
Trees beginning 173’ from DER, 235’ right of centerline, up to 1259’ MSL.
Trees beginning 494’ from DER, 224’ right of centerline, up to 1269’ MSL.
Trees beginning 624’ from DER, 274’ left of centerline, up to 1257’ MSL.
Trees beginning 743’ from DER, 159’ left of centerline, up to 1273’ MSL.
Tree 1430’ from DER, 122’ right of centerline, 1270’ MSL.
Tree 1612’ from DER, 132’ left of centerline, 1274’ MSL.

LAKEWAY, TX
LAKEWAY AIRPARK (3R9)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 05MAR15 (15064) (FAA)
TAKEOFF MINIMUMS:
Rwy 16, 500-2¾ or std. w/min. climb of 265’ per NM to 1500.
DEPARTURE PROCEDURE:
Rwy 16, climb heading 165° to 1700 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 16, trees on rising terrain beginning 26’ from DER, 161’ right of centerline, up to 50’ AGL/975’ MSL.
Building 38’ from DER, 229’ right of centerline, 50’ AGL/989’ MSL.
Tree 194’ from DER, 221’ left of centerline, 50’ AGL/943’ MSL.
Building and trees beginning 534’ from DER, 165’ left of centerline, 40’ AGL/941’ MSL.
Power lines with catenary markers beginning 776’ from DER, crossing centerline, up to 80’ AGL/999’ MSL.
Tower 2.1 NM from DER, 1314’ right of centerline, 195’ AGL/1326’ MSL.
Rwy 34, trees beginning abeam DER, 161’ left of centerline, up to 50’ AGL/965’ MSL.
Trees and buildings beginning abeam DER, 161’ left of centerline, up to 50’ AGL/1009’ MSL.

LAMPASAS, TX
LAMPASAS (LZZ)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 17DEC09 (09351) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 16, building 39’ from DER, 374’ left of centerline, 20’ AGL/1188’ MSL.
Trees beginning 795’ from DER, 217’ right of centerline, up to 30’ AGL/1189’ MSL.
Rwy 34, trees beginning 657’ from DER, 147’ left of centerline, up to 30’ AGL/1249’ MSL.
LAREDO, TX
LAREDO INTL (LRD)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4B 08NOV18 (18312) (FAA)
DEPARTURE PROCEDURE:
Rwy 14, climb heading 142° to 1000 before turning right.
Rwy 18L, climb heading 163° to 1200 before turning right.
Rwy 18R, climb heading 163° to 1300 before turning right.
Rwy 32, climb heading 322° to 1200 before turning left.
Rwy 36L, 36R, climb heading 358° to 1000 before turning left.
TAKEOFF OBSTACLE NOTES:
Rwy 14, trees beginning 135' from DER, 298' left of centerline, up to 59' AGL/519' MSL.
Sign 226' from DER, 244' left of centerline, 14' AGL/474' MSL.
Rwy 18L, terrain beginning 48' from DER, 333' right of centerline, up to 478' MSL.
Light poles beginning 894' from DER, 344' right of centerline, up to 41' AGL/511' MSL.
Rwy 32, aircraft on taxiway beginning 50' from DER, 367' left of centerline, up to 75' AGL/584' MSL.
Rwy 36L, MALSR 5' from DER, on centerline, 5' AGL/505' MSL.
Antenna on building 81' from DER, 404' left of centerline, 30' AGL/520' MSL.

LAUGHLIN AFB (KDLF)
DEL RIO, TX
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
13DEC12 (12348)
TAKEOFF OBSTACLE NOTES:
Rwy 13C, Taxiing aircraft 14' AGL/1079' MSL, 197' from DER, 222' right of centerline.
Rwy 13L, Taxiing aircraft 14' AGL/1076' MSL, 19' from DER, 204' right of centerline.
Rwy 13R, Taxiing aircraft 38' AGL/1108' MSL, 1159' from DER, 175' left of centerline.
Taxiing aircraft 14' AGL/1090' MSL, 14' from DER, 202' left of centerline.
Taxiing aircraft 14' AGL/1090' MSL, 65' from DER, 301' left of centerline.
Taxiing aircraft 14' AGL/1093' MSL, 524' from DER, 605' right of centerline.
Taxiing aircraft 14' AGL/1093' MSL, 1163' from DER, 599' right of centerline.
Rwy 31C, Vehicular traffic 10' AGL/1092' MSL, 16' from DER, 466' left of centerline.
Pole 8' AGL/1083' MSL, 397' from DER, 625' left of centerline.
Pole 8' AGL/1084' MSL, 344' from DER, 682' left of centerline.
Rwy 31R, Terrain 1082' MSL, 0' from DER, 500' left of centerline.
Terrain 1083' MSL, 141' from DER, 516' left of centerline.
Terrain 1083' MSL, 173' from DER, 546' left of centerline.
Vehicular traffic 10' AGL/1092' MSL, 609' from DER, 534' left of centerline.
Terrain 1085' MSL, 115' from DER, 521' right of centerline.
Terrain 1083' MSL, 72' from DER, 449' right of centerline.
Taxiing aircraft 14' AGL/1090' MSL, 6' from DER, 174' left of centerline.
Railroad 23' AGL/1102' MSL, 1423' from DER, 468' right of centerline.
Windsock 26' AGL/1101' MSL, 19' from DER, 496' left of centerline.
Railroad 23' AGL/1102' MSL, 1239' from DER, 869' left of centerline.

LLANO, TX
LLANO MUNI (AQO)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 17DEC09 (09351) (FAA)
DEPARTURE PROCEDURE:
Rwys 13, 31, NA-Environmental.
Rwy 35, climb heading 354° to 1900 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 17, tree 11' from DER, 364' left of centerline, 25' AGL/1144' MSL.
Trees 811' from DER, 242' left of centerline, 25' AGL/1124' MSL.
Rwy 35, hangar 209' from DER, 497' right of centerline, 30' AGL/1149' MSL.
Trees 486' from DER, 265' right of centerline, 25' AGL/1144' MSL.
Vehicles on North-South road, 270' left of centerline, 15' AGL/1114' MSL.
Vehicles on road 390' from DER, crosses centerline East-West, 15' AGL/1134' MSL.
LOCKHART, TX
LOCKHART MUNI (50R)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 25AUG11 (11237) (FAA)
TAKEOFF MINIMUMS:
- Rwy 36, 400-3 or std. w/min. climb of 275' per NM to 1200.
DEPARTURE PROCEDURE:
- Rwy 36, climb heading 355° to 1200 before turning.
TAKEOFF OBSTACLE NOTES:
- Rwy 18, trees beginning 47' from DER, 267' left of centerline, up to 65' AGL/555' MSL.
- Trees beginning 245' from DER, 13' right of centerline, up to 42' AGL/541' MSL.
- Rwy 36, bush 51' from DER, 305' right of centerline, 8' AGL/568' MSL.
- Pole 1298' from DER, 561' right of centerline, 38' AGL/568' MSL.
- Tower 2.2 NM from DER, 2536' right of centerline, 378' AGL/918' MSL.

MARFA, TX
MARFA MUNI (MRF)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1A 25FEB21 (21056) (FAA)
TAKEOFF MINIMUMS:
- Rwys 9, 27, NA - Environmental.
CAUTION: Unmarked balloon and cable to 14000' MSL in R-6318.
DEPARTURE PROCEDURE:
- Rwy 4, climbing right turn direct MRF VOR/DME thence...
- Rwy 13, climb direct MRF VOR/DME thence...
- Rwys 22, 31, climbing left turn direct MRF VOR/DME thence...
...all aircraft climb in MRF holding pattern (southeast, left turn, 313° inbound) to cross MRF VOR/DME at or above MEA for direction of flight.
TAKEOFF OBSTACLE NOTES:
- Rwy 4, vehicle on road, tree beginning 18' from DER, 319' left of centerline, up to 15' AGL/4863' MSL.
- Tree 76' from DER, 504' right of centerline, 4852' MSL.
- Vehicle on road 462' from DER, 270' left of centerline, 4866' MSL.
- Vehicle on road 469' from DER, 613' right of centerline, 4863' MSL.
- Vehicle on road beginning 558' from DER, 197' left of centerline, up to 4869' MSL.
- Vehicle on road 709' from DER, 417' left of centerline, 4870' MSL.
- Vehicle on road 744' from DER, 583' right of centerline, 4868' MSL.
- Vehicle on road 175' from DER, 429' right of centerline, 15' AGL/4848' MSL.
- Vehicle on road 513' from DER, 564' left of centerline, 4846' MSL.
- Pole 1041' from DER, 572' right of centerline, 4858' MSL.
- Rwy 22, vehicle on road beginning 5' from DER, 281' left of centerline, up to 15' AGL/4840' MSL.
- Tree 152' from DER, 419' right of centerline, 4833' MSL.
- Tank, vehicle on road beginning 340' from DER, 272' left of centerline, up to 4846' MSL.
- Rwy 31, building 31' from DER, 249' right of centerline, 5' AGL/4843' MSL.

MASON, TX
MASON COUNTY (T92)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 17AUG17 (17229) (FAA)
TAKEOFF MINIMUMS:
- Rwy 36, 300-1 or std. w/min. climb of 440' per NM to 1800.
DEPARTURE PROCEDURE:
- Rwy 18, climb heading 176° to 2100' before turning right.
TAKEOFF OBSTACLE NOTES:
- Rwy 18, trees beginning 469' from DER, 87' left of centerline, up to 35' AGL/1555' MSL.
- Rwy 36, trees beginning 379' from DER, left and right of centerline, up to 35' AGL/1538' MSL.
- T-L towers 3061' from DER, 1185' left of centerline, 95' AGL/1628' MSL.
- T-L towers beginning 3625' from DER, 193' left of centerline, up to 85' AGL/1641' MSL.
- T-L towers beginning 4435' from DER, 303' right of centerline, up to 90' AGL/1667' MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

MC ALLEN, TX
MC ALLEN MILLER INTL (MFE)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 10DEC15 (15344) (FAA)
TAKEOFF MINIMUMS:
Rwy 36, 300-1½, or std, w/min. climb of 296’ per NM to 500’.
TAKEOFF OBSTACLE NOTES:
Rwy 14, trees beginning 792’ from DER, 593’ left of centerline, up to 44’ AGL/139’ MSL.
Rwy 32, trees and poles beginning 709’ from DER, 362’ left of centerline, up to 52’ AGL/157’ MSL.
Tree 1019’ from DER, 627’ right of centerline, 42’ AGL/142’ MSL.
Rwy 36, pole 581’ from DER, on centerline, 19’ AGL/122’ MSL.
Tower 198’ from DER, 335’ left of centerline, 38’ AGL/140’ MSL.
Buildings and trees beginning 652’ from DER, 36’ left of centerline, up to 50’ AGL/155’ MSL.
Buildings 1.29 NM from DER, 243’ right of centerline, 263’ AGL/394’ MSL.

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4 16AUG18 (18228) (FAA)
TAKEOFF MINIMUMS:
Rwy 16, 400-2½ or std, w/min. climb of 220’ per NM to 3300.
Rwy 25, 300-1½ or std, w/min. climb of 230’ per NM to 3100, or alternatively, with std. takeoff minimums and a normal 200’ per NM climb gradient, takeoff must occur no later than 1700’ prior to DER.
TAKEOFF OBSTACLE NOTES:
Rwy 7, vehicles on road and tree beginning 87’ from DER, 360’ left of centerline, up to 2803’ MSL.
Vegetation 218’ from DER, 441’ right of centerline, 2797’ MSL.
Poles beginning 316’ from DER, 443’ left of centerline, up to 50’ AGL/2840’ MSL.
Poles beginning 1601’ from DER, 252’ left of centerline, up to 52’ AGL/2843’ MSL.
Pole 1868’ from DER, 377’ left of centerline, 52’ AGL/2849’ MSL.
Tree 2136’ from DER, 343’ left of centerline, 52’ AGL/2855’ MSL.
Pole 2403’ from DER, 309’ left of centerline, 52’ AGL/2859’ MSL.
Poles beginning 2688’ from DER, 256’ left of centerline, up to 52’ AGL/2861’ MSL.
Rwy 16, vegetation 37’ from DER, 490’ right of centerline, 2803’ MSL.
Pole 196’ from DER, 498’ right of centerline, 33’ AGL/2827’ MSL.
Pole 318’ from DER, 449’ right of centerline, 34’ AGL/2828’ MSL.
Poles beginning 1269’ from DER, 664’ left of centerline, up to 51’ AGL/2839’ MSL.
Pole 826’ from DER, 454’ left of centerline, 32’ AGL/2822’ MSL.
Tree 856’ from DER, 227’ left of centerline, 2829’ MSL.
Trees beginning 1098’ from DER, 291’ right of centerline, up to 2842’ MSL.
Poles beginning 1269’ from DER, 664’ left of centerline, up to 51’ AGL/2839’ MSL.
Tower 2 NM from DER, 3181’ left of centerline, 354’ AGL/3136’ MSL.
Building 2 NM from DER, 3680’ left of centerline, 354’ AGL/3135’ MSL.
Rwy 25, pole 104’ from DER, 519’ right of centerline, 67’ AGL/2870’ MSL.
Poles beginning 373’ from DER, 316’ right of centerline, up to 69’ AGL/2873’ MSL.
Tree and sign beginning 642’ from DER, 205’ left of centerline, up to 2840’ MSL.
Poles, lighting, and tree beginning 644’ from DER, 12’ right of centerline, up to 71’ AGL/2876’ MSL.
Tree, pole, and lighting beginning 681’ from DER, 76’ left of centerline, up to 2842’ MSL.
Building and trees beginning 866’ from DER, 38’ left of centerline, up to 40’ AGL/2851’ MSL.
Tower 5309’ from DER, 1326’ right of centerline, 137’ AGL/2956’ MSL.
Rwy 34, vehicles on road 572’ from DER, 423’ left of centerline, 2816’ MSL.
Pole and trees beginning 635’ from DER, 329’ right of centerline, up to 51’ AGL/2843’ MSL.
Tree 838’ from DER, 484’ left of centerline, 2825’ MSL.
Trees beginning 1216’ from DER, 328’ right of centerline, up to 2850’ MSL.

MIDLAND, TX
MIDLAND AIRPARK (MDD)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4 16AUG18 (18228) (FAA)
TAKEOFF MINIMUMS:
Rwy 16, 400-2½ or std, w/min. climb of 220’ per NM to 3300.
Rwy 25, 300-1½ or std, w/min. climb of 230’ per NM to 3100, or alternatively, with std. takeoff minimums and a normal 200’ per NM climb gradient, takeoff must occur no later than 1700’ prior to DER.
TAKEOFF OBSTACLE NOTES:
Rwy 7, vehicles on road and tree beginning 87’ from DER, 360’ left of centerline, up to 2803’ MSL.
Vegetation 218’ from DER, 441’ right of centerline, 2797’ MSL.
Poles beginning 316’ from DER, 443’ left of centerline, up to 50’ AGL/2840’ MSL.
Poles beginning 1601’ from DER, 252’ left of centerline, up to 52’ AGL/2843’ MSL.
Pole 1868’ from DER, 377’ left of centerline, 52’ AGL/2849’ MSL.
Pole 2136’ from DER, 343’ left of centerline, 52’ AGL/2855’ MSL.
Pole 2403’ from DER, 309’ left of centerline, 52’ AGL/2859’ MSL.
Poles beginning 2688’ from DER, 256’ left of centerline, up to 52’ AGL/2861’ MSL.
Rwy 16, vegetation 37’ from DER, 490’ right of centerline, 2803’ MSL.
Pole 196’ from DER, 498’ right of centerline, 33’ AGL/2827’ MSL.
Pole 318’ from DER, 449’ right of centerline, 34’ AGL/2828’ MSL.
Poles beginning 1269’ from DER, 664’ left of centerline, up to 51’ AGL/2839’ MSL.
Pole 826’ from DER, 454’ left of centerline, 32’ AGL/2822’ MSL.
Tree 856’ from DER, 227’ left of centerline, 2829’ MSL.
Trees beginning 1098’ from DER, 291’ right of centerline, up to 2842’ MSL.
Poles beginning 1269’ from DER, 664’ left of centerline, up to 51’ AGL/2839’ MSL.
Tower 2 NM from DER, 3181’ left of centerline, 354’ AGL/3136’ MSL.
Building 2 NM from DER, 3680’ left of centerline, 354’ AGL/3135’ MSL.
Rwy 25, pole 104’ from DER, 519’ right of centerline, 67’ AGL/2870’ MSL.
Poles beginning 373’ from DER, 316’ right of centerline, up to 69’ AGL/2873’ MSL.
Tree and sign beginning 642’ from DER, 205’ left of centerline, up to 2840’ MSL.
Poles, lighting, and tree beginning 644’ from DER, 12’ right of centerline, up to 71’ AGL/2876’ MSL.
Tree, pole, and lighting beginning 681’ from DER, 76’ left of centerline, up to 2842’ MSL.
Building and trees beginning 866’ from DER, 38’ left of centerline, up to 40’ AGL/2851’ MSL.
Tower 5309’ from DER, 1326’ right of centerline, 137’ AGL/2956’ MSL.
Rwy 34, vehicles on road 572’ from DER, 423’ left of centerline, 2816’ MSL.
Pole and trees beginning 635’ from DER, 329’ right of centerline, up to 51’ AGL/2843’ MSL.
Tree 838’ from DER, 484’ left of centerline, 2825’ MSL.
Trees beginning 1216’ from DER, 328’ right of centerline, up to 2850’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

MIDLAND, TX (CON’T)
MIDLAND INTL AIR AND SPACE PORT (MAF)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1A 22JUN17 (17173) (FAA)
TAKEOFF MINIMUMS:
Rwy 34L, 300-1½ or std. w/min. climb of 400’ per NM to 3200.
Rwy 34R, 300-1½ or std. w/min. climb of 320’ per NM to 3200.
TAKEOFF OBSTACLE NOTES:
Rwy 4, trees beginning 24’ from DER, 34’ right of centerline, up to 40’ AGL/2903’ MSL.
Rods, towers and domes beginning 1231’ from DER, 442’ left of centerline, up to 102’ AGL/2986’ MSL.
Rwy 10, trees, poles, and signs beginning 1296’ from DER, 457’ left of centerline, up to 40’ AGL/2913’ MSL.
Rwy 16L, signs and poles beginning 94’ from DER, 20’ left of centerline, up to 30’ AGL/2877’ MSL.
Railroad beginning 530’ from DER, 17’ left of centerline, 23’ AGL/2869’ MSL.
Vehicles on road beginning 301’ from DER, 268’ left of centerline, 17’ AGL/2862’ MSL.
Rwy 16R, pole 1794’ from DER, 975’ right of centerline, 55’ AGL/2906’ MSL.
Hangars 1112’ from DER, 600’ right of centerline, 55’ AGL/2906’ MSL.
Tower, poles, and sign beginning 83’ from DER, 62’ left of centerline, up to 120’ AGL/2971’ MSL.
Rwy 34L, drilling rigs beginning 201’ from DER, 178’ right of centerline, up to 165’ AGL/3037’ MSL.
Drilling rig 5540’ from DER, 267’ left of centerline, 165’ AGL/3025’ MSL.
MONAHANS, TX
ROY HURD MEML (E01)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 31MAY12 (21224) (FAA)
TAKEOFF MINIMUMS:
Rwy 1, 400-1½ or std. w/min. climb of 434’ per NM to 3100.
Rwy 12, 300-1 or std. w/min. climb of 552’ per NM to 2900.
TAKEOFF OBSTACLE NOTES:
Rwy 1, vehicles on road, trees, and power line and poles beginning 185’ from DER, left and right of centerline, up to 40’ AGL/2649’ MSL.
Tower 1.2 NM from DER, 211’ right of centerline, 303’ AGL/2928’ MSL.
Rwy 12, bush 75’ from DER, 479’ left of centerline, 12’ AGL/2617’ MSL.
Trees and a pole beginning 778’ from DER, 23’ right of centerline, up to 31’ AGL/2641’ MSL.
Rwy 19, vehicle on road 215’ from DER, 457’ right of centerline, 15’ AGL/2624’ MSL.
Rwy 30, fence, railroad, poles, and trees beginning 56’ from DER, 106’ right of centerline, up to 44’ AGL/2649’ MSL.
Vehicle on road, light pole, building, and poles beginning 294’ from DER, 41’ left of centerline, up to 50’ AGL/2655’ MSL.
NEW BRAUNFELS, TX
NEW BRAUNFELS RGNL (BAZ)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 25JUN15 (15176) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 13, poles beginning 1236’ from DER, 277’ right of centerline, up to 40’ AGL/678’ MSL.
Poles beginning 1238’ from DER, 557’ left of centerline, up to 41’ AGL/677’ MSL.
Trees beginning 1339’ from DER, 211’ right of centerline, up to 55’ AGL/690’ MSL.
Rwy 35, airport visual aid 56’ from DER, 25’ right of centerline, 3’ AGL/649’ MSL.
ODessa, TX

ODESSA-SCHLEMEYER FIELD (ODO)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3A 13SEP18 (18256) (FAA)
TAKEOFF MINIMUMS:
Rwy 16, 300-2 or std. w/min. climb of 255' per NM to 3400, or alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient. Takeoff must occur no later than 1300 feet prior to DER.
Rwy 20, 300-2½ or std. w/min. climb of 225' per NM to 3400, or alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient. Takeoff must occur no later than 2100' prior to DER.

TAKEOFF OBSTACLE NOTES:
Rwy 2, vehicles on roadway 184' from DER, left and right of centerline, up to 13' AGL/3013' MSL.
Rwy 16, tower 1.5 NM from DER, 145' AGL/3205' MSL.
Rwy 20, tower 2.0 NM from DER, 340' AGL/3287' MSL.
Rwy 29, rising terrain, trees and poles beginning 8' from DER, 495' right of centerline, up 3012' MSL.
Rwy 34, vehicles on roadway beginning 48' from DER, left and right of centerline, up to 16' AGL/3001' MSL.
Hangars 739' from DER, 628' left of centerline, 25' AGL/3012' MSL.
Antenna 1104' from DER, 185' right of centerline, 45' AGL/3032' MSL.

ORANGE GROVE NALF (KNOG)
ORANGE GROVE, TX
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 09SEP21 (21252) (USN)
TAKEOFF OBSTACLE NOTES:
Rwy 31, terrain 0' from DER, 500' right of cntrln, 259' MSL.

OZONA, TX

OZONA MUNI (OZA)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 10JUL03 (03191) (FAA)
TAKEOFF MINIMUMS:
Rwy 16, 300-1 or std. with a min. climb of 445' per NM to 2700.
Rwy 34, 200-1½ or std. with a min. climb of 380' per NM to 2600.
TAKEOFF OBSTACLE NOTES:
Rwy 16, trees 3686' from DER, 354' left of centerline, 100' AGL/2560' MSL.
Trees 4436' from DER, 355' left of centerline, 100' AGL/2574' MSL.
Rwy 34, trees 1363' from DER, 638' left of centerline, 100' AGL/2529' MSL.
Trees 3479' from DER, 791' left of centerline, 100' AGL/2535' MSL.
Trees 7679' from DER, 932' left of centerline, 100' AGL/2593' MSL.

PEARSALL, TX

MC KINLEY FIELD (T30)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 17NOV11 (11321) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 13, trees beginning abeam DER, 300' left of centerline, up to 40' AGL/605' MSL.
Transmission lines beginning 1777' from DER, across centerline, up to 80' AGL/642' MSL.
Rwy 31, train on track 496' from DER, across centerline, 23' AGL/610' MSL.
Vehicle on road 291' from DER, across centerline, 15' AGL/602' MSL.

PECOS, TX

PECOS MUNI (PEQ)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 20SEP12 (12264) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 14, bush 170' from DER, 252' right of centerline, up to 7' AGL/2607' MSL.
Rwy 32, bush 129' from DER, 348' left of centerline, up to 9' AGL/2614' MSL.

PLEASANTON, TX

PLEASANTON MUNI (PEZ)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 20NOV08 (08325) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 16, vehicle on road 108' from DER, 285' left of centerline, 15' AGL/424' MSL.
Fence 135' from DER, 194' left of centerline, 3' AGL/412' MSL.
Fence 235' from DER, 38' right of centerline, 3' AGL/412' MSL.
Trees beginning 246' from DER, 56' left of centerline, up to 100' AGL/529' MSL.
Trees beginning 173' from DER, 154' right of centerline, up to 100' AGL/529' MSL.
Rwy 34, vehicle on road 136' from DER, left to right of centerline, up to 15' AGL/444' MSL.
Fence 191' from DER, 251' left of centerline, 3' AGL/442' MSL.
Trees beginning 210' from DER, 51' left of centerline, up to 100' AGL/539' MSL.
Tree 172' from DER, 74' right of centerline, 100' AGL/529' MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

PORT ARANSAS, TX
MUSTANG BEACH (RAS)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 15JAN09 (09015) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 12, transmission towers and poles beginning 43' from DER, 28' right of centerline, up to 81' AGL/86' MSL.
Building 2435' from DER, 967' right of centerline, 130' AGL/135' MSL.
Transmission towers and poles beginning 1141' from DER, 13' left of centerline, up to 83' AGL/88' MSL.
Rwy 30, boat 1657' from DER, 915' left of centerline, 50' AGL/50' MSL.

PORT ISABEL, TX
PORT ISABEL-CAMERON COUNTY (PIL)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2B 19JUL18 (18200) (FAA)
TAKEOFF MINIMUMS:
Rwy 17, std. w/min. climb of 243' per NM to 700 or 900-3 for VCOA.
Rwy 21, 600-3 w/min. climb of 312' per NM to 700 or std. w/min. climb of 312' per NM to 700 or 900-3 for VCOA.
DEPARTURE PROCEDURE:
Rwy 13, climb on heading 130° to 500 before turning right.
Rwy 17, climb on heading 175° to 600 before turning right.
VCOA:
Rwy 17, obtain ATC approval for VCOA when requesting IFR clearance: climb in visual conditions to cross Port Isabel-Cameron County airport at or above 800 before proceeding on course.
Rwy 21, obtain ATC approval for VCOA when requesting IFR clearance: climb in visual conditions to cross Port Isabel- Cameron County airport at or above 800 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 3, trees beginning 15' from DER, 5' right of centerline, up to 100' AGL/117' MSL.
Trees beginning 200' from DER, 25' left of centerline, up to 100' AGL/117' MSL.
Rwy 8, trees beginning 141' from DER, 109' right of centerline, up to 100' AGL/117' MSL.
Trees beginning 142' from DER, 183' left of centerline, up to 100' AGL/117' MSL.
Rwy 13, trees beginning 6' from DER, 6' left of centerline, up to 100' AGL/117' MSL.
Trees beginning 26' from DER, 15' right of centerline, up to 100' AGL/117' MSL.
Rwy 17, trees beginning 183' from DER, 84' right of centerline, up to 100' AGL/117' MSL.
Trees beginning 185' from DER, 178' left of centerline, up to 100' AGL/117' MSL.
Rwy 21, trees beginning 90' from DER, 19' left of centerline, up to 100' AGL/117' MSL.
Trees beginning 246' from DER, 0' of centerline, up to 100' AGL/117' MSL.
Windmill 2.1 NM from DER, 254' left of centerline, 92' AGL/302' MSL.
Windmill 2.2 NM from DER, 1999' left of centerline, 492' AGL/522' MSL.
Windmill 2.4 NM from DER, 1377' left of centerline, 499' AGL/522' MSL.
Rwy 26, trees beginning 6' from DER, 208' right of centerline, up to 100' AGL/117' MSL.
Trees beginning 7' from DER, 83' left of centerline, up to 100' AGL/117' MSL.
Rwy 35, trees beginning 158' from DER, 202' right of centerline, up to 100' AGL/114' MSL.
Trees beginning 765' from DER, 63' left of centerline, up to 100' AGL/114' MSL.
Trees beginning 3191' from DER, 61' left of centerline, up to 100' AGL/117' MSL.

PRESIDIO, TX
PRESIDIO LEYI INTL (PRS)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 03APR14 (14093) (FAA)
TAKEOFF MINIMUMS:
Rwy 17, std. w/min. climb of 236' per NM to 5600, or 1900-3 for climb in visual conditions.
Rwy 35, std. w/min. climb of 280' per NM to 5700, or 1900-3 for climb in visual conditions.
DEPARTURE PROCEDURE:
Rwy 17, climbing left turn to 9000 on heading 045° and MRF VOR/DME R-185 to MRF VOR/DME, or for climb in visual conditions, cross Presidio Lely Intl airport at or above 4700, then climb to 9000 on heading 021° and MRF VOR/DME R-197 to MRF VOR/DME. When executing VCOA, notify ATC prior to departure.
Rwy 35, climbing right turn to 9000 on heading 065° and MRF VOR/DME R-190 to MRF VOR/DME, or for climb in visual conditions, cross Presidio Lely Intl airport at or above 4700, then climb to 9000 on heading 021° and MRF VOR/DME R-197 to MRF VOR/DME. When executing VCOA, notify ATC prior to departure.
TAKEOFF OBSTACLE NOTES:
Rwy 17, brush abeam DER, left and right of centerline, up to 10' AGL/2929' MSL.
Power line 990' from DER, 762' left of centerline, 86' AGL/3005' MSL.
Vehicles on road, 990' from DER, 762' left of centerline, 17' AGL/2936' MSL.
Rwy 35, brush abeam DER, left and right of centerline, up to 10' AGL/3089' MSL.
Powerlines beginning 2978' from DER, 749' right of centerline, up to 86' AGL/3205' MSL.
Vehicles on road, 2978' from DER, 1291' right of centerline, up to 17' AGL/3016' MSL.
ROBSTOWN, TX
NUECES COUNTY (RBO)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1A 30JAN20 (20030) (FAA)
TAKEOFF MINIMUMS:
  Rwy 13, std. w/min. climb of 267' per NM to 1400 or 1400-2½ for climb in visual conditions.
DEPARTURE PROCEDURE:
  Rwy 13, climb heading 129° to 1400 before turning eastbound or northbound. For climb in visual conditions, cross Nueces County airport at or above 1300' MSL before proceeding on course. When executing VCOA, notify ATC prior to departure.
  Rwy 31, climb heading 309° to 700 before turning southeast bound.
TAKEOFF OBSTACLE NOTES:
  Rwy 13, tower 4.8 NM from DER, 5070' right of centerline, 989' AGL/1049' MSL.
Poles beginning 1005' from DER, 347' right of centerline, up to 42' AGL/116' MSL.
Poles, vehicles on road, post, transmission tower and grain bin/silo beginning at DER, 69' left of centerline, up to 62' AGL/136' MSL.
  Rwy 31, vehicles on road and pole beginning 2' from DER, 250' right of centerline, 15' AGL/93' MSL.

ROCKPORT, TX
ARANSAS COUNTY (RKP)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 15MAR07 (07074) (FAA)
TAKEOFF OBSTACLE NOTES:
  Rwy 14, road plus vehicle 500' from DER, 593' left of centerline, 17' AGL/40' MSL.
  Rwy 18, antenna 5599' from DER, 602' left of centerline, 160' AGL/171' MSL.
  Rwy 32, road plus vehicle 291' from DER, 533' left of centerline, 17' AGL/40' MSL.
  Rwy 36, road plus vehicle 576' from DER, 597' left of centerline, 17' AGL/40' MSL.

ROCKSPRINGS, TX
EDWARDS COUNTY (ECU)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 28SEP06 (06271) (FAA)
TAKEOFF OBSTACLE NOTES:
  Rwy 14, multiple trees beginning 1076' from DER, 22' right of centerline, up to 100' AGL/2459' MSL.
  Rwy 32, fence 101' from DER, 35' left of centerline, 5' AGL/2374' MSL.
Multiple trees beginning 318' from DER, 71' left of centerline, up to 100' AGL/2479' MSL.
Multiple trees beginning 992' from DER, 532' right of centerline, up to 100' AGL/2479' MSL.

SAN ANGELO, TX
SAN ANGELO RGNL/MATHIS FLD (SJT)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 26AUG10 (21112) (FAA)
DEPARTURE PROCEDURE:
  Rwy 27, climb to 2500 before turning right.
  Rwy 36, climb to 2600 before turning left.
TAKEOFF OBSTACLE NOTES:
  Rwy 3, fence 8' from DER, 490' right of centerline, 3' AGL/1896' MSL.
  Rwy 18, multiple trees and poles beginning 112' from DER, 183' left of centerline, up to 43' AGL/1962' MSL.
Multiple trees and poles beginning 1076' from DER, 114' right of centerline, up to 47' AGL/1966' MSL.
  Rwy 36, fence 533' from DER, 226' right of centerline, 21' AGL/1930' MSL.
  Rwy 27, multiple trees beginning 482' from DER, 74' left of centerline, up to 24' AGL/1933' MSL.
Light pole 1040' from DER, 252' left of centerline, 22' AGL/1931' MSL.
Tree 538' from DER, 226' right of centerline, 21' AGL/1930' MSL.

TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)
SAN ANTONIO, TX
BOERNE STAGE FIELD (5C1)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A 18JAN07 (07018) (FAA)
DEPARTURE PROCEDURE:
Rwy 17, climb heading 169° to 2000 before turning westbound.
Rwy 35, climb heading 349° to 2800 before turning westbound.
TAKEOFF OBSTACLE NOTES:
Rwy 17, tree, pole beginning 20' from DER, 34' left of centerline, up to 1446' MSL.
Tree, pole beginning 47' from DER, 12' right of centerline, up to 1410' MSL.
Tree, pole beginning 1005' from DER, 566' left of centerline, up to 1451' MSL.
Tree 2244' from DER, 986' right of centerline, 1450' MSL.
Tree 2327' from DER, 1069' right of centerline, 1455' MSL.
Tree 2464' from DER, 1005' left of centerline, 1452' MSL.
Tree 2465' from DER, 1033' right of centerline, 1457' MSL.
Trees beginning 2569' from DER, 980' right of centerline, up to 1471' MSL.

SAN ANTONIO INTL (SAT)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1A 02MAR17 (17061) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 13R, antenna on rtr tower, 1034' from DER, 723' right of centerline, 42' AGL/820' MSL.
Building 3801' from DER, 1488' right of centerline, 117' AGL/881' MSL.
Rwy 22, antenna on hangar and flagpole 1198' from DER, 700' right of centerline, 39' AGL/825' MSL.
Poles beginning 2209' from DER, 1041' right of centerline, up to 23' AGL/869' MSL.
Sign 2713' from DER, 1034' right of centerline, 71' AGL/857' MSL.
Rwy 31L, pole 1931' from DER, 911' left of centerline, 42' AGL/867' MSL.
Poles beginning 2356' from DER, 913' left of centerline, up to 42' AGL/892' MSL.
Sign 2435' from DER, 1032' right of centerline, 42' AGL/873' MSL.
Tower 2766' from DER, 834' left of centerline, 54' AGL/891' MSL.
Rwy 31R, rod on ol gs 1261' from DER, 591' left of centerline, 57' AGL/854' MSL.

STINSON MUNI (SSF)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 14FEB08 (08045) (FAA)
TAKEOFF MINIMUMS:
Rwy 9, std. w/min. climb of 225' per NM to 1900 or 1000-2¾ for climb in visual conditions.
Rwy 27, 300-1¾ or std. w/min. climb of 221' per NM to 500, or alternatively, with std. takeoff minimums and normal 200' per NM climb gradient, takeoff must occur no later than 1700' prior to DER.
DEPARTURE PROCEDURE:
Rwy 9, for climb in visual conditions, cross Stinson Muni airport at or above 1400 MSL before proceeding on course.
Rwy 14, climb heading 137° to 1200 before turning left.
Rwy 32, climb heading 317° to 1500 before turning right.
TAKEOFF OBSTACLE NOTES:
Rwy 9, vehicle on road 285' from DER, 380' left of centerline, 15' AGL/584' MSL.
Trees beginning 1653' from DER, 435' right of centerline, up to 70' AGL/629' MSL.
Rwy 14, vehicle on road 114' from DER, on centerline extending 373' left of centerline, up to 15' AGL/564' MSL.
Trees beginning 122' from DER, 23' right of centerline, up to 70' AGL/607' MSL.
Trees beginning 232' from DER, 54' left of centerline, up to 70' AGL/618' MSL.
Transmission line tower 4205' from DER, 133' right of centerline, 119' AGL/663' MSL.
Rwy 27, fence 41' from DER, 30' right of centerline, 8' AGL/584' MSL.
Vehicle on road 108' from DER, 202' right of centerline, 15' AGL/584' MSL.
Vehicle on road 123' from DER, 113' right of centerline, 15' AGL/586' MSL.
Trees and poles beginning 229' from DER, 117' right of centerline, up to 70' AGL/645' MSL.
Trees and poles beginning 599' from DER, 6' left of centerline, up to 70' AGL/634' MSL.
Tank beginning 1.32 NM from DER, 1338' right of centerline, 179' AGL/799' MSL.
Building 1422' from DER, 432' right of centerline, 40' AGL/627' MSL.
Building 2133' from DER, 36' left of centerline, 55' AGL/635' MSL.
CON'T
SAN ANTONIO, TX (CON’T)
STINSON MUNI (SSF) (CON’T)
Rwy 32, fence 17’ from DER, 80’ left of centerline, 8’ AGL/578’ MSL.
Vehicle on road 54’ from DER, 199’ left of centerline, 15’ AGL/586’ MSL.
Trees beginning 164’ from DER, 125’ right of centerline, up to 70’ AGL/639’ MSL.
Trees and poles beginning 43’ from DER, 41’ left of centerline, up to 75’ AGL/668’ MSL.

SINTON, TX
ALFRED C. BUBBA THOMAS (T69)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A 13NOV14 (14317) (FAA)
TAKEOFF MINIMUMS:
Rwys 3, 21, NA-Environmental.
DEPARTURE PROCEDURE:
Rwy 14, climb runway heading to 800 prior to turning east.
TAKEOFF OBSTACLE NOTES:
Rwy 32, vehicle on road 29’ from DER, 308’ right of centerline, 15’ AGL/64’ MSL.

SONORA, TX
SONORA MUNI (SOA)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 20AUG15 (15232) (FAA)
TAKEOFF MINIMUMS:
Rwy 18, 300-1 or std. w/min. climb gradient of 553’ per NM to 2400.
DEPARTURE PROCEDURE:
Rwy 18, climb heading 182° to 2900 prior to turning left.
TAKEOFF OBSTACLE NOTES:
Rwy 18, buildings beginning 683’ from DER, left and right of centerline, up to 27’ AGL/2163’ MSL.
Trees and terrain beginning 2233’ from DER, 686’ right of centerline, up to 50’ AGL/2309’ MSL.
Tower 4860’ from DER, 1458’ right of centerline, 76’ AGL/2287’ MSL.
Rwy 36, fence beginning 2’ from DER, left and right of centerline, up to 5’ AGL/2144’ MSL.
Vehicles on road beginning 8’ from DER, left and right of centerline, up to 10’ AGL/2149’ MSL.
Tree 65’ from DER, 462’ right of centerline, 48’ AGL/2178’ MSL.
Tree 247’ from DER, 477’ left of centerline, 47’ AGL/2187’ MSL.
Trees beginning 278’ from DER, 439’ right of centerline, up to 27’ AGL/2157’ MSL.
Trees 759’ from DER, 508’ left of centerline, 15’ AGL/668’ MSL.

TAYLOR, TX
TAYLOR MUNI (T74)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1A 17AUG17 (17229) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 17, transmission line towers beginning 2212’ from DER, 17’ left of centerline, up to 50’ AGL/656’ MSL.
Transmission line towers beginning 2213’ from DER, 463’ right of centerline, up to 85’ AGL/649’ MSL.
Transmission line tower 2365’ from DER, 1041’ right of centerline, 110’ AGL/661’ MSL.
Rwy 35, vehicles on road 773’ from DER, 544’ left of centerline, 630’ MSL.
Pole and tree beginning 829’ from DER, 442’ left of centerline, up to 28’ AGL/642’ MSL.
Vehicles on road 1105’ from DER, 427’ right of centerline, 635’ MSL.
Tree 1129’ from DER, 415’ right of centerline, 639’ MSL.
Poles beginning 1160’ from DER, 474’ right of centerline, up to 30’ AGL/644’ MSL.

TEMPLE, TX
DRAUGHN-MILLER CENTRAL TEXAS RGNL (TPL)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4 23SEP10 (10266) (FAA)
DEPARTURE PROCEDURE:
Rwy 2, climb on heading between 085° CW to 200° from DER, or climb on heading between 200° CW to 345° from DER to 3600 before proceeding on course or minimum climb of 250’ per NM to 3200 for all other courses.
Rwy 33, climb on heading between 070° CW to 155° from DER, or climb on heading between 155° CW to 330° from DER to 3600 before proceeding on course or minimum climb of 240’ per NM to 3200 for all other courses.
TAKEOFF OBSTACLE NOTES:
Rwy 2, tree 279’ from DER, 362’ right of centerline, 11’ AGL/680’ MSL.
Bushes and tree beginning 176’ from DER, 416’ left of centerline, up to 30’ AGL/699’ MSL.
Rwy 15, bush 60’ from DER, 210’ left of centerline, 11’ AGL/680’ MSL.
Rwy 20, hangar beginning 548’ from DER, 571’ right of centerline, up to 18’ AGL/697’ MSL.
Rwy 33, trees beginning 307’ from DER, 474’ right of centerline, up to 32’ AGL/701’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

UVALDE, TX
GARNER FIELD (UVA)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 05MAY11 (11125) (FAA)
TAKEOFF OBSTACLE NOTES:
    Rwy 15, trees and poles beginning 70' from DER, 374' left of centerline, up to 100' AGL/1039' MSL.
    Trees and poles beginning 208' from DER, 359' right of centerline, up to 100' AGL/1059' MSL.
    Rwy 33, vegetation beginning 744' from DER, 636' left of centerline, up to 100' AGL/1059' MSL.
    Trees beginning 861' from DER, 269' right of centerline, up to 100' AGL/1049' MSL.

VAN HORN, TX
CULBERSON COUNTY (VHN)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 15AUG19 (19227) (FAA)
TAKEOFF OBSTACLE NOTES:
    Rwy 25, NA-Obstacles.

VACO, TX
MC GREGOR EXECUTIVE (PWG)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 13DEC90 (90347) (FAA)
TAKEOFF OBSTACLE NOTES:
    Rwy 4, 17, 22, 35, 2000-3 or std. with a min. climb of 280' per NM to 3000.

TSTC WACO (CNW)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A 05DEC19 (19339) (FAA)
TAKEOFF OBSTACLE NOTES:
    Rwy 17L, terrain 104' from DER, 473' right of centerline, 460' MSL.
    Terrain 198' from DER, 467' right of centerline, 464' MSL.
    Poles beginning 1123' from DER, 584' left of centerline, up to 45' AGL/493' MSL.
    Rwy 17R, vehicles on roads beginning at DER, 365' right of centerline, up to 10' AGL/479' MSL.
    Trees beginning 501' from DER, 17' left of centerline, up to 70' AGL/562' MSL.
    Trees beginning 836' from DER, 30' right of centerline, up to 80' AGL/609' MSL.
    Rwy 35L, aircraft on taxiway at DER, on centerline, 65' AGL/532' MSL.
    Aircraft on taxiway 783' from DER, 478' left of centerline, 65' AGL/534' MSL.
    Aircraft on taxiway 808' from DER, 315' right of centerline, 65' AGL/518' MSL.
    Tree 2349' from DER, 669' left of centerline, 537' MSL.
    Tree 2877' from DER, 1044' left of centerline, 539' MSL.
    Rwy 35R, tree 2082' from DER, 897' left of centerline, 523' MSL.

WACO RGNL (ACT)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 23SEP10 (10266) (FAA)
TAKEOFF OBSTACLE NOTES:
    Rwy 1, rising terrain beginning 11' from DER, 34' right of centerline, up to 504' MSL.
    Pole 1170' from DER, 593' left of centerline, 34' AGL/534' MSL.
    Tree 1674' from DER, 794' right of centerline, 80' AGL/581' MSL.
    Rwy 19, road 590' from DER, 257' right of centerline, 40' AGL/524' MSL.
    Rwy 32, trees beginning 501' from DER, 17' left of centerline, up to 70' AGL/562' MSL.
    Trees beginning 836' from DER, 30' right of centerline, up to 80' AGL/609' MSL.

TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)
WESLACO, TX
MID VALLEY (TXW)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 02MAR17 (17061) (FAA)
DEPARTURE PROCEDURE:
- Rwy 14, climbing left turn heading 360° to 1800 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
- Rwy 14, road, fence, sign, tree, bldg. beginning 4’ from DER, 174’ left of centerline, up to 84’ MSL.
- Road, fence, beginning 18’ from DER, 442’ right of centerline, up to 82’ MSL.
- Road 71’ from DER, 502’ right of centerline, 83’ MSL.
- Tree, flagpole, road, pole, beginning 94’ from DER, 421’ left of centerline, up to 26’ AGL/90’ MSL.
- Flagpole, road, beginning 110’ from DER, 373’ left of centerline, up to 31’ AGL/96’ MSL.
- Tree, road, fence, beginning 161’ from DER, 429’ left of centerline, up to 33’ AGL/98’ MSL.
- Pole, beginning 220’ from DER, 408’ left of centerline, up to 32’ AGL/99’ MSL.
- Pole, tree, beginning 242’ from DER, 412’ left of centerline, up to 34’ AGL/101’ MSL.
- Light pole, beginning 284’ from DER, 462’ left of centerline, up to 38’ AGL/103’ MSL.
- Pole, tree, It pole, beginning 289’ from DER, 349’ left of centerline, up to 37’ AGL/105’ MSL.
- Pole, tree, It pole, beginning 360’ from DER, 307’ left of centerline, up to 39’ AGL/106’ MSL.
- Pole 499’ from DER, 475’ right of centerline, 31’ AGL/98’ MSL.
- Pole 499’ from DER, 471’ right of centerline, 30’ AGL/99’ MSL.
- Tower, tree, pole, It pole, sign, flagpole, bldg, beginning 511’ from DER, 264’ left of centerline, up to 60’ AGL/131’ MSL.
- Catenary, road, pole, beginning 520’ from DER, 468’ right of centerline, up to 33’ AGL/100’ MSL.
- Pole, tree, beginning 546’ from DER, 337’ right of centerline, up to 33’ AGL/101’ MSL.
- Tree, It pole, catenary, beginning 741’ from DER, 340’ left of centerline, up to 42’ AGL/108’ MSL.
- Antenna, pole, catenary, beginning 1422’ from DER, 437’ right of centerline, up to 59’ AGL/127’ MSL.
- Flagpole, pole, beginning 1711’ from DER, 763’ right of centerline, up to 75’ AGL/142’ MSL.
- Rwy 32, road, fence, beginning 17’ from DER, 345’ left of centerline, up to 82’ MSL.
- Trees 64’ from DER, 510’ left of centerline, 25’ AGL/95’ MSL.
- Tree 69’ from DER, 496’ left of centerline, 32’ AGL/97’ MSL.
- Pole 109’ from DER, 524’ left of centerline, 33’ AGL/100’ MSL.
- Pole, road, tree, bldg. beginning 111’ from DER, 261’ left of centerline, up to 38’ AGL/103’ MSL.
- Road, beginning 562’ from DER, 396’ right of centerline, up to 87’ MSL.
- Road 630’ from DER, 391’ right of centerline, 88’ MSL.
- Road, beginning 659’ from DER, 75’ right of centerline, up to 89’ MSL.
- Trees, beginning 881’ from DER, 571’ left of centerline, up to 40’ AGL/106’ MSL.

WINK, TX
WINKLER COUNTY (INK)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A 10MAR11 (11069) (FAA)
DEPARTURE PROCEDURE:
- Rwy 13, climb heading 147° to 3400 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
- Rwy 4, power lines beginning 524’ from DER, 250’ right of centerline, up to 30’ AGL/2829’ MSL.
- Trees beginning 742’ from DER, right and left of centerline, up to 30’ AGL/2829’ MSL.
- Trees beginning 133’ from DER, 307’ right of centerline, up to 50’ AGL/2822’ MSL.
- Vehicles on road beginning 535’ from DER, right and left of centerline, up to 15’ AGL/2829’ MSL.
- Rwy 31, trees beginning 49’ from DER, 396’ left of centerline, up to 50’ AGL/2832’ MSL.
- Trees beginning 1563’ from DER, 585’ right of centerline, up to 50’ AGL/2874’ MSL.

WINTERS, TX
WINTERS MUNI (77F)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 25AUG11 (11237) (FAA)
TAKEOFF OBSTACLE NOTES:
- Rwy 17, multiple trees and fence beginning 428’ from DER, 45’ left of centerline, up to 25’ AGL/1914’ MSL.
- Multiple trees and terrain beginning 110’ from DER, 188’ right of centerline, up to 12’ AGL/1895’ MSL.

YOAKUM, TX
YOAKUM MUNI (T85)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 10MAR11 (11069) (FAA)
TAKEOFF OBSTACLE NOTES:
- Rwy 13, vehicle on road, 179’ from DER, 237’ left of centerline, up to 15’ AGL/364’ MSL.
- Rwy 31, vehicle on road, 77’ from DER, 257’ right of centerline, up to 15’ AGL/384’ MSL.
**IFR ALTERNATE AIRPORT MINIMUMS**

Standard alternate minimums for non-precision approaches and approaches with vertical guidance [NDB, VOR, LOC, TACAN, LDA, SDF, VOR/DME, ASR, RNAV (GPS) or RNAV (RNP)] are 800-2. Standard alternate minimums for precision approaches (ILS, PAR, or GLS) are 600-2. Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility, absence of weather reporting service, or lack of adequate navigation coverage. Civil pilots see FAR 91. IFR Alternate Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Minimums Notes for alternate airfield suitability.

<table>
<thead>
<tr>
<th>NAME</th>
<th>ALTERNATE MINIMUMS</th>
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<tbody>
<tr>
<td>ALICE, TX</td>
<td><strong>ALICE INTL (ALI)</strong>... ...LOC/DME Rwy 31\textsuperscript{12} RNAV (GPS) Rwy 13\textsuperscript{1} RNAV (GPS) Rwy 31\textsuperscript{12} VOR Rwy 31\textsuperscript{12} VOR-A\textsuperscript{3}</td>
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<tr>
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<td>\textsuperscript{1}NA when local weather not available. \textsuperscript{2}Category D, 800-2½. \textsuperscript{3}Categories A, B, 900-2; Category C, 900-2½, Category D, 900-3.</td>
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<td>ALPINE, TX</td>
<td><strong>ALPINE-CASPARIS MUNI (E38)</strong>........RNAV (GPS) Rwy 19\textsuperscript{1} RNAV (GPS) Rwy 23\textsuperscript{2}</td>
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<td>\textsuperscript{1}Category B, 1000-2; Category C, 1300-3. \textsuperscript{2}Category A, 900-2; Category B, 1000-2; Category C, 1300-3.</td>
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<td>AUSTIN, TX</td>
<td><strong>AUSTIN EXEC (EDC)</strong>........RNAV (GPS) Rwy 13 RNAV (GPS) Rwy 31</td>
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<td>AUSTIN-BERGSTROM INTL (AUS)</td>
<td>ILS or LOC Rwy 18\textsuperscript{1} ILS or LOC Rwy 36\textsuperscript{1} RNAV (GPS) Y Rwy 18\textsuperscript{2} RNAV (GPS) Y Rwy 18R\textsuperscript{2} RNAV (GPS) Y Rwy 36\textsuperscript{2} RNAV (GPS) Y Rwy 36R\textsuperscript{2}</td>
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<td>SAN MARCOS</td>
<td><strong>RGNL (HYI)</strong>..............NDB Rwy 13\textsuperscript{1} RNAV (GPS) Rwy 8\textsuperscript{2} RNAV (GPS) Rwy 13\textsuperscript{2} RNAV (GPS) Rwy 17\textsuperscript{2} RNAV (GPS) Rwy 26\textsuperscript{2} RNAV (GPS) Rwy 31\textsuperscript{2} RNAV (GPS) Rwy 35\textsuperscript{2}</td>
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<td>NA when local weather not available. \textsuperscript{1}Category D, 800-2½. \textsuperscript{2}Category D, 800-2½; Category E, 800-2½.</td>
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**NAME**

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<tbody>
<tr>
<td>BEEVILLE, TX</td>
<td><strong>BEEVILLE MUNI (BEA)</strong>........RNAV (GPS) Rwy 30 Category C, 800-2½.</td>
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<td>BIG LAKE, TX</td>
<td><strong>REAGAN COUNTY (E41)</strong>........RNAV (GPS) Rwy 16 NA when local weather not available. Category C, 800-2½.</td>
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<td>BIGGS AAF (KBIF)</td>
<td><strong>FORT BLISS, TX</strong>........RNAV (GPS) Rwy 22 NA when R-5103 in use.</td>
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<td>BRADY, TX</td>
<td><strong>CURTIS FIELD (BBD)</strong>........RNAV (GPS) Rwy 17 RNAV (GPS) Rwy 35</td>
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<td>BROWNSVILLE, TX</td>
<td><strong>BROWNSVILLE/SOUTH PADRE ISLAND INTL (BRO)</strong>........ILS or LOC Rwy 13\textsuperscript{1} LOC BC Rwy 31\textsuperscript{1} RNAV (GPS) Rwy 13 RNAV (GPS) Rwy 18 RNAV (GPS) Rwy 31 VOR or TACAN-A</td>
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<td>NA when local weather not available. \textsuperscript{1}NA when control tower closed.</td>
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<td>BROWNWOOD, TX</td>
<td><strong>BROWNWOOD RGNL (BWD)</strong>...........LOC Rwy 17 RNAV (GPS) Rwy 17 VOR Rwy 35</td>
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<td>BURNET, TX</td>
<td><strong>BURNET MUNI KATE CRADDOCK FIELD (BMQ)</strong>........RNAV (GPS) Rwy 1 RNAV (GPS) Rwy 19</td>
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<td>NAME</td>
<td>ALTERNATE MINIMUMS</td>
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| CASTROVILLE, TX             | CASTROVILLE MUNI (CVB)...........................................RNAV (GPS) Rwy 16 RNAV (GPS) Rwy 34
                        | NA when local weather not available. Category C, 900-2½.                                                  |
| COLEMAN, TX                 | COLEMAN MUNI (COM)...........................................RNAV (GPS) Rwy 15 RNAV (GPS) Rwy 33
                        | NA when local weather not available. Category C, 800-2½.                                                  |
| COMANCHE, TX                | COMANCHE COUNTY-CITY (MKN)...........................................RNAV (GPS) Rwy 17 RNAV (GPS) Rwy 35
                        | NA when local weather not available.                                                                        |
| CORPUS CHRISTI, TX          | CORPUS CHRISTI INTL (CRP).......................................ILS or LOC Rwy 13
                        | 1ILS, LOC, Category C, 800-2½; Category D, 800-2½; Category E, 800-2¼.
                        | 2LOC, Category C, 800-2½; Category D, 800-2½; Category E, 800-2¼.
                        | 3Category C, 800-2½; Category D, 800-2½; Category E, 800-2¼.
                        | 4NA when local weather not available.                                                                        |
| Del Rio, TX                 | Del Rio INTL (DRT)...........................................RNAV (GPS) Rwy 13
                        | 1NA when local weather not available. Category D, 800-2½.                                                |
|                           | 1NA when Del Rio APP CON closed. Category D, 800-2½.                                                        |
|                           | 3Category C, 800-2½; Category D, 800-2½.                                                                    |
| EDDINGTON, TX               | EDDINGTON SOUTH TEXAS INTL AT EDDINGTON (EBG)...................RNAV (GPS) Rwy 14 RNAV (GPS) Rwy 32
                        | Category D, 800-2½.                                                                                         |
| FALFURRIAS, TX              | BROOKS COUNTY (BKS)...........................................RNAV (GPS) Rwy 17 RNAV (GPS) Rwy 35
                        | Category C, 900-2½; Category D, 900-2½.                                                                    |
| FORT HOOD/KILLEEN, TX       | ROBERT GRAY AAF (GRK)............................................ILS or LOC Rwy 15
                        | 1LOC, Category D, 800-2½; Category E, 800-2½.
                        | 2Category D, 800-2½.
                        | 3Category C, 800-2½; Category D, 800-2½.
                        | 4NA when local weather not available.                                                                        |
| FORT STOCKTON, TX           | FORT STOCKTON-PECOS COUNTY (FST)................................................RNAV (GPS) Rwy 12
                        | RNAV (GPS) Rwy 30
                        | 1NA when local weather not available.                                                                        |
|                           | 3Category C, 800-2½; Category D, 800-2½.                                                                    |
|                           | 4NA when local weather not available.                                                                        |
| GEORGETOWN, TX              | GEORGETOWN MUNI (GTU)...........................................RNAV (GPS) Rwy 11
                        | RNAV (GPS) Rwy 18
                        | RNAV (GPS) Rwy 29
                        | RNAV (GPS) Rwy 36
                        | Category D, 900-2½.
                        | 1NA when local weather not available.                                                                        |
## ALTERNATE MINIMUMS

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<td>HARLINGEN, TX</td>
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<td>VALLEY INTL (HRL) ............................................................................................</td>
<td>LAREDO, TX</td>
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<td>HEBRONVILLE, TX</td>
<td>JIM HOGG COUNTY (HBV) ......................................................................................</td>
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<td>HONDO, TX</td>
<td>SOUTH TEXAS RGNL AT HONDO (HDO) ........................................................................</td>
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<td>MC CAMPBELL-PORTER (TFP) ..................................................................................</td>
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<td>KENEDY, TX</td>
<td>KENEDY RGNL (2R9) ...............................................................................................</td>
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<td>LAMPASAS (LZZ) .....................................................................................................</td>
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<td>LLANO, TX</td>
<td>LLANO MUNI (AQO) .................................................................................................</td>
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<td>MC ALLEN, TX</td>
<td>MC ALLEN MILLER INTL (MFE) .................................................................................</td>
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<td>MIDLAND AIRPARK (MDD) .......................................................................................</td>
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<td>NEW BRAUNFELS RGNL (BAZ) ...................................................................................</td>
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<sup>1</sup>NA when control tower closed.<br><sup>2</sup>NA when local weather not available.<br><sup>3</sup>Categories A, B, 1000-2; Categories C, D, 1000-3.

<sup>1</sup>NA when control tower closed.<br><sup>2</sup>LOC, Category D, 800-2½; Category E, 800-2½.<br><sup>3</sup>Category D, 800-2½; Category E, 800-2½.

<sup>1</sup>ILS, Category D, 700-2½; LOC, Category D, 800-2½.<br><sup>2</sup>Category D, 800-2½.

<sup>1</sup>ILS, Category D, 900-3.<br><sup>2</sup>Category D, 900-3.

<sup>1</sup>ILS, Category D, 700-2; Category E, 800-2½; LOC, Category E, 800-2½.<br><sup>2</sup>NA when control tower closed.<br><sup>3</sup>Category E, 800-2½.

<sup>1</sup>NA when local weather not available.

<sup>1</sup>ILS, Category D, 800-2¼; LOC, Category D, 800-2¼.<br><sup>2</sup>Category D, 800-2¼.

<sup>1</sup>ILS, Category D, 900-3. 
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<td>RNAV (GPS) Rwy 11</td>
<td>MATHIS FLD (SJT)</td>
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<td>VOR-A</td>
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<td>RNAV (GPS) Rwy 21^5</td>
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<td>VOR/DME or TACAN Rwy 3^6</td>
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<td>PLEASANTON MUNI (PEZ)......................................</td>
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<td>RNAV (GPS) Rwy 34</td>
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<td>MUSTANG BEACH (RAS).........................................</td>
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<td>PORT ISABEL-CAMERON</td>
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<td>RNAV (GPS) Rwy 13</td>
<td>ALFRED C BUBBA</td>
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<td>THOMAS (T69)</td>
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<td>ARANAS COUNTY (RKP)........................................</td>
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<td>RNAV (GPS) Rwy 14</td>
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SC-3, 07 OCT 2021 to 02 DEC 2021
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<td>WACO, TX</td>
<td>TSTC WACO (CNW) Rwy 35R&lt;sup&gt;12&lt;/sup&gt;</td>
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<td>MC GREGOR Rwy 17</td>
<td>WACO, TX (CON’T)</td>
<td>EXECUTIVE (PWG) Rwy 17</td>
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<td>WACO RGNL (ACT)</td>
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### BIGGS AAF (KBIF), Fort Bliss, TX, Amdt 7A (20198) (USA)

**ELEV** 3947

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When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1½ miles.

CAT DE circling west of Rwy 4-22 NA.
## CORPUS CHRISTI NAS (TRUAX FLD) (KNGP), Corpus Christi, TX

**Amdt 1 16JUL20 (20310) (USN)**

### ELEV 19

**RADAR - (E) 6835  124.65  270.8  284.6  337.2  354.8**

### RADAR INSTRUMENT APPROACH MINIMUMS

**CONTINUED ON NEXT PAGE**

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| CIR⁶ | All Rwys | AB | 500-1 | 481 (500-1) |
|      |         | C | 540-1⅔ | 521 (600-1⅔) |
|      |         | D | 620-2 | 601 (700-2) |
|      |         | E | 620-2¼ | 601 (700-2¼) |

(CONTINUED ON NEXT PAGE)
CORPUS CHRISTI NAS (TRUAX FLD) (KNGP) (CONT) TX

1. No NOTAM MP: PAR Mon 1300-1700Z++.
2. When ALS inop, increase vis CAT ABCDE to ½ mile.
3. When ALS inop, increase vis CAT ABCDE to 1½ miles.
4. When ALS inop increase vis CAT AB to 1 mile, CAT CDE to 1½ miles.
5. Circling authorized only from ASR and PAR W/O GS. When circling from PAR W/O GS increase vis CAT AB
   vis to 1½ miles.
6. CAUTION: TCH (42 feet) is less than the min CAT II Precision TCH (50 feet).
7. CAUTION: TCH (45 feet) is less than the min CAT II Precision TCH (50 feet).
8. CAUTION: TCH (43 feet) is less than the min CAT II Precision TCH (50 feet).
9. SDF at 2 NM from thld, 660’ min.
10. SDF at 3 NM from thld, 980’ min.

EL PASO, TX

EL PASO INTL (ELP)

RADAR-1 124.25 298.85

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CIRCLING ALL RWY

AB | 4440-1   | 478 | (500-1) |
C | 4460-1/2 | 498 | (500-1/2) D | 4680-2/2 | 718 | (600-2/2) |
E | 4700-2/2 | 738 | (800-2/2) |

Circling NA for CATS D and E W of Rwy 4-22.
For inoperative ALS, increase S-22 CAT C/D/E visibility to 1 3/8 SM, increase S-26L CAT A/B visibility to 1 SM, and
CAT E to 1 1/4 SM.
Caution: steeply rising terrain 4.5 NM west of airport.

FORT HOOD/KILLEEN, TX

ROBERT GRAY AAF (GRK)

RADAR-1 - 120.075 323.15

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CIRCLING ALL RWY

AB | 1540-1/4 | 525 | (600-1/4) C | 1560-1/2 | 545 | (600-1/2) |
D | 1620-2  | 605 | (700-2) E   | 1740-2/2 | 725 | (800-2/2) |

Circling NA W of Rwy 15-33.
For inoperative ALS, increase ASR S-15 and ASR S-33 CATS C/D/E visibility to 1½ mile.
### FORT HOOD/KILLEEN, TX

**ROBERT GRAY AAF (GRK)**

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For inoperative ALS, increase PAR S-15 CAT E visibility to RVR 4000 and PAR S-33 CAT E visibility to ¾ SM. Rwy 15 VGSI and PAR glidepath not coincident (VGSI Angle 3.00°/TCH 71). Rwy 33 VGSI and PAR glidepath not coincident (VGSI Angle 2.77°/TCH 52).
### RADAR INSTRUMENT APPROACH MINIMUMS

**KINGSVILLE NAS (KNQI), Kingsville, TX Amdt 1 05NOV20 (20310) (USN)**

**ELEV 50**

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1. Use landing/taxi lights when conducting apch during VMC.
2. No NOTAM MP: PAR 1300-1700Z++Mon. Maint conducted next bus day if clsd on Mon.
3. When ALS inop, increase vis to ½ mile.
4. CAUTION: TCH (33 ft) is less than the min CAT II Precision TCH (50 ft).
5. CAUTION: TCH (34 ft) is less than the min CAT II Precision TCH (50 ft).
6. CAUTION: TCH (31 ft) is less than the min CAT II Precision TCH (50 ft).
7. CAUTION: TCH (37 ft) is less than the min CAT II Precision TCH (50 ft).
8. CAUTION: TCH (37 ft) is less than the min CAT II Precision TCH (50 ft).
9. When ALS inop, increase vis to 1½ mile.
10. Step Down Fix at 2 NM from RPI, cross at or above 1100 ft.
11. Step Down Fix at 2 NM from RPI, cross at or above 740 ft.
12. When ALS inop, increase vis to 1 mile.
13. Circling authorized only from PAR W/O GS and ASR.
14. When circling from PAR W/O GS increase CAT AB vis to 1½ miles.

**RADAR INSTRUMENT APPROACH MINIMUMS**

**KINGSVILLE NAS (KNQI), Kingsville, TX Amdt 1 05NOV20 (20310) (USN)**

**ELEV 50**

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<th>DH/MDA-VIS</th>
<th>HAT/HATH/</th>
<th>CEIL-VIS</th>
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<td>PAR</td>
<td>35R</td>
<td>3.0°/33/618</td>
<td>ABCDE</td>
<td>148-½</td>
<td>100</td>
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<tr>
<td></td>
<td>13L</td>
<td>3.0°/31/600</td>
<td>ABCDE</td>
<td>149-½</td>
<td>100</td>
</tr>
<tr>
<td></td>
<td>17L</td>
<td>3.0°/33/613</td>
<td>ABCDE</td>
<td>149-½</td>
<td>100</td>
</tr>
<tr>
<td></td>
<td>17R</td>
<td>3.0°/34/649</td>
<td>ABCDE</td>
<td>149-½</td>
<td>100</td>
</tr>
<tr>
<td></td>
<td>31L</td>
<td>3.0°/31/578</td>
<td>ABCDE</td>
<td>147-½</td>
<td>100</td>
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<tr>
<td></td>
<td>31R</td>
<td>3.0°/37/672</td>
<td>ABCDE</td>
<td>144-½</td>
<td>100</td>
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<tr>
<td>PAR W/O GS</td>
<td>35R</td>
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<td>332</td>
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<td>360-1½</td>
<td>311</td>
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<td>17R</td>
<td>ABCDE</td>
<td>360-1½</td>
<td>311</td>
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<tr>
<td></td>
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<td>ABCDE</td>
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<td>ABCDE</td>
<td>380-1½</td>
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<tr>
<td></td>
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<td>ABCDE</td>
<td>460-1¼</td>
<td>411</td>
<td>(500-1¼)</td>
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<td>13R</td>
<td>ABCDE</td>
<td>480-1½</td>
<td>430</td>
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</tr>
<tr>
<td></td>
<td>AB</td>
<td>CDE</td>
<td>480-1½</td>
<td>430</td>
<td>(500-1½)</td>
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<tr>
<td>ASR</td>
<td>35R</td>
<td>AB</td>
<td>420-½</td>
<td>372</td>
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<tr>
<td></td>
<td>17L</td>
<td>CDE</td>
<td>420-½</td>
<td>372</td>
<td>(400-½)</td>
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<td></td>
<td>17R</td>
<td>ABCDE</td>
<td>400-1</td>
<td>351</td>
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</tr>
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<td>ABCDE</td>
<td>420-1</td>
<td>372</td>
<td>(400-1)</td>
</tr>
<tr>
<td></td>
<td>13L</td>
<td>ABCDE</td>
<td>460-1</td>
<td>411</td>
<td>(500-1)</td>
</tr>
<tr>
<td></td>
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<td>ABCDE</td>
<td>460-1</td>
<td>410</td>
<td>(500-1)</td>
</tr>
<tr>
<td></td>
<td>AB</td>
<td>CDE</td>
<td>460-1½</td>
<td>410</td>
<td>(500-1½)</td>
</tr>
</tbody>
</table>

1. Use landing/taxi lights when conducting apch during VMC.
2. No NOTAM MP: PAR 1300-1700Z++Mon. Maint conducted next bus day if clsd on Mon.
3. When ALS inop, increase vis to ½ mile.
4. CAUTION: TCH (33 ft) is less than the min CAT II Precision TCH (50 ft).
5. CAUTION: TCH (34 ft) is less than the min CAT II Precision TCH (50 ft).
6. CAUTION: TCH (31 ft) is less than the min CAT II Precision TCH (50 ft).
7. CAUTION: TCH (37 ft) is less than the min CAT II Precision TCH (50 ft).
8. CAUTION: TCH (37 ft) is less than the min CAT II Precision TCH (50 ft).
9. When ALS inop, increase vis to 1½ mile.
10. Step Down Fix at 2 NM from RPI, cross at or above 1100 ft.
11. Step Down Fix at 2 NM from RPI, cross at or above 740 ft.
12. When ALS inop, increase vis to 1 mile.
13. Step Down Fix at 3 NM from RPI, cross at or above 1100 ft.
14. Step Down Fix at 2 NM from RPI, cross at or above 720 ft.
15. When ALS inop, increase vis to 1½ mile.
16. Step Down Fix at 2 NM from rwy, cross at or above 720 ft.
17. Circling authorized only from PAR W/O GS and ASR.
18. When circling from PAR W/O GS increase CAT AB vis to 1½ miles.
19. CAUTION: TCH (37 ft) is less than the min CAT II Precision TCH (50 ft).
20. CAUTION: TCH (37 ft) is less than the min CAT II Precision TCH (50 ft).
SAN ANGELO, TX  
SAN ANGELO RGNL/MATHIS FLD (SJT)  
RADAR MINS

### RADAR INSTRUMENT APPROACH MINIMUMS

<table>
<thead>
<tr>
<th>RWY</th>
<th>CAT</th>
<th>DA/MDA-VIS</th>
<th>HAT/VIS</th>
<th>CEIL/VIS</th>
</tr>
</thead>
<tbody>
<tr>
<td>36</td>
<td>AB</td>
<td>2460-1</td>
<td>541</td>
<td>(600-1)</td>
</tr>
<tr>
<td>18</td>
<td>AB</td>
<td>2500-1</td>
<td>592</td>
<td>(600-1)</td>
</tr>
<tr>
<td></td>
<td>D</td>
<td>2700-2½</td>
<td>781</td>
<td>(800-2½)</td>
</tr>
</tbody>
</table>

**CIRCLING ALL RWY**

- 2460-1½ CDE 541 (600-1½)
- 2500-1¼ CDE 592 (600-1¼)
- 2700-2¾ E 781 (800-2¾)

Circling NA for Cat E west of Rwy 18-36.
When control tower closed, ASR NA.
Rwy 36 helicopter visibility reduction below ¾ SM not authorized.

---

WACO, TX  
MC GREGOR EXECUTIVE (PWG)  
RADAR-1 127.65 352.0

<table>
<thead>
<tr>
<th>RWY</th>
<th>CAT</th>
<th>DA/MDA-VIS</th>
<th>HAT/VIS</th>
<th>CEIL/VIS</th>
</tr>
</thead>
<tbody>
<tr>
<td>17</td>
<td>AB</td>
<td>1020-1</td>
<td>430</td>
<td>(500-1)</td>
</tr>
<tr>
<td></td>
<td>D</td>
<td>NA</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>A</td>
<td>1040-1</td>
<td>448</td>
<td>(500-1)</td>
</tr>
<tr>
<td></td>
<td>C</td>
<td>1060-1½</td>
<td>468</td>
<td>(500-1½)</td>
</tr>
</tbody>
</table>

**CIRCLING ALL RWY**

- 1020-1¼ C 430 (500-1¼)
- 1040-1½ B 468 (500-1½)
- 1060-2 D NA

---

WACO, TX  
TSTC WACO (CNW)  
RADAR-1 127.65 227.125

<table>
<thead>
<tr>
<th>RWY</th>
<th>CAT</th>
<th>DA/MDA-VIS</th>
<th>HAT/VIS</th>
<th>CEIL/VIS</th>
</tr>
</thead>
<tbody>
<tr>
<td>17L</td>
<td>AB</td>
<td>1080-½</td>
<td>611</td>
<td>(700-½)</td>
</tr>
<tr>
<td></td>
<td>D</td>
<td>1080-1½</td>
<td>611</td>
<td>(700-1½)</td>
</tr>
</tbody>
</table>

**CIRCLING ALL RWY**

- 1080-1 C 611 (700-1)
- 1080-1¼ D 610 (700-1¼)

When Waco Regional approach control closed, ASR not authorized.
# Waco, TX

**Waco Rgnl (ACT)**

**Radar-1** 127.65 227.125

<table>
<thead>
<tr>
<th>RWY</th>
<th>GP/TCH/RPI</th>
<th>CAT</th>
<th>DA/MDA-VIS</th>
<th>HAT/HAA</th>
<th>CEIL-VIS</th>
<th>CAT</th>
<th>DA/MDA-VIS</th>
<th>HAT/HAA</th>
<th>CEIL-VIS</th>
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<tbody>
<tr>
<td>ASR</td>
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<td>880/24</td>
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<td></td>
<td>1</td>
<td>ABC</td>
<td>860-1</td>
<td>351</td>
<td>(400-1)</td>
<td>D</td>
<td>860-1¾</td>
<td>351</td>
<td>(400-1¾)</td>
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<tr>
<td></td>
<td>14</td>
<td>AB</td>
<td>920-1</td>
<td>407</td>
<td>(500-1)</td>
<td>CD</td>
<td>920-1¾</td>
<td>407</td>
<td>(500-1¾)</td>
</tr>
<tr>
<td></td>
<td>32</td>
<td>AB</td>
<td>1020-1</td>
<td>504</td>
<td>(600-1)</td>
<td>CD</td>
<td>1020-1½</td>
<td>504</td>
<td>(600-1½)</td>
</tr>
<tr>
<td>Circling All RWY</td>
<td>AB</td>
<td>1020-1</td>
<td>504</td>
<td>(600-1)</td>
<td>C</td>
<td>1020-1½</td>
<td>504</td>
<td>(600-1½)</td>
<td></td>
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<tr>
<td></td>
<td>D</td>
<td>1080-2</td>
<td>564</td>
<td>(600-2)</td>
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<td></td>
<td></td>
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<td></td>
</tr>
</tbody>
</table>

For inoperative MALSR increase S-19 CAT D visibility to RVR 6000.
When control tower closed, ASR NA.
THERE ARE NO LAND AND HOLD SHORT OPERATIONS (LAHSO) FOR SC-3 VOLUME
**HOT SPOTS**

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

<table>
<thead>
<tr>
<th>CITY/AIRPORT</th>
<th>HOT SPOT</th>
<th>DESCRIPTION*</th>
</tr>
</thead>
<tbody>
<tr>
<td>AUSTIN, TX</td>
<td>HS 1</td>
<td>E service road, Traffic on crossing Twy G and Twy H.</td>
</tr>
<tr>
<td>AUSTIN-BERGSTROM INTL (AUS)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>SAN MARCOS RGNL (HYI)</td>
<td>HS 1</td>
<td>Int of Rwy 26 and Rwy 35.</td>
</tr>
<tr>
<td></td>
<td>HS 2</td>
<td>Int of Rwy 31, Twy F and Rwy 35.</td>
</tr>
<tr>
<td>EL PASO, TX</td>
<td>HS 1</td>
<td>Rwy 08R apch considered active, do not proceed on or cross without ATC cnc especially when taxiing to Rwy 04 via the terminal ramp.</td>
</tr>
<tr>
<td>EL PASO INTL (ELP)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>GEORGETOWN, TX</td>
<td>HS 1</td>
<td>Int of Twy J and Twy A.</td>
</tr>
<tr>
<td>GEORGETOWN MUNI (GTU)</td>
<td></td>
<td>HS 2 Int of Twy D and Twy A.</td>
</tr>
<tr>
<td>HARLINGEN, TX</td>
<td>HS 1</td>
<td>Rwy 31 and Rwy 35R apch ends are closely aligned.</td>
</tr>
<tr>
<td>VALLEY INTL (HRL)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>MC ALLEN, TX</td>
<td>HS 1</td>
<td>Rwy 14 hold short marking located in a non-standard location.</td>
</tr>
<tr>
<td>MC ALLEN MILLER INTL (MFE)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>MIDLAND, TX</td>
<td>HS 1</td>
<td>Twy B and Twy P merge.</td>
</tr>
<tr>
<td>MIDLAND INTL AIR AND SPACE PORT (MAF)</td>
<td></td>
<td>HS 2 Area not visible from twr.</td>
</tr>
<tr>
<td>SAN ANGELO, TX</td>
<td>HS 1</td>
<td>Rwy 18-36 at the int of Rwy 09-27.</td>
</tr>
<tr>
<td>SAN ANGELO RGNL/MATHIS FLD (SJT)</td>
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<td>HS 2 Rwy 18-36 at the int of Twy D.</td>
</tr>
<tr>
<td></td>
<td>HS 3</td>
<td>Twy B close proximity to Rwy 18-36 and Rwy 03-21.</td>
</tr>
<tr>
<td>SAN ANTONIO, TX</td>
<td>HS 1</td>
<td>The unpaved portion of the north overrun.</td>
</tr>
<tr>
<td>LACKLAND AFB (KELLY FLD ANNEX) (KSKF)</td>
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<td>HS 2 Int of Rwy 16-34, Twy D, and Twy G.</td>
</tr>
<tr>
<td>SAN ANTONIO INTL (SAT)</td>
<td></td>
<td>HS 1 Rwy 31L hold short line on Rwy 04.</td>
</tr>
<tr>
<td></td>
<td>HS 2</td>
<td>Twy G and Twy N in close proximity of Rwy 31L.</td>
</tr>
</tbody>
</table>

*See appropriate Chart Supplement HOT SPOT table for additional information.*
ARRIVAL ROUTE DESCRIPTION

TXSAS TRANSITION (TXSAS.BEahr3)

From UUTEP on track 292° to MYNRS, then on track 292° to BEahr, cross BEahr at 8000 at 210K, expect RNAV (RNP) approach or RADAR vectors to final approach course.
ARRIVAL ROUTE DESCRIPTION

HUMBLE TRANSITION (IAH.BITER9): From over IAH VORTAC on IAH R-262 to SHYNR INT, then on IDU R-085 to IDU VORTAC, then on IDU R-281 to WLEEE INT. Thence . . . .

INDUSTRY TRANSITION (IDU.BITER9): From over IDU VORTAC on IDU R-281 to WLEEE INT. Thence . . . .

LUFKIN TRANSITION (LFK.BITER9): From over LFK VORTAC on LFK R-222 to BOCCK INT, then on IDU R-085 to IDU VORTAC, then on IDU R-281 to WLEEE INT. Thence . . . .

. . . . From over WLEEE on IDU R-281 to BITER, then on IDU R-281 to ISHOV, then on IDU R-281 to BASTO. Expect vectors to final approach course at or prior to BASTO.

NOTE: RADAR required.
NOTE: DME required.
NOTE: DME/DME/IRU or GPS equipped aircraft must file the WLEEE (RNAV) or POTRR (RNAV) STAR.
ARRIVAL ROUTE DESCRIPTION

WACO TRANSITION (ACT.BLEWE4): From over ACT VORTAC on ACT R-165 to BLEWE INT. Thence . . . .

WINDU TRANSITION (WINDU.BLEWE4): From over WINDU INT on CWK R-012 to BLEWE INT. Thence . . . .

. . . . From over BLEWE on CWK R-012 to SEWZY, then on CWK R-012 to CWK VORTAC. Expect vectors to final approach course at or prior to CWK VORTAC.

NOTE: Chart not to scale.
NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: WAILN transition for Houston Terminal Area Departures only.

SC-3, 07 OCT 2021 to 02 DEC 2021
NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: WAILN Transition for Houston Terminal Area Departures only.

VERTICAL NAVIGATION PLANNING INFORMATION

Turbojets: Expect 13000
ARRIVAL ROUTE DESCRIPTION

SAN ANTONIO INTL (KSAT):

From MARCS on track 240° to BRAUN.

LANDING RUNWAY 4:
From BRAUN on track 215° to POYIG, then on track 219° to BEBNE, then on track 219°. Expect RADAR vectors to final approach course.

LANDING RUNWAYS 13L/R:
From BRAUN on track 240° to TROOP, then on track 240° to CRISS, then on track 295° to JATAX, then on track 308°. Expect RADAR vectors to final approach course.

LANDING RUNWAY 22:
From BRAUN on track 235° to ZALYO. Expect RNAV (RNP) Rwy 22, or expect vectors to final approach course.

LANDING RUNWAYS 31L/R:
From BRAUN on track 240° to TROOP, then on track 165° to ALRGI, then on track 128° to TAHKO, then on track 128°. Expect RADAR vectors to final approach course.

ALL OTHER AIRPORTS:
From MARCS on track 240° to BRAUN, then on track 240° to RTAMA, then on track 240°. Expect RADAR vectors to final approach course.
ARRIVAL ROUTE DESCRIPTION

FORT STOCKTON TRANSITION (FST.CSI2): From over FST VORTAC via FST R-096 and CSI R-280 to CSI VORTAC. Thence . . . .

JUNCTION TRANSITION (JCT.CSI2): From over JCT VORTAC via JCT R-134 and CSI R-314 to CSI VORTAC. Thence . . . .

. . . . From over CSI VORTAC on CSI R-105 to REUBE INT. Expect vectors to final approach course.
ARRIVAL ROUTE DESCRIPTION

HFMAN TRANSITION (HFMAN.DXEEE2)
HOOLR TRANSITION (HOOLR.DXEEE2)

From DXEEE on track 011° to BAAAB, then on track 058° to cross SMILN at or below 12000.

LANDING RUNWAYS 18L/R: From SMILN on track 103° to cross PLANX at or above 8000, then on track 103° to DBORD, then on track 078° to cross TRPPN at 6000 and at 210K, then on track 355° to SNOTT, then on track 355°. Expect RNAV (RNP) approach or RADAR vectors to final approach course.

LANDING RUNWAYS 36L/R: From SMILN on track 094° to FAACE, then on track 115° to cross LIPSS at 4000 and at 210K, then on track 115° to STNSN, then on track 175° to TATAU, then on track 175°. Expect RNAV (RNP) approach or RADAR vectors to final approach course.

NOTE: Chart not to scale.

NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet and turboprop aircraft only.
NOTE: Expect runway assignment from AUSTIN TRACON upon initial contact.
ARRIVAL ROUTE DESCRIPTION

SSOLO TRANSITION (SSOLO.GABOO1)
WINDU TRANSITION (WINDU.GABOO1)

LANDING ALL AIRPORTS: From GABOO on track 194° to cross SEWZY at 13000, then on track 194°. Expect RADAR vectors to final approach course.
ARRIVAL ROUTE DESCRIPTION

DOHNN TRANSITION (DOHNN.HSKNS1)

LANDING RWY 4: From HSKNS on track 091° to FINAG, cross FINAG at or above 11000, then on track 091° to BECON, cross BECON at 9000 at 210K, expect RNAV (RNP) approach or RADAR vectors to final approach course.

NOTE: Radar required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet aircraft only.
NOTE: For Non-RNP aircraft, expect RADAR vectors to final approach course.
NOTE: Expect RNP approach clearance or RADAR vectors to final approach prior to BECON.

NOTE: Chart not to scale.
ARRIVAL ROUTE DESCRIPTION

LLANO TRANSITION (LLO.KALLA4): From over LLO VORTAC on LLO R-089 to KALLA. Thence . . . .

. . . . from over KALLA on CWK R-300 to cross CWK VORTAC at 10000.

Expect vectors to final approach course.
ARRIVAL ROUTE DESCRIPTION

DILLO TRANSITION (DILLO, LAIKS3)
UCOKA TRANSITION (UCOKA, LAIKS3)

From LAIKS on track 111° to cross BOYZZ at or below 11000.

LANDING RUNWAYS 18L/R: From BOYZZ on track 126° to cross CRLOS at 5000, then on track 126° to cross HOUKM at 5000 and at 210K. Expect ILS or LOC or RNAV (RNP) approach, or RADAR vectors to final approach course.

LANDING RUNWAYS 36L/R: From BOYZZ on track 150° to cross TRVSS between 8000 and 10000, then on track 150° to cross RATT at or above 6000 and at 220K, then on track 175° to cross LAIDY at 5000 and at 210K, then on track 175°. Expect RNAV (RNP) approach, or RADAR vectors to final approach course.

NOTE: Chart not to scale.
ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.LEMIG1): From over CRP VORTAC via CRP R-305 and THX R-126 to THX VORTAC, then via THX R-319 to LEMIG INT. Thence . . . .

COTULLA TRANSITION (COT.LEMIG1): From over COT VORTAC via COT R-037 to LEMIG INT. Thence . . . .

LAREDO TRANSITION (LRD.LEMIG1): From over LRD VORTAC via LRD R-019 to LEMIG INT. Thence . . . .

THREE RIVERS TRANSITION (THX.LEMIG1): From over THX VORTAC via THX R-319 to LEMIG INT. Thence . . . .

ALL AIRPORTS: From over LEMIG INT via SAT R-175 to ELKAY INT. Expect radar vectors to final approach course.
ARRIVAL ROUTE DESCRIPTION

CENTEX TRANSITION (CWK.MARCS1): From over CWK VORTAC via CWK R-205 to MARCS INT. Thence. . . .

INDUSTRY TRANSITION (IDU.MARCS1): From over IDU VORTAC via IDU R-259 to MARCS INT. Thence. . . .

LUFKIN TRANSITION (LFK.MARCS1): From over LFK VORTAC via LFK R-228 and IDU R-044 to IDU VORTAC, then via IDU R-259 to MARCS INT. Thence. . . .

WACO TRANSITION (ACT.MARCS1): From over ACT VORTAC via ACT R-165 to BLEWE INT, then via CWK R-012 to CWK VORTAC, then via CWK R-205 to MARCS INT. Thence. . . .

WINDU TRANSITION (WINDU.MARCS1): From over WINDU INT via CWK R-012 to CWK VORTAC, then via CWK R-205 to MARCS INT. Thence. . . .

. . . From over MARCS on SAT R-056 to BRAUN, then on SAT R-056 to TROOP. Thence....

SAN ANTONIO INTL (SAT):
LANDING RWY 13R: On SAT R-056 to CRISS. Depart CRISS heading 300° for vectors to final approach course.
LANDING RWY 31L: Depart TROOP heading 140° for vectors to final approach course.
LANDING ALL OTHER RUNWAYS: On SAT R-056 to CRISS. Expect vectors to final approach course.

ALL OTHER AIRPORTS: On SAT R-056 to CRISS. Expect vectors to final approach course.
**ARRIVAL ROUTE DESCRIPTION**

**GREBE TRANSITION (GREBE MOLLY5)**

**TEEES TRANSITION (TEEES MOLLY5)**

**LANDING RWY 22/26L/26R**: From MOLLY on track 098° to cross WIKKR at 9000 and at 210K, expect RNAV (RNP) approach or RADAR vectors to final approach course.

**LANDING RWY 04, 08R**: From MOLLY on track 153° to cross KOACH at 8000 and at 210K, expect RNAV (RNP) approach or RADAR vectors to final approach course.
POTRR ONE ARRIVAL (RNAV)

ARRIVAL ROUTE DESCRIPTION

- DBOYS TRANSITION (DBOYS,POTRR1)
- LUKKN TRANSITION (LUKKN,POTRR1)
- MNURE TRANSITION (MNURE,POTRR1)
- WEEED TRANSITION (WEEED,POTRR1)

LANDING ALL AIRPORTS: From WLEE on track 284° to POTRR, then on track 284°. Expect RADAR vectors to final approach course.
ARRIVAL ROUTE DESCRIPTION

CHISUM TRANSITION (CME.SAMMR3)

LIFTFT TRANSITION (LIFTFT.SAMMR3)

From SAMMR on track 260° to SARRT, cross SARRT at 8000 at 210K, expect RNAV (RNP) approach or RADAR vectors to final approach course.

NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet aircraft only.
NOTE: Expect RNP approach or radar vectors to final approach course prior to SARRT.
ARRIVAL ROUTE DESCRIPTION

WINDU TRANSITION (WINDU.SEWZY6)

From GABOO on track 195° to cross SEWZY between 10000 and 16000, then on track 202° to cross VADRR at or above 8000.

LANDING RUNWAYS 18L/R: From VADRR on track 202° to cross MGTEC at or above 5000 and at 220K, then on track 221° to cross JEDYE at 4000 and at 210K. Expect ILS or RNAV (RNP) RWY 18L/R approach or RADAR vectors to final approach course.

LANDING RUNWAYS 36L/R: From VADRR on track 197° to HHOOF, then on track 176° to cross MMARE at or above 6000 and at 220K, then on track 175° to cross SMRFF at 5000 and at 210K, then on track 175°. Expect RADAR vectors to final approach course.
ARRIVAL ROUTE DESCRIPTION

**ABLENE TRANSITION (ABI.STV1):** From over ABI VORTAC via ABI R-146 and STV R-329 to STV VORTAC. Thence . . .

**JUNCTION TRANSITION (JCT.STV1):** From over JCT VORTAC via JCT R-104 and STV R-284 to STV VORTAC. Thence . . .

**LLANO TRANSITION (LLO.STV1):** From over LLO VORTAC via LLO R-165 and STV R-284 to STV VORTAC. Thence . . .

**ALL AIRPORTS EXCEPT RANDOLPH AIR FORCE BASE:** From over STV VORTAC via STV R-177 to REUBE INT. Expect radar vectors to final approach course.

**RANDOLPH AIR FORCE BASE:** From over STV VORTAC via direct RND VORTAC.
NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: TURBOJET Aircraft only.
NOTE: Landing Rwy 04 : Expect RNP approach or RADAR vectors to final approach course prior to KOACH.
NOTE: Landing Rwy 22,26L : Expect RNP approach or RADAR vectors to final approach course prior to WIKKR.

NOTE: Chart not to scale.

NOTE: Z21
ARRIVAL ROUTE DESCRIPTION

SLNNK TRANSITION (SLNNK.WAZKO1):

LANDING RWY 4: From WAZKO on track 167° to KOACH at 8000 and at 210K. Expect RNAV (RNP) approach or RADAR vectors to final approach course.

LANDING RWY 8R: From WAZKO on track 167° to KOACH at 8000 and at 210K. Expect RADAR vectors to final approach course.

LANDING RWY 22/26L: From WAZKO on track 150° to cross JEBSU at or above 10000, then on track 098° to cross WIKKR at 9000 and at 210K. Expect RNAV (RNP) approach or RADAR vectors to final approach course.

LANDING RWY 26R: From WAZKO on track 150° to cross JEBSU at or above 10000, then on track 098° to cross WIKKR at 9000 and at 210K. Expect RADAR vectors to final approach course.
ARRIVAL ROUTE DESCRIPTION

JUNCTION Transition (JCT.WEBOX4): From over JCT VORTAC via JCT R-190 to WEBOX. Thence...

LLANO Transition (LLO.WEBOX4): From over LLO VORTAC via LLO R-224 to WEBOX. Thence...

STONEWALL Transition (STV.WEBOX4): From over STV VORTAC via STV R-249 to WEBOX. Thence...

CENTER POINT Transition (CSI.WEBOX4): From over CSI VORTAC via CSI R-263 to WEBOX. Thence...

...From over DLF R-040/50 (WEBOX) via DLF R-040 to DLF R-040/12 (WASOD). Expect vectors for an instrument approach to runway in use.
NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet and turboprop aircraft only.
NOTE: MNURE TRANSITION for Houston terminal departures only.
NOTE: Expect runway assignment from AUSTIN TRACON upon initial contact.

(NARRATIVE ON FOLLOWING PAGE)
ARRIVAL ROUTE DESCRIPTION

DBOYS TRANSITION (DBOYS.WLEEE6)
LUKKN TRANSITION (LUKKN.WLEEE6)
MNURE TRANSITION (MNURE.WLEEE6)
WAILN TRANSITION (WAILN.WLEEE6)
WEEED TRANSITION (WEEED.WLEEE6)

From WLEEE on track 285° to cross BITER at or below 12000.

LANDING RUNWAYS 18L/R: From BITER on track 285° to ISHOV, then on track 285° to cross BASTO at or below 8000, then on track 289° to cross LUKKE at or above 6000 and at 230K, then on track 291° to cross XWING at 4000 and at 210K, then on track 315° to SSURF, then on track 355° to BEESO, then on track 355°. Expect RNAV/RNP approach, or expect vectors to final approach course.

LANDING RUNWAYS 36L/R: From BITER on track 262° to cross MUSEC at or above 6000 and at 230K, then on track 263° to cross TOONE at 4000, then on track 263° to cross BOWTZ at 4000 and at 210K, then on track 213° to EEVEE, then on track 175° to SCUTE, then on track 175°. Expect RNAV/RNP approach, or expect vectors to final approach course.
INTENTIONALLY
LEFT
BLANK
Baro-VNAV NA when using Nueces County altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -3°C or above 42°C. When local altimeter setting not received, use Nueces County altimeter setting and increase all DA 56 feet and all MDA 60 feet, increase LPV and LNAV/VNAV visibility all Cats ½ mile and LNAV Cat C and D ¼ mile. Rwy 13 helicopter visibility reduction below ¾ SM NA, VDP NA with Nueces County altimeter setting.

Procedure NA for arrival on CRP VORTAC airway radials 184 CW 305.

LNAV MDA
560-1 382 (400-1)
560-1/8 382 (400-1/8)
When local altimeter setting not received, use Nueces County altimeter setting: increase all MDAs 60 feet and visibility Cats C and D 1/2 mile. VDP NA when using Nueces County altimeter setting. For inop MALs increase S-31 Cats C, D visibility to 1 mile. For inop ALS when using Nueces County altimeter setting, increase S-31 Cats C, D visibility to 1/2 SM.

**ALICE, TEXAS**

**AL-481 (FAA)**

**LOC/DME RWY 31**

**ALICE INTL (ALI)**

**ASOS** 119.225

**KINGSVILLE APP CON** 119.9 290.45

**UNICOM** 123.0 (CTAF)

**LOCALIZER 109.3**

**I-ALI**

**Channel 30**

**CORPUS CHRISTI**

**115.5 CRP**

**Channel 102**

**Radar** required for procedure entry from Corpus Christi CRP VORTAC.

**VGS** and descent angles not coincident.

**CITCU** 2000

**I-ALI** 6.1

**Remain within 10 NM**

**CATEGORY**

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<th>A</th>
<th>B</th>
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<tr>
<td>520-3/4</td>
<td>346 (400-3/4)</td>
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<td>600-1</td>
<td>640-1</td>
<td>680-1/2</td>
<td>900-2/4</td>
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<tr>
<td>422 (500-1)</td>
<td>462 (500-1)</td>
<td>.502 (600-1/2)</td>
<td>722 (800-2/4)</td>
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**ELEV 178**

**TDZE 174**

**ASOS** 119.225

**KINGSVILLE APP CON** 119.9 290.45

**UNICOM** 123.0 (CTAF)

**LOCALIZER 109.3**

**I-ALI**

**Channel 30**

**CORPUS CHRISTI**

**115.5 CRP**

**Channel 102**

**Radar** required for procedure entry from Corpus Christi CRP VORTAC.

**VGS** and descent angles not coincident.

**CITCU** 2000

**I-ALI** 6.1

**Remain within 10 NM**

**CATEGORY**

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**Asos 119.225**

**Kingsville App Con 119.9 290.45**

**Unicom 123.0 (ctaf)**

**Localizer 109.3**

**I-alI**

**Channel 30**

**Corpus Christi 115.5 crp**

**Channel 102**

**Radar** required for procedure entry from Corpus Christi crp vortac.

**Vgs** and descent angles not coincident.

**Citu** 2000

**I-alI** 6.1

**Remain within 10 NM**

**Category**

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<td>722 (800-2/4)</td>
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</table>
VOR RWY 31
ALICE INTL (ALI)

When local altimeter setting not received, use Nueces County altimeter setting: Increase all MDA 60 feet and visibility S-31 Cats C and D and Circling Cat D ½ SM. Visibility reduction by helicopters NA. For inop ALS when using Nueces County altimeter setting, increase S-31 Cats C, D visibility to 1½ SM. For inop ALS, increase S-31 Cats C, D visibility to 1½ SM.

MISSED APPROACH: Climb to 1500 then climbing left turn to 2000 direct ALI VOR and hold.

**ALICE, TEXAS**
VOR ALI 114.5
APP CRS 325°
Rwy Idg 5997
TDZE 174
Apt Elev 178

**KINGSVILLE APP CON**
119.225
**UNICOM**
119.9 290.45
123.0 (CTAF)

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

---

**CATEGORY**

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<td>620-3/4</td>
<td>446 (500-3/4)</td>
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<td>446 (500-1)</td>
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<td>CIRCLING</td>
<td>620-1</td>
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<td>640-1</td>
<td>462 (500-1)</td>
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</table>

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

**ELEV 178**
TDZE 174

**CARTI**

2000

| 230°  |
| 572 |
| 35°  |

**CORPUS CHRISTI**

115.5 CRP: Chan 102

**POGGE**

2000

243° (32.2)

2200

275° (31.8)

**MSA ALI 25 NM**

**ALICE INTL (ALI)**

27°44'N-98°02’W

**ALICE, TEXAS**
Amdt 13F 20MAY21

**ALICE, TEXAS**
VOR RWY 31
When local altimeter setting not received, use Nueces County altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 1500 then climbing left turn to 2000 direct ALI VOR and hold.

When local altimeter setting not received, use Nueces County altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 1500 then climbing left turn to 2000 direct ALI VOR and hold.
ALPINE-CASPARIS MUNI (E38)

RNAV (GPS) RWY 19

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C or above 54°C. Circling NA W of Rwy 1-19.

Rwy 19 helicopter visibility reduction below ½ SM NA.

MISSED APPROACH: (Do not exceed 165K until ODKAE)
Climb to 5200 then climbing left turn to 9000 direct
ODKAE and hold, continue climb-in-hold to 9000.

\[ \text{Procedure NA for arrivals on FST VORTAC airway radials 273 CW 283.} \]
RNAV (GPS) RWY 23  
ALPINE-CASPARIS MUNI (E38)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C (-9°F) or above 54°C (130°F). Circling NA west of Rwy 1-19. Rwy 23 helicopter visibility reduction below 4/4 SM NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: (Do not exceed 165K until ODKAE) Climb to 5400 then climbing left turn to 9000 direct ODKAE and hold, continue climb-in-hold to 9000.

### RNAV (GPS) RWY 23

#### Alpín Casparis Muni (E38)

**Airway Radials**

- **273° CW**
- **283°**

**Procedures**

- **FST VORTAC**

**Uncompensated Baro-VNAV Systems**

- **LNAV/VNAV NA** below -23°C (-9°F) or above 54°C (130°F).

**Circling**

- **West** of Rwy 1-19.

**ODKAE**

- **7 NM**

**Holding Pattern**

- Climb to 5400 then climbing left turn to 9000 direct ODKAE and hold, continue climb-in-hold to 9000.

**Uncompensated**

- Circling NA west of Rwy 1-19.

**For uncompensated Baro-VNAV systems**

- **LNAV/VNAV NA** below -23°C (-9°F) or above 54°C (130°F).

**Note**

- **LNAV** only.

### Procedure NA for arrival on FST VORTAC

- Airway Radials 273° CW 283°.

### Alpín Casparis Muni (E38)

**ALPINE, TEXAS**

**Orig 01FEB18**

**30°23'N-103°41'W**

**RNAV (GPS) RWY 23**
RNAV (GPS) RWY 13
AUSTIN EXEC (EDC)

**RNAV APCH.**

- **B**aro-VNAV **N**A when using Austin-Bergstrom Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). Visibility reduction by helicopters NA. When local altimeter setting not received, use Austin-Bergstrom Intl altimeter setting: increase LPV DA to 912 feet, increase LNAV/VNAV DA to 1168 feet; increase all MDA 60 feet.

**MISSED APPROACH:** Climb to 2100 direct CIRMU and hold.

<table>
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<tr>
<th>AWOS-3</th>
<th>AUSTIN APP CON</th>
<th>EXECUTIVE TOWER</th>
<th>GND CON</th>
<th>CINC DEL</th>
<th>UNICOM</th>
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**AUSTIN, TEXAS**

**AL-5891 (FAA)**

**RNAV (GPS) RWY 13**
AUSTIN EXEC (EDC)

**ALP**

- **1.0%**

**UP**

- **0.4%**

**APP CRS**

- **63116 W13A**

**WAAS**

- **126°**

**Rwy Idg**

- **5425**

**TDZE**

- **620**

**Apt Elev**

- **620**

**MIRL Rwy 13-31**

- **3100**

**REIL Rwy 13 and 31**

- **620**

**30°24'N-97°34'W**

**CIRCLING**

- **1.3 NM to RW13**

- **1.3 NM to RW13**

**LNAV/VNAV NA below**

- **-16°C**

**LPV DA**

- **3000 ft**

**DA**

- **2100**

**LNAV/VNAV NA**

- **1126-1¾**

**506 (600-1¾)**

**MDA**

- **1080-1½**

**460 (500-1½)**

**460 (500-1½)**

**600 (600-2)**

**600 (600-2)**

**ELEV**

- **620**

**TDZE**

- **620**

**ELEV**

- **2049**

**TDZE**

- **620**

**506 (600-2)**

**21112**

**AUSTIN, TEXAS**

**Orig A**

- **30JAN20**

**AUSTIN EXEC (EDC)**

**RNAV (GPS) RWY 13**

**30°24'N-97°34'W**
RNAV (GPS) RWY 31
AUSTIN EXEC (EDC)

RNP APCH.

MISSED APPROACH: Climb to 3500 direct GUKWI and on track 020° to DARTE and hold.

AWOS-3
118.825
AUSTIN APP CON
127.225 317.65
EXECUTIVE TOWER
120.3 (CTAF)
GND CON
119.45
CLNC DEL
126.025
UNICOM
122.975

4 NM

DARTE

Procedure NA for arrivals at SCOLL on V565 eastbound.

MIRL Rwy 13-31
REIL Rwys 13 and 31

LNAV only.

RNAV MDA
900-1 288 (300-1)
900-7/8 288 (300-7/8)

CIRCLING
1140-1 1160-1 1280-1 1280-2
520 (600-1) 540 (600-1) 660 (700-1 1/4) 660 (700-2)

CATEGORY
A
B
C
D

6025
TDZE 612
Rwy Idg
Apt Elev

AUSTIN, TEXAS
Al-5891 (FAA)

Amdt 1A 17JUN21

30°24’N-97°34’W

AUSTIN EXEC (EDC)
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
**AEROZ TWO DEPARTURE (RNAV)**

**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RUNWAY 13:** Climb on heading 126° or as assigned by ATC for vectors to cross AMUSE at or above 5000, thence.

**TAKEOFF RUNWAY 31:** Climb on heading 306° or as assigned by ATC for vectors to cross AMUSE at or above 5000, thence.

...on track 293° to AEROZ, then on SAN ANGELO TRANSITION. Maintain altitude assigned by ATC. Expect filed altitude 10 minutes after departure.

**SAN ANGELO TRANSITION (AEROZ2.SJT)**

**NOTE:** Chart not to scale.

**NOTE:** RADAR required.

**NOTE:** DME/DME/IRU or GPS required.

**NOTE:** RNAV 1.

**TOP ALTITUDE: ASSIGNED BY ATC**

**NOTE:** RNAV 1.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 13: Climb on heading 126° or as assigned by ATC for vectors to cross GARDS at or above 5000, thence. . . .

TAKEOFF RUNWAY 31: Climb on heading 306° or as assigned by ATC for vectors to cross GARDS at or above 5000, thence. . . .

. . . .on track 224° to BNDIA. Maintain altitude assigned by ATC. Expect filed altitude 10 minutes after departure.
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.

TAKEOFF MINIMUMS:
Rwys 16, 34: NA-Environmental.
Rwys 13, 31: Standard.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION
TAKEOFF RUNWAY 13: Climb on heading 126° or as assigned by ATC for vectors to cross WLMRT at or above 5000, thence . . .
TAKEOFF RUNWAY 31: Climb on heading 306° or as assigned by ATC for vectors to cross WLMRT at or above 5000, thence . . .

. . . . on track 338° to ELOEL, then on transition. Maintain altitude assigned by ATC. Expect filed altitude 10 minutes after departure.

ABILENE TRANSITION (ELOEL3.ABI)
FORSS TRANSITION (ELOEL3.FORSS)
KLNGR TRANSITION (ELOEL3.KLNGR)
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 13: Climb on heading 126° or as assigned by ATC for vectors to cross HOOKK at or above 5000, thence.

TAKEOFF RUNWAY 31: Climb on heading 306° or as assigned by ATC for vectors to cross HOOKK at or above 5000, thence.

...on track 090° to ILEXY, then on transition. Maintain altitude assigned by ATC. Expect filed altitude 10 minutes after departure.

JAYJO TRANSITION (ILEXY3.JAYJO)
ZENZI TRANSITION (ILEXY3.ZENZI)
**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RUNWAY 13:** Climb on heading 126° or as assigned by ATC for vectors to cross PAYDA at or above 5000, thence...  
**TAKEOFF RUNWAY 31:** Climb on heading 306° or as assigned by ATC for vectors to cross PAYDA at or above 5000, thence...  

...on track 279° to MUCKY. Maintain altitude assigned by ATC. Expect filed altitude 10 minutes after departure.

**NOTE:** RADAR required.  
**NOTE:** DME/DME/IRU or GPS required.  
**NOTE:** RNAV 1.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 13: Climb on heading 126° or as assigned by ATC for vectors to cross MUNCH at or above 5000, thence.

TAKEOFF RUNWAY 31: Climb on heading 306° or as assigned by ATC for vectors to cross MUNCH at or above 5000, thence.

. . . . on track 024° to SAYBR. Maintain altitude assigned by ATC. Expect filed altitude 10 minutes after departure.
**ILS or LOC RWY 18R**  
**AUSTIN-BERGSTROM INTL (AUS)**

**LOC/DME** I-GFQ 110.95  
**Channel** 46 (Y)  
**Runway IDG** 12250  
**Apt Elev** 542

RNAN 1-GPS or RADAR required for procedure entry. From HOUKM, JEDYE, RNAV 1-GPS required.

**MALS**

Simultaneous approach authorized. Inop table does not apply to S-ILS 18R. For inop ALS, increase S-LOC 18R Cats C, D and E visibility to RVR 4500.

**D-ATIS**  
**AUSTIN APP CON** 127.225 317.65 (EAST)  
**GND CON** 121.9 348.6

**AUSTIN TOWER**  
121.0 281.5

**CINC DEL**  
125.5 263.0

**CPDLC**

**CENTEX**  
112.8 CWK

**CENTEX**  
112.8 CWK

**ELEV** 542  
**TDZE** 542

**GARDS**  
**CWK** 29.2

**Rwy IDG** 542

**Apt Elev** 542

**Missed Approach**: Climb to 1000 then climbing right turn to 3500 on heading 250° and CWK VORTAC R-222 to GARDS INT/CWK 29.2 DME and hold.

**Category**

- **S-ILS 18R**  
  742/40 200 (200-¾)

- **S-LOC 18R**  
  860/40 318 (400-¾)

**AUSTIN, TEXAS**  
**Amrd 6** 22APR21

**AUSTIN-BERGSTROM INTL (AUS)**  
**ILS or LOC RWY 18R**

**Amdt 6 22APR21**
DME or RADAR required.

Simultaneous approach authorized. For inop ALS, increase S-LOC 36L CATs C/D/E visibility to RVR 6000. Inop table does not apply to S-ILS 36L all CATs.

**ILS or LOC RWY 36L**

**AUSTIN-BERGSTROM INTL (AUS)**

**MISSUED APPROACH:** Climb to 1000 then climbing left turn to 3500 on heading 250° and CWK VORTAC R-222 to GARDS INT/CWK 29.2 DME and hold.

**Category 1.1 NM**

**Cat A** 2.2 NM

**Cat B** 1.7 NM

**Cat C** 1.3 NM

**Cat D** 6.3 NM

**Cat E** 4 NM

**GS 3.00°**

**TCH 54**

**Loc/Dme I-BSM 110.95°**

**Channel 46(Y)**

**Runway IDG 12250**

**TDZE 496**

**TWR 727**

**Apt Elevation 542**

**GARDS CWK 29.2**

**GARDS to MAP 3.3 NM**

**Faf to Map 3.3 NM**

**Knots**

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<th>60</th>
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**Min:Sec**

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**Aimd 7' 22APR21**
DME required. RADAR required for procedure entry.

Simultaneous approach authorized.
SA CAT I: Requires specific OPSPEC, MSPEC or LOA approval.
SA CAT II: Requires specific OPSPEC, MSPEC or LOA approval.

MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 on heading 030° and CWK VORTAC R-088 to HOOKK/CWK 17 DME and hold.

ILS RWY 36R (SA CAT I & II)
AUSTIN-BERGSTROM INTL (AUS)

LOC/DME I-HCE
110.5
Chan 42

APP CRS
355°

Rwy Idg
9000
TDZE
480
Apt Elev
542

D-ATIS
127.225 317.65 (EAST)
120.875 270.25 (SOUTH)
119.0 370.85 (WEST)

AUSTIN APP CON
124.4

AUSTIN TOWER
121.0 281.5

GND CON
121.9 348.6

CLNC DEL
125.5 263.0

CPDLC

ELEV 542 TDZE 480

AVIATION SERVICES

ELEV 542 TDZE 480

ILS RWY 36R (SA CAT I & II)
AUSTIN-BERGSTROM INTL (AUS)

SA CATEGORY I & II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

AUSTIN, TEXAS
AL-556 (FAA)

SC-3, 07 OCT 2021 to 02 DEC 2021

ILS RWY 36R (SA CAT I & II)
RNAV (RNP) Z RWY 18R
AUSTIN-BERGSTROM INTL (AUS)

**MALS**

- **MISSING APPROACH:** Climb to 1000 then climbing right turn to 3500 direct GARDS and hold.

**AUSTIN TOWER**

- **GND CON**
  - 121.9
  - 348.6
- **CLNC DEL**
  - 125.5
  - 263.0
- **CPDLC**
  - 124.4

**D-ATIS**

- 127.225 317.65 (EAST)
- 120.875 270.25 (SOUTH)
- 119.0 370.85 (WEST)

**AUTHORIZATION REQUIRED**

**RNAV (RNP) Z RWY 18R**

**Category A**

- **RNP 0.30 DA**
  - 883/40 341 (400-¾)

**See planview for multiple IF locations.**

**MISSED APCH FIX**

- **GARDS 6 NM 355° 5000 210K until ELLBJ
- 320° 5000 300° 210K until ELLBJ
- 310° 5000 270° 210K until ELLBJ

**AUSTIN, TEXAS**

**AUSTIN-BERGSTROM INTL (AUS)**

**APP CRS 175°**

- Rwy Idg 12250
- TDZE 542
- Apt Elev 542

**RNP AR APCH-GPS. RADAR required.**

- Simultaneous approach authorized. For uncompensated Baro-VNAV systems, procedure NA below -5°C or above 54°C.

**AUTHORIZATION REQUIRED**

**AMP 22APR21**

**TDZ/CL Rwys 18L and 36R
HIRL Rwys 18L-36R and 18R-36L**
Simultaneous approach authorized. For uncompensated Baro-VNAV systems, procedure NA below -5°C or above 54°C. For inop ALS, increase RNP 0.11 all Cats visibility to RVR 4500, RNP 0.16 all Cats visibility to RVR 6000, and RNP 0.30 all Cats visibility to 1/4 SM.

See planview for multiple IF locations.

AUSTIN, TEXAS

Amdt 2 22APR21

MALSR

MISSING APCH FIX

6 NM

HOOKK

ELEV 542

TDZE 480

TDZ/CL Rws 18L and 36R
HIRL Rws 18L-36R and 18R-36L

SC-3, 07 OCT 2021 to 02 DEC 2021

AUTHORIZATION REQUIRED
RNAV (GPS) Y RWY 18L
AUSTIN-BERGSTROM INTL (AUS)

Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -5°C or above 54°C. For inop ALS, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV visibility all Cats to RVR 6000, and LNAV visibility Cats C, D, and E to RVR 6000.

D-ATIS
124.4

AUSTIN APP CON
127.225 317.65 [EAST]
120.875 270.25 [SOUTH]
119.0 370.85 [WEST]

AUSTIN TOWER
121.0 281.5

GND CON
121.9 348.6

CLNC DEL
125.5 263.0

CPDLC

MISSED APPROACH: Climb to 1000 then climbing left turn to 3000 direct HOOKK and hold.

VGS and RNAV glidepath not coincident [VGS Angle 3.00°/TCH 74].

1000 3000 HOOKK

LPV DA
692/18 200 [200-1½]

LNAV/VNAV DA
906/40 414 [400-¾]

LNAV MDA
900/24 408 [400-½]

LNAV MDA
900/40 408 [400-¾]

CIRCLING
1040-1 498 [500-½]
1100-1 558 [600-1]
1200-1¾ 658 [700-½]
1200-2 658 [700-2]
1520-3 978 [1000-3]

HIRL Rwys 18L-36R and 18R-36L
TDZ/CL Rwys 18L and 36R

Amdt 3 22APR21
**RNAV (GPS) and Rwy 18R**

**AUSTIN BERGSTROM INTL (AUS)**

### RNP APCH-GPS

- **Simultaneous approach authorized.** LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. Inop table does not apply to LPV. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -5°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4500; increase LNAV Cat E visibility to RVR 5500.

### D-ATIS

- **AUSTIN APP CON**
  - 124.4
- **AUSTIN TOWER**
  - 121.0
  - 281.5
- **GND CON**
  - 121.9
  - 348.6
- **CLNC DEL**
  - 125.5
  - 263.0
- **CPDLC**
  - 126.3

### MISSED APCH FIX

- **GARDS**
- **TDZ/E**
  - 542

### Categories

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<td>900/40</td>
<td>978 (1000-3)</td>
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### CIRCLING

- **1040-1**
- **1100-1**
- **1200-1.3**
- **1200-2**
- **1520-3**

### RNAV (GPS)

- **1040-1**
- **1100-1**
- **1200-1.3**
- **1200-2**
- **1520-3**
RNP APCH.

- Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -5°C or above 54°C. For inop ALS, increase LNAV/VNAV Cat E visibility to 1 1/2 SM, LNAV Cat E visibility to 1 1/2 SM. Inop table does not apply to LPV all Cats.

D-ATIS

- AUSTIN APP CON 127.225 317.65 (EAST)
- 120.875 270.25 (SOUTH)
- 119.0 370.85 (WEST)

AUSTIN TOWER

- 121.0 281.5

GND CON

- 121.9 348.6

CLNC DEL

- 125.5 263.0

CPDLC

- 124.4

ELEV 542

D TDZE 496

HRL Rwys 18L-36R and 18R-36L
TDZ/CI Rwys 18L and 36R

LNAV/VNAV DA

- 970/60 474 (500-1/4)

LNAV MDA

- 920/40 424 (400-1/2)
- 920/50 424 (400-1)

CIRCLING

- 1040-1 920-1
- 498 (500-1) 558 (600-1)
- 658 (700-1/4) 658 (700-2) 978 (1000-3)

GARDS

- 355° to RW36L

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 60).

**LNAV only.**

- 1.2 NM to RW36L
- 1.5 NM to RW36L
- 3 NM
- 6.3 NM
- 4 NM

30°12'N-97°40'W

RNAV (GPS) Y RWY 36L

AUSTIN-BERGSTROM INTL (AUS)
RNAV (GPS) Y RWY 36R

AUSTIN-BERGSTROM INTL (AUS)

ELEV 542  D  TDZE 480

AUSTIN, TEXAS

AL-556 (FAA)

21112

RNP APCH.

Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -5°C or above 54°C. For inop ALS increase LPV Cat E visibility to RVR 4000, LNAV/VNAV all Cats visibility to 1 ¾ SM and LNAV Cat C/D/E visibility to 1 ¾ SM.

MALSR

ISSUE 1

122.225 317.65 120.875 270.25 119.0 370.85

D ATIS

124.4

AUSTIN APP CON

121.0 281.5

AUSTIN TOWER

GND CON

CLNC DEL

CPDLC

MISSING APCH FIX

088°

268°

HOOHK

1.9 NM

3 NM

4000

GP 3.00°

TCH 52

355°

1.5 NM to RW36R

1.5 NM

VNGI and RNAV glidepath not coincident (VNGI Angle 3.00/TCH 59).

* LNAV only.

* 1.5 NM to RW36R

RW36R

SSHOE

BAILD

RW36R

1600

1600

1000-2

1200-2

1520-3

520 (500-1)

970/50 490 (500-1)

1000/24 520 (500-1)

1000/55 520 (500-1)

1040-1 1100-1 1200-1¼ 1200-2 1520-3

498 (500-1) 558 (600-1) 658 (700-1¾) 658 (700-2) 978 (1000-3)

LPV DA

RNAV/ VNAV DA

RNAV MDA

CIRCLING

30°12’N-97°40’W

SQL-3, 07 OCT 2021 to 02 DEC 2021
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 18L/R: Climb on heading 175° or as assigned by ATC for vectors to cross AMUSE at or above 5000, thence....

TAKEOFF RUNWAYS 36L/R: Climb on heading 355° or as assigned by ATC for vectors to cross AMUSE at or above 5000, thence....

. . . . on track 293° to AEROZ, then on SAN ANGELO TRANSITION. Maintain altitude assigned by ATC. Expect filed altitude 10 minutes after departure.

SAN ANGELO TRANSITION (AEROZ2.SJT)
(NARRATIVE ON FOLLOWING PAGE)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 18L/R, 36L/R: Climb on assigned heading for vectors, then on assigned transition. Maintain altitude assigned by ATC, expect filed altitude 10 minutes after departure.

ABILENE TRANSITION (AUS6.ABI): From over CWK VORTAC on CWK R-285 and LLO R-103 to LLO VORTAC, then on LLO R-324 and ABI R-141 to ABI VORTAC.

GOOCH SPRINGS TRANSITION (AUS6.AGJ): From over CWK VORTAC on CWK R-321 and AGJ R-142 to AGJ VORTAC.

JUNCTION TRANSITION (AUS6.JCT): From over CWK VORTAC on CWK R-271 and JCT R-088 to JCT VORTAC.

LLANO TRANSITION (AUS6.LLO): From over CWK VORTAC on CWK R-285 and LLO R-103 to LLO VORTAC.

SAN ANGELO TRANSITION (AUS6.SJT): From over CWK VORTAC on CWK R-285 and LLO R-103 to LLO VORTAC, then on LLO R-284 and SJT R-102 to SJT VORTAC.

SAN ANTONIO TRANSITION (AUS6.SAT): From over CWK VORTAC on CWK R-222 and SAT R-040 to SAT VORTAC.

STONEWALL TRANSITION (AUS6.STV): From over CWK VORTAC on CWK R-271 and STV R-047 to STV VORTAC.

TAKEOFF RUNWAYS 18L/R, 36L/R: Climb on assigned heading for vectors, then on assigned transition. Maintain altitude assigned by ATC, expect filed altitude 10 minutes after departure.

ABILENE TRANSITION (AUS6.ABI): From over CWK VORTAC on CWK R-285 and LLO R-103 to LLO VORTAC, then on LLO R-324 and ABI R-141 to ABI VORTAC.

GOOCH SPRINGS TRANSITION (AUS6.AGJ): From over CWK VORTAC on CWK R-321 and AGJ R-142 to AGJ VORTAC.

JUNCTION TRANSITION (AUS6.JCT): From over CWK VORTAC on CWK R-271 and JCT R-088 to JCT VORTAC.

LLANO TRANSITION (AUS6.LLO): From over CWK VORTAC on CWK R-285 and LLO R-103 to LLO VORTAC.

SAN ANGELO TRANSITION (AUS6.SJT): From over CWK VORTAC on CWK R-285 and LLO R-103 to LLO VORTAC, then on LLO R-284 and SJT R-102 to SJT VORTAC.

SAN ANTONIO TRANSITION (AUS6.SAT): From over CWK VORTAC on CWK R-222 and SAT R-040 to SAT VORTAC.

STONEWALL TRANSITION (AUS6.STV): From over CWK VORTAC on CWK R-271 and STV R-047 to STV VORTAC.
NOTE: Chart not to scale.

NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.

NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 18L/R: Climb on heading 175° or as assigned by ATC for vectors to cross GARDS at or above 5000, thence . . . .
TAKEOFF RUNWAYS 36L/R: Climb on heading 355° or as assigned by ATC for vectors to cross GARDS at or above 5000, thence . . . .

. . . . on track 224° to BNDIA. Maintain altitude assigned by ATC. Expect filed altitude 10 minutes after departure.
NOTE: RADAR required.
NOTE: COLLEGE STATION transition for aircraft requesting 9000 MSL to FL230.
NOTE: ILEXY transition for turboprop aircraft landing HOU; for turbojet aircraft landing EFD, GLS, or LXB; for all aircraft landing IAH.
NOTE: JAYJO transition for piston aircraft landing HOU; for piston and turboprop aircraft landing EFD, GLS or LXB; for all aircraft landing other west/south Houston terminal area airports.
NOTE: NAVASOTA transition for aircraft destined to the Dallas/Fort Worth terminal area requesting FL230 and below. Do not file this transition if these conditions are not met.
NOTE: WACO transition for aircraft requesting 12000’ MSL and below.

(NARRATIVE ON FOLLOWING PAGE)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 18L/R, 36L/R: Climb on assigned heading for vectors, then on assigned transition. Maintain altitude assigned by ATC, expect filed altitude 10 minutes after departure.

COLLEGE STATION TRANSITION (CWK7.CLL): From over CWK VORTAC on CWK R-088 to ILEXY INT, then on CLL R-238 to CLL VORTAC.

ILEXY TRANSITION (CWK7.ILEXY): From over CWK VORTAC on CWK R-088 to ILEXY INT.

JAYJO TRANSITION (CWK7.JAYJO): From over CWK VORTAC on CWK R-088 to JAYJO INT.

NAVASOTA TRANSITION (CWK7.TNV): From over CWK VORTAC on CWK R-088 and TNV R-266 to TNV VOR/DME.

NAVYS TRANSITION (CWK7.NAVYS): From over CWK VORTAC on CWK R-040 to NAVYS INT.

WACO TRANSITION (CWK7.ACT): From over CWK VORTAC on CWK R-004 and ACT R-181 to ACT VORTAC.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 18L/R: Climb on heading 175° or as assigned by ATC for vectors to cross WLMRT at or above 5000, thence . . . .

TAKEOFF RUNWAYS 36L/R: Climb on heading 355° or as assigned by ATC for vectors to cross WLMRT at or above 5000, thence . . . .

. . . on track 338° to ELOEL, then on transition. Maintain altitude assigned by ATC. Expect filed altitude 10 minutes after departure.

ABILENE TRANSITION (ELOEL3.ABI)
FORSS TRANSITION (ELOEL3.FORSS)
KLNGR TRANSITION (ELOEL3.KLNGR)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 18L/R: Climb on heading 175° or as assigned by ATC for vectors to cross HOOKK at or above 5000, thence. . . .

TAKEOFF RUNWAYS 36L/R: Climb on heading 355° or as assigned by ATC for vectors to cross HOOKK at or above 5000, thence. . . .

. . . . on track 090° to ILEYX, then on transition. Maintain altitude assigned by ATC. Expect filed altitude 10 minutes after departure.

JAYJO TRANSITION (ILEXY3.JAYJO)

ZENZI TRANSITION (ILEXY3.ZENZI)
NOTE: Chart not to scale.

NOTE: RNAV 1.

NOTE: DME/DME/IRU or GPS required.

NOTE: RADAR required.

NOTE: RNAV 1.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 18L/R: Climb on heading 175° or as assigned by ATC for vectors to cross PAYDA at or above 5000, thence...

TAKEOFF RUNWAYS 36L/R: Climb on heading 355° or as assigned by ATC for vectors to cross PAYDA at or above 5000, thence...

...on track 279° to MUCKY. Maintain altitude assigned by ATC. Expect filed altitude 10 minutes after departure.
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 18L/R, 36L/R: Climb on assigned heading for vectors to CWK VORTAC, then on CWK R-169 to cross PALMS INT at or above 5000, then on CRP R-352 to CRP VORTAC. Maintain altitude assigned by ATC, expect filed altitude 10 minutes after departure.
**TAKEOFF MINIMUMS**

Rwys 18L/R: Standard.
Rwys 36L/R: Standard with minimum climb of 240' per NM to 2600.

**TAKEOFF RUNWAYS 18L/R:** Climb on heading 175° or as assigned by ATC for vectors to cross MUNCH at or above 5000, thence . . . .

**TAKEOFF RUNWAYS 36L/R:** Climb on heading 355° or as assigned by ATC for vectors to cross MUNCH at or above 5000, thence . . . .

. . . . on track 024° to SAYBR. Maintain altitude assigned by ATC.
Expect filed altitude 10 minutes after departure.
Circling NA for Cat E southwest of Rwy 13-31. Inop A/P table does not apply to S-ILS 13 all Cats. For inop A/P, increase S-LOC 13 Cat C/D/E visibility to 1½ SM.

Procedure NA for arrival on SAT VORTAC airway radials 002 CW 081.

Procedure NA for arrival on CWK VORTAC airway radials 222 CW 271.

Procedure NA for arrival on SAT VORTAC airway radials 002 CW 081.
RNAV (GPS) RWY 8
SAN MARCOS RGNL (HYI)

Circling NA for Cat E SW of Rwy 13-31, Rwy 8 helicopter visibility reduction below 3/4 SM NA. Baro-VNAV NA when using New Braunfels altimeter setting. For uncompensated Baro-VNAV systems: LNAV/VNAV NA below -16°C or above 54°C. VDP NA with New Braunfels altimeter setting and increase LPV DA to 882, LNAV/VNAV DA to 953 and increase all MDA 60 feet; increase LNAV Cat C/D/E and Circling Cat C/D visibility 1/4 SM.

**ATIS**

**120.825**

**AUSTIN APP CON**

**119.0 370.85**

**SAN MARCOS TOWER**

**126.825 (CTAF)**

**GND CON**

**120.125**

**CLNC DEL**

**120.125**

**CLNC DEL**

**121.35**

*(when twr closed)*

**HOLD 6000 3000**

**GP 3.00° TCH 55**

**3.4 NM to RW08**

**7.2 NM**

**6 NM to RW08**

**3.1 NM to RW08**

**2400**

**1269**

**1620**

**938±**

**880±**

**LNAV only.**

**3000**

**QIMIB**

**RNP APCH.**

**DMA**

**AL-502 (FAA)**

**WAAS CH 72932 W08A**

**APP CRS 081°**

**Rwy Idg 6330**

**TDZE 589**

**Apt Elev 595**

**RW08 CAT B**

**AUSTIN, TEXAS**

**SAN MARCOS RGNL (HYI)**

**AUSTIN, TEXAS**

**SAN MARCOS RGNL (HYI)**

**29°54'N-97°52'W**

**Orig C 25FEB21**

**545-1 081°**

**3.1°**

**2500**

**759**

**LNAV Cat C/D/E and Circling Cat C/D visibility 1/4 SM.**

**MISSED APPROACH:**

**Climb to 3000 direct QIMIB and hold.**
RNAV (GPS) RWY 13
SAN MARCOS RGNL (HYI)

Circling NA for Cat E southwest of Rwy 13-31. Inop table does not apply to LPV all Cats.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

For inop ALS, increase LNAV/VNAV Cat E visibility to 1 SM and LNAV Cat E visibility
to 1½ SM.

ATIS*  AUSTIN APP CON  SAN MARCOS TOWER*  GND CON  CLNC DEL  CLNC DEL
120.825  119.0  370.85  126.825 (CTAF)  120.125  120.125  121.35
(when twr closed)

ATIS  AUSTIN APP CON  SAN MARCOS TOWER*  GND CON  CLNC DEL  CLNC DEL
120.825  119.0  370.85  126.825 (CTAF)  120.125  120.125  121.35
(when twr closed)

MISSED APPROACH: Climb to 3000 direct
HODAL and hold.

Circling NA for Cat E southwest of Rwy 13-31. Inop table does not apply to LPV all Cats.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.
For inop ALS, increase LNAV/VNAV Cat E visibility to 1 SM and LNAV Cat E visibility
to 1½ SM.

ATIS  AUSTIN APP CON  SAN MARCOS TOWER*  GND CON  CLNC DEL  CLNC DEL
120.825  119.0  370.85  126.825 (CTAF)  120.125  120.125  121.35
(when twr closed)

MISSED APPROACH: Climb to 3000 direct
HODAL and hold.

Circling NA for Cat E southwest of Rwy 13-31. Inop table does not apply to LPV all Cats.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.
For inop ALS, increase LNAV/VNAV Cat E visibility to 1 SM and LNAV Cat E visibility
to 1½ SM.

ATIS  AUSTIN APP CON  SAN MARCOS TOWER*  GND CON  CLNC DEL  CLNC DEL
120.825  119.0  370.85  126.825 (CTAF)  120.125  120.125  121.35
(when twr closed)
RNAV (GPS) RWY 17
SAN MARCOS RGNL (HYI)

Boro-VNAV NA when using New Braunfels altimeter setting. For uncompensated Boro-VNAV systems, LNAV/VNAV NA below -16°C (3°F) or above 54°C (130°F). When local altimeter setting not received, use New Braunfels altimeter setting and increase all DA 43 feet and all MDA 60 feet; increase LPV all Cats and Circling Cat C/D visibility ¼ mile; increase LNAV/VNAV all Cats and LNAV Cat C/D/E visibility ½ mile. Circling NA for Cat E SW of Rwy 13-31. DME/DME RNP-0.3 NA. VDP NA with New Braunfels altimeter setting. Helicopter visibility reduction below ½ SM NA.

RNAV (GPS) RWY 17

Holding Pattern
PUKIY

171°

6 NM

171°

351°

(IF/IAF)

PUKIY

120.825

AUSTIN APP CON

SAN MARCOS TOWER

GND CON

120.125

119.0 370.85

126.825 (CTAF)  

126.125

121.35

3.3 NM to RW17

880 ±

171°

3.3 NM to RW17

2600

KUXZE

171°

351°

970

1269

804

763

PUKIY

KUXZE

120.125

121.35

(when twr closed)

120.825

AUSTIN APP CON

SAN MARCOS TOWER

GND CON

120.125

119.0 370.85

126.825 (CTAF)  

126.125

121.35

3.3 NM to RW17

880 ±

171°

3.3 NM to RW17

2600

KUXZE

171°

351°

970

1269

804

763

PUKIY

KUXZE

120.125

121.35

(when twr closed)

120.825

AUSTIN APP CON

SAN MARCOS TOWER

GND CON

120.125

119.0 370.85

126.825 (CTAF)  

126.125

121.35

3.3 NM to RW17

880 ±

171°

3.3 NM to RW17

2600

KUXZE

171°

351°

970

1269

804

763

PUKIY

KUXZE

120.125

121.35

(when twr closed)

120.825

AUSTIN APP CON

SAN MARCOS TOWER

GND CON

120.125

119.0 370.85

126.825 (CTAF)  

126.125

121.35

3.3 NM to RW17

880 ±

171°

3.3 NM to RW17

2600

KUXZE

171°

351°

970

1269

804

763

PUKIY

KUXZE

120.125

121.35

(when twr closed)

120.825

AUSTIN APP CON

SAN MARCOS TOWER

GND CON

120.125

119.0 370.85

126.825 (CTAF)  

126.125

121.35

3.3 NM to RW17

880 ±

171°

3.3 NM to RW17

2600

KUXZE

171°

351°

970

1269

804

763

PUKIY

KUXZE

120.125

121.35

(when twr closed)

120.825

AUSTIN APP CON

SAN MARCOS TOWER

GND CON

120.125

119.0 370.85

126.825 (CTAF)  

126.125

121.35

3.3 NM to RW17

880 ±

171°

3.3 NM to RW17

2600

KUXZE

171°

351°

970

1269

804

763

PUKIY

KUXZE

120.125

121.35

(when twr closed)

120.825

AUSTIN APP CON

SAN MARCOS TOWER

GND CON

120.125

119.0 370.85

126.825 (CTAF)  

126.125

121.35

3.3 NM to RW17

880 ±

171°

3.3 NM to RW17

2600

KUXZE

171°

351°

970

1269

804

763

PUKIY

KUXZE

120.125

121.35

(when twr closed)

120.825

AUSTIN APP CON

SAN MARCOS TOWER

GND CON

120.125

119.0 370.85

126.825 (CTAF)  

126.125

121.35

3.3 NM to RW17

880 ±

171°

3.3 NM to RW17

2600

KUXZE

171°

351°

970

1269

804

763

PUKIY

KUXZE

120.125

121.35

(when twr closed)
Baro-VNAV NA when using New Braunfels altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (3°F) or above 54°C (130°F). When local altimeter setting not received, use New Braunfels altimeter setting and increase all DA 43 feet and all MDA 60 feet; increase LPV and LNAV/VNAV all Cats, and LNAV Cat C/D/E visibility ½ mile and Circling Cat C/D visibility ¾ mile. Circling NA for Cat E SW of Rwy 13-31. DME/DME RNP-0.3 NA. VDP NA with New Braunfels altimeter setting. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH:
Climb to 3000 direct RAJRY and hold.
Baro-VNAV NA when using New Braunfels altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (3°F) or above 54°C (130°F). When local altimeter setting not received, use New Braunfels altimeter setting and increase all DA 43 feet and all MDA 60 feet; increase LPV all Cats and LNAV/VNAV all Cats visibility 1/4 mile and LNAV Cat C/D/E and Circling Cat C/D visibility 1/4. Circling NA for Cat E SW of Rwy 13-31. DME/DME RNP-0.3 NA. VDP NA with New Braunfels altimeter setting. Helicopter visibility reduction below 1/2 SM NA.

**MASS APPROACH:**
Climb to 3500 direct ORALE and hold.

| ATIS | 120.825 |
| AUSTIN APP CON | 119.0 370.85 |
| SAN MARCOS TOWER | **126.825** (CTAF) |
| GND CON | 120.125 |
| CLNC DEL | 120.125 |
| CLNC DEL | **121.35** (when twr closed) |

**Category**
- **A**
- **B**
- **C**
- **D**
- **E**

**Horizontal Navigation**
- LNAV only
- **R**
- **V**
- **A**
- **D**
- **O**
- **H**
- **M**
- **N**
- **CIRCLING**

**Vertical Navigation**
- **LPV**
- **DA**
- **LNAV/VNAV**
- **MDA**
- **Holding Pattern**

**Apt Elev**
- 595

**TDZE**
- 583
Baro-VNAV NA when using New Braunfels altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (3°F) or above 54°C (130°F). When local altimeter setting not received, use New Braunfels altimeter setting and increase all DA 43 feet and all MDA 60 feet; increase LPV all Cats and LNAV/VNAV all Cats visibility ½ mile; and increase LNAV Cat C/D/E visibility and Circling Cat C/D visibility ¼. Circling NA for Cat E SW of Rwy 13-31. DME/DME RNP-0.3 NA. VDP NA with New Braunfels altimeter setting.

**MISSING APPROACH:**
Climb to 3100 direct PKIY and hold.

**ATIS:** 120.825
**AUSTIN APP CON:** 119.0 370.85
**SAN MARCOS TOWER:** 126.825 (CTAF)
**GND CON:** 120.125
**CLNC DEL:** 120.125

**AUSTIN, TEXAS**
**AL-502 (FAA)**

**RNAV (GPS) RWY 35**
**SAN MARCOS RGNL (HYI)**

**ELEV 595**
**TDZE 583**

**MWL Rwy 8-26, 13-31, and 17-35**
**REIL Rwy 8 and 26**

**29°54'N-97°52'W**

**21224**

**AUSTIN, TEXAS**
**AL-502 (FAA)**

**RNAV (GPS) RWY 35**
**SAN MARCOS RGNL (HYI)**

**ELEV 595**
**TDZE 583**

**MWL Rwy 8-26, 13-31, and 17-35**
**REIL Rwy 8 and 26**

**29°54'N-97°52'W**

**21224**
Procedure NA for arrival on CWK VORTAC airway radials 222 CW 271.

Procedure NA for arrival on SAT VORTAC airway radials 002 CW 081.

Remain within 10 NM

VGS1 and descent angles not coincident (VGS1 Angle 3.00/TCH 57).

2000 3200
RU TCH 57

5.5 NM

 CATEGORY  A  B  C  D
S-13  1240-3/4 647 (700-3/4)  1240-1/2  647 (700-1/2)
CIRCLING  1240-1 645 (700-1)  1240-1 645 (700-1)  725 (800-1/4)

MISSED APPROACH: Climb to 2000 then climbing left turn to 3200 direct GARYS LOM and hold.

MiRL Rwys 8-26, 13-31, and 17-35
REIL Rwys 8 and 26
FAR to MAP 5.5 NM

KNOTS  60  90  120  150  180
MIN:SEC  5:30  3:40  2:45  2:12  1:50

AUSTIN, TEXAS
Amrt SC 12AUG21
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF MINIMUMS
Rwys 8, 13, 17, 26: Standard.
Rwy 31: Standard with minimum climb of 210’ per NM to 2600.
Rwy 35: Standard with minimum climb of 230’ per NM to 2600.

TAKEOFF RUNWAY 8: Climb on heading 081° or as assigned by ATC for vectors to cross AMUSE at or above 5000, thence....
TAKEOFF RUNWAY 13: Climb on heading 126° or as assigned by ATC for vectors to cross AMUSE at or above 5000, thence....
TAKEOFF RUNWAY 17: Climb on heading 171° or as assigned by ATC for vectors to cross AMUSE at or above 5000, thence....
TAKEOFF RUNWAY 26: Climb on heading 261° or as assigned by ATC for vectors to cross AMUSE at or above 5000, thence....
TAKEOFF RUNWAY 31: Climb on heading 306° or as assigned by ATC for vectors to cross AMUSE at or above 5000, thence....
TAKEOFF RUNWAY 35: Climb on heading 351° or as assigned by ATC for vectors to cross AMUSE at or above 5000, thence....

.... on track 293° to AEROZ, then on SAN ANGELO TRANSITION. Maintain altitude assigned by ATC. Expect filed altitude 10 minutes after departure.

SAN ANGELO TRANSITION (AEROZ2.SJT)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 8: Climb on heading 081° or as assigned by ATC for vectors to cross GARDS at or above 5000, thence....

TAKEOFF RUNWAY 13: Climb on heading 126° or as assigned by ATC for vectors to cross GARDS at or above 5000, thence....

TAKEOFF RUNWAY 17: Climb on heading 171° or as assigned by ATC for vectors to cross GARDS at or above 5000, thence....

TAKEOFF RUNWAY 26: Climb on heading 261° or as assigned by ATC for vectors to cross GARDS at or above 5000, thence....

TAKEOFF RUNWAY 31: Climb on heading 306° or as assigned by ATC for vectors to cross GARDS at or above 5000, thence....

TAKEOFF RUNWAY 35: Climb on heading 351° or as assigned by ATC for vectors to cross GARDS at or above 5000, thence....

....on track 224° to BNDIA. Maintain altitude assigned by ATC. Expect filed altitude 10 minutes after departure.
**TOP ALTITUDE: ASSIGNED BY ATC**

**NOTE:** Radar required.
**NOTE:** DME/DME/IRU or GPS required.
**NOTE:** RNAV 1.

**NOTE:** Chart not to scale.

**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RUNWAY 8:** Climb on heading 081° or as assigned by ATC for vectors to cross WLMRT at or above 5000, thence....

**TAKEOFF RUNWAY 13:** Climb on heading 126° or as assigned by ATC for vectors to cross WLMRT at or above 5000, thence....

**TAKEOFF RUNWAY 17:** Climb on heading 171° or as assigned by ATC for vectors to cross WLMRT at or above 5000, thence....

**TAKEOFF RUNWAY 26:** Climb on heading 261° or as assigned by ATC for vectors to cross WLMRT at or above 5000, thence....

**TAKEOFF RUNWAY 31:** Climb on heading 306° or as assigned by ATC for vectors to cross WLMRT at or above 5000, thence....

**TAKEOFF RUNWAY 35:** Climb on heading 351° or as assigned by ATC for vectors to cross WLMRT at or above 5000, thence....

... on track 338° to ELOEL, then on transition. Maintain altitude assigned by ATC. Expect filed altitude 10 minutes after departure.

**ABILENE TRANSITION (ELOEL3.ABI)**

**FORSS TRANSITION (ELOEL3.FORSS)**

**KLNGR TRANSITION (ELOEL3.KLNGR)**

**NOTE:** Cartoon not to scale.

**ELOEL THREE DEPARTURE (RNAV)**

(ELOEL3.ELOEL) 22APR21

SAN MARCOS RGNL (HYI)

AUSTIN, TEXAS

ATIS* 120.825
CLNC DEL 120.125
CLNC DEL (When twr closed) 121.35
GND CON 120.125
SAN MARCOS TOWER* 126.825
AUSTIN DEP CON 119.0 370.85

**NOTE:** Cartoon not to scale.
**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RUNWAY 8:** Climb on heading 081° or as assigned by ATC for vectors to cross HOOKK at or above 5000, thence. . . .

**TAKEOFF RUNWAY 13:** Climb on heading 126° or as assigned by ATC for vectors to cross HOOKK at or above 5000, thence. . . .

**TAKEOFF RUNWAY 17:** Climb on heading 171° or as assigned by ATC for vectors to cross HOOKK at or above 5000, thence. . . .

**TAKEOFF RUNWAY 26:** Climb on heading 261° or as assigned by ATC for vectors to cross HOOKK at or above 5000, thence. . . .

**TAKEOFF RUNWAY 31:** Climb on heading 306° or as assigned by ATC for vectors to cross HOOKK at or above 5000, thence. . . .

**TAKEOFF RUNWAY 35:** Climb on heading 351° or as assigned by ATC for vectors to cross HOOKK at or above 5000, thence. . . .

. . . . on track 090° to ILEXY, then on transition. Maintain altitude assigned by ATC. Expect filed altitude 10 minutes after departure.

**JAYJO TRANSITION (ILEXY3.JAYJO)**

**ZENZI TRANSITION (ILEXY3.ZENZI)**
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 8: Climb on heading 081° or as assigned by ATC for vectors to cross PAYDA at or above 5000, thence....
TAKEOFF RUNWAY 13: Climb on heading 126° or as assigned by ATC for vectors to cross PAYDA at or above 5000, thence....
TAKEOFF RUNWAY 17: Climb on heading 171° or as assigned by ATC for vectors to cross PAYDA at or above 5000, thence....
TAKEOFF RUNWAY 26: Climb on heading 261° or as assigned by ATC for vectors to cross PAYDA at or above 5000, thence....
TAKEOFF RUNWAY 31: Climb on heading 306° or as assigned by ATC for vectors to cross PAYDA at or above 5000, thence....
TAKEOFF RUNWAY 35: Climb on heading 351° or as assigned by ATC for vectors to cross PAYDA at or above 5000, thence....

...on track 279° to MUCKY. Maintain altitude assigned by ATC. Expect filed altitude 10 minutes after departure.
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 8: Climb on heading 081° or as assigned by ATC for vectors to cross MUNCH at of above 5000, thence....

TAKEOFF RUNWAY 13: Climb on heading 126° or as assigned by ATC for vectors to cross MUNCH at of above 5000, thence....

TAKEOFF RUNWAY 17: Climb on heading 171° or as assigned by ATC for vectors to cross MUNCH at of above 5000, thence....

TAKEOFF RUNWAY 26: Climb on heading 261° or as assigned by ATC for vectors to cross MUNCH at of above 5000, thence....

TAKEOFF RUNWAY 31: Climb on heading 306° or as assigned by ATC for vectors to cross MUNCH at of above 5000, thence....

TAKEOFF RUNWAY 35: Climb on heading 351° or as assigned by ATC for vectors to cross MUNCH at of above 5000, thence....

. . . . on track 024° to SAYBR. Maintain altitude assigned by ATC.

Expect filed altitude 10 minutes after departure.
RNAV (GPS) RWY 17
BRUCE FIELD (E30)

brigade-VNAV NA.
DME/DME RNP-0.3 NA.
Use San Angelo altimeter setting, when not received use Brady altimeter setting and increase all DA 15 feet and all MDA 20 feet, and increase LPV and LNAV/VNAV all Cats visibility ½ mile.

**MISSING APPROACH:**
Climb to 4000 direct WIKUS and hold.

---

**SAN ANGELO APP CON**

- **CTAF:** 122.9

**JEDMO**

- **IF/IAF**
- **ZOPOS**
- **KIDVE**

**Brownwood**

- **4 MOA**
- **5 NM**

**WIKUS**

- **MEDLY**

**MISSED APPROACH FIX**

- **BROWNWOOD**

**REMARKS:**

- **CIRCLING:**
  - **LNAV**
  - **MDA**

---

**BRUNING, TEXAS**
**ORIG A 16OCT14**

**31°40'N-99°59'W**

**59**
RNAV (GPS) RWY 35
BRUCE FIELD (E30)

Holding Pattern

**SAN ANGELO APP CON**

125.35  354.1

CTAF

122.9

MISSED APPROACH: Climb to 3500 direct RIEEE and hold.

SAN ANGELO

SJT

Procedure NA for arrivals at SJT VORTAC via airway radials 014 CW 102.

DME/DME RNP 0.3 NA. Use San Angelo Rgnl/Mathis Fld altimeter setting, if not received use Curtis Field altimeter setting and increase all DA/MDAs 20 feet.

**RNAV (GPS) RWY 35**

**BRUCE FIELD (E30)**

**ELEV 1738**

TDZE 1738

MIRL Rwy 17-35

**ELEV 1790**

3500 RIEEE

352° to RW35

**BRUCE FIELD (E30)**

31°40’N-99°59’W

**SC-3**, 07 OCT 2021 to 02 DEC 2021
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Circling Rwy 18 and 36 NA at night. Rwy 12 helicopter visibility reduction below ¾ SM NA.

**MISSED APPROACH:** Climb to 2000 direct JOSUK and hold.

- **AWOS-3** 118.675
- **HOUSTON CENTER** 134.6 322.5
- **UNICOM** 122.8 (CTAF)

---

**Category** | A | B | C | D
---|---|---|---|---
**LPV** | DA | 518-1 | 250 (300-1) | NA
**LNAV/VNAV** | DA | 880-1¾ | 612 (700-1¼) | NA
**LNAV MDA** | 1000-1 | 732 (800-1) | 1000-2 | 732 (800-2) | NA
**CIRCLING** | 1000-1 | 727 (800-1) | 1000-2 | 727 (800-2) | NA

**JOSUK**

**Elevation** 273

**TDZE** 268
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Circling Rwy 18 and 36 NA at night. Rwy 30 helicopter visibility reduction below ¾ SM NA.

**MISSING APPROACH:** Climb to 2000 direct NEYIB and hold.

---

**APP CRS** 307°  
**Rwy Ldg** 4553  
**TDZE** 262  
**Apt Elev** 273

**RNAV (GPS) RWY 30**  
**BEEVILLE MUNI (BEA)**

**AWOS-3**  
118.675

**HOUSTON CENTER**  
134.6  322.5

**UNICOM**  
122.8 (CTAF)
BEEVILLE, TEXAS 

RNAV (GPS) RWY 13
CHASE FIELD INDUSTRIAL (TX2)

**Address:** BEEVILLE, TEXAS

**W97740 W13A**

**Category:** B

**APR CRS**

<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<tbody>
<tr>
<td>LPV DA</td>
<td>434-3/4</td>
<td>250 (300-3/4)</td>
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<tr>
<td>LNAV/ VNAV DA</td>
<td>586-13/8</td>
<td>402 (500-13/4)</td>
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<tr>
<td>LNAV MDA</td>
<td>720-1 536 (600-1)</td>
<td>720-1/2 536 (600-1/2)</td>
<td></td>
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<tr>
<td>CIRCLING</td>
<td>720-1 536 (600-1)</td>
<td>720-1/2 536 (600-1/2)</td>
<td>920-2/4 736 (800-2/4)</td>
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</tbody>
</table>

**MIRL Rwy 13-31**

**WEDBU**

**INAHI**

**ZEVUT**

**3000**

**KINGSVILLE 4 MOA**

**ELEV 184**

**TDZE 184**

**HOUOTON CENTER**

**UNICOM**

122.8 (CTAF)

**BEA AWOS-3**

118.675

**HOUSTON CENTER**

134.6 322.5

**MISSER APPROACH:** Climb to 3000 direct WEDBU and hold.
RNAV (GPS) RWY 31
CHASE FIELD INDUSTRIAL (TX2)
When local altimeter not received, use San Angelo altimeter setting. Circling NA east of Rwy 16-34.

MISSED APPROACH: Climb to 5000 direct JEEKAB and hold.

RNP APCH.

When local altimeter not received, use San Angelo altimeter setting. Circling NA east of Rwy 16-34.

MISSED APPROACH: Climb to 5000 direct JEEKAB and hold.

When local altimeter not received, use San Angelo altimeter setting. Circling NA east of Rwy 16-34.

MISSED APPROACH: Climb to 5000 direct JEEKAB and hold.

When local altimeter not received, use San Angelo altimeter setting. Circling NA east of Rwy 16-34.

MISSED APPROACH: Climb to 5000 direct JEEKAB and hold.

When local altimeter not received, use San Angelo altimeter setting. Circling NA east of Rwy 16-34.

MISSED APPROACH: Climb to 5000 direct JEEKAB and hold.

When local altimeter not received, use San Angelo altimeter setting. Circling NA east of Rwy 16-34.

MISSED APPROACH: Climb to 5000 direct JEEKAB and hold.
RNAV (GPS) RWY 17
CURTIS FIELD (BBD)

RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). When local altimeter setting not received, use Junction altimeter setting and increase all DA/MDA 120 feet, increase LPV all Cats visibility 1/2 mile, LNAV/VNAV all Cats visibility 1/2 mile, and LNAV Cat C visibility 1/2 mile. VDP and Baro-VNAV NA when using Junction altimeter setting.

**MISSING APPROACH:** Climb to 4000 direct CEGOS and on track 228° to BREDY and hold.

Procedure NA for arrivals at LLO VORTAC on V161-568 southbound.

**AWOS-3**
118.375

**HOUSTON CENTER**
132.35 317.5

**UNICOM**
122.8 (CTAF)

**WAAS CH 53608 W17A**
APP CRS 173°
Rwy Idg 4605
TDZE 1827
Apt Elev 1827

LNAV  MDA 6.1 NM
VNAV LNAV/DA
LPV  DA 2077-1 250 (300-1) NA
LNAV/ VNAV  DA 2191-1½ 364 (400-1½) NA
LNAV MDA 2420-1 593 (600-1) 2420-1½ 593 (600-1½) NA

BRADY, TEXAS
Almdt 1C 07NOV19

31°11'N - 99°19'W
RAV (GPS) RWY 35
CURTIS FIELD (BBD)

RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). When local altimeter setting not received, use Junction altimeter setting and increase all DA/MDA 120 feet, increase LPV, LNAV/VNAV all Cats visibility 1/2 mile, LNAV Cat C visibility 1/4 mile. Baro-VNAV NA when using Junction altimeter setting. Rwy 35 helicopter visibility reduction below 3/4 SM NA.

MISSED APPROACH: Climb to 4000 direct OVACU and via 263° track to VIVCU and left turn via 150° track to BREDY and hold.

AWOS-3 118.375
HOUSTON CENTER 132.35 317.5
UNICOM 122.8 (CTAF)

RW35

150° track to BREDY and hold.

Junction altimeter setting. Rwy 35 helicopter visibility reduction below 3/4 SM NA.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). When local altimeter setting not received, use Junction altimeter setting and increase all DA/MDA 120 feet, increase LPV, LNAV/VNAV all Cats visibility 1/2 mile, LNAV Cat C visibility 1/4 mile. Baro-VNAV NA when using Junction altimeter setting. Rwy 35 helicopter visibility reduction below 3/4 SM NA.

MISSED APPROACH: Climb to 4000 direct OVACU and via 263° track to VIVCU and left turn via 150° track to BREDY and hold.

Junction altimeter setting. Rwy 35 helicopter visibility reduction below 3/4 SM NA.
RNAV (GPS) RWY 13
BROWNSVILLE/SOUTH PADRE ISLAND INTL (BRO)

Circling to Rwy 18 NA at night. For uncompensated Baro-VNAV systems, procedure NA below 3°C (38°F) or above 54°C (130°F). When local altimeter setting not received use Port Isabel altimeter setting and increase LPV DA to 257 feet and LNAV/VNAV DA to 411 feet and all MDA 40 feet; increase LNAV/VNAV visibility all Cats to RVR 4500, LNAV visibility Cat C and D to RVR 5500. VDP and Baro-VNAV NA when using Port Isabel altimeter setting. For inop MALS,R, increase LNAV Cat C/D visibility to 3/4 mile.
** RVR 1800 authorized with use of FD or AP or HUD to DA, NA when using Port Isabel altimeter setting.

** Procedure NA for arrivals at BRO VORTAC on airway radials 258 CW 329.

** RVR 1800 direct FIRTA with use of FD or AP or HUD to DA, NA when using Port Isabel altimeter setting.

Procedure NA for arrivals at BRO VORTAC on airway radials 258 CW 329.

Limit missed approach to 245 KIAS.

1.3 NM to RW13

** Limit missed approach.

** LPV only.

** Procedure NA for arrivals at BRO VORTAC on airway radials 258 CW 329.

** At night. For uncompensated Baro-VNAV systems, procedure NA below 3°C (38°F) or above 54°C (130°F). When local altimeter setting not received use Port Isabel altimeter setting and increase LPV DA to 257 feet and LNAV/VNAV DA to 411 feet and all MDA 40 feet; increase LNAV/VNAV visibility all Cats to RVR 4500, LNAV visibility Cat C and D to RVR 5500. VDP and Baro-VNAV NA when using Port Isabel altimeter setting. For inop MALS,R, increase LNAV Cat C/D visibility to 3/4 mile.

** RVR 1800 authorized with use of FD or AP or HUD to DA, NA when using Port Isabel altimeter setting.

** Procedure NA for arrivals at BRO VORTAC on airway radials 258 CW 329.

** At night. For uncompensated Baro-VNAV systems, procedure NA below 3°C (38°F) or above 54°C (130°F). When local altimeter setting not received use Port Isabel altimeter setting and increase LPV DA to 257 feet and LNAV/VNAV DA to 411 feet and all MDA 40 feet; increase LNAV/VNAV visibility all Cats to RVR 4500, LNAV visibility Cat C and D to RVR 5500. VDP and Baro-VNAV NA when using Port Isabel altimeter setting. For inop MALS,R, increase LNAV Cat C/D visibility to 3/4 mile.

** RVR 1800 direct FIRTA with use of FD or AP or HUD to DA, NA when using Port Isabel altimeter setting.

** Procedure NA for arrivals at BRO VORTAC on airway radials 258 CW 329.

Limit missed approach to 245 KIAS.

1.3 NM to RW13

** Limit missed approach.

** LPV only.

** Procedure NA for arrivals at BRO VORTAC on airway radials 258 CW 329.

** At night. For uncompensated Baro-VNAV systems, procedure NA below 3°C (38°F) or above 54°C (130°F). When local altimeter setting not received use Port Isabel altimeter setting and increase LPV DA to 257 feet and LNAV/VNAV DA to 411 feet and all MDA 40 feet; increase LNAV/VNAV visibility all Cats to RVR 4500, LNAV visibility Cat C and D to RVR 5500. VDP and Baro-VNAV NA when using Port Isabel altimeter setting. For inop MALS,R, increase LNAV Cat C/D visibility to 3/4 mile.

** RVR 1800 authorized with use of FD or AP or HUD to DA, NA when using Port Isabel altimeter setting.

** Procedure NA for arrivals at BRO VORTAC on airway radials 258 CW 329.

Limit missed approach to 245 KIAS.

1.3 NM to RW13

** Limit missed approach.

** LPV only.

** Procedure NA for arrivals at BRO VORTAC on airway radials 258 CW 329.

** At night. For uncompensated Baro-VNAV systems, procedure NA below 3°C (38°F) or above 54°C (130°F). When local altimeter setting not received use Port Isabel altimeter setting and increase LPV DA to 257 feet and LNAV/VNAV DA to 411 feet and all MDA 40 feet; increase LNAV/VNAV visibility all Cats to RVR 4500, LNAV visibility Cat C and D to RVR 5500. VDP and Baro-VNAV NA when using Port Isabel altimeter setting. For inop MALS,R, increase LNAV Cat C/D visibility to 3/4 mile.

** RVR 1800 direct FIRTA with use of FD or AP or HUD to DA, NA when using Port Isabel altimeter setting.

** Procedure NA for arrivals at BRO VORTAC on airway radials 258 CW 329.

Limit missed approach to 245 KIAS.
RNAV (GPS) RWY 31

BROWNsville/SOUTH Padre Island INTl (BRO)

Missed Approach: Climb to 2000 direct FIRTA and hold.

Circling Rwy 18 NA at night. Rwy 31 helicopter visibility reduction below
\( \frac{3}{4} \) SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA
below 2° C or above 54° C.

Procedure NA for arrivals at RELAX on V163 northbound.

VGSI and RNAV glidepath not coincident
(VGSI Angle 3.00°/TCH 68).

SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA
LOC BC RWY 31
BROWNSVILLE/SOUTH PADRE ISLAND INTL (BRO)

Helicopter visibility reduction below 3/8 SM NA. When local altimeter setting not received, use Port Isabel altimeter setting and increase all MDA 40 ft; increase Circling Cat D visibility 1/2 mile. Circling to RWY 18 NA at night. ADF or DME required. VDP NA when using Port Isabel altimeter setting.

Disregard Glide Slope Indications.

LOC BC RWY 31
BROWNSVILLE/SOUTH PADRE ISLAND INTL (BRO)

BACK COURSE

Loc/DME I-Bro
110.3
Chan 40

Rwy Idg 7399
TDZE 20
Apt Elev 22

ATIS
128.55

Valley App Con
119.5 257.6

Brownsville Tower*
118.9 (CTAF) 239.3

Gnd Con
121.9

Unicom
122.95

BROWNSVILLE, TEXAS
AL-61 (FAA)
21168

UNITED STATES
MEXICO

LOCALIZER 110.3
I-BRO
Chan 40

LOM
DEPOO
393 BR
I-BRO 7.3

BROWNSVILLE
116.3 BRO
Chan 110

WIGIP
I-BRO 0.5

(CIFBDC)

1900
156° (5.3)

Disregard Glide Slope Indications.

Loc BC RWY 31
BROWNSVILLE/SOUTH PADRE ISLAND INTL (BRO)

Circling

FAF to MAP 4.4 NM

Knots
60 90 120 150 180

Min/Sec
4:24 2:56 2:12 1:46 1:28

25°54'N-97°26'W

BROWNSVILLE, TEXAS
Orig 15SEP16

MIRL Rwy 18-36
HIRL Rwy 13-31

Disregard Glide Slope Indications.

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 68).

Remain within 10 NM

Back Course

Loc/DME I-Bro
110.3
Chan 40

Rwy Idg 7399
TDZE 20
Apt Elev 22

Apt Elev 885

132° 5.1 NM
from FAF

MIRL Rwy 18-36
HIRL Rwy 13-31

1900 I-Bro NW crs 312°

Disregard Glide Slope Indications.

1900 312° 1900

Disregard Glide Slope Indications.

3.4°

TCH 32

Remain within 10 NM

Loc BC RWY 31
BROWNSVILLE/SOUTH PADRE ISLAND INTL (BRO)

Category A B C D

S-31

480-1
460 (500-1)
480-1½
460 (500-1½)

540-1
518 (600-1)
518 (600-1½)
658 (700-2)

458 (500-1)
518 (600-1)
518 (600-1½)
658 (700-2)

Circling

Loc BC RWY 31
BROWNSVILLE/SOUTH PADRE ISLAND INTL (BRO)
**RNAV (GPS) RWY 35**

**BROWNSWOOD RGNL (BWD)**

**AWOS-3**

- **U**
- **P**
- **A**
- **P**

**FORT WORTH CENTER**

- **127.45**
- **290.3**

**UNICOM**

- **122.8 (CTAF)**

**MISSED APPROACH**: Climb to 4000 direct MUSRE and hold.

**RNP APCH.**

- Rwy 35 helicopter visibility reduction below ¾ SM NA.

**MISS APCH FIX**

- 8 NM to **MUSRE**
- 30 NM to **FICCU**
  - 085°
  - 17°
- 4000

**HOLD 4000**

- 085°
- 265°
- 30 NM to PEQIS (NoPT)

**PEQIS**

- 085°
- 265°
- 30 NM to PEQIS (NoPT)

**PEQIS Holding Pattern**

- GP 3.00°
- TCH 45

**MIRL Rwy 13-31**

- 355° to *RW35*
- 355° to RW35

**MIRL Rwy 17-35**

- 355° to RW35

**LNAV MDA**

- 1780-1
- 394 (400-1)

**LPV DA**

- 1636-1
- 250 (300-1)

**Category**

- **A**
- **B**
- **C**
- **D**

**Uncontrolled Runway**

- 31°48’N-98°57’W
LOC RWY 17
BROWNWOOD RGNL (BWD)

Amdt 4C 15JUL21

AWOS-3 118.325
FORT WORTH CENTER 127.45 290.3
UNICOM 122.8 (CTAF)

LOC 1-BWD 109.1
APP CRS 175°
Rwy Idg TDZE 1387
Apt Elev 1387

MALS
MISSED APPROACH: Climbing left turn to 3600 direct BWD VOR/DME and hold.

MISSED APPROACH: Climbing left turn to 3600 direct BWD VOR/DME and hold.

ABILENE
113.7 ABI
Chan 84

175° 3.7 NM from FAF

108.6 BWD VOR/DME
Chan 23

111.6 TQA
Chan 53

R-093

BWD 10

3600 NoPT
171° (1.5)

3100 NoPT
175° (10)

R-351

2600
175° (1.8)

LOCALIZER 109.1

I-BWD

LOC 1-BWD

1820-1

433 (500-1)

1820-1/2

433 (500-1/2)

1820-1½

433 (500-1½)

CIRCLING

1820-1

433 (500-1)

1840-1

453 (500-1)

1980-1½

593 (600-1½)

2160-2½

773 (800-2½)

TDZE 1387

ELEV 1387

MIRL Rwys 13-31
and 17-35

MIRL Rwys 13-31
and 17-35

REM 175° 3.7 NM

from FAF

175° 3.7 NM

from FAF

3600 to VOR/DME (58.1)

4000 to VOR/DME

4000 to VOR/DME

4000 to VOR/DME

4000 to VOR/DME

4.2

1.8

2.5

1.2

Rwy 17 helicopter visibility reduction below 3/4 SM NA.

Inop table does not apply.

Inop table does not apply.

Inop table does not apply.

Inop table does not apply.

BROWNWOOD, TEXAS
AL-705 (FAA)

Amdt 4C 15JUL21

31°48’N-98°57’W

81
VOR Rwy 35

Brownwood Rgnl (Bwd)

Amdt 1d 15JUL21

AL-705 (FAA)

BROWNWOOD, TEXAS

MIRL Rwys 13-31 and 17-35

31°48'N-98°57'W

Amdt 1D 15JUL21

BROWNWOOD, TEXAS

VOR RWY 35

BROWNWOOD RGNL (BWD)

ELEV 1387

TDZE 1386

AWOS-3

VOR/DME BWD

108.6

APP CRS

351°

5599

Rwy Idg

TDZE

1386

Apt Elev

1387

FORT WORTH CENTER

ELEV 118.325

127.45 290.3

UNICOM

122.8 (CTAF)

MISSED APPROACH: Climb to 3600 direct BWD VOR/DME and hold.

AWOS-3

Rwy 35 helicopter visibility reduction below 3/4 SM NA.

DME required.

351° 5.7 NM from FAF

351° 3600 BWD

BWD 22

23

11

108.6 BWD

22

BWD

131° 12

3600 to GRUPE

171° (12)

(IAF)

ZANNIE

BWD 22

5000 NoPT

341° (44.4)

R-171

IF

553 (600-1)

1940-1

554 (600-1)

1980-1

5599 X 100

21196

2059

2059

1492

2160-2

328

553 (600-1)

1940-1

3100 NoPT

351° (10)

492

1827

GRUPE

BWD 12

554 (600-1)

1940-1

5599 X 100

21196

1827

127.45 290.3

108.2 ULO

108.6 BWD

Ch 23

127.45 290.3

3600

Rwy 35

GRUPE

BWD 12

3100

3600

Remain within 10 NM

BWD 12

GRUPE

BWD 12

351°

171°

3600

5.7 NM

TCH 40

2.82°

3100

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 48).

CATEGORY

A

B

C

D

S-35

1940-1

554 (600-1)

1940-1½

554 (600-1½)

1980-1½

593 (600-1½)

2160-2½

773 (800-2½)

CIRCLING

1940-1

553 (600-1)

1990-1½

593 (600-1½)

2160-2½

773 (800-2½)

5599

108.6 BWD

BWD

12

553 (600-1)

1940-1

5599 X 100

21196

1827

127.45 290.3

108.2 ULO

108.6 BWD

Ch 23

127.45 290.3

3600

Rwy 35

GRUPE

BWD 12

351°

171°

3600

Remain within 10 NM
RNAV (GPS) RWY 1
BURNET MUNI KATE CRADDOCK FIELD (BMQ)

Rwy 1 helicopter visibility reduction below 3/4 SM NA.
When local altimeter setting not received, use Lago Vista altimeter setting and increase all MDA 60 feet.

Procedure NA for arrivals at AMUSE on V565 southeast bound and V163 southbound.

Orig E 16JUL20

BURNET, TEXAS
AL-5772 (FAA)
20198

APP CRS
009°

Rwy Idg
5001

TDZE
1270

Apt Elev
1284

HOU

119.925

ASOS

132.35 317.5

HOUSTON CENTER

122.8 (CTAF)

UNICOM

122.8 (CTAF)

ALNAV MDA

1

4

1

4

MISSED APPROACH: Climb to 3500 direct DLORA and hold.

3500

DLORA

ELEV 1284

TDZE 1270

3097

MSA BEPKY 25 NM

3901 X 75

500 X 75

REIL Rwys 1 and 19
MIRL Rwy 1-19

Procedure NA for arrivals at AMUSE on V565 southeast bound and V163 southbound.

RNAV (GPS) RWY 1
BURNET MUNI KATE CRADDOCK FIELD (BMQ)

RNAV (GPS) RWY 1
BURNET MUNI KATE CRADDOCK FIELD (BMQ)

RNAV (GPS) RWY 1
BURNET MUNI KATE CRADDOCK FIELD (BMQ)

RNAV (GPS) RWY 1
BURNET MUNI KATE CRADDOCK FIELD (BMQ)

RNAV (GPS) RWY 1
BURNET MUNI KATE CRADDOCK FIELD (BMQ)

RNAV (GPS) RWY 1
BURNET MUNI KATE CRADDOCK FIELD (BMQ)
RNAV (GPS) RWY 19
BURNET MUNI KATE CRADDOCK FIELD (BMQ)

When local altimeter setting not received, use Lago Vista altimeter setting and increase all MDA 60 feet and increase LNAV Cats A/B/C visibilities 1/2 SM.
Procedure NA at night. Rwy 19 helicopter visibility reduction below 1 SM NA.

ASOS
HOUSTON CENTER
UNICOM
119.925
132.35
122.8 (CTAF)
317.5

Procedure NA for arrivals on AGJ VORTAC airway radials 182 CW 199.

Procedure NA for arrival on LLO VORTAC airway radials 018 CW 120.

Procedure NA for arrivals on AGJ VORTAC airway radials 182 CW 199.

MISSED APPROACH: Climb to 3100 direct FINTI then via track 180° to AMUSE.

A 3097

Category
A
B
C
D
LNAV MDA
1940-1
656 (700-1)
1940-1
656 (700-1)
NA

BURNET, TEXAS
Orig-C 21MAY20

30° 44’N-98°14’W

RNAV (GPS) RWY 19
### RNAV (GPS) RWY 13

**Dimmit County (CZT)**

**Category B/C/D**

<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LPV DA</td>
<td>940-1 1/6</td>
<td>342 (400-1 1/6)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>LNAV/VNAV DA</td>
<td>940-1 1/6</td>
<td>342 (400-1 1/6)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>1040-1</td>
<td>442 (500-1)</td>
<td>1040-1 1/3</td>
<td>442 (500-1 1/3)</td>
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<tr>
<td>CIRCLING</td>
<td>1160-1</td>
<td>562 (600-1)</td>
<td>1240-1</td>
<td>642 (700-1)</td>
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<td></td>
<td>1500-2 1/3</td>
<td>902 (1000-2 1/3)</td>
<td>NA</td>
<td></td>
</tr>
</tbody>
</table>

**VNAV/LNAV**

- 127° to RW13
- 3000ft
- 2 NM to FIZVY
- 2 NM to ERS

**LNAV only**

- 127° to RW13
- 3000ft
- 2 NM to FIZVY
- 2 NM to ERS

**MISSING APPROACH**

- Climb to 3000 direct ADDIL and hold.

**AWOS-3**

- 119.625

**COT ASOS**

- 118.325

**Houston Center**

- 127.8 307.5

**Unicom**

- 122.8 (CTAF)

**Carrizo Springs, Texas**

- 28°31’N, 99°49’W
RNAV (GPS) RWY 31
DIMMIT COUNTY (CZT)

**AWOS-3**
119.625

**COT ASOS**
118.325

**HOUSTON CENTER**
127.8 307.5

**UNICOM**
122.8 (CTAF)

**Coming Attractions**
- Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Cotulla altimeter setting; when not received use Uvalde altimeter setting and increase all DA 52 feet, all MDA 60 feet and increase LPV all Cats, LNAV/VNAV all Cats, and Circling Cat C visibility ¾ mile. Helicopter visibility reduction below ¾ SM NA.
- **MISSING APPROACH:** Climb to 3000 direct WEGID and hold.

**Table: Categories**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LPV DA</td>
<td>931-1/8</td>
<td>342 (400-1/8)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>LNAV/VNAV DA</td>
<td>931-1/8</td>
<td>342 (400-1/8)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>1040-1</td>
<td>451 (500-1)</td>
<td>1040-1/8</td>
<td>451 (500-1/8)</td>
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<tr>
<td>CIRCLING</td>
<td>1160-1</td>
<td>562 (600-1)</td>
<td>1240-1</td>
<td>642 (700-1)</td>
</tr>
</tbody>
</table>

**Diagram:**
- **20310 RNAV (GPS) RWY 31**
- **DIMMIT COUNTY (CZT)**
- **CARRIZO SPRINGS, TEXAS**
- **Alm 1A 13NOV14**
- **28°31'N-99°49'W**
RNAV (GPS) RWY 16
CASTROVILLE MUNI (CVB)

Amdt 1A 04FEB16

CASTROVILLE, TEXAS

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
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<tbody>
<tr>
<td>LP MDA</td>
<td>1200-1 426 (500-1)</td>
<td>1200-1 426 (500-1)</td>
<td>NA</td>
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<tr>
<td>LNAV MDA</td>
<td>1240-1 466 (500-1)</td>
<td>1240-1 466 (500-1)</td>
<td>NA</td>
<td></td>
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<tr>
<td>CIRCLING</td>
<td>1240-1 466 (500-1)</td>
<td>1380-1 606 (700-1)</td>
<td>1580-2 806 (900-2)</td>
<td>NA</td>
</tr>
</tbody>
</table>

WP 16A

AWOS-3 119.25  HDO ASOS 119.675  SAN ANTONIO APP CON 118.05 353.5  UNICOM 122.8 (CTAF)
RNAV (GPS) RWY 34
CASTROVILLE MUNI (CVB)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Lackland AFB (Kelly Fld Annex) altimeter setting: increase all DA/MDA 60 feet and all visibilities ¾ mile. Helicopter visibility reduction below ½ SM NA.

Night landing: Rwy 16 NA.

Procedure NA for arrivals at SOMER on V17 northbound.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Lackland AFB (Kelly Fld Annex) altimeter setting: increase all DA/MDA 60 feet and all visibilities ¾ mile. Helicopter visibility reduction below ½ SM NA.

Night landing: Rwy 16 NA.

Procedure NA for arrivals at SOMER on V17 northbound.
Rwy 15 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C.

MISSED APPROACH: Climb to 3000 then climbing right turn to 4000 direct WIBUG and hold.

### Category

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LPV</td>
<td>1947-3/4</td>
<td>250 (300-3/4)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>LNAV/ VNAV DA</td>
<td>2150-1/6</td>
<td>453 (500-1/6)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>2280-1/2</td>
<td>583 (600-1/2)</td>
<td>2280-1/4 583 (600-1/3)</td>
<td>NA</td>
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</tbody>
</table>
RNAV (GPS) RWY 33
COLEMAN MUNI (COM)

**AWOS-3PT**
119.1

**FORT WORTH CENTER**
127.45 290.3

**UNICOM**
122.8 (CTAF)

**ELEV**
1697

**TDZE**
1689

**RNP APCH.**
- Rw33 helicopter visibility reduction below ¾ SM NA.
- For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C.

**MISSED APPROACH:** Climb to 4000 direct WIBUG and hold.

**RNAV (GPS) RWY 33**

**MISSED APCH FIX**

4 NM
WIBUG

238°

328°

6000
4000

**HOLD**

6000
4000

**RNAV (GPS) RWY 33**

**CIRCLING**

**2040-1**

351 (400-1)

**LNAV MDA**

**2300-1**

250 (300-¾)

**1 NM to RW33**

238°

328°

3500

**4 NM**

328°

6000

**RNAV (GPS) RWY 33**

**2660-1**

763 (800-1)

**LNAV/VNAV DA**

1939-¾

250 (300-¾)

**LPV DA**

1939-¾

250 (300-¾)

**CATEGORY**

A
B
C
D

**1 NM**

0.9

3.7 NM

7 NM

**GP 3.00°**

**TCH 40°**

**328°**

328°

**3500**

**4000**

328°

**6000**

**148°**

3500

278°

328°

328°

4000

**WIBUG**

**328°**

328°

3500

**328°**

328°

3500

**328°**

328°

763 (800-1)

763 (800-2¾)

**NA**

**NA**

**NA**

31°50'N-99°24'W
RNAV (GPS) RWY 17
COMANCHE COUNTY-CITY (MKN)

Night landing: Rwy 35 NA. DME/DME RNP-0.3 NA. When local altimeter setting is not received, use Brownwood altimeter setting: increase all DA 46 feet and all MDA 60 feet, increase LNAV/VNAV visibility all Cats 1/2 mile. Baro-VNAV and VDP NA when using Brownwood altimeter setting. For uncompensated Baro-RNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F).

AWOS-3
118.575

FORT WORTH CENTER
127.15 314.0

UNICOM
123.075 (CTAF)

Misplaced approach: Climb to 4000 directly ZALIR and hold.

RNIAV (GPS) RWY 17

CATEGORY
A B C D
LPV DA 1637-1 250 (300-1) NA
LNAV/VNAV DA 1686-1 299 (300-1) NA
LNAV MDA 1760-1 373 (400-1) NA
CIRCLING 2100-1 713 (800-1) NA
**RNAV (GPS) RWY 35**

**COMANCHE COUNTY-CITY (MKN)**

**AWOS-3** 118.575  
**FORT WORTH CENTER** 127.15 314.0  
**UNICOM** 123.075 (CTAF)

**SC-3, 07 OCT 2021 to 02 DEC 2021**

**Visual Segment - Obstacles.**

- Holding Pattern
- **ZALIR**
- **WOKIT**
- **HOLEV**
- **RW35**

**CIRAR**

**Category**  
- **LP MDA** 1840-1 456 (500-1)  
- **LNAV MDA** 1840-1 456 (500-1)  
- **CIRCLING** 2100-1 713 (800-1)

**AWOS-3** 118.575  
**FORT WORTH CENTER** 127.15 314.0  
**UNICOM** 123.075 (CTAF)

**MISSED APPROACH:** Climb to 4000 direct CIRAR and hold.

**AWOS-3** 118.575  
**FORT WORTH CENTER** 127.15 314.0  
**UNICOM** 123.075 (CTAF)

**MISSED APCH FIX**

- 4 NM  
  - **BROWNWOOD 1 EAST MOA**
  - **BROWNWOOD 1 WEST MOA**
  - **BROWNWOOD 2 WEST MOA**
  - **BROWNWOOD 2 EAST MOA**

**AWOS-3** 118.575  
**FORT WORTH CENTER** 127.15 314.0  
**UNICOM** 123.075 (CTAF)

**RNAV (GPS) RWY 35**

**COMANCHE COUNTY-CITY (MKN)**

**AWOS-3** 118.575  
**FORT WORTH CENTER** 127.15 314.0  
**UNICOM** 123.075 (CTAF)

**CIRAR**

**Category**  
- **LP MDA** 1840-1 456 (500-1)  
- **LNAV MDA** 1840-1 456 (500-1)  
- **CIRCLING** 2100-1 713 (800-1)

**AWOS-3** 118.575  
**FORT WORTH CENTER** 127.15 314.0  
**UNICOM** 123.075 (CTAF)

**MISSED APPROACH:** Climb to 4000 direct CIRAR and hold.

**AWOS-3** 118.575  
**FORT WORTH CENTER** 127.15 314.0  
**UNICOM** 123.075 (CTAF)

**CIRAR**

**Category**  
- **LP MDA** 1840-1 456 (500-1)  
- **LNAV MDA** 1840-1 456 (500-1)  
- **CIRCLING** 2100-1 713 (800-1)
RNAV (RNP) Z RWY 13
CORPUS CHRISTI INTL (CRP)

For uncompensated Baro-VNAV systems, procedure NA below -1°C (31°F) or above 54°C (130°F). GPS required.

ATIS
CORPUS APP CON
CORPUS TOWER
GND CON
CLNC DEL

126.8
120.9 348.725
119.4 257.8
121.9 269.15
118.55

MISSED APPROACH: Climb to 2000 on track 132° to JOGAT and on track 178° to SOLON and hold.

Procedure NA for arrivals at SKIDS on V163 northwest bound.

Procedure NA for arrivals at COPAN on V20-70 northeast bound.

See planview for multiple IF locations.
For uncompensated Baro-VNAV systems, procedure NA below -1°C (-31°F) or above 54°C (130°F). GPS required. For inop MALSR, increase RNP 0.11 visibility all Cats to RVR 4000. For inop MALSR, increase RNP 0.30 visibility all Cats to RVR 5900.

### ATIS
- Frequency: 126.8

### CORPUS APP CON
- Frequency: 120.9
- Altitude: 3487.25

### CORPUS TOWER
- Frequency: 119.4
- Altitude: 2577.8

### GND CON
- Frequency: 121.9
- Altitude: 269.15

### CLNC DEL
- Frequency: 118.55

### MISSED APPROACH
- Climb to 2000 on track 355° to EXIKE and on track 294° to ATHIS and hold.

### RNAV (RNP) Z RWY 36

#### CORPUS CHRISTI INTL (CRP)

**MISSED APPROACH FIX**

- **ATIS**
  - Frequency: 120.9
  - Altitude: 269.15

- **AUSIS**
  - Frequency: 118.55
  - Altitude: 269.15

- **ATIS** (RF REQD)
  - Frequency: 118.55

- **AUSIS** (RF REQD)
  - Frequency: 118.55

**Procedure NA for arrivals on CRP VORTAC airway radials 030 CW 184.**

**AUTHORIZATION REQUIRED**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>RNP 0.11 DA</td>
<td>290/24</td>
<td>250 (300 1/2)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>RNP 0.30 DA</td>
<td>400/34</td>
<td>360 (400 3/4)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
RNAV (GPS) RWY 18
CORPUS CHRISTI INTL (CRP)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 1°C (34°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.

For inop MALSR increase LPV Cat E visibility to ¾ mile, LNAV/VNAV Cat E visibility to 1 mile and LNAV Cat C/D/E visibility to 1½ mile.

ATIS 126.8
CORPUS APP CON 120.9 348.725
CORPUS TOWER 119.4 257.8
GND CON 121.9 269.15
CLNC DEL 118.55

ATIS: 126.8
CORPUS APP CON: 120.9 348.725
CORPUS TOWER: 119.4 257.8
GND CON: 121.9 269.15
CLNC DEL: 118.55

**MISSED APPROACH:** Climb to 500 then climbing left turn to 2000 direct SOLON and hold.

Procedure NA for arrivals at SKIDS on V163 northwest bound.

Procedure NA for arrivals at COPAN on V20-70 northeast bound.

See map for details.
RNAV (GPS) X RWY 31
CORPORUS CHRISTI INTL (CRP)

**ATIS** 126.8
**CORPORUS APP CON** 120.9 348.725
**CORPORUS TOWER** 119.4 257.8
**GND CON** 121.9 269.15
**CLNC DEL** 118.55

**Misssed Approach:** Climb to 2000 direct ATHIS and hold.

**DME/DME RNP-0.3 NA:**
For inop MALSR, increase LNAV Cat E visibility to 1½ mile.

**Category C Circling**

**RNAV (GPS) X RWY 31**

**Misssed Approach Fix:**
- **Worry** (IAF) 3.35° TCH 50
- **312°** Zulex (IF/IAF)
- **132°** Zulex (FAF)
- **312°** JUSTO (IF)
- **312°** PINRR (FAF)
- **312°** Cabaniss Field NOF
- **312°** NOLF Field
- **312°** Waldron Field NOF

**2000 Napt (11°)** (11.9) 020° 2000 Napt 7.2 NM

**6 NM Holding Pattern**
- **132°** Zulex
- **312°** Zulex
- **1700** JUSTO
- **2000** ATHIS

**Category**
- **A**
- **B**
- **C**
- **D**
- **E**

**RNAV MDA**
- 500-1/2 457 (500-1/2)
- 500-7/8 457 (500-7/8)

**Circling**
- 500-1 454 (500-1)
- 580-1 534 (600-1)
- 820-2/3 774 (800-2/3)
- 820-2/3 774 (800-2/3)
- 820-2/3 774 (800-2/3)
- 1050 234 423

**MALSR 774 (800-2)**

**Worry Field**

**Truax Field**

**Naval Air Station/Corpus Christi**

**Worrry Field**

**234°** Zulex (IF/IAF)

**Jesuto IAF**

**234°** Pinrr 3.4 NM to RW31

**132°** Pinrr 1.3 NM to RW31

**1700** Pinrr 3.45° TCH 50

**RW31**
Procedure NA for arrivals at SKIDS on V163 northwest bound.

**RVR 1800 authorized with use of FD or AP or HUD to DA.**

**For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1°C (31°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inop MALSR increase LPV Cat E visibility to RVR 4000, LNAV/VNAV all Cats visibility to RVR 4500, and LNAV Cats C/D/E visibility to RVR 5500.**

**For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1°C (31°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inop MALSR increase LPV Cat E visibility to RVR 4000, LNAV/VNAV all Cats visibility to RVR 4500, and LNAV Cats C/D/E visibility to RVR 5500.**

**For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1°C (31°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inop MALSR increase LPV Cat E visibility to RVR 4000, LNAV/VNAV all Cats visibility to RVR 4500, and LNAV Cats C/D/E visibility to RVR 5500.**

**For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1°C (31°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inop MALSR increase LPV Cat E visibility to RVR 4000, LNAV/VNAV all Cats visibility to RVR 4500, and LNAV Cats C/D/E visibility to RVR 5500.**
**RNAV (GPS) Y RWY 36**

**CORPUS CHRISTI INTL (CRP)**

**ATIS**

<table>
<thead>
<tr>
<th>ATIS</th>
<th>CORPUS APP CON</th>
<th>CORPUS TOWER</th>
<th>GND CON</th>
<th>CLNC DEL</th>
</tr>
</thead>
<tbody>
<tr>
<td>126.8</td>
<td>120.9 348.725</td>
<td>119.4 257.8</td>
<td>121.9 269.15</td>
<td>118.55</td>
</tr>
</tbody>
</table>

**TWR**

<table>
<thead>
<tr>
<th>Rwy Idg</th>
<th>TDZE</th>
<th>Apt Elev</th>
</tr>
</thead>
<tbody>
<tr>
<td>6080</td>
<td>40</td>
<td>46</td>
</tr>
</tbody>
</table>

**MALSR**

**MISSING APPROACH:** Climb to 2000 directed FEKEL and on track 304° to ATHIS and hold.

**SC-3, 07 OCT 2021 to 02 DEC 2021**

**Procedure NA for arrivals at CRP VORTAC on V70-407 northbound.**

**For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1°C or above 54°C. For inop ALS, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV all Cats visibility to RVR 4500 and LNAV Cat E visibility to RVR 6000.**

**# RVR 1800 authorized with use of FD or AP or HUD to DA.**

**RNP APCH.**

**WAAS CH 69617 W36A**

**APP CRS 355°**

**ELEV 46**

**TDZE 40**

**HOL 6000**

**2000 to HADON 183° (20.4) 562±**

**355°**

**2000 NoPT 332° (8.5)**

**355°**

**355°**

**W36A 355°**

**520°**

**4 NM**

**HOLDING PATTERN**

**175° 6000**

**355°**

**2000 GP 3.00° TCH 53**

**2000**

**FEKEL**

**Ir 304°**

**ATHIS**

**OSSOE**

**HADON**

**COKNU 1.4 NM to RW36**

**1.4 NM**

**4.6 NM**

**5.9 NM**

**LNAV/VNAV NA below -1°C or above 54°C.**

**200 (200-400°) / 200 (200°) / 200 (200°) / 200 (200°) / 200 (200°) / 200 (200°)**

**LNAV/ VNAV DA**

<table>
<thead>
<tr>
<th>LNAV MDA</th>
<th>440/24</th>
<th>400 (400-500)</th>
<th>440/35</th>
<th>400 (400-500)</th>
</tr>
</thead>
<tbody>
<tr>
<td>500-1</td>
<td>580-1</td>
<td>820-2¾</td>
<td>774 (800-2¾)</td>
<td>774 (800-2¾)</td>
</tr>
<tr>
<td>454 (500-1)</td>
<td>534 (600-1)</td>
<td>774 (800-2¾)</td>
<td>774 (800-2¾)</td>
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</tr>
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</table>

**CIRCLING**

<table>
<thead>
<tr>
<th>27°46'N-97°30'W</th>
<th>CORPUS CHRISTI INTL (CRP)</th>
</tr>
</thead>
<tbody>
<tr>
<td>SC-3, 07 OCT 2021 to 02 DEC 2021</td>
<td>CORPUS CHRISTI, TEXAS</td>
</tr>
</tbody>
</table>

**AMDT 3 03 JAN 19**

**SC-3, 07 OCT 2021 to 02 DEC 2021**
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
**LOC I-NGP**

**111.3**

APCH CRS:

- **132°**

**TDZE**

- **13**

**Arpl Elev**

- **19**

**AL-98**

**[USN]**

**CORPUS CHRISTI NAS [TRUAX FLD]**

**KNGP**

### DME Required

- When ALS inop, increase vis to 1 mile.
- When ALS inop, increase CAT AB vis to 1 mile, CAT CD to 1½ miles.

### ATIS

- **127.9 290.9**

### APP CON

- **128.675 343.75**

### NAVY CORPUS TOWER

- **134.85**

### GND CON

- **340.2**

### CLNC DEL

- **314.3**

### ASR/PAR

- **118.7 257.85**

### EMERG SAFE ALT

- **100 NM 11,100**

### CATEGORY

<table>
<thead>
<tr>
<th>S-ILS 13R</th>
<th>S-LOC/DME 13R</th>
<th>CIRCLING</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>B</td>
<td>C</td>
</tr>
<tr>
<td>213 ¾</td>
<td>367</td>
<td>480-1</td>
</tr>
<tr>
<td>500</td>
<td>620-2</td>
<td>420-1</td>
</tr>
<tr>
<td>200 (200-3)</td>
<td>367 (400-3)</td>
<td>461 (500-1)</td>
</tr>
<tr>
<td>521 (600-1½)</td>
<td>601 (700-2)</td>
<td>407 (500-½)</td>
</tr>
<tr>
<td>812-4</td>
<td>500-1</td>
<td>132 ¾</td>
</tr>
</tbody>
</table>

### CORPUS CHRISTI ALTIMETER SETTING

<table>
<thead>
<tr>
<th>S-ILS 13R</th>
<th>S-LOC/DME 13R**</th>
<th>CIRCLING</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>B</td>
<td>C</td>
</tr>
<tr>
<td>245 ¾</td>
<td>500-1</td>
<td>481</td>
</tr>
<tr>
<td>420-1</td>
<td>420-1</td>
<td>520-1</td>
</tr>
<tr>
<td>232 (300-3)</td>
<td>407 (500-½)</td>
<td></td>
</tr>
<tr>
<td>407 (500-1)</td>
<td>660-2</td>
<td>481 (500-1)</td>
</tr>
<tr>
<td>501 (600-1)</td>
<td>580-1½</td>
<td>561 (600-1½)</td>
</tr>
</tbody>
</table>
CORPUS CHRISTI, TEXAS

APCH CRS
Rwy Idg 5001
TDZE 17
Arpt Elev 19

AL-98 [USN]  CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)

RNP APCH - DME/DME RNP 0.3 NA.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 42° C (108°F)

ATIS 127.9 290.9
CORPUS CHRISTI APP CON 128.675 343.75
NAVY CORPUS TOWER 134.85 340.2
GND CON 118.7 257.85
CINC DEL 314.3
ASR/ PAR

When local altimeter setting not received, use Corpus Christi altimeter setting.

Northbound arrivals on V70-407 and V13-20-163 require turn in holding at CRP VORTAC (See L-20) or RADAR vectors. Holding at CRP NA for TACAN users.

Baro-VNAV NA when local altimeter not available.

EMERG SAFE ALT 100 NM 11,100

ELEV 19
TDZE 17

CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)

RNNAV (GPS) RWY 4

108

EMERG SAFE ALT 100 NM 11,100

CORPUS CHRISTI, TEXAS
Amdt 1 16JUL20
EMERG SAFE ALT 100 NM 11,100

† LNAV only
VDP NA when using Corpus Christi altimeter setting.

CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)
When local altimeter setting not received, use Corpus Christi altimeter setting.

Baro-VNAV NA when local altimeter not available.

CAUTION: TCH (39°) is less than the minimum (45°) based upon the Glidespath-to-Wheel Height (25°) for Height Group 4 aircraft.

EMERG SAFE ALT 100 NM 11,100

CATEGORY | A | B | C | D
----------|---|---|---|---
LNAV/VNAV DA | 269-3/4 | 250 | (300-1/4) | 276-3/4 | 257 | (300-1/4)
LNAV MDA | 380-1 | 361 | (400-1) |
[C] CIRCLING | 480-1 | 461 | (500-1) | 540-1 1/2 | 521 | (600-1 1/2) | 620-2 | 601 | (700-2)
CORPORUS CHRISTI ALTIMETER SETTING
LNAV MDA | 400-1 | 381 | (400-1) | 400-1 1/2 | 381 | (400-1 1/2)
[C] CIRCLING | 500-1 | 520-1 | 580-1 1/2 | 561 | (600-1 1/2) | 641 | (700-2)
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5° F) or above 54° C (129° F).

When local altimeter setting not received, use Corpus Christi altimeter setting.

Baro-VNAV NA when local altimeter not available.

EMERG SAFE ALT 100 NM 11,100

† LNAV only VDP NA when using Corpus Christi altimeter setting.

CORPORUS CHRISTI ALTIMETER SETTING

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LNAV MDA</td>
<td>380-1</td>
<td>365</td>
<td>(400-1)</td>
<td></td>
</tr>
<tr>
<td>LNAV/NAV DA</td>
<td>290-7/8</td>
<td>301-7/8</td>
<td>309-7/8</td>
<td>320-7/8</td>
</tr>
<tr>
<td></td>
<td>275 (300-7/8)</td>
<td>286 (300-7/8)</td>
<td>294 (300-7/8)</td>
<td>305 (400-7/8)</td>
</tr>
<tr>
<td>C CIRCLING</td>
<td>480-1</td>
<td>461 (500-1)</td>
<td>540-1/2</td>
<td>620-2</td>
</tr>
<tr>
<td></td>
<td>481 (500-1)</td>
<td>501 (600-1)</td>
<td>561 (600-1/2)</td>
<td>641 (700-2)</td>
</tr>
</tbody>
</table>

20254
RNAV (GPS) RWY 31L

CORPORUS CHRISTI NAS (TRUAX FLD) (KNGP)

ATIS 127.9 290.9
CORPORUS CHRISTI APP CON 128.675 343.75
NAVY CORPUS TOWER 134.85 340.2

EMERG SAFE ALT 100 NM 11,100

LNAV only VDP NA when using Corpus Christi altimeter setting

CORPORUS CHRISTI ALTIMITER SETTING

SC-3, 07 OCT 2021 to 02 DEC 2021

CORPORUS CHRISTI, TEXAS

27°42'N-97°17'W

Ammd 1 16JUL20

RNAV (GPS) RWY 31L
Northbound arrivals on V70-407 and V13-20-163 require turn in holding at CRP VORTAC (See L-20), or RADAR vectors. Holding at CRP NA for TACAN users.

EMERG SAFE ALT 100 NM 11,100

- 600
- 2000
- UBOAT

† LNAV only VDP NA when using Corpus Christi altimeter setting

† 1 1 NM to RW31R

Max holding alt 6000

When local altimeter setting not received, use Corpus Christi altimeter setting.

Baro-VNAV NA when local altimeter not available.

**Note:**

- LNAV only VDP NA when using Corpus Christi altimeter setting.
- Baro-VNAV NA when local altimeter not available.

---

**Category:**

<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LNAV/VNAV DA</td>
<td>412-1½</td>
<td>393</td>
<td>(400-1¼)</td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>420-1</td>
<td>401 (500-1)</td>
<td>420-1½</td>
<td>401 (500-1¼)</td>
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<tr>
<td>C CIRCLING</td>
<td>480-1</td>
<td>461 (500-1)</td>
<td>540-1½</td>
<td>521 (600-1½)</td>
</tr>
<tr>
<td></td>
<td>620-2</td>
<td>601 (700-2)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Corpus Christi Altimeter Setting**

| LNAV MDA | 460-1 | 441 (500-1) | 460-1½ | 441 (500-1½) |
| C CIRCLING | 500-1 | 520-1 | 580-1½ | 660-2 |
|   | 501 (500-1½) | 561 (600-1½) | 641 (700-2) |
CORPUS CHRISTI, TEXAS

ATIS 127.9 290.9

CORPUS CHRISTI APP CON 128.675 343.75

NAVY CORPUS TOWER 134.85 340.2

GND CON 118.7 257.85

CLNC DEL 314.3

ASR/ PAR

EMERG SAFE ALT 100 NM 11,100

† LNAV only

† VDP NA when using Corpus Christi altimeter setting.

† 1.1 NM to RW36

Max holding alt 6000

Corpus Christi

CRP

MWCR

(FAF)

MUGVE

(IF/IF)

TYSON

Max holding alt 6000

4 NM

EMERG SAFE ALT 100 NM 11,100

600 2000

FOLEM

† 1.1 NM to RW36

1600

GP 3.00° TCH 45

ELEV 19

TDZE 19

HIRL Rwy 4-22, 13R-31L
HIRL Rwy 13L-31R, 18-36
REIL Rwy 4-22, 13L-31R, 18-36, 31L

RNAV (GPS) RWY 36

CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)

RNAV (GPS) RWY 36

CORPUS CHRISTI, TEXAS

Amdt 1 16JUL20
VOR/DME or TACAN Y RWY 13R

CORPORUS CHRISTI, TEXAS

SC-3, 07 OCT 2021 to 02 DEC 2021

ATIS * 127.9 290.9
CORPORUS CHRISTI APP CON 128.675 343.75
NAVY CORPORUS TOWER * 134.85 340.2
GND CON 118.7 257.85
CLNC DEL 314.3
ASR/ PAR

When local altimeter setting not received, use Corpus Christi altimeter setting.

Northbound arrivals on V70-407, V13-20-163 require turn in holding at CRP VORTAC (IAF) (see L-20) for procedure entry or RADAR vectors. Holding at CRP NA for TACAN users.

EMERG SAFE ALT 100 NM 11,100

† VDP NA when using Corpus Christi altimeter setting

CORPORUS CHRISTI ALTIMETER SETTING

S-13R ** 460-1½ 500-1 561 (600-1½) 641 (700-2)
C CIRCLING

CORPORUS CHRISTI NAS (TRUAX FLD) (KNGP)

Amtd 1 16JUL20
VOR/DME or TACAN Y RWY 31L

Emerg Safe Alt 100 NM 11,100

VGSI and descent angles not coincident.

**VDP NA when using Corpus Christi altimeter setting.**

Northbound arrivals on V70-407 and V13-20-163 require turn in holding at CRP VORTAC (See L-20), or RADAR vectors. Holding at CRP NA for TACAN users.
When local altimeter setting not received, use Corpus Christi altimeter setting.

**ATIS**
127.9 290.9

**CORPUS CHRISTI APP CON**
128.675 343.75

**NAVY CORPUS TOWER**
134.85 340.2

**GND CON**
118.7 257.85

**CLNC DEL**
314.3

**ASR/PAR**

---

**EMERG SAFE ALT 100 NM 11,100**

---

**TACAN RWY 18**

---

**CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)**
When local altimeter setting not received, use Corpus Christi altimeter setting.

MISSED APPROACH: Climb to 1600 direct NGP TACAN and turn right to intercept R-041 to RYNOL and hold.

Northbound arrivals on V70-407 and V13-20-163 require turn in holding at CRP VORTAC (See I-20), or RADAR vectors. Holding at CRP NA for TACAN users.
CORPORUS CHRISTI, TEXAS

TACAN X RWY 31L

When local altimeter setting not received, use Corpus Christi altimeter setting.

NAVY CORPUS TOWER * 134.85 \( \theta \) 340.2
GND CON 118.7 257.85
CLNC DEL 314.3

Northbound arrivals on V70-407 and V13-20-163 require turn in holding at CRP VORTAC (See L-20), or RADAR vectors. Holding at CRP VORTAC NA for TACAN users.

EMERG SAFE ALT 100 NM 11,100

CATEGORY A B C D
S-31L 420-1 402 (500-1) 420-1½ 402 (500-1½)
CIRCLING 480-1 461 (500-1) 540-1½ 521 (600-1½) 620-2 601 (700-2)

CORPORUS CHRISTI ALTIMETER SETTING
S-31L 460-1 442 (500-1) 460-1½ 442 (500-1½)
CIRCLING 481 (500-1) 501 (600-1) 580-1½ 561 (600-1½) 660-2 641 (700-2)

CORPORUS CHRISTI NAS (TRUAX FLD) (KNGP)
Amtd 1 16JUL20

TACAN X RWY 31L
When local altimeter setting not received, use Corpus Christi altimeter setting.

Northbound arrivals on V70-407 and V13-20-163 require turn-in holding at CRP VORTAC (IAF) (See L-20), or RADAR vectors. Holding at CRP NA for TACAN users.
When local altimeter setting not received, use Corpus Christi altimeter setting.

MISSED APPROACH: Climb to 1600 direct NGP TACAN and turn right to intercept R-041 to RYNOL and hold.

ATIS  127.9 290.9
CORPUS CHRISTI APP CON  128.675 343.75
NAVY CORPUS TOWER  134.85  340.2
GND CON  118.7 257.85
CLNC DEL  314.3
ASR/ PAR

Northbound arrivals on V70-407 and V13-20-163 require turn in holding at CRP VORTAC (See L-20), or RADAR vectors. Holding at CRP NA for TACAN users.

EMERG SAFE ALT 100 NM 11,100

† VDP NA when using Corpus Christi altimeter setting

CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -5°C (23°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.

**MISSED APPROACH:** Climb to 2600 direct FOSIM and hold.

<table>
<thead>
<tr>
<th>ASOS</th>
<th>HOUSTON CENTER</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>118.325</td>
<td>134.6 322.5</td>
<td>122.7 (CTAF)</td>
</tr>
</tbody>
</table>

**ELEV 474**

**TDZE 474**

**4 NM to CISKU (No PT) 30 NM to CISKU**

**2600**

**CISKU**

**FOSIM**

**4 NM**

**2600**

**2100**

**129° to RW13**

**HOLDING PATTERN**

**CISKU**

**BUYAT**

**AKEES 1.6 NM to RW13**

**128°**

**GP 3.00° TCH 45**

**128°**

**1020**

**0.7 to 0.9**

**LCAL**

**COTULLA, TEXAS**

**Amdt 2A 28MAY15**

**28°27'N-99°13'W**

**123**
COTULLA, TEXAS

COTULLA-LA SALLE COUNTY (COT)

VOR-A

When local altimeter setting not received, use Pleasanton Muni altimeter setting; increase all MDA 120 feet, Circling Cat C visibility 1/2 SM.

MISSED APPROACH: Climbing right turn to 2100 direct COT VORTAC and hold.

ASOS
118.325

HOUSTON CENTER
134.6 322.5

UNICOM
122.7 (CTAF)

ELEV 474

COTULLA, TEXAS

Amdt 13A 08OCT20

28°27'N-99°13'W

125
ILS or LOC RWY 13
DEL RIO INTL (DRT)

Circling NA for Cat D SW of Rwy 13-31. When local altimeter setting not received, use Laughlin AFB altimeter setting and increase all DAs 30 feet, all MDAs 40 feet, increase S-LOC 13 Cat D and Circling Cats C and D visibility 1/2 SM. VDP NA when using Laughlin AFB altimeter setting.

MISSED APPROACH: Climb to 2000 via heading 122° then climbing left turn to 4000 direct DLF VORTAC and hold. Continue climb-in-hold to 4000.

ADF or DME REQUIRED

Remain within 10 NM

CATEGORY
A
B
C
D
S-ILS 13
1202-3/4
200 (200-4)
S-LOC 13
1420-1/2
418 (500-1/2)
1420-3/4
418 (500-3/4)
CIRCLING
1440-1
1560-1
1740-2
1740-2/4
438 (500-1)
558 (600-1)
738 (800-2)
738 (800-2/4)

DEL RIO, TEXAS
Orig-B 20MAY21

29°22’N-100°56’W
RNAV (GPS) RWY 13
DEL RIO INTL (DRT)

Circling NA for Cat D southwest of Rwy 13-31. When local altimeter setting not received, use Laughlin AFB altimeter setting and increase all DA 30 feet and all MDA 40 feet, increase LPV visibility all Cats, LNAV Cats C and D and Circling Cats C and D visibility 1/2 SM. Baro-VNAV NA when using Laughlin AFB altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 17° C (2°F) or above 47° C (116°F).

ASOS
118.525

DEL RIO APP CON
119.6 259.1

CLNC DEL
120.5

UNICOM
122.6 (CTAF)

MISSED APPROACH: Climb to 4000 direct AREXE and on 069° track to DLF VORTAC and hold, continue climb-in-hold to 4000.

RNAV (GPS) RWY 13
DEL RIO INTL (DRT)

ELEV 1002

TDZE 1002

ASOS
118.525

DEL RIO APP CON
119.6 259.1

CLNC DEL
120.5

UNICOM
122.6 (CTAF)

MISSED APPROACH: Climb to 4000 direct AREXE and on 069° track to DLF VORTAC and hold, continue climb-in-hold to 4000.

RNAV (GPS) RWY 13
DEL RIO INTL (DRT)

ELEV 1002

TDZE 1002

ASOS
118.525

DEL RIO APP CON
119.6 259.1

CLNC DEL
120.5

UNICOM
122.6 (CTAF)

MISSED APPROACH: Climb to 4000 direct AREXE and on 069° track to DLF VORTAC and hold, continue climb-in-hold to 4000.
Circling NA for Cat D SW of Rwy 13-31. If local altimeter setting not received, use Laughlin AFB altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climbing right turn to 4000 via heading 340° then right turn direct DLF VORTAC and hold.

Circling NA for Cat D SW of Rwy 13-31. If local altimeter setting not received, use Laughlin AFB altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climbing right turn to 4000 via heading 340° then right turn direct DLF VORTAC and hold.

Circling NA for Cat D SW of Rwy 13-31. If local altimeter setting not received, use Laughlin AFB altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climbing right turn to 4000 via heading 340° then right turn direct DLF VORTAC and hold.

Circling NA for Cat D SW of Rwy 13-31. If local altimeter setting not received, use Laughlin AFB altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climbing right turn to 4000 via heading 340° then right turn direct DLF VORTAC and hold.

Circling NA for Cat D SW of Rwy 13-31. If local altimeter setting not received, use Laughlin AFB altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climbing right turn to 4000 via heading 340° then right turn direct DLF VORTAC and hold.

Circling NA for Cat D SW of Rwy 13-31. If local altimeter setting not received, use Laughlin AFB altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climbing right turn to 4000 via heading 340° then right turn direct DLF VORTAC and hold.

Circling NA for Cat D SW of Rwy 13-31. If local altimeter setting not received, use Laughlin AFB altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climbing right turn to 4000 via heading 340° then right turn direct DLF VORTAC and hold.
RNAV (GPS) RWY 35
DEVINE MUNI (23R)

**APPR CRS** 346°

**ELEV** 702

**TDZE** 702

**CTAF** 122.9

**ADLIW**

**FISAS**

**CIKEB**

**MIRL Rwy 17-35**

**Circling RNAV (GPS) RWY 35**

**DEVINE, TEXAS**

**20198**

**AL-6713 (FAA)**

**Origin:** 17AUG17

**Page:** 129

**DEVINE, TEXAS**

**NA**

**DME/DME RNP 0.3 NA. Use Castroville Muni altimeter setting; when not received, use Hondo Muni altimeter setting and increase all MDA 40 feet. Night landing: Rwy 35 NA. Helicopter visibility below 1 SM NA.**

**MISSED APPROACH:** Climbing right turn to 2600 direct CIKEB and hold.

**CVB AWOS-3**

**119.25**

**HOU STON CENTER**

**134.95 269.4**

**346° to RW35**

**166°**

**2600**

**2700**

**30 NM to FISAS**

**346°**

**166°**

**256°**

**2600**

**346° to CIKEB (NoPT)**

**166° to CIKEB**

**2600**

**346°**

**166°**

**256°**

**4 NM**

**2600**

**CIKEB**

**Visual Segment - Obstacles.**

**CIKEB**

**4 NM**

**Holding Pattern**

**2600**

**346°**

**CIKEB**

**4.2 NM**

**6.1 NM**

**LNAV MDA**

**1140-1**

**438 (500-1)**

**NA**

**CIRCLING**

**1380-1**

**678 (700-1)**

**NA**

**Night landing: Rwy 35 NA. Helicopter visibility below 1 SM NA.**

**received, use Hondo Muni altimeter setting and increase all MDA 40 feet.**

**DME/DME RNP 0.3 NA. Use Castroville Muni altimeter setting; when not received, use Hondo Muni altimeter setting and increase all MDA 40 feet. Night landing: Rwy 35 NA. Helicopter visibility below 1 SM NA.**

**MISSED APPROACH:** Climbing right turn to 2600 direct CIKEB and hold.
Use Castroville Muni altimeter setting; when not received, use South Texas Rgnl at Hondo altimeter setting and increase all MDA 40 feet. Helicopter visibility reduction below 1 SM NA. Night landing: Rwy 35 NA.

MISSED APPROACH: Climbing left turn to 2400 in HHH NDB holding pattern.

CVB AWOS-3

HOUSTON CENTER

CTAF

119.25

134.95 269.4

122.90

**SC-3, 07 OCT 2021 to 02 DEC 2021**
RNAV (GPS) RWY 13
MAVERICK COUNTY MEMORIAL INTL (5T9)

MISSED APPROACH: Climb to 1600 then climbing left turn to 4000 direct COKAD and hold.

Final approach course offset 16.61°.

Procedure NA for arrival on SAT VORTAC airway radials 160 CW 331.

AWOS-3 119.175
KDFL ATIS 114.4
DEL RIO APP CON 127.75 326.2
UNICOM 122.8 (CTAF)

MIRL Rwy 13-31

EAGLE PASS, TEXAS
Amdt 1C 02JAN20
RNAV (GPS) RWY 31
MAVERICK COUNTY MEMORIAL INTL (5T9)

Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Laughlin AFB altimeter setting; when not received, use Del Rio Intl altimeter setting.

Procedure NA for arrivals at SAT VORTAC on airway radials 190 CW 285.

MISSED APPROACH: Climb to 4000 direct CEXEV and via 056° track to NEYIR and hold.

DEL RIO APP CON

UNICOM

AWOS-3
119.175
KDFL ATIS
114.4
DEL RIO APP CON
127.75 326.2
UNICOM
122.8 (CTAF)
RNAV (GPS) RWY 14

SOUTH TEXAS INTL AT EDINBURG (EBG)

Rwy 14 helicopter visibility reduction below ½ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (120°F).

AWOS-3 118.025

CORPUS APP CON 121.0 377.2

UNICOM 122.8 (CTAF)

Procedure NA for arrivals at JIMIE via V20 northeast bound, and arrivals at FATOR via V17 southeast bound.

MISSED APPROACH: Climb to 1900 direct TELYO and hold.

Category

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LPV DA</td>
<td>325-1</td>
<td>250 (300-1)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV/ VNAV DA</td>
<td>441-1¼</td>
<td>366 (400-1¼)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>440-1</td>
<td>365 (400-1¼)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>500-1¼</td>
<td>620-1¼</td>
<td>760-2</td>
<td>760-2/¼</td>
</tr>
<tr>
<td></td>
<td>425 (500-1¼)</td>
<td>545 (600-1¼)</td>
<td>685 (700-2)</td>
<td>685 (700-2/¼)</td>
</tr>
</tbody>
</table>

138° to RW14

RW14 holding pattern

VGS and RNAV glidepath not coincident

GP 3.00° TCH 45
**RNAV (GPS) RWY 32**
SOUTH TEXAS INTL AT EDINBURG (EBG)

**AWOS-3**
118.025

**CORPUS APP CON**
121.0 377.2

**UNICOM**
122.8 (CTAF)

**RNAV (GPS) RWY 32**

**DA**
LNAV  MDA  587 (600-1)

**MISSED APPROACH:** Climb to 1900 direct RASOY and hold.

Procedure NA for arrivals at JIMIE via V20 northeast bound, V407 northbound, V70 northwest bound, and arrivals at FATOR via V17 northwest bound.

**UNICOM**
122.8 (CTAF)

**RNAV (GPS) RWY 32**

**DA**
LNAV  MDA  587 (600-1)

**MISSED APPROACH:** Climb to 1900 direct RASOY and hold.

Procedure NA for arrivals at JIMIE via V20 northeast bound, V407 northbound, V70 northwest bound, and arrivals at FATOR via V17 northwest bound.

**RNAV (GPS) RWY 32**

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LNAV  MDA  587 (600-1)

**MISSED APPROACH:** Climb to 1900 direct RASOY and hold.

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**RNAV (GPS) RWY 32**

**DA**
LNAV  MDA  587 (600-1)

**MISSED APPROACH:** Climb to 1900 direct RASOY and hold.

Procedure NA for arrivals at JIMIE via V20 northeast bound, V407 northbound, V70 northwest bound, and arrivals at FATOR via V17 northwest bound.
**ILS or LOC RWY 22**

**EL PASO INTL (ELP)**

- **Radar required when R-5103 is in use.**
- **Circling NA for Cat D and E west of Rwy 4-22. For inop ALS increase S-ILS 22 Cat E visibility to RVR 4000 and S-LOC 22 Cat C/D/E visibility to RVR 5500. Procedure turn NA for Cat E aircraft. Maintain 7300 or above until established outbound for PT.**
- **S-ILS 22 Cat E visibility: 4000 RVR.**
- **S-LOC 22 Cat C/D/E visibility: 5500 RVR.**

---

**D-ATIS**

<table>
<thead>
<tr>
<th>Location</th>
<th>Frequency</th>
</tr>
</thead>
<tbody>
<tr>
<td>El Paso App Con</td>
<td>120.0 254.3</td>
</tr>
<tr>
<td>El Paso Tower</td>
<td>118.3 239.275</td>
</tr>
<tr>
<td>Clnc Del</td>
<td>125.0 379.1</td>
</tr>
</tbody>
</table>

---

**Newman**

- **ILS or LOC RWY 22**
- **El Paso Intl (ELP)**
- **S-ILS 22**
- **S-LOC 22**
- **Circling**

---

**Use I-ELP DME when on the LOC course.**

**Concerns:**
- **TACAN MISSED APCH FIX**
- **WHOLE ELP 22.7**
- **VALTR LOM I-ELP 5.6**
- **VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 70).**

---

**GCIRCLING**

- **4420-1**
- **4440-1**
- **4460-1 1/2**
- **4680-2 1/4**
- **4700-2 1/4**

---

**Domain:**
- **Category A:** 4150/24 200 (200-1 1/2)
- **Category B:** 4300/24 350 (400-1 1/2)
- **Category C:** 4300/30 350 (400-1 1/2)
- **Category D:** 4300/40 350 (400-1 1/2)
- **Category E:** 4460-1 1/2

---

**31°48'N-106°23'W**

**SEMPER FI**
<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>RNP 0.20 DA</td>
<td>4193-⅔</td>
<td>253 (300-¾)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>RNP 0.30 DA</td>
<td>4234-⅔</td>
<td>294 (300-¾)</td>
<td></td>
<td></td>
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</tbody>
</table>

**AUTHORIZATION REQUIRED**

For uncompensated Baro-VNAV systems, procedure NA below -5°C or above 54°C.

**RNP 0.30 DA**

<table>
<thead>
<tr>
<th>APP CRS</th>
<th>085°</th>
<th>4234-⅔</th>
<th>294 (300-¾)</th>
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</thead>
<tbody>
<tr>
<td>TDZE</td>
<td>3940</td>
<td>3962</td>
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<tr>
<td>Apt Elev</td>
<td>3940</td>
<td>3962</td>
<td></td>
</tr>
</tbody>
</table>

**RNAV (RNP) X RWY 8R**

**EL PASO INTL (ELP)**

**D-ATIS**

<table>
<thead>
<tr>
<th>120.0</th>
<th>254.3</th>
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</table>

**EL PASO APP CON**

<table>
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<tr>
<th>124.25</th>
<th>298.85</th>
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</table>

**EL PASO TOWER**

<table>
<thead>
<tr>
<th>118.3</th>
<th>239.275</th>
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**GND CON**

<table>
<thead>
<tr>
<th>121.9</th>
<th>348.6</th>
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</table>

**CLNC DEL**

<table>
<thead>
<tr>
<th>125.0</th>
<th>379.1</th>
</tr>
</thead>
</table>

**MISSED APPROACH:** Climb to 4400 then climbing right turn to 7500 direct FABAN and hold.

**APP CRS**

<table>
<thead>
<tr>
<th>085°</th>
</tr>
</thead>
<tbody>
<tr>
<td>4234-⅔</td>
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**TDZE**

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**Apt Elev**

<table>
<thead>
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<th>3940</th>
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</thead>
</table>

**RNAV (RNP) X RWY 8R**

**EL PASO INTL (ELP)**

**RNAV (RNP) X RWY 8R**

**EL PASO INTL (ELP)**

**RNAV (RNP) X RWY 8R**

**EL PASO INTL (ELP)**

**RNAV (RNP) X RWY 8R**

**EL PASO INTL (ELP)**

**RNAV (RNP) X RWY 8R**

**EL PASO INTL (ELP)**

**RNAV (RNP) X RWY 8R**
RNAV (RNP) Y RWY 4
EL PASO INTL (ELP)

MISSED APPROACH: Climb to 4400 then climbing right turn to 7500 direct FABAN and hold.

For uncompensated Baro-VNAV systems, procedure NA below -22°C or above 54°C.

APP CRS 042°
Rwy Idg 12020
TDZE 3923
Apt Elev 3962

EL PASO APP CON 124.25 298.85
EL PASO TOWER 118.3 239.275
GND CON 121.9 348.6
CNC DEL 125.0 379.1

A 6812
(IAF) KOACH
(RNP 0.30)
210K 8000

A 6136
(IAF) BECON
(RNP 0.30)
210K 9000

A 6137
6130
108° (4.5)
5900
087° (3.5)
(9.9)

A 6138
5300
4675
087° (2.5)

A 5345
5300 to WEGUD
087° (2.5)

See planview for multiple IF locations.

Authorization Required

Category

A
B
C
D
RNP 0.20 DA 4271/55 348 (400-1)
RNP 0.30 DA 4340/60 417 (400-1¾)

EL PASO, TEXAS
Orig-F 26MAR20

31°48'N-106°23'W

For uncompensated Baro-VNAV systems, procedure NA below -22°C or above 54°C.

Authorization Required

Category

A
B
C
D
RNP 0.20 DA 4271/55 348 (400-1)
RNP 0.30 DA 4340/60 417 (400-1¾)
RNAV (RNP) Y RWY 8R

For uncompensated Baro-VNAV systems, procedure NA below -5°C or above 54°C.

**Missed Approach:** Climb to 4400 then climbing right turn to 7500 direct FABAN and hold.

<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>RNP 0.20 DA</td>
<td>4193-3/4</td>
<td>253 (300-3/4)</td>
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<tr>
<td>RNP 0.30 DA</td>
<td>4234-7/8</td>
<td>294 (300-7/8)</td>
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</tr>
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</table>

**Authorization Required**
RNAV (RNP) Z RWY 22

EL PASO INTL (ELP)

D-ATIS
120.0 254.3

EL PASO APP CON
124.25 298.85

EL PASO TOWER
118.3 239.275

GND CON
121.9 348.6

CLNC DEL
125.0 379.1

---

RNAV (RNP) Z RWY 22

For uncompensated Baro-VNAV systems, procedure NA below -8°C or above 54°C. For inop ALS, increase RNP 0.10 all Cats visibility to RVR 4000 and RNP 0.30 all Cats visibility to RVR 4500.

Procedure NA for arrivals at WIKKR on V94-611 and T317 westbound.

RNAV (RNP) Z RWY 22

Misplaced approach: Climb to 4400 then climbing left turn to 7500 direct FABAN and hold.

---

D-ATIS
120.0 254.3

EL PASO APP CON
124.25 298.85

EL PASO TOWER
118.3 239.275

GND CON
121.9 348.6

CLNC DEL
125.0 379.1

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RNAV (RNP) Z RWY 22

For uncompensated Baro-VNAV systems, procedure NA below -8°C or above 54°C. For inop ALS, increase RNP 0.10 all Cats visibility to RVR 4000 and RNP 0.30 all Cats visibility to RVR 4500.

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RNAV (RNP) Z RWY 22

Misplaced approach: Climb to 4400 then climbing left turn to 7500 direct FABAN and hold.

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D-ATIS
120.0 254.3

EL PASO APP CON
124.25 298.85

EL PASO TOWER
118.3 239.275

GND CON
121.9 348.6

CLNC DEL
125.0 379.1

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RNAV (RNP) Z RWY 22

For uncompensated Baro-VNAV systems, procedure NA below -8°C or above 54°C. For inop ALS, increase RNP 0.10 all Cats visibility to RVR 4000 and RNP 0.30 all Cats visibility to RVR 4500.

Procedure NA for arrivals at WIKKR on V94-611 and T317 westbound.

RNAV (RNP) Z RWY 22

Misplaced approach: Climb to 4400 then climbing left turn to 7500 direct FABAN and hold.

---

D-ATIS
120.0 254.3

EL PASO APP CON
124.25 298.85

EL PASO TOWER
118.3 239.275

GND CON
121.9 348.6

CLNC DEL
125.0 379.1

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RNAV (RNP) Z RWY 22

For uncompensated Baro-VNAV systems, procedure NA below -8°C or above 54°C. For inop ALS, increase RNP 0.10 all Cats visibility to RVR 4000 and RNP 0.30 all Cats visibility to RVR 4500.

Procedure NA for arrivals at WIKKR on V94-611 and T317 westbound.

RNAV (RNP) Z RWY 22

Misplaced approach: Climb to 4400 then climbing left turn to 7500 direct FABAN and hold.

---

D-ATIS
120.0 254.3

EL PASO APP CON
124.25 298.85

EL PASO TOWER
118.3 239.275

GND CON
121.9 348.6

CLNC DEL
125.0 379.1

---
RNAV (RNP) Z RWY 26L
EL PASO INTL (ELP)

For uncompensated Baro-VNAV systems, procedure NA below -8°C (18°F) or above 50°C (122°F). For inop MALSR, increase RNP 0.30 visibility all Cats to 1 mile. GPS Required.

MALSR

MISSED APPROACH: Climb to 4400, then climbing right turn to 7500 direct FABAN and hold.

D-ATIS
120.0 254.3

EL PASO APP CON
124.25 298.85

EL PASO TOWER
118.3 239.275

GND CON
121.9 348.6

CLNC DEL
125.0 379.1

(IAF) WIKKR
9000
RF REQUIRED
Max 210 KIAS

(i) KASPN
4100

(JETOG
Max 205 KIAS

MAX Rwy 26L 25 NM

(category)
A
B
C
D

RNP 0.30 DA
4275 1/2
313 (400-1/2)

Authorization Required

See planview for multiple IF locations.

VGSI and glidepath not coincident (VGSI Angle 3.00/TCH 75).

Rw26l
265° to

Max 210 KIAS

Malsr

Max 210 KIAS

Rw26l
265°

(3.7)

7500
4400

TWR
4105

MALSR

ASR

MIRL Rwy 8L-26R
REIL Rwys 4 and 8R
HIRL Rwys 4-22 and 8R-26L

31°48'N-106°23'W

20310
RNAV (GPS) RWY 26R
EL PASO INTL (ELP)

D-ATIS
120.0 254.3

EL PASO APP CON
124.25 298.85

EL PASO TOWER
118.3 239.275

GND CON
121.9 348.6

CINC DEL
125.0 379.1

RNAV (GPS) RWY 26R
EL PASO INTL (ELP)

ELEV 3962  TDZE 3950

MISR K HP 25 NM to Rwy 26R

Procedure NA for arrivals at Piers on V560 eastbound.
RNAV (GPS) X RWY 4
EL PASO INTL (ELP)

**APP CRS 042°**

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<th>TDZE</th>
<th>Apt Elev</th>
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<td>12020</td>
<td>3923</td>
<td>3962</td>
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</table>

**RNP APCH.**

- **D-ATIS:** 120.0 254.3
- **EL PASO APP CON:** 124.25 298.85
- **EL PASO TOWER:** 118.3 239.275
- **GND CON:** 121.9 348.6
- **CLNC DEL:** 125.0 379.1

**MISSED APPROACH:** Climb to 6900 direct WAHYU and on track 099° to ELP VORTAC and hold, continue climb-in-hold to 6900.

**ASR**

**Circling NA for Cat D north of Rwy 26R and northwest of Rwy 4.**

**DG-ATIS**

**4100 ELP**

**TDZE 3923**

**143**
RNAV (GPS) Y Rwy 26L

**RNAV (GPS) Y RWY 26L**

**EL PASO INTL (ELP)**

**D-ATIS**

**EL PASO APP CON**

**EL PASO TOWER**

**GND CON**

**CLINC DEL**

120.0 254.3 124.25 298.85 118.3 239.275 121.9 348.6 125.0 379.1

**Procedure NA for arrivals at Piers on V560 eastbound and for arrivals at FABAN on V66-198 eastbound.**

**[IF] Piers**

**[FAF] WANUN**

**[MAP] HOWRD**

**[IAF] FABAN**

**VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 75).**

**Circling NA for Cat D west of Rwy 4-22.** For inop ALS, increase LP and LNAV Cat A/B visibility to 1 SM, and Cat C/D to 1½ SM.

**MISSING APP: Climb to 4380 then climbing right turn to 7500 direct FABAN and hold.**

**TDZE 3962**

**ELEV 3962**

**WAZA**

**APP CRS 265°**

**Rwy Idg 9025**

**TDZE 3962**

**Apt Elev 3962**

**MALS R**

**SC-3, 07 OCT 2021 to 02 DEC 2021**

**Amdt 1C 26MAR20**

**31°48'N-106°23'W**

**RNAV (GPS) Y RWY 26L**

**EL PASO INTL (ELP)**
### LOC/DME RWY 4

**EL PASO INTL (ELP)**

### Magnetic Course and Distance

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<tr>
<td>4677</td>
<td>5800</td>
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### Elevation (AFTS)

- **ELEV 3962**
  - TDZE 3923

###PROCEDURE DESCRIPTION

**Circling NA for Cat D north of Rwy 26R and northwest of Rwy 4.**

**MISSED APPROACH:** Climb to 4500 then climbing right turn to 6900 direct ELP VORTAC and hold, continue climb-in-hold to 6900.

### Table of Categories and Elevation

<table>
<thead>
<tr>
<th>Category</th>
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<th>B</th>
<th>C</th>
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**CIRCLING**

- 4420-1
- 4460-1
- 4460-1½
- 4680-2½

### Diagram Details

- **ELEV 3962**
- **TDZE 3923**
CIRCLING NA for Cat D and E west of Rwy 4-22.

Procedure NA for arrivals at WATEX on V94-611 northwest bound.

Procedure NA for arrivals at RIOWE on V16-222 eastbound.
RECORD OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

AIRPORT DIAGRAM
NOTE: Takeoff Rwy 8R, do not exceed 220K until passing JAPOD.

NOTE: Takeoff Rwy 26L, do not exceed 220K until passing 4462.

NOTE: For use by Turbojet aircraft only.

NOTE: RADAR required for non-GPS equipped aircraft.

NOTE: DME/DME/IRU or GPS required.

NOTE: RNAV 1.

NOTE: Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 8R: Climb heading 085° to 6000, then right turn direct JAPOD, then on depicted route to ATKNN, thence . . .
TAKEOFF RWY 22: Climb heading 222° to 4462, then right turn direct BIVKE, then on depicted route to ATKNN, thence . . .
TAKEOFF RWY 26L: Climb heading 265° to 4462, then left turn direct BIVKE, then on depicted route to ATKNN, thence . . .

. . . (transition). Maintain altitude as assigned by ATC, expect filed altitude 10 minutes after departure.

FLOGS TRANSITION (ATKNN5.FLOGS)
GREBE TRANSITION (ATKNN5.GREBE)
NOCHI TRANSITION (ATKNN5.NOCHI)
SLNNK TRANSITION (ATKNN5.SLNNK)
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 4: Climb heading 042° to 6450, then left turn direct JCOXX, thence . . .

. . . (transition). Maintain altitude as assigned by ATC, expect filed altitude 10 minutes after departure.

GREBE TRANSITION (JCOXX2.GREBE)
HBACK TRANSITION (JCOXX2.HBACK)
SLNNK TRANSITION (JCOXX2.SLNNK)
TELKE TRANSITION (JCOXX2.TELKE)
LATVE THREE DEPARTURE (RNAV)

**TOP ALTITUDE:**
**ASSIGNED BY ATC**

**TAKING MINIMUMS**
Rwys 4, 8R, 22, 26L: Standard with a minimum climb of 500' per NM to 11000.

**NOTE:** DME/DME/IRU or GPS required.
**NOTE:** RNAV 1.
**NOTE:** For use by Turbojet aircraft only.
**NOTE:** RADAR required for non-GPS equipped aircraft.
**NOTE:** Takeoff Rwy 8R, maintain 250K until passing CATEG.

**NOTE:** Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 4: Climb heading 042° to 4462, then direct KERGE, then on track 052° to DOTGE, then on track 078° to LATVE. Thence. . . .

TAKEOFF RWY 8R: Climb heading 085° to 4462, then direct MATLE, then on track 056° to cross CATEG at or above 11000, then on track 043° to LATVE. Thence. . . .

TAKEOFF RWY 22: Climb heading 222° to 4462, then left turn direct AKADE, then on track 080° to cross HIKEM at or above 9000, then on track 042° to cross CATEG at or above 11000, then on track 043° to LATVE. Thence. . . .

TAKEOFF RWY 26L: Climb heading 265° to 4462, then left turn direct AKADE, then on track 080° to cross HIKEM at or above 9000, then on track 042° to cross CATEG at or above 11000, then on track 043° to LATVE. Thence. . . .

. . . on depicted route to CME VORTAC.

CHISUM TRANSITION (LATVE3.CME)
**NEVUE THREE DEPARTURE (RNAV)**

**NOTE: Chart not to scale.**

**TOP ALTITUDE:** Assigned by ATC

**RAWS: 4, 8R, 22, 26L:** Standard with minimum climb of 500' per NM to 4462.

**NOTE:** DME/DME/IRU or GPS required.
**NOTE:** RNAV 1.
**NOTE:** For use by Turbojet aircraft only.
**NOTE:** RADAR required for non-GPS equipped aircraft.
**NOTE:** For non-GPS equipped aircraft EWM and HUP must be operational.

**SC-3, 07 OCT 2021 to 02 DEC 2021**
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 4: Climb heading 042° to 4462, then right turn direct DAVNE, then on track 136° to cross CABS at or below 7000, then on track 129° to MREDD, then on track 122° to NEUVE. Thence.

TAKEOFF RWY 8R: Climb heading 085° to 4462, then direct DAVNE, then on track 136° to cross CABS at or below 7000, then on track 129° to MREDD, then on track 122° to NEUVE. Thence.

TAKEOFF RWY 22: Climb heading 222° to 4462, then left turn direct AKADE, then on track 108° to FOBET, then on track 111° to NEUVE. Thence.

TAKEOFF RWY 26L: Climb heading 265° to 4462, then left turn direct AKADE, then on track 108° to FOBET, then on track 111° to NEUVE. Thence.

. . . on depicted route to FST VORTAC.

FT STOCKTON TRANSITION (NEVUE3.FST)
NOTE: Chart not to scale.

T D O W N  T H R E E  D E P A R T U R E  (R N A V)

TOP ALTITUDE: Assigned by ATC

TAKEOFF MINIMUMS

Rwys 4, 8R: Standard with a minimum climb of 500' per NM to 4462.
Rwys 22, 26L: Standard with a minimum climb of 500' per NM to 9000.

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: For use by Turbojet aircraft only.
NOTE: RADAR required for non-GPS equipped aircraft.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.
TDOWN THREE DEPARTURE (RNAV)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 4: Climb heading 042° to 4462, then right turn direct JIMBA, then on track 115° to cross BUSEY at or below 7000, then on track 083° to TDOWN. Thence . . . .

TAKEOFF RWY 8R: Climb heading 085° to 4462, then direct DAVNE, then on track 080° to cross BUSEY at or below 7000, then on track 083° to TDOWN. Thence . . . .

TAKEOFF RWY 22: Climb heading 222° to 4462, then left turn direct AKADE, then on track 080° to cross HIKEM at or above 9000, then on track 051° to TDOWN. Thence . . . .

TAKEOFF RWY 26L: Climb heading 265° to 4462, then left turn direct AKADE, then on track 080° to cross HIKEM at or above 9000, then on track 051° to TDOWN. Thence . . . .

. . . . on depicted route to SFL VORTAC.

SALT FLAT TRANSITION (TDOWN3.SFL)
Procedure NA for arrivals at NELEE on V17 northwest bound.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F).

Circling Rwy 14 NA at night. Rwy 17 helicopter visibility reduction below ½ SM NA. DME/DME RNP-0.3 NA. Circling NA for Cat D west of Rwy 17-35.

MISSED APPROACH: Climb to 3000 direct VAGBY and hold.

AWOS-3
118.125

KINGSVILLE APP CON
119.9 290.45

UNICOM
122.8 (CTAF)

Procedure NA for arrivals on CRP VORTAC airway radials 169 CW 305.

Procedure NA for arrivals at NELEE on V17 northwest bound.

MISSED APCH FIX
VAGBY
354°
4 NM

FALFURRIAS, TEXAS
07 AUG 2017

AL-6117 (FAA)
20366

RNAV (GPS) RWY 17
BROOKS COUNTY (BKS)

CRP VORTAC airway radials

174° to RW17

ELEV 112
TDZE 111

FALFURRIAS, TEXAS
Amdt 1 17AUG17

27°12'N-98°07'W

RNAV (GPS) RWY 17
BROOKS COUNTY (BKS)
RNAV (GPS) RWY 35
BROOKS COUNTY (BKS)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 54°C (130°F). Circling Rwy 14 NA at night. DME/DME RNP-0.3 NA.

Procedure NA for arrivals at NELEE via V17 northwest bound.

Procedure NA for arrivals at JIMIE on V20 southwest bound.

RNAV (GPS) RWY 35
BROOKS COUNTY (BKS)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 54°C (130°F). Circling Rwy 14 NA at night. DME/DME RNP-0.3 NA.

Procedure NA for arrivals at NELEE via V17 northwest bound.

Procedure NA for arrivals at JIMIE on V20 southwest bound.
DME or RADAR required.  

Circling NA west of Rwy 15-33. For inop ALS, increase S-ILS 33 Cat E visibility to 1/2 SM and S-LOC 33 Cat C/D/E visibility to 1 SM.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct AGJ VORTAC and hold.

**ATIS**

<table>
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<tr>
<th>124.9</th>
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**GRAY APP CON**

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**GRAY TOWER**

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**MALSR**

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**APt Elev**

| 1015 | |
|-------||

**HIRL Rwy 15-33**

| 995 | |
|------||

**ASR/PAR**

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**CLNCE DEL**

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RNAV (GPS) RWY 15
ROBERT GRAYAAF (GRK)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below
-17°C (2°F) or above 54°C (130°F).
Circling NA west of Rwy 15-33. DME/DME RNP-0.3 NA.
For inop ALS, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV
all Cats visibility to 1¾ SM and LNAV Cats C/D/E visibility to 1¾ SM.
# RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSING APPROACH: Climb to
2000 then climbing right turn
to 3000 direct AGJ VORTAC
and hold.

ATIS
GRAY APP CON
GRAY TOWER
GND CON
CLNC DEL
124.9
120.075
120.75
121.8
127.1
323.15
285.5
279.5
251.1

Procedure NA for arrivals
at AGJ VORTAC
on V358 southwest bound.

VGS and RNAV glidepath not coincident
(VGS Angle 3.00/TCH 53).

LNAV DA #
LPV DA #
1215/24 200 (200-½)
1531/55 516 (600-1)
1520/24 505 (600-½)
1520/55 505 (600-1)
1540-1 525 (600-1)
545 (600-1½)
605 (700-2)
725 (800-2½)
153° to
RW15

SC-3, 07 OCT 2021 to 02 DEC 2021
RNAV (GPS) RWY 33
ROBERT GRAY AAF (GRK)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). Circling NA west of Rwy 15-33. DME/DME RNP-0.3 NA. For inoperative ALS, increase LPV Cat E visibility to ½ SM, LNAV/VNAV Cat E visibility to 2 SM, and LNAV Cat E visibility to 1½ SM.

ATIS 124.9
GRAY APP CON 120.075 323.15
GRAY TOWER 120.75 285.5
GND CON 121.8 279.5
CLNC DEL 126.2 251.1

AGJ VORTAC and hold. Misplaced approach: Climb to 3000 direct FIXUL and on track 283° to AGJ VORTAC and hold.

MISSED APCH FIX
GGOCH SPRINGS
AGJ

TIXFO

RNAV (GPS) RWY 33
ROBERT GRAY AAF (GRK)

31°04'N-97°50'W
163
Circling NA W of Rwy 15-33. For inoperative MALSR, increase S-15 Cat E visibility 1/2 mile.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct AGJ VORTAC and hold.

Cat E procedure turn not authorized.
Circling NA W of Rwy 15-33.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct GRK VOR/DME and hold.
TOP ALTITUDE: 12000

DEPARTURE ROUTE DESCRIPTION
Climb on assigned heading for RADAR vectors to CONRA INT, maintain 3500. Thence . . . .

. . . . (transition). Expect filed altitude 10 minutes after departure.

COLLEGE STATION TRANSITION (CONRA2.CLL): From over CONRA INT via CLL R-287 to CLL VORTAC.
LEONA TRANSITION (CONRA2.LOA): From over CONRA INT via LOA R-257 to LOA VORTAC.

NOTE: RADAR Required.

TAKE-OFF MINIMUMS:
Rwy 15, 33, Standard.

NOTE: Chart not to scale.
NOTE: RADAR required.
NOTE: WACO TRANSITION for aircraft inbound to terminal area airports.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 15: Climbing right turn heading 333° (to assigned altitude) to intercept and proceed on AGJ R-109. Thence . . . .
TAKEOFF RWY 33: Climbing left turn heading 243° (to assigned altitude) to intercept and proceed on AGJ R-109. Thence . . . .

. . . . on (transition) or (assigned route).

STONEWALL TRANSITION (LAMPS7.STV): From over AGJ VORTAC on AGJ R-202 and STV R-018 to STV VORTAC.
WACO TRANSITION (LAMPS7.ACT): From over AGJ VORTAC on AGJ R-036 to SONET INT, then on ACT R-271 to ACT VORTAC.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 43°C (109°F). When local altimeter setting not received, use Pecos altimeter setting and increase all DA 152 feet and all MDA 160 feet, increase LPV visibility ½ mile all Cats, LNAV/VNAV visibility ½ mile all Cats, LNAV Cat C/D visibility ½ mile, Circling Cat C visibility ¾ mile, Cat D visibility ½ mile. Baro-VNAV and VDP NA when using Pecos altimeter setting. Circling NA to Rwys 7-25, 11-29 and 16-34. Circling Rwy 3, 21, 30 NA at night.

Procedure NA for arrivals at FST VORTAC on airway radials 273 CW 283.

MISSED APPROACH: Climb to 5200 direct COQHU and hold.
RNAV (GPS) RWY 30
FORT STOCKTON-PECOS COUNTY (FST)

RNP APCH:

- Rwy 30 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Pecos altimeter setting and increase all MDA 160 feet, increase LNAV Cat C/D visibility ½ mile, Circling Cat C visibility ¾ mile, Cat D visibility ½ mile. Circling NA to Rwys 7-25, 11-29 and 16-34. Straight-in Rwy 30 NA at night, Circling Rwy 3, 21, 30 NA at night.

MISSED APPROACH: Climb to 5100 direct ATGIY and hold.

ASOS
118.525

ALBUQUERQUE CENTER
135.875 292.15

UNICOM
122.8 (CTAF)

FORT STOCKTON, TEXAS
AL-5350 (FAA)
20086

Rwy Idg 7508
TDZE 3011
Apt Elev 3011

Procedure NA for arrivals at FST VORTAC via V198-222 westbound.

5300 FST to COQHU 118° (16.2)

TAPGE 2.5 NM to RW30

3603

HUGBO

WGS2844 and descent angles not coincident.
(VGSI Angle 3.00/TCH 45).

MIRL Rwys 3-21 and 12-30

FORT STOCKTON, TEXAS
Amdt 1A 06DEC18

30°55′N-102°55′W

SC-3, 07 OCT 2021 to 02 DEC 2021

SC-3, 07 OCT 2021 to 02 DEC 2021
Rwy 14 helicopter visibility reduction below 3/4 SM NA.

MISSED APPROACH: Climb to 4500 direct CIRIX and hold.

AWOS-3: 120.0

HOUSTON CENTER: 134.2 307.3

GCO: 121.725

UNICOM: 122.7 (CTAF)
RNAV (GPS) RWY 32
GILLESPIE COUNTY (T82)

Rwy 32 helicopter visibility reduction below \( \frac{3}{4} \) SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C.

MISSED APPROACH: Climb to 4000 direct UCETI and hold.

AWOS-3
120.0

HOUSTON CENTER
134.2 307.3

GCO
121.725

UNICOM
122.7 (CTAF)

MISSED APCH FIX
4 NM

UCETI

HOLD
4000

UCETI

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 37).

LNAV only.

WODAB
2.6 NM to RW32

1.2 NM to RW32

CIRIX

REYOS

2.6 NM to RW32

CIRIX

3300

2540

2.4 NM

3.00°

TCH 45

CIRCLING

LNAV MDA
2100-1

415 (500-1)

2100-1\(\frac{1}{4}\)

415 (500-1\(\frac{1}{4}\))

LNAV/VNAV DA
1967-1

282 (300-1)

NA

LPV DA
1935-1

250 (300-1)

NA

CATEGORY
A
B
C
D

1.4 NM

2.4 NM

7 NM

SC-3, 07 OCT 2021 to 02 DEC 2021
RNAV (GPS) RWY 13

GEORGE WEST, TEXAS

SC-3, 07 OCT 2021 to 02 DEC 2021

AL-6928 (FAA)

APP CRS
130°

Rwy Idg
TDZE
Apt Elev

3799
129
129

Use Alice Intl altimeter setting. DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 2000 direct THX VORTAC and hold.

AWOS-3PT
119.0

ALL ASOS
119.225

HOUSTON CENTER
134.6 322.5

CTAF
122.9

122.7

Procedures:
- 700-1
- 571 (600-1)
- 860-1
- 860-2
- 631 (700-1)
- 731 (800-1)
- 731 (800-2)
- 712

Procedure NA at night. Visibility reduction by helicopters NA.

Use Alice Intl altimeter setting. DME/DME RNP-0.3 NA.

Category:
- A
- B
- C
- D

MIRL Rwy 13-31

130° to RW13

ELEV 129

TDZE 129
Use Alice Intl altimeter setting. Circling to Rwy 31 NA at night. Visibility reduction by helicopters NA.

AWOS-3PT 119.0
AWOS-3PT 119.0

NOPT for arrivals on THX airway radials 319 clockwise 337.

VOR/DME-A
LIVE OAK COUNTY (8T6)

AL-6928 (FAA)
GEORGETOWN, TEXAS

AL-5724 (FAA)

RNAV (GPS) RWY 18
GEORGETOWN MUNI (GTU)

RNP APCH:
- Circling Rwy 29 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.
- MISSED APPROACH: Climb to 1300 then climbing left turn to 3000 direct DARTE and hold.

ATIS 119.0 370.85 GEORGETOWN TOWER 120.225 (CTAF) GND CON 119.125 CLNC DEL 121.1 UNICOM 123.0

RNAV (GPS) RWY 18
GEORGETOWN MUNI (GTU)

RNAV (GPS) RWY 18
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RNAV (GPS) RWY 18
GEORGETOWN MUNI (GTU)

RNAV (GPS) RWY 18
GEORGE
RNAV (GPS) RWY 29
GEORGETOWN MUNI (GTU)

ATIS 118.6
AUSTIN APP CON 119.0 370.85
GEORGETOWN TOWER 120.225 (CTAF)
GND CON 119.125
CLNC DEL 119.125
CLNC DEL 121.1
UNICOM 123.0

Rwy 29 helicopter visibility reduction below ¾ SM NA. VDP NA when using Skylark Field altimeter setting. When local altimeter setting not received, use Skylark Field altimeter setting and increase all MDA 80 feet increase LNAV and Circling Cat C/D visibility ¾ SM.

Procedure NA for arrival on CWK VORTAC airway radials 271 CW 070.

MISSED APPROACH: Climbing right turn to 3000 direct DARTE and hold.

ATIS
AUSTIN APP CON
GEORGETOWN TOWER
GND CON
CLNC DEL
CLNC DEL
UNICOM

GEORGETOWN, TEXAS
AL-5724 (FAA)
20198

RNP APCH.

1.2 NM to RW29
RW29
MIRL Rwys 18 and 36
MIRL Rwys 11-29 and 18-36

3000
DARTE

(IAF) FEBYI

CENTEX
CWK

 Procedure NA for arrival on CWK VORTAC airway radials 271 CW 070.

RNAV (GPS) RWY 29
GEORGETOWN MUNI (GTU)

ATIS
AUSTIN APP CON
GEORGETOWN TOWER
GND CON
CLNC DEL
CLNC DEL
UNICOM

GEORGETOWN, TEXAS
AL-5724 (FAA)
20198

RNP APCH.

1.2 NM to RW29
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RNAV (GPS) RWY 29
GEORGETOWN MUNI (GTU)

ATIS
AUSTIN APP CON
GEORGETOWN TOWER
GND CON
CLNC DEL
CLNC DEL
UNICOM

GEORGETOWN, TEXAS
AL-5724 (FAA)
20198

RNP APCH.

1.2 NM to RW29
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GEORGETOWN, TEXAS
AL-5724 (FAA)
20198

RNP APCH.

1.2 NM to RW29
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 Procedure NA for arrival on CWK VORTAC airway radials 271 CW 070.

RNAV (GPS) RWY 29
GEORGETOWN MUNI (GTU)

ATIS
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GEORGETOWN, TEXAS
AL-5724 (FAA)
20198

RNP APCH.

1.2 NM to RW29
RW29
MIRL Rwys 18 and 36
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3000
DARTE

(IAF) FEBYI

CENTEX
CWK

 Procedure NA for arrival on CWK VORTAC airway radials 271 CW 070.

RNAV (GPS) RWY 29
GEORGETOWN MUNI (GTU)

ATIS
AUSTIN APP CON
GEORGETOWN TOWER
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CLNC DEL
CLNC DEL
UNICOM

GEORGETOWN, TEXAS
AL-5724 (FAA)
20198

RNP APCH.

1.2 NM to RW29
RW29
MIRL Rwys 18 and 36
MIRL Rwys 11-29 and 18-36

3000
DARTE

(IAF) FEBYI

CENTEX
CWK

 Procedure NA for arrival on CWK VORTAC airway radials 271 CW 070.
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 11: Climb on heading 115° or as assigned by ATC for vectors to cross AMUSE at or above 5000, thence....

TAKEOFF RUNWAY 18: Climb on heading 178° or as assigned by ATC for vectors to cross AMUSE at or above 5000, thence....

TAKEOFF RUNWAY 29: Climb on heading 295° or as assigned by ATC for vectors to cross AMUSE at or above 5000, thence....

TAKEOFF RUNWAY 36: Climb on heading 358° or as assigned by ATC for vectors to cross AMUSE at or above 5000, thence....

...on track 293° to AEROZ, then on SAN ANGELO TRANSITION. Maintain altitude assigned by ATC. Expect filed altitude 10 minutes after departure.

SAN ANGELO TRANSITION (AEROZ2.SJT)
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 11: Climb on heading 115° or as assigned by ATC for vectors to cross GARDS at or above 5000, thence....
TAKEOFF RUNWAY 18: Climb on heading 178° or as assigned by ATC for vectors to cross GARDS at or above 5000, thence....
TAKEOFF RUNWAY 29: Climb on heading 295° or as assigned by ATC for vectors to cross GARDS at or above 5000, thence....
TAKEOFF RUNWAY 36: Climb on heading 358° or as assigned by ATC for vectors to cross GARDS at or above 5000, thence....

....on track 224° BNDIA. Maintain altitude assigned by ATC. Expect filed altitude 10 minutes after departure.

TAKEOFF MINIMUMS:
Rwys 11, 29, 36: Standard.
Rwy 18: 200-1/4 or standard with minimum climb of 250’ per NM to 1000.

NOTE: Chart not to scale.
TOP ALTITUDE: ASSIGNED BY ATC

NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.

TAKEOFF MINIMUMS:
Rwys 11, 29, 36: Standard.
Rwy 18: 200-1/2 or standard with minimum climb of 250’ per NM to 1000.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 11: Climb on heading 115° or as assigned by ATC for vectors to cross WLMRT at or above 5000, thence....
TAKEOFF RUNWAY 18: Climb on heading 178° or as assigned by ATC for vectors to cross WLMRT at or above 5000, thence....
TAKEOFF RUNWAY 29: Climb on heading 295° or as assigned by ATC for vectors to cross WLMRT at or above 5000, thence....
TAKEOFF RUNWAY 36: Climb on heading 358° or as assigned by ATC for vectors to cross WLMRT at or above 5000, thence....

... on track 338° to ELOEL, then on transition. Maintain altitude assigned by ATC. Expect filed altitude 10 minutes after departure.

ABILENE TRANSITION (ELOEL3.ABI)
FORSS TRANSITION (ELOEL3.FORSS)
KLNGR TRANSITION (ELOEL3.KLNGR)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 11: Climb on heading 115° or as assigned by ATC for vectors to cross HOOKK at or above 5000, thence. . . .
TAKEOFF RUNWAY 18: Climb on heading 178° or as assigned by ATC for vectors to cross HOOKK at or above 5000, thence. . . .
TAKEOFF RUNWAY 29: Climb on heading 295° or as assigned by ATC for vectors to cross HOOKK at or above 5000, thence. . . .
TAKEOFF RUNWAY 36: Climb on heading 358° or as assigned by ATC for vectors to cross HOOKK at or above 5000, thence. . . .

. . . . on track 090° to ILEYX, then on transition. Maintain altitude assigned by ATC. Expect filed altitude 10 minutes after departure.

JAYJO TRANSITION (ILEXY3.JAYJO)
ZENZI TRANSITION (ILEXY3.ZENZI)
NOTE: Chart not to scale.

NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.

**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RUNWAY 11:** Climb on heading 115° or as assigned by ATC for vectors to cross PAYDA at or above 5000, thence. . . .

**TAKEOFF RUNWAY 18:** Climb on heading 178° or as assigned by ATC for vectors to cross PAYDA at or above 5000, thence. . . .

**TAKEOFF RUNWAY 29:** Climb on heading 295° or as assigned by ATC for vectors to cross PAYDA at or above 5000, thence. . . .

**TAKEOFF RUNWAY 36:** Climb on heading 358° or as assigned by ATC for vectors to cross PAYDA at or above 5000, thence. . . .

. . . . on track 279° to MUCKY. Maintain altitude assigned by ATC. Expect filed altitude 10 minutes after departure.
SAYBR THREE DEPARTURE (RNAV)

TOP ALTITUDE:
ASSIGNED BY ATC

NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: For DFW terminal area arrivals at FL230 or below only.

TAKEOFF MINIMUMS
Rwys 11, 29, 36: Standard.
Rwy 18: 200-1\(\frac{1}{4}\) or standard with minimum climb of 250' per NM to 1000.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 11: Climb on heading 115° or as assigned by ATC for vectors to cross MUNCH at or above 5000, thence. . . .
TAKEOFF RUNWAY 18: Climb on heading 178° or as assigned by ATC for vectors to cross MUNCH at or above 5000, thence. . . .
TAKEOFF RUNWAY 29: Climb on heading 295° or as assigned by ATC for vectors to cross MUNCH at or above 5000, thence. . . .
TAKEOFF RUNWAY 36: Climb on heading 358° or as assigned by ATC for vectors to cross MUNCH at or above 5000, thence. . . .

. . . . on track 024° to SAYBR. Maintain altitude assigned by ATC.
Expect filed altitude 10 minutes after departure.
When local altimeter setting not received, use Beeville Muni Altimeter setting.

**Sc-3, 07 Oct 2021 to 02 Dec 2021**

**RNAP (GPS) Rwy 11**

**CTAF**

<table>
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<tr>
<th>ASOS</th>
<th>353.675</th>
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<tr>
<td>CTA</td>
<td>132.875 307.075</td>
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RNAV (GPS) RWY 17

GOLIAD NOLF (KNGT)

APCH CRS
Rwy Idg 8001
TDZE 322
Arpt Elev 322

AL-2440 [USN]

RNP APCH - DME/DME RNP-0.3 NA.

When local altimeter setting not received, use Beeville Muni altimeter setting.

MISSED APPROACH: Climb to 900 then climbing left turn to 4000 direct SWEEN and hold, continue climb-in-hold to 4000.

ASOS 353.675
CTAF 132.875 307.075

US NAVY Training Wing Four Use Only
EMERG SAFE ALT 100 NM 11,100

VDP NA with Beeville Muni altimeter setting.

BERCLAIR, TEXAS
Andt 2 05NOV20

RNL NAV MDA
CIRCLING 760-1 780-1 780-1½ 880-2
438 (500-1) 458 (500-1) 458 (500-1½) 558 (600-2)

BEVILLE MUNI ALTIMETER SETTING MINIMA

LNAV MDA
CIRCLING 800-1 478 (500-1) 800-1½ 880-2
478 (500-1½) 558 (600-2)

HRL Rwy 11-29, 17-35
TDZL Rwy 11-29, 17-35

BERCLAIR, TEXAS

A 640-1 318 (400-1)
C 760-1 780-1 780-1½ 880-2
438 (500-1) 458 (500-1) 458 (500-1½) 558 (600-2)

D 358 (400-1)

ELEV 322
TDZE 322

28°37'N-97°37'W
RNAP APCH - DME/DME RNP-0.3 NA.

When local altimeter setting not received, use Beeville Muni altimeter setting.

MISSED APPROACH: Climb to 900 then climbing right turn to 4000 direct SWEEN and hold, continue climb-in-hold to 4000.

VICTORIA VCT

SWEEN is a fly-over fix when used as a missed approach clearance limit.

US NAVY Training Wing Four Use Only
EMERG SAFE ALT 100 NM 11,100

BERCLAIR, TEXAS

Andt 2 05NOV20

GOLIAD NOLF (KNGT)

BERCLAIR, TEXAS

28°37’N-97°37’W

GOLIAD NOLF (KNGT)
RNAV (GPS) RWY 35

BERCLAIR, TEXAS

SC-3, 07 OCT 2021 to 02 DEC 2021

APCH CRS 346°
Rwy Idg 8001
TDZE 307
Arpt Elev 322

AL-2440 [USN]

GOLIAD NOLF (KNGT)

RNP APCH - DME/DME RNP-0.3 NA.
When local altimeter setting not received, use Beeville Muni altimeter setting.

MASS APPROACH: Climb to 900 then climbing right turn to 4000 direct SWEEP and hold, continue climb-in-hold to 4000.

ASOS
353.675

CTAF
132.875 307.075

THREE RIVERS
THX

4000
STGRY

346° A

VICTORIA

VCT

2100

Max holding alt 8000
Min holding alt 4000

5 NM

105°

285°

536

4000

346°

709

540

488

343 A

540

(IF/IAF)

COMNS

JAYNO

346°

166°

2200

2000

1300

900

4000

RWP 35

9 NM to RWP 35

1300

2200

3 00°

TCH 53

CATEGORY

A

B

C

D

LNAV MDA

640-1

333

(400-1)

CIRCLING

760-1

438 (500-1)

780-1

458 (500-1)

780-1½

458 (500-1½)

880-2

558 (600-2)

BEEVILLE MUNI ALTIMETER SETTING MINIMA

LNAV MDA

680-1

373

(400-1)

CIRCLING

800-1

478 (500-1)

800-1½

478 (500-1½)

880-2

558 (600-2)

BERCLAIR, TEXAS

28°37’N-97°37’W

Andt 2 05NOV20

RNAV (GPS) RWY 35

GOLIAD NOLF (KNGT)
MISSED APCH FIX

AWOS-3 118.525
GRAY APP CON 120.075 323.15
UNICOM 122.7 (CTAF)

**RNAV (GPS) RWY 18**
HAMILTON MUNI (MNZ)

- **MISSED APPROACH:** Climb to 3100 direct USXEL and hold.

**Rwy 18 helicopter visibility reduction below 3/4 SM NA.**

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.

- **Procedure NA for arrivals at BUILT on V161 southbound.**

- **Procedure NA for arrivals at SONET on V358 northeast bound.**

**ELEV 1305**
**TDZE 1305**

**USXEL 3100**

- **LNAV only.**
- **0.9 NM to RW18**
- **1.3 NM**
- **1.4 NM**
- **6.9 NM**

**RTCA**
**CIRCLING**

**Rwy 18**
**182°**
**MIRL Rwy 18-36**

**WAAS CH 72629 W18A**
**APP CRS 182°**
**Rwy Idg 5012 TDZE 1305**
**Apt Elev 1305**

**MAA RW 18 25 NM**

**3300**

**Procedure NA for arrivals at SONET on V358 northeast bound.**
MISSED APPROACH: Climb to 3600 direct ULIGY and hold.

Procedure NA for arrivals at BUILT on V161-568 northbound.

Procedure NA for arrival on AGJ VORTAC airway radials 008 CW 036.

RNAV (GPS) RWY 36
HAMILTON MUNI (MNZ)

AWOS-3 118.525
GRAY APP CON 120.075 323.15
UNICOM 122.7 (CTAF)

MISSED APCH FIX
4 NM

Rwy 36 helicopter visibility reduction below 3/4 SM NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.

LNAV only.
RNAV (RNP) Z RWY 13
VALLEY INTL (HRL)

For uncompensated Baro-VNAV systems, procedure NA below 2°C (36°F) or above 54°C (130°F). GPS required.

MISSED APPROACH: Climb to 2000 on track 131° to AMAPE and hold.

ATIS
124.85

VALLEY APP CON
120.7 279.5

HARLINGEN TOWER *
119.3 (CTAF) 317.6

GND CON
121.7

UNICOM
122.95

RADAR REQUIRED

See planview for multiple IF locations.

AUTHORIZATION REQUIRED
RNAV (RNP) Z RWY 17R
VALLEY INTL (HRL)

For uncompensated Baro-VNAV systems, procedure NA below
2°C (36°F) or above 54°C (130°F). For inoperative MALSR,
increase RNP 0.3 all Cats visibility to RVR 4500.
GPS Required.

MALSR

MISSED APPROACH: Climb to 500
then climbing left turn to 2000 direct
RELAX and hold.

ATIS
124.85

VALLEY APP CON
120.7  279.5

HARLINGEN TOWER
119.3 (CTAF)  317.6

GND CON
121.7

UNICOM
122.95

Radar Required

See planview for multiple IF locations.

Authorization Required
For uncompensated Baro-VNAV systems, procedure NA below 2°C (36°F) or above 54°C (130°F). When YGSI inoperative procedure NA at night. GPS required.

MISSED APPROACH: Climb to 2000 on track 356° to ZIPIV and hold.

Radar required.
RNAV (GPS) RWY 17L
VALLEY INTL (HRL)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Port Isabel altimeter setting: increase LPV DA to 326 feet and all visibilities ⅛ SM; increase LNAV/VNAV DA to 392 feet and all visibilities ⅛ SM; increase all MDAs 60 feet and visibility Cats C and D ⅛ SM. Baro-VNAV and VDP NA with Port Isabel altimeter setting.

**RNAV (GPS) RWY 17L**

**VALLEY INTL (HRL)**

**ATIS** 124.85
**VALLEY APP CON** 120.7 279.5
**HARLINGEN TOWER** 119.3 (CTAF) 317.6
**GND CON** 121.7
**UNICOM** 122.95

**LNAV only**

1 NM to RW17L
2 NM to ZARSA

**MISSED APPROACH:**
Climb to 500 then climbing left turn to 2000 direct RELAX and hold.

**Procedure NA for arrivals at LATEX on V20 southwest bound.**

**Procedure NA for arrivals at MANNY on V163 northbound.**

**HARLINGEN, TEXAS**
Amdt 2C 08OCT20

**HARLINGEN, TEXAS**
Amdt 2C 08OCT20
RNAV (GPS) Y RWY 31
VALLEY INTL (HRL)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 2°C (36°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.

Procedure NA for arrival on MFE VOR/DME airway radials 029 CW 168.
LOC/DME BC RWY 35L

VALETTY INTL (HRL)

LOC AUTOMATIC UNAVAILABLE FROM 6 NM INBOUND.

DISREGARD GLIDE SLOPE INDICATIONS.

LOC AUTO UNAVAILABLE FROM 1 NM INBOUND.

MISSED APPROACH: Climb to 1600 via I-HRL north course to SEBAS/I-HRL 5.5 DME and hold.

BACK COURSE

ELEV 36 TDZE 36

HARLINGEN, TEXAS
Orig-A 08OCT20
For inop ALS, increase S-17R Cat C/D visibility to RVR 6000.

MISSED APPROACH: Climb to 800 then climbing right turn to 2000 direct HRL VOR/DME and hold.
HARLINGEN, TEXAS

VOR/DME HRL

109.2

Chan 29

APPR CRS
325°

Rwy Idfg
TDZE
36

Apt Elev
36

ATIS
124.85

VALLEY APP CON
120.7 279.5

HARLINGEN TOWER
119.3 (CTAF) 317.6

GND CON
121.7

UNICOM
122.95

MISA HRL 25 NM
MDE required.

GND CON
121.7

ATIS
124.85

HARLINGEN TOWER
119.3 (CTAF)

GND CON
121.7

UNICOM
122.95

MISA HRL 25 NM
MDE required.

VOR Z RWY 31

VALLEY INTL (HRL)

MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 direct HRL VOR/DME and hold.

ATIS
124.85

VALLEY APP CON
120.7 279.5

HARLINGEN TOWER
119.3 (CTAF)

GND CON
121.7

UNICOM
122.95

MISA HRL 25 NM
MDE required.

HARLINGEN
109.2 HRL Channel 29

MISA HRL 25 NM
MDE required.

GND CON
121.7

ATIS
124.85

HARLINGEN TOWER
119.3 (CTAF)

GND CON
121.7

UNICOM
122.95

MISA HRL 25 NM
MDE required.

HARLINGEN
109.2 HRL Channel 29

MISA HRL 25 NM
MDE required.

GND CON
121.7

ATIS
124.85

HARLINGEN TOWER
119.3 (CTAF)

GND CON
121.7

UNICOM
122.95

MISA HRL 25 NM
MDE required.

HARLINGEN
109.2 HRL Channel 29

MISA HRL 25 NM
MDE required.

GND CON
121.7

ATIS
124.85

HARLINGEN TOWER
119.3 (CTAF)

GND CON
121.7

UNICOM
122.95

MISA HRL 25 NM
MDE required.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.

ATIS
124.85
HARLINGEN TOWER ★
119.3 317.6
GND CON
121.7

FIELD ELEV 36
ELEV 34
ELEV 35
35R

HANGARS
HANGAR
TERMINAL
FBO

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
Baro-VNAV NA when using Castroville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). Visibility reduction by helicopters NA. When local altimeter setting not received, use LNAV/VNAV altimeter setting and increase all DA 62 feet and all MDA 80 feet, increase LNAV/VNAV all Cats, and LNAV and Circling Cats C and D visibility ¼ mile. Circling Rwy 8, 13, 17R, 26, 31, 35L NA at night.

**MISSUED APPROACH:**
Climb to 3700 direct JENDE and hold.

**Procedure NA for arrival on SAT**
VORTAC airway radials 175 CW 190.
COPTER VOR 032°

**FORT HOOD (KILLEEN), TEXAS**

<table>
<thead>
<tr>
<th>Category</th>
<th>HOOD AHP (KHLR)</th>
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<tbody>
<tr>
<td>H-032*</td>
<td>31°09'N-97°43'W</td>
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</table>

**COPTER ONLY**

**GRAY APP CON**
120.075 323.15

**HOOD TOWER**
119.650 269.45

**GND CON**
133.85 225.4

**CLNC DEL**
225.4

**GOOCH SPRINGS**

*Not authorized when R-6302C is active.*

**Limit all segments airspeed to 90 KIAS**

**When local altimeter setting not received, use Skylark field altimeter setting**

**Remain within 5 NM**

**ELEV 923**

**3000**

**FAF to MAP 8.0 NM**

<table>
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<tr>
<th>Knots</th>
<th>45</th>
<th>60</th>
<th>75</th>
<th>90</th>
<th>105</th>
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<tbody>
<tr>
<td>Min:Sec</td>
<td>10.40</td>
<td>8.00</td>
<td>6.24</td>
<td>5.20</td>
<td>4.34</td>
</tr>
</tbody>
</table>

**VOR**

**GRK**

**MIRL Rwy 16-34**

**032° 8.0 NM from VOR/DME**

**SC-3, 07 OCT 2021 to 02 DEC 2021**
COPTER NDB RWY 34

FORT HOOD (KILLEEN), TEXAS

SC-3, 07 OCT 2021 to 02 DEC 2021

LOM IL 278 APCH CRS 353* Rwy Ldg 3701 TDZE 914 Arpt Elev 923 AL-5031 [USA]

HOOD AHP (KHLR)

GRAY APP CON 120.075 323.15 HOOD TOWER * 119.65 @ 269.45 GND CON 133.85 225.4 CLNC DEL 225.4

GROUCH SPRINGS

Not authorized when R-6302C in effect.

8 Not authorized when R-6302 A&B in effect.

LITTLE

Limit all segments airspeed to 90 KIAS.

When local altimeter setting not received, use SKYLARK FIELD altimeter setting.

CATION COPTER

FORT HOOD (KILLEEN), TEXAS

Orig 20366
DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for RADAR vectors to CONRA INT, maintain 3500. Thence . . . .

. . . . (transition). Expect filed altitude 10 minutes after departure.

COLLEGE STATION TRANSITION (CONRA2, CLL): From over CONRA INT via CLL R-287 to CLL VORTAC.
LEONA TRANSITION (CONRA2, LOA): From over CONRA INT via LOA R-257 to LOA VORTAC.

NOTE: RADAR Required.

TOP ALTITUDE: 12000

TWO DEPARTURE

CONRA TWO DEPARTURE

CONRA TWO DEPARTURE

CONRA TWO DEPARTURE
NOTE: RADAR required.
NOTE: WACO TRANSITION for aircraft inbound to terminal area airports.

**DEPARTURE ROUTE DESCRIPTION**

TAKEOFF RWY 16, 34: Climbing right turn heading 240° (to assigned altitude) to intercept and proceed on AGJ R-098. Thence . . . .

. . . . on (transition) or (assigned route).

STONEWALL TRANSITION (LAMPS7.STV): From over AGJ VORTAC on AGJ R-202 and STV R-018 to STV VORTAC.

WACO TRANSITION (LAMPS7.ACT): From over AGJ VORTAC on AGJ R-036 to SONET INT, then on ACT R-271 to ACT VORTAC.
MCCAMPBELL-PORTER (TFP)
RNAV (GPS) RWY 13

Baro-VNAV NA when using Mustang Beach altimeter setting. DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). When local altimeter setting not received, use Mustang Beach altimeter setting and increase LPV DA to 291 feet; LNAV/VNAV DA to 309 feet; and all MDAs 40 feet. VDP NA when using Mustang Beach altimeter setting.

MISSED APPROACH: Climb to 2000 direct ISICE and hold.

Procedure NA for arrivals at COPAN via V20-70 northeast bound.
RNAV (GPS) RWY 31
MCCAMPBELL-PORTER (TFP)

**RNAV (GPS) RWY 31**

**MCCAMPBELL-PORTER (TFP)**

**AWOS-3** 118.775
**CORPUS APP CON** 120.9 348.725
**UNICOM** 122.7 (CTAF)

**RW31**

**CIRCLING**

**RNAV**

**OLIRE**

**VGS1 and descent angles not coincident**

**NEGIC**

**ISICE**

**4 NM Holding Pattern**

**TDZE 18**

**ELEV 18**

**MCCAMPBELL-PORTER**

**INGLESIDE, TEXAS**

**Amdt 1 14FEB08**

**27°55′N-97°13′W**

**MCCAMPBELL-PORTER (TFP)**

**RNAV (GPS) RWY 31**

**27°55′N-97°13′W**

**223**
Circling NA to Rwy 8-26.

**MISSED APPROACH:** Climbing left turn to 4000 direct to JCT VORTAC and hold.
When ALS inop, increase all CAT vis to 1 3/4 miles.

When ALS inop, increase CAT AB RVR to 55, and vis to 1 mile; CAT CDE vis to 1 5/8 miles.

Circling not authorized E of Rwy 16-34.

For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -16°C (3°F).

EMERG SAFE ALT 100 NM 4200

For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -16°C (3°F).
**ATIS**
120.45 273.5

**SAN ANTONIO APP CON**
118.05 353.5

**KELLY TOWER**
124.3 322.35

**GND CON**
121.8 289.4

---

**TACAN Y RWY 16**

**SC-3, 07 OCT 2021 to 02 DEC 2021**

**AL-371 [USAF]**

**KELLY FLD (KSKF)**

---

**SC-3, 07 OCT 2021 to 02 DEC 2021**

---

**SAN ANTONIO, TEXAS**

---

**TACAN KSY**
Chan 57

**APCH CRS**
151*

**RWY IDG**
11,550

**TDZE**
690

**Arpt Elev**
690

**AL-371 [USAF]**

**KELLY FLD (KSKF)**

---

**WHEN ALS INOP, INCREASE CAT A B RVR TO 55 AND VIS TO 1 MILE, CAT C D E RVR TO 60 AND VIS TO 1/4 MILES.**

**CIRCLING NOT AUTHORIZED E OF RWY 16-34.**

**ALSF-1**

**R-163 UNTIL 4 DME, THEN CLIMB TO 3000 FT.**

---

**EMERG SAFE ALT 100 NM 4200**

---

**CATEGORY**

<table>
<thead>
<tr>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
<th>E</th>
</tr>
</thead>
<tbody>
<tr>
<td>S-16*</td>
<td>1100/24 410 (500-1%)</td>
<td>1100/40 410 (500-3%)</td>
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<td></td>
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</tbody>
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**CIRCLING**

<table>
<thead>
<tr>
<th>1220-1</th>
<th>530 (600-1)</th>
<th>1300-1</th>
<th>1360-1½</th>
<th>1440-2½</th>
<th>1900-3</th>
</tr>
</thead>
<tbody>
<tr>
<td>1300-1</td>
<td>610 (700-1)</td>
<td>1360-1½</td>
<td>1440-2½</td>
<td>1900-3</td>
<td></td>
</tr>
<tr>
<td>1360-1½</td>
<td>670 (700-1)</td>
<td>1440-2½</td>
<td>1900-3</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1440-2½</td>
<td>750 (800-2½)</td>
<td>1900-3</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>1900-3</td>
<td>1210 (1300-3)</td>
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</tbody>
</table>

---

**SAN ANTONIO, TEXAS**

---

**Amdt 1 13AUG20**

---

**TACAN Y RWY 16**

---

**ELEV 690**

**TDZE 690**

---

**HIRL RWY 16-34**

---

**KELLY FLD (KSKF)**

---

**29° 23' N- 98° 35' W**

---

**20226**

---

**SC-3, 07 OCT 2021 to 02 DEC 2021**
RNAV (GPS) RWY 16
KENEDY RGNL (2R9)

**RNP APCH.**

- Procedure NA at night. When local altimeter setting not received, use Pleasanton altimeter setting. Rwy 16 helicopter visibility reduction below 1 SM NA.

**AWOS 3-PT**
- 118.45

**HOUSTON CENTER**
- 134.6
- 322.5

**UNICOM**
- 123.0 (CTAF)

**LNAV  MDA**
- LP
- MDA

**RNAV MDA**
- 1040-1
- 751 (800-1)
- 1040-1/4
- 751 (800-1/4)

**CATEGORY**
- A
- B
- C
- D

**MINIMUMS**
- 860-1
- 571 (600-1)
- NA

**AL-5975 (FAA)**

KENEDY, TEXAS

**Editor's Note:**
- SC-3, 07 OCT 2021 to 02 DEC 2021
- 233
RNAV (GPS) RWY 34
KENEDY RGNL (2R9)

### RNAV (GPS) RWY 34

**RNAV (GPS) RWY 34**

- **Rwy Idg**: 3218
- **TDZE**: 288
- **Apt Elev**: 289

**ELEV 289**

**TDZE 288**

**UNICOM**

- **123.0 (CTAF)**

**AWOS 3-PT**

- **118.45**

**HOU STENCE**

- **134.6 322.5**

**MISSED APPROACH**: Climb to 2000 direct WONIX and hold.

- Procedure NA at night. Rwy 34 helicopter visibility reduction below 1 SM NA.
- When local altimeter setting not received, use Pleasanton altimeter setting.

**FORLU**

- **2000**

**HOLD**

- **6000**
- **2000**

**Visual Segment - Obstacles.**

**SC-3, 07 OCT 2021 to 02 DEC 2021**

**Kenedy RGNL (2R9)**

**KENEDY, TEXAS**

**AL-5975 (FAA)**

**Orig-D 22APR21**

**28°49'N-97°52'W**
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C.

**AWOS-3**
118.125

**HOUSTON CENTER**
134.95 269.4

**CINC DEL**
134.95

**UNICOM**
122.7 (CTAF)

**RNP APCH.**

**MISSED APPROACH:**
Climb to 4100 direct DIYER and hold.

**REIL Rwy 12 and 30**
MIRL Rwy 3-21 and 12-30

**CIRCLING**

**LNAV MDA**
1936-1/6

**LNAV/ VNAV DA**
1836-1

**CIRCLING**
2320-1 703 (800-1)
2340-1 723 (800-1)
2380-2½ 763 (800-2½)
2540-3 923 (1000-3)

**DIYER**

**HALOL**
2.5 NM

**1871**

**1817**

**2243**

**2323**

**2425**

**4100**

**OBUCO**

**LAVIC**

**RW12**

**Apt Elev**
1617

**TDZE**
1586
**LOC RWY 30**

**KERRVILLE MUNI/LOUIS SCHREINER FIELD (ERV)**

**AWOS-3**
118.125

**HOUSTON CENTER**
134.95 269.4

**CLNC DEL**
134.95

**UNICOM**
122.7 [CTAF]

**MISSED APPROACH:** Climb to 2100 then climbing left turn to 4100 direct CSI VORTAC and hold, continue climb-in-hold to 4100.

**STONESTONE**
113.8 STV 
Chan B5

Procedure NA for arrival on STV VORTAC airway radial 151.

**CENTER POINT**
117.5 CSI 
Chan 122

Procedure NA for arrival on CSI VORTAC airway radials 105 CW 138.

**CATEGORY**
A  B  C  D

**S-30**
2360-1 771 (800-1) 2360-1 771 (800-1 1/4) 2360-2 1/2 771 (800-1 1/2) 2540-3 923 (1000-3)

**CIRCLING**
2360-1 743 (800-1) 2360-1 743 (800-1 1/4) 2380-2 1/2 763 (800-2 1/2) 2540-3 923 (1000-3)

**ZABOS FIX MINIMUMS**

**FAF to MAP**
6.2 NM

**S-30**
1900-1 311 (300-1) 2340-1 723 (800-1) 2380-1 763 (800-2 1/4) 2540-3 923 (1000-3)

**CIRCLING**
2260-1 643 (700-1) 2340-1 723 (800-1) 2380-2 1/4 763 (800-2 1/4) 2540-3 923 (1000-3)

**MINIMUMS**

**FAF to MAP**
6.2 NM

**S-30**
1900-1 311 (300-1) 2340-1 723 (800-1) 2380-1 763 (800-2 1/4) 2540-3 923 (1000-3)

**CIRCLING**
2260-1 643 (700-1) 2340-1 723 (800-1) 2380-2 1/4 763 (800-2 1/4) 2540-3 923 (1000-3)

KERRVILLE, TEXAS

SC-3, 07 OCT 2021 to 02 DEC 2021
When local altimeter setting not received, use Fredericksburg altimeter setting and increase all MDAs 60 feet, increase Cat C visibility $\frac{1}{2}$ SM and HODIS fix minimums Cat C visibility $\frac{1}{4}$ SM.

**MISSED APPROACH:** Climbing left turn to 4000 direct CSI VORTAC.

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>CIRCLING</td>
<td>2440-1$\frac{1}{4}$</td>
<td>2440-1$\frac{1}{4}$</td>
<td>2440-2$\frac{1}{2}$</td>
<td>NA</td>
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<tr>
<td></td>
<td>(823 (900-1))</td>
<td>(823 (900-1))</td>
<td>(823 (900-2$\frac{1}{2}$))</td>
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*Note: When using Gillespie County altimeter setting.*

HODIS FIX MINIMUMS

<table>
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<th>A</th>
<th>B</th>
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<tbody>
<tr>
<td>CIRCLING</td>
<td>2320-1</td>
<td>2340-1</td>
<td>2380-2$\frac{1}{4}$</td>
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<td>(703 (800-1))</td>
<td>(723 (800-1))</td>
<td>(763 (800-2$\frac{1}{2}$))</td>
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KERRVILLE, TEXAS
Amdt 3B 30JAN20

KERRVILLE MUNI/ LOUIS SCHREINER FIELD (ERV)

29°59’N-99°05’W
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Circling Rwy 19 NA at night.

**AWOS-3PT**  
128.575

**GRAY APP CON**  
120.075 323.15

**CLNC DEL**  
121.7

**UNICOM**  
122.7 (CTAF)

---

**Procedure NA for arrival on AGJ**

VORTAC airway radials 185 CW 202.

**Procedure NA for arrivals at DARTE on V17 southbound.**

**VGSI and RNAV Glidepath not coincident (VGSI Angle 3.00/TCH 72).**

**1300**  
3100

**1.4 NM**  
012°

**1.4 NM**  
2100

**2.4 NM**  
2100

**7 NM**  

**CATEGORY**  
**A**  
**B**  
**C**  
**D**

**LPV**  
DA  
1044 - 3/4  
200 [200-3/4]  
NA

**LNAV/  
VNAV**  
DA  
1608-3  
764 [800-3]  
NA

**LNAV MDA**  
1360-1  
516 [600-1]  
1360-1  
516 [600-1]  
NA

**CIRCLING**  
1360-1  
512 [500-1]  
1440-1  
592 [600-1]  
NA
NA when R-6302C in effect.

ADF required.

Circling Rwy 19 NA at night.

MISSED APPROACH: Climb to 1500 then climbing right turn to 3100 direct IRESH LOM and hold, continue climb-in-hold to 3100.

AWOS-3PT
128.575

GRAY APP CON
120.075 323.15

CLNC DEL
121.7

UNICOM
122.7 (CTAF)

---

 Loc. Rwy Ind
d TDZE 843

 Vog. Elev. 848

---

Remain
within 10 NM

---

VGS1 and descent angles not coincident
(VGSI Angle 3.00/TCH 72).
Circling Rwy 19 NA at night. When local altimeter setting not received, use Robert Gray AAF altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climbing right turn to 3000 direct GRK VOR/DME and hold.

*NA when R-6302C in affect.

Gray AAF altimeter setting.

When local altimeter setting not received, use Robert Gray AAF altimeter setting and increase all MDA 60 feet.

R-6302A

R-6302C

Robert Gray AAF

*3000 (12.2)

GOOCH SPRINGS
111.8 GRK
Chan 72

Gooch Springs 111.8 AGJ
Chan 72

SUMM
3100 (24.9)

3000 (12.2)

3000 GRK 057°

Chan 55

IAP GRK 111.8
Chan 72

#1680 when using Robert Gray AAF altimeter setting.

3000 GRK 057°

2000 GRK 057°

2000 GRK 057°

3000 GRK 057°

HEKIP FIX MINIMUMS (DME REQUIRED)

ELEV 848 1031 1037

128.575 121.7

MINGO SPRINGS 3000

111.8 GRK

Chan 55

SKYLARK FLD (ILE)

VOR/A

SKYLARK FLD (ILE)

VOR/A

KILLEEN, TEXAS

Amdt 4A 08NOV18

KILLEEN, TEXAS

31°05'N-97°41'W

241
DEPARTURE ROUTE DESCRIPTION
Climb on assigned heading for RADAR vectors to CONRA INT, maintain 3500. Thence . . . .

. . . . (transition). Expect filed altitude 10 minutes after departure.

COLLEGE STATION TRANSITION (CONRA2.CLL): From over CONRA INT via CLL R-287 to CLL VORTAC.
LEONA TRANSITION (CONRA2.LOA): From over CONRA INT via LOA R-257 to LOA VORTAC.

NOTE: RADAR required.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 1: Climbing right turn heading 300° (to assigned altitude) to intercept and proceed on AGJ R-098. Thence. . . .

TAKEOFF RUNWAY 19: Climbing right turn heading 330° (to assigned altitude) to intercept and proceed on AGJ R-098. Thence. . . .

. . .on (transition) or (assigned route).

STONEWALL TRANSITION (LAMPS7.STV): From over AGJ VORTAC on AGJ R-202 and STV R-018 to STV VORTAC.

WACO TRANSITION (LAMPS7.ACT): From over AGJ VORTAC on AGJ R-036 to SONET INT, then on ACT R-271 to ACT VORTAC.
MISSED APPROACH: Climbing right turn to 3000 to intercept NQI TACAN R-184 to BRAMA and hold.

EMERG SAFE ALT 100 NM 16,200

CATEGORY | A | B | C | D
---|---|---|---|---
S-13L | 520-1 | 471 | (500-1) | 520-1³/₄ | 471 | (500-1¾)
S-13R | 520-1 | 470 | (500-1) | 520-1³/₄ | 470 | (500-1¾)
CIRCLING | 540-1 | 490 | (500-1) | 760-2 | 710 (800-2) | 760-2/₄ | 710 (800-2/₄)

HRL all Rwy
TDZL/CL Rwy 17L

KINGSVILLE, TEXAS
Amendment 2 05NOV20
KINGSVILLE, TEXAS

TACAN RWY 17L

KINGSVILLE NAS (KNQI)

ATIS 276.2
KINGSVILLE APP CON 119.9 290.45
KINGSVILLE TOWER 124.1 377.05
GND CON 239.05
CLNC DEL 328.4
ASR/PAR

EMERG SAFE ALT 100 NM 16,200

CAUTION: Intermediate segment length 5.8 NM

KINGSVILLE
Chan 125 NQI

MISSED APPROACH: Climb to 3000 direct NQI TACAN and climbing right turn to intercept NQI R-184 to BRAMA and hold.

CORPUS CHRISTI
115.5 CRP
Chan 102

3000
2200
1800

EMERG SAFE ALT 100 NM 16,200

KINGSVILLE, TEXAS
Amdt 1 05NOV20

TACAN RWY 17L

KINGSVILLE NAS (KNQI)
TACAN Y RWY 17R

KINGSVILLE NAS (KNGI)

ATIS 276.2
KINGSVILLE APP CON 119.9 290.45
KINGSVILLE TOWER 124.1 377.05
GND CON 239.05
CLNC DEL 328.4
ASR/PAR

ORANGE GROVE
Chan 63 NOG

CORPUS CHRISTI
115.5 CRP
Chan 102

EMERG SAFE ALT 100 NM 16,200

250
**KINGSVILLE-THREE DEPARTURE (NQI3 • NQI)**

**ATIS** 276.2
**CLNC DEL** 328.4
**GND CON** 239.05
**KINGSVILLE TOWER** 124.1 377.05
**KINGSVILLE DEP CON** 121.05 266.8

**CORPUS CHRISTI**

**115.5 CRP**

**Channel 102**

**ATC Minimum Climb Rate**

**CORPUS CHRISTI** transition to 8000

**Local Military Use only**

* for Special Use Airspace entry

**EMERG SAFE ALT 100 NM 16,200**

**DEPARTURE ROUTE DESCRIPTION**

**TAKE-OFF RWY 13L/R:** Climb via heading 130° to join NQI TACAN 7 DME arc, thence…

**TAKE-OFF RWY 17L/R:** Climb via heading 175° to join NQI TACAN 7 DME arc, thence…

**TAKE-OFF RWY 31L/R:** Climb via heading 310° to join NQI TACAN 7 DME arc, thence…

**TAKE-OFF RWY 35L/R:** Climb via heading 355° to join NQI TACAN 7 DME arc, thence…

**CORPUS CHRISTI TRANSITION (NQI3 • CRP):**

Rwys 13L/R and 17L/R: Turn left to intercept NQI 7 DME arc and arc NE. Turn right to intercept NQI R-038 to cross JERIR at or above 8000. Then on NQI R-038 to CRP VORTAC.

Rwys 31L/R and 35L/R: Turn right to intercept NQI 7 DME arc and arc NE. Turn left to intercept NQI R-038 to cross JERIR at or above 8000. Then on NQI R-038 to CRP VORTAC.

*(Continued on next page)*
DEPARTURE ROUTE DESCRIPTION
(Continued)

HOBOZ TRANSITION (NQI3•HOBOZ):
Rwys 13L/R and 35L/R: Turn left to intercept NQI 7 DME arc and arc NW. Turn right to intercept NQI R-339 to HOBOZ.
Rwys 17L/R and 31L/R: Turn right to intercept NQI 7 DME arc and arc NW. Turn left to intercept NQI R-339 to HOBOZ.

JUBAK TRANSITION (NQI3•JUBAK): *
Rwys 13L/R and 17L/R: Turn left to intercept NQI 7 DME arc and arc SE. Turn right to intercept NQI R-125 to JUBAK.
Rwys 31L/R and 35L/R: Turn right to intercept NQI 7 DME arc and arc SE. Turn left to intercept NQI R-125 to JUBAK.

RICTO TRANSITION (NQI3•RICTO): *
Rwys 13L/R and 17L/R: Turn right to intercept NQI 7 DME arc and arc SW. Turn left to intercept NQI R-225 to RICTO.
Rwys 31L/R and 35L/R: Turn left to intercept NQI 7 DME arc and arc SW. Turn right to intercept NQI R-225 to RICTO.

* RICTO and JUBAK transitions are for local use for Special Use Airspace entry only.

LOST COMMUNICATIONS: If no transmissions are received one minute after departure, climb to assigned altitude, proceed direct assigned NAVAID or intercept NQI TACAN 7 DME arc, arc to respective departure radial then via departure radial to assigned departure fix. Then via assigned transition or route. Once established on departure radial climb to filed altitude.
Procedure NA for arrival on LLO VORTAC airway radials 018 CW 165 and on CWK VORTAC airway radials 222 CW to 004.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Rw 15 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 1700 then climbing right turn to 4100 direct AWALT and hold.

<table>
<thead>
<tr>
<th>ASOS</th>
<th>AUSTIN APP CON</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>119.375</td>
<td>119.0 370.85</td>
<td>122.725 (CTAF)</td>
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</tbody>
</table>

### CATEGORY

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
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<tbody>
<tr>
<td>LPV DA</td>
<td>1480-1</td>
<td>250 (300-1)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>LNAV/VNAV DA</td>
<td>1641-1 3/8</td>
<td>411 (500-1 3/8)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>1620-1</td>
<td>390 (400-1)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1660-1</td>
<td>430 (500-1)</td>
<td>1860-1</td>
<td>630 (700-1)</td>
</tr>
</tbody>
</table>

### VORTAC COORDINATES

- AWALT (IF/IAF)
- THARP (FAF)
- RW15
- CHIAP 2.9 NM to RW15
- *LNAV only.

### MIRL RW 15

- Größe 3.3

### RNAV (GPS) RWY 15

- Category A: 1480-1
- Category B: 250 (300-1)
- Category C: NA
- Category D: NA

### RNAV (GPS) RWY 15

- Category A: 1641-1 3/8
- Category B: 411 (500-1 3/8)
- Category C: NA
- Category D: NA

### RNAV (GPS) RWY 15

- Category A: 1620-1
- Category B: 390 (400-1)
- Category C: NA
- Category D: NA

### RNAV (GPS) RWY 15

- Category A: 1660-1
- Category B: 430 (500-1)
- Category C: 1860-1
- Category D: 630 (700-1)
**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RUNWAY 15:** Climb on heading 157° or as assigned by ATC for vectors to cross AMUSE at or above 5000, thence....

**TAKEOFF RUNWAY 33:** Climb on heading 337° or as assigned by ATC for vectors to cross AMUSE at or above 5000, thence....

. . . . on track 293° to AEROZ, then on SAN ANGELO TRANSITION. Maintain altitude assigned by ATC. Expect filed altitude 10 minutes after departure.

**SAN ANGELO TRANSITION (AEROZ2.SJT)**
NOTE:  RNAV 1.
NOTE:  DME/DME/IRU or GPS required.
NOTE:  RADAR required.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 15:  Climb on heading 157° or as assigned by ATC for vectors to cross GARDS at or above 5000, thence....
TAKEOFF RUNWAY 33:  Climb on heading 337° or as assigned by ATC for vectors to cross GARDS at or above 5000, thence....

....on track 224° to BNDIA.  Maintain altitude assigned by ATC.  Expect filed altitude 10 minutes after departure.

NOTE: Chart not to scale.

TAKEOFF MINIMUMS:
Rwys 15, 33: Standard.

NOTE: RNAV 1.
TAKEOFF MINIMUMS:
Rwys 15, 33: Standard.

NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 15: Climb on heading 157° or as assigned by ATC for vectors to cross WLMRT at or above 5000, thence....

TAKEOFF RUNWAY 33: Climb on heading 337° or as assigned by ATC for vectors to cross WLMRT at or above 5000, thence....

...... on track 338° to ELOEL, then on transition. Maintain altitude assigned by ATC. Expect filed altitude 10 minutes after departure.

ABLENE TRANSITION (ELOEL3.ABI)
FORSS TRANSITION (ELOEL3.FORSS)
KLNGR TRANSITION (ELOEL3.KLNGR)
TAKEOFF RUNWAY 15: Climb on heading 157° or as assigned by ATC for vectors to cross HOOKK at or above 5000, thence . . .

TAKEOFF RUNWAY 33: Climb on heading 337° or as assigned by ATC for vectors to cross HOOKK at or above 5000, thence . . .

. . . . on track 090° to ILEXY, then on transition. Maintain altitude assigned by ATC. Expect filed altitude 10 minutes after departure.

JAYJO TRANSITION (ILEXY3.JAYJO)
ZENZI TRANSITION (ILEXY3.ZENZI)
NOTE: Chart not to scale.

NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 15: Climb on heading 157° or as assigned by ATC for vectors to cross PAYDA at or above 5000, thence....

TAKEOFF RUNWAY 33: Climb on heading 337° or as assigned by ATC for vectors to cross PAYDA at or above 5000, thence....

. . . . on track 279° to MUCKY. Maintain altitude assigned by ATC. Expect filed altitude 10 minutes after departure.
NOTE: Chart not to scale.

TAKEOFF MINIMUMS
Rwys 15, 33: Standard.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 15: Climb on heading 157° or as assigned by ATC for vectors to cross MUNCH at or above 5000, thence....

TAKEOFF RUNWAY 33: Climb on heading 337° or as assigned by ATC for vectors to cross MUNCH at or above 5000, thence....

....on track 024° to SAYBR. Maintain altitude assigned by ATC. Expect filed altitude 10 minutes after departure.
RNAV (GPS) RWY 16
LAKEWAY AIRPARK (3R9)

<table>
<thead>
<tr>
<th>WAAS CH</th>
<th>APP CRS</th>
<th>TDZE</th>
<th>Apt Elev</th>
</tr>
</thead>
<tbody>
<tr>
<td>42531</td>
<td>165°</td>
<td>903</td>
<td>909</td>
</tr>
</tbody>
</table>

- **Rwy 16, 34 helicopter visibility reduction below 1 SM NA.**
- **DME/DME RNP-0.3 NA. Procedure NA at night.** Use Lago Vista altimeter setting; when not received, use Austin-Bergstrom Intl altimeter setting and increase all MDA 40 feet.
- **MISSED APPROACH:** Climbing left turn to 3000 direct DWELT and hold.

<table>
<thead>
<tr>
<th>RWY ASOS</th>
<th>AUSTIN APP CON</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>119.375</td>
<td>119.0 370.85</td>
<td>123.0 (CTAF)</td>
</tr>
</tbody>
</table>

- Procedure NA for arrivals at AMUSE on V163 southbound.
- Procedure NA for arrivals at AMUSE on CWK VORTAC airway radials 222 CW 004.
- Procedure NA for arrivals at AMUSE on V163 southbound.

**Visual Segment - Obstacles:**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LP MDA</td>
<td>1340-1</td>
<td>437 (500-1)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>1360-1</td>
<td>457 (500-1)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1620-1</td>
<td>1960-1½</td>
<td>1051 (1100-1½)</td>
<td>NA</td>
</tr>
</tbody>
</table>

**LAKEWAY, TEXAS**
Amdt 1B 17AUG17

**LAKEWAY AIRPARK (3R9)**

**RNAV (GPS) RWY 16**

**30°21'N - 98°00'W**
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 16: Climb heading 165° to 1700, then as assigned by ATC for vectors to cross AMUSE at or above 5000, thence....

TAKEOFF RUNWAY 34: Climb on heading 345° or as assigned by ATC for vectors to cross AMUSE at or above 5000, thence....

.... on track 293° to AEROZ, then on SAN ANGELO TRANSITION. Maintain altitude assigned by ATC. Expect filed altitude 10 minutes after departure.

SAN ANGELO TRANSITION (AEROZ SJT)
**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RUNWAY 16:** Climb on heading 165° to 1700, then as assigned by ATC for vectors to cross GARDS at or above 5000, thence....

**TAKEOFF RUNWAY 34:** Climb on heading 345° or as assigned by ATC for vectors to cross GARDS at or above 5000, thence....

....on track 224° to BNDIA. Maintain altitude assigned by ATC. Expect filed altitude 10 minutes after departure.

**NOTE:** Chart not to scale.
TAKEOFF Rwy 16 requires a climb to 1700 on heading 165° prior to turning for obstacle avoidance.

TAKEOFF MINIMUMS:
Rwy 16: 500-2³/₄ or standard with minimum climb of 265' per NM to 1500.
Rwy 34: Standard.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 16: Climb on heading 165° to 1700, then as assigned by ATC for vectors to cross WLMRT at or above 5000, thence....
TAKEOFF RUNWAY 34: Climb on heading 345° or as assigned by ATC for vectors to cross WLMRT at or above 5000, thence....

. . . . on track 338° to ELOEL, then on transition. Maintain altitude assigned by ATC. Expect filed altitude 10 minutes after departure.

ABILENE TRANSITION (ELOEL3.ABI)
FORSS TRANSITION (ELOEL3.FORSS)
KLNGR TRANSITION (ELOEL3.KLNGR)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 16: Climb on heading 165° to 1700, then as assigned by ATC for vectors to cross HOOKK at or above 5000, thence . . . .

TAKEOFF RUNWAY 34: Climb on heading 345° or as assigned by ATC for vectors to cross HOOKK at or above 5000, thence . . . .

. . . . on track 090° to ILEXY, then on transition. Maintain altitude assigned by ATC. Expect filed altitude 10 minutes after departure.

JAYJO TRANSITION (ILEXY3.JAYJO)
ZENZI TRANSITION (ILEXY3.ZENZI)
TAKEOFF MINIMUMS:
Rwy 16: 500-2 3/4 or standard with minimum climb of 265' per NM to 1500.
Rwy 34: Standard.

NOTE: Chart not to scale.
TAKING OFF MINIMUMS
Rwy 34: Standard.
Rwy 16: 500-2/3 standard with minimum climb of 265’ per NM to 1500.

TAKING OFF RUNWAY 16: Climb on heading 165° to 1700, then as assigned by ATC for vectors to cross MUNCH at or above 5000, thence . . .
TAKING OFF RUNWAY 34: Climb on heading 345° or as assigned by ATC for vectors to cross MUNCH at of above 5000, thence . . .

. . . . on track 024° to SAYBR. Maintain altitude assigned by ATC.
Expect filed altitude 10 minutes after departure.
RNAV (GPS) RWY 34

LAMPASAS (LZZ)

Circling RWY 16 NA at night.
Rwy 34 helicopter visibility reduction below ½ SM NA.

Missed Approach: Climb to 3000 direct GUBVE and on track 063° to AGJ VORTAC and hold.

<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LNAV MDA</td>
<td>1620-1</td>
<td>430 (500-1)</td>
<td>1620-1¾</td>
<td>NA</td>
</tr>
<tr>
<td>Circling</td>
<td>1680-1</td>
<td>466 (500-1)</td>
<td>1880-1</td>
<td>666 (700-1¾)</td>
</tr>
</tbody>
</table>

RNAV (GPS) RWY 34

LAMPASAS, TEXAS

APP CRS
RW Idg 4202
TDZE 1190
Apt Elev 1214

1.4% UPP
4100
M SARW
3
4
2
5

AWOS-3
119.075

GRAY APP CON
120.075 323.15

UNICOM
122.8 (CTAF)
RNAV (GPS) RWY 14
LAREDO INTL (LRD)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 1°C (34°F) or above 54°C (130°F). Circling NA west of Rwys 14 and 36L. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2500 direct ZERIK and hold.

ATIS
HOUSTON CENTER
LAREDO TOWER
GND CON
UNICOM
125.775
127.8 307.2
120.1 (CTAF) 257.9
121.8
122.95

RADAR REQUIRED

ELEV 508
TDZE 508

HISIK
FIT/IAF

LEDIY
FAF

ZERIK
MISSED APCH FIX

2500 ZERIK

120.1               257.9
HOUSTON CENTER
127.8  307.2

LAREDO TOWER
120.1 (CTAF) 257.9

GT 3.00°
TCH 55

DME/DME RNP-0.3 NA.

HISIK
LEDIY

* LNAV only.

2500 ZERIK

1.3 NM to RW14

HISIK
LEDIY

*1.3 NM to

0.4 NM

ZERIK

LNAV only.

2500 ZERIK

120.1               257.9
HOUSTON CENTER
127.8  307.2

LAREDO TOWER
120.1 (CTAF) 257.9

GT 3.00°
TCH 55

DME/DME RNP-0.3 NA.

HISIK
LEDIY

* LNAV only.

2500 ZERIK

1.3 NM to RW14

HISIK
LEDIY

*1.3 NM to

0.4 NM

ZERIK

LNAV only.

2500 ZERIK

120.1               257.9
HOUSTON CENTER
127.8  307.2

LAREDO TOWER
120.1 (CTAF) 257.9

GT 3.00°
TCH 55

DME/DME RNP-0.3 NA.

HISIK
LEDIY

* LNAV only.

2500 ZERIK

1.3 NM to RW14

HISIK
LEDIY

*1.3 NM to

0.4 NM

ZERIK

LNAV only.

2500 ZERIK

120.1               257.9
HOUSTON CENTER
127.8  307.2

LAREDO TOWER
120.1 (CTAF) 257.9

GT 3.00°
TCH 55

DME/DME RNP-0.3 NA.

HISIK
LEDIY

* LNAV only.

2500 ZERIK

1.3 NM to RW14

HISIK
LEDIY

*1.3 NM to

0.4 NM

ZERIK

LNAV only.
RNAV (GPS) RWY 18R
LAREDO INTL (LRD)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 1°C (34°F) or above 54°C (130°F). Circling NA west of Rwys 14 and 36L. DME/DME RNP-0.3 NA.

For inop ALS, increase LPV Cat E visibility to ½ SM, LNAV/VNAV all Cats visibility to ½ SM, and LNAV Cats C/D/E to 1 SM.

Procedure NA for arrivals at KAHAN on V17 northbound.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 1°C (34°F) or above 54°C (130°F). Circling NA west of Rwys 14 and 36L. DME/DME RNP-0.3 NA.

For inop ALS, increase LPV Cat E visibility to ½ SM, LNAV/VNAV all Cats visibility to ½ SM, and LNAV Cats C/D/E to 1 SM.

Procedure NA for arrivals at KAHAN on V17 northbound.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 1°C (34°F) or above 54°C (130°F). Circling NA west of Rwys 14 and 36L. DME/DME RNP-0.3 NA.

For inop ALS, increase LPV Cat E visibility to ½ SM, LNAV/VNAV all Cats visibility to ½ SM, and LNAV Cats C/D/E to 1 SM.

Procedure NA for arrivals at KAHAN on V17 northbound.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 1°C (34°F) or above 54°C (130°F). Circling NA west of Rwys 14 and 36L. DME/DME RNP-0.3 NA.

For inop ALS, increase LPV Cat E visibility to ½ SM, LNAV/VNAV all Cats visibility to ½ SM, and LNAV Cats C/D/E to 1 SM.

Procedure NA for arrivals at KAHAN on V17 northbound.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 1°C (34°F) or above 54°C (130°F). Circling NA west of Rwys 14 and 36L. DME/DME RNP-0.3 NA.

For inop ALS, increase LPV Cat E visibility to ½ SM, LNAV/VNAV all Cats visibility to ½ SM, and LNAV Cats C/D/E to 1 SM.

Procedure NA for arrivals at KAHAN on V17 northbound.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 1°C (34°F) or above 54°C (130°F). Circling NA west of Rwys 14 and 36L. DME/DME RNP-0.3 NA.

For inop ALS, increase LPV Cat E visibility to ½ SM, LNAV/VNAV all Cats visibility to ½ SM, and LNAV Cats C/D/E to 1 SM.

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Procedure NA for arrivals at KAHAN on V17 northbound.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 1°C (34°F) or above 54°C (130°F). Circling NA west of Rwys 14 and 36L. DME/DME RNP-0.3 NA.

For inop ALS, increase LPV Cat E visibility to ½ SM, LNAV/VNAV all Cats visibility to ½ SM, and LNAV Cats C/D/E to 1 SM.

Procedure NA for arrivals at KAHAN on V17 northbound.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 1°C (34°F) or above 54°C (130°F). Circling NA west of Rwys 14 and 36L. DME/DME RNP-0.3 NA.

For inop ALS, increase LPV Cat E visibility to ½ SM, LNAV/VNAV all Cats visibility to ½ SM, and LNAV Cats C/D/E to 1 SM.

Procedure NA for arrivals at KAHAN on V17 northbound.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 1°C (34°F) or above 54°C (130°F). Circling NA west of Rwys 14 and 36L. DME/DME RNP-0.3 NA.

For inop ALS, increase LPV Cat E visibility to ½ SM, LNAV/VNAV all Cats visibility to ½ SM, and LNAV Cats C/D/E to 1 SM.

Procedure NA for arrivals at KAHAN on V17 northbound.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 1°C (34°F) or above 54°C (130°F). Circling NA west of Rwys 14 and 36L. DME/DME RNP-0.3 NA.

For inop ALS, increase LPV Cat E visibility to ½ SM, LNAV/VNAV all Cats visibility to ½ SM, and LNAV Cats C/D/E to 1 SM.

Procedure NA for arrivals at KAHAN on V17 northbound.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 1°C (34°F) or above 54°C (130°F). Circling NA west of Rwys 14 and 36L. Rwy 32 helicopter visibility reduction below ½ SM NA. DME/DME RNP-0.3 NA.

MISSING APCH FIX: Climb to 3000 direct HISIK and hold.

Procedure NA for arrivals at NELEE on V17 southeast bound.

Procedure NA for arrivals at KAAN on V17 northbound.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 1°C (34°F) or above 54°C (130°F). Circling NA west of Rwys 14 and 36L. Rwy 32 helicopter visibility reduction below ½ SM NA. DME/DME RNP-0.3 NA.

MISSING APCH FIX: Climb to 3000 direct HISIK and hold.

Procedure NA for arrivals at NELEE on V17 southeast bound.

Procedure NA for arrivals at KAAN on V17 northbound.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 1°C (34°F) or above 54°C (130°F). Circling NA west of Rwys 14 and 36L. Rwy 32 helicopter visibility reduction below ½ SM NA. DME/DME RNP-0.3 NA.

MISSING APCH FIX: Climb to 3000 direct HISIK and hold.

Procedure NA for arrivals at NELEE on V17 southeast bound.

Procedure NA for arrivals at KAAN on V17 northbound.
Circling NA west of Rwys 14 and 36L. DME required.

MISSED APPROACH: Climb to 1100 then climbing left turn to 2600 on heading 290° and on LRD VORTAC R-319 to BLAME/LRD 18 DME and hold.

DME REQUIRED

Use I-LRD DME when on the localizer course.

Disregard glide slope indications.

LOCATOR 111.9
I-LRD Chan 56

LOC BC RWY 36L
LAREDO INTL (LRD)

ATIS 125.775
HOUSTON CENTER 127.8 307.2
LAREDO TOWER 120.1(CTA) 257.9
GND CON 121.8
UNICOM 122.95

LAREDO, TEXAS
Amdt 3 01FEB18

27°33'N-99°28'W
**LAREDO, TEXAS**

**ATIS** 125.775  **HOUSTON CENTER** 127.8 307.2  **LAREDO TOWER** 120.1 (CTAF)  **GND CON** 121.8  **UNICOM** 122.95

**VOR or TACAN RWY 14**

**LAREDO INTL (LRD)**

**Category**

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<td>412 (500-1)</td>
<td>920-1 1/4</td>
<td>412 (500-1 1/4)</td>
<td>920-1 1/2</td>
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<td>CIRCLING</td>
<td>940-1</td>
<td>432 (500-1)</td>
<td>980-1</td>
<td>592 (600-1 1/2)</td>
<td>692 (700-2 1/4)</td>
</tr>
</tbody>
</table>

**MISSED APPROACH:** Climb to 2500 direct LRD VORTAC and hold, continue climb-in-hold to 2500 (TACAN aircraft continue on LRD VORTAC R-132 to ELKOS/15 DME and hold SE, right turn, 312° inbound).

**Circling NA west of Rwys 14 and 36L. DME required.**

**DME and RADAR REQUIRED**
Circling NA west of Rwy 14 and 36L. Rwy 32 helicopter visibility reduction below ¾ SM NA. DME required.

MISSED APPROACH: Climb to 2600 on LRD VORTAC R-319 to BLAME/LRD 18 DME and hold.

**ATIS**
- **Houston Center**: 127.8 307.2
- **Laredo Tower**: 120.1 (CTAF) 0 257.9

**GND CON**
- **121.8**
- **122.95**

**UNICOM**
- **121.8**
- **122.95**

**ELEV** 508 **TDZE** 494

**Laredo, Texas**

**27°33'N-99°28'W**

**Laredo Int'l (LRD)**

**VOR or TACAN Rwy 32**

**Amdt 11A 01MAR18**

**Category**
- **A**
- **B**
- **C**
- **D**
- **E**

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<td>1200-2 ½</td>
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**Circling**
- **940-1**
- **432** (500-1)
- **980-1**
- **472** (500-1)
- **1100-1/2**
- **592** (600-1/2)
- **1200-2 ½**
- **692** (700-2 ½)
- **692** (700-2 ½)

**Circling**
- **940-1**
- **432** (500-1)
- **980-1**
- **472** (500-1)
- **1100-1/2**
- **592** (600-1/2)
- **1200-2 ½**
- **692** (700-2 ½)
- **692** (700-2 ½)
LAREDO INTERNATIONAL AIRPORT

FREIGHT WAREHOUSES

RUNWAY CROSSING CLEARANCES.
CAUTION: BE ALERT TO HOLDING INSTRUCTIONS IS REQUIRED.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

FIRE STATION

ALARMS

27°33'N
27°32'N

0.1° W

ANNUAL RATE OF CHANGE

SC-3, 07 OCT 2021 to 02 DEC 2021
DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 13C: Climb on track 128°, cross DLF VORTAC 2 DME at or below 3000, cross DLF R-132/5 DME (MAVRK) at or above 3000. Then turn left and track 350° to intercept the DLF R-031 prior to ROSPE, cross ROSPE at or above 8000, cross HJORN at or above FL230, then direct HINKO.

TAKE-OFF RWY 13L: Climb on track 128°, cross DLF VORTAC 2 DME at or below 3000, cross DLF R-130/5 DME (HAPSU) at or above 3000. Then turn left and track 350° to intercept the DLF R-031 prior to ROSPE, cross ROSPE at or above 8000, cross HJORN at or above FL230, then direct HINKO.

TAKE-OFF RWY 31C: Climb on track 308°, cross DLF VORTAC 2 DME at or below 3000, cross DLF R-305/5 DME (AMSTD) at or above 3000. Then turn right and track 070° to intercept the DLF R-031 prior to ROSPE, cross ROSPE at or above 8000, cross HJORN at or above FL230, then direct HINKO.

TAKE-OFF RWY 31R: Climb on track 308°, cross DLF VORTAC 2 DME at or below 3000, cross DLF R-307/5 DME (HAMIX) at or above 3000. Then turn right and track 070° to intercept the DLF R-031 prior to ROSPE, cross ROSPE at or above 8000, cross HJORN at or above FL230, then direct HINKO.
DEPARTURE ROUTE DESCRIPTION

(MAVRK Tracks)

TAKE-OFF RWY 13C: Climb on track 128°, thence...

TAKE-OFF RWY 13L: Climb on track 131°, thence...

TAKE-OFF RWY 13R: Climb on track 127°, thence...

Intercept DLF VORTAC R-132 to DLF 5 DME (MAVRK), cross DLF 2 DME at or below 3000, cross DLF 5 DME (MAVRK) at or above 3000, then as directed by ATC.

(AMSTD Tracks)

TAKE-OFF RWY 31C: Climb on track 308°, thence...

TAKE-OFF RWY 31L: Climb on track 310°, thence...

TAKE-OFF RWY 31R: Climb on track 306°, thence...

Intercept DLF VORTAC R-305 to DLF 5 DME (AMSTD), cross DLF 2 DME at or below 3000, cross DLF 5 DME (AMSTD) at or above 3000, then as directed by ATC.
RNAV (GPS) RWY 17
LLANO MUNI (AQO)

MISSED APPROACH: Climb to 3500 direct IYMUD and hold.

When local altimeter setting not received, use Burnet altimeter setting and increase all MDA 80 feet. VDP NA when using Burnet altimeter setting. Rwy 17 helicopter visibility reduction below 3/4 SM NA.

Procedure NA for arrivals at AGJ VORTAC via V161-568 southbound.

Procedure NA for arrivals at LLO VORTAC (VGSI Angle 3.00/TCH 60). VGSI and descent angles not coincident 35 31 17 13.

RNAV (GPS) RWY 17
30°47'N-98°40'W

LLANO, TEXAS
Orig:B 07NOV19

AWOS-3
119.425

HOUSTON CENTER
132.35 317.5

UNICOM
123.05 (CTAF)

LNAV MDA
1560-1 458 (500-1)

LLANO, TEXAS
AL-5959 (FAA) 20198

Category: B
TDZE
ELE 1102
1102
RNAV (GPS) RWY 35
LLANO MUNI (AQO)

MISSED APPROACH: Climb to 3300 direct AKEKY and hold.

AWOS-3 119.425
HOUSTON CENTER 132.35 317.5
UNICOM 123.05 (CTAF)

Procedure NA at night. Rw 35 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Burnet altimeter setting and increase all MDA 80 feet.

 Procedure NA for arrivals at AMUSE via V565 southeast bound.

Procedure NA for arrivals at AMUSE via V568 southbound.

Procedure NA for arrivals at CORVY via V565 southeast bound.

Procedure NA for arrivals at CORVY via V568 southbound.
Circling Rwy 13, 31 NA. Circling Rwy 35 NA at night. When local altimeter setting not received, use Burnet altimeter setting and increase all MDA 80 feet.

MISSING APPROACH: Climb to 2200 then climbing left turn to 3500 direct LLO VORTAC.

CIRCLING

AWOS-3 119.425
HOUSTON CENTER 132.35 317.5
UNICOM 123.05 (CTAF)

Category A

089° 6.5 NM from FAF

One Minute
Holding Pattern

3500 269° 089°

VORTAC LLO
108.2
Chan 19

MIA LLO 25 NM

3700

LLANO MUNI (AQO)

Amdt 4A 19 JUL 2018
RNAV (GPS) RWY 18
LOCKHART MUNI (5IR)

RNP APCH.

Baro-VNAV NA. Use San Marcos altimeter setting, when not received, use Austin-Bergstrom Intl altimeter setting and increase all DA 16 feet, all MDA 20 feet; increase LNAV Cat B visibility ½ SM.

MISSED APPROACH: Climb to 4000 direct EDIVE and on track 095° to SEEDS and hold.

AUSTIN APP CON
120.875 270.25

UNICOM
122.8 (CTAF)

Procedure NA for arrivals on CWK VORTAC airway radials 088 CW 237.

Procedure NA for arrivals at SEEDS on V198-212 and V556 eastbound.

RNAV (GPS) RWY 18
LOCKHART MUNI (5IR)

RNAV (GPS) RWY 18
LOCKHART MUNI (5IR)

RNAV (GPS) RWY 18
LOCKHART MUNI (5IR)

RNAV (GPS) RWY 18
LOCKHART MUNI (5IR)

RNAV (GPS) RWY 18
LOCKHART MUNI (5IR)
RNAV (GPS) RWY 36
LOCKHART MUNI (5°R)

Baro-VNAV NA. Rwy 36 helicopter visibility reduction below ½ SM NA. Use San Marcos altimeter setting, when not received, use Austin Bergstrom Intl altimeter setting and increase all DA 16 feet, all MDA 20 feet and increase LNAV Cat C visibility ½ mile.

Procedure NA for arrivals at BETTI on V222-556 westbound and V17 northeast bound.

Procedure NA for arrivals at SEEDS on V198-212 and V556 eastbound.

VGSI and RNAV glideslope not coincident (VGSI Angle 3.00°/TCH 25).

MISSED APPROACH: Climb to 1000, then climbing right turn to 3000 direct CRAYS and hold.

LOCKHART, TEXAS
Orig-B 07NOV19
When local altimeter setting not received, procedure NA.
DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 5300 then climbing
left turn to 9000 direct TITFE and hold, continue
climb-in-hold to 9000.

AWOS-3PT 134.025
ALBUQUERKE CENTER 135.875 292.15
UNICOM 122.8 (CTAF)
When local altimeter setting not received, procedure NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 9000 direct MRF VOR/DME and hold, continue climb-in-hold to 9000.

AWOS-3PT 134.025
ALBUQUERQUE CENTER 135.875 292.15
UNICOM 122.8 (CTAF)

CIRCLING
5360-1 520 (600-1) 5360-1 520 (600-1½) 5400-2 551 (600-2)

CATEGORY
A B C D
S-31 5360-1 511 (600-1) 5360-1 511 (600-1½) 5400-2 551 (600-2)
CIRCLING 5360-1 511 (600-1) 5360-1 511 (600-1½) 5400-2 551 (600-2)

ZADGI FIX MINIMUMS
3.6 NM

5360-1 520 (600-1) 5360-1 520 (600-1½) 5400-2 551 (600-2)

CIRCLING 5280-1 5300-1 5300-1 5400-2

Visibility reduction by helicopters NA. When local altimeter setting not received, procedure NA.

MARFA, TEXAS
Amdt 6A 02APR15

SC-3, 07 OCT 2021 to 02 DEC 2021
RNAV (GPS) RWY 18
MASON COUNTY (T92)

Apt Elev 1514

TDZE 1502

Rwy 18/36 helicopter visibility reduction below 1 SM NA.
Use Brady altimeter setting; when not received, use Llano altimeter setting and increase all MDAs 20 feet.

BBD AWOS-3 118.375
HOUSTON CENTER 132.35 317.5
CTAF 122.9

MISSED APPROACH: Climb to RW18 and increase all MDAs 20 feet.

Visual Segment - Obstacles.

3800 to 2348

1502

2348

NA NA

RNAV (GPS) RWY 18
MASON COUNTY (T92)

APP CRS 176°

Rwy Idg 3716
TDZE 1502
Apt Elev 1514

CTAF

122.9

35°44’N-99°11’W

30°44’N-99°11’W
Rwy 18/36 helicopter visibility reduction below 1 SM NA. DME/DME RNP-0.3 NA. Procedure NA at night. Use Brady altimeter setting; when not received, use Llano altimeter setting and increase all MDAs 20 feet.

MISSING APPROACH: Climb to 3800 direct WODIR and hold.

<table>
<thead>
<tr>
<th>BBD AWOS-3</th>
<th>HOUSTON CENTER</th>
<th>CTAF</th>
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</thead>
<tbody>
<tr>
<td>118.375</td>
<td>132.35 317.5</td>
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**APP CRS**

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**RNAV (GPS) RWY 36**

**MASON COUNTY (T92)**

**ELEV**

MASON, TEXAS

- **RNAV (GPS) RWY 36**
- **MASON COUNTY (T92)**

Use Brady altimeter setting; when not received, use Llano altimeter setting and increase all MDAs 20 feet.

**CTAF**

- **HOUSTON CENTER**
- **CTAF 122.9**
Rwy 18/36 helicopter visibility reduction below 1 SM NA. DME required. Procedure NA at night. Use Brady altimeter setting; when not received, use Llano altimeter setting.

**MISSING APPROACH:** Climbing left turn to 4000 direct LLO VORTAC and hold.

Procedure NA for arrival on LLO VORTAC airway radials 195 CW 284.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 1°C (34°F) or above 54°C (130°F). Circling NA northeast of Rwy 14-32. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Weslaco altimeter setting: increase all DA 39 feet and LNAV/VNAV all Cat I visibility 1/2 mile; increase all MDA 40 feet and LNAV Cat C/D visibility 1/2 mile. Baro-VNAV and Weslaco altimeter setting.

Procedure NA for arrivals at HARGI on V20 northbound.

ATIS
128.5

VALLEY APP CON
121.0 377.2

MC ALLEN TOWER
118.5 (CTAF) 256.9

GND CON
121.8

UNICOM
122.95

RNAV (GPS) RWY 14
MC ALLEN MILLER INTL (MFE)

MC ALLEN, TEXAS
AL-985 (FAA)
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 1°C (34°F) or above 54°C (130°F). Circling NA northeast of Rwy 14-32. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Weslaco altimeter setting: increase all DA 39 feet and LNAV/VNAV all Cat visibility ¼ mile; increase all MDA 40 feet and LNAV Cat C/D visibility ¼ mile. Baro-VNAV and VDP NA when using Weslaco altimeter setting.

Procedure NA for arrivals at FLATZ on V17 eastbound.
Circling NA northeast of RWY 14-32. ADF or DME required. For inop MALSR, increase S-14 Cat C/D visibility to 1/8 mile. When local altimeter setting not received, use Weslaco altimeter setting and increase all MDA 40 feet and S-14 Cat C/D and Circling Cat C visibility 1/8 mile. VDP NA when using Weslaco altimeter setting.

**ADF or DME REQUIRED**

- **Rwy Idg**: 6983
- **TDZE**: 107
- **Apt Elev**: 107

**MISSED APPROACH**: Climb to 1000 then climbing left turn to 2000 direct MFE VOR/DME and hold.

**ATIS**: 128.5
**VALLEY APP CON**: 121.0 377.2
**MC ALLEN TOWER**: 118.5 (CTAF) 256.9
**GND CON**: 121.8
**UNICOM**: 122.95

**Category** | A | B | C | D
---|---|---|---|---
S-14 | 620 -1/2 | 513 (600-1/2) | 620 -1 | 513 (600-1)
CIRCLING | 620 -1 | 513 (600-1) | 620 -1/2 | 800-2

**SC-3, 07 OCT 2021 to 02 DEC 2021**
Circling NA northeast of Rwy 14-32. When local altimeter setting not received, use Weslaco altimeter setting and increase all MDA 40 feet and S-32 Cat C/D and Circling Cat C visibility ½ mile, increase DIVAN Fix Minimums S-32 Cat C/D visibility ½ mile. VDP NA when using Weslaco altimeter setting.

MISSED APPROACH: Climb to 900 then climbing right turn to 2100 direct MFE VOR/DME.

DME or RADAR REQUIRED

DIVAN FIX MINIMUMS

 CATEGORY A C D
 S-32 660-1 558 (600-1) 660-1 558 (600-1) 800-2 693 (700 2½)
  C CIRCLING 660-1 553 (600-1) 660-1 553 (600-1) 800-2 693 (700 2½)

REIL Rwy 32
HIRL Rwy 14-32
MIRL Rwy 18-36

FAF to MAP 5.9 NM

Knots 60 90 120 150 180
Min:Sec 5:54 3:56 2:57 2:22 1:58

MC ALLEN, TEXAS
Amdt 2 10DEC15

26°11’N-98°14’W
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
**Midland Airpark (MDD)**

**RNAV (GPS) RWY 25**

Baro-VNAV NA when using Midland Intl Air and Space Port altimeter setting.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C [-4°F] or above 26°C (78°F). When local altimeter setting not received, use Midland Intl Air and Space Port altimeter setting and increase LPV DA to 3109 and LNAV/VNAV DA to 3172 and all MDA 40 feet, increase LNAV/VNAV all Cats, LNAV Cats C/D and Circling Cat C visibility ¼ SM. When VGSI inop, Straight-in/Circling Rwy 25 procedure NA at night. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA.

**MISSED APPROACH:** Climb to 5000 direct BAVNE and on 248° track to JOJOS and hold.

- **AWOS-3**
  - 118.125
- **MIDLAND APP CON**
  - 124.6
  - 290.4
- **CLNC DEL**
  - 121.8
- **UNICOM**
  - 122.7 (CTAF)

- **ELEV**
  - 2805

- **TDZE**
  - 2800

- **BAVNE**
  - 248°

- **JOJOS**
  - 248°

- **WAVOK**
  - 248°

- **CIRIT**
  - 248°

- **SC-3**
  - 308

**RNAV (GPS) RWY 25**

**Midland Airpark (MDD)**

- **Category**
  - A
  - B
  - C
  - D

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**Elevations**

- **MIDLAND AIRPARK (MDD)**
  - **2805**

**Airport Coordinates**

- 32°02'N-102°06'W

**Orig:** 09SEP21
RNAV (GPS) RWY 34
MIDLAND AIRPARK (MDD)

### RNP APCH.

- **V** Rwy 34 helicopter visibility reduction below ¾ SM NA. Baro-VNAV NA when using Midland Intl altimeter setting. For uncompensated Baro-VNAV systems, procedure NA below -20°C or above 54°C. VDP NA with Midland Intl altimeter setting. When local altimeter setting not received, use Midland Intl altimeter setting and increase LPV DA to 3078 and LNAV/VNAV DA to 3262; increase all MDAs 40 feet and LNAV/VNAV visibility ½ SM all Cats.

---

### AWOS-3

<table>
<thead>
<tr>
<th>MIDLAND APP CON</th>
<th>CLNC DEL</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>118.125</td>
<td>124.6</td>
<td>122.7</td>
</tr>
</tbody>
</table>

### Unicom

- **RNAV (GPS) RWY 34**
- **HOLD 14000 4700**
- **CIRCLING**
- **5 NM**

### Diagram

- **4500 ZEBIB**
- **338° to RW34**
- **3005**
- **2985 RW34**
- **2905**
- **2947 RW34**
- **3135**
- **3186 CEXOM**
- **2.6 NM to RW34**
- **3240 (FAF)**
- **HIBMA**
- **4500**
- **5 NM**
- **158° 14000 4700**
- **GP 3.00° TCH 40°**

### Table

<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LPV DA</td>
<td>3051</td>
<td>250</td>
<td>300-5</td>
<td>NA</td>
</tr>
<tr>
<td>LNAV/ VNAV DA</td>
<td>3235-1</td>
<td>434</td>
<td>500-11</td>
<td>NA</td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>3400-1</td>
<td>599</td>
<td>600-1</td>
<td>NA</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>3400-1</td>
<td>595</td>
<td>600-1</td>
<td>NA</td>
</tr>
</tbody>
</table>
AMENDMENT 3D

07 OCT 2021 to 02 DEC 2021

When local altimeter setting not received, use Midland Intl Air and Space Port altimeter setting and increase all MDAs 40 feet, increase S-25 Cat C/D and Circling Cat C visibility 1/4 SM. Helicopter visibility reduction below 1 SM NA.

When local altimeter setting not received, use Midland Intl Air and Space Port altimeter setting and increase all MDAs 40 feet, increase S-25 Cat C/D and Circling Cat C visibility 1/4 SM. Helicopter visibility reduction below 1 SM NA.

SC-3, 07 OCT 2021 to 02 DEC 2021
MIDLAND, TEXAS
AL-6158 (FAA)

VOR-A
MIDLAND AIRPARK (MDD)

VORTAC MAF
114.8
Chan 95

APP CRS
061°

Rwy Idg
TDZE
N/A

Apt Elev
2803
N/A

When local altimeter setting not received, use Midland Intl Air and Space Port altimeter setting and increase all MDAs 40 feet and Cat C visibility \( \frac{1}{2} \) SM.

MISSED APPROACH: Climbing left turn to 4500 via MAF R-357 to MERGE Int and hold.

AWOS-3
118.125

MIDLAND APP CON *
124.6 290.4

CLNC DEL
121.8

UNICOM
122.7 (CTAF)

MIDLAND, TEXAS
32°02'N-102°06'W

MIDLAND AIRPARK
(Airpark) MIDLAND (MDD)
32°02'N-102°06'W

MIDLAND APP CON
114.8 MAF
Chan 95

MERGE
MAF 16.7

R-357

MILS

FAF to MAP 4.4 NM
4:24
2:56
2:12
1:46
1:28

MIRL Rwys 7-25 and 16-34

061° 4.4 NM
from FAF

AWOS-3
118.125

MIDLAND APP CON
124.6 290.4

CLNC DEL
121.8

UNICOM
122.7 (CTAF)
MIDLAND, TEXAS

LOC/DME  I-MAF
110.3
Channel 40

APP CRS
105°
Rwy Idg
TDZE
Apt Elev
8302
2869
2872

Circling Rwy 16L NA at night. For inop ALS, increase S-ILS 10 Cat E visibility to 1½ SM. USIle fix minimums increase S-LOC 10 Cat E visibility to 1½ SM.

** RVR 1800 authorized with use of FD or AP or HUD to DA.

MISSED APPROACH: Climb to 4900 on heading 105° and on MAF VORTAC R-117 to DERIC INT/MAF 19 DME and hold.

ATIS
126.8 235.975
MIDLAND APP CON
124.6 290.4
MIDLAND TOWER
118.7 (CTAF) 273.45

ADF OR DME REQUIRED

USILE fix minimums increase S-LOC 10 Cat E visibility to 1 SM.

Circling Rwy 16L NA at night. For inop ALS, increase S-ILS 10 Cat E visibility to 1½ SM.

** RVR 1800 authorized with use of FD or AP or HUD to DA.

MISSED APPROACH: Climb to 4900 on heading 105° and on MAF VORTAC R-117 to DERIC INT/MAF 19 DME and hold.

ATIS
126.8 235.975
MIDLAND APP CON
124.6 290.4
MIDLAND TOWER
118.7 (CTAF) 273.45

ADF OR DME REQUIRED

USILE fix minimums increase S-LOC 10 Cat E visibility to 1 SM.

Circling Rwy 16L NA at night. For inop ALS, increase S-ILS 10 Cat E visibility to 1½ SM.

** RVR 1800 authorized with use of FD or AP or HUD to DA.

MISSED APPROACH: Climb to 4900 on heading 105° and on MAF VORTAC R-117 to DERIC INT/MAF 19 DME and hold.

ATIS
126.8 235.975
MIDLAND APP CON
124.6 290.4
MIDLAND TOWER
118.7 (CTAF) 273.45

ADF OR DME REQUIRED

USILE fix minimums increase S-LOC 10 Cat E visibility to 1 SM.

Circling Rwy 16L NA at night. For inop ALS, increase S-ILS 10 Cat E visibility to 1½ SM.

** RVR 1800 authorized with use of FD or AP or HUD to DA.
RNAV (GPS) RWY 4
MIDLAND INTL AIR AND SPACE PORT (MAF')

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C (13°F) or above 25°C (77°F). Circling Rwy 16L NA at night. Rwy 4 helicopter visibility reduction below ¾ SM NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4700 direct AYUPA and hold.

**ATIS**
126.8 235.975
124.6 290.4
**MIDLAND APP CON**
118.7 (CTAF) 273.45
121.9 348.6
**GND CON**
118.05 317.65
**CLNC DEL**
122.95
**UNICOM**

**WAAS**
CH 90529
W04A
APP CRS 045°
Rwy Idg 4605
TDZE 2851
Apt Elev 2872

**Category**
A
B
C
D

**LPV DA**
3051-⅔ 200 (200-⅔)

**LNAV/VNAV DA**
3283-1½ 432 (500-1½)

**LNAV MDA**
3360-1 509 (500-1)
3360-1½ 509 (500-1½)

**CIRCLING**
3440-1 568 (600-1)
3440-1½ 568 (600-1½)
3520-2 648 (700-2)

**MIDLAND, TEXAS**
Amrd 1C 22JUN17

**RNAV (GPS) RWY 4**
MIDLAND INTL AIR AND SPACE PORT (MAF')

31°57'N-102°12'W

**REEL Rwy 34L**
MIRL Rwys 4-22 and 16L-34R
HIRL Rwys 10-28 and 16R-34L

**Holding Pattern**
5 NM

**5500**
**3000**
**GP 3.00°**
**TCH 45**

**MIDLAND TOWER**
**ELEV 2872**
**TDZE 2851**
RNAV (GPS) RWY 10
MIDLAND INTL AIR AND SPACE PORT (MAF)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C (13°F) or above 25°C (77°F). Circling Rwy 16L NA at night. DME/DME RNP-0.3 NA.

ATIS
126.8 235.975
MIDLAND APP CON
124.6 290.4
MIDLAND TOWER
118.7 (CTAF) 273.45
GND CON
121.9 348.6
CLNC DEL
118.05 317.65
UNICOM
122.95

5 NM
Holding Pattern

MALSR
RNAV (GPS) RWY 10
(MAF)

31°57'N-102°12'W
314
### For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C (13°F) or above 25°C (77°F). Rwy 16R helicopter visibility reduction below 3/4 SM NA. Circling Rwy 1.6L NA at night.

**MISSED APPROACH:** Climb to 4700 direct ICORO and hold.

<table>
<thead>
<tr>
<th>ATIS</th>
<th>MIDLAND APP CON</th>
<th>MIDLAND TOWER</th>
<th>GND CON</th>
<th>CJNC DEL</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>126.8</td>
<td>235.975</td>
<td>124.6</td>
<td>290.4</td>
<td>118.7 (CTAF) 273.45</td>
<td>121.9  348.6</td>
</tr>
</tbody>
</table>

### Holding Pattern

**ICORO**

- **HDG**: 346°
- **DIST**: 5 NM

### Alternate Courses

**LPV**

- **HDG**: 166°
- **DIST**: 346°

**DA**

- **HDG**: 166°
- **DIST**: 5100

**RNAV (GPS) RWY 16R**

**ATC Frequencies**

- **MIDLAND APP CON**: 126.8
- **MIDLAND TOWER**: 118.7 (CTAF) 273.45
- **GND CON**: 121.9 348.6
- **CJNC DEL**: 118.05 317.65
- **UNICOM**: 122.95

**RNAV (GPS) RWY 16R**

**AIRPORT**: MIDLAND INTL AIR AND SPACE PORT (MAF)

**Amdt 1B 22JUN17**

**Amdt SC-3, 07 OCT 2021 to 02 DEC 2021**
### RNAV (GPS) RWY 22

**Midland Intl Air and Space Port (MAF)**

**ATIS**
- **Midland App Con**: 126.8 236.975
- **Midland Tower**: 118.7 (CTAF)
- **Ground Con**: 121.9 348.6
- **Clncl Del**: 118.05 317.65
- **Unicom**: 122.95

**AWAS**
- **Ch**: 50429
- **App Crs**: 225°
- **Rwy Idg**: 4605
- **TDZE**: 2855
- **Apt Elev**: 2872

**RNP APCH**

**Missted Approach**: Climb to 5000 direct TOKRE and hold.

**Category**
- **A**: 5000
- **B**: 4700
- **C**: 4500
- **D**: 4300

**LNAV/ VNAV**

**DA**
- 3055 3/4 200 (200-3/4)

**MDA**
- 3317 1/8 462 (500-1/8)
- 3320 1/8 465 (500-1/8)

**MDA**
- 3440-1 568 (600-1)
- 3440-1 1/2 568 (600-1/2)
- 3520-2 648 (700-2)

**Circularing**
- **31°57'N-102°12'W**

**Amdt 1C 25FEB21**
RNAV (GPS) RWY 28
MIDLAND INTL AIR AND SPACE PORT (MAF)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C (13°F) or above 25°C (77°F). Circling Rwy 16L NA at night. DME/DME RNP 0.3 NA. Inop table does not apply to LPV all Cats.

ATIS  126.8  235.975  MIDLAND APP CON*  124.6  290.4  MIDLAND TOWER*  118.7 (CTAF)  273.45  GND CON  121.9  348.6  CLNC DEL  118.05  317.65  UNICOM  122.95

MISSED APPROACH: Climb to 5000 direct JEMMO and hold.

LDG CRS 285° to RW28

LPV
DA
3058-3/4  200 (200-3/4)

LNAV/ VNAV
DA
3271-1 1/8  413 (500-1/8)

LNAV MDA
3280-3/4  422 (500-3/4)

CIRCLING
3440-1  568 (600-1)

\[ 31°57'N-102°12'W \]

317
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C (13°F) or above 26°C (78°F). Circling Rwys 16L NA at night. DME/DME RNP-0.3 NA.

**ATIS**
- 126.8 235.975

**MIDLAND APP CON**
- 124.6 290.4

**MIDLAND TOWER**
- 118.7 (CTAF) 273.45

**GND CON**
- 121.9 348.6

**CLNC DEL**
- 118.05 317.65

**UNICOM**
- 122.95

**RNAV (GPS) RWY 34L**

**MISSED APPROACH:** Climb to 5100 direct PERAE and hold.

**CATEGORY**
- A
- B
- C
- D

**LPV DA**
- 3058-3/4  200 (200-3/4)

**LNAV/VNAV DA**
- 3203-1 1/8  345 (400-1/4)

**LNAV MDA**
- 3280-1 422 (500-1)
- 3280-1 1/4  422 (500-1/4)

**CIRCLING**
- 3440-1  568 (600-1)
- 3440-1 1/2  3520-2
- 568 (600-1/2)  648 (700-2)

**TWR**
- 2872
VOR or TACAN RWY 16R

MIDLAND INTL AIR AND SPACE PORT (MAF')

- Rwy 16R helicopter visibility reduction below 3/4 SM NA, Circling Rwy 16L NA at night.
- MISSED APPROACH: Climbing left turn to 4800 on heading 090° and on MAF VORTAC R-117 to DERIC INT/MAF 19 DME and hold.

<table>
<thead>
<tr>
<th>ATIS</th>
<th>MIDLAND APP CON</th>
<th>MIDLAND TOWER*</th>
<th>GND CON</th>
<th>CINC DEL</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>126.8</td>
<td>235.975</td>
<td>124.6</td>
<td>290.4</td>
<td>118.7 (CTAF)</td>
<td>273.45</td>
</tr>
</tbody>
</table>

- App Crs 114.8 Chan 95
- MAF 12° Arc
- MIDLAND 114.8 MAF
- Chan 95

- 4800 MAF 12° Arc
- Deric 4800
- VGSi and descent angles not coincident (VGSi Angle 3.00/TCH 50).

- CATEGORY
<table>
<thead>
<tr>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
<th>E</th>
</tr>
</thead>
<tbody>
<tr>
<td>S-16R</td>
<td>3400-1</td>
<td>528 (600-1)</td>
<td>3400-1½</td>
<td>528 (600-1½)</td>
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<tr>
<td>3440-1</td>
<td>568 (600-1)</td>
<td>3440-1½</td>
<td>568 (600-1½)</td>
<td>3520-2</td>
</tr>
<tr>
<td>3600-2½</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

- MIDLAND, TEXAS
  Amdt 23C 17AUG17

- PROCEDURE TURN NOT AUTHORIZED FOR CAT E.

- MIDLAND INTL AIR AND SPACE PORT (MAF')
  31°57′N-102°12′W
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
RNAV (GPS) RWY 12
ROY HURD MEML (E01)

FORT WORTH CENTER
133.1  298.95

UNICOM
122.8 (CTAF)

MONAHANS, TEXAS
31°35' N-102°55' W

RNAV (GPS) RWY 12
ROY HURD MEML (E01)

MONAHANS, TEXAS
AL-6748 (FAA)

WAAS
CH 57927
W12A

APP CRS
Rwy Idg
TDZE
Apt Elev
4268
2609
2615

DME/DME RNP-0.30 NA. Obtain local altimeter setting on CTA; when not received, use Wink altimeter setting. Night landing: Rwy 12 NA. Helicopter visibility reduction below 1 SM NA.

314°
3.00°

118°

3006
2895
2826
2785
2766

2971

3200
6000
INK

HOLD 6000

57927
5500

VGS and descent angles not coincident (VGS Angle 3.00/TCH 24).

EGOJO

POMVE

118°

5000

4000

3200

3.00°

ELEV 2615
TDZE 2609

LP MDA
3100-1
491 (500-1)

3100-1
491 (500-1)

NA

LNAV MDA
3120-1
511 (600-1)

3120-1
511 (600-1)

NA

CIRCLING
3280-1
665 (700-1)

3280-1
665 (700-1)

NA

LP MDA
3180-1
571 (600-1)

3180-1
571 (600-1)

NA

LNAV MDA
3200-1
591 (600-1)

3200-1
591 (600-1)

NA

CIRCLING
3360-1
745 (800-1)

3360-1
745 (800-1)

NA

MIRL Rwys 1-19 and 12-30

31224

SC-3, 07 OCT 2021 to 02 DEC 2021

18-02APR15

322
RNAV (GPS) RWY 30
ROY HURD MEML (E01)

6000

WUVNI

308°

Tr

INK

308°

RW30

3014

(FAF) GENLY

3006

WUVNI

2826

2766

2785

2971

5 NM

WINK

298°-0

298°

5 NM

5000 N085

118°

298°

298°

5000

298°

3006

2971

467 (500-1)

665 (700-1)

547 (600-1)

567 (600-1)

745 (800-1)

3180-1

4000

118°

4000

298°

4000

298°

1.4 NM to RW30

2.8 NM

7 NM

 CATEGORY

 LP MDA

 LNAV MDA

 CIRCLING

 WINK ALTIMETER SETTING MINIMUMS

 A

 3080-1

 3100-1

 3280-1

 3160-1

 3180-1

 3360-1

 B

 467 (500-1)

 487 (500-1)

 665 (700-1)

 547 (600-1)

 567 (600-1)

 745 (800-1)

 C

 3080-1½

 3100-1½

 3280-1½

 3160-1½

 3180-1½

 3360-2½

 D

 NA

 NA

 NA

 NA

 NA

 MONAHANS, TEXAS

 Orig-A 02APR15

 31°35' N-102°55' W

 323
MONAHANS, TEXAS

VOR/DME RWY 12
ROY HURD MEML (E01)

**FORT WORTH CENTER**

**UNICOM** 122.8 (CTAF)

- **VORTAC INK 112.1**
  - **APR CRS 125°**
  - **Rwy Idg**
  - **TDZE** 2609
  - **Apt Elev** 2615

**SC-3, 07 OCT 2021 to 02 DEC 2021**

**Obtain local altimeter setting on CTAF; when not received, use Wink altimeter setting.**

**Night landing: Rwy 12 NA. Helicopter visibility reduction below 1 SM NA.**

**MISSING APPROACH: Climbing right turn to 5000 direct INK VORTAC and hold.**

**Procedure Turn**

**NA**

**VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 24).**

**WINK ALTIMETER SETTING MINIMUMS**

### CATEGORY

<table>
<thead>
<tr>
<th></th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>S-12</td>
<td>3340-1</td>
<td>3340-1½</td>
<td>3340-2</td>
<td>NA</td>
</tr>
<tr>
<td></td>
<td>731 (800-1)</td>
<td>731 (800-1½)</td>
<td>731 (800-2)</td>
<td></td>
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<tr>
<td>CIRCLING</td>
<td>3340-1</td>
<td>3340-1½</td>
<td>3340-2</td>
<td>NA</td>
</tr>
<tr>
<td></td>
<td>725 (800-1)</td>
<td>725 (800-1½)</td>
<td>725 (800-2)</td>
<td></td>
</tr>
</tbody>
</table>

**MIRL Rwys 1-19 and 12-30**
Procedure NA for arrivals at SHEPE via V17 southwest bound.
RNAV (GPS) RWY 31
NEW BRAUNFELS RGNL (BAZ)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use San Marcos altimeter setting and increase all DA 43 feet and all MDA 60 feet, and increase LPV all Cats, RNAV/DFNA all Cats, and Circling Cats C and D visibility 1/2 mile, and LNAV Cats C and D visibility 1/2 mile. For uncompensated Baro-VNAV systems, LNAV/DFNA NA below -5°C (23°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using San Marcos altimeter setting. Helicopter visibility reduction below 1/2 SM NA.

**Ats**
SAN ANTONIO APP CON 119.325
NEW BRAUNFELS TOWER 127.05
GND CON 120.175
CLNC DEL 134.75
GND CON 134.75
CLNC DEL 134.75
UNICOM 122.7
CTAF 127.05

**Elev**
TDZE 646

**RNAV (GPS) RWY 31**
NEW BRAUNFELS RGNL (BAZ)

**New Braunfels Rgnl (BAZ)**

**Amdt 1 30APR15**

**San Marcos**

**Apt Elev**
TDZE 646

**New Braunfels, Texas**

**Area**

**TWR**
715 308° to RW31

**MIRL Rwys 13-31 and 17-35**

**Category**
A
B
C
D

**LPV DA**
896-3/4 250 (300-3/4)

**LNAV/DFNA DA**
1068-1/4 422 (500-1/4)

**LNAV MDA**
1080-1 434 (500-1)

**Circling**
1100-1 442 (500-1)
1240-1 582 (600-1)
1280-1/4 622 (700-1/4)
1320-2 662 (700-2)

**New Braunfels, Texas**

**Amdt 1 30APR15**

**San Marcos**

**Apt Elev**
TDZE 646
When local altimeter setting not received, use San Marcos Rgnl altimeter setting: increase LPV DA to 972 feet, LNAV/VNAV DA to 1153 feet; increase all MDAs 60 feet and visibility LNAV Cat C and D ¼ SM. Baro-VNAV and VDP NA when using San Marcos Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F).

MISSSED APPROACH: Climb to 3100 direct FONEK and via 340° track to BRAUN and hold, continue climb-in-hold to 3100.
VOR/DME-A
NEW BRAUNFELS RGNL (BAZ)

RADAR required for procedure entry.

ATIS: 119.325
SAN ANTONIO APP CON: 124.45, 335.625
NEW BRAUNFELS TOWER: 116.8 Chan 115

VOR/DME-A
NEW BRAUNFELS RGNL (BAZ)

MISSED APPROACH: Climbing right turn to 2500 on SAT R-072 to FAUST/27 DME and hold.

FAUST SAT 27
R-072

YERRI SAT 33

NEW BRAUNFELS TOWER
116.8 Chan 115

Category
A 1180-1 1240-1 1280-1 1320-2
B 522 (600-1) 582 (600-1¼) 622 (700-1¼) 662 (700-2)
C 6503 X 100
D 329

NEW BRAUNFELS, TEXAS
Orig-A 08NOV18

29°42'N-98°02'W
Circling to Rwy 16 and 20 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Circling NA S of Rwys 2 and 34. When local altimeter setting not received, use Midland Intl Air and Space Port altimeter setting and increase all DA 41 feet and all MDA 60 feet and increase LNAV/VNAV all Cats visibility ½ mile, LNAV Cat C and D and circling Cat C visibility ½ mile. VDP NA with Midland Intl Air and Space Port altimeter setting. Baro-VNAV NA when using Midland Intl Air and Space Port altimeter setting.

Procedure NA for arrivals at YOGSU on V94-546 westbound.

MISSED APPROACH:
Climb to 5000 direct JEMBI and hold.

ASOS  119.275
MIDLAND APP CON *  124.6  256.875
CLNC DEL  121.7
UNICOM  123.0 [CTAF]

KIMTE
5000
GP 3.00°
TCH 40

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<td>LPV DA</td>
<td>3176-¾</td>
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<tr>
<td>LNAV/ VNAV DA</td>
<td>3347-1¼</td>
<td>371 (400-1¼)</td>
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<tr>
<td>LNAV MDA</td>
<td>3380-1</td>
<td>404 (400-1)</td>
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<tr>
<td>CIRCLING</td>
<td>3460-1</td>
<td>456 (500-1)</td>
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ODESSA, Texas
Orig-B 26MAY16
31°55'N-102°23'W
331
Circling NA south of Rwys 2 and 34. When local altimeter setting not received use Midland Intl Air and Space Port altimeter setting and increase all MDAs 60 feet. Rwy 20 helicopter visibility reduction below 1 SM NA.

Procedure NA for arrivals at PIZON on V68 northwest bound.

Procedure NA for arrivals at MERGE on V81 northbound.

**Missed Approach:**
- Climbing right turn to 5100 direct PIZON and hold.
RNAV (GPS) RWY 29
ODESSA-SCHLEMEYER FIELD (ODO)

### RNP APCH.

Baro-VNAV NA when using Midland Intl Air and Space Port altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 43°C. Circling NA south of Rwys 2 and 34. When local altimeter setting not received use Midland Intl Air and Space Port altimeter setting and increase all DAs 41 feet and all MDAs 60 feet and increase LNAV Cats C and D visibility 1/2 mile. VDP NA with Midland Intl Air and Space Port altimeter setting.

### ASOS

<table>
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<tr>
<th></th>
<th>MIDLAND APP CON</th>
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<tr>
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<td>121.7</td>
<td>123.0</td>
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</table>

### Procedure NA for arrivals at OHARA on V68 southeast bound.

1. RW29 to RW29 1.2 NM
2. RW29 to HUDUP 2 NM to RW29
3. HUDUP 2 NM to RW29
4. RW29 2 NM to RW29

### RNAV only.

- LNAV only.
- 2 NM to RW29
- 1.2 NM to RW29
- 3261

### PROCEDURE

- Takeoff
- Climb to 5000 direct
- Transition to course

### MISSED APPROACH:

- Climbing to 5000 direct KIMTE and hold.
Circling NA south of Rwys 2 and 34. When local altimeter setting not received used Midland Intl Air and Space Port altimeter setting and increase all MDA 60 feet.

NoPT for arrival on MAF VORTAC airway radials 357 CW 102.

MISSED APPROACH: Climbing right turn to 5000 direct MAF VORTAC and hold.
ORANGE GROVE, TEXAS

ATIS 254.35
KINGSVILLE APP CON 119.90 290.45
TOWER 281.425 318.85
GND CON 229.4

SC-3, 07 OCT 2021 to 02 DEC 2021

MISSED APPROACH: Climb to 3000 on NOG TACAN R-121 to DAYET and hold.

EMERG SAFE ALT 100 NM 16,000

LOC I-NOG 110.5
APCH CRS 130°
Rwy Idg 8001
TDZE 257
Arpt Elev 257

AL-6553 [USN]

ORANGE GROVE NALF (KNOG)

TACAN required

GS 3.0°
TCH 45

EMERG SAFE ALT 100 NM 16,000

ELEV 257
TDZE 257

3160 130°
5.4 NM from FAF

GRANE
FEEGI

CATALOG

CATEGORY A B C D
S-ILS 13 457-3/4 200 (200-3/4)
S-LOC 13 620-1 363 (400-1)
C CIRCLING 660-1 720-1 920-1 1000-2 1/2
403 (500-1) 463 (500-1) 663 (700-1 1/4) 743 (800-2 1/2)

MIRL all runys

ORANGE GROVE, TEXAS
Amvl 2 12AUG21

27°54'N-98°03'W

ORANGE GROVE NALF (KNOG)

335
MIssed Approach: Climb to 700, then climbing right turn to 3000 and intercept NOG TACAN R-310 to Grane and hold.

ATIS 254.35
Kingsville App Con 119.90 290.45
Tower 281.425 318.85
Ground Con 229.4

Emerg Safe Alt 100 NM 16,200
Elev 257 TDZE 232

Orange Grove, Texas
27°54'N-98°03'W
Amdt 1 20May21
MISSED APPROACH: Climbing left turn to 3000 and intercept NOG TACAN R-121 to DAYET and hold.

ATIS 254.35
KINGSVILLE APP CON 119.90 290.45
TOWER 281.425 318.85
GND CON 229.4

EMERG SAFE ALT 100 NM 16,200

ELEV 257  TDZE 257

ORANGE GROVE, TEXAS
Amdt 1 20MAY21

SC-3, 07 OCT 2021 to 02 DEC 2021

ORANGE GROVE NALF (KNOG)
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Procedure NA at night. Obtain local altimeter on CTAF, when not received, use San Angelo altimeter setting.

Rwy 16 visibility reduction below 3/4 SM NA.

MISSING APPROACH: Climb to 5000 direct IXALE WP and hold.

SAN ANGELO SJT

Procedure NA for arrival on SJT VORTAC airway radials 171 CW 309.

San Angelo Altimeter Setting Minimums

- LNAV MDA
  - 2940-1/4 563 (600-1/4)
  - 2940-1/2 563 (600-1/2)
  - NA
- CIRCLING
  - 2980-1/4 603 (700-1/4)
  - 2980-1/2 603 (700-1/2)
  - NA

San Angelo Altimeter Setting Minimums

- LNAV MDA
  - 3180-1/4 803 (800-1/4)
  - 3180-1/2 803 (800-1/2)
  - NA
- CIRCLING
  - 3220-1/4 843 (900-1/4)
  - 3220-1/2 843 (900-1/2)
  - NA

Obtain local altimeter on CTAF, when not received, use San Angelo altimeter setting.

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Procedure NA at night.

San Angelo Altimeter Setting Minimums

- LNAV MDA
  - 2940-1/4 563 (600-1/4)
  - 2940-1/2 563 (600-1/2)
  - NA
- CIRCLING
  - 2980-1/4 603 (700-1/4)
  - 2980-1/2 603 (700-1/2)
  - NA

San Angelo Altimeter Setting Minimums

- LNAV MDA
  - 3180-1/4 803 (800-1/4)
  - 3180-1/2 803 (800-1/2)
  - NA
- CIRCLING
  - 3220-1/4 843 (900-1/4)
  - 3220-1/2 843 (900-1/2)
  - NA

Obtain local altimeter on CTAF, when not received, use San Angelo altimeter setting.

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Procedure NA at night.

San Angelo Altimeter Setting Minimums

- LNAV MDA
  - 2940-1/4 563 (600-1/4)
  - 2940-1/2 563 (600-1/2)
  - NA
- CIRCLING
  - 2980-1/4 603 (700-1/4)
  - 2980-1/2 603 (700-1/2)
  - NA

Obtain local altimeter on CTAF, when not received, use San Angelo altimeter setting.

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Procedure NA at night.

San Angelo Altimeter Setting Minimums

- LNAV MDA
  - 2940-1/4 563 (600-1/4)
  - 2940-1/2 563 (600-1/2)
  - NA
- CIRCLING
  - 2980-1/4 603 (700-1/4)
  - 2980-1/2 603 (700-1/2)
  - NA

Obtain local altimeter on CTAF, when not received, use San Angelo altimeter setting.

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Procedure NA at night.

San Angelo Altimeter Setting Minimums

- LNAV MDA
  - 2940-1/4 563 (600-1/4)
  - 2940-1/2 563 (600-1/2)
  - NA
- CIRCLING
  - 2980-1/4 603 (700-1/4)
  - 2980-1/2 603 (700-1/2)
  - NA

Obtain local altimeter on CTAF, when not received, use San Angelo altimeter setting.

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Procedure NA at night.
Use Cotulla altimeter setting. Procedure NA at night.

**MISSED APPROACH:** Climbing left turn to 2500 direct COT VORTAC and hold.
RNAV (GPS) RWY 14
PECOS MUNI (PEQ)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (4°F) or above 27°C (80°F).

DA, DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA with Wink altimeter setting. When local altimeter setting not received, use Wink altimeter setting and increase all DA 95 feet and all MDA 100 feet, increase LPV all Cats visibility ¼ mile, LNAV VNAV all Cats visibility ½ mile, LNAV Cat C/D and Circling Cat C visibility ¼ mile. Circling to Rwy 9/27 NA at night.

MISSED APPROACH: Climb to 4500 direct HUGPA and hold.

AWOS-3

ALBUQUERQUE CENTER

122.8 (CTAF)

LA-186 (FAA)

PECOS, TEXAS

AL-186 (FAA)

UNICOM

19171

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (4°F) or above 27°C (80°F).

DA, DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA with Wink altimeter setting. When local altimeter setting not received, use Wink altimeter setting and increase all DA 95 feet and all MDA 100 feet, increase LPV all Cats visibility ¼ mile, LNAV VNAV all Cats visibility ½ mile, LNAV Cat C/D and Circling Cat C visibility ¼ mile. Circling to Rwy 9/27 NA at night.

MISSED APPROACH: Climb to 4500 direct HUGPA and hold.

AWOS-3

ALBUQUERQUE CENTER

122.8 (CTAF)

LA-186 (FAA)

PECOS, TEXAS

AL-186 (FAA)

UNICOM

19171

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (4°F) or above 27°C (80°F).

DA, DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA with Wink altimeter setting. When local altimeter setting not received, use Wink altimeter setting and increase all DA 95 feet and all MDA 100 feet, increase LPV all Cats visibility ¼ mile, LNAV VNAV all Cats visibility ½ mile, LNAV Cat C/D and Circling Cat C visibility ¼ mile. Circling to Rwy 9/27 NA at night.

MISSED APPROACH: Climb to 4500 direct HUGPA and hold.

AWOS-3

ALBUQUERQUE CENTER

122.8 (CTAF)

LA-186 (FAA)

PECOS, TEXAS

AL-186 (FAA)

UNICOM

19171
RNAV (GPS) RWY 32
PECOS MUNI (PEQ)

For uncompensated Baro-VNAV systems, procedure NA below -20°C (-4°F) or above 27°C (80°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Wink altimeter setting: increase LPV DA to 2900 feet, LNAV/VNAV DA to 2950 feet and all visibilities ¼ SM; increase all MDA 100 feet and visibility Cat C and LNAV Cat D ¼ SM. Baro-VNAV NA when using Wink altimeter setting. Circling Rwy 9, 27 NA at night.

AWOS-3 118.175
ALBUQUERQUE CENTER 135.875 292.15

WALOM
5 NM to RW32
1.8 NM to RW32

WALOM
5 NM to RW32
1.8 NM to RW32

LNAV/VNAV RNP-0.3 NA. When local altimeter setting not received, use Wink altimeter setting: increase LPV DA to 2900 feet, LNAV/VNAV DA to 2950 feet and all visibilities ¼ SM; increase all MDA 100 feet and visibility Cat C and LNAV Cat D ¼ SM. Baro-VNAV NA when using Wink altimeter setting. Circling Rwy 9, 27 NA at night.

Procedure NA for arrivals at INK VORTAC on V16-94.

Procedure NA for arrivals at FST VORTAC airway radials 222 CW 021.

MISSED APPROACH:
Climb to 4600 direct WALOM and hold.

PECOS, TEXAS
Orig-B 01FEB18

RNAV (GPS) RWY 32
PECOS MUNI (PEQ)

31°23'N-103°31'W
343
RNAV (GPS) RWY 12
MUSTANG BEACH (RAS)

**AWOS-3**
118.425

**CORPUS CHRISTI APP CON**
125.4 307.9

**CTAF**
122.9

---

**DME/DME RNP-0.3 NA.** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 44°C (111°F). If local altimeter setting not received, use Corpus Christi Intl altimeter setting and increase all DAs/MDAs 60 feet. Baro-VNAV and VDP NA when using Corpus Christi Intl altimeter setting.

**MISSED APPROACH:** Climb to 2000 direct ISOYE and hold.

**125° to RW12**

**3.4 NM**

**1.1 NM**

**Procedure**

**Turn NA**

**ISOYE**

**3000**

**120°**

**HOSRU**

**1500**

**(FAF)**

**JAPVO**

**138**

**135**

**RW12**

**MIRL Rwy 12-30**

**LPV**

**DA**

276-1 271 (300-1)

**LNAV/VNAV**

**DA**

435-1½ 430 (500-1½)

**LNAV MDA**

400-1 395 (400-1)

**CIRCLING**

500-1 495 (500-1)

**CATEOGY**

A  B  C  D

**Port Aransas, Texas**

**Orig-B 05APR12**
RNAV (GPS) RWY 30
MUSTANG BEACH (RAS)

**CAUTION:** DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV must be set to 1.3 NM. If local altimeter setting not received, use Corpus Christi Intl altimeter setting and increase all DAs/MDAs 60 feet. Baro-VNAV and VDP NA when using Corpus Christi Intl altimeter setting.

**MISSED APPROACH:** Climb to 2000 direct HOSRU and hold.

**AWOS-3**

**CORPUS CHRISTI APP CON**

**CTAF**

**RADAR REQUIRED**

**ELEV 5**

**TDZE 5**

**Procedure**

**Turn NA**

**VGSI and RNAV glidepath not coincident**

**VGSI Angle 3.00°/TCH 22.**

**300° to RW30**

**LPV DA**

**362-11/4 357 (400-11/4) NA**

**LNAV/VNAV DA**

**435-11/2 430 (500-11/2) NA**

**LNAV MDA**

**440-1 435 (500-1) NA**

**CIRCLING**

**500-1 495 (500-1) NA**

**WAAS CH 63000 W30A**

**APP CRS 300°**

**Rwy Idg TA5**

**Apt Elev 5**

**PORT ARANSAS, TX**

**AL-10221 (FAA)**

**17173**

**346**

**PORT ARANSAS, TX**

**Orig-C 20SEP12**

**27°49'N-97°05'W**

**MUSTANG BEACH (RAS)**

**RNAV (GPS) RWY 30**
Baro-VNAV NA when using Brownsville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. VDP NA when using Brownsville altimeter setting.

When local altimeter setting not received, use Brownsville altimeter setting and increase all DA 38 feet and all MDA 40 feet, increase LPV all Cats, LNAV Cat C, and Circling Cat C visibility 1/2 mile. Circling Rwys 3, 8, 17, 21, 26, 35 NA at night.

**Misssed Approach:**
Climb to 3000 direct COKAX and via 185° track to CHICO and hold.

**ASOS**
- VALLEY APP CON: 119.5, 257.6
- CINC DEL: 119.2
- UNICOM: 122.8 (CTAF)

**UNICOM**
- 122.8 (CTAF)

**MISSED APPROACH:**
Climb to 3000 direct to COKAX and via 185° track to CHICO and hold.

**ASOS**
- VALLEY APP CON: 119.5, 257.6
- CINC DEL: 119.2
- UNICOM: 122.8 (CTAF)

**ASOS**
- VALLEY APP CON: 119.5, 257.6
- CINC DEL: 119.2
- UNICOM: 122.8 (CTAF)

**ASOS**
- VALLEY APP CON: 119.5, 257.6
- CINC DEL: 119.2
- UNICOM: 122.8 (CTAF)

**ASOS**
- VALLEY APP CON: 119.5, 257.6
- CINC DEL: 119.2
- UNICOM: 122.8 (CTAF)

**ASOS**
- VALLEY APP CON: 119.5, 257.6
- CINC DEL: 119.2
- UNICOM: 122.8 (CTAF)

**ASOS**
- VALLEY APP CON: 119.5, 257.6
- CINC DEL: 119.2
- UNICOM: 122.8 (CTAF)

**ASOS**
- VALLEY APP CON: 119.5, 257.6
- CINC DEL: 119.2
- UNICOM: 122.8 (CTAF)

**ASOS**
- VALLEY APP CON: 119.5, 257.6
- CINC DEL: 119.2
- UNICOM: 122.8 (CTAF)

**ASOS**
- VALLEY APP CON: 119.5, 257.6
- CINC DEL: 119.2
- UNICOM: 122.8 (CTAF)

**ASOS**
- VALLEY APP CON: 119.5, 257.6
- CINC DEL: 119.2
- UNICOM: 122.8 (CTAF)

**ASOS**
- VALLEY APP CON: 119.5, 257.6
- CINC DEL: 119.2
- UNICOM: 122.8 (CTAF)

**ASOS**
- VALLEY APP CON: 119.5, 257.6
- CINC DEL: 119.2
- UNICOM: 122.8 (CTAF)

**ASOS**
- VALLEY APP CON: 119.5, 257.6
- CINC DEL: 119.2
- UNICOM: 122.8 (CTAF)

**ASOS**
- VALLEY APP CON: 119.5, 257.6
- CINC DEL: 119.2
- UNICOM: 122.8 (CTAF)

**ASOS**
- VALLEY APP CON: 119.5, 257.6
- CINC DEL: 119.2
- UNICOM: 122.8 (CTAF)

**ASOS**
- VALLEY APP CON: 119.5, 257.6
- CINC DEL: 119.2
- UNICOM: 122.8 (CTAF)
When local altimeter setting not received, use Brownsville altimeter setting and increase all MDA 40 feet and increase Cat C visibility 1/2 mile. Circling Rwys 3, 8, 17, 21, 26, 35 NA at night. MisSED APPROACH: Climb to 2000 then turn left via BRO R-349 to RELAX INT/BRO 20 DME and hold.

One Minute Holding Pattern

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<th>C</th>
<th>D</th>
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<tbody>
<tr>
<td>C</td>
<td>780-1</td>
<td>761 (800-1)</td>
<td>840-2/2</td>
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Knots

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<td>3:24</td>
<td>2:33</td>
<td>2:02</td>
<td>1:42</td>
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Port Isabel, Texas

26°10'N-97°21'W

Amdt 6 B 11 Oct 18

Port Isabel-Cameron County (PIL)

VOR-A
When local altimeter setting not received, procedure NA.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 9000 direct IMEGY and on track 006° to MRF VOR/DME and hold.

AWOS-3PT
118.0

ALBUQUERQUE CENTER
135.875 292.15

UNICOM
122.8 (CTAF)

ELEV 2938

UNITED STATES
MEXICO

MUDOE

SEBTE 2.6 NM to MUDOE
(MAP)

FAVAD

MGMT

6700

IMEGY

5000

Hold 9000

7 NM

260° to MUDOE

UNITED STATES
MEXICO

5134

MUDOE

2.6 NM to MUDOE

SEBTE

FAVAD

IMEGY

5000

20254

RNAV (GPS)-A

PRESIDIO LELY INTL (PRS)
**UNIVERSAL CITY, TEXAS**

<table>
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<tr>
<th>LOC</th>
<th>I-UNY</th>
<th>APCH CRS</th>
<th>RWY Idg</th>
<th>TDZE</th>
<th>Arpt Elev</th>
<th>AL-341</th>
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<td>761</td>
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**RANDELPH AFB (KRND)**

**RADAR or DME required**

*Circling not authorized NE of Rwy 15R-33L*

**ATIS**

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<tr>
<th>San Antonio App Con</th>
<th>290.525</th>
<th>128.05</th>
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**RANDELPH TOWER**

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**RANDELPH GND CON**

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**CLNL DEL**

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**HANGOVER ATIS**

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<th>Tower</th>
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**HANGOVER GND CON**

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<tr>
<th>GND Con</th>
<th>124.75</th>
<th>353.75</th>
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</thead>
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**EMERG SAFE ALT 100 NM 4100**

**WAXEL**

<table>
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<th>Category</th>
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<th>C</th>
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<tr>
<td>S-ILS 15R</td>
<td>961/40</td>
<td>200</td>
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<td><strong>CIRCLING</strong></td>
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<td>1500-2</td>
<td>759 (800-2)</td>
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**HRL all rwyrs ALS Rwy 15L nstd len 2100’**

**EFAL**

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<th>FAF to MAP 6.7 NM</th>
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<tbody>
<tr>
<td>Knots</td>
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</tbody>
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**ILS or LOC RWY 15R**

Amdt 1 28JAN21

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**MISSED APPROACH**: Climb to 3000 ft out RND VORTAC R-159 to 13 DME (GIVKE). Expect ATC instructions.

Simultaneous approaches authorized with Rwy 15R and 15L.
**UNIVERSAL CITY, TEXAS**

**LOC I-RND** 109.3

**APCH CRS** 325*

**Rwy IDg** 8352

**TDZE** 733

**Arpt Elev** 761

**AL-341 [USAF]**

**RANDOLPH AFB (KRND)**

**Radar or DME required**

- When ALS inop, increase RVR to 40 and vis to 1/2 mile.
- When ALS inop, increase CAT A8 RVR to 55, vis to 1 mile; CAT CDE vis to 1/2 mile.
- **Circling not authorized SW of Rwy 15L-33R.**

**ATIS**

**SAN ANTONIO APP CON** 290.525

**RANDOLPH TOWER** 128.25

**RANDOLPH GND CON** 119.65

**CLNCE DEL (Rwy 15L-33R)** 338.35

**HANGOVER ATIS** 327.8

**HANGOVER TOWER** 120.5

**HANGOVER GND CON** 124.75

**WDF**

**WDF**

**VOR**

**VOR**

**ILS or LOC Y RWY 33R**

---

**Radar Approach Points**

- **1155**
- **900**
- **1122**
- **935**
- **1108**

**Unlabeled Points**

- **1188**

**Categories**

- **A**
- **B**
- **C**
- **D**
- **E**

**Minimums**

- **60**
- **90**
- **120**
- **150**
- **180**

- **3.36**
- **2.24**
- **1.48**
- **1.26**
- **1.12**

---

**UNIVERSAL CITY, TEXAS**

**CARDINAL**

**CARDINAL**

**UNIVERSAL CITY, TEXAS**

**UNIVERSAL CITY, TEXAS**

**29*32’N-98*17’W**

---

**RANDOLPH AFB (KRND)**
RNAV (GPS) RWY 15L

**SC-3, 07 OCT 2021 to 02 DEC 2021**

**ATIS**
SAN ANTONIO APP CON 290.525
RANDOLPH TOWER 128.25 294.7
RANDOLPH GND CON 119.65 275.8
CLNC DEL (RWY 15L-33R) 338.35
HANGOVER ATIS 327.8
HANGOVER TOWER 120.5 291.1
HANGOVER GND CON 124.75 353.75

---

**EMERG SAFE ALT 100 NM 4100**

**CATEGORY**

<table>
<thead>
<tr>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
<th>E</th>
</tr>
</thead>
<tbody>
<tr>
<td>LNAV/VNAV DA</td>
<td>1240/60</td>
<td>498</td>
<td>[500-1½]</td>
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</tr>
<tr>
<td>LNAV MDA**</td>
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<td>[500-½]</td>
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<td>CIRCLING</td>
<td>1240-1</td>
<td>479</td>
<td>[500-1½]</td>
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</tr>
</tbody>
</table>

---

**SBAS VNAV NA.**

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C or above 54° C.

Simultaneous approach authorized with RWY 15L and 15R.

Vertical guidance required for simultaneous operations.

LNAV procedures NA during simultaneous operations.

---

**UNIVERSAL CITY, TEXAS**

Amdt 1 28JAN21

**RANDOLPH AFB (KRND)**

---

**SC-3, 07 OCT 2021 to 02 DEC 2021**

---

**RNAV (GPS) RWY 15L**
**RNAV (GPS) RWY 15R**

**EMERG SAFE ALT 100 NM 4100**

**LNAV only**
- 1500
- 3000

**GIVKE**

**CATEGORY**
- A
- B
- C
- D
- E

**LNAV/VNAV DA**
- 1220-1/8
- 459 (500-1/8)

**LNAV MDA**
- 1500/55
- 739 (800-1)
- 1500-2
- 739 (800-2)

**CIRCLING**
- 1500-1
- 739 (800-1)
- 1500-2
- 739 (800-2)
- 1800-3
- 1039 (1100-3)

**RANDOLPH AFB (KRND)**

**UNIVERSAL CITY, TEXAS**

**SC-3, 07 OCT 2021 to 02 DEC 2021**

**APCH CRS**
- Rwy Idg 8352
- TDZE 761
- Arpt Elev 761

**AL-341 [USAF]**

**RANDOLPH AFB (KRND)**

**SC-3, 07 OCT 2021 to 02 DEC 2021**

**ATIS**
- 290.525
- 128.05
- 318.1

**SAN ANTONIO APP CON**
- 294.7

**RANDOLPH TOWER**
- 119.65
- 275.8

**RANDOLPH GND CON**
- 338.35

**CLNC DEL (RWY 15L-33R)**
- 327.8

**HANGOVER ATIS**
- 120.5
- 291.1

**HANGOVER TOWER**
- 353.75

**HANGOVER GND CON**
- 124.75

**SBAS VNAV NA.**

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

Simultaneous approach authorized with Rwy 15L and 15R.

Vertical guidance required for simultaneous operations.

LNAV procedures NA during simultaneous operations.

**HIRL all rwys**

**ALS Rwy 15L nstd len 2100’**

**Amdt 1 28JAN21**
**SC-3, 07 OCT 2021 to 02 DEC 2021**

**UNIVERSAL CITY, TEXAS**

**APCH CRS**
- Rwy Idg: 8352
- TDZE: 733
- Arpt Elev: 761

**AL-341 [USAF]**

**RANDOLPH AFB (KRND)**

**RNP APCH - GPS**

**ATIS**
- SAN ANTONIO APP CON 290-525
- RANDOLPH TOWER * 128.25 294.7
- RANDOLPH GND CON 119.65 275.8
- CLNC DEL (Rwy 15L-33R) 338.35
- HANGOVER ATIS * 327.8
- HANGOVER TOWER * 120.5 291.1
- HANGOVER GND CON 124.75 353.75

** SBAS VNAV NA**

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

Simultaneous approach authorized with Rwy 33L and 33R.

Vertical guidance required for simultaneous operations.

LNAV procedures NA during simultaneous operations.

**EMERG SAFE ALT 100 NM 4100**

**CATEGORY**

- A: LNAV/VNAV DA
- B: LNAV MDA
- C: Circling

**LNAV/VNAV DA**
- 1080/55
- 347 (400-1)

**LNAV MDA**
- 1160/55
- 427 (400-1)

**CIRCLING**
- 1220
- 459 [500-1]

**ELEV 761**

**TDZE 733**

**ALS Rwy 15L nstd len 2100’ HIRL all rwy**

**UNIVERSAL CITY, TEXAS**

Amdt 1 28JAN21
RNAV (GPS) RWY 33R

**ATIS**
SAN ANTONIO APP CON 290.525
RANDOLPH TOWER* 128.25
FDRONP GND CON 119.65
CLINIC DEL (RWY 15L-33R) 338.35
HANGOVER ATIS* 237.8
HANGOVER TOWER* 120.5
HANGOVER GND CON 353.75

**EMERG SAFE ALT 100 NM 4100**

**ALTS**

- **58AS VNAV NA.**
  - For uncompensated Baro-VNAV systems, LNAV/VNAV NA below \(-16^\circ\) C or above \(54^\circ\) C.
  - Simultaneous approach authorized with Rwy 33L and 33R.
  - Vertical guidance required for simultaneous operations.
  - LNAV procedures NA during simultaneous operations.

**LEGAL**

- **RNAV (GPS) RWY 33R**

**COORDS**

- **UNIVERSAL CITY, TEXAS**
- **29*32'N-98*17'W**
- **RANDOLPH AFB**

**AMDT**

- 1 28JAN21
TACAN Rwy 33L

Radar required.

* Circling not authorized NE of Rwy 15L-33L

Missed approach: Climb to 3000 out RND VORTAC R-317 to RND 13 DME (HAKTI). Expect ATC instructions.

ATIS * SAN ANTONIO APP CON 290.525 128.05 318.1
RANDOLPH TOWER * 128.25 294.7
RANDOLPH GND CON 119.65 275.8
CLNC DEL (RWY 15L-33R) 338.35
HANGOVER ATIS * 327.8
HANGOVER TOWER * 120.5 291.1
HANGOVER GND CON 124.75 353.75

Randolph Rnd 112.3 Rnd Chan 70

Emerg Safe Alt 100 NM 4100

ELEV 761
TDZE 733

HILR all rwy
ALS Rwy 15L std
len 2100'

VORTAC RND
112.3
Chan 70

AL-341 [USAF]

Randolph AFB (KRND)
RNAV (GPS) RWY 13
NUECES COUNTY (RBO)

Circling NA northeast of Rwy 13-31. Procedure NA at night. Baro-VNAV and VDP NA when using Corpus Christi Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use Corpus Christi Intl altimeter setting and increase LPV DA to 358 feet, LNAV/VNAV DA to 400 feet and all MDA 40 feet.

AWOS-3 118.175

KINGSVILLE APP CON * 119.9 290.45

CTAF 122.9

122.8

Procedure NA for arrival on CRP VORTAC airway radials 184 CW 305.

MISSED APPROACH: Climb to 540 then climbing right turn to 2000 direct ELELY and hold.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (120°F). Circling NA northeast of Rwy 13-31. Baro-VNAV and VDP NA when using Corpus Christi Intl altimeter setting. Rwy 31 helicopter visibility reduction below ¾ SM NA. DME/DME RNP-0.3 NA. Procedure NA at night. When local altimeter not received, use Corpus Christi Intl altimeter setting and increase LPV DA to 357 feet, LNAV/VNAV DA to 398 feet and all MDA 40 feet, increase LNAV/VNAV all Cats visibility ¾ SM.

**MISSUED APPROACH:** Climb to 2000 direct ELELY and hold.
When local altimeter setting not received, use Corpus Christi Intl altimeter setting. Circling not authorized northeast of Rwy 13-31.

MISSED APPROACH: Climbing left turn to 2000 via CRP R-231 to KITJU/CRP 25 DME and hold.

- **AWOS-3**: 118.175
- **KINGSVILLE APP CON**: 119.9 290.45
- **CTAF**: 122.9
- **122.8**

**Corpus Christi**: 115.5 CRP Chan 102

**VOR/DME-A**

**VORTAC CRP**
- **CRP 115.5 Chan 102**
- **APP CRS 051°**
- **Rwy Idg N/A**
- **TDZE N/A**
- **Apt Elev 80**

**Remain within 10 NM**

- **KITJU CRP 25**
- **MUMMS CRP 20**
- **CRP 2000 R-231 CRP 25**

- **CRP 17 CRP 15.1**

- **265° 235°**

**Category**
- **A**
- **B**
- **C**
- **D**

- **CIRCLING**: 660-1 580 (600-1)

**ELEV 80**

**ELEV 80**

**ROBSTOWN, TEXAS**

**NUECES COUNTY (RBO)**

**AL-6929 (FAA)**

**SC-3, 07 OCT 2021 to 02 DEC 2021**
Baro-VNAV NA when using Ingleside altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Ingleside altimeter setting and increase all DA 33 feet and all MDA 40 feet increase LNAV/VNAV all Cats visibility ¼ mile. VDP NA with Ingleside altimeter setting.

**MISSED APPROACH:**
Climb to 2000 direct PITYI and hold.

---

**ASOS**
119.275

**CORPUS APP CON**
120.9 348.725

**CLNC DEL**
121.7

**UNICOM**
123.05 (CTAF)

**KINGSVILLE 4 MOA & A-632D**

Procedure NA for arrivals at SKIDS on V163 northwest bound.

**SKIDS**

- 2000 (29.5)
- 086°

**A-632D**

**- 545°**

**MSA RW 14 2.5 NM**

2100

**ELEV 24**

**TDZE 21**

**Procedures**

- **Turn NA to COPIR**
  - GP 3.00°
  - TCH 35°
  - 139°
  - 2000

**2.5 NM**

**0.9 NM to RW14**

**PITYI**

**- 139°**

**- 0.9 NM**

**- 3.3 NM**

**- 6.2 NM**

**- 2500’**

**- 378-1¼**

**- 357 (400-1¼)**

**- 320-1**

**- 299 (300-1)**

**- 500-1**

**- 476 (500-1)**

**- 500-1½**

**- 476 (500-1½)**

**Category**

- **A**
- **B**
- **C**
- **D**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
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<th>C</th>
<th>D</th>
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<td>271-1</td>
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<td>LNAV MDA</td>
<td>320-1</td>
<td>299 (300-1)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>500-1</td>
<td>476 (500-1)</td>
<td>500-1½</td>
<td>476 (500-1½)</td>
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</table>

**Procedure NA for arrivals at BETZY on V20-70 northeast bound.**
Baro-VNAV NA when using Ingleside altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ½ SM NA. When local altimeter setting not received, use Ingleside altimeter setting and increase all DA 33 feet and all MDA 40 feet; increase LNAV/VNAV visibility all Cats ½ mile. VDP NA with Ingleside altimeter setting.

MISSED APPROACH: Climb to 2000 direct YAYUR and on track 108° to PITYI and hold, continue climb-in-hold to 2000.
**RNAV (GPS) RWY 32**

**ARANSAS COUNTY (RKP)**

**Baro-VNAV NA when using Ingleside altimeter setting. For uncompensated Baro-VNAV systems, LNAV/ VNAV NA below -15°C (5°F) or above 54°C (130°F).** DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Ingleside altimeter setting and increase all DA 33 feet and all MDA 40 feet, increase LNAV Cat C visibility 1/4 mile. VDP NA with Ingleside altimeter setting.

**MISSED APPROACH:**
Climb to 2000 direct COPIR and hold.

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<th>C</th>
<th>D</th>
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<td>LPV DA</td>
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<td>NA</td>
<td>NA</td>
<td>NA</td>
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<tr>
<td>LNAV/ VNAV DA</td>
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<td>NA</td>
<td>NA</td>
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<tr>
<td>LNAV MDA</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
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<td>CIRCLING</td>
<td>NA</td>
<td>NA</td>
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</table>

**Procedure NA for arrivals at BETZY on V20-70 northeast bound.**

**Procedure NA for arrivals at SKIDS on V163 northwest bound.**

**Notes:**
- LNAV only
- 1.2 NM to RW32
- EKXES 1400
- 320° 2000
- GP 3.00° TCH 40
- 319° to RW32

**MISSED APPROACH:**
Climb to 2000 direct COPIR and hold.

**CUSTOMER: COPIR**

**UNICOM:** 123.05 (CTAF)

**ASOS:** 119.275

**CORPUS APP CON:** 120.9 348.725

**CLNC DEL:** 121.7

**ELEV:** 24

**TDZE:** 24

**Coordinating Agency:** AL-991 (FAA)

**Orig-A 04APR13**

**28°05'N-97°03'W**

**ARANSAS COUNTY (RKP)**

**ROCKPORT, TEXAS**

**ELEV** 24  **TDZE** 24
RNAV (GPS) RWY 14

EDWARDS COUNTY (ECU)

PROCEDURE NA for arrivals at JCT VORTAC airway radials 121 CW 270.

PROCEDURE NA for arrivals at CSI VORTAC on V68 southeast bound.
**VOR RWY 14**

**ROCKSPRINGS, TEXAS**

VOR TAC RSG 114.55 Chan 92 [Y]

**APP CRS**

111°

**Rwy Idg**

TDZE 2372

**Apt Elev**

3772

**AWOS-3**

118.175

**DELRIOAPPCON**

119.6 259.1

**CTAF**

122.9

- **If local altimeter setting not received, use Kimble County altimeter setting and increase all MDAs 180 feet. VDP NA when using Kimble County altimeter setting. Visibility reduction by helicopters NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.**

- **MISSING APPROACH:** Climbing right turn to 5000 direct RSG VORTAC and hold, continue climb-in-hold to 5000.

<table>
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<th>D</th>
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<tbody>
<tr>
<td>S-14</td>
<td>2860-1 488 (500-1)</td>
<td>2860-11/4 488 (500-11/4)</td>
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<td>2860-11/2 488 (500-11/2)</td>
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</tbody>
</table>

**HIGON RSG 5.2**

**CENTER POINT**

117.5 CSI

Chan 122

**ROCKSPRINGS, TEXAS**

**EDWARDS COUNTY (ECU)**

**APP CRS**

111°

**Rwy Idg**

TDZE 2372

**Apt Elev**

3772

**AWOS-3**

118.175

**DELRIOAPPCON**

119.6 259.1

**CTAF**

122.9

- **If local altimeter setting not received, use Kimble County altimeter setting and increase all MDAs 180 feet. VDP NA when using Kimble County altimeter setting. Visibility reduction by helicopters NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.**

- **MISSING APPROACH:** Climbing right turn to 5000 direct RSG VORTAC and hold, continue climb-in-hold to 5000.

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<td>CIRCLING</td>
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<td>2860-11/2 488 (500-11/2)</td>
<td>NA</td>
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**HIGON RSG 5.2**

**CENTER POINT**

117.5 CSI

Chan 122

**ROCKSPRINGS, TEXAS**

**EDWARDS COUNTY (ECU)**

**APP CRS**

111°

**Rwy Idg**

TDZE 2372

**Apt Elev**

3772

**AWOS-3**

118.175

**DELRIOAPPCON**

119.6 259.1

**CTAF**

122.9

- **If local altimeter setting not received, use Kimble County altimeter setting and increase all MDAs 180 feet. VDP NA when using Kimble County altimeter setting. Visibility reduction by helicopters NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.**

- **MISSING APPROACH:** Climbing right turn to 5000 direct RSG VORTAC and hold, continue climb-in-hold to 5000.

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<td>2860-11/4 488 (500-11/4)</td>
<td>NA</td>
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<tr>
<td>CIRCLING</td>
<td>2860-1 488 (500-1)</td>
<td>2860-11/2 488 (500-11/2)</td>
<td>NA</td>
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</tr>
</tbody>
</table>
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -8°C or above 54°C.

For inop ALS, increase LPV Cat E visibility to RVR 4000, and LNAV/VNAV Cat E and LNAV Cat E visibility to RVR 6000. Circling NA for Cat E west of Rwy 18-36.

# RVR 1800 authorized with use of FD or AP or HUD to DA.

**CLEARED TO**

RPNP APCH.  Rwy Idg 1917

ATIS 128.45 319.0

**CLEARED TO**

APP CRS 038°

**CLEARED TO**

TDZE 1919

**CLEARED TO**

Apt Elev 1917

**CLEARED TO**

LNAV only.

* For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -8°C or above 54°C.

**CLEARED TO**

For inop ALS, increase LPV Cat E visibility to RVR 4000, and LNAV/VNAV Cat E and LNAV Cat E visibility to RVR 6000. Circling NA for Cat E west of Rwy 18-36.

**CLEARED TO**

# RVR 1800 authorized with use of FD or AP or HUD to DA.

**CLEARED TO**

RNP APCH.  Rwy Idg 1917

ATIS 128.45 319.0

**CLEARED TO**

APP CRS 038°

**CLEARED TO**

TDZE 1919

**CLEARED TO**

Apt Elev 1917

**CLEARED TO**

LNAV only.

* For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -8°C or above 54°C.

**CLEARED TO**

For inop ALS, increase LPV Cat E visibility to RVR 4000, and LNAV/VNAV Cat E and LNAV Cat E visibility to RVR 6000. Circling NA for Cat E west of Rwy 18-36.

# RVR 1800 authorized with use of FD or AP or HUD to DA.
**RNAV (GPS) RWY 18**

SAN ANGELO RGNL/MATHIS FLD (SJT)

**RNP APCH.**

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 8°C or above 54°C.

Circling NA for Cat E west of Rwy 18-36.

**ATIS**

<table>
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<th>Frequency</th>
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<td>128.45</td>
<td>319.0</td>
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**SAN ANGELO APP CON**

125.35 354.1

**MATHIS TOWER**

118.3 (CTAF) 284.7

**GND CON**

121.9 348.6

**UNICOM**

122.95

**SAN ANGELO RGNL/MATHIS FLD**

SAN ANGELO, TEXAS

Amdt 1 28FEB19

SC-3, 07 OCT 2021 to 02 DEC 2021

**MISSED APPROACH:** Climb to 4400 direct HUMUG and on track 232° to HEXPE and hold.

**CIRCLING**

RAV (GPS) RWY 18

CIRCLING MIRL Rwys 9-27 and 18-36

HIRL Rwy 3-21

**RNP APCH.**

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 8°C or above 54°C.

Circling NA for Cat E west of Rwy 18-36.

**ATIS**

<table>
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**SAN ANGELO APP CON**

125.35 354.1

**MATHIS TOWER**

118.3 (CTAF) 284.7

**GND CON**

121.9 348.6

**UNICOM**

122.95

**SAN ANGELO RGNL/MATHIS FLD**

SAN ANGELO, TEXAS

Amdt 1 28FEB19

SC-3, 07 OCT 2021 to 02 DEC 2021

**MISSED APPROACH:** Climb to 4400 direct HUMUG and on track 232° to HEXPE and hold.

**CIRCLING**

RAV (GPS) RWY 18

CIRCLING MIRL Rwys 9-27 and 18-36

HIRL Rwy 3-21

**RNP APCH.**

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 8°C or above 54°C.

Circling NA for Cat E west of Rwy 18-36.

**ATIS**

<table>
<thead>
<tr>
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<tbody>
<tr>
<td>128.45</td>
<td>319.0</td>
</tr>
</tbody>
</table>

**SAN ANGELO APP CON**

125.35 354.1

**MATHIS TOWER**

118.3 (CTAF) 284.7

**GND CON**

121.9 348.6

**UNICOM**

122.95

**SAN ANGELO RGNL/MATHIS FLD**

SAN ANGELO, TEXAS

Amdt 1 28FEB19

SC-3, 07 OCT 2021 to 02 DEC 2021

**MISSED APPROACH:** Climb to 4400 direct HUMUG and on track 232° to HEXPE and hold.

**CIRCLING**

RAV (GPS) RWY 18

CIRCLING MIRL Rwys 9-27 and 18-36

HIRL Rwy 3-21

**RNP APCH.**

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 8°C or above 54°C.

Circling NA for Cat E west of Rwy 18-36.

**ATIS**

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**GND CON**

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**UNICOM**

122.95

**SAN ANGELO RGNL/MATHIS FLD**

SAN ANGELO, TEXAS

Amdt 1 28FEB19

SC-3, 07 OCT 2021 to 02 DEC 2021

**MISSED APPROACH:** Climb to 4400 direct HUMUG and on track 232° to HEXPE and hold.

**CIRCLING**

RAV (GPS) RWY 18

CIRCLING MIRL Rwys 9-27 and 18-36

HIRL Rwy 3-21

**RNP APCH.**

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 8°C or above 54°C.

Circling NA for Cat E west of Rwy 18-36.

**ATIS**

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**SAN ANGELO APP CON**

125.35 354.1

**MATHIS TOWER**

118.3 (CTAF) 284.7

**GND CON**

121.9 348.6

**UNICOM**

122.95

**SAN ANGELO RGNL/MATHIS FLD**

SAN ANGELO, TEXAS

Amdt 1 28FEB19

SC-3, 07 OCT 2021 to 02 DEC 2021

**MISSED APPROACH:** Climb to 4400 direct HUMUG and on track 232° to HEXPE and hold.

**CIRCLING**

RAV (GPS) RWY 18

CIRCLING MIRL Rwys 9-27 and 18-36

HIRL Rwy 3-21

**RNP APCH.**

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 8°C or above 54°C.

Circling NA for Cat E west of Rwy 18-36.

**ATIS**

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**SAN ANGELO APP CON**

125.35 354.1

**MATHIS TOWER**

118.3 (CTAF) 284.7

**GND CON**

121.9 348.6

**UNICOM**

122.95

**SAN ANGELO RGNL/MATHIS FLD**

SAN ANGELO, TEXAS

Amdt 1 28FEB19

SC-3, 07 OCT 2021 to 02 DEC 2021

**MISSED APPROACH:** Climb to 4400 direct HUMUG and on track 232° to HEXPE and hold.

**CIRCLING**

RAV (GPS) RWY 18

CIRCLING MIRL Rwys 9-27 and 18-36

HIRL Rwy 3-21

**RNP APCH.**

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 8°C or above 54°C.

Circling NA for Cat E west of Rwy 18-36.

**ATIS**

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**SAN ANGELO APP CON**

125.35 354.1

**MATHIS TOWER**

118.3 (CTAF) 284.7

**GND CON**

121.9 348.6

**UNICOM**

122.95
**RNAV (GPS) RWY 21**

**SAN ANGELO RGNL/MATHIS FLD (SJT)**

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -8°C or above 54°C.

Circling NA for Cat E west of Rwy 18-36. Inop table does not apply to LPV. For inop ALS, increase LNAV/VNAV Cat A/B/E visibility to 1 SM; increase LNAV Cat E visibility to 1 1/2 SM.

**ATIS**

| 128.45 | 319.0 | 125.35 | 354.1 |

**SAN ANGELO APP CON**

**MATHIS TOWER**

**GND CON**

**UNICOM**

**ATIS**

128.45 319.0

**SAN ANGELO APP CON**

125.35 354.1

**MATHIS TOWER**

118.3 (CTAF) 284.7

**GND CON**

121.9 348.6

**UNICOM**

122.95

* LNAV only.

**HEXPE**

128.45 319.0

**SAN ANGELO APP CON**

125.35 354.1

**MATHIS TOWER**

118.3 (CTAF) 284.7

**GND CON**

121.9 348.6

**UNICOM**

122.95

- LPV DA
- LNAV/VNAV DA
- LNAV MDA
- CIRCLING

**HEXPE**

128.45 319.0

**SAN ANGELO APP CON**

125.35 354.1

**MATHIS TOWER**

118.3 (CTAF) 284.7

**GND CON**

121.9 348.6

**UNICOM**

122.95

- LPV DA
- LNAV/VNAV DA
- LNAV MDA
- CIRCLING

**HEXPE**

128.45 319.0

**SAN ANGELO APP CON**

125.35 354.1

**MATHIS TOWER**

118.3 (CTAF) 284.7

**GND CON**

121.9 348.6

**UNICOM**

122.95

- LPV DA
- LNAV/VNAV DA
- LNAV MDA
- CIRCLING
RNAV (GPS) RWY 36
SAN ANGELO RGNL/MATHIS FLD (SJT)

ATIS
128.45 319.0

SAN ANGELO APP CON
125.35 354.1

MATHIS TOWER
118.3 [CTAF] 284.7

GND CON
121.9 348.6

UNICOM
122.95

Circling NA for Cat E west of Rwy 18-36. Rwy 36 helicopter visibility reduction below 1/2 SM NA.

MISSED APPROACH: Climb to 4100 direct HONOB and hold.

SAN ANGELO, TEXAS
AL-367 (FAA)

RNP APCH.

San Angelo, TX
San Angelo Regional/Mathis Field (SJT)

91°21’N-100°30’W

SAN ANGELO RGNL/MATHIS FLD (SJT)
RNAV (GPS) RWY 36

375
VOR/DME or TACAN RWY 3
SAN ANGELO RGNL/MATHIS FLD (SJT)

**MISSING APPROACH:** Climbing left turn to 4400 via SJT R-284 to TANKKR/11 DME and hold.

**ATIS**
128.45 319.0

**SAN ANGELO APP CON**
125.35 354.1

**MATHIS TOWER**
118.3 (CTAF)

**GND CON**
121.9 348.6

**UNICOM**
122.95

*Cat E Circling NA west of Rwy 18-36.*

Goodfellow
AFB

SAN ANGELO
115.1 SJT 27° 25 NM

**ELEV 1919**

**TDZE 1917**

**VOR/DME or TACAN RWY 3**
SAN ANGELO RGNL/MATHIS FLD (SJT)

**SAN ANGELO RGNL/MATHIS FLD (SJT)**

**ORIG-C 10SEP20**

**31°21’N-100°30’W**

**SAN ANGELO, TEXAS**

**AL-367 (FAA)**

**21112**

**VORTAC SJT**
115.1

**Chan 98**

**APP CRS**
045°

**Rwy Idg**
1917

**TDZE**
1919

**Apt Elev**

**MALS R**

**MICR Rwy 18**

**HIRL Rwy 3-21**

**MIRL Rwy 9-27 and 18-36**

**TRW 1990**

**RD-284**

**R-225**

**R-360**

**R-284**

**R-125**

**SJT 11**

**SJT 15**

**NIYGO**

**VOR/DME or TACAN RWY 3**
SAN ANGELO RGNL/MATHIS FLD (SJT)

**SC-3, 07 OCT 2021 to 02 DEC 2021**
For inop ALS, increase Cat A/B visibility to RVR 5500, and Cat C/D to 2 SM.

MISSED APPROACH: Climbing right turn to 4000 direct SJ NDB and hold.

MALS R

1917

SAN ANGELO
115.1 SJT
Chan 98

SAN ANGELO
NDB  SJ
356

WOOLE

356  SJ

IAP

2864

NDB 356  SJ

218° 8.4

3.18°

TENV

3117

4100

1919

SAN ANGELO

NDB RWY 3

SAN ANGELO RGNL/MATHIS FLD (SJ'T)

ATIS

128.45 319.0

SAN ANGELO APP CON *

125.35 354.1

MATHIS TOWER *

118.3 (CTAF) 284.7

GND CON

121.9 348.6

UNICOM

122.95

SAN ANGELO RGNL/MATHIS FLD (SJ'T)

NDB RWY 3

SAN ANGELO, TEXAS

AL-367 (FAA)

MATHIS RWY 18

IAP

2692

218°

038°

3900

5.7 NM

3.18°

TENV

2864

038° 5.7 NM

4.300

From FAF

038°

218°

3900

5.7 NM

4000

SJ

NDB

SAN ANGELO

At 5940

1917

For inop ALS, increase Cat A/B visibility to RVR 5500, and Cat C/D to 2 SM.

MISSED APPROACH: Climbing right turn to 4000 direct SJ NDB and hold.
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
RNAV (GPS) RWY 17
BOERNE STAGE FIELD (5C1)

AWOS-3
118.725
SAN ANTONIO APP CON
125.1
SAN ANTONIO, TEXAS
123.0 (CTAF)

HOLD
5000
349°
4100

5 NM

MISSED APPROACH: Climb to 1900 then climbing right turn to 4100 direct MEDIN.

SAN ANTONIO, TEXAS
AL-10309 (FAA)
19311

RNAV (GPS) RWY 17

Rwy 17 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use KSAT altimeter setting and increase all MDA 120 feet. Procedure NA at night.

AWOS-3
118.725
SAN ANTONIO APP CON
125.1
SAN ANTONIO, TEXAS
123.0 (CTAF)

3000
349°
4100

5 NM

MISSED APPROACH: Climb to 1900 then climbing right turn to 4100 direct MEDIN.

SAN ANTONIO, TEXAS
AL-10309 (FAA)
19311

RNAV (GPS) RWY 17

Rwy 17 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use KSAT altimeter setting and increase all MDA 120 feet. Procedure NA at night.
RNAV (GPS) RWY 35
BOERNE STAGE FIELD (5C1)

AWOS-3
118.725

SAN ANTONIO APP CON
125.1 307.0

UNICOM
123.0 (CTAF)

Rwy 35 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use San Antonio Intl altimeter setting and increase all MDA 120 feet. Procedure NA at night.

<table>
<thead>
<tr>
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<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<tbody>
<tr>
<td>LP MDA</td>
<td>1840-1</td>
<td>455 (500-1)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>1920-1</td>
<td>535 (600-1)</td>
<td>NA</td>
<td></td>
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</tbody>
</table>

LIRL Rwy 17-35

SAN ANTONIO, TEXAS
Amdt 1B 07NOV19

29°43'N-98°42'W

381
ILS RWY 13R (CAT II)
SAN ANTONIO INTL (SAT)

MISSED APPROACH: Climb to 3100 on heading 128° and SAT VORTAC R-160 to EMBOW INT and hold.

MISSED APPROACH: Climb to 3100 on heading 128° and SAT VORTAC R-160 to EMBOW INT and hold.

ALTERNATE MISSED APCH FIX
TRAGO CSI 46.9

LOC/DME I-ANT
110.9 Chan 46

TDZ/CL Rwy 13R
REIL Rwy 13L, 22 and 31R
HIRL Rwy 4-22 and 13R-31L
HIRL Rwy 31R-31L

D-ATIS SAN ANTONIO APP CON
118.9 125.1 307.0

SAN ANTONIO TOWER
119.8 257.8

GND CON 121.9 348.6
CLNC DEL 126.7
CPDLC

SAN ANTONIO, TEXAS

SC-3, 07 OCT 2021 to 02 DEC 2021
Amdt 14C 02MAR17

MIRL Rwy 13L-31R
HIRL Rwys 4-22 and 13R-31L
REIL Rwys 13L, 22 and 31R
TDZ/CL Rwy 13R

Fkts
60 90 120 150 180
Min:Sec 5:54 3:56 2:57 2:22 1:58

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SAN ANTONIO, TEXAS

ILS RWY 13R (CAT II)
SAN ANTONIO, TEXAS

APP CRS 037° Rwy Idg 8505
TDZE 786 Aapt Elev 809

RNAV (RNP) Z RWY 4
SAN ANTONIO INTL (SAT)

For uncompensated Baro-VNAV systems, procedure NA below -4°C (25°F)
or above 54°C (130°F). GPS required. For inop ALS, increase RNP 0.15 Cat D visibility to 1/4 SM and RNP 0.30 Cat D visibility to 1/2 SM.

MISSED APPROACH: Climb to 3500 on track 037° to BISGE and track 030° to SHEPE and hold.

Procedure NA for arrivals at SHEPE and hold.

MISSED APCH FIX

Procedure NA for arrival on SAT VORTAC radial 160° CW 331.

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 79°).

See planview for multiple IF locations.

AUTHORIZATION REQUIRED

SAN ANTONIO, TEXAS
Orig-C 02MAR17
29°32'N-98°28'W

SAN ANTONIO INTL (SAT)
RNAV (RNP) Z RWY 4
Procedure NA for arrivals at CRIS on V68 northeast bound.

Procedure NA for arrivals at MEDIN on V68 west bound.

Missed Approach: Climb to 3100 or above 54°C (130°F). GPS required.

For uncompensated Baro-VNAV systems, procedure NA below -2°C (25°F) or above 54°C (130°F). GPS required.

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 75).

See planview for multiple IF locations.
For uncompensated Baro-VNAV systems, procedure NA below -2°C (29°F) or above 54°C (130°F). GPS required.

Procedure NA for arrivals at MEDIN on V68 westbound.

IMIKE and track 137° to EMBOW and hold.

MISSED APPROACH: Climb to 3100 on track 217° to IMIKE and track 137° to EMBOW and hold.

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 85).

See planview for multiple IF locations.

Missed Approach Fix: Climb to 3100 on track 217° to IMIKE and track 137° to EMBOW and hold.

Procedure NA for arrivals at BRAUN on V68 northeast bound.

RNAV (RNP) Z RWY 22
SAN ANTONIO INTL (SAT)

SAN ANTONIO, TEXAS
AL-369 (FAA)
21224

Amdt 1B 02MAR17

MISSED APCH FIX
EMBOW

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 85).

See planview for multiple IF locations.

Missed Approach Fix: Climb to 3100 on track 217° to IMIKE and track 137° to EMBOW and hold.

Procedure NA for arrivals at BRAUN on V68 northeast bound.

RNAV (RNP) Z RWY 22
SAN ANTONIO INTL (SAT)

SAN ANTONIO, TEXAS
AL-369 (FAA)
21224

Amdt 1B 02MAR17

MISSED APCH FIX
EMBOW

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 85).

See planview for multiple IF locations.

Missed Approach Fix: Climb to 3100 on track 217° to IMIKE and track 137° to EMBOW and hold.

Procedure NA for arrivals at BRAUN on V68 northeast bound.

RNAV (RNP) Z RWY 22
SAN ANTONIO INTL (SAT)

SAN ANTONIO, TEXAS
AL-369 (FAA)
21224

Amdt 1B 02MAR17

MISSED APCH FIX
EMBOW

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 85).

See planview for multiple IF locations.

Missed Approach Fix: Climb to 3100 on track 217° to IMIKE and track 137° to EMBOW and hold.

Procedure NA for arrivals at BRAUN on V68 northeast bound.

RNAV (RNP) Z RWY 22
SAN ANTONIO INTL (SAT)

SAN ANTONIO, TEXAS
AL-369 (FAA)
21224

Amdt 1B 02MAR17

MISSED APCH FIX
EMBOW

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 85).

See planview for multiple IF locations.

Missed Approach Fix: Climb to 3100 on track 217° to IMIKE and track 137° to EMBOW and hold.

Procedure NA for arrivals at BRAUN on V68 northeast bound.

RNAV (RNP) Z RWY 22
SAN ANTONIO INTL (SAT)

SAN ANTONIO, TEXAS
AL-369 (FAA)
21224

Amdt 1B 02MAR17

MISSED APCH FIX
EMBOW

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 85).

See planview for multiple IF locations.

Missed Approach Fix: Climb to 3100 on track 217° to IMIKE and track 137° to EMBOW and hold.

Procedure NA for arrivals at BRAUN on V68 northeast bound.

RNAV (RNP) Z RWY 22
SAN ANTONIO INTL (SAT)

SAN ANTONIO, TEXAS
AL-369 (FAA)
21224

Amdt 1B 02MAR17

MISSED APCH FIX
EMBOW

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 85).

See planview for multiple IF locations.

Missed Approach Fix: Climb to 3100 on track 217° to IMIKE and track 137° to EMBOW and hold.

Procedure NA for arrivals at BRAUN on V68 northeast bound.

RNAV (RNP) Z RWY 22
SAN ANTONIO INTL (SAT)

SAN ANTONIO, TEXAS
AL-369 (FAA)
21224

Amdt 1B 02MAR17

MISSED APCH FIX
EMBOW

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 85).

See planview for multiple IF locations.

Missed Approach Fix: Climb to 3100 on track 217° to IMIKE and track 137° to EMBOW and hold.

Procedure NA for arrivals at BRAUN on V68 northeast bound.
For uncompensated Baro-VNAV systems, procedure NA below -4°C (25°F) or above 54°C (130°F). GPS required.

Procedure NA for arrivals at BRAUN on V68 northeast bound.

Procedure NA for arrivals at TROOP on V68 northeast bound.

VGS and RNAV glidepath not coincident (VGS Angle 3.00°/TCH 82).

Authorization Required.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -4°C (25°F) or above 54°C (130°F). Circling NA west of Rwys 4 and 13R. DME/DME RNP-0.3 NA.

**Missed Approach:** Climb to 3100 direct IMIKE and track 137° to EMBOW and hold.

- LNAV/VNAV NA below -4°C (25°F) or above 54°C (130°F). Circling NA west of Rwys 4 and 13R.
- For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -4°C (25°F) or above 54°C (130°F). Circling NA west of Rwys 4 and 13R.

**RNAV (GPS) Y RWY 22**

**SAN ANTONIO INTL (SAT)**

**Courses and Distances:**
- 3100-3 (200-3) IMIKE
- 137° to EMBOW (VGSI Angle 3.00/TCH 85).
- VGSI and RNAV glidepath not coincident.
- 4 NM Holding Pattern.

**Categories and Distances:**
- **A**
  - LNAV only.
  - 1.3 NM to RW22
  - 3.4 NM
  - 7 NM
- **B**
  - LNAV DA
  - 970-3/4 (200-3/4)
- **C**
  - LNAV/ VNAV DA
  - 1225-1/8 (455-1/8)
  - 1240-1/8 (470-1/8)
- **D**
  - LNAV MDA
  - 1240-1 (470-1)
  - 1240-1/8 (470-1/8)
  - 1320-1/2 (511-1/2)
  - 1380-2 (571-2)

**Amdt 2B 02MAR17**

**San Antonio, Texas**

**AL-369 (FAA) SC-3, 07 OCT 2021 to 02 DEC 2021**
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 4, 13L 13R, 22, 31L, 31R: Climb on assigned heading for RADAR vectors to SAT VORTAC. Maintain 5000, thence . . .

. . . on transition/route. Expect filed altitude 10 minutes after departure.

GOBBY TRANSITION (ALAMO3.GOBBY): From over SAT VORTAC on SAT R-002 to GOBBY.
GOOCH SPRINGS TRANSITION (ALAMO3.AGJ): From over SAT VORTAC on SAT R-002 to GOBBY, then on SAT R-002 and AGJ R-185 to AGJ VORTAC.
HENLY TRANSITION (ALAMO3.HENLY): From over SAT VORTAC on SAT R-359 to HENLY.
JUMBO TRANSITION (ALAMO3.JUMBO): From over SAT VORTAC on SAT R-359 to JUMBO.
NOTE: Chart not to scale.

NOTE: DME/DME/IRU or GPS Required.

NOTE: RADAR Required.

NOTE: RNAV 1.

NOTE: RNAV Required.

NOTE: Radar/DMR/IRU or GPS Required.

NOTE: Radar/DMR/IRU Required.

NOTE: Radar Required.

NOTE: Radar/DMR/IRU Required.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 4: Climb heading 037° or as assigned by ATC, expect RADAR vectors to TREVA, thence . . .

TAKEOFF RWYS 13L/R: Climb heading 128° or as assigned by ATC, expect RADAR vectors to TREVA, thence . . .

TAKEOFF RWY 22: Climb heading 217° or as assigned by ATC, expect RADAR vectors to TREVA, thence . . .

TAKEOFF RWYS 31L/R: Climb heading 308° or as assigned by ATC, expect RADAR vectors to TREVA, thence . . .

... on track 305° to TATAR, then on track 305° to LEJON, then on track 304° to ALISS, then on (transition). Maintain 5000, expect filed altitude 10 minutes after departure.

DIANT TRANSITION (ALISS5.DIANT)
FORT STOCKTON TRANSITION (ALISS5.FST)
JUNCTION TRANSITION (ALISS5.JCT)
NOTE: Radar Required.

BOWIE SEVEN DEPARTURE

SAN ANTONIO INTL (SAT)
SAN ANTONIO, TEXAS

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)
DEPARTURE ROUTE DESCRIPTION

**TAKEOFF RWYS 4, 13L 13R, 22, 31L, 31R:** Climb on assigned heading for RADAR vectors to SAT VORTAC. Maintain 5000, thence. . .

. . . on transitionROUTE. Expect filed altitude 10 minutes after departure.

**CORPUS CHRISTI TRANSITION (BOWIE7.CRP):** From over SAT VORTAC on SAT R-160 to YENNS INT/SAT 35 DME, then on THX R-337 to THX VORTAC, then on THX R-126 and CRP R-305 to CRP VORTAC.

**LAREDO TRANSITION (BOWIE7.LRD):** From over SAT VORTAC on SAT R-190 to MILET INT/SAT 57 DME, then on LRD R-015 to LRD VORTAC.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 4, 13L/R, 22, 31L/R: Climb on assigned heading for RADAR vectors to SAT VORTAC, thence... .

...on depicted route to LEJON INT, maintain 5000.
Expect filed altitude 10 minutes after departure.

NOTE: RADAR required.
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 4, 13L, 13R, 22, 31L, 31R:
Climb on assigned heading for RADAR vectors to RAYBN, thence. . . .

. . . . On depicted route to LRD VORTAC, maintain 5000. Expect filed altitude 10 minutes after departure.
THREE RIVERS FOUR DEPARTURE (RNAV)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 4, 13L/R, 22, 31L/R: Climb on assigned heading for RADAR vectors to YENNS. Thence . . .

. . . on depicted route to CRP VORTAC, maintain 5000.

Expect filed altitude 10 minutes after departure.

Note: Chart not to scale.

Note: Chart not to scale.
Rwy 32 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 32 NA at night, Circling Rwy 9, 14, and 32 NA at night.

**MISSING APPROACH:** Climb to 1400 then climbing right turn to 2500 direct SSF VOR and hold.

---

**ATIS** | **SAN ANTONIO APP CON** | **STINSON TOWER** | **GND CON** | **CLNCE DEL.** | **UNICOM**
---|---|---|---|---|---
128.8 | 125.7 290.225 | 118.2(CTAF) 379.9 | 121.7 379.9 | 121.7 (When twr closed) | 122.95

---

**SAN ANTONIO, TEXAS**

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**REIL Rwys 9, 14, 27 and 32**
**MIRL Rwys 9-27 and 14-32**

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**SAN ANTONIO, TEXAS**

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**Amdt 14C 22APR21**

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**SAN ANTONIO, TEXAS**

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**Amdt 14C 22APR21**

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**SAN ANTONIO, TEXAS**

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**Amdt 14C 22APR21**

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**SAN ANTONIO, TEXAS**

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**Amdt 14C 22APR21**

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**SAN ANTONIO, TEXAS**

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**Amdt 14C 22APR21**
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
ALAMO THREE DEPARTURE

TAKEOFF MINIMUMS:
Rwy 14, 32: Standard.
Rwy 9: Standard with minimum climb of 225’ per NM to 1900.
Rwy 27: 300-1 1/4 or standard with minimum climb of 221’ per NM to 900, or alternatively, with standard takeoff minimums and a normal 200’ per NM climb gradient, takeoff must occur no later than 1700’ prior to DER.

NOTE: RADAR required.

NARRATIVE ON FOLLOWING PAGE
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 9, 27: Climb on assigned heading and altitude for RADAR vectors to SAT VORTAC, thence...
TAKEOFF RUNWAY 14: Climb on heading 137° to 1200 before turning left for RADAR vectors to SAT VORTAC, thence...
TAKEOFF RUNWAY 32: Climb on heading 317° to 1500 before turning right for RADAR vectors to SAT VORTAC, thence...

...on transition/route. Expect filed altitude 10 minutes after departure.

GOBBY TRANSITION (ALAMO3.GOBBY): From over SAT VORTAC on SAT R-002 to GOBBY.
GOOCH SPRINGS TRANSITION (ALAMO3.AGJ): From over SAT VORTAC on SAT R-002 to GOBBY, then on SAT R-002 and AGJ R-185 to AGJ VORTAC.
HENLY TRANSITION (ALAMO3.HENLY): From over SAT VORTAC on SAT R-359 to HENLY.
JUMBO TRANSITION (ALAMO3.JUMBO): From over SAT VORTAC on SAT R-359 to JUMBO.
ALISS FIVE DEPARTURE (RNAV)

NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.

TAKEOFF MINIMUMS
Rwys 14, 32: Standard.
Rwy 9: Standard with minimum climb of 225' per NM to 1900.
Rwy 27: 300-1 1/4 or standard with minimum climb of 221' per NM to 900,
or alternatively, with standard takeoff minimums and a normal
200' per NM climb gradient, takeoff must occur no later than
1700' prior to DER.

[NARRATIVE ON FOLLOWING PAGE]
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 9: Climb heading 095° or as assigned by ATC, expect RADAR vectors to TREVA, thence . . .
TAKEOFF RWY 14: Climb heading 137° or as assigned by ATC, expect RADAR vectors to TREVA, thence . . .
TAKEOFF RWY 27: Climb heading 275° or as assigned by ATC, expect RADAR vectors to TREVA, thence . . .
TAKEOFF RWY 32: Climb heading 317° or as assigned by ATC, expect RADAR vectors to TREVA, thence . . .

... on track 305° to TATAR, then on track 305° to LEJON, then on track 304° to ALISS, then on (transition). Maintain 5000, Expect filed altitude 10 minutes after departure.

DIANT TRANSITION (ALISS5.DIANT)
FORT STOCKTON TRANSITION (ALISS5.FST)
JUNCTION TRANSITION (ALISS5.JCT)
NOTE: Chart not to scale

NOTE: RADAR required.

TAKEOFF MINIMUMS
Rwy 14, 32: Standard.
Rwy 9: Standard with minimum climb of 225’ per NM to 1900.
Rwy 27: 300-1¼ or standard with minimum climb of 221’ per NM to 900, or alternatively, with standard takeoff minimums and a normal 200’ per NM climb gradient, takeoff must occur no later than 1700’ prior to departure end of runway.

NOTE: RADAR required.

(USERNAME.BOWIE) 21280

AL-372 (FAA)

STINSON MUNI (SSF)
SAN ANTONIO, TEXAS

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 9, 14, 27, 32: Climb on assigned heading and altitude for RADAR vectors to SAT VORTAC, thence. . . .

. . . .on transition/route. Expect filed altitude 10 minutes after departure.

CORPUS CHRISTI TRANSITION (BOWIE7.CRP): From over SAT VORTAC on SAT R-160 to YENNS/SAT 35 DME, then on THX R-337 to THX VORTAC, then on THX R-126 and CRP R-305 to CRP VORTAC.

LAREDO TRANSITION (BOWIE7.LRD): From over SAT VORTAC on SAT R-190 to MILET/SAT 57 DME, then on LRD R-015 to LRD VORTAC.
**LEJON FOUR DEPARTURE**

**NOTE:** RADAR required.

**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF MINIMUMS**
- Rwy 14, 32: Standard.
- Rwy 9: Standard with minimum climb of 225' per NM to 1900.
- Rwy 27: 300-1/4 or standard with a minimum climb of 221' per NM to 900, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1700' prior to DER.

**TAKEOFF RUNWAYS 9, 14, 27, 32:** Climb on assigned heading and altitude for RADAR vectors to SAT VORTAC, thence. . . . . . . . on depicted route to LEJON INT. Expect filed altitude 10 minutes after departure.
NOTE: Chart not to scale.

ATIS
128.8
CLNC DEL (When twr closed)
121.7
GND CON
121.7 379.9
SAN ANTONIO DEP CON
125.7 290.225
STINSON TOWER *
118.2 379.9

NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: For non-GPS equipped aircraft SAT, THX, and COT DME’s must be operational.

TAKEOFF MINIMUMS
Rwy 14, 32: Standard.
Rwy 9: Standard with minimum climb of 225’ per NM to 1900.
Rwy 27: 300-1 3/4 or standard with a minimum climb of 221’ per NM to 900, or alternatively, with standard takeoff minimums and a normal 200’ per NM climb gradient, takeoff must occur no later than 1700’ prior to DER.

DEPARTURE ROUTE DESCRIPTION
TAKEOFF RUNWAYS 9, 14, 27, 32:
Climb on assigned heading and altitude for RADAR vectors to RAYBN, thence . . .

. . . on depicted route to LRD VORTAC. Expect filed altitude 10 minutes after departure.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 9, 14, 27, 32: Climb on assign heading and altitude for RADAR vectors to YENNS, thence . . .

. . . on depicted route to CRP VORTAC. Expect filed altitude 10 minutes after departure.

TAKEOFF MINIMUMS
Rwys 14, 32: Standard.
Rwy 9: Standard with minimum climb of 225’ per NM to 1900.
Rwy 27: 300-1¾ or standard with minimum climb of 221’ per NM to 900, or alternatively, with standard takeoff minimums and normal 200’ per NM climb gradient, takeoff must occur no later than 1700’ prior to DER.

NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: For non-GPS equipped aircraft COT, THX, and VCT DMEs must be operational.
NOTE: RNAV 1.

NOTE: Chart not to scale.
**RNAV (GPS) RWY 14**

**ALFRED C ‘BUBBA’ THOMAS (T69)**

**Procedure NA at night.**

Rwy 14 helicopter visibility reduction below 1 SM NA.

**MISSED APPROACH:** Climbing left turn to 2100 direct HUGUE and hold.

<table>
<thead>
<tr>
<th>AWOS-3</th>
<th>CORPUS APP CON</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>118.25</td>
<td>120.9 348.725</td>
<td>122.8 (CTAF)</td>
</tr>
</tbody>
</table>

**THREE RIVERS**

THX

**Procedure NA for arrivals at CRP VORTAC on V20-70 southwest bound.**

**Corpus Christi CRP**

**RNAV (GPS) RWY 14**

**RNP APCH.**

**MIRL Rwy 14-32**

REIL Rwys 14 and 32

**Category**

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<th>C</th>
<th>D</th>
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<tr>
<td>LNAV MDA</td>
<td>480-1 432 (500-1)</td>
<td>NA</td>
<td>NA</td>
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<tr>
<td>CIRCLING</td>
<td>620-1 572 (600-1)</td>
<td>720-1 672 (700-1)</td>
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</table>
RNAV (GPS) RWY 32
ALFRED C ‘BUBBA’ THOMAS (T69)

**RNP APCH.**

- Procedure NA at night.
- Rwy 32 helicopter visibility reduction below 1 SM NA.

**Category**

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<thead>
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<th>A</th>
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<th>C</th>
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<tbody>
<tr>
<td>LNAV MDA</td>
<td>520-1</td>
<td>472 (500-1)</td>
<td>NA</td>
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<tr>
<td>CIRCLING</td>
<td>620-1</td>
<td>720-1</td>
<td>572 (600-1)</td>
</tr>
</tbody>
</table>

**RNAV (GPS) RWY 32**

- Holding Pattern
- 4 NM
- CRP
- RW32
- 1048
- 335
- 335
- 320°
- 323°
- Holding Pattern

**MISSED APPROACH:** Climb to 1000 then climbing left turn to 2000 direct CRP VORTAC and hold.

**AWOS-3**

- 118.25

**CORPUS APP CON**

- 120.9
- 348.725

**UNICOM**

- 122.8 (CTAF)

**SINTON, TEXAS**

- Orig: 31 DEC 2020
- 28°02’N-97°33’W

20366
**VOR RWY 14**

**ALFRED C 'BUBBA' THOMAS**

**SC-3, 07 OCT 2021 to 02 DEC 2021**

**AWOS-3**

**118.25**

**CORPUS APP CON**

**120.9**

**348.725**

**UNICOM**

**122.8**

**[CTAF]**

---

**MISSED APPROACH:** Climbing right turn to 1800 on heading 230° and CRP VORTAC R-305 to SINTO INT/CRP 16 DME.

**DME required.**

- Procedure NA at night.
- Rwy 14 helicopter visibility reduction below 1 SM NA.

---

**Category**

<table>
<thead>
<tr>
<th></th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<td>S-14</td>
<td>640-1</td>
<td>592 (600-1)</td>
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<tr>
<td>CIRCLING</td>
<td>640-1</td>
<td>720-1</td>
<td>672 (700-1)</td>
<td>NA</td>
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</tbody>
</table>

---

**ALFRED C 'BUBBA' THOMAS**

**SC-3, 07 OCT 2021 to 02 DEC 2021**
**NDB or GPS RWY 18**

**SONORA MUNI (SOA)**

**NDB or GPS RWY 18**

**SONORA MUNI (SOA)**

- **AWOS-3**
  - 118.075

- **HOUSTON CENTER**
  - 125.75 346.4

- **UNICOM**
  - 122.8 (CTAF)

**Procedure not authorized at night.**

- Use San Angelo altimeter setting.

**MISSED APPROACH:**

- Climbing right turn to 4000 in SOA NDB holding pattern.

---

**ELEV 2140**

- **TDZE 2139**

**REMINDERS**

- **SONORA, TEXAS**
- **Amdt 3A  25MAR21**
- **30°35' N-100°39' W**
- **419**
For uncompensated Baro-VNAV systems, INAV/VNAV NA below -16C or above 54C. When local altimeter setting not received, use Austin Exec altimeter setting and increase all DA to 914 feet and all MDA 40 feet. VDP and Baro-VNAV NA when using Austin Exec altimeter setting.

**AWOS-3PT**  119.75

**AUSTIN APP CON**  127.225  317.65

**UNICOM**  122.8 (CTAF)

**MISSUED APCH FIX**

CENTEX CWK

**VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 40).**

4 NM Holding Pattern

**GP 3.00° TCH 40**

**ELEV 600**

**TDZE 600**

**MISSED APPROACH:** Climb to 1100 then climbing right turn to 3100 direct CWK VORTAC and hold.
**VOR RWY 17**

**TAYLOR MUNI (T74)**

**DME required.**
- CIRCLING Rwy 35 NA at night. Rwy 17 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Austin Exec altimeter setting and increase all MDA 40 feet. VDP NA when using Austin Exec altimeter setting.

**AWOS-3PT**
- 119.75

**AUSTIN APP CON**
- 127.225
- 317.65

**UNICOM**
- 122.8 (CTAF)

**VOR CWK 112.8**
- APP CRS 194°
- TDZE 600
- Apt Elev 600

**MISSED APPROACH:** Climbing right turn to 2500 on CWK VORTAC R-014 to ESDEF/17.6 DME and hold.

**CENTEX**
- 112.8 CWK
- Chan 75

**AWOS-3PT**
- 119.75

**AUSTIN APP CON**
- 127.225
- 317.65

**UNICOM**
- 122.8 (CTAF)

**CENTEX**
- 112.8 CWK
- Chan 75

**AWOS-3PT**
- 119.75

**AUSTIN APP CON**
- 127.225
- 317.65

**UNICOM**
- 122.8 (CTAF)

**MISSED APPROACH:** Climbing right turn to 2500 on CWK VORTAC R-014 to ESDEF/17.6 DME and hold.

**VOR RWY 17**

**TAYLOR MUNI (T74)**

**DME required.**
- CIRCLING Rwy 35 NA at night. Rwy 17 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Austin Exec altimeter setting and increase all MDA 40 feet. VDP NA when using Austin Exec altimeter setting.

**AWOS-3PT**
- 119.75

**AUSTIN APP CON**
- 127.225
- 317.65

**UNICOM**
- 122.8 (CTAF)
**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RUNWAY 17:** Climb on heading 174° or as assigned by ATC for vectors to cross AMUSE at or above 5000, thence....

**TAKEOFF RUNWAY 35:** Climb on heading 354° or as assigned by ATC for vectors to cross AMUSE at or above 5000, thence....

. . . . on track 293° to AEROZ, then on SAN ANGELO TRANSITION. Maintain altitude assigned by ATC. Expect filed altitude 10 minutes after departure.

SAN ANGELO TRANSITION (AEROZ2.SJT)
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17: Climb on heading 174° or as assigned by ATC for vectors to cross GARDS at or above 5000, thence....

TAKEOFF RUNWAY 35: Climb on heading 354° or as assigned by ATC for vectors to cross GARDS at or above 5000, thence....

.... on track 224° to BNDIA. Maintain altitude assigned by ATC. Expect filed altitude 10 minutes after departure.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17: Climb on heading 174° or as assigned by ATC for vectors to cross WLMRT at or above 5000, thence...

TAKEOFF RUNWAY 35: Climb on heading 354° or as assigned by ATC for vectors to cross WLMRT at or above 5000, thence....

. . . . on track 338° to ELOEL, then on transition. Maintain altitude assigned by ATC. Expect filed altitude 10 minutes after departure.

ABILENE TRANSITION (ELOEL3.ABI)
FORSS TRANSITION (ELOEL3.FORSS)
KLNGR TRANSITION (ELOEL3.KLNGR)
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Houston terminal area arrivals expect routing from ILEY.
NOTE: JAYJO transition to join V306 only.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17: Climb on heading 174° or as assigned by ATC for vectors to cross HOOKK at or above 5000, thence. . . .
TAKEOFF RUNWAY 35: Climb on heading 354° or as assigned by ATC for vectors to cross HOOKK at or above 5000, thence. . . .

. . . on track 090° to ILEY, then on transition. Maintain altitude assigned by ATC. Expect filed altitude 10 minutes after departure.

JAYJO TRANSITION (ILEXY3.JAYJO)
ZENZI TRANSITION (ILEXY3.ZENZI)
**NOTE:** Chart not to scale.

**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RUNWAY 17:** Climb on heading 174° or as assigned by ATC for vectors to cross PAYDA at or above 5000, thence.

**TAKEOFF RUNWAY 35:** Climb on heading 354° or as assigned by ATC for vectors to cross PAYDA at or above 5000, thence.

. . . on track 279° to MUCKY. Maintain altitude assigned by ATC. Expect filed altitude 10 minutes after departure.
NOTE: Chart not to scale.

**TAKEOFF MINIMUMS**

Rwys 17, 35: Standard.

**DEPARTURE ROUTE DESCRIPTION**

TAKEOFF RUNWAY 17: Climb on heading 174° or as assigned by ATC for vectors to cross MUNCH at or above 5000, thence. . . .

TAKEOFF RUNWAY 35: Climb on heading 354° or as assigned by ATC for vectors to cross MUNCH at or above 5000, thence. . . .

. . . . on track 024° to SAYBR. Maintain altitude assigned by ATC.

Expect filed altitude 10 minutes after departure.
ILS or LOC RWY 15
DRAUGHON-MILLER CENTRAL TEXAS RGNL (TPL)

Autopilot coupled approach NA below 990. For inop ALS, increase S-LOC 15 Cats C/D visibility to 1 SM.

MISSED APPROACH: Climb to 3600 on heading 160° and on ACT VORTAC R-181 to CONRA INT/ACT 40.2 DME and hold, continue climb-in-hold to 3600.

Procedure NA for arrival on ACT VORTAC airway radials 164 CW 181.

AWOS-3PT
134.975

GRAY APP CON
120.075 370.0

CLNC DEL
125.9

UNICOM
123.0 (CTAF)

GS 2.9°
TCH 60

MOODY INT
I-TPL 15.1
ACT 20.5

LOCALIZER 111.5
I-TPL 4.4
Chan 52

AUGUR OM
I-TPL 4.4

CONRA INT
I-TPL 15.1
ACT 20.5

CONRA ACT
40.2

MRSR

LOCATION

-1800
-1600
-1400
-1200
-1000
-800
-600
-400
-200
0
200
400
600
800
1000
1200
1400
1600
1800

GS 2.9°
TCH 60

MIRL Rwy 2-20
MIRL Rwy 15-33

SC-3, 07 OCT 2021 to 02 DEC 2021

TEMPLE, TEXAS
Amdt 13 15AUG19

DRAUGHON-MILLER CENTRAL TEXAS RGNL (TPL)

31°09'N-97°24'W
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats and LNAV Cats C visibility to 1 SM.

**APPROACH**

<table>
<thead>
<tr>
<th>AWOS-3PT</th>
<th>GRAY APP CON</th>
<th>CLNC DEL</th>
<th>UNICOM</th>
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<tbody>
<tr>
<td>134.975</td>
<td>120.075 370.0</td>
<td>125.9</td>
<td>123.0 (CTAF)</td>
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</tbody>
</table>

**MAP**

- **160°**
- **360°**
- **340°**
- **240°**
- **200°**
- **160°**

**CATALOG**

<table>
<thead>
<tr>
<th>CATEGORY</th>
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<th>B</th>
<th>C</th>
<th>D</th>
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<tbody>
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<td>882-½</td>
<td>200 (200-½)</td>
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<tr>
<td>LNAV/ VNAV DA</td>
<td>1025-3/4</td>
<td>343 (400-¾)</td>
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<td>LNAV MDA</td>
<td>1040-1</td>
<td>1040-1/2</td>
<td>1040-1/2</td>
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<tr>
<td><strong>ELEV</strong></td>
<td>682</td>
<td>TDZE 682</td>
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</table>

**UNICOM**

UNICOM 123.9 125.9 (CTAF)
RNAV (GPS) RWY 33

DRAUGHTON-MILLER CENTRAL TEXAS RGNL (TPL)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

**For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.**

**MISSED APPROACH:** Climb to 3000 direct IHSAZ and hold.

**AWOS-3PT** 134.975

**GRAY APP CON** 120.075 370.0

**CLNC DEL** 125.9

**UNICOM** 123.0 (CTAF)

**MISSED APCH FIX**

**HOOD MOA**

**R-6302A**

**R-6302B**

**SUMM**

**IYUY**

**1.7 NM to RW33**

**FADXY**

**3000**

**340°**

**VGSi and RNAV glidepath not coincident**

**[VGSi Angle 3.00°/TCH 34].**

**ESWUL**

**3000**

**GP 3.0°**

**TCH 50**

**CATEGORY**

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<td>B</td>
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<tr>
<td>C</td>
<td>951-1</td>
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<td>D</td>
<td>277 (300-1)</td>
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**LNAV/ VNAV**

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<td>1060-1/2</td>
<td>386 (400-1/2)</td>
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<td>1060-1/4</td>
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**CIRCLING**

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<td>1180-1</td>
<td>498 (500-1)</td>
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<td>1280-1/2</td>
<td>598 (600-1/2)</td>
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<tr>
<td>1420-1/4</td>
<td>738 (800-2/4)</td>
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**SC-3, 07 OCT 2021 to 02 DEC 2021**
When local altimeter setting not received, use South Texas Rgnl at Hondo altimeter setting and increase all MDA 100 feet; increase LNAV Cat C/D and Circling Cat C/D visibility ¼ SM. DME/DME RNP-0.3 NA.

MISSED APPROACH:
Climbing right turn to 3500 direct BUXQU WP and hold.

AWOS-3  
124.175

HOUSTON CENTER  
134.95 269.4

UNICOM  
122.8 (CTAF)

RADAR REQUIRED

VGSI and descent angle not coincident (VGSI Angle 3.00/TCH 35).

4 NM
Holding Pattern

UVALDE, TEXAS
Orig:B 22APR21

GARNER FIELD (UVA)

UVALDE, TEXAS  
Orig:B 22APR21

GARNER FIELD (UVA)  
29°13'N-99°45'W

431
RNAV (GPS) RWY 21
CULBERSON COUNTY (VHN)

MISSED APPROACH: Climb to 8800 direct COSIM and on track 304° to WIKOR and on track 034° to PONUE and hold.

Procedure NA for arrivals at HUP VORTAC on V66 westbound.

**AWOS-3PT**
119.925

**ALBUQUERQUE CENTER**
135.875 292.15

**CTAF**
122.9

**LNAV MDA**
4400-1 461 (500-1) 4400-1 461 (500-1)

**CIRCLING**
4440-1 4540-1 4640-2 5580-3
483 (500-1) 583 (600-1) 683 (700-2) 1623 (1700-3)

**ELEV**
3957

**TDZE**
3939

**CIRCLING**
5600

**TDZE**
6005

**Rwy Idg**
3939

**Apt Elev**
3957

**RINO**
3939

**CIRCLING**
5600

**Rwys 3-21 and 7-25**

**MIRL**
3957

**034° to PONUE and hold.**

**HUP**

**HUP VORTAC on V66 westbound.**

**304° to WIKOR and on track 034° to PONUE and hold.**

**VAN HORN, TEXAS**

**AL-6227 (FAA)**

**31°03'N-104°47'W**

**433**
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb on bearing 035° from VHN NDB to JURDU INT, thence . . .

TAKEOFF RUNWAY 7: Climb heading 074° to 5000 then climbing left turn heading 014° to intercept bearing 035° from VHN NDB to JURDU INT, thence . . .

TAKEOFF RUNWAY 21: Climb heading 215° to 5100, then climbing left turn to intercept course 351° to VHN NDB, then climb on bearing 035° from VHN NDB to JURDU INT, thence . . .

. . . cross JURDU INT at or above MEA for route of flight. If not at or above MEA for route of flight, continue climb in hold, east, left turn, 277° inbound until reaching MEA before proceeding on course.
TAKEOFF OBSTACLE NOTES

Rwy 3: Tree, vegetation beginning 16’ from DER, 133’ right of centerline,
   up to 11’ AGL/3928’ MSL.
   Trees, vegetation beginning 45’ from DER, 147’ left of centerline,
   up to 11’ AGL/3929’ MSL.
   Tree, traverse way beginning 135’ from DER, 487’ right of centerline,
   up to 17’ AGL/3930’ MSL.
   Trees, traverse way beginning 248’ from DER, 343’ right of centerline,
   up to 18’ AGL/3931’ MSL.

Rwy 7: Vegetation beginning 60’ from DER, 12’ right of centerline,
   up to 100’ AGL/3918’ MSL.
   Vegetation 119’ from DER, 215’ left of centerline, 100’ AGL/3915’ MSL.
   Vegetation beginning 148’ from DER, 12’ left of centerline,
   up to 100’ AGL/3918’ MSL.

Rwy 21: Tree, vegetation beginning 49’ from DER, 291’ right of centerline,
   up to 10’ AGL/3969’ MSL.
   Vegetation beginning 84’ from DER, 404’ left of centerline, up to 100’ AGL/3961’ MSL.
   Vegetation 4132’ from DER, 1604’ right of centerline, 100’ AGL/3990’ MSL.
RNAV (GPS) RWY 17
MC GREGOR EXECUTIVE (PWG)

Circling to Rwy 4 NA at night. Baro-VNAV NA when using Waco Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LPV all Cats visibility and LNAV/VNAV all Cats visibility ½ mile.

MISSING APCH FIX: Climb to 2500 direct ZUDIS and on track 095° to SATTY and hold.

AWOS-3PT 135.525
WACO APP CON * 127.65 352.0
GCO 121.725
UNICOM 122.8 (CTAF) 0

Apt Elev 592
TDZE 592

MISSED APPROACH:

- Baro-VNAV NA when using Waco Rgnl altimeter setting.
- For uncompensated Baro-VNAV systems, LPV all Cats visibility and LNAV/VNAV all Cats visibility ½ mile.

**Note:** The diagram includes a detailed layout of the approach and holding patterns, with specific altitudes, bearings, and distances marked. The table provides categories and corresponding altitudes, ensuring clear visibility instructions.

**Circling:**

- **AWOS-3PT:** 135.525
- **WACO APP CON:** 127.65 352.0
- **GCO:** 121.725
- **UNICOM:** 122.8 (CTAF)

**UNICOM:**

- **WACO:** 122.8
- **GCO:** 121.725
- **AWOS-3PT:** 135.525

**Holding Pattern:**

- **3000**
- **353°**
- **1035**
- **173°**

**Terminal:**

- **ZUDIS**
- **IMJUC**
- **MISSED APPROACH:**

**Apt Elev:**

- **ZUDIS**
- **SATTY**

**Circling:**

- **AWOS-3PT:** 135.525
- **WACO APP CON:** 127.65 352.0
- **GCO:** 121.725

**Uncompensated Baro-VNAV Systems:**

- LPV DA 842 ¼
- LNAV/VNAV DA 842 ¾
- LNAV MDA 1040-1 448 (500-1)
- CIRCLING 1040-1 448 (500-1)

**Altimeter Setting:**

- When local altimeter setting not received, use Waco Rgnl altimeter setting and increase all DA 31 feet and MDA 40 feet, and increase LPV all Cats visibility and LNAV/VNAV all Cats visibility ½ mile.

**References:**

- **AWOS-3PT:** 135.525
- **WACO APP CON:** 127.65 352.0
- **GCO:** 121.725
- **UNICOM:** 122.8 (CTAF) 0

**Note:** The diagram includes specific instructions for different altimeter settings and visibility requirements, ensuring safe navigation through the approach.
Circling to Rwy 4 NA at night. Baro-VNAV NA when using Waco Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). When local altimeter setting not received, use Waco Rgnl altimeter setting increase all DA 31 feet and MDA 40 feet. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¼ SM NA.

MISSED APPROACH:
Climb to 2500 direct BLDEE and on track 018° to ACT VORTAC and hold.

**AWOS-3PT**
135.525

**WACO APP CON**
127.65 352.0

**GCO**
121.725

**UNICOM**
122.8 (CTAF)

**ELEV**
592

**TDZE**
580
CIRCLING

VC 3.0°

VOR RWY 17
MC GREGOR EXECUTIVE (PWG)

WACO, TEXAS
AL-5441 (FAA)

VOR ACT
115.3 (100)

APP CRS
185°

Rwy Idg
5501

TDZE
592

Apt Elev
592

ADFs or DMEs required.

WACO APP CON
127.65 352.0

GCO
121.725

UNICOM
122.8 (CTAF)

AWOS-3PT
135.525

VORTAC
115.3

Channel
100

101°

ACT

6000

185°

3.2 NM

x

x

2.00

35°

005°

CEMET INT

WACO IF/IAF

115.3

Channel
100

MIRL Rwy 17-35

REIL Rwy 17

185°

4.3 NM

from FAF

FAF to MAP

4.3 NM

5.00 X 75

4.6 X 45

3.3 X 45

35°

101°

2000

2100

ACT

980-1

1060-1

1060-1½

1035

680 ±

ACT

2000

2000

ACT

6000

980-1

388 (400-1)

1060-1

468 (500-1)

1060-1½

468 (500-1½)

NA

NA

NA

NA

Knots

60

90

120

150

180

Min:Sec

4:18

2:52

2:09

1:43

1:26

WACO, TEXAS

Amdt 11, 30 JAN 20

31°29'N-97°19'W

SC-3, 01 OCT 2021 to 02 DEC 2021
RNAV (GPS) RWY 17L

WACO, TEXAS

AWOS-3 134.225  WACO APP CON* 127.65  227.125  TSTC TOWER* 124.0 (CTAF)  255.7  GND CON 121.7  UNICOM 122.95

Procedure NA for arrivals on ACT
VORTAC airway radials 305 CW 050.

Procedure NA for arrivals on CQY
VORTAC airway radials 163 CW 263.

SC-3, 07 OCT 2021 to 02 DEC 2021
RNAV (GPS) RWY 35R
TSTC WACO (CNW)

MISSED APPROACH: Climb to 2300 direct CUKAV and hold.

Procedure NA for arrivals on ACT. VORTAC airway radials 050 CW 181.

NoPT for arrival at OMOBE on V15 northwest bound.

AWOS-3 134.225
WACO APP CON 127.65 227.125
TSTC TOWER 124.0 (CTAF) 255.7
GND CON 121.7
UNICOM 122.95

Amdt 2A 05DEC19
AWOS-3
134.225
TSTC TOWER *
124.0 255.7
GND CON
121.7

AIRPORT DIAGRAM
WACO, TEXAS

TSTC WACO (CNW)
AL-579 (FAA)
WACO, TEXAS

FIELD ELEV 470

ELEV 467

8600 X 1.50

TERMINAL
FIELD ELEV 470

ELEV 460

364.2°

6291 X 75

MAINTENANCE HANGAR

AIRCRAFT APRON

TWR 555

TSTC WACO
TSTC WACO (CNW)

AIRPORT DIAGRAM

WACO, TEXAS

TSTC WACO (CNW)

AIRPORT DIAGRAM

WACO, TEXAS

TSTC WACO (CNW)
**ILS or LOC RWY 19**

**WACO RGNL (ACT)**

**DME required.**

- RVR 1800 authorized with use of FD or AP or HUD to DA.

**ATIS** 123.85  
**WACO APP CON*** 127.65 227.125  
**WACO TOWER*** 119.3 (CTAF) 257.8  
**GND CON** 121.9  
**UNICOM** 122.95

**MISSED APPROACH:** Climb to 1500 then climbing left turn to 4000 on ACT VORTAC R-164 to BOSEL 14 DME and hold, continue climb-in-hold to 4000.

**LOCALIZER 109.7**  
I-ACT  115° 50°  
Chan 34

- **CQY** 50.9
- **WESLI INT** 114.8
- **BOSEL** 344°

**WACO**  
**115.3 ACT**  
**Chan 100**

**VORTAC airway radials 234 CW 263.**

**Category**  
A  
B  
C  
D

**FAF to MAP 4.9 NM**

<table>
<thead>
<tr>
<th>Knots</th>
<th>Min:Sec</th>
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<tbody>
<tr>
<td>60</td>
<td>4:54</td>
</tr>
<tr>
<td>90</td>
<td>3:16</td>
</tr>
<tr>
<td>120</td>
<td>2:27</td>
</tr>
<tr>
<td>150</td>
<td>1:58</td>
</tr>
<tr>
<td>180</td>
<td>1:38</td>
</tr>
</tbody>
</table>

**FAF to MAP 4.9 NM**

- 187° 4.9 NM from FAF

**Waco, Texas**  
Amdt 17 30JAN20
RNAV (GPS) RWY 1
WACO RGNL (ACT)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C (19°F) or above 54°C (130°F). When local altimeter setting not received, use McGregor Executive altimeter setting and increase all DA 31 feet and all MDA 40 feet; increase LPV all Cats and LNAV/VNAV all Cats visibility ½ mile and Circling Cat D ¼ mile. Baro-VNAV and VDP NA with McGregor Executive altimeter setting. Helicopter visibility reduction below ½ SM NA.

Procedure NA for arrivals at SATTY on V15 southeast bound.
Waco, Texas

### WACO, TEXAS

**WACO RGNL (ACT)**

#### RNAV (GPS) RWY 14

**ANTIS**
- WACO APP CON: 123.85
- WACO TOWER: 119.3 (CTAF) 257.8
- GND CON: 121.9
- UNICOM: 122.95

**WACO APP CON**
- 127.65
- 227.125

**WACO TOWER**
- 121.9
- 257.8

**GND CON**
- 121.9
- 257.8

**UNICOM**
- 122.95

**RNP APCH.**
- **WY 14**
  - Rwy 14 helicopter visibility reduction below 3/8 SM NA. For uncompensated Baro-VNAV systems, procedure NA below -8°C or above 54°C.

**ATIS**
- 123.85
- **WACO APP CON**
- **WACO TOWER**
- **GND CON**
- **UNICOM**

**MISSED APPROACH:** Climb to 1000 then climbing right turn to 4000 direct BOSEL and hold, continue climb-in-hold to 4000.

**Procedure NA for arrivals at DRILL on V15-54 northeast bound.**

**Procedure NA for arrivals at SONET on V358 westbound.**

**WACO, TEXAS**

**WACO RGNL (ACT)**

**31°37'-97°14'W**

**3030**

**AL-439 (FAA)**

**Amdt 1 30JAN20**

### RNAV (GPS) RWY 14

**RNAV (GPS) RWY 14**

**WACO RGNL (ACT)**

**31°37'-97°14'W**

**Amdt 1 30JAN20**
RNAV (GPS) RWY 32
WACO RGNL (ACT)

ATIS 123.85
WACO APGC 127.65 227.125
WACO TOWER 119.3 (CTAF) 257.8
GND CON 121.9
UNICOM 122.95

MISSRED APCH FIX
4 NM 1.25° EVVIS

MISSED APPROACH:
Climb to 4000 direct EVVIS and hold, continue climb-in-hold to 4000.

RNAV only.
0.9 NM to RW32
RW32

Procedure NA for arrivals at DRILL on V15-54 northeast bound.

Procedure NA for arrivals at SATTY on V15 southeast bound.

Procedure NA for arrivals at BARES on V548 southbound.

Rwy Idg 5103
Apt Elev 516

WACO, TEXAS
Orig D 02APR15

31°37'N-97°14'W

RNAV (GPS) RWY 32
WACO RGNL (ACT)
WACO, TEXAS

ATIS 123.85  WACO APP CON 127.65 227.125  WACO TOWER 119.3 (CTAF) 257.8  GND CON 121.9  UNICOM 122.95

DME required. Rwy 14 helicopter visibility reduction below 3/4 SM NA. VDP NA with McGregor Executive altimeter setting. When local altimeter setting not received, use McGregor Executive altimeter setting and increase all MDAs 40 feet; and increase S-14 Cat C/D visibility ¾ SM and Circling Cat D visibility ¼ SM.

Remain within 10 NM

MISSED APPROACH: Climbing right turn to 4000 on ACT VORTAC R-164 to BOSEL/ACT 14.00 DME and hold, continue climb-in-hold to 4000.

SC-3, 07 OCT 2021 to 02 DEC 2021
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
RNAV (GPS) RWY 14
MID VALLEY (TXW)

AWOS-3: 118.575

UNICOM: 122.8

HOLD 4000

138°

2100 N
oPT 10

0.8 NM

WODEE

Procedure NA for arrivals at FATOR on V17 northwest bound.

Procedure NA for arrivals at HARGI on V20 northeast bound.

HARGI (IAF)

FATOR (IAF)

WODEE (IF/IAF)

ECETE (IF/IAF)

ZADUV

RNAV (GPS) RWY 14
MID VALLEY (TXW)

Procedure NA for arrivals at HARGI on V20 northeast bound.

Procedure NA for arrivals at FATOR on V17 northwest bound.

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)

**Procedure NA for arrival on MFE VOR/DME airway radials 029 CW 075.**

**When local altimeter not received, use McAllen altimeter setting and increase all MDA 40 feet.**

**MISSED APPROACH:** Climb to 1000 then climbing left turn to 2000 direct MFE VOR/DME.
### RNP APCH.

- **Baro-VNAV NA** when using Pecos altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C. VDP NA with Pecos altimeter setting. Helicopter visibility reduction below 1/2 SM NA. When local altimeter setting not received, use Pecos altimeter setting: Increase DA to 3167 feet and LPV and LNAV/VNAV all Cats visibility 1/2 SM; increase all MDAs 100 feet and LNAV and Circling Cat C visibility 1/2 SM.

### ASOS
- **3626**

### FORT WORTH CENTER
- **Unicom**
- **W13A**
- **133.1 298.95**

### MISS APCH FIX
- **BORTY**
- **5 NM**
- **132°**

### Elev
- **2822**

### RNAV (GPS) RWY 13
- **WINKLER COUNTY (INK)**

### Holding Pattern

<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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</thead>
<tbody>
<tr>
<td>LPV DA</td>
<td>3072-3/4</td>
<td>250 (300-3/4)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>LNAV/ VNAV DA</td>
<td>3072-3/4</td>
<td>250 (300-3/4)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>3320-1</td>
<td>498 (500-1)</td>
<td>3320-1/2</td>
<td>498 (500-1/2)</td>
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<tr>
<td>CIRCILING</td>
<td>3320-1</td>
<td>498 (500-1)</td>
<td>3580-2/4</td>
<td>758 (800-2/4)</td>
</tr>
</tbody>
</table>

- **RW13**: 2 NM to CITAT
- **AFBUL**
- **CITAT**: 2 NM to RW13
- **AHASS**: 5 NM to AHASS
- **WINKLER COUNTY (INK)**

### Rwy Idg
- **TDZE**: 2822
- **Apt Elev**: 3006

### Holding Pattern

- **3500**
- **132°**
- **312°**
- **5000**

### VGSI and RNAV glidepath not coincident

<table>
<thead>
<tr>
<th>Category</th>
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<th>C</th>
<th>D</th>
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<tbody>
<tr>
<td>LPV DA</td>
<td>3072-3/4</td>
<td>250 (300-3/4)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>LNAV/ VNAV DA</td>
<td>3072-3/4</td>
<td>250 (300-3/4)</td>
<td>NA</td>
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</tr>
<tr>
<td>LNAV MDA</td>
<td>3320-1</td>
<td>498 (500-1)</td>
<td>3320-1/2</td>
<td>498 (500-1/2)</td>
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<tr>
<td>CIRCILING</td>
<td>3320-1</td>
<td>498 (500-1)</td>
<td>3580-2/4</td>
<td>758 (800-2/4)</td>
</tr>
</tbody>
</table>

### RNAV (GPS) RWY 13
- **WINKLER COUNTY (INK)**

### Holding Pattern

- **3500**
- **132°**
- **312°**
- **5000**

### Holding Pattern

- **3500**
- **132°**
- **312°**
- **5000**

### Holding Pattern

- **3500**
- **132°**
- **312°**
- **5000**

### Holding Pattern

- **3500**
- **132°**
- **312°**
- **5000**

### Holding Pattern

- **3500**
- **132°**
- **312°**
- **5000**

### Holding Pattern

- **3500**
- **132°**
- **312°**
- **5000**

### Holding Pattern

- **3500**
- **132°**
- **312°**
- **5000**

### Holding Pattern

- **3500**
- **132°**
- **312°**
- **5000**

### Holding Pattern

- **3500**
- **132°**
- **312°**
- **5000**

### Holding Pattern

- **3500**
- **132°**
- **312°**
- **5000**

### Holding Pattern

- **3500**
- **132°**
- **312°**
- **5000**

### Holding Pattern

- **3500**
- **132°**
- **312°**
- **5000**

### Holding Pattern

- **3500**
- **132°**
- **312°**
- **5000**

### Holding Pattern

- **3500**
- **132°**
- **312°**
- **5000**

### Holding Pattern

- **3500**
- **132°**
- **312°**
- **5000**

### Holding Pattern

- **3500**
- **132°**
- **312°**
- **5000**

### Holding Pattern

- **3500**
- **132°**
- **312°**
- **5000**

### Holding Pattern

- **3500**
- **132°**
- **312°**
- **5000**

### Holding Pattern

- **3500**
- **132°**
- **312°**
- **5000**
Baro-VNAV NA when using Pecos altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. VDP NA with Pecos altimeter setting. When local altimeter setting not received, use Pecos altimeter setting and increase all DA 95 feet and all MDA 100 feet. Increase LPV all Cats visibility ½ mile, LNAV/VNAV all Cats visibility ¾ mile, LNAV Cat B visibility ¾ mile, LNAV Cat C visibility ½ mile and Circling Cats B and C visibility ¾ mile.

**MISSED APPROACH:** Climb to 5000 direct AHASS and hold.

- **ASOS:** 118.325
- **FORT WORTH CENTER:** 133.1 298.95
- **UNICOM:** 123.0 (CTAF)

**5 NM to BORTY**

- **5000 AHASS**
- **3261 BORTY**
- **3207 (FAF) AFITY**
- **313° RW31**
- **318° 2918**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<tbody>
<tr>
<td>LPV DA</td>
<td>3018-1/4 200 (200-1/4)</td>
<td>3130-1</td>
<td>312 (400-1)</td>
<td>NA</td>
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<td>LNAV/VNAV DA</td>
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<td>702 (700-1)</td>
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<tr>
<td>LNAV MDA</td>
<td>3520-1</td>
<td>698 (700-1)</td>
<td>3580-2-1/4</td>
<td>758 (800-2-1/4)</td>
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<tr>
<td>CIRCLING</td>
<td>3520-1</td>
<td>698 (700-1)</td>
<td>3580-2-1/4</td>
<td>758 (800-2-1/4)</td>
</tr>
</tbody>
</table>

**GP 3.00° TCH 45**

**313°**

**5 NM**

**Holding Pattern**
**VOR RWY 13**

**WINKLER COUNTY (INK)**

When local altimeter setting not received, use Pecos altimeter setting and increase all MDAs 100 feet and Cat C visibility ¼ mile and increase DSHRT Fix: all MDA 100 feet and S-13 Cat C visibility ¼ mile. VDP NA when using Pecos altimeter setting.

**A**

**ASOS**

**FORT WORTH CENTER**

**UNICOM**

<table>
<thead>
<tr>
<th>CATEGORY</th>
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<tr>
<td>S-13</td>
<td>3340-1</td>
<td>600-1</td>
<td>3340-1½</td>
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<tr>
<td>CIRCLING</td>
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<td>600-1</td>
<td>3340-1½</td>
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**DSHRT FIX MINIMUMS**

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<th>CIRCLING</th>
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<tr>
<td>MIN</td>
<td>338 (400-1)</td>
<td>487 (500-1)</td>
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<tr>
<td>FIX</td>
<td>NA</td>
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**Remain within 10 NM**

- **5000**
  - **150°**
  - **330°**
- **4700**
  - **150°**
  - **330°**

**VGS and descent angles not coincident (VGS Angle 3.00/TCH 22).**

**150° 5.8 NM from FAF**

**MIRL Rwys 4-22 and 13-31**

**SC-3, 07 OCT 2021 to 02 DEC 2021**

**WINK, TEXAS**

**ASOS**

**FORT WORTH CENTER**

**UNICOM**

**31°47'N-103°12'W**

**456**

**21056**

**VOR RWY 13**

**WINKLER COUNTY (INK)**

**ASOS**

**FORT WORTH CENTER**

**UNICOM**

<table>
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<tr>
<th>CATEGORY</th>
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<th>CIRCLING</th>
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<tr>
<td>MIN</td>
<td>338 (400-1)</td>
<td>487 (500-1)</td>
</tr>
<tr>
<td>FIX</td>
<td>NA</td>
<td>NA</td>
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**Remain within 10 NM**

- **5000**
  - **150°**
  - **330°**
- **4700**
  - **150°**
  - **330°**

**VGS and descent angles not coincident (VGS Angle 3.00/TCH 22).**

**150° 5.8 NM from FAF**

**MIRL Rwys 4-22 and 13-31**

**SC-3, 07 OCT 2021 to 02 DEC 2021**

**WINK, TEXAS**

**ASOS**

**FORT WORTH CENTER**

**UNICOM**

<table>
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<th>CATEGORY</th>
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<th>CIRCLING</th>
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<td>NA</td>
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</table>
RNAV (GPS) RWY 17
WINTERS MUNI (77F')

Location: WINTERS, TEXAS
Apt Elev: 1871

Use Abilene altimeter setting. When not received, use Coleman altimeter setting and increase all MDA 20 feet.

**MISSED APPROACH:** Climb to 3400 direct FILEP and hold.

---

**ABILENE APP CON**

| 127.2 | 282.3 |

---

**CTAF**

122.9

---

Procedure NA for arrivals at SHEPP on V77 northbound.

**MISSING APCH FIX**

FILEP

---

**Categories**

<table>
<thead>
<tr>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<td>LP MDA</td>
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<td>610 (700-1)</td>
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<tr>
<td>LPV MDA</td>
<td>2480-1</td>
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<tr>
<td>LNAV MDA</td>
<td>2480-1</td>
<td>610 (700-1)</td>
<td>NA</td>
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</table>

---

**WINTERS MUNI (77F')**

Orig-B 07NOV19

---

**RNAV (GPS) RWY 17**

19311
WINTERS, TEXAS

RNAV (GPS) RWY 35
WINTERS MUNI (77°F)

WAS AS CH 49022
W35A

APP CRS | Rwy Idg | Apt Elev
---|---|---
352° | 3204 | 1871

CTAF 122.9

Procedure NA for arrival at TQA VOR/DME on V94 eastbound.

Procedure NA for arrival at OWENN V77 southwest bound.

MISSED APCH FIX
4 NM

CTAF

TUSCOLA TQA

4 NM

062° (16.2)

MISA RW35 25 NM

4600

SC-3, 07 OCT 2021 to 02 DEC 2021

ABILENE APP CON
127.2 282.3

CIRCLING

RNAV (GPS) RWY 35

Holding Pattern

1.5 NM to RW35

(FAF)

SAVHE

3300

172°

1879

PADIY

1.5 NM to RW35

(M)

352°

352°

1NM

4000 NoPT

300

2380

S

35

352° to RW35

IIRL Rwy 17-35

2.9 NM

1.5 NM

5 NM

172°

352°

4000

ROXAE

FILEP

4 NM

DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Use Abilene altimeter setting; when not received, use Coleman altimeter setting and increase all MDA 20 feet. Night landing: Rwy 35 NA.

MISSED APPROACH: Climb to 4000 direct ROXAE and hold.

 CATEGORY | A | B | C | D
---|---|---|---|---
LP MDA | 2240-1 | 369 (400-1) | NA | NA
LNAV MDA | 2240-1 | 369 (400-1) | NA | NA
CIRCLING | 2440-1 | 649 (700-1) | NA | NA

FLIP | 352° | 352° | 352° | 352°

300 m

35

352° to RW35

IIRL Rwy 17-35

31°57'N-99°59'W

WINTERS, TEXAS
Orig-B 20MAY21

AL-6639 (FAA)

21140
Use Victoria Rgnl altimeter setting. Procedure not authorized at night.

**MISSED APPROACH:** Climb to 1000 then climbing right turn to 2000 direct FOSAL and hold.

**VCT ASOS**

- **119.025**

**HOUSTON CENTER**

- **132.8**
- **343.7**

**CTAF**

- **122.9**

---

**Category**

<table>
<thead>
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<tr>
<td>LNAV MDA</td>
<td>840-1 477 (500-1)</td>
<td>840-1½ 477 (500-1½)</td>
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<tr>
<td>CIRCLING</td>
<td>920-1 555 (600-1)</td>
<td>1200-2½ 835 (900-2½)</td>
<td>NA</td>
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</table>

**MIRL Rwy 13-31**

- **2444 x 60**
- **308° to RW31**

---

**YOAKUM, TEXAS**

Orig-C 07OCT21

**YOAKUM MUNI (T85)**

**RNAV (GPS) RWY 31**

**YOAKUM MUNI (T85)**

**Origin-C 07OCT21**

**RNAV (GPS) RWY 31**

**YOAKUM MUNI (T85)**

**Origin-C 07OCT21**

**RNAV (GPS) RWY 31**

**YOAKUM MUNI (T85)**

**Origin-C 07OCT21**

**RNAV (GPS) RWY 31**

**YOAKUM MUNI (T85)**

**Origin-C 07OCT21**

**RNAV (GPS) RWY 31**

**YOAKUM MUNI (T85)**

**Origin-C 07OCT21**
INTENTIONALLY
LEFT
BLANK
A rate of climb/descent table is provided for use in planning and executing climbs or descents under known or approximate ground speed conditions. It will be especially useful for approaches when the localizer only is used for course guidance. A best speed, power, altitude combination can be programmed which will result in a stable glide rate and altitude favorable for executing a landing if minimums exists upon breakout. Care should always be exercised so that minimum descent altitude and missed approach point are not exceeded.

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