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

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08 SEP 2022

Consult the Change Notice (CN) effective 11 AUG 2022 for revised Instrument Procedure Charts for this volume

Consult NOTAMs for latest information
Consult/Subscribe to FAA Safety Alerts and Charting Notices at:
http://www.faa.gov/air_traffic/flight_info/aeronav/safety_alerts/

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<table>
<thead>
<tr>
<th>Section</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Inoperative Components or Visual Aids Table</td>
<td>A1</td>
</tr>
<tr>
<td>Explanation of Terms/Landing Minima Data</td>
<td>B1</td>
</tr>
<tr>
<td>General Information</td>
<td>C1</td>
</tr>
<tr>
<td>Abbreviations</td>
<td>D1</td>
</tr>
<tr>
<td>Legend—IAP Planview</td>
<td>E1</td>
</tr>
<tr>
<td>Legend—IAP Profile</td>
<td>F1</td>
</tr>
<tr>
<td>Legend—Standard Terminal Arrival Charts</td>
<td>G1</td>
</tr>
<tr>
<td>Legend—Departure Procedure Charts</td>
<td>G2</td>
</tr>
<tr>
<td>Legend—Airport Diagram/Sketch</td>
<td>H1</td>
</tr>
<tr>
<td>Legend—Approach Lighting Systems</td>
<td>I1</td>
</tr>
<tr>
<td>Frequency Pairing</td>
<td>J1</td>
</tr>
<tr>
<td>Index of Terminal Charts and Minimums</td>
<td>K1</td>
</tr>
<tr>
<td>IFR Takeoff Minimums, Departure Procedures, and Diverse Vector Area</td>
<td>L1</td>
</tr>
<tr>
<td>IFR Alternate Airport Minimums</td>
<td>M1</td>
</tr>
<tr>
<td>Radar Minimums</td>
<td>N1</td>
</tr>
<tr>
<td>Land and Hold-Short Operations (LAHSO)</td>
<td>O1</td>
</tr>
<tr>
<td>Hot Spots</td>
<td>P1</td>
</tr>
<tr>
<td>Standard Terminal Arrival Charts</td>
<td>Z1</td>
</tr>
<tr>
<td>Terminal Charts</td>
<td>Page 1</td>
</tr>
<tr>
<td>Rate of Climb/Descent Table</td>
<td>Inside Back Cover</td>
</tr>
<tr>
<td>Area of Coverage</td>
<td>Back Cover</td>
</tr>
</tbody>
</table>

**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:
For digital products, visit our website at: https://www.faa.gov/air_traffic/flight_info/aeronav/digital_products/

For a list of approved FAA Print Providers, visit our website at:
https://www.faa.gov/air_traffic/flight_info/aeronav/print_providers/

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 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.

<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, MALSR, 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, MALSR, SSALR</td>
<td>½ mile</td>
</tr>
<tr>
<td>MALSF, MALS, SSALF, SSALS, SALSF, 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, MALSR, 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>
TERMS/LANDING MINIMA DATA 20142

IFR LANDING MINIMA

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.

LANDING MINIMA FORMAT

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>288</td>
<td>(300-1/2)</td>
<td>1440'/50</td>
</tr>
<tr>
<td>S-LOC 27</td>
<td>1540'/24</td>
<td>361 (400-1)</td>
<td>461 (500-1)</td>
<td>561 (600-2)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>560-1</td>
<td>561</td>
<td>60</td>
<td>20</td>
</tr>
<tr>
<td>MDA</td>
<td>680</td>
<td>20</td>
<td></td>
<td></td>
</tr>
<tr>
<td>HAA</td>
<td>60</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Visibility in Statute Miles</td>
<td>0</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

NOTE: The 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 I1N minima may be required. As the WAAS service is expanded, the will be removed.

RNAV minima 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.

NOTE: A symbol indicates that LNAV/VNAV or LPV service is available, then vertical guidance may be used to complete the approach using 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 I1N minima may be required. As the WAAS service is expanded, the will be removed.

COLD TEMPERATURE AIRPORTS

COLD TEMPERATURE ERROR TABLE

| HEIGHT ABOVE AIRPORT IN FEET |
|-------------------------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|
|                              | 200             | 300             | 400             | 500             | 600             | 700             | 800             | 900             | 1000            | 1500            | 2000            | 3000            | 4000            | 5000            |
| REPORTED TEMP °C              |                 |                 |                 |                 |                 |                 |                 |                 |                 |                 |                 |                 |                 |                 |
| +10                          | 10              | 10              | 10              | 10              | 10              | 10              | 10              | 10              | 10              | 10              | 10              | 10              | 10              | 10              |
| 0                            | 20              | 20              | 20              | 20              | 20              | 20              | 20              | 20              | 20              | 20              | 20              | 20              | 20              | 20              |
| -10                          | 30              | 30              | 30              | 30              | 30              | 30              | 30              | 30              | 30              | 30              | 30              | 30              | 30              | 30              |
| -20                          | 40              | 40              | 40              | 40              | 40              | 40              | 40              | 40              | 40              | 40              | 40              | 40              | 40              | 40              |
| -30                          | 50              | 50              | 50              | 50              | 50              | 50              | 50              | 50              | 50              | 50              | 50              | 50              | 50              | 50              |
| -40                          | 60              | 60              | 60              | 60              | 60              | 60              | 60              | 60              | 60              | 60              | 60              | 60              | 60              | 60              |
| -50                          | 70              | 70              | 70              | 70              | 70              | 70              | 70              | 70              | 70              | 70              | 70              | 70              | 70              | 70              |
| -60                          | 80              | 80              | 80              | 80              | 80              | 80              | 80              | 80              | 80              | 80              | 80              | 80              | 80              | 80              |
| -70                          | 90              | 90              | 90              | 90              | 90              | 90              | 90              | 90              | 90              | 90              | 90              | 90              | 90              | 90              |
| -80                          | 100             | 100             | 100             | 100             | 100             | 100             | 100             | 100             | 100             | 100             | 100             | 100             | 100             | 100             |
| -90                          | 120             | 120             | 120             | 120             | 120             | 120             | 120             | 120             | 120             | 120             | 120             | 120             | 120             | 120             |
| -100                         | 140             | 140             | 140             | 140             | 140             | 140             | 140             | 140             | 140             | 140             | 140             | 140             | 140             | 140             |
| -150                         | 170             | 170             | 170             | 170             | 170             | 170             | 170             | 170             | 170             | 170             | 170             | 170             | 170             | 170             |
| -200                         | 200             | 200             | 200             | 200             | 200             | 200             | 200             | 200             | 200             | 200             | 200             | 200             | 200             | 200             |

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>
**TERMS/LANDING MINIMA DATA**

### CIRCLING APPROACH OBSTACLE PROTECTED AIRSPACE

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 [C] symbol on the circling line of minima.

<table>
<thead>
<tr>
<th>Circling MDA in feet MSL</th>
<th>Approach Category and Circling Radius (NM)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>CAT A</td>
</tr>
<tr>
<td>All Altitudes</td>
<td>1.3</td>
</tr>
</tbody>
</table>

**EXPANDED CIRCLING APPROACH MANEUVERING AIRSPACE RADIUS**

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 [C] symbol on the circling line of minima.

<table>
<thead>
<tr>
<th>Circling MDA in feet MSL</th>
<th>Approach Category and Circling Radius (NM)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>CAT A</td>
</tr>
<tr>
<td>1000 or less</td>
<td>1.3</td>
</tr>
<tr>
<td>1001-3000</td>
<td>1.3</td>
</tr>
<tr>
<td>3001-5000</td>
<td>1.3</td>
</tr>
<tr>
<td>5001-7000</td>
<td>1.3</td>
</tr>
<tr>
<td>7001-9000</td>
<td>1.4</td>
</tr>
<tr>
<td>9001 and above</td>
<td>1.4</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.

<table>
<thead>
<tr>
<th>RVR (feet)</th>
<th>Visibility (SM)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1600</td>
<td>1/8</td>
</tr>
<tr>
<td>1800</td>
<td>1/5</td>
</tr>
<tr>
<td>2000</td>
<td>1/4</td>
</tr>
<tr>
<td>2200</td>
<td>1/2</td>
</tr>
</tbody>
</table>

### RADAR MINIMA

<table>
<thead>
<tr>
<th>RWY GP/TCH/RPI</th>
<th>CAT DA/MDA-VIS</th>
<th>HAT</th>
<th>CEIL-VIS</th>
<th>CAT DA/MDA-VIS</th>
<th>HAT</th>
<th>CEIL-VIS</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>100</td>
<td>(100-1/4)</td>
<td></td>
<td>100</td>
<td>(100-1/4)</td>
</tr>
<tr>
<td>PAR</td>
<td>ABCD</td>
<td>195/16</td>
<td>100</td>
<td>(100-1/4)</td>
<td>560/50</td>
<td>463</td>
</tr>
<tr>
<td></td>
<td>ABCD</td>
<td>187/16</td>
<td>100</td>
<td>(100-1/4)</td>
<td>560/50</td>
<td>463</td>
</tr>
<tr>
<td></td>
<td>ABCD</td>
<td>560/40</td>
<td>463</td>
<td>(500-1/4)</td>
<td>560/50</td>
<td>463</td>
</tr>
<tr>
<td></td>
<td>ABCD</td>
<td>600/50</td>
<td>513</td>
<td>(600-1)</td>
<td>600/60</td>
<td>513</td>
</tr>
<tr>
<td></td>
<td>ABCD</td>
<td>560/1-1/4</td>
<td>463</td>
<td>(500-1/4)</td>
<td>560/1-1/4</td>
<td>463</td>
</tr>
<tr>
<td></td>
<td>ABCD</td>
<td>600/1-1/4</td>
<td>503</td>
<td>(600-1/4)</td>
<td>600/1-1/4</td>
<td>503</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 (V) VHF emergency frequency (121.5) monitored (U) UHF emergency frequency (243.0) monitored

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

**Alternate Minimums not standard. Civil users refer to tabulation. USA/USN/USAF pilots refer to appropriate regulations.**

**Alternate Minimums not authorized due to unmumbered facility or absence of weather reporting service.**

**Airport is published in the Takeoff Minimums, (Obstacle) Departure Procedures, and Diverse Vector Area (Radar Vectors) tabulation.**

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**TERMS/LANDING MINIMA DATA**

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**B2**

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**SC-3, 14 JUL 2022 to 08 SEP 2022**
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 97. 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.

<table>
<thead>
<tr>
<th>FAA Procedure</th>
<th>Amendment Number</th>
<th>Procedure Amendment Effective Date</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Orig 31DEC09</td>
<td>Amdt 2B 12MAR09</td>
</tr>
</tbody>
</table>

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 online. 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 WINNZ, LIBGE: RNAV-1 GPS, RNAV-1GPS 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>Meaning</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>APCH</td>
<td>Approach</td>
</tr>
<tr>
<td>APP CON</td>
<td>Approach Control</td>
</tr>
<tr>
<td>AR</td>
<td>Authorization Required</td>
</tr>
<tr>
<td>ARR</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>
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<td>AWOS</td>
<td>Automated Weather Observing System</td>
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<tr>
<td>AZ</td>
<td>Azimuth</td>
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<tr>
<td>BC</td>
<td>Back Course</td>
</tr>
<tr>
<td>BND</td>
<td>Bound</td>
</tr>
<tr>
<td>C</td>
<td>Circling</td>
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<tr>
<td>CAT</td>
<td>Category</td>
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<tr>
<td>CCW</td>
<td>Counter-Clockwise</td>
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<td>CDI</td>
<td>Deviation Indicator Channel</td>
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<td>Chan</td>
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<tr>
<td>CIFP</td>
<td>Coded Instrument Flight Procedures</td>
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<tr>
<td>CLNC DEL</td>
<td>Clearance Delivery</td>
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<tr>
<td>CNF</td>
<td>Computer Navigation Fix</td>
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<td>CPDLC</td>
<td>Controller Pilot Data Link Communication</td>
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<tr>
<td>CTAF</td>
<td>Common Traffic Advisory Frequency</td>
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<td>CW</td>
<td>Clockwise</td>
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<td>D-ATIS</td>
<td>Digital-Automated Terminal Information Service</td>
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<tr>
<td>DA</td>
<td>Decision Altitude</td>
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<td>DER</td>
<td>Departure End of Runway</td>
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<tr>
<td>DH</td>
<td>Decision Height</td>
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<td>DME</td>
<td>Distance Measuring Equipment</td>
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<tr>
<td>DTHR</td>
<td>Displaced Threshold</td>
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<tr>
<td>DVA</td>
<td>Diverse Vector Area Elevation</td>
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<td>ELEV</td>
<td>Engineered Material Arresting System</td>
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<td>EMAS</td>
<td>Final Approach Fix Flight Director System Fan Marker</td>
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<td>FMS</td>
<td>Flight Management System Ground Based Augmentation System</td>
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<td>GBAS</td>
<td>Ground Communications Outlet</td>
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<tr>
<td>GLS</td>
<td>Ground Based Augmentation System Landing System Glidepath</td>
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<td>GP</td>
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<td>Global Positioning System Glide Slope</td>
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<td>GS</td>
<td>Height above Airport</td>
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<td>HAL</td>
<td>Height above Landing</td>
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<td>HAT</td>
<td>Height above Touchdown</td>
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<td>HATh</td>
<td>Height above Threshold</td>
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<td>HCH</td>
<td>Heliport Crossing Height</td>
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<td>HGS</td>
<td>Heads-up Guidance System High Intensity Runway Lights</td>
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<td>Head-up Display</td>
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<td>Initial Approach Fix</td>
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<td>International Civil Aviation Organization Intermediate Fix</td>
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<td>Inoperative</td>
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<td>Intersection</td>
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<tr>
<td>KIAS</td>
<td>Knots Indicated Airspeed</td>
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<td>LAAS</td>
<td>Local Area Augmentation System Localizer Type Directional Aid</td>
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<td>Localizer Performance with Vertical Guidance</td>
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<td>Lead Radial. Provides at least 2 NM (Copter 1 NM) of lead to assist in turning onto the intermediate/final course.</td>
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<td>Medium Intensity Approach Light System</td>
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<td>Medium Intensity Approach Light System with RAIL</td>
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<td>Missed Approach Point Minimum Descent Altitude</td>
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<td>Non-directional Radio Beacon</td>
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<td>Omnidirectional Approach Light System</td>
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<td>Obstacle Departure Procedure</td>
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<td>Outer Marker</td>
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<td>Precision Approach Radar</td>
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<td>Pre-Departure Clearance</td>
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<td>Precision Runway Monitor</td>
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<td>RA</td>
<td>Radio Altimeter setting height</td>
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<td>RAIL</td>
<td>Runway Alignment Indicator Lights</td>
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<td>RCLLS</td>
<td>Runway Centerline Light System</td>
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<td>REIL</td>
<td>Runway End Identifier Lights</td>
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<td>RF</td>
<td>Radius-to-Fix</td>
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<td>Runway Lead-in Light System</td>
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<td>RNP</td>
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<td>Runway Point of Intercept(ion)</td>
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<td>RRL</td>
<td>Runway Remaining Lights</td>
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<td>Straight-in</td>
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<td>Short Approach Light System</td>
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<td>Short Approach Lighting System with Sequenced Flashing Lights</td>
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<td>Simplified Short Approach Lighting System with Sequenced Flashers</td>
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<td>SSALR</td>
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<td>SDF</td>
<td>Simplified Directional Facility</td>
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<tr>
<td>SM</td>
<td>Statute Mile</td>
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<td>SOIA</td>
<td>Simultaneous Offset Instrument Approach</td>
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<td>SR-SS</td>
<td>Sunrise-Sunset</td>
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<td>TAA</td>
<td>Terminal Arrival Area</td>
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<tr>
<td>TAC</td>
<td>TACAN</td>
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<tr>
<td>TCH</td>
<td>Threshold Crossing Height (height in feet above ground level)</td>
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<tr>
<td>TDZ</td>
<td>Touchdown Zone</td>
</tr>
<tr>
<td>TDZE</td>
<td>Touchdown Zone Elevation</td>
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<td>TDZ/CL</td>
<td>Touchdown Zone and Runway Centerline Lighting</td>
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<td>TDZL</td>
<td>Touchdown Zone Lights</td>
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<td>THR</td>
<td>Threshold</td>
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<td>TODA</td>
<td>Takeoff Distance Available</td>
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<td>TORA</td>
<td>Takeoff Run Available</td>
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<td>Track</td>
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<td>VASI</td>
<td>Visual Approach Slope Indicator</td>
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<tr>
<td>VCOA</td>
<td>Visual Climb over Airport</td>
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<tr>
<td>VDP</td>
<td>Visual Descent Point</td>
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<tr>
<td>VGSi</td>
<td>Visual Glide Slope Indicator</td>
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<tr>
<td>WAAS</td>
<td>Wide Area Augmentation System</td>
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<td>WP/WPT</td>
<td>Waypoint (RNAV)</td>
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<tr>
<td>VNAV</td>
<td>Vertical Navigation</td>
</tr>
</tbody>
</table>
**LEGEND**

**INSTRUMENT APPROACH PROCEDURES (CHARTS)**

**PLANVIEW SYMBOLS**

**TERMINAL ROUTES**
- Procedure Track
- Missed Approach
- Visual Flight Path

**ALTITUDES**
- 5500 Mandatory Altitude
- 2500 Minimum Altitude
- 4300 Maximum Altitude
- 3000 Recommended Altitude
- 3000 Mandatory Block
- 3000 Altitude

**INDICATED AIRSPEED**
- 175K
- 120K
- 250K
- 180K

**RADIO AIDS TO NAVIGATION**
- VOR
- VORTAC
- TACAN
- VOR/DME
- NDB
- DME
- NDB/DME
- LOM/LMM (Compass locator at Outer Marker/Middle Marker)
- Marker Beacon
- Marker beacons that are not specifically part of the procedure.

**HOLDING PATTERNS**
- Hold-in-lieu of Procedure Turn
- HOLD 8000 Arrival
- 090° 1 min 270°
- 090° (IAS) 270° 4 NM

**FIXES/ATC REPORTING REQUIREMENTS**
- Reporting Point
- Intersection
- WAYPOINT
- FLYOVER POINT
- MAP WP
- DME Distance
- AUSTIN INT

**Computer Navigation Fix (CNF) - No ATC Function**
- x (NAME) (*"x" omitted when it conflicts with runway pattern)
- R-198 Radial line and value
- LR-198 Lead Radial
- LB-198 Lead Bearing

**Map WP (Flyover)**
- LIMA
- Chan 92
- S12°00.80' W77°07.00'

**Primary NAVAID with Coordinate Values**
- SCOTT Chan 59
- SKE

**Secondary NAVAID**
- LMM
- LIMA
- 248 NT

**SCOTT Channel 59**
- KNOR (112.2)

**SC-3, 14 JUL 2022 to 08 SEP 2022**
INSTRUMENT APPROACH PROCEDURES (CHARTS)

PLANVIEW SYMBOLS

MINIMUM SAFE ALTITUDE (MSA)

TERMINAL ARRIVAL AREA (TAA)

MISCELLANEOUS

SPECIAL USE AIRSPACE

AIRPORTS

OBSTACLES

LEGEND 21112
INSTRUMENT APPROACH PROCEDURES (CHARTS)

PROFILE VIEW

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°.

2. "GP" on GLS and RNAV procedures indicates that either electronic vertical guidance (via Wide Area Augmentation System - WAAS and 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°.

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: 3.00°.

On Copter procedures this is depicted in the following format:

**ILS or LOC APPROACH**

**RNAV and GLS PROCEDURES WITH VERTICAL GUIDANCE**

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

**RNP APPROACH WITH TF AND RF SEGMENTS**

**DESCE...**

**ALTITUDES**

**PROFILE SYMBOLS**

Note: Facilities and waypoints are depicted as a solid vertical line while fixes and intersections are depicted as a dashed vertical line.
DEPARTURE PROCEDURE (DP) CHARTS

RADIO AIDS TO NAVIGATION

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

Non-Compulsory:
- VOR
- VORTAC
- DME
- NDB/DME
- LMM, LOM (Compass locator)
- Marker Beacon

LOCALIZER FRONT COURSE

FIXES/ATC REPORTING REQUIREMENTS

- Reporting Points
  - N00°00.00' W00°00.00'

- WAYPOINT
  - (Compulsory)

- WAYPOINT
  - (Non-Compulsory)

- FLYOVER POINT

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

MISCELLANEOUS

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

LEGEND

DEPARTURE PROCEDURE (DP) CHARTS

SC-3, 14 JUL 2022 to 08 SEP 2022
ARRESTING GEAR: Specific arresting gear systems; e.g., BAK12, MA-1A etc., shown on airport diagrams, not applicable to Civil Pilots. Military Pilots refer to appropriate DOD publications.

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

NOTES:
- Runway Slope measured to midpoint on runways 8000 feet or longer.
- JET BARRIER
- U.S. Navy Optical Landing System (OLS) 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.

Runway TDZ elevation................TDZE 123

Runway Slope.........................0.8% UP
(shown when rounded runway slope is greater than or equal to 0.3%)

NOTE:
- Runway Slope measured to midpoint on runways 8000 feet or longer.

NOTE:
- 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 1/2 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.

A symbol is shown to indicate runway declared distance information available, see appropriate Chart Supplement for distance 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 Pavement Classification Number (PCR)/Pavement Classification Rating (PCR) is shown as a codified expression. Refer to the appropriate Supplement/Directory for applicable codes e.g., RWY 14-32 PCR 560 R/B/W/T; S-75, D-185, 2S-175, 2D-325

NOTE:
- 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.
In Instrument Approach Procedures (charts), approach lighting and visual glide slope systems are indicated on the airport sketch by an identifier, e.g., A, etc. A dot followed by a symbol portray approach lighting letter identifier indicates sequenced flashing lights (F) installed with the approach lighting system, e.g., A. Negative symbology, e.g., M, O, indicates Pilot Controlled Lighting (PCL).

**Category I Approach Lighting System**

**ALSF-1**

- Red
- Green
- White

**Category II Approach Lighting System**

**ALSF-2**

- Red
- Green
- White
- Sequenced flashing lights

**Short Approach Lighting System**

**SALS/SALSF**

- Red
- Green
- White
- Sequenced flashing lights for SALSF only

**Medium Intensity Approach Lighting System**

**MALS/MALSR**

- Green
- White

**Simplified Short Approach Lighting System**

**SSALR**

- Green
- White
- Sequenced flashing lights

**Omnidirectional Approach Lighting System**

**ODALS**

- White
- Omnidirectional flashing lights

**Runway Touchdown Zone and Centerline Lighting Systems**

**TDZ/CL**

- Green
- Sequenced flashing lights for MALS/SSALF only

**TDZL**

**CL**

**Note:** The availability of TDZ/CL will be shown by a note in the sketch, e.g., "TDZ/CL Rwy 15."
Approach lighting and visual glide slope systems are indicated on the airport sketch by an identifier, 🟢, 🟡 etc.

A dot "●●" portrayed 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).

**Precision Approach Path Indicator (PAPI)**

- Too low
- Slightly low
- On correct approach path
- Slightly high
- Too high

Legend: 🟢 White ● Red

**Pulsating Visual Approach Slope Indicator (PVASI)**

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.

**Tri-Color Visual Approach Slope Indicator (TRCV)**

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

**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>
<th>TACAN CHANNEL</th>
<th>VHF FREQUENCY</th>
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See the Chart Supplement for a complete listing.
## INDEX

### ARANSAS COUNTY

---SEE ROCKPORT, TX

### ALFRED C BUBBA THOMAS

---SEE SINTON, TX

### ALICE, TX

#### ALICE INTL(ALI)

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#### SC3

- 34

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**INDEX**

22195
## INDEX OF TERMINAL CHARTS AND MINIMUMS

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<tr>
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---

**BOERNE STAGE FLD**

--See San Antonio, TX

---

**INDEX**

22195

---

**BOERNE STAGE FLD**

--See San Antonio, TX
<table>
<thead>
<tr>
<th>NAME</th>
<th>PROC</th>
<th>SECT PG</th>
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<td>91</td>
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<td>RNAV (GPS) RWY 33</td>
<td>92</td>
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<td>93</td>
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<td>ILS OR LOC RWY 36</td>
<td>96</td>
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<tr>
<td>RNAV (RNP) Z RWY 13</td>
<td>97</td>
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<td>98</td>
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<td>RNAV (RNP) Z RWY 36</td>
<td>99</td>
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<td>RNAV (GPS) X RWY 31</td>
<td>101</td>
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<td>RNAV (GPS) Y RWY 31</td>
<td>103</td>
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<tr>
<td>LOC RWY 31</td>
<td>104</td>
<td></td>
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<tr>
<td>VOR OR TACAN RWY 18</td>
<td>105</td>
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<tr>
<td>AIRPORT DIAGRAM</td>
<td>106</td>
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</tr>
<tr>
<td>CORSUS CHRISTI NAS (TRUAX FLD)</td>
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<td>IAPS ILS Z OR LOC/DME RWY 13R</td>
<td>108</td>
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<td>ILS Y OR RNAV (GPS) RWY 13R</td>
<td>109</td>
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<td>110</td>
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<tr>
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<td>114</td>
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<td>116</td>
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<td>VOR/DME OR TACAN Y RWY 13R</td>
<td>117</td>
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<td>118</td>
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</tr>
<tr>
<td>TACAN RWY 18</td>
<td>119</td>
<td></td>
</tr>
<tr>
<td>TACAN RWY 36</td>
<td>120</td>
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<td>TACAN X RWY 31L</td>
<td>121</td>
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<td>122</td>
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<td>AIRPORT DIAGRAM</td>
<td>124</td>
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<td>COTULLA, TX</td>
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</table>

INDEX

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<th>NAME</th>
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<td>14 JUL 2022 to 08 SEP 2022</td>
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</table>
# INDEX

22195

## INDEX OF TERMINAL CHARTS AND MINIMUMS

<table>
<thead>
<tr>
<th>NAME</th>
<th>PROC</th>
<th>SECT PG</th>
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<td>RNAV (GPS) RWY 30</td>
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<td>BEAHR THREE (RNAV)</td>
<td>Z1</td>
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<td>VOR RWY 12</td>
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<td>Z10</td>
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<td>Z16</td>
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<td>RNAV (GPS) RWY 29</td>
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<td>Z21</td>
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<td>RNAV (GPS) RWY 36</td>
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<td>IAPS</td>
<td>ILS OR LOC RWY 22</td>
<td>137</td>
<td></td>
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<td>RNAV (RNP) X RWY 08R</td>
<td>138</td>
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<td></td>
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<td>RNAV (RNP) Y RWY 04</td>
<td>139</td>
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<td>RNAV (RNP) Z RWY 22</td>
<td>142</td>
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<td>147</td>
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<td>LOC/DME RWY 04</td>
<td>148</td>
<td></td>
<td></td>
</tr>
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<td></td>
<td>VOR RWY 28L</td>
<td>149</td>
<td></td>
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<tr>
<td></td>
<td>AIRPORT DIAGRAM</td>
<td>150</td>
<td></td>
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<td>DPS</td>
<td>ATKNN FIVE (RNAV)</td>
<td>151</td>
<td></td>
<td>AIRPORT DIAGRAM</td>
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<tr>
<td></td>
<td></td>
<td>JCOXX TWO (RNAV)</td>
<td>153</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>LATVE THREE (RNAV)</td>
<td>154</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>NEVUE THREE (RNAV)</td>
<td>156</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
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<td>TDOWN THREE (RNAV)</td>
<td>158</td>
<td></td>
<td></td>
</tr>
<tr>
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<td>BROOKS COUNTY(BKS)</td>
<td>TAKEOFF MINIMUMS</td>
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<td>LIVE OAK COUNTY(876)</td>
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<td>160</td>
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<td>M</td>
<td></td>
<td></td>
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<td>IAPS</td>
<td>ILS OR LOC RWY 15</td>
<td>162</td>
<td></td>
<td></td>
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<td>163</td>
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<td>166</td>
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<td>168</td>
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<td>AIRPORT DIAGRAM</td>
<td>169</td>
<td></td>
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<td>DPS</td>
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<td>170</td>
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<td>INDEX</td>
<td>22195</td>
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</tbody>
</table>
# Index of Terminal Charts and Minimums

<table>
<thead>
<tr>
<th>Name</th>
<th>Proc</th>
<th>Sect Pg</th>
</tr>
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<tbody>
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<td>L</td>
<td></td>
</tr>
<tr>
<td>Alternate Minimums</td>
<td>M</td>
<td></td>
</tr>
<tr>
<td>Hot Spot</td>
<td>P</td>
<td></td>
</tr>
<tr>
<td>IAPS ... ILS or Loc Rwy 17R</td>
<td>197</td>
<td></td>
</tr>
<tr>
<td>Rnav (RNP) Z Rwy 13</td>
<td>198</td>
<td></td>
</tr>
<tr>
<td>Rnav (RNP) Z Rwy 17R</td>
<td>199</td>
<td></td>
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<tr>
<td>Rnav (RNP) Z Rwy 31</td>
<td>200</td>
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</tr>
<tr>
<td>Rnav (RNP) Z Rwy 35L</td>
<td>201</td>
<td></td>
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<tr>
<td>Rnav (GPS) Rwy 17L</td>
<td>202</td>
<td></td>
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<td>203</td>
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<td>204</td>
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<td>205</td>
<td></td>
</tr>
<tr>
<td>Rnav (GPS) Y Rwy 31</td>
<td>206</td>
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</tr>
<tr>
<td>Rnav (GPS) Y Rwy 35L</td>
<td>207</td>
<td></td>
</tr>
<tr>
<td>Loc/Dme BC Rwy 35L</td>
<td>208</td>
<td></td>
</tr>
<tr>
<td>Vor/Dme Rwy 17R</td>
<td>209</td>
<td></td>
</tr>
<tr>
<td>Vor/Dme Rwy 35L</td>
<td>210</td>
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</tr>
<tr>
<td>Vor/Dme Y or Tacan Rwy 31</td>
<td>211</td>
<td></td>
</tr>
<tr>
<td>Vor Rwy 17L</td>
<td>212</td>
<td></td>
</tr>
<tr>
<td>Vor Z Rwy 31</td>
<td>213</td>
<td></td>
</tr>
<tr>
<td>Airport Diagram</td>
<td>214</td>
<td></td>
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</table>

<table>
<thead>
<tr>
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<th>Proc</th>
<th>Sect Pg</th>
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<td>L</td>
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<td>Alternate Minimums</td>
<td>M</td>
<td></td>
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<td>IAPS ... Rnav (GPS) Rwy 13</td>
<td>215</td>
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<td>216</td>
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</tr>
<tr>
<td>IAPS ... Copter Rnav (GPS) Rwy 34</td>
<td>218</td>
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<tr>
<td>Copter Vor 032</td>
<td>219</td>
<td></td>
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<tr>
<td>Copter Ndb Rwy 34</td>
<td>220</td>
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</tr>
<tr>
<td>Airport Diagram</td>
<td>221</td>
<td></td>
</tr>
<tr>
<td>Dps ... Conra Two</td>
<td>222</td>
<td></td>
</tr>
<tr>
<td>Lamps Seven</td>
<td>223</td>
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<td>Rnav (GPS) Rwy 31</td>
<td>225</td>
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<td>L</td>
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<td>226</td>
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<td>Vor-A</td>
<td>227</td>
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<td>Stonewall One</td>
<td>Z20</td>
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<td>228</td>
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<td>Rnav (GPS) Rwy 16</td>
<td>230</td>
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<td>231</td>
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<td>Tacan Y Rwy 16</td>
<td>232</td>
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<td>Tacan Y Rwy 34</td>
<td>233</td>
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</tr>
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<td>Airport Diagram</td>
<td>234</td>
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<th>Name</th>
<th>Proc</th>
<th>Sect Pg</th>
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<td>Alternate Minimums</td>
<td>M</td>
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<tr>
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<td>237</td>
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<tr>
<td>Rnav (GPS) Rwy 30</td>
<td>238</td>
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<tr>
<td>Loc Rwy 30</td>
<td>239</td>
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<td>240</td>
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<td>Loc Rwy 01</td>
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<td>Vor-A</td>
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<td></td>
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</tr>
<tr>
<td>IAPS ... Rnav (GPS) Rwy 13</td>
<td>246</td>
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</tbody>
</table>
## INDEX OF TERMINAL CHARTS AND MINIMUMS

<table>
<thead>
<tr>
<th>NAME</th>
<th>PROC</th>
<th>SECT PG</th>
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</thead>
<tbody>
<tr>
<td><strong>KINGSVILLE NAS (KNQI)</strong></td>
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<td>TAKEOFF MINIMUMS</td>
<td>...</td>
<td>L</td>
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<tr>
<td>RADAR MINIMUMS</td>
<td>...</td>
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<tr>
<td>IAPS</td>
<td>ILS X OR LOC/DME X RWY 13R</td>
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<td>248</td>
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<td>TACAN RWY 13L/R</td>
<td>249</td>
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<td>250</td>
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<tr>
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<td>TACAN RWY 31L/R</td>
<td>251</td>
</tr>
<tr>
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<td>TACAN RWY 35R</td>
<td>252</td>
</tr>
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<td>253</td>
</tr>
<tr>
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<td>TACAN Z RWY 17R</td>
<td>254</td>
</tr>
<tr>
<td>AIRPORT DIAGRAM</td>
<td>...</td>
<td>255</td>
</tr>
<tr>
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<td>KINGSVILLE THREE</td>
<td>256</td>
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<td>TAKEOFF MINIMUMS</td>
<td>...</td>
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<tr>
<td>STARS</td>
<td>BITER NINE</td>
<td>Z2</td>
</tr>
<tr>
<td></td>
<td>BLEWE FOUR</td>
<td>Z3</td>
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<td>GABOO ONE (RNAV)</td>
<td>Z9</td>
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<tr>
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<td>POTRR TWO (RNAV)</td>
<td>Z17</td>
</tr>
<tr>
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<td>RNAV (GPS) RWY 15</td>
<td>258</td>
</tr>
<tr>
<td>DPS</td>
<td>AEROZ TWO (RNAV)</td>
<td>259</td>
</tr>
<tr>
<td></td>
<td>BNDIA THREE (RNAV)</td>
<td>260</td>
</tr>
<tr>
<td></td>
<td>ELOE THREE (RNAV)</td>
<td>261</td>
</tr>
<tr>
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<td>ILEX THREE (RNAV)</td>
<td>262</td>
</tr>
<tr>
<td></td>
<td>MUCKY THREE (RNAV)</td>
<td>263</td>
</tr>
<tr>
<td></td>
<td>SAYBR THREE (RNAV)</td>
<td>264</td>
</tr>
<tr>
<td><strong>LAKEWAY, TX</strong></td>
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</tr>
<tr>
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<tr>
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### INDEX OF TERMINAL CHARTS AND MINIMUMS

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<th>PROC</th>
<th>SECT PG</th>
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<td>348</td>
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</table>
### INDEX

<table>
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<th>NAME</th>
<th>PROC</th>
<th>SECT PG</th>
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<td>L</td>
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<td></td>
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<td>RANDOLPH AFB(KRND) UNIVERSAL CITY, TX</td>
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<td>Z4</td>
<td>354</td>
</tr>
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<td>CENTERPOINT TWO</td>
<td>Z7</td>
<td>355</td>
</tr>
<tr>
<td>LEMIG ONE</td>
<td>Z13</td>
<td>356</td>
</tr>
<tr>
<td>MARCS ONE</td>
<td>Z14</td>
<td>357</td>
</tr>
<tr>
<td>STONEWALL ONE</td>
<td>Z20</td>
<td>358</td>
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</tr>
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</tr>
<tr>
<td>TACAN RWY 33L</td>
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<td>366</td>
</tr>
<tr>
<td>AIRPORT DIAGRAM</td>
<td></td>
<td>367</td>
</tr>
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<td>REAGAN COUNTY ---SEE BIG LAKE, TX</td>
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<td>L</td>
<td>368</td>
</tr>
<tr>
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<td>M</td>
<td>369</td>
</tr>
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<td>372</td>
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<td>L</td>
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</tr>
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### INDEX OF TERMINAL CHARTS AND MINIMUMS

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## INDEX

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**NOTE:** The document contains information about airport diagrams, minimums, and charts for various locations, including San Antonio, Boerne, Sonora, South Texas Intl at Edinburg, Stinson Muni, Taylor, Temple, TSTC Waco, Universal City, and Uvalde. It also includes references to maps and directories for cities like Austin, Kelly, San Antonio, and Harlingen.
## INDEX OF TERMINAL CHARTS AND MINIMUMS

<table>
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**INDEX**
TAKEOFF 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)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 15APR04 (04106) (FAA)

TAKEOFF 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.

Steel post 3' from DER, 256' left of centerline, 14' AGL/185' MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

ALPINE, TX
ALPINE-CASPARIS MUNI (E38)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 6  27JAN22 (22027) (FAA)
DEPARTURE PROCEDURE:
Use ODKAE DEPARTURE.
TAKEOFF OBSTACLE NOTES:
Rwy 1, fence 9' from DER, 283' left of centerline, 9' AGL/4458' MSL.
Sign 13' from DER, 239' right of centerline, 4452' MSL.
Vehicle on road 85' from DER, 278' left of centerline, 15' AGL/4463' MSL.
Pole 811' from DER, 470' right of centerline, 4470' MSL.
Rwy 5, sign 13' from DER, 239' left of centerline, 4452' MSL.
Sign 18' from DER, 164' right of centerline, 4453' MSL.
Antenna, vehicle on road, pole beginning 21' from DER, 400' right of centerline, up to 25' AGL/4474' MSL.
Tree 190' from DER, 468' left of centerline, 11' AGL/4455' MSL.
Trees beginning 292' from DER, 475' left of centerline, up to 19' AGL/4462' MSL.
Poles, tree beginning 480' from DER, 187' right of centerline, up to 4478' MSL.
Pole 612' from DER, 626' left of centerline, 33' AGL/4472' MSL.
Pole 1060' from DER, 658' left of centerline, 4476' MSL.

Rwy 19, vehicle on road, sign, tree beginning 1' from DER, 165' left of centerline, up to 4526' MSL.
Terrain 57' from DER, 121' right of centerline, 4516' MSL.
Vehicle on road 74' from DER, 276' right of centerline, 15' AGL/4531' MSL.
Vehicle on road 230' from DER, 290' left of centerline, 4527' MSL.
Vehicles on road beginning 293' from DER, 277' right of centerline, up to 4535' MSL.
Vehicles on road beginning 379' from DER, 265' right of centerline, up to 4536' MSL.
Vehicles on road 420' from DER, 289' left of centerline, 4528' MSL.
Pole 536' from DER, 573' left of centerline, 4548' MSL.
Windmill, vehicle on road, poles, tree beginning 548' from DER, 183' left of centerline, up to 4554' MSL.
Poles beginning 1325' from DER, 60' right of centerline, up to 4561' MSL.
Poles beginning 1334' from DER, 279' left of centerline, up to 4556' MSL.
Pole 1565' from DER, 689' right of centerline, 4562' MSL.
Terrain 2.4 NM from DER, 2888' left of centerline, 4927' 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, 487' left of centerline, 37' AGL/495' MSL.
Trees beginning 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 711' from DER, 523' right of centerline, up to 50' AGL/504' MSL.
Trees beginning 756' from DER, 495' right of centerline, up to 64' 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, 4' left of centerline, up to 2' AGL/493' MSL.
Tree 816' from DER, 663' right of centerline, 528' MSL.

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 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.

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, (OBSACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

AUSTIN, TX (CON’T)
S AN MARCOS RGNL (HYI)
TAKEOFF MINIMUMS AND (OBSACLE) 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.

TO TAKEOFF OBSTACLE NOTES:
Rwy 8, sign 1’ from DER, 250’ left of centerline, 3’ AGL/583’ MSL.
Rwy 13, tree 250’ from DER, 194’ right of centerline, 71’ AGL/637’ MSL.
Rwy 26, bush 26’ from DER, 74’ left of centerline, 2’ AGL/576’ MSL.

TAKEOFF OBSTACLE NOTES:
Rwy 31, trees beginning 912’ from DER, 613’ right of centerline, up to 622’ MSL.
Pole and tree beginning 1046’ from DER, 630’ right of centerline, up to 34’ AGL/631’ MSL.
Tree 1287’ from DER, 718’ left of centerline, 627’ MSL.

Rwy 35, sign 25’ from DER, 198’ left of centerline, 3’ AGL/597’ MSL.
Tree 2562’ from DER, 1113’ left of centerline, 659’ MSL.

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

BALLINGER, TX
BRUCE FLD (E30)
TAKEOFF MINIMUMS AND (OBSACLE) DEPARTURE PROCEDURES
ORIG 22SEP11 (22139) (FAA)

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

BEEVILLE, TX
BEEVILLE MUNI (BEA)
TAKEOFF MINIMUMS AND (OBSACLE) 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.
Tree, road, and pole beginning 153’ from DER, 9’ right of centerline, up to 33’ AGL/275’ MSL.

Pole, buildings, and trees beginning 1875’ from DER, 287’ left of centerline, up to 323’ MSL.
Tree beginning 1907’ from DER, 246’ right of centerline, up to 53’ AGL/339’ MSL.
Trees and poles beginning 1934’ from DER, 100’ left of centerline, up to 336’ MSL.
Tower 1.4 NM from DER, 2568’ right of centerline, 230’ AGL/542’ MSL.

TAKEOFF MINIMUMS, (OBSACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)
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:
Rwy 16, fly heading 161° to 3300 before turning left.
TAKEOFF OBSTACLE NOTES:
Rwy 16, 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 3A 16JUL20 (20198)
DEPARTURE PROCEDURE:
Rwy 4, climbing right turn to intercept ELP VORTAC R-330 to ELP, thence...
Rwy 22, climbing left turn to intercept ELP VORTAC R-240 to ELP, thence...
Continue climb in ELP holding pattern (hold east, left turns, 261° inbound) to cross ELP at or above MEA for route of flight before proceeding on course. Procedure NA for TACAN-only equipped aircraft.
TAKEOFF OBSTACLE NOTES:
Rwy 22, pole 1976’ from DER, 840’ left of cntrln, 3961’ MSL.
Pole, 4413’ from DER, 1663’ right of cntrln, 131’ AGL/4025’ MSL.

DIVERSE VECTOR AREA (RADAR VECTORS)
AMDT 1 05NOV20 (20310) (FAA)
Rwy 3, heading as assigned by ATC; requires min. climb of 224’ per NM to 10700.
Rwy 21, heading as assigned by ATC; requires min. climb of 237’ per NM to 6800.

BRADY, TX
CURTIS FLD (BBD)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 14FEB08 (22139) (FAA)
TAKEOFF MINIMUMS:
Rwys 8, 26, NA-Environmental.
TAKEOFF OBSTACLE NOTES:
Rwy 17, Light poles, trees, fence, terrain, and vehicle on road beginning 50’ from DER, 362’ left of centerline, up to 30’ AGL/1827’ MSL.
Trees beginning 17’ from DER, 216’ right of centerline, up to 30’ AGL/1818’ MSL.

BROWNSVILLE, TX
BROWNSVILLE/SOUTH PADRE ISLAND INTL (BRO)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A 13OCT16 (16287) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 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.
Rwy 18, trees and pole beginning 56’ from DER, 61’ left of centerline, up to 53’ AGL/78’ MSL.
Trees and poles beginning 1011’ from DER, 96’ right of centerline, up to 44’ AGL/69’ MSL.
Rwy 31, airplanes on taxiway beginning 371’ from DER, 563’ right of centerline, up to 45’ AGL/64’ MSL.
Trees beginning 1141’ from DER, 567’ right of centerline, up to 37’ AGL/52’ MSL.
Rwy 36, pole and trees beginning 635’ from DER, 140’ right of centerline, up to 56’ AGL/71’ MSL.
Trees beginning 719’ from DER, 84’ left of centerline, up to 63’ AGL/78’ MSL.

BROWNSVILLE, TX
BROWNWOOD RGNL (BWD)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 20OCT11 (11293) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 13, trees beginning 1523’ from DER, 844’ right of centerline, up to 47’ AGL/1412’ MSL.
Rwy 17, 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.
Building 737’ from DER, 253’ right of centerline, 29’ AGL/1391’ MSL.
Rwy 35, trees beginning 77’ from DER, 272’ left of centerline, up to 49’ AGL/1411’ MSL.
Trees beginning 771’ 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 FLD (BMQ)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
Amdt 2 03Jan19  (22139)  (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' right of centerline, up to 50' AGL/831' 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.
Trees, poles beginning 1090' from DER, 25' right of centerline, up to 1430' MSL.
Tree 1382' from DER, 260' 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.
Vehicles on road 69’ from DER, 337’ 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.
Vehicles 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.
Refinery 1.9 NM from DER, 180’ right of centerline, 318’ AGL/344’ 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
AMDT 1 24FEB22 (22055) (USN)
TAKEOFF OBSTACLE NOTES:
Rwy 4, terrain 380’ from DER, 602’ right of centerline, 33’ MSL.
Terrain 617’ from DER, 665’ left of centerline, 34’ MSL.
RADAR antenna 103’ from DER, 417’ left of centerline, 20’ AGL/38’ MSL.
Rwy 13L, pylon 3366’ from DER, 451’ left of centerline, 91’ AGL/102’ MSL.
Pylon 3459’ from DER, 146’ left of centerline, 86’ AGL/111’ MSL.
Pylon 4005’ from DER, 371’ left of centerline, 100’ AGL/130’ MSL.
Terrain 0’ from DER, 500’ left of centerline, 35’ MSL.
Terrain 551’ from DER, 644’ right of centerline, 33’ MSL.
Antenna 56’ from DER, 406’ right of centerline, 22’ AGL/37’ MSL.
Rwy 13R, terrain 190’ from DER, 551’ right of centerline, 33’ MSL.
Terrain 380’ from DER, 602’ right of centerline, 33’ MSL.
Terrain 384’ from DER, 600’ left of centerline, 34’ MSL.
Antenna 606’ from DER, 344’ left of centerline, 22’ AGL/37’ MSL.
Rwy 18, pylon 4219’ from DER, 1453’ right of centerline, 97’ AGL/129’ MSL.
Pylon 4236’ from DER, 1104’ right of centerline, 87’ AGL/127’ MSL.
Pylon 4925’ from DER, 381’ left of centerline, 124’ AGL/142’ MSL.
Terrain 0’ from DER, 500’ right of centerline, 33’ MSL.
Rwy 22, antenna 208’ from DER, 473’ left of centerline, 20’ AGL/40’ MSL.
Terrain 0’ from DER, 500’ left of centerline, 33’ MSL.
Rwy 31L, terrain 116’ from DER, 520’ left of centerline, 30’ MSL.
Terrain 190’ from DER, 551’ right of centerline, 32’ MSL.
Rwy 31R, terrain 0’ from DER, 500’ right of centerline, 33’ MSL.
Terrain 294’ from DER, 500’ right of centerline, 33’ MSL.
Rwy 36, terrain 0’ from DER, 500’ left of centerline, 36’ MSL.
Terrain 300’ from DER, 580’ left of centerline, 36’ MSL.
Antenna 568’ from DER, 415’ right of centerline, 20’ AGL/38’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

COTULLA, TX
COTULLA-LA SALLE COUNTY (COT)
TAKEOFF MINIMUMS AND (OBSTACLE) 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 unlighted 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 0.8’ 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 (OBSTACLE) 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 (OBSTACLE) 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 MEML INTL (5T9)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 25SEP08 (22139) (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 (OBSTACLE) 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.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

EL PASO, TX
EL PASO INTL (ELP)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 8 20AUG15 (15232) (FAA)
TAKEOFF MINIMUMS:
Rwys 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.
Windssock 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, 400-2¼ or std. w/ min. climb of 249' per NM to 600.
Rwy 35, std. w/ min. climb of 250' per NM to 600, 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.
Trees 1010' 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.

FREDDERICKSBURG, 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, 615' 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 EXEC (GTU)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1A 17AUG17 (22195) (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, 136' 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.

CONT
GEOGETOWN, TX (CON’T)

GEOGETOWN EXEC (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.
Tree 148’ 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 29, 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.
Vehicle on North-South road 849’ from DER, on extended centerline, 15’ AGL/1321’ MSL.

Rwy 36, trees beginning 621’ from DER, 186’ left of centerline, 35’ AGL/1359’ MSL.
Trees 879’ from DER, 38’ right 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.
Pole 322’ from DER, 360’ left of centerline, 831’ 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 17R, 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, 69’ MSL.
Tree 1055’ from DER, 517’ left 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.
HEBBRONVILLE, TX  
JIM HOGG COUNTY (HBV)  
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES  
ORIG  25JUL10  (10210)  (FAA)  
TAKEOFF OBSTACLE NOTES:  
Rwy 13, trees beginning 7' from DER, 59' left of centerline, up to 25' AGL/694' 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 407' 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.  
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, trees 340' from DER, 341' left of centerline, 30' AGL/959' MSL.  
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.  
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.  

JUNCTION, TX  
KIMBLE COUNTY (JCT)  
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES  
AMDT 2  05MAY11  (11125)  (FAA)  
TAKEOFF MINIMUMS:  
Rwys 8, 26, NA - Environmental.  
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.  
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.
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 100’ AGL/449’ MSL.
Tree 1771’ from DER, 937’ right of centerline, 100’ AGL/479’ MSL.

KERRVILLE, TX
KERRVILLE MUNI/LOUIS SCHREINER FLD (ERV)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 03JAN19 (22139) (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 Fld 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

TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)
KERRVILLE, TX (CON’T)
KERRVILLE MUNI/LOUIS SCHREINER FLD (ERV) (CON’T)

Rwy 3 (CON’T), transmission line, trees, windmill, pole, vehicle on road beginning 1525’ from DER, 28’ left of centerline, up to 64’ AGL/1705’ MSL.

Trees, vehicles on road, fence beginning 2019’ from DER, 37’ right of centerline, up to 33’ AGL/1742’ MSL.

Trees, terrain 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 3980’ from DER, 30’ 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.

Trees, vehicles on road, building, terrain, fence beginning 1525’ 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, tree 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 5569’ 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 5676’ from DER, 1228’ left of centerline, up to 36’ AGL/1809’ MSL.

Tree 5865’ from DER, 1970’ left of centerline, 28’ AGL/1850’ MSL.

Trees, vehicle on road, pole beginning 5866’ from DER, 1356’ left of centerline, up to 26’ AGL/1874’ MSL.

Tree 6066’ from DER, 1966’ 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, vehicle 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, pole, 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, pole beginning 1.5 NM from DER, 156’ right of centerline, up to 25’ AGL/1950’ MSL.

Poles, tree, vehicle 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 1.8 NM from DER, 15’ right of centerline, up to 23’ 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.

Trees, vehicles on road, pole 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, trees, pole beginning 1.8 NM from DER, 84’ left of centerline, up to 1989’ MSL.

Trees, poles, vehicles 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)

KERRVILLE, TX (CON’T)
KERRVILLE MUNI/LOUIS SCHREINER FLD (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 13’ 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 41’ AGL/1602’ MSL.

DEPARTURE PROCEDURE:
Rwy 19, climb heading 190° to 1900 before turning east.

TAKEOFF OBSTACLE NOTES:

Rwy 20, 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 33’ AGL/1594’ MSL.
Fence beginning 324’ from DER, 330’ right of centerline, up to 11’ AGL/1582’ 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, building, 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 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.

Rwy 29, vehicle on road 1’ from DER, 477’ left of centerline, 1577’ MSL.
Tree 190’ from DER, 493’ right of centerline, 28’ AGL/1584’ MSL.

Rwy 3, 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.

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.

Rwy 31, terrain beginning 0’ from DER, 500’ right of cntrln, 0’ AGL/45’ MSL.

Rwy 13R, terrain 0’ from DER, 500’ right of cntrln, 0’ AGL/45’ MSL. Terrain 328’ from DER, 500’ left of cntrln, 0’ AGL/59’ MSL.

Rwy 17L, terrain 0’ from DER, 500’ left of cntrln, 0’ AGL/56’ MSL. Terrain 0’ from DER, 500’ right of cntrln, 0’ AGL/60’ MSL. Terrain 0’ from DER, 500’ right of cntrln, 0’ AGL/60’ MSL.

Rwy 31L, terrain 0’ from DER, 500’ left of cntrln, 0’ AGL/52’ MSL.
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  (22027)  (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 494' from DER, 224' right of centerline, up to 1269' MSL.
  Trees beginning 624' from DER, 274' left of centerline, up to 1270' MSL.
  Trees beginning 743' from DER, 159' left of centerline, up to 1273' 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, right of centerline, up to 50' AGL/931' MSL.
  Trees and buildings beginning abeam DER, 161' left of centerline, up to 50' AGL/965' MSL.
  Trees and buildings on rising terrain beginning 3405' from DER, crossing 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/1189' 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.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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.
Rwys 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 694' 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.
Trees beginning 768' from DER, 584' left of centerline, up to 59' AGL/559' MSL.
Trees beginning 88' from DER, 275' right of centerline, up to 59' AGL/559' MSL.

LAUGHLIN AFB (KDLF)
DEL RIO, TX
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDY 1 27JAN22 (22027) (USAF)
TAKEOFF OBSTACLE NOTES:
Rwy 13C, taxiing aircraft 197' from DER, 222' right of centerline, 14' AGL/1079' MSL.
Rwy 13L, taxiing aircraft 9' from DER, 204' right of centerline, 14' AGL/1076' MSL.
Rwy 13R, taxiing aircraft 1159' from DER, 175' left of centerline, 38' AGL/1108' MSL.
Taxiing aircraft 14' from DER, 202' left of centerline, 14' AGL/1090' MSL.
Taxiing aircraft 65' from DER, 301' left of centerline, 14' AGL/1090' MSL.
Taxiing aircraft 524' from DER, 605' right of centerline, 14' AGL/1093' MSL.
Rwy 31C, vehicular traffic 16' from DER, 466' right of centerline, 10' AGL/1092' MSL.
Rwy 31R, terrain 0' from DER, 500' left of centerline, 1092' MSL.
Terrain 141' from DER, 516' left of centerline, 1083' MSL.
Terrain 173' from DER, 546' left of centerline, 1083' MSL.
Vehicular traffic 609' from DER, 534' left of centerline, 10' AGL/1092' MSL.
Terrain 115' from DER, 521' right of centerline, 1085' MSL.
Terrain 1239' from DER, 869' left of centerline, 23' AGL/1102' MSL.
Windsock 19' from DER, 496' left of centerline, 26' AGL/1101' MSL.
Railroad 1423' from DER, 469' right of centerline, 23' AGL/1102' MSL.

LLANO, TX
LLANO MUNI (AQO)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 17DEC09 (09351) (FAA)
TAKEOFF MINIMUMS:
Rwys 13, 31, NA-Environmental.
DEPARTURE PROCEDURE:
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.
Tree 485' 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.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

LOCKHART, TX
LOCKHART MUNI (5OR)
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, climbing 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, climbing heading 176° to 2100' before turning.
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, 25’ right of centerline, up to 62’ AGL/166’ MSL.
Buildings 1.29 NM from DER, 243’ right of centerline, 263’ AGL/394’ 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 and trees beginning 613’ from DER, 296’ right of centerline, up to 42’ AGL/2834’ MSL.
 Pole 826’ from DER, 454’ left of centerline, 32’ AGL/2822’ MSL.
 Tree 856’ from DER, 227’ left of centerline, 2829’ MSL.
Tress 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, 2623’ 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, 342’ left of centerline, up to 108’ AGL/2863’ MSL.
Rwy 16L, signs and poles beginning 94’ from DER, 20’ left of centerline, up to 30’ AGL/2877’ 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 rigs beginning 3228’ from DER, 769’ left of centerline, 165’ AGL/3056’ MSL.
Rwy 34R, vehicles on road beginning 256’ from DER, 10’ right of centerline, up to 17’ AGL/2881’ MSL.
Trees and bushes beginning 778’ from DER, 23’ right of centerline, up to 31’ AGL/2641’ MSL.
Trees beginning 1041’ from DER, 29’ left of centerline, up to 42’ AGL/2652’ MSL.
Windmills, poles and trees beginning 1239’ from DER, 116’ left of centerline, up to 66’ AGL/2913’ 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, 3’ AGL/649’ 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.
Trees beginning 1041’ from DER, 29’ left of centerline, up to 42’ AGL/2652’ MSL.
Tower 2283’ from DER, 909’ left of centerline, 130’ AGL/2744’ 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 NTL (BAZ)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 25JUN15 (21336) (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 FLD (ODO)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3A  13SEP18 (21308) (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’ right of centerline, 145’ AGL/3205’ MSL.
Rwy 20, tower 2.0 NM from DER, 1311’ left of centerline, 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 FLD (T30)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 17NOV11 (22111) (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/599’ MSL.
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 243’ from DER, 967’ right of centerline, 130’ AGL/135’ 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 321’ 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.
Rwy 8, trees beginning 200’ from DER, 25’ 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.
Rwy 21, trees beginning 90’ from DER, 19’ left of centerline, up to 100’ AGL/117’ MSL.
Rwy 26, trees beginning 6’ from DER, 6’ right of centerline, up to 100’ AGL/117’ MSL.

PRESIDIO, TX
PRESIDIO LELY INTL (PRS)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG  03APR14 (14093) (FAA)
TAKEOFF MINIMUMS:
Rwy 17, std. w/min. climb of 230’ 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.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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.
   Catenary 1779’ from DER, 457’ right of centerline, 45’ AGL/1964’ 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 FLD (SC1)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A 18JAN07 (22027) (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 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 2485' from DER, 1093' right of centerline, 1457' MSL.
- Poles beginning 788' from DER, 526' left of centerline, up to 1448' MSL.
- Trees beginning 1005' from DER, 566' left of centerline, up to 1451' 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 29' AGL/869' MSL.
- Sign 2713' from DER, 1034' right of centerline, 42' AGL/867' MSL.
- Poles beginning 437' from DER, 573' left of centerline, up to 23' AGL/869' MSL.
- Trees beginning 2569' from DER, 980' right of centerline, up to 1471' 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 1000-2½ for climb in visual conditions.
- Rwy 27, 300-1½ 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 229' from DER, 72' right of centerline, up to 70' AGL/607' 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, 6’ 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 before 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, 337’ 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/2195’ MSL.
Trees and terrain beginning 981’ from DER, 258’ left of centerline, up to 39’ AGL/2269’ 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 2298’ 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
DRAUGHON-MILLER CENTRAL TEXAS RNGL (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 3, 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.
UVALDE, TX
GARNER FLD (UVA)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 05MAY11 (22139) (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, vehicle on roadway 622' from DER, left and right of centerline, up to 15' AGL/966' MSL.
Trees 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 MINIMUMS:
Rwy 25, NA-Obstacles.
DEPARTURE PROCEDURE:
Rwy 3, 7, 21, Use JURDU DEPARTURE.
TAKEOFF OBSTACLE NOTES:
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, vegetation beginning 248' from DER, 343' right of centerline, up to 18' AGL/3931' MSL.
Vegetation 119' from DER, 215' left of centerline, 100' AGL/3915' MSL.
Trees beginning 750' from DER, 482' right of centerline, up to 66' AGL/514' MSL.
Trees, traverse way beginning 870' from DER, 343' right of centerline, up to 18' AGL/3931' MSL.
Trees, traverse way beginning 248' from DER, 248' left of centerline, up to 100' AGL/3990' MSL.

WACO, TX
MC GREGOR EXEC (PWG)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 13DEC90 (22139) (FAA)
TAKEOFF MINIMUMS:
Rwys 4, 17, 22, 35, 2000-3 or std. w/min. climb of 280' per NM to 3000.
DEPARTURE PROCEDURE:
Rwys 17, 22, climb via ACT R-195 to 3000 before proceeding on course.
Rwys 4, 35, climb runway heading to 3000 before proceeding on course.

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 750' from DER, 482' right of centerline, up to 66' AGL/514' MSL.
Trees beginning 670' from DER, 238' right of centerline, up to 81' AGL/530' MSL.
Tree 1239' from DER, 449' left of centerline, 497' MSL.
Tree 1568' from DER, 629' left of centerline, 500' MSL.
Tree 1924' from DER, 73' left of centerline, 512' MSL.
Tree 2349' from DER, 669' left of centerline, 537' MSL.
Aircraft on taxiway 783' from DER, 478' left of centerline, up to 65' AGL/534' MSL.
Aircraft on runway 501' from DER, 257' left of centerline, up to 60' AGL/524' 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, tree 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, lt 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, ant, 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.

Tree, beginning 546’ from DER, 337’ left of centerline, up to 33’ AGL/101’ MSL.

Tree, pole, catenary, beginning 745’ from DER, 268’ right of centerline, up to 42’ AGL/108’ 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, right and left of centerline, up to 30’ AGL/2829’ MSL.
   Trees beginning 742’ from DER, right and left of centerline, up to 50’ AGL/2859’ MSL.
   Trees beginning 133’ from DER, 307’ right of centerline, up to 50’ AGL/2822’ MSL.
   Trees beginning 49’ from DER, 396’ left of centerline, up to 15’ AGL/384’ 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 Minimums

Pilots must review the IFR Alternate Minimums Notes to determine alternate airport suitability. A designation on the approach chart means that pilots may not use that approach as an alternate due to unmonitored facility, absence of weather reporting service, or lack of adequate navigation coverage. Approaches with the A designation are not listed in this section. A designation indicates non-standard minimums (for aircraft other than helicopters) or restrictions (for all users) for its use as an alternate.

#### Alternate Minima (ref: 14 CFR 91.169)

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<tr>
<th>NAME</th>
<th>ALTERNATE MINIMUMS</th>
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<tbody>
<tr>
<td>ALICE, TX</td>
<td>ALICE INTL (ALI)...</td>
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<td>ALPINE, TX</td>
<td>ALPINE-CASPARIS MUNI (E38)...</td>
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<td>AUSTIN EXEC (EDC)...</td>
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<td>SAN MARCOS</td>
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<td>BEEVILLE, TX</td>
<td>BEEVILLE MUNI (BEA)...</td>
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<tr>
<td>BIG LAKE, TX</td>
<td>REAGAN COUNTY (E41)...</td>
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</tbody>
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**Note:** For alternate airport flight planning purposes, precision approach operations include: ILS, PAR, and GLS, and Non-Precision approach operations include: NDB, VOR, LOC, TACAN, LDA, SDF, ASR, RNAV (GPS) and RNAV (RNP).
<table>
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<tr>
<th>NAME</th>
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<tbody>
<tr>
<td>BIGGS AAF (KBIF)</td>
<td>FORT BLISS, TX.............RNAV (GPS) Rwy 22</td>
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<td>BRADY, TX</td>
<td>CURTIS FLD (BBD).........RNAV (GPS) Rwy 17</td>
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<td>BROWNSVILLE/SOUTH PADRE ISLAND INTL (BRO)...............RNAV (GPS) Rwy 13</td>
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<td>RNAV (GPS) Rwy 31</td>
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<td>VOR or TACAN</td>
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<td><strong>1</strong>NA when control tower closed.</td>
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| | **2**RNAV (GPS) Rwy 1]
<p>| BROWNWOOD, TX | BROWNWOOD RGNL (BWD)...............LOC Rwy 17 |
| | RNAV (GPS) Rwy 17 |
| | VOR Rwy 35 |
| | NA when local weather not available. |
| | Category D, 800-2½. |
| BURNET, TX | BURNET MUNI KATE CRADDOCK FLD (BMQ)...............RNAV (GPS) Rwy 1 |
| | RNAV (GPS) Rwy 19 |
| | NA when local weather not available. |
| 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. |
| | <strong>3</strong>Category C, 900-2½. |
| 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 |
| | RNAV (GPS) Rwy 17 |
| | RNAV (GPS) Rwy 31 |
| | RNAV (GPS) Rwy 18 |
| | RNAV (GPS) Rwy 31 |
| | VOR or TACAN |
| | <strong>1</strong>ILS, LOC, Category C, 800-2¼; Category D, 800-2½; Category E, 800-2¾. |
| | <strong>2</strong>LOC, Category C, 800-2¼; Category D, 800-2½; Category E, 800-2¾. |
| | <strong>3</strong>Category C, 800-2¼; Category D, 800-2½; Category E, 800-2¾. |
| | <strong>4</strong>NA when local weather not available. |
| COTULLA, TX | COTULLA-LA SALLE COUNTY (COT)...............VOR-A |
| | NA when local weather not available. |
| DEL RIO, TX | DEL RIO INTL (DRT).........RNAV (GPS) Rwy 13 |
| | VOR-A |
| | NA when local weather not available. |
| | <strong>1</strong>Category D, 800-2¼. |
| | <strong>2</strong>Category E, 800-2½; Category F, 800-2¾. |
| | <strong>3</strong>Category D, 800-2½; Category E, 800-2¾. |
| | <strong>4</strong>NA when local weather not available. |
| EDINBURG, TX | SOUTH TEXAS INTL AT EDINBURG (ELB)........RNAV (GPS) Rwy 14 |
| | RNAV (GPS) Rwy 32 |
| | Category D, 800-2½. |
| EL PASO, TX | EL PASO INTL (ELP).........ILS or LOC Rwy 22 |
| | LOC/DME Rwy 4 |
| | RADAR-1 |
| | RNAV (GPS) Rwy 26L |
| | RNAV (GPS) X Rwy 4 |
| | RNAV (GPS) Y Rwy 22 |
| | RNAV (GPS) Y Rwy 26L |
| | VOR Rwy 26L |
| | <strong>1</strong>LOC, Category D, 800-2¼; Category E, 800-2½. |
| | <strong>2</strong>Category D, 800-2½. |
| | <strong>3</strong>Category D, 800-2¾; Category E, 800-2½. |
| | <strong>4</strong>NA when local weather not available. |
| FALFURRIAS, TX | BROOKS COUNTY (BKS).........RNAV (GPS) Rwy 17 |
| | RNAV (GPS) Rwy 35 |
| | Category C, 900-2½; Category D, 900-2¾. |</p>
<table>
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<tr>
<th>NAME</th>
<th>ALTERNATE MINIMUMS</th>
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<tbody>
<tr>
<td><strong>FORT HOOD/KILLEEN, TX</strong></td>
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<td>ROBERT GRAY</td>
<td>ILS or LOC Rwy 15&lt;sup&gt;1&lt;/sup&gt;</td>
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<td>AAF (GRK)</td>
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<td><strong>FORT STOCKTON, TX</strong></td>
<td>RNAV (GPS) Rwy 12&lt;sup&gt;1&lt;/sup&gt;</td>
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<td>FORT STOCKTON-PECS COUNTY (FST)</td>
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<td>GILLESPIE COUNTY (T82)</td>
<td>RNAV (GPS) Rwy 32</td>
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<td>GEORGETOWN EXEC (GTU)</td>
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<td>RNAV (GPS) Rwy 35R</td>
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## RADAR INSTRUMENT APPROACH MINIMUMS

### BIGGS AAF (KBIF), Fort Bliss, TX Amdt 7A (20198) (USA)

**ELEV 3947**

| RADAR | 124.15 307.0 | NA |

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<sup>1</sup>When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1 3/8 miles.

<sup>2</sup>CAT DE circling west of Rwy 4-22 NA.
## RADAR INSTRUMENT APPROACH MINIMUMS

**CORPUS CHRISTI NAS (TRUAX FLD) (KNGP),** Corpus Christi, TX

**Amendment 2 21APR22 (22111) (USN)**

### RADAR - (E)

**ELEV 19**

### RADAR MINS

**22139**

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<td><strong>CIR</strong>&lt;sup&gt;5&lt;/sup&gt;</td>
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<td>D</td>
<td>620-2</td>
<td>601</td>
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<tr>
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<td></td>
<td>E</td>
<td>620-2⁄4</td>
<td>601</td>
<td>(700-2⁄4)</td>
</tr>
</tbody>
</table>

1. No-NOTAM MP: PAR Mon 1300-1700Z++.
2. When ALS inop, increase CAT ABCDE vis to 1⁄2 mile.
3. When ALS inop, increase CAT ABCDE vis to 1 mile.
4. When ALS inop increase CAT AB vis to 1 mile, CAT CDE to 1¾ miles.
5. Circling authorized only from ASR and PAR W/O GS.
6. CAUTION: TCH (47 feet) is less than the min CAT II Precision TCH (50 feet).
7. SDF at 2 NM from thld, 660’ min.
8. SDF at 3 NM from thld, 980’ min.
EL PASO, TX
EL PASO INTL (ELP)
RADAR-1 124.25 298.85

RADAR INSTRUMENT APPROACH MINIMUMS

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

Circling NA W of Rwy 15-33.
For inoperative ALS, increase ASR S-15 and ASR S-33 CATS 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-2 - 120.075 323.15

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).
KINGSVILLE NAS (KNQI), Kingsville, TX  

Radar Instrumnt Approach Minimums

<table>
<thead>
<tr>
<th>RWY</th>
<th>GS/TCH/RPI</th>
<th>CAT</th>
<th>DH/MDA-VIS</th>
<th>HAT/HAA</th>
<th>CEIL-VIS</th>
</tr>
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<tbody>
<tr>
<td>PAR2 35R14</td>
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<td>148-¼</td>
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<td>13L5</td>
<td>3.0°/34/633</td>
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<td>(100-½)</td>
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<tr>
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<td>100</td>
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<tr>
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<tr>
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<td>ASR 35L11</td>
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<td>411</td>
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<tr>
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<td>420-½</td>
<td>372</td>
<td>(400-½)</td>
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<td></td>
<td></td>
<td>CDE</td>
<td>400-½</td>
<td>372</td>
<td>(400-½)</td>
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<td>400-1</td>
<td>351</td>
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<td></td>
<td></td>
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<td>400-1</td>
<td>351</td>
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<td>AB</td>
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<td>333</td>
<td>(400-1)</td>
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<td></td>
<td></td>
<td>CDE</td>
<td>380-1</td>
<td>336</td>
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<td>372</td>
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<tr>
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<td></td>
<td>CDE</td>
<td>460-1½</td>
<td>411</td>
<td>(500-1½)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>AB</td>
<td>460-1</td>
<td>410</td>
<td>(500-1)</td>
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<tr>
<td></td>
<td></td>
<td>CDE</td>
<td>460-1½</td>
<td>410</td>
<td>(500-1½)</td>
</tr>
</tbody>
</table>

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

**SAN ANGELO RGNL/MATHIS FLD (SJT)**

| RADAR-1 | 125.35 | 354.1 |

<table>
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<tr>
<th>RWY</th>
<th>GP/TCH/RPI</th>
<th>CAT</th>
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<th>HAT/HAA</th>
<th>CEIL-VIS</th>
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<th>DA/MDA-VIS</th>
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<td>AB</td>
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<td>18</td>
<td>AB</td>
<td>2500-1</td>
<td>592</td>
<td>(600-1)</td>
<td>CDE</td>
<td>2500-1½</td>
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<td></td>
<td>CIRCLING</td>
<td>ALL RWY</td>
<td>AB</td>
<td>2500-1</td>
<td>641</td>
<td>(700-1)</td>
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<tr>
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<td></td>
<td></td>
<td>D</td>
<td>2700-2½</td>
<td>781</td>
<td>(800-2½)</td>
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</tbody>
</table>

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 EXEC (PWG)**

| RADAR-1 | 127.65 | 352.0 |

<table>
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<th>GP/TCH/RPI</th>
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<td></td>
<td>17</td>
<td>AB</td>
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<td>430</td>
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<td>1020-1¼</td>
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<td></td>
<td></td>
<td>D</td>
<td>NA</td>
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<td></td>
<td></td>
<td></td>
</tr>
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<td>CIRCLING</td>
<td>ALL RWY</td>
<td>A</td>
<td>1040-1</td>
<td>448</td>
<td>(500-1)</td>
<td>B</td>
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<td>C</td>
<td>1060-1½</td>
<td>468</td>
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### SC-3, 14 JUL 2022 to 08 SEP 2022

**TSTC WACO (CNW)**

| RADAR-1 | 127.65 | 227.125 |

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<th>HAT/HAA</th>
<th>CEIL-VIS</th>
<th>CAT</th>
<th>DA/MDA-VIS</th>
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<td>17L</td>
<td>AB</td>
<td>1080-½</td>
<td>611</td>
<td>(700-½)</td>
<td>C</td>
<td>1080-1½</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>D</td>
<td>1080-1½</td>
<td>611</td>
<td>(700-1½)</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
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<td>CIRCLING</td>
<td>ALL RWY</td>
<td>AB</td>
<td>1080-1</td>
<td>610</td>
<td>(700-1)</td>
<td>C</td>
</tr>
<tr>
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<td></td>
<td></td>
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<td>D</td>
<td>1080-2</td>
<td>610</td>
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When Waco Regional approach control closed, ASR not authorized.
### WACO, TX

**WACO RGNL (ACT)**

**RADAR-1** 127.65 227.125

<table>
<thead>
<tr>
<th>ASR</th>
<th>GP/TCH/RPI</th>
<th>CAT</th>
<th>DA/MDA-VIS</th>
<th>HAT/HAA</th>
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<td>860-1½</td>
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<td>407</td>
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<td>504</td>
<td>(600-1½)</td>
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</table>

**CIRCLING ALL RWY**

| AB | 1020-1 | 504 | (600-1) | C | 1020-1½ | 504 | (600-1½) |   |
| D  | 1080-2 | 564 | (600-2) |   |          |    |          |   |

For inoperative MALSR increase S-19 CAT D visibility to RVR 6000. When control tower closed, ASR NA.

### Notes

- SC-3, 14 JUL 2022 to 08 SEP 2022
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>
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</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 clnc especially when taxiing to Rwy 04 via the terminal ramp.</td>
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<tr>
<td>EL PASO INTL (ELP)</td>
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<tr>
<td>GEORGETOWN, TX</td>
<td>HS 1</td>
<td>Int of Twy J and Twy A.</td>
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<tr>
<td>GEORGETOWN EXEC (GTU)</td>
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</tr>
<tr>
<td>HARLINGEN, TX</td>
<td>HS 1</td>
<td>Int of Twy D and Twy A.</td>
</tr>
<tr>
<td>VALLEY INTL (HRL)</td>
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<tr>
<td>MC ALLEN, TX</td>
<td>HS 1</td>
<td>Rwy 31 and Rwy 35R apch ends are closely aligned.</td>
</tr>
<tr>
<td>MC ALLEN MILLER INTL (MFE)</td>
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<td></td>
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<tr>
<td>MIDLAND, TX</td>
<td>HS 1</td>
<td>Rwy 14 hold short marking located in a non-standard location.</td>
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<td>MIDLAND INTL AIR AND SPACE PORT (MAF)</td>
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<tr>
<td>SAN ANGELO, TX</td>
<td>HS 1</td>
<td>Rwy 18-36 at the int of Rwy 09-27.</td>
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<tr>
<td>SAN ANGELO RGNL/MATHIS FLD (SJT)</td>
<td>HS 2</td>
<td>Rwy 18-36 at the int of Twy D.</td>
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<tr>
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<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>
<td>HS 2</td>
<td>Int of Rwy 16-34, Twy D, and Twy G.</td>
</tr>
<tr>
<td>SAN ANTONIO INTL (SAT)</td>
<td>HS 1</td>
<td>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 prior to BEAHR.

NOTE: Expect RNP approach or RADAR vectors to final approach course prior to BEAHR.

NOTE: Turbojet aircraft only.

NOTE: DME/DME/IRU or GPS required.

NOTE: RNAV 1.

NOTE: RADAR required.

NOTE: DME/DME/IRU or GPS required.

NOTE: Turbojet aircraft only.

NOTE: RNAV 1.

NOTE: RADAR required.

NOTE: Turbojet aircraft only.

NOTE: RNAV 1.

NOTE: RADAR required.
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 . . . .

WINDEW TRANSITION (WINDEW.BLEWE4): From over WINDEW 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

20 NM

WINDU

BLEWE

CRAYS

RODIO

REDNK

WAILN

WAILN transition for Houston Terminal Area Departures only.

NOTE: RADAR required.

NOTE: RNAV 1.

NOTE: DME/DME/IRU or GPS required.

NOTE: WAILN transition for Houston Terminal Area Departures only.

SAH ANTONIO APP CON
127.1 269.1
KRND ATIS
290.525
SAT D-ATIS
118.9
SKF ATIS
120.45 273.3
SSF ATIS
128.8

ALA (FAA)

SC-3, 14 JUL 2022 to 08 SEP 2022
NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: WAILN Transition for Houston Terminal Area Departures only.

VERTICAL NAVIGATION
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

DOBBY TRANSITION (DOBBY.DXEEE3)
HFMAN TRANSITION (HFMAN.DXEEE3)
HOOLR TRANSITION (HOOLR.DXEEE3)
VIDAA TRANSITION (VIDAA.DXEEE3)

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 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 RADAR vectors to final approach course.

NOTE: Chart not to scale.
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

DOHHN TRANSITION (DOHHN.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.
ARRIVAL ROUTE DESCRIPTION

KALLA FOUR ARRIVAL

KALLA FOUR ARRIVAL (KALLA.KALLA4) 15AUG19

112.8  CWK
Chan 75

122.8 CWK
Chan 75

KAILA AIRPARK

GEOGRTOWN

EXCO SPRINGS

117.5 AGI
Chan 72

10000

108.2 LLO
Chan 19

118.6

10000

112.5 AGI
Chan 19

NOTE: Chart not to scale.

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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 RATTT 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.

NOTE: Chart not to scale.
NOTE: Chart not to scale

NOTE: RADAR required.
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)

EL PASO INTL (ELP)

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 4/8R: From MOLLY on track 153° to cross KOACH at 8000 and at 210K, expect RNAV (RNP) approach or RADAR vectors to final approach course.
ARRIVAL ROUTE DESCRIPTION

DBOYS TRANSITION (DBOYS.POTRR2)
LUKKN TRANSITION (LUKKN.POTRR2)
MNURE TRANSITION (MNURE.POTRR2)
WEEED TRANSITION (WEEED.POTRR2)

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

NOTE: Chart not to scale.
ARRIVAL ROUTE DESCRIPTION

CHISUM TRANSITION (CME.SAMMR3)
LIFFT TRANSITION (LIFFT.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.

NOTE: Chart not to scale.
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.

NOTE: Chart not to scale.
ARRIVAL ROUTE DESCRIPTION

ABILENE 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: Chart not to scale.
NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: TURBOJET Aircraft only.
NOTE: Landing Rwy 22,26L: Expect RNP approach or RADAR vectors to final approach course prior to WIKKR.

NOTE: Landing Rwy 04: Expect RNP approach or RADAR vectors to final approach course prior to KOACH.

NOTE: TURBOJET Aircraft only.
NOTE: RNAV 1.
NOTE: RADAR required.

(NARRATIVE ON FOLLOWING PAGE)
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: Chart not to scale.

NOTE: Turbojet and turboprop aircraft only.

NOTE: MNURE Transition for Houston terminal departures only.

NOTE: Expect runway assignment from AUSTIN TRACON upon initial contact.

NOTE: MNURE Transition for Houston terminal departures only.

NOTE: Radar required.

NOTE: SC-3, 14 JUL 2022 to 08 SEP 2022
ARRIVAL ROUTE DESCRIPTION

DBOYS TRANSITION (DBOYS.WLEE7)
LUKKN TRANSITION (LUKKN.WLEE7)
MNURE TRANSITION (MNURE.WLEE7)
WAILN TRANSITION (WAILN.WLEE7)
WEEED TRANSITION (WEEED.WLEE7)

From WLEE7 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 cross BEESO at 4000, then on track 355°. Expect RADAR
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 cross
SCUTE at 4000, then on track 175°. Expect RADAR vectors to final approach course.
Amdt 1B  07NOV19

**RNAV (GPS) RWY 13**

ALICE INTL (ALI)

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 ½ mile. Rwy 13 helicopter visibility reduction below ¾ SM NA. VDP NA with Nueces County altimeter setting.

**ASOS**

ALICE, TEXAS

119.225

**KINGSVILLE APP CON**

ALICE INTL (ALI)

**UNICOM**

123.0 (CTAF)

**Alphabetic Identifiers**

- **CH 42629**
- **W13A**

- **Rwy Idg**
- **Apt Elev**

**Category**

- **LPV**
- **DA**

- **LNAV**
- **VNAV**

**MISSED APPROACH:** Climb to 2600 direct ITDAZ and hold.

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

**ELEV 178**

**TDZE 178**

**Uncompensated RNP APCH.**

- 349°
- 692°
- 556°
- 349°
- 353°
- 560°-1
- 382°-1

**WACBI**

- 560°-1
- 382°-1

**TITAE**

- 353°

**ITDAZ**

- 2600 direct ITDAZ and hold.

**Holding Pattern**

- 4 NM

**UWAGO**

- 128°
- 308°

**KOVLE**

- 2 NM to RW13

**WACBI**

- 2 NM to RW13

**UWAGO**

- 2100 NaPT

**ITDAZ**

- 2100 NaPT

**2100**

- 308°
- 128°

**2600**

- 128° to RW13

- 7 NM
- 3.3 NM
- 1 NM
- 1 NM

- 428-3/4
- 250 (300-3/4)

- 428-3/4
- 250 (300-3/4)
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Nueces County altimeter setting: Increase LPV DA to 493 feet, LNAV/VNAV DA to 523 feet and LNAV/VNAV all Cats visibility to ¾ SM; increase all MDA 60 feet and LNAV Cat C and D and Circling Cat D visibility ¼ SM. For inop MALS, increase LPV all Cats visibility to ¾ mile. For inop MALS with Nueces County altimeter setting, increase LNAV/VNAV all Cats and LNAV Cats C, D visibility to 1½ mile. VDP NA when using Nueces County altimeter setting.

**Procedure NA for arrivals at CRP VORTAC on airway radials 169 CW 184.**

# RNAV (GPS) RWY 31

**ALICE INTL (ALI)**

<table>
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<tr>
<th>ASOS</th>
<th>KINGSVILLE APP CON</th>
<th>UNICOM</th>
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<td>119.225</td>
<td>119.9 290.45</td>
<td>123.0 (CTAF)</td>
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**MISSED APCH FIX**

- UWAGO: 4 NM

**ELEV** 178  
**TDZE** 174

**Categoria**  
- A: LNAV DA  
- B: LNAV/VNAV DA  
- C: LNAV MDA  
- D: CIRCLING

- CIRCLING: 600-1, 422 (500-1), 640-1, 462 (500-1), 680-1½, 502 (600-1½), 722 (800-2½)

**Apt Elev** 178  
**TDZE** 174

**County altimeter setting.**

**LNAV/VNAV all Cats visibility to 1 mile. For inop MALS with Nueces County altimeter setting, increase LNAV/VNAV all Cats visibility to 1.5 miles.**

**LNAV/VNAV DA to 523 feet and LNAV/VNAV all Cats visibility to ¾ SM; increase all MDA 60 feet and LNAV Cat C and D and Circling Cat D visibility ¼ SM.**

**For inop MALS, increase LPV all Cats visibility to ¾ mile.**

**LNAV/VNAV all Cats visibility to 1½ mile. VDP NA when using Nueces County altimeter setting.**

**For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Nueces County altimeter setting:**

- Increase LPV DA to 493 feet
- Increase LNAV/VNAV DA to 523 feet
- Increase all MDA 60 feet
- Increase LNAV Cat C and D and Circling Cat D visibility ¼ SM

**For inop MALS, increase LPV all Cats visibility to ¾ mile.**

**For inop MALS with Nueces County altimeter setting, increase LNAV/VNAV all Cats and LNAV Cats C, D visibility to 1½ mile. VDP NA when using Nueces County altimeter setting.**

**Apt Elev** 178  
**TDZE** 174

**County altimeter setting.**

**LNAV/VNAV all Cats visibility to 1 mile. For inop MALS with Nueces County altimeter setting, increase LNAV/VNAV all Cats visibility to 1.5 miles.**

**LNAV/VNAV DA to 523 feet and LNAV/VNAV all Cats visibility to ¾ SM; increase all MDA 60 feet and LNAV Cat C and D and Circling Cat D visibility ¼ SM.**

**For inop MALS, increase LPV all Cats visibility to ¾ mile.**

**LNAV/VNAV all Cats visibility to 1½ mile. VDP NA when using Nueces County altimeter setting.**

**For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Nueces County altimeter setting:**

- Increase LPV DA to 493 feet
- Increase LNAV/VNAV DA to 523 feet
- Increase all MDA 60 feet
- Increase LNAV Cat C and D and Circling Cat D visibility ¼ SM

**For inop MALS, increase LPV all Cats visibility to ¾ mile.**

**For inop MALS with Nueces County altimeter setting, increase LNAV/VNAV all Cats and LNAV Cats C, D visibility to 1½ mile. VDP NA when using Nueces County altimeter setting.**

**For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Nueces County altimeter setting:**

- Increase LPV DA to 493 feet
- Increase LNAV/VNAV DA to 523 feet
- Increase all MDA 60 feet
- Increase LNAV Cat C and D and Circling Cat D visibility ¼ SM

**For inop MALS, increase LPV all Cats visibility to ¾ mile.**

**For inop MALS with Nueces County altimeter setting, increase LNAV/VNAV all Cats and LNAV Cats C, D visibility to 1½ mile. VDP NA when using Nueces County altimeter setting.**

**For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Nueces County altimeter setting:**

- Increase LPV DA to 493 feet
- Increase LNAV/VNAV DA to 523 feet
- Increase all MDA 60 feet
- Increase LNAV Cat C and D and Circling Cat D visibility ¼ SM

**For inop MALS, increase LPV all Cats visibility to ¾ mile.**

**For inop MALS with Nueces County altimeter setting, increase LNAV/VNAV all Cats and LNAV Cats C, D visibility to 1½ mile. VDP NA when using Nueces County altimeter setting.**
When local altimeter setting not received, use Nueces County altimeter setting: increase all MDAs 60 feet and visibility Cats C and D 1/4 mile. VDP NA when using Nueces County altimeter setting. For inop MALS increase S-31 Cats C and D visibility to 1 mile. For inop ALS when using Nueces County altimeter setting, increase S-31 Cats C, D visibility to 1/4 SM.

MALS

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

ASOS

KINGSVILLE APP CON

UNICOM

775

775

ALICE AL-INTL (ALI)

119.225

119.9 290.45

123.0 (CTAF)

LOCALIZER 109.3

I-AU

Chan 30

ALICE 114.5 ALI

CORPUS CHRISTI

115.5 CRP

I-AU

Chan 102

Radar required for procedure entry from Corpus Christi CRP VORTAC.

VGSI and descent angles not coincident.

Category

A

B

C

D

S-31

520-3/4

346 (400-3/4)

CIRCLING

600-1

640-1

680-1/2

900-2/4

ALI, TEXAS

Orig-E 20MAY21

27°44'N-98°02'W
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.
ALICE, TEXAS

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.

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.

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.

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.

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.

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.

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.

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.

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.

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.

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.

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.

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.

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.

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.

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.

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.
**RNAV (GPS) RWY 19**

**ALPINE-CASPARIS MUNI (E38)**

**AWOS-3**
- 119.025

**ALBUQUERQUE CENTER**
- 135.875
- 292.15

**UNICOM**
- 122.8 (CTAF)

**FORT STOCKTON**
- RNAV (GPS) RWY 19
- RNAV (GPS) RWY 19
- RNAV (GPS) RWY 19

**Procedure NA for arrivals on FST VORTAC airway radials 273 CW 283.**

**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.

**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.**

**AAPR CRS**
- 194°

**TDZE**
- 4482

**Apt Elev**
- 4514

**Rwy Idg**
- 6002

**Rwy Elev**
- 4482

**GPH**
- 30°23'N-103°41'W

**ELEV**
- 4514

**TDZE**
- 4482

**CAVOK**
- 9000
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 ½ SM NA. DME/DME RNP-0.3 NA.

Procedure NA for arrival on FST VORTAC airway radials 273 CW 283.

Climb to 5400 then climbing left turn to 9000 direct.

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.

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 ½ SM NA. DME/DME RNP-0.3 NA.

RNAV (GPS) RWY 23
ALPINE-CASPARIS MUNI (E38)

RNAV (GPS) RWY 23
ALPINE-CASPARIS MUNI (E38)

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 ½ SM NA. DME/DME RNP-0.3 NA.

Procedure NA for arrival on FST VORTAC airway radials 273 CW 283.

Climb to 5400 then climbing left turn to 9000 direct.

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.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 1: Climbing right turn to intercept MRF VOR/DME R-055 to ODKAE/29 DME, thence...

TAKEOFF RUNWAY 5: Climb on heading 048° to intercept MRF VOR/DME R-055 to ODKAE/29 DME, thence...

TAKEOFF RUNWAY 19: Climbing left turn on heading 027° to intercept MRF VOR/DME R-055 to ODKAE/29 DME, thence...

...continue climb in ODKAE holding pattern to 8600 before proceeding on course.

VCOA RUNWAY 19: Obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Alpine-Casparis Muni airport at or above 6200 on heading 027° and on MRF VOR/DME R-055 to ODKAE/29 DME, do not exceed 210K until established on MRF R-055 to ODKAE. Continue climb in ODKAE holding pattern to 8600 before proceeding on course.
TAKEOFF OBSTACLE NOTES

Rwy 1: Fence 9’ from DER, 283’ left of centerline, 9’ AGL/4458’ MSL.
Sign 13’ from DER, 239’ right of centerline, 4452’ MSL.
Vehicle on road 85’ from DER, 278’ left of centerline, 15’ AGL/4463’ MSL.
Pole 811’ from DER, 470’ right of centerline, 4470’ MSL.

Rwy 5: Sign 13’ from DER, 239’ left of centerline, 4452’ MSL.
Sign 18’ from DER, 164’ right of centerline, 4453’ MSL.
Antenna, vehicle on road, poles beginning 21’ from DER, 400’ right of centerline, up to 25’ AGL/4474’ MSL.
Tree 190’ from DER, 468’ left of centerline, 11’ AGL/4455’ MSL.
Trees beginning 292’ from DER, 475’ left of centerline, up to 19’ AGL/4462’ MSL.
Poles, tree beginning 480’ from DER, 187’ right of centerline, up to 4478’ MSL.
Pole 612’ from DER, 626’ left of centerline, 33’ AGL/4472’ MSL.
Pole 1060’ from DER, 658’ left of centerline, 4476’ MSL.

Rwy 19: Vehicle on road, sign, tree beginning 1’ from DER, 165’ left of centerline, up to 4526’ MSL.
Terrain 57’ from DER, 121’ right of centerline, 4516’ MSL.
Vehicle on road 74’ from DER, 276’ right of centerline, 15’ AGL/4531’ MSL.
Vehicle on road 230’ from DER, 290’ left of centerline, 4527’ MSL.
Vehicles on road beginning 293’ from DER, 277’ right of centerline, up to 4535’ MSL.
Vehicles on road beginning 379’ from DER, 265’ right of centerline, up to 4536’ MSL.
Vehicle on road 420’ from DER, 289’ left of centerline, 4528’ MSL.
Pole 536’ from DER, 573’ left of centerline, 4548’ MSL.
Windmill, vehicle on road, poles, tree beginning 548’ from DER, 183’ left of centerline, up to 4554’ MSL.
Poles beginning 1325’ from DER, 60’ right of centerline, up to 4561’ MSL.
Poles beginning 1334’ from DER, 279’ left of centerline, up to 4556’ MSL.
Pole 1565’ from DER, 689’ right of centerline, 4562’ MSL.
Terrain 2.4 NM from DER, 2888’ left of centerline, 4927’ MSL.
RNAV (GPS) RWY 13
AUSTIN EXEC (EDC)

**RNAV APCH.**

- **BAO-VNAV NA** when using Austin-Bergstrom Intl altimeter setting. For uncompensated BAo-VNAV systems, LNAV/VNAV NA below -1.6°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. VDP NA with Austin-Bergstrom Intl altimeter setting. Circling NA to Rwy 16 and 34.

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

**AWOS-3**
- 118.825

**AUSTIN APP CON**
- 127.225

**EXECUTIVE TOWER**
- 120.3 (CTAF)

**GND CON**
- 119.45

**CINC DEL**
- 126.025 (When twr closed)

**UNICOM**
- 122.975

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**ELEV 620**

- 2100 CIRMU

- 126° to RW13

**TDZE 620**

- 2049 A

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**CIRMU**

- 30°24'N-97°34'W

**AUSTIN, TEXAS**

- 30°24'N-97°34'W

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**AUSTIN EXEC (EDC)**

- 30°24'N-97°34'W
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
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)
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.
ELOEL THREE DEPARTURE (RNAV)

**ABILENE**

**ABI**

**FL180** (120)

**307°**

**FORSS**

**TOP ALTITUDE:**

**ASSIGNED BY ATC**

**NOTE:** RADAR required.

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

**NOTE:** RNAV 1.

**T**

**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.
NOTE: Chart not to scale.

AUSTIN EXEC
120.3 (CTAF)
UNICOM
122.975
AUSTIN DEP CON
127.225 317.65

ILEXY THREE DEPARTURE [RNAV]

**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)

NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Houston terminal area arrivals expect routing from ILEXY.
NOTE: JAYJO transition to join V306 only.

TAKEOFF MINIMUMS:
Rwys 16, 34: NA-Environmental.
Rwys 13, 31: Standard.
MUCKY THREE DEPARTURE (RNAV)

AWOS-3 118.825
CLNC DEL (when twr closed) 126.025
EXECUTIVE TOWER* 120.3 (CTAF)
UNICOM 122.975
AUSTIN DEP CON 127.225 317.65

NOTE: Chart not to scale.

MUCKY Three DEPARTURE

TOP ALTITUDE: ASSIGNED BY ATC

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

TAKING 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 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.
**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.

**NOTE:** Chart not to scale.

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**SAYBR THREE DEPARTURE (RNAV)**

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**SAYBR THREE DEPARTURE (RNAV)**
MISSING APPROACH: Climb to 1000, then climbing left turn to 3000 on heading 040° and CWK VORTAC R-088 to HOOKK/CWK 17 DME and hold.

Simultaneous approach authorized. Requires specific OPSPEC, MSPEC or LOA approval.

MSPEC or LOA approval.

Simultaneous approach authorized. Requires specific OPSPEC, MSPEC or LOA approval.

Simultaneous approach authorized. Requires specific OPSPEC, MSPEC or LOA approval.

Simultaneous approach authorized. Requires specific OPSPEC, MSPEC or LOA approval.

Simultaneous approach authorized. Requires specific OPSPEC, MSPEC or LOA approval.

Simultaneous approach authorized. Requires specific OPSPEC, MSPEC or LOA approval.

Simultaneous approach authorized. Requires specific OPSPEC, MSPEC or LOA approval.
LOC/DME I-HCE 110.5
Rwy Idg 9000
Apt Elev 480
APP CRS 355°

TWR 0.3%
U P D O W 0.6%

AUSTIN, TEXAS
AL-556 (FAA)

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

MALSR

MISSING 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.

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

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

AUSTIN TOWER
GND CON
CLNC DEL

DME required. RADAR required for procedure entry.

ELEV 542
TDZE 480

SA CATEGORY I & II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED
MISSED APPROACH: Climb to 1000, then climbing left turn to 3000 on heading 040° and CWK VORTAC R-088 to HOOKK/CWK 17 DME and hold.

RNAV APCH-GPS. From HOUKM or JEDYE.
RADAR required for procedure entry from DOFFS. DME required.

Simultaneous approach authorized.

MISSAPCH FIX

CENTEX
112.8 CWK
Chan 75

ELEV 542  TDZE 492

LOC/DME I-VNK
110.5  Chan 42

APP CRS
175°

Rwy Idg 9000
TDZE 492

Apt Elev 542

AUSTIN TOWER
121.0 281.5

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

AUSTIN APP CON
124.4

AUSTIN TOWER
121.9 348.6

AUSTIN-BERGSTROM INTL (AUS)

AUSTIN-BERGSTROM INTL (AUS)

AUSTIN, TEXAS

AL-556 (FAA)

22195

ILS RWY 18L (CAT II & III)

AUSTIN, TEXAS

Amdt 4A  14JUL22

ILS RWY 18L (CAT II & III)

AUSTIN-BERGSTROM INTL (AUS)

30°12’N-97°40’W

SC-3, 14 JUL 2022 to 08 SEP 2022

18L

18R

36R

36L

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

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

SIMULTANEOUS APPROACH AUTHORIZED.

AUSTIN, TEXAS
Amdt 4A  14JUL22

ILS RWY 18L (CAT II & III)

AUSTIN-BERGSTROM INTL (AUS)

30°12’N-97°40’W

SC-3, 14 JUL 2022 to 08 SEP 2022
RNAV (RNP) Z RWY 18R
AUSTIN-BERGSTROM INTL (AUS)

AUSTIN, TEXAS

APP CRS
175°
Rwy Ldg 12250
TDZE 542
Apt Elev 542

MALS

MISSING APCH FIX: Climb to 1000 then climbing
right turn to 3500 direct GARDS and hold.

D-ATIS
124.4

AUSTIN APP CON
127.225 317.65 (EAST)
120.876 270.25 (SOUTH)
119.0 370.85 (WEST)

AUSTIN TOWER
121.0 281.5

GND CON
121.9 348.6

CINC DEL
125.5 263.0

CPDLC

MISSED APPROACH: Climb to 1000 then climbing
right turn to 3500 direct GARDS and hold.

See planview for multiple IF locations.

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

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

AUSTIN, TEXAS
Amdt 2 22APR21
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 and RNP 0.30 all Cats visibility to RVR 5500.

AUTHORIZATION REQUIRED.

1700 then climbing left turn to 3500 direct GARDS and hold.

See planview for multiple IF locations.
RNAV (RNP) Z RWY 36R

AUSTIN-BERGSTROM INTL (AUS)

RNP AR APCH. RADAR required.

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.

D-ATIS

AUSTIN APP CON
124.4

AUSTIN TOWER
121.0 281.5

GND CON
121.9 348.6

CINC DEL
125.5 263.0

DIRECTORY

AUSTIN, TEXAS

MALSR

MISSING APCH FIX

6 NM

-088°

HOOKK

-268°

ELEV 542

TDZE 480

1000

3000

HOOKK

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

See planview for multiple IF locations.

AUTHORIZATION REQUIRED

AUSTIN, TEXAS

30°12'N-97°40'W

RNAV (RNP) Z RWY 36R

AUSTIN-BERGSTROM INTL (AUS)

AL-556 (FAA)

21112

циально
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.

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

AUSTIN TOWER
121.9 348.6
AUSTIN APP CON
127.225 317.65 [EAST]
120.875 270.25 [SOUTH]
119.0 370.85 [WEST]

GND CON
121.0 281.5
CLNC DEL
121.9 348.6

1000 then climbing left turn to 3000 direct HOOKK and hold.

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.

AUSTIN, TEXAS
AUSTIN-BERGSTROM INTL (AUS)
30°12’N-97°40’W
AUSTIN TOWER
121.9 348.6
AUSTIN APP CON
127.225 317.65 [EAST]
120.875 270.25 [SOUTH]
119.0 370.85 [WEST]

GND CON
121.0 281.5
CLNC DEL
121.9 348.6

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.

AUSTIN TOWER
121.9 348.6
AUSTIN APP CON
127.225 317.65 [EAST]
120.875 270.25 [SOUTH]
119.0 370.85 [WEST]

GND CON
121.0 281.5
CLNC DEL
121.9 348.6

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.

AUSTIN TOWER
121.9 348.6
AUSTIN APP CON
127.225 317.65 [EAST]
120.875 270.25 [SOUTH]
119.0 370.85 [WEST]

GND CON
121.0 281.5
CLNC DEL
121.9 348.6

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.

AUSTIN TOWER
121.9 348.6
AUSTIN APP CON
127.225 317.65 [EAST]
120.875 270.25 [SOUTH]
119.0 370.85 [WEST]

GND CON
121.0 281.5
CLNC DEL
121.9 348.6

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.

AUSTIN TOWER
121.9 348.6
AUSTIN APP CON
127.225 317.65 [EAST]
120.875 270.25 [SOUTH]
119.0 370.85 [WEST]

GND CON
121.0 281.5
CLNC DEL
121.9 348.6

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.
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.

**RNAV (GPS) Y RWY 18R**

**AUSTIN-BERGSTROM INTL (AUS)**

**AUSTIN, TEXAS (AUS)**

**ELEVATION Chart**

- **UTEEE**
- **ELLBJ**
- **1600**
- **0.9 NM to RW18R**
- **RW18R**

**.category**

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

**Rwy Idg** 12250
**TDZE** 542
**Apt Elev** 542

**WAAS CH 77530**

**APP CRS 175°**

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

**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**

**TUREE**

- **2800**

**GP 3.00°**

- **TCH 59°**

**CIRCLING**

- **1040-1**
- **1120-1**
- **1200-1.3**
- **1200-2**
- **1520-3**

**MISSED APCH FIX**

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

**TDZ/CL**

- **17°**

**175° to RW18R**

**175°**

**1600**

**0.9 NM to RW18R**

**RW18R**

**3.8 NM**

**2.2 NM**

**0.9 NM**

**VERIFIED**

- **AUSTIN, TEXAS (AUS)**
- **AL-556 (FAA)**
- **22195**

**Amdt 3A 14JUL22**

**30°12’N-97°40’W**

**AUSTIN-BERGSTROM INTL (AUS)**

**RNAV (GPS) Y RWY 18R**
AUSTIN, TEXAS

RNAV (GPS) Y Rwy 36L
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. 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 1¾ SM, LNAV Cat E visibility to 1¼ SM. Inop table does not apply to LPV all Cats.

**RNAV (GPS) Y Rwy 36L**

**AUSTIN APP CON**

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<td>658 (700-1/4)</td>
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**VPNAV**

**LAMAS**

**MISSED APPROACH:** Climb to 1700 then climbing left turn to 3500 direct GARDS and hold.
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
Aeroz Two Departure

AUSTIN, TEXAS

AL-556

(AUS)

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)

NOTE: Chart not to scale.

NOTE: RNAV 1.

NOTE: DME/DME/IRU or GPS required.

NOTE: RADAR required.

ASSIGNED BY ATC

TOP ALTITUDE:

21112

SC-3, 14 JUL 2022 to 08 SEP 2022
(AUS6.CWK) 21112

AUSTIN SIX DEPARTURE

TOP ALTITUDE:
ASSIGNED BY ATC

NOTE: Chart not to scale.

NOTE: RADAR required.

TAKEOFF MINIMUMS

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

(AUS6.CWK) 22APR21

AUSTIN-BERGSTROM INTL (AUS)

AUSTIN, TEXAS
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.
NOTE: Chart not to scale.

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

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

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.
**CENTEX SEVEN DEPARTURE**

**TOP ALTITUDE: ASSIGNED BY ATC**

- **WACO**
  - N31°39.73' - W097°16.14'
  - Chan 100

- **NAVYS**
  - N31°23.29' - W096°18.82'
  - L-19, H-6

- **JAYJO**
  - N30°20.23' - W096°48.90'
  - L-19-21, H-7

- **ILIWAY**
  - N30°21.17' - W097°04.76'
  - L-19-21, H-7

- **GOOCH SPRINGS**
  - N31°23.29' - W096°48.90'
  - Chan 39

- **DARTE**
  - N30°45.97' - W097°17.68'

- **MUNCH**
  - N30°34.58' - W097°17.68'

- **HOOKK**
  - N30°21.60' - W097°12.18'

- **ILEXY**
  - N30°21.17' - W097°04.76'
  - L-19-21

- **CEDAR CREEK**
  - N30°36.30' - W096°25.24'
  - Chan 95

- **INDUSTRY**
  - N31°23.29' - W096°48.90'
  - Chan 39

**TAKEOFF MINIMUMS**

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

**NOTE:** RADAR required.

**NOTE:** COLLEGE STATION transition for aircraft requesting 9000 MSL to FL230.

**NOTE:** ILEXY transition for turboprop and turbojet 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:** NAVYS 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**

**NOTE:** Chart not to scale.
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 ILEYX INT, then on CLL R-238 to CLL VORTAC.

ILEXY TRANSITION (CWK7.ILEYX): From over CWK VORTAC on CWK R-088 to ILEYX 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)
MUCKY THREE DEPARTURE (RNAV)

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.

NOTE: RNAV 1.

NOTE: DME/DME/IRU or GPS required.

NOTE: RADAR required.

NOTE:  RNAV 1.

NOTE: DME/DME/IRU or GPS required.

NOTE: RADAR required.

NOTE:  RNAV 1.

NOTE: Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

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

NOTE: Chart not to scale.
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

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.

NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: For DFW terminal area arrivals

TOP ALTITUDE: ASSIGNED BY ATC

NOTE: Chart not to scale.
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. When local altimeter setting not received, use 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.

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

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)

MALS

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 -1.6°C or above 54°C.
For inop ALS, increase LNAV/VNAV Cat E visibility to 1 SM and LNAV Cat E visibility
to 1.5 SM.

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 -1.6°C or above 54°C.
For inop ALS, increase LNAV/VNAV Cat E visibility to 1 SM and LNAV Cat E visibility
to 1.5 SM.

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 -1.6°C or above 54°C.
For inop ALS, increase LNAV/VNAV Cat E visibility to 1 SM and LNAV Cat E visibility
to 1.5 SM.

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 -1.6°C or above 54°C.
For inop ALS, increase LNAV/VNAV Cat E visibility to 1 SM and LNAV Cat E visibility
to 1.5 SM.

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 -1.6°C or above 54°C.
For inop ALS, increase LNAV/VNAV Cat E visibility to 1 SM and LNAV Cat E visibility
to 1.5 SM.

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 -1.6°C or above 54°C.
For inop ALS, increase LNAV/VNAV Cat E visibility to 1 SM and LNAV Cat E visibility
to 1.5 SM.

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 -1.6°C or above 54°C.
For inop ALS, increase LNAV/VNAV Cat E visibility to 1 SM and LNAV Cat E visibility
to 1.5 SM.

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 -1.6°C or above 54°C.
For inop ALS, increase LNAV/VNAV Cat E visibility to 1 SM and LNAV Cat E visibility
to 1.5 SM.

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 -1.6°C or above 54°C.
For inop ALS, increase LNAV/VNAV Cat E visibility to 1 SM and LNAV Cat E visibility
to 1.5 SM.
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 ¾ SM NA.

**Mission Approach:**
Climb to 3100 direct CILAK and hold.

**ATIS**
120.825

**AUSTIN APP CON**
119.0 370.85

**SAN MARCOS TOWER**
126.825 (CTAF) 0

**GND CON**
120.125

**CLNC DEL**
120.125

**CLNC DEL**
121.35 (when twr closed)

---

**Category A**

**GP 3.00° TCH 55**

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<th>B</th>
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**San Marcos RGNL (HYI) SC-3, 14 JUL 2022 to 08 SEP 2022**

**AUSTIN, TEXAS**
Orig B 23JUN16

**AL-502 (FAA)**

**RNAV (GPS) RWY 17**

**SAN MARCOS RGNL (HYI)**

**AUSTIN, TEXAS**

**29°54'N-97°52"W**
Boro-VNAV NA when using New Braunfels altimeter setting. For uncompensated Boro-VNAV systems, LNAV/VNAV NA below -1.6°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 1/4 mile and Circling Cat C/D visibility 1/4 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 1/2 SM NA.

MISSED APPROACH: Climb to 3000 direct RAJRY and hold.

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</table>

AUSTIN, TEXAS

AESTIN APP CON 120.825

SAN MARCOS TOWER 126.825 (CTAF) 0

ATIS 120.125

GND CON 120.125

CLNC DEL 121.35

TWR 0.4% U P U 0.4%

ELEV 595 TDZE 587
RNAV (GPS) RWY 31
SAN MARCOS RGNL (HYI)

Baro-VNAV NA when using New Braunfels altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (33°F) or above 54°C (130°F). When local altimeter setting not received, use New Braunfels altitude 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 LNAV Cat C/D/E 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. Helicopter visibility reduction below ½ SM NA.

MISSED 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)

1.1 NM to RW31
3.0 NM to RW31
6 NM

306° to RW31
2.5 NM to RW31

306°
126°
3000

ELEV 595
TDZE 583

**LNAV only.**

* LNAV DA 860-7/8 277 (300-7/8)
* LNAV/VNAV DA 906-1 323 (400-1)
* LNAV MDA 980-1 397 (400-1) 980-1 397 (400-1 1/8)
* CIRCLING 1080-1 1120-1 1240-1 1 1240-1 1/8 1240-2 1/4 1340-2 1/4

AUSTIN, TEXAS
Orig-B 23JUN16

SC-3, 14 JUL 2022 to 08 SEP 2022

AL-502 (FAA) 21224

SAN MARCOS RGNL (HYI)
RNAV (GPS) RWY 31

29°54'N-97°52'W
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 1/2 mile; and increase LNAV Cat C/D/E visibility and Circling Cat C/D visibility 1/2. Circling NA for Cat E SW of Rwy 13-31. DME/DME RNP-0.3 NA. VDP NA with New Braunfels altimeter setting.

**MISSLED APPROACH:**
Climb to 3100 direct PUKIY 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)  

SAN ANTONIO  

116.8 SAT  

Chan 115  

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

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

2000  

3200  

RU  

LOM GARYS  

RU LOM GARYS  

Remain within 10 NM  

2300  

305°  

125°  

2700  

34.9°  

TCH 57  

5.5 NM  

2000  

3200  

RU  

LOM GARYS  

RU LOM GARYS  

Remain within 10 NM  

2300  

305°  

125°  

2700  

34.9°  

TCH 57  

5.5 NM  

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)  

SAN ANTONIO  

116.8 SAT  

Chan 115  

Procedure NA for arrival on SAT VORTAC airway radials 002 CW 081.
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
DEPARTURE ROUTE DESCRIPTION

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)
NOTE: Chart not to scale.

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.
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: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Houston terminal area arrivals expect routing from ILEXY.
NOTE: JAYJO transition to join V306 only.

NOTE: Chart not to scale.

TAKEOFF MINIMUMS
Rwy 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 ROUTE DESCRIPTION

TAKEOFF RUNWAY 8: Climb on heading 081° or as assigned by ATC for vectors to cross HOOKKK at or above 5000, thence . . .
TAKEOFF RUNWAY 13: Climb on heading 126° or as assigned by ATC for vectors to cross HOOKKK at or above 5000, thence . . .
TAKEOFF RUNWAY 17: Climb on heading 171° or as assigned by ATC for vectors to cross HOOKKK at or above 5000, thence . . .
TAKEOFF RUNWAY 26: Climb on heading 261° or as assigned by ATC for vectors to cross HOOKKK at or above 5000, thence . . .
TAKEOFF RUNWAY 31: Climb on heading 306° or as assigned by ATC for vectors to cross HOOKKK at or above 5000, thence . . .
TAKEOFF RUNWAY 35: Climb on heading 351° or as assigned by ATC for vectors to cross HOOKKK 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: Radar required.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.

NOTE: Chart not to scale.
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.
Baro-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 1/2 mile.

MISSED APPROACH:
Climb to 4000 direct WIKUS and hold.

**SAN ANGELO APP CON**

<p>| | | | |</p>
<table>
<thead>
<tr>
<th></th>
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<tbody>
<tr>
<td>CTAF</td>
<td>125.35</td>
<td>354.1</td>
<td></td>
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</tbody>
</table>

**CTAF**

122.9
SAN ANGELO APP CON 125.35 354.1

MISSED APCH FIX
5 NM

RIREE

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

CTAF 122.9

TUSCOLA TQA

TQA

4 NM

WIKUS

AKIXY

3500 RIEEE

4 NM Holding Pattern

WIKUS

AKIXY

RIEEE

352° 35°

GP 3.00°

TCH 40

5.6 NM

5.3 NM

CATEGORY
A
B
C
D

LPV DA
2089-1¼
351 (400-1¼)

NA

LNAV MDA
2160-1
422 (500-1)

2160-1¼
422 (500-1¼)

NA

CIRCLING
2220-1
482 (500-1)

2220-1½
482 (500-1½)

NA

31°40'N-99°59'W

SC-3, 14 JUL 2022 to 08 SEP 2022
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°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.
**RNAV (GPS) RWY 30**

**BEEVILLE MUNI (BEA)**

**WAAS**
- CH 53741
- W30A
- APP CRS 307°
- Rwy Idg 4553
- TDZE 262
- Apt Elev 273

**NOTE:**
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Circling Rw 18 and 36 NA at night. Rwy 30 helicopter visibility reduction below 1/2 SM NA.

**AWOS-3**
- 118.675

**HOUSTON CENTER**
- 134.6
- 322.5

**UNICOM**
- 122.8 (CTAF)

**ELEV 273**
- TDZE 262

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

**APP CRS**
2000 - NEYIB

**TPA**
2000 - LNAV only

**RNAV**
- 2.4 NM to RW30

**MIRL**
- 12-30

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

**LPV**
- DA 517-1 255 (300-1)

**LNAV/VNAV**
- DA 540-1 278 (300-1)

**LNAV MDA**
- 1060-1
- 1060-1½
- 1060-2½

**CIRCLING**
- 1060-1
- 1060-1½
- 1060-2½

**GPS 3.00°**
- TCH 43

**For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F).** Circling Rw 18 and 36 NA at night. Rwy 30 helicopter visibility reduction below 1/2 SM NA.
**VOR/DME RWY 12**

**BEEVILLE MUNI (BEA)**

**AWOS-3**

**HOUSTON CENTER**

**UNICOM**

118.675

134.6 322.5

122.8 (CTAF)

**Procedure**

**Turn**

**NA**

**YICKS**

**THX 9**

**AKVIL**

**THX 15**

**2000**

**106°**

**2000**

**106°**

**2.90°**

**TCH 40**

**VGSI** and descent angles not coincident (VGSI Angle 3.00°/TCH 20).

**CATEGORY**

**A**

**B**

**C**

**D**

**S-12**

1000-1

732 (800-1)

732 (800-1¼)

1000-2

732 (800-2)

**NA**

**CIRCLING**

1000-1

727 (800-1)

1020-1¼

747 (800-1¼)

1120-2½

847 (900-2½)

**NA**

**MISSED APPROACH:** Climbing right turn to 2000 via THX VORTAC R-106 to AKVIL/THX VORTAC 15 DME and hold. Continue climb-in-hold to 2000.

**Use Corpus Christi infl altimeter setting. Circling NA to Rwys 18 and 36.**

**SC-3, 14 JUL 2022 to 08 SEP 2022**

**28°22'N-97°48'W**

**BEEVILLE, TEXAS**

**AL-5899 (FAA)**

**22055**

**BEEVILLE, TEXAS**

**Amth 6B  23APR20**
RNAV (GPS) RWY 13
CHASE FLD INDUSTRIAL (TX2)

**Baro-VNAV NA. DME/DME RNP-0.3 NA.**

**BEA AWOS-3**
118.675

**HOUSTON CENTER**
134.6 322.5

**UNICOM**
122.8 (CTAF)

**CHASE FLD INDUSTRIAL (TX2)**

**SC-3, 14 JUL 2022 to 08 SEP 2022**
MISSED APPROACH: Climb to 3000 direct INAHI and hold.
RNAV (GPS) RWY 16
REAGAN COUNTY (E41)

<table>
<thead>
<tr>
<th>APP CRS</th>
<th>Rwy Idg</th>
<th>TDZE</th>
<th>APT Elev</th>
<th>Category</th>
<th>LNAV MDA</th>
<th>CIRCLING</th>
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<td>161°</td>
<td>4032</td>
<td>2706</td>
<td>2706</td>
<td>A</td>
<td>3460-1</td>
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<td>B</td>
<td>3460-1/4</td>
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<td></td>
<td></td>
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<td></td>
<td>C</td>
<td>3460-2/4</td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td>D</td>
<td>NA</td>
<td>NA</td>
</tr>
</tbody>
</table>

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

MISSED APPROACH: Climb to 5000 direct JEKAB and hold.

AWOS-3PT FORT WORTH CENTER CTAF
118.4 126.15 322.55 122.9

Radar Required

TEXON MOA

RNP APCH.

BIG LAKE, TEXAS
AL-6703 (FAA) 20030

RNAV (GPS) RWY 16
REAGAN COUNTY (E41)

31°12' N-101°28' W

Orig-a 30JAN20

RNP APCH.

BIG LAKE, TEXAS
AL-6703 (FAA) 20030

RNAV (GPS) RWY 16
REAGAN COUNTY (E41)

31°12' N-101°28' W

Orig-a 30JAN20
FORT BLISS, TEXAS

VOR or TACAN RWY 22

Use El Paso Intl altimeter setting.
** When ALS inop, increase CAT C 1/2 mile and CAT CDE to 1/4 miles.

MISSED APPROACH: Climbing left turn to 8000 direct
EWM VORTAC and hold; complete climb-in-hold to 8000
(TACAN only aircraft continue on EWM R-079 to PIEKES INT/ EWM 9.8 DME and hold, complete climb-in-hold to 8200).

** Circling CAT DE NA W of Rw 4 - 22.

TACAN only equipped act.
Final approach holding pattern NA.
RADAR vectors required to final approach course.

RADAR required when R-5103 in use.

R5103B

SC-3, 14 JUL 2022 to 08 SEP 2022
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 DA visibility ½ mile, LNAV/VNAV all Cats visibility ½ mile, and LNAV Cat C visibility ½ mile. VDP and Baro-VNAV NA when using Junction altimeter setting.

**MISSED APPROACH:** Climb to 4000 directed CEGOS and on track 228° to BREDY and hold.

Procedure NA for arrivals at LLO VORTAC on V161-568 southbound.
RNAV (GPS) RWY 35
CURTIS FLD (BBD)

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 3/4 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.
**ILS or LOC RWY 13**

**BROWNSVILLE/SOUTH PADRE ISLAND INTL (BRO)**

**ATIS**
128.55

**VALLEY APP CON**
119.5 257.6

**BROWNSVILLE TOWER**
118.9 (CTAF)

**GND CON**
121.9

**UNICOM**
122.95

---

**VDP NA** when using Port Isabel altimeter setting. For inop ALS increase S-LOC 13 Cats C and D visibility to 1 1/2 miles. When local altimeter setting not received, use Port Isabel altimeter setting and increase DA to 307 feet and all MDA 40 feet. S-LOC 13 Cat C and D visibility to RVR 5500, Circling Cat D visibility to 2 1/2 miles. For inop ALS when using Port Isabel altimeter setting increase S-LOC 13 Cats C/D visibility to 1 1/2 miles.

**MALSR**

**MISSED APPROACH:** Climb to 700 then climbing left turn to 2000 direct HRL VOR/DME and hold.

---

**ELEV 22**

**TDZE 19**

---

**LOCALIZER 110.3**

**DEPOO**

**I-BRO 7.3**

---

**LOCALIZER 110.3**

**DEPOO**

**I-BRO 7.3**

---

**CATEGORY**

<table>
<thead>
<tr>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>S-ILS 13</td>
<td>269/24</td>
<td>250 (300-1/2)</td>
<td></td>
</tr>
<tr>
<td>S-LOC 13</td>
<td>480/24 461 (500-1/2)</td>
<td>480/50 461 (500-1)</td>
<td></td>
</tr>
</tbody>
</table>

---

**CIRCLING**

| 480-1 458 (500-1) | 540-1 518 (600-1) | 540-1 518 (600-1/2) | 680-2 658 (700-2) |

---

**KNOTS**

- 60
- 90
- 120
- 150
- 180

**MIN/SEC**

- 2:24
- 2:00
- 3:00
- 4:00
- 6:00
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). DME/DME RNP-0.3 NA. 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 MALSR, increase LNAV Cat C/D visibility to 1 ½ mile. ** RVR 1800 authorized with use of FD or AP or HUD to DA, NA when using Port Isabel altimeter setting.

** MISSED APPROACH: Climb to 500 then climbing left turn to 2000 direct FIRTA and hold.
RNAV (GPS) RWY 18

BROWNSVILLE/SOUTH PADRE ISLAND INTL (BRO)

ATIS 128.55
VALLEY APP CON 119.5 257.6
BROWNSVILLE TOWER 118.9 (CTAF) 239.3
GND CON 121.9
UNICOM 122.95

Radar required.

MISSED APPROACH: Climb to 500 then climbing left turn to 1900 direct RELAX and hold.

Rwy 18 helicopter visibility reduction below 3/4 SM NA. When local altimeter not received, use Port Isabel altimeter setting and increase all MDA 40 feet; increase LNAV Cats C and D visibility 1/2 mile and Circling Cat D 1/2 mile.

Procedure NA for arrivals at RELAX on V163 northbound.

Category

LP MDA 360-1 340 (400-1)
LNAV MDA 380-1 360 (400-1)
CIRCLING 440-1 540-1 540-1 680-2

Apt Elev 22
TDZE 20
NDB 20

RNAV (GPS) RWY 31
BROWNSVILLE/SOUTH PADRE ISLAND INTL (BRO)

MISSED APPROACH: Climb to 2000 direct FIRTA and hold.

- Ringing Rwy 18 NA at night. Rwy 31 helicopter visibility reduction below ½ 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).

- Rwy 31 NA at night. Rwy 31 helicopter visibility reduction below ½ 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).

- Rwy 31 NA at night. Rwy 31 helicopter visibility reduction below ½ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 2°C or above 54°C.
Disregard Glide Slope Indications.

Missed Approach: Climb to 1900 on I-BRO localizer NW course (312°) to DEPOO LOM/ I-BRO 7.3 DME and hold.

Helicopter visibility reduction below 1/4 SM NA. When local altimeter setting not received, use Port Isabel altimeter setting and increase all MDA 40 ft; increase Circling Cat D visibility 1/4 mile. Circling to Rwy 18 NA at night. ADF or DME required.

VDP NA when using Port Isabel altimeter setting.

Back Course:

ELEV 22 TDZE 20

FAF to MAP 4.4 NM

Knots 60 90 120 150 180
Min/Sec 4:24 2:56 2:12 1:46 1:28

Category

<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>S-31</td>
<td>480-1</td>
<td>460 (500-1)</td>
<td>480-1</td>
<td>460 (500-1)</td>
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<tr>
<td>CIRCLING</td>
<td>458 (500-1)</td>
<td>518 (600-1)</td>
<td>518 (600-1/4)</td>
<td>658 (700-2)</td>
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</table>

BROWNSVILLE, TEXAS

Orig 15SEP16

BROWNSVILLE/SOUTH PADRE ISLAND INTL (BRO)

LOC BC RWY 31
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 17
BROWNWOOD RGNL (BWD)

**Amdt 1C 14 Jul 2022 to 08 Sep 2022**

**PEQIS**

- Category A
- LPV DA: 1637-3/4
- LNAV MDA: 1800-3/4
- CIRCLING: 1840-1

**MALS**

- Missed Approach: Climb to 4000 direct PEQIS and hold.

**AWOS-3**

- 118.325

**Fort Worth Center**

- 127.45 290.3

**CIRCLING**

- 4000 direct PEQIS and hold.

**MISSED APPROACH**

- Climb to 4000 direct PEQIS and hold.

**Rwy 17 helicopter visibility reduction below 3/4 SM NA.**
RNP APCH.

- **Rwy 35 helicopter visibility reduction below 3/4 SM NA.**

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

### Table: AWOS-3, FORT WORTH CENTER, UNICOM

<table>
<thead>
<tr>
<th>AWOS-3</th>
<th>FORT WORTH CENTER</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>118.325</td>
<td>127.45 290.3</td>
<td>122.8 (CTAF)</td>
</tr>
</tbody>
</table>

### Diagram Details

- **ELEV 1387**
- **TDZE 1386**
- **MUSRE**
- **FICCU**
- **IWAHU**
- **OKUTY**
- **PEQIS**
- **RW35**

**SC-3, 14 JUL 2022 to 08 SEP 2022**

- **Rwy 35 helicopter visibility reduction below 3/4 SM NA.**

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

### Diagram Details

- **ELEV 1387**
- **TDZE 1386**
- **MUSRE**
- **FICCU**
- **IWAHU**
- **OKUTY**
- **PEQIS**
- **RW35**

**SC-3, 14 JUL 2022 to 08 SEP 2022**
Rwy 17 helicopter visibility reduction below ¾ SM NA. Inop table does not apply.

AWOS-3

FORT WORTH CENTER

UNICOM

FAF to MAP 3.7 NM

Remain within 10 NM

MISSED APPROACH: Climbing left turn to 3600 direct BWD VOR/DME and hold.
**DME required.**

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

**MISSED APPROACH:** Climb to 3600 direct BWD VOR/DME and hold.

**AWOS-3** | **FORT WORTH CENTER** | **UNICOM**
--- | --- | ---
118.325 | 127.45 290.3 | 122.8 (CTAF)
**RNAV (GPS) RWY 1**

**BURNET MUNI KATE CRADDYK FLD (BMQ)**

**APP CRS**

- **009°**

**Rwy Idg**

- 5001

**TDZE**

- 1270

**Apt Elev**

- 1284

---

**ASOS**

- 119.925

**HOUSTON CENTER**

- 132.35

- 317.5

**UNICOM**

- 122.8 (CTAF)

---

**RNP APCH.**

- **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.

**MISSED APPROACH:** Climb to 3500 direct DLORA and hold.

---

**Procedure NA for arrivals at AMUSE on V565 southeast bound and V163 southbound.**

---

**CATEGORY**

<table>
<thead>
<tr>
<th></th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<tbody>
<tr>
<td>LNAV MDA</td>
<td>1660-1 1/4</td>
<td>390 (400-1 1/4)</td>
<td>1 NM</td>
<td>2 NM</td>
</tr>
</tbody>
</table>

---

**BURNET, TEXAS**

Orig E 16 JUL 20

---

**AL-5772 (FAA)**

---

**30°44'N-98°14'W**
Boro-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.

**MISSED APPROACH:** Climb to 3000 direct ADDIL and hold.

**AWOS-3** 119.625  
**COT ASOS** 118.325  
**HOUSTON CENTER** 127.8 307.2  
**UNICOM** 122.8 (CTAF)

**CARRIZO SPRINGS, TEXAS**  
**DIMMIT COUNTY (CZT)**  
**RNAV (GPS) RWY 13**  
**AL-6272 (FAA)**

**WAAS**  
**CARRIZO SPRINGS, TEXAS**  
**DIMMIT COUNTY (CZT)**  
**RNAV (GPS) RWY 13**  
**AL-6272 (FAA)**

**Category**  
**LPV**  
**DA**  
**LNAV/VNAV**  
**DA**  
**LNAV**  
**MDA**  
**CIRCLING**

**UNICOM**  
**HOUSTON CENTER**  
**COT ASOS**  
**AWOS-3**
RNAV (GPS) RWY 31
DIMMIT COUNTY (CZT)

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.

MISSED APPROACH: Climb to 3000 direct WEGID and hold.

Procedure NA for arrivals at COT VORTAC on V17 northbound.

**AWOS-3**
119.625

**COT ASOS**
118.325

**HOUSTON CENTER**
127.8 307.2

**UNICOM**
122.8 (CTAF)

<table>
<thead>
<tr>
<th>ELEV</th>
<th>TDZE</th>
</tr>
</thead>
<tbody>
<tr>
<td>598</td>
<td>589</td>
</tr>
</tbody>
</table>

### Holding Pattern

- **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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</thead>
<tbody>
<tr>
<td>LPV DA</td>
<td>307°</td>
<td>2200</td>
<td>307°</td>
<td>307°</td>
</tr>
<tr>
<td>LNAV/ VNAV DA</td>
<td>307°</td>
<td>2200</td>
<td>307°</td>
<td>307°</td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>1040-1</td>
<td>451 (500-1)</td>
<td>1040-1</td>
<td>451 (500-1)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1160-1</td>
<td>642 (700-1)</td>
<td>1500-234</td>
<td>902 (1000-234)</td>
</tr>
</tbody>
</table>

CARRIZO SPRINGS, TEXAS
Amdt 1A 13NOV14

28°31'N-99°49'W
RNAV (GPS) RWY 16
CASTROVILLE MUNI (CVB)

MISSED APPROACH: Climb to 3000 direct SHEOL and hold.

Procedure NA for arrivals on CSI VORTAC airway radials 105 CW 138.
**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 ½ mile. Helicopter visibility reduction below ½ SM NA. Night landing: Rwy 16 NA.

**AWOS-3**

119.25

**HDO ASOS**

119.675

**SAN ANTONIO APP CON**

118.05  353.5

**UNICOM**

122.8 (CTAF)

Procedure NA for arrivals at SOMER on V17 northbound.
Rwy 15 helicopter visibility reduction below 2/3 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.
**RNAV (GPS) RWY 33**

**COLEMAN MUNI (COM)**

- **AWOS-3PT**: 119.1
- **ELEV**: 1697
- **TDZE**: 1689
- **UNICOM**: 122.8 (CTAF)
- **COLEMAN, TEXAS**: AL-881 (FAA) 21168

**RNP APCH.**

- **LNAV only.**

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

**CATEGORY**

<table>
<thead>
<tr>
<th></th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>LPV</strong></td>
<td>DA</td>
<td>1939-3/4</td>
<td>250 (300-3/4)</td>
<td>NA</td>
</tr>
<tr>
<td><strong>LNAV/VNAV</strong></td>
<td>DA</td>
<td>1939-3/4</td>
<td>250 (300-3/4)</td>
<td>NA</td>
</tr>
<tr>
<td><strong>LNAV MDA</strong></td>
<td>2040-1</td>
<td>351 (400-1)</td>
<td>NA</td>
<td></td>
</tr>
</tbody>
</table>

**CIRCLING**

- **2300-1**: 603 (700-1)
- **2460-1**: 763 (800-1)
- **2460-2/4**: 763 (800-2/4)

---

**SC-3, 14 JUL 2022 to 08 SEP 2022**
RNAV (GPS) RWY 17
COMANCHE COUNTY-CITY (MKN)

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

**AWOS-3**
118.575

**FORT WORTH CENTER**
127.15 314.05

**UNICOM**
123.075 (CTAF)

**Category B/C/D**

- **LPV DA:** 1637-1 250 (300-1)
- **LNAV/VNAV DA:** 1686-1 299 (300-1)
- **LNAV MDA:** 1760-1 373 (400-1)
- **CIRCLING:** 2100-1 713 (800-1)

**Uncompensated Baro-VNAV Systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F).**

**Baro-VNAV and VDP NA when using Brownwood Altimeter Setting.**

- Increase all DA 46 feet and all MDA 60 feet.
- Increase LNAV/VNAV 100 feet.

**Night Landing:**
- Rwys 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 ½ mile. Baro-VNAV and VDP NA when using Brownwood Altimeter Setting. For uncompensated Baro-VNAV Systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F).

**Circling:**
- 4000 LNAV only.
- VGSI and RNAV glidespath not coincident (VGSI Angle 4.00/TCH 33).

**Holding Pattern:**
- 3.0 NM to CIRAR (NP/PT)
- 083° to 263°

**Comanche, Texas**
Amnd 1A 23JUN16

**31°55’N-98°36’W**

**Comanche County-City (MKN)**

**RNAV (GPS) RWY 17**

**Category B/C/D**

- **LPV DA:** 1637-1 250 (300-1)
- **LNAV/VNAV DA:** 1686-1 299 (300-1)
- **LNAV MDA:** 1760-1 373 (400-1)
- **CIRCLING:** 2100-1 713 (800-1)

**Uncompensated Baro-VNAV Systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F).**

**Baro-VNAV and VDP NA when using Brownwood Altimeter Setting.**

- Increase all DA 46 feet and all MDA 60 feet.
- Increase LNAV/VNAV 100 feet.

**Night Landing:**
- Rwys 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 ½ mile. Baro-VNAV and VDP NA when using Brownwood Altimeter Setting. For uncompensated Baro-VNAV Systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F).

**Circling:**
- 4000 LNAV only.
- VGSI and RNAV glidespath not coincident (VGSI Angle 4.00/TCH 33).

**Holding Pattern:**
- 3.0 NM to CIRAR (NP/PT)
- 083° to 263°
RNAV (GPS) RWY 35

COMANCHE COUNTY-CITY (MKN)

**Rwy 35 helicopter visibility reduction below 1 SM NA.**
Rwy 35 Straight-In and Circling minimums NA at night. When local altimeter setting not received, use Brownwood altimeter setting and increase all MDA 60 feet.

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

**AWOS-3**
118.575

**FORT WORTH CENTER**
127.15 314.05

**UNICOM**
123.075 (CTAF)

**CATEGORY**

<table>
<thead>
<tr>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LP MDA</td>
<td>1840-1</td>
<td>456 (500-1)</td>
<td>NA</td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>1840-1</td>
<td>456 (500-1)</td>
<td>NA</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>2100-1</td>
<td>713 (800-1)</td>
<td>NA</td>
</tr>
</tbody>
</table>

**COMANCHE COUNTY-CITY (MKN)**

**RNAV (GPS) RWY 35**

**COMANCHE, TEXAS**

**Orig-B 07OCT21**

31°55'N-98°36'W

**AL-10216 (FAA)**
**ILS or LOC RWY 13**

**CORPUS CHRISTI INTL (CRP)**

**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

---

**ELEV** 46

**TDZE** 46

---

**114.5 AU**

**Chan 102**

---

**R-114**

**SOLON INT CRP (28)**

---

**LOCALIZER 110.3**

**I-CRP 12.4**

**Chan 102**

---

**HALVU**

**I-CRP 1.9**

**Chan 40**

---

**Cuddihy Field**

**NOLF**

---

**CABANISS FIELD**

**SC-3, 14 JUL 2022 to 08 SEP 2022**

---

**CORPUS CHRISTI, TEXAS**

AL-5032 (FAA)

20086

---

**CORPUS CHRISTI, TEXAS**

Amdt 28 26 MAY 16

---

**ILS**

**LOC**

**CRP**

**MISSED APPROACH:** Climb to 500 then climbing right turn to 2000 on heading 132° and CRP VORTAC, R-169 to SOLON INT/CRP VORTAC 28 DME and hold.

---

**HIROL Rwy 13-31 and 18-36**

**FAF to MAP 4.7 NNM**

---

**Knots**

60 90 120 150 180

**Min:Sec**

4:42 3:08 2:21 1:53 1:34

---

**CATEGORY**

**A**

**B**

**C**

**D**

**E**

---

**S-ILS 13#**

**246/24 200 (200-½)**

---

**S-LOC 13**

**400/24 354 (400-½)**

**400/30 354 (400-½)**

---

**CIRCLING**

**500-1 580-1**

**534 (600-1)**

**774 (800-2½)**

**774 (800-2¼)**

---

**CORPORUS CHRISTI, TEXAS**

**ILS or LOC RWY 13**
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 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 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.

AUTHORIZATION REQUIRED
**RNAV (RNP) Z RWY 31**

**CORPORUS CHRISTI INTL (CRP)**

**ATIS**

**CORPORUS APP CON**

**CORPORUS TOWER**

**GND CON**

**CLNC DEL**

**MISSING APPROACH:** Climb to 2000 on track 312° to ATIS and hold.

**Procedure NA for arrivals on CRP VORTAC airway radials 169 CW 184.**

**AUTHORIZATION REQUIRED**
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.

<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 348725</td>
<td>119.4 257.8</td>
<td>121.9 269.15</td>
<td>118.55</td>
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</tbody>
</table>

Proceedure 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>
20086

AL-5032 (FAA)

CORPUS CHRISTI, TEXAS

7510
TDZE
43
Apt Elev
46
Rwy Idg

APP CRS

312°

RNAV (GPS) X RWY 31
CORPUS CHRISTI INTL (CRP)

T DME/DME RNP-0.3 NA.
3
A For inop MALSR, increase LNAV Cat E visibility to 18 mile.

MALSR
MISSED APPROACH: Climb to 2000 direct ATHIS and hold.

A5

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

SKIDS

MISSED APCH FIX

Procedure NA for arrivals at SKIDS
on V163 northwest bound.

11
0° ATHIS

0
200
°
163
2)
27.
(

00
20 1°
14 .
8)
42
(

29
0°
6 NM

470

562

423

358

Procedure NA for arrivals
at WORRY on V13-V407
northeast bound.

WORRY

508

1050
RW31

234

250
PINRR
3.4 NM to
RW31
Corpus Christi

(Pvt)

Naval Air Station/

SC-3, 14 JUL 2022 to 08 SEP 2022

Cuddihy
Field

(FAF)
Cabaniss

Truax Field

JUSTO

Field
NOLF

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Waldron
Field
NOLF

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9)

46

8
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A5
A5

ATHIS

P

2000

P

(VGSI Angle 3.00/TCH 50).
6080 X 150

0
1
5
7
X

PINRR
3.4 NM to
RW31

0
5
1

3
1
2
°

1.3 NM to
RW31

3.35°

1700

TCH 50

RW31

1300

P

6
3

TWR
184
7.2 NM

CATEGORY

LNAV

MDA

C CIRCLING

A
1
5002

500-1

B

457 (500-12 )

580-1

2.1 NM

1.7 NM

C

1.3 NM

7
5008

820-214
1
4

454 (500-1) 534 (600-1) 774 (800-2

A5

A5

1
3

E

D

457 (500-78 )

820-212
1
2

)774 (800-2

312° to
RW31

820-234
3
4

)774 (800-2

CORPUS CHRISTI, TEXAS
Orig 26MAY16

43

TDZE

D

(IAF)
SOLON

JUSTO

312°

N

2200

ELEV

VGSI and descent angles not coincident
ZULEX

132°

2000

M

°
2
1
3

6 NM

SA

M

6 NM

ZULEX

Holding Pattern

FAPMA

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2
3
1

(IF/IAF)

Procedure NA for arrivals at SOLON
on V13-20-163 southbound.

(IAF)

T
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0N
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0
2
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0
5
2
)
1
1
(

1051

) HIRL Rwys 13-31 and 18-36

CORPUS CHRISTI INTL (CRP)
27°46'N-97°30'W

101

RNAV (GPS) X RWY 31

SC-3, 14 JUL 2022 to 08 SEP 2022

1048


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. **RVR 1800 authorized with use of FD or AP or HUD to DA.

**RVR**

MALSR

MISS approach: Climb to 500 then climbing right turn to 2000 direct SOLON and hold.

ATIS 126.8  CORPUS APP CON 120.9 348.725  CORPUS TOWER 199.4 257.8  GND CON 121.9 269.15  CLNC DEL 118.55

Procedure NA for arrivals at SKIDS on V163 northwest bound.
RNAV (GPS) Y RWY 31
CORPUS CHRISTI INTL (CRP)

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

Procedure NA for arrivals at WORRY on V13-047 northeast bound.

Procedure NA for arrivals at SKIDS on V163 northwest bound.

Procedure NA for arrivals at SOLEX on V13-20-163 southbound.

Procedure NA when Cabaniss Field traffic patterns active. DME/DME RNP-0.3 NA.
Procedure NA for uncompensated Baro-VNAV systems. LNAV/VNAV NA below -1°C (31°F) or above 54°C (130°F). For inop MALSE, increase LPV Cat E visibility to ½ mile, LNAV/VNAV all Cats visibility to 1 mile, and LNAV Cat E visibility to 1½ mile.

For inop MALSE, increase LPV Cat E visibility to 1 mile, LNAV/VNAV all Cats visibility to 1 mile, and LNAV Cat E visibility to 1½ mile.

For inop MALSE, increase LPV Cat E visibility to ½ mile, LNAV/VNAV all Cats visibility to 1 mile, and LNAV Cat E visibility to 1½ mile.

For inop MALSE, increase LPV Cat E visibility to ½ mile, LNAV/VNAV all Cats visibility to 1 mile, and LNAV Cat E visibility to 1½ mile.

Category

LNAV only.

Procedure NA when Cabaniss Field traffic patterns active. DME/DME RNP-0.3 NA.
Procedure NA for uncompensated Baro-VNAV systems. LNAV/VNAV NA below -1°C (31°F) or above 54°C (130°F). For inop MALSE, increase LPV Cat E visibility to ½ mile, LNAV/VNAV all Cats visibility to 1 mile, and LNAV Cat E visibility to 1½ mile.

For inop MALSE, increase LPV Cat E visibility to ½ mile, LNAV/VNAV all Cats visibility to 1 mile, and LNAV Cat E visibility to 1½ mile.

For inop MALSE, increase LPV Cat E visibility to ½ mile, LNAV/VNAV all Cats visibility to 1 mile, and LNAV Cat E visibility to 1½ mile.

For inop MALSE, increase LPV Cat E visibility to ½ mile, LNAV/VNAV all Cats visibility to 1 mile, and LNAV Cat E visibility to 1½ mile.
RNAV (GPS) Y RWY 36
CORPUS CHRISTI INTL (CRP)

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 Cat visibility to RVR 45000 and LNAV Cat E visibility to RVR 6000.

# RVR 1800 authorized with use of FD or AP or HUD to DA.

**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 APCH FIX**
- ATHIS
- 4 NM

**RNAV (GPS) Y RWY 36**

**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 2000 dired FEKEL and on track 304° to ATHIS and hold.

Procedure NA for arrivals at CRP VORTAC on V70-407 northbound.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
ILS Z or LOC/DME RWY 13R

LOC 111.3 APCH CRS 132* Rwy Ldg 8002 TDZE 13 Arpt Elev 19

ATIS* 127.9 290.9 APP CON 128.675 343.75 NAVY CORPUS TOWER* 134.85 340.2 GND CON 118.7 257.85 CLINC DEL 314.3 ASR/PAR

DME Required.

*When ALS inop, increase vis to 1 mile.
**When ALS inop, increase CAT AB vis to 1 mile, CAT CD to 1 1/2 miles.

SALSF

MISSED APPROACH: Climb to 500 hdg 132*, then climbing left turn to 1600 and intercept NGP TACAN R-111 to HAULS and hold.

ATIS* CORPUS CHRISTI 111.5 CRP = 102

CAUTION: Short intermediate (4.3 NM), recommend early configuration.

When local altimeter setting not received, use Corpus Christi altimeter setting.

EMERG SAFE ALT 100 NM 11,100

CRP VORTAC 2000
TYLLR NGP 1600
TILLYR NGP 1600
GEMIO NGP 1600

CATEGORY A B C D
S-ILS 13R 213 200 (200-3/4)
S-LOC/DME 13R* 380 367 (400-3/4)
C CIRCLING 461 (500-1)

S-ILS 13R 245 232 (300-3/4)
S-LOC/DME 13R** 407 (500-3/4)
C CIRCLING 501 (600-1)

CORPUS CHRISTI ALTIMETER SETTING

CORPUS CHRISTI NAS (TRUAH FLK) (KNGP)
Amdt 1 16JUL20

27*42'N-97*17'W
**ILS Y or RNAV (GPS) RWY 13R**

**LOC** I-NGP
**APCH CRS** 111.3
**Rwy Ldg** 8002
**TDZE** 13
**Arpl Elev** 19

**AL-98 [USN]**
**CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)**

---

**RNP APCH - DME/DME RNP 0.3 NA for RNAV1 - GPS for ILS.**

*When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1 1/2 miles. When local alimeter setting not received, use Corpus Christi alimeter setting.*

**ATIS**
**CORPUS CHRISTI APP CON** 127.9 290.9
**NAVY CORPUS TOWER** 128.675 343.75
**GND CON** 134.85 340.2
**CLNC DEL** 118.7 257.85
**ASR/ PAR** 314.3

---

**DME/DME RNP-0 3 NA**

**IAF** CORPUS CHRISTI
111.3 CRP
Chan. 102

**CISAN** 1600

**Localizer 111.3 I-NGP**

---

**EMERG SAFE ALT 100 NM 11,100**

**GS 3.00°**

---

**CATEGORY**
**A** 213-3/4 200 (200-3/4)
**B** **C**
**D**

**S-ILS 13R**

**LNAV MDA**

**CIRCLING**

---

**CORPUS CHRISTI ALTIMETER SETTING**

**S-ILS 13R**

**LNAV MDA**

**CIRCLING**

---

**CORPUS CHRISTI, TEXAS**

27°42’N-97°17’W

Amdt 1 16JUL20

---

**ILS Y or RNAV (GPS) RWY 13R**
When local altimeter setting not received, use Corpus Christi altimeter setting.

Northbound arrivals on V70-4D7 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

CATEGORY    A    B    C    D
LNAV/VNAV DA  268-3/4  251  (300-3/4)
LNAV MDA    420-1  403 (500-1)  420-1 5/8  403 (500-1/4)
C CIRCLING  480-1  461 (500-1)  540-15/8  521 (600-1/4)  620-2  601 (700-2)
CORPUS CHRISTI Altimeter Setting
LNAV MDA    440-1  423 (500-1)  440-1 5/8  423 (500-1/4)
C CIRCLING  500-1  520-1 (500-1)  580-15/8  561 (600-1)  660-2  641 (700-2)
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 Glides path-to-Wheel Height (25') for Height Group 4 aircraft.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 54°C (129°F).

Missed Approach: Climb to 600, then climbing left turn to 2000 direct TYSON and hold.

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

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 IACAN users.

MISSED APPROACH: Climb to 600, then climbing right turn to 2000 direct UBOAT and hold.

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

VDP NA when using Corpus 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/VNAV DA</td>
<td>412-1</td>
<td>393</td>
<td>(400-1)</td>
<td>(400-1)</td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>420-1</td>
<td>401 (500-1)</td>
<td>420-1</td>
<td>401 (500-1)</td>
</tr>
<tr>
<td>C CIRCLING</td>
<td>480-1</td>
<td>461 (500-1)</td>
<td>540-1</td>
<td>620-2</td>
</tr>
<tr>
<td>C CIRCLING</td>
<td>1600</td>
<td>481 (500-1)</td>
<td>520-1</td>
<td>660-2</td>
</tr>
</tbody>
</table>

CORPUS CHRISTI ALTIMETER SETTING

| LNAV MDA  | 460-1   | 441 (500-1) | 460-1  | 441 (500-1) |
| C CIRCLING | 500-1 | 501 (600-1) | 580-1  | 641 (700-2) |

CORPUS CHRISTI, TEXAS 27°42'N-97°17'W  

SC-3, 14 JUL 2022 to 08 SEP 2022
SC-3, 14 JUL 2022 to 08 SEP 2022

CORPORUS CHRISTI, TEXAS
APCH CRS
Rwy Idg 5002
TDZE 19
Arpl Elev 19

AL-98 [USN]
CORPORUS CHRISTI NAS (TRUAX FLD) (KNGP)

RNP APCH - DME/DME RNP-0.3 NA.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15º C (5º F) or above 54º C (129º F).

MISSED APPROACH: Climb to 600, then climbing right turn to 2000 direct FOLEM and hold.

ATIS 127.9 290.9
CORPORUS 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

When local altimeter setting not received, use Corpus Christi altimeter setting.

Baro-VNAV NA when local altimeter not available.

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 FOLEM

VDP NA when using Corpus Christi altimeter setting.

1.1 NM to RW36

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

27°42’N-97°17’W

CORPORUS CHRISTI NAS (TRUAX FLD) (KNGP)

Amdt 1 16JUL20

116
EMERG SAFE ALT 100 NM 11,100

† VDP NA when using Corpus Christi altimeter setting

CORPORUS CHRISTI, TEXAS
117
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.

EMERG SAFE ALT 100 NM 11,100

VOR/DME or TACAN Y RWY 31L

CORPUS CHRISTI, TEXAS

VOR/DMF or TACAN Y RWY 31L

CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)

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

SC-3, 14 JUL 2022 to 08 SEP 2022

118
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**

|  |

---

**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.

---

**EMERG SAFE ALT 100 NM 11,100**

---

**CATEGORY**

<table>
<thead>
<tr>
<th>A</th>
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<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>S-36</td>
<td>420-1</td>
<td>401 (500-1)</td>
<td>420-1½ 401 (500-1½)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>480-1</td>
<td>461 (500-1)</td>
<td>540-1½ 521 (600-1½) 620-2 601 (700-2)</td>
</tr>
</tbody>
</table>

**CORPUS CHRISTI ALTIMETER SETTING**

| S-36 | 460-1 | 441 (500-1) | 460-1½ 441 (500-1½) |
| CIRCLING | 500-1 | 520-1 | 580-1½ 660-2 |

**CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)**

Amdt 1 16JUL20

---

**TACAN RWY 36**

---

**CORPUS CHRISTI, TEXAS**

---

**27°42'N-97°17'W**

---

**TACAN RWY 36**

---

**CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)**

---

**EMERG SAFE ALT 100 NM 11,100**
When local alimeter setting not received, use Corpus Christi alimeter 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 VORTAC NA for TACAN users.

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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.
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.

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.

**Missed Approach**: Climb to 1600 direct NGP TACAN and turn right to intercept R-041 to RYNOL and hold.

**Corpus 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>S-31L</td>
<td>420-1</td>
<td>402 (500-1)</td>
<td>420-1 ¼</td>
<td>402 (500-1 ¼)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>480-1</td>
<td>461 (500-1)</td>
<td>540-1 ½</td>
<td>620-2</td>
</tr>
</tbody>
</table>

**Corpus Christi NAS (TRUAX FLD)** (KNGP)
RNAV (GPS) RWY 13
COTULLA-LA SALLE COUNTY (COT)

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.

ASOS
118.325

HOUSTON CENTER
134.6 322.5

UNICOM
122.7 [CTAF]

COTULLA, TEXAS
Amdt 2A 28MAY15

WAAS
CH 61236
W13A

APP CRS
129°

Rwy Ldg
TDZE
Apt Elev
6005
474
474

129° to RW13

1.6 NM to RW13

526

505 X 73

4 NM

30 NM to CISKU (No PT)

CISKU

4 NM Holding Pattern

CISKU

BUYAT

AKEES

2600

2100

*0.9 NM to RW13

0.7

0.9

724-1

724-1

800-1

920-1

940-1

1120-1

446 (500-1)

466 (500-1)

646 (700-1)
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 CISKU 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>

Amdt 2 18SEP14
LOC I-DRT  
111.9

APP CRS  
132°

Rwy Idg  
6000

TDZE  
1002

Apt Elev  
1002

\( \Delta \text{NA} \) Circling NA for Cpt D SW of Rwy 13-31. When local altitude setting not received, use Laughlin AFB altitude setting and increase all DAs 30 feet, all MDAs 40 feet, increase S-LOC 13 Cpt D and Circling Cpts C and D visibility ½ SM. VDP NA when using Laughlin AFB altitude setting.

MALS  
\( \Delta \) -\( \Delta \)

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.

ASOS  
118.525

DEL RIO APP CON  
119.6 259.1

CLNC DEL  
120.5

UNICOM  
122.8 (CTAF)

RADAR REQUIRED

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)  
1420-3/4 418 (500-3/4)

CIRCLING  
1440-1  
1560-1  
1740-2  
1740-2/4

GS 3.00°  
TCH 48

132°  
312°

2700

2673

3200

3.7 NM

1036° ±  
1012° ±

4000

266° (12.6)

1212

1051

1783

1391

I-DRT  
6

LOM/IAF  
KOTTI

KOTTI LOM  
I-DRT  
56

LAUGHLIN AFB  
114.4 DLF

LAUGHLIN

Chan 91

ILS or LOC RWY 13

DEL RIO INTL (DRT)

29°22'N-100°56'W

DEL RIO, TEXAS

Orig-B 20MAY21
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).

MISSED APPROACH: Climb to 4000 direct AREXE and on 069° track to DLF VORTAC and hold, continue climb-in-hold to 4000.

Asos: 118.525  Del Rio App Con: 119.6  259.1  Clinc Del: 120.5  Unicom: 122.6 (CTAF)

Altitude: 1002  2356  3500  4000  4000  4000  6000  6000  6000 X 100

70° to 069°

DEL RIO, TEXAS
Amrd 2B 20MAY21
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.

ASOS

118.525

DEL RIO APP CON

* 119.6 259.1

CLNC DEL

120.5

UNICOM

122.8 (CTAF)
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
HOUSTON CENTER 134.95 269.4
CTAF 122.9

ADLIW
CIKEB

Visual Segment - Obstacles.

CATEGORY | A | B | C | D
LNAV MDA | 1140-1 | 438 (500-1) | NA
CIRCLING | 1380-1 | 678 (700-1) | NA
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.

**CTAF**

- **CVB AWOS-3**: 119.25
- **HOUSTON CENTER**: 134.95 269.4
- **CTAF**: 122.9
RNAV (GPS) RWY 13
MAVERICK COUNTY MEML INTL (5T9)

AWOS-3 119.175
KDLP ATIS* 114.4
DEL RIO APP CON* 127.75 326.2
UNICOM 122.8 (CTAF)

Final approach course offset 16.61°.

Procedure NA for arrival on SAT VORTAC airway radials 160 CW 331.

MISSED APPROACH: Climb to 1600 then climbing left turn to 4000 direct COKAD and hold.

AWOS-3 119.175
KDLP ATIS* 114.4
DEL RIO APP CON* 127.75 326.2
UNICOM 122.8 (CTAF)

Final approach course offset 16.61°.

Procedure NA for arrival on SAT VORTAC airway radials 160 CW 331.

MISSED APPROACH: Climb to 1600 then climbing left turn to 4000 direct COKAD and hold.

AWOS-3 119.175
KDLP ATIS* 114.4
DEL RIO APP CON* 127.75 326.2
UNICOM 122.8 (CTAF)

Final approach course offset 16.61°.

Procedure NA for arrival on SAT VORTAC airway radials 160 CW 331.

MISSED APPROACH: Climb to 1600 then climbing left turn to 4000 direct COKAD and hold.

AWOS-3 119.175
KDLP ATIS* 114.4
DEL RIO APP CON* 127.75 326.2
UNICOM 122.8 (CTAF)

Final approach course offset 16.61°.

Procedure NA for arrival on SAT VORTAC airway radials 160 CW 331.

MISSED APPROACH: Climb to 1600 then climbing left turn to 4000 direct COKAD and hold.
RNAV (GPS) RWY 31
MAVERICK COUNTY MEML 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.

**RNAV (GPS) RWY 31**
MAVERICK COUNTY MEML INTL (5T9)

AWOS-3
119.175

KDLF ATIS *
114.4

DEL RIO APP CON *
127.75 326.2

UNICOM
122.8 (CTAF )

Procedure NA for arrivals at SAT VORTAC on airway radials 190 CW 285.

**RNAV (GPS) RWY 31**
MAVERICK COUNTY MEML INTL (5T9)

AWOS-3
119.175

KDLF ATIS *
114.4

DEL RIO APP CON *
127.75 326.2

UNICOM
122.8 (CTAF )

Procedure NA for arrivals at SAT VORTAC on airway radials 190 CW 285.
RNAV (GPS) RWY 14
SOUTH TEXAS INTL AT EDDINBURG (EBG)

Rwy 14 helicopter visibility reduction below 3/4 SM NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (120°F).

**MISSED APPROACH:** Climb to 1900 direct TELYO and hold.

**EDINBURG, TEXAS**
Orig-A 22APR21

<table>
<thead>
<tr>
<th>WAAS CH</th>
<th>APP CRS</th>
<th>Rwy Idg</th>
<th>TDZE</th>
<th>Apt Elev</th>
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<tbody>
<tr>
<td>AWOS-3</td>
<td>118.025</td>
<td>121.0</td>
<td>377.2</td>
<td>122.8 (CTAF)</td>
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</table>

**Procedure for arrivals at JIMIE via V20 northeast bound, and arrivals at FATOR via V17 southeast bound.**
RNAV (GPS) RWY 32
SOUTH TEXAS INTL AT EDINBURG (EBG)

Rwy 32 helicopter visibility reduction below $\frac{3}{4}$ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (120°F).

**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.

**AWOS-3**
118.025

**CORPUS APP CON**
121.0 377.2

**UNICOM**
122.8 (CTAF)

**EDINBURG, TEXAS**
Orig A 22APR21

**AL-10218 (FAA)**

**RNAV (GPS) RWY 32**
SOUTH TEXAS INTL AT EDINBURG (EBG)

**WAAS CH**
70701

**W32A**

**APP CRS**
318°

**RWY IDG**
5000

**TDZE**
73

**APT ELEV**
75

**LNAV**

**MDA**
660-1 587 (600-1) 660-1 587 (600-1)

**CIRCLING**
660-1 585 (600-1) 620-1 545 (600-1) 760-2 685 (700-2) 760-2 685 (700-2/4)

**CATEGORY**
A 323-3/4 250 (300-3/4)
B
C 361-1 288 (300-1)
D

**LPV DA**

**LNAV/VNAV DA**

**MIRL RWY 14-32**

**REIL RWY 14**

**EDINBURG, TEXAS**

**26°27’N-98°07’W**

**TDZE**
73

**ELEV**
75

**SC-3, 14 JUL 2022 to 08 SEP 2022**
**RNAV (RNP) X RWY 8R**

**EL PASO INTL (ELP)**

**CATEGORY A**
- RNP 0.20 DA: 4193-¾, 253 (300-¾)
- RNP 0.30 DA: 4234-⅞, 294 (300-¾)

**MISSED APPROACH:** Climb to 4400 then climbing right turn to 7500 direct FABAN and hold.

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

**APP CRS**
- **085°**
  - **Rwy Idg:** 9025
  - **TDZE:** 3940
  - **Apt Elev:** 3962

**RNP AR APCH.**
- **RF** required.

**ASR**
- For uncompensated Baro-VNAV systems, procedure NA below -5°C or above 54°C.

**PLOT**
- See planview for multiple IF locations.

**AUTHORIZATION REQUIRED**
RNAV (RNP) Y RWY 8R
EL PASO INTL (ELP)

RNP AR APCH. RF required.

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

**Category:** A B C D

| RNP 0.20 DA | 4193-¾ | 253 (300-¾) |
| RNP 0.30 DA | 4234-½ | 294 (300-¾) |

**MISSED APPROACH:** Climb to 4400 then climbing right turn to 7500 direct FABAN and hold.

**TWR** 0.3% **DOWN** 0.5% **UP**

**APP CRS** 085°

**TDZE** 3940

**Apt Elev** 3962

**Missed Approach:** Climb to 4400 then climbing right turn to 7500 direct FABAN and hold.

**D-ATIS**

**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

**SC-3, 14 JUL 2022 to 08 SEP 2022**

**RNAV (RNP) Y RWY 8R**

**OLDEE**

**TWR** 0.3% **DOWN** 0.5% **UP**

**4143**

**CHILL**

**SEZAR**

**5900**

**4100**

**Biggs AAF**

**4090**

**APP CRS** 085°

**MISSED APPROACH:** Climb to 4400 then climbing right turn to 7500 direct FABAN and hold.

**EL PASO, TEXAS**

**Orig 30 JAN 2020**

**31°48'N-106°23'W**

**RNAV (RNP) Y RWY 8R**

**AL-134 (FAA)**

**20310**
RNAV (RNP) Z RWY 22
EL PASO INTL (ELP)

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.

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 70).

See planview for multiple IF locations.
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.

Authorization Required

Category A B C D
RNP 0.30 DA 4275-1/2 313 (400-1/2)

VGS and glidespath not coincident (VGS Angle 3.00/TCH 75).

See planview for multiple IF locations.
Circling NA for Cat D north of Rwy 26R and northwest of Rwy 4.

MISSED APPROACH: Climb to 6900 direct WAHYU and on track 099° to ELP VORTAC and hold, continue climb-in-hold to 6900.
<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<tr>
<td>S-4</td>
<td>4300/50</td>
<td>377 (400-1)</td>
<td>4300</td>
<td>4300/60</td>
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<td>CIRCLING</td>
<td>4420-1</td>
<td>4460-1</td>
<td>4460-1½</td>
<td>4680-2½</td>
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<tr>
<td></td>
<td>458 (500-1)</td>
<td>498 (500-1)</td>
<td>498 (500-1½)</td>
<td>718 (800-2½)</td>
</tr>
</tbody>
</table>

**Radar required for procedure entry.**

**A**

Circling NA for Cat D north of Rwy 26R and northwest of Rwy 4.

**ASR**

**MISSED APPROACH:** Climb to 4500 then climbing right turn to 6900 direct ELP VORTAC and hold, continue climb-in-hold to 6900.

**EL PASO, TEXAS (ELP)**

**ELEV 3962 B**

**TDZE 3923**

**LOC/DME RWY 4**

**EL PASO INTL (ELP)**

**LOCATOR 111.5**

**I-ETF**

**Channel 52**

**RADAR required for procedure entry.**

**ASR**

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.

**EL PASO TOWER**

118.3 239.275

**GND CON**

121.9 348.6

**CLNC DEL**

125.0 379.1

**Radar required for procedure entry.**

**ASR**

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.

**EL PASO TOWER**

118.3 239.275

**GND CON**

121.9 348.6

**CLNC DEL**

125.0 379.1
Circling NA for Category 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.

VOR RWY 26L
EL PASO INTL (ELP)

Table:

<table>
<thead>
<tr>
<th>Category</th>
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<th>CIRCLING</th>
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</thead>
<tbody>
<tr>
<td>FAF to MAP 3.8 NM</td>
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<td>4440-1</td>
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<tr>
<td>Knots</td>
<td>60</td>
<td>90</td>
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<tr>
<td>Min:Sec</td>
<td>3:48</td>
<td>2:32</td>
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</table>

MAP: 3962
RSR: 3962

VORTAC ELP
APP CRS 245°
Rwy Idg TDZE 9025 3962
Apt Elev 3962

MALSR

MISSING APPROACH: Climb to 4500 then climbing left turn to 7100 on heading 050° and on ELP VORTAC R-081 to FEMOL INT/9 DME 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

CINC DEL
125.0 379.1

EL PASO, TEXAS (ELP)
115.2 Chan 99

VOR RWY 26L
EL PASO INTL (ELP)
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
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.

EL PASO, TEXAS
EL PASO INTL (ELP)
EL PASO DEP CON
ALBUQUERQUE CENTER
118.3 239.275
119.15 263.0
128.2 285.5

ATKNN FIVE DEPARTURE (RNAV)

ATKNN FIVE DEPARTURE (RNAV)
ATKNN FIVE DEPARTURE (RNAV)

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)
NOTE: Chart not to scale.

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.
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)

TOP ALTITUDE: Assigned by ATC

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.

TAKEOFF MINIMUMS:
Rwys 4, 8R, 22, 26L: Standard with minimum climb of 500' per NM to 4462.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 4: Climb heading 042° to 4462, then right turn direct DAVNE, then on track 136° to cross CABS1 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 CABS1 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)
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)
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)
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 ¾ 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.

Procedure for arrivals at NELEE on V17 northwest bound.

Procedure for arrivals on CRP VORTAC airway radials 169 CW 305.

MISSED APCH FIX
VAGBY

Circling Rwy 14 NA at night. Rwy 17 helicopter visibility reduction below ¾ SM NA.
**MISSING APCH FIX**

- **4 NM**
  - **334°**
  - **SALUM**

Procedure NA for arrivals at **NELEE** via **V17** northwest bound.

**AWOS-3PT**

- **118.125**

**UNICOM**

- **122.8 (CTAF)**

**MISSING APPROACH**: Climb to 3000 direct **SALUM** and hold.

**NELEE**

- **3000**
  - **094°**
  - **(46)**

**3000 NoPT**

- **083°**
- **(8)**

**VAGBY**

- **354° to RW35**

**NELEE**

- **354° to RW35**

**ZELIS**

- **494 A**
  - **240°**
  - **RW35**

**VATSY**

- **WAVUS**
  - **2.1 NM to RW35**

**LOCOE**

- **354° to RW35**

**COBRA**

- **354° to RW35**

**EXHIBITS**

- **1700**

**ELEV 112**

- **TDZE 112**

**FALFURRIAS, TEXAS**

- **Amdt 1 17AUG17**

**RNAV (GPS) RWY 35**

**BROOKS COUNTY (BKS)**

**SC-3, 14 JUL 2022 to 08 SEP 2022**
### RNAV (GPS) RWY 15

**ROBERT GRAY AAF (GRK)**

#### WSAAS

<table>
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<td>153°</td>
<td>9997</td>
<td>1015</td>
<td>1015</td>
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- **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 inap ALS, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV all Cats visibility to 1½ 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.**

#### MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct AGJ VORTAC and hold.

#### ATIS

<table>
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<th>124.9</th>
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#### GRAY APP CON

<table>
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#### GRAY TOWER

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#### GND CON

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#### CLNC DEL

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### RNAV (GPS) RWY 15

**ROBERT GRAY AAF (GRK)**

#### RNAV (GPS) RWY 15

**Category**

<table>
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<tr>
<th>CATEGORY</th>
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<td>505 (600-1)</td>
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<td>C</td>
<td>1540-1</td>
<td>525 (600-1)</td>
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<td>1560-1½</td>
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<td>725 (800-2½)</td>
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#### 31°04'N-97°50'W

**RNAV (GPS) RWY 15**

**Robert Gray AAF (GRK)**
Circling NA W of Rwy 15-33. For inoperative MALSR, increase S-15 Cat E visibility ½ mile.

Cat E procedure turn not authorized.

Remain within 10 NM

**Category**

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

- **S-15**
  - 1520/24
  - 505 (600-1½)
  - 1520/50
  - 505 (600-1)
  - 1520/60
  - 505 (600-1¼)

- **CIRCLING**
  - 1540-1
  - 525 (600-1)
  - 1560-1½
  - 545 (600-1½)
  - 1620-2
  - 605 (700-2)
  - 1740-2½
  - 725 (800-2½)

**ELEV 1015**

**TWR 1191**

**ROBERT GRAY AAF (GRK)**

**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
Circling NA W of Rwy 15-33.

ATIS
124.9

GRAY APP CON
120.075 323.15

GRAY TOWER
120.75 285.5

GND CON
121.8 279.5

CLNCE DEL
126.2 251.1

GOOCH SPRINGS
112.8 AGJ
Chan 72

GRAY MOA
111.8
Chan 55

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct GRK VOR/DME and hold.

GRK VOR/DME

ROBERT GRAY AAF (GRK)

FORT HOOD/KILLEEN, TEXAS

AL-906 (FAA)

21112

ROBERT GRAY AAF (GRK)

SC-3, 14 JUL 2022 to 08 SEP 2022

CIRCLING

ROBERT GRAY AAF (GRK)

VOR-A
COPTER VOR RWY 33
ROBERT GRAY AAF (GRK)

MISSED APPROACH: Climbing right turn to 3000 direct GRK VOR/DME and hold.

DA NA ASR/PAR

ATIS 124.9
GRAY APP CON 120.075 323.15
GRAY TOWER 120.75 285.5
GND CON 121.8 279.5
CLNCl DEl 126.2 251.1

GOOCH SPRINGS 112.5 AGJ 333° Chan 72

3000 113° (192)

SUMM

ELEV 1015

TWR 1191

333° 1.4 NM from FAF

HIIRL Rwy 15-33

MSA GRK 25 NM

3000 GRK

GRK VOR/DME

1015

111.8 GRK 333° Chan 55

1:24

0:48

153°

333°

3000

1.4 NM

1460-1/4 465 (500-1/4)

ROBERT GRAY AAF (GRK)

FORT HOOD/KILLEEN, TEXAS

AL-906 (FAA)

SC-3, 14 JUL 2022 to 08 SEP 2022
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: 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.
RNAV (GPS) RWY 12
FORT STOCKTON-PECOS COUNTY (FST)

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 12
FORT STOCKTON-PECOS COUNTY (FST)

RNAV (GPS) RWY 12
FORT STOCKTON-PECOS COUNTY (FST)

RNAV (GPS) RWY 12
FORT STOCKTON-PECOS COUNTY (FST)
RNAV (GPS) RWY 30

FORT STOCKTON-PECOS COUNTY (FST)

**ASOS**  118.525  
**ALBUQUERQUE CENTER**  135.875  292.15  
**UNICOM**  122.8 (CTAF)

**ELEV 3011**  
**TDZE 3011**

**APP CRS 298°**  
**Rwy Idg 7508**  
**TDZE 3011**  
**Apt Elev 3011**

**RNP APCH:**

- **FORT STOCKTON FST**
- **3051**
- **RW30**
- **3380**
- **5300**
- **FST to COQHU 118° (16.2)**
- **3230**
- **TAPGE 2.5 NM to RW30**
- **3274**
- **A 3603**
- **3687**
- **IF/IAF COQHU 118° 298° 2.5 NM to TAPGE**
- **5300**

**Procedure NA for arrivals at FST VORTAC via V198-222 westbound.**

**RNAV (GPS) RWY 30**

- **3500 MDA**
- **CIRCLING**
- **3660-1 COQHU 2.5 NM to RW30**
- **5100**
- **3500-1**
- **4900**
- **3660-1**
- **729 (800-2)**
- **6 NM**

**MISSED APPROACH:**

- Climb to 5100 direct ATGIY and hold.

**ASOS**  118.525  
**ALBUQUERQUE CENTER**  135.875  292.15  
**UNICOM**  122.8 (CTAF)

**ELEV 3011**  
**TDZE 3011**

**APP CRS 298°**  
**Rwy Idg 7508**  
**TDZE 3011**  
**Apt Elev 3011**

**RNP APCH:**

- **FORT STOCKTON FST**
- **3051**
- **RW30**
- **3380**
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- **FST to COQHU 118° (16.2)**
- **3230**
- **TAPGE 2.5 NM to RW30**
- **3274**
- **A 3603**
- **3687**
- **IF/IAF COQHU 118° 298° 2.5 NM to TAPGE**
- **5300**

**Procedure NA for arrivals at FST VORTAC via V198-222 westbound.**

**RNAV (GPS) RWY 30**

- **3500 MDA**
- **CIRCLING**
- **3660-1 COQHU 2.5 NM to RW30**
- **5100**
- **3500-1**
- **4900**
- **3660-1**
- **729 (800-2)**
- **6 NM**

**MISSED APPROACH:**

- Climb to 5100 direct ATGIY and hold.

**ASOS**  118.525  
**ALBUQUERQUE CENTER**  135.875  292.15  
**UNICOM**  122.8 (CTAF)

**ELEV 3011**  
**TDZE 3011**

**APP CRS 298°**  
**Rwy Idg 7508**  
**TDZE 3011**  
**Apt Elev 3011**

**RNP APCH:**

- **FORT STOCKTON FST**
- **3051**
- **RW30**
- **3380**
- **5300**
- **FST to COQHU 118° (16.2)**
- **3230**
- **TAPGE 2.5 NM to RW30**
- **3274**
- **A 3603**
- **3687**
- **IF/IAF COQHU 118° 298° 2.5 NM to TAPGE**
- **5300**

**Procedure NA for arrivals at FST VORTAC via V198-222 westbound.**

**RNAV (GPS) RWY 30**

- **3500 MDA**
- **CIRCLING**
- **3660-1 COQHU 2.5 NM to RW30**
- **5100**
- **3500-1**
- **4900**
- **3660-1**
- **729 (800-2)**
- **6 NM**

**MISSED APPROACH:**

- Climb to 5100 direct ATGIY and hold.

**ASOS**  118.525  
**ALBUQUERQUE CENTER**  135.875  292.15  
**UNICOM**  122.8 (CTAF)

**ELEV 3011**  
**TDZE 3011**

**APP CRS 298°**  
**Rwy Idg 7508**  
**TDZE 3011**  
**Apt Elev 3011**

**RNP APCH:**

- **FORT STOCKTON FST**
- **3051**
- **RW30**
- **3380**
- **5300**
- **FST to COQHU 118° (16.2)**
- **3230**
- **TAPGE 2.5 NM to RW30**
- **3274**
- **A 3603**
- **3687**
- **IF/IAF COQHU 118° 298° 2.5 NM to TAPGE**
- **5300**

**Procedure NA for arrivals at FST VORTAC via V198-222 westbound.**

**RNAV (GPS) RWY 30**

- **3500 MDA**
- **CIRCLING**
- **3660-1 COQHU 2.5 NM to RW30**
- **5100**
- **3500-1**
- **4900**
- **3660-1**
- **729 (800-2)**
- **6 NM**

**MISSED APPROACH:**

- Climb to 5100 direct ATGIY and hold.
Circling NA to Rwys 7-25, 11-29 and 16-34. Circling Rwy 3, 21, 30 NA at night.

MISSED APPROACH: Climbing left turn to 5000 direct FST VORTAC and hold.

ASOS
118.525

ALBUQUERQUE CENTER
135.875 292.15

UNICOM
122.8 (CTAF)

PECOS
116.5 PEQ
Chan 112

FORT STOCKTON-PECOS COUNTY
(FST)

VORTAC FST
116.9
Chan 116

APP CRS
116°

Rwy Idg
TDZE
Apt Elev
7508
3002
3011

7508 X 150
3002 X 100
3011 X 100

Remain within 10 NM

4800
296°
116°
4200

FST VORTAC

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 45).

CATEGORY
A
B
C
D
S-12
3500-1
498 (500-1)
3500-1¼
498 (500-1¼)
3500-1½
498 (500-1½)
CIRCLING
3540-1
529 (600-1)
3660-1
649 (700-1)
3740-2
729 (800-2)
3760-2½
749 (800-2½)

30°55'N-102°55'W
RNAV (GPS) RWY 14
GILLESPIE COUNTY (T82)

Rwy 14 helicopter visibility reduction below 3/4 SM NA.

MISSED APPROACH: Climb to 4500 direct CIRIX and hold.

WAAS CH 78030 W14A

<table>
<thead>
<tr>
<th>AWOS-3</th>
<th>HOUSTON CENTER</th>
<th>GCO</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>120.0</td>
<td>134.2 307.3</td>
<td>121.725</td>
<td>122.7 (CTAF)</td>
</tr>
</tbody>
</table>

RNP APCH.

HOLD 6000 4000

30 NM to UCETI (NPT)

4000

UCETI

051°

231°

4 NM

2648

2330

UCETI

30 NM to UCETI

ZARIG 2.6 NM to RW14

(FAF) CUTAY

1949±

2185

141°

2339

2208

RW14

CIRIX

2221

Apt Elev

141° to RW14

2.6 NM to RW14

CATEGORY A

LP MDA 2060-1 365 (400-1) NA

LNAV MDA 2200-1 505 (600-1) 2200-1½ 505 (600-1%) NA

CIRCLING 2200-1 505 (600-1) 2480-1 785 (800-1) 2520-2½ 825 (900-2½) NA

MIRL Rwy 14-32

141°

3300

2560

7 NM

2.3 NM

4.6 NM

1 NM

141°

321°

4000

1695

ELEV 1695

121.725

GCO

122.7 (CTAF)

HOUSTON CENTER

AWOS-3

TPZE

RNAV (GPS) RWY 14

FREDERICKSBURG, TEXAS

Amndt 1D 02DEC21

GILLESPIE COUNTY (T82)

03°15'N-98°55'W

AL-6428 (FAA)
**RNAV (GPS) RWY 32**

**GILLESPIE COUNTY (T82)**

Rwy 32 helicopter visibility reduction below 3/4 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C.

**AWOS-3**

<table>
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</tr>
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</table>

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

**ELEV 1695**

**TDZE 1685**

**RNAV (GPS) RWY 32**

**GILLESPIE COUNTY (T82)**

30°15'N-98°55'W
When local altimeter setting not received, use Kerrville altimeter setting and increase MDA 60 feet and Cat C visibility ½ mile.

MISSED APPROACH: Climbing left turn to 4100 direct STV VORTAC and hold.

AWOS 3  120.0
HOUSTON CENTER  134.2  307.3
GCO  121.725
UNICOM  122.7 (CTAF)

VOR/DME-A
GILLESPIE COUNTY (T'S2)

AL-6428 (FAA)  21364

30°15'N-98°55'W

SC-3, 14 JUL 2022 to 08 SEP 2022

FREDERICKSBURG, TEXAS
GILLESPIE COUNTY (T'S2)

VOR/DME-A

SC-3, 14 JUL 2022 to 08 SEP 2022

FREDERICKSBURG, TEXAS

Amdt 3C  30DEC21

30°15'N-98°55'W

VOR/DME-A

GILLESPIE COUNTY (T'S2)

AL-6428 (FAA)  21364

30°15'N-98°55'W

FREDERICKSBURG, TEXAS

Amdt 3C  30DEC21

30°15'N-98°55'W

VOR/DME-A

GILLESPIE COUNTY (T'S2)

AL-6428 (FAA)  21364

30°15'N-98°55'W

FREDERICKSBURG, TEXAS

Amdt 3C  30DEC21

30°15'N-98°55'W

VOR/DME-A

GILLESPIE COUNTY (T'S2)

AL-6428 (FAA)  21364

30°15'N-98°55'W

FREDERICKSBURG, TEXAS

Amdt 3C  30DEC21

30°15'N-98°55'W

VOR/DME-A

GILLESPIE COUNTY (T'S2)

AL-6428 (FAA)  21364

30°15'N-98°55'W

FREDERICKSBURG, TEXAS

Amdt 3C  30DEC21

30°15'N-98°55'W

VOR/DME-A

GILLESPIE COUNTY (T'S2)

AL-6428 (FAA)  21364

30°15'N-98°55'W

FREDERICKSBURG, TEXAS

Amdt 3C  30DEC21

30°15'N-98°55'W

VOR/DME-A

GILLESPIE COUNTY (T'S2)

AL-6428 (FAA)  21364

30°15'N-98°55'W

FREDERICKSBURG, TEXAS

Amdt 3C  30DEC21

30°15'N-98°55'W

VOR/DME-A

GILLESPIE COUNTY (T'S2)

AL-6428 (FAA)  21364

30°15'N-98°55'W

FREDERICKSBURG, TEXAS

Amdt 3C  30DEC21

30°15'N-98°55'W

VOR/DME-A

GILLESPIE COUNTY (T'S2)

AL-6428 (FAA)  21364

30°15'N-98°55'W

FREDERICKSBURG, TEXAS

Amdt 3C  30DEC21

30°15'N-98°55'W

VOR/DME-A

GILLESPIE COUNTY (T'S2)

AL-6428 (FAA)  21364

30°15'N-98°55'W

FREDERICKSBURG, TEXAS

Amdt 3C  30DEC21

30°15'N-98°55'W

VOR/DME-A

GILLESPIE COUNTY (T'S2)

AL-6428 (FAA)  21364

30°15'N-98°55'W

FREDERICKSBURG, TEXAS

Amdt 3C  30DEC21

30°15'N-98°55'W

VOR/DME-A

GILLESPIE COUNTY (T'S2)

AL-6428 (FAA)  21364

30°15'N-98°55'W

FREDERICKSBURG, TEXAS

Amdt 3C  30DEC21

30°15'N-98°55'W

VOR/DME-A

GILLESPIE COUNTY (T'S2)

AL-6428 (FAA)  21364

30°15'N-98°55'W

FREDERICKSBURG, TEXAS

Amdt 3C  30DEC21

30°15'N-98°55'W

VOR/DME-A

GILLESPIE COUNTY (T'S2)

AL-6428 (FAA)  21364

30°15'N-98°55'W

FREDERICKSBURG, TEXAS

Amdt 3C  30DEC21

30°15'N-98°55'W

VOR/DME-A

GILLESPIE COUNTY (T'S2)

AL-6428 (FAA)  21364

30°15'N-98°55'W

FREDERICKSBURG, TEXAS

Amdt 3C  30DEC21

30°15'N-98°55'W

VOR/DME-A

GILLESPIE COUNTY (T'S2)

AL-6428 (FAA)  21364

30°15'N-98°55'W

FREDERICKSBURG, TEXAS

Amdt 3C  30DEC21

30°15'N-98°55'W

VOR/DME-A

GILLESPIE COUNTY (T'S2)

AL-6428 (FAA)  21364

30°15'N-98°55'W

FREDERICKSBURG, TEXAS

Amdt 3C  30DEC21

30°15'N-98°55'W

VOR/DME-A

GILLESPIE COUNTY (T'S2)

AL-6428 (FAA)  21364

30°15'N-98°55'W

FREDERICKSBURG, TEXAS

Amdt 3C  30DEC21

30°15'N-98°55'W

VOR/DME-A

GILLESPIE COUNTY (T'S2)

AL-6428 (FAA)  21364

30°15'N-98°55'W

FREDERICKSBURG, TEXAS

Amdt 3C  30DEC21

30°15'N-98°55'W

VOR/DME-A

GILLESPIE COUNTY (T'S2)

AL-6428 (FAA)  21364

30°15'N-98°55'W

FREDERICKSBURG, TEXAS

Amdt 3C  30DEC21

30°15'N-98°55'W

VOR/DME-A

GILLESPIE COUNTY (T'S2)

AL-6428 (FAA)  21364

30°15'N-98°55'W

FREDERICKSBURG, TEXAS

Amdt 3C  30DEC21

30°15'N-98°55'W

VOR/DME-A

GILLESPIE COUNTY (T'S2)

AL-6428 (FAA)  21364

30°15'N-98°55'W

FREDERICKSBURG, TEXAS

Amdt 3C  30DEC21

30°15'N-98°55'W

VOR/DME-A

GILLESPIE COUNTY (T'S2)

AL-6428 (FAA)  21364

30°15'N-98°55'W

FREDERICKSBURG, TEXAS

Amdt 3C  30DEC21

30°15'N-98°55'W

VOR/DME-A

GILLESPIE COUNTY (T'S2)

AL-6428 (FAA)  21364

30°15'N-98°55'W

FREDERICKSBURG, TEXAS

Amdt 3C  30DEC21

30°15'N-98°55'W

VOR/DME-A

GILLESPIE COUNTY (T'S2)
RNAV (GPS) RWY 13
LIVE OAK COUNTY (8T6)

Use Alice Intl altimeter setting. DME/DME RNP-0.3 NA.
Procedure NA at night. Visibility reduction by helicopters NA.

AWOS-3PT 119.05
ALI ASOS 119.225
HOUSTON CENTER 134.6 322.5
CTAF 122.9

Category A

LNAV MDA
700-1 571 (600-1)
700-1/2 571 (600-1.1)
NA

CIRCLING
760-1 631 (700-1)
860-1 731 (800-1)
860-2 731 (800-2)
NA

MIRL Rwy 13-31

3.1 NM to RW13

HOUSTON CENTER
122.9

LIVE OAK COUNTY (8T6)
28°22'N-98°07'W

GEORGE WEST, TEXAS
Orig-B 20MAY21

178
AWOS-3PT 119.05
ALL ASOS 119.225
HOUSTON CENTER 134.6 322.5
CTAF 122.9

No PT for arrivals on THX airway radials 319 clockwise 337.

USE ALICE INTL ALTIMETER SETTING. CIRCLING TO RWY 31 NA AT NIGHT. VISIBILITY REDUCTION BY HELICOPTERS NA.

MISSED APPROACH: CLIMBING LEFT TURN TO 2000 DIRECT THX VORTAC AND HOLD.

ELEV 129

2000 THX

One Minute Holding Pattern

THX VORTAC

Fly 340°

160°

1300

3.4 NM

5 NM

CATEGORY

A

B

C

D

CIRCLING

760-1
631 (700-1)

860-1
731 (700-1)

860-2
731 [800-2]

NA

MIRL RWY 13-31

GEORGE WEST, TEXAS

AL-6928 (FAA)

GEORGE WEST, TEXAS

Amdt 2B 20MAY21

28°22'N-98°07'W

179
RNAV (GPS) RWY 18
GEORGETOWN EXEC (GTU)

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
118.6

AUSTIN APP CON
119.0 370.85

GEORGETOWN TOWER *
120.225 (CTAF)

GND CON
119.125

CLNC DEL
121.1

CLNC DEL
119.125 (when twr closed)

ATIS CD
123.0

RNP APCH.

RNAV (GPS) RWY 18
GEORGETOWN EXEC (GTU)

ELEV 790
TDZE 786

30°41'N-97°41'W

RNAV (GPS) RWY 18
GEORGETOWN EXEC (GTU)

181
RNAV (GPS) RWY 29
GEORGETOWN EXEC (GTU)

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 ¼ SM.

Procedure NA for arrival on CWK VORTAC airway radials 271 CW 070.

Amdt 1A 16JUL20

30°41'N-97°41'W
**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: Chart not to scale.

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.
**TOP ALTITUDE: ASSIGNED BY ATC**

- **ABI**
- **ELOEL**
- **KLNGR**
- **FORSS**

**TAKING MINIMUMS:**

- **ABI:** 200-1/2 or standard with minimum climb of 250’ per NM to 1000.
- **WLMRT:** 5000 feet.

**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)**
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)

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.

TAKEOFF MINIMUMS

Rwys 11, 29, 36: Standard.

Rwy 18: 200-1¼ or standard with minimum climb of 250’ per NM to 1000.

NOTE: Chart not to scale.
RNAV (GPS) RWY 11

BERCLAIR, TEXAS

APCH CRS
105°
Rwly Idg 8000
TDZE 318
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 altimeter setting.

ASOS
353.675

CTAF
132.875 307.075

VICTORIA VCT

4000
259°
285°

709

704

3.00°

TCH 54

RFNEK

MCBRD

2200

5.7 NM

105°

4000

105°

709

704

105°

35

35

HRL Rwy 11-29, 17-35
TDZE Rwy 11-29, 17-35

BERCLAIR, TEXAS

Amdt 2 05NOV20

191
**RNAV (GPS) RWY 17**

**BERCLAIR, TEXAS**

**APCH CRS**
- Rwy Idg: 8001
- TDZE: 322
- Arpt Elev: 322
- AL-2440 [USN]

**GOLIAD NOLF**
- (KNAG)

**RNP APCH - DME/DME RNP-0.3 NA.**

When local altimeter setting not received, use Beeville Muni altimeter setting.

**MISSING APPROACH:** Climb to 900 then climbing left turn to 4000 direct SWEEN and hold, continue climb-in-hold to 4000.

<table>
<thead>
<tr>
<th>ASOS</th>
<th>CTAF</th>
</tr>
</thead>
<tbody>
<tr>
<td>353.675</td>
<td>132.875 307.075</td>
</tr>
</tbody>
</table>

**US NAVY Training Wing Four Use Only**

**EMERG SAFE ALT 100 NM 11,100**

**VDP NA with Beeville Muni altimeter setting.**

**CATEGORY** | **A** | **B** | **C** | **D**
--- | --- | --- | --- | ---
**LNAV MDA** | 640-1 | 318 | (400-1) |

**CIRCLING**
- 760-1
- 780-1
- 780-1½
- 880-2
- 438 (500-1)
- 468 (500-1½)
- 558 (600-2)

**BEEVILLE MUNI ALTIMETER SETTING MINIMA**

**LNAV MDA** | 680-1 | 358 | (400-1) |

**CIRCLING**
- 800-1
- 478 (500-1)
- 800-1½
- 558 (600-2)
- 478 (500-1½)
- 558 (600-2)

**AndT 2 05NOV20**

**28°37'N-97°37'W**
**BERCLAIR, TEXAS**

### RNAV (GPS) RWY 29

**APCH CRS**
- Rwy Idg: 8000
- TDZE: 285
- 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.

**MISSING APPROACH:** Climb to 900 then climbing right turn to 4000 direct SWEEN and hold, continue climb-in-hold to 4000.

<table>
<thead>
<tr>
<th>ASOS</th>
<th>CTAFF</th>
</tr>
</thead>
<tbody>
<tr>
<td>353.675</td>
<td>132.875 307.075</td>
</tr>
</tbody>
</table>

**THREE RIVERS**

THK

- 4000
- 38.1

**US NAVY Training Wing Four Use Only**

**EMERG SAFE ALT 100 NM 11,100**

**VDP NA with Beeville Muni altimeter setting.**

**SWEEN**

**ELEV 322**

<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>580-1</td>
<td>295</td>
<td>(300-1)</td>
<td></td>
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<tr>
<td>CIRCULAR</td>
<td>760-1</td>
<td>780-1</td>
<td>780-1½</td>
<td>880-2</td>
</tr>
<tr>
<td>C</td>
<td>438 (500-1)</td>
<td>458 (500-1)</td>
<td>458 (500-1½)</td>
<td>558 (600-2)</td>
</tr>
</tbody>
</table>

**BEEVILLE MUNI ALTITUDE SETTING MINIMA**

<table>
<thead>
<tr>
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<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LNAV MDA</td>
<td>640-1</td>
<td>355</td>
<td>(400-1)</td>
<td></td>
</tr>
<tr>
<td>CIRCULAR</td>
<td>800-1</td>
<td>478 (500-1)</td>
<td>880-2</td>
<td></td>
</tr>
<tr>
<td>C</td>
<td>478 (500-1½)</td>
<td>558 (600-2)</td>
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**BERCLAIR, TEXAS**

<table>
<thead>
<tr>
<th>Andt 2</th>
<th>05NOV20</th>
<th>28°37'N-97°37'W</th>
</tr>
</thead>
</table>

**GOLIAD NOLF (KNGT)**

**20310**

**SC-3, 14 JUL 2022 to 08 SEP 2022**

**Andt 2 05NOV20**

<table>
<thead>
<tr>
<th>300°</th>
<th>0°</th>
</tr>
</thead>
</table>

**HIRL Rwy 11-29, 17-35**

**TDZL Rwy 11-29, 17-35**

**285° to RW29**

**290° to RW29**

**285° to TDZE**

**35°**

**28°37'N-97°37'W**

**GOLIAD NOLF (KNGT)**
**RNAV (GPS) RWY 18**

**HAMILTON MUNI (MNZ)**

### MISSED APPROACH:

Climb to 3100 direct USXEL and hold.

### RNP APCH-GPS.

- **Rwy 18**
  - Helicopter visibility reduction below ¾ SM NA.
  - For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.

### AWOS-3PT

<table>
<thead>
<tr>
<th>AWOS-3PT</th>
<th>Gray APP CON</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>118.525</td>
<td>120.075 323.15</td>
<td>122.7 (CTAF)</td>
</tr>
</tbody>
</table>

### MSA RWY 18

- 25 NM
- 3400

### Holding Pattern

- **HOLD**
  - 5000
  - 3600
  - 4 NM
  - **182°**

### Procedure NA for arrivals at BUILT on V161 southbound.

### Procedure NA for arrivals at SONET on V358 northeast bound.

### ELEV 1305

**TDZE 1305**

- 182° to RW18
- 3022 x 75
- 36
- 81

### Sonet

- **3600**
- **282°**
- **22.1**

**USXEL**

- **3100**
- **4 NM**
- **6000**
- **002°**

### Holding Pattern

**UUGY**

- **002°**
- **182°**
- **182°**
- **6000**
- **3600**

### 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>1555-1</td>
<td>250 (300-1)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>LNAV/VNAV DA</td>
<td>1555-1</td>
<td>250 (300-1)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>1640-1</td>
<td>335 (400-1)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1680-1</td>
<td>1840-1</td>
<td>1960-1 ²/₃</td>
<td>NA</td>
</tr>
<tr>
<td>375 (400-1)</td>
<td>535 (600-1)</td>
<td>655 (700-1 ²/₃)</td>
<td>NA</td>
<td></td>
</tr>
</tbody>
</table>

**Sonet**

- **2500**
- **6.9 NM**
- **182°**
- **0.9 NM to RW18**

**BFM Rwy 18-36**

- **BUILT on V161 southbound.**

**Procedure NA for arrivals at**

- **SONET on V358 northeast bound.**

**Amdt 1E 16JUN22**

**31°40'N-98°09'W**

**HAMeTON, TREXAS**

**HAMILTON MUNI (MNZ)**
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.

**MISSED APPROACH:** Climb to 3600 direct ULIGY and hold.

**AWOS-3PT**
118.525

**GRAY APP CON**
120.075 323.15

**UNICOM**
122.7 (CTAF)

**Procedure NA for arrivals at BUILT on V161-568 northbound.**

**Procedure NA for arrival on AGJ VORTAC airway radials 008 CW 036.
For inop ALS, increase S-ILS Cat E visibility to RVR 4000, increase S-LOC Cat E visibility to 1 1/2 SM. Procedure turn NA Cat E. RVR 1800 authorized with the use of FD or AP or HUD to DA.

Procedure NA for arrivals at HRL VOR/DME on V407 southbound.

Procedure NA for arrivals at RAYMO on V13 northeast bound.

For inop ALS, increase S-ILS Cat E visibility to RVR 4000, increase S-LOC Cat E visibility to 1 1/2 SM. Procedure turn NA Cat E. RVR 1800 authorized with the use of FD or AP or HUD to DA.

Procedure NA for arrivals at HRL VOR/DME on V407 southbound.

Procedure NA for arrivals at RAYMO on V13 northeast bound.
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 ft on track 131° to AMAPE and hold.

<table>
<thead>
<tr>
<th>ATIS</th>
<th>VALLEY APP CON</th>
<th>HARLINGEN TOWER</th>
<th>GND CON</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>124.85</td>
<td>120.7 279.5</td>
<td>119.3 (CTAF) 317.6</td>
<td>121.7</td>
<td>122.95</td>
</tr>
</tbody>
</table>

RNAV (RNP) Z RWY 13
VALLEY INTL (HRL)

United States
Mexico

HUTES

MIRL Rwy 17L-35R
REIL Rwys 13 and 17L
HIRL Rwys 13-31 and 17R-35L

RNP 0.15 DA
302-7/6 267 (300- %)

RNP 0.30 DA
393-1/8 358 (400-1/8)

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.

MISSED APPROACH: Climb to 500 then climbing left turn to 2000 direct RELAX and hold.

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.

MISSED APPROACH: Climb to 500 then climbing left turn to 2000 direct RELAX and hold.
For uncompensated Baro-VNAV systems, procedure NA below 2°C (36°F) or above 54°C (130°F). GPS Required. For inop ALS, increase RNP 0.17 all Cats visibility to 1 SM, and RNP 0.30 all Cats visibility 1 SM.

For uncompensated Baro-VNAV systems, procedure NA below 2°C (36°F) or above 54°C (130°F). GPS Required. For inop ALS, increase RNP 0.17 all Cats visibility to 1 SM, and RNP 0.30 all Cats visibility 1 SM.

MISSED APPROACH: Climb to 2000 on track 311° to CAKOB and hold.

For uncompensated Baro-VNAV systems, procedure NA below 2°C (36°F) or above 54°C (130°F). GPS Required. For inop ALS, increase RNP 0.17 all Cats visibility to 1 SM, and RNP 0.30 all Cats visibility 1 SM.

For uncompensated Baro-VNAV systems, procedure NA below 2°C (36°F) or above 54°C (130°F). GPS Required. For inop ALS, increase RNP 0.17 all Cats visibility to 1 SM, and RNP 0.30 all Cats visibility 1 SM.

MISSED APPROACH: Climb to 2000 on track 311° to CAKOB and hold.

For uncompensated Baro-VNAV systems, procedure NA below 2°C (36°F) or above 54°C (130°F). GPS Required. For inop ALS, increase RNP 0.17 all Cats visibility to 1 SM, and RNP 0.30 all Cats visibility 1 SM.

For uncompensated Baro-VNAV systems, procedure NA below 2°C (36°F) or above 54°C (130°F). GPS Required. For inop ALS, increase RNP 0.17 all Cats visibility to 1 SM, and RNP 0.30 all Cats visibility 1 SM.

MISSED APPROACH: Climb to 2000 on track 311° to CAKOB and hold.

For uncompensated Baro-VNAV systems, procedure NA below 2°C (36°F) or above 54°C (130°F). GPS Required. For inop ALS, increase RNP 0.17 all Cats visibility to 1 SM, and RNP 0.30 all Cats visibility 1 SM.

For uncompensated Baro-VNAV systems, procedure NA below 2°C (36°F) or above 54°C (130°F). GPS Required. For inop ALS, increase RNP 0.17 all Cats visibility to 1 SM, and RNP 0.30 all Cats visibility 1 SM.

For uncompensated Baro-VNAV systems, procedure NA below 2°C (36°F) or above 54°C (130°F). GPS Required. For inop ALS, increase RNP 0.17 all Cats visibility to 1 SM, and RNP 0.30 all Cats visibility 1 SM.

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For uncompensated Baro-VNAV systems, procedure NA below 2°C (36°F) or above 54°C (130°F). GPS Required. For inop ALS, increase RNP 0.17 all Cats visibility to 1 SM, and RNP 0.30 all Cats visibility 1 SM.

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For uncompensated Baro-VNAV systems, procedure NA below 2°C (36°F) or above 54°C (130°F). GPS Required. For inop ALS, increase RNP 0.17 all Cats visibility to 1 SM, and RNP 0.30 all Cats visibility 1 SM.

For uncompensated Baro-VNAV systems, procedure NA below 2°C (36°F) or above 54°C (130°F). GPS Required. For inop ALS, increase RNP 0.17 all Cats visibility to 1 SM, and RNP 0.30 all Cats visibility 1 SM.
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.

MISSING APPROACH: Climb to 2000 on track 356° to ZIPIV and hold.

<table>
<thead>
<tr>
<th>ATIS</th>
<th>VALLEY APP CON</th>
<th>HARLINGEN TOWER*</th>
<th>GND CON</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>124.85</td>
<td>120.7</td>
<td>119.3 (CTAF)</td>
<td>121.7</td>
<td>122.95</td>
</tr>
</tbody>
</table>

**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.
**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 ½ SM; increase LNAV/VNAV DA to 392 feet and all visibilities ¼ SM; increase all MDAs 60 feet and visibility Cats C and D ½ SM. Baro-VNAV and VDP NA with Port Isabel altimeter setting.

**MISSED APPROACH:**
Climb to 500 then climbing left turn to 2000 direct RELAX and hold.

**HARLINGEN, TEXAS**

<table>
<thead>
<tr>
<th>ATIS</th>
<th>VALLEY APP CON</th>
<th>HARLINGEN TOWER</th>
<th>GND CON</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>124.85</td>
<td>120.7 279.5</td>
<td>119.3 (CTAF)</td>
<td>317.6</td>
<td>121.7</td>
</tr>
<tr>
<td>122.95</td>
<td></td>
<td></td>
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</tbody>
</table>

**Procedure NA for arrivals at LATEX on V20 southwest bound.**

**Procedure NA for arrivals at MANNY on V163 northbound.**

**ELEV 36** **TDZE 34**

**MIRL Rwy 17L-35R**  
REIL Rwy 13 and 17L  
HIRL Rwy 13-31 and 17R-35L

**ATIS**  
124.85

**Valley App Con**  
120.7 279.5

**HARLINGEN TOWER**  
119.3 (CTAF) 317.6

**GND CON**  
121.7

**UNICOM**  
122.95

**Category**

<table>
<thead>
<tr>
<th></th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LPV DA</td>
<td>284</td>
<td>3/4</td>
<td>250</td>
<td>300-3/4</td>
</tr>
<tr>
<td>LNAV/VNAV DA</td>
<td>350-1/8</td>
<td>316</td>
<td>400-1/4</td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>400-1</td>
<td>366</td>
<td>400-1</td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>464</td>
<td>524</td>
<td>644</td>
<td>700-1/4</td>
</tr>
</tbody>
</table>

**26°14'N-97°39'W**

**RNAV (GPS) RWY 17L**

**HARLINGEN, TEXAS**

Amdt 2C 08OCT20

**14 JUL 2022 to 08 SEP 2022**

**20282**
RNAV (GPS) RWY 35R

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. Visibility reduction by helicopters NA. When local altimeter setting not received, use Port Isabel altimeter setting: increase all DAs to 328 feet and all visibilities ½ SM; increase all MDAs 60 feet and visibility Cats C and D ¼ SM. Baro-VNAV and VDP NA with Port Isabel altimeter setting.

**MISSP APP CON: Climb to 2000 direct BETVE 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**

---

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

---

**Category:**

- **A**
- **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>286-3/4</td>
<td>250 (300-3 1/4)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV/ VNAV DA</td>
<td>286-3/4</td>
<td>250 (300-3 1/4)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>400-1</td>
<td>364 (400-1)</td>
<td>680-2</td>
<td></td>
</tr>
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</table>

**Baro-VNAV and VDP NA with Port Isabel 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. Visibility reduction by helicopters NA. When local altimeter setting not received, use Port Isabel altimeter setting: increase all DAs to 328 feet and all visibilities ½ SM; increase all MDAs 60 feet and visibility Cats C and D ¼ SM. Baro-VNAV and VDP NA with Port Isabel altimeter setting.**
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.

MALSR: MISSED APPROACH: Climb to 2000 direct CAKOB 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

Procedure NA for arrivals at RELAX on V163 northbound.

Procedure NA for arrival on MFE VOR/DME airway radials 029 CW 168.

Procedure NA for arrival on MFE VOR/DME airway radials 029 CW 168.

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.
LOC/DME BC RWY 35L
VALLEY INT'L (HRL)

LOC BC unusable from 1 NM inbound. Disregard glide slope indications.

MISSED APPROACH: Climb to 1600 via I-HRL north course to SEBAS/I-HRL 5.5 DME 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

1547

BASE COURSE

MIRL Rwys 17L-35R
REIL Rwys 13 and 17L
HIRL Rwys 13-31 and 17R-35L

GEOGRAPHICAL COORDINATES
26°14'N-97°39'W

208
SC-3, 14 JUL 2022 to 08 SEP 2022
HARLINGEN, TEXAS  

AL-827 (FAA)  

22111  

VOR/DME RWY 35L  
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  

MISSED APPROACH: Climb to 800 then climbing right turn to 1600 direct HRL VOR/DME and hold.

CATEGORY B
C
D
A

UNITED STATES
MEXICO

ELEV 36  
TDZE 36  

VOR/DME  HRL  
113.65  
Chan 83 (Y)  

APP CRS  
013°  

Rwy Idg  
TDZE  
36  

Apt Elev  
36  

8301  

One Minute Holding Pattern  

AVAYA  
HRL 5.5  

ICERA  
HRL 3.2  

1600 to AVAYA  
013°  (6)  

3.00°  
TCH 59  

013°  4.7 NM  
from FAF  

MIRL Rwy 17L-35R  
REIL Rwys 13 and 17L  
HRL Rwys 13-31 and 17R-35L  

HARLINGEN HRL 0.8  
Chan 83 (Y)  

113.65 HRL  
113° (5.5)  

ICERA HRL 3.2  

26°14’N-97°39’W  

Valleym INTL (HRL)  

VOR/DME RWY 35L  

SC-3, 14 JUL 2022 to 08 SEP 2022
Procedure NA for arrivals at TAKOZ on V70 northbound.

Procedure NA for arrivals at HRL VOR/DME on V407 southbound.
### VOR Z RWY 31

**VOR/DME HRL**
- 113.65 (Y)
- Channel 83

**APP CRS**
- 325°

**Rwy Idg**
- TDZE
- Apt Elev: 36

**ATIS**
- 124.85

**GND CON**
- 121.7

**UNICOM**
- 122.95

**AL-827 (FAA)**

**MALSR**

**MISSED APPROACH:** Climb to 1000 then climbing right turn to 2000 direct HRL VOR/DME and hold.

### Diagram

- **ELEV 36**
- **TDZE 36**

- **HARLINGEN, TEXAS**
- **SC-3, 14 JUL 2022 to 08 SEP 2022**

### Categories

<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>S-31</td>
<td>420-1/2</td>
<td>384 (400-1/2)</td>
<td>420-3/4</td>
<td>384 (400-3/4)</td>
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<tr>
<td>CIRCLING</td>
<td>500-1</td>
<td>560-1</td>
<td>680-1/4</td>
<td>680-2</td>
</tr>
<tr>
<td></td>
<td>464 (500-1)</td>
<td>524 (600-1)</td>
<td>644 (700-1/4)</td>
<td>644 (700-2)</td>
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</tbody>
</table>

**HARLINGEN, TEXAS**

**26°14’N-97°39’W**

**HARLINGEN, TEXAS**

**26°14’N-97°39’W**

**VOR Z RWY 31**

**VALLEY INTL (HRL)**
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
RNAV (GPS) RWY 13
JIM HOGG COUNTY (HBV)

Baro-VNAV NA when using Laredo altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.

Visibility reduction by helicopters NA. When local altimeter setting not received, use Laredo altimeter setting: increase LPV DA to 1026 feet and all visibilities ¼ SM; increase LNAV/VNAV DA to 1089 feet and all visibilities ½ SM; increase all MDAs 120 feet and increase LNAV Cat C and CIRCLING Cat C visibility ¼ SM. VDP NA with Laredo altimeter setting.

### AWOS:3
- 118.075

### HOUSTON CENTER
- 127.8 307.2

### UNICOM
- 122.8 (CTAF)

### MSA RWY 13 25 NM
- KATHY
- 2400

### 4 NM Holding Pattern
- NELEE
- AZYUC

### 3000 Nept
- 085° (28.8)

### 3000 KATHY
- 128°

### 1300 Nept
- 085° (28.8)

### 1300 KATHY
- 128°

### 308°
- IPAXY

### 2000 UDUMY
- 308°

### 2000 KATHY
- 128°

### 764°
- A

### 704°
- (FAF) IPAXY

### 971°
- RW13

### 248°
- 128° to RW13

### 027°
- 3000

### 21140

### CATEGORY
<table>
<thead>
<tr>
<th>A</th>
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<th>C</th>
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</thead>
<tbody>
<tr>
<td>LPV DA</td>
<td>911-1 250 (300-1)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>LNAV/ VNAV DA</td>
<td>974-1 313 (400-1)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>1020-1 359 (400-1)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1040-1 1120-1</td>
<td>1280-1 ½</td>
<td></td>
</tr>
<tr>
<td></td>
<td>327 (400-1) 457 (500-1)</td>
<td>617 (700-1)</td>
<td>NA</td>
</tr>
</tbody>
</table>

### SC-3, 14 JUL 2022 to 08 SEP 2022
- 215
RNAV (GPS) RWY 17L
SOUTH TEXAS RGNL AT HONDO (HDO)

MISSED APCH FIX
MUNJO

Holding Pattern

- 4 NM

VGSI and RNAV glidepath not coincident
(VGSI Angle 3.00/TCH 45).

\[
\begin{align*}
\text{14000} & \quad 352^\circ \\
\text{3700} & \quad 172^\circ \\
\text{GP 3.00^\circ} & \quad \text{TCH 45}
\end{align*}
\]

\[
\begin{align*}
\text{JENDE} & \\
\text{ORUNY} & \quad \text{CUIRA} \text{ 3 NM to RW17L}
\end{align*}
\]

\[
\begin{align*}
\text{4000} & \quad \text{MUNJO}
\end{align*}
\]

- 1.4 NM to RW17L

**LNAV only.

<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>1179-1</td>
<td>250 (300-1)</td>
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<tr>
<td>LNAV/ VNAV DA</td>
<td>1314-1½</td>
<td>385 (400-1¼)</td>
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<tr>
<td>LNAV MDA</td>
<td>1420-1</td>
<td>491 (500-1)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1440-1</td>
<td>510 (600-1)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

HONDO, TEXAS
Amdt 1B 15JUL21

**29°22'N-99°11'W**

SC-3, 14 JUL 2022 to 08 SEP 2022
RNAP APCH.

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 altitude setting not received, use LNAV/VNAV altitude 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.

MISSED APPROACH:
Climb to 3700 direct JENDE and hold.

Procedure NA for arrival on SAT VORTAC airway radials 175 CW 190.

ASOS 119.675
HOUSTON CENTER 134.95 269.4
UNICOM 122.725 (CTAF)

HONDOR, TEXAS
Orig-B 15JUL21

AL-195 (FAA)

RNAV (GPS) RWY 35R
SOUTH TEXAS RGNL AT HONDOR (HDO)

ELEV 930
TDZE 917

HONDOR, TEXAS
29°22'N 99°11'W

SOUTH TEXAS RGNL AT HONDOR (HDO)
RNAV (GPS) RWY 35R
### COPTER RNAV (GPS) RWY 34

**APCH CRS** 338°  
**Rwy Ldg** 3701  
**TDZE** 914  
**Arpt Elev** 923  
**AL-5031 (USA)**  
**HOOD AHP (KHLR)**  
**SC-3, 14 JUL 2022 to 08 SEP 2022**  

<table>
<thead>
<tr>
<th>GRAY APP CON/DEP CON</th>
<th>TOWER*</th>
<th>GND CON</th>
<th>CLNC DEL</th>
</tr>
</thead>
<tbody>
<tr>
<td>120.075 323.15</td>
<td>119.65 @ 269.45</td>
<td>133.85 225.4</td>
<td>225.4</td>
</tr>
</tbody>
</table>

**R6302A**  
**R6302B**  
**R6302C**  

**(!) Not authorized when R-6302C in effect.**

***(F) FAF RNGER 90K**  
**SKYLARK FIELD**  

**DME/DME RNP-0.3 NA**  
Limit final and missed approach airspeed to 90 KIAS.

When local altimeter setting not received, use SKYLARK FLD altimeter setting.

**3100 IL**  
**1083**  
**1054**

**BCN 980**  
**Rwy 16 Ldg 3134'**  
**H 1.11 x M**  
**H 3.4**  
**H 3.38 to RW34**

**FORT HOOD, TEXAS**  
**31°08'N - 97°43'W**  
**SC-3, 14 JUL 2022 to 08 SEP 2022**
MISSED APPROACH: Climbing right turn to 3000 direct to GRK VOR/DME and hold.

<table>
<thead>
<tr>
<th>Category</th>
<th>COPTER</th>
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<tbody>
<tr>
<td>H-032*</td>
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<table>
<thead>
<tr>
<th>Knots</th>
<th>45</th>
<th>60</th>
<th>75</th>
<th>90</th>
<th>105</th>
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<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>
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</table>

Remain within 5 NM

<table>
<thead>
<tr>
<th>3000</th>
<th>032*</th>
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<tbody>
<tr>
<td>212°</td>
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</table>

ELEV 923

FAF to MAP 8.0 NM

032° 8 NM from VOR/DME

MIRL Rwy 16-34

SC-3, 14 JUL 2022 to 08 SEP 2022
Limit all segments airspeed to 90 KIAS.

When local altimeter setting not received, use SKYLARK FLD altimeter setting.
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.

NOTE: Chart not to scale.

TAKE-OFF MINIMUMS:
Rwy 16, 34, Standard.
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.
RNAV (GPS) RWY 13
MCCAMPBELL-PORTER (TFP)

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: increase LPV DA to 292 feet; increase LNAV/VNAV DA to 310 feet; increase all MDAs 40 feet and Circling visibility Cat C ½ SM. VDP NA when using Mustang Beach altimeter setting.

**AWOS-3**
118.775

**CORPUS APP CON**
120.9 348.725

**UNICOM**
122.7 (CTAF)

Procedure NA for arrivals at COPAN via V20-70 northeast bound.

**MCCAMPBELL-PORTER**

INGLESIDE, TEXAS
Amdt 1A  21APR22

27°55'N-97°13'W

ISO-3, 14 JUL 2022 to 08 SEP 2022
Circling NA to Rwy 8–26. Rwy 17 helicopter airway radials 302 CW 104.

Procedure NA for arrival on JCT VORTAC.
* 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).
RNAV (GPS) RWY 16
KENEDY RGNL (2R9)

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)

LP MDA
860-1 571 (600-1)

LNAV MDA
1040-1
751 (800-1)

Category
A
B
C
D

NA

NA

2.3 NM
3 NM

4 NM

164° to RW16

1260

751

344°

2000

WONIX

JISUT

ZAVEB

MISSED APPROACH: Climb to 2000 direct FORLU and hold.

FORLU

REIL Rwy 16

MIRL Rwy 16-34

KENEDY, TEXAS
Orig'D 07NOV19

28°49'N-97°52'W

AL-5975 (FAA)
RNAV (GPS) RWY 34
KENEDY RGNL (2R9)

RNAP APCH.

- Procedure NA at night. Rwy 34 helicopter visibility reduction below 1 SM NA.
- When local altimeter setting not received, use Pleasanton altimeter setting.

<table>
<thead>
<tr>
<th>AWOS 3-PT</th>
<th>HOUSTON CENTER</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>118.45</td>
<td>134.6 322.5</td>
<td>123.0 (CTAF)</td>
</tr>
</tbody>
</table>

- Holding Pattern
  - 4 NM to WONIX
  - Visual Segment - Obstacles
  - 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>LP MDA</td>
<td>840-1 552 (600-1)</td>
<td>NA</td>
<td></td>
<td></td>
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<tr>
<td>LNAV MDA</td>
<td>900-1 612 (700-1)</td>
<td>NA</td>
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<td></td>
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</tbody>
</table>

KENDEDY, TEXAS
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**

<table>
<thead>
<tr>
<th>Category</th>
<th>ELEV</th>
<th>HOUSTON CENTER</th>
<th>CLNC DEL</th>
<th>UNICOM</th>
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<tbody>
<tr>
<td>A</td>
<td>118.125</td>
<td>134.95 269.4</td>
<td>134.95</td>
<td>122.7 (CTAF)</td>
</tr>
</tbody>
</table>

**RNAV (GPS) RWY 12**

- **APP CRS**: 124°
- **Rwy Idg**: 5313
- **Apt Elev**: 1617

**UNICOM**

269.4

**AWOS-3**

124° 269.4

**HOUSTON CENTER**

134.95 269.4

**CLNC DEL**

134.95

**UNICOM**

122.7 (CTAF)

**DIYER**

4100

**W12A**

**TDZE**

1586

**ELEV**

1617

**4 NM Holding Pattern**

**RNAV (GPS) RWY 12**

- **Category A**: LPV DA 1836-1 250 (300-1)
- **Category B**: LNAV/VNAV DA 1936-1 350 (400-1½)
- **Category C**: LNAV MDA 2040-1 454 (500-1) 2040-1 350 (400-1½)
- **Category D**: CIRCLING 2320-1 703 (800-1) 2340-1 723 (800-1) 2380-2½ 763 (800-2¼) 2540-3 923 (1000-3)

**CIRCLING**

2370-1 703 (800-1) 2340-1 723 (800-1) 2380-2½ 763 (800-2¼) 2540-3 923 (1000-3)

**ACFT**

- **DIYER**
- **W12A**
- **TDZE**

**SC-3, 14 JUL 2022 to 08 SEP 2022**

**KERRVILLE, TEXAS**

Amdt 1B 30JAN20

**KERRVILLE MUNI/LOUIS SCHREINER FLD (ERV)**

29°59' N-99°05' W

**RNAV (GPS) RWY 12**

237
RNAV (GPS) RWY 30
KERRVILLE MUNI/LOUIS SCHREINER FLD (ERV)

AWOS-3
HOUSTON CENTER
CLNC DEL
UNICOM

118.125
134.95 269.4
134.95
122.7 (CTAF)

ELEV 1617
TDZE 1589

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

**RNP APCH:**

**AWOS-3**
**HOUSTON CENTER**
**CLNC DEL**
**UNICOM**

122.7 (CTAF)

**STONEDWALL**
**3048**

5 NM

**DIYER**
**FIMEL**

**RITRE**

125°

**GP 3.00°**
**TCH 45**

**4000 OBUCO**

* LDV only,

**1.7 NM to RW30**

**RW30**

**305°**

**3300**

6 NM

**Category**

A

B

C

D

**LPV DA**

1860-1

271 (300-1)

NA

**LNAV MDA**

2140-1

551 (600-1)

2140-1½

551 (600-1½)

NA

**CIRCLING**

2320-1

703 (800-1)

2340-1

723 (800-1)

2380-2½

763 (800-2½)

NA
KERRVILLE, TEXAS

LOC RWY 30
KERRVILLE MUNI/LOUIS SCHREINER FLD (ERV)

MISSED APPROACH: Climb to 2100 then climbing left turn to 4100 direct CSI VORTAC and hold, continue climb-in-hold to 4100.

AWOS-3
HOUSTON CENTER
CINCE DEL
UNICOM

118.125
134.95 269.4
134.95
122.7 [CTAF]

LOCALIZER 109.1
I-ERV

Procedure NA for arrival on CSI VORTAC airway radial 105 CW 138.

Procedure NA for arrival on CSI VORTAC airway radial 151.

ZABOS FIX MINIMUMS (DUAL VOR RECEIVERS REQUIRED)

S-30
CIRCLING

<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>S-30</td>
<td>2360-1 771 (800-1)</td>
<td>2360-1¾ 771 (800-1¼)</td>
<td>2360-2½ 771 (800-2½)</td>
<td>2360-1 771 (800-1)</td>
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<tr>
<td>CIRCLING</td>
<td>2360-1 743 (800-1)</td>
<td>2360-1¾ 743 (800-1¼)</td>
<td>2380-2½ 763 (800-2½)</td>
<td>2540-3 923 (1000-3)</td>
</tr>
</tbody>
</table>

FAF to MAP 6.2 NM

KNOTS

FAF to MAP 6.2 NM

Min:Sec

29°59'N-99°05'W

SC-3, 14 JUL 2022 to 08 SEP 2022
RNAV (GPS) RWY 1
SKYLARK FLD (ILE)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Circling Rwy 19 NA at night.

MISSSED APPROACH: Climb to 1300 then climbing right turn to 3100 direct IZSUN and hold.

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).

*No Baro-VNAV glidepath available.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Circling Rwy 19 NA at night.

MISSSED APPROACH: Climb to 1300 then climbing right turn to 3100 direct IZSUN and hold.

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).

*No Baro-VNAV glidepath available.
**AWOS-3PT**

- **128.575**

**GRAY APP CON**

- **120.075**
- **323.15**

**CLNC DEL**

- **121.7**

**UNICOM**

- **122.7 (CTAF)**

---

**CIRCLING**

- **R-6302A**
- **R-6302B**
- **R-6302C**

**LOCALIZER**

- **108.3 I-ILE**
- **AGJ 24.3**

**IL LOM**

- **AGJ 24.3**

**FAF to MAP**

- **3.6 NM**

**FG**

- **IL 2049**

**CATEGORY**

<table>
<thead>
<tr>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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</thead>
<tbody>
<tr>
<td>S-1</td>
<td>1160-1</td>
<td>317 (400-1)</td>
<td>NA</td>
</tr>
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</table>

**CIRCLING**

<table>
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<tr>
<th>1300-1</th>
<th>1340-1</th>
<th>1440-1½</th>
<th>NA</th>
</tr>
</thead>
<tbody>
<tr>
<td>452 (500-1)</td>
<td>492 (500-1)</td>
<td>592 (600-1½)</td>
<td>NA</td>
</tr>
</tbody>
</table>
Circling Rwy 19 NA at night. When local altimeter setting not received, use Robert Gray AAF altimeter setting and increase all MDA 60 feet.

AWOS-3PT 128.575
GRAY APP CON 120.075 323.15
CLNC DEL 121.7
UNICOM 122.7 (CTAF)

*KNA when R-6302C in affect.

Remain within 10 NM

#1680 when using Robert Gray AAF altimeter setting.

CATEGORY
A 1620-1 1620-1/4 1620-2/4 NA
B 772 (800-1) 772 (800-1/4) 772 (800-2/4)

HEKIP FIX MINIMUMS (DME REQUIRED)

KILLEEN, TEXAS

AL-5344 (FAA) 21224

VOR-A
SKYLARK FLD (ILE)

SC-3, 14 JUL 2022 to 08 SEP 2022

KILLEEN, TEXAS
Amdt 4A 08NOV18

31°05'N-97°41'W

243
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 1, 19, Standard.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 1: Climbing right turn heading 300° (to assigned altitude) to intercept and proceed on AGJ R-098. Thence... on (transition) or (assigned route).

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.
RNAV (GPS) RWY 13
KLEBERG COUNTY (IKG)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP 0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Alice altimeter setting and increase all DA 33 feet and all MDA 40 feet and LPV all Cats, LNAV/VNAV all Cats, and LNAV Cat D visibility ¼ mile. Baro-VNAV and VDP NA when using Alice altimeter setting.

MISSED APPROACH: Climb to 2000 direct OREAN and hold.

AWOS-3P  119.075
KINGSVILLE APP CON  119.9  290.45
UNICOM  122.7 (CTAF)

KINGSVILLE, TEXAS
20142

WAAS CH 86618
APP CRS 134°
Rwy Idg 6000
TDZE 130
Apt Elev 130

KLEBERG COUNTY (IKG)

RNAV (GPS) RWY 13

KINGSVILLE, TEXAS
Apt Elev 130

TDZE 130

ELEV 130

134° to RW13

6000 x 75

Reil Rwy 13 and 31
MIRL Rwy 13-31

SC-3, 14 JUL 2022 to 08 SEP 2022

Orig 29JUL10

27°33’N - 98°02’W
MISSED APPROACH: Climbing right turn to 3000 to intercept NQI TACAN R-184 to BRAMA and hold.

**TACAN Rwy 13L/R**

**KINGSVILLE NAS (KNOI)**

**ATIS** 282.25  **APP CON** 119.9  290.45  **TOWER** 124.1  377.05  **GND CON** 239.05  **CLNC DEL** 328.4  **ASR/PAR**

**IAF** CORPUS CHRISTI 115.5 CRP 261.1  **Chan 102**

**CAUTION:** Intermediate segment  length 5.7 NM

**EMERG SAFE ALT 100 NM 16,200**

**CATEGORY**

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**KINGSVILLE, TEXAS**

**27°30’N-97°49’W**

**SC-3, 14 JUL 2022 to 08 SEP 2022**

**AL-918 [USN]**
MISSED APPROACH: Climb to 3000 direct NQI TACAN and climbing right turn to intercept NQI R-184 to BRAMA and hold.

CAUTION: Intermediate segment length 5.8 NM.

EMERG SAFE ALT 100 NM 16,200
### 251

**TACAN Rwy 31L/R**

**ATIS** 282.25  
**APP CON** 119.9 290.45  
**TOWER** 124.1 377.05  
**GND CON** 239.05  
**CLNC DEL** 328.4  
**ASR/PAR**

**KINGSVILLE NAS (KNQI)**

**AL-918 [USN]**

**SC-3, 14 JUL 2022 to 08 SEP 2022**

---

**TACAN**

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**EMERG SAFE ALT 100 NM 16,200**

---

**DIAGRAM**

- **TACAN**
- **APP CON**
- **TOWER**
- **GND CON**
- **CLNC DEL**
- **ASR/PAR**

---

**CATALOG**

- **CIRCLING**
  - 540-1 490 (500-1)
  - 760-2 710 (800-2)
  - 760-2¼ 710 (800-2¼)

**KINGSVILLE, TEXAS**

Amdt 1 05NOV20

---

**MISSED APPROACH:** Climb to 3000 direct NQI TACAN and climbing right turn to intercept NQI R-319 to BALTS and hold. Continue climb-in-hold to 3000.
MISSED APPROACH: Climbing left turn to 1800, intercept NOG TACAN R-146 to CELUR and hold.

ATIS 282.25
APP CON 119.9 290.45
TOWER 124.1 377.05
GND CON 239.05
CLNC DEL 328.4
ASR/PAR

ORANGE GROVE
Chan 63 NOG

CORPS CHRISTI
115.5 CRP
Chan 102

KINGSVILLE NAS (KNQI)

EMERG SAFE ALT 100 NM 16,200

CATEGORY | A | B | C | D
--- | --- | --- | --- | ---
S-17R | 560-1 | 511 | (600-1) | 560-1 1/2 | 511 | (600-1 1/2)
CIRCLING | 560-1 | 510 | (600-1) | 760-2 | 710 | [800-2] | 710 | [800-2 1/4]

KINGSVILLE, TEXAS
Amdt 1 05NOV20

TACAN Y RWY 17R

KINGSVILLE NAS (KNQI)

27*30'N-97*45'W

253
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.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.7°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Rwy 15 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 1700 then climbing right turn to 4100 direct AWALT and hold.

AWOS-3PT 119.375
AUSTIN APP CON 119.0 370.85
UNICOM 122.725 (CTAF) 0

Procedure NA for arrival on LLO VORTAC airway radials 018 CW 165 and on CWK VORTAC airway radials 222 CW to 004.
AEROZ TWO DEPARTURE (RNAV)

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

TAKEOFF MINIMUMS:
Rwys 15, 33: Standard.

NOTE: Chart not to scale.

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.
TAKEOFF MINIMUMS:
Rwys 15, 33: Standard.

NOTE: RNAV 1.
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 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.

ABILENE TRANSITION (ELOEL3.ABI)
FORSS TRANSITION (ELOEL3.FORSS)
KLNCR TRANSITION (ELOEL3.KLNCR)
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Houston terminal area arrivals expect routing from ILEXY.
NOTE: JAYJO transition to join V306 only.

DEPARTURE ROUTE DESCRIPTION

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.

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: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Chart not to scale.

TAKEOFF MINIMUMS
Rwys 15, 33: Standard.

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)

Rwy 16, 34 helicopter visibility reduction below 1 SM NA. Use Lago Vista altimeter setting when not received, use Austin-Bergstrom Intl altimeter setting and increase all MDA 40 feet.

RSW ASOS
119.375

AUSTIN APP CON
119.0 370.85

UNICOM
123.0 (CTAF)

Procedure NA for arrivals at AMUSE on V163 southbound.

Procedure NA for arrivals on CWK VORTAC airway radials 222 CW 004.

Procedure NA for arrivals at AMUSE on V163 southbound.

Procedure NA for arrivals on CWK VORTAC airway radials 222 CW 004.

Visual Segment - Obstacles.

 CATEGORY  A  B  C  D
 LP MDA  1340-1  437 (500-1)  NA  NA
 LNAV MDA  1360-1  457 (500-1)  NA  NA
 CIRCLING  1620-1  1960-1½  1051 (1100-½)  NA  NA

LAKEWAY, TEXAS
Amdt 1B  17AUG17

SC-3, 14 JUL 2022 to 08 SEP 2022
**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 (AEROZ2.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.

NOTES:
- RADAR required.
- DME/DME/IRU or GPS required.
- RNAV 1.
- Takeoff Rwy 16 requires a climb to 1700 on heading 165° prior to turning for obstacle avoidance.
-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 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.

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.

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.

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.

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.

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: 500-2¾ 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 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.

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)
NOTE: Chart not to scale.

TAKEOFF MINIMUMS:
Rwy 16: 500-2.3/4 or standard with minimum climb of 265’ per NM to 1500.
Rwy 34: Standard.

NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: TAKEOFF Rwy 16 requires a climb to 1700 on heading 165° prior to turning for obstacle avoidance.

TAKEOFF RUNWAY 16: Climb on heading 165° to 1700, then as assigned by ATC for vectors to cross PAYDA at or above 5000, thence . . .
TAKEOFF RUNWAY 34: Climb on heading 344° or as assigned by ATC for vectors to cross PAYDA at of above 5000, thence . . .

. . . . on track 279° to MUCKY. Maintain altitude assigned by ATC. Expect filed altitude 10 minutes after departure.
TAKEOFF MINIMUMS
Rwy 34: Standard.
Rwy 16: 500-2½ or standard with minimum climb of 265’ per NM to 1500.

NOTE: Chart not to scale.

TAKEOFF RUNWAY 16: Climb on heading 165° to 1700, then as assigned by ATC for vectors to cross MUNCH at or above 5000, thence . . .
TAKEOFF 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)**

**APP CRS**
- 343°

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**AWOS-3**
- 119.075

**GRAY APP CON**
- 120.075
- 323.15

**UNICOM**
- 122.8 (CTAF)

---

**Procedure NA for arrival on LLO VORTAC airway radials 018 CW 120.**

**RNN APCH.**
- Circling Rwy 16 NA at night.
- Rwy 34 helicopter visibility reduction below 1/2 SM NA.

---

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

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**RNAV (GPS) RWY 34**

**LAMPASAS, TEXAS**

**Orig:** 15JUL21

**RNAV (GPS) RWY 34**

**LAMPASAS (LZZ)**

**SC-3, 14 JUL 2022 to 08 SEP 2022**

**31°06’N-98°12’W**
VOR-A
LAMPASAS (LZZ)

AWOS-3
119.075

GRAY APP CON
120.075 323.15

UNICOM
122.8 (CTAF)

When local altimeter setting not received, use Robert Gray AAF altimeter setting and increase all MDAs 80 feet and visibility Cat C ½ SM.

NoPT for arrivals on AGJ VORTAC airway radials 005 CW 033.

Remain within 10 NM

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct AGJ VORTAC and hold.

ELEV 1215

205° 5.2 NM from FAF

MIRL Rwy 16-34

 CATEGORY | A | B | C | D
---|---|---|---|---
CIRCLING | 1680-1 | 1880-1 | 1880-1½ | NA
| 465 (500-1) | 666 (700-1) | 666 (700-1½) |  

Knots
Min:Sec
---|---|---|---|---
60 | 5:12 | 2:05 | 1:44
90 | 3:28 | 2:05 | 1:44
120 | 3:28 | 2:05 | 1:44
150 | 2:36 | 2:05 | 1:44
180 | 2:36 | 2:05 | 1:44

LAMPASAS, TEXAS
AL 6267 (FAA)

21196

VOR-A
LAMPASAS (LZZ)

Amdt 4A 15JUL21

31°06'N-98°12'W

273
Circling NA west of Rwys 14 and 36L.

DME required.
For inop ALS, increase S-ILS 18R Cat E visibility to \( \frac{3}{4} \) SM and increase S-LOC 18R Cat C/D/E visibility to \( \frac{1}{4} \) SM.

**ILS or LOC RWY 18R**

**LAREDO INTL (LRD)**

**ATIS** 125.775
**HOUSTON CENTER** 127.8  307.2
**LAREDO TOWER** * 120.1 (CTAF)  0  257.9
**GND CON** 121.8
**UNICOM** 122.95

**LOCALIZER 111.9**
**Chan 56**

**ISON**
**3.7**

**LRD 17**
**Arc**

**LRD 17**

**ELKOS/LRD 15**

**DME REQUIRED**

**VGSI and ILS glidepath not coincident within 15 NM**

**Remain within 15 NM**

**CATEGORY**
**A** 704-1/2  200 (200-1/2)
**B** 920-3/4 (500-3/4)
**C** 920-1/2 (500-1/2)
**D** 920-2  421 (500-2)
**E** 920-1/2 (500-1/2)

**S-LOC 18R** 920-1/2  416 (500-1/2)

**SIDESTEP 18L** 920-1  421 (500-1)

**CIRCLING** 920-1/2  421 (500-1/2)

**MIRL Rwy 14-32**
**HIRL Rwys 18R-36L and 18L-36R**

**LAREDO, TEXAS**
Amdt 12 01FEB18

**27°33′N-99°28′W**

**LAREDO INTL (LRD)**

**ILS or LOC RWY 18R**

**20142**
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 1°C (34°F) or above 54°C (130°F). Circling NA west of Rwy 14 and 36L. DME/DME RNP-0.3 NA.

**MISSING APCH: Climb to 1000 then climbing left turn to 2500 direct ELKOS and hold.**

- **ATIS** 125.775
- **HOUSTON CENTER** 127.8 307.2
- **LAREDO TOWER** 120.1(CTAF) 257.9
- **GND CON** 121.8
- **UNICOM** 122.95

**RADAR REQUIRED**

**RNAV (GPS) RWY 18L**

**LAREDO INTL (LRD)**

**ATIS** 125.775

**HOUSTON CENTER** 127.8 307.2

**LAREDO TOWER** 120.1(CTAF) 257.9

**GND CON** 121.8

**UNICOM** 122.95

**ELEV 508**

**TDZE 499**

**2600**

178° to RW 18L

**1000**

**2500**

**ELKOS**

**2 NM to CAYAR**

**2 NM to CAYAR**

**1 NM to RW 18L**

**1 NM to RW 18L**

**1180**

**2300**

**358°**

**3000**

**178°**

**178°**

**3000**

**CAYAR**

**2 NM to RW 18L**

**2 NM to CAYAR**

**3.5 NM**

**4 NM**

**4 NM Holding Pattern**

**HP 3.00°**

**TCH 51**

**CIRCLING**

**699-3/4**

**200 (200-3/4)**

**810-3/8**

**311 (400-3/4)**

**LNAV**

**MDA**

**880-1**

**381 (400-1)**

**880-1 1/8**

**381 (400-1 1/8)**

**LNAV/ VNAV**

**MDA**

**880-1**

**381 (400-1)**

**880-1 1/8**

**381 (400-1 1/8)**

**CIRCLING**

**940-1**

**432 (500-1)**

**300-1**

**980-1**

**472 (500-1)**

**592 (600-1 1/8)**

**1100-1 1/8**

**1200-2 1/4**

**1200-2 1/2**

**1200-2 1/4**

**692 (700-2 1/4)**

**692 (700-2 1/2)**
**For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 1°C (34°F) or above 54°C (130°F). Circling NA west of Rwy 14 and 36L. DME/DME RNP-0.3 NA.**

**MISSED APPROACH:** Climb to 3000 direct OVOSE and hold.

**LAREDO, TEXAS**

**ATIS** 125.775  
**HOUSTON CENTER** 127.8 307.2  
**LAREDO TOWER** 120.1 (CTAF) 257.9  
**GND CON** 121.8  
**UNICOM** 122.95

**KAHAN** 3000  
**OVOSE** 3.88° 4 NM

Procedure NA for arrivals at KAHAN on V17 northbound.

**ELEV 508**  
**TDZE 497**

**MIRL Rwy 14-32**  
**HIRL Rwy 18R-36L and 18L-36R**

**Procedure NA for arrivals at NELEE on V17 southeast bound.**

**WUGRO**

**SA-3, 14 JUL 2022 to 08 SEP 2022**

**For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 1°C (34°F) or above 54°C (130°F). Circling NA west of Rwy 14 and 36L. DME/DME RNP-0.3 NA.**

**MISSED APPROACH:** Climb to 3000 direct OVOSE and hold.

**LAREDO, TEXAS**

**ATIS** 125.775  
**HOUSTON CENTER** 127.8 307.2  
**LAREDO TOWER** 120.1 (CTAF) 257.9  
**GND CON** 121.8  
**UNICOM** 122.95

**KAHAN** 3000  
**OVOSE** 3.88° 4 NM

Procedure NA for arrivals at KAHAN on V17 northbound.
LOC/DME 1-LRD
Chan 56
358°

- Locating NA west of Rwy's 14 and 36L.
- DME required when on R-319.
- Use I-LRD DME when on the localizer course.
- Disregard glide slope indications.
- CIRCLING 3000
- TCH 50
- 358°
- 5.9 NM
- 1100 then climbing left turn to 2600 on heading 358°.
- 20142
- SC-3, 14 JUL 2022 to 08 SEP 2022
- HIRL Rwy's 18R-36L and 18L-36R
- MIRL Rwy 14-32

- LOCALIZER 111.9
- Chan 56
- 117.4 (LRD 17)
- 662 A
- 358°
- 1.2 NM
- I-LRD 0.5
- GECEK
- 1.7 NM
- I-LRD
- ERXIW
- 6.9 NM
- 358°
- 1100
- 2600
- 667 512
- 512 667
- 673 1449
- 5927 X 150
- 8743 X 150
- 32
- 8236 X 150
- 8743 X 150
- 323 (400-1)
- 820-1
- 940-1
- 980-1
- 472 (500-1)
- 432 (500-1)

- 497 508
- 125.775

- TITTO
- 1117.4 (LRD 17)
- 122.95

- 127.8 307.2
- 140° 319°
- LR-319
- LAREDO TOWER
- CTAF
- UNICOM
- 121.8
- 120.1
- 257.9

- 280

- Amdt 3 01FEB18
- SC-3, 14 JUL 2022 to 08 SEP 2022

- 280

- LAREDO RWY 36L
- LAREDO INTL (LRD)

- LAREDO TEXAS

- LAREDO, TEXAS

- UNITED STATES

- 125.775

- HOUSTON CENTER

- LAREDO, TEXAS

- LAREDO INTL

- 44°38'N-99°28'W
Circling NA west of Rwy 14 and 36L. DME required.

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).

VOR or TACAN RWY 14
LAREDO INTL (LRD)
Circling NA west of Rwys 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**
- **125.775**

**HOUSTON CENTER**
- **127.8 307.2**

**LAREDO TOWER**
- **120.1 (CTAF)**

**GND CON**
- **121.8**

**UNICOM**
- **122.95**

---

**APP CRS**
- **320°**

**Rwy Idg**
- **5927**

**TDZE**
- **494**

**Apt Elev**
- **508**

---

**MISSING APCH FIX**

**BLAME**
- **LRD**

**LRD 18**

---

**ELEV**
- **508**

**TDZE**
- **494**

---

**MISSED APPROACH**
- Climb to 2600 from FAF 320° 4 NM.

---

**VOR or TACAN RWY 32**

**LAREDO INTL (LRD)**

---

**CATEGORY**

<table>
<thead>
<tr>
<th></th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<tbody>
<tr>
<td>S-32</td>
<td>920-1</td>
<td>426 (500-1)</td>
<td>920-1/2</td>
<td>426 (500-1/2)</td>
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<td>CIRCLING</td>
<td>940-1</td>
<td>432 (500-1)</td>
<td>980-1</td>
<td>1100-1/2</td>
<td>1200-2/4</td>
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</table>

---

**LAREDO, TEXAS**

**Amtd 11A 01MAR18**

**AL-226 (FAA)**

---

**20142**

---

**VOR or TACAN RWY 32**

**LAREDO INTL (LRD)**

---

**27°33'N-99°28'W**

---

**LAREDO, TEXAS**

**20142**

---

**SC-3, 14 JUL 2022 to 08 SEP 2022**
CAUTION: BE ALERT TO HOLDING INSTRUCTIONS IS REQUIRED.

READBACK OF ALL RUNWAY CLEARANCES.
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.
ДЕПАРТУРЫ РУТ ДЕСКРИПШН
(МАВРК Трексы)

 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.
Procedures 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.

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 ½ SM NA.

MISSED APPROACH: Climb to 3500 direct IYMUD and hold.

Procedures NA for arrivals at LLO VORTAC via V161-568 southbound.
RNAV (GPS) RWY 35
LLANO MUNI (AQO)

APP CRS
354°

Rwy Idg 4202
TDZE 1102
Apt Elev 1102

RNP APCH.

Procedure NA at night. Rwy 35 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Burnet altimeter setting and increase all MDA 80 feet.

AWOS-3
119.425

HOUSTON CENTER
132.35 317.5

UNICOM
123.05 (CTAF)

MISSING APCH FIX

4 NM
354°
AKEKY

MISSING APCH FIX

AWOS-3
119.425

HOUSTON CENTER
132.35 317.5

UNICOM
123.05 (CTAF)

MISSING APCH FIX

4 NM
354°
AKEKY

MISSING APCH FIX

AWOS-3
119.425

HOUSTON CENTER
132.35 317.5

UNICOM
123.05 (CTAF)

MISSING APCH FIX

4 NM
354°
AKEKY

MISSING APCH FIX

AWOS-3
119.425

HOUSTON CENTER
132.35 317.5

UNICOM
123.05 (CTAF)

MISSING APCH FIX

4 NM
354°
AKEKY

MISSING APCH FIX

AWOS-3
119.425

HOUSTON CENTER
132.35 317.5

UNICOM
123.05 (CTAF)

MISSING APCH FIX

4 NM
354°
AKEKY

MISSING APCH FIX

AWOS-3
119.425

HOUSTON CENTER
132.35 317.5

UNICOM
123.05 (CTAF)

MISSING APCH FIX

4 NM
354°
AKEKY

MISSING APCH FIX

AWOS-3
119.425

HOUSTON CENTER
132.35 317.5

UNICOM
123.05 (CTAF)

MISSING APCH FIX

4 NM
354°
AKEKY

MISSING APCH FIX

AWOS-3
119.425

HOUSTON CENTER
132.35 317.5

UNICOM
123.05 (CTAF)
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.

**AWOS-3**
- 119.425

**HOUSTON CENTER**
- 132.35
- 317.5

**UNICOM**
- 123.05 (CTAF)

---

**VORTAC LLO 108.2**
- **APP CRS 089°**
- **Rwy Idg TDZE**
- **N/A N/A**
- **Apt Elev 1102**

**CATEGORY**
- **CIRCLING**

**ELEV 1102**

**FAF to MAP 6.5 NM**
- 089° 6.5 NM from FAF

**MIRL Rwy 17-35**
- 089° 6.5 NM
- 269°

**089° 1 min 269°**

**089°**
- 1413±
- 1584

**1256**

---

**Locators**
- LLANO
- LLO
- LLO 6.5
- ZAMTA

---

**Notes**

- Holding Pattern
- One Minute
- 269°
- 089°

---

**Coordinates**
- 30°47'N, 98°40'W

**Amdt 4A**
- 19 JUL 2018

**Amdt 4A**
- SC-3, 14 JUL 2022 to 08 SEP 2022
**RNAV (GPS) RWY 18**

**LOCKHART MUNI (5R)**

<table>
<thead>
<tr>
<th>WAAS CH</th>
<th>APP CRS</th>
<th>TDZE</th>
<th>Apt Elev</th>
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<tr>
<td>45922</td>
<td>175°</td>
<td>532</td>
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**ELEV**

- **TDZE 532**
- **MIRL Rwy 18-36**
- **Orig B 07NOV19**

<table>
<thead>
<tr>
<th>CATEGORY</th>
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<th>B</th>
<th>C</th>
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<tr>
<td>LPV DA</td>
<td>815-1</td>
<td>283 (300-1)</td>
<td>NA</td>
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<td>LNAV/VNAV DA</td>
<td>883-1¼</td>
<td>351 (400-1¼)</td>
<td>NA</td>
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<tr>
<td>LNAV MDA</td>
<td>1260-1</td>
<td>728 (800-1)</td>
<td>1260-2</td>
<td>728 (800-2)</td>
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</table>

**RNAV and RNAV glidepath not coincident (VGSI Angle 3.50/TCH 24).**

**SC-3, 14 JUL 2022 to 08 SEP 2022**

**Procedure NA for arrivals at SEEDS on V198-212 and V556 eastbound.**

**Procedure NA for arrivals on CWK VORTAC airway radials 088 CW 237.**

**MISSED APPROACH: Climb to 4000 direct EDIVE and on track 095° to SEEDS and hold.**
RNAV (GPS) RWY 36
LOCKHART MUNI (50R)

RNAV (GPS) RWY 36
LOCKHART MUNI (50R)

Baro-VNAV RA. Rwy 36 heliport visibility reduction below 3/4 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 1/2 mile.

MISSED APPROACH: Climb to 1000, then climbing right turn to 3000 direct CRAYS and hold.

AUSTIN APP CON
120.875 270.25

UNICOM
122.8 (CTAF)

ELEV 532
TDZE 530

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).

LNAV only.

 CATEGORY | A | B | C | D
-----------|---|---|---|---
LPV DA | 813-1 | 283 (300-1) | NA | NA
LNAV/ VNAV DA | 863-1 3/8 | 333 (400-1 3/4) | NA | NA
LNAV MDA | 940-1 | 410 (500-1) | 940-1 3/8 | 410 (500-1 3/8) | NA

LOCKHART MUNI (50R)
Orig-B 07NOV19

29°51'S-97°40'W
When local altimeter setting not received, procedure NA.
DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

AWOS: 3-PT  134.025
ALBUQUERQUE CENTER  135.875  292.15
UNICOM  122.8 (CTAF)

MISSED APPROACH: Climb to 5300 then climbing left turn to 9000 direct TITFE and hold, continue climb-in-hold to 9000.

Visibility reduction by helicopters NA.
DME/DME RNP-0.3 NA.
When local altimeter setting not received, procedure NA.

MARFA MUNI (MRF')

RNAV (GPS) RWY 31

SC-3, 14 JUL 2022 to 08 SEP 2022

Marfa, Texas

30°22'N-104°01'W

299
When local altimeter setting not received, procedure NA. Visibility reduction by helicopters NA.

When local altimeter setting not received, procedure NA. Visibility reduction by helicopters NA.

When local altimeter setting not received, procedure NA. Visibility reduction by helicopters NA.

When local altimeter setting not received, procedure NA. Visibility reduction by helicopters NA.
RNAV (GPS) RWY 18
MASON COUNTY (T92)

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.

BBD AWOS-3
118.375

HOUSTON CENTER
132.35 317.5

CTAF
122.9

Missed Approach: Climb to 3800 direct UCOBA and hold.

App Crs 176°

Rwy Idg 3716
TDZE 1502
Apt Elev 1514

MASON, TEXAS
Orig-C 17AUG17

30°44’N-99°11’W

MASON COUNTY (T92)

301
RNAV (GPS) RWY 36
MASON COUNTY (T92)

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.

MISSED APPROACH: Climb to 3800 direct WODIR and hold.

BBD AWOS-3 118.375
HOUSTON CENTER 132.35 317.5
CTAF 122.9

APP CRS
Rwy Idg 3716
TDZE 1498
Apt Elev 1514

356°

176°

356°

30°44'N 99°11'W

LNAV MDA 1940-1 442 (500-1) NA

CIRCLING 2140-1 626 (700-1) NA

ELEV 1514
TDZE 1498

376 x 30
36

81

356° to RW36

2320

3100

1574±

1964±

2195±

176°

356°

WODIR

UCOBA

JUTGU

EWETO

2.5 NM to RW36

2.5 NM to

3.00°

TCH 40

356°

356°

4 NM

30 NM to UCOBA

3000 WODIR

3800

UCOBA

JUTGU

3800

30°44'N 99°11'W

MASON, TEXAS
Orig C 17AUG17

MASON COUNTY (T92)

302

SC-3, 14 JUL 2022 to 08 SEP 2022

SC-3, 14 JUL 2022 to 08 SEP 2022
**VOR-A**

**MASON COUNTY (T92)**

**VORTAC LLO**

- **Chan:** 19
- **APP CRS:** 251°
- **Rwy Idg:** N/A
- **TDZE:** N/A
- **Apt Elev:** 1514

**ELEV**

- **MASON, TEXAS**
- **AL-6269 (FAA)**
- **Amdt 4B 17AUG17**
- **MASON COUNTY (T92)**

**LLO 20.7**

- **YOKUG**
- **LLO 19.7**
- **MAHIR**
- **LLO 20.7**

**Procedure NA for arrival on LLO VORTAC**

**CIRCLING**

- **2140-1 626 (700-1)**

**MISSED APPROACH:**

- Climbing left turn to 4000 direct LLO VORTAC and hold.

**DME required. Procedure NA at night. Use Brady altimeter setting; when not received, use Llano altimeter setting.**

**CTAF**

- **122.9**

**BBD AWOS-3**

- **118.375**

**HOUSTON CENTER**

- **132.35**
- **317.5**

**CTAF**

- **122.9**

**LIRL Rwy 18-36**

- **3700**

**MAHON (T92)**

**LIRL Rwy 18-36**

- **3700 X 50**

**LIRL Rwy 18-36**

- **36**

**251° 5.7 NM from FAF**

**251° (5)**

**Sonic**

- **LLO 5**

**LIRL Rwy 18-36**

- **3700**

**30°44'N-99°11'W**
Circling NA northeast of Rwy 14-32. When local altimeter setting not received, use Weslaco altimeter setting: increase all DA 39 feet; increase all MDA 40 feet and S-LOC 14 Cat C/D visibility ½ mile, increase LOBIC Fix Minimums S-LOC 14 Cat C/D visibility ¼ mile. For inop ALS, increase S-LOC 14 Cat C/D visibility to 1 ½ SM. For inop ALS when using Weslaco altimeter setting, increase LOBIC Fix Minimums S-LOC 14 Cat C/D visibility to 1 ½ SM.

ALTERNATE MISSED APCH FIX

MISSED APPROACH: Climb to 1500 then climbing left turn to 2000 direct to MISSI LOM and hold.

GND CON 121.8

UNICOM 122.95

ATIS 128.5

MC ALLEN MILLER INTL (MFE)

MC ALLEN, TEXAS

Amad 9B 14JUL22

26°11'N-98°14'W

304
Circling NA northeast of Rwy 14-32. ADF and DME or Radar required. When local altimeter setting not received, use Weslaco altimeter setting: increase all DA 39 feet and MDA 40 feet.

MISSED APPROACH: Climb to 2100 direct MF LOM and hold.

**LOC** 111.7 MFE 10.5

**VMY** 117.2 MFE 10.5

**Channel** 119

**I-LLM** 5

**GASHS**

**SDA** 1048

**MEXICO**

**UNITED STATES**

**MC ALLEN, TEXAS**

**MC ALLEN MILLER INTL (MFE)**

**ATIS** 128.5

**MC ALLEN MILLER INTL (MFE)**

**LOM**

**MISSI**

**330 MF**

**MF**

**TDZE** 102

**ELEV** 107

**APP CRS** 317°

**Rwy Ldg** 7120

**TDZE** 102

**Apt Elev** 107

**Channel** 54

**LOC/DME** I-LLM

**ALT MISSED APCH FIX**

**SANCA**

**MFE 10.5**

**LOCALIZER 111.7**

**I-LLM**

**Channel** 54

**VGSI Angle 3.00°/TCH 53.**

**One Minute Holding Pattern**

**GS 3.00° TCH 50**

***600 when using Weslaco altimeter setting.**

**CATEGORY**

**A**

**B**

**C**

**D**

**S-ILS 32**

**302-3/4**

**200 (200-3/4)**

**560-1 458 (500-1)**

**560-1 1/2 458 (500-1 1/2)**

**S-LOC 32**

**560-1 473 (500-1)**

**580-1 1/2 473 (500-1 1/2)**

**580-1 473 (500-1)**

**580-1 1/2 473 (500-1 1/2)**

**338 (400-1)**

**800-2 1/4 693 (700-2 1/4)**

**OYICU FIX MINIMUMS**

**S-LOC 32**

**440-1**

**338 (400-1)**

**800-2 1/4 693 (700-2 1/4)**
MC ALLEN MILLER INTL (MFE)

RNAV (GPS) RWY 14

**ATIS** 128.5

**MC ALLEN TOWER**

**VALLEY APP CON** 121.0 377.2

**MCS CON** 118.5 (CTAF) 256.9

**GND CON** 121.8

**UNICOM** 122.95

Circling NA northeast of Rwy 14-32. For inop ALS, increase LNAV/VNAV visibility all Cats to 1/2 SM and LNAV visibility Cat C/D to 1 1/2 SM. For inop ALS when using Weslaco altimeter setting, increase LNAV/VNAV visibility all Cats to 1 SM. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 1°C or above 54°C. When local altimeter setting not received, use Weslaco altimeter setting and increase all DA 39 feet and LNAV/VNAV all Cats visibility 1/6 SM; increase all MDA 40 feet and LNAV Cat C/D visibility 1/6 SM.

PROVIDED APPROACH: Climb to 1500 then climbing left turn to 3000 direct FLATZ and hold.

**MALSR**

**Cats visibility**

**SM; increase all MDA 40 feet and LNAV visibility Cat C/D visibility 1/6 SM.**

**SC-3, 14 JUL 2022 to 08 SEP 2022**

**MC ALLEN, TEXAS**

Amed 1A 14JUL22

**UNITED STATES**

**MEXICO**

**ECUVE**

**FOLUL**

**FLATZ**

**HARGI**

**ECUVE**

**REIL**

**W07R**

**W07L**

**TWR**

**HARGI on V20 northbound.**

**Procedure NA for arrivals at HARGI on V20 northbound.**
RNAV (GPS) RWY 32
MC ALLEN MILLER INTL (MFE)

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 ½ mile. Baro-VNAV and VDP NA when using Weslaco altimeter setting.

**Missed Approach:** Climb to 800 then climbing right turn to 2000 direct SANCA 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

**Procedure NA for arrivals at FLATZ on V17 eastbound.**

**LPV** DA 302-7/8 200 (200-3/4)
**RNAV** DA 391-7/8 289 (300-3/4)
**LNAV** MDA 480-1 378 (400-1)

**Circling** 580-1 473 (500-1) 580-1 2/3 780-1 2/3 800-2 1/4

UNITED STATES
MEXICO

**MC Allen, Texas**
Amdt 2 10DEC15
**VOR RWY 14**

**MC ALLEN MILLER INTL (MFE)**

- **Circling NA northeast of Rwy 14-32. ADF or DME required. For inop MALSR, increase S-14 Cat C/D visibility to 1/4 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 1/2 mile. VDP NA when using Weslaco altimeter setting.**

- **MISSED APPROACH:** Climb to 1000 then climbing left turn to 2000 direct MFE VOR/DME and hold.

---

**ADF or DME REQUIRED**

- **Rwy Idg** 6983
- **TDZE** 107
- **Apt Elev** 107
- **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

---

**MC ALLEN, TEXAS**

**AL-985 (FAA)**

**18312**

---

**MC ALLEN MILLER INTL (MFE)**

**VOR RWY 14**

---

**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

---

**ELEV 107**

**TDZE 107**

---

**MC ALLEN, TEXAS**

**Amdt 16 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.
**RNAV (GPS) RWY 25**

**MIDLAND AIRPARK (MDD)**

**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 RW 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** *(CTAF)*
- **290.4** *(CTAF)*

**CLNC DEL**
- **121.8**

**UNICOM**
- **122.7** *(CTAF)*

---

**ELEV 2805**

**TDZE 2800**

---

**5000**
- **BAVNE**
- **248°**
- **WAVOK**
- **2985**

**JOJOS**
- **285**

**VGSi and RNAV glidepath not coincident**
(VGSi Angle 3.00°/TCH 53).

**LNAV only**

**158°**

**338°**

**CIRIT**

**WAVOK (IF/IAF)**

**RW25**

**3005**

**JIBEM**

**3205**

**IBM**

**5 NM**

**3186**

**248°**

**TCH 47**

---

**CATEGORY**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>LPV DA</strong></td>
<td>3081</td>
<td>281</td>
<td><strong>300-1</strong></td>
<td></td>
</tr>
<tr>
<td><strong>RNAV/ VNAV DA</strong></td>
<td>3144</td>
<td>344</td>
<td><strong>400-1½</strong></td>
<td></td>
</tr>
<tr>
<td><strong>LNAV MDA</strong></td>
<td>3220</td>
<td>420</td>
<td><strong>500-1</strong></td>
<td></td>
</tr>
<tr>
<td><strong>CIRCLING</strong></td>
<td>3320</td>
<td>515</td>
<td><strong>600-1</strong></td>
<td></td>
</tr>
</tbody>
</table>

---

**MIDLAND, TEXAS**

**Orig:** 09SEP21

---

**RNAV (GPS) RWY 25**

**MIDLAND AIRPARK (MDD)**

---

**32°02'N-102°06'W**

---

**2139**
RNAV (GPS) RWY 34
MIDLAND AIRPARK (MDD)

**RNAV (GPS) RWY 34**

- **AWOS-3**: 118.125
- **MIDLAND APP CON**: 124.6 290.4
- **CLNC DEL**: 121.8
- **UNICOM**: 122.7 (CTAF)

---

**MISSED APPROACH:**
Climb to 4500 direct ZEBIB and hold.

**AWOS-3**: 118.125
**MIDLAND APP CON**: 124.6 290.4
**CLNC DEL**: 121.8
**UNICOM**: 122.7 (CTAF)

---

**MIDLAND, TEXAS**
**AL-6158 (FAA)**

---

**ELEV 2805**
**TDZE 2801**
VOR RWY 25
MIDLAND AIRPARK (MDD)

AWOS-3
116.125

MIDLAND APP CON
124.6 290.4

CLNC DEL
121.8

UNICOM
122.7 (CTAF)

Missed Approach: Climbing right turn to 4500 on MAF VORTAC R-357 to MERGE INT/17 DME and hold.

Rwy 25 helicopter visibility reduction below ½ SM NA.

Procedure NA for arrivals at MERGE on V16 westbound.

Airfield Elev
TDZE
Rwy Idg

DME required. RADAR required for procedure entry at OXATE.

1.7

4.0 NM

2957

3.75°

5.7 NM

239°

Rwy 25

MIDLAND, TEXAS

SC-3, 14 JUL 2022 to 08 SEP 2022
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 1/2 SM.

**MISSED APPROACH:** Climbing left turn to 4500 via MAF R-357 to MERGE Int and hold.

---

**AWOS-3**

- MAF 25 NM
- 061°
- MAF 4049
- MAF 3554
- MAF 3005
- MAF 2985
- MAF 3014
- MAF 3136
- MAF 3240
- MAF 3267
- MAF 4500
- MAF R-249

**MAPDD**

- MAF 4.4
- MAF 5100
- MAF 4800
- MAF 5100

**MERGE**

- MAF 16.7
- MAF 3.57
- MAF 11.7
- MAF 117.2
- MAF Chan 119

**MEET**

- MAF 16.7
- MAF 11.7
- MAF 117.2
- MAF Chan 119

**AWOS-3**

- 118.125
- 124.6 290.4
- 121.8
- 122.7 (CTAF)

**VA TLS**

- 6°
- 25°
- 32°
- 35°

**CHAN**

- 95
- 119
- 114.8
- 114.8

**MAF**

- 4.4
- 4.4
- 4.4
- 4.4

**ELEV 2803**

- D

**MIDLAND APP CON**

- *114.8 MAF* Chan 95

**MIDLAND AIRPARK**

- MAF
- R-357
- MERGE

---

**CATEGORY**

- A
- B
- C
- D

**CIRCLING**

- 3380-1
- 577 (600-1)
- 3440-1 13/4
- 635 (700-13/4)
- 3700-3
- 897 (900-3)

**KNOTS**

- 60
- 90
- 120
- 150
- 180

**MIN:SEC**

- 4:24
- 2:56
- 2:12
- 1:46
- 1:28

---

**INTERNATIONAL AIR AND SPACE PORT**

- SC-3, 14 JUL 2022 to 08 SEP 2022
- SC-3, 14 JUL 2022 to 08 SEP 2022
- SC-3, 14 JUL 2022 to 08 SEP 2022
- SC-3, 14 JUL 2022 to 08 SEP 2022

---

**MIDLAND AIRPORT**

- 32°02'N-102°06'W

---

**MIDLAND AIRPORT**

- VOR-A

---

**MIDLAND AIRPORT**

- B
- C
- D
**ADF OR DME REQUIRED**

Procedure NA for arrivals at GOMIT on V16 southwest bound.

**MISSING APCH FIX**

4900 NoPT to ARGET 060° (1.1) and LOC (9.6)

(IF) ARGET I-MAF

USILE I-MAF 3.3

The middle and lower panel of the diagram shows various aircraft headings, distances, and minima for approach fixes and missed approach procedures.

**MISSING APCH FIX**

**ALTERNATE MISSED APCH FIX**

**FARLY LOM**

114.8 MA 95

**I-MAF**

3554

**MAF**

3240

**DERIC**

I-MAF 19

**326 MA**

MINIMUMS

- **S-ILS 10**
  - MINIMUMS INCREASE S-LOC 10 CAT E VISIBILITY TO 1 SM.
- **USILE**
  - MINIMUMS INCREASE S-LOC 10 CAT E VISIBILITY TO 1 SM.
  - CAT E VISIBILITY TO RVR 4000, S-LOC 10 CAT E VISIBILITY TO 1 SM.

**CIRCLING**

- **MIDLAND**
  - MINIMUMS INCREASE S-LOC 10 CAT E VISIBILITY TO 1 SM.
- **MIDLAND**
  - MINIMUMS INCREASE S-LOC 10 CAT E VISIBILITY TO 1 SM.

**CAT E VISIBILITY TO RVR 4000, S-LOC 10 CAT E VISIBILITY TO 1 SM.**

**CIRCLING**

- **MIDLAND**
  - MINIMUMS INCREASE S-LOC 10 CAT E VISIBILITY TO 1 SM.
- **MIDLAND**
  - MINIMUMS INCREASE S-LOC 10 CAT E VISIBILITY TO 1 SM.

**CIRCLING**

- **MIDLAND**
  - MINIMUMS INCREASE S-LOC 10 CAT E VISIBILITY TO 1 SM.
- **MIDLAND**
  - MINIMUMS INCREASE S-LOC 10 CAT E VISIBILITY TO 1 SM.
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 3/4 SM NA. DME/DME RNP-0.3 NA.

**RNAV (GPS) RWY 4**

**MIDLAND INTL AIR AND SPACE PORT (MAF)**

**ATIS**
- MIDLAND APP CON: 126.8 235.975
- MIDLAND TOWER: 118.7 (CTAF) 273.45
- GND CON: 121.9 348.6
- CLNC DEL: 118.05 317.65
- UNICOM: 122.95

**APP CRS**
- WAAS CH 90529 W04A
- 045°
- 2851
- 5500

**TDZE**
- 2872
- 121.9 348.6
- 118.05 317.65

**CATEGORIES**
- CATEGORY B
- CATEGORY C
- CATEGORY D

**LPV DA**
- 3051-1/4 200 (200-1/4)

**LNAV/VNAV DA**
- 3283-1/2 432 (500-1/2)

**LNAV MDA**
- 3360-1 509 (500-1)
- 3360-1/8 509 (500-1/8)

**CIRCLING**
- 3440-1 568 (600-1)
- 3440-1/2 568 (600-1/2)
- 3520-2 648 (700-2)

**RNAV (GPS) RWY 4**

**31°57'N-102°12'W**

**Amdt 1C 22JUN17**

**MIDLAND, TEXAS**

**MIDLAND INTL AIR AND SPACE PORT (MAF)**

**RNAV (GPS) RWY 4**

**31°57'N-102°12'W**
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.
** RVR 1800 authorized with use of FD or AP or HUD to DA.

<table>
<thead>
<tr>
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<th>D</th>
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</thead>
<tbody>
<tr>
<td>LPV DA **</td>
<td>3069/24</td>
<td>200 (200-1/2)</td>
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<td></td>
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<tr>
<td>LNAV/ VNAV DA</td>
<td>3394-1/4</td>
<td>525 (600-1/4)</td>
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<tr>
<td>LNAV MDA</td>
<td>3480/24</td>
<td>611 (700-1/2)</td>
<td>3480-1 3/8</td>
<td>611 (700-1/3)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>3480-1</td>
<td>608 (700-1)</td>
<td>3480-1 3/4</td>
<td>608 (700-1/4)</td>
</tr>
</tbody>
</table>
AL-258 (FAA)

RNAV (GPS) RWY 16R
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). Rwy 16R helicopter visibility reduction below 3/4 SM NA. Circling Rwys 1.6L NA at night.

<table>
<thead>
<tr>
<th>ATIS</th>
<th>MIDLAND APP CON</th>
<th>MIDLAND TOWER</th>
<th>GND CON</th>
<th>CLNC 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>
<tr>
<td></td>
<td></td>
<td></td>
<td>121.9</td>
<td>348.6</td>
<td>118.05</td>
</tr>
<tr>
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</table>

MISSED APPROACH: Climb to 4700 direct ICORO and hold.

<table>
<thead>
<tr>
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<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LPV/DA</td>
<td>3072-3/4</td>
<td>200 (200-3/4)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV/ VNAV</td>
<td>3398-13/4</td>
<td>526 (600-13/4)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>3360-1</td>
<td>488 (500-1)</td>
<td>3360-13/6</td>
<td>488 (500-13/6)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>3440-1</td>
<td>568 (600-1)</td>
<td>3440-13/2</td>
<td>568 (600-13/2)</td>
</tr>
</tbody>
</table>

MIDLAND, TEXAS

Amdt 1B 22JUN17
**RNAV (GPS) RWY 22**  
**MIDLAND INTL AIR AND SPACE PORT (MAF)**

- **ATIS**: 126.8 235.975  124.6 290.4  
  **MIDLAND APP CON**: 118.7 (CTAF) 273.45  121.9 348.6  118.05 317.65  122.95  
- **MIDLAND TOWER**: 118.7 (CTAF) 273.45  
- **GND CON**: 126.8 235.975  121.9 348.6  118.05 317.65  
- **CLNC DEL**: 118.7 273.45  
- **UNICOM**: 124.6 290.4  

**For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C or above 25°C. Circling Rwy 16L NA at night.**  
**MISSED APPROACH**: Climb to 5000 direct TOKRE and hold.

---

**SC-3, 14 JUL 2022 to 08 SEP 2022**

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**SC-3, 14 JUL 2022 to 08 SEP 2022**

**31°57′N-102°12′W**

**319**
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** | **MIDLAND APP CON** | **MIDLAND TOWER** | **GND CON** | **CLNC DEL** | **UNICOM**
---|---|---|---|---|---
126.8 235.975 | 124.6 290.4 | 118.7 (CTAF) 273.45 | 121.9 348.6 | 118.05 317.65 | 122.95

**ELEV** | **TDZE**
---|---
2872 | 2858

**REIL** | **MIRL**
---|---
Rwy 34L | Rwy 4-22 and 16L-34R
HIRL Rwy 10-28 and 16R-34L

**SC-3, 14 JUL 2022 to 08 SEP 2022**
RNAV (GPS) RWY 34L
MIDLAND INTL AIR AND SPACE PORT (MAF')

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C (13°F) or above 26°C (78°F). Circling Rwy 16L NA at night. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 5100 direct PERAE and hold.

ATIS          MIDLAND APP CON*       MIDLAND TOWER*       GND CON       CLNC DEL       UNICOM
126.8 235.975  124.6 290.4  118.7(CAF)  273.45  121.9 348.6  118.05 317.65  122.95

5100

ICORO

076°

256°

30 NM TO ICORO

ICORO

346°

PERAE

5 NM

30 NM TO ICORO (not P)

GP 3.00°

TCH 50

5 NM

Holding Pattern

166°

346°

4700

1.2

3.8 NM

7.3 NM

ICORO

DAPCA

* LNAV only

3058-3/4 200 (200-3/4)

LNAV/ VNAV DA

3203-1 422 (500-1)

3280-1 422 (500-1 1/4)

LNAV MDA

3440-1 568 (600-1)

3440-1 568 (600-1 1/2)

3520-2

CIRCLING

568 (600-1 1/2)

648 (700-2)

REIL Rwy 34L
MIRL Rlys 4-22 and 16L-34R
HIRL Rlys 10-28 and 16R-34L
Rwy 16R helicopter visibility reduction below ¾ 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.

VOR or TACAN RWY 16R
MIDLAND INTL AIR AND SPACE PORT (MAF')

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

183° 3.1 NM from FAF

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 50).

Remain within 10 NM

Procedure turn not authorized for Cat E.

183° 3.1 NM

MIDLAND, TEXAS
Amdt 23C 17AUG17

31°57'N-102°12'W
Circling Rwy 16L NA at night. Rwy 34L helicopter visibility reduction below ¾ SM NA. DME required.

MISSED APPROACH: Climb to 4800 direct MAF VORTAC and on MAF VORTAC R-357 to MERGE INT/MAF 16.7 DME and hold.

Radar and DME required for procedure entry at PEMSE INT.
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

AIRPORT DIAGRAM

MIDLAND INTL AIR AND SPACE PORT (MAF)
AL-258 (FAA)
MIDLAND, TEXAS

ATIS 126.8 235.975
MIDLAND TOWER *
118.7 273.45
GND CON
121.9 348.6
CLNC DEL
118.05 317.65

AIRCARRIER PARKING
NORTH RAMP/TRANSIENT PARKING
WEST EXECUTIVE RAMP
HANGARS
MAINTENANCE EXECUTIVE RAMP
AIR CARRIER RAMP/SIDA
SOUTH RAMP
MAINTENANCE HANGARS
FIRE STATION
TWR
CAF RAMP

PAD RUN-UP

PAD RUN-UP

ELEV 2669
ELEV 2865
ELEV 2851
ELEV 2851
ELEV 2848
ELEV 2855
ELEV 2854
ELEV 2672
ELEV 2672
ELEV 2672
ELEV 2672

31°56'N
31°57'N
31°58'N
31°59'N

RUN-UP PAD
107.6°

RAMP EAST
MAINTENANCE HANGARS
SOUTH RAMP

0.1° W
MONTHLY REPORT
JANUARY 2020
ANNUAL RATE OF CHANGE

HS 1
HS 2

STATION
FIRE TWR
FBO
TERMINAL
ADMIN/
RAMP/SIDA
AIR CARRIER
PARKING
EXECUTIVE
WEST
RAMP

16R
2872
ELEV
FIELD
169.0°

16L
2872
ELEV
FIELD
171.2°

10R
2872
ELEV
FIELD
107.6°

04-22
PCN 19 F/B/X/T
S-30, D-60
Rwy 04-22
PCN 53 F/B/X/T
S-160, D-200, 2D-350, 2D/2D-700

10-28
PCN 19 F/B/X/T
S-30, D-60
Rwy 10-28
PCN 53 F/B/X/T
S-160, D-200, 2D-350, 2D/2D-700

16L-34R
PCN 19 F/B/X/T
S-30, D-60
Rwy 16L-34R
PCN 53 F/B/X/T
S-160, D-200, 2D-350, 2D/2D-700

16R-34L
PCN 19 F/B/X/T
S-30, D-60
Rwy 16R-34L
PCN 53 F/B/X/T
S-160, D-200, 2D-350, 2D/2D-700

22195
22195
22195
22195
22195
RNAV (GPS) RWY 12
ROY HURD MEML (E01)

monahans, texas

RNAV (GPS) RWY 12

ELEV 2615
TDZE 2609

VGS and descent angles not coincident
(VGS Angle 3.00/TCH 24).

EGOJO

POMVE

5000

4000

118°

5 NM

HOLD 6000

CIRCLING

LP MDA
3100-1
3100-1½
491 (500-1½)
NA

LNAV MDA
3120-1
3120-1½
511 (600-1½)
NA

CIRCLING
3280-1
665 (700-1)
3280-1½
665 (700-1½)
NA

WINK ALTIMETER SETTING MINIMUMS

LP MDA
3180-1
3180-1½
571 (600-1½)
NA

LNAV MDA
3200-1
3200-1½
591 (600-1½)
NA

CIRCLING
3360-1
745 (800-1)
3360-2½
745 (800-2½)
NA

SC-3, 14 JUL 2022 to 08 SEP 2022

MONAHANS, TEXAS
ORIG-A 02APR15

31°35'N-102°55'W
325
MISSED APCH FIX
5 NM
WINK
INK

Procedure NA for arrivals at OHARA on V81 northeastbound.

MISSED APPROACH: Climb to 6000 direct WUVNI and on track 308 to INK VORTAC and hold.

Helicopter visibility reduction below 3/4 SM NA.

Obtain local altimeter setting on CTAF, when not received, use Wink altimeter setting. Night landing: Rwy 12 NA.

WINK ALTIMETER SETTING MINIMUMS

<table>
<thead>
<tr>
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<tbody>
<tr>
<td>LP MDA</td>
<td>3080-1</td>
<td>467 (500-1)</td>
<td>3080-1 1/2</td>
<td>467 (500-1)</td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>3100-1</td>
<td>487 (500-1)</td>
<td>3100-1 1/2</td>
<td>487 (500-1)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>3280-1</td>
<td>665 (700-1)</td>
<td>3280-1 1/2</td>
<td>665 (700-1 1/2)</td>
</tr>
</tbody>
</table>

MONAHANS, TEXAS
 Orig-A 02APR15

31°35' N - 102°55' W

ROAUS (GPS) RWY 30
ROY HURD MEML (E01)

AL-6748 (FAA) 21224
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.

MISSED APPROACH: Climbing right turn to 5000 direct INK VORTAC and hold.

125° 5.2 NM from FAF

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 24).

WINK ALTIMETER SETTING MINIMUMS

MONAHANS, TEXAS
Amdt 1C 02APR15

MONAHANS, TEXAS
AL-6748 (FAA)
When local altimeter setting not received, use San Marcos Rgnl altimeter setting; increase LPV DA to 951 feet, LNAV/VNAV DA to 1169 feet; increase all MDAs 60 feet and visibility LNAV and Circling Cat C/D 1/3 SM. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C (22°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using San Marcos altimeter setting. For inop ALS, increase LNAV/VNAV visibility to 1 1/3 SM. Inop table does not apply to LPV all Cats and LNAV/Cats A/B. For inop ALS when using San Marcos Rgnl altimeter setting, increase LPV all Cats visibility to 1 1/3 SM and LNAV/VNAV all Cats visibility to 1 1/3 SM. When using San Marcos Rgnl altimeter setting, inop table does not apply to LNAV Cats A/B.

**MISSED APPROACH:** Climb to 3500 direct NUMMO and hold, continue climb-in-hold to 3500.

---

**NEW BRAUNFELS, TEXAS**

**ATIS**

119.3  SAN ANTONIO APP CON

124.45  335.625  NEW BRAUNFELS TOWER

127.05  285.4  GND CON

120.175  134.75  CLNC DEL

122.7  127.05  UNICOM

CTAF

**NEW BRAUNFELS, TEXAS**

Amdt 1A 08NOV18

NEW BRAUNFELS NTL (BAZ)

**RNAV (GPS) RWY 13**

**NEW BRAUNFELS NTL (BAZ)**

**RNAV (GPS) RWY 13**

328
Procedure NA for arrivals at SHEPE via V17 southwest bound.

When local altimeter setting not received, use San Marcos Rgnl altimeter setting and increase all MDAs 60 feet and visibility Cat C 1/4 SM.

VDP NA when using San Marcos Rgnl altimeter setting.

MISSED APPROACH: Climb to 3500 direct CUDVI and via 112° track to NUMMO and hold, continue climb-in-hold to 3500.

ATIS
119.325
SAN ANTONIO APP CON
124.45
NEW BRAUNFELS TOWER
335.625
GND CON
127.05
CLNC DEL
285.4
(When twr closed)

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

NEW BRAUNFELS NTL (BAZ)

RNAV (GPS) RWY 17

NEW BRAUNFELS, TEXAS
AL-6080 (FAA)
**RNAV (GPS) RWY 31**

NEW BRAUNFELS NTL (BAZ)

**NEW BRAUNFELS, TEXAS**

**ELEV 658**

**TDZE 646**

**ATIS** 119.325  
**SAN ANTONIO APP CON** 124.45  
**NEW BRAUNFELS TOWER** 127.05  
**GND CON** 120.175  
**CLNC DEL** 134.75  
**UNICOM** 122.7  
**CTAF** 127.05

**A** MIRL Rwys 13-31 and 17-35

**New Braunfels, Texas**

**30APR15**

**VNAV**

**LNAV/VNAV**

**LPV**

**DA**

**MDA**

**SM NA.**

**BAZ**

**NEW BRAUNFELS, TEXAS**

**AL-6080 (FAA)**

**21336**

**NEW BRAUNFELS NTL (BAZ)**

**RNAV (GPS) RWY 31**
**RNAV (GPS) RWY 35**

**NEW BRAUNFELS NTL (BAZ)**

**MISSED APPROACH:** Climb to 3100 direct FONEK and via 340° track to BRAUN and hold, continue climb-in-hold to 3100.

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).

**ATIS**

<table>
<thead>
<tr>
<th>Number</th>
<th>Frequency</th>
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<tbody>
<tr>
<td>119.325</td>
<td>124.45</td>
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</table>

**NEW BRAUNFELS TOWER**

- 127.05
- 285.4

**GND CON**

- 120.175
- 134.75 (When twr closed)

**CLNC DEL**

- 134.75

**UNICOM**

- 122.7

**CTAF**

- 127.05

**ELEV**

- 658

**TDZE**

- 650

**Procedure NA for arrival at SAT VORTAC via V198-212 westbound and V163 northbound.**

**NEW BRAUNFELS, TEXAS**

Amnd 28 07NOV19

**331**

**NEW BRAUNFELS NTL (BAZ)**

**RNAV (GPS) RWY 35**

**Amdt 2B 07NOV19**

**RNP APCH.**

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

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>LPV DA</th>
<th>LNAV/ VNAV DA</th>
<th>LNAV MDA</th>
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<tbody>
<tr>
<td>A</td>
<td>929-1</td>
<td>1110-1¼</td>
<td>1140-1</td>
</tr>
<tr>
<td></td>
<td>279 (300-1)</td>
<td>460 (500-1)</td>
<td>490 (500-1)</td>
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<tr>
<td></td>
<td>1140-1½</td>
<td>490 (500-1½)</td>
<td>490 (500-1½)</td>
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<tr>
<td></td>
<td></td>
<td></td>
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</tr>
</tbody>
</table>

**NEW BRAUNFELS, TEXAS**

**SC-3, 14 JUL 2022 to 08 SEP 2022**
Radar required for procedure entry.

**MISSED APPROACH:** Climbing right turn to 2500 on SAT R-072 to FAUST/27 DME and hold.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
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.

MALS

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]

MISS APCH FIX

ELEV 3004

TDZE 2976

JEMBI

5 NM

4049

4253

KIMTE

5000

113°

4700

*3640

JIVDU

2 NM to RW11

*1.2 NM to RW11

5000

JEMBI

* LNAV only

LEGEND

W A A S

CH 45618

W 11 A

APP CRS

113°

Rwy Idg

TDZE

2976

Apt Elev

3004

NOTE

** LPV DA

3176-¼ 200 (200-¼)

** LNAV/ VNAV DA

3347-1¼ 371 (400-¼)

** LNAV MDA

3380-1 404 (400-1)

3380-1⅓ 404 (400-1⅓)

** CIRCLING

3460-1 456 (500-1)

3600-2 596 (600-2)

3600-2 596 (600-2)

** CATEGORY

A

B

C

D

3004

2976

3004

2976

SC-3, 14 JUL 2022 to 08 SEP 2022

334

ODESSA, TEXAS

Orig-B 26MAY16

ODESSA-SCHLEMEYER FLD

ODESSA-SCHLEMEYER FLD (ODO)

ODESSA, TEXAS

AL-5689 (FAA)

22083

RNAV (GPS) RWY 11

ODessa-SchlemeYer FlD (ODo)

RNAV (GPS) RWY 11
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 and increase Circling Cat C visibility ¼ SM. 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.

Procedure Turn NA for arrivals at MERGE on V81 northbound.

Procedure NA for arrivals at PIZON on V68 northwest bound.

Procedure NA for arrivals at MERGE on V81 northbound.

Procedure Turn NA for arrivals at MERGE on V81 northbound.

Procedure NA for arrivals at PIZON on V68 northwest bound.

Procedure NA for arrivals at MERGE on V81 northbound.

Procedure Turn NA for arrivals at MERGE on V81 northbound.
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 MDA 60 feet, increase Circling Cat C visibility 1/2 SM.

**MISSING APPROACH:** Climbing right turn to 5000 direct MAF VORTAC and hold.

<table>
<thead>
<tr>
<th>ASOS</th>
<th>MIDLAND APP CON*</th>
<th>CLNC DEL</th>
<th>UNICOM</th>
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<tbody>
<tr>
<td>119.275</td>
<td>124.6 256.875</td>
<td>121.7</td>
<td>123.0 (CTAF)</td>
</tr>
</tbody>
</table>

No PT for arrival on MAF VORTAC airway radials 357 CW 102.

---

**SC-3, 14 JUL 2022 to 08 SEP 2022**
MISSED APPROACH: Climb to 700, then climbing right turn to 3000 and intercept NOG TACAN R-310 to GRANE and hold.

EMERG SAFE ALT 100 NM 16,200
ELEV 257     TDZE 232

MIRL all runways

ORANGE GROVE, TEXAS
Amdt 1 24MAR22

27*54'N-98*03'W
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 128.4 281.425
GND CON 229.4

EMERG SAFE ALT 100 NM 16,200
ELEV 257  TDZE 257

CIRCLING 660-1 720-1 920-1¾ 1000-2½
G 403 (500-1) 463 (500-1) 663 (700-1¾) 743 (800-2½)

SC-3, 14 JUL 2022 to 08 SEP 2022

ORANGE GROVE, TEXAS
Amdt 1 24MAR22

27°54'N-98°03'W
ORANGE GROVE NALF (KNOG)
**MISSING APPROACH**: Climb to 2000 on NQI TACAN R-328, then left turn to intercept NQI R-328 to DAMPS and hold.

- **ATIS**: 254.35
- **KINGSVILLE APP CON**: 119.90 290.45
- **TOWER**: 128.4 281.425
- **GND CON**: 229.4

---

**EMERG SAFE ALT 100 NM 16,200**

**ELEV 257**  **TDZE N/A**

---

**SC-3, 14 JUL 2022 to 08 SEP 2022**

---

**ORANGE GROVE, TEXAS**

**ORANGE GROVE NALF (KNOG)**

---

**27°54’N-98°03’W**

---

**SC-3, 14 JUL 2022 to 08 SEP 2022**
RNAV (GPS) RWY 16

OZONA MUNI (OZA)

AWOS-3PT 118.425
HOUSTON CENTER 125.75 346.4
UNICOM 122.8 (CTAF)

**MISSING APPROACH:** Climb to 5000 direct IXALE WP and hold.

- **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 helicopter visibility reduction below 3/4 SM NA.**

**SAN ANGELO VORTAC**

Procedure NA for arrival on SJT VORTAC airway radials 171 CW 309.

**SAN ANGELO ALTIMETER SETTING MINIMUMS**

- **LNAV MDA**
  - 2940-1 563 (600-1)
  - 2940-1 563 (600-1)
  - 2940-1/2 563 (600-1/2 NA

- **CIRCLING**
  - 2980-1 603 (700-1)
  - 2980-1 603 (700-1)

**SAN ANGELO ALTIMETER SETTING MINIMUMS**

- **LNAV MDA**
  - 3180-1 803 (800-1)
  - 3180-1 803 (800-1)

- **CIRCLING**
  - 3220-1 843 (900-1)
  - 3220-1 843 (900-1)

**RNAV (GPS) RWY 16**

OZONA, TEXAS

Orig-A 10SEP20
HOUSTON CENTER 134.6 322.5

UNICOM 122.8 (CTAF)

MISSED APPROACH: Climbing left turn to 2500 direct COT VORTAC and hold.

Use Cotulla altimeter setting. Procedure NA at night.

VOR/DME or GPS-A

VOR/DME or GPS-A
PECOS MUNI (PEQ)

RNAV (GPS) RWY 32

AWOS-3
118.175

ALBUQUERKE CENTER
135.875 292.15

UNICOM
122.8 (CTAF)

WINK
INK

MISSING AFCH FIX
5 NM 31° to WALOM

WALOM and hold.

Procedure NA for arrivals at INK VORTAC on V16-94.

Procedure NA for arrivals at FST VORTAC airway radials 222 CW 021.

RNP APCH - GPS.

Baro-VNAV and VDP NA when using Wink altimeter setting. For uncompensated Baro-VNAV systems,
LNAV/VNAV NA below -20°C or above 54°C. 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 1/4 SM;
increase all MDA 100 feet and visibility Cat C and LNAV Cat D 1/4 SM. Circling Rwy 9, 27 NA at night.

MISSING APPROACH:
Climb to 4600 direct
WALOM and hold.

4500 Nept 22° (10)
4500 Nept 22° (10)
3065
(15.5)

HUGPA (IF/IAF)

6000 4500

4300

5 NM

HOLD

WALOM

EVOQU
1.8 NM to RW32

(FAF)

ONCAQ

(IAF)

LEYS

(IAF)

NUBY

(FAF)

ONYAQ

(FAF)

WALOM

HUGPA

4500 Nept 22° (10)

317°

4500 Nept 22° (10)

317°

317°

HUGPA

RW32

317°

317°

MISSED APPROACH:
Climb to 4600 direct
WALOM and hold.

4600 WALOM

137° 6000 4500

5 NM

Holding Pattern

GP 3.00°
TCH 40

0.9 NM to RW32

0.9

3.4 NM

7.3 NM

 CATEGORY

 A

 B

 C

 D

 LPV DA

 2805-3/4

 200 (200-3/4)

 LNAV/ VNAV DA

 2855-3/4

 250 (300-3/4)

 LNAV MDA

 2940-1

 335 (400-1)

 CIRCLING

 3060-1

 3140-1

 3360-3/4

 3360-2 1/2

 447 (500-1)

 527 (600-1)

 747 (800-2 1/4)

 527 (600-1)

 747 (800-2 1/4)

 3360-3/4

 747 (800-2 1/4)

 3360-2 1/2

 747 (800-2 1/4)

PECOS, TEXAS
Orig-C 30DEC21

31°23'N-103°31'W

PECOS MUNI (PEQ)

AL-186 (FAA) 21364
RNAV (GPS) RWY 34
PLEASANTON MUNI (PEZ)

APPROACH

CIRCLING

Pleasanton, Texas

APPROACH

RNAV (GPS) RWY 34
PLEASANTON MUNI (PEZ)

MISSED APPROACH: Climb to 3000 direct MUXUE and via 325° track to SOMER and hold.

AWOS-3
118.575

SAN ANTONIO APP CON
118.05 353.5

CLNC DEL
121.375

UNICOM
122.7 (CTAF)

When local altimeter setting not received, use Kelly Fld altimeter setting and increase all MDA 100 feet. Procedure NA at night. Rwy 34 helicopter visibility reduction below 1 SM NA.

APP CRS
337°

Rwy Idg
4000

TDZE
425

Apt Elev
430

ELEV
430

TDZE
425

3000 MUXUE
325° SOMER

30 NM to LECIR

SOHJU

3.05° TCH 35

5.8 NM

5.5 NM

CIRCLING

LEXU

3000 RW34

SOMER

4 NM

NA

NA

Category A B C D

LNAV MDA
960-1 535 (600-1)

NA

NA

1020-1 590 (600-1)

NA

NA

28°57'N-98°31'W

Pleasanton, Texas

Orig B 10Sep20

20254

AL-6114 (FAA)

348

SC-3, 14 Jul 2022 to 08 Sep 2022

348
RNAV (GPS) RWY 30
MUSTANG BEACH (RAS)

**PORT ARANSAS, TX**

**AL-10221 (FAA)**

- **APP CRS** 300°
- **Rwy Idg** 5
- **Apt Elev** 5

**WAAS CH 63000 W30A**

**AWOS-3**

**CORPUS CHRISTI APP CON**

**CTAF** 122.9

**RADAR REQUIRED**

- 2000 HOSRU
- **3000** LIYIL

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

**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.

**LNAV only**

VGSI and RNAV glideslope not coincident (VGSI Angle 3.20/TCH 22).

**Procedure**

- **Turn NA**

**MIA MIRL Rwy 12-30**

**PORT ARANSAS, TX**

**Orig-C 20SEP12**

**27°49'N-97°05'W**

**MUSTANG BEACH (RAS)**

**RNAV (GPS) RWY 30**

**2500 direct HOSRU and hold.**
RNAV (GPS) RWY 13
PORT ISABEL-CAMERON COUNTY (PIL)

MISSED APPROACH:
Climb to 3000 direct COKAX and via 185° track to CHICO and hold.

Procedure NAVA for arrivals at MADRE via V70 northwest bound.

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 1/4 mile.

Circling Rwys 3, 8, 17, 21, 26, 35 NA at night.

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.

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 1/4 mile.

Circling Rwys 3, 8, 17, 21, 26, 35 NA at night.

Baro-VNAV NA when using Brownsville altimeter setting.
When local altimeter setting not received, use Brownsville altimeter setting and increase all MDA 40 feet and increase Cat C visibility 1/4 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.

ASOS
118.525

VALLEY APP CON
119.5 257.6

CLNC DEL
119.2

UNICOM
122.8 (CTAF)

VORTAC BRO
116.3
Chan 110

APP CRS
357°

Rwy Idg
TDZE

Apt Elev
N/A

N/A

RELAX INT/BRO 20 DME and hold.

One Minute Holding Pattern

2000

177°

357°

5.1 NM

Category
A
B
C
D

CIRCLING
780-1
761 (800-1)
840-2/2
821 (900-2½)
NA

Knots
60
90
120
150
180

Min:Sec
5:06
3:24
2:33
2:02
1:42

PORT ISABEL, TEXAS
Amdt 68 11OCT18

26°10'N-97°21'W

PORT ISABEL-CAMERON COUNTY (PIL)

AL-6099 (FAA)
UNIVERSAL CITY, TEXAS

SC-3, 14 JUL 2022 to 08 SEP 2022

ILS or LOC RWY 15R

RANDELPH AFB (KRND)

RADAR or DME required

* Circling not authorized NE of Rwy 15R-33L

MISSED APPROACH: Climb to 3000 out RND VORTAC R-159 to 13 DME (GIVKE). Expect ATC instructions.

Simultaneous approaches authorized with Rwy 15R and 15L

EMERG SAFE ALT 100 NM 4100

GS:3.00' TCH:47

CATEGORY A B C D E
S-ILS 15R 961/40 200 (200-%)
S-LOC 15R 1340/55 579 (600-1) 1340-1½ 579 (600-1½)
CIRCLING* 1340-1 579 (600-1) 1500-2 739 (800-2) 1800-3 1039 (1100-3)

WITHOUT LAST STEP DOWN FIX

S-LOC 15R 1540/55 779 (800-1) 1540-1¾ 779 (800-1¾) 1540-2½ 779 (800-2½)
CIRCLING* 1540-1 779 (800-1) 1540-1¾ 779 (800-1¾) 1540-2½ 779 (800-2½) 1800-3 1039 (1100-3)

UNIVERSAL CITY, TEXAS

Amdt 2 19MAY22
**ILS or LOC RWY 33L**

**LOC I-VQ E**
- **APCH CRS** 111.1
- **Rwy Ldg** 8352
- **TDZE** 733
- **Arpl Elev** 761
- **AL-341 [USAFA]**

**RANDOLPH AFB (KRND)**

---

**Radar or DME required**

* Circling not authorized NE of Rwy 15R-33L.

**ATIS**
- **SAN ANTONIO APP CON** 128.05 318.1
- **TOWER** 128.25 294.7
- **GND CON** 119.65 275.8
- **CLNC DEL** 338.35
- **HANGOVER ATIS** 327.8
- **HANGOVER TOWER** 120.5 291.1
- **HANGOVER GND CON** 124.75 353.75

**1348**

Simultaneous approaches authorized with Rwy 33L and 33R. Coupled approach unusable below 950'.

**Randolph**
- 112.3 RND
- Chan 70

---

**Universal City, Texas**

Amdt 2 19MAY22
### ILS or LOC Y RWY 33R

#### Universal City, Texas

**LOC I-RND**

<table>
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**APCH CRS**

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**Rwy Idg**

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**TDZE**

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**Arpt Elev**

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</table>

**AL-341 [USAF]**

**RANALDOPH AFB (KRND)**

#### Radar or DME Required

- When ALS inop, increase RVR to 40 and vis to ¾ mile.
- When ALS inop, increase CAT A8 RVR to 55, vis to 1 mile, CAT CDE vis to 1½ miles.
- Circling not authorized SW of Rwy 15L-33R.

#### ATIS

| **ATIS** |
| 1394 |

#### San Antonio Approach Control

| SANE |
| 128.05 |

#### Tower

| 128.25 |

#### GND Con

| 119.65 |

#### CLNC DEL [RWY 15L-33R]

| 338.35 |

#### HANGOVER

- **ATIS**
  | 327.8 |
- **TOWER**
  | 120.5 |
- **GND Con**
  | 353.75 |

#### HANGOVER (RWY 15L-33R)

**Simultaneous approaches authorized with Rwy 33R and 33L.**

#### Localizer 109.3

| 3200 |

#### Emergency Safe Alt 100 NM 4100

| ELEV 761 |
| TDZE 733 |

#### 1500 Hdg 084* R-054

| 3000 |

#### 2100 GP 3.00* TCH 53

#### TACAN

| 22 |

| 812 |

#### DG 3.00/ TCH 42

| 325 |

#### Category

<table>
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<th>C</th>
<th>D</th>
<th>E</th>
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<tr>
<td>933/24</td>
<td>200</td>
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</table>

#### ILS 33R

**447 (500-½)**

**447 (500-½)**

#### LOC 33R

**1180-1**

**1220-1**

**1260-1½**

**1800-3**

#### CircIling

**419 (500-1)**

**459 (500-1)**

**499 (500-1)**

**1039 (1100-3)**

#### CIRCLING

**1180-1**

**1220-1**

**1260-1½**

**1800-3**

**3000**

**VGS and ILS glidepath not coincident (VGS Angle 3.00/TCH 42)**
RNAV (GPS) RWY 15L

**ATIS**
SAN ANTONIO APP CON 290.525
TOWER 128.05 294.7
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 15L and 15R.

Vertical guidance required for simultaneous operations.

**LNAV procedures NA during simultaneous operations.**

**EMERG SAFE ALT 100 NM 4100**

**CATEGORY**

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<td>LNAV/VNAV DA</td>
<td>1240/60</td>
<td>498</td>
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<tr>
<td>LNAV MDA***</td>
<td>1260/40</td>
<td>518</td>
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<td>***CIRCLING</td>
<td>1260-1</td>
<td>499</td>
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<tr>
<td>1260-1/2</td>
<td>499</td>
<td>(500-1/2)</td>
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<td></td>
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<tr>
<td>1800-3</td>
<td>1039</td>
<td>(1100-3)</td>
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</table>
RNAV (GPS) RWY 15R

**SC-3, 14 JUL 2022 to 08 SEP 2022**

**APCH CRS** 145°
- Rwy Idg 8352
- TDZE 761
- Arpt Elev 761

**RNP APCH - GPS.**
- Circling not authorized NE of Rwy 15R-33L.
- MISSED APPROACH: Climb to 1600 then climbing right turn to 3000 direct GIVKE. Expect ATC instructions.

**ATIS** 1581
- **SAN ANTONIO** APP CON 290.525
- **TOWER** 294.7
- **GND CON** 119.65
- **CLNC DEL (RWY 15L-33R)** 338.35
- **HANGOVER ATIS** 120.5
- **HANGOVER TOWER** 291.1
- **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.

DME/DME RNP-0.3 NA

**EMERG SAFE ALT 100 NM 4100**

**CATEGORY**
- **A** 1220-1 ¾
- **B** 459 (500-1¾)
- **C** 1520-1 ½
- **D** 1520-2
- **E** 1520-2 ½
- **F** 1800-3

**HIRL all rwsys**
ALS Rwy 15L std len 2100'
**RNAV (GPS) RWY 33L**

**ATIS**
290.525

**SAN ANTONIO APP CON**
128.05 318.1

**TOWER**
128.25 294.7

**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.**

**DME/DME RNP-0.3 NA**

**EMERG SAFE ALT 100 NM 4100**

**CATEGORY**

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<td>LNAV/VNAV DA</td>
<td>1080/55</td>
<td>347</td>
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<td>1180/55</td>
<td>447 (500-1)</td>
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<td><strong>CIRCLING</strong></td>
<td>1240-1</td>
<td>1280-1</td>
<td>1500-2</td>
<td>1800-3</td>
</tr>
</tbody>
</table>

**UNIVERSAL CITY, TEXAS**
Amdt 2 19MAY22

**RANDOLPH AFB (KRND)**
29°32'N-98°17'W
RNAV (GPS) RWY 33R

RNP APCH - GPS

** When ALS map, increase vis to 1 1/2 miles.
** When ALS map, increase CAT AB RVR to 55 and vis to 1 mile,
CAT CDE vis to 1 1/2 miles.
*** Circling not authorized SW of Rwy 15L-33R.

ATIS * 290.525 SANT ANTONIO APP CON 128.05 318.1
TOWER * 128.25 294.7 GND CON 119.65 275.8
CLINIC DEL 338.35
HANGOVER ATIS * 327.8
HANGOVER TOWER * 120.5 291.1
HANGOVER GND CON 124.75 353.75

58AS VNAV NA.
For uncompensated Baro-VNAV systems,
LNAV/VNAV NA below -16° C or
above 54°F 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

1500 3000 CESVU VGSI and RNAV glidepath not coincident
(VGSI Angle 3.00/TCH 42).

4.2 NM 6.2 NM

GIBDE EKORE FODRA DISNE

1.4 NM to RW33R

2100 325

7 NM Holding Pattern

CATEGORY A B C D E

LNAV/VNAV DA * 1079/30 346 (400-1/2)

LNAV MDA ** 1200/24 467 (500-1/2) 1200/50 467 (500-1)

CIRCLING *** 1200-1 439 (500-1) 1220-1 459 (500-1) 1260-1 499 (500-1)
1800-3 1039 (1100-3)

HILR all rwy
ALS Rwy 15L std len 2100'

UNIVERSAL CITY, TEXAS
Amdt 2 19MAY22

RANDOLPH AFB (KRND)

SC-3, 14 JUL 2022 to 08 SEP 2022

361
RNAV (GPS) RWY 13  
NUECES COUNTY (RBO)  

ROBSTOWN, TEXAS  
AL-6929 (FAA)

RNAV (GPS) RWY 13  
NUECES COUNTY (RBO)

AWOS-3  
118.175  
KINGSVILLE APP CON  
* 290.45  
CTAF  
122.9  
122.8

RNP APCH.

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.

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

MISSING APPROACH: Climb to 540 then climbing right turn to 2000 direct ELEY and hold.

AWOS-3  
118.175  
KINGSVILLE APP CON  
* 290.45  
CTAF  
122.9  
122.8

27°47'N-97°41'W  
365
For uncompensated Baro-approach systems, LNAV/VNAV NA below -1.5°C (5°F) or above 54°C (130°F). Circling NA northeast of Rwy 13-31. Baro-NAV and VDP NA when using Corpus Christi Intl altimeter setting. Rwy 31 helicopter visibility reduction below 4/4 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.

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

**AWOS-3**
- **118.175**

**KINGSVILLE APP CON**
- **119.9**
- **290.45**
- **CTAF**
- **122.9**

**ELEV** **80**
**TDZE** **79**

**RNAV (GPS) RWY 31**

**NUECES COUNTY (RBO)**

**ELELY**
**ATHIS**
**A-632C**
**JIGGL**

**LNAV only.**
- **1.1 NM to RW31**

**Category**
- **LPV DA**
- **LNAV/VNAV DA**
- **LNAV MDA**
- **CIRCLING**

<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>329-1</td>
<td>250 (300-1)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>LNAV/VNAV DA</td>
<td>370-1</td>
<td>291 (300-1)</td>
<td>NA</td>
<td></td>
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<tr>
<td>LNAV MDA</td>
<td>480-1</td>
<td>401 (400-1)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>540-1</td>
<td>460 (500-1)</td>
<td>NA</td>
<td></td>
</tr>
</tbody>
</table>
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  

MIRL Rwy 13-31

Remain within 10 NM

Remain within 10 NM

ELEV 80

-category A

CIRCLING 660-1 580 (600-1) NA

2050 to KITJU

231° (25)

(CORPUS CHRISTI

115.5 CRP Chan 102)

579

574°

A1050

A1037

1104°

ELEV 80

Remain within 10 NM

1700 051° 051° 051°

860

CRP 15.1

CRP R-231

CRP 25

CRP 20

CRP 25

KITJU CRP 25

MUMMS CRP 20

KITJU CRP 17

KITJU CRP 25

1700 051° 051° 051°

5 NM

3 NM

1.9 NM

(IAF) KITJU

CRP 25

2000

KITJU CRP 25

231°

367
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/VNAV all Cats visibility 1/4 mile. VDP NA with Ingleside altimeter setting.

Procedure NA for arrivals at BETZY on V20-70 northeast bound.

Procedure NA for arrivals at SKIDS on V163 northwest bound.

MISSED APPROACH: Climb to 2000 direct PITYI and hold.

Vertically stabilized IFR approach (VSA) required. GPS/INS AI for RNAV (GPS) RWY 14.

MISSED APPROACH:
- LPV DA 271-1 250 (300-1) NA
- LNAV/VNAV DA 378-1/4 357 (400-1½) NA
- LNAV MDA 320-1 299 (300-1) NA
- CIRCLING 500-1 476 (500-1) 500-1½ 476 (500-1½) NA
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 3 NM 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 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 Cat C visibility ¼ mile. VDP NA with Ingleside altimeter setting.

MISSED APPROACH: Climb to 2000 direct COPIR and hold.

Procedure NA for arrivals at BETZY on V20-70 northeast bound.

Procedure NA for arrivals at SKIDS on V163 northwest bound.

RNAV (GPS) RWY 32
ARANSAS COUNTY (RKP)

ASOS
119.275

CORPUS APP CON
120.9 348.725

CLNC DEL
121.7

UNICOM
123.05 (CTAF)

Procedure NA for arrivals on V163 northwest bound.

Procedure NA for arrivals on V20-70 northeast bound.

2000 COPIR VGS and RNAV glidepath not coincident.
(YGSI Angle 3.00/TCH 25) Procedure Turn NA

* LNAV only

1.2 NM to RW32 EKXES 1400
319° 1400 320° 2000

GP 3.00° TCH 40

3.00°

MISSED APPROACH:

V/NAV DA

274-1 250 (300-1) NA

V/NAV DA

508-1 484 (500-1) NA

LNAV MDA

420-1 396 (400-1) NA

CIRCLING

500-1 476 (500-1) 476 (500-1) NA
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. Visibility reduction by helicopters NA. When local altimeter setting not received, use Ingleside altimeter setting and increase all DA 33 feet and all MDA 40 feet. VDP NA with Ingleside altimeter setting.

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

**PROCEDURE NA**
at BETZY on V20-70 northeast bound.

**PROCEDURE NA**
at SKIDS on V163 northwest bound.
VOR or TACAN-A
ARANSAS COUNTY (RKP)

**VORTAC CRP**

115.5

**APP CRS**

054°

**Rwy Idg**

N/A

**TDZE**

N/A

**Apt Elev**

24

**ASOS**

119.275

**CORPUS APP CON**

120.9 348.725

**CLNC DEL**

121.7

**UNICOM**

123.05 (CTAF)

**DME required.**

**MISSED APPROACH:** Climbing left turn to 1600 on heading 360° and CRP VORTAC R-045 to COPAN/16 DME and hold.

**ELEV**

24

**CATEGORY**

A

B

C

D

**CIRCLING**

800-1

776 (800-1)

800-1¼

800-2¼

NA

**REIL Rwy 14**

MIRL Rwy 14-32 and 18-36

**ROCKPORT, TEXAS**

AL-991 (FAA) 20198

AMDT 9B 05DEC19

ROCKPORT, TEXAS

28°05'N-97°03'W

ARANSAS COUNTY (RKP)

**SC-3, 14 JUL 2022 to 08 SEP 2022**
RNAV (GPS) RWY 14
EDWARDS COUNTY (ECU)

**APP CRS**
- **Rwy Idg:** 3772
- **TDZE:** 2372
- **Apt Elev:** 2372

- **DME/DME RNP-0.3 NA.**
  - Procedure NA at night.
  - Helicopter visibility reduction below 1 SM NA.

**MISSED APPROACH:** Climbing left turn to 4000 direct TOGUE and hold.

- **AWOS-3:** 118.175
- **DEL RIO APP CON:** 119.6 259.1
- **CTAF:** 122.9

**RNAV (GPS) RWY 14**

- **Edwards County (ECU)**
- **RNAV (GPS) RWY 14**

**Procedure NA for arrivals at JCT VORTAC airway radials 121 CW 270.**

**Procedure NA for arrivals at CSI VORTAC on V68 southeast bound.**

---

**Visual Segment - Obstacles:**

- **CATEGORY:**
  - A
  - B
  - C
  - D

- **LNAV MDA:**
  - 2960-1 588 (600-1)
  - 2960-1½ 588 (600-1½) NA

- **CIRCLING:**
  - 3000-1 628 (700-1)
  - 3000-1¾ 628 (700-1¾) NA
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.

MISSUED APPROACH: Climbing right turn to 5000 direct RSG VORTAC and hold, continue climb-in-hold to 5000.

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<td>S-14</td>
<td>2860-1</td>
<td>488 (500-1)</td>
<td>2860-1¼</td>
<td>488 (500-1¼)</td>
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<tr>
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<td>488 (500-1)</td>
<td>2860-1½</td>
<td>488 (500-1½)</td>
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HIGON FIX MINIMUMS

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<td>2780-1¼</td>
<td>408 (500-1¼)</td>
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<tr>
<td>CIRCLING</td>
<td>2800-1</td>
<td>428 (500-1)</td>
<td>2840-1</td>
<td>468 (500-1)</td>
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ROCKSPRINGS, TEXAS

Amdt SC 08OCT20

29°57'N-100°10'W
ILS Y or LOC Y RWY 3
SAN ANGELO RGNL/MATHIS FLD (SJT)

MIRL Rwys 9-27 and 18-36
HIRL Rwy 3-21
REIL Rwy 18

SAN ANGELO, TEXAS
Amdt 22A 30JAN20

ILS Y or LOC Y RWY 3
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
### RNAV (GPS) RWY 18

#### SAN ANGELO RGNL/MATHIS FLD (SJT)

**ATIS**  
128.45 319.0  
**SAN ANGELO APP CON**  
125.35 354.1  
**MATHIS TOWER**  
118.3(C/TA) 284.7  
**GND CON**  
121.9 348.6  
**UNICOM**  
122.95

---

**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.

---

**Procedure NA for arrivals at CUGPA on V68 northwest bound.**

**Procedure NA for arrivals at STEEP on V76 eastbound.**

**Procedure NA for arrivals at EVILE on V77 northbound.**

---

**MISSED APPROACH:** Climb to 4400 direct HUMUG and on track 232° to HEXPE and hold.

---

**SAN ANGELO, TEXAS**

**Amdt 1 28FEB19**

---

**SAN ANGELO RGNL/MATHIS FLD (SJT)**

**RNAV (GPS) RWY 18**

**AL-367 (FAA)**

---

**SC-3, 14 JUL 2022 to 08 SEP 2022**

---

**WAAS**  
CH 93801  
W18A

**APP CRS**  
182°  
Rwy Idg 7152  
TDZE 1908  
Apt Elev 1919

**LNAV MDA**  
2320-1/8 412 (500-1/8)  
2320-1/8 412 (500-1/8)

**CIRCLING**  
2360-1 441 (500-1)  
2380-1 461 (500-1)  
2500-1 581 (600-1/5)  
2700-2/5 781 (800-2/5)  
2700-2/3 781 (800-2/3)

---

**CIRCLING**  
SAN ANGELO, TEXAS

**SC-3, 14 JUL 2022 to 08 SEP 2022**

---

**SAN ANGELO RGNL/MATHIS FLD (SJT)**

**RNAV (GPS) RWY 18**

**AL-367 (FAA)**

---

**SC-3, 14 JUL 2022 to 08 SEP 2022**

---

**SAN ANGELO RGNL/MATHIS FLD (SJT)**

**RNAV (GPS) RWY 18**

**AL-367 (FAA)**

---

**SC-3, 14 JUL 2022 to 08 SEP 2022**

---

**SAN ANGELO RGNL/MATHIS FLD (SJT)**

**RNAV (GPS) RWY 18**

**AL-367 (FAA)**

---

**SC-3, 14 JUL 2022 to 08 SEP 2022**

---

**SAN ANGELO RGNL/MATHIS FLD (SJT)**

**RNAV (GPS) RWY 18**

**AL-367 (FAA)**

---

**SC-3, 14 JUL 2022 to 08 SEP 22**
RNAV (GPS) RWY 21
SAN ANGELO RGNL/MATHIS FLD (SJT)

For uncompensated Baro-VNAV systems, UNAV/VNAV NA below -8°C or above 54°C. Circling NA for Cat E west of Rwy 18-36.

Procedure NA for arrivals at WATOR on V76 westbound.

Procedure NA for arrivals at EVILE on V76 eastbound.

ATIS
SAN ANGELO APP CON
MATHIS TOWER
GND CON
UNICOM
128.45 319.0
125.35 354.1
118.3 (CTAF)
121.9 348.6
122.95

SAN ANGELO RGNL/MATHIS FLD

AIRNAV (GPS) RWY 21
SAN ANGELO RGNL/MATHIS FLD (SJT)

CIRCLING MIRL Rwys 9-27 and 18-36
HIRL Rwy 3-21

LNAV MDA
2340-1 434 (500-1)
2340-1 434 (300-1)
2360-1 441 (500-1)
2380-1 461 (500-1)
2500-1 581 (600-1½) 781 (800-2½) 781 (800-2¼)
2500-1 581 (600-1½) 781 (800-2½) 781 (800-2¼)
2500-1 581 (600-1½) 781 (800-2½) 781 (800-2¼)

SC-3, 14 JUL 2022 to 08 SEP 2022
378
Circling NA for Cat E west of Rwy 18-36. Rwy 36 helicopter visibility reduction below 3/4 SM NA.

MISSED APPROACH: Climb to 4100 direct HONOB and hold.
**SAN ANGELO, TEXAS**

**AL-367 (FAA)**

**VOR/DME or TACAN RWY 3**

**SAN ANGELO RGNL/MATHIS FLD (SJT)**

**MISSED APPROACH:** Climbing left turn to 4400 via SJT R-284 to TANKR/11 DME and hold.

---

**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**

115.1 SJT 284

Chan 98

---

**Mandatory**

---

**SAN ANGELO RGNL/MATHIS FLD**

SC-3, 14 JUL 2022 to 08 SEP 2022

---

**SAN ANGELO, TEXAS**

Orig-C 10SEP20

---

**31°21’N-100°30’W**

---

**380**
SAN ANGELO, TEXAS

**VOR Y RWY 21**

**SAN ANGELO RGNL/MATHIS FLD (SJT)**

**MISSED APPROACH:** Climb to 4000, then left turn direct SJT VORTAC and hold.

### ATIS

<table>
<thead>
<tr>
<th>San Angelo App Con</th>
<th>Mathis Tower</th>
<th>GND Con</th>
<th>Unicom</th>
</tr>
</thead>
<tbody>
<tr>
<td>128.45 319.0</td>
<td>118.3 (CTAF)</td>
<td>121.9 348.6</td>
<td>122.95</td>
</tr>
</tbody>
</table>

### APP CRS

<table>
<thead>
<tr>
<th>Rwy Idg</th>
<th>TDZE</th>
<th>Apt Elev</th>
</tr>
</thead>
<tbody>
<tr>
<td>5940</td>
<td>1906</td>
<td>1919</td>
</tr>
</tbody>
</table>

### TWR

- **115.1**
  - TDZE: 1906
  - Apt Elev: 1919

### ASR

- **VORTAC SJT**
  - Chan 98
  - 115.1

### CIRCLING NA

- For Cat D west of Rwy 18-36.

### ELEV 1919

- TDZE: 1906

### 3800

- Remain within 10 NM

### Category

<table>
<thead>
<tr>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>S-21</strong></td>
<td><strong>2300-1</strong></td>
<td><strong>394 (400-1)</strong></td>
<td><strong>2300-1/2</strong></td>
</tr>
<tr>
<td>2500-1½</td>
<td>2580-2</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### SC-3, 14 JUL 2022 to 08 SEP 2022

| 31°21'N-100°30'W | 381 |

**SAN ANGELO RGNL/MATHIS FLD (SJT)**

**VOR Y RWY 21**
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.

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.

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.
RNAV (GPS) RWY 17
BOERNE STAGE FLD (5C1)

**RNAV APCH-GPS.**

- **AWOS-3**
  - 118.725

- **SAN ANTONIO APP CON**
  - 125.1 307.0

- **UNICOM**
  - 123.0 (CTAF)

**NOTICE**

- Rwy 17 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use KSAT altimeter setting and increase all MDAs 120 feet.

**A**

**AWOS-3**

**SAN ANTONIO APP CON**

**UNICOM**

**Category**

<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>1840-1</td>
<td>456 (500-1)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>1840-1</td>
<td>456 (500-1)</td>
<td>NA</td>
<td></td>
</tr>
</tbody>
</table>

**APP CRS**

- **Rwy Idg**
  - 4377

- **TDZE**
  - 1384

- **Apt Elev**
  - 1384

**MISSED APPROACH:** Climb to 1900 then climbing right turn to 4100 direct MEDIN.

**LNAV MDA**

- **1840-1**
  - **456 (500-1)**
  - **NA**

**RNAV (GPS) RWY 17**

**BOERNE STAGE FLD (5C1)**

**SAN ANTONIO, TEXAS**

Amdt 1D 27JAN22

**29°43'N-98°42'W**
RNAV (GPS) RWY 35
SAN ANTONIO, TEXAS

RNAV (GPS) RWY 35
SAN ANTONIO, TEXAS

SAN ANTONIO, TEXAS

HOLD 3000

4 NM

8000

3200

O WEKY

4100

259°

259°

O WEKY

3200

30 NM to OWEKY (NORT)

30 NM to OWEKY

4 NM

HOLD

8000

3200

4100

O WEKY

169°

8000

3200

273°

273°

349°

349°

(FAF)

(CAF)

RW35

RW35

C UROP

O WEKY

O WEKY

3.00°

3.00°

TCH 40

TCH 40

3000

3200

3.4 NM

6.8 NM

LP MDA

1840-1

456 (500-1)

NA

LNAV MDA

1920-1

536 (600-1)

NA

SC-3, 14 JUL 2022 to 08 SEP 2022

BOERNE STAGE FLD (5C1)

RNAV (GPS) RWY 35

SAN ANTONIO, TEXAS

Amdt 1C 27JAN22

29°43'N-98°42'W

385
ILS or LOC RWY 31L

SAN ANTONIO INTL (SAT)

Circling NA west of Rwys 4 and 13R. For inop ALS, increase S-LOC 31L Cats C/D visibility to 1½ SM. #RVR 1800 authorized with the use of FD or AP or HUD to DA.

ADF required.

SAN ANTONIO

116.8 SAT

11101

108.4 SSF

ROWAK INT

I-IZR 4.0

3100

HOLD

600-1

308°

5300

3100

GS 3.00°

TCH 60

One Minute Holding Pattern

3200

AN

VGSi and ILS glidepath not coincident (VGSi Angle 3.00°/TCH 82).

LOS or LOC RWY 31L

SAN ANTONIO INTL (SAT)

29°32'N-98°28'W
MISSED APPROACH: Climb to 3100 on heading 128° and SAT VORTAC R-160 to EMBOW INT and hold.

STONEDWALL

CENTER POINT

117.5 CSI

Chan 122

3200 NoPT to HASDO INT

128° (7.1)

ALTERNATE

MISSED APCH FIX

TRAGO

CSI 46.9

IAP

REUB 1-ANT 207

R-264

138°

R-178

ELEV 809

TDZE 809

ALAMO INT

I-ANT 13.7

LOCALIZER

110.9

Chan 115

REM MADE

WITHIN 10 NM

ALAMO LOM

I-ANT 13.7

SC-3, 14 JUL 2022 to 08 SEP 2022

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SAN ANTONIO, TEXAS

Amdt 14D 04NOV21

SAN ANTONIO INTL (SAT)

389
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 1½ SM and RNP 0.30 Cat D visibility to 1½ SM.

Procedure NA for arrivals at BENEY on V68 westbound.

Procedure NA for arrival on SAT VORTAC airway radials 160 CW 331.

MISSED APPROACH: Climb to 3500 on track 037° to BISGE and track 030° to SHEPE and hold.

Procedure NA for arrivals at BRAUN on V68 northeast bound.

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 79°). See planview for multiple IF locations.

See planview for multiple IF locations.

**AUTHORIZATION REQUIRED**

**SAN ANTONIO, TEXAS**

**AL-369 (FAA)**

**SAN ANTONIO INTL (SAT)**

**RNAV (RNP) Z RWY 4**

**SAN ANTONIO, TEXAS**

**AL-369 (FAA)**

**SAN ANTONIO INTL (SAT)**

**RNAV (RNP) Z RWY 4**

**SAN ANTONIO, TEXAS**

**AL-369 (FAA)**

**SAN ANTONIO INTL (SAT)**

**RNAV (RNP) Z RWY 4**

**SAN ANTONIO, TEXAS**

**AL-369 (FAA)**

**SAN ANTONIO INTL (SAT)**

**RNAV (RNP) Z RWY 4**

**SAN ANTONIO, TEXAS**

**AL-369 (FAA)**

**SAN ANTONIO INTL (SAT)**

**RNAV (RNP) Z RWY 4**

**SAN ANTONIO, TEXAS**

**AL-369 (FAA)**

**SAN ANTONIO INTL (SAT)**

**RNAV (RNP) Z RWY 4**
**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 MEDIN on V68 west bound.**

**VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 75).**

**AUTHORIZATION REQUIRED**

**SAN ANTONIO, TEXAS**

**AL-369 (FAA)**

**22027**

**RNAV (RNP) Z RWY 13R**

**SAN ANTONIO INTL (SAT)**

**APP CRS 128°**

**Rwy Idg 8502**

**TDZE 809**

**Apt Elev 809**

**D-ATIS 118.9**

**SAN ANTONIO APP CON 125.1 307.0**

**SAN ANTONIO TOWER 119.8 257.8**

**GND CON 121.9 348.6**

**CLNC DEL 126.7**

**CPDLC**

**SAN ANTONIO, TEXAS**

**SAN ANTONIO INTL (SAT)**

**MINIMUM APPROACH ALTITUDES:**

**ATAL 0.3% for DOW 0.4% for UP 0.3%**

**AIRWAYS:**

**UP 0.3%**

**DAO**

**DOW 0.3%**

**UP 0.3%**

**ELEV 809**

**TDZE 809**

**DR**

**RNAV (RNP) Z RWY 13R**

**SAN ANTONIO INTL (SAT)**

**AUTHORIZATION REQUIRED**

**SAN ANTONIO, TEXAS**

**Orig-C 02MAR17**

**29°32’N-98°28’W**

**391**
For uncompensated Baro-VNAV systems, procedure NA below -2°C (29°F) or above 54°C (130°F). GPS required.

MISSED APPROACH: Climb to 3100 on track 217° to IMIKE and track 137° to EMBOW and hold.

RNAV (RNP) Z RWY 22
SAN ANTONIO INTL (SAT)

D-ATIS 118.9
SAN ANTONIO APP CON 125.1 307.0
SAN ANTONIO TOWER 119.8 257.8
GND CON 121.9 348.6
CLNC DEL 126.7
CPDLC

APPROACH FIX
EMBOW
JUMDI
MEDIN
IMIKE
Max 195K until IMIKE

PROCEDURE NA for arrivals at MEDIN on V68 westbound.

See planview for multiple IF locations.

Witnessing point for RNAV (RNP) Z RWY 22

For uncompensated Baro-VNAV systems, procedure NA below -2°C (29°F) or above 54°C (130°F). GPS required.

MISSED APPROACH: Climb to 3100 on track 217° to IMIKE and track 137° to EMBOW and hold.

RNAV (RNP) Z RWY 22
SAN ANTONIO INTL (SAT)

D-ATIS 118.9
SAN ANTONIO APP CON 125.1 307.0
SAN ANTONIO TOWER 119.8 257.8
GND CON 121.9 348.6
CLNC DEL 126.7
CPDLC

APPROACH FIX
EMBOW
JUMDI
MEDIN
IMIKE
Max 195K until IMIKE

PROCEDURE NA for arrivals at MEDIN on V68 westbound.

See planview for multiple IF locations.

Witnessing point for RNAV (RNP) Z RWY 22

For uncompensated Baro-VNAV systems, procedure NA below -2°C (29°F) or above 54°C (130°F). GPS required.

MISSED APPROACH: Climb to 3100 on track 217° to IMIKE and track 137° to EMBOW and hold.

RNAV (RNP) Z RWY 22
SAN ANTONIO INTL (SAT)

D-ATIS 118.9
SAN ANTONIO APP CON 125.1 307.0
SAN ANTONIO TOWER 119.8 257.8
GND CON 121.9 348.6
CLNC DEL 126.7
CPDLC

APPROACH FIX
EMBOW
JUMDI
MEDIN
IMIKE
Max 195K until IMIKE

PROCEDURE NA for arrivals at MEDIN on V68 westbound.

See planview for multiple IF locations.

Witnessing point for RNAV (RNP) Z RWY 22

For uncompensated Baro-VNAV systems, procedure NA below -2°C (29°F) or above 54°C (130°F). GPS required.

MISSED APPROACH: Climb to 3100 on track 217° to IMIKE and track 137° to EMBOW and hold.

RNAV (RNP) Z RWY 22
SAN ANTONIO INTL (SAT)

D-ATIS 118.9
SAN ANTONIO APP CON 125.1 307.0
SAN ANTONIO TOWER 119.8 257.8
GND CON 121.9 348.6
CLNC DEL 126.7
CPDLC

APPROACH FIX
EMBOW
JUMDI
MEDIN
IMIKE
Max 195K until IMIKE

PROCEDURE NA for arrivals at MEDIN on V68 westbound.

See planview for multiple IF locations.

Witnessing point for RNAV (RNP) Z RWY 22

For uncompensated Baro-VNAV systems, procedure NA below -2°C (29°F) or above 54°C (130°F). GPS required.

MISSED APPROACH: Climb to 3100 on track 217° to IMIKE and track 137° to EMBOW and hold.
RNAV (RNP) Z RWY 31L
SAN ANTONIO INTL (SAT)

For uncompensated Baro-VNAV systems, procedure NA below -4°C (25°F) or above 54°C (130°F). GPS required.

MISSED APPROACH: Climb to 3000 on track 308° to HASDO then climb to 4200 on track 307° to REUBE and hold.

Procedure NA for arrivals at BRAUN on V68 northeast bound.

Procedure NA for arrivals at TROOP on V68 northeast bound.

Procedure NA for arrivals at BENYE on V68 westbound.

VGSI and RNAV glideslope not coincident (VGSI Angle 3.00/TCH 82). For uncompensated Baro-VNAV systems, procedure NA below -4°C (25°F) or above 54°C (130°F). GPS required.

APPROVED PROCEDURE

MISSED APCH FIX

MISSED APPROACH: Climb to 3000 on track 308° to HASDO then climb to 4200 on track 307° to REUBE and hold.

Procedure NA for arrivals at BRAUN on V68 northeast bound.

Procedure NA for arrivals at TROOP on V68 northeast bound.

Procedure NA for arrivals at BENYE on V68 westbound.

VGSI and RNAV glideslope not coincident (VGSI Angle 3.00/TCH 82). For uncompensated Baro-VNAV systems, procedure NA below -4°C (25°F) or above 54°C (130°F). GPS required.

APPROVED PROCEDURE

MISSED APCH FIX
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -2°C (29°F) or above 54°C (130°F). Circling NA west of Rwy 4 and 13R. DME/DME RNP-0.3 NA.

For inop ALS, increase LPV all Cats visibility to RVR 4500, LNAV/VNAV all Cats visibility to 1/2 SM, and LNAV Cats C and D visibility to 2/3 SM.

MISSED APPROACH: Climb to 3100 direct POYIG and track 171° to EMBOW and hold.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -4°C (25°F) or above 54°C (130°F). Circling NA west of Rwy 4 and 13R. DME/DME RNP-0.3 NA.

**MISSING APPROACH:** Climb to 3100 direct IMIKE and track 137° to EMBOW and hold.

<table>
<thead>
<tr>
<th>D-ATIS</th>
<th>SAN ANTONIO APP CON</th>
<th>SAN ANTONIO TOWER</th>
<th>GND CON</th>
<th>CLNC DEL</th>
<th>CPDLC</th>
</tr>
</thead>
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<tr>
<td>118.9</td>
<td>125.1  307.0</td>
<td>119.8  257.8</td>
<td>121.9</td>
<td>348.6</td>
<td>126.7</td>
</tr>
</tbody>
</table>

**Category:**
- **A:** 970-1225
- **B:** 1225-1370
- **C:** 1370-1625
- **D:** 1625-1825

**LPV DA:**
- **A:** 970-1 200 (200-1)
- **B:** 1225-1 455 (500-1)

**LNAV/VNAV DA:**
- **A:** 1225-1 455 (500-1)
- **B:** 1225-1 455 (500-1)

**LNAV MDA:**
- **A:** 1240-1 470 (500-1)
- **B:** 1240-1 470 (500-1)
- **C:** 1240-1 470 (500-1)

**CIRCLING:**
- **A:** 1300-1 491 (500-1)
- **B:** 1400-1 591 (600-1)
- **C:** 1420-1 611 (700-1)
- **D:** 1520-1 711 (800-1)

**RNAV (GPS) Y RWY 22**

**SAN ANTONIO INTL (SAT)**
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.

VAR 4.0° E

AL-369 (FAA)
TOP ALTITUDE: 5000

NOTE: RADAR required.

TAKEOFF MINIMUMS

(NARRATIVE ON FOLLOWING PAGE)
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.
ALISS FIVE DEPARTURE (RNAV)

NOTE: Chart not to scale.

NOTE: RNAV 1.

NOTE: DME/DME or GPS required.

NOTE: Radar required.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.
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: Chart not to scale.
TAKEOFF RWYS 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.

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.
MILET FOUR DEPARTURE (RNAV)

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.

NOTE: Chart not to scale.

TOP ALTITUDE:
5000

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.
**SC-3, 14 JUL 2022 to 08 SEP 2022**

**THREE RIVERS FOUR DEPARTURE (RNAV)**

**TOP ALTITUDE:**

5000

**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:**

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.

**TAKEOFF MINIMUMS**


**SC-3, 14 JUL 2022 to 08 SEP 2022**

**SAN ANTONIO INTL (SAT)**

**SAN ANTONIO INTL (SAT)**

**SAN ANTONIO INTL (SAT)**

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**SAN ANTONIO INTL (SAT)**

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**SAN ANTONIO INTL (SAT)**

**SAN ANTONIO INTL (SAT)**
**RNAV (GPS) RWY 32**

**STINSON MUNI (SSF)**

**SAN ANTONIO, TEXAS**

**ATIS**
- **SAN ANTONIO APP CON**: 125.7 290.225
- **STINSON TOWER**: 118.2 (CTAF) 379.9

**GND CON**
- **CLNC DEL**: 121.7 379.9
  - **When twr closed**: 122.95

**UNICOM**
- **SAN ANTONIO APP CON**: 121.7 379.9
- **STINSON TOWER**: 122.95

---

**Final approach course offset 14.49°.**

- **Final approach course offset 14.49°.**
  - **4 NM**
  - **332°**
  - **152°**
  - **6.1 NM**

**RNP APCH-GPS.**
- **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.**

**MISSED APPROACH**: Climb to 4100 direct KONLE and on track 289° to KICED and hold.

**Procedure NA for arrivals**: at BRAUN on V68 northeast bound.

**Procedure NA for arrivals**: at SOMER on V17 southbound.

**Procedure NA for arrivals**: at LEMIG on V550-568 southbound.

**Final approach course offset 14.49°.**

**MISSED APCH FIX**
- **4 NM to KICED**
- **289°**
- **332°**

**SOMER**
- **Procedure NA for arrivals**
- **at SOMER**
- **on V17 southbound.**

**KONLE**
- **Procedure NA for arrivals**
- **at KONLE**
- **on V68 northeast bound.**

---

**ELEV 578**
- **TDZE 571**
- **3000 ft**
- **289°**
- **332°**
- **152°**
- **6.1 NM**
- **3.23°**
- **TCH 40**
- **5.6 NM**

---

**REIL Rwys 9, 14, 27 and 32**
- **MIRL Rwys 9-27 and 14-32**

---

**SC-3, 14 JUL 2022 to 08 SEP 2022**

**AL-372 (FAA)**

**21280**

---

**SAN ANTONIO, TEXAS**

**Orig-D 22APR21**

**29°20'N-98°28'W**

**RNAV (GPS) RWY 32**

**STINSON MUNI (SSF)**

---

**APP CRS 332°**
- **Rwy Idg 3756**
- **TDZE P 571**
- **Apt Elev 578**

---

**2.23°**
- **5.6 NM**
- **TCH 40**
- **6.1 NM**
VOR RWY 32
STINSON MUNI (SSF)

**ATIS** | **SAN ANTONIO APP CON** | **STINSON TOWER** | **GND CON** | **CLNC DEL** | **UNICOM**
---|---|---|---|---|---
128.8 | 125.7 290.225 | 118.2 (CTAF) 379.9 | 121.7 379.9 | (When twr closed) | 122.95

**Category** | **A** | **B** | **C** | **D**
---|---|---|---|---
**S-32** | 1020-1 | 1020-1/8 | 1020-1/8 | NA
**CIRCLING** | 1040-1 | 1120-1 | 1260-2 | NA

**SAN ANTONIO, TEXAS**
Amdt 14C 22APR21

**SAN ANTONIO, TEXAS**
AL-372 (FAA) 21280

**ANALYSIS**
- **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.
- **Misplaced APPROACH:** Climb to 1400 then climbing right turn to 2500 direct SSF VOR and hold.

**ATIS**
- 128.8

**SAN ANTONIO APP CON**
- 125.7 290.225

**STINSON TOWER**
- 118.2 (CTAF) 379.9

**GND CON**
- 121.7 379.9

**CLNC DEL**
- (When twr closed)

**UNICOM**
- 122.95

**ELEV** | **TDZE**
---|---
578 | 571

**AIRPORT**
- **VOR** SSF 108.4
- **APP CRS** 337°
- **TDZE** 571
- **Apt Elev** 578

**VOR**
- 108.4 SSF

**TDZE**
- 571

**ELEV**
- 578

**TDZE**
- 571

**REIL**
- Rwys 9, 14, 27 and 32
- MIRL Rwys 9-27 and 14-32

**CIRCLING**
- 1040-1
- 462 (500-1)

**CIRCLING**
- 1120-1
- 542 (600-1)

**CIRCLING**
- 1260-2
- 682 (700-2)

**SC-3, 14 JUL 2022 to 08 SEP 2022**

**SC-3, 14 JUL 2022 to 08 SEP 2022**
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: 300-1½ 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)

NOTE: Chart not to scale
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.
TREVA
TATAR
LEJON
ALISS

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: 300-1/4 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

**BOWIE SEVEN DEPARTURE**

**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

**COTULLA**
- 115.8  COT
  - Chan 105

**MILET**
- N28°43.83'
- W98°47.88'

**SAN ANTONIO**
- 116.8  SAT
  - Chan 115
  - N29°38.64'
  - W98°27.68'

**LAREDO**
- 117.4  LRD
  - Chan 121
  - N27°28.72'
  - W99°25.06'

**THREE RIVERS**
- 111.4  THX
  - Chan 51
  - N29°04.08'
  - W98°19.32'

**COTULLA**
- 115.8  COT
  - Chan 105

**MILET**
- N28°43.83'
- W98°47.88'

**SAN ANTONIO**
- 116.8  SAT
  - Chan 115
  - N29°38.64'
  - W98°27.68'

**LAREDO**
- 117.4  LRD
  - Chan 121
  - N27°28.72'
  - W99°25.06'

**THREE RIVERS**
- 111.4  THX
  - Chan 51
  - N29°04.08'
  - W98°19.32'

**NOTE:** Chart not to scale

**TAKEOFF MINIMUMS**
- Rwy 14, 32: Standard.
- Rwy 9: Standard with minimum climb of 225' per NM to 1900.
- Rwy 27: 300-⅓ 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.

(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.
DEPARTURE ROUTE DESCRIPTION

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: RADAR required.
NOTE: Chart not to scale.

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: 300-13/4 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.
NOTE: Chart not to scale.

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: 300-13/4 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.
Procedure NA at night.
Rwy 14 helicopter visibility reduction below 1 SM NA.

**MISSED APPROACH:** Climbing left turn to 2100
direct HUGUE and hold.

---

**RNP APCH.**

- Procedure NA for arrivals at CRP VORTAC on V20-70 southwest bound.
- Procedure NA for arrivals at CRP VORTAC on V20-70 southwest bound.

---

**RNAV (GPS) Rwy 14**

**ALFRED C ‘BUBBA’ THOMAS (T69)**

---

**AWOS-3**

- 118.25

**CORPUS APP CON**

- 120.9
- 348.725

**UNICOM**

- 122.8 (CTAF)

---

**THREE RIVERS**

- THX

- 2100

---

**RNAV (GPS) RWY 14**

**ALFRED C ‘BUBBA’ THOMAS (T69)**

---

**SC-3, 14 JUL 2022 to 08 SEP 2022**

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**SINTON, TEXAS**

- Orig B 31 DEC 2020

- 28°02’N-97°33’W

---

**RNAV (GPS) RWY 14**

**ALFRED C ‘BUBBA’ THOMAS (T69)**

---

**LNAV MDA**

- 480-1
- 432 (500-1)
- NA

**CIRCLING**

- 620-1
- 720-1
- 672 (700-1)
- NA
RNAV (GPS) RWY 32
ALFRED C 'BUBBA' THOMAS (T69)

**AWOS-3**
118.25

**CORPUS APP CON**
120.9  348.725

**UNICOM**
122.8  [CTAF]

---

Procedure NA at night.
Rwy 32 helicopter visibility reduction below 1 SM NA.

NoPT for arrival on CRP VORTAC airway radials R-169 CW R-184.

**RNAV (GPS) RWY 32**

**RNP APCH.**

**APR CRS 320°**

- **Rwy Idg:** 3923
- **TDZE:** 48
- **Apt Elev:** 48

**Rwy 32**

- **NEEHO:** (5.3)
- **1400**
- **RW32** (FAF)

**Holding Pattern**

- **4 NM**
- **1400**
- **320°**
- **323°**

**CRP VORTAC**

- **143°**
- **14000**
- **2000**

**1050**

- **MIRL Rwy 14-32**
- **REIL Rwys 14 and 32**

**SINOTN, TEXAS**

Orig:B 31DEC20

---

**28°02' N-97°33' W**

**421**
**VOR RWY 14**

**ALFRED C 'BUBBA' THOMAS (T69)**

**AWOS-3**

118.25

**CORPUS APP CON**

120.9 348.725

**UNICOM**

122.8 (CTAF)

---

**Procedure NA at night.**

Rwy 14 helicopter visibility reduction below 1 SM NA.

---

**DME required.**

**MISSED APPROACH:** Climbing right turn to 1800 on heading 230° and CRP VORTAC R-305 to SINTO INT/CRP 16 DME.

---

**VOR RWY 14**

**SC-3, 14 JUL 2022 to 08 SEP 2022**

---

**SINTON, TEXAS**

**AL-5274 (FAA)**

**20366**

---

**VOR RWY 14**

**ALFRED C 'BUBBA' THOMAS (T69)**

28°02' N-97°33' W
**NDB or GPS RWY 18**

**SONORA MUNI (SOA)**

**Procedure not authorized at night. Use San Angelo altimeter setting.**

**MISSED APPROACH:** Climbing right turn to 4000 in SOA NDB 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>S-18</td>
<td>3240-1¼</td>
<td>3240-1½</td>
<td>1100 (1100-1¼)</td>
<td>1100 (1100-1½)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>3240-1¼</td>
<td>3240-1½</td>
<td>1100 (1100-1¼)</td>
<td>1100 (1100-1½)</td>
</tr>
</tbody>
</table>

**AWOS-3**

**118.075**

**HOUSTON CENTER**

**125.75 346.4**

**UNICOM**

**122.8 (CTAF)**

**KEMPL**

**30°35' N-100°39' W**

**AWOS-3 3240 X 60**

**SONORA, TEXAS**

Amdt 3A 25MAR21

**SONORA, TEXAS**

**30°35' N-100°39' W**

**423**
RNAV (GPS) RWY 17

TAYLOR MUNI (T74)

AWOS-3PT
119.75

AUSTIN APP CON
127.225
317.65

UNICOM
122.8 (CTAF)

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.

MISSED APPROACH: Climb to 1100 then climbing right turn to 3100 direct CWK VORTAC and hold.

Category A B C D
LPV DA 882-7/8 282 (300-3) NA

LNAV/ VNAV DA 882-7/8 282 (300-3) NA

LNAV MDA 960-1 360 (400-1) NA

CIRCLING 1100-1 500 (500-1) NA

ULSIC 1.7 NM to RW17

TDZE 600

TDZE 600

30°34’N 97°27’W

TAYLOR, TEXAS

Orig-B 30Jan20

30°34’N 97°27’W

TAYLOR, TEXAS

Orig-B 30Jan20

30°34’N 97°27’W
NOTE: Chart not to scale.

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)
TAKEOFF MINIMUMS:
Rwys 17, 35: Standard.

GARDS
5000

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

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.
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 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:  JAYJO transition to join V306 only.

NOTE:  Houston terminal area arrivals expect routing from ILEXY.

NOTE:  RNAV 1.

NOTE:  DME/DME/IRU or GPS required.

NOTE:  RADAR required.

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 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 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 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.
UNICOM (CTAF) 122.8
AUSTIN DEP CON 127.225 317.65

NOTE: Chart not to scale.

TAKEOFF MINIMUMS
Rwys 17, 35: Standard.

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 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)

**AWOS-3PT** 134.975

**GRAY APP CON** 120.075 370.0

**CLNC DEL** 125.9

**UNICOM** 123.0 (CTAF)

**MALSR**

**MISSING 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.**
RNAV (GPS) RWY 15

DRAUGHON-MILLER CENTRAL TEXAS RGNL (TPL)

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.

**RNAV (GPS) RWY 15**

**DRAUGHON-MILLER CENTRAL TEXAS RGNL (TPL)**

**SC-3, 14 JUL 2022 to 08 SEP 2022**

**AWOS-3PT** 134.975

**GRAY APP CON** 120.075 370.0

**CLNC DEL** 125.9

**UNICOM** 123.0 (CTAF)

**MALSR**

**HOLD** 6000 3000 4 NM

**[IF/IAF] IHS AZ**

**[FAF] IFDOH**

**CUMIX 1.7 NM to RW15 3000 to IHS AZ 346° (20.5)**

**CONRA**

**IFDOH 074° (10)**

**FADXY 074° (10) 3600 254° 3000 1.7 NM to IHS AZ**

**BARBA**

**3000 1.7 NM to IHS AZ 346° (20.5)***

**LNAV only.**

**INHolland Pattern**

**6000 340°**

**2400**

**CUMIX 1.7 NM to RW15**

**3000 1.7 NM to RW15 RW15**

**LNAV only.**

**IFDOH 074°**

**3600**

**BARBA**

**CUMIX 1.7 NM to RW15**

**1 NM to RW15 RW15**

**MISSED APPROACH: Climb to 3600 direct FADXY and on track 074° to BARBA and hold, continue climb-in-hold to 3600.**

**AWOS-3PT 134.975**

**GRAY APP CON 120.075 370.0**

**CLNC DEL 125.9**

**UNICOM 123.0 (CTAF)**

**MALSR**

**HOLD** 6000 3000 4 NM

**[IF/IAF] IHS AZ**

**[FAF] IFDOH**

**CUMIX 1.7 NM to RW15 3000 to IHS AZ 346° (20.5)**

**CONRA**

**IFDOH 074° (10)**

**FADXY 074° (10) 3600 254° 3000 1.7 NM to IHS AZ**

**BARBA**

**3000 1.7 NM to IHS AZ 346° (20.5)***

**LNAV only.**

**INHolland Pattern**

**6000 340°**

**2400**

**CUMIX 1.7 NM to RW15**

**3000 1.7 NM to RW15 RW15**

**LNAV only.**

**IFDOH 074°**

**3600**

**BARBA**

**CUMIX 1.7 NM to RW15**

**1 NM to RW15 RW15**

**MISSED APPROACH: Climb to 3600 direct FADXY and on track 074° to BARBA and hold, continue climb-in-hold to 3600.**

**AWOS-3PT 134.975**

**GRAY APP CON 120.075 370.0**

**CLNC DEL 125.9**

**UNICOM 123.0 (CTAF)**

**MALSR**

**HOLD** 6000 3000 4 NM

**[IF/IAF] IHS AZ**

**[FAF] IFDOH**

**CUMIX 1.7 NM to RW15 3000 to IHS AZ 346° (20.5)**

**CONRA**

**IFDOH 074° (10)**

**FADXY 074° (10) 3600 254° 3000 1.7 NM to IHS AZ**

**BARBA**

**3000 1.7 NM to IHS AZ 346° (20.5)***

**LNAV only.**

**INHolland Pattern**

**6000 340°**

**2400**

**CUMIX 1.7 NM to RW15**

**3000 1.7 NM to RW15 RW15**

**LNAV only.**

**IFDOH 074°**

**3600**

**BARBA**

**CUMIX 1.7 NM to RW15**

**1 NM to RW15 RW15**

**MISSED APPROACH: Climb to 3600 direct FADXY and on track 074° to BARBA and hold, continue climb-in-hold to 3600.**
RNAV (GPS) RWY 33

DRAUGHON-MILLER CENTRAL TEXAS RGNL (TPL)

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)

RNP APCH.

VGSI and RNAV glidepath not coincident [VGSI Angle 3.00/TCH 34].

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

LNAV only.

-1.2 NM to RW33
1.7 NM to RW33

MISSED APCH FIX
IHS AZ

RNAV (GPS) RWY 33

TPLE, TEXAS
Amdt 2A 15AUG19

RNAV (GPS) RWY 33

DRAUGHON-MILLER CENTRAL TEXAS RGNL (TPL)

31°09'N-97°24'W

RNAV (GPS) RWY 33

DRAUGHON-MILLER CENTRAL TEXAS RGNL (TPL)

31°09'N-97°24'W
**RNAV (GPS) RWY 33**

**GARNER FLD (UVA)**

**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.**

**MISSING 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**

**CATEGORY**

A | B | C | D
---|---|---|---
GLS DA | NA | | |
LNAV/ VNAV DA | NA | | |
LNAV MDA | 1380-1 447 (500-1) | 1380-1 1/4 447 (500-1/4) | 1380-1 1/2 447 (500-1/2) |
CIRCLING | 1380-1 438 (500-1) | 1460-1 518 (600-1) | 1620-2 678 (700-2) | 1620-3 678 (700-3)
Circling to Rwy 7, 25 NA at night.
Circling NA south of Rwy 25 and southeast of Rwy 3.

Procedure NA for arrivals at HUP VORTAC on V66 westbound.

MISSED APPROACH: Climb to 8800 direct COSIM and on track 304° to WIKOR and on track 034° to PONUE and hold.
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.
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 -20°C (-4°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 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 1/2 mile.

MISSED APPROACH:
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)

SCALE

4 NM
Holding Pattern
IMJUC

3000
353°
173°

3600

Apt Elev
652

ZUDIS
095°

173°

MIRL Rwy 17-35

35

0.4%

SC-3, 14 JUL 2022 to 08 SEP 2022

1060-1
468 (500-1)

1060-1
468 (500-1)

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468 (500-1)

1060-1
468 (500-1)
**RNAV (GPS) RWY 35**
**MC GREGOR EXEC (PWG)**

**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 ¾ 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**

**AIR NAVIGATION**

**WP**

**REIL Rwy 17**

**MIRL Rwy 17-35**

**WACO, TEXAS**

**AL-5441 (FAA)**

**22139**

**RNAV (GPS) RWY 35**
**MC GREGOR EXEC (PWG)**

**31°29'N-97°19'W**

**Amdt 1B 02APR15**

**SC-3, 14 JUL 2022 to 08 SEP 2022**
ADFS or DME required.

**AWOS-3PT**
135.525

**WACO APP CON**
127.65 352.0

**GCO**
121.725

**UNICOM**
122.8 [CTAF]

**MISSED APPROACH:** Climb to 1000 then climbing right turn to 4000 direct ACT VORTAC and hold, continue climb-in-hold to 4000.

115.3 ACT
185°

IF/IAF
WACO
115.3 ACT

Chan 100

**CEMET INT**
ACT 6.1

**VGSI and descent angles not coincident**
(VGSI Angle 3.00/TCH 36).

Remain within 10 NM

**VGSI Angle 3.00/TCH 36**

**VGSI and descent angles not coincident**

**CIRCLING**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>S-17</td>
<td>980-1</td>
<td>388 (400-1)</td>
<td>NA</td>
<td>NA</td>
</tr>
</tbody>
</table>

**VGSI Angle 3.00/TCH 36**

115.3 ACT
185°
For inop ALS, increase S-ILS 17L Cat E visibility to ¾ SM, and S-LOC 17L Cat E to 1½ SM.
RNAV (GPS) RWY 17L
TSTC WACO (CNW)

RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to ¾ SM and LNAV Cats C/D visibility to 1 SM.

AWOS-3PT 134.225  WACO APP CON 127.65  227.125  TSTC TOWER 124.0 (CTAF)  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.

Holding Pattern

4 NM

7 NM

3.6 NM

1 NM

1 NM

CATEGORY

LPV  DA  670-½  200 (200-½)

LNAV/ VNAV  DA  720-½  250 (300-½)

LNAV MDA  840-½  370 (400-½)  840-¾  370 (400-¾)

CIRCLING  940-1  1040-1  1120-2

470 (500-1)  570 (600-1)  570 (600-1½)  650 (700-2)

MISSED APPROACH: Climb to 2300 direct OMOBE and hold.

Procedure NA for arrivals on CQY VORTAC airway radials 163 CW 263.

RNAV (GPS) RWY 17L
TSTC WACO (CNW)
**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 V13 northwest bound.

---

**AWOS-3PT** | **WACO APP CON** | **TSTC TOWER** | **GND CON** | **UNICOM**
---|---|---|---|---
134.225 | 127.65 227.125 | 124.0 (CTAF) 255.7 | 121.7 | 122.95

---

**ELEV 470** | **TDZE 462**
---|---

---

**MISSED APCH FIX**

---

**Category** | **A** | **B** | **C** | **D**
---|---|---|---|---
**LP MDA** | 780-1 | 318 (400-1) | | |
**LNAV MDA** | 860-1 | 398 (400-1) | 860-1½ | 398 (400-1½)
NDB RWY 35R
TSTC WACO (CNW)

WACO, TEXAS
AL-579 (FAA)

NDB ROB
400
APP CRS
356°
Rwy Idg
TDZE
462
Apt Elev
470

MISSED APPROACH: Climbing right turn to 2900 direct ROB NDB and hold.

AWOS-3PT
134.225
WACO APP CON *
127.65 227.125
TSTC TOWER *
124.0 (CTAF) 255.7
GND CON
121.7
UNICOM
122.95

WACO
115.3 ACT 2541
Chan 100

2900

ROB

NDB

ROB NDB

Remain within 10 NM

356°

7.4 NM

3.03°

TCH 41

CATEGORY
A
B
C
D

S-35R
1200-1
738 (800-1)
1200-2
738 (800-2)

CIRCLING
1200-1
730 (800-1)
1200-2
730 (800-2)
1200-2¼
730 (800-2¼)

Knots
60 90 120 150 180
Min.Sec
7:24 4:56 3:42 2:58 2:28

TWR 555

MIRL Rwy 17L-35R

ASR

SAATY

(13.9)

124°

2900

(24.9)

011°

3600

342°

2900 N

6291 X 75

8600 X 150

X

X

X

X

ROB NDB and hold.

MISSED APPROACH: Climbing right turn to 2900 direct ROB NDB and hold.

AWOS-3PT
134.225
WACO APP CON *
127.65 227.125
TSTC TOWER *
124.0 (CTAF) 255.7
GND CON
121.7
UNICOM
122.95

WACO
115.3 ACT 2541
Chan 100

2900

ROB

NDB

ROB NDB

Remain within 10 NM

356°

7.4 NM

3.03°

TCH 41

CATEGORY
A
B
C
D

S-35R
1200-1
738 (800-1)
1200-2
738 (800-2)

CIRCLING
1200-1
730 (800-1)
1200-2
730 (800-2)
1200-2¼
730 (800-2¼)

Knots
60 90 120 150 180
Min.Sec
7:24 4:56 3:42 2:58 2:28

TWR 555

MIRL Rwy 17L-35R

ASR

SAATY

(13.9)

124°

2900

(24.9)

011°

3600

342°

2900 N

6291 X 75

8600 X 150

X

X

X

X

ROB NDB and hold.

MISSED APPROACH: Climbing right turn to 2900 direct ROB NDB and hold.

AWOS-3PT
134.225
WACO APP CON *
127.65 227.125
TSTC TOWER *
124.0 (CTAF) 255.7
GND CON
121.7
UNICOM
122.95

WACO
115.3 ACT 2541
Chan 100

2900

ROB

NDB

ROB NDB

Remain within 10 NM

356°

7.4 NM

3.03°

TCH 41

CATEGORY
A
B
C
D

S-35R
1200-1
738 (800-1)
1200-2
738 (800-2)

CIRCLING
1200-1
730 (800-1)
1200-2
730 (800-2)
1200-2¼
730 (800-2¼)

Knots
60 90 120 150 180
Min.Sec
7:24 4:56 3:42 2:58 2:28

TWR 555

MIRL Rwy 17L-35R

ASR

SAATY

(13.9)

124°

2900

(24.9)

011°

3600

342°

2900 N

6291 X 75

8600 X 150

X

X

X

X

ROB NDB and hold.

MISSED APPROACH: Climbing right turn to 2900 direct ROB NDB and hold.

AWOS-3PT
134.225
WACO APP CON *
127.65 227.125
TSTC TOWER *
124.0 (CTAF) 255.7
GND CON
121.7
UNICOM
122.95

WACO
115.3 ACT 2541
Chan 100

2900

ROB

NDB

ROB NDB

Remain within 10 NM

356°

7.4 NM

3.03°

TCH 41

CATEGORY
A
B
C
D

S-35R
1200-1
738 (800-1)
1200-2
738 (800-2)

CIRCLING
1200-1
730 (800-1)
1200-2
730 (800-2)
1200-2¼
730 (800-2¼)

Knots
60 90 120 150 180
Min.Sec
7:24 4:56 3:42 2:58 2:28

TWR 555

MIRL Rwy 17L-35R

ASR

SAATY

(13.9)

124°

2900

(24.9)

011°

3600

342°

2900 N

6291 X 75

8600 X 150

X

X

X

X

ROB NDB and hold.

MISSED APPROACH: Climbing right turn to 2900 direct ROB NDB and hold.

AWOS-3PT
134.225
WACO APP CON *
127.65 227.125
TSTC TOWER *
124.0 (CTAF) 255.7
GND CON
121.7
UNICOM
122.95

WACO
115.3 ACT 2541
Chan 100

2900

ROB

NDB

ROB NDB

Remain within 10 NM

356°

7.4 NM

3.03°

TCH 41

CATEGORY
A
B
C
D

S-35R
1200-1
738 (800-1)
1200-2
738 (800-2)

CIRCLING
1200-1
730 (800-1)
1200-2
730 (800-2)
1200-2¼
730 (800-2¼)

Knots
60 90 120 150 180
Min.Sec
7:24 4:56 3:42 2:58 2:28

TWR 555

MIRL Rwy 17L-35R

ASR

SAATY

(13.9)

124°

2900

(24.9)

011°

3600

342°

2900 N

6291 X 75

8600 X 150

X

X

X

X

ROB NDB and hold.

MISSED APPROACH: Climbing right turn to 2900 direct ROB NDB and hold.
ILS or LOC RWY 19

WACO RGNL (ACT)

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.

** 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

Procedure NA for arrival on CQY VORTAC airway radials 234 CW 263.
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). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Mc Gregor Exec altimeter setting and increase all DA 31’feet and all MDA 40 feet; increase LPV all Cats visibility 1/4 mile and Circling Cat D 1/4 mile. Baro-VNAV and VDP NA with Mc Gregor Exec altimeter setting. Helicopter visibility reduction below 3/4 SM NA.

**MISSED APPROACH:**
Climb to 3000 direct CHRUS and hold.

<table>
<thead>
<tr>
<th>ATIS</th>
<th>WACO APP CON</th>
<th>GND CON</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>123.85</td>
<td>127.65 227.125</td>
<td>121.9</td>
<td>122.95</td>
</tr>
</tbody>
</table>

Procedure NA for arrivals at SATTY on V15 southeast bound.

**WACO RGNL (ACT)**

**RNAV (GPS) RWY 1**

**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
Rwy 14 helicopter visibility reduction below 3/4 SM NA. For uncompensated Baro-VNAV systems, procedure NA below -8°C or above 54°C.

**RNP APCH.**

Procedure NA for arrivals at DRILL on V15-54 northeast bound.

Procedure NA for arrivals at SONET on V358 westbound.

**ATIS**

| 122.85 |

**WACO APP CON**

| 127.65 227.125 |

**WACO TOWER**

| 119.3 (CTAF) 257.8 |

**GND CON**

| 121.9 |

**UNICOM**

| 122.95 |

**RNAV (GPS) RWY 14**

**WACO RGNL (ACT)**

**Amdt 1 30JAN20**

**31°37'N-97°14'W**

**WACO RGNL (ACT) SC-3, 14 JUL 2022 to 08 SEP 2022**

**LNAV only.**

**RNAV (GPS) RWY 14**

**WACO RGNL (ACT) SC-3, 14 JUL 2022 to 08 SEP 2022**

**WACO RGNL (ACT) 449**

**RNAV (GPS) RWY 14**

**WACO RGNL (ACT) SC-3, 14 JUL 2022 to 08 SEP 2022**

**WACO RGNL (ACT) SC-3, 14 JUL 2022 to 08 SEP 2022**
VOR/DME RWY 32
WACO RGNL (ACT)

ATIS 123.85
WACO APP CON * 127.65 227.125
WACO TOWER * 119.3 (CTAF) 257.8
GND CON 121.9
UNICOM 122.95

WACO, TEXAS
WACO RGNL (ACT)
ACT 6
(IAT) IMIPE (IAF)
Act 15

MISSED APPROACH: Climb to 3000 direct ACT VORTAC and hold, continue climb-in-hold to 3000.

WACO, TEXAS
Amrdt 15B 02APR15

31°37’N-97°14’W
ATIS WACO APP CON* 127.65 227.125 WACO TOWER* 119.3(CTAF) 257.8 GND CON 121.9 UNICOM 122.95

MASA ACT 25 NM

DME required.

REMIND OF AN ENDOD GROUND CON UNICOM 121.85 122.85 123.85

WACO CONG

Category

**900-1** 387 (400-1) **900-1½** 387 (400-1½)

WACO CONG

CIRCLING

940-1 424 (500-1) 980-1 464 (500-1) 1020-1½ 504 (600-1½) 1160-2 644 (700-2)

Category

**S-14**

VSIS and descent angles not coincident [VSIS Angle 3.00/TCH 58].

VOR RWY 14 WACO RGNL (ACT)

REIL Rwy 14

HILR Rwy 1-19

MiRl Rwy 14-32

FAF to MAP 3.1 NM

WACO APP CON

WACO TOWER

GND CON

UNICOM

**SC-3, 14 JUL 2022 to 08 SEP 2022**

**31°37'N-97°14'W**

**453**

**AL 439 (FAA)**

**22139**
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
HOLD 2000 2100

Procedure NA for arrivals at HARGI on V20 northeast bound.

Procedure NA for arrivals at FATOR on V17 northwest bound.

Rwy 14 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

UNICOM

121.0 284.7

125.95

122.8 (CTAF)

**RNAV (GPS) RWY 14**

**MID VALLEY (TXW)**

**AWOS-3PT**

118.575

**VALLEY APP CON**

121.0 284.7

**CINC DEL**

125.95

**UNICOM**

122.8 (CTAF)

**RNP APCH.**

**RNAV (GPS) RWY 14**

**MID VALLEY (TXW)**

**AWOS-3PT**

118.575

**VALLEY APP CON**

121.0 284.7

**CINC DEL**

125.95

**UNICOM**

122.8 (CTAF)
When local altimeter not received, use McAllen altimeter setting and increase all MDA 40 feet.

Procedure NA for arrival on MFE VOR/DME airway radials 029 CW 075.
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 ½ 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 ½ SM; increase all MDAs 100 feet and LNAV and Circling Cat C visibility ½ SM.

### Holding Pattern

<table>
<thead>
<tr>
<th>CSS</th>
<th>Holding Pattern</th>
<th>GP 3.00° TCH 45</th>
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<tbody>
<tr>
<td>5000</td>
<td>AHASS</td>
<td>312°</td>
</tr>
<tr>
<td>5000</td>
<td>AHASS</td>
<td>132°</td>
</tr>
<tr>
<td>4600</td>
<td>AFBUL</td>
<td>132°</td>
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<tr>
<td>3500</td>
<td>CITAT</td>
<td>132°</td>
</tr>
<tr>
<td>0.8 NM to RW13</td>
<td>RW13</td>
<td>0.8 NM</td>
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</table>

### Airfield Details

- **Rwy Idg**: 5003
- **TDZE**: 2822
- **Apt Elev**: 2822
- **CH**: 93831
- **W**: W13A
- **APP CRS**: 132°
- **ASOS**: 118.325
- **FORT WORTH CENTER**: 133.1 298.95
- **UNICOM**: 123.0 (CTAF)
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C.

MISSED APPROACH: Climb to 5000 direct AHASS and hold.

### RNP APCH - GPS

<table>
<thead>
<tr>
<th>ASOS</th>
<th>FORT WORTH CENTER</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>118.325</td>
<td>133.1 298.95</td>
<td>123.0 (CTAF)</td>
</tr>
</tbody>
</table>

### Chart Details

- **Approach Type:** RNAV (GPS)
- **RNAV (GPS) RWY 31**
- **Category:** A
- **Minimums:**
  - DA 3068-3/4
  - VNAV 3253-1/4
  - MDA 3520-1
  - CIRCLING 3520-1
- **Holding Pattern:**
  - 313°
  - 14000
- **Transition:**
  - RW31 to BORTY
  - 313°
  - 14000
- **Airspace:**
  - 5 NM to BORTY
  - 5000
- **Temperature Limits:**
  - For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C.

### Miscellaneous

- **WINK, TEXAS**
- **Amdt 1B 14JUL22**
- **31°47'N-103°12'W**
- **WINKLER COUNTY (INK)**
- **RNAV (GPS) RWY 31**

### Wireless Communications

- **ASOS:** 118.325
- **FORT WORTH CENTER:** 133.1 298.95
- **UNICOM:** 123.0 (CTAF)

### Additional Details

- **Appr CRS:** 313°
- **Rwy Idg:** RW31
- **Apt Elev:** 2822
- **TDZE:** 2818
- **CH:** 56233
- **ELEV:** 2822
- **TDZE:** 2818

### Chart Legend

- **Amdt:** SC-3, 14 JUL 2022 to 08 SEP 2022
- **FAA:** AL-461
- **FAA Tech Info:** W31A
- **Apt Elev:** 2822
- **Ch:** 56233
- **Elev:** 2822
- **TDZE:** 2818
- **Appr CRS:** 313°
- **Rwy Idg:** RW31
- **Apt Elev:** 2822

### Notes

- **For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C.**

---

458
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.

**MISSED APPROACH:** Climb to 3500 then climbing right turn to 5000 direct INK VORTAC and hold.

---

### VOR RWY 13

**WINKLER COUNTY (INK)**

---

### Chart Data

**VOR**

- Frequency: 112.1 MHz
- Chan: 58

**ASOS**

- Airport: WINKLER COUNTY
- Frequency: 118.325 MHz

**FORT WORTH CENTER**

- Frequency: 133.1 MHz
- Chan: 298.95

**UNICOM**

- Frequency: 123.0 MHz

---

**Legend**

- **IN** - INK VORTAC
- **DSHRT** - DSHRT Fix

---

**DSHRT Fix Minimums**

<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>S-13</td>
<td>3340-1 518 (600-1)</td>
<td>3340-1/2 518 (600-1/2)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>3340-1 518 (600-1)</td>
<td>3340-1/2 518 (600-1/2)</td>
<td>NA</td>
<td></td>
</tr>
</tbody>
</table>

---

**Minimums**

- **MIRL** Rwy 4-22 and 13-31
- **VDP** NA when using Pecos altimeter setting
- **Feet** and **Cat C Visibility**

---

**Wink, TX**

- Airport Elev: 31°47′N-103°12′W
- Amdt 10 07MAY09

---

**References**

- **ASOS**
- **WINKLER COUNTY VORTAC**
- **WINK, TEXAS**

---

**Notes**

- Unmonitored (VGSI Angle 3.00/TCH 22).
- VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 22).

---

**Instruments**

- **Amdt 07MAY09**
- **Category C**
Use Abilene altimeter setting. When not received, use Coleman altimeter setting and increase all MDA 20 feet.

Procedure NA for arrivals at SHEPP on V77 northbound.

Procedure NA for arrivals at SHEPP on V77 northbound.

MISSED APPROACH: Climb to 3400 direct FILEP and hold.

Procedure NA for arrivals at SHEPP on V77 northbound.

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Procedure NA for arrivals at SHEPP on V77 northbound.

MISSED APPROACH: Climb to 3400 direct FILEP and hold.

Procedure NA for arrivals at SHEPP on V77 northbound.

MISSED APPROACH: Climb to 3400 direct FILEP and hold.
ABILENE APP CON 127.2 282.3

CTAF 122.9

Procedure NA for arrival at TQA VOR/DME on V94 eastbound.

Procedure NA for arrival at OWENN on V77 southwest bound.

MISSED APPROACH:
- Climb to 4000 direct ROXAE and hold.
- Night landing: Rwy 35 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.

DME/DME RNP-0.3 NA.

LNAV MDA 20 feet.

MISSED APCH FIX:
- 4 NM to ROXAE.
- 4 NM to FILEP.

ALTIMETER
- Minimum 2.9 NM.
- Maximum 5 NM.

CATEGORIES:
- A
- B "CAPS" for approach.
- C "CAPS" for approach.
- D "CAPS" for approach.

LNAV MDA
- 2240-1 369 (400-1)  NA

CIRCLING
- 2440-1 649 (700-1)  NA

WINTERS MunU (77°F)
- RNAV (GPS) RWY 35
RNAV (GPS) RWY 31
YOAKUM MUNI (T85)

Use Victoria Rgnl altimeter setting. Procedure not authorized at night.

**Category**  
A  |  B  |  C  |  D  
---|---|---|---
LNAV MDA | 840-1 | 477 (500-1) | 840-1\(\frac{3}{4}\) | 477 (500-1\(\frac{1}{4}\)) | NA | NA 
CIRCLING | 920-1 | 555 (600-1) | 1200-2\(\frac{1}{2}\) | 835 (900-2\(\frac{1}{2}\)) | NA | NA

**RNAV (GPS) RWY 31**

**TCH 45**

**Procedure**

**Turn**

**NA**
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 exist upon breakout. Care should always be exercised so that minimum descent altitude and missed approach point are not exceeded.

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<thead>
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<th>ft/NM</th>
<th>%</th>
<th>GROUND SPEED (knots)</th>
<th>ANGLE</th>
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U.S. TERMINAL PUBLICATION VOLUMES

AREA OF COVERAGE

Including Puerto Rico and the Virgin Islands

CA
NV
AZ
UT
CO
NM
ND
SD
MN
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FL
RI
VT
NH
ME
MA
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DE
DC
KS
NE
WV
NJ
NE-1
NE-2
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EC-2
EC-3
NC-1
NC-2
NC-3
SC-1
SC-2
SC-3
SC-4
SC-5
SE-1
SE-2
SE-3
SE-4
SW-1
SW-2
SW-3
SW-4
36ºN
32ºN
32ºN
97ºW
97ºW

Midland
Houston
San Antonio
Los Angeles
Sacramento
Monterey
Austin
Dallas-Ft.Worth
Lubbock

32ºN
36ºN

Including Puerto Rico and the Virgin Islands