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Consult the Change Notice (CN) effective 28 DEC 2023 for revised Instrument Procedure Charts for this volume

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Department of Defense - Federal Aviation Administration
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**CORRECTIONS, COMMENTS AND/OR PROCUREMENT**

FOR CHARTING ERRORS, OR FOR CHANGES, ADDITIONS, RECOMMENDATIONS ON PROCEDURAL ASPECTS CONTACT:

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Silver Spring, MD 20910-3281
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[https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/](https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/)

For inquiries regarding military charts, please contact [aerohelp@nga.mil](mailto:aerohelp@nga.mil)

FOR PROCUREMENT:

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Frequently asked questions (FAQ) are answered on our website at: [https://www.faa.gov/go/ais](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.

1. **(1) ILS, PAR, LPV, GLS minima**

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

2. **(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. **(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, SALS</td>
<td>¼ mile</td>
</tr>
</tbody>
</table>

4. **(4) Sidestep minima (CAT C-D)**

<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>
</tbody>
</table>

5. **(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

### 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>200</td>
<td>(200-1/2)</td>
<td></td>
</tr>
<tr>
<td>S-LOC 27</td>
<td>1440/24</td>
<td>288</td>
<td>(300-1/2)</td>
<td>1440/50</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1540-1</td>
<td>1640-1</td>
<td>1461-1½</td>
<td>1740-2</td>
</tr>
<tr>
<td>MDA</td>
<td>361 (400-1)</td>
<td>461 (500-1)</td>
<td>461 (500-1½)</td>
<td>561 (600-2)</td>
</tr>
</tbody>
</table>

### COPTER MINIMA ONLY

<table>
<thead>
<tr>
<th>Copter Approach Direction</th>
<th>Height of MDA/DA Above Landing Area (HAL)</th>
<th>No circling minimums are provided</th>
</tr>
</thead>
<tbody>
<tr>
<td>H-176°</td>
<td>680-½</td>
<td>363</td>
</tr>
</tbody>
</table>

### COLD TEMPERATURE ERRORS

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

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

### COLD TEMPERATURE AIRPORTS

**NOTE:** A 12°C symbol indicates a cold temperature altitude correction is required at this airport when reported temperature is at or below the published temperature. See the following Cold Temperature Error Table to make manual corrections. Advise ATC with altitude correction. Adapting ATC with altitude corrections is not required in the final segment.

See Aeronautical Information Manual (AIM), Chapter 7, for guidance and additional information. For a complete list, see the "Cold Temperature Airports" link under the Additional Resources heading at the bottom of the following page: [http://www.faa.gov/air_traffic/flight_info/aeronav/digital_products/dtp/search/](http://www.faa.gov/air_traffic/flight_info/aeronav/digital_products/dtp/search/)

### COLD TEMPERATURE ERROR TABLE

**HEIGHT ABOVE AIRPORT IN FEET**

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

### AIRCRAFT APPROACH CATEGORIES

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

### MANEUVERING TABLE

<table>
<thead>
<tr>
<th>Approach Category</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
<th>E</th>
</tr>
</thead>
<tbody>
<tr>
<td>Speed (Knots)</td>
<td>0-90</td>
<td>91-120</td>
<td>121-140</td>
<td>141-165</td>
<td>Abv 165</td>
</tr>
</tbody>
</table>
### 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></td>
<td>CAT B</td>
</tr>
<tr>
<td></td>
<td>CAT C</td>
</tr>
<tr>
<td></td>
<td>CAT D</td>
</tr>
<tr>
<td></td>
<td>CAT E</td>
</tr>
<tr>
<td>All Altitudes</td>
<td>1.3</td>
</tr>
<tr>
<td></td>
<td>1.5</td>
</tr>
<tr>
<td></td>
<td>1.7</td>
</tr>
<tr>
<td></td>
<td>2.3</td>
</tr>
<tr>
<td></td>
<td>4.5</td>
</tr>
</tbody>
</table>

### EXPANDED CIRCLING APPROACH MANEUVERING AIRSPACE RADIUS

Circling approach protected areas developed after late 2012 use the radius distance 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></td>
<td>CAT B</td>
</tr>
<tr>
<td></td>
<td>CAT C</td>
</tr>
<tr>
<td></td>
<td>CAT D</td>
</tr>
<tr>
<td></td>
<td>CAT E</td>
</tr>
<tr>
<td>1000 or less</td>
<td>1.3</td>
</tr>
<tr>
<td></td>
<td>1.7</td>
</tr>
<tr>
<td></td>
<td>2.7</td>
</tr>
<tr>
<td></td>
<td>3.6</td>
</tr>
<tr>
<td></td>
<td>4.5</td>
</tr>
<tr>
<td>1001-3000</td>
<td>1.3</td>
</tr>
<tr>
<td></td>
<td>1.8</td>
</tr>
<tr>
<td></td>
<td>2.8</td>
</tr>
<tr>
<td></td>
<td>3.7</td>
</tr>
<tr>
<td></td>
<td>4.6</td>
</tr>
<tr>
<td>3001-5000</td>
<td>1.3</td>
</tr>
<tr>
<td></td>
<td>1.8</td>
</tr>
<tr>
<td></td>
<td>2.9</td>
</tr>
<tr>
<td></td>
<td>3.8</td>
</tr>
<tr>
<td></td>
<td>4.8</td>
</tr>
<tr>
<td>5001-7000</td>
<td>1.3</td>
</tr>
<tr>
<td></td>
<td>1.9</td>
</tr>
<tr>
<td></td>
<td>3.0</td>
</tr>
<tr>
<td></td>
<td>4.0</td>
</tr>
<tr>
<td></td>
<td>5.0</td>
</tr>
<tr>
<td>7001-9000</td>
<td>1.4</td>
</tr>
<tr>
<td></td>
<td>2.0</td>
</tr>
<tr>
<td></td>
<td>3.2</td>
</tr>
<tr>
<td></td>
<td>4.2</td>
</tr>
<tr>
<td></td>
<td>5.3</td>
</tr>
<tr>
<td>9001 and above</td>
<td>1.4</td>
</tr>
<tr>
<td></td>
<td>2.1</td>
</tr>
<tr>
<td></td>
<td>3.3</td>
</tr>
<tr>
<td></td>
<td>4.4</td>
</tr>
<tr>
<td></td>
<td>5.5</td>
</tr>
</tbody>
</table>

### Comparable Values of RVR and Visibility

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

<table>
<thead>
<tr>
<th>RVR (feet)</th>
<th>Visibility (SM)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1600</td>
<td>½</td>
</tr>
<tr>
<td>1800</td>
<td>½</td>
</tr>
<tr>
<td>2000</td>
<td>½</td>
</tr>
<tr>
<td>2200</td>
<td>½</td>
</tr>
<tr>
<td>2400</td>
<td>½</td>
</tr>
<tr>
<td>2600</td>
<td>½</td>
</tr>
<tr>
<td>3000</td>
<td>½</td>
</tr>
<tr>
<td>3200</td>
<td>½</td>
</tr>
<tr>
<td>3500</td>
<td>½</td>
</tr>
<tr>
<td>4000</td>
<td>3/8</td>
</tr>
<tr>
<td>4500</td>
<td>¾</td>
</tr>
<tr>
<td>5000</td>
<td>1</td>
</tr>
<tr>
<td>5500</td>
<td>1</td>
</tr>
<tr>
<td>6000</td>
<td>1⅛</td>
</tr>
</tbody>
</table>

### RADAR MINIMA

**PAR**

<table>
<thead>
<tr>
<th>RWY</th>
<th>GP/TCH/RPI</th>
<th>DA/MDA-VIS</th>
<th>HAT</th>
<th>CEIL-VIS</th>
<th>CAT</th>
<th>DA/MDA-VIS</th>
<th>HAT</th>
<th>CEIL-VIS</th>
</tr>
</thead>
<tbody>
<tr>
<td>10</td>
<td>2.5°/42/1000</td>
<td>ABCDE</td>
<td>195/16</td>
<td>100 (100-⅝)</td>
<td>DE</td>
<td>560/50</td>
<td>600/60</td>
<td>513 (600-1)</td>
</tr>
<tr>
<td>28</td>
<td>2.5°/48/1068</td>
<td>ABCDE</td>
<td>187/16</td>
<td>100 (100-⅝)</td>
<td>DE</td>
<td>560/50</td>
<td>600/60</td>
<td>513 (600-1)</td>
</tr>
</tbody>
</table>

**ASR**

<table>
<thead>
<tr>
<th>RWY</th>
<th>GP/TCH/RPI</th>
<th>DA/MDA-VIS</th>
<th>HAT</th>
<th>CEIL-VIS</th>
<th>CAT</th>
<th>DA/MDA-VIS</th>
<th>HAT</th>
<th>CEIL-VIS</th>
</tr>
</thead>
<tbody>
<tr>
<td>10</td>
<td>ABC</td>
<td>560/40</td>
<td>463 (500-⅝)</td>
<td>DE</td>
<td>560/50</td>
<td>600/60</td>
<td>513 (600-1)</td>
<td></td>
</tr>
<tr>
<td>28</td>
<td>AB</td>
<td>600/50</td>
<td>513 (600-1)</td>
<td>DE</td>
<td>600/60</td>
<td>513 (600-1)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**CIR**

<table>
<thead>
<tr>
<th>RWY</th>
<th>GP/TCH/RPI</th>
<th>DA/MDA-VIS</th>
<th>HAT</th>
<th>CEIL-VIS</th>
<th>CAT</th>
<th>DA/MDA-VIS</th>
<th>HAT</th>
<th>CEIL-VIS</th>
</tr>
</thead>
<tbody>
<tr>
<td>10</td>
<td>AB</td>
<td>560/1½</td>
<td>463 (500-⅝)</td>
<td>DE</td>
<td>560/1½</td>
<td>600/1½</td>
<td>503 (600-1½)</td>
<td></td>
</tr>
<tr>
<td>28</td>
<td>AB</td>
<td>600/1½</td>
<td>503 (600-1½)</td>
<td>DE</td>
<td>600/1½</td>
<td>503 (600-1½)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Visibility**

- **PAR:** 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.

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

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

Additionally, unmonitored 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.**

**NA:** Alternate minimums are Not Authorized due to unmonitored facility or absence of weather reporting service.

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

This publication is issued every 56 days and includes Standard Instrument Approach Procedures (SIAPs), Standard Instrument Departures (SIDs), Standard Terminal Arrivals (STARs), IFR Takeoff Minimums and (Obstacle) Departure Procedures (ODPs), IFR Alternate Minimums, and Radar Instrument Approach Minimums for use by civil and military aviation. The organization responsible for SIAPs, Radar Minimums, SIDs, STARs and graphic ODPs is identified in parentheses in the top margin of the procedure; e.g., (FAA), (FAA-O), (USA), (USAF), (USN). SIAPs with the (FAA) and (FAA-O) designation are regulated under 14 CFR, Part 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-11919 (FAA-O). Military procedures do not show AL number, but do show the appropriate authority for the procedure, e.g., (USAF).

CHART CURRENCY INFORMATION

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

FAA Procedure Amendment Number 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/heading/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

<table>
<thead>
<tr>
<th>PBN Requirements Box</th>
<th>From WINRZ, UBGE: RNAV-1 GPS, RNAV-1GPS from MAP to YARKU.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Equipment Requirements Box</td>
<td>DME required for LOC only.</td>
</tr>
<tr>
<td>Standard Procedure Notes Box</td>
<td>▼ Circling to Rwy 25 NA at night. #For inop MALSR increase S-ILS 16R all cats visibility to 2 1/2 SM.</td>
</tr>
</tbody>
</table>

RNAV STAR and DP PBN/Equipment Requirements Notes Box

<table>
<thead>
<tr>
<th>PBN Requirements Box</th>
<th>RNAV 1 - DME/DME/IRU or GPS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Equipment Requirements Box</td>
<td>RADAR required</td>
</tr>
</tbody>
</table>

PILOT CONTROLLED AIRPORT LIGHTING SYSTEMS

Reference the Chart Supplement for detailed information on pilot controlled lighting (PCL) systems.

Available FAA standard approach lighting systems are charted as a negative symbol to indicate pilot controlled lighting, e.g., ☑, ☑.

Available airport lighting systems that are charted as notes, e.g. REIL, MIRL, are shown with a negative "☐" symbol beside the name to indicate pilot controlled lighting.

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 ☑, ☑, ☑.

<table>
<thead>
<tr>
<th>KEY MIKE</th>
<th>FUNCTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>7 times within 5 seconds</td>
<td>Highest intensity available</td>
</tr>
<tr>
<td>5 times within 5 seconds</td>
<td>Medium or lower intensity (Lower REIL or REIL-off)</td>
</tr>
<tr>
<td>3 times within 5 seconds</td>
<td>Lowest intensity available (Lower REIL or REIL-off)</td>
</tr>
</tbody>
</table>
ABBREVIATIONS

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

Marker beacons that are not specifically part of

**LEGEND**

**INSTRUMENT APPROACH PROCEDURES (CHARTS)**

**PLANVIEW SYMBOLS**

<table>
<thead>
<tr>
<th>ROUTES</th>
<th>ALTIMETERS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Procedure Track</td>
<td>5500 Mandatory Altitude</td>
</tr>
<tr>
<td>Feeder Route</td>
<td>3000 Recommended Altitude</td>
</tr>
<tr>
<td>Missed Approach</td>
<td>2500 Minimum Altitude</td>
</tr>
<tr>
<td>Visual Flight Path</td>
<td>5000 Mandatory Block</td>
</tr>
<tr>
<td>Minimum Route</td>
<td>4300 Maximum Altitude</td>
</tr>
<tr>
<td>Altitude</td>
<td>3000 Altitude</td>
</tr>
</tbody>
</table>

**HOLDING PATTERNS**

Hold-in-lieu of Procedure Turn

4 NM

**MISSED APPROACH**

090° (IAS)

270°

**VISUAL FLIGHT PATH**

090°

270°

**INDICATED AIRSPEED**

175 K

120 K

250 K

180 K

**RADIO AIDS TO NAVIGATION**

Underline indicates No Voice transmitted on this frequency

- VOR
- VORTAC
- TACAN
- VOR/DME
- DME
- NDB
- NDB/DME
- LOM (Compass locator at Outer Marker)
- Marker Beacon

Marker beacons that are not specifically part of the procedure.

- Localizer Front Course (LOC/LDA)
- Right side shading: Front course

- Localizer Back Course
- Left side shading: Back course

- SDF Course

- LOC/LDA/SDF Transmitter
- LOC/DME

(shown when installation is offset from its normal position off the end of the runway.)

**FIXES/ATC REPORTING REQUIREMENTS**

- Reporting Point
- Waypoint
- MAP WP (Flyby)
- MAP WP (Flyover)
- Flyover Point

- Computer Navigation Fix (CNF)-No ATC Function
  ("x" omitted when it is a MAP)

- R-198: Radial line and value
- LR-198: Lead Radial
- LB-198: Lead Bearing
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 (ground antenna) provides vertical guidance. The profile section of ILS procedures depict a GS angle and TCH in the following format: GS 3.00°, TCH 55.
2. GS on GLS and RNAV procedures indicates that either electronic vertical guidance (Wide Area Augmentation System - WAAS or Ground Based Augmentation System - GBAS) or barometric vertical guidance is provided. GLS and RNAV procedures with a published decision altitude (DA/H) depict a GP angle and TCH in the following format: GP 3.00°, TCH 50.
3. An advisory vertical descent angle (VDA) is provided on non-vertically guided conventional procedures and RNAV procedures with only a minimum descent altitude (MDA) to assist in preventing controlled flight into terrain. On Civil (FAA) procedures, this information is placed above or below the procedure track following the fix it is based on. Absence of a VDA or a note that the VDA is not authorized indicates that the prescribed obstacle clearance surface is not clear and the VDA must not be used below MDA. VDA is depicted in the following format: VDA 3.00°. On Copter procedures this is depicted in the following format: 3.00°, TCH 55.

**ILS or LOC APPROACH**

![ILS or LOC Approach Diagram]

- **PT Completion Altitude**
- **Glide Slope**
- **Threshold Crossing Height**
- **Glide Slope Interceptor Altitude**

**ILS or LOC APPROACH**

- **Altitude restrictions at stepdown fixes on final approach not applicable to Precision (ILS) Approaches.**

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

- **Vertical Descent Angle (VDA)**
- **Threshold Crossing Height**
- **One Minute Holding Pattern**

- **Bearings shown on all (even consecutive) TF segments. No bearings shown on RF segments.**

**RNP APPROACH WITH TF AND RF SEGMENTS**

- **Glide Slope/Glidepath Intercept Altitude and Final approach fix for vertically guided approach procedures.**

- **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

LEGEND

RADIO AIDS TO NAVIGATION

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

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

 shoown when installation is offset from its normal position off the end of the runway.)

LOCALIZER BACK COURSE

LOCALIZER FRONT COURSE

(T) indicates frequency protection range

Underline indicates no voice transmitted on this frequency

(Y) TACAN must be placed in "Y" mode to receive distance information

FIXES/ATC REPORTING REQUIREMENTS

→ Unnamed DME fix

▲ Reporting Point (Compulsory)

△ Reporting Point (Non-Compulsory)

→ Obvious DME (DME mileage matches route mileage)

75 → DME Mileage (when not obvious)

☆ Waypoint (Compulsory)

☆ Waypoint (Non-Compulsory)

x Computer Navigation Fix (CNF) - No ATC Function

(R) Changeover Point

MISSION

Distance not to scale

International Boundary

Sector Boundary

Air Defense Identification Zone

▼ Takeoff Minimums and (Obstacle) Departure Procedures entry published.

VOR/DME TACAN LOM

(Captain locator at outer marker)

MARKER BEACON

LOCALIZER CONTOUR

LOC/DME

BACK COURSE

LOCALIZER FRONT COURSE

(T) indicates frequency protection range

Underline indicates no voice transmitted on this frequency

(Y) TACAN must be placed in "Y" mode to receive distance information

AIRPORTS

Civil

Military

Heliport

Joint (Civil-Military)

MINIMUM SAFE ALTITUDE (MSA)

 Facility Identifier

Airport Identifier

Top altitude restriction

INDICATED AIRSPEED

Mandatory Airspeed

Minimum Airspeed

Maximum Airspeed

ALTIMETERS

Mandatory Altitude (Cross at or above)

Minimum Altitude (Cross at or above)

Maximum Altitude (Cross at below)

Block Altitude

TOP ALTITUDE:

5000

2300

2500

12000

R-352

SCOTT

Chan 59

SKE

(112.2)

VHF Paired Frequency

ORLANDO

112.25 (T) ORL

Chan 59(Y)

Chan 59

5500

120K

175K

250K

2300

120K

12000

5000

15000

5500

120K

12000

5000

15000

5500

120K

12000

5000

15000

5500

120K

12000

5000

15000

2500

SC-3, 30 NOV 2023 to 25 JAN 2024

OC-3, 30 NOV 2023 to 25 JAN 2024

G2
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.

REFERENCE FEATURES
Displaced Threshold............... Hot Spot
Runway Holding Position Markings... Buildings...
Self-Serve Fuel #.................... Tanks
Obstructions.......................... Airport Beacon #......
Runway Radar Reflectors........ Ranway Weight Bearing Capacity or Pavement Classification Number (PCN)/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/W/T; S-75, D-185, 2D-325, 2D/2D2-1120

NOTE: Approximate surface slope is shown as 0.3% Down/0.8% Up (shown when rounded runway slope is ≥ 0.3%)

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

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

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

Approach light symbols are shown in the Flight Information Handbook.

Airport diagram scales are variable.

True/magnetic North orientation may vary from diagram to diagram

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

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

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

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

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 DoD FLIP. (Foreign Only)

The airport sketch box includes the final approach course or final approach course extended.

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

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

### Category I Approach Lighting System

**ALSF-1**

- [Diagram of ALSF-1]
- **Red**: Length 1500 feet
- **Green**: Length 1500 feet
- **White**: Length 1500 feet
- **Sequenced Flashed Lights**: Length 1500 feet

### Category II Approach Lighting System

**ALSF-2**

- [Diagram of ALSF-2]
- **Red**: Length 2400/3000 feet
- **Green**: Length 2400/3000 feet
- **White**: Length 2400/3000 feet
- **Sequenced Flashed Lights**: Length 2400/3000 feet

**SALS/SALSF**

- [Diagram of SALS/SALSF]
- **Red**: Length 2400/3000 feet
- **Green**: Length 2400/3000 feet
- **White**: Length 2400/3000 feet
- **Sequenced Flashed Lights**: Length 2400/3000 feet

**MALS**

- [Diagram of MALS]
- **Red**: Length 1500 feet
- **Green**: Length 1500 feet
- **White**: Length 1500 feet
- **Sequenced Flashed Lights**: Length 1500 feet

**SSALR**

- [Diagram of SSALR]
- **Green**: Length 2400/3000 feet
- **Sequenced Flashed Lights**: Length 2400/3000 feet

**MALS/SSALF**

- [Diagram of MALS/SSALF]
- **Red**: Length 1400 feet
- **White**: Length 1400 feet
- **Sequenced Flashed Lights**: Length 1400 feet

**SSAR**

- [Diagram of SSAR]
- **Green**: Length 2400/3000 feet
- **Sequenced Flashed Lights**: Length 2400/3000 feet

### Medium Intensity Approach Lighting System

**MALS**

- [Diagram of MALS]
- **Red**: Length 1500 feet
- **Green**: Length 1500 feet
- **White**: Length 1500 feet
- **Sequenced Flashed Lights**: Length 1500 feet

**SSALR**

- [Diagram of SSALR]
- **Green**: Length 2400/3000 feet
- **Sequenced Flashed Lights**: Length 2400/3000 feet

### Simplified Short Approach Lighting System

**SSALR**

- [Diagram of SSALR]
- **Green**: Length 2400/3000 feet
- **Sequenced Flashed Lights**: Length 2400/3000 feet

### Medium Intensity (MALS and MALSF) or Simplified Short (SSALS and SSALF) Approach Lighting Systems

**TDZ/CL**

- [Diagram of TDZ/CL]
- **Green**: Length 1400 feet
- **Sequenced Flashed Lights**: Length 1400 feet

**TDZ/CL**

- [Diagram of TDZ/CL]
- **Green**: Length 1400 feet
- **Sequenced Flashed Lights**: Length 1400 feet

### OMNIDIRECTIONAL Approach Lighting System

**ODALS**

- [Diagram of ODALS]
- **White**: Length 1500 feet
- **Omni-directional Flashed Lights**: Length 1500 feet

### Runway Touchdown Zone and Centerline Lighting Systems

**TDZ/CL**

- [Diagram of TDZ/CL]
- **CL**: Length 1400 feet
- **TDZL**: Length 1400 feet

**TDZL**

- [Diagram of TDZL]
- **CL**: Length 1400 feet
- **TDZL**: Length 1400 feet

### Availability of TDZ/CL will be shown by

- NOTE in SKETCH e.g. "TDZ/CL Rwy 15"
Approach lighting and visual glide slope systems are indicated on the airport sketch by an identifier, \( \text{\textcopyright} \), \( \text{\textcopyright} \) etc.

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

### Precision Approach Path Indicator

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<th>Too low</th>
<th>Slightly low</th>
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<td>On correct approach path</td>
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<tr>
<td></td>
<td>Slightly high</td>
<td>Too high</td>
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Legend: \( \text{\textcopyright} \) White, \( \text{\textcopyright} \) Red

### Visual Approach Slope Indicator

**VASI**


- All lights white — too high
- Far lights red, near lights white — on glide slope
- All lights red — too low

**VASI 2**

- \( \text{\textcopyright} \)
- \( \text{\textcopyright} \)
- \( \text{\textcopyright} \)
- \( \text{\textcopyright} \)

**Threshold**

**VASI 4**

- \( \text{\textcopyright} \)
- \( \text{\textcopyright} \)

**Threshold**

**VASI 12**

- \( \text{\textcopyright} \)
- \( \text{\textcopyright} \)

**Threshold**

**VASI 36**

- \( \text{\textcopyright} \)
- \( \text{\textcopyright} \)

**Threshold**

### Pulsating Visual Approach Slope Indicator

**PVASI**

Pulsating White

Above Glide Path

On Glide Path

Below Glide Path

Steady Red

Above Glide Path or Alternating Red/White

Slightly Below Glide Path

Steady White

Below Glide Path

**Threshold**

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**

Amber

Above Glide Path

On Glide Path

Below Glide Path

Green

Slightly Below Glide Path

Red

Above Glide Path

**Threshold**

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**

Above glide path

On Glide Path

Below Glide Path

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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See the Chart Supplement for a complete listing.
## INDEX

### 23334

## INDEX OF TERMINAL CHARTS AND MINIMUMS

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- **TERMINAL APPROACH**
  - TAKEOFF MINIMUMS .................................. L
  - ALTERNATE MINIMUMS .................................. M
  - IAPS ........ RNAV (GPS) RWY 13 .................. 1
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  - ALTERNATE MINIMUMS .................................. M
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### ARANAS COUNTY

--- SEE ROCKPORT, TX

--- SEE SINTON, TX

--- SEE SINTON, TX

--- SEE ROCKPORT, TX

--- SEE SINTON, TX

--- SEE SINTON, TX

--- SEE ROCKPORT, TX

--- SEE SINTON, TX

--- SEE ROCKPORT, TX
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23334
I. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

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)

TOAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 07SEP23 (23250) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 17, trees beginning 205' from DER, 254' left of centerline, up to 194' MSL.
Tree 403' from DER, 316' right of centerline, 194' MSL.
Poles beginning 601' from DER, 179' right of centerline, up to 34' AGL/204' MSL.
Tree, poles beginning 618' from DER, 139' left of centerline, up to 203' MSL.

Rwy 31, pole 2' from DER, 251' right of centerline, 4' AGL/181' MSL.
Building 159' from DER, 44' left of centerline, 187' MSL.
Vertical structure, tree beginning 388' from DER, 256' left of centerline, up to 199' MSL.
Tree 1072' from DER, 358' right of centerline, 42' AGL/214' MSL.

Rwy 35, vegetation 330' from DER, 287' right of centerline, 185' MSL.
Tree 1154' from DER, 69' right of centerline, 202' MSL.
Windmill 1461' from DER, 164' left of centerline, 42' AGL/214' MSL.

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

INSTRUMENT APPROACH PROCEDURE CHARTS

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

SC-3, 30 NOV 2023 to 25 JAN 2024
**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.  
Sign 5' from DER, 239' right 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.  
Vegetation on road beginning 293' from DER, 277' right of centerline, up to 4535' MSL.  
Vegetation 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, pole, 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, 641' right of centerline, 29' AGL/494' MSL.  
Tree 617' from DER, 571' right of centerline, 37' AGL/495' MSL.  
Trees beginning 643' from DER, 472' left of centerline, up to 517' MSL.  
Tree 674' from DER, 647' right of centerline, 50' AGL/499' MSL.  
Trees beginning 721' from DER, 523' right of centerline, up to 50' AGL/504' MSL.  
Trees beginning 756' from DER, 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' left 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/489' MSL.  
Tree 816' from DER, 730' right of centerline, 519' MSL.  
Trees beginning 1919' from DER, 541' left of centerline, up to 93' AGL/545' MSL.  
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.  
Tree 816' from DER, 663' right of centerline, 528' MSL.

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

AUSTIN, TX (CON’T)
SAN MARCOS RGNL (HYI)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2B 17AUG17 (17229) (FAA)

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

TAKEOFF OBSTACLE NOTES:

Rwy 8, sign 1’ from DER, 250’ left of centerline, 3’ AGL/583’ MSL.

Rwy 13, tree 250’ from DER, 90° right of centerline, 75’ AGL/639’ MSL.

Rwys 12-27, pole and trees beginning 1046’ from DER, 394’ right of centerline, up to 50’ AGL/638’ MSL.

Rwy 31, trees beginning 912’ from DER, 613’ right of centerline, up to 622’ MSL.

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

Ballinger, TX
BRUCE FLD (E30)
TAKEOFF MINIMUMS AND (OBSTACLE) 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 (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A 26MAY16 (16147) (FAA)

TAKEOFF MINIMUMS:

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

TAKEOFF OBSTACLE NOTES:

Rwy 12, pole, and trees beginning 64’ from DER, 290’ right of centerline, up to 29’ AGL/272’ MSL.

Rwys 13-28, pole, and trees beginning 153’ from DER, 9° right of centerline, up to 33’ AGL/275’ MSL.

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

BIG LAKE, TX
REAGAN COUNTY (E41)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 05OCT23 (23278) (FAA)
TAKEOFF MINIMUMS:
Rwys 9, 27, NA-Environmental.
DEPARTURE PROCEDURE:
Rwy 16, climb on heading 161° to 3300 before turning left
TAKEOFF OBSTACLE NOTES:
Rwy 16, trees, poles beginning 345' from DER, 148' right of centerline, up to 100' AGL/2809' MSL.
Trees, poles beginning 620' from DER, 267' left of centerline, up to 100' AGL/2809' MSL.
Trees beginning 3664' from DER, 1042' right of centerline, up to 100' AGL/2819' MSL.
Rwy 34, trees beginning 350' from DER, 525' right of centerline, up to 100' AGL/2799' MSL.

BIGGS AAF (KBIF)
FORT BLISS, TX
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4 30NOV23 (23334) (USA)
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, twr 1980' from DER, 841' left of centerline, 63' AGL/3962' MSL.

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 pole 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 695' 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 2A 23FEB23 (23054) (FAA)
DEPARTURE PROCEDURE:
Rwy 1, climb on heading 013° 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-A 20APR23 (23110) (FAA)
DEPARTURE PROCEDURE:
Rwy 31, climb on heading 307° to 1200 before turning left.
TAKEOFF OBSTACLE NOTES:
Rwy 13, fence 9' from DER, 370' right of centerline, 593' MSL.
Tree 81' from DER, 466' left of centerline, 594' MSL.
Tree 237' from DER, 413' right of centerline, 597' MSL.
Tree 267' from DER, 453' left of centerline, 598' MSL.
Trees beginning 422' from DER, 54' right of centerline, up to 603' MSL.
Rwy 31, fence 4' from DER, 352' left of centerline, 604' MSL.
Trees, buildings beginning 56' from DER, 90' right of centerline, up to 640' MSL.
Tree 224' from DER, 537' left of centerline, 644' MSL.
Tree, building beginning 326' from DER, 442' left of centerline, up to 645' MSL.
Tree 1101' from DER, 724' left of centerline, 665' MSL.
Trees beginning 1276' from DER, 255' left of centerline, up to 669' MSL.

CASTROVILLE, TX
CASTROVILLE MUNI (CVB)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 15OCT15 (15288) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 16, trees beginning 103' from DER, 361' left of centerline, up to 50' AGL/787' MSL.
Trees beginning 221' from DER, 347' right of centerline, up to 50' AGL/794' MSL.
Rwy 34, agriculture equipment beginning 1' from DER, 55' left of centerline, up to 15' AGL/790' MSL.
Road beginning 107' from DER, left and right of centerline, 15' AGL/789' MSL.
Trees beginning 1928' from DER, 5' right of centerline, up to 50' AGL/838' MSL.
Trees beginning 2322' from DER, 685' left of centerline, up to 645' MSL.
Pole 1483' from DER, 834' right of centerline, 37' AGL/816' MSL.
Pole 2255' from DER, 247' right of centerline, 52' 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.
Pole, trees, building beginning 784' from DER, 25' right of centerline, up to 1419' MSL.
Trees, poles beginning 1090' from DER, 25' left of centerline, up to 1430' MSL.
Tree 1382' from DER, 280' right of centerline, 1422' MSL.
Trees, poles beginning 1451' from DER, 18' right of centerline, up to 1436' MSL.
Tree 2280' from DER, 70' right of centerline, 1438' MSL.

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

COMANCHE, TX (CON’T)
COMANCHE COUNTY-CITY (MKN) (CON’T)

Rwy 17 (CON’T), 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.

Rwy 35, tree 54’ from DER, 354’ left of centerline, 1406’ MSL.
Tree 481’ from DER, 345’ right of centerline, 1404’ MSL.
Trees beginning 488’ 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, Climbing 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, 54’ MSL.

Rwy 18, vehicles on road beginning 301’ from DER, 103’ left of centerline, up to 53’ MSL.
Poles beginning 765’ from DER, 616’ right of centerline, up to 36’ AGL/75’ MSL.

Rwy 31, vehicles on road 22’ from DER, 65’ right of centerline, 58’ 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.

Light pole 1294’ from DER, 799’ right of centerline, 31’ AGL/75’ MSL.
Light pole 1330’ from DER, 850’ left of centerline, 32’ AGL/75’ 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 2  30NOV23  (23334)  (USN)

TAKEOFF OBSTACLE NOTES:
Rwy 4, terrain 0’ from DER, 500’ right of centerline, 35’ MSL.
Antenna 103’ from DER, 417’ left of centerline, 38’ MSL.
Terrain 304’ from DER, 500’ left of centerline, 37’ MSL.
Terrain 761’ from DER, 704’ right of centerline, 33’ MSL.

Rwy 13L, terrain 0’ from DER, 500’ left of centerline, 35’ MSL.
Antenna 57’ from DER, 406’ right of centerline, 22’ AGL/37’ MSL.

Rwy 18, terrain 0’ from DER, 500’ left of centerline, 35’ MSL.
Pylon 4925’ from DER, 382’ left of centerline, 124’ AGL/142’ MSL.

Rwy 22, terrain 0’ from DER, 500’ left of centerline, 33’ MSL.
Antenna 209’ from DER, 474’ left of centerline, 20’ AGL/40’ MSL.

Rwy 31R, terrain 0’ from DER, 500’ right of centerline, 33’ MSL.
Terrain 292’ 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, 417’ right of centerline, 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.
Rwy 31, vehicles on unlit roadway, beginning 55' from DER, 507' left of centerline, up to 15' AGL/482' MSL.
Pole 1002' from DER, 548' left of centerline, 33' AGL/488' MSL.

TAKEOFF OBSTACLE NOTES:
Rwy 13, trees beginning 142' from DER, left and right of centerline, up to 20' AGL/482' MSL.
Rwy 31, trees beginning 622' from DER, left and right of centerline, up to 24' AGL/480' MSL.

DEPARTURE PROCEDURE:
Rwy 13, climb to 1500 prior to left turn.

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 OBSTACLE NOTES:
Rwy 35, 300-1 or std. w/min. climb of 265' per NM to 900.

Rwy 35, tree beginning 281' from DER, 383' left of centerline, up to 50' AGL/759' MSL.
Rwy 35, tree beginning 1145' from DER, 233' left of centerline, up to 50' AGL/779' 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 EDDINGBURG (EBG)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 28SEP06 (06271) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 14, tree 1109' from DER, 525' right of centerline, 19' AGL/108' MSL.

Rwy 14, 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)

23334

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.

Windsock 113’ from DER, 295’ right of centerline, 20’ AGL/3943’ MSL.

Rwy 22, utility pedestal 30’ from DER, 205’ right of centerline, 4’ AGL/3918’ MSL.

FALFURRIAS, TX

BROOKS COUNTY (BKS)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1  07MAY09  (09127)  (FAA)

TAKEOFF MINIMUMS:

Rwy 32, 400-2½ or std. w/ min. climb of 249’ per NM to 600.

Rwy 35, std. w/ min. climb of 250’ per NM to 800, or 500-3 w/ min. climb of 242’ per NM to 800, or 900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 35, for climb in visual conditions: cross Brooks County Airport at or above 900 MSL before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 14, vehicle on road, 29’ from DER, 499’ left of centerline, 15’ AGL/129’ MSL.

Rwys 32, pole 974’ from DER, 746’ left of centerline, 35’ AGL/1050’ MSL.

Pole 1121’ from DER, 746’ left of centerline, 33’ AGL/1048’ MSL.

Rwy 35, vehicle on road, at DER, 360’ right of centerline, 15’ AGL/118’ MSL.

Tree 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 CAVAZOS (KILLEEN), TX

ROBERT GRAY AAF (GRK)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A  30NOV23  (23334)  (FAA)

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.

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

FREDERICKSBURG, TX
GILLESPIE COUNTY (T82)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 25APR19 (19115) (FAA)

DEPARTURE PROCEDURE:
Rwy 14, climb heading 141° to 2400 before turning right.
Rwy 32, climb heading 321° to 2400 before proceeding on course.

TAKEOFF OBSTACLE NOTES:
Rwy 14, trees beginning 32' from DER, 310' right of centerline, up to 1685' MSL.
Pole 202' from DER, 515' left of centerline, 30' AGL/1708' MSL.
Tree 325' from DER, 298' right of centerline, 1688' MSL.
Trees beginning 336' from DER, 439' left of centerline, up to 1715' MSL.
Trees beginning 437' from DER, 297' left of centerline, up to 1718' MSL.
Trees beginning 517' from DER, 323' left of centerline, up to 1723' MSL.
Tree 531' from DER, 328' right of centerline, 1694' MSL.

Rwy 32, building, trees beginning 9' from DER, 22' right of centerline, up to 31' AGL/1719' MSL.
Trees beginning 84' from DER, 7' left of centerline, up to 1726' MSL.
Tree 943' from DER, 490' right of centerline, 1720' MSL.
Pole 1028' from DER, 713' right of centerline, 45' AGL/1733' MSL.
Trees, poles beginning 1038' from DER, 113' right of centerline, up to 1735' MSL.
Trees beginning 1108' from DER, 117' left of centerline, up to 1731' MSL.
Trees, poles beginning 1201' from DER, 39' right of centerline, up to 1737' MSL.
Tree 1883' from DER, 432' right of centerline, 1742' MSL.

GEORGE WEST, TX
LIVE OAK COUNTY (8T6)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A 23JUN16 (16175) (FAA)

TAKEOFF MINIMUMS:
Rwy 31, 700-3 or std. with a min. climb of 230' per NM to 1000.

DEPARTURE PROCEDURE:
Rwy 13, climb runway heading to 600 before turning right.

TAKEOFF OBSTACLE NOTES:
Rwy 13, Trees and poles beginning 20' from DER, left and right of centerline, up to 37' AGL/157' MSL.
Vehicles on road starting 200' from DER, 431' left of centerline, up to 15' AGL/138' MSL.
Trees 815' from DER, 613' right of centerline, 48' AGL/168' MSL.

Rwy 31, Building, trees and poles beginning 57' from DER, 484' right of centerline, up to 40' AGL/163' MSL.
Vehicles on road starting 85' from DER, left and right of centerline, up to 15' AGL/143' MSL.
Trees and poles beginning 365' from DER, 401' left of centerline, 50' AGL/180' MSL.

GEORGETOWN, TX
GEORGETOWN 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 tower, 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.
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.
Transmission tower, catenary, and telephone line beginning 2019' from DER, 27' right of centerline, up to 97' AGL/837' 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.

CON'T
GEORGETOWN, TX (CON’T)
GEORGETOWN EXEC (GTU) (CON’T)
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 290’ 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.
Pole 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.

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.
Tree 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, 202’ left of centerline, 4’ AGL/37’ MSL.

HEBBRONVILLE, TX
JIM HOGG COUNTY (HBV)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 29JUL10 (10210) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 13, trees beginning 7’ from DER, 59’ left of centerline, up to 25’ AGL/694’ MSL.
Rwy 31, trees beginning 112’ from DER, 274’ right of centerline to 438’ left of centerline, up to 12’ AGL/681’ MSL. Pole 801’ from DER, 374’ right of centerline, up to 26’ AGL/685’ MSL. NDB 278’ 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.

HEBBRONVILLE, TX
JIM HOGG COUNTY (HBV)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 29JUL10 (10210) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 13, trees beginning 7’ from DER, 59’ left of centerline, up to 25’ AGL/694’ MSL.
Rwy 31, trees beginning 112’ from DER, 274’ right of centerline to 438’ left of centerline, up to 12’ AGL/681’ MSL. Pole 801’ from DER, 374’ right of centerline, up to 26’ AGL/685’ MSL. NDB 278’ 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, 883’ right of centerline, up to 115’ AGL/1023’ MSL.
Rwy 35R, vehicles on road 161’ from DER, 172’ left of centerline, 15’ AGL/943’ MSL.
Multiple trees beginning 636’ from DER, 354’ right of centerline, up to 26’ AGL/955’ MSL.
Vehicles on road beginning 490’ from DER, 122’ right of centerline, 15’ AGL/943’ MSL.
Rwy 26, trees 1022’ from DER, 241’ right of centerline, 30’ AGL/959’ MSL.
Rwy 13, trees 726’ from DER, 250’ left of centerline, 30’ AGL/939’ MSL.

JUNCTION, TX
KIMBLE COUNTY (JCT)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 05MAY11 (11125) (FAA)
TAKEOFF MINIMUMS:
Rwys 8, 26, NA - Environmental.
Rwy 17, std. w/min. climb of 340’ per NM to 2300 or 1300-3 for climb in visual conditions.
Rwy 35, std. w/min. climb of 565’ per NM to 2200 or 400-3 with minimum climb of 230’ per NM to 2500, or 1300-3 for climb in visual conditions.
DEPARTURE PROCEDURE:
Rwy 17, climb heading 172° to 2800 before proceeding on course, for climb in visual conditions cross Kimble County Airport at or above 2900 before proceeding on course.
Rwy 35, for climb in visual conditions cross Kimble County Airport at or above 2900 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 17, trees beginning abeam DER, 297’ right of centerline, up to 50’ AGL/1749’ MSL.
Power lines beginning 229’ from DER, 370’ right of centerline, up to 75’ AGL/1744’ MSL.
Vehicles on road beginning 390’ from DER, left and right of centerline, up to 17’ AGL/1716’ MSL.
Trees beginning 1548’ from DER, left and right of centerline, up to 50’ AGL/2049’ MSL.
Radio towers beginning 4568’ from DER, 736’ left of centerline, up to 169’ AGL/1854’ MSL.
Rwy 35, power lines beginning abeam DER, 545’ left of centerline, up to 75’ AGL/1854’ MSL.
Power lines abeam DER, 561’ right of centerline, up to 75’ AGL/1854’ MSL.
Vehicles on road beginning 1121’ from DER, left and right of centerline, up to 15’ AGL/1794’ MSL.
Trees beginning 1254’ 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.
KENDEDY, TX
KENEDY RGNL (2R9)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2A 15AUG19 (19227) (FAA)
TAKEOFF MINIMUMS:
Rwy 16, 300-1/2 or std. w/min. climb of 310’ per NM to 600.
Rwy 34, 400-2/2 or std. w/min. climb of 675’ per NM to 600.
DEPARTURE PROCEDURE:
Rwy 34, climb heading 344° to 800 before turning left.
TAKEOFF OBSTACLE NOTES:
Rwy 16, fence at DER, 293’ right of centerline, 8’ AGL/277’ MSL.
Fence at DER, 291’ left of centerline, 8’ AGL/279’ MSL.
Trees beginning 11’ from DER, 268’ right of centerline, up to 100’ AGL/379’ MSL.
Poles beginning 965’ from DER, 352’ left of centerline, up to 80’ AGL/364’ MSL.
Tree 1771’ from DER, 937’ right of centerline, 100’ AGL/389’ MSL.
Tree 2752’ from DER, 993’ right of centerline, 100’ AGL/399’ MSL.
Tree 3234’ from DER, 1137’ left of centerline, 100’ AGL/409’ MSL.
Tree 3408’ from DER, 982’ right of centerline, 100’ AGL/419’ MSL.
Tree 4050’ from DER, 808’ right of centerline, 100’ AGL/429’ MSL.
Tree 4523’ from DER, 348’ right of centerline, 100’ AGL/439’ MSL.
Tree 4854’ from DER, 200’ right of centerline, 100’ AGL/449’ MSL.
Tree 5091’ from DER, 147’ right of centerline, 100’ AGL/459’ MSL.

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 498’ from DER, 311’ right of centerline, up to 1652’ MSL.
Trees, vehicles on road beginning 853’ from DER, 117’ right of centerline, up to 38’ AGL/1673’ MSL.
Trees beginning 895’ from DER, 46’ right of centerline, up to 31’ AGL/1675’ MSL.
Trees beginning 985’ from DER, 96’ right of centerline, up to 26’ AGL/1678’ MSL.
Trees beginning 1030’ from DER, 198’ right of centerline, up to 41’ AGL/1684’ MSL.
Poles, vehicles on road, transmission line, trees beginning 1176’ from DER, 11’ right of centerline, up to 55’ AGL/1715’ MSL.
Pole 1434’ from DER, 418’ left of centerline, 58’ AGL/1672’ MSL.
Transmission line, pole beginning 1440’ from DER, 414’ left of centerline, up to 59’ AGL/1674’ MSL.
Pole 1523’ from DER, 772’ left of centerline, 63’ AGL/1698’ MSL.
CON’T
KERRVILLE, TX (CON’T)
KERRVILLE MUNI/LOUIS SCHREINER 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 3905’ from DER, 1490’ right of centerline, 30’ AGL/1751’ MSL.

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

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

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

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

Poles, trees, vehicles on road, 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.

Poles, 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 5667’ from DER, 1228’ left of centerline, up to 36’ AGL/1809’ MSL.

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

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

Tree 6066’ from DER, 1968’ left of centerline, 21’ AGL/1890’ MSL.

Trees beginning 1 NM from DER, 1442’ right 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.

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

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

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

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

Trees, vehicle 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, 2585’ 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 beginning 1.5 NM from DER, 196’ right of centerline, up to 25’ AGL/1950’ MSL.

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

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

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

Tree, pole, 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
KERRVILLE, TX (CON’T)
KERRVILLE MUNI/LOUIS SCHREINER FLD (ERV) (CON’T)

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

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

**RAWS 23334**
**L14**

**SC-3, 30 NOV 2023 to 25 JAN 2024**

**RAWS 23334**
**L14**

**SC-3, 30 NOV 2023 to 25 JAN 2024**

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

**KERRVILLE, TX (CON’T)**
KERRVILLE MUNI/LOUIS SCHREINER FLD (ERV) (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)

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

**SC-3, 30 NOV 2023 to 25 JAN 2024**

**KILLEEN, TX**
SKYLARK FLD (ILE)

**TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**
AMDT 2 15JAN09 (21224) (FAA)

**DEPARTURE PROCEDURE:**

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

**TAKEOFF OBSTACLE NOTES:**

**Rwy 1**, multiple poles beginning 317’ from DER, 384’ left of centerline, up to 27’ AGL/868’ MSL.

Tree, 973’ from DER, 100’ left of centerline, up to 11’ AGL/858’ MSL.

Building, 486’ from DER, 9’ right of centerline, up to 13’ AGL/854’ MSL.

Antenna, 351’ from DER, 277’ right of centerline, up to 11’ AGL/852’ MSL.

**Rwy 19**, pole, 288’ from DER, 588’ right of centerline, up to 8’ AGL/880’ MSL.

Building, 102’ from DER, 411’ right of centerline, up to 32’ AGL/880’ MSL.

Vehicle on road, 232’ from DER, 499’ right of centerline, up to 15’ AGL/867’ MSL.

**Rwy 30**, vehicle on road 71’ from DER, 477’ left of centerline, up to 1577’ MSL.

**KINGSVILLE NAS (KNQI)**
KINGSVILLE, TX

**TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**
ORIG 16JUL20 (20198)

**DEPARTURE PROCEDURE:**

**Rwy 13R**, terrain 0’ from DER, 500’ right of centerline, up to 0’ AGL/52’ MSL.

**Rwy 17L**, terrain 0’ from DER, 500’ left of centerline, up to 0’ AGL/56’ MSL.

**Rwy 17R**, terrain 0’ from DER, 500’ right of centerline, up to 0’ AGL/59’ MSL.

**Rwy 31L**, terrain 0’ from DER, 500’ left of centerline, up to 0’ AGL/62’ MSL.

**KINGSVILLE, TX**
KLEBERG COUNTY (IKG)

**TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**
ORIG 29JUL10 (10210) (FAA)

**DEPARTURE PROCEDURE:**

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

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 173' from DER, 235' right of centerline, up to 1259' MSL.
Trees beginning 494' from DER, 224' right of centerline, up to 1269' MSL.
Trees beginning 624' from DER, 274' left of centerline, up to 1270' MSL.
Trees beginning 743' from DER, 159' left of centerline, up to 1273' MSL.
Tree 1430' from DER, 122' right of centerline, 1270' MSL.
Tree 1612' from DER, 132' left of centerline, 1274' MSL.

LAKEWAY, TX
LAKEWAY AIRPARK (3R9)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 05MAR15 (15064) (FAA)
TAKEOFF MINIMUMS:
Rwy 16, 500-2¾ or std. w/min. climb of 265' per NM to 1500.
DEPARTURE PROCEDURE:
Rwy 16, climb heading 165° to 1700 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 16, trees on rising terrain beginning 26' from DER, 161' right of centerline, up to 50' AGL/975' MSL.
Building 38' from DER, 229' right of centerline, 50' AGL/989' MSL.
Tree 194' from DER, 221' left of centerline, 50' AGL/943' MSL.
Building and trees beginning 534' from DER, 165' left of centerline, 40' AGL/941' MSL.
Power lines with catenary markers beginning 776' from DER, crossing centerline, up to 80' AGL/999' MSL.
Tower 2.1 NM from DER, 1314' right of centerline, 195' AGL/1326' MSL.
Rwy 34, trees beginning abeam DER, 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 50' AGL/1249' MSL.

LAREDO, TX
LAREDO INTL (LRD)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4B 08NOV18 (18312) (FAA)
DEPARTURE PROCEDURE:
Rwy 14, climb heading 142° to 1000 before turning right.
Rwy 18L, climb heading 163° to 1200 before turning right.
Rwy 18R, climb heading 163° to 1300 before turning right.
Rwy 32, climb heading 322° to 1200 before turning left.
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.
Rwy 18R, terrain beginning 4' from DER, 219' right of centerline, up to 489' MSL.
Light poles beginning 894' from DER, 344' right of centerline, up to 41' AGL/511' MSL.
Rwy 32, aircraft on taxiway beginning 50' from DER, 367' left of centerline, up to 75' AGL/584' MSL.
Trees beginning 768' from DER, 584' left of centerline, up to 99' AGL/559' MSL.
Trees beginning 88' from DER, 275' right of centerline, up to 59' AGL/559' MSL.
Rwy 36L, MALSR 5' from DER, on centerline, 5' AGL/505' MSL.
NAVAID 10' from DER, on centerline, 5' AGL/505' MSL.
Antenna on building 81' from DER, 404' left of centerline, 30' AGL/520' MSL.
Rwy 36R, terrain beginning 19' from DER, 191' left of centerline, up to 500' MSL.
Terrain beginning 176' from DER, 489' right of centerline, up to 512' MSL.

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

LAUGHLIN AFB (KDLF)
DEL RIO, TX
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 20APR23 (23110) (USAF)
TAKEOFF OBSTACLE NOTES:
Rwy 13C, taxing aircraft 196’ from DER, 220’ right of centerline, 14’ AGL/1079’ MSL.
Rwy 13L, taxing aircraft 9’ from DER, 204’ right of centerline, 14’ AGL/1076’ MSL.
Rwy 13R, taxing aircraft 1159’ from DER, 175’ left of centerline, 38’ AGL/1108’ MSL.
Taxing aircraft 36’ from DER, 181’ left of centerline, 14’ AGL/1090’ MSL.
Taxing aircraft 65’ from DER, 301’ left of centerline, 14’ AGL/1090’ MSL.
Taxing 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 31L, terrain 187’ from DER, 550’ right of centerline, 1082’ MSL.
Taxing aircraft 101’ from DER, 196’ right of centerline, 14’ AGL/1091’ MSL.
Taxing aircraft 248’ from DER, 329’ right of centerline, 14’ AGL/1094’ MSL.
Rwy 31R, taxiing aircraft 5’ from DER, 174’ left of centerline, 14’ AGL/1090’ MSL.
Terrain 114’ from DER, 522’ right of centerline, 1085’ MSL.
Terrain 118’ from DER, 427’ right of centerline, 1082’ MSL.
Terrain 149’ from DER, 535’ right of centerline, 1085’ MSL.
Terrain 170’ from DER, 537’ right of centerline, 1085’ MSL.
Terrain 171’ from DER, 515’ right of centerline, 1083’ MSL.
Terrain 172’ from DER, 492’ right of centerline, 1082’ MSL.
Terrain 189’ from DER, 544’ right of centerline, 1085’ MSL.
Terrain 228’ from DER, 544’ right of centerline, 1085’ MSL.
Terrain 267’ from DER, 532’ right of centerline, 1085’ MSL.
Terrain 72’ from DER, 450’ right of centerline, 1085’ MSL.
Terrain 84’ from DER, 491’ right of centerline, 1085’ MSL.
Terrain 96’ from DER, 438’ right of centerline, 1083’ MSL.
Wind sock 18’ from DER, 495’ left of centerline, 26’ AGL/1101’ 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, 497’ right of centerline, 30’ AGL/1149’ 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.

LOCKHART, TX
LOCKHART MUNI (50R)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 25AUG11 (11237) (FAA)
TAKEOFF MINIMUMS:
Rwy 36, 400-3 or std. w/min. climb of 275’ per NM to 1200.
DEPARTURE PROCEDURE:
Rwy 36, climb heading 355° to 1200 before turning.
TAKEOFF OBSTACLE NOTES:
Rwy 18, trees beginning 47’ from DER, 267’ left of centerline, up to 65’ AGL/555’ MSL.
Trees beginning 245’ from DER, 13’ right of centerline, up to 42’ AGL/541’ MSL.
Rwy 36, bush 51’ from DER, 305’ right of centerline, 8’ AGL/568’ MSL.
Pole 1298’ from DER, 561’ right of centerline, 38’ AGL/568’ MSL.
Tower 2.2 NM from DER, 2536’ right of centerline, 378’ AGL/918’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

MARFA, TX
MARFA MUNI (MRF)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1A  25FEB21  (21056)  (FAA)
TAKEOFF MINIMUMS:
Rwys 9, 27, NA - Environmental.
DEPARTURE PROCEDURE:
Rwy 4, climbing right turn direct MRF VOR/DME thence...
Rwy 13, climbing left turn 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.
Rwy 13, vehicle on road 29' from DER, 413' right of centerline, 4846' 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 right.
TAKEOFF OBSTACLE NOTES:
Rwy 18, trees beginning 469' from DER, 87' left of centerline, up to 35' AGL/1555' MSL.
Rwy 36, trees beginning 379' from DER, left and right of centerline, up to 35' AGL/1538' MSL.
T-L towers 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.

MC ALLEN, TX
MC ALLEN INTL (MFE)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2  10DEC15  (23054)  (FAA)
TAKEOFF MINIMUMS:
Rwy 36, 300-1½, or std. w/min. climb of 296' per NM to 500'.
TAKEOFF OBSTACLE NOTES:
Rwy 14, trees beginning 792' from DER, 593' left of centerline, up to 44' AGL/139' MSL.
Rwy 32, trees and poles beginning 709' from DER, 362' left of centerline, up to 52' AGL/157' MSL.
Tree 1019' from DER, 627' right of centerline, 42' AGL/142' MSL.
Rwy 36, pole 581' from DER, on centerline, 19' AGL/122' MSL.
Tower 198' from DER, 335' left of centerline, 38' AGL/140' MSL.
Buildings and trees beginning 652' from DER, 36' left of centerline, up to 50' AGL/155' MSL.
Towers, poles and buildings beginning 635' from DER, 25' right of centerline, up to 62' AGL/166' MSL.
Buildings 2016' from DER, 860' right of centerline, 89' AGL/197' MSL.
Buildings 1.29 NM from DER, 243' right of centerline, 263' AGL/394' MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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 1601’ from DER, 252’ left of centerline, up to 52’ AGL/2849’ MSL.
Pole 1868’ from DER, 377’ left of centerline, 52’ AGL/284’ 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 2686’ 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.
Rwy 318, vegetation 104’ 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.
Trees beginning 1019’ from DER, 227’ left of centerline, 2823’ MSL.

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, 300-1¼ or std. w/min. climb of 320’ per NM to 3200.
TAKEOFF OBSTACLE NOTES:
Rwy 4, trees beginning 24’ from DER, 34’ right of centerline, up to 40’ AGL/2903’ MSL.
Rods, towers and domes beginning 1231’ from DER, 442’ left of centerline, up to 108’ AGL/2963’ MSL.
Rods, towers, and lights beginning 72’ from DER, 40’ right of centerline, up to 20’ AGL/2874’ MSL.
Trees, poles, and signs beginning 1296’ from DER, 291’ right of centerline, up to 2842’ MSL.
Tower 2 NM from DER, 3181’ left of centerline, 354’ AGL/3136’ MSL.
Building 2 NM from DER, 3880’ left of centerline, 354’ AGL/3135’ MSL.
Rwy 22, tower, poles, and lights beginning 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.
Rwy 34, vehicles on road 572’ from DER, 423’ left of centerline, 2816’ MSL.

Rwy 16R, pole 1794’ from DER, 975’ right of centerline, 55’ AGL/2906’ MSL.
Rwy 22, tower, poles, and signs beginning 83’ from DER, 62’ left of centerline, up to 120’ AGL/2971’ MSL.
Hangars 1112’ from DER, 600’ right of centerline, 55’ AGL/2906’ MSL.

Windmill, 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 (EO1)
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, and left and right of centerline, up to 40’ AGL/2649’ MSL.
Tower 1.2 NM from DER, 211’ right of centerline, 303’ AGL/2928’ MSL.
Trees and a pole beginning 778’ from DER, 23’ right of centerline, up to 31’ AGL/2641’ MSL.
Rwy 12, bush 75’ from DER, 479’ left of centerline, 12’ AGL/2617’ MSL.
Trees beginning 1041’ from DER, 29’ left of centerline, up to 55’ AGL/690’ 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.
Trees and a pole 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, 2759’ 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.
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.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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/529’ 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 2435’ from DER, 967’ right of centerline, 130’ AGL/135’ MSL.
Transmission towers and poles beginning 1141’ from DER, 13’ left of centerline, up to 83’ AGL/88’ MSL.
Rwy 30, boat 1657’ from DER, 915’ left of centerline, 50’ AGL/50’ MSL.

PORT ISABEL, TX
PORT ISABEL-CAMERON COUNTY (PIL)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2B 19JUL18 (18200) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 3, trees beginning 15’ from DER, 5’ right of centerline, up to 100’ AGL/117’ MSL.
Trees beginning 26’ from DER, 15’ right of centerline, up to 100’ AGL/117’ MSL.
Rwy 17, 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 141’ from DER, 109’ right 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 17, trees beginning 183’ from DER, 84’ right of centerline, up to 100’ AGL/117’ MSL.
Rwy 17, trees beginning 185’ from DER, 178’ left of centerline, up to 100’ AGL/117’ MSL.
CONT
PORT ISABEL, TX (CON’T)
PORT ISABEL-CAMERON COUNTY (PIL) (CON’T)

Rwy 21, trees beginning 90’ from DER, 19’ left of centerline, up to 100’ AGL/117’ MSL.
Trees beginning 246’ from DER, 0’ of centerline, up to 100’ AGL/117’ MSL.
Windmill 2.1 NM from DER, 2541’ left of centerline, 492’ AGL/512’ MSL.
Windmill 2.2 NM from DER, 1999’ left of centerline, 492’ AGL/514’ MSL.
Rwy 26, trees beginning 6’ from DER, 208’ right of centerline, up to 100’ AGL/117’ MSL.
Trees beginning 7’ from DER, 83’ left of centerline, up to 100’ AGL/117’ MSL.
Rwy 35, trees beginning 158’ from DER, 202’ right of centerline, up to 100’ AGL/114’ MSL.
Trees beginning 7`6’ from DER, 63’ left of centerline, up to 100’ AGL/114’ MSL.
Trees beginning 319’ from DER, 61’ left 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 176’ AGL/3016’ MSL.
Vehicles on road, 2978’ from DER, 1291’ right of centerline, up to 17’ AGL/3016’ MSL.

ROBSTOWN, TX
NUCECS 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, 593’ left of centerline, 17’ AGL/40’ MSL.
Vehicles on road, 576’ from DER, 597’ left of centerline, 17’ AGL/40’ 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/2450’ 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.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

SAN ANGELO, TX
SAN ANGELO RGNL/MATHIS FLD (SJT)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 26AUG10 (21112) (FAA)
DEPARTURE PROCEDURE:
- Ryw 27, climb to 2500 before turning right.
- Ryw 36, climb to 2800 before turning left.
TAKEOFF OBSTACLE NOTES:
- Ryw 3, fence 8' from DER, 490' right of centerline, up to 24' AGL/1933' MSL.
- Ryw 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.
- Ryw 27, multiple trees beginning 482' from DER, 74' left of centerline, up to 24' AGL/1933' MSL.
- Light pole 1040' from DER, 252' right of centerline, 22' AGL/1931' MSL.
- Tree 538' from DER, 226' right of centerline, 21' AGL/1930' MSL.

SAN ANTONIO, TX
BOERNE STAGE AIRFIELD (5C1)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A 18JAN07 (23166) (FAA)
DEPARTURE PROCEDURE:
- Ryw 17, climb heading 169° to 2000 before turning westbound.
- Ryw 35, climb heading 349° to 2800 before turning westbound.
TAKEOFF OBSTACLE NOTES:
- Ryw 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.
- Pole, tree 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.
- Tree 2244' from DER, 896' right of centerline, 1450' MSL.
- Tree 2327' from DER, 1069' right of centerline, 1455' MSL.
- Tree 2464' from DER, 1005' left of centerline, 1452' MSL.
- Tree 2465' from DER, 1093' right of centerline, 1457' MSL.
- Tree 2531' from DER, 1082' left of centerline, 1454' MSL.
- Trees beginning 2569' from DER, 980' right of centerline, up to 1471' MSL.
- Trees beginning 2659' from DER, 1037' right of centerline, up to 1476' MSL.
- Ryw 35, building beginning 3' from DER, 221' right of centerline, up to 1400' MSL.
- Trees beginning 79' from DER, 175' right of centerline, up to 1412' MSL.
- Tree, pole beginning 103' from DER, 8' left of centerline, up to 1416' MSL.
- Trees beginning 163' from DER, 23' right of centerline, up to 1431' MSL.
- Pole, tree beginning 207' from DER, 37' right of centerline, up to 1418' MSL.
- Pole, tree beginning 246' from DER, 103' left of centerline, up to 1422' MSL.
- Trees beginning 437' from DER, 573' left of centerline, up to 1426' MSL.
- Trees beginning 584' from DER, 78' left of centerline, up to 1428' MSL.
- Trees beginning 778' from DER, 371' left of centerline, up to 1430' MSL.

SAN ANTONIO INTL (SAT)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1A 02MAR17 (17061) (FAA)
TAKEOFF OBSTACLE NOTES:
- Ryw 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.
- Ryw 22, antenna on hangar and flagpole 1188' from DER, 790' right of centerline, 39' AGL/825' MSL.
- Poles beginning 2209' from DER, 1041' right of centerline, up to 23' AGL/869' MSL.
- Sign 2713' from DER, 703' right of centerline, 71' AGL/857' MSL.
- Ryw 31L, pole 1931' from DER, 911' left of centerline, 42' AGL/867' MSL.
- Poles beginning 2356' from DER, 913' left of centerline, up to 42' AGL/892' MSL.
- Sign 2436' from DER, 1032' right of centerline, 42' AGL/873' MSL.
- Tower 2766' from DER, 834' left of centerline, 54' AGL/891' MSL.
- Ryw 31R, rod on ol gs 1261' from DER, 591' left of centerline, 57' AGL/854' MSL.
SAN ANTONIO, TX (CON’T)

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 900, 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.

Rwy 10, vegetation 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 72’ from DER, 79’ right of centerline, up to 70’ AGL/607’ MSL.

Trees beginning 232’ from DER, 54’ left of centerline, up to 70’ AGL/618’ MSL.

Transmission line tower 4205’ from DER, 133’ right of centerline, 119’ AGL/663’ MSL.

Rwy 27, fence 41’ from DER, 30’ right of centerline, 8’ AGL/584’ MSL.

Vehicle on road 108’ from DER, 202’ right of centerline, 15’ AGL/584’ MSL.

Vehicle on road 123’ from DER, 113’ right of centerline, 15’ AGL/596’ 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.

San SABA, TX

SAN SABA COUNTY MUNI (81R)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG  30NOV23  (23334)  (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 13, vegetation beginning 14’ from DER, 182’ left of centerline, up to 1244’ MSL.

Vehicle on road, fences beginning 17’ from DER, 271’ right of centerline, up to 1256’ MSL.

Vegetation beginning 103’ from DER, 203’ left of centerline, up to 4’ AGL/1246’ MSL.

Poles, vehicle on road, tree beginning 215’ from DER, 268’ right of centerline, up to 29’ AGL/1268’ MSL.

Vehicle on road beginning 462’ from DER, 65’ left of centerline, up to 1257’ MSL.

Tree 522’ from DER, 382’ left of centerline, 1265’ MSL.

Rwy 31, vegetation 5’ from DER, 196’ left of centerline, 3’ AGL/1259’ MSL.

Vegetation beginning 6’ from DER, 172’ right of centerline, up to 1262’ MSL.

Trees, vegetation, terrain, fence beginning 7’ from DER, 129’ left of centerline, up to 26’ AGL/1286’ MSL.

Vegetation beginning 54’ from DER, 152’ right of centerline, up to 4’ AGL/1264’ MSL.

Vegetation beginning 95’ from DER, 159’ right of centerline, up to 1267’ MSL.

Vehicle on road 365’ from DER, 586’ right of centerline, 1276’ MSL.

Tree 464’ from DER, 455’ right of centerline, 1285’ MSL.

Trees, vehicle on road beginning 574’ from DER, 121’ right of centerline, up to 1290’ 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.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

SMITHVILLE, TX

SMITHVILLE CRAWFORD MUNI (84R)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 15JUN23 (23166) (FAA)

TAKEOFF MINIMUMS:

Rwy 17, 300-1/4 or std. w/min. climb of 300' per NM to 600, or 1000-3 for VCOA.

Rwy 35, 300-1/4 or std. w/min. climb of 330' per NM to 600.

DEPARTURE PROCEDURE:

Rwy 17, climb on heading 169° to 800 before turning right.

VCOA:

Rwy 17, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Smithville Crawford Muni airport at or above 1200 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 17, tree 108' from DER, 293' right of centerline, 340' MSL.

Tree 113' from DER, 297' left of centerline, 340' MSL.

Trees beginning 197' from DER, 296' right of centerline, up to 31' AGL/342' MSL.

Trees beginning 302' from DER, 294' left of centerline, up to 341' MSL.

Tree 334' from DER, 297' right of centerline, 344' MSL.

Tree 648' from DER, 160' left of centerline, 343' MSL.

Trees beginning 682' from DER, 7' left of centerline, up to 28' AGL/346' MSL.

Tree 778' from DER, 131' left of centerline, 30' AGL/348' MSL.

Tree 836' from DER, 128' left of centerline, 32' AGL/349' MSL.

Tree 858' from DER, 119' left of centerline, 34' AGL/351' MSL.

Tree 866' from DER, 106' right of centerline, 31' AGL/348' MSL.

Tree 910' from DER, 120' left of centerline, 38' AGL/355' MSL.

Tree 1040' from DER, 490' right of centerline, 366' MSL.

Tree 1136' from DER, 251' left of centerline, 40' AGL/358' MSL.

Tree 1172' from DER, 583' left of centerline, up to 363' MSL.

Poles, catenary wires beginning 1357' from DER, 10' left of centerline, up to 388' MSL.

Catenary wires 1390' from DER, 84' right of centerline, 50' AGL/367' MSL.

Tower, catenary wires beginning 1393' from DER, 35' right of centerline, up to 52' AGL/369' MSL.

Catenary wires 1396' from DER, 466' right of centerline, 374' MSL.

Transmission line 1396' from DER, 185' right of centerline, 65' AGL/383' MSL.

Tower, pole, catenary wires, electrical system, trees beginning 1406' from DER, 323' right of centerline, up to 384' MSL.

Tank 4154' from DER, 773' left of centerline, 152' AGL/474' MSL.

Water tower 4157' from DER, 771' left of centerline, 156' AGL/477' MSL.

Tank 5314' from DER, 76' left of centerline, 165' AGL/488' MSL.

Water tower 5322' from DER, 72' left of centerline, 166' AGL/489' MSL.

Tank 5352' from DER, 73' left of centerline, 156' AGL/490' MSL.

Sign, trees, vehicle on road beginning 297' from DER, 357' right of centerline, up to 34' AGL/361' MSL.

Pole, tree 108' from DER, 293' right of centerline, 340' MSL.

Rwy 35, fence 1044' from DER, 294' left of centerline, 6' AGL/327' MSL.

Trees, terrain, pole beginning 1172' from DER, 583' left of centerline, up to 363' MSL.

Trees, pole beginning 1172' from DER, 583' left of centerline, up to 363' MSL.

Trees, terrain, building beginning 1246' from DER, 16' right of centerline, up to 408' MSL.

Trees, sign, pole beginning 1319' from DER, 6' left of centerline, up to 52' AGL/379' MSL.

Trees, pole beginning 1409' from DER, 168' right of centerline, up to 412' MSL.

Trees, terrain, poles beginning 1489' from DER, 124' right of centerline, up to 420' MSL.

Trees, pole beginning 1560' from DER, 2' right of centerline, up to 426' MSL.

Trees beginning 1666' from DER, 4' left of centerline, up to 52' AGL/385' MSL.

Trees, terrain, fence beginning 1828' from DER, 1' right of centerline, up to 434' MSL.

Trees beginning 1884' from DER, 71' left of centerline, up to 387' MSL.

Trees beginning 1910' from DER, 8' left of centerline, up to 56' AGL/392' MSL.

Trees beginning 2113' from DER, 7' left of centerline, up to 34' AGL/395' MSL.

Trees, building, terrain, fence beginning 2151' from DER, 23' right of centerline, up to 56' AGL/449' MSL.

Trees, pole beginning 2161' from DER, 47' left of centerline, up to 34' AGL/401' MSL.

Trees, terrain, building beginning 2249' from DER, 16' left of centerline, up to 29' AGL/413' MSL.

Trees beginning 2350' from DER, 27' left of centerline, up to 29' AGL/416' MSL.

Trees, pole beginning 2360' from DER, 64' left of centerline, up to 29' AGL/417' MSL.

Poles, trees, terrain beginning 2439' from DER, 9' right of centerline, up to 44' AGL/455' MSL.

Pole, tree beginning 2452' from DER, 31' left of centerline, up to 32' AGL/423' MSL.

Trees, buildings, electrical systems, terrain, poles, fences beginning 2535' from DER, 3' left of centerline, up to 33' AGL/434' MSL.

Trees, terrain, poles, fences, electrical system, vehicle on road beginning 2550' from DER, 7' right of centerline, up to 54' AGL/465' MSL.

Trees, terrain, building, pole beginning 2944' from DER, 9' left of centerline, up to 33' AGL/438' MSL.

Trees, fences beginning 2990' from DER, 84' left of centerline, up to 439' MSL.

Tree 3039' from DER, 57' left of centerline, 35' AGL/456' MSL.

Trees, terrain, building, poles, fence, vehicle on road, electrical system beginning 3051' from DER, 3' left of centerline, up to 467' MSL.

Tree, vehicle on road beginning 3097' from DER, 54' right of centerline, up to 50' AGL/466' MSL.

Trees, vehicle on road, pole, electrical systems beginning 3113' from DER, 1' right of centerline, up to 53' AGL/468' MSL.

Trees, vehicle on road, poles beginning 3462' from DER, 3' left of centerline, up to 47' AGL/468' MSL.

Trees, vehicle on road, poles beginning 3601' from DER, 66' right of centerline, up to 47' AGL/469' MSL.

CON'T
SMITHVILLE, TX (CON’T)
SMITHVILLE CRAWFORD MUNI (84R) (CON’T)

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

TAKEOFF MINIMUMS:

Rwy 35 (CONT), trees beginning 3668' from DER, 110' left of centerline, up to 36' AGL/469' MSL.
Trees, vehicle on road, electrical systems, terrain, pole beginning 3712' from DER, 24' right of centerline, up to 45' AGL/472' MSL.
Trees beginning 3723' from DER, 155' left of centerline, up to 36' AGL/470' MSL.
Trees, terrain beginning 3736' from DER, 24' left of centerline, up to 42' AGL/476' MSL.
Trees, buildings, vehicle on road, fences, pole, terrain, electrical system beginning 3838' from DER, 3' right of centerline, up to 39' AGL/473' MSL.
Trees beginning 3924' from DER, 107' left of centerline, up to 56' AGL/477' MSL.
Trees beginning 3945' from DER, 3' left of centerline, up to 64' AGL/482' MSL.
Trees, pole beginning 4053' from DER, 23' right of centerline, up to 38' AGL/480' MSL.
Trees, electrical system beginning 4094' from DER, 6' right of centerline, up to 36' AGL/483' MSL.
Trees, terrain, pole beginning 4167' from DER, on centerline, up to 49' AGL/484' MSL.
Trees beginning 4320' from DER, 5' right of centerline, up to 49' AGL/488' MSL.
Trees, vehicle on road, pole beginning 4365' from DER, 3' right of centerline, up to 56' AGL/492' MSL.
Trees beginning 4431' from DER, 2' left of centerline, up to 492' MSL.
Trees, vehicle on road beginning 4781' from DER, 22' right of centerline, up to 494' MSL.
Trees beginning 4827' from DER, 2' left of centerline, up to 55' AGL/495' MSL.
Trees beginning 4844' from DER, 54' right of centerline, up to 36' AGL/498' MSL.
Trees, pole beginning 4861' from DER, 29' right of centerline, up to 37' AGL/506' MSL.
Trees, vehicle on road, electrical system beginning 4889' from DER, on centerline, up to 49' AGL/517' MSL.
Trees, buildings beginning 4922' from DER, 2' left of centerline, up to 52' AGL/499' MSL.
Trees, vehicle on road, building, terrain, pole beginning 4965' from DER, on centerline, up to 51' AGL/521' MSL.
Trees beginning 5373' from DER, 6' left of centerline, up to 506' MSL.
Trees beginning 5583' from DER, 245' left of centerline, up to 508' MSL.
Trees, building beginning 5598' from DER, 1' left of centerline, up to 510' MSL.
Trees beginning 5655' from DER, 30' left of centerline, up to 517' MSL.
Trees beginning 5747' from DER, 478' left of centerline, up to 522' MSL.
Trees, poles, vehicle on road, electrical systems, building beginning 5751' from DER, 12' left of centerline, up to 523' MSL.
Trees beginning 1.3 NM from DER, 425' right of centerline, up to 545' MSL.
Tree 1.4 NM from DER, 368' right of centerline, 551' MSL.

SONORA, TX

SONORA MUNI (SOA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

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 2212' from DER, 17' left of centerline, up to 50' AGL/2309' MSL.
Tower 4860' from DER, 1458' right of centerline, 75' AGL/2287' MSL.
Rwy 35, vehicles on road 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 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.
Tree 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

TAKEOFF MINIMUMS:

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 beginning 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 beginning 1105' from DER, 427' right of centerline, 635' MSL.
Trees beginning 1129' from DER, 415' right of centerline, 639' MSL.
Poles beginning 1150' from DER, 474' right of centerline, up to 30' AGL/644' MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

TEMPLE, TX
DRAUGHON-MILLER CENTRAL TEXAS RGNL (TPL)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4A 08SEP22 (22251) (FAA)
DEPARTURE PROCEDURE:
Rwy 3, 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 34, 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 min. climb of 240' per NM to 3200 for all other courses.
TAKEOFF OBSTACLE NOTES:
Rwy 3, vegetation beginning 176' from DER, 416' left of centerline, up to 680' MSL.
Tree 279' from DER, 362' right of centerline, 680' MSL.
Tree 1267' from DER, 750' left of centerline, 699' 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, vegetation 60' from DER, 209' left of centerline, up to 680' 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 2 15JUN23 (23166) (FAA)
TAKEOFF MINIMUMS:
Rwy 3, std. w/min. climb of 445' per NM to 7400 or 2500-3 for VCOA.
Rwy 7, std. w/min. climb of 445' per NM to 11000 or 2500-3 for VCOA.
Rwy 21, std. w/min. climb of 435' per NM to 12000 or 2500-3 for VCOA.
Rwy 25, std. w/min. climb of 500' per NM to 7800 or 2500-3 for VCOA.
DEPARTURE PROCEDURE:
Rwy 3, climb on heading 035° to 7200 before proceeding on course.
Rwy 7, climb on heading 074° to 7700 before proceeding on course.
Rwy 21, climb on heading 215° to 5200 before proceeding on course.
Rwy 25, climb on heading 254° to 7500 before proceeding on course.
VCOA:
Rwys 3, 7, 21, 25, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Culberson County airport at or above 6300 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, vehicle on road, vegetation beginning 135' from DER, 389' right of centerline, up to 17' AGL/3929' MSL.
Trees, vegetation on road beginning 422' from DER, left and right of centerline, up to 15' AGL/3966' 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.
Rwy 7, trees beginning 60' from DER, 12' right of centerline, up to 100' AGL/4018' MSL.
Trees 119' from DER, 215' left of centerline, 100' AGL/4015' MSL.
Trees beginning 148' from DER, 12' left of centerline, up to 100' AGL/4018' MSL.
Rwy 21, tree, vegetation beginning 49' from DER, 291' right of centerline, up to 10' AGL/3969' MSL.
Tree, vegetation beginning 84' from DER, 404' left of centerline, up to 3961' MSL.
Tracks 4132' from DER, 1804' right of centerline, 100' AGL/4090' MSL.
Rwy 25, trees, vehicle on road beginning 12' from DER, 59' right of centerline, up to 100' AGL/4060' MSL.
Trees 791' from DER, 523' right of centerline, 100' AGL/4067' MSL.
Trees 1051' from DER, 548' right of centerline, 100' AGL/4074' MSL.
Trees 1310' from DER, 573' right of centerline, 100' AGL/4077' MSL.
Trees beginning 1340' from DER, 21' right of centerline, up to 100' AGL/4080' MSL.
Trees 1629' from DER, 4' left of centerline, 100' AGL/4077' MSL.
Trees beginning 2060' from DER, 46' right of centerline, up to 100' AGL/4083' MSL.
Trees 2178' from DER, 255' left of centerline, 100' AGL/4080' MSL.
Trees beginning 2320' from DER, 71' right of centerline, up to 100' AGL/4090' MSL.
Trees beginning 2438' from DER, 229' left of centerline, up to 100' AGL/4083' MSL.
Trees beginning 2579' from DER, 97' right of centerline, up to 100' AGL/4083' MSL.
Trees beginning 2697' from DER, 178' left of centerline, up to 100' AGL/4090' MSL.
Trees beginning 2839' from DER, 122' right of centerline, up to 100' AGL/4100' MSL.
Trees beginning 3217' from DER, 153' left of centerline, up to 100' AGL/4093' MSL.

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

VAN HORN, TX (CON’T)
CULBERSON COUNTY (VHN) (CON’T)

Rwy 25 (CONT), trees beginning 3477’ from DER, 77’ left of centerline, up to 100’ AGL/4097’ MSL.
Trees beginning 3589’ from DER, 198’ right of centerline, up to 100’ AGL/4103’ MSL.
Trees beginning 4108’ from DER, 249’ right of centerline, up to 100’ AGL/4110’ MSL.
Trees beginning 4256’ from DER, 51’ left of centerline, up to 100’ AGL/4100’ MSL.
Trees beginning 4368’ from DER, 24’ right of centerline, up to 100’ AGL/4113’ MSL.
Trees beginning 4515’ from DER, 1’ left of centerline, up to 100’ AGL/4106’ MSL.
Trees beginning 5377’ from DER, 75’ right of centerline, up to 100’ AGL/4116’ MSL.
Trees beginning 5584’ from DER, 226’ left of centerline, up to 100’ AGL/4110’ MSL.
Trees beginning 5637’ from DER, 100’ from DER, 175’ right of centerline, up to 100’ AGL/4126’ MSL.
Trees beginning 1 NM from DER, 1081’ right of centerline, up to 100’ AGL/4129’ 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.

WACO, TX (CON’T)
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 65’ AGL/514’ MSL.
Trees beginning 870’ 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.
Rwy 23L, aircraft on taxiway at DER, on centerline, 65’ AGL/532’ MSL.
Aircraft on taxiway 783’ from DER, 478’ left of centerline, 65’ AGL/534’ MSL.
Aircraft on taxiway 808’ from DER, 315’ right of centerline, 65’ AGL/518’ MSL.
Tree 2349’ from DER, 669’ left of centerline, 537’ MSL.
Tree 2877’ from DER, 1044’ left of centerline, 539’ MSL.
Rwy 35R, tree 2082’ from DER, 897’ left of centerline, 523’ MSL.

WACO RGNL (ACT)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 23SEP10 (10266) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 1, rising terrain beginning 11’ from DER, 34’ right of centerline, up to 504’ MSL.
Pole 1170’ from DER, 593’ left of centerline, 34’ AGL/534’ MSL.
Tree 1674’ from DER, 794’ right of centerline, 80’ AGL/681’ MSL.
Rwy 19, road 590’ from DER, 257’ right of centerline, 40’ AGL/524’ MSL.
Rwy 32, trees beginning 501’ from DER, 17’ left of centerline, up to 70’ AGL/562’ MSL.
Trees beginning 836’ from DER, 30’ right of centerline, up to 80’ AGL/609’ MSL.
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, 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, beginning 161’ from DER, 429’ left of centerline, up to 33’ AGL/98’ MSL.
  Pole, beginning 220’ from DER, 408’ left of centerline, up to 32’ AGL/99’ MSL.
  Pole, tree, beginning 242’ from DER, 412’ left of centerline, up to 34’ AGL/101’ MSL.
  Light pole, beginning 284’ from DER, 462’ left of centerline, up to 38’ AGL/103’ MSL.
  Pole, tree, it pole, beginning 289’ from DER, 349’ left of centerline, up to 37’ AGL/105’ MSL.
  Pole, tree, It pole, beginning 360’ from DER, 307’ left of centerline, up to 39’ AGL/106’ MSL.
  Pole 499’ from DER, 475’ right of centerline, 31’ AGL/98’ MSL.
  Pole 499’ from DER, 471’ right of centerline, 30’ AGL/99’ MSL.
  Tower, tree, pole, It pole, beginning 511’ from DER, 264’ left of centerline, up to 60’ AGL/131’ MSL.
  Catenary, road, pole, beginning 520’ from DER, 468’ right of centerline, up to 33’ AGL/100’ MSL.
  Pole, tree, beginning 546’ from DER, 337’ right of centerline, up to 33’ AGL/101’ MSL.
  Tree, It pole, catenary, beginning 745’ from DER, 268’ right of centerline, up to 42’ AGL/108’ MSL.
  Flagpole, pole, beginning 1711’ from DER, 763’ right of centerline, up to 75’ AGL/142’ MSL.
  Rwy 32, road, fence, beginning 17’ from DER, 345’ left of centerline, up to 82’ MSL.
  Tree 64’ from DER, 510’ left of centerline, 29’ AGL/95’ MSL.
  Tree 69’ from DER, 496’ left of centerline, 32’ AGL/97’ MSL.
  Pole 109’ from DER, 524’ left of centerline, 33’ AGL/100’ MSL.
  Pole, road, tree, beginning 111’ from DER, 261’ left of centerline, up to 38’ AGL/103’ MSL.
  Road, beginning 562’ from DER, 396’ right of centerline, up to 87’ MSL.
  Road 630’ from DER, 391’ right of centerline, 88’ MSL.
  Road, beginning 659’ from DER, 75’ right of centerline, up to 89’ MSL.
  Trees, beginning 881’ from DER, 571’ left of centerline, up to 40’ AGL/106’ MSL.

WINK, TX
WINCLER 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.
  Vehicles on road beginning 535’ from DER, right and left of centerline, up to 15’ AGL/2832’ MSL.
  Trees beginning 1563’ from DER, 585’ right of centerline, up to 50’ AGL/2874’ MSL.

WINTERS, TX
WINTERS MUNI (77F)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 25AUG11 (11237) (FAA)
DEPARTURE PROCEDURE:
  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.
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.

YOAKUM, TX
YOAKUM MUNI (T85)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 10MAR11 (11069) (FAA)
DEPARTURE PROCEDURE:
  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.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

YOAKUM DEFRENN AHP (KHLR)
FORT CAVAZOS, TX
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 05OCT23 (23278) (USA)
TAKEOFF MINIMUMS:
   Rwys 16, 34, climb of 400’ per NM, for copter use only.
TAKEOFF OBSTACLE NOTES:
   Rwy 34, bldgs beginning 538’ from DER, 588’ left of centerline, up to 50’ AGL/967’ MSL.

DIVERSE VECTOR AREA (RADAR VECTORS)
ORIG 05OCT23 (23278) (USA)
   Rwys 16, 34, climb of 400’ per NM, as assigned by ATC.
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 on the approach chart indicates that the approach procedure has 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)

<table>
<thead>
<tr>
<th>NAME</th>
<th>ALTERNATE MINIMUMS</th>
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</table>
| ALICE, TX | ALICE INTL (ALI)…LOC/DME Rwy 31  
  RNAV (GPS) Rwy 13  
  RNAV (GPS) Rwy 31  
  VOR Rwy 31  
  VOR-A  |
| ALPINE, TX | ALPINE-CASPARIS MUNI (E38)…RNAV (GPS) Rwy 19  
  RNAV (GPS) Rwy 23  |
| AUSTIN, TX | AUSTIN EXEC (EDC)…RNAV (GPS) Rwy 13  
  RNAV (GPS) Rwy 31  |
| SAN MARCOS | RGNL (HYI)…NDB Rwy 13  
  RNAV (GPS) Rwy 8  
  RNAV (GPS) Rwy 13  
  RNAV (GPS) Rwy 17  
  RNAV (GPS) Rwy 25  
  RNAV (GPS) Rwy 31  
  RNAV (GPS) Rwy 35  |
| BEEVILLE, TX | BEEVILLE MUNI (BEA)…RNAV (GPS) Rwy 30 |
| BIG LAKE, TX | REAGAN COUNTY (E41)…RNAV (GPS) Rwy 16 |

### IFR ALTERNATE AIRPORT MINIMUMS

**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).

**US Military**

**See Service Regulations**
<table>
<thead>
<tr>
<th>NAME</th>
<th>ALTERNATE MINIMUMS</th>
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<tbody>
<tr>
<td>BRADY, TX</td>
<td>CURTIS FLD (BBD) RNAV (GPS) Rwy 17 RNAV (GPS) Rwy 35</td>
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<tr>
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<td>NA when local weather not available.</td>
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<tr>
<td>BROWNSVILLE, TX</td>
<td>BROWNSVILLE/SOUTH PADRE ISLAND INTL (BRO) ILS or LOC Rwy 13&lt;sup&gt;1&lt;/sup&gt; LOC BC Rwy 31&lt;sup&gt;1&lt;/sup&gt; RNAV (GPS) Rwy 13 RNAV (GPS) Rwy 18 RNAV (GPS) Rwy 31 VOR or TACAN-A</td>
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<tr>
<td></td>
<td>NA when local weather not available.</td>
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<tr>
<td>BROWNWOOD, TX</td>
<td>BROWNWOOD RGNL (BWD) RNAV (GPS) Rwy 17 RNAV (GPS) Rwy 19 VOR Rwy 35</td>
</tr>
<tr>
<td></td>
<td>NA when local weather not available.</td>
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<tr>
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<tr>
<td>BURNET, TX</td>
<td>BURNET MUNI/KATE CRADDOCK FLD (BMQ) RNAV (GPS) Rwy 1 RNAV (GPS) Rwy 19</td>
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<tr>
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<td>Category C, 900-2½; Category D, 900-2¾.</td>
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<tr>
<td>CASTROVILLE, TX</td>
<td>CASTROVILLE MUNI (CVB) RNAV (GPS) Rwy 16 RNAV (GPS) Rwy 34</td>
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<td>COLEMAN, TX</td>
<td>COLEMAN MUNI (COM) RNAV (GPS) Rwy 15 RNAV (GPS) Rwy 33&lt;sup&gt;1&lt;/sup&gt;</td>
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<td>CORPUS CHRISTI INTL (CRP) ILS or LOC Rwy 13&lt;sup&gt;1&lt;/sup&gt; LOC Rwy 31&lt;sup&gt;1&lt;/sup&gt; RNAV (GPS) Rwy 13&lt;sup&gt;2&lt;/sup&gt; RNAV (GPS) X Rwy 31&lt;sup&gt;2&lt;/sup&gt; RNAV (GPS) Y Rwy 13&lt;sup&gt;2&lt;/sup&gt; RNAV (GPS) Y Rwy 31&lt;sup&gt;2&lt;/sup&gt; RNAV (GPS) Y Rwy 36&lt;sup&gt;2&lt;/sup&gt; VOR or TACAN Rwy 18&lt;sup&gt;2&lt;/sup&gt;</td>
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<td><strong>FORT CAVAZOS (KILLEEN), TX</strong></td>
<td>ROBERT GRAY</td>
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<td>AAF (GRK)......................... ILS or LOC Rwy 15</td>
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<td>ILS or LOC Rwy 33</td>
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<td>RNAV (GPS) Rwy 33</td>
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<td>1Loc, Category E, 800-2½.</td>
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<td>FORT STOCKTON-PECOS COUNTY (FST)</td>
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<td>VOR Rwy 12</td>
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<td>MC ALLEN, TX</td>
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<td>MC ALLEN INTL (MFE)</td>
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<td>RNAV (GPS) Rwy 32(^2) VOR Rwy 14(^2) VOR Rwy 32(^2)</td>
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<td>(^1) ILS, Category D, 700-2½; LOC, Category D, 800-2½.</td>
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<td>(^2) Category D, 800-2½.</td>
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<td>MIDLAND, TX</td>
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<td>MIDLAND INTL AIR AND SPACE PORT (MAF)</td>
<td>ILS or LOC Rwy 10(^1) VOR or TACAN Rwy 34L(^3) VOR or TACAN Rwy 16R(^3)</td>
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<td>(^3) Category E, 800-2½.</td>
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<td>PLEASANTON, TX</td>
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<td>PLEASANTON MUNI (PEZ)</td>
<td>RNAV (GPS) Rwy 34</td>
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<td>NA when local weather not available.</td>
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ALTERNATE MINS

NAME | ALTERNATE MINIMUMS

SAN ANTONIO, TX
BOERNE STAGE
AIRFIELD (5C1)
... RNAV (GPS) Rwy 17
RNAV (GPS) Rwy 35
NA when local weather not available.

SAN ANTONIO
INTL (SAT)
... ILS or LOC Rwy 4
ILS or LOC Rwy 13R
ILS or LOC Rwy 31L
RNAV (GPS) Y Rwy 4
RNAV (GPS) Y Rwy 13R
RNAV (GPS) Y Rwy 31L

SINTON, TX
ALFRED C BUBBA THOMAS (T69)
... RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 32
VOR Rwy 14
NA when local weather not available.

SONORA, TX
SONORA MUNI (SOA)
... RNAV (GPS) Rwy 18
NA when local weather not available.
Category A, 900-2; Category B, 1000-2.

TAYLOR, TX
TAYLOR MUNI (T74)
... RNAV (GPS) Rwy 17
VOR Rwy 17
NA when local weather not available.

TEMPLE, TX
DRAUGHON-MILLER CENTRAL TEXAS RGNL (TPL)
... RNAV (GPS) Rwy 16
RNAV (GPS) Rwy 34
NA when local weather not available.
Category D, 800-2¼.

UVALDE, TX
GARNER FLD (UVA)
... RNAV (GPS) Rwy 33
Category D, 800-2¼.

VAN HORN, TX
CULBERSON COUNTY (VHN)
... RNAV (GPS) Rwy 21
Category D, 1700-3.

NAME | ALTERNATE

WACO, TX
TSTC WACO (CNW)
... NDB Rwy 35R
RNAV (GPS) Rwy 17L
RNAV (GPS) Rwy 35R
NA when local weather not available.
1NA when Waco Rgnl approach control closed.
2Category D, 800-2¼.

MC GREGOR
EXEC (PWG)
... RNAV (GPS) Rwy 17
RNAV (GPS) Rwy 35
NA when local weather not available.

WACO RGNL (ACT)
... ILS or LOC Rwy 19
RNAV (GPS) Rwy 1
RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 19
RNAV (GPS) Rwy 32
VOR/DME Rwy 32
NA when local weather not available.
1NA when control tower closed.

WESLACO, TX
MID VALLEY (TXW)
... RNAV (GPS) Rwy 14
NA when local weather not available.
Category D, 900-2¼.

WINK, TX
WINKLER COUNTY (INK)
... RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 31
VOR Rwy 13
NA when local weather not available.
Category C, 800-2¼.
# BIGGS AAF (KBIF), Fort Bliss, TX

**Amdt 8  30NOV23  (23334) (USA)**

**ELEV 3947**

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<th>DH/MDA-Vis</th>
<th>HAT/HATH/CEIL-VIS</th>
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<td>22</td>
<td>ASR¹</td>
<td>AB</td>
<td>4460-¾</td>
<td>513</td>
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<tr>
<td></td>
<td></td>
<td>CDE</td>
<td>4460-1</td>
<td>513</td>
</tr>
<tr>
<td></td>
<td></td>
<td>AB</td>
<td>4560-1</td>
<td>613</td>
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<td></td>
<td>C</td>
<td>4560-1¾</td>
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<td>D</td>
<td>4560-2</td>
<td>613</td>
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<tr>
<td></td>
<td></td>
<td>E</td>
<td>4560-2¾</td>
<td>613</td>
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¹When ALS inop, increase CAT AB vis to 1¼ mile, CAT CDE vis to 1¾ miles.
²CAT DE circling west of Rwy 4-22 NA.
### Radar Instrument Approach Minimums

**CORPUS CHRISTI NAS (TRUAX FLD) (KNGP),** Corpus Christi, TX  
Amdt 3 30NOV23 (23334) (USN)  
ELEV 19

#### Radar - (E)

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<th>DH/MDA-VIS</th>
<th>HAT/HATH/HA</th>
<th>CEIL-VIS</th>
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<tbody>
<tr>
<td>PAR¹</td>
<td>13R²</td>
<td>3.0°/48/877</td>
<td>ABCDE</td>
<td>113-¼</td>
<td>100 (100-¼)</td>
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<tr>
<td></td>
<td>18</td>
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<td>ABCDE</td>
<td>118-½</td>
<td>100 (100-½)</td>
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<td>31L</td>
<td>3.0°/51/869</td>
<td>ABCDE</td>
<td>117-½</td>
<td>100 (100-½)</td>
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<td>3.0°/50/937</td>
<td>ABCDE</td>
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<td>PAR W/O GS¹</td>
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<td>327 (400-¾)</td>
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<td>18</td>
<td>300-1</td>
<td>322 (400-1)</td>
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<td>36</td>
<td>AB</td>
<td>400-1</td>
<td>382 (400-1)</td>
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<td>420-1½</td>
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<td>AB</td>
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<td>402 (500-1¼)</td>
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<td>AB</td>
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<td>402 (500-1)</td>
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<td>13R⁴</td>
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<td>13L</td>
<td>AB</td>
<td>400-1</td>
<td>382 (400-1)</td>
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<td>CDE</td>
<td>400-1</td>
<td>382 (400-1)</td>
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<td></td>
<td>4⁷</td>
<td>AB</td>
<td>460-1</td>
<td>443 (500-1)</td>
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<td>CDE</td>
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<td>443 (500-1½)</td>
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<td>AB</td>
<td>460-1¼</td>
<td>443 (500-1¼)</td>
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<td>AB</td>
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<td>460-1</td>
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<td>CDE</td>
<td>460-1½</td>
<td>443 (500-1½)</td>
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#### Circling

- All Rwys
  - A | 460-1 | 442 (500-1) |
  - B | 480-1 | 462 (500-1) |
  - C | 520-1½ | 502 (600-1½) |
  - DE | 580-2 | 562 (600-2) |

¹No-NOTAM MP: PAR Mon 1300-1700Z+.
²When ALS inop, increase CAT ABCDE vis to ½ mile.
³When ALS inop, increase CAT ABCDE vis to 1 mile.
⁴When ALS inop increase CAT AB vis to 1 mile, CAT CDE vis to 1½ miles.
⁵Circling authorized only from ASR and PAR W/O GS.
⁶SDF at 2 NM from thld, 680’ min.
⁷SDF at 3 NM from thld, 980’ min.
EL PASO, TX  
EL PASO INTL (ELP)  
RADAR-1  124.25  298.85  

**RADAR INSTRUMENT APPROACH MINIMUMS**

**RADAR MINIS**  
23334  

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**RADAR INSTRUMENT APPROACH MINIMUMS**

**EL PASO, TX**  
Amdt 15D, 29DEC22 (22363) (FAA)  
ELEV 3962  

**RADAR INSTRUMENT APPROACH MINIMUMS**

**EL PASO INTL (ELP)**

**RADAR-1**  124.25  298.85  

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<td>22</td>
<td>AB</td>
<td>4440/24</td>
<td>490</td>
<td>(500-½)</td>
<td></td>
<td>CDE</td>
<td>4440/50</td>
<td>490</td>
<td>(400-1)</td>
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<td>26L</td>
<td>ABCDE</td>
<td>4400-¾</td>
<td>438</td>
<td>(500-¾)</td>
<td></td>
<td>CD</td>
<td>4400-1¾</td>
<td>477</td>
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<td>4</td>
<td>AB</td>
<td>4400/55</td>
<td>477</td>
<td>(500-1¼)</td>
<td></td>
<td>C</td>
<td>4480-1½</td>
<td>518</td>
<td>(600-1½)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>E</td>
<td>NA</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>NA</td>
<td>NA</td>
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</tbody>
</table>

**CIRCLING ALL RWY**

- AB 4440-1 478  (500-1)  C  4480-1½  518  (600-1½)  
- AB 4680-2½ 718  (800-2½)  E  4700-2½  738  (800-2½)  

Circling NA for CATS D and E W of Rwy 4-22.

Rwy 4 Circling Cat E NA.

For inoperative ALS, increase S-22 CAT C/D/E visibility to 1 ¾ 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 CAVAZOS (KILLEEN), TX**  
Orig-B, 30NOV23 (23334) (FAA)  
ELEV 1015  

**ROBERT GRAY AAF (GRK)**

**RADAR-1** - 120.075  323.15  

<table>
<thead>
<tr>
<th>ASR</th>
<th>RWY</th>
<th>GP/TCH/RPI</th>
<th>CAT</th>
<th>DA/MDA-VIS</th>
<th>HAT/HAA</th>
<th>CEIL-VIS</th>
<th>CAT</th>
<th>DA/MDA-VIS</th>
<th>HAT/HAA</th>
<th>CEIL-VIS</th>
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</thead>
<tbody>
<tr>
<td></td>
<td>33</td>
<td>AB</td>
<td>1460-¾</td>
<td>465</td>
<td>(500-¾)</td>
<td></td>
<td>C</td>
<td>1460-1</td>
<td>465</td>
<td>(500-1)</td>
</tr>
<tr>
<td></td>
<td>15</td>
<td>AB</td>
<td>1520/40</td>
<td>505</td>
<td>(600-¾)</td>
<td></td>
<td>C</td>
<td>1520/55</td>
<td>505</td>
<td>(600-1¼)</td>
</tr>
</tbody>
</table>

**CIRCLING ALL RWY**

- AB 1540-1½ 525  (600-1¼)  C  1560-1½  545  (600-1½)  
- AB 1620-2  605  (700-2)  E  1740-2½  725  (800-2½)  

Circling NA W of Rwy 15-33.

For inoperative ALS, increase ASR S-15 and ASR S-33 CATS C/D/E visibility to 1¼ mile.

---

**FORT CAVAZOS (KILLEEN), TX**  
Orig-A, 24MAY18 (23334) (FAA)  
ELEV 1015  

**ROBERT GRAY AAF (GRK)**

**RADAR-2** - 120.075  323.15  

<table>
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<tr>
<th>PAR</th>
<th>RWY</th>
<th>GS/TCH/RPI</th>
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<th>CEIL-VIS</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>33</td>
<td>3.00°/53/973</td>
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<td>1208-½</td>
<td>213</td>
<td>(200-½)</td>
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<tr>
<td></td>
<td>15</td>
<td>3.00°/51/1062</td>
<td>ABCDE</td>
<td>1215/24</td>
<td>200</td>
<td>(200-½)</td>
</tr>
</tbody>
</table>

For inoperative ALS, increase PAR S-15 CAT E visibility to RVR 4000 and PAR S-33 CAT E visibility to ¾ SM.

Rwy 15 VGSI and PAR glidepath not coincident (VGSI Angle 3.00/TCH 71).

Rwy 33 VGSI and PAR glidepath not coincident (VGSI Angle 2.77/TCH 52).
## RADAR INSTRUMENT APPROACH MINIMUMS

### KINGSVILLE NAS (KNQI), Kingsville, TX

**Amendment 2** - **23MAR23**

**KINGSVILLE NAS (KNQI)**, Kingsville, TX Amdt 2 23MAR23 (23082) (USN)

**ELEV 50**

### Table: Radar 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>
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<tbody>
<tr>
<td>PAR</td>
<td>35R³</td>
<td>ABCDE</td>
<td>148-½ 100</td>
<td>(100-½)</td>
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</tr>
<tr>
<td></td>
<td>13L</td>
<td>ABCDE</td>
<td>149-½ 100</td>
<td>(100-½)</td>
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</tr>
<tr>
<td></td>
<td>13R⁵</td>
<td>ABCDE</td>
<td>150-½ 100</td>
<td>(100-½)</td>
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<td>17R</td>
<td>ABCDE</td>
<td>149-½ 100</td>
<td>(100-½)</td>
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<tr>
<td></td>
<td>31R</td>
<td>ABCDE</td>
<td>144-½ 100</td>
<td>(100-½)</td>
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</tr>
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<td></td>
<td>35L⁴</td>
<td>ABCDE</td>
<td>148-½ 100</td>
<td>(100-½)</td>
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<tr>
<td>PAR W/O GS²</td>
<td>35R⁶</td>
<td>ABCDE</td>
<td>380-⅔ 332</td>
<td>(400-⅔)</td>
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<tr>
<td></td>
<td>17R⁸</td>
<td>ABCDE</td>
<td>360-1 311</td>
<td>(400-1)</td>
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<tr>
<td></td>
<td>31R⁹</td>
<td>ABCDE</td>
<td>380-1 336</td>
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<td></td>
<td>35L</td>
<td>ABCDE</td>
<td>380-1 332</td>
<td>(400-1)</td>
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</tr>
<tr>
<td></td>
<td>13L</td>
<td>AB</td>
<td>460-1 411</td>
<td>(500-1)</td>
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<td>CDE</td>
<td>460-1⅔ 411</td>
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<td></td>
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<td>AB</td>
<td>460-1⅔ 410</td>
<td>(500-1⅔)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>CDE</td>
<td>460-1⅔ 410</td>
<td>(500-1⅔)</td>
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</tr>
<tr>
<td>ASR</td>
<td>35R⁷</td>
<td>AB</td>
<td>420-½ 372</td>
<td>(400-½)</td>
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</tr>
<tr>
<td></td>
<td></td>
<td>CDE</td>
<td>420-⅔ 372</td>
<td>(400-⅔)</td>
<td></td>
</tr>
<tr>
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<td></td>
<td>AB</td>
<td>420-⅔ 372</td>
<td>(400-⅔)</td>
<td></td>
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<tr>
<td></td>
<td></td>
<td>CDE</td>
<td>420-⅔ 372</td>
<td>(400-⅔)</td>
<td></td>
</tr>
<tr>
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<td>AB</td>
<td>400-1 351</td>
<td>(400-1)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>CDE</td>
<td>400-1⅔ 351</td>
<td>(500-1⅔)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>AB</td>
<td>420-⅔ 372</td>
<td>(400-⅔)</td>
<td></td>
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<tr>
<td></td>
<td></td>
<td>CDE</td>
<td>420-⅔ 372</td>
<td>(400-⅔)</td>
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</tr>
<tr>
<td>CIR¹⁰</td>
<td>ALL RWYS¹¹</td>
<td>AB</td>
<td>540-1 490</td>
<td>(500-1)</td>
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</tr>
<tr>
<td></td>
<td></td>
<td>C</td>
<td>760-2 710</td>
<td>(800-2)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>D</td>
<td>760-2⅔ 710</td>
<td>(800-2⅔)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>E</td>
<td>760-2⅔ 710</td>
<td>(800-2⅔)</td>
<td></td>
</tr>
</tbody>
</table>

1. Use landing/taxi lights when conducting apch during VMC. DASR-11 unmto dur hr of afld closure.
2. No NOTAM MP: PAR 1300-1700Z++ Wed. Maint conducted next bus day if clsd on Wed.
3. When ALS inop, increase vis to ½ mile.
4. When tower closed, increase vis to 1 mile
5. VGS and descent angles not coincident (VGS 3.00/TCH 33).
6. Step Down Fix at 3 NM from RPI, cross at or above 1100 ft.
7. When ALS inop, increase vis to 1 mile.
8. Step Down Fix at 2 NM from RPI, cross at or above 740 ft.
9. Step Down Fix at 2 NM from RPI, cross at or above 720 ft.
10. Circling authorized only from PAR W/O GS and ASR.
11. Circling to Rwy 31L NA at night.
### WACO, TX
**MC GREGOR EXEC (PWG)**
**Radar-1** 127.65 352.0

<table>
<thead>
<tr>
<th>RWY</th>
<th>GP/TCH/RPI</th>
<th>CAT</th>
<th>DA/MDA-VIS</th>
<th>HAT/HA (700-1)</th>
<th>CEIL-VIS</th>
<th>CAT</th>
<th>DA/MDA-VIS</th>
<th>HAT/HA (700-1½)</th>
<th>CEIL-VIS</th>
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</thead>
<tbody>
<tr>
<td>ASR</td>
<td></td>
<td>AB</td>
<td>1260-1</td>
<td>668</td>
<td>C</td>
<td>1260-1½</td>
<td>668</td>
<td>(700-1½)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>D</td>
<td>NA</td>
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<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>ALL RWY</td>
<td>AB</td>
<td>1260-1</td>
<td>668</td>
<td>C</td>
<td>1300-2</td>
<td>708</td>
<td>(800-2)</td>
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</tr>
<tr>
<td></td>
<td></td>
<td>D</td>
<td>NA</td>
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</table>

When Waco Regional approach control closed, ASR not authorized.

### WACO, TX
**TSTC WACO (CNW)**
**Radar-1** 127.65 227.125

<table>
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<tr>
<th>RWY</th>
<th>GP/TCH/RPI</th>
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<th>DA/MDA-VIS</th>
<th>HAT/HA (700-1)</th>
<th>CEIL-VIS</th>
<th>CAT</th>
<th>DA/MDA-VIS</th>
<th>HAT/HA (700-1½)</th>
<th>CEIL-VIS</th>
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</thead>
<tbody>
<tr>
<td>ASR</td>
<td></td>
<td>AB</td>
<td>1080-1½</td>
<td>610</td>
<td>C</td>
<td>1080-1¾</td>
<td>610</td>
<td>(700-1¾)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>D</td>
<td>1080-2</td>
<td>610</td>
<td></td>
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<td></td>
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<td></td>
</tr>
</tbody>
</table>

When Waco Regional approach control closed, ASR not authorized.

### WACO, TX
**WACO RGNL (ACT)**
**Radar-1** 127.65 227.125

<table>
<thead>
<tr>
<th>RWY</th>
<th>GP/TCH/RPI</th>
<th>CAT</th>
<th>DA/MDA-VIS</th>
<th>HAT/HA (400-½)</th>
<th>CEIL-VIS</th>
<th>CAT</th>
<th>DA/MDA-VIS</th>
<th>HAT/HA (400-1½)</th>
<th>CEIL-VIS</th>
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</thead>
<tbody>
<tr>
<td>ASR</td>
<td></td>
<td>ABC</td>
<td>880/24</td>
<td>376</td>
<td>D</td>
<td>880/50</td>
<td>376</td>
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<tr>
<td></td>
<td></td>
<td>1</td>
<td>860-1</td>
<td>351</td>
<td>D</td>
<td>860-1¼</td>
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<tr>
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<td>14</td>
<td>920-1</td>
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<td>920-1¼</td>
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<tr>
<td></td>
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<td>32</td>
<td>1020-1</td>
<td>504</td>
<td>CD</td>
<td>1020-1½</td>
<td>504</td>
<td>(600-1½)</td>
<td></td>
</tr>
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<tr>
<td>CIRCLING</td>
<td>ALL RWY</td>
<td>AB</td>
<td>1020-1</td>
<td>504</td>
<td>C</td>
<td>1020-1½</td>
<td>504</td>
<td>(600-1½)</td>
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<tr>
<td></td>
<td></td>
<td>D</td>
<td>1080-2</td>
<td>564</td>
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</tr>
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For inoperative MALSR increase S-19 CAT D visibility to RVR 6000.

When control tower closed, ASR NA.
THERE ARE NO LAND AND HOLD SHORT OPERATIONS (LAHSO) FOR SC-3 VOLUME
HOT SPOTS

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

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

<table>
<thead>
<tr>
<th>CITY/AIRPORT</th>
<th>HOT SPOT</th>
<th>DESCRIPTION*</th>
</tr>
</thead>
<tbody>
<tr>
<td>AUSTIN, TX</td>
<td>HS 1</td>
<td>E service road, Traffic on crossing Twy G and Twy H.</td>
</tr>
<tr>
<td>AUSTIN-BERGSTROM INTL (AUS)</td>
<td>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>SAN MARCOS RGNL (HYI)</td>
<td>HS 1</td>
<td>Rwy 08R apch considered active, do not proceed on or cross without ATC cnc especially when taxiing to Rwy 04 via the terminal ramp.</td>
</tr>
<tr>
<td>EL PASO, TX</td>
<td>HS 1</td>
<td>Int of Rwy 26 and Rwy 35.</td>
</tr>
<tr>
<td>EL PASO INTL (ELP)</td>
<td>HS 2</td>
<td>Int of Rwy 31, Twy F and Rwy 35.</td>
</tr>
<tr>
<td>GEORGETOWN, TX</td>
<td>HS 1</td>
<td>Int of Twy J and Twy A.</td>
</tr>
<tr>
<td>GEORGETOWN EXEC (GTU)</td>
<td>HS 2</td>
<td>Int of Twy D and Twy A.</td>
</tr>
<tr>
<td>HARLINGEN, TX</td>
<td>HS 1</td>
<td>Rwy 31 and Rwy 35R apch ends are closely aligned.</td>
</tr>
<tr>
<td>VALLEY INTL (HRL)</td>
<td>HS 1</td>
<td>Rwy 14 hold short marking located in a non-standard location.</td>
</tr>
<tr>
<td>MC ALLEN, TX</td>
<td>HS 1</td>
<td>Twy B and Twy P merge.</td>
</tr>
<tr>
<td>MC ALLEN INTL (MFE)</td>
<td>HS 2</td>
<td>Area not visible from twr.</td>
</tr>
<tr>
<td>MIDLAND, TX</td>
<td>HS 1</td>
<td>Rwy 13 and Rwy 17 at Twy D wrong departure risk, and share same hold line at Twy D.</td>
</tr>
<tr>
<td>MIDLAND INTL AIR AND SPACE</td>
<td>HS 2</td>
<td>Rwy 18-36 at the int of Rwy 09-27.</td>
</tr>
<tr>
<td>PORT (MAF)</td>
<td>HS 2</td>
<td>Rwy 18-36 at the int of Twy D.</td>
</tr>
<tr>
<td>NEW BRAUNFELS, TX</td>
<td>HS 1</td>
<td>The unpaved portion of the north overrun.</td>
</tr>
<tr>
<td>NEW BRAUNFELS NTL (BAZ)</td>
<td>HS 2</td>
<td>Rwy 31L hold short line on Rwy 04.</td>
</tr>
<tr>
<td>SAN ANGELO, TX</td>
<td>HS 1</td>
<td>Twy G and Twy N in close proximity of Rwy 31L.</td>
</tr>
<tr>
<td>SAN ANGELO RGNL/MATHIS FLD (SJT)</td>
<td>HS 2</td>
<td>The unpaved portion of the north overrun.</td>
</tr>
<tr>
<td></td>
<td>HS 3</td>
<td>Int of Rwy 16-34, Twy D, and Twy G.</td>
</tr>
<tr>
<td>SAN ANTONIO, TX</td>
<td>HS 1</td>
<td>Rwy 31L hold short line on Rwy 04.</td>
</tr>
<tr>
<td>LACKLAND AFB (KELLY FLD ANNEX) (KSKF)</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: RADAR required.

NOTE: DME/DME/IRU or GPS required.

NOTE: Turboprop aircraft only.

NOTE: RNAV 1.

NOTE: RADAR required.

NOTE: Chart not to scale.
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.BLEWE5):** From over ACT VORTAC on ACT R-165 to BLEWE. Thence . . . .

**WINDU TRANSITION (WINDU.BLEWE5):** From over WINDU on CWK R-012 to BLEWE. 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: WAILN transition for Houston Terminal
Area Departures only.

NOTE: WAILN transition for Houston Terminal
Area Departures only.

NOTE: MARCS.BRAUN3

NOTE: BRAUN THREE ARRIVAL (RNAV) Transition Routes

NOTE: MARCS.BRAUN3

NOTE: BRAUN THREE ARRIVAL (RNAV) Transition Routes

NOTE: MARCS.BRAUN3

NOTE: BRAUN THREE ARRIVAL (RNAV) Transition Routes

NOTE: MARCS.BRAUN3

NOTE: BRAUN THREE ARRIVAL (RNAV) Transition Routes

NOTE: MARCS.BRAUN3

NOTE: BRAUN THREE ARRIVAL (RNAV) Transition Routes

NOTE: MARCS.BRAUN3

NOTE: BRAUN THREE ARRIVAL (RNAV) Transition Routes

NOTE: MARCS.BRAUN3

NOTE: BRAUN THREE ARRIVAL (RNAV) Transition Routes
NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: WAILN Transition for Houston Terminal Area Departures only.

NOTE: Chart not to scale

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 CRIS, then on track 295° to JATA, 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

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 cross LIPSS at 4000 and at 210K, then on track 355° to SNOTT, then on track 355°. Expect RADAR vectors to final approach course. 

NOTE: Turbojet and turboprop aircraft only. 
NOTE: Expect runway assignment from AUSTIN TRACON upon initial contact. 

NOTE: Chart not to scale.
NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet and turboprop aircraft only.

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

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

. . . . from over KALLA on CWK R-300 to cross CWK VORTAC at 10000.
Expect vectors to final approach course.

NOTE: Chart not to scale.

NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS equipped turbojet and turboprop aircraft landing KAUS must file the LAIKS (RNAV) STAR.

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

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

. . . . from over KALLA on CWK R-300 to cross CWK VORTAC at 10000.
Expect vectors to final approach course.

NOTE: Chart not to scale.
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.

NOTE: Radar required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet and turboprop aircraft only.
NOTE: Expect Rwy assignment from AUSTIN TRACON upon initial contact.

NOTE: Expect RNAV (RNP) approach, or RADAR vectors to final approach course.

NOTE: Chart not to scale.
ARRIVAL ROUTE DESCRIPTION

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

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

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

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

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

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

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

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

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

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

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

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

ALL OTHER AIRPORTS: On SAT R-056 to CRISS. Expect vectors to final
approach course.
LANDING RWY 22/26L/26R: From MOLLY on track 098° to cross WIKKR at 9000 and at 210K, expect RNAV (RNP) approach or RADAR vectors to final approach course.

LANDING RWY 04, 08R: Expect RNP approach clearance or RADAR vectors to final approach prior to KOACH.

NOTE: Landing RWy 22, 26L, 26R: Expect RNP approach clearance or RADAR vectors to final approach prior to WIKKR.

NOTE: Landing RWy 04, 08R: Expect RNP approach clearance or RADAR vectors to final approach prior to KOACH.

NOTE: Landing RWy 04, 08R: Expect RNP approach clearance or RADAR vectors to final approach prior to KOACH.

NOTE: Landing RWy 22, 26L, 26R: Expect RNP approach clearance or RADAR vectors to final approach prior to WIKKR.

NOTE: Landing RWy 04, 08R: Expect RNP approach clearance or RADAR vectors to final approach prior to KOACH.

NOTE: For non-GPS equipped aircraft using GREBE Transition, CUS must be operational.

NOTE: Landing RWy 04, 08R: Expect RNP approach clearance or RADAR vectors to final approach prior to KOACH.

NOTE: For non-GPS equipped aircraft using GREBE Transition, CUS must be operational.

NOTE: Landing RWy 04, 08R: Expect RNP approach clearance or RADAR vectors to final approach prior to KOACH.

NOTE: For non-GPS equipped aircraft using GREBE Transition, CUS must be operational.

NOTE: Landing RWy 04, 08R: Expect RNP approach clearance or RADAR vectors to final approach prior to KOACH.

NOTE: For non-GPS equipped aircraft using GREBE Transition, CUS must be operational.

NOTE: Landing RWy 04, 08R: Expect RNP approach clearance or RADAR vectors to final approach prior to KOACH.

NOTE: For non-GPS equipped aircraft using GREBE Transition, CUS must be operational.

NOTE: Landing RWy 04, 08R: Expect RNP approach clearance or RADAR vectors to final approach prior to KOACH.

NOTE: For non-GPS equipped aircraft using GREBE Transition, CUS must be operational.
LANDING ALL AIRPORTS: From WLEE on track 284° to POTRR, then on track 284°. Expect RADAR vectors to final approach course.

NOTE: Jets expect to cross WLEE at 12000.
NOTE: MNURE Transition for Houston terminal departures only.
NOTE: Jet and turboprop aircraft only.
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:** Expect RNP approach or radar vectors to final approach course prior to SARRT.

**NOTE:** Turbojet aircraft only.

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

**NOTE:** RNAV 1.

**NOTE:** RADAR required.

**ARRIVAL ROUTE DESCRIPTION**

**CHISUM TRANSITION (CME.SAMMR3)**

**LIFFT TRANSITION (LIFFT.SAMMR3)**

**TRIPLEGEOGRAPHIC DATA**

- **SAMMR**
  - 10000
  - 9000
- **SAMMR 3 ARRIVAL**
  - 13000
  - 10000
  - 9000

**AIRPORT CODES**

- **EL PASO INTL (ELP)**
- **ALBUQUERQUE CENTER**

**WEATHER**:

- **EL PASO, TEXAS**
  - 135.87 292.15
  - ALBUQUERQUE CENTER 135.87 292.15

**OPERATING PERIOD**: SC-3, 30 NOV 2023 to 25 JAN 2024

**FACILITY**:

- **EL PASO D-ATIS**
- **EL PASO APP CON**
  - 124.25 298.85
  - ALBUQUERQUE CENTER 135.87 292.15

**CONTACT**: AL-134 (FAA)

**SC-3, 30 NOV 2023 to 25 JAN 2024**

**NOTE:** Chart not to scale.
ARRIVAL ROUTE DESCRIPTION

WINDU TRANSITION (WINDU.SEVERE)

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.
STON EWALL ONE ARRIVAL

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.

AL-369 (FAA)

SAN ANTONIO, TEXAS

STON EWALL ONE ARRIVAL

(Stv. stv1) 21SEP89

SC-3, 30 NOV 2023 to 25 JAN 2024

SC-3, 30 NOV 2023 to 25 JAN 2024

SC-3, 30 NOV 2023 to 25 JAN 2024

SC-3, 30 NOV 2023 to 25 JAN 2024

SC-3, 30 NOV 2023 to 25 JAN 2024

SC-3, 30 NOV 2023 to 25 JAN 2024
NOTE: Chart not to scale.

NOTES:
- RNAV 1.
- DME/DME/IRU or GPS required.
- TURBOJET Aircraft only.
- Landing Rwy 04: Expect RNP approach or RADAR vectors to final approach course prior to KOACH.
- Landing Rwy 22,26L: Expect RNP approach or RADAR vectors to final approach course prior to WIKKR.
- SC-3, 30 Nov 2023 to 25 Jan 2024

NOTE: Chart not to scale.
ARRIVAL ROUTE DESCRIPTION

SLNNK TRANSITION (SLNNK.WAZKO1):

**LANDING RWY 14:** 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.
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: Turbojet and turboprop aircraft only.
NOTE: MNURE Transition for Houston terminal departures only.
NOTE: Expect runway assignment from AUSTIN TRACON upon initial contact.

RNAV 1 - DME/DME/IRU or GPS.
RADAR required.
ARRIVAL ROUTE DESCRIPTION

- DBOYS TRANSITION (DBOYS.WLEEE7)
- LUKKN TRANSITION (LUKKN.WLEEE7)
- MNURE TRANSITION (MNURE.WLEEE7)
- WAILN TRANSITION (WAILN.WLEEE7)
- WEEED TRANSITION (WEEED.WLEEE7)

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

LANDING RUNWAYS 18L/R: From BITER on track 285° to ISHOV, then on track 285° to cross BASTO at or below 8000, then on track 289° to cross LUKKE at or above 6000 and at 230K, then on track 291° to cross XWING at 4000 and at 210K, then on track 315° to SSURF, then on track 355° to 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.
Boro-VNAV NA when using Nueces County altimeter setting. For uncompensated Boro-VNAV systems, LNAV/VNAV NA below -3°C or above 42°C. When local altimeter setting not received, use Nueces County altimeter setting and increase all DA 56 feet and all MDA 60 feet, increase LPV and LNAV/VNAV visibility all Cats ½ mile and LNAV Cat C and D ¼ mile. Rwy 13 helicopter visibility reduction below ½ SM NA. VDP NA with Nueces County altimeter setting.

**ASIOS**
119.225

**KINGSVILLE APP CON**
119.9 290.45

**UNICOM**
123.0 (CTAF)

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

**MISSED APCH FIX**

2600 direct ITDAZ and hold.
Baro-VNAV and VDP NA when using Nueces County altimeter setting. For uncompensated
Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter
setting not received, use Nueces County altimeter setting: increase LPV DA to 494 feet,
LNAV/VNAV DA to 524 feet; increase all MDA 60 feet and LNAV Cat C and D, and
Circling Cat D visibility ½ SM. For inop ALS, increase all LPV and LNAV/VNAV visibilities
to ½ SM. For inop ALS with Nueces County altimeter setting, increase all LPV visibilities to
½ SM and LNAV Cat C and D visibility to ¾ SM.

MISSED APPROACH:
Climb to 2100 direct
UWAGO and hold.

Procedure NA for arrivals at CRP VORTAC
on airway radials 169 CW 305.
LOC/DME RWY 31
ALICE INTL (ALI)

ASOS
KINGSVILLE APP CON
UNICOM

775

119.225
119.9
123.0

ELEV 178
TDZE 174

1500 2000 ALI

CITCU INT I-ALI 6.1

MALS
LOC/DME I-ALI

109.3
308°

5997
174
178

RADAR required for procedure entry from Corpus Christi CRP VORTAC.

VDP NA when using Nueces County altimeter setting. When local altimeter setting not received, use Nueces County altimeter setting and increase all MDAs 60 feet and S-LOC 31 visibility Cat C/D ¼ SM, and Circling visibility Cat D ½ SM. For inop ALS when using Nueces County altimeter setting, increase S-31 Cats C, D visibility to 1½ SM.

S-LOC 31 visibility Cat C/D 1 SM, and Circling visibility Cat D 2 SM. For inop ALS received, use Nueces County altimeter setting and increase all MDAs 60 feet and VDP NA when using local altimeter setting.

ASOS
KINGSVILLE APP CON
UNICOM

UNICOM

775

119.225
119.9
123.0

ELEV 178
TDZE 174

1500 2000 ALI

CITCU INT I-ALI 6.1

MALS
LOC/DME I-ALI

109.3
308°

5997
174
178

RADAR required for procedure entry from Corpus Christi CRP VORTAC.

VDP NA when using Nueces County altimeter setting. When local altimeter setting not received, use Nueces County altimeter setting and increase all MDAs 60 feet and S-LOC 31 visibility Cat C/D ¼ SM, and Circling visibility Cat D ½ SM. For inop ALS when using Nueces County altimeter setting, increase S-31 Cats C, D visibility to 1½ SM.

S-LOC 31 visibility Cat C/D 1 SM, and Circling visibility Cat D 2 SM. For inop ALS received, use Nueces County altimeter setting and increase all MDAs 60 feet and VDP NA when using local altimeter setting.
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 1/4 SM. For inop ALS, increase S-31 Cats C and D visibility to 1/4 SM. For inop ALS when using Nueces County altimeter setting, increase S-31 Cats C and D visibility to 1/4 SM.

<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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</table>

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

Category | A | B | C | D
--- | --- | --- | --- | ---
S-31 | 620-3/4 | 446 (500-3/4) | 620-1 | 446 (500-1)
CIRCLING | 620-1 | 442 (500-1) | 640-1 | 462 (500-1)
| 700-1/2 | 522 (600-1/2) | 900-2/4 | 722 (800-2/4)

27°44’N-98°02’W

ALICE, TEXAS
Amdt 13G 05OCT23
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.

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

ATIS
119.225

ALICE, TEXAS
AL-481 (FAA)
For uncompensated Baro-VNAV systems, UNAV/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.

**RNAV (GPS) RWY 19**

**ALPINE-CASPARIS MUNI (E38)**

**AWOS-3**

119.025

**ALBUQUERQUE CENTER**

135.875 292.15

**UNICOM**

122.8 (CTAF)

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

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 23°C (9°F) or above 54°C (130°F). Circling NA west of Rwy 1-19.
Rwy 23 helicopter visibility reduction below ½ SM NA.
DME/DME RNP-0.3 NA.

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

Procedure NA for arrival on FST VORTAC airway radials 273 CW 283.
ALBUQUERQUE CENTER
135.875 292.15
CTAF 122.8

TAKEOFF MINIMUMS
Rwy 23: NA - Obstacle.
Rwys 1, 5: Standard.
Rwy 19: Standard with minimum climb of 432' per
NM to 6800 or 1800-3 for VCOA.

NOTE: DME required.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 1: Climbing right turn to intercept MRF VOR/DME R-055 to
ODKAЕ/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, 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.
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)**

**WAAS**
- CH 63116
- APP CRS 126°
- Rwy Idg TDZE 620
- Apt Elev 620

**RNAV (GPS) RWY 13**

**Circling NA to Rwys 16 and 34. Rwy 13 helicopter visibility reduction below ½ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.**

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

**Procedures**
- Climb to 2200 direct CIRMU and hold.
- Procedure NA for arrivals at DARTE on V17 northbound.

**Participants**
- EXECUTIVE TOWER
- AUSTIN APP CON
- AUSTIN EXEC
- UNICOM

**MISSED APPROACH:**
- Climb to 2200 direct CIRMU and hold.

**RNP APCH - GPS.**
- Amdt 1 23FEB23

**Executive Tower**
- 120.3
- (When twr closed)

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

**GP 3.00° TCH 40**

** CATEGORY**
- LPV DA 870-3/4 250 (300-3/4)
- LNAV/ VNAV DA 1080-1 460 (500-1/2)
- LNAV MDA 1080-1 460 (500-1/2)

**MIRL Rwy 13-31**
- REIL Rwy 13 and 31

**AUSTIN, TEXAS**
- Amdt 1 23FEB23

**AUSTIN EXEC (EDC)**

**AUS-3, 30 NOV 2023 to 25 JAN 2024**

**SC-3, 30 NOV 2023 to 25 JAN 2024**
**RNAV (GPS) RWY 31**

**AUSTIN EXEC (EDC)**

**MISSED APPROACH:** Climb to 3500 direct GUKWI and on track 021° to DARTE and hold.

**Procedure NA for arrivals at SCOLL on V565 eastbound.**

**GPD 3.00°**

**TCH 40°**

**SCOLL on V565 eastbound.**

**AUSTIN, TEXAS**

**AL-5891 (FAA)**

**Amdt 2  23FEB23**

**SC-3, 30 NOV 2023 to 25 JAN 2024**

**23222**

**RNAV (GPS) RWY 31**

**AUSTIN EXEC (EDC)**

**AWOS-3** 118.825

**AUSTIN APP CON** 127.225 317.65

**EXECUTIVE TOWER** 120.3 (CTAF)

**GND CON** 119.45

**CLNC DEL** 126.025 (When twr closed)

**UNICOM** 122.975

**RNP APCH - GPS.**

**Circularing NA to Rwys 16 and 34. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.**

**LNAV/ VNAV NA below -16°C or above 54°C.**

**Circling NA to Rwys 16 and 34. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.**
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)
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

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

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

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

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

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

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

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

DEPARTURE ROUTE DESCRIPTION

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

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

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

JAYJO TRANSITION (ILEXY4.JAYJO)

ZENZI TRANSITION (ILEXY4.ZENZI)

NOTE: Aircraft not destined the Houston terminal area or joining ZENZI transition.

NOTE: Houston terminal area arrivals expect routing from ILEXY.

NOTE: JAYJO transition to join V306 only.

NOTE: Radar required.

RNAV 1 - DME/DME/IRU or GPS.
RADAR required.

TOP ALTITUDE: ASSIGNED BY ATC

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

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

NOTE: Aircraft not destined the Houston terminal area or joining ZENZI transition.

NOTE: Houston terminal area arrivals expect routing from ILEXY.

NOTE: JAYJO transition to join V306 only.

NOTE: Radar required.

RNAV 1 - DME/DME/IRU or GPS.
RADAR required.
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.

**Notes:**
- RADAR required.
- DME/DME/IRU or GPS required.
- RNAV 1.
- For DFW terminal area arrivals at FL230 or below only.

---

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

**Takeoff Mininums**
Rwys 16, 34: NA-Environmental.
Rwys 13, 31: Standard.

**Top Altitude:** Assigned by ATC
ILS or LOC RWY 18R
AUSTIN-BERGSTROM INTL (AUS)

AIR NAVIGATION SPECIFICATION

LOC/DME I-GFQ 110.95
Chan 46 (Y)
APP CRS 175°
Rwy Idg 12250
TDZE 542
Apt Elev 542

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

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

From HOUKM, JEDYE: RNAV 1-GPS required.
From HIJL, S-LOC 18R: RNAV 1-GPS or RADAR required for procedure entry.

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

CINC DEL
125.5 263.0

CPDLC

AUSTIN, TEXAS
AL-556 (FAA)
21112

AUSTIN, TEXAS
Amdt 6 22APR21

SC-3, 30 Nov 2023 to 25 Jan 2024

ILS or LOC RWY 18R
AUSTIN-BERGSTROM INTL (AUS)
ILS RWY 36R (SA CAT I & II)
AUSTIN-BERGSTROM INTL (AUS)

DME required. RADAR required for procedure entry.

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

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

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

AUSTIN TOWER
GND CON
CLNC DEL
CPDLC

SA CATEGORY I & II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED
**ILS RWY 18L (CAT II & III) AUSTIN-BERGSTROM INTL (AUS)**

**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.

Simultaneous approach authorized.

**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

**CNC DEL**
- 125.5 263.0

**CPDLC**
- 120.875 270.25
- 119.0 370.85
- 120.875 270.25
- 122.55 270.25
- 124.4 270.25

**AUSTIN, TEXAS**

**AL-556 (FAA)**

**SC-3, 30 NOV 2023 to 25 JAN 2024**

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

**HOUKM or JEDYE**
- RNP APCH-GPS
- RADAR required for procedure entry from DOFFS. DME required.

**ILS RWY 18L (CAT II & III) AUSTIN-BERGSTROM INTL (AUS)**

**LOC/DME I-VNK**
- 110.5
- 110.5
- 110.5

**APP CRS**
- 175°
- 175°
- 175°

**Rwy Idg**
- 9000
- 9000
- 9000

**TDZE**
- 492
- 492
- 492

**Apt Elev**
- 542
- 542
- 542

**MSA CWK 25 NM**

**ELEV 542**

**TDZE 492**

**LOCALIZER 110.5**
- I-VNK
- I-VNK
- I-VNK

**IAT Chan 42**

**CENTEX 112.8 CWK**

**Radar I-VNK 7.9**

**Radar I-VNK 12.5**

**Radar I-VNK 16.5**

**CNTR**
- 110.5

**120° 210K**

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

**Rwy Idg**
- 9000
- 9000
- 9000

**Elev 542**

**TDZE 492**

**CAT II**
- RA 105/12
- 100 DA 592

**CAT III**
- RVR 06

** CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**
RNAV (RNP) Z RWY 18R
AUSTIN-BERGSTROM INTL (AUS)

AUSTIN TOWER 121.0 281.5

D-ATIS 124.4

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

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

MALS
AUSTIN-BERGSTROM INTL (AUS)

APPROACH

See planview for multiple IF locations.

CHART DATE: 22APR21

AUTHORIZATION REQUIRED
RNAV (RNP) Z RWY 36L
AUSTIN-BERGSTROM INTL (AUS)

MALS

Simultaneous approach authorized. For uncompensated Baro-VNAV systems, procedure NA below -5°C or above 54°C. For inap ALS, increase RNP 0.11 all Cats visibility to RVR 4500 and RNP 0.30 all Cats visibility to RVR 5500.

MISSED APPROACH: Climb to 1700 then climbing left turn to 3500 direct GARDS and hold.

AUSTIN APP CON

127.225 311.65 (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

1600

4000

1700

3500

GARDS

1600

1600

175° (3.3)

3900

210K until FUNNN (RF REQD)

858/40

362 (400-   )

758/40

262 (300-   )

1600

2200 (2.2)

210K until FUNNN (RF REQD)

12250 X 150

9000 X 150

680

AUSTIN TOWER

AUSTIN APP CON

542

496

ELEV

TDZE

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

AUSTIN, TEXAS

AL-556 (FAA)

21112

Amdt 2 22APR21

RNP AR APCH. RADAR required.

AUTHORIZATION 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 1½ SM.

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

See planview for multiple IF locations.

**AUTHORIZATION REQUIRED**
**RNAV (GPS) Y RWY 36L**

**AUSTIN-BERGSTROM INTL (AUS)**

---

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

**AUSTIN TOWER**
- 121.0 281.5

**GND CON**
- 121.9 348.6

**CLNC DEL**
- 125.5 263.0

**CPDLC**
- 496

---

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

**AUSTIN-BERGSTROM INTL (AUS)**

---

**MALS**
- **MISSED APPROACH:** Climb to 1700 then climbing left turn to 3500 direct GARDS and hold.

---

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

---

**LNAV**
- **DA**
- **MDA**

---

**VNAV**
- **LPV**
- **DA**
- **MDA**

---

**RNAV**
- **DA**
- **MDA**

---

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

**AUSTIN-BERGSTROM INTL (AUS)**

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**SC-3, 30 NOV 2023 to 25 JAN 2024**

---

**AUSTIN, TEXAS**

**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 1 1/2 SM, LNAV Cat E visibility to 1 1/2 SM. Inop table does not apply to LPV all Cats.
No natural text extracted from the image.
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

AIRPORT DIAGRAM

AL-556 (FAA)

AUSTIN-BERGSTROM INTL (AUS)
AUSTIN, TEXAS

D-ATIS
124.4

AUSTIN TOWER
121.0 281.5

GND CON
121.9 348.6

CLNC DEL
125.5 263.0

CPDLC
PDC

JANUARY 2020
ANNUAL RATE OF CHANGE
0.1° W

TERMINAL
SOUTH TERMINAL

HANGARS

FBO

TERMINAL RAMP

MAINTENANCE RAMP

AIR CARGO

AIRPORT DIAGRAM

PCN 92 R/B/W/T
S-75, D-210, 2D-618, 2D/2D2-913

PCN 98 R/B/W/T
S-75, D-210, 2D-618, 2D/2D2-913

TERMINAL

SOUTH TERMINAL

HANGARS

FBO

TERMINAL RAMP

MAINTENANCE RAMP

AIR CARGO

AIRPORT DIAGRAM

PCN 92 R/B/W/T
S-75, D-210, 2D-618, 2D/2D2-913

PCN 98 R/B/W/T
S-75, D-210, 2D-618, 2D/2D2-913

TERMINAL

SOUTH TERMINAL

HANGARS

FBO

TERMINAL RAMP

MAINTENANCE RAMP

AIR CARGO
AEROZ TWO DEPARTURE

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

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

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.

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

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

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

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

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

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

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

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

DEPARTURE ROUTE DESCRIPTION

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

. . . . on track 224° to BNDIA. Maintain altitude assigned by ATC. Expect filed altitude 10 minutes after departure.

NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.
(CWK7.CWK) 21112

CENTEX SEVEN DEPARTURE

TOP ALTITUDE: ASSIGNED BY ATC

- 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.

- JAYJO
  - Transition for piston aircraft landing HOU; for piston and turboprop aircraft landing EFD, GLS, or LXB; for all aircraft landing IAH.

- COLLEGE STATION
  - Transition for aircraft requesting 9000 MSL to FL230.

- RADAR required.

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

NOTE: Chart not to scale.

SC-3, 30 NOV 2023 to 25 JAN 2024
DEPARTURE ROUTE DESCRIPTION

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

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

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

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

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

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

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

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.
- Climb on heading 355° 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.

NOTE: Chart not to scale.

ASSIGNED BY ATC

TOP ALTITUDE: AUSTIN-BERGSTROM INTL (AUS)

AUSTIN, TEXAS

AUSTIN, TEXAS

(ILEXY4.ILEXY) 23166

ILEXY FOUR DEPARTURE (RNAV) AL-556 (FAA)

NOTE: Aircraft not destined the Houston terminal area or joining JAYJO transition to join V306 only.

NOTE: Houston terminal area arrivals expect routing from ILEXY, then on transition. Maintain altitude assigned by ATC. Expect filed altitude 10 minutes after departure.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.

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 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.
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.

SAYBR THREE DEPARTURE (RNAV)

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.
**ILS or LOC RWY 13**

**SAN MARCOS RGNL (HYI)**

**ATIS** 120.825  **AUSTIN APP CON** 119.0  **SAN MARCOS TOWER** 126.825 (CTAF)

<table>
<thead>
<tr>
<th>ATIS</th>
<th>AUSTIN APP CON</th>
<th>SAN MARCOS TOWER</th>
</tr>
</thead>
<tbody>
<tr>
<td>120.825</td>
<td>119.0</td>
<td>370.85</td>
</tr>
</tbody>
</table>

**GND CON** 120.125  **CLNC DEL** 120.125  **CLNC DEL 121.35** (when twr closed)

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

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

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

**GARYS INT**

**ALTERNATE MISSED APCH FIX**

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

**ATIS** 120.825  **AUSTIN APP CON** 119.0  **SAN MARCOS TOWER** 126.825 (CTAF)

**GND CON** 120.125  **CLNC DEL** 120.125  **CLNC DEL 121.35** (when twr closed)

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

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

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

**GARYS INT**

**ALTERNATE MISSED APCH FIX**

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

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

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

**GARYS INT**

**ALTERNATE MISSED APCH FIX**

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

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

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

**GARYS INT**
RVN (GPS) RWY 8
SAN MARCOS RGNL (HYI)

Holding Pattern
6 NM

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.

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)

6000  261°
3000
2400
081°
(IF/IAF)
RAJRY

6 NM

QIMIB
261°
880±
3100

3000

QIMIB

595
TDZE
589

261°
880±

081°

6 N M

HOLD 5000

RAJRY

RAJRY

RAJRY

QIMIB and hold.

Climb to 3000 direct QIMIB and hold.

MISSED APPROACH:

AN PAPCH.

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.

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)
WAAS CH 86232 W13A

**RNP APCH-GPS:**

- **Rwy Idg:** 5601
- **Apt Elev:** 593

**CIRCLING:**

- **(FAF) JISGO**
- **YOYTU**
- **(IF/IAF) ORALE**

**HOLD:**

- **6000**
- **3500**
- **306°**
- **126°**

**HOLDING PATTERN:**

- **6 NM**
- **306°**
- **126°**

**LINNAV/ VNAV DA:**

- **946-3/4**
- **353 (400-3/4)**

**LINNAV MDA:**

- **1120-1/4**
- **527 (600-1/4)**

**CIRCLING:**

- **1120-1**
- **525 (600-1)**

**MISSED APPROACH:**

- Climb to 3000 direct and hold.

** categories:**

- **LPV DA:** 793-3/4, 200 (200-3/4)
- **LNAV/ VNAV DA:** 946-3/4, 353 (400-3/4)
- **LNAV MDA:** 1120-1/4, 527 (600-1/4)
- **CIRCLING:** 1120-1, 525 (600-1)
- **MIRL RWys 8-26, 13-31, and 17-35**

**ATIS:** 120.825

**AUSTIN APP CON:** 119.0 370.85

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

**GND CON:** 120.125

**CLNC DEL:** 121.35

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

**ARINC 424**

**6330 X 100**

**5601 X 100**

**31 X**

**ELEV 593**

**TDZE 593**

**AUSTIN, TEXAS**

**AL-502 (FAA) 23222**

**RNAV (GPS) RWY 13**

**SAN MARCOS RGNL (HYI)**

**29°54'N - 97°52'W**

**SC-3, 30 NOV 2023 to 25 JAN 2024**

**Amdt 2C 12AUG21**
### RNAV (GPS) RWY 17

**SAN MARCOS RGNL (HYI)**

#### Holding Pattern

- **CIRCLING**
  - RNAV (GPS) RWY 17
  - Holding Pattern

- **Holding Pattern**
  - RWY 17

#### ATIS

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<tbody>
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<tr>
<td>SAN MARCOS TOWER</td>
<td>126.825 (CTAF)</td>
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<td>GND CON</td>
<td>120.125</td>
</tr>
<tr>
<td>CLNC DEL</td>
<td>121.35</td>
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#### MISSED APPROACH FIX

- **CILAK**
- **PUKIY**
- **YADUK**
- **KUXZE**

#### CATEGORY

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<th>C</th>
<th>D</th>
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#### WAAS

- **CH 77832**

- **App CRS** 171°

- **Rwy Idg** 5214

- **TDZE** 595

#### San Marcos RGNL (HYI)

- **Apt Elev** 595

#### Miscalculation of altimeter setting 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/E visibility ¼ mile; increase LNAV/VNAV all Cats and LNAV C/D/E visibility ⅛ mile. Circling NA for Cat E SW of Rwy 13-31.

- **DME/DME RNP-0.3 NA. VDP NA with New Braunfels altimeter setting. Helicopter visibility reduction below ½ SM NA.**

#### CLNC DEL

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<tr>
<td>CLNC DEL</td>
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</table>

#### RNAV (GPS) RWY 17

- **RNAV only.**
- 3100
- 351°
- 171°

---

**SAN MARCOS RGNL (HYI)**

**RNAV (GPS) RWY 17**

**AUSTIN, TEXAS Orig-B 23JUN16**

**29°54'N-97°52'W**
Baro-VNAV NA when using New Braunsels 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 Braunsels 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 0.3 mile and Circling Cat C/D visibility 0.3 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 0.5 SM NA.

**MISSED APPROACH:**
Climb to 3000 direct RAJRY 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 (when twr closed)

---

**ELEV 595**

**TDZE 587**

---

**WAAS**
CH 78332

**TWR 0.4%**

**Up 0.4%**

**AP 4**

**P**

**P**

**P**

**CIRCLING**

**ELEV**

**(HYI)**

**AL-502 (FAA)**

**RNAV (GPS) RWY 26**

**SAN MARCOS RGNL (HYI)**

---

**29°54'N-97°52'W**

**SAN MARCOS RGNL (HYI)**

**RNAV (GPS) RWY 26**

---

**Orig-B 23JUN16**

**AUSTIN, TEXAS**

**SAN MARCOS RGNL (HYI)**

---

**23222**

**23222**

**23222**

**23222**
RNAV (GPS) RWY 31
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

**CIRCLING**

- **LNAV/VNAV**
- **LPV**
- **DA**

**ATLAS**
- 909° NAD83
- 052° CH orthometric
- 200° MLRS orthometric
- 050° DM orthometric

**LNAV/VNAV**
- 1080-1 (300-1)
- 1200-1 (400-1)
- 1240-1 (0.3)
- 1320-2 (800-2)
- 1420-2 (800-2)

**LPV**
- 1080-1 (300-1)
- 1200-1 (400-1)
- 1240-1 (0.3)
- 1320-2 (800-2)
- 1420-2 (800-2)

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

**CIRCLING**
- 980-1
- 980-1
- 980-1
- 1080-1
- 1120-1
- 1240-1
- 1320-2
- 1340-2

**ORALE**
- 126°
- 306°
- 3000

**HODAL**
- 306°
- 126°
- 3000

**TONXU**
- 2.5 NM to RW31
- 2000

**RUYOK**
- 2000
- 306°
- 3000

**RNAV (GPS) RWY 31**
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 LNAV/VNAV all Cats visibility 1/4 mile; and increase LNAV Cat C/D/E visibility 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.

**Missed Approach:** Climb to 3100 direct PUKIY and hold.

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

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

**6 NM**

**3100**

**PUKIY**

**CLNC DEL**

**6 NM**

**CILAK**

**3100**

**LNAV only.**

**MOKKO** 2.5 NM to RW35

**UDOTE**

**2000**

**351°**

**171°**

**3100**

**GP 3.00°**

**TCH 55**

**3100**

**6330 X 100**

**763**

**679**

**A 1269**

**A 938**

**3100**

**PUKIY**

**CILAK**

**3100**

**6 NM**

**Holding Pattern**

**833-3/4** 250 (300-34)

**LNAV/ VNAV**

**884-1** 301 (300-1)

**LNAV MDA**

**960-1** 377 (400-1)  **960-1/8** 377 (400-1/8)

**CIRCLING**

**1080-1** 485 (500-1)  **1120-1** 525 (600-1)  **1240-3/4** 645 (700-1/4) 1320-2/4 1340-2/3 725 (800-2/4) 745 (800-2/4)

**485 (500-1)**  **525 (600-1)**  **645 (700-1/4)**  **725 (800-2/4)**  **745 (800-2/4)**
Procedure NA for arrival on CWK VORTAC airway radials 222 CW 271.

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

MISSED APPROACH: Climb to 2000 then climbing left turn to 3200 direct GARYS LOM 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 115
San 3.49°
Category

CIRCLING

1240-1
645 (700-1)
1240-1
645 (700-1)
1320-2
725 (800-2)

SAN MARCOS RGNL (HYI)
NDB RWY 13

AUSTIN, TEXAS
Amdt SC 12AUG21

29°54'N-97°52'W
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: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.

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

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)
II\(\text{PLEXIY}\) FOUR DEPARTURE [RNAV]

**DEPARTURE ROUTE DESCRIPTION**

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

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

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

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

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

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

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

**JAYJO TRANSITION (ILEXY4.JAYJO)**

**ZENZI TRANSITION (ILEXY4.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.
DEPARTURE ROUTE DESCRIPTION

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

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

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

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

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

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

...on track 024° to SAYBR. Maintain altitude assigned by ATC.
Expect filed altitude 10 minutes after departure.
RNAV (GPS) RWY 17
BRUCE FLD (E30)

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 ½ mile.

SAN ANGELO APP CON *
125.35 354.1

CTAF
122.9 0

**Missed Approach:**
Climb to 4000 direct WIKUS and hold.

---

**Category:**

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<th>Circling</th>
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**Ballinger, Texas**
Orig-A 16OCT14

**RNAV (GPS) RWY 17**

**WIKUS and hold.**

**31°40'N-99°59'W**

---

**RNAV (GPS) RWY 17**

**Bruce Fld (E30)**
DME/DME RNP 0.3 NA. Use San Angelo Rgnl/Mathis Fld altimeter setting, if not received use Curtis Field altimeter setting and increase all DA/MDAs 20 feet.

**MISSING APPROACH:** Climb to 3500 direct RIEEE and hold.

**SAN ANGELO APP CON** 125.35 354.1

**CTAF** 122.9

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

**RNAV (GPS) RWY 35**

**BRUCE FLD (E30)**
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.

**MISSING PATH:** Climb to 2000 direct JOSUK and hold.

**Amdt 1  24MAY18**

**BEEVILLE MUNI (BEA)**

**RNAV (GPS) RWY 12**

**AWOS-3**

**118.675**

**HOUSTON CENTER**

**134.6  322.5**

**UNICOM**

**122.8 (CTAF)**

**CH 49241**

**W12A**

**WAAS**

**APP CRS  127°**

**Rwy Ldg 4553**

**TDZE  268**

**Apt Elev  273**

---

**Navaid:**

- **AWOS-3**
- **HOUSTON CENTER**
- **UNICOM**

**Map Details:**

- **JOSUK**
- **JOSUK**
- **KINGSVILLE 4 MOA**

**Aircraft Data:**

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

**Table Data:**

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**Map Scale:**

- **2000**
- **JOSUK**
- **NEYIB**
- **ECEPA**
- **RW12**

**Elevation:**

- **273**
- **TDZE 268**

---

**Additional Details:**

- **THX**
- **2000 N oPT**
- **307°**
- **127°**
- **6.1 NM**
- **3.1 NM**
- **2.2 NM**

---

**Annotations:**

- **2000**
- **307°**
- **127°**
- **4 NM**
- **Holding Pattern**
- **NEYIB**
- **ECEPA**
- **RW12**
- **VGSi and RNAV glidepath not coincident (V GSi Angle 3.00/TCH 20).**

---

**Weather Conditions:**

- **Visibility reduction below ¾ SM NA.**
- **Circling Rwy 18 and 36 NA at night. Rwy 12 helicopter visibility reduction below ¾ SM NA.**
RNAP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Circling Rwy 18 and 36 NA at night.

Rwy 30 helicopter visibility reduction below ½ SM NA.

MISSING APPROACH: Climb to 2000 direct NEYIB and hold.

AWOS-3
118.675

HOUSTON CENTER
134.6 322.5

UNICOM
122.8 (CTAF)

Apt Elev 273
TDZE 262

BEEVILLE, TEXAS

RNAP (GPS) RWY 30
BEEVILLE MUNI (BEE)

Amdt 1 24MAY18

BEEVILLE, TEXAS

AL-5899 (FAA)

19115

28°22'N-97°48'W
Use Corpus Christi int'l altimeter setting.
Circling NA to Rwy 18 and 36.

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.
RNAV (GPS) RWY 13
CHASE FLD INDUSTRIAL (TX2)

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

**Missed Approach:** Climb to 3000 direct WEDBU and hold.

<table>
<thead>
<tr>
<th>Location</th>
<th>Frequency</th>
</tr>
</thead>
<tbody>
<tr>
<td>BEEVILLE, TEXAS</td>
<td>118.675</td>
</tr>
<tr>
<td>HOUSTON CENTER</td>
<td>134.6 322.5</td>
</tr>
<tr>
<td>UNICOM</td>
<td>122.8 (CTAF)</td>
</tr>
</tbody>
</table>

**Holding Pattern**

- **4 NM**
- **311°**
- **131°**

**GP 3.00° TCH 50**

**3000**
- **131°**
- **1800**
- **1800**
- **540**
- **ZEVUT**
- **515**

**INNAHI**

**3000**
- **041°**
- **221°**
- **WEDBU**

**30 NM to INNAHI (NoPT)**

**882**

**KINGSVILLE 4 MOA**

**3000**
- **131° to RW13**

**4 NM**

**311°**

**131°**

**INNAHI**

**3000**
- **041°**
- **221°**
- **WEDBU**

**30 NM to INNAHI**

**INNAHI**

**3000**
- **041°**
- **221°**
- **WEDBU**

**MIRL Rwy 13-31**

**SC-3, 30 Nov 2023 to 25 Jan 2024**

---

**BEEVILLE, TEXAS**

**AL-11435 (FAA)**

**CHASE FLD INDUSTRIAL (TX2)**

**RNAV (GPS) RWY 13**

**28°22'N-97°40'W**
RNAV (GPS) RWY 31
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)

MISSED APPROACH: Climb to 3000 direct INAHI and hold.

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

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

Apt Elev 184
TDZE 182

KINGSVILLE 4 MOA

KINGSVILLE 4 MOA

4 NM

311°

INAHI

3000

WEDBU

WEDBU

30 NM to WEDBU (NPA)

131°

4 NM

WEDBU

Chase Fld Industrial

SC-3, 30 Nov 2023 to 25 Jan 2024

RNAV (GPS) RWY 31
CHASE FLD INDUSTRIAL (TX2)

AC-11435 (FAA)

WAAS
Ch 77940
W31A

APP CRS
311°

Rwy Idg
TDZE
Apt Elev
8000
182
184

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

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

Baro-VNAV NA. DME/DME RNP-0.3 NA.
MISSED APPROACH: Climb to 5000 direct JEKAB and hold.

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

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

Radar Required

5000
[IAF] IVIDE
5000 NoPT 071° (5)
5000 NoPT 251° (5)
341°
3254

161°
5000
251°
30 NM to IVIDE (NoPt)
30 NM to COLKO

3462
COLKO
071°
341°

IVIDE 5000

[IAF] HISP
[FAF] RUGPY

2962
3213
3229
3267

JEKAB

5000
HISP

5 NM

HOLDING PATTERN

(i) 5 NM

SOUTH OF RUGPY

341°
5000

HISPI
30 NM to HISPI

161°
4500

RGN Rwy 16-34

31°12' N-101°28' W

REAGAN COUNTY (E41)

RNAV (GPS) RWY 16

SC-3, 30 NOV 2023 to 25 JAN 2024

RNAV (GPS) RWY 16

REAGAN COUNTY (E41)
MISSED APPROACH: Climb to 4400 then climbing left turn to 8200 direct PIERs and hold, continue climb-in-hold to 8200.

Procedure NA for arrivals at PIERs via V560 Eastbound.

RADAR required when R-5103 in use.

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 75).

SCALE: 1/2 NM = 1/4 MILE

UNITED STATES
MEXICO

APCH CRS
Rwy Igd 13.554
TDZE 3947
Arpt Elev 3947
AL-133 [USA]
BIGGS AAF (KBIF)

RNP APCH

ATIS
EL PASO APP CON
TOWER
GND CON
EL PASO CLNC DEL
ASR

SC-3, 30 NOV 2023 to 25 JAN 2024

FORT BLISS, TEXAS

RNAV (GPS) RWY 22

RNAV (GPS) RWY 22

FORT BLISS, TEXAS
Amtd 1A 22APR21

RNAV (GPS) RWY 22
**VOR or TACAN RWY 22**

**FORT BLISS, TEXAS**

- **EWM VORTAC**: 112.4 (Chan 71)
- **APCH CRS**: 210°
- **Rwy Idg**: 13,554
- **TDZE**: 3947
- **Arpt Elev**: 3947

**SC-3, 30 Nov 2023 to 25 Jan 2024**

**ATIS**

**EL PASO APP CON**

- **S of V16**: 119.15
- **N of V16**: 124.25

**TOWER**

- **127.9**
- **342.25**

**EL PASO CLNC DEL**

- **121.6**
- **251.125**
- **379.1**

**ASR**

- **125.0**

**Knots**

- **60**
- **120**
- **180**
- **240**
- **300**
- **360**

**V/V (fpm)**

- **332**
- **664**
- **996**
- **1328**
- **1660**
- **1922**

**Min climb of 332 ft/minute to 6400 - Controlling Obstacle Unk Climb grad does not apply to the TACAN only missed apch**

- **R5103B**

**RADIO required when R5103A, R5103B, R5103C, R5107K are active**

**IF/IAF**

**NEWMAN**

- **112.4 EWM**

**Chan 71**

**United States**

**Mexico**

**CAUTION**

El Paso Intl airport is 2.5 NM southeast with same runway configuration.

**ELEV** 3947

**TDZE** 3947

**CATEGORY**

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

**S-22**

- **5140-1/4**
- **1193 (1200-1/4)**

**CIRCLING**

- **5140-1/4**
- **5140-1/2**
- **1193 (1200-1/4)**

**JUVTO FIX MINIMUMS**

- **4380-1/4**
- **433 (500-1)**
- **4380-1/4**
- **433 (500-1/4)**

**HILR RWY 4-22**

**REIL RWYS 4 and 22**

**FAF to MAP 7.1 NM**

- **Knots**
- **MinSec**

**Amdt 9 05OCT23**

**BIGGS AAF** (KBIF)
RNAV (GPS) RWY 17  
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 all Cats visibility 1/4 mile, LNAV/VNAV all Cats visibility 1/2 mile, and LNAV Cat C visibility 1/2 mile. VDP and Baro-VNAV NA when using Junction altimeter setting.**

**Procedure NA for arrivals at LLO VORTAC on V161-568 southbound.**
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 ½ mile, LNAV Cat C visibility ¾ mile. Baro-VNAV NA when using Junction altimeter setting. Rwy 35 helicopter visibility reduction below ¾ 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.

**LNAV only.**
ADFR or RADAR required.

**VDP NA** when using Port Isabel altimeter setting. For inop ALS increase S-LOC 13 Cats C and D visibility to 1½ 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 ½ miles. For inop ALS when using Port Isabel altimeter setting increase S-LOC 13 Cats C/D visibility to 1½ miles.

**MALS R**

**MISSED APPROACH:** Climb to 700 then climbing left turn to 2000 direct HRL

**VOR/DME and hold.**

**LOCALIZER 110.3**

**I-BRO 7.3**

**Chan 40**

**CATEGORY**

<table>
<thead>
<tr>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>269/24</td>
<td>250 (300-½)</td>
<td>480/24</td>
<td>461 (500-½)</td>
</tr>
<tr>
<td>480/50</td>
<td>461 (500-1)</td>
<td>540-1½</td>
<td>518 (600-1½)</td>
</tr>
<tr>
<td>480-1</td>
<td>458 (500-1)</td>
<td>540-1</td>
<td>518 (600-1)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>680-2</td>
<td>658 (700-2)</td>
</tr>
</tbody>
</table>

**MIRL Rwy 18-36**

**HRL Rwy 13-31**

**FAF to MAP 6 NM**

**Knots**

<table>
<thead>
<tr>
<th>60</th>
<th>90</th>
<th>120</th>
<th>150</th>
<th>180</th>
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</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Remain within 10 NM**

**GS 2.75°**

**TCH 58**

**BROWNSVILLE/TX**

**AL-61 (FAA)**

**22307**

**ILS or LOC RWY 13**

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

**CIRCLING 1900 (17.7) 287° (8.1)**
RNAV (GPS) RWY 13
BROWNSVILLE/SOUTH PADRE ISLAND INTL (BRO)

Circling to Rwy 18 NA at night. For uncompensated Baro-VNAV systems, procedure NA below 3°C (38°F) or above 34°C (93°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 1/2 mile. ** RVR 1800 authorized with use of FD or AP or HUD to DA, NA when using Port Isabel altimeter setting.

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

<table>
<thead>
<tr>
<th>ATIS</th>
<th>VALLEY APP CON</th>
<th>BROWNSVILLE TOWER</th>
<th>GND CON</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>128.55</td>
<td>119.5</td>
<td>257.6</td>
<td>121.9</td>
<td>122.95</td>
</tr>
</tbody>
</table>

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

Limit missed approach to 245 KIAS.

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

For uncompensated Baro-VNAV systems, procedure NA below 3°C (38°F) or above 34°C (93°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 1/2 mile. ** RVR 1800 authorized with use of FD or AP or HUD to DA, NA when using Port Isabel altimeter setting.

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<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>**</td>
<td>219/24</td>
<td>200</td>
<td>200</td>
</tr>
</tbody>
</table>

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

For uncompensated Baro-VNAV systems, procedure NA below 3°C (38°F) or above 34°C (93°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 1/2 mile. ** RVR 1800 authorized with use of FD or AP or HUD to DA, NA when using Port Isabel altimeter setting.

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

For uncompensated Baro-VNAV systems, procedure NA below 3°C (38°F) or above 34°C (93°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 1/2 mile. ** RVR 1800 authorized with use of FD or AP or HUD to DA, NA when using Port Isabel altimeter setting.

** RVR 1800 authorized with use of FD or AP or HUD to DA, NA when using Port Isabel altimeter setting.
Circling Rwy 18 NA at night. Rwy 31 helicopter visibility reduction below 3/4 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 2° C or above 54° C.

MISSED APPROACH: Climb to 2000 direct FIRTA and hold.

Procedure NA for arrivals at RELAX on V163 northbound.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
REPEATBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
**RNAV (GPS) RWY 17**

**BROWNWOOD RGNL (BWD)**

**RNP APCH:**
- Rwy 17 helicopter visibility reduction below 3/4 SM NA.
- MisSED APPROACH: Climb to 4000 direct PEQIS and hold.

**AWOS-3**
- 118.325

**FORT WORTH CENTER**
- 127.45
- 290.3

**UNICOM**
- 122.8 (CTAF)

**MALS**
- A

**LNAV only.**

**SC-3, 30 Nov 2023 to 25 Jan 2024**

**BROWNWOOD, TEXAS**

Amdt 1C 14Jul22
RNP APCH.

Rwy 35 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 4000 direct MUSRE and hold.

AWOS-3 118.325

FORT WORTH CENTER 127.45 290.3

UNICOM 122.8 (CTAF)

MISSED APCH FIX

8 NM MUSRE

30 NM to FICCU

8 NM PEQIS

HOLD 10000 4000

PEQIS 4000

OKUTY 4000

FICCU 4000

RW35 1492

1827

1727

2231

HOVAS 2.4 NM to RW35

3000

2059

2180

4000 NoPT

4000 NoPT

PEQIS

085° 265°

175°

175°

3000

5000

355°

1.3 NM

2.5 NM

6.3 NM

GP 3.00°

TCH 45

* LNAV only.

* 1.1 NM to RW35

* 1.3 NM

MIRL Rwys 13-31 and 17-35

BROWNWOOD, TEXAS

Al-705 (FAA)

20142

RNAV (GPS) RWY 35

BROWNWOOD RGNL (BWD)

SC-3, 30 NOV 2023 to 25 JAN 2024

Amdt 1B 07NOV19

BROWNWOOD, TEXAS

Apt Elev 1387

TDZE 1386

1780-1

3000

127.45 290.3

4000

355°

1.1 NM

1.3 NM

2.5 NM

6.3 NM

GP 3.00°

TCH 45

* LNAV only.

* 1.1 NM to RW35

* 1.3 NM

MIRL Rwys 13-31 and 17-35

BROWNWOOD, TEXAS

Al-705 (FAA)

20142

RNAV (GPS) RWY 35

BROWNWOOD RGNL (BWD)

SC-3, 30 NOV 2023 to 25 JAN 2024

Amdt 1B 07NOV19

BROWNWOOD, TEXAS

Apt Elev 1387

TDZE 1386

1780-1

3000

127.45 290.3

4000

355°

1.1 NM

1.3 NM

2.5 NM

6.3 NM

GP 3.00°

TCH 45

* LNAV only.

* 1.1 NM to RW35

* 1.3 NM

MIRL Rwys 13-31 and 17-35

BROWNWOOD, TEXAS

Al-705 (FAA)

20142

RNAV (GPS) RWY 35

BROWNWOOD RGNL (BWD)

SC-3, 30 NOV 2023 to 25 JAN 2024

Amdt 1B 07NOV19

BROWNWOOD, TEXAS

Apt Elev 1387

TDZE 1386
VOR RWY 35
BROWNWOOD RGNL (BWD)

AWOS-3 118.325
FORT WORTH CENTER 127.45 290.3
UNICOM 122.8 (CTAF)

DME required.

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

AWOS-3
FORT WORTH CENTER
UNICOM 122.8 (CTAF)

BROWNWOOD, TEXAS
AL-705 (FAA)

ELEV 1387
TDZE 1386

MIRL Rwys 13-31 and 17-35

BROWNWOOD, TEXAS
Amdt 1D 15JUL21

31°48'N-98°57'W
**RNAV (GPS) RWY 1**

**BURNET MUNI/KATE CRADDOCK FLD (BMQ)**

**ASOS**

<table>
<thead>
<tr>
<th>Location</th>
<th>Frequency</th>
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</thead>
<tbody>
<tr>
<td>Houston Center</td>
<td>132.35 317.5</td>
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**UNICOM**

<table>
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</thead>
<tbody>
<tr>
<td>122.8 (CTAF)</td>
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</tbody>
</table>

**Rwy 1 helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Logo Vista altimeter setting and increase all MDA 60 feet.**

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

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

**CATEGORY**

<table>
<thead>
<tr>
<th>Category</th>
<th>LNAV MDA</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>1660-1 1/4</td>
</tr>
<tr>
<td>B</td>
<td>391 (400-1 1/4)</td>
</tr>
<tr>
<td>C</td>
<td>NA</td>
</tr>
</tbody>
</table>

**BURNET, TEXAS**

**Orig:** 23FEB23

**AL-5772 (FAA)**

**23054**

**RNAV (GPS) RWY 1**

**BURNET MUNI/KATE CRADDOCK FLD (BMQ)**

**ASOS**

<table>
<thead>
<tr>
<th>Location</th>
<th>Frequency</th>
</tr>
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<tbody>
<tr>
<td>Houston Center</td>
<td>132.35 317.5</td>
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**UNICOM**

<table>
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<th>Frequency</th>
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</thead>
<tbody>
<tr>
<td>122.8 (CTAF)</td>
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</table>

**Rwy 1 helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Logo Vista altimeter setting and increase all MDA 60 feet.**

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

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

**CATEGORY**

<table>
<thead>
<tr>
<th>Category</th>
<th>LNAV MDA</th>
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<tr>
<td>A</td>
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<td>B</td>
<td>391 (400-1 1/4)</td>
</tr>
<tr>
<td>C</td>
<td>NA</td>
</tr>
</tbody>
</table>

**BURNET, TEXAS**

**Orig:** 23FEB23

**AL-5772 (FAA)**

**23054**
RNAV (GPS) RWY 19

BURNET MUNI/KATE CRADDOCK FLD (BMQ)

MISSED APPROACH: Climb to 3100 direct FINTI then on track 184° to AMUSE.

Procedure NA for arrivals on AGJ VORTAC airway radials 185 CW 202.

Procedure NA for arrival on LLO VORTAC airway radials 018 CW 120.

RNAP APCH - GPS.

Rwy 19 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 and LNAV Cat C visibility 1/4 SM.

ASOS

HOUSETON CENTER

UNICOM

<table>
<thead>
<tr>
<th>ASOS</th>
<th>HOUSTON CENTER</th>
<th>UNICOM</th>
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</thead>
<tbody>
<tr>
<td>119.925</td>
<td>132.35 317.5</td>
<td>122.8 (CTAF)</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>LNAV MDA</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>1940-1 657 (700-1)</td>
</tr>
<tr>
<td>B</td>
<td>1940-1 657 (700-1)</td>
</tr>
<tr>
<td>C</td>
<td>1940-1 657 (700-1)</td>
</tr>
<tr>
<td>D</td>
<td>NA</td>
</tr>
</tbody>
</table>

RNAV (GPS) RWY 19

BURNET, TEXAS

AL-5772 (FAA) 23054

BURNET MUNI/KATE CRADDOCK FLD (BMQ)

30°44'N-98°14'W

RNAV (GPS) RWY 19

BURNET, TEXAS

Orig-E 23FEB23

RNAV (GPS) RWY 19

BURNET MUNI/KATE CRADDOCK FLD (BMQ)

30°44'N-98°14'W

RNAV (GPS) RWY 19

BURNET, TEXAS

Orig-E 23FEB23
RNAV (GPS) RWY 13

DIMMIT COUNTY (CZT)

**RNAV (GPS) RWY 13**

**DIMMIT COUNTY (CZT)**

**CARRIZO SPRINGS, TEXAS**

**AL-6272 (FAA)**

**WAAAS CH 82133 W13A**

**APP CRS 127°**

**Rwy Idg TDZE 5003 598**

**Apt Elev 598**

**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 ¼ 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)

**UNICOM**

HOUSTON CENTER 127.8 307.2 (CTAF)

**AWOS-3**

119.625

**COT ASOS**

118.325

**HOUSTON CENTER**

127.8 307.2

**UNICOM**

122.8 (CTAF)

**MISSED APPROACH:**

Climb to 3000 direct ADDIL 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>LPV DA</td>
<td>940-1(\frac{1}{2})</td>
<td>342 (400-1(\frac{1}{2}) )</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>LNAV/ VNAV DA</td>
<td>940-1(\frac{1}{2})</td>
<td>342 (400-1(\frac{1}{2}) )</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>1040-1</td>
<td>442 (500-1)</td>
<td>1040-1(\frac{1}{2})</td>
<td>442 (500-1(\frac{1}{2}) )</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1160-1</td>
<td>562 (600-1)</td>
<td>1240-1</td>
<td>642 (700-1)</td>
</tr>
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</table>

**CARRIZO SPRINGS, TEXAS**

Orig-B 13NOV14

**28°31'N-99°49'W**

**RNAV (GPS) RWY 13**

**DIMMIT COUNTY (CZT)**

**AL-6272 (FAA)**

**WAAAS CH 82133 W13A**

**APP CRS 127°**

**Rwy Idg TDZE 5003 598**

**Apt Elev 598**

**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 ¼ 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)

**MISSED APPROACH:**

Climb to 3000 direct ADDIL and hold.

**Category**

<table>
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<th>D</th>
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<td>342 (400-1(\frac{1}{2}) )</td>
<td>NA</td>
<td></td>
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<tr>
<td>LNAV/ VNAV DA</td>
<td>940-1(\frac{1}{2})</td>
<td>342 (400-1(\frac{1}{2}) )</td>
<td>NA</td>
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<tr>
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<td>1040-1</td>
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<td>1160-1</td>
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<td>1240-1</td>
<td>642 (700-1)</td>
</tr>
</tbody>
</table>
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 ¼ 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)

MISSED APCH FIX

3000 NoPT

(FAF) AVDUW

(IAF) ETUYA

(COTULLA COT)

1220

307°

127°

WEGID

4 NM

Holding Pattern

3000

ADDIL

AVDUW

ETIKY 1.9 NM to RW31

RW31

666 ± 735

1115

889

307°

127°

3000

4 NM

CARRIZO SPRINGS, TEXAS  
Amdt 1A 13NOV14

CARRIZO SPRINGS, TEXAS

APP CRS 307°

5003 RWlgd

TDZE 589

Apt Elev 598

WAAS CH 50433 W31A

DIMMIT COUNTY (CZT)  
RNAV (GPS) RWY 31

RNAV (GPS) RWY 31

DIMMIT COUNTY (CZT)

SC-3 30 NOV 2023 to 25 JAN 2024
RNAV (GPS) RWY 16
CASTROVILLE MUNI (CVB)
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

SAN ANTONIO APP CON

UNICOM

119.25

118.05 353.5

122.8 (CTAF)

ELEV 774

TDZE 769

Procedure NA for arrivals at SOMER on V17 northbound.

SC-3, 30 NOV 2023 to 25 JAN 2024

MIRL Rwy 16-34

CATEGORY

LPV DA

LNAV/ VNAV DA

LNAV MDA

CIRCLING

A

B

C

D

1019-7/8

1127-1/4

1200-1

1200-1

250 (300-½)

358 (400-1¼)

431 (500-1)

431 (500-1½)

NA

NA

NA

NA

29°21'N-98°51'SW

CASTROVILLE MUNI (CVB)

RNAV (GPS) RWY 34

Amdt 1 15OCT15

20"21.5'S-98°51'W

CASTROVILLE, TEXAS

AL-6552 (FAA)

20"21.5'S-98°51'W

2023-2024
COLEMAN, TEXAS

COLEMAN MUNI (COM)

RNAV (GPS) RWY 15

COLEMAN, TEXAS

AWOS-3PT

119.1

FORT WORTH CENTER

127.45  290.3

UNICOM

122.8 (CTAF)

HOLD

4000

6000

4000

328°

148°

4 NM

1.7 NM to RWY 15

3.8 NM

1.7 NM

7.5 NM

GP 3.00°

TCH 40

Rwy 15 helicopter visibility reduction below 3/4 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 WBUG and hold.

Category

LPV DA

1947-3/4

250 (300-3/4)

NA

LNAV/ VNAV DA

2238-1 3/8

541 (600-1 3/8)

NA

LNAV MDA

2280-1 3/4

583 (600-1 3/4)

583 (600-1 3/4)

NA
**RNAV (GPS) RWY 33**

**COLEMAN MUNI (COM)**

**AWOS-3PT**

119.1

**FORT WORTH CENTER**

127.45 290.3

**UNICOM**

122.8 (CTAF)

---

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

**Category:**
- A
- B
- C
- D

**LPV DA:**
- 1939-3/4
- 250 (300-3/4)
- NA

**LNAV/VNAV DA:**
- 1939-3/4
- 250 (300-3/4)
- NA

**LNAV MDA:**
- 2040-1
- 351 (400-1)
- NA

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

---

**WAAS**

- CH 82034
- WAAS W33A

**APP CRS**

- 328°

**Rwy Idg**

- 4506

**TDZE**

- 1689

**Apt Elev**

- 1697

**LNAV only.**

**HOPIV 1.9 NM to RW33**

**[IF/IAF] CUKKU**

**[IAF] EKGUZ**

**MISA RW33 25 NM**

**ELEV 1697**

**TDZE 1689**

**SC-3, 30 NOV 2023 to 25 JAN 2024**

**Amdt 1 10OCT19**

**Category:**
- A
- B
- C
- D
RNAV (GPS) RWY 17
COMANCHE COUNTY-CITY (MKN)

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).

MISSED APPROACH: Climb to 4000 direct ZALIR and hold.

AWOS-3 118.575
FORT WORTH CENTER 127.15 314.0
UNICOM 123.075 (CTAF)

- **AWOS-3**: 118.575
- **FORT WORTH CENTER**: 127.15 314.0
- **UNICOM**: 123.075 (CTAF)

**CIRCLING**
- **Category**: B
- **DA**: 1637-1
- **LNAV/VNAV DA**: 1686-1
- **LNAV MDA**: 1760-1
- **CIRCLING**: 2100-1

**ZALIR**
- **MISSED APCH FIX**: 3 5 3°
- **0.8 NM to RW17**: 2900
- **2.4 NM to RW17**: 2900
- **2.2 NM to RW17**: 2282
- **2.4 NM to IR1YE**: 2282
- **2.2 NM to IR1YE**: 2282

**Holding Pattern**
- **30 NM to CIRAR (NDB)**: 2323
- **30 NM to CIRAR**: 2323
- **CIRAR**: 2323
- **CIRAR**: 2282
- **CIRAR**: 2294
- **CIRAR**: 2246

**Brownwood 1 East MOA**
- **2323**
- **2188**
- **2113**
- **2282**
- **2246**

**Brownwood 1 West MOA**
- **083° 263°**

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

**Category**
- **A**: 1637-1
- **B**: 250 (300-1)
- **C**: NA
- **D**: NA

**Visibility**
- **5 mile**
- **Baro-VNAV and VDP NA when using Brownwood altimeter setting.**

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

**MISSED APCH FIX**
- **ZALIR**: 3 5 3°
- **0.8 NM to RW17**: 2900
- **2.4 NM to IR1YE**: 2900
- **2.2 NM to IR1YE**: 2900

**Brownwood 1 East MOA**
- **083° 263°**
- **CIRAR**: 2323
- **CIRAR**: 2282
- **CIRAR**: 2294
- **CIRAR**: 2246

**Brownwood 1 West MOA**
- **083° 263°**
- **CIRAR**: 2323
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**Brownwood 1 East MOA**
- **083° 263°**
- **CIRAR**: 2323
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- **CIRAR**: 2246

**Brownwood 1 West MOA**
- **083° 263°**
- **CIRAR**: 2323
- **CIRAR**: 2282
- **CIRAR**: 2294
- **CIRAR**: 2246
**ILS or LOC RWY 36**

**CORPUS CHRISTI INTL (CRP)**

**DME required.**

For inop ALS, increase S-ILS 36 Cat E visibility to RVR 4000 and S-LOC 36 Cat C/D/E visibility to RVR 4500.

**MISSED APPROACH:** Climb to 700 then climbing left turn to 2000 on heading 338° and CRP VORTAC R-287 to ATHIS INT/CRP 23.3 DME and hold.

<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</td>
<td>119.4</td>
<td>121.9</td>
<td>118.55</td>
</tr>
</tbody>
</table>

**MALSR**

**LOCALIZER 109.5 I-OYC Chan 32**

---

**ELEV 46 TDZE 40**

**ATIS CRP 25 NM**

**ILS or LOC RWY 36**

**CORPUS CHRISTI, TEXAS**

**Amdt 14B 02NOV23**

**ILS unusable inside DA. LOC unusable within 1.6 DME.**

**LOCALIZER 109.5 I-OYC Chan 32**

---

**SC-3, 30 NOV 2023 to 25 JAN 2024**

**ILS or LOC RWY 36**

**CORPUS CHRISTI INTL (CRP)**
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.

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.

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.
RNAV (GPS) RWY 18
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 Cats visibility to RVR 4500, and LNAV Cats C, D, and E visibility to RVR 5500.

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

**ATIS**
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 SKIDS on V163 northwest bound.
RNAV (GPS) Y RWY 31
CORPORUS CHRISTI INTL (CRP)

ATIS: 126.8
CORPORUS APP CON: 120.9 348.725
CORPORUS TOWER: 119.4 257.8
GND CON: 121.9 269.15
CLNC DEL: 118.55

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1°C or above 54°C. Procedure NA when Cabaniss Fld traffic patterns active. For inop ALS, increase LPV Cat E visibility to 3/4 SM, LNAV/VNAV all Cats visibility to 3/4 SM, and LNAV Cat E visibility to 1 3/4 SM.

Procedure NA for arrivals at SKIDS on V163 northwest bound.

Procedure NA for arrivals at WORRY on V13-407 northeast bound.

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

LPV DA: 243-1/2 200 (200-1/2)
LNAV/VNAV DA: 356-5/8 313 (400-5/8)
LNAV MDA: 500-1/2 457 (500-1/2) 500-7/8 457 (500-7/8)
CIRCLING: 454 (500-1) 734 (800-1) 820-2 774 (800-2/3)
DME required.

⚠️ Rwy 18 helicopter visibility reduction below 1/4 SM NA. Inop table does not apply.

MALSR

MISSED APPROACH: Climbing left turn to 2000 on heading 150° and CRP VORTAC R-169 to SOLON INT/CRP 28 DME and hold.

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<thead>
<tr>
<th>ATIS</th>
<th>CORPUS APP CON</th>
<th>CORPUS TOWER</th>
<th>GND CON</th>
<th>CLNC DEL</th>
</tr>
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**Category Table**

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<th>C</th>
<th>D</th>
<th>E</th>
</tr>
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<tbody>
<tr>
<td>S-18</td>
<td>680-1</td>
<td>638 (700-1)</td>
<td>680-1 3/4</td>
<td>638 (700-1 3/4)</td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>680-1</td>
<td>780-1</td>
<td>820-2 1/4</td>
<td>774 (800-2 1/4)</td>
<td>774 (800-2 1/4)</td>
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<td></td>
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<td></td>
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<td></td>
<td></td>
</tr>
</tbody>
</table>
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 Z RWY 13R

CORPORUS CHRISTI NAS (TRUAX FLD) (KNGP)

LOC I-NGP 111.3
APCH CRS 132°
Rwy Idg 8001
TDZE 13
Arpt Elev 18

DME required

SALS

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

ATIS 127.9 290.9
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

CORPUS CHRISTI, TEXAS

GS unusable beyond 6° left of course

CAUTION:
Intermediate segment (4.3 NM), less than minimum CAT AB 5 NM, CAT CD 6 NM.

When local altimeter setting not received, use Corpus Christi (CRP) Intl altimeter setting.

Northbound arrivals on V70-407, V13-20-163 require turn in holding at CRP VORTAC (IAF) (see L-20) for procedure entry, or RADAR vectors. Holding at CRP NA for TACAN users.

EMERG SAFE ALT 100 NM 11,100

CRP VORTAC
TYLLR
NGP 10
I-NGP 9.3

GEMJO
I-NGP 5

LOCALIZER 111.3
I-NGP

TRUAX

Chan 87

NGP 10

NGP 12

HAULS

NGP 14

MSP

HAULS

NGP 12

HOLD 6000

R-111

EMERG SAFE Alt

1800

1600

1200

900

600

300

0

ELEV 18

TDZE 13

246°

33°

22°

11°

4°

4°

3°

2°

1°

0°

108

CATEGORY A B C D
S-ILS 13R 213-3/4 200 (200-1/4)
S-LOC 13R* 460-3/4 447 (500-1/4) 460-1 447 (500-1)
C CIRCLING
460-1 {500-1} 480-1 520-1/2 562 (600-2)
442 462 {500-1} 502 (600-1/2) 562 (600-2)

CORPUS CHRISTI (CRP) Intl Altimeter Setting

S-ILS 13R 233° (300-1/4)
S-LOC 13R* 500-1/4 487 (500-1/4) 500-1/2 487 (500-1/4)
C CIRCLING
500-1 482 (500-1) 540-1/2 620-2
522 (600-1/2) 602 (700-2)

HRL Rwy 4-22, 13R-31L
HRL Rwy 13L-31R, 18-36
REIL Rwy 4-22, 13L-31R, 18-36, 31L

FAF to MAP 4.4 NM

Knots 60 90 120 150 180
Min:Sec 4.24 2.56 2.12 1.46 1.28

CORPUS CHRISTI, TEXAS
27°42'N-97°17'W

Orig 30NOV23
CORPORUS CHRISTI, TEXAS

APCH CRS
Wry Idg 5001
TDZE 17
Arpt Elev 18

[USN]
CORPORUS CHRISTI NAS (TRUAX FLD)  (KNGP)

MISSED APPROACH: Climb to 2000 direct FOLEM and hold.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (125°F).

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

EMERG SAFE ALT 100 NM 11,100

ELEV 18 TDZE 17

Baro-VNAV NA when local altimeter not available.

CORPUS CHRISTI CRP

NW bound 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.

(FAF) AMORR
(IF/IAF) Genny

Genny

1068

When local altimeter setting not received, use Corpus Christi (CRP) Int'l altimeter setting.

4 NM Holding Pattern

Genny

VDP NA when using Corpus Christi (CRP) Int'l altimeter setting

2000

AMORR

1 NM to RW04

27*42'N-97*17'W

CORPORUS CHRISTI NAS (TRUAX FLD) (KNGP)

RNAV (GPS) RWY 4

CORPORUS CHRISTI, TEXAS

Amdt 2 30NOV23

HRL Rwy 4-22, 13R-31L
HRL Rwy 13L-31R, 18-36
REIL Rwy 4-22, 13L-31R, 18-36, 31L

267-34 250 (300-34)

400-1 383 (400-1)
400-1½ 383 (400-1½)

460-1 442 (500-1)
480-1 462 (500-1)
520-1½ 502 (600-1½)
580-2 562 (600-2)

420-1 403 (500-1)
420-1½ 403 (500-1½)

500-1 482 (500-1)
540-1½ 522 (600-1½)
620-2 602 (700-2)
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (129°F).

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

EMERG SAFE ALT 100 NM 11,100
VDP NA when using Corpus Christi (CRP) Int altimeter setting.

CRP VORTAC

GP 3.00
TCH 46

<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>268-1</td>
<td>250</td>
<td>(300-1)</td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>400-1</td>
<td>382 (400-1)</td>
<td>400-1½</td>
<td>382 (400-1½)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>460-1 (500-1)</td>
<td>480-1 (500-1)</td>
<td>520-1½</td>
<td>580-2 (600-2)</td>
</tr>
</tbody>
</table>

CORPUS CHRISTI, TEXAS
Amdt 2 30NOV23

RNAV (GPS) RWY 13L
CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)

SC-3, 30 NOV 2023 to 25 JAN 2024

HIRL Rwy 4-22, 13R-31L
HIRL Rwy 13L-31R, 18-36
REIL Rwy 4-22, 13L-31R, 18-36, 31L
VOR/DME or TACAN Y RWY 13R

CORPUS CHRISTI, TEXAS

VORAC CRP 115.5 Chan 102
APCH CRS 139*
Rwy Idg 8001
TDZE 13
Arpt Elev 18

[USN] CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)

ATIS *
127.9 290.9

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 (CRP) Int'l altimeter setting.

EMERG SAFE ALT 100 NM 11,100
† VDP NA when using Corpus Christi (CRP) Int'l altimeter setting

1600 CRP R-138
VICCC CRP 21

ELEV 18
TDZE 13

Northbound arrivals on V70-407, V13-20-163 require turn in holding at CRP VORTAC (IAF) (see L-20) for procedure entry or RADAR vectors. Holding at CRP NA for TACAN users.
VOR/DME or TACAN Y RWY 31L

CORPORUS CHRISTI NAS (TRUAX FLD) (KNGP)

ATIS 127.9 290.9
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

CORPORUS CHRISTI CRP
115.5
Chan 102

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

VGSI and descent angles not coincident. (VGSI Angle 3.00°)

* VDP NA when using Corpus Christi (CRP) Iniil altitude setting.

CORPORUS CHRISTI, TEXAS
Amdt 2 30NOV23

27°42’N-97°17’W
CORPORUS CHRISTI NAS (TRUAX FLD) (KNGP)
When local altimeter setting not received, use Corpus Christi (CRP) Intnl altimeter setting.

MISSED APPROACH: Climb to 1,600 direct NGP TACAN and turn left to intercept R-041 to RYNOL and hold.

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

EMERG SAFE ALT 100 NM 11,100

CORPORUS CHRISTI, TEXAS

Amdt 2 30NOV23

TACAN RWY 18

[USN] CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)

SC-3, 30 NOV 2023 to 25 JAN 2024

119
When local altimeter setting not received, use Corpus Christi (CRP) Intl altimeter setting.

**MISSPED 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 L-20), or RADAR vectors. Holding at CRP NA for TACAN users.

---

**Category** | **A** | **B** | **C** | **D**
---|---|---|---|---
5-36 | 400-1 | 382 | 400-1½ | 382 | 400-1½
5-36 | 460-1 | 480-1 | 520-1½ | 580-2
5-36 | 442 (500-1) | 462 (500-1) | 502 (600-1½) | 562 (600-2)
5-36 | 440-1 | 422 (500-1) | 440-1½ | 422 (500-1½)
5-36 | 500-1 | 482 (500-1) | 540-1½ | 620-2
5-36 | 502 (600-1½) | 602 (700-2)

**CORPORUS CHRISTI, TEXAS**

**Amdt 2 30NOV23**
When local altimeter setting not received, use Corpus Christi (CRP) Intl altimeter setting.

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

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

---

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

---

**TACAN X RWY 31L**

---

**CORPUS CHRISTI, TEXAS**

121
When local altimeter setting not received, use Corpus Christi (CRP) Intl 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.

EMERG SAFE ALT 100 NM 11,100
When local altimeter setting not received, use Corpus Christi (CRP) Intl altimeter setting.

**ATIS**
127.9 290.9

**APP CON**
128.675 343.75

**NAVY CORPUS TOWER**
134.85 340.2

**GND CON**
118.7 257.85

**CLNC DEL**
314.3

**ASR/PAR**

Northbound arrivals on V70-407 and V13-20-163 require turn in holding at CRP VORTAC (See L-20), or RADAR vectors. Holding at CRP NA for TACAN users.

**TRUAX**
Chan 87 NGP

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

**TACAN**

**BAWVII**

**CORPUS CHRISTI (CRP) INTL ALTIMETER SETTINGS**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>S-31L</th>
<th>S-31L</th>
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</thead>
<tbody>
<tr>
<td>A</td>
<td>420-1</td>
<td>420-1</td>
</tr>
<tr>
<td>B</td>
<td>403</td>
<td>403</td>
</tr>
<tr>
<td>C</td>
<td>460-1½</td>
<td>460-1½</td>
</tr>
<tr>
<td>D</td>
<td>403</td>
<td>403</td>
</tr>
</tbody>
</table>

**CORPUS CHRISTI, TEXAS**
Amdt 2 30NOV23
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.

**MISSING APPROACH:** Climb to 2600 direct FOSIM and hold.

**ASOS**
- COTULLA, TEXAS
- 118.325

**HOUSTON CENTER**
- 134.6 322.5

**UNICOM**
- 122.7 (CTAF)

---

**CISKU**
- (IF/IAF)
- 4 NM

**CISKU**
- (FAF)
- BUYAT
- 1.6 NM to RW13
- 590±
- 925 ±
- 796 ±

**AKEES**
- 0.7 ±
- 0.9 ±

**2600 CISKU**
- 30 NM to CISKU
- 0.9 NM to RW13

**FOSIM**
- 308°
- 128°

**RNAV (GPS) RWY 13**

---

**ELEV 474**

**TDZE 474**

---

**AL-907 (FAA)**

---

**28°27'N-99°13'W**

---

**COTULLA, TEXAS**

**Amdt 2A 28MAY15**
When local altimeter setting not received, use Pleasanton Muni altimeter setting; increase all MDA 120 feet, Circling Cat C visibility 1/2 SM.

**MISSED APPROACH:** Climbing right turn to 2100 direct COT VORTAC and hold.

**VOR-A**

**COTULLA-LA SALLE COUNTY (COT)**

**ASOS**

<table>
<thead>
<tr>
<th>Elev</th>
<th>474</th>
</tr>
</thead>
</table>

**HOUSTON CENTER**

| Frequency | 134.6 322.5 |

**UNICOM**

| Frequency | 122.7 (CTAF) |

**Category**

<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>CIRCLING</td>
<td>920-1</td>
<td>940-1</td>
<td>1120-1 1/4</td>
<td>NA</td>
</tr>
</tbody>
</table>

**ELEV**

| N/A |

**ELEV 474**

**MIRL Rwy 13-31**

**2500**

**MIA**

**MAHLA COT**

**5**

**644±**

**079°**

**R-079**

**2100 COT**

**3100 MSA COT 25 NM**

**Remain within 10NM**

COTULLA, TEXAS

Amdt 13A 08OCT20

28°27'N-99°13'W

**127**
**ILS or LOC RWY 13**

**DEL RIO INTL (DRT)**

**Circling NA for Cat D SW of Rwy 13-31. When local altimeter setting not received, use Laughlin AFB altimeter setting and increase all DAs 30 feet, all MDAs 40 feet, increase S-LOC 13 Cat D and Circling Cts C and D visibility ½ SM. VDP NA when using Laughlin AFB altimeter setting.**

**ASOS**
- **DEL RIO APP CON**: 118.525
- **CINC DEL**: 119.6 259.1
- **UNICOM**: 120.5
- **122.8 (CTAF)**

**RADAR REQUIRED**

**LOC I-DRT**
- **APP CRS**: 111.9
- **Chan**: 56
- **Apt Elev**: 1002
- **MALS**
- **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.

**132° 4.9 NM from FAF**

**ADF or DME REQUIRED**

**Category**
- **A**: 1202-3/4
- **B**: 200 (200-¼)
- **C**: 1420-3/4
- **D**: 418 (500-¾)

**CIRCLING**
- **S-ILS 13**: 1440-1
- **S-LOC 13**: 1560-1
- **Circling**: 1740-2

**Frequencies**
- **DALF**: 3500
- **US Army Radars**: 357°
- **357° (DRT)**
- **1200**: 4000
- **Loc**: 4000

**ILS or LOC RWY 13**

**DEL RIO, TEXAS**

**Orig-B 20MAY21**

**29°22'N-100°56'W**
VOR-A
DEL RIO INTL (DRT)

DIVERGENT holding pattern 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.

MISSING 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)

CIRCLING
One Minute
Holding Pattern

DEL RIO, TEXAS
Amdt 1A 10SEP20

29°22'N-100°56'W

AL-5268 (FAA)
MISSED APPROACH: Climbing right turn to 2600 direct CIKEB and hold.

Night landing: Rwy 35 NA. Helicopter visibility below 1 SM NA.

DME/DME RNP 0.3 NA. Use Castroville Muni altimeter setting; when not received, use Helens Muni altimeter setting and increase all MDA 40 feet.

APP CRS 346°
Rwy Idg 3399
TDZE 702
Apt Elev 702
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.

### 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-35</td>
<td>1340-1</td>
<td>637 (700-1)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1380-1</td>
<td>677 (700-1)</td>
<td>NA</td>
<td></td>
</tr>
</tbody>
</table>
EAGLE PASS, TEXAS

RNAV (GPS) RWY 13
MAVERICK COUNTY MEML INTL (5T9)

RNP APCH.

AWOS-3 119.175  KDFL ATIS* 114.4 269.9  DEL RIO APP CON* 127.75 326.2  UNICOM 122.8 (CTAF)

Final approach course offset 16.61°.

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

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

LAUGHLIN 2 MOA

LAUGHLIN 3 MOA

AZOBE 3500  KUGEC 2500  BIRLS 2.2 NM to MESUY

MIRL Rwy 13-31

EAGLE PASS, TEXAS

Amdt 1C  02JAN20

WAAS

APP CRS 146°

Rwy Ldg 5506 100

TDZE 887

Apt Elev 887

RNP APCH.

ELEV 887  TDZE 887

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

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

LAUGHLIN 2 MOA

LAUGHLIN 3 MOA

AZOBE 3500  KUGEC 2500  BIRLS 2.2 NM to MESUY

Final approach course offset 16.61°.

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

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

LAUGHLIN 2 MOA

LAUGHLIN 3 MOA

AZOBE 3500  KUGEC 2500  BIRLS 2.2 NM to MESUY

Final approach course offset 16.61°.

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

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

Final approach course offset 16.61°.

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

Final approach course offset 16.61°.

Final approach course offset 16.61°.
RNAV (GPS) RWY 31
MAVERICK COUNTY MEML INTL (5T9)

RTCA SC-3, 30 NOV 2023 to 25 JAN 2024

**GCA**

EAGLE PASS, TEXAS

**AWOS-3**

119.175

**KDLF ATIS**

114.4 269.9

**DEL RIO CON**

127.75 326.2

**UNICOM**

122.8 (CTAF)

**Procedure**

**SAT VORTAC on airway radials 190 CW 285.**

**Missed Approach**

Climb to 4000 direct CEXEV and via 056° track to NEYIR and hold.

**AWOS-3**

119.175

**KDLF ATIS**

114.4 269.9

**DEL RIO CON**

127.75 326.2

**UNICOM**

122.8 (CTAF)

**Procedure**

**SAT VORTAC on airway radials 190 CW 285.**

**Missed Approach**

Climb to 4000 direct CEXEV and via 056° track to NEYIR and hold.
RNAV (GPS) RWY 14
SOUTH TEXAS INTL AT EDINBURG (EBG)

### RNP APCH.

- **Rwy 14** helicoper visibility reduction below 0.3 SM NA.
- For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (120°F).

### AWOS-3PT

<table>
<thead>
<tr>
<th>Location</th>
<th>Temperature</th>
</tr>
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<tbody>
<tr>
<td>AWOS-3PT</td>
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### VALLEY APP CON

<table>
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<tr>
<th>Location</th>
<th>Temperature</th>
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<tbody>
<tr>
<td>VALLEY APP CON</td>
<td>122.65 377.2</td>
</tr>
</tbody>
</table>

### UNICOM

- **UNICOM** 122.8 (CTAF)

---

**Procedure for arrivals at JIMIE via V20 northeast bound, and arrivals at FATOR via V17 southeast bound.**

**Procedure for arrivals at JIMIE via V20 northeast bound, and arrivals at FATOR via V17 southeast bound.**

**RNAV (GPS) RWY 14**

- **Category** A
- **LPV DA** 325-1 250 (300-1)
- **LNAV/VNAV DA** 441-1¼ 366 (400-1¼)
- **LNAV MDA** 440-1 365 (400-1¼)
- **CIRCLING** 500-1¼ 620-1¼ 760-2 760-2/¼

**RNAV (GPS) RWY 14**

- **26°27'N-98°07'W**

**RNAV (GPS) RWY 14**

- **Orig-A 22APR21**

---

**RNAV (GPS) RWY 14**

- **26°27'N-98°07'W**

**RNAV (GPS) RWY 14**

- **Orig-A 22APR21**

---

**RNAV (GPS) RWY 14**

- **26°27'N-98°07'W**

**RNAV (GPS) RWY 14**

- **Orig-A 22APR21**

---

**RNAV (GPS) RWY 14**

- **26°27'N-98°07'W**

**RNAV (GPS) RWY 14**

- **Orig-A 22APR21**

---

**RNAV (GPS) RWY 14**

- **26°27'N-98°07'W**

**RNAV (GPS) RWY 14**

- **Orig-A 22APR21**

---

**RNAV (GPS) RWY 14**

- **26°27'N-98°07'W**

**RNAV (GPS) RWY 14**

- **Orig-A 22APR21**

---

**RNAV (GPS) RWY 14**

- **26°27'N-98°07'W**

**RNAV (GPS) RWY 14**

- **Orig-A 22APR21**

---

**RNAV (GPS) RWY 14**

- **26°27'N-98°07'W**

**RNAV (GPS) RWY 14**

- **Orig-A 22APR21**
RNAV (GPS) RWY 32
SOUTH TEXAS INTL AT EDINBURG (EBG)

RNP APCH-GPS:

**AWOS-3PT**
118.025

**VALEY APP CON**
122.65 377.2

**UNICOM**
122.8 (CTAF)

- **DA**
- **MDA**
- **CIRCLING**

**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>LPV DA</td>
<td>323-3/4</td>
<td>250 (300-3/4)</td>
<td></td>
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<tr>
<td>LNAV/ VNAV DA</td>
<td>361-1</td>
<td>288 (300-1)</td>
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<tr>
<td>LNAV MDA</td>
<td>660-1</td>
<td>587 (600-1)</td>
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<tr>
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<td>660-1</td>
<td>587 (600-1)</td>
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<tr>
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<td>660-1</td>
<td>587 (600-1)</td>
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<td>587 (600-1)</td>
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</tr>
<tr>
<td></td>
<td>660-1</td>
<td>587 (600-1)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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

- Procedure NA for arrivals at JIMIE via V20 northeast bound, V407 northbound, V70 northwest bound, and arrivals at FATOR via V17 northwest bound.

**RNAV (GPS) RWY 32**

**Rwy 32**

**For uncompensated Baro-VNAV systems LNAV/VNAV NA below -15°C or above 48°C.**
ILS or LOC RWY 22
EL PASO INTL (ELP)

Circling NA for Cat D and E north of Rwy 26R and northwest of Rwy 4. For inop ALS, increase S-ILS 22 Cat E visibility to RVR 4000, S-LOC 22 Cats C/D/E to RVR 3500.

Procedure NA for arrivals at WHOLE on V560 eastbound and on V280 northeast bound.

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
<th>E</th>
</tr>
</thead>
<tbody>
<tr>
<td>S-ILS 22</td>
<td>4150/24</td>
<td>200 (200-1/2)</td>
<td>4420-1</td>
<td>4440-1</td>
<td>4480-1/2</td>
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<tr>
<td>S-LOC 22</td>
<td>4300/24</td>
<td>350 (400-1/2)</td>
<td>4300/30</td>
<td>350 (400-1/2)</td>
<td>4700-2/3</td>
</tr>
</tbody>
</table>

Use I-ELP DME when on the localizer course.

RADAR required when R-5103 in use.

MISSED APPROACH: Climb to 4600 then climbing left turn to 8000 on heading 050° and on ELP VORTAC R-081 to GIFEN INT/ELP 7 DME and hold, continue climb-in-hold to 8000.
RNAV (RNP) X RWY 8R
EL PASO INTL (ELP)

APP CRS 085°
Rwy Ldg 9025
TDZE 3940
Apt Elev 3962

D-ATIS 120.0 254.3
EL PASO APP CON 124.25 298.85
EL PASO TOWER 118.3 239.275
GND CON 121.9 348.6
CLNC DEL 125.0 379.1

MISSED APPROACH: Climb to 7500 direct FABAN and hold.

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

RNP AR APCH. RF required.

ASR

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 75°).

MISSED APCH FIX
FABAN

1.6 NM

1.6 NM

See planview for multiple IF locations.

RNP 0.20 DA
4193-3/4 253 (300-3/4)

RNP 0.30 DA
4234-7/8 294 (300-7/8)

AUTHORIZATION REQUIRED

EL PASO, TEXAS
Orig 30JAN20
31°48'N-106°23'W
RNAV (RNP) X RWY 8R

EL PASO INTL (ELP)
RNAV (RNP) Y RWY 4
EL PASO INTL (ELP)

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

For uncompensated Baro-VNAV systems, procedure NA below -22°C or above 54°C.

APP CRS
Rwy Idg
TDZE
Apt Elev
4105
12020
3923
3962

D ATIS
EL PASO APP CON
EL PASO TOWER
GND CON
CLNC DEL
120.0 254.3
124.25 298.85
118.3 239.275
121.9 348.6
125.0 379.1

[IAF]
KOACH
(RNP 0.30)
210k 8000

[IAF]
BECON
(RNP 0.30)
210k 90000

[IF]
WUTIN

[IF]
ZORVA

MIRL Rwys 4-22 and 8R-26L
REIL Rwys 4 and 8R
MIRL Rwy 8L-26R
HIRL Rwys 4-22 and 8R-26L

 mishap fix
FABAN
30°N-106°W
BEZIC
31°48'N-106°23'W

See planview for multiple IF locations.

Authorization Required

31°48'N-106°23'W
RNAV (RNP) Z RWY 4
EL PASO INTL (ELP)

D-ATIS
120.0 254.3

EL PASO APP CON
124.25 298.85

EL PASO TOWER
118.3 239.275

GND CON
121.9 348.6

CLNC DEL
125.0 379.1

RNP AR APCH, RF required.

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

MISSED APCH FIX: Climb to 4400 then climbing right turn to 7500 direct FABAN and hold.

See planview for multiple IF locations.

Authorization Required
RNAV (GPS) X RWY 4

EL PASO INTL (ELP)

D-ATIS
120.0 254.3

EL PASO APP CON
124.25 298.85

EL PASO TOWER
118.3 239.275

GND CON
121.9 348.6

CLNC DEL
125.0 379.1

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.

RNAV (GPS) X RWY 4

EL PASO INTL (ELP)

31°48'N-106°23'W

Orig-E 29DEC22

Elev 3962

D TDZE 3923

RNAV GPS Rwy 4

Mis EC-3, 30 NOV 2023 to 25 JAN 2024

TWR 4105

ELP WAHYU

LATIN FAF

KANTR

EKOGE

6600

5800

3.42° TCH 35

5345

397 (400-1)

4460-1

4320-60

4320/55

4420-1

5499 X 75

458 (500-1)

518 (600-1½)

718 (800-2½)

4680-2¼

518 (600-1½)

718 (800-2½)

518 (600-1½)

718 (800-2½)

4680-2¼

518 (600-1½)

718 (800-2½)

4680-2¼

518 (600-1½)

718 (800-2½)

4680-2¼

518 (600-1½)

718 (800-2½)

4680-2¼

518 (600-1½)

718 (800-2½)

4680-2¼

518 (600-1½)

718 (800-2½)

4680-2¼

518 (600-1½)

718 (800-2½)

4680-2¼

518 (600-1½)

718 (800-2½)

4680-2¼

518 (600-1½)

718 (800-2½)

4680-2¼

518 (600-1½)

718 (800-2½)

4680-2¼

518 (600-1½)

718 (800-2½)

4680-2¼

5499-75

DAC-3, 30 NOV 2023 to 25 JAN 2024

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.
RNAV (GPS) Y RWY 22
EL PASO INTL (ELP)

**RNAV (GPS) Y RWY 22**

**EL PASO INTL (ELP)**

### RNAV (GPS) Y RWY 22

**Category A/B/C visibility to RVR 4000, Cat D visibility to RVR 4500**

**Circling NA for Cat D north of Rwy 26R and northwest of Rwy 4.**
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -5°C or above 54°C. For inop ALS increase LNAV/VNAV Cats A/B/C visibility to RVR 4000, Cat D visibility to RVR 4500 and LNAV Cat C/D visibility to RVR 5500.

**Procedure NA for arrivals at WHOLE on V560 eastbound and on V280 northeast bound.**

**MISSED APPROACH:** Climb to 4600 then climbing left turn to 8000 direct GIFEN and hold, continue climb-in-hold to 8000.

**ARINC 757 NAVIGATION**

**RNAV**

**GPS**

**CIRCLING**

**DA**

**D-ATIS**

**GND CON**

**RNAV (GPS) Y RWY 22**

- **Category A/B/C visibility to RVR 4000, Cat D visibility to RVR 4500**
- **Circling NA for Cat D north of Rwy 26R and northwest of Rwy 4.**
- **For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -5°C or above 54°C.**
- **For inop ALS increase LNAV/VNAV Cats A/B/C visibility to RVR 4000, Cat D visibility to RVR 4500 and LNAV Cat C/D visibility to RVR 5500.**

**Procedure NA for arrivals at WHOLE on V560 eastbound and on V280 northeast bound.**

**MISSED APPROACH:** Climb to 4600 then climbing left turn to 8000 direct GIFEN and hold, continue climb-in-hold to 8000.

**RNAV**

**GPS**

**CIRCLING**

**DA**

**D-ATIS**

**GND CON**

**RNAV (GPS) Y RWY 22**

- **Category A/B/C visibility to RVR 4000, Cat D visibility to RVR 4500**
- **Circling NA for Cat D north of Rwy 26R and northwest of Rwy 4.**
- **For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -5°C or above 54°C.**
- **For inop ALS increase LNAV/VNAV Cats A/B/C visibility to RVR 4000, Cat D visibility to RVR 4500 and LNAV Cat C/D visibility to RVR 5500.**

**Procedure NA for arrivals at WHOLE on V560 eastbound and on V280 northeast bound.**

**MISSED APPROACH:** Climb to 4600 then climbing left turn to 8000 direct GIFEN and hold, continue climb-in-hold to 8000.

**RNAV**

**GPS**

**CIRCLING**

**DA**

**D-ATIS**

**GND CON**

**RNAV (GPS) Y RWY 22**

- **Category A/B/C visibility to RVR 4000, Cat D visibility to RVR 4500**
- **Circling NA for Cat D north of Rwy 26R and northwest of Rwy 4.**
- **For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -5°C or above 54°C.**
- **For inop ALS increase LNAV/VNAV Cats A/B/C visibility to RVR 4000, Cat D visibility to RVR 4500 and LNAV Cat C/D visibility to RVR 5500.**

**Procedure NA for arrivals at WHOLE on V560 eastbound and on V280 northeast bound.**

**MISSED APPROACH:** Climb to 4600 then climbing left turn to 8000 direct GIFEN and hold, continue climb-in-hold to 8000.
**VOR RWY 26L**

**EL PASO INTL (ELP)**

**VORTAC ELP**

115.2  
**Chan** 99

**APP CRS** 245°

**Rwy Idg** 9025

**TDZE** 3962

**Apt Elev** 3962

**MALSR**

**AL-134 (FAA)**

**TDZE 3962**

**Newman**

112.4  
**EWM**  
**Chan 71**

**MISSED 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**

**ENSP CLN**

**Amdt 32D 20APR23**

**Category**

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<td>4480-1 3/8</td>
<td>518 (600-1/8)</td>
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**CINAG FIX MINIMUMS [DUAL VOR RECEIVERS OR DME REQUIRED]**

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**FEMOL INT**

Proceedure NA for arrivals at RIOWE on V94-611 northwest bound.

**WATEX**

ELP 9

**FEMOL INT**

**NEWMAN**

**115.2 ELP**

**Chan 99**

**ELEV 3962**

**D**

**TDZE 3962**

**Procedure NA for arrivals at WATEX on V94-611 northwest bound.**

**NEWMAN**

**115.2 ELP**

**Chan 99**

**ELEV 3962**

**D**

**TDZE 3962**

**Procedure NA for arrivals at RIOWE on V16-222 eastbound.**

**EL PASO, TEXAS**

**Amrd 32D 20APR23**
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.

El Paso, Texas
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 Turboprop aircraft only.
NOTE: RADAR required for non-GPS equipped aircraft.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.

TAKEOFF MINIMUMS
Rwy 8R: FLOGS and NOCHI Transitions standard with minimum climb of 500' per NM to 6000. GREBE and SLNNK Transitions standard with minimum climb of 500' per NM to 13500.
Rwy 22: FLOGS and NOCHI Transitions standard with minimum climb of 515' per NM to 7200. GREBE and SLNNK Transitions standard with minimum climb of 515' per NM to 13500.
Rwy 26L: FLOGS and NOCHI Transitions standard with minimum climb of 570' per NM to 6800. GREBE and SLNNK Transitions standard with minimum climb of 570' per NM to 13500.

(NARRATIVE ON FOLLOWING PAGE)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 26L: Climb heading 265° to 4462, then left turn direct BIVKE, 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 8R: Climb heading 085° to 6000, then right turn direct JAPOD, 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: Takeoff Rwy 4, do not exceed 230K until passing 6450.
NOTE: For use by Turbojet aircraft only.
NOTE: RADAR required for non-GPS equipped aircraft.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.

NOTE: Top Altitude: Assigned by ATC.

TAKEOFF MINIMUMS
Rwy 4: Standard with minimum climb of 500' per NM to 12400.

NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required for non-GPS equipped aircraft.
NOTE: Takeoff Rwy 4, do not exceed 230K until passing 6450.
NOTE: Chart not to scale.

TOP ALTITUDE: ASSIGNED BY ATC

TAKEOFF MINIMUMS
Rwys 4, 8R, 22, 26L: Standard with a minimum climb of 500' per NM to 11000.

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: For use by Turbojet aircraft only.
NOTE: RADAR required for non-GPS equipped aircraft.
NOTE: Takeoff Rwy 8R, maintain 250K until passing CATEG.

(RNARATIVE ON FOLLOWING PAGE)
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.

**(NARRATIVE ON FOLLOWING PAGE)**

NOTE: Chart not to scale.

SC-3, 30 NOV 2023 to 25 JAN 2024
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 4: Climb heading 042° to 4462, then right turn direct DAVNE, then on track 136° to cross CABS at or below 7000, then on track 129° to MREDD, then on track 122° to NEUVE. Thence. . . .
TAKEOFF RWY 8R: Climb heading 085° to 4462, then direct DAVNE, then on track 136° to cross CABS at or below 7000, then on track 129° to MREDD, then on track 122° to NEUVE. Thence. . . .
TAKEOFF RWY 22: Climb heading 222° to 4462, then left turn direct AKADE, then on track 108° to FOBET, then on track 111° to NEUVE. Thence. . . .
TAKEOFF RWY 26L: Climb heading 265° to 4462, then left turn direct AKADE, then on track 108° to FOBET, then on track 111° to NEUVE. Thence. . . .

. . . .on depicted route to FST VORTAC.

FT STOCKTON TRANSITION (NEVUE3.FST)
NOTE: Chart not to scale.

JIMBA
CADEK
SFL
SALT FLAT
TDOWN (RNAV)

(ELP)
NOTE: RADAR required for non-GPS equipped aircraft.

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: For use by Turbojet aircraft only.

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.

SC-3, 30 NOV 2023 to 25 JAN 2024
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 NA for arrivals on CRP VORTAC airway radials 169 CW 305.

Procedure NA for arrivals at NELEE on V17 northwest bound.

Procedure NA for arrivals on V17 northbound.

**MISSAPCH FIX**
VAGBY
354°
4 NM

**CATEGORY**
A  361-1  250 (300-1)
B  361-1  250 (300-1)
C  840-1  729 (800-1)
D  840-2  729 (800-2)

**LNAV**
MDA  840-1  729 (800-1)
6006 X 75

**CIRCLING**
840-1  728 (800-1)
940-2  728 (900-2)
828 (900-2 ⅔)

**AWOS-3PT**
118.125

**KINGSVILLE APP CON**
119.9  290.45

**UNICOM**
122.8 (CTAF)
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 54°C (130°F). Circling Rwy 14 NA at night. DME/DME RNP-0.3 NA.

Procedure NA for arrivals at NELEE via V17 northwest bound.

Procedure NA for arrivals at JIMIE on V20 southwest bound.

MISSED APPROACH: Climb to 3000 direct SALUM and hold.
**ILS or LOC RWY 33**

ROBERT GRAY AAF (GRK)

**ATIS**
124.9  120.075  323.15

**GRAY APP CON**
120.75  323.15

**GRAY TOWER**
120.75 (CTAF)  285.5

**GND CON**
121.8  279.5

**CLNC DEL**
126.2  251.1

**ELEV**  1015

**TDZE**  995

**DME or RADAR required.**

**CIRCLING NA west of Rwy 15-33. For inop ALS, increase S-ILS 33 Cat E visibility to ½ SM and S-LOC 33 Cat C/D/E visibility to 1 SM.**

**MISSING APPROACH: Climb to 2000 then climbing left turn to 3000 direct AGJ VORTAC and hold.**

**MISS APCH FIX**

**ATC**

**GRAY**

**MOA**

**CENTEX**

**REDDA**

**GOOCH SPRINGS**

**ILS or LOC RWY 33**

**HIRT Rwy 15-33**

**FAF to MAP 4.9 NM**

**Knots**
60  90  120  150  180

Min:Sec  4:54  3:16  2:27  1:58  1:38

**CATEGORY**

**P**

**A**

**B**

**C**

**D**

**E**

**SC-3, 30 Nov 2023 to 25 Jan 2024**

**SC-3, 30 Nov 2023 to 25 Jan 2024**

**SC-3, 30 Nov 2023 to 25 Jan 2024**

**SC-3, 30 Nov 2023 to 25 Jan 2024**

**SC-3, 30 Nov 2023 to 25 Jan 2024**

**ROBERT GRAY AAF (GRK)**

**FORT CAVAZOS (KILLEEN), TEXAS**

SC-3, 30 NOV 2023 to 25 JAN 2024

31°04'N-97°50'W
RNAV (GPS) RWY 15
ROBERT GRAY AAF (GRK)

ATIS 124.9  GRAY TOWER 120.75 (CTAF) 285.5
GRAY APP CON 120.075 323.15
GND CON 121.8 279.5
CLNC DEL 126.2 251.1

Navaid Information

**RNAV (GPS) RWY 15**

**ATIS** 124.9
**GRAY TOWER** 120.75 (CTAF) 285.5
**GRAY APP CON** 120.075 323.15
**GND CON** 121.8 279.5
**CLNC DEL** 126.2 251.1

**RNP APCH - GPS**

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. Circling NA west of Rwy 15-33.

For inop ALS, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV all Cats visibility to 1/2 SM and LNAV Cats C/D/E visibility to 1/2 SM.

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

**ATIS**

**GRAY TOWER**

**CLNC DEL**

**RNP APCH - GPS**

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. Circling NA west of Rwy 15-33.

For inop ALS, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV all Cats visibility to 1/2 SM and LNAV Cats C/D/E visibility to 1/2 SM.

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

**ATIS**

**GRAY TOWER**

**CLNC DEL**

**RNP APCH - GPS**

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. Circling NA west of Rwy 15-33.

For inop ALS, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV all Cats visibility to 1/2 SM and LNAV Cats C/D/E visibility to 1/2 SM.

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

**ATIS**

**GRAY TOWER**

**CLNC DEL**

**RNP APCH - GPS**

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. Circling NA west of Rwy 15-33.

For inop ALS, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV all Cats visibility to 1/2 SM and LNAV Cats C/D/E visibility to 1/2 SM.

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

**ATIS**

**GRAY TOWER**

**CLNC DEL**

**RNP APCH - GPS**

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. Circling NA west of Rwy 15-33.

For inop ALS, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV all Cats visibility to 1/2 SM and LNAV Cats C/D/E visibility to 1/2 SM.

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

**ATIS**

**GRAY TOWER**

**CLNC DEL**

**RNP APCH - GPS**

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. Circling NA west of Rwy 15-33.

For inop ALS, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV all Cats visibility to 1/2 SM and LNAV Cats C/D/E visibility to 1/2 SM.

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

**ATIS**

**GRAY TOWER**

**CLNC DEL**

**RNP APCH - GPS**

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. Circling NA west of Rwy 15-33.

For inop ALS, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV all Cats visibility to 1/2 SM and LNAV Cats C/D/E visibility to 1/2 SM.

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

**ATIS**

**GRAY TOWER**

**CLNC DEL**

**RNP APCH - GPS**

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. Circling NA west of Rwy 15-33.

For inop ALS, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV all Cats visibility to 1/2 SM and LNAV Cats C/D/E visibility to 1/2 SM.

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

**ATIS**

**GRAY TOWER**

**CLNC DEL**

**RNP APCH - GPS**

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. Circling NA west of Rwy 15-33.

For inop ALS, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV all Cats visibility to 1/2 SM and LNAV Cats C/D/E visibility to 1/2 SM.

# RVR 1800 authorized with the use of FD or AP or HUD to DA.
**VOR RWY 15**

ROBERT GRAY AAF (GRK)

### ATIS

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### GRAY APP CON

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### GRAY TOWER

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### CLNC DEL

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<th>251.1</th>
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---

**DME required.**

- **Circling NA west of Rwys 15 and 33. For inop ALS, increase S-15 Cat E visibility to 1% SM.**

---

### Cat E procedure turn not authorized.

**FORT CAVAZOS (KILLEEN), TEXAS**

**AL-906 (FAA)**

---

**VOR RWY 15**

ROBERT GRAY AAF (GRK)

---

**AMS 3D 30NOV23**

---

**FORT CAVAZOS (KILLEEN), TEXAS**

**AL-906 (FAA)**

---

**VOR RWY 15**

ROBERT GRAY AAF (GRK)
Circling NA W of Rwy 15-33.

**VOR-DME** GRK
111.8
Chan 55

**APP CRS** 333°
**Rwy Idg** N/A
**TDZE** N/A
**Apt Elev** 1015

**NA**
**ASR/PAR**

**ATIS** 124.9
**GRAY APP CON** 120.075 323.15
**GRAY TOWER** 120.75 (CTAF) 285.5
**GND CON** 121.8 279.5
**CLNC DEL** 126.2 251.1

**GOOCH SPRINGS** 112.5 AGJ  
Chan 72

**HIRL Rwy 15-33**
**ELEV** 1015

**FORT CAVAZOS (KILLEEN), TEXAS**
**AL-906 (FAA)**

**ROBERT GRAY AAF (GRK)**

**Misssed Approach:** Climb to 2000 then climbing right turn to 3000 direct GRK VOR/DME and hold.

**ASR/PAR**
**ATIS**
**GRAY APP CON**
**GRAY TOWER**
**GND CON**
**CLNC DEL**

**VOR/DME** GRK
111.8
Chan 55

**APP CRS** 333°
**Rwy Idg** N/A
**TDZE** N/A
**Apt Elev** 1015

**NA**
**ASR/PAR**

**ATIS** 124.9
**GRAY APP CON** 120.075 323.15
**GRAY TOWER** 120.75 (CTAF) 285.5
**GND CON** 121.8 279.5
**CLNC DEL** 126.2 251.1

**GOOCH SPRINGS** 112.5 AGJ 
Chan 72

**HIRL Rwy 15-33**
**ELEV** 1015

**FORT CAVAZOS (KILLEEN), TEXAS**
**AL-906 (FAA)**

**ROBERT GRAY AAF (GRK)**

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

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>1540-1</td>
<td>525 (600-1)</td>
<td>1560-1 1/2</td>
<td>545 (600-1 1/2)</td>
<td>1620-2</td>
</tr>
<tr>
<td>545 (600-1 1/2)</td>
<td>605 (700-2)</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**FAF to MAP 1.4 NM**

<table>
<thead>
<tr>
<th>Knots</th>
<th>60</th>
<th>90</th>
<th>120</th>
<th>150</th>
<th>180</th>
</tr>
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<tbody>
<tr>
<td>Min:Sec</td>
<td>1:24</td>
<td>0:56</td>
<td>0:42</td>
<td>0:34</td>
<td>0:28</td>
</tr>
</tbody>
</table>

**ROBERT GRAY AAF (GRK)**

31°04' N-97°50' W

**FORT CAVAZOS (KILLEEN), TEXAS**

**Amndt 2D 30 NOV 2023**

**ROBERT GRAY AAF (GRK)**

31°04'N-97°50'W

167
**Departure Route Description**

**Takeoff Runways 15, 33:** Climb on assigned heading for radar vectors to CONRA INT, maintain 3500. Thence...

... (transition), expect filed altitude 10 minutes after departure.

**College Station Transition (CONRA3.CLL):** From over CONRA INT on CLL R-287 to CLL VORTAC.

**Leona Transition (CONRA3.LOA):** From over CONRA INT on LOA R-257 to LOA VORTAC.

**Take-Off Minimums**

Rwys 15, 33, Standard.

**TOP ALTITUDE:**

- 3500

**Radar Required:**
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 15: Climbing right turn heading 333° (to assigned altitude) to intercept and proceed on AGJ R-109. Thence . . . .

TAKEOFF RUNWAY 33: Climbing left turn heading 243° (to assigned altitude) to intercept and proceed on AGJ R-109. Thence . . . .

. . . . on (transition) or (assigned route). Maintain ATC assigned altitude.

STONEWALL TRANSITION (LAMPS8.STV): From over AGJ VORTAC on AGJ R-202 and STV R-018 to STV VORTAC.

WACO TRANSITION (LAMPS8.ACT): From over AGJ VORTAC on AGJ R-036 to SONET INT, then on ACT R-271 to ACT VORTAC.
1.1%  U P
0.6%
0.3%  U P
0.3%  U P

ELEV

UNICOM

ASOS

118.525

ALBUQUERQUE CENTER

FORT STOCKTON, TEXAS

FORT STOCKTON-PECOS COUNTY

FORT STOCKTON-PECOS COUNTY

30°55'N-102°55'W

RNAV (GPS) RWY 12

ON AIRWAY RADIALS 273 CW 283.

Procedure NA for arrivals at FST VORTAC

MISSED APPROACH: Climb to 5200

LNAV/VNAV only.

When using Pecos altimeter setting. Circling NA to RWys 7-25, 11-29 and 16-34.

When local altimeter setting not received, use Pecos altimeter setting and increase all DA 152 feet and all MDA 160 feet, increase LPV visibility 1 1/8 mile above 42°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 1 1/8 mile above 42°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 1 1/8 mile above 42°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 1 1/8 mile above 42°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 1 1/8 mile above 42°C (109°F).
RNAV (GPS) RWY 30
FORT STOCKTON-PECOS COUNTY (FST)

RNP APCH.

- RW30 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Pecos altimeter setting and increase all MDA 160 feet, increase LNAV Cat C/D visibility 1/2 mile, Circling Cat C visibility 3/4 mile, Cat D visibility 1/2 mile. Circling NA to Rwys 7-25, 11-29 and 16-34. Straight-in Rwys 30 NA at night, Circling Rwy 3, 21, 30 NA at night.

<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>LNAV MDA</td>
<td>3500-1</td>
<td>489 (500-1)</td>
<td>3500-1 1/4</td>
<td>3500-1 1/2</td>
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<tr>
<td>CIRCLING</td>
<td>3540-1</td>
<td>529 (600-1)</td>
<td>3660-1</td>
<td>729 (800-2)</td>
</tr>
</tbody>
</table>

MISSED APPROACH: Climb to 5100 direct ATGIY and hold.

ASOS 118.525
ALBUQUERQUE CENTER 135.875 292.15
UNICOM 122.8 (CTAF)

Procedure NA for arrivals at FST VORTAC via V198-222 westbound.
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 500 direct FST VOR TAC and hold.

ASOS
118.525

ALBUQUERQUE CENTER
135.875 292.15

UNICOM
122.8 (CTAF)

Remain within 10 NM

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

CATEGORY A B C D
S-12 3500-1 498 (500-1) 3500-1 3500-1 3500-1 3500-1 3500-1 3500-1
CIRCLING 3540-1 3660-1 3740-1 729 (800-2) 749 (800-2)
**RNAV (GPS) RWY 14**

**GILLESPIE COUNTY (T82)**

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

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

**MISSED APPROACH:** Climb to 4500 direct CIRIX and hold.

**HOLD** 4000 6000

**ZARIG**

**2.6 NM to RW14**

**RW14**

**UCETI**

**30 NM to UCETI (No PT)**

**CUTAY**

**Visual Segment - Obstacles.**

**4500**

**CIRIX**

**Holding Pattern**

**4 NM**

**321°**

**141°**

**2648**

**2330**

**2044**

**2221**

**ELEV 1695**

**TDZE 1695**

**SC-3, 30 Nov 2023 to 25 Jan 2024**

**MISSED APCH FIX**

**CIRIX**

**141°**

**221°**

**3 NM**

**4 NM**

**SC-3, 30 Nov 2023 to 25 Jan 2024**
RNAV (GPS) RWY 32
GILLESPIE COUNTY (T82)

MISSED APPROACH: Climb to 4000 direct UCETI and hold.

AWOS-3
120.0

HOUSTON CENTER
134.2 307.3

GCO
121.725

UNICOM
122.7 (CTAF)

Wayside Wash, MIRL Rwy 14-32
7 NM to WODAB

3300 ft MSL

MIRL Rwy 14-32
5001 ft MSL

RNAV (GPS) RWY 32
GILLESPIE COUNTY (T82)

30°15'N-98°55'W

RNAV (GPS) RWY 32
FREDERICKSBURG, TEXAS

Amdt 1E 02DEC21

SC-3, 30 NOV 2023 to 25 JAN 2024

30°15'N-98°55'W
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.

MISSED APPROACH: Climbing left turn to 2000 direct THX VORTAC and hold.

<table>
<thead>
<tr>
<th>Approach CRs</th>
<th>Rwy Idg</th>
<th>TDZE</th>
<th>Apt Elev</th>
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<tbody>
<tr>
<td>130°</td>
<td>3799</td>
<td>129</td>
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<table>
<thead>
<tr>
<th>AWOS-3PT</th>
<th>ALI ASOS</th>
<th>HOUSTON CENTER</th>
<th>CTAF</th>
<th>122.7</th>
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<tbody>
<tr>
<td>119.05</td>
<td>119.225</td>
<td>134.6 322.5</td>
<td>122.9</td>
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<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>700-1 571 (600-1)</td>
<td>700-1/2 571 (600-1/2)</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>Circling</td>
<td>760-1 631 (700-1) 860-1 731 (800-1)</td>
<td>860-2 731 (800-2)</td>
<td>NA</td>
<td>NA</td>
</tr>
</tbody>
</table>

Procedure NA at night. Visibility reduction by helicopters NA.

Procedure NA at night. Visibility reduction by helicopters NA.

Use Alice Intl altimeter setting. DME/DME RNP-0.3 NA.
Use Alice Intl altimeter setting. Circling to Rwy 31
NA at night. Visibility reduction by helicopters NA.

NoPT for arrivals on THX airway radials 319 clockwise 337.

AWOS-3PT
119.05

ALI ASOS
119.225

HOUSTON CENTER
134.6 322.5

CTAF
122.9

160°

MIRL Rwy 13-31

1300

VOR/DME-A
LIVE OAK COUNTY (8T6)

SC-3, 30 NOV 2023 to 25 JAN 2024
RNAV (GPS) RWY 36
GEORGETOWN EXEC (GTU)

RNP APCH.

Circling Rwy 29 NA at night.

Rwy 36 helicopter visibility reduction below ¾ SM NA.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

Atmospheric Pressure Correction

GEORGETOWN, TEXAS

Amdt 2A 15AUG19

GEORGETOWN EXEC (GTU)

RNAV (GPS) RWY 36

LNAV/ VNAV DA

1220-1½ 477 (500-1%)

LNAV MDA

1220-1½ 455 (500-1½)

GEORGETOWN, TEXAS

Amdt 2A 15AUG19

30*41’N-97*41’W

183
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 11: Climb on heading 115° or as assigned by ATC for vectors to cross AMUSE at or above 5000, thence....

TAKEOFF RUNWAY 18: Climb on heading 178° or as assigned by ATC for vectors to cross AMUSE at or above 5000, thence....

TAKEOFF RUNWAY 29: Climb on heading 295° or as assigned by ATC for vectors to cross AMUSE at or above 5000, thence....

TAKEOFF RUNWAY 36: Climb on heading 358° or as assigned by ATC for vectors to cross AMUSE at or above 5000, thence....

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

SAN ANGELO TRANSITION (AEROZ2.SJT)
NOTE: RNAV 1.

NOTE: DME/DME/IRU or GPS required.

NOTE: RADAR required.

NOTE: Chart not to scale.

NOTE: RNAV 1.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 11: Climb on heading 115° or as assigned by ATC for vectors to cross GARDS at or above 5000, thence....

TAKEOFF RUNWAY 18: Climb on heading 178° or as assigned by ATC for vectors to cross GARDS at or above 5000, thence....

TAKEOFF RUNWAY 29: Climb on heading 295° or as assigned by ATC for vectors to cross GARDS at or above 5000, thence....

TAKEOFF RUNWAY 36: Climb on heading 358° or as assigned by ATC for vectors to cross GARDS at or above 5000, thence....

....on track 224° BNDIA. Maintain altitude assigned by ATC. Expect filed altitude 10 minutes after departure.
ELOEL THREE DEPARTURE (RNAV)  
(ELOEL3.ELOEL) 22APR21
NOTE: Chart not to scale.

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 (ILEXY4.JAYJO)

ZENZI TRANSITION (ILEXY4.ZENZI)
MUCKY THREE DEPARTURE (RNAV)

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)

TAKEOFF MINIMUMS
Rwys 11, 29, 36: Standard.
Rwy 18: 200-1¾ or standard with minimum
climb of 250' per NM to 1000.

TAKEOFF RUNWAY 11: Climb on heading 115° or as assigned by ATC
for vectors to cross MUNCH at or above 5000, thence. . . .
TAKEOFF RUNWAY 18: Climb on heading 178° or as assigned by ATC
for vectors to cross MUNCH at or above 5000, thence. . . .
TAKEOFF RUNWAY 29: Climb on heading 295° or as assigned by ATC
for vectors to cross MUNCH at or above 5000, thence. . . .
TAKEOFF RUNWAY 36: Climb on heading 358° or as assigned by ATC
for vectors to cross MUNCH at or above 5000, thence. . . .

. . . . on track 024° to SAYBR. Maintain altitude assigned by ATC.
Expect filed altitude 10 minutes after departure.
When local altimeter setting not received, use Beeville Muni altimeter setting.

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

US NAVY Training Wing Four Use Only
EMERG SAFE ALT 100 NM 11,100

BEEVILLE MUNI ALTIMETER SETTING MINIMA

- **A**
  - **CIRCLING**
  - LNAV MDA: 680-1
  - 478 (500-1)
  - 498 (500-1)
  - 498 (500-1½)
  - 558 (600-2)

- **B**
  - **CIRCLING**
  - LNAV MDA: 640-1
  - 380 (500-1)
  - 458 (500-1)
  - 458 (500-1½)
  - 558 (600-2)

- **C**
  - **CIRCLING**
  - LNAV MDA: 358 (400-1)
  - 820-1
  - 820-1½
  - 880-2
RNAV (GPS) RWY 29

**APCH CRS**
- Rwy Idg: 8000
- TDZE: 285
- Arpt Elev: 322

**AL-2440 [USN]**

**GOLIAD NOLF**
- (KNGT)

**RNP APCH**

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

**ASOS**
- 353.675

**CTAF**
- 132.875 307.075

**SC-3, 30 Nov 2023 to 25 Jan 2024**

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

**THREE RIVERS THK**
- 4000
- 925° (38.1°)

**US NAVY Training Wing Four Use Only**

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

**VDP NA with Beeville Muni altimeter setting**

**SWEEN**
- 0.8 NM to RW29

**BOMRS**
- 2200

**SWEEN**
- 285°

**5 NM**
- Holding Pattern

**ELEV 322**
- TDZE 285

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

**LNAV MDA**
- 580-1
- 295 (300-1)

**CIRCLING**
- 760-1
- 438 (500-1)
- 780-1
- 458 (500-1)
- 780-1½
- 458 (500-1½)
- 880-2
- 558 (600-2)

**BEEVILLE MUNI ALTIMETER SETTING MINIMA**

**LNAV MDA**
- 640-1
- 355 (400-1)

**CIRCLING**
- 800-1
- 478 (500-1)
- 820-1
- 498 (500-1)
- 820-1½
- 498 (500-1½)
- 880-2
- 558 (600-2)

**BERCLAIR, TEXAS**
- 28°37'N-97°37'W

**GOLIAD NOLF**
- (KNGT)

**Andøl 3 05OCT23**

**23278**
Rwy 18 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.

**MISSED APPROACH:** Climb to 3100 direct USXEL and hold.

1. **AWOS-3PT**
   - 118.525
2. **GRAY APP CON**
   - 120.075
   - 323.15
3. **UNICOM**
   - 122.7 (CTAF)

Procedure NA for arrivals at BUILT on V161 southbound.

Procedure NA for arrivals at SONET on V358 northeast bound.

**MISSED APCH FIX**

**USXEL**

**UUGY**

**HOLD**

**3600 NoPT**

**277° (3.3)**

**UDG**

**KUYNJU**

**1386**

**2.2 NM to RW18**

**1528**

**182°**

**4 NM**

**3100**

**USXEL**

**2040**

**2500**

**UUGY**

**4 NM**

**HOLDING PATTERN**

**GP 3.00°**

**TCH 40**

**CATEGORY**

<table>
<thead>
<tr>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>LPV</strong></td>
<td><strong>DA</strong></td>
<td>1555-1</td>
<td>250 (300-1)</td>
</tr>
<tr>
<td><strong>LNAV/VNAV</strong></td>
<td><strong>DA</strong></td>
<td>1555-1</td>
<td>250 (300-1)</td>
</tr>
<tr>
<td><strong>LNAV MDA</strong></td>
<td><strong>640-1</strong></td>
<td>335 (400-1)</td>
<td><strong>NA</strong></td>
</tr>
<tr>
<td><strong>CIRCLING</strong></td>
<td><strong>1680-1</strong></td>
<td>1840-1</td>
<td>1960-1°</td>
</tr>
<tr>
<td><strong>375 (400-1)</strong></td>
<td><strong>535 (600-1)</strong></td>
<td><strong>655 (700-1°)</strong></td>
<td><strong>NA</strong></td>
</tr>
</tbody>
</table>
MISSED APPROACH: Climb to 3600 direct ULIGY and hold.

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

Procedure NA for arrival on AGJ VORTAC airway radials 008 CW 036.

Procedure NA for arrivals at MIRL Rwy 18-36 LNAV only.

AWOS-3PT 118.525
GRAY APP CON 120.075 323.15
UNICOM 122.7 (CTAF)
For inop ALS, increase S-ILS Cat E visibility to RVR 4000, increase S-LOC Cat E visibility to 1 3/8 SM. Procedure turn NA Cat E.

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

1600 NoPT to INFEQ
241° hdg (1.6) and 176° (0.9)

1400 176° (9.6)

1600 to LOM
351° (4.6)

MISSED APPROACH: Climb to 800 then climbing left turn to 1600 direct.

SEBAS LOM/I-HRL 5.5 DME and hold.

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

Procedure NA for arrivals at RAYMO on V13 northeast bound.

SC-3, 30 NOV 2023 to 25 JAN 2024

HARLINGEN, TEXAS
Orig-D 17JUL20
For uncompensated Baro-VNAV systems, procedure NA below 2°C (36°F) or above 54°C (130°F). GPS required.

**ATIS** | **VALLEY APP CON** | **HARLINGEN TOWER** | **GND CON** | **UNICOM**
---|---|---|---|---
124.85 | 120.7 279.5 | 119.3 (CTAF) 317.6 | 121.7 | 122.95

**MISSING APPROACH:** Climb to 2000 on track 131° to AMAPE and hold.

---

**RADAR REQUIRED**

See planview for multiple IF locations.

**AUTHORIZATION REQUIRED**

RNP 0.15 DA
- 302-° 267 (300-°)

RNP 0.30 DA
- 393-° 358 (400-°)
RNAV (RNP) Z RWY 17R
VALLEY INTL (HRL)

APP CRS 176°
Rwy Idg 8301
TDZE 35
Apt Elev 36

RNP AR APCH - GPS.

For uncompensated Baro-VNAV systems, procedure NA below -1°C or above 54°C. For inop ALS, increase RNP 0.30 all Cats visibility to RVR 4500.

ATIS 124.85
VALLEY APP CON 120.7 279.5
HARLINGEN TOWER* 119.3 (CTAF) 8 317.6
GND CON 121.7
UNICOM 122.95

MALSR

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

See planview for multiple IF locations.

AUTHORIZATION REQUIRED
RNAV (RNP) Z RWY 31
VALLEY INTL (HRL)

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.

See Planview for multiple IF locations.
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 ¾ SM; increase LNAV/VNAV DA to 392 feet and all visibilities ¾ SM; increase all MDAs 60 feet and visibility Cats C and D ¾ 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.

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

**Procedure NA for arrivals at MANNY on V163 northbound.**
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP 0.3 NA. 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 ½ SM. Baro-VNAV and VDP NA with Port Isabel altimeter setting.

**MISSING APPROACH:** 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**

---

**MISSED APPROACH:**

1. **2000 NoPT**
2. **ZABIT**
3. **356°**
4. **2000 GP 3.00° TCH 55**

**CATEGORY**

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

- **LPV DA**
- **LNAV/VNAV DA**
- **LNAV MDA**

**CIRCLING**

- **500-1**
- **560-1**
- **680-1 ½**
- **680-2**

---

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

---

**HARLINGEN, TEXAS**

**AL-827 (FAA)**

**RNAV (GPS) RWY 35R**

**VALLEY INTL (HRL)**

---

**Orig B 08OCT20**

**26°14'N-97°39'W**

**203 SC-3, 30 Nov 2023 to 25 JAN 2024**
RNAV (GPS) Y RWY 13
VALLEY INTL (HRL)
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 2°C (36°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Port Isabel altimeter setting; increase LPV DA to 277 feet; increase LNAV/VNAV DA to 327 feet; increase all MDAs 60 feet and visibility cats C and D ¼ SM. For inoperative MALSR, increase LNAV/VNAV all cats visibility to RVR 4000, LNAV all cats visibility to RVR 5500. For inoperative MALSR, when using Port Isabel altimeter setting, increase LNAV/VNAV all cats visibility to RVR 4500, LNAV cats A and B visibility to RVR 5500 and cats C and D visibility to 1¼ mile. Baro-VNAV NA with Port Isabel altimeter setting, VDP NA with Port Isabel altimeter setting. **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 RELAX and hold.

**ATTENTION:**

- **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 JIMIE on V70 northwest bound and V407 northbound.**

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

**Z600**

**ELEV** 36

**TDZE** 35

**HARLINGEN, TEXAS**

**Amdt 2C  08OCT20**

**RNAV (GPS) Y RWY 17R**

**VALLEY INTL (HRL)**

**WAAS**

**CH 50131**

**W17A**

**APP CRS** 176°

**Rwy Idg** 8301

**TDZE** 35

**Apt Elev** 36

**ATIS** 124.85

**VALLEY APP CON** 120.7 279.5

**HARLINGEN TOWER** 119.3 (CTAF) 317.6

**GND CON** 121.7

**UNICOM** 122.95

**MALSR**

**WEVEN**

**ZIPIV**

**RELAX**

**D**

**CIRCLING**

**LPV**

**DA**

**235/24**

**200 (200-½) **

**LNAV/VNAV**

**DA**

**285/24**

**250 (300-½)**

**LNAV MDA**

**400/24**

**365 (400-½)**

**400/35**

**365 (400-½)**

**CIRCLING**

**500-1**

**464 (500-1)**

**560-1**

**524 (600-1)**

**1 NM**

**2.6 NM**

**6.3 NM**

**GP 3.00°**

**TCH 35**

**500 2000**

**RELAX**

**WEVEN**

**1.5 NM to RW17R**

**ATAGE**

**ZIPIV**

**4 NM**

**Holding Pattern**

**176°**

**176°**

**560**

**1400**

**500-1**

**680-1½**

**680-2**

**644 (700-2)**

**644 (700-2)**

**6257 X 150**

**5949 X 150**

**138**

**138**

**MIRL Rwy 17L-35R**

**REIL Rwy 13 and 17L**

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

**HARLINGEN, TEXAS**

**Amdt 2C  08OCT20**
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 2°C (36°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.

Procedure NA for arrivals at RELAX on V163 northbound.

Procedure NA for arrival on MFE VOR/DME airway radials 029 CW 168.
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. When local altimeter setting not received, use Port Isabel altimeter setting: increase LPV DA to 328 feet and all visibilities ¼ SM; increase LNAV/VNAV DA to 418 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.

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

MISSING APCH FIX:

**ATIS**
124.85

**VALLEY APP CON**
120.7 279.5

**HARLINGEN TOWER**
119.3 (CTAF)

**GND CON**
121.7

**UNICOM**
122.95
LOC/B 向不可用，从 1 NM 进近时忽略下滑道指示。

失速进近：爬升到 1600 米，沿 I-HRL 北南方向至 SEBAS/I-HRL 5.5 DME 并保持。

ATIS 124.85
VALLEY APP CON 120.7 279.5
HARLINGEN TOWER * 119.3 (CTAF) 317.6
GND CON 121.7
UNICOM 122.95

BACK COURSE

ELEV 36 TDZE 36

LOM SEBAS
Chan 83 (Y)

LOCALIZER 111.5
I-HRL
Chan 52

IACREW
I-HRL 18.2

CAKES
I-HRL 4.1

WANEL
I-HRL 1

I-HRL 35L 10.1

1547

HARLINGEN, TEXAS
AL-827 (FAA)

LOC/DME BC RWY 35L
VALLEY INTL (HRL)

208

SC-3, 30 NOV 2023 to 25 JAN 2024

HARLINGEN, TEXAS
Orig-A 08OCT20

21336

LOC/DME BC RWY 35L
VALLEY INTL (HRL)

208

SC-3, 30 NOV 2023 to 25 JAN 2024
For inop ALS, increase S-17R Cat C/D visibility to RVR 6000.

**Missed Approach:** Climb to 800 then climbing right turn to 2000 direct HRL VOR/DME and hold.

<table>
<thead>
<tr>
<th>CATEGORY</th>
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<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>S-17R</td>
<td>440/24</td>
<td>405 (500-1½)</td>
<td>440/40</td>
<td>405 (500-¾)</td>
</tr>
<tr>
<td>C Circling</td>
<td>500-1</td>
<td>464 (500-1)</td>
<td>560-1</td>
<td>524 (600-1)</td>
</tr>
<tr>
<td></td>
<td>464 (500-1)</td>
<td>524 (600-1)</td>
<td>680-1¾</td>
<td>644 (700-1¾)</td>
</tr>
<tr>
<td></td>
<td>644 (700-2)</td>
<td>644 (700-2)</td>
<td>680-2</td>
<td>680-2</td>
</tr>
</tbody>
</table>

HARLINGEN, TEXAS
Origin: 07NOV19

26°14′N-97°39′W

209
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

HARLINGEN, TEXAS
Orig-B 08OCT20

680-2
644 (500-2)
680 (500-1¼)

560-1
524 (600-1)
644 (700-1¼)

440-1¼
404 (500-1¼)

440-1
404 (500-1)

CIRCLING
500-1
464 (500-1)

13 NM
1.1 NM
1.3 NM
2.3 NM

HRL 1.9

HRL 0.8

ZERON

ICERA

AVAYA

013° (6)

300° TCH 59

2.0° DAPSE

1600 to AVAYA

013° (5.5)

500-1
464 (500-1)

35L

524 (600-1)

362° min

3.2

ICERA

113.65 HRL : : : :
Chan 83 (Y)

193°

013°

1600 to AVAYA

013° (5.5)

HRL 3.2

116.3 BRO : : : :
Chan 110

1600 N of HRL

289° (199)

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

UNITED STATES
MEXICO

113.65 HRL
Chan 83 (Y)

APP CRS 013°
Rwy Ldg TDZE 36

Apt Elev 36

8301

9901

119.3 (CTAF)
317.6

121.7

122.95

26°14'N-97°39'W
When local altimeter setting not received, use Port Isabel altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climbing right turn to 2000 via BRO R-311 to ZOCKE/12 DME and hold.

One Minute Holding Pattern
HARLINGEN, TEXAS

VOR/DME HRL
113.65
Chan 83 (Y)

APP CRS
189°

Rwy Idg 5949
TDZE 34
Apt Elev 36

DME required.

ATIS
124.85

VALLEY APP CON
120.7 279.5

HARLINGEN TOWER *
119.3 (CTAF) 317.6

GND CON
121.7

UNICOM
122.95

1700 NoPT to KULKE
134° hdg (3.6)
and 189° (2.1)

1700
189° (6.4)

2000 to ESAYA
009° (5.4)

Procedure NA for arrivals at
TAKOZ on V70 northbound.

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

MISSED APPROACH: Climb to 2100 then left
turn direct HRL VOR/DME and hold.
HARLINGEN, TEXAS

SC-3, 30 NOV 2023 to 25 JAN 2024

AL-827 (FAA)

VOR Z RWY 31
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

Misssed Approach: Climb to 1000 then climbing right turn to 2000 direct HRL VOR/DME and hold.

DME required.

MALSR

UNITED STATES

UNITED STATES

MEXICO

MEXICO

HARLINGEN
113.65 HRL

Chan 83 (Y)

1800 to BOBPA
145° (6)

1800
325° (6)

100°

260°

180°

1800
325°

1800

280°

R-145

HRL 6

BOBPA

NOPAE

HRL 6

JARVI

HRL 0.6

138

533

TWR

191

840 x 130

191

35L

35R

121

9.1

325°.5.4 NM

from FAF

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

HARLINGEN, TEXAS

Amdt 1 02MAR17

213
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 17L
SOUTH TEXAS RGNL AT HONDO (HDO)

Category B/C/D

Amdt 1B 15JUL21

MISSED APPROACH: Climb to 4000 direct MUNJO and hold, continue climb-in-hold to 4000.

Procedure NA for arrivals at CSI VORTAC on V161 northwest bound.

Procedure NA for arrivals at SAT VORTAC on V68 southeast bound.

Baro-VNAV and VDP NA when using Castroville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 47°C. When local altimeter setting not received, use Castroville altimeter setting and increase all DA 62 feet and all MDA 80 feet, increase LNAV/VNAV all Cats visibility ½ SM, LNAV and Circling Cats C/D visibility ¾ SM. Rwy 17L helicopter visibility reduction below ¾ SM NA. Circling to Rywys 8, 13, 17R, 26, 31 and 35L NA at night.

ASOS
HONDO, TEXAS

HOUSTON CENTER

UNICOM

119.675
134.95
122.725 (CTAF)

269.4

SC-3, 30 NOV 2023 to 25 JAN 2024

29°22'N-99°11'W
### RNAV (GPS) RWY 35R

**SOUTH TEXAS RGNL AT HONDO (HDO)**

**ASOS**
- **HOUSTON CENTER**: 134.95 269.4
- **UNICOM**: 122.725 (CTAF)
- **MISSED APCH FIX**: HONDO, TEXAS

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

**MISSED APPROACH**
- Climb to 3700 direct JENDE and hold.

**RNAV Only**
- No DA, MDA, or VNAV for uncompensated Baro-VNAV.

**Baro-VNAV**
- When using Castaville altimeter setting, for uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). Visibility reduction by helicopters NA. When local altimeter setting not received, use Castaville altimeter setting and increase all DA 62 feet and all MDA 80 feet, increase LNAV/VNAV all Cats, and LNAV and Circling Cats C and D visibility ½ mile. Circling Rwy 8, 13, 17R, 26, 31, 35L NA at night.

<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>1170-1</td>
<td>253 (300-1)</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>LNAV/VNAV DA</strong></td>
<td>1293-1½</td>
<td>376 (400-1½)</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>LNAV MDA</strong></td>
<td>1360-1</td>
<td>443 (500-1)</td>
<td>1360-1½</td>
<td>443 (500-1½)</td>
</tr>
<tr>
<td><strong>CIRCLING</strong></td>
<td>1440-1</td>
<td>510 (600-1)</td>
<td>1520-1</td>
<td>590 (600-1)</td>
</tr>
</tbody>
</table>

**HondO, Texas**

**Orig-B 15JUL21**

**SC-3, 30 NOV 2023 to 25 JAN 2024**

**UNICOM**
- **ASOS**: 119.675
- **HOUSTON CENTER**: 134.95 269.4
- **UNICOM**: 122.725 (CTAF)

**HDU, TEXAS**

**Orig-B 15JUL21**

**SC-3, 30 NOV 2023 to 25 JAN 2024**

**RNAV (GPS) RWY 35R**

**SOUTH TEXAS RGNL AT HONDO (HDO)**
RNAV (GPS) RWY 13
MCCAMPBELL-PORTER (TFP)

Baro-VNAV NA when using Mustang Beach altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C or above 49°C. 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 ¼ SM. VDP NA when using Mustang Beach altimeter setting.

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

Missed Approach: Climb to 2000 direct ISICE and hold.
RNAV (GPS) RWY 31
MCCAMPBELL-PORTER (TFP)

**AWOS-3**

**CORPUS APP CON**

**UNICOM**

- **A-632D**
- **4 NM**
- **1048**

- **MIRL Rwys 13-31**
- **REIL Rwys 13 and 31**

**INGLESIDE, TEXAS**

**Altimeter Setting**

- **27°55'N-97°13'W**
- **22111**

**Amdt 1A  21APR22**

**APP CRS** 313°

**Rwy Idg** 18

**Apt Elev** 18

**Missed Approach:** Climb to 2100 direct OLIRe and hold.

**Baro-VNAV NA when using Mustang Beach altimeter setting:** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 48°C (118°F). When local altimeter setting not received, use Mustang Beach altimeter setting:

- Increase LPV DA to 292 feet;
- Increase LNAV/VNAV DA to 534 feet;
- Increase all MDAs 40 feet, LNAV and Circling visibility Cat C ¾ SM. VDP NA when using Mustang Beach altimeter setting. DME/DME RNP-0.3 NA.

**LPV**

**DA**

**LNAV/ VNAV**

**MDA**

**CIRCLING**

**IAF**

**ISICE**

**NEGIC**

**Holding Pattern** 4 NM

**Category** A B C D

| **LPV DA** | **268-1** | **250 (300-1)** |
| **LNAV/ VNAV** | **510-1 492 (500-1)** |
| **LNAV MDA** | **480-1 462 (500-1)** | **480-1/4 462 (500-1/4)** | **480-1 462 (500-1/4)** |
| **CIRCLING** | **520-1 502 (600-1)** | **860-2/1 842 (900-2/1)** | **980-3 962 (1000-3)** |

**AWOS-3**

**118.775**

**CORPUS APP CON**

**120.9 348.725**

**UNICOM**

**122.7 (CTAF)**
**RNAV (GPS) RWY 17**

**KIMBLE COUNTY (JCT)**

---

**APP CRS**

- **Rwy Idg**: 5004
- **TDZE**: 1751
- **Apt Elev**: 1754

**RNP APCH - GPS.**

- **Circling NA to Rwy 8-26. Rwy 17 helicopter visibility reduction below ½ SM NA.**

**ASOS**

- **119.275**

**HOUSTON CENTER**

- **125.75 346.4**

**UNICOM**

- **122.8 (CTAF)**

---

**Procedures**

- **RNP APCH - GPS.**
  - **Circling NA to Rwy 8-26. Rwy 17 helicopter visibility reduction below ½ SM NA.**

---

**Category**

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

**LNAV MDA**

- **2420-1 669 (700-1)**
- **2420-1¼ 669 (700-1¼)**
- **2420-3 1026 (1100-3)**

**Circling**

- **2420-1 666 (700-1)**
- **2680-1¼ 926 (1000-1¼)**
- **2780-3 1026 (1100-3)**

**RNAV (GPS) RWY 17**

**KIMBLE COUNTY (JCT)**

---

**JUNCTION, TEXAS**

**Orig-B 19MAY22**

**30°31'N-99°46'W**
JUNCTION, TEXAS

AL-922 (FAA)

MISSED APPROACH: Climbing left turn to 4000 direct to JCT VORTAC and hold.

VOR-A

KIMBLE COUNTY (JCT)

Circling NA to Rwy 8-26.

ASOS
119.275

HOUSTON CENTER
125.75 346.4

UNICOM
122.8 (CTAF)

Remain within 10 NM

VOR-A

JCT VORTAC

 categorical category

FAF to MAP 5.6 NM

Knots
60
90
120
150
180

Min:Sec
5:36
3:44
2:48
2:14
1:52

SC-3, 30 Nov 2023 to 25 Jan 2024

KIMBLE COUNTY (JCT)

VOR-A

JUNCTION, TEXAS

Amdt 12A 30DEC21

30°31' N-99°46' W

221
RNAV (GPS) RWY 16

ATIS 120.45 273.5
SAN ANTONIO APP CON 118.05 353.5
KELLY TOWER 124.3 322.35
GND CON 121.8 289.4

For uncompensated BARO-VNAV systems,
LNAV/VNAV NA below -16°C (3°F) or above 54°C (129°F).

EMERG SAFE ALT 100 NM 4200

** When ALS inop, increase RVR to 40, vs to 3/4 miles.
** When ALS inop, increase RVR to 60, vis to 1 1/8 miles.

*** Circling not authorized E of Rwy 16-34.
SAN ANTONIO, TEXAS

RNAV (GPS) RWY 34

** When ALS inop, increase RVR to 40, vis to 3/4 miles.
** When ALS inop, increase vis to 1 3/8 miles.

ATIS
120.45 273.5

SAN ANTONIO APP CON
118.05 353.5

KELLY TOWER
124.3 322.35

GND CON
121.8 289.4

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (3°F) or above 54°C (129°F).

** When ALS inop, increase CAT AB RVR to 55, vis to 1 mile;
CAT CDE vis to 1 3/8 miles.

**** Circling NA E of Rwy 16-34.

SC-3, 30 NOV 2023 to 25 JAN 2024

EMERG SAFE ALT 100 NM 4200
3000
MONST

VGSI and descent angles not coincident (VGSI Angle 3.02/TCH 93).

3.8 NM

RW34

1.1 NM to RW34

CEP PRO

5 NM Holding Pattern

2700

338°

2049

MONST

20

1021

857

849

1106

RW34

7700

2700

889

338°

5300

338°

849

WUKEN

2700 338°

1106

CEP PRO

2700

WUKEN

2700

2600

1106

WUKEN

2700

TP 4200

TDZE 660

BCN

780

TP 727

TP 3000

70°

70°

TP 3000

TWR

MSA RW34 25 NM

KELLY FLD (KSKF)

AL-371 (USAF)

W34A

660

690

Rwy Ldg

11,550

Arpt Elev

11,550

121.8 289.4

25 JAN 2024

Amdt 2 23FEB23
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.**

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

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<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>

**RNAV (GPS) RWY 16**

**Category:**
- **A:** 860-1
- **B:** 571 (600-1)
- **C:** NA
- **D:** NA

**LP MDA:** 860-1
**LNAV MDA:** 1040-1 751 (800-1)

**Lon:** 97°52'W  **Lat:** 28°49'N

**Altitude Setting:**
- **AWOS 3-PT:** 118.45
- **HOUSTON CENTER:** 134.6 322.5
- **UNICOM:** 123.0 (CTAF)

**Visual Segment - Obstacles:**
- ZAVEB: 3 NM to RW16
- RW16

**Holding Pattern:**
- 4 NM to WONIX
- 30 NM to WONIX

**Forlu:**
- 164° 2000

**Category:**
- **A:** 860-1
- **B:** 571 (600-1)
- **C:** NA
- **D:** NA

**LP MDA:** 860-1
**LNAV MDA:** 1040-1 751 (800-1) 1040-1 \(\frac{3}{4}\) 751 (800-1 \(\frac{3}{4}\))
230

KENEDY, TEXAS

23222

AL-5975 (FAA)

WAAS

3218
APP CRS
TDZE
288
CH 93925
344° Apt Elev
289
W34A
Rwy Idg

RNAV (GPS) RWY 34
(2R9)

KENEDY RGNL

RNP APCH.
MISSED APPROACH: Climb to

T

Procedure NA at night. Rwy 34 helicopter visibility reduction below 1 SM NA.

A

When local altimeter setting not received, use Pleasanton altimeter setting.
AWOS 3-PT

2000 direct WONIX and hold.

UNICOM

HOUSTON CENTER

134.6

118.45

322.5

123.0(CTAF)L

164°

4 NM

344°

WONIX

863

SC-3, 30 NOV 2023 to 25 JAN 2024

SC-3, 30 NOV 2023 to 25 JAN 2024

796
462
375
573

RW34
484

751

0
3

OR
L
oF
U
Mt
N
2100

CIKDA
2.5 NM to

722

FORLU

RW34
810

(FAF)
JOPGU

FORLU

288

6
1
P

2000

WONIX

6000

344°

HOLD

30

164°

TDZE

NM

T)

4)
(

344°

289

FORLU
2000

(IF/IAF)
ELEV

°
4
5
2

°
4
7
0

2000

1104

°
4
5
2

°
4
7
0

U
t
ORL
oF

P
o
N
(

4 NM

2000

Visual Segment - Obstacles.

4 NM

X 60
3218

Holding Pattern
JOPGU

FORLU

P
5% U
0.

CIKDA
2.5 NM to
RW34

344°
2000

RW34

P

164°

6000

344°

2000

1100

4
3
2.5 NM

344°
CATEGORY

A

4 NM

2.8 NM

B

D

C

MDA

840-1 552 (600-1)

NA

LNAV MDA

900-1 612 (700-1)

NA

LP
REIL Rwy 16
MIRL Rwy 16-34

L

KENEDY, TEXAS
Orig-D 22APR21

KENEDY RGNL
28°49'N-97°52'W

(2R9)

RNAV (GPS) RWY 34


RNAV (GPS) RWY 12
KERRVILLE MUNI/LOUIS SCHREINER FLD (ERV)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C.
**RNAV (GPS) RWY 30**

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

**AWOS-3** 118.125  
**HOUSTON CENTER** 134.95 269.4  
**CLNC DEL** 134.95  
**UNICOM** 122.7 (CTAF)

**Category B**

**APP CRS** 305°  
**Rwy Idg** 5300  
**TDZE** 1589  
**Apt Elev** 1617

**ELEV** 1617 **TDZE** 1589

**SC-3, 30 NOV 2023 to 25 JAN 2024**

**LYNS**

**RNAV (GPS) RWY 30**

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

**CIRCLING**

**A**

**B**

**C**

**D**

**LPV**

**DA** 1860-1 271 (300-1) NA

**LNAV MDA** 2140-1 551 (600-1) 2140-1/5 551 (600-1%) NA

**HOIL**

**DIYER**

**HOLD 6000 4100**

**GP 3.00° TCH 45**

**LNAV only.** 1.7 NM to RW30

**5 NM**

**LNAV MDA** 2140-1 551 (600-1) 2140-1/5 551 (600-1%) NA

**CIRCLING**

**2320-1 703 (800-1)**

**2340-1 723 (800-1)**

**2380-2 763 (800-2½)**

**STONESTOWN**

**271 (300-1)**

**3048**

**125° 6000 4100**

**VGSI and RNAV glidepath not coincident** (VGSI Angle 3.00°/TCH 40).

**HOLDING PATTERN**

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

**NORTH CIRCLING**

**DIYER**

**HOLD 4100 6000**

**MISSED APPROACH:** Climb to 4000 direct OBUCO and hold.
LOC RWY 30
KERRVILLE MUNI/LOUIS SCHREINER FLD (ERV)

**AWOS-3**
118.125

**HOUSTON CENTER**
134.95 269.4

**CLNC DEL**
134.95

**UNICOM**
122.7 [CTAF]

---

**Procedure NA for arrival on CSI VORTAC airway radial 105 CW 138.**

---

**Procedure NA for arrival on CSI VORTAC airway radial 151.**

---

**MISSED APPROACH:** Climb to 2100 then climbing left turn to 4100 direct CSI VORTAC and hold, continue climb-in-hold to 4100.

---

**ZABOS FIX MINIMUMS (DUAL VOR RECEIVERS REQUIRED)**

**S-30**
- **CIRCLING**
  - 2260-1 643 (700-1)
  - 2340-1 723 (800-1)
  - 2380-2 763 (800-2½)
  - 2540-3 923 (1000-3)

---

**FAR to MAP 6.2 NM**

---

**ZOTEP INT**

---

**R -1726**

---

**STONEMAWLL**

---

**ELE 1617**

---

**TDZE 1589**

---

**ALAR**

---

**SERV**

---

**AL-5690 (FAA)**

---

**KERRVILLE, TEXAS**

---

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

---

**23054**
VOR-A (KERRVILLE MUNI/LOUIS SCHREINER FLD (ERV))

When local altimeter setting not received, use Fredericksburg altimeter setting and increase all MDAs 60 feet, increase Cat C visibility ¼ SM and HODIS fix minimums Cat C visibility ½ SM.

MISSED APPROACH: Climbing left turn to 4000 direct CSI VORTAC.

AWOS-3
118.125

HOUSTON CENTER
134.95

CLNC DEL
134.95

UNICOM
122.7 (CTAF)

CATEGORY
B
C
D

APP CRS
055°

Rwy Idg
TDZE

N/A
1617

Apt Elev

MISSED APPROACH: Climbing left turn to 4000 direct CSI VORTAC.

KERRVILLE, TEXAS
AL-5690 (FAA)

Amdt 3B, 30 NOV 2023 to 25 JAN 2024

2500 when using Gillespie County altimeter setting.

* 2500 when using Gillespie County altimeter setting.

VORTAC CSI
117.5
Chan 122

Hodis CSI
4

ZEMOT CSI
7.2

055°

2199 ± 055°

2199 ± 1999 ±

1817 ±

1890 ±

1620 ±

1871 ±

4000 direct CSI VORTAC.

One Minute Holding Pattern

055°

235°

4000

HODIS FIX MINIMUMS

FAF to MAP 7.2 NM

KERRVILLE, TEXAS
Amdt 3B, 30 JAN 2024

KERRVILLE MUNI/LOUIS SCHREINER FLD (ERV)

29°59'N-99°05'W
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Circling Rwy 19 NA at night.

**MISSING APPROACH:** Climb to 1300 then Climbing right turn to 3100 direct IZSUN and hold.

**Checklist:**
- **AVOS-3PT**
- **128.575**
- **GRAY APP CON**
- **120.675 323.15**
- **CLNC DEL**
- **121.7**
- **UNICOM**
- **122.7 (CTAF)**

**AWOS-3PT**
- **128.675**

**RNAV (GPS) RWY 1**

**SKYLARK FLD (I.LE)**

**Procedure Note:**
- Procedure NA for arrival on AGJ VORTAC airway radials 185 CW 202.
- Procedure NA for arrivals at DARTE on V17 southbound.

**Course:**
- **192°**

**VOR/DK:**
- **R-6302A**
- **R-6302B**
- **R-6302C**

**RNAV (GPS) RWY 1**

**APP CRS 012°**
- **Rwy Idg 4651**
- **TDZE 844**
- **Apt Elev 848**
LOC RWY 1
SKYLARK FLD (ILE)

AWOS-3PT 128.575
GRAY APP CON 120.075 323.15
CLNC DEL 121.7
UNICOM 122.7 (CTAF)

Remain within 10 NM

MISSED APPROACH: Climb to 1500 then climbing right turn to 3100 direct IRESH LOM and hold, continue climb-in-hold to 3100.

ADF required.

* NA when R-6302C in effect.

LOCALIZER 108.3
1-ILE 1351
R-6302A

LOM/IAF
IRESH 3100
AGJ 278 IL
24.3

(CFDZF)

IL LOM
AGJ 24.3

REIL Rwys 1 and 19
MIRL Rwy 1-19

VGS1 and descent angles not coincident (VGS1 Angle 3.00/TCH 72).

CATEGORY
A
1160-1
317 (400-1)
3100-1

B
3100-1
317 (400-1)
1440-1½

C
1300-1
452 (500-1)
592 (600-1½)

D
NA
NA
NA

KILLEEN, TEXAS
Orig A 13SEP18

31°05'N-97°41'W

SKYLARK FLD (ILE)
LOC RWY 1

MINERVA 2049

ELEV 848
TDZE 843

Reil Rwys 1 and 19
MIRL Rwy 1-19

F-1

SKYLARK FLD

SC-3, 30 NOV 2023 to 25 JAN 2024

AL-5344 (FAA)

KILLEEN, TEXAS

22363

SC-3, 30 NOV 2023 to 25 JAN 2024
**VOR/DME GRK**

**Chan 55**

**APP CRS**

**057°**

**Apt Elev**

**848**

NA

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**

**CINC DEL**

**121.7**

**UNICOM**

**122.7 (CTAF)**

**GRK 7**

**ZEKID**

**IAF**

**111.8 GRK**

**Chan 55**

**Summ**

**3100**

**(24.9)**

**Gooch Springs**

**112.5 AGJ**

**Chan 72**

*NA when R-6302C in affect.

**Gray AAF altimeter setting.**

**192°**

**R-6302A**

**R-6302B**

**Hood AHP**

**1351**

**1242**

**1074**

**1008**

**1020**

**2049**

**DARTE**

**360°**

**3600**

**180°**

**4200**

**3100**

**MAA GRK 25 NA**

**122.7**

**VOR/DME GRK**

**Chan 55**

**3000**

**237°**

**057°**

**3200**

**5 NM**

**2 NM**

**#1620**

**#1680**

**when using Robert Gray AAF altimeter setting.**

**CATEGORY**

**A**

**B**

**C**

**D**

**CIRCLING**

**1620-1**

**1620-1½**

**1620-2½**

**NA**

HEKIP FIX MINIMUMS (DME REQUIRED)

**GRK 5**

**057°**

**3000 GRK**

**3000 GRK**

**GRK 7**

**HEKIP GRK 5**

**ZEKID GRK 7**

**ELEV 848**

**UNICOM**

**122.7 (CTAF)**

**SKYLANDR FLD (ILE)**

**VOR-A**

**31°05' N - 97°41' W**

**Killeen, Texas**

Amdt 4A 08 Nov 2018

SC-3, 30 Nov 2023 to 25 Jan 2024

**31°05'N-97°41'W**

**237**
TOP ALTITUDE:
3500

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 1: Climb on assigned heading for RADAR vectors to CONRA INT, maintain 3500. Thence . . .

TAKEOFF RUNWAY 19: Climb on heading 192° to 1900 before turning east. Then climb on assigned heading for RADAR vectors to CONRA INT, maintain 3500. Thence . . .

. . . (transition), expect filed altitude 10 minutes after departure.

COLLEGE STATION TRANSITION (CONRA3.CLL): From over CONRA INT on CLL R-287 to CLL VORTAC.

LEONA TRANSITION (CONRA3.LOA): From over CONRA INT on LOA R-257 to LOA VORTAC.

NOTE: Chart not to scale.
LAMPS EIGHT DEPARTURE

AWOS-3PT
128.575
CLNC DEL
121.7
CTAF
122.7
GRAY DEP CON
120.075 323.15

NOTE: WACO TRANSITION for aircraft inbound to terminal area airports.
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 1: Climbing right turn heading 300° (to assigned altitude) to intercept and proceed on AGJ R-098. Thence . . .
TAKEOFF RUNWAY 19: Climbing right turn heading 330° (to assigned altitude) to intercept and proceed on AGJ R-098. Thence . . .

. . . . on (transition) or (assigned route). Maintain ATC assigned altitude.

STONEWALL TRANSITION (LAMPS8.STV): From over AGJ VORTAC on AGJ R-202 and STV R-018 to STV VORTAC.
WACO TRANSITION (LAMPS8.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 ½ 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)

2000 (36.5)
(IAF) PUNVE

Procedure NA for arrivals on CRP VORTAC airway radial 287.

Category

LPV DA 380-3/4 250 (300-3/4)
LNAV/ VNAV DA 444-1 314 (400-1)
LNAV MDA 440-1 310 (400-1)
CIRCLING 500-1 370 (400-1) 580-1 450 (500-1) 580-1/2 450 (500-1/2) 680-2 550 (600-2)

KLEBERG COUNTY (IKG)

KINGSVILLE, TEXAS
Orig 29JUL10

27°33'N - 98°02'W

RNAV (GPS) RWY 13

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 ½ 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)

2000 (36.5)
(IAF) PUNVE

Procedure NA for arrivals on CRP VORTAC airway radial 287.

Category

LPV DA 380-3/4 250 (300-3/4)
LNAV/ VNAV DA 444-1 314 (400-1)
LNAV MDA 440-1 310 (400-1)
CIRCLING 500-1 370 (400-1) 580-1 450 (500-1) 580-1/2 450 (500-1/2) 680-2 550 (600-2)

KLEBERG COUNTY (IKG)

KINGSVILLE, TEXAS
Orig 29JUL10

27°33'N - 98°02'W
ILS X or LOC/DME X RWY 13R

MISSED APPROACH: Climbing right turn to 3000 to intercept NQI TACAN R-184 to 8RMA and hold.

EMERG SAFE ALT 100 NM 16,200

VGSI and ILS glideslope not coincident (VGSI TCH 34)

KINGSVILLE, TEXAS
Orig 14JUL22
**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, TEXAS**

**LOC/DME I-NQI**
110.9 Chan 46

**APCH CRS**
130°

**Rwy Idg**
8000

**TDZE**
50

**Arpt Elev**
50

**AL-918 [USN]**

**KINGSVILLE NAS (KNQI)**

---

**EMERG SAFE ALT 100 NM 16,200**

**VGSI and ILS glidepath not coincident (VGSI TCH 34)**

---

**LOC/DME Z Rwy 13R**

---

**ILS Z or LOC/DME Z Rwy 13R**

---

**SC-3, 30 NOV 2023 to 25 JAN 2024**

---

**MISSING APPROACH**: Climbing right turn to 3000 and intercept NQI TACAN R-184 to BRAMA 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

MISSED APPROACH: Climbing right turn to 3000 to intercept NQI TACAN R-184 to BRAMA and hold.

EMERG SAFE ALT 100 NM 16,200

CATEGORIES

<table>
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<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B (500-1)</th>
<th>C (500-1)</th>
<th>D (500-1)</th>
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<tr>
<td>5-13L</td>
<td>520-1</td>
<td>471</td>
<td>520-1%</td>
<td>471 520-1%</td>
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<td>470</td>
<td>520-1%</td>
<td>470 520-1%</td>
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<td>CIRCLING</td>
<td>540-1</td>
<td>490</td>
<td>760-2</td>
<td>760-2/4</td>
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KINGSVILLE, TEXAS
Amd 1 05NOV20

KINGSVILLE NAS (KNQI)

27°30'S-97°45'W
MISSED APPROACH: Climb to 3000 direct NQI TACAN and climbing right turn to intercept NQI R-184 to BRAMA and hold.

EMERG SAFE ALT 100 NM 16,200

KINGSVILLE, TEXAS

TACAN RWY 17L

KINGSVILLE NAS (KNQI)

DTZ: 49

ATIS: 282.25
APP CON: 119.9 290.45
TOWER: 124.1 377.05
GND CON: 239.05
CLNC DEL: 328.4
ASR/PAR

EMERG SAFE ALT 100 NM 16,200

KINGSVILLE
Chan 125 NQI

HOLD 6000
376
168
52
179
1800
170°
170°
1800
1800
3.04°
TCH 50
2.7 NM
2.1 NM

CATEGORY: A B C D
S-17L
360-1 311 400-1

CIRCLING: 540-1 490 (500-1)
760-2 710 (800-2) 710 (800-2/4)

HRL all rwys
REL all rwys
TDZL/CL RWY 17L

TACAN

KINGSVILLE, TEXAS
Amdt 1 05NOV20
### TACAN Rwy 31L/R

**SC-3, 30 Nov 2023 to 25 Jan 2024**

#### TACAN
<table>
<thead>
<tr>
<th>Chan</th>
<th>NQI</th>
<th>APCH CRS</th>
<th>TDZE</th>
<th>Arpt Elev</th>
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<tr>
<td>125</td>
<td>292*</td>
<td>Rwy 31L Idg 8000</td>
<td>47</td>
<td>50</td>
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<td>Rwy 31R Idg 8000</td>
<td>44</td>
<td>50</td>
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</table>

#### AL-918 (USN) KINGSVILLE NAS (KNQI)

**GND CON** 239.05 **CLNC DEL** 328.4

**MISSED APPROACH:** Climb to 3000 direct NQI 19 and climbing right turn to intercept NQI R-319 to BALTS and hold. Continue climb-in-hold to 3000.

**ATIS** 282.25 **APP CON** 119.9 290.45 **TOWER** 124.1 377.05

**ATIS** 282.25 **APP CON** 119.9 290.45 **TOWER** 124.1 377.05

#### Diagram

- **CORPUS CHRISTI** 115.5 CRP
- **KINGSVILLE** Chan 125 NQI 18
- **MELOY** NQI 5.7
- **DESEA** NQI 12
- **HOLD 3000**
- **EMERG SAFE ALT 100 NM 16,200**

#### ELEV 50

**TDZE** 47 31L **TDZE** 44 31R

### Category

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<th>D</th>
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### Amdt 1

- **05NOV20**

**KINGSVILLE, TEXAS**

**27°30'N-97°45'W**

**292° to TACAN**

**KINGSVILLE NAS (KNQI)**
TACAN RWY 35R

TACAN NQI Chan 125
APCH CRS 004*
Rwy Idg 8001
TDZE 49
Arpl Elev 50
AL-918 [USN]

KINGSVILLE NAS (KNKI)

EMERG SAFE ALT 100 NM 16,200

KINGSVILLE, TEXAS
Amdt 1 05NOV20

246
TACAN Y RWY 17R

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

**CORPUS CHRISTI**
115.5 CRP
Chan 102

MISSED APPROACH: Climbing left turn to 1800, intercept NOG TACAN R-146 to CELUR and hold.

---

<table>
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<tr>
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<th>C</th>
<th>D</th>
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<td>S-17R</td>
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<td>511</td>
<td>(600-1)</td>
<td>560-1½</td>
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<tr>
<td>CIRCLING</td>
<td>560-1</td>
<td>510</td>
<td>(600-1)</td>
<td>760-2</td>
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</table>

KINGSVILLE, TEXAS

Amdt 1 05NOV20

KINGSVILLE NAS (KNQI)

27°30’N-97°49’W

TACAN Y RWY 17R

22139
KINGSVILLE-THREE DEPARTURE (NQI3·NQI)

**ATIS** 282.25
**CLNC DEL** 328.4
**GND CON** 239.05
**TOWER** 124.1 377.05
**DEP CON** 121.05 266.8

**Rwy** | **Knots**
---|---
13L/R@ | 386 772 1158 1544 1930 2316
17L/R@ | 300 600 900 1200 1500 1800
31L/R@ | 409 818 1227 1636 2045 2454
35L/R@ | 551 1102 1653 2204 2755 3306

**R-225**

**R-339**

**HOBOZ**

**JERIR 8000**

**EMERG SAFE ALT 100 NM 16,200**

**DEPARTURE ROUTE DESCRIPTION**

**TAKE-OFF RWY 13L/R:** Climb via heading 130° to join NQI TACAN 7 DME arc, thence....

**TAKE-OFF RWY 17L/R:** Climb via heading 175° to join NQI TACAN 7 DME arc, thence....

**TAKE-OFF RWY 31L/R:** Climb via heading 310° to join NQI TACAN 7 DME arc, thence....

**TAKE-OFF RWY 35L/R:** Climb via heading 355° to join NQI TACAN 7 DME arc, thence....

**CORPUS CHRISTI TRANSITION (NQI3•CRP):**

Rwys 13L/R and 17L/R: Turn left to intercept NQI 7 DME arc and arc NE. Turn right to intercept NQI R-038 to cross JERIR at or above 8000. Then on NQI R-038 to CRP VORTAC.

Rwys 31L/R and 35L/R: Turn right to intercept NQI 7 DME arc and arc NE. Turn left to intercept NQI R-038 to cross JERIR at or above 8000. Then on NQI R-038 to CRP VORTAC.

(Continued on next page)
DEPARTURE ROUTE DESCRIPTION
(Continued)

HOBOZ TRANSITION (NQI3•HOBOZ):
Rwys 13L/R and 35L/R: Turn left to intercept NQI 7 DME arc and arc NW. Turn right to intercept NQI R-339 to HOBOZ.
Rwys 17L/R and 31L/R: Turn right to intercept NQI 7 DME arc and arc NW. Turn left to intercept NQI R-339 to HOBOZ.

JUBAK TRANSITION (NQI3•JUBAK): *
Rwys 13L/R and 17L/R: Turn left to intercept NQI 7 DME arc and arc SE. Turn right to intercept NQI R-125 to JUBAK.
Rwys 31L/R and 35L/R: Turn right to intercept NQI 7 DME arc and arc SE. Turn left to intercept NQI R-125 to JUBAK.

RICTO TRANSITION (NQI3•RICTO): *
Rwys 13L/R and 17L/R: Turn right to intercept NQI 7 DME arc and arc SW. Turn left to intercept NQI R-225 to RICTO.
Rwys 31L/R and 35L/R: Turn left to intercept NQI 7 DME arc and arc SW. Turn right to intercept NQI R-225 to RICTO.

* RICTO and JUBAK transitions are for local use for Special Use Airspace entry only.

LOST COMMUNICATIONS: If no transmissions are received one minute after departure, climb to assigned altitude, proceed direct assigned NAVAID or intercept NQI TACAN 7 DME arc, arc to respective departure radial then via departure radial to assigned departure fix. Then via assigned transition or route. Once established on departure radial climb to filed altitude.
**RNAV (GPS) RWY 15**

LAGO VISTA TX/RUSTY ALLEN (RYW)

**For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Rwy 15 helicopter visibility reduction below ¾ SM NA.**

**AWOS-3PT**

119.375

**AUSTIN APP CON**

119.0 370.85

**UNICOM**

122.725 (CTAF)

---

Procedure NA for arrival on LLO VORTAC airway radials 018 CW 165 and on CWK VORTAC airway radials 222 CW to 004.

---

**Misa RW15 25 NM**

![Diagram of RW15 25 NM](image)

---

**Table of Categories**

<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>1480-1</td>
<td>250 (300-1)</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>LNAV/VNAV DA</td>
<td>1641-1</td>
<td>411 (500-1)</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>1620-1</td>
<td>390 (400-1)</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1660-1</td>
<td>430 (500-1)</td>
<td>1860-1</td>
<td>630 (700-1)</td>
</tr>
</tbody>
</table>

---

**AWOS-3PT**

119.375

**AUSTIN APP CON**

119.0 370.85

**UNICOM**

122.725 (CTAF)
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: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.

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

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 (ILEXY4.JAYJO)
ZENZI TRANSITION (ILEXY4.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.
TAKING OFF 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 MUNCH at or above 5000, thence....

TAKEOFF RUNWAY 33: Climb on heading 337° or as assigned by ATC for vectors to cross MUNCH at or above 5000, thence....

.. . . on track 024° to SAYBR. Maintain altitude assigned by ATC. Expect filed altitude 10 minutes after departure.
RNAV (GPS) RWY 16
LAKEWAY AIRPARK (3R9)

<table>
<thead>
<tr>
<th></th>
<th>APP CRS</th>
<th>TDZE</th>
<th>Appt Elev</th>
</tr>
</thead>
<tbody>
<tr>
<td>WAAS CH</td>
<td>42531</td>
<td>903</td>
<td>909</td>
</tr>
<tr>
<td>W16A</td>
<td>3148</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Rwy 16, 34 helicopter visibility reduction below 1 SM NA. DME/DME RNP-0.3 NA. Procedure NA at night. Use Lago Vista altimeter setting: when not received, use Austin-Bergstrom Intl altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climbing left turn to 3000 direct DWELT and hold.

<table>
<thead>
<tr>
<th></th>
<th>Rwy Idg</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>RYW ASOS</td>
<td>119.375</td>
<td>Austin app con</td>
<td>119.0 370.85</td>
</tr>
<tr>
<td>Austin app con</td>
<td></td>
<td>UNICOM</td>
<td>123.0 (CTAF)</td>
</tr>
</tbody>
</table>

**Visual Segment - Obstacles.**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LP MDA</td>
<td>1340-1</td>
<td>437 (500-1)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>1360-1</td>
<td>457 (500-1)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1620-1</td>
<td>1960-1½</td>
<td>NA</td>
<td></td>
</tr>
</tbody>
</table>

Procedure NA for arrivals at AMUSE on V163 southbound.

Procedure NA for arrivals on CWK VORTAC airway radial 222 CW 004.

Procedure NA for arrivals on CWK VORTAC airway radial 222 CW 004.

**LaKeWAY, Texas**
Amdt 1B 17AUG17

**RNAV (GPS) RWY 16**
**LAKEWAY AIRPARK (3R9)**

30°21'N-98°00'W
259
**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.
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 MINIMUMS:
Rwy 16: 500-23/4 or standard with minimum climb
of 265’ per NM to 1500.
Rwy 34: Standard.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 16: Climb on heading 165° to 1700, then as
assigned by ATC for vectors to cross WLMRT at or above 5000, thence....

TAKEOFF RUNWAY 34: Climb on heading 345° or as assigned by
ATC for vectors to cross WLMRT at or above 5000, thence....

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

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

**TAKEOFF RUNWAY 16:** Climb on heading 165° to 1700, then as assigned by ATC for vectors to cross HOOKK at or above 5000, thence. . . .

**TAKEOFF RUNWAY 34:** Climb on heading 345° or as assigned by ATC for vectors to cross HOOKK at or above 5000, thence. . . .

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

**JAYJO TRANSITION (ILEXY4.JAYJO)**

**ZENZI TRANSITION (ILEXY4.ZENZI)**

---

**NOTE:** Houston terminal area arrivals expect routing from ILEXY.

**NOTE:** JAYJO transition to join V306 only.

**NOTE:** Takeoff Rwy 16 requires a climb to 1700 on heading 165° prior to turning for obstacle avoidance.

**NOTE:** Aircraft not destined the Houston terminal area or joining V306 must file the ZENZI transition.

---

**TOP ALTITUDE: ASSIGNED BY ATC**

**RNAV 1 - DME/DME/IRU or GPS.**

**RADAR required.**

---

**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.

RNAV

**DEPARTURE ROUTE DESCRIPTION**

**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.
SAYBR THREE DEPARTURE (RNAV)

UNICOM (CTAF)
123.0
AUSTIN DEP CON
119.0 370.85

NOTE: Chart not to scale.

TAKEOFF MINIMUMS
Rwy 34: Standard.
Rwy 16: 500-2 3/4 or standard with minimum climb of 265’ per NM to 1500.

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.
NOTE: For DFW terminal area arrivals at FL230 or below only.

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)

MISSED APPROACH: Climb to 3000 direct GUBVE
and on track 063° to AGJ VORTAC and hold.

Circling Rwy 16 NA at night.
Rwy 34 helicopter visibility reduction below ¾ SM NA.

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.

LAMPASAS, TEXAS
AL-6267 (FAA)

RNP APCH.

Category

A | B | C | D
LNAV MDA | 1620-1 430 (500-1) | 1620-1 430 (500-1-1/4) | NA

CIRCLING | 1680-1 466 (500-1) | 1880-1 666 (700-1) | 1880-1 666 (700-1-1/4) | NA

LAMPASAS, TEXAS
Orig-B 15JUL21

RNAV (GPS) RWY 34
LAMPASAS (LZZ)

Orig-B 15JUL21

31°06'N-98°12'W

266
When local altimeter setting not received, use Robert Gray AAF altimeter setting and increase all MDAs 80 feet and visibility Cat C 1/2 SM. Circling Rwy 16 NA at night. Rwy 16 helicopter visibility reduction below 1 SM NA.

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

<table>
<thead>
<tr>
<th>Awos-3</th>
<th>Gray App Con</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>119.075</td>
<td>120.075 323.15</td>
<td>122.8 (CTAF)</td>
</tr>
</tbody>
</table>

No PT for arrivals on AGJ VORTAC airway radials 005 CW 033.

Amdt 4B 11AUG22
**ILS or LOC RWY 18R**

**LAREDO INTL (LRD)**

**LOC/DME I-LRD**
- 111.9
- Chan 56

**APP CRS**
- 178°

**Rwy Idg**
- 18R: 8743
- 18L: 8236

**TDZE**
- 504
- 499

**Apt Elev**
- 508
- 508

**MALSR**
- **A**

**MISSED APPROACH**: Climb to 1100 then climbing left turn to 2500 direct LRD VORTAC and on LRD VORTAC R-132 to ELKOS/LRD 15 DME and hold.

**ATIS**
- 125.775

**HOUSTON CENTER**
- 127.8
- 307.2

**LAREDO TOWER**
- * 120.1 (CTAF) 0 257.9

**GND CON**
- 121.8

**UNICOM**
- 122.95

**DME REQUIRED**

**USE** I-LRD DME when on LOC only.

**VGSI and ILS glidepath not coincident within 15 NM**

**Remain within 15 NM**

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

**S-ILS 18R**
- 704-1/2
- 200 (200-1/2)
- 920-3/4
- 416 (500-3/4)

**S-LOC 18R**
- 920-1/2
- 416 (500-1/2)
- 421 (500-1/4)
- 920-2
- 421 (500-2)

**SIDESTEP 18L**
- 920-1
- 421 (500-1)
- 421 (500-1/4)
- 421 (500-2)

**CIRCLING**
- 980-1
- 472 (500-1)
- 592 (600-1/2)
- 692 (700-1/2)
- 692 (700-2/3)

**SC-3, 30 NOV 2023 to 25 JAN 2024**

---

**LAREDO, TEXAS**

**Amdt 12** 01FEB18

27°33'N-99°28'W
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 1°C (34°F) or above 54°C (130°F). Circling NA west of Rwys 14 and 36L.

MISSED APPROACH: Climb to 2500 direct ZERIK and hold.

ATIS: 125.775
HOU: 127.800
LAR: 120.1 CTAF
GND CON: 121.800
UNICOM: 122.950

**Radar Required**

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

**LPV/DA**
- 758-3/4
- 250 (300-3/4)

**LPV/SA**
- 810-2/3
- 302 (400-2/3)

**LNAV/MDA**
- 960-1/2
- 452 (500-1/2)

**LNAV/CIRCLING**
- 960-1/2
- 452 (500-1/2)

**GND CON**
- 5927
- 508
- 508
- 508
- 508

**LAREDO INTL (LRD)**

**Altimeters**
- 0.4% UP
- 0.6% UP

**MISSED APCH FIX**
- 1.3 NM to RW14

**Sc-3, 30 Nov 2023 to 25 Jan 2024**

**Amdt 1 01FEB18**
RNAV (GPS) RWY 18R
LAREDO INTL (LRD)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 1°C (34°F) or above 54°C (130°F). Circling NA West of Rwys 14 and 36L. DME/DME RNP-0.3 NA.

For inop ALS, increase LPV Cat E visibility to ½ SM, LNAV/VNAV all Cats visibility to ½ SM, and LNAV Cats C/D/E to 1 SM.

Procedure NA for arrivals at KAHAN on V17 northbound.

MISSED APPROACH:
Climb to 1000 then climbing left turn to 2500 direct ELKOS and hold.

LAREDO, TEXAS
Atm 2 01FEB18

27°33'N-99°28'W

SC-3, 30 NOV 2023 to 25 JAN 2024
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 1°C (34°F) or above 54°C (130°F). Circling NA west of Rwys 14 and 36L. DME/DME RNP-0.3 NA.

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

**Procedure NA for arrivals at KAHAN on V17 northbound.**
LOC BC RWY 36L
LAREDO INTL (LRD)

**MISSED APPROACH:** Climb to 1100 then climbing left turn to 2600 on heading 290° and on LRD VORTAC R-319 to BLAME/LRD 18 DME and hold.

<table>
<thead>
<tr>
<th>ATIS</th>
<th>HOUSTON CENTER</th>
<th>LAREDO TOWER*</th>
<th>GND CON</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>125.775</td>
<td>127.8</td>
<td>120.1 (CTAF)</td>
<td>257.9</td>
<td>121.8</td>
</tr>
<tr>
<td>307.2</td>
<td></td>
<td></td>
<td></td>
<td>122.95</td>
</tr>
</tbody>
</table>

**DME REQUIRED**

**LOCALIZER 111.9**
Chan 56

**LOC BC RWY 36L**
LAREDO INTL (LRD)

**UTC**
**TDZE** 497

**ELEV** 508
**TDZE** 497

**ATIS** 125.775
**HOUSTON CENTER** 127.8 307.2
**LAREDO TOWER** 120.1 (CTAF)
**GND CON** 121.8
**UNICOM** 122.95

**DME REQUIRED**

- Use I-LRD DME when on the localizer course.
- Disregard glide slope indications.

**LOC BC RWY 36L**
LAREDO INTL (LRD)

**ATIS** 125.775
**HOUSTON CENTER** 127.8 307.2
**LAREDO TOWER** 120.1 (CTAF)
**GND CON** 121.8
**UNICOM** 122.95
HOLDING INSTRUCTIONS IS REQUIRED.

READBACK OF ALL RUNWAY CROSSING CLEARANCES.

CAUTION: BE ALERT TO

V

AR 4.5°   E

(LRD)

LAREDO INTL

LAREDO, TEXAS

AL-226 (FAA)

ATIS

125.775

LAREDO TOWER

120.1  257.9

GND CON

121.8

JANUARY 2020

ANNUAL RATE OF CHANGE

0.1° W

FIELD ELEV

508

BLAST PAD

200 X 150

ELEV

504

81

181

178.1°

(BLAST PAD)

178.1°

358.1°

322.8°

178.1°

358.1°

GND CON

121.8

EMAS

200 X 150

BLAST PAD

503 X 150

EMAS

CAUTION: BE ALERT TO

RUNWAY CROSSING CLEARANCES.

READBACK OF ALL RUNWAY

HOLDING INSTRUCTIONS IS REQUIRED.
EMERG SAFE ALT 100 NM 16,000

 CATEGORY A B C D E
 LNAV MDA 1380-1 301 (300-1) 1380-7 301 (300-7)
 SIDESTEP31R 1380-1 302 (300-1) 1380-1 302 (300-1)
 SIDESTEP31L 1420-1 340 (400-1) 1420-1 340 (400-1)
 CIRCUNRG 1500-1 418 (500-1) 1540-1 458 (500-1) 1700-1-1 618 (700-1-1) 1700-2 618 (700-2) 1740-2 658 (700-2-1)
**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RWY 13C:** Climb on track 128°, intercept the DLF VORTAC R-132 to DLF 5 DME (MAVRK), 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.

**TAKEOFF RWY 13L:** Climb on track 128°, intercept the DLF VORTAC R-130 to DLF 5 DME (HAPSU), 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.

**TAKEOFF RWY 31C:** Climb on track 308°, intercept the DLF VORTAC R-305 to DLF 5 DME (AMSTD), 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.

**TAKEOFF RWY 31R:** Climb on track 308°, intercept the DLF VORTAC R-307 to DLF 5 DME (HAMIX), cross DLF VORTAC 2 DME at or below 3000, cross DLF R-307/5 DME (HAMIX) at or above 3000. Then turn right and track 070° to intercept the DLF R-031 prior to ROSPE, cross ROSPE at or above 8000, cross HJORN at or above FL230, then direct HINKO.
DEPARTURE ROUTE DESCRIPTION

(MAVRK Tracks)

TAKEOFF RWY 13C: Climb on track 128°, thence...
TAKEOFF RWY 13L: Climb on track 131°, thence...
TAKEOFF 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.

(A-MMSTD Tracks)

TAKEOFF RWY 31C: Climb on track 308°, thence...
TAKEOFF RWY 31L: Climb on track 310°, thence...
TAKEOFF RWY 31R: Climb on track 306°, thence...

...intercept DLF VORTAC R-305 to DLF 5 DME (AMSTD), cross DLF 2 DME at or below 3000, cross DLF 5 DME (AMSTD) at or above 3000, then as directed by ATC.
**RNAV (GPS) RWY 17**

**LLANO MUNI (AQO)**

**AWOS-3**  119.425

**HOUSTON CENTER**  132.35  317.5

**UNICOM**  123.05 (CTAF)

**APP CRS**

<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>1520-1</td>
<td>418 (500-1)</td>
<td>NA</td>
<td>NA</td>
</tr>
</tbody>
</table>

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

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

**Procedure NA for arrivals at LLO VORTAC airway radials 018 CW 103.**

**Procedure NA for arrivals on AGJ VORTAC airway radials 185 CW 202.**
### RNAV (GPS) RWY 35

**LLANO MUNI (AQO)**

#### Missed Approach

- **Procedure NA at night.**
- **Rwy 35 helicopter visibility reduction below 1 SM NA.**

<table>
<thead>
<tr>
<th>AWOS-3</th>
<th>HOUSTON CENTER</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>119.425</strong></td>
<td><strong>132.35 317.5</strong></td>
<td><strong>123.05 (CTAF)</strong></td>
</tr>
</tbody>
</table>

#### MAP Fix

- **AKEKY**

#### Elevation

- **1102**

#### TDZE

- **1102**

#### RNAV (GPS) RWY 35

- **APP CRS 354°**
- **Rwy ldg 4202**
- **TDZE 1102**
- **Apt Elev 1102**

#### RNAV (GPS) RWY 35

- **Category A**
- **LNAV MDA 1480-1 378 (400-1)**
- **RNAV MDA 3500 NoPT (28.5°)**
- **(IF/IAF) IYMUD**

#### Holding Pattern

**HOLD 6000 3500**

**3500 NoPT 28.5° (20.1)**

**[IF] AMUSE**

**Procedure NA for arrivals at CORVY on V568 southbound and V306 westbound.**

**Procedure NA for arrivals at AMUSE on V565 southeast bound, V306 eastbound and V163 southbound.**

**30°47'N-98°40'W**

**289**
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.

MISSED 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)
**RNAV (GPS) RWY 18**

LOCKHART MUNI (50R)

**AUSTIN APP CON**

120.875 270.25

**UNICOM**

122.8 (CTAF)

**Procedure NA for arrivals on CWK VORTAC airway radials 088 CW 237.**

**Procedure NA for arrivals at SEEDS**

**MISSED APPROACH:** Climb to 4000 direct EDIVE and on track 095° to SEEDS and hold.

**Note:** Baro-VNAV NA. Use San Marcos altimeter setting, when not received, use Austin-Bergstrom Intl altimeter setting and increase all DA 16 feet, all MDA 20 feet; increase LNAV Cat B visibility 1/2 SM.

**SC-3, 30 NOV 2023 to 25 JAN 2024**

**ELEV 532**

**TDZE 532**

** Categoria A**

**LPV DA**

815-1 283 (300-1)

**LNAV/VNAV DA**

883-1½ 351 (400-1½)

**LNAV MDA**

1260-1 728 (800-1)

**GP 3.00° TCH 40**

**GP 4.8 NM TCH 5.3 NM**

**3000**

**190°**

**RW18**

**175°**

**SEEDS**

**PAMER**

**SUFLE (IAF)**

**SHENN (FAF)**

**GIPAW**

**EDIVE**

**4000**

**CENTEX (CWK)**

**4000 174° (16.7)**

**4000 210° (11)**

**4000 150° (7)**

**4000 310° (7)**

**4 ADD to GIPAW (23 A)**

**4 ADD to SEEDS (32 A)**

**4 ADD to CRB (19 A)**

**4 NM 083° 263°**

**1095° (22.8)**

**RNAV and RNAV glidepath not coincident (VGS Angle 3.50/TCH 24).**

**VGSI and RNAV glidepath not coincident**

When not received, use San Marcos altimeter setting, when not received, use Austin-Bergstrom Intl altimeter setting and increase all DA 16 feet, all MDA 20 feet; increase LNAV Cat B visibility 1/2 SM.

**AL-6919 (FAA)**
**RNAV (GPS) RWY 36**

**LOCKHART MUNI (50R)**

**NA** Baro-VNAV NA. Rwy 36 helicopter visibility reduction below ½ SM NA.

Use San Marcos altimeter setting, when not received, use Austin Bergstrom Intl altimeter setting and increase all DA 16 feet, all MDA 20 feet and increase LNAV Cat C visibility ½ mile.

**UNICOM** 122.8 (CTAF)

**AUSTIN APP CON** 120.875 270.25

**MISSING APPROACH:** Climb to 1000, then climbing right turn to 3000 direct CRAYS and hold.

**RNP APCH.**

- 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.

**EGE** 3100

**AIRPORT IDENTIFIERS**

- **Apt Elev** 532
- **Rwy Idg** 4001
- **TDZE** 530

**CATEGORIES**

- **LPV** DA 813-1 283 (300-1) NA
- **LNAV/VNAV** DA 863-1½ 333 (400-1½) NA
- **LNAV MDA** 940-1 410 (500-1) 940-1½ 410 (500-1½) NA

**ALTITUDE** 3000

**CATS** 3.00° (TCH 25).

**RNP** 2.00° (TCH 25)

**ALT** 3500

**AIRPORT**

- **LOCKHART MUNI (50R)**
- **ELEV** 532

**EMERGENCY TELEPHONE**

- **LOCKHART** 911

**WEATHER INFORMATION**

- **UNICOM** 122.8 (CTAF)

**MESSAGE**

- **LOCKHART, TEXAS**

**DOCUMENT**

- **SC-3, 30 NOV 2023 to 25 JAN 2024**

**NOTES**

- **29°51’N-97°40’W**

**ORIGIN**

- **LOCKHART, TEXAS**

**DATE**

- **07NOV19**
RNAV (GPS) RWY 31
MARFA MUNI (MRF)

AWOS-3PT: 134.025
ALBUQUERQUE CENTER: 135.875 292.15
UNICOM: 122.8 (CTAF)

When local altimeter setting not received, procedure NA.
Circling NA to Rwy 9, 27.

MISSED APPROACH: Climb to 5300 then climbing left turn to 9000 direct TITFE and hold, continue climb-in-hold to 9000.

MIRL Rwy 13-31

RNAV (GPS) RWY 31
MARFA MUNI (MRF)

UNICOM 122.8 (CTAF)

CLIMB TO 5300

CIRCLING

30° 22' N, 104° 01' W

293
### VOR RWY 31

**MARFA MUNI (MRF)**

**VOR CRS** 30° 5360-1

**Categories:**
- **S-31**
- **CIRCLING**

**ZADGI MINIMUMS**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
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<tbody>
<tr>
<td>S-31</td>
<td>5360-1</td>
<td>520 (600-1)</td>
<td>5360-1/2</td>
<td>520 (600-1/2)</td>
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<tr>
<td><strong>CIRCLING</strong></td>
<td>5360-1</td>
<td>511 (600-1)</td>
<td>5440-1/2</td>
<td>5780-3</td>
</tr>
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</table>

**MISSED APPROACH:** Climbing left turn to 9000 direct MRF VOR/DME and hold, continue climb-in-hold to 9000.

**AWOS:** 3PT

<table>
<thead>
<tr>
<th>ELEV</th>
<th>TDZE</th>
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<tbody>
<tr>
<td>4849</td>
<td>4840</td>
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**MRF 115.9 MRF 30°**

**Chanel 106**

**FAF to MAP 5 NM**

<table>
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<tr>
<th>Knots</th>
<th>60</th>
<th>90</th>
<th>120</th>
<th>150</th>
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<td>3:20</td>
<td>2:30</td>
<td>2:00</td>
<td>1:40</td>
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</table>

**Unicom:**

| ALBUQUERQUE CENTER | 135.875 292.15 | UNICOM | 122.8 (CTAF) |

**MRO VER 31**

**MARFA, TEXAS**

**Amdt 6C 08SEP22**

**SC-3, 30 NOV 2023 to 25 JAN 2024**

**TDZE**

**Rwy Idg**

**Apt Elev**

**MARFA, TEXAS**

**Amdt 6C 08SEP22**

**30°22'N-104°01'W**
RNAV (GPS) RWY 18
MASON COUNTY (T92)

**APP CRS**
- **RWY Idg**: 3716
- **TDZE**: 1502
- **Apt Elev**: 1514

**ELEV**
- **3100**
- **2380**

**RNAV (GPS) RWY 18**
- **WODIR**: 176°
- **NA**: Using altimeter setting: when not received, use Llano altimeter setting and increase all MDAs 20 feet.

**HOUSTON CENTER**
- **317.5**

**CTAF**
- **122.9**

**BBD AWOS-3**
- **118.375**

**SC-3, 30 NOV 2023 to 25 JAN 2024**

**Visual Segment - Obstacles**
- **176° to RW18**

**LNAV MDA**
- **2080-1**
- **578 (600-1)**
- **NA**

**CIRCLING**
- **2140-1**
- **626 (700-1)**
- **NA**

**DME/DME RNP-0.3 NA. Procedure NA at night.**

**Rwy 18/36 helicopter visibility reduction below 1 SM NA.**

**30°44'N 99°11'W**

**MISSED APPROACH**
- Climb to 3800 direct UCOBA and hold.

**RNAV (GPS) RWY 18**
- **3800**
- **WODIR**
- **2.7 NM to OZEYI**
- **3716 X 50**

**356° 3800**
- **WODIR**
- **2.7 NM to RW18**
- **176°**

**OLA 2252**
- **1964°**

**OLA 2260**
- **3100**

**OLA 2348**
- **30 NM to WODIR (NPT) 4 NM**
- **176° to RW18**

**SC-3, 30 NOV 2023 to 25 JAN 2024**

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

<table>
<thead>
<tr>
<th>Category</th>
<th>LNAV MDA</th>
<th>CIRCLING</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>2080-1</td>
<td>2140-1</td>
</tr>
<tr>
<td>B</td>
<td>578 (600-1)</td>
<td>626 (700-1)</td>
</tr>
<tr>
<td>C</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>D</td>
<td>NA</td>
<td>NA</td>
</tr>
</tbody>
</table>

**MASON, TEXAS**
- Orig-C 17AUG17
Rwy 18/36 helicopter visibility reduction below 1 SM 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.

<table>
<thead>
<tr>
<th>BBD AWOS-3</th>
<th>HOUSTON CENTER</th>
<th>CTAF</th>
</tr>
</thead>
<tbody>
<tr>
<td>118.375</td>
<td>132.35</td>
<td>317.5</td>
</tr>
</tbody>
</table>

### Diagram Details
- **ELEV** 1514
- **TDZE** 1498
- **APP CRS** 356°
- **Rwy Idg** 3716
- **TDZE** 1498
- **Apt Elev** 1514

### Laser ATFM
- **3800 WODIR**
- **30 NM to UCOBA**
- **066° 286°**

### Holding Pattern
- **30 NM to UCOBA (No PT)**
- **066° 286°**

### Table
<table>
<thead>
<tr>
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<th>C</th>
<th>D</th>
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</thead>
<tbody>
<tr>
<td>LNAV MDA</td>
<td>1940-1</td>
<td>442 (500-1)</td>
<td>NA</td>
<td></td>
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<tr>
<td>CIRCLING</td>
<td>2140-1</td>
<td>626 (700-1)</td>
<td>NA</td>
<td></td>
</tr>
</tbody>
</table>

**Notes:**
- SC-3, 30 Nov 2023 to 25 Jan 2024
VOR-A

Rwy 18/36 helicopter visibility reduction below 1 SM NA. DME required. Procedure NA at night. Use Brady altimeter setting; when not received, use Llano altimeter setting.

MISSED APPROACH: Climbing left turn to 4000 direct LLO VORTAC and hold.

BBD AWOS-3 118.375
HOUSTON CENTER 132.35 317.5
CTAF 122.9

Procedure NA for arrival on LLO VORTAC airway radials 195 CW 284.
DME or RADAR REQUIRED

**MISSED APPROACH:** Climb to 2100 direct MF LOM and hold.

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.

*LOC only* when using Weslaco altimeter setting.

Altitude Minimums

**SC-3, 30 NOV 2023 to 25 JAN 2024**
RNAV (GPS) RWY 14
MC ALLEN INTL (MFE)

Circling NA northeast of RWY 14-32. For inop ALS, increase LNAV/VNAV visibility all Cats to 7/8 SM and LNAV visibility Cat C/D to 1 1/8 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 1/8 SM; increase all MDA 40 feet and LNAV Cat C/D visibility 1/8 SM.

ATIS 128.5
VALLEY APP CON 126.55 377.2
MC ALLEN TOWER 118.5 (CTAF) 256.9
GND CON 121.8
UNICOM 122.95

Procedure NA for arrivals at HARGI on V20 northbound.

RNAV (GPS) RWY 14
MC ALLEN INTL (MFE)

AMDT 1A 14JUL22
SC-3, 30 NOV 2023 to 25 JAN 2024

MC ALLEN, TEXAS

Amdt SC-3, 30 NOV 2023 to 25 JAN 2024

MC ALLEN INTL (MFE)

RNP APCH-GPS

Circling NA northeast of RWY 14-32. For inop ALS, increase LNAV/VNAV visibility all Cats to 7/8 SM and LNAV visibility Cat C/D to 1 1/8 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 1/8 SM; increase all MDA 40 feet and LNAV Cat C/D visibility 1/8 SM.

ATIS 128.5
VALLEY APP CON 126.55 377.2
MC ALLEN TOWER 118.5 (CTAF) 256.9
GND CON 121.8
UNICOM 122.95

Procedure NA for arrivals at HARGI on V20 northbound.

RNAV (GPS) RWY 14
MC ALLEN INTL (MFE)

AMDT 1A 14JUL22
SC-3, 30 NOV 2023 to 25 JAN 2024

MC ALLEN, TEXAS

Amdt SC-3, 30 NOV 2023 to 25 JAN 2024

MC ALLEN 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 alitmeter setting not received, use Weslaco alitmeter setting: increase all DA 39 feet and LNAV/VNAV all Cat visibility ½ mile; increase all MDA 40 feet and LNAV Cat C/D visibility ½ mile. Baro-VNAV and VDP NA when using Weslaco alitmeter setting.

### RNAV (GPS) RWY 32

**MC ALLEN INTL (MFE)**

**ATIS** 128.5

**VALLEY APP CON** 126.55 377.2

**MC ALLEN TOWER** 118.5 (CTAF) 256.9

**GND CON** 121.8

**UNICOM** 122.95

Procedure NA for arrivals at FLATZ on V17 eastbound.

### RNAV (GPS) RWY 32

**MC ALLEN INTL (MFE)**

**ATIS** 128.5

**VALLEY APP CON** 126.55 377.2

**MC ALLEN TOWER** 118.5 (CTAF) 256.9

**GND CON** 121.8

**UNICOM** 122.95

Procedure NA for arrivals at FLATZ on V17 eastbound.

### RNAV (GPS) RWY 32

**MC ALLEN INTL (MFE)**

**ATIS** 128.5

**VALLEY APP CON** 126.55 377.2

**MC ALLEN TOWER** 118.5 (CTAF) 256.9

**GND CON** 121.8

**UNICOM** 122.95

Procedure NA for arrivals at FLATZ on V17 eastbound.

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**MC ALLEN INTL (MFE)**

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**VALLEY APP CON** 126.55 377.2

**MC ALLEN TOWER** 118.5 (CTAF) 256.9

**GND CON** 121.8

**UNICOM** 122.95

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**VALLEY APP CON** 126.55 377.2

**MC ALLEN TOWER** 118.5 (CTAF) 256.9

**GND CON** 121.8

**UNICOM** 122.95

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**UNICOM** 122.95

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**UNICOM** 122.95

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**VALLEY APP CON** 126.55 377.2

**MC ALLEN TOWER** 118.5 (CTAF) 256.9

**GND CON** 121.8

**UNICOM** 122.95

Procedure NA for arrivals at FLATZ on V17 eastbound.

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**MC ALLEN INTL (MFE)**

**ATIS** 128.5

**VALLEY APP CON** 126.55 377.2

**MC ALLEN TOWER** 118.5 (CTAF) 256.9

**GND CON** 121.8

**UNICOM** 122.95

Procedure NA for arrivals at FLATZ on V17 eastbound.

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**VALLEY APP CON** 126.55 377.2

**MC ALLEN TOWER** 118.5 (CTAF) 256.9

**GND CON** 121.8

**UNICOM** 122.95

Procedure NA for arrivals at FLATZ on V17 eastbound.

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**MC ALLEN INTL (MFE)**

**ATIS** 128.5

**VALLEY APP CON** 126.55 377.2

**MC ALLEN TOWER** 118.5 (CTAF) 256.9

**GND CON** 121.8

**UNICOM** 122.95

Procedure NA for arrivals at FLATZ on V17 eastbound.

### RNAV (GPS) RWY 32

**MC ALLEN INTL (MFE)**

**ATIS** 128.5

**VALLEY APP CON** 126.55 377.2

**MC ALLEN TOWER** 118.5 (CTAF) 256.9

**GND CON** 121.8

**UNICOM** 122.95

Procedure NA for arrivals at FLATZ on V17 eastbound.

### RNAV (GPS) RWY 32

**MC ALLEN INTL (MFE)**

**ATIS** 128.5

**VALLEY APP CON** 126.55 377.2

**MC ALLEN TOWER** 118.5 (CTAF) 256.9

**GND CON** 121.8

**UNICOM** 122.95

Procedure NA for arrivals at FLATZ on V17 eastbound.

### RNAV (GPS) RWY 32

**MC ALLEN INTL (MFE)**

**ATIS** 128.5

**VALLEY APP CON** 126.55 377.2

**MC ALLEN TOWER** 118.5 (CTAF) 256.9

**GND CON** 121.8

**UNICOM** 122.95

Procedure NA for arrivals at FLATZ on V17 eastbound.

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**MC ALLEN INTL (MFE)**

**ATIS** 128.5

**VALLEY APP CON** 126.55 377.2

**MC ALLEN TOWER** 118.5 (CTAF) 256.9

**GND CON** 121.8

**UNICOM** 122.95

Procedure NA for arrivals at FLATZ on V17 eastbound.

### RNAV (GPS) RWY 32

**MC ALLEN INTL (MFE)**

**ATIS** 128.5

**VALLEY APP CON** 126.55 377.2

**MC ALLEN TOWER** 118.5 (CTAF) 256.9

**GND CON** 121.8

**UNICOM** 122.95

Procedure NA for arrivals at FLATZ on V17 eastbound.
VOR RWY 14
MC ALLEN INTL (MFE)

ADF or DME REQUIRED

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct MFE VOR/DME and hold.

ATIS 128.5
VALLEY APP CON 126.55 377.2
MC ALLEN TOWER * 118.5 (CTAF) 256.9
GND CON 121.8
UNICOM 122.95

Remain within 10 NM

CATEGORY A B C D
S-14 620-½ 513 [600-½] 620-1 513 (600-1)
CIRCLING 620-1 513 (600-1)

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.
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 ¾ SM. When VGSI inop, Straight-in/Circling Rwy 25 procedure NA at night. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA.

5 NM 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.
RNAV (GPS) RWY 34
MIDLAND AIRPARK (MDD)

**AWOS-3**
118.125

**Midland App Con** *
124.6 290.4

**Clnce Del**
121.8

**Unicom**
122.7 (CTAF)

**Missed Approach**: Climb to 4500 direct ZEBIB and hold.

**RNP Approach**:
- Rwy 34 helicopter visibility reduction below 3 SM NA. Baro-VNAV NA when using Midland Intl altimeter setting. For uncompensated Baro-VNAV systems, procedure NA below -20°C or above 54°C. VDP NA with Midland Intl altimeter setting. When local altimeter setting not received, use Midland Intl altimeter setting and increase LPV DA to 3078 and LNAV/VNAV DA to 3262; increase all MDAs 40 feet and LNAV/VNAV visibility 1/2 SM all Cats.

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<th>B</th>
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<th>D</th>
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<tbody>
<tr>
<td>LPV DA</td>
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<tr>
<td>LNAV/ VNAV DA</td>
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<td>LNAV MDA</td>
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<td>CIRCLING</td>
<td>3400-1</td>
<td>595 (600-1)</td>
<td>NA</td>
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**Orig-B 12AUG21**

**32°02'N-102°06'W**
VOR RWY 25

MIDLAND AIRPARK (MDD)

DME required. RADAR required for procedure entry at OXATE.

Procedure NA for arrivals at MERGE on V16 westbound.

MISSED APPROACH: Climbing right turn to 4500 on MAF VORTAC R-357 to MERGE INT/17 DME and hold.

RADAR required for procedure entry at OXATE.

MIRL Rwys 7-25 and 16-34

SC-3, 30 NOV 2023 to 25 JAN 2024

239° 5.7 NM from FAF

CATEGORY

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<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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</thead>
<tbody>
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<td>3400-1</td>
<td>600 (600-1)</td>
<td>3400-1½</td>
<td>600 (600-1½)</td>
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<tr>
<td>CIRCLING</td>
<td>3400-1</td>
<td>595 (600-1)</td>
<td>3440-1½</td>
<td>635 (700-1½)</td>
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</tbody>
</table>

32°02’N-102°06’W

307
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 1/4 SM.

MISSED APPROACH: Climbing left turn to 4500 via MAF R-357 to MERGE Int and hold.

Awos-3
118.125
Midland App Con
124.6 290.4
Clnc Del
121.8
Unicom
122.7 (CTAF)
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 1/2 SM NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4700 direct AYUPA and hold.
RNAV (GPS) RWY 22
MIDLAND INTL AIR AND SPACE PORT (MAF')

**ATIS**
- MIDLAND APP CON*: 124.6 290.4
- MIDLAND TOWER*: 118.7 (CTAF) 273.45
- GND CON: 121.9 348.6
- CINCE DEL: 118.05 317.65
- UNICOM: 122.95

**MISSED APPROACH:** Climb to 5000 direct TOKRE and hold.

**For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C or above 25°C. Circling Rw 16L NA at night.**

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

**LPV DA**
- 3055-3/4 200 (200-3/4)

**LNAV/ VNAV DA**
- 3317-1 462 (500-1)

**LNAV MDA**
- 3320-1 465 (500-1)
- 3320-1 465 (500-1)

**CIRCLING**
- 3440-1 568 (600-1)
- 3440-1 568 (600-1)
- 3520-2 648 (700-2)

**ELEV 2872 TDZE 2855**

**SC-3, 30 NOV 2023 to 25 JAN 2024**

**Reil Rwy 34L**
- MIRL Rwy 4-22 and 16L-34R
- HIRL Rwy 10-28 and 16R-34L
VOR or TACAN Rwy 34L
MIDLAND INTL AIR AND SPACE PORT (MAF')

Circling Rwy 16L NA at night. Rwy 34L helicopter visibility reduction below ¾ SM NA. DME required.

MISSED APPROACH: Climb to 4800 direct. MA F VOR Tac and on MAF VORTAC R-357 to MERGE INT/MAF 16.7 DME and hold.

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

Radar and DME required for procedure entry at PEMSE INT.

Category  A  B  C  D  E
S-34L   3320-1 462 (500-1) 3320-1 462 (500-1)
Circling  3440-1 568 (600-1) 3440-1 568 (600-1) 3520-2 648 (700-2) 3600-2 728 (800-2)

SC-3, 30 Nov 2023 to 25 Jan 2024

MIDLAND, TEXAS
Amdt 108 22JUN17

31°57'N 102°12'W

317
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
MONAHANS, TEXAS

RNAV (GPS) RWY 12
ROY HURD MEML (E01)

DME/DME RNP 0.30 NA. 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: Climb to 3200 then climbing left turn to 6000 direct INK VORTAC and hold.

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<tr>
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<th>A</th>
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<tr>
<td>LP MDA</td>
<td>3100-1</td>
<td>491</td>
<td>500-1</td>
<td>NA</td>
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<tr>
<td>LNAV MDA</td>
<td>3120-1</td>
<td>511</td>
<td>600-1</td>
<td>NA</td>
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<tr>
<td>CIRCLING</td>
<td>3280-1</td>
<td>665</td>
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WINK ALTIMETER SETTING MINIMUMS

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<td>LNAV MDA</td>
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<td>CIRCLING</td>
<td>3360-1</td>
<td>745</td>
<td>800-1</td>
<td>NA</td>
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</table>
RNAV (GPS) RWY 30
ROY HURD MEML (E01)

MONAHANS, TEXAS
Orig-A 02APR15
MONAHS, TEXAS
AL-6748 (FAA)

Rwy Idg
298°
Apt Elev
2615
4268
2613
W30A
CH
78027
WAAS
320
31°35' N-102°55' W

Helicopter visibility reduction below ¾ SM NA.

Obtain local altimeter setting on CTAF, when not received, use Wink altimeter setting. Night landing: Rwy 12 NA.

Helicopter visibility reduction below ¾ SM NA.

Procedure NA for arrivals at OHARA on V81 northeastbound.

Helicopter visibility reduction below ¾ SM NA.

Obtain local altimeter setting on CTAF, when not received, use Wink altimeter setting. Night landing: Rwy 12 NA.

Helicopter visibility reduction below ¾ SM NA.

DME/DME RNP-0.3 NA. VDP NA with Wink altimeter setting. Obtained local altimeter setting on CTAF, when not received, use Wink altimeter setting. Night landing: Rwy 12 NA.

Helicopter visibility reduction below ¾ SM NA.

Obtain local altimeter setting on CTAF, when not received, use Wink altimeter setting. Night landing: Rwy 12 NA.

Helicopter visibility reduction below ¾ SM NA.

Obtain local altimeter setting on CTAF, when not received, use Wink altimeter setting. Night landing: Rwy 12 NA.

Helicopter visibility reduction below ¾ SM NA.

Obtain local altimeter setting on CTAF, when not received, use Wink altimeter setting. Night landing: Rwy 12 NA.

Helicopter visibility reduction below ¾ SM NA.

Obtain local altimeter setting on CTAF, when not received, use Wink altimeter setting. Night landing: Rwy 12 NA.

Helicopter visibility reduction below ¾ SM NA.

Obtain local altimeter setting on CTAF, when not received, use Wink altimeter setting. Night landing: Rwy 12 NA.

Helicopter visibility reduction below ¾ SM NA.

Obtain local altimeter setting on CTAF, when not received, use Wink altimeter setting. Night landing: Rwy 12 NA.

Helicopter visibility reduction below ¾ SM NA.

Obtain local altimeter setting on CTAF, when not received, use Wink altimeter setting. Night landing: Rwy 12 NA.

Helicopter visibility reduction below ¾ SM NA.

Obtain local altimeter setting on CTAF, when not received, use Wink altimeter setting. Night landing: Rwy 12 NA.

Helicopter visibility reduction below ¾ SM NA.

Obtain local altimeter setting on CTAF, when not received, use Wink altimeter setting. Night landing: Rwy 12 NA.

Helicopter visibility reduction below ¾ SM NA.

Obtain local altimeter setting on CTAF, when not received, use Wink altimeter setting. Night landing: Rwy 12 NA.

Helicopter visibility reduction below ¾ SM NA.

Obtain local altimeter setting on CTAF, when not received, use Wink altimeter setting. Night landing: Rwy 12 NA.

Helicopter visibility reduction below ¾ SM NA.

Obtain local altimeter setting on CTAF, when not received, use Wink altimeter setting. Night landing: Rwy 12 NA.

Helicopter visibility reduction below ¾ SM NA.
MONAHANS, TEXAS

VOR/DME RWY 12
ROY HURD MEML (E01)

FORT WORTH CENTER
133.1 298.95

UNICOM
122.8 (CTAF)

SC-3, 30 NOV 2023 to 25 JAN 2024

MONAHANS, TEXAS

Amdt 1C 02APR15

31°35'N-102°55'W

321
RNAV (GPS) RWY 13
NEW BRAUNFELS NTL (BAZ)

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 1/4 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 1/2 SM. Inop table does not apply to LPV all Cats and LNAV/VNAV Cats A/B. For inop ALS when using San Marcos Rgnl altimeter setting, increase LPV all Cats visibility to 1/2 SM and LNAV/VNAV all Cats visibility to 1/2 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 119.325
SAN ANTONIO APP CON 127.05 (CTAF) * 285.4
NEW BRAUNFELS TOWER* 120.175
CLNC DEL 134.75
CLNC DEL 134.75 (When twr closed)
UNICOM 122.7

Worksheet 1A
08NOV18

NEW BRAUNFELS, TEXAS

RNP APCH.

NEW BRAUNFELS NTL (BAZ)

ATIS 119.325
SAN ANTONIO APP CON 127.05 (CTAF) * 285.4
NEW BRAUNFELS TOWER* 120.175
CLNC DEL 134.75
CLNC DEL 134.75 (When twr closed)
UNICOM 122.7

NEW BRAUNFELS, TEXAS

Amdt 1A 08NOV18

322
Procedure NA for arrivals at SHEPE via V17 southwest bound.

**RNAV (GPS) RWY 17**

**NEW BRAUNFELS NTL (BAZ)**

**App CRS**

- **Rwy Idg:** 4842
- **TDZE:** 651
- **Apt Elev:** 658

**RNP APCH.**

- **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.**

**ATIS** | **SAN ANTONIO APP CON** | **NEW BRAUNFELS TOWER** | **GND CON** | **CLNC DEL** | **CLNC DEL** | **UNICOM**
---|---|---|---|---|---|---
119.325 | 124.45 | 335.625 | 127.05 (CTAF) | 285.4 | 134.75 (When twr closed) | 122.7

**MISSED APPROACH:** Climb to 3500 direct CUDVI and via 112° track to NUMMO and hold, continue climb-in-hold to 3500.

**ELEV 658**

**TDZE 651**

**NEW BRAUNFELS, TEXAS**

**ATIS 119.325**

**SAN ANTONIO APP CON 124.45**

**NEW BRAUNFELS TOWER 335.625**

**GND CON 127.05 (CTAF)**

**CLNC DEL 285.4**

**CLNC DEL 134.75 (When twr closed)**

**UNICOM 122.7**

**Procedure NA for arrivals at SHEPE via V17 southwest bound.**
DME/DME RNP 0.3 NA. When local altimeter setting not received, use San Marcos altimeter setting and increase all DA 43 feet and all MDA 60 feet, and increase LPV all Cats, LNAV/VNAV all Cats, and Circling Cats C and D visibility ¾ mile, and LNAV Cats C and D visibility ½ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -5°C (23°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using San Marcos altimeter setting. Helicopter visibility reduction below ¾ SM NA.

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

**NEW BRAUNFELS NTL (BAZ)**

**ELEV 658**
**TDZE 646**

**NEW BRAUNFELS, TEXAS**
**Amdt 1 30APR15**

**NEW BRAUNFELS NTL (BAZ)**

**RNAV (GPS) RWY 31**

**NEW BRAUNFELS, TEXAS**
**AL-6080 (FAA)**

**WAAS CH 86435**
**W31A**
**APP CRS**
**308°**
**Rwy Idg**
**TDZE**
**Apt Elev**
**6503**
**646**
**658**

**ATIS**
**119.325**

**SAN ANTONIO APP CON**
**124.45**

**335.625**

**NEW BRAUNFELS TOWER**
**127.05 (CTAF)**

**GND CON**
**285.4**

**CLNC DEL**
**134.75**

**CLNC DEL (When twr closed)**
**134.75**

**UNICOM**
**122.7**

**ATIS**
**119.325**

**SAN ANTONIO APP CON**
**124.45**

**335.625**

**NEW BRAUNFELS TOWER**
**127.05 (CTAF)**

**GND CON**
**285.4**

**CLNC DEL**
**134.75**

**CLNC DEL (When twr closed)**
**134.75**

**UNICOM**
**122.7**
NEW BRAUNFELS, TEXAS

RNAV (GPS) RWY 35
NEW BRAUNFELS NTL (BAZ)

RNP APCH.

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 1/4 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).

MISSED APPROACH: Climb to 3100 direct FONEK and via 340° track to BRAUN and hold, continue climb-in-hold to 3100.

Procedure NA for arrival at SAT VORTAC via V198-212 westbound and V163 northbound.

LPV DA to 929-1 279 (300-1)
LNAV/ VNAV DA to 1110-1 460 (500-1½)
LNAV MDA to 1140-1 490 (500-1)

NEW BRAUNFELS, TEXAS

Amdt 2B 07NOV19

29°42'N-98°02'W

325
MISSED APPROACH: Climbing right turn to 2500 on SAT R-072 to FAUST/27 DME and hold.

**Radar Required for Procedure Entry.**
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
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 Rwy 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.

MISSING APCH FIX

Procedure NA for arrivals at YOGSU on V94-546 westbound.

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 Rwy 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.

MISSING APCH FIX

Procedure NA for arrivals at YOGSU on V94-546 westbound.

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 Rwy 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.

MISSING APCH FIX

Procedure NA for arrivals at YOGSU on V94-546 westbound.

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 Rwy 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.

MISSING APCH FIX

Procedure NA for arrivals at YOGSU on V94-546 westbound.

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 Rwy 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.

MISSING APCH FIX

Procedure NA for arrivals at YOGSU on V94-546 westbound.

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 Rwy 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.

MISSING APCH FIX

Procedure NA for arrivals at YOGSU on V94-546 westbound.

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 Rwy 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.
RNAV (GPS) RWY 20
ODESSA-SCHLEMEYER FLD (ODO)

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 ½ 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 NA for arrivals at PIZON
on V68 northwest bound.

Procedure NA for arrivals at MERGE
on V81 northbound.
Baro-VNAV NA when using Midland Intl Air and Space Port altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 21°C or above 43°C. Circling NA south of Rwys 2 and 34. When local altimeter setting not received use Midland Intl Air and Space Port altimeter setting and increase all DAs 41 feet and all MDAs 60 feet and increase LNAV Cats C and D visibility ¼ SM. Circling Cat C visibility ¼ SM. VDP NA with Midland Intl Air and Space Port altimeter setting.

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<th>MIDLAND APP CON</th>
<th>CLNC DEL</th>
<th>UNICOM</th>
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<td>119.275</td>
<td>124.6 256.875</td>
<td>121.7</td>
<td>123.0 (CTAF)</td>
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**RNP APCH:**

Procedure NA for arrivals at JOKES on V68 southeast bound.

- Baro-VNAV NA when using Midland Intl Air and Space Port altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 21°C or above 43°C. Circling NA south of Rwys 2 and 34. When local altimeter setting not received use Midland Intl Air and Space Port altimeter setting and increase all DAs 41 feet and all MDAs 60 feet and increase LNAV Cats C and D visibility ¼ SM. Circling Cat C visibility ¼ SM. VDP NA with Midland Intl Air and Space Port altimeter setting.

**PROCEDURE:**

- Procedure NA for arrivals at OHARA on V81 southwest bound.

**ELEV 3004 TDZE 2980**

**CATEGORIES:**

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<th>B</th>
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<td>3180-3/4 200 (200-3/4)</td>
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</tr>
<tr>
<td>LNAV/ VNAV DA</td>
<td>3414-1 1/2 434 (500-1 1/2)</td>
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<tr>
<td>LNAV MDA</td>
<td>3400-1 420 (500-1)</td>
<td>3400-1 1/4 420 (500-1 1/4)</td>
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<tr>
<td>CIRCLING</td>
<td>3460-1 456 (500-1)</td>
<td>3600-1 1/2 596 (600-1 1/2)</td>
<td>3600-2</td>
<td>596 (600-2)</td>
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</tbody>
</table>

**AIRPORTS:**

- OHARA
- KIMTE
- JEMBI
- WAGVO
- FODGA
- HUDUP

**VFR AVAILABILITY:**

- Visibility 1 SM. VDP NA with Midland Intl Air and Space Port altimeter setting. MDAs 60 feet and increase LNAV Cats C and D visibility ¼ SM, Circling Cat C visibility ¼ SM. VDP NA with Midland Intl Air and Space Port altimeter setting and increase all DAs 41 feet and all Circling NA south of Rwys 2 and 34. When local altimeter setting not received use uncompensated Baro-VNAV systems, LNAV/VNAV NA below 21°C or above 43°C. Circling NA south of Rwys 2 and 34.

**Altimeter Settings:**

- 1013.25 mb
- 1013.0 mb
- 1012.75 mb
- 1012.5 mb
- 1012.25 mb
- 1012.0 mb

**NOTES:**

- Baro-VNAV NA when using Midland Intl Air and Space Port altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 21°C or above 43°C. Circling NA south of Rwys 2 and 34. When local altimeter setting not received use Midland Intl Air and Space Port altimeter setting and increase all DAs 41 feet and all MDAs 60 feet and increase LNAV Cats C and D visibility ¼ SM. Circling Cat C visibility ¼ SM. VDP NA with Midland Intl Air and Space Port altimeter setting.

**RNP APCH:**

Procedure NA for arrivals at JOKES on V68 southeast bound. Procedure NA for arrivals at OHARA on V81 southwest bound.

**ELEV 3004 TDZE 2980**

**CATEGORIES:**

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<td>LNAV MDA</td>
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<td>CIRCLING</td>
<td>3460-1 456 (500-1)</td>
<td>3600-1 1/2 596 (600-1 1/2)</td>
<td>3600-2</td>
<td>596 (600-2)</td>
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</table>

**AIRPORTS:**

- OHARA
- KIMTE
- JEMBI
- WAGVO
- FODGA
- HUDUP

**VFR AVAILABILITY:**

- Visibility 1 SM. VDP NA with Midland Intl Air and Space Port altimeter setting. MDAs 60 feet and increase LNAV Cats C and D visibility ¼ SM, Circling Cat C visibility ¼ SM. VDP NA with Midland Intl Air and Space Port altimeter setting and increase all DAs 41 feet and all Circling NA south of Rwys 2 and 34. When local altimeter setting not received use uncompensated Baro-VNAV systems, LNAV/VNAV NA below 21°C or above 43°C. Circling NA south of Rwys 2 and 34.

**Altimeter Settings:**

- 1013.25 mb
- 1013.0 mb
- 1012.75 mb
- 1012.5 mb
- 1012.25 mb
- 1012.0 mb

**NOTES:**

- Baro-VNAV NA when using Midland Intl Air and Space Port altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 21°C or above 43°C. Circling NA south of Rwys 2 and 34. When local altimeter setting not received use Midland Intl Air and Space Port altimeter setting and increase all DAs 41 feet and all MDAs 60 feet and increase LNAV Cats C and D visibility ¼ SM. Circling Cat C visibility ¼ SM. VDP NA with Midland Intl Air and Space Port altimeter setting.

**RNP APCH:**

Procedure NA for arrivals at JOKES on V68 southeast bound. Procedure NA for arrivals at OHARA on V81 southwest bound.

**ELEV 3004 TDZE 2980**

**CATEGORIES:**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LPV DA</td>
<td>3180-3/4 200 (200-3/4)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV/ VNAV DA</td>
<td>3414-1 1/2 434 (500-1 1/2)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>3400-1 420 (500-1)</td>
<td>3400-1 1/4 420 (500-1 1/4)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>3460-1 456 (500-1)</td>
<td>3600-1 1/2 596 (600-1 1/2)</td>
<td>3600-2</td>
<td>596 (600-2)</td>
</tr>
</tbody>
</table>

**AIRPORTS:**

- OHARA
- KIMTE
- JEMBI
- WAGVO
- FODGA
- HUDUP

**VFR AVAILABILITY:**

- Visibility 1 SM. VDP NA with Midland Intl Air and Space Port altimeter setting. MDAs 60 feet and increase LNAV Cats C and D visibility ¼ SM, Circling Cat C visibility ¼ SM. VDP NA with Midland Intl Air and Space Port altimeter setting and increase all DAs 41 feet and all Circling NA south of Rwys 2 and 34. When local altimeter setting not received use uncompensated Baro-VNAV systems, LNAV/VNAV NA below 21°C or above 43°C. Circling NA south of Rwys 2 and 34.

**Altimeter Settings:**

- 1013.25 mb
- 1013.0 mb
- 1012.75 mb
- 1012.5 mb
- 1012.25 mb
- 1012.0 mb

**NOTES:**

- Baro-VNAV NA when using Midland Intl Air and Space Port altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 21°C or above 43°C. Circling NA south of Rwys 2 and 34. When local altimeter setting not received use Midland Intl Air and Space Port altimeter setting and increase all DAs 41 feet and all MDAs 60 feet and increase LNAV Cats C and D visibility ¼ SM. Circling Cat C visibility ¼ SM. VDP NA with Midland Intl Air and Space Port altimeter setting.
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 ¾ SM.

MISSED APPROACH: Climbing right turn to 5000 direct MAF VORTAC and hold.

NoPT for arrival on MAF VORTAC airway radials 357 CW 102.

MAF VORTAC

VOR-A
ODESSA-SCHLEMEYER FLD (ODO)

SC-3, 30 NOV 2023 to 25 JAN 2024
ILS X or LOC/DME X RWY 13

ATIS 254.35
KINGSVILLE APP CON 119.90 290.45
TOWER 128.4 281.425
GND CON 229.4

MISSED APPROACH: Climb to 3000 on NOG TACAN R-121 to DAYET and hold.
SC-3, 30 Nov 2023 to 25 Jan 2024

ATIS 254.35

KINGSVILLE APP CON 119.90 290.45

TOWER 128.4 281.425

GND CON 229.4

MISSED APPROACH: Climb to 3000 on NOG TACAN R-121 to DAYET and hold.

EMERG SAFE ALT 100 NM 16,000

ELEV 257

TDZE 257

316° 130° 5.4 NM from FAF

311° 130°

ORANGE GROVE, TEXAS

Orig 24MAR22

27°54'N-98°03'W

ORANGE GROVE NALF (KNOG)

ILS Z or LOC/DME Z RWY 13
ORANGE GROVE, TEXAS

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 232

MISSED APPROACH: Climb to 700, then climbing right turn to 3000 and intercept NOG TACAN R-310 to GRANE and hold.

ORANGE GROVE Chan 63 NOG

GRANE NOG

QUAYS NOG

[IF/IAF] DAYET NOG

EMERG SAFE ALT 100 NM 16,200

301° to TACAN

MIRL all runways

CATEGORY A B C D

S-31 660-1 560-1 328 (400-1)

CIRCLING 660-1 560-1 328 (400-1)

27°54’N-98°03’W

ORANGE GROVE N Alf (KNOG)

TACAN RWY 31
MISSED APPROACH: Climbing left turn to 3000 and intercept NOG TACAN R-121 to DAYET and hold.
ORANGE GROVE, TEXAS

SC-3, 30 NOV 2023 to 25 JAN 2024

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

TACAN NQI
Chan 125
APCH CRS 328*
Rwy Idg N/A
TDZE N/A
Arpt Elev 257
AL-6553 [USN]

ORANGE GROVE NALF (KNOG)

CORPUS CHRISTI
115.5 CRP
Chan 102

2000
250*
(296)

2000
NGI R-328
NQI 21
DAMPS
NQI 15
COLAH
NQI 19

2200

HOLD 6000

(1F/IAF)

EMERG SAFE ALT 100 NM 16,200

MIRL all rwy

328*26.3 NM from TACAN

CIRCLING 660-1 720-1 920-1¾ 1000-2½
403 (500-1) 463 (500-1) 663 (700-1¾) 743 (800-2½)

TACAN-A

ORANGE GROVE, TEXAS

27°54'N-98°03'W

Ampl 1 24MAR22

22063
RNAV (GPS) RWY 16

OZONA MUNI (OZA)

**AWOS-3PT**
118.425

**APCRS**
160°

**TDZE**
2377

**20254**

**Rwy Idg**
6003

**Apt Elev**
2377

---

**SC-3, 30 NOV 2023 to 25 JAN 2024**

---

**RNAV (GPS) RWY 16**

**OZONA, TEXAS**

---

**TPM Rwy 16-34**

---

**SC-3, 30 NOV 2023 to 25 JAN 2024**
Use Cotulla altimeter setting. Procedure NA at night.

MISSED APPROACH: Climbing left turn to 2500 direct COT VORTAC and hold.

HOUSTON CENTER

134.6 322.5

UNICOM

122.8 (CTAF)
### Chart Information

**RNAV (GPS) RWY 14**

**PECOS MUNI (PEQ)**

### Chart Details

- **UNICOM**: 122.8 (CTAF)
- **RNAV (GPS) RWY 14**
- **AWOS-3**: 118.175
- **ALBUQUERQUE CENTER**: 135.875 292.15
- **WALOM**
- **HUGPA**
- **RISDY**
- **WIRVA**
- **MISSED APCH FIX**: HUGPA
- **ELEV**: 2613

### Chart Elements

- **Holding Pattern**: 5 NM
- **GP 3.00°**: TCH 40
- **CATEGORY**: A, B, C, D
- **LPV DA**: 2808-3/4
- **LNAV/VNAV DA**: 2909-7/8
- **LNAV MDA**: 3000-1 392 (400-1)
- **CIRCLING**: 3060-1 447 (500-1)
- **MIRL Rwy 9-27 and 14-32**: Apt Elev

### Chart Instructions

- **Circling**: Hwy 9, 27 NA at night. Baro-VNAV and VDP NA when using Wink altimeter setting.
- **Uncompensated Baro-VNAV Systems**: LNAV/VNAV NA below -20°C or above 54°C. When local altimeter setting not received, use Wink altimeter setting and increase LPV DA to 2903 feet and all visibilities ¼ SM. Increase LNAV/VNAV DA to 3004 feet and all visibilities ¼ SM. Increase all MDAs 100 feet and LNAV visibility Cat C/D ¼ SM, and Circling visibility Cat C/D ¼ SM.

### Chart Note

- **Procedure NA** for arrivals on FST VORTAC airway radials 222 CW 021.

### Diagram

- **VORTAC** airway radials 222 CW 021.
- **Procedure NA** for arrivals on FST VORTAC airway radials 222 CW 021.

---

**PECOS, TEXAS**

**AL-186 (FAA)**

**WAAAS CH 62830**

**APP CRS**: 137°

**Rwy Idg**: 6236

**TDZE**: 2608

**Apt Elev**: 2613

**UNICOM**: 122.8 (CTAF)

**AWOS-3**: 118.175

**ALBUQUERQUE CENTER**: 135.875 292.15

**WALOM**

**HUGPA**

**RISDY**

**WIRVA**

**MISSED APCH FIX**: HUGPA

**ELEV**: 2613

**TDZE**: 2608

**VORTAC** airway radials 222 CW 021.

**Procedure NA** for arrivals on FST VORTAC airway radials 222 CW 021.
PECOS, TEXAS

PECOS MUNI (PEQ)

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.**

**AWOS-3**: 118.175

**ALBUQUERQUE CENTER**: 135.875 292.15

**UNICOM**: 122.8 (CTAF)

**MISSED APPROACH:**

Climb to 4600 direct 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.**

**Category and Visibility Requirements**

<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>LNAV/ VNAV DA</td>
<td>2855-3/4</td>
<td>250 [300-3/4]</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>2940-1</td>
<td>335 [400-1]</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>3060-1</td>
<td>3140-1</td>
<td>3360-2 1/4</td>
<td>3360-2 1/2</td>
</tr>
</tbody>
</table>

PECOS, TEXAS

Orig-C 30DEC21

PECOS MUNI (PEQ)

31°23’N-103°31’W

341

RNAV (GPS) RWY 32

PECOS MUNI (PEQ)

21364

RNAV (GPS) RWY 32

PECOS MUNI (PEQ)

31°23’N-103°31’W

341
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)
RNAV (GPS) RWY 12
MUSTANG BEACH (RAS)

DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 44°C (111°F). If local altimeter setting not received, use Corpus Christi Intl altimeter setting and increase all DAs/MDAs 60 feet. Baro-VNAV and VDP NA when using Corpus Christi Intl altimeter setting.

MISSED APPROACH: Climb to 2000 direct ISOYE and hold.

AWOS-3
118.425

CORPUS APP CON
125.4 307.9

CTAF
122.9

RAVadar REQUIRED

ELEV 5
TDZE 5

HOSRU
3000
120°

JAPVO
1500
6.1 NM

RW12
1.1 NM

Procedure
Turn NA

GP 3.00°
TCH 35

CATEGORVY

A
B
C
D

LPV
DA
276-1 271 (300-1)
NA

LNAV/ VNAV
DA
435-1 430 (500-1½)
NA

LNAV MDA
400-1 395 (400-1)
NA

CIRCLING
500-1 495 (500-1)
NA

27°49’N-97°05’W
343
RNAV (GPS) RWY 30
MUSTANG BEACH (RAS)

Port Aransas, TX
Orig-C 20SEP12

**PORT ARANSAS, TX**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>APP CRS</th>
<th>ELEV</th>
<th>TDZE</th>
<th>HOSRU</th>
<th>RW30</th>
<th>LIYIL</th>
<th>MIRL Rwy 12-30</th>
</tr>
</thead>
<tbody>
<tr>
<td>LPV DA</td>
<td>362-1¼</td>
<td>357 (400-1¼)</td>
<td>NA</td>
<td></td>
<td></td>
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<tr>
<td>LNAV/ VNAV DA</td>
<td>435-1½</td>
<td>430 (500-1½)</td>
<td>NA</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>440-1</td>
<td>435 (500-1)</td>
<td>NA</td>
<td></td>
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<tr>
<td>CIRCLING</td>
<td>500-1</td>
<td>495 (500-1)</td>
<td>NA</td>
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</table>

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

**AWOS-3**

**RADAR REQUIRED**

**CTAF**

**CORPUS APP CON**

**Altimeter Setting**

- Baro-VNAV and VDP NA when using Corpus Christi Intl altimeter setting.
- Received, use Corpus Christi Intl altimeter setting and increase all DAs/MDAs 60 feet.
- NA below -15°C (5°F) or above 44°C (111°F).
- 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.

**Supplemental Notes**

- Rwy Idg 3482
- TDZE 5
- Apt Elev 5
- DME/DME RNP 0.3 NA.
- LNAV/ VNAV NA below -15°C (5°F) or above 44°C (111°F).
- 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.

**AVERTISSEMENT**

- Rwy Idg 3482
- TDZE 5
- Apt Elev 5
- DME/DME RNP 0.3 NA.
Baro-VNAV NA when using Brownsville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. VDP NA when using Brownsville altimeter setting.

When local altimeter setting not received, use Brownsville altimeter setting and increase all DA 38 feet and all MDA 40 feet, increase LPV all Cats, LNAV Cat C, and Circling Cat C visibility 1/4 mile. Circling Rwys 3, 8, 17, 21, 26, 35 NA at night.

Procedure NA for arrivals at MADRE via V70 northwest bound.

Missed Approach: Climb to 3000 direct COKAX and via 185° track to CHICO and hold.
When local altimeter setting not received, use Brownsville altimeter setting and increase all MDA 40 feet and increase Cat C visibility ½ mile. Circling Rwys 3, 8, 17, 21, 26, 35 NA at night.

MISSED APPROACH: Climb to 2000 feet setting and increase all MDA 40 feet and increase Cat C visibility ½ mile. Circling Rwys 3, 8, 17, 21, 26, 35 NA at night.

PORT ISABEL, TEXAS

VORTAC BRO

116.3

Chan 110

357°

TDZE

Apt Elev

N/A

N/A

Ronas Int/Bro 20 DME and hold.

RELAX INT/BRO 20 DME and hold.

One Minute Holding Pattern

2000

177°

357°

5.1 NM

Category A

840-2½

780-1

821 (900-2½)

NA

Amdt 6B  11OCT18

ASOS

118.525

UNICOM

122.8 (CTAF)

Valley App Con

119.5 257.6

Clnc Del

119.2

Relax Int/Bro

9

Ronas Int/Bro

349°

HARLINGEN

113.65 HRL

Chan 83 (Y)

116.3 BRO

Chan 110

Brownsville

R-349

United States

Mexico

United

States

Mexico

090°

180°

2600

357°

MIA BRO 25 NM

2100

5.1 NM

from FAF

357°

5.1 NM

from FAF

PORT ISABEL-CAMERON COUNTY (PIL)

AL-6099 (FAA)

21336

26°10'N-97°21'W

VOR-A

PORT ISABEL-CAMERON COUNTY (PIL)
RNAP (GPS)-A
PRESIDIO LELY INTL (PRS)

MISSING APPROACH: Climbing right turn to 9000 directed IMEGY and on track 006° to MRF VOR/DME and hold.

AWOS-3PT: 118.0
ALBUQUERQUE CENTER: 135.875 292.15
UNICOM: 122.8 (CTAF)

NA When local altimeter setting not received, procedure NA.

APR CRS: 260°
Rwy Idg: N/A
TDZE: N/A
Apt Elev: 2938

MIPR, 29°38'N-104°22'W

UNITED STATES
MEXICO

RNAV (GPS)-A
SC-3, 30 NOV 2023 to 25 JAN 2024

29°38'N-104°22'W
347
**When ALS inop, increase CAT ABC RVR to 45, vis to 7/8 mile, CAT DE RVR to 50, vis to 1 mile.**

**When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CDE vis to 1 3/4 miles.**

---

**Circling not authorized SW of Rwy 15L-33R.**

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.
RNAV (GPS) RWY 15R

**SC-3, 30 NOV 2023 to 25 JAN 2024**

**ATIS** 290.525 290.525 290.525 290.525 290.525 290.525 290.525 290.525 290.525

**SAN ANTONIO APP CON** 128.05 128.05 128.05 128.05 128.05 128.05 128.05 128.05 128.05

**TOWER** 294.7 294.7 294.7 294.7 294.7 294.7 294.7 294.7 294.7

**GND CON** 119.65 119.65 119.65 119.65 119.65 119.65 119.65 119.65 119.65

**CLNC DEL (RWY 15L-33R)** 338.35 338.35 338.35 338.35 338.35 338.35 338.35 338.35 338.35

**HANGOVER ATIS** 327.8 327.8 327.8 327.8 327.8 327.8 327.8 327.8 327.8

**HANGOVER TOWER** 291.1 291.1 291.1 291.1 291.1 291.1 291.1 291.1 291.1

**HANGOVER GND CON** 353.75 353.75 353.75 353.75 353.75 353.75 353.75 353.75 353.75

**RNAV (GPS) RWY 15R**

**Missed Approach:** Climb to 1600 then climbing right turn to 3000 direct GIVKE. Expect ATC instructions.

**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**

<table>
<thead>
<tr>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
<th>E</th>
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</thead>
<tbody>
<tr>
<td><strong>LNAV/VNAV DA</strong></td>
<td>1206-1 1/2</td>
<td>445</td>
<td>(500-1)</td>
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<tr>
<td><strong>LNAV MDA</strong></td>
<td>1520-1</td>
<td>1520-1</td>
<td>1520-2</td>
<td>759</td>
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<tr>
<td>759 (800-1)</td>
<td>759 (800-1)</td>
<td>759 (800-1)</td>
<td>759 (800-2)</td>
<td>1800-3</td>
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<td><strong>CIRCLING</strong></td>
<td>1520-1</td>
<td>1520-1</td>
<td>1520-2</td>
<td>1520-3</td>
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<td>759 (800-1)</td>
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**UNIVERSAL CITY, TEXAS**

Amdt 3 10AUG23
RNAV (GPS) RWY 33L

**ATIS**

**SAN ANTONIO APP CON**

**TOWER**

**GND CON**

**CLNC DEL (RWY 15L-33R)**

**HANGOVER**

**HANGOVER GND CON**

- **Circling not authorized NE of Rwy 15R-33L.**
- **MISSED APPROACH:** Climbing to 1200, then climbing left turn to 3000 direct HAKTI. Expect ATC instructions.

**SBAS VNAV NA**

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

Simultaneous approach authorized with RWY 33L and 33R.

Vertical guidance required for simultaneous operations.

LNAV procedures NA during simultaneous operations.

**EMERG SAFE ALT 100 NM 4100**

**CATEGORY**

<table>
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<tr>
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<tbody>
<tr>
<td>LNAV/VNAV DA</td>
<td>983/40</td>
<td>250</td>
<td>(300-40)</td>
<td>992/40</td>
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<td></td>
<td>259</td>
<td>(300-40)</td>
<td>297</td>
<td>(300-40)</td>
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<td>LNAV MDA</td>
<td>1180/55</td>
<td>447</td>
<td>(500-1)</td>
<td>1180/1</td>
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<td></td>
<td>(500-1)</td>
<td>297</td>
<td>(300-76)</td>
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**CIRCLING**

<table>
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<tr>
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<th>C</th>
<th>D</th>
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<tbody>
<tr>
<td>1240-1</td>
<td>479</td>
<td>519</td>
<td>739</td>
<td>1800-3</td>
</tr>
<tr>
<td>(500-1)</td>
<td>(600-1)</td>
<td>(800-2)</td>
<td>(1100-3)</td>
<td></td>
</tr>
</tbody>
</table>

**UNIVERSAL CITY, TEXAS**

**RANDOLPH AFB (KRND)**

**Ampl 3 07SEP23**

29°32'N-98°17'W

23250
RNAV (GPS) RWY 33R

**ATIS**

**SAN ANTONIO APP CON** 209.525 128.05 318.1

**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

**CIRCLING**

**EMERG SAFE ALT** 100 NM 4100

**EMERG SAFE ALT**

**100 NM 4100**

**SC-3, 30 NOV 2023 to 25 JAN 2024**

**58AS 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.

**ELEV 761**

**TDZE 733**

**QUICK REFERENCE**

**RNAV (GPS) RWY 33R**

**UNIVERSAL CITY, TEXAS**

**RANDOLPH AFB (KRND)**

Amdt 4 07SEP23
RNAV (GPS) RWY 13
NUECES COUNTY (RBO)

Circling NA northeast of Rwy 13-31. Procedure NA at night. Baro-VNAV and VDP NA when using Corpus Christi Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use Corpus Christi Intl altimeter setting and increase LPV DA to 358 feet, LNAV/VNAV DA to 400 feet and all MDA 40 feet.

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

 CATEGORY | A | B | C | D
----------|---|---|---|---
 LPV DA    | 330-1 250 (300-1) | NA |   |   
 LNAV/ VNAV DA | 372-1 292 (300-1) | NA |   |   
 LNAV MDA  | 480-1 400 (400-1) | NA |   |   
 CIRCLING  | 540-1 460 (500-1) | 640-1 560 (600-1) | NA |   

FAR 91
BAD: 25 DEC 2023 TO 25 JAN 2024

AD/TPM: 13 DEC 2023 TO 25 JAN 2024

AMDT 1A 08NOV18

ROBSTOWN, TEXAS

AL-6929 (FAA) 23166

SC-3, 30 NOV 2023 to 25 JAN 2024
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 54°C (130°F). Circling NA northeast of Rwy 13-31. Baro-VNAV and VDP NA when using Corpus Christi Intl altimeter setting. Rwy 31 helicopter visibility reduction below ¼ 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.
When local altimeter setting not received, use Corpus Christi Intl altimeter setting. Circling not authorized northeast of Rwy 13-31.

MISSING 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  

CORPUS CHRISTI 115.5 CRP  
Chan 102

ROBSTOWN, TEXAS
Amdt 3B 08OCT20

ROBSTOWN, TEXAS
AL-6929 (FAA)

VOR/DME-A
NUCES COUNTY (RBO)

27°47'N-97°41'W
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 ⅔ SM NA. When local altimeter setting not received, use Ingleside altimeter setting and increase all DA 33 feet and all MDA 40 feet increase LNAV/VNAV all Cats visibility ¼ mile. VDP NA with Ingleside altimeter setting.

MISSED APPROACH:
Climb to 2000 direct PITYI and hold.

ASOS
119.275

CORPUS APP CON
120.9 348.725

CLNC DEL
121.7

UNICOM
123.05 (CTAF) 0

KINGSVILLE 4 MOA
& A-632D

Procedure NA for arrivals on V163 northwest bound.

SKIDS

2000
086° (29.5)

545±

A-632D

Procedure NA for arrivals at SKIDS on V163 northwest bound.

SKIDS

2000
086° (29.5)

545±

A-632D

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086° (29.5)

545±

A-632D

Procedure NA for arrivals at SKIDS on V163 northwest bound.

SKIDS

2000
086° (29.5)

545±

A-632D

Procedure NA for arrivals at SKIDS on V163 northwest bound.

ELEV 24
TDZE 21

Procedure NA for arrivals at BETZY on V20-70 northeast bound.

ASOS
119.275

CORPUS APP CON
120.9 348.725

CLNC DEL
121.7

UNICOM
123.05 (CTAF) 0

KINGSVILLE 4 MOA
& A-632D

Procedure NA for arrivals on V163 northwest bound.

SKIDS

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086° (29.5)

545±

A-632D

Procedure NA for arrivals at SKIDS on V163 northwest bound.

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TDZE 21

Procedure NA for arrivals at BETZY on V20-70 northeast bound.

ASOS
119.275

CORPUS APP CON
120.9 348.725

CLNC DEL
121.7

UNICOM
123.05 (CTAF) 0

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TDZE 21

Procedure NA for arrivals at BETZY on V20-70 northeast bound.

ASOS
119.275

CORPUS APP CON
120.9 348.725

CLNC DEL
121.7

UNICOM
123.05 (CTAF) 0

KINGSVILLE 4 MOA
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Procedure NA for arrivals on V163 northwest bound.

SKIDS

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086° (29.5)

545±

A-632D

Procedure NA for arrivals at SKIDS on V163 northwest bound.

ELEV 24
TDZE 21

Procedure NA for arrivals at BETZY on V20-70 northeast bound.

ASOS
119.275

CORPUS APP CON
120.9 348.725

CLNC DEL
121.7

UNICOM
123.05 (CTAF) 0

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086° (29.5)

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TDZE 21

Procedure NA for arrivals at BETZY on V20-70 northeast bound.

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119.275

CORPUS APP CON
120.9 348.725

CLNC DEL
121.7

UNICOM
123.05 (CTAF) 0

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ASOS
119.275

CORPUS APP CON
120.9 348.725

CLNC DEL
121.7

UNICOM
123.05 (CTAF) 0

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119.275

CORPUS APP CON
120.9 348.725

CLNC DEL
121.7

UNICOM
123.05 (CTAF) 0

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545±

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ASOS
119.275

CORPUS APP CON
120.9 348.725

CLNC DEL
121.7

UNICOM
123.05 (CTAF) 0

KINGSVILLE 4 MOA
& A-632D

Procedure NA for arrivals on V163 northwest bound.

SKIDS

2000
086° (29.5)

545±

A-632D

Procedure NA for arrivals at SKIDS on V163 northwest bound.

ELEV 24
TDZE 21

Procedure NA for arrivals at BETZY on V20-70 northeast bound.

ASOS
119.275

CORPUS APP CON
120.9 348.725

CLNC DEL
121.7

UNICOM
123.05 (CTAF) 0

KINGSVILLE 4 MOA
& A-632D

Procedure NA for arrivals on V163 northwest bound.

SKIDS

2000
086° (29.5)

545±

A-632D

Procedure NA for arrivals at SKIDS on V163 northwest bound.

ELEV 24
TDZE 21

Procedure NA for arrivals at BETZY on V20-70 northeast bound.

ASOS
119.275

CORPUS APP CON
120.9 348.725

CLNC DEL
121.7

UNICOM
123.05 (CTAF) 0

KINGSVILLE 4 MOA
& A-632D

Procedure NA for arrivals on V163 northwest bound.

SKIDS

2000
086° (29.5)

545±

A-632D

Procedure NA for arrivals at SKIDS on V163 northwest bound.

ELEV 24
TDZE 21

Procedure NA for arrivals at BETZY on V20-70 northeast bound.

ASOS
119.275

CORPUS APP CON
120.9 348.725

CLNC DEL
121.7

UNICOM
123.05 (CTAF) 0

KINGSVILLE 4 MOA
& A-632D

Procedure NA for arrivals on V163 northwest bound.

SKIDS

2000
086° (29.5)

545±

A-632D

Procedure NA for arrivals at SKIDS on V163 northwest bound.

ELEV 24
TDZE 21

Procedure NA for arrivals at BETZY on V20-70 northeast bound.
Baro-VNAV NA when using Ingleside altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 54°C (130°F). DME/DME RNP 0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Ingleside altimeter setting and increase all DA 33 feet and all MDA 40 feet; increase LNAV/VNAV visibility all Cats ¼ 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)

- **APP CRS**: 319°
- **Rwy Idg**: 5608
- **Apt Elev**: 24

**Category**
- **LPV**: DA 274-1, 250 (300-1)
- **RNAV/VNAV**: DA 508-1 ¼, 484 (500-1 ¼)
- **RNAV MDA**: 420-1, 396 (400-1)
- **CIRCLING**: 500-1, 476 (500-1), 500-1 ½

**Unicom**: 123.05 (CTAF)

**Misplaced Approach**: Climb to 2000 direct COPIR and hold.

- **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 1/4 SM NA. When local altimeter setting not received, use Ingleside altimeter setting and increase all DA 33 feet and all MDA 40 feet, increase LNAV Cat C visibility 1/4 mile. VDP NA with Ingleside altimeter setting.**

**ASOS**: 119.275
**Corpus App Con**: 120.9 348.725
**Clinc Del**: 121.7
**Unicom**: 123.05 (CTAF)

- **Procedure NA for arrivals at BETZY on V20-70 northeast bound.**
- **Procedure NA for arrivals at SKIDS on V163 northwest bound.**

**Notes**
- **Kingsville 4 MOA & A-632D**
- **Increase LNAV Cat C visibility 1/4 mile. VDP NA with Ingleside altimeter setting.**

**Operational Period**: SC-3, 30 Nov 2023 to 25 Jan 2024

**Location**
- **Rockport, Texas**
- **Orig-A 04APR13**

**Lat-Long**: 28°05′N-97°03′W
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-D.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.

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

**ASOS**
119.275

**CORPUS APP CON**
120.9 348.725

**CLNC DEL**
121.7

**UNICOM**
123.05 (CTAF)

**Procedure NA for arrivals at BETZY on V20-70 northeast bound.**

**Procedure NA for arrivals at SKIDS on V163 northwest bound.**

**ELEV** 24

**TDZE** 23

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

**ASOS**
119.275

**CORPUS APP CON**
120.9 348.725

**CLNC DEL**
121.7

**UNICOM**
123.05 (CTAF)
ROCKPORT, TEXAS

VOR or TACAN-A
ARANSAS COUNTY (RKP)

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.

Amdt 9B 05DEC19

ROCKPORT, TEXAS

AL-991 (FAA)

20198

ROCKPORT, TEXAS

AMTD 9B 05DEC19

SC-3, 30 NOV 2023 to 25 JAN 2024

28°05′N-97°03′W
**RNAV (GPS) Rwy 14**

**EDWARDS COUNTY (ECU)**

**Apt Elev** 2372

**App CRS** 138°

<table>
<thead>
<tr>
<th>LNAV MDA</th>
<th>CIRCLING</th>
</tr>
</thead>
<tbody>
<tr>
<td>2960-1, 588 (600-1)</td>
<td>3000-1, 628 (700-1)</td>
</tr>
</tbody>
</table>

**Notes:**
- DME/DME RNP-0.3 NA.
- Procedure NA at night.
- Helicopter visibility reduction below 1 SM NA.
- Procedure NA for arrivals at CSI VORTAC airway radials 121 CW 270.
- Procedure NA for arrivals at JCT VORTAC.
- Visual Segment - Obstacles.

**CTAF** 122.9

**DEL RIO APP CON** 119.6 259.1

**AWOS-3** 118.175
Autopilot coupled approach NA below 2685. For inop ALS, increase S-ILS 3 Cat E visibility to RVR 4000, S-LOC 3 Cat C/D/E visibility to 2 SM. Circling NA for Cat E west of Rwy 18-36. ERRNY DME minimums: For inop ALS, increase S-LOC 3 Cat C/D/E visibility to RVR 5500.

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

ADF or DME required for procedure entry.

**MISSED APPROACH: Climb to 4000 then right turn direct SJT VORTAC and hold.**

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

**Use I-SJT DME when on the localizer course.**

**Remain within 10 NM**
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -8°C or above 54°C. For inop ALS, increase LPV Cat E visibility to RVR 4000, and LNAV/VNAV Cat E and LNAV Cat E visibility to RVR 6000. Circling NA for Cat E west of Rwy 18-36. # RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR: Climb to 3800 direct LITAZ 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

**MISSED APPROACH:**
Fix LITAZ and hold.

**HOLD 8000**
**4400**
**3900**
**3800**
**LITAZ**

**3900**
**3800**
**3200**
**2800**
**2400**
**2000**
**1600**
**1200**
**800**
**400**
**LNAV only.**

**218°**
**038°**
**GP 3.0°**
**TCH 51**

**CATEGORY**
**A**
**B**
**C**
**D**
**E**

**LPV DA #**
2117/24
200 (200-1/2)

**LNAV/VNAV DA**
2323/35
406 (500-1/2)

**LNAV MDA**
2300/24
383 (400-1/2)
2300/35
383 (400-1/2)

**CIRCLING**
2360-1
441 (500-1)
2380-1
461 (500-1)
2500-1
581 (600-1/2)
2700-2
781 (800-2/3)
2700-2
781 (800-2/3)

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

**RNAV (GPS) RWY 3**

**SAN ANGELO RGNL/MATHIS FLD (SJT)**
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 (CTAF) 284.7

**GND CON**
121.9 348.6

**UNICOM**
122.95

**MISSING APCH FIX**

**HEXPE**

**HUMUG**

**STEEP**

Procedure NA for arrivals at STEEP on V68 northwest bound.

Procedure NA for arrivals at CUGPA on V77 northbound.

**Procedure NA for arrivals at EVILE on V76 eastbound.**

**TWR 1990**

**ELEV 1919**

**TDZE 1908**

**GND CON**

RNP APCH - GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -8°C or above 54°C. Circling NA for Cat E west of Rwy 18-36.

**ATIS**
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

**MISSED APCH FIX**

**HEXPE**

**HUMUG**

**STEEP**

Procedure NA for arrivals at STEEP on V68 northwest bound.

Procedure NA for arrivals at CUGPA on V77 northbound.

Procedure NA for arrivals at EVILE on V76 eastbound.

**TWR 1990**

**ELEV 1919**

**TDZE 1908**

**GND CON**

RNP APCH - GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -8°C or above 54°C. Circling NA for Cat E west of Rwy 18-36.

**ATIS**
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

**MISSED APCH FIX**

**HEXPE**

**HUMUG**

**STEEP**

Procedure NA for arrivals at STEEP on V68 northwest bound.

Procedure NA for arrivals at CUGPA on V77 northbound.

Procedure NA for arrivals at EVILE on V76 eastbound.

**TWR 1990**

**ELEV 1919**

**TDZE 1908**

**GND CON**

RNP APCH - GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -8°C or above 54°C. Circling NA for Cat E west of Rwy 18-36.

**ATIS**
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

**MISSED APCH FIX**

**HEXPE**

**HUMUG**

**STEEP**

Procedure NA for arrivals at STEEP on V68 northwest bound.

Procedure NA for arrivals at CUGPA on V77 northbound.

Procedure NA for arrivals at EVILE on V76 eastbound.

**TWR 1990**

**ELEV 1919**

**TDZE 1908**

**GND CON**

RNP APCH - GPS.

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.
SAN ANGELO, TEXAS  AL-367 (FAA)
### RNAV (GPS) RWY 36

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

#### ATIS
- **128.45 319.0**
- **SAN ANGELO APP CON**
- **125.35 354.1**

#### MATHIS TOWER
- **118.3 (CTAF)**
- **284.7**
- **GND CON**
- **121.9 348.6**
- **UNICOM**
- **122.95**

#### MISSED APCH FIX
- 7 NM
- **HONOB**

#### CIRCLING
- **2056**
- **2026±**
- **VORYO**
- **2272±**

#### RNAV (GPS) RWY 36
- **3.2 NM to RW36**
- **30 NM to RW36**
- **30 NM to SANRE**
- **HONOB**
- **SANRE**
- **SANRE**
- **SANRE**
- **SANRE**

#### MISSED APPROACH
- Climb to 4100 direct HONOB and hold.

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

#### LNAV MDA
- **2320-1**
- **401 (500-1)**
- **2320-1**
- **401 (500-1)**

#### CIRCLING
- **2360-1**
- **441 (500-1)**
- **2500-1/2**
- **2700-2/3**
- **2700-2/3**

#### SAN ANGELO, TEXAS
- **SC-3, 30 NOV 2023 to 25 JAN 2024**
- **31° 21' N - 100° 30' W**

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**SAN ANGELO RGNL/MATHIS FLD (SJ’T)**

**RNAV (GPS) RWY 36**

**SAN ANGELO, TEXAS**

**Orig 25FEB21**
**VOR/DME or TACAN 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

---

**MALSR**
- **ASR**
- **M**

**MISSING APPROACH:** Climbing left turn to 4400 via SJT R-284 to TANKR/11 DME and hold.

**REIL RWY 18**
- 045°

**HIRL Rwy 3-21**
- 045°

**MIRL Rws 9-27 and 18-36**

---

**ELEV 1919**
- **TDZE 1917**

---

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

<table>
<thead>
<tr>
<th></th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
<th>E</th>
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<tbody>
<tr>
<td><strong>S-3</strong></td>
<td>2420-½</td>
<td>503 (600-½)</td>
<td>2420-1</td>
<td>503 (600-1)</td>
<td>2420-1½</td>
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<tr>
<td><strong>CIRCLING</strong></td>
<td>2420-1</td>
<td>501 (600-1)</td>
<td>2500-1½</td>
<td>781 (800-2½)</td>
<td>2700-2½</td>
</tr>
</tbody>
</table>

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**SAN ANGELO, TEXAS**

**Orig-C 10SEP20**

---

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

**VOR/DME or TACAN RWY 3**

---

**SAN ANGELO, TEXAS**

**Orig-C 10SEP20**

---

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

**VOR/DME or TACAN RWY 3**
Circling NA for Cat D west of Rwy 18-36.

MISSED APPROACH: Climb to 4000, then left turn direct SJT VORTAC and hold.

VGSI and descent angles not coincident (VGSI Angle 3.00 /TCH 52).
SAN ANGELO, TEXAS

AL-367 (FAA)

NDB RWY 3
SAN ANGELO RGNL/MATHIS FLD (SJ'T)

NDB SJ 356
APP CRS 038°
Rwy Idg 5940
TDZE 1917
Apt Elev 1919

For inop ALS, increase Cat A/B visibility to RVR 5500, and Cat C/D to 2 SM.

MALS R

MISSED APPROACH: Climbing right turn to 4000 direct SJ NDB 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
Chan 98

TANKR

EDWAR

4100

218°

038°

3900

31°21'N-100°30'W

SAN ANGELO RGNL/MATHIS FLD (SJ'T)

SAN ANGELO, TEXAS

Amdt 15 28FEB19

31°21'N-100°30'W
RNAV (GPS) RWY 17
BOERNE STAGE AIRFIELD (5C1)

AWOS-3
SAN ANTONIO APP CON
UNICOM

HOLD 5000 4100
5 NM

5 NM Holding Pattern

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.

MISSED APPROACH: Climb to 1900 then climbing right turn to 4100 direct MEDIN.

Holding Pattern

SAN ANTONIO, TEXAS

Amdt 1D 27JAN22

SC-3, 30 NOV 2023 to 25 JAN 2024

29°43'N-98°42'W

RNAV (GPS) RWY 17
BOERNE STAGE AIRFIELD (5C1)
RNAV (GPS) RWY 35
BOERNE STAGE AIRFIELD (5C1)

**Amdt 1C 27JAN22**

<table>
<thead>
<tr>
<th>ELEV</th>
<th>TDZE</th>
<th>Category</th>
<th>LP MDA</th>
<th>LNAV MDA</th>
</tr>
</thead>
<tbody>
<tr>
<td>1384</td>
<td>1384</td>
<td>A</td>
<td>1840-1</td>
<td>1920-1</td>
</tr>
<tr>
<td></td>
<td></td>
<td>B</td>
<td>456 (500-1)</td>
<td>536 (600-1)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>C</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td></td>
<td></td>
<td>D</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Rwy 35 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use San Antonio Intl altimeter setting and increase all MDAs 120 feet.**

**MISSED APPROACH:** Climb to 4100 direct JEGUM and on track 273° to MEDIN.

<table>
<thead>
<tr>
<th>AWOS-3</th>
<th>SAN ANTONIO APP CON</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>118.725</td>
<td>125.1 307.0</td>
<td>123.0 (CTAF)</td>
</tr>
</tbody>
</table>

**SAN ANTONIO, TEXAS**

**SAN ANTONIO APP CON**

**UNICOM**

**ELEV 1384**

**TDZE 1384**

**BOERNE STAGE AIRFIELD (5C1)**

**29°43'N-98°42'W**

**379**
SAN ANTONIO INTL (SAT)

ILS or LOC RWY 4

Inop table does not apply to S-ILS 4. Circling NA west of Rwys 4 and 13R. Autopilot coupled approach NA below 1189. For inop ALS, increase S-LOC 4 Cat D visibility to 1¾ SM. ZINON fix minimums: for inop ALS, increase S-LOC 4 Cat D visibility to RVR 5000.

MISSED APPROACH: Climb to 1700 then climbing left turn to 3500 on heading 025° and SAT VORTAC R-040 to SHEPE INT/SAT 18.4 DME and hold.

**ZINON**

- I-SAT 108.4 SSF
- I-SAT 21.6 TRAGO INT
- I-SAT 6.8 ZINON INT
- I-SAT 14.8 HARD INT
- I-SAT 3.3 RESOC INT
- I-SAT 0.8 NADBE INT

**LOCALIZER**

- I-SAT 109.7
- Chan 34

**MISSED APCH FIX**

- SHEPE INT/SAT 18.4 DME

**CATALOG**

- Category A
- Category B
- Category C
- Category D

**S-ILS 4**

- 986/40
- 200 (200-¾)

**S-LOC 4**

- 1220/40
- 434 (500-¾)
- 1220/50
- 434 (500-1)

**CIRCLING**

- 1300-1
- 491 (500-1)
- 1400-1
- 591 (600-1)
- 1420-1¾
- 611 (700-1¾)
- 1520-2½
- 711 (800-2¼)

**CIRCLING**

- 1300-1
- 491 (500-1)
- 1400-1
- 591 (600-1)
- 1420-1¾
- 611 (700-1¾)
- 1520-2½
- 711 (800-2¼)

**ALS**

- MALS

**FAR**

- 2.4

**MINIMUMS**

- 5.2 NM

**ELEV**

- 809

**TDZE**

- 786

**ATS**

- 0.9

**TEAM**

- 1.6

**MAP**

- 5.2 NM

**Rwy ldg**

- 13R

**GND CON**

- SAT 125.1
- 307.0
- 119.8
- 257.8

**SAN ANTONIO, TEXAS**

Amdt 22C  04NOV21

**29°32’N-98°28’W**

**ILS or LOC RWY 4**

**SAN ANTONIO INTL (SAT)**

**AL-369 (FAA)**

**22027**

**SC-3, 30 NOV 2023 to 25 JAN 2024**
ILS RWY 13R (CAT II)
SAN ANTONIO INTL (SAT)

MISSED APPROACH: Climb to 3100 on heading 128° and SAT VORTAC R-160 to EMBOW INT and hold.

ALTERNATE MISSED APCH FIX
TRAGO CSI 46.9

ALAMO AN 368

LOCALIZER 110.9
I-ANT 13.7

2049

ALAMO INT
I-ANT 7.4

ALAMO LOM
I-ANT 7.4

308°

5.9 NM

END OF NAVIGATION INFORMATION

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED
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 CRISS on V68 northeast bound.

Procedure NA for arrivals at MEDIN on V68 west bound.

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 75).

See planview for multiple IF locations.

For uncompensated Baro-VNAV systems, procedure NA below -4°C (25°F) or above 54°C (130°F). GPS required.
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.

Procedure NA for arrivals at BRAUN on V68 northeast bound.

Procedure NA for arrivals at MEDIN on V68 westbound.

See planview for multiple IF locations.

VGS and RNAV glidepath not coincident (VGS Angle 3.00/TCH 85).

AUTORIZATION REQUIRED

RNAV (RNP) Z RWY 22
SAN ANTONIO INTL (SAT)
RNAV (RNP) Z RWY 31L
SAN ANTONIO INTL (SAT)

AIRPORT CODE
SAT

MINIMUM NAVIGATION PERFORMANCE STANDARDS

For uncompensated Baro-VNAV systems, procedure NA below -4°C (25°F) or above 54°C (130°F). GPS required.

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 2200

APPROACH

Procedure NA for arrivals at BRAUN on V68 northeast bound.

RNAV (RNP) Z RWY 31L

308°

MISSED APCH FIX

0.3° to 308°

P DOW 0.4% 
P DOW 0.3% 
P UP 0.3%

A-635

1804

BENEY (IAF) (RF REQD)

1604

(IAP)

UPTEY (RF REQD)

1098

(IAF)

TROOP

6000

Procedure NA for arrivals at TROOP on V68 northeast bound.

Procedure NA for arrivals at BRAUN on V68 northeast bound.

HASDO

1140

12049

Procedures NA for arrivals at BENEY on V68 westbound.

HDG 25 MA

4100

VEHICLES

MONDAY - FRIDAY

WEDNESDAY

THURSDAY

FRIDAY

SATURDAY

SUNDAY

2049

SAN ANTONIO, TEXAS

AL-369 (FAA)

387
RNAV (GPS) Y RWY 4
SAN ANTONIO INTL (SAT)

Inop table does not apply to LPV. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -4°C (25°F) or above 54°C (130°F). Circling NA west of Rwys 4 and 13R. DME/DME RNP-0.3 NA. For inop ALS, increase LNAV/VNAV all Cats and LNAV Cats C and D visibility to 1%.

MISSED APPROACH: Climb to 3500 direct BISGE and track 030° to SHEPE and hold.

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

2049 ± Δ
SHEPE
2049
4 NM

AMdT 3C 04NOV21

RNAV only.

3500
037°
217°

CIRCLING
1300-1 491 (500-1)
1400-1 591 (600-1)
1420-1 611 (700-1¼)
1520-2 711 (800-2¼)

GP 3.00°
TCH 56

VGS10 and RNAV glidespath not coincident (VGS1 Mean Angle 3.00°/TCH 79).

LNAV/ VNAV DA
1201/60 415 (400-1¼)

LNAV MDA
1280/40 494 (500-2¼)
1280/60 494 (500-1¼)

1591 (600-1)
1611 (700-1¼)
1711 (800-2¼)

4.9 NM
2.9 NM
3.9 NM
1.3 NM
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -2°C (29°F) or above 54°C (130°F). Circling NA west of Rwys 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 1¾ SM, and LNAV Cats C and D visibility to 2½ SM.

**D-ATIS**

| ELEV 809 | TDZE 809 |

**RNAV (GPS) Y RWY 13R**

**SAN ANTONIO INTL (SAT)**

**ALF-2**

**MISSED APPROACH:** Climb to 3100 direct POYIG and track 171° to EMBOW and hold.

**GND CON**

**CLNC DEL**

**CPDLC**

**SAN ANTONIO, TEXAS (SAT)**

**29°32'N-98°28'W**

**EMBOW**

**POYIG**

**3500**

**1849**

**YEBUP**

**3500**

**1379**

**A-635**

**308°**

**128°**

**GP 3.00°**

**TCH 58**

**3500**

**2800**

**2049**

**860**

**TDZE 809**

**ELEV 809**

**W13A**

**RNAV (GPS) Y RWY 13R**

**SAN ANTONIO, TEXAS**

Amdt 1B 02MAR17

**RNAV (GPS) Y RWY 13R**
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -4°C (25°F) or above 54°C (130°F). Circling NA west of Rwys 4 and 13R. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3100 direct IMIKE and track 137° to EMBOW and hold.

-4°C (25°F) or above 54°C (130°F). Circling NA west of Rwys 4 and 13R. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3100 direct IMIKE and track 137° to EMBOW and hold.

LNAV only.

*LVGSI and RNAV glidepath not coincident (LVGSI Angle 3.00°/TCH 85).

**SC-3, 30 NOV 2023 to 25 JAN 2024**
RNAV (GPS) Y RWY 31L
SAN ANTONIO INTL (SAT)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -2°C (29°F) or above 54°C (130°F). Circling NA west of Rwy 13R. DME/DME RNP-0.3 NA. For inop ALS, increase LPV all Cats visibility to 1 1/2 SM, LNAV/VNAV all Cats visibility to 1 1/2 SM, and LNAV Cats C and D visibility to 1 SM.

TRW
0.3% DOW
0.4%
DOW
0.3%
UP
P

A

4 NM
to
RW31L

125.1
307.0
SAN ANTONIO APP CON

257.8
SAN ANTONIO TOWER

118.9
SAN ANTONIO, TEXAS

GND CON

121.9
348.6

CLNC DEL

126.7

CPDLC

118.9

D-ATIS

SAN ANTONIO INTL (SAT)

RNAV (GPS) Y RWY 31L

SAN ANTONIO, TEXAS

Amdt 1C
04 NOV 2023

HIRL Rwys 4-22 and 13R-31L

REIL Rwy 13L-31R

TDZ/CL RWY 13R

ELEV 809
D
TDZE 790

LNAV
VNAV
0.3%
DOW
0.4%
DOW
0.3%
UP
P

A

4 NM
to
RW31L

125.1
307.0
SAN ANTONIO APP CON

257.8
SAN ANTONIO TOWER

118.9
SAN ANTONIO, TEXAS

GND CON

121.9
348.6

CLNC DEL

126.7

CPDLC

118.9

D-ATIS

SAN ANTONIO INTL (SAT)

RNAV (GPS) Y RWY 31L

SAN ANTONIO, TEXAS

Amdt 1C
04 NOV 2023

HIRL Rwys 4-22 and 13R-31L

REIL Rwy 13L-31R

TDZ/CL RWY 13R

ELEV 809
D
TDZE 790

LNAV
VNAV
0.3% 0.4%
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.

SAN ANTONIO, TEXAS

AIRPORT DIAGRAM

SAN ANTONIO TOWER
118.9
GND CON
121.9  348.6
CLNC DEL
126.7
CPDLC
PDC

SAN ANTONIO INTL (SAT)

AIRPORT DIAGRAM

SAN ANTONIO INTL (SAT)

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SAN ANTONIO, TEXAS

118.9
121.9  348.6
GND CON
CLNC DEL
CPDLC
PDC

SAN ANTONIO INTL (SAT)

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SAN ANTONIO, TEXAS

22195

SAN ANTONIO INTL (SAT)

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SAN ANTONIO, TEXAS

22195

SAN ANTONIO INTL (SAT)

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SAN ANTONIO, TEXAS

22195

SAN ANTONIO INTL (SAT)

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SAN ANTONIO, TEXAS

22195

SAN ANTONIO INTL (SAT)
ALAMO THREE DEPARTURE

TOP ALTITUDE: 5000

NOTE: Radar required.

TAKEOFF MINIMUMS

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SAN ANTONIO, TEXAS
SAN ANTONIO INTL (SAT)
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)

TAKEOFF MINIMUMS

FORT STOCKTON
FST

12000
4800
278°
(82)

DIANT

8000
4000
278°
(110)

JUNCTION
JCT

8000
303°
(32)

ALISS

305°
(10)

LJON

305°
(21)

TATAR

305°
(15)

TREVA

128°

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

TOP ALTITUDE:
5000

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)
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)
D-ATIS
118.9
CLNC DEL
126.7
CPDLC
GND CON
121.9 348.6
SAN ANTONIO DEP CON
125.7 290.225 (Rwys 13/22/31)
127.1 269.1 (Rwy 4 CORPUS CHRISTI TRANSITION)
125.1 307.0 (Rwy 4 LAREDO TRANSITION)
SAN ANTONIO TOWER
119.8 257.8

NOTE: RADAR Required.

TOP ALTITUDE: 5000

NOTE: Chart not to scale.

(BOWIE7.BOWIE) 20254
BOWIE SEVEN DEPARTURE

(BOWIE7.BOWIE) 02MAR17
SAN ANTONIO INTL (SAT)
SAN ANTONIO, TEXAS

TOWARDS NARRATIVE ON FOLLOWING PAGE
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 4, 13L 13R, 22, 31L, 31R: Climb on assigned heading for RADAR vectors to SAT VORTAC. Maintain 5000, thence.

... on 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.
MILET FOUR DEPARTURE (RNAV)

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.

TOP ALTITUDE: 5000

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.
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.

TOP ALTITUDE: 5000

TAKEOFF MINIMUMS

Note: Chart not to scale.
RNAV (GPS) RWY 32
STINSON MUNI (SSF)

**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** 121.7 (When twr closed)
**UNICOM** 122.95

**ELEV** 578  **TDZE** 571

**SC-3, 30 Nov 2023 to 25 Jan 2024**

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**WHEN TWR CLOSED**

- **LOCALIZER (LVL)**
- **NORTH LOCALIZER (LNL)**
- **RNAV**

**RNAV (GPS) RWY 32**

**SAN ANTONIO, TEXAS**

**Orig-D 22APR21**

**29°20’N-98°28’W**

**MINIMUMS**

- **LNAV MDA** 1020-1 449 (500-1) 1020-1\(\frac{1}{2}\) 449 (500-1\%)
- **CIRCLING**
  - **LNAV**
    - 1140-1 625 (1000-1)
  - **LNAV-VNAV**
    - 1110-1 625 (1000-1)
- **UNICOM** 122.95

---

**MAP**

- **Final approach course offset 14.49°.**
- **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°.**
- **Final approach course offset 14.49°.**
- **Final approach course offset 14.49°.**
- **Final approach course offset 14.49°.**
- **Final approach course offset 14.49°.**
- **Final approach course offset 14.49°.**
- **Final approach course offset 14.49°.**
- **Final approach course offset 14.49°.**
MISSED APPROACH: Climb to 1400 then climbing right turn to 2500 direct SSF VOR 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.
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 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: 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.
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 ¼ 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

(BOWIE7.BOWIE) 21280
AL-372 (FAA)

BOWIE SEVEN DEPARTURE

STINSON MUNI (SSF)
SAN ANTONIO, TEXAS

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 9, 14, 27, 32: Climb on assigned heading and altitude for RADAR vectors to SAT VORTAC, thence. . . .

. . .on transition/route. Expect filed altitude 10 minutes after departure.

CORPUS CHRISTI TRANSITION (BOWIE7.CRP): From over SAT VORTAC on SAT R-160 to YENNS/SAT 35 DME, then on THX R-337 to THX VORTAC, then on THX R-126 and CRP R-305 to CRP VORTAC.

LAREDO TRANSITION (BOWIE7.LRD): From over SAT VORTAC on SAT R-190 to MILET/SAT 57 DME, then on LRD R-015 to LRD VORTAC.
NOTE: RADAR required.

TAKEOFF MINIMUMS
Rwy 14, 32: Standard.
Rwy 9: Standard with minimum climb of 225' per NM to 1900.
Rwy 27: 300-1\(\frac{1}{4}\) or standard with a minimum climb of 221' per NM to 900, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1700' prior to DER.

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: Chart not to scale.

**DEPARTURE ROUTE DESCRIPTION**

**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.

**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.

NOTE: Chart not to scale.
Rwy 13 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 3500 direct IFIMY and hold.
RNAV (GPS) RWY 31
SAN SABA COUNTY MUNI (81R)

Rwy 31 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.

MISSED APPROACH: Climb to 3500 direct PAYSA and hold.

SAN SABA, TEXAS
AL-11829 (FAA)
23334

RNAV (GPS) RWY 31
SAN SABA COUNTY MUNI (81R)

31°14'N-98°43'W
415
Procedure NA for arrivals at CRP VORTAC on V20-70 southwest bound.

Procedure NA at night.
Rwy 14 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing left turn to 2100 direct HUGUE and hold.
RNAV (GPS) RWY 32
ALFRED C 'BUBBA' THOMAS (T69)

Misused Approach: Climb to 1000 then climbing left turn to 2000 direct CRP VORTAC and hold.

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

28°02' N-97°33' W
417
DME required.

- Procedure NA at night.
- RWY 14 helicopter visibility reduction below 1 SM NA.

**AWOS-3**
- **CORPUS APP CON**
- **UNICOM**

**118.25**

**120.9**

**348.725**

**122.8** (CTAF)

**MISSED APPROACH:** Climbing right turn to 1800 on heading 230° and CRP VORTAC R-305 to SINTO INT/CRP 16 DME.

- Rwy 14 hand operation.
- Approach NA at night.

**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-14</td>
<td>640-1</td>
<td>592 (600-1)</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>640-1</td>
<td>592 (600-1)</td>
<td>720-1</td>
<td>672 (700-1)</td>
</tr>
</tbody>
</table>

**SC-3,** 30 NOV 2023 to 25 JAN 2024

**ALFRED C ‘BUBBA’ THOMAS (T69)**
RNAV (GPS) RWY 17
SMITHVILLE CRAWFORD MUNI (84R)

RNP APCH - GPS.

NA

Rwy 17 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 17 NA at night, Circling Rwy 17 NA at night.

MISSED APPROACH: Climb to 2600 direct TTUSH and hold.

GYB AWOS-3 119.225
AUSTIN APP CON 120.875 270.25
CTAF 122.9

123.3°

APP CRS
169°
Rwy Idg 4000
TDZE 323
Apt Elev 323

MIRL Rwy 17-35

RNAV (GPS) RWY 17

SC-3, 30 NOV 2023 to 25 JAN 2024

Category
A
B
C
D

LNAV MDA
900-1 577 (600-1)
NA

CIRCLING
960-1 637 (700-1)
NA

SMITHVILLE, TEXAS
Orig 15JUN23

AL-9361 (FAA)

23166

30°02'N-97°10'W

419
RNAV (GPS) RWY 35
SMITHVILLE CRAWFORD MUNI (84R)

Circling Rwy 17 NA at night. Rwy 35 helicopter visibility reduction below 1 SM NA. Baro-VNAV NA.

**MISSING APCH FIX**

- **4 NM**
- **GNRR**

**MISSING APCH FIX**

- **VGS and RNAV glidepath not coincident**
- **VGS Angle 3.00/TCH 40**
- **4 NM Holding Pattern**

**Category**

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

**LPV**

- **DA**
- **648-1 325 (400-1)**
- **NA**

**LNAV/VNAV**

- **DA**
- **827-1½ 504 (600-1½)**
- **NA**

**LNAV MDA**

- **1040-1 717 (800-1)**
- **NA**

**CIRCLING**

- **1040-1 717 (800-1)**
- **NA**

**SMITHVILLE, TEXAS**

Orig 15JUN23
Circling RWY 36 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C.

MISSED APPROACH: Climb to 2700 then climbing right turn to 4400 direct CLABY and hold.

VGSi and RNAV glidespath not coincident (VGSi Angle 3.00°/TCH 25).

CLABY

SONORA, TEXAS
Orig 05OCT23

RNAV (GPS) RWY 18
SONORA MUNI (SOA)
**RNAV (GPS) RWY 17**

**TAYLOR MUNI (T74)**

### RNAV (GPS) RWY 17

**ATAYLOR, TEXAS**

**AWOS-3PT**

- **119.75**

**AUSTIN APP CON**

- **127.225**
- **317.65**

**UNICOM**

- **122.8 (CTAF)**

---

**For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16C or above 54C. When local altimeter setting not received, use Austin Exec altimeter setting and increase all DA to 914 feet and all MDA 40 feet. VDP and Baro-VNAV NA when using Austin Exec altimeter setting.**

**AWOS-3PT**

- **119.75**

**AUSTIN APP CON**

- **127.225**
- **317.65**

**UNICOM**

- **122.8 (CTAF)**

---

**For uncompensated Baro-VNAV systems, LNAV/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.**

### RNAV (GPS) RWY 17

**TAYLOR MUNI (T74)**

**For uncompensated Baro-VNAV systems, LNAV/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.**

### RNAV (GPS) RWY 17

**TAYLOR MUNI (T74)**

**For uncompensated Baro-VNAV systems, LNAV/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.**

### RNAV (GPS) RWY 17

**TAYLOR MUNI (T74)**

**For uncompensated Baro-VNAV systems, LNAV/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.**

### RNAV (GPS) RWY 17

**TAYLOR MUNI (T74)**

**For uncompensated Baro-VNAV systems, LNAV/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.**
VOR RWY 17
TAYLOR MUNI (T74)

DME required.

- CIRCLING Rwy NA at night. Rwy 17 helicopter visibility reduction below SM NA.
- When local altimeter setting not received, use Austin Exec altimeter setting and increase all MDA 40 feet. VDP NA when using Austin Exec altimeter setting.

AWOS-3PT
119.75

AUSTIN APP CON
127.225 317.65

UNICOM
122.8 (CTAF)

MISSING APPROACH: Climbing right turn to 2500 on CWK VORTAC R-014 to ESDEF/17.6 DME and hold.

CENTEX
112.8 CWK
Chan 75

MIRL Rwy 17-35

30°34'N 97°27'W

TAYLOR, TEXAS
AL-6938 (FAA)
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.

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.
**ELOEL THREE DEPARTURE (RNAV)**

**ELOEL THREE DEPARTURE (RNAV)**

**TOP ALTITUDE:**

**ASSIGNED BY ATC**

---

**TAKENOFF MINIMUMS:**
Rwys 17, 35: 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)**
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 (ILEXY4.JAYJO)

ZENZI TRANSITION (ILEXY4.ZENZI)

NOTE: Houston terminal area arrivals expect routing from ILEXY.
NOTE: JAYJO transition to join V306 only.
NOTE: Aircraft not destined the Houston terminal area or joining V306 must file the ZENZI transition.
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.
SAYBR THREE DEPARTURE (RNAV)

TAKEOFF MINIMUMS
Rwys 17, 35: Standard.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17: Climb on heading 174° or as assigned by ATC for vectors to cross MUNCH at or above 5000, thence.

TAKEOFF RUNWAY 35: Climb on heading 354° or as assigned by ATC for vectors to cross MUNCH at or above 5000, thence.

. . . . on track 024° to SAYBR. Maintain altitude assigned by ATC. Expect filed altitude 10 minutes after departure.
ILS or LOC RWY 16
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)

Procedure NA for arrival on ACT VORTAC airway radials 164 CW 181.

MISSED APPROACH: Climb to 1100 then continue 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.

For inop ALS, increase S-LOC 16 Cats C/D visibility to 1 SM.

Autopilot coupled approach NA below 990.
RNAV (GPS) RWY 16
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 visibility to ½ SM and LNAV Cats C/D visibility to ¾ SM.

Procedure NA for arrivals at ACT VORTAC on V15 north bound.

RNAV (GPS) RWY 16
DRAUGHON-MILLER CENTRAL TEXAS RGNL (TPL)
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

misSED APpCh: 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.

misSED APpCh FIx

SAWAS-3PT  82401
App CRS  340°
Rwy Idg  7000
TDZE  674
Apt Elev  682

ELEV  682  D TDZE  674

DRAUGHON-MILLER CENTRAL TEXAS RGNL (TPL)
**RNAV (GPS) RWY 33**

**GARNER FLD (UVA)**

**APP CRS**

<table>
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<tr>
<th>App Crs</th>
<th>Rwy Idg</th>
<th>Apt Elev</th>
</tr>
</thead>
<tbody>
<tr>
<td>328°</td>
<td>5256</td>
<td>942</td>
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</tbody>
</table>

**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.**

**UNICOM**

<table>
<thead>
<tr>
<th>Unicom</th>
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<tbody>
<tr>
<td>122.8</td>
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**HOUSTON CENTER**

<table>
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<tr>
<th>Houston Center</th>
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<tbody>
<tr>
<td>134.95 269.4</td>
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**AWOS-3**

<table>
<thead>
<tr>
<th>Awos-3</th>
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</thead>
<tbody>
<tr>
<td>124.175</td>
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</tbody>
</table>

**MISSING APPROACH:** Climbing right turn to 3500 direct BUXQU WP and hold.

**Radar Required**

- **VGS I and descent angle not coincident (VGS I Angle 3.00/TCH 35).**

**Category**

<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>GLS DA</td>
<td>NA</td>
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</tr>
<tr>
<td>LNAV/ VNAV DA</td>
<td>NA</td>
<td></td>
<td></td>
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</tr>
</tbody>
</table>

**LNAV MDA**

| LNAV MDA | 1380-1 447 (500-1) | 1380-1½ 447 (500-1¼) | 1380-1¼ 447 (500-1½) |

**CIRCLING**

| CIRCLING | 1380-1 438 (500-1) | 1460-1 518 (600-1) | 1620-2 678 (700-2) | 1620-2¼ 678 (700-2¼) |

**UVALDE, TEXAS**

| Orig | 22APR21 |

**South Texas Rgnl**

- **Reil Rwy's 15 and 33**
- **MIRL Rwy 15-33**

**HOUSTON CENTER**

- **134.95 269.4**

**UNICOM**

- **122.8 (CTAF)**

**3500 BUQU**

- **Holding Pattern**

**GARNER FLD (UVA)**

**RNAV (GPS) RWY 33**

- **29°13'N-99°45'W**

**Origin:** 22APR21
RNAV (GPS) RWY 21
CULBERSON COUNTY (VHN)

**AWOS-3PT**
119.925

**ALBUQUERQUE CENTER**
135.875 292.15

**CTAF**
122.9

**Procedure NA for arrivals at HUP VORTAC on V66 westbound.**

**Circling to Rwy 7, 25 NA at night.**
Circling NA south of Rwy 25 and southeast of Rwy 3.

**MISSED APPROACH:** Climb to 8800 direct COSIM and on track 304° to WIKOR and on track 034° to PONUE and hold.
RNAV (GPS) RWY 17
MC GREGOR EXEC (PWG)

Baro-VNAV NA when using Waco Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C. When local altimeter setting not received, use Waco Rgnl altimeter setting and increase LPV DA to 873 feet and all visibilities ½ SM; increase LNAV/VNAV DA to 873 feet and all visibilities ½ SM; increase all MDAs 40 feet and Circling visibility Cat C ½ SM.

AWOS-3PT  | 135.525  | WACO APP CON  | 127.65  | GCO  | 121.725  | UNICOM  | 122.8 (CTAF)

MISSED APPROACH:
Climb to 2500 direct
ZUDIS and on track
095° to SATTY and hold.

Procedure NA for arrivals at IMIPE on V15-54 northeast bound.

Category A B C D
LPV DA 842-3/4 250 (300-3/4) NA
LNAV/ VNAV DA 842-3/4 250 (300-3/4) NA
LNAV MDA 1040-1 448 (500-1) 1040-1 448 (500-1) NA
CIRCLING 1040-1 448 (500-1) 1060-1 448 (500-1) 1300-2 708 (800-2) NA

WACO, TEXAS
Amdt 1C 15JUN23

MC GREGOR EXEC (PWG)
RNAV (GPS) RWY 17
WACO, TEXAS

VOR RWY 17
MC GREGOR EXEC (PWG)

AL-5441 (FAA)

MISSED APPROACH: Climb to 1000 then climbing right turn to 4000 direct ACT VORTAC and hold, continue climb-in-hold to 4000.

AWOS-3PT 135.525
WACO APP CON* 127.65 352.0
GCO 121.725
UNICOM 122.8 (CTAF)

1.1 3.2 NM 6.1 NM

 CATEGORY A B C D

S-17 980-1 388 (400-1) 980-1.1/8 388 (400-1.1/4) NA

CIRCLING 980-1 1060-1 1300-2
388 (400-1) 468 (500-1) 708 (800-2) NA

ADF or DME required.

VGSI and descent angles not coincident (VGSI Angle 3.00°/TCH 36).

Remain within 10 NM
RNAV (GPS) RWY 17L
TSTC WACO (CNW)

WACO, TEXAS
AL-579 (FAA)

RNAV APCH.

AWOS-3PT  134.225
WACO APP CON  127.65
TSTC TOWER  124.0 (CTAF)  255.7
TSTC WACO CON  121.7
UNICOM  122.95

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 ¼ SM and LNAV Cats C/D visibility to 1 SM.

Procedure NA for arrivals on ACT VORTAC airway radials 305 CW 050.

For inop ALS, increase LNAV/VNAV all Cats visibility to ¼ SM and LNAV Cats C/D visibility to 1 SM.

Procedures NA for arrivals on CQY VORTAC airway radials 163 CW 263.

RNAV APCH.

AWOS-3PT  134.225
WACO APP CON  127.65
TSTC TOWER  124.0 (CTAF)  255.7
TSTC WACO CON  121.7
UNICOM  122.95

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 ¼ SM and LNAV Cats C/D visibility to 1 SM.

Procedure NA for arrivals on ACT VORTAC airway radials 305 CW 050.

For inop ALS, increase LNAV/VNAV all Cats visibility to ¼ SM and LNAV Cats C/D visibility to 1 SM.

Procedures NA for arrivals on CQY VORTAC airway radials 163 CW 263.
MISSED APPROACH: Climb to 2300 direct CUKAV and hold.

Procedure NA for arrivals on ACT VORTAC airway radials 050 CW 181.

NoPT for arrival at OMOBE on V15 northwest bound.

WACO, TEXAS

31°38'N-97°04'W

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 APP CON

RNAV (GPS) Rwy 35R
TSTC WACO (CNW)

Amdt 2A 05DEC19

WACO, TEXAS

31°38'N-97°04'W

RNAV (GPS) Rwy 35R
TSTC WACO (CNW)

Amdt 2A 05DEC19

WACO, TEXAS

31°38'N-97°04'W

RNAV (GPS) Rwy 35R
TSTC WACO (CNW)

Amdt 2A 05DEC19

WACO, TEXAS

31°38'N-97°04'W
MISSED APPROACH: Climbing right turn to 2900 direct ROB NDB and hold.

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

WACO 115.3 ACT  Channel 100

ROB NDB

Remain within 10 NM

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)  1200-2  730 (800-2 1/4)

WACO, TEXAS

Amdt 12A  05DEC19

31°38'N-97°04'W

441
AIRPORT DIAGRAM

TSTC WACO (CNW)
WACO, TEXAS

AL-579 (FAA)

AWOS-3PT
134.225
TSTC TOWER
124.0  255.7
GND CON
121.7

JANUARY 2020
ANNUAL RATE OF CHANGE
0.1° W

174.2°
31°39'N

FIELD
ELEV 470

AIRCRAFT APRON

TWR 555
TERMINAL

MAINTENANCE HANGAR

ELEV 467

ELEV 456

ELEV 460

ELEV 35L

ELEV 35R

8600 X 1.50
633 X 75
497 X 150

SC-3, 30 NOV 2023 to 25 JAN 2024

AIRPORT DIAGRAM

TSTC WACO (CNW)
WACO, TEXAS

AL-579 (FAA)

AWOS-3PT
134.225
TSTC TOWER
124.0  255.7
GND CON
121.7

JANUARY 2020
ANNUAL RATE OF CHANGE
0.1° W

174.2°
31°39'N

FIELD
ELEV 470

ELEV 467

ELEV 456

ELEV 460

ELEV 35L

ELEV 35R

8600 X 1.50
633 X 75

SC-3, 30 NOV 2023 to 25 JAN 2024

AIRPORT DIAGRAM

TSTC WACO (CNW)
WACO, TEXAS

AL-579 (FAA)

AWOS-3PT
134.225
TSTC TOWER
124.0  255.7
GND CON
121.7

JANUARY 2020
ANNUAL RATE OF CHANGE
0.1° W

174.2°
31°39'N

FIELD
ELEV 470

AIRCRAFT APRON

TWR 555
TERMINAL

MAINTENANCE HANGAR

ELEV 467

ELEV 456

ELEV 460

ELEV 35L

ELEV 35R

8600 X 1.50
633 X 75

SC-3, 30 NOV 2023 to 25 JAN 2024

AIRPORT DIAGRAM

TSTC WACO (CNW)
WACO, TEXAS

AL-579 (FAA)

AWOS-3PT
134.225
TSTC TOWER
124.0  255.7
GND CON
121.7

JANUARY 2020
ANNUAL RATE OF CHANGE
0.1° W

174.2°
31°39'N

FIELD
ELEV 470

AIRCRAFT APRON

TWR 555
TERMINAL

MAINTENANCE HANGAR

ELEV 467

ELEV 456

ELEV 460

ELEV 35L

ELEV 35R

8600 X 1.50
633 X 75

SC-3, 30 NOV 2023 to 25 JAN 2024
ILS or LOC RWY 19
WACO RGNL (ACT)

DME required:

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

ASR

** 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.

ATIS
123.85

WACO APP CON
127.65
227.125

WACO TOWER
119.3 (CTAF) 257.8

GND CON
121.9

UNICOM
122.95

Localizer 109.7 I-Act

Cedar Creek
114.8 CQY

MALSR

Waco 115.3 ACT

Channel 100

Waco RGNL

127.65 227.125

BOSEL

116.1

ELEV 516 TDZE 505

Waco 115.3 ACT

1500 4000

BOSEL

R-164

090° 270°

R-243

CIRCLING

GS 3.00° TCH 55

S-LOC 19
900/24 395 (400-½)

900/35 395 (400-½)

CIRCLING

R-164

CQY 50.9

FAF to MAP 4.9 NM

Knots
60 90 120 150 180

Min:Sec
4:54 3:16 2:27 1:58 1:38

WACO, TEXAS

Amdt 17 30JAN20

ILS or LOC RWY 19
WACO RGNL (ACT)

WACO, TEXAS

AL-439 (FAA) 20030

31°37’N-97°14’W
For uncompensated Baro-VNAV systems, UNAV/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 and UNAV/VNAV all Cats visibility ½ mile and Circling Cat D ¼ 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.

Procedure NA for arrivals at SATTY on V15 southeast bound.
RNAV (GPS) RWY 14
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

RNAV (GPS) RWY 14
WACO RGNL (ACT)

Procedure NA for arrivals at DRILL on V15-54 northeast bound.

Procedure NA for arrivals at SONET on V358 westbound.

MISSED APPROACH: Climb to 1000 then climbing right turn to 4000 direct BOSEL and hold, continue climb-in-hold to 4000.

WACO, TEXAS
AL-439 (FAA)

WACO, TEXAS

RNAV (GPS) RWY 14
WACO RGNL (ACT)

31°37'N-97°14'W
445
RNAV (GPS) RWY 19
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

Procedure NA for arrivals at IMIPE on V1-5-34 northeast bound.

Missed Approach: Climb to 4000 direct YAYUC and on track 171° to BOSEL and hold, continue climb-in-hold to 4000.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -8°C or above 54°C. For inop ALS, increase LNAV/VNAV visibility all Cats to RVR 4000.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -8°C or above 54°C. For inop ALS, increase LNAV/VNAV visibility all Cats to RVR 4000.

This page contains a navigational chart for RNAV (GPS) RWY 19 at WACO RGNL (ACT). The chart includes vital information such as frequencies, distances, and navigational aids necessary for pilots to safely navigate the airport. The chart is part of a larger document with amendments dated 10AUG23, indicating updates to the navigation procedures and air traffic control frequencies. The chart represents the airspace around the airport, highlighting critical points such as the runway, taxiways, and surrounding navigation beacons. The chart is designed to assist pilots in planning their approach to WACO RGNL (ACT) using RNAV (GPS) technology. Additional information pertains to missed approaches, frequency details, and operational procedures pertinent to RNAV (GPS) operations at the airport.
RNAV (GPS) 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

**MISSED APCH FIX**

4 NM EVVIS

---

**MISSED APPROACH:**

Climb to 4000 direct EVVIS and hold, continue climb-in-hold to 4000.

---

**ATIS**

123.85

**WACO APP CON**

127.65 227.125

**WACO TOWER** *

119.3 (CTAF) 257.8

**GND CON**

121.9

**UNICOM**

122.95

---

**MISSED APCH FIX**

4 NM EVVIS
WACO, TEXAS

VOR/DME RWY 32
WACO RGNL (ACT)

**VORTAC ACT**

- **115.3**
- Chan **100**

**APP CRS**

- **321°**

**Rwy Idg**

- **5103**

**Apt Elev**

- **516**

**ELEV**

- **516**

**ATIS**

- **123.85**

**WACO APP CON**

- **127.65**

**227.125**

**WACO TOWER**

- **119.3 (CTAF)**

**GND CON**

- **121.9**

**UNICOM**

- **122.95**

**ASR**

- **589**

**WACO**

- **516**

**TDZE**

- **516**

**MISSED APPROACH:** Climb to 3000 direct ACT VORTAC and hold, continue climb-in-hold to 3000.

**VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 58).**

**CATEGORY**

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

**CIRCLING**

- **424 (500-1)**
- **464 (500-1)**
- **504 (600-1½)**
- **644 (700-2)**

**REMINDERS**

- Not received use Mc Gregor Exec altimeter setting and increase all MDA 40 feet; increase S-32 Cats C/D visibility ½ mile and Circling Cat D visibility ½ mile.

**TDZE**

- **516**

**516**

**Rwy Idg**

- **5103**

**Apt Elev**

- **516**

**Amdt 15B 02APR15**

**SC-3, 30 NOV 2023 to 25 JAN 2024**

**21139**

**SC-3, 30 NOV 2023 to 25 JAN 2024**

**448**

**WACO, TEXAS**

**Amdt 158 02APR15**

**31°37'N-97°14'W**

**VOR/DME RWY 32**

**WACO RGNL (ACT)**
VOR RWY 14
WACO RGNL (ACT)

ATIS 123.85
WACO APP CON * 127.65 227.125
WACO TOWER * 119.3(C(TAF)) 257.8
GND CON 121.9
UNICOM 122.95

DME required.

Misaligned runway 14 helicopter visibility reduction below 3/4 SM NA. VDP NA with Mc Gregor Exec altimeter setting. When local altimeter setting not received, use Mc Gregor Exec altimeter setting and increase all MDAs 40 feet; and increase S-14 Cat C/D visibility 1/4 SM and Circling Cat D visibility 1/4 SM.

Missed Approach: Climbing right turn to 4000 on ACT VORTAC R-164 to BOSEL/ACT 14.00 DME and hold, Continue climb-in-hold to 4000.

VORTAC ACT 115.3
APP CRS 141°
Chan 100
Rwy Idg 5103
TDZE 513
Apt Elev 516

GND CON 121.9
UNICOM 122.95

ELEV 516
TDZE 513

WACO CON

REIL Rwy 14
HIRL Rwy 1-19
MIRL Rwy 14-32

FAF to MAP 3.1 NM

Category A B C D
S-14 900-1 387 (400-1) 900-1 387 (400-1)

Circling 940-1 424 (500-1) 980-1 464 (500-1) 1020-1 504 (600-1) 1160-2 644 (700-2)

WACO, TEXAS
Amdt 23C 15AUG19
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
RNAV (GPS) RWY 14
MID VALLEY (TXW)

WESLACO, TEXAS

AWOS-3PT
118.575

VALLEY APP CON
122.65  284.7

CLNC DEL
125.95

UNICOM
122.8 (CTAF)

HOLD
2100
0.9 NM to *
138°

CIRCLING
620-1 550 (600-1)
700-1 630 (700-13)
940-2 870 (900-23)

NPA RW14 25 NA
2600

RNAV (GPS) RWY 14
MID VALLEY (TXW)

RNP APCH:

- Rwy 14 helicopter visibility reduction below 3/4 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.
- MISSED APPROACH: Climb to 900 then climbing right turn to 2100 direct WODEE and hold.

Procedure NA for arrivals at HARGI on V20 northeast bound.

Procedure NA for arrivals at FATOR on V17 northwest bound.

SC-3, 30 NOV 2023 to 25 JAN 2024

UNITED STATES
MEXICO

UNITED STATES

AWOS-3PT
118.575

WAAS CH 70341
W14A

WAAS
APP CRS
Rwy Idg
TDZE
Apt Elev
6002
69
70

LNAV/VNAV DA
331-7/8 262 (300-7/8)

LNAV MDA
420-1 351 (400-1)

LPV DA
319-3/4 250 (300-3/4)

MIRL Rwy 14-32
REIL Rwy 32

WESLACO, TEXAS
Orig-B 26MAR20

26°11'N-97°58'W
When local altimeter not received, use McAllen altimeter setting and increase all MDA 40 feet.

**AWOS-3PT**
118.575

**VALLEY APP CON**
122.65 284.7

**CLNC DEL**
125.95

**UNICOM**
122.8 (CTAF)

**PROcedure NA for arrival on MFE VOR/DME airway radials 029 CW 075.**

**CLNC DEL**
1549

**AWOS-3PT**
1393

**MFE 1000**
1048

**VOR/DME**
117.2

**APP CRS**
080°

**Rwy Idg**
N/A

**TDZE**
N/A

**Apt Elev**
70

**MFE 1600**

**080°**

**1500**

**MIRL Rwy 14-32**

**REIL Rwy 32**

**CATEGORY**
A  B  C  D

**CIRCLING**
620-1 550 (600-1) 700-1¾ 630 (700-1¾) NA

**MFE 25 NM**

**UNITED STATES**

**MEXICO**

**WESLACO, TEXAS**

**ORIG-B 19JUL18**

**WESLACO, TEXAS**

**AL-6930 (FAA)**

**23278**

**VOR-A**

**MID VALLEY (TXW)**
RNAV (GPS) RWY 13
WINKLER COUNTY (INK)

RNP APCH - GPS.

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. Rwy 13 helicopter visibilities reduction below 3/4 SM NA. When local altimeter setting not received, use Pecos altimeter setting; increase LPV DA to 3167 feet and all Cats visibilities 1/4 SM; increase LNAV/VNAV DA to 3167 feet and all Cats visibilities 1/4 SM; increase all MDAs 100 feet and LNAV Cat C visibility 3/4 SM and Circling Cat C visibility 1/4 SM.

ASOS
FORT WORTH CENTER
UNICOM

118.325
133.1 298.95
123.0 (CTAF)

RNAV (GPS) RWY 13
WINKLER COUNTY (INK)

Amdt 1C 02NOV23
VOR RWY 13
WINKLER COUNTY (INK)

ASOS
118.325

FORT WORTH CENTER
133.1 298.95

UNICOM
123.0 (CTAF)

MISSED APPROACH: Climb to 3500 then climbing right turn to 5000 direct INK VORTAC and hold, continue climb-in-hold to 5000.

VGS and descent angles not coincident (VGS Angle 3.00/TCH 22).
Procedure NA for arrivals at SHEPP on V77 northbound.

MISSED APCH FIX
FILEP 352° 4 NM

MISSSED APPROACH: Climb to 3400 direct FILEP and hold.

ABILENE APP CON
127.2 282.3

CTAF
122.9

WINTERS, TEXAS
AL-6639 (FAA)

RNAV (GPS) RWY 17
WINTERS MUNI (77°F)

Use Abilene altimeter setting. When not received, use Coleman altimeter setting and increase all MDA 20 feet.

WINTERS MUNI (77°F)

Origin B 07NOV19

31°57'N-99°59'W
RNAV (GPS) RWY 35
WINTERS MUNI (77F')

DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Use Abilene altimeter setting; when not received, use Coleman altimeter setting and increase all MDA 20 feet. Night landing: Rwy 35 NA.

**ABILENE APP CON**
- 127.2
- 282.3

**CTAF**
- 122.9

**MISSED APCH FIX**
- 4 NM to FILEP
- 352°
- TUSCOA TQA

**MISSED APPROACH**
- Climb to 4000 direct ROXAE and hold.

**Procedure NA for arrival at TQA VOR/DME on V94 eastbound.**

**Procedure NA for arrival at OWENN on V77 southwest bound.**

**ELEV 1871**

**TDZE 1871**

**4000 ROXAE**

**PADDY**
- 1.5 NM to RW35

**SAVHE**

**FILEP**

**SAVHE (IF/IAF)**

**FILEP (IF/IAF)**

**CTAF 122.9**

**LNAV MDA**
- 2240-1
- 369 (400-1)

**CIRCLING**
- 2440-1
- 569 (600-1)

**RNAV (GPS) RWY 35**

**WINTERS MUNI (77F')**

**Orig-B 20MAY21**

**31°57'N-99°59'W**

**457**
Use Victoria Rgnl altimeter setting. Procedure NA at night.

**RNAV (GPS) RWY 31**

<table>
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<td>840-1(\frac{1}{4})</td>
<td>NA</td>
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<tr>
<td>CIRCLING</td>
<td>920-1</td>
<td>555 (600-1)</td>
<td>1200-2(\frac{1}{2})</td>
<td>NA</td>
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</tbody>
</table>

**MISSED APPROACH:** Climb to 1000 then climbing right turn to 2000 direct FOSAL and hold.

**REFERENCE:**
- Victoria RGNL ASOS 119.025
- HOUSTON CENTER 132.8 343.7
- CTA F 122.9

**MAP:**
- **CIRCLING LNAV MDA**
- **Rwy 31**
- **HDG 308°**
- **TDZE 363**
- **ELEV 365**
- **3444 X 60**
- **YOAKUM MUNI (T85)**
- **29°19'N-097°08'W**

**NOTES:**
- ** orig-D 29DEC22**
- **29°19'N-097°08'W**
- **SC-3, 30 NOV 2023 to 25 JAN 2024**
**Not authorized when R-6302C in effect.**

*GOGO SPRINGS
AGJ  

**Not authorized when R-6302C in effect.**

Limit all segments airspeed to 90 KIAS.

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

**SC-3, 30 NOV 2023 to 25 JAN 2024**

**ELEV 910**

**TDZE 910**

**NOTICE:** Climbing to 1500 then climbing left turn to 3100 direct IRESH and hold.
**COPTER NDB RWY 34**

**LOM IL** 278

**APCH CRS** 353*

**Rwy Idg** 2676

**TDZE** 910

**Arpt Elev** 910

**AL-5031 [USA]**

**YOAKUM DEFRENN AHP** (KHLR)

**RADAR required for missed approach.**

**MISSED APPROACH Climbing right turn to 3100 direct IL LOM and hold.**

**ATIS** 138.6

**GRAY APP CON** 120.075 323.15

**TOWER** 119.650 269.45

**GND CON** 133.85 225.4

**CLNC DEL** 225.4

---

**GOOCH SPRINGS**

1125 AGJ

Chan 72

---

**R-6302C**

1229 A

**SKYLARK FLD**

353*

**LITTLE**

**3100**

**173**

**353**

**3100**

---

**3097**

---

**CATEGORY**

**COPTER**

S-34

1400-1 490 (500-1)

**CIRCLING**

1540-1 630 (700-1)

---

**ELEV 910**

**TDZE 910**

---

**30 NOV 2023 to 25 JAN 2024**

---

**Limit all segments airspeed to 90 KIAS.**

**When local altimeter setting not received, use SKYLARK FLD altimeter setting.**
TAKE-OFF MINIMUMS
Rwys 16, 34, Standard.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 16, 34: Climb on assigned heading for RADAR vectors to CONRA INT, maintain 3500. Thence...

...(transition), expect filed altitude 10 minutes after departure.

COLLEGE STATION TRANSITION (CONRA3.CLL): From over CONRA INT on CLL R-287 to CLL VORTAC.
LEONA TRANSITION (CONRA3.LOA): From over CONRA INT on LOA R-257 to LOA VORTAC.
TAKEOFF MINIMUMS
Rwys 16, 34: Standard.

NOTE: WACO TRANSITION for aircraft inbound to terminal area airports.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 16, 34: Climbing right turn heading 240° (to assigned altitude) to intercept and proceed on AGJ R-098. Thence . . . .

. . . . on (transition) or (assigned route). Maintain ATC assigned altitude.

STONEWALL TRANSITION (LAMPS8.STV): From over AGJ VORTAC on AGJ R-202 and STV R-018 to STV VORTAC.

WACO TRANSITION (LAMPS8.ACT): From over AGJ VORTAC on AGJ R-036 to SONET INT, then on ACT R-271 to ACT VORTAC.
A rate of climb/descent table is provided for use in planning and executing climbs or descents under known or approximate ground speed conditions. It will be especially useful for approaches when the localizer only is used for course guidance. A best speed, power, altitude combination can be programmed which will result in a stable glide rate and altitude favorable for executing a landing if minimums exists upon breakout. Care should always be exercised so that minimum descent altitude and missed approach point are not exceeded.

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U.S. TERMINAL PUBLICATION VOLUMES

AREA OF COVERAGE

Including Puerto Rico and the Virgin Islands