

SC-3

SW. TX

07 AUG 25 to 02 OCT 25



Federal Aviation  
Administration

TM

# U.S. Terminal Procedures Publication

South Central (SC) Vol 3 of 5

Effective: 0901Z

**07 AUG 2025**

to: 0901Z

**02 OCT 2025**

Consult the Change Notice  
(CN) effective 04 SEP 2025 for  
revised Instrument Procedure  
Charts for this volume



Consult NOTAMs for latest information

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CORRECTIONS, COMMENTS AND/OR PROCUREMENT

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

FAA, Aeronautical Information Services  
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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:

For digital products, visit our website at: [https://www.faa.gov/air\\_traffic/flight\\_info/aeronav/digital\\_products/](https://www.faa.gov/air_traffic/flight_info/aeronav/digital_products/)

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

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



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

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

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

(1) ILS, PAR, LPV, GLS minima

Inoperative Component or Visual Aid	Increase Visibility
All ALS types (except ODALS)	¼ mile

(2) ILS, LPV, GLS with visibility minima of RVR 1800<sup>†</sup>/2000\*/2200\*

Inoperative Component or Visual Aid	Increase Visibility
ALSF 1 & 2, MALSR, SSALR	To RVR 4000 <sup>†</sup> To RVR 4500*
TDZL or RCLS	To RVR 2400#
RVR	To ½ mile

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

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

Inoperative Component or Visual Aid	Increase Visibility
ALSF 1 & 2, MALSR, SSALR	½ mile
MALSF, MAL, SSALF, SSALS, SALSF, SALS	¼ mile

(4) Sidestep minima (CAT C-D)

Inoperative Component or Visual Aid to Sidestep Runway	Increase Visibility
ALSF 1 & 2, MALSR, SSALR	½ mile

(5) All Approach Types, All lines of minima

Inoperative Component or Visual Aid	Increase Visibility
ODALS (CAT A-B)	¼ mile
ODALS (CAT C-D)	⅛ mile

TERMS/LANDING MINIMA DATA 20142

IFR LANDING MINIMA

The United States Standard for Terminal Instrument Procedures (TERPS) is the approved criteria for formulating instrument approach procedures. Landing minima are established for six aircraft approach categories (ABCDE and COPTER). In the absence of COPTER MINIMA, helicopters may use the CAT A minimums of other procedures.

LANDING MINIMA FORMAT

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

Straight-in ILS to Runway 27	DA		Visibility (RVR 100's of feet)		HAT		Aircraft Approach Category	
	CATEGORY	A	B	C	D			
	S-ILS 27	1352/24		200		(200-½)		
	S-LOC 27	1440/24	288		(300-½)		1440/50	288 (300-1)
Straight-in with Glide Slope Inoperative or not used to Runway 27	CIRCLING	1540-1	1640-1	1640-1½	1740-2			
		361 (400-1)	461 (500-1)	461 (500-1½)	561 (600-2)			
	MDA	HAA	Visibility in Statute Miles					

All weather minimums in parentheses not applicable to Civil Pilots.  
Military Pilots refer to appropriate regulations.

COPTER MINIMA ONLY

CATEGORY	COPTER
H-176°	680-½ 363 (400-½)

Copter Approach Direction      Height of MDA/DA Above Landing Area (HAL)      No circling minimums are provided

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. Advising 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/dtpp/search/](http://www.faa.gov/air_traffic/flight_info/aeronav/digital_products/dtpp/search/)

COLD TEMPERATURE ERROR TABLE  
HEIGHT ABOVE AIRPORT IN FEET

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

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

Approach Category	A	B	C	D	E
Speed (Knots)	0-90	91-120	121-140	141-165	Abv 165

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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 table below. The resultant arcs are then connected tangentially to define the protected area.

CIRCLING APPROACH MANEUVERING AIRSPACE RADIUS

Circling MDA protected areas 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.

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

Users may ignore the presence of **C** symbols on charts which will be removed on a day-forward basis. All circling areas within this volume have been evaluated for the circling MDA protected area radius shown in the table above.

Comparable Values of RVR and Visibility

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

RVR (feet)	Visibility (SM)	RVR (feet)	Visibility (SM)	RVR (feet)	Visibility (SM)	RVR (feet)	Visibility (SM)
1600	¼	2400	½	3500	⅝	5500	1
1800	½	2600	½	4000	¾	6000	1¼
2000	½	3000	⅝	4500	⅞		
2200	½	3200	⅝	5000	1		

RADAR MINIMA

	RWY	GP/TCH/RPI	CAT	DA/ MDA-VIS	HAT HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT HAA	CEIL-VIS
PAR	10	2.5°/42/1000	ABCDE	195/16	100	(100-¼)				
	28	2.5°/48/1068	ABCDE	187/16	100	(100-¼)				
ASR	10		ABC	560/40	463	(500-¾)	DE	560/50	463	(500-1)
	28		AB	600/50	513	(600-1)	CDE	600/60	513	(600-1¼)
CIR	10		AB	560-1¼	463	(500-1¼)	CDE	560-1½	463	(500-1½)
	28		AB	600-1¼	503	(600-1¼)	CDE	600-1½	503	(600-1½)

Radar Minima: All minima in parentheses not applicable to Civil Pilots. Military Pilots refer to appropriate regulations.

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 500-1½.
- NOTE: Military RADAR MINIMA may be shown with communications symbology that indicates emergency frequency monitoring capability by the radar facility as follows: (E) VHF and UHF emergency frequencies monitored  
(V) VHF emergency frequency (121.5) monitored  
(U) UHF emergency frequency (243.0) monitored

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

- ⚠ Alternate Minima not standard. Civil users refer to tabulation. USA/USN/USAF pilots refer to appropriate regulations.
- ⚠ NA Alternate minima are Not Authorized due to unmonitored facility or absence of weather reporting service.
- ▼ Airport is published in the Takeoff Minima, (Obstacle) Departure Procedures, and Diverse Vector Area (Radar Vectors) tabulation.

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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 by an authorized non-FAA service provider. 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

Date of Latest Revision 09365

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



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

MISCELLANEOUS

- ★ Indicates a non-continuously operating facility, see Chart Supplement.
- For Civil (FAA) instrument procedures, "RADAR REQUIRED" in the planview of the chart indicates that ATC radar must be available to assist the pilot when transitioning from the en route environment. "Radar required" in the pilot briefing portion of the chart indicates that ATC radar is required on portions of the procedure outside the final approach segment, including the missed approach. Some military procedures also have equipment requirements such as "Radar Required", but do not conform to the same charting application standards used by the FAA.
- Distances are in nautical miles (except visibility in statute miles and Runway Visual Range in hundreds of feet). Runway dimensions are in feet. Elevations are in feet, Mean Sea Level (MSL). Ceilings are in feet above airport elevation. Radials/bearings/headings/courses are magnetic. Horizontal Datum: Unless otherwise noted on the chart, all coordinates are referenced to North American Datum 1983 (NAD 83), which for charting purposes is considered equivalent to World Geodetic System 1984 (WGS 84).
- Terrain is scaled within the neat lines (planview boundaries) and does not accurately underlie not-to-scale distance depictions or symbols.

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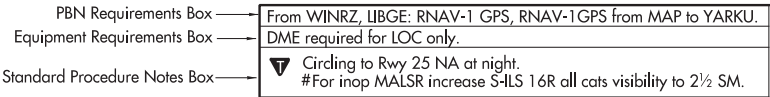
STANDARD TERMINAL ARRIVALS AND DEPARTURE PROCEDURES

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).

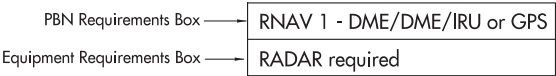
PROCEDURE PBN/EQUIPMENT REQUIREMENTS

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





RNAV STAR and DP PBN/Equipment Requirements Notes Box




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 "L" symbol beside the name to indicate pilot controlled lighting.

To activate lights, use frequency indicated in the communications section of the chart with a 

KEY MIKE

- 7 times within 5 seconds
- 5 times within 5 seconds
- 3 times within 5 seconds

FUNCTION

- Highest intensity available
- Medium or lower intensity (Lower REIL or REIL-off)
- Lowest intensity available (Lower REIL or REIL-off)

# ABBREVIATIONS 25107

AAF.....	Army Air Field	D-ATIS.....	Digital-Automatic Terminal Information Service
AAUP.....	Attention All Users Page	DA.....	Decision Altitude
ADF.....	Automatic Direction Finder	DEP.....	Departure
ADIZ.....	Air Defense Identification Zone	DEP CON.....	Departure Control
AFAUX.....	Air Force Auxiliary	DER.....	Departure End of Runway
AFB.....	Air Force Base	DH.....	Decision Height
AFRC.....	Armed Forces Reserve Center/Air Force Reserve Command	DME.....	Distance Measuring Equipment
AGL.....	Above Ground Level	DP.....	Departure Procedure
AFHP.....	Air Force Heliport	DTHR.....	Displaced Runway Threshold
AFIS.....	Automatic Flight Information Service	DVA.....	Diverse Vector Area
AHP.....	Army Heliport	ELEV.....	Elevation
ALF.....	Auxiliary Landing Field	EMAS.....	Engineered Material Arresting System
ALS.....	Approach Light System	EXEC.....	Executive
ALSF.....	Approach Light System with Sequenced Flashing Lights	FAF.....	Final Approach Fix
ANGB.....	Air National Guard Base	FD.....	Flight Director System
ANGS.....	Air National Guard Station	FL.....	Flight Level
Ant.....	Antenna	FLD.....	Field
AOB.....	At or Below	FM.....	Fan Marker
AP.....	Autopilot System	FMS.....	Flight Management System
APCH.....	Approach	GBAS.....	Ground Based Augmentation System
APP CON.....	Approach Control	GCA.....	Ground Control Approach
AR.....	Authorization Required	GCO.....	Ground Communication Outlet
ARB.....	Air Reserve Base	GLS.....	Ground Based Augmentation System
ARPT.....	Airport	GP.....	Landing System
ARR.....	Arrival	GPS.....	Glidepath
AS.....	Air Station	GS.....	Global Positioning System
ASOS.....	Automated Surface Observing System	HAA.....	Glide Slope
ASR.....	Airport Surveillance RADAR	HAL.....	Height Above Airport
ASSC.....	Airport Surface Surveillance Systems	HAT.....	Height Above Landing
ATC.....	Air Traffic Control	HATH.....	Height Above Touchdown
ATCT.....	Airport Traffic Control Tower	HCH.....	Height Above Threshold
ATIS.....	Automatic Terminal Information Service	hdg.....	Heliport Crossing Height
AUNICOM.....	Automated UNICOM	HIRL.....	Heading
AWOS.....	Automated Weather Observing System	HUD.....	High Intensity Runway Lights
Baro-VNAV.....	Barometric Vertical Navigation	IAF.....	Head-up Display
BC.....	Back Course	IAP.....	Initial Approach Fix
brg.....	Bearing	ICAO.....	Instrument Approach Procedure
CAPT.....	Captain	IF.....	International Civil Aviation Organization
CAT.....	Category	IFR.....	Intermediate Fix
CCW.....	Counterclockwise	ILS.....	Instrument Flight Rules
CDI.....	Course Deviation Indicator	IM.....	Instrument Landing System
CGAS.....	Coast Guard Air Station	INC.....	Inner Marker
Chan.....	Channel	Inop.....	Incorporated
CIR.....	Circling	INT.....	Inoperative
CL.....	Centerline Lighting System	INTCNTL.....	Intersection
CLNC DEL.....	Clearance Delivery	INTL.....	Intercontinental
CNF.....	Computer Navigation Fix	JNGB.....	International
CPDLC.....	Controller Pilot Data Link Communications	JRB.....	Joint National Guard Base
CTAF.....	Common Traffic Advisory Frequency	K.....	Joint Reserve Base
CW.....	Clockwise	KIAS.....	Knots
		LAAS.....	Knots Indicated Airspeed
			Local Area Augmentation System

# ABBREVIATIONS 25107

LDA.....	Localizer Type Directional Aid	OPSPEC.....	Operations Specification
Ldg.....	Landing	PAR.....	Precision Approach Radar
LIRL.....	Low Intensity Runway Lights	PDC.....	Pre-Departure Clearance
LNAV.....	Lateral Navigation	PRM.....	Precision Runway Monitor
LOA.....	Letter of Agreement/Authorization	Pvt.....	Private
LOC.....	Localizer	R.....	Radial
LOM.....	Locator Outer Marker	RA.....	Radio Altimeter setting height
LP.....	Localizer Performance	RAIL.....	Runway Alignment Indicator Lights
LPV.....	Localizer Performance with Vertical Guidance	RCLS.....	Runway Centerline Light System
LR.....	Lead Radial	REIL.....	Runway End Identifier Lights
LRRS.....	Long Range RADAR Station	RF.....	Radius to Fix
MAA.....	Maximum Authorized Altitude	RGNL.....	Regional
MALS.....	Medium Intensity Approach Lighting System	RLLS.....	Runway Lead-in Light System
MALSF.....	Medium Approach Lighting System with Sequenced Flashers	RNAV.....	Area Navigation
MALSR.....	Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights	RNP.....	Required Navigation Performance
MAP.....	Missed Approach Point	RPI.....	Runway Point of Interception)
MCAF.....	Marine Corps Air Facility	RVR.....	Runway Visual Range
MCALF.....	Marine Corps Auxiliary Landing Field	RWY.....	Runway
MCAS.....	Marine Corps Air Station	S.....	Straight-in
MCB.....	Marine Corps Base	SALS.....	Simplified Short Approach Light System
MCOLF.....	Marine Corps Outlying Field	SALSF.....	Short Approach Lighting System with Sequenced Flashing Lights
MDA.....	Minimum Descent Altitude	SDF.....	Simplified Directional Facility
MEA.....	Minimum Enroute Altitude	SFB.....	Space Force Base
MEML.....	Memorial	SID.....	Standard Instrument Departure
METRO.....	Metropolitan	SM.....	Statute Mile
MIRL.....	Medium Intensity Runway Lights	SR-SS.....	Sunrise-Sunset
MM.....	Middle Marker	SSALF.....	Short Approach Lighting System with Sequenced Flashing Lights
MOCA.....	Minimum Obstruction Clearance Altitude	SSALR.....	Simplified Short Approach Light System with Runway Alignment Indicator Lights
MRA.....	Minimum Reception Altitude	SSALS.....	Simplified Short Approach Lighting System
MSL.....	Mean Sea Level	ST.....	Saint
MSPEC.....	Management Specification	STE.....	Sainte
MUNI.....	Municipal	STAR.....	Standard Terminal Arrival
N/A.....	Not Applicable	TAA.....	Terminal Arrival Area
NA.....	Not Authorized	TACAN.....	Tactical Air Navigation
NAAS.....	Naval Auxiliary Air Station	TCH.....	Threshold Crossing Height
NAF.....	Naval Air Facility	TDZ.....	Touchdown Zone
NALF.....	Naval Auxiliary Landing Field	TDZE.....	Touchdown Zone Elevation
NAS.....	Naval Air Station	TDZ/CL.....	Touchdown Zone and Runway Centerline Lighting
NDB.....	Nondirectional Radio Beacon	TDZL.....	Touchdown Zone Lights
NM.....	Nautical Mile	THR.....	Threshold
NOLF.....	Naval Outlying Field	TODA.....	Takeoff Distance Available
NoPT.....	No Procedure Turn	TORA.....	Takeoff Run Available
NOTAM.....	Notice to Airmen	tr.....	Track
NS.....	Naval Station	TRML.....	Terminal
NTL.....	National	TWR.....	Tower
ODALS.....	Omnidirectional Approach Lighting System	UNICOM.....	Universal Communications Station
ODP.....	Obstacle Departure Procedure	USA.....	United States Army
OM.....	Outer Marker	USAF.....	United States Air Force

ABBREVIATIONS 25107

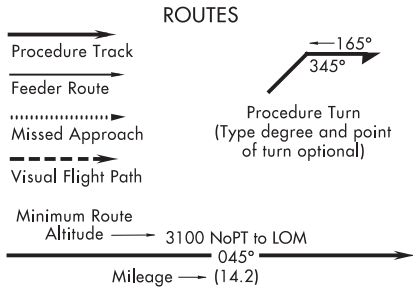
USCG.....	United States Coast Guard
USMC.....	United States Marine Corps
USN.....	United States Navy
USSF.....	United States Space Force
VASI.....	Visual Approach Slope Indicator
VCOA.....	Visual Climb Over Airport
VDA.....	Vertical Descent Angle
VDP.....	Visual Descent Point
VFR.....	Visual Flight Rules
VGSI.....	Visual Glide Slope Indicator
VNAV.....	Vertical Navigation
VOR.....	Very High Frequency Omni-Directional Range
VORTAC.....	Very High Frequency Omni-Directional Range/Tactical Air Navigation
WAAS.....	Wide Area Augmentation System
WP/WPT.....	Waypoint

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SC-3, 07 AUG 2025 to 02 OCT 2025



PLANVIEW SYMBOLS



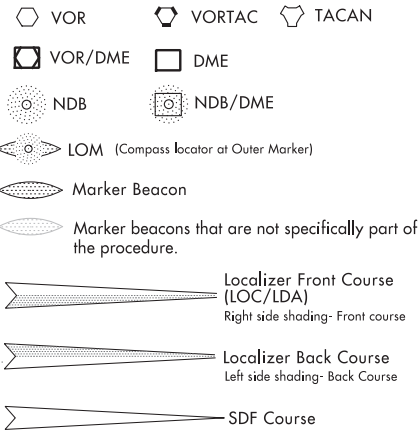
**ALTITUDES**

<u>5500</u> Mandatory Altitude	3000 Recommended Altitude
<u>2500</u> Minimum Altitude	<u>5000</u> Mandatory Block
4300 Maximum Altitude	<u>3000</u> Altitude

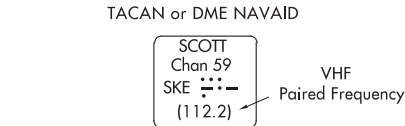
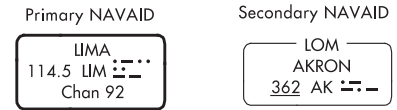
**INDICATED AIRSPEED**

<u>175K</u>	<u>120K</u>	<u>250K</u>	180K
Mandatory Airspeed	Minimum Airspeed	Maximum Airspeed	Recommended Airspeed

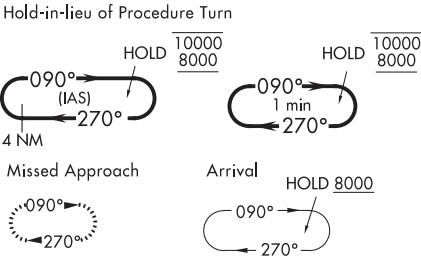
**RADIO AIDS TO NAVIGATION**  
110.1 Underline indicates No Voice transmitted on this frequency



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



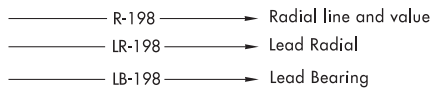
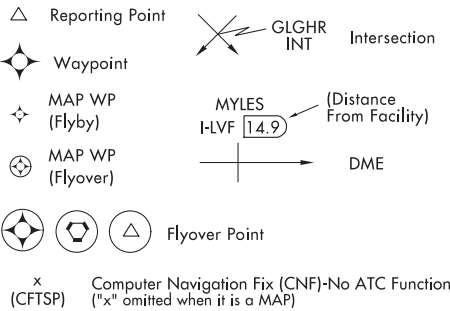
**HOLDING PATTERNS**



Holding pattern with maximum restricted airspeed: (175K) applies to all altitudes. (210K) applies to altitudes above 6000' to and including 14000'. Arrival Holding Pattern altitude restrictions will be indicated when they deviate from the adjacent leg.

Timing or distance limits for Hold-in-lieu of Procedure Turn Holding Patterns will be shown. DME fixes may be shown.

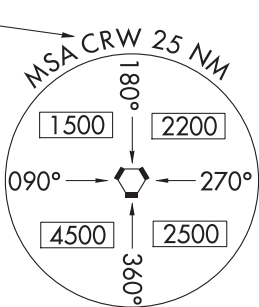
**FIXES/ATC REPORTING REQUIREMENTS**



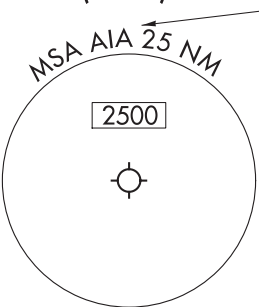
PLANVIEW SYMBOLS

MINIMUM SAFE ALTITUDE (MSA)

Facility Identifier

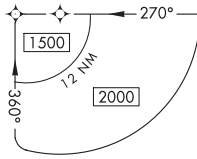
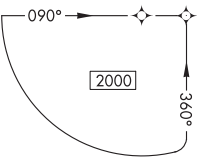
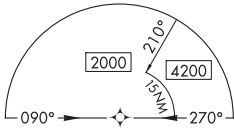


Airport Identifier



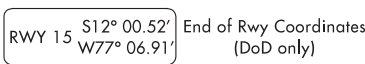
(arrows on distance circle identify sectors)

TERMINAL ARRIVAL AREA (TAA)



MISCELLANEOUS

VOR Changeover Point



SPECIAL USE AIRSPACE



R-Restricted  
P-Prohibited  
MOA-Military Operations Area

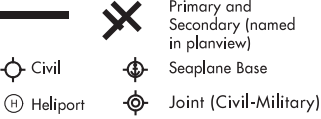
W-Warning  
A-Alert

Distance not to scale

International Boundary

Air Defense Identification Zone

AIRPORTS



OBSTACLES



## LEGEND 24361

## INSTRUMENT APPROACH PROCEDURES (CHARTS)

## PROFILE VIEW

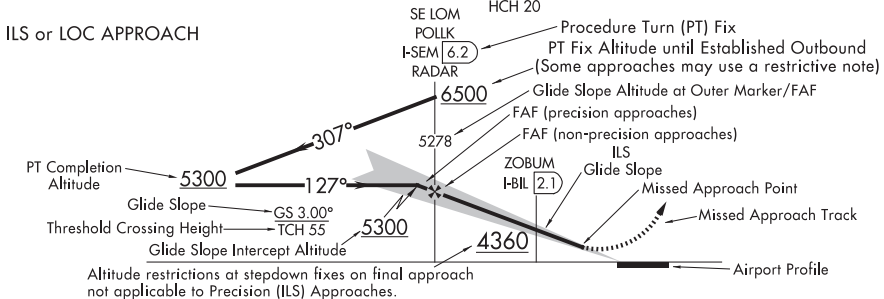
Three different methods are used to depict either electronic or vertical guidance: "GS", "GP", or "VDA".

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

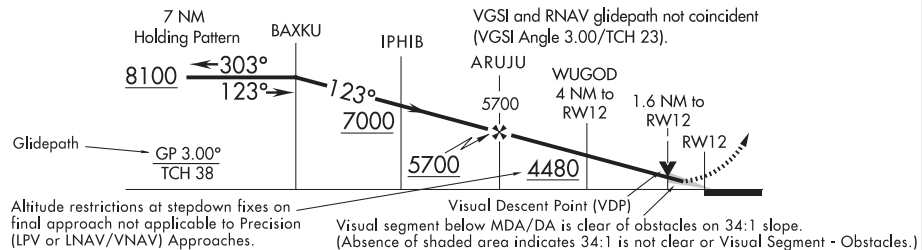
2. "GP" on GLS and RNAV procedures indicates that either electronic vertical guidance (via Wide Area Augmentation System - WAAS or Ground Based Augmentation System - GBAS) or barometric vertical guidance is provided. GLS and RNAV procedures with a published decision altitude (DA/H) depict a GP angle and TCH in the following format:  $\angle 3.00^\circ$  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:  $\angle 3.00^\circ$  TCH 55. On Copter procedures this is depicted in the following format:  $\angle 7.30^\circ$  HCH 20

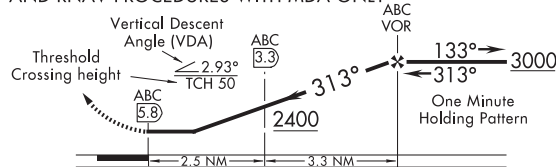
## ILS or LOC APPROACH



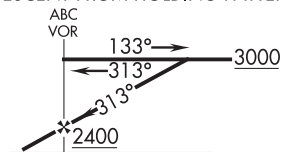
## RNAV and GLS PROCEDURES WITH VERTICAL GUIDANCE



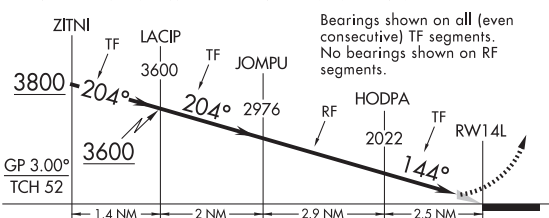
## NON-VERTICALLY GUIDED CONVENTIONAL PROCEDURES AND RNAV PROCEDURES WITH MDA ONLY



## DESCENT FROM HOLDING PATTERN



## RNP APPROACH WITH TF AND RF SEGMENTS



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

5500	Mandatory Altitude	3000	Recommended Altitude
2500	Minimum Altitude	5000	Mandatory Block
4300	Maximum Altitude	3000	Altitude

## PROFILE SYMBOLS

	Note: Facilities and waypoints are depicted as a solid vertical line while fixes and intersections are depicted as a dashed vertical line.

## LEGEND 24361

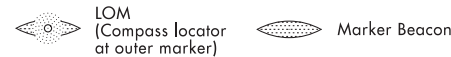
# LEGEND 23334 STANDARD TERMINAL ARRIVAL (STAR) CHARTS

## RADIO AIDS TO NAVIGATION

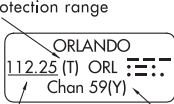
### Compulsory:



### Non-Compulsory:

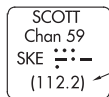


(T) indicates frequency protection range



Underline indicates no voice transmitted on this frequency

TACAN or DME NAVAID Box

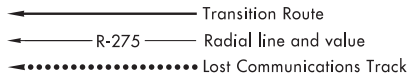


VHF Paired Frequency

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

## ROUTES

MAA FL200 Maximum Authorized Altitude  
4500 MEA-Minimum Enroute Altitude  
\*3500 MOCA-Minimum Obstruction Clearance Altitude  
270° Arrival Route  
(65) Mileage between Radio Aids, Reporting Points, and Route Breaks



V12 J80 Airway/Jet Route Identification



Holding pattern with maximum restricted airspeed (175K) applies to all altitudes (210K) applies to altitudes above 6000' to and including 14000'

## SPECIAL USE AIRSPACE



R-Restricted  
P-Prohibited  
MOA-Military Operations Area

## ALTITUDES

5500 2300 4800  
Mandatory Altitude (Cross at) Minimum Altitude (Cross at or above) Maximum Altitude (Cross at or below)

15000  
12000

Block Altitude

Altitude change at other than Radio Aids to Navigation

## 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)

Flyover Point

x (CFTSP) Computer Navigation Fix (CNF) - No ATC Function

## AIRPORTS

Civil Military Joint (Civil-Military)

Airports not served by the procedure shown in screened color

Civil Military Joint (Civil-Military)

## MISCELLANEOUS

Changeover Point

Air Defense Identification Zone

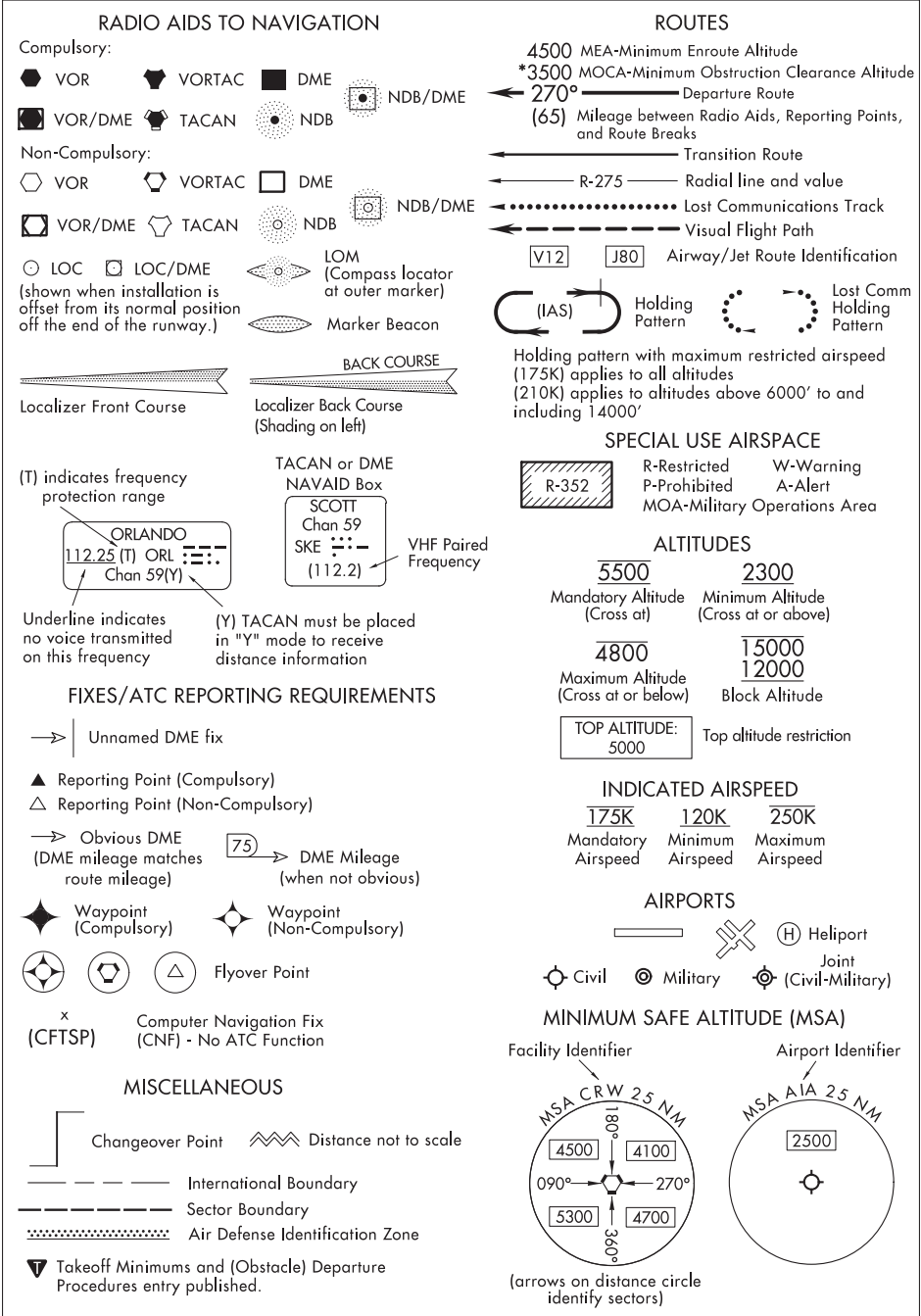
N

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

Ldg KLAS and KHND

Ldg Rwy 16L/C/R

Terminus identifier



LEGEND

INSTRUMENT APPROACH PROCEDURES (CHARTS)

AIRPORT DIAGRAM/AIRPORT SKETCH

Runways

Hard Surface

Other Than Hard Surface

Taxiways, Parking Areas

Stopways, Overruns, Blast Pads

Metal Surface

Closed Runway

Closed Surface

Non-Movement

Under Construction

Water Runway

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.

uni-directional

bi-directional

Jet Barrier

ARRESTING SYSTEM (EMAS)

REFERENCE FEATURES

Displaced Threshold.....

Hot Spot.....

Runway Holding Position Markings.....

Buildings.....

Self-Serve Fuel ##.....

Tanks.....

Obstructions.....

Airport Beacon #.....

Runway Radar Reflectors.....

Bridges.....

Control Tower #..... TWR

Wind Cone..... Unlit Lit

Landing Tee.....

Tetrahedron.....

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

## See appropriate Chart Supplement for information.

Runway 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/B/W/T; S-75, D-185, 2D-325, 2D/2D2-1120

Helicopter Alighting Areas

Negative Symbols used to identify Copter Procedures landing point.....

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

Runway TDZ elevation.....TDZE 123

Runway Slope..... 0.3% Down.....0.8% UP   
(shown when rounded runway slope is  $\geq 0.3\%$ )

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

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 1/2 minute increments. They are further broken down into 6 second ticks, within each 1 minute increments.

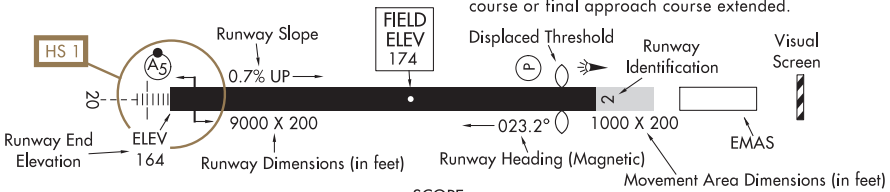
Positional accuracy within  $\pm 600$  feet unless otherwise noted on the chart.

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.



SCOPE

Airport diagrams are specifically designed to assist in the movement of ground traffic at locations with complex runway/taxiway configurations. Airport diagrams are not intended to be used for approach and landing or departure operations. For revisions to Airport Diagrams: Consult FAA Order 7910.4.

LEGEND

SC-3, 07 AUG 2025 to 02 OCT 2025

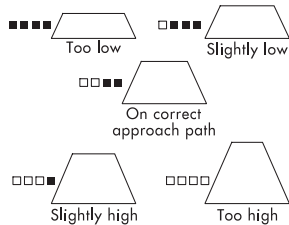
## LEGEND 22195

INSTRUMENT APPROACH PROCEDURES (CHARTS)  
APPROACH LIGHTING SYSTEM - UNITED STATES

Approach lighting and visual glide slope systems are indicated on the airport sketch by an identifier, (A<sub>2</sub>), (V) etc.

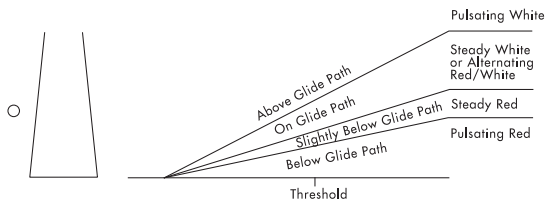
A dot "•" portrayed with approach lighting letter identifier indicates sequenced flashing lights (F) installed with the approach lighting system e.g., (A<sub>1</sub>). Negative symbology, e.g., (A<sub>1</sub>), (V) indicates Pilot Controlled Lighting (PCL).

(P) **PRECISION APPROACH  
PATH INDICATOR**

**PAPI**

Legend: □ White ■ Red

(V<sub>2</sub>) **PULSATING VISUAL APPROACH  
SLOPE INDICATOR**

**PVASI**

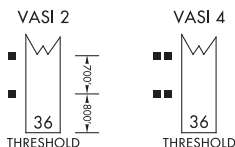
**CAUTION:** When viewing the pulsating visual approach slope indicators in the pulsating white or pulsating red sectors, it is possible to mistake this lighting aid for another aircraft or a ground vehicle. Pilots should exercise caution when using this type of system.

(V) **VISUAL APPROACH  
SLOPE INDICATOR**

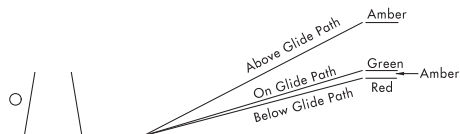
**VASI**

VISUAL APPROACH SLOPE INDICATOR WITH STANDARD THRESHOLD CLEARANCE PROVIDED.

ALL LIGHTS WHITE — TOO HIGH  
FAR LIGHTS RED — ON GLIDE SLOPE  
NEAR LIGHTS WHITE — ON GLIDE SLOPE  
ALL LIGHTS RED — TOO LOW

**VASI 12**

(V<sub>4</sub>) **TRI-COLOR VISUAL APPROACH  
SLOPE INDICATOR**

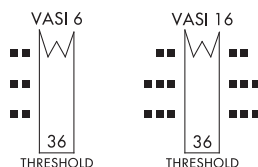
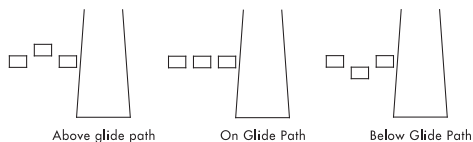
**TRCV**

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

(V<sub>3</sub>) **VISUAL APPROACH  
SLOPE INDICATOR**

**VASI**

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

**ALIGNMENT OF ELEMENTS SYSTEMS****APAP**

Painted panels which may be lighted at night. To use the system the pilot positions the aircraft so the elements are in alignment.

## LEGEND 22195



## SUPPLEMENTAL TABLES 25107

FREQUENCY PAIRING TABLE

TACAN CHANNEL	VHF FREQUENCY	TACAN CHANNEL	VHF FREQUENCY	TACAN CHANNEL	VHF FREQUENCY
17Y	108.05	40X	110.30	88Y	114.15
18X	108.10	40Y	110.35	89Y	114.25
18Y	108.15	41Y	110.45	90Y	114.35
19Y	108.25	42X	110.50	91Y	114.45
20X	108.30	42Y	110.55	92Y	114.55
20Y	108.35	43Y	110.65	93Y	114.65
21Y	108.45	44X	110.70	94Y	114.75
22X	108.50	44Y	110.75	95Y	114.85
22Y	108.55	45Y	110.85	96Y	114.95
23Y	108.65	46X	110.90	97Y	115.05
24X	108.70	46Y	110.95	98Y	115.15
24Y	108.75	47Y	111.05	99Y	115.25
25Y	108.85	48X	111.10	100Y	115.35
26X	108.90	48Y	111.15	101Y	115.45
26Y	108.95	49Y	111.25	102Y	115.55
27Y	109.05	50X	111.30	103Y	115.65
28X	109.10	50Y	111.35	104Y	115.75
28Y	109.15	51Y	111.45	105Y	115.85
29Y	109.25	52X	111.50	106Y	115.95
30X	109.30	52Y	111.55	107Y	116.05
30Y	109.35	53Y	111.65	108Y	116.15
31Y	109.45	54X	111.70	109Y	116.25
32X	109.50	54Y	111.75	110Y	116.35
32Y	109.55	55Y	111.85	111Y	116.45
33Y	109.65	56X	111.90	112Y	116.55
34X	109.70	56Y	111.95	113Y	116.65
34Y	109.75	80Y	113.35	114Y	116.75
35Y	109.85	81Y	113.45	115Y	116.85
36X	109.90	82Y	113.55	116Y	116.95
36Y	109.95	83Y	113.65	117Y	117.05
37Y	110.05	84Y	113.75	118Y	117.15
38X	110.10	85Y	113.85	119Y	117.25
38Y	110.15	86Y	113.95		
39Y	110.25	87Y	114.05		

See the Chart Supplement for a complete listing.

## SUPPLEMENTAL TABLES 25107

## SUPPLEMENTAL TABLES 25107

**INSTRUMENT TAKEOFF AND APPROACH PROCEDURE CHARTS**  
**RATE OF CLIMB TABLE**  
 (ft per min)

The rate of climb table is provided for use in planning and executing climbs with a known or approximate ground speed. Rates of climb in ft per min are monitored with a vertical speed indicator (VSI). The use of a climb rate should not be used if it will exceed the aircraft's operational limitations.

ft/NM	%	GROUND SPEED (knots)										
		60	90	120	150	180	210	240	270	300	330	360
152	2.50	152	228	304	380	456	532	608	684	760	836	912
200	3.29	200	300	400	500	600	700	800	900	1000	1100	1200
210	3.46	210	315	420	525	630	735	840	945	1050	1155	1260
220	3.62	220	330	440	550	660	770	880	990	1100	1210	1320
230	3.79	230	345	460	575	690	805	920	1035	1150	1265	1380
240	3.95	240	360	480	600	720	840	960	1080	1200	1320	1440
250	4.11	250	375	500	625	750	875	1000	1125	1250	1375	1500
260	4.28	260	390	520	650	780	910	1040	1170	1300	1430	1560
270	4.44	270	405	540	675	810	945	1080	1215	1350	1485	1620
280	4.61	280	420	560	700	840	980	1120	1260	1400	1540	1680
290	4.77	290	435	580	725	870	1015	1160	1305	1450	1595	1740
300	4.94	300	450	600	750	900	1050	1200	1350	1500	1650	1800
310	5.10	310	465	620	775	930	1085	1240	1395	1550	1705	1860
320	5.27	320	480	640	800	960	1120	1280	1440	1600	1760	1920
330	5.43	330	495	660	825	990	1155	1320	1485	1650	1815	1980
340	5.60	340	510	680	850	1020	1190	1360	1530	1700	1870	2040
350	5.76	350	525	700	875	1050	1225	1400	1575	1750	1925	2100
360	5.92	360	540	720	900	1080	1260	1440	1620	1800	1980	2160
370	6.09	370	555	740	925	1110	1295	1480	1665	1850	2035	2220
380	6.25	380	570	760	950	1140	1330	1520	1710	1900	2090	2280
390	6.42	390	585	780	975	1170	1365	1560	1755	1950	2145	2340
400	6.58	400	600	800	1000	1200	1400	1600	1800	2000	2200	2400
450	7.41	450	675	900	1125	1350	1575	1800	2025	2250	2475	2700
500	8.23	500	750	1000	1250	1500	1750	2000	2250	2500	2750	3000
550	9.05	550	825	1100	1375	1650	1925	2200	2475	2750	3025	3300

## SUPPLEMENTAL TABLES 25107

## SUPPLEMENTAL TABLES 25107

INSTRUMENT TAKEOFF AND APPROACH PROCEDURE CHARTS  
RATE OF DESCENT TABLE

The rate of descent table is provided for use in planning and executing descents with a known or approximate ground speed. The descent chart may also be used to calculate a constant rate of descent in the final segment on a non-precision approach. This rate of descent is advisory only. Rates of descent in ft per min are monitored with a vertical speed indicator (VSI). The use of a descent rate should not be used if it will exceed the aircraft's operational limitations.

ANGLE	ft/NM	GROUND SPEED (knots)										
		60	90	120	150	180	210	240	270	300	330	360
2.0	212	212	318	424	530	637	743	849	955	1061	1167	1273
2.5	265	265	398	531	663	796	929	1061	1194	1326	1459	1592
2.6	276	276	414	552	690	828	966	1104	1242	1380	1518	1655
2.7	287	287	430	573	716	860	1003	1146	1289	1433	1576	1719
2.8	297	297	446	594	743	892	1040	1189	1337	1486	1634	1783
2.9	308	308	462	616	770	923	1077	1231	1385	1539	1693	1847
3.0	318	318	478	637	796	955	1115	1274	1433	1592	1751	1911
3.1	329	329	494	658	823	987	1152	1316	1481	1645	1810	1974
3.2	340	340	510	679	849	1019	1189	1359	1529	1699	1868	2038
3.3	350	350	526	701	876	1051	1226	1401	1577	1752	1927	2102
3.4	361	361	541	722	902	1083	1263	1444	1624	1805	1985	2166
3.5	372	372	557	743	929	1115	1301	1487	1672	1858	2044	2230
3.6	382	382	573	765	956	1147	1338	1529	1720	1911	2103	2294
3.7	393	393	589	786	982	1179	1375	1572	1768	1965	2161	2358
3.8	404	404	605	807	1009	1211	1413	1614	1816	2018	2220	2421
3.9	414	414	621	828	1036	1243	1450	1657	1864	2071	2278	2485
4.0	425	425	637	850	1062	1275	1487	1700	1912	2124	2337	2549
4.5	478	478	717	956	1196	1435	1674	1913	2152	2391	2630	2869
5.0	532	532	797	1063	1329	1595	1861	2126	2392	2658	2924	3190
5.5	585	585	878	1170	1463	1755	2048	2340	2633	2925	3218	3510
6.0	639	639	958	1277	1597	1916	2235	2555	2874	3193	3512	3832
6.5	692	692	1038	1385	1731	2077	2423	2769	3115	3461	3808	4154
7.0	746	746	1119	1492	1865	2238	2611	2984	3357	3730	4103	4476
7.5	800	800	1200	1600	2000	2400	2800	3200	3600	4000	4400	4800
8.0	854	854	1281	1708	2135	2562	2989	3416	3843	4270	4697	5124
8.5	908	908	1362	1816	2270	2724	3178	3632	4086	4540	4994	5448
9.0	962	962	1444	1925	2406	2887	3368	3849	4331	4812	5293	5774
9.5	1017	1017	1525	2034	2542	3050	3559	4067	4576	5084	5592	6101
10.0	1071	1071	1607	2143	2678	3214	3750	4286	4821	5357	5893	6428

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NAME	PROC	SECT PG	NAME	PROC	SECT PG
------	------	---------	------	------	---------

ALICE, TX

ALICE INTL(ALI)	
TAKEOFF MINIMUMS	L
ALTERNATE MINIMUMS	M
IAPS	1
RNAV (GPS) RWY 13	1
RNAV (GPS) RWY 31	2
LOC/DME RWY 31	3
VOR RWY 31	4
VOR-A	5

ALPINE, TX

ALPINE-CASPARIS MUNI(E38)	
TAKEOFF MINIMUMS	L
ALTERNATE MINIMUMS	M
IAPS	6
RNAV (GPS) RWY 19	6
RNAV (GPS) RWY 23	7
DPS	8
ODKAE ONE (OBSTACLE)	8

ARANSAS COUNTY  
---SEE ROCKPORT, TX

AUSTIN, TX

AUSTIN EXEC(EDC)	
TAKEOFF MINIMUMS	L
ALTERNATE MINIMUMS	M
STARS	22
BLEWE FIVE	22
POTRR TWO (RNAV)	Z20
SZAGI TWO (RNAV)	Z27
IAPS	10
RNAV (GPS) RWY 13	10
RNAV (GPS) RWY 31	11
AIRPORT DIAGRAM	12
DPS	13
AEROZ TWO (RNAV)	13
BNDIA THREE (RNAV)	14
ELOEL THREE (RNAV)	15
ILEXY FOUR (RNAV)	16
MUCKY THREE (RNAV)	17
SAYBR THREE (RNAV)	18
AUSTIN-BERGSTROM INTL(AUS)	
TAKEOFF MINIMUMS	L
HOT SPOT	P
STARS	22
BLEWE FIVE	22
DXEEE THREE (RNAV)	Z9
LAIKS FOUR (RNAV)	Z12
SEWZY SIX (RNAV)	Z25
SZAGI TWO (RNAV)	Z27
WLEEE SEVEN (RNAV)	Z31
IAPS	19
ILS OR LOC RWY 18L	19
ILS OR LOC RWY 18R	20
ILS OR LOC RWY 36L	21
ILS OR LOC RWY 36R	22
ILS RWY 18L (SA CAT I)	23
ILS RWY 36R (SA CAT I - II)	24
ILS RWY 18L (CAT II - III)	25
RNAV (RNP) Z RWY 18L	26
RNAV (RNP) Z RWY 18R	27
RNAV (RNP) Z RWY 36L	28
RNAV (RNP) Z RWY 36R	29
RNAV (GPS) Y RWY 18L	30
RNAV (GPS) Y RWY 18R	31
RNAV (GPS) Y RWY 36L	32
RNAV (GPS) Y RWY 36R	33
AIRPORT DIAGRAM	34
DPS	35
AEROZ TWO (RNAV)	35
AUSTIN SEVEN	36
BNDIA THREE (RNAV)	38
CENTEX EIGHT	39
ELOEL THREE (RNAV)	41
ILEXY FOUR (RNAV)	42
MUCKY THREE (RNAV)	43
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NAME	PROC	SECT PG	NAME	PROC	SECT PG
<b>AUSTIN, TX</b>			<b>BRADY, TX</b>		
<b>SAN MARCOS RGNL(HYI)</b>			<b>CURTIS FLD(BBD)</b>		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M	ALTERNATE MINIMUMS		M
HOT SPOT		P	IAPS	RNAV (GPS) RWY 17	72
STARS	BLEWE FIVE	Z2		RNAV (GPS) RWY 35	73
	GABOO ONE (RNAV)	Z10	<b>BROOKS COUNTY</b>		
	POTRR TWO (RNAV)	Z20	<b>---SEE FALFURRIAS, TX</b>		
	SZAGI TWO (RNAV)	Z27	<b>BROWNSVILLE, TX</b>		
IAPS	ILS OR LOC RWY 13	46	<b>BROWNSVILLE/SOUTH PADRE ISLAND INTL</b>		
	RNAV (GPS) RWY 08	47	<b>(BRO)</b>		
	RNAV (GPS) RWY 13	48	TAKEOFF MINIMUMS		L
	RNAV (GPS) RWY 17	49	ALTERNATE MINIMUMS		M
	RNAV (GPS) RWY 26	50	IAPS	ILS OR LOC RWY 13	74
	RNAV (GPS) RWY 31	51		RNAV (GPS) RWY 13	75
	RNAV (GPS) RWY 35	52		RNAV (GPS) RWY 18	76
	NDB RWY 13	53		RNAV (GPS) RWY 31	77
AIRPORT DIAGRAM		54		LOC BC RWY 31	78
DPS	AEROZ TWO (RNAV)	55		VOR OR TACAN-A	79
	BNDIA THREE (RNAV)	56	AIRPORT DIAGRAM		80
	ELOEL THREE (RNAV)	57	<b>BROWNWOOD, TX</b>		
	ILEXY FOUR (RNAV)	58	<b>BROWNWOOD RGNL(BWD)</b>		
	MUCKY THREE (RNAV)	59	TAKEOFF MINIMUMS		L
	SAYBR THREE (RNAV)	60	ALTERNATE MINIMUMS		M
<b>BALLINGER, TX</b>			IAPS	RNAV (GPS) RWY 17	81
<b>BRUCE FLD(E30)</b>				RNAV (GPS) RWY 35	82
TAKEOFF MINIMUMS		L		LOC RWY 17	83
IAPS	RNAV (GPS) RWY 17	61		VOR RWY 17	84
	RNAV (GPS) RWY 35	62		VOR RWY 35	85
<b>BEEVILLE, TX</b>			<b>BRUCE FLD</b>		
<b>BEEVILLE MUNI(BEA)</b>			<b>---SEE BALLINGER, TX</b>		
TAKEOFF MINIMUMS		L	<b>BURNET, TX</b>		
ALTERNATE MINIMUMS		M	<b>BURNET MUNI/KATE CRADDOCK FLD(BMQ)</b>		
IAPS	RNAV (GPS) RWY 12	63	TAKEOFF MINIMUMS		L
	RNAV (GPS) RWY 30	64	ALTERNATE MINIMUMS		M
<b>CHASE FLD INDUSTRIAL(TX2)</b>			IAPS	RNAV (GPS) RWY 01	86
IAPS	RNAV (GPS) RWY 13	65		RNAV (GPS) RWY 19	87
	RNAV (GPS) RWY 31	66	<b>CAMERON COUNTY</b>		
<b>BERCLAIR, TX</b>			<b>---SEE PORT ISABEL, TX</b>		
<b>---SEE GOLIAD NOLF</b>			<b>CARRIZO SPRINGS, TX</b>		
<b>BIG LAKE, TX</b>			<b>DIMITT COUNTY(CZT)</b>		
<b>REAGAN COUNTY(E41)</b>			TAKEOFF MINIMUMS		L
TAKEOFF MINIMUMS		L	IAPS	RNAV (GPS) RWY 13	88
ALTERNATE MINIMUMS		M		RNAV (GPS) RWY 31	89
IAPS	RNAV (GPS) RWY 16	67	<b>BIGGS AAF (FORT BLISS)(KBIF)</b>		
<b>FORT BLISS, TX</b>			<b>TAKEOFF MINIMUMS</b>		
TAKEOFF MINIMUMS		L	<b>RADAR MINIMUMS</b>		
RADAR MINIMUMS		N	<b>IAPS</b>		
IAPS	ILS OR LOC RWY 22	68	<b>RNAV (GPS) RWY 22</b>		
	RNAV (GPS) RWY 22	69	<b>VOR OR TACAN RWY 22</b>		
	VOR OR TACAN RWY 22	70	<b>AIRPORT DIAGRAM</b>		
AIRPORT DIAGRAM		71	<b>BOERNE STAGE AIRFIELD</b>		
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<b>---SEE SAN ANTONIO, TX</b>					

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<b>CASTROVILLE, TX</b>			<b>CORPUS CHRISTI NAS (TRUAX FLD)(KNGP)</b>		
<b>CASTROVILLE MUNI(CVB)</b>			<b>CORPUS CHRISTI, TX</b>		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M	RADAR MINIMUMS		N
STARS	CRVZA ONE (RNAV)	24	IAPS	ILS Z OR LOC Z RWY 13R	114
	DNKIN ONE (RNAV)	27		ILS Y OR RNAV (GPS) RWY 13R	115
	POPPO ONE (RNAV)	Z17		RNAV (GPS) RWY 04	116
	QERVO ONE (RNAV)	Z21		RNAV (GPS) RWY 13L	117
IAPS	RNAV (GPS) RWY 16	90		RNAV (GPS) RWY 18	118
	RNAV (GPS) RWY 34	91		RNAV (GPS) RWY 22	119
DPS	ALISS SEVEN (RNAV)	92		RNAV (GPS) RWY 31L	120
	SLENA TWO (RNAV)	93		RNAV (GPS) RWY 31R	121
	SNIDR TWO (RNAV)	94		RNAV (GPS) RWY 36	122
	TJANO TWO (RNAV)	95		VOR/DME OR TACAN Y RWY 13R	123
	YODUH TWO (RNAV)	96		VOR/DME OR TACAN Y RWY 31L	124
				TACAN RWY 18	125
<b>CHASE FLD INDUSTRIAL</b>				TACAN RWY 36	126
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<b>COLEMAN, TX</b>				TACAN Z RWY 13R	128
<b>COLEMAN MUNI(COM)</b>				TACAN Z RWY 31L	129
TAKEOFF MINIMUMS		L	AIRPORT DIAGRAM		130
ALTERNATE MINIMUMS		M	<b>COTULLA, TX</b>		
IAPS	RNAV (GPS) RWY 15	97	<b>COTULLA-LA SALLE COUNTY(COT)</b>		
	RNAV (GPS) RWY 33	98	TAKEOFF MINIMUMS		L
<b>COMANCHE, TX</b>			ALTERNATE MINIMUMS		M
<b>COMANCHE COUNTY-CITY(MKN)</b>			IAPS	RNAV (GPS) RWY 13	131
TAKEOFF MINIMUMS		L		RNAV (GPS) RWY 31	132
ALTERNATE MINIMUMS		M		VOR-A	133
IAPS	RNAV (GPS) RWY 17	99	<b>CULBERSON COUNTY</b>		
	RNAV (GPS) RWY 35	100	<b>---SEE VAN HORN, TX</b>		
<b>CORPUS CHRISTI, TX</b>			<b>CURTIS FLD</b>		
<b>CORPUS CHRISTI INTL(CRP)</b>			<b>---SEE BRADY, TX</b>		
TAKEOFF MINIMUMS		L	<b>DEL RIO, TX</b>		
ALTERNATE MINIMUMS		M	<b>DEL RIO INTL(DRT)</b>		
IAPS	ILS OR LOC RWY 13	101	TAKEOFF MINIMUMS		L
	ILS OR LOC RWY 36	102	ALTERNATE MINIMUMS		M
	RNAV (RNP) Z RWY 13	103	IAPS	ILS OR LOC RWY 13	134
	RNAV (RNP) Z RWY 31	104		RNAV (GPS) RWY 13	135
	RNAV (RNP) Z RWY 36	105		VOR-A	136
	RNAV (GPS) RWY 18	106	<b>DEL RIO, TX</b>		
	RNAV (GPS) X RWY 31	107	<b>---SEE LAUGHLIN AFB</b>		
	RNAV (GPS) Y RWY 13	108	<b>DEVINE, TX</b>		
	RNAV (GPS) Y RWY 31	109	<b>DEVINE MUNI(23R)</b>		
	RNAV (GPS) Y RWY 36	110	TAKEOFF MINIMUMS		L
	LOC RWY 31	111	IAPS	RNAV (GPS) RWY 35	137
	VOR OR TACAN RWY 18	112		NDB RWY 35	138
AIRPORT DIAGRAM		113	<b>DIMMIT COUNTY</b>		
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<b>---</b>			<b>---SEE TEMPLE, TX</b>		

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### EL PASO, TX

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ALTERNATE MINIMUMS	.....M
RADAR MINIMUMS	.....N
HOT SPOT	.....P
STARS	.....
BEAHR THREE (RNAV)	.....Z1
HSKNS ONE (RNAV)	.....Z11
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RNAV (RNP) Y RWY 08R	.....146
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RNAV (RNP) Z RWY 22	.....148
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### FORT CAVAZOS (KILLEEN), TX

#### ROBERT GRAY AAF(GRK)

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ALTERNATE MINIMUMS	.....M
RADAR MINIMUMS	.....N
IAPS ..... ILS OR LOC RWY 15	.....168
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VOR-A	.....173
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DNKIN ONE (RNAV) .....Z7  
LEMIG ONE .....Z13  
MARCS TWO .....Z14  
POPPO ONE (RNAV) .....Z17  
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<b>KINGSVILLE, TX</b>			<b>LAREDO INTL(LRD)</b>		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
RADAR MINIMUMS		N	ALTERNATE MINIMUMS		M
IAPS	ILS X OR LOC X RWY 13R	254	IAPS	ILS OR LOC RWY 18R	285
	ILS Z OR LOC Z RWY 13R	255		RNAV (GPS) RWY 14	286
	TACAN RWY 13L/R	256		RNAV (GPS) RWY 18L	287
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# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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## INSTRUMENT APPROACH PROCEDURE CHARTS



### IFR TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

#### Civil Airports and Selected Military Airports

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

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

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

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

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

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

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

#### ALICE, TX

##### ALICE INTL (ALI)

##### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-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, 207' 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.

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

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

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## ALPINE, TX

### ALPINE-CASPARIS MUNI (E38)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 6 27JAN22 (22027) (FAA)

DEPARTURE PROCEDURE:

Use ODKAE DEPARTURE.

#### TAKEOFF OBSTACLE NOTES:

**Rwy 1**, fence 9' from DER, 283' left of centerline, 9' AGL/4458' MSL.

Sign 13' from DER, 239' right of centerline, 4452' MSL.

Vehicle on road 85' from DER, 278' left of centerline, 15' AGL/4463' MSL.

Pole 811' from DER, 470' right of centerline, 4470' MSL.

**Rwy 5**, sign 13' from DER, 239' left of centerline, 4452' MSL.

Sign 18' from DER, 164' right of centerline, 4453' MSL.

Antenna, vehicle on road, pole beginning 21' from DER, 400' right of centerline, up to 25' AGL/4474' MSL.

Tree 190' from DER, 468' left of centerline, 11' AGL/4455' MSL.

Trees beginning 292' from DER, 475' left of centerline, up to 19' AGL/4462' MSL.

Poles, tree beginning 480' from DER, 187' right of centerline, up to 4478' MSL.

Pole 612' from DER, 626' left of centerline, 33' AGL/4472' MSL.

Pole 1060' from DER, 658' left of centerline, 4476' MSL.

**Rwy 19**, vehicle on road, sign, tree beginning 1' from DER, 165' left of centerline, up to 4526' MSL.

Terrain 57' from DER, 121' right of centerline, 4516' MSL.

Vehicle on road 74' from DER, 276' right of centerline, 15' AGL/4531' MSL.

Vehicle on road 230' from DER, 290' left of centerline, 4527' MSL.

Vehicles on road beginning 293' from DER, 277' right of centerline, up to 4535' MSL.

Vehicles on road beginning 379' from DER, 265' right of centerline, up to 4536' MSL.

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.

## AUSTIN, TX

### AUSTIN-BERGSTROM INTL (AUS)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2A 22APR21 (21112) (FAA)

DEPARTURE PROCEDURE:

**Rwy 36L**, climb on heading 355° to 1700 before turning left.**Rwy 36R**, climb on heading 355° to 1300 before turning left.

#### TAKEOFF OBSTACLE NOTES:

**Rwy 18L**, lighting 10' from DER, 4' right of centerline, 1' AGL/475' MSL.

Trees beginning 491' from DER, 560' left of centerline, up to 43' AGL/499' MSL.

Tree 552' from DER, 641' right of centerline, 29' AGL/494' MSL.

Trees beginning 562' from DER, 487' left of centerline, up to 44' AGL/501' MSL.

Tree 617' from DER, 571' right of centerline, 37' AGL/495' MSL.

Trees beginning 643' from DER, 472' left of centerline, up to 517' MSL.

Tree 674' from DER, 647' right of centerline, 50' AGL/499' MSL.

Trees beginning 721' from DER, 523' right of centerline, up to 50' AGL/504' MSL.

Trees beginning 756' from DER, 495' right of centerline, up to 64' AGL/508' MSL.

Tree 1750' from DER, 523' right of centerline, 75' AGL/519' MSL.

Tree 1899' from DER, 810' right of centerline, 75' AGL/526' MSL.

Tree 2165' from DER, 458' right of centerline, 85' AGL/529' MSL.

**Rwy 18R**, lighting, sign beginning 10' from DER, 4' left of centerline, up to 2' AGL/489' MSL.

Tree 1006' from DER, 730' right of centerline, 519' MSL.

Trees beginning 1919' from DER, 541' left of centerline, up to 93' AGL/545' MSL.

**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)

25219



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

25219

## AUSTIN, TX (CON'T)

SAN MARCOS RGNL (HYI)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2B 17AUG17 (17229) (FAA)

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

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

Tree 942' from DER, 259' left of centerline, 612' MSL.

**Rwy 13**, tree 2505' from DER, 194' right of centerline, 71' AGL/637' MSL.

Tree 2615' from DER, 90' right of centerline, 75' AGL/639' MSL.

Trees beginning 2639' from DER, 139' right of centerline, up to 80' AGL/646' MSL.

**Rwy 17**, bush 26' from DER, 74' left of centerline, 2' AGL/576' MSL.**Rwy 26**, REIL 9' from DER, 90' right of centerline, 4' AGL/589' MSL.

Tree 1073' from DER, 684' right of centerline, 621' MSL.

Poles and trees beginning 1206' 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.

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

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

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

Tree 2562' from DER, 1113' left of centerline, 659' MSL.

Tree 3227' from DER, 162' left of centerline, 54' AGL/676' MSL.

Trees beginning 3540' from DER, 51' left of centerline, up to 52' AGL/687' MSL.

Tree 3655' from DER, 362' right of centerline, 54' AGL/692' MSL.

Trees beginning 3664' from DER, 11' right of centerline, up to 54' AGL/693' MSL.

Tree 3727' from DER, 81' left of centerline, 52' AGL/688' MSL.

Tree 3741' from DER, 94' left of centerline, 52' AGL/690' MSL.

Tree 3972' from DER, 40' left of centerline, 48' AGL/696' MSL.

Tree 4131' from DER, 37' right of centerline, 42' AGL/699' MSL.

Tree 4146' from DER, 33' right of centerline, 43' AGL/700' MSL.

Pole and trees beginning 4150' from DER, 15' right of centerline, up to 44' AGL/702' MSL.

Tree 4209' from DER, 10' left of centerline, 39' AGL/701' MSL.

Tree 4222' from DER, 73' right of centerline, 42' AGL/704' MSL.

Tree 4225' from DER, 25' left of centerline, 38' AGL/702' MSL.

Trees beginning 4229' from DER, 35' right of centerline, up to 47' AGL/708' MSL.

Trees beginning 4406' from DER, 160' right of centerline, up to 36' AGL/709' MSL.

Trees beginning 4426' from DER, 278' right of centerline, up to 36' AGL/711' MSL.

Pole, buildings, and trees beginning 4435' from DER, 123' right of centerline, up to 47' AGL/720' MSL.

Pole 4450' from DER, 16' left of centerline, 36' AGL/707' MSL.

Pole, telephone line, and trees beginning 4554' from DER, 10' right of centerline, up to 35' AGL/722' MSL.

Tree 4785' from DER, 1629' left of centerline, 716' MSL.

Trees beginning 5071' from DER, 1533' left of centerline, up to 49' AGL/738' 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.**Rwy 35**, trees, building, and road beginning 29' from DER, 210' left of centerline, up to 100' AGL/1839' MSL.

Tree and poles beginning 887' from DER, 429' right of centerline, up to 37' AGL/1772' 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.

Tree, road, and pole beginning 153' from DER, 9' right of centerline, up to 33' AGL/275' MSL.

Trees beginning 756' from DER, 50' left of centerline, up to 279' MSL.

Trees and pole beginning 933' from DER, 30' right of centerline, up to 282' MSL.

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

Tree 1054' from DER, 574' left of centerline, 307' MSL.

Tree 1835' from DER, 452' right of centerline, 319' MSL.

Pole and trees beginning 1875' from DER, 287' left of centerline, up to 323' MSL.

Tree beginning 1907' from DER, 246' right of centerline, up to 53' AGL/339' MSL.

Trees and poles beginning 1934' from DER, 100' left of centerline, up to 336' MSL.

Tower 1.4 NM from DER, 2568' right of centerline, 230' AGL/542' MSL.

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

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

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## 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.

Trees beginning 4050' from DER, 1261' right of centerline, up to 100' AGL/2829' MSL.

**Rwy 34**, trees beginning 350' from DER, 525' right of centerline, up to 100' AGL/2799' MSL.

## BIGGS AAF (KBFI)

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 58' from DER, 61' left of centerline, up to 53' AGL/78' MSL.

Trees and poles beginning 1011' from DER, 96' right of centerline, up to 44' AGL/69' MSL.

**Rwy 31**, airplanes on taxiway beginning 371' from DER, 563' right of centerline, up to 45' AGL/64' MSL.

Trees beginning 1141' from DER, 567' right of centerline, up to 37' AGL/52' MSL.

**Rwy 36**, pole and trees beginning 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.

## BROWNWOOD, 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)

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

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## 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 50' AGL/851' 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-A 20FEB25 (25051) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 15**, fence 28' from DER, 315' left of centerline, 1681' MSL.

Fence beginning 36' from DER, 393' right of centerline, up to 7' AGL/1685' MSL.

Vehicles on road beginning 440' from DER, 340' right of centerline, up to 1694' MSL.

Trees beginning 730' from DER, 28' right of centerline, up to 1700' MSL.

**Rwy 33**, pole 2' from DER, 17' right of centerline, 1698' MSL.

Vehicles on road 6' from DER, 499' left of centerline, 15' AGL/1714' MSL.

Pole, vehicles on road, tree beginning 88' from DER, 30' left of centerline, up to 1724' MSL.

Trees, vehicles on road beginning 485' from DER, 382' right of centerline, up to 1724' MSL.

Trees, pole beginning 561' from DER, 339' right of centerline, up to 1736' MSL.

Trees beginning 680' from DER, 531' left of centerline, up to 1730' MSL.

Trees, poles beginning 808' from DER, 501' left of centerline, up to 1740' MSL.

Poles, building beginning 1045' from DER, 253' left of centerline, up to 1743' MSL.

Crane, poles beginning 1918' from DER, 120' left of centerline, up to 42' AGL/1755' MSL.

Pole 2279' from DER, 9' right of centerline, 45' AGL/1757' MSL.

Pole 2340' from DER, 464' left of centerline, 42' AGL/1756' MSL.

Trees 4408' from DER, 1667' left of centerline, 100' AGL/1820' MSL.

Trees 4792' from DER, 1774' left of centerline, 100' AGL/1823' MSL.

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

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



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## COMANCHE, TX

### COMANCHE COUNTY-CITY (MKN)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 30JAN20 (20030) (FAA)

##### DEPARTURE PROCEDURE:

**Rwy 17**, climb heading 173° to 2000 before turning right.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 17**, building, terrain, tree, vehicle on road beginning 32' from DER, 260' right of centerline, up to 1395' MSL.

Terrain, trees, pole beginning 191' from DER, 310' left of centerline, up to 1411' MSL.

Trees, pole beginning 718' from DER, 20' left of centerline, up to 1425' MSL.

Pole, trees, building beginning 784' from DER, 25' right of centerline, up to 1419' MSL.

Trees, poles beginning 1090' from DER, 25' left of centerline, up to 1430' MSL.

Tree 1382' from DER, 280' right of centerline, 1422' MSL.

Trees, poles beginning 1451' from DER, 18' right of centerline, up to 1436' MSL.

Tree 2280' from DER, 70' right of centerline, 1438' MSL.

Tree 2291' from DER, 83' left of centerline, 1436' MSL.

Trees beginning 2334' from DER, 155' right of centerline, up to 1444' MSL.

Trees beginning 2378' from DER, 56' right of centerline, up to 1446' MSL.

Trees beginning 2379' from DER, 74' left of centerline, up to 1438' MSL.

Tree 2463' from DER, 294' right of centerline, 1448' MSL.

Trees, pole beginning 2467' from DER, 62' right of centerline, up to 1463' MSL.

Tree 2558' from DER, 19' left of centerline, 1443' MSL.

Tree 2757' from DER, 314' left of centerline, 1446' MSL.

Tree 3120' from DER, 344' left of centerline, 1461' MSL.

Trees beginning 3132' from DER, 246' left of centerline, up to 1466' MSL.

**Rwy 35**, tree 54' from DER, 354' left of centerline, 1406' MSL.

Tree 481' from DER, 345' right of centerline, 1404' MSL.

Trees beginning 489' from DER, 436' right of centerline, up to 1408' MSL.

## CORPUS CHRISTI, TX

### CORPUS CHRISTI INTL (CRP)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 26MAY16 (16147) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 36**, 400-2¾ or std. w/ min. climb of 235' per NM to 600.

##### DEPARTURE PROCEDURE:

**Rwy 31**, Climb heading 312° to 600 before turning left.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 13**, vehicles on road and wind cone beginning 2' from DER, 260' right of centerline, up to 53' MSL.

Vehicles on road 69' from DER, 337' right of centerline, 54' MSL.

**Rwy 18**, vehicles on road beginning 301' from DER, 103' left of centerline, up to 53' MSL.**Rwy 31**, vehicles on road 22' from DER, 65' right of centerline, 58' MSL.

Poles beginning 765' from DER, 616' right of centerline, up to 36' AGL/75' MSL.

**Rwy 36**, vehicles on road beginning 261' from DER, 444' right of centerline, up to 52' MSL.

Vehicles on road 490' from DER, 604' left of centerline, 54' MSL.

Light poles beginning 1217' from DER, 648' right of centerline, up to 31' AGL/74' MSL.

Light poles beginning 1241' from DER, 665' left of centerline, up to 31' AGL/74' MSL.

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)



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



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## COTULLA, TX

### COTULLA-LA SALLE COUNTY (COT)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 18SEP14 (14261) (FAA)

#### TAKEOFF OBSTACLE NOTES:

**Rwy 13**, trees beginning 4' from DER, left and right of centerline, up to 20' AGL/465' MSL.  
Vehicles on unlit roadway, beginning 55' from DER, 507' left of centerline, up to 15' AGL/482' MSL.  
Trees beginning 142' from DER, left and right of centerline, up to 20' AGL/482' MSL.  
Trees beginning 622' from DER, left and right of centerline, up to 24' AGL/480' MSL.  
Pole 1002' from DER, 548' left of centerline, 33' AGL/488' MSL.  
**Rwy 31**, fence .08' from DER, 310' right of centerline, 3' AGL/476' MSL.  
Trees beginning 19' from DER, left and right of centerline, up to 13' AGL/485' MSL.  
Trees beginning 178' from DER, 311' right of centerline, up to 16' AGL/490' MSL.  
Trees beginning 380' from DER, 386' right of centerline, up to 21' AGL/493' MSL.

## DEL RIO, TX

### DEL RIO INTL (DRT)

#### TAKEOFF MINIMUMS AND (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 1A 12JUN25 (25163) (FAA)

#### TAKEOFF MINIMUMS:

**Rwy 35**, 300-1 or std w/min climb of 265'/NM to 900.

#### TAKEOFF OBSTACLE NOTES:

**Rwy 17**, terrain 21' from DER, 312' right of centerline, 705' MSL.  
Terrain 48' from DER, 472' right of centerline, 708' MSL.  
Trees, terrain beginning 141' from DER, 338' right of centerline, up to 41' AGL/746' MSL.  
Trees beginning 148' from DER, 379' left of centerline, up to 59' AGL/752' MSL.  
Trees beginning 419' from DER, 490' right of centerline, up to 752' MSL.  
Trees beginning 1197' from DER, 352' left of centerline, up to 756' MSL.  
Tree 1333' from DER, 122' left of centerline, 759' MSL.  
Tree 1334' from DER, 295' left of centerline, 762' MSL.  
Trees beginning 1431' from DER, 20' left of centerline, up to 45' AGL/765' MSL.  
Tree 1605' from DER, 131' right of centerline, 765' MSL.  
Trees beginning 1698' from DER, 8' right of centerline, up to 49' AGL/775' MSL.  
**Rwy 35**, terrain 26' from DER, 187' left of centerline, 675' MSL.  
Poles, terrain, fence, trees beginning 93' from DER, 335' left of centerline, up to 40' AGL/723' MSL.  
Tree 222' from DER, 540' right of centerline, 720' MSL.  
Trees, poles beginning 323' from DER, 350' right of centerline, up to 725' MSL.  
Trees beginning 1126' from DER, 427' left of centerline, up to 732' MSL.

## EAGLE PASS, TX

### MAVERICK COUNTY MEML INTL (5T9)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 25SEP08 (22139) (FAA)

#### TAKEOFF OBSTACLE NOTES:

**Rwy 13**, vehicle on road 171' from DER, 393' right of centerline, 15' AGL/894' MSL.

## EDINBURG, TX

### SOUTH TEXAS INTL AT EDINBURG (EBG)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 28SEP06 (06271) (FAA)

#### TAKEOFF MINIMUMS:

CAUTION: Unmarked balloon and cable to 15000' MSL in R-6317.

**Rwy 14**, 276/37.9 NM.

**Rwy 32**, 276/38.5 NM.

#### TAKEOFF OBSTACLE NOTES:

**Rwy 14**, tree 1109' from DER, 525' right of centerline, 19' AGL/108' MSL.  
Terrain 20' from DER, 312' right of centerline, 0' AGL/74' MSL.  
**Rwy 32**, multiple poles beginning 831' from DER, 53' right of centerline, up to 32' AGL/111' MSL.  
Road 640' from DER, 671' right of centerline, 17' AGL/96' MSL.



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



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

25219

## 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 4**, vehicle on road, 29' from DER, 499' left of centerline, 15' AGL/129' MSL.

Trees beginning 149' from DER, 523' left of centerline, up to 40' AGL/154' MSL.

Trees beginning at DER, 415' right of centerline, up to 40' AGL/149' MSL.

**Rwy 17**, vehicle on road, at DER, 364' left of centerline, 15' AGL/119' MSL.

Trees beginning 15' from DER, 331' right of centerline, up to 40' AGL/149' MSL.

Trees beginning 165' from DER, 126' left of centerline, up to 17' AGL/129' MSL.

**Rwy 32**, road and trees beginning 587' from DER, 35' right of centerline, up to 40' AGL/149' MSL.

Tower 1.9 NM from DER, 987' left of centerline, 298' AGL/418' MSL.

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

Tree 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

AMDT 1 05SEP24 (24249) (FAA)

##### TAKEOFF MINIMUMS:

**Rwys 7, 11, 16, 25, 29, 34**, NA-Environmental.**Rwy 21**, 300-1½ or std w/ min climb of 435'/NM to 3300, or 1000-3 for VCOA.

##### VCOA:

**Rwy 21**, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Fort Stockton-Pecos County airport at or above 3700 before proceeding on course.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 3**, trees beginning 22' from DER, 66' right of centerline, up to 50' AGL/3007' MSL.

Trees beginning 110' from DER, 55' left of centerline, up to 50' AGL/3007' MSL.

**Rwy 12**, trees beginning 53' from DER, 23' right of centerline, up to 50' AGL/3069' MSL.

Trees 112' from DER, 308' left of centerline, 50' AGL/3059' MSL.

Trees beginning 292' from DER, 44' left of centerline, up to 50' AGL/3062' MSL.

**Rwy 21**, trees beginning 56' from DER, 132' left of centerline, up to 50' AGL/3059' MSL.

Tree 110' from DER, 352' right of centerline, 3013' MSL.

Tree 118' from DER, 222' right of centerline, 3017' MSL.

Trees beginning 124' from DER, 468' right of centerline, up to 50' AGL/3059' MSL.

Trees 212' from DER, 77' right of centerline, 50' AGL/3062' MSL.

Trees 300' from DER, 312' left of centerline, 50' AGL/3062' MSL.

Trees 368' from DER, 287' right of centerline, 50' AGL/3066' MSL.

Trees beginning 456' from DER, 102' left of centerline, up to 50' AGL/3066' MSL.

Trees beginning 523' from DER, 107' right of centerline, up to 50' AGL/3069' MSL.

CONT

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

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

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## FORT STOCKTON, TX (CON'T)

### FORT STOCKTON-PECOS COUNTY (FST) (CON'T)

**Rwy 21 (CON'T)**, trees 767' from DER, 317' right of centerline, 50' AGL/3075' MSL.

Trees 787' from DER, 673' left of centerline, 50' AGL/3069' MSL.

Trees beginning 855' from DER, 73' left of centerline, up to 50' AGL/3072' MSL.

Trees beginning 922' from DER, 136' right of centerline, up to 50' AGL/3085' MSL.

Trees 1186' from DER, 644' left of centerline, 50' AGL/3075' MSL.

Trees beginning 1254' from DER, 43' left of centerline, up to 50' AGL/3079' MSL.

Trees beginning 1430' from DER, 14' left of centerline, up to 50' AGL/3089' MSL.

Trees beginning 1565' from DER, 195' right of centerline, up to 50' AGL/3089' MSL.

Trees beginning 1829' from DER, 194' left of centerline, up to 50' AGL/3095' MSL.

Trees 1984' from DER, 585' left of centerline, 50' AGL/3098' MSL.

Trees beginning 2052' from DER, 15' right of centerline, up to 50' AGL/3095' MSL.

Trees beginning 2072' from DER, 165' left of centerline, up to 50' AGL/3108' MSL.

Trees beginning 2472' from DER, 135' left of centerline, up to 50' AGL/3125' MSL.

Trees beginning 2715' from DER, 106' left of centerline, up to 50' AGL/3134' MSL.

Trees beginning 2830' from DER, 74' right of centerline, up to 50' AGL/3098' MSL.

Trees 2986' from DER, 1275' right of centerline, 50' AGL/3102' MSL.

Transmission lines, trees beginning 3001' from DER, 65' right of centerline, up to 105' AGL/3153' MSL.

Trees beginning 3358' from DER, 17' left of centerline, up to 50' AGL/3138' MSL.

Trees beginning 4028' from DER, 12' right of centerline, up to 50' AGL/3157' MSL.

Trees beginning 4312' from DER, 197' left of centerline, up to 50' AGL/3141' MSL.

Trees beginning 4934' from DER, 168' left of centerline, up to 50' AGL/3151' MSL.

Trees beginning 5178' from DER, 319' left of centerline, up to 50' AGL/3154' MSL.

Trees 5732' from DER, 109' left of centerline, 50' AGL/3157' MSL.

**Rwy 30**, trees beginning 65' from DER, 354' left of centerline, up to 2992' MSL.

Tree 172' from DER, 377' left of centerline, 2995' MSL.

## FREDERICKSBURG, TX

### GILLESPIE COUNTY (T82)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 25APR19 (19115) (FAA)

##### DEPARTURE PROCEDURE:

**Rwy 14**, climb heading 141° to 2400 before turning right.

**Rwy 32**, climb heading 321° to 2400 before proceeding on course.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 14**, trees beginning 32' from DER, 310' right of centerline, up to 1685' MSL.

Pole 202' from DER, 515' left of centerline, 30' AGL/1708' MSL.

Tree 325' from DER, 298' right of centerline, 1688' MSL.

Trees beginning 336' from DER, 439' left of centerline, up to 1715' MSL.

Trees beginning 437' from DER, 297' left of centerline, up to 1718' MSL.

Trees beginning 517' from DER, 323' left of centerline, up to 1723' MSL.

Tree 531' from DER, 328' right of centerline, 1694' MSL.

**Rwy 32**, building, trees beginning 9' from DER, 22' right of centerline, up to 31' AGL/1719' MSL.

Trees beginning 84' from DER, 7' left of centerline, up to 1726' MSL.

Tree 943' from DER, 490' right of centerline, 1720' MSL.

Pole 1028' from DER, 713' right of centerline, 45' AGL/1733' MSL.

Trees, poles beginning 1038' from DER, 113' right of centerline, up to 1735' MSL.

Trees beginning 1108' from DER, 117' left of centerline, up to 1731' MSL.

Trees, poles beginning 1201' from DER, 39' right of centerline, up to 1737' MSL.

Tree 1883' from DER, 432' right of centerline, 1742' MSL.

## GEORGE WEST, TX

### LIVE OAK COUNTY (8T6)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 07AUG25 (25219) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 31**, std w/min climb of 221'/NM to 1000, or 1100-3 for VCOA.

##### DEPARTURE PROCEDURE:

**Rwy 31**, climb on heading 133° to 600 before turning right.

##### VCOA:

**Rwy 31**, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Live Oak County airport at or above 1100 before proceeding on course.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 13**, tree 20' from DER, 395' right of centerline, 146' MSL.

Tree 21' from DER, 333' left of centerline, 141' MSL.

Pole 59' from DER, 406' left of centerline, 34' AGL/157' MSL.

Poles, trees, vehicles on road beginning 59' from DER, 203' left of centerline, up to 35' AGL/158' MSL.

Trees beginning 94' from DER, 110' right of centerline, up to 148' MSL.

Transmission line, trees, pole beginning 410' from DER, 386' right of centerline, up to 70' AGL/181' MSL.

Transmission line, pole beginning 819' from DER, 607' right of centerline, up to 70' AGL/183' MSL.

Transmission lines beginning 1229' from DER, 607' right of centerline, up to 70' AGL/184' MSL.

Transmission lines beginning 2049' from DER, 385' right of centerline, up to 70' AGL/186' MSL.

CON'T

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

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



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## GEORGE WEST, TX (CON'T)

### LIVE OAK COUNTY (8T6) (CON'T)

**Rwy 13 (CON'T)**, transmission line 2278' from DER, 302' left of centerline, 66' AGL/184' MSL.

Transmission line 2280' from DER, 64' left of centerline, 70' AGL/188' MSL.

Transmission line 2466' from DER, 368' left of centerline, 74' AGL/192' MSL.

**Rwy 31**, building 57' from DER, 484' right of centerline, 140' MSL.

Trees, vehicles on road beginning 73' from DER, 332' left of centerline, up to 26' AGL/154' MSL.

Poles, vehicles on road, trees beginning 160' from DER, 468' right of centerline, up to 163' MSL.

Trees, pole beginning 364' from DER, 400' left of centerline, up to 171' MSL.

Transmission lines, trees, poles beginning 537' from DER, 369' left of centerline, up to 70' AGL/200' MSL.

Tree 713' from DER, 599' right of centerline, 167' MSL.

Trees, poles beginning 876' from DER, 372' right of centerline, up to 168' MSL.

Transmission lines, trees, poles beginning 1137' from DER, 260' left of centerline, up to 74' AGL/204' MSL.

Trees beginning 1266' from DER, 573' right of centerline, up to 174' MSL.

## GEORGETOWN, TX

### GEORGETOWN EXEC (GTU)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 17AUG17 (22195) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 18**, 200-1/4 or std. w/min. climb of 250' per NM to 1000.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 11**, tree 11' from DER, 401' right of centerline, 786' MSL.

Poles and trees beginning 79' from DER, 136' right of centerline, up to 39' AGL/796' MSL.

Building 183' from DER, 477' left of centerline, 776' MSL.

Poles and buildings beginning 251' from DER, 424' left of centerline, up to 789' MSL.

Trees beginning 489' from DER, 226' left of centerline, up to 791' MSL.

Transmission towers, catenary, and telephone line beginning 2019' from DER, 27' left of centerline, up to 97' AGL/837' MSL.

Transmission tower and telephone line beginning 2271' from DER, 900' right of centerline, up to 826' MSL.

Tower 5361' from DER, 515' right of centerline, 179' AGL/894' MSL.

**Rwy 18**, REIL, vehicles on road, and tree beginning 30' from DER, 124' left of centerline, up to 784' MSL.

Tree 148' from DER, 465' left of centerline, 33' AGL/787' MSL.

Trees beginning 175' from DER, 444' right of centerline, up to 779' MSL.

Obstruction light on pole, poles, and trees beginning 300' from DER, 38' left of centerline, up to 792' MSL.

Obstruction light on pole, poles, and trees beginning 351' from DER, 19' right of centerline, up to 792' MSL.

Transmission tower 3137' from DER, 1036' left of centerline, 90' AGL/835' MSL.

Antenna on water tower 1 NM from DER, 1158' right of centerline, 163' AGL/932' MSL.

**Rwy 29**, bushes beginning 10' from DER, 117' left of centerline, up to 792' MSL.

Terrain 15' from DER, 91' right of centerline, 790' MSL.

Terrain 15' from DER, 191' right of centerline, 792' MSL.

Trees beginning 89' from DER, 345' left of centerline, up to 806' MSL.

Bush and tree beginning 103' from DER, 351' right of centerline, up to 23' AGL/819' MSL.

Tree 205' from DER, 403' left of centerline, 811' MSL.

Tree 260' from DER, 562' right of centerline, 824' MSL.

Trees beginning 296' from DER, 291' left of centerline, up to 819' MSL.

Trees beginning 331' from DER, 162' right of centerline, up to 828' MSL.

Trees beginning 544' from DER, 22' right of centerline, up to 833' MSL.

Trees beginning 549' from DER, 78' left of centerline, up to 821' MSL.

Pole 766' from DER, 524' right of centerline, 837' MSL.

Poles and trees beginning 787' from DER, 48' left of centerline, up to 826' MSL.

Poles and trees beginning 800' from DER, 56' right of centerline, up to 840' MSL.

Tree 1902' from DER, 923' right of centerline, 841' MSL.

Trees beginning 1958' from DER, 563' right of centerline, up to 844' MSL.

**Rwy 36**, building 70' from DER, 513' right of centerline, 789' MSL.

Antenna 104' from DER, 492' right of centerline, 810' MSL.

Terrain 115' from DER, 345' left of centerline, 789' MSL.

Trees beginning 143' from DER, 378' left of centerline, up to 18' AGL/810' MSL.

Pole 269' from DER, 565' left of centerline, 35' AGL/828' MSL.

Trees beginning 284' from DER, 424' right of centerline, up to 818' MSL.

Tree 322' from DER, 360' left of centerline, 831' MSL.

Pole and trees beginning 392' from DER, 301' left of centerline, up to 837' MSL.

Tower and trees beginning 510' from DER, 429' right of centerline, up to 45' AGL/823' MSL.

## HAMILTON, TX

### HAMILTON MUNI (MNZ)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 17DEC09 (09351) (FAA)

##### TAKEOFF OBSTACLE NOTES:

**Rwy 18**, tree 689' from DER, 211' left of centerline, 40' AGL/1346' MSL.

Vehicle on North-South road 849' from DER, on extended centerline, 15' AGL/1321' MSL.

**Rwy 36**, trees beginning 621' from DER, 186' left of centerline, 40' AGL/1359' MSL.

Trees 879' from DER, 87' right of centerline, 40' AGL/1359' MSL.



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



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SC-3



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

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## HARLINGEN, TX

### VALLEY INTL (HRL)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 11JUL24 (24193) (FAA)

#### TAKEOFF OBSTACLE NOTES:

- Rwy 13**, sign 28' from DER, 252' left of centerline, 6' AGL/39' MSL.  
**Rwy 18L**, vehicles on road 410' from DER, 519' left of centerline, 51' MSL.  
**Rwy 18R**, vehicles on road 8' from DER, 430' right of centerline, 50' MSL.  
 Vehicles on roads, fences, beginning 10' from DER, 22' left of centerline, up to 50' MSL.  
**Rwy 31**, NAVAID 39' from DER, 146' right of centerline, 4' AGL/35' MSL.  
 Light poles 39' from DER, 114' right of centerline, 4' AGL/36' MSL.  
 Light poles 40' from DER, 115' left of centerline, 3' AGL/36' MSL.  
 NAVAID 53' from DER, 199' left of centerline, 4' AGL/37' MSL.  
 Poles beginning 753' from DER, 541' left of centerline, up to 34' AGL/66' MSL.  
 Trees beginning 982' from DER, 462' left of centerline, up to 34' AGL/74' MSL.  
**Rwy 36L**, sign 23' from DER, 250' left of centerline, 3' AGL/36' MSL.  
**Rwy 36R**, tree 1231' from DER, 599' right of centerline, 33' AGL/66' 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 275' from DER, 495' left of centerline, up to 33' AGL/692' MSL.  
 Vehicle on road 399' from DER, left and right of centerline, up to 15' AGL/674' MSL.

## HONDO, TX

### SOUTH TEXAS RGNL AT HONDO (HDO)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 28JUL11 (11209) (FAA)

#### TAKEOFF MINIMUMS:

**Rwys 4, 22**, NA-Environmental.

#### TAKEOFF OBSTACLE NOTES:

- Rwy 8**, trees 407' from DER, 243' left of centerline, 30' AGL/959' MSL.  
**Rwy 17L**, vehicles on road 488' from DER, 131' right of centerline, 15' AGL/925' MSL.  
**Rwy 17R**, sand storage domes beginning 3653' from DER, 838' right of centerline, up to 115' AGL/1023' MSL.  
**Rwy 35R**, vehicles on road 161' from DER, 172' left of centerline, 15' AGL/943' MSL.  
 Multiple trees beginning 636' from DER, 354' right of centerline, up to 26' AGL/955' MSL.  
 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.**Rwy17**, 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.

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

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

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## KELLY FLD (KSKF)

SAN ANTONIO, TX

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 25MAY17 (17145)

TAKEOFF OBSTACLE NOTES:

**Rwy 34**, trees 50' AGL/743' MSL, 1763' from DER, 919' left of cntrln.

## KENEDY, TX

KENEDY RGNL (2R9)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2A 15AUG19 (19227) (FAA)

TAKEOFF MINIMUMS:

**Rwy 16**, 300-1¼ or std. w/min. climb of 310' per NM to 600.

**Rwy 34**, 400-2¼ 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.

Trees beginning 5351' from DER, 18' right of centerline, up to 100' AGL/469' MSL.

Tree 5684' from DER, 983' right of centerline, 100' AGL/479' MSL.

Tree 1 NM from DER, 1953' right of centerline, 100' AGL/489' MSL.

Tree 1.1 NM from DER, 2105' right of centerline, 100' AGL/499' MSL.

Tree 1.5 NM from DER, 1603' right of centerline, 100' AGL/507' MSL.

**Rwy 34**, tree 51' from DER, 180' left of centerline, 100' AGL/399' MSL.

Fence 169' from DER, crossing extended runway centerline, 8' AGL/295' MSL.

Tower 1031' from DER, 2808' left of centerline, 238' AGL/678' MSL.

Tree 1457' from DER, 761' left of centerline, 100' AGL/419' MSL.

Tree 1512' from DER, 8' right of centerline, 100' AGL/409' MSL.

Tree 1615' from DER, 859' left of centerline, 100' AGL/429' MSL.

Tree 1779' from DER, 861' left of centerline, 100' AGL/439' MSL.

Tree 1902' from DER, 847' left of centerline, 100' AGL/449' MSL.

Tree 2521' from DER, 950' right of centerline, 100' AGL/429' MSL.

Tree 3594' from DER, 1437' right of centerline, 100' AGL/459' MSL.

Tree 4395' from DER, 107' left of centerline, 100' AGL/469' MSL.

Tree 4834' from DER, 178' left of centerline, 100' AGL/479' MSL.

Tree 5227' from DER, 352' left of centerline, 100' AGL/489' MSL.

Tree 5720' from DER, 153' left of centerline, 100' AGL/499' MSL.

Trees beginning 1 NM from DER, 24' left of centerline, up to 100' AGL/519' MSL.

Trees beginning 1.1 NM from DER, 4' right of centerline, up to 100' AGL/529' MSL.

Tower, trees beginning 1.4 NM from DER, 86' left of centerline, up to 238' AGL/628' MSL.

## KERRVILLE, TX

KERRVILLE MUNI/LOUIS SCHREINER FLD (ERV)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 03JAN19 (22139) (FAA)

TAKEOFF MINIMUMS:

**Rwy 3**, 500-3 w/min. climb of 390' per NM to 2600, or std. w/min. climb of 455' per NM to 2400 or 1300-3 for VCOA.

**Rwy 30**, std. w/min. climb of 215' per NM to 2300 or 1300-3 for VCOA.

VCOA:

**Rwys 3, 30**, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Kerrville Muni/Louis Schreiner Fld at or above 2800 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

**Rwy 3**, tree 23' from DER, 465' left of centerline, 41' AGL/1631' MSL.

Terrain 25' from DER, 401' right of centerline, 1635' MSL.

Terrain 36' from DER, 505' right of centerline, 1647' MSL.

Vehicles on road, terrain beginning 45' from DER, 310' right of centerline, up to 1649' MSL.

Trees beginning 239' from DER, 445' left of centerline, up to 47' AGL/1640' MSL.

Vehicle on road, terrain beginning 296' from DER, 352' right of centerline, up to 1650' MSL.

Trees beginning 436' from DER, 344' left of centerline, up to 66' AGL/1664' MSL.

Vehicles on road, terrain beginning 496' from DER, 311' right of centerline, up to 1652' MSL.

Trees, vehicles on road beginning 853' from DER, 117' right of centerline, up to 38' AGL/1673' MSL.

Trees beginning 895' from DER, 46' right of centerline, up to 31' AGL/1675' MSL.

CON'T

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

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



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## KERRVILLE, TX (CON'T)

### KERRVILLE MUNI/LOUIS SCHREINER FLD (ERV) (CON'T)

**Rwy 3 (CON'T)**, 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.

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.

Tree 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.

Fence, tree beginning 4440' from DER, 1207' right of centerline, up to 4' AGL/1824' MSL.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Trees, 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.

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

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

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

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

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

Trees, fence, vehicles on road beginning 1.7 NM from DER, 151' right of centerline, up to 22' AGL/1978' MSL.

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

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

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

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

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

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

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

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

Vehicles on road, trees, pole beginning 1.8 NM from DER, 84' left of centerline, up to 1989' MSL.

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



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

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## KERRVILLE, TX (CON'T)

### KERRVILLE MUNI/LOUIS SCHREINER FLD (ERV) (CON'T)

**Rwy 3 (CON'T)**, 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.

Transmission line, tree beginning 2.4 NM from DER, 1351' left of centerline, up to 116' AGL/2077' MSL.

Transmission lines, trees beginning 2.4 NM from DER, 524' left of centerline, up to 108' AGL/2078' MSL.

Transmission lines 2.5 NM from DER, 866' right of centerline, 103' AGL/2042' MSL.

**Rwy 12**, terrain beginning 76' from DER, 189' left of centerline, up to 1593' MSL.

Tree 289' from DER, 448' right of centerline, 32' AGL/1605' MSL.

Vehicles on road beginning 517' from DER, 617' left of centerline, up to 1608' MSL.

Tree 625' from DER, 442' right of centerline, 33' AGL/1607' MSL.

**Rwy 21**, fence, terrain beginning 1' from DER, 145' right of centerline, up to 1583' MSL.

Vehicles on road, sign, terrain beginning 13' from DER, 125' left of centerline, up to 1576' MSL.

Pole 838' from DER, 593' right of centerline, 35' AGL/1595' MSL.

Pole, trees beginning 893' from DER, 422' right of centerline, up to 41' AGL/1602' MSL.

Trees beginning 975' from DER, 277' right of centerline, up to 54' AGL/1608' MSL.

Trees beginning 1291' from DER, 284' right of centerline, up to 80' AGL/1610' MSL.

Tree 1439' from DER, 250' right of centerline, 89' AGL/1619' MSL.

Antenna 2904' from DER, 870' right of centerline, 102' AGL/1655' MSL.

Tree 4950' from DER, 1649' right of centerline, 48' AGL/1704' MSL.

Tree, building beginning 4963' from DER, 1520' right of centerline, up to 50' AGL/1710' MSL.

**Rwy 30**, vehicle on road 1' from DER, 477' left of centerline, 1577' MSL.

Tree 190' from DER, 493' left of centerline, 28' AGL/1584' MSL.

Tree 210' from DER, 514' left of centerline, 41' AGL/1592' MSL.

Pole, tree, building, lighting beginning 244' from DER, 208' left of centerline, up to 33' AGL/1594' MSL.

Fence beginning 324' from DER, 330' right of centerline, up to 11' AGL/1582' MSL.

Vehicles on road, fence beginning 329' from DER, 271' right of centerline, up to 1592' MSL.

Tree 404' from DER, 521' right of centerline, 35' AGL/1610' MSL.

Trees, poles beginning 407' from DER, 412' left of centerline, up to 51' AGL/1598' MSL.

Poles, building, trees beginning 443' from DER, 32' right of centerline, up to 39' AGL/1615' MSL.

Tree 599' from DER, 500' left of centerline, 51' AGL/1605' MSL.

Trees beginning 621' from DER, 19' left of centerline, up to 51' AGL/1606' MSL.

Trees beginning 874' from DER, 104' left of centerline, up to 83' AGL/1614' MSL.

Tree 1748' from DER, 937' left of centerline, 93' AGL/1619' MSL.

## KILLEEN, TX

### SKYLARK FLD (ILE)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 15JAN09 (21224) (FAA)

##### DEPARTURE PROCEDURE:

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

##### TAKEOFF OBSTACLE NOTES:

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

Tree, 973' from DER, 100' left of centerline, 28' AGL/876' MSL.

Building, 486' from DER, 9' right of centerline, 13' AGL/854' MSL.

Antenna, 351' from DER, 277' right of centerline, 11' AGL/852' MSL.

**Rwy 19**, pole, 288' from DER, 588' right of centerline, 32' AGL/880' MSL.

Building, 102' from DER, 411' right of centerline, 8' AGL/856' MSL.

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

Pole, 256' from DER, 497' left of centerline, 32' AGL/873' MSL.

Building, 276' from DER, 342' left of centerline, 11' AGL/859' MSL.

Building, 298' from DER, 83' left of centerline, 9' AGL/857' MSL.

## KINGSVILLE NAS (KNQI)

### KINGSVILLE, TX

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 16JUL20 (20198)

##### TAKEOFF OBSTACLE NOTES:

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

**Rwy 17L**, terrain 0' from DER, 500' left of cntrln, 0' AGL/56' MSL.

Terrain 328' from DER, 500' left of cntrln, 0' AGL/59' MSL.

**Rwy 17R**, tower 559' from DER, 1' left of cntrln, 5' AGL/56' MSL.

Terrain 0' from DER, 500' right of cntrln, 0' AGL/60' MSL.

Terrain 281' from DER, 500' right of cntrln, 0' AGL/60' MSL.

**Rwy 31L**, terrain 0' from DER, 500' left of cntrln, 0' AGL/52' MSL.

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

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



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## KINGSVILLE, TX

### KLEBERG COUNTY (IKG)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 29JUL10 (10210) (FAA)

#### TAKEOFF OBSTACLE NOTES:

**Rwy 13**, trees beginning 528' from DER, 515' right of centerline, up to 35' AGL/154' MSL.

Trees beginning 775' from DER, 554' left of centerline, up to 35' AGL/159' MSL.

**Rwy 31**, trees beginning 184' from DER, 358' right of centerline, up to 28' AGL/153' MSL.

## LAGO VISTA, TX

### LAGO VISTA TX/RUSTY ALLEN (RYW)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 17AUG17 (22027) (FAA)

#### TAKEOFF OBSTACLE NOTES:

**Rwy 15**, building 4' from DER, 157' right of centerline, 25' AGL/1225' MSL.

Building and trees beginning 18' from DER, 248' left of centerline, up to 1232' MSL.

**Rwy 33**, trees beginning 14' from DER, 158' right of centerline, up to 1258' MSL.

Trees beginning 44' from DER, 144' left of centerline, up to 1257' MSL.

Trees beginning 173' from DER, 315' left of centerline, up to 1262' MSL.

Trees beginning 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.

## LAJITAS, TX

### LAJITAS INTL (T89)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 26DEC24 (24361) (FAA)

#### TAKEOFF MINIMUMS:

**Rwy 25**, NA-Environmental.

#### DEPARTURE PROCEDURE:

**Rwy 7**, use MARFA DEPARTURE.

## LAKEWAY, TX

### LAKEWAY AIRPARK (3R9)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 05MAR15 (15064) (FAA)

#### TAKEOFF MINIMUMS:

**Rwy 16**, 500-2¾ or std. w/min. climb of 265' per NM to 1500.

#### DEPARTURE PROCEDURE:

**Rwy 16**, climb heading 165° to 1700 before proceeding on course.

#### TAKEOFF OBSTACLE NOTES:

**Rwy 16**, trees on rising terrain beginning 26' from DER, 161' right of centerline, up to 50' AGL/975' MSL.

Building 38' from DER, 229' right of centerline, 50' AGL/989' MSL.

Tree 194' from DER, 221' left of centerline, 50' AGL/943' MSL.

Building and trees beginning 534' from DER, 165' left of centerline, 40' AGL/941' MSL.

Power lines with catenary markers beginning 776' from DER, crossing centerline, up to 80' AGL/999' MSL.

Tower 2.1 NM from DER, 1314' right of centerline, 195' AGL/1326' MSL.

**Rwy 34**, trees beginning abeam DER, right of centerline, up to 50' AGL/931' MSL.

Trees and buildings beginning abeam DER, 161' left of centerline, up to 50' AGL/965' MSL.

Trees and buildings on rising terrain beginning 3405' from DER, crossing centerline, up to 50' AGL/1009' MSL.

## LAMPASAS, TX

### LAMPASAS (LZZ)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 17DEC09 (09351) (FAA)

#### TAKEOFF OBSTACLE NOTES:

**Rwy 16**, building 39' from DER, 374' left of centerline, 20' AGL/1189' MSL.

Trees beginning 795' from DER, 217' right of centerline, up to 30' AGL/1189' MSL.

**Rwy 34**, trees beginning 657' from DER, 147' left of centerline, up to 30' AGL/1249' MSL.



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



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

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## 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 59' 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.

## LAUGHLIN AFB (KDLF)

### DEL RIO, TX

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 20APR23 (23110) (USAF)

##### TAKEOFF OBSTACLE NOTES:

**Rwy 13C**, taxiing aircraft 196' from DER, 220' right of centerline, 14' AGL/1079' MSL.**Rwy 13L**, taxiing aircraft 9' from DER, 204' right of centerline, 14' AGL/1076' MSL.**Rwy 13R**, taxiing aircraft 1159' from DER, 175' left of centerline, 38' AGL/1108' MSL.

Taxiing aircraft 36' from DER, 181' left of centerline, 14' AGL/1090' MSL.

Taxiing aircraft 65' from DER, 301' left of centerline, 14' AGL/1090' MSL.

Taxiing aircraft 524' from DER, 605' right of centerline, 14' AGL/1093' MSL.

**Rwy 31C**, vehicular traffic 16' from DER, 466' right of centerline, 10' AGL/1092' MSL.**Rwy 31L**, terrain 187' from DER, 550' right of centerline, 1082' MSL.

Taxiing aircraft 101' from DER, 196' right of centerline, 14' AGL/1091' MSL.

Taxiing 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-A 12JUN25 (25163) (FAA)

##### TAKEOFF MINIMUMS:

**Rwys 13, 31**, NA-Environmental.

##### DEPARTURE PROCEDURE:

**Rwy 35**, climb on heading 354° to 1900 before proceeding on course.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 17**, trees, vehicles on road, vegetation beginning 17' from DER, 88' left of centerline, up to 1124' MSL.

Tree 34' from DER, 162' right of centerline, 1110' MSL.

Vehicle on road 54' from DER, 345' right of centerline, 1121' MSL.

Trees beginning 77' from DER, 250' right of centerline, up to 1128' MSL.

Tree 145' from DER, 395' right of centerline, 23' AGL/1129' MSL.

Trees beginning 253' from DER, 71' right of centerline, up to 29' AGL/1134' MSL.

Pole, trees beginning 519' from DER, 516' left of centerline, up to 1130' MSL.

CON'T

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

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

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## LLANO, TX (CON'T)

### LLANO MUNI (AQO) (CON'T)

**Rwy 35**, pole 55' from DER, 463' right of centerline, 1113' MSL.  
 Tree 90' from DER, 466' left of centerline, 1115' MSL.  
 Vehicles on road, trees beginning 92' from DER, 344' left of centerline, up to 15' AGL/1119' MSL.  
 Building, tree beginning 258' from DER, 421' right of centerline, up to 1119' MSL.  
 Tree 405' from DER, 542' left of centerline, 1126' MSL.  
 Trees beginning 468' from DER, 277' left of centerline, up to 1129' MSL.  
 Trees beginning 549' from DER, 304' right of centerline, up to 1121' MSL.  
 Tree 751' from DER, 571' left of centerline, 1130' MSL.  
 Tree 1100' from DER, 429' left of centerline, 1134' MSL.  
 Tree 1743' from DER, 227' left of centerline, 1151' MSL.

## LOCKHART, TX

### LOCKHART MUNI (50R)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 25AUG11 (11237) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 36**, 400-3 or std. w/min. climb of 275' per NM to 1200.

##### DEPARTURE PROCEDURE:

**Rwy 36**, climb heading 355° to 1200 before turning.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 18**, trees beginning 47' from DER, 267' left of centerline, up to 65' AGL/555' MSL.  
 Trees beginning 245' from DER, 13' right of centerline, up to 42' AGL/541' MSL.  
**Rwy 36**, bush 51' from DER, 305' right of centerline, 8' AGL/568' MSL.  
 Pole 1298' from DER, 561' right of centerline, 38' AGL/568' MSL.  
 Tower 2.2 NM from DER, 2536' right of centerline, 378' AGL/918' MSL.

## MARFA, TX

### MARFA MUNI (MRF)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 25FEB21 (21056) (FAA)

##### TAKEOFF MINIMUMS:

**Rwys 9, 27**, NA - Environmental.

CAUTION: Unmarked balloon and cable to 14000' MSL in R-6318.

##### DEPARTURE PROCEDURE:

**Rwy 4**, climbing right turn direct MRF VOR/DME thence...

**Rwy 13**, climb direct MRF VOR/DME thence...

**Rwys 22, 31**, climbing left turn direct MRF VOR/DME thence...

...all aircraft climb in MRF holding pattern (southeast, left turn, 313° inbound) to cross MRF VOR/DME at or above MEA for direction of flight.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 4**, vehicle on road, tree beginning 18' from DER, 319' left of centerline, up to 15' AGL/4863' MSL.  
 Tree 76' from DER, 504' right of centerline, 4852' MSL.  
 Vehicle on road, tree beginning 121' from DER, 48' left of centerline, up to 15' AGL/4864' 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**, climb heading 176° to 2100' before turning right.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 18**, trees beginning 469' from DER, 87' left of centerline, up to 35' AGL/1555' MSL.  
**Rwy 36**, trees beginning 379' from DER, left and right of centerline, up to 35' AGL/1538' MSL.  
 T-L tower 3061' from DER, 1185' left of centerline, 95' AGL/1628' MSL.  
 T-L towers beginning 3625' from DER, 193' left of centerline, up to 85' AGL/1641' MSL.  
 T-L towers beginning 4435' from DER, 303' right of centerline, up to 90' AGL/1667' MSL.

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

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



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## 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.

## MIDLAND, TX

### MIDLAND AIRPARK (MDD)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 16AUG18 (18228) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 16**, 400-2½ or std. w/min. climb of 220' per NM to 3300.

**Rwy 25**, 300-1½ or std. w/min. climb of 230' per NM to 3100, or alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1700' prior to DER.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 7**, vehicles on road and tree beginning 87' from DER, 360' left of centerline, up to 2803' MSL.

Vegetation 218' from DER, 441' right of centerline, 2797' MSL.

Poles beginning 316' from DER, 443' left of centerline, up to 50' AGL/2840' MSL.

Poles beginning 1601' from DER, 252' left of centerline, up to 52' AGL/2843' MSL.

Pole 1868' from DER, 377' left of centerline, 52' AGL/2849' MSL.

Pole 2136' from DER, 343' left of centerline, 52' AGL/2855' MSL.

Pole 2403' from DER, 309' left of centerline, 52' AGL/2859' MSL.

Poles beginning 2688' from DER, 256' left of centerline, up to 52' AGL/2861' MSL.

**Rwy 16**, vegetation 37' from DER, 490' right of centerline, 2803' MSL.

Pole 196' from DER, 498' right of centerline, 33' AGL/2827' MSL.

Pole 318' from DER, 449' right of centerline, 34' AGL/2828' MSL.

Poles and trees beginning 613' from DER, 296' right of centerline, up to 42' AGL/2834' MSL.

Pole 826' from DER, 454' left of centerline, 32' AGL/2822' MSL.

Tree 856' from DER, 227' left of centerline, 2829' MSL.

Trees beginning 1098' from DER, 291' right of centerline, up to 2842' MSL.

Poles beginning 1269' from DER, 664' left of centerline, up to 51' AGL/2839' MSL.

Tower 2 NM from DER, 3181' left of centerline, 354' AGL/3136' MSL.

Building 2 NM from DER, 3680' left of centerline, 354' AGL/3135' MSL.

**Rwy 25**, pole 104' from DER, 519' right of centerline, 67' AGL/2870' MSL.

Poles beginning 373' from DER, 316' right of centerline, up to 69' AGL/2873' MSL.

Tree and sign beginning 642' from DER, 205' left of centerline, up to 2840' MSL.

Poles, lighting, and tree beginning 644' from DER, 12' right of centerline, up to 71' AGL/2876' MSL.

Tree, pole, and lighting beginning 681' from DER, 76' left of centerline, up to 2842' MSL.

Building and trees beginning 866' from DER, 38' left of centerline, up to 40' AGL/2851' MSL.

Tower 5309' from DER, 1326' right of centerline, 137' AGL/2956' MSL.

**Rwy 34**, vehicles on road 572' from DER, 423' left of centerline, 2816' MSL.

Pole and trees beginning 635' from DER, 329' right of centerline, up to 51' AGL/2843' MSL.

Tree 838' from DER, 484' left of centerline, 2825' MSL.

Trees beginning 1216' from DER, 328' right of centerline, up to 2850' MSL.

## MIDLAND INTL AIR AND SPACE PORT (MAF)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 22JUN17 (17173) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 34L**, 300-1½ or std. w/min. climb of 400' per NM to 3200.

**Rwy 34R**, 300-1½ or std. w/min. climb of 320' per NM to 3200.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 4**, trees beginning 24' from DER, 34' right of centerline, up to 40' AGL/2903' MSL.

Rods, towers and domes beginning 1231' from DER, 442' left of centerline, up to 108' AGL/2963' MSL.

**Rwy 10**, rods, antennas, and lights beginning 72' from DER, 40' right of centerline, up to 20' AGL/2874' MSL.

Trees, poles, and signs beginning 1296' from DER, 457' left of centerline, up to 40' AGL/2913' MSL.

**Rwy 16L**, signs and poles beginning 94' from DER, 20' left of centerline, up to 30' AGL/2877' MSL.

Railroad beginning 530' from DER, 17' left of centerline, 23' AGL/2869' MSL.

Vehicles on road beginning 301' from DER, 268' left of centerline, 17' AGL/2862' MSL.

**Rwy 16R**, pole 1794' from DER, 975' right of centerline, 55' AGL/2906' MSL.

CONT



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



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

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## MIDLAND, TX (CON'T)

### MIDLAND INTL AIR AND SPACE PORT (MAF) (CON'T)

**Rwy 22**, tower, poles, lights, and antenna beginning 111' from DER, 66' right of centerline, up to 102' AGL/2986' MSL.  
 Hangars 1112' from DER, 600' right of centerline, 55' AGL/2906' MSL.  
 Tower, poles, and sign beginning 83' from DER, 62' left of centerline, up to 120' AGL/2971' MSL.  
**Rwy 34L**, drilling rigs beginning 201' from DER, 178' right of centerline, up to 165' AGL/3037' MSL.  
 Drilling rigs beginning 3228' from DER, 769' left of centerline, 165' AGL/3056' MSL.  
**Rwy 34R**, vehicles on road beginning 256' from DER, 10' right of centerline, up to 17' AGL/2881' MSL.  
 Trees and bushes beginning 171' from DER, 80' right of centerline, up to 40' AGL/2878' MSL.  
 Poles and fence beginning 28' from DER, 109' right of centerline, up to 38' AGL/2903' MSL.  
 Fence beginning 83' from DER, 271' left of centerline, 8' AGL/2872' 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 (E01)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 31MAY12 (21224) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 1**, 400-1½ or std. w/min. climb of 434' per NM to 3100.  
**Rwy 12**, 300-1 or std. w/min. climb of 552' per NM to 2900.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 1**, vehicles on road, trees, and power line and poles beginning 185' from DER, left and right of centerline, up to 40' AGL/2649' MSL.  
 Tower 1.2 NM from DER, 211' right of centerline, 303' AGL/2928' MSL.  
**Rwy 12**, bush 75' from DER, 479' left of centerline, 12' AGL/2617' MSL.  
 Trees and a pole beginning 778' from DER, 23' right of centerline, up to 31' AGL/2641' MSL.  
 Trees beginning 1041' from DER, 29' left of centerline, up to 42' AGL/2652' MSL.  
 Tower 2283' from DER, 909' left of centerline, 130' AGL/2744' MSL.  
**Rwy 19**, vehicle on road 215' from DER, 457' right of centerline, 15' AGL/2624' MSL.  
**Rwy 30**, fence, railroad, poles, and trees beginning 56' from DER, 106' right of centerline, up to 44' AGL/2649' MSL.  
 Vehicle on road, light pole, building, and poles beginning 294' from DER, 41' left of centerline, up to 50' AGL/2655' MSL.

## NEW BRAUNFELS, TX

### NEW BRAUNFELS NTL (BAZ)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 25JUN15 (21336) (FAA)

##### TAKEOFF OBSTACLE NOTES:

**Rwy 13**, poles beginning 1236' from DER, 277' right of centerline, up to 40' AGL/678' MSL.  
 Poles beginning 1238' from DER, 557' left of centerline, up to 41' AGL/677' MSL.  
 Trees beginning 1339' from DER, 211' right of centerline, up to 55' AGL/690' MSL.  
**Rwy 35**, airport visual aid 56' from DER, 25' right of centerline, 3' AGL/649' MSL.

## ODESSA, TX

### ODESSA-SCHLEMEYER FLD (ODO)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3A 13SEP18 (21308) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 16**, 300-2 or std. w/min. climb of 255' per NM to 3400, or alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient. Takeoff must occur no later than 1300 feet prior to DER.  
**Rwy 20**, 300-2½ or std. w/min. climb of 225' per NM to 3400, or alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient. Takeoff must occur no later than 2100' prior to DER.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 2**, vehicles on roadway 184' from DER, left and right of centerline, up to 13' AGL/3013' MSL.  
**Rwy 16**, tower 1.5 NM from DER, 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.  
**Rwy 34**, vehicles on roadway beginning 48' from DER, left and right of centerline, up to 16' AGL/3001' MSL.  
 Hangars 739' from DER, 628' left of centerline, 25' AGL/3012' MSL.  
 Antenna 1104' from DER, 185' right of centerline, 45' AGL/3032' MSL.

## ORANGE GROVE NALF (KNOG)

### ORANGE GROVE, TX

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 13JUN24 (24165) (USN)

##### TAKEOFF OBSTACLE NOTES:

**Rwy 31**, terrain 0' from DER, 500' right of centerline, 260' MSL.

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

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

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## OZONA, TX

### OZONA MUNI (OZA)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 10JUL03 (03191) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 16**, 300-1 or std. with a min. climb of 445' per NM to 2700.

**Rwy 34**, 200-1½ or std. with a min. climb of 380' per NM to 2600.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 16**, trees 3686' from DER, 354' left of centerline, 100' AGL/2560' MSL.

Trees 4436' from DER, 355' left of centerline, 100' AGL/2574' MSL.

**Rwy 34**, trees 1363' from DER, 638' left of centerline, 100' AGL/2529' MSL.

Trees 3479' from DER, 791' left of centerline, 100' AGL/2535' MSL.

Trees 7679' from DER, 932' left of centerline, 100' AGL/2593' MSL.

## PEARSALL, TX

### MC KINLEY FLD (T30)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 17NOV11 (22111) (FAA)

##### TAKEOFF OBSTACLE NOTES:

**Rwy 13**, trees beginning abeam DER, 300' left of centerline, up to 40' AGL/605' MSL.

Transmission lines beginning 1777' from DER, across centerline, up to 80' AGL/642' MSL.

**Rwy 31**, train on track 496' from DER, across centerline, 23' AGL/610' MSL.

Vehicle on road 291' from DER, across centerline, 15' AGL/602' MSL.

## PECOS, TX

### PECOS MUNI (PEQ)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 20SEP12 (12264) (FAA)

##### TAKEOFF OBSTACLE NOTES:

**Rwy 14**, bush 170' from DER, 252' right of centerline, up to 7' AGL/2607' MSL.

**Rwy 32**, bush 129' from DER, 348' left of centerline, up to 9' AGL/2614' MSL.

## PLEASANTON, TX

### PLEASANTON MUNI (PEZ)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 20NOV08 (08325) (FAA)

##### TAKEOFF OBSTACLE NOTES:

**Rwy 16**, vehicle on road 108' from DER, 285' left of centerline, 15' AGL/424' MSL.

Fence 135' from DER, 194' left of centerline, 3' AGL/412' MSL.

Fence 235' from DER, 38' right of centerline, 3' AGL/412' MSL.

Trees beginning 246' from DER, 56' left of centerline, up to 100' AGL/529' MSL.

Trees beginning 173' from DER, 154' right of centerline, up to 100' AGL/529' MSL.

**Rwy 34**, vehicle on road 136' from DER, left to right of centerline, up to 15' AGL/444' MSL.

Fence 191' from DER, 251' left of centerline, 3' AGL/442' MSL.

Trees beginning 210' from DER, 51' left of centerline, up to 100' AGL/539' MSL.

Tree 172' from DER, 74' right of centerline, 100' AGL/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

### CAMERON COUNTY (PIL)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2B 19JUL18 (25163) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 17**, std. w/min. climb of 243' per NM to 700 or 900-3 for VCOA.

**Rwy 21**, 600-3 w/min. climb of 231' per NM to 700 or std. w/min. climb of 312' per NM to 700 or 900-3 for VCOA.

##### DEPARTURE PROCEDURE:

**Rwy 13**, climb on heading 130° to 500 before turning right.

**Rwy 17**, climb on heading 175° to 600 before turning right.

##### VCOA:

**Rwy 17**, obtain ATC approval for VCOA when requesting IFR clearance: climb in visual conditions to cross Cameron County airport at or above 800 before proceeding on course.

CONT

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

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

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## PORT ISABEL, TX (CON'T)

### CAMERON COUNTY (PIL) (CON'T)

**Rwy 21**, obtain ATC approval for VCOA when requesting IFR clearance: climb in visual conditions to cross Cameron County airport at or above 800 before proceeding on course.

#### TAKEOFF OBSTACLE NOTES:

- Rwy 3**, trees beginning 15' from DER, 5' right of centerline, up to 100' AGL/117' MSL.  
Trees beginning 200' from DER, 25' left of centerline, up to 100' AGL/117' MSL.  
**Rwy 8**, trees beginning 141' from DER, 109' right of centerline, up to 100' AGL/117' MSL.  
Trees beginning 142' from DER, 183' left of centerline, up to 100' AGL/117' MSL.  
**Rwy 13**, trees beginning 6' from DER, 6' left of centerline, up to 100' AGL/117' MSL.  
Trees beginning 26' from DER, 15' right of centerline, up to 100' AGL/117' MSL.  
**Rwy 17**, trees beginning 183' from DER, 84' right of centerline, up to 100' AGL/117' MSL.  
Trees beginning 185' from DER, 178' left of centerline, up to 100' AGL/117' MSL.  
**Rwy 21**, trees beginning 90' from DER, 19' left of centerline, up to 100' AGL/117' MSL.  
Trees beginning 246' from DER, 0' of centerline, up to 100' AGL/117' MSL.  
Windmill 2.1 NM from DER, 2541' left of centerline, 492' AGL/512' MSL.  
Windmill 2.2 NM from DER, 1999' left of centerline, 492' AGL/514' MSL.  
Windmill 2.4 NM from DER, 1377' left of centerline, 499' AGL/522' MSL.  
**Rwy 26**, trees beginning 6' from DER, 208' right of centerline, up to 100' AGL/117' MSL.  
Trees beginning 7' from DER, 83' left of centerline, up to 100' AGL/117' MSL.  
**Rwy 35**, trees beginning 158' from DER, 202' right of centerline, up to 100' AGL/114' MSL.  
Trees beginning 765' from DER, 63' left of centerline, up to 100' AGL/114' MSL.  
Trees beginning 3191' from DER, 61' left of centerline, up to 100' AGL/117' MSL.

## PRESIDIO, TX

### PRESIDIO LELY INTL (PRS)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 03APR14 (14093) (FAA)

#### TAKEOFF MINIMUMS:

- Rwy 17**, std. w/min. climb of 230' per NM to 5600, or 1900-3 for climb in visual conditions.  
**Rwy 35**, std. w/min. climb of 280' per NM to 5700, or 1900-3 for climb in visual conditions.

#### DEPARTURE PROCEDURE:

- Rwy 17**, climbing left turn to 9000 on heading 045° and MRF VOR/DME R-185 to MRF VOR/DME, or for climb in visual conditions, cross Presidio Lely Intl airport at or above 4700, then climb to 9000 on heading 021° and MRF VOR/DME R-197 to MRF VOR/DME. When executing VCOA, notify ATC prior to departure.  
**Rwy 35**, climbing right turn to 9000 on heading 065° and MRF VOR/DME R-190 to MRF VOR/DME, or for climb in visual conditions, cross Presidio Lely Intl airport at or above 4700, then climb to 9000 on heading 021° and MRF VOR/DME R-197 to MRF VOR/DME. When executing VCOA, notify ATC prior to departure.

#### TAKEOFF OBSTACLE NOTES:

- Rwy 17**, brush abeam DER, left and right of centerline, up to 10' AGL/2929' MSL.  
Power line 990' from DER, 762' left of centerline, 86' AGL/3005' MSL.  
Vehicles on road, 990' from DER, 762' left of centerline, 17' AGL/2936' MSL.  
**Rwy 35**, brush abeam DER, left and right of centerline, up to 10' AGL/3089' MSL.  
Powerlines beginning 2978' from DER, 749' right of centerline, up to 86' AGL/3205' MSL.  
Vehicles on road, 2978' from DER, 1291' right of centerline, up to 17' AGL/3016' MSL.

## ROBSTOWN, TX

### NUECES COUNTY (RBO)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1B 07AUG25 (25219) (FAA)

#### TAKEOFF MINIMUMS:

- Rwy 13**, std w/min climb of 267'/NM to 1400, or 1400-3 for VCOA.

#### DEPARTURE PROCEDURE:

- Rwy 13**, climb on heading 129° to 1400 before proceeding on course.  
**Rwy 31**, climb on heading 309° to 700 before proceeding on course.

#### VCOA:

- Rwy 13**, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Nueces County airport at or above 1300 before proceeding on course.

#### TAKEOFF OBSTACLE NOTES:

- Rwy 13**, vehicles on road 137' from DER, 497' left of centerline, 15' AGL/92' MSL.  
Transmission line, pole beginning 144' from DER, 516' left of centerline, up to 35' AGL/109' MSL.  
Pole, vehicles on road beginning 282' from DER, 119' left of centerline, up to 39' AGL/112' MSL.  
Poles beginning 1004' from DER, 346' right of centerline, up to 112' MSL.  
Pole 1434' from DER, 779' right of centerline, 116' MSL.  
Silo 2255' from DER, 68' left of centerline, 62' AGL/136' MSL.  
**Rwy 31**, vehicles on road 375' from DER, 474' right of centerline, 15' AGL/93' MSL.

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

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

25219

## ROCKPORT, TX

ARANSAS COUNTY (RKP)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 15MAR07 (07074) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 14**, road plus vehicle 500' from DER, 593' left of centerline, 17' AGL/40' MSL.**Rwy 18**, antenna 5599' from DER, 602' left of centerline, 160' AGL/171' MSL.**Rwy 32**, road plus vehicle 291' from DER, 533' left of centerline, 17' AGL/40' MSL.**Rwy 36**, road plus vehicle 576' from DER, 597' left of centerline, 17' AGL/40' MSL.

## ROCKSPRINGS, TX

EDWARDS COUNTY (ECU)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 28SEP06 (06271) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 14**, multiple trees beginning 1076' from DER, 22' right of centerline, up to 100' AGL/2459' MSL.**Rwy 32**, fence 101' from DER, 35' left of centerline, 5' AGL/2374' MSL.

Multiple trees beginning 318' from DER, 71' left of centerline, up to 100' AGL/2479' MSL.

Multiple trees beginning 992' from DER, 532' right of centerline, up to 100' AGL/2479' MSL.

## SAN ANGELO, TX

SAN ANGELO RGNL/MATHIS FLD (SJT)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 26AUG10 (21112) (FAA)

DEPARTURE PROCEDURE:

**Rwy 27**, climb to 2500 before turning right.**Rwy 36**, climb to 2600 before turning left.

TAKEOFF OBSTACLE NOTES:

**Rwy 3**, fence 8' from DER, 490' right of centerline, 3' AGL/1896' MSL.**Rwy 18**, multiple trees and poles beginning 112' from DER, 183' left of centerline, up to 43' AGL/1962' MSL.

Multiple trees and poles beginning 1076' from DER, 114' right of centerline, up to 47' AGL/1966' MSL.

Catenary 1779' from DER, 457' right of centerline, 45' AGL/1964' MSL.

**Rwy 27**, multiple trees beginning 482' from DER, 74' left of centerline, up to 24' AGL/1933' MSL.

Light pole 1040' from DER, 252' left of centerline, 22' AGL/1931' MSL.

Tree 538' from DER, 226' right of centerline, 21' AGL/1930' MSL.

## SAN ANTONIO, TX

BOERNE STAGE AIRFIELD (5C1)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 18JAN07 (23166) (FAA)

DEPARTURE PROCEDURE:

**Rwy 17**, climb heading 169° to 2000 before turning westbound.**Rwy 35**, climb heading 349° to 2800 before turning westbound.

TAKEOFF OBSTACLE NOTES:

**Rwy 17**, tree, pole beginning 20' from DER, 34' left of centerline, up to 1446' MSL.

Tree, pole beginning 47' from DER, 12' right of centerline, up to 1410' MSL.

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, 986' right of centerline, 1450' MSL.

Tree 2327' from DER, 1069' right of centerline, 1455' MSL.

Tree 2464' from DER, 1005' left of centerline, 1452' MSL.

Tree 2465' from DER, 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.

**Rwy 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' left 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.

SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025

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

25219

SC-3

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

25219

## SAN ANTONIO, TX (CON'T)

### SAN ANTONIO INTL (SAT)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 1B 31OCT24 (24305) (FAA)

##### TAKEOFF OBSTACLE NOTES:

**Rwy 4**, tree 399' from DER, 604' left of centerline, 777' MSL.  
**Rwy 13R**, sign 43' from DER, 256' right of centerline, 3' AGL/781' MSL.  
 Antenna 1012' from DER, 729' right of centerline, 43' AGL/814' MSL.  
 Tower 1034' from DER, 722' right of centerline, 50' AGL/820' MSL.  
 Building 3802' from DER, 1487' right of centerline, 117' AGL/881' MSL.  
**Rwy 22**, pole 9' from DER, 4' right of centerline, 1' AGL/787' MSL.  
 Pole 10' from DER, 5' left of centerline, 1' AGL/787' MSL.  
 Building, pole beginning 1198' from DER, 700' right of centerline, up to 33' AGL/825' MSL.  
 Pole 2153' from DER, 937' right of centerline, 22' AGL/840' MSL.  
 Pole 2209' from DER, 1041' right of centerline, 21' AGL/847' MSL.  
 Pole 2276' from DER, 1086' right of centerline, 20' AGL/849' MSL.  
 Sign 2713' from DER, 1034' right of centerline, 75' AGL/857' MSL.  
 Poles beginning 3080' from DER, 1236' right of centerline, up to 23' AGL/869' MSL.  
**Rwy 31L**, lighting 10' from DER, 128' right of centerline, 2' AGL/810' MSL.  
 NAVAID 11' from DER, 5' left of centerline, 1' AGL/810' MSL.  
 Vehicle on road 188' from DER, 474' right of centerline, 815' MSL.  
 Pole 1931' from DER, 910' left of centerline, 38' AGL/867' MSL.  
 Pole 2357' from DER, 913' left of centerline, 37' AGL/874' MSL.  
 Sign 2435' from DER, 1042' right of centerline, 61' AGL/873' MSL.  
 Tower 2767' from DER, 833' left of centerline, 45' AGL/891' MSL.  
 Pole 3127' from DER, 1140' left of centerline, 42' AGL/892' MSL.  
**Rwy 31R**, lighting 10' from DER, 92' right of centerline, 4' AGL/798' MSL.  
 Sign 60' from DER, 204' left of centerline, 3' AGL/799' MSL.  
 Utility building, NAVAID beginning 62' from DER, 187' left of centerline, up to 6' AGL/802' MSL.  
 Tower, antenna beginning 1260' from DER, 590' left of centerline, up to 56' AGL/854' MSL.

## STINSON MUNI (SSF)

### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

#### AMDT 3A 07AUG25 (25219) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 10**, std w/min climb of 230'/NM to 1900, or 1000-3 for VCOA.  
**Rwy 28**, 300-1% or std w/min climb of 225'/NM to 900 or alternatively, with std takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1800' prior to DER.

##### DEPARTURE PROCEDURE:

**Rwy 14**, climb on heading 142° to 1200 before turning left.  
**Rwy 32**, climb on heading 322° to 1500 before turning right.

##### VCOA:

**Rwy 10**, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Stinson Muni airport at or above 1400 before proceeding on course.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 10**, trees beginning 75' from DER, 399' left of centerline, up to 38' AGL/597' MSL.  
 Trees, vehicles on road, poles, building beginning 246' from DER, 247' left of centerline, up to 48' AGL/601' MSL.  
 Trees, poles beginning 832' from DER, 486' left of centerline, up to 607' MSL.  
 Tree 1349' from DER, 660' right of centerline, 74' AGL/604' MSL.  
 Tree 1546' from DER, 880' right of centerline, 80' AGL/606' MSL.  
 Tower 5133' from DER, 696' left of centerline, 148' AGL/702' MSL.  
**Rwy 14**, tree, vehicle on road beginning 9' from DER, 159' right of centerline, up to 577' MSL.  
 Vehicle on road 36' from DER, 397' left of centerline, 559' MSL.  
 Trees, vehicles on road, fence beginning 64' from DER, on centerline, up to 55' AGL/586' MSL.  
 Vehicle on road 173' from DER, 87' left of centerline, 561' MSL.  
 Trees, vehicles on road beginning 189' from DER, 1' left of centerline, up to 25' AGL/572' MSL.  
 Trees beginning 255' from DER, 1' right of centerline, up to 596' MSL.  
 Trees, vehicle on road beginning 334' from DER, 34' left of centerline, up to 35' AGL/574' MSL.  
 Trees beginning 356' from DER, 54' left of centerline, up to 38' AGL/575' MSL.  
 Tree 363' from DER, 164' left of centerline, 40' AGL/578' MSL.  
 Trees beginning 366' from DER, 39' left of centerline, up to 43' AGL/579' MSL.  
 Trees beginning 383' from DER, 56' left of centerline, up to 45' AGL/581' MSL.  
 Trees beginning 416' from DER, 16' left of centerline, up to 584' MSL.  
 Trees beginning 457' from DER, 10' left of centerline, up to 587' MSL.  
 Trees, poles, buildings beginning 539' from DER, on and left of centerline, up to 598' MSL.  
 Trees beginning 697' from DER, on and right of centerline, up to 39' AGL/598' MSL.  
 Trees, pole beginning 740' from DER, 13' right of centerline, up to 601' MSL.  
 Trees, pole beginning 746' from DER, 10' left of centerline, up to 605' MSL.  
 Trees, poles beginning 828' from DER, 17' left of centerline, up to 607' MSL.  
 Trees, poles, solar panels beginning 857' from DER, 4' right of centerline, up to 48' AGL/604' MSL.  
 Trees beginning 941' from DER, 12' left of centerline, up to 610' MSL.  
 Trees beginning 1048' from DER, 1' left of centerline, up to 77' AGL/615' MSL.  
 Trees beginning 1111' from DER, 1' left of centerline, up to 80' AGL/619' MSL.  
 Pole, trees beginning 1312' from DER, 9' right of centerline, up to 607' MSL.

##### CON'T

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

25219

SC-3

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

25219

## SAN ANTONIO, TX (CON'T) STINSON MUNI (SSF) (CON'T)

**Rwy 14 (CON'T)**, pole 1461' from DER, 807' right of centerline, 617' MSL.  
 Poles, trees beginning 1479' from DER, 41' right of centerline, up to 619' MSL.  
 Poles, trees beginning 1589' from DER, 33' right of centerline, up to 620' MSL.  
 Transmission line 4205' from DER, 133' right of centerline, 119' AGL/663' MSL.  
**Rwy 28**, vehicle on road 40' from DER, 303' left of centerline, 589' MSL.  
 Trees, vehicles on road, pole beginning 40' from DER, 16' left of centerline, up to 606' MSL.  
 Fence 41' from DER, 303' right of centerline, 8' AGL/584' MSL.  
 Vehicle on road 110' from DER, 58' right of centerline, 593' MSL.  
 Vehicle on road 122' from DER, 109' right of centerline, 594' MSL.  
 Vehicle on road 129' from DER, 143' right of centerline, 595' MSL.  
 Poles, vehicles on road, trees beginning 142' from DER, 4' right of centerline, up to 37' AGL/619' MSL.  
 Poles, trees beginning 492' from DER, 5' left of centerline, up to 613' MSL.  
 Poles, trees, buildings beginning 619' from DER, 32' left of centerline, up to 44' AGL/616' MSL.  
 Poles, trees, building beginning 702' from DER, 27' right of centerline, up to 41' AGL/620' MSL.  
 Pole 857' from DER, 175' right of centerline, 39' AGL/621' MSL.  
 Poles, buildings, trees beginning 867' from DER, 11' right of centerline, up to 624' MSL.  
 Poles, trees beginning 925' from DER, 61' left of centerline, up to 41' AGL/618' MSL.  
 Poles, buildings, trees beginning 1025' from DER, 57' right of centerline, up to 627' MSL.  
 Tree 1077' from DER, 159' left of centerline, 41' AGL/619' MSL.  
 Trees, buildings, poles beginning 1078' from DER, on centerline, up to 641' MSL.  
 Trees, pole beginning 1096' from DER, 100' left of centerline, up to 42' AGL/622' MSL.  
 Trees, pole beginning 1104' from DER, 111' left of centerline, up to 45' AGL/624' MSL.  
 Tree 1132' from DER, 89' left of centerline, 49' AGL/629' MSL.  
 Trees beginning 1147' from DER, 121' left of centerline, up to 55' AGL/634' MSL.  
 Trees, poles, building beginning 1150' from DER, 13' left of centerline, up to 58' AGL/639' MSL.  
 Trees, poles beginning 1460' from DER, 4' right of centerline, up to 649' MSL.  
 Trees, pole beginning 1886' from DER, 219' right of centerline, up to 654' MSL.  
 Trees beginning 2027' from DER, 125' right of centerline, up to 655' MSL.  
 Trees beginning 2325' from DER, 135' right of centerline, up to 656' MSL.  
 Trees beginning 2358' from DER, 132' left of centerline, up to 65' AGL/649' MSL.  
 Tree 3569' from DER, 1381' right of centerline, 668' MSL.  
 Tank 1.3 NM from DER, 1333' right of centerline, 177' AGL/802' MSL.  
**Rwy 32**, fence beginning 18' from DER, 19' left of centerline, up to 8' AGL/548' MSL.  
 Fence beginning 34' from DER, 5' right of centerline, up to 7' AGL/578' MSL.  
 Pole, vehicles on road beginning 44' from DER, 48' left of centerline, up to 35' AGL/605' MSL.  
 Vehicles on road beginning 55' from DER, on and right of centerline, up to 586' MSL.  
 Pole, fence, trees, vehicle on road beginning 65' from DER, 25' left of centerline, up to 606' MSL.  
 Trees, vehicles on road, fence, sign, pole beginning 98' from DER, 18' right of centerline, up to 43' AGL/610' MSL.  
 Trees, vehicles on road beginning 181' from DER, 75' left of centerline, up to 610' MSL.  
 Trees, vehicles on road beginning 236' from DER, 1' left of centerline, up to 619' MSL.  
 Trees, vehicles on road beginning 311' from DER, 19' right of centerline, up to 615' MSL.  
 Tree, vehicle on road beginning 432' from DER, 226' left of centerline, up to 625' MSL.  
 Tree 529' from DER, 409' left of centerline, 628' MSL.  
 Trees beginning 578' from DER, on and left of centerline, up to 630' MSL.  
 Trees beginning 581' from DER, 73' right of centerline, up to 46' AGL/618' MSL.  
 Trees beginning 619' from DER, 4' right of centerline, up to 46' AGL/619' MSL.  
 Trees beginning 741' from DER, 49' right of centerline, up to 46' AGL/620' MSL.  
 Trees beginning 791' from DER, 13' right of centerline, up to 50' AGL/622' MSL.  
 Trees beginning 893' from DER, 24' right of centerline, up to 631' MSL.  
 Trees beginning 1078' from DER, on and right of centerline, up to 635' MSL.  
 Trees beginning 1470' from DER, 7' left of centerline, up to 637' MSL.  
 Trees beginning 1569' from DER, 37' right of centerline, up to 65' AGL/639' MSL.  
 Trees beginning 1591' from DER, 14' right of centerline, up to 68' AGL/642' MSL.  
 Trees beginning 1603' from DER, 33' left of centerline, up to 646' MSL.  
 Pole 2097' from DER, 504' left of centerline, 648' MSL.  
 Poles, trees beginning 2164' from DER, 219' left of centerline, up to 649' MSL.  
 Poles, tree beginning 2305' from DER, 260' left of centerline, up to 663' MSL.  
 Poles beginning 2439' from DER, 618' left of centerline, up to 75' AGL/668' MSL.  
 Antenna, tower beginning 3887' from DER, 1295' left of centerline, up to 676' 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.  
**CON'T**

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

25219





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



25219

## SAN SABA, TX (CON'T)

### SAN SABA COUNTY MUNI (81R) (CON'T)

**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

### SINTON (T69)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 13NOV14 (24137) (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.

## SMITHVILLE, TX

### SMITHVILLE CRAWFORD MUNI (84R)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 15JUN23 (23166) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 17**, 300-1¼ or std. w/min. climb of 300' per NM to 600, or 1000-3 for VCOA.

**Rwy 35**, 300-1¼ 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, poles beginning 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.  
**Rwy 35**, fence 104' from DER, 294' left of centerline, 6' AGL/327' MSL.  
Sign, trees, vehicle on road beginning 297' from DER, 357' right of centerline, up to 34' AGL/360' MSL.  
Tree 311' from DER, 472' left of centerline, 332' MSL.  
Trees beginning 522' from DER, 53' left of centerline, up to 340' MSL.  
Trees, pole beginning 903' from DER, 65' left of centerline, up to 362' MSL.  
Trees, poles, building beginning 1075' from DER, 322' right of centerline, up to 384' MSL.  
Trees beginning 1270' from DER, 14' left of centerline, up to 40' AGL/366' MSL.  
Trees, building, pole beginning 1296' 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, fence, terrain, building beginning 1560' from DER, 2' right of centerline, up to 426' MSL.

CON'T



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



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

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## SMITHVILLE, TX (CON'T)

### SMITHVILLE CRAWFORD MUNI (84R) (CON'T)

**Rwy 35 (CON'T)**, 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.  
 Tree 2113' from DER, 7' left of centerline, 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, building 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.  
 Trees beginning 3668' from DER, 110' left of centerline, up to 38' 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 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/495' MSL.  
 Trees, vehicle on road beginning 4858' from DER, 306' right of centerline, up to 42' 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, poles, 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

AMDT 2 20AUG15 (15232) (FAA)

#### TAKEOFF MINIMUMS:

**Rwy 18**, 300-1 or std. w/min. climb gradient of 553' per NM to 2400.

#### DEPARTURE PROCEDURE:

**Rwy 18**, climb heading 182° to 2900 before turning left.

#### TAKEOFF OBSTACLE NOTES:

**Rwy 18**, buildings beginning 683' from DER, left and right of centerline, up to 27' AGL/2163' MSL.

Trees and terrain beginning 2233' from DER, 686' right of centerline, up to 50' AGL/2309' MSL.

Tower 4860' from DER, 1458' right of centerline, 75' AGL/2287' MSL.

CON'T

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

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

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## SONORA, TX (CON'T)

### SONORA MUNI (SOA) (CON'T)

**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

AMDT 1A 17AUG17 (17229) (FAA)

##### TAKEOFF OBSTACLE NOTES:

**Rwy 17**, transmission line towers beginning 2212' from DER, 17' left of centerline, up to 50' AGL/656' MSL.  
 Transmission line towers beginning 2298' from DER, 463' right of centerline, up to 85' AGL/649' MSL.  
 Transmission line tower 2365' from DER, 1041' right of centerline, 110' AGL/661' MSL.  
**Rwy 35**, vehicles on road 773' from DER, 544' left of centerline, 630' MSL.  
 Pole and tree beginning 829' from DER, 442' left of centerline, up to 28' AGL/642' MSL.  
 Vehicles on road 1105' from DER, 427' right of centerline, 635' MSL.  
 Tree 1129' from DER, 415' right of centerline, 639' MSL.  
 Poles beginning 1150' from DER, 474' right of centerline, up to 30' AGL/644' MSL.

## 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.  
**Rwy 16**, vegetation 60' from DER, 209' left of centerline, 680' MSL.  
**Rwy 21**, hangars beginning 548' from DER, 571' right of centerline, up to 18' AGL/697' MSL.  
**Rwy 34**, tree 306' from DER, 473' right of centerline, 695' MSL.  
 Tree 479' from DER, 545' right of centerline, 701' MSL.

## UVALDE, TX

### GARNER FLD (UVA)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 05MAY11 (22139) (FAA)

##### TAKEOFF OBSTACLE NOTES:

**Rwy 15**, trees and poles beginning 70' from DER, 374' left of centerline, up to 100' AGL/1039' MSL.  
 Trees and poles beginning 208' from DER, 359' right of centerline, up to 100' AGL/1059' MSL.  
**Rwy 33**, vehicle on roadway 622' from DER, left and right of centerline, up to 15' AGL/966' MSL.  
 Trees beginning 744' from DER, 636' left of centerline, up to 100' AGL/1059' MSL.  
 Trees beginning 861' from DER, 269' right of centerline, up to 100' AGL/1049' MSL.

## VAN HORN, TX

### CULBERSON COUNTY (VHN)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 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.

##### CON'T

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

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



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## VAN HORN, TX (CON'T)

### CULBERSON COUNTY (VHN) (CON'T)

#### 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/3930' MSL.  
Trees, vehicle on road beginning 248' from DER, 343' right of centerline, up to 18' AGL/3931' 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.  
Vegetation beginning 84' from DER, 404' left of centerline, up to 3961' MSL.  
Trees 4132' from DER, 1604' 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/4093' 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.  
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 5637' from DER, 1910' right of centerline, 100' AGL/4120' MSL.  
Trees beginning 5666' from DER, 100' right of centerline, up to 100' AGL/4123' MSL.  
Trees beginning 5844' from DER, 175' left of centerline, up to 100' AGL/4116' MSL.  
Trees beginning 5897' from DER, 125' 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.

## TSTC WACO (CNW)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 05DEC19 (19339) (FAA)

#### TAKEOFF OBSTACLE NOTES:

**Rwy 17L**, terrain 104' from DER, 473' right of centerline, 460' MSL.  
Terrain 198' from DER, 467' right of centerline, 464' MSL.  
Poles beginning 1123' from DER, 584' left of centerline, up to 45' AGL/493' MSL.  
**Rwy 17R**, vehicles on roads beginning at DER, 365' right of centerline, up to 10' AGL/479' MSL.  
Trees beginning 750' from DER, 482' right of centerline, up to 66' AGL/514' MSL.  
Trees beginning 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 35L**, aircraft on taxiway at DER, on centerline, 65' AGL/532' MSL.  
Aircraft on taxiway 783' from DER, 478' left of centerline, 65' AGL/534' MSL.  
Aircraft on taxiway 808' from DER, 315' right of centerline, 65' AGL/518' MSL.  
Tree 2349' from DER, 669' left of centerline, 537' MSL.  
Tree 2877' from DER, 1044' left of centerline, 539' MSL.  
**Rwy 35R**, tree 2082' from DER, 897' left of centerline, 523' MSL.



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



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SC-3

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

25219

## WACO, TX (CON'T)

### WACO RGNL (ACT)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 12JUN25 (25163) (FAA)

##### TAKEOFF OBSTACLE NOTES:

**Rwy 1**, light poles, terrain beginning 9' from DER, 14' right of centerline, up to 1' AGL/503' MSL.  
 Light poles, terrain beginning 9' from DER, 15' left of centerline, up to 1' AGL/503' MSL.  
 Terrain 19' from DER, 33' right of centerline, 504' MSL.  
 Pole 1170' from DER, 594' left of centerline, 33' AGL/534' MSL.  
**Rwy 19**, light poles 10' from DER, 54' left of centerline, 1' AGL/509' MSL.  
 Light poles 10' from DER, 64' right of centerline, 1' AGL/509' MSL.  
 Building 590' from DER, 257' right of centerline, 41' AGL/524' MSL.  
**Rwy 32**, trees beginning 482' from DER, 20' left of centerline, up to 565' MSL.  
 Tree 762' from DER, 244' right of centerline, 30' AGL/529' MSL.  
 Trees beginning 763' from DER, 30' right of centerline, up to 41' AGL/545' MSL.  
 Trees beginning 887' from DER, 3' right of centerline, up to 556' MSL.

## WESLACO, TX

### MID VALLEY (TXW)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMD'T 1 02MAR17 (17061) (FAA)

##### DEPARTURE PROCEDURE:

**Rwy 14**, climbing left turn heading 360° to 1800 before proceeding on course.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 14**, road, fence, sign, tree, bldg, beginning 4' from DER, 174' left of centerline, up to 84' MSL.  
 Road, fence, beginning 18' from DER, 442' right of centerline, up to 82' MSL.  
 Road 71' from DER, 502' right of centerline, 83' MSL.  
 Tree, flagpole, road, pole, beginning 94' from DER, 421' left of centerline, up to 26' AGL/90' MSL.  
 Flagpole, road, beginning 110' from DER, 373' left of centerline, up to 31' AGL/96' MSL.  
 Tree, road, fence, beginning 161' from DER, 429' left of centerline, up to 33' AGL/98' MSL.  
 Pole, beginning 220' from DER, 408' left of centerline, up to 32' AGL/99' MSL.  
 Pole, tree, beginning 242' from DER, 412' left of centerline, up to 34' AGL/101' MSL.  
 Light pole, beginning 284' from DER, 462' left of centerline, up to 38' AGL/103' MSL.  
 Pole, tree, it pole, beginning 289' from DER, 349' left of centerline, up to 37' AGL/105' MSL.  
 Pole, tree, it pole, beginning 360' from DER, 307' left of centerline, up to 39' AGL/106' MSL.  
 Pole 499' from DER, 475' right of centerline, 31' AGL/98' MSL.  
 Pole 499' from DER, 471' right of centerline, 30' AGL/99' MSL.  
 Tower, tree, pole, it pole, ant, flagpole, bldg, beginning 511' from DER, 264' left of centerline, up to 60' AGL/131' MSL.  
 Catenary, road, pole, beginning 520' from DER, 468' right of centerline, up to 33' AGL/100' MSL.  
 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.  
 Antenna, pole, catenary, beginning 1422' from DER, 437' right of centerline, up to 59' AGL/127' MSL.  
 Flagpole, pole, beginning 1711' from DER, 763' right of centerline, up to 75' AGL/142' MSL.  
**Rwy 32**, road, fence, beginning 17' from DER, 345' left of centerline, up to 82' MSL.  
 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, bldg, beginning 111' from DER, 261' left of centerline, up to 38' AGL/103' MSL.  
 Road, beginning 562' from DER, 396' right of centerline, up to 87' MSL.  
 Road 630' from DER, 391' right of centerline, 88' MSL.  
 Road, beginning 659' from DER, 75' right of centerline, up to 89' MSL.  
 Trees, beginning 881' from DER, 571' left of centerline, up to 40' AGL/106' MSL.

## WINK, TX

### WINKLER COUNTY (INK)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 10MAR11 (11069) (FAA)

##### DEPARTURE PROCEDURE:

**Rwy 13**, climb heading 147° to 3400 before proceeding on course.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 4**, power lines beginning 524' from DER, 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.  
**Rwy 13**, trees beginning 133' from DER, 307' right of centerline, up to 50' AGL/2822' MSL.  
 Vehicles on road beginning 535' from DER, right and left of centerline, up to 15' AGL/2829' MSL.  
**Rwy 31**, trees beginning 49' from DER, 396' left of centerline, up to 50' AGL/2832' MSL.  
 Trees beginning 1563' from DER, 585' right of centerline, up to 50' AGL/2874' MSL.

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

25219

SC-3



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



25219

## WINTERS, TX

WINTERS MUNI (77F)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 12JUN25 (25163) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 18**, tree 103' from DER, 275' left of centerline, 25' AGL/1892' MSL.

Trees beginning 105' from DER, 16' left of centerline, up to 25' AGL/1896' MSL.

Tree 107' from DER, 241' right of centerline, 25' AGL/1902' MSL.

Trees, fence beginning 109' from DER, 70' right of centerline, up to 25' AGL/1912' MSL.

Tree 406' from DER, 277' left of centerline, 25' AGL/1902' MSL.

Trees beginning 408' from DER, 18' left of centerline, up to 25' AGL/1905' MSL.

Tree 710' from DER, 279' left of centerline, 25' AGL/1909' MSL.

Trees beginning 711' from DER, 20' left of centerline, up to 25' AGL/1912' MSL.

Trees beginning 1016' from DER, 233' right of centerline, up to 25' AGL/1915' MSL.

Trees beginning 1318' from DER, 24' left of centerline, up to 25' AGL/1915' MSL.

**Rwy 36**, trees beginning 23' from DER, 5' left of centerline, up to 25' AGL/1892' MSL.

Trees beginning 26' from DER, 248' right of centerline, up to 25' AGL/1886' MSL.

## YOAKUM, TX

YOAKUM MUNI (T85)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 10MAR11 (11069) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 13**, vehicle on road, 179' from DER, 237' left of centerline, up to 15' AGL/364' MSL.**Rwy 31**, vehicle on road, 77' from DER, 257' right of centerline, up to 15' AGL/384' MSL.

## 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.

SC-3, 07 AUG 2025 to 02 OCT 2025



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



25219

SC-3

SC-3, 07 AUG 2025 to 02 OCT 2025





## NAME ALTERNATE MINIMUMS

### **FREDERICKSBURG, TX**

GILLESPIE  
COUNTY (T82).....**RNAV (GPS) Rwy 14**  
**RNAV (GPS) Rwy 32**  
**VOR/DME-A**

NA when local weather not available.

Category C, 900-2½.

### **GEORGETOWN, TX**

GEORGETOWN  
EXEC (GTU).....**RNAV (GPS) Rwy 11<sup>1</sup>**  
**RNAV (GPS) Rwy 18**  
**RNAV (GPS) Rwy 29<sup>1</sup>**  
**RNAV (GPS) Rwy 36**

Category D, 900-2¾.

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

### **GEORGE WEST, TX**

LAKE OAK  
COUNTY (8T6).....**RNAV (GPS) Rwy 13**  
NA when local weather not available.

### **HARLINGEN, TX**

VALLEY INTL (HRL).....**ILS or LOC Rwy 18R<sup>1</sup>**  
**ILS or LOC Rwy 36L**  
**RNAV (GPS) Rwy 18L**  
**RNAV (GPS) Rwy 36R**  
**RNAV (GPS) Y Rwy 13**  
**RNAV (GPS) Y Rwy 18R**  
**RNAV (GPS) Y Rwy 31**  
**RNAV (GPS) Y Rwy 36L**  
**VOR Rwy 18L**  
**VOR Rwy 36L**  
**VOR Y or TACAN Rwy 31<sup>2</sup>**  
**VOR Z Rwy 31**

NA when local weather not available.

<sup>1</sup>NA when control tower closed.

<sup>2</sup>Categories A, B, 1000-2; Categories C, D, 1000-3.

### **HEBRONVILLE, TX**

JIM HOGG  
COUNTY (HBV).....**RNAV (GPS) Rwy 13**  
NA when local weather not available.

### **HONDO, TX**

SOUTH TEXAS RGNL  
AT HONDO (HDO).....**RNAV (GPS) Rwy 17L**  
**RNAV (GPS) Rwy 35R**  
NA when local weather not available.

### **INGLESIDE, TX**

INGLESIDE RGNL (TFP).....**RNAV (GPS) Rwy 13**  
**RNAV (GPS) Rwy 31**  
NA when local weather not available.  
Category C, 900-2½; Category D, 1000-3.

### **KENEDY, TX**

KENEDY RGNL (2R9).....**RNAV (GPS) Rwy 34**  
NA when local weather not available.

## NAME ALTERNATE

### **KERRVILLE, TX**

KERRVILLE MUNI/LOUIS SCHREINER  
FLD (ERV).....**RNAV (GPS) Rwy 12<sup>1</sup>**  
**RNAV (GPS) Rwy 30<sup>2</sup>**  
**VOR-A<sup>3</sup>**

NA when local weather not available.

<sup>1</sup>Category C, 800-2¼; Category D, 1000-3.

<sup>2</sup>Category C, 800-2¼.

<sup>3</sup>Categories A, B, 900-2; Category C, 900-2½.

### **LAGO VISTA, TX**

LAGO VISTA TX/  
RUSTY ALLEN (RYW).....**RNAV (GPS) Rwy 15**  
NA when local weather not available.

### **LAJITAS, TX**

LAJITAS INTL (T89).....**RNAV (GPS) Rwy 7<sup>1</sup>**  
**RNAV (GPS) Y Rwy 25<sup>2</sup>**

NA when local weather not available.

<sup>1</sup>Categories A, B, 1600-2; Categories C, D, 1600-3.

<sup>2</sup>Categories A, B, 1400-2; Category C, 1400-3,  
Category D, 1600-3.

### **LAMPASAS, TX**

LAMPASAS (LZZ).....**RNAV (GPS) Rwy 34**  
**VOR-A**

NA when local weather not available.

### **LAREDO, TX**

LAREDO INTL (LRD).....**ILS or LOC Rwy 18R<sup>12</sup>**  
**LOC BC Rwy 36L<sup>12</sup>**  
**RNAV (GPS) Rwy 14<sup>3</sup>**  
**RNAV (GPS) Rwy 18L<sup>3</sup>**  
**RNAV (GPS) Rwy 18R<sup>3</sup>**  
**RNAV (GPS) Rwy 32<sup>3</sup>**  
**RNAV (GPS) Rwy 36L<sup>3</sup>**  
**VOR or TACAN Rwy 14<sup>3</sup>**  
**VOR or TACAN Rwy 32<sup>3</sup>**

<sup>1</sup>NA when control tower closed.

<sup>2</sup>LOC, Category D, 800-2¼; Category E, 800-2½.

<sup>3</sup>Category D, 800-2¼; Category E, 800-2½.

### **LLANO, TX**

LLANO MUNI (AQO).....**RNAV (GPS) Rwy 17**  
**RNAV (GPS) Rwy 35**  
NA when local weather not available.

### **MARFA, TX**

MARFA MUNI (MRF).....**RNAV (GPS) Rwy 31**  
**VOR Rwy 31**  
Category D, 1000-3.



NAME ALTERNATE MINIMUMS

### MC ALLEN, TX

MC ALLEN INTL (MFE).....ILS or LOC Rwy 14<sup>1</sup>  
ILS or LOC Rwy 32<sup>1</sup>  
RNAV (GPS) Rwy 14<sup>2</sup>  
RNAV (GPS) Rwy 32<sup>2</sup>  
VOR Rwy 14<sup>2</sup>  
VOR Rwy 32<sup>2</sup>

NA when local weather not available.

<sup>1</sup>ILS, Category D, 700-2¼; LOC, Category D, 800-2¼.

<sup>2</sup>Category D, 800-2¼.

### MIDLAND, TX

MIDLAND  
AIRPARK (MDD).....RNAV (GPS) Rwy 25<sup>1</sup>  
RNAV (GPS) Rwy 34<sup>1</sup>  
VOR Rwy 25<sup>1</sup>

NA when local weather not available.

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

### MIDLAND INTL AIR AND SPACE

PORT (MAF).....ILS or LOC Rwy 10<sup>12</sup>  
VOR or TACAN Rwy 34L<sup>3</sup>  
VOR or TACAN Rwy 16R<sup>3</sup>

<sup>1</sup>ILS, Category D, 700-2; Category E, 800-2½;

LOC, Category E, 800-2½.

<sup>2</sup>NA when control tower closed.

<sup>3</sup>Category E, 800-2½.

### MONAHANS, TX

ROY HURD  
MEML(E01).....RNAV (GPS) Rwy 12  
RNAV (GPS) Rwy 30  
VOR/DME Rwy 12

NA when local weather not available.

### NEW BRAUNFELS, TX

NEW BRAUNFELS  
NTL (BAZ).....RNAV (GPS) Rwy 13  
RNAV (GPS) Rwy 17  
RNAV (GPS) Rwy 31  
RNAV (GPS) Rwy 35

NA when local weather not available.

### ODESSA, TX

ODESSA-SCHLEMEYER  
FLD (ODO).....RNAV (GPS) Rwy 11  
RNAV (GPS) Rwy 20  
RNAV (GPS) Rwy 29  
VOR-A

NA when local weather not available.

### PECOS, TX

PECOS MUNI (PEQ).....RNAV (GPS) Rwy 14  
RNAV (GPS) Rwy 32

NA when local weather not available.

Category C, 800-2¼; Category D, 800-2½.

NAME ALTERNATE

### PLEASANTON, TX

PLEASANTON  
MUNI (PEZ).....RNAV (GPS) Rwy 34  
NA when local weather not available.

### PORT ARANSAS, TX

MUSTANG  
BEACH (RAS).....RNAV (GPS) Rwy 12  
RNAV (GPS) Rwy 30  
NA when local weather not available.

### PORT ISABEL, TX

CAMERON  
COUNTY (PIL).....RNAV (GPS) Rwy 13  
NA when local weather not available.

### ROBSTOWN, TX

NUECES  
COUNTY (RBO).....RNAV (GPS) Rwy 13  
RNAV (GPS) Rwy 31  
NA when local weather not available.

### ROCKPORT, TX

ARANSAS  
COUNTY (RKP).....RNAV (GPS) Rwy 14  
RNAV (GPS) Rwy 18  
RNAV (GPS) Rwy 32  
RNAV (GPS) Rwy 36  
VOR or TACAN-A<sup>1</sup>

NA when local weather not available.

<sup>1</sup>Category C, 800-2¼.

### ROCKSPRINGS, TX

EDWARDS  
COUNTY (ECU).....VOR Rwy 14  
NA when local weather not available.

### SAN ANGELO, TX

SAN ANGELO RGNL/  
MATHIS FLD (SJT).....ILS Y or LOC Y Rwy 3<sup>12</sup>  
NDB Rwy 3<sup>3</sup>  
RNAV (GPS) Rwy 3<sup>4</sup>  
RNAV (GPS) Rwy 18<sup>4</sup>  
RNAV (GPS) Rwy 21<sup>4</sup>  
RNAV (GPS) Rwy 36<sup>4</sup>  
VOR Y or TACAN Y Rwy 3<sup>4</sup>

<sup>1</sup>LOC, Category D, 800-2½; Category E, 800-2¼.

<sup>2</sup>LOC, NA when control tower closed.

<sup>3</sup>NA when control tower closed.

<sup>4</sup>Category D, 800-2½; Category E, 800-2¼.

### SAN ANTONIO, TX

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



NAME ALTERNATE MINIMUMS

**SAN ANTONIO, TX (CON'T)**

SAN ANTONIO

INTL (SAT).....**ILS or LOC Rwy 13R<sup>1</sup>**  
**ILS or LOC Rwy 31L<sup>1</sup>**  
**RNAV (GPS) Y Rwy 4<sup>2</sup>**  
**RNAV (GPS) Y Rwy 13R<sup>2</sup>**  
**RNAV (GPS) Y Rwy 22<sup>2</sup>**  
**RNAV (GPS) Y Rwy 31L<sup>2</sup>**

<sup>1</sup>LOC, Category D, 800-2¼.

<sup>2</sup>Category D, 800-2¼.

STINSON

MUNI (SSF).....**RNAV (GPS) Rwy 28**  
**RNAV (GPS) Rwy 32**

NA when local weather not available.

**SINTON, TX**

SINTON (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.

**WACO, TX**

TSTC WACO (CNW).....**NDB Rwy 35R<sup>12</sup>**  
**RNAV (GPS) Rwy 17L**  
**RNAV (GPS) Rwy 35R**

NA when local weather not available.

<sup>1</sup>NA when Waco Rgnl approach control closed.

<sup>2</sup>Category D, 800-2¼.

NAME

ALTERNATE

**WACO, TX (CON'T)**

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<sup>1</sup>**  
**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.

<sup>1</sup>NA when control tower closed.

**WESLACO, TX**

MID

VALLEY (TXW).....**RNAV (GPS) Rwy 14<sup>1</sup>**  
**VOR-A**

NA when local weather not available.

<sup>1</sup>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.

RADAR INSTRUMENT APPROACH MINIMUMS

BIGGS AAF (KBIF), Fort Bliss, TX Amdt 8 30NOV23 (23334) (USA)

RADAR - 124.15 307.0 NA

ELEV 3947

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DH/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HATh/</u> <u>HAA</u>	<u>CEIL-VIS</u>
ASR <sup>1</sup>	22		AB	4460-¾	513	(600-¾)
			CDE	4460-1	513	(600-1)
CIR <sup>2</sup>	22		AB	4560-1	613	(700-1)
			C	4560-1¾	613	(700-1¾)
			D	4560-2	613	(700-2)
			E	4560-2¼	613	(700-2¼)

<sup>1</sup>When ALS inop, increase CAT AB vis to 1¼ mile, CAT CDE vis to 1½ miles.  
<sup>2</sup>CAT DE circling west of Rwy 4-22 NA.

SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR INSTRUMENT APPROACH MINIMUMS

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

ELEV 19

RADAR - (E) 6835 124.65 270.8 284.6 337.2 354.8



	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DH/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HATH/</u> <u>HAA</u>	<u>CEIL-VIS</u>
PAR <sup>1</sup>	13R <sup>2</sup>	3.0°/48/877	ABCDE	113-¾	100	(100-¾)
	18	3.0°/50/913	ABCDE	118-½	100	(100-½)
	31L	3.0°/51/959	ABCDE	117-½	100	(100-½)
	36	3.0°/50/937	ABCDE	118-½	100	(100-½)
PAR W/O GS <sup>1</sup>	13R <sup>3</sup>		ABCDE	340-¾	327	(400-¾)
	18		ABCDE	340-1	322	(400-1)
	36		AB	400-1	382	(400-1)
			CDE	400-1½	382	(400-1½)
	31L		AB	420-1	403	(500-1)
			CDE	420-1½	403	(500-1½)
ASR	18		AB	400-1	382	(400-1)
			CDE	400-1½	382	(400-1½)
	13R <sup>4 6 7</sup>		AB	420-¾	407	(500-¾)
			CDE	420-1	407	(500-1)
	13L		AB	420-1	402	(500-1)
			CDE	420-1½	402	(500-1½)
	4 <sup>7</sup>		AB	460-1	443	(500-1)
			CDE	460-1½	443	(500-1½)
	31L		AB	460-1	443	(500-1)
			CDE	460-1½	443	(500-1½)
	31R		AB	460-1	442	(500-1)
			CDE	460-1½	442	(500-1½)
CIR <sup>5</sup>	All Rwys		AB	460-1	442	(500-1)
			B	480-1	462	(500-1)
			C	520-1½	502	(600-1½)
			DE	580-2	562	(600-2)

SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025

<sup>1</sup>No-NOTAM MP: PAR Mon 1300-1700Z++.  
<sup>2</sup>When ALS inop, increase CAT ABCDE vis to ½ mile.  
<sup>3</sup>When ALS inop, increase CAT ABCDE vis to 1 mile.  
<sup>4</sup>When ALS inop increase CAT AB vis to 1 mile, CAT CDE vis to 1½ miles.  
<sup>5</sup>Circling authorized only from ASR and PAR W/O GS.  
<sup>6</sup>SDF at 2 NM from thld, 680' min.  
<sup>7</sup>SDF at 3 NM from thld, 980' min.

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR INSTRUMENT APPROACH MINIMUMS

EL PASO, TX  
EL PASO INTL (ELP)  
RADAR-1 124.25 298.85

Amdt 15D, 29DEC22 (22363) (FAA)

ELEV 3962

	RWY	GP/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS
ASR	22		AB	4440/24	490	(500-½)	CDE	4440/50	490	(400-1)
	26L		ABCDE	4400-¾	438	(500-¾)				
	4		AB	4400/55	477	(500-1¼)	CD	4400-1½	477	(500-1½)
			E	NA						
CIRCLING	ALL RWY		AB	4440-1	478	(500-1)	C	4480-1½	518	(600-1½)
			D	4680-2¼	718	(800-2¼)	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 3/8 SM, increase S-26L CAT A/B visibility to 1 SM, and CAT E to 1 1/4 SM.  
Caution: steeply rising terrain 4.5 NM west of airport.

SC-3, 07 AUG 2025 to 02 OCT 2025

FORT CAVAZOS (KILLEEN), TX  
ROBERT GRAY AAF (GRK)  
RADAR-1 - 120.075 323.15 NA

Orig-B, 30NOV23 (23334) (FAA)

ELEV 1015

	RWY	GP/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS
ASR	33		AB	1460-¾	465	(500-¾)	CDE	1460-1	465	(500-1)
	15		AB	1520/40	505	(600-¾)	CDE	1520/55	505	(600-1¼)
CIRCLING	ALL RWY		AB	1540-1¼	525	(600-1¼)	C	1560-1½	545	(600-1½)
			D	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 1½ mile.

SC-3, 07 AUG 2025 to 02 OCT 2025

FORT CAVAZOS (KILLEEN), TX  
ROBERT GRAY AAF (GRK)  
RADAR-2 - 120.075 323.15 NA

Orig-A, 24MAY18 (23334) (FAA)

ELEV 1015

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS
PAR	33	3.00°/53/973	ABCDE	1208-½	213	(200-½)
	15	3.00°/51/1062	ABCDE	1215/24	200	(200-½)

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

RADAR INSTRUMENT APPROACH MINIMUMS

KINGSVILLE NAS (KNQI), Kingsville, TX Amdt 2 23MAR23 (23082) (USN)  
RADAR<sup>1</sup> - (E) 121.05x 254.4x 263.075x 269.35x 305.2x 310.8x 349.0x 355.6x

ELEV 50

				DH/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS
	RWY	GS/TCH/RPI	CAT			
PAR <sup>2</sup>	35R <sup>3</sup>	3.0°/50/937	ABCDE	148-¼	100	(100-¼)
	13L	3.0°/50/949	ABCDE	149-½	100	(100-½)
	13R <sup>5</sup>	3.0°/50/972	ABCDE	150-½	100	(100-½)
	17R	3.0°/50/961	ABCDE	149-½	100	(100-½)
	31R	3.0°/50/907	ABCDE	144-½	100	(100-½)
	35L <sup>4</sup>	3.0°/50/951	ABCDE	148-½	100	(100-½)
PAR W/O GS <sup>2</sup>	35R <sup>7</sup>		ABCDE	380-¾	332	(400-¾)
	17R <sup>6</sup>		ABCDE	360-1	311	(400-1)
	31R <sup>8</sup>		ABCDE	380-1	336	(400-1)
	35L		ABCDE	380-1	332	(400-1)
	13L		AB	460-1	411	(500-1)
			CDE	460-1½	411	(500-1½)
	13R <sup>5</sup>		AB	460-1	410	(500-1)
			CDE	460-1½	410	(500-1½)
	ASR	35R <sup>7</sup>	AB	420-½	372	(400-½)
			CDE	420-¾	372	(400-¾)
	17L <sup>9</sup>		ABCDE	400-1	351	(400-1)
	17R <sup>9</sup>		ABCDE	400-1	351	(400-1)
	31L <sup>9</sup>		ABCDE	380-1	333	(400-1)
	31R <sup>9</sup>		ABCDE	380-1	336	(400-1)
	35L		ABCDE	420-1	372	(400-1)
	13L <sup>9</sup>		AB	460-1	411	(500-1)
			CDE	460-1½	411	(500-1½)
	13R <sup>9</sup>		AB	460-1	410	(500-1)
			CDE	460-1½	410	(500-1½)
	CIR <sup>10</sup>	ALL RWYS <sup>11</sup>	AB	540-1	490	(500-1)
			C	760-2	710	(800-2)
			D	760-2¼	710	(800-2¼)
			E	760-2½	710	(800-2½)

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

SC-3, 07 AUG 2025 to 02 OCT 2025

RADAR INSTRUMENT APPROACH MINIMUMS


RADAR INSTRUMENT APPROACH MINIMUMS

WACO, TX

Amdt 1B, 15JUN23 (23166) (FAA)

ELEV 592

MC GREGOR EXEC (PWG)

RADAR-1 127.65 352.0 



	<u>RWY</u>	<u>GP/TCH/RPI</u>	<u>CAT</u>	<u>DA/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HAA</u>	<u>CEIL-VIS</u>	<u>CAT</u>	<u>DA/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HAA</u>	<u>CEIL-VIS</u>
ASR	17		AB D	1260-1 NA	668	(700-1)	C	1260-1 $\frac{1}{8}$	668	(700-1 $\frac{1}{8}$ )
CIRCLING	ALL RWY		AB D	1260-1 NA	668	(700-1)	C	1300-2	708	(800-2)

WACO, TX

Amdt 4, 11FEB10 (10042) (FAA)

ELEV 470

TSTC WACO (CNW)

RADAR-1 127.65 227.125  

	<u>RWY</u>	<u>GP/TCH/RPI</u>	<u>CAT</u>	<u>DA/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HAA</u>	<u>CEIL-VIS</u>	<u>CAT</u>	<u>DA/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HAA</u>	<u>CEIL-VIS</u>
ASR	17L		AB D	1080- $\frac{1}{2}$ 1080-1 $\frac{1}{2}$	611 611	(700- $\frac{1}{2}$ ) (700-1 $\frac{1}{2}$ )	C	1080-1 $\frac{1}{4}$	611	(700-1 $\frac{1}{4}$ )
CIRCLING	ALL RWY		AB D	1080-1 1080-2	610 610	(700-1) (700-2)	C	1080-1 $\frac{1}{4}$	610	(700-1 $\frac{1}{4}$ )


When Waco Regional approach control closed, ASR not authorized.

WACO, TX

Amdt 4, 23SEP10 (14317) (FAA)

ELEV 516

WACO RGNL (ACT)

RADAR-1 127.65 227.125 

	<u>RWY</u>	<u>GP/TCH/RPI</u>	<u>CAT</u>	<u>DA/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HAA</u>	<u>CEIL-VIS</u>	<u>CAT</u>	<u>DA/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HAA</u>	<u>CEIL-VIS</u>
ASR	19		ABC	880/24	376	(400- $\frac{1}{2}$ )	D	880/50	376	(400-1)
	1		ABC	860-1	351	(400-1)	D	860-1 $\frac{1}{4}$	351	(400-1 $\frac{1}{4}$ )
	14		AB	920-1	407	(500-1)	CD	920-1 $\frac{1}{4}$	407	(500-1 $\frac{1}{4}$ )
	32		AB	1020-1	504	(600-1)	CD	1020-1 $\frac{1}{2}$	504	(600-1 $\frac{1}{2}$ )
CIRCLING	ALL RWY		AB D	1020-1 1080-2	504 564	(600-1) (600-2)	C	1020-1 $\frac{1}{2}$	504	(600-1 $\frac{1}{2}$ )

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

SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025

RADAR INSTRUMENT APPROACH MINIMUMS

14261

LAND AND HOLD-SHORT OPERATIONS (LAHSO)

THERE ARE NO LAND AND HOLD  
SHORT OPERATIONS (LAHSO)  
FOR SC-3 VOLUME

SC-3, 07 AUG 2025 to 02 OCT 2025

14261

SC-3, 07 AUG 2025 to 02 OCT 2025

24361

## 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 ellipses 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.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
AUSTIN, TX AUSTIN-BERGSTROM INTL (AUS)	HS 1 HS 2	E service road, Traffic on crossing Twy G and Twy H. Risk of surface incident. Acdt exiting Rwy 36R on Twy G some times turn onto Twy H thinking it is a continuation of Twy G.
SAN MARCOS RGNL (HYI)	HS 1 HS 2	Int of Rwy 26 and Rwy 35. Int of Rwy 31, Twy F and Rwy 35.
EL PASO, TX EL PASO INTL (ELP)	HS 1	Rwy 08R apch considered active, do not proceed on or cross without ATC clnc especially when taxiing to Rwy 04 via the terminal ramp.
GEORGETOWN, TX GEORGETOWN EXEC (GTU)	HS 1 HS 2	Int of Twy J and Twy A. Int of Twy D and Twy A.
HARLINGEN, TX VALLEY INTL (HRL)	HS 1	Rwy 31 and Rwy 36R apch ends are closely aligned.
MC ALLEN, TX MC ALLEN INTL (MFE)	HS 1	Rwy 14 hold short marking located in a non-standard location.
MIDLAND, TX MIDLAND INTL AIR AND SPACE PORT (MAF)	HS 1 HS 2	Rwy Incursion Risk: northbound pilots inadvertently miss turn onto Twy A on Twy P and incur Rwy 10-28. Confusing intersection: Twy B and Twy P converge on Rwy 10-28. Area not visible from twr.
NEW BRAUNFELS, TX NEW BRAUNFELS NTL (BAZ)	HS 1	Rwy 13 and Rwy 17 at Twy D wrong departure risk, and share same hold line at Twy D.
SAN ANGELO, TX SAN ANGELO RGNL/MATHIS FLD (SJT)	HS 1 HS 2 HS 3	Rwy 18-36 at the int of Rwy 09-27. Rwy 18-36 at the int of Twy D. Twy B close proximity to Rwy 18-36 and Rwy 03-21.
SAN ANTONIO, TX LACKLAND AFB (KELLY FLD ANNEX) (KSKF)	HS 1 HS 2	The unpaved portion of the north overrun. Int of Rwy 16-34, Twy D, and Twy G.
SAN ANTONIO INTL (SAT)	HS 1 HS 2	Rwy 31L hold short line on Rwy 04. Twy G and Twy N in close proximity of Rwy 31L.
WACO, TX WACO RGNL (ACT)	HS 1	Rwy 01 hold short line at approach end not visible from the tower.

\*See appropriate Chart Supplement HOT SPOT table for additional information.

24361



BEAHR THREE ARRIVAL (RNAV)

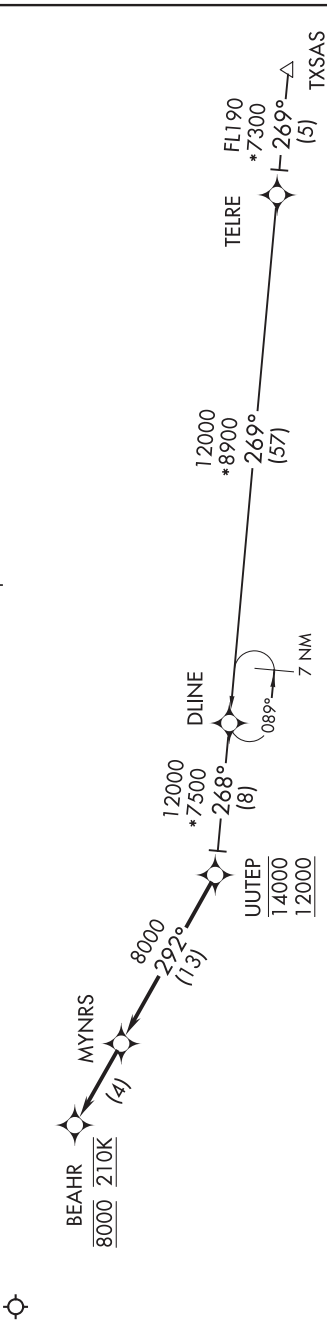
AL-134 (FAA)

EL PASO INTL (ELP)  
EL PASO, TEXAS

SC-3, 07 AUG 2025 to 02 OCT 2025

EL PASO D-ATIS  
120.0 254.3  
EL PASO APP CON  
124.25 298.85  
ALBUQUERQUE CENTER  
135.2 292.15

- NOTE: RADAR required.
- NOTE: RNAV 1.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: Turbojet aircraft only.
- NOTE: Expect RNP approach or RADAR vectors to final approach course prior to BEAHR.



ARRIVAL ROUTE DESCRIPTION

TXSAS TRANSITION (TXSAS:BEAHR3)

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

NOTE: Chart not to scale.

BEAHR THREE ARRIVAL (RNAV)

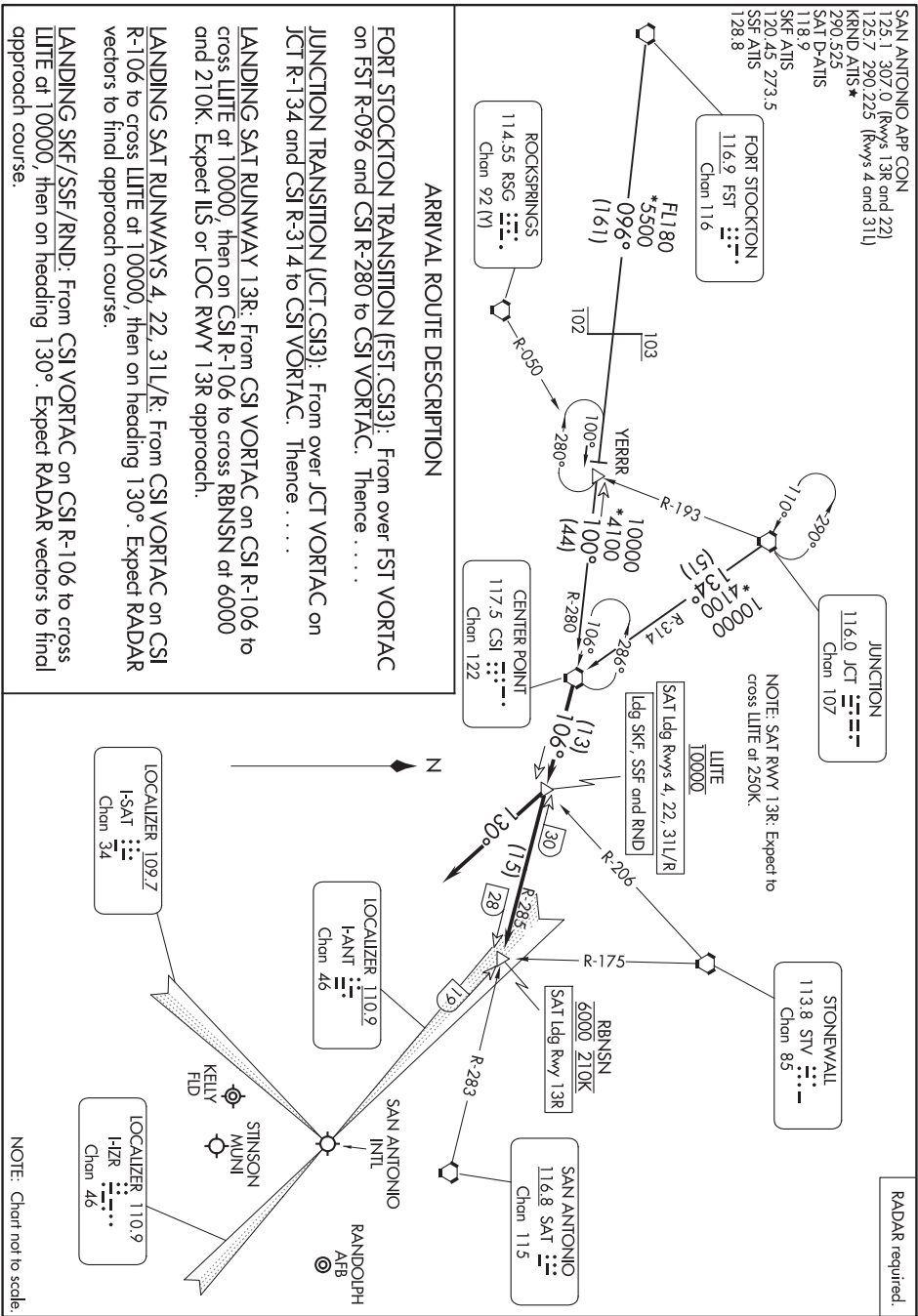
(BEAHR.BEAHR3) 03APR14

EL PASO, TEXAS  
EL PASO INTL (ELP)



CENTERPOINT THREE ARRIVAL

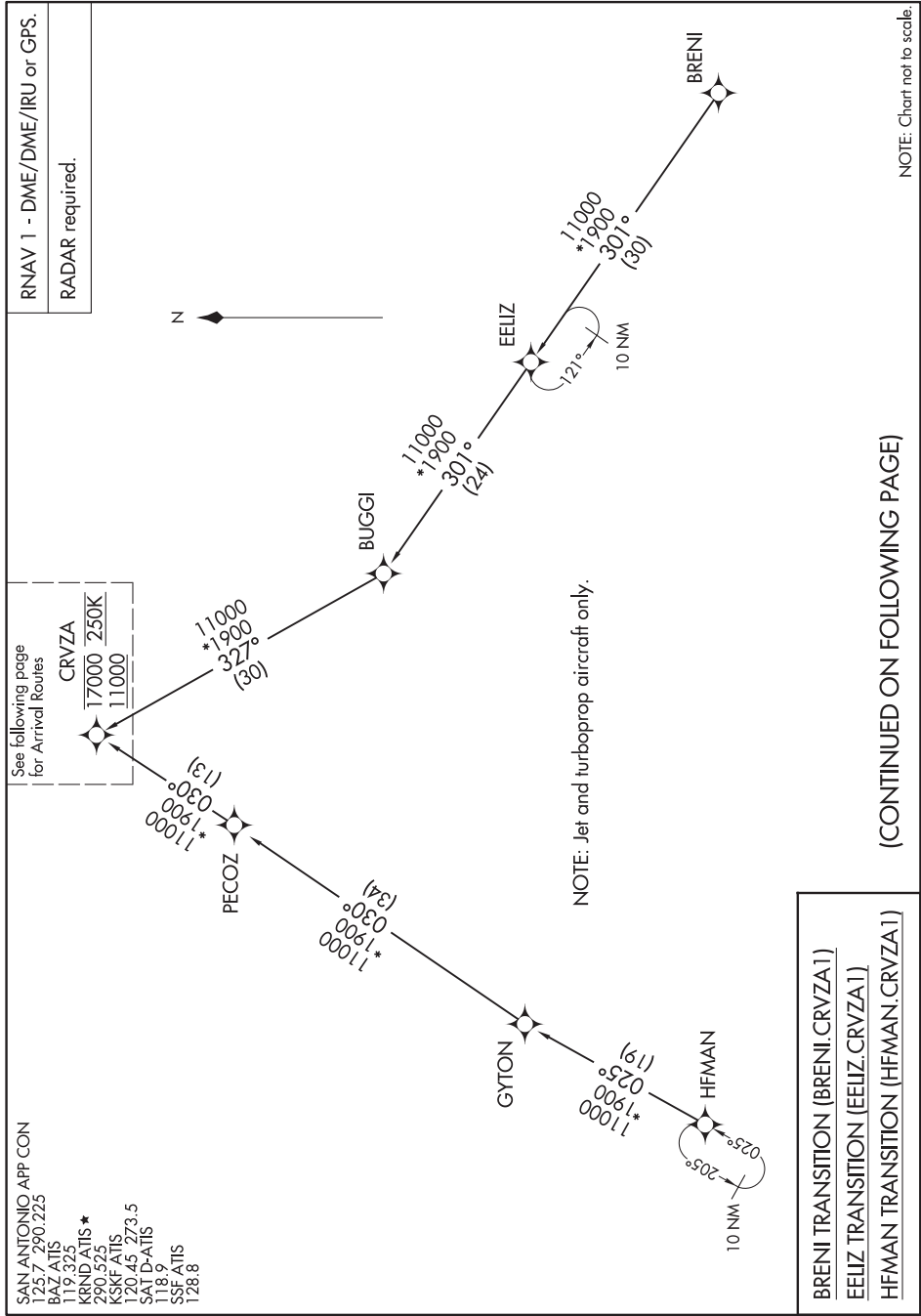
SAN ANTONIO, TEXAS

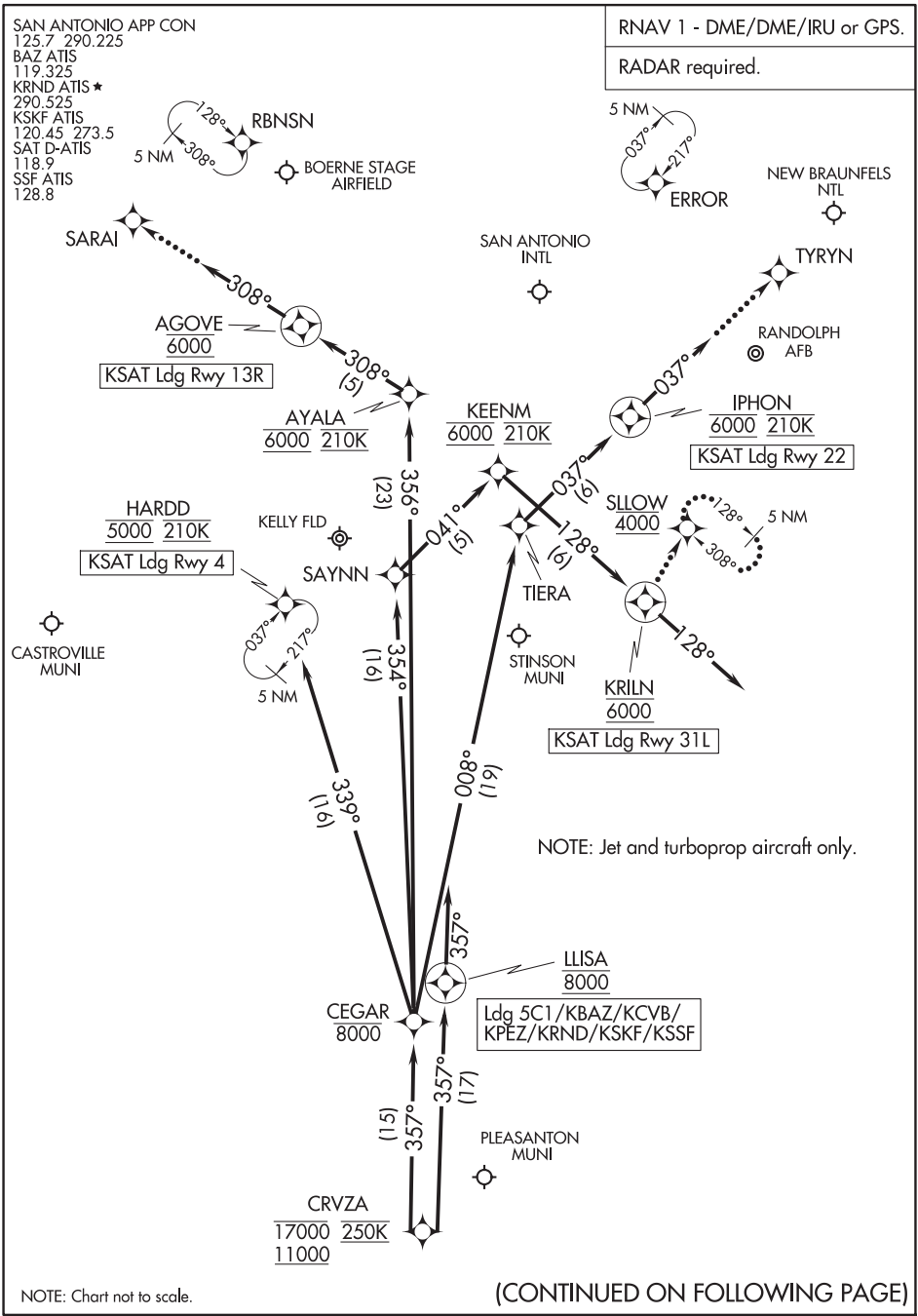


CENTERPOINT THREE ARRIVAL

SAN ANTONIO, TEXAS

SC-3, 07 AUG 2025 to 02 OCT 2025





ARRIVAL ROUTE DESCRIPTION

SAN ANTONIO INTL (KSAT): From CRVZA on track 357° to cross CEGAR at or below 8000.

LANDING KSAT RUNWAY 4: From CEGAR on track 339° to cross HARDD at 5000 and at 210K. Expect ILS or LOC RWY 4 approach.

LANDING KSAT RUNWAY 13R: From CEGAR on track 356° to cross AYALA at 6000 and at 210K, then on track 308° to cross AGOVE at 6000, then on track 308°. Expect RADAR vectors to final approach course.

LANDING KSAT RUNWAY 22: From CEGAR on track 008° to TIERA, then on track 037° to cross IPHON at 6000 and at 210K, then on track 037°. Expect RADAR vectors to final approach course.

LANDING KSAT RUNWAY 31L: From CEGAR on track 354° to SAYNN, then on track 041° to cross KEENM at 6000 and at 210K, then on track 128° to cross KRILN at 6000, then on track 128°. Expect RADAR vectors to final approach course.

LANDING KSKF/KBAZ/KCVB/KSSF/KPEZ/5C1/KRND: From CRVZA on track 357° to cross LLISA at 8000, then on track 357°. Expect RADAR vectors to final approach course.

LOST COMMUNICATIONS

KSAT RUNWAY 13R: After AGOVE proceed to SARAI, then on ILS or LOC RWY 13R or RNAV (GPS) Y RWY 13R approach.

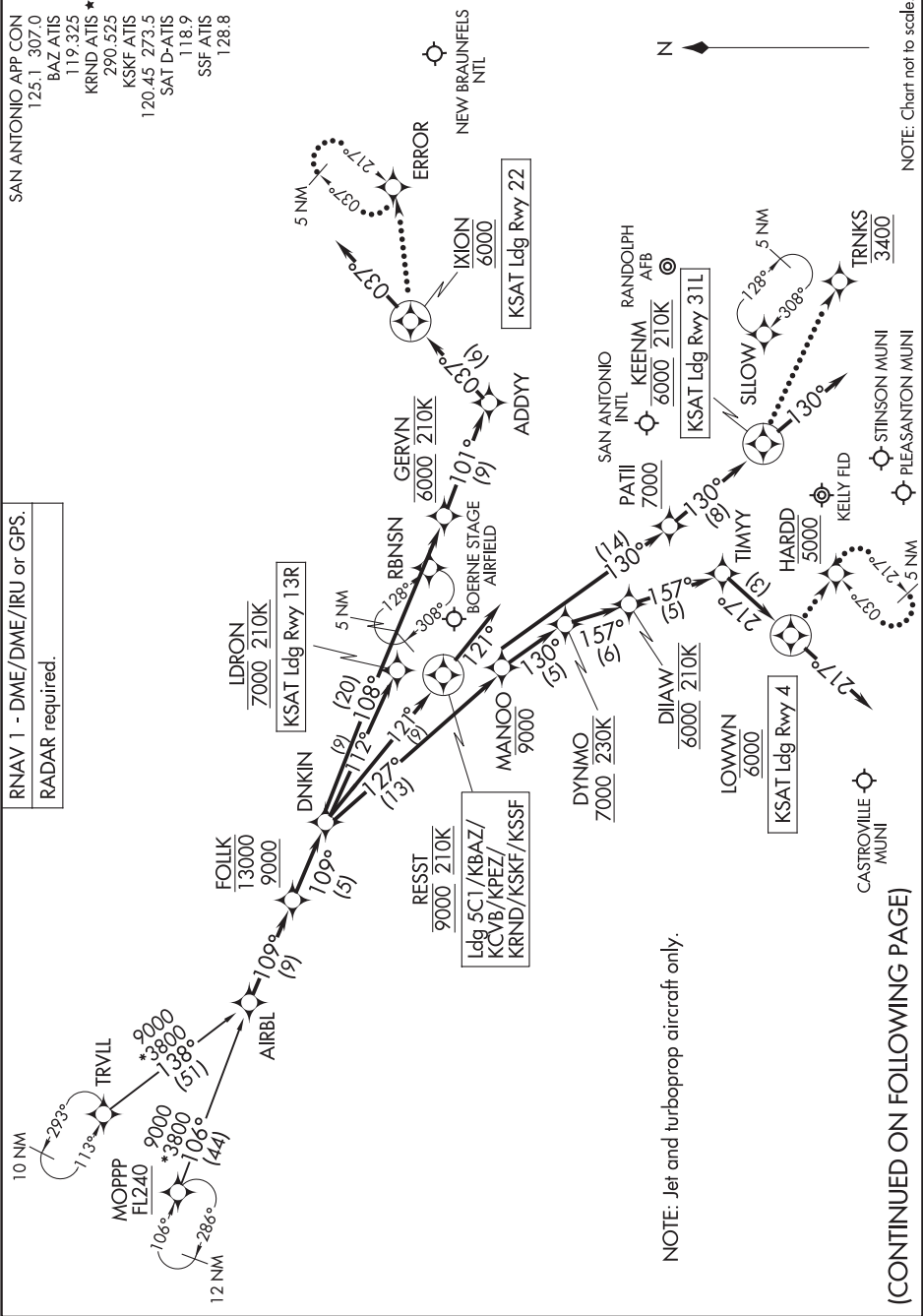
KSAT RUNWAY 22: After IPHON proceed to TYRYN, then on RNAV (GPS) Y RWY 22 approach.

KSAT RUNWAY 31L: After KRILN proceed to SLOW at 4000 and hold.

DNKIN ONE ARRIVAL (RNAV)

SAN ANTONIO, TEXAS

SAN ANTONIO APP CON  
125.1 307.0  
BAZ ATIS  
119.325  
KRND ATIS  
290.525  
KSKF ATIS  
120.45 273.5  
SAT D-ATIS  
118.9  
SSF ATIS  
128.8



DNKIN ONE ARRIVAL (RNAV)

SAN ANTONIO, TEXAS

ARRIVAL ROUTE DESCRIPTION

SAN ANTONIO INTL (KSAT):

From AIRBL on track 109° to cross FOLLK between 9000 and 13000, then on track 109° to DNKIN.

LANDING KSAT RUNWAY 4: From DNKIN on track 127° to cross MANOO at or below 9000, then on track 130° to cross DYNMO at or above 7000 and at 230K, then on track 157° to cross DIIAW at 6000 and at 210K, then on track 157° to TIMYY, then on track 217° to cross LOWWN at 6000, then on track 217°. Expect RADAR vectors to final approach course.

LANDING KSAT RUNWAY 13R: From DNKIN on track 112° to cross LDRON at 7000 and at 210K. Expect ILS or LOC Rwy 13R approach.

LANDING KSAT RUNWAY 22: From DNKIN on track 108° to cross GERVN at 6000 and at 210K, then on track 101° to ADDYY, then on track 037° to cross IXION at 6000, then on track 037°. Expect RADAR vectors to final approach course.

LANDING KSAT RUNWAY 31L: From DNKIN on track 127° to cross MANOO at or below 9000, then on track 130° to cross PATII at or above 7000, then on track 130° to cross KEENM at 6000 and at 210K, then on track 130°. Expect RADAR vectors to final approach course.

LANDING KSKF, KBAZ, KCVB, KSSF, KPEZ, 5C1, KRND: From AIRBL on track 109° to cross FOLLK between 9000 and 13000, then on track 109° to DNKIN, then on track 121° to cross RESST at 9000 and at 210K, then on track 121°. Expect RADAR vectors to final approach course.

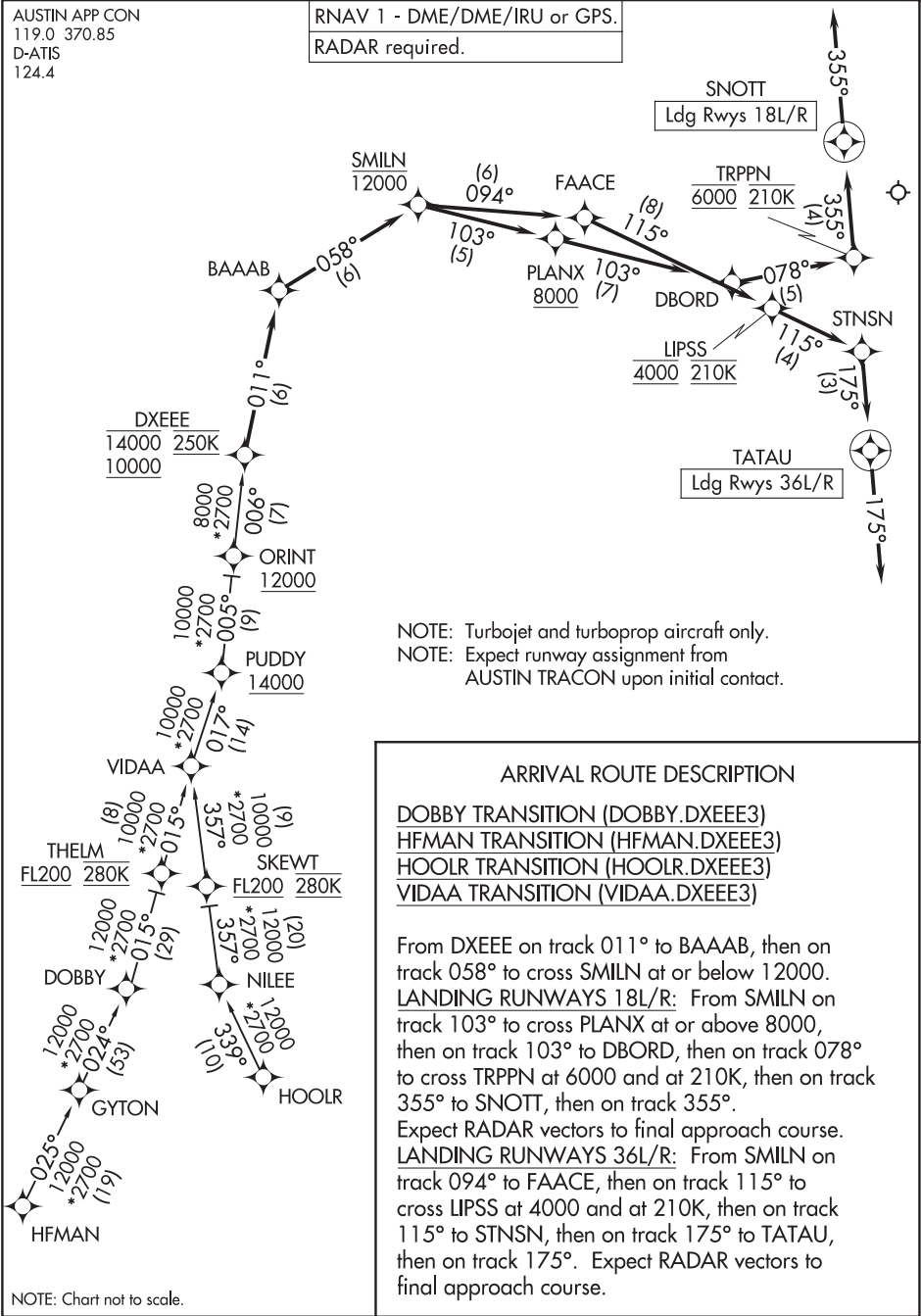
LOST COMMUNICATIONS

RUNWAY 4: After LOWWN, proceed to HARDD at 5000 and hold.

RUNWAY 22: After IXION, proceed direct to ERROR and hold.

RUNWAY 31L: After KEENM proceed to TRNKS at 3400, then on ILS or LOC Rwy 31L or RNAV (GPS) Y Rwy 31L approach.





(GABOO.GABOO1) 25051

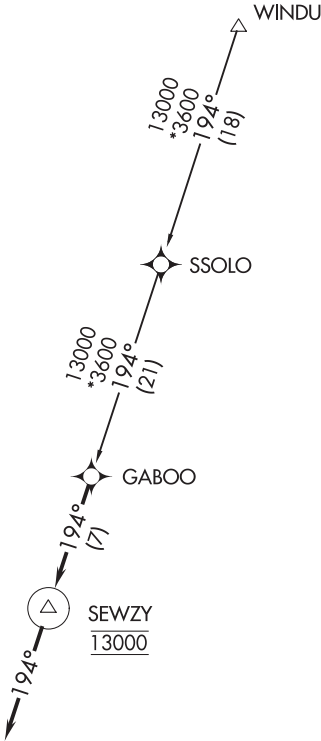
GABOO ONE ARRIVAL (RNAV)

AL-502 (FAA)

AUSTIN, TEXAS

AUSTIN APP CON  
127.225 317.65  
HYI ATIS  
120.825  
T74 AWOS-3PT  
119.75

- NOTE: RADAR required.
- NOTE: RNAV 1.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: Turbojet and turboprop aircraft only.



LAGO VISTA TX/RUSTY ALLEN

LAKEWAY AIRPARK

TAYLOR MUNI

SAN MARCOS RGNL

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

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

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

GABOO ONE ARRIVAL (RNAV)

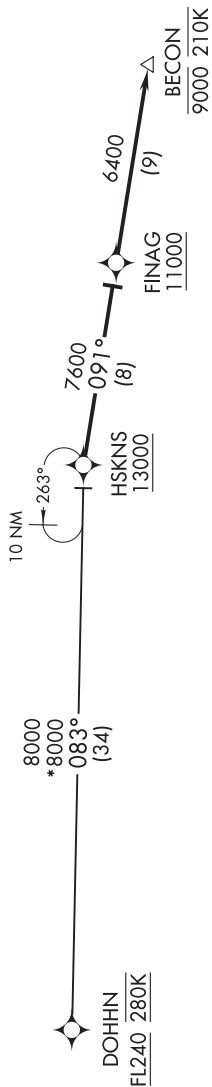
(GABOO.GABOO1) 16JUL20

AUSTIN, TEXAS

NOTE: Chart not to scale.

$z$  

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.

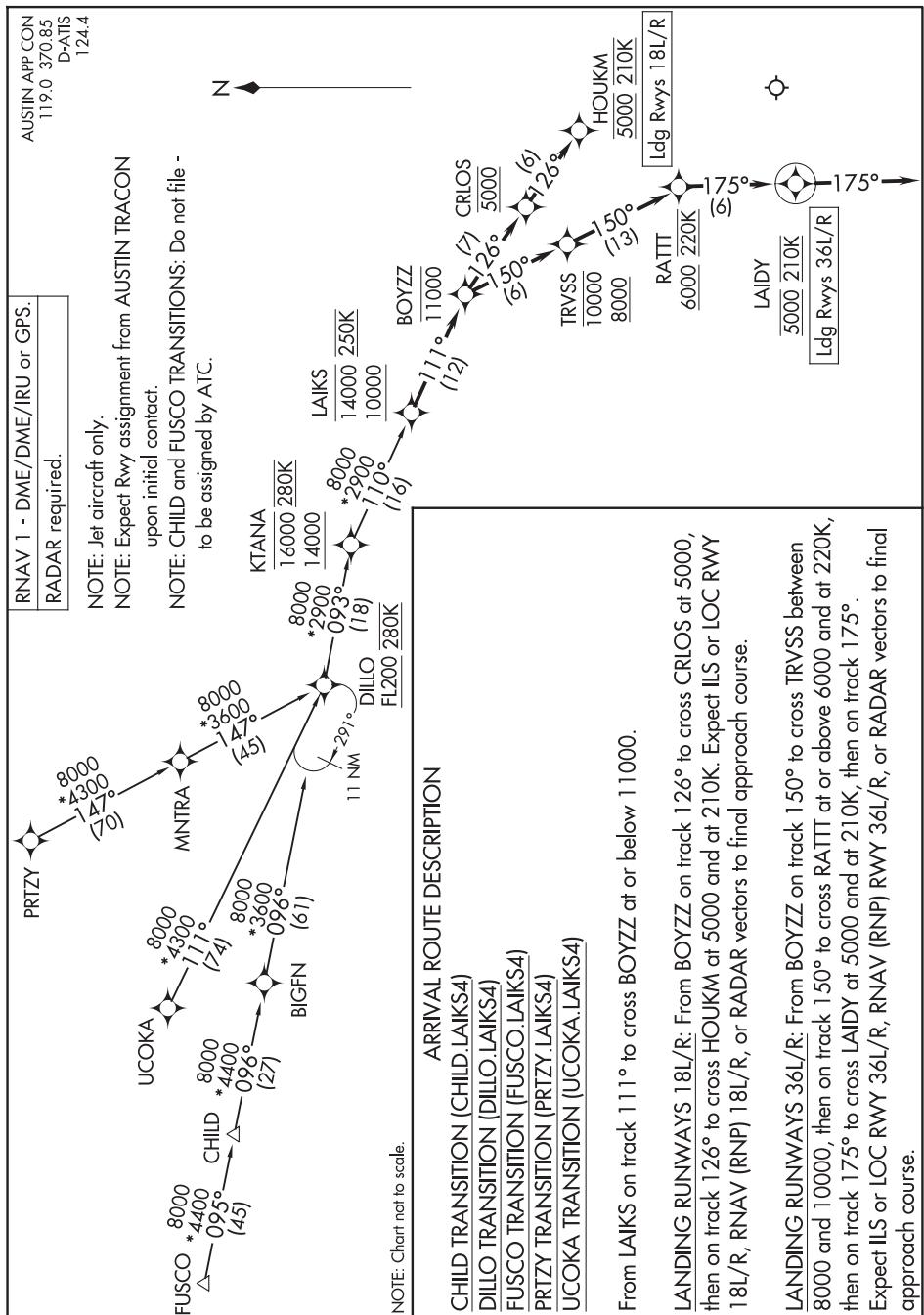
NOTE: For Non-RNP aircraft, expect RADAR vectors to final approach course.

NOTE: Expect RNP approach clearance or RADAR vectors to final approach prior to BECON.

EL PASO INTL (ELP)

## LAIKS FOUR ARRIVAL (RNAV)

AUSTIN, TEXAS



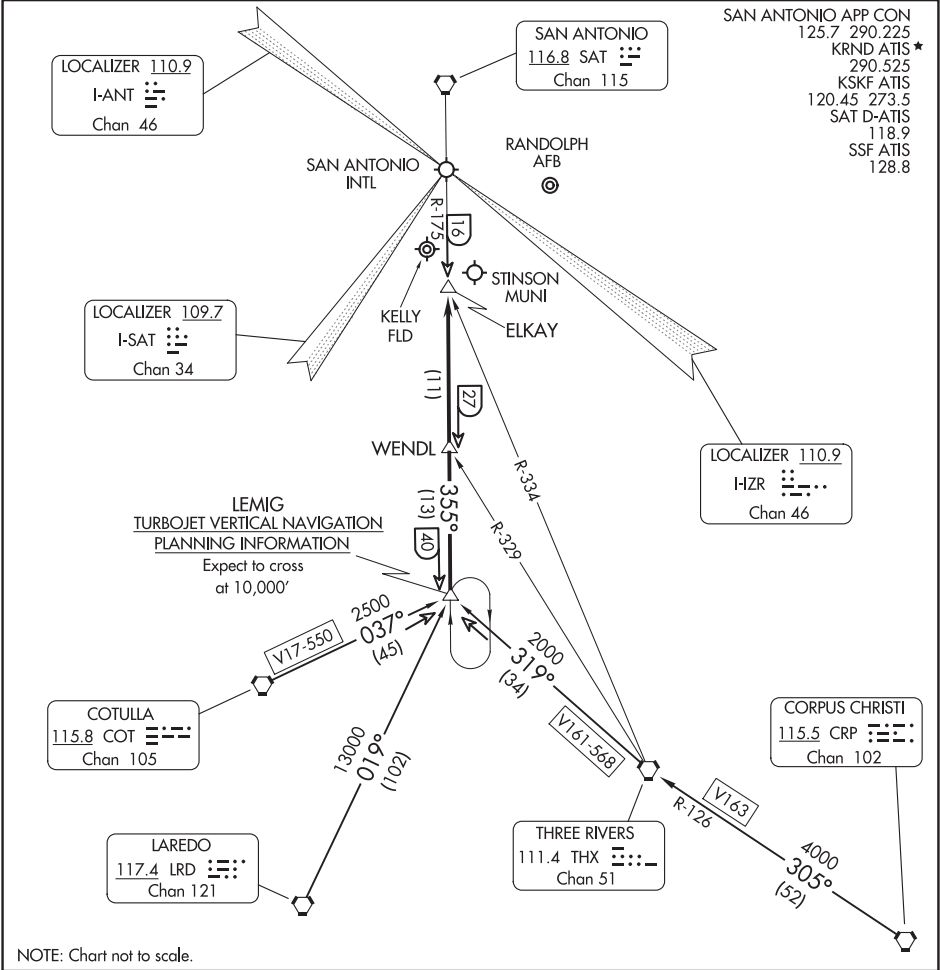
LAIKS FOUR ARRIVAL (RNAV)

(LAICS.LAICS4) 05SEP24

AUSTIN, TEXAS

AUSTIN-BERGSTROM INTL (AUS)

SC-3, 07 AUG 2025 to 02 OCT 2025



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 . . .

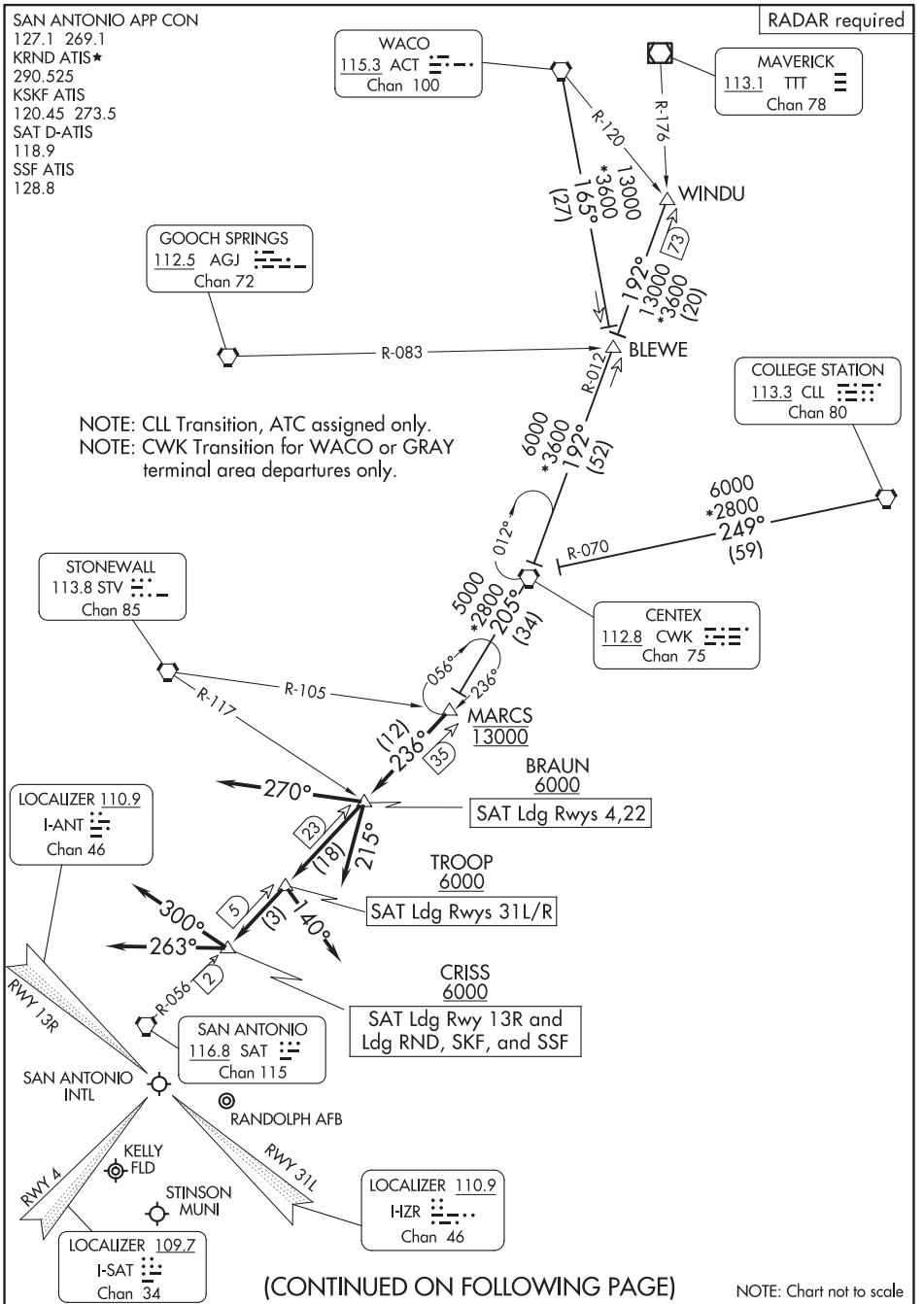
LAREDO TRANSITION (LRD.LEMIG1): From over LRD VORTAC via LRD R-019 to LEMIG INT. Thence . . .

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.

MARCS TWO ARRIVAL

SAN ANTONIO, TEXAS



MARCS TWO ARRIVAL

SAN ANTONIO, TEXAS

ARRIVAL ROUTE DESCRIPTION

BLEWE TRANSITION (BLEWE.MARCS2): From over BLEWE on CWK R-012 to CWK VORTAC, then on CWK R-205 to MARCS. Thence. . .

CENTEX TRANSITION (CWK.MARCS2): From over CWK VORTAC on CWK R-205 to MARCS. Thence. . .

COLLEGE STATION TRANSITION (CLL.MARCS2): From over CLL VORTAC on CLL R-249 and CWK R-070 to CWK VORTAC, then on CWK R-205 to MARCS. Thence. . .

WACO TRANSITION (ACT.MARCS2): From over ACT VORTAC on ACT R-165 to BLEWE, then on CWK R-012 to CWK VORTAC, then on CWK R-205 to MARCS. Thence. . .

WINDU TRANSITION (WINDU.MARCS2): From over WINDU on CWK R-012 to CWK VORTAC, then on CWK R-205 to MARCS. Thence. . .

LANDING SAT RUNWAY 4:  
. . . From MARCS on SAT R-056 to cross BRAUN at or above 6000, then on heading 215°. Expect RADAR vectors to final approach course.

LANDING SAT RUNWAY 13R:  
. . . From MARCS on SAT R-056 to cross CRISS at or above 6000, then on heading 300°. Expect RADAR vectors to final approach course.

LANDING SAT RUNWAY 22:  
. . . From MARCS on SAT R-056 to cross BRAUN at or above 6000, then on heading 270°. Expect RADAR vectors to final approach course.

LANDING SAT RUNWAYS 31L/R:  
. . . From MARCS on SAT R-056 to cross TROOP at or above 6000, then on heading 140°. Expect RADAR vectors to final approach course.

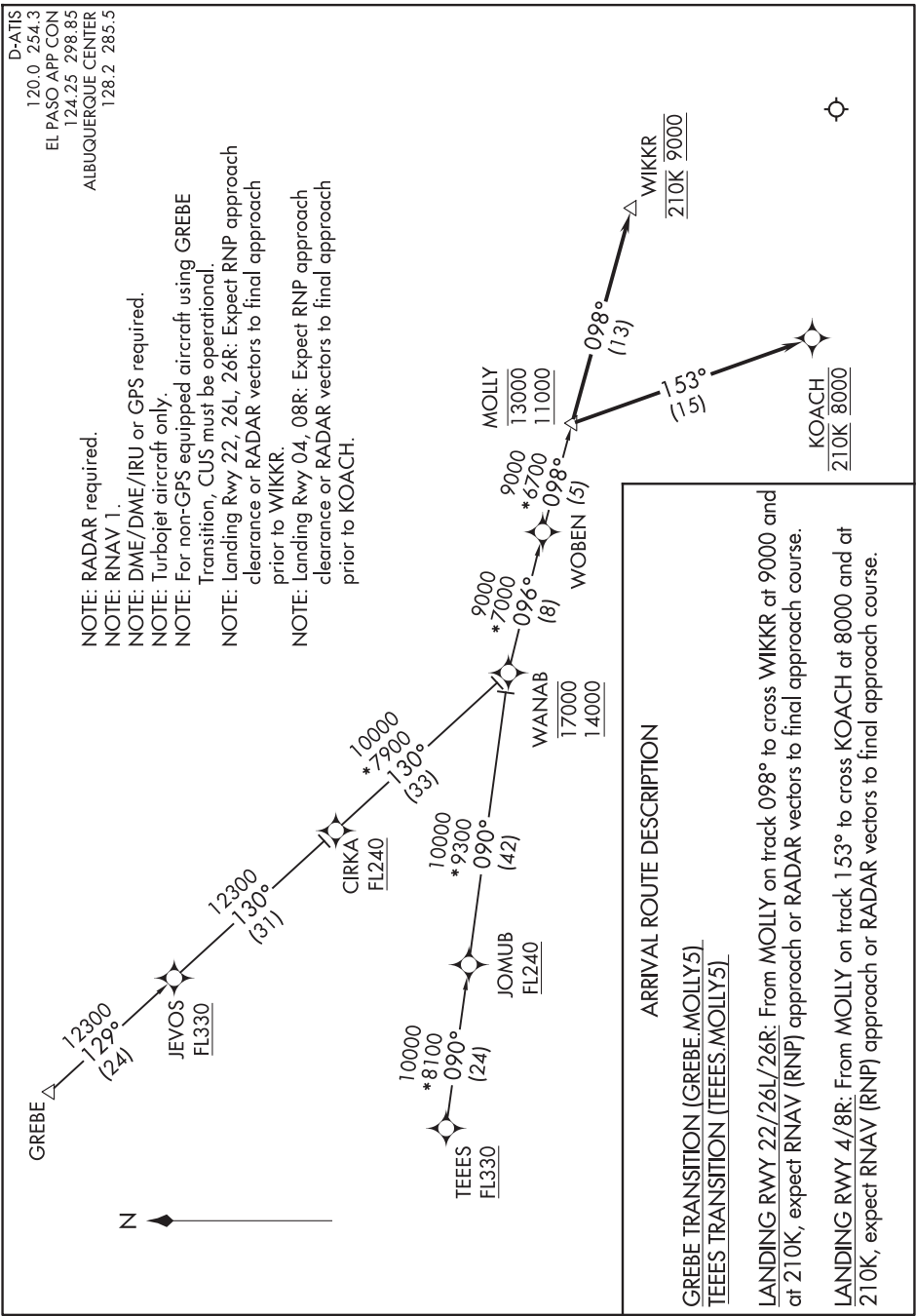
LANDING RND/SKF/SSF:  
. . . From MARCS on SAT R-056 to cross CRISS at or above 6000, then on heading 263°. Expect RADAR vectors to final approach course.

(MOLLY.MOLLY5) 20310  
MOLLY FIVE ARRIVAL (RNAV)

AL-134 (FAA)

EL PASO INTL (ELP)  
EL PASO, TEXAS

SC-3, 07 AUG 2025 to 02 OCT 2025

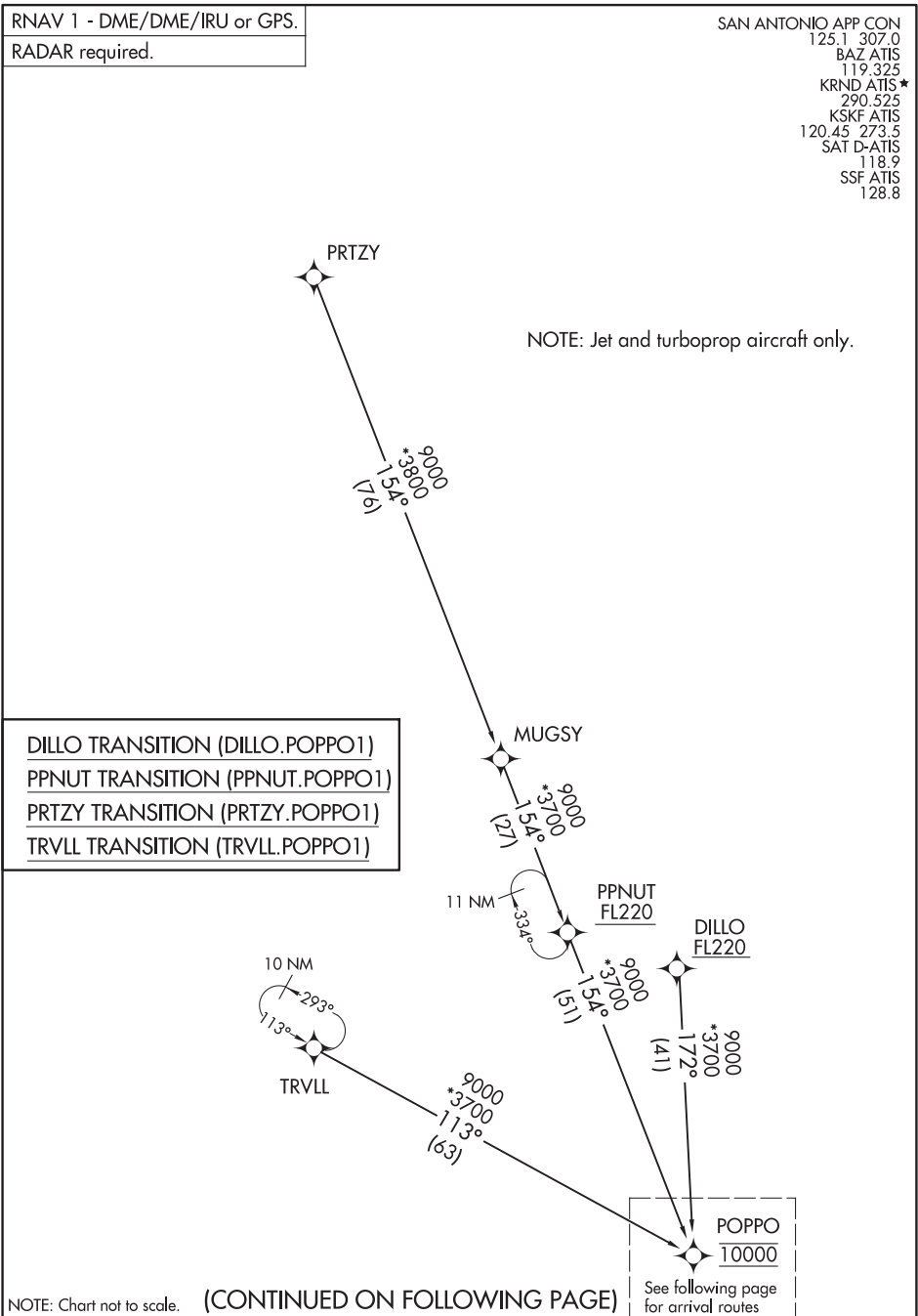


MOLLY FIVE ARRIVAL (RNAV)  
(MOLLY.MOLLY5) 05NOV20

EL PASO, TEXAS  
EL PASO INTL (ELP)

SC-3, 07 AUG 2025 to 02 OCT 2025





SAN ANTONIO, TEXAS



SAN ANTONIO, TEXAS

ARRIVAL ROUTE DESCRIPTION

SAN ANTIONIO INTL (KSAT): From POPPO on track 179° to cross VIICH at or below 9000 and at 250K.

LANDING KSAT RUNWAY 4: From VIICH on track 179° to PRKKR, then on track 157° to cross DYNMO at or above 7000 and at 230K, then on track 157° to cross DIIAW at 6000 and at 210K, then on track 157° to TIMYY, then on track 217° to cross LOWWN at 6000 and at 210K, then on track 217°. Expect RADAR vectors to final approach course.

LANDING KSAT RUNWAY 13R: From VIICH on track 172° to cross SWUPZ at 7000 and at 210K. Expect ILS or LOC RWY 13R approach.

LANDING KSAT RUNWAY 22: From VIICH on track 150° to cross GERVN at 6000 and at 210K, then on track 101° to ADDYY, then on track 037° to cross IXION at 6000 and at 210K, then on track 037°. Expect RADAR vectors to final approach course.

LANDING KSAT RUNWAY 31L: From VIICH on track 179° to PRKKR, then on track 153° to cross BEKKK at or above 8000, then on track 130° to cross PATII at or above 7000, then on track 130° to cross KEENM at 6000 and at 210K, then on track 130°. Expect RADAR vectors to final approach course.

LANDING KSKF/KBAZ/KCVB/KSSF/KPEZ/5C1/KRND: From POPPO on track 179° to cross VIICH at or below 9000 and at 250K, then on track 179° to cross GAYMS at 9000, then on track 179°. Expect RADAR vectors to final approach course.

LOST COMMUNICATIONS

KSAT RUNWAY 4: After LOWWN proceed to HARDD at 5000 and hold.

KSAT RUNWAY 22: After IXION proceed to ERROR and hold.

KSAT RUNWAY 31L: After KEENM proceed to TRNKS at 3400, then on ILS or LOC Rwy 31L or RNAV (GPS) Y Rwy 31L approach.

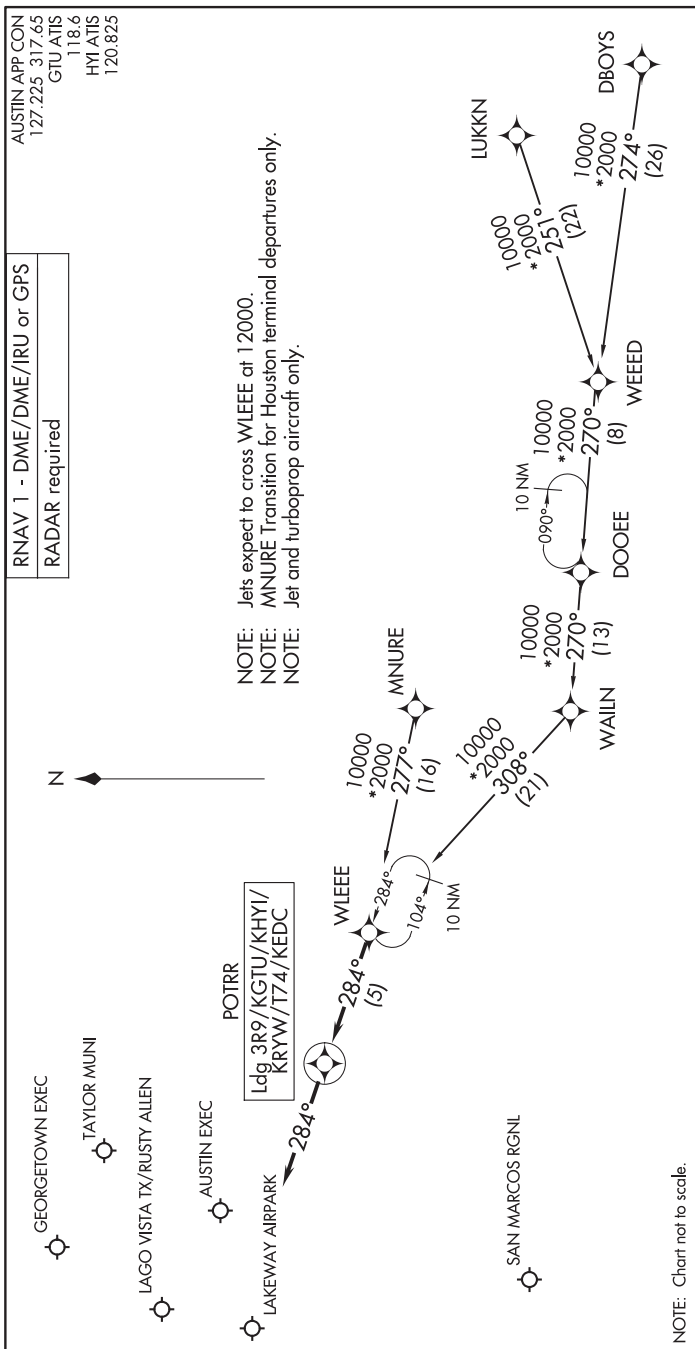
(WLEEE.POTRR2) 25051

# POTRR TWO ARRIVAL (RNAV)

Z20

AL-5891 (FAA)

AUSTIN, TEXAS



## ARRIVAL ROUTE DESCRIPTION

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

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

NOTE: Chart not to scale.

SAN ANTONIO, TEXAS

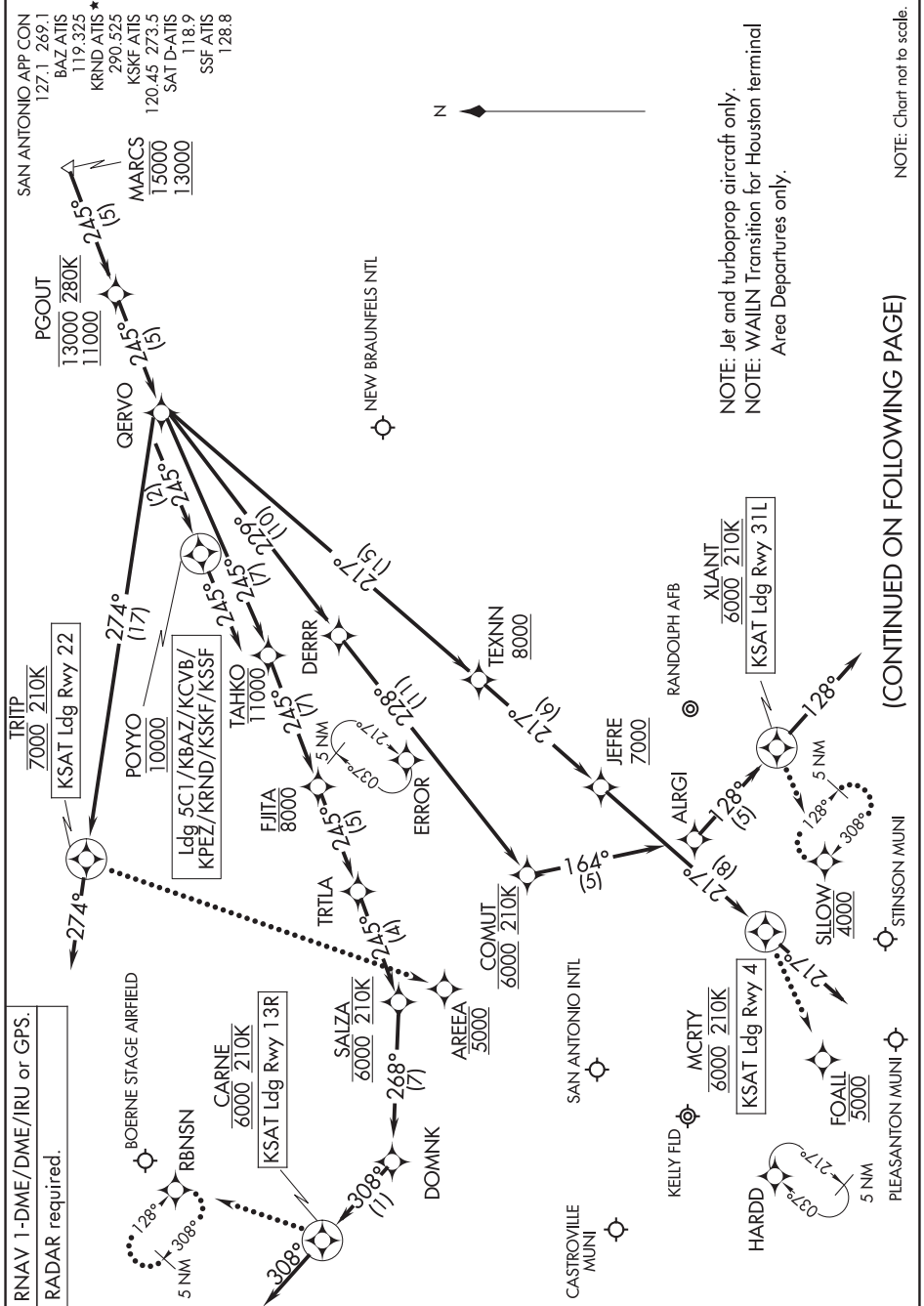


(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

QERVO ONE ARRIVAL (RNAV) Arrival Routes

SAN ANTONIO, TEXAS



QERVO ONE ARRIVAL (RNAV) Arrival Routes

SAN ANTONIO, TEXAS

ARRIVAL ROUTE DESCRIPTION

SAN ANTONIO INTL (KSAT): From MARCS on track 245° to cross PGOUT between 11000 and 13000 and at 280K, then on track 245° to QERVO.

LANDING KSAT RUNWAY 4: From QERVO on track 217° to cross TEXNN at or above 8000, then on track 217° to cross JEFRE at or above 7000, then on track 217° to cross MCRTY at 6000 and at 210K, then on track 217°. Expect RADAR vectors to final approach course.

LANDING KSAT RUNWAY 13R: From QERVO on track 245° to cross TAHKO at or below 11000, then on track 245° to cross FJITA at or below 8000, then on track 245° to TRTLA, then on track 246° to cross SALZA at 6000 and at 210K, then on track 268° to DOMNK, then on track 308° to cross CARNE at 6000 and at 210K, then on track 308°. Expect RADAR vectors to final approach course.

LANDING KSAT RUNWAY 22: From QERVO on track 274° to cross TRITP at 7000 and at 210K, then on track 274°. Expect RADAR vectors to final approach course.

LANDING KSAT RUNWAY 31L: From QERVO on track 229° to DERRR, then on track 228° to cross COMUT at 6000 and at 210K, then on track 164° to ALRGI, then on track 128° to cross XLANT at 6000 and at 210K, then on track 128°. Expect RADAR vectors to final approach course.

LANDING KSKF/KBAZ/KCVB/KSSF/KPEZ/5C1/KRND: From MARCS on track 245° to cross PGOUT between 11000 and 13000 and at 280K, then on track 245° to QERVO, then on track 245° to cross POYYO at 10000, then on track 245°. Expect RADAR vectors to final approach course.

LOST COMMUNICATIONS:

KSAT RUNWAY 4: After MCRTY, proceed to FOALL at 5000, then on ILS or LOC RWY 4 or RNAV (GPS) Y RWY 4 approach.

KSAT RUNWAY 13R: After CARNE, proceed to RBNSN and hold.

KSAT RUNWAY 22: After TRITP proceed to AREEA at 5000, then on RNAV (GPS) Y RWY 22 approach.

KSAT RUNWAY 31L: After XLANT, proceed to SLOW at 4000 and hold.

SAMMR THREE ARRIVAL (RNAV)

SC-3, 07 AUG 2025 to 02 OCT 2025

EL PASO D-ATIS  
120.0 254.3  
EL PASO APP CON  
124.25 298.85  
ALBUQUERQUE CENTER  
135.87 292.15

CHISUM  
CME

1300  
\*8100  
207°  
(45)

RIICK

NOTE: RADAR required.

NOTE: RNAV 1.

NOTE: DME/DME/IRU or GPS required.

NOTE: Turbojet aircraft only.

NOTE: Expect RNP approach or radar  
vectors to final approach course  
prior to SARRT.

1300  
\*8900  
203°  
(18)

ZIPPI

1300  
\*8200  
211°  
(21)

BGBND

BLYSS  
14000  
13000

9000  
\*8600  
213°  
(13)

SARRT  
8000  
210K

8000  
260°  
(11)

SAMMR  
10000  
9000

9000  
\*8000  
262°  
(22)

SKILR  
FL200  
15000

10 NM  
075°

9000  
\*8000  
(23)

ZATSA  
FL200

15000  
\*11000  
(27)

CABOL

FL200  
\*6300  
(5)

255°  
(5)

LIFFT

N



NOTE: Chart not to scale.

SC-3, 07 AUG 2025 to 02 OCT 2025

SAMMR THREE ARRIVAL (RNAV)

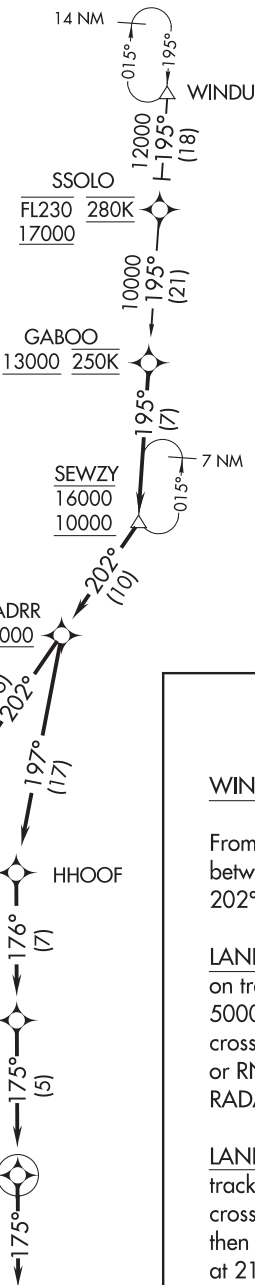


(GABOO.SEWZY6) 21112  
SEWZY SIX ARRIVAL (RNAV)

AL-556 (FAA)

AUSTIN-BERGSTROM INTL (AUS)  
AUSTIN, TEXAS

AUSTIN APP CON  
127.225 317.65  
D-ATIS  
124.4



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.

ARRIVAL ROUTE DESCRIPTION

WINDU TRANSITION (WINDU.SEWZY6)

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

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

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

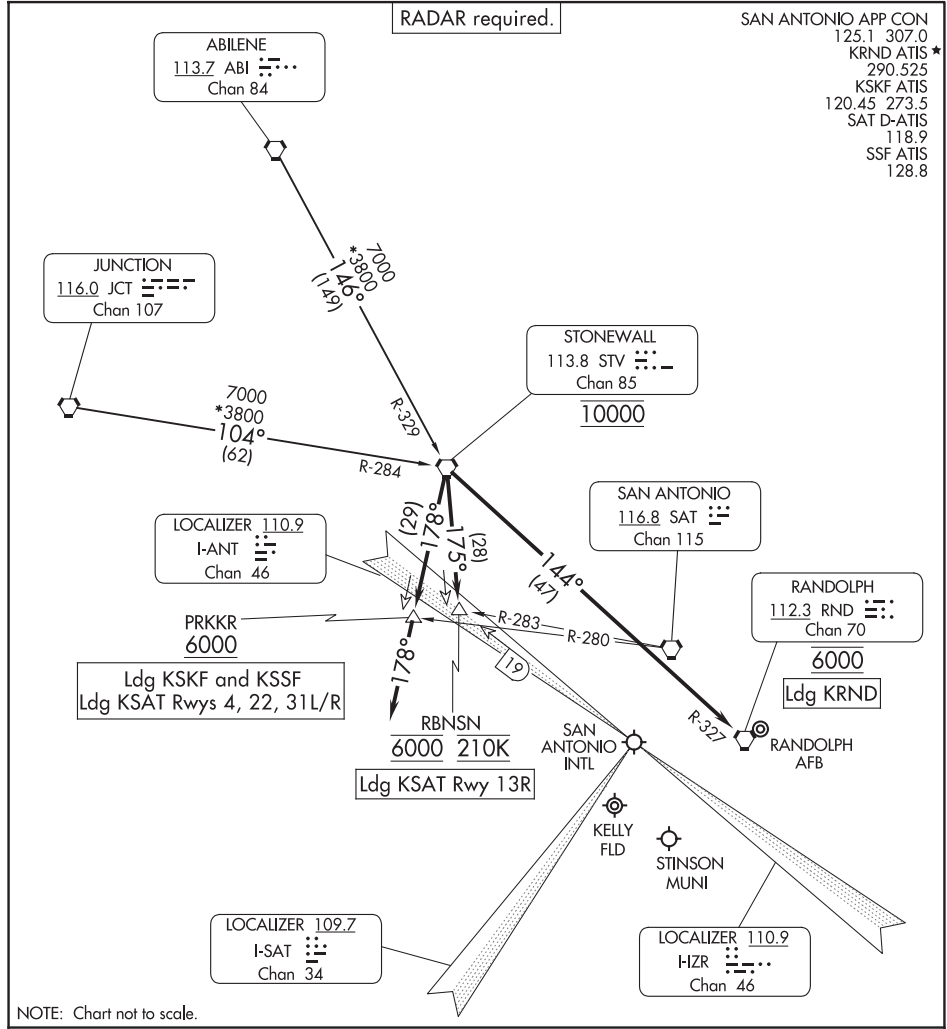
NOTE: Chart not to scale.

SEWZY SIX ARRIVAL (RNAV)  
(GABOO.SEWZY6) 22APR21

AUSTIN, TEXAS  
AUSTIN-BERGSTROM INTL (AUS)

STONEWALL TWO ARRIVAL

SAN ANTONIO, TEXAS



ARRIVAL ROUTE DESCRIPTION

**ABILENE TRANSITION (ABI.STV2):** From over ABI VORTAC on ABI R-146 and STV R-329 to STV VORTAC. Thence . . . .

**JUNCTION TRANSITION (JCT.STV2):** From over JCT VORTAC on JCT R-104 and STV R-284 to STV VORTAC. Thence . . . .

**LANDING KSAT RUNWAY 13R:** From STV VORTAC on STV R-175 to cross RBNSN at 6000 and at 210K, expect ILS or LOC Rwy 13R approach.

**LANDING KSAT RUNWAYS 4, 22, 31L/R, KSKF/KSSF:** From STV VORTAC on STV R-178 to cross PRKKR at or above 6000, then on heading 178°, expect RADAR vectors to final approach course.

**LANDING KRND:** From STV VORTAC on STV R-144 and RND R-327 to cross RND VORTAC at 6000, expect RADAR vectors to final approach course.

STONEWALL TWO ARRIVAL

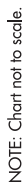
SAN ANTONIO, TEXAS

SZAGI TWO ARRIVAL (RNAV)  
(SZAGI.SZAGI2) 12JUN25

12JUN25

AUSTIN, TEXAS

SC-3, 07 AUG 2025 to 02 OCT 2025



(WAZKO.WAZKO1) 20030  
WAZKO ONE ARRIVAL(RNAV)

AL-134 (FAA)

EL PASO INTL (ELP)  
EL PASO, TEXAS

EL PASO D-ATIS  
120.0 254.3  
EL PASO APP CON  
124.25 298.85  
ALBUQUERQUE CENTER  
128.2 285.5

SLNNK  
14000  
\*9800  
184°  
(23)

BOATY

12000  
\*9800  
135°  
(30)

SEKBE  
280K FL190

11000  
\*8100  
137°  
(1)

WAZKO  
13000  
11000

9000  
150°  
(6)

JESBU  
10000

WIKKR  
210K 9000

098°  
(8)

6500  
167°  
(17)

KOACH  
210K 8000

- NOTE: RADAR required.  
NOTE: RNAV 1.  
NOTE: DME/DME/IRU or GPS required.  
NOTE: TURBOJET Aircraft only.  
NOTE: Landing Rwy 04 : Expect RNP approach or RADAR vectors to final approach course prior to KOACH.  
NOTE: Landing Rwy 22,26L : Expect RNP approach or RADAR vectors to final approach course prior to WIKKR.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.



ARRIVAL ROUTE DESCRIPTION

SLNNK TRANSITION (SLNNK.WAZKO1):

- LANDING RWY 4: From WAZKO on track 167° to KOACH at 8000 and at 210K. Expect RNAV (RNP) approach or RADAR vectors to final approach course.
- LANDING RWY 8R: From WAZKO on track 167° to KOACH at 8000 and at 210K. Expect RADAR vectors to final approach course.
- LANDING RWY 22/26L: From WAZKO on track 150° to cross JEBSU at or above 10000, then on track 098° to cross WIKKR at 9000 and at 210K. Expect RNAV (RNP) approach or RADAR vectors to final approach course.
- LANDING RWY 26R: From WAZKO on track 150° to cross JEBSU at or above 10000, then on track 098° to cross WIKKR at 9000 and at 210K. Expect RADAR vectors to final approach course.

## WEBOX FOUR ARRIVAL (WEBOX.WEBOX4)

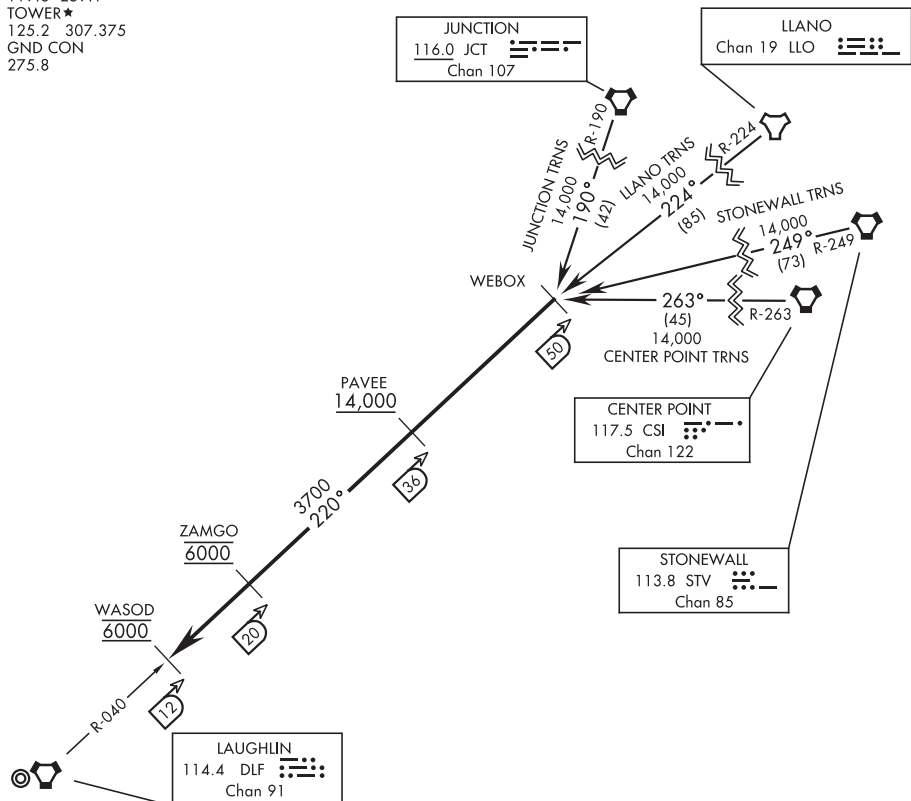
LAUGHLIN AFB

DEL RIO, TEXAS

ATIS ★ 114.4 269.9  
 DEL RIO APP CON  
 119.6 259.1  
 TOWER ★  
 125.2 307.375  
 GND CON  
 275.8

[USAF]

RADAR or DME required



## ARRIVAL ROUTE DESCRIPTION

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

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

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

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

## WEBOX FOUR ARRIVAL (WEBOX.WEBOX4)

DEL RIO, TEXAS

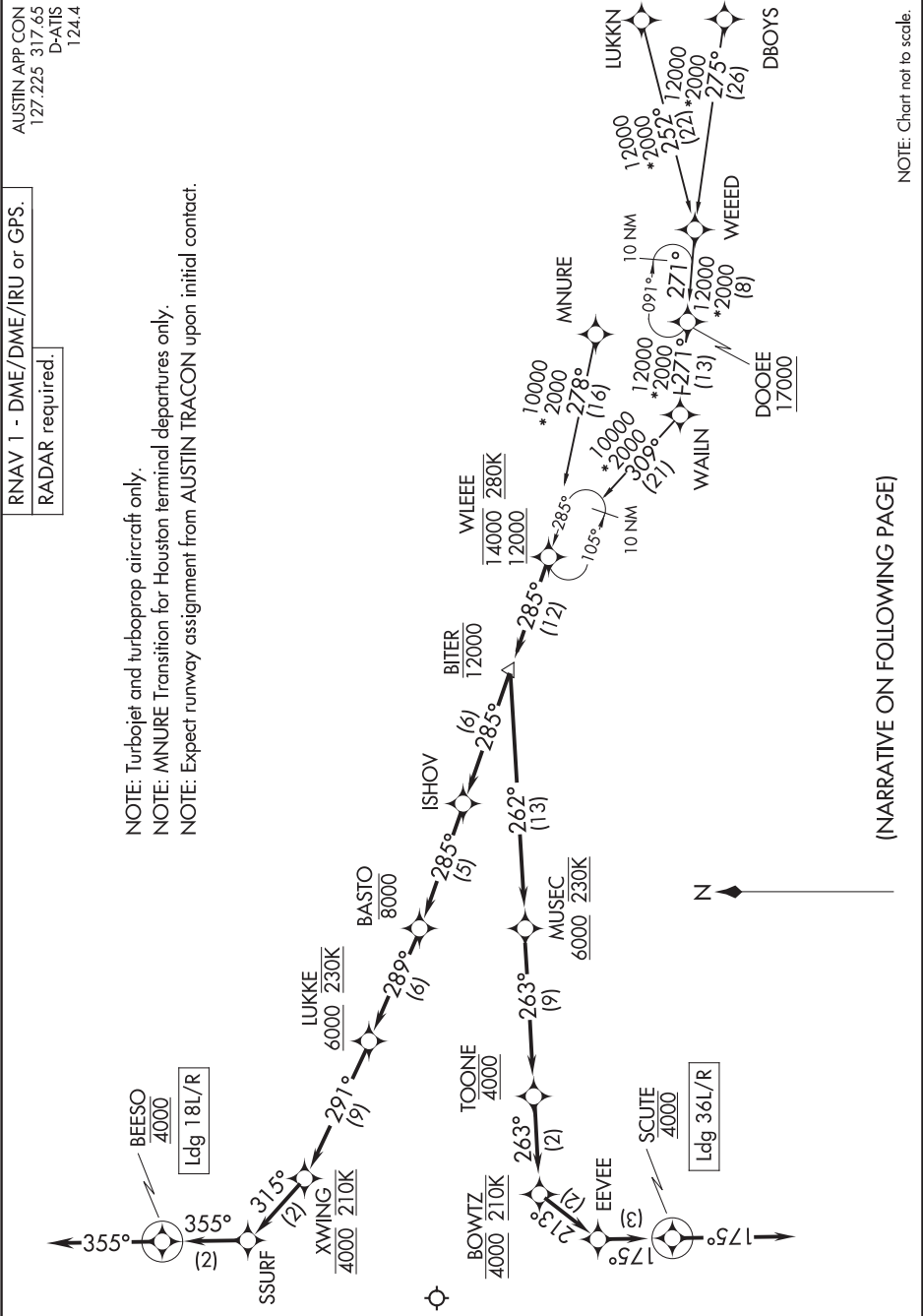
LAUGHLIN AFB

RNAV 1 - DME/DME/IRU or GPS.

RADAR required.

AUSTIN APP CON  
127.225 317.65  
D-ATIS  
124.4

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



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.

SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025



WAAS CH <b>42629</b> <b>W13A</b>	APP CRS <b>128°</b>	Rwy Idg TDZE Apt Elev	<b>5997</b> <b>178</b> <b>178</b>
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RNAV (GPS) RWY 13

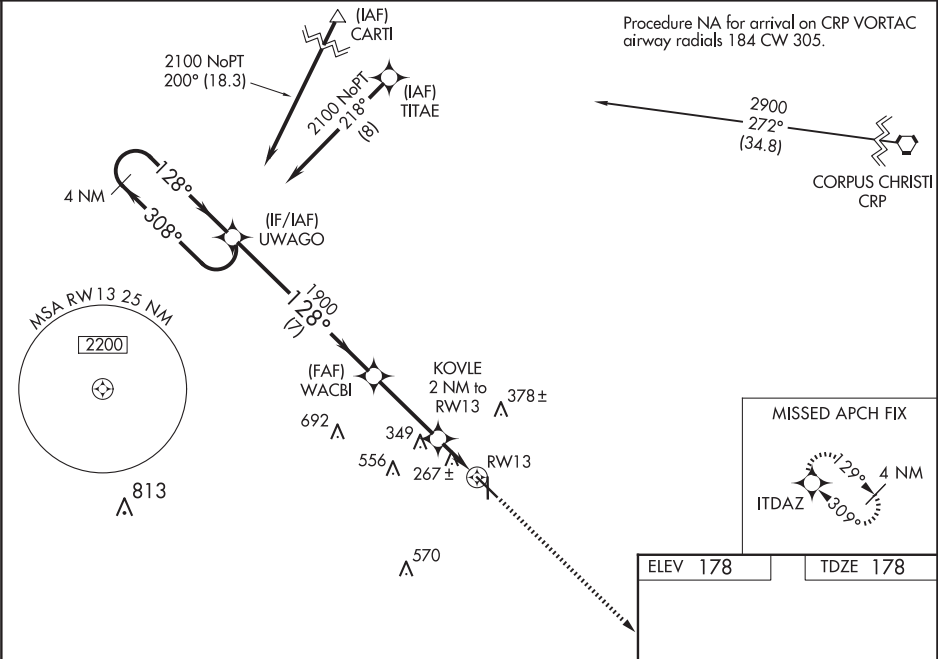
ALICE INTL (ALI)

RNP APCH.

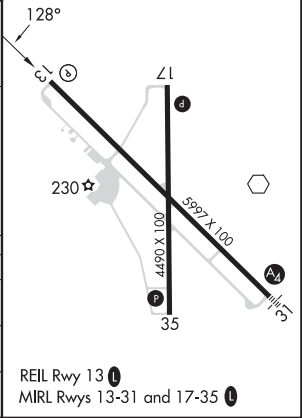
Baro-VNAV NA when using Nueces County altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -3°C or above 42°C. When local altimeter setting not received, use Nueces County altimeter setting and increase all DA 56 feet and all MDA 60 feet, increase LPV and LNAV/VNAV visibility all Cats ¼ mile and LNAV Cat C and D ½ mile. Rwy 13 helicopter visibility reduction below ¾ SM NA. VDP NA with Nueces County altimeter setting.

MISSED APPROACH: Climb to 2600 direct ITDAZ and hold.

ASOS <b>119.225</b>	KINGSVILLE APP CON ★ <b>119.9 290.45</b>	UNICOM <b>123.0 (CTAF) 0</b>
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4 NM Holding Pattern		UWAGO		2600	ITDAZ
2100		← 308°	128° →	*LNAV only.	
GP 3.00° TCH 50		128°	1900	WACBI 1900	KOVLE 2 NM to RW13
				*860	*1 NM to RW13
					RW13
			7 NM	3.3 NM	1 NM
CATEGORY	A	B	C	D	
LPV DA	428-¾ 250 (300-¾)				
LNAV/VNAV DA	428-¾ 250 (300-¾)				
LNAV MDA	560-1 382 (400-1)		560-1½ 382 (400-1½)		



ALICE, TEXAS

AL-481 (FAA)

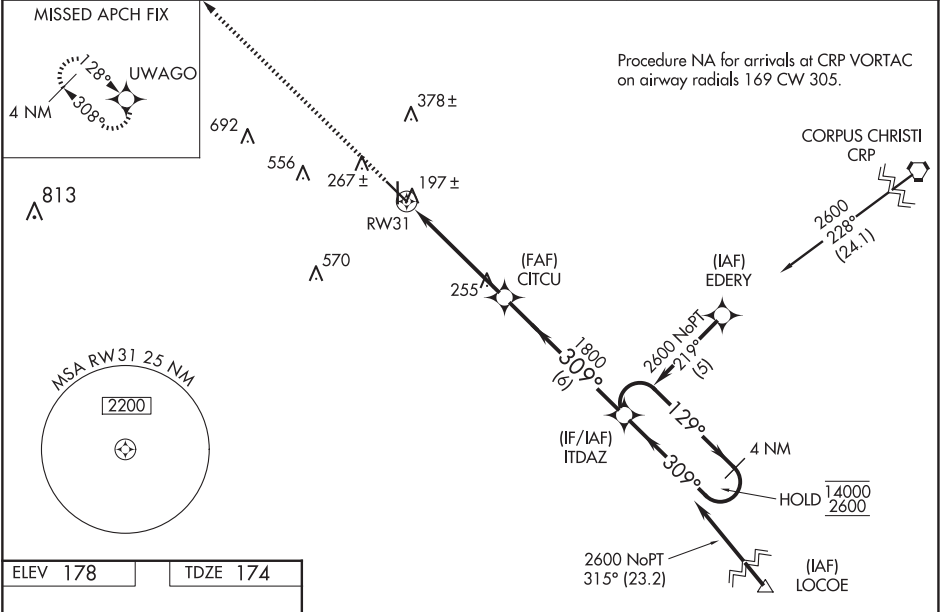
23278

WAAS CH <b>81813</b> <b>W31A</b>	APP CRS <b>309°</b>	Rwy Idg TDZE Apt Elev	<b>5997</b> <b>174</b> <b>178</b>
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RNAV (GPS) RWY 31  
ALICE INTL (ALI)

RNP APCH - GPS.	MALS 	MISSED APPROACH: Climb to 2100 direct UWAGO and hold.
<p>Baro-VNAV and VDP NA when using Nueces County altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use Nueces County altimeter setting: increase LPV DA to 494 feet, LNAV/VNAV DA to 524 feet; increase all MDA 60 feet and LNAV Cat C and D, and Circling Cat D visibility ¼ SM. For inop ALS, increase all LPV and LNAV/VNAV visibilities to ¾ SM. For inop ALS with Nueces County altimeter setting, increase all LPV visibilities to ¾ SM and LNAV Cat C and D visibility to 1 1/8 SM.</p>		

ASOS <b>119.225</b>	KINGSVILLE APP CON ★ <b>119.9 290.45</b>	UNICOM <b>123.0 (CTAF) 0</b>
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	2100	UWAGO	ITDAZ	4 NM Holding Pattern
1 NM to RW31	3.9 NM	6 NM	129°	14000 2600
309°	309°	309°	1800	GP 3.00° TCH 47
CITCU	ITDAZ			
35	309°			
REIL Rwy 13 0	MIRL Rwy 13-31 and 17-35 0			

CATEGORY	A	B	C	D
LPV DA		437-3/4	263 (300-3/4)	
LNAV/VNAV DA		467-3/4	293 (300-3/4)	
LNAV MDA		520-3/4	346 (400-3/4)	
CIRCLING	600-1 422 (500-1)	640-1 462 (500-1)	700-1 1/2 522 (600-1 1/2)	900-2 1/4 722 (800-2 1/4)

ALICE, TEXAS  
Amdt 1G 05OCT23

27°44'N-98°02'W

ALICE INTL (ALI)  
RNAV (GPS) RWY 31

SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025

LOC/DME I-ALI <b><u>109.3</u></b> Chan <b>30</b>	APP CRS <b>308°</b>	Rwy Idg <b>5997</b> TDZE <b>174</b> Apt Elev <b>178</b>
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LOC/DME RWY 31  
ALICE INTL (ALI)

RADAR required for procedure entry from Corpus Christi CRP VORTAC.

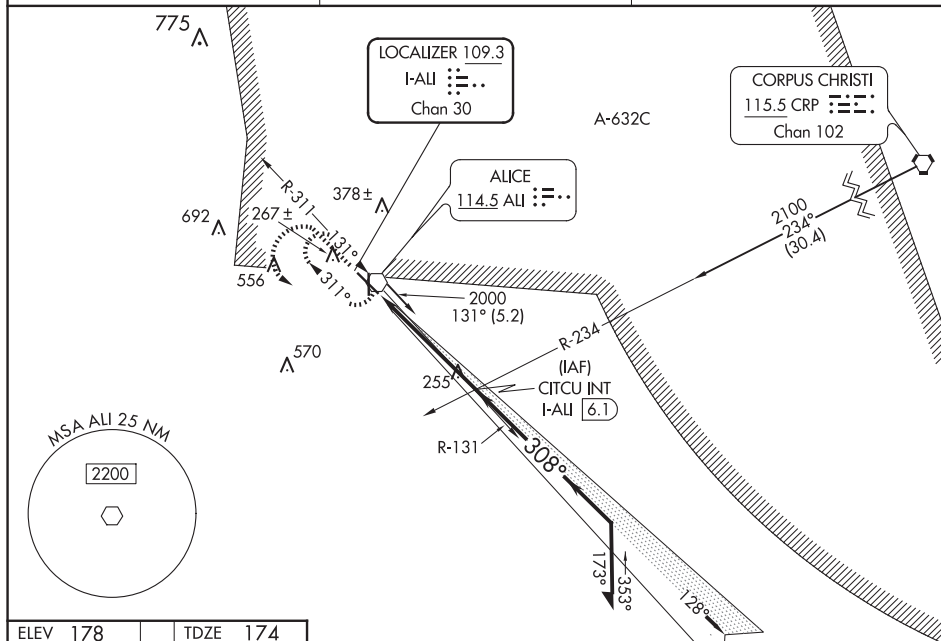
**A** VDP NA when using Nueces County altimeter setting. When local altimeter setting not received, use Nueces County altimeter setting and increase all MDAs 60 feet and S-LOC 31 visibility Cat C/D  $\frac{1}{4}$  SM, and Circling visibility Cat D  $\frac{1}{4}$  SM. For inop ALS when using Nueces County altimeter setting, increase S-31 Cats C, D visibility to  $1\frac{1}{2}$  SM.

MALS

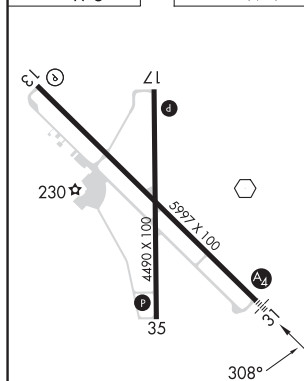


**MISSED APPROACH:** Climb to 1500 then climbing left turn to 2000 on direct ALI VOR and hold.

ASOS <b>119.225</b>	KINGSVILLE APP CON ★ <b>119.9 290.45</b>	UNICOM <b>123.0</b> (CTAF) <b>0</b>
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ELEV 178		TDZE 174
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REIL Rwy 13 **L**  
MIRL Rwys 13-31 and 17-35 **L**

VGS1 and descent angles not coincident.

Remain within 10 NM

CATEGORY	A	B	C	D
S-31		520- $\frac{3}{4}$	346 (400- $\frac{3}{4}$ )	
CIRCLING	600-1 422 (500-1)	640-1 462 (500-1)	700-1 $\frac{1}{2}$ 522 (600-1 $\frac{1}{2}$ )	900-2 $\frac{1}{4}$ 722 (800-2 $\frac{1}{4}$ )

ALICE, TEXAS

Orig-F 05OCT23

27°44'N-98°02'W

ALICE INTL (ALI)

LOC/DME RWY 31

ALICE, TEXAS

AL-481 (FAA)

23278

VOR ALI <b>114.5</b>	APP CRS <b>325°</b>	Rwy Idg TDZE Apt Elev	<b>5997</b> <b>174</b> <b>178</b>
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# VOR RWY 31

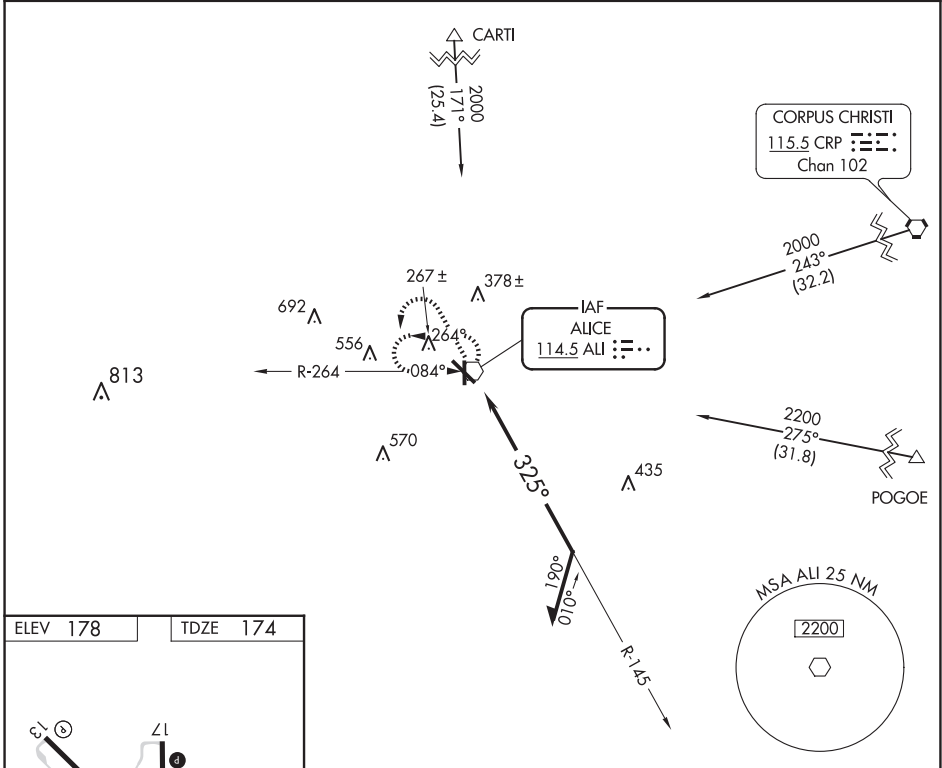
ALICE INTL (ALI)

**▽** When local altimeter setting not received, use Nueces County altimeter setting; increase all MDA 60 feet and visibility S-31 Cats C and D and Circling Cat D ¼ SM. For inop ALS, increase S-31 Cats C and D visibility to 1½ SM. For inop ALS when using Nueces County altimeter setting, increase S-31 Cats C and D visibility to 1½ SM.

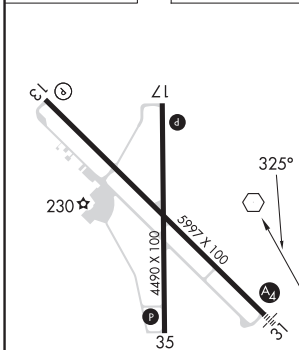
MALS  
A1

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

ASOS <b>119.225</b>	KINGSVILLE APP CON ★ <b>119.9 290.45</b>	UNICOM <b>123.0 (CTAF) 0</b>
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ELEV 178	TDZE 174
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REIL Rwy 13 0  
MIRL Rwy 13-31 and 17-35 0

1500	2000	ALI	ALI VOR	Remain within 10 NM
145°	1900	325°		
CATEGORY	A	B	C	D
S-31	620-3/4	446 (500-3/4)	620-1	446 (500-1)
CIRCLING	620-1	640-1	700-1½	900-2¼
	442 (500-1)	462 (500-1)	522 (600-1½)	722 (800-2¼)

ALICE, TEXAS

27°44'N-98°02'W

Amdt 13G 05OCT23

ALICE INTL (ALI)  
**VOR RWY 31**

SC-3, 07 AUG 2025 to 02 OCT 2025

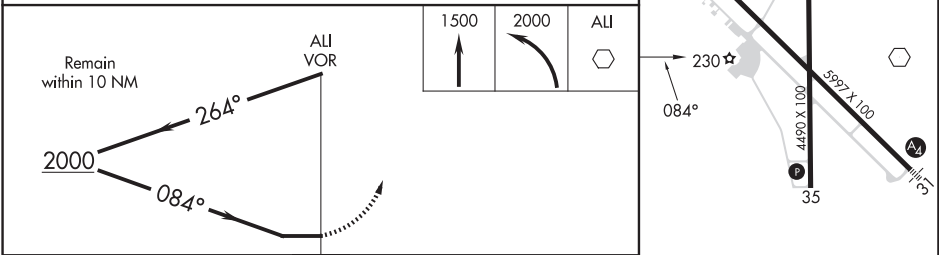
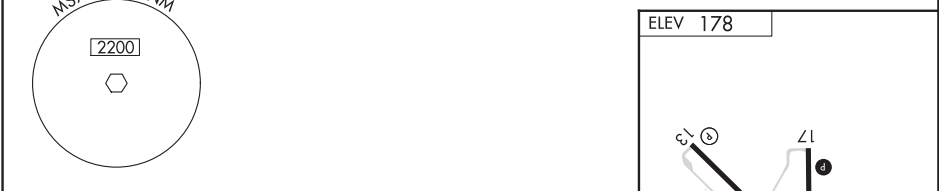
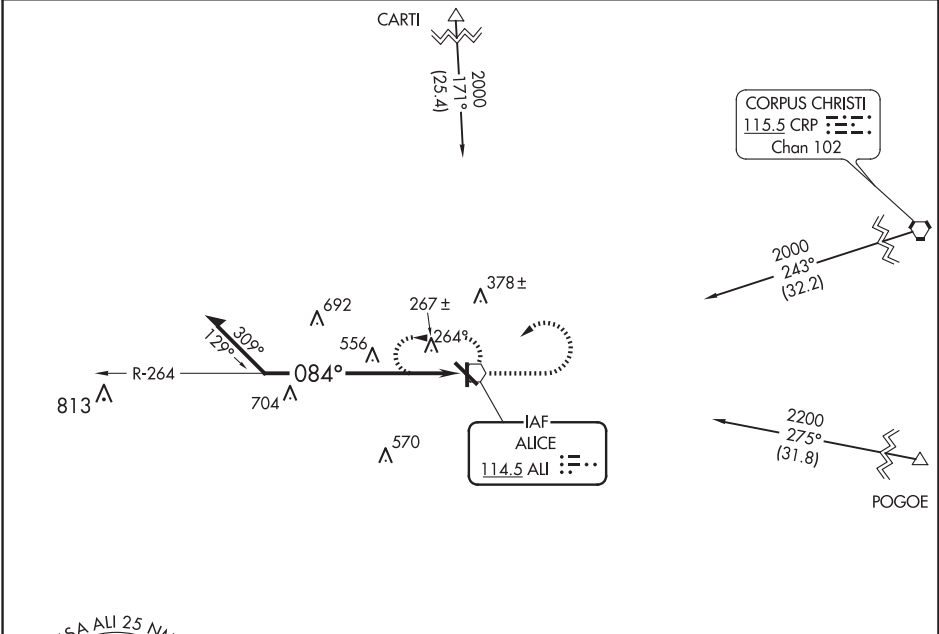
VOR ALI <b>114.5</b>	APP CRS <b>084°</b>	Rwy Idg TDZE Apt Elev <b>N/A</b> <b>N/A</b> <b>178</b>
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VOR-A  
ALICE INTL (ALI)

**⚠** 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 <b>119,225</b>	KINGSVILLE APP CON ★ <b>119,9 290,45</b>	UNICOM <b>123.0 (CTAF) ①</b>
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CATEGORY	A	B	C	D
CIRCLING	1060-1¼	882 (900-1¼)	1060-2¾ 882 (900-2¾)	1060-3 882 (900-3)

REIL Rwy 13 ①

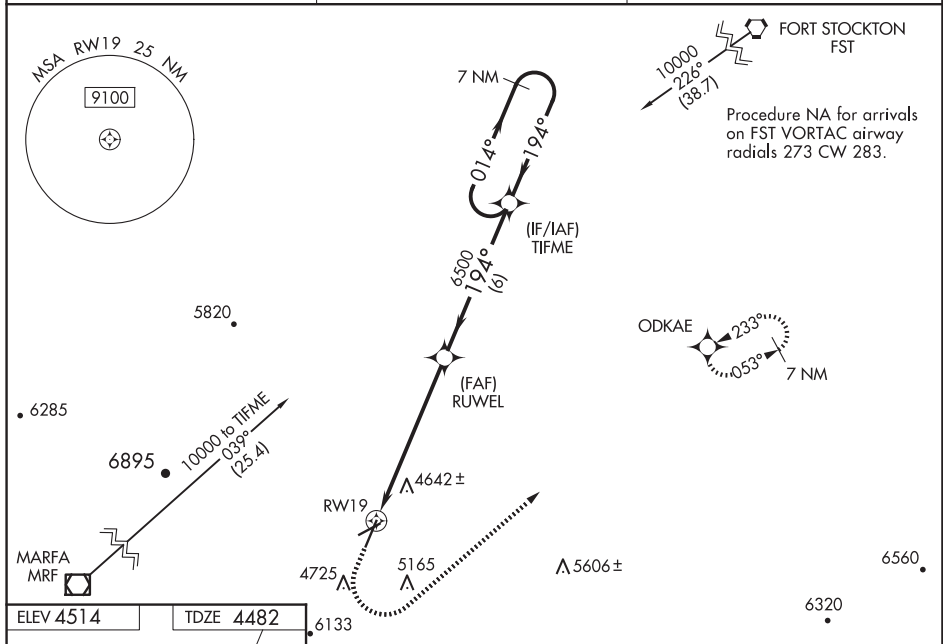
MIRL Rlys 13-31 and 17-35 ①

RNAV (GPS) RWY 19  
ALPINE-CASPARIS MUNI (E38)

**T** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C or above 54°C. Circling NA W of Rwy 1-19.  
**A** Rwy 19 helicopter visibility reduction below  $\frac{3}{4}$  SM NA.

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

AWOS-3 <b>119.025</b>	ALBUQUERQUE CENTER <b>135.875 292.15</b>	UNICOM <b>122.8 (CTAF) ①</b>
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MIRL Rwy 1-19 and 5-23

SC-3, 07 AUG 2025 to 02 OCT 2025

ALPINE, TEXAS

AL-6295 (FAA)

24025

WAAS CH <b>50234</b> <b>W23A</b>	APP CRS <b>233°</b>	Rwy Idg TDZE <b>4482</b> Apt Elev <b>4514</b>
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# RNAV (GPS) RWY 23

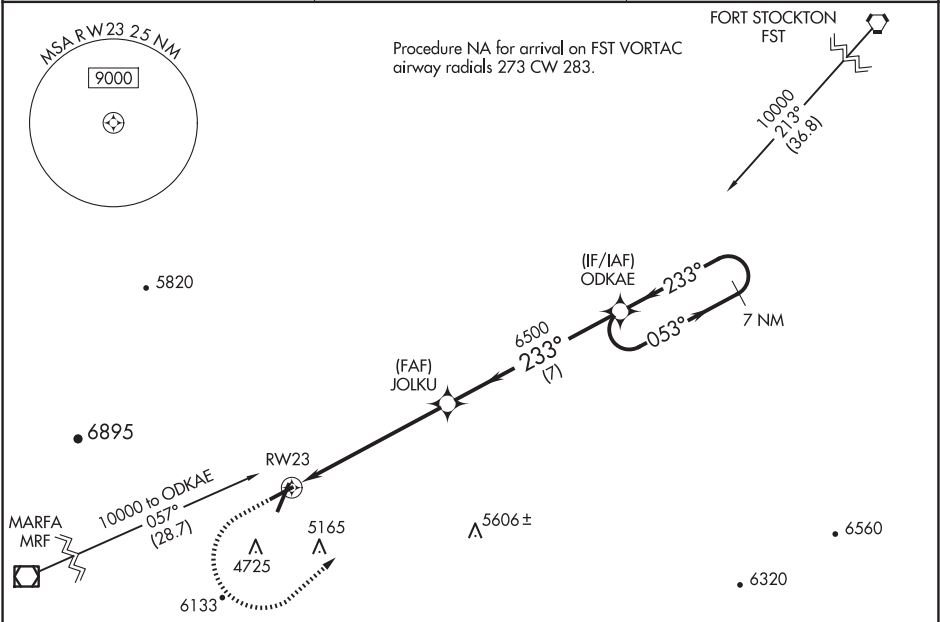
ALPINE-CASPARIS MUNI (E38)

**⚠** 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 ¾ 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.

AWOS-3 <b>119.025</b>	ALBUQUERQUE CENTER <b>135.875 292.15</b>	UNICOM <b>122.8 (CTAF) 0</b>
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ELEV 4514

TDZE 4482

5400

9000

ODKAE

5400

9000

ODKAE

5400

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ODKAE

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ALPINE, TEXAS

Orig 01FEB18

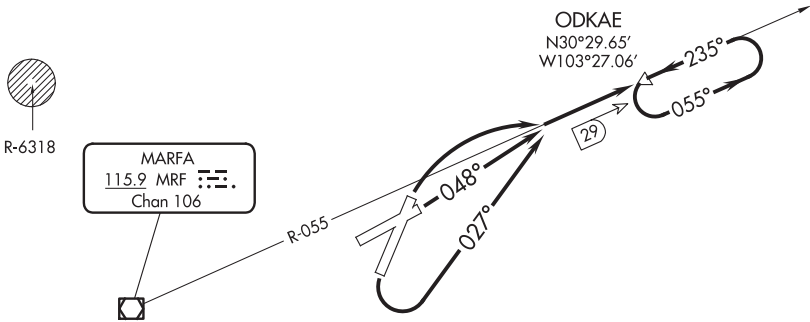
30°23'N-103°41'W

ALPINE-CASPARIS MUNI (E38)

# RNAV (GPS) RWY 23

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.



(NOTES CONTINUED ON FOLLOWING PAGE) NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

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

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

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

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

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



TAKEOFF OBSTACLE NOTES

- Rwy 1: Fence 9' from DER, 283' left of centerline, 9' AGL/4458' MSL.  
Sign 13' from DER, 239' right of centerline, 4452' MSL.  
Vehicle on road 85' from DER, 278' left of centerline, 15' AGL/4463' MSL.  
Pole 811' from DER, 470' right of centerline, 4470' MSL.
- Rwy 5: Sign 13' from DER, 239' left of centerline, 4452' MSL.  
Sign 18' from DER, 164' right of centerline, 4453' MSL.  
Antenna, vehicle on road, 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)

**T** Circling NA to Rwy 16 and 34. Rwy 13 helicopter visibility reduction  
**A** below  $\frac{3}{4}$  SM NA. For uncompensated Baro-VNAV systems,  
LNAV/VNAV NA below -16°C or above 54°C.

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

AWOS-3 <b>118.825</b>	AUSTIN APP CON <b>127.225 317.65</b>	EXECUTIVE TOWER★ <b>120.3 (CTAF) 0</b>	GND CON <b>119.45</b>	CLNC DEL <b>126.025</b> (When twr closed)	UNICOM <b>122.975</b>
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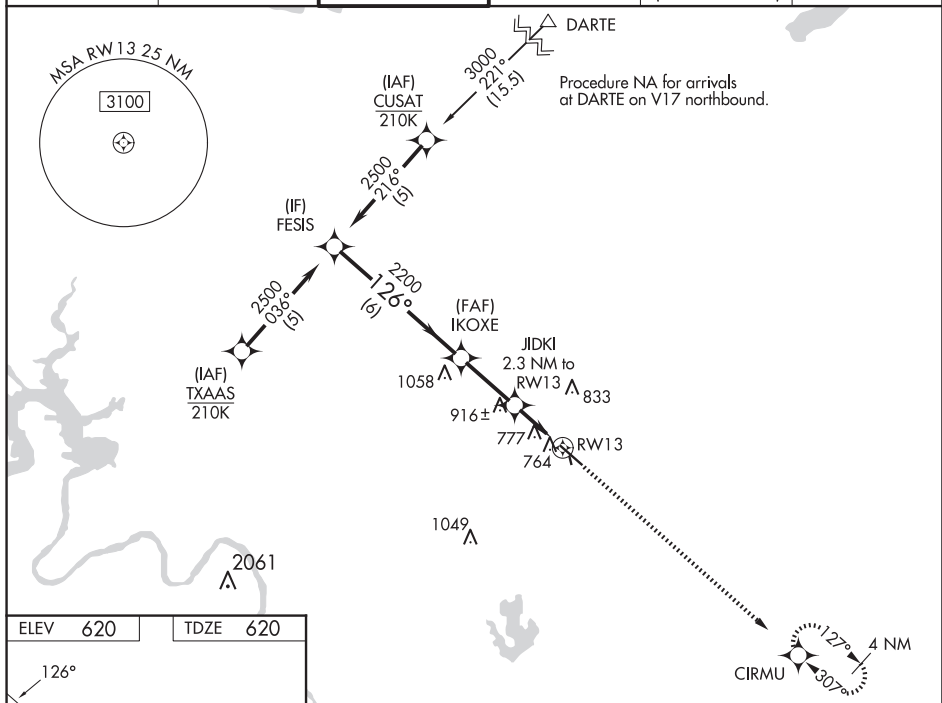


Diagram illustrating the Circling Approach for RW13. The diagram shows a 126° turn from a 2500 ft altitude to a 1380 ft altitude. Key points include FESIS, IKOXE (2200 ft), JIDKI (2.3 NM to RW13), and RW13 (1.3 NM to RW13). The diagram also shows a 6 NM distance from FESIS to IKOXE, 2.5 NM from IKOXE to JIDKI, and 1.3 NM from JIDKI to RW13. The diagram includes a 2500 ft altitude, a 126° turn, a 2200 ft altitude, a 1380 ft altitude, and a 6 NM distance. The diagram also shows a 2.5 NM distance from IKOXE to JIDKI, and 1.3 NM from JIDKI to RW13. The diagram includes a 2500 ft altitude, a 126° turn, a 2200 ft altitude, a 1380 ft altitude, and a 6 NM distance. The diagram also shows a 2.5 NM distance from IKOXE to JIDKI, and 1.3 NM from JIDKI to RW13.

AUSTIN EXEC (EDC)

RNAV (GPS) RWY 13

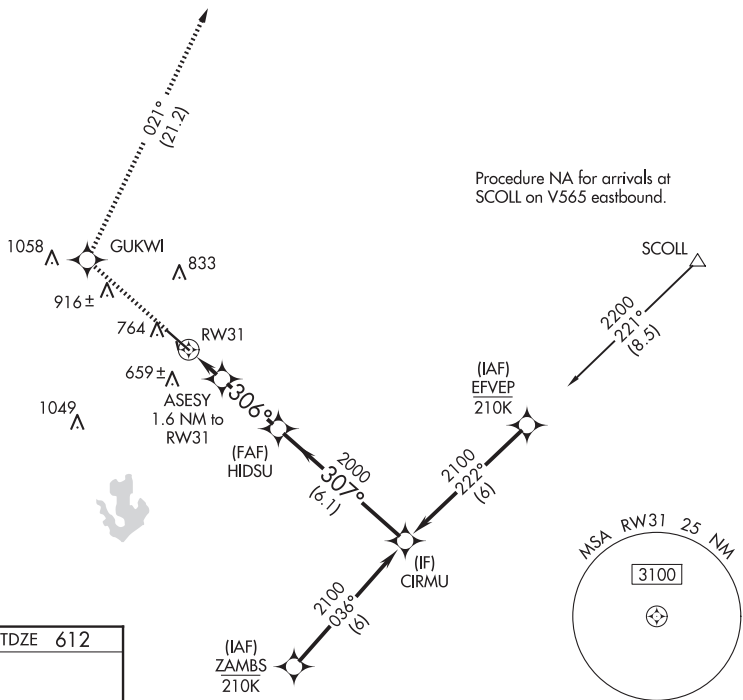
SC-3, 07 AUG 2025 to 02 OCT 2025



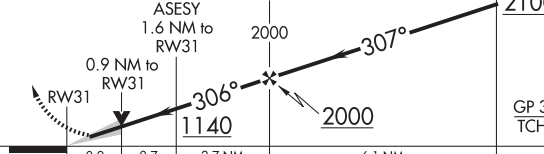

23222

RNAV (GPS) RWY 31  
AUSTIN EXEC (EDC)

**T** Circling NA to Rwy 16 and 34. For uncompensated Baro-VNAV systems,  
**A** LNAV/VNAV NA below -16°C or above 54°C.

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

MISSED APCH FIX

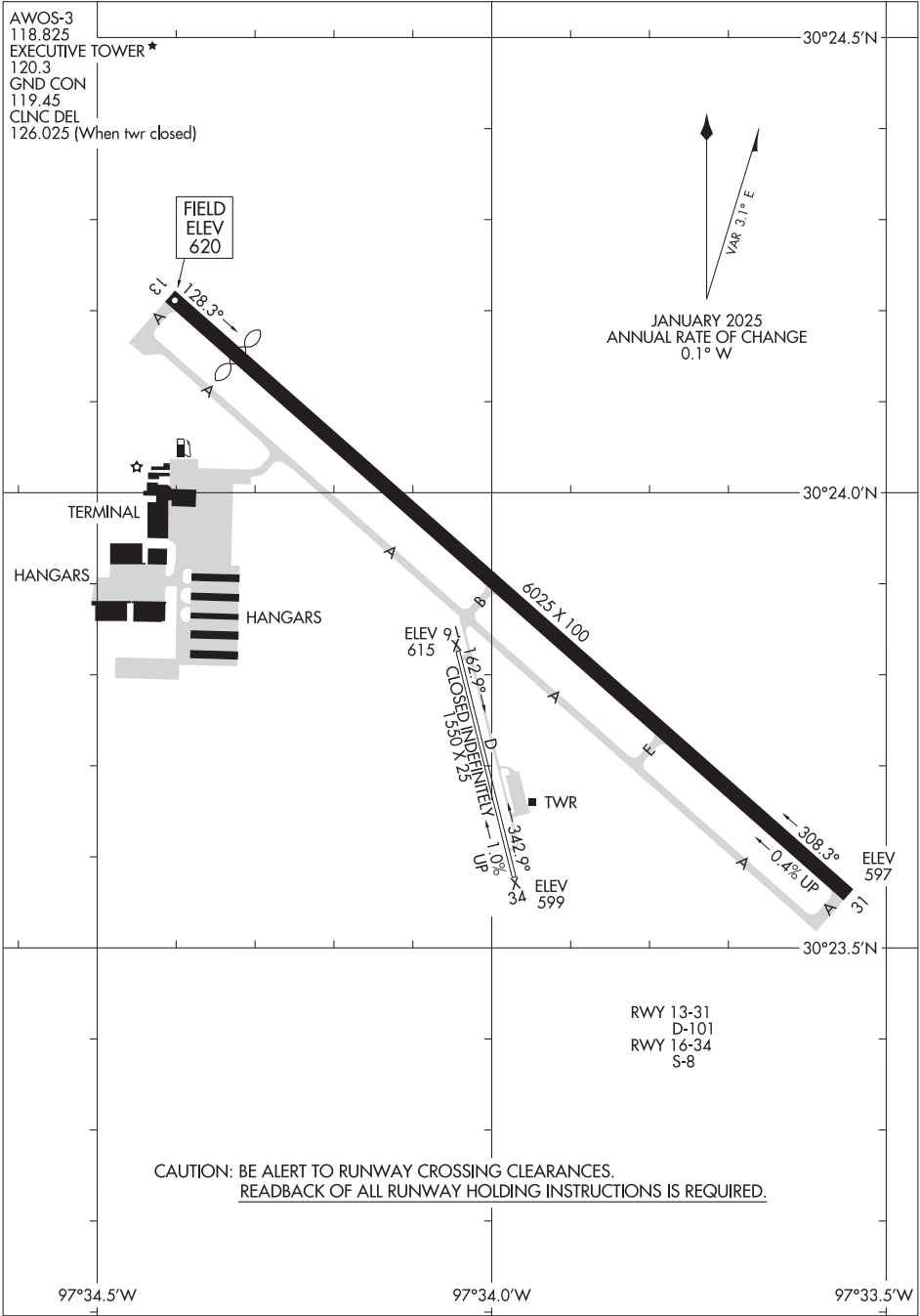
3500 ↑	GUKWLI 	tr 021° 	DARTE	HIDSU 2000	CIRMU 2100
 <p>ASESY 1.6 NM to RW31</p> <p>0.9 NM to RW31</p> <p>RW31</p> <p>306°</p> <p>1140</p> <p>2000</p> <p>307°</p> <p>2100</p> <p>GP 3.00° TCH 40</p> <p>0.9 → 0.7 → 2.7 NM → 6.1 NM</p>					
CATEGORY	A		B	C	D
LPV DA	812-3/4 200 (200-3/4)				
LNAV/ VNAV	909-7/8 297 (300-7/8)				
LNAV MDA	920-1	308 (300-1)	920-7/8	308 (300-7/8)	
 CIRCLING	1140-1 520 (600-1)	1160-1 540 (600-1)	1280-1 3/4 660 (700-1 3/4)	1280-2 660 (700-2)	

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

AUSTIN EXEC (EDC)  
RNAV (GPS) RWY 31

SC-3, 07 AUG 2025 to 02 OCT 2025

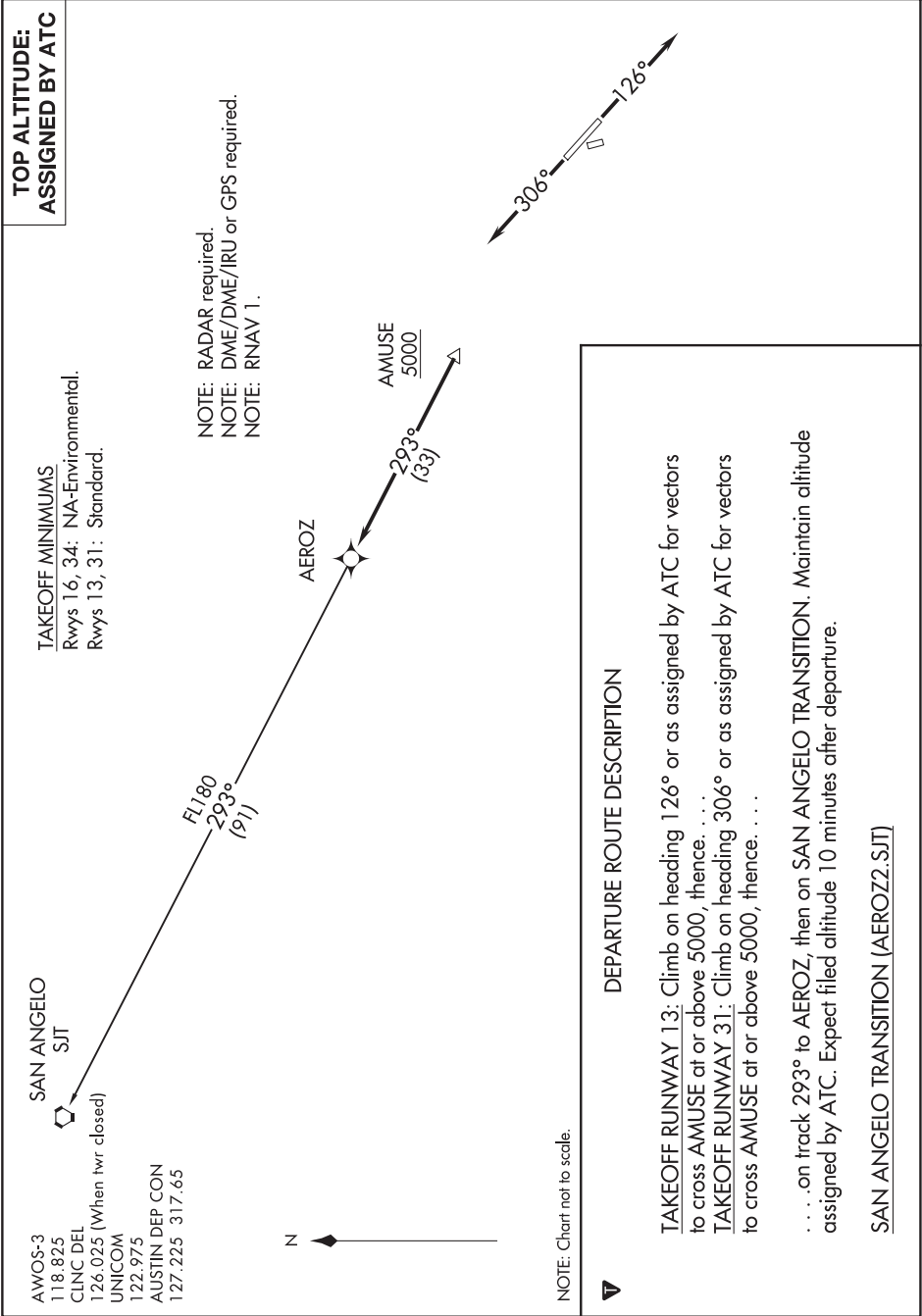
SC-3, 07 AUG 2025 to 02 OCT 2025



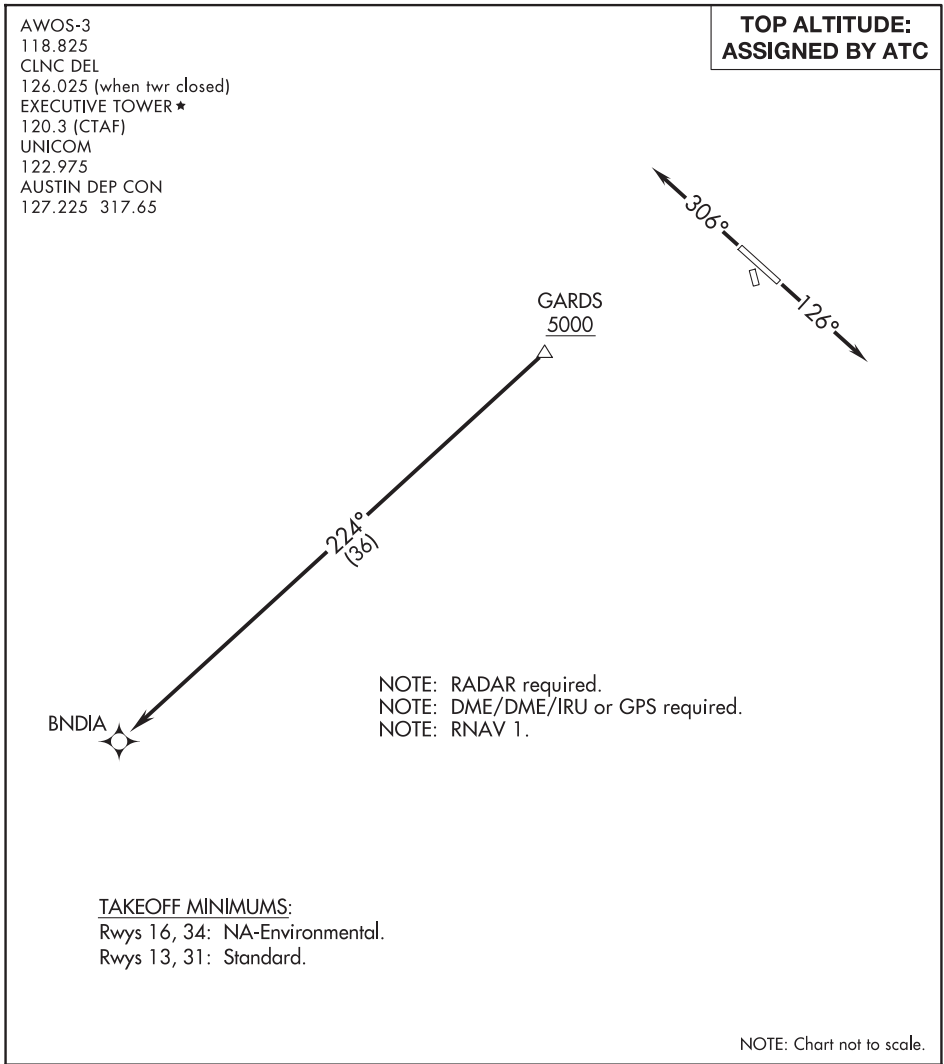
SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025



SC-3, 07 AUG 2025 to 02 OCT 2025



DEPARTURE ROUTE DESCRIPTION
<div>TAKEOFF RUNWAY 13: Climb on heading 126° or as assigned by ATC for vectors to cross GARDS at or above 5000, thence. . . .</div> <div>TAKEOFF RUNWAY 31: Climb on heading 306° or as assigned by ATC for vectors to cross GARDS at or above 5000, thence. . . .</div> <div>. . . .on track 224° to BNDIA. Maintain altitude assigned by ATC. Expect filed altitude 10 minutes after departure.</div>

**TOP ALTITUDE:  
ASSIGNED BY ATC**

127,225 317,65

FL180  
307°  
(120)

FORSS

KLNGR

ELOEL

WLMRT  
5000

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.

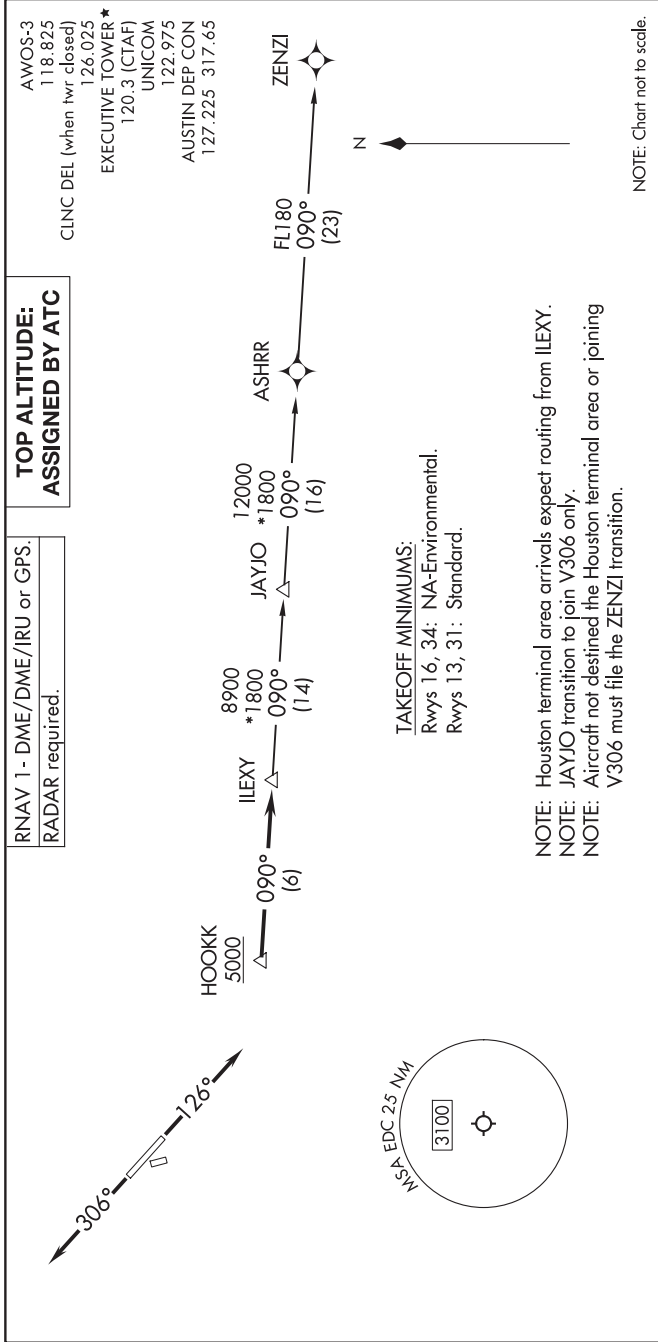
ABILENE TRANSITION (ELOEL3.ABI)

FORSS TRANSITION (ELOEL3.FORSS)

## KLNGR TRANSITION (ELOEL3.KLNGR)

## AUSTIN EXEC (EDC)

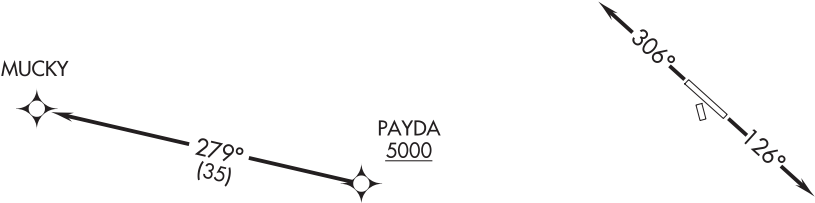
(ILEXY4.ILEXY) 23166  
ILEXY FOUR DEPARTURE (RNAV)





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

TOP ALTITUDE:  
ASSIGNED BY ATC



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

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

NOTE: Chart not to scale.



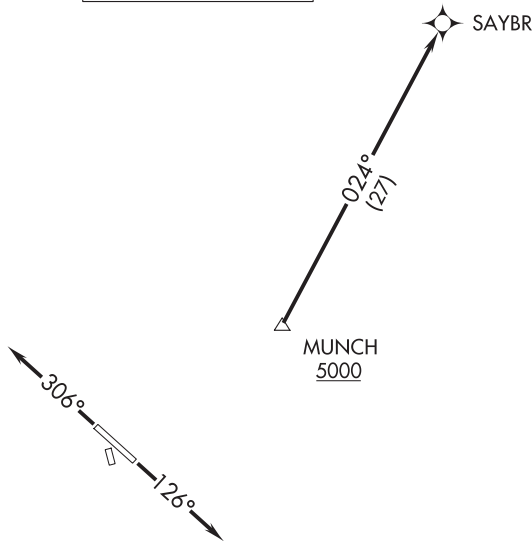
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 13: Climb on heading 126° or as assigned by ATC for vectors to cross PAYDA at or above 5000, thence. . . .  
TAKEOFF RUNWAY 31: Climb on heading 306° or as assigned by ATC for vectors to cross PAYDA at or above 5000, thence. . . .  
...on track 279° to MUCKY. Maintain altitude assigned by ATC.  
Expect filed altitude 10 minutes after departure.

SAYBR THREE DEPARTURE (RNAV)

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

TOP ALTITUDE:  
ASSIGNED BY ATC



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

TAKEOFF MINIMUMS

Rwys 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 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. . .

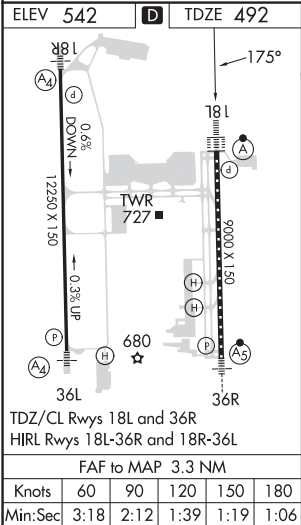
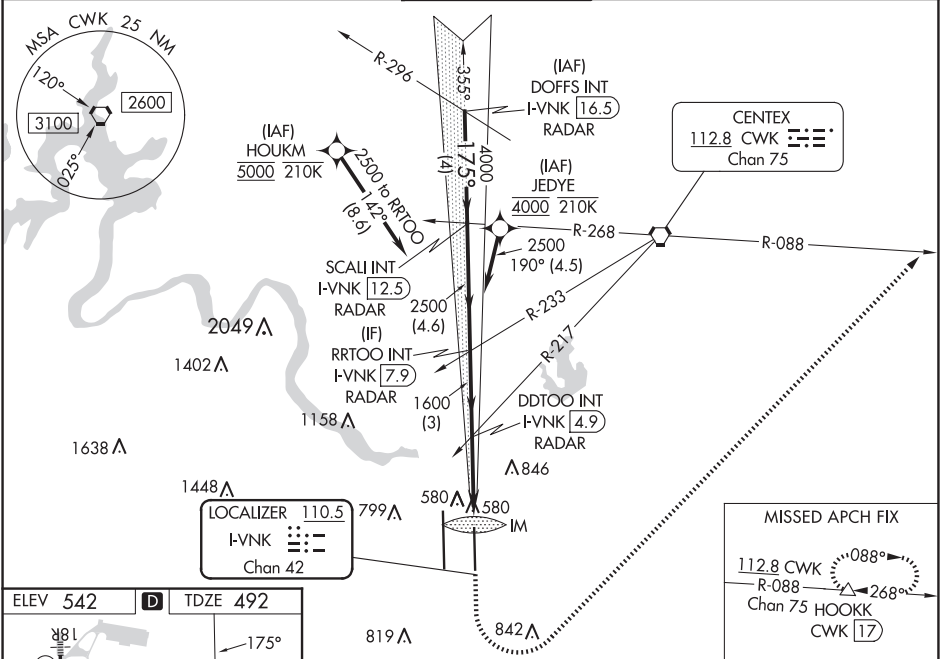
. . . on track 024° to SAYBR. Maintain altitude assigned by ATC.  
Expect filed altitude 10 minutes after departure.

LOC/DME I-VNK <b>110.5</b> Chan <b>42</b>	APP CRS <b>175°</b>	Rwy Idg TDZE <b>492</b> Apt Elev <b>542</b>	<b>9000</b>
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ILS or LOC RWY 18L  
AUSTIN-BERGSTROM INTL (AUS)

RNP APCH-GPS. From HOUKM or JEDYE.	ALSF-2 	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.
RADAR required for procedure entry from DOFFS. DME required.		
Simultaneous approach authorized. For inop ALS, increase S-ILS-18L Cat E visibility to RVR 4000, and S-LOC-18L Cats C, D, and E visibility to RVR 5500.		

D-ATIS <b>124.4</b>	AUSTIN APP CON <b>127.225 317.65</b> (EAST) <b>120.875 270.25</b> (SOUTH) <b>119.0 370.85</b> (WEST)	AUSTIN TOWER <b>121.0 281.5</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>125.5 263.0</b>	CPDLC
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VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 74).					
DOFFS INT I-VNK <b>16.5</b> RADAR	SCALI INT I-VNK <b>12.5</b> RADAR	RRTOO INT I-VNK <b>7.9</b> RADAR	DDTOO INT I-VNK <b>4.9</b> RADAR	I-VNK <b>2.5</b>	I-VNK <b>1.6</b>
5000	4000	2500	1600	1600	IM
GS 3.00° TCH 61					
4 NM 4.6 NM 3 NM 2.4 NM 0.8 0.1					
CATEGORY	A	B	C	D	E
S-ILS 18L	692/18 200 (200-½)				
S-LOC 18L	840/24	348 (300-½)	840/30	348 (300-¾)	
CIRCLING	1040-1 498 (500-1)	1120-1 578 (600-1)	1200-1¾ 658 (700-1¾)	1200-2 658 (700-2)	NA

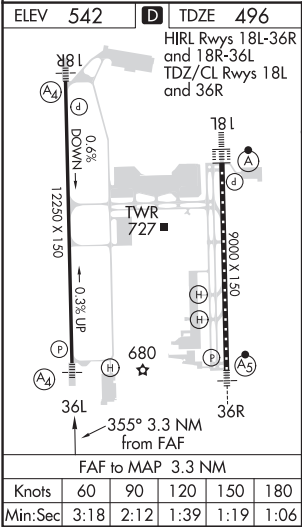
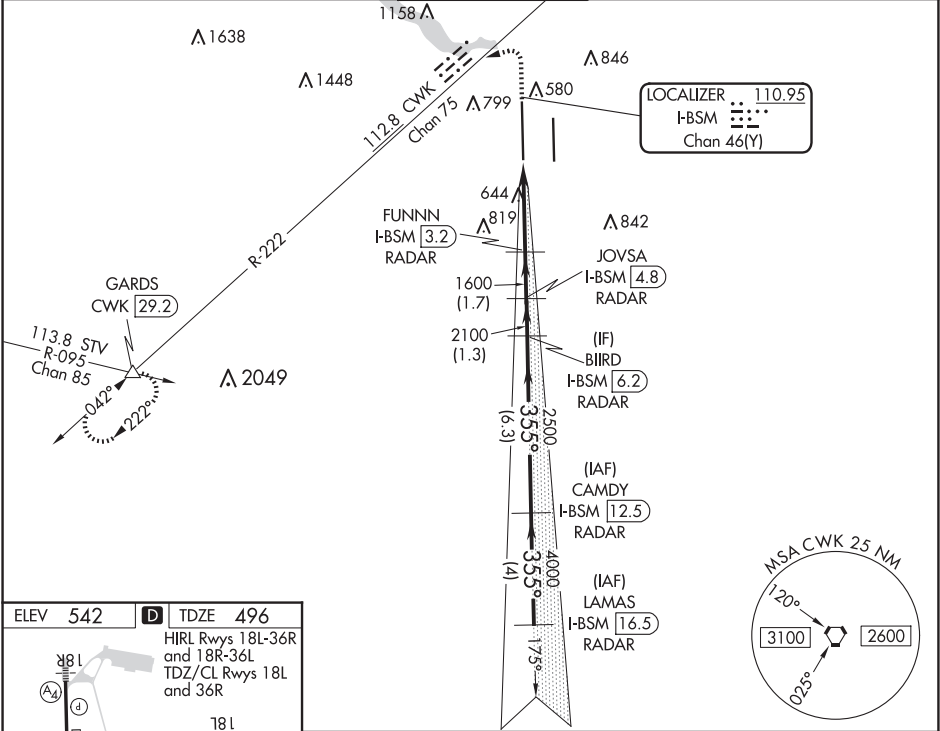


LOC/DME I-BSM	APP CRS	Rwy Idg	12250
110.95	355°	TDZE	496
Chan 46(Y)		Apt Elev	542

ILS or LOC RWY 36L  
AUSTIN-BERGSTROM INTL (AUS)

DME or RADAR required.	MALS	MISSED APPROACH: Climb to 1000 then climbing left turn to 3500 on heading 250° and CWK VORTAC R-222 to GARDS INT/CWK 29.2 DME and hold.
Simultaneous approach authorized. For inop ALS, increase S-LOC 36L Cats C/D/E visibility to RVR 6000. Inop table does not apply to S-ILS 36L all Cats.	A4	



D-ATIS	AUSTIN APP CON	AUSTIN TOWER	GND CON	CLNC DEL	CPDLC
124.4	127.225 317.65 120.875 270.25 (SOUTH) 119.0 370.85 (WEST)	121.0 281.5	121.9 348.6	125.5 263.0	



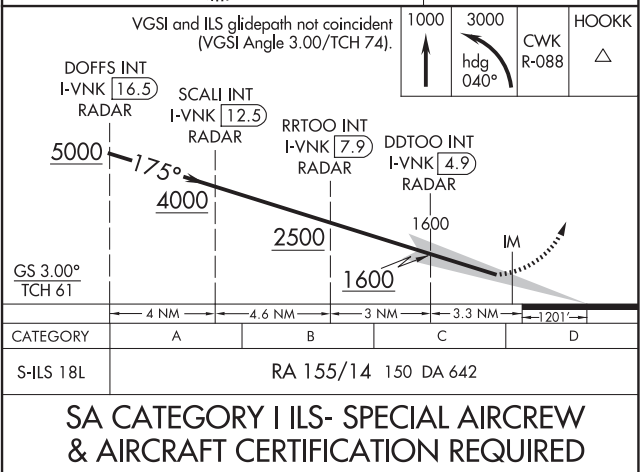
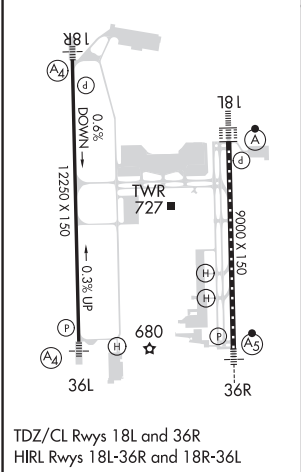
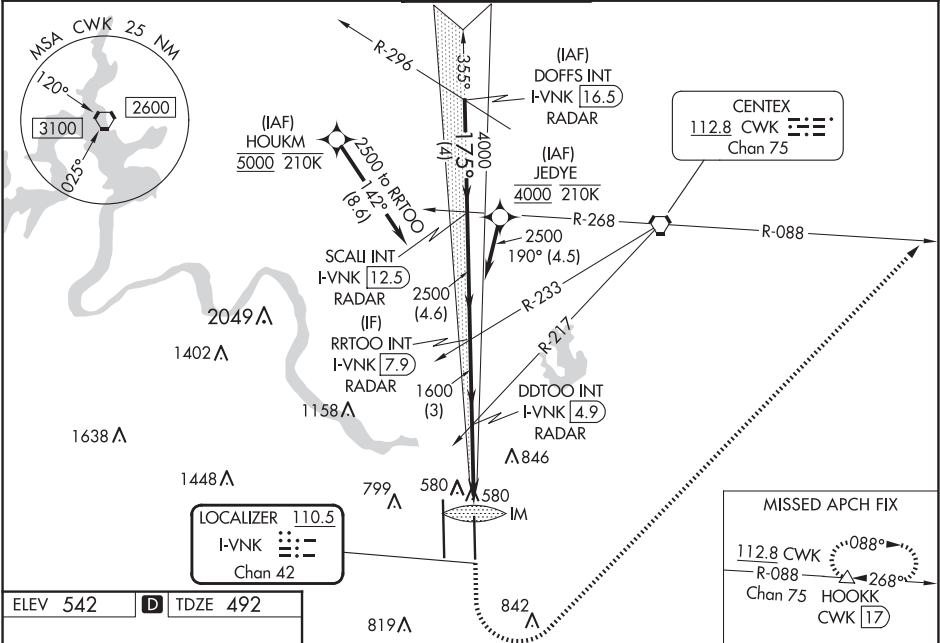
1000	3500	GARDS	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 60).	LAMAS
hdg 250°	CWK R-222	BIIRD		I-BSM 16.5
I-BSM DME ANTENNA	FUNNN I-BSM 3.2	JOVSA I-BSM 4.8	BIIRD I-BSM 6.2	CAMDY I-BSM 12.5
I-BSM 0.2	I-BSM 0.9	1600	2100	2500
1.1 NM	2.2 NM	1.7 NM	1.3 NM	6.3 NM
36L	36R	18L	18R	36L
355° 3.3 NM from FAF				
FAF to MAP 3.3 NM				
Knots	60	90	120	150
Min:Sec	3:18	2:12	1:39	1:19
1:06				



LOC/DME I-VNK <b>110.5</b> Chan <b>42</b>	APP CRS <b>175°</b>	Rwy Idg <b>9000</b> TDZE <b>492</b> Apt Elev <b>542</b>	ILS RWY 18L (SA CAT I) AUSTIN-BERGSTROM INTL (AUS)
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RNP APCH-GPS. From HOUKM or JEDYE.		ALSF-2 	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.
RADAR required for procedure entry from DOFFS. DME required.			
	Simultaneous approach authorized. Requires specific OPSPEC, MSPEC or LOA approval.		

D-ATIS <b>124.4</b>	AUSTIN APP CON <b>127.225 317.65</b> (EAST) <b>120.875 270.25</b> (SOUTH) <b>119.0 370.85</b> (WEST)	AUSTIN TOWER <b>121.0 281.5</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>125.5 263.0</b>	CPDLC
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AUSTIN, TEXAS

AL-556 (FAA)

24249

LOC/DME I-HCE	APP CRS	Rwy Idg	9000
110.5	355°	TDZE	480
Chan 42		Apt Elev	542

ILS RWY 36R (SA CAT I & II)

AUSTIN-BERGSTROM INTL (AUS)

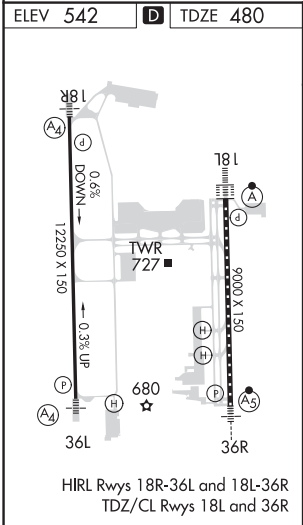
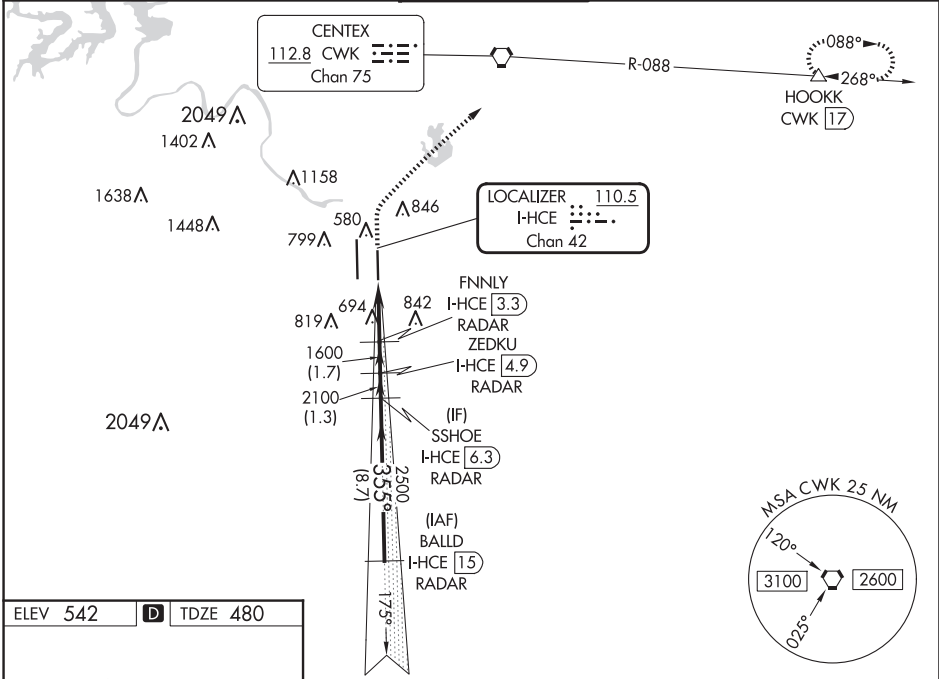
DME required. RADAR required for procedure entry.

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

MALSR  
AS

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.

D-ATIS	AUSTIN APP CON	AUSTIN TOWER	GND CON	CLNC DEL	CPDLC
124.4	127.225 317.65 (EAST) 120.875 270.25 (SOUTH) 119.0 370.85 (WEST)	121.0 281.5	121.9 348.6	125.5 263.0	



1000	3000	CWK R-088	HOOKK	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 59).	BALD I-HCE [15] RADAR
↑	hdg 030°				
			FNNLY I-HCE [3.3] RADAR	ZEDKU I-HCE [4.9] RADAR	SSHOE I-HCE [6.3] RADAR
			1600	2100	2500
			1600		
			3.4 NM	1.7 NM	1.3 NM
					8.7 NM
CATEGORY	A	B	C	D	
S-ILS 36R	SA CAT I	RA 185/14	150	DA 630	
S-ILS 36R	SA CAT II	RA 110/12	100	DA 580	
SA CATEGORY I & II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED					

AUSTIN, TEXAS  
Amdt 4D 05SEP24

AUSTIN-BERGSTROM INTL (AUS)  
30°12'N-97°40'W  
ILS RWY 36R (SA CAT I & II)



SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025

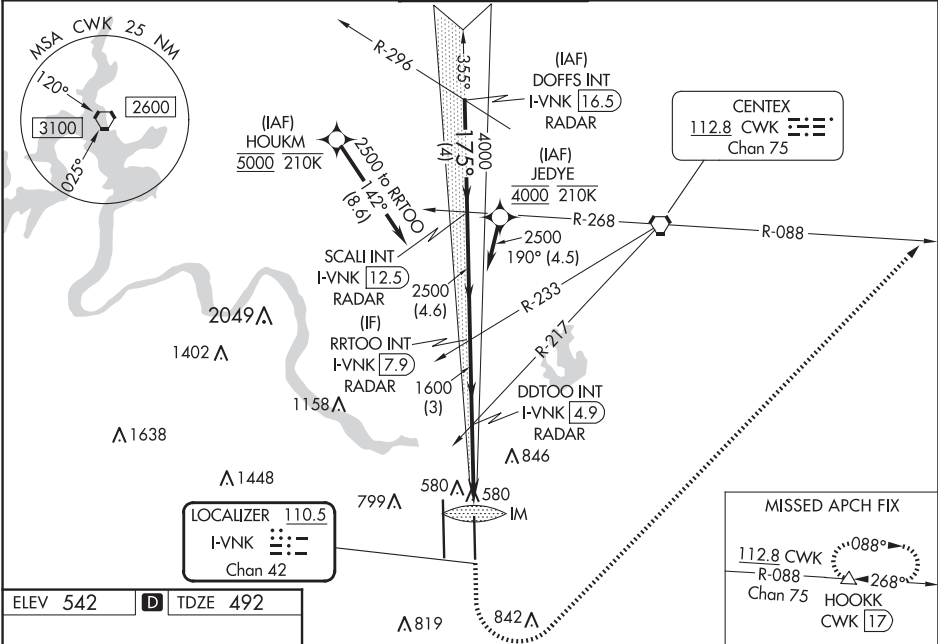


LOC/DME I-VNK <b>110.5</b> Chan <b>42</b>	APP CRS <b>175°</b>	Rwy Idg <b>9000</b> TDZE <b>492</b> Apt Elev <b>542</b>
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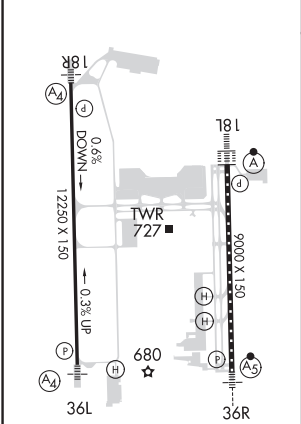
ILS RWY 18L (CAT II & III)  
AUSTIN-BERGSTROM INTL (AUS)

RNP APCH-GPS. From HOUKM or JEDYE.		ALSF-2 	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.
RADAR required for procedure entry from DOFFS. DME required.			
	Simultaneous approach authorized.		

D-ATIS <b>124.4</b>	AUSTIN APP CON <b>127.225 317.65</b> (EAST) <b>120.875 270.25</b> (SOUTH) <b>119.0 370.85</b> (WEST)	AUSTIN TOWER <b>121.0 281.5</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>125.5 263.0</b>	CPDLC
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ELEV <b>542</b>	<b>D</b>	TDZE <b>492</b>
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TDZ/CL Rwy 18L and 36R  
HRL Rwy 18L-36R and 18R-36L

VGS and ILS glidepath not coincident (VGS Angle 3.00/TCH 74).			
DOFFS INT I-VNK 16.5 RADAR	SCALI INT I-VNK 12.5 RADAR	RRTOO INT I-VNK 7.9 RADAR	DDTOO INT I-VNK 4.9 RADAR
5000	4000	2500	1600
GS 3.00° TCH 61	4 NM	4.6 NM	3 NM
CATEGORY	A	B	C
S-ILS 18L	CAT II RA 105/12 100 DA 592		
S-ILS 18L	CAT III RVR 06		

CATEGORY II & III ILS - SPECIAL AIRCREW  
& AIRCRAFT CERTIFICATION REQUIRED

AUSTIN, TEXAS

AL-556 (FAA)

21112

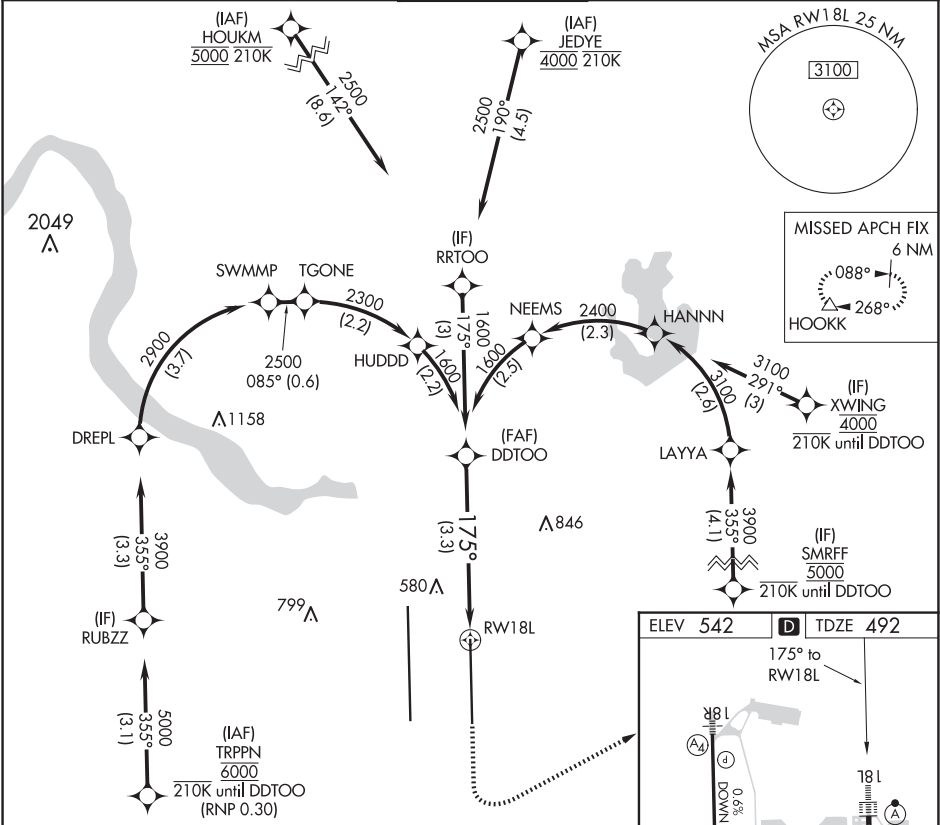
APP CRS	Rwy Idg	9000
175°	TDZE	492
	Apt Elev	542

# RNAV (RNP) Z RWY 18L

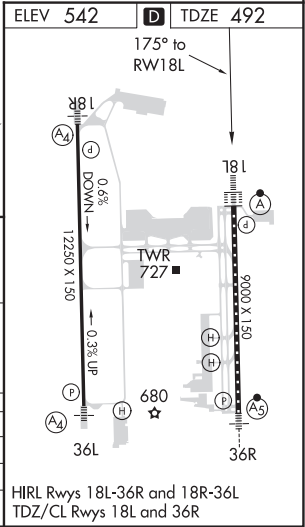
AUSTIN-BERGSTROM INTL (AUS)

RADAR required. RNP AR APCH-GPS.		ALSIF-2	MISSED APPROACH: Climb to 1000 then climbing left turn to 3000 direct HOOKK and hold.	
Simultaneous approach authorized. For uncompensated Baro-VNAV systems, procedure NA below -5°C or above 54°C.				

D-ATIS	AUSTIN APP CON	AUSTIN TOWER	GND CON	CLNC DEL	CPDLC
124.4	127.225 317.65 (EAST) 120.875 270.25 (SOUTH) 119.0 370.85 (WEST)	121.0 281.5	121.9 348.6	125.5 263.0	



DDTOO		VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 74).		1000	3000	HOOKK
1600		GP 3.00° TCH 61		RW18L		
		See planview for multiple IF locations.		3.3 NM		
CATEGORY	A	B	C	D		
RNP 0.24 DA		825/26	333 (300-½)			
RNP 0.30 DA		885/35	393 (400-⅙)			



APP CRS  
175°

Rwy Idg  
12250

TDZE  
542

Apt Elev  
542

RNAV (RNP) Z RWY 18R

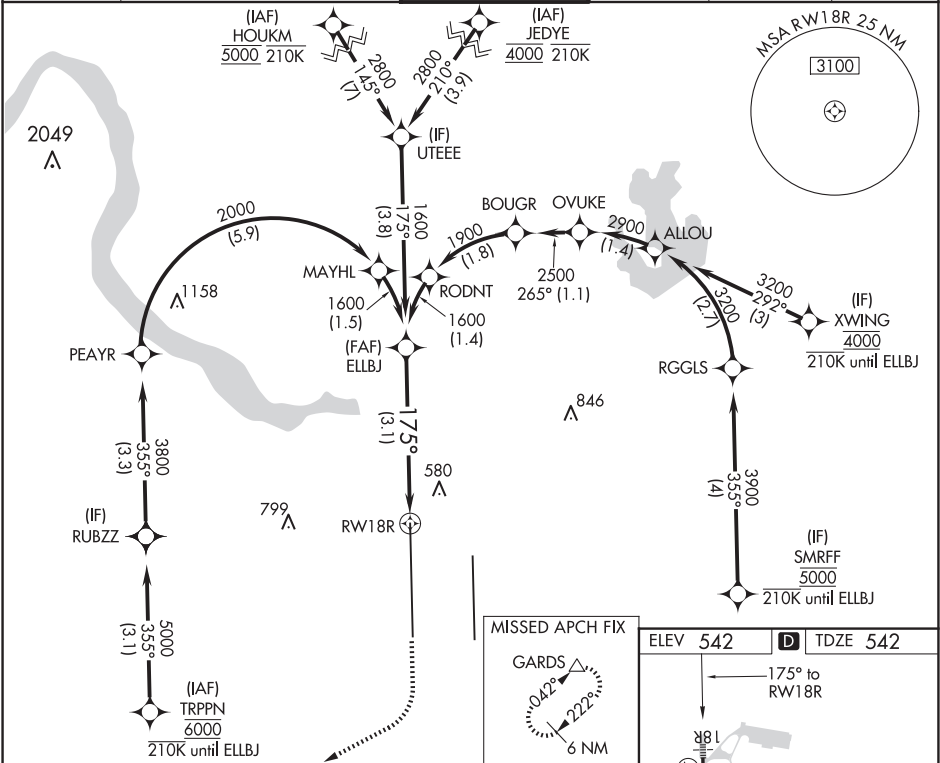
AUSTIN-BERGSTROM INTL (AUS)

RNP AR APCH-GPS. RADAR required.

MALS

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

D-ATIS 124.4	AUSTIN APP CON 127.225 317.65 (EAST) 120.875 270.25 (SOUTH) 119.0 370.85 (WEST)	AUSTIN TOWER 121.0 281.5	GND CON 121.9 348.6	CLNC DEL 125.5 263.0	CPDLC
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See planview for multiple IF locations.

ELLBJ

GP 3.00°  
TCH 59

175°

3.1 NM

RW18R

1000

3500

GARDS

CATEGORY	A	B	C	D
RNP 0.30 DA	883/40 341 (400-¾)			

AUTHORIZATION REQUIRED

ELEV 542

TDZE 542

175° to RW18R

18R

0.6% DOWN

12250 X 150

0.3% UP

TWR 727

680

36L

36R

TDZ/CL Rwy 18L and 36R

HIRL Rwy 18L-36R and 18R-36L

AUSTIN, TEXAS

AL-556 (FAA)

21112

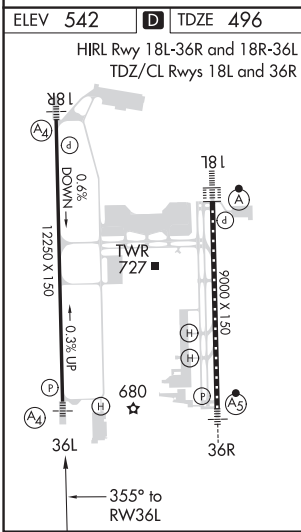
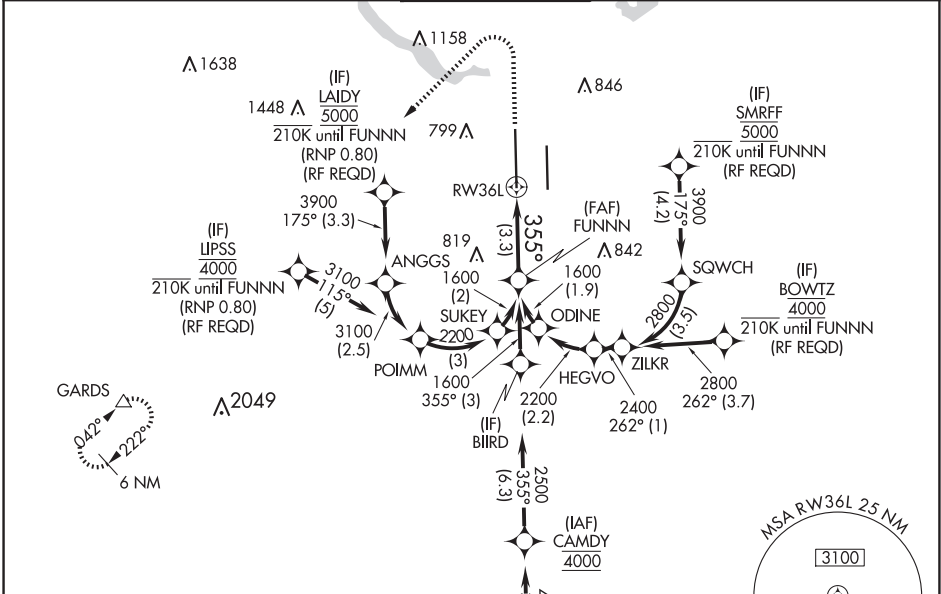
APP CRS	Rwy Idg	12250
355°	TDZE	496
	Apt Elev	542

# RNAV (RNP) Z RWY 36L

AUSTIN-BERGSTROM INTL (AUS)

RNP AR APCH. RADAR required.	MALS 	MISSED APPROACH: Climb to 1700 then climbing left turn to 3500 direct GARDS and hold.
Simultaneous approach authorized. For uncompensated Baro-VNAV systems, procedure NA below -5°C or above 54°C. For inop ALS, increase RNP 0.11 all Cats visibility to RVR 4500 and RNP 0.30 all Cats visibility to RVR 5500.		

D-ATIS 124.4	AUSTIN APP CON 127.225 317.65 (EAST) 120.875 270.25 (SOUTH) 119.0 370.85 (WEST)	AUSTIN TOWER 121.0 281.5	GND CON 121.9 348.6	CLNC DEL 125.5 263.0	CPDLC
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<div><div><div><div>1700</div><div>↑</div></div><div>3500</div><div><div>GARDS</div><div>△</div></div></div><div><div><div>3355° (4)</div><div><div>1000</div><div>(IAF) LAMAS 5000</div></div></div><div><div></div><div></div></div></div><div><div></div><div></div></div></div>					VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 60).				
<div><div><div><div>RW36L</div><div><div></div><div></div></div></div><div><div></div><div></div><div>355°</div></div><div><div>See planview for multiple IF locations.</div><div>3.3 NM</div></div><div><div><div>1600</div><div>FUNNN</div></div><div><div>1600</div><div></div></div></div><div><div>GP 3.00° TCH 54</div></div></div></div>									
CATEGORY		A	B	C	D				
RNP 0.11 DA		758/40 262 (300-¾)							
RNP 0.30 DA		858/40 362 (400-¾)							
AUTHORIZATION REQUIRED									

AUSTIN, TEXAS

Amtd 2 22APR21

30°12'N-97°40'W

AUSTIN-BERGSTROM INTL (AUS)

# RNAV (RNP) Z RWY 36L

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SC-3, 07 AUG 2025 to 02 OCT 2025



AUSTIN, TEXAS

AL-556 (FAA)

24249

WAAS CH <b>62829</b> <b>W18A</b>	APP CRS <b>175°</b>	Rwy Idg TDZE <b>492</b> Apt Elev <b>542</b>
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RNAV (GPS) Y RWY 18L

AUSTIN-BERGSTROM INTL (AUS)

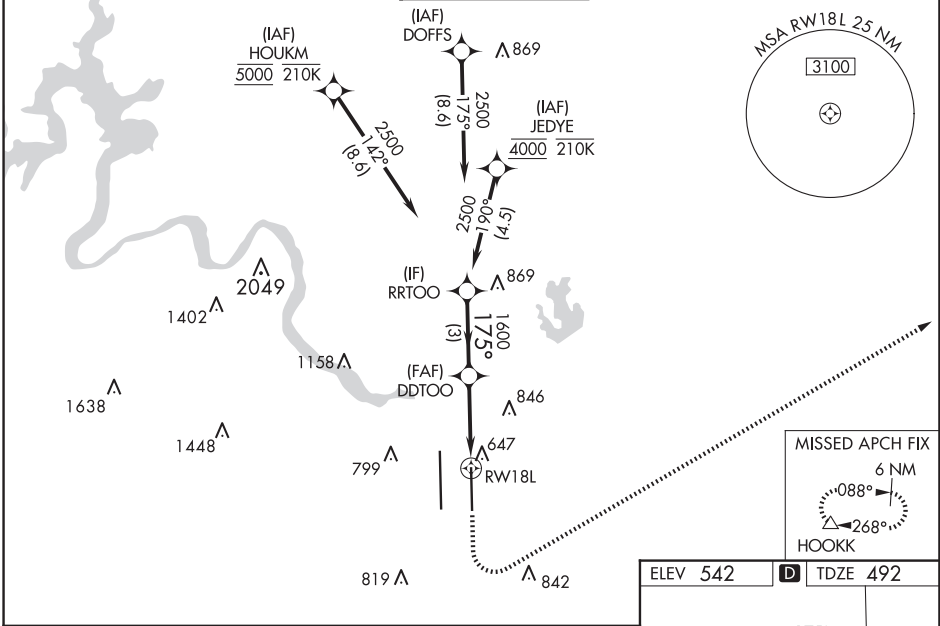
RNP APCH-GPS.

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

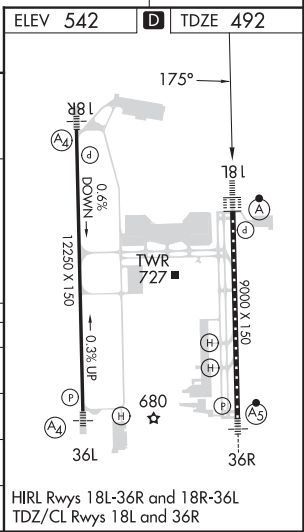
ALS-2

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

D-ATIS <b>124.4</b>	AUSTIN APP CON <b>127.225 317.65 (EAST)</b> <b>120.875 270.25 (SOUTH)</b> <b>119.0 370.85 (WEST)</b>	AUSTIN TOWER <b>121.0 281.5</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>125.5 263.0</b>	CPDLC
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RRTOO VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 74).					
2500 175° 1600 1.1 NM to RWY 18L 36L 36R					
GP 3.00° TCH 61 3 NM 2.2 NM 1.1 NM					
CATEGORY	A	B	C	D	E
LPV DA	692/18 200 (200-½)				
LNAV/VNAV DA	906/40 414 (400-¾)				
LNAV MDA	900/24	408 (400-½)	900/40	408 (400-¾)	
CIRCLING	1040-1 498 (500-1)	1120-1 578 (600-1)	1200-1¾ 658 (700-1¾)	1200-2 658 (700-2)	NA



AUSTIN, TEXAS  
Amdt 3B 05SEP24

30°12'N-97°40'W

AUSTIN-BERGSTROM INTL (AUS)

RNAV (GPS) Y RWY 18L

WAAS CH <b>77530</b> <b>W18B</b>	APP CRS <b>175°</b>	Rwy Idg <b>12250</b> TDZE <b>542</b> Apt Elev <b>542</b>
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RNAV (GPS) Y RWY 18R

AUSTIN-BERGSTROM INTL (AUS)

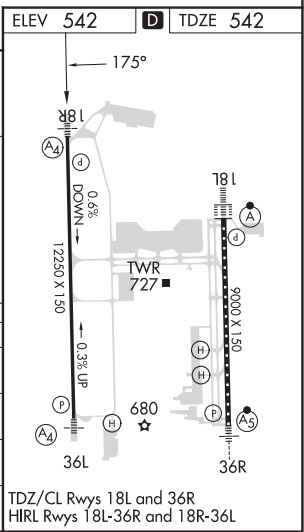
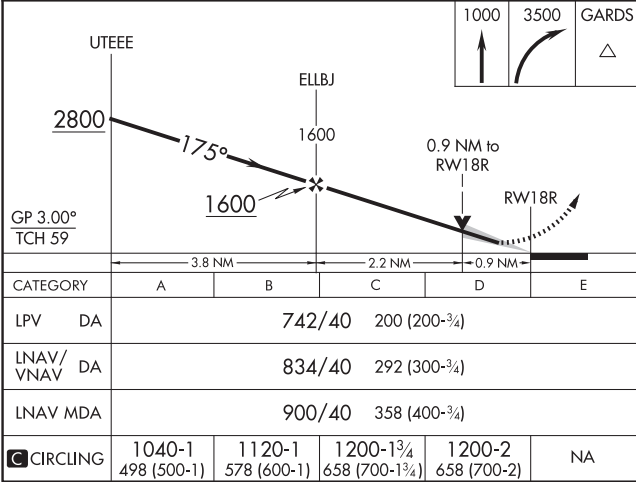
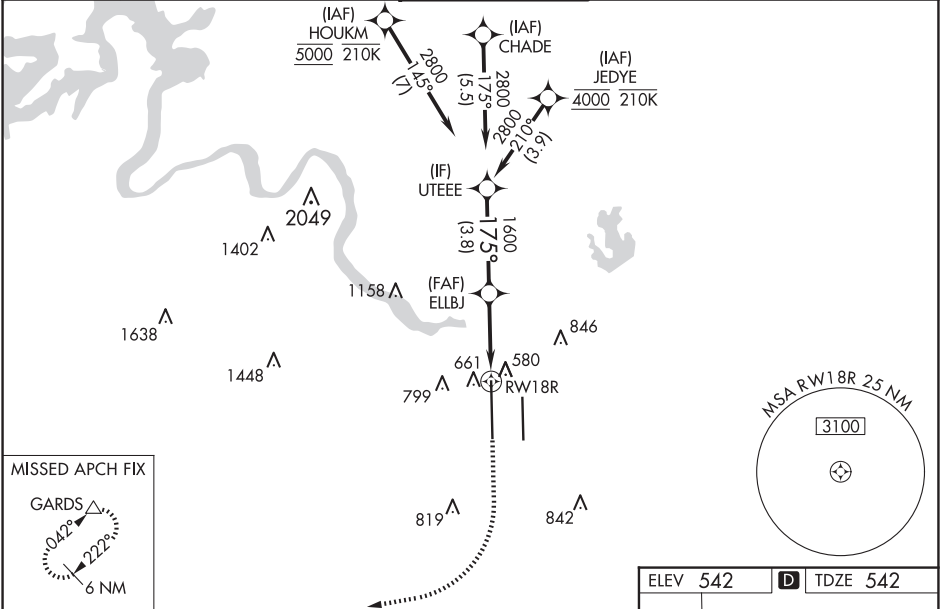
RNP APCH-GPS.

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

MALS

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

D-ATIS <b>124.4</b>	AUSTIN APP CON <b>127.225 317.65</b> (EAST) <b>120.875 270.25</b> (SOUTH) <b>119.0 370.85</b> (WEST)	AUSTIN TOWER <b>121.0 281.5</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>125.5 263.0</b>	CPDLC
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RNAV (GPS) Y RWY 36L  
AUSTIN-BERGSTROM INTL (AUS)

RNP APCH-GPS.

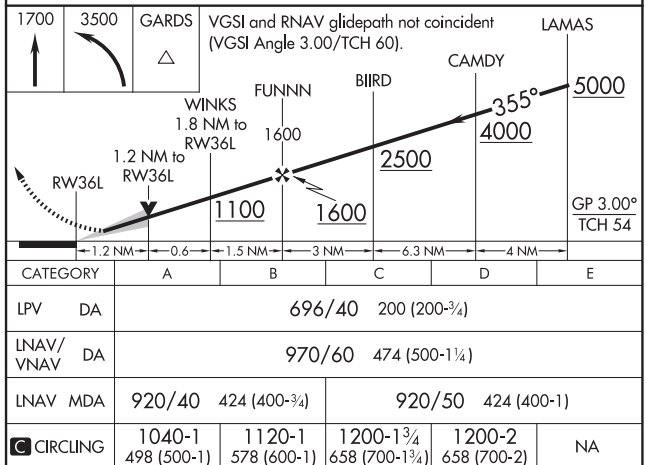
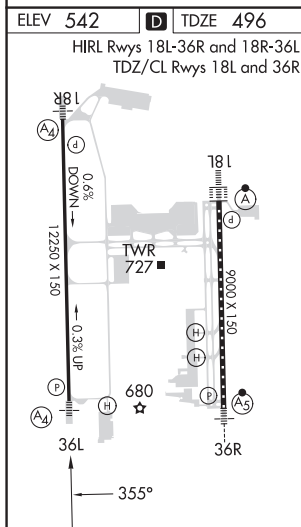
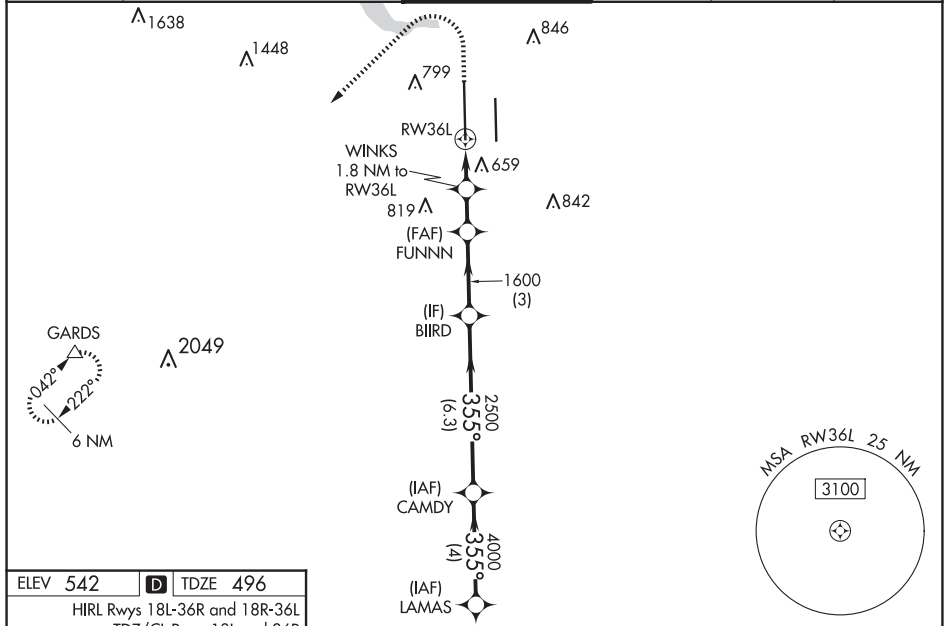
**T** Simultaneous approach authorized. Use of FD or AP required during simultaneous operations. LNAV procedure NA during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -5°C or above 54°C. Inop table does not apply to LPV all Cats. For inop ALS, increase LNAV/VNAV Cat E visibility to 1 3/8 SM, LNAV Cat E visibility to 1 1/4 SM.

MALS



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

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
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AUSTIN, TEXAS  
Amdt 3B 05SEP24

30°12'N-97°40'W

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

SC-3, 07 AUG 2025 to 02 OCT 2025



WAAS CH <b>99429</b> <b>W36B</b>	APP CRS <b>355°</b>	Rwy Idg TDZE Apt Elev	<b>9000</b> <b>480</b> <b>542</b>
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RNAV (GPS) Y RWY 36R  
AUSTIN-BERGSTROM INTL (AUS)

RNP APCH-GPS.

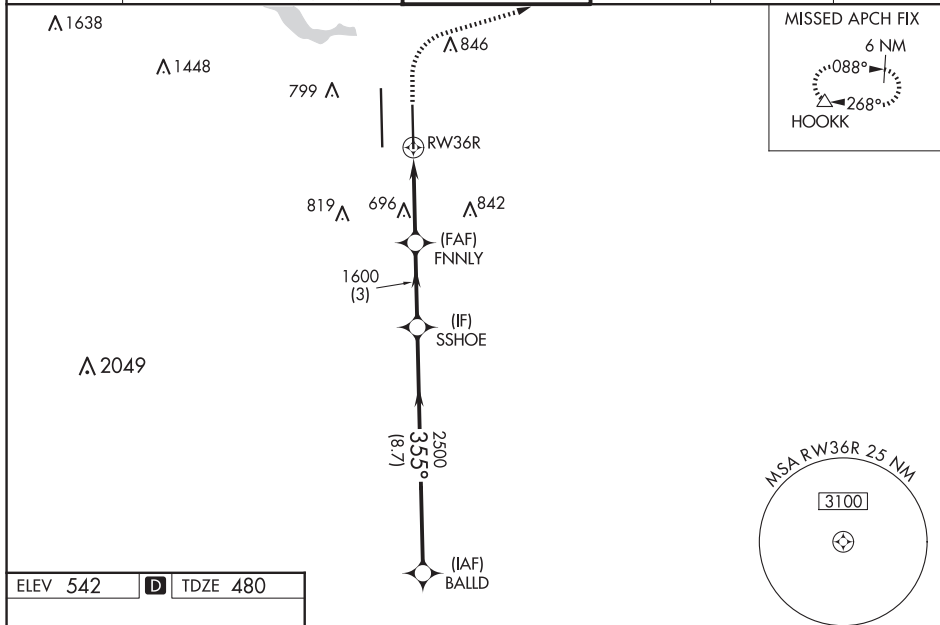
▼ Use of FD or AP required during simultaneous operations. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -5°C or above 54°C. For inop ALS increase LPV Cat E visibility to RVR 4000, LNAV/VNAV all Cats visibility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

MALSR



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

D-ATIS	AUSTIN APP CON		AUSTIN TOWER		GND CON		CLNC DEL		CPDLC
124.4	127.225	317.65 (EAST)	121.0	281.5	121.9	348.6	125.5	263.0	
	120.875	270.25 (SOUTH)							
	119.0	370.85 (WEST)							



ELEV 542	<b>D</b>	TDZE 480
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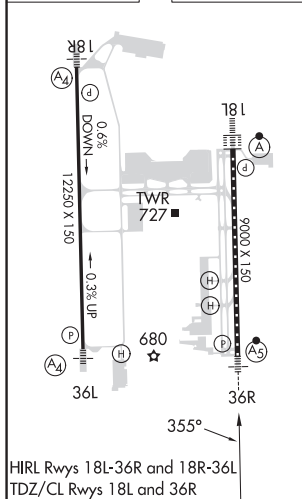
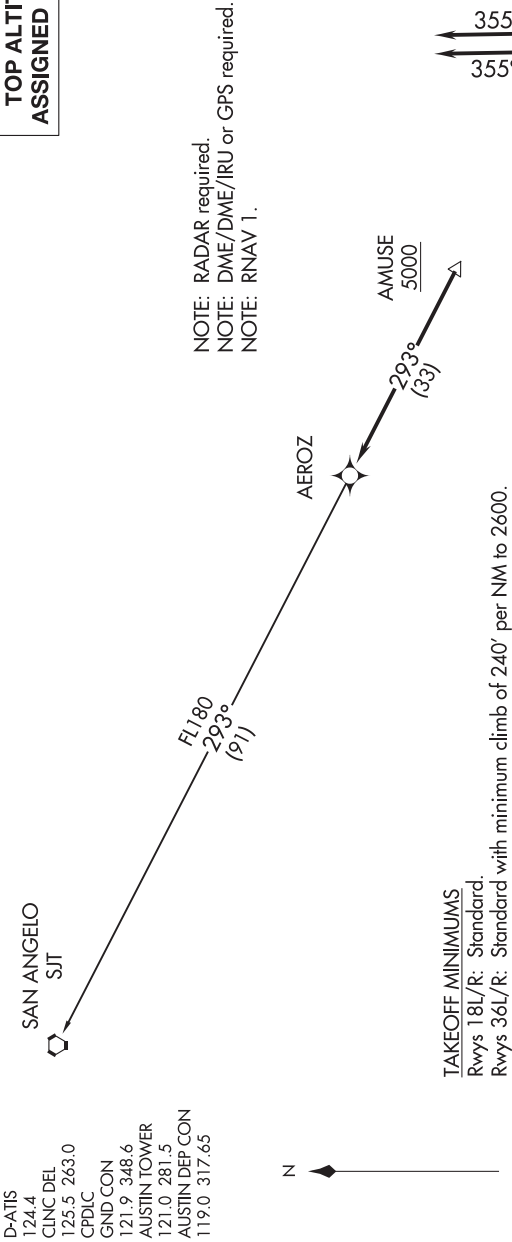


Diagram illustrating a flight path for a VGS and RNAV glidepath not coincident (VGS Angle 3.00/TCH 59). The path starts with a 1000 ft climb, followed by a 3000 ft climb, and then a 1.5 NM turn to RW36R. The path then proceeds to a 1600 ft altitude, where it intersects with a 1600 ft altitude point. The path then continues to a 2500 ft altitude, where it intersects with a 2500 ft altitude point. The path then continues to a 355° heading, where it intersects with a 355° heading point. The path then continues to a 4000 ft altitude, where it intersects with a 4000 ft altitude point. The path then continues to a 3 NM distance, where it intersects with a 3 NM distance point. The path then continues to an 8.7 NM distance, where it intersects with an 8.7 NM distance point. The path then continues to a 3.00° glidepath, where it intersects with a 3.00° glidepath point. The path then continues to a TCH 52, where it intersects with a TCH 52 point. The path then continues to a BALLD, where it intersects with a BALLD point.



SC-3, 07 AUG 2025 to 02 OCT 2025

TOP ALTITUDE:  
ASSIGNED BY ATC



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)

SC-3, 07 AUG 2025 to 02 OCT 2025

(AUS7.CWK) 25163

AUSTIN SEVEN DEPARTURE

AL-556 (FAA)

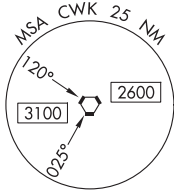
AUSTIN-BERGSTROM INTL (AUS)

AUSTIN, TEXAS

RADAR required.

TOP ALTITUDE:  
ASSIGNED BY ATC

AUSTIN DEP CON  
119.0 370.85  
D-ATIS  
124.4  
CLNC DEL  
125.5 263.0  
CPDLC  
GND CON  
121.9 348.6  
AUSTIN TOWER  
121.0 281.5



GOOCH SPRINGS  
112.5 AGJ  
Chan 72

R-142  
(33)  
JASMO

STV  
R-048  
5000  
\*3200  
(52)

V306-565

4000  
\*3100  
222°  
(29)  
[21-25]  
[V17]

CENTEX  
112.8 CWK  
Chan 75

181  
GARDS

BETTI

R-040 [21-25]  
[V17]

SAN ANTONIO  
116.8 SAT  
Chan 115

STONEWALL  
113.8 STV  
Chan 85

JUNCTION  
116.0 JCT  
Chan 107

7000  
\*3600  
268°  
(79)  
5000  
\*3300  
227°  
(26)  
AMUSE

V306  
R-088

R-047

R-095

R-105

TAKEOFF MINIMUMS

Rwys 18L/R: Standard.

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

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

AUSTIN SEVEN DEPARTURE

(AUS7.CWK) 05SEP24

AUSTIN, TEXAS

AUSTIN-BERGSTROM INTL (AUS)

SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025



DEPARTURE ROUTE DESCRIPTION

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

GOOCH SPRINGS TRANSITION (AUS7.AGJ): From over CWK VORTAC on CWK R-321 and AGJ R-142 to AGJ VORTAC.

JUNCTION TRANSITION (AUS7.JCT): From over CWK VORTAC on CWK R-271 to AMUSE INT then on JCT R-088 to JCT VORTAC.

SAN ANTONIO TRANSITION (AUS7.SAT): From over CWK VORTAC on CWK R-222 and SAT R-040 to SAT VORTAC.

STONEWALL TRANSITION (AUS7.STV): From over CWK VORTAC on CWK R-271 to AMUSE INT then on STV R-047 to STV VORTAC.

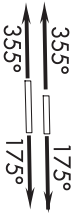
SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025

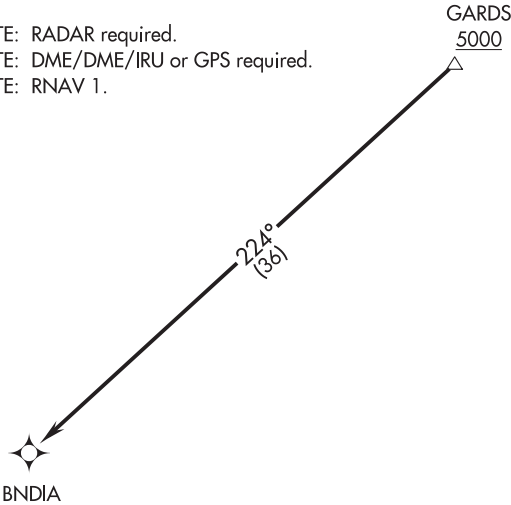
BNDIA THREE DEPARTURE (RNAV)

TOP ALTITUDE:  
ASSIGNED BY ATC

D-ATIS  
124.4  
CLNC DEL  
125.5 263.0  
CPDLC  
GND CON  
121.9 348.6  
AUSTIN TOWER  
121.0 281.5  
AUSTIN DEP CON  
119.0 370.85



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



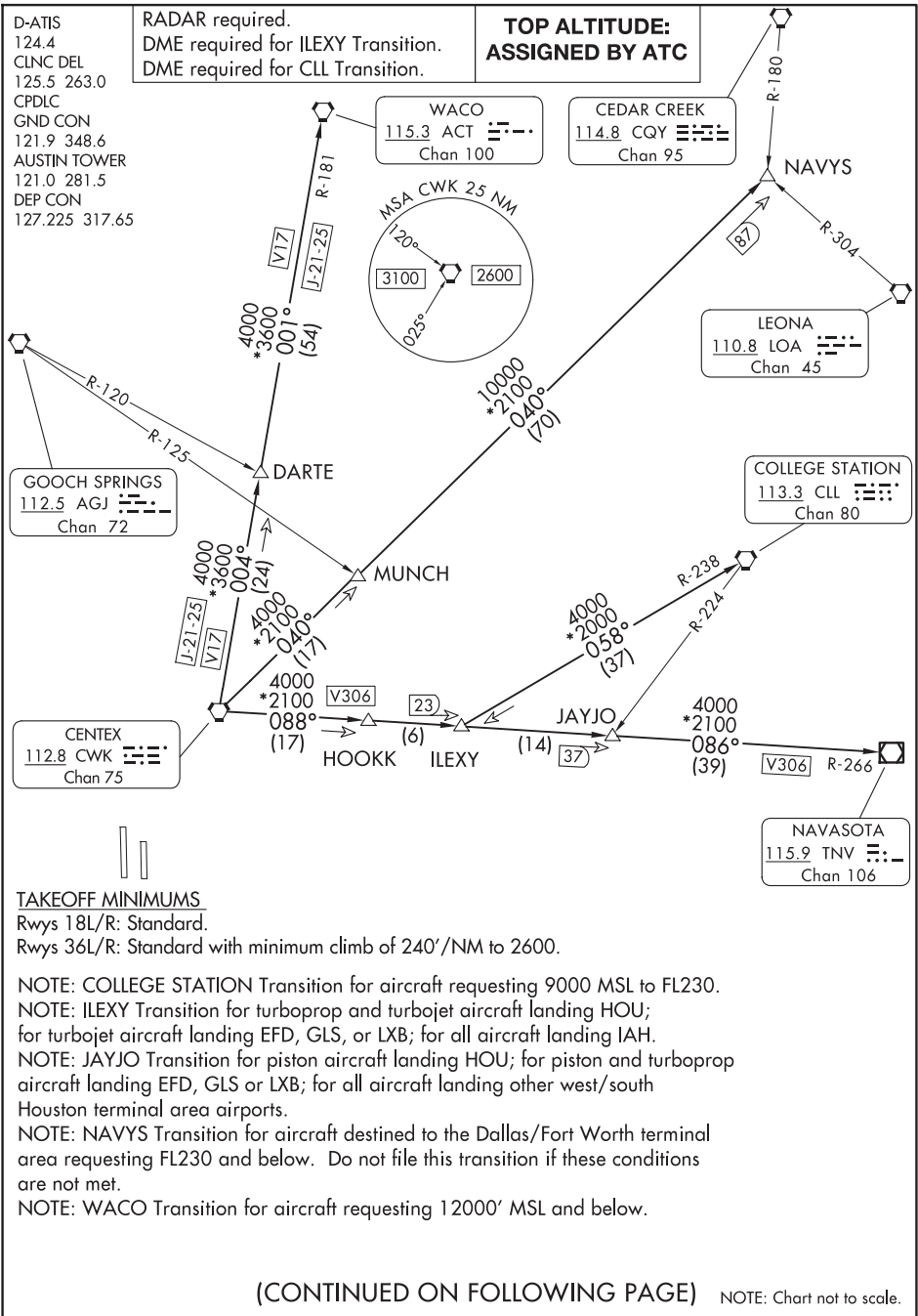
TAKEOFF MINIMUMS:  
Rwys 18L/R: Standard.  
Rwys 36L/R: Standard with minimum climb of 240' per NM to 2600.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 18L/R: 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.



SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025

CENTEX EIGHT DEPARTURE

AL-556 (FAA)



DEPARTURE ROUTE DESCRIPTION

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

COLLEGE STATION TRANSITION (CWK8.CLL): From over CWK VORTAC on CWK R-088 to ILEXY, then on CLL R-238 to CLL VORTAC.

ILEXY TRANSITION (CWK8.ILEXY): From over CWK VORTAC on CWK R-088 to ILEXY.

JAYJO TRANSITION (CWK8.JAYJO): From over CWK VORTAC on CWK R-088 to JAYJO INT.

NAVASOTA TRANSITION (CWK8.TNV): From over CWK VORTAC on CWK R-088 and TNV R-266 to TNV VOR/DME.

NAVYS TRANSITION (CWK8.NAVYS): From over CWK VORTAC on CWK R-040 to NAVYS INT.

WACO TRANSITION (CWK8.ACT): From over CWK VORTAC on CWK R-004 and ACT R-181 to ACT VORTAC.

SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025



## ELOEL THREE DEPARTURE (RNAV)

AUSTIN, TEXAS

AL-556 (FAA)



(ELOEL3.ELOEL) 22APR21

AUSTIN, TEXAS

AUSTIN-BERGSTROM INTL (AUS)

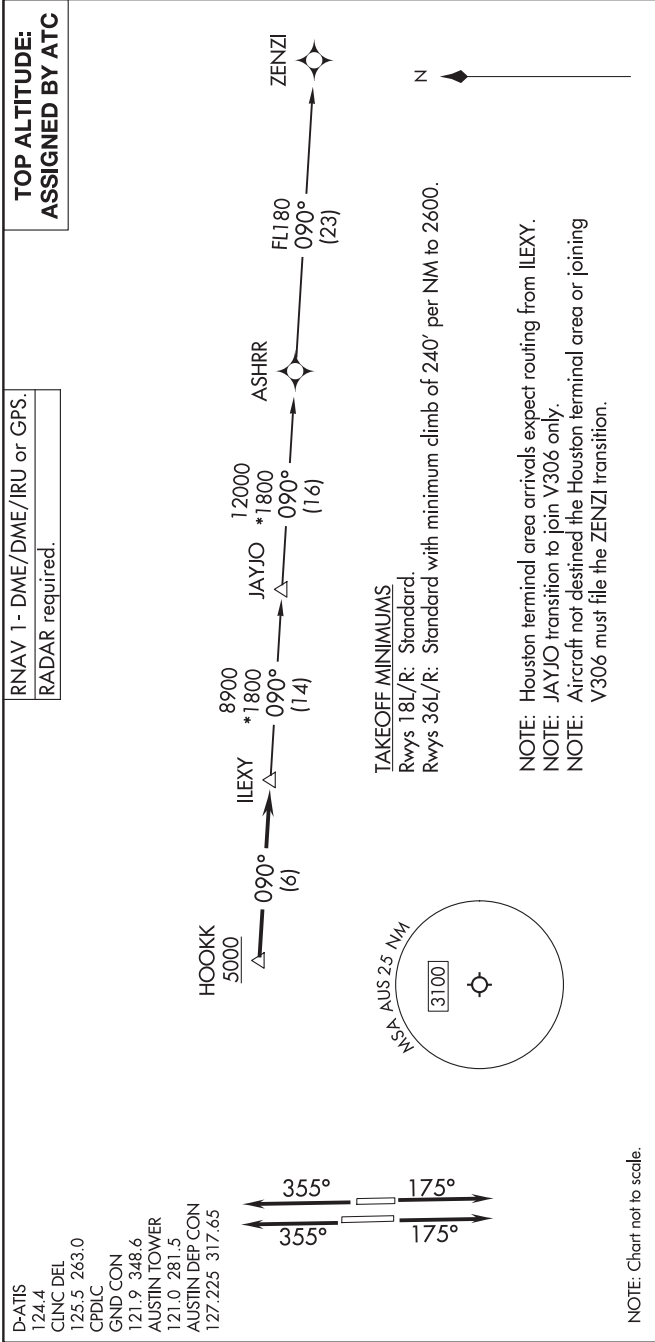
SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025

(ILEXY4.ILEXY) 23166

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

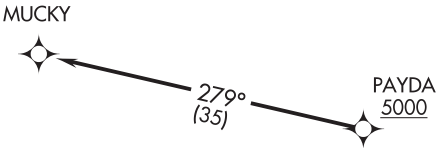
AUSTIN-BERGSTROM INTL (AUS)  
AUSTIN, TEXAS



D-ATIS  
124.4  
CLNC DEL  
125.5 263.0  
CPDLC  
GND CON  
121.9 348.6  
AUSTIN TOWER  
121.0 281.5  
AUSTIN DEP CON  
119.0 370.85

TOP ALTITUDE:  
ASSIGNED BY ATC

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



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: 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.

(PALMS4.CRP) 25219

AUSTIN-BERGSTROM INTL (AUS)  
AUSTIN, TEXAS

PALMS FOUR DEPARTURE

AL-556 (FAA)

RADAR required.

TOP ALTITUDE:  
ASSIGNED BY ATC

AUSTIN DEP CON  
127.225 317.65  
D-ATIS  
124.4  
CLNC DEL  
125.5 263.0  
CPDLC  
GND CON  
121.9 348.6  
AUSTIN TOWER  
121.0 281.5

CENTEX  
112.8 CWK  
Chan 75

STINSON  
108.4 SSF

R-090

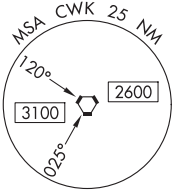
PALMS  
5000

R-352

CORPUS CHRISTI  
115.5 CRP  
Chan 102

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 to CWK VORTAC, then on CWK R-169 to cross PALMS INT at or above 5000, then on CRP R-352 to CRP VORTAC. Maintain ATC assigned altitude, expect filed altitude 10 minutes after departure.

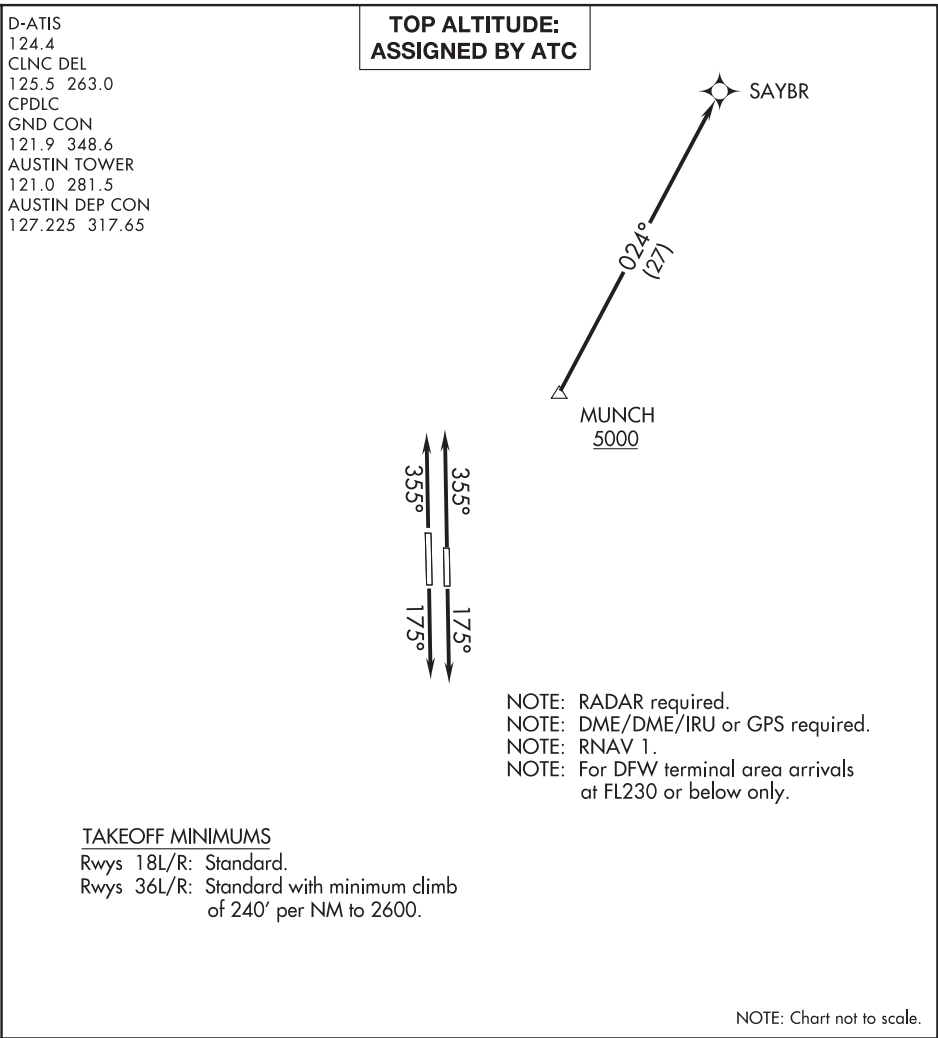
PALMS FOUR DEPARTURE

(PALMS4.CRP) 07AUG25

AUSTIN, TEXAS  
AUSTIN-BERGSTROM INTL (AUS)

SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025



▼

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.



WAAS CH <b>72932</b> <b>W08A</b>	APP CRS <b>081°</b>	Rwy Idg TDZE <b>589</b> Apt Elev <b>595</b>
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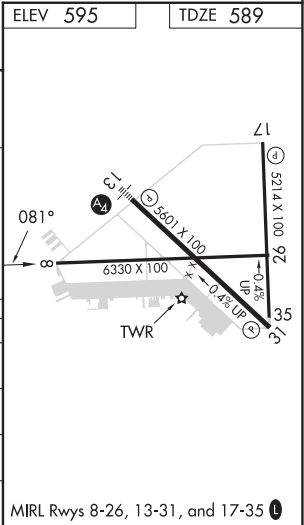
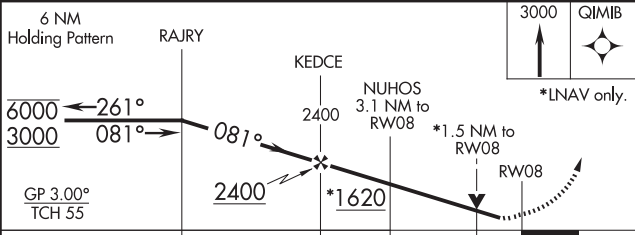
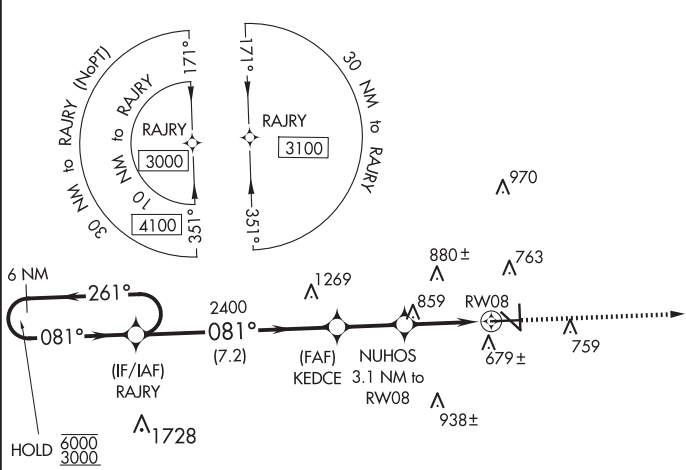
**RNAV (GPS) RWY 8**  
SAN MARCOS RGNL (HYI)

RNP APCH.

**⚠** Circling NA for Cat E SW of Rwy 13-31. Rwy 8 helicopter visibility reduction below 3/4 SM NA. Baro-VNAV NA when using New Braunfels altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. VDP NA with New Braunfels altimeter setting. When local altimeter setting not received, use New Braunfels altimeter setting and increase LPV DA to 882, LNAV/VNAV DA to 953 and increase all MDA 60 feet; increase LNAV Cat C/D/E and Circling Cat C/D visibility 1/4 SM.

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

ATIS <b>120.825</b>	AUSTIN APP CON <b>119.0 370.85</b>	SAN MARCOS TOWER★ <b>126.825</b> (CTAF) <b>0</b>	GND CON <b>120.125</b>	CLNC DEL <b>120.125</b>	CLNC DEL <b>121.35</b> (when twr closed)
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SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025





WAAS CH <b>77832</b> <b>W17A</b>	APP CRS <b>171°</b>	Rwy Idg TDZE <b>595</b> Apt Elev <b>595</b>
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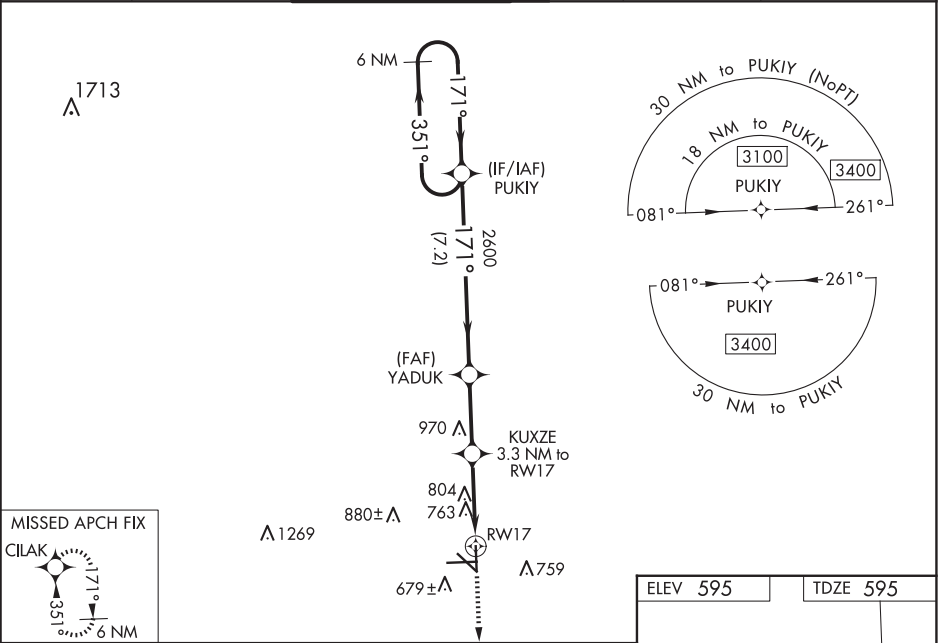
RNAV (GPS) RWY 17

SAN MARCOS RGNL (HYI)

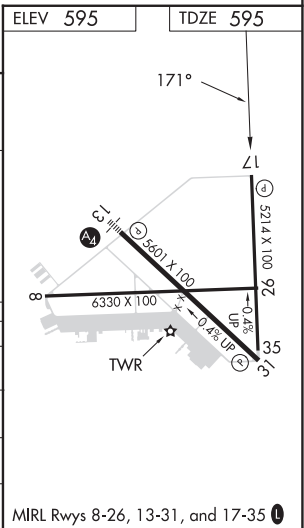
**⚠** Baro-VNAV NA when using New Braunfels altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (3°F) or above 54°C (130°F). When local altimeter setting not received, use New Braunfels altimeter setting and increase all DA 43 feet and all MDA 60 feet; increase LPV all Cats and Circling Cat C/D visibility ¼ mile; increase LNAV/VNAV all Cats and LNAV Cat C/D/E visibility ⅓ mile. Circling NA for Cat E SW of Rwy 13-31. DME/DME RNP-0.3 NA. VDP NA with New Braunfels altimeter setting. Helicopter visibility reduction below ¾ SM NA.

**MISSED APPROACH:**  
Climb to 3100 direct CILAK and hold.

ATIS <b>120.825</b>	AUSTIN APP CON <b>119.0 370.85</b>	SAN MARCOS TOWER★ <b>126.825</b> (CTAF) <b>0</b>	GND CON <b>120.125</b>	CLNC DEL <b>120.125</b>	CLNC DEL <b>121.35</b> (when twr closed)
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6 NM Holding Pattern		PUKIY		YADUK		KUXZE 3.3 NM to RW17		RW17	
3100		351°		171°		2600		*1700	
GP 3.00°		TCH 55		7.2 NM		2.8 NM		2 NM	
CATEGORY		A		B		C		D	
LPV DA				960-1⅓		365 (400-1⅓)			
LNAV/VNAV DA				1052-1½		457 (500-1½)			
LNAV MDA		1060-1		465 (500-1)		1060-1⅓		465 (500-1⅓)	
CIRCLING		1080-1		1120-1		1240-1¼		1320-2¼	
		485 (500-1)		525 (600-1)		645 (700-1¾)		725 (800-2¼)	



AUSTIN, TEXAS

AL-502 (FAA)

25051

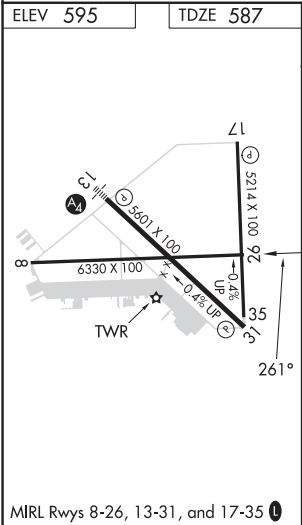
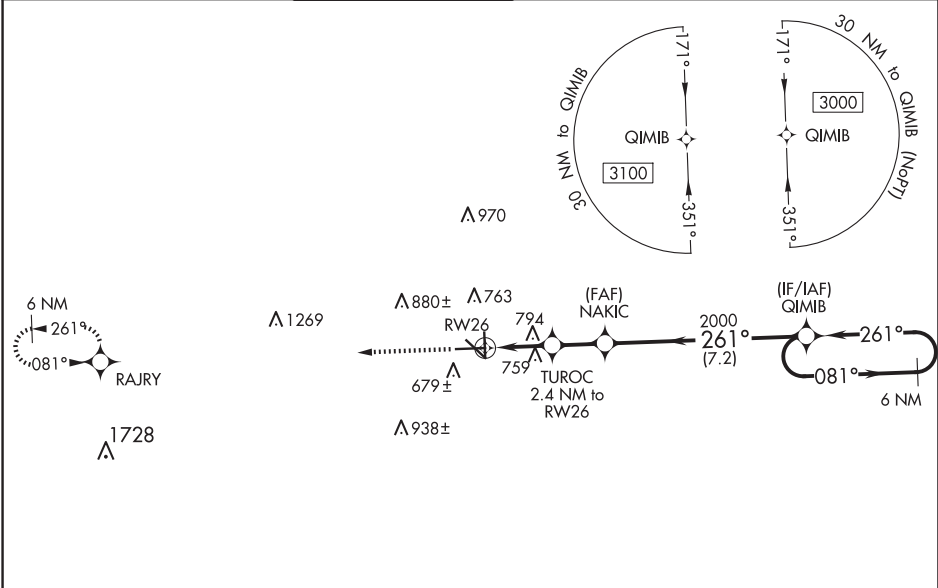
WAAS CH <b>78332</b> <b>W26A</b>	APP CRS <b>261°</b>	Rwy Idg <b>6330</b> TDZE <b>587</b> Apt Elev <b>595</b>
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**RNAV (GPS) RWY 26**  
SAN MARCOS RGNL (HYI)

▼ Baro-VNAV NA when using New Braunfels altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (3°F) or above 54°C (130°F). When local altimeter setting not received, use New Braunfels altimeter setting and increase all DA 43 feet and all MDA 60 feet; increase LPV and LNAV/VNAV all Cats, and LNAV Cat C/D/E visibility 1/8 mile and Circling Cat C/D visibility 1/4 mile. Circling NA for Cat E SW of Rwy 13-31. DME/DME RNP-0.3 NA. VDP NA with New Braunfels altimeter setting. Helicopter visibility reduction below 3/4 SM NA.

MISSED APPROACH: Climb to 3000 direct RAJRY and hold.

ATIS <b>120.825</b>	AUSTIN APP CON <b>119.0 370.85</b>	SAN MARCOS TOWER★ <b>126.825 (CTAF) 0</b>	GND CON <b>120.125</b>	CLNC DEL <b>120.125</b>	CLNC DEL <b>121.35</b> (when twr closed)
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3000 ↑	RAJRY ✦	QIMIB 6 NM Holding Pattern			
*LNAV only.	TUROC 2.4 NM to RW26	NAKIC 2000	081° → 3000 ← 261°		
*1.3 NM to RW26		*1400	2000	GP 3.00° TCH 55	
RW26					
1.3 NM		1.1 NM	1.9 NM	7.2 NM	
CATEGORY	A	B	C	D	E
LPV DA	837-¾ 250 (300-¾)				
LNAV/ VNAV DA	866-⅞ 279 (300-⅞)				
LNAV MDA	1060-1	473 (500-1)	1060-1⅜ 473 (500-1⅜)		
CIRCLING	1080-1 485 (500-1)	1120-1 525 (600-1)	1240-1¾ 645 (700-1¾)	1320-2¼ 725 (800-2¼)	1340-2¾ 745 (800-2¾)

AUSTIN, TEXAS  
Orig-B 23JUN16

29°54'N-97°52'W

SAN MARCOS RGNL (HYI)  
**RNAV (GPS) RWY 26**

WAAS CH <b>90432</b> <b>W31A</b>	APP CRS <b>306°</b>	Rwy Idg TDZE Apt Elev	<b>5601</b> <b>583</b> <b>595</b>
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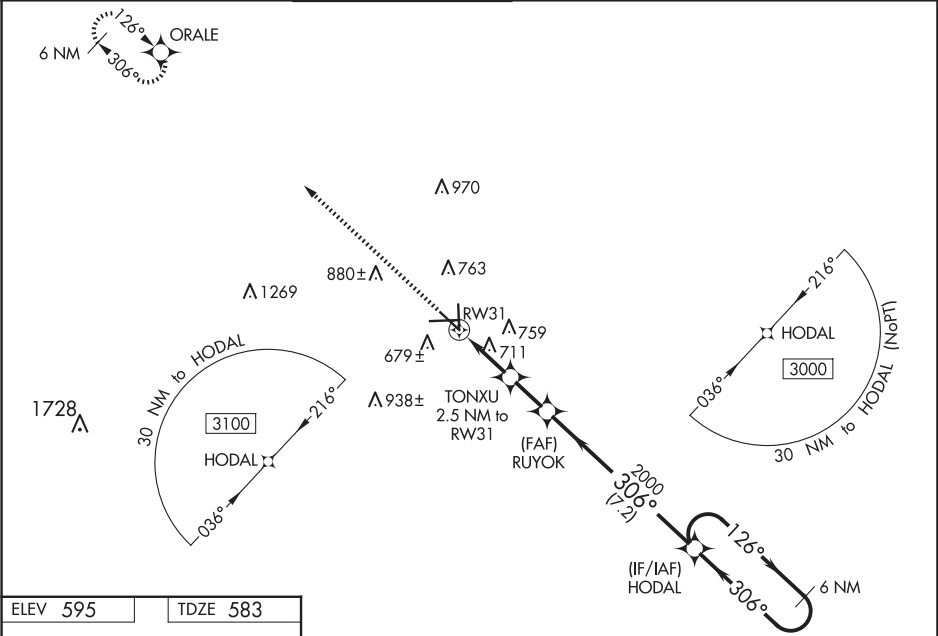
RNAV (GPS) RWY 31

SAN MARCOS RGNL (HYI)

Baro-VNAV NA when using New Braunfels altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (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 1/8 mile and LNAV Cat C/D/E and Circling Cat C/D visibility 1/4. Circling NA for Cat E SW of Rwy 13-31. DME/DME RNP-0.3 NA. VDP NA with New Braunfels altimeter setting. Helicopter visibility reduction below 3/4 SM NA.

MISSED APPROACH:  
Climb to 3500 direct  
ORALE and hold.

ATIS <b>120.825</b>	AUSTIN APP CON <b>119.0 370.85</b>	SAN MARCOS TOWER★ <b>126.825</b> (CTAF)	GND CON <b>120.125</b>	CLNC DEL <b>120.125</b>	CLNC DEL <b>121.35</b> (when twr closed)
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ELEV <b>595</b>	TDZE <b>583</b>
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3500 ORALE

\*LNAV only.

TONXU 2.5 NM to RW31

RUYOK 2000

HODAL 6 NM Holding Pattern

126°→ 3000

←306°

GP 3.00° TCH 60

\*1.1 NM to RW31

\*1420

2000

1.1 NM 1.4 NM 1.8 NM 7.2 NM

CATEGORY	A	B	C	D	E
LPV DA	860-7/8 277 (300-7/8)				
LNAV/VNAV DA	906-1 323 (400-1)				
LNAV MDA	980-1 397 (400-1)		980-1 3/8 397 (400-1 3/8)		
CIRCLING	1080-1 485 (500-1)	1120-1 525 (600-1)	1240-1 3/4 645 (700-1 3/4)	1320-2 1/4 725 (800-2 1/4)	1340-2 3/4 745 (800-2 3/4)

AUSTIN, TEXAS

AL-502 (FAA)

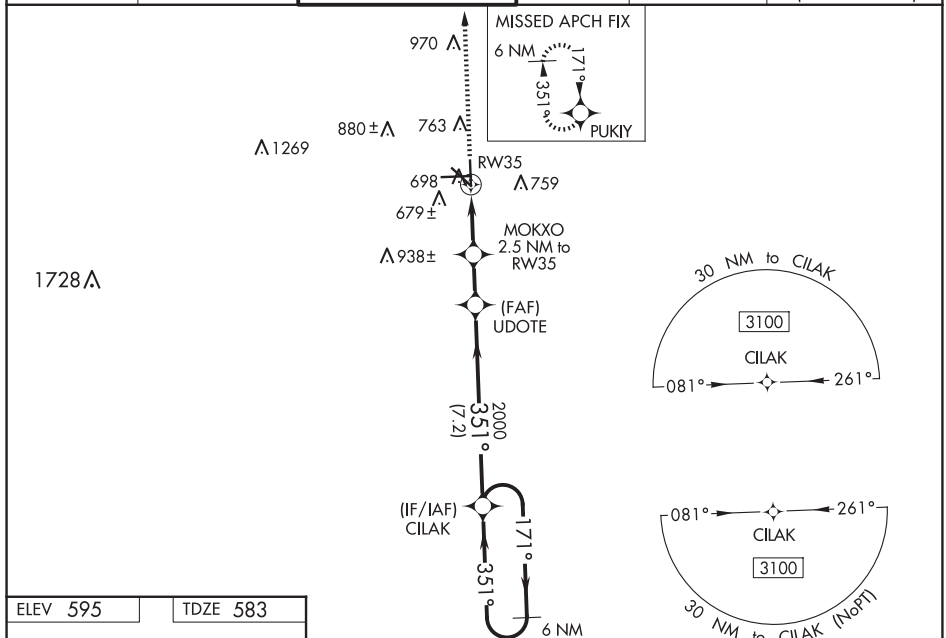
25051

WAAS CH <b>70632</b> <b>W35A</b>	APP CRS <b>351°</b>	Rwy Idg TDZE <b>583</b> Apt Elev <b>595</b>
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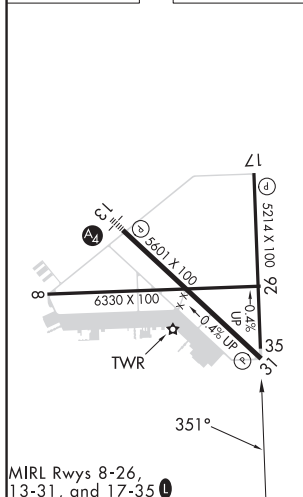
# RNAV (GPS) RWY 35

SAN MARCOS RGNL (HYI)

<p><b>Baro-VNAV NA</b> when using New Braunfels altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (3°F) or above 54°C (130°F). When local altimeter setting not received, use New Braunfels altimeter setting and increase all DA 43 feet and all MDA 60 feet; increase LPV all Cats and LNAV/VNAV all Cats visibility ½ mile; and increase LNAV Cat C/D/E visibility and Circling Cat C/D visibility ¼. Circling NA for Cat E SW of Rwy 13-31. DME/DME RNP-0.3 NA. VDP NA with New Braunfels altimeter setting.</p>					<p><b>MISSED APPROACH:</b> Climb to 3100 direct PUKIY and hold.</p>
ATIS <b>120.825</b>	AUSTIN APP CON <b>119.0 370.85</b>	SAN MARCOS TOWER ★ <b>126.825</b> (CTAF) <b>1</b>	GND CON <b>120.125</b>	CLNC DEL <b>120.125</b>	CLNC DEL <b>121.35</b> (when twr closed)



ELEV <b>595</b>	TDZE <b>583</b>
-----------------	-----------------



MIRL Rwy 8-26,  
13-31, and 17-35 **1**

AUSTIN, TEXAS

Orig-B 23JUN16

3100 ↑ PUKIY		6 NM Holding Pattern			
*LNAV only.		CILAK			
*1 NM to RW35		UDOTE 2000		171° → ← 351° 3100	
RW35		*1 420		GP 3.00° TCH 55	
1 NM		1.5 NM		1.8 NM	
1.5 NM		7.2 NM			
CATEGORY	A	B	C	D	E
LPV DA	833-¾		250 (300-¾)		
LNAV/ VNAV DA	884-1		301 (300-1)		
LNAV MDA	960-1 377 (400-1)		960-1½ 377 (400-1½)		
<b>C</b> CIRCLING	1080-1 485 (500-1)	1120-1 525 (600-1)	1240-1¾ 645 (700-1¾)	1320-2¼ 725 (800-2¼)	1340-2¾ 745 (800-2¾)

SAN MARCOS RGNL (HYI)

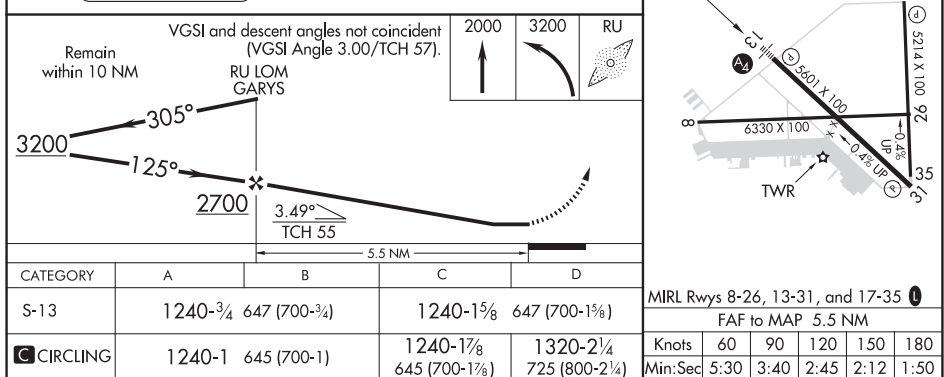
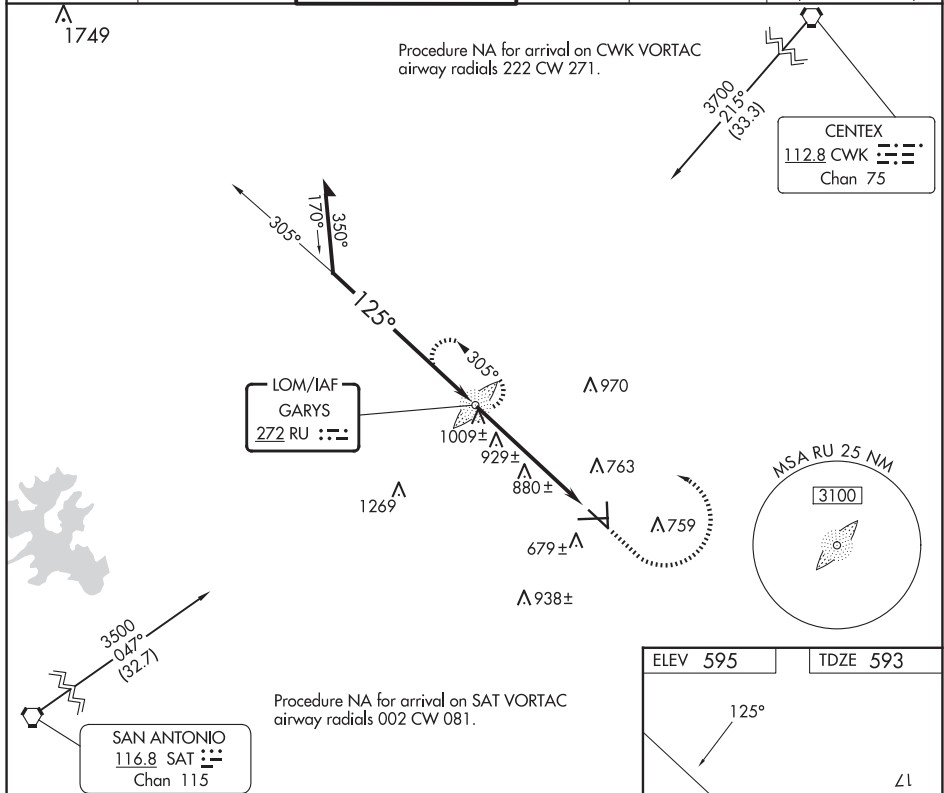
29°54'N-97°52'W

# RNAV (GPS) RWY 35

SC-3, 07 AUG 2025 to 02 OCT 2025

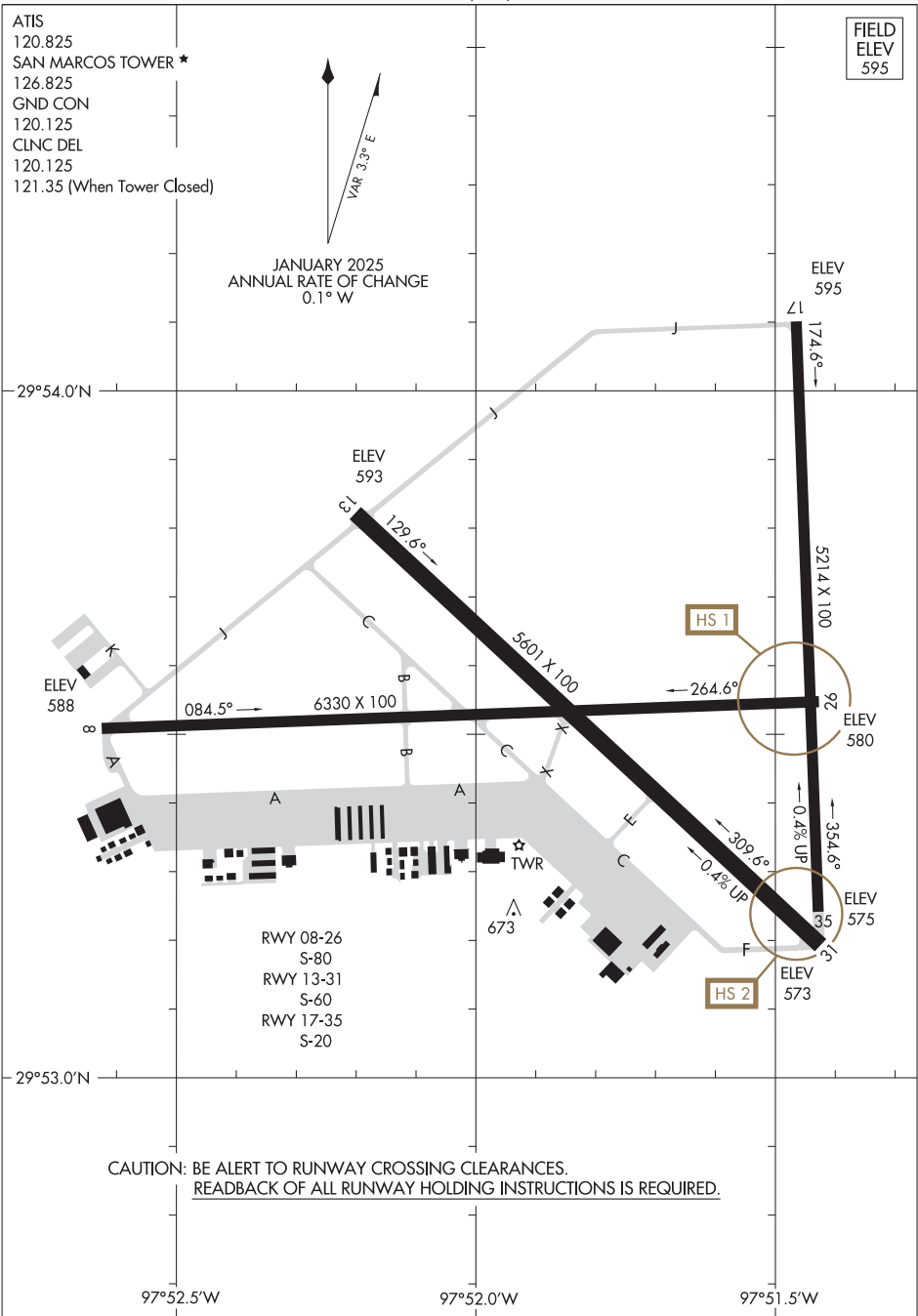
SC-3, 07 AUG 2025 to 02 OCT 2025

NDB RWY 13  
SAN MARCOS RGNL (HYI)



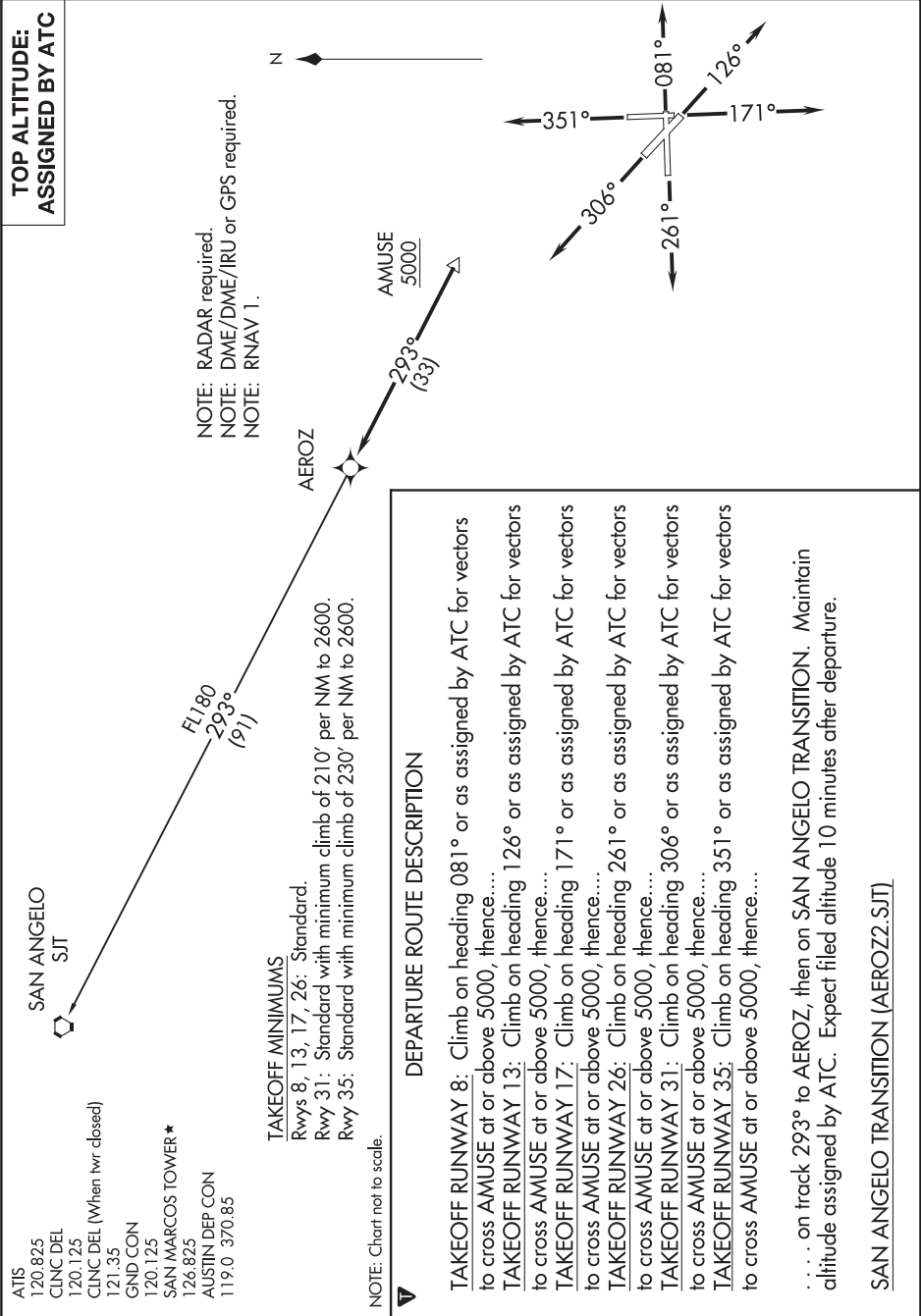
SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025



SC-3, 07 AUG 2025 to 02 OCT 2025

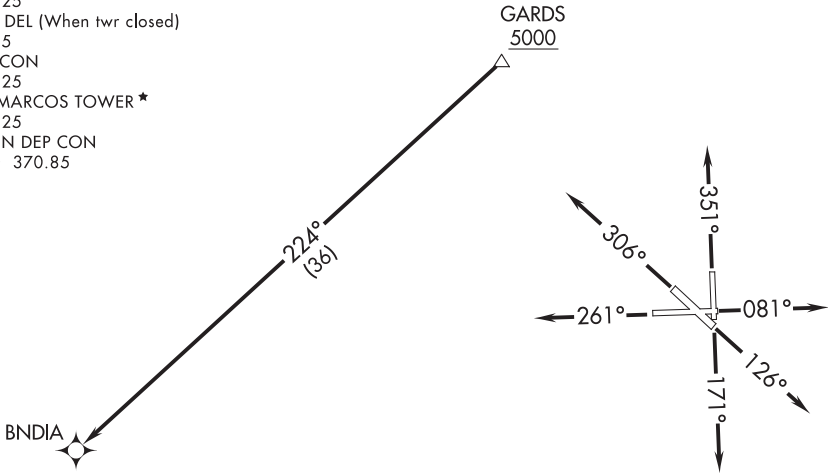
SC-3, 07 AUG 2025 to 02 OCT 2025



BNDIA THREE DEPARTURE (RNAV)

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

TOP ALTITUDE:  
ASSIGNED BY ATC



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....

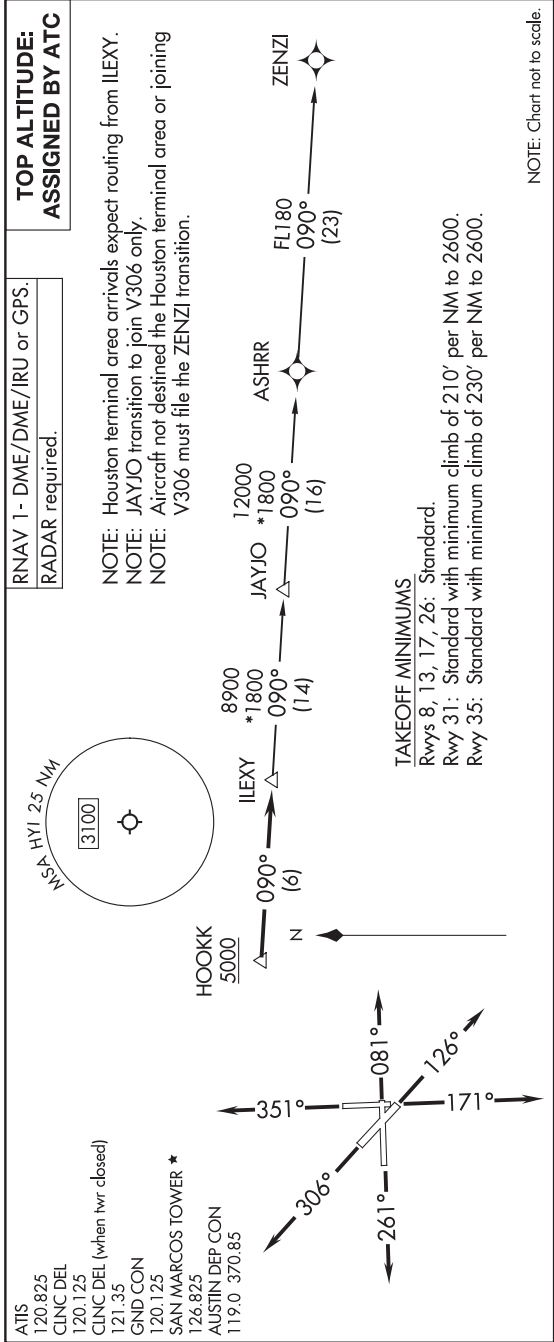
....on track 224° to BNDIA. Maintain altitude assigned by ATC. Expect filed altitude 10 minutes after departure.

BNDIA THREE DEPARTURE (RNAV)

(BNDIA3.BNDIA) 22APR21



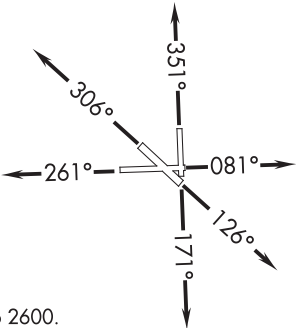
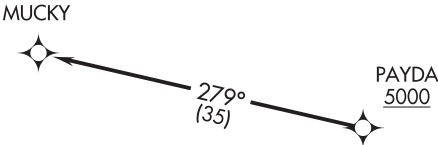




ATIS  
120.825  
CLNC DEL  
120.125  
CLNC DEL (when twr closed)  
121.35  
GND CON  
120.125  
SAN MARCOS TOWER ★  
126.825  
AUSTIN DEP CON  
119.0 370.85

TOP ALTITUDE:  
ASSIGNED BY ATC

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

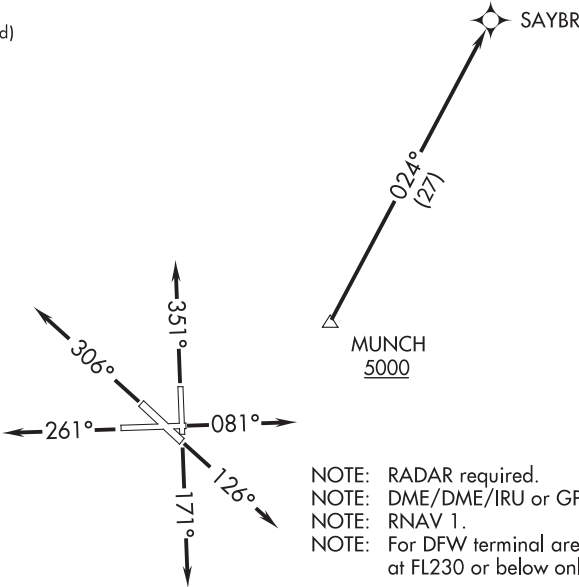
TAKEOFF RUNWAY 8: Climb on heading 081° or as assigned by ATC for vectors to cross PAYDA at or above 5000, thence....  
TAKEOFF RUNWAY 13: Climb on heading 126° or as assigned by ATC for vectors to cross PAYDA at or above 5000, thence....  
TAKEOFF RUNWAY 17: Climb on heading 171° or as assigned by ATC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

SAYBR THREE DEPARTURE (RNAV)

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

TOP ALTITUDE:  
ASSIGNED BY ATC



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 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.



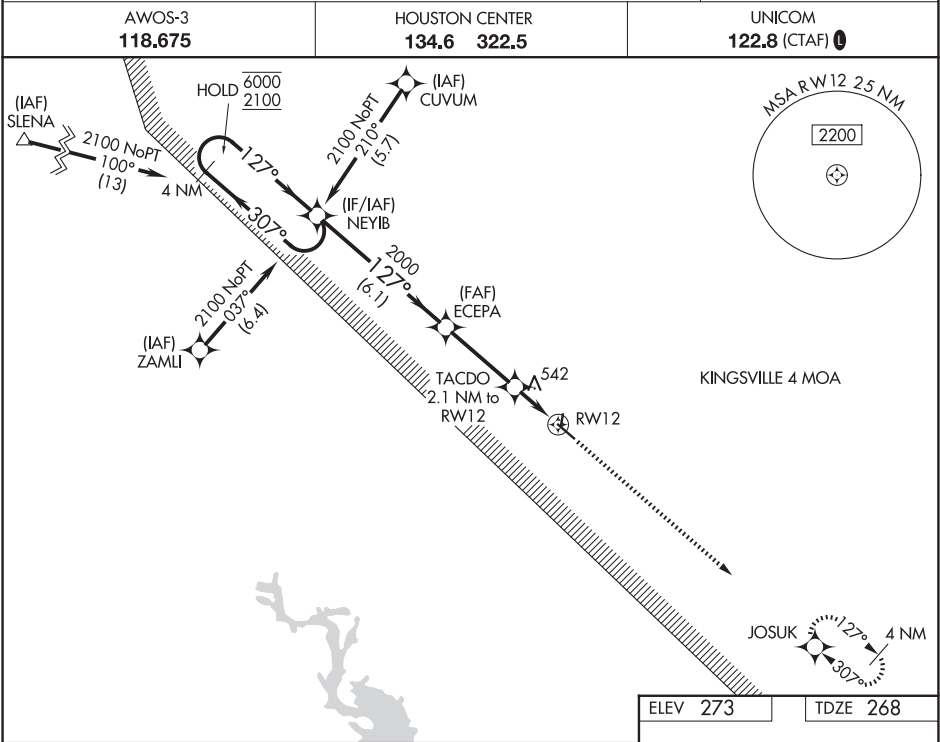


WAAS CH <b>49241</b> <b>W12A</b>	APP CRS <b>127°</b>	Rwy Ldg <b>4553</b> TDZE <b>268</b> Apt Elev <b>273</b>
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RNAV (GPS) RWY 12

BEEVILLE MUNI (BEA)

RNP APCH - GPS.		MISSED APPROACH: Climb to 2000 direct JOSUK and hold.
<div><div><div></div><div></div></div></div>	<div><div>Rwy 12 helicopter visibility reduction below <math>\frac{3}{4}</math> SM NA. Circling Rwy 18 and 36 NA at night.</div><div>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.</div></div>	



4 NM Holding Pattern

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 20).

2000

JOSUK

NEYIB

ECEPA

TACDO 2.1 NM to RW12

RW12

6000

2100

GP 3.00° TCH 40

2000

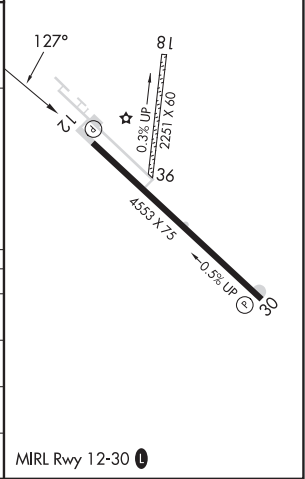
960

6.1 NM

3.3 NM

2.1 NM

CATEGORY	A	B	C	D
LPV DA	518-1		250 (300-1)	NA
LNAV/VNAV DA	800-1½		532 (600-1½)	NA
LNAV MDA	800-1	532 (600-1)	800-1½ 532 (600-1½)	NA
CIRCLING	800-1 527 (600-1)	1000-1 727 (800-1)	1000-2 727 (800-2)	NA



BEEVILLE, TEXAS

AL-5899 (FAA)

25219

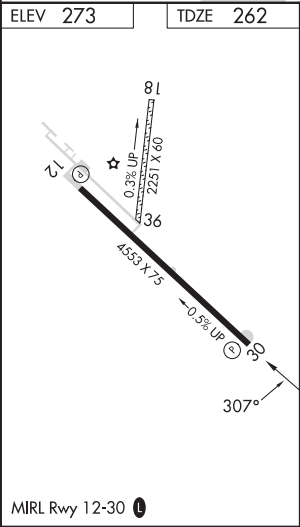
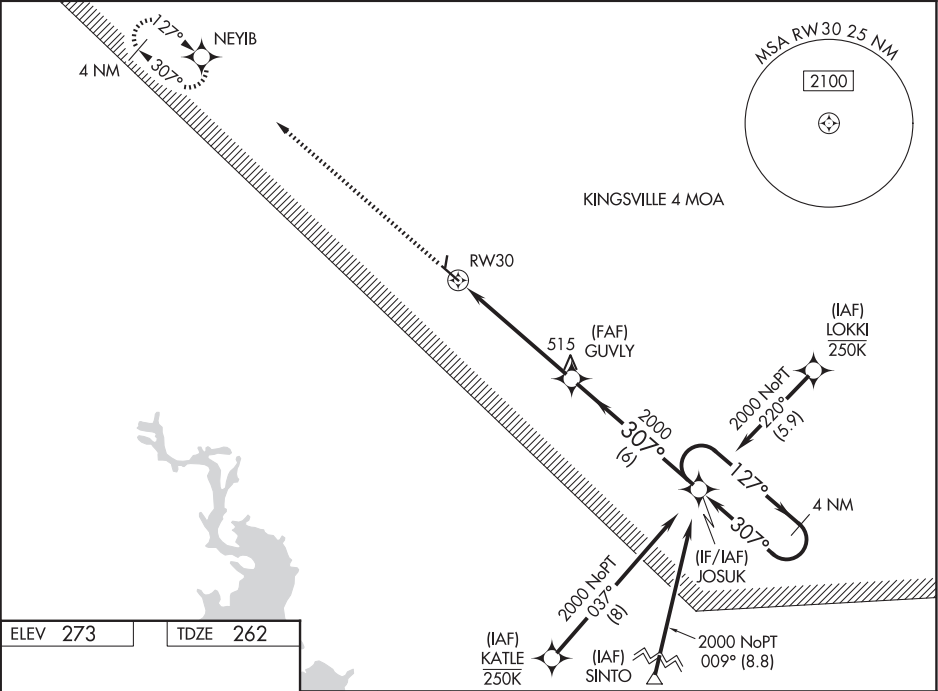
WAAS CH <b>53741</b> <b>W30A</b>	APP CRS <b>307°</b>	Rwy Ldg TDZE <b>262</b> Apt Elev <b>273</b>
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RNAV (GPS) RWY 30

BEEVILLE MUNI (BEA)

RNP 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 ¾ SM NA.	MISSED APPROACH: Climb to 2000 direct NEYIB and hold.
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AWOS-3 <b>118.675</b>	HOUSTON CENTER <b>134.6 322.5</b>	UNICOM <b>122.8 (CTAF) 0</b>
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2000	NEYIB	*LNAV only.	GUVLY	2000	JOSUK	4 NM Holding Pattern
		*2.4 NM to RW30				
		2.4 NM	3 NM	6 NM		
CATEGORY	A	B	C	D		
LPV DA	517-1	255 (300-1)		NA		
LNAV/VNAV DA	540-1	278 (300-1)		NA		
LNAV MDA	1060-1 798 (800-1)	1060-1¼ 798 (800-1¼)	1060-2½ 798 (800-2½)	NA		
CIRCLING	1060-1 787 (800-1)	1060-1¼ 787 (800-1¼)	1060-2½ 787 (800-2½)	NA		

BEEVILLE, TEXAS  
Amdt 1 24MAY18

28°22'N-97°48'W

BEEVILLE MUNI (BEA)

RNAV (GPS) RWY 30

SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025

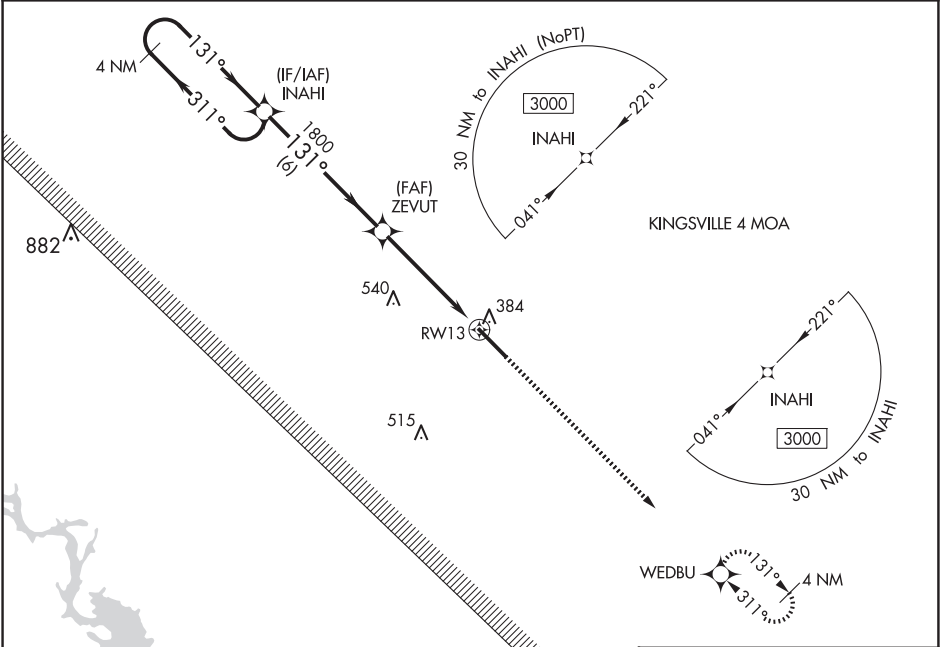


WAAS CH <b>70740</b> <b>W13A</b>	APP CRS <b>131°</b>	Rwy Idg TDZE Apt Elev	<b>8000</b> <b>184</b> <b>184</b>
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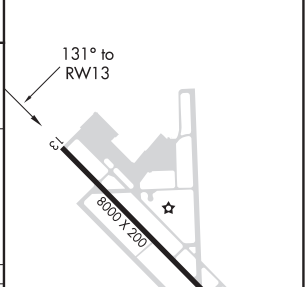
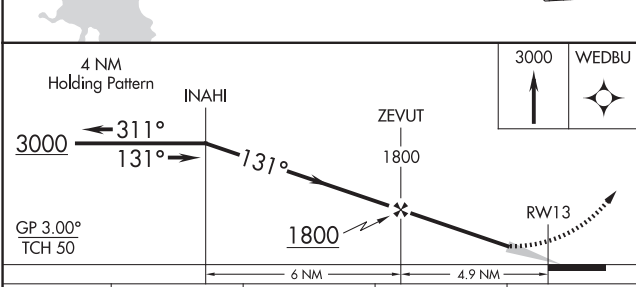
**RNAV (GPS) RWY 13**  
CHASE FLD INDUSTRIAL (TX2)

<b>NA</b>	Baro-VNAV NA. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 3000 direct WEDBU and hold.
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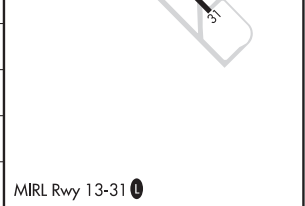
BEA AWOS-3 <b>118.675</b>	HOUSTON CENTER <b>134.6 322.5</b>	UNICOM <b>122.8 (CTAF) 0</b>
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ELEV <b>184</b>	TDZE <b>184</b>
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CATEGORY	A	B	C	D
LPV DA	434-3/4 250 (300-3/4)			
LNAV/VNAV DA	586-13/8 402 (500-13/8)			
LNAV MDA	720-1	536 (600-1)	720-1 1/2	536 (600-1 1/2)
<b>CIRCLING</b>	720-1	536 (600-1)	720-1 1/2 536 (600-1 1/2)	920-2 1/4 736 (800-2 1/4)



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SC-3, 07 AUG 2025 to 02 OCT 2025

BEEVILLE, TEXAS

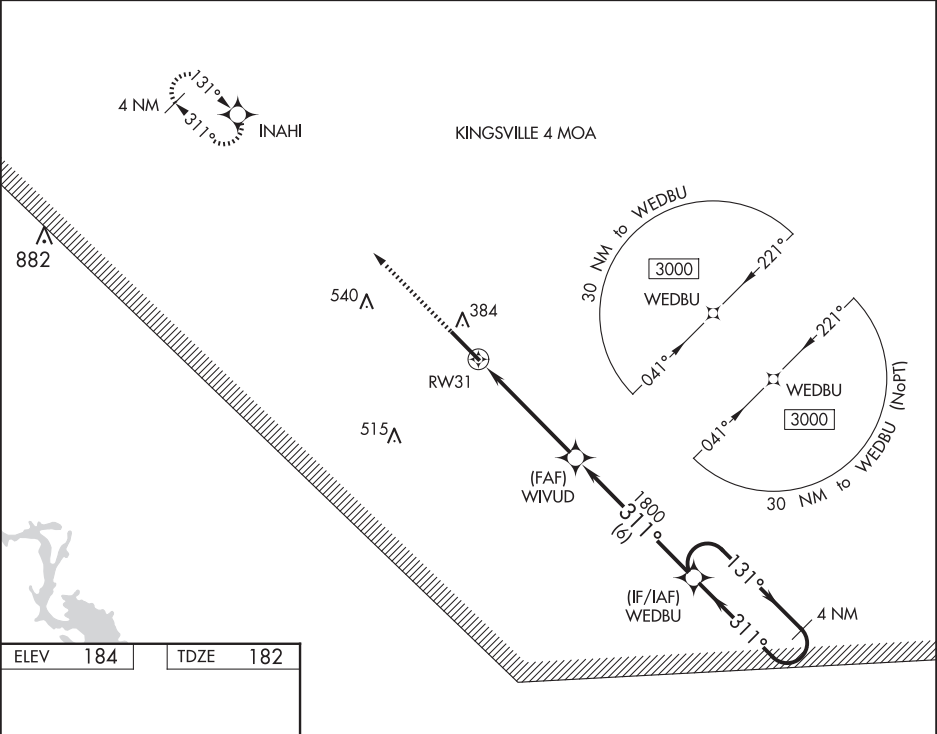
AL-11435 (FAA)

22139

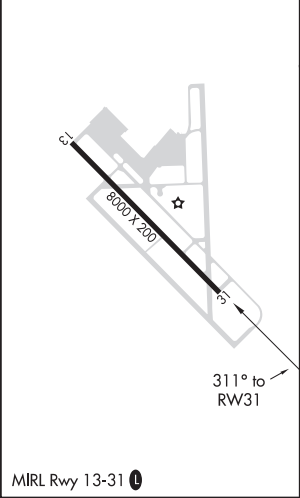
WAAS CH <b>77940</b> <b>W31A</b>	APP CRS <b>311°</b>	Rwy Idg TDZE <b>182</b> Apt Elev <b>184</b>	<b>8000</b>
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**RNAV (GPS) RWY 31**  
CHASE FLD INDUSTRIAL (TX2)

NA Baro-VNAV NA. DME/DME RNP-0.3 NA.		MISSED APPROACH: Climb to 3000 direct INAHI and hold.
BEA AWOS-3 <b>118.675</b>	HOUSTON CENTER <b>134.6 322.5</b>	UNICOM <b>122.8 (CTAF)</b>



ELEV <b>184</b>	TDZE <b>182</b>
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<div>3000 ↑</div>		<div>INAHI </div>		<div>4 NM Holding Pattern</div>	
<div> RW31</div>		<div>WVUD 1800 </div>		<div>WEDBU 131° → ← 311° 3000</div>	
<div>5 NM</div>		<div>6 NM</div>		<div>GP 3.00° TCH 50</div>	
CATEGORY	A		B	C	D
LPV DA	432-7/8		250 (300-7/8)		
LNAV/VNAV DA	461-7/8		279 (300-7/8)		
LNAV MDA	620-1	438 (500-1)		620-1 1/4	438 (500-1 1/4)
 CIRCLING	720-1	536 (600-1)		720-1 1/2 536 (600-1 1/2)	920-2 1/4 736 (800-2 1/4)

BEEVILLE, TEXAS  
Orig 17AUG17

28°22'N-97°40'W

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

SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025

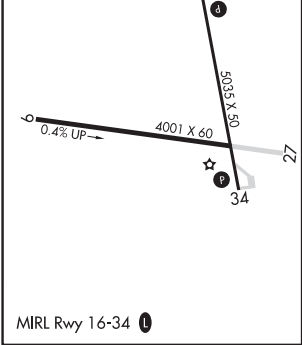
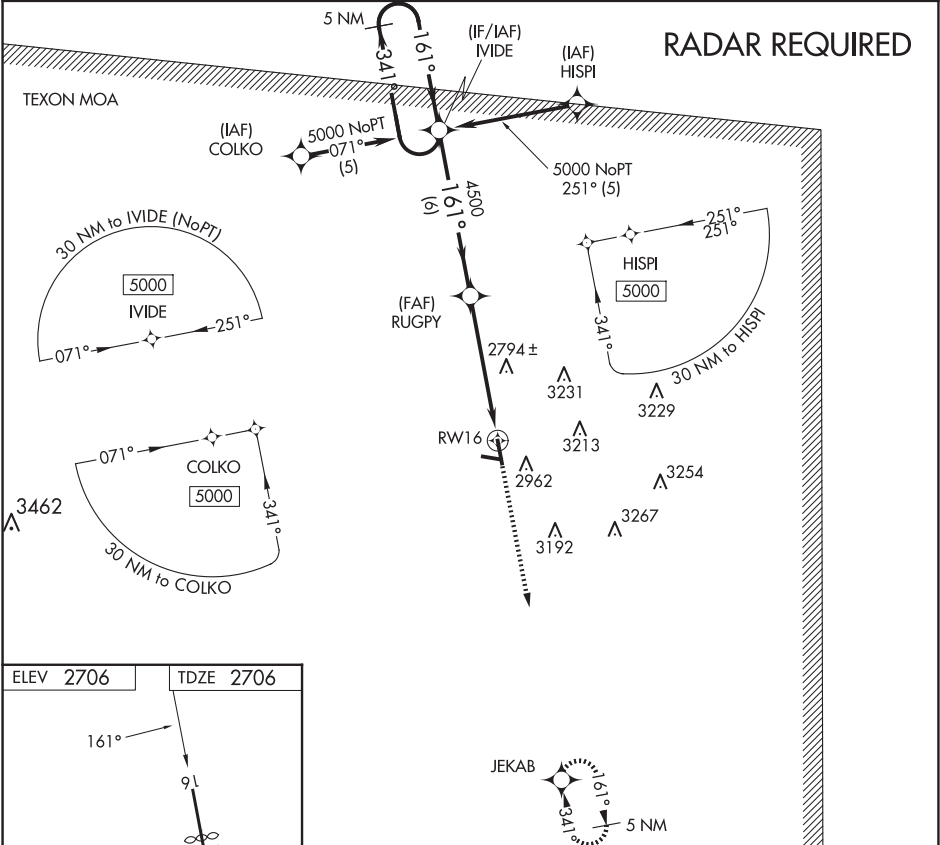
APP CRS	Rwy Idg	4030
161°	TDZE	2706
	Apt Elev	2706

RNAV (GPS) RWY 16

REAGAN COUNTY (E41)

RNP APCH	When local alimeter not received, use San Angelo alimeter setting. Circling NA east of Rwy 16-34.	MISSED APPROACH: Climb to 5000 direct JEKAB and hold.
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AWOS-3PT 118.4	FORT WORTH CENTER 126.15 322.55	CTAF 122.9
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5 NM Holding Pattern		VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 30).		5000	JEKAB
		MDDE	RUGPY		
5000		6 NM		3.1 NM	2.3 NM
CATEGORY	A	B	C	D	
LNAV MDA	3460-1 754 (800-1)	3460-1¼ 754 (800-1¼)	3460-2¼ 754 (800-2¼)	NA	
CIRCLING	3460-1 754 (800-1)	3460-1¼ 754 (800-1¼)	3460-2¼ 754 (800-2¼)	NA	

SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025

FORT BLISS, TEXAS

ILS or LOC RWY 22

I-BIF LOC/DME  
**110.9**  
Chan **46**

APCH CRS  
**216°**

Rwy Idg **13,554**  
TDZE **3947**  
Arpt Elev **3947**

[USA]

BIGGS AAF (KBIF)

RADAR required when R-5103-A,B,C, R-5107K are active.

SSALR

MISSED APPROACH: Climb to 4600, then climbing left turn to 9000 direct ELP VORTAC. Proceed outbound ELP R-040 to PIERS intersection and hold. Continue climb in hold to 9000.

\*Circling NA for CAT DE NW of Rwy 4.

EL PASO ATIS  
**120.0 254.3**

EL PASO APP  
**119.15 353.5** (S of V16)  
**124.25 298.85** (N of V16)

TOWER  
**127.9 342.25**

GND CON  
**121.6 251.125**

EL PASO CLNC HOLD  
**125.0 379.1**

ASR

Arrivals expect RADAR vectors to final when restricted areas are active.

Procedure NA via V-94-611, T317 westbound without holding at MOLLY. ATC clearance required.

Procedure NA via V-560 eastbound without holding at PIERS. ATC clearance required.

Inop table does not apply.

ELEV 3947

TDZE 3947

EL PASO  
115.2 ELP  
Chan 99

EMERG SAFE ALT 100 NM 13,100

4600 9000 ELP

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

WVM VORTAC  
9000 002°

R-002 NUTUE EWM 9.8

R-036 MAHJO I-BIF 19.7

GS 3.00° TCH 49

CISLO I-BIF 5.2

CULAC I-BIF 7.7

HIMUP I-BIF 13.7

4800 5600 6800

2.5 NM 2.5 NM

CATEGORY	A	B	C	D	E
S-ILS 22	4147-¾	200	(200-¾)		
S-LOC 22	4300-1	353	(400-1)		
CIRCLING*	4380-1 433 (500-1)	4400-1 453 (500-1)	4560-1¾ 613 (700-1¾)	4560-2 613 (700-2)	4560-2½ 613 (700-2½)

HIRL Rwy 04-22  
REIL Rwy 04, 22

FAF to MAP 5.0 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

FORT BLISS, TEXAS

31° 51'N - 106° 23'W

BIGGS AAF (KBIF)

Orig 25JAN24

ILS or LOC RWY 22

SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025

APCH CRS	Rwy Idg
216°	13,554
TDZE	3947
Arpt Elev	3947

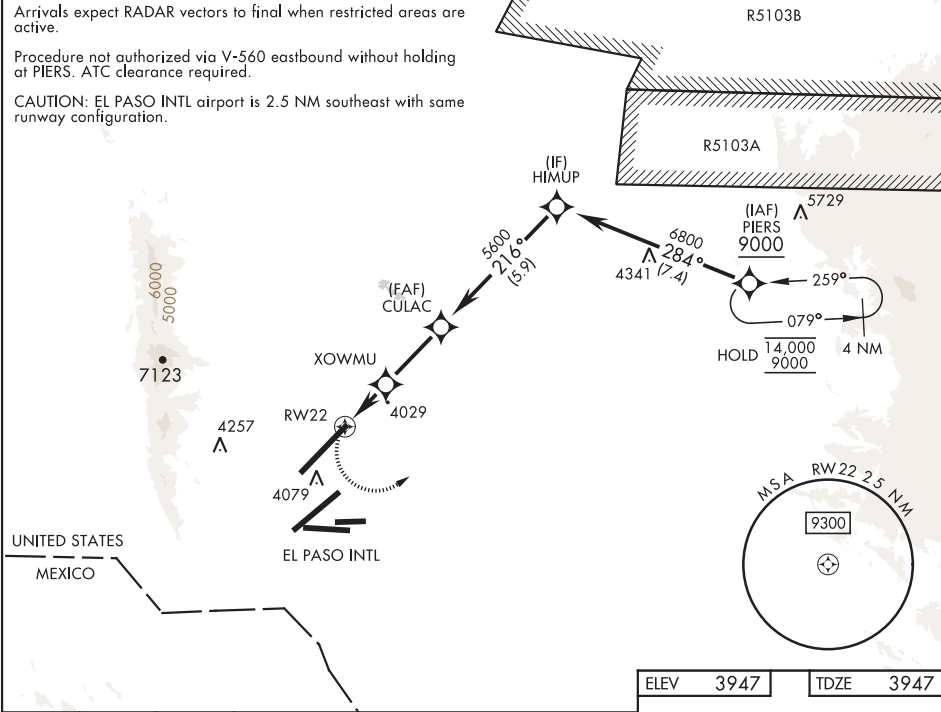
[USA]




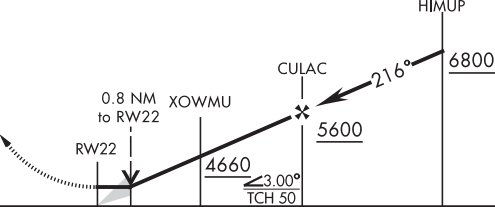
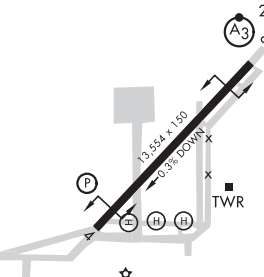
BIGGS AAF (KBIF)

RNAV (GPS) RWY 22

RNP APCH - GPS	SSALR	MISSED APPROACH: Climb to 4400 then climbing left turn to 9000 direct PIERs and hold, continue climb-in-hold to 9000.
RADAR required when R-5103A, R-5103B, R-5103C, 5107K are active.		
* Circling not authorized for CAT D West of Rwy 4-22.		

ATIS	EL PASO APP CON	TOWER	GND CON	EL PASO CLNC DEL	ASR
120.0 254.3	119.15 353.5 S of V16 124.25 298.85 N of V16	127.9 342.25	121.6 251.125	125.0 379.1	



4400 	9000 	PIERS 	VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 75).	
				
CATEGORY	A		B	C
LNNAV MDA	4280-1		333	(400-1)
CIRCLING*	4400-1	453 (500-1)	4560-1 $\frac{3}{4}$ 613 (700-1 $\frac{3}{4}$ )	4560-2 613 (700-2)
<div>  </div>				

RNAV (GPS) RWY 22

SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025

FORT BLISS, TEXAS

EWM VORTAC <b>112.4</b> Chan <b>71</b>	APCH CRS <b>210°</b>	Rwy Idg <b>13,554</b> TDZE <b>3947</b> Arpt Elev <b>3947</b>
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[USA]

VOR or TACAN RWY 22

BIGGS AAF (KBIF)

<b>T</b> *Circling CAT DE not authorized W of Rwy 4-22.			SSALR <b>A3</b>	MISSED APPROACH: Climbing left turn to 8000 direct EWM VORTAC and hold, continue climb-in-hold to 8000. (TACAN only aircraft continue on EWM R-079 to PIER'S INT/ EWM 9.8 DME and hold, continue climb-in-hold to 9000).		
ATIS <b>120.0 254.3</b>	EL PASO APP CON S of V16 <b>119.15 353.5</b> N of V16 <b>124.25 298.85</b>	TOWER <b>127.9 342.25</b>	GND CON <b>121.6 251.125</b>	EL PASO CLNC DEL <b>125.0 379.1</b>	ASR	

Use El Paso Intl altimeter setting.

Inop table does not apply.

Arrivals expect RADAR vectors to final when restricted areas are active.

TACAN only equipped acft:

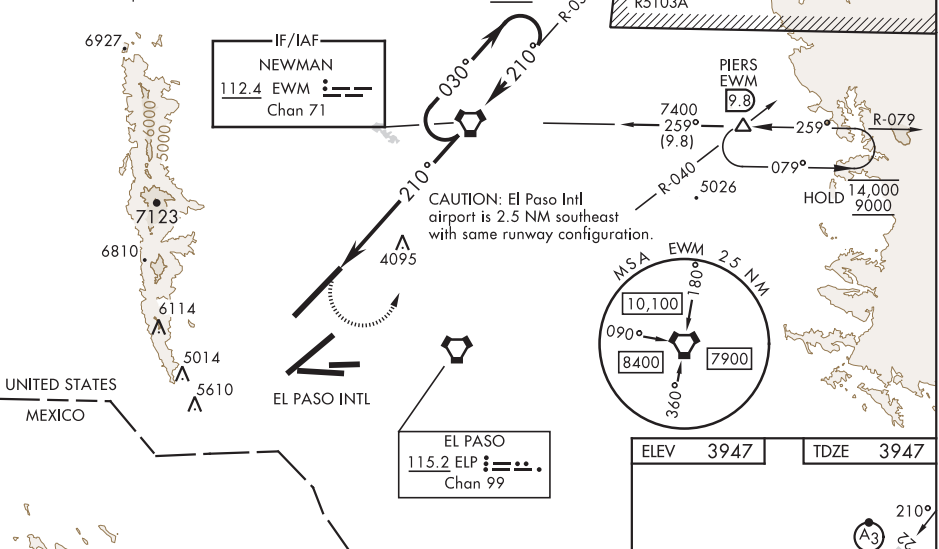
Final apch from holding pattern not authorized.

RADAR vectors required to final approach course.

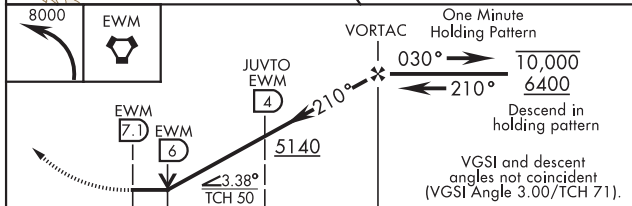
Procedure not authorized via V-560

eastbound without holding at PIER'S.

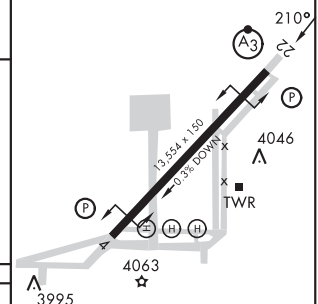
ATC clearance required.



ELEV 3947	TDZE 3947
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CATEGORY	A	B	C	D	E
S-22	5140-1 1193 (1200-1 1/4)	5140-1 1193 (1200-1 1/4)	5140-3 1193 (1200-3)	5140-3 1193 (1200-3)	5140-3 1193 (1200-3)
CIRCLING*	5140-1 1193 (1200-1 1/4)	5140-1 1193 (1200-1 1/2)	5140-3 1193 (1200-3)	5140-3 1193 (1200-3)	5140-3 1193 (1200-3)
JUWTO FIX MINIMUMS					
S-22	4380-1 433 (500-1)	4380-1 433 (500-1)	4380-1 433 (500-1)	4380-1 433 (500-1)	4380-1 433 (500-1)



HIRL Rwy 4-22 REIL Rwy 4 and 22	FAF to MAP 7.1 NM				
Knots	60	90	120	150	180
Min:Sec	7:06	4:44	3:33	2:50	2:22

FORT BLISS, TEXAS

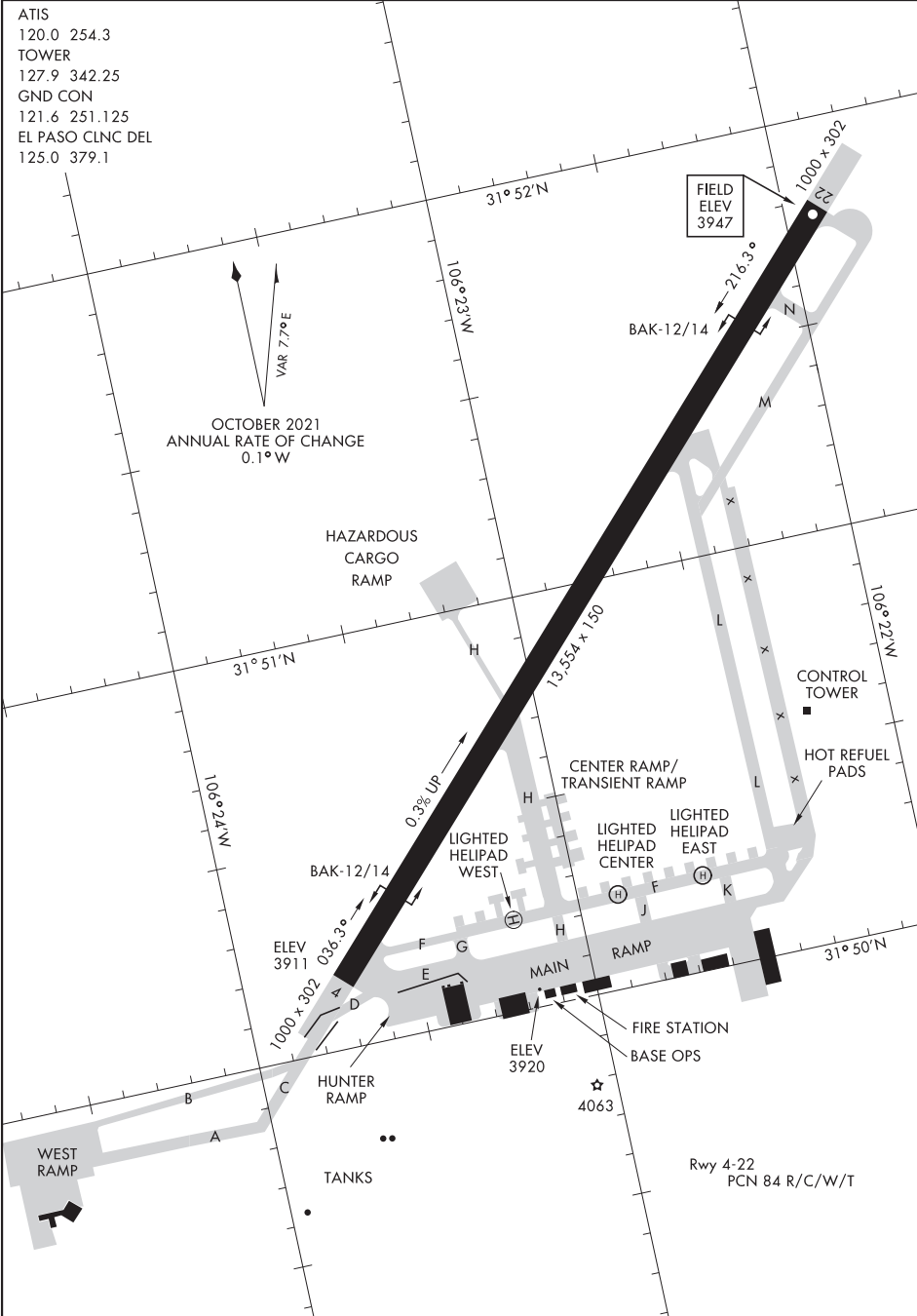
31° 51'N-106° 23'W

BIGGS AAF (KBIF)

Amdt 9 05OCT23

VOR or TACAN RWY 22

SC-3, 07 AUG 2025 to 02 OCT 2025



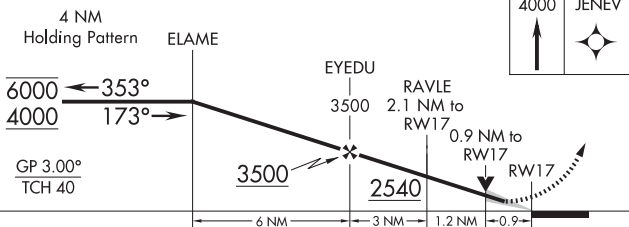
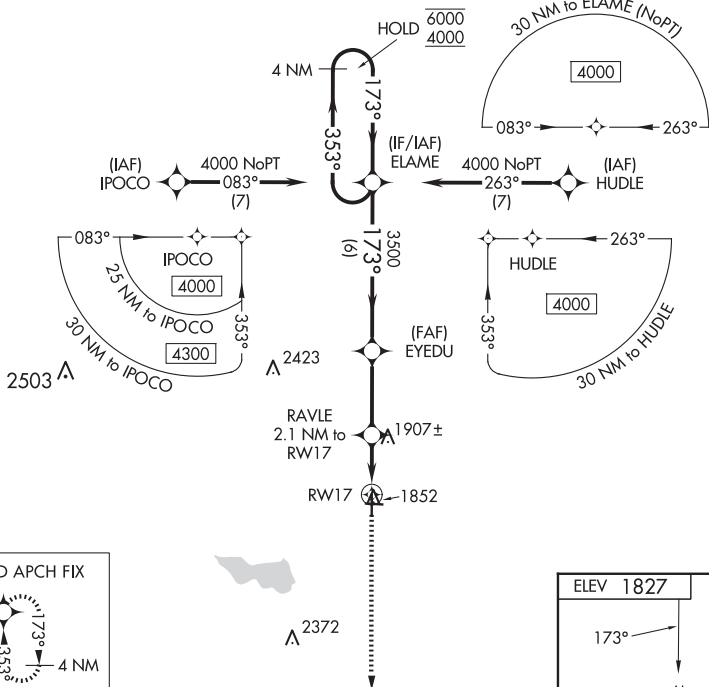
SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025

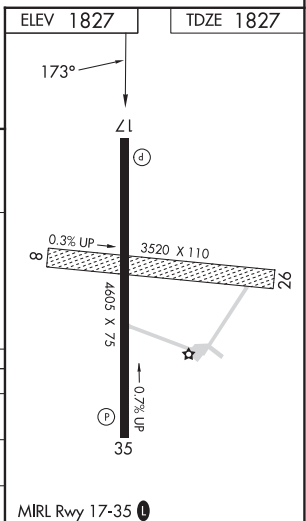
RNAV (GPS) RWY 17  
CURTIS FLD (BBD)

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

AWOS-3 <b>118.375</b>	HOUSTON CENTER <b>132.35 317.5</b>	UNICOM <b>122.8 (CTAF) ①</b>
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CATEGORY		A	B	C	D
LPV	DA	2027-1	200 (200-1)		NA
LNAV/ VNAV	DA	2077-1	250 (300-1)		NA
LNAV	MDA	2160-1	333 (400-1)		NA



SC-3, 07 AUG 2025 to 02 OCT 2025



WAAS CH <b>49108</b> <b>W35A</b>	APP CRS <b>353°</b>	Rwy Idg TDZE <b>1823</b> Apt Elev <b>1827</b>
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RNAV (GPS) RWY 35

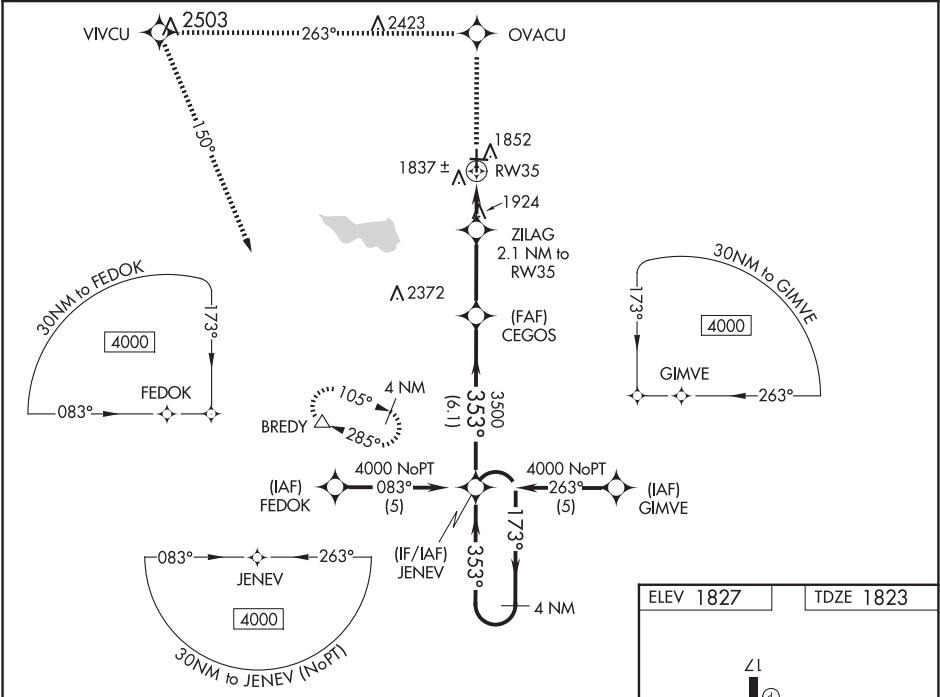
CURTIS FLD (BBD)

RNP APCH.

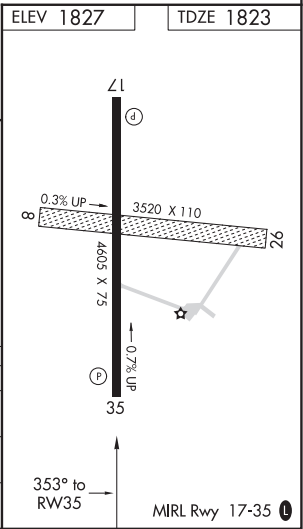
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). When local altimeter setting not received, use Junction altimeter setting and increase all DA/MDA 120 feet, increase LPV, LNAV/VNAV all Cats visibility ½ mile, LNAV Cat C visibility ¼ mile. Baro-VNAV NA when using 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.

AWOS-3 <b>118.375</b>	HOUSTON CENTER <b>132.35 317.5</b>	UNICOM <b>122.8 (CTAF) 0</b>
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4000	OVACU	tr 263°	VIVCU	tr 150°	BREDY	JENEV	4 NM Holding Pattern
*LNAV only.							
RW35							
ZILAG 2.1 NM to RW35							
CEGOS							
2500*							
3500							
173° → 4000							
← 353°							
GP 3.00° TCH 48							
2.1 NM 3 NM 6.1 NM							
CATEGORY	A	B	C	D			
LPV DA	2073-1 250 (300-1)			NA			
LNAV/VNAV DA	2107-1 284 (300-1)			NA			
LNAV MDA	2240-1	417 (500-1)	2240-1¼ 417 (500-1¼)	NA			

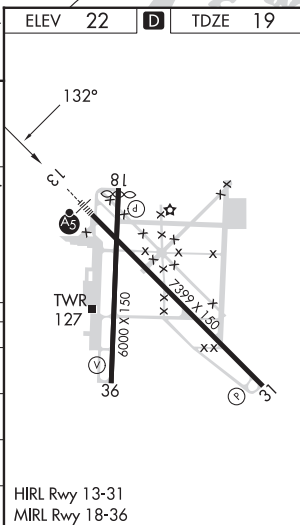





# RNAV (GPS) RWY 13

## BROWNSVILLE/SOUTH PADRE ISLAND INTL (BRO)

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

UNICOM  
122.95

		6.2 NM	4.4 NM	1.3 NM	
CATEGORY	A	B	C	D	
LPV DA **	219/24		200 (200-½)		
LNAV/ VNAV DA	373/30		354 (400-⅝)		
LNAV MDA	480/24	461 (500-½)	480/50	461 (500-1)	
 CIRCLING	480-1 458 (500-1)	540-1 518 (600-1)	540-1½ 518 (600-1½)	680-2 658 (700-2)	

BROWNSVILLE, TEXAS

AL-61 (FAA)

22307

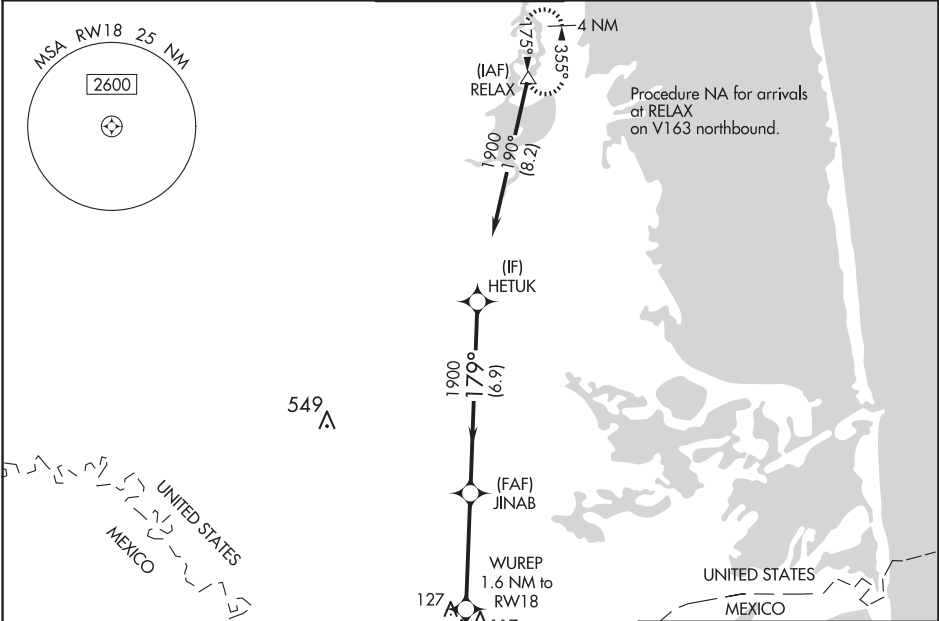
WAAS CH <b>93739</b> <b>W18A</b>	APP CRS <b>179°</b>	Rwy Idg <b>5810</b> TDZE <b>20</b> Apt Elev <b>22</b>
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RNAV (GPS) RWY 18

BROWNSVILLE/SOUTH PADRE ISLAND INTL (BRO)

RNP APCH.	MISSED APPROACH: Climb to 500 then climbing left turn to 1900 direct RELAX and hold.
RADAR required.	
▼ Rwy 18 helicopter visibility reduction below 3/4 SM NA. When local altimeter not received, use Port Isabel altimeter setting and increase all MDA 40 feet; increase LNAV Cats C and D visibility 1/8 mile and Circling Cat D 1/4 mile.	

ATIS <b>128.55</b>	VALLEY APP CON <b>119.5 257.6</b>	BROWNSVILLE TOWER ★ <b>118.9 (CTAF) 239.3</b>	GND CON <b>121.9</b>	UNICOM <b>122.95</b>
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ELEV 22		TDZE 20	
179°		RELAX	
HETUK		JINAB	
1900		1900	
179°		WUREP 1.6 NM to RWY 18	
6.9 NM		RWY 18	
4.2 NM		560	
1.6 NM		3.00° TCH 50	
CATEGORY	A	B	C
LP MDA		360-1	340 (400-1)
LNAV MDA		380-1	360 (400-1)
CIRCLING	440-1 418 (500-1)	540-1 518 (600-1)	540-1½ 518 (600-1½)
			680-2 658 (700-2)

BROWNSVILLE, TEXAS  
Orig-A 20JUN19

BROWNSVILLE/SOUTH PADRE ISLAND INTL (BRO)  
25°54'N-97°26'W  
RNAV (GPS) RWY 18

SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025

WAAS CH <b>65843</b> <b>W31A</b>	APP CRS <b>312°</b>	Rwy ldg TDZE <b>20</b> Apt Elev <b>22</b>	<b>7399</b>
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RNAV (GPS) RWY 31

BROWNSVILLE/SOUTH PADRE ISLAND INTL (BRO)

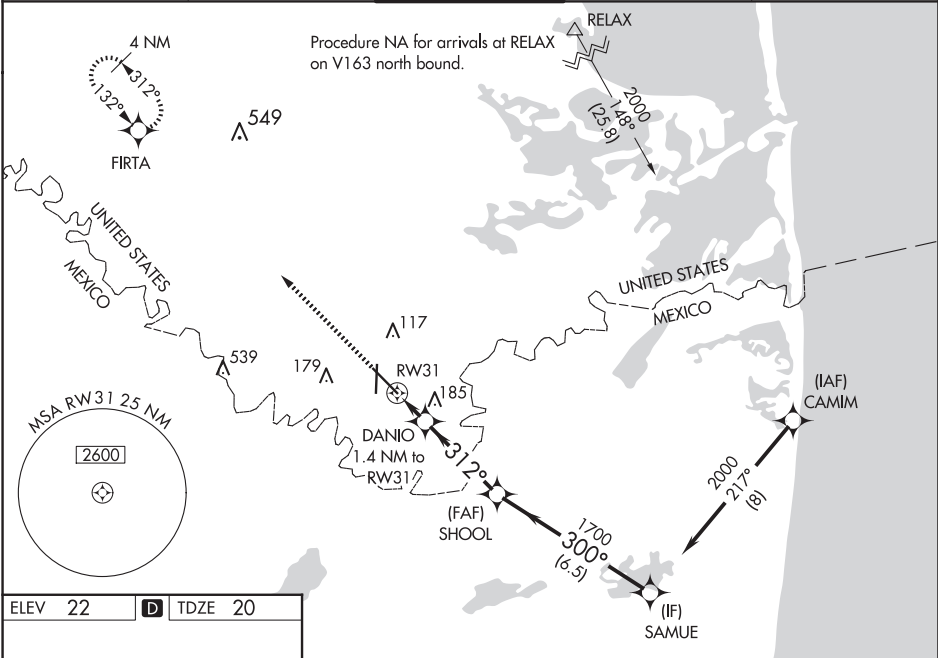
RNP APCH - GPS.

⚠

Rwy 31 helicopter visibility reduction below ¾ SM NA. Circling Rwy 18 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 1° C or above 54° C.

MISSED APPROACH: Climb to 2000 direct FIRTA and hold.

ATIS <b>128.55</b>	VALLEY APP CON <b>119.5 257.6</b>	<b>BROWNSVILLE TOWER*</b> <b>118.9(CTAF) 239.3</b>	GND CON <b>121.9</b>	UNICOM <b>122.95</b>
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2000

FIRTA

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

DANIO  
1.4 NM to RW31  
0.9 NM to RW31  
RW31  
312°  
520  
SHOOOL  
1700  
300°  
2000  
GP 3.00°  
TCH 60  
SAMUE

CATEGORY	A	B	C	D
LPV DA		270-¾	250 (300-¾)	
LNAV/VNAV DA		270-¾	250 (300-¾)	
LNAV MDA		380-1	360 (400-1)	
CIRCLING	440-1 418 (500-1)	500-1 478 (500-1)	540-1½ 518 (600-1½)	680-2 658 (700-2)

SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025

BROWNSVILLE, TEXAS

AL-61 (FAA)

22307

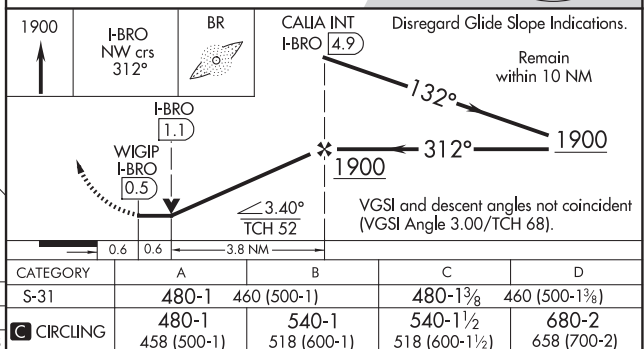
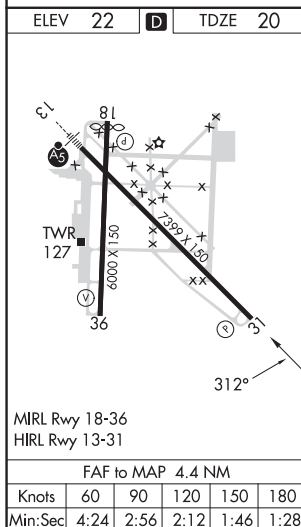
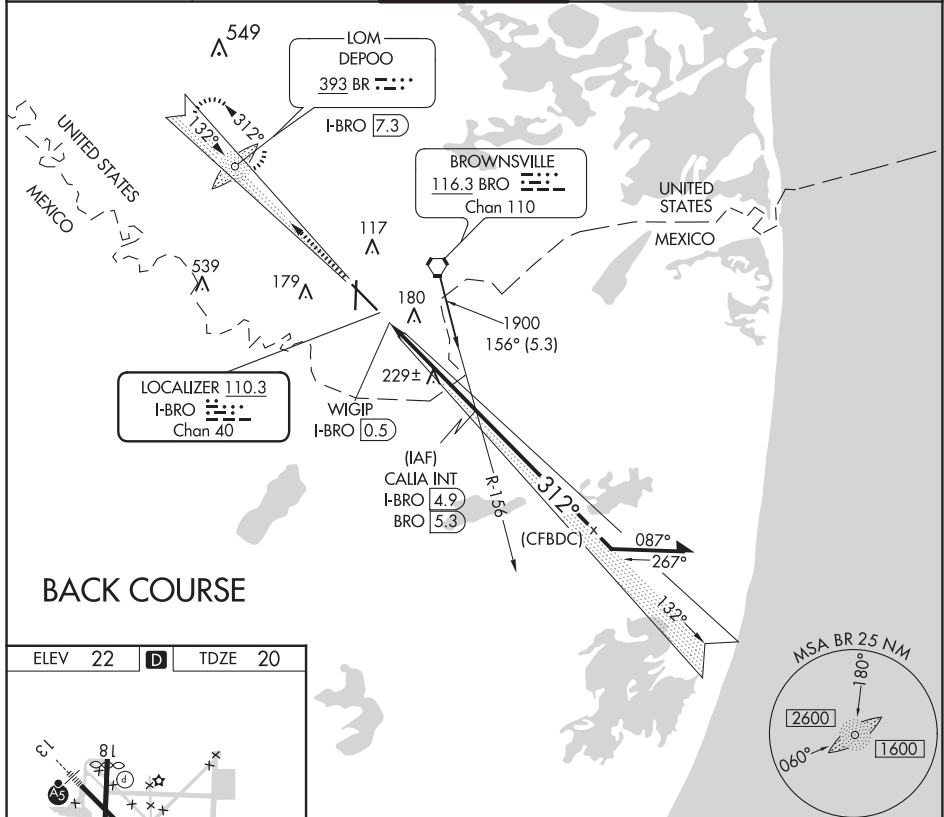
LOC/DME I-BRO <b>110.3</b> Chan <b>40</b>	APP CRS <b>312°</b>	Rwy Idg <b>7399</b> TDZE <b>20</b> Apt Elev <b>22</b>
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LOC BC RWY 31

BROWNSVILLE/SOUTH PADRE ISLAND INTL (BRO)

- ⚠** Helicopter visibility reduction below  $\frac{3}{4}$  SM NA. When local altimeter setting not received, use Port Isabel altimeter setting and increase all MDA 40 ft; increase Circling Cat D visibility  $\frac{1}{4}$  mile. Circling to Rwy 18 NA at night. ADF or DME required. VDP NA when using Port Isabel altimeter setting.
- ⚠** MISSED APPROACH: Climb to 1900 on I-BRO localizer NW course (312°) to DEPOO LOM/ I-BRO 7.3 DME and hold.

ATIS <b>128.55</b>	VALLEY APP CON <b>119.5 257.6</b>	BROWNSVILLE TOWER★ <b>118.9</b> (CTAF) <b>239.3</b>	GND CON <b>121.9</b>	UNICOM <b>122.95</b>
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BROWNSVILLE, TEXAS  
Orig 15SEP16

BROWNSVILLE/SOUTH PADRE ISLAND INTL (BRO)  
25°54'N-97°26'W  
LOC BC RWY 31

SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025

VORTAC BRO <b><u>116.3</u></b> Chan <b>110</b>	APP CRS <b>242°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>22</b>
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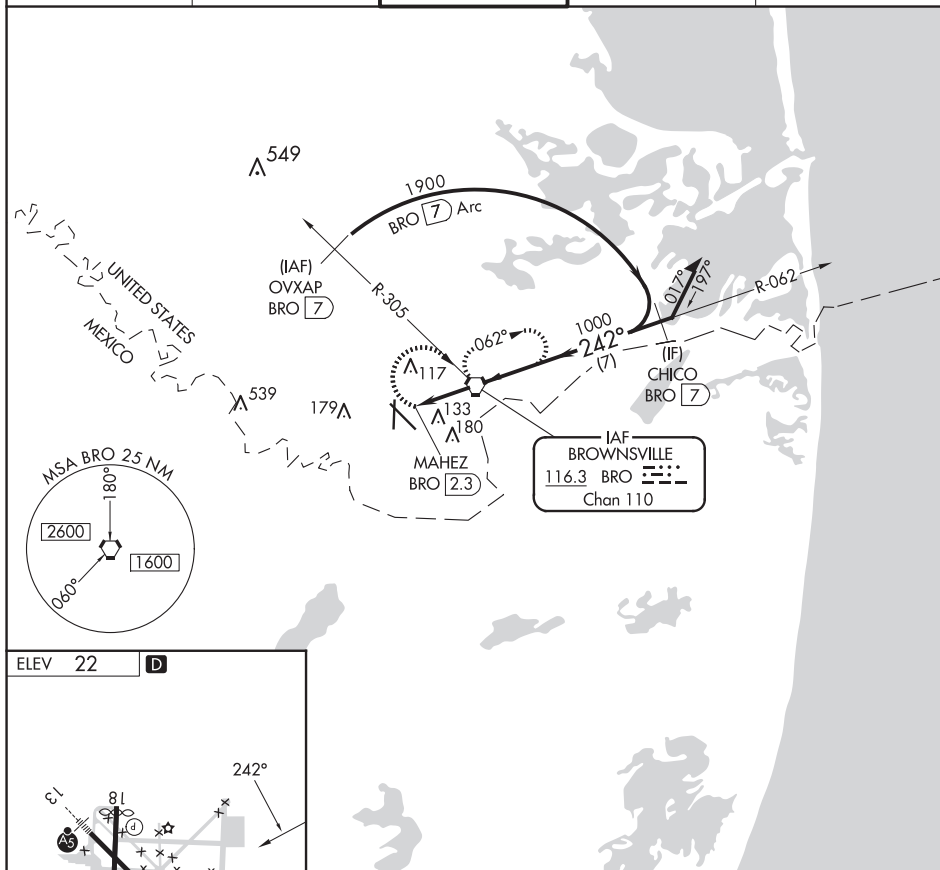
VOR or TACAN-A

BROWNSVILLE/SOUTH PADRE ISLAND INTL (BRQ)

- T** When local altimeter not received, use Port Isabel altimeter setting and increase all MDA 40 feet and Circling Cat D visibility  $\frac{1}{4}$  SM.

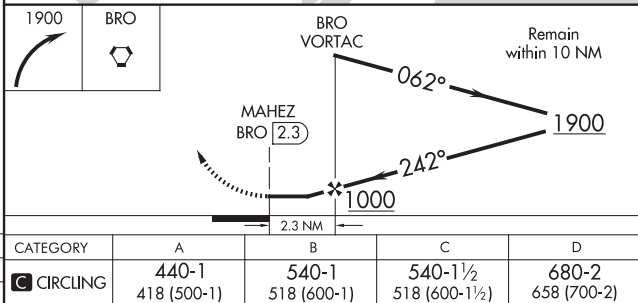
**MISSED APPROACH:** Climbing right turn to 1900 direct BRO VORTAC and hold. (TACAN aircraft climbing right turn to 1900 on BRO R-062 to CHICO/BRO 7 DME and hold NE, right turn, 242° inbound).

ATIS 128.55	VALLEY APP CON 119.5 257.6	BROWNSVILLE TOWER★ 118.9(CTAF) 0 239.3	GND CON 121.9	UNICOM 122.95
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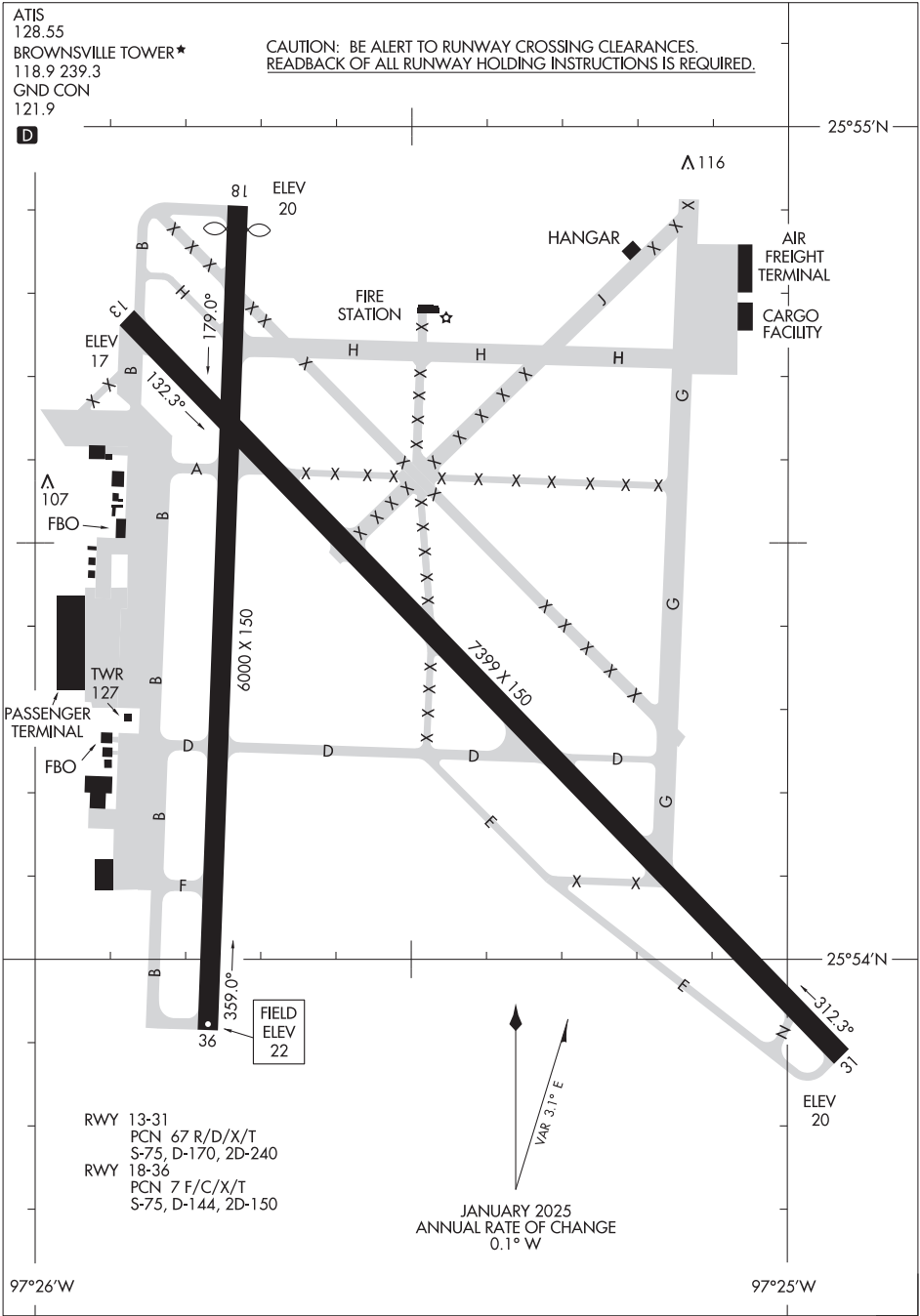
MRL Rwy 18-36  
HIRL Rwy 13-31

FAF to MAP 2.3 NM					
Knots	60	90	120	150	180
Min:Sec	2:18	1:32	1:09	0:55	0:46



SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025



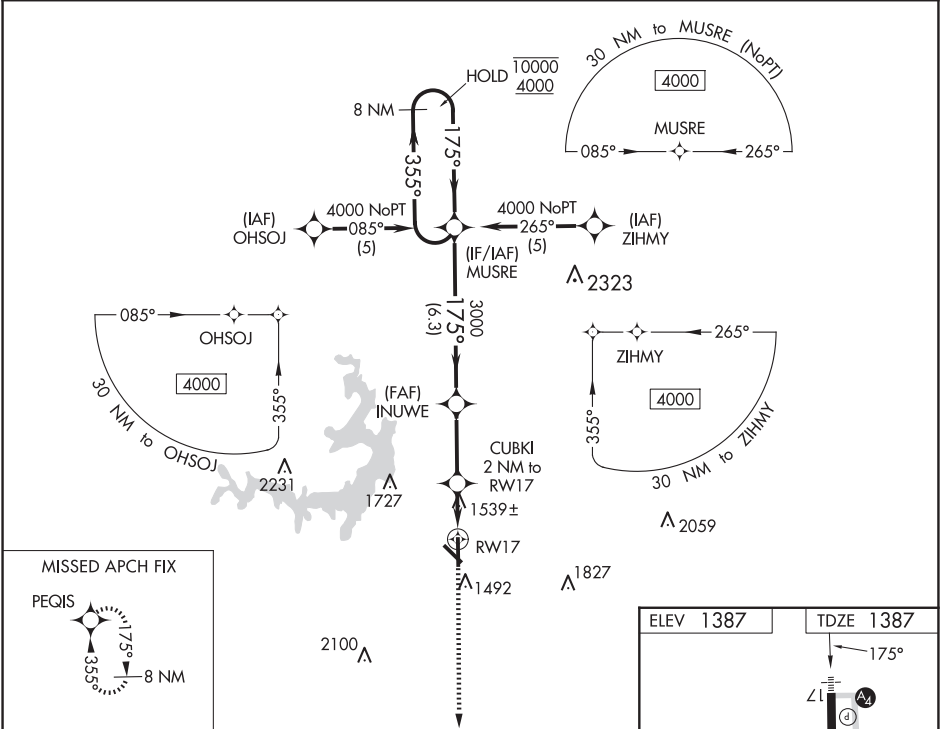


WAAS CH <b>70325</b> <b>W17A</b>	APP CRS <b>175°</b>	Rwy Idg TDZE <b>1387</b> Apt Elev <b>1387</b>	<b>5599</b> <b>1387</b> <b>1387</b>
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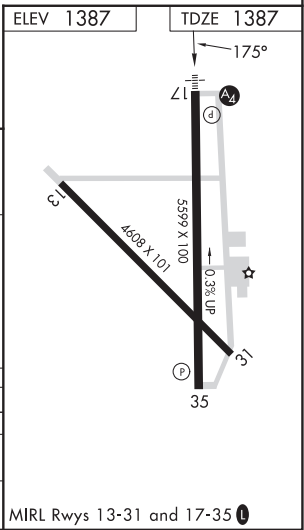
**RNAV (GPS) RWY 17**  
BROWNWOOD RGNL (BWD)

RNP APCH - GPS.	MALS	MISSED APPROACH: Climb to 4000 direct PEGIS and hold.
Rwy 17 helicopter visibility reduction below 3/4 SM NA. For inop ALS, increase LNAV Cats C and D visibility to 1 1/2 SM. Inop table does not apply to LPV all Cats.		

AWOS-3 <b>118.325</b>	FORT WORTH CENTER <b>127.45 290.3</b>	UNICOM <b>122.8(CTAF)</b>
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8 NM Holding Pattern				
GP 3.00° TCH 52				
6.3 NM 2.8 NM 0.9 1.1				
CATEGORY	A	B	C	D
LPV DA	1637-3/4 250 (300-3/4)			
LNAV MDA	1800-3/4	413 (500-3/4)	1800-1	413 (500-1)
CIRCLING	1820-1 433 (500-1)	1840-1 453 (500-1)	2040-1 1/4 653 (700-1 1/4)	2160-2 1/2 773 (800-2 1/2)



SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025

BROWNWOOD, TEXAS

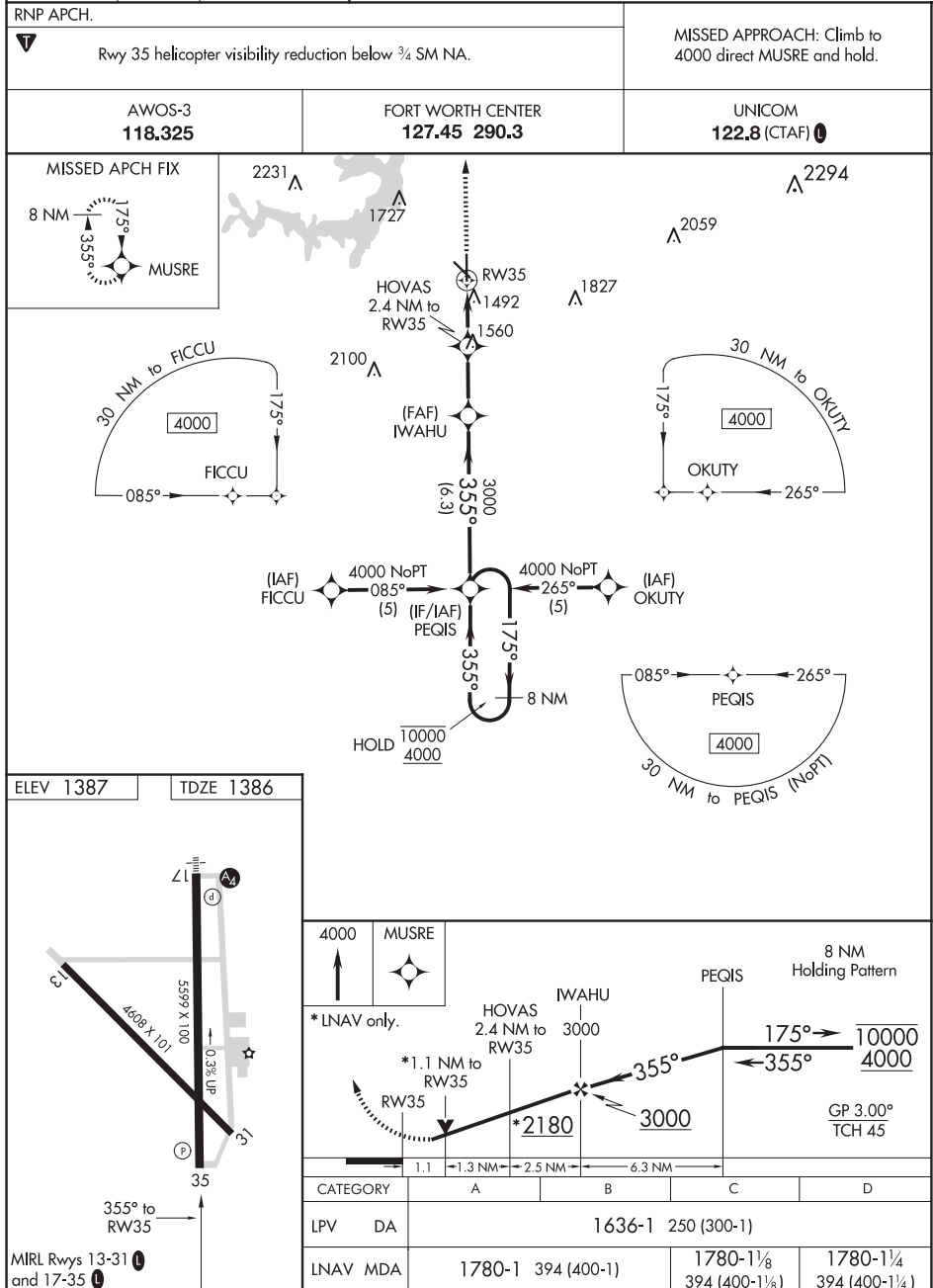
AL-705 (FAA)

20142

WAAS CH <b>77525</b> <b>W35A</b>	APP CRS <b>355°</b>	Rwy Idg TDZE Apt Elev	<b>5599</b> <b>1386</b> <b>1387</b>
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# RNAV (GPS) RWY 35

BROWNWOOD RGNL (BWD)



SC-3, 07 AUG 2025 to 02 OCT 2025



BROWNWOOD, TEXAS

AL-705 (FAA)

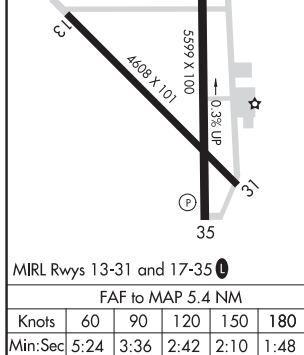
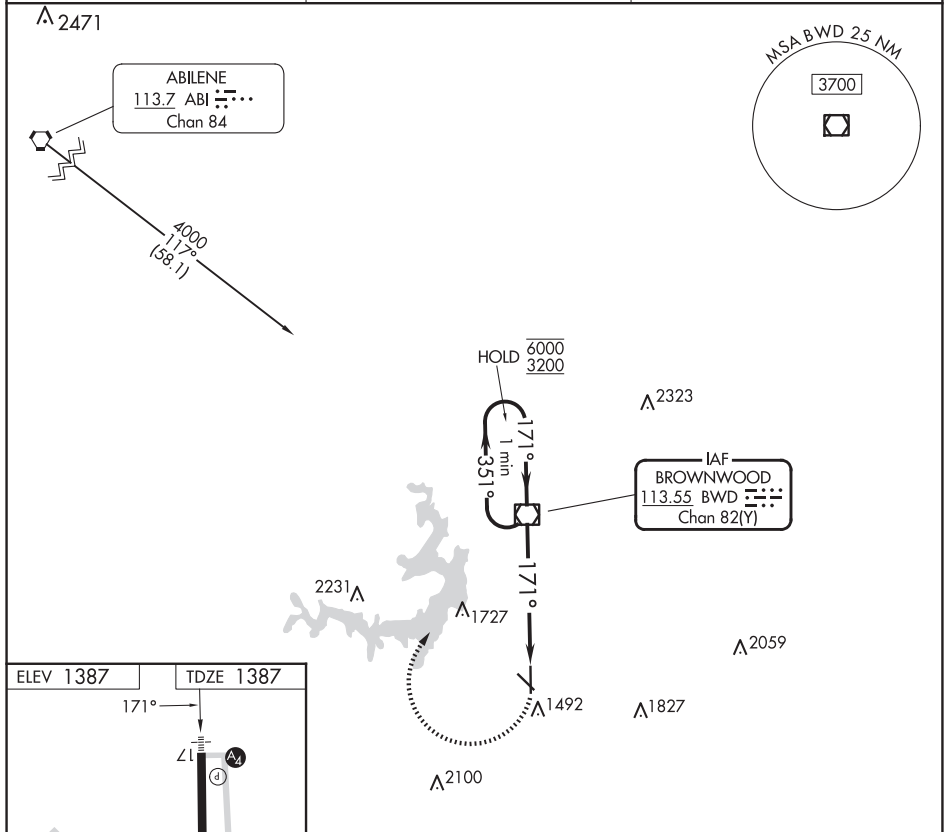
25191

VOR/DME BWD	APP CRS	Rwy Ldg
<b>113.55</b>	<b>171°</b>	<b>5599</b>
Chan <b>82(Y)</b>		<b>1387</b>
		Apt Elev <b>1387</b>

# VOR RWY 17

BROWNWOOD RGNL (BWD)

<b>V</b> <b>A</b> Rwy 17 helicopter visibility reduction below $\frac{3}{4}$ SM NA. For inop ALS, increase S-17 Cat C and D visibility to $1\frac{1}{2}$ SM.	<b>MALS</b> 	<b>MISSED APPROACH:</b> Climbing right turn to 4000 direct BWD VOR/DME and hold, continue climb-in-hold to 4000.
<b>AWOS-3</b> <b>118.325</b>	<b>FORT WORTH CENTER</b> <b>127.45 290.3</b>	<b>UNICOM</b> <b>122.8 (CTAF)</b>



<b>One Minute Holding Pattern</b>		<b>BWD VOR/DME</b>	<b>4000</b>	<b>BWD</b>
6000 ← 351°		171° →		
		171°	<b>BWD 3.5</b>	
		3.05° TCH 55		
		3.5 NM	1.9 NM	
CATEGORY	A	B	C	D
S-17	2060- $\frac{3}{4}$	673 (700- $\frac{3}{4}$ )	2060- $1\frac{3}{4}$	673 (700- $1\frac{3}{4}$ )
CIRCLING	2060-1	673 (700-1)	2060-2 673 (700-2)	2160-2 $\frac{1}{2}$ 773 (800-2 $\frac{1}{2}$ )

BROWNWOOD, TEXAS

Orig-A 10JUL25

31°48'N-98°57'W

# BROWNWOOD RGNL (BWD)

## VOR RWY 17

SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025

VOR/DME BWD <b>113.55</b> Chan <b>82</b> (Y)	APP CRS <b>351°</b>	Rwy Idg <b>5599</b> TDZE <b>1386</b> Apt Elev <b>1387</b>
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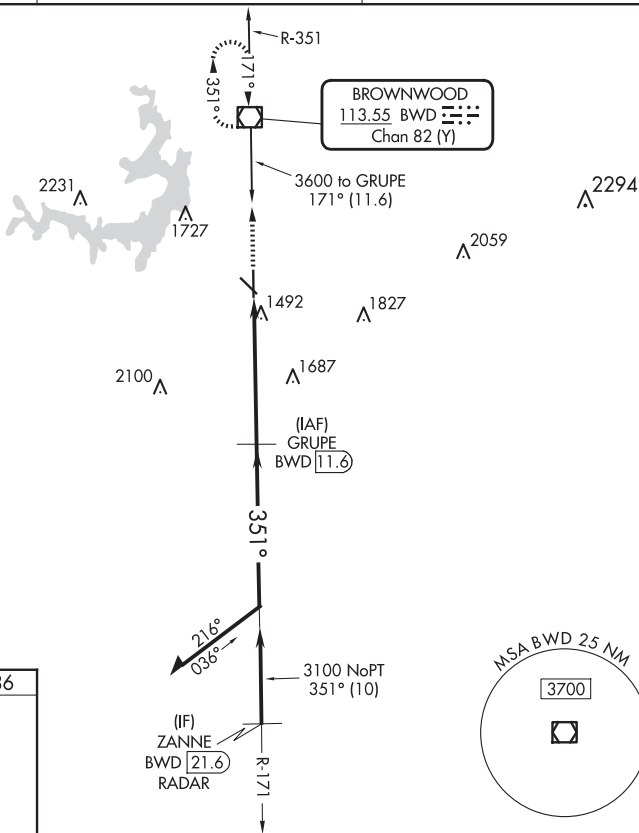
VOR RWY 35  
BROWNWOOD RGNL (BWD)

RADAR required for procedure entry. DME required.

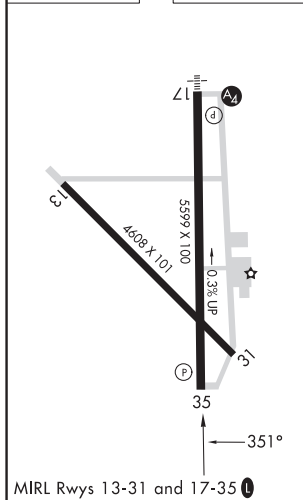
Rwy 35 helicopter visibility reduction below  $\frac{3}{4}$  SM NA.

**MISSED APPROACH:** Climb to 3600 direct BWD VOR/DME and hold, continue climb-in-hold to 3600.

AWOS-3 <b>118.325</b>	FORT WORTH CENTER <b>127.45 290.3</b>	UNICOM <b>122.8 (CTAF) 0</b>
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ELEV 1387		TDZE 1386
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CATEGORY	A	B	C	D
S-35	1940-1	554 (600-1)	1940-1 $\frac{5}{8}$	554 (600-1 $\frac{5}{8}$ )
CIRCLING	1940-1	553 (600-1)	2040-1 $\frac{3}{4}$ 653 (700-1 $\frac{3}{4}$ )	2160-2 $\frac{1}{2}$ 773 (800-2 $\frac{1}{2}$ )

BURNET, TEXAS

AL-5772 (FAA)

24305

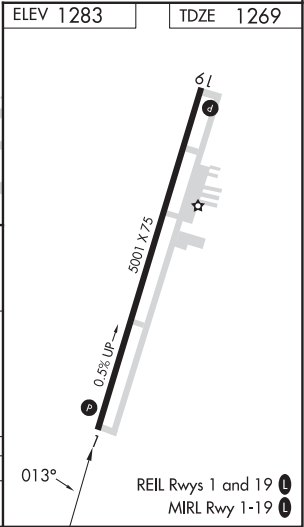
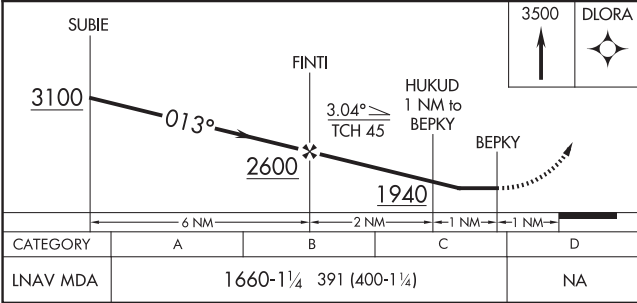
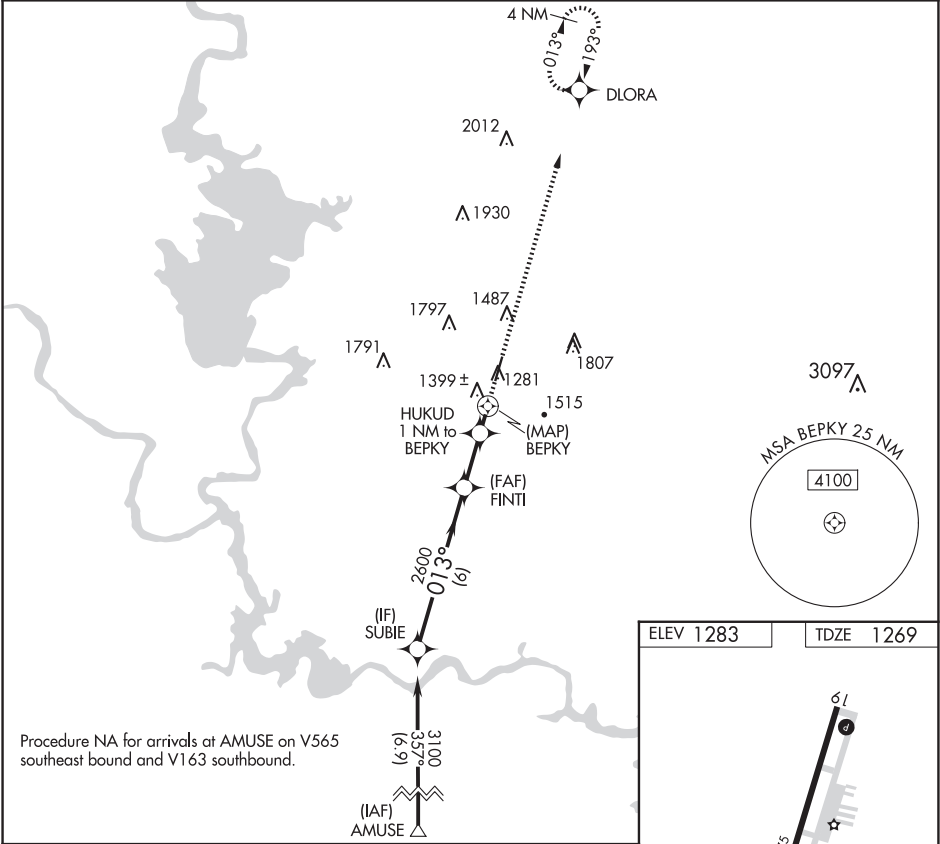
APP CRS	Rwy Idg	5001
013°	TDZE	1269
	Apt Elev	1283

RNAV (GPS) RWY 1

BURNET MUNI/KATE CRADDOCK FLD (BMQ)

RNP APCH - GPS.	MISSED APPROACH: Climb to 3500 direct DLORA and hold.
<div><div></div><div>Rwy 1 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Lago Vista altimeter setting and increase all MDA 60 feet.</div></div>	

ASOS 119.925	HOUSTON CENTER 132.35 317.5	UNICOM 122.8 (CTAF) 0
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BURNET, TEXAS  
Orig-F 23FEB23

30°44'N-98°14'W

BURNET MUNI/KATE CRADDOCK FLD (BMQ)

RNAV (GPS) RWY 1

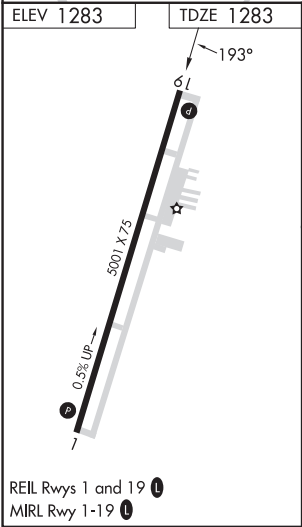
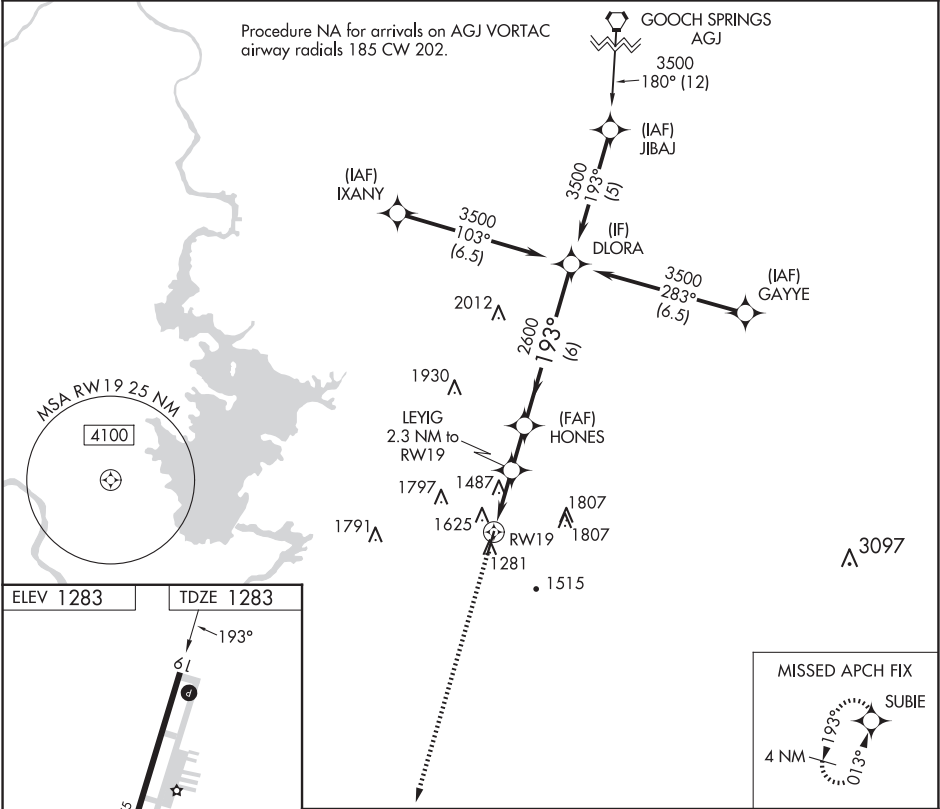
APP CRS	Rwy Idg	5001
193°	TDZE	1283
	Apt Elev	1283

RNAV (GPS) RWY 19

BURNET MUNI/KATE CRADDOCK FLD (BMQ)

RNP APCH - GPS.		MISSED APPROACH: Climb to 3500 direct SUBIE and hold.
<div>▼</div> <div>▲</div>	Rwy 19 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use RYW altimeter setting and increase all MDAs 60 feet and LNAV Cat C visibility ¼ SM.	

ASOS 119.925	HOUSTON CENTER 132.35 317.5	UNICOM 122.8 (CTAF) 0
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3500 SUBIE		HONES		DLORA
RWY 19		LEYG 2.3 NM to RWY 19	3.03° TCH 45	3500
2060		2600	193°	
2.3 NM		1.7 NM	6 NM	
CATEGORY	A	B	C	D
LNAV MDA	1940-1	657 (700-1)	1940-1 657 (700-1 7/8)	NA

SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025

CARRIZO SPRINGS, TEXAS

AL-6272 (FAA)

22139

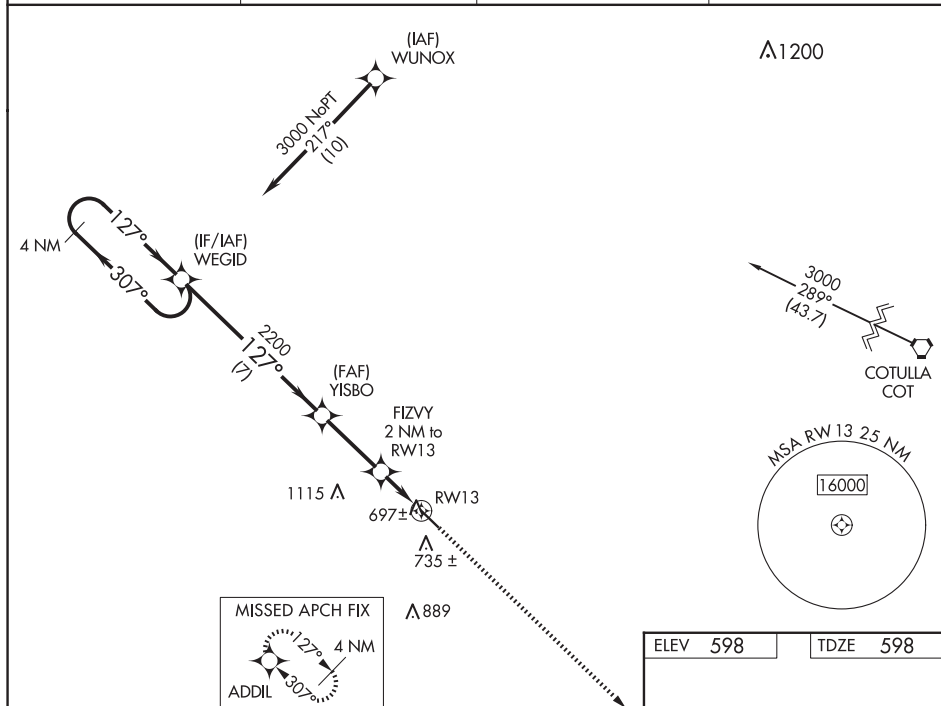
WAAS CH <b>82133</b> <b>W13A</b>	APP CRS <b>127°</b>	Rwy Idg TDZE <b>598</b> Apt Elev <b>598</b>	<b>5003</b>
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# **RNAV (GPS) RWY 13** DIMMIT COUNTY (CZT)

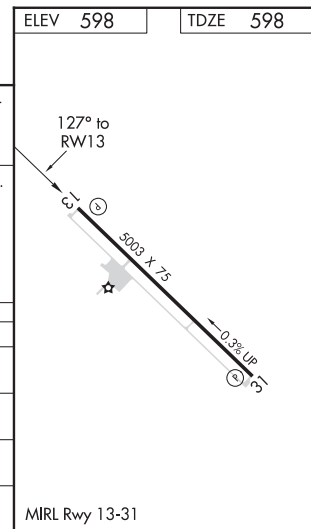
**Baro-VNAV NA.** DME/DME RNP-0.3 NA. Use Cotulla altimeter setting; when not received use Uvalde altimeter setting and increase all DA 52 feet, all MDA 60 feet and increase LPV all Cats, LNAV/VNAV all Cats, and Circling Cat C visibility ¼ mile. Helicopter visibility reduction below ¾ SM NA.

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

AWOS-3 <b>119.625</b>	COT ASOS <b>118.325</b>	HOUSTON CENTER <b>127.8 307.2</b>	UNICOM <b>122.8</b> (CTAF)
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4 NM Holding Pattern				
WEGID				
<div> <div>3000</div> <div>← 307°</div> <div>127° →</div> </div>				
GP 3.00° TCH 40				
<div> <div>YISBO</div> <div>2200</div> <div>127°</div> <div>7 NM</div> <div>2.9 NM</div> <div>2 NM</div> <div>RWY 13</div> <div>*1260</div> <div>FIZVY 2 NM to RWY 13</div> </div>				
*LNAV only.				
CATEGORY	A	B	C	D
LPV DA	940-1½	342 (400-1½)		NA
LNAV/VNAV DA	940-1½	342 (400-1½)		NA
LNAV MDA	1040-1	442 (500-1)	1040-1½ 442 (500-1½)	NA
CIRCLING	1160-1 562 (600-1)	1240-1 642 (700-1)	1500-2¾ 902 (1000-2¾)	NA



CARRIZO SPRINGS, TEXAS  
Orig-B 13NOV14

28°31'N-99°49'W

# **RNAV (GPS) RWY 13** DIMMIT COUNTY (CZT)

SC-3, 07 AUG 2025 to 02 OCT 2025

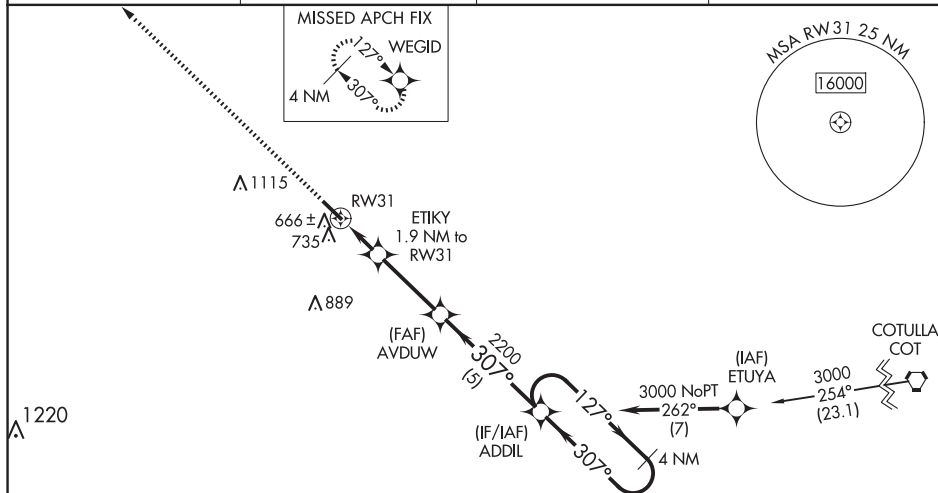
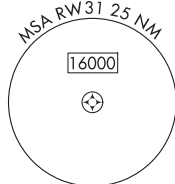


22139

RNAV (GPS) RWY 31  
DIMMIT COUNTY (CZT)

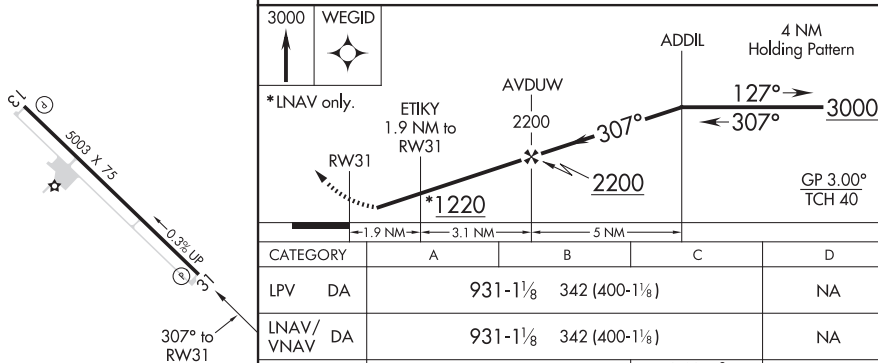
**MISSED APPROACH:**  
Climb to 3000 direct  
WEGID and hold.

UNICOM  
122.8 (CTAF)



Procedure NA for arrivals  
at COT VORTAC on V17 northbound.

TDZE 589



MIRL Rwy 13-31

28°31'N-99°49'W

DIMMIT COUNTY (CZT)

RNAV (GPS) RWY 31

SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025

CASTROVILLE, TEXAS

AL-6552 (FAA)

25219

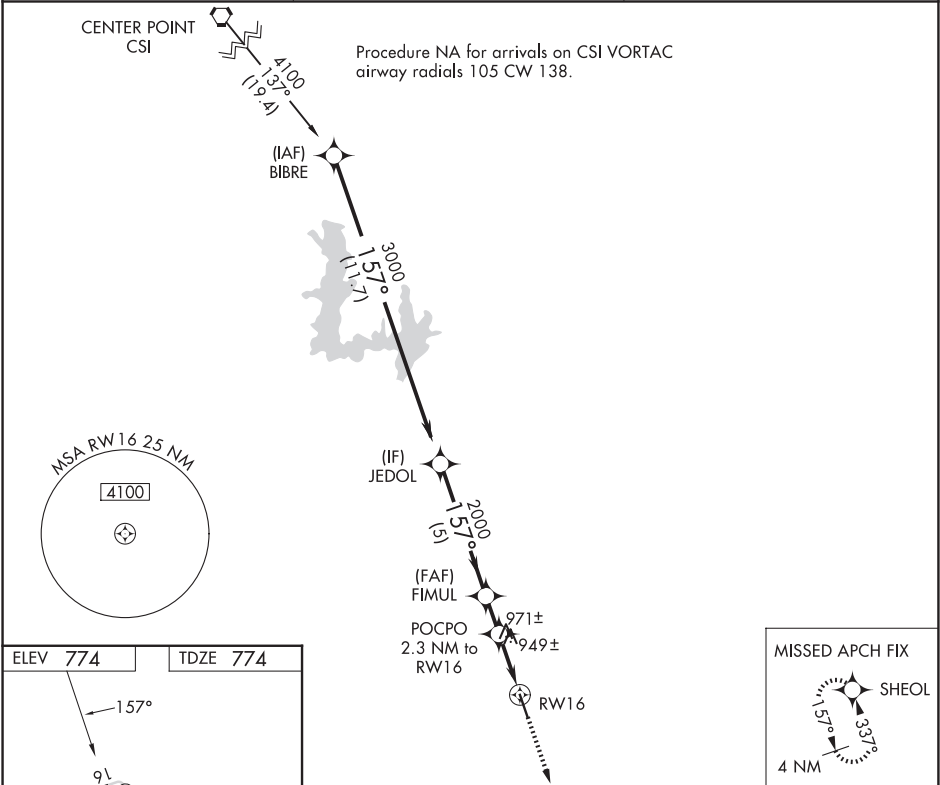
WAAS CH <b>86838</b> <b>W16A</b>	APP CRS <b>157°</b>	Rwy Ldg TDZE Apt Elev <b>774</b>	<b>5001</b> <b>774</b> <b>774</b>
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RNAV (GPS) RWY 16

CASTROVILLE MUNI (CVB)

<div><div></div><div>DME/DME RNP-0.3 NA. When local altimeter setting not received, use Lackland AFB (Kelly FLD Annex) altimeter setting: increase all MDA 60 feet, increase all Cat C visibilities ¼ mile. Helicopter visibility reduction below 1 SM NA. Night landing: Rwy 16 NA.</div></div>	MISSED APPROACH: Climb to 3000 direct SHEOL and hold.
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AWOS-3 <b>119.25</b>	SAN ANTONIO APP CON <b>118.05 353.5</b>	UNICOM <b>122.8 (CTAF) 0</b>
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	JEDOL	FIMUL	POCPO 2.3 NM to RW16	RW16
	3000	2000	1540	
	157°	3.00° TCH 40		
	5 NM	1.4 NM	2.3 NM	
CATEGORY	A	B	C	D
LP MDA	1200-1	426 (500-1)	1200-1¼ 426 (500-1¼)	NA
LNAV MDA	1240-1	466 (500-1)	1240-1⅜ 466 (500-1⅜)	NA
CIRCLING	1240-1 466 (500-1)	1380-1 606 (700-1)	1580-2¼ 806 (900-2¼)	NA

CASTROVILLE, TEXAS  
Amdt 1A 04FEB16

29°21'N-98°51'W

CASTROVILLE MUNI (CVB)

RNAV (GPS) RWY 16

SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025

WAAS  
CH **50139**  
**W34A**

APP CRS  
**337°**

Rwy Ldg  
TDZE  
**5001**  
**769**

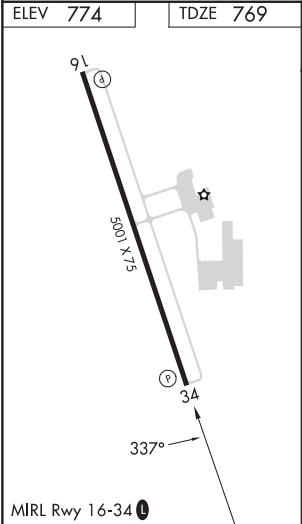
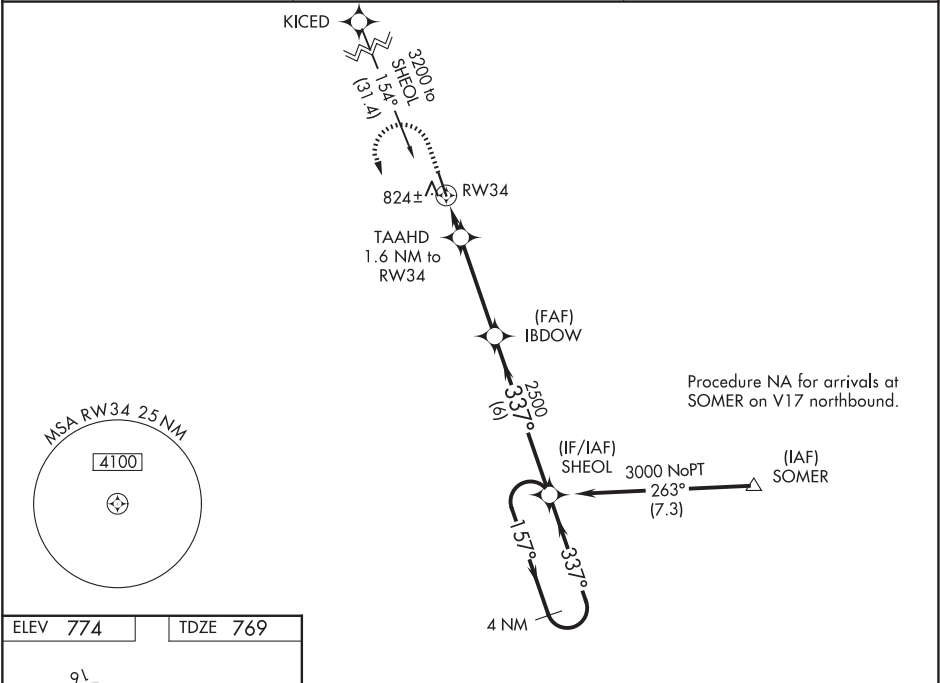
Apt Elev  
**774**

**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 ¼ mile. Helicopter visibility reduction below ¾ SM NA. Night landing: Rwy 16 NA.

MISSED APPROACH: Climb to 1300 then climbing left turn to 3000 direct SHEOL and hold.

AWOS-3 <b>119.25</b>	SAN ANTONIO APP CON <b>118.05 353.5</b>	UNICOM <b>122.8 (CTAF) 0</b>
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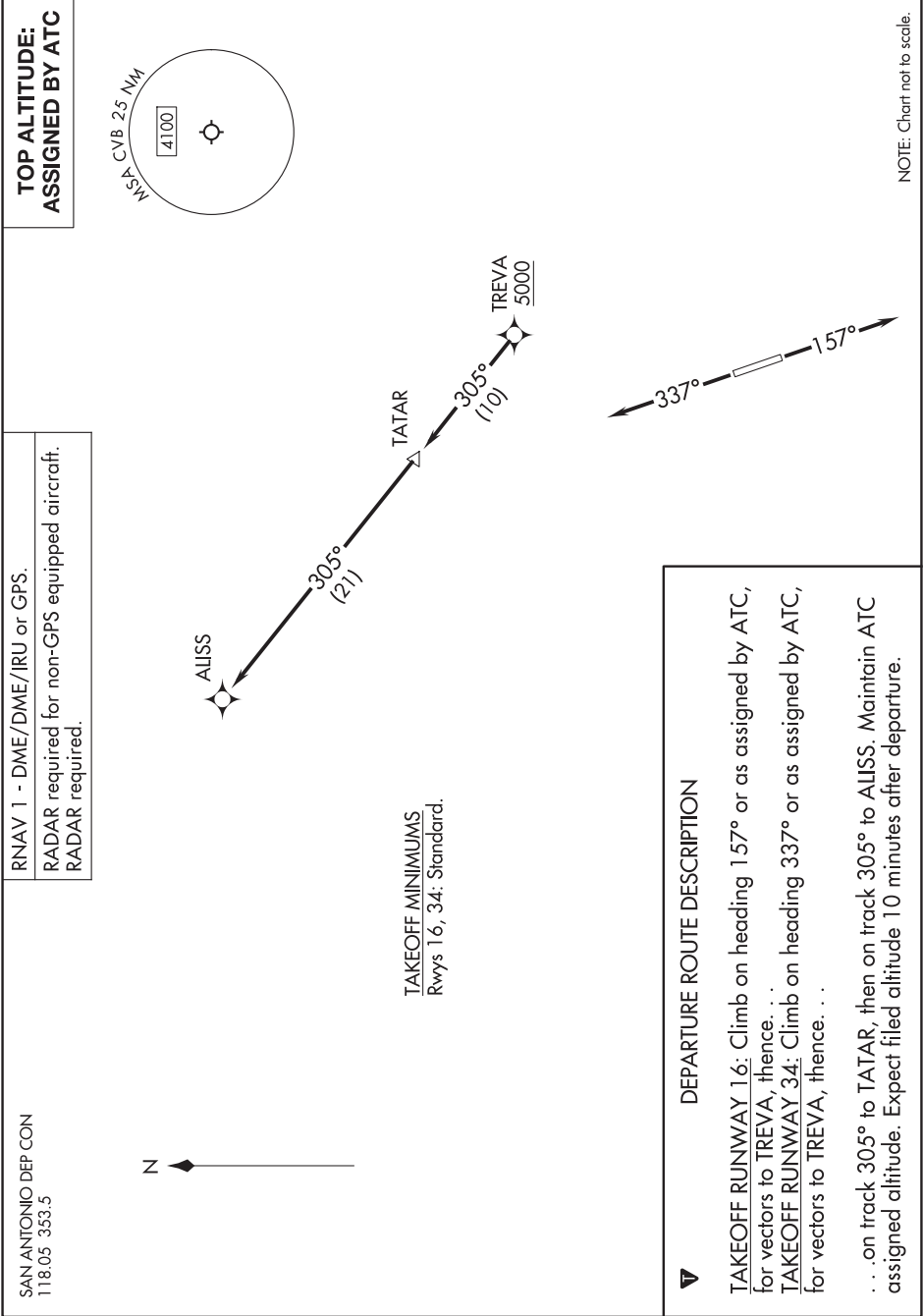
(ALISS7.ALISS) 25219

AL-6552 (FAA)

CASTROVILLE MUNI (CVB)  
CASTROVILLE, TEXAS

ALISS SEVEN DEPARTURE (RNAV)

SC-3, 07 AUG 2025 to 02 OCT 2025

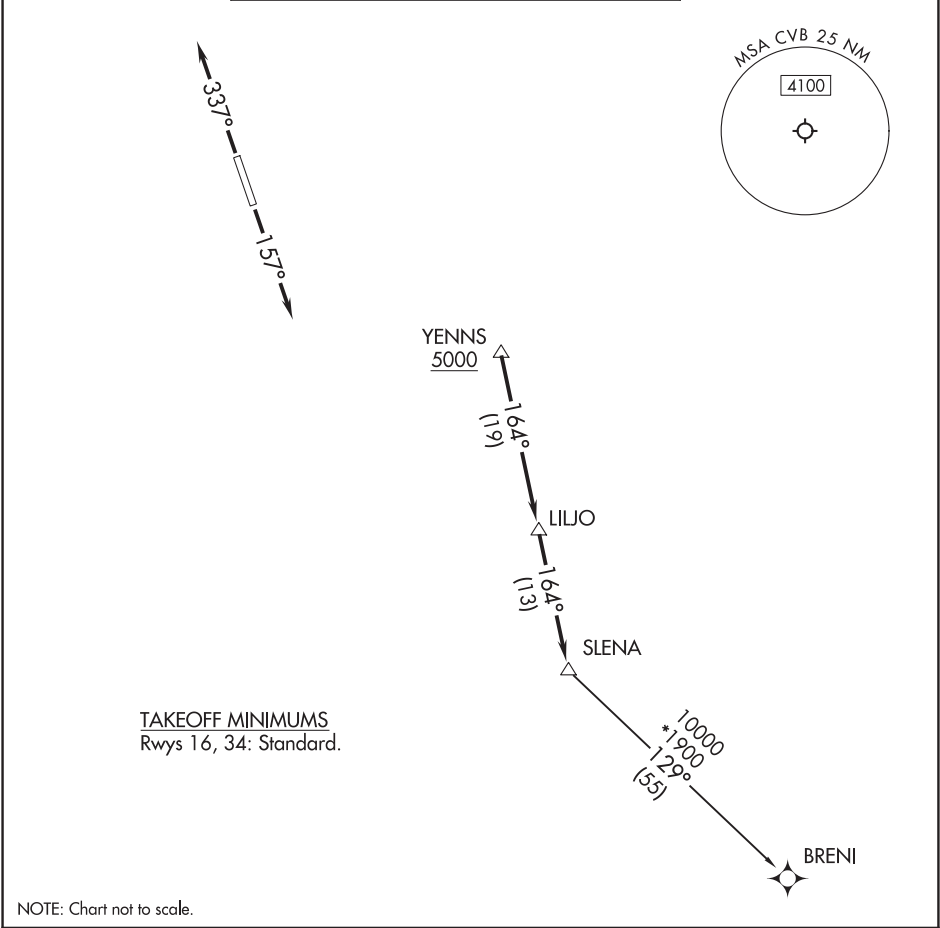


ALISS SEVEN DEPARTURE (RNAV)

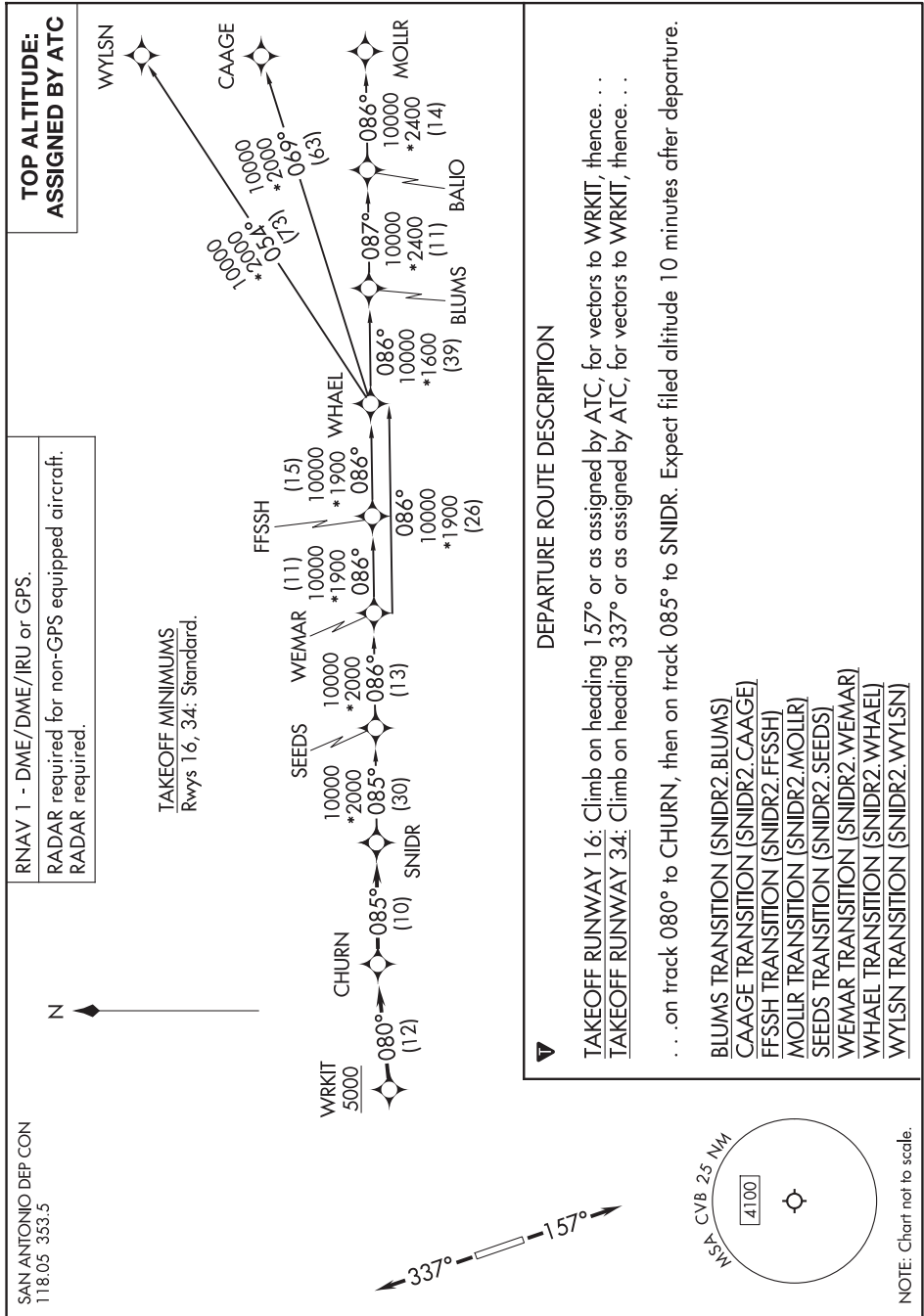
(ALISS7.ALISS) 07AUG25

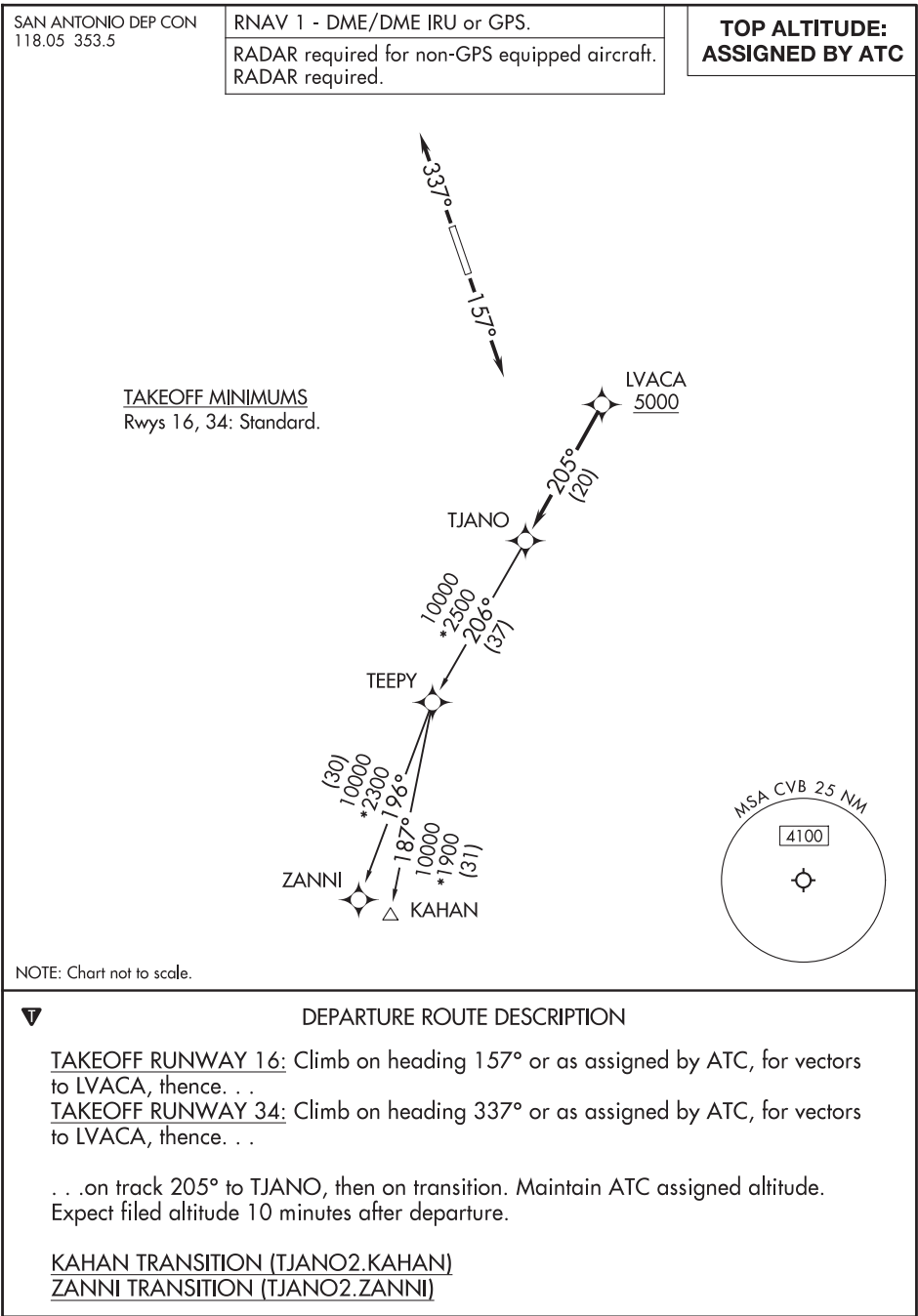
CASTROVILLE, TEXAS  
CASTROVILLE MUNI (CVB)

SAN ANTONIO DEP CON 118.05 353.5	RNAV 1 - DME/DME/IRU or GPS.	TOP ALTITUDE: ASSIGNED BY ATC
	RADAR required for non-GPS equipped aircraft. RADAR required.	



DEPARTURE ROUTE DESCRIPTION
<p><u>TAKEOFF RUNWAY 16</u>: Climb on heading 157° or as assigned by ATC, for vectors to YENNS. Thence. . .</p> <p><u>TAKEOFF RUNWAY 34</u>: Climb on heading 337° or as assigned by ATC, for vectors to YENNS. Thence. . .</p> <p>. . .on track 164° to LILJO, then on track 164° to SLENA, then on transition. Maintain ATC assigned altitude. Expect filed altitude 10 minutes after departure.</p> <p><u>BRENI TRANSITION (SLENA2.BRENI)</u></p>





(YODUH2.YODUH) 25219

AL-6552 (FAA)

CASTROVILLE MUNI (CVB)  
CASTROVILLE, TEXAS

YODUH TWO DEPARTURE (RNAV)

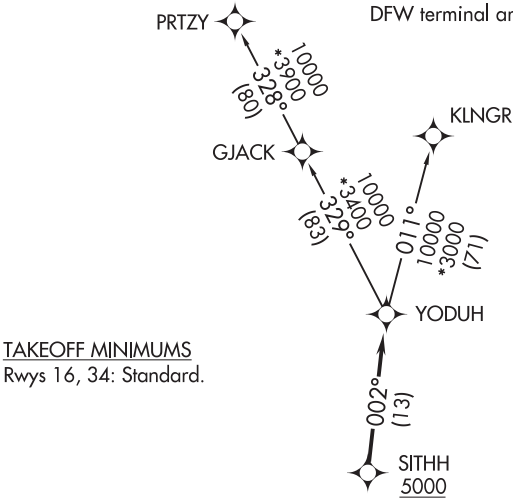
SAN ANTONIO DEP CON  
118.05 353.5

RNAV 1 - DME/DME IRU or GPS.

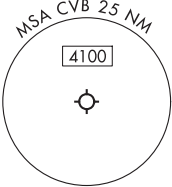
RADAR required for non-GPS equipped aircraft.  
RADAR required.

**TOP ALTITUDE:  
ASSIGNED BY ATC**

NOTE: Aircraft destined for airports north/northeast of  
DFW terminal area must file the KLNGR Transition.



TAKEOFF MINIMUMS  
Rwys 16, 34: Standard.



NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 16: Climb on heading 157° or as assigned by ATC, for vectors  
to SITHH, thence. . .

TAKEOFF RUNWAY 34: Climb on heading 337° or as assigned by ATC, for vectors  
to SITHH, thence. . .

. . .on track 002° to YODUH, then on transition. Maintain ATC assigned altitude.  
Expect filed altitude 10 minutes after departure.

KLNGR TRANSITION (YODUH2.KLNGR)  
PRTZY TRANSITION (YODUH2.PRTZY)

YODUH TWO DEPARTURE (RNAV)  
(YODUH2.YODUH) 07AUG25

CASTROVILLE, TEXAS  
CASTROVILLE MUNI (CVB)

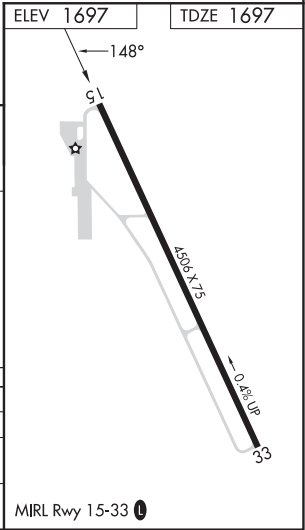
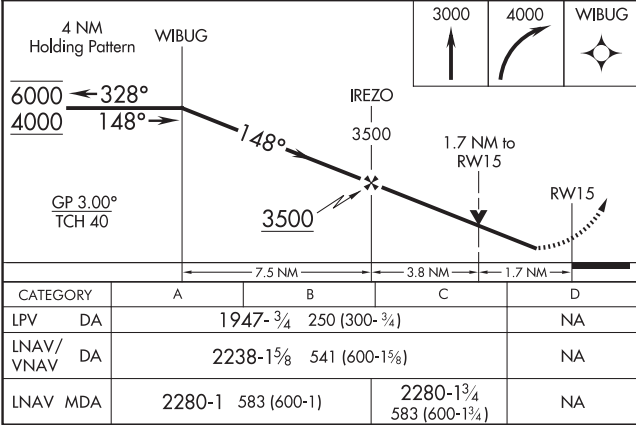
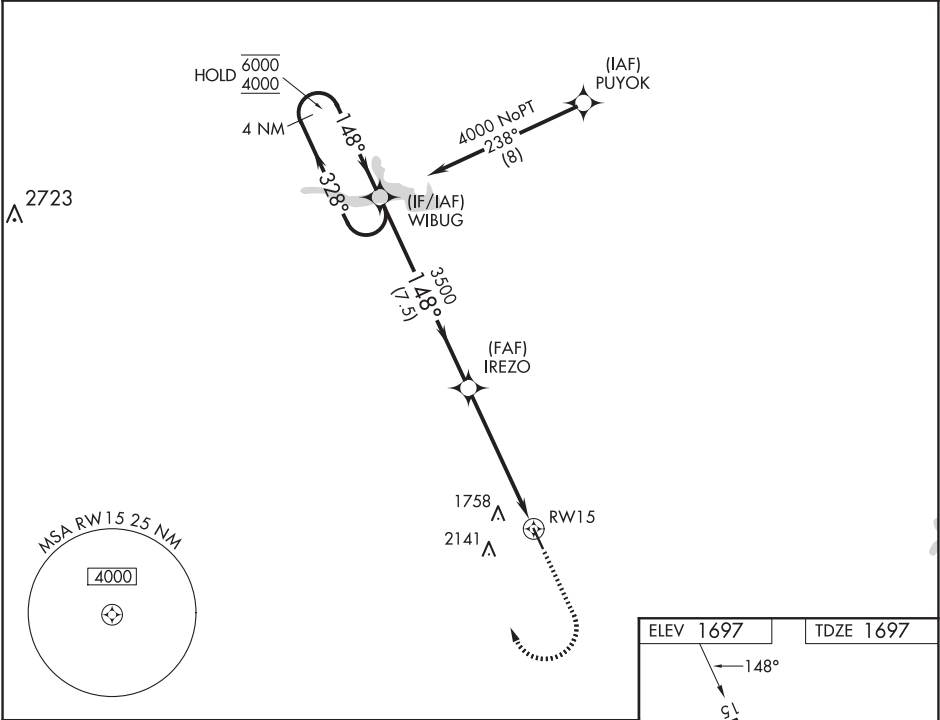


RNP APCH - GPS.

Rwy 15 helicopter visibility reduction below  $\frac{3}{4}$  SM NA.  
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C.

MISSED APPROACH: Climb to 3000 then climbing right turn to 4000 direct WIBUG and hold.

AWOS-3PT <b>119.1</b>	FORT WORTH CENTER <b>127.45 290.3</b>	UNICOM <b>122.8 (CTAF) 0</b>
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COLEMAN, TEXAS

AL-881 (FAA)

24025

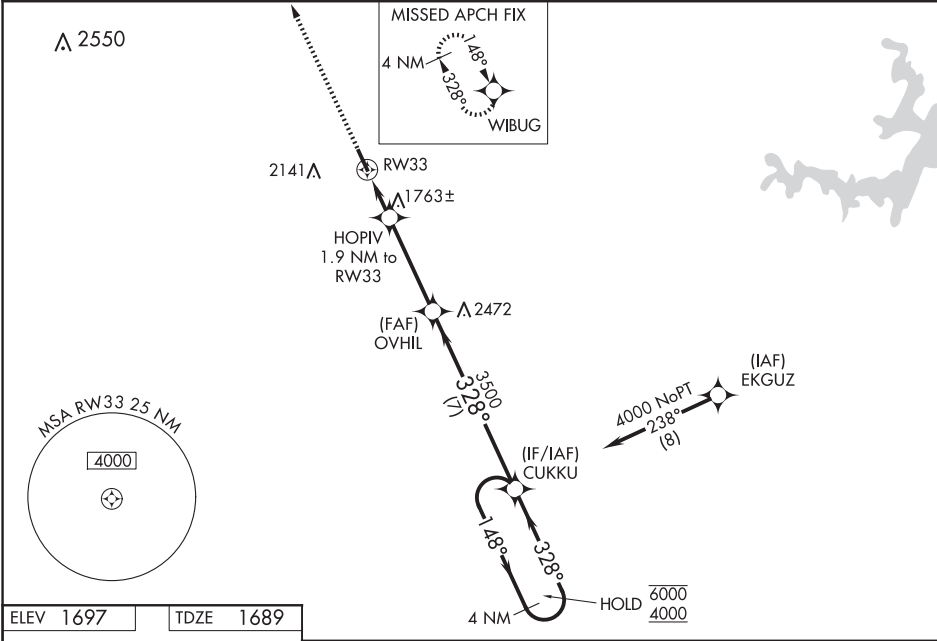
WAAS CH <b>82034</b> <b>W33A</b>	APP CRS <b>328°</b>	Rwy Idg TDZE <b>1689</b> Apt Elev <b>1697</b>
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RNAV (GPS) RWY 33

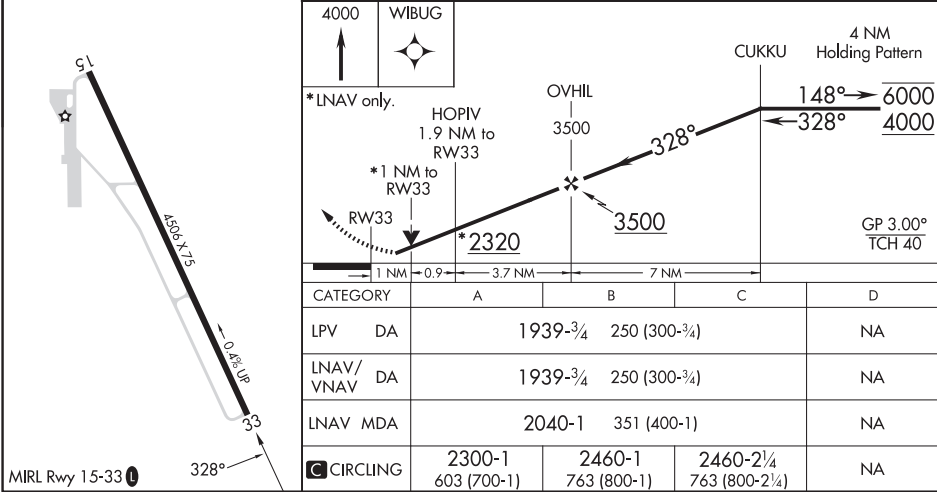
COLEMAN MUNI (COM)

RNP APCH.	MISSED APPROACH: Climb to 4000 direct WIBUG and hold.
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AWOS-3PT <b>119.1</b>	FORT WORTH CENTER <b>127.45 290.3</b>	UNICOM <b>122.8 (CTAF) 0</b>
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ELEV <b>1697</b>	TDZE <b>1689</b>
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COLEMAN, TEXAS	COLEMAN MUNI (COM)
Amdt 1 10OCT19	31°50'N-99°24'W
RNAV (GPS) RWY 33	

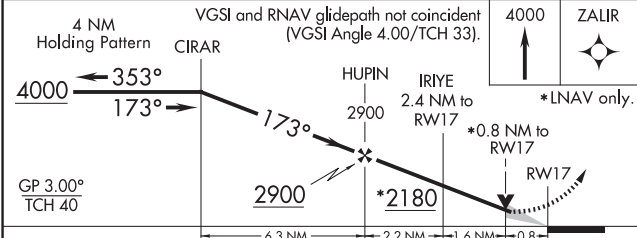
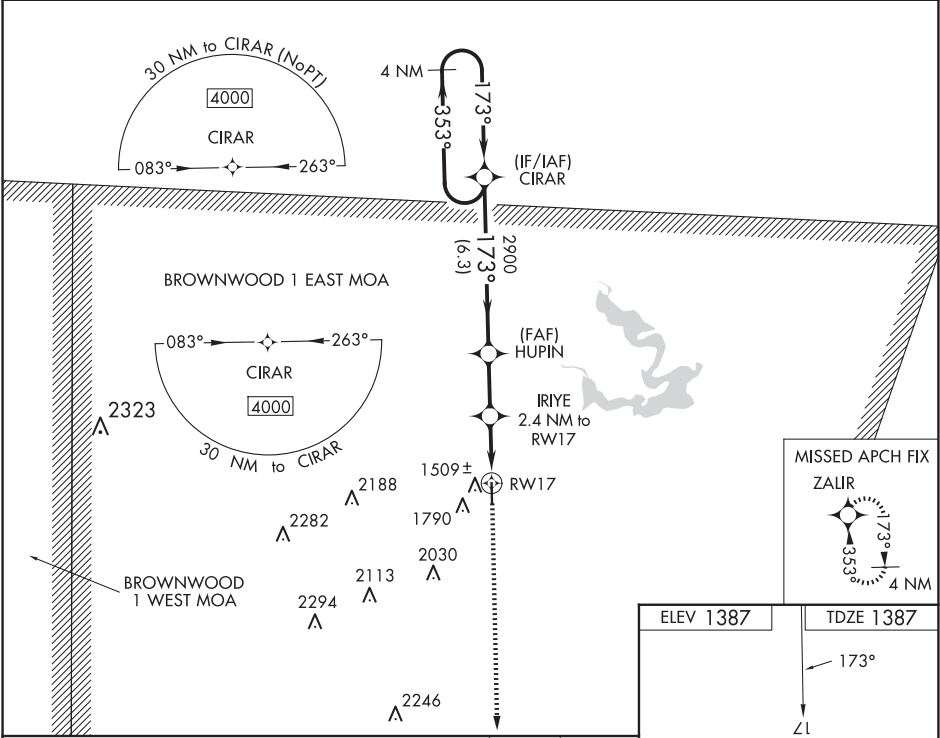
WAAS CH <b>97436</b> <b>W17A</b>	APP CRS <b>173°</b>	Rwy Idg TDZE Apt Elev	<b>4497</b> <b>1387</b> <b>1387</b>
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RNAV (GPS) RWY 17  
COMANCHE COUNTY-CITY (MKN)

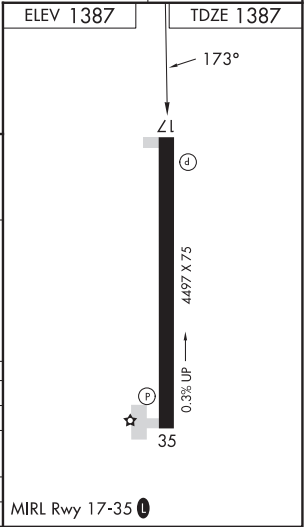
**⚠** Night landing: Rwy 35 NA. DME/DME RNP-0.3 NA. When local altimeter setting is not received, use Brownwood altimeter setting: increase all DA 46 feet and all MDA 60 feet, increase LNAV/VNAV visibility all Cats 1/8 mile. Baro-VNAV and VDP NA when using Brownwood altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F).

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

AWOS-3 <b>118.575</b>	FORT WORTH CENTER <b>127.15 314.0</b>	UNICOM <b>123.075 (CTAF) 0</b>
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CATEGORY	A	B	C	D
LPV DA	1637-1	250 (300-1)		NA
LNAV/VNAV DA	1686-1	299 (300-1)		NA
LNAV MDA	1760-1	373 (400-1)		NA
<b>C</b> CIRCLING	2100-1	713 (800-1)		NA



SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025

COMANCHE, TEXAS

AL-10216 (FAA)

23278

WAAS CH <b>61136</b> <b>W35A</b>	APP CRS <b>353°</b>	Rwy Idg TDZE <b>1384</b> Apt Elev <b>1387</b>
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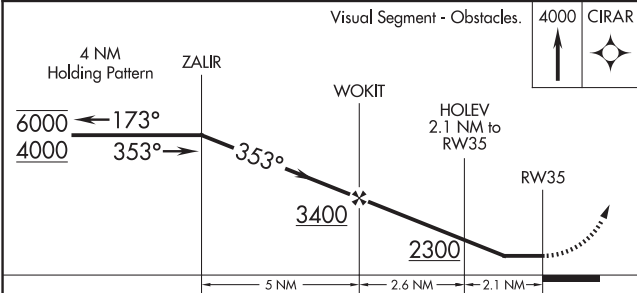
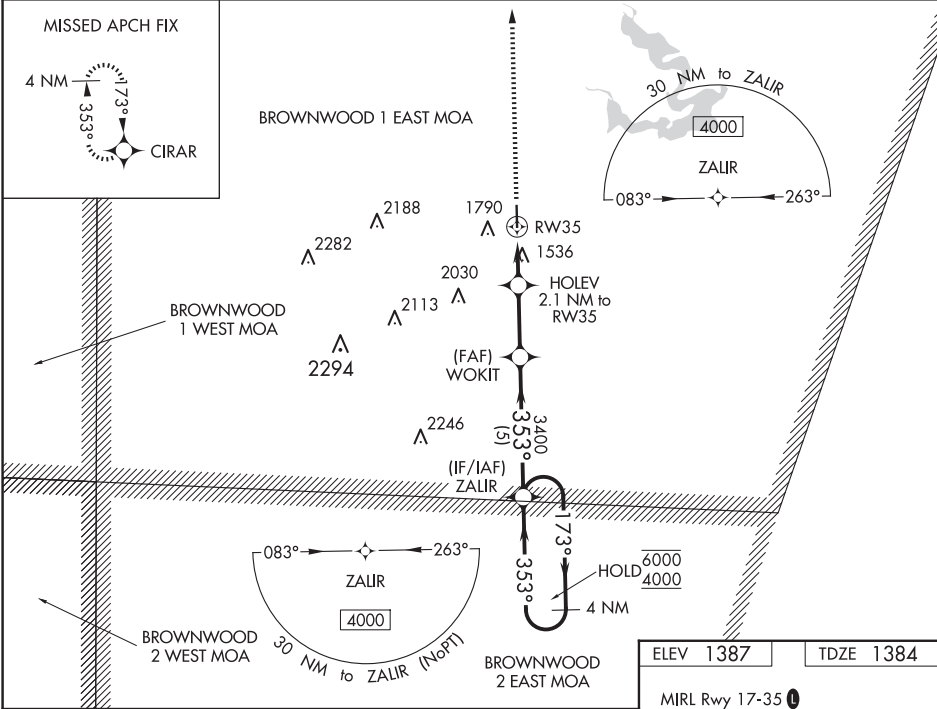
**RNAV (GPS) RWY 35**  
COMANCHE COUNTY-CITY (MKN)

**RNP APCH.**

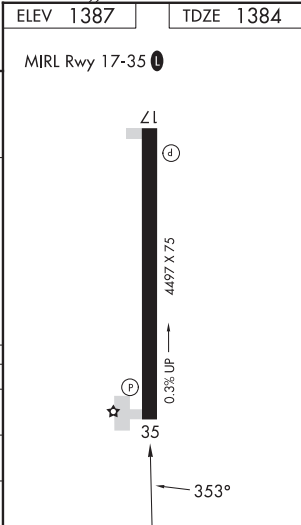
⚠ Rwy 35 helicopter visibility reduction below 1 SM NA.  
⚠ Rwy 35 Straight-In and Circling minimums NA at night.  
When local altimeter setting not received, use Brownwood  
altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climb to 4000 direct CIRAR and hold.

AWOS-3 <b>118.575</b>	FORT WORTH CENTER <b>127.15 314.0</b>	UNICOM <b>123.075 (CTAF) 0</b>
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CATEGORY	A	B	C	D
LP MDA	1840-1	456 (500-1)	NA	NA
LNAV MDA	1840-1	456 (500-1)	NA	NA
<b>C</b> CIRCLING	2100-1	713 (800-1)	NA	NA



COMANCHE, TEXAS

Orig-B 07OCT21

31°55'N-98°36'W

COMANCHE COUNTY-CITY (MKN)  
**RNAV (GPS) RWY 35**

SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025

LOC/DME I-CRP

**110.3**

Chan **40**

APP CRS

**132°**

Rwy Ldg

**7510**

TDZE

**46**

Apt Elev

**46**

ILS or LOC RWY 13

CORPUS CHRISTI INTL (CRP)

Autopilot coupled approach NA below 260.

For inop ALS, increase S-ILS 13 Cat E visibility to RVR 4000 and S-LOC 13 Cats C, D, and E visibility to RVR 5500.

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

MALSR

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

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

ELEV 46

D

TDZE 46

HIRL Rwy's 13-31 and 18-36

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

Remain within 15 NM

CEVUS INT I-CRP 6.6 RADAR

DOMIW INT I-CRP 3.6

HALVU I-CRP 1.9

Use I-CRP DME when on the localizer course.

500

2000

SOLON

hdg 132° CRP R-169

2100

1700

720

312°

132°

3 NM

1.1

0.6

0.3

CATEGORY	A	B	C	D	E
S-ILS 13*	246/24 200 (200-½)				
S-LOC 13	400/24	354 (400-½)	400/30 354 (400-¾)		
CIRCLING	500-1 454 (500-1)	780-1 734 (800-1)	820-2¼ 774 (800-2¼)	820-2½ 774 (800-2½)	820-2¾ 774 (800-2¾)

CORPUS CHRISTI, TEXAS

Amdt 28B 02NOV23

27°46'N-97°30'W

101

CORPUS CHRISTI INTL (CRP)

ILS or LOC RWY 13



APP CRS 132°	Rwy Ldg TDZE 46 Apt Elev 46	7510 46 46
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RNAV (RNP) Z RWY 13

CORPUS CHRISTI INTL (CRP)

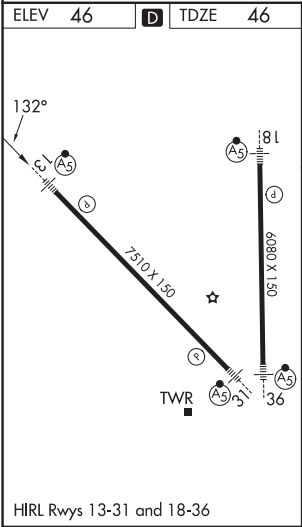
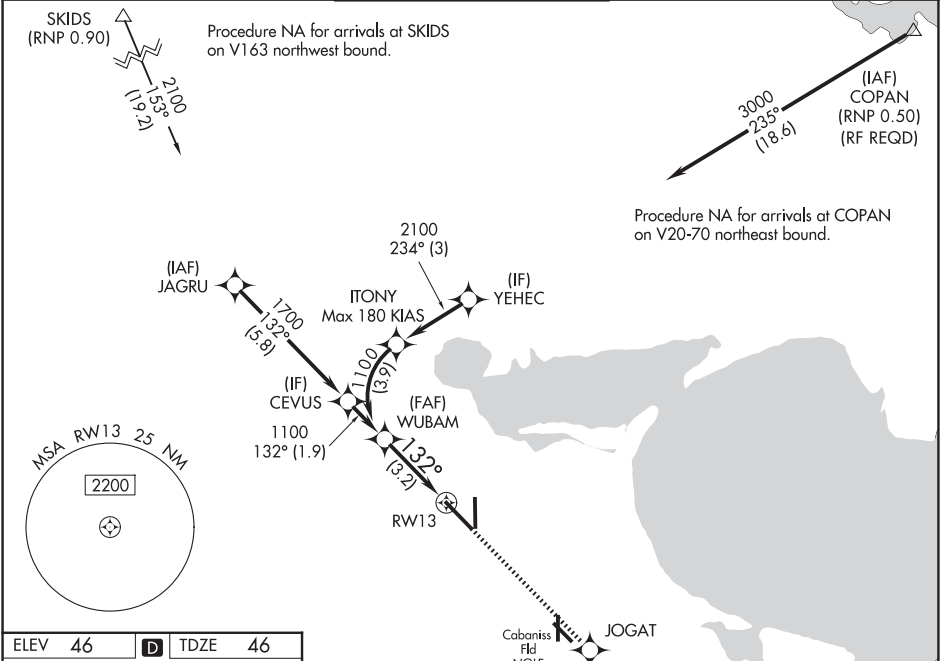
▼

For uncompensated Baro-VNAV systems, procedure NA below -1°C (31°F) or above 54°C (130°F). GPS required.

MALSR

MISSED APPROACH: Climb to 2000 on track 132° to JOGAT and on track 178° to SOLON and hold.

ATIS 126.8	CORPUS APP CON 120.9 348.725	CORPUS TOWER 119.4 257.8	GND CON 121.9 269.15	CLNC DEL 118.55
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2000 ↑ tr 132°	JOGAT ✦	SOLON △	See planview for multiple IF locations.	
WUBAM 1100 1100 GP 3.00° TCH 50				
3.2 NM				
CATEGORY	A	B	C	D
RNP 0.30 DA	394/30 348 (400-%)			
AUTHORIZATION REQUIRED				

CORPUS CHRISTI, TEXAS

AL-5032 (FAA)

25219

APP CRS	Rwy Ldg	7510
312°	TDZE	43
	Apt Elev	46


# RNAV (RNP) Z RWY 31

CORPUS CHRISTI INTL (CRP)

**⚠** For uncompensated Baro-VNAV systems, procedure NA below -1°C (31°F) or above 54°C (130°F). GPS and RF required. For inop MALSR, increase RNP 0.14 all Cats visibility to ¾ mile.

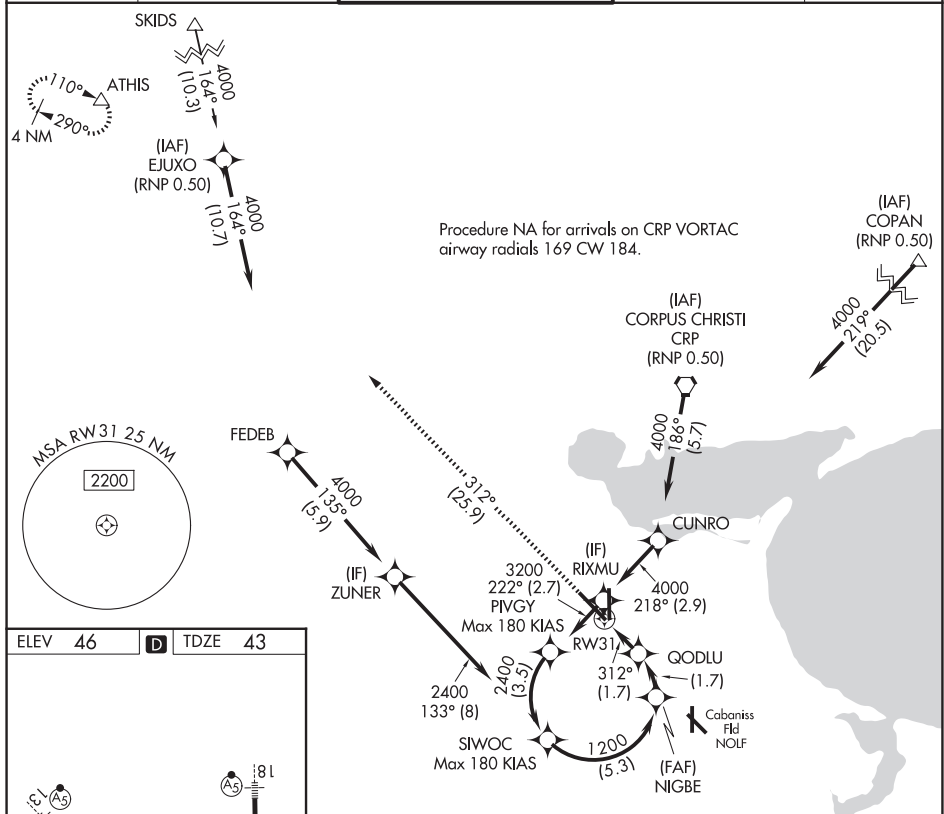
\* Missed approach requires minimum climb of 335 feet per NM to 500.

**MALSR**

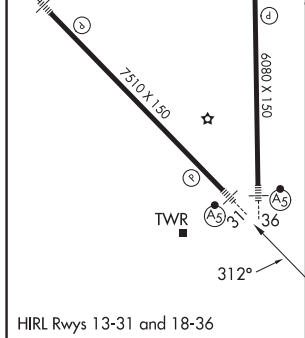


**MISSED APPROACH:** Climb to 2000 on track 312° to ATHIS and hold.

ATIS <b>126.8</b>	CORPUS APP CON <b>120.9 348.725</b>	CORPUS TOWER <b>119.4 257.8</b>	GND CON <b>121.9 269.15</b>	CLNC DEL <b>118.55</b>
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ELEV 46	<b>D</b>	TDZE 43
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HIRL Rwy 13-31 and 18-36

2000	ATHIS	See planview for multiple IF locations.		SIWOC
↑	fr 312°			
RW31		GODLU 646	NIGBE 1200	SIWOC 2400
312°		1.7 NM	1.7 NM	5.3 NM
CATEGORY	A	B	C	D
RNP 0.14 DA*		303-1/2	260 (300-1/2)	
RNP 0.30 DA		384-5/8	341 (400-5/8)	

**AUTHORIZATION REQUIRED**

CORPUS CHRISTI, TEXAS  
Amdt 1A 28NOV24

27°46'N-97°30'W

CORPUS CHRISTI INTL (CRP)  
**RNAV (RNP) Z RWY 31**

SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025





CORPUS CHRISTI, TEXAS

AL-5032 (FAA)

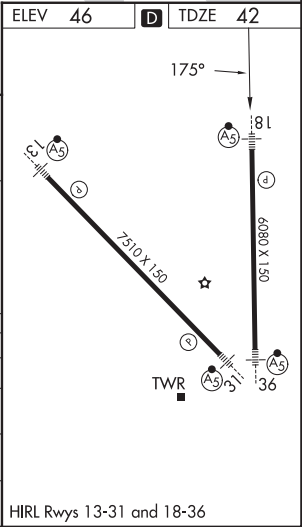
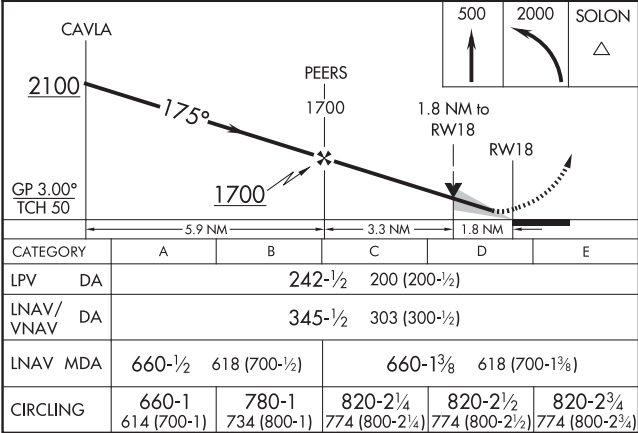
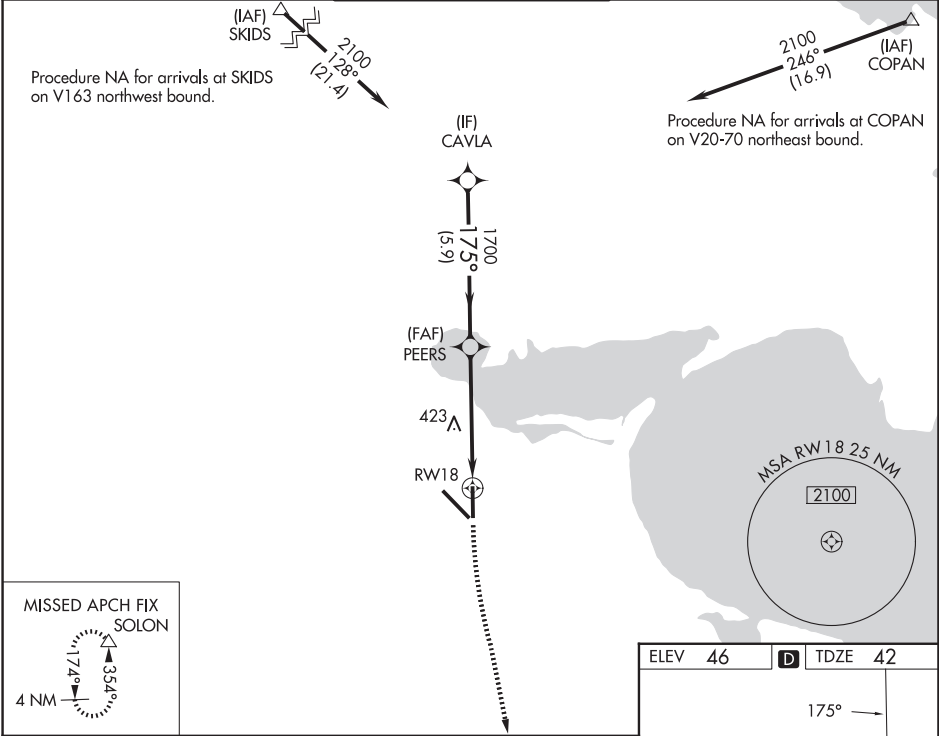
25219

WAAS CH <b>53635</b> <b>W18A</b>	APP CRS <b>175°</b>	Rwy Ldg <b>6080</b> TDZE <b>42</b> Apt Elev <b>46</b>
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RNAV (GPS) RWY 18  
CORPUS CHRISTI INTL (CRP)

RNP APCH - GPS.	MAISR 	MISSED APPROACH: Climb to 500 then climbing left turn to 2000 direct SOLON and hold.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 1°C or above 54°C. For inop ALS, increase LPV Cat E visibility to 3/4 SM, all LNAV/VNAV visibilities to 7/8 SM, and LNAV Cat C, D, and E visibility to 1 3/4 SM.		

ATIS <b>126.8</b>	CORPUS APP CON <b>120.9 348.725</b>	CORPUS TOWER <b>119.4 257.8</b>	GND CON <b>121.9 269.15</b>	CLNC DEL <b>118.55</b>
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CORPUS CHRISTI, TEXAS  
Amdt 2A 02NOV23

27°46'N-97°30'W

CORPUS CHRISTI INTL (CRP)  
RNAV (GPS) RWY 18

SC-3, 07 AUG 2025 to 02 OCT 2025

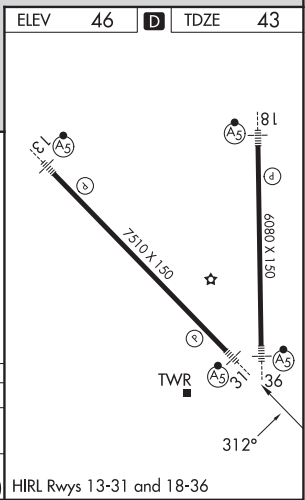
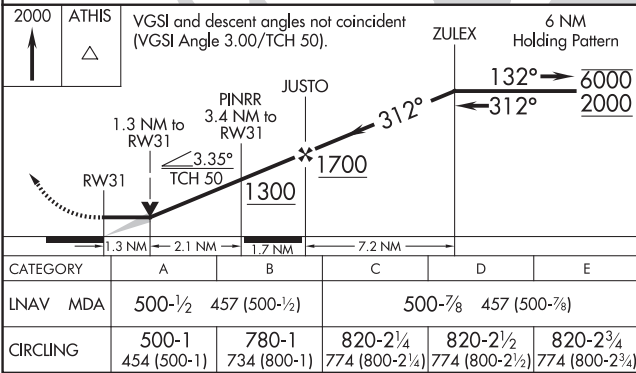
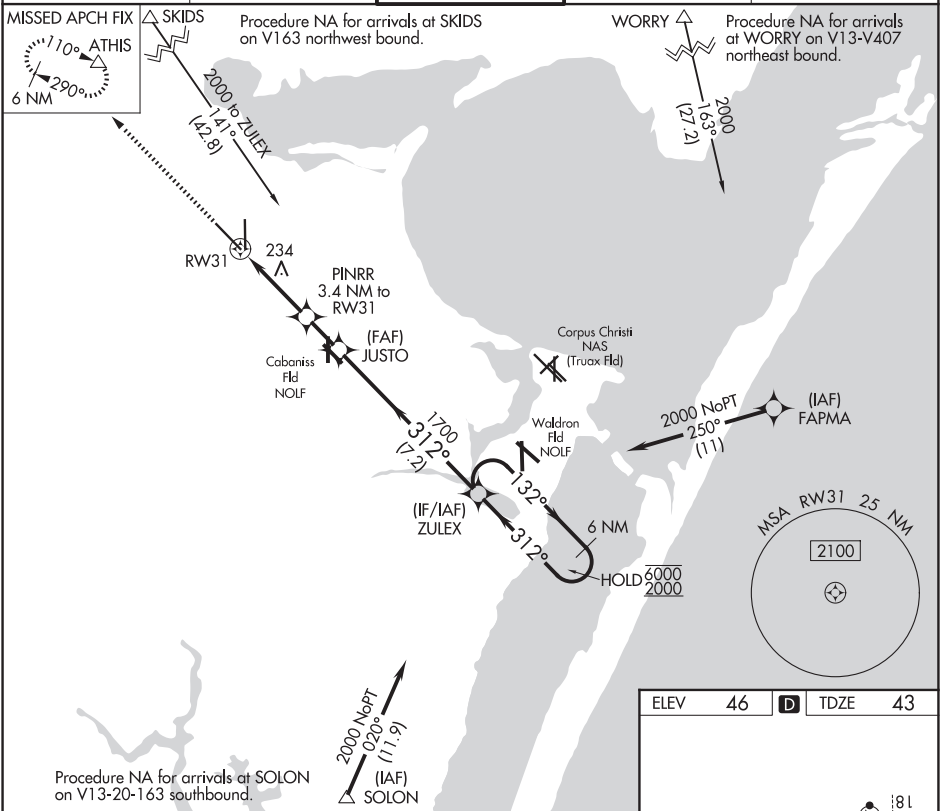
SC-3, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Ldg	7510
312°	TDZE	43
	Apt Elev	46

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

RNP APCH - GPS	MALSR
For inop ALS, increase LNAV Cat E visibility to 1½ mile.	MISSED APPROACH: Climb to 2000 direct ATHIS and hold.

ATIS 126.8	CORPUS APP CON 120.9 348.725	CORPUS TOWER 119.4 257.8	GND CON 121.9 269.15	CLNC DEL 118.55
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SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025

CORPUS CHRISTI, TEXAS

AL-5032 (FAA)

25219

WAAS CH <b>97515</b> <b>W13A</b>	APP CRS <b>132°</b>	Rwy Ldg TDZE Apt Elev	<b>7510</b> <b>46</b> <b>46</b>
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RNAV (GPS) Y RWY 13

CORPUS CHRISTI INTL (CRP)

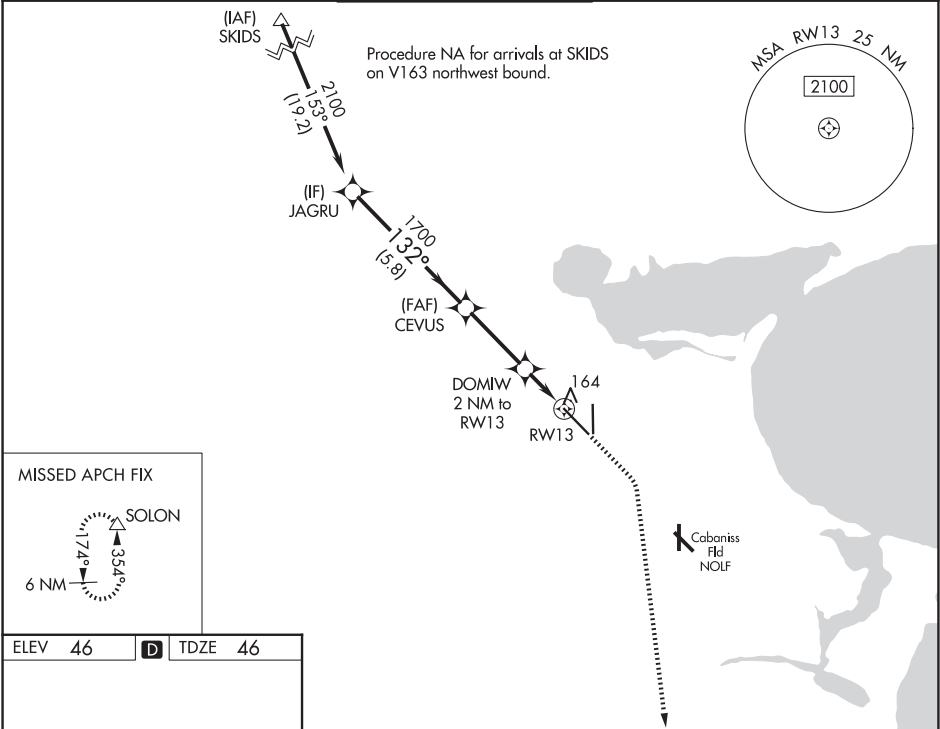
RNP APCH - GPS.

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.

MALSR

MISSED APPROACH: Climb to 500 then climbing right turn to 2000 direct SOLON and hold.

ATIS <b>126.8</b>	CORPUS APP CON <b>120.9 348.725</b>	CORPUS TOWER <b>119.4 257.8</b>	GND CON <b>121.9 269.15</b>	CLNC DEL <b>118.55</b>
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ELEV 46 D TDZE 46

HIRL Rwy's 13-31 and 18-36

	JAGRU	CEVUS	DOMIW 2 NM to RW13	1 NM to RW13	RW13
	2100	1700	720		
	132°				
	5.8 NM	3 NM	1 NM	1 NM	
CATEGORY	A	B	C	D	E
LPV DA *	246/24		200 (200-½)		
LNAV/VNAV DA	325/24		279 (300-½)		
LNAV MDA	420/24	374 (400-½)	420/35	374 (400-¾)	
CIRCLING	500-1 454 (500-1)	780-1 734 (800-1)	820-2¼ 774 (800-2¼)	820-2½ 774 (800-2½)	820-2¾ 774 (800-2¾)

CORPUS CHRISTI, TEXAS  
Amdt 2B 02NOV23

27°46'N-97°30'W

CORPUS CHRISTI INTL (CRP)

RNAV (GPS) Y RWY 13

SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025

WAAS  
CH **60914**  
**W31A**

APP CRS  
**312°**

Rwy Ldg  
TDZE **43**  
Apt Elev **46**

RNAV (GPS) Y RWY 31

CORPUS CHRISTI INTL (CRP)

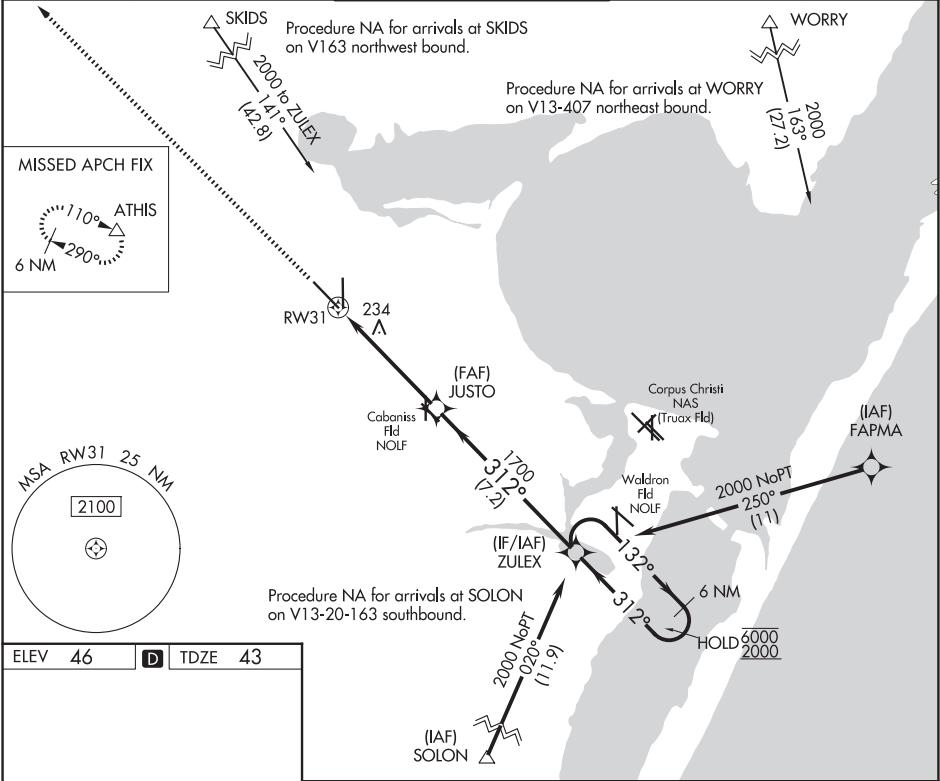
RNP APCH - GPS.

▼ 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 ¾ SM, LNAV/VNAV all Cats visibility to ½ SM, and LNAV Cat E visibility to 1½ SM.

MALSRLAS

MISSED APPROACH:  
Climb to 2000 direct  
ATHIS and hold.

ATIS <b>126.8</b>	CORPUS APP CON <b>120.9 348.725</b>	CORPUS TOWER <b>119.4 257.8</b>	GND CON <b>121.9 269.15</b>	CLNC DEL <b>118.55</b>
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ELEV **46** **D** TDZE **43**

2000

ATHIS

▲

JUSTO

1700

ZULEX

6000

132°

312°

2000

1.3 NM

3.8 NM

7.2 NM

1.3 NM to RWY31

GP 3.00°

TCH 50

CATEGORY	A	B	C	D	E
LPV DA	243-½ 200 (200-½)				
LNAV/VNAV DA	356-⅝ 313 (400-⅝)				
LNAV MDA	500-½ 457 (500-½)		500-⅞ 457 (500-⅞)		
CIRCLING	500-1 454 (500-1)	780-1 734 (800-1)	820-2¼ 774 (800-2¼)	820-2½ 774 (800-2½)	820-2¾ 774 (800-2¾)

HIRL Rwy 13-31 and 18-36

7510 X 150

6080 X 150

312°

CORPUS CHRISTI, TEXAS


AL-5032 (FAA)

25219

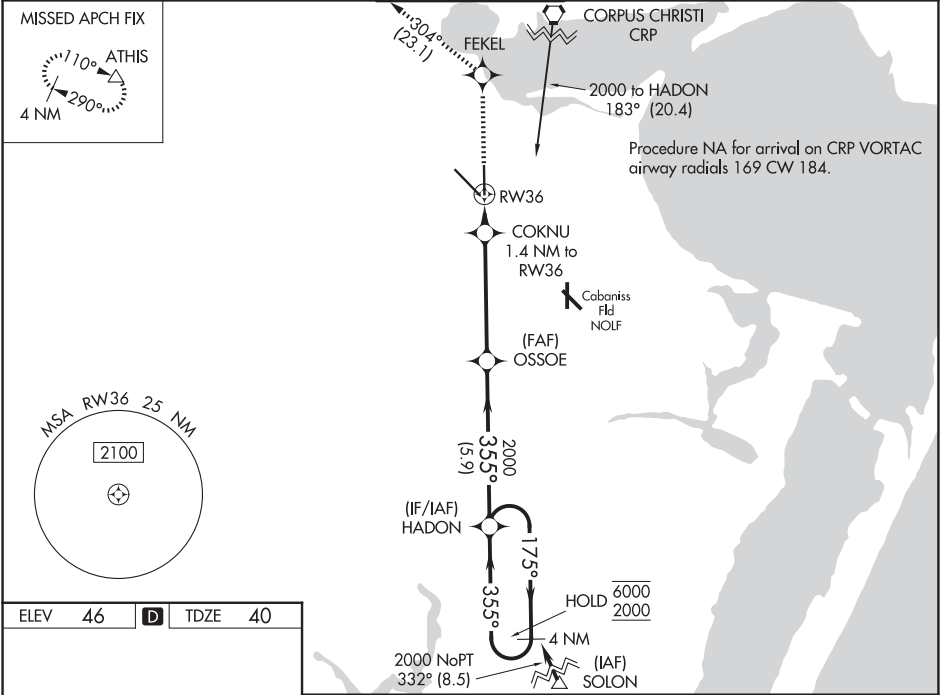
WAAS CH <b>69617</b> <b>W36A</b>	APP CRS <b>355°</b>	Rwy Ldg TDZE Apt Elev	<b>6080</b> <b>40</b> <b>46</b>
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RNAV (GPS) Y RWY 36

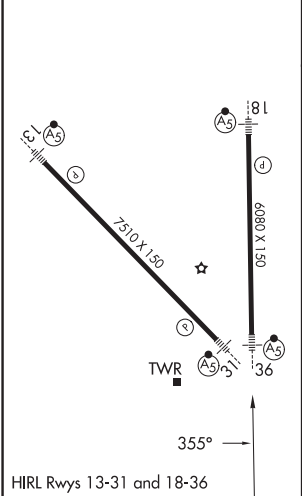
CORPUS CHRISTI INTL (CRP)

RNP APCH - GPS.		<div>MALSR</div> <div></div>	MISSED APPROACH: Climb to 2000 direct FEKEL and on track 304° to ATHIS and hold.
<div><div><div>T</div><div>A</div></div></div>	<div>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1°C or above 54°C. For inop ALS, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV all Cats visibility to RVR 4500 and LNAV Cat E visibility to RVR 6000. * RVR 1800 authorized with use of FD or AP or HUD to DA.</div>		

ATIS <b>126.8</b>	CORPUS APP CON <b>120.9 348.725</b>	CORPUS TOWER <b>119.4 257.8</b>	GND CON <b>121.9 269.15</b>	CLNC DEL <b>118.55</b>
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ELEV 46	<b>D</b>	TDZE 40
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2000 ↑		FEKEL ✱		ATHIS tr 304° △		OSSOE 2000		HADON 4 NM Holding Pattern			
						175° → 6000 ← 355° 2000		GP 3.00° TCH 53			
RW36		COKNU 1.4 NM to RW36		520		2000					
1.4 NM		4.6 NM		5.9 NM							
CATEGORY		A		B		C		D		E	
LPV DA*		240/24		200 (200-½)							
LNAV/VNAV DA		356/24		316 (400-½)							
LNAV MDA		440/24		400 (400-½)		440/35		400 (400-¾)			
CIRCLING		500-1 454 (500-1)		780-1 734 (600-1)		820-2¼ 774 (800-2¼)		820-2½ 774 (800-2½)		820-2¾ 774 (800-2¾)	

CORPUS CHRISTI, TEXAS

Amdt 3A 02NOV23

27°46'N-97°30'W

CORPUS CHRISTI INTL (CRP)

RNAV (GPS) Y RWY 36

SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025

LOC/DME I-EKI <b>110.3</b> Chan <b>40</b>	APP CRS <b>312°</b>	Rwy Ldg <b>7510</b> TDZE <b>43</b> Apt Elev <b>46</b>
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LOC RWY 31  
CORPUS CHRISTI INTL (CRP)

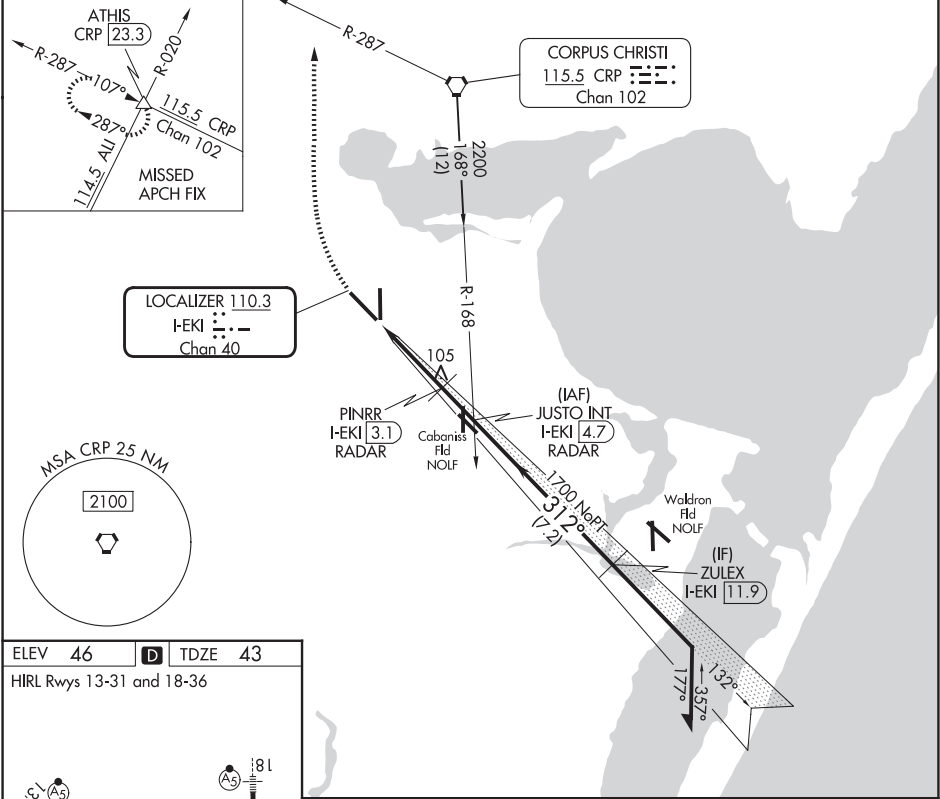
DME or RADAR required.  
RADAR required for procedure entry at ZULEX.

For inop ALS, increase S-LOC 31 Cats C, D, and E visibility to 1 SM.

MALS

MISSED APPROACH: Climb to 700 then climbing right turn to 2000 on heading 335° and CRP VORTAC R-287 to ATHIS INT/CRP VORTAC 23.3 DME and hold.

ATIS <b>126.8</b>	CORPUS APP CON <b>120.9 348.725</b>	CORPUS TOWER <b>119.4 257.8</b>	GND CON <b>121.9 269.15</b>	CLNC DEL <b>118.55</b>
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ELEV **46** **D** TDZE **43**  
HIRL Rwy 13-31 and 18-36

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

700 2000 ATHIS JUSTO INT I-EKI 4.7 RADAR

1300 1700 2000

132° 312°

Remain within 15 NM

VGSI and descent angles not coincident (VGSI Angle 3.00/ TCH 50).

CATEGORY	A	B	C	D	E
S-31	400-1/2	357 (400-1/2)	400-3/8	357 (400-3/8)	
CIRCLING	500-1 454 (500-1)	780-1 734 (800-1)	820-2 1/4 774 (800-2 1/4)	820-2 1/2 774 (800-2 1/2)	820-2 3/4 774 (800-2 3/4)

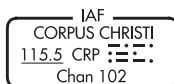
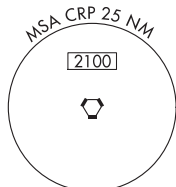
SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025

VOR or TACAN RWY 18  
CORPUS CHRISTI INTL (CRP)

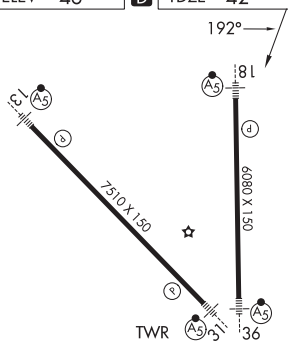
**MISSED APPROACH:** Climbing left turn to 2000 on heading 150° and CRP VORTAC R-169 to SOLON INT/CRP 28 DME and hold.

ATIS 126.8	CORPUS APP CON 120.9 348.725	CORPUS TOWER 119.4 257.8	GND CON 121.9 269.15	CLNC DEL 118.55
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WUNEV  
CBB 5

ZUKB  
CRP 7

ELEV 46	<b>D</b>	TDZE 42
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H|RL Rwy's 13-31 and 18-36

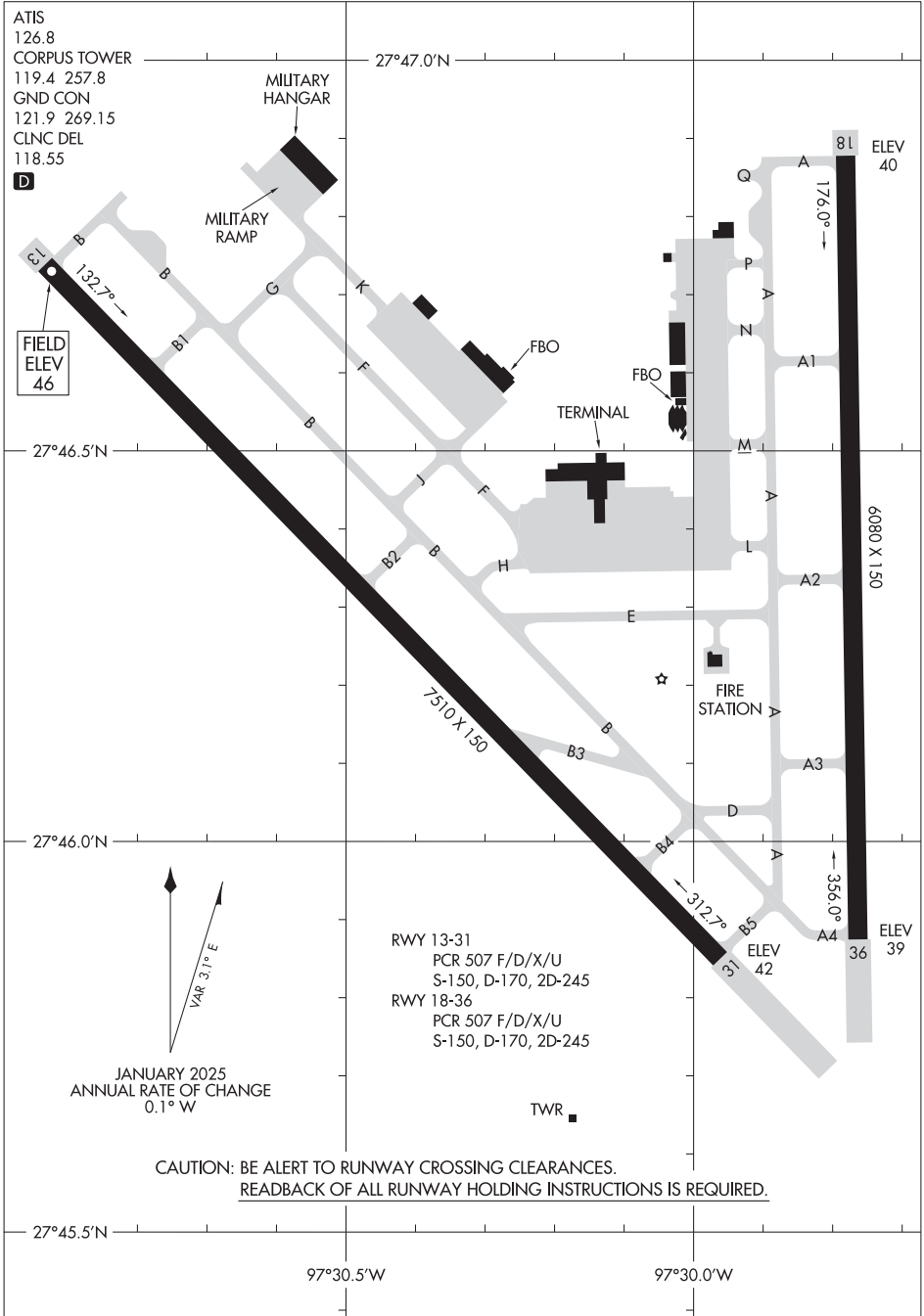
Amdt 29 02NOV23

27°46'N-97°30'W

CORPUS CHRISTI INTL (CRP)  
VOR or TACAN RWY 18

SC-3, 07 AUG 2025 to 02 OCT 2025





CORPUS CHRISTI, TEXAS

LOC/DME I-NGP <b>111.3</b> Chan <b>50</b>	APCH CRS <b>132°</b>	Rwy Idg TDZE Arpt Elev <b>8001</b> <b>13</b> <b>18</b>
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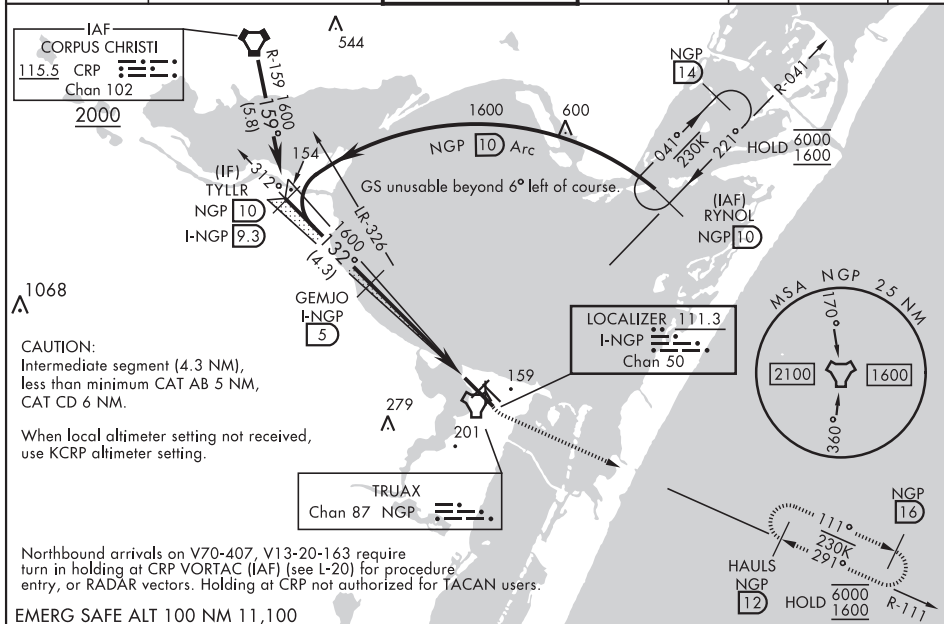
[USN]

## ILS Z or LOC Z RWY 13R

CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)

DME required	SALSF 	MISSED APPROACH: Climb to 500 hdg 132°, then climbing left turn to 1600 and intercept NGP TACAN R-111 to HAULS and hold. Continue climb-in-hold to 1600.
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ATIS★ <b>127.9 290.9</b>	APP CON <b>128.675 343.75</b>	NAVY CORPUS TOWER★ <b>134.85 0 340.2</b>	GND CON <b>118.7 257.85</b>	CLNC DEL <b>314.3</b>	ASR/ PAR
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CRP VORTAC	TYLLR NGP 10 I-NGP 9.3	GEMJO I-NGP 5	500 hdg 132°	1600 NGP R-111	HAULS R-111	ELEV 18	TDZE 13
2000	159°	132°	1600	1600	1600	132°	
GS 3.00°	TCH 47						
			4.4 NM	0.5			
CATEGORY	A	B	C	D			
S-ILS 13R	213-¾	200	(200-¾)				
S-LOC 13R*	460-¾ 447 (500-¾)		460-1 447 (500-1)				
CIRCLING	460-1 442 (500-1)	480-1 462 (500-1)	520-1½ 502 (600-1½)	580-2 562 (600-2)			
CORPUS CHRISTI (CRP) INTL ALTIMETER SETTING							
S-ILS 13R	246-¾	233	(300-¾)				
S-LOC 13R*	500-¾ 487 (500-¾)		500-1½ 487 (500-1½)				
CIRCLING	500-1 482 (500-1)		560-1½ 542 (600-1½)	620-2 602 (700-2)			
HIRL Rwy 4-22, 13R-31L							
HIRL 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

CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)

Amdt 1 28NOV24

## ILS Z or LOC Z RWY 13R

LOC/DME I-NCP <b>111.3</b> Chgn <b>50</b>	APCH CRS <b>132°</b>	Rwy Idg <b>8001</b> TDZE <b>13</b> Arpt Elev <b>18</b>
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ILS Y or RNAV (GPS) RWY 13R  
[USN] CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)

RNP APCH for LNAV.  
RNAV1 - GPS for ILS.

\*When ALS inop, increase CAT AB vis to 1 mile; CAT CD vis to 1½ miles.

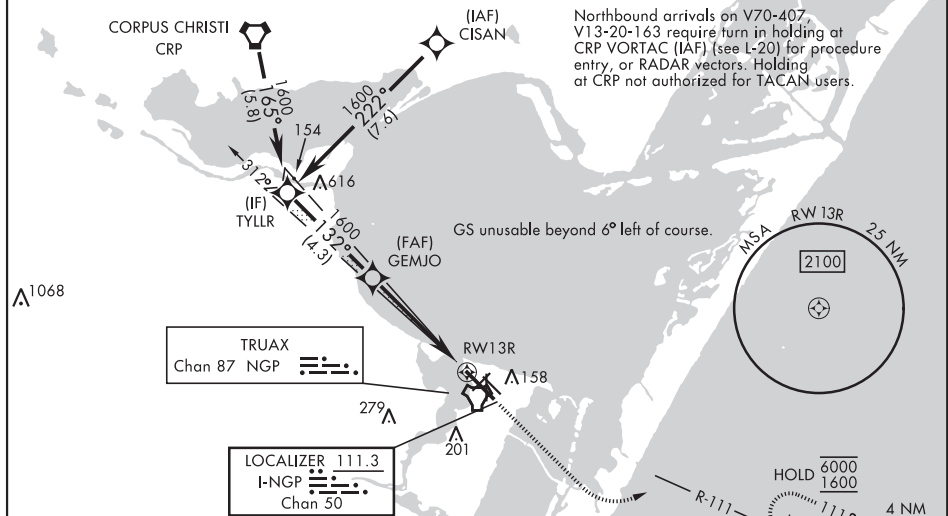
SALSF

**MISSED APPROACH:** Climb to 600, then climbing left turn to 1600 direct HAULS and hold.

ATIS ★	APP CON	NAVY CORPUS TOWER ★	GND CON	CLNC DEL	ASR/ PAR
127.9 290.9	128.675 343.75	134.850 340.2	118.7 257.85	314.3	

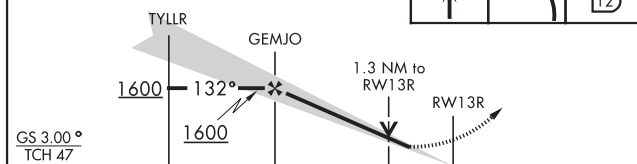
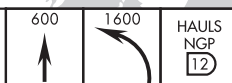
When local altimeter setting not received, use Corpus Christi (CRP) Intl altimeter setting.

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 not authorized for TACAN users.

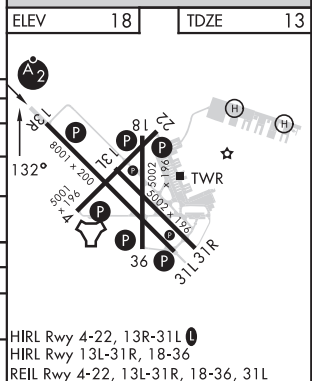


EMERG SAFE ALT 100 NM 11,100

VDP not authorized when using Corpus Christi (CRP) Intl altimeter setting



CATEGORY	A	B	C	D
S-ILS 13R	213-¾	200	(200-¾)	
LNAV MDA*	460-¾ 447 (500-¾)	460-1 447 (500-1)		
CIRCLING	460-1 442 (500-1)	480-1 462 (500-1)	520-1½ 502 (600-1½)	580-2 562 (600-2)
CORPUS CHRISTI (CRP) INTL ALTIMETER SETTING				
S-ILS 13R	246-¾	233	(300-¾)	
LNAV MDA*	500-¾ 487 (500-¾)	500-1½ 487 (500-1½)		
CIRCLING	500-1 482 (500-1)	540-1½ 522 (600-1½)	620-2 602 (700-2)	



CORPUS CHRISTI, TEXAS  
Orig 30NOV23

27°42'N-97°17'W

CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)

ILS Y or RNAV (GPS) RWY 13R

CORPUS CHRISTI, TEXAS

APCH CRS	Rwy Idg	<b>5001</b>
<b>042°</b>	TDZE	<b>17</b>
	Arpt Elev	<b>18</b>

[USN]

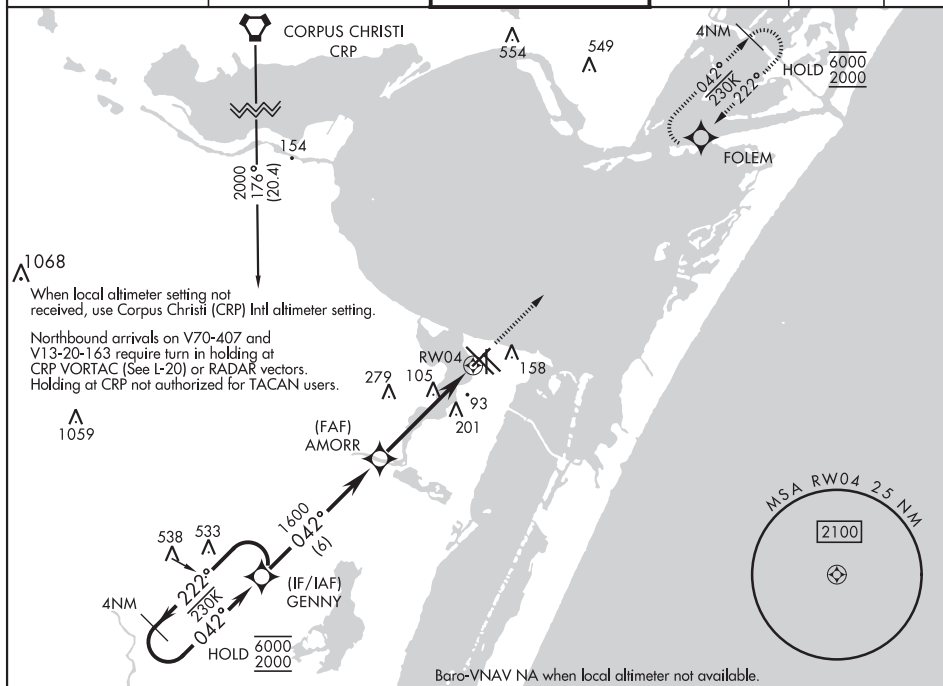
CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)

RNP APCH

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

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

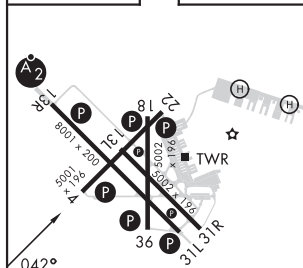
ATIS ★ 127.9 290.9	APP CON 128.675 343.75	NAVY CORPUS TOWER ★ 134.85 340.2	GND CON 118.7 257.85	CLNC DEL 314.3	ASR/ PAR
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Baro-VNAV NA when local altimeter not available.

EMERG SAFE ALT 100 NM 11,100

ELEV	18	TDZE	17
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HIRL Rwy 4-22, 13R-31L **L**  
HIRL Rwy 13L-31R, 18-36  
REIL Rwy 4-22, 13L-31R, 18-36, 31L

CORPUS CHRISTI, TEXAS

Amdt 2 30NOV23

27°42'N-97°17'W

CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)

RNAV (GPS) RWY 4

SC-3, 07 AUG 2025 to 02 OCT 2025

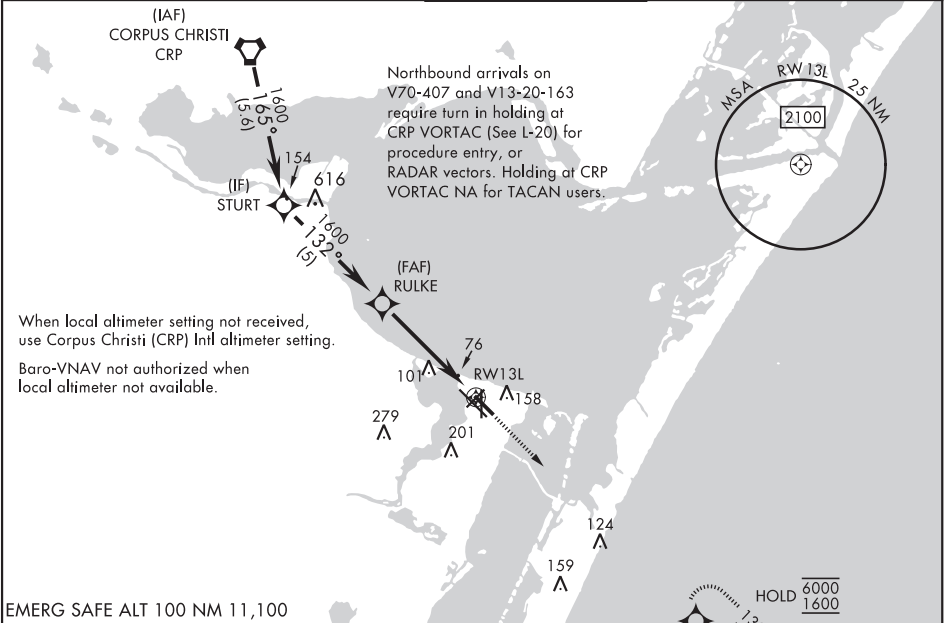
RNAV (GPS) RWY 13L

APCH CRS	Rwy Idg	5002
132°	TDZE	18
	Arprt Elev	18

[USN]

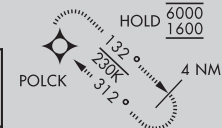
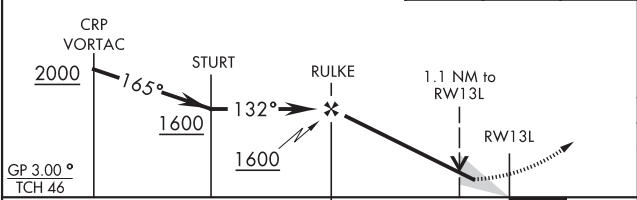
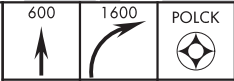
CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)

RNP APCH		MISSED APPROACH: Climb to 600, then climbing right turn to 1600 direct POLCK and hold.	
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5° F) or above 54° C (129° F).			
ATIS ★	APP CON	NAVY CORPUS TOWER ★	GND CON
127.9 290.9	128.675 343.75	134.85 340.2	118.7 257.85
			CLNC DEL
			314.3
			ASR/ PAR

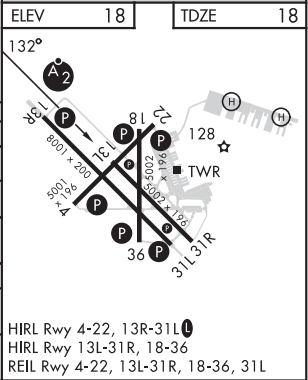


EMERG SAFE ALT 100 NM 11,100

VDP not authorized when using Corpus Christi (CRP) Intl altimeter setting.



CATEGORY	A	B	C	D
LNAV/VNAV DA	268-1		250	(300-1)
LNAV MDA	400-1	382 (400-1)	400-1½	382 (400-1½)
CIRCLING	440-1	480-1	520-1½	580-2
	442 (500-1)	462 (500-1)	502 (600-1½)	562 (600-2)
CORPUS CHRISTI (CRP) INTL ALTIMETER SETTING				
LNAV MDA	420-1	402 (500-1)	420-1½	402 (500-1½)
CIRCLING	500-1	482 (500-1)	540-1½	620-2
			522 (600-1½)	602 (700-2)



RNAV (GPS) RWY 13L

CORPUS CHRISTI, TEXAS

RNAV (GPS) RWY 18

APCH CRS <b>177°</b>	Rwy Idg <b>5002</b> TDZE <b>18</b> Arpt Elev <b>18</b>
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[USN]

CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)

RNP APCH

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

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

ATIS ★

127.9 290.9

APP CON

128.675 343.75

NAVY CORPUS TOWER ★

9 290.9	128.675 343.75	134.85 0 340.2
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GND CON

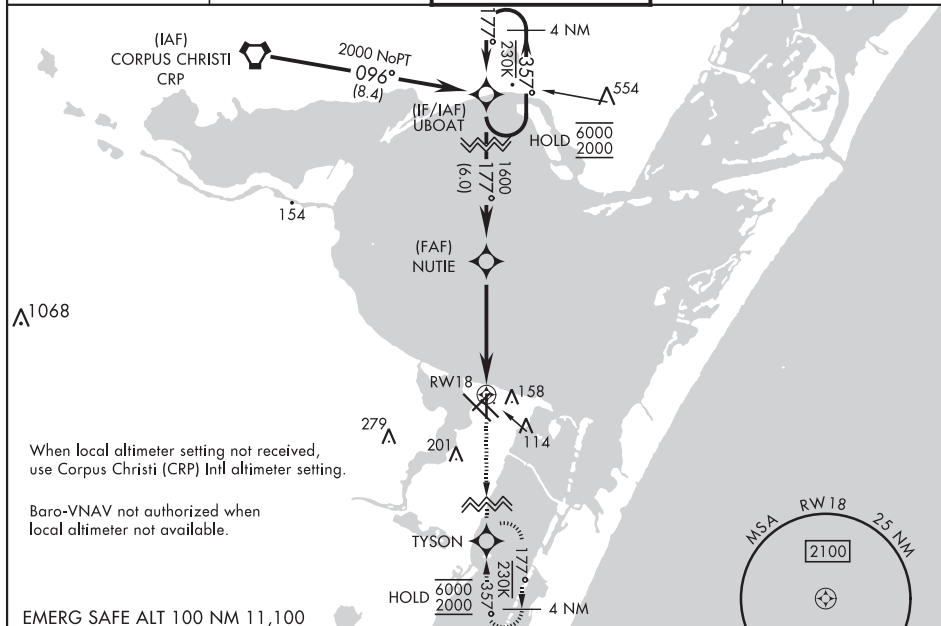
118.7 257.85

CLNC DEL

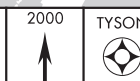
314.3

ASR/

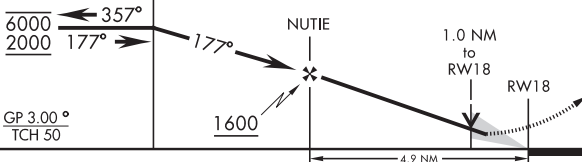
PAR





VDP not authorized when using Corpus Christi (CRP) Intl altimeter setting.

4 NM  
Holding Pattern

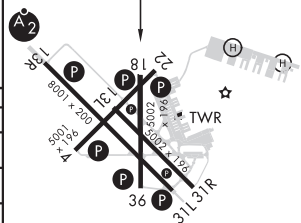
UBOAT



CATEGORY	A	B	C	D
LNAV/VNAV DA	268- $\frac{3}{4}$	250	(300- $\frac{3}{4}$ )	275- $\frac{3}{4}$ 257 (300- $\frac{3}{4}$ )
LNAV MDA	380-1		362 (400-1)	
 CIRCLING	460-1 442 (500-1)	480-1 462 (500-1)	520-1½ 502 (600-1½)	580-2 562 (600-2)
CORPUS CHRISTI (CRP) INTL ALTIMETER SETTING				
LNAV MDA	400-1	382 (400-1)	400-1½	382 (400-1½)
 CIRCLING	500-1	482 (500-1)	540-1½ 522 (600-1½)	620-2 602 (700-2)

ELEV	18	TDZE	18
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177°



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

CORPUS CHRISTI, TEXAS

27°42'N-97°17'W

CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)

Amdt 2 30NOV23

## RNAV (GPS) RWY 18

SC-3, 07 AUG 2025 to 02 OCT 2025

APCH CRS	Rwy Idg	<b>5001</b>
<b>222°</b>	TDZE	<b>15</b>
	Arpt Elev	<b>18</b>

[USN]

CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)

RNP APCH

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

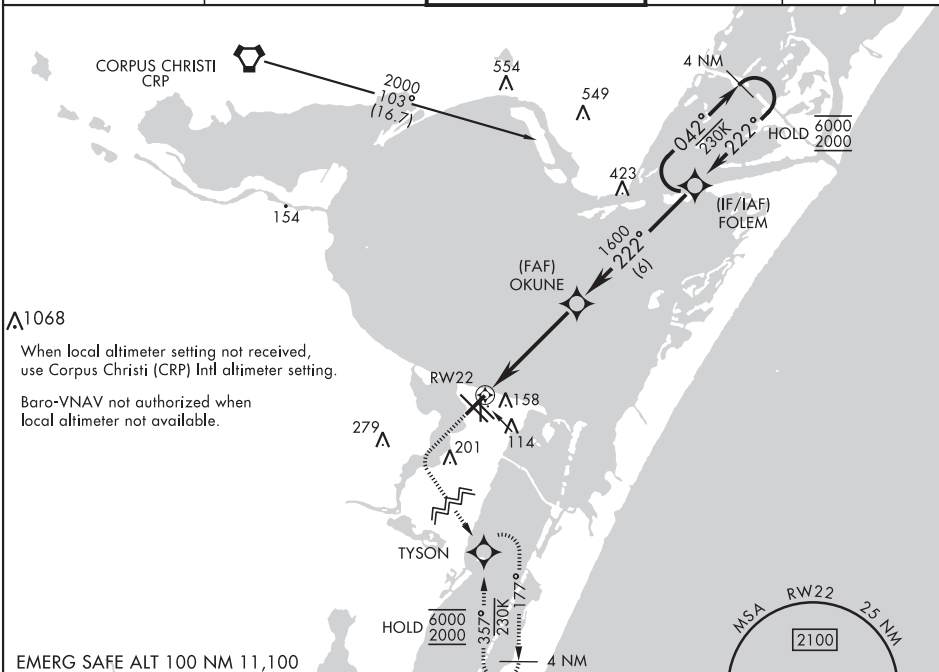
**MISSED APPROACH:** Climb to 600, then climbing left turn to 2000 direct TYSON and hold.

ATIS ★  
127.9 290.9

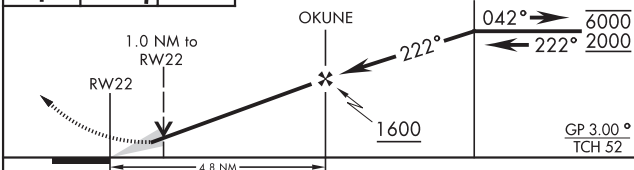
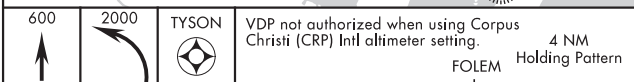
APP CON  
128.675 343.75

NAVY CORPUS TOWER ★  
101.25 1 212.2

GND CON  
118.7 257.85

CLNC DE  
**314.3**ASR/  
PAR

EMERG SAFE ALT 100 NM 11,100



CATEGORY	A	B	C	D
RNAV MDA	380-1 365 (400-1)			
RNAV/VNAV DA	320-7/8 305 (400-7/8)			380-1 365 (400-1)
<b>C</b> CIRCLING	460-1 422 (500-1)	480-1 462 (500-1)	520-1½ 502 (600-1½)	580-2 562 (600-2)
CORPUS CHRISTI (CRP) INTL ALTIMETER SETTING				
RNAV MDA	400-1 385 (400-1)	400-1½ 385 (400-1½)		
<b>C</b> CIRCLING	500-1 482 (500-1)	540-1½ 522 (600-1½) 602 (700-2)		

CORPUS CHRISTI, TEXAS

27°42'N-97°17'W

CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)

Amdt 2 30NOV23

## RNAV (GPS) RWY 22

CORPUS CHRISTI, TEXAS

## RNAV (GPS) RWY 31L

CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)

[USN]

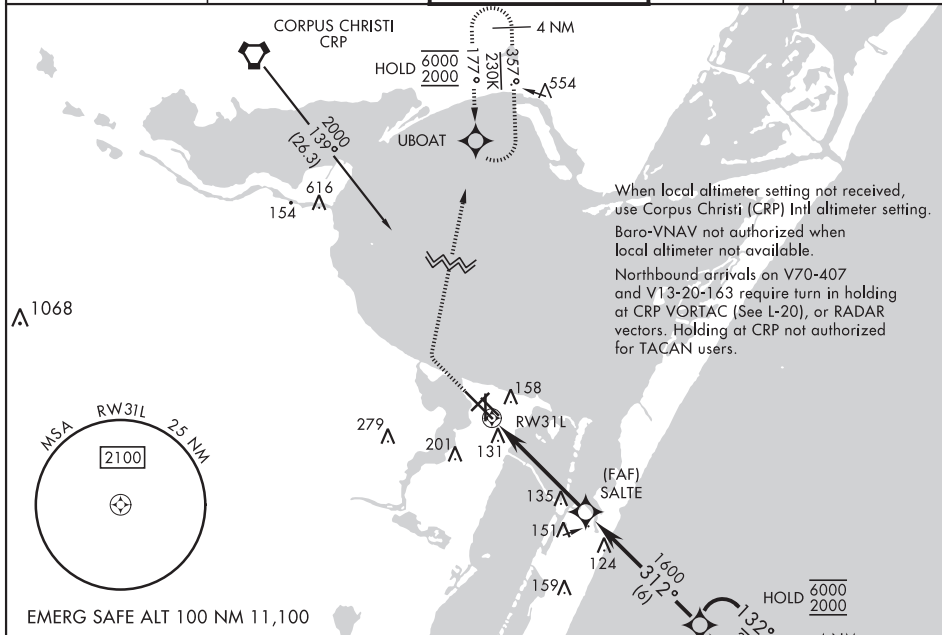
APCH CRS	Rwy Idg	8001
312°	TDZE	17
	Arpt Elev	18

RNP APCH

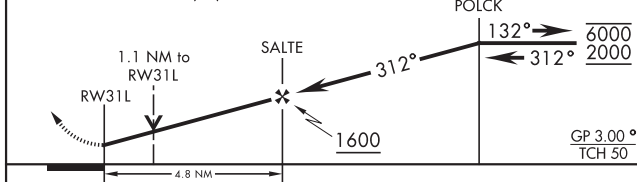
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (129°F).

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

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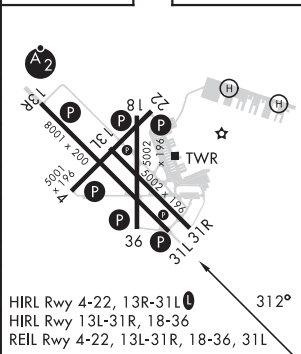


600	2000	UBOAT	VDP not authorized when using Corpus Christi (CRP) Intl altimeter setting
VGSI TCH not coincident (45).			



CATEGORY	A	B	C	D
LNAV/VNAV DA	412-1½	395	(400-1½)	
LNAV MDA	420-1	403 (500-1)	420-1½	403 (500-1½)
CIRCLING	460-1	480-1	520-1½	580-2
	442 (500-1)	462 (500-1)	502 (600-1½)	562 (600-2)
CORPUS CHRISTI (CRP) INTL ALTIMETER SETTING				
LNAV MDA	460-1	443 (500-1)	460-1½	443 (500-1½)
CIRCLING	500-1	482 (500-1)	540-1½	620-2
			522 (600-1½)	602 (700-2)

ELEV	18	TDZE	17
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CORPUS CHRISTI, TEXAS

27°42'N-97°17'W

CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)

Amdt 2 30NOV23

## RNAV (GPS) RWY 31L



[USN]

RNAV (GPS) RWY 31R  
CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)

RNP APCH

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

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

ATIS ★

127.9 290.9

APP CON

128,675 343,75

NAVY CORPUS TOWER ★

134.85 L 340.2

GND CON

118.7 257.85

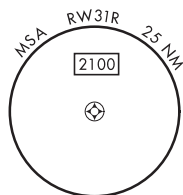
CLNC DE

314.3

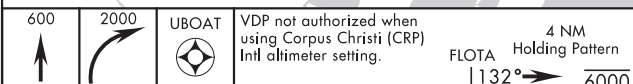
ASRA

PAR

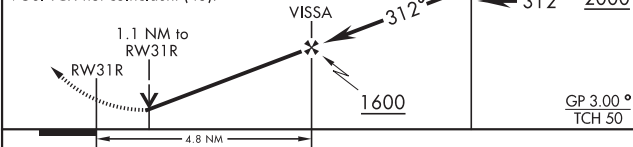
Diagram illustrating the holding pattern for V70-407 and V13-20-163. The aircraft is shown in a holding pattern at CRP VORTAC, with a 2000-foot altitude and a 154-degree heading. The diagram also shows the UBOAT and the 4 NM distance to the 554-degree heading.



 $\Lambda_{1068}$ 

EMERG SAFE ALT 100 NM 11,100

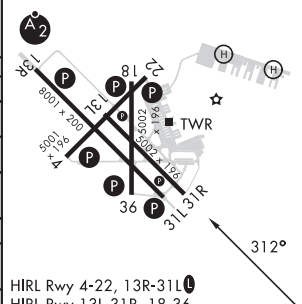


VGSI TCH not coincident (45).



CATEGORY	A	B	C	D
LNAV/VNAV DA	411-1½	393	(400-1½)	
LNAV MDA	420-1	402 (500-1)	420-1½	402 (500-1½)
 CIRCLING	460-1 442 (500-1)	480-1 462 (500-1)	520-1½ 502 (600-1½)	580-2 562 (600-2)
CORPUS CHRISTI (CRP) INTL ALTIMETER SETTING				
LNAV MDA	460-1	442 (500-1)	460-1½	442 (500-1½)
 CIRCLING	500-1	482 (500-1)	540-1½ 522 (600-1½)	620-2 602 (700-2)

ELEV	18		TDZE	18
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HIRL Rwy 4-22, 13R-31L  
HIRL Rwy 13L-31R, 18-36  
REIL Rwy 4-22, 13L-31R, 18-36, 31L

CORPUS CHRISTI, TEXAS

27°42'N-97°17'W

CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)

Amdt 2 25JAN24

RNAV (GPS) RWY 31R

CORPUS CHRISTI, TEXAS

## RNAV (GPS) RWY 36

APCH CRS	Rwy Idg	5002
357°	TDZE	18
	Arpt Elev	18

[USN]

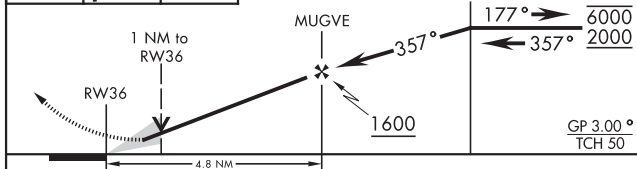
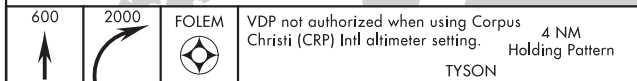
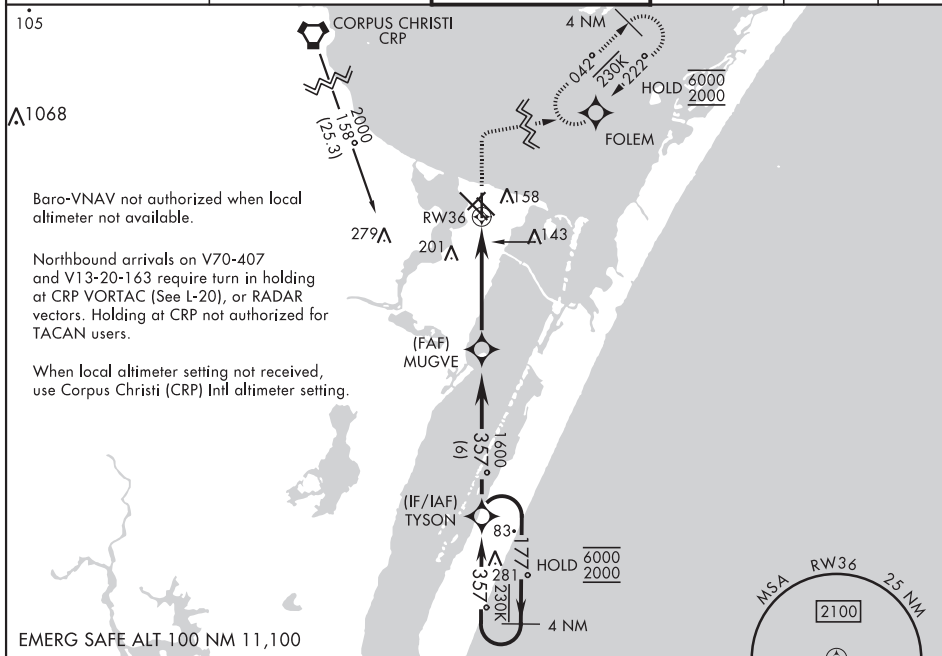
CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)

RNP APCH

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

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

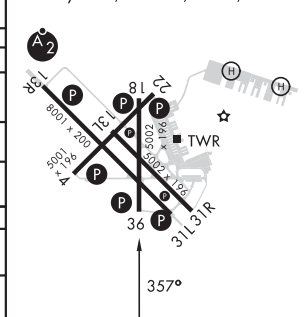
ATIS ★ 127.9 290.9	APP CON 128.675 343.75	NAVY CORPUS TOWER ★ 134.85 340.2	GND CON 118.7 257.85	CLNC DEL 314.3	ASR/ PAR
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CATEGORY	A	B	C	D
LNAV MDA	400-1 382 (400-1)	400-1½ 382 (400-1½)		
LNAV/VNAV DA	400-1½ 382 (400-1½)			
CIRCLING	460-1 442 (500-1)	480-1 462 (500-1)	520-1½ 502 (600-1½)	580-2 562 (600-2)
CORPUS CHRISTI (CRP) INTL ALTIMETER SETTING				
LNAV MDA	440-1 422 (500-1)	440-1¼ 422 (500-1¼)		
CIRCLING	500-1 482 (500-1)	540-1½ 522 (600-1½)	620-2 602 (700-2)	

ELEV 18	TDZE 18
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HIRL Rwy 4-22, 13R-31L  
HIRL Rwy 13L-31R, 18-36  
REIL Rwy 4-22, 13L-31R, 18-36, 31L



CORPUS CHRISTI, TEXAS

27°42'N-97°17'W

CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)

Amdt 2 30NOV23

## RNAV (GPS) RWY 36

VOR/DME or TACAN Y RWY 13R

[USN]

CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)

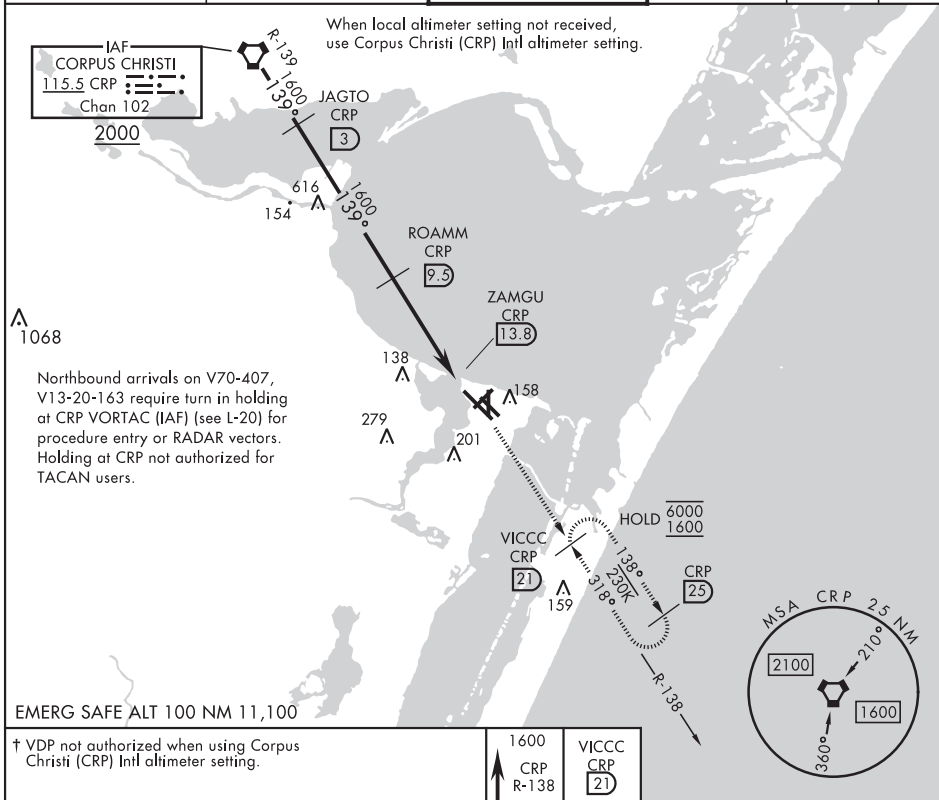
VORTAC CRP <b>115.5</b> Chan <b>102</b>	APCH CRS <b>139°</b>	Rwy Idg <b>8001</b> TDZE <b>13</b> Arpt Elev <b>18</b>
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**T** \* When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1½ miles.  
 \*\* When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1¾ miles.

SALSF

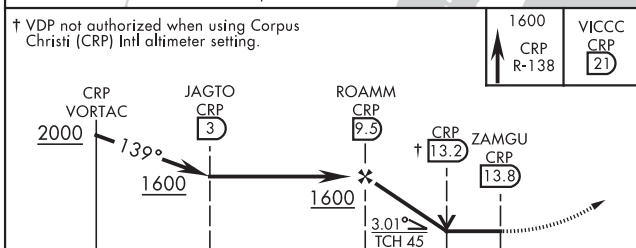
**MISSED APPROACH:** Climb to 1600 on CRP VORTAC R-138 to VCCCC and hold.

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
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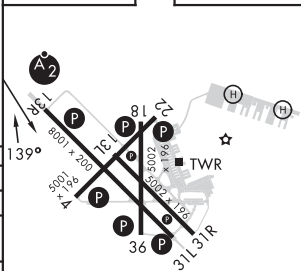
EMERG SAFE ALT 100 NM 11,100

† VDP not authorized when using Corpus Christi (CRP) Intl altimeter setting.



		← 4.3 NM → 0.5	
CATEGORY	A	B	D
S-13R *	420- $\frac{3}{4}$ 407 (500- $\frac{3}{4}$ )	420-1 407 (500-1)	
CIRCLING	460-1 442 (500-1)	480-1 462 (500-1)	520-1 $\frac{1}{2}$ 502 (600-1 $\frac{1}{2}$ ) 580-2 562 (600-2)
CORPUS CHRISTI (CRP) INTL ALTIMETER SETTING			
S-13R **	460- $\frac{3}{4}$ 447 (500- $\frac{1}{4}$ )	460-1 447 (500-1)	
CIRCLING	500-1 482 (500-1)	540-1 $\frac{1}{2}$ 522 (600-1 $\frac{1}{2}$ )	620-2 602 (700-2)

ELEV	18		TDZE	13
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HIRL Rwy 4-22, 13R-31L **L**  
HIRL Rwy 13L-31R, 18-36  
REIL Rwy 4-22, 13L-31R, 18-36, 31L

CORPUS CHRISTI, TEXAS

27°42'N-97°17'W

CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)

Amdt 2 30NOV23

VOR/DME or TACAN Y RWY 13R

CORPUS CHRISTI, TEXAS

VORTAC CRP <b><u>115.5</u></b> Chan <b>102</b>	APCH CRS <b>318°</b>	Rwy Idg <b>8001</b> TDZE <b>17</b> Arpt Elev <b>18</b>
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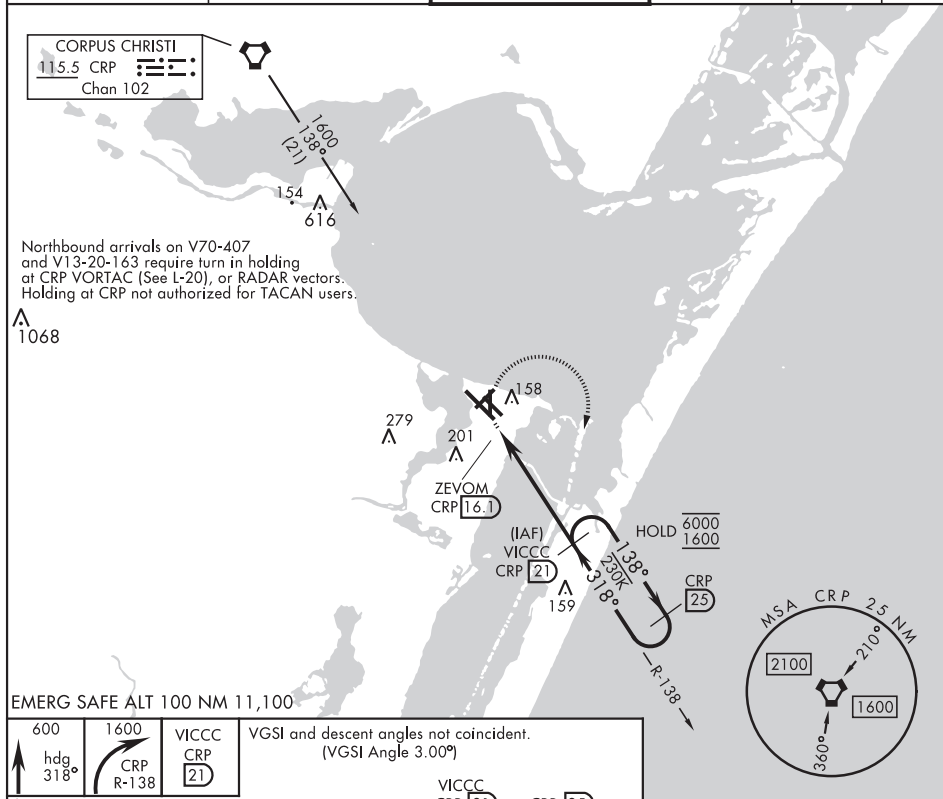
[USN]

CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)

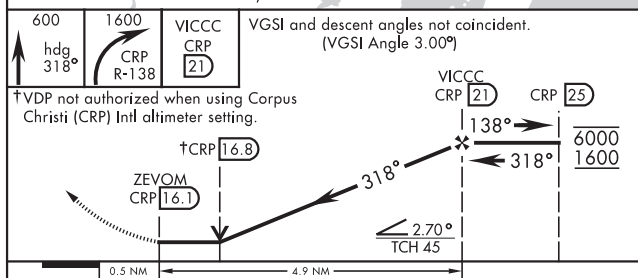
**T** When local altimeter setting not received, use Corpus Christi (CRP) Intl altimeter setting.



**MISSED APPROACH:** Climb to 600 hdg 318°, then climbing right turn to 1600 to intercept CRP VORTAC R-138 to VICCC and hold.

<p>ATIS ★</p> <p>127.9 290.9</p>	<p>APP CON</p> <p>128.675 343.75</p>	<p>NAVY CORPUS TOWER ★</p> <p>134.85 340.2</p>	<p>GND CON</p> <p>118.7 257.85</p>	<p>CLNC DEL</p> <p>314.3</p>	<p>ASR/ PAR</p>
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EMERG SAFE ALT 100 NM 11.100



CATEGORY	A		B		C		D	
S-31L	420-1	403 (500-1)	420-1½	403 (500-1½)				
 CIRCLING	460-1	480-1	520-1½	580-2				
	442 (500-1)	462 (500-1)	502 (600-1½)	562 (600-2)				
CORPUS CHRISTI (CRP) INTL ALTIMETER SETTING								
S-31L	440-1	423 (500-1)	440-1¼	423 (500-1¼)				
 CIRCLING	500-1	482 (500-1)	540-1½	620-2				
			522 (600-1½)	602 (700-2)				

CORPUS CHRISTI, TEXAS

27°42'N-97°17'W

CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)

Amdt 2 30NOV23

VOR/DME or TACAN Y RWY 31L

SC-3, 07 AUG 2025 to 02 OCT 2025

TACAN RWY 18

TACAN NGP Chan <b>87</b>	APCH CRS <b>192°</b>	Rwy Idg <b>5002</b> TDZE <b>18</b> Arpt Elev <b>18</b>
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[USN]

CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)



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

MISSED APPROACH: Climb to 1600 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 0 340.2	GND CON 118.7 257.85	CLNC DEL 314.3	ASR/ PAR
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CORPUS CHRISTI  
115.5 CRP   
Chan 102

(Turn in holding at RYNOL  
required for procedure entry.)

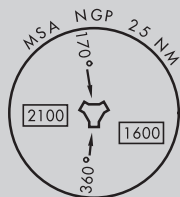
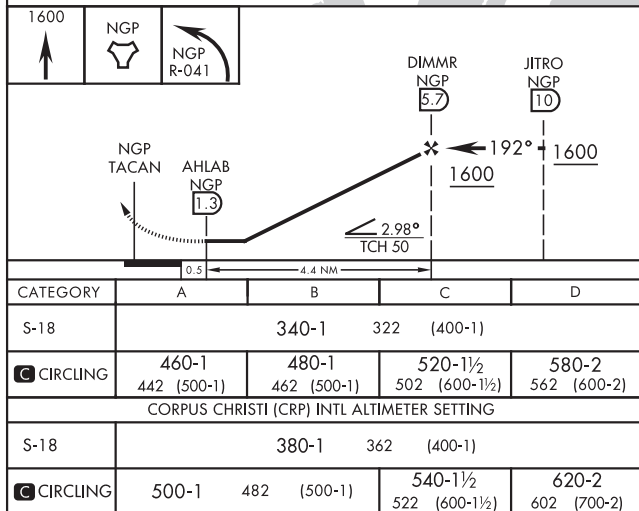
Northbound arrivals on V70-407 and V13-20-163 require turn in holding at CRP VORTAC (See L-20), or RADAR vectors. Holding at CRP not authorized for TACAN users.

**CAUTION:**  
Intermediate segment  
length 4.3 NM, less than  
CAT AB 5.0 NM  
CAT CD 6.0 NM.

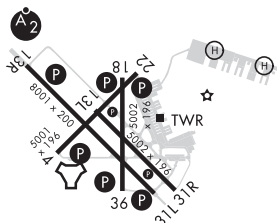
Δ<sup>1068</sup>

TRUAX  
Chan 87 NGP 

EMERG SAFE ALT 100 NM 11,100



ELEV	18	/	TDZE	18
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HIRL Rwy 4-22, 13R-31L  
HIRL Rwy 13L-31R, 18-36  
REIL Rwy 4-22, 13L-31R, 18-36, 31L

CORPUS CHRISTI, TEXAS

27°42'N-97°17'W

CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)

Amdt 2 30NOV23

TACAN RWY 18

CORPUS CHRISTI, TEXAS

TACAN RWY 36

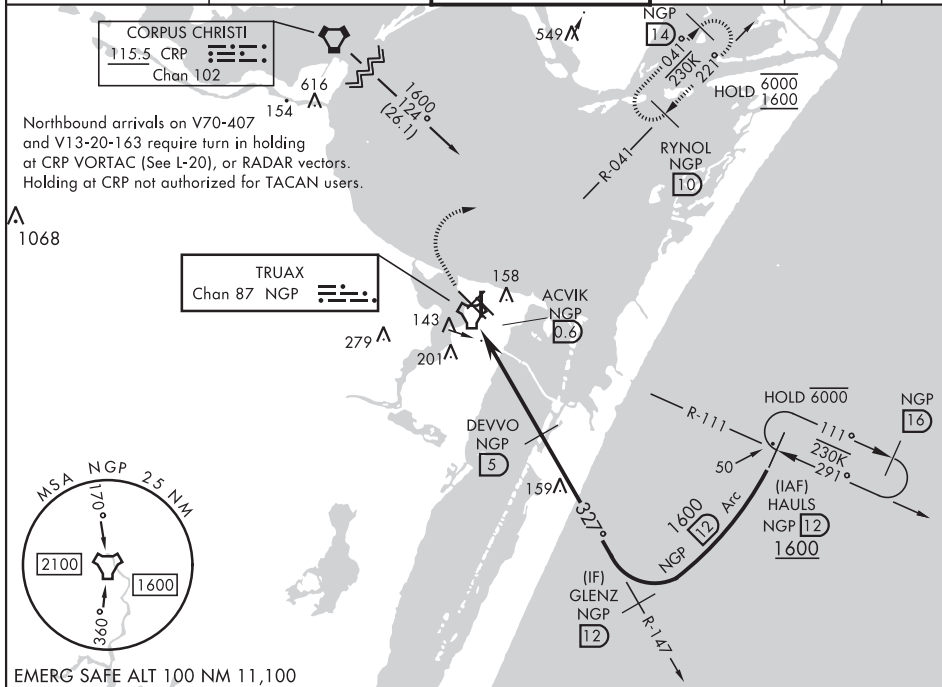
TACAN	NGP	APCH CRS	Rwy Idg	5002
Chan 87		327°	TDZE	18
			Arpt Elev	18

[USN]

CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)

<b>T</b>	When local altimeter setting not received, use Corpus Christi (CRP) Intl altimeter setting.	MISSED APPROACH: Climb to 1600 direct NGP TACAN and turn right to intercept R-041 to RYNOL and hold.
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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
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1600	NGP	VDP not authorized when using Corpus Christi (CRP) Intl altimeter setting.	ELEV 18	TDZE 18
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CORPUS CHRISTI, TEXAS

27°42'N-97°17'W

CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)

Amdt 2 30NOV23

TACAN RWY 36

TACAN X RWY 31L

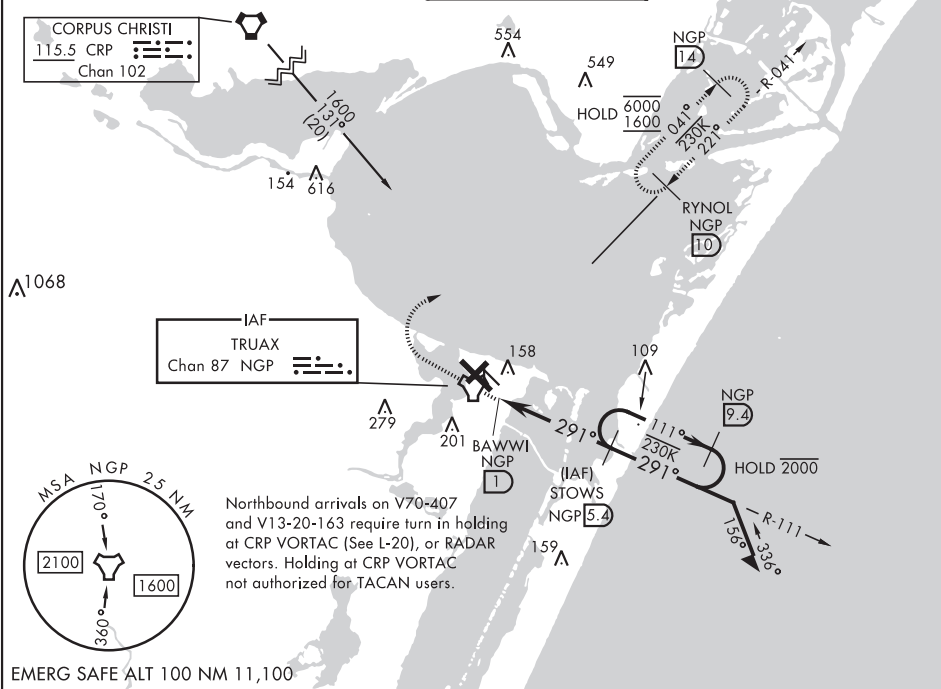
TACAN	NGP	APCH CRS	Rwy Idg
Chan 87	291°	TDZE	8001
		Arprt Elev	17
			18

[USN]

CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)

When local altimeter setting not received, use Corpus Christi (CRP) Intl altimeter setting.	MISSED APPROACH: Climb to 1600 direct NGP TACAN and turn right to intercept R-041 to RYNOL and hold.
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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
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† VDP not authorized when using Corpus Christi (CRP) Intl altimeter setting.				<div><div>1600</div><div>↑</div></div>		<div><div>NGP</div><div></div></div>		<div><div>NGP</div><div>R-041</div><div></div></div>		ELEV 18		TDZE 17	
<div><div>NGP TACAN</div><div>1600</div><div>111°</div><div>NGP 1.6†</div><div>BAWWI NGP 1</div><div>STOWS NGP 5.4</div><div>291°</div><div>NGP 9.4</div><div>2000</div><div>1600</div><div>2.97°</div><div>TCH 50</div><div>0.5</div><div>4.4 NM</div></div>				Remain within 10 NM of STOWS				VGSI TCH not coincident (45)					
CATEGORY		A		B		C		D		<div><div>2</div><div>8</div><div>1</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>3</div><div>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CORPUS CHRISTI, TEXAS

TACAN Z RWY 13R

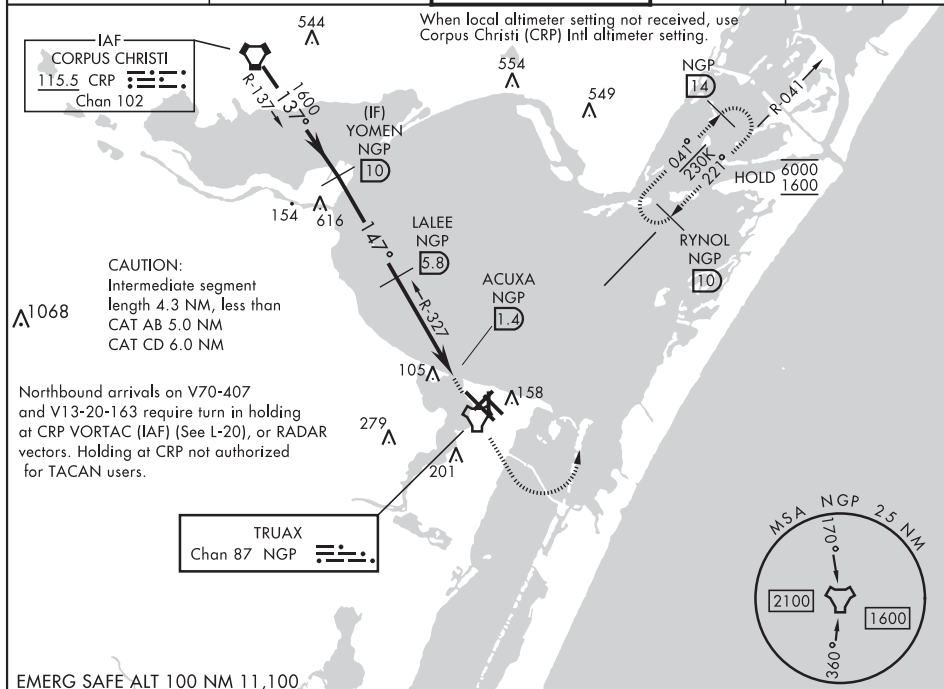
TACAN	NGP	APCH CRS	Rwy Idg	8001
Chan 87		147°	TDZE	13
			Arpt Elev	18



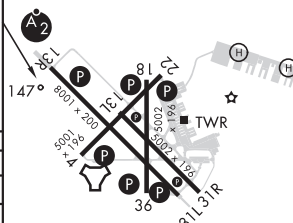
[USN]

CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)

<p>★ When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1½ miles.</p>	<p>SALSF</p>	<p>MISSED APPROACH: Climb to 1600 direct NGP TACAN and turn left to intercept R-041 to RYNOL and hold.</p>
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<p>ATIS ★</p> <p>127.9 290.9</p>	<p>APP CON</p> <p>128.675 343.75</p>	<p>NAVY CORPUS TOWER ★</p> <p>134.85 340.2</p>	<p>GND CON</p> <p>118.7 257.85</p>	<p>CLNC DEL</p> <p>314.3</p>	<p>ASR/ PAR</p>
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† VDP not authorized when using Corpus Christi (CRP) Intl altimeter					1600 ↑	NGP 	NGP R-041 	ELEV 18	TDZE 13
<p>CRP VORTAC</p> <p>YOMEN NGP 10</p> <p>LALEE NGP 5.8</p> <p>137°</p> <p>147°</p> <p>1600</p> <p>1600</p> <p>1600</p> <p>2.99°</p> <p>TCH 45</p> <p>4.4 NM</p> <p>0.5</p>									
CATEGORY	A		B		C		D		
S-13R *	400-¾		387 (400-¾)		400-7/8		387 (400-7/8)		
CIRCLING	460-1 442 (500-1)		480-1 462 (500-1)		520-1½ 502 (600-1½)		580-2 562 (600-2)		
CORPUS CHRISTI (CRP) INTL ALTIMETER SETTING									
S-13R *	420-¾		407 (500-¾)		420-1		407 (500-1)		
CIRCLING	500-1		482 (500-1)		540-1½ 522 (600-1½)		620-2 602 (700-2)		
					HIRL Rwy 4-22, 13R-31L HIRL Rwy 13L-31R, 18-36 REIL Rwy 4-22, 13L-31R, 18-36, 31L				

CORPUS CHRISTI, TEXAS

27°42'N-97°17'W

CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)

Amdt 2 30NOV23

TACAN Z RWY 13R



TACAN Z RWY 31L

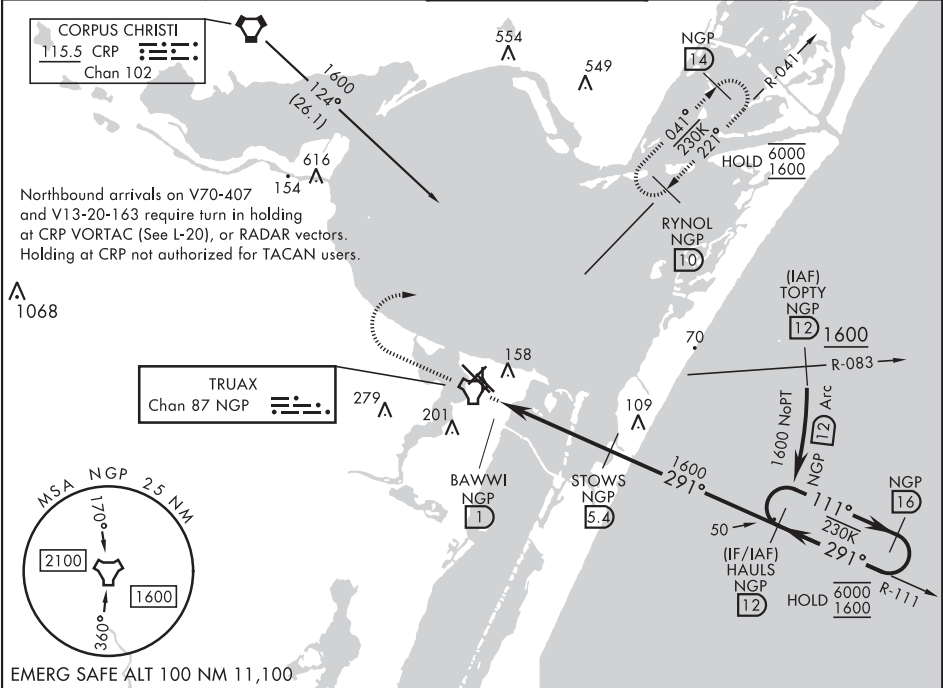
TACAN	NGP	APCH CRS	Rwy Idg
Chan 87	291°	291°	8001
		TDZE	17
		Arpt Elev	18

[USN]

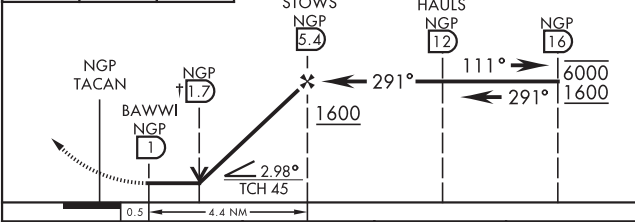
CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)

When local altimeter setting not received, use Corpus Christi (CRP) Intl altimeter setting.	MISSED APPROACH: Climb to 1600 direct NGP TACAN and turn right to intercept R-041 to RYNOL and hold.
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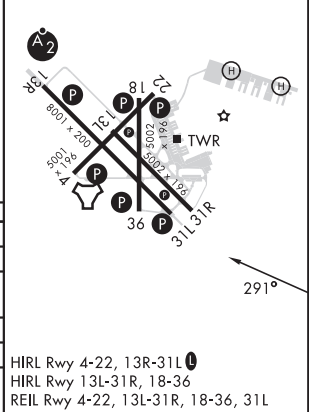
ATIS ★ 127.9 290.9	APP CON 128.675 343.75	NAVY CORPUS TOWER ★ 134.85 340.2	GND CON 118.7 257.85	CLNC DEL 314.3	ASR/ PAR
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1600	NGP	↑VDP not authorized when using Corpus Christi (CRP) Intl altimeter setting.	ELEV 18	TDZE 17
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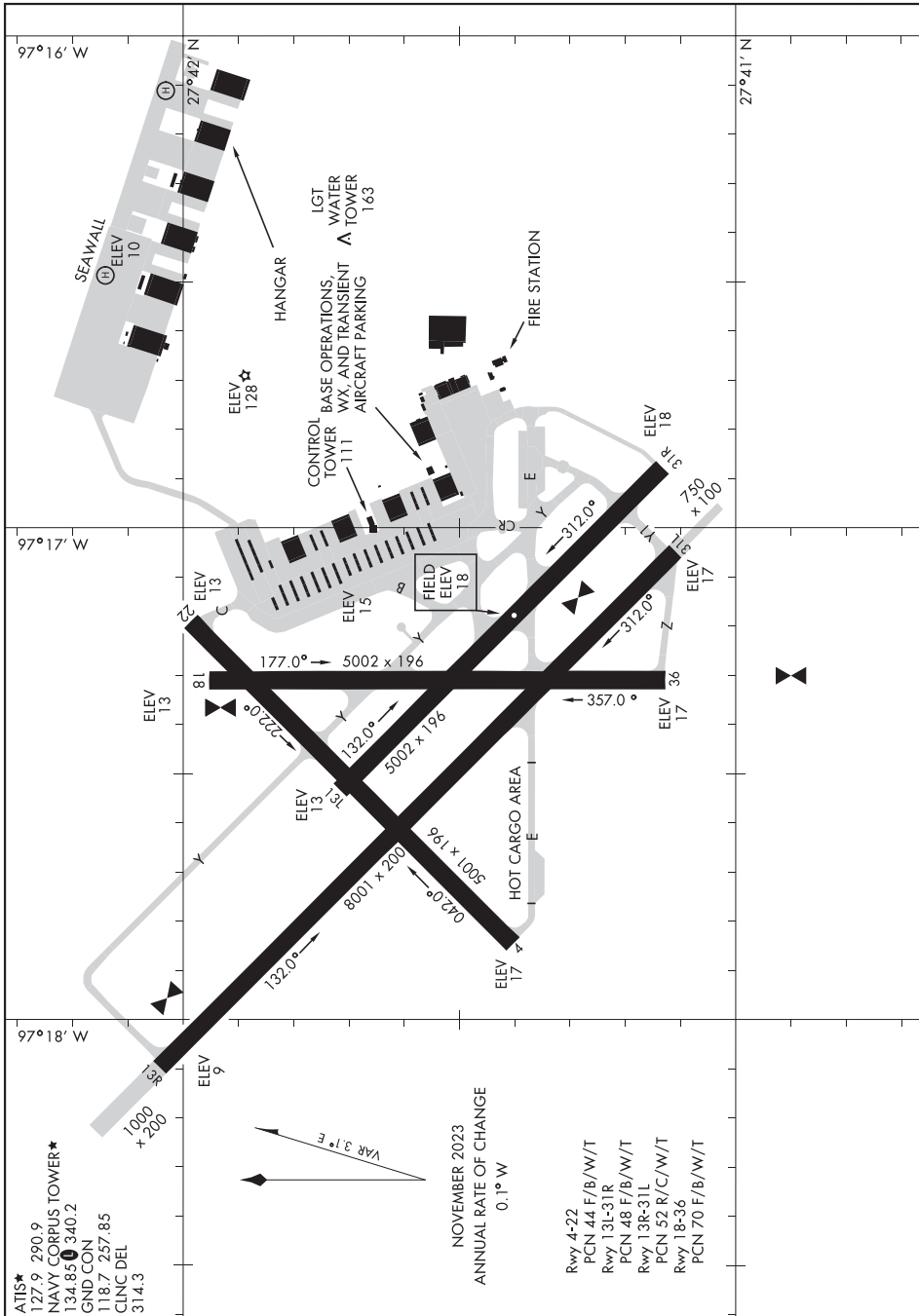
CATEGORY	A	B	C	D
S-31L	420-1 403 (500-1)	420-1½ 403 (500-1½)	420-1½ 403 (500-1½)	420-1½ 403 (500-1½)
CIRCLING	460-1 442 (500-1)	480-1 462 (500-1)	520-1½ 502 (600-1½)	580-2 562 (600-2)
CORPUS CHRISTI (CRP) INTL ALTIMETER SETTING				
S-31L	460-1 443 (500-1)	460-1½ 443 (500-1½)	540-1½ 620-2	540-1½ 620-2
CIRCLING	500-1 482 (500-1)	522 (600-1½)	602 (700-2)	602 (700-2)



TACAN Z RWY 31L

# AIRPORT DIAGRAM

[USN]



SC-3, 07 AUG 2025 to 02 OCT 2025

# AIRPORT DIAGRAM

CORPUS CHRISTI, TEXAS

CORPUS CHRISTI NAS (TRUAX FIELD) (KNGP)

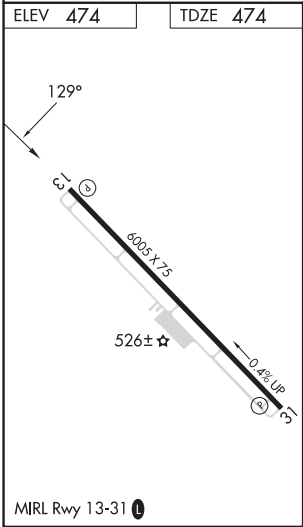
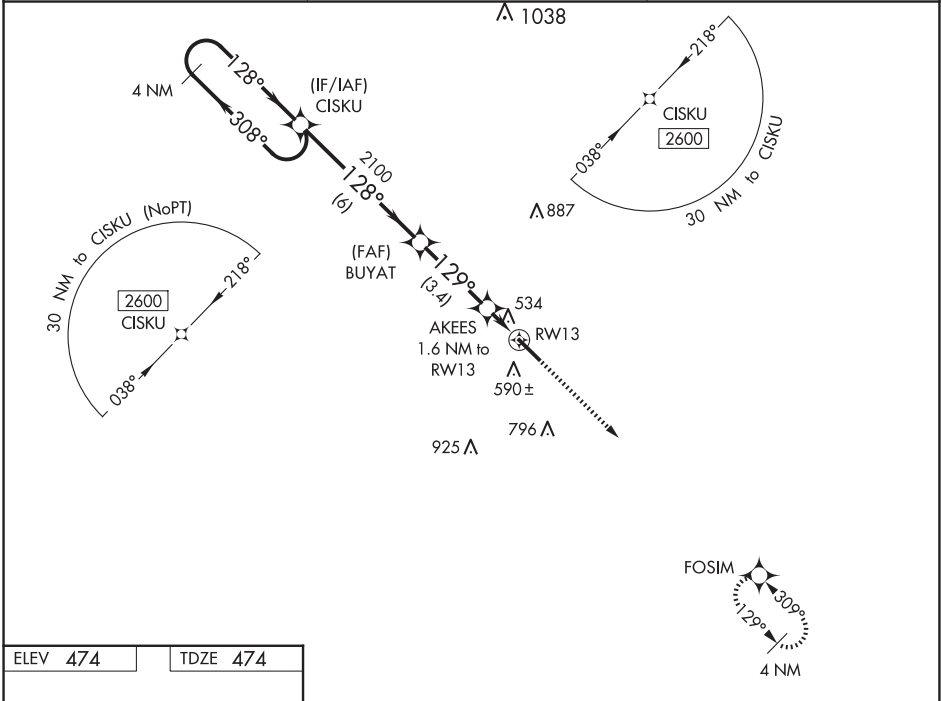
WAAS CH <b>61236</b> <b>W13A</b>	APP CRS <b>129°</b>	Rwy Idg <b>6005</b> TDZE <b>474</b> Apt Elev <b>474</b>
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RNAV (GPS) RWY 13

COTULLA-LA SALLE COUNTY (COT)

<div><div></div><div>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.</div></div>	MISSED APPROACH: Climb to 2600 direct FOSIM and hold.
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ASOS <b>118.325</b>	HOUSTON CENTER <b>134.6 322.5</b>	UNICOM <b>122.7 (CTAF)</b> <b>0</b>
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4 NM Holding Pattern CISKU		2600	FOSIM	* LNAV only
GP 3.00° TCH 45		2100		
BUYAT 2100		1.6 NM to RW13		
AKEES 1.6 NM to RW13		* 0.9 NM to RW13		
RW13		* 1020		
6 NM		3.4 NM	0.7	0.9
CATEGORY	A	B	C	D
LPV DA	724-1	250 (300-1)		NA
LNAV/VNAV DA	724-1	250 (300-1)		NA
LNAV MDA	800-1	326 (400-1)		NA
CIRCLING	920-1 446 (500-1)	940-1 466 (500-1)	1120-1 3/4 646 (700-1 3/4)	NA

COTULLA, TEXAS

WAAS CH <b>42836</b> <b>W31A</b>	APP CRS <b>309°</b>	Rwy Idg <b>6005</b> TDZE <b>464</b> Apt Elev <b>474</b>
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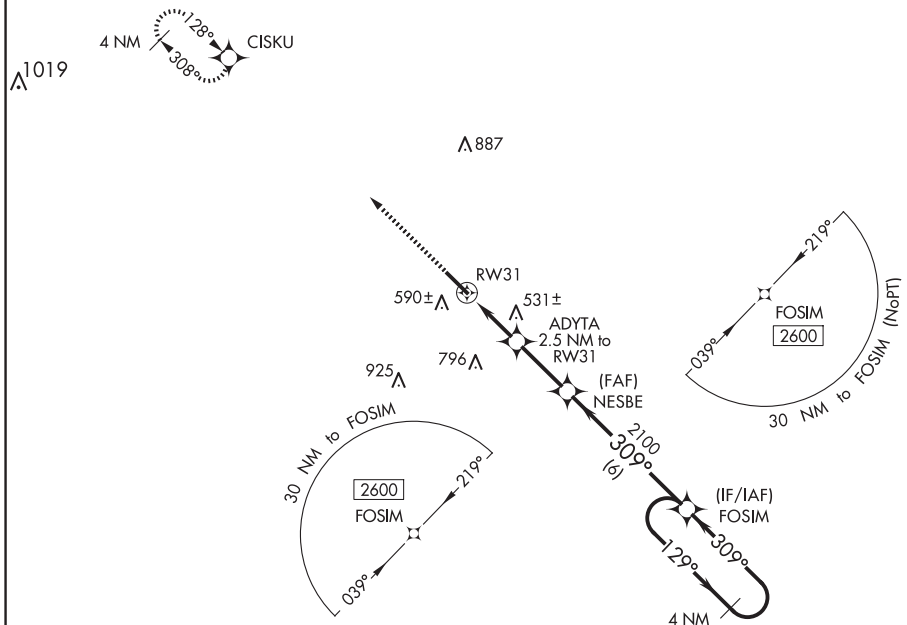
RNAV (GPS) RWY 31  
COTULLA-LA SALLE COUNTY (COT)

**T** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -5°C (23°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2600 direct CISKU and hold.

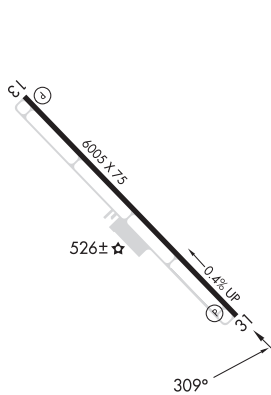
ASOS  
118.325

HOUSTON CENTER  
134.6 322.5

UNICOM  
122.7 (CTAF) **L**

ELEV 474

TDZE 464

MIRL Rwy 13-31 **L**

Amdt 2 18SEP14

28°27'N-99°13'W

COTULLA-LA SALLE COUNTY (COT)  
RNAV (GPS) RWY 31

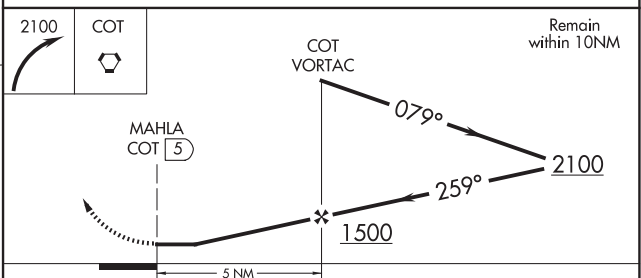
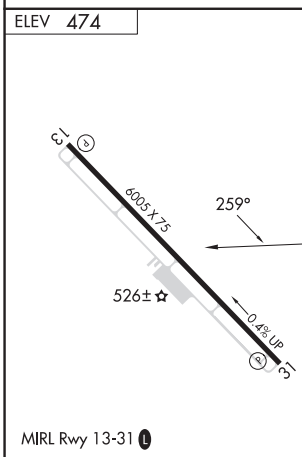
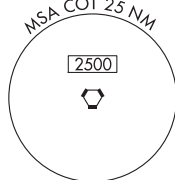
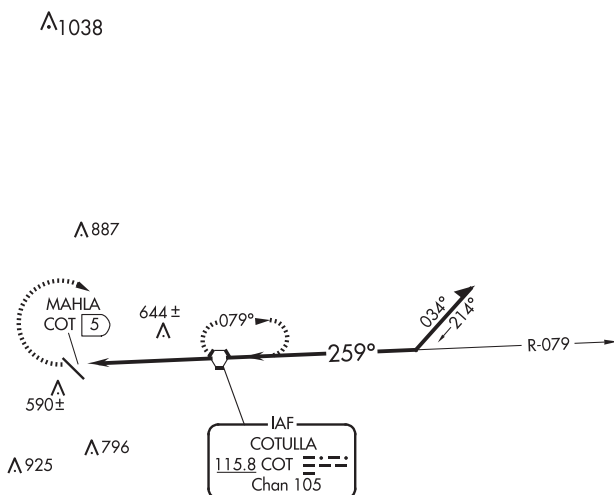
RNAV (GPS) RWY 31

23166

VOR-A  
COTULLA-LA SALLE COUNTY (COT)

**MISSED APPROACH:** Climbing right turn to 2100 direct COT VORTAC and hold.

ASOS <b>118.325</b>	HOUSTON CENTER <b>134.6 322.5</b>	UNICOM <b>122.7</b> (CTAF) <b>1</b>
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FAF to MAP 5 NM						CATEGORY	A	B	C	D
Knots	60	90	120	150	180	C CIRCLING	920-1	940-1	1120-1 $\frac{3}{4}$	NA
Min:Sec	5:00	3:20	2:30	2:00	1:40		446 (500-1)	466 (500-1)	646 (700-1 $\frac{3}{4}$ )	

COTULLA-LA SALLE COUNTY (COT)  
VOR-A

133

SC-3, 07 AUG 2025 to 02 OCT 2025

DEL RIO, TEXAS

AL-5268 (FAA)

24249

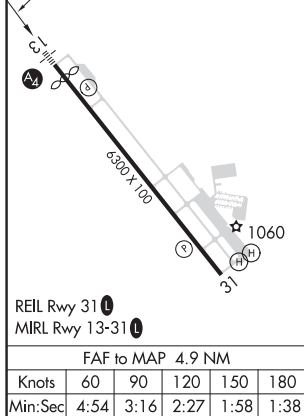
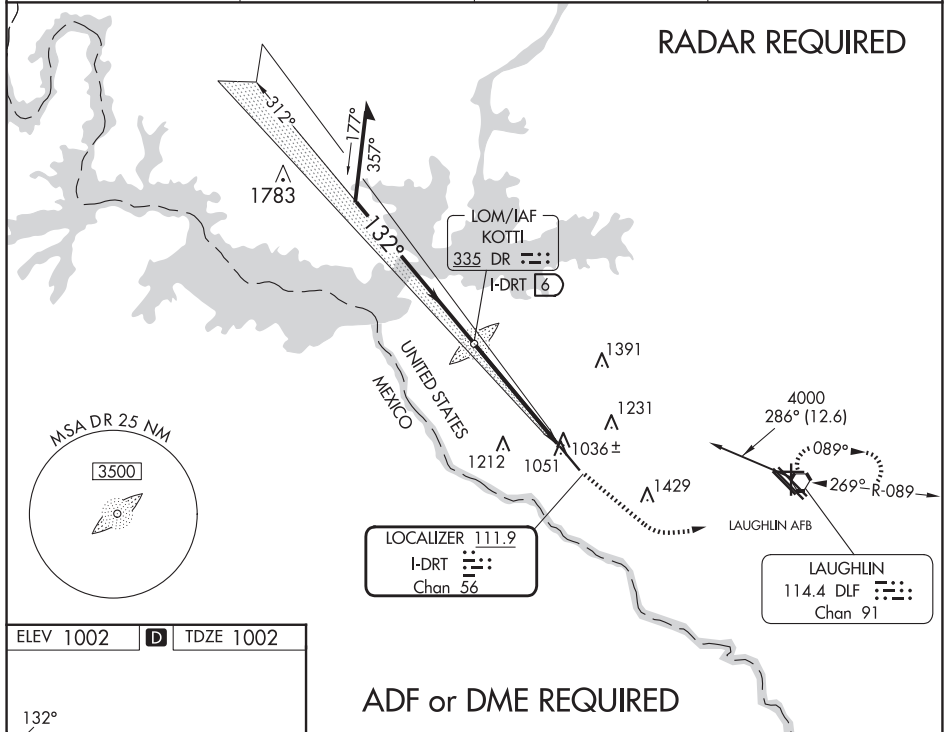
LOC I-DRT <b>111.9</b> Chan <b>56</b>	APP CRS <b>132°</b>	Rwy Idg TDZE <b>1002</b> Apt Elev <b>1002</b>
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# ILS or LOC RWY 13

DEL RIO INTL (DRT)

<b>NA</b> Circling NA for Cat D SW of Rwy 13-31. When local altimeter setting not received, use Laughlin AFB altimeter setting and increase all DAs 30 feet, all MDAs 40 feet, increase S-LOC 13 Cat D and Circling Cats C and D visibility ¼ SM. VDP NA when using Laughlin AFB altimeter setting.	<b>MALS</b> 	<b>MISSED APPROACH:</b> Climb to 2000 via heading 122° then climbing left turn to 4000 direct DLF VORTAC and hold. Continue climb-in-hold to 4000.
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<b>ASOS</b> <b>118.525</b>	<b>DEL RIO APP CON ★</b> <b>119.6 259.1</b>	<b>CLNC DEL</b> <b>120.5</b>	<b>UNICOM</b> <b>122.8 (CTAF) 1</b>
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Remain within 10 NM			
DR KOTTI LOM I-DRT 6			
2000 4000 DLF			
hdg 122°			
3200 2700 2673			
GS 3.00° TCH 48			
3.7 NM 1.2			
CATEGORY	A	B	C
S-ILS 13	1202-¾ 200 (200-¾)		
S-LOC 13	1420-½	418 (500-½)	1420-¾ 418 (500-¾)
CIRCLING	1440-1 438 (500-1)	1560-1 558 (600-1)	1740-2 738 (800-2) 1740-2¼ 738 (800-2¼)

DEL RIO, TEXAS

Orig-B 20MAY21

29°22'N-100°56'W

# ILS or LOC RWY 13

SC-3, 07 AUG 2025 to 02 OCT 2025

RNP APCH.

T

A

W

Circling NA for Cat D southwest of Rwy 13-31. When local altimeter setting not received, use Laughlin AFB altimeter setting and increase all DA 30 feet and all MDA 40 feet, increase LPV visibility all Cats, LNAV Cats C and D and Circling Cats C and D visibility ¼ SM. Baro-VNAV NA when using Laughlin AFB altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17° C (2°F) or above 47°C (116°F).

MALS

A

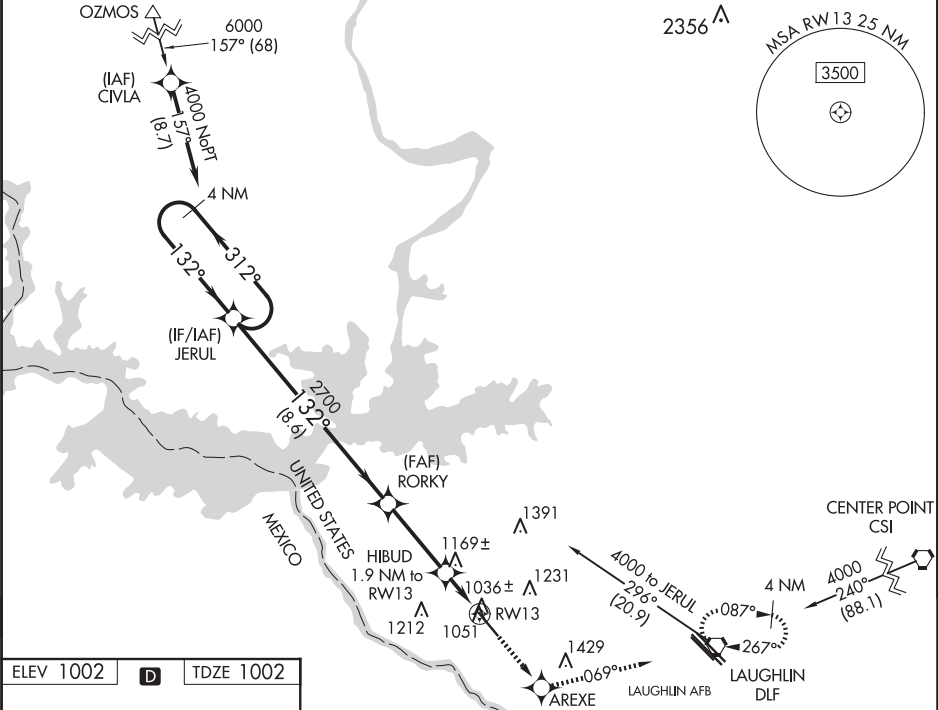
A

≡

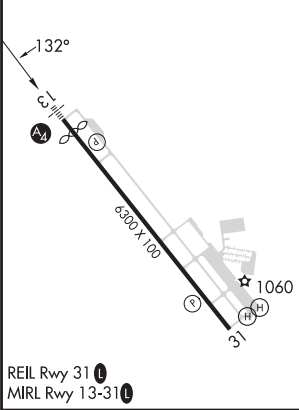
≡

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

ASOS <b>118.525</b>	DEL RIO APP CON * <b>119.6 259.1</b>	CLNC DEL <b>120.5</b>	UNICOM <b>122.8 (CTAF)</b> <b>1</b>
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ELEV 1002	<b>D</b>	TDZE 1002
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VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 47).				
Holding Pattern		4000	AREXE	tr 069°
GP 3.00° TCH 48		2700	RORKY	*HIBUD 1.9 NM to RW13
JERUL		132°	1640	*LNAV only.
8.6 NM		3.2 NM	1.9	
CATEGORY	A	B	C	D
LPV DA		1252-¾	250 (300-¾)	
LNAV/VNAV DA		1401-1	399 (400-1)	
LNAV MDA	1500-½	498 (500-½)	1500-¾	1500-1
			498 (500-¾)	498 (500-1)
CIRCLING	1500-1	1560-1	1740-2	1740-2½
	498 (500-1)	558 (600-1)	738 (800-2)	738 (800-2½)

DEL RIO, TEXAS

AL-5268 (FAA)

24249

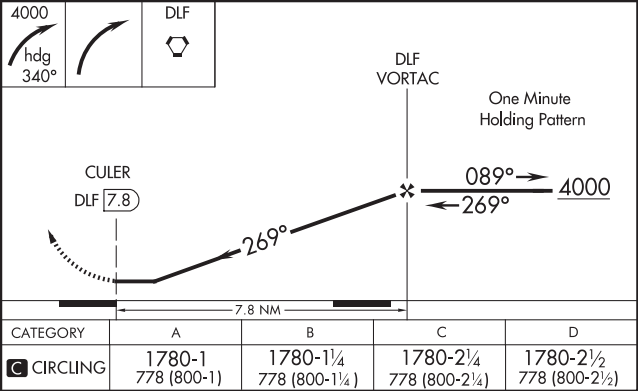
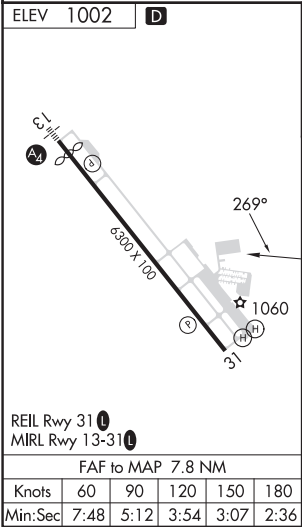
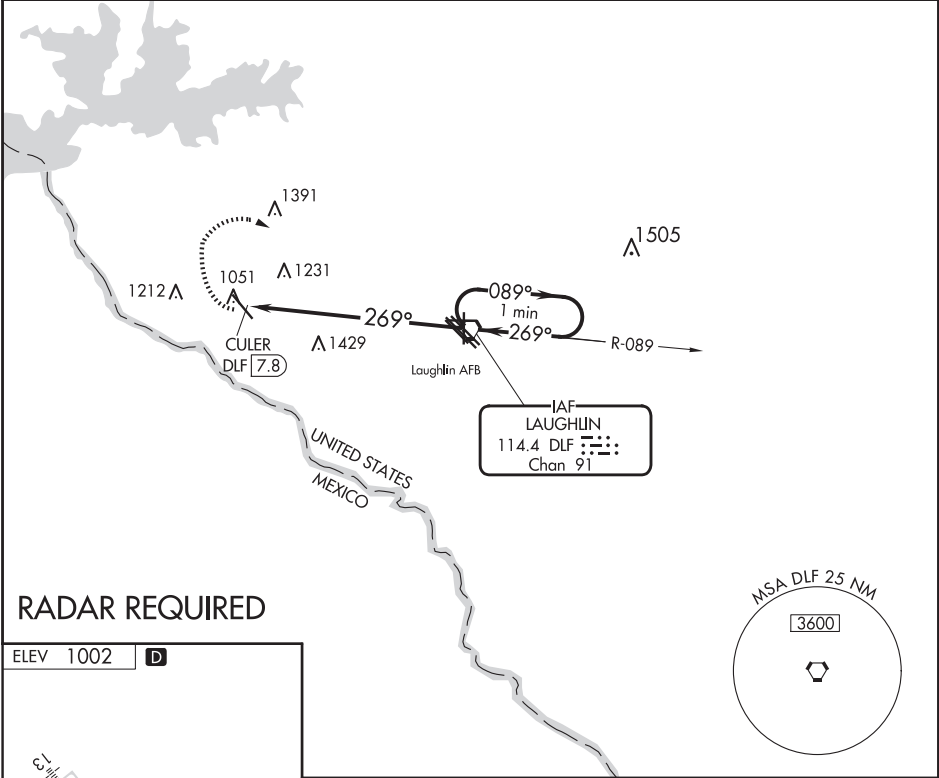
VORTAC DLF <b>114.4</b> Chan <b>91</b>	APP CRS <b>269°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>1002</b>
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**VOR-A**  
DEL RIO INTL (DRT)

- ⚠** Circling NA for Cat D SW of Rwy 13-31. If local altimeter setting not received, use Laughlin AFB altimeter setting and increase all MDAs 40 feet.

**⚠** MISSED APPROACH: Climbing right turn to 4000 via heading 340° then right turn direct DLF VORTAC and hold.

ASOS <b>118.525</b>	DEL RIO APP CON * <b>119.6 259.1</b>	CLNC DEL <b>120.5</b>	UNICOM <b>122.8 (CTAF) 0</b>
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DEL RIO, TEXAS  
Amdt 1A 10SEP20

29°22'N-100°56'W

DEL RIO INTL (DRT)  
**VOR-A**

SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025

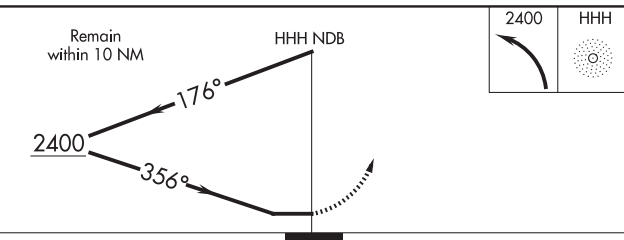
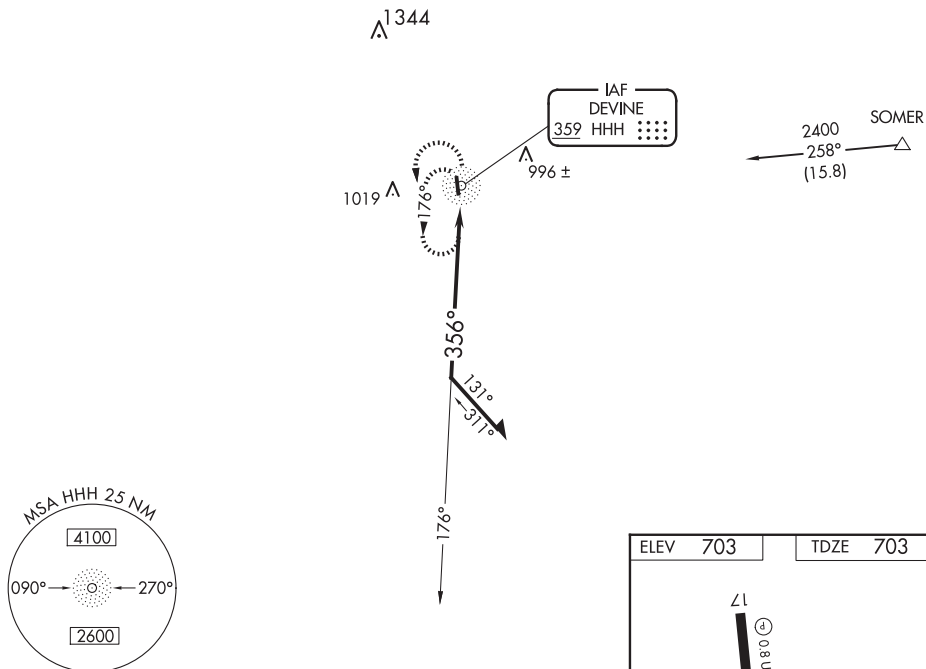




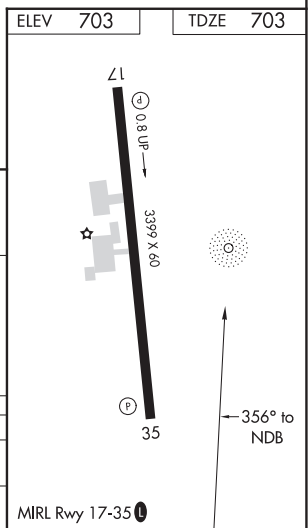
NDB RWY 35  
DEVINE MUNI (23R)

**MISSED APPROACH:** Climbing left turn to 2400 in HHH NDB holding pattern.

CVB AWOS-3 <b>119.25</b>	HOUSTON CENTER <b>134.95 269.4</b>	CTAF <b>122.9 0</b>
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CATEGORY	A	B	C	D
S-35	1340-1	637 (700-1)	NA	
CIRCLING	1380-1	677 (700-1)	NA	



SC-3, 07 AUG 2025 to 02 OCT 2025

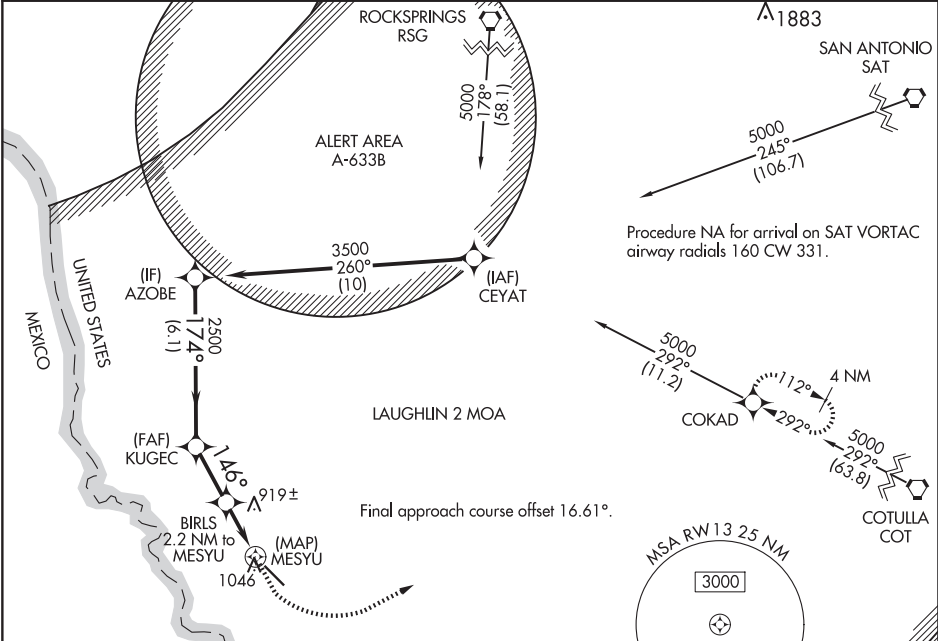
SC-3, 07 AUG 2025 to 02 OCT 2025

WAAS CH <b>65942</b> <b>W13A</b>	APP CRS <b>146°</b>	Rwy Idg TDZE <b>887</b> Apt Elev <b>887</b>	<b>5506</b>
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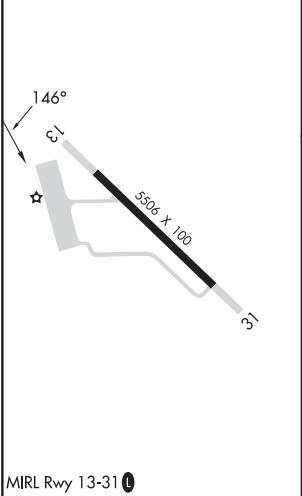
**RNAV (GPS) RWY 13**  
MAVERICK COUNTY MEML INTL (5T9)

RNP APCH. ▼		MISSED APPROACH: Climb to 1600 then climbing left turn to 4000 direct COKAD and hold.	
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AWOS-3 <b>119.175</b>	KDLF ATIS ★ <b>114.4 269.9</b>	DEL RIO APP CON ★ <b>127.75 326.2</b>	UNICOM <b>122.8 (CTAF) 0</b>
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ELEV <b>887</b>	TDZE <b>887</b>
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AZOBE				KUGEK		BIRLS		1600		4000		COKAD	
3500				2500		1780		2.2 NM to MESYU		0.6 NM to MESYU		MESYU	
174°				146°		3.00°		TCH 40		RW13			
6.1 NM				2.3 NM		1.6 NM		0.6		0.5			
CATEGORY		A		B		C		D					
LP MDA		1260-1		373 (400-1)						NA			
LNAV MDA		1360-1		473 (500-1)		1360-1 <sup>3</sup> / <sub>8</sub>		473 (500-1 <sup>3</sup> / <sub>8</sub> )		NA			

EAGLE PASS, TEXAS

AL-126 (FAA)

23334

WAAS CH <b>63207</b> <b>W31A</b>	APP CRS <b>309°</b>	Rwy Idg TDZE <b>882</b> Apt Elev <b>887</b>
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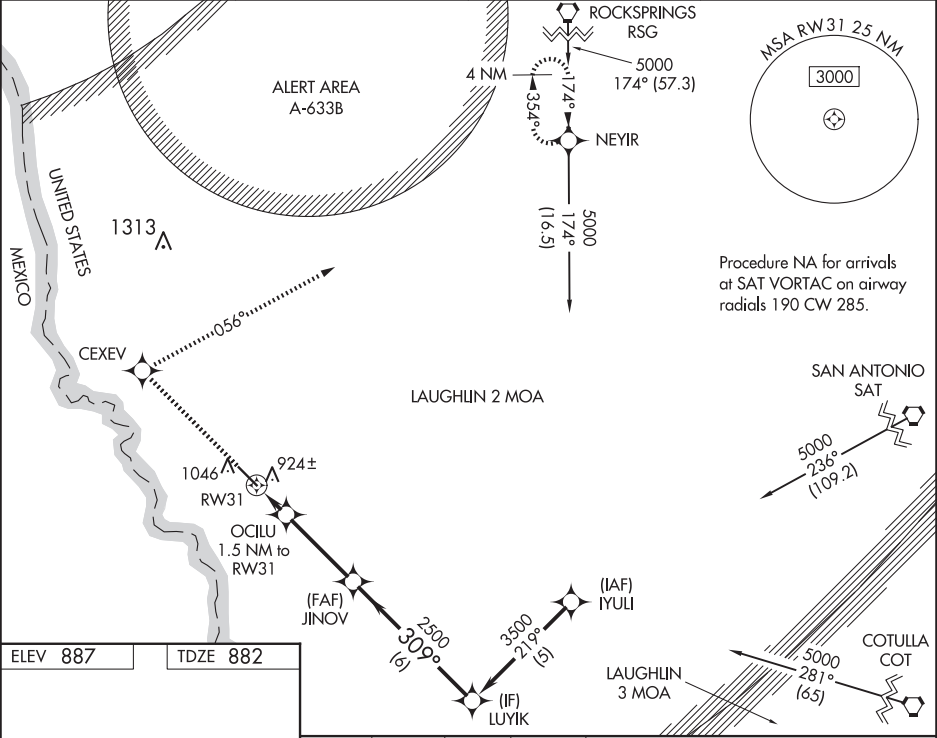
# RNAV (GPS) RWY 31

MAVERICK COUNTY MEML INTL (5T9)

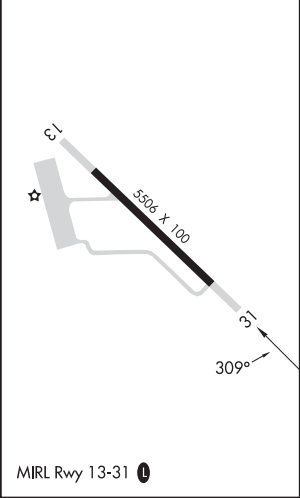
**Baro-VNAV NA.** DME/DME RNP-0.3 NA. Use Laughlin AFB altimeter setting; when not received, use Del Rio Intl altimeter setting.

**MISSED APPROACH:** Climb to 4000 direct CEXEV and via 056° track to NEYIR and hold.

AWOS-3 <b>119.175</b>	KDLF ATIS★ <b>114.4 269.9</b>	DEL RIO APP CON ★ <b>127.75 326.2</b>	UNICOM <b>122.8</b> (CTAF) <b>0</b>
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ELEV <b>887</b>	TDZE <b>882</b>
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4000	CEXEV	NEYIR	Procedure Turn NA	
↑	✧	tr 056°	✧	
*LNAV only.				
CATEGORY	A	B	C	D
LPV DA	1236-1¼	354 (400-1¼)		NA
LNAV/VNAV DA	1298-1½	416 (500-1½)		NA
LNAV MDA	1280-1	398 (400-1)		NA
CIRCLING	1500-1	613 (700-1)	1500-1¾ 613 (700-1¾)	NA

EAGLE PASS, TEXAS  
Orig-A 18AUG16

28°51'N-100°30'W

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

SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025

WAAS  
CH **77901**  
**W14A**

APP CRS  
**138°**

Rwy Idg  
TDZE **75**  
Apt Elev **75**

**RNAV (GPS) RWY 14**

SOUTH TEXAS INTL AT EDINBURG (EBG)

RNP APCH.

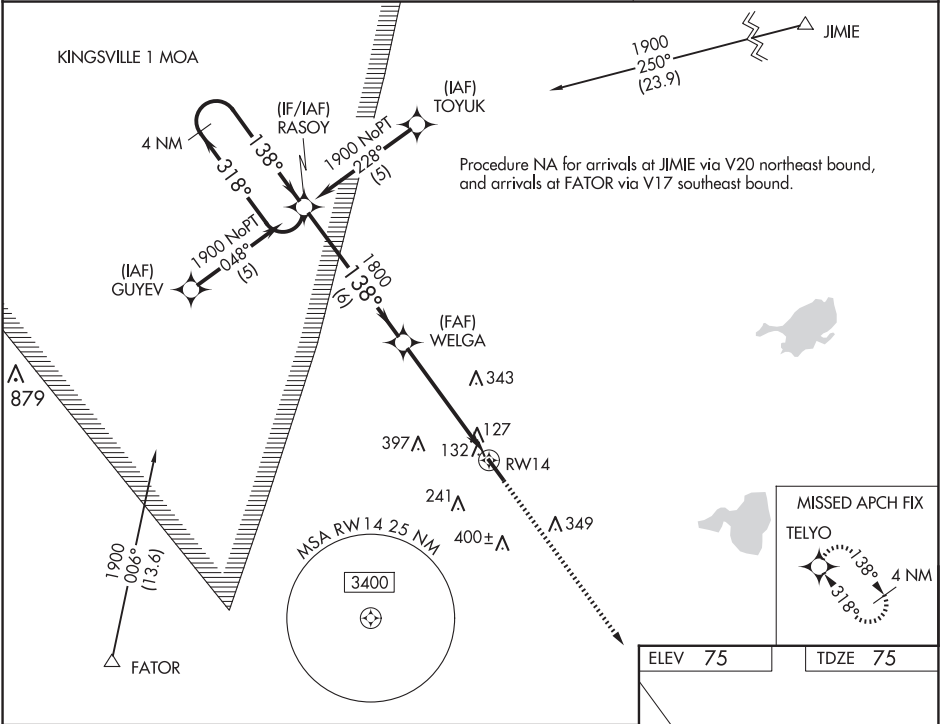
Rwy 14 helicopter visibility reduction below ¾ SM NA.  
For uncompensated Baro-VNAV systems, LNAV/VNAV NA  
below -1.5°C (5°F) or above 48°C (120°F).

MISSED APPROACH: Climb to 1900  
direct TELYO and hold.

AWOS-3PT  
**118.025**

VALLEY APP CON  
**126.55 377.2**

UNICOM  
**122.8 (CTAF) 0**



4 NM  
Holding Pattern

VGSI and RNAV glidepath not coincident  
(VGSI Angle 3.00/TCH 42).

1900  
↑

TELYO

1900  
← 318°  
138° →

GP 3.00°  
TCH 45

138°

WELGA

1800

6 NM

5.2 NM

RWY 14

CATEGORY	A	B	C	D
LPV DA		325-1	250 (300-1)	
LNAV/VNAV DA		441-1¼	366 (400-1¼)	
LNAV MDA		440-1	365 (400-1)	440-1¼ 365 (400-1¼)
CIRCLING	500-1¼ 425 (500-1¼)	620-1¼ 545 (600-1¼)	760-2 685 (700-2)	760-2¼ 685 (700-2¼)

MIRL Rwy 14-32 0

REIL Rwy 14 0

EDINBURG, TEXAS

AL-10218 (FAA)

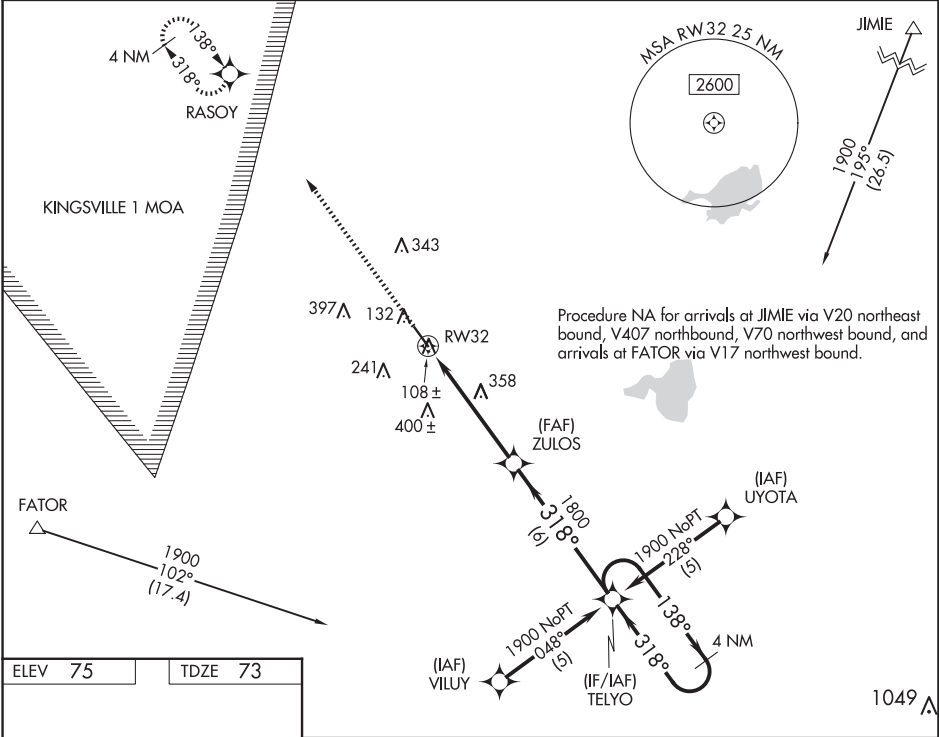
24249

WAAS CH <b>70701</b> <b>W32A</b>	APP CRS <b>318°</b>	Rwy Idg <b>5000</b> TDZE <b>73</b> Apt Elev <b>75</b>
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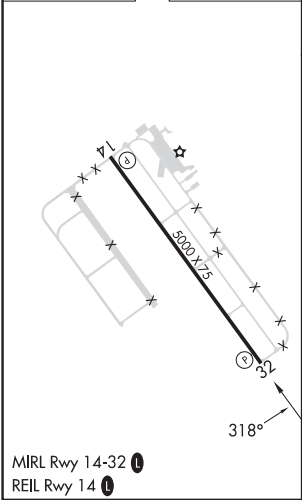
**RNAV (GPS) RWY 32**  
SOUTH TEXAS INTL AT EDINBURG (E.BG)

RNP APCH-GPS.	MISSED APPROACH: Climb to 1900 direct RASOY and hold.
Rwy 32 helicopter visibility reduction below 3/4 SM NA. For uncompensated Baro-VNAV systems LNAV/VNAV NA below -15°C or above 48°C.	

AWOS-3PT <b>118.025</b>	VALLEY APP CON <b>126.55 377.2</b>	UNICOM <b>122.8 (CTAF) 0</b>
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ELEV <b>75</b>	TDZE <b>73</b>
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1900	RASOY	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 45).			
				4 NM Holding Pattern	
*LNAV only.	*1.8 NM to RW32	ZULOS	138°	1900	GP 3.00° TCH 45
			318°		
			1800		
	1.8	3.4 NM	6 NM		
CATEGORY	A	B	C	D	
LPV DA	323-3/4 250 (300-3/4)				
LNAV/VNAV DA	361-1 288 (300-1)				
LNAV MDA	660-1	587 (600-1)	660-1 1/2 587 (600-1 1/2)	660-1 3/4 587 (600-1 3/4)	
CIRCLING	660-1	585 (600-1)	760-2 685 (700-2)	760-2 1/4 685 (700-2 1/4)	

EDINBURG, TEXAS  
Orig-B 11AUG22

26°27'N-98°07'W

SOUTH TEXAS INTL AT EDINBURG (E.BG)  
**RNAV (GPS) RWY 32**

SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025

LOC/DME I-ELP	APP CRS	Rwy Ldg	12020
111.5	222°	TDZE	3950
Chan 52		Apt Elev	3962

ILS or LOC RWY 22

EL PASO INTL (ELP)

RADAR required when R-5103 in use.

⚠

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

⚠

For inop ALS, increase S-LS 22 Cat E visibility to RVR 4000, S-LOC 22 ASR Cats C/D/E to RVR 5500.

MALSR

⚠

⚠

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.

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

The main enroute chart displays the following information:

- Navigation Routes:** R-079, R-191, R-164, R-040, R-058, R-081, R-131.
- Waypoints:** NEWMAN (112.4 EWM, Chan 71), PRISO (I-ELP 14.1), PERS (6800, 259°, 5.7), WHOLE (IAF, 8800, 259°, 11.1), FISPI INT (I-ELP 9), KRUMM INT (I-ELP 5.7), GIFEN (ELP 7), EL PASO (115.2 ELP, Chan 99).
- Obstacles:** 7192, 6812, 6136, 4100, 4038, 4165, 5100, 4090±.
- Localizers:** LOCALIZER 111.5 (I-ELP, Chan 52).
- Other:** Biggs AAF (Fort Bliss), UNITED STATES, MEXICO, R-5103A.

ELEV 3962	D	TDZE 3950
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The detailed approach chart for RWY 22 includes:

- Altitudes:** 4600, 8000, 5900, 5100, 4600.
- Distances:** 0.9, 2.6, 3.4, 5.1 NM.
- Frequencies:** 12020 X 1.50, 5499 X 7.5, 9025 X 1.50, 26L, 26R.
- Other:** 222°, 0.3% DOWN, 0.5% UP, 0.3% DOWN, TWR.

MIRL Rwy 8L-26R	
REIL Rwys 4 and 8R	
HIRL Rwys 4-22 and 8R-26L	
FAF to MAP 3.4 NM	
Knots	60 90 120 150 180
Min:Sec	3:24 2:16 1:42 1:22 1:08

4600	8000	ELP R-081	GIFEN	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 70).	
↑	hdg 050°		△		
Use I-ELP DME when on the localizer course.					
I-ELP 3.1	I-ELP 2.2	KRUMM INT I-ELP 5.7	FISPI INT I-ELP 9	PRISO I-ELP 14.1	
5100	5100	5900	6800		
0.9	2.6 NM	3.4 NM	5.1 NM	GS 3.00° TCH 55	
CATEGORY	A	B	C	D	E
S-ILS 22	4150/24 200 (200-½)				
S-LOC 22	4300/24	350 (400-½)	4300/30	350 (400-¾)	
Ⓢ CIRCLING	4420-1 458 (500-1)	4440-1 478 (500-1)	4480-1½ 518 (600-1½)	4680-2¼ 718 (800-2¼)	4700-2½ 738 (800-2½)

EL PASO, TEXAS

Amtd 33 29DEC22

31°48'N-106°23'W

143

EL PASO INTL (ELP)

ILS or LOC RWY 22

SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025

EL PASO, TEXAS

AL-134 (FAA)

25163

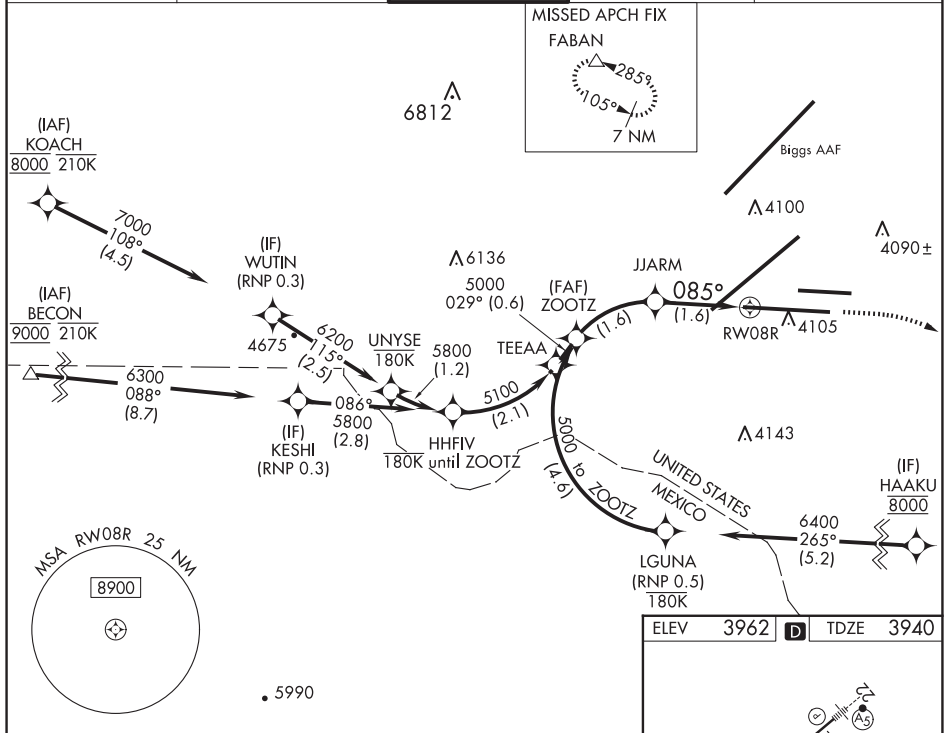
APP CRS <b>085°</b>	Rwy Ldg TDZE Apt Elev	<b>9025</b> <b>3940</b> <b>3962</b>
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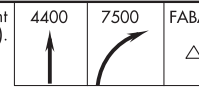
# RNAV (RNP) X RWY 8R

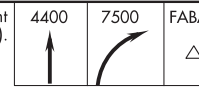
EL PASO INTL (ELP)

RNP AR APCH. RF required.		MISSED APPROACH: Climb to 4400 then climbing right turn to 7500 direct FABAN and hold.
ASR	For uncompensated Baro-VNAV systems, procedure NA below -5°C or above 54°C.	

D-ATIS <b>120.0 254.3</b>	EL PASO APP CON <b>124.25 298.85</b>	EL PASO TOWER <b>118.3 239.275</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>125.0 379.1</b>
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VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 75).					4400	7500	FABAN
ZOOTZ 5000					JJARM 4487		
5000							
GP 3.00° TCH 50							
See planview for multiple IF locations.							
CATEGORY	A	B	C	D			
RNP 0.20 DA	4193-¾		253 (300-¾)				
RNP 0.30 DA	4234-⅞		294 (300-⅞)				
AUTHORIZATION REQUIRED							




085°

1.6 NM

1.6 NM

RW08R



085°

1.6 NM

1.6 NM

RW26L

MIRL Rwy 8L-26R

HIRL Rwy 4-22 and 8R-26L

REIL Rwy 4 and 8R

EL PASO, TEXAS  
Orig 30JAN20

31°48'N-106°23'W

EL PASO INTL (ELP)  
RNP (RNP) X RWY 8R

SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025



APP CRS	Rwy Ldg	12020
042°	TDZE	3923
	Apt Elev	3962

RNAV (RNP) Y RWY 4

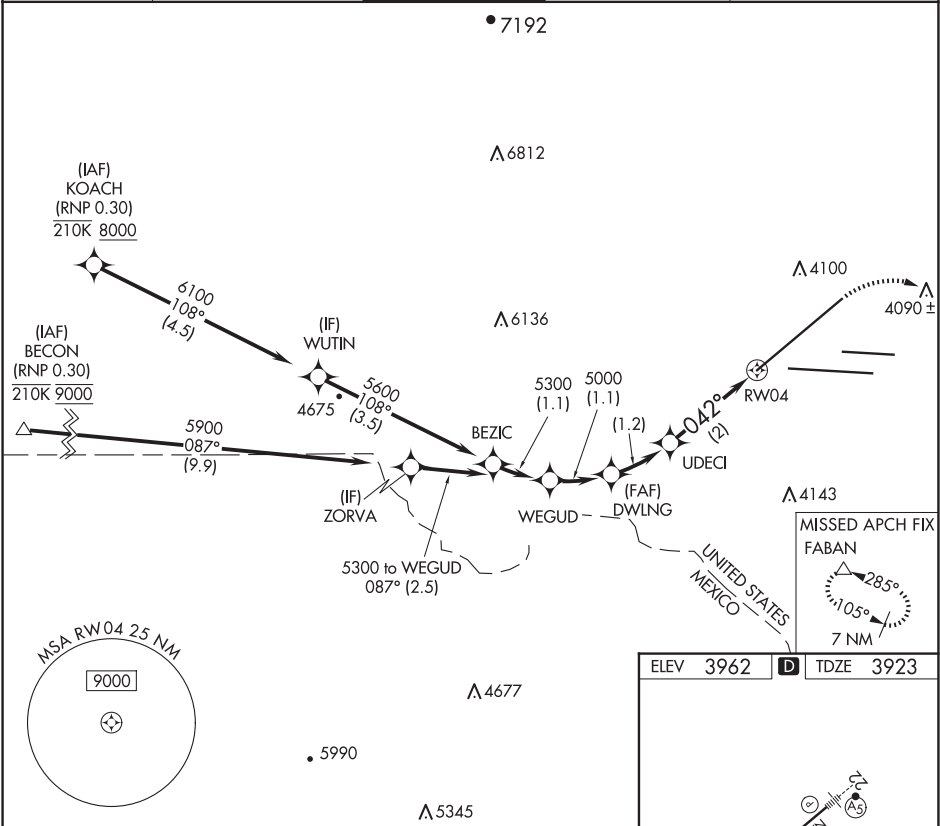
EL PASO INTL (ELP)

RNP AR APCH. RF required.

▼ For uncompensated Baro-VNAV systems, procedure NA below -22°C ASR or above 54°C.

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

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



WEGUD See planview for multiple IF locations. 4400 7500 FABAN

5300 DWLNG 5000 UDECI 4618 RW04

GP 3.00° TCH 55

1.1 NM 1.2 NM 2 NM

CATEGORY	A	B	C	D
RNP 0.20 DA	4271/55		348 (400-1)	
RNP 0.30 DA	4340/60		417 (400-1¼)	

AUTHORIZATION REQUIRED

ELEV 3962 TDZE 3923

12020 X 150 0.5% DOWN 0.3% DOWN 5499 X 75 9025 X 150 0.5% UP 0.3% DOWN TWR

MIRL Rwy 8L-26R  
REIL Rwy 4 and 8R  
HIRL Rwy 4-22 and 8R-26L

EL PASO, TEXAS

AL-134 (FAA)

25163

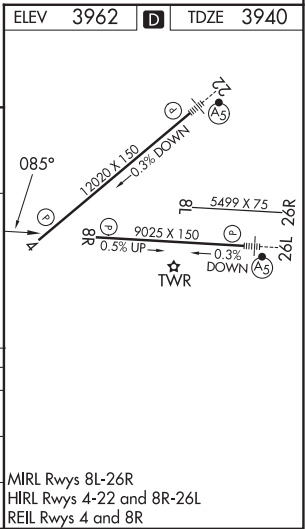
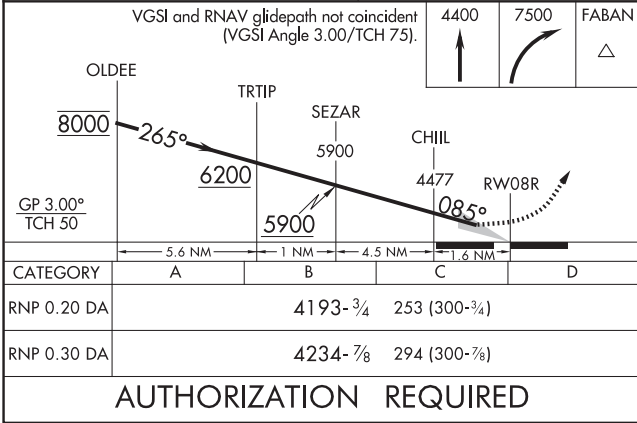
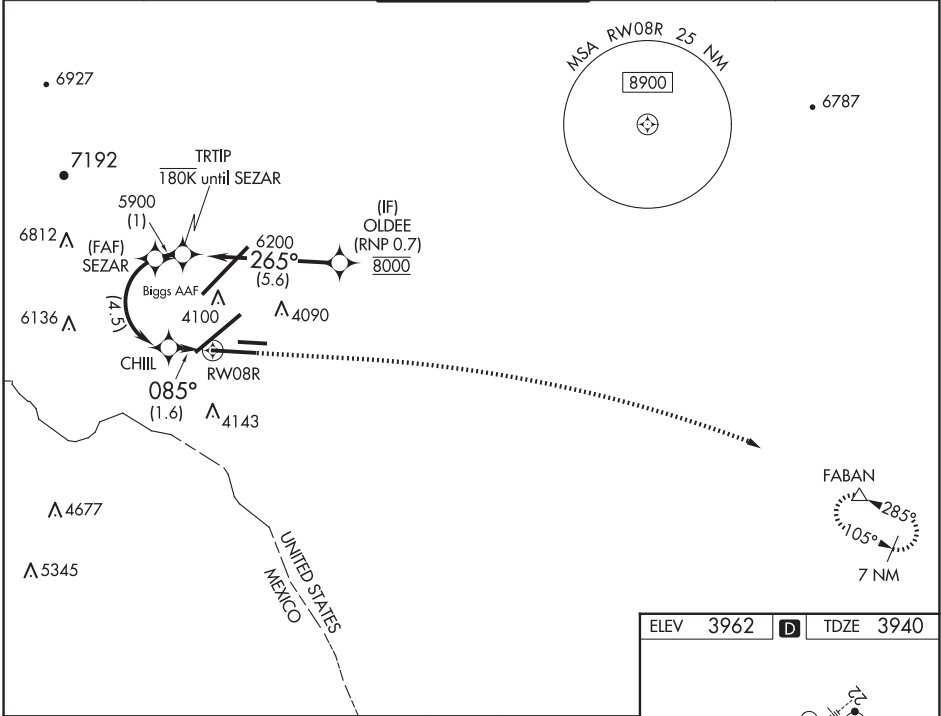
APP CRS	Rwy Ldg	9025
085°	TDZE	3940
	Apt Elev	3962

RNAV (RNP) Y RWY 8R

EL PASO INTL (ELP)

RNP AR APCH. RF required.	MISSED APPROACH: Climb to 4400 then climbing right turn to 7500 direct FABAN and hold.
<div><div>T</div><div>For uncompensated Baro-VNAV systems, procedure NA below -5°C or above 54°C.</div></div> <div>ASR</div>	

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



EL PASO, TEXAS  
Orig 30JAN20

31°48'N-106°23'W

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

SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025

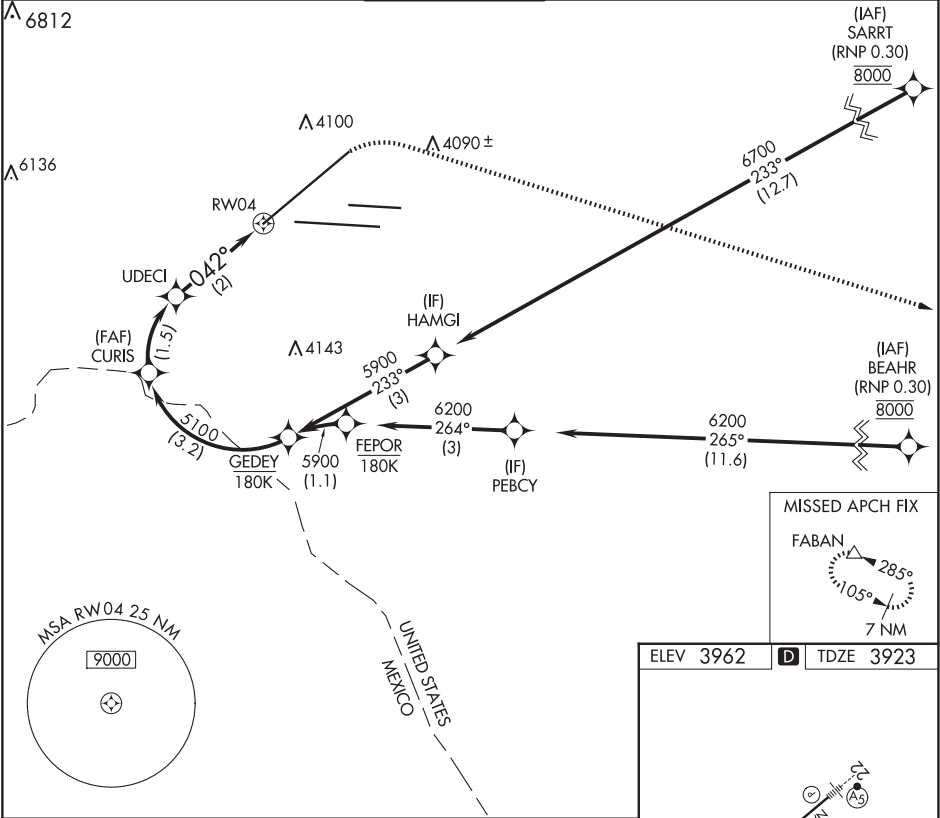
APP CRS	Rwy Ldg	12020
042°	TDZE	3923
	Apt Elev	3962

RNAV (RNP) Z RWY 4

EL PASO INTL (ELP)

RNP AR APCH. RF required.		MISSED APPROACH: Climb to 4400 then climbing right turn to 7500 direct FABAN and hold.
ASR	For uncompensated Baro-VNAV systems, procedure NA below -5°C or above 54°C.	

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



See planview for multiple IF locations.

GEDEY 5900

CURIS 5100

UDECI 4618

RW04 042°

GP 3.00° TCH 55

3.2 NM, 1.5 NM, 2 NM

CATEGORY	A	B	C	D
RNP 0.20 DA	4282/55 359 (400-1)			
RNP 0.30 DA	4352-1 ¼ 429 (400-1¼)			

**AUTHORIZATION REQUIRED**

ELEV 3962 **D** TDZE 3923

MIRL Rwy 8L-26R

REIL Rwy 4 and 8R

HIRL Rwy 4-22 and 8R-26L

12020 X 150 0.3% DOWN

5499 X 75 0.5% UP

9025 X 150 0.3% DOWN

TWR

042°

SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025

EL PASO, TEXAS

AL-134 (FAA)

25163

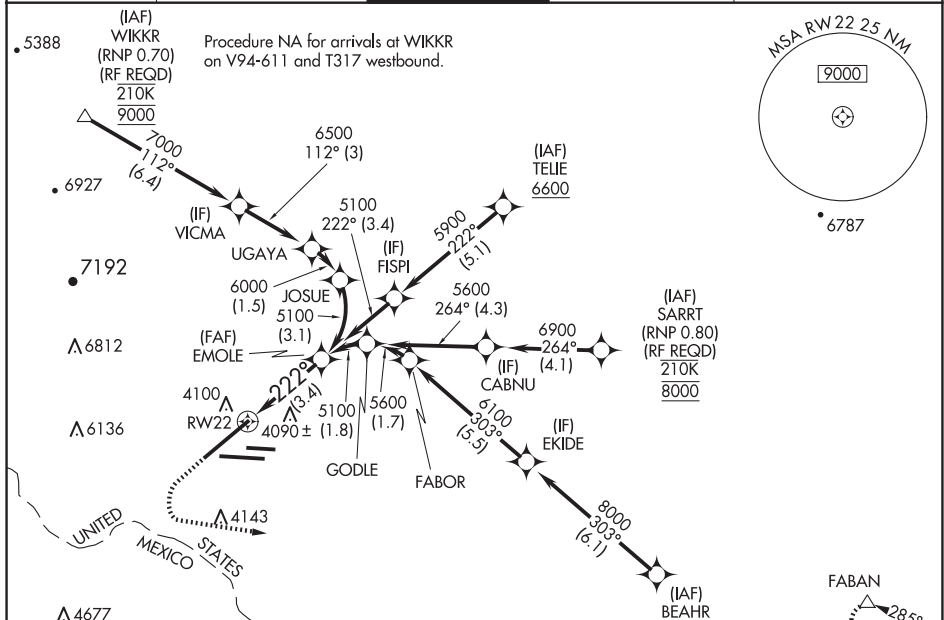
APP CRS	Rwy Ldg	12020
222°	TDZE	3950
	Apt Elev	3962

# RNAV (RNP) Z RWY 22

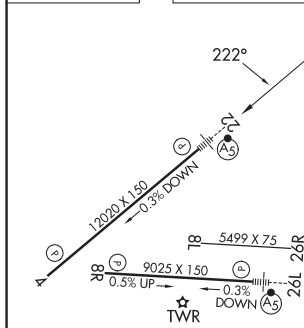
EL PASO INTL (ELP)

RNP AR APCH.	MALSR	MISSED APPROACH: Climb to 4400 then climbing left turn to 7500 direct FABAN and hold.
▼ For uncompensated Baro-VNAV systems, procedure NA below -8°C or above 54°C. For inop ALS, increase RNP 0.10 all Cats visibility to RVR 4000 and RNP 0.30 all Cats visibility to RVR 4500.	AS	

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



ELEV	3962	TDZE	3950
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4400 ↑	7500 ↙	FABAN △	EMOLE 5100	
VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 70).				
RW22 ↙				
See planview for multiple IF locations.				
3.4 NM				
CATEGORY	A	B	C	D
RNP 0.10 DA	4200/24		250 (300-½)	
RNP 0.30 DA	4270/27		320 (400-⅝)	

MIRL Rwy 8L-26R  
REIL Rws 4 and 8R  
HIRL Rws 4-22 and 8R-26L

EL PASO, TEXAS  
Amdt 1B 05NOV20

31°48'N-106°23'W

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

SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025

APP CRS  
265°

Rwy Ldg  
TDZE  
Apt Elev

9025  
3962  
3962

RNAV (RNP) Z RWY 26L

EL PASO INTL (ELP)

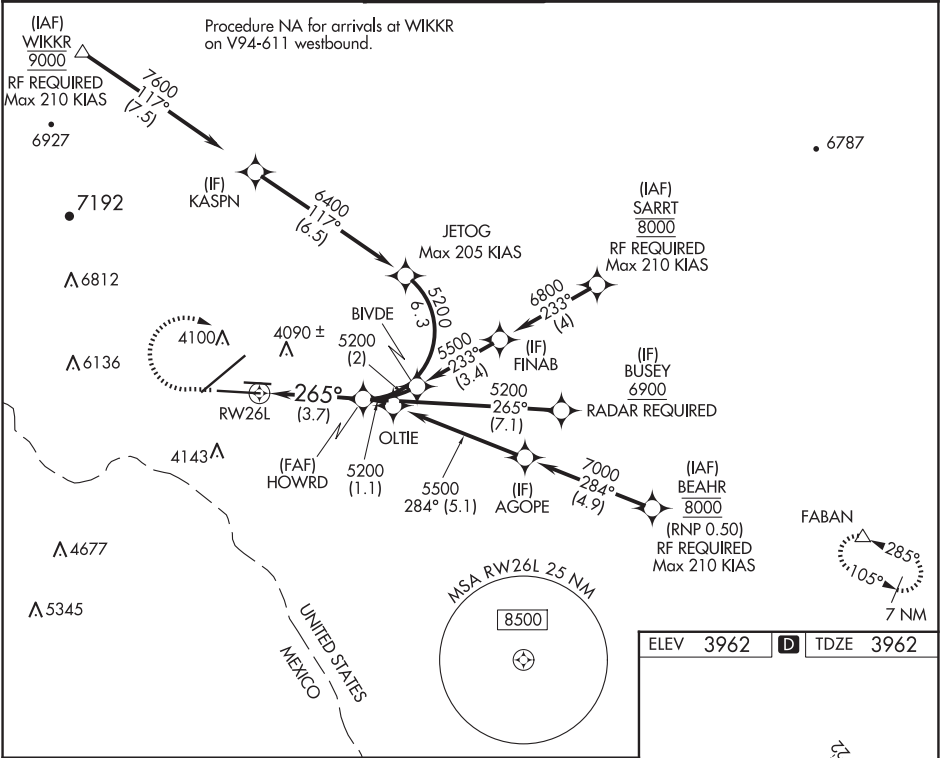
ASR

For uncompensated Baro-VNAV systems, procedure NA below -8°C (18°F) or above 50°C (122°F). For inop MALS, increase RNP 0.30 visibility all Cats to 1 mile. GPS Required.

MALS

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

D-ATIS 120.0 254.3	EL PASO APP CON 124.25 298.85	EL PASO TOWER 118.3 239.275	GND CON 121.9 348.6	CLNC DEL 125.0 379.1
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4400 7500 FABAN

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

See planview for multiple IF locations.

HOWRD

GP 3.00° TCH 55

3.7 NM

CATEGORY	A	B	C	D
RNP 0.30 DA	4275-½ 313 (400-½)			

AUTHORIZATION REQUIRED

ELEV 3962 TDZE 3962

MIRL Rwy 8L-26R  
REIL Rwys 4 and 8R  
HIRL Rwys 4-22 and 8R-26L

EL PASO, TEXAS

AL-134 (FAA)

25163

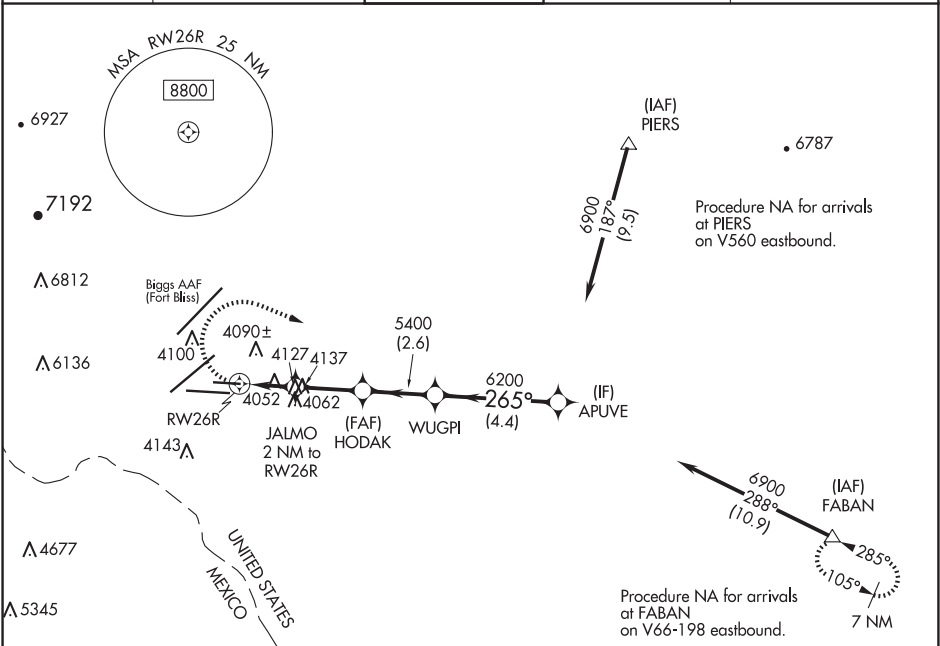
APP CRS	Rwy Ldg	5499
265°	TDZE	3950
	Apt Elev	3962

RNAV (GPS) RWY 26R

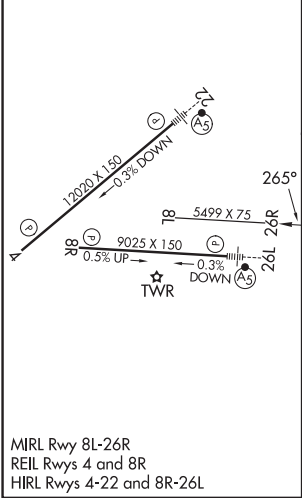
EL PASO INTL (ELP)



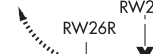

RNP APCH-GPS.	MISSED APPROACH: Climbing right turn 7500 direct FABAN and hold.
ASR	Circling NA for Cat D north of Rwy 26R and northwest of Rwy 4. Rwy 26R helicopter visibility reduction below ¾ SM NA.

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



ELEV 3962	D	TDZE 3950
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	FABAN 				
		JALMO 2 NM to RW26R	HODAK  ≤ 3.00° TCH 45°	WUGPI  6200	APUVE  6900
1.3 NM		0.7	2.4 NM	2.6 NM	4.4 NM
CATEGORY	A	B	C	D	
LN AV MDA	4400-1	450 (500-1)	4400-1 <sup>3</sup> / <sub>8</sub>	450 (500-1 <sup>3</sup> / <sub>8</sub> )	
 CIRCLING	4420-1 458 (500-1)	4440-1 478 (500-1)	4480-1 <sup>1</sup> / <sub>2</sub> 518 (600-1 <sup>1</sup> / <sub>2</sub> )	4680-2 <sup>1</sup> / <sub>4</sub> 718 (800-2 <sup>1</sup> / <sub>4</sub> )	

EL PASO, TEXAS  
Amdt 1A 29DEC22

31°48'N-106°23'W

EL PASO INTL (ELP)

RNAV (GPS) RWY 26R

SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025

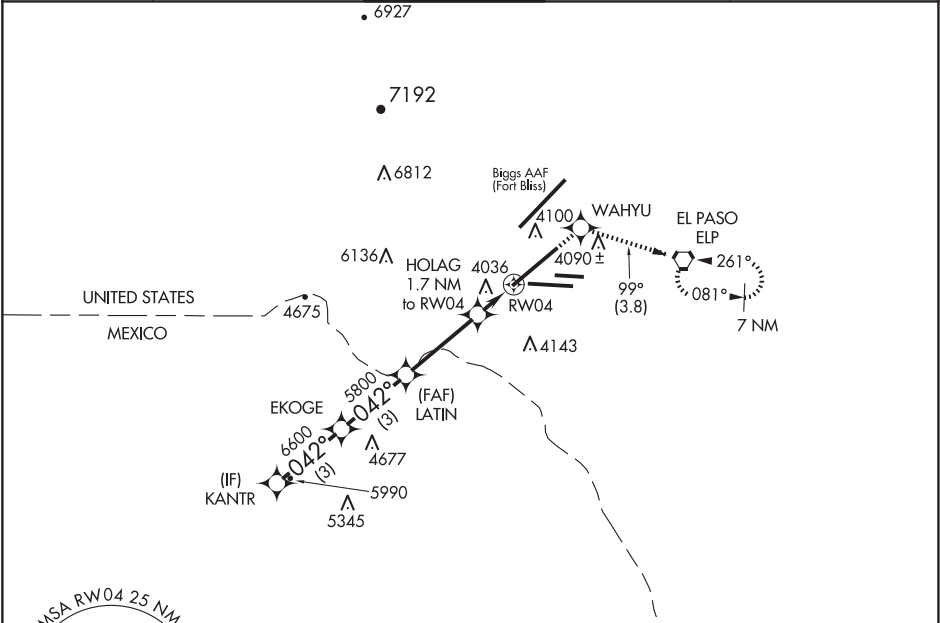
APP CRS <b>042°</b>	Rwy Ldg TDZE Apt Elev <b>12020 3923 3962</b>
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RNAV (GPS) X RWY 4

EL PASO INTL (ELP)

RNP APCH-GPS. ASR 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.
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D-ATIS <b>120.0 254.3</b>	EL PASO APP CON <b>124.25 298.85</b>	EL PASO TOWER <b>118.3 239.275</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>125.0 379.1</b>
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**RNAV (GPS) X RWY 4**

**Altitudes:** 7500, 6600, 5800, 4580, 4320/55, 397 (400-1), 4320/60, 397 (400-1½)

**Distances:** 3 NM, 3 NM, 3.3 NM, 0.6 NM, 1.1 NM

**Angles:** 042°, 3.42° TCH 55

**Obstacles:** 6900 WAHYU tr 099° ELP

**Procedure:** VGSi and descent angles not coincident (VGSi Angle 3.00/TCH 55). Missed approach: 6900 WAHYU tr 099° ELP.

CATEGORY	A	B	C	D
LNAV MDA	4320/55	397 (400-1)	4320/60	397 (400-1½)
CIRCLING	4420-1 458 (500-1)	4460-1 498 (500-1)	4480-1½ 518 (600-1½)	4680-2¼ 718 (800-2¼)

**ELEV 3962** **D** **TDZE 3923**

**Altitudes:** 4580, 4320/55, 397 (400-1), 4320/60, 397 (400-1½)

**Distances:** 1.1 NM, 0.6 NM, 3.3 NM, 0.6 NM, 1.1 NM

**Angles:** 042°, 3.42° TCH 55

**Obstacles:** 6900 WAHYU tr 099° ELP

**Procedure:** VGSi and descent angles not coincident (VGSi Angle 3.00/TCH 55). Missed approach: 6900 WAHYU tr 099° ELP.

CATEGORY	A	B	C	D
LNAV MDA	4320/55	397 (400-1)	4320/60	397 (400-1½)
CIRCLING	4420-1 458 (500-1)	4460-1 498 (500-1)	4480-1½ 518 (600-1½)	4680-2¼ 718 (800-2¼)

**MIRL Rwy 8L-26R**  
**REIL Rwys 4 and 8R**  
**HIRL Rwys 4-22 and 8R-26L**

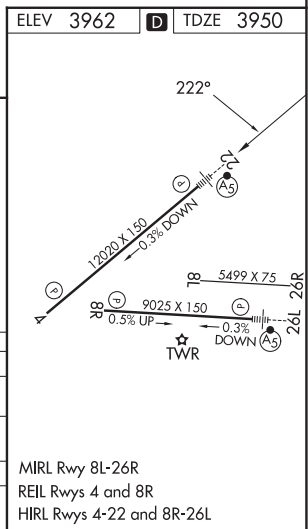
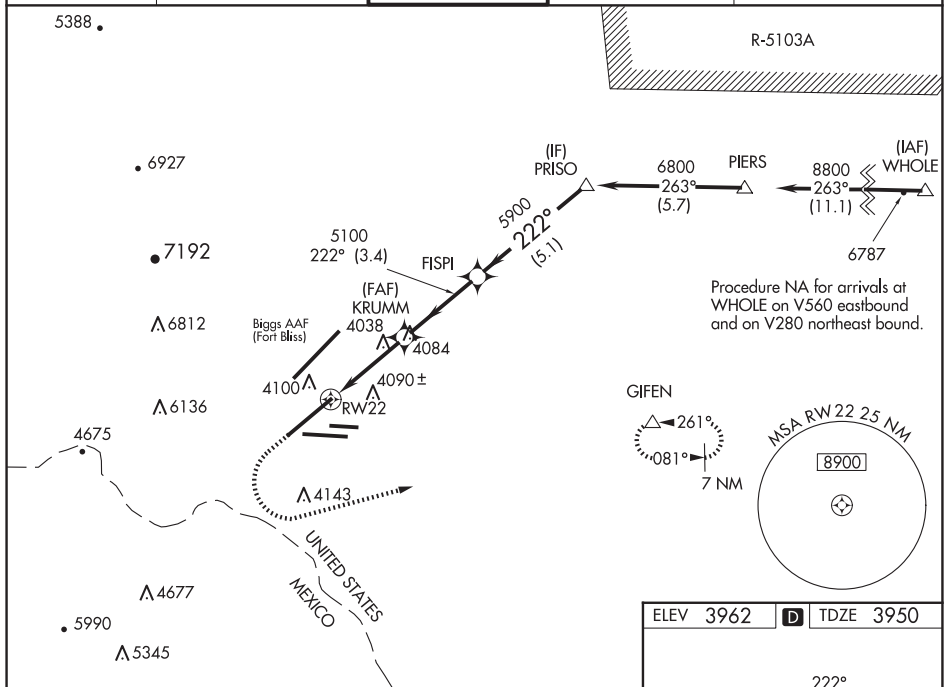
RNAV (GPS) Y RWY 22  
EL PASO INTL (ELP)

**T** Circling NA for Cat D north of Rwy 26R and northwest of Rwy 4.  
**A** For uncompensated Baro-VNAV systems, LNAV/VNAV NA  
 ASR 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.



**MISSED APPROACH:** Climb to 4600 then climbing left turn to 8000 direct GIFEN and hold, continue climb-in-hold to 8000.

D-ATIS 120.0 254.3	EL PASO APP CON 124.25 298.85	EL PASO TOWER 118.3 239.275	GND CON 121.9 348.6	CLNC DEL 125.0 379.1
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SC-3, 07 AUG 2025 to 02 OCT 2025



WAAS CH <b>40223</b> <b>W26A</b>	APP CRS <b>265°</b>	Rwy Ldg TDZE Apt Elev	<b>9025</b> <b>3962</b> <b>3962</b>
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RNAV (GPS) Y RWY 26L  
EL PASO INTL (ELP)

RNP APCH-GPS.

▼

▲

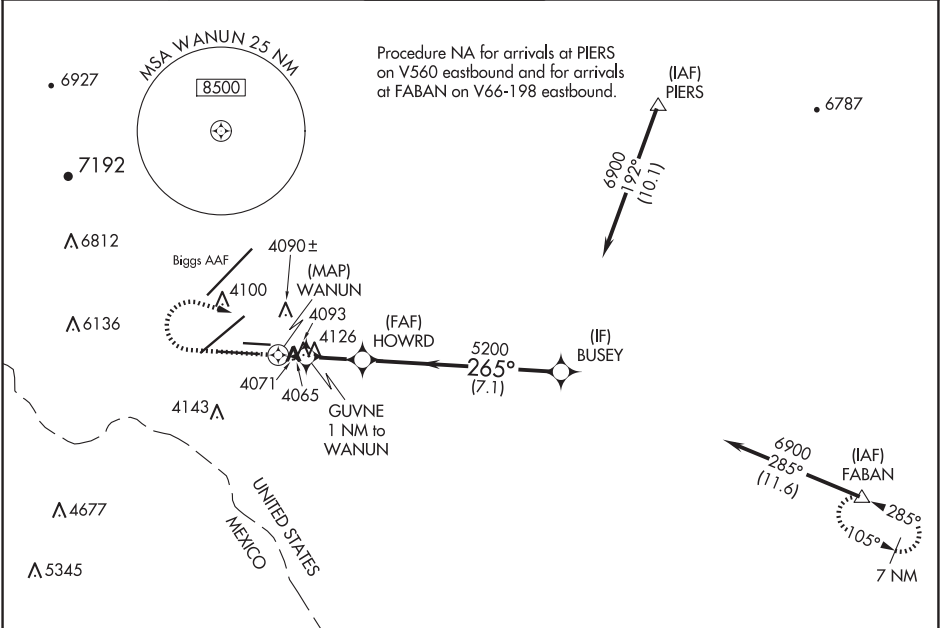
ASR

Circling NA for Cat D west of Rwy 4-22. For inop ALS, increase LP and LNAV Cat A/B visibility to 1 SM, and Cat C/D to 1½ SM.

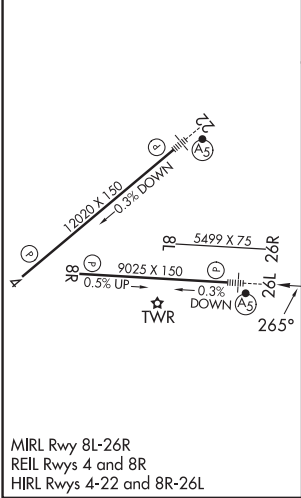
MALSR




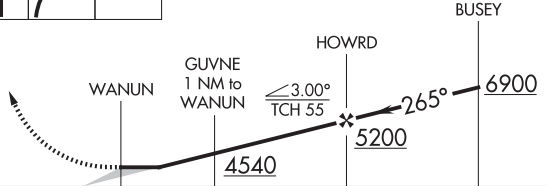
MISSED APPROACH: Climb to 4380 then climbing right turn to 7500 direct FABAN and hold.

D-ATIS <b>120.0 254.3</b>	EL PASO APP CON <b>124.25 298.85</b>	EL PASO TOWER <b>118.3 239.275</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>125.0 379.1</b>
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ELEV 3962	<b>D</b>	TDZE 3962
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4380	7500	FABAN	VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 75).			
						
CATEGORY			A	B	C	D
LP MDA			4380-¾ 418 (500-¾)			
LNAV MDA			4380-¾ 418 (500-¾)			
CIRCLING			4420-1 458 (500-1)	4440-1 478 (500-1)	4480-1½ 518 (600-1½)	4680-2¼ 718 (800-2¼)

SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025

EL PASO, TEXAS

AL-134 (FAA)

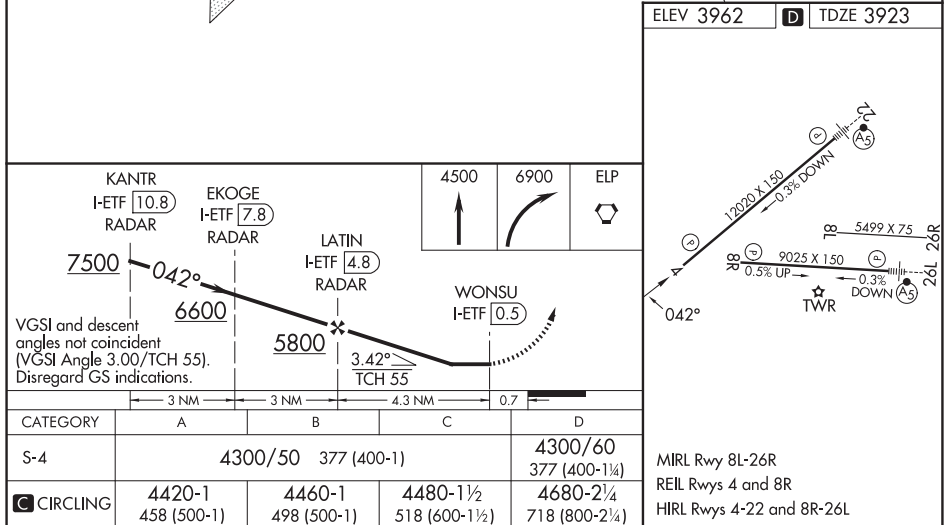
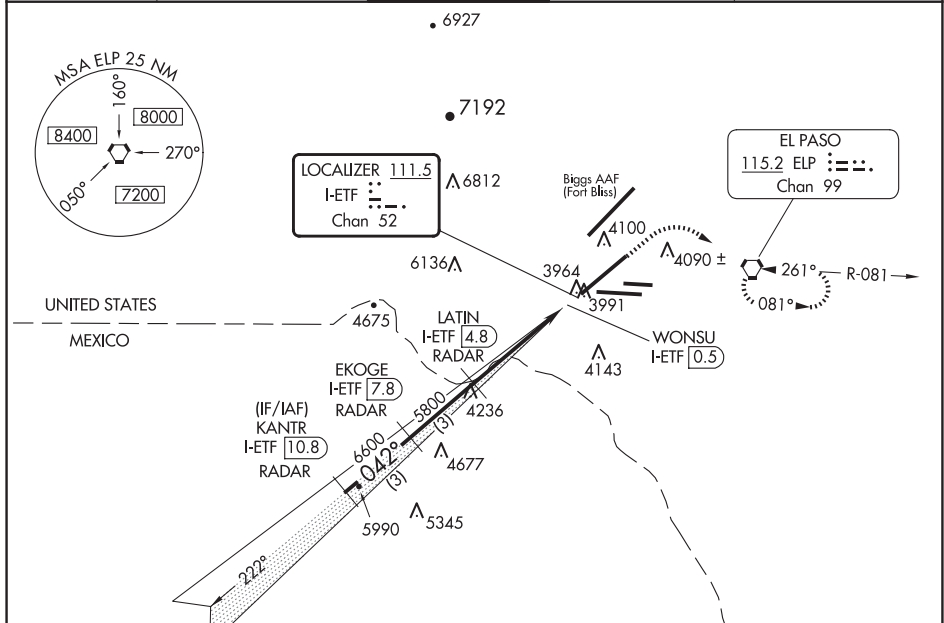
25163

LOC/DME I-ETF <b>111.5</b> Chan <b>52</b>	APP CRS <b>042°</b>	Rwy Ldg TDZE <b>3923</b> Apt Elev <b>3962</b>
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LOC/DME RWY 4  
EL PASO INTL (ELP)

RADAR required for procedure entry.		MISSED APPROACH: Climb to 4500 then climbing right turn to 6900 direct ELP VORTAC and hold, continue climb-in-hold to 6900.
<div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div><div></div><div></div></div><div><div></div><div></div></div></div></div><div>ASR</div></div>	Circling NA for Cat D north of Rwy 26R and northwest of Rwy 4.	

D-ATIS <b>120.0 254.3</b>	EL PASO APP CON <b>124.25 298.85</b>	EL PASO TOWER <b>118.3 239.275</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>125.0 379.1</b>
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EL PASO, TEXAS  
Amdt 3C 29DEC22

31°48'N-106°23'W

EL PASO INTL (ELP)  
LOC/DME RWY 4

SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025

VORTAC ELP	APP CRS	Rwy Ldg	9025
115.2	245°	TDZE	3962
Chan 99		Apt Elev	3962

VOR RWY 26L

EL PASO INTL (ELP)

⚠

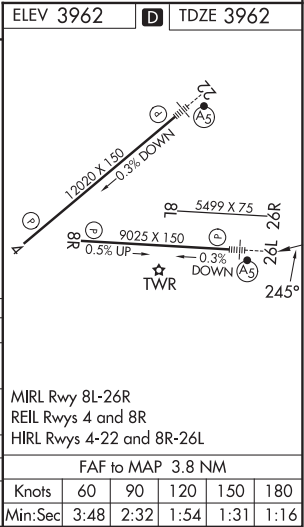
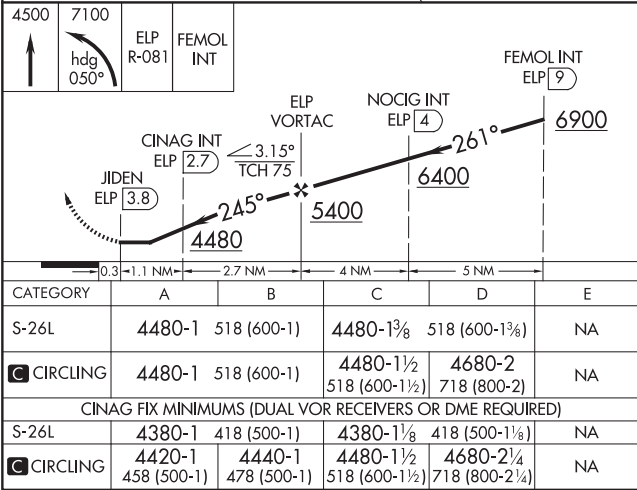
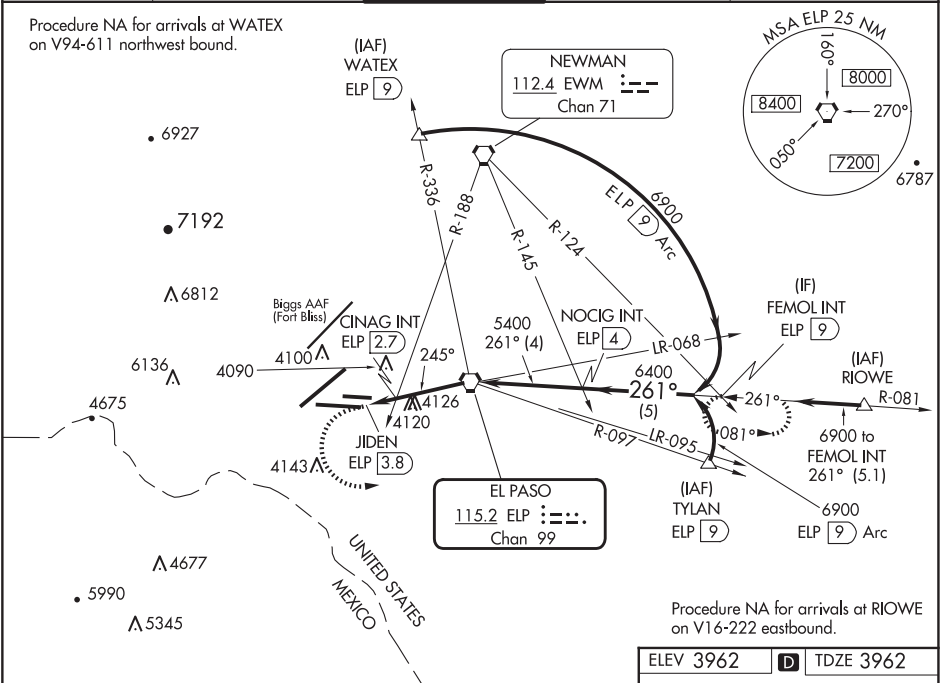
ASR

Inop table does not apply to S-26L and CINAG fix minimums S-26L. Circling NA for Cat D northwest of Rwy 4-22.

MAISR

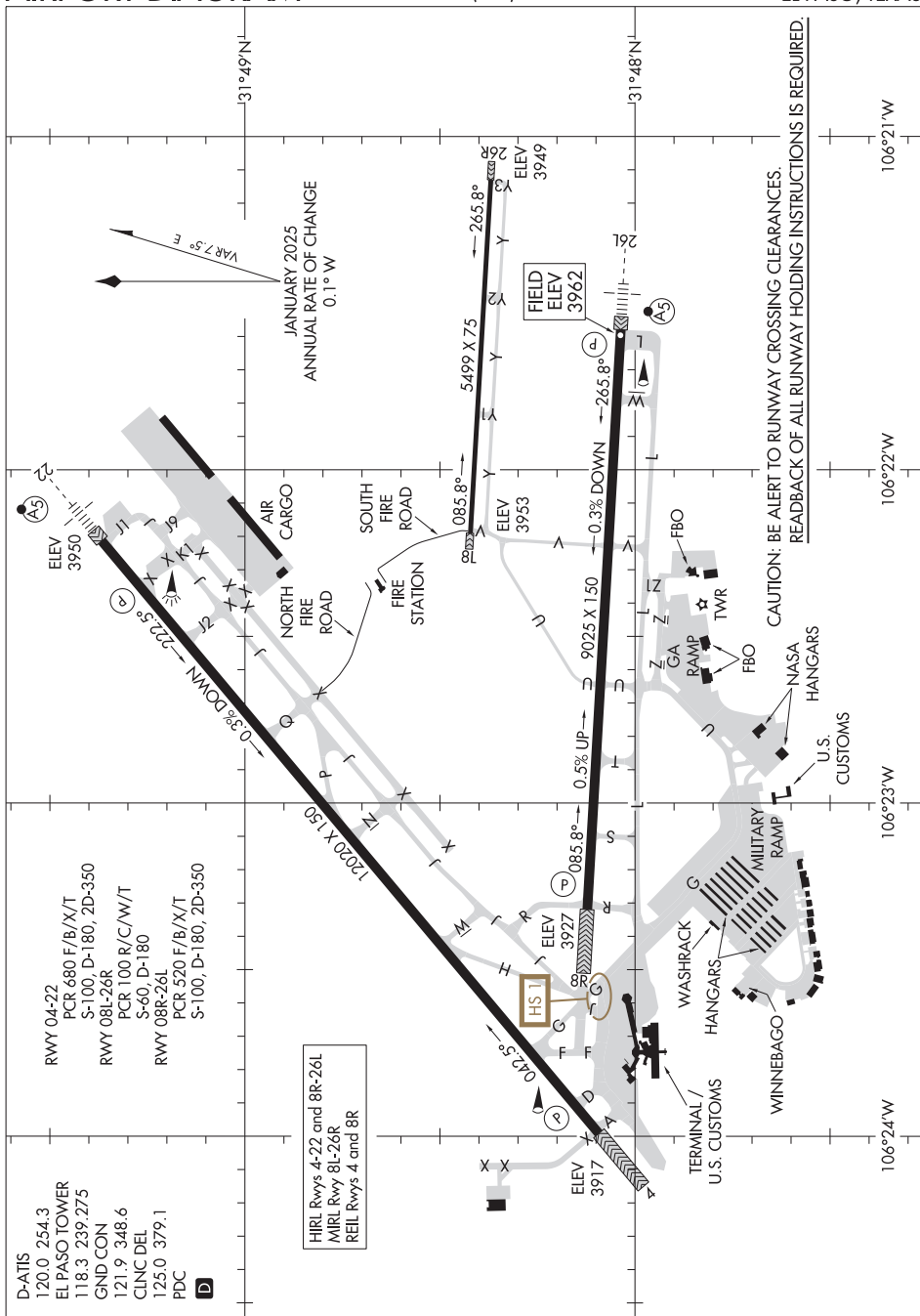
MISSED APPROACH: Climb to 4500 then climbing left turn to 7100 on heading 050° and on ELP VORTAC R-081 to FEMOL INT/9 DME and hold.

D-ATIS	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



## AL-134 (FAA)

EL PASO INTL (ELP)  
EL PASO, TEXAS

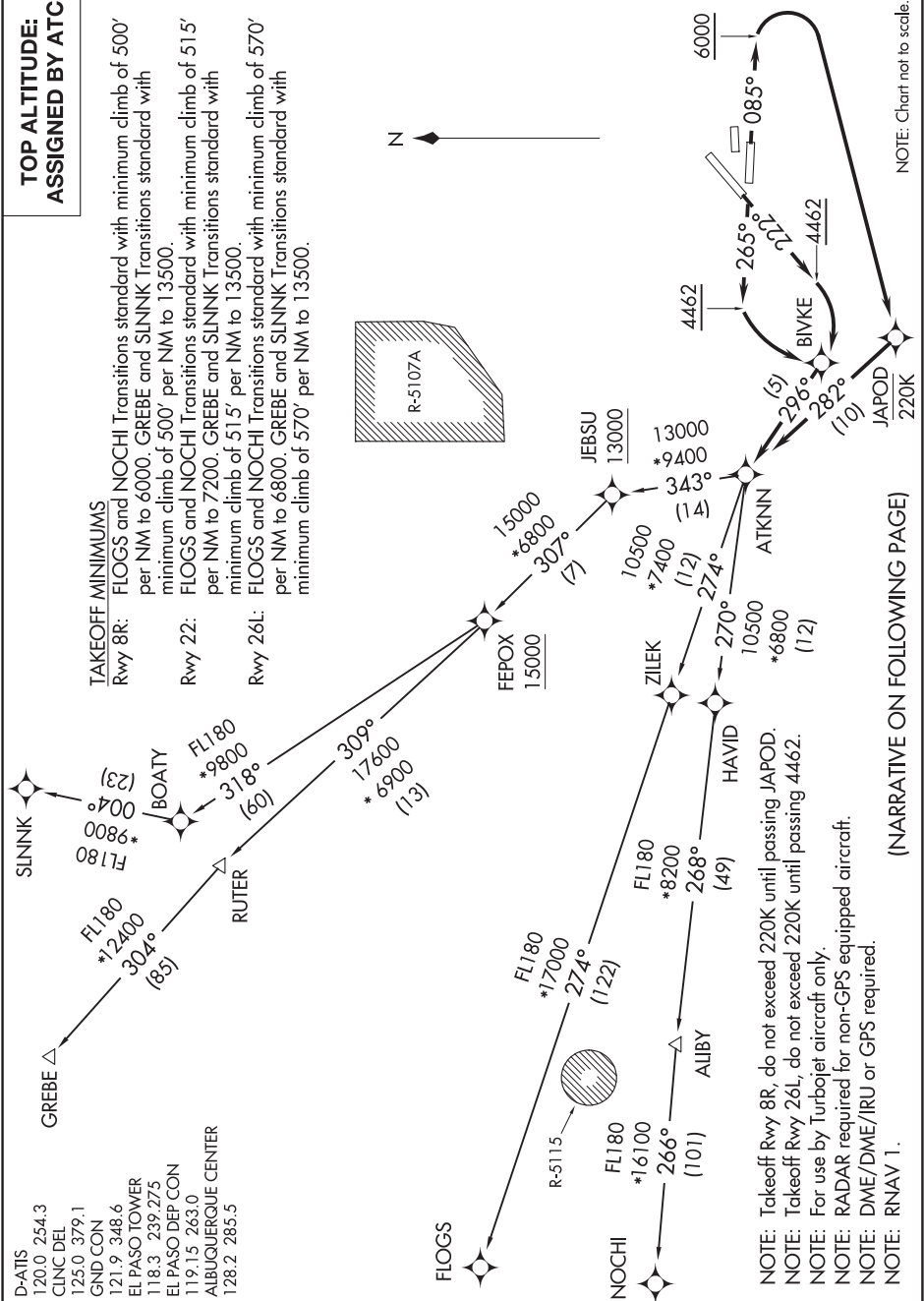


SC-3, 07 AUG 2025 to 02 OCT 2025

## AIRPORT DIAGRAM

EL PASO, TEXAS  
EL PASO INTL (ELP)

SC-3, 07 AUG 2025 to 02 OCT 2025



(ATKNN5.ATKNN) 18032

ATKNN FIVE DEPARTURE (RNAV)

AL-134 (FAA)

EL PASO INTL (ELP)  
EL PASO, TEXAS



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 8R: Climb heading 085° to 6000, then right turn direct JAPOD, then on depicted route to ATKNN, thence . . .

TAKEOFF RWY 22: Climb heading 222° to 4462, then right turn direct BIVKE, then on depicted route to ATKNN, thence . . .

TAKEOFF RWY 26L: Climb heading 265° to 4462, then left turn direct BIVKE, then on depicted route to ATKNN, thence . . .

. . . (transition). Maintain altitude as assigned by ATC, expect filed altitude 10 minutes after departure.

FLOGS TRANSITION (ATKNN5.FLOGS)

GREBE TRANSITION (ATKNN5.GREBE)

NOCHI TRANSITION (ATKNN5.NOCHI)

SLNKK TRANSITION (ATKNN5.SLNKK)

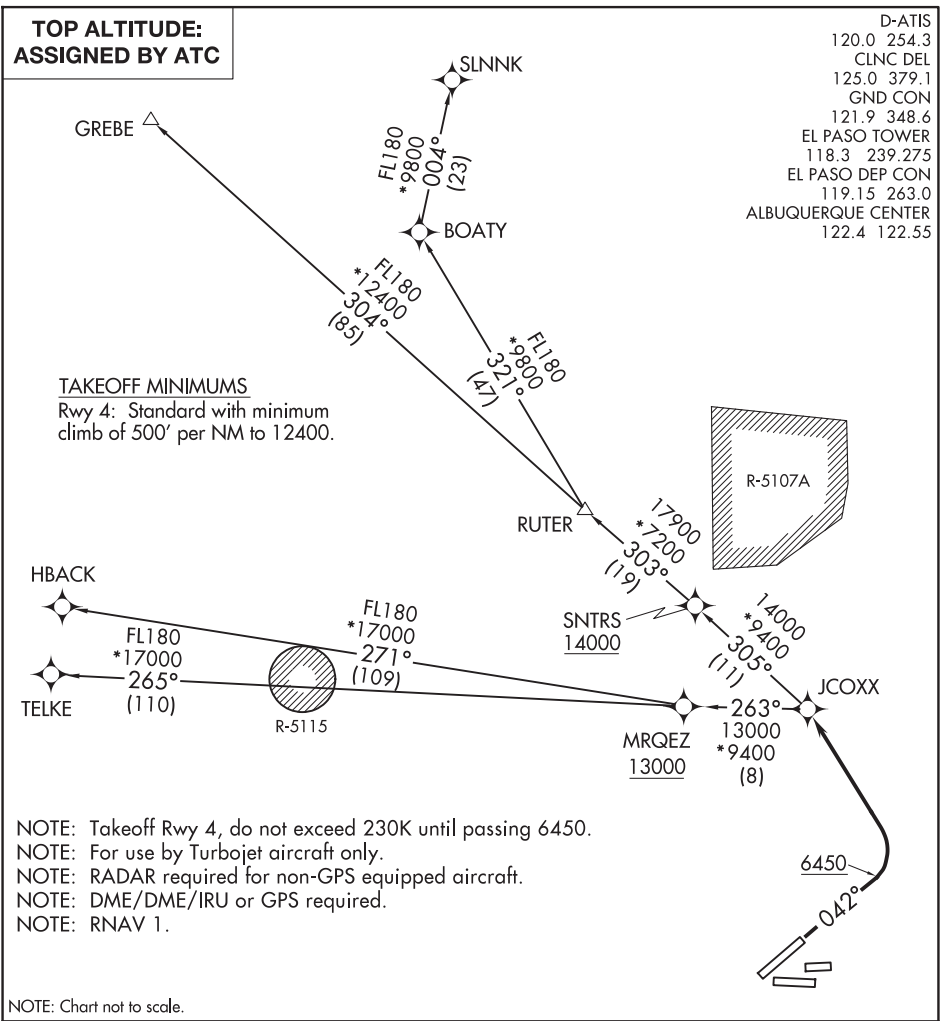
SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025

ATKNN FIVE DEPARTURE (RNAV)

(ATKNN5.ATKNN) 21JUL16

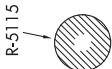
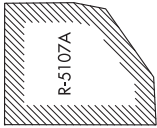
EL PASO, TEXAS  
EL PASO INTL (ELP)



D-ATIS  
120.0 254.3  
CINC DEL  
125.0 379.1  
GND CON  
121.9 348.6  
EL PASO TOWER  
118.3 239.275  
EL PASO DEP CON  
119.15 263.0  
ALBUQUERQUE CENTER  
135.875 292.15

TOP ALTITUDE:  
ASSIGNED BY ATC

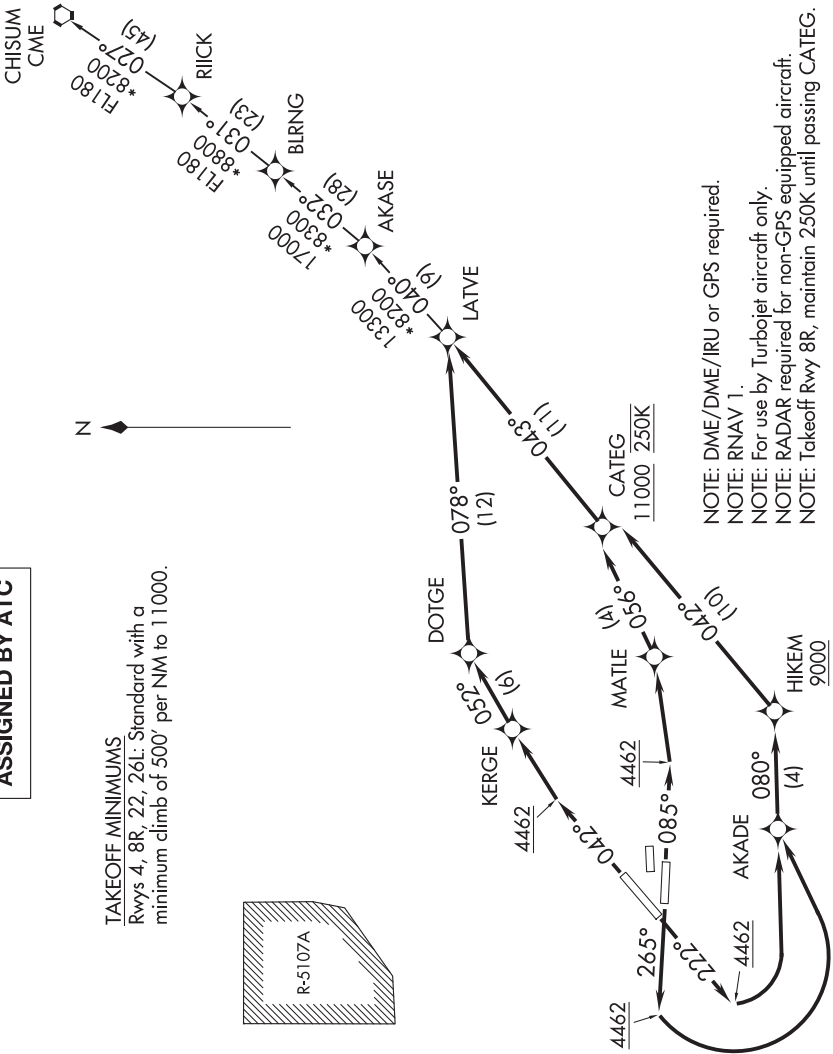
TAKEOFF MINIMUMS  
Rwys 4, 8R, 22, 26L: Standard with a  
minimum climb of 500' per NM to 11000.



(LATVE3.LATVE) 22307  
LATVE THREE DEPARTURE (RNAV)

160  
AL-134 (FAA)

EL PASO INTL (ELP)  
EL PASO, TEXAS



NOTE: DME/DME/IRU or GPS required.  
NOTE: RNAV 1.  
NOTE: For use by Turboprop aircraft only.  
NOTE: RADAR required for non-GPS equipped aircraft.  
NOTE: Takeoff Rwy 8R, maintain 250K until passing CATEG.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

LATVE THREE DEPARTURE (RNAV)  
(LATVE3.LATVE) 21JUL16

EL PASO, TEXAS  
EL PASO INTL (ELP)





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. . .

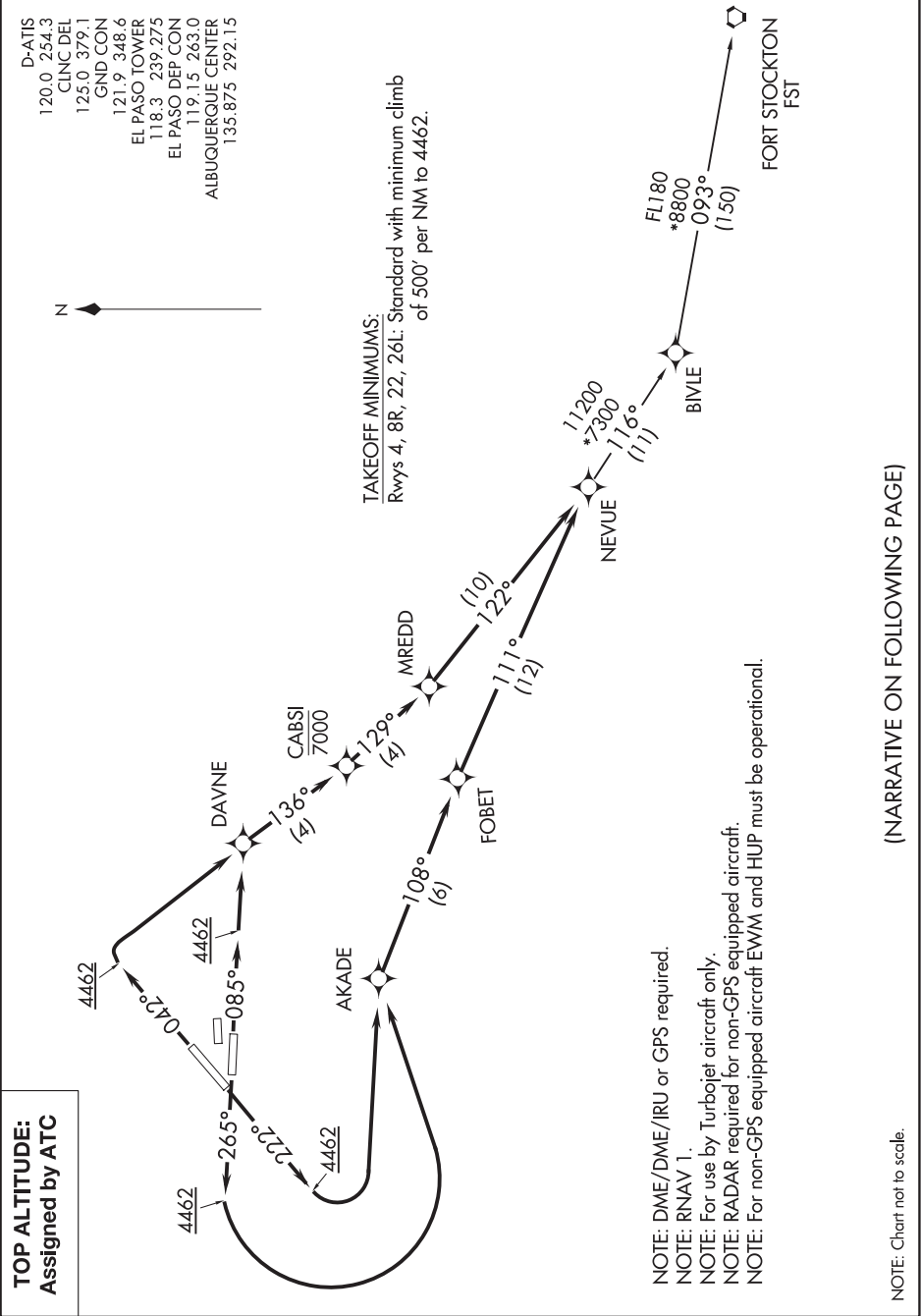
. . . .on depicted route to CME VORTAC.

CHISUM TRANSITION (LATVE3.CME)

(NEVUE3.NEVUE) 18032  
NEVUE THREE DEPARTURE(RNAV)

AL-134 (FAA)

EL PASO INTL (ELP)  
EL PASO, TEXAS



(NARRATIVE ON FOLLOWING PAGE)

NEVUE THREE DEPARTURE(RNAV)  
(NEVUE3.NEVUE) 21JUL16

EL PASO, TEXAS  
EL PASO INTL (ELP)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 4: Climb heading 042° to 4462, then right turn direct DAVNE, then on track 136° to cross CABSI 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 CABSI 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 NEVUE. 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 NEVUE. Thence. . . .

. . . .on depicted route to FST VORTAC.

FT STOCKTON TRANSITION (NEVUE3.FST)

SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025

EL PASO INTL (ELP)

NOTE: Chart not to scale.



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)

SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025

FALFURRIAS, TEXAS

AL-6117 (FAA)

22139

WAAS CH <b>53640</b> <b>W17A</b>	APP CRS <b>174°</b>	Rwy Idg <b>6006</b> TDZE <b>111</b> Apt Elev <b>112</b>
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# RNAV (GPS) RWY 17

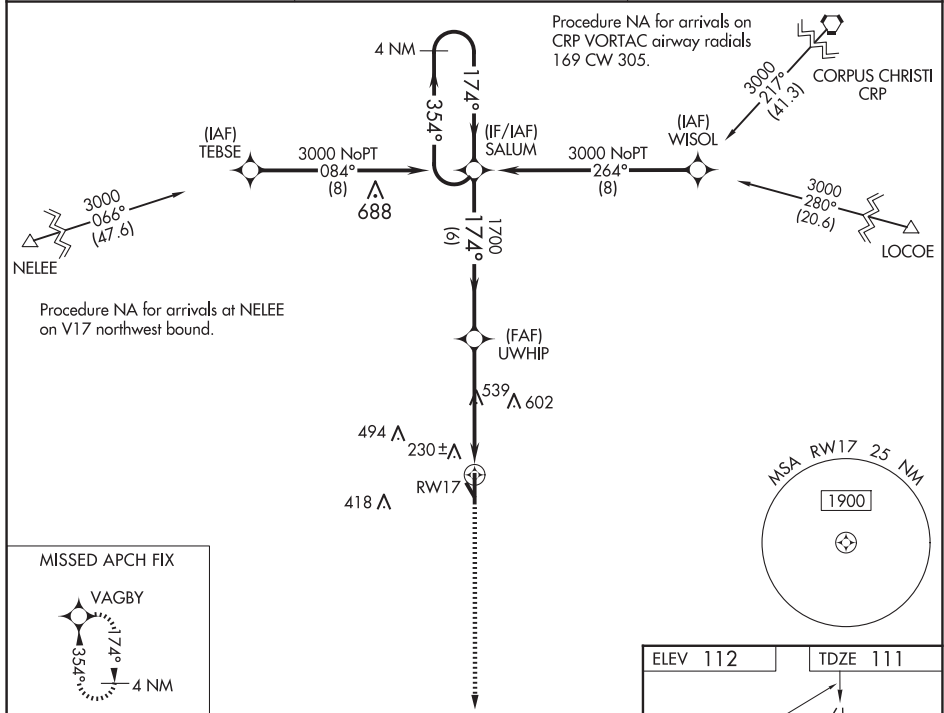
BROOKS COUNTY (BKS)

**T** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F).

**A** 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.

AWOS-3PT <b>118.125</b>	KINGSVILLE APP CON ★ <b>119.9 290.45</b>	UNICOM <b>122.8 (CTAF) 0</b>
----------------------------	---	---------------------------------



CATEGORY	A	B	C	D
LPV DA	361-1 250 (300-1)			
LNAV/VNAV DA	361-1 250 (300-1)			
LNAV MDA	840-1 729 (800-1)		840-2 729 (800-2)	
<b>C</b> CIRCLING	840-1 728 (800-1)		940-2½ 828 (900-2½)	940-2¾ 828 (900-2¾)

FALFURRIAS, TEXAS  
Amdt 1 17AUG17

27°12'N-98°07'W

# RNAV (GPS) RWY 17

BROOKS COUNTY (BKS)

SC-3, 07 AUG 2025 to 02 OCT 2025

WAAS CH <b>49140</b> <b>W35A</b>	APP CRS <b>354°</b>	Rwy Idg TDZE <b>112</b> Apt Elev <b>112</b>	<b>6006</b> <b>112</b> <b>112</b>
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RNAV (GPS) RWY 35

BROOKS COUNTY (BKS)

<div><div>T</div><div>A</div></div> <div>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. DME/DME RNP-0.3 NA.</div>	MISSED APPROACH: Climb to 3000 direct SALUM and hold.	
AWOS-3PT 118.125	KINGSVILLE APP CON ★ 119.9 290.45	UNICOM 122.8 (CTAF) 0

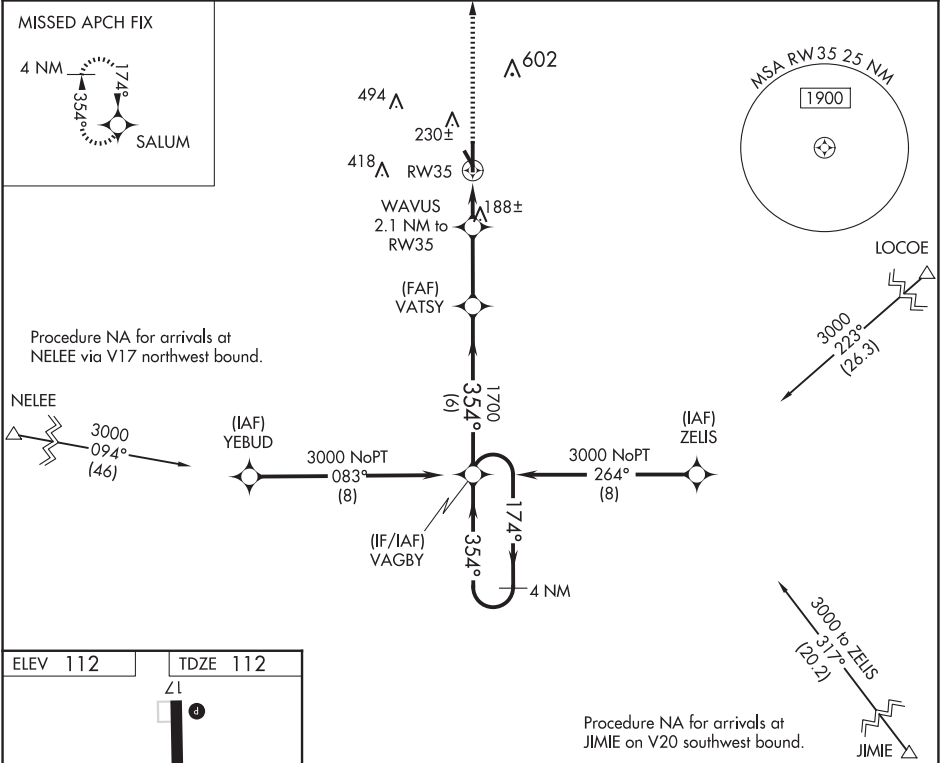


Diagram of the approach path. A 3000 ft holding pattern is shown with a 354° turn to RW35. The path is labeled with 3000, 154, 3018 X 60, 32, 6006 X 75, 35, and 354° to RW35. A point 'P' is marked on the path.

3000	SALUM	WAVUS 2.1 NM to RW35	VATSY 1700	VAGBY	4 NM Holding Pattern
↑	✦				
*LNAV only.	*0.9 NM to RW35	*820	1700	354°	174° → 3000 ← 354°
					GP 3.00° TCH 45
→ 0.9	1.2	2.8 NM	6 NM		
CATEGORY	A		B		C D
LPV DA			362-1		250 (300-1)
LNAV/VNAV DA			362-1		250 (300-1)
LNAV MDA			440-1		328 (400-1)
CIRCLING	580-1 468 (500-1)	680-1 568 (600-1)	940-2½ 828 (900-2½)	940-2¾ 828 (900-2¾)	

MIRL Rwy 17-35

REIL Rwy 17

3000

SALUM

WAVUS  
2.1 NM to  
RW35

VATSY  
1700

VAGBY

4 NM  
Holding Pattern

\*LNAV only.

\*0.9 NM to  
RW35

\*820

1700

354°

174° → 3000  
← 354°

GP 3.00°  
TCH 45

→ 0.9

1.2

2.8 NM

6 NM

CATEGORY	A		B		C	D
LPV DA			362-1		250 (300-1)	
LNAV/VNAV DA			362-1		250 (300-1)	
LNAV MDA			440-1		328 (400-1)	
CIRCLING	580-1 468 (500-1)	680-1 568 (600-1)	940-2½ 828 (900-2½)	940-2¾ 828 (900-2¾)		

LOC I-GRK <b><u>111.1</u></b>	APP CRS <b>153°</b>	Rwy Ldg TDZE Apt Elev	<b>9997</b> <b>1015</b> <b>1015</b>
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# ILS or LOC RWY 15

**V**  
**A**  
ASR/PAR  
visibility to RVR 4000, S-LOC 1.5 Cats C/D/E visibility to 1 $\frac{1}{2}$  SM, and  
HOLD FIX minimums S-LOC 1.5 Cats C/D/E visibility to RVR 5500.  
DME from GRK VOR/DME. Simultaneous reception of I-GRK and  
GRK VOR/DME required.  
# RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

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

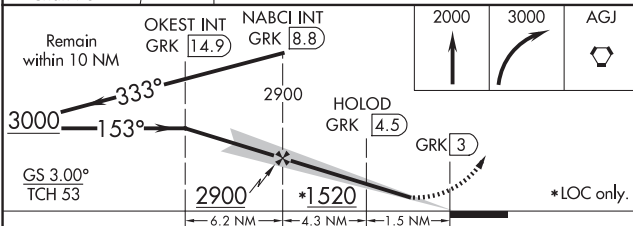
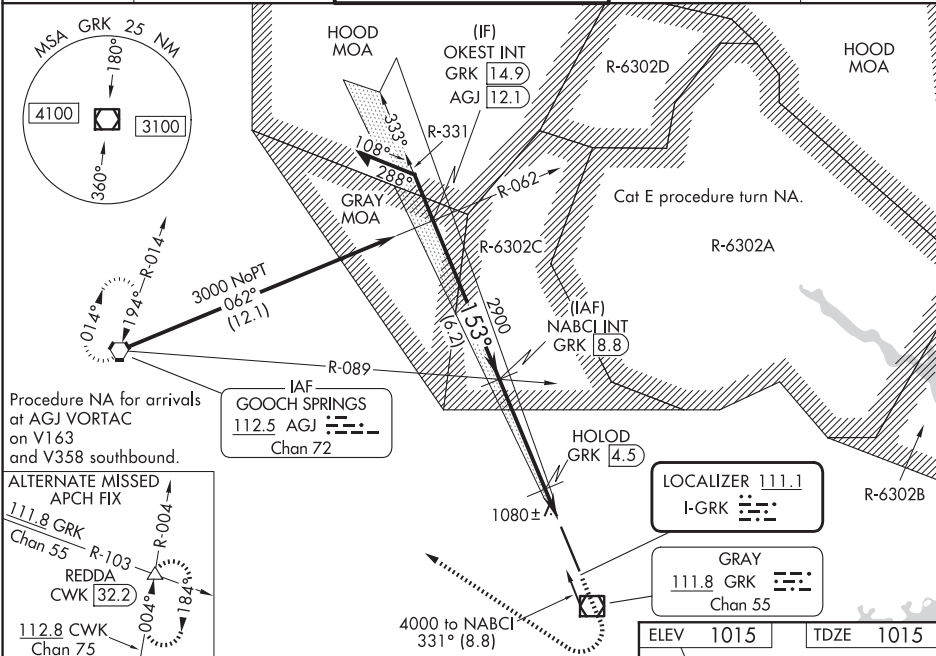
ATIS  
124.9

GRAY APP CON  
20.075 323.15

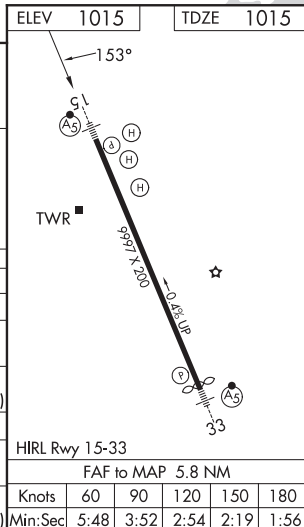
GRAY TOWER  
120.75(CTAF) 285.5

GND CON  
121.8 279.5

CLNC DEL  
**126.2 251.1**



CATEGORY	A	B	C	D	E
S-ILS 15 #	1215/24 200 (200-½)				
S-LOC 15	1520/24	505 (600-½)	1520/55 505 (600-1)		
CIRCLING	1540-1	525 (600-1)	1560-1½ 545 (600-1½)	1620-2 605 (700-2)	1740-2½ 725 (800-2½)
HOLOD FIX MINIMUMS (DME REQUIRED)					
S-LOC 15	1380/24	365 (400-½)	1380/35 365 (400-¾)		
CIRCLING	1540-1	525 (600-1)	1560-1½ 545 (600-1½)	1620-2 605 (700-2)	1740-2½ 725 (800-2½)



FORT CAVAZOS (KILLEEN), TEXAS  
Amdt 7B 30NOV23

31°04'N-97°50'W

ROBERT GRAY AAF (GRK)  
ILS or LOC RWY 15

SC-3, 07 AUG 2025 to 02 OCT 2025



LOC/DME I-BTJ <b>109.35</b> Chan 30 (Y)	APP CRS <b>333°</b>	Rwy Ldg TDZE Apt Elev <b>9803</b> <b>995</b> <b>1015</b>	<b>ILS or LOC RWY 33</b> ROBERT GRAY AAF (GRK)
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DME or RADAR required.

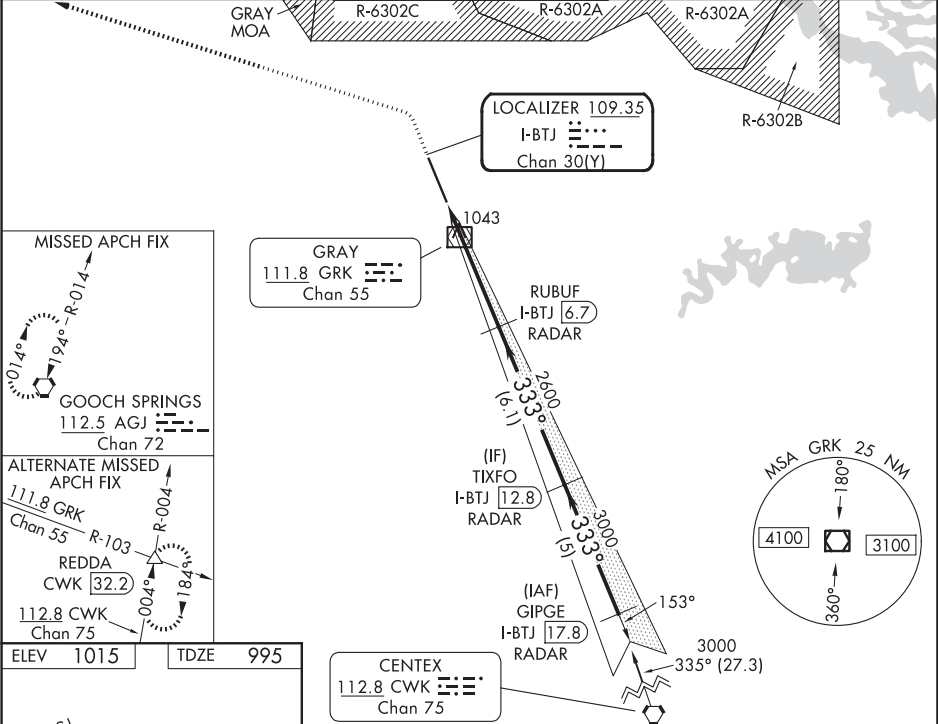
Circling NA west of Rwy 15-33. For inop ALS, increase S-ILS 33 Cat E visibility to ¾ SM and S-LOC 33 Cat C/D/E visibility to 1 SM.

MALSR

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

ASR/PAR

ATIS <b>124.9</b>	GRAY APP CON <b>120.075 323.15</b>	GRAY TOWER <b>120.75 (CTAF) 285.5</b>	GND CON <b>121.8 279.5</b>	CLNC DEL <b>126.2 251.1</b>
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ELEV 1015 TDZE 995	2000 3000 AGJ	RUBUF I-BTJ 6.7 RADAR	TIXFO I-BTJ 12.8 RADAR	GIPGE I-BTJ 17.8 RADAR
*LOC only.	*I-BTJ 2.9	2600	333°	3000
I-BTJ 1.8	1.1 NM	3.8 NM	6.1 NM	5 NM
CATEGORY	A	B	C	D
S-ILS 33	1195-1/2	200 (200-1/2)	1360-3/4	365 (400-3/4)
S-LOC 33	1360-1/2	365 (400-1/2)	1360-3/4	365 (400-3/4)
CIRCLING	1540-1	525 (600-1)	1560-1/2 545 (600-1/2)	1620-2 605 (700-2)
1740-2 1/2 725 (800-2 1/2)	1560-1/2 545 (600-1/2)	1620-2 605 (700-2)	1740-2 1/2 725 (800-2 1/2)	1740-2 1/2 725 (800-2 1/2)

FORT CAVAZOS (KILLEEN), TEXAS

AL-906 (FAA)

25219

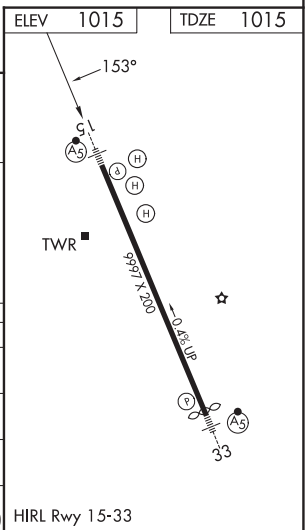
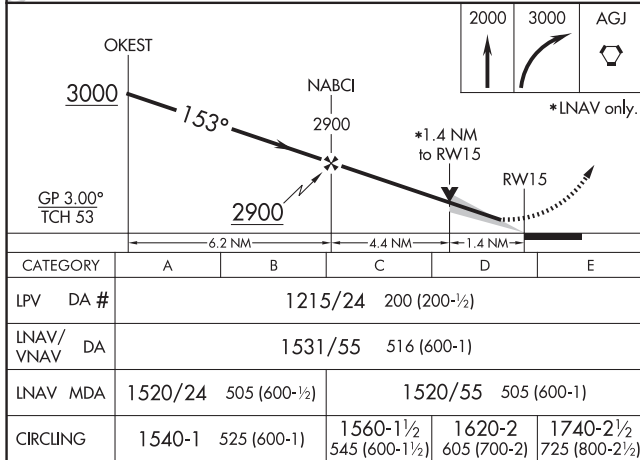
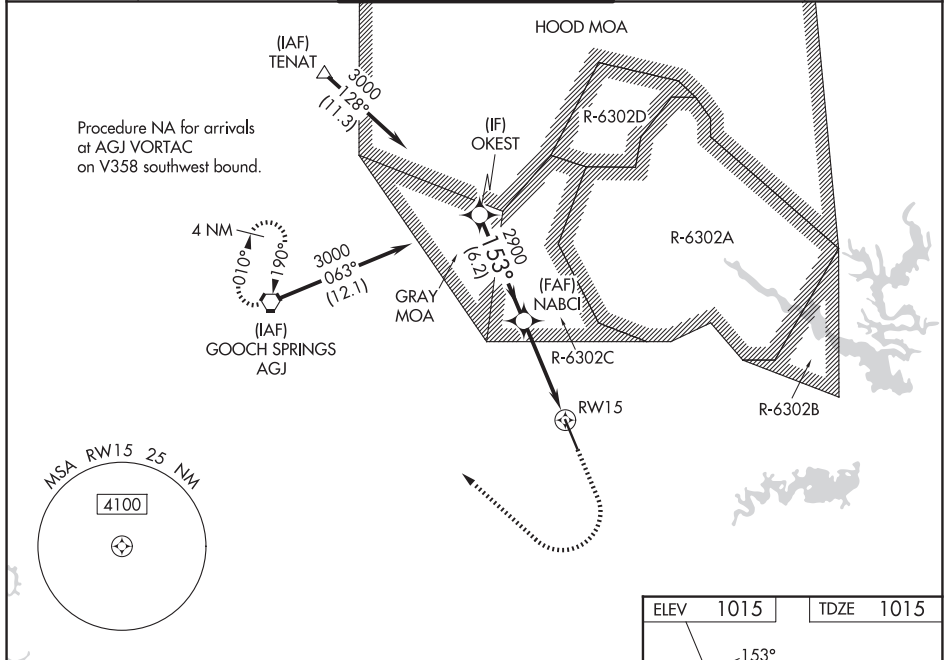
WAAS CH <b>78099</b> <b>W15A</b>	APP CRS <b>153°</b>	Rwy Ldg TDZE Apt Elev	<b>9997</b> <b>1015</b> <b>1015</b>
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# RNAV (GPS) RWY 15

ROBERT GRAY AAF (GRK)

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 3⁄8 SM and LNAV Cats C/D/E visibility to 1 3⁄8 SM. # RVR 1800 authorized with the use of FD or AP or HUD to DA.			MALSR AS	MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct AGJ VORTAC and hold.
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ATIS <b>124.9</b>	GRAY APP CON <b>120.075 323.15</b>	GRAY TOWER <b>120.75(CTAF) 285.5</b>	GND CON <b>121.8 279.5</b>	CLNC DEL <b>126.2 251.1</b>
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FORT CAVAZOS (KILLEEN), TEXAS  
Amdt 2B 30NOV23

31°04'N-97°50'W

# RNAV (GPS) RWY 15

SC-3, 07 AUG 2025 to 02 OCT 2025




SC-3, 07 AUG 2025 to 02 OCT 2025



VOR RWY 15  
ROBERT GRAY AAF (GRK)

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

[illegible]

2000	3000	AGJ
		

FAF to MAP		5.7 NM	
Knots	60	90	150
Min:Sec	5:42	3:48	2:17
			1:54

ROBERT GRAY AAF (GRK)  
VOR RWY 15

SC-3, 07 AUG 2025 to 02 OCT 2025

VOR/DME GRK <b><u>111.8</u></b> Chan <b>55</b>	APP CRS <b>333°</b>	Rwy Ldg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>1015</b>
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VOR-A

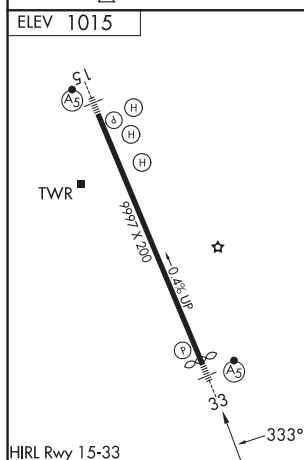
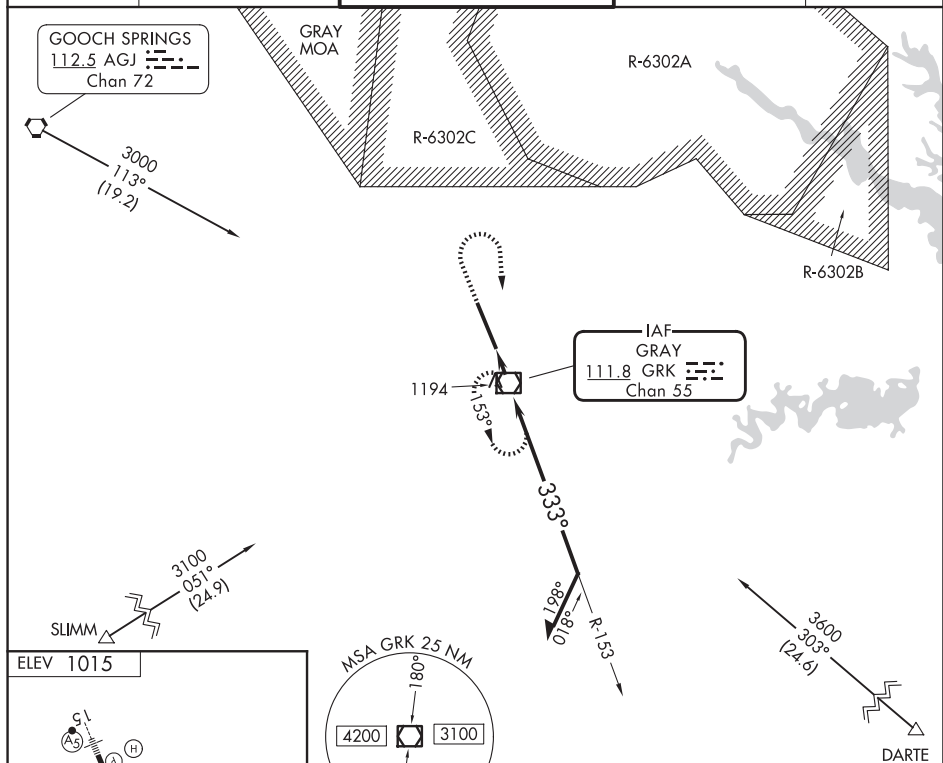
ROBERT GRAY AAF (GRK)


  
 TANA
   
 ASR/PAR

Circling NA W of Rwy 15-33.

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

ATIS <b>124.9</b>	GRAY APP CON <b>120.075 323.15</b>	GRAY TOWER <b>120.75(CTAF) 285.5</b>	GND CON <b>121.8 279.5</b>	CLNC DEL <b>126.2 251.1</b>
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CATEGORY	A	B	C	D
CIRCLING	1540-1	525 (600-1)	1560-1½ 545 (600-1½)	1620-2 605 (700-2)

VOR/DME GRK <b>111.8</b> Chan <b>55</b>	APP CRS <b>333°</b>	Rwy Ldg TDZE Apt Elev	<b>9803</b> <b>N/A</b> <b>1015</b>
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# COPTER VOR RWY 33


  
 TANA
   
 ASR/PAR

MALSR

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

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 :--.-  
Chn 72

R-6302A

R-6302B

SLIMM

ELEV 1015

15

TWR

HIRL Rwy 15-33

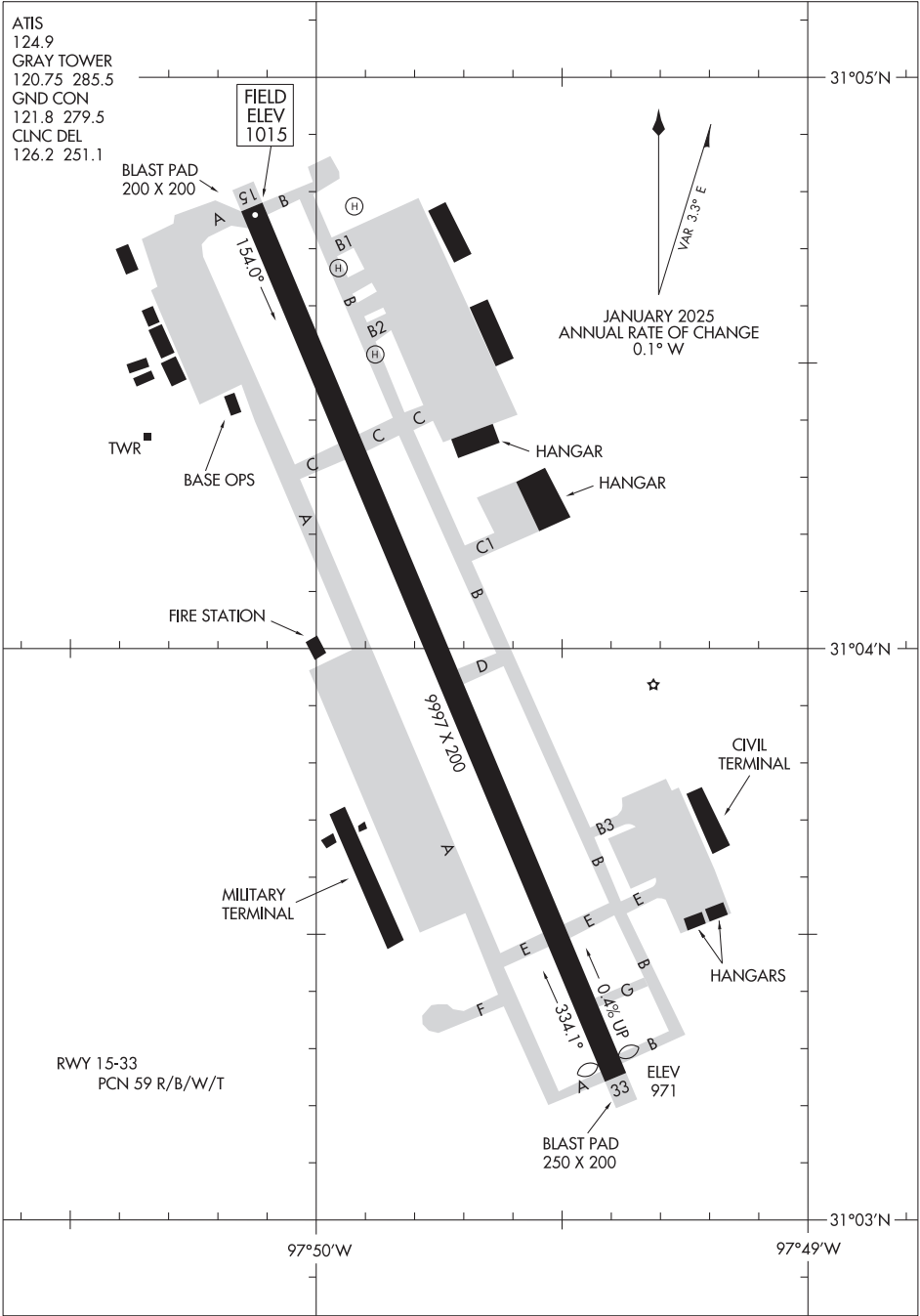
FAF to MAP 1.4 NM

FORT CAVAZOS (KILLEEN), TEXAS  
Amdt 2C 30NOV23

31°04'N-97°50'W

ROBERT GRAY AAF (GRK)  
COPTER VOR RWY 33

SC-3, 07 AUG 2025 to 02 OCT 2025



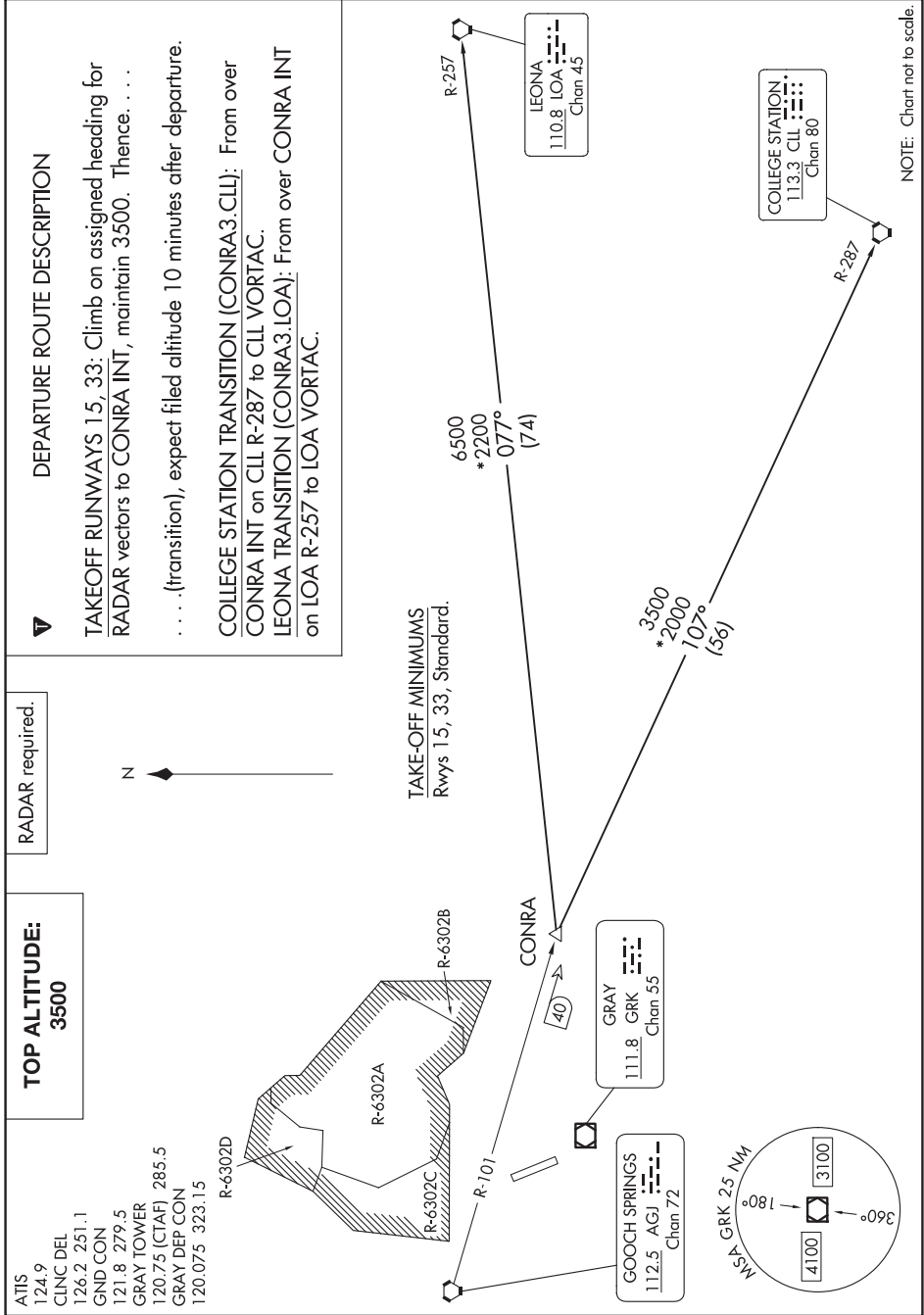
(CONRA3.CONRA) 23334

CONRA THREE DEPARTURE

176

AL-906 (FAA)

ROBERT GRAY AAF (GRK)  
FORT CAVAZOS (KILLEEN), TEXAS



CONRA THREE DEPARTURE

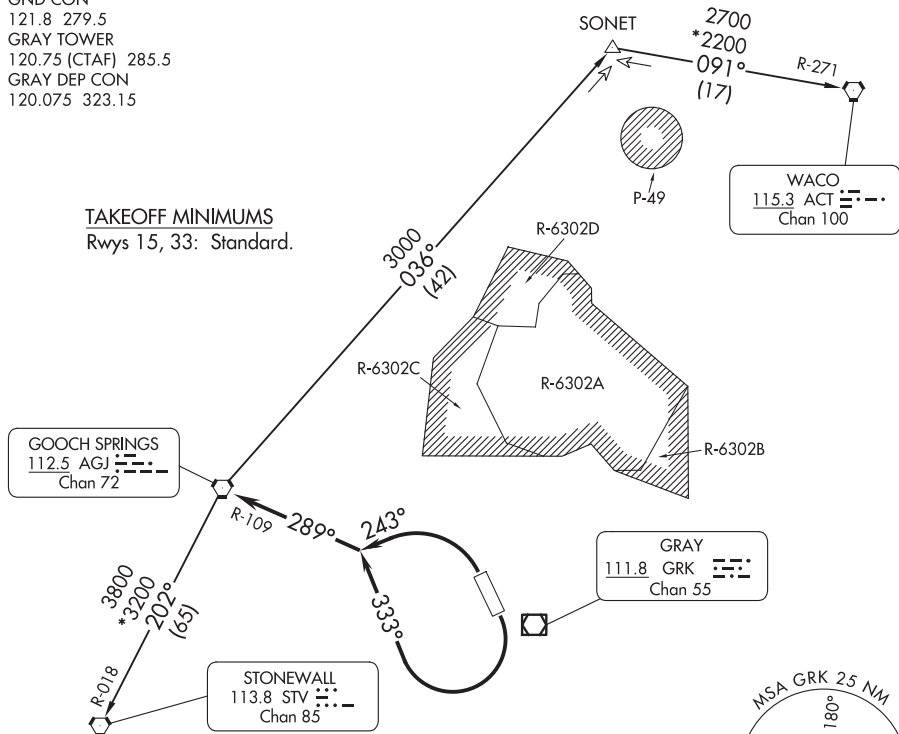
(CONRA3.CONRA) 30NOV23

FORT CAVAZOS (KILLEEN), TEXAS  
ROBERT GRAY AAF (GRK)



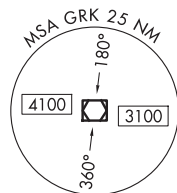
LAMPS EIGHT DEPARTURE

**TOP ALTITUDE:  
ASSIGNED BY ATC**



NOTE: WACO TRANSITION for aircraft inbound to terminal area airports.

NOTE: Chart not to scale.



## 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.

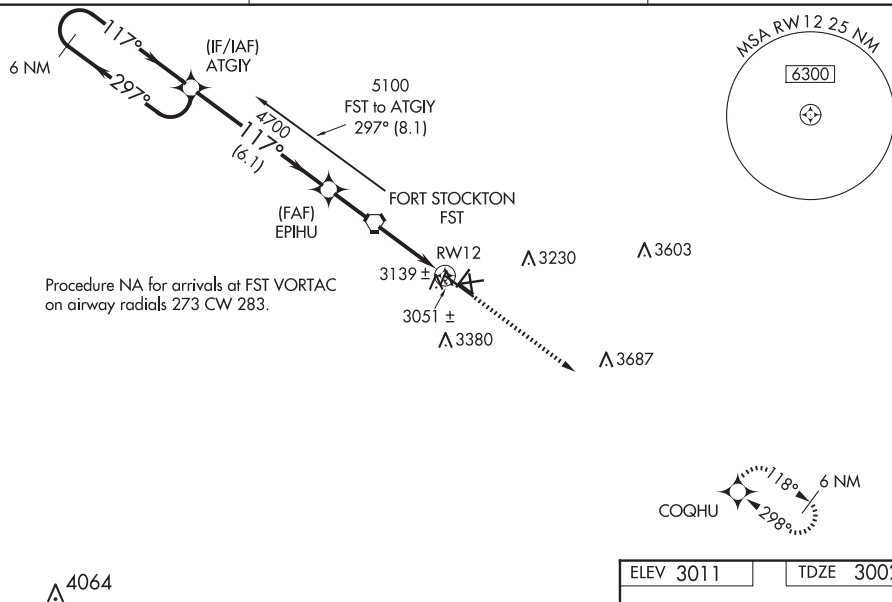
STONEWALL TRANSITION (LAMPS8.STV): From over AGJ VORTAC on AGJ R-202 and STV R-018 to STV VORTAC.

WACO TRANSITION (LAMPS8.ACT): From over AGJ VORTAC on AGJ R-036 to SONET INT, then on ACT R-271 to ACT VORTAC.

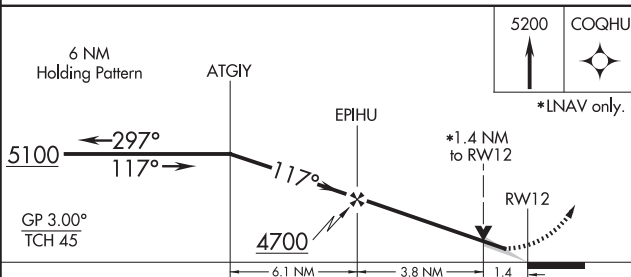
SC-3, 07 AUG 2025 to 02 OCT 2025

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

**MISSED APPROACH:** Climb to 5200  
direct COQHU and hold.

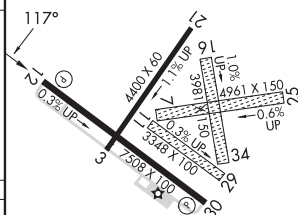
UNICOM  
122.8 (CTAF) **L**

SC-3, 07 AUG 2025 to 02 OCT 2025



CATEGORY		A		B		C		D	
LPV	DA	3252-1				250 (300-1)			
LNAV/ VNAV	DA	3409-1½				407 (400-1½)			
LNAV	MDA	3480-1 478 (500-1)				3480-1¼ 478 (500-1¼)		3480-1½ 478 (500-1½)	
CIRCLING		3540-1 529 (600-1)		3660-1 649 (700-1)		3740-2 729 (800-2)		3760-2½ 749 (800-2½)	

ELEV 3011		TDZE 3002
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MIRL Rwy 3-21 and 12-30 **L**

FORT STOCKTON-PECOS COUNTY (EST)

30°55'N-102°55'W

RNAV (GPS) RWY 12

APP CRS  
**298°**

Rwy Ldg  
TDZE  
Apt Elev

**7508**  
**3011**  
**3011**

**RNAV (GPS) RWY 30**

FORT STOCKTON-PECOS COUNTY (FST)

RNP APCH.

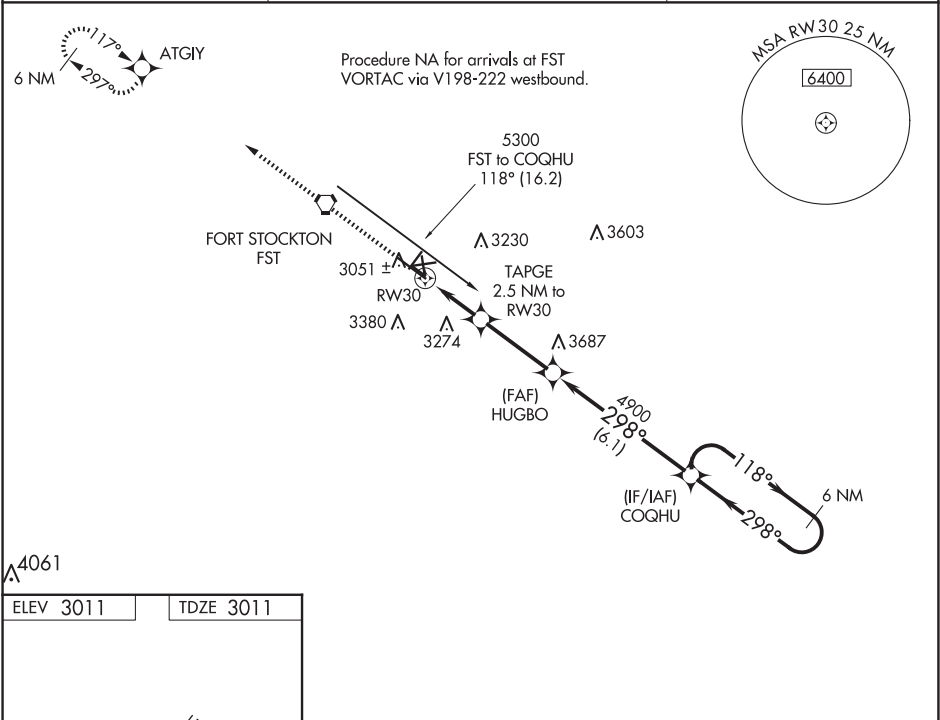
▼

▲

Rwy 30 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Pecos altimeter setting and increase all MDA 160 feet, increase LNAV Cat C/D visibility ½ mile, Circling Cat C visibility ¾ mile, Cat D visibility ½ mile. Circling NA to Rwy 7-25, 11-29 and 16-34. Straight-in Rwy 30 NA at night, Circling Rwy 3, 21, 30 NA at night.

MISSED APPROACH: Climb to 5100 direct ATGIY and hold.

ASOS <b>118.525</b>	ALBUQUERQUE CENTER <b>135.875 292.15</b>	UNICOM <b>122.8 (CTAF) 0</b>
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ELEV 3011

TDZE 3011

5100

ATGIY

3860

3860

4900

4900

5300

5300

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

6 NM Holding Pattern

TAPGE 2.5 NM to RW30

HUGBO

COGHU

2.5 NM

3.2 NM

6.1 NM

CATEGORY	A	B	C	D
LNAV MDA	3500-1	489 (500-1)	3500-1¼ 489 (500-1¼)	3500-1½ 489 (500-1½)
CIRCLING	3540-1 529 (600-1)	3660-1 649 (700-1)	3740-2 729 (800-2)	3760-2½ 749 (800-2½)

FORT STOCKTON, TEXAS

AL-5350 (FAA)

25163

VORTAC FST <b>116.9</b> Chan <b>116</b>	APP CRS <b>116°</b>	Rwy Ldg TDZE Apt Elev <b>7508</b> <b>3002</b> <b>3011</b>
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**VOR RWY 12**

FORT STOCKTON-PECOS COUNTY (FST)

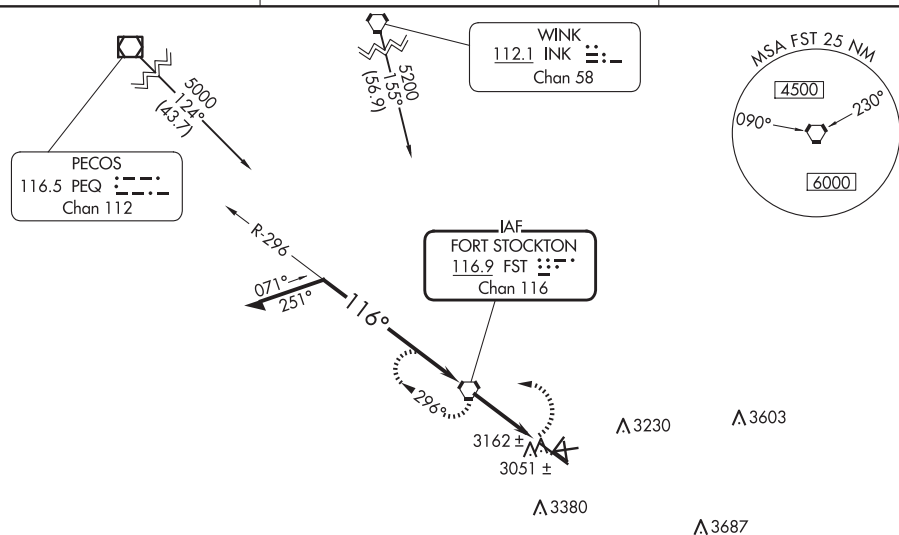
- ⚠** Circling NA to Rwys 7-25, 11-29 and 16-34.  
**⚠** Circling Rwy 3, 21, 30 NA at night.

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

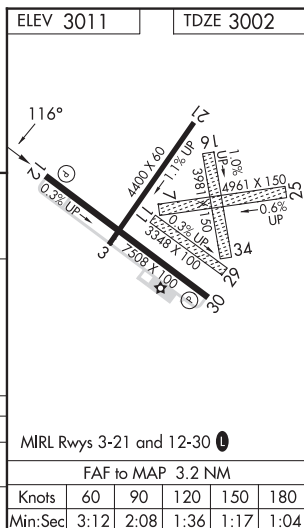
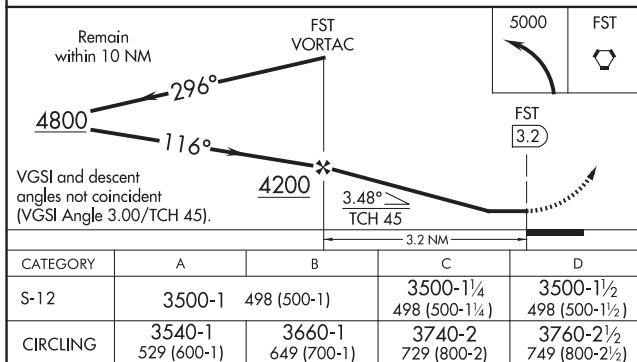
ASOS  
**118.525**

ALBUQUERQUE CENTER  
**135.875 292.15**

UNICOM  
**122.8** (CTAF) **0**



△ 4064



FORT STOCKTON, TEXAS  
Amdt 8C 04NOV21

FORT STOCKTON-PECOS COUNTY (FST)

30°55'N-102°55'W

**VOR RWY 12**

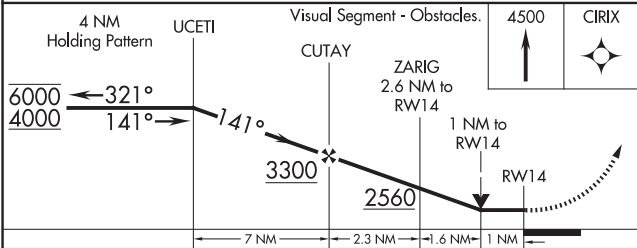
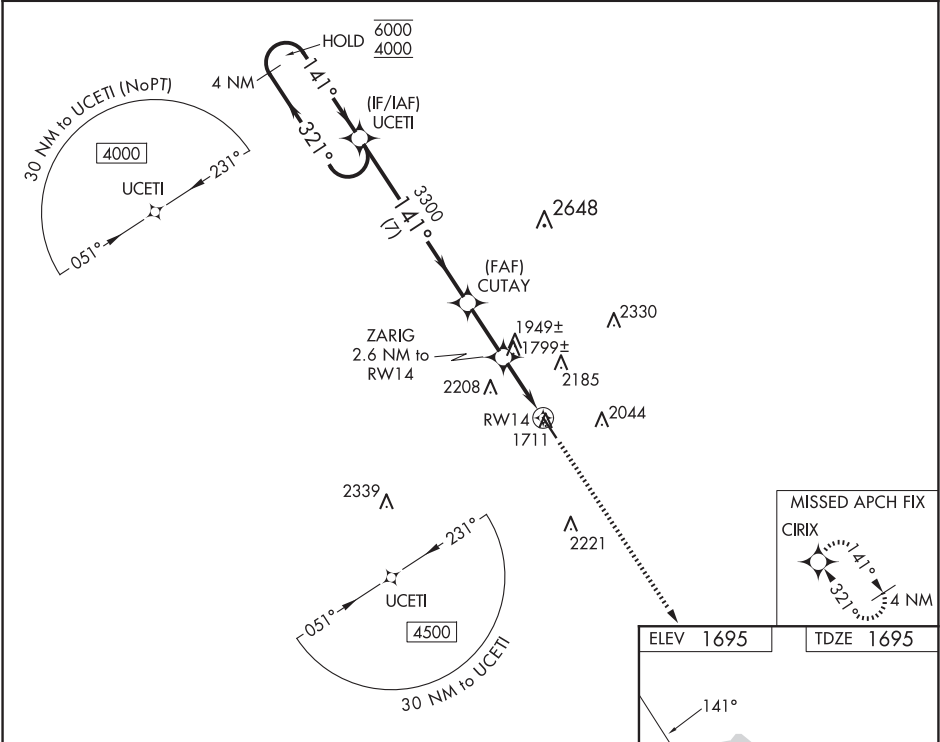
SC-3, 07 AUG 2025 to 02 OCT 2025

WAAS CH <b>78030</b> <b>W14A</b>	APP CRS <b>141°</b>	Rwy Ldg TDZE <b>1695</b> Apt Elev <b>1695</b>	<b>5002</b>
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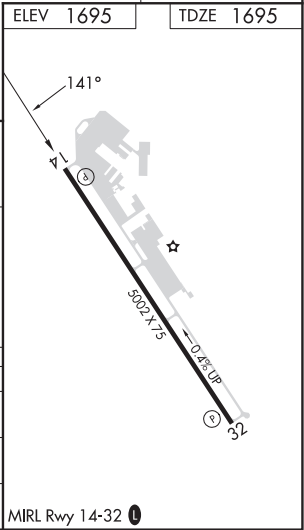
RNAV (GPS) RWY 14

GILLESPIE COUNTY (T82)

RNP APCH.		MISSED APPROACH: Climb to 4500 direct CIRIX and hold.	
Rwy 14 helicopter visibility reduction below ¾ SM NA.			
AWOS-3 <b>120.0</b>	HOUSTON CENTER <b>134.2 307.3</b>	GCO <b>121.725</b>	UNICOM <b>122.7 (CTAF) 0</b>



CATEGORY	A	B	C	D
LP MDA	2060-1 365 (400-1)			NA
LNAV MDA	2200-1 505 (600-1)	2200-1 505 (600-1)		NA
CIRCLING	2200-1 505 (600-1)	2480-1 785 (800-1)	2520-2 825 (900-2)	NA



FREDERICKSBURG, TEXAS

AL-6428 (FAA)

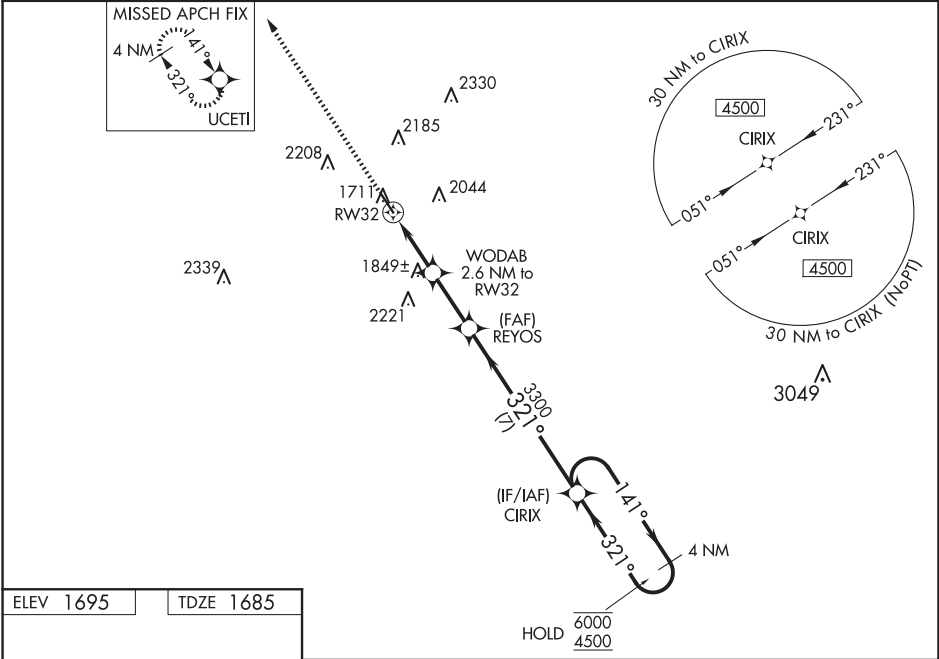
25163

WAAS CH <b>81930</b> <b>W32A</b>	APP CRS <b>321°</b>	Rwy Ldg TDZE Apt Elev	<b>5002</b> <b>1685</b> <b>1695</b>
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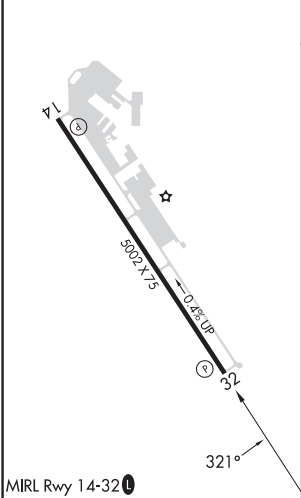
RNAV (GPS) RWY 32  
GILLESPIE COUNTY (T82)

RNP APCH. ▼ ▲ Rwy 32 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C.	MISSED APPROACH: Climb to 4000 direct UCETI and hold.
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AWOS-3 <b>120.0</b>	HOUSTON CENTER <b>134.2 307.3</b>	GCO <b>121.725</b>	UNICOM <b>122.7 (CTAF) 0</b>
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ELEV <b>1695</b>	TDZE <b>1685</b>
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4000	UCETI	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 37).		4 NM Holding Pattern
*LNAV only.	WODAB 2.6 NM to RW32	REYOS 3300	CIRIX	141° → 6000 ← 321° 4500
	*1.2 NM to RW32	*2540	3300	GP 3.00° TCH 45
	1.2 NM	1.4 NM	2.4 NM	7 NM
CATEGORY	A	B	C	D
LPV DA	1935-1	250 (300-1)		NA
LNAV/ VNAV DA	1967-1	282 (300-1)		NA
LNAV MDA	2100-1	415 (500-1)	2100-1¼ 415 (500-1¼)	NA
CIRCLING	2200-1 505 (600-1)	2480-1 785 (800-1)	2520-2½ 825 (900-2½)	NA

FREDERICKSBURG, TEXAS  
Amdt 1E 02DEC21

30°15'N-98°55'W

GILLESPIE COUNTY (T82)  
RNAV (GPS) RWY 32

SC-3, 07 AUG 2025 to 02 OCT 2025

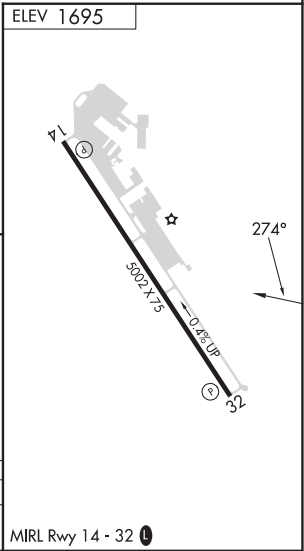
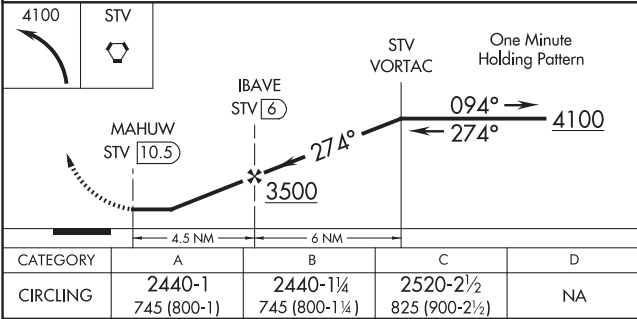
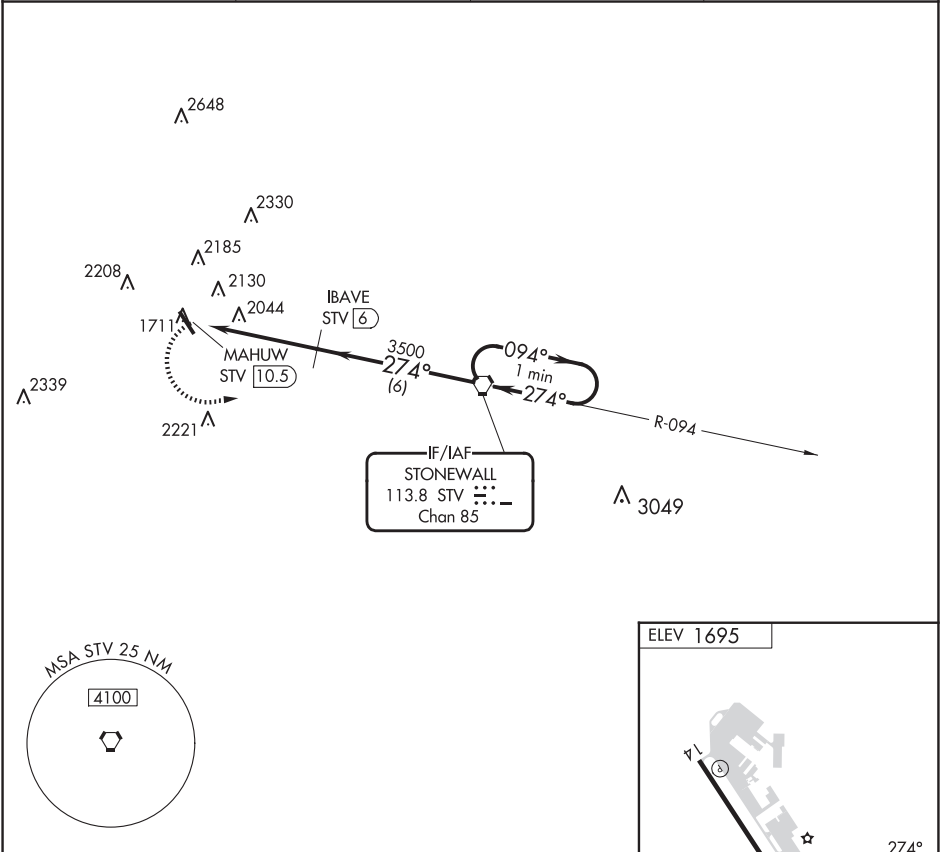
SC-3, 07 AUG 2025 to 02 OCT 2025

VORTAC STV <b>113.8</b> Chan <b>85</b>	APP CRS <b>274°</b>	Rwy Ldg TDZE Apt Elev <b>N/A</b> <b>N/A</b> <b>1695</b>
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VOR/DME-A  
GILLESPIE COUNTY (T82)

<b>▼</b> <b>▲</b>	When local altimeter setting not received, use Kerrville altimeter setting and increase MDA 60 feet and Cat C visibility ¼ mile.	MISSED APPROACH: Climbing left turn to 4100 direct STV VORTAC and hold.
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AWOS-3 <b>120.0</b>	HOUSTON CENTER <b>134.2 307.3</b>	GCO <b>121.725</b>	UNICOM <b>122.7 (CTAF) 0</b>
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FREDERICKSBURG, TEXAS Amdt 3C 30DEC21	30°15'N-98°55'W	GILLESPIE COUNTY (T82) VOR/DME-A
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GEORGE WEST, TEXAS

AL-6928 (FAA)

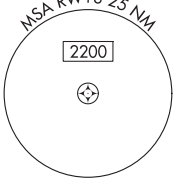
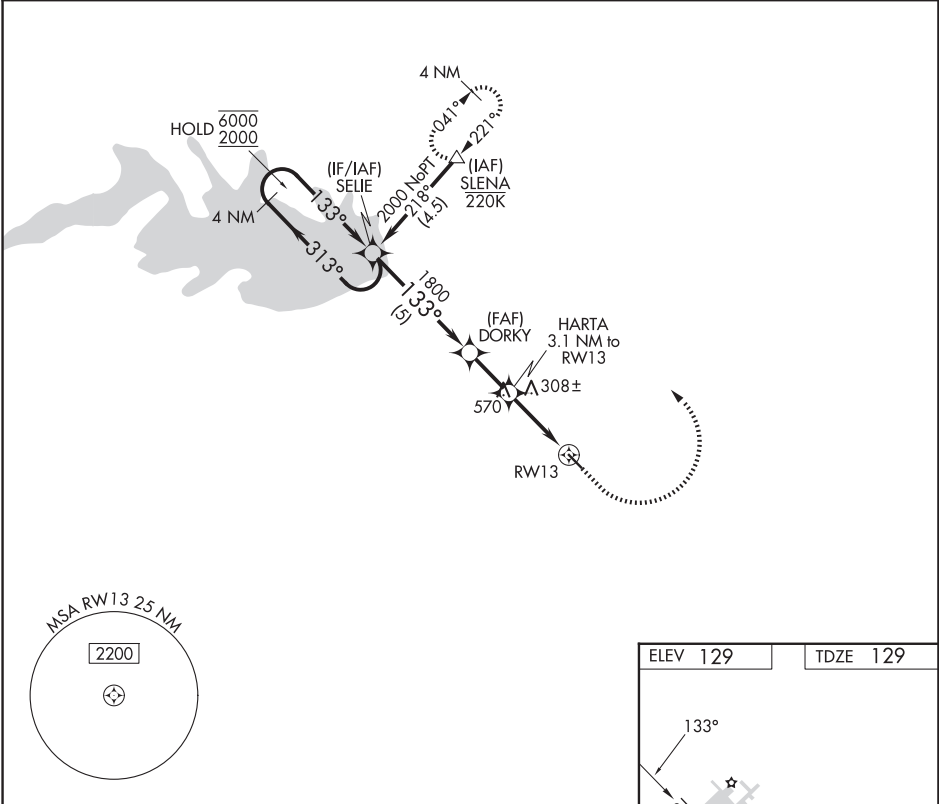
25219

APP CRS <b>133°</b>	Rwy Ldg TDZE Apt Elev	<b>3799</b> <b>129</b> <b>129</b>
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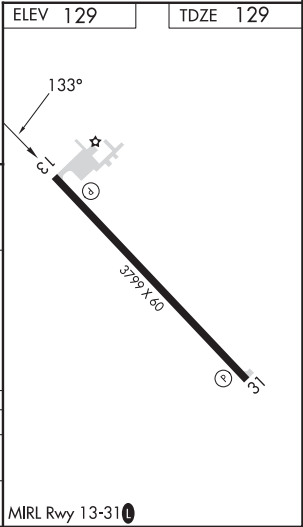
**RNAV (GPS) RWY 13**  
LIVE OAK COUNTY (8T6)

RNP APCH - GPS.	MISSED APPROACH: Climb to 700 then climbing left turn to 2000 direct SLENA and hold.
Rwy 13 helicopter visibility reduction below 3/4 SM NA.	

AWOS-3PT <b>119.05</b>	HOUSTON CENTER <b>134.6 322.5</b>	CTAF <b>122.9</b>	<b>122.7 0</b>
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<div>4 NM Holding Pattern</div> <div>6000 ← 313° 2000 133° → 133°</div> <div>SELE</div> <div>1800</div> <div>DORKY</div> <div>HARTA 3.1 NM to RW13</div> <div>1160</div> <div>1.2 NM to RW13</div> <div>RW13</div> <div>5 NM 2 NM 1.9 NM 1.2 NM</div>				
CATEGORY	A	B	C	D
LNAV MDA	560-1	431 (500-1)	560-1¼ 431 (500-1¼)	NA
CIRCLING	760-1	631 (700-1)	760-1¾ 631 (700-1¾)	NA



GEORGE WEST, TEXAS  
Amdt 1 07AUG25

28°22'N-98°07'W

LIVE OAK COUNTY (8T6)  
**RNAV (GPS) RWY 13**

SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025



WAAS CH <b>70441</b> <b>W11A</b>	APP CRS <b>115°</b>	Rwy Idg TDZE <b>790</b> Apt Elev <b>790</b>
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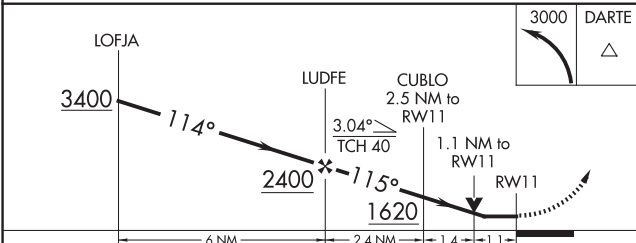
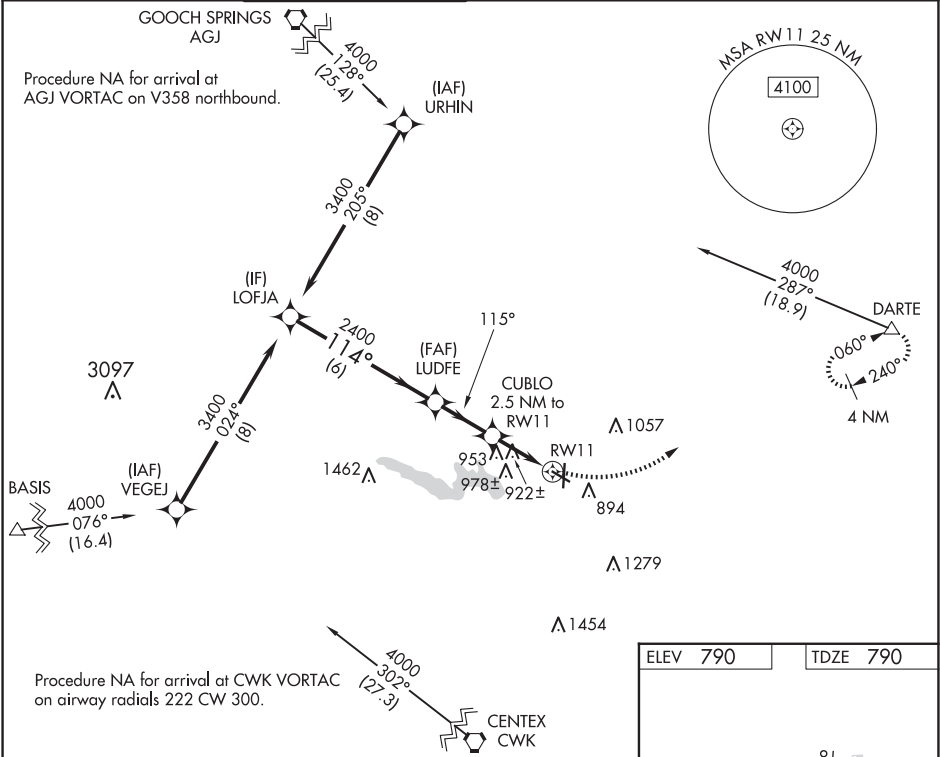
RNAV (GPS) RWY 11  
GEORGETOWN EXEC (GTU)

RNP APCH

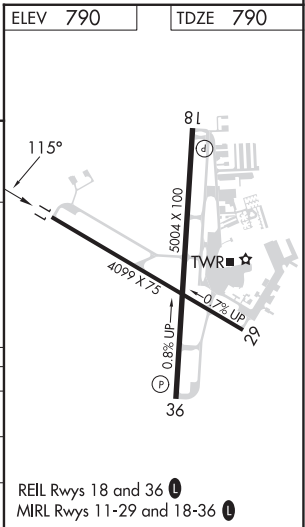
▼ Rwy 11 helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Skylark Field altimeter setting and increase all MDA 80 feet. Increase LP and Circling Cat C/D visibility 1/4 SM and LNAV Cat C/D visibility 1/8 SM. VDP NA when using Skylark Field altimeter setting.

MISSED APPROACH:  
Climbing left turn to  
3000 direct DARTE  
and hold.

ATIS <b>118.6</b>	AUSTIN APP CON <b>119.0 370.85</b>	GEORGETOWN TOWER ★ <b>120.225</b> (CTAF) <b>0</b>	GND CON <b>119.125</b>	CLNC DEL <b>119.125</b>	CLNC DEL <b>121.1</b> (when twr closed)	UNICOM <b>123.0</b>
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CATEGORY	A	B	C	D
LP MDA	1180-1	390 (400-1)	1180-1 1/8	390 (400-1 1/8)
LNAV MDA	1220-1	430 (500-1)	1220-1 1/4	430 (500-1 1/4)
CIRCLING	1240-1 450 (500-1)	1340-1 550 (600-1)	1360-1 1/2 570 (600-1 1/2)	1640-2 3/4 850 (900-2 3/4)



SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025

GEORGETOWN, TEXAS

AL-5724 (FAA)

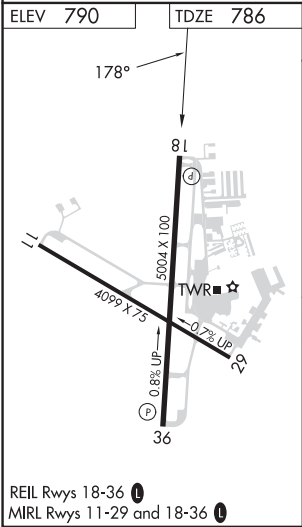
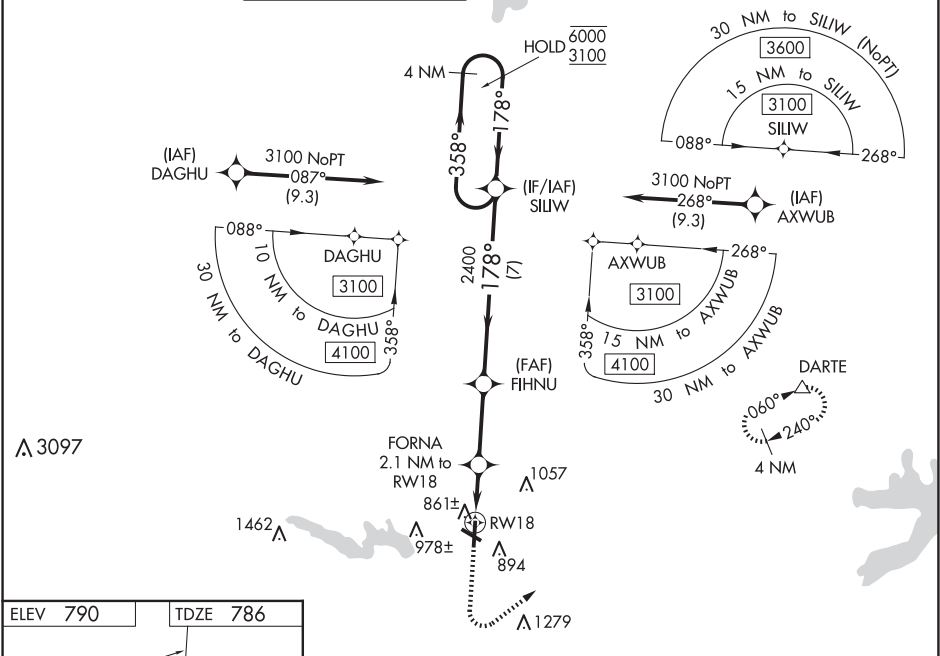
23222

WAAS CH <b>62938</b> <b>W18A</b>	APP CRS <b>178°</b>	Rwy Idg TDZE <b>786</b> Apt Elev <b>790</b>	<b>5004</b>
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**RNAV (GPS) RWY 18**  
GEORGETOWN EXEC (GTU)

RNP APCH.	MISSED APPROACH: Climb to 1300 then climbing left turn to 3000 direct DARTE and hold.
⚠ Circling Rwy 29 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.	

ATIS <b>118.6</b>	AUSTIN APP CON <b>119.0 370.85</b>	GEORGETOWN TOWER ★ <b>120.225</b> (CTAF) <b>0</b>	GND CON <b>119.125</b>	CLNC DEL <b>119.125</b>	CLNC DEL <b>121.1</b> (when twr closed)	UNICOM <b>123.0</b>
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1300	3000	DARTE	SILW 4 NM Holding Pattern			
* LNAV only:		FORNA 2.1 NM to RW18	FIHNU 2400	358° → 6000 ← 178° 3100		GP 3.00° TCH 35
CATEGORY	A		B		C	D
LPV DA			1036-1 250 (300-1)			
LNAV/VNAV DA			1036-1 250 (300-1)			
LNAV MDA			1120-1 334 (400-1)			
CIRCLING	1240-1 450 (500-1)	1340-1 550 (600-1)	1360-1½ 570 (600-1½)	1640-2¾ 850 (900-2¾)		

GEORGETOWN, TEXAS  
Amdt 2A 15AUG19

30°41'N-97°41'W

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

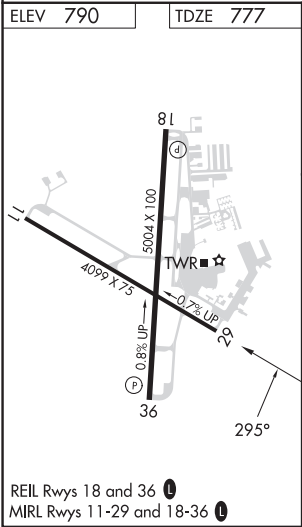
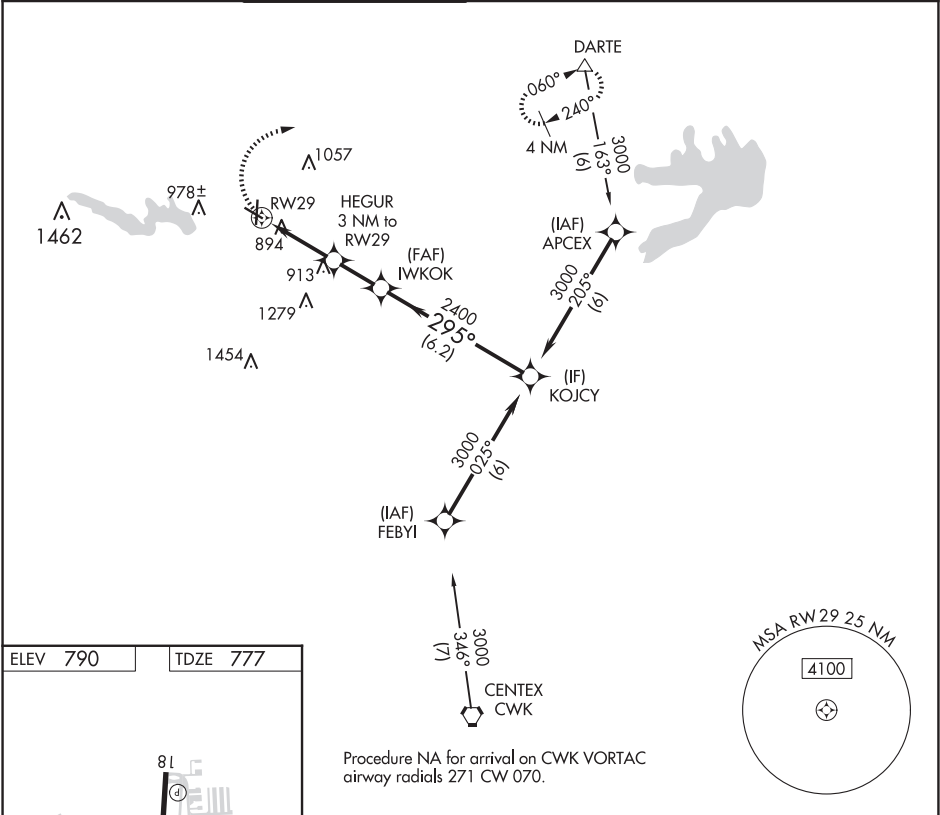
SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Idg	4099
295°	TDZE	777
	Apt Elev	790

RNAV (GPS) RWY 29  
GEORGETOWN EXEC (GTU)

RNP APCH.				MISSED APPROACH: Climbing right turn to 3000 direct DARTE and hold.	
▼ Rwy 29 helicopter visibility reduction below ¾ SM NA. VDP NA when using Skylark Field altimeter setting. When local altimeter setting not received, use Skylark Field altimeter setting and increase all MDA 80 feet increase LNAV and Circling Cat C/D visibility ¼ SM.					
ATIS	AUSTIN APP CON	GEORGETOWN TOWER ★	GND CON	CLNC DEL	CLNC DEL
118.6	119.0 370.85	120.225 (CTAF) 0	119.125	119.125	121.1 (when twr closed)
			UNICOM		123.0



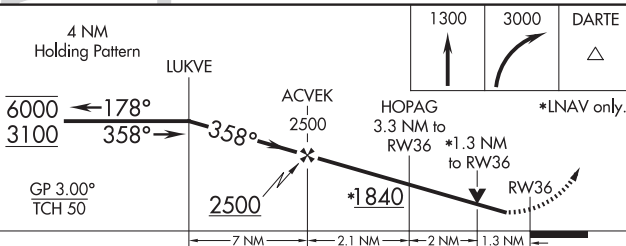
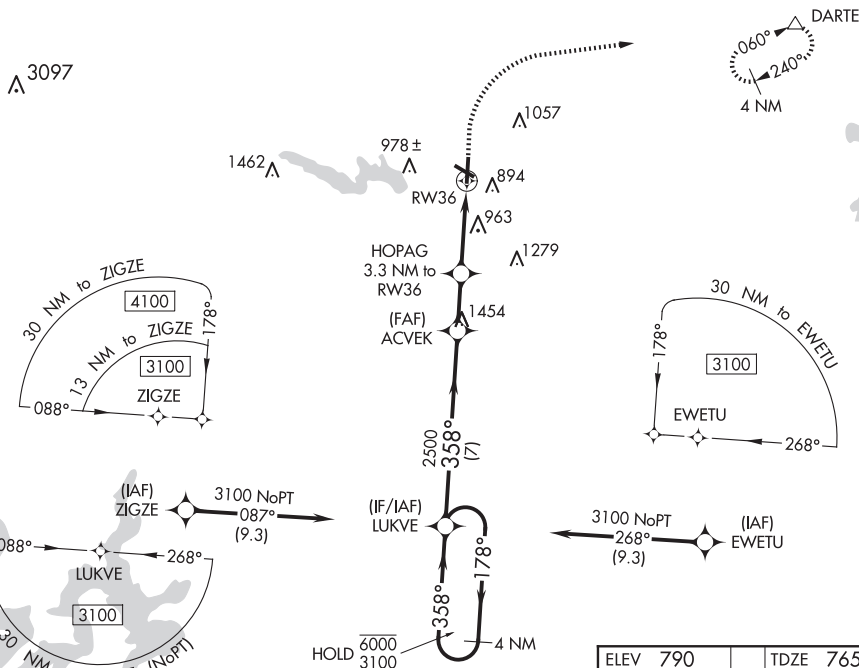
3000 DARTE		HEGUR 3 NM to RW29		IWKOK		KOJCY	
1760		1.2 NM to RW29		3.04° TCH 40		2400	
1.2		1.8		2 NM		6.2 NM	
CATEGORY	A	B		C		D	
LNAV MDA	1220-1	443 (500-1)		1220-1¾ 443 (500-1¾)			
CIRCLING	1240-1 450 (500-1)	1340-1 550 (600-1)		1360-1½ 570 (600-1½)		1640-2¾ 850 (900-2¾)	


SC-3, 07 AUG 2025 to 02 OCT 2025

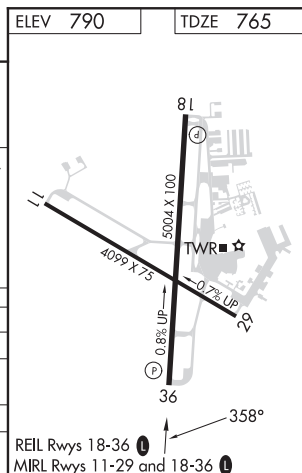
SC-3, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 36  
GEORGETOWN EXEC (GTU)

**MISSED APPROACH:** Climb to 1300 then climbing right turn to 3000 direct DARTE and hold.

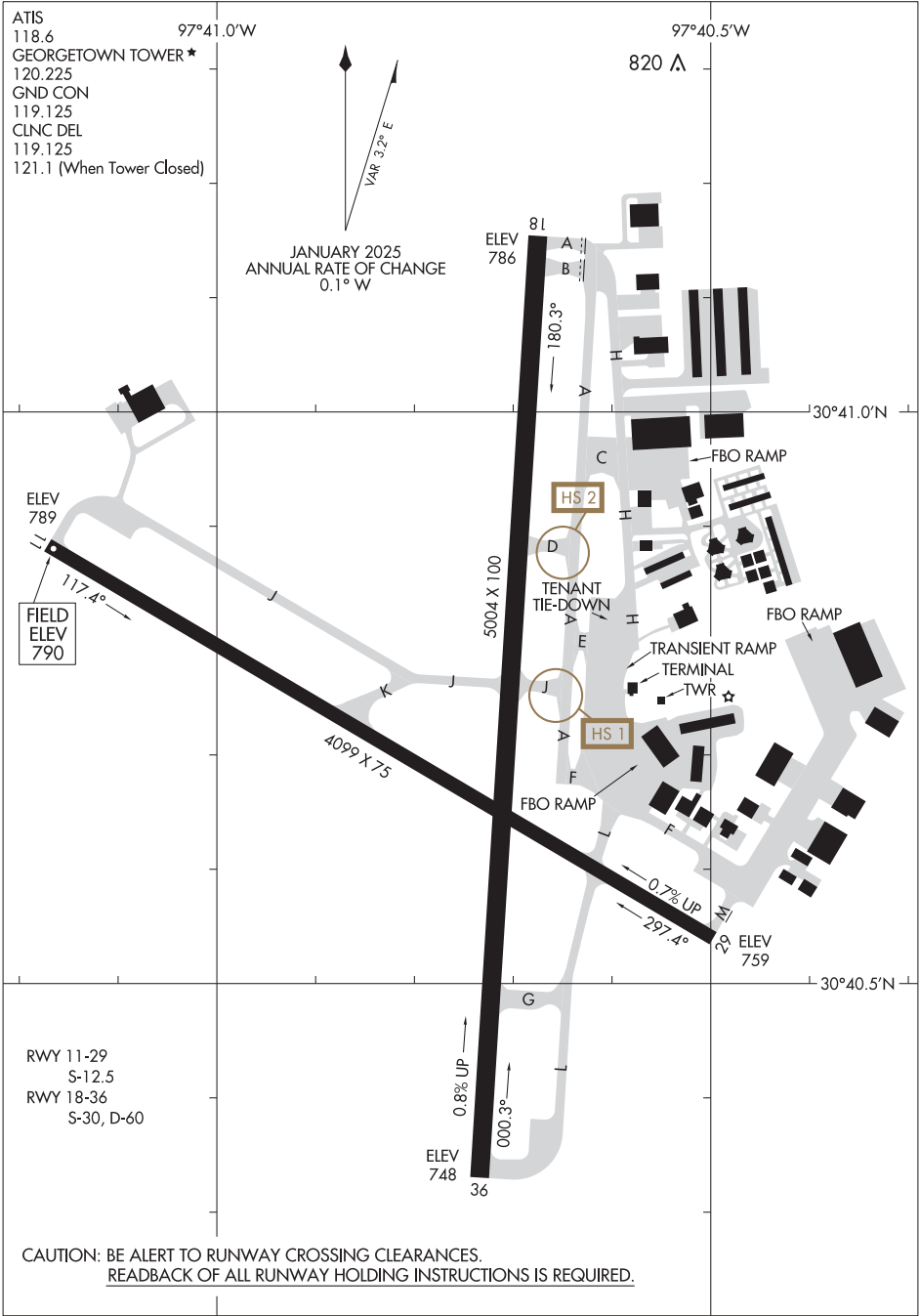
UNICOM  
123.0

CATEGORY	A	B	C	D
LPV DA	1015-1		250 (300-1)	
INAV/ VNAV DA	1242-1½		477 (500-1½)	
INAV MDA	1220-1	455 (500-1)	1220-1¾	455 (500-1¾)
 CIRCLING	1240-1 450 (500-1)	1340-1 550 (600-1)	1360-1½ 570 (600-1½)	1640-2¾ 850 (900-2¾)



GEORGETOWN EXEC (GTU)  
RNAV (GPS) RWY 36

SC-3, 07 AUG 2025 to 02 OCT 2025



SC-3, 07 AUG 2025 to 02 OCT 2025

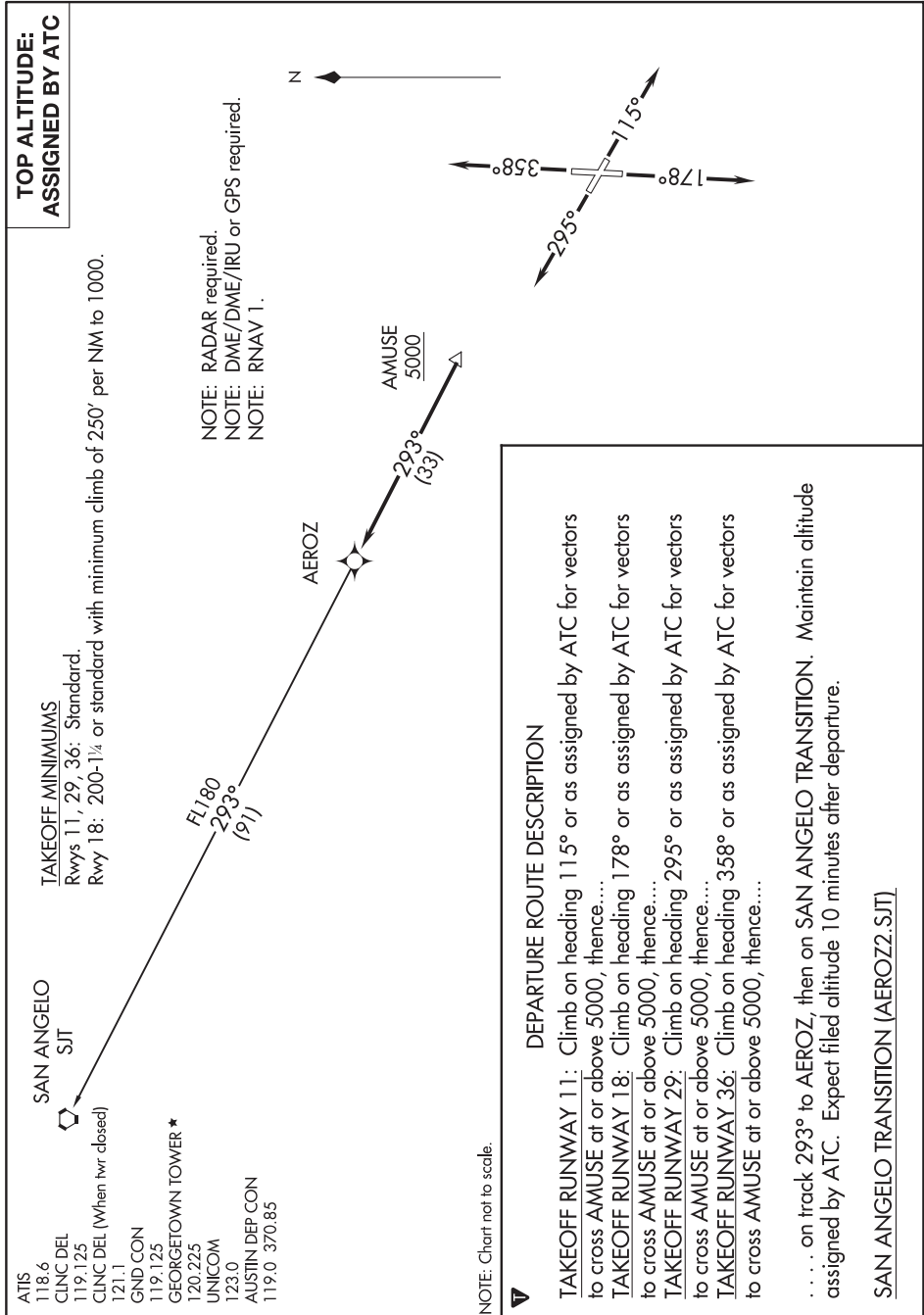
SC-3, 07 AUG 2025 to 02 OCT 2025

(AEROZ2.AEROZ) 22195

AEROZ TWO DEPARTURE (RNAV) AL-5724

GEORGETOWN EXEC (GTU)  
GEORGETOWN, TEXAS

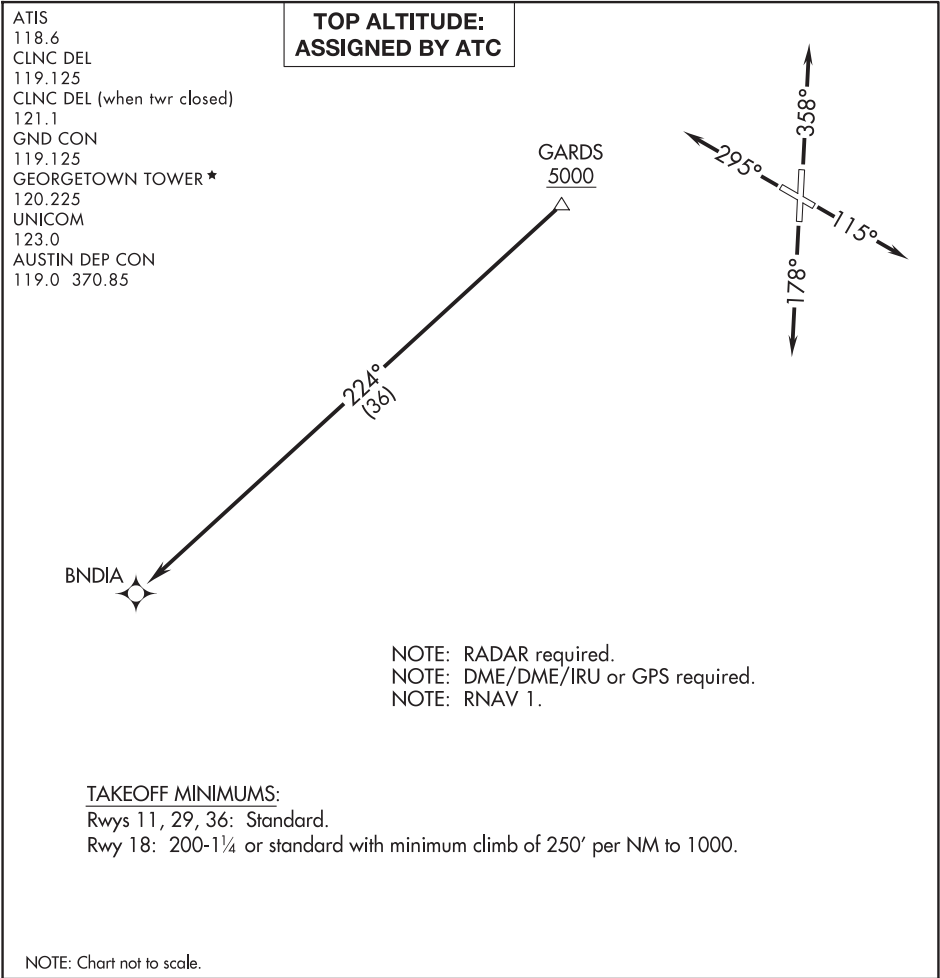
SC-3, 07 AUG 2025 to 02 OCT 2025



SC-3, 07 AUG 2025 to 02 OCT 2025

AEROZ TWO DEPARTURE (RNAV)  
(AEROZ2.AEROZ) 22APR21

GEORGETOWN, TEXAS  
GEORGETOWN EXEC (GTU)



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.

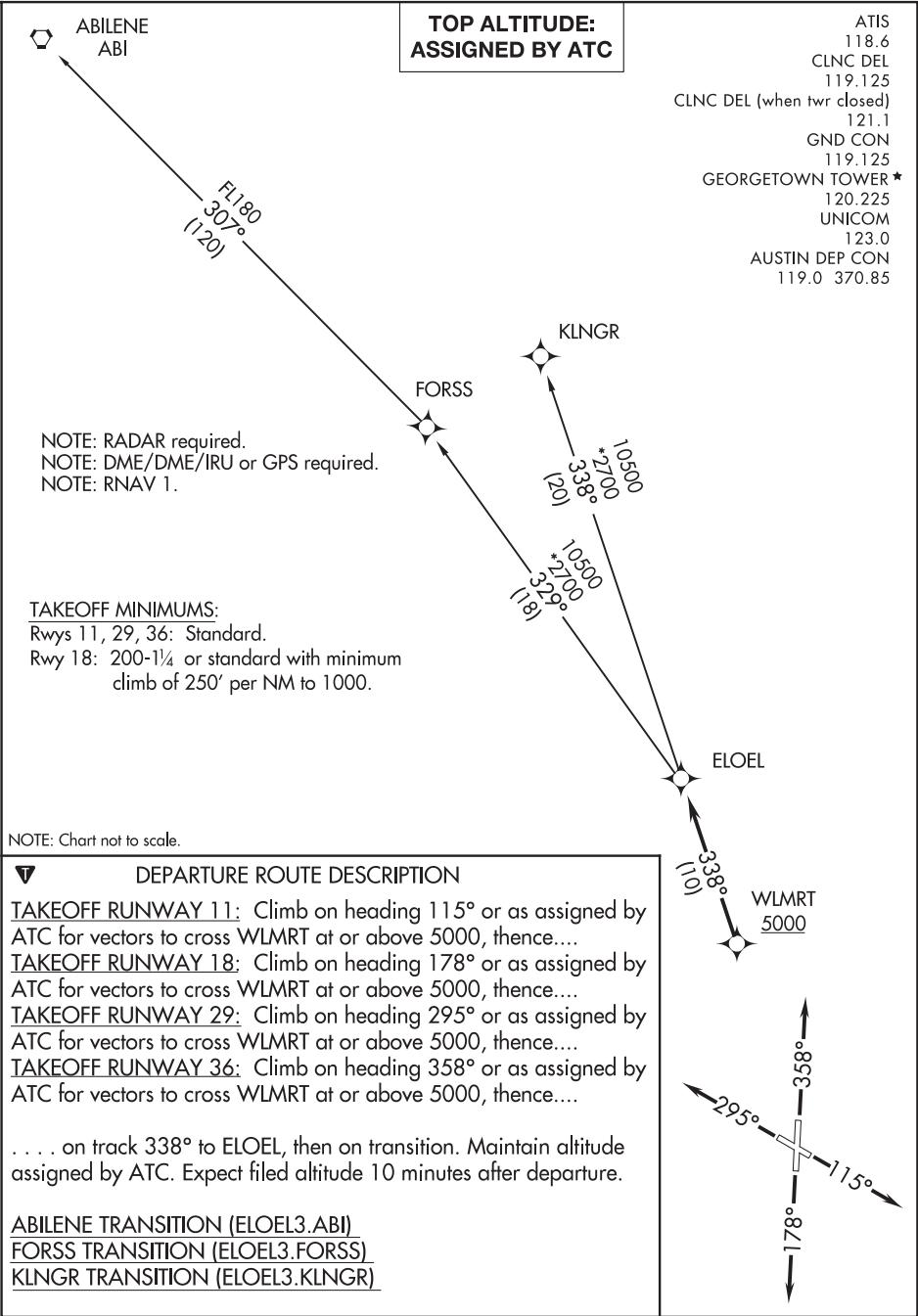
(ELOEL3.ELOEL) 22195

ELOEL THREE DEPARTURE (RNAV)

AL-5724 (FAA)

GEORGETOWN EXEC (GTU)

GEORGETOWN, TEXAS



SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025

ELOEL THREE DEPARTURE (RNAV)

(ELOEL3.ELOEL) 22APR21

GEORGETOWN, TEXAS

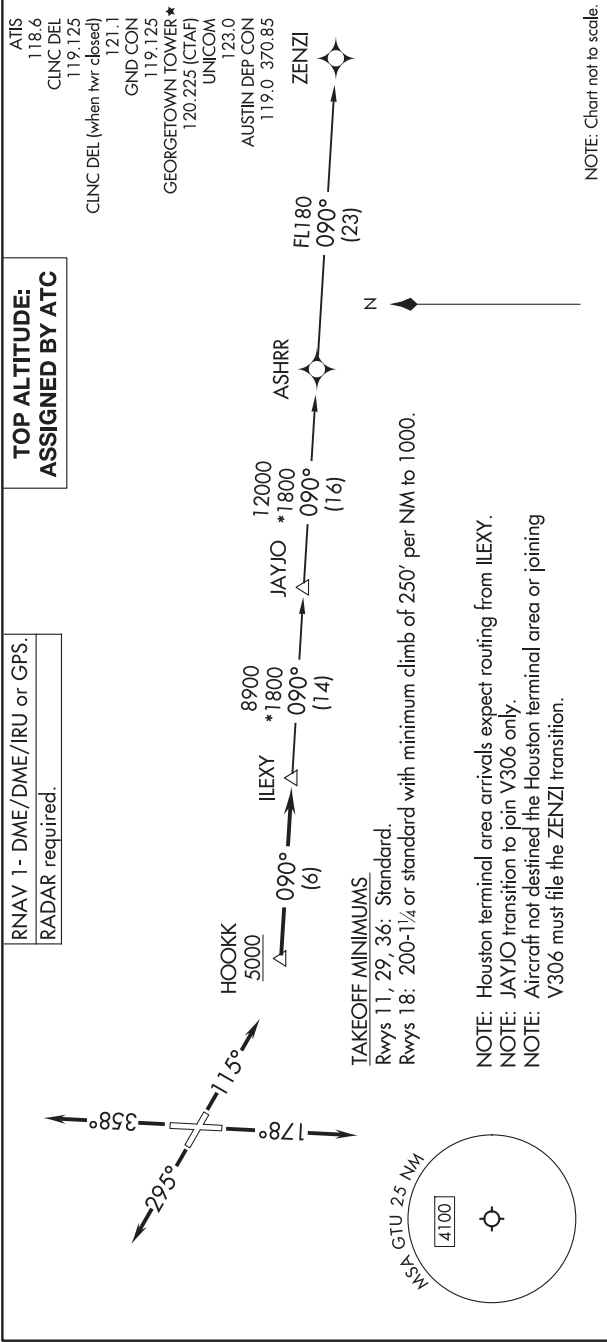
GEORGETOWN EXEC (GTU)



(ILEXY4.ILEXY) 23166

ILEXY FOUR DEPARTURE (RNAV) AL-5724 (FAA)

GEORGETOWN EXEC (GTU)  
GEORGETOWN, TEXAS



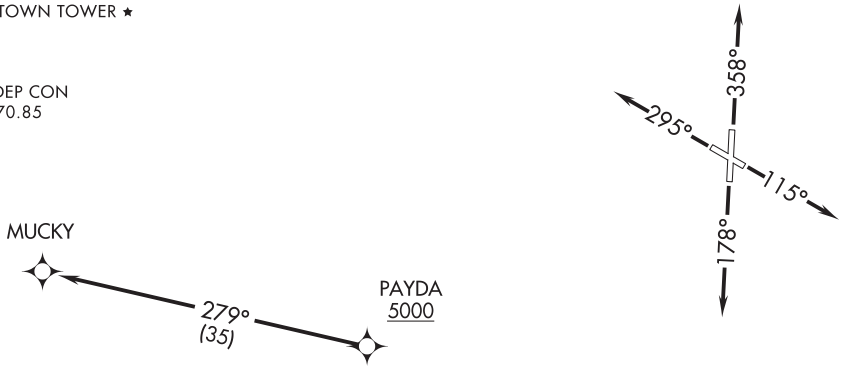
ILEXY FOUR DEPARTURE (RNAV)  
(ILEXY4.ILEXY) 15JUN23

GEORGETOWN, TEXAS  
GEORGETOWN EXEC (GTU)

MUCKY THREE DEPARTURE (RNAV)

ATIS  
118.6  
CLNC DEL  
119.125  
CLNC DEL (when twr closed)  
121.1  
GND CON  
119.125  
GEORGETOWN TOWER ★  
120.225  
UNICOM  
123.0  
AUSTIN DEP CON  
119.0 370.85

TOP ALTITUDE:  
ASSIGNED BY ATC



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

TAKEOFF MINIMUMS:

Rwys 11, 29, 36: Standard.  
Rwy 18: 200-1¼ or standard with minimum  
climb of 250' per NM to 1000.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

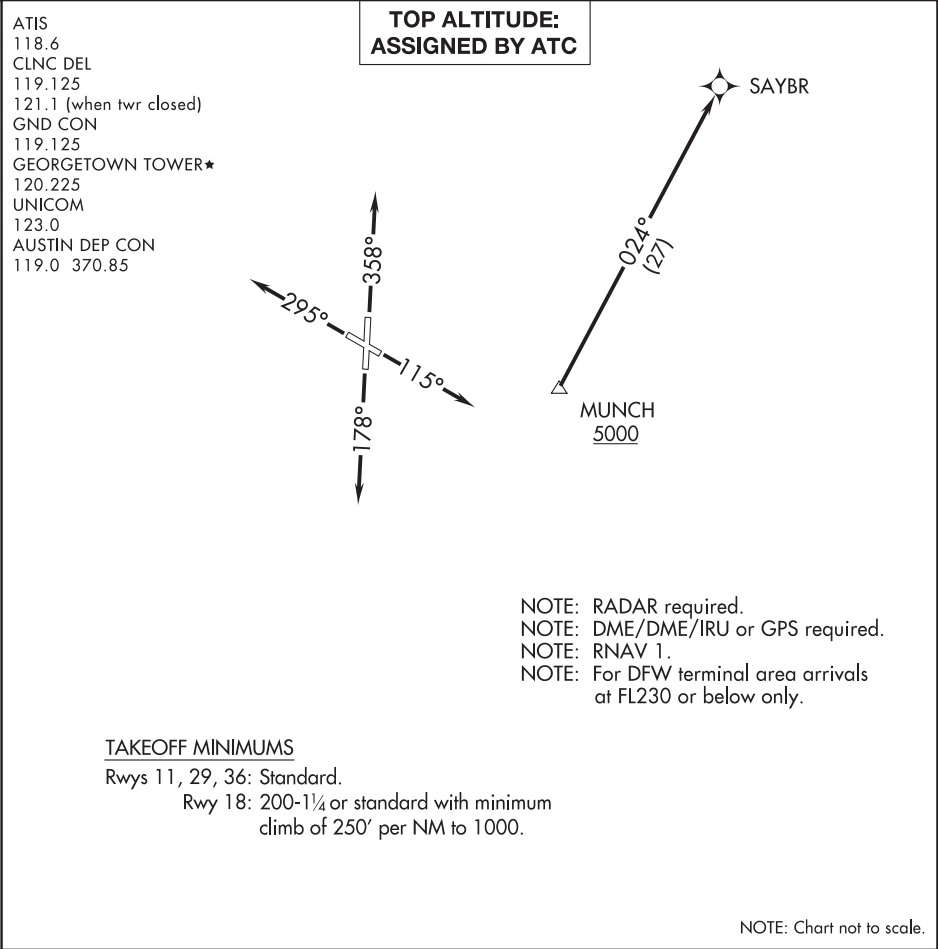
TAKEOFF RUNWAY 11: Climb on heading 115° or as assigned by ATC for vectors to cross PAYDA at or above 5000, thence. . . .

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.



BERCLAIR, TEXAS

# RNAV (GPS) RWY 11

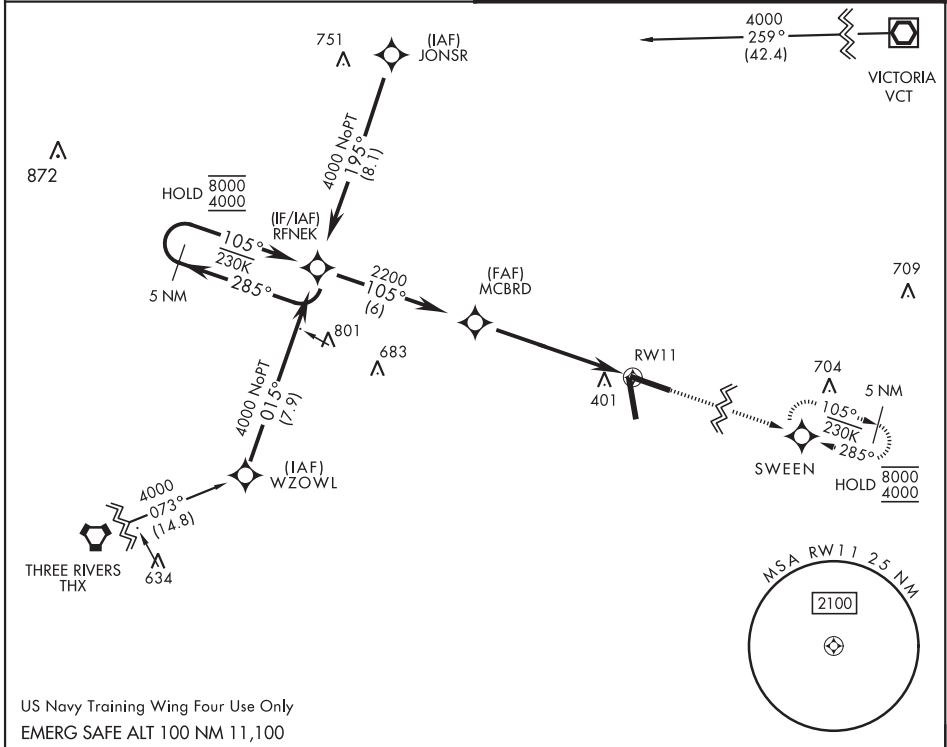
APCH CRS	Rwy Idg
105°	8000
	TDZE
	318
	Arpt Elev
	322

[USN]

GOLIAD NOLF (KNGT)

RNP APCH	MISSED APPROACH: Climb to 4000 direct SWEEN and hold, continue climb-in-hold to 4000.
When local altimeter setting not received, use Beeville Muni altimeter setting.	

ASOS 353.675	CTAF 132.875 307.075
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US Navy Training Wing Four Use Only  
EMERG SAFE ALT 100 NM 11,100

5 NM Holding Pattern RFNEK		VDP NA with Beeville Muni altimeter setting.	4000	SWEEN	ELEV 322	TDZE 318
CATEGORY	A	B	C	D		
RNAV MDA	720-1 402 (400-1)	720-1 402 (400-1)	720-1 402 (400-1)	720-1 402 (400-1)		
CIRCLING	800-1 478 (500-1)	820-1 498 (500-1)	820-1 498 (500-1)	880-2 558 (600-2)		
BEEVILLE MUNI ALTIMETER SETTING MINIMA						
RNAV MDA	760-1 442 (500-1)	760-1 442 (500-1)	760-1 442 (500-1)	760-1 442 (500-1)		
CIRCLING	800-1 478 (500-1)	820-1 498 (500-1)	820-1 498 (500-1)	880-2 558 (600-2)		
					HIRL Rwy 11-29, 17-35 TDZL Rwy 11-29, 17-35	

BERCLAIR, TEXAS

28°37'N-97°37'W

GOLIAD NOLF (KNGT)

Amdt 3 05OCT23

# RNAV (GPS) RWY 11

SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 17

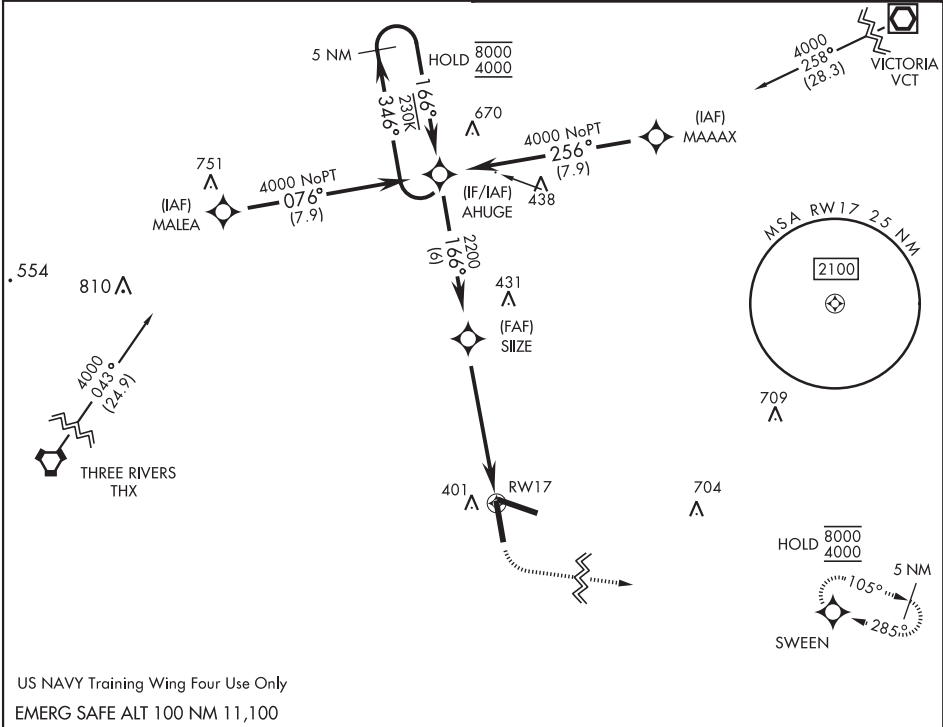
APCH CRS	Rwy Idg	8001
166°	TDZE	322
	Arpt Elev	322

[USN]

GOLIAD NOLF (KNGT)

RNP APCH	MISSED APPROACH: Climb to 900 then climbing left turn to 4000 direct SWEEN and hold, continue climb-in-hold to 4000.
When local altimeter setting not received, use Beeville Muni altimeter setting.	

ASOS 353.675	CTAF 132.875 307.075
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US NAVY Training Wing Four Use Only  
EMERG SAFE ALT 100 NM 11,100

5 NM

Holding Pattern

8000

4000

346°

166°

AHUGE

VDP NA with Beeville Muni altimeter setting.

900

4000

SWEEN

166°

166°

2200

3.00°

TCH 54

0.8 NM to RW17

RW17

5.7 NM

166°

0.7% UP

8000 x 150

29

0.3% DOWN

800 x 150

35

328

166°

322

TDZE

CATEGORY	A	B	C	D
LNAV MDA	640-1 318 (400-1)			
CIRCLING	760-1 438 (500-1)	780-1 458 (500-1)	780-1½ 458 (500-1½)	880-2 558 (600-2)
BEEVILLE MUNI ALTIMETER SETTING MINIMA				
LNAV MDA	680-1 358 (400-1)			
CIRCLING	800-1 478 (500-1)	820-1 498 (500-1)	820-1½ 498 (500-1½)	880-2 558 (600-2)

HIRL Rwy 11-29, 17-35

TDZL Rwy 11, 29, 17, 35

RNAV (GPS) RWY 17

SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025

BERCLAIR, TEXAS

## RNAV (GPS) RWY 29

APCH CRS	Rwy Idg	8000
285°	TDZE	285
	Arpt Elev	322

[USN]

GOLIAD NOLF (KNGT)

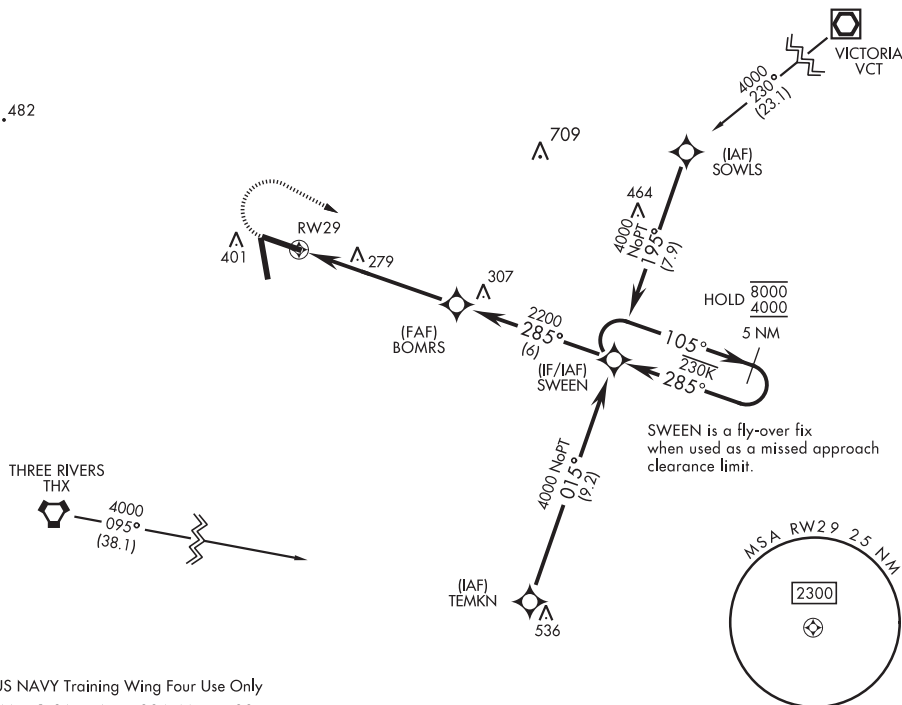
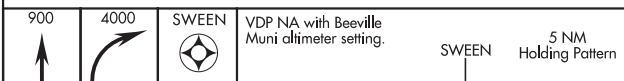
RNP APCH

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

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

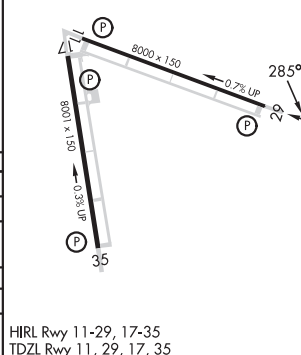
ASOS  
353.675CTAF  
132.875 307.075

.482

US NAVY Training Wing Four Use Only  
EMERG SAFE ALT 100 NM 11,100

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)

Amdt 3 05OCT23

## RNAV (GPS) RWY 29

SC-3, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 35

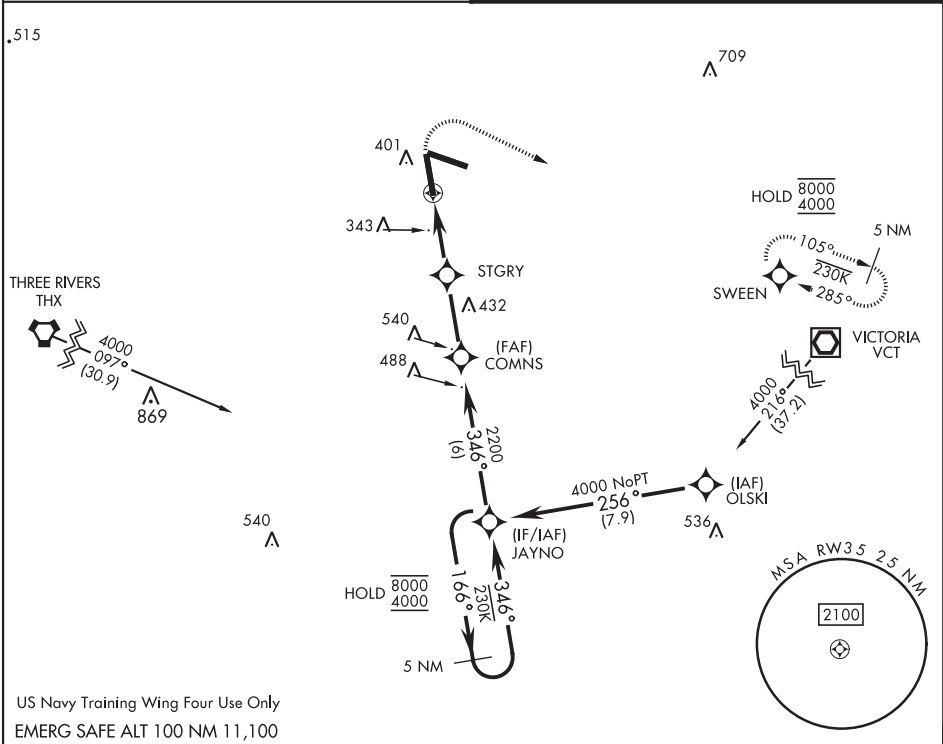
APCH CRS	Rwy Idg
346°	8001
TDZE	307
Arpt Elev	322

[USN]

GOLIAD NOLF (KNGT)

RNP APCH	MISSED APPROACH: Climb to 900 then climbing right turn to 4000 direct SWEEN and hold, continue climb-in-hold to 4000.
When local altimeter setting not received, use Beeville Muni altimeter setting.	

ASOS 353.675	CTAF 132.875 307.075
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US Navy Training Wing Four Use Only  
EMERG SAFE ALT 100 NM 11,100

900	4000	SWEEN	VDP NA with Beeville Muni altimeter setting.	JAYNO	5 NM Holding Pattern	ELEV 322	TDZE 307
CATEGORY	A	B	C	D			
LNAV MDA	620-1 313 (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	660-1 353 (400-1)						
CIRCLING	800-1 478 (500-1)	820-1 498 (500-1)	820-1½ 498 (500-1½)	880-2 558 (600-2)			

RNAV (GPS) RWY 35

HAMILTON, TEXAS

AL-6984 (FAA)

22167

WAAS CH <b>72629</b> <b>W18A</b>	APP CRS <b>182°</b>	Rwy Idg TDZE <b>1305</b> Apt Elev <b>1305</b>
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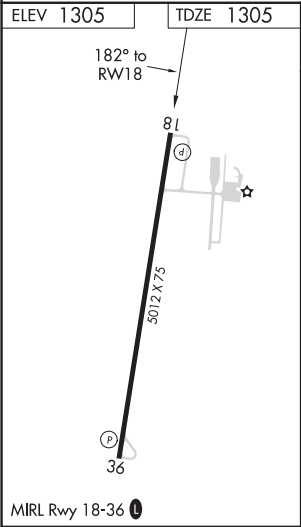
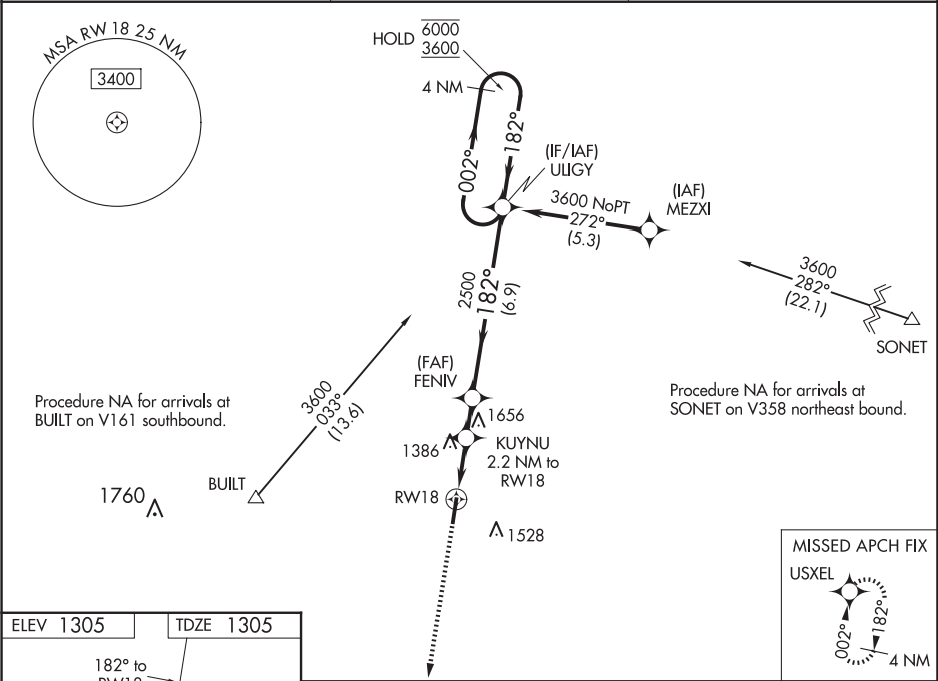
RNAV (GPS) RWY 18  
HAMILTON MUNI (MNZ)

RNP APCH-GPS.

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

MISSED APPROACH: Climb to 3100 direct USXEL and hold.

AWOS-3PT <b>118.525</b>	GRAY APP CON <b>120.075 323.15</b>	UNICOM <b>122.7 (CTAF) 0</b>
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3100	USXEL	4 NM Holding Pattern
*LNAV only.	KUYNU 2.2 NM to RW18	FENIV 2500
*0.9 NM to RW18	*2040	2500
0.9	1.3 NM	1.4 NM
6.9 NM	6.9 NM	6.9 NM
0.9	1.3 NM	1.4 NM
6.9 NM	6.9 NM	6.9 NM
GP 3.00° TCH 40	GP 3.00° TCH 40	GP 3.00° TCH 40
CATEGORY	A	B
LPV DA	1555-1	250 (300-1)
LNAV/VNAV DA	1555-1	250 (300-1)
LNAV MDA	1640-1	335 (400-1)
CIRCLING	1680-1 375 (400-1)	1840-1 535 (600-1)
	1960-1¾ 655 (700-1¾)	NA

HAMILTON, TEXAS  
Amdt 1E 16JUN22

31°40'N-98°09'W

HAMILTON MUNI (MNZ)  
RNAV (GPS) RWY 18

SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025



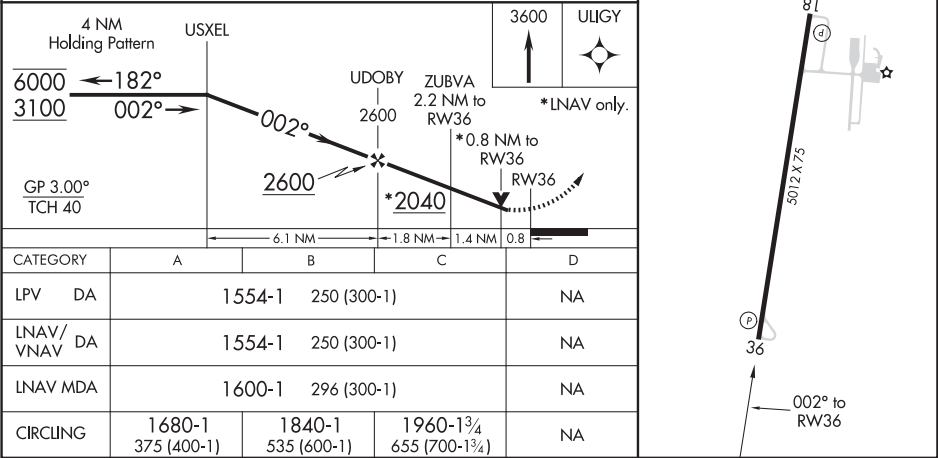
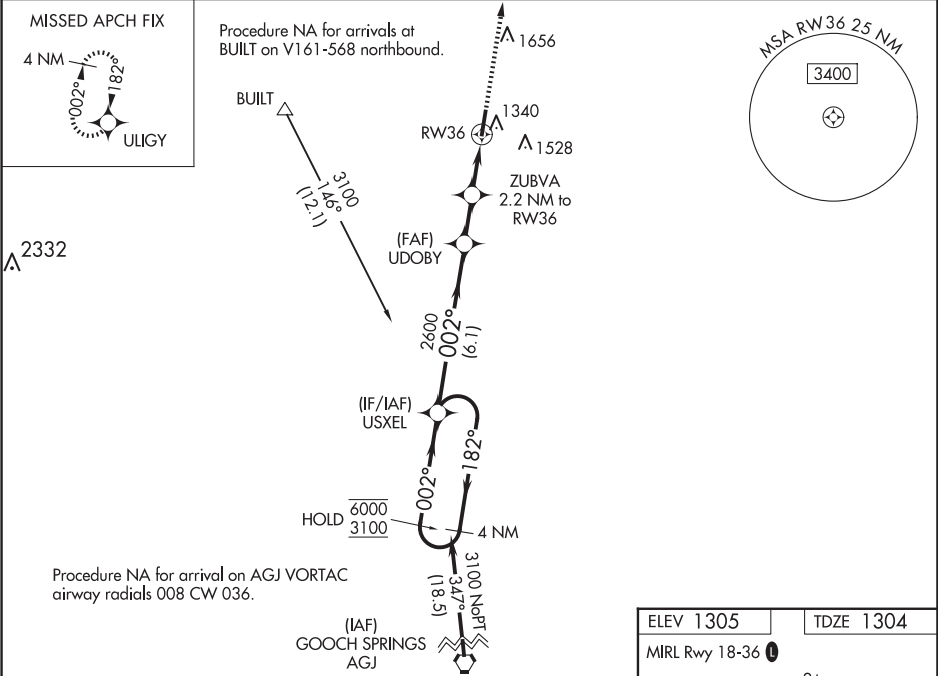
RNP APCH-GPS.

▼

Rwy 36 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 3600 direct ULGY and hold.

AWOS-3PT 118.525	GRAY APP CON 120.075 323.15	UNICOM 122.7 (CTAF) 0
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HARLINGEN, TEXAS

AL-827 (FAA)

25163

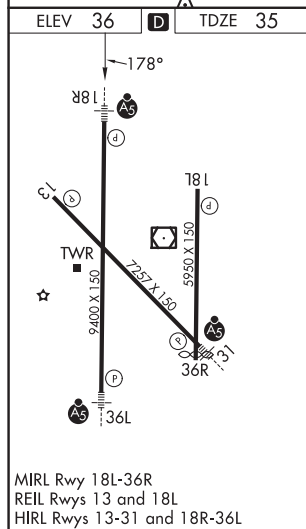
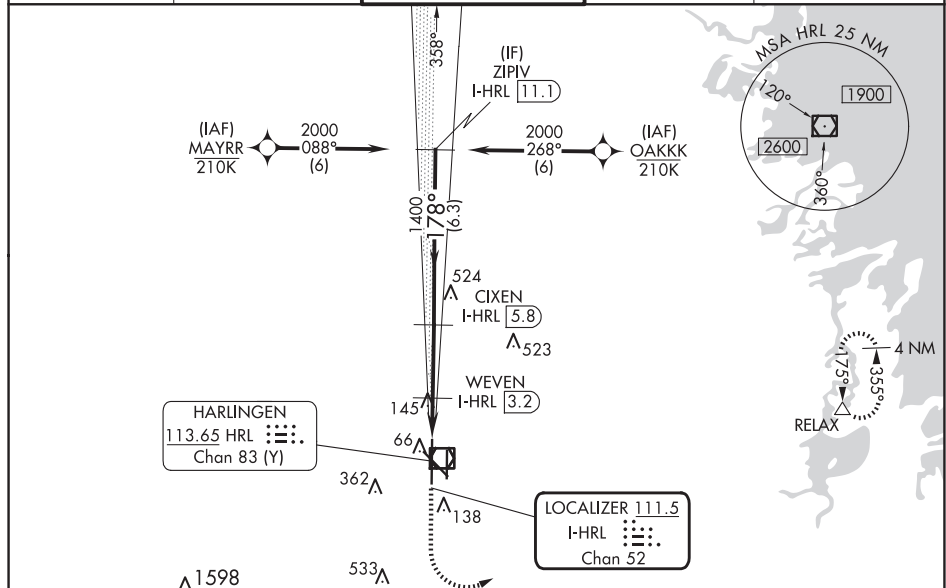
LOC/DME I-HRL	APP CRS	Rwy Ldg	9400
111.5	178°	TDZE	35
Chan 52		Apt Elev	36

# ILS or LOC RWY 18R

VALLEY INTL (HRL)

RNP APCH - GPS.		MALSR	MISSED APPROACH: Climb to 500 then climbing left turn to 2000 direct RELAX and hold.
▼ When local altimeter setting not received, use Port Isabel altimeter setting: increase S-ILS 18R DA to 277 feet; increase all MDAs 60 feet and S-LOC 18R visibility Cat C/D to RVR 4000 and Circling Cat C/D ¼ SM. For inop ALS when using Port Isabel altimeter setting, increase S-LOC 18R visibility Cat C/D to RVR 5500. VDP NA when using Port Isabel altimeter setting. *RVR 1800 authorized with use of FD or AP or HUD to DA. (NA when using secondary altimeter setting).			

ATIS	VALLEY APP CON	HARLINGEN TOWER ★	GND CON	UNICOM
124.85	120.7 279.5	119.3 (CTAF) 0 317.6	121.7	122.95



ELEV 36	TDZE 35
178°	500 2000 RELAX
581	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71)
181	CIXEN I-HRL 5.8
150	WEVEN I-HRL 3.2
150	I-HRL 2.6
150	I-HRL 1.7
150	1400 178° 2000
150	1400
150	GS 3.00° TCH 55
150	0.9 NM 0.6 NM 2.6 NM 6.3 NM
150	CATEGORY A B C D
150	S-ILS 18R* 235/24 200 (200-½)
150	S-LOC 18R 400/24 365 (400-½) 400/35 365 (400-¾)
150	CIRCLING 460-1 560-1 600-1½ 680-2
150	424 (500-1) 524 (600-1) 564 (700-½) 644 (700-2)

HARLINGEN, TEXAS  
Amdt 1 11JUL24

26°14'N-97°39'W

# ILS or LOC RWY 18R

SC-3, 07 AUG 2025 to 02 OCT 2025

LOC/DME I-RVZ <b>111.5</b> Chgn <b>52</b>	APP CRS <b>358°</b>	Rwy Ldg <b>9400</b> TDZE <b>36</b> Apt Elev <b>36</b>
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ILS or LOC RWY 36L  
VALLEY INTL (HRL)

RNP APCH - GPS.

DME required.

**A** VDP NA when using PIL altimeter setting. When local altimeter setting not received, use Port Isabel altimeter setting and increase S-ILS 36L DA to 278 feet; increase all MDAs 60 feet and S-LOC 36L Cats C and D visibilities to RVR 5500 and Circling visibility Cats C and D  $\frac{1}{4}$  SM. For inop ALS, increase S-LOC 36L Cat C/D visibility to  $\frac{1}{2}$  SM.

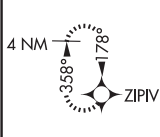
MALSR



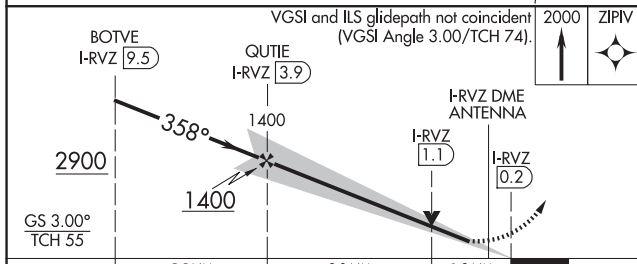
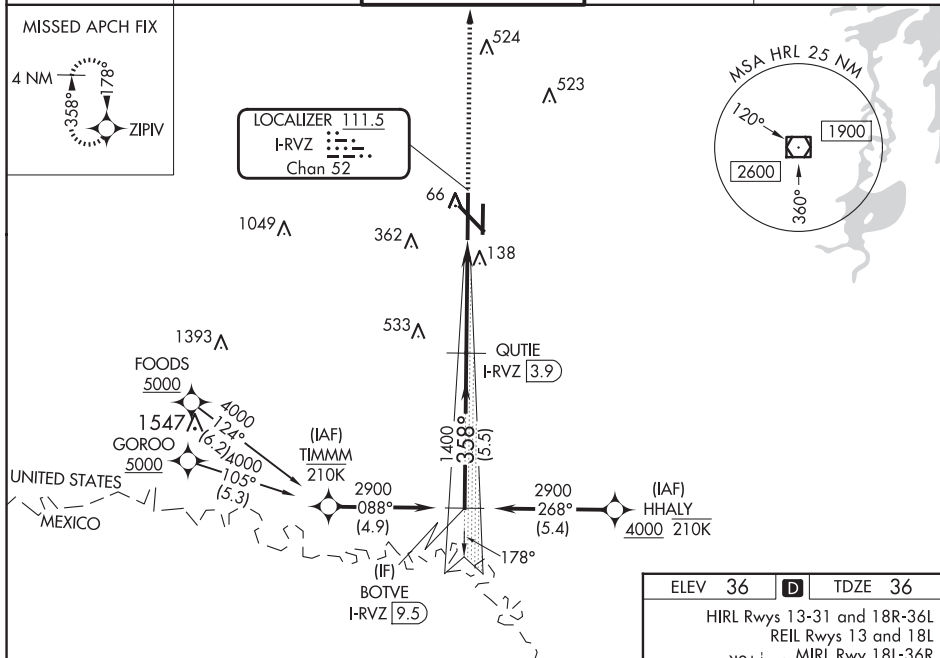
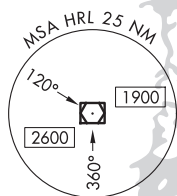
**MISSED APPROACH:**  
Climb to 2000 direct  
ZIVV and hold.

ATIS <b>124.85</b>	VALLEY APP CON <b>120.7 279.5</b>	HARLINGEN TOWER ★ <b>119.3 (CTAF) 0 317.6</b>	GND CON <b>121.7</b>	UNICOM <b>122.95</b>
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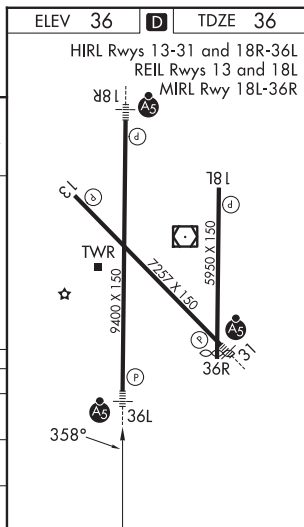
MISSED APCH FIX



LOCALIZER 111.5  
I-RVZ



CATEGORY	5.5 NM		2.8 NM		1.3 NM	
	A		B		C	
S-ILS 36L *	236/24 200 (200-½)					
S-LOC 36L	500/24		464 (500-½)		500/50 464 (500-1)	
CIRCLING	500-1 464 (500-1)	560-1 524 (600-1)	600-1¾ 564 (600-1¾)		680-2 644 (700-2)	



HARLINGEN, TEXAS  
Orig-A 03OCT24

26°14'N-97°39'W

203

VALLEY INTL (HRL)

ILS or LOC RWY 36L

SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025

HARLINGEN, TEXAS

AL-827 (FAA)

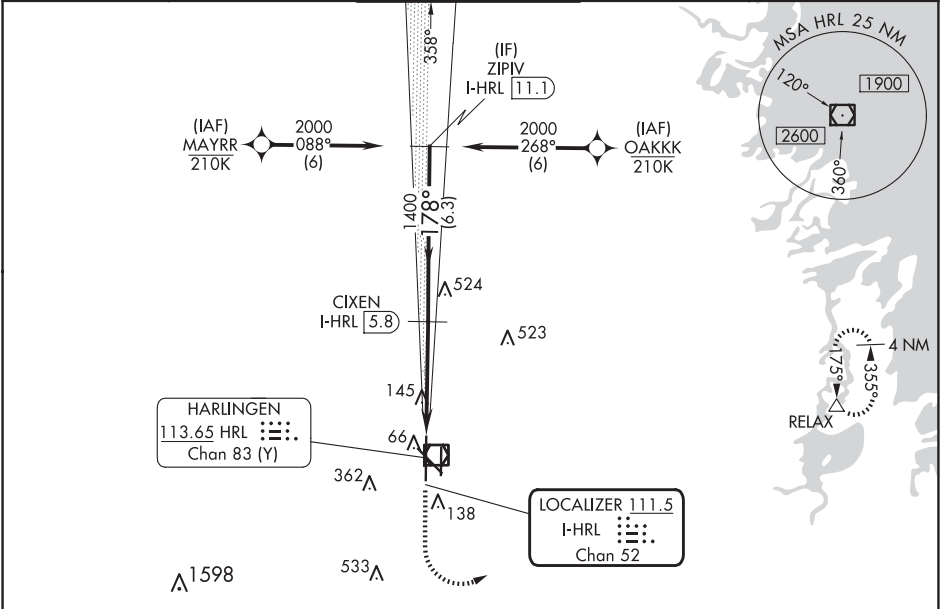
25163

LOC/DME I-HRL	APP CRS	Rwy Ldg	9400
111.5	178°	TDZE	35
Chan 52		Apt Elev	36

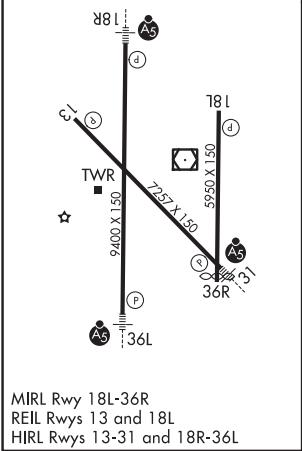
ILS RWY 18R (SA CAT I & II)  
VALLEY INTL (HRL)

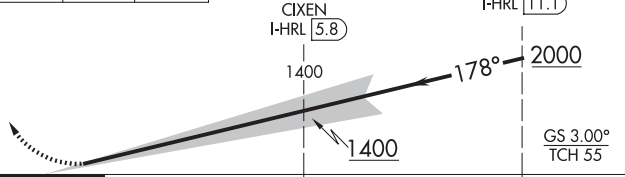
RNP APCH - GPS.	MALSR A5	MISSED APPROACH: Climb to 500 then climbing left turn to 2000 direct RELAX and hold.
Requires specific OPSPEC, MSPEC, or LOA approval. Procedure NA when tower closed.		

ATIS 124.85	VALLEY APP CON 120.7 279.5	HARLINGEN TOWER ★ 119.3 (CTAF) 317.6	GND CON 121.7	UNICOM 122.95
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ELEV 36	D	TDZE 35
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500	2000	RELAX	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71)	
↑	↷	△		
				
CATEGORY	A	B	C	D
S-ILS 18R	SA CAT I	RA 153/14	150	DA 185
S-ILS 18R	SA CAT II	RA 104/12	100	DA 135
CATEGORY I & II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED				

HARLINGEN, TEXAS  
Amdt 1 11JUL24

26°14'N-97°39'W  
VALLEY INTL (HRL)  
ILS RWY 18R (SA CAT I & II)

SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025

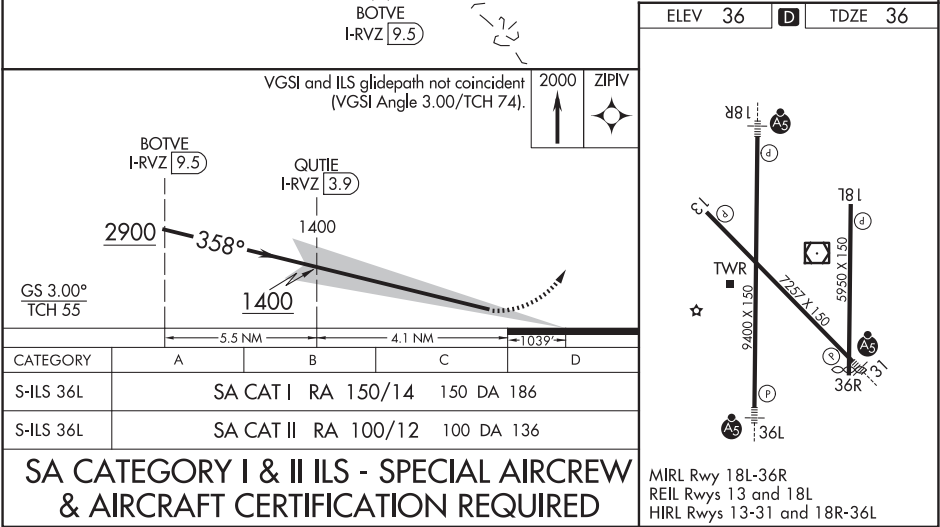
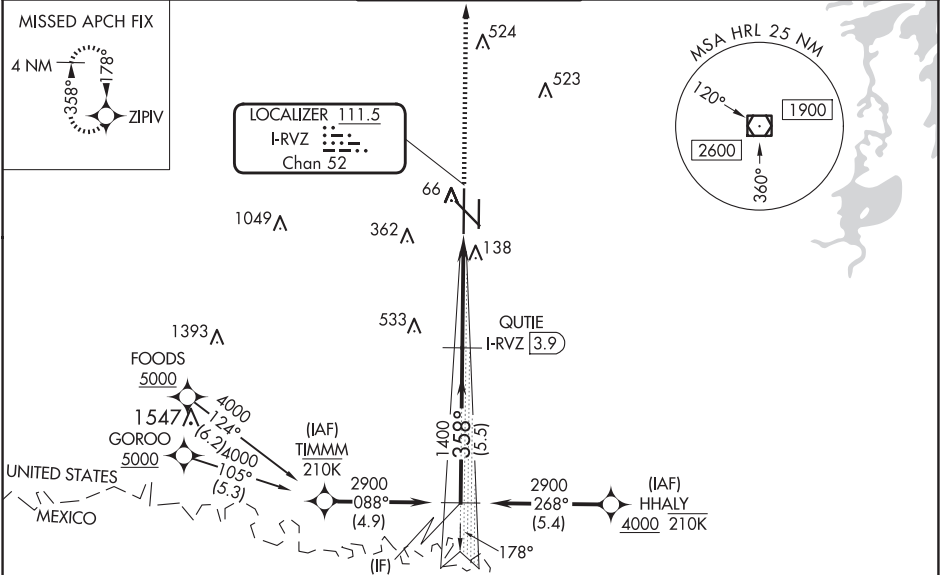
LOC/DME I-RVZ	APP CRS	Rwy Ldg	9400
111.5	358°	TDZE	36
Chan 52		Apt Elev	36

ILS RWY 36L (SA CAT I & II)

VALLEY INTL (HRL)

RNP APCH-GPS.	MALSR	MISSED APPROACH: Climb to 2000 direct ZPIV and hold.
DME required.		
SA CAT I/II: Requires specific OPSPEC, MSPEC, or LOA approval.		

ATIS 124.85	VALLEY APP CON 120.7 279.5	HARLINGEN TOWER ★ 119.3 (CTAF) 317.6	GND CON 121.7	UNICOM 122.95
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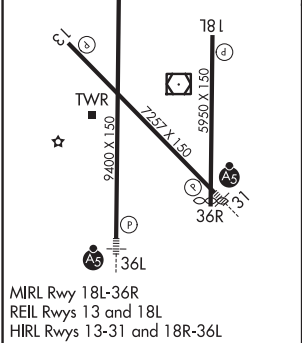
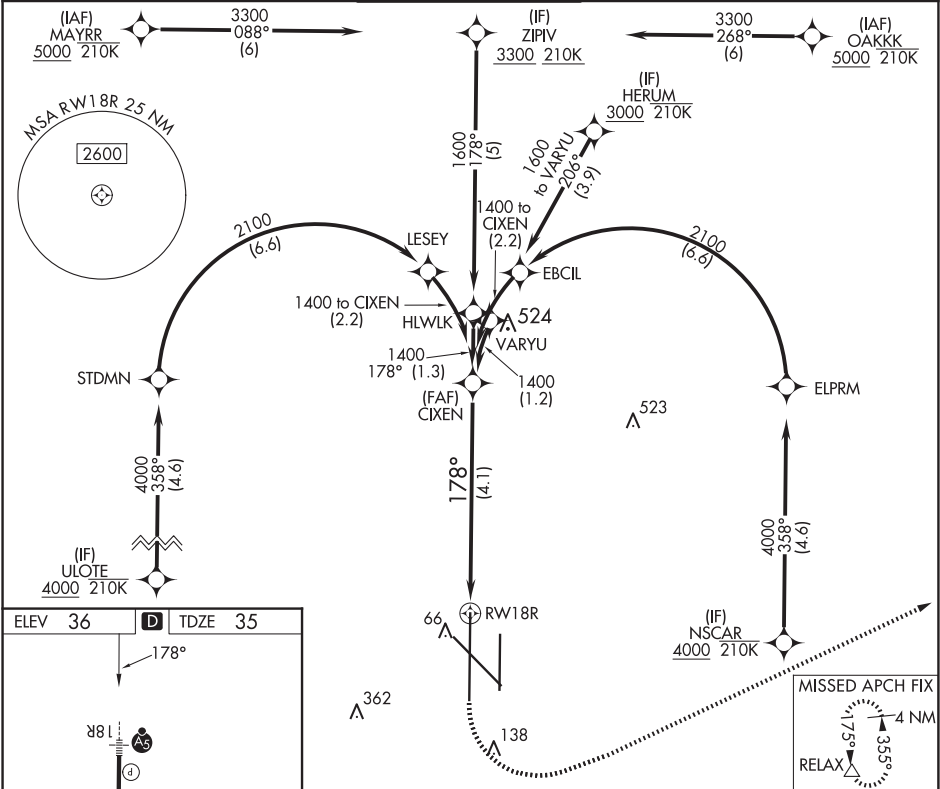


APP CRS	Rwy Ldg	9400
178°	TDZE	35
	Apt Elev	36

RNAV (RNP) Z RWY 18R  
VALLEY INTL (HRL)

RNP AR APCH - GPS.	MALSR	MISSED APPROACH: Climb to 500 then climbing left turn to 2000 direct RELAX and hold.
▼ For uncompensated Baro-VNAV systems, procedure NA below -1°C or above 54°C. When local altimeter setting not received, procedure NA. For inop ALS, increase RNP 0.11 all Cats visibility to RVR 4000 and RNP 0.30 all Cats visibility to RVR 4500.		

ATIS 124.85	VALLEY APP CON 120.7 279.5	HARLINGEN TOWER★ 119.3(CTAF) 0 317.6	GND CON 121.7	UNICOM 122.95
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500	2000	RELAX	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 71)	CIXEN 1400
RW18R				
See planview for multiple IF locations.				
4.1 NM				
CATEGORY	A	B	C	D
RNP 0.11 DA	285/24		250 (300-½)	
RNP 0.30 DA	345/24		310 (400-½)	
GP 3.00° TCH 55				
AUTHORIZATION REQUIRED				

SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025

HARLINGEN, TEXAS

AL-827 (FAA)

25163

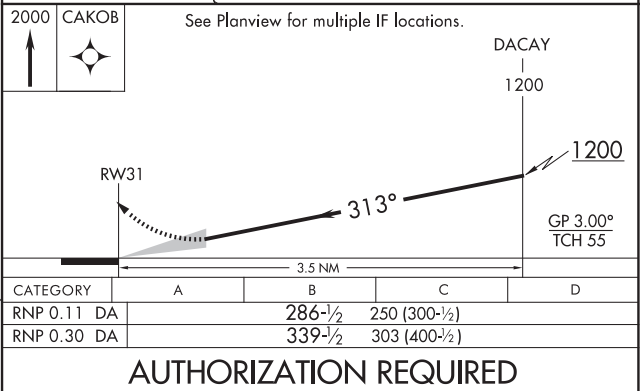
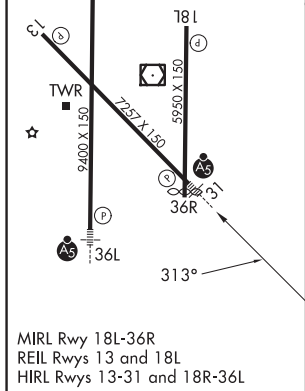
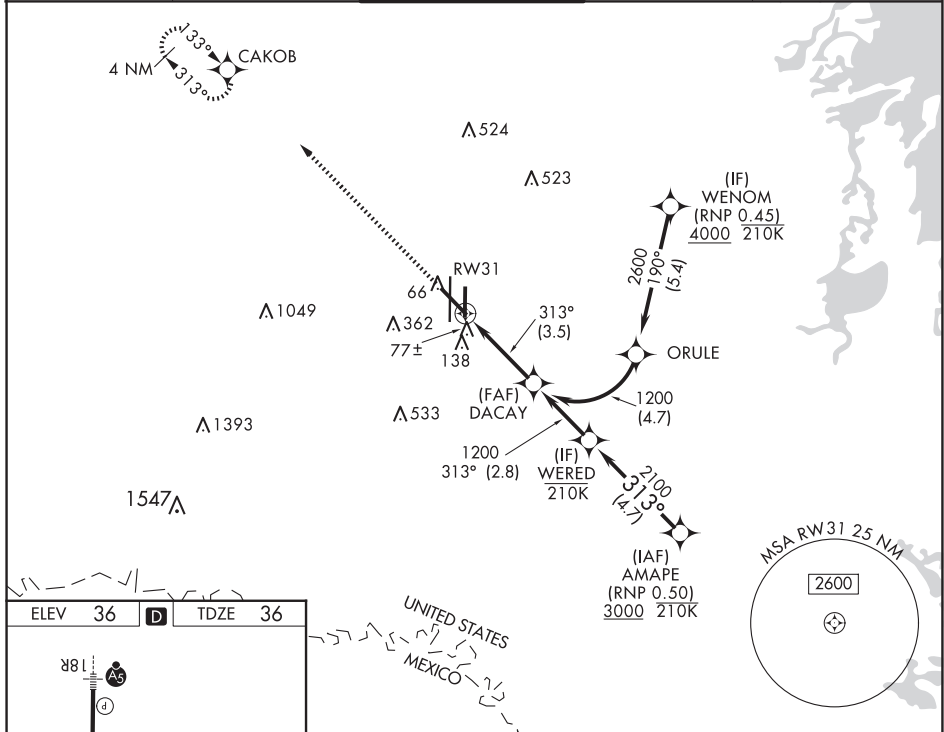
APP CRS	Rwy Ldg	7257
313°	TDZE	36
	Apt Elev	36

# RNAV (RNP) Z RWY 31

VALLEY INTL (HRL)

RNP AR APCH - GPS.	MALSR	MISSED APPROACH: Climb to 2000 direct CAKOB and hold.
▼ For uncompensated Baro-VNAV systems, procedure NA below -1°C or above 54°C. For inop ALS, increase RNP 0.11 all Cats visibilities to ¾ SM and increase RNP 0.30 all Cats visibilities ⅞ SM. When local altimeter setting not received, procedure NA.		

ATIS 124.85	VALLEY APP CON 120.7 279.5	HARLINGEN TOWER ★ 119.3 (CTAF) 317.6	GND CON 121.7	UNICOM 122.95
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HARLINGEN, TEXAS  
Amdt 2 11JUL24

26°14'N-97°39'W

VALLEY INTL (HRL)

# RNAV (RNP) Z RWY 31

SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025



APP CRS	Rwy Ldg	9400
358°	TDZE	36
	Apt Elev	36

RNAV (RNP) Z RWY 36L  
VALLEY INTL (HRL)

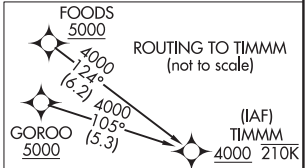
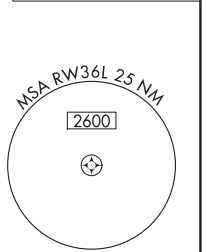
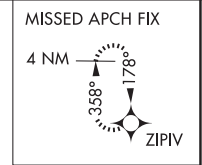
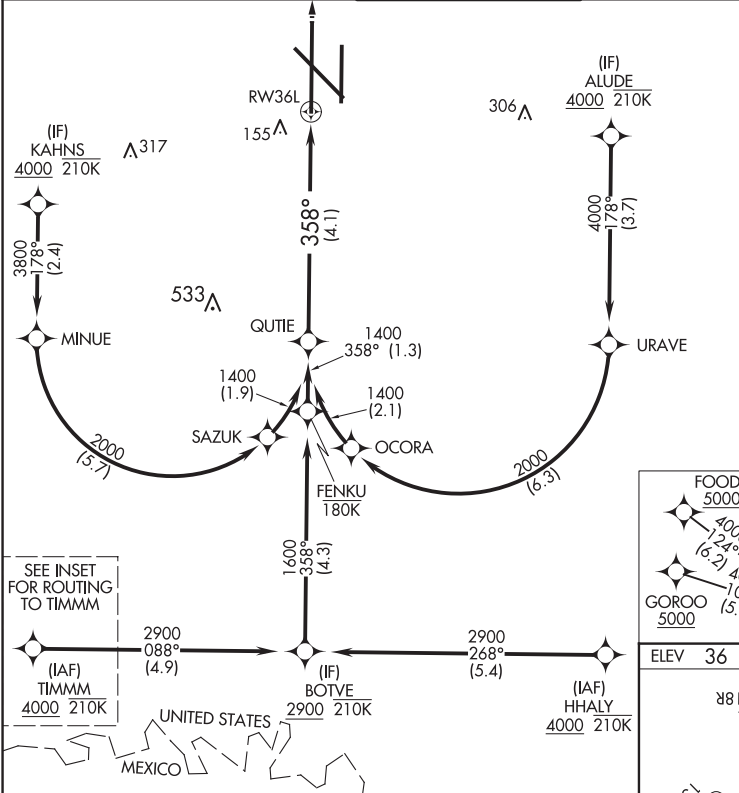
RNP AR APCH - GPS.

For uncompensated Baro-VNAV systems, procedure NA below -1°C or above 54°C. When local altimeter setting not received, procedure NA. For inop ALS, increase RNP 0.11 DA all Cnts visibility to ¾ SM.

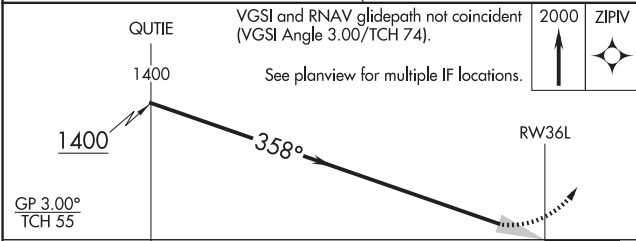
MALSR

MISSED APPROACH: Climb to 2000 direct ZIPIV 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
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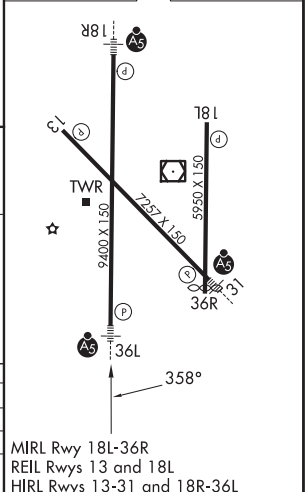


ELEV 36	TDZE 36
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CATEGORY	A	B	C	D
RNP 0.11 DA		334-1/2	298 (300-1/2)	
RNP 0.30 DA		484-7/8	448 (500-7/8)	

AUTHORIZATION REQUIRED



SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025



WAAS CH <b>72830</b> <b>W36A</b>	APP CRS <b>358°</b>	Rwy Ldg TDZE Apt Elev	<b>5759</b> <b>36</b> <b>36</b>
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RNAV (GPS) RWY 36R  
VALLEY INTL (HRL)

RNP APCH - GPS.

**T** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1°C or above 54°C. Baro-VNAV and VDP NA when using Port Isabel altimeter setting. When local altimeter setting not received, use Port Isabel altimeter setting: increase LPV DA to 278 feet; increase LNAV/VNAV DA to 328 feet and all visibilities  $\frac{1}{8}$  SM, increase all MDAs 60 feet and LNAV visibility Cat C and D  $\frac{1}{8}$  SM, and Circling visibility Cats C and D  $\frac{1}{4}$  SM.

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

ATIS <b>124.85</b>	VALLEY APP CON <b>120.7 279.5</b>	HARLINGEN TOWER ★ <b>119.3 (CTAF) L 317.6</b>	GND CON <b>121.7</b>	UNICOM <b>122.95</b>
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HARLINGEN, TEXAS

AL-827 (FAA)

25163

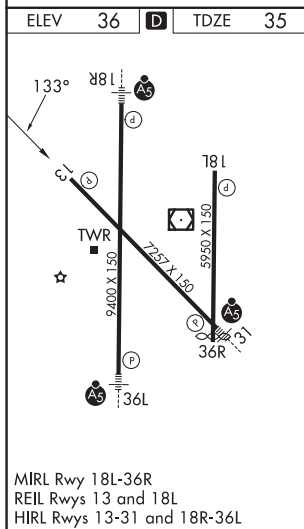
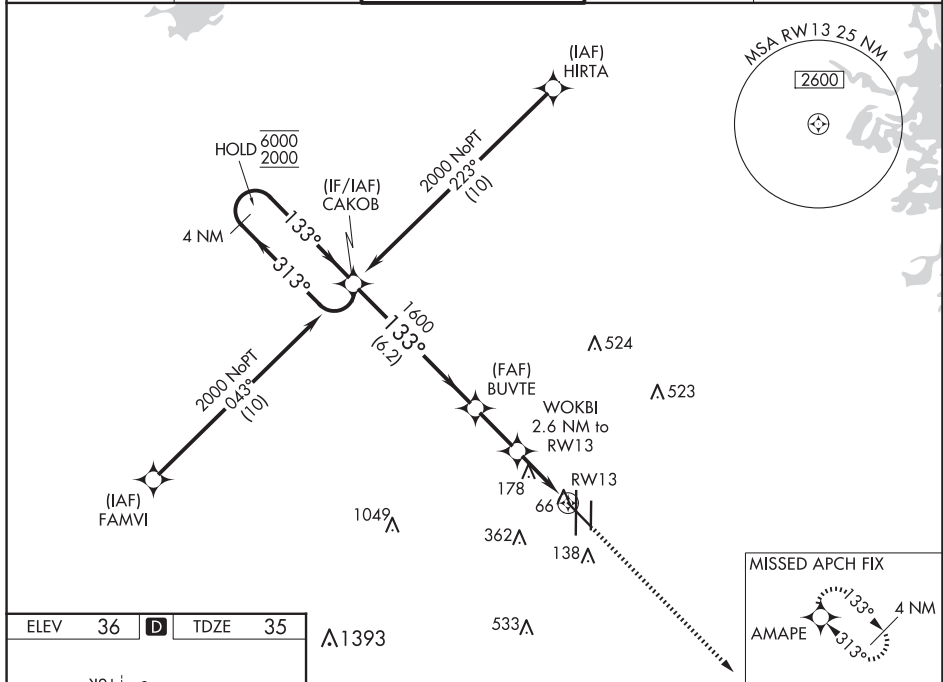
WAAS CH <b>78230</b> <b>W13A</b>	APP CRS <b>133°</b>	Rwy Ldg TDZE <b>35</b> Apt Elev <b>36</b>
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# RNAV (GPS) Y RWY 13

VALLEY INTL (HRL)

RNP APCH - GPS.	<p>Baro-VNAV and VDP NA when using Port Isabel altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1°C or above 54°C. When local altimeter setting not received, use Port Isabel altimeter setting: increase LPV DA to 327 feet and all visibilities ½ SM; increase LNAV/VNAV DA to 327 feet and all visibilities ½ SM; increase all MDAs 60 feet and visibility Cats C and D ¼ SM.</p>	MISSED APPROACH: Climb to 2000 direct AMAPE and hold.
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ATIS <b>124.85</b>	VALLEY APP CON <b>120.7 279.5</b>	HARLINGEN TOWER ★ <b>119.3 (CTAF) 317.6</b>	GND CON <b>121.7</b>	UNICOM <b>122.95</b>
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4 NM Holding Pattern				
CAKOB				
6000 ← 313° 2000 → 133°				
GP 3.00° TCH 59				
BUVTE 1600 WOKBI 2.6 NM to RWY 13 1.1 NM to RWY 13				
6.2 NM → 2.1 NM → 1.5 NM → 1.1 NM				
CATEGORY	A	B	C	D
LPV DA	285-¾ 250 (300-¾)			
LNAV/VNAV DA	285-¾ 250 (300-¾)			
LNAV MDA	440-1 405 (500-1)		440-1½ 405 (500-1½)	
CIRCLING	460-1 424 (500-1)	560-1 524 (600-1)	600-1½ 564 (600-1½)	680-2 644 (700-2)

HARLINGEN, TEXAS  
Amdt 3 11JUL24

26°14'N-97°39'W

# RNAV (GPS) Y RWY 13

VALLEY INTL (HRL)

SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025

WAAS CH <b>50131</b> <b>W18A</b>	APP CRS <b>178°</b>	Rwy Ldg <b>9400</b> TDZE <b>35</b> Apt Elev <b>36</b>
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RNAV (GPS) Y RWY 18R

VALLEY INTL (HRL)

RNP APCH - GPS.

▼

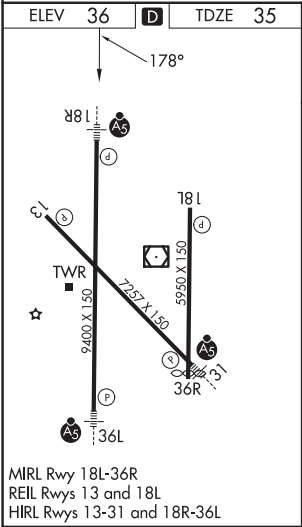
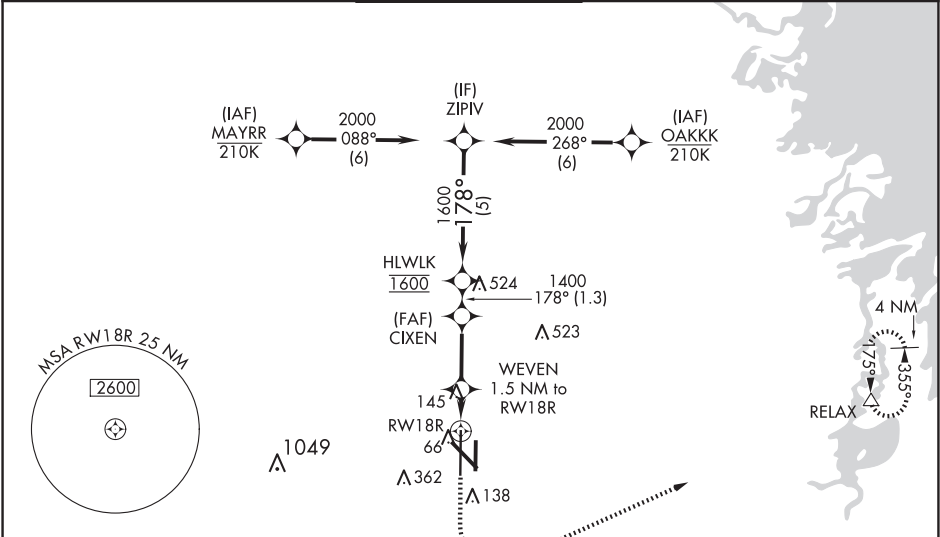
▲

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4000, LNAV Cats C and D visibility to RVR 5500. When local altimeter setting not received, use Port Isabel altimeter setting and increase LPV DA to 277 feet; increase LNAV/VNAV DA to 327 feet; increase all MDAs 60 feet and LNAV visibility Cat C/D to RVR 4000 and Circling visibility Cat C/D ¼ SM. For inop ALS when using Port Isabel altimeter setting, increase LNAV/VNAV all Cats visibility to RVR 4500. Baro-VNAV and VDP 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).

MALSR

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

ATIS <b>124.85</b>	VALLEY APP CON <b>120.7 279.5</b>	HARLINGEN TOWER★ <b>119.3 (CTAF) 0 317.6</b>	GND CON <b>121.7</b>	UNICOM <b>122.95</b>
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500 2000 RELAX VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 71)				
See planview for multiple IF locations.				
RW18R 0.9 NM to RW18R				
WEVEN 1.5 NM to RW18R				
CIXEN 1400 178° 1600				
GP 3.00° TCH 55				
0.9 NM 0.6 NM 2.6 NM 1.3 NM				
CATEGORY	A	B	C	D
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 (400-¾)
CIRCLING	460-1	560-1	600-1½	680-2
	424 (500-1)	524 (600-1)	564 (600-1½)	644 (700-2)

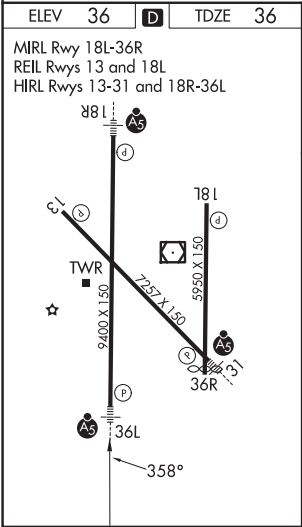
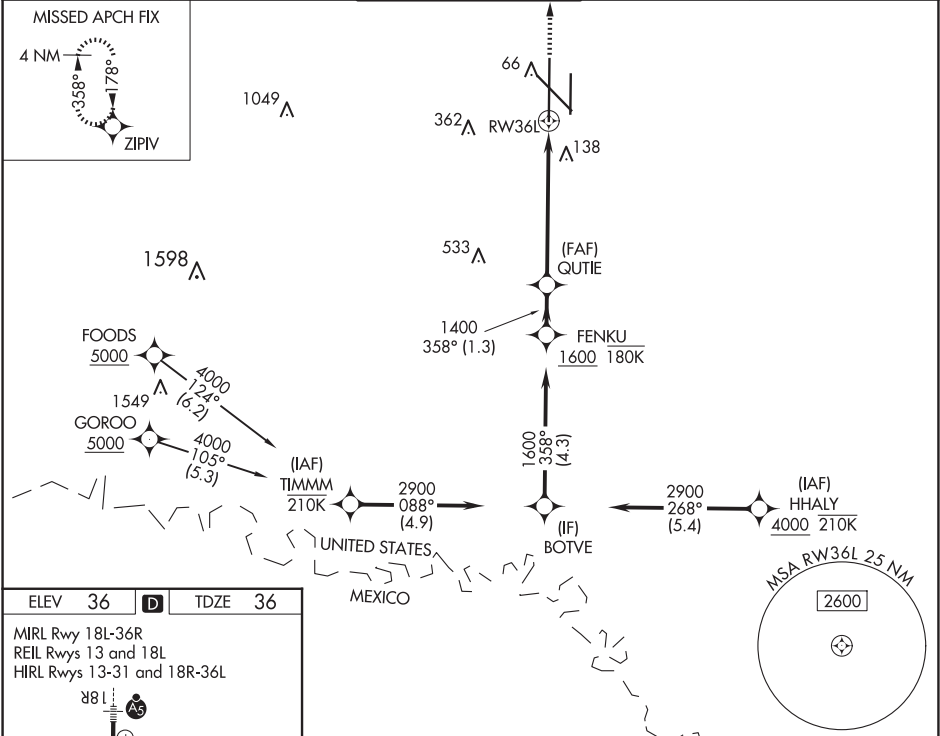


WAAS CH <b>86530</b> <b>W36B</b>	APP CRS <b>358°</b>	Rwy Ldg TDZE <b>36</b> Apt Elev <b>36</b>	<b>9400</b>
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RNAV (GPS) Y RWY 36L

VALLEY INTL (HRL)

RNP APCH - GPS.				MALSR 	MISSED APPROACH: Climb to 2000 direct ZIPV and hold.
<div><div><div></div><div></div></div><div>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1°C or above 54°C. Baro-VNAV and VDP NA when using Port Isabel altimeter setting. When local altimeter setting not received, use Port Isabel altimeter setting and increase LPV DA to 278 feet; increase LNAV/VNAV DA to 447 feet and all visibilities ½ SM. Increase all MDAs 60 feet, and LNAV visibility Cat C and D ¼ SM; and Circling visibility Cats C and D ¼ SM.</div></div>					
ATIS 124.85	VALLEY APP CON 120.7 279.5	HARLINGEN TOWER ★ 119.3(CTAF)  317.6	GND CON 121.7	UNICOM 122.95	



2000	ZIPV	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 74).		FENKU
		1.3 NM to RW36L		1400 358° 1600
		1.3 NM	2.8 NM	1.3 NM
CATEGORY	A	B	C	D
LPV DA	236-¾		200 (200-¾)	
LNAV/VNAV DA	405-1		369 (400-1)	
LNAV MDA	500-1	464 (500-1)	500-1½	464 (500-1½)
CIRCLING	500-1 464 (500-1)	560-1 524 (600-1)	600-1½ 564 (600-1½)	680-2 644 (700-2)

SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025

HARLINGEN, TEXAS

AL-827 (FAA)

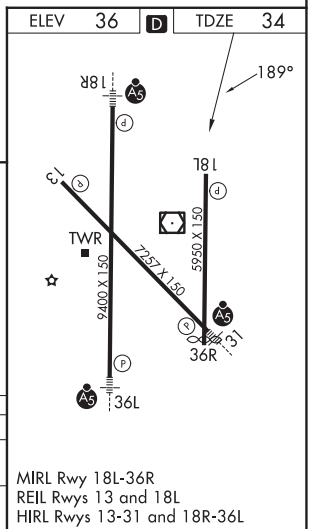
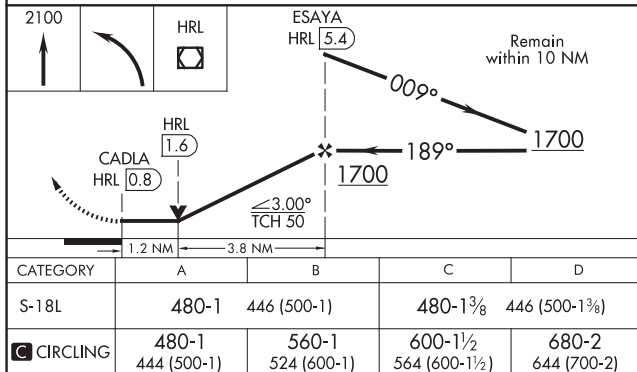
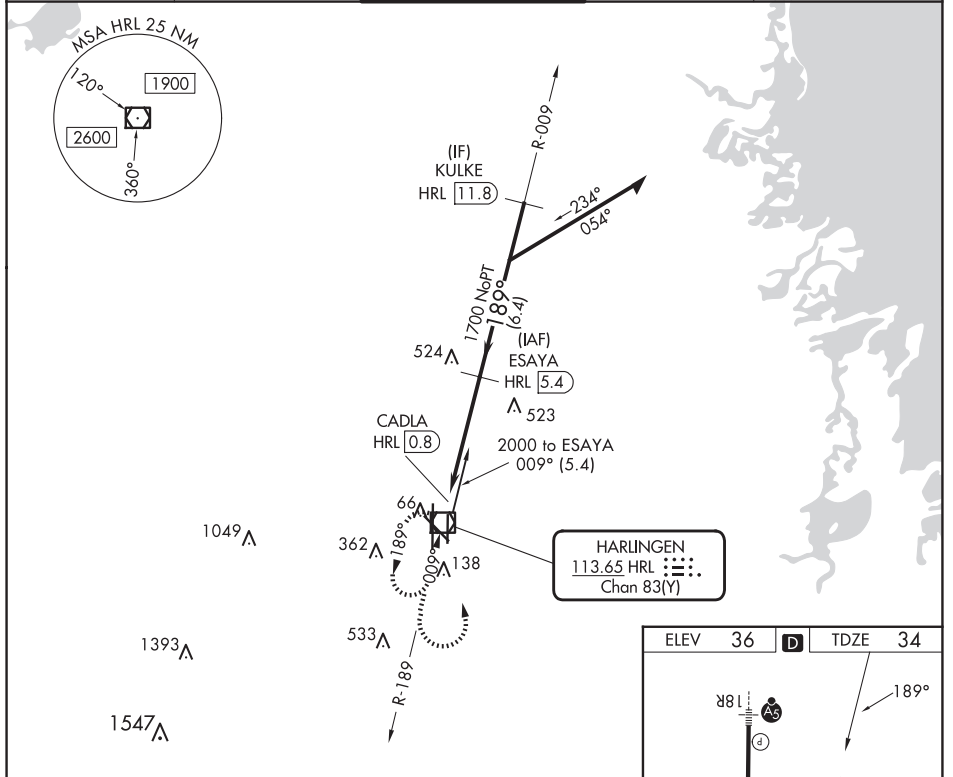
25163

VOR/DME HRL	APP CRS	Rwy Ldg
<b>113.65</b>	<b>189°</b>	<b>5949</b>
Chan <b>83</b> (Y)		TDZE <b>34</b>
		Apt Elev <b>36</b>

# VOR RWY 18L

VALLEY INTL (HRL)

DME required. RADAR required for procedure entry at KULKE.		MISSED APPROACH: Climb to 2100 then left turn direct HRL VOR/DME and hold.	
ATIS <b>124.85</b>	VALLEY APP CON <b>120.7 279.5</b>	HARLINGEN TOWER ★ <b>119.3</b> (CTAF) <b>317.6</b>	GND CON <b>121.7</b>
			UNICOM <b>122.95</b>



HARLINGEN, TEXAS

Amr 2 11JUL24

26°14'N-97°39'W

# VOR RWY 18L

SC-3, 07 AUG 2025 to 02 OCT 2025



VOR/DME HRL <b>113.65</b> Chan <b>83</b> (Y)	APP CRS <b>160°</b>	Rwy Ldg TDZE Apt Elev	<b>9400</b> <b>35</b> <b>36</b>
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VOR RWY 18R  
VALLEY INTL (HRL)

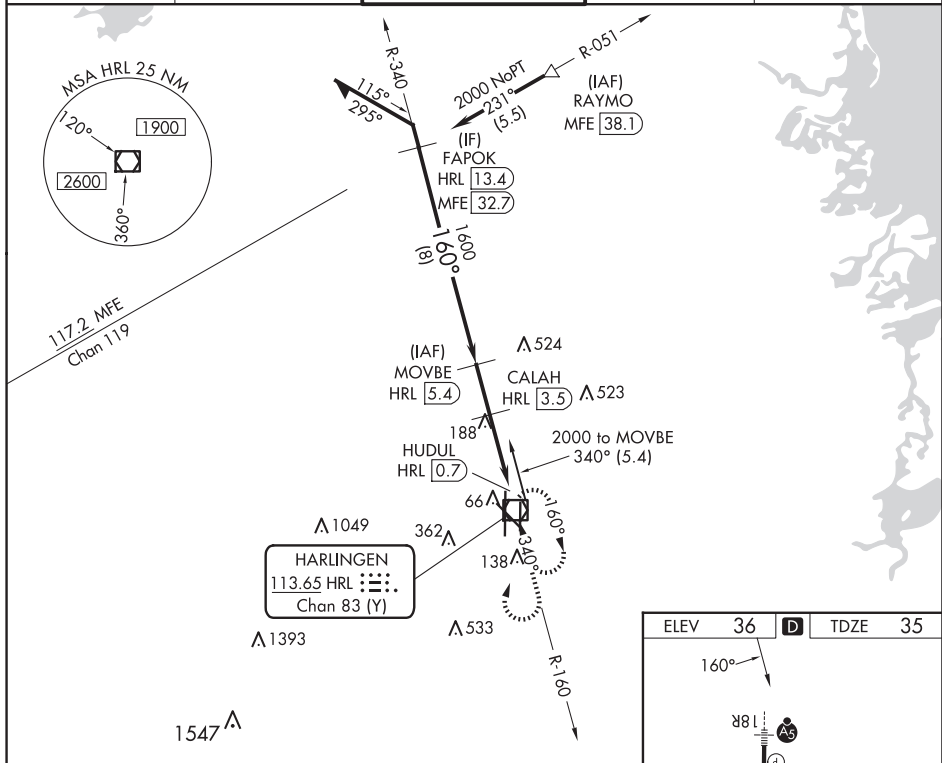
DME required.

**T** For inop ALS, increase S-18R Cat C/D visibility to 1½ SM. When local altimeter setting not received, use Port Isabel altimeter setting and increase all MDAs 60 feet and S-18R visibility Cat C/D to RVR 5500 and Circling visibility Cat C/D ¼ SM. VPD NA when using Port Isabel altimeter setting.

MALSR

**MISSED APPROACH:** Climb to 1200 then climbing right turn to 2000 direct HRL VOR/DME and hold, continue to climb in hold to 2000.

ATIS <b>124.85</b>	VALLEY APP CON <b>120.7 279.5</b>	HARLINGEN TOWER ★ <b>119.3(CTAF) 317.6</b>	GND CON <b>121.7</b>	UNICOM <b>122.95</b>
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VLSI and descent angles not coincident (VLSI Angle 3.00/TCH 71).

Remain within 10 NM

2000

340°

160°

1600

1000

3.05°

TCH 55

1200

2000

1000

MOVBE HRL 5.4

CALAH HRL 3.5

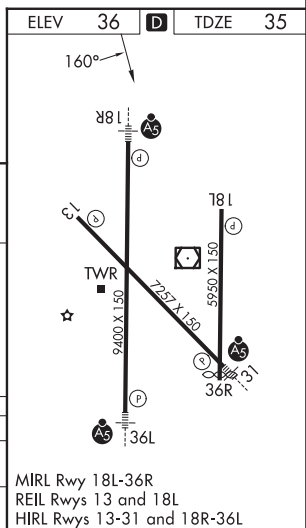
HRL 1.8

HUDUL HRL 0.7

1.9 NM

1.7 NM

1.1 NM



SC-3, 07 AUG 2025 to 02 OCT 2025



VORTAC BRO  
**116.3**  
Chan **110**

APP CRS  
**311°**

Rwy Ldg  
TDZE **36**  
Apt Elev **36**

VOR Y or TACAN RWY 31

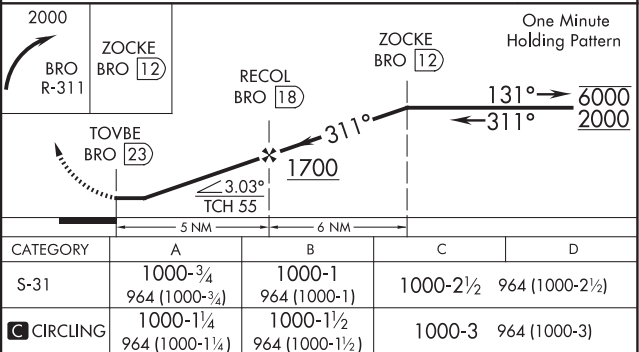
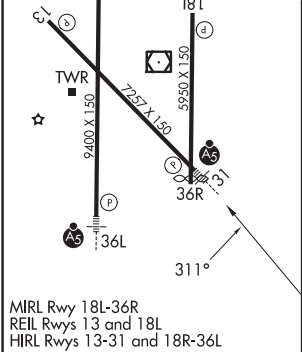
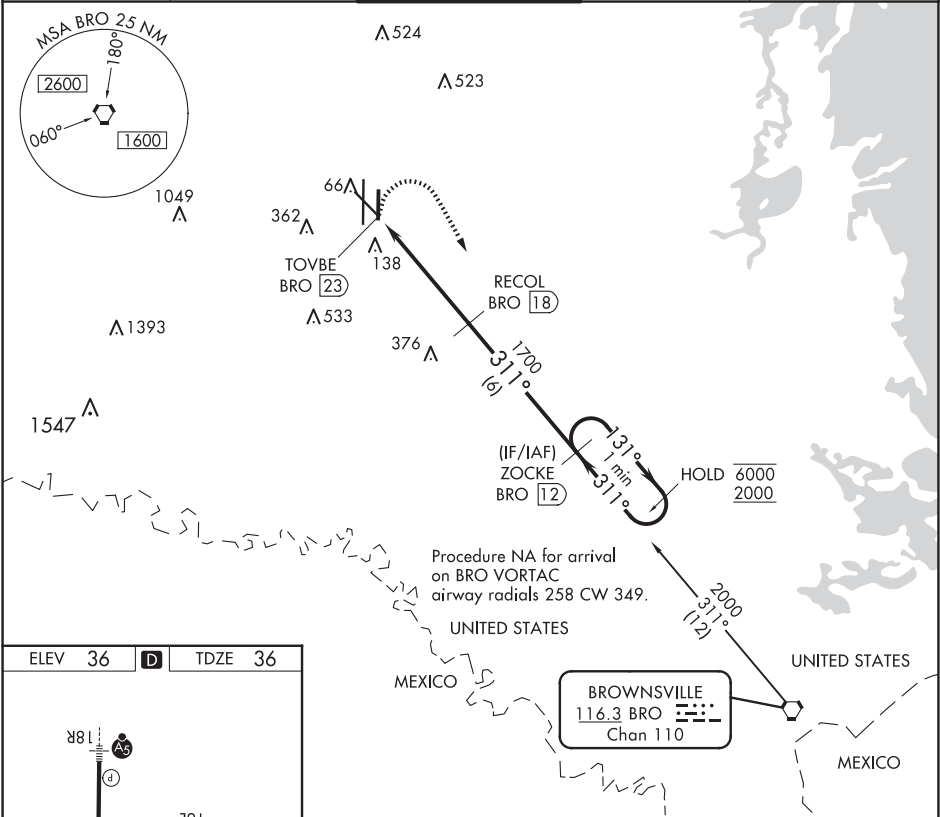
VALLEY INTL (HRL)

DME required.  
When local altimeter setting not received, use Port Isabel altimeter setting and increase all MDAs 60 feet.

MALSR

MISSED APPROACH: Climbing right turn to 2000 on BRO R-311 to ZOCKE/12 DME and hold.

ATIS <b>124.85</b>	VALLEY APP CON <b>120.7 279.5</b>	HARLINGEN TOWER ★ <b>119.3 (CTAF) 317.6</b>	GND CON <b>121.7</b>	UNICOM <b>122.95</b>
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HARLINGEN, TEXAS

AL-827 (FAA)

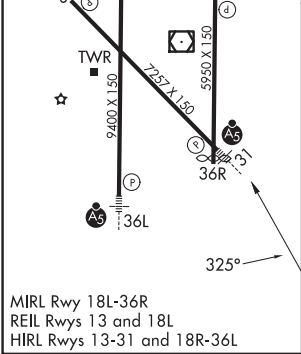
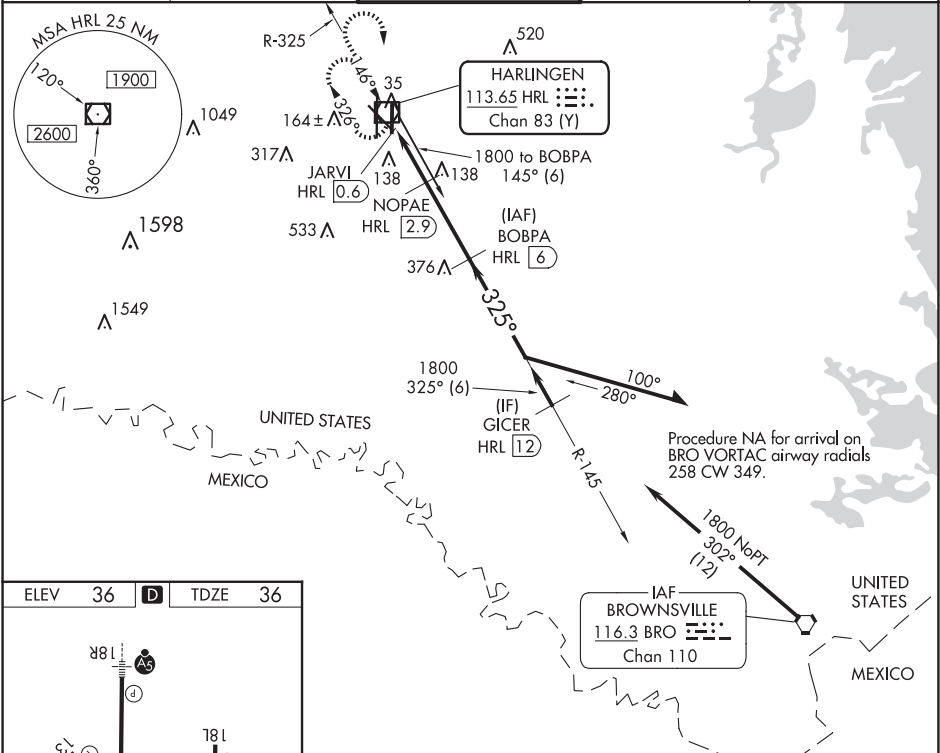
25163

VOR/DME HRL	APP CRS	Rwy Ldg	7257
113.65	325°	TDZE	36
Chan 83 (Y)		Apt Elev	36

VOR Z RWY 31  
VALLEY INTL (HRL)

DME required.	MALSR	MISSED APPROACH: Climb to 1000 then climbing right turn to 2100 direct HRL VOR/DME and hold, continue climb and hold to 2100.
<p><b>T</b> VDP NA when using Port Isabel altimeter setting. When local altimeter setting not received, use Port Isabel altimeter setting and increase all MDAs 60 feet and S-31 visibility Cat C/D ½ SM, and Circling visibility Cat C/D ¼ SM. For inop ALS, increase S-31 Cats C/D visibilities to 1½ SM.</p> <p><b>A</b></p>		

ATIS 124.85	VALLEY APP CON 120.7 279.5	HARLINGEN TOWER ★ 119.3 (CTAF) 317.6	GND CON 121.7	UNICOM 122.95
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1000	2100	HRL	BOBPA HRL 6	Remain within 10 NM
		NOPAE HRL 2.9		
		JARVI HRL 0.6		
		800		
		1 NM	1.2 NM	3.1 NM
CATEGORY	A	B	C	D
S-31	420-½ 384 (400-½)		420-¾ 384 (400-¾)	
CIRCLING	460-1 424 (500-1)	560-1 524 (600-1)	600-1½ 564 (600-1½)	680-2 644 (700-2)

HARLINGEN, TEXAS  
Amdt 2 11JUL24

26°14'N-97°39'W

VALLEY INTL (HRL)  
VOR Z RWY 31

SC-3, 07 AUG 2025 to 02 OCT 2025


SC-3, 07 AUG 2025 to 02 OCT 2025

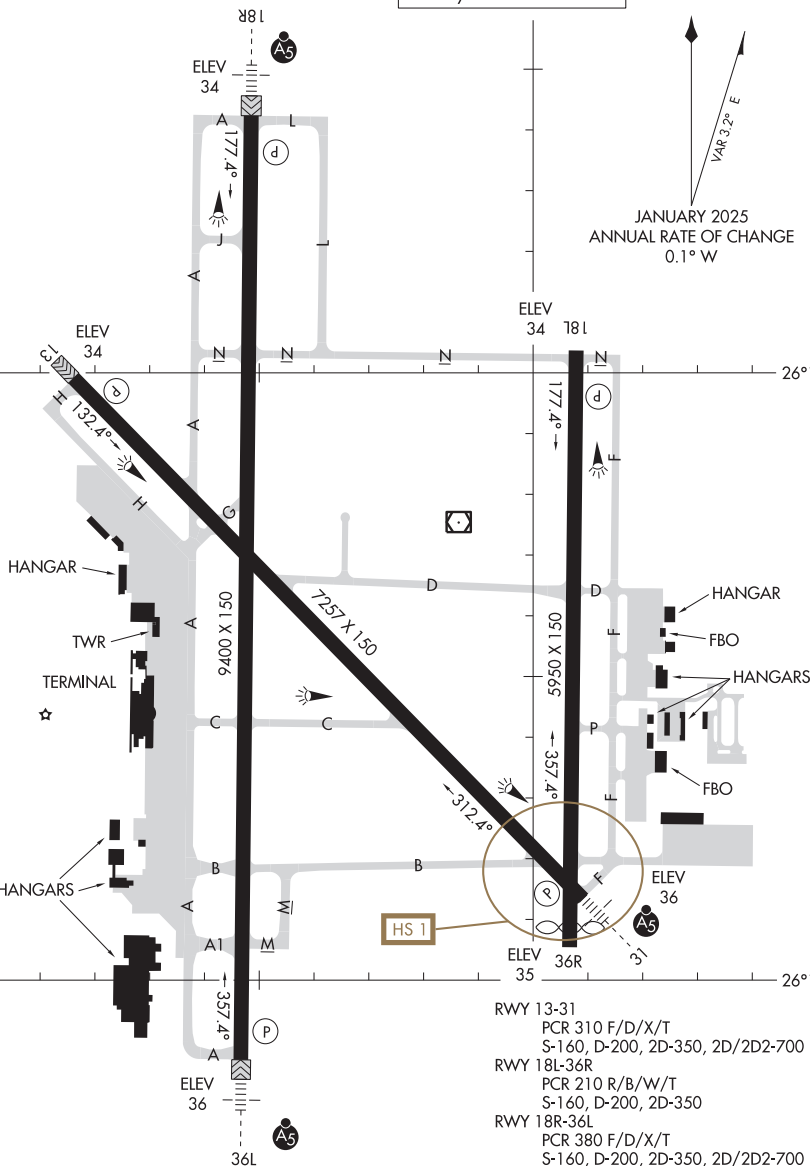
ATIS  
124.85  
HARLINGEN TOWER★  
119.3 (CTAF) **L** 317.6  
GND CON  
121.7

97°39'W

FIELD  
ELEV  
36

HIRL Rwy 18R-36L and 13-31  
MIRL Rwy 18L-36R  
REIL Rwy 18L and 13


  
 MAY 2025  
 RATE OF CHANGE  
 1° W



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

## AIRPORT DIAGRAM

25163

HARLINGEN, TEXAS  
VALLEY INTL (HRL)

HEBBRONVILLE, TEXAS

AL-6539 (FAA)

25163

WAAS CH <b>45918</b> <b>W13A</b>	APP CRS <b>128°</b>	Rwy Ldg TDZE <b>661</b> Apt Elev <b>663</b>
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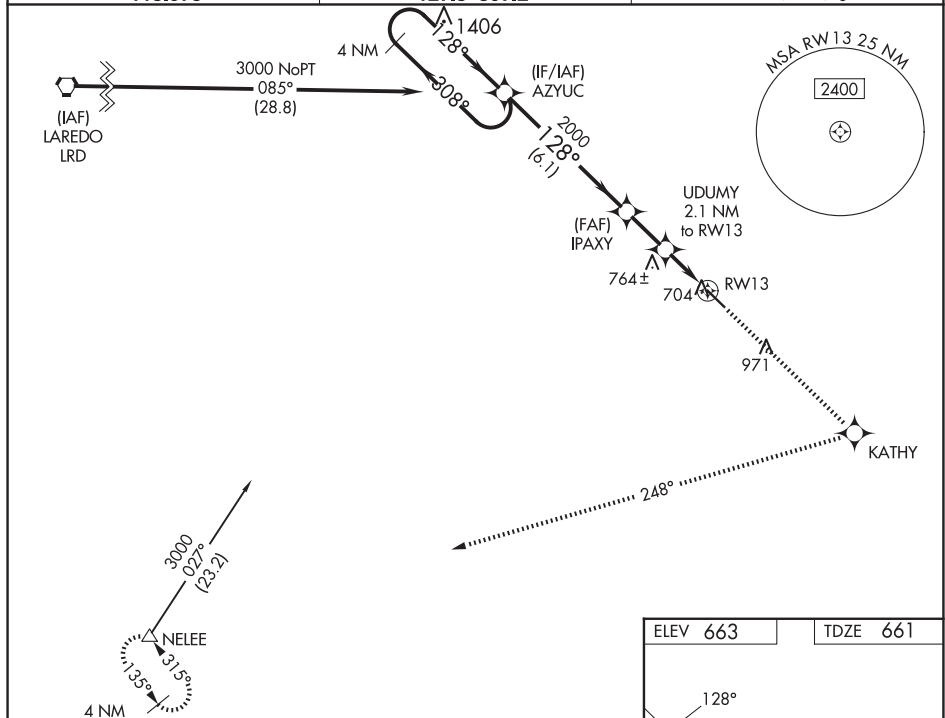
# RNAV (GPS) RWY 13

JIM HOGG COUNTY (HBV)

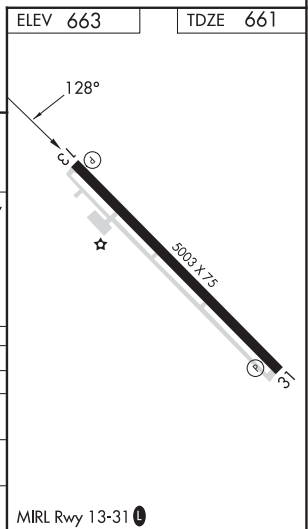
- ⚠ Baro-VNAV NA when using Laredo altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.
- ⚠ Visibility reduction by helicopters NA. When local altimeter setting not received, use Laredo altimeter setting: increase LPV DA to 1026 feet and all visibilities ¼ SM; increase LNAV/VNAV DA to 1089 feet and all visibilities ½ SM; increase all MDAs 120 feet and increase LNAV Cat C and Circling Cat C visibility ¼ SM. VDP NA with Laredo altimeter setting.

MISSED APPROACH: Climb to 3000 direct KATHY and right turn on track 248° to NELEE and hold

AWOS-3PT <b>118.075</b>	HOUSTON CENTER <b>127.8 307.2</b>	UNICOM <b>122.8 (CTAF) 0</b>
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4 NM Holding Pattern		AZYUC		3000	KATHY	NELEE
GP 3.00° TCH 39°		3000	2000	UDUMY 2.1 NM to RW13	*1 NM to RW13	*LNAV only
308°		128°	128°	*1360	RW13	
6.1 NM		1.9 NM	1.1 NM	1 NM		
CATEGORY	A	B	C	D		
LPV DA	911-1	250 (300-1)		NA		
LNAV/VNAV DA	974-1	313 (400-1)		NA		
LNAV MDA	1020-1	359 (400-1)		NA		
CIRCLING	1040-1 377 (400-1)	1120-1 457 (500-1)	1280-1¼ 617 (700-1¼)	NA		



HEBBRONVILLE, TEXAS

Orig-A 20MAY21

27°21'N - 98°44'W

JIM HOGG COUNTY (HBV)

# RNAV (GPS) RWY 13

SC-3, 07 AUG 2025 to 02 OCT 2025

WAAS CH <b>69619</b> <b>W17A</b>	APP CRS <b>172°</b>	Rwy Idg TDZE <b>6002</b> <b>929</b> Apt Elev <b>930</b>
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RNAV (GPS) RWY 17L

SOUTH TEXAS RGNL AT HONDO (HDO)

RNP APCH.

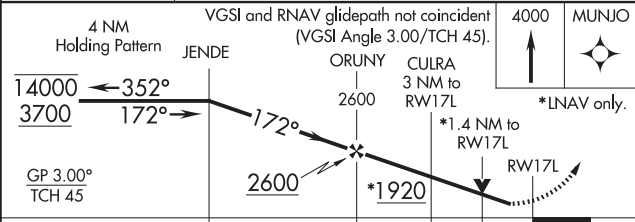
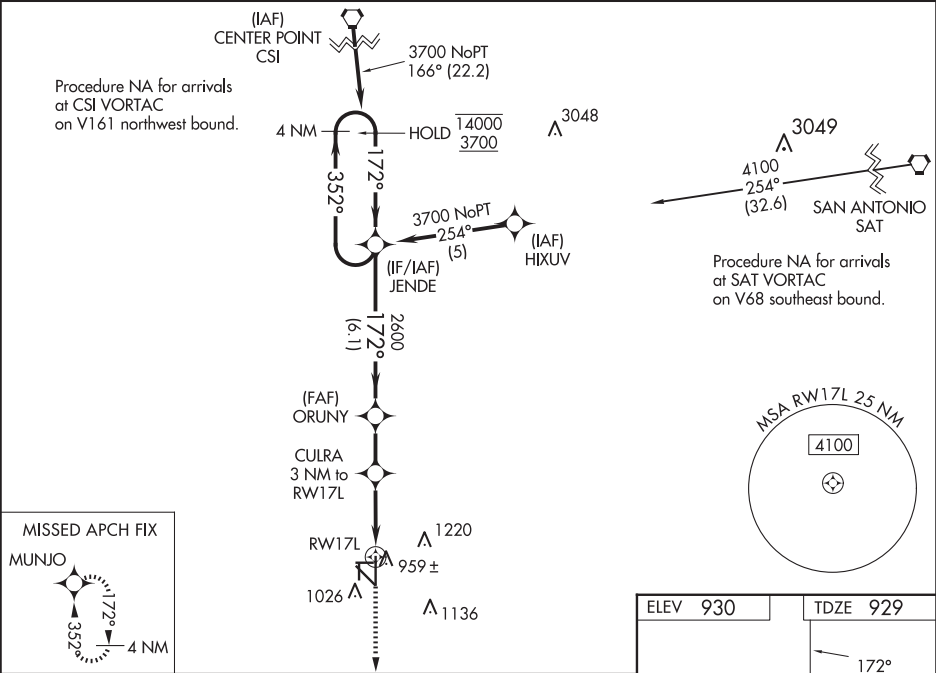
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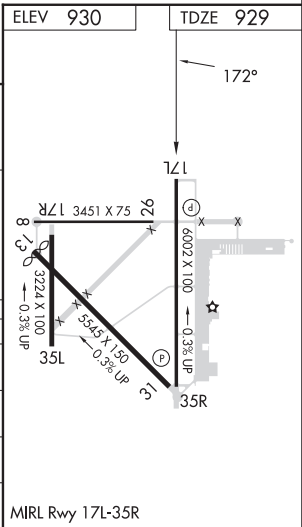
Baro-VNAV and VDP NA when using Castroville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 47°C. When local altimeter setting not received, use Castroville altimeter setting and increase all DA 62 feet and all MDA 80 feet, increase LNAV/VNAV all Cts visibility 1/8 SM, LNAV and Circling Cts C/D visibility 1/4 SM. Rwy 17L helicopter visibility reduction below 3/4 SM NA. Circling to Rwy's 8, 13, 17R, 26, 31 and 35L NA at night.

MISSED APPROACH: Climb to 4000 direct MUNJO and hold, continue climb-in-hold to 4000.

ASOS <b>119.675</b>	HOUSTON CENTER <b>134.95 269.4</b>	UNICOM <b>122.725 (CTAF)</b>
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CATEGORY	A	B	C	D
LPV DA	1179-1	250 (300-1)		
LNAV/VNAV DA	1314-1¼	385 (400-1¼)		
LNAV MDA	1420-1	491 (500-1)	1420-1⅜ 491 (500-1⅜)	1420-1½ 491 (500-1½)
CIRCLING	1440-1 510 (600-1)	1520-1 590 (600-1)	1580-1¼ 650 (700-1¼)	1580-2 650 (700-2)



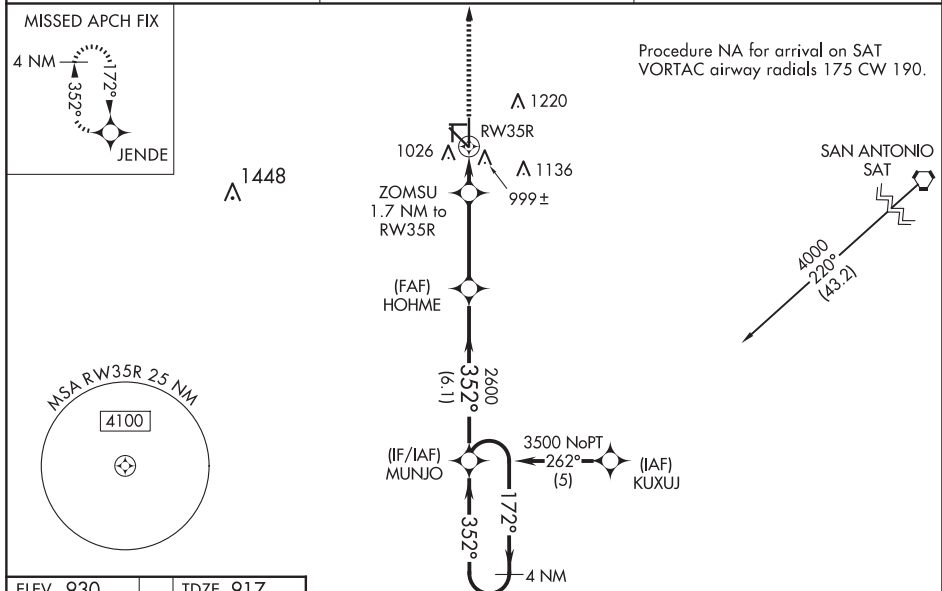
# RNAV (GPS) RWY 35R

## SOUTH TEXAS RGNL AT HONDO (HDO)

**T** Baro-VNAV NA when using Castroville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). Visibility reduction by helicopters NA. When local altimeter setting not received, use Castroville altimeter setting and increase all DA 62 feet and all MDA 80 feet, increase LNAV/VNAV all Cats, and LNAV and Circling Cats C and D visibility ¼ mile. Circling Rwy 8, 13, 17R, 26, 31, 35L NA at night.

**MISSED APPROACH:**  
Climb to 3700 direct  
JENDE and hold.

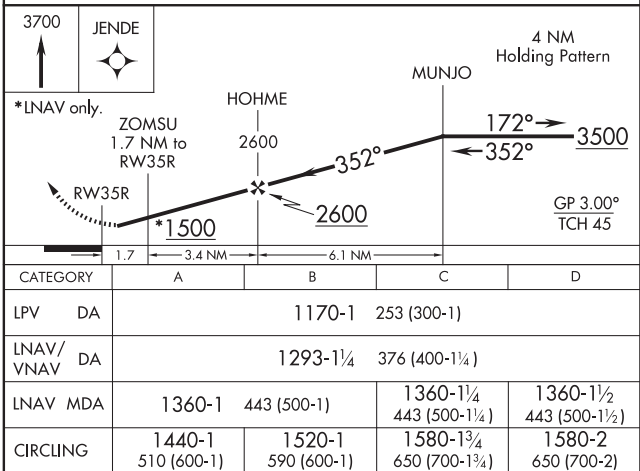
ASOS <b>119.675</b>	HOUSTON CENTER <b>134.95 269.4</b>	UNICOM <b>122.725</b> (CTAF)
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ELEV 930

TDZE 917

Diagram of the MRL Rwy 17L-35R intersection. The diagram shows a horizontal runway (17L) and a vertical runway (35R) intersecting. Runway 17L has a width of 3451 X 75. Runway 35R has a width of 6002 X 100. The intersection is marked with a star. A 35-degree angle is indicated between the runways. Dimensions for the intersection area are given as 3224 X 100 and 5545 X 150. A 0.3% slope is indicated for the intersection area. The diagram is labeled 'ELEV 930' and 'TDZE 917'.





WAAS

CH **78301**

**W13A**

APP CRS

**133°**

Rwy Ldg

**4999**

TDZE

**18**

Apt Elev

**18**

**RNAV (GPS) RWY 13**

INGLESIDE RGNL (TFP)

RNP APCH-GPS.

⚠

Baro-VNAV NA when using Mustang Beach altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°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.

⚠

MISSED APPROACH:  
Climb to 2000 direct ISICE and hold.

AWOS-3 <b>118.775</b>	CORPUS APP CON <b>120.9 348.725</b>	UNICOM <b>122.7 (CTAF) 0</b>
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ELEV <b>18</b>	TDZE <b>18</b>
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4 NM Holding Pattern OLIRE

2100

GP 3.00° TCH 40

ROYOT

PUCIL 2 NM to RW13

0.9 NM to RW13

ISICE

2000

CATEGORY	A	B	C	D
LPV DA		268-¾	250 (300-¾)	
LNAV/VNAV DA		286-⅞	268 (300-⅞)	
LNAV MDA		340-1	322 (400-1)	
CIRCLING	520-1	502 (600-1)	860-2½ 842 (900-2½)	980-3 962 (1000-3)

INGLESIDE, TEXAS

Amdt 1B 11AUG22

27°55'N-97°13'W

225

INGLESIDE RGNL (TFP)

**RNAV (GPS) RWY 13**

WAAS CH <b>82601</b> <b>W31A</b>	APP CRS <b>313°</b>	Rwy Ldg <b>4999</b> TDZE <b>18</b> Apt Elev <b>18</b>
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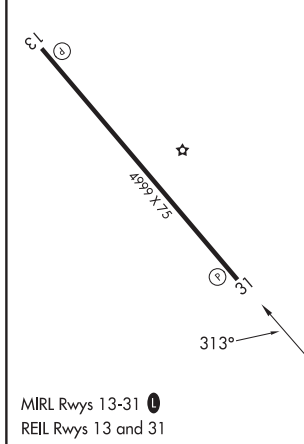
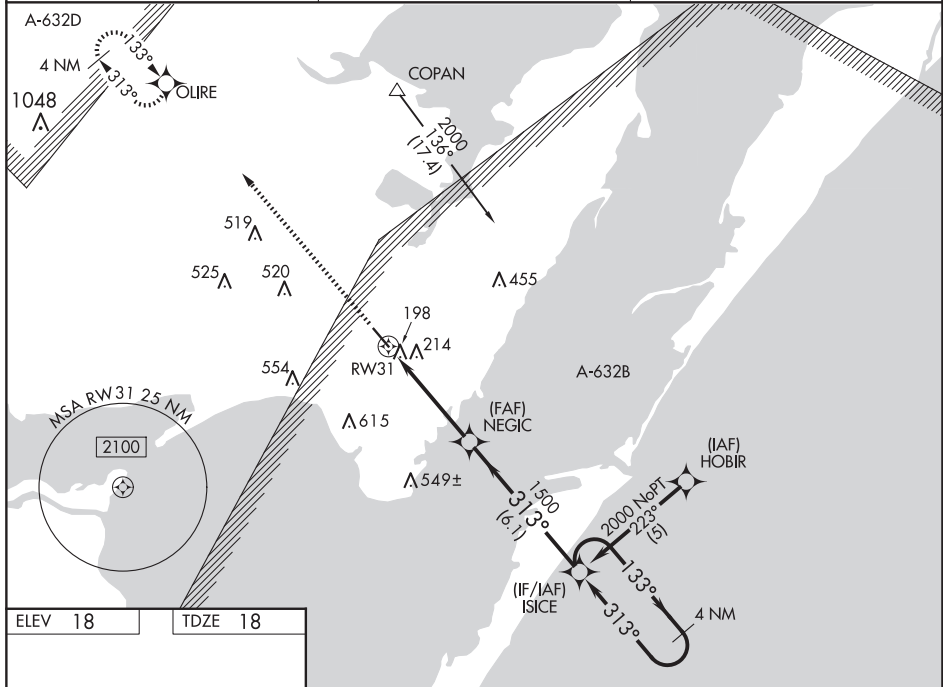
# RNAV (GPS) RWY 31



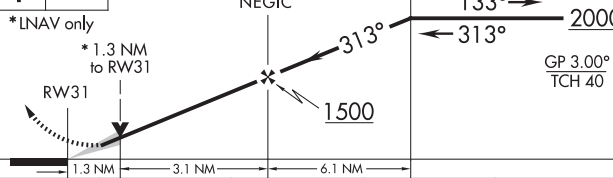
INGLESIDE RGNL (TFP)

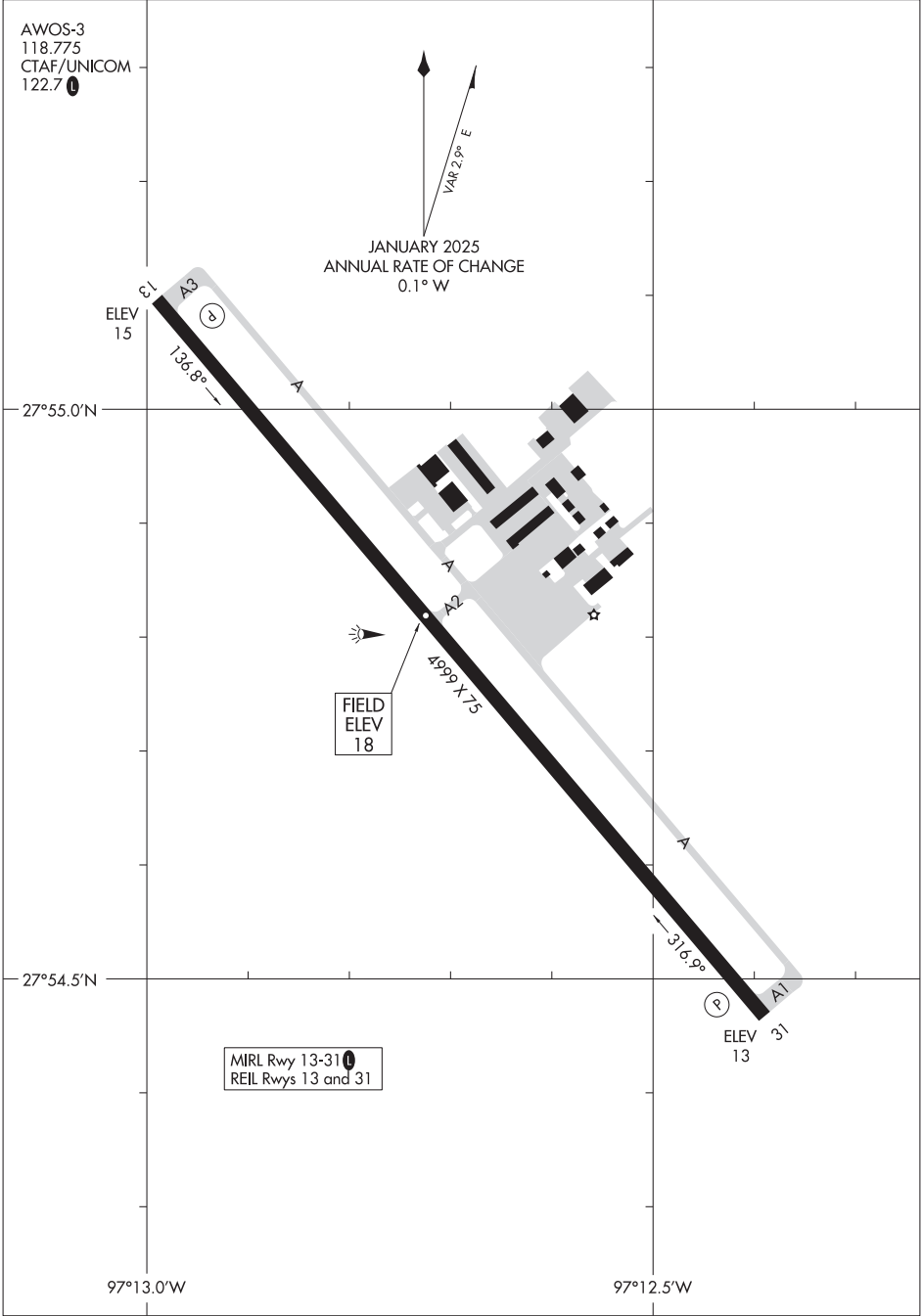
**A** Baro-VNAV NA when using Mustang Beach altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).  
**W** When local altimeter setting not received, use Mustang Beach altimeter setting: increase LPV DA to 292 feet; increase LNAV/VNAV DA to 534 feet; increase all MDAs 40 feet, LNAV and Circling visibility Cat C ¼ SM. VDP NA when using Mustang Beach altimeter setting. DME/DME RNP-0.3 NA.

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

AWOS-3 <b>118.775</b>	CORPUS APP CON <b>120.9 348.725</b>	UNICOM <b>122.7 (CTAF) 0</b>
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2100	OLIRE	VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 33).		4 NM Holding Pattern	
				ISICE	
*LNAV only		NEGIC		133° ← 313°	
*1.3 NM to RW31		1500		2000	
RW31		GP 3.00° TCH 40			
1.3 NM		3.1 NM		6.1 NM	
CATEGORY		A	B	C	D
LPV DA		268-1		250 (300-1)	
LNAV/ VNAV DA		510-1¾		492 (500-1¾)	
LNAV MDA		480-1	462 (500-1)	480-1¼ 462 (500-1¼)	480-1½ 462 (500-1½)
CIRCLING		520-1	502 (600-1)	860-2½ 842 (900-2½)	980-3 962 (1000-3)



SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025

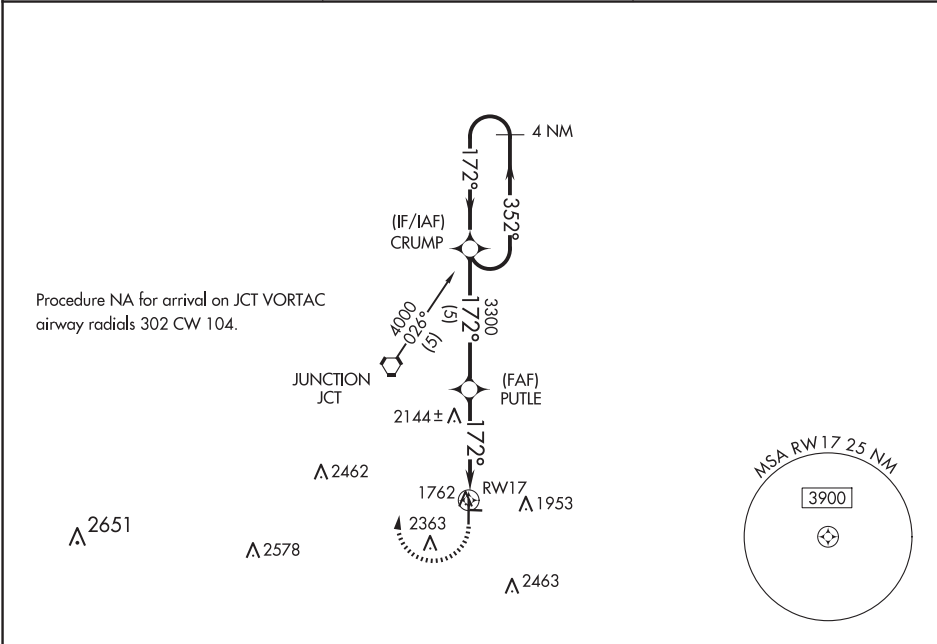
APP CRS	Rwy Idg	5004
172°	TDZE	1751
	Apt Elev	1754

RNAV (GPS) RWY 17

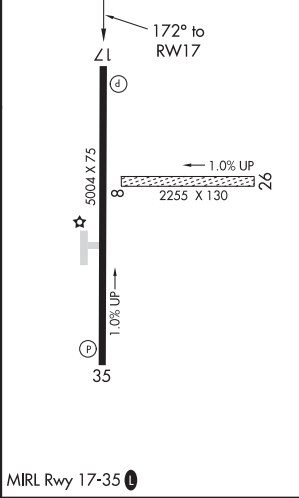
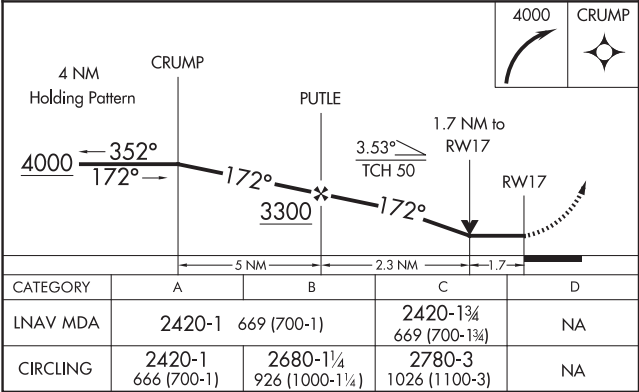
KIMBLE COUNTY (JCT)

RNP APCH - GPS.	MISSED APPROACH: Climbing right turn to 4000 direct CRUMP WP and hold.
<div><div>▼</div><div>NA</div></div> <div>Circling NA to Rwy 8-26. Rwy 17 helicopter visibility reduction below ¾ SM NA.</div>	

ASOS 119.275	HOUSTON CENTER 125.75 346.4	UNICOM 122.8 (CTAF) 1
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ELEV 1754	TDZE 1751
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SC-3, 07 AUG 2025 to 02 OCT 2025

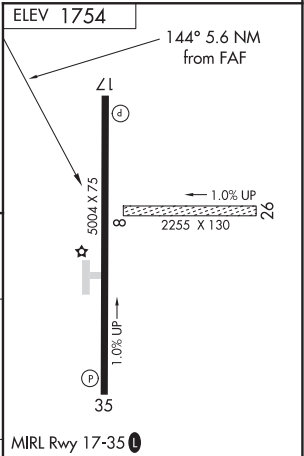
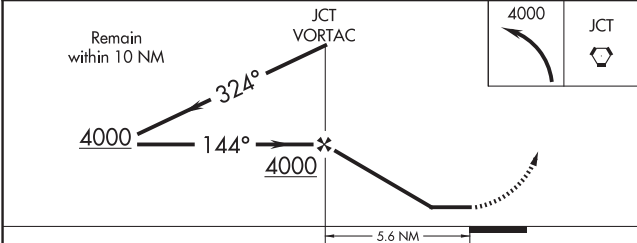
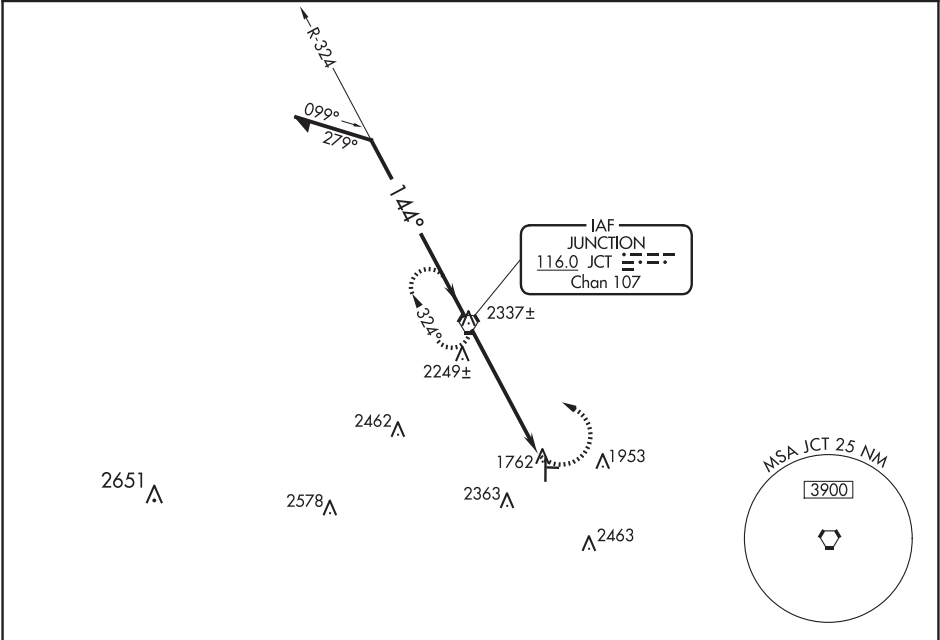
SC-3, 07 AUG 2025 to 02 OCT 2025

VORTAC JCT	APP CRS	Rwy Idg	N/A
<b>116.0</b>	<b>144°</b>	TDZE	N/A
Chan <b>107</b>		Apt Elev	<b>1754</b>

VOR-A  
KIMBLE COUNTY (JCT)

 <b>NA</b>	Circling NA to Rwy 8-26.	MISSED APPROACH: Climbing left turn to 4000 direct to JCT VORTAC and hold.
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ASOS <b>119.275</b>	HOUSTON CENTER <b>125.75 346.4</b>	UNICOM <b>122.8 (CTAF) 0</b>
------------------------	---------------------------------------	---------------------------------



CATEGORY	A	B	C	D	FAF to MAP 5.6 NM					
CIRCLING	2560-1	2680-1¼	2780-3	NA	Knots	60	90	120	150	180
	806 (900-1)	926 (1000-1¼)	1026 (1100-3)		Min:Sec	5:36	3:44	2:48	2:14	1:52

SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025

SAN ANTONIO, TEXAS

ILS or LOC/DME Y RWY 16

LOC I-SKF <b>110.1</b>	APCH CRS <b>158°</b>	Rwy ldg <b>11,550</b> TDZE <b>690</b> Arpt Elev <b>690</b>
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[USAF]

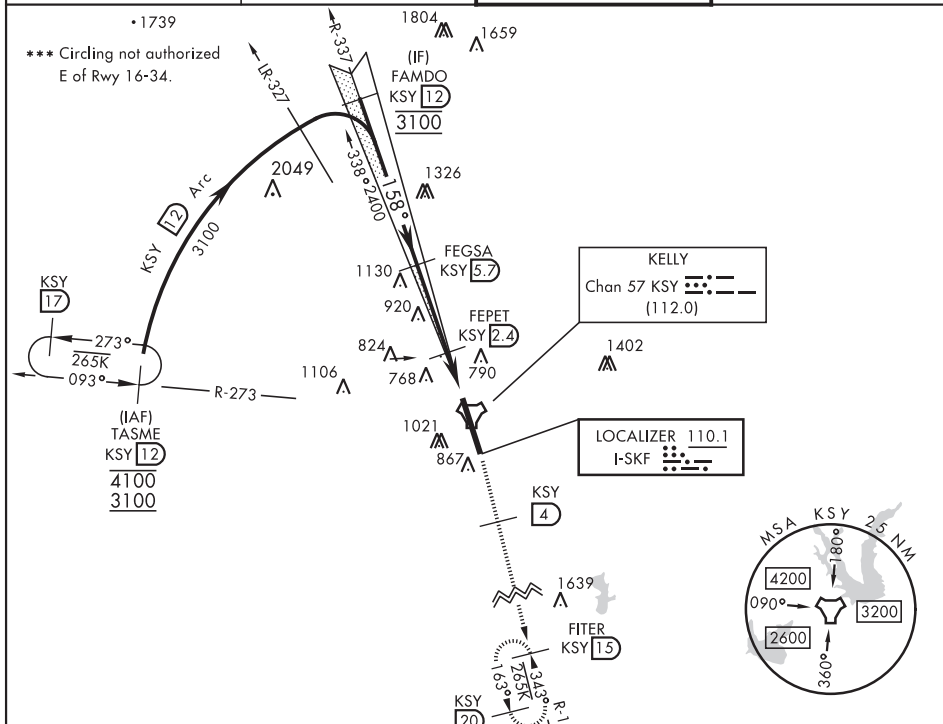
KELLY FLD (KSKF)

- ▼ \*When ALS inop, increase RVR to 40 and vis to  $\frac{3}{4}$  mile.  
 \*\*When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE RVR to 60 and vis to  $1\frac{1}{2}$  miles.



MISSED APPROACH: Climb to 2500 via KSY R-163 until 4 DME, then continue climb to 3000 to FITER/1.5 DME and hold. Non-TACAN equipped aircraft expect alternate missed approach instructions.

ATIS <b>120.45 273.5</b>	SAN ANTONIO APP CON <b>118.05 353.5</b>	TOWER <b>124.3 322.35</b>	GND CON <b>121.8 289.4</b>
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EMERG SAFE ALT 100 NM 4200

Diagram illustrating the approach paths and altitudes for HIRL Rwy 16-34. The diagram shows the runway alignment and various approach paths with associated altitudes and distances.

**Key Features:**

- Runway:** HIRL Rwy 16-34, 0.35 DOWN, 11.500-150.
- Approach Paths:**
  - Path 1:** 158° approach, 2400 ft altitude, 3.3 NM distance.
  - Path 2:** 158° approach, 2400 ft altitude, 1.4 NM distance.
  - Path 3:** 158° approach, 2400 ft altitude, 0.5 NM distance.
- Altitudes:** 2400, 1360, 158°.
- Distances:** 3.3 NM, 1.4 NM, 0.5 NM.
- Other Labels:** FAMDO KSY 12, VGSi and descent angles not coincident (VGSi angle 3.01/TCH 89), FEGSA KSY 5.7, FEPET KSY 2.4, KSY 1.5, FEPIV KSY 1, KSY TACAN, KSY R-163, KSY 4, 3000 FITER 15, GS 3.00° TCH 57, CATEGORY A, B, C, D, E, S-ILS 16\*, S-LOC/DME 16\*\*, CIRCLING\*\*\*.

Diagram illustrating the approach paths and altitudes for HIRL Rwy 16-34. The diagram shows the runway alignment and various approach paths with associated altitudes and distances.

**Key Features:**

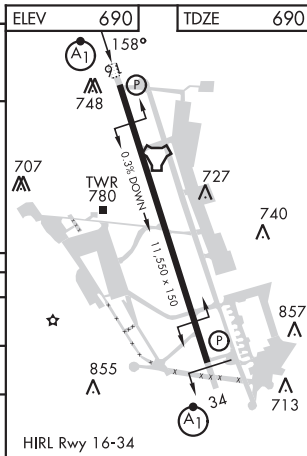
- Runway:** HIRL Rwy 16-34, 0.35 DOWN, 11.500-150.
- Approach Paths:**
  - Path 1:** 158° approach, 2400 ft altitude, 3.3 NM distance.
  - Path 2:** 158° approach, 2400 ft altitude, 1.4 NM distance.
  - Path 3:** 158° approach, 2400 ft altitude, 0.5 NM distance.
- Altitudes:** 2400, 1360, 158°.
- Distances:** 3.3 NM, 1.4 NM, 0.5 NM.
- Other Labels:** FAMDO KSY 12, VGSi and descent angles not coincident (VGSi angle 3.01/TCH 89), FEGSA KSY 5.7, FEPET KSY 2.4, KSY 1.5, FEPIV KSY 1, KSY TACAN, KSY R-163, KSY 4, 3000 FITER 15, GS 3.00° TCH 57, CATEGORY A, B, C, D, E, S-ILS 16\*, S-LOC/DME 16\*\*, CIRCLING\*\*\*.

CATEGORY	A	B	C	D	E
S-ILS 16*	890/24	200	(200-½)		
S-LOC/DME 16**	1080/24 390 (400-½)	1080/35 390 (400-¾)			
CIRCLING***	1200-1 510 (600-1)	1280-1 590 (600-1)	1340-1¾ 650 (700-1¾)	1900-3 1210 (1300-3)	

Diagram illustrating the approach paths and altitudes for HIRL Rwy 16-34. The diagram shows the runway alignment and various approach paths with associated altitudes and distances.

**Key Features:**

- Runway:** HIRL Rwy 16-34, 0.35 DOWN, 11.500-150.
- Approach Paths:**
  - Path 1:** 158° approach, 2400 ft altitude, 3.3 NM distance.
  - Path 2:** 158° approach, 2400 ft altitude, 1.4 NM distance.
  - Path 3:** 158° approach, 2400 ft altitude, 0.5 NM distance.
- Altitudes:** 2400, 1360, 158°.
- Distances:** 3.3 NM, 1.4 NM, 0.5 NM.
- Other Labels:** FAMDO KSY 12, VGSi and descent angles not coincident (VGSi angle 3.01/TCH 89), FEGSA KSY 5.7, FEPET KSY 2.4, KSY 1.5, FEPIV KSY 1, KSY TACAN, KSY R-163, KSY 4, 3000 FITER 15, GS 3.00° TCH 57, CATEGORY A, B, C, D, E, S-ILS 16\*, S-LOC/DME 16\*\*, CIRCLING\*\*\*.



SAN ANTONIO, TEXAS

29° 23' N-98° 35' W

KELLY FLD (KSKF)

Amdt 2 17APR25

ILS or LOC/DME Y RWY 16

SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025

ILS or LOC/DME Y RWY 34

LOC I-OSQ	APCH CRS	Rwy Idg
110.7	338°	11,550
		TDZE 660
		Arprt Elev 690

[USAF]

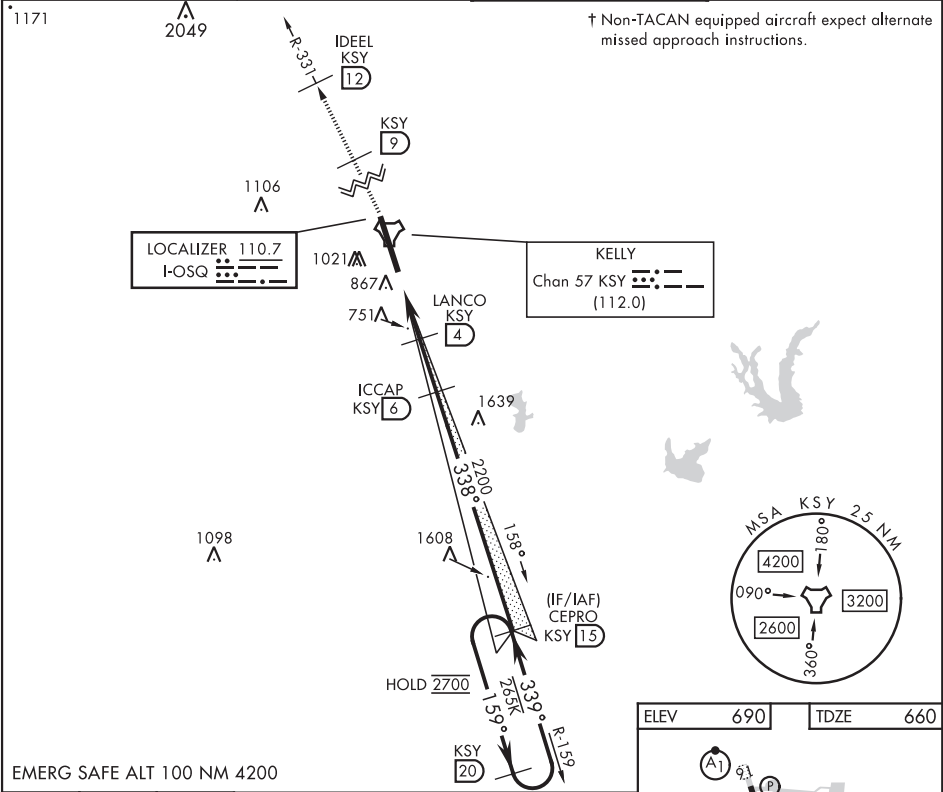
KELLY FLD (KSKF)

**⚠** \* When ALS inop, increase RVR to 40 and vis to ¾ mile.  
\*\* When ALS inop, increase RVR to 55 and vis to 1 mile.  
\*\*\* Circling not authorized E of Rwy 16-34.

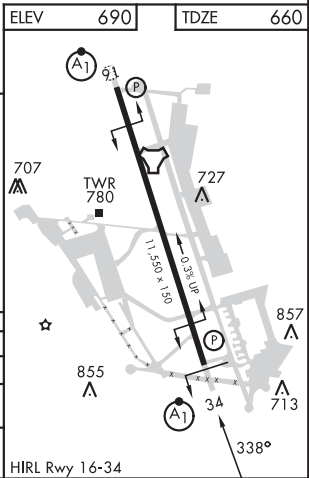
ALSF-1

**⚠ MISSED APPROACH:** Climb to 2500 via KSY TACAN R-331 until 9 DME, cross 9 DME at 2500, then continue climb to 3000 to IDEEL/12 DME. Expect ATC instructions.

ATIS	SAN ANTONIO APP CON	TOWER	GND CON
120.45 273.5	118.05 353.5	124.3 322.35	121.8 289.4



2500	KSY R-331	3000	IDEEL KSY 12	ICCAP KSY 6	CEPRO KSY 15	KSY 20
↑	R-331	↑	↑	↑	↑	↑
EMERG SAFE ALT 100 NM 4200						
JETA KSY 1.9						
LANCO KSY 4						
2200						
1100						
2200						
338°						
339°						
159°						
2700						
VGSI and descent angles not coincident. (VGSI Angle 3.02/TCH 93)						
GS 3.00° TCH 60°						
CATEGORY	A	B	C	D	E	
S-ILS 34*	860/24		200	(200-½)		
S-LOC 34**	1020/24	360 (400-½)	1020/30	360	(400-¾)	
CIRCLING***	1200-1 510 (600-1)	1280-1 590 (600-1)	1340-1¾ 650 (700-1¾)	1900-3 1210 (1300-3)		



ILS or LOC/DME Y RWY 34

SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025

SAN ANTONIO, TEXAS

WAAS CH 52296 W16A	APCH CRS 158°	Rwy Idg 11,550 TDZE 690 Arpt Elev 690
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AL-371 (USAF)

KELLY FLD (KSKF)

## RNAV (GPS) RWY 16

RNP APCH

**T** \* When ALS inop, increase RVR to 40, vis to 3/4 miles.  
\*\* When ALS inop, increase RVR to 60, vis to 1 1/8 miles.

ALSF-1

**MISSED APPROACH:** Climb to 1500 then climbing right turn to 3000 direct FITER and hold.

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
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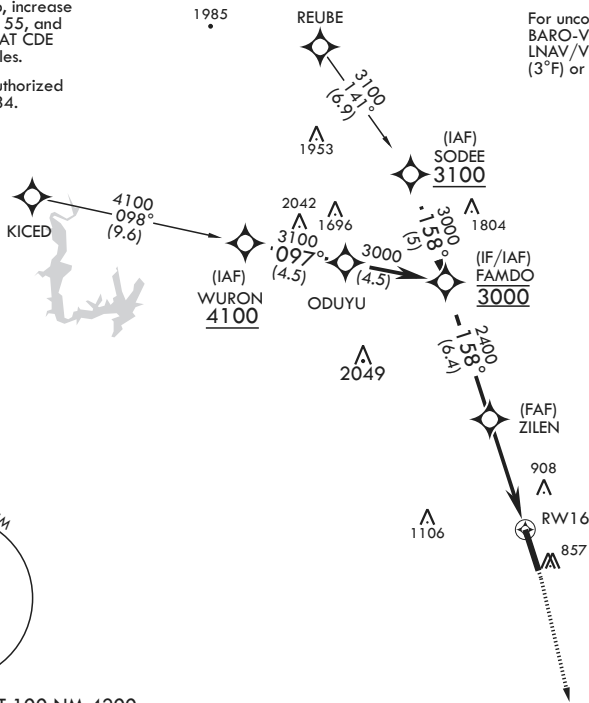
\*\*\* When ALS inop, increase CAT AB RVR to 55, and vis to 1 mile; CAT CDE vis to 1 7/8 miles.

\*\*\*\* Circling not authorized  
E of Rwy 16-34.

198.

REFUBF

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

FAMDO

VGSI and descent angles  
not coincident (VGSI  
Angle 3.01 /TCH 89).

1500

3000

**FILTER**

ELEV

TDZE 690

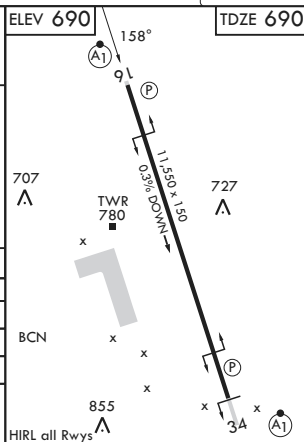
3000  
GP 3.00°  
TCH 57

ZILEN

1.8 NM to

DVA/14

CATEGORY	A	B	C	D	E
LPV DA*	890/24		200	(200-½)	
LNAV/VNAV DA**	1080/35		390	(400-¾)	
LNAB MDA***	1360/24	670 (700-½)	1360-1½	670	(700-1½)
<b>C</b> CIRCLING****	1360-1 670 (700-1)		1360-1½ 670 (700-1½)	1400-2¼ 710 (800-2¼)	1900-3 1210 (1300-3)



SAN ANTONIO, TEXAS

29°23'N - 98°35'W

KELLY FLD (KSKF)

Amdt 2 23FEB23

RNAV (GPS) RWY 16

SC-3, 07 AUG 2025 to 02 OCT 2025



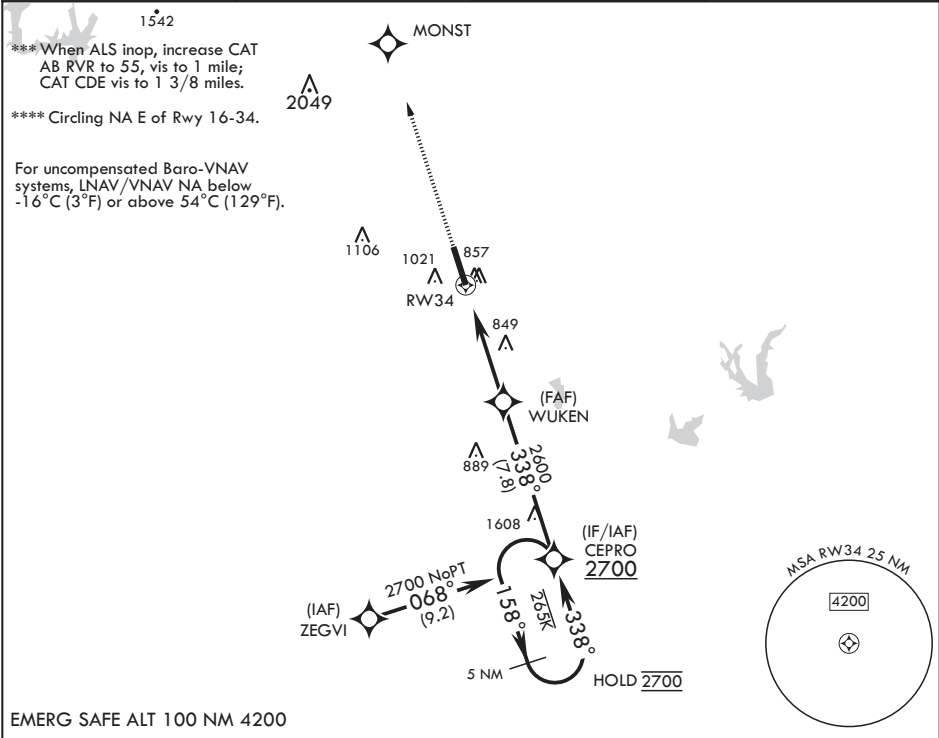
WAAS CH 65364 W34A	APCH CRS 338°	Rwy ldg TDZE Arprt Elev	11,550 660 690
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AL-371 (USAF)

KELLY FLD (KSKF)

RNP APCH * When ALS inop, increase RVR to 40, vis to 3/4 miles. ** When ALS inop, increase vis to 1 3/8 miles.	ALSF-1 	MISSED APPROACH: Climb to 3000 direct MONST. Expect ATC instructions.
--	------------	---

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
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3000	MONST	VGSI and descent angles not coincident (VGSI Angle 3.02/TCH 93).	CEPRO 158°	5 NM Holding Pattern	ELEV 690	TDZE 660
CATEGORY	A	B	C	D	E	
LPV DA*	860/24		200	(200-1/2)		
LNAV/VNAV DA**	1120/45		460	(500-3/4)		
LNAV MDA***	1120/24 460 (500-1/2)		1120/45	460	(500-3/4)	
CIRCLING****	1200-1 510 (600-1)	1280-1 590 (600-1)	1340-1 1/4 650 (700-1 1/4)	1400-2 1/4 710 (800-2 1/4)	1900-3 1210 (1300-3)	

BCN

TWR 780

GP 3.00° TCH 60

707

727

855

HIRL all Rwys

34

338°

SAN ANTONIO, TEXAS

TACAN Y RWY 16

TACAN KSY  
Chan 57

APCH CRS  
151°

Rwy Ldg 11,550  
TDZE 690  
Arpt Elev 690

AL-371 [USAF]

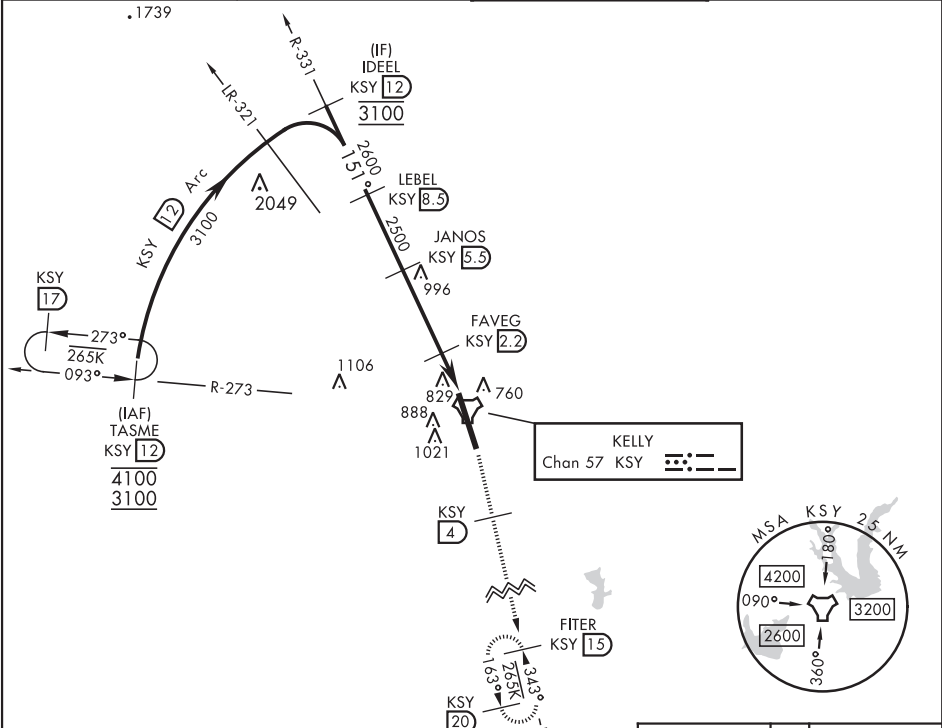
KELLY FLD (KSKF)

▼ \* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE RVR to 60 and vis to 1½ miles.  
\*\* Circling not authorized E of Rwy 16-34.

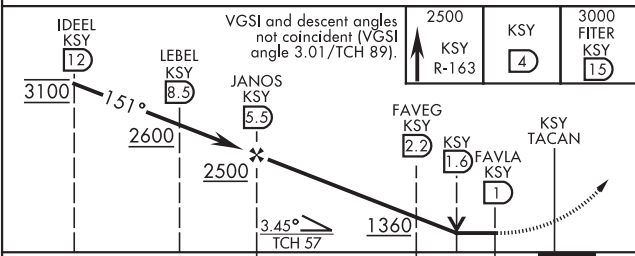
ALSF-1  
A1

MISSED APPROACH: Climb on 2500 via KSY R-163 until 4 DME, then climb to 3000 to FITER/ 15 DME and hold.

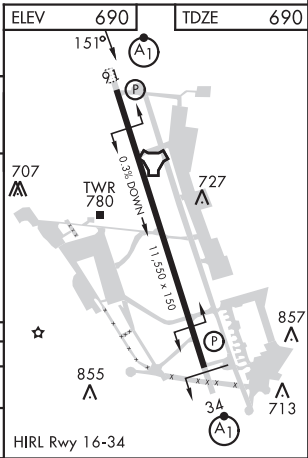
ATIS 120.45 273.5	SAN ANTONIO APP CON 118.05 353.5	TOWER 124.3 322.35	GND CON 121.8 289.4
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EMERG SAFE ALT 100 NM 4200



CATEGORY	A	B	C	D	E
S-16 *	1100/24 410 (500-½)		1100/40 410 (500-¾)		
CIRCLING **	1200-1 510 (600-1)	1280-1 590 (600-1)	1340-1¾ 650 (700-1¾)	1900-3 1210 (1300-3)	



SAN ANTONIO, TEXAS

29° 23' N-98° 35' W

KELLY FLD (KSKF)

Amtd 2 17APR25

TACAN Y RWY 16

SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025

TACAN Y RWY 34

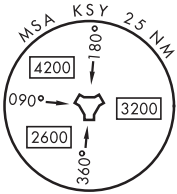
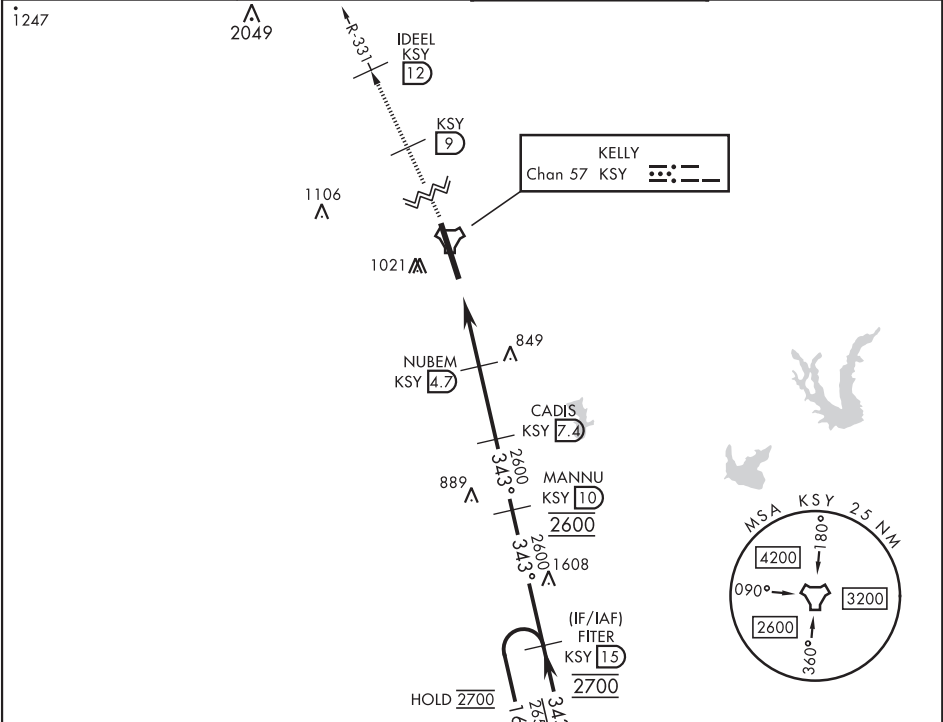
TACAN KSY Chan 57	APCH CRS 343°	Rwy Idg 11,550 TDZE 660 Arpt Elev 690
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[USAF]

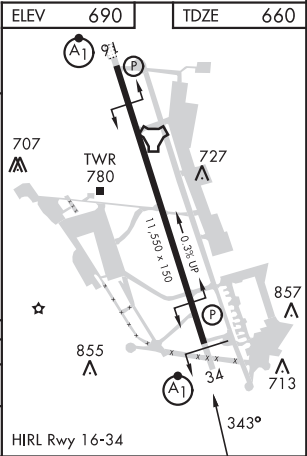
KELLY FLD (KSKF)

<p>▼ * When ALS inop, increase CAT AB RVR to 55 vis to 1 mile, CAT CDE vis to 1¼ miles. ** Circling not authorized E of Rwy 16-34.</p>	<p>ALSF-1 A1</p>	<p>MISSED APPROACH: Climb to 2500 via KSY TACAN R-331 until 9 DME, cross 9 DME at 2500, then continue climb to 3100 to IDEEL/12 DME. Expect ATC instructions.</p>
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ATIS 120.45 273.5	SAN ANTONIO APP CON 118.05 353.5	TOWER 124.3 322.35	GND CON 121.8 289.4
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EMERG SAFE ALT 100 NM 4200		ELEV 690		TDZE 660	
2500 KSY R-331 KSY TACAN	KSY R-331 9	3100 IDEEL KSY 12	CADIS KSY 7.4	MANNU KSY 10	FITER KSY 15
FRSTY KSY 1.9	KSY 2.5	NUBEM KSY 4.7	2600	2600	2700
0.5	2.8 NM	2.8 NM	1740	2600	2700
2.89°	TCH 60	343°	343°	343°	343°
VGSi and descent angles not coincident. (VGSi Angle 3.02/TCH 93)					
CATEGORY	A	B	C	D	E
S-34 *	1100/24	440 (500-½)	1100/40	440	(500-¾)
CIRCLING **	1200-1 510 (600-1)	1280-1 590 (600-1)	1340-1¼ 650 (700-1¾)	1900-3 1210 (1300-3)	



TACAN Y RWY 34

SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025

25107

## AIRPORT DIAGRAM

[USAF]

KELLY FLD (KSKF)

SAN ANTONIO, TEXAS

ATIS 120.45 273.5  
 KELLY TOWER  
 124.3 322.35  
 GND CON  
 121.8 289.4

JUNE 2019  
 ANNUAL RATE OF CHANGE  
 0.1°W

HS 1

100' x 100'

91' x 100'

69' x 100'

FIELD  
ELEV  
690

BAK-12/14

CONTROL TOWER

FIRE DEPT

TANG

AFRES

ELEV  
670

HS 2

1150' x 150'

0.3% UP

327.8°

ELEV  
660

BAK-12/14

SOUTH

TAXIWAY

34' x 100'

1000'

Rwy 16-34  
PCN 58 R/B/W/T

TOWWAY

ELEV  
670

AMOPS

PAX TERMINAL

ELEV  
680ELEV  
690

VAR 42°E

29°24'N

29°23'N

29°22'N

W.36°06'

W.35°06'

W.34°06'

## AIRPORT DIAGRAM

SAN ANTONIO, TEXAS

KELLY FLD (KSKF)

SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025

## ALISS SEVEN DEPARTURE (RNAV)

**TOP ALTITUDE:  
ASSIGNED BY ATC**

RNAV 1 - DME/DME/IRU or GPS.

**RADAR required for non-GPS equipped aircraft.**

SAN ANTONIO DEP CON  
125.7 290.225  
ATIS  
120.45 273.5  
GND CON  
121.8 289.4  
KELLY TOWER  
124.3 322.35

7 

TAKEOFF MINIMUMS  
Rwys 16, 34: Standard.

The diagram shows two components, TATAR and TREVA 5000, connected by a line. The angle between them is labeled as 305° (110).

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 16: Climb on heading 158° or as assigned by ATC, for vectors to TREVA, thence. . .  
TAKEOFF RUNWAY 34: Climb on heading 338° or as assigned by ATC, for vectors to TREVA, thence. . .

NOTE: Chart not to scale.

SC-3, 07 AUG 2025 to 02 OCT 2025

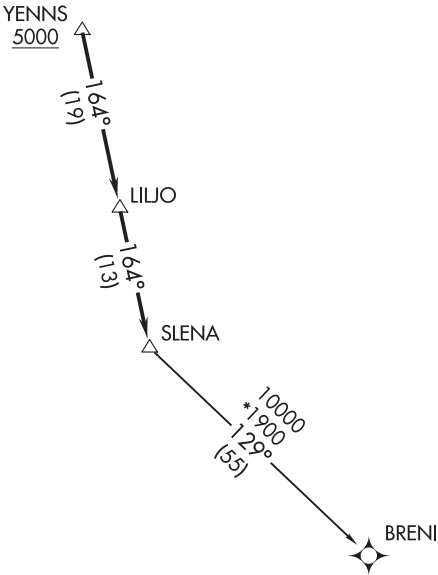
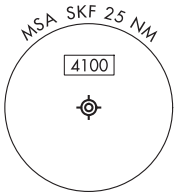
SLENA TWO DEPARTURE (RNAV)

SAN ANTONIO DEP CON  
125.7 290.225  
ATIS  
120.45 273.5  
GND CON  
121.8 289.4  
KELLY TOWER  
124.3 322.35

RNAV 1 - DME/DME/IRU or GPS.

RADAR required for non-GPS equipped aircraft.  
RADAR required.

TOP ALTITUDE:  
ASSIGNED BY ATC



TAKEOFF MINIMUMS  
Rwys 16, 34: Standard.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 16: Climb on heading 158° or as assigned by ATC, for vectors to YENNS. Thence. . .

TAKEOFF RUNWAY 34: Climb on heading 338° or as assigned by ATC, for vectors to YENNS. Thence. . .

. . .on track 164° to LILJO, then on track 164° to SLENA, then on transition. Maintain ATC assigned altitude. Expect filed altitude 10 minutes after departure.

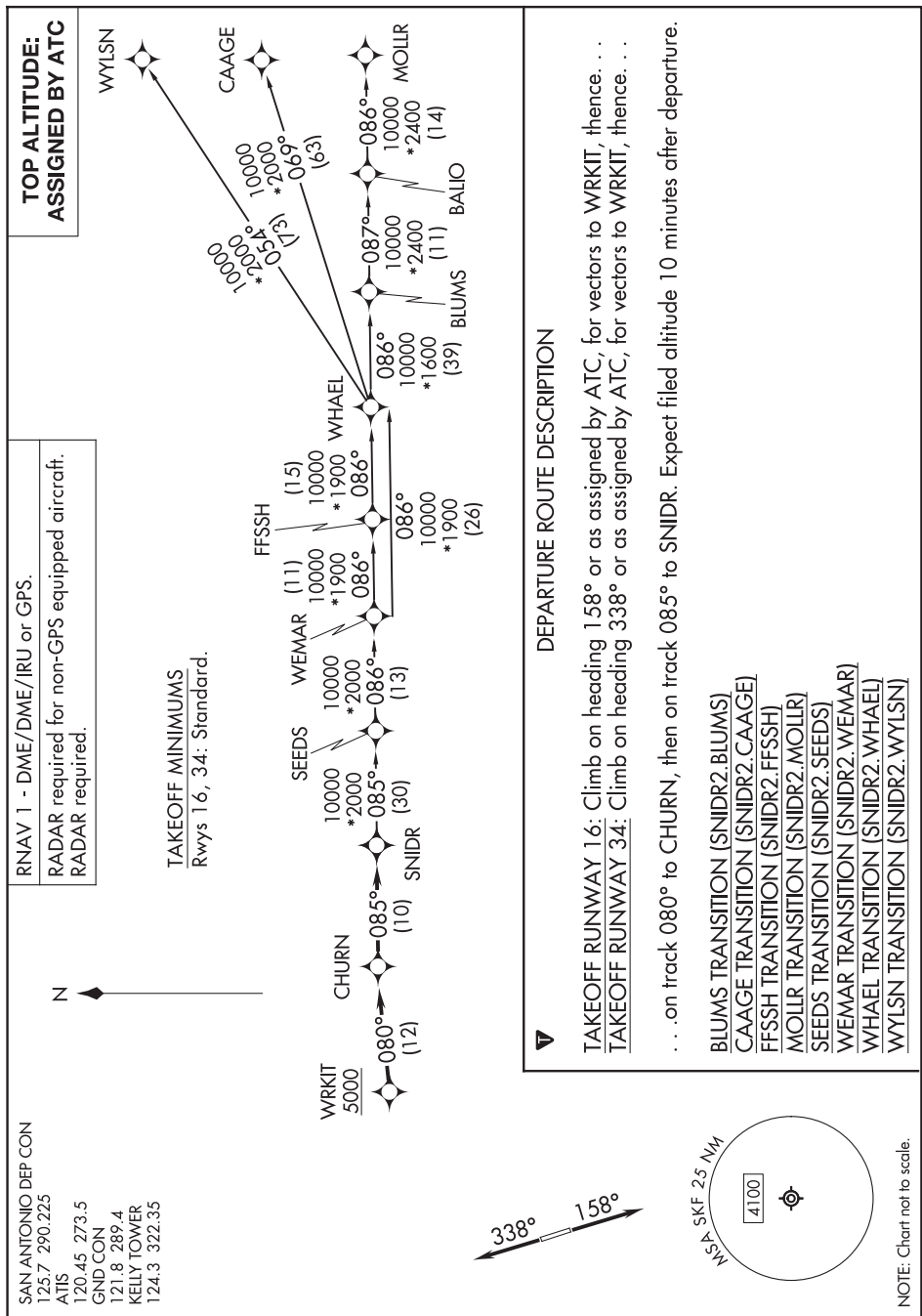
BRENI TRANSITION (SLENA2.BRENI)

SLENA TWO DEPARTURE (RNAV)

(SLENA2.SLENA) 07AUG25

SAN ANTONIO, TEXAS

KELLY FLD (SKF<sup>1</sup>)



(TJANO2.TJANO) 25219

AL-371 (FAA)

KELLY FLD (SKF)  
SAN ANTONIO, TEXAS

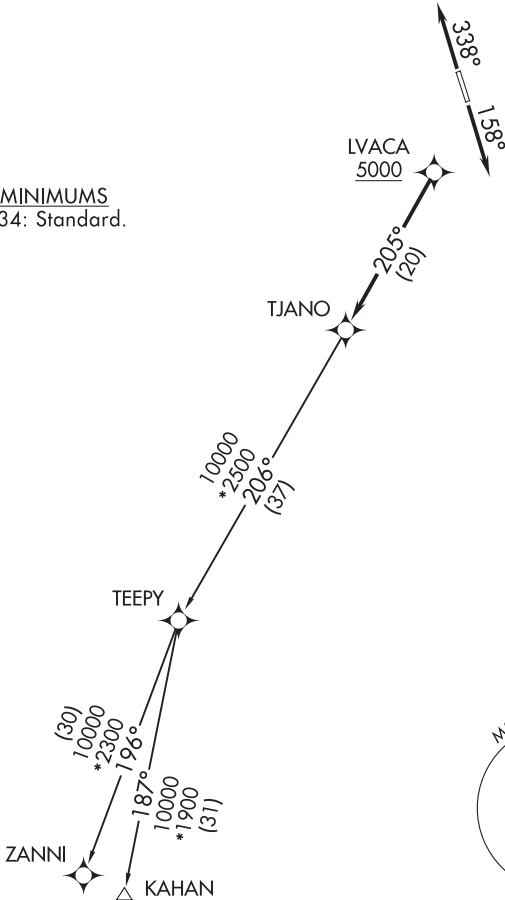
TJANO TWO DEPARTURE (RNAV)

SAN ANTONIO DEP CON  
125.7 290.225  
ATIS  
120.45 273.5  
GND CON  
121.8 289.4  
KELLY TOWER  
124.3 322.35

RNAV 1 - DME/DME IRU or GPS.  
RADAR required for non-GPS equipped aircraft.  
RADAR required.

TOP ALTITUDE:  
ASSIGNED BY ATC

TAKEOFF MINIMUMS  
Rwys 16, 34: Standard.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 16: Climb on heading 158° or as assigned by ATC, for vectors to LVACA, thence. . .  
TAKEOFF RUNWAY 34: Climb on heading 338° or as assigned by ATC, for vectors to LVACA, thence. . .

. . .on track 205° to TJANO, then on transition. Maintain ATC assigned altitude.  
Expect filed altitude 10 minutes after departure.

KAHAN TRANSITION (TJANO2.KAHAN)  
ZANNI TRANSITION (TJANO2.ZANNI)

TJANO TWO DEPARTURE (RNAV)

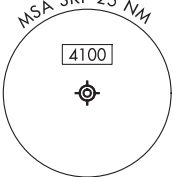
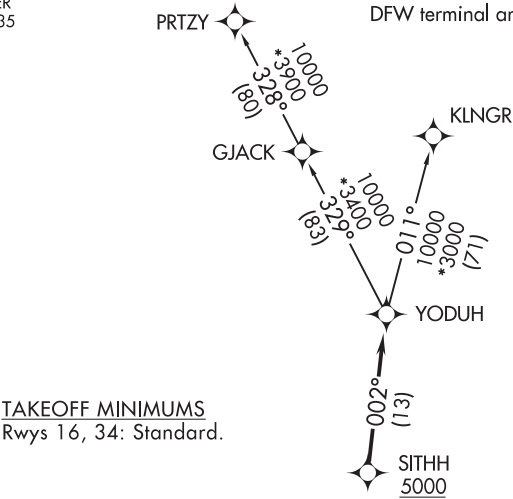
(TJANO2.TJANO) 07AUG25

SAN ANTONIO, TEXAS  
KELLY FLD (SKF)



SAN ANTONIO DEP CON 125.7 290.225 ATIS 120.45 273.5 GND CON 121.8 289.4 KELLY TOWER 124.3 322.35	RNAV 1 - DME/DME IRU or GPS.  RADAR required for non-GPS equipped aircraft. RADAR required.	<b>TOP ALTITUDE: ASSIGNED BY ATC</b>
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NOTE: Aircraft destined for airports north/northeast of DFW terminal area must file the KLNGR Transition.



NOTE: Chart not to scale.

<div><div>▼</div><div>DEPARTURE ROUTE DESCRIPTION</div><div>TAKEOFF RUNWAY 16: Climb on heading 158° or as assigned by ATC, for vectors to SITHH, thence. . .</div><div>TAKEOFF RUNWAY 34: Climb on heading 338° or as assigned by ATC, for vectors to SITHH, thence. . .</div><div>. . .on track 002° to YODUH, then on transition. Maintain ATC assigned altitude. Expect filed altitude 10 minutes after departure.</div><div>KLNGR TRANSITION (YODUH2.KLNGR)</div><div>PRTZY TRANSITION (YODUH2.PRTZY)</div></div>
--

KENEDY, TEXAS

AL-5975 (FAA)

23222

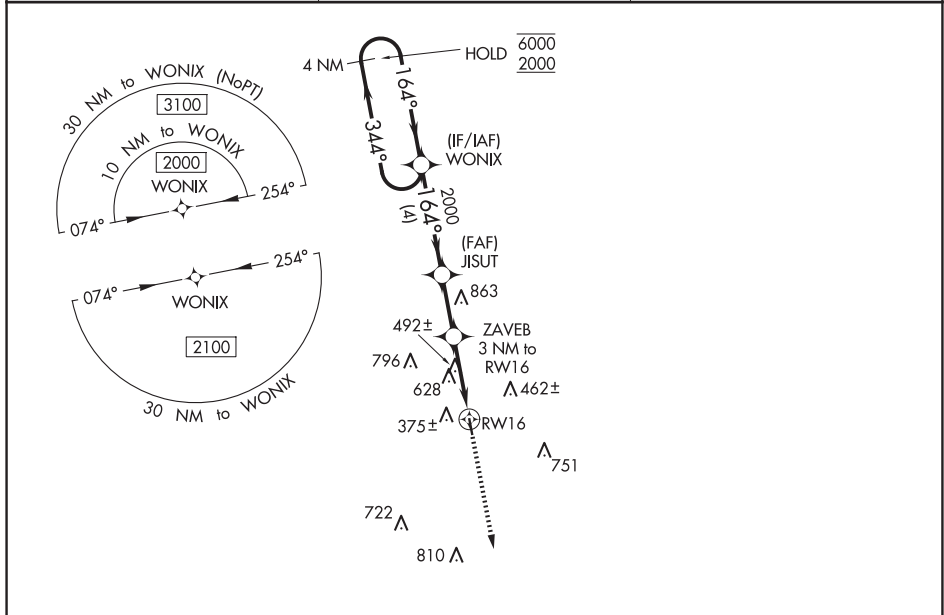
WAAS CH <b>87125</b> <b>W16A</b>	APP CRS <b>164°</b>	Rwy Idg TDZE Apt Elev	<b>3218</b> <b>289</b> <b>289</b>
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# RNAV (GPS) RWY 16



KENEDY RGNL (2R.9)

RNP APCH.	MISSED APPROACH: Climb to 2000 direct FORLU and hold.
▼ Procedure NA at night. When local alimeter setting not received, use Pleasanton alimeter setting. Rwy 16 helicopter visibility reduction below 1 SM NA.	

AWOS 3-PT <b>118.45</b>	HOUSTON CENTER <b>134.6 322.5</b>	UNICOM <b>123.0 (CTAF) 0</b>
----------------------------	--------------------------------------	---------------------------------



<div>1104 </div>				<div>FORLU  169° 344° 4 NM</div>					
<div>4 NM Holding Pattern WONIX</div>				<div>Visual Segment - Obstacles. JISUT</div>				<div>2000 </div>	
<div>6000 ← 344° 2000 164° → 164°</div>				<div>2000</div>				<div>ZAVEB 3 NM to RW16</div>	
				<div>1260</div>				<div>RW16 </div>	
				<div>4 NM 2.3 NM 3 NM</div>					
CATEGORY	A		B		C		D		
LP MDA	860-1		571 (600-1)		NA				
LNAV MDA	1040-1 751 (800-1)		1040-1¼ 751 (800-1¼)		NA				
REIL Rwy 16 MIRL Rwy 16-34 									

ELEV 289	TDZE 289
<div>164°</div> <div>91  4</div> <div>321.8 X 60 → 0.5% UP  34</div>	

KENEDY, TEXAS  
Orig-D 07NOV19

28°49'N-97°52'W

# RNAV (GPS) RWY 16

SC-3, 07 AUG 2025 to 02 OCT 2025

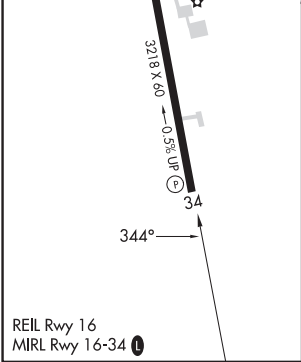
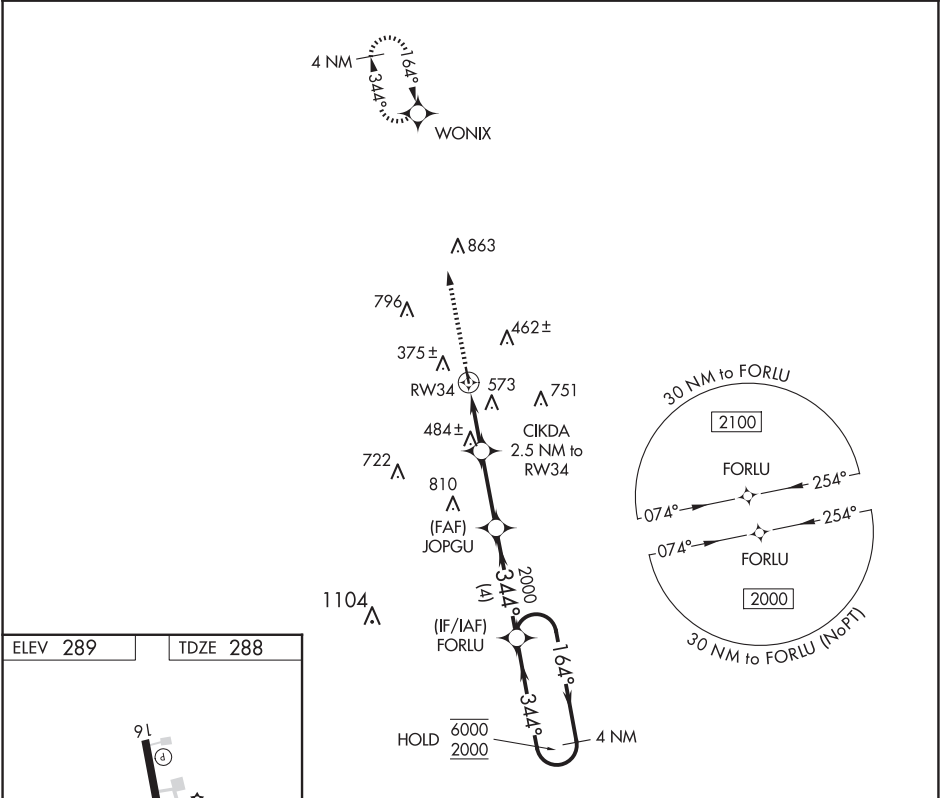
SC-3, 07 AUG 2025 to 02 OCT 2025

WAAS CH <b>93925</b> <b>W34A</b>	APP CRS <b>344°</b>	Rwy Idg <b>3218</b> TDZE <b>288</b> Apt Elev <b>289</b>
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RNAV (GPS) RWY 34

KENEDY RGNL (2R.9)

RNP APCH.		MISSED APPROACH: Climb to 2000 direct WONIX and hold.
Procedure NA at night. Rwy 34 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Pleasanton altimeter setting.		
AWOS 3-PT <b>118.45</b>	HOUSTON CENTER <b>134.6 322.5</b>	UNICOM <b>123.0 (CTAF) 0</b>



2000 WONIX		Visual Segment - Obstacles.		4 NM Holding Pattern	
↑		WONIX		FORLU	
RW34		CIKDA 2.5 NM to RW34		JOPGU	
2.5 NM		2.8 NM		4 NM	
1100		2000		6000	
344°		344°		164°	
2000		2000		2000	
CATEGORY	A	B	C	D	
LP MDA	840-1	552 (600-1)	NA		
LNNAV MDA	900-1	612 (700-1)	NA		

SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025

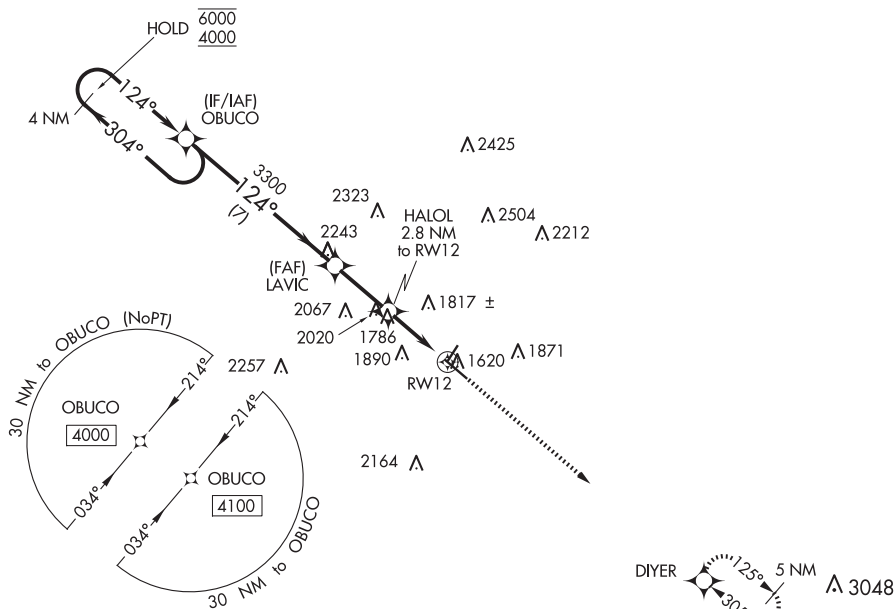
# RNAV (GPS) RWY 12

## KERRVILLE MUNI/LOUIS SCHREINER FLD (ERV)

A

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C.

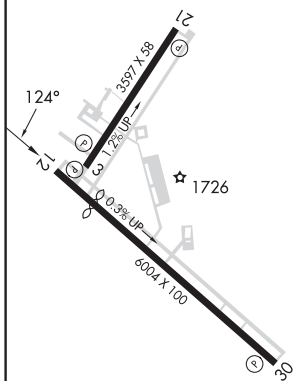
**MISSED APPROACH:**  
Climb to 4100 direct  
DIYER and hold.

UNICOM  
122.7 (CTAF) **L**

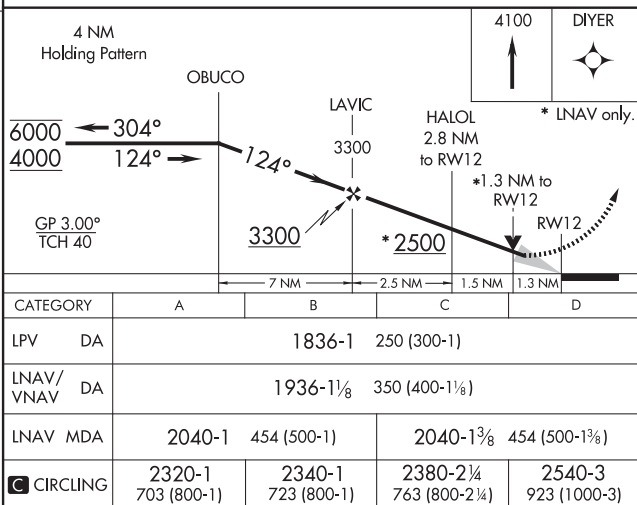
**D**

TDZ

1586



REIL Rwy 12 and 30 **L**  
MIRL Rwy 3-21 and 12-30 **L**



KERRVILLE, TEXAS  
Amdt 1B 30JAN20

KERRVILLE MUNI/LOUIS SCHREINER FLD (ERV)

29°59' N-99°05' W

RNAV (GPS) RWY 12

SC-3, 07 AUG 2025 to 02 OCT 2025

WAAS  
CH **77527**  
**W30A**

APP CRS  
**305°**

Rwy Idg  
TDZE **1589**  
Apt Elev **1617**

**RNAV (GPS) RWY 30**

KERRVILLE MUNI/LOUIS SCHREINER FLD (E.R.V)

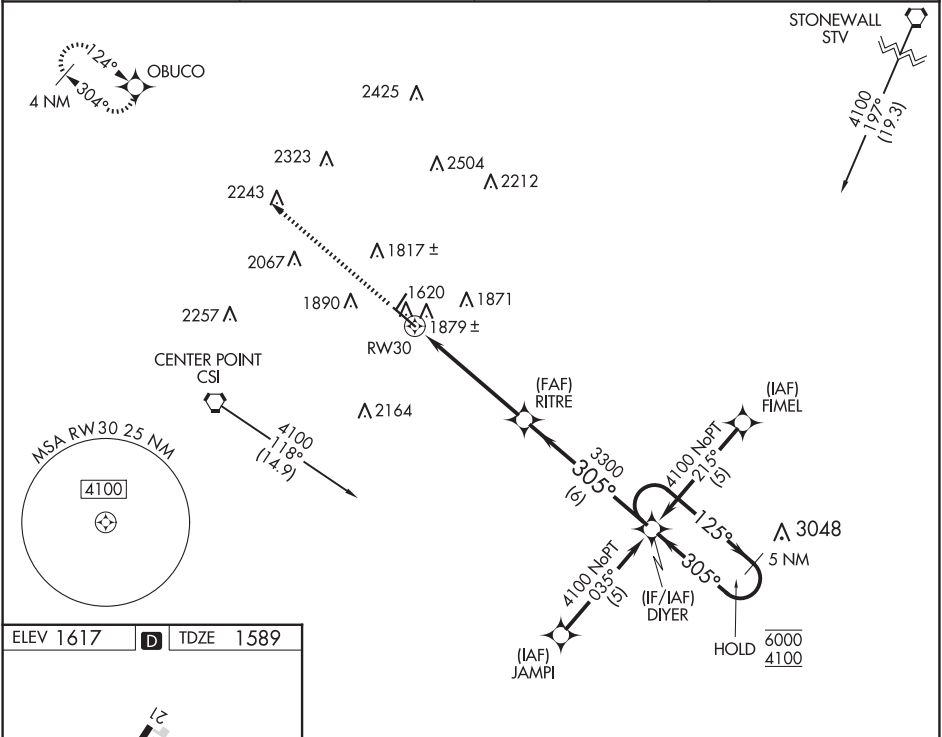
RNP APCH.

T

A

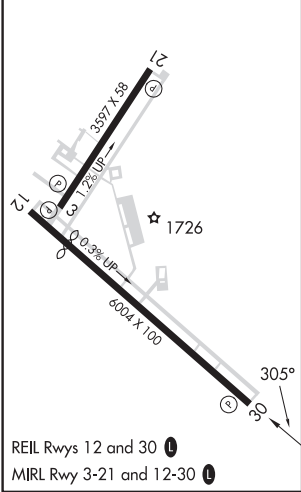
MISSED APPROACH: Climb to 4000  
direct OBUCO and hold.

AWOS-3 <b>118.125</b>	HOUSTON CENTER <b>134.95 269.4</b>	CLNC DEL <b>134.95</b>	UNICOM <b>122.7 (CTAF)</b>
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ELEV 1617

TDZE 1589



4000	OBUCO	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 40).				5 NM Holding Pattern
		DIYER				125° → 6000 ← 305° 4100
*RNAV only.		*1.7 NM to RW30				GP 3.00° TCH 45
		1.7 NM	3.5 NM	6 NM		
CATEGORY	A	B	C	D		
LPV DA	1860-1		271 (300-1)		NA	
RNAV MDA	2140-1		551 (600-1)		2140-1½ 551 (600-1½)	
CIRCLING	2320-1 703 (800-1)		2340-1 723 (800-1)		2380-2¼ 763 (800-2¼)	

KERRVILLE, TEXAS

AL-5690 (FAA)

25023

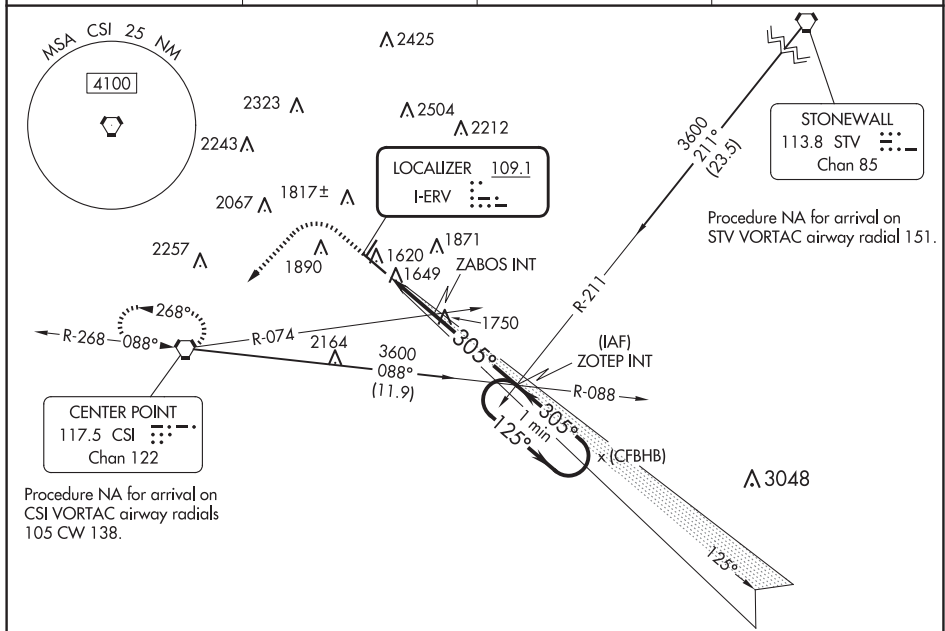
LOC I-ERV <b>109.1</b>	APP CRS <b>305°</b>	Rwy Idg TDZE Apt Elev <b>5300</b> <b>1589</b> <b>1617</b>
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**LOC RWY 30**

KERRVILLE MUNI/LOUIS SCHREINER FLD (ERV)

<b>▼</b> <b>▲</b> NA	MISSED APPROACH: Climb to 2100 then climbing left turn to 4100 direct CSI VORTAC and hold, continue climb-in-hold to 4100.
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AWOS-3 <b>118.125</b>	HOUSTON CENTER <b>134.95 269.4</b>	CLNC DEL <b>134.95</b>	UNICOM <b>122.7</b> (CTAF) <b>0</b>
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2100

4100

CSI

↑

↶

⬡

ZABOS INT

ZOTEP INT

One Minute Holding Pattern

125° → 3600

← 305°

305°

3.00° TCH 40

2360

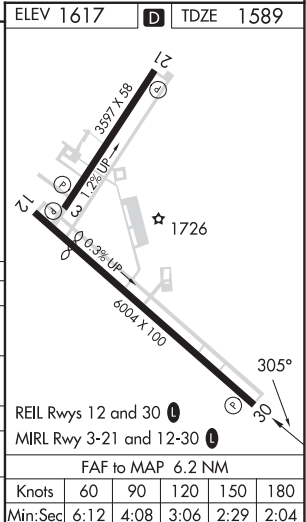
2.3 NM

3.9 NM

CATEGORY	A	B	C	D
S-30	2360-1 771 (800-1)	2360-1¼ 771 (800-1¼)	2360-2½	771 (800-2½)
<b>C</b> CIRCLING	2360-1 743 (800-1)	2360-1¼ 743 (800-1¼)	2380-2½ 763 (800-2½)	2540-3 923 (1000-3)

ZABOS FIX MINIMUMS (DUAL VOR RECEIVERS REQUIRED)

S-30	1900-1 311 (300-1)			
<b>C</b> CIRCLING	2260-1 643 (700-1)	2340-1 723 (800-1)	2380-2¼ 763 (800-2¼)	2540-3 923 (1000-3)



KERRVILLE, TEXAS

Amdt 5 27APR17

KERRVILLE MUNI/LOUIS SCHREINER FLD (ERV)

29°59'N-99°05'W

**LOC RWY 30**

SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025

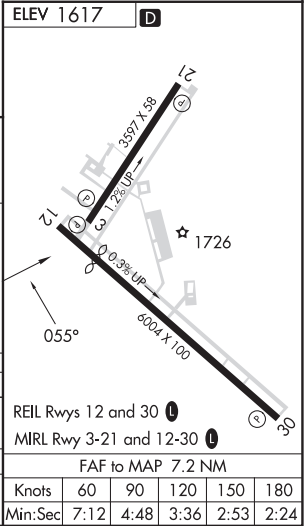
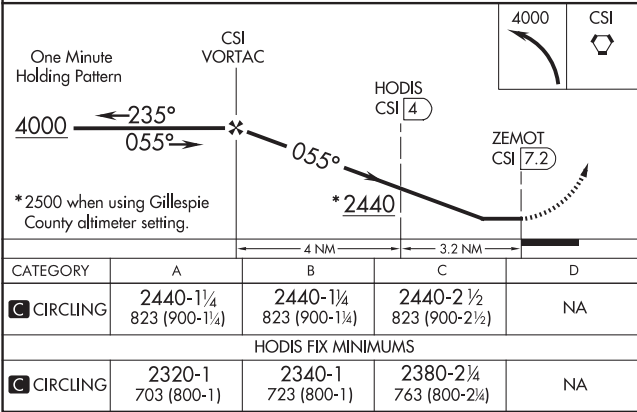
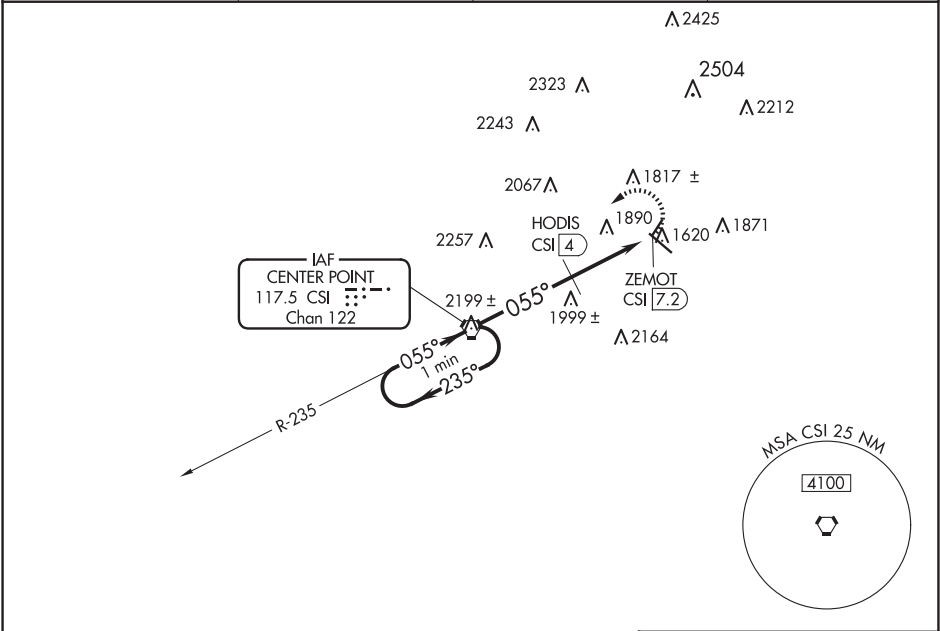
VORTAC CSI	APP CRS	Rwy Idg	N/A
117.5	055°	TDZE	N/A
Chan 122		Apt Elev	1617

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 ¼ SM.
- MISSED APPROACH: Climbing left turn to 4000 direct CSI VORTAC.

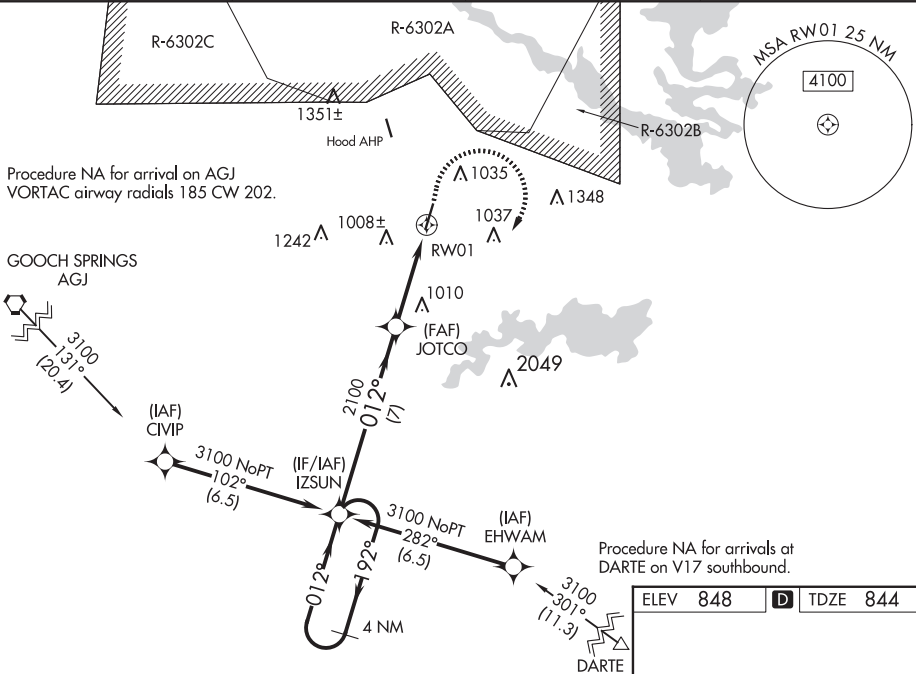
AWOS-3 118.125	HOUSTON CENTER 134.95 269.4	CLNC DEL 134.95	UNICOM 122.7 (CTAF) 0
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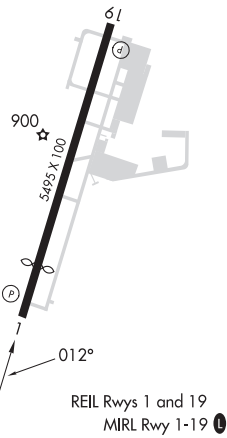
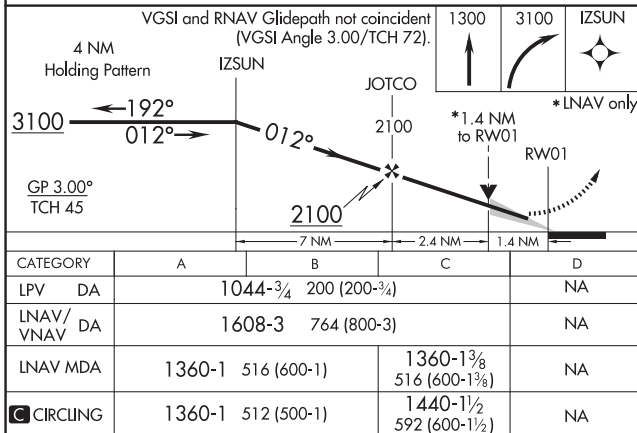
# RNAV (GPS) RWY 1

**MISSED APPROACH:** Climb to 1300 then Climbing right turn to 3100 direct IZSUN and hold.

UNICOM  
**122.7 (CTAF)** **L**



ELEV	848	<b>D</b>	TDZE	844
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SKYLARK FLD (ILE)  
RNAV (GPS) RWY 1

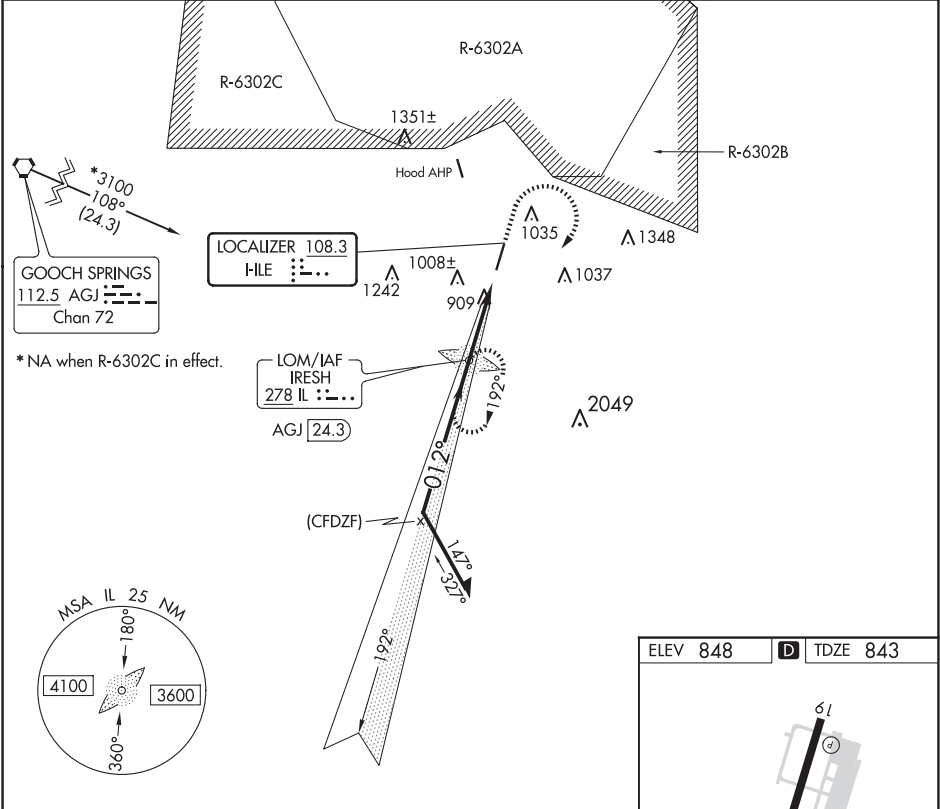
SC-3, 07 AUG 2025 to 02 OCT 2025



LOC HLE <b>108.3</b>	APP CRS <b>012°</b>	Rwy Idg TDZE Apt Elev <b>4641</b> <b>843</b> <b>848</b>	LOC RWY 1 SKYLARK FLD (ILE)
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ADF required.	MISSED APPROACH: Climb to 1500 then climbing right turn to 3100 direct IRESH LOM and hold, continue climb-in-hold to 3100.
NA Circling Rwy 19 NA at night.	

AWOS-3PT <b>128.575</b>	GRAY APP CON <b>120,075 323.15</b>	CLNC DEL <b>121.7</b>	UNICOM <b>122.7 (CTAF)</b>
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Remain within 10 NM	IL LOM	1500	3100	IL
3100	192°	012°	2100	012°
VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 72).				
3.21° TCH 45				
3.6 NM				
CATEGORY	A	B	C	D
S-1	1160-1	317 (400-1)		NA
CIRCLING	1300-1 452 (500-1)	1340-1 492 (500-1)	1440-1½ 592 (600-1½)	NA

ELEV 848	TDZE 843
REIL Rwys 1 and 19 MIRL Rwy 1-19	
FAF to MAP 3.6 NM	
Knots	60 90 120 150 180
Min:Sec	3:36 2:24 1:48 1:26 1:12

KILLEEN, TEXAS

AL-5344 (FAA)

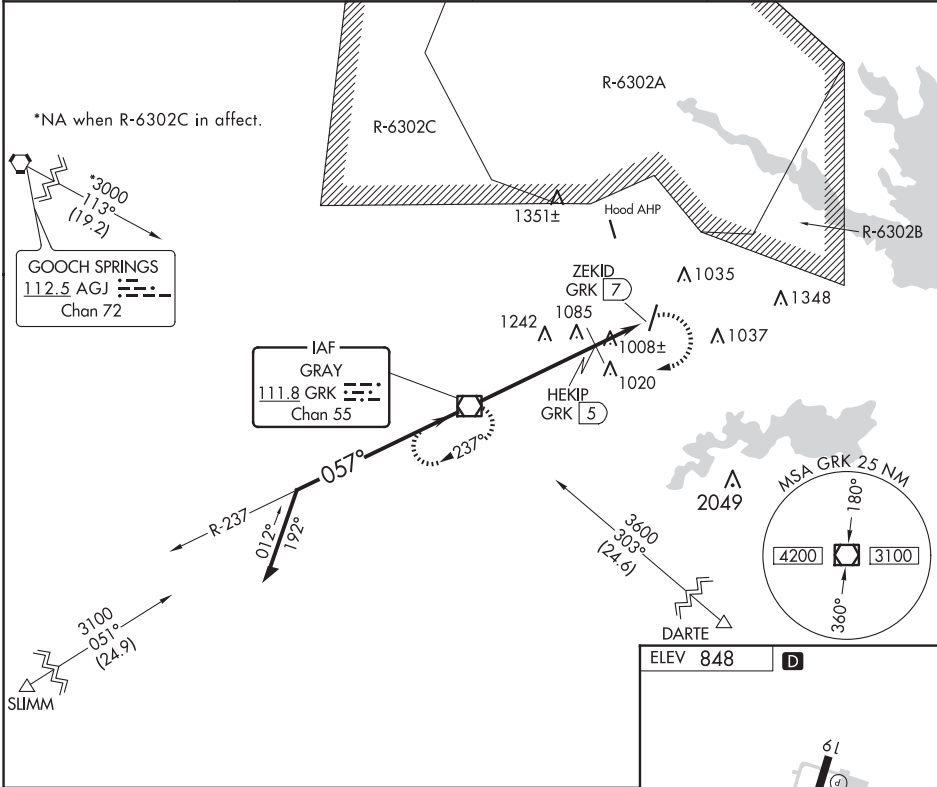
22363

VOR/DME GRK	APP CRS	Rwy Idg TDZE	N/A
111.8	057°	Apt Elev	N/A
Chan 55			848

VOR-A  
SKYLARK FLD (IL,E)

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.	MISSED APPROACH: Climbing right turn to 3000 direct GRK VOR/DME and hold.
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AWOS-3PT 128.575	GRAY APP CON 120.075 323.15	CLNC DEL 121.7	UNICOM 122.7 (CTAF)
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Remain within 10 NM

GRK VOR/DME

3000

237°

057°

2000

#1680 when using Robert Gray AAF altimeter setting.

#1620

5 NM

2 NM

HEKIP GRK (5)

ZEKID GRK (7)

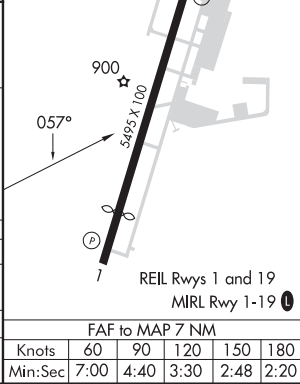
3000

GRK

CATEGORY	A	B	C	D
<b>CIRCLING</b>	1620-1 772 (800-1)	1620-1¼ 772 (800-1¼)	1620-2¼ 772 (800-2¼)	NA

HEKIP FIX MINIMUMS (DME REQUIRED)

CATEGORY	1320-1 472 (500-1)	1360-1 512 (600-1)	1440-1½ 592 (600-1½)	D
<b>CIRCLING</b>				NA



KILLEEN, TEXAS  
Amdt 4A 08NOV18

31°05'N-97°41'W

SKYLARK FLD (IL,E)  
VOR-A

SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025

KILLEEN, TEXAS

NOTE: Chart not to scale.

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.

RADAR required.

**TOP ALTITUDE:**  
**3500**

AWOS-3PT  
128.575  
CLNC DEL  
121.7  
CTAF  
122.7  
GRAY DEP C

7

TAKE-OFF MINIMUMS  
Rwys 1, 19: Standard.

GOOCH SPRINGS  
112.5 AGJ :--:--:  
Chen 72

GRAY  
111.8 GRK  
Chan 55

LEONA  
110.8 LOA :--  
Chan 45

COLLEGE STATION  
113.3 CLL :  
Chen 80

SC-3, 07 AUG 2025 to 02 OCT 2025

CONRA THREE DEPARTURE

(CONRA3.CONRA) 30NOV23

KILLEEN, TEXAS  
SKYLARK FLD (ILE)

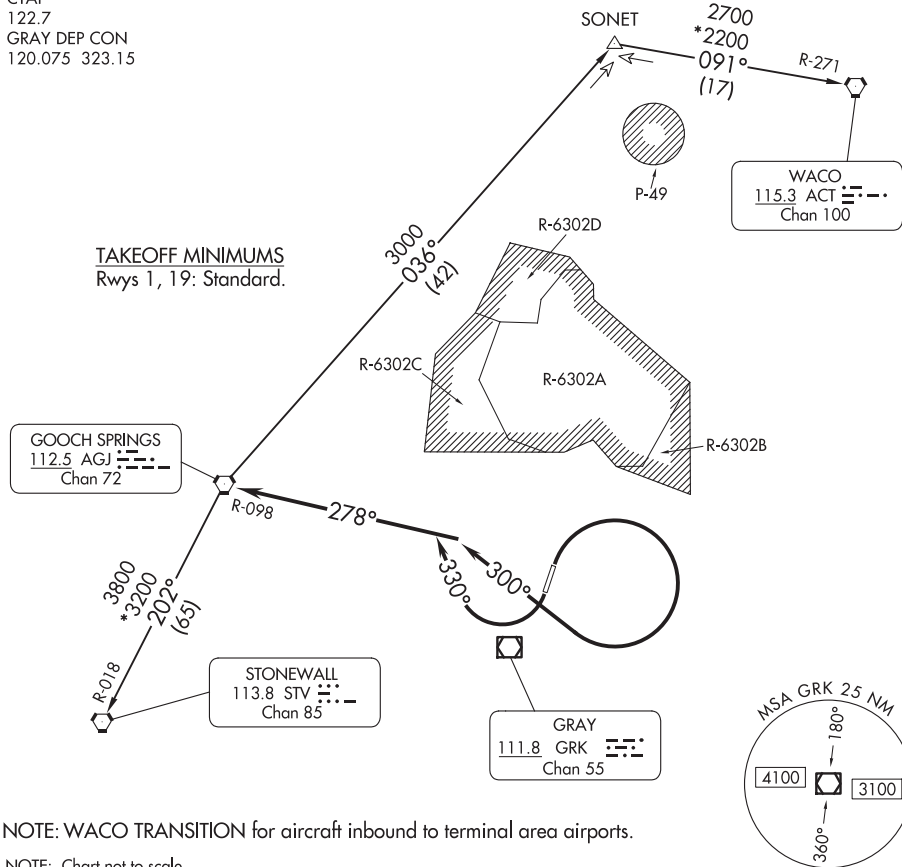
LAMPS EIGHT DEPARTURE

AWOS-3PT  
128.575  
CLNC DEL  
121.7  
CTAF  
122.7  
GRAY DEP CON  
120.075 323.15

RADAR required.

TOP ALTITUDE:  
ASSIGNED BY ATC

TAKEOFF MINIMUMS  
Rwys 1, 19: Standard.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 1: Climbing right turn heading 300° (to assigned altitude) to intercept and proceed on AGJ R-098. Thence. . .

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.

LAMPS EIGHT DEPARTURE

(LAMPS8.AGJ) 30NOV23

KILLEEN, TEXAS  
SKYLARK FLD (IL'E)

WAAS CH <b>86618</b> <b>W13A</b>	APP CRS <b>134°</b>	Rwy Idg TDZE Apt Elev	<b>6000</b> <b>130</b> <b>130</b>
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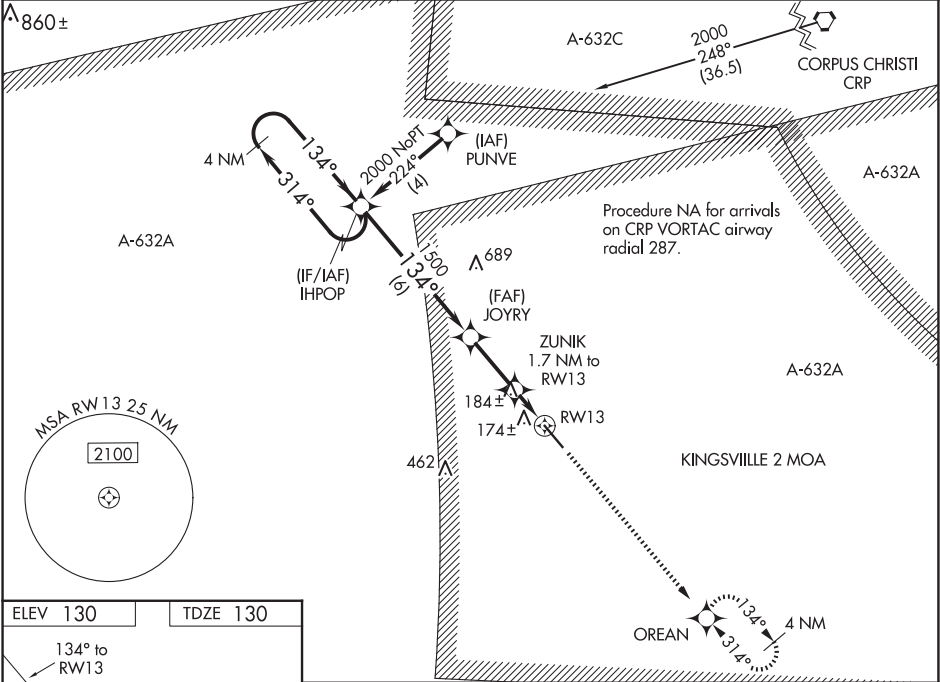
RNAV (GPS) RWY 13  
KLEBERG COUNTY (IKG)

**NA**

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Alice altimeter setting and increase all DA 33 feet and all MDA 40 feet and LPV all Cats, LNAV/VNAV all Cats, and LNAV Cat D visibility ¼ mile. Baro-VNAV and VDP NA when using Alice altimeter setting.

MISSED APPROACH: Climb to 2000 direct OREAN and hold.

AWOS-3P <b>119.075</b>	KINGSVILLE APP CON ★ <b>119.9 290.45</b>	UNICOM <b>122.7 (CTAF) 0</b>
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ELEV **130**      TDZE **130**

134° to RWY 13

REIL Rwy 13 and 31 0  
MIRL Rwy 13-31 0

4 NM Holding Pattern

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 39).

2000 ← 314° → 134°

GP 3.00° TCH 42

JOYRY 1500

ZUNIK 1.7 NM to RWY 13

\*0.9 NM to RWY 13

\*700

6 NM      2.4 NM      0.8      0.9

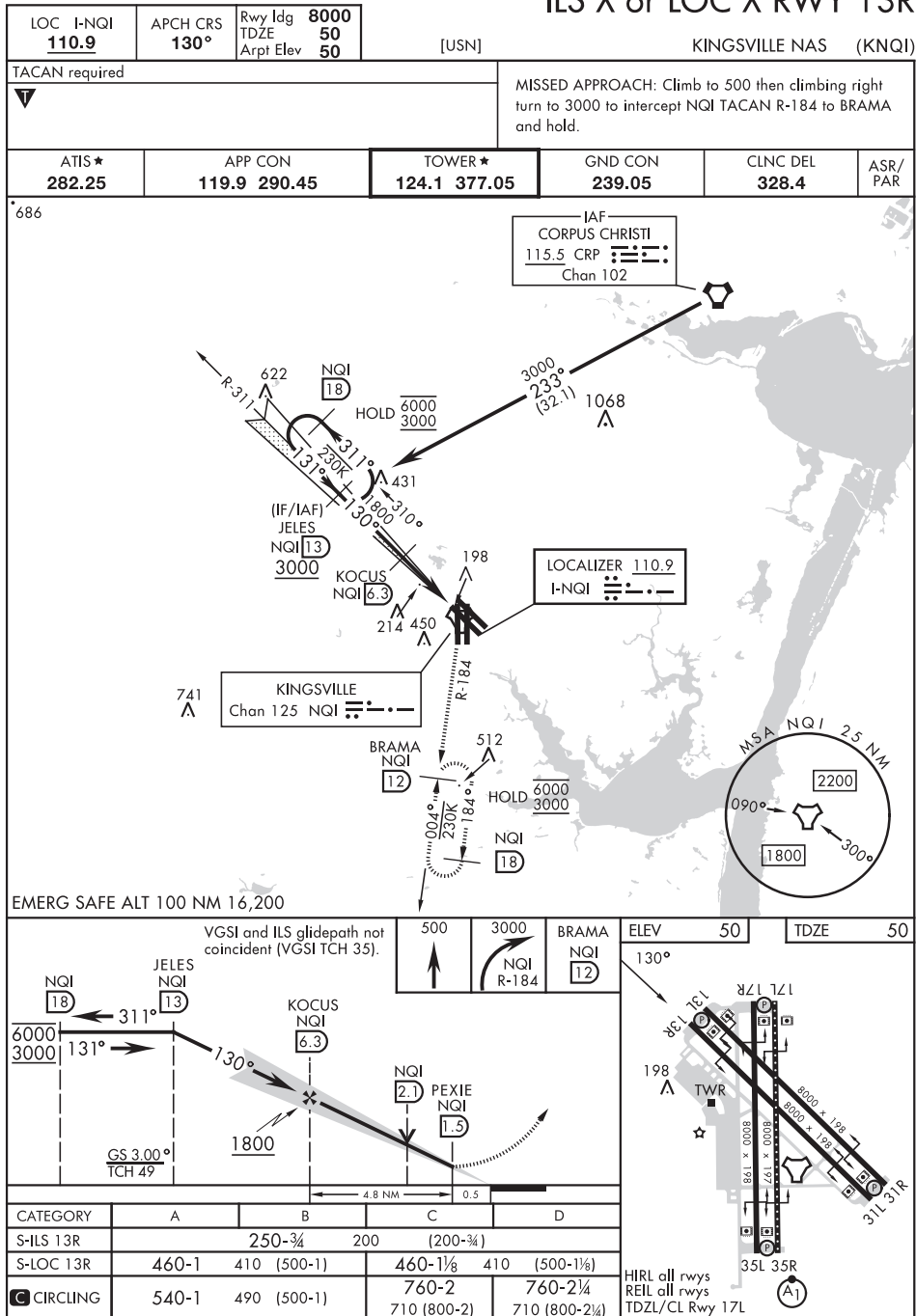
CATEGORY	A	B	C	D
LPV DA		380-¾	250 (300-¾)	
LNAV/VNAV DA		444-1	314 (400-1)	
LNAV MDA		440-1	310 (400-1)	
CIRCLING	500-1 370 (400-1)	580-1 450 (500-1)	580-1½ 450 (500-1½)	680-2 550 (600-2)

SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025

KINGSVILLE, TEXAS

# ILS X or LOC X RWY 13R



SC-3, 07 AUG 2025 to 02 OCT 2025

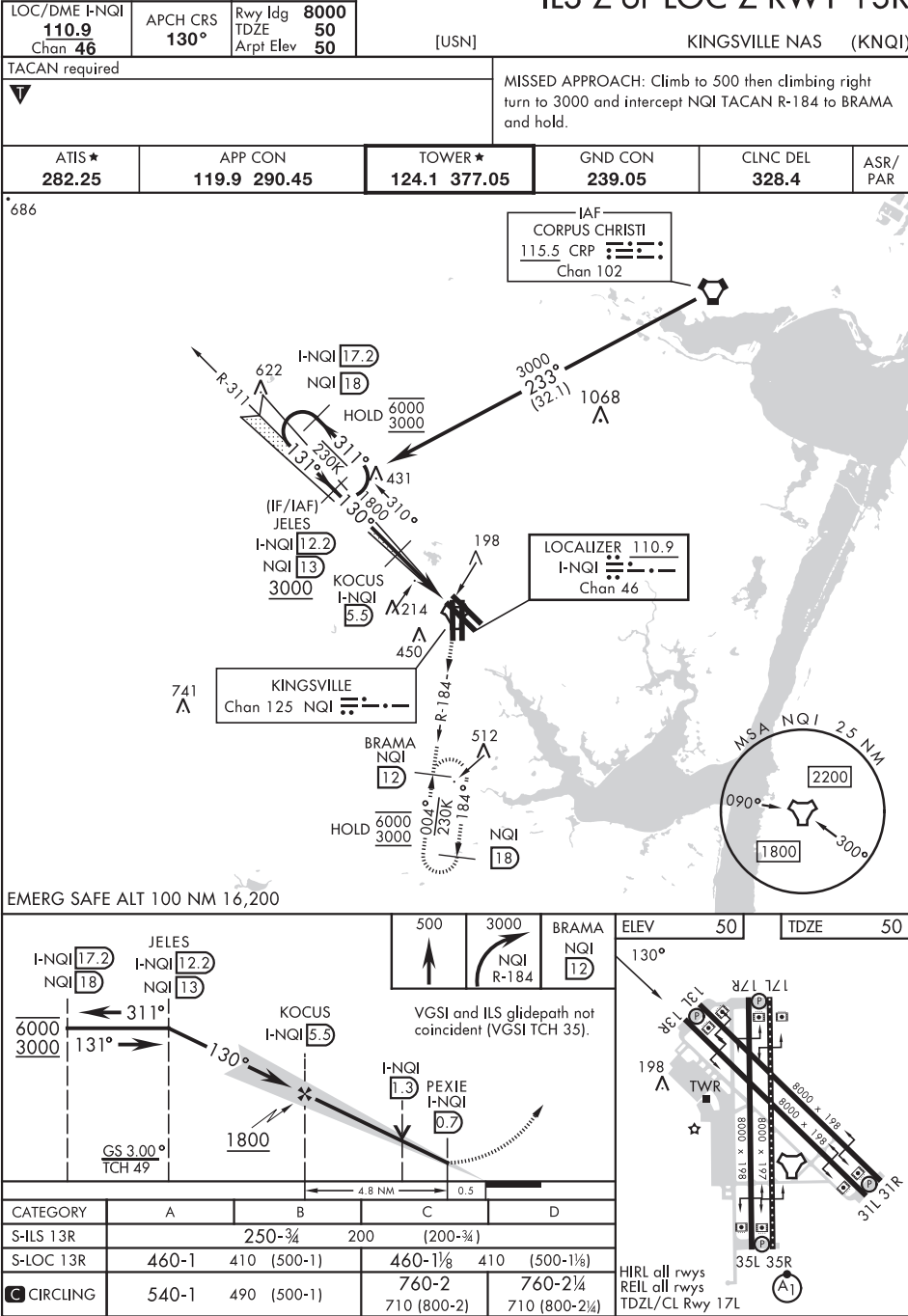
SC-3, 07 AUG 2025 to 02 OCT 2025

KINGSVILLE, TEXAS 27°30'N-97°49'W KINGSVILLE NAS (KNQI)

Orig 26DEC24

# ILS X or LOC X RWY 13R

ILS Z or LOC Z RWY 13R



KINGSVILLE, TEXAS

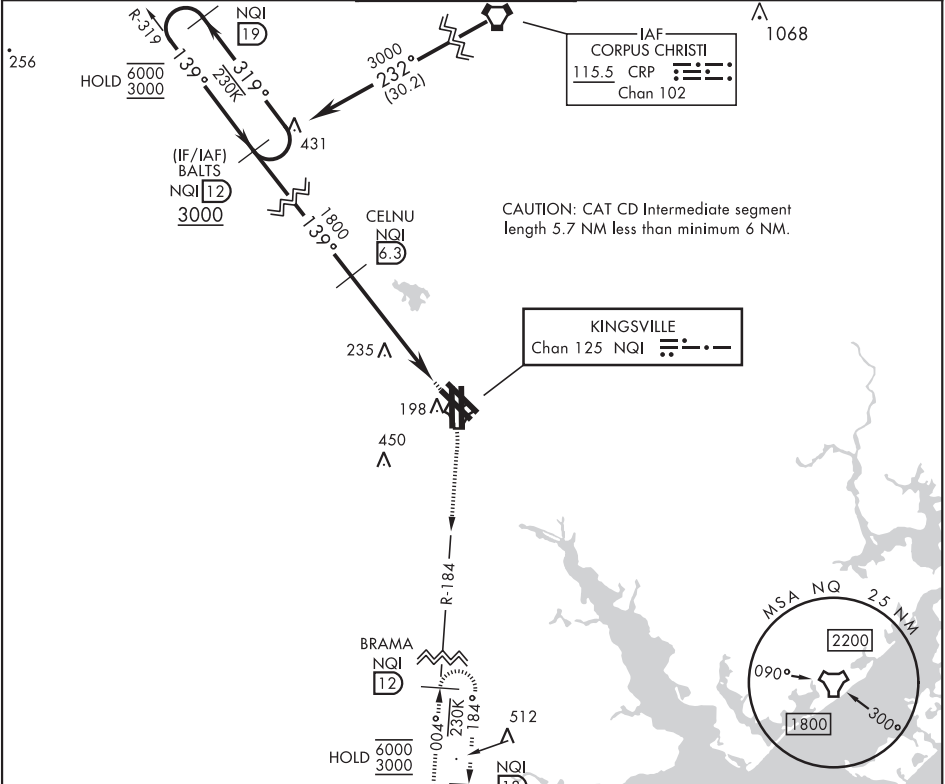
TACAN RWY 13L/R

TACAN NQI Chan 125	APCH CRS 139°	Rwy 13L Idg 8000 TDZE 49 Arpt Elev 50	Rwy 13R Idg 8000 TDZE 50 Arpt Elev 50
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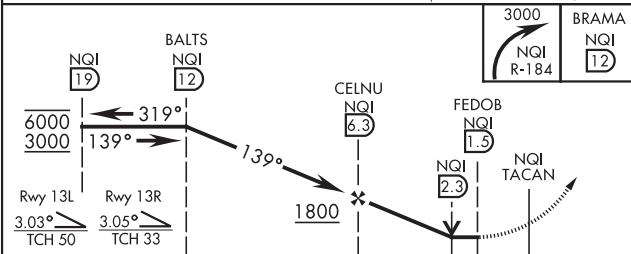
[USN] KINGSVILLE NAS (KNQI)

MISSED APPROACH: Climbing right turn to 3000 to intercept NQI TACAN R-184 to BRAMA and hold.

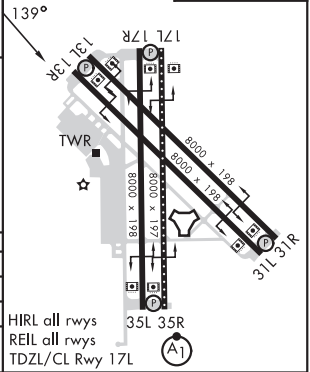
ATIS ★ 282.25	APP CON 119.9 290.45	TOWER ★ 124.1 377.05	GND CON 239.05	CLNC DEL 328.4	ASR/PAR
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EMERG SAFE ALT 100 NM 16,200



ELEV 50	TDZE 49 13L
	TDZE 50 13R



CATEGORY	A	B	C	D
S-13L	520-1 471 (500-1)	520-1 471 (500-1)	520-1 471 (500-1)	520-1 471 (500-1)
S-13R	520-1 470 (500-1)	520-1 470 (500-1)	520-1 470 (500-1)	520-1 470 (500-1)
CIRCLING	540-1 490 (500-1)	540-1 490 (500-1)	540-1 490 (500-1)	540-1 490 (500-1)

KINGSVILLE, TEXAS

27°30'N-97°49'W

KINGSVILLE NAS (KNQI)

Amdr 2 26DEC24

TACAN RWY 13L/R

SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025



KINGSVILLE, TEXAS

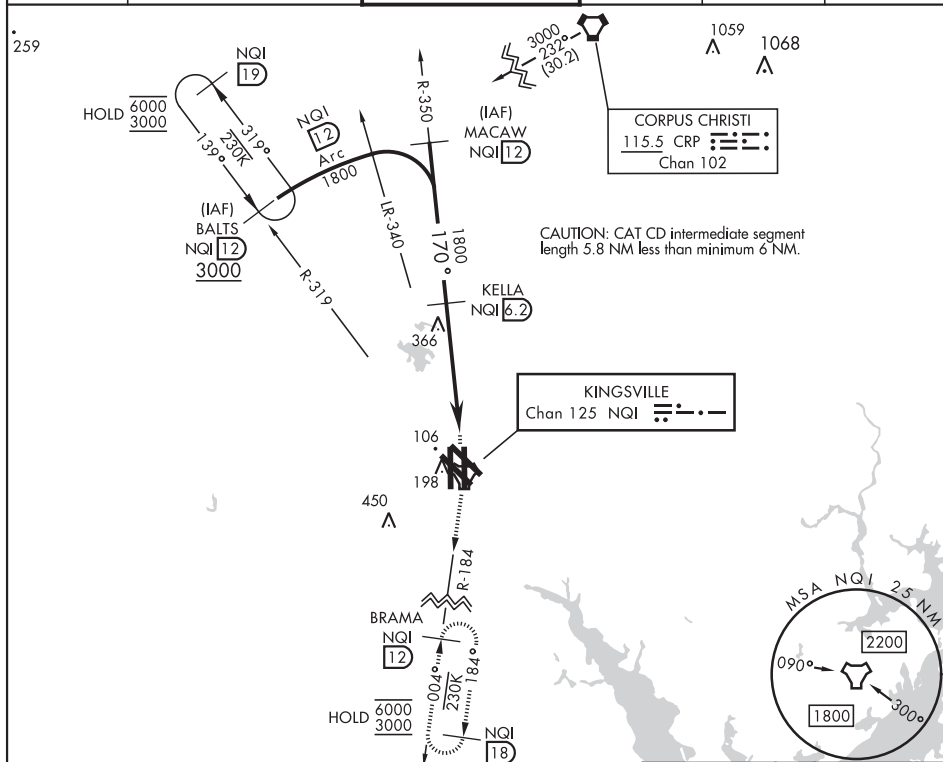
TACAN RWY 17L

TACAN NQI Chan <b>125</b>	APCH CRS <b>170°</b>	Rwy Idg <b>8000</b> TDZE <b>49</b> Arprt Elev <b>50</b>
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[USN]

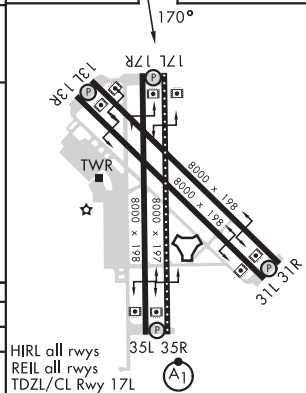
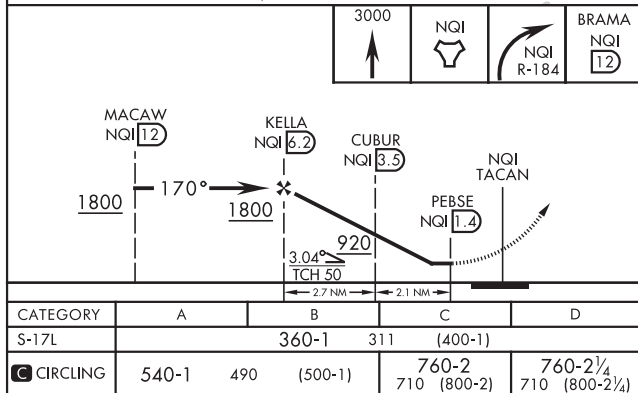
KINGSVILLE NAS (KNQI)

<div>T</div>				MISSED APPROACH: Climb to 3000 direct NQI TACAN and climbing right turn to intercept NQI 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



EMERG SAFE ALT 100 NM 16,200

ELEV	50	TDZE	49
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KINGSVILLE, TEXAS

27°30'N-97°49'W

KINGSVILLE NAS (KNQI)

Amdt 2 26DEC24

TACAN RWY 17L

SC-3, 07 AUG 2025 to 02 OCT 2025

KINGSVILLE, TEXAS

TACAN RWY 31L/R

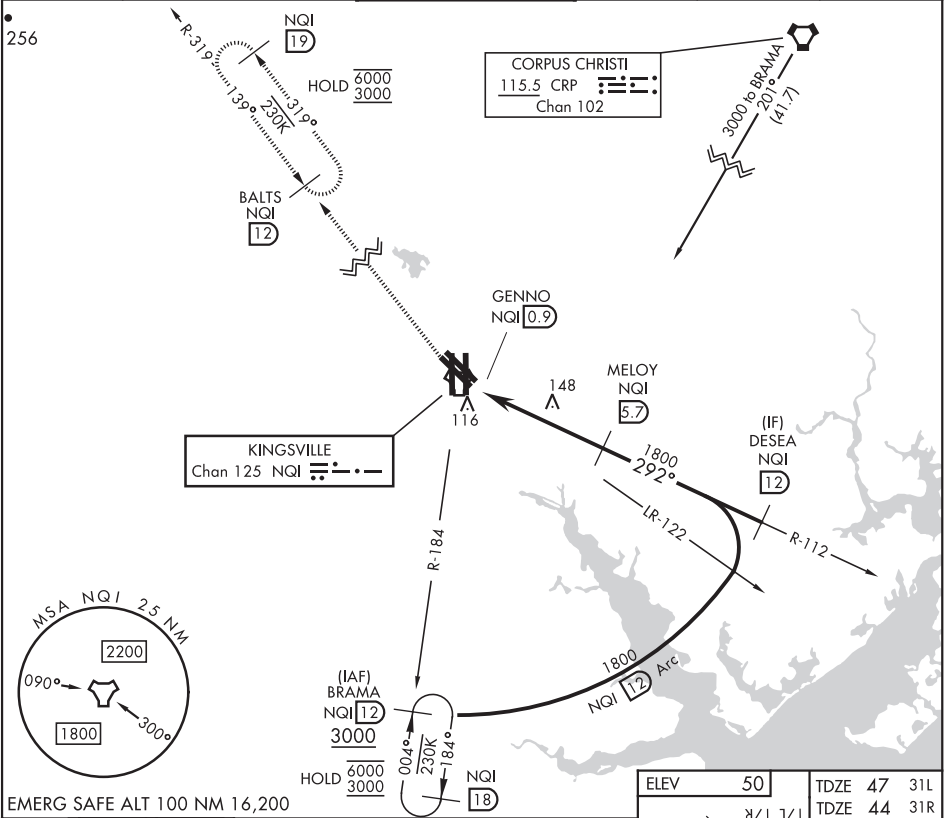
TACAN NQI Chan 125	APCH CRS 292°	Rwy 31L Idg 8000 TDZE 47 Arpt Elev 50	Rwy 31R Idg 8000 TDZE 44 Arpt Elev 50
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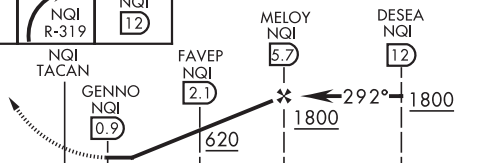
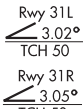

[USN]

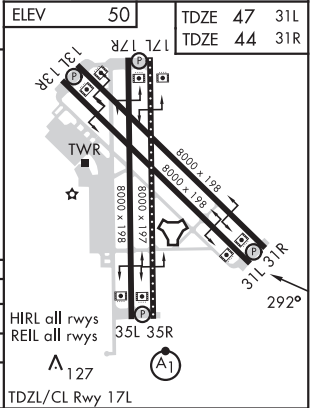
KINGSVILLE NAS (KNQI)

MISSED APPROACH: Climb to 3000 direct NQI TACAN and climbing right turn to intercept NQI R-319 to BALTS and hold. Continue climb-in-hold to 3000.

ATIS ★ 282.25	APP CON 119.9 290.45	TOWER ★ 124.1 377.05	GND CON 239.05	CLNC DEL 328.4	ASR/PAR
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3000 NQI 	 NQI R-319	BALTS NQI 12		
				
				
CATEGORY	A	B	C	D
S-31L	380-1		333	(400-1)
S-31R	380-1		336	(400-1)
 CIRCLING	540-1	490 (500-1)	760-2 710 (800-2)	760-2½ 710 (800-2½)



KINGSVILLE, TEXAS

27°30'N-97°49'W

KINGSVILLE NAS (KNQI)

Amdr 2 26DEC24

TACAN RWY 31L/R

SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025

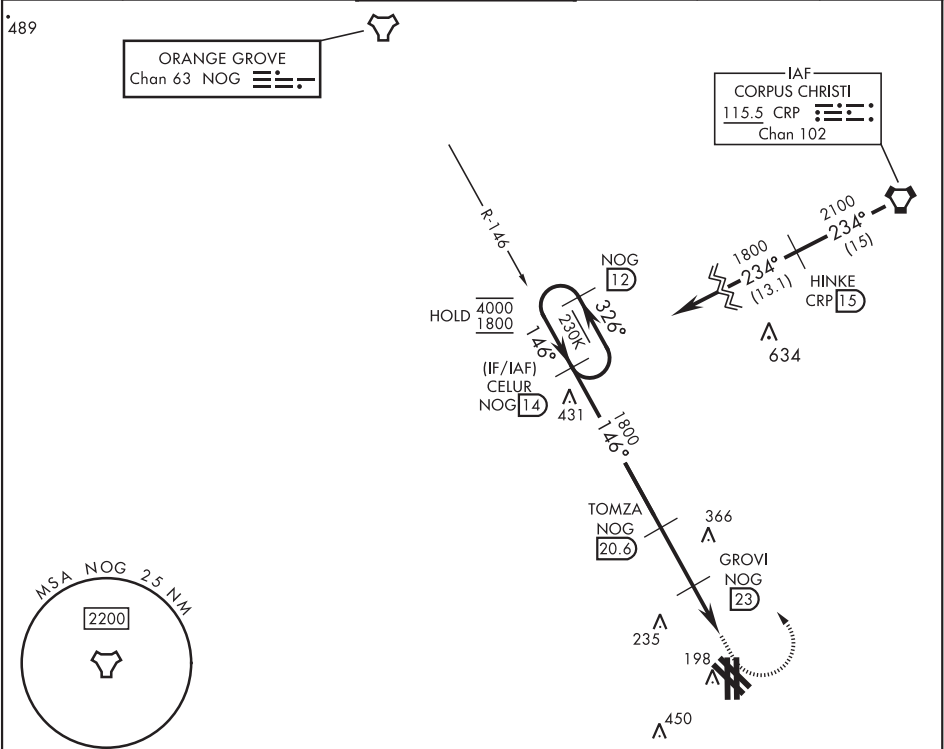
TACAN Y RWY 17R

TACAN	NOG	APCH CRS	Rwy Idg	8000
Chan	63	146°	TDZE	49
			Arpt Elev	50

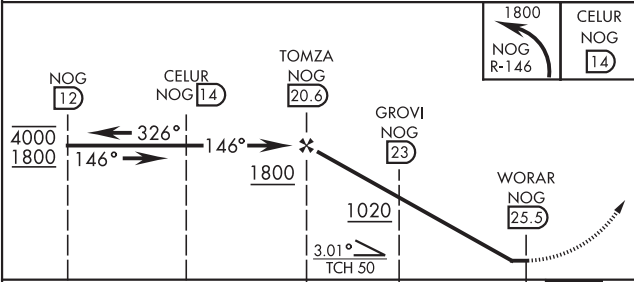
[USN]

KINGSVILLE NAS (KNQI)

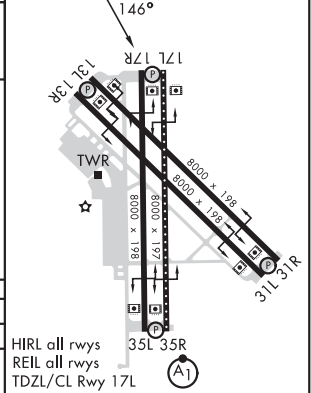
V		MISSED APPROACH: Climbing left turn to 1800, intercept NOG TACAN R-146 to CELUR and hold.			
ATIS ★ 282.25	APP CON 119.9 290.45	TOWER ★ 124.1 377.05	GND CON 239.05	CLNC DEL 328.4	ASR/PAR



EMERG SAFE ALT 100 NM 16,200	ELEV 50	TDZE 49
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CATEGORY	A	B	C	D
S-17R	520-1 471 (500-1)	520-13 471 (500-13)	760-2 710 (800-2)	760-2 710 (800-2)
CIRCLING	540-1 490 (500-1)			



TACAN Y RWY 17R

SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025

KINGSVILLE, TEXAS

TACAN Y RWY 35R

TACAN NQI Chan 125	APCH CRS 004°	Rwy Idg TDZE Arprt Elev	8000 48 50
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[USN]

KINGSVILLE NAS (KNQI)

▼

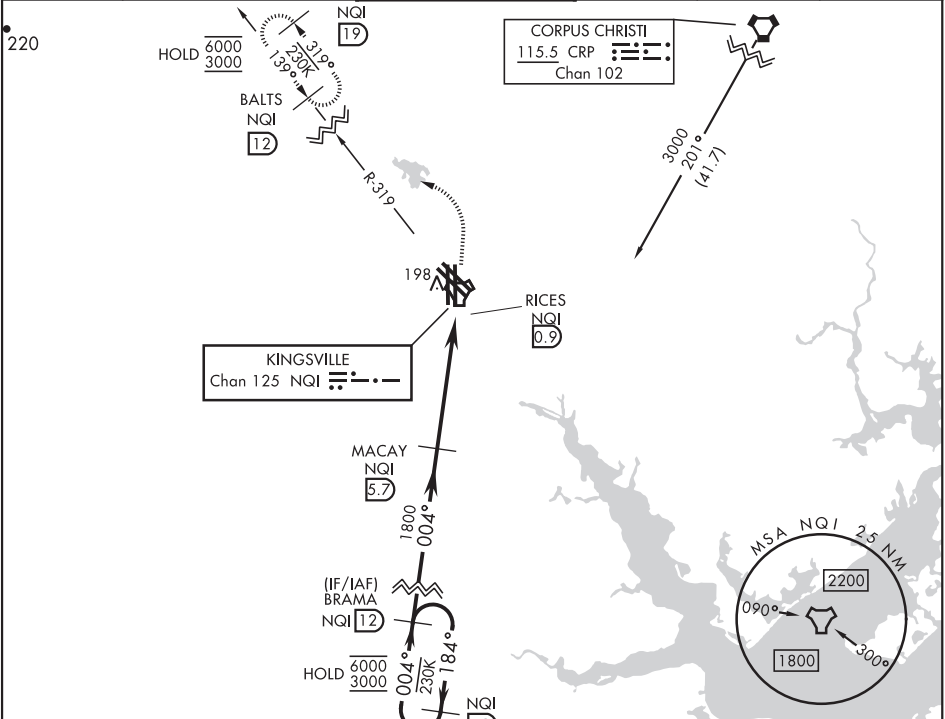
\* When ALS inop, increase vis to 1 mile.

ALS F-1

A1

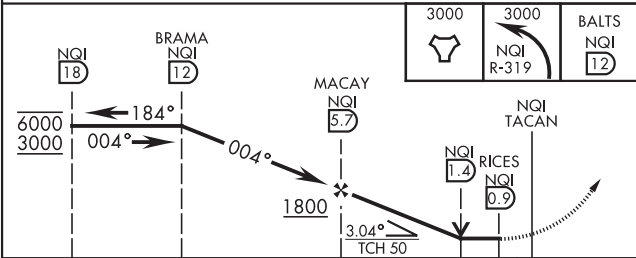
MISSED APPROACH: Climb to 3000 direct NQI TACAN and climbing left turn to intercept NQI R-319 to BALTS and hold. Continue climb-in-hold to 3000.

ATIS ★ 282.25	APP CON 119.9 290.45	TOWER ★ 124.1 377.05	GND CON 239.05	CLNC DEL 328.4	ASR/PAR
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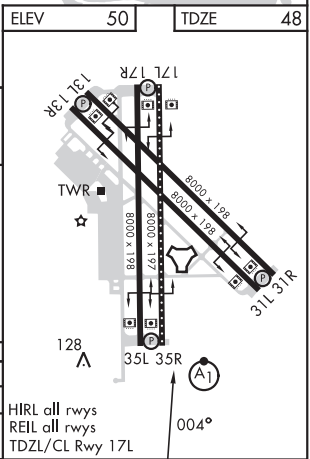


ELEV	50	TDZE	48
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EMERG SAFE ALT 100 NM 16,200



CATEGORY	A	B	C	D
S-35R *	420-½	372 (400-½)	420-¾	372 (400-¾)
CIRCLING	540-1	490 (500-1)	760-2 710 (800-2)	760-2¼ 710 (800-2¼)



KINGSVILLE, TEXAS

27°30'N-97°49'W

KINGSVILLE NAS (KNQI)

Orig 26DEC24

TACAN Y RWY 35R

SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025

TACAN Z RWY 17R

TACAN NQI Chan <b>125</b>	APCH CRS <b>165°</b>	Rwy Idg <b>8000</b> TDZE <b>49</b> Arpt Elev <b>50</b>
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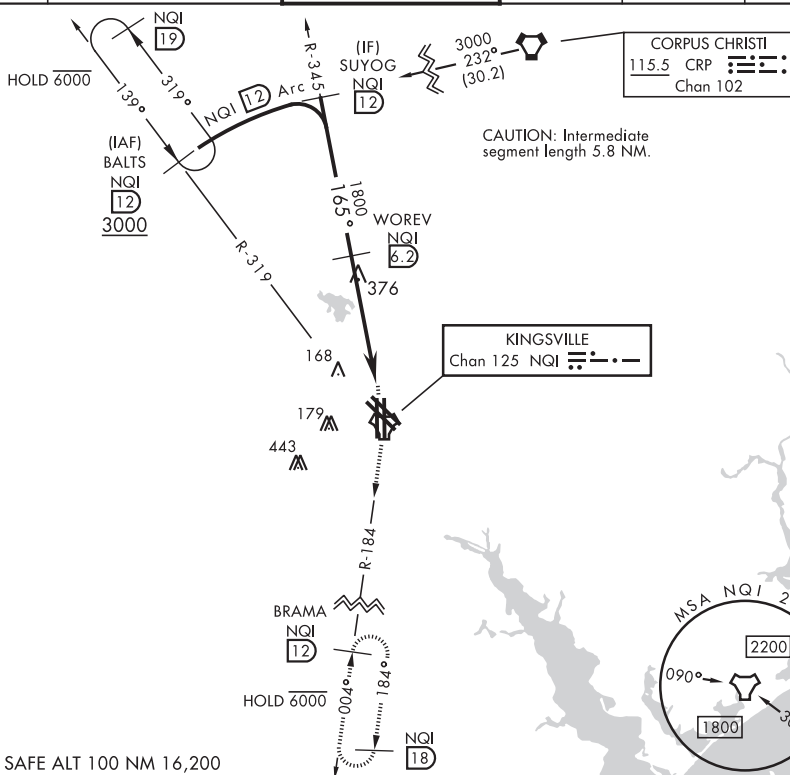
[USN]

KINGSVILLE NAS (KNQI)

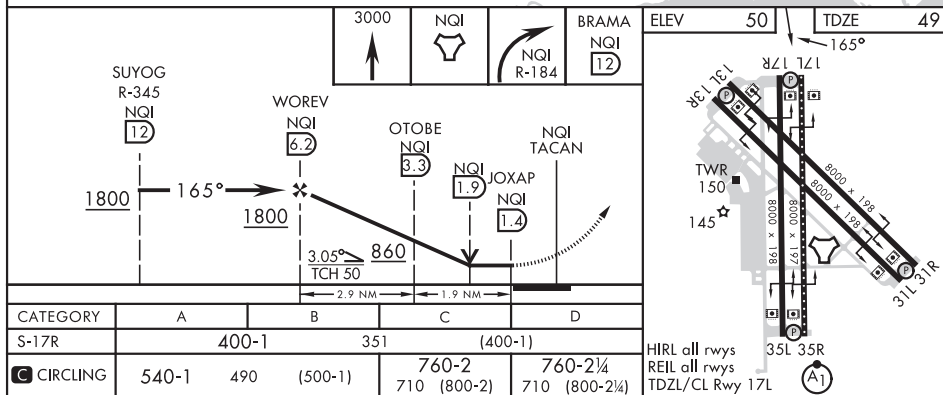


**MISSED APPROACH:** Climb to 3000 direct NQI TACAN and climbing right turn to intercept NQI R-184 to BRAMA and hold.

ATIS ★ 282.25	APP CON 119.9 290.45	TOWER ★ 124.1 377.05	GND CON 239.05	CLNC DEL 328.4	ASR/PAR
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EMERG SAFE ALT 100 NM 16,200



K|NGSV|LLE, TEXAS

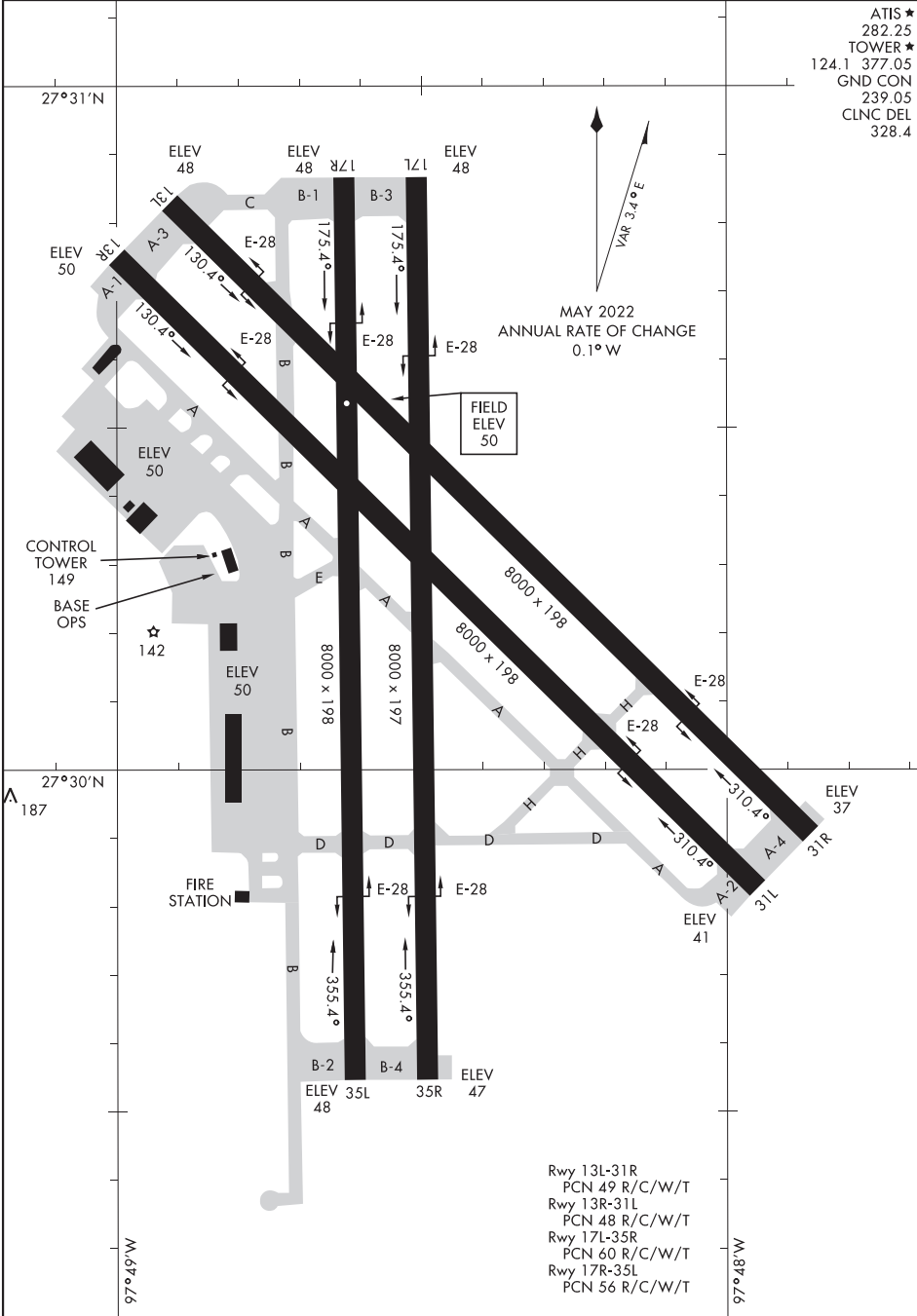
27°30'N-97°49'W

KINGSVILLE NAS (KNQI)

Amdt 1 05NOV20

TACAN Z RWY 17R

SC-3, 07 AUG 2025 to 02 OCT 2025

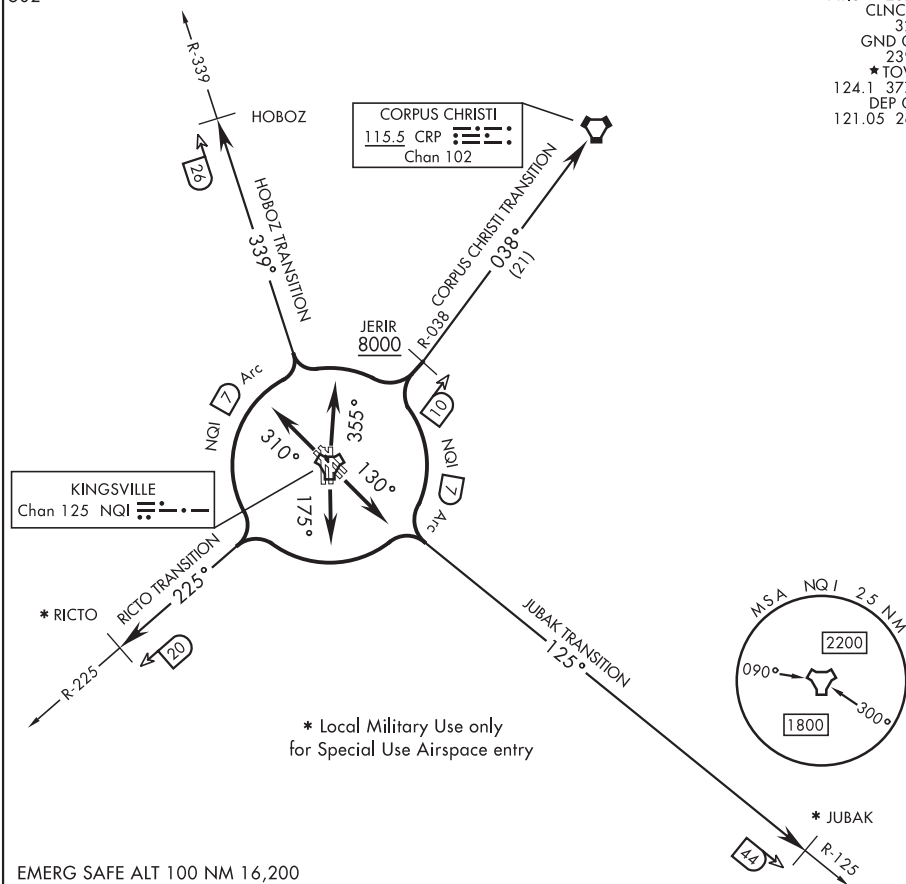


ATIS ★  
282.25  
TOWER ★  
124.1 377.05  
GND CON  
239.05  
CLNC DEL  
328.4

SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025

ATIS★ 282.25  
CLNC DEL  
328.4  
GND CON  
239.05  
★ TOWER  
124.1 377.05  
DEP CON  
121.05 266.8



EMERG SAFE ALT 100 NM 16,200

TAKEOFF RWY 13L/R: Climb via heading 130° to join NQI TACAN 7 DME arc, thence...

TAKEOFF RWY 17L/R: Climb via heading 175° to join NQI TACAN 7 DME arc, thence...

TAKEOFF RWY 31L/R: Climb via heading 310° to join NQI TACAN 7 DME arc, thence...

TAKEOFF RWY 35L/R: Climb via heading 355° to join NQI TACAN 7 DME arc, thence...

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 FOLLOWING PAGE)

KINGSVILLE, TEXAS  
KINGSVILLE NAS (KNQI)

SC-3, 07 AUG 2025 to 02 OCT 2025



DEPARTURE ROUTE DESCRIPTION  
(CONTINUED)

HOBOZ TRANSITION (NQI4.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 (NQI4.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 (NQI4.RICTO): \*

Rwy 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.

Rwy 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.



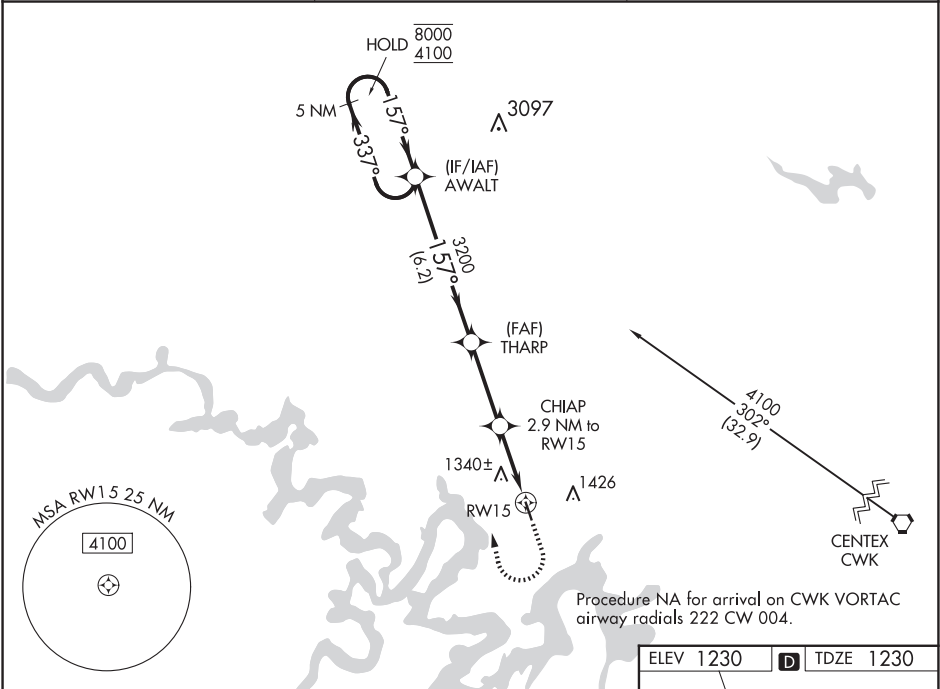
WAAS CH <b>81831</b> <b>W15A</b>	APP CRS <b>157°</b>	Rwy Idg TDZE <b>1230</b> Apt Elev <b>1230</b>
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RNAV (GPS) RWY 15

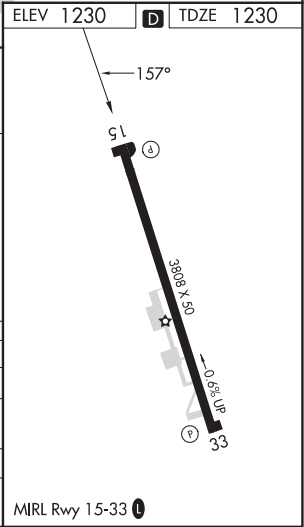
LAGO VISTA TX/RUSTY ALLEN (RYW)

RNP APCH - GPS.	MISSED APPROACH: Climb to 1700 then climbing right turn to 4100 direct AWALT and hold, continue climb-in-hold to 4100.
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. Rwy 15 helicopter visibility reduction below ¾ SM NA.	

AWOS-3PT <b>119.375</b>	AUSTIN APP CON <b>119.0 370.85</b>	UNICOM <b>122.725</b> (CTAF) <b>1</b>
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VGSI and RNAV glidepath not coincident (VGSI Angle 4.00/TCH 56).				
5 NM Holding Pattern				
AWALT				
8000 ← 337° 4100 → 157°				
GP 3.00° TCH 40				
THARP 3200				
CHIAP 2.9 NM to RW15				
0.8 NM to RW15				
RW15				
6.2 NM 3.2 NM 2.1 NM 0.8				
CATEGORY	A	B	C	D
LPV DA	1480-1	250 (300-1)	NA	
LNAV/VNAV DA	1641-1½	411 (500-1½)	NA	
LNAV MDA	1620-1	390 (400-1)	NA	
CIRCLING	1660-1 430 (500-1)	1860-1 630 (700-1)	NA	



SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025

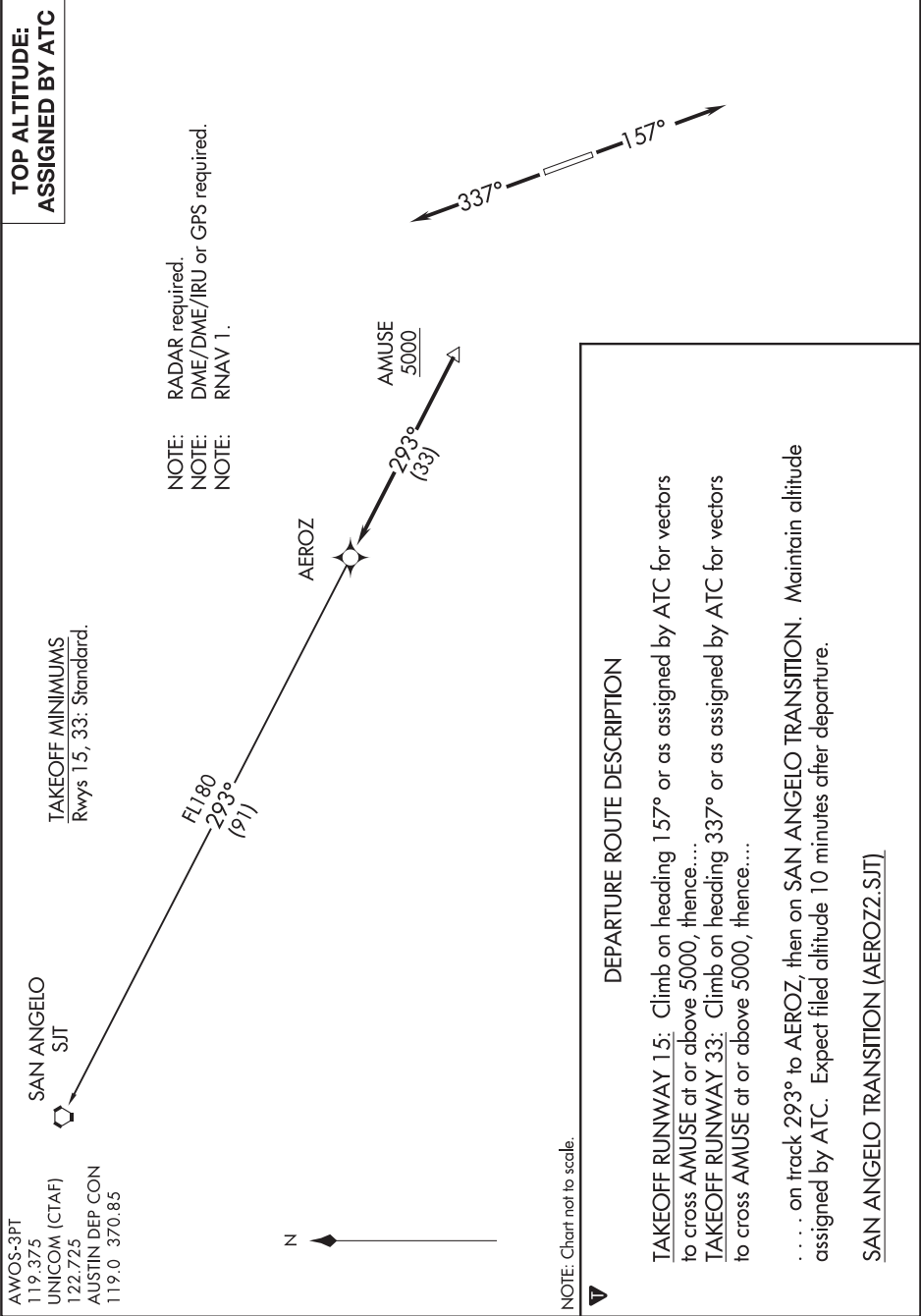
(AEROZ2.AEROZ) 22027

LAGO VISTA TX/RUSTY ALLEN (RYW)

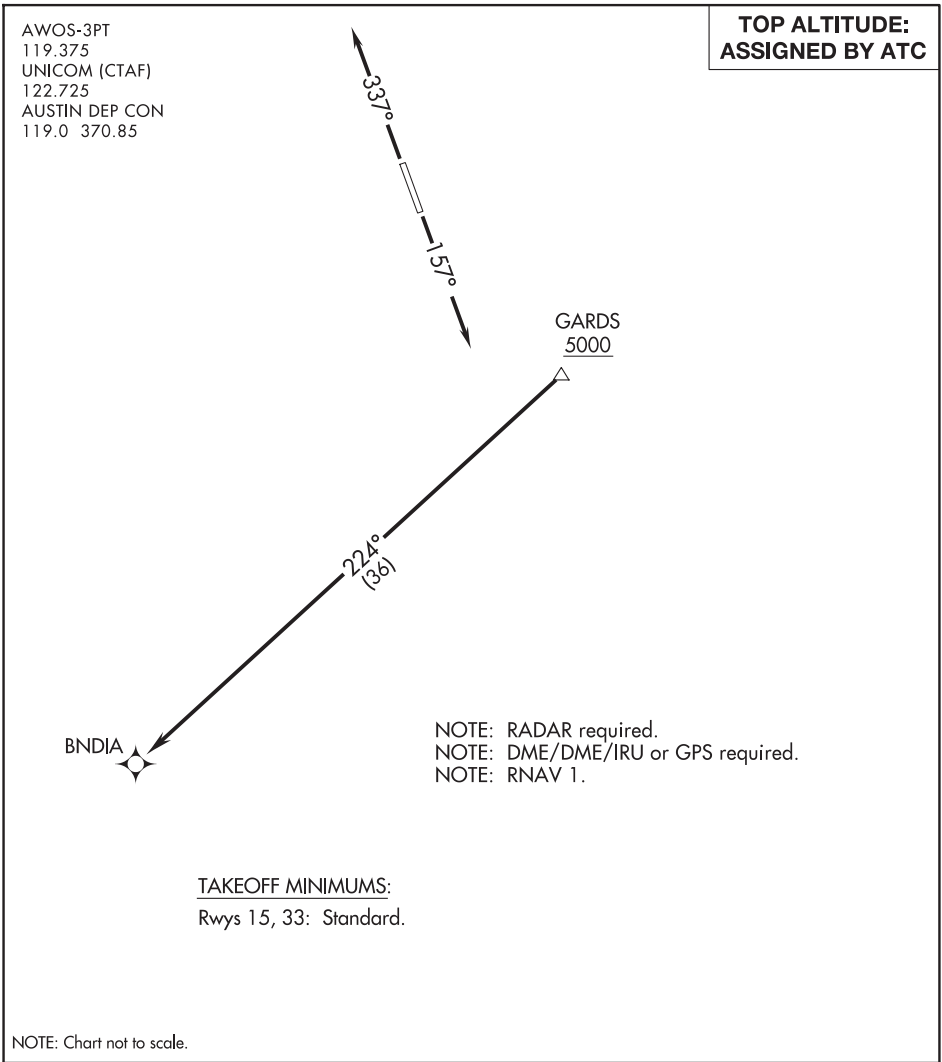
AEROZ TWO DEPARTURE (RNAV) AL-6111

LAGO VISTA, TEXAS

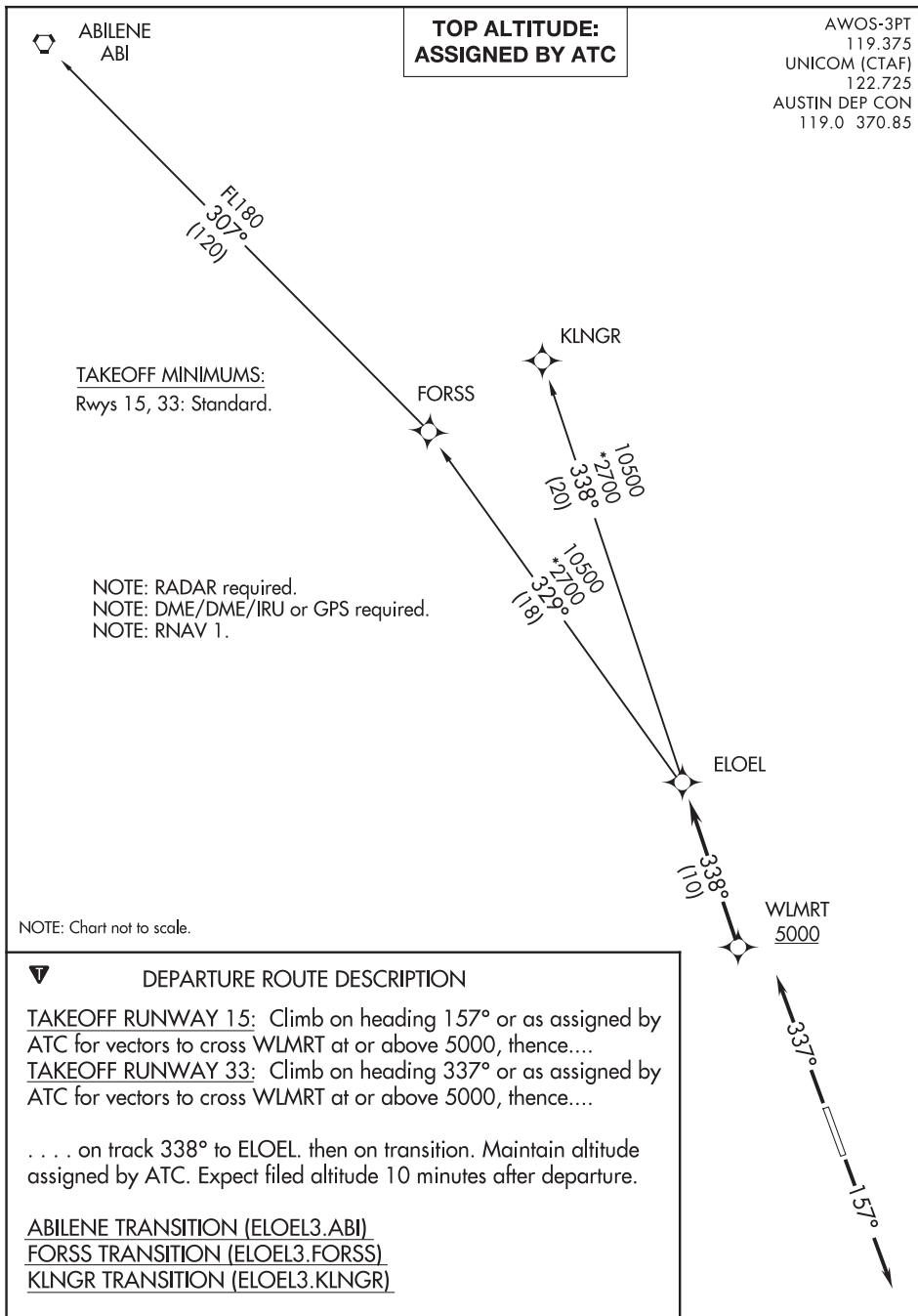
SC-3, 07 AUG 2025 to 02 OCT 2025



SC-3, 07 AUG 2025 to 02 OCT 2025



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.



## ELOEL THREE DEPARTURE (RNAV)

(ELOEL3.ELOEL) 22APR21

LAGO VISTA, TEXAS

LAGO VISTA TX/RUSTY ALLEN (RYW)

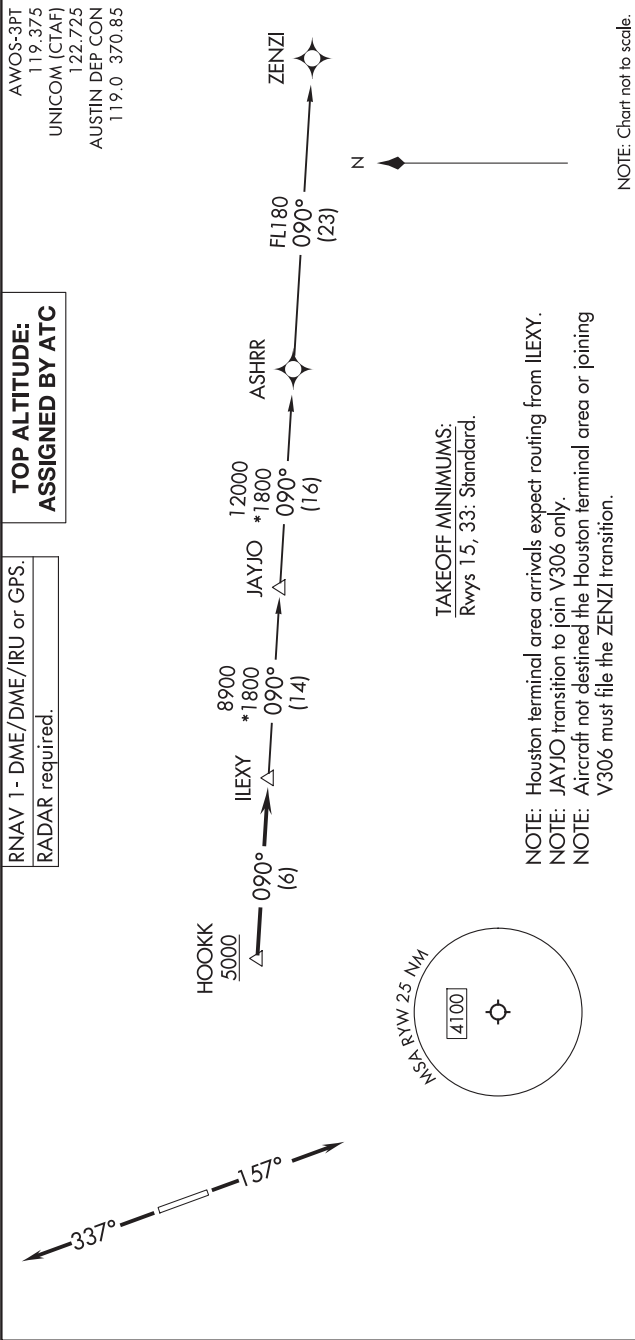
SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025

(ILEXY4.ILEXY) 23166

ILEXY FOUR DEPARTURE (RNAV) AL-6111 (FAA)

LAGO VISTA TX/RUSTY ALLEN (RYW)  
LAGO VISTA, TEXAS



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)

ILEXY FOUR DEPARTURE (RNAV)  
(ILEXY4.ILEXY) 15JUN23

LAGO VISTA, TEXAS  
LAGO VISTA TX/RUSTY ALLEN (RYW)

(MUCKY3..MUCKY) 22027

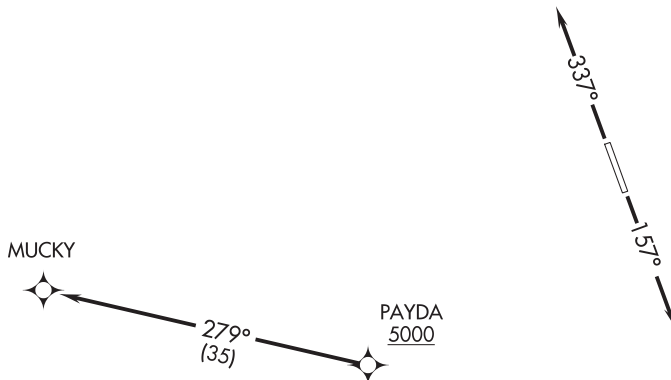
270  
AL-6111 (FAA)

LAGO VISTA TX/RUSTY ALLEN (RYW)  
LAGO VISTA, TEXAS

MUCKY THREE DEPARTURE (RNAV)

AWOS-3PT  
119.375  
UNICOM (CTAF)  
122.725  
AUSTIN DEP CON  
119.0 370.85

TOP ALTITUDE:  
ASSIGNED BY ATC



TAKEOFF MINIMUMS:  
Rwys 15, 33: Standard.

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

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 15: Climb on heading 157° or as assigned by ATC for vectors to cross 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....

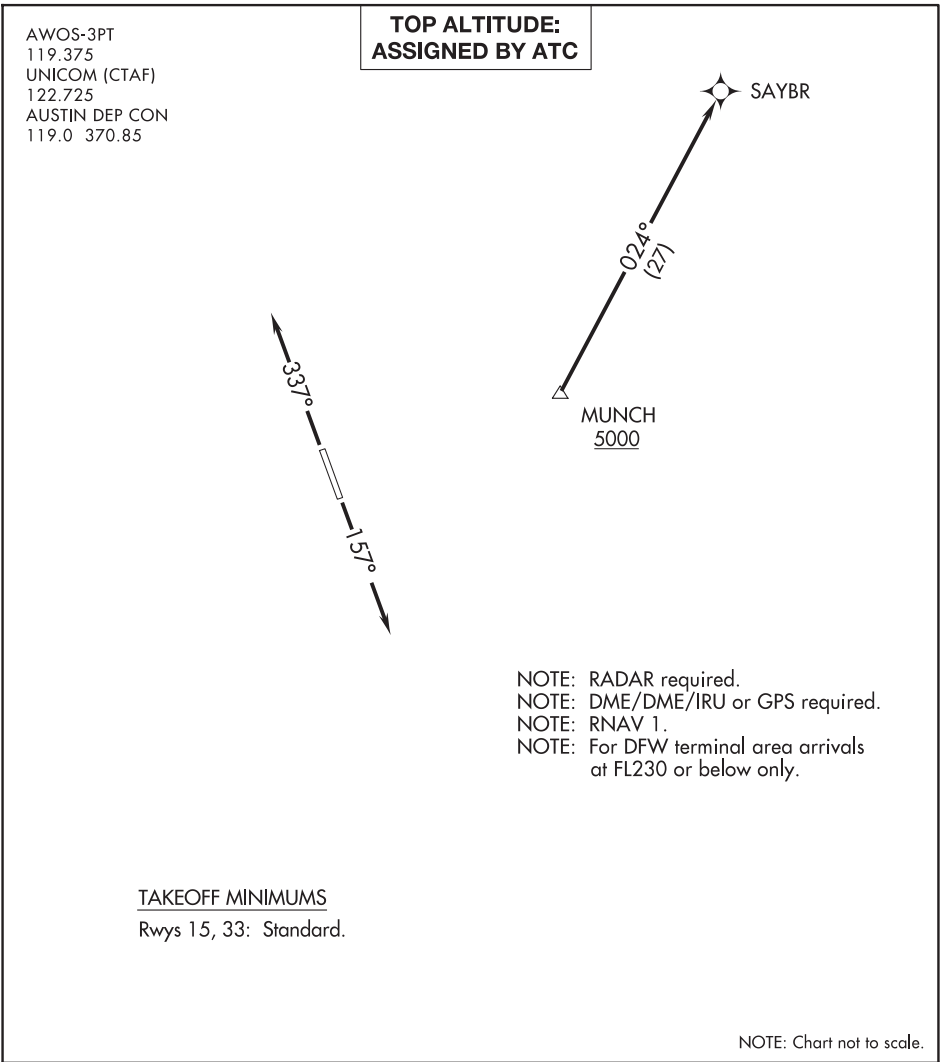
... on track 279° to MUCKY. Maintain altitude assigned by ATC. Expect filed altitude 10 minutes after departure.

MUCKY THREE DEPARTURE (RNAV)  
(MUCKY3..MUCKY) 22APR21

LAGO VISTA, TEXAS  
LAGO VISTA TX/RUSTY ALLEN (RYW)

SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025



T

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.

LAJITAS, TEXAS

AL-11943 (FAA-O)

24361

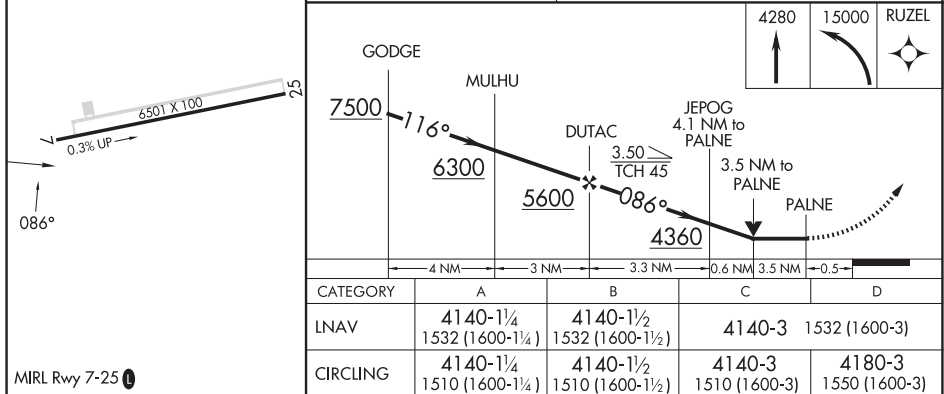
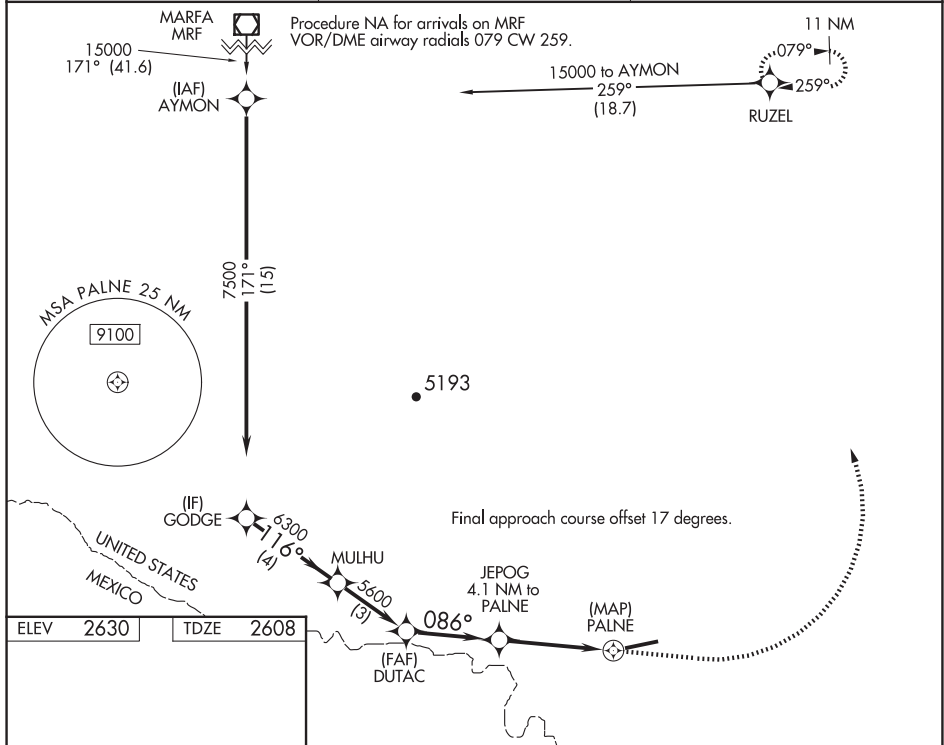
APP CRS	Rwy Idg	6501
086°	TDZE	2608
	Apt Elev	2630

# RNAV (GPS) RWY 7

LAJITAS INTL (T89)

RNP APCH - GPS.	MISSED APPROACH: Climb to 4280 then climbing left turn to 15000 direct RUZEL and hold, continue climb in hold to 15000.
▼ Rwy 7 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Presidio Lely Intl altimeter setting and increase all MDA 140 feet. VDP NA when using Presidio Lely Intl altimeter setting. Circling NA south of Rwy 7-25.	

AWOS-3 119.275	ALBUQUERQUE CENTER 135.875 292.15	UNICOM 122.7 (CTAF) 0
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MIRL Rwy 7-25 0

LAJITAS, TEXAS  
Orig 26DEC24

29°17'N-103°41'W

# RNAV (GPS) RWY 7

LAJITAS INTL (T89)

SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025



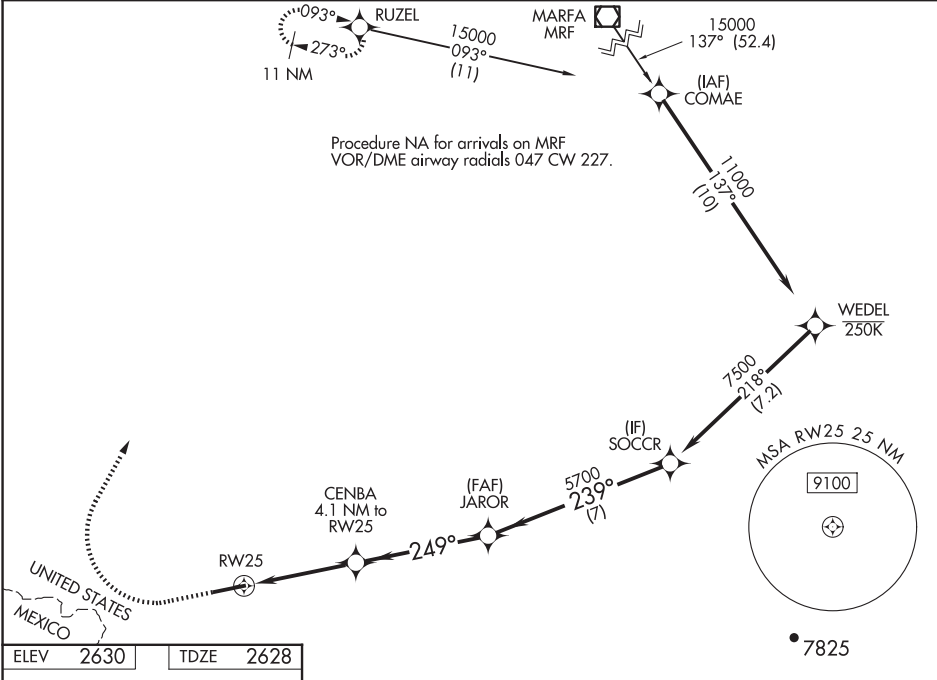
WAAS CH <b>72456</b> <b>W25B</b>	APP CRS <b>249°</b>	Rwy Idg TDZE Apt Elev	<b>6501</b> <b>2628</b> <b>2630</b>
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RNAV (GPS) Y RWY 25

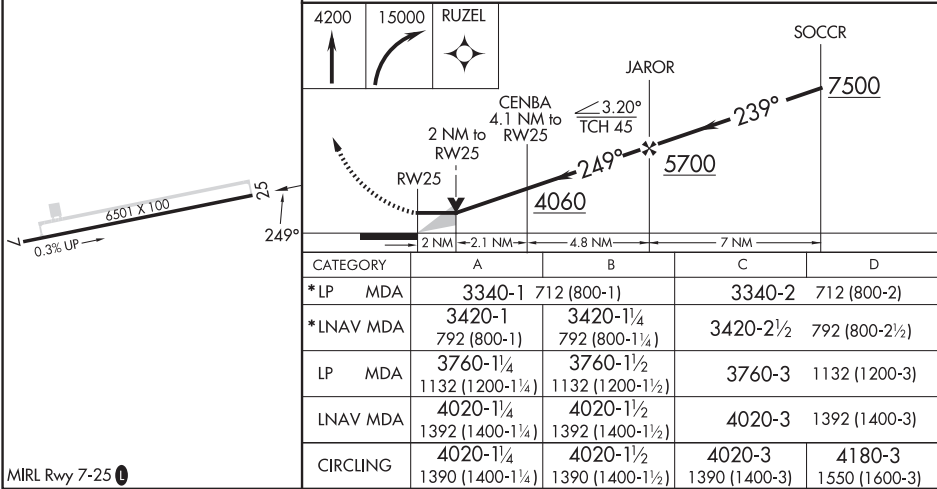
LAJITAS INTL (T89)

RNP APCH - GPS.	MISSED APPROACH: Climb to 4200 then climbing right turn to 15000 direct RUZEL and hold, continue climb-in-hold to 15000. *MISSED APPROACH requires minimum climb of 237 feet per NM to 5800.
<div><div></div><div></div></div> Circling NA south of Rwy 7-25. When local altimeter setting not received, procedure NA.	

AWOS-3 <b>119.275</b>	ALBUQUERQUE CENTER <b>135.875 292.15</b>	UNICOM <b>122.7 (CTAF) 0</b>
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ELEV <b>2630</b>	TDZE <b>2628</b>
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MIRL Rwy 7-25 0

LAJITAS, TEXAS  
Orig 26DEC24

LAJITAS INTL (T89)

29°17'N-103°41'W

RNAV (GPS) Y RWY 25

LAJITAS, TEXAS

AL-11943 (FAA-O)

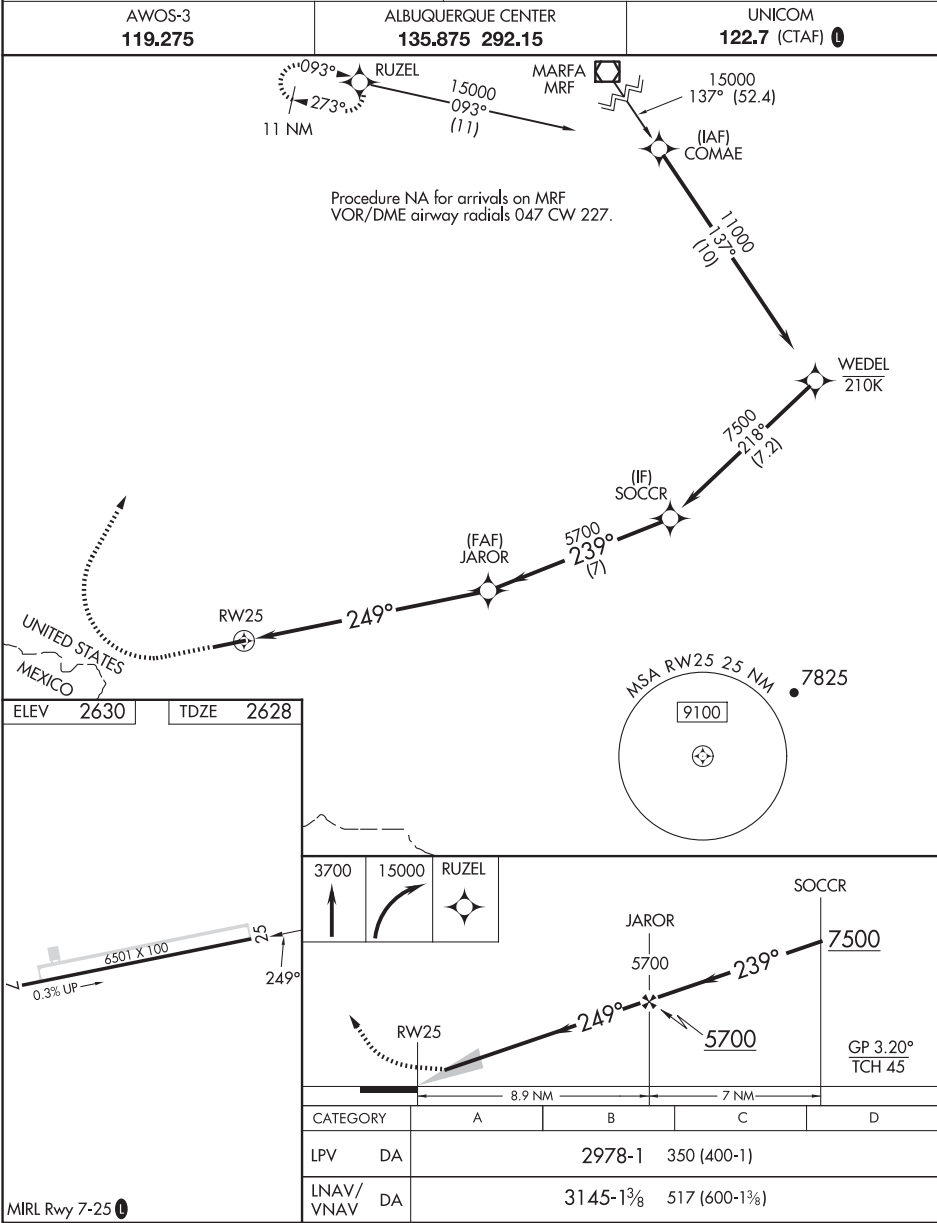
24361

WAAS CH <b>71055</b> <b>W25A</b>	APP CRS <b>249°</b>	Rwy Idg TDZE <b>2628</b> Apt Elev <b>2630</b>
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RNAV (GPS) Z RWY 25

LAJITAS INTL (T89)

RNP APCH - GPS.	MISSED APPROACH: Climb to 3700 then climbing right turn to 15000 direct RUZEL and hold, continue climb-in-hold to 15000.
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C. When local altimeter setting not received, procedure NA.	MISSED APPROACH requires minimum climb of 383 feet per NM to 5060, if unable to meet climb gradient, see RNAV (GPS) Y RWY 25.



SC-3, 07 AUG 2025 to 02 OCT 2025

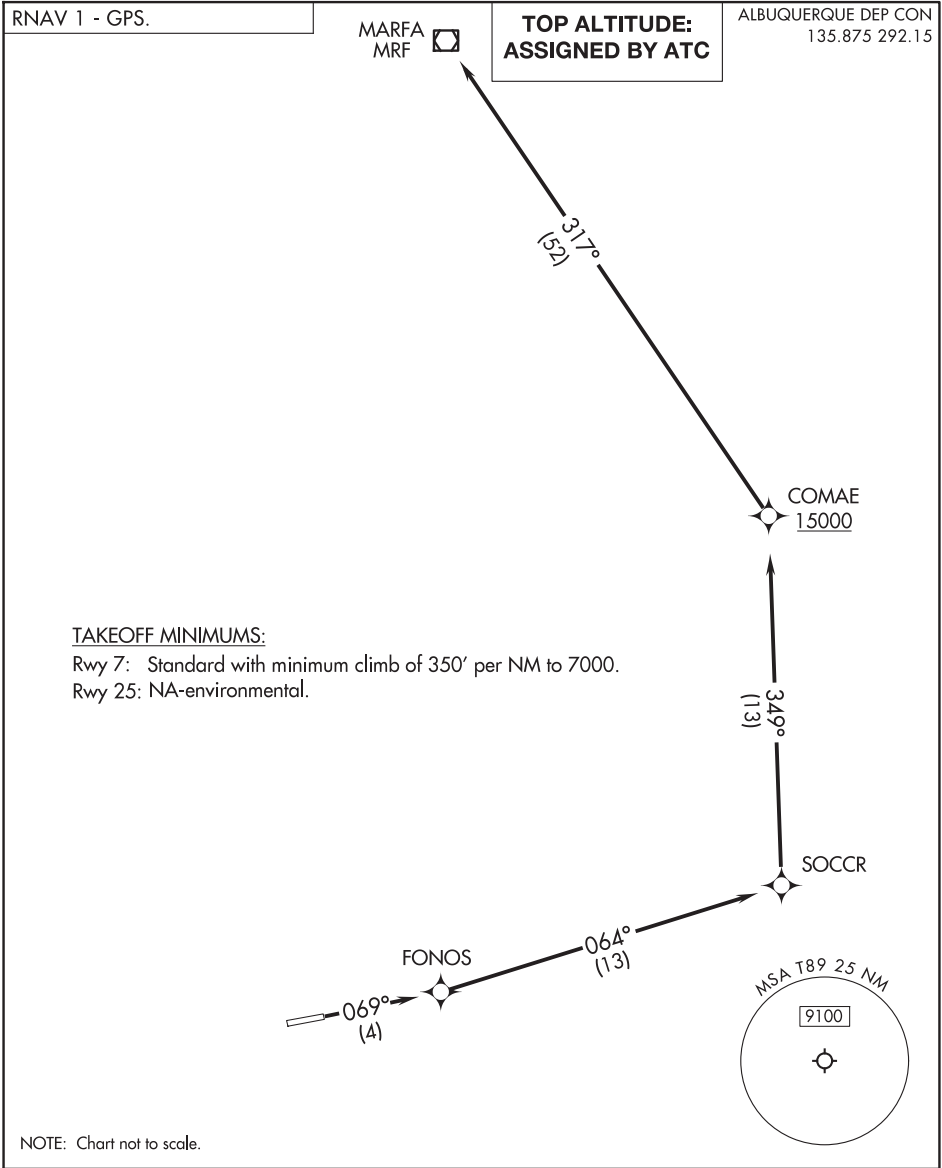
SC-3, 07 AUG 2025 to 02 OCT 2025

LAJITAS, TEXAS  
Orig 26DEC24

29°17'N-103°41'W

LAJITAS INTL (T89)

RNAV (GPS) Z RWY 25



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 7: Climb on course 069° to FONOS, then on track 064° to SOCCR, then on track 349° to cross COMAE at or above 15000, then on track 317° to MRF VOR/DME.

LAKEWAY, TEXAS

AL-6677 (FAA)

23166

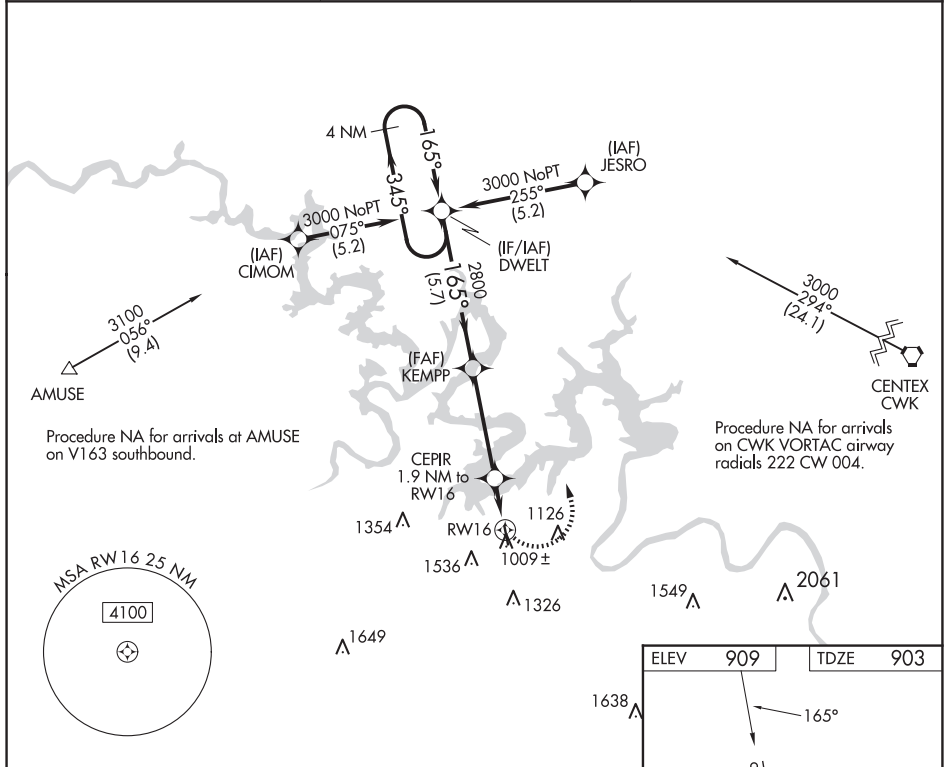
WAAS CH <b>42531</b> <b>W16A</b>	APP CRS <b>165°</b>	Rwy Idg <b>3148</b> TDZE <b>903</b> Apt Elev <b>909</b>
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# RNAV (GPS) RWY 16

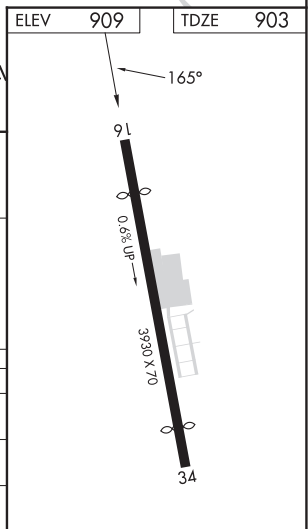
LAKEWAY AIRPARK (3R.9)

<p><b>NA</b></p> <p>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.</p>	<p>MISSED APPROACH: Climbing left turn to 3000 direct DWELT and hold.</p>
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<p>RYW ASOS <b>119.375</b></p>	<p>AUSTIN APP CON <b>119.0 370.85</b></p>	<p>UNICOM <b>123.0</b> (CTAF)</p>
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Visual Segment - Obstacles.				
<p>4 NM Holding Pattern DWELT</p> <p>3000 ← 345° → 165° → 2800</p> <p>5.7 NM 4 NM 1.9 NM</p> <p>CATEGORY A B C D</p> <p>LP MDA 1340-1 437 (500-1) NA</p> <p>LNAV MDA 1360-1 457 (500-1) NA</p> <p>CIRCLING 1620-1 1960-1 ½ 711 (800-1) 1051 (1100-1 ½) NA</p>				



LAKEWAY, TEXAS  
Amdt 1B 17AUG17

30°21'N-98°00'W

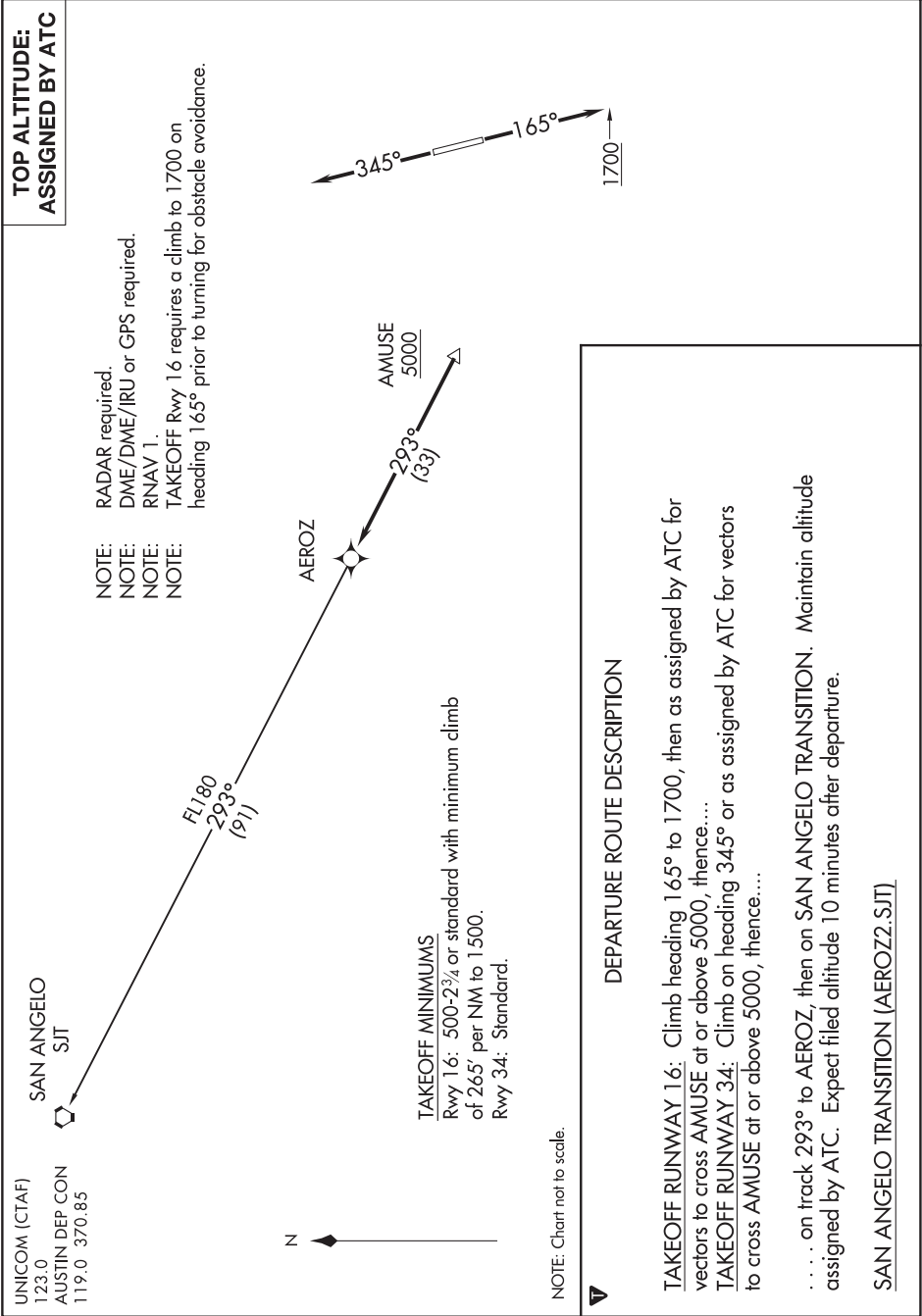
LAKEWAY AIRPARK (3R.9)  
RNAV (GPS) RWY 16

SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025

(AEROZ2.AEROZ) 21112  
AEROZ TWO DEPARTURE (RNAV) AL-6677

LAKEWAY AIRPARK (3R9)  
LAKEWAY, TEXAS



AEROZ TWO DEPARTURE (RNAV)  
(AEROZ2.AEROZ) 22APR21

LAKEWAY, TEXAS  
LAKEWAY AIRPARK (3R9)

(BNDIA3.BNDIA) 21112

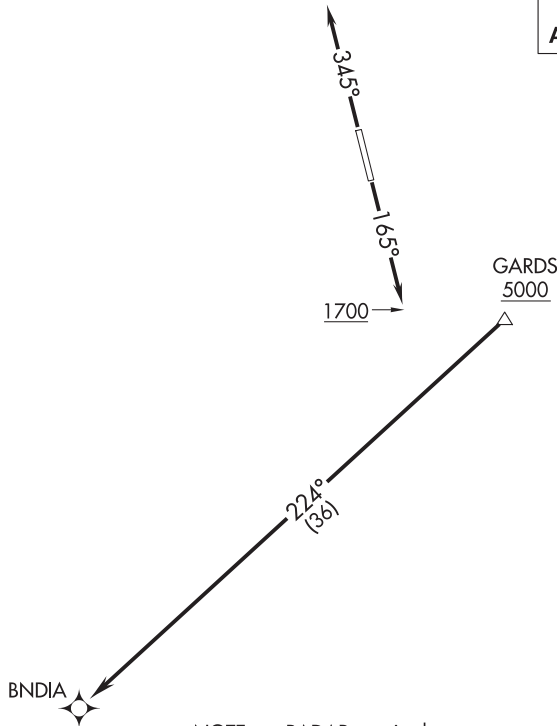
BNDIA THREE DEPARTURE (RNAV)

278  
AL-6677 (FAA)

LAKEWAY AIRPARK (3R9)  
LAKEWAY, TEXAS

UNICOM (CTAF)  
123.0  
AUSTIN DEP CON  
119.0 370.85

TOP ALTITUDE:  
ASSIGNED BY ATC



- 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: 500-2¾ or standard with minimum climb of 265' per NM to 1500.  
Rwy 34: Standard.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 16: Climb on heading 165° to 1700, then as assigned by ATC for vectors to cross 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.

BNDIA THREE DEPARTURE (RNAV)  
(BNDIA3.BNDIA) 22APR21

LAKEWAY, TEXAS  
LAKEWAY AIRPARK (3R9)

SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025



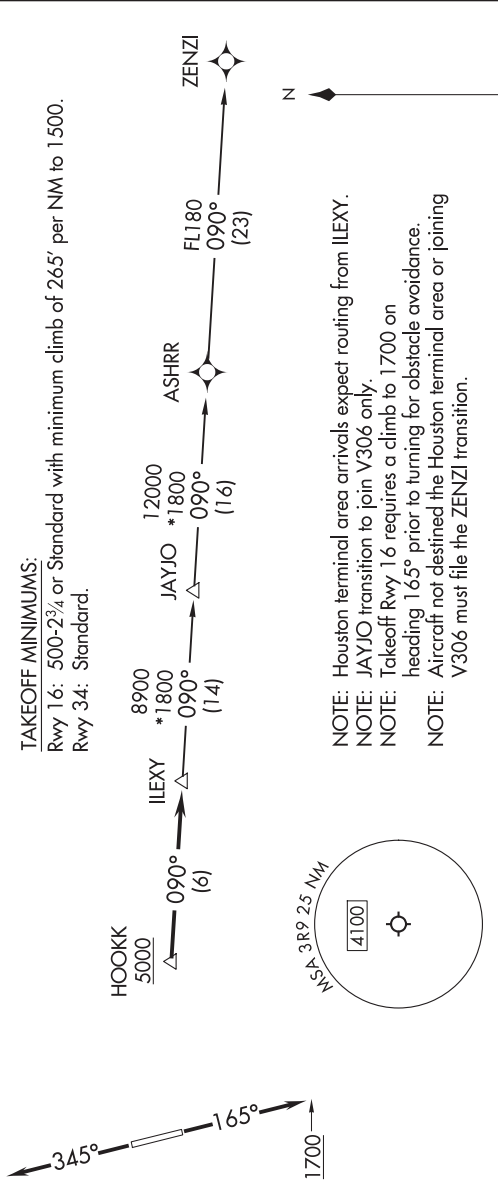
UNICOM (CTAF)  
123.0  
AUSTIN DEP CON  
119.0 370.85

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

ILEXY4.ILEXY) 23166  
ILEXY FOUR DEPARTURE (RNAV)

AL-6677 (FAA)

LAKEWAY AIRPARK (3R9)  
LAKEWAY, TEXAS



TAKEOFF MINIMUMS:  
Rwy 16: 500-2<sup>3</sup>/<sub>4</sub> or Standard with minimum climb of 265' per NM to 1500.  
Rwy 34: Standard.

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.

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 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)

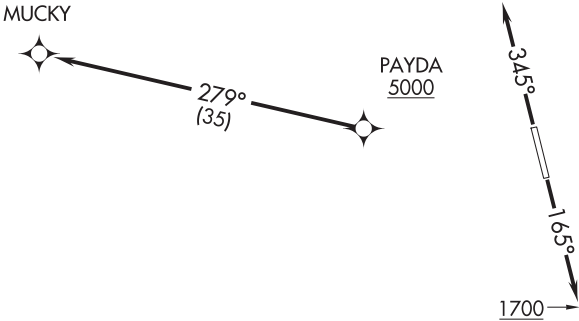
ILEXY FOUR DEPARTURE (RNAV)  
(ILEXY4.ILEXY) 15JUN23

LAKEWAY, TEXAS  
LAKEWAY AIRPARK (3R9)



UNICOM (CTAF)  
123.0  
AUSTIN DEP CON  
119.0 370.85

TOP ALTITUDE:  
ASSIGNED BY ATC



TAKEOFF MINIMUMS:  
Rwy 16: 500-2¾ or standard with minimum climb  
of 265' per NM to 1500.  
Rwy 34: Standard.

- NOTE: RADAR required.  
NOTE: DME/DME/IRU or GPS required.  
NOTE: RNAV 1.  
NOTE: TAKEOFF Rwy 16 requires a climb to 1700 on  
heading 165° prior to turning for obstacle avoidance.

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 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.

SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025

(SAYBR3.SAYBR) 21112

SAYBR THREE DEPARTURE (RNAV)

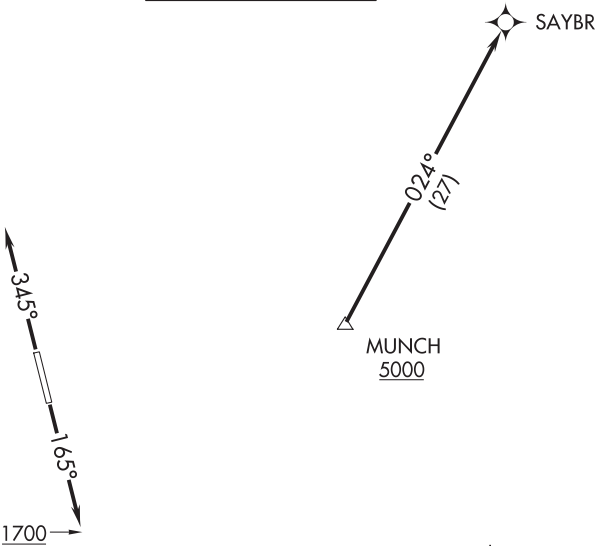
AL-6677 (FAA)

LAKEWAY AIRPARK (3R9)

LAKEWAY, TEXAS

UNICOM (CTAF)  
123.0  
AUSTIN DEP CON  
119.0 370.85

TOP ALTITUDE:  
ASSIGNED BY ATC



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 MINIMUMS

Rwy 34: Standard.  
Rwy 16: 500-2¾ or standard with minimum climb of 265' per NM to 1500.

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 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.

SAYBR THREE DEPARTURE (RNAV)

(SAYBR3.SAYBR) 22APR21

LAKEWAY, TEXAS

LAKEWAY AIRPARK (3R9)

LAMPASAS, TEXAS

AL-6267 (FAA)

24249

APP CRS	Rwy Idg	<b>4202</b>
<b>343°</b>	TDZE	<b>1190</b>
	Apt Elev	<b>1214</b>

RNAV (GPS) RWY 34  
LAMPASAS (LZZ)

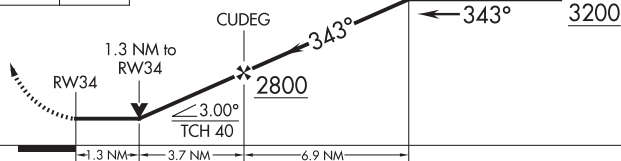
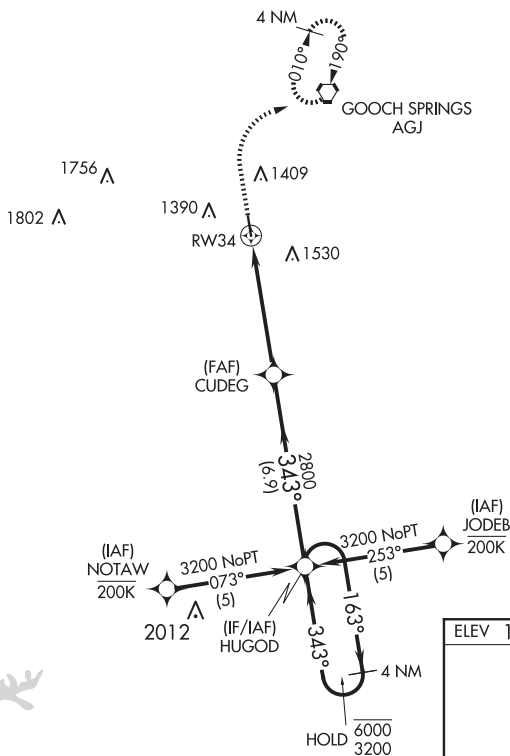
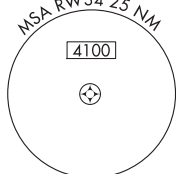
RNP APCH - GPS.

**T** Rwy 34 helicopter visibility reduction below  $\frac{3}{4}$  SM NA.  
**A** Circling Rwy 16 NA at night.

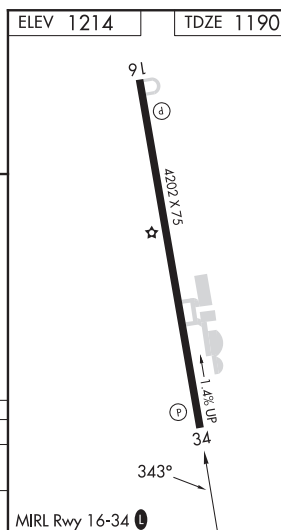
**MISSED APPROACH:** Climb to 3100 direct AGJ VORTAC and hold, continue climb-in-hold to 3100.

AWOS-3  
119.075

GRAY APP CON  
120.075 323.15

UNICOM  
122.8 (CTAF) **L**

CATEGORY	A	B	C	D
LNAV MDA	1620-1	430 (500-1)	1620-1¼ 430 (500-1¼)	NA
CIRCLING	1760-1 546 (600-1)	1880-1 666 (700-1)	1880-1¾ 666 (700-1¾)	NA



LAMPASAS, TEXAS

Amdt 1 05SEP24

31°06'N-98°12'W

283

LAMPASAS (LZZ)

RNAV (GPS) RWY 34

SC-3, 07 AUG 2025 to 02 OCT 2025

LAMPASAS, TEXAS

AL-6267 (FAA)

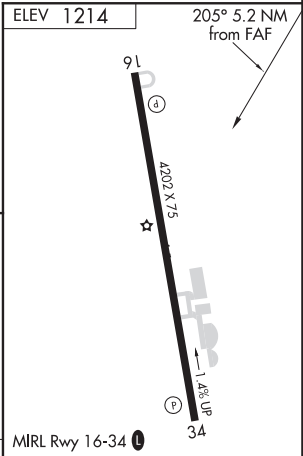
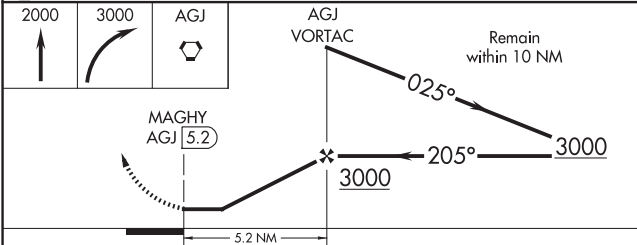
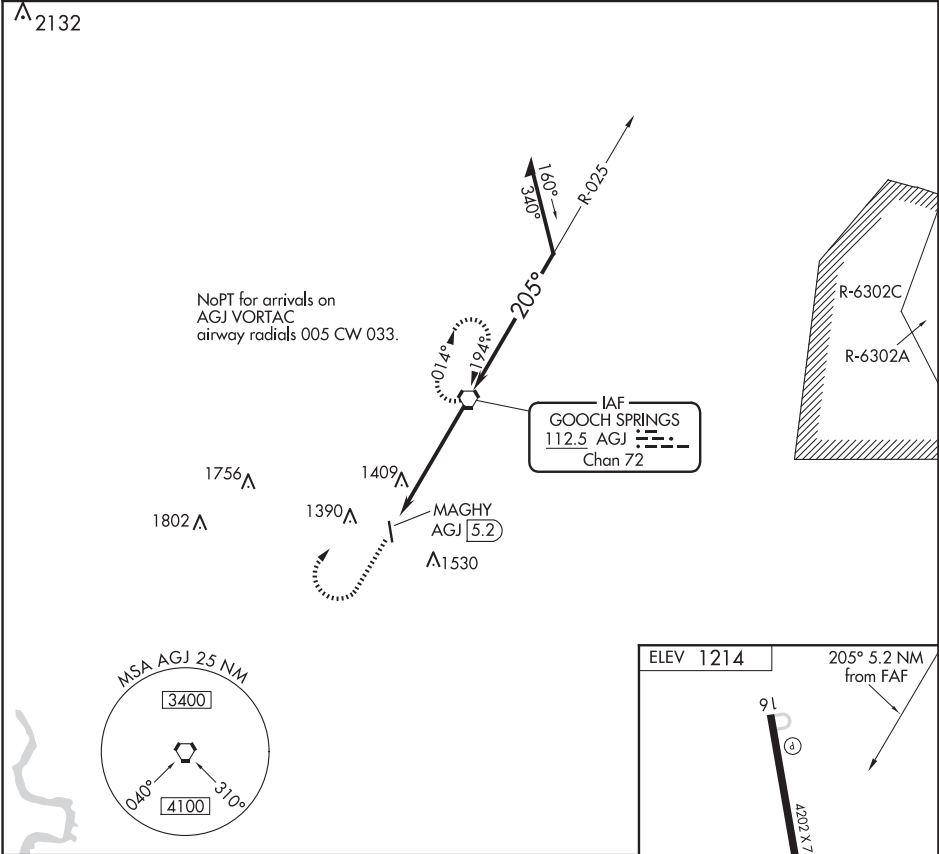
22223

VORTAC AGJ	APP CRS	Rwy Idg	N/A
112.5	205°	TDZE	N/A
Chan 72		Apt Elev	1214

VOR-A  
LAMPASAS (LZZ)

<p><b>▼</b> When local altimeter setting not received, use Robert Gray AAF altimeter setting and increase all MDAs 80 feet and visibility Cat C ½ SM. Circling Rwy 16 NA at night. Rwy 16 helicopter visibility reduction below 1 SM NA.</p> <p><b>▲</b></p>	MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct AGJ VORTAC and hold.
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AWOS-3 119.075	GRAY APP CON 120.075 323.15	UNICOM 122.8 (CTAF) <b>0</b>
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CATEGORY	A	B	C	D	FAF to MAP 5.2 NM					
CIRCLING	1680-1	1880-1	1880-1¾	NA	Knots	60	90	120	150	180
	466 (500-1)	666 (700-1)	666 (700-1¾)		Min:Sec	5:12	3:28	2:36	2:05	1:44

LAMPASAS, TEXAS  
Amdt 4B 11AUG22

31°06'N-98°12'W

LAMPASAS (LZZ)  
VOR-A

SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025



LAREDO, TEXAS

AL-226 (FAA)

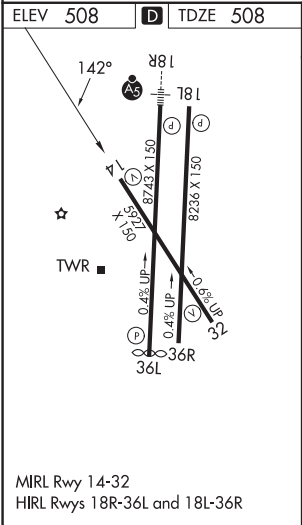
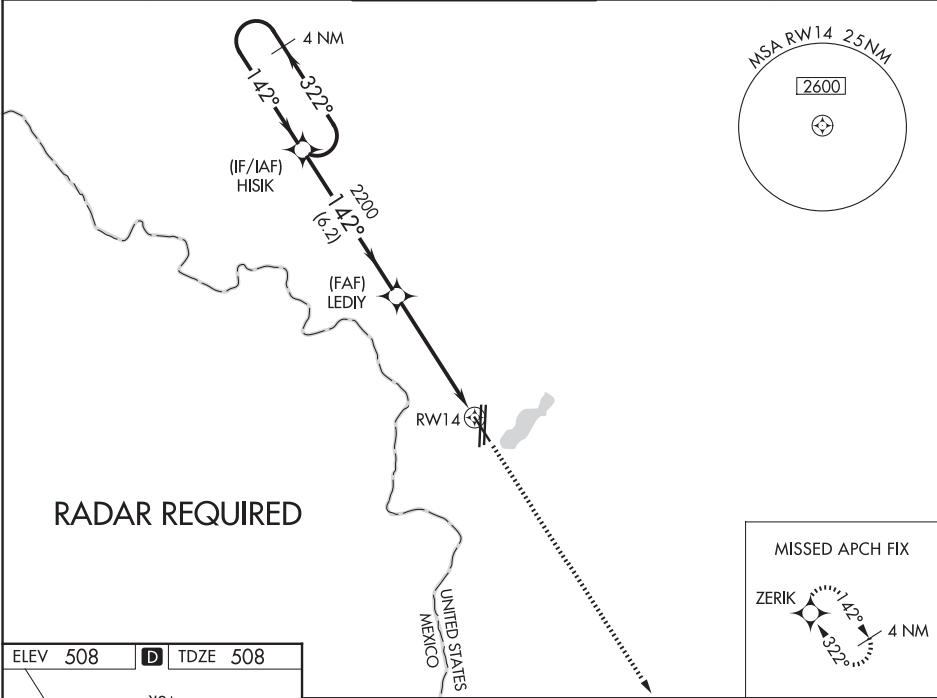
25219

WAAS CH <b>65841</b> <b>W14A</b>	APP CRS <b>142°</b>	Rwy Ldg TDZE <b>508</b> Apt Elev <b>508</b>
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RNAV (GPS) RWY 14  
LAREDO INTL (L.R.D)

 	For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 1°C (34°F) or above 54°C (130°F). Circling NA west of Rwy 14 and 36L. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 2500 direct ZERIK and hold.
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ATIS <b>125.775</b>	HOUSTON CENTER <b>127.8 307.2</b>	LAREDO TOWER ★ <b>120.1 (CTAF) 257.9</b>	GND CON <b>121.8</b>	UNICOM <b>122.95</b>
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4 NM

Holding Pattern

HISIK

LEDIY

2500

ZERIK

3000

322°

142°

GP 3.00°

TCH 55

2200

2200

2200

\*1.3 NM to RW14

RW14

6.2 NM

3.9 NM

1.3

CATEGORY

A

B

C

D

E

LPV DA

758-<sup>3</sup>/<sub>4</sub>

250 (300-<sup>3</sup>/<sub>4</sub>)

LNAV/VNAV DA

810-<sup>7</sup>/<sub>8</sub>

302 (400-<sup>7</sup>/<sub>8</sub>)

LNAV MDA

960-1

452 (500-1)

960-1<sup>3</sup>/<sub>8</sub>

452 (500-1<sup>3</sup>/<sub>8</sub>)

CIRCLING

960-1

980-1

1100-1<sup>1</sup>/<sub>2</sub>

1200-2<sup>1</sup>/<sub>4</sub>

1200-2<sup>1</sup>/<sub>2</sub>

452 (500-1)

472 (500-1)

592 (600-1<sup>1</sup>/<sub>2</sub>)

692 (700-2<sup>1</sup>/<sub>4</sub>)

692 (700-2<sup>1</sup>/<sub>2</sub>)

LAREDO, TEXAS  
Amdt 1 01FEB18

27°33'N-99°28'W

LAREDO INTL (L.R.D)  
RNAV (GPS) RWY 14

SC-3, 07 AUG 2025 to 02 OCT 2025

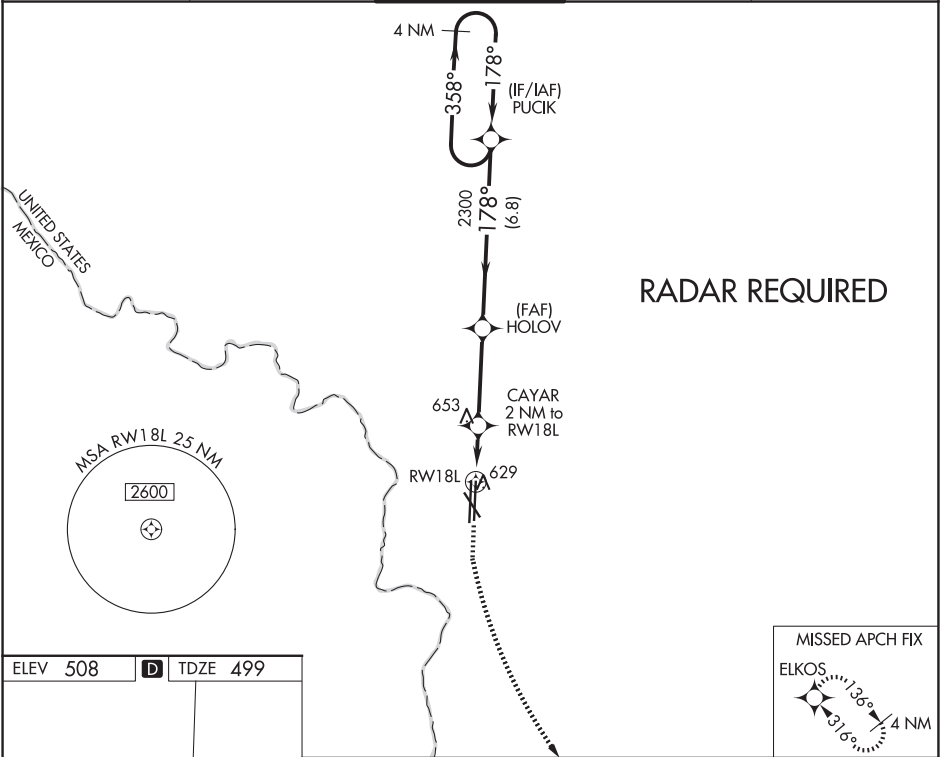
SC-3, 07 AUG 2025 to 02 OCT 2025

WAAS Ch <b>77899</b> <b>W18B</b>	APP CRS <b>178°</b>	Rwy Ldg TDZE <b>499</b> Apt Elev <b>508</b>
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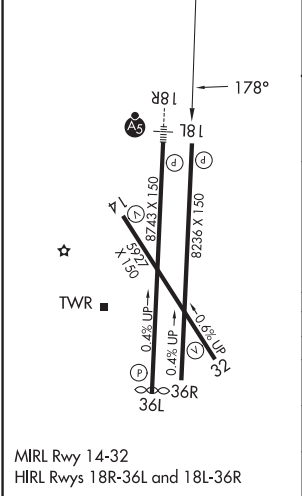
RNAV (GPS) RWY 18L  
LAREDO INTL (L.R.D)

<b>T</b> <b>A</b> For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 1°C (34°F) or above 54°C (130°F). Circling NA west of Rwy 14 and 36L. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 1000 then climbing left turn to 2500 direct ELKOS and hold.
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ATIS <b>125.775</b>	HOUSTON CENTER <b>127.8 307.2</b>	LAREDO TOWER ★ <b>120.1(CTAF) 257.9</b>	GND CON <b>121.8</b>	UNICOM <b>122.95</b>
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ELEV 508	<b>D</b>	TDZE 499
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1000	2500	ELKOS	HOLOV	PUCK	4 NM Holding Pattern
*LNAV only	CAYAR 2 NM to RW18L	*1 NM to RW18L	2300	358°	3000
RW18L	1180*	2300	178°	178°	GP 3.00° TCH 51
1 NM	1 NM	3.5 NM	6.8 NM		
CATEGORY	A	B	C	D	E
LPV DA	699-3/4 200 (200-3/4)				
LNAV/VNAV DA	810-7/8 311 (400-7/8)				
LNAV MDA	880-1	381 (400-1)	880-1 1/8	381 (400-1 1/8)	
CIRCLING	940-1 432 (500-1)	980-1 472 (500-1)	1100-1 1/2 592 (600-1 1/2)	1200-2 1/4 692 (700-2 1/4)	1200-2 1/2 692 (700-2 1/2)

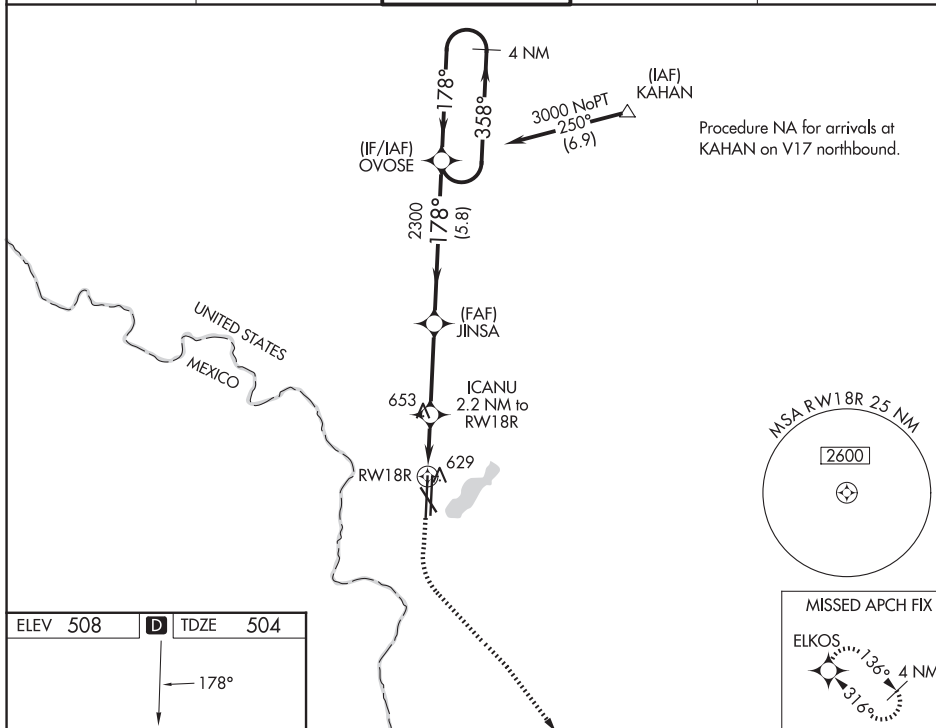
SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 18R  
LAREDO INTL (LRD)

<p>MALSR</p> 	<p><b>MISSED APPROACH:</b> Climb to 1000 then climbing left turn to 2500 direct ELKOS and hold.</p>
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ATIS 125.775	HOUSTON CENTER 127.8 307.2	LAREDO TOWER* 120.1(CTAF) 257.9	GND CON 121.8	UNICOM 122.95
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MIRL Rwy 14-32  
HIRL Rwys 18R-36L and 18L-36R

1000 ↑	2500 ↘	ELKOS ✦	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 50).		OVOSE	4 NM Holding Pattern
*RNAV only			ICANU 2.2 NM to RW18R	JINSA 2300	358° → ← 178°	3000
RW18R			*1 NM to RW18R	*1260	2300	GP 3.00° TCH 57
1 NM			1.2	3.3 NM	5.8 NM	
CATEGORY	A		B	C	D	E
LPV DA			704-½	200 (200-½)		
RNAV/ VNAV			810-½	306 (400-½)		
RNAV MDA	880-½ 376 (400-½)		880-⅝ 376 (400-⅝)			
CIRCLING	940-1 432 (500-1)	980-1 472 (500-1)	1100-1½ 592 (600-1½)	1200-2¼ 692 (700-2¼)	1200-2½ 692 (700-2½)	



WAAS CH <b>86633</b> <b>W32A</b>	APP CRS <b>322°</b>	Rwy Ldg <b>5927</b> TDZE <b>494</b> Apt Elev <b>508</b>
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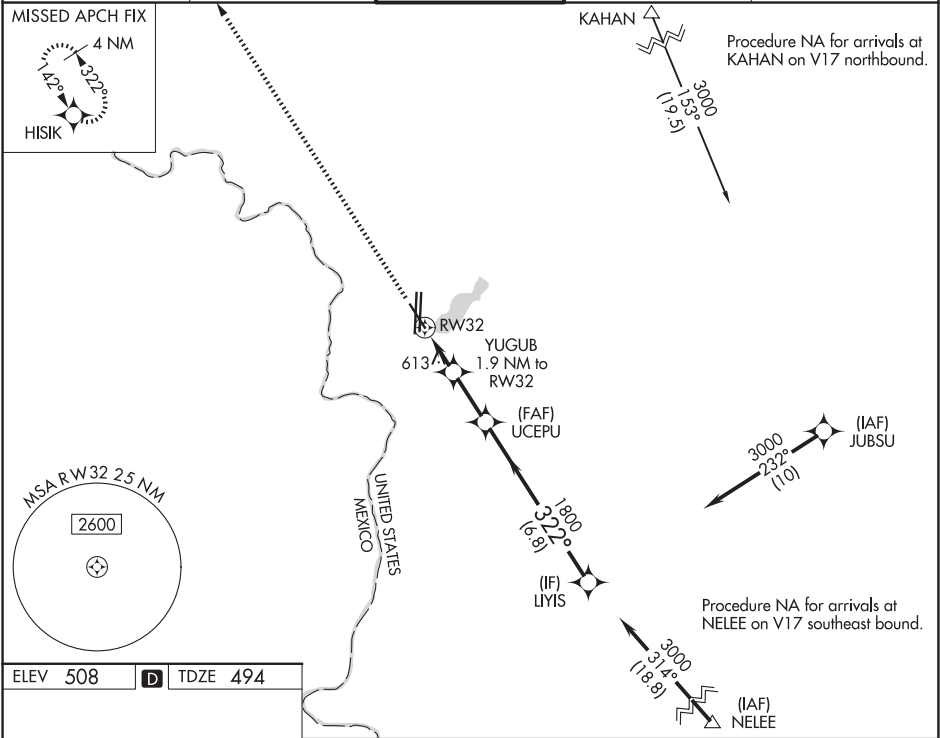
RNAV (GPS) RWY 32

LAREDO INTL (L.R.D)

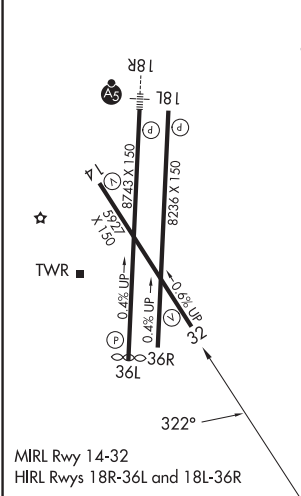
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 1°C (34°F) or above 54°C (130°F). Circling NA west of Rwy 14 and 36L. Rwy 32 helicopter visibility reduction below ¾ SM NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct HISIK and hold.

ATIS <b>125.775</b>	HOUSTON CENTER <b>127.8 307.2</b>	LAREDO TOWER ★ <b>120.1</b> (CTAF) <b>257.9</b>	GND CON <b>121.8</b>	UNICOM <b>122.95</b>
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ELEV <b>508</b>	<b>D</b>	TDZE <b>494</b>
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3000	HISIK	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 71°).				LYIS
* LNAV only		YUGUB 1.9 NM to RWY 32				UCEPU 1800
RWY 32		* 1.1 NM to RWY 32				3000
		* 1120				GP 3.00° TCH 50
		1.1 NM 0.8 NM 2.1 NM 6.8 NM				
CATEGORY	A	B	C	D	E	
LPV DA	744-¾		250 (300-¾)			
LNAV/VNAV DA	826-1		332 (400-1)			
LNAV MDA	880-1	386 (400-1)	880-1½	386 (400-1½)		
CIRCLING	940-1 432 (500-1)	980-1 472 (500-1)	1100-1½ 592 (600-1½)	1200-2¼ 692 (700-2¼)	1200-2½ 692 (700-2½)	

SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025

LAREDO, TEXAS

AL-226 (FAA)

25219

WAAS CH <b>77933</b> <b>W36A</b>	APP CRS <b>358°</b>	Rwy Ldg <b>8623</b> TDZE <b>497</b> Apt Elev <b>508</b>
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RNAV (GPS) RWY 36L

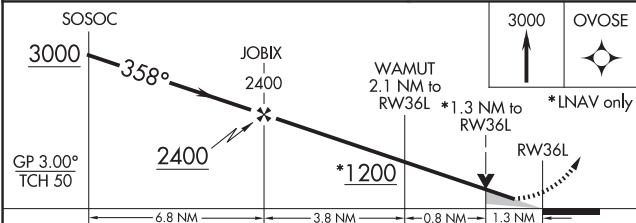
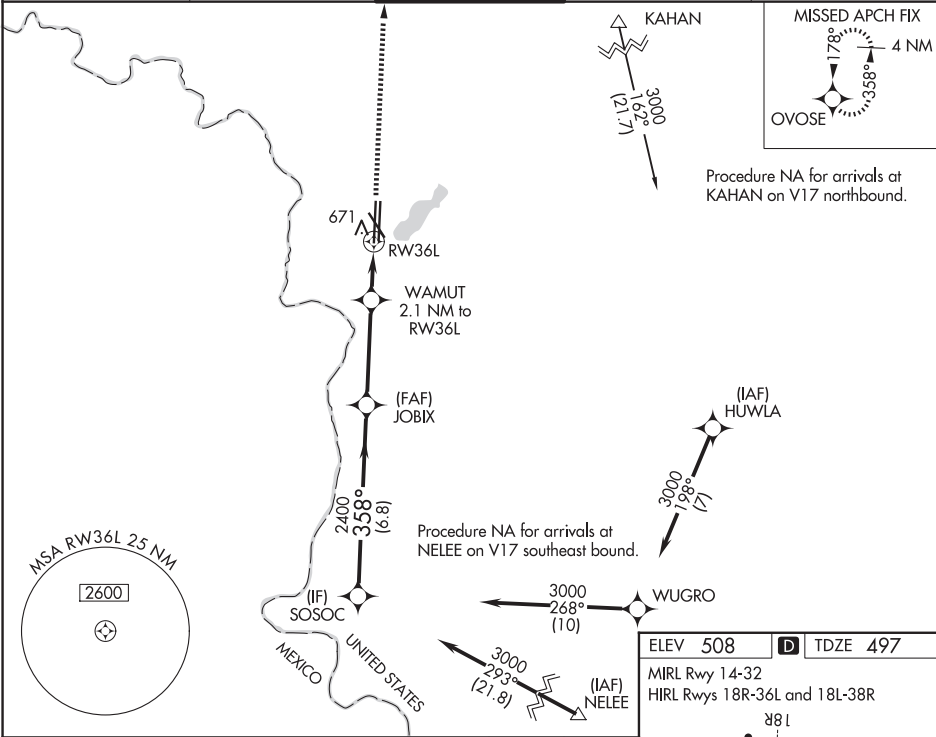
LAREDO INTL (L.R.D)

⚠

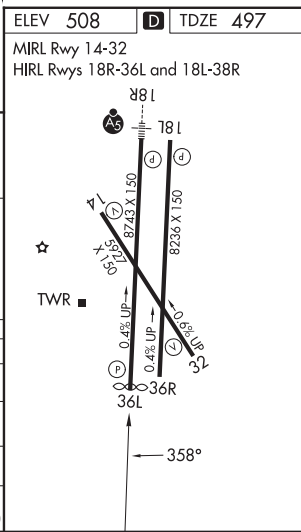
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 1°C (34°F) or above 54°C (130°F). Circling NA west of Rwy 14 and 36L. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct OVOSE and hold.

ATIS <b>125.775</b>	HOUSTON CENTER <b>127.8 307.2</b>	LAREDO TOWER ★ <b>120.1(CTAF) 257.9</b>	GND CON <b>121.8</b>	UNICOM <b>122.95</b>
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CATEGORY	A	B	C	D	E
LPV DA		697-3/4	200 (200-3/4)		
LNAV/VNAV DA		844-1	347 (400-1)		
LNAV MDA	940-1	443 (500-1)	940-1 3/8	443 (500-1 3/8)	
CIRCLING	940-1 432 (500-1)	980-1 472 (500-1)	1100-1 1/2 592 (600-1 1/2)	1200-2 1/4 692 (700-2 1/4)	1200-2 1/2 692 (700-2 1/2)



LAREDO, TEXAS  
Amdt 3 01FEB18

27°33'N-99°28'W

LAREDO INTL (L.R.D)

RNAV (GPS) RWY 36L

SC-3, 07 AUG 2025 to 02 OCT 2025

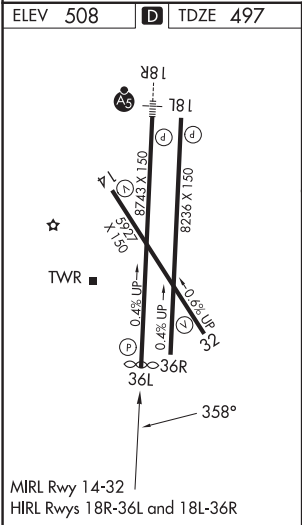
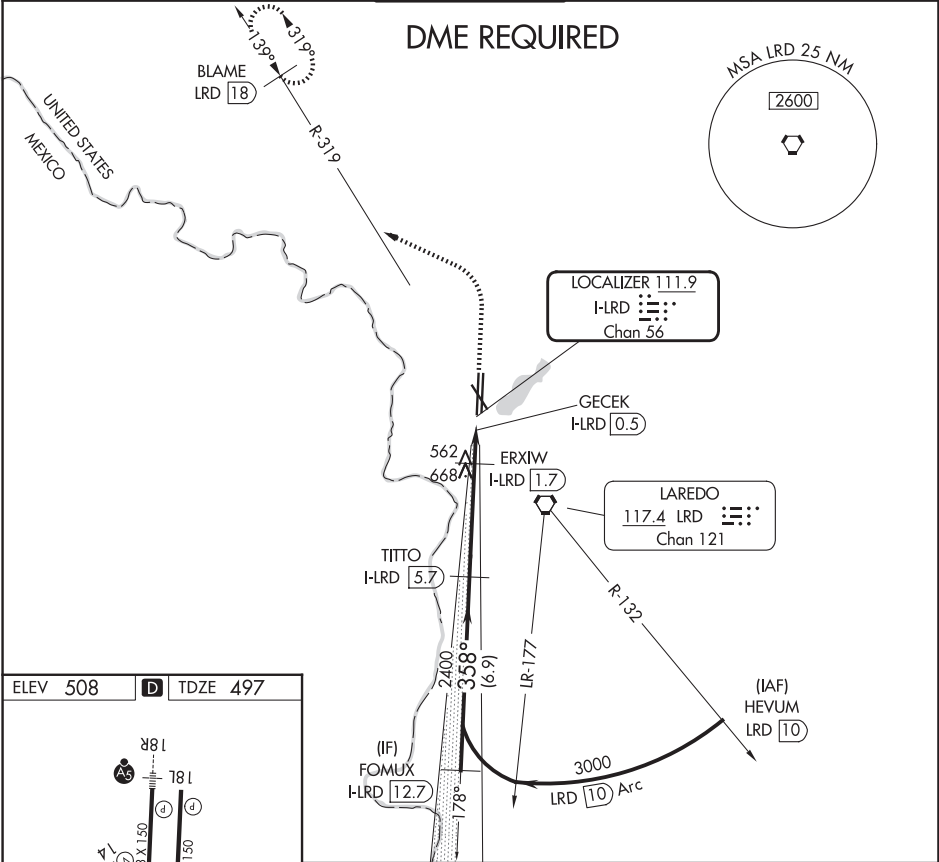
SC-3, 07 AUG 2025 to 02 OCT 2025

LOC/DME I-LRD <b>111.9</b> Chan 56	APP CRS <b>358°</b>	Rwy Ldg TDZE Apt Elev <b>8623</b> <b>497</b> <b>508</b>
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LOC BC RWY 36L  
LAREDO INTL (L.RD)

<b>T</b> Circling NA west of Rwys 14 and 36L. <b>A</b> DME required.	MISSED APPROACH: Climb to 1100 then climbing left turn to 2600 on heading 290° and on LRD VORTAC R-319 to BLAME/LRD 18 DME and hold.
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ATIS <b>125.775</b>	HOUSTON CENTER <b>127.8 307.2</b>	LAREDO TOWER ★ <b>120.1(CTAF) 257.9</b>	GND CON <b>121.8</b>	UNICOM <b>122.95</b>
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FOMUX I-LRD 12.7	Use I-LRD DME when on the localizer course.	1100	2600	LRD R-319	BLAME LRD 18
3000	358°	TITTO I-LRD 5.7	ERXIW I-LRD 1.7	GECEK I-LRD 0.5	
Disregard glide slope indications.	2400	3.00° TCH 50	1100		
	6.9 NM	4.1 NM	1.2 NM	0.6	
CATEGORY	A	B	C	D	E
S-LOC 36L	820-1 323 (400-1)				
CIRCLING	940-1 432 (500-1)	980-1 472 (500-1)	1100-1½ 592 (600-1½)	1200-2¼ 692 (700-2¼)	1200-2½ 692 (700-2½)

VORTAC LRD <b><u>117.4</u></b> Chan <b>121</b>	APP CRS <b>139°</b>	Rwy Ldg <b>5927</b> TDZE <b>508</b> Apt Elev <b>508</b>
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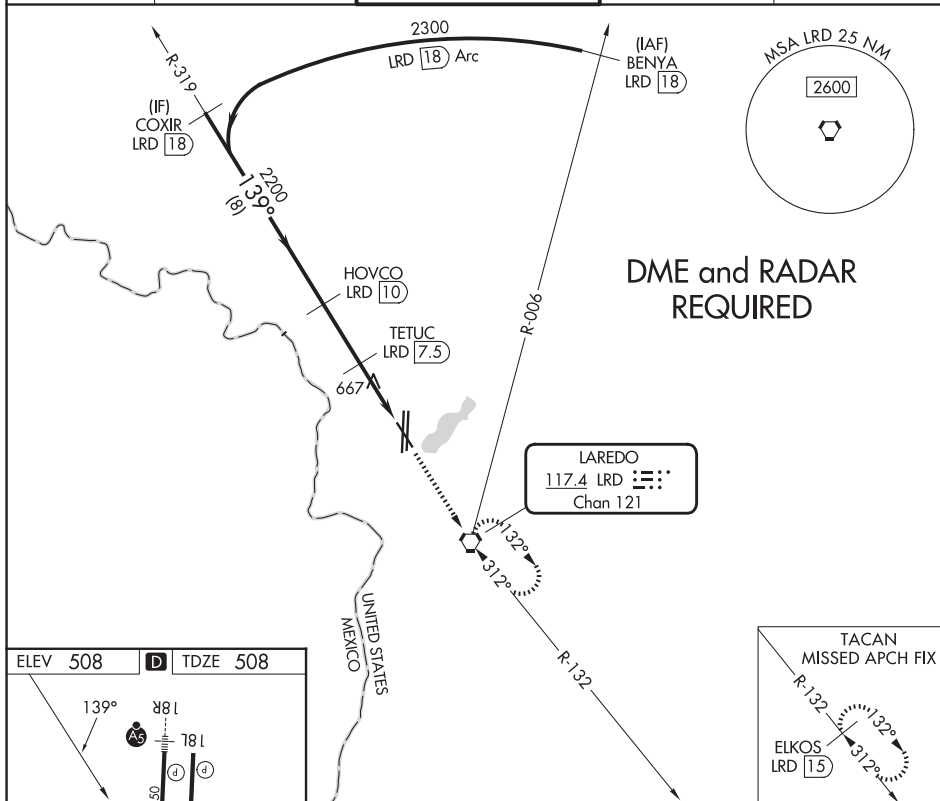
VOR or TACAN RWY 14  
LAREDO INTL (LRD)



Circling NA west of Rwy 14 and 36L.  
DME required.

**MISSED APPROACH:** Climb to 2500 direct LRD VORTAC and hold, continue climb-in-hold to 2500 (TACAN aircraft continue on LRD VORTAC R-132 to ELKOS/15 DME and hold SE, right turn, 312° inbound).

ATIS <b>125.775</b>	HOUSTON CENTER <b>127.8 307.2</b>	LAREDO TOWER ★ <b>120.1 (CTAF) 0 257.9</b>	GND CON <b>121.8</b>	UNICOM <b>122.95</b>
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CATEGORY	A		B		C		D		E
S-14	920-1	412 (500-1)			920-1¼	412 (500-1¼)			920-1½ 412 (500-1½)
CIRCLING	940-1 432 (500-1)		980-1 472 (500-1)		1100-1½ 592 (600-1½)	1200-2¼ 692 (700-2¼)			1200-2½ 692 (700-2½)

LAREDO, TEXAS  
Amdt 10A 01MAR18

27°33'N-99°28'W

LAREDO INTL (LRD)

VOR or TACAN RWY 14

SC-3, 07 AUG 2025 to 02 OCT 2025

VOR or TACAN RWY 32  
LAREDO INTL (LRD)

Circling NA west of Rwy 14 and 36L. Rwy 32 helicopter visibility reduction below  $\frac{3}{4}$  SM NA. DME required.

MISSED APPROACH: Climb to 2600 on LRD VORTAC R-319 to BLAME/LRD 18 DME and hold.

MISSSED APCH FIX

R-319 5.139°

BLAME LRD 18

320°

660

IAF LAREDO 117.4 LRD Chan 121

1800 3.1 (10)

312°

(IF) HEVUM LRD 10

087° 267°

2500 NoPT (15.6)

(IAF) NELEE LRD 25.6

R-132

UNITED STATES MEXICO

MSA LRD 25 NM 2600

ELEV 508 D TDZE 494

18 18 0

A5

(a) (d)

LAREDO, TEXAS  
Amdt 11A 01MAR18

27°33'N-99°28'W

LAREDO INTL (LRD)

VOR or TACAN RWY 32

# AIRPORT DIAGRAM

AL-226 (FAA)

LAREDO INTL (L.R.D)  
LAREDO, TEXAS

ATIS  
125.775  
LAREDO TOWER ★  
120.1 (CTAF)   
257.9  
GND CON  
121.8

99°28'W

99°27'W

HIRL Rwy 18R-36L and 18L-36R  
MIRL Rwy 14-32

FIELD  
ELEV  
508

ELEV  
504ELEV  
499

JANUARY 2025  
ANNUAL RATE OF CHANGE  
0.1° W

CARGO  
HANGARSGENERAL  
AVIATION  
HANGARBORDER  
PATROL

TWR

FBO

US  
CUSTOMS

HANGARS

FBO

FREIGHT  
WAREHOUSESAIR  
CARGO

TERMINAL

FIRE  
STATION

RWY 14-32  
PCR 98 R/D/W/T  
S-50, D-60, 2D-125

RWY 18L-36R  
PCR 600 R/D/W/T  
S-90, D-190, 2D-360

RWY 18R-36L  
PCR 684 R/D/W/T  
S-90, D-190, 2D-415, 2D/2D2-820

ELEV  
467ELEV  
484

EMAS

CAUTION: BE ALERT TO  
RUNWAY CROSSING CLEARANCES.  
READBACK OF ALL RUNWAY  
HOLDING INSTRUCTIONS IS REQUIRED.

# AIRPORT DIAGRAM

25163

LAREDO, TEXAS  
LAREDO INTL (L.R.D)

SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025

DEL RIO, TEXAS

## ILS or LOC/DME Y RWY 13C

LOC I-DLF <b><u>110.3</u></b>	APCH CRS <b>128°</b>	Rwy Idg <b>8852 8316 6571</b> TDZE <b>1082 1078 1077</b> Arpt Elev <b>1082</b>
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[USAF]

LAUGHLIN AFB (KDLF)

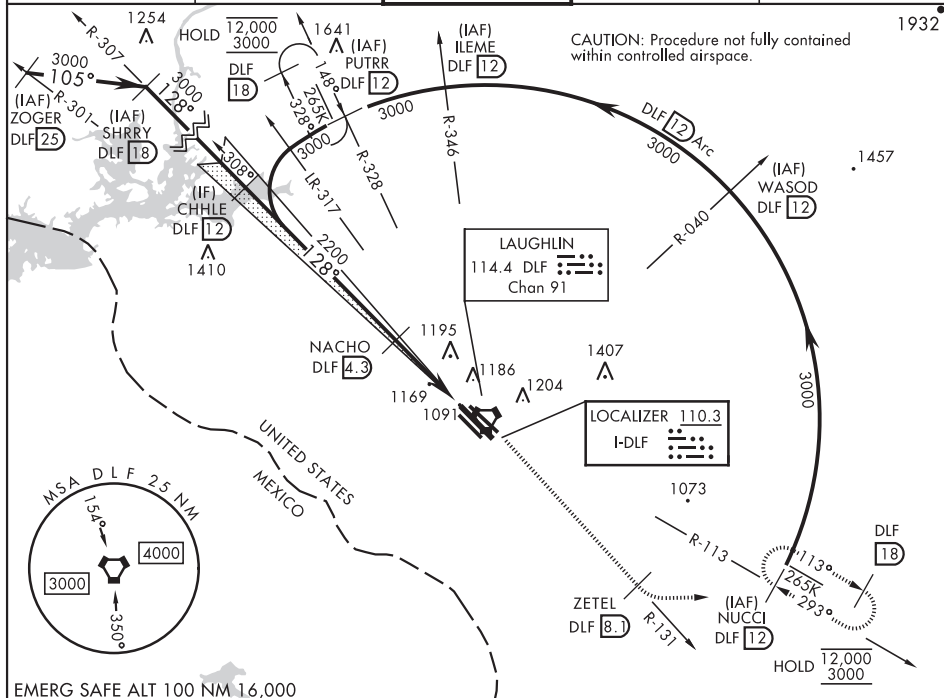
- T** \* When ALS inop, increase RVR to 40 and vis to  $\frac{3}{4}$  mile.  
 \*\* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE RVR to 50 and vis to 1 mile.  
 \*\*\* Circling W of Rwy 13R-31L not authorized.

ALSF-1

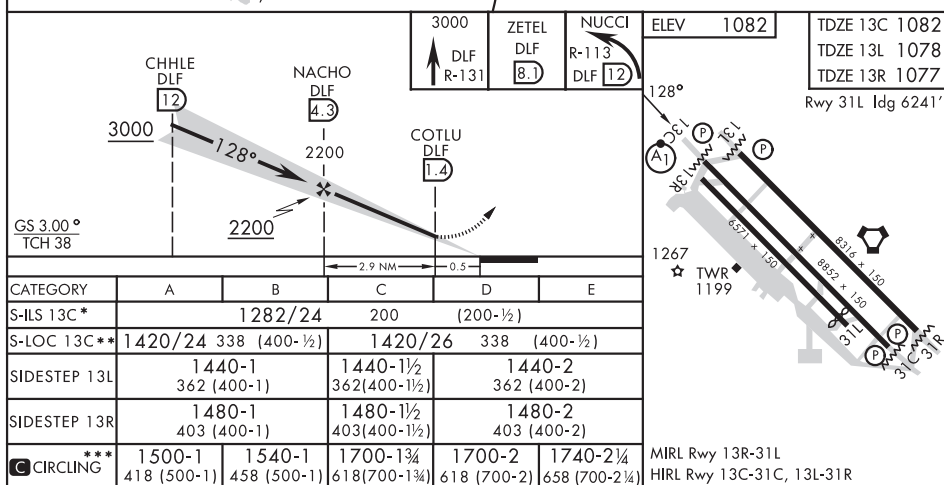


**MISSED APPROACH:** Climb to 3000 on DLF  
VORTAC R-131 to 8.1 DME (ZETEL), then turn left to  
intercept DLF R-113 to 12 DME (NUCCI) and hold.

ATIS ★ 114.4 269.9	DEL RIO APP CON 119.6 259.1	TOWER ★ 125.2 307.375	GND CON 275.8	CLNC DEL 120.5 335.8
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EMERG SAFE ALT 100 NM 16,000



DEL RIO, TEXAS

29°22'N-100°47'W

LAUGHLIN AFB (KDLF)

Amdt 6 20FEB25

ILS or LOC/DME Y RWY 13C

LOC I-ILH  
108.9

APCH CRS  
**308°**

	31C	31L	31R
Rwy Idg	8852	6241	8316
TDZE	1079	1080	1078
Arprt Elev	1082		

## ILS or LOC/DME Y RWY 31C

[USAF]

LAUGHLIN AFB (KDLF)

\* Circling W of Rwy 13R-31L not authorized.

**MISSED APPROACH:** Climb to 3000 on DLF VORTAC R-306 to 8.4 DME (JAMIT), then turn right to intercept DLF R-328 to 12 DME (PUTRR) and hold.

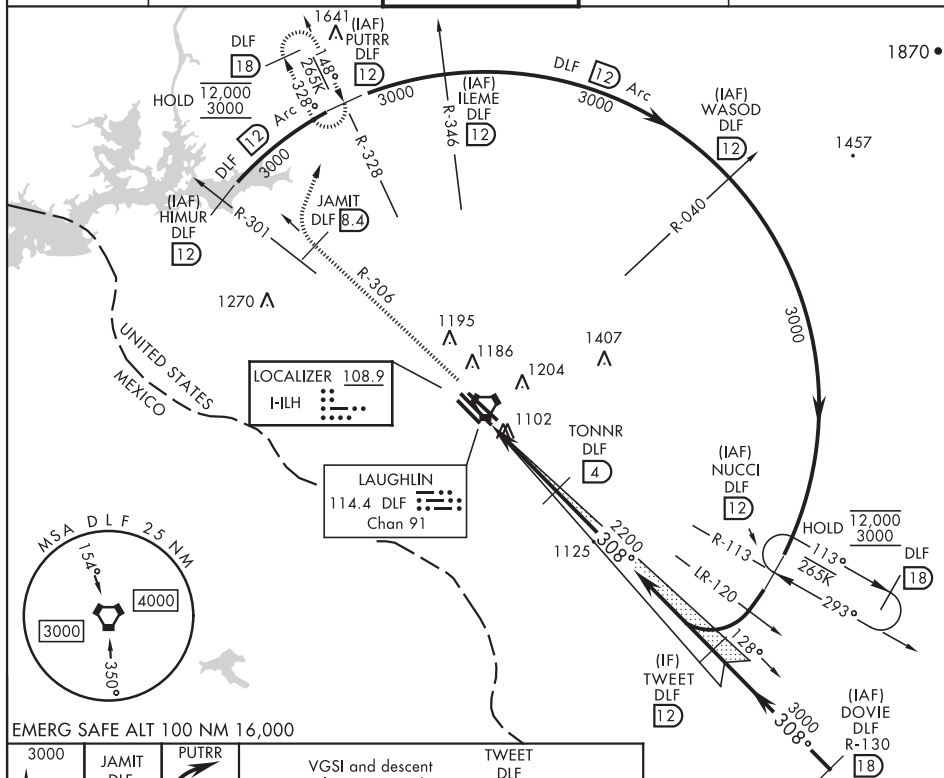
ATIS ★  
114.4 269.9

DEL RIO APP CON  
**119.6 259.1**

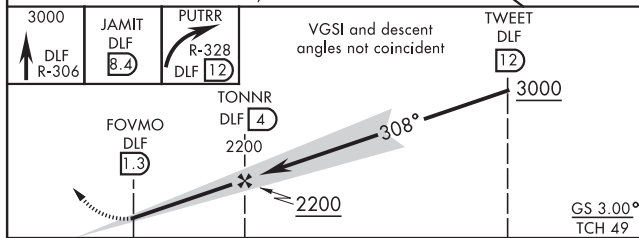
TOWER★  
125.2 307.375

GND CON  
**275.8**

CLNC DEL  
**120.5 335.8**



EMERG SAFE ALT 100 NM 16,000



CATEGORY	A	B	C	D	E
S-ILS 31C	1279-¾		200 (200-¾)		
S-LOC 31C	1360-1	281 (300-1)	1360-7/8	281 (300-7/8)	
SIDESTEP 31L	1360-1	280 (300-1)	1360-1½ 280 (300-1½)	1360-2	280 (300-2)
SIDESTEP 31R	1380-1	302 (300-1)	1380-1½ 302 (300-1½)	1380-2	302 (300-2)
<b>C</b> CIRCLING*	1500-1 418 (500-1)	1540-1 458 (500-1)	1700-1¾ 618 (700-1¾)	1700-2 618 (700-2)	1740-2¼ 658 (700-2¼)

MIRL Rwy 13R-31L  
HIRL Rwy 13C-31C, 13L-31R

DEL RIO, TEXAS

29°22'N-100°47'W

LAUGHLIN AFB (KDLF)

Amdt 6 05OCT23

ILS or LOC/DME Y RWY 31C

SC-3, 07 AUG 2025 to 02 OCT 2025



RNAV (GPS) RWY 13C

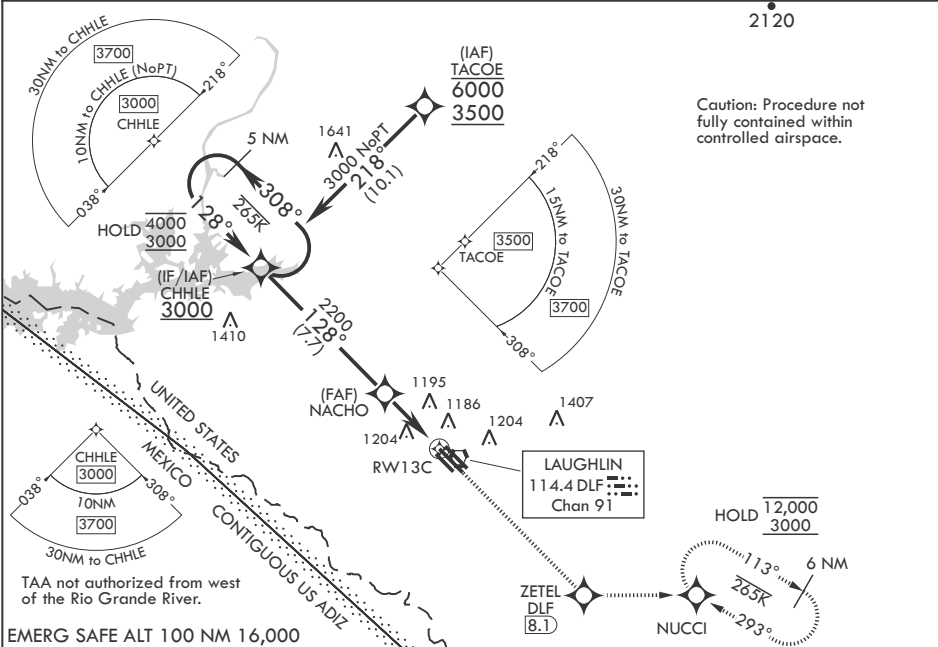
APCH CRS	13C	13L	13R
Rwy ldg	8852	8316	6571
TDZE	1082	1078	1077
Arpt Elev	1082		

- (USAF)

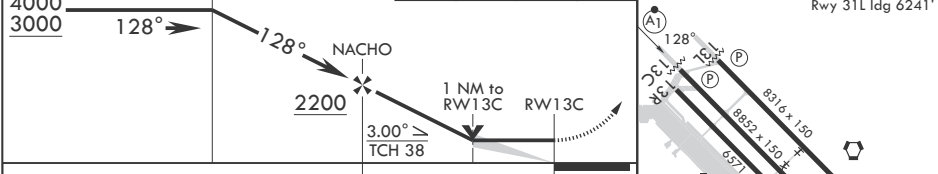
LAUGHLIN AFB (KDLF)

RNP APCH - GPS	Rwy 13C ALSF-1	MISSED APPROACH: Climb to 3000 direct ZETEL, then track 083° to NUCCI and hold.
* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1 1/4 miles. ** Circling SW of Rwy 13R-31L not authorized.		

ATIS★ 114.4 269.9	DEL RIO APP CON 119.6 259.1	TOWER★ 125.2 307.375	GND CON 275.8	CLNC DEL 120.5 335.8
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5 NM Holding Pattern	CHHLE	3000	ZETEL	tr 083°	NUCCI	ELEV 1082	TDZE 13C 1082 TDZE 13L 1078 TDZE 13R 1077
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CATEGORY	A	B	C	D	E
LNAV MDA*	1440/24 358 (400-½)		1440/30 358 (400-¾)		
SIDESTEP 13L	1440-1 362 (400-1)		1440-1½ 362 (400-1½)	1440-2 362 (400-2)	
SIDESTEP 13R	1480-1 403 (400-1)		1480-1½ 403 (400-1½)	1480-2 403 (400-2)	
CIRCLING**	1500-1 418 (500-1)	1540-1 458 (500-1)	1700-1¾ 618 (700-1¾)	1700-2 618 (700-2)	1740-2¼ 658 (700-2¼)

SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025

DEL RIO, TEXAS

# RNAV (GPS) RWY 31C

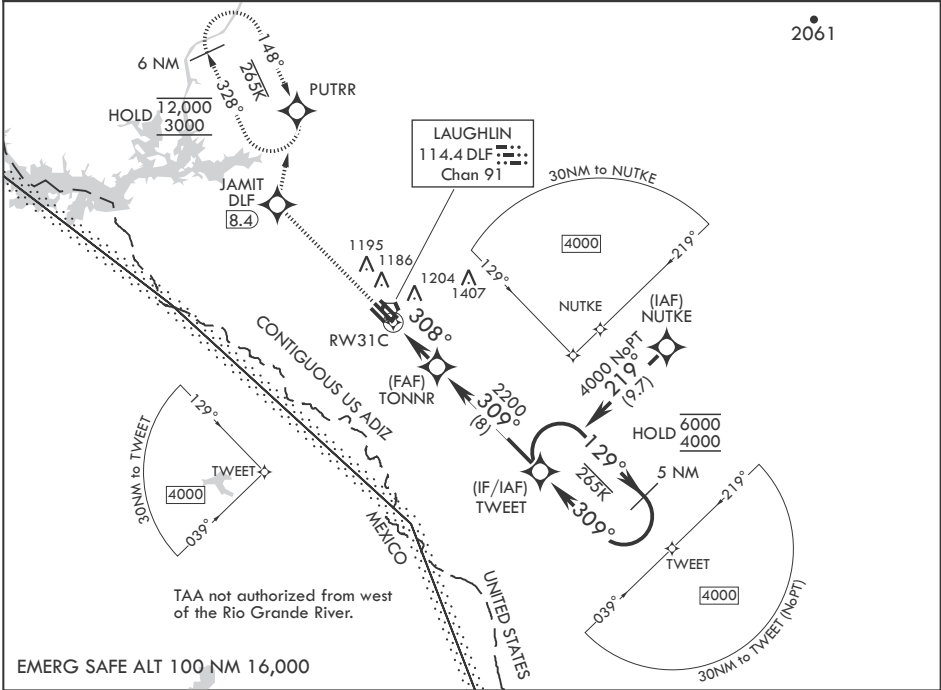
APCH CRS	31C	31L	31R
Rwy Idg	8852	6241	8316
TDZE	1079	1080	1078
Arprt Elev	1082		

- (USAF)

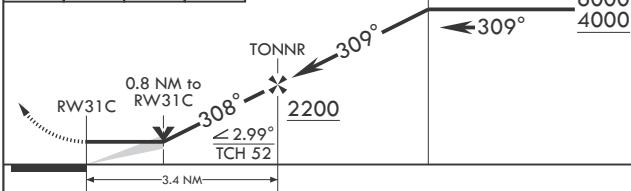
LAUGHLIN AFB (KDLF)

RNP APCH - GPS	MISSED APPROACH: Climb to 3000 direct JAMIT, then track 005° to PUTRR and hold.
* Circling not authorized SW of Rwy 13R-31L.	

ATIS★ 114.4 269.9	DEL RIO APP CON 119.6 259.1	TOWER★ 125.2 307.375	GND CON 275.8	CLNC DEL 120.5 335.8
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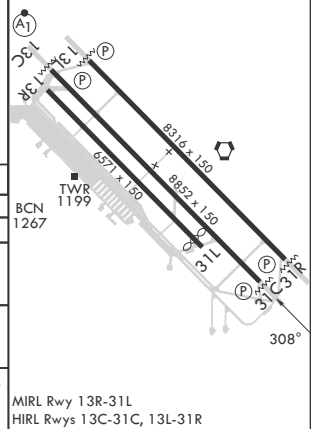


3000	JAMIT	tr 005°	PUTRR
5 NM Holding Pattern			
TWEET 129° 6000 4000			



ELEV 1082	TDZE 31C 1079
Rwy 31L Idg 6241'	TDZE 31L 1080
	TDZE 31R 1078

CATEGORY	A	B	C	D	E
LNAV MDA	1380-1 301 (300-1)		1380-7/8 301 (300-7/8)		
SIDESTEP31R	1380-1 302 (300-1)		1380-1 1/2 302 (300-1 1/2)	1380-2 302 (300-2)	
SIDESTEP31L	1420-1 340 (400-1)		1420-1 1/2 340 (400-1 1/2)	1420-2 340 (400-2)	
CIRCLING*	1500-1 418 (500-1)	1540-1 458 (500-1)	1700-1 1/4 618 (700-1 1/4)	1700-2 618 (700-2)	1740-2 1/4 658 (700-2 1/4)



DEL RIO, TEXAS

29°22'N - 100°47'W

LAUGHLIN AFB (KDLF)

Amtrd 4 31OCT24

# RNAV (GPS) RWY 31C

SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) B

APCH CRS	Rwy ldg	N/A
340°	TDZE	N/A
	Arprt Elev	1082

- (USAF)

LAUGHLIN AFB (KDLF)

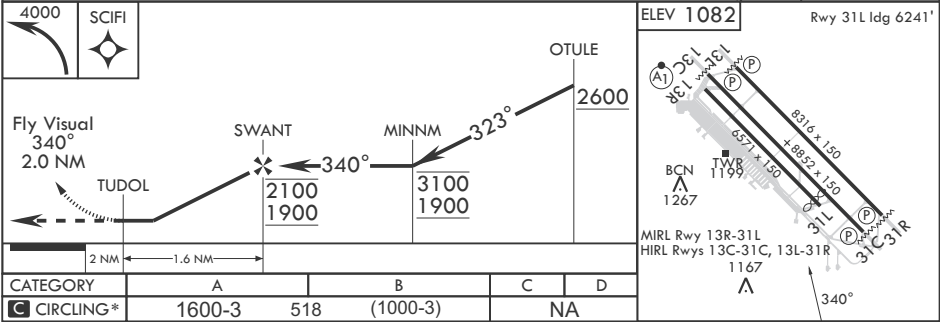
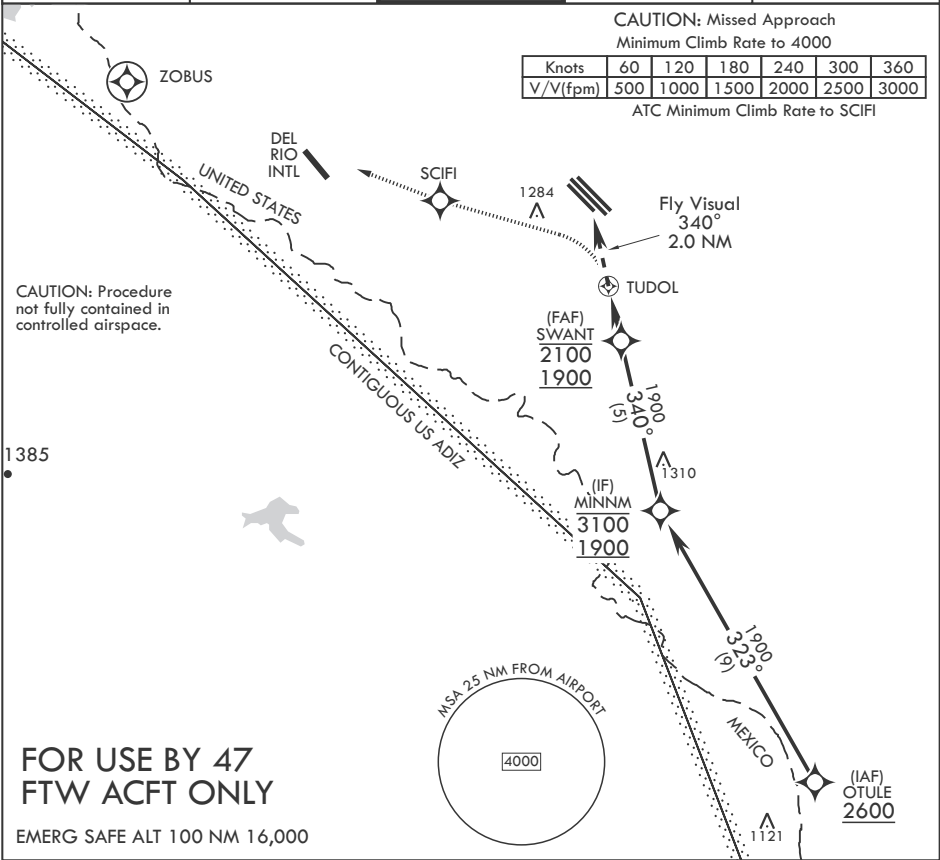
RNP APCH - GPS	MISSED APPROACH: Climbing left turn to 4000 direct ZOBUS, cross SCIFI at 4000, expect radar vectors.
RADAR required	
* Circling not authorized in sector NE of Rwy 13R-31L.	

ATIS★ 114.4 269.9	DEL RIO APP CON 119.6 259.1	TOWER★ 125.2 307.375	GND CON 275.8	CLNC DEL 120.5 335.8
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CAUTION: Missed Approach  
Minimum Climb Rate to 4000

Knots	60	120	180	240	300	360
V/V(fpm)	500	1000	1500	2000	2500	3000


ATC Minimum Climb Rate to SCIFI

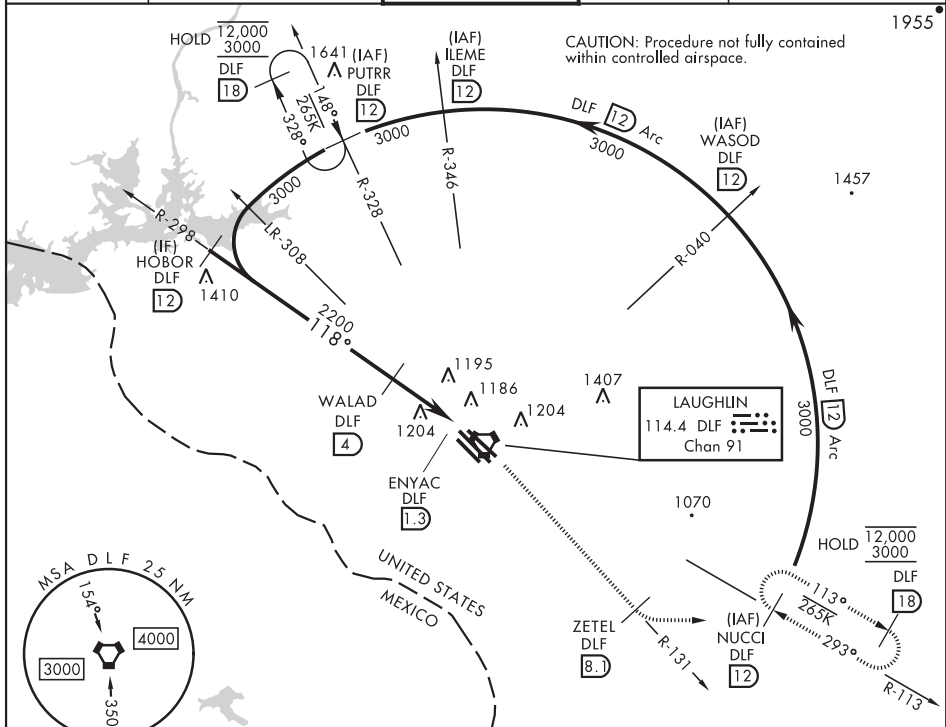


RNAV (GPS) B

DEL RIO, TEXAS

VOR/DME RWY 13C

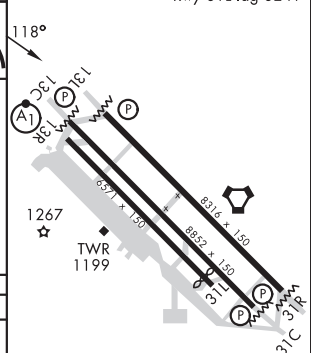
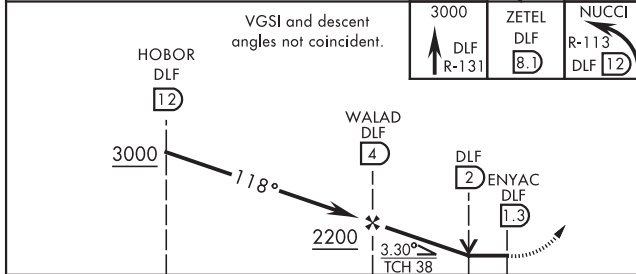
VORTAC DLF <b>114.4</b> Chan <b>91</b>		APCH CRS <b>118°</b>		Rwy Idg <b>8852</b> TDZE <b>1082</b> Arprt Elev <b>1082</b>		[USAF]		LAUGHLIN AFB (KDLF)	
<b>▼</b> When ALS inop, increase CAT AB RVRR to 55 and vis to 1 mile, CAT CDE RVRR to 60 and vis to 1 1/2 miles. <b>**</b> Circling not authorized in sector SW of Rwy 13R-31L.						ALSF-1 		MISSED APPROACH: Climb to 3000 on DLF VORTAC R-131 to 8.1 DME (ZETEL), then turn left to intcpt DLF R-113 to 12 DME (NUCCJ) and hold.	
<b>ATIS ★</b> <b>114.4 269.9</b>		<b>DEL RIO APP CON</b> <b>119.6 259.1</b>		<b>TOWER ★</b> <b>125.2 307.375</b>		<b>GND CON</b> <b>275.8</b>		<b>CLNC DEL</b> <b>120.5 335.8</b>	



EMERG SAFE ALT 100 NM 16,000

ELEV	1082	TDZE	1082
Rwy 31L Idg 6241'			

Rwy 31L Idg 6241'



		← 2.7 NM →		0.4	
CATEGORY	A	B	C	D	E
S-13C *	1480/24 398 (400-½)		1480/40		398 (400-¾)
<b>C</b> CIRCLING*	1500-1 418 (500-1)	1540-1 458 (500-1)	1700-1½ 618(700-1¾)	1700-2 618 (700-2)	1740-2½ 658(700-2¾)

MIRL Rwy 13R-31L  
HIRL Rwy 13C-31C, 13L-31R

DEL RIO, TEXAS  
Amdt 4 20FEB25

29°22'N-100°47'W

LAUGHLIN AFB (KDLF)

VOR/DME RWY 13C

SC-3, 07 AUG 2025 to 02 OCT 2025

DEL RIO, TEXAS

24305

VOR/DME RWY 31C

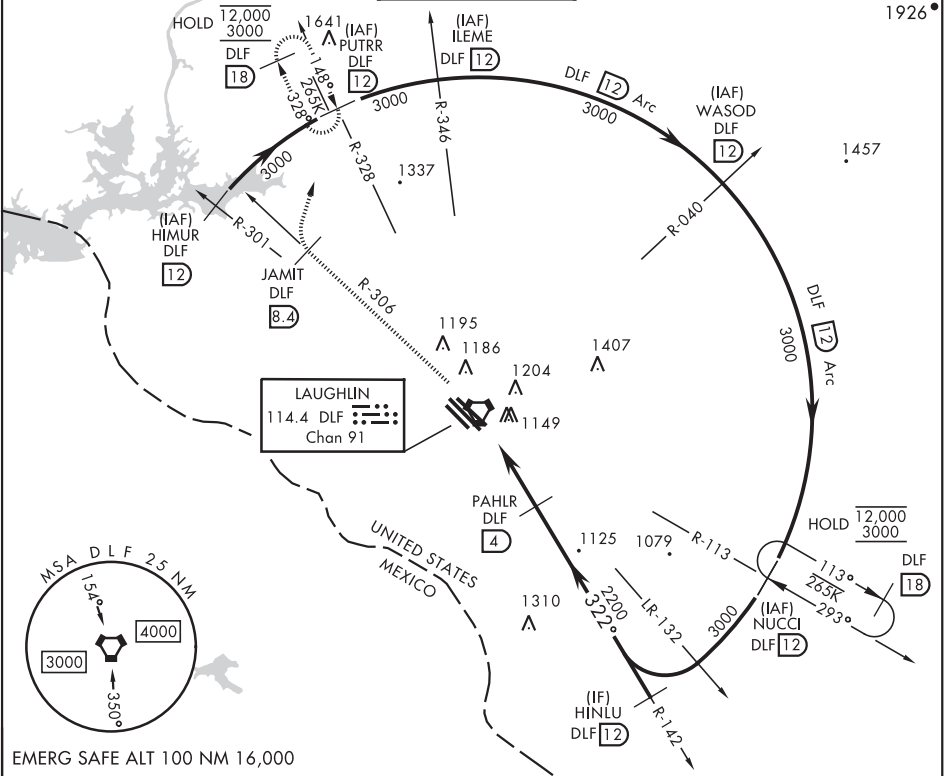
VORTAC DLF <b>114.4</b> Chan <b>91</b>	APCH CRS <b>322°</b>	Rwy Idg <b>8852</b> TDZE <b>1079</b> Arpt Elev <b>1082</b>
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[USAF]

LAUGHLIN AFB (KDLF)

**V** \*Circling not authorized in sector SW of Rwy 13R-31L. MISSED APPROACH: Climb to 3000 on DLF VORTAC R-306 to 8.4 DME (JAMIT), then turn right to intercept DLF R-328 to 12 DME (PUTRR), and hold.

ATIS ★ <b>114.4 269.9</b>	DEL RIO APP CON <b>119.6 259.1</b>	TOWER ★ <b>125.2 307.375</b>	GND CON <b>275.8</b>	CLNC DEL <b>120.5 335.8</b>
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ELEV <b>1082</b>	TDZE <b>1079</b> Rwy 31L Idg 6241'	3000 DLF R-306	JAMIT R-306 DLF <b>8.4</b>	PUTRR R-328 DLF <b>12</b>	HINLU DLF <b>12</b>
CATEGORY A B C D E					
S-31C 1420-1 341 (400-1)					
CIRCLING* 1500-1 1540-1 1700-1 1700-2 1740-2 418 (500-1) 458 (500-1) 618 (700-1) 618 (700-2) 658 (700-2)					

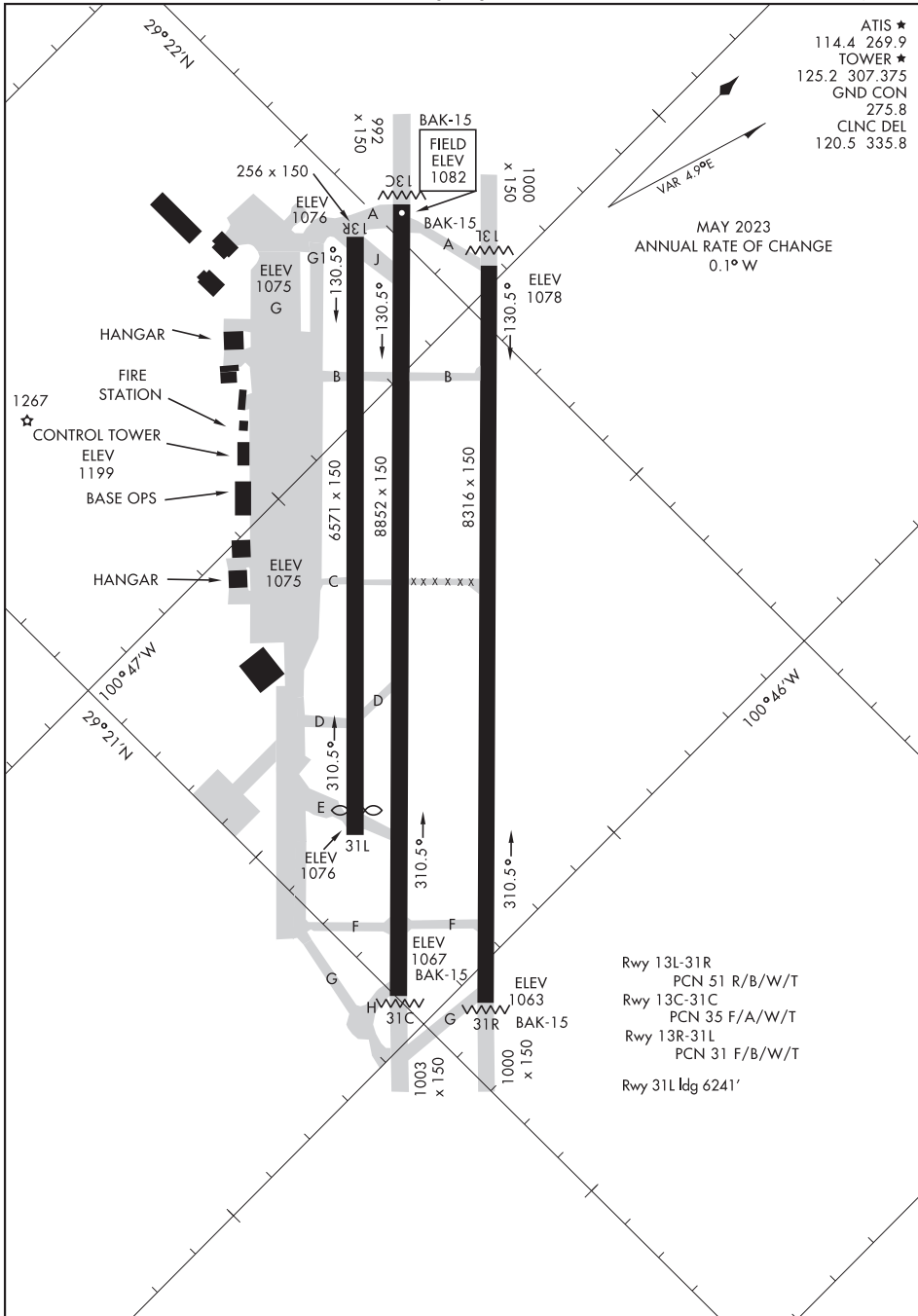
DEL RIO, TEXAS

29°22'N-100°47'W

LAUGHLIN AFB (KDLF)

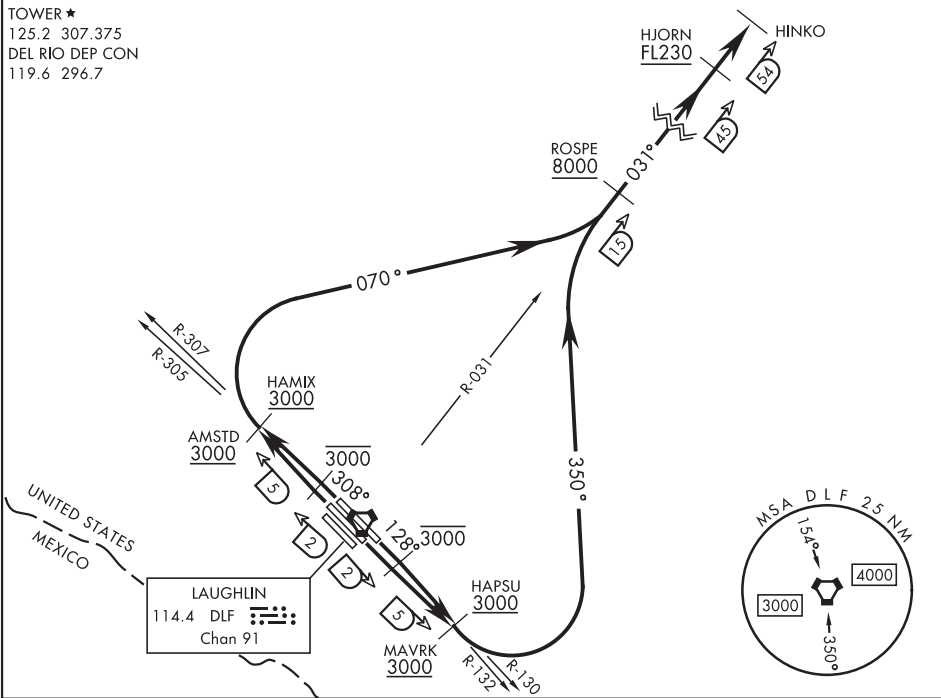
Amtd 4 20APR23

VOR/DME RWY 31C



ATIS ★ 114.4 269.9	2216	AL-111 [USAF]	60	120	180	240	300	360
CLNC DEL 120.5 335.8		13C/L V/V(fpm)	450	900	1340	1790	2230	2680
GND CON 275.8		31C/R V/V(fpm)	460	920	1380	1840	2300	2760

ATC Climb Rate to HJORN FL230



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.

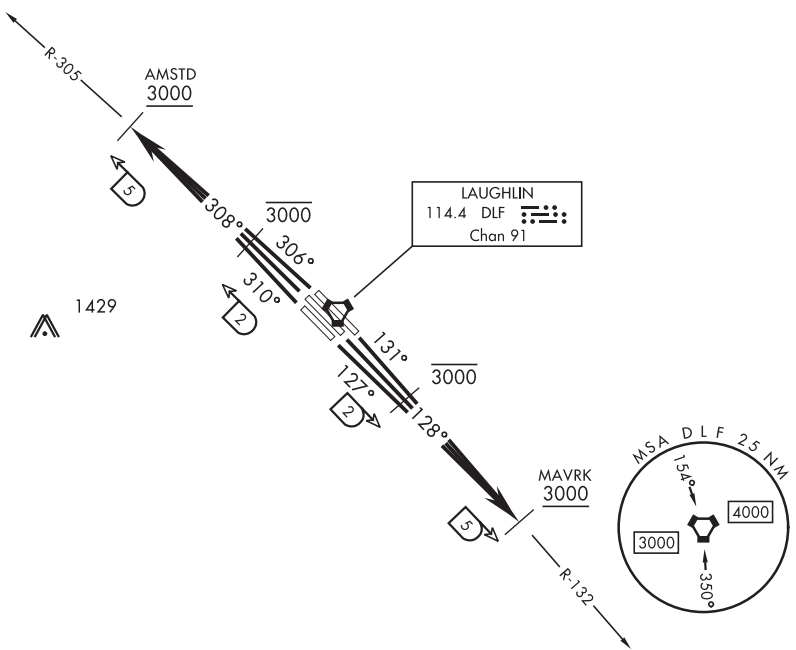
**TAKEOFF RWY 31R:** Climb on track 308°, intercept the DLF VORTAC R-307 to DLF 5 DME (HAMIX), cross DLF VORTAC 2 DME at or below 3000, cross DLF R-307/5 DME (HAMIX) at or above 3000. Then turn right and track 070° to intercept the DLF R-031 prior to ROSPE, cross ROSPE at or above 8000, cross HJORN at or above FL230, then direct HINKO.

ATIS ★ 114.4 269.9  
CLNC DEL  
120.5 335.8  
GND CON  
275.8  
LAUGHLIN TOWER ★  
125.2 307.375  
DEL RIO DEP CON  
119.6 296.7

Rwy	Knots	60	120	180	240	300	360
31C/L/R	V/V(fpm)	470	940	1410	1880	2350	2810
13C	V/V(fpm)	440	880	1320	1760	2200	2640
13L	V/V(fpm)	450	890	1330	1770	2210	2650
13R	V/V(fpm)	410	810	1210	1620	2020	2420

ATC Climb Rate to 5 DME

1870



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.

(AMSTD 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.

SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025



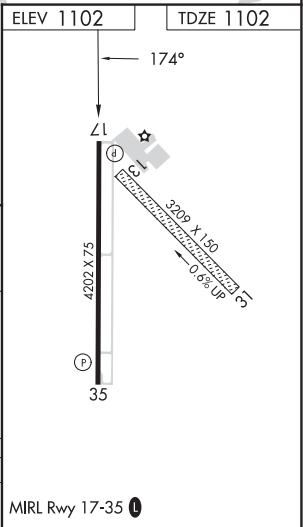
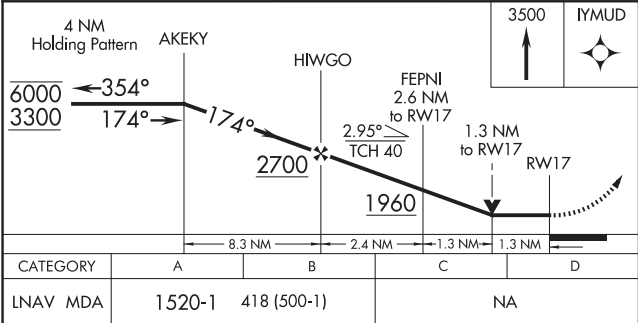
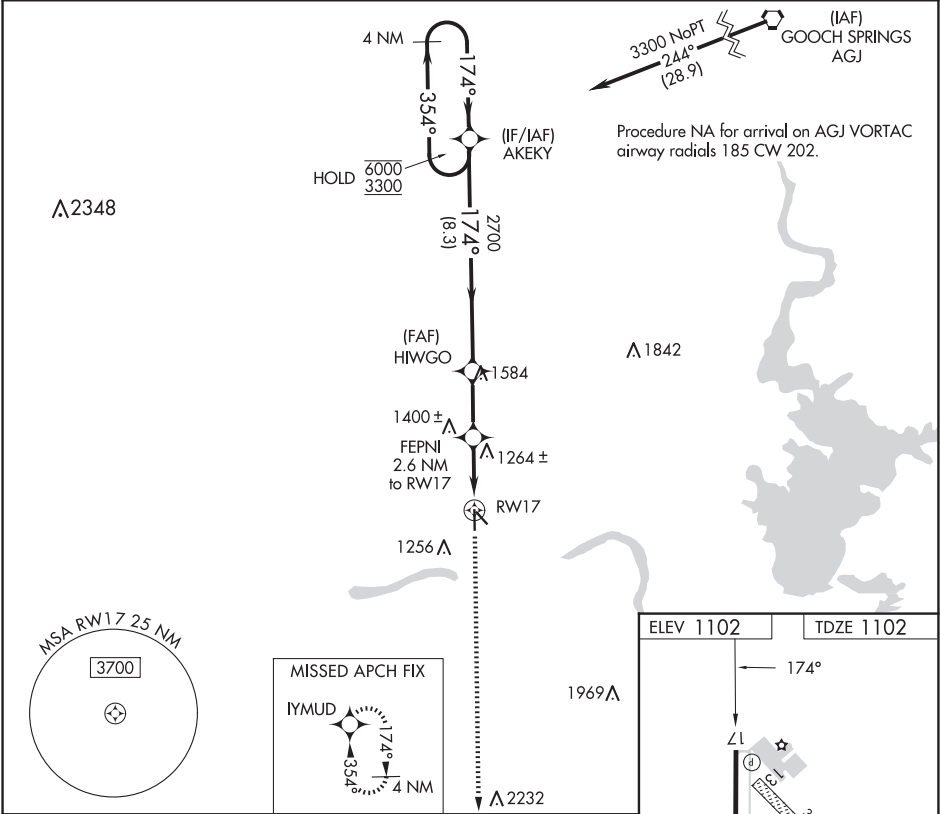
APP CRS	Rwy Idg	4202
174°	TDZE	1102
	Apt Elev	1102

RNAV (GPS) RWY 17

LLANO MUNI (A.QO)

RNP APCH - GPS.	MISSED APPROACH: Climb to 3500 direct IYMUD and hold.
<div><div></div><div>Rwy 17 helicopter visibility reduction below ¾ SM NA.</div></div>	

AWOS-3 119.425	HOUSTON CENTER 132.35 317.5	UNICOM 123.05 (CTAF)
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LLANO, TEXAS

AI-5959 (FAA)

23082

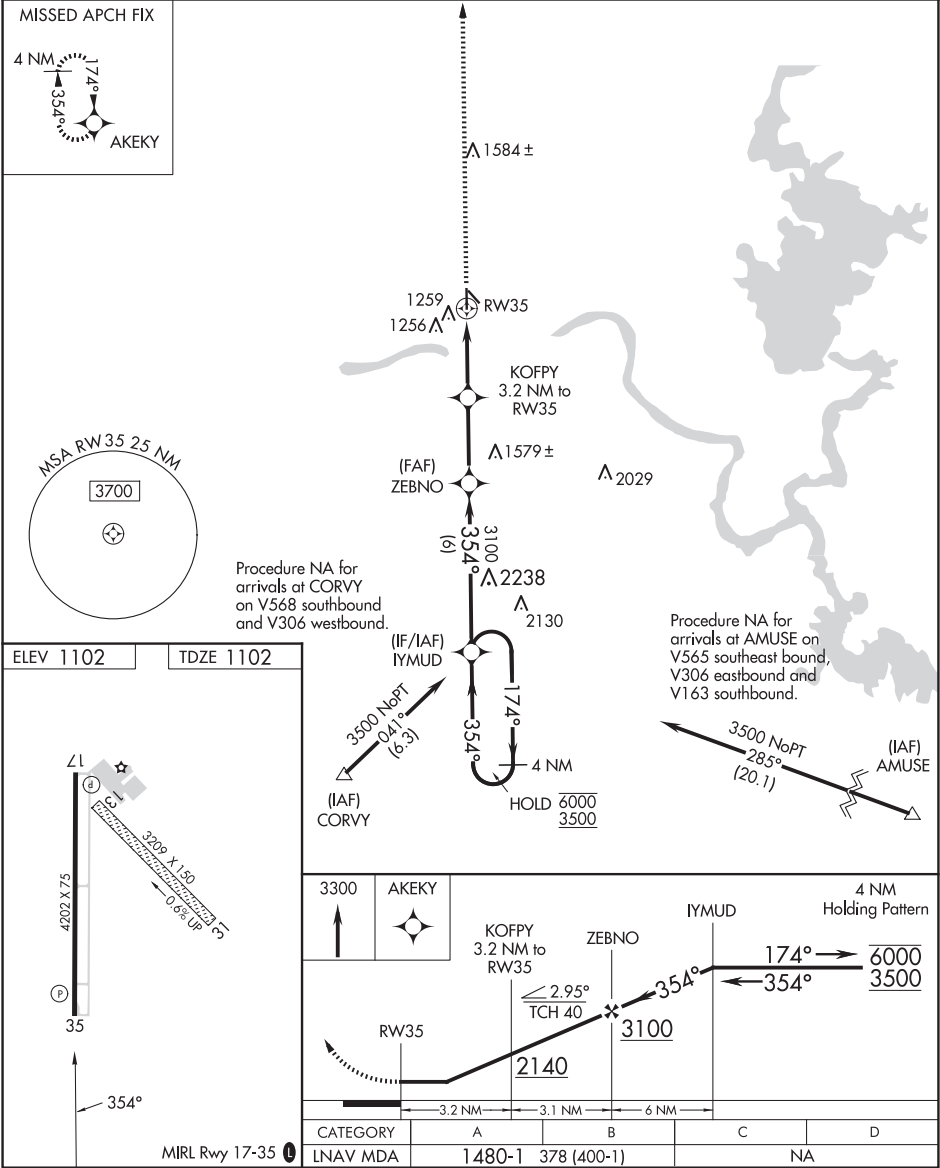
APP CRS	Rwy Idg	4202
354°	TDZE	1102
	Apt Elev	1102

# RNAV (GPS) RWY 35

LLANO MUNI (A.QO)

RNP APCH - GPS.	MISSED APPROACH: Climb to 3300 direct AKEY and hold.
Procedure NA at night. Rwy 35 helicopter visibility reduction below 1 SM NA.	

AWOS-3 119.425	HOUSTON CENTER 132.35 317.5	UNICOM 123.05(CTAF) 1
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LLANO, TEXAS

Amdt 1 23FEB23

30°47'N-98°40'W

# RNAV (GPS) RWY 35

SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025

WAAS CH <b>45922</b> <b>W18A</b>	APP CRS <b>175°</b>	Rwy Ldg TDZE Apt Elev	<b>4001</b> <b>532</b> <b>532</b>
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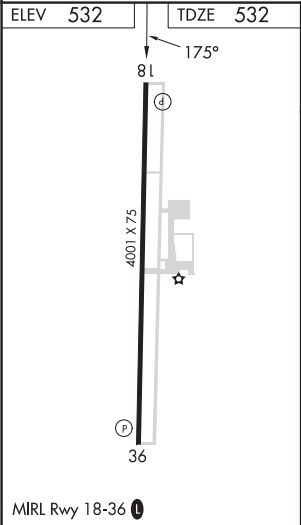
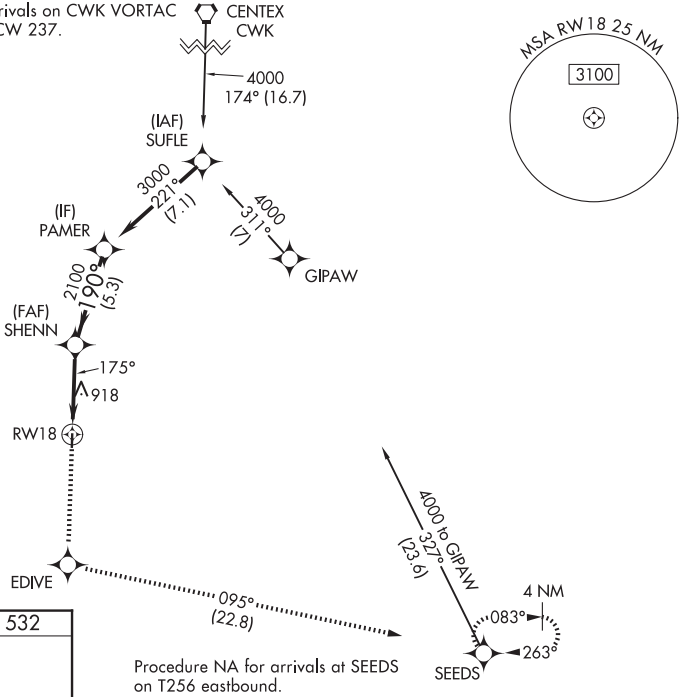
RNAV (GPS) RWY 18

LOCKHART MUNI (50R)

RNP APCH.	<div><div>▼</div><div>▲ NA</div><div>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 ¼ SM.</div></div>	<div>MISSED APPROACH: Climb to 4000 direct EDIVE and on track 095° to SEEDS and hold.</div>
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AUSTIN APP CON <b>120.875 270.25</b>	UNICOM <b>122.8 (CTAF) 0</b>
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Procedure NA for arrivals on CWK VORTAC  
airway radials 088 CW 237.



4000	EDIVE	tr 095°	SEEDS	VGSI and RNAV glidepath not coincident (VGSI Angle 3.50/TCH 24).
CATEGORY	A	B	C	D
LPV DA	815-1 283 (300-1)			NA
LNAV/VNAV DA	883-1¼ 351 (400-1¼)			NA
LNAV MDA	1260-1 728 (800-1)		1260-2 728 (800-2)	NA

SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025

LOCKHART, TEXAS


AL-6919 (FAA)

25219

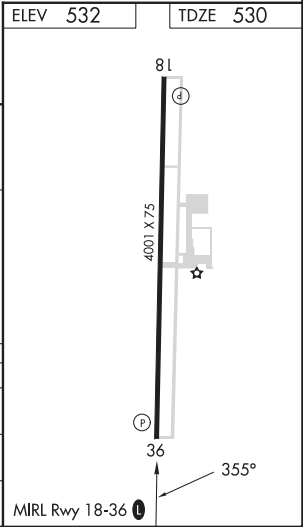
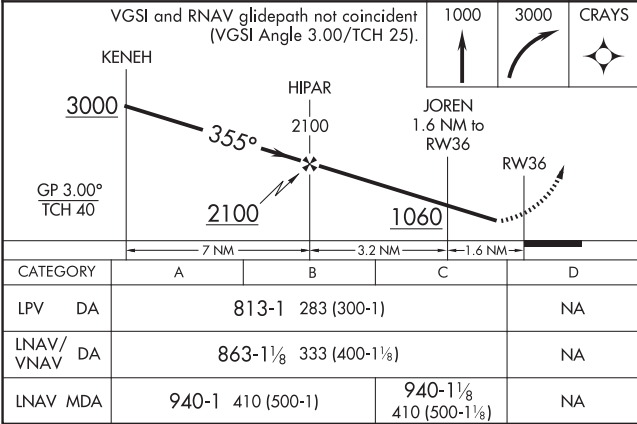
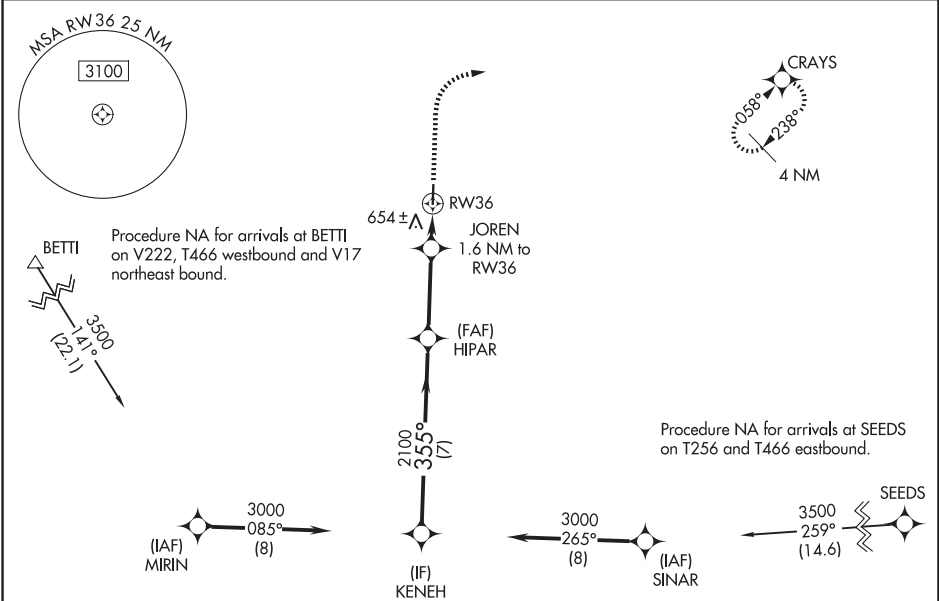
WAAS CH <b>53323</b> <b>W36A</b>	APP CRS <b>355°</b>	Rwy Ldg TDZE Apt Elev	<b>4001</b> <b>530</b> <b>532</b>
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RNAV (GPS) RWY 36

LOCKHART MUNI (50R)

RNP APCH - GPS.		MISSED APPROACH: Climb to 1000, then climbing right turn to 3000 direct CRAYS and hold.
	Rwy 36 helicopter visibility reduction below 3/4 NA. Baro-VNAV NA. Use San Marcos altimeter setting; when not received, use Austin-Bergstrom Intl altimeter setting: increase LPV DA to 830 feet; increase LNAV/VNAV DA to 880 feet; increase all MDAs 20 feet and visibility Cat C 1/2 SM.	

AUSTIN APP CON <b>120.875 270.25</b>	UNICOM <b>122.8 (CTAF) 0</b>
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LOCKHART, TEXAS  
Orig-C 28DEC23

29°51'N-97°40'W

LOCKHART MUNI (50R)

RNAV (GPS) RWY 36

SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025

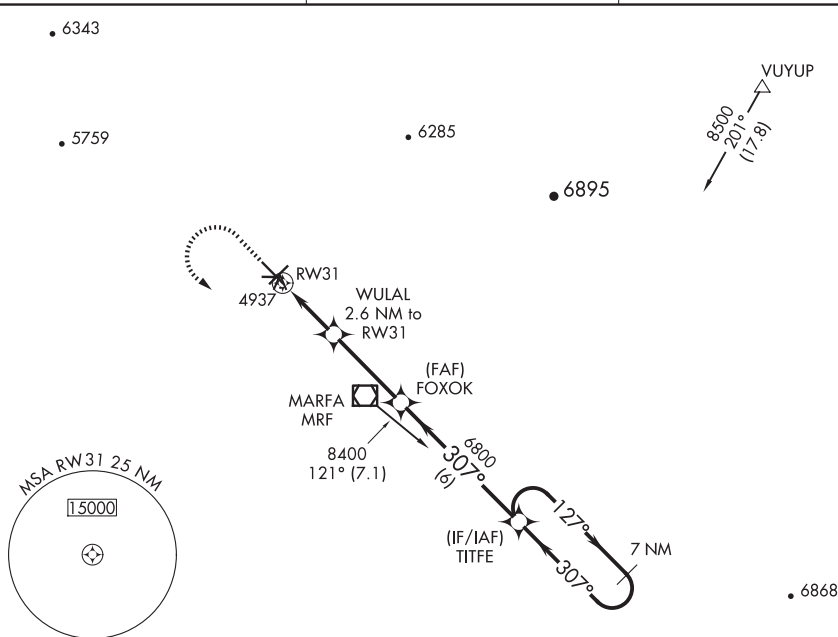
RNAV (GPS) RWY 31  
MARFA MUNI (MRF)

**T** When local altimeter setting not received, procedure NA.  
**A** Circling NA to Rwy 9, 27.

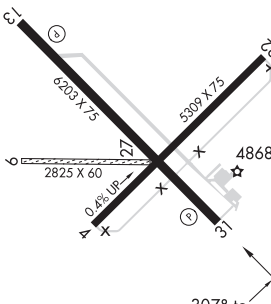
**MISSED APPROACH:** Climb to 5300 then climbing left turn to 9000 direct TITFE and hold, continue climb-in-hold to 9000.

UNICOM

### 122.8 (CTAF)



\_\_\_\_\_



Orig-C 08SEP22

309

MARFA MUNI (MRF)

RNAV (GPS) RWY 31

VOR/DME MRF <b>115.9</b> Chan <b>106</b>	APP CRS <b>313°</b>	Rwy Idg <b>6203</b> TDZE <b>4840</b> Apt Elev <b>4849</b>
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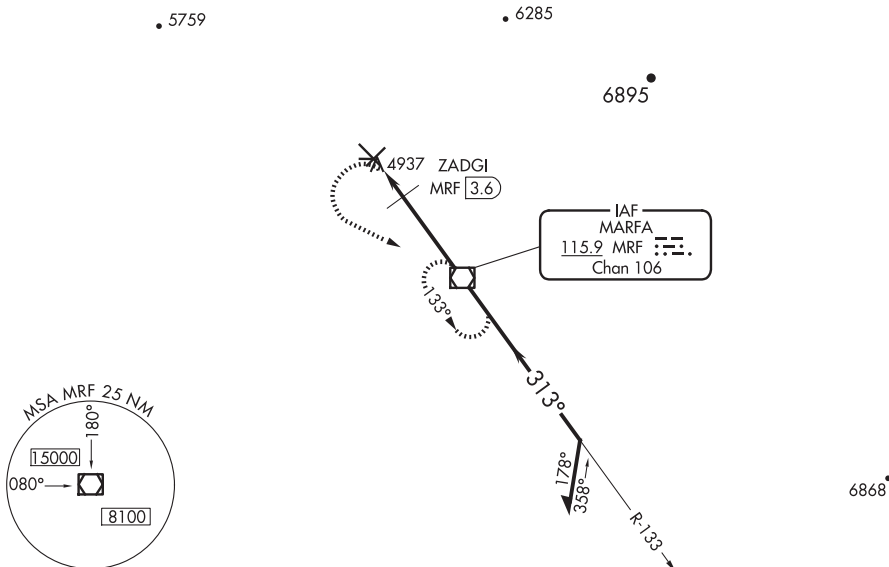
VOR RWY 31  
MARFA MUNI (MRF)

**T** When local altimeter setting not received, procedure NA.  
**A** Circling NA to Rwy 9, 27.

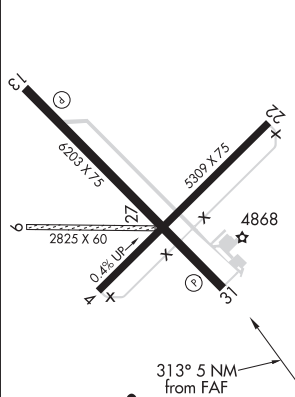
**MISSED APPROACH:** Climbing left turn to 9000 direct MRF VOR/DME and hold, continue climb-in-hold to 9000.

134.025

135.875 292.15

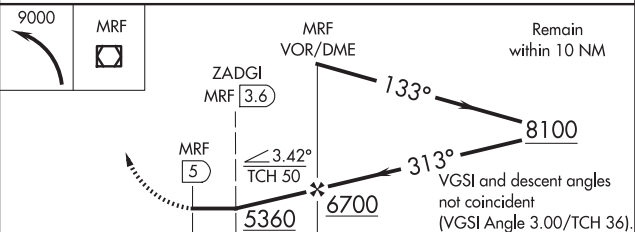
122.8 (CTAF) **L**



ELEV	4849		TDZE	4840
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MIRL Rwy 13-31 **L**

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40



CATEGORY	A	B	C	D
S-31	5360-1	520 (600-1)	5360-1 $\frac{3}{8}$	520 (600-1 $\frac{3}{8}$ )
 CIRCLING	5360-1	511 (600-1)	5440-1 $\frac{1}{2}$ 591 (600-1 $\frac{1}{2}$ )	5780-3 931 (1000-3)
ZADGI FIX MINIMUMS				
S-31	5200-1 360 (400-1)			
 CIRCLING	5280-1 431 (500-1)	5300-1 451 (500-1)	5440-1 $\frac{1}{2}$ 591 (600-1 $\frac{1}{2}$ )	5780-3 931 (1000-3)

Amdt 6C 08SEP22

30°22'N-104°01'W

MARFA MUNI (MRF)  
VOR RWY 31

SC-3, 07 AUG 2025 to 02 OCT 2025

▼

NA

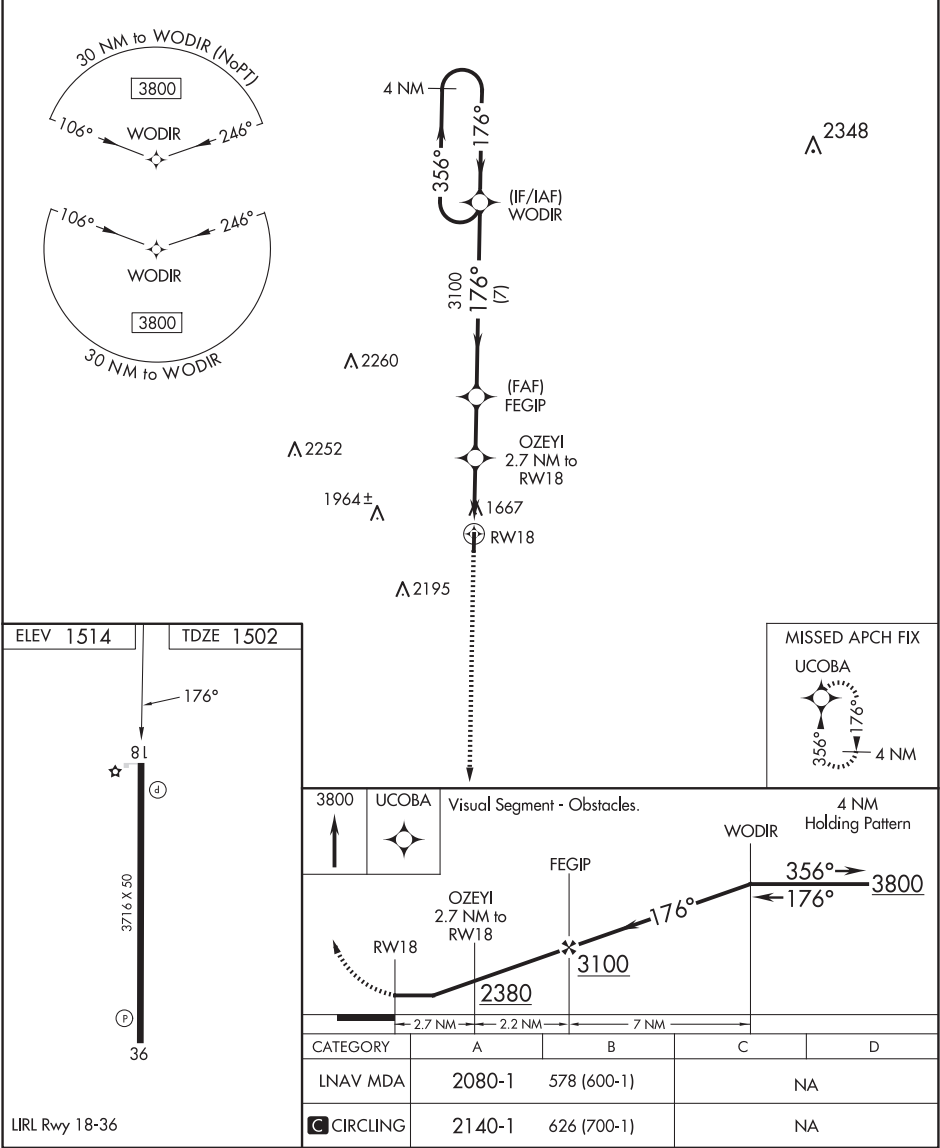
Rwy 18/36 helicopter visibility reduction below 1 SM NA.  
DME/DME RNP-0.3 NA. Procedure NA at night.  
Use Brady altimeter setting; when not received, use Llano altimeter setting and increase all MDAs 20 feet.

MISSED APPROACH: Climb to 3800 direct UCOBA and hold.

BBD AWOS-3  
118.375

HOUSTON CENTER  
132.35 317.5

CTAF  
122.9



# RNAV (GPS) RWY 36

## MASON COUNTY (T92)

**T** Rwy 36 helicopter visibility reduction below 1 SM NA. Procedure NA at night. Use Brady  
**A** NA altimeter setting; when not received, use Llano altimeter setting and increase all MDAs 20 feet.

**MISSED APPROACH:**  
Climb to 3800 direct  
WODIR and hold.

HOUSTON CENTER  
132.35 317.5

CTAF  
122.9

← 356°

MASON COUNTY (T92)

Orig-D 26DEC24

RNAV (GPS) RWY 36

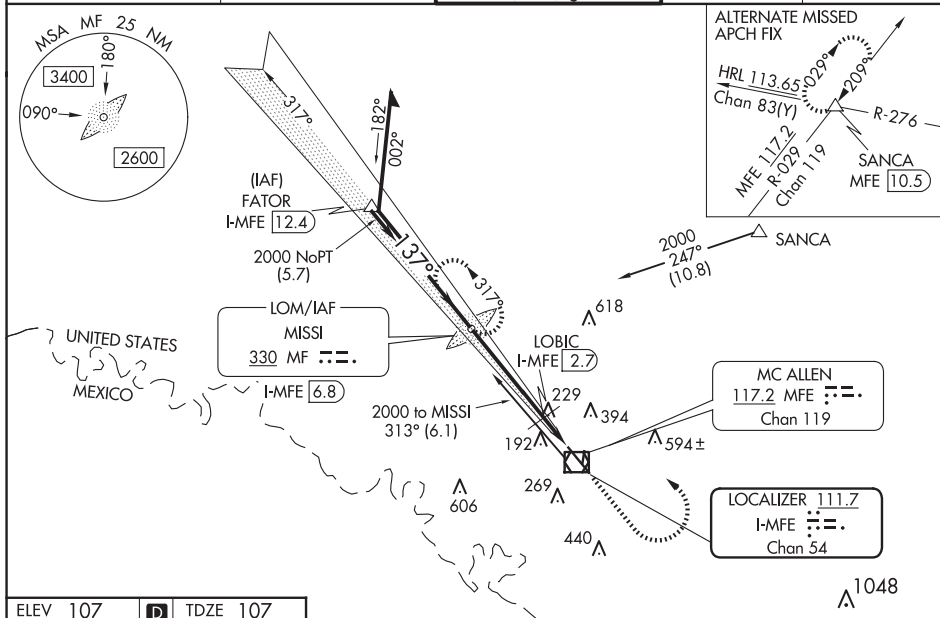
SC-3, 07 AUG 2025 to 02 OCT 2025



ILS or LOC RWY 14  
MC ALLEN INTL (MFE)

MALSR

**MISSED APPROACH:** Climb to 1500 then climbing left turn to 2000 direct to MISSI LOM and hold.

GND CON

FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

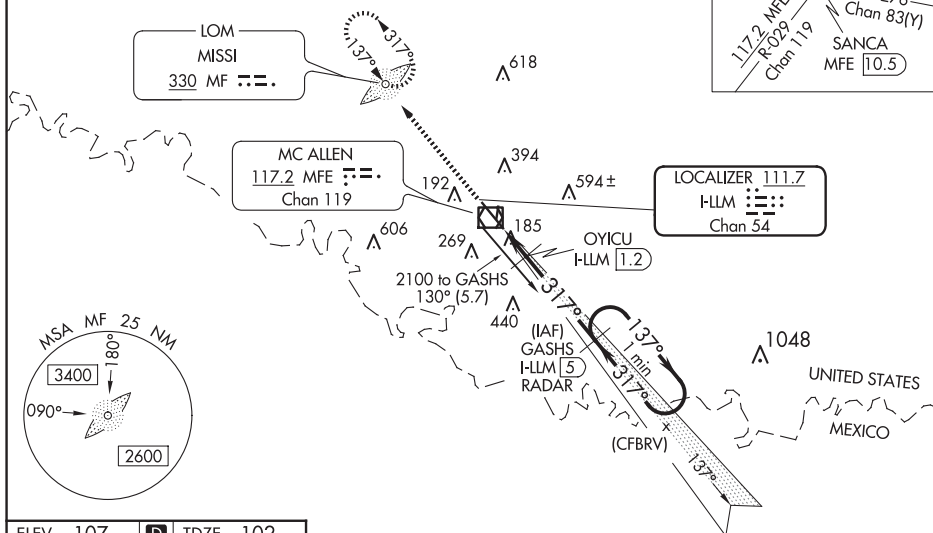
[illegible]

SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025

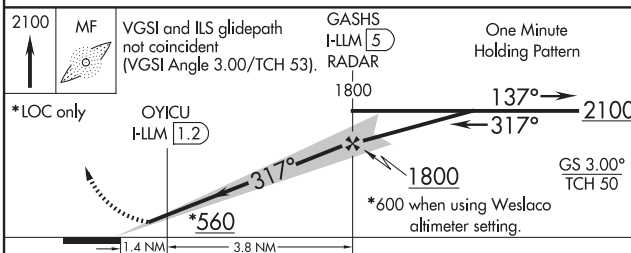
ILS or LOC RWY 32  
MC ALLEN INTL (MFE)

MISSED APPROACH: Climb to 2100 direct MF LOM and hold

UNICOM  
122.95

REIL Rwy 32  
 HIRL Rwy 14-32  
 MIRL Rwy 18-36

FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44



CATEGORY	A	B	C	D
S-ILS 32	302- <sup>3</sup> / <sub>4</sub>		200 (200- <sup>3</sup> / <sub>4</sub> )	
S-LOC 32	560-1	458 (500-1)	560-1 <sup>1</sup> / <sub>8</sub>	458 (500-1 <sup>1</sup> / <sub>8</sub> )
<b>C</b> CIRCLING	580-1	473 (500-1)	580-1 <sup>1</sup> / <sub>2</sub> 473 (500-1 <sup>1</sup> / <sub>2</sub> )	800-2 <sup>1</sup> / <sub>4</sub> 693 (700-2 <sup>1</sup> / <sub>4</sub> )
OYICU FIX MINIMUMS				
S-LOC 32	440-1		338 (400-1)	
<b>C</b> CIRCLING	580-1	473 (500-1)	580-1 <sup>1</sup> / <sub>2</sub> 473 (500-1 <sup>1</sup> / <sub>2</sub> )	800-2 <sup>1</sup> / <sub>4</sub> 693 (700-2 <sup>1</sup> / <sub>4</sub> )

SC-3, 07 AUG 2025 to 02 OCT 2025

WAAS  
CH **78400**  
**W14A**

APP CRS  
**137°**

Rwy Idg **6983**  
TDZE **107**  
Apt Elev **107**

RNAV (GPS) RWY 14

MC ALLEN INTL (MFE)

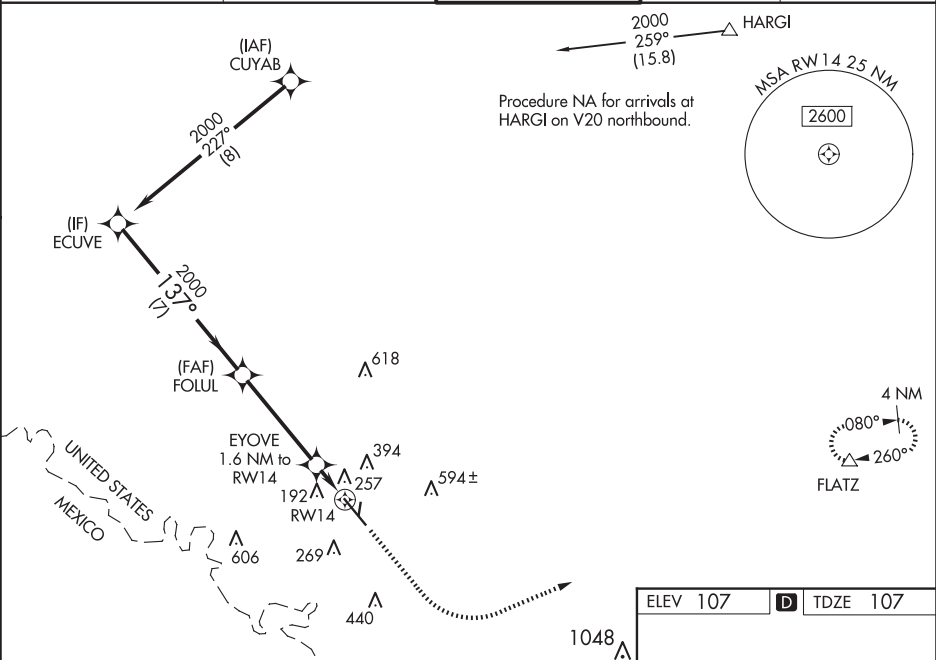
RNP APCH-GPS.

⚠ Circling NA northeast of Rwy 14-32. For inop ALS, increase LNAV/VNAV visibility all Cats to ¾ SM and LNAV visibility Cat C/D to 1 ½ 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 ½ SM; increase all MDA 40 feet and LNAV Cat C/D visibility ½ SM.

MALSR

MISSED APPROACH:  
Climb to 1500 then climbing left turn to 3000 direct FLATZ and hold.

ATIS <b>128.5</b>	VALLEY APP CON <b>126.55 377.2</b>	MC ALLEN TOWER ★ <b>118.5 (CTAF) 256.9</b>	GND CON <b>121.8</b>	UNICOM <b>122.95</b>
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ELEV 107

**D**

TDZE 107

GP 3.00°

TCH 60

ECUVE

FOLUL

EYOVE 1.6 NM to RWY14

FLATZ

RWY14

2000

2000

2000

1500

3000

1048

7 NM

4.2 NM

1.6 NM

137°

137°

137°

137°

\*660

\*LNAV only

CATEGORY	A	B	C	D
LPV DA	307-½ 200 (200-½)			
LNAV/VNAV DA	418-½ 311 (400-½)			
LNAV MDA	520-½	413 (500-½)	520-¾	413 (500-¾)
CIRCLING	580-1	473 (500-1)	580-1½ 473 (500-1½)	800-2¼ 693 (700-2¼)

REIL Rwy 32

HIRL Rwy 14-32

MIRL Rwy 18-36

MC ALLEN, TEXAS

AL-985 (FAA)

23278

WAAS CH <b>78001</b> <b>W32A</b>	APP CRS <b>317°</b>	Rwy Idg TDZE <b>102</b> Apt Elev <b>107</b>
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RNAV (GPS) RWY 32

MC ALLEN INTL (MF'E)

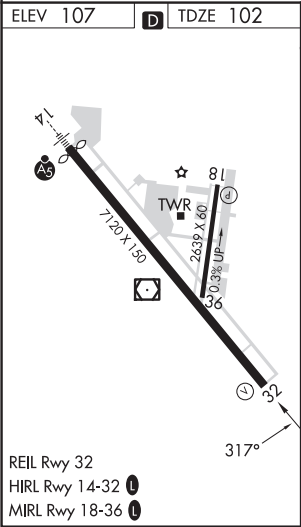
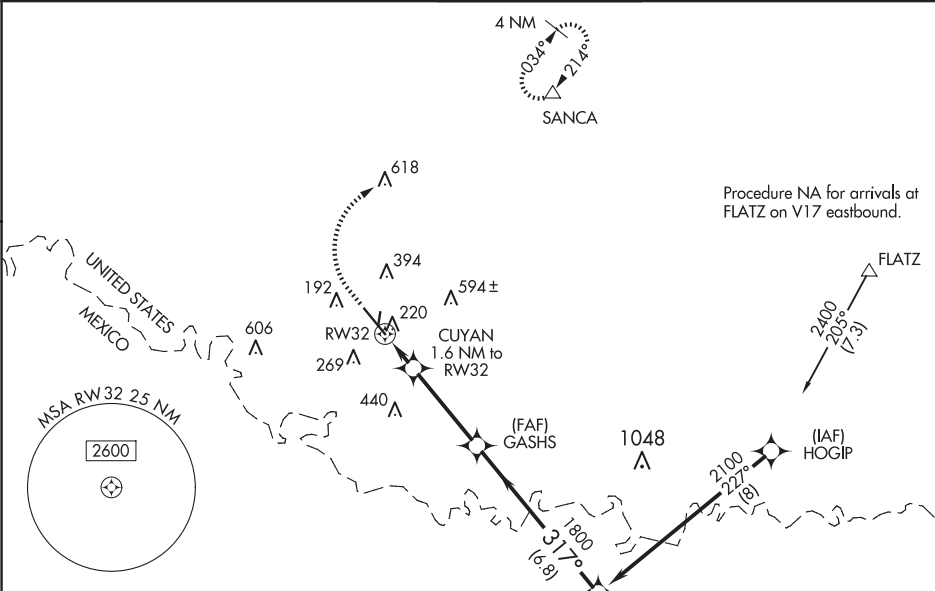
⚠

⚠

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 1°C (34°F) or above 54°C (130°F). Circling NA northeast of Rwy 14-32. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Weslaco altimeter setting: increase all DA 39 feet and LNAV/VNAV all Cat visibility ¼ mile; increase all MDA 40 feet and LNAV Cat C/D visibility ½ mile. Baro-VNAV and VDP NA when using Weslaco altimeter setting.

MISSED APPROACH: Climb to 800 then climbing right turn to 2000 direct SANCA and hold.

ATIS <b>128.5</b>	VALLEY APP CON <b>126.55 377.2</b>	MC ALLEN TOWER * <b>118.5 (CTAF) 0 256.9</b>	GND CON <b>121.8</b>	UNICOM <b>122.95</b>
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800

↑

2000

↗

SANCA

△

VGSJ and RNAV glidepath not coincident (VGSJ Angle 3.00°/TCH 53).

\*LNAV only

FOVUD

2100

317°

GASHS

1800

1800

CUYAN

1.6 NM to RW32

\*1 NM to RW32

RW32

1 NM

0.6

3.6 NM

6.8 NM

\*660

GP 3.00°

TCH 50

CATEGORY	A		B		C		D	
LPV DA			302-¾		200 (200-¾)			
LNAV/VNAV DA			391-⅞		289 (300-⅞)			
LNAV MDA			480-1		378 (400-1)			
CIRCLING	580-1 473 (500-1)		580-1½ 473 (500-1½)		800-2¼ 693 (700-2¼)			

MC ALLEN, TEXAS  
Amdt 2 10DEC15

26°11'N-98°14'W

MC ALLEN INTL (MF'E)

RNAV (GPS) RWY 32

SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025

VOR/DME MFE	APP CRS	Rwy Idg	6983
117.2	134°	TDZE	107
Chan 119		Apt Elev	107

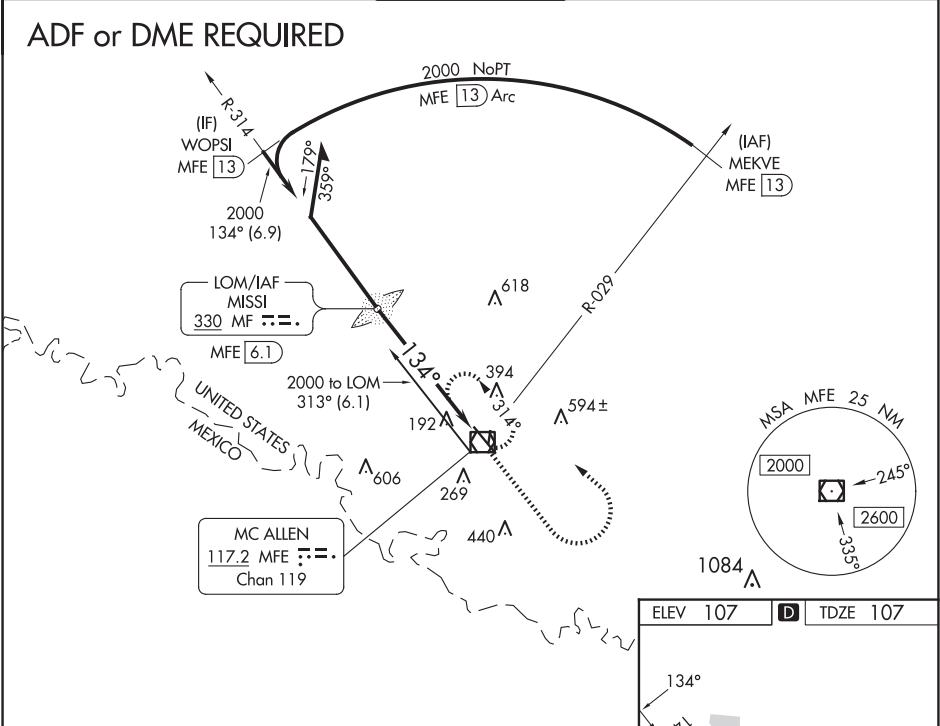
VOR RWY 14  
MC ALLEN INTL (MFE)

**⚠** Circling NA northeast of Rwy 14-32. ADF or DME required. For inop MALSR, increase S-14 Cat C/D visibility to 1½ mile. When local altimeter setting not received, use Weslaco altimeter setting and increase all MDA 40 feet and S-14 Cat C/D and Circling Cat C visibility ½ mile. VDP NA when using Weslaco altimeter setting.

MALSR

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) 0 256.9	GND CON 121.8	UNICOM 122.95
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Remain within 10 NM

MISSI MF LOM MFE 6.1

2000 134° 2000

3.15° TCH 55

MFE 2.0 MFE 0.6

4.1 NM 1.4

1000 2000 MFE

REIL Rwy 32

HIRL Rwy 14-32

MIRL Rwy 18-36

FAF to MAP 5.5 NM

Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

CATEGORY	A	B	C	D
S-14	620-1 513 (600-1/2)		620-1 513 (600-1)	
CIRCLING	620-1 513 (600-1)		620-1 513 (600-1/2) 800-2 1/4 693 (700-2 1/4)	

VOR RWY 32  
MC ALLEN INTL (MFE)

**MISSED APPROACH:** Climb to 900 then climbing right turn to 2100 direct MFE VOR/DME.

UNICOM

REIL Rwy 32  
HIRL Rwy 14-32  
MIRL Rwy 18-36

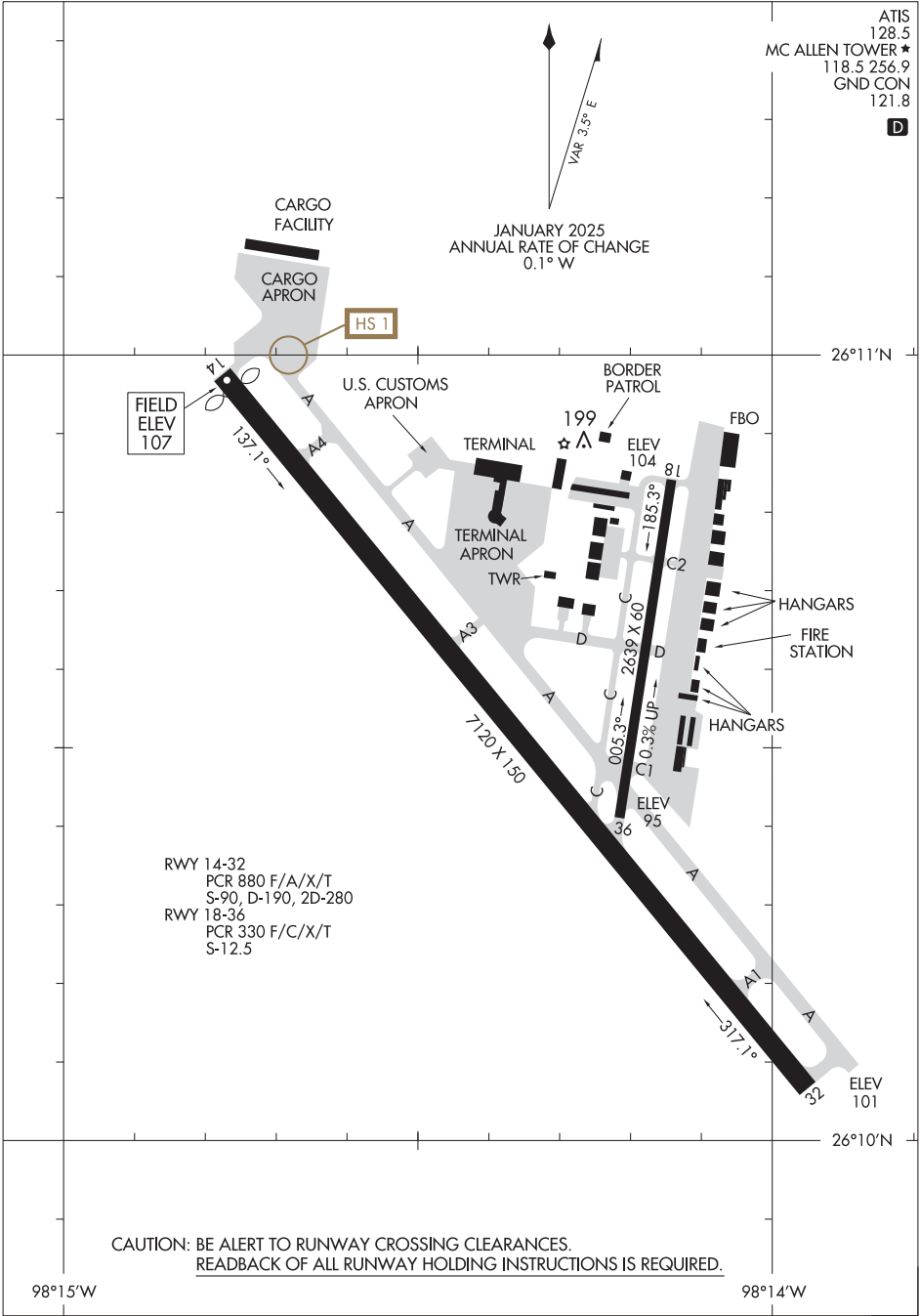
CATEGORY	A	B	C	D
S-32	660-1	558 (600-1)	660-1½	558 (600-1½)
<b>C</b> CIRCLING	660-1	553 (600-1)	660-1½ 553 (600-1½)	800-2¼ 693 (700-2¼)

**DIVAN FIX MINIMUMS**

S-32	480-1	378 (400-1)
<b>C</b> CIRCLING	580-1	473 (500-1)

MC ALLEN INTL (MFE)  
VOR RWY 32

SC-3, 07 AUG 2025 to 02 OCT 2025



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

MIDLAND, TEXAS

AL-6158 (FAA)

22139

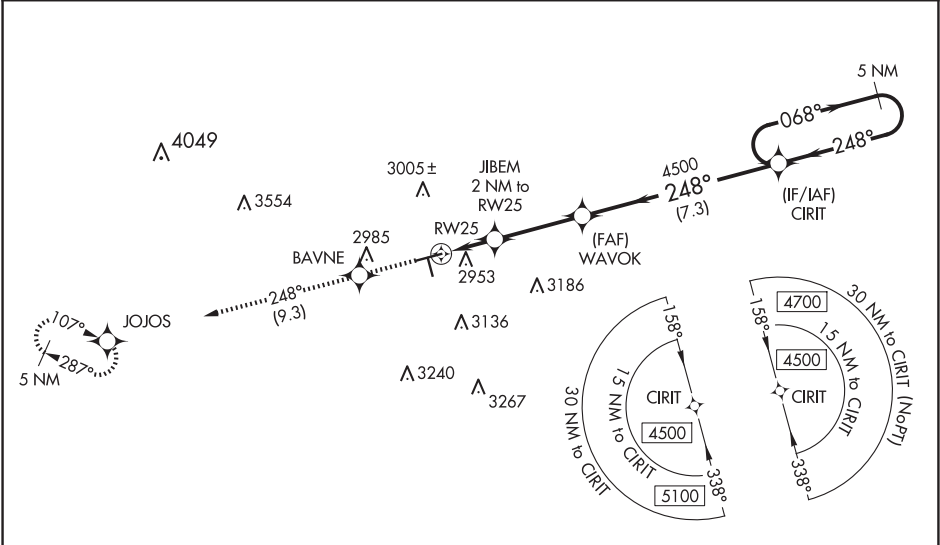
WAAS CH <b>72923</b> <b>W25A</b>	APP CRS <b>248°</b>	Rwy Idg TDZE Apt Elev	<b>5571</b> <b>2800</b> <b>2805</b>
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**RNAV (GPS) RWY 25**  
MIDLAND AIRPARK (MDD)

**V** Baro-VNAV NA when using Midland Intl Air and Space Port altimeter setting.  
**A** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 26°C (78°F). When local altimeter setting not received, use Midland Intl Air and Space Port altimeter setting and increase LPV DA to 3109 and LNAV/VNAV DA to 3172 and all MDA 40 feet, increase LNAV/VNAV all Cats, LNAV Cats C/D and Circling Cat C visibility ¼ SM. When VGSI inop, Straight-in/Circling Rwy 25 procedure NA at night. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 5000 direct BAVNE and on 248° track to JOJOS and hold.

AWOS-3 <b>118.125</b>	MIDLAND APP CON ★ <b>124.6 290.4</b>	CLNC DEL <b>121.8</b>	UNICOM <b>122.7 (CTAF) ①</b>
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ELEV 2805 **D** TDZE 2800

5000

BAVNE

248° tr

JOJOS

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 53).

WAVOK

CIRIT

5 NM Holding Pattern

\* LNAV only

JIBEM 2 NM to RW25

RW25

4500

248°

068°

4500

GP 3.00° TCH 47

CATEGORY	A	B	C	D
LPV DA	3081-1 281 (300-1)			
LNAV/VNAV DA	3144-1 1/8 344 (400-1 1/8)			
LNAV MDA	3220-1 420 (500-1)	3220-1 1/4 420 (500-1 1/4)		
CIRCLING	3320-1 515 (600-1)	3440-1 3/4 635 (700-1 3/4)	3700-3 895 (900-3)	

91

5571 x 75

3977 x 75

34

248° to RW25

MIDLAND, TEXAS  
Orig-B 09SEP21

32°02'N-102°06'W

MIDLAND AIRPARK (MDD)  
**RNAV (GPS) RWY 25**

SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025



WAAS CH <b>58029</b> <b>W34A</b>	APP CRS <b>338°</b>	Rwy Idg TDZE <b>2801</b> Apt Elev <b>2805</b>
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RNAV (GPS) RWY 34

MIDLAND AIRPARK (MDD)

RNP APCH.

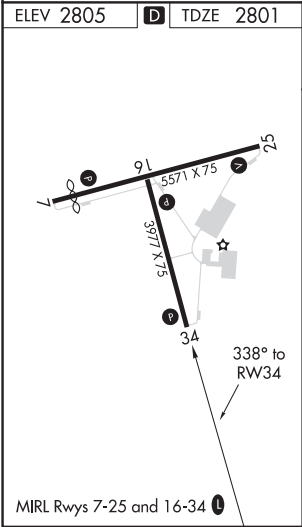
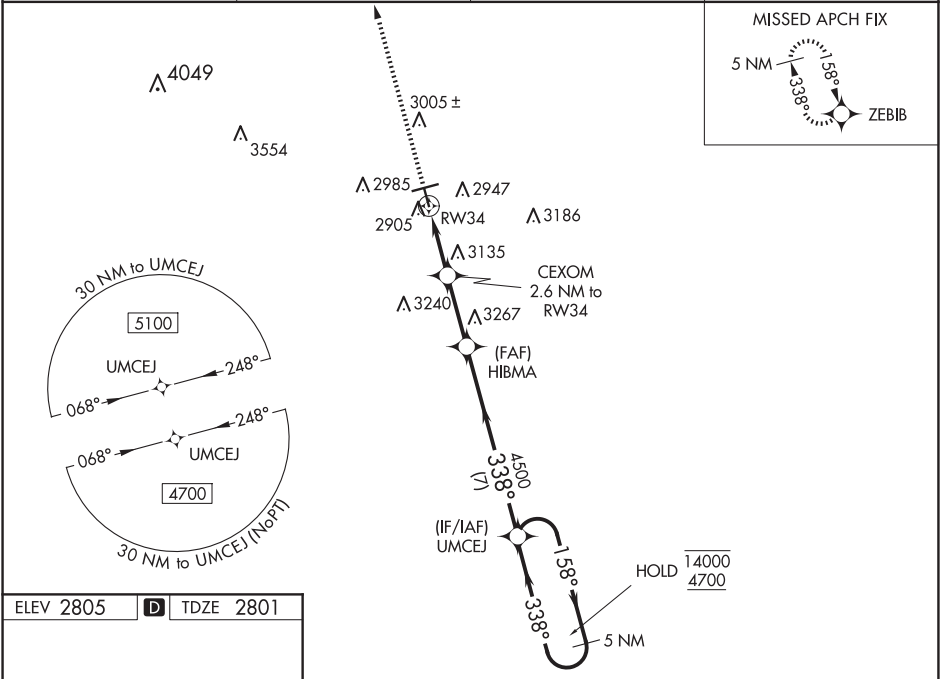
▼

⚠

Rwy 34 helicopter visibility reduction below  $\frac{3}{4}$  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  $\frac{1}{8}$  SM all Cats.

MISSED APPROACH:  
Climb to 4500 direct ZEBIB and hold.

AWOS-3 <b>118.125</b>	MIDLAND APP CON ★ <b>124.6 290.4</b>	CLNC DEL <b>121.8</b>	UNICOM <b>122.7 (CTAF) 0</b>
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4500	ZEBIB	HIBMA	UMCEJ	5 NM Holding Pattern
*LNAV only.	*CEXOM 2.6 NM to RW34	4500	338°	14000 4700
	*1.8 NM to RW34	3660*	4500	GP 3.00° TCH 40
	1.8 NM	0.8	2.6 NM	7 NM
CATEGORY	A	B	C	D
LPV DA	3051- $\frac{7}{8}$	250 (300- $\frac{7}{8}$ )	NA	NA
LNAV/VNAV DA	3235-1 $\frac{1}{4}$	434 (500-1 $\frac{1}{4}$ )	NA	NA
LNAV MDA	3400-1	599 (600-1)	NA	NA
<b>C</b> CIRCLING	3400-1	595 (600-1)	NA	NA

SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025

VOR RWY 25  
MIDLAND AIRPARK (MDD)

**MISSED APPROACH:** Climbing right turn to 4500 on  
MAF VORTAC R-357 to MERGE INT/17 DME and hold.

**T** Rwy 25 helicopter visibility reduction below  $\frac{3}{4}$  SM NA.

A diagram showing the layout of two intersecting runways. Runway 7-25 is a thick black line oriented at 239°. Runway 16-34 is a thick black line intersecting it at a 91° angle. The intersection is labeled '5571 X 75'. The segment of Runway 16-34 extending from the intersection is labeled '3977 X 75'. The diagram also shows taxiway centerlines (thin grey lines) and a star symbol indicating a specific location. Various points are labeled with circled numbers: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

<p>4500 MAF R-357</p> <p>MERGE △</p> <p>MAF 5.3</p> <p>MAF 7</p> <p>SKRDA MAF 11</p> <p>ROGNY MAF 17</p> <p>239°</p> <p>4500</p> <p>4500</p> <p>≤ 2.75° TCH 47</p> <p>VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 53).</p> <p>1.7 4 NM 6 NM</p>					
CATEGORY	A		B	C	D
S-25	3400-1 600 (600-1)		3400-1¾	600 (600-1¾)	
<b>C</b> CIRCLING	3400-1 595 (600-1)		3440-1¾ 635 (700-1¾)	3700-3 895 (900-3)	

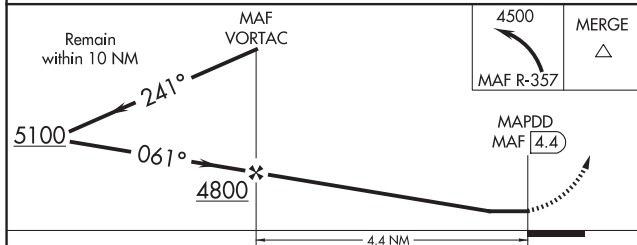
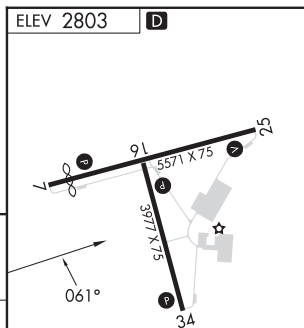
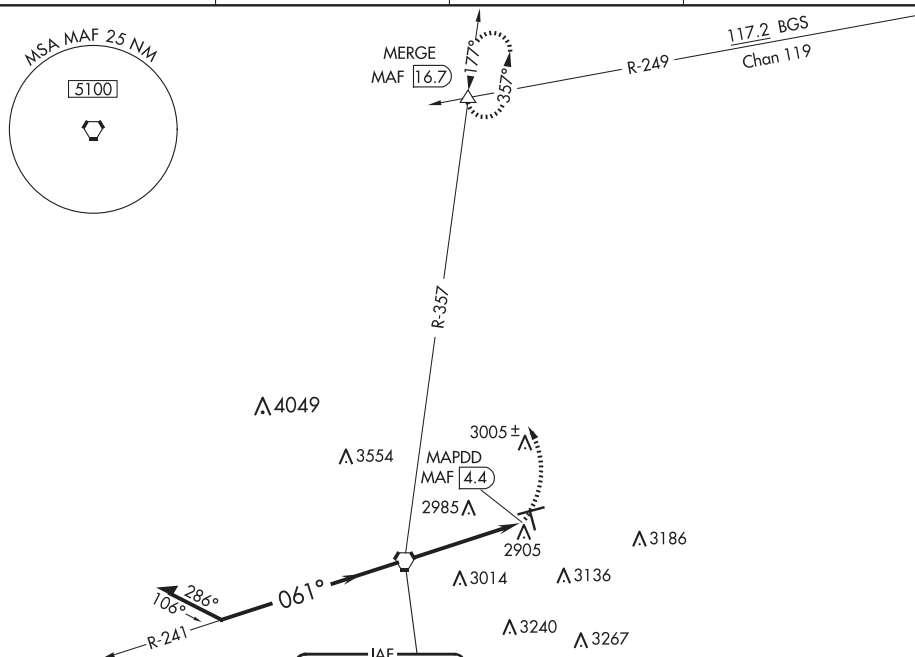
MIDLAND AIRPARK (MDD)  
VOR RWY 25

SC-3, 07 AUG 2025 to 02 OCT 2025

VORTAC MAF <b><u>112.6</u></b> Chan <b>73</b>	APP CRS <b>061°</b>	Rwy Idg <b>N/A</b> TDZE <b>N/A</b> Apt Elev <b>2803</b>
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VOR-A  
MIDLAND AIRPARK (MDD)

<div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div></div><div></div></div></div> <div>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 ¼ SM.</div>	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) 0



CATEGORY	A	B	C	D	FAF to MAP 4.4 NM					
CIRCLING	3380-1	577 (600-1)	3440-1 <sup>3</sup> / <sub>4</sub>	3700-3	Knots	60	90	120	150	180
			635 (700-1 <sup>3</sup> / <sub>4</sub> )	897 (900-3)	Min:Sec	4:24	2:56	2:12	1:46	1:28

ILS or LOC RWY 10  
MIDLAND INTL AIR AND SPACE PORT (MAF)

- MALSR
-  

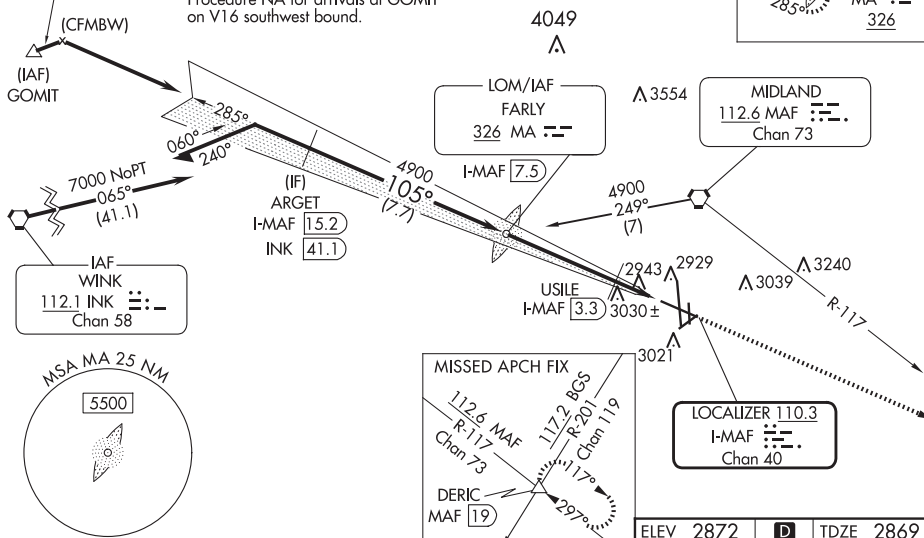
**MISSED APPROACH:** Climb to 4900 on heading 105° and on MAF VORTAC R-117 to DERIC INT/MAF 19 DME and hold.

ADF OR DME REQUIRED

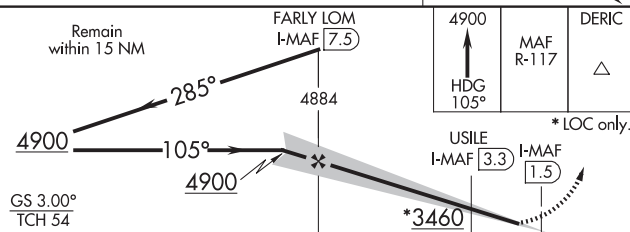
ALTERNATE  
MISSED APCH FIX



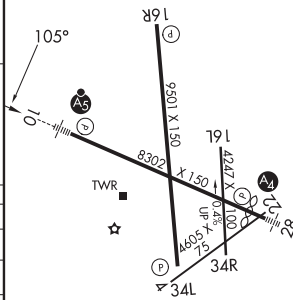
### Procedure NA for arrivals at GOMIT on V16 southwest bound



ELEV 2872	<b>D</b>	TDZE 2869
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CATEGORY	A	B	C	D	E
S-ILS 10 **	3069/24 200 (200-½)				
S-LOC 10	3460/24	591 (600-½)	3460-1¼	591 (600-1¼)	
CIRCLING	3460-1	588 (600-1)	3460-1¾ 588 (600-1¾)	3520-2 648 (700-2)	3600-2½ 728 (800-2½)
USILE FIX MINIMUMS					
S-LOC 10	3420/24	551 (600-½)	3420/60	551 (600-1¼)	
CIRCLING	3440-1	568 (600-1)	3440-1⅝ 568 (600-1⅝)	3520-2 648 (700-2)	3600-2½ 728 (800-2½)



REIL Rwy 34L  
MIRL Rwys 4-22 and 16L-34R  
HIRL Rwys 10-28 and 16R-34L

FAF to MAP 6.1 NM					
Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:03

ILS or LOC RWY 10



MIDLAND, TEXAS

AL-258 (FAA)

25163

WAAS CH <b>69310</b> <b>W10A</b>	APP CRS <b>105°</b>	Rwy Ldg TDZE <b>2869</b> Apt Elev <b>2872</b>
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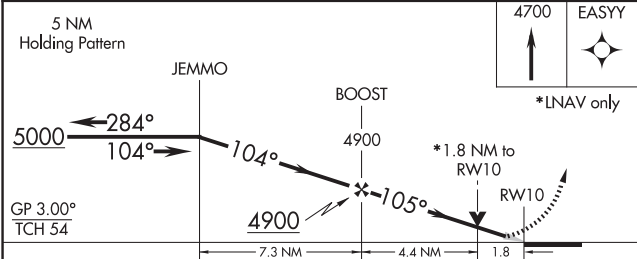
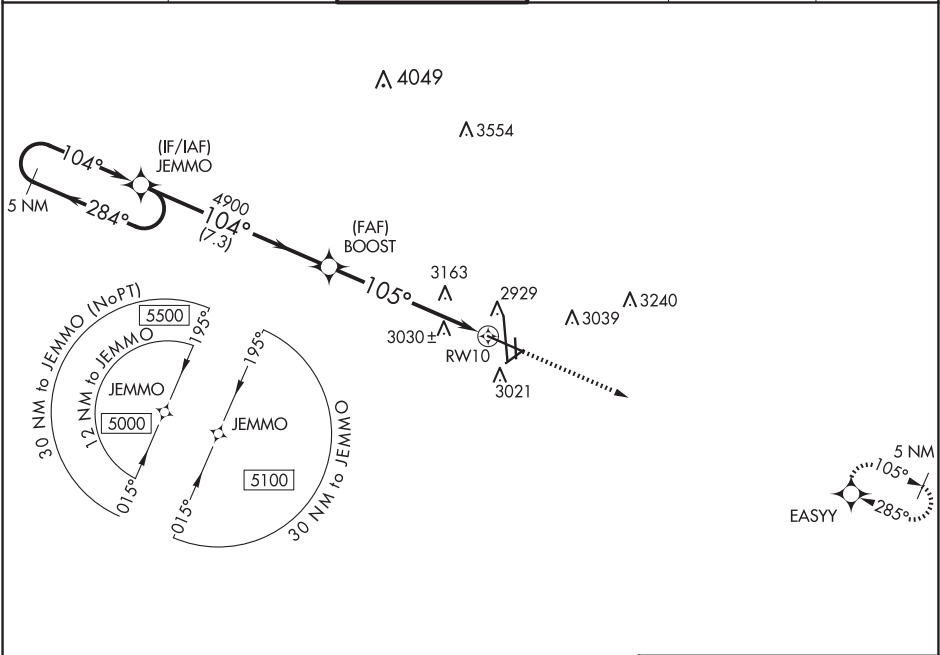
**RNAV (GPS) RWY 10**  
MIDLAND INTL AIR AND SPACE PORT (MAF')

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C (13°F) or above 25°C (77°F). Circling Rwy 16L NA at night. DME/DME RNP-0.3 NA.  
\*\* RVR 1800 authorized with use of FD or AP or HUD to DA.

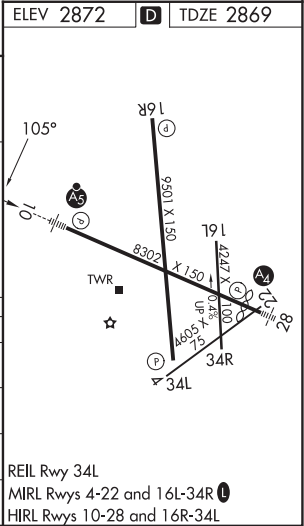
MALSR

MISSED APPROACH:  
Climb to 4700 direct  
EASYY and hold.

ATIS <b>126.8 235.975</b>	MIDLAND APP CON* <b>124.6 290.4</b>	MIDLAND TOWER* <b>118.7 (CTAF) 0 273.45</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>118.05 317.65</b>	UNICOM <b>122.95</b>
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CATEGORY	A	B	C	D
LPV DA **	3069/24 200 (200-½)			
LNAV/VNAV DA	3394-1¼ 525 (600-1¼)			
LNAV MDA	3480/24	611 (700-½)	3480-1⅓	611 (700-1⅓)
CIRCLING	3480-1	608 (700-1)	3480-1¼ 608 (700-1¼)	3520-2 648 (700-2)



MIDLAND, TEXAS  
Amdt 2C 12OCT17

MIDLAND INTL AIR AND SPACE PORT (MAF')  
31°57'N-102°12'W  
**RNAV (GPS) RWY 10**

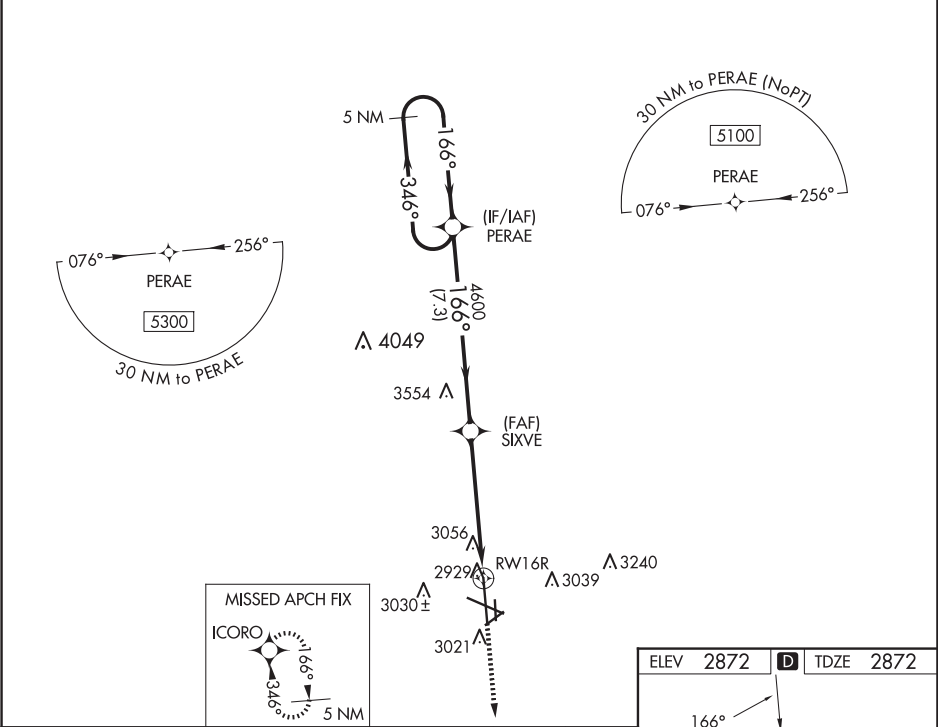
SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025

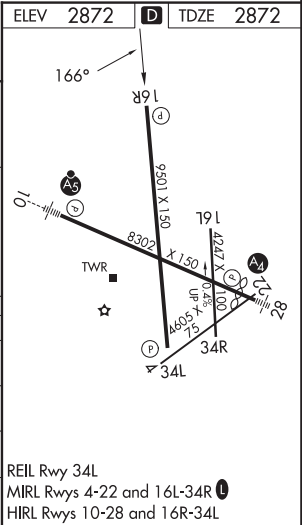
WAAS CH <b>61329</b> <b>W16A</b>	APP CRS <b>166°</b>	Rwy Ldg TDZE Apt Elev	<b>9501</b> <b>2872</b> <b>2872</b>
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RNAV (GPS) RWY 16R  
MIDLAND INTL AIR AND SPACE PORT (MAF)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C (13°F) or above 25°C (77°F). Rwy 16R helicopter visibility reduction below ¾ SM NA. DME/DME RNP-0.3 NA. Circling Rwy 16L NA at night.			MISSED APPROACH: Climb to 4700 direct ICORO and hold.		
ATIS <b>126.8 235.975</b>	MIDLAND APP CON* <b>124.6 290.4</b>	MIDLAND TOWER* <b>118.7 (CTAF) 0273.45</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>118.05 317.65</b>	UNICOM <b>122.95</b>



5 NM Holding Pattern		PERAE	SIXVE	4700	ICORO
5100 ← 346°		166° →	4600	*1.4 NM to RWY16R	*LNAV only
GP 3.00°		4600	7.3 NM	3.9 NM	1.4 NM
TCH 50					
CATEGORY	A	B	C	D	
LPV DA		3072-3/4	200 (200-3/4)		
LNAV/VNAV DA		3398-13/4	526 (600-13/4)		
LNAV MDA	3360-1	488 (500-1)	3360-13/8	488 (500-13/8)	
CIRCLING	3440-1	568 (600-1)	3440-11/2	3520-2	648 (700-2)



SC-3, 07 AUG 2025 to 02 OCT 2025

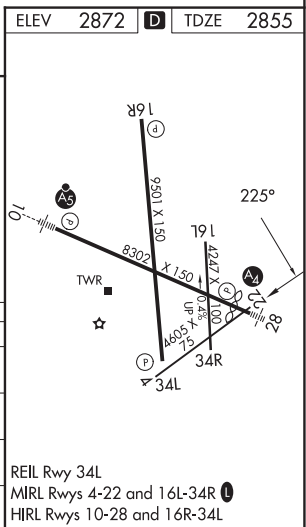
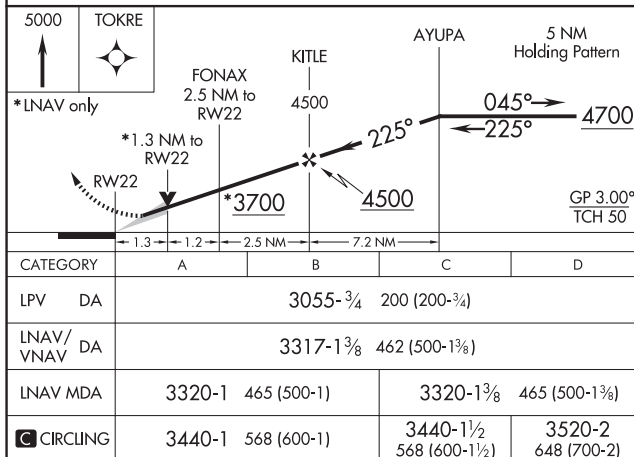
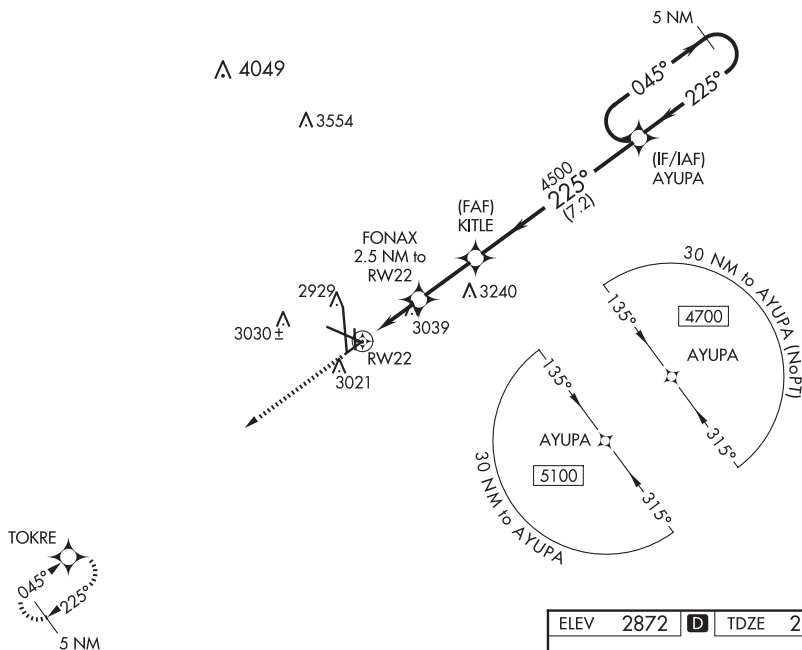
SC-3, 07 AUG 2025 to 02 OCT 2025

**RNAV (GPS) RWY 22**  
MIDLAND INTL AIR AND SPACE PORT (MAF)

**T** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C or above 25°C. Circling Rwy 16L NA at night.

**MISSED APPROACH:** Climb to 5000 direct TOKRE and hold.

ATIS 126.8 235.975	MIDLAND APP CON* 124.6 290.4	MIDLAND TOWER* 118.7 (CTAF) 0273.45	GND CON 121.9 348.6	CLNC DEL 118.05 317.65	UNICOM 122.95
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31°57'N-102°12'W

MIDLAND INTL AIR AND SPACE PORT (MAF)  
W RNAV (GPS) RWY 22

SC-3, 07 AUG 2025 to 02 OCT 2025



MIDLAND, TEXAS

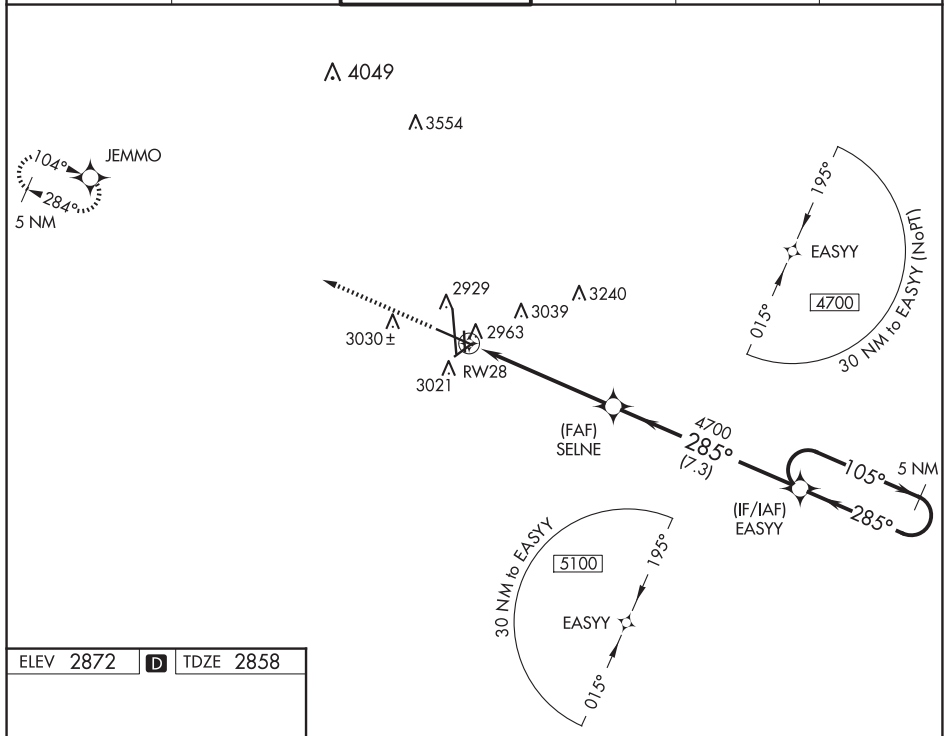
AL-258 (FAA)

25163

WAAS CH <b>81816</b> <b>W28A</b>	APP CRS <b>285°</b>	Rwy Ldg <b>7610</b> TDZE <b>2858</b> Apt Elev <b>2872</b>
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RNAV (GPS) RWY 28  
MIDLAND INTL AIR AND SPACE PORT (MAF)

<div><div><div></div><div><div></div><div></div></div></div><div><div>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C (13°F) or above 25°C (77°F). Circling Rwy 16L NA at night. DME/DME RNP-0.3 NA. Inop table does not apply to LPV all Cats.</div><div><div>MALS</div><div><div><div></div><div></div></div></div></div></div><div><div>MISSED APPROACH: Climb to 5000 direct JEMMO and hold.</div></div></div>						
ATIS 126.8 235.975		MIDLAND APP CON* 124.6 290.4	MIDLAND TOWER* 118.7 (CTAF) 0273.45	GND CON 121.9 348.6	CLNC DEL 118.05 317.65	UNICOM 122.95



5000  
↑  
JEMMO

5 NM  
Holding Pattern

\*RNAV only

\*1.2 NM to RW28

RW28

SELNE 4700

285°

105°

4700

GP 3.00°  
TCH 53

4.4 NM

7.3 NM

CATEGORY	A	B	C	D
LPV DA	3058-3/4 200 (200-3/4)			
RNAV/VNAV DA	3271-1 1/8 413 (500-1 1/8)			
RNAV MDA	3280-3/4	422 (500-3/4)	3280-1	422 (500-1)
CIRCLING	3440-1	568 (600-1)	3440-1 1/2 568 (600-1 1/2)	3520-2 648 (700-2)

MIDLAND, TEXAS  
Amdt 2B 22JUN17

MIDLAND INTL AIR AND SPACE PORT (MAF)  
31°57'N-102°12'W  
329  
RNAV (GPS) RWY 28

SC-3, 07 AUG 2025 to 02 OCT 2025

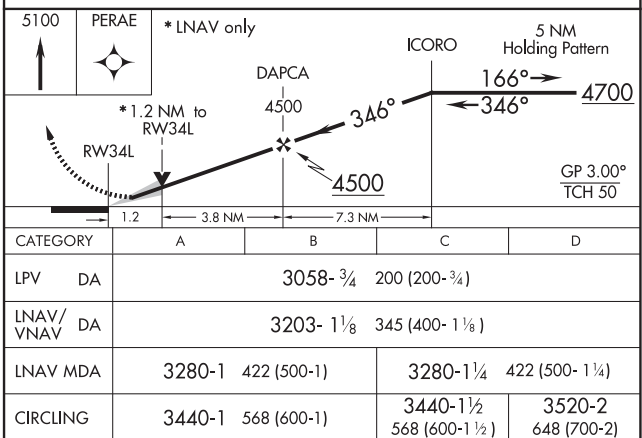
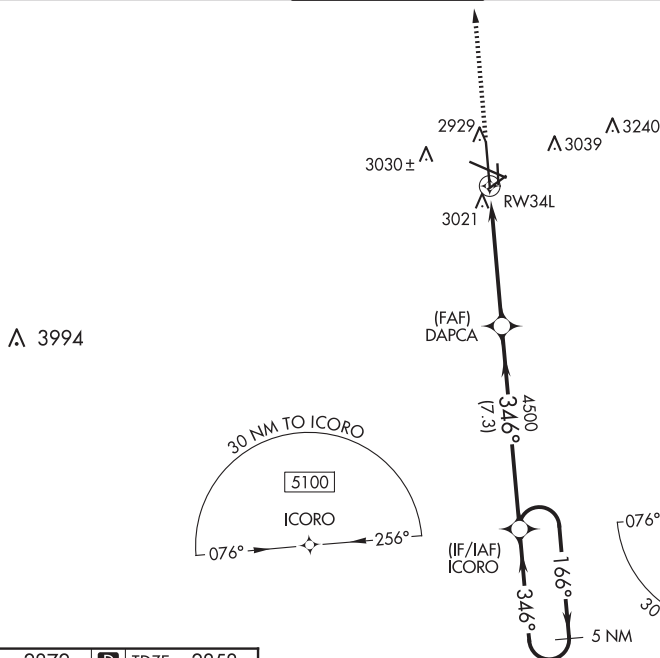
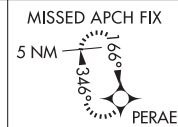
SC-3, 07 AUG 2025 to 02 OCT 2025

**RNAV (GPS) RWY 34L**  
MIDLAND INTL AIR AND SPACE PORT (MAF)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C (13°F) or above 26°C (78°F). Circling Rwy 16L NA at night. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 5100 direct PERAE and hold.

ATIS	MIDLAND APP CON★	MIDLAND TOWER★	GND CON	CLNC DEL	UNICOM
126.8 235.975	124.6 290.4	118.7(CTAF)0 273.45	121.9 348.6	118.05 317.65	122.95



MIDLAND, TEXAS  
Amdt 1B 22JUN17

MIDLAND INTL AIR AND SPACE PORT (MAF)  
31°57'N-102°12'W **RNAV (GPS) RWY 34L**

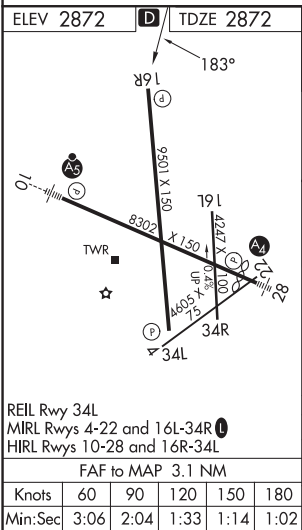
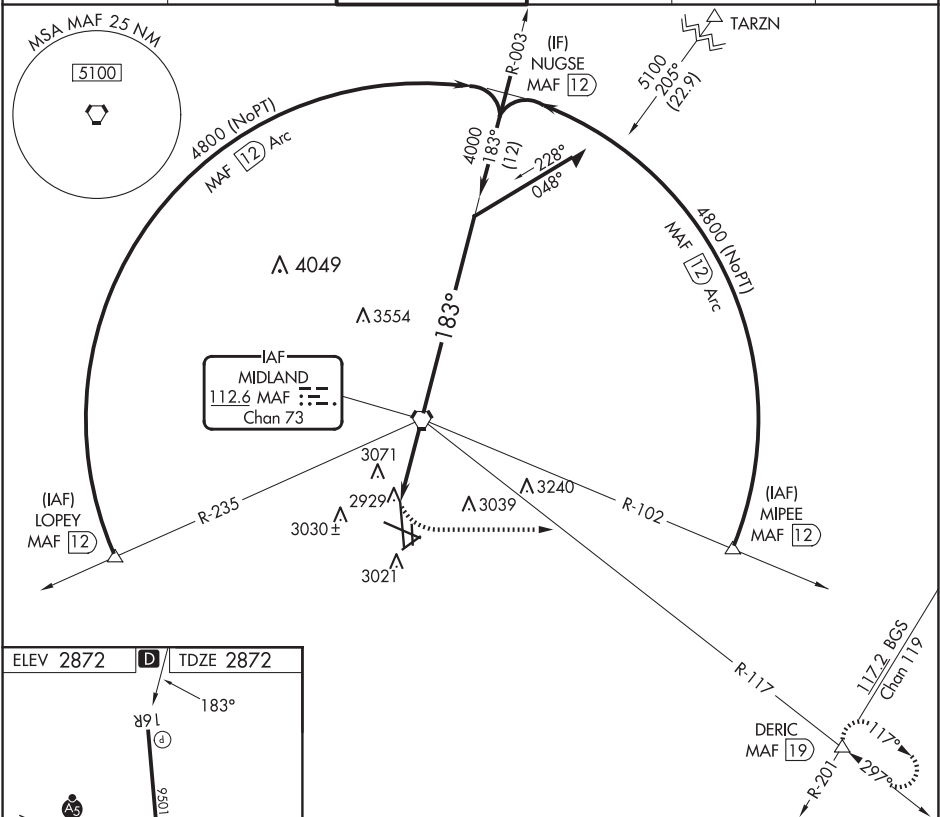
SC-3, 07 AUG 2025 to 02 OCT 2025

VORTAC MAF <b>112.6</b> Chan <b>73</b>	APP CRS <b>183°</b>	Rwy Ldg TDZE Apt Elev	<b>9501</b> <b>2872</b> <b>2872</b>
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VOR or TACAN RWY 16R  
MIDLAND INTL AIR AND SPACE PORT (MAF)

<b>⚠</b> Rwy 16R helicopter visibility reduction below ¼ SM NA. Circling Rwy 16L NA at night.	MISSED APPROACH: Climbing left turn to 4800 on heading 090° and on MAF VORTAC R-117 to DERIC INT/MAF 19 DME and hold.
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ATIS <b>126.8 235.975</b>	MIDLAND APP CON★ <b>124.6 290.4</b>	MIDLAND TOWER★ <b>118.7 (CTAF) 0273.45</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>118.05 317.65</b>	UNICOM <b>122.95</b>
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4800	MAF R-117	DERIC	VGSi and descent angles not coincident (VGSi Angle 3.00/TCH 50).			Remain within 10 NM
hdg 090°			MAF VORTAC	003°	5100	
	MAF 3.1	MAF 1.6	4000	183°		Procedure turn not authorized for Cat E.
	1.5 NM	1.6 NM				
CATEGORY	A	B	C	D	E	
S-16R	3400-1	528 (600-1)	3400-1½	528 (600-1½)		
CIRCLING	3440-1	568 (600-1)	3440-1½ 568 (600-1½)	3520-2 648 (700-2)	3600-2½ 728 (800-2½)	

SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025

MIDLAND, TEXAS

AL-258 (FAA)

25163

VORTAC MAF <b>112.6</b> Chan <b>73</b>	APP CRS <b>357°</b>	Rwy Ldg TDZE Apt Elev <b>9501</b> <b>2858</b> <b>2872</b>
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# VOR or TACAN RWY 34L

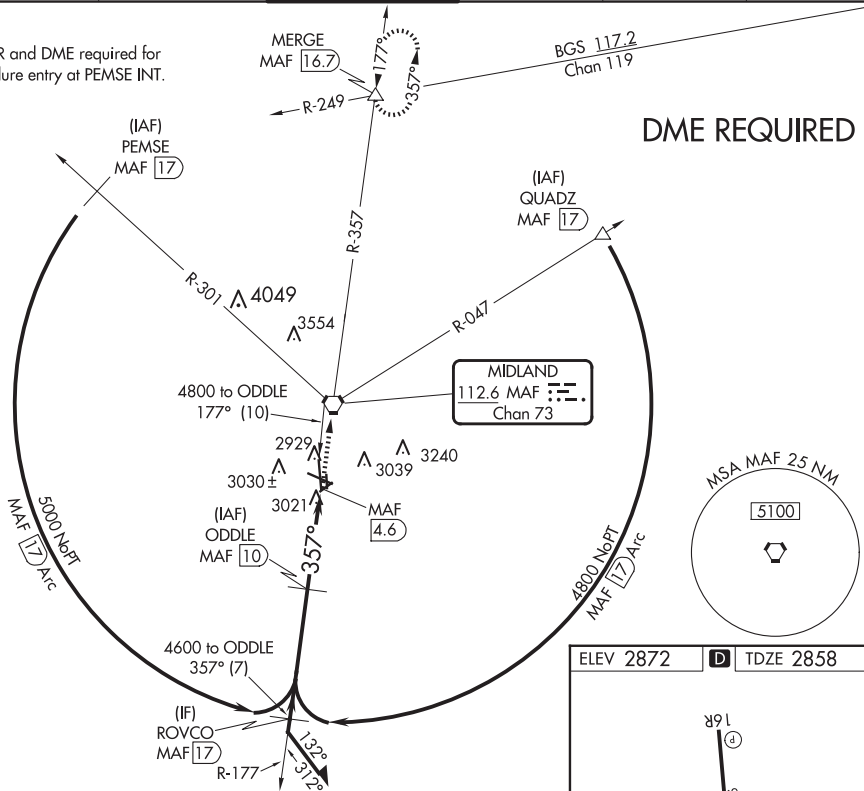
## MIDLAND INTL AIR AND SPACE PORT (MAF)

**⚠** Circling Rwy 16L NA at night. Rwy 34L helicopter visibility reduction below  $\frac{3}{4}$  SM NA. DME required.

**MISSED APPROACH:** Climb to 4800 direct MAF VORTAC and on MAF VORTAC R-357 to MERGE INT/MAF 16.7 DME and hold.

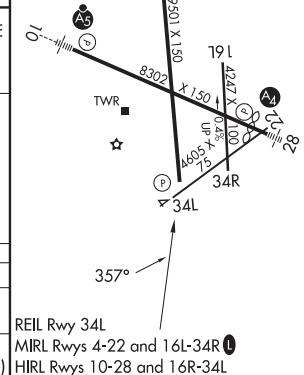
ATIS <b>126.8 235.975</b>	MIDLAND APP CON ★ <b>124.6 290.4</b>	MIDLAND TOWER ★ <b>118.7 (CTAF) 0273.45</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>118.05 317.65</b>	UNICOM <b>122.95</b>
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RADAR and DME required for procedure entry at PEMSE INT.



ELEV 2872 **D** TDZE 2858

CATEGORY	A		B		C		D		E	
	S-34L		3320-1 462 (500-1)		3320-1 $\frac{3}{8}$ 462 (500-1 $\frac{3}{8}$ )					
CIRCLING		3440-1 568 (600-1)		3440-1 $\frac{1}{2}$ 568 (600-1 $\frac{1}{2}$ )		3520-2 648 (700-2)		3600-2 $\frac{1}{2}$ 728 (800-2 $\frac{1}{2}$ )		



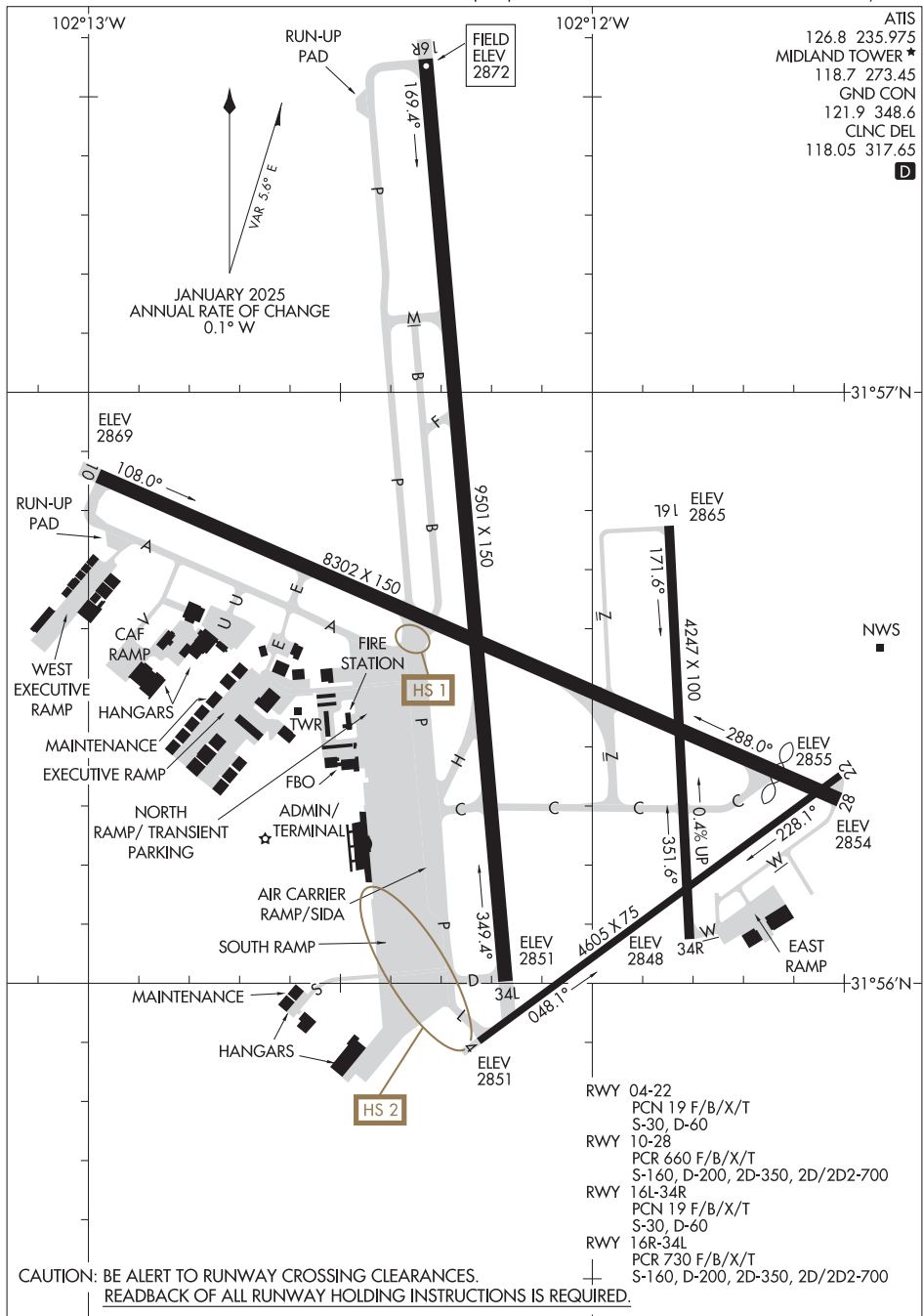
MIDLAND, TEXAS  
Amdt 10B 22JUN17

31°57'N-102°12'W

MIDLAND INTL AIR AND SPACE PORT (MAF)  
**VOR or TACAN RWY 34L**

SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025



SC-3, 07 AUG 2025 to 02 OCT 2025

MONAHANS, TEXAS

AL-6748 (FAA)

25163

WAAS CH <b>57927</b> <b>W12A</b>	APP CRS <b>118°</b>	Rwy Ldg TDZE <b>2609</b> Apt Elev <b>2615</b>
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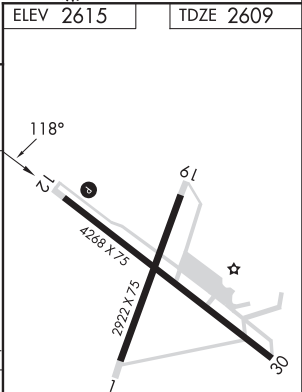
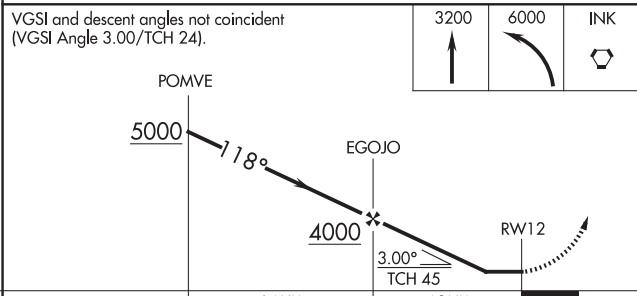
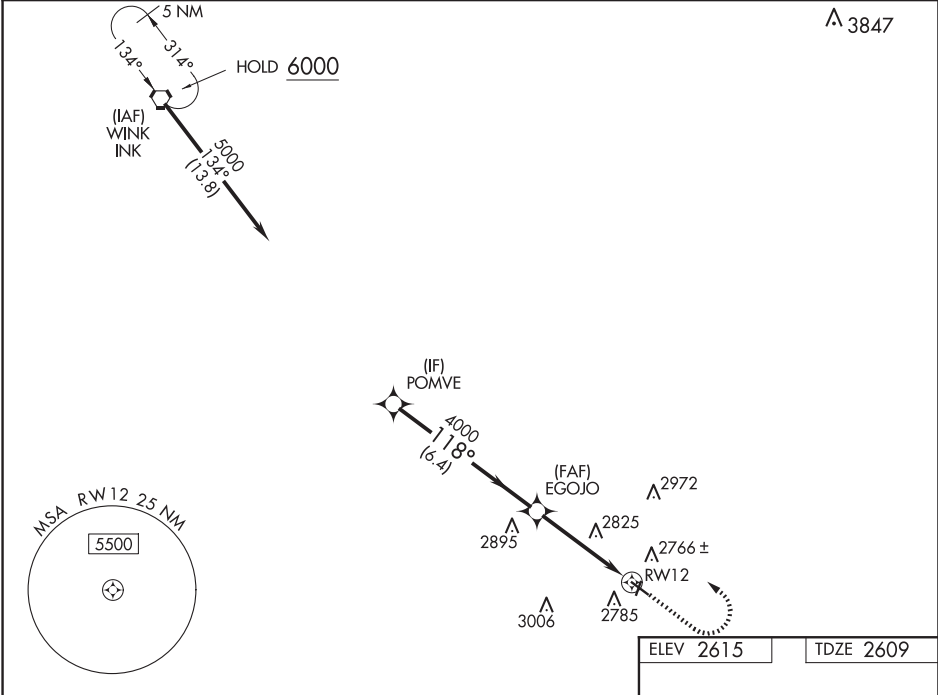
RNAV (GPS) RWY 12  
ROY HURD MEML (E01)

RNP APCH GPS.

▼ When local altimeter setting not received, use INK altimeter setting and increase all MDAs 80 feet and LNAV visibility Cat C 3/8 SM, and LP visibility Cat C 1/2 SM, and  
▲ Circling visibility Cat C 1/2 SM. Rwy 12 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 12 NA at night, Circling Rwy 1, 12, 19 NA at night.

MISSED APPROACH: Climb to 3200 then climbing left turn to 6000 direct INK VORTAC and hold.

AWOS-3PT <b>118.225</b>	FORT WORTH CENTER <b>133.1 298.95</b>	UNICOM <b>122.8 (CTAF) 0</b>
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CATEGORY	A	B	C	D
LP MDA	3100-1	491 (500-1)	3100-1 3/8 491 (500-1 3/8)	NA
LNAV MDA	3120-1	511 (600-1)	3120-1 3/8 511 (600-1 3/8)	NA
CIRCLING	3280-1	665 (700-1)	3280-1 3/4 665 (700-1 3/4)	NA

MIRL Rwy 1-19 and 12-30 0

MONAHANS, TEXAS  
Orig-B 12JUN25

31°35' N-102°55' W

ROY HURD MEML (E01)  
RNAV (GPS) RWY 12

SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025

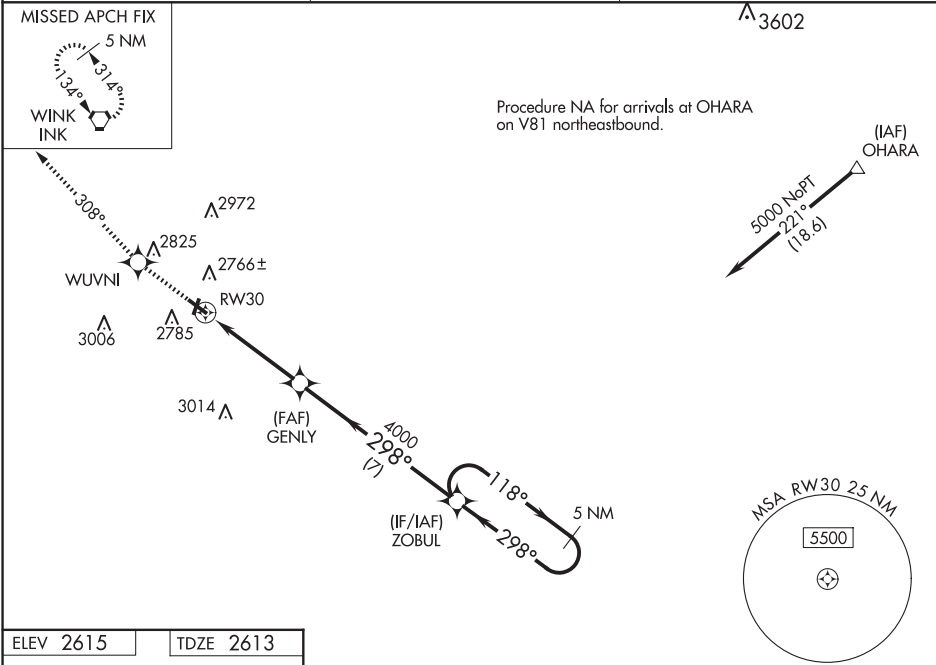
WAAS CH <b>78027</b> <b>W30A</b>	APP CRS <b>298°</b>	Rwy Ldg TDZE <b>2613</b> Apt Elev <b>2615</b>
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RNAV (GPS) RWY 30

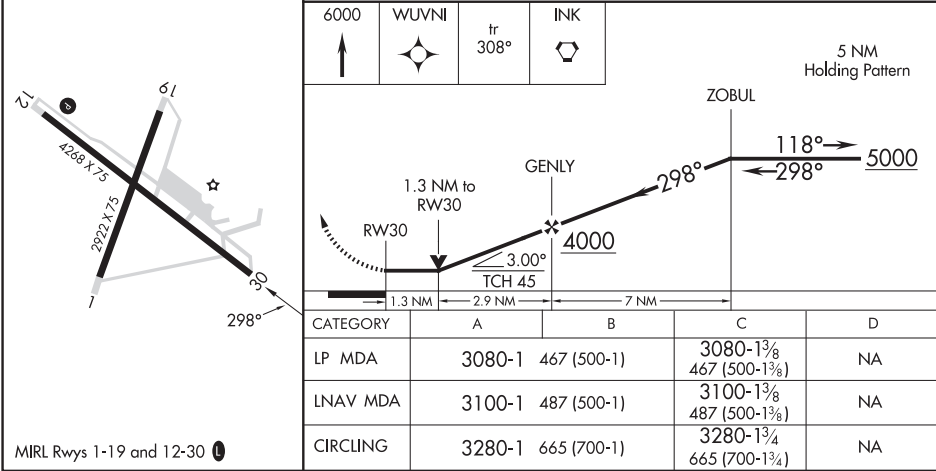
ROY HURD MEML (E01)

RNP APCH GPS	MISSED APPROACH: Climb to 6000 direct WUVNI and on track 308 to NK VORTAC and hold.
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AWOS-3PT <b>118.225</b>	FORT WORTH CENTER <b>133.1 298.95</b>	UNICOM <b>122.8 (CTAF)</b>
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ELEV 2615	TDZE 2613
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MIRL Rwy 1-19 and 12-30

MONAHANS, TEXAS

AL-6748 (FAA)

25163

VORTAC INK <b>112.1</b> Chan 58	APP CRS <b>125°</b>	Rwy Ldg TDZE Apt Elev	<b>4268</b> <b>2609</b> <b>2615</b>
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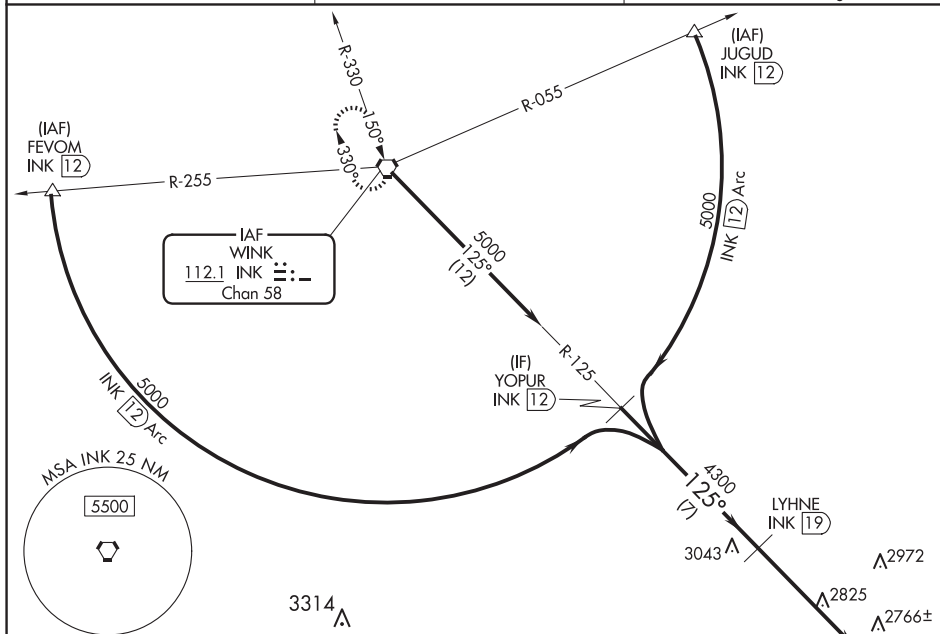
# VOR/DME RWY 12

ROY HURD MEML (E01)

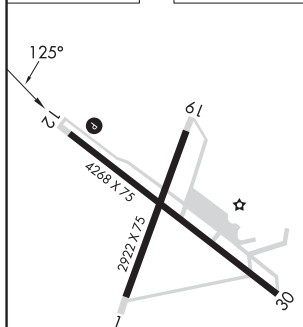
- ⚠ When local altimeter setting not received, use INK altimeter setting and increase all MDAs 80 feet and S-12 visibility Cat C ½ SM, and Circling visibility Cat C ½ SM.  
 ⚠ Straight-in Rwy 12 NA at night, Circling Rwy 1, 12, 19 NA at night.  
 Rwy 12 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing right turn to 5000 direct INK VORTAC and hold.

AWOS-3PT <b>118.225</b>	FORT WORTH CENTER <b>133.1 298.95</b>	UNICOM <b>122.8 (CTAF) 1</b>
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ELEV 2615	TDZE 2609
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MIRL Rwy 1-19 and 12-30 1

VGS and descent angles not coincident (VGS Angle 3.00/TCH 24).				5000	INK
YOPUR INK 12					
LYHNE INK 19					
Procedure Turn NA					
5000					
4300					
3.02° TCH 45					
7 NM					
5.2 NM					
CATEGORY	A	B	C	D	
S-12	3340-1 731 (800-1)	3340-1¼ 731 (800-1¼)	3340-2 731 (800-2)	NA	
CIRCLING	3340-1 725 (800-1)	3340-1¼ 725 (800-1¼)	3340-2 725 (800-2)	NA	

MONAHANS, TEXAS

Amdt 1D 12JUN25

31°35'N-102°55'W

# ROY HURD MEML (E01)

## VOR/DME RWY 12

SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025



WAAS CH <b>82435</b> <b>W13A</b>	APP CRS <b>128°</b>	Rwy Idg <b>6503</b> TDZE <b>658</b> Apt Elev <b>658</b>
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## RNAV (GPS) RWY 13

NEW BRAUNFELS NTL (BAZ)

RNP APCH

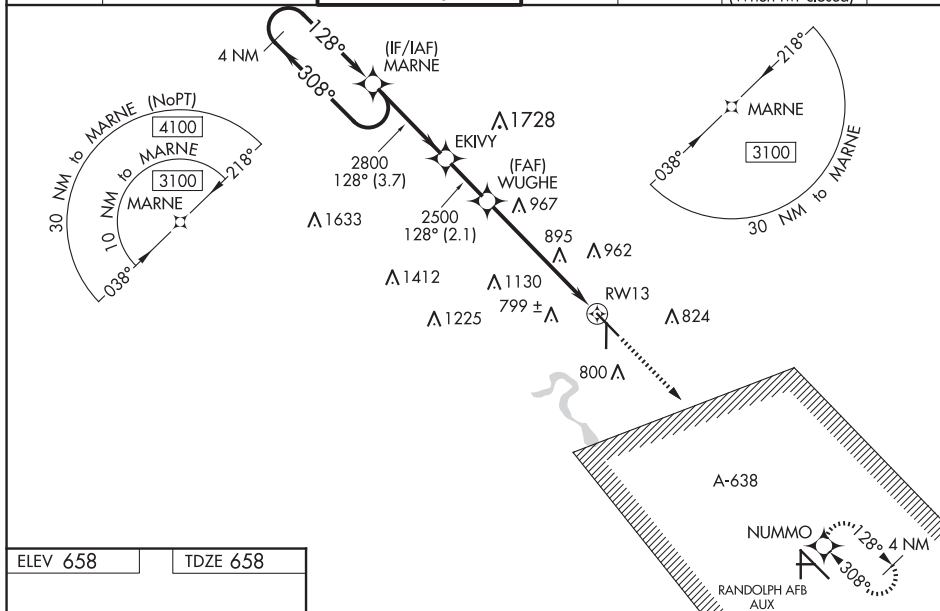
**T** When local altimeter setting not received, use San Marcos Rgnl altimeter setting; increase LPV DA to 951 feet, LNAV/VNAV DA to 1169 feet; increase all MDAs 60 feet and visibility. LNAV and Circling Cat C/D ¼ SM. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C (22°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using San Marcos altimeter setting. For inop ALS, increase LNAV/VNAV visibility to 1 ½ SM. Inop table does not apply to LPV all Cats and LNAV Cats A/B. For inop ALS when using San Marcos Rgnl altimeter setting, increase LPV all Cats visibility to ½ SM and LNAV/VNAV all Cats visibility to 1 ½ SM. When using San Marcos Rgnl altimeter setting, inop table does not apply to LNAV Cats A/B.

MALS

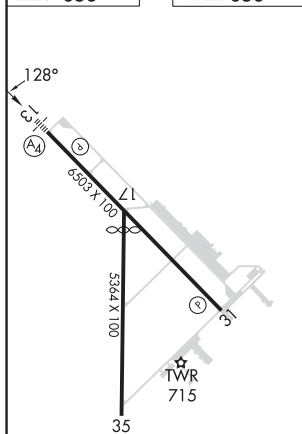


**MISSED APPROACH:**  
Climb to 3500 direct  
NUMMO and hold,  
continue climb-in-hold  
to 3500.

ATIS 119.325	SAN ANTONIO APP CON 124.45 335.625	NEW BRAUNFELS TOWER★ 127.05 (CTAF) 0 285.4	GND CON 120.175	CLNC DEL 134.75	CLNC DEL 134.75 (When twr closed)	UNICOM 122.7
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ELEV 658		TDZE 658
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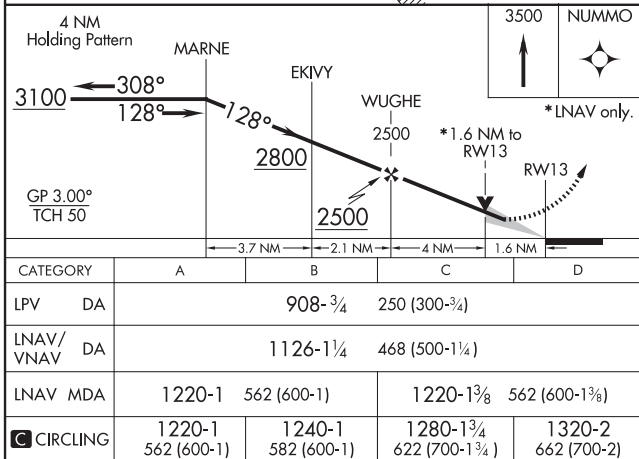


REIL Rwy 13

MIRL Rwy 13-31 and 17-35 L

NEW BRAUNFELS, TEXAS

Amdt 1A 08NOV18



NEW BRAUNFELS, TEXAS

Amdt 1A 08NOV18

29°42'N-98°02'W

337

NEW BRAUNFELS NTL (BAZ)

RNAV (GPS) RWY 13

NEW BRAUNFELS, TEXAS

AL-6080 (FAA)

24361

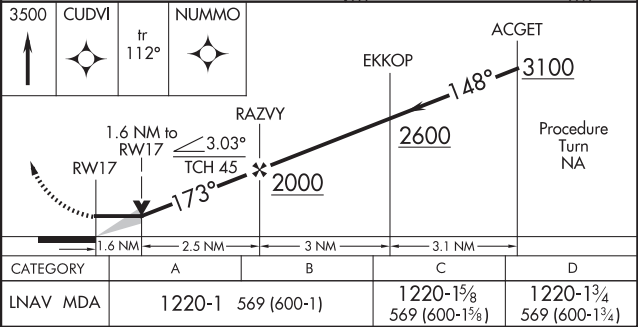
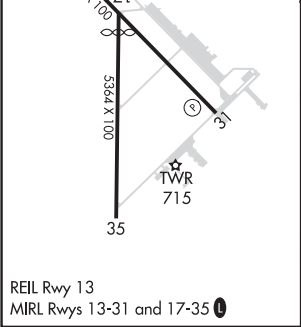
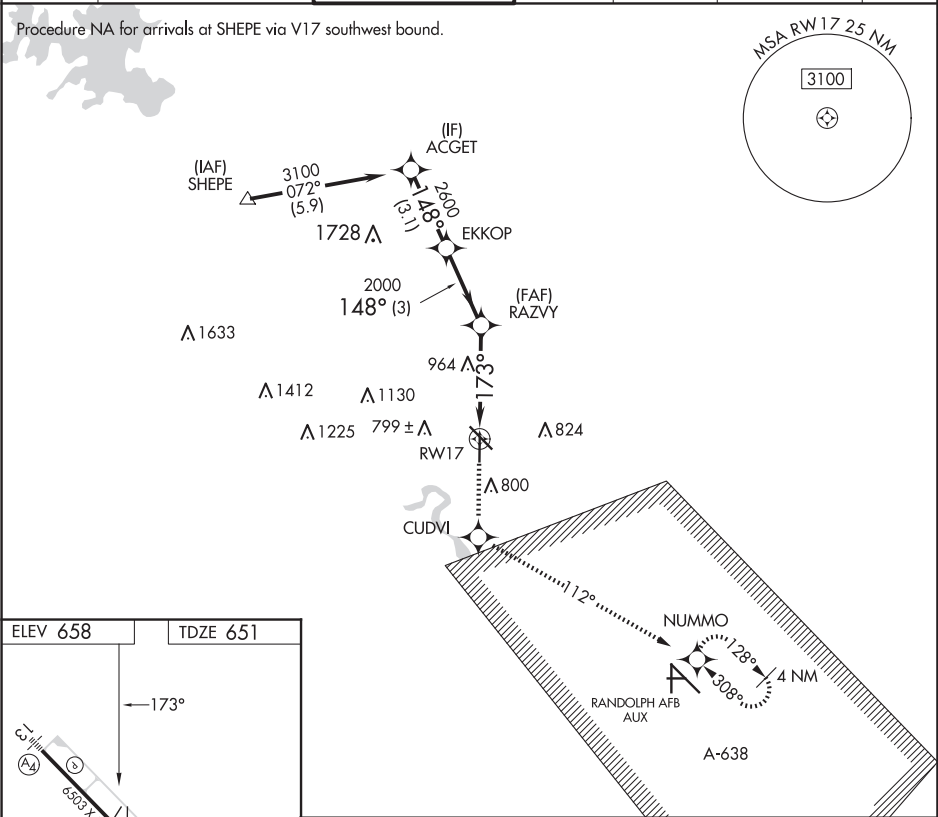
APP CRS	Rwy Idg	4842
173°	TDZE	651
	Apt Elev	658

RNAV (GPS) RWY 17

NEW BRAUNFELS NTL (BAZ)

RNP APCH.	When local altimeter setting not received, use San Marcos Rgnl altimeter setting and increase all MDAs 60 feet and visibility Cat C ¼ SM. VDP NA when using San Marcos Rgnl altimeter setting.	MISSED APPROACH: Climb to 3500 direct CUDVI and via 112° track to NUMMO and hold, continue climb-in-hold to 3500.
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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	120.175	134.75	134.75 (When twr closed)	122.7



NEW BRAUNFELS, TEXAS  
Orig-B 07NOV19

29°42'N-98°02'W

NEW BRAUNFELS NTL (BAZ)

RNAV (GPS) RWY 17

SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025

WAAS CH <b>86435</b>	APP CRS <b>308°</b>	Rwy Idg TDZE Apt Elev	<b>6503</b> <b>646</b> <b>658</b>
<b>W31A</b>			

RNAV (GPS) RWY 31

NEW BRAUNFELS NTL (BAZ)

⚠

DME/DME RNP-0.3 NA. When local altimeter setting not received, use San Marcos altimeter setting and increase all DA 43 feet and all MDA 60 feet, and increase LPV all Cats, LNAV/VNAV all Cats, and Circling Cats C and D visibility ¼ mile, and LNAV Cats C and D visibility ⅓ 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.

MISSED APPROACH:  
Climb to 3100 direct MARNE and hold.

ATIS <b>119.325</b>	SAN ANTONIO APP CON <b>124.45 335.625</b>	NEW BRAUNFELS TOWER* <b>127.05 (CTAF) 285.4</b>	GND CON <b>120.175</b>	CLNC DEL <b>134.75</b>	CLNC DEL <b>134.75</b> (When twr closed)	UNICOM <b>122.7</b>
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ELEV 658

TDZE 646

3100 MARNE

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 50).

\* LNAV only.

1.2 NM

2.9 NM

2 NM

4.4 NM

1.2 NM to RW31

2000

2500

3500

CATEGORY	A	B	C	D
LPV DA	896-¾		250 (300-¾)	
LNAV/VNAV DA	1068-1¾		422 (500-1¾)	
LNAV MDA	1080-1	434 (500-1)	1080-1¼	434 (500-1¼)
CIRCLING	1100-1 442 (500-1)	1240-1 582 (600-1)	1280-1¾ 622 (700-1¾)	1320-2 662 (700-2)

NEW BRAUNFELS, TEXAS

Amdt 1 30APR15

29°42'N-98°02'W

339

NEW BRAUNFELS NTL (BAZ)

RNAV (GPS) RWY 31

WAAS CH <b>93900</b> <b>W35A</b>	APP CRS <b>353°</b>	Rwy Idg TDZE <b>650</b> Apt Elev <b>658</b>
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# RNAV (GPS) RWY 35

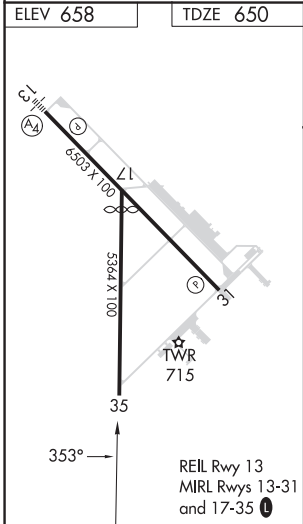
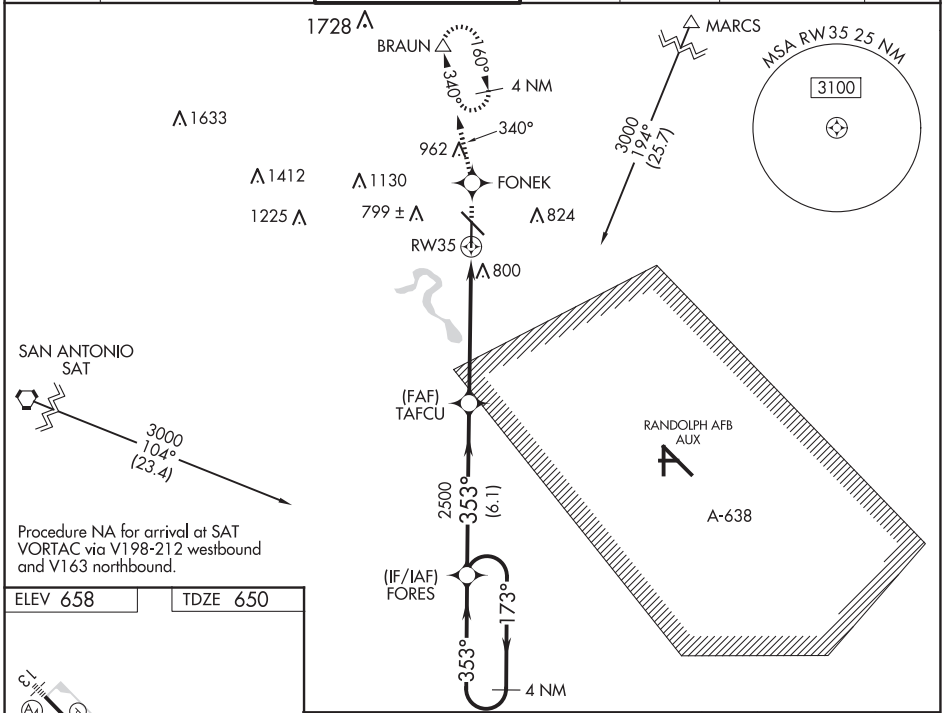
NEW BRAUNFELS NTL (BAZ)

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 ¼ SM. Baro-VNAV and VDP NA when using San Marcos Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F).

MISSED APPROACH: Climb to 3100 direct FONEK and via 340° track to BRAUN and hold, continue climb-in-hold to 3100.

ATIS <b>119.325</b>	SAN ANTONIO APP CON <b>124.45 335.625</b>	NEW BRAUNFELS TOWER★ <b>127.05 (CTAF) 285.4</b>	GND CON <b>120.175</b>	CLNC DEL <b>134.75</b>	CLNC DEL <b>134.75</b> (When twr closed)	UNICOM <b>122.7</b>
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4 NM Holding Pattern	FORES	3100	FONEK	BRAUN
3000	173°	353°	340°	△
GP 3.00°	TCH 45	2500	*1.4 NM to RW35	*LNAV only.
6.1 NM	4.2 NM	1.4 NM		
CATEGORY	A	B	C	D
LPV DA	929-1	279 (300-1)		
LNAV/VNAV DA	1110-1¾	460 (500-1¾)		
LNAV MDA	1140-1 490 (500-1)	1140-1¾ 490 (500-1¾)	1140-1½ 490 (500-1½)	

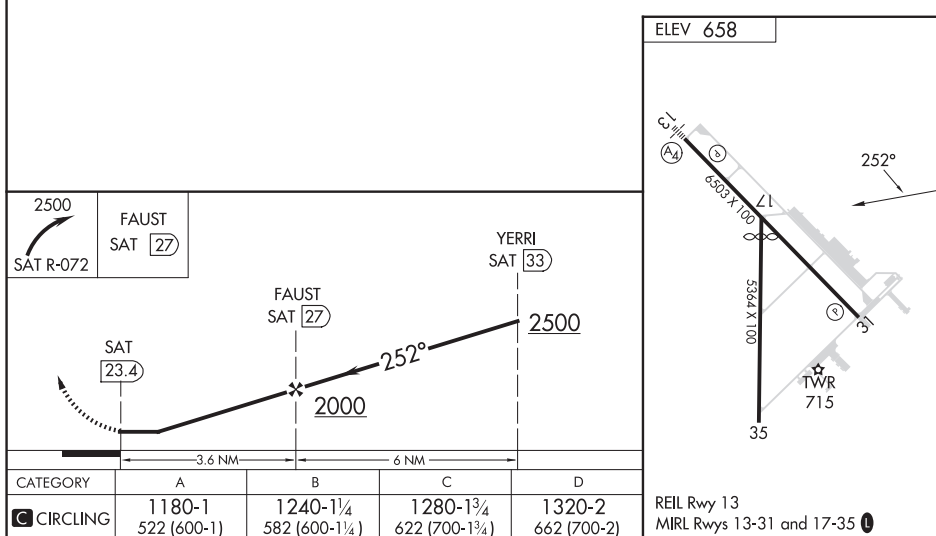
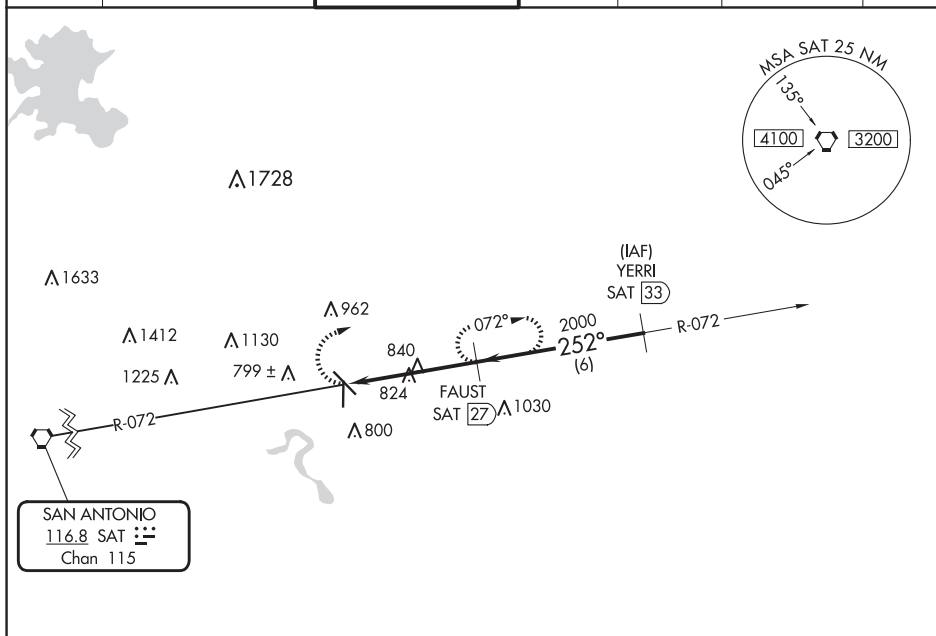
VORTAC SAT <b>116.8</b> Chan <b>115</b>	APP CRS <b>252°</b>	Rwy Idg <b>N/A</b> TDZE <b>N/A</b> Apt Elev <b>658</b>
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VOR/DME-A  
NEW BRAUNFELS NTL (BAZ)

RADAR required for procedure entry.

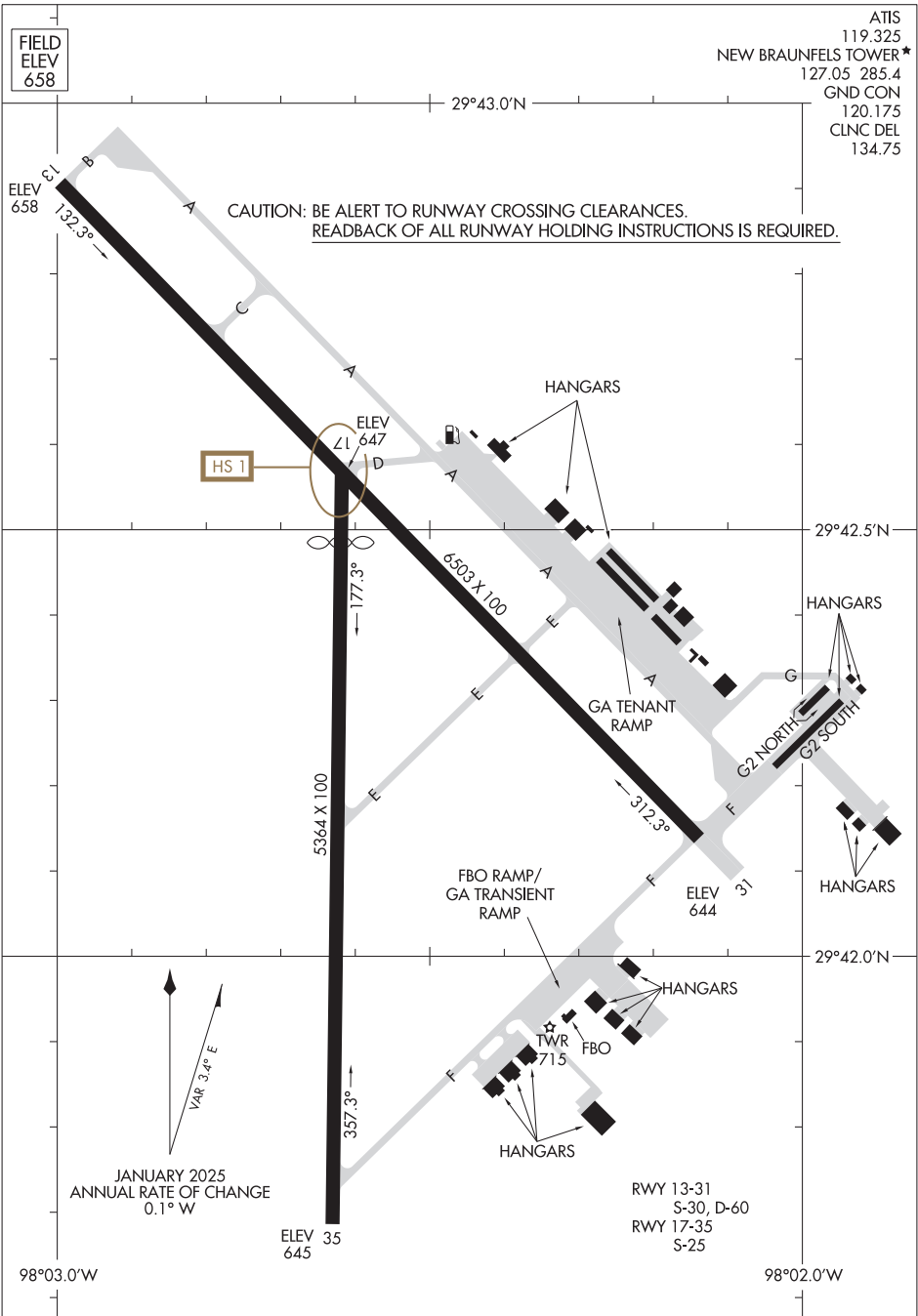
**MISSED APPROACH:** Climbing right turn to 2500 on SAT R-072 to FAUST/27 DME and hold.

ATIS 119.325	SAN ANTONIO APP CON 124.45 335.625	NEW BRAUNFELS TOWER★ 127.05 (CTAF) 0 285.4	GND CON 120.175	CLNC DEL 134.75	CLNC DEL 134.75 (When twr closed)	UNICOM 122.7
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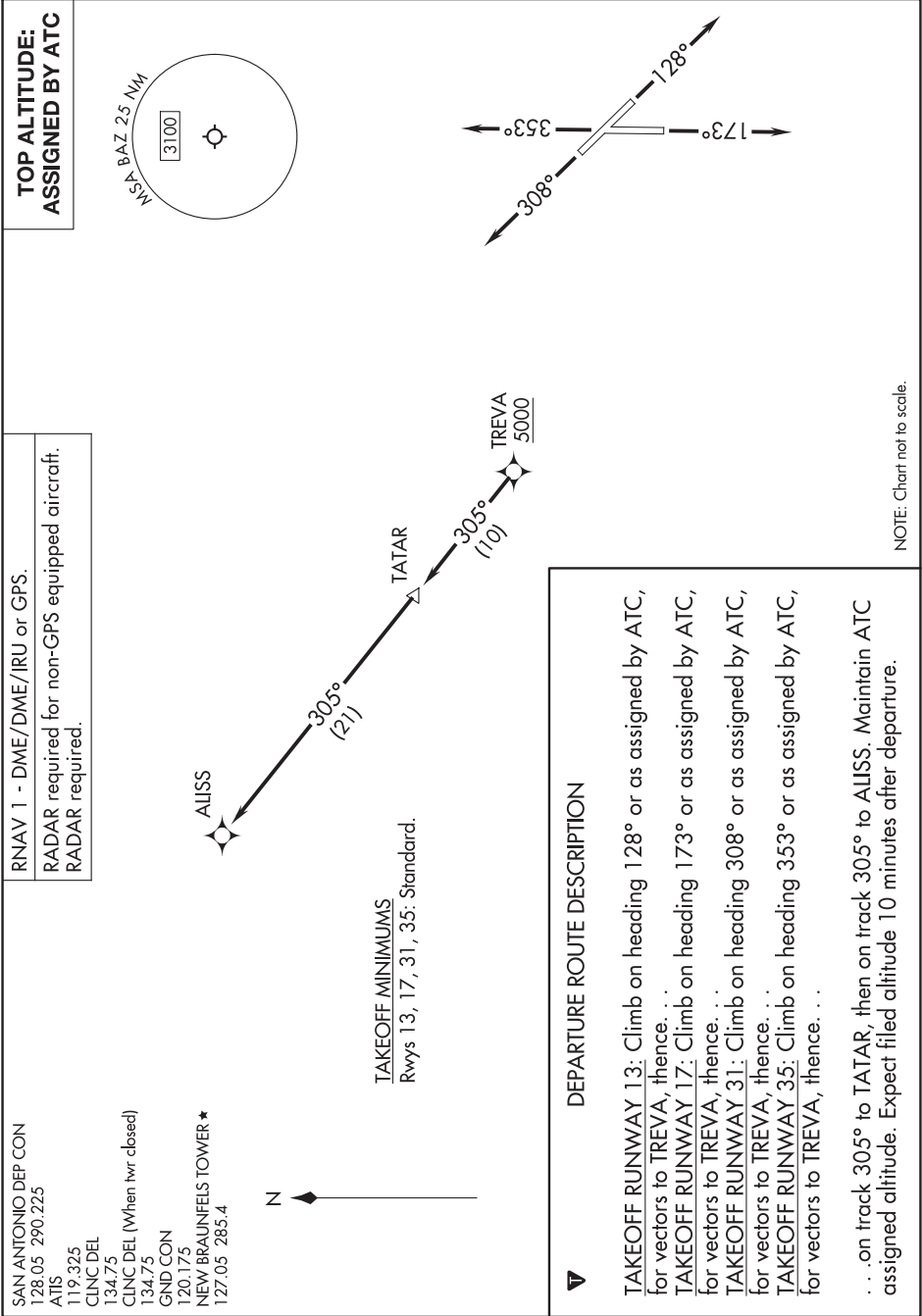
NEW BRAUNFELS, TEXAS  
Orig-A 08NOV18

NEW BRAUNFELS NTL (BAZ)  
VOR/DME-A



SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025



(SLENA2.SLENA) 25219

AL-6080 (FAA)

NEW BRAUNFELS NTL (BAZ)  
NEW BRAUNFELS, TEXAS

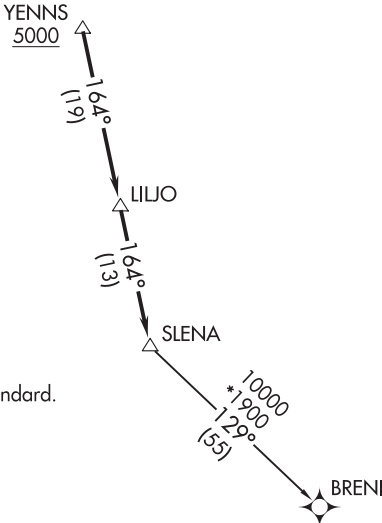
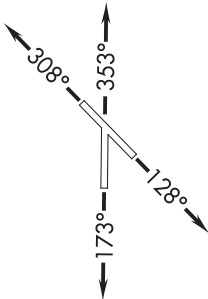
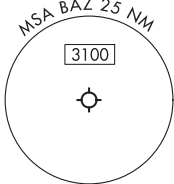
SLENA TWO DEPARTURE (RNAV)

SAN ANTONIO DEP CON  
128.05 290.225  
ATIS  
119.325  
CLNC DEL  
134.75  
CLNC DEL (When twr closed)  
134.75  
GND CON  
120.175  
NEW BRAUNFELS TOWER ★  
127.05 285.4

RNAV 1 - DME/DME/IRU or GPS.

RADAR required for non-GPS equipped aircraft.  
RADAR required.

TOP ALTITUDE:  
ASSIGNED BY ATC



TAKEOFF MINIMUMS  
Rwys 13, 17, 31, 35: Standard.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

- TAKEOFF RUNWAY 13: Climb on heading 128° or as assigned by ATC, for vectors to YENNS. Thence. . .
- TAKEOFF RUNWAY 17: Climb on heading 173° or as assigned by ATC, for vectors to YENNS. Thence. . .
- TAKEOFF RUNWAY 31: Climb on heading 308° or as assigned by ATC, for vectors to YENNS. Thence. . .
- TAKEOFF RUNWAY 35: Climb on heading 353° or as assigned by ATC, for vectors to YENNS. Thence. . .

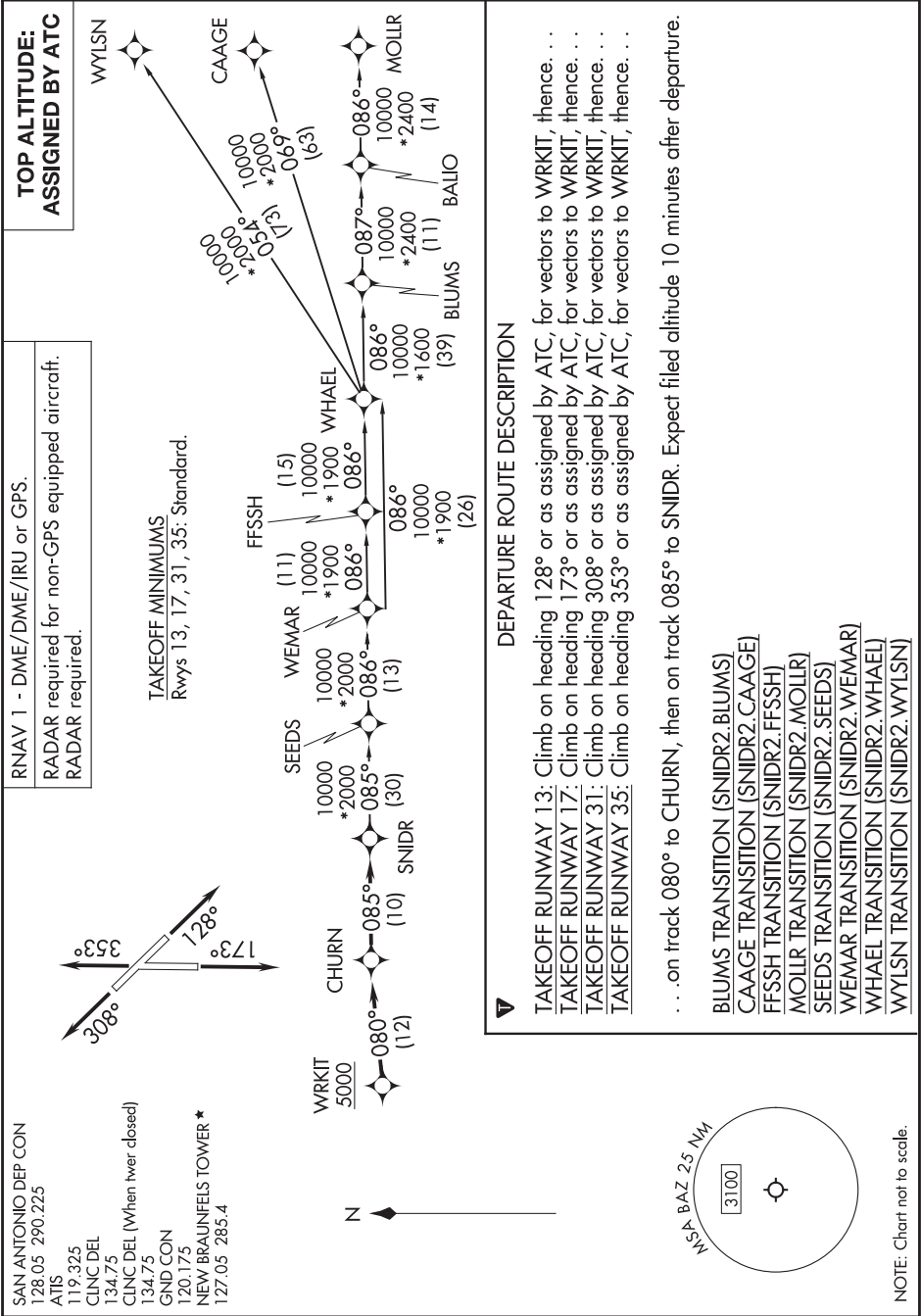
. . . on track 164° to LILJO, then on track 164° to SLENA, then on transition. Maintain ATC assigned altitude. Expect filed altitude 10 minutes after departure.

BRENI TRANSITION (SLENA2.BRENI)

SLENA TWO DEPARTURE (RNAV)  
(SLENA2.SLENA) 07AUG25

NEW BRAUNFELS, TEXAS  
NEW BRAUNFELS NTL (BAZ)





(TJANO2.TJANO) 25219

AL-6080 (FAA)

NEW BRAUNFELS NTL (BAZ)  
NEW BRAUNFELS, TEXAS

TJANO TWO DEPARTURE (RNAV)

SAN ANTONIO DEP CON  
128.05 290.225  
ATIS  
119.325  
CLNC DEL  
134.75  
CLNC DEL (When twr closed)  
134.75  
GND CON  
120.175  
NEW BRAUNFELS TOWER★  
127.05 285.4

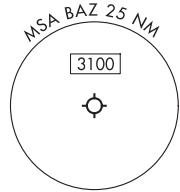
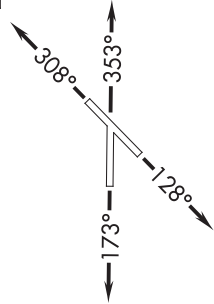
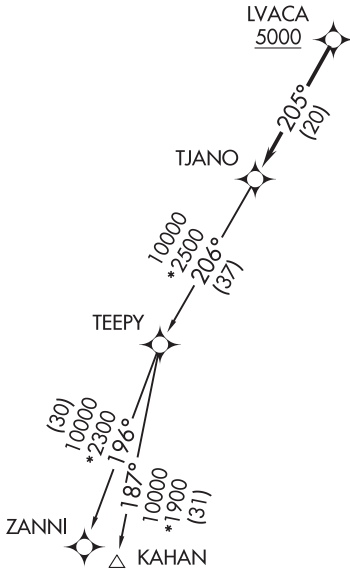
RNAV 1 - DME/DME IRU or GPS.

RADAR required for non-GPS equipped aircraft.  
RADAR required.

TOP ALTITUDE:  
ASSIGNED BY ATC

TAKEOFF MINIMUMS

Rwys 13, 17, 31, 35: Standard.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 13: Climb on heading 128° or as assigned by ATC, for vectors to LVACA, thence. . .

TAKEOFF RUNWAY 17: Climb on heading 173° or as assigned by ATC, for vectors to LVACA, thence. . .

TAKEOFF RUNWAY 31: Climb on heading 308° or as assigned by ATC, for vectors to LVACA, thence. . .

TAKEOFF RUNWAY 35: Climb on heading 353° or as assigned by ATC, for vectors to LVACA, thence. . .

. . . on track 205° to TJANO, then on transition. Maintain ATC assigned altitude.  
Expect filed altitude 10 minutes after departure.

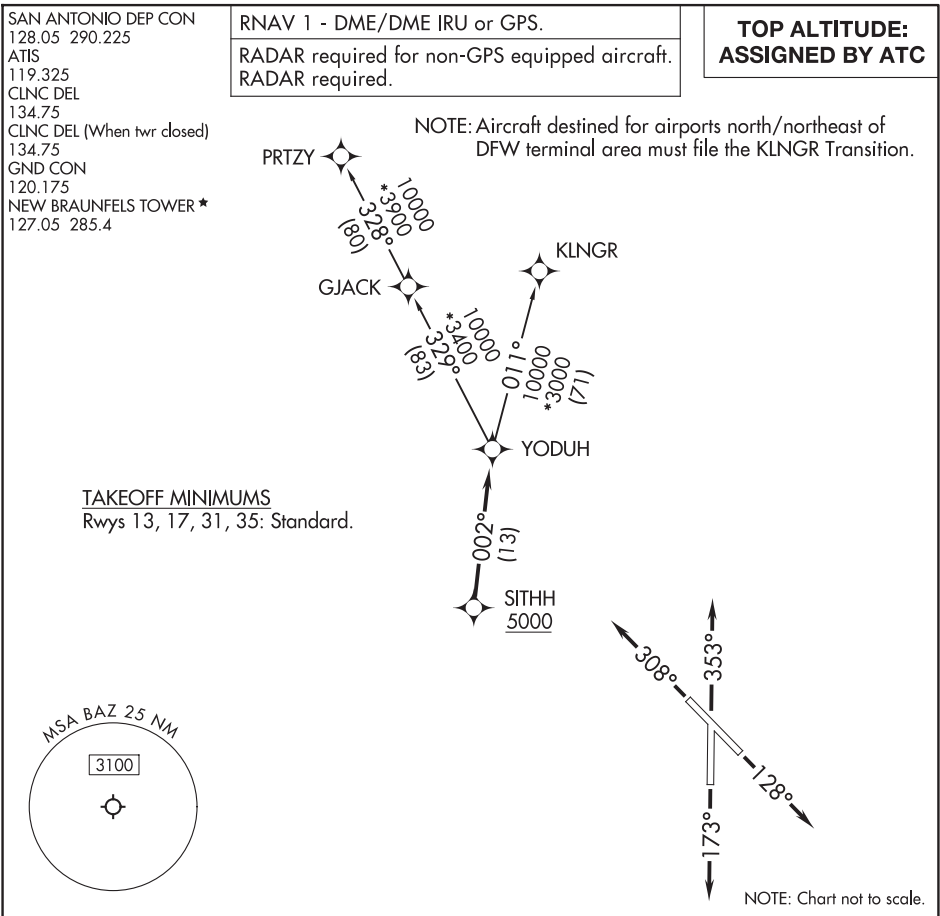
KAHAN TRANSITION (TJANO2.KAHAN)

ZANNI TRANSITION (TJANO2.ZANNI)

TJANO TWO DEPARTURE (RNAV)

(TJANO2.TJANO) 07AUG25

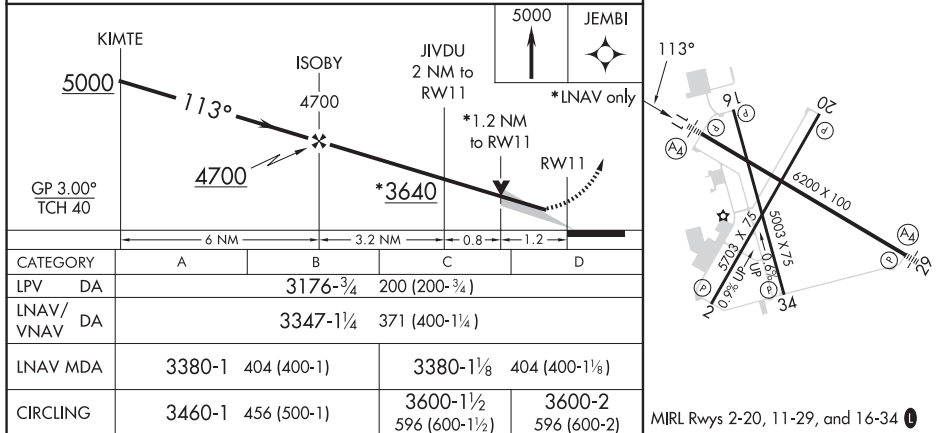
NEW BRAUNFELS, TEXAS  
NEW BRAUNFELS NTL (BAZ)



DEPARTURE ROUTE DESCRIPTION
<div>TAKEOFF RUNWAY 13: Climb on heading 128° or as assigned by ATC, for vectors to SITHH, thence. . .</div> <div>TAKEOFF RUNWAY 17: Climb on heading 173° or as assigned by ATC, for vectors to SITHH, thence. . .</div> <div>TAKEOFF RUNWAY 31: Climb on heading 308° or as assigned by ATC, for vectors to SITHH, thence. . .</div> <div>TAKEOFF RUNWAY 35: Climb on heading 353° or as assigned by ATC, for vectors to SITHH, thence. . .</div> <div>. . .on track 002° to YODUH, then on transition. Maintain ATC assigned altitude. Expect filed altitude 10 minutes after departure.</div> <div>KLNGR TRANSITION (YODUH2.KLNGR)</div> <div>PRTZY TRANSITION (YODUH2.PRTZY)</div>

RNAV (GPS) RWY 11  
ODESSA-SCHLEMEYER FLD (ODO)

ASOS <b>119.275</b>	MIDLAND APP CON ★ <b>124.6 256.875</b>	CLNC DEL <b>121.7</b>	UNICOM <b>123.0</b> (CTAF) <b>0</b>
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SC-3, 07 AUG 2025 to 02 OCT 2025

APP CRS  
202°

Rwy Idg  
TDZE  
Apt Elev

5703  
3004  
3004

RNAV (GPS) RWY 20  
ODESSA-SCHLEMEYER FLD (ODO)

RNP APCH.

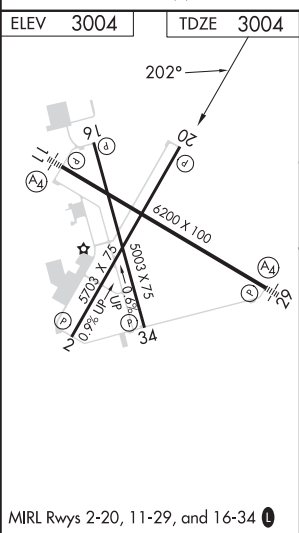
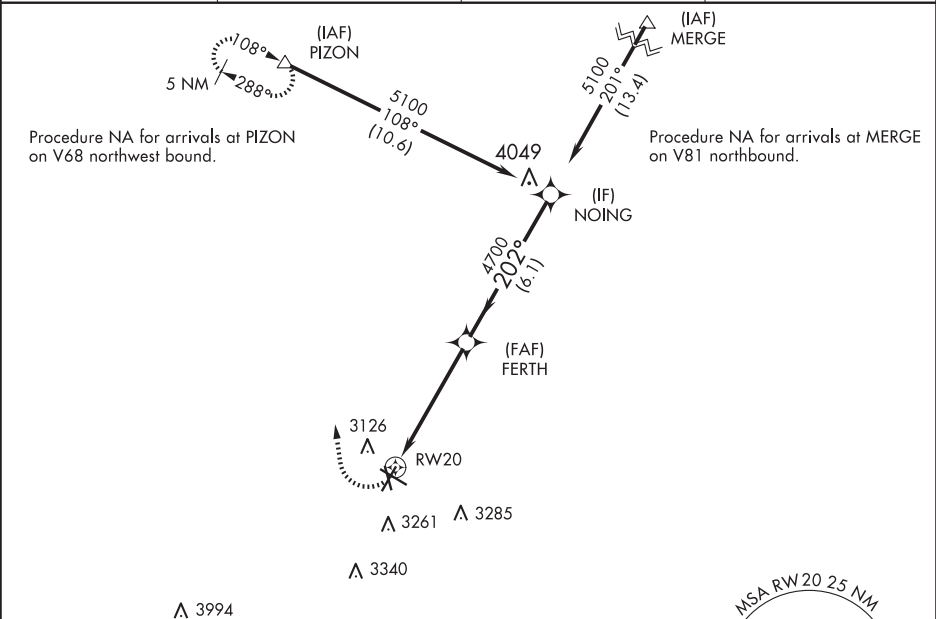
▼

▲

Circling NA south of Rws 2 and 34. When local altimeter setting not received use Midland Intl Air and Space Port altimeter setting and increase all MDAs 60 feet and increase Circling Cat C visibility ¼ SM. Rwy 20 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH:  
Climbing right turn to 5100 direct PIZON and hold.

ASOS 119.275	MIDLAND APP CON ★ 124.6 256.875	CLNC DEL 121.7	UNICOM 123.0 (CTAF) 1
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5100

PIZON

NOING

5100

Procedure Turn NA

FERTH

4700

202°

RW20

5.1 NM

6.1 NM

≤ 3.05°

TCH 38

CATEGORY	A	B	C	D
LNAV MDA	3460-1 456 (500-1)		3460-1 <sup>3</sup> / <sub>8</sub> 456 (500-1 <sup>3</sup> / <sub>8</sub> )	3460-1 <sup>1</sup> / <sub>2</sub> 456 (500-1 <sup>1</sup> / <sub>2</sub> )
CIRCLING	3460-1 456 (500-1)		3600-1 <sup>1</sup> / <sub>2</sub> 596 (600-1 <sup>1</sup> / <sub>2</sub> )	3600-2 596 (600-2)

SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025



VORTAC MAF <b>112.6</b> Chan <b>73</b>	APP CRS <b>231°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>3004</b>
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VOR-A

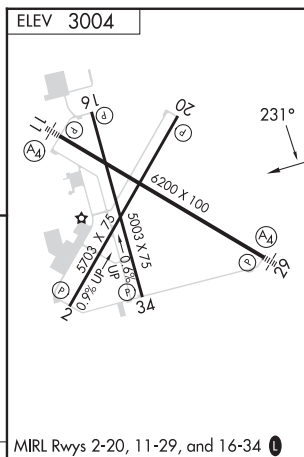
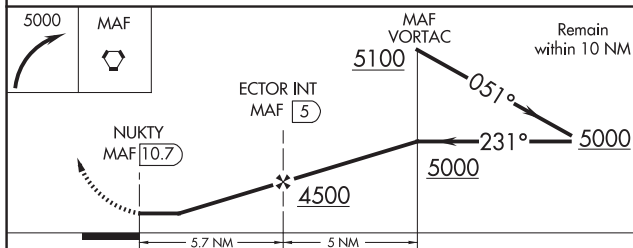
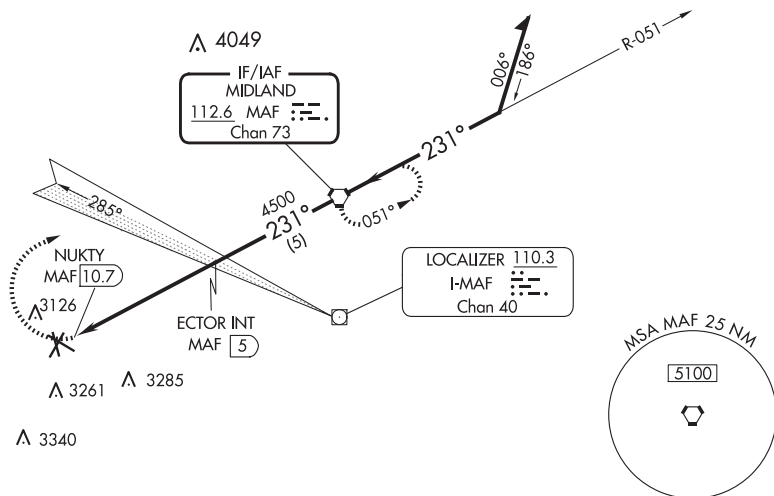
ODESSA-SCHLEMEYER FLD (ODO)

**T** Circling NA south of Rwy 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  $\frac{1}{4}$  SM.

**MISSED APPROACH:** Climbing right turn to 5000 direct MAF VORTAC and hold.

ASOS <b>119.275</b>	MIDLAND APP CON★ <b>124.6 256.875</b>	CLNC DEL <b>121.7</b>	UNICOM <b>123.0</b> (CTAF) <b>0</b>
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NoPT for arrival on MAF VORTAC  
airway radials 357 CW 102.

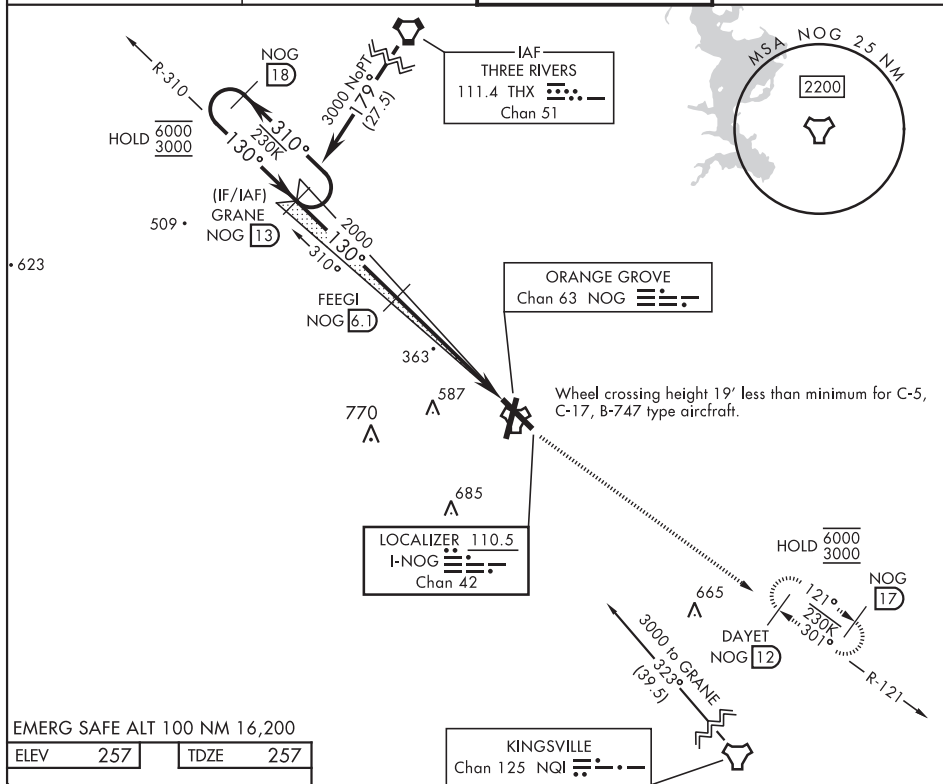


CATEGORY	A	B	C	D	FAF to MAP 5.7 NM					
CIRCLING	3460-1 456 (500-1)		3600-1½	3600-2	Knots	60	90	120	150	180
			596 (600-1½)	596 (600-2)	Min:Sec	5:42	3:48	2:51	2:17	1:54

ORANGE GROVE NALF (KNOG)

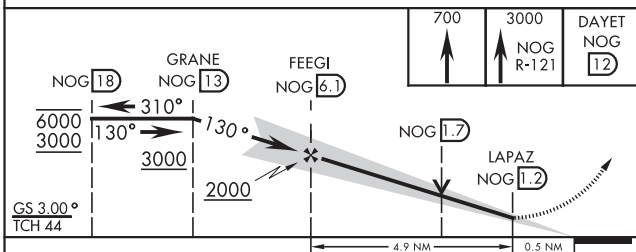
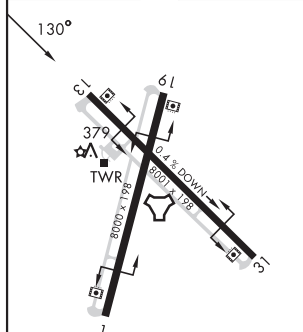
MISSED APPROACH: Climb to 700 then climb to 3000 intercept NOG TACAN R-121 to DAYET and hold.

GND CON  
229.4



EMERG SAFE ALT 100 NM 16,200

ELEV	257		TDZE	257
------	-----	--	------	-----



CATEGORY	A	B	C	D
S-ILS 13		457-1	200	(200-1)
S-LOC 13		620-1	363	(400-1)
<b>C</b> CIRCLING	720-1	463 (500-1)	920-1 <sup>34</sup> 663 (700-1 <sup>34</sup> )	1000-2 <sup>1/2</sup> 743 (800-2 <sup>1/2</sup> )

MIRL all rwys

ORANGE GROVE, TEXAS

27°54'N-98°03'W

ORANGE GROVE NALF (KNOG)

Amdt 1 13JUN24

ILS X or LOC X RWY 13

SC-3, 07 AUG 2025 to 02 OCT 2025



ILS Z or LOC Z RWY 13

LOC/DME I-NOG <b>110.5</b> Chan <b>42</b>	APCH CRS <b>130°</b>	Rwy Idg TDZE <b>257</b> Arpt Elev <b>257</b>
8001		

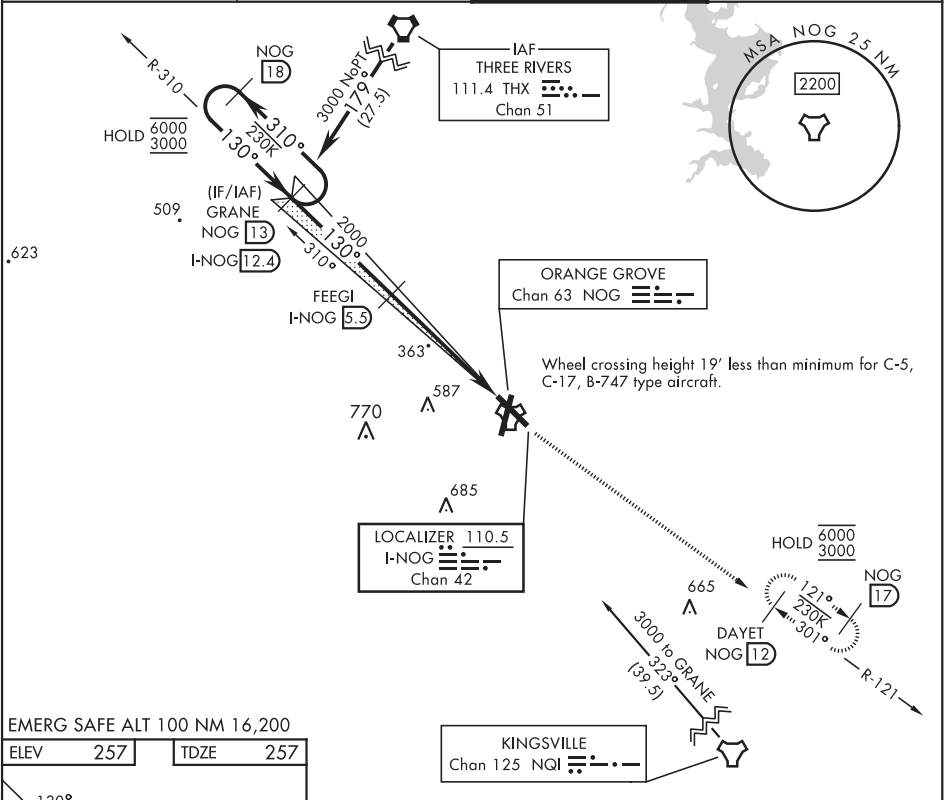
[USN]

ORANGE GROVE NALF (KNOG)

TACAN, DME required.

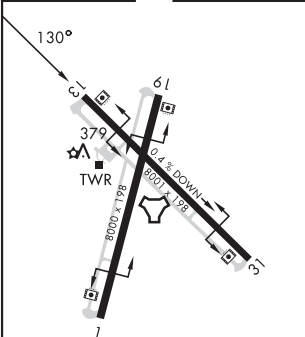
MISSED APPROACH: Climb to 700, then climb to 3000 intercept NOG TACAN R-121 to DAYET and hold.

ATIS ★ <b>254.35</b>	KINGSVILLE APP CON <b>119.90 290.45</b>	TOWER ★ <b>128.4 281.425</b>	GND CON <b>229.4</b>
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EMERG SAFE ALT 100 NM 16,200

ELEV 257	TDZE 257
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MIRL all rwys

GRANE I-NOG 12.4 NOG 13				FEEGI I-NOG 5.5				700 3000 DAYET NOG 12			
NOG 18				NOG 17				NOG R-121			
6000 3000				6000 3000				6000 3000			
130°				130°				121°			
3000				3000				230K			
3000				2000				30°			
GS 3.00°				I-NOG 1.2				LAPAZ I-NOG 0.6			
TCH 44				4.9 NM				0.5 NM			
CATEGORY	A			B			C			D	
S-ILS 13	457-1			200			(200-1)				
S-LOC 13	620-1			363			(400-1)				
CIRCLING	720-1 463 (500-1)			920-1¾ 663 (700-1¾)			1000-2½ 743 (800-2½)				

ORANGE GROVE, TEXAS

27°54'N-98°03'W

ORANGE GROVE NALF (KNOG)

Amtd 1 13JUN24

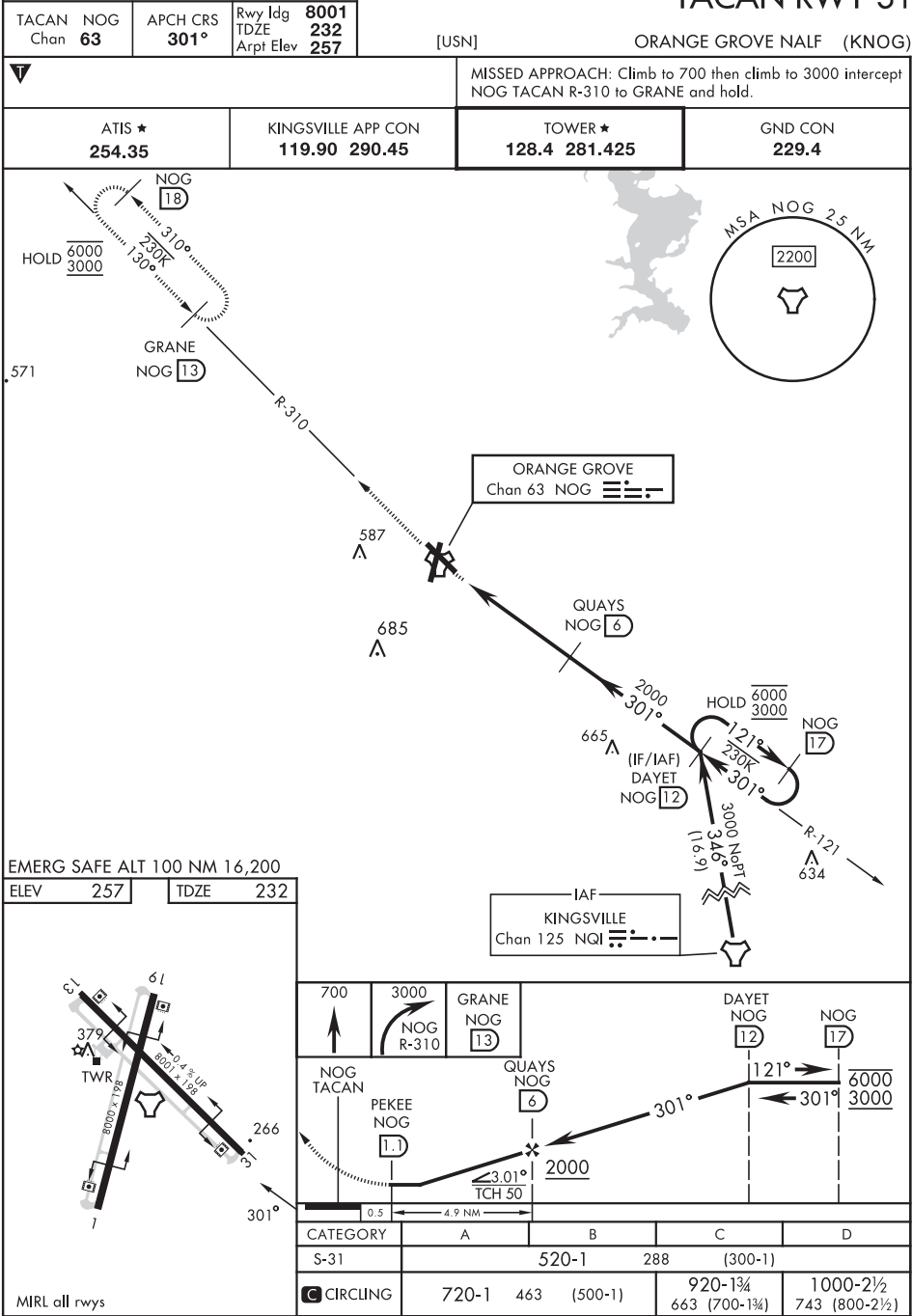
ILS Z or LOC Z RWY 13

SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025

ORANGE GROVE, TEXAS

TACAN RWY 31



SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025

ORANGE GROVE, TEXAS

Amtd 2 13JUN24

27°54'N-98°03'W

ORANGE GROVE NALF (KNOG)

TACAN RWY 31

TACAN Z RWY 13

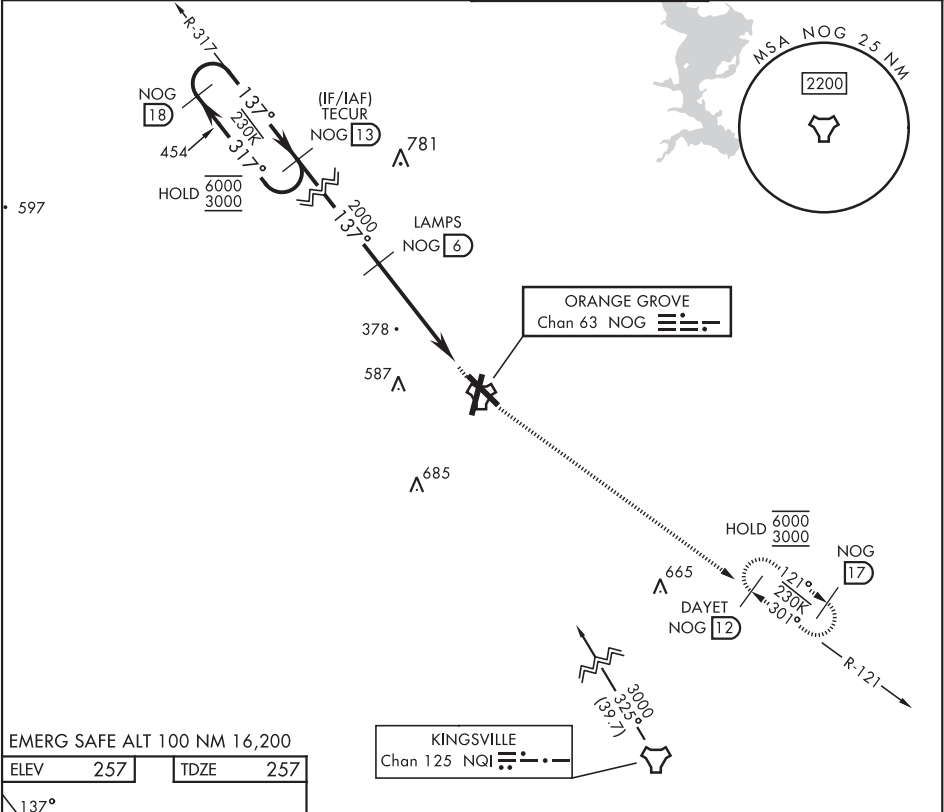
TACAN Chan	NOG 63	APCH CRS 137°	Rwy Idg 8001
			TDZE 257
			Arprt Elev 257

[USN]

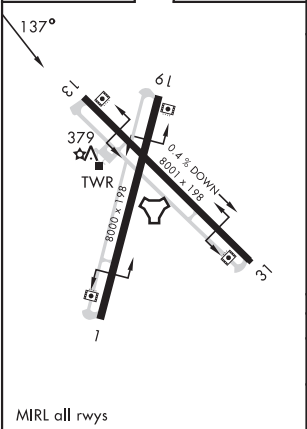
ORANGE GROVE NALF (KNOG)

MISSED APPROACH: Climb to 700 then climbing left turn to 3000 and intercept NOG TACAN R-121 to DAYET and hold.

ATIS ★ 254.35	KINGSVILLE APP CON 119.90 290.45	TOWER ★ 128.4 281.425	GND CON 229.4
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EMERG SAFE ALT 100 NM 16,200			
ELEV	257		TDZE 257



	NOG 18	TECUR NOG 13	LAMPS NOG 6	NOG 1.8	NOG TACAN
	6000 3000	317° 137°	137° 2000	3.04° TCH 50	SPARS NOG 1.2
			700 3000 NOG R-121	DAYET NOG 12	
CATEGORY	A	B	C	D	
S-13	640-1	383 (400-1)	640-1½	383 (400-1½)	
CIRCLING	720-1	463 (500-1)	920-1¾ 663 (700-1¾)	1000-2½ 743 (800-2½)	

TACAN Z RWY 13

SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025

ORANGE GROVE, TEXAS

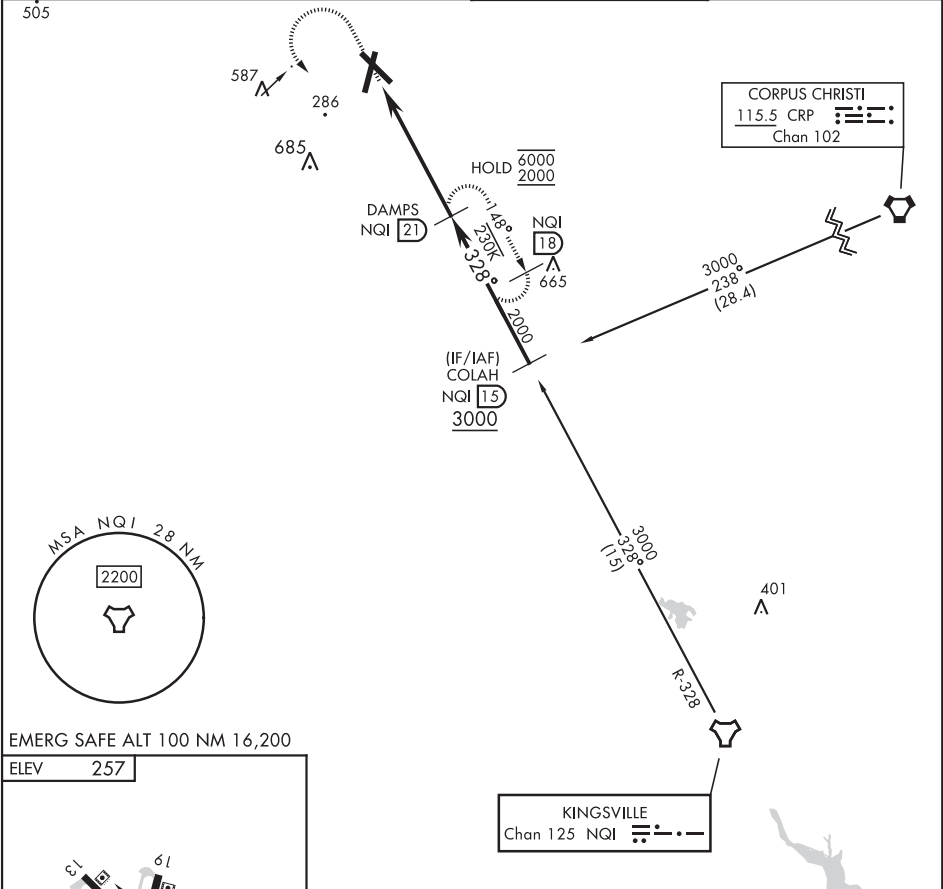
TACAN-A

TACAN	NQI	APCH CRS	Rwy Idg	N/A
Chan	125	328°	TDZE	N/A
			Arprt Elev	257

[UN]

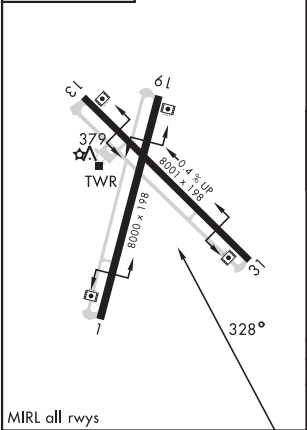
ORANGE GROVE NALF (KNOG)

MISSED APPROACH: Climb to 2000 on NQI TACAN R-328, then left turn to intercept NQI R-328 to DAMPS and hold.			
ATIS ★ 254.35	KINGSVILLE APP CON 119.90 290.45	TOWER ★ 128.4 281.425	GND CON 229.4



EMERG SAFE ALT 100 NM 16,200

ELEV 257



ORANGE GROVE, TEXAS

27°54'N-98°03'W

ORANGE GROVE NALF (KNOG)

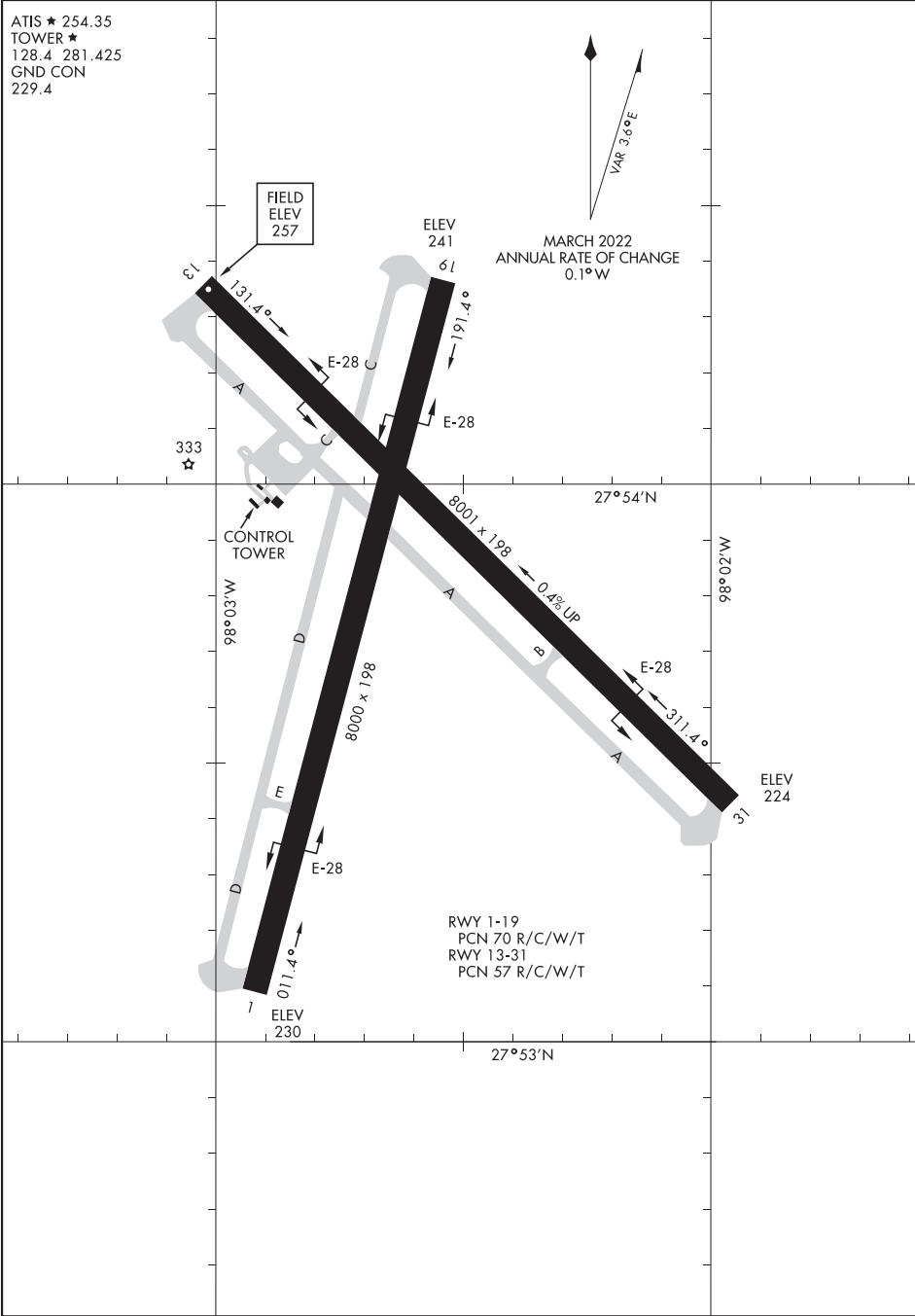
Amdr 2 13JUN24

TACAN-A

SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025

ATIS ★ 254.35  
TOWER ★  
128.4 281.425  
GND CON  
229.4



OZONA, TEXAS

AL-9069 (FAA)

20254

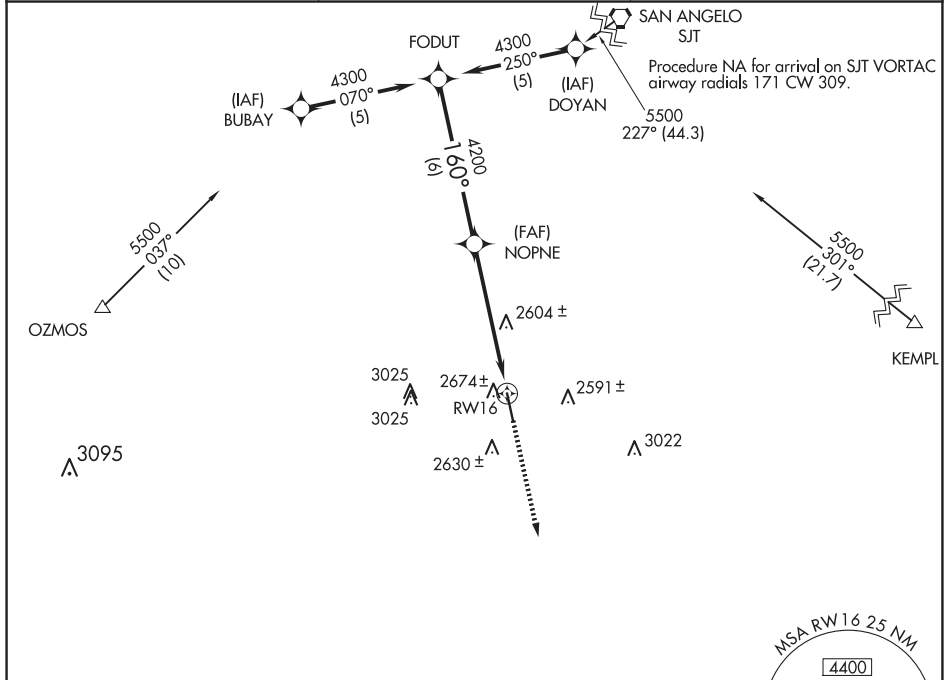
APP CRS <b>160°</b>	Rwy Idg <b>6003</b>
	TDZE <b>2377</b>
	Apt Elev <b>2377</b>

# RNAV (GPS) RWY 16

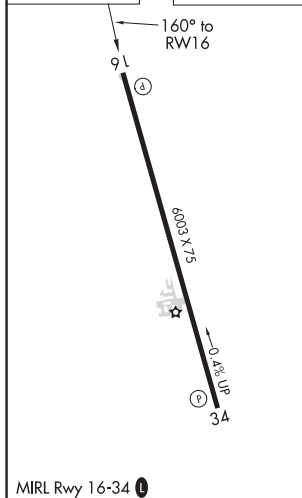
OZONA MUNI (OZA)

<p><b>NA</b> GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Procedure NA at night.</p> <p><b>NA</b> Obtain local altimeter on CTAF; when not received, use San Angelo altimeter setting.</p> <p>Rwy 16 helicopter visibility reduction below <math>\frac{3}{4}</math> SM NA.</p>	<p><b>MISSED APPROACH:</b> Climb to 5000 direct IXALE WP and hold.</p>
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AWOS-3PT <b>118.425</b>	HOUSTON CENTER <b>125.75 346.4</b>	UNICOM <b>122.8 (CTAF) 0</b>
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ELEV <b>2377</b>	TDZE <b>2377</b>
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	FODUT <b>4300</b>	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 39).	5000	IXALE
	Procedure Turn NA	NOPNE	*1.6 NM to RWY 16	
	*VDP NA with San Angelo altimeter setting.	<b>4200</b>	3.05° TCH 50	
	6 NM	3.9 NM	1.6 NM	
CATEGORY	A	B	C	D
LNAV MDA	2940-1 $\frac{1}{4}$	563 (600-1 $\frac{1}{4}$ )	2940-1 $\frac{1}{2}$ 563 (600-1 $\frac{1}{2}$ )	NA
CIRCLING	2980-1 $\frac{1}{4}$	603 (700-1 $\frac{1}{4}$ )	2980-1 $\frac{3}{4}$ 603 (700-1 $\frac{3}{4}$ )	NA
SAN ANGELO ALTIMETER SETTING MINIMUMS				
LNAV MDA	3180-1 $\frac{1}{4}$	803 (800-1 $\frac{1}{4}$ )	3180-2 $\frac{1}{4}$ 803 (800-2 $\frac{1}{4}$ )	NA
CIRCLING	3220-1 $\frac{1}{4}$	843 (900-1 $\frac{1}{4}$ )	3220-2 $\frac{1}{2}$ 843 (900-2 $\frac{1}{2}$ )	NA

OZONA, TEXAS  
Orig-A 10SEP20

30°44'N-101°12'W

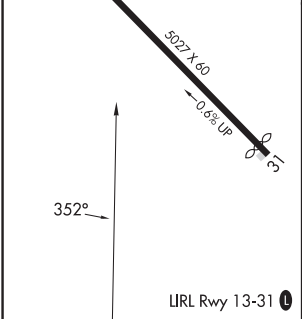
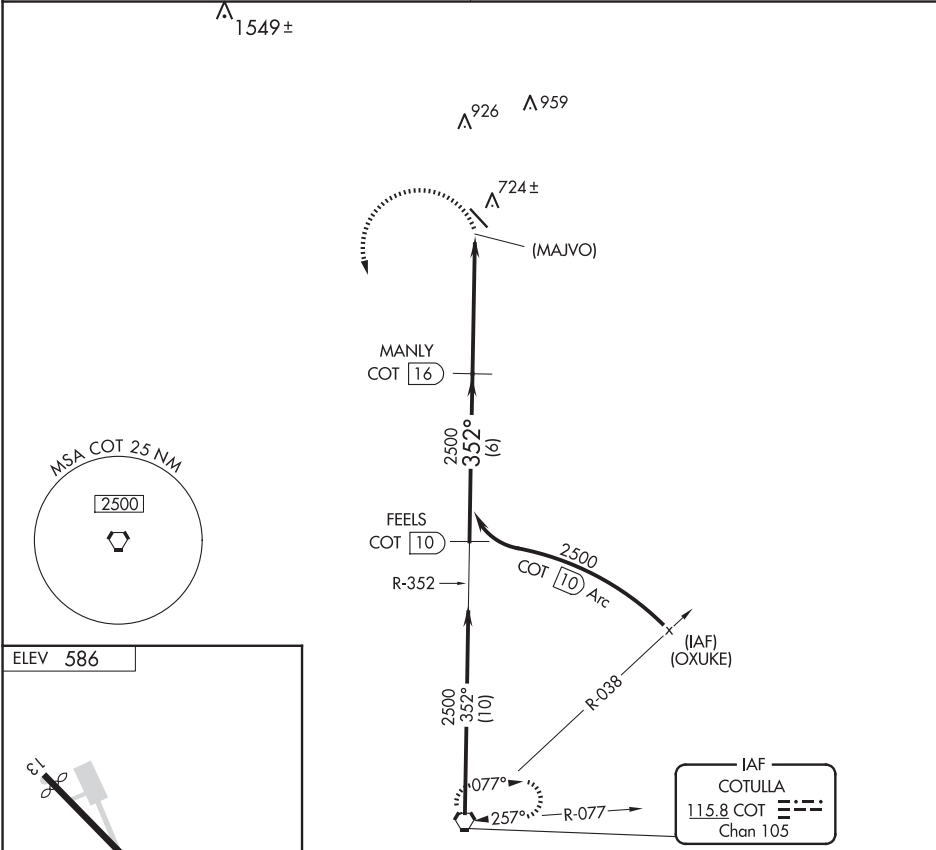
OZONA MUNI (OZA)  
**RNAV (GPS) RWY 16**

VORTAC COT <b>115.8</b> Chan <b>105</b>	APP CRS <b>352°</b>	Rwy Idg TDZE Apt Elev <b>586</b>	N/A N/A <b>586</b>
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VOR/DME or GPS-A  
MC KINLEY FLD (T3Ø)

 NA	Use Cotulla altimeter setting. Procedure NA at night.	MISSED APPROACH: Climbing left turn to 2500 direct COT VORTAC and hold.
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HOUSTON CENTER <b>134.6 322.5</b>	UNICOM <b>122.8 (CTAF) Ø</b>
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FEELS COT 10	MANLY COT 16	2500	COT
2500	352°	2500	(MAJVO) COT 21
Procedure Turn NA	6 NM	5 NM	
CATEGORY	A	B	C
CIRCLING	1120-1	534 (600-1)	1120-1½ 534 (600-1½)

PECOS, TEXAS

AL-186 (FAA)

21364

WAAS CH <b>62830</b> <b>W14A</b>	APP CRS <b>137°</b>	Rwy Idg TDZE Apt Elev	<b>6236</b> <b>2608</b> <b>2613</b>
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RNAV (GPS) RWY 14  
PECOS MUNI (PEQ)

RNP APCH - GPS.

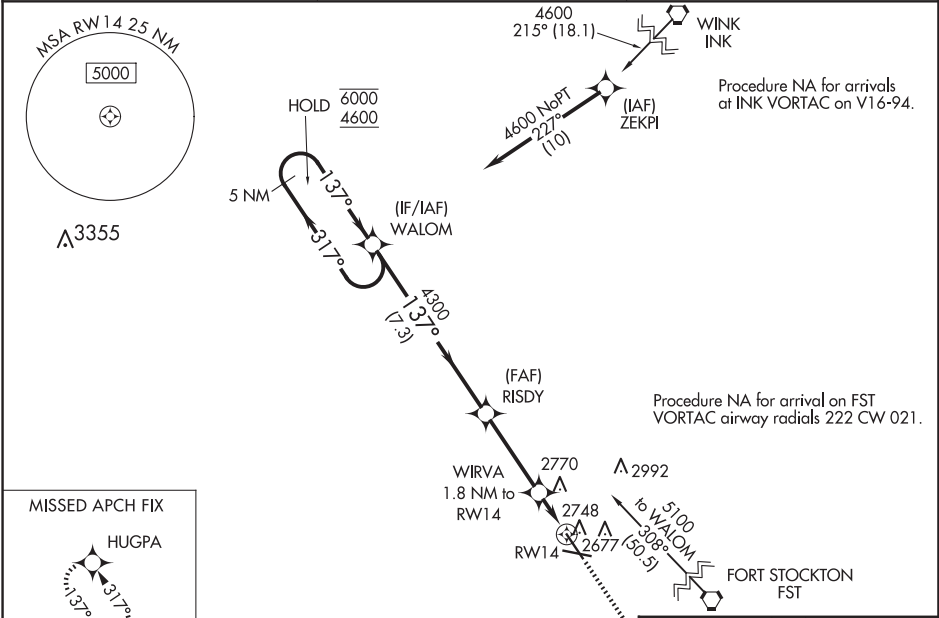
▼

▲

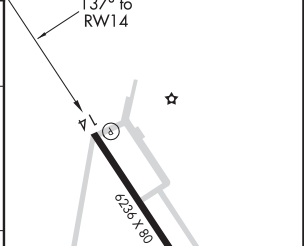
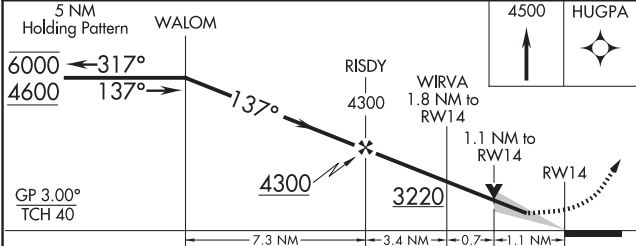
Circling Rwy 9, 27 NA at night. Baro-VNAV and VDP NA when using Wink altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C. When local altimeter setting not received, use Wink altimeter setting and increase LPV DA to 2903 feet and all visibilities ½ SM. Increase 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.

MISSED APPROACH:  
Climb to 4500 direct HUGPA and hold.

AWOS-3 <b>118.175</b>	ALBUQUERQUE CENTER <b>135.875 292.15</b>	UNICOM <b>122.8 (CTAF) ①</b>
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ELEV 2613	TDZE 2608
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CATEGORY	A	B	C	D
LPV DA		2808-¾ 200 (200-¾)		
LNAV/VNAV DA		2909-7/8 301 (300-7/8)		
LNAV MDA	3000-1	392 (400-1)	3000-1½ 392 (400-1½)	
CIRCLING	3060-1 447 (500-1)	3140-1 527 (600-1)	3360-2¼ 747 (800-2¼)	3360-2½ 747 (800-2½)

MIRL Rwy 9-27 and 14-32 ①

PECOS, TEXAS  
Orig-B 30DEC21

31°23'N-103°31'W

PECOS MUNI (PEQ)  
RNAV (GPS) RWY 14

SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025



WAAS CH <b>69629</b> <b>W32A</b>	APP CRS <b>317°</b>	Rwy Idg TDZE Apt Elev	<b>6236</b> <b>2605</b> <b>2613</b>
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RNAV (GPS) RWY 32

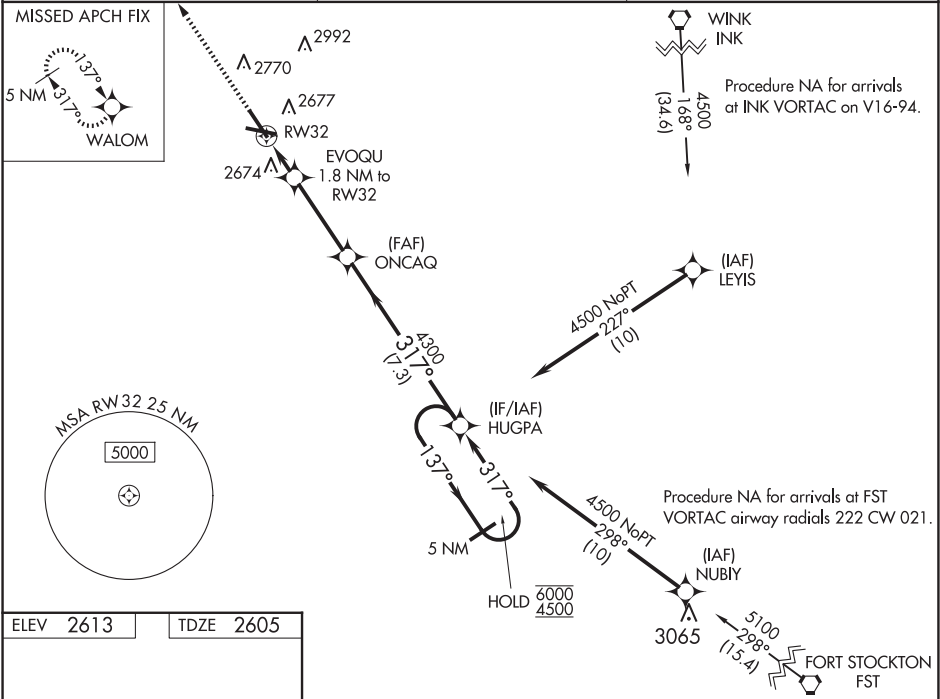
PECOS MUNI (PEQ)

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 ¼ SM; increase all MDA 100 feet and visibility Cat C and LNAV Cat D ¼ SM. Circling Rwy 9, 27 NA at night.

MISSED APPROACH: Climb to 4600 direct WALOM and hold.

AWOS-3 <b>118.175</b>	ALBUQUERQUE CENTER <b>135.875 292.15</b>	UNICOM <b>122.8 (CTAF) ①</b>
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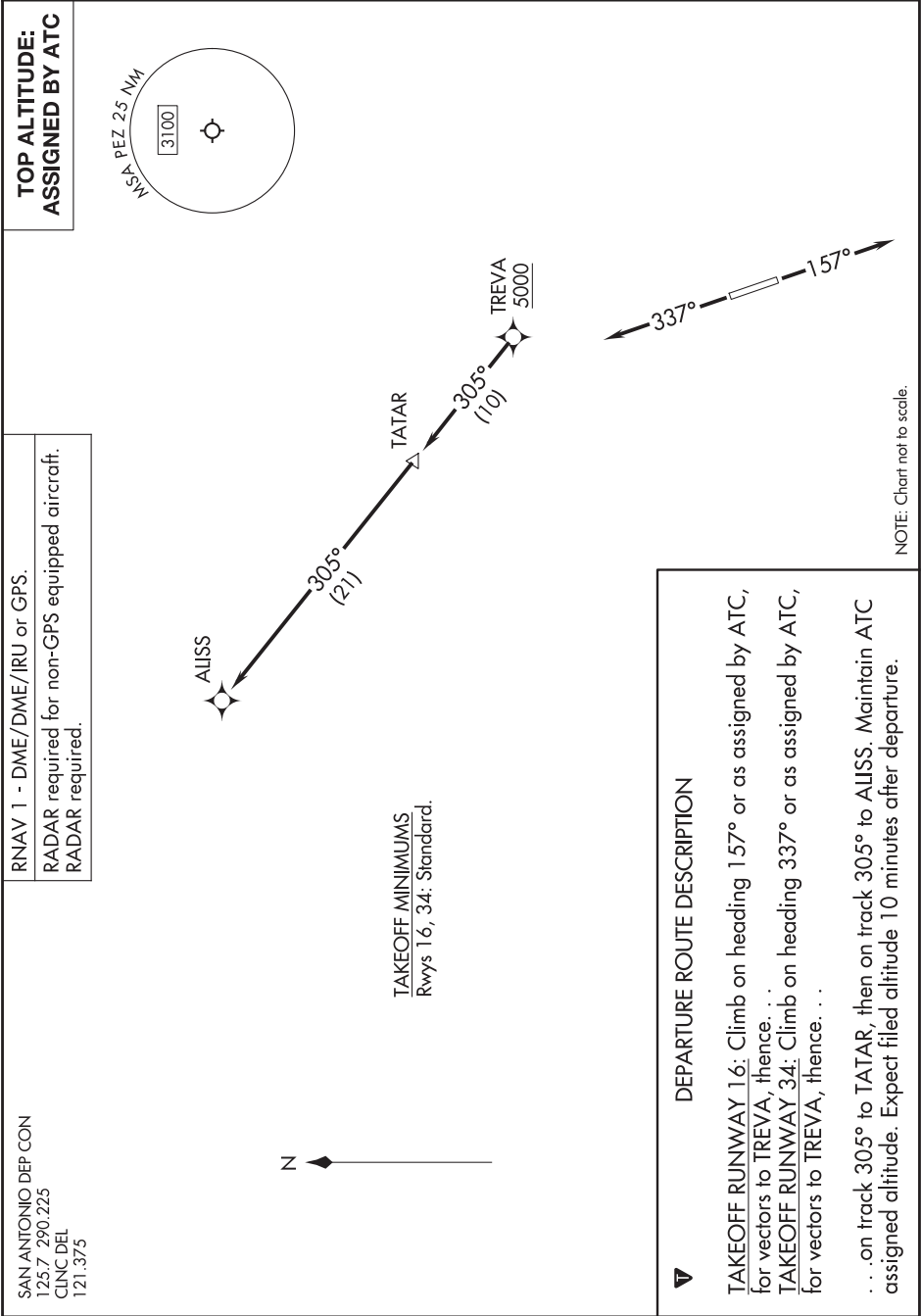
ELEV 2613 TDZE 2605

MIRL Rwy 9-27 and 14-32 ①

4600	WALOM	ONCAQ	HUGPA	5 NM Holding Pattern
↑	✧	EVOQU 1.8 NM to RW32	3200	317° → 6000 ← 317° 4500
		0.9 NM to RW32	4300	GP 3.00° TCH 40
		0.9 NM	3.4 NM	7.3 NM
CATEGORY	A	B	C	D
LPV DA		2805-¾	200 (200-¾)	
LNAV/VNAV DA		2855-¾	250 (300-¾)	
LNAV MDA		2940-1	335 (400-1)	
Ⓢ CIRCLING	3060-1 447 (500-1)	3140-1 527 (600-1)	3360-2¼ 747 (800-2¼)	3360-2½ 747 (800-2½)



SC-3, 07 AUG 2025 to 02 OCT 2025



(SLENA2.SLENA) 25219

AL-6114 (FAA)

PLEASANTON MUNI (PEZ)  
PLEASANTON, TEXAS

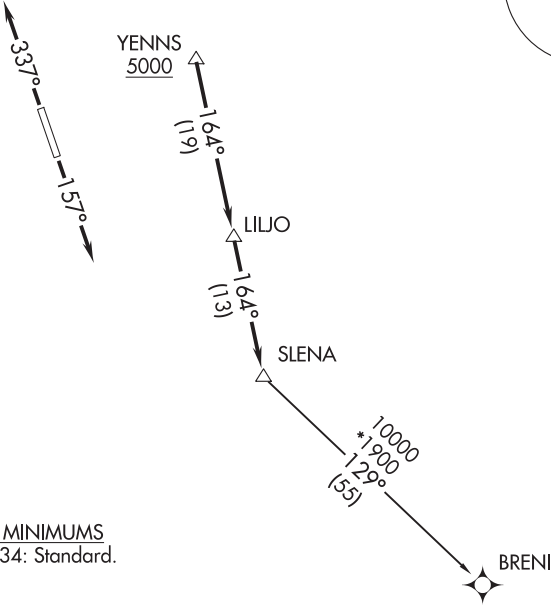
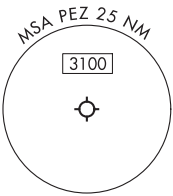
SLENA TWO DEPARTURE (RNAV)

SAN ANTONIO DEP CON  
125.7 290.225  
CLNC DEL  
121.375

RNAV 1 - DME/DME/IRU or GPS.

RADAR required for non-GPS equipped aircraft.  
RADAR required.

TOP ALTITUDE:  
ASSIGNED BY ATC



TAKEOFF MINIMUMS  
Rwys 16, 34: Standard.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 16: Climb on heading 157° or as assigned by ATC, for vectors to YENNS. Thence. . .

TAKEOFF RUNWAY 34: Climb on heading 337° or as assigned by ATC, for vectors to YENNS. Thence. . .

. . .on track 164° to LILJO, then on track 164° to SLENA, then on transition. Maintain ATC assigned altitude. Expect filed altitude 10 minutes after departure.

BRENI TRANSITION (SLENA2.BRENI)

SLENA TWO DEPARTURE (RNAV)  
(SLENA2.SLENA) 07AUG25

PLEASANTON, TEXAS  
PLEASANTON MUNI (PEZ)

PLEASANTON, TEXAS

(TJANO2.TJANO) 25219

AL-6114 (FAA)

PLEASANTON MUNI (PEZ)  
PLEASANTON, TEXAS

TJANO TWO DEPARTURE (RNAV)

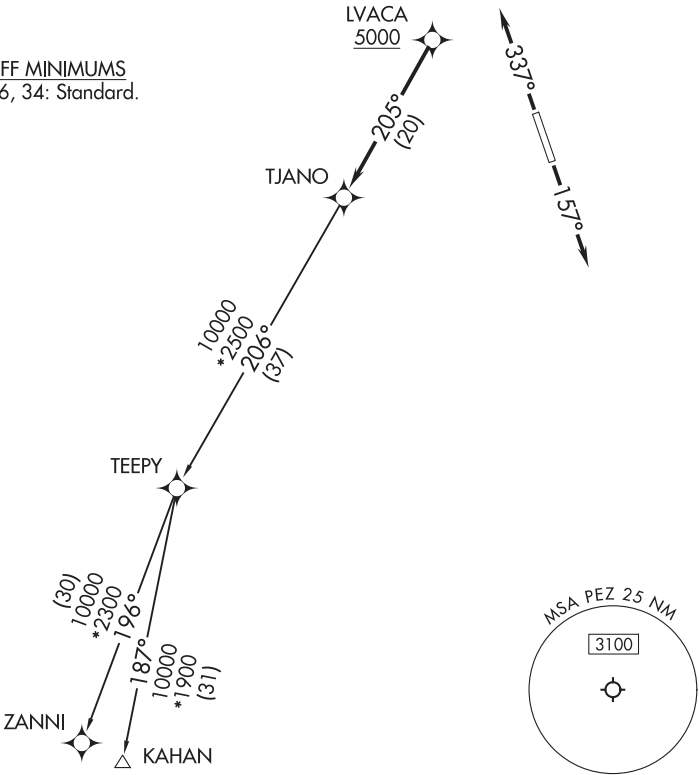
SAN ANTONIO DEP CON  
125.7 290.225  
CLNC DEL  
121.375

RNAV 1 - DME/DME IRU or GPS.

RADAR required for non-GPS equipped aircraft.  
RADAR required.

**TOP ALTITUDE:  
ASSIGNED BY ATC**

TAKEOFF MINIMUMS  
Rwys 16, 34: Standard.



NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 16: Climb on heading 157° or as assigned by ATC, for vectors to LVACA, thence. . .

TAKEOFF RUNWAY 34: Climb on heading 337° or as assigned by ATC, for vectors to LVACA, thence. . .

. . .on track 205° to TJANO, then on transition. Maintain ATC assigned altitude.  
Expect filed altitude 10 minutes after departure.

KAHAN TRANSITION (TJANO2.KAHAN)

ZANNI TRANSITION (TJANO2.ZANNI)

TJANO TWO DEPARTURE (RNAV)

(TJANO2.TJANO) 07AUG25

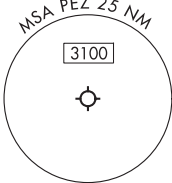
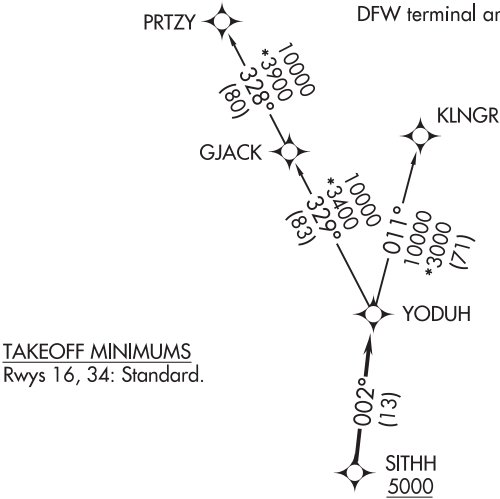
PLEASANTON, TEXAS  
PLEASANTON MUNI (PEZ)

SAN ANTONIO DEP CON  
125.7 290.225  
CLNC DEL  
121.375

RNAV 1 - DME/DME IRU or GPS.  
RADAR required for non-GPS equipped aircraft.  
RADAR required.

TOP ALTITUDE:  
ASSIGNED BY ATC

NOTE: Aircraft destined for airports north/northeast of DFW terminal area must file the KLNGR Transition.



NOTE: Chart not to scale.

**DEPARTURE ROUTE DESCRIPTION**

TAKEOFF RUNWAY 16: Climb on heading 157° or as assigned by ATC, for vectors to SITHH, thence. . .

TAKEOFF RUNWAY 34: Climb on heading 337° or as assigned by ATC, for vectors to SITHH, thence. . .

. . .on track 002° to YODUH, then on transition. Maintain ATC assigned altitude. Expect filed altitude 10 minutes after departure.

KLNGR TRANSITION (YODUH2.KLNGR)  
PRTZY TRANSITION (YODUH2.PRTZY)

PORT ARANSAS, TEXAS

AL-10221 (FAA)

23278

WAAS CH <b>99500</b> <b>W12A</b>	APP CRS <b>120°</b>	Rwy Idg <b>3482</b> TDZE <b>5</b> Apt Elev <b>5</b>
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RNAV (GPS) RWY 12

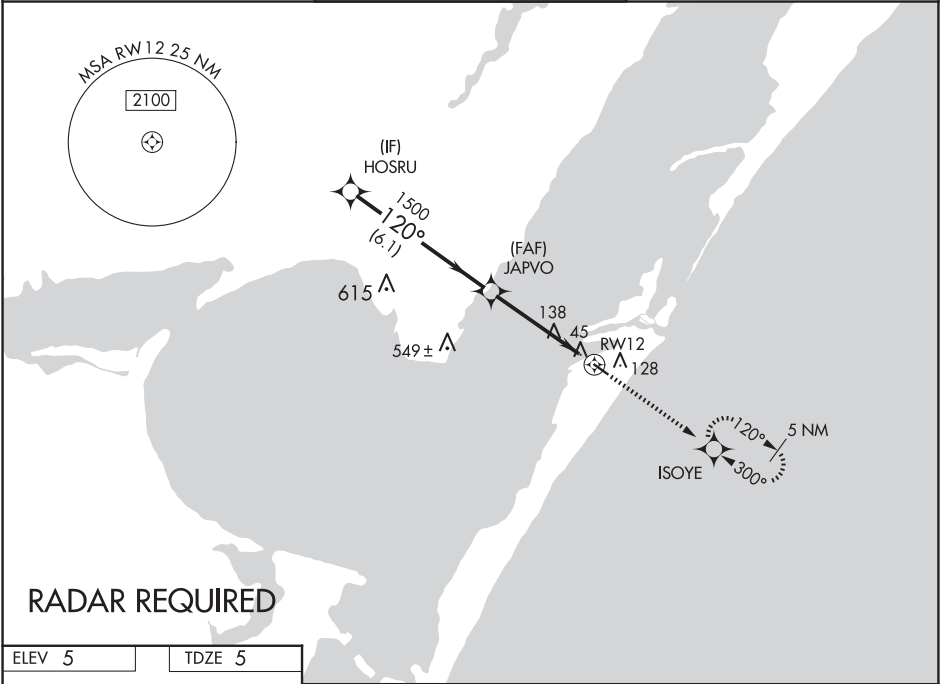
MUSTANG BEACH (R.A.S)

⚠

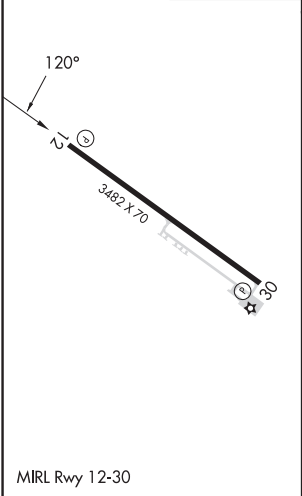
DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 44°C (111°F). If local altimeter setting not received, use Corpus Christi Intl altimeter setting and increase all DAs/MDAs 60 feet. Baro-VNAV and VDP NA when using Corpus Christi Intl altimeter setting.

MISSED APPROACH: Climb to 2000 direct ISOYE and hold.

AWOS-3 <b>118.425</b>	CORPUS APP CON <b>125.4 307.9</b>	CTAF <b>122.9</b>
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ELEV 5	TDZE 5
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HOSRU  
3000  
Procedure Turn NA  
GP 3.00°  
TCH 35

JAPVO  
1500

2000 ISOYE  
\* LNAV only

\* 1.1 NM to RW12

RW12

6.1 NM 3.4 NM 1.1 NM

CATEGORY	A	B	C	D
LPV DA	276-1	271 (300-1)	NA	
LNAV/VNAV DA	435-1½	430 (500-1½)	NA	
LNAV MDA	400-1	395 (400-1)	NA	
CIRCLING	500-1	495 (500-1)	NA	

PORT ARANSAS, TEXAS  
Orig-B 05APR12

27°49'N-97°05'W

MUSTANG BEACH (R.A.S)

RNAV (GPS) RWY 12

SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025





PORT ISABEL, TEXAS

AL-6099 (FAA)

25163

WAAS CH <b>53708</b> <b>W13A</b>	APP CRS <b>130°</b>	Rwy Ldg <b>8001</b> TDZE <b>18</b> Apt Elev <b>19</b>
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# RNAV (GPS) RWY 13

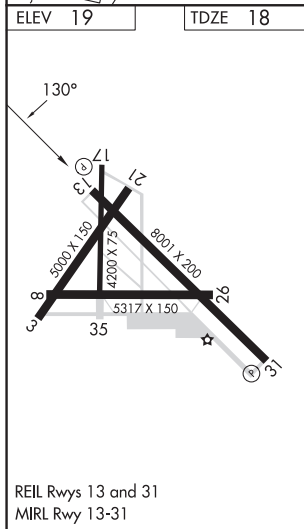
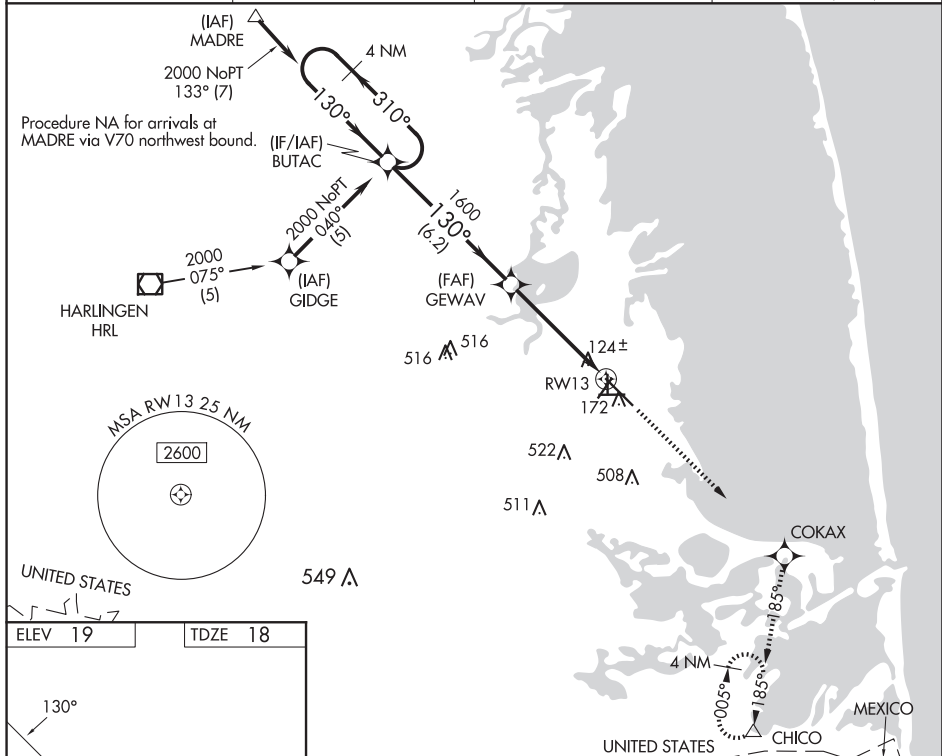
CAMERON COUNTY (PIL)

RNP APCH.

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 Cts, LNAV Cat C, and Circling Cat C visibility ¼ mile. Circling Rwy 3, 8, 17, 21, 26, 35 NA at night.

MISSED APPROACH:  
Climb to 3000 direct COKAX and via 185° track to CHICO and hold.

ASOS <b>118.525</b>	VALLEY APP CON <b>119.5 257.6</b>	CLNC DEL <b>119.2</b>	UNICOM <b>122.8</b> (CTAF)
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4 NM Holding Pattern			
2000 ← 310° 130° → 130° GEWAV			
GP 3.00° TCH 40			
VGSi and RNAV glidepath not coincident (VGSi Angle 2.00° TCH 27).			
6.2 NM 2.7 NM 2.1 NM			
CATEGORY	A	B	C
LPV DA	376-1¼	358 (400-1¼)	NA
LNAV/VNAV DA	424-1½	406 (500-1½)	NA
LNAV MDA	480-1	462 (500-1)	480-1¼ 462 (500-1¼)
CIRCLING	540-1 521 (600-1)	620-1 601 (700-1)	840-2½ 821 (900-2½)

PORT ISABEL, TEXAS  
Amdt 1A 11OCT18

26°10'N-97°21'W

# RNAV (GPS) RWY 13

VORTAC BRO <b>116.3</b> Chan <b>110</b>	APP CRS <b>357°</b>	Rwy Ldg TDZE Apt Elev <b>N/A</b> <b>N/A</b> <b>19</b>
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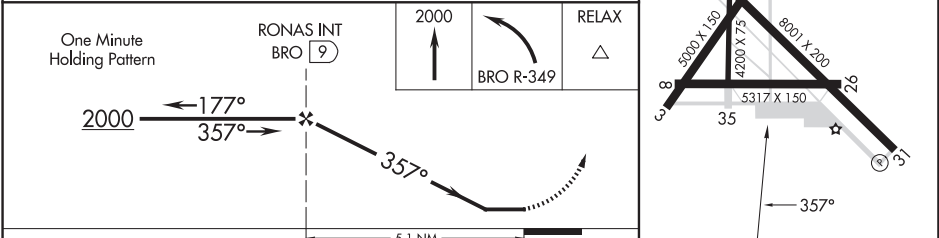
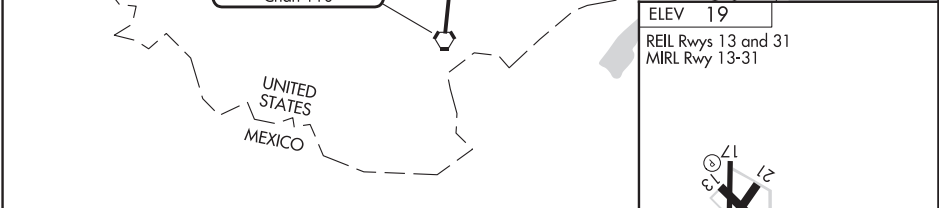
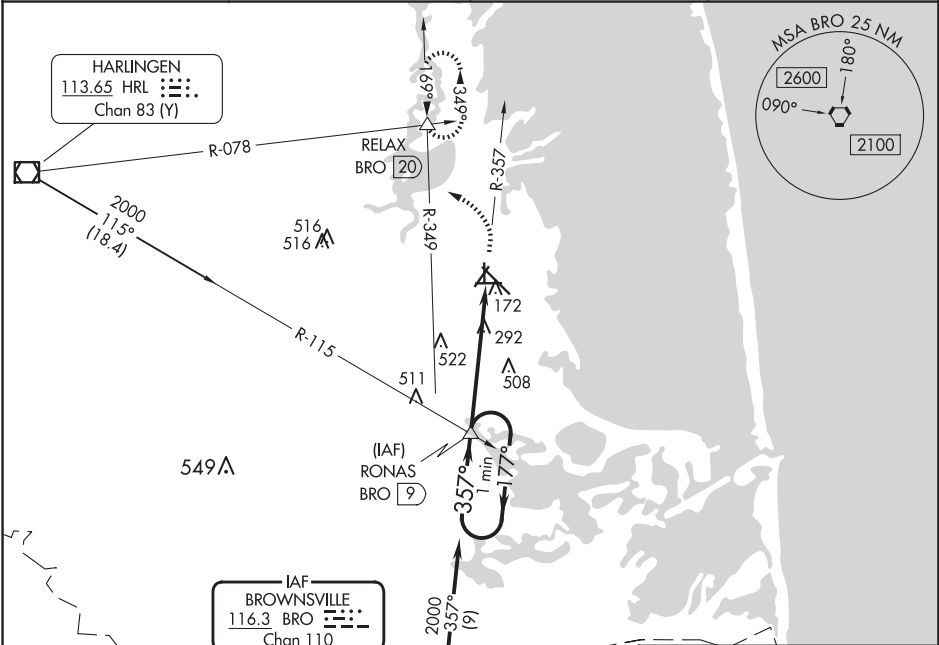
VOR-A  
CAMERON COUNTY (PIL)

**V** When local altimeter setting not received, use Brownsville altimeter setting and increase all MDA 40 feet and increase Cat C visibility ¼ mile. Circling Rwy 3, 8, 17, 21, 26, 35 NA at night.

**NA**

MISSED APPROACH: Climb to 2000 then turn left via BRO R-349 to RELAX INT/BRO 20 DME and hold.

ASOS <b>118.525</b>	VALLEY APP CON <b>119.5 257.6</b>	CINC DEL <b>119.2</b>	UNICOM <b>122.8</b> (CTAF)
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CATEGORY	A	B	C	D	FAF to MAP 5.1 NM					
CIRCLING	780-1	761 (800-1)	840-2½ 821 (900-2½)	NA	Knots	60	90	120	150	180
					Min:Sec	5:06	3:24	2:33	2:02	1:42

PRESIDIO, TX

AL-10222 (FAA)

23166

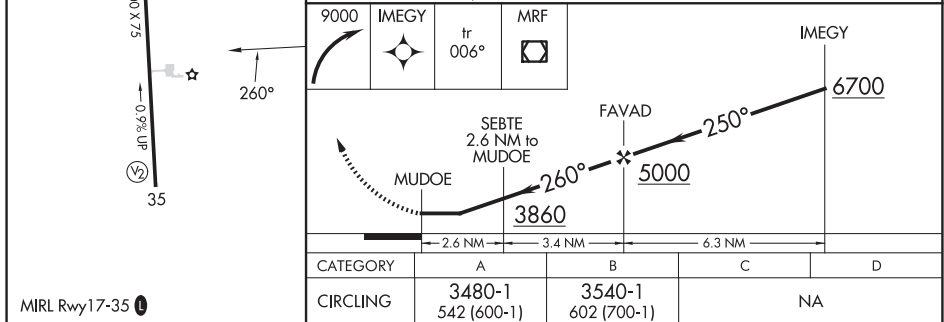
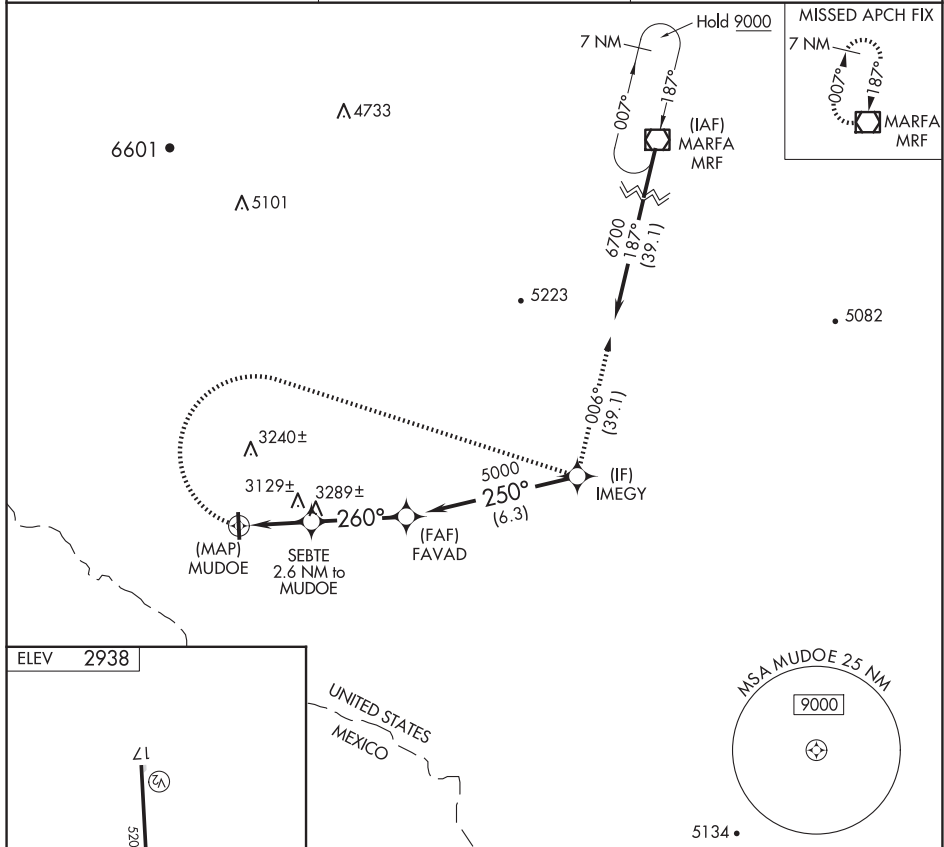
APP CRS	Rwy Idg	N/A
260°	TDZE	N/A
	Apt Elev	2938

# RNAV (GPS)-A

PRESIDIO LELY INTL (PRS)

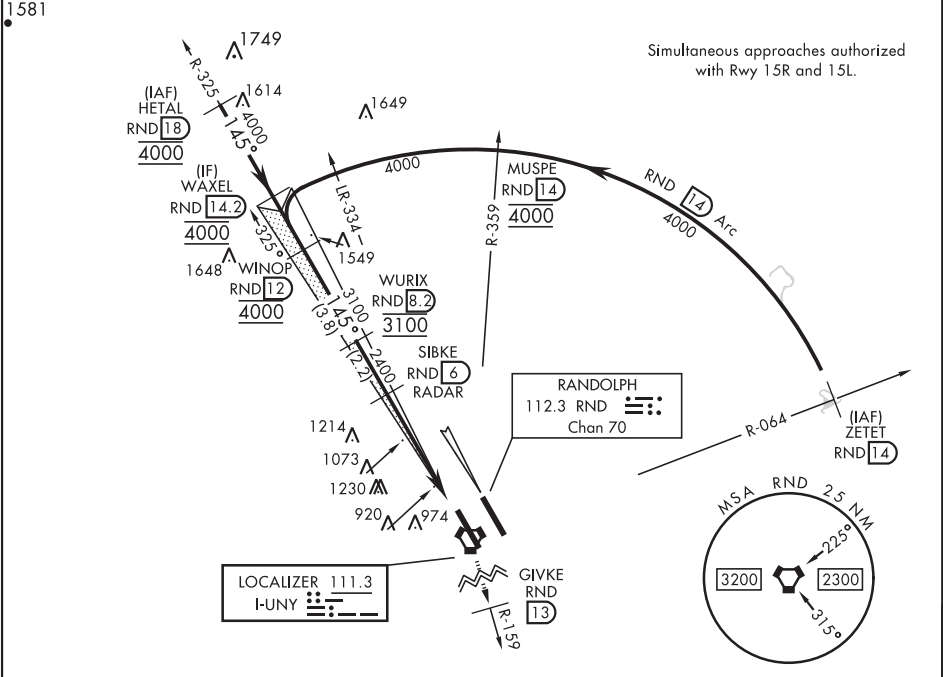
RNP APCH - GPS.	MISSED APPROACH: Climbing right turn to 9000 direct IMEGY and on track 006° to MRF VOR/DME and hold.
When local altimeter setting not received, procedure NA.	

AWOS-3PT 118.0	ALBUQUERQUE CENTER 135.875 292.15	UNICOM 122.8 (CTAF) 0
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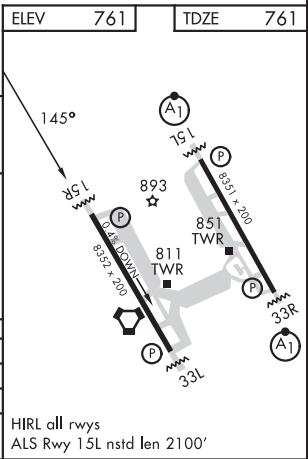
ILS or LOC RWY 15R

LOC I-UNY <u>111.3</u>	APCH CRS 145°	Rwy Idg 8352 TDZE 761 Arpt Elev 761	[USAF]	RANDOLPH AFB (KRND)		
RADAR or DME required			MISSED APPROACH: Climb to 3000 on RND VORTAC R-159 to 13 DME (GIVKE). Expect ATC instructions.			
* Circling not authorized NE of Rwy 15R-33L.						
ATIS ★ 290.525	SAN ANTONIO APP CON 128.05 318.1	TOWER★ 128.25 294.7	GND CON 119.65 275.8	CLNC DEL (RWY 15L-33R) 338.35	HANGOVER ATIS ★ 327.8	HANGOVER TOWER ★ 120.5 291.1 124.75 353.75



EMERG SAFE ALT 100 NM 4100

WAXEL RND 14.2		WINOP RND 12	WURIX RND 8.2	SIBKE RND 6	WUTOP RND 1.5	3000 RND R-159	GIVKE RND 13
4000		4000	3100	2400	2100	1500	1300
GS 3.00° TCH 47							
4.5 NM		0.5 NM					
CATEGORY	A	B	C	D	E		
S-ILS 15R	961/40		200	(200-3/4)			
S-LOC 15R	1340/55	579 (600-1)	1340-1 5/8	579	(600-1 5/8)		
CIRCLING*	1340-1	579 (600-1)	1500-2 739 (800-2)	2000-3	1239 (1300-3)		



ILS or LOC RWY 15R

UNIVERSAL CITY, TEXAS

ILS or LOC RWY 33L

LOC I-VQE

111.1

APCH CRS

325°

Rwy Idg

8352

TDZE

733

Arpt Elev

761

[USAF]

RANDOLPH AFB

(KRND)

RADAR or DME required.

\* Circling not authorized NE of Rwy 15R-33L.

MISSED APPROACH: Climb to 3000 on RND VORTAC R-317 to 13 DME (HAKTI). Expect ATC instructions.

ATIS★

290.525

SAN ANTONIO APP CON

128.05 318.1

TOWER★

128.25 294.7

GND CON

119.65 275.8

CLNC DEL (RWY 15L-33R)

338.35

HANGOVER ATIS★

327.8

HANGOVER TOWER★

120.5 291.1

HANGOVER GND CON

124.75 353.75

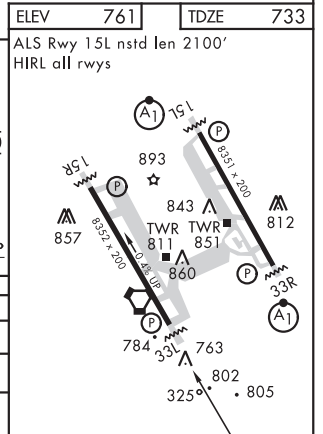
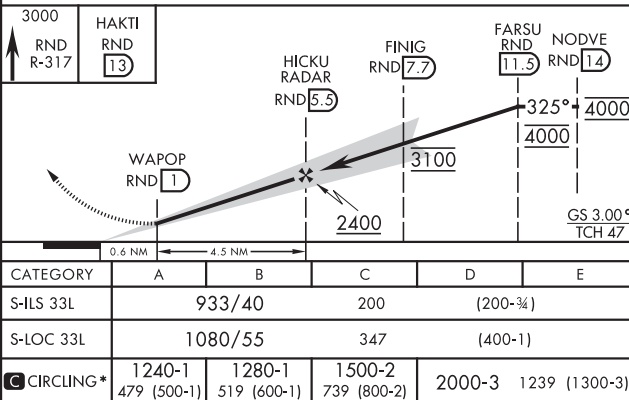
1348

Coupled approach unusable below 953'.

Simultaneous approaches authorized with Rwy 33L and 33R.



EMERG SAFE ALT 100 NM 4100



UNIVERSAL CITY, TEXAS

29°32'N-98°17'W

RANDOLPH AFB (KRND)

Amdt 3 17APR25

ILS or LOC RWY 33L

SC-3, 07 AUG 2025 to 02 OCT 2025

## ILS or LOC Y RWY 15L

LOC I-TRT <b><u>109.9</u></b>	APCH CRS <b>145°</b>	Rwy Idg <b>8351</b> TDZE <b>742</b> Arpt Elev <b>761</b>
----------------------------------	-------------------------	--

[USAF]

RANDOLPH AFB (KRND)

RADAR or DME required

\* When ALS inop, increase CAT AB RVR to 55, vis to 1 mile;  
CAT CDE to 1 $\frac{3}{8}$  miles.

**\*\* Circling not authorized SW of Rwy 15L-33R.**

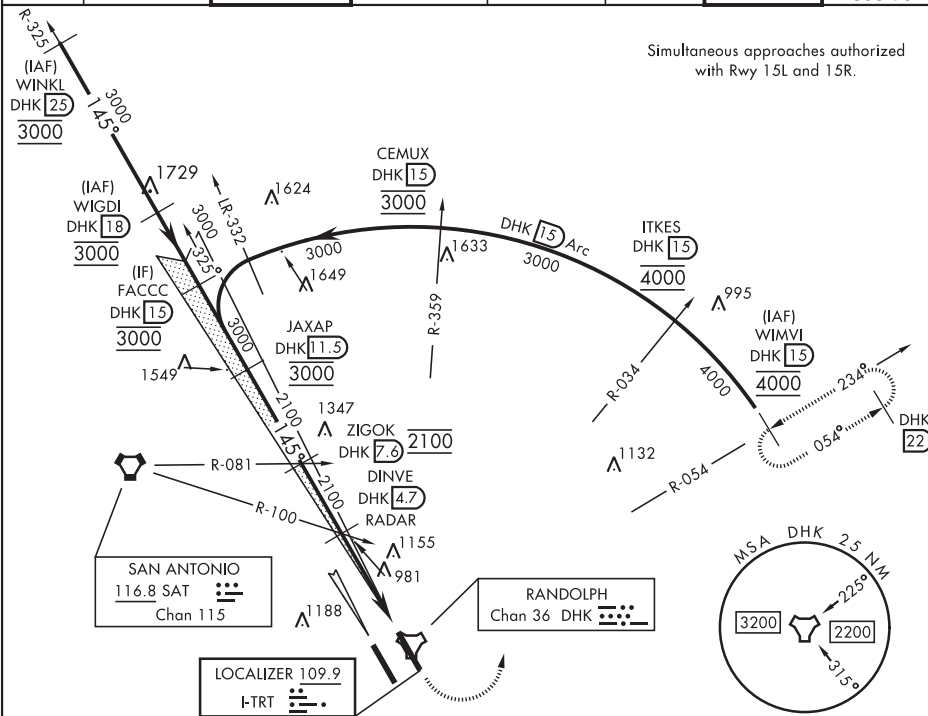
ALSF-1



**MISSED APPROACH:** Climb to 1500, then climbing left turn heading 024° to 3000. Intercept DHK TACAN R-054 to WJMV and hold.

ATIS ★	SAN ANTONIO APP CON	TOWER ★	GND CON	CLNC DEL (RWY 15L-33R)	HANGOVER ATIS ★	HANGOVER TOWER ★	HANGOVER GND CON
290.525	128.05 318.1	128.25 294.7	119.65 275.8	338.35	327.8	120.5 291.1	124.75 353.75

Simultaneous approaches authorized  
with Rwy 15L and 15R.



EMERG SAFE ALT 100 NM 4100

CATEGORY	A	B	C	D	E
S-ILS 15L	942/40		200	(200-¾)	
S-LOC 15L *	1260/40	518 (500-¾)	1260-1¼	518	(500-1¼)
<b>C</b> CIRCLING **	1260-1	499 (500-1)	1260-1½ 499 (500-1½)	1900-3	1139 (1200-3)

ELEV	761		TDZE		742	
FAF to MAP 3.7 NM						
Knots	60	90	120	150	180	
Min:Sec	3:42	2:28	1:51	1:29	1:14	

UNIVERSAL CITY, TEXAS

29°32'N-98°17'W

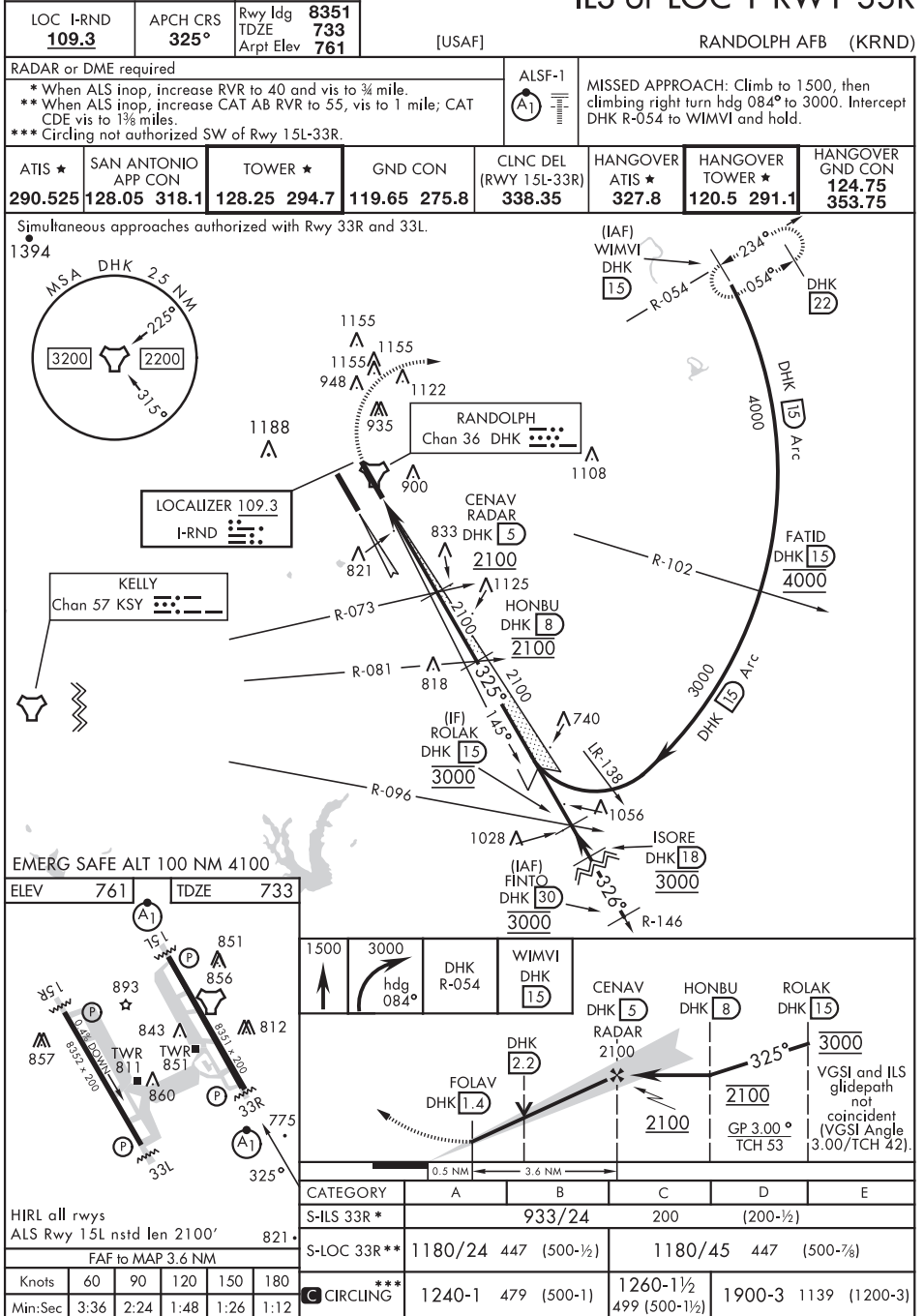
RANDOLPH AFB (KRND)

Amdt 3 20FEB25

ILS or LOC Y RWY 15L

UNIVERSAL CITY, TEXAS

## ILS or LOC Y RWY 33R



## ILS or LOC Y RWY 33R



RNAV (GPS) RWY 15L

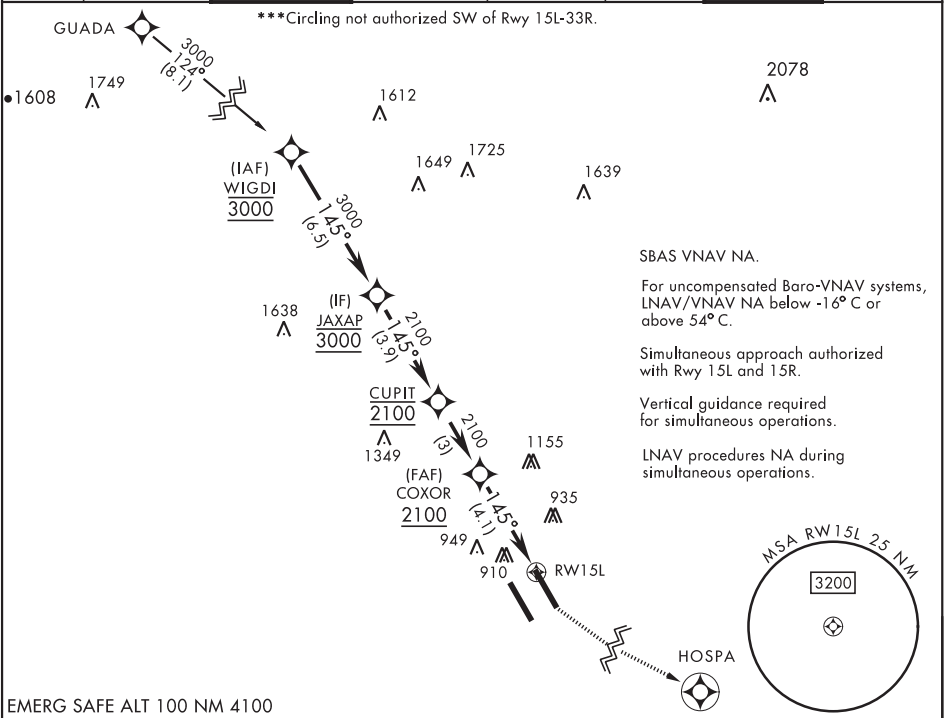
APCH CRS	Rwy Idg	8351
145°	TDZE	742
	Arpt Elev	761

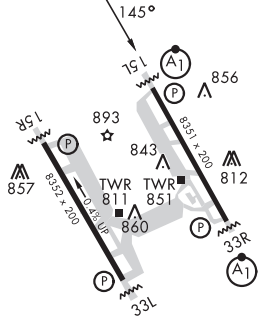
[USAF]

RANDOLPH AFB (KRND)

RNP APCH - GPS		ALSF-1 	MISSED APPROACH: Climb to 1500, then climbing left turn to 3000 direct HOSPA. Expect ATC instructions.
*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 3/8 miles.			

ATIS★	SAN ANTONIO APP CON	TOWER★	GND CON	CLNC DEL (RWY 15L-33R)	HANGOVER ATIS★	HANGOVER TOWER★	HANGOVER GND CON
290.525	128.05 318.1	128.25 294.7	119.65 275.8	338.35	327.8	120.5 291.1	124.75 353.75



WIGDI		1500	3000	HOSPA	ELEV 761	TDZE 742
GP 3.00° TCH 46						
JAXAP		1.5 NM to RW15L				
CUPIT		4.1 NM				
COXOR						
RW15L						
CATEGORY	A	B	C	D	E	
LNAV/VNAV DA*	1043/40 301 (300-3/4)	1054/40 312 (300-3/4)	1062/40 320 (400-3/4)	1073/40 331 (400-3/4)		
LNAV MDA**	1260/40 518 (500-3/4)		1260-1 1/4 518 (500-1 1/4)			
CIRCLING***	1260-1	499 (500-1)	1260-1 1/2 499 (500-1 1/2)	1900-3	1139 (1200-3)	
HIRL all rwys ALS Rwy 15L nsd len 2100'						

RNAV (GPS) RWY 15L

SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025

UNIVERSAL CITY, TEXAS

RNAV (GPS) RWY 15R

APCH CRS	Rwy Idg	8352
145°	TDZE	761
	Arpt Elev	761

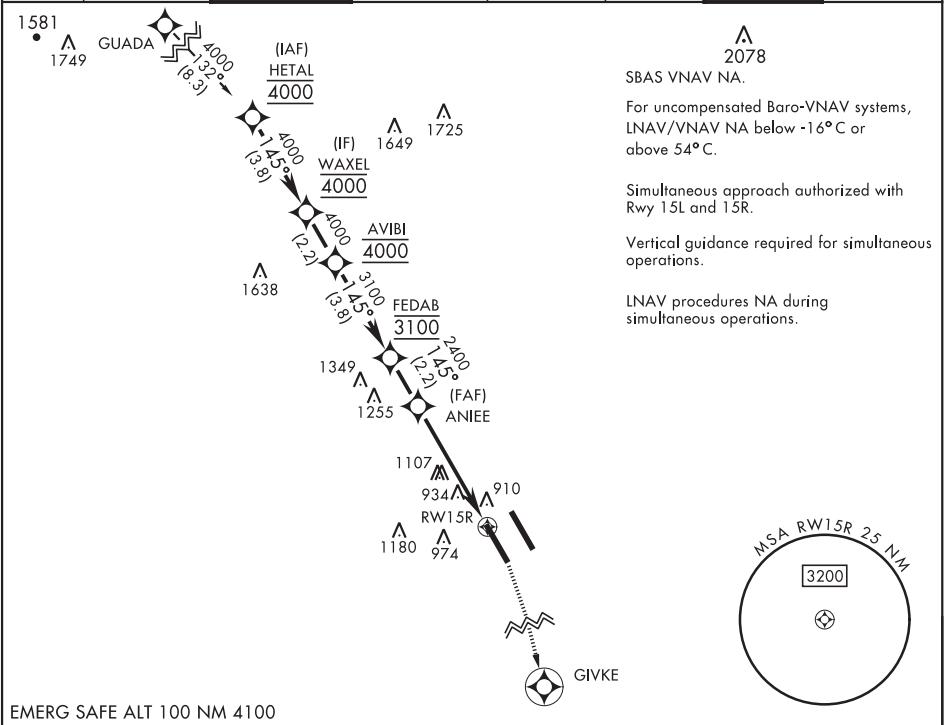
[USAF]

RANDOLPH AFB (KRND)

RNP APCH - GPS
* Circling not authorized NE of Rwy 15R-33L.

MISSED APPROACH: Climb to 1400 then climbing right turn to 3000 direct GIVKE. Expect ATC instructions.

ATIS ★	SAN ANTONIO APP CON	TOWER ★	GND CON	CLNC DEL (RWY 15L-33R)	HANGOVER ATIS ★	HANGOVER TOWER ★	HANGOVER GND CON
290.525	128.05 318.1	128.25 294.7	119.65 275.8	338.35	327.8	120.5 291.1	124.75 353.75



EMERG SAFE ALT 100 NM 4100

<div>WAXEL</div> <div>4000</div> <div>GP 3.00° TCH 47</div>					<div>1400</div> <div>3000</div> <div>GIVKE</div>		ELEV 761	TDZE 761
<div>AVIBI</div> <div>4000</div> <div>145°</div> <div>FEDAB</div> <div>3100</div> <div>145°</div> <div>ANIEE</div> <div>2400</div> <div>1.7 NM to RW15R</div> <div>5 NM</div> <div>RW15R</div>					<div>145°</div> <div>857</div> <div>893</div> <div>843</div> <div>851</div> <div>860</div> <div>812</div> <div>33R</div> <div>33L</div> <div>0.42 DODGE</div> <div>832 x 200</div> <div>831 x 200</div>			
CATEGORY	A	B	C	D	E	<div>HIRL all rwys</div> <div>ALS Rwy 15L nstd len 2100'</div>		
LNAV/VNAV DA	1206-1½		445	(500-1½)				
LNAV MDA	1340/55	579 (600-1)	1340-1½	579 (600-1½)				
CIRCLING*	1340-1	579 (600-1)	1500-2 739 (800-2)	2000-3	1239 (1300-3)			

UNIVERSAL CITY, TEXAS

29°32'N-98°17'W

RANDOLPH AFB (KRND)

Amtd 4 20FEB25

RNAV (GPS) RWY 15R

SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 33L

APCH CRS <b>325°</b>	Rwy Idg <b>8352</b> TDZE <b>733</b> Arpt Elev <b>761</b>
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[USAF]

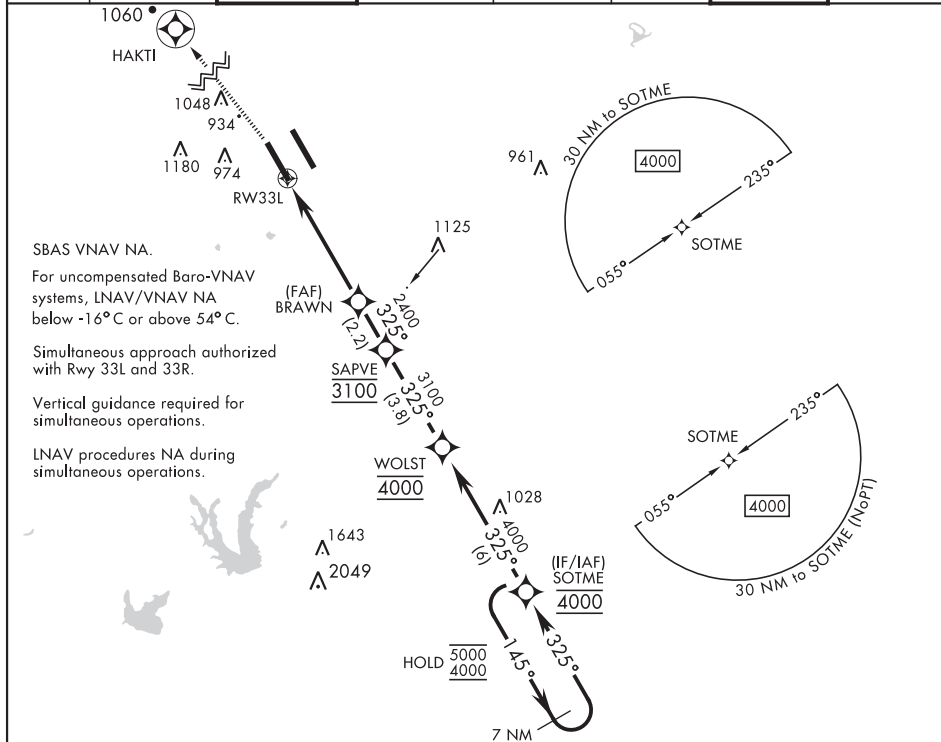
RANDOLPH AFB (KRND)

RNP APCH - GPS

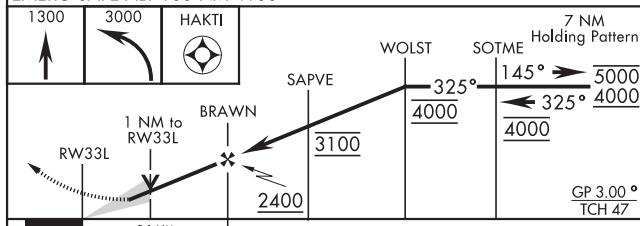
**MISSED APPROACH:** Climb to 1300, then climbing left turn to 3000 direct HAKTI. Expect ATC instructions.


\* Circling not authorized NE of Rwy 15R-33L.

ATIS ★	SAN ANTONIO APP CON	TOWER ★	GND CON	CLNC DEL (RWY 15L-33R)	HANGOVER ATIS ★	HANGOVER TOWER ★	HANGOVER GND CON
290.525	128.05 318.1	128.25 294.7	119.65 275.8	338.35	327.8	120.5 291.1	124.75 353.75



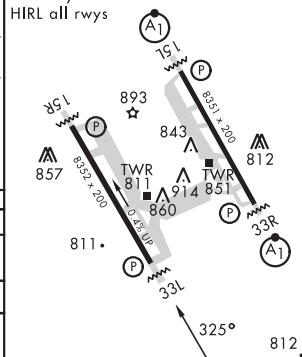
EMERG SAFE ALT 100 NM 4100



CATEGORY		A	B	C	D	E
INAV/VNAV DA		983/40	250	(300-¾)	992/40 259 (300-¾)	1030/45 297 (300-¾)
INAV MDA		1080/55		347 (400-1)		
 CIRCLING*	1240-1 479 (500-1)	1280-1 519 (600-1)	1500-2 739 (800-2)	2000-3	1239 (1300-3)	

ELEV	761		TDZE	733
------	-----	--	------	-----

ALS Rwy 15L nstd len 2100'  
HIRL all rwys



UNIVERSAL CITY, TEXAS

29°32'N-98°17'W

RANDOLPH AFB (KRND)

Amdt 4 20FEB25

## RNAV (GPS) RWY 33L


UNIVERSAL CITY, TEXAS

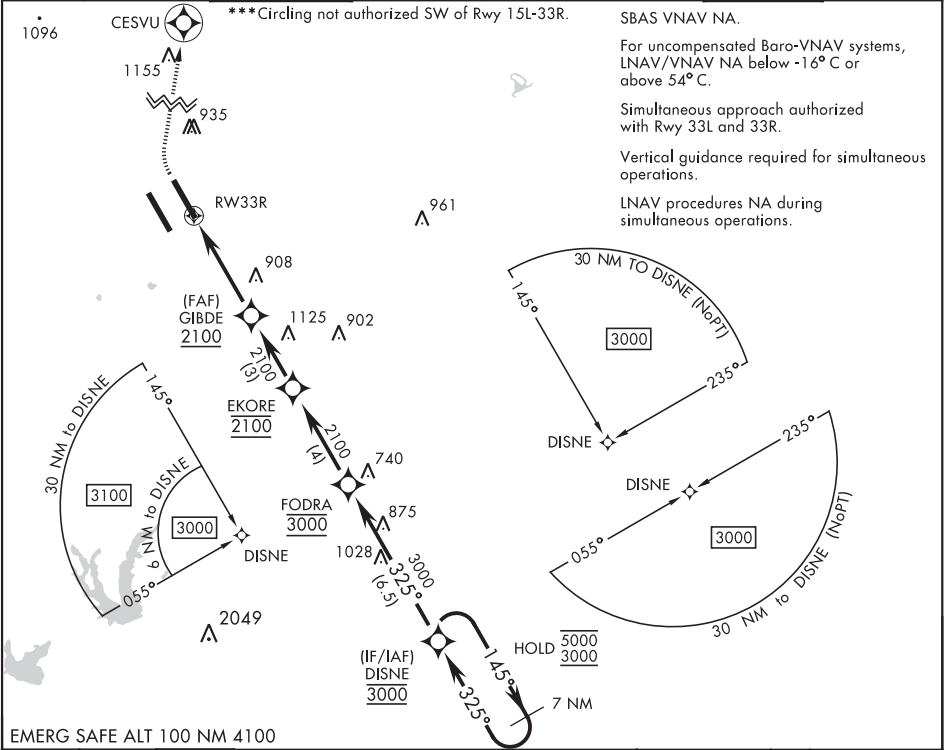
RNAV (GPS) RWY 33R

APCH CRS	Rwy Idg	8351
325°	TDZE	733
	Arpt Elev	761

[USAF]

RANDOLPH AFB (KRND)

RNP APCH - GPS				ALSIF-1		MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct CESVU. Expect ATC instructions.		
* When ALS inop, increase CAT ABCD RVR to 40, vis to ¾ mile; CAT E RVR to 45, vis to ½ mile. ** When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile; CAT CDE vis to 1 ¾ miles.								
ATIS ★	SAN ANTONIO APP CON	TOWER ★		GND CON	CLNC DEL (RWY 15L-33R)	HANGOVER ATIS ★	HANGOVER TOWER ★	HANGOVER GND CON
290.525	128.05 318.1	128.25 294.7		119.65 275.8	338.35	327.8	120.5 291.1	124.75 353.75



1500 3000 CESVU		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 42).		7 NM Holding Pattern		ELEV 761	TDZE 733
RW33R 1.4 NM TO RW33R 4.2 NM		GIBDE 2100		EKORE 2100		FODRA 3000	
		DISNE 3000		5000 3000 145° 325° 3000		GP 3.00° TCH 53	
CATEGORY	A	B	C	D	E		
LNAV/VNAV DA *	983/24	250 (300-½)		987/24 254 (300-½)	1025/24 292 (300-½)		
LNAV MDA **	1200/24	467 (500-½)	1200/50	467	(500-1)		
CIRCLING ***	1240-1	479 (500-1)	1260-1½ 499 (500-1½)	1900-3	1139 (1200-3)		
						HIRL all rwys ALS Rwy 15L nstd len 2100'	

UNIVERSAL CITY, TEXAS

29°32'N-98°17'W

RANDOLPH AFB (KRND)

Amtd 5 20FEB25

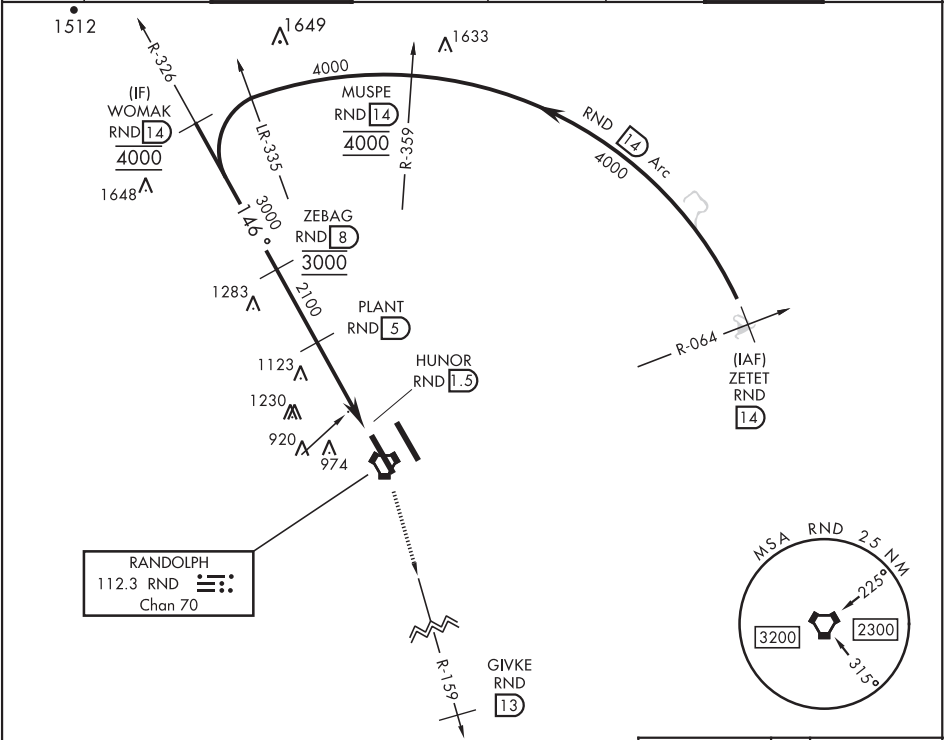
RNAV (GPS) RWY 33R

SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025

TACAN RWY 15R

VORTAC RND 112.3 Chan 70		APCH CRS 146°		Rwy Idg 8352 TDZE 761 Arpt Elev 761		[USAF]		RANDOLPH AFB (KRND)							
RADAR required						MISSED APPROACH: Climb to 3000 out RND VORTAC R-159 to 13 DME (GIVKE). Expect ATC instructions.									
* Circling not authorized NE of Rwy 15R-33L.															
ATIS ★ 290.525		SAN ANTONIO APP CON 128.05 318.1		TOWER ★ 128.25 294.7		GND CON 119.65 275.8		CLNC DEL (RWY 15L-33R) 338.35		HANGOVER ATIS ★ 327.8		HANGOVER TOWER ★ 120.5 291.1		HANGOVER GND CON 124.75 353.75	



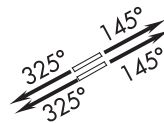
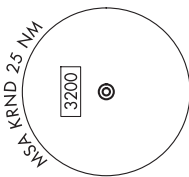
EMERG SAFE ALT 100 NM 4100						ELEV 761	TDZE 761
CATEGORY	A	B	C	D	E		
S-15R	1380/55	619 (700-1)	1380-134	619	(700-134)		
CIRCLING*	1380-1	619 (700-1)	1500-2 739 (800-2)	2000-3	1239 (1300-3)	HIRL all rwys ALS Rwy 15L nstd len 2100'	

TACAN RWY 15R





**TOP ALTITUDE:  
ASSIGNED BY ATC**



NOTE: Chart not to scale.

SAN ANTONIO DEP CON  
127.1 290.225  
ATIS ★  
290.525  
ATIS (HANGOVER) ★  
327.8  
CINC DEL (15L-33R)  
338.35  
GND CON  
1119.65 275.8  
GND CON (HANGOVER)  
124.75 353.75  
TOWER ★  
128.25 294.7  
HANGOVER TOWER ★  
120.5 291.1

Z 

TAKEOFF MINIMUMS  
Rwys 15L/R, 33L/R: Standard.

DEPARTURE ROUTE DESCRIPTION

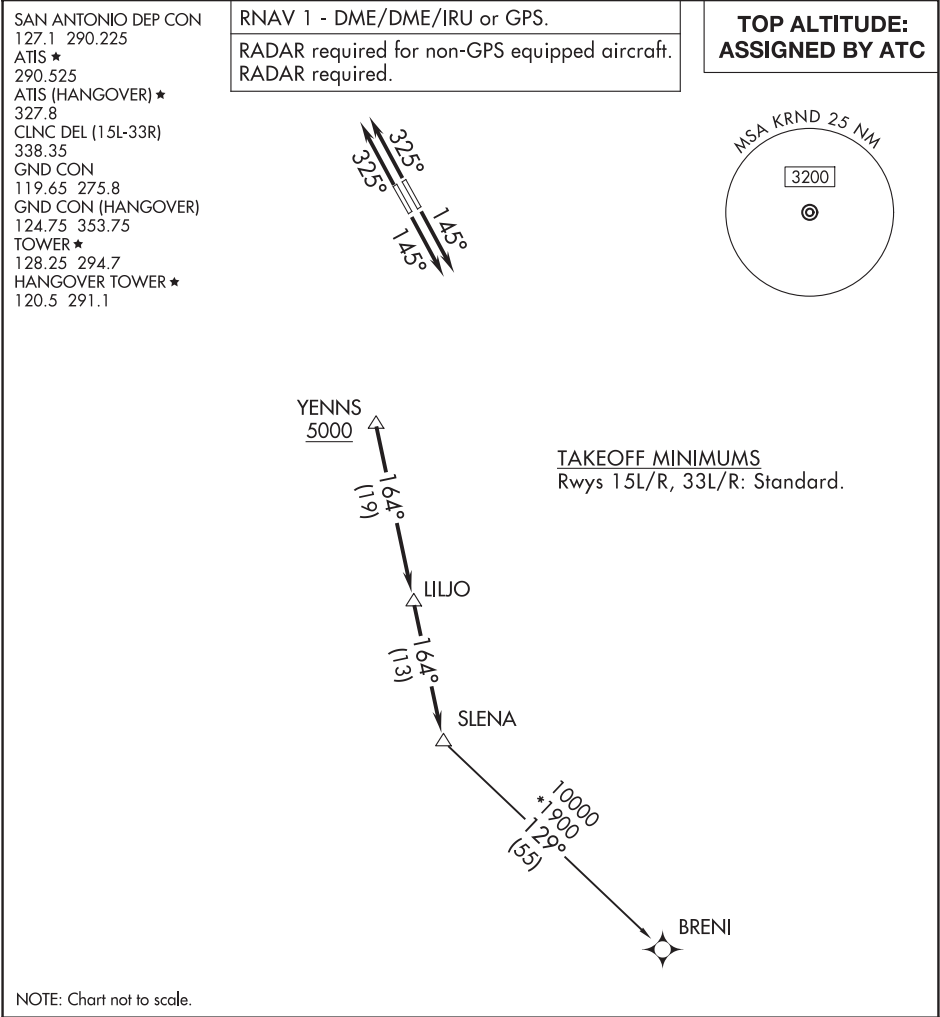
TAKEOFF RUNWAYS 15L/R: Climb on heading 145° or as assigned by ATC, for vectors to TREVA, thence. . . .

TAKEOFF RUNWAYS 33L/R: Climb on heading 325° or as assigned by ATC, for vectors to TREVA, thence. . . .

...on track 305° to TATAR, then on track 305° to AUSS. Maintain ATC assigned altitude. Expect filed altitude 10 minutes after departure.

UNIVERSAL CITY, TEXAS  
RANDOLPH AFB (KRND)





DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 15L/R: Climb on heading 145° or as assigned by ATC, for vectors to YENNS. Thence. . .

TAKEOFF RUNWAYS 33L/R: Climb on heading 325° or as assigned by ATC, for vectors to YENNS. Thence. . .

. . .on track 164° to LILJO, then on track 164° to SLENA, then on transition. Maintain ATC assigned altitude. Expect filed altitude 10 minutes after departure.

BRENI TRANSITION (SLENA2.BRENI)

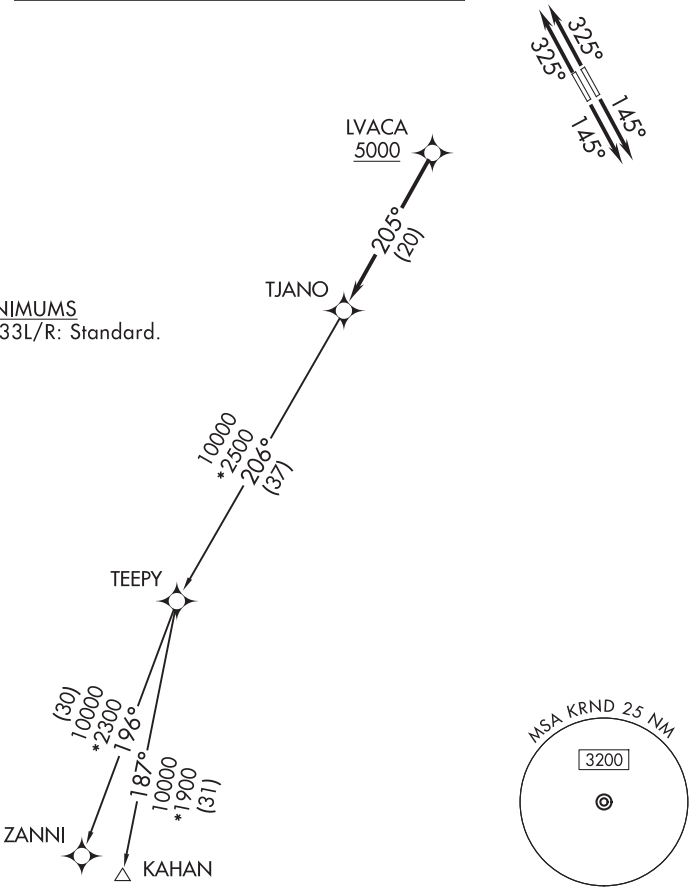
UNIVERSAL CITY, TEXAS  
RANDOLPH AFB (KRND)

SAN ANTONIO DEP CON  
127.1 290.225  
ATIS ★  
290.525  
ATIS (HANGOVER) ★  
327.8  
CLNC DEL (15L-33R)  
338.35  
GND CON  
119.65 275.8  
GND CON (HANGOVER)  
124.75 353.75  
TOWER ★  
128.25 294.7  
HANGOVER TOWER ★  
120.5 291.1

RNAV 1 - DME/DME IRU or GPS.  
RADAR required for non-GPS equipped aircraft.  
RADAR required.

TOP ALTITUDE:  
ASSIGNED BY ATC

TAKEOFF MINIMUMS  
Rwys 15L/R, 33L/R: Standard.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 15L/R: Climb on heading 145° or as assigned by ATC, for vectors to LVACA, thence. . .  
TAKEOFF RUNWAYS 33L/R: Climb on heading 325° or as assigned by ATC, for vectors to LVACA, thence. . .

. . .on track 205° to TJANO, then on transition. Maintain ATC assigned altitude.  
Expect filed altitude 10 minutes after departure.

KAHAN TRANSITION (TJANO2.KAHAN)  
ZANNI TRANSITION (TJANO2.ZANNI)

(YODUH2.YODUH) 25219

YODUH TWO DEPARTURE (RNAV)

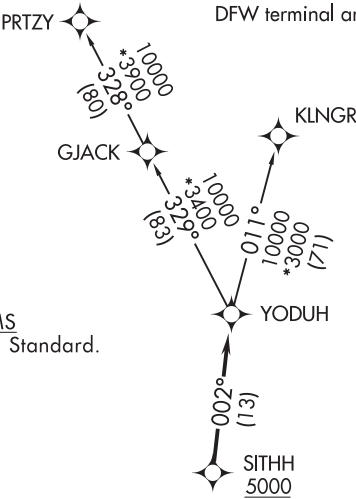
SAN ANTONIO DEP CON  
127.1 290.225  
ATIS ★  
290.525  
ATIS (HANGOVER) ★  
327.8  
CLNC DEL (15L-33R)  
338.35  
GND CON  
119.65 275.8  
GND CON (HANGOVER)  
124.75 353.75  
TOWER ★  
128.25 294.7  
HANGOVER TOWER ★  
120.5 291.1

RNAV 1 - DME/DME IRU or GPS.

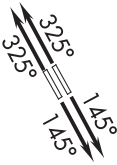
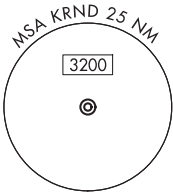
RADAR required for non-GPS equipped aircraft.  
RADAR required.

**TOP ALTITUDE:  
ASSIGNED BY ATC**

NOTE: Aircraft destined for airports north/northeast of  
DFW terminal area must file the KLNGR Transition.



TAKEOFF MINIMUMS  
Rwys 15L/R, 33L/R: Standard.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 15L/R: Climb on heading 145° or as assigned by ATC, for vectors to SITHH, thence. . .  
TAKEOFF RUNWAYS 33L/R: Climb on heading 325° or as assigned by ATC, for vectors to SITHH, thence. . .

. . .on track 002° to YODUH, then on transition. Maintain ATC assigned altitude.  
Expect filed altitude 10 minutes after departure.

KLNGR TRANSITION (YODUH2.KLNGR)  
PRTZY TRANSITION (YODUH2.PRTZY)

YODUH TWO DEPARTURE (RNAV)  
(YODUH2.YODUH) 07AUG25

UNIVERSAL CITY, TEXAS  
RANDOLPH AFB (KRND)

WAAS  
CH **97430**  
**W13A**

APP CRS  
**129°**

Rwy Ldg  
TDZE **80**  
Apt Elev **80**

**RNAV (GPS) RWY 13**

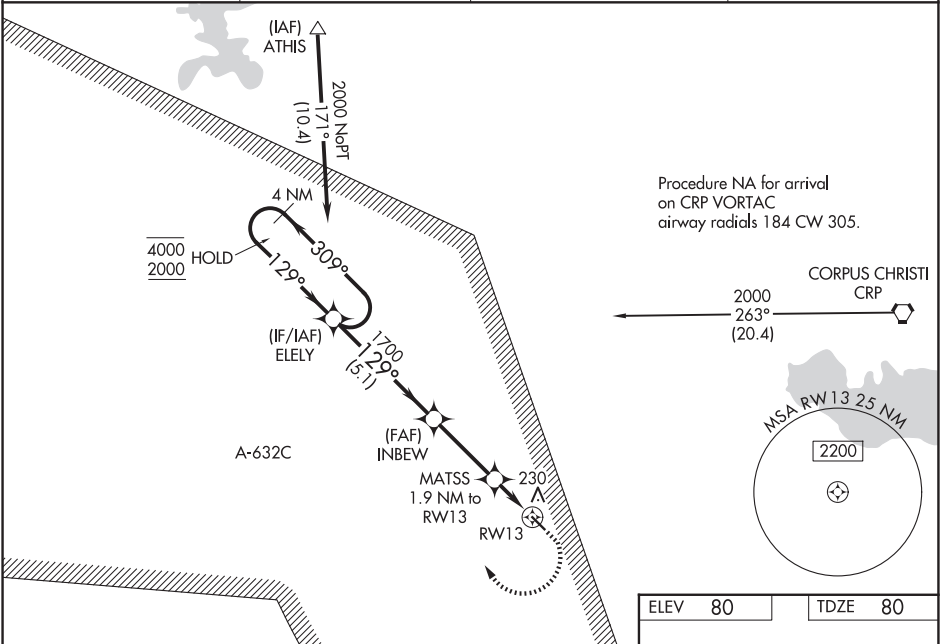
NUECES COUNTY (RBO)

RNP APCH.

⚠ Circling NA northeast of Rwy 13-31. Procedure NA at night. Baro-VNAV and VDP NA when using Corpus Christi Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use Corpus Christi Intl altimeter setting and increase LPV DA to 358 feet, LNAV/VNAV DA to 400 feet and all MDA 40 feet.

⚠ MISSED APPROACH: Climb to 540 then climbing right turn to 2000 direct ELEY and hold.

AWOS-3 <b>118.175</b>	CORPUS APP CON ★ <b>120.9 348.725</b>	CTAF <b>122.9</b>	<b>122.8 0</b>
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4 NM Holding Pattern

ELEY

INBEW

MATSS 1.9 NM to RW13

\*LNAV only.

GP 3.00° TCH 40

5.1 NM

3.1 NM

0.8 NM

1.1 NM

129°

129°

1700

1700

3700 X 75

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

ELEV 80

TDZE 80

MIRL Rwy 13-31 0

RNAV (GPS) RWY 31  
NUECES COUNTY (RBO)

MISSED APPROACH: Climb to 2000  
direct EELY and hold.

122.8 L



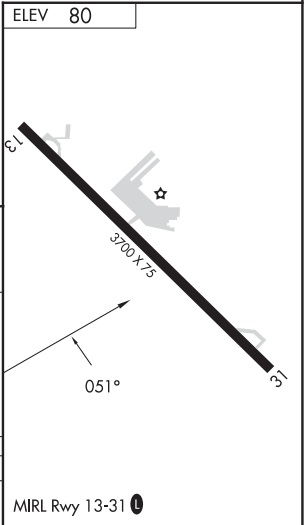
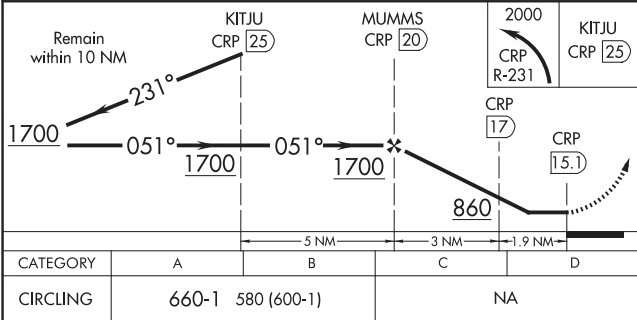
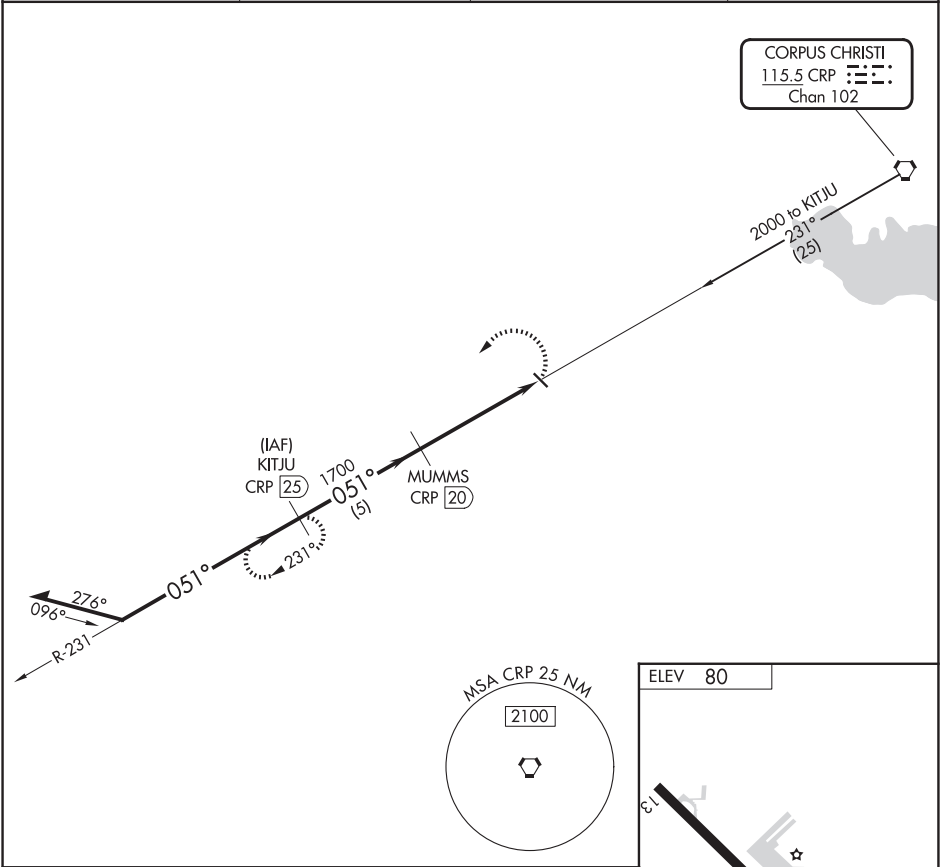
NUECES COUNTY (RB0)

RNAV (GPS) RWY 31

VORTAC CRP	APP CRS	Rwy Ldg	N/A
115.5	051°	TDZE	N/A
Chan 102		Apt Elev	80

VOR/DME-A  
NUECES COUNTY (RBO)

<div><div><div></div><div>NA</div></div><div>When local altimeter setting not received, use Corpus Christi Intl altimeter setting. Circling not authorized northeast of Rwy 13-31.</div></div>		MISSED APPROACH: Climbing left turn to 2000 via CRP R-231 to KITJU/CRP 25 DME and hold.	
AWOS-3 118.175	CORPUS APP CON ★ 120.9 348.725	CTAF 122.9	122.8 0



SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025

ROCKPORT, TEXAS

AL-991 (FAA)

19339

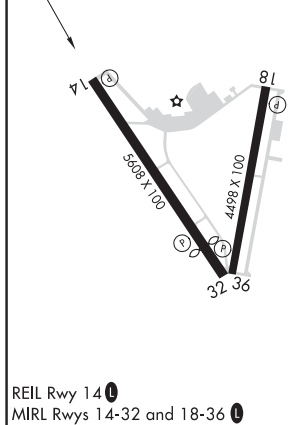
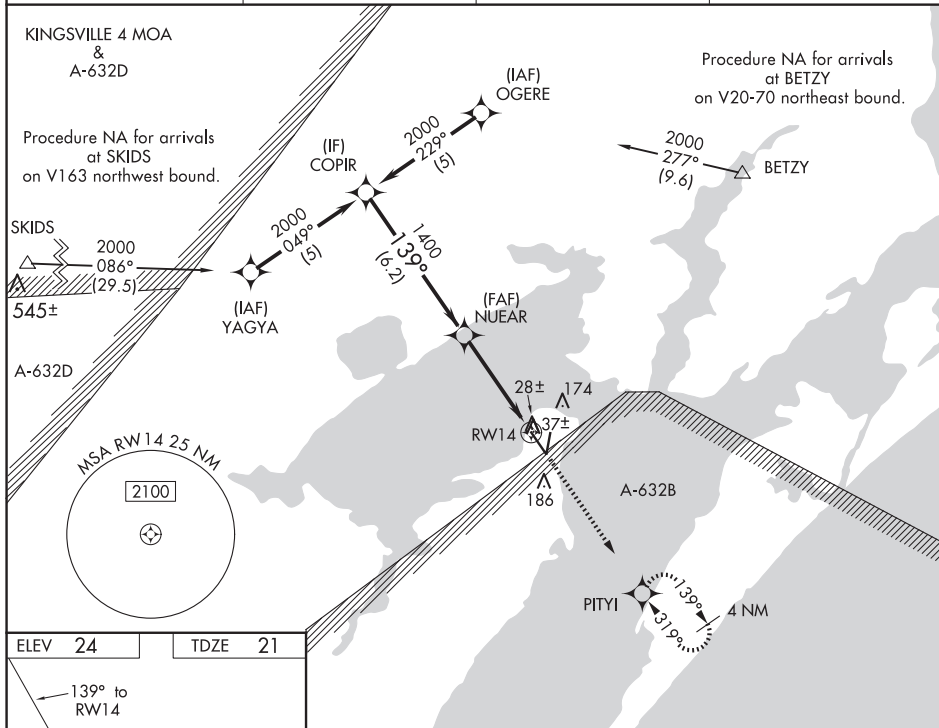
WAAS CH <b>53617</b> <b>W14A</b>	APP CRS <b>139°</b>	Rwy Idg <b>5608</b> TDZE <b>21</b> Apt Elev <b>24</b>
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# **RNAV (GPS) RWY 14** ARANSAS COUNTY (RKP)

**Baro-VNAV NA** when using Ingleside altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below  $\frac{3}{4}$  SM NA. When local altimeter setting not received, use Ingleside altimeter setting and increase all DA 33 feet and all MDA 40 feet increase LNAV/VNAV all Cats visibility  $\frac{1}{4}$  mile. VDP NA with Ingleside altimeter setting.

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

ASOS <b>119.275</b>	CORPUS APP CON <b>120.9 348.725</b>	CLNC DEL <b>121.7</b>	UNICOM <b>123.05 (CTAF) 0</b>
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Procedure Turn NA		COPIR		* LNAV only		2000 ↑		PITYI ✴	
2000		139°		NUEAR 1400		* 0.9 NM to RW14		RW14	
GP 3.00° TCH 35°		1400		6.2 NM		3.3 NM		0.9 NM	
CATEGORY		A		B		C		D	
LPV DA		271-1		250 (300-1)				NA	
LNAV/ VNAV DA		378-1¼		357 (400-1¼)				NA	
LNAV MDA		320-1		299 (300-1)				NA	
CIRCLING		500-1		476 (500-1)		500-1½ 476 (500-1½)		NA	

ROCKPORT, TEXAS  
Amdt 3A 04APR13

28°05'N-97°03'W

ARANSAS COUNTY (RKP)  
**RNAV (GPS) RWY 14**

SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025



WAAS CH <b>50517</b> <b>W18A</b>	APP CRS <b>184°</b>	Rwy Idg TDZE Apt Elev	<b>4498</b> <b>22</b> <b>24</b>
--	------------------------	-----------------------------	---------------------------------------

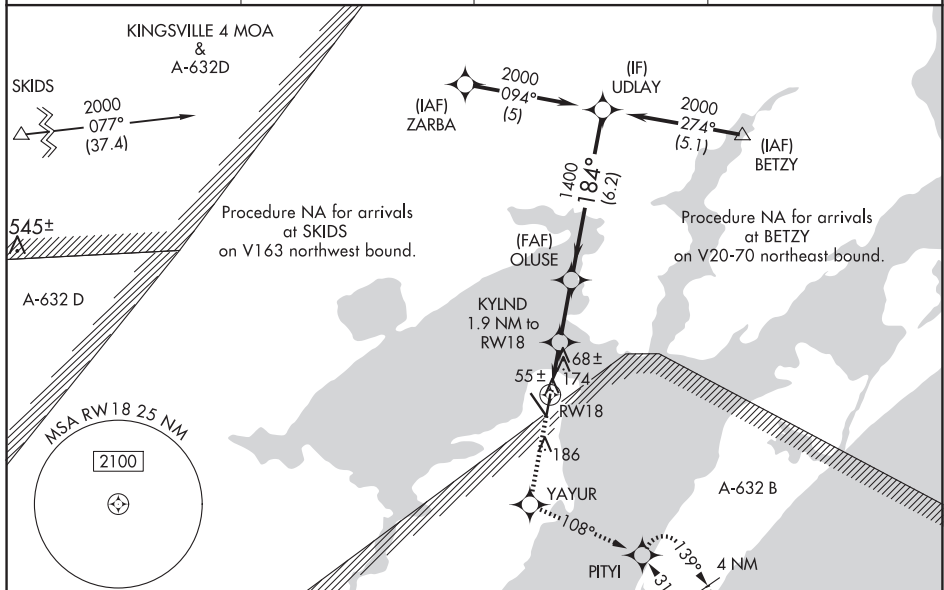
## RNAV (GPS) RWY 18

ARANSAS COUNTY (RKP)

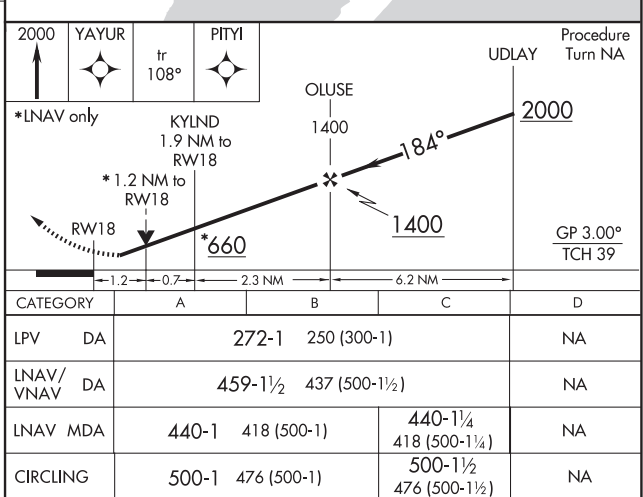
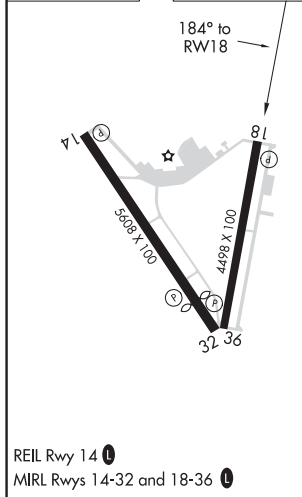
**V** Baro-VNAV NA when using Ingleside altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Ingleside altimeter setting and increase all DA 33 feet and all MDA 40 feet; increase LNAV/VNAV 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.

ASOS <b>119.275</b>	CORPUS APP CON <b>120.9 348.725</b>	CLNC DEL <b>121.7</b>	UNICOM <b>123.05</b> (CTAF) 
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ELEV 24		TDZE 22
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ROCKPORT, TEXAS

AL-991 (FAA)

19339

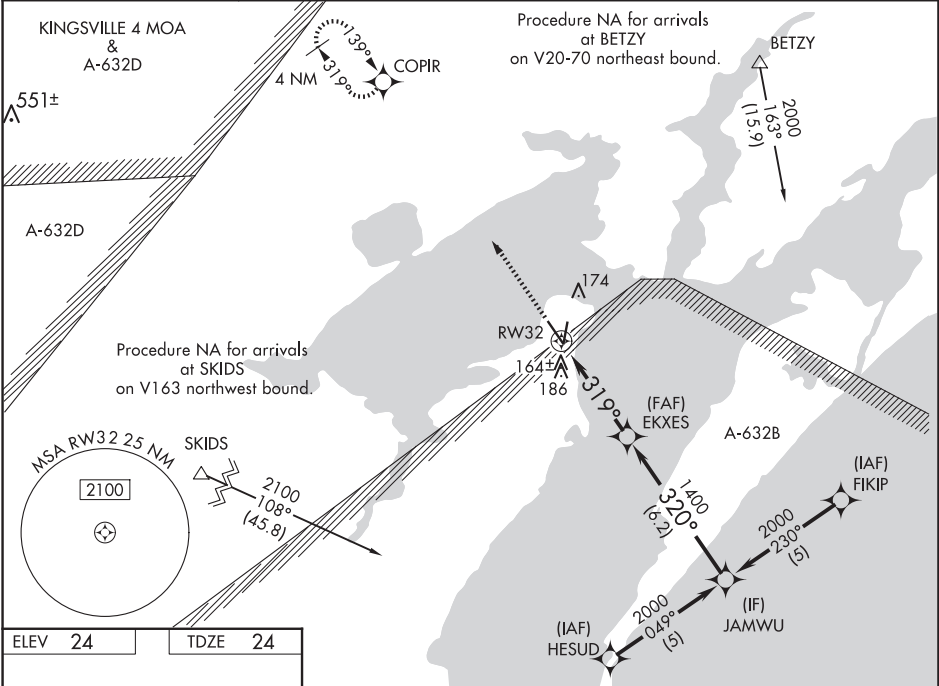
WAAS CH <b>45917</b> <b>W32A</b>	APP CRS <b>319°</b>	Rwy Idg <b>5608</b> TDZE <b>24</b> Apt Elev <b>24</b>
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**RNAV (GPS) RWY 32**  
ARANSAS COUNTY (RKP)

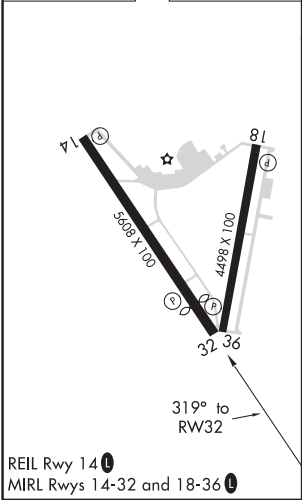
**⚠** Baro-VNAV NA when using Ingleside altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Ingleside altimeter setting and increase all DA 33 feet and all MDA 40 feet, increase LNAV Cat C visibility ¼ mile. VDP NA with Ingleside altimeter setting.

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

ASOS <b>119.275</b>	CORPUS APP CON <b>120.9 348.725</b>	CLNC DEL <b>121.7</b>	UNICOM <b>123.05 (CTAF) 0</b>
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ELEV <b>24</b>	TDZE <b>24</b>
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**2000** **COPIR**

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 25).

Procedure Turn NA

**\*LNAV only**

**\*1.2 NM to RW32**

**GP 3.00° TCH 40**

CATEGORY	A	B	C	D
LPV DA	274-1	250 (300-1)		NA
LNAV/VNAV DA	508-1¾	484 (500-1¾)		NA
LNAV MDA	420-1	396 (400-1)		NA
CIRCLING	500-1	476 (500-1)	500-1½ 476 (500-1½)	NA

ROCKPORT, TEXAS  
Orig-A 04APR13

28°05'N-97°03'W

ARANSAS COUNTY (RKP)  
**RNAV (GPS) RWY 32**

SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025

WAAS CH <b>61317</b> <b>W36A</b>	APP CRS <b>004°</b>	Rwy ldg TDZE <b>23</b> Apt Elev <b>24</b>	<b>4498</b>
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RNAV (GPS) RWY 36

ARANSAS COUNTY (RKP)

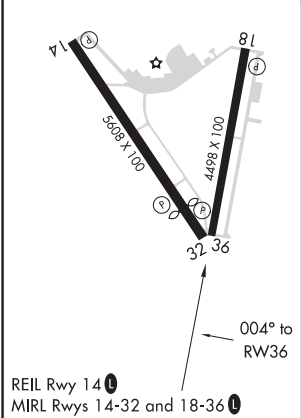
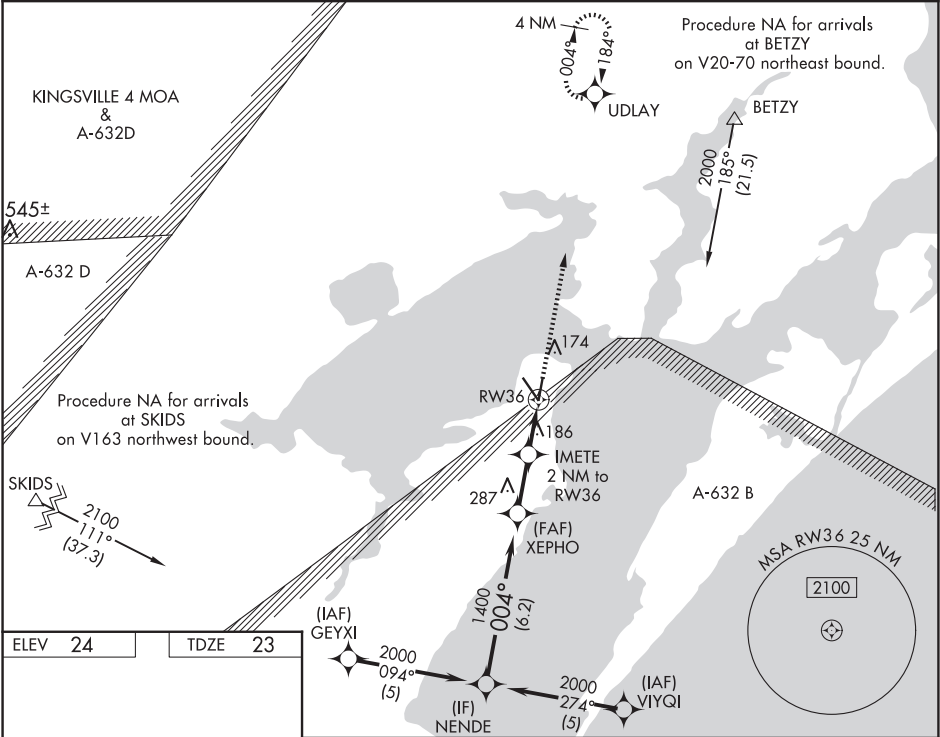
▼

▲

Baro-VNAV NA when using Ingleside altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. 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 <b>119.275</b>	CORPUS APP CON <b>120.9 348.725</b>	CLNC DEL <b>121.7</b>	UNICOM <b>123.05 (CTAF) 0</b>
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NENDE				XEPHO				IMETE 2 NM to RW36			
2000				1400				700*			
Procedure Turn NA				GP 3.00°				TCH 42			
6.2 NM				2.1 NM				0.8 + 1.2			
CATEGORY	A		B		C		D				
LPV DA	273-1		250 (300-1)				NA				
LNAV/VNAV DA	498-1¾		475 (500-1¾)				NA				
LNAV MDA	440-1		417 (500-1)		440-1¼		417 (500-1¼)		NA		
CIRCLING	500-1		476 (500-1)		500-1½		476 (500-1½)		NA		

SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025

ROCKPORT, TEXAS

AL-991 (FAA)

20198

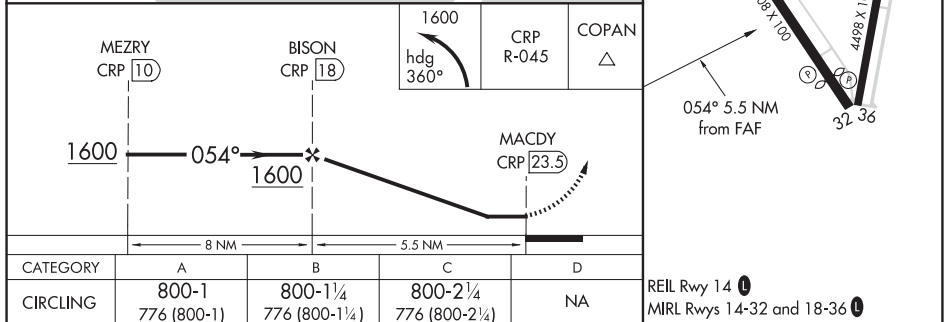
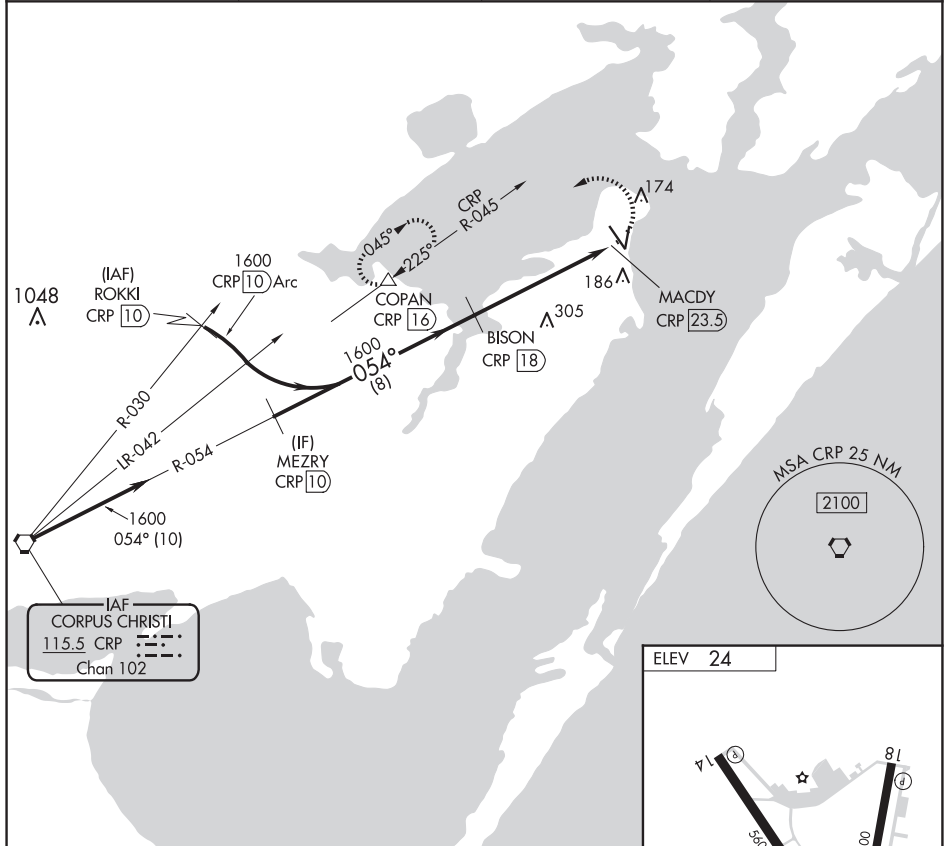
VORTAC CRP <b>115.5</b> Chan <b>102</b>	APP CRS <b>054°</b>	Rwy Idg TDZE Apt Elev <b>N/A</b> <b>N/A</b> <b>24</b>
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# VOR or TACAN-A

ARANSAS COUNTY (RKP)

DME required. ▼ ▲	MISSED APPROACH: Climbing left turn to 1600 on heading 360° and CRP VORTAC R-045 to COPAN/16 DME and hold.
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ASOS <b>119.275</b>	CORPUS APP CON <b>120.9 348,725</b>	CLNC DEL <b>121.7</b>	UNICOM <b>123.05</b> (CTAF) <b>1</b>
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ROCKPORT, TEXAS  
Amdt 9B 05DEC19

28°05'N-97°03'W

ARANSAS COUNTY (RKP)  
VOR or TACAN-A

SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025

▼

NA

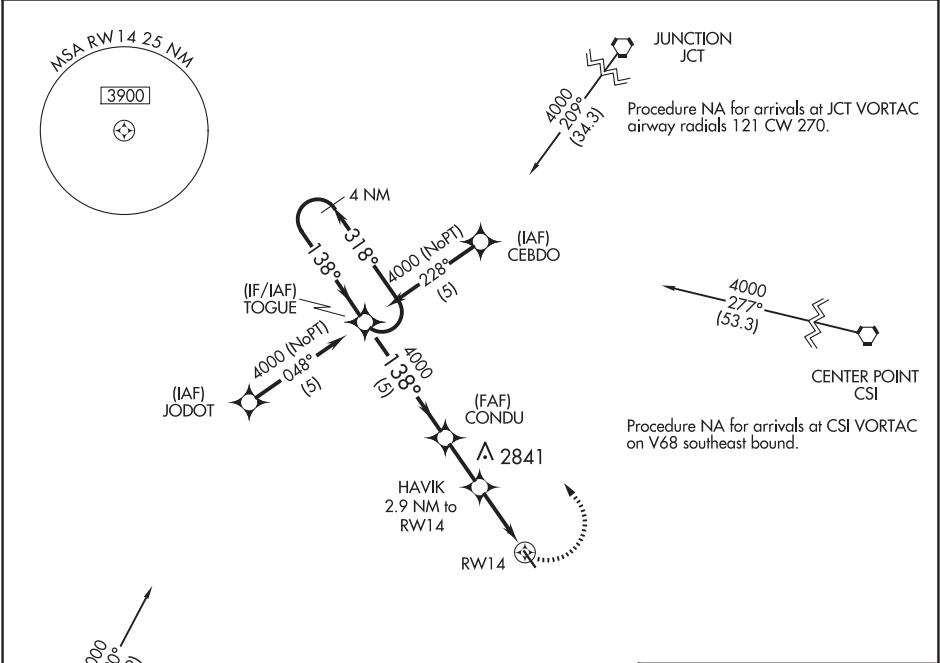
DME/DME RNP-0.3 NA.  
Procedure NA at night.  
Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing left turn to 4000 direct TOGUE and hold.

AWOS-3  
118.175

DEL RIO APP CON ★  
119.6 259.1

CTAF  
122.9



ELEV 2372

TDZE 2372

4 NM Holding Pattern

Visual Segment - Obstacles.

TOGUE

CONDU

HAVIK 2.9 NM to RWY14

RWY14

4000

318°

138°

4000

3320

4000 X 50

CATEGORY	A	B	C	D
LNVA MDA	2960-1	588 (600-1)	2960-1½ 588 (600-1½)	NA
CIRCLING	3000-1	628 (700-1)	3000-1¾ 628 (700-1¾)	NA

MIRL Rwy 14-32

ROCKSPRINGS, TEXAS

AL-6005 (FAA)

23222

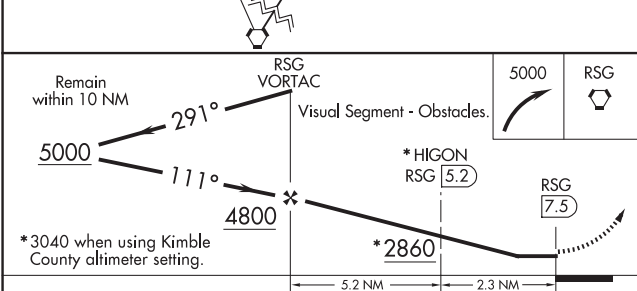
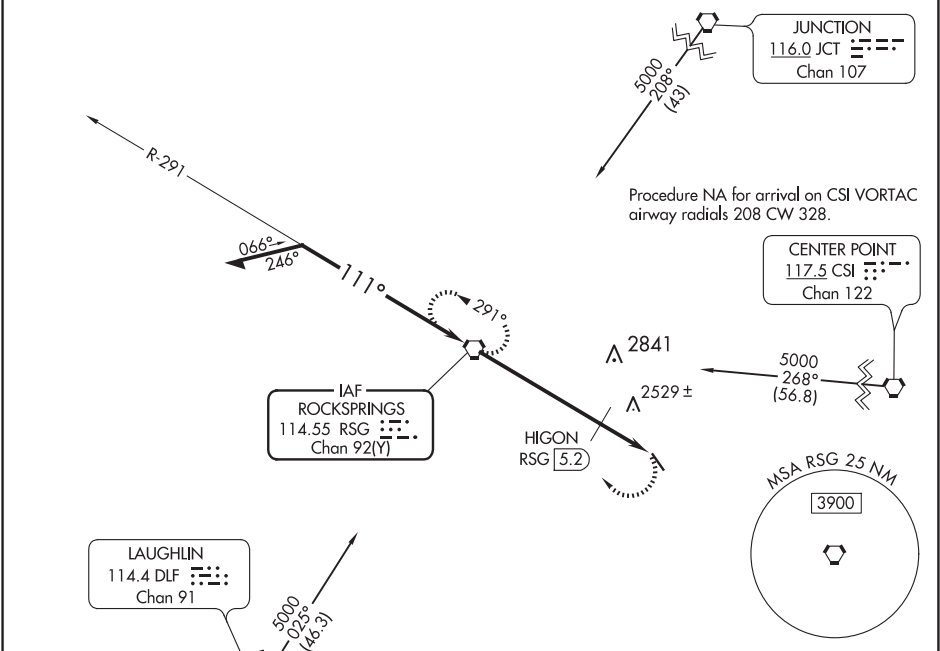
VORTAC RSG	APP CRS	Rwy Idg	3772
114.55	111°	TDZE	2372
Chan 92(Y)		Apt Elev	2372

VOR RWY 14  
EDWARDS COUNTY (ECU)

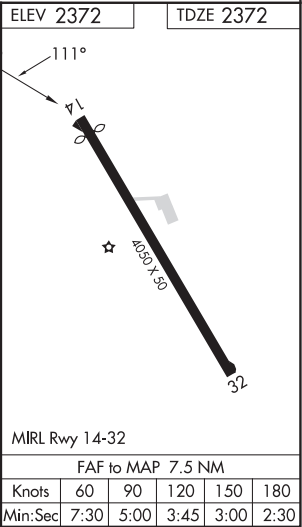
⚠ When local altimeter setting not received, use Kimble County altimeter setting and increase all MDAs 180 feet. Procedure NA at night.  
Rwy 14 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing right turn to 5000 direct RSG VORTAC and hold, continue climb-in-hold to 5000.

AWOS-3 118.175	DEL RIO APP CON ★ 119.6 259.1	CTAF 122.9
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CATEGORY	A	B	C	D
S-14	2860-1	488 (500-1)	2860-1¼ 488 (500-1¼)	NA
CIRCLING	2860-1	488 (500-1)	2860-1½ 488 (500-1½)	NA
HIGON FIX MINIMUMS				
S-14	2780-1	408 (500-1)	2780-1¼ 408 (500-1¼)	NA
CIRCLING	2800-1 428 (500-1)	2840-1 468 (500-1)	2840-1½ 468 (500-1½)	NA



ROCKSPRINGS, TEXAS  
Amdt 5D 10AUG23

29°57'N-100°10'W

EDWARDS COUNTY (ECU)  
VOR RWY 14

SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025

ILS Y or LOC Y RWY 3  
SAN ANGELO RGNL/MATHIS FLD (SJT)

**T** 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.

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

**MISSED APPROACH:** Climb to 4000 then right turn direct SJT VORTAC 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
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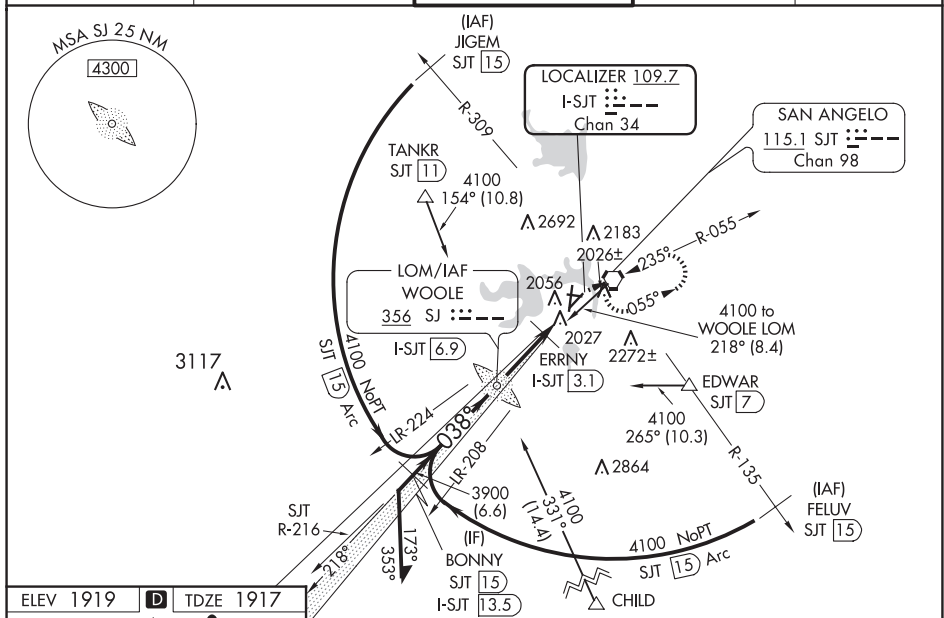
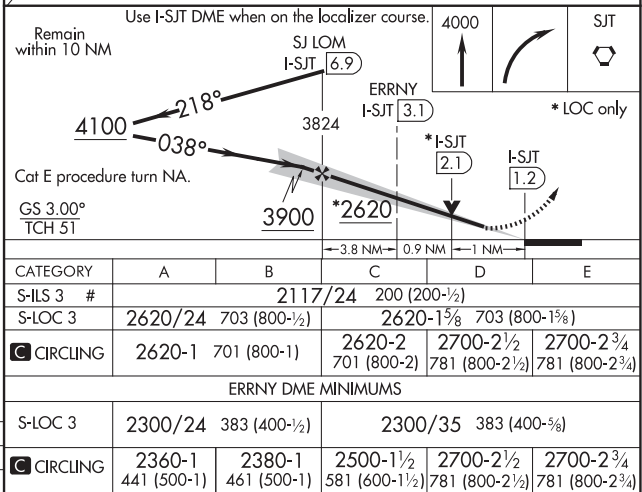


Diagram illustrating the FAF (Final Approach Fix) for Runway 36, showing the 038° 5.7 NM approach from the FAF. Key features include:

- 038° 5.7 NM from FAF
- 0.3% DOWN
- 0.4% UP
- 4406 X 75
- 5940 X 150
- 8054 X 150
- 0.3% UP
- Runway 36 and 81
- TWR 1990
- MRL Rwy 9-27 and 18-36
- HRL Rwy 3-21
- REIL Rwy 18

FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54



SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025

SAN ANGELO, TEXAS

AI-367 (FAA)

22223

WAAS CH <b>77517</b> <b>W03A</b>	APP CRS <b>038°</b>	Rwy Idg TDZE <b>1917</b> Apt Elev <b>1919</b>
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# RNAV (GPS) RWY 3

SAN ANGELO RGNL/MATHIS FLD (SJT)

RNP APCH - GPS.

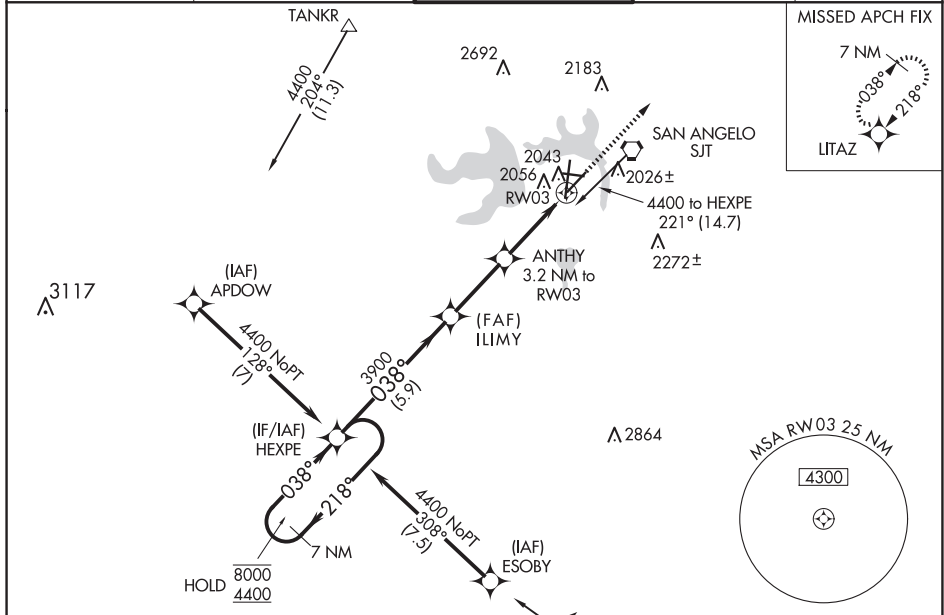
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -8°C or above 54°C.  
For inop ALS, increase LPV Cat E visibility to RVR 4000, and LNAV/VNAV Cat E and LNAV Cat E visibility to RVR 6000. Circling NA for Cat E west of Rwy 18-36.  
ASR # RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

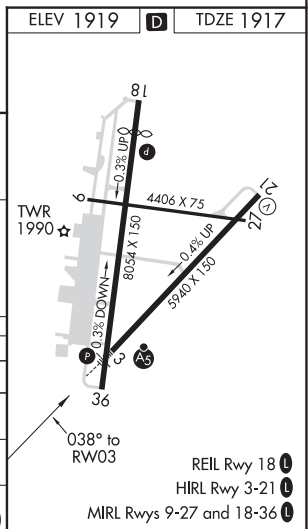


MISSED APPROACH:  
Climb to 3800 direct  
LITAZ and hold.

ATIS <b>128.45 319.0</b>	SAN ANGELO APP CON ★ <b>125.35 354.1</b>	MATHIS TOWER ★ <b>118.3(CTAF) 284.7</b>	GND CON <b>121.9 348.6</b>	UNICOM <b>122.95</b>
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<div>7 NM Holding Pattern</div> <div>HEXPE</div> <div>ILIMY</div> <div>ANTHY</div> <div>3.2 NM to RW03</div> <div>3800</div> <div>LITAZ</div> <div>4400</div> <div>301°</div> <div>(5.8)</div> <div>CHILD</div> <div>GP 3.00°</div> <div>TCH 51</div> <div>5.9 NM</div> <div>2.8 NM</div> <div>2.2 NM</div> <div>1 NM</div> <div>*LNAV only.</div> <div>*1 NM to RW03</div> <div>RW03</div> <div>RW03</div>					
CATEGORY	A	B	C	D	E
LPV DA #	2117/24			200 (200-½)	
LNAV/VNAV DA	2323/35			406 (500-¾)	
LNAV MDA	2300/24	383 (400-½)	2300/35 383 (400-¾)		
CIRCLING	2360-1 441 (500-1)	2380-1 461 (500-1)	2500-1½ 581 (600-1½)	2700-2½ 781 (800-2½)	2700-2¾ 781 (800-2¾)



SAN ANGELO, TEXAS  
Amdt 2A 11AUG22

31°21'N-100°30'W

SAN ANGELO RGNL/MATHIS FLD (SJT)  
RNAV (GPS) RWY 3

SC-3, 07 AUG 2025 to 02 OCT 2025



WAAS CH <b>93801</b> <b>W18A</b>	APP CRS <b>182°</b>	Rwy Idg TDZE Apt Elev	<b>7152</b> <b>1908</b> <b>1919</b>
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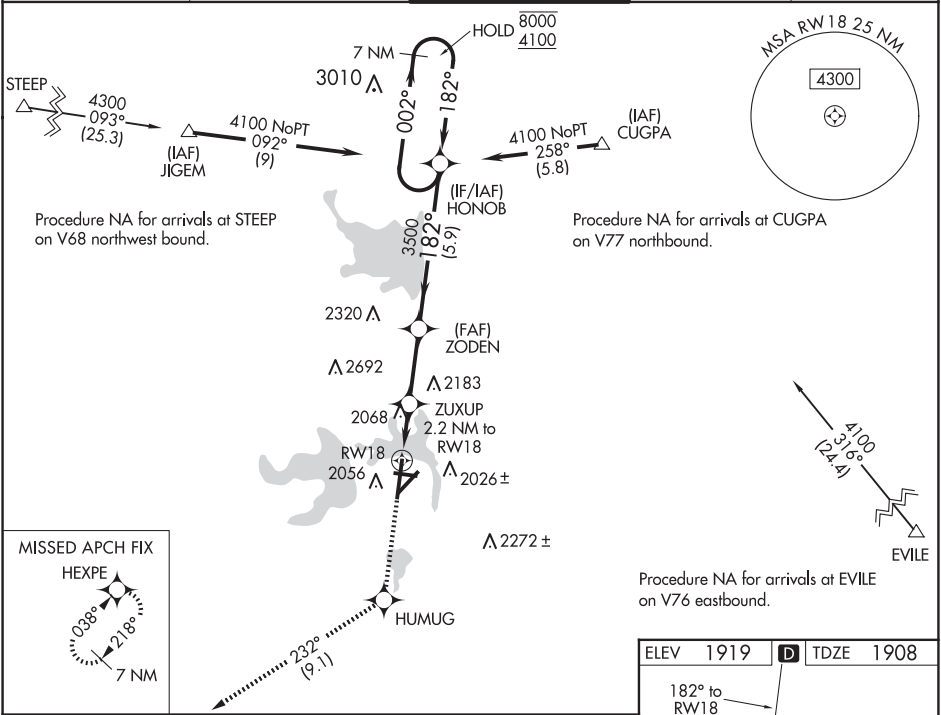
**RNAV (GPS) RWY 18**  
SAN ANGELO RGNL/MATHIS FLD (SJT)

RNP APCH - GPS.

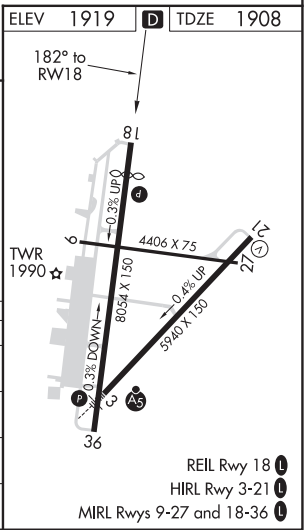
**ASR** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -8°C or above 54°C.  
Circling NA for Cat E west of Rwy 18-36.

**MISSED APPROACH:** Climb to 4400 direct HUMUG and on track 232° to HEXPE and hold.

ATIS <b>128.45 319.0</b>	SAN ANGELO APP CON ★ <b>125.35 354.1</b>	MATHIS TOWER ★ <b>118.3(CTAF) 284.7</b>	GND CON <b>121.9 348.6</b>	UNICOM <b>122.95</b>
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4400	HUMUG	tr 232°	HEXPE	7 NM	HONOB	Holding Pattern
*LNAV only	ZUXUP 2.2 NM to RW18	ZODEN	3500	182°	8000	4100
	*1.2 NM to RW18		*2640	3500	GP 3.00°	TCH 45
	1.2 NM	1 NM	2.7 NM	5.9 NM		
CATEGORY	A	B	C	D	E	
LPV DA		2158-3/4	250 (300-3/4)			
LNAV/VNAV DA		2246-1	338 (400-1)			
LNAV MDA	2340-1	432 (500-1)	2340-1 1/8	432 (500-1 1/8)		
CIRCLING	2360-1 441 (500-1)	2380-1 461 (500-1)	2500-1 1/2 581 (600-1 1/2)	2700-2 1/2 781 (800-2 1/2)	2700-2 3/4 781 (800-2 3/4)	



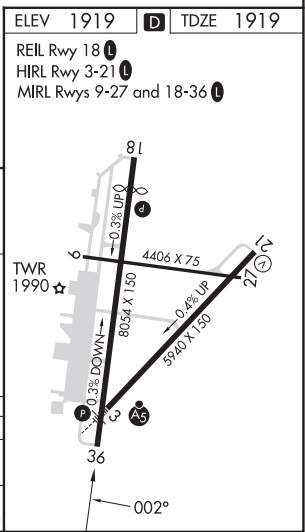
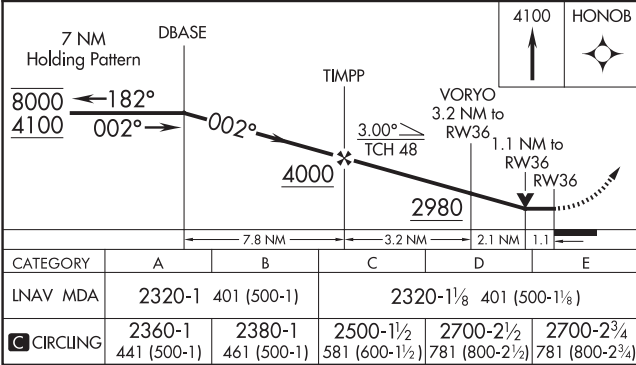
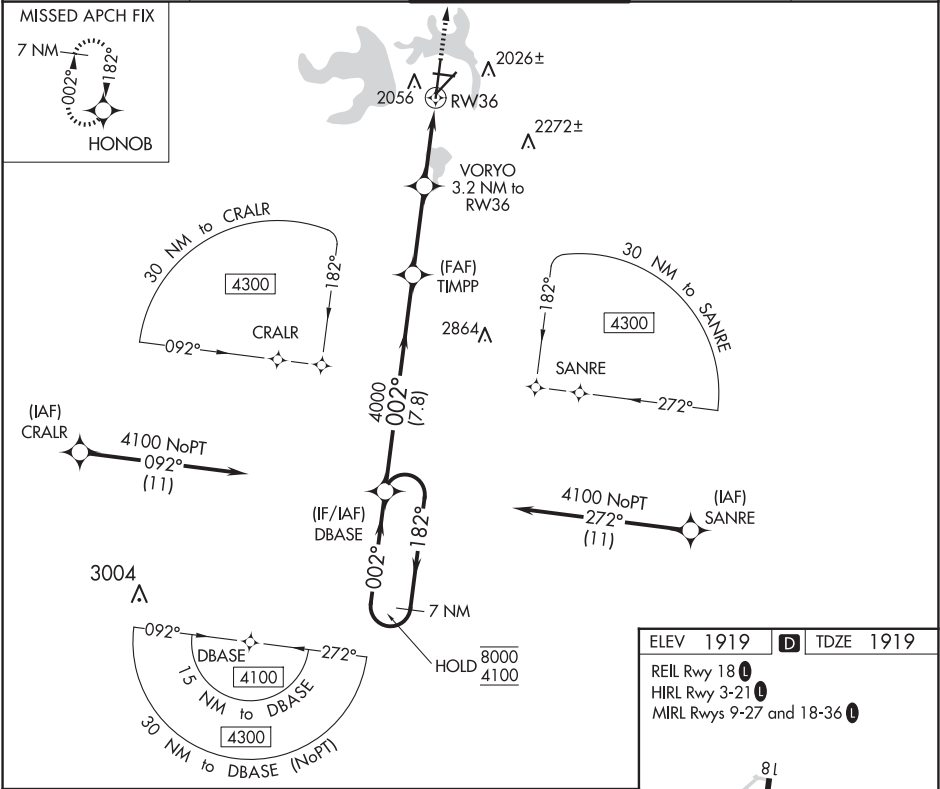


APP CRS	Rwy ldg	7152
002°	TDZE	1919
	Apt Elev	1919

RNAV (GPS) RWY 36

SAN ANGELO RGNL/MATHIS FLD (SJT)

RNP APCH - GPS.		MISSED APPROACH: Climb to 4100 direct HONOB and hold.	
Cirding NA for Cat E west of Rwy 18-36. Rwy 36 helicopter visibility reduction below ¾ SM NA.			
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	



SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025

SAN ANGELO, TEXAS

AL-367 (FAA)

24361

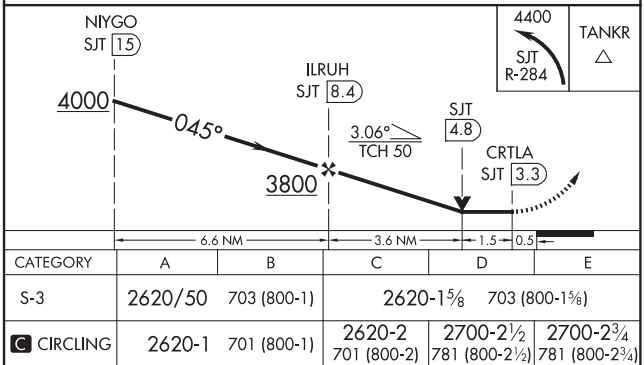
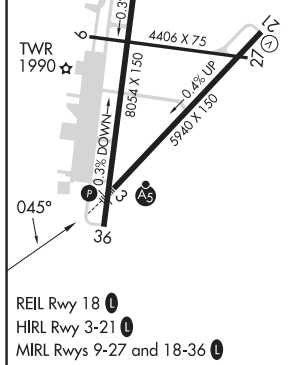
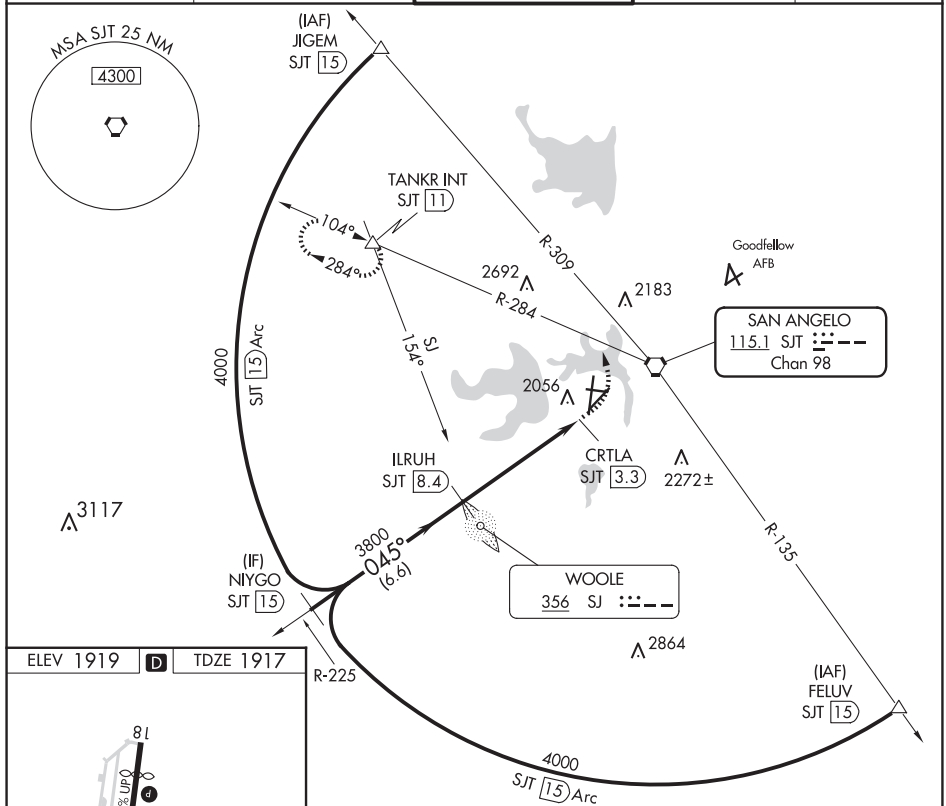
VORTAC SJT <b>115.1</b> Chan <b>98</b>	APP CRS <b>045°</b>	Rwy Idg <b>5940</b> TDZE <b>1917</b> Apt Elev <b>1919</b>
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# VOR Y or TACAN Y RWY 3

SAN ANGELO RGNL/MATHIS FLD (SJT)

DME required. Inop table does not apply to Cat A and B. Circling NA for Cat E west of Rwy 18-36. For inop ALS, increase Cat C-E visibility to 2 SM.	MALSR 	MISSED APPROACH: Climbing left turn to 4400 on SJT VORTAC R-284 to TANKR INT/11 DME and hold, continue climb-in-hold to 4400.
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ATIS <b>128.45 319.0</b>	SAN ANGELO APP CON ★ <b>125.35 354.1</b>	MATHIS TOWER ★ <b>118.3 (CTAF) 284.7</b>	GND CON <b>121.9 348.6</b>	UNICOM <b>122.95</b>
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SAN ANGELO, TEXAS  
Amdt 1 26DEC24

31°21'N-100°30'W

# SAN ANGELO RGNL/MATHIS FLD (SJT)

## VOR Y or TACAN Y RWY 3

SC-3, 07 AUG 2025 to 02 OCT 2025

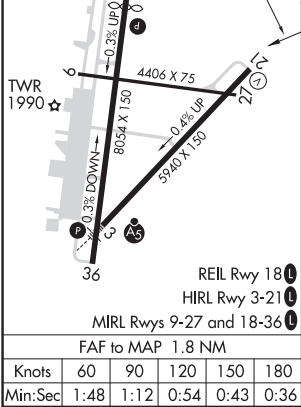
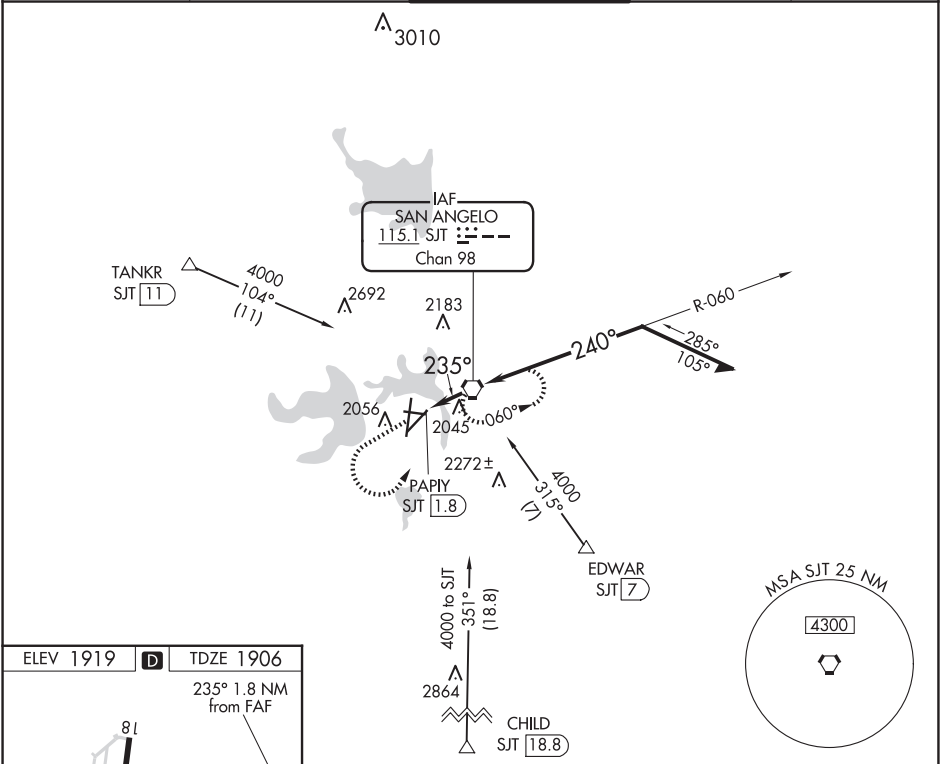
SC-3, 07 AUG 2025 to 02 OCT 2025



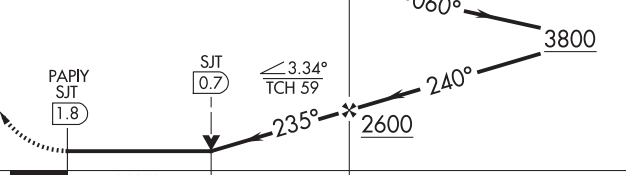

VORTAC SJT	APP CRS	Rwy Idg	5940
115.1	235°	TDZE	1906
Chan 98		Apt Elev	1919

VOR Y RWY 21  
SAN ANGELO RGNL/MATHIS FLD (SJT)

ASR	Circling NA for Cat D west of Rwy 18-36.	MISSED APPROACH: Climb to 4000, then left turn direct SJT VORTAC and hold.
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ATIS 128.45 319.0	SAN ANGELO APP CON ★ 125.35 354.1	MATHIS TOWER ★ 118.3 (CTAF) 0 284.7	GND CON 121.9 348.6	UNICOM 122.95
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4000 ↑		SJT 	VGSI and descent angles not coincident (VGSI Angle 3.00 /TCH 52).		Remain within 10 NM
					
CATEGORY	A	B	C	D	
S-21	2300-1	394 (400-1)	2300-1½	394 (400-1½)	
 CIRCLING	2360-1 441 (500-1)	2380-1 461 (500-1)	2500-1½ 581 (600-1½)	2580-2 661 (700-2)	

SAN ANGELO, TEXAS



AL-367 (FAA)

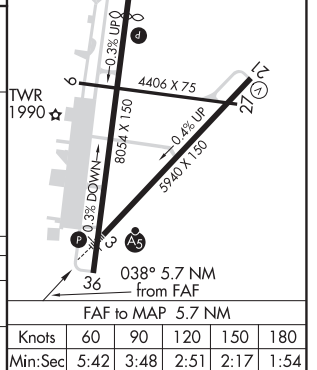
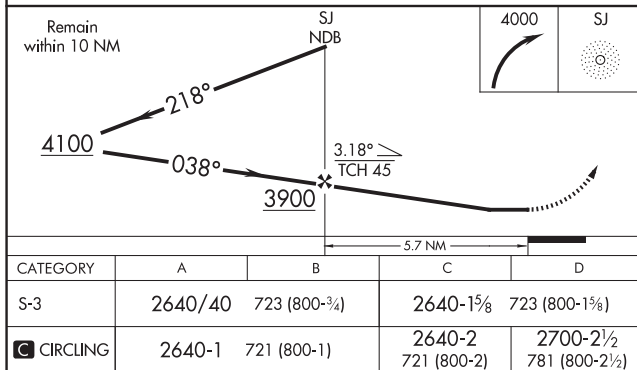
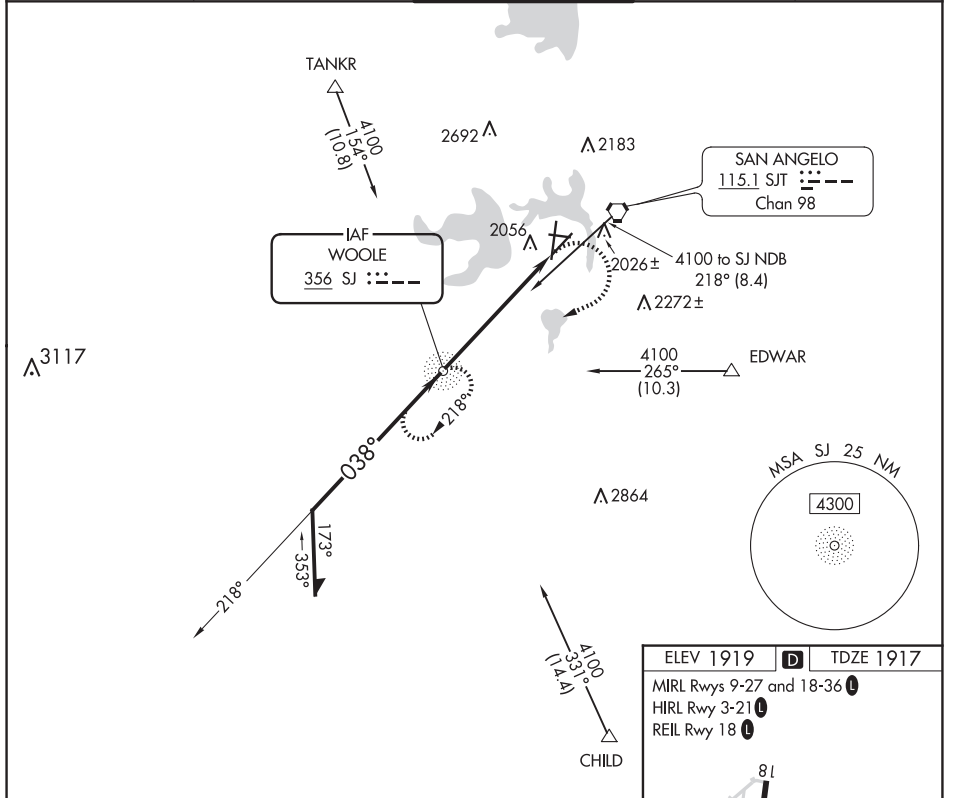
21336

NDB SJ <b>356</b>	APP CRS <b>038°</b>	Rwy Idg TDZE Apt Elev	<b>5940</b> <b>1917</b> <b>1919</b>
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# NDB RWY 3

SAN ANGELO RGNL/MATHIS FLD (SJT)

<div> ASR</div> <div>For inop ALS, increase Cat A/B visibility to RVR 5500, and Cat C/D to 2 SM.</div>		<div> MALSR</div>	<div>MISSED APPROACH: Climbing right turn to 4000 direct SJ NDB and hold.</div>		
<div>ATIS 128.45 319.0</div>	<div>SAN ANGELO APP CON ★ 125.35 354.1</div>	<div>MATHIS TOWER ★ 118.3(CTAF) 284.7</div>	<div>GND CON 121.9 348.6</div>	<div>UNICOM 122.95</div>	



SAN ANGELO, TEXAS  
Amdt 15 28FEB19

31°21'N-100°30'W

SAN ANGELO RGNL/MATHIS FLD (SJT)  
**NDB RWY 3**

SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025



SAN ANTONIO, TEXAS

AL-10309 (FAA)

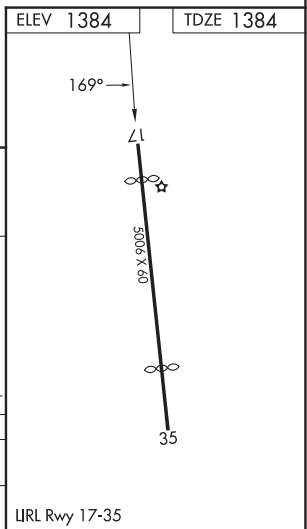
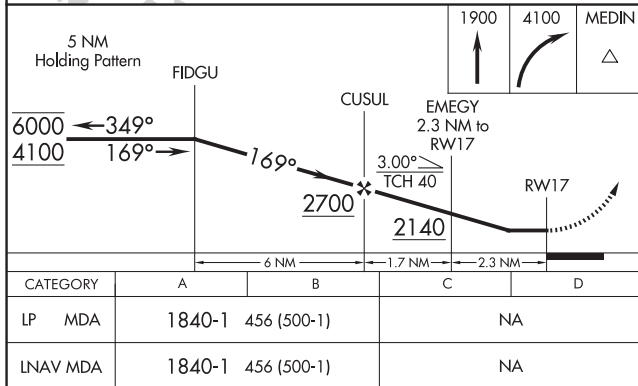
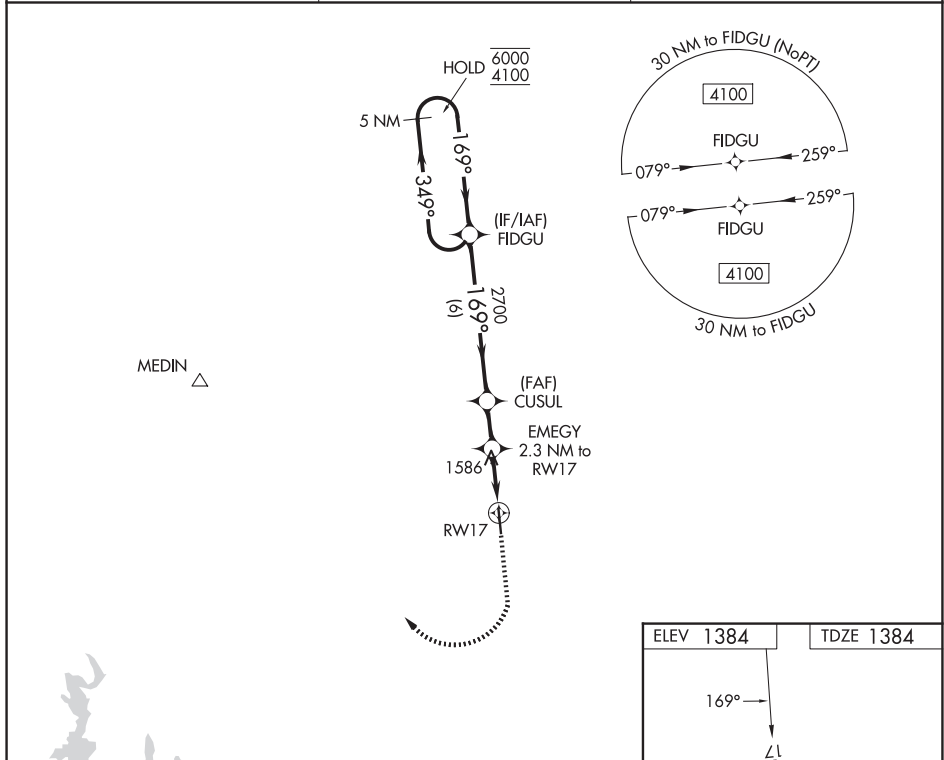
25219

WAAS CH <b>50528</b> <b>W17A</b>	APP CRS <b>169°</b>	Rwy Ldg TDZE Apt Elev	<b>4377</b> <b>1384</b> <b>1384</b>
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# RNAV (GPS) RWY 17

BOERNE STAGE AIRFIELD (5C1)

RNP APCH-GPS.		MISSED APPROACH: Climb to 1900 then climbing right turn to 4100 direct MEDIN.
AWOS-3 <b>118.725</b>	SAN ANTONIO APP CON <b>125.1 307.0</b>	UNICOM <b>123.0</b> (CTAF)



SAN ANTONIO, TEXAS  
Amdt 1D 27JAN22

29°43'N-98°42'W

# BOERNE STAGE AIRFIELD (5C1)

## RNAV (GPS) RWY 17

SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025



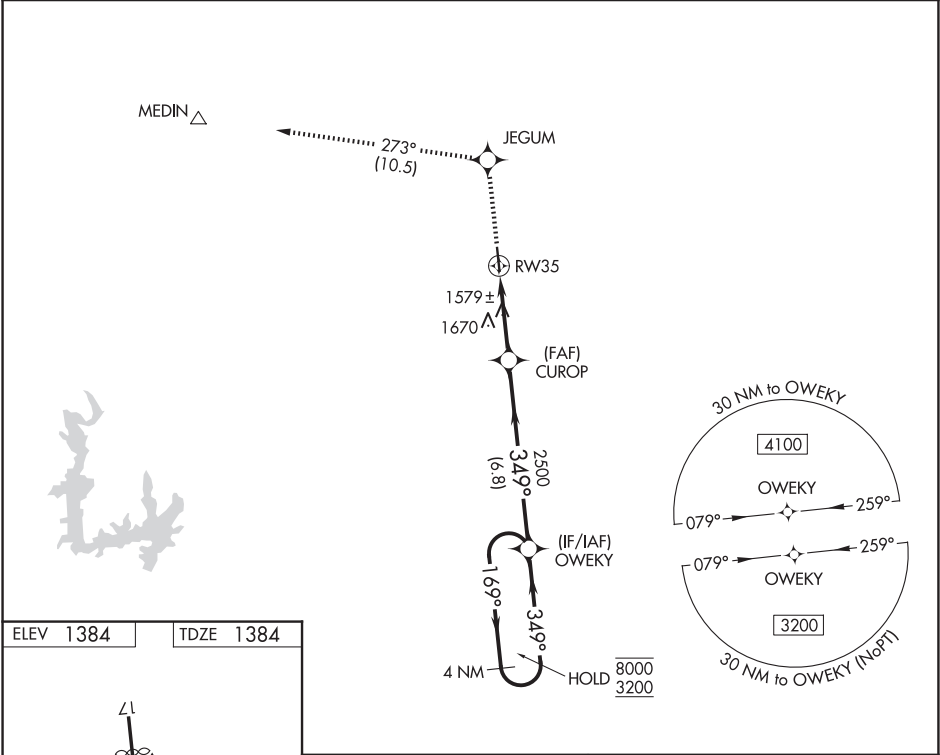
WAAS CH <b>69428</b> <b>W35A</b>	APP CRS <b>349°</b>	Rwy Ldg TDZE Apt Elev	<b>3920</b> <b>1384</b> <b>1384</b>
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RNAV (GPS) RWY 35

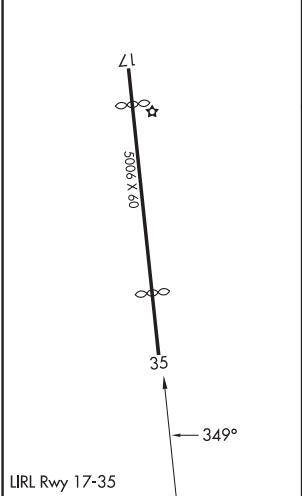
BOERNE STAGE AIRFIELD (5C1)

RNP APCH-GPS.	MISSED APPROACH: Climb to 4100 direct JEGUM and on track 273° to MEDIN.
<div><div>▼</div><div>▲</div></div> 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.	

AWOS-3 <b>118.725</b>	SAN ANTONIO APP CON <b>125.1 307.0</b>	UNICOM <b>123.0</b> (CTAF)
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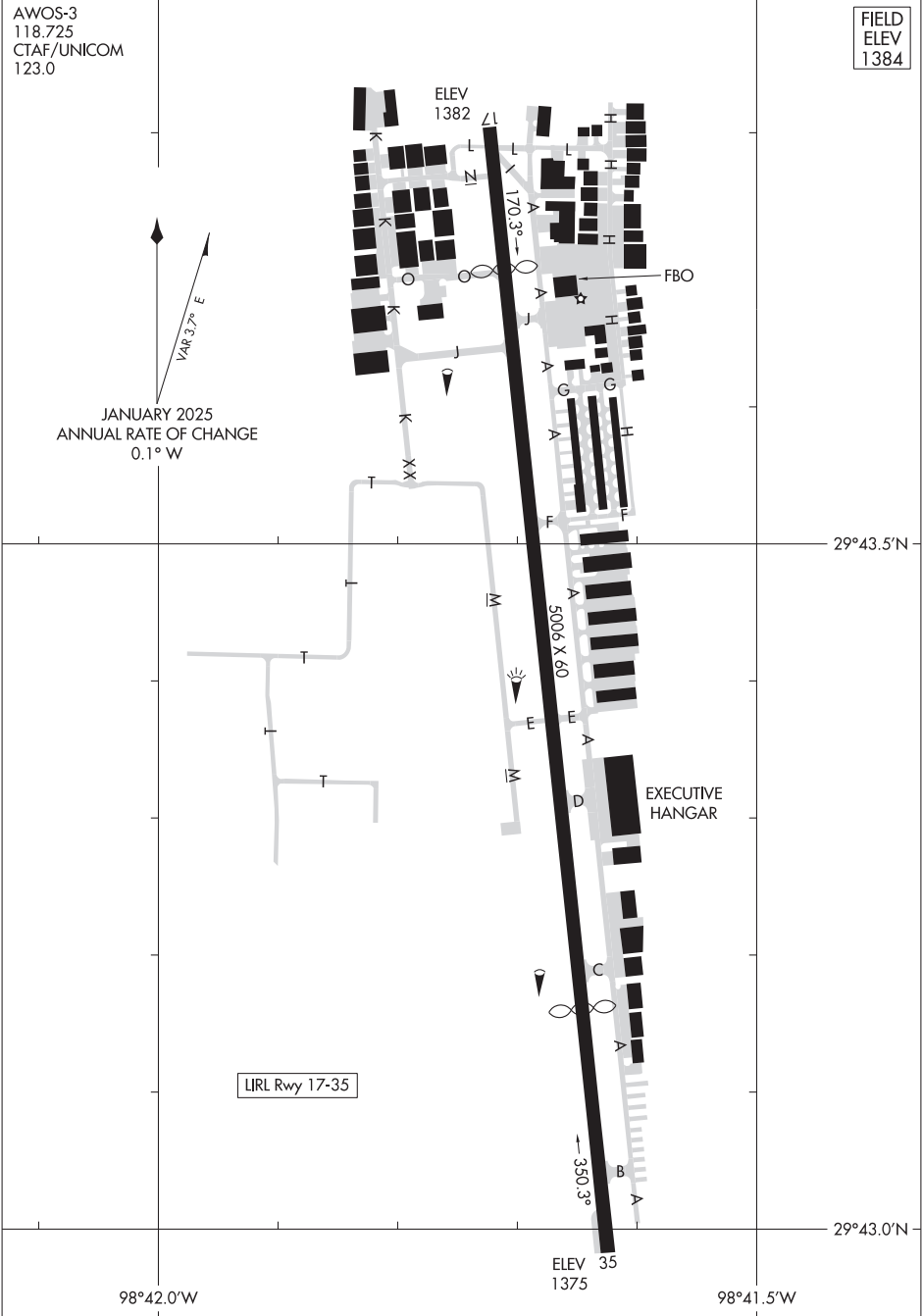
ELEV <b>1384</b>	TDZE <b>1384</b>
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4100	JEGUM	MEDIN		
↑	♦	tr 273°	△	
4 NM Holding Pattern				
OWEKY				
CUROP				
RW35				
3.4 NM				
6.8 NM				
CATEGORY	A	B	C	D
LP MDA	1840-1	456 (500-1)	NA	
LNAV MDA	1920-1	536 (600-1)	NA	

SC-3, 07 AUG 2025 to 02 OCT 2025

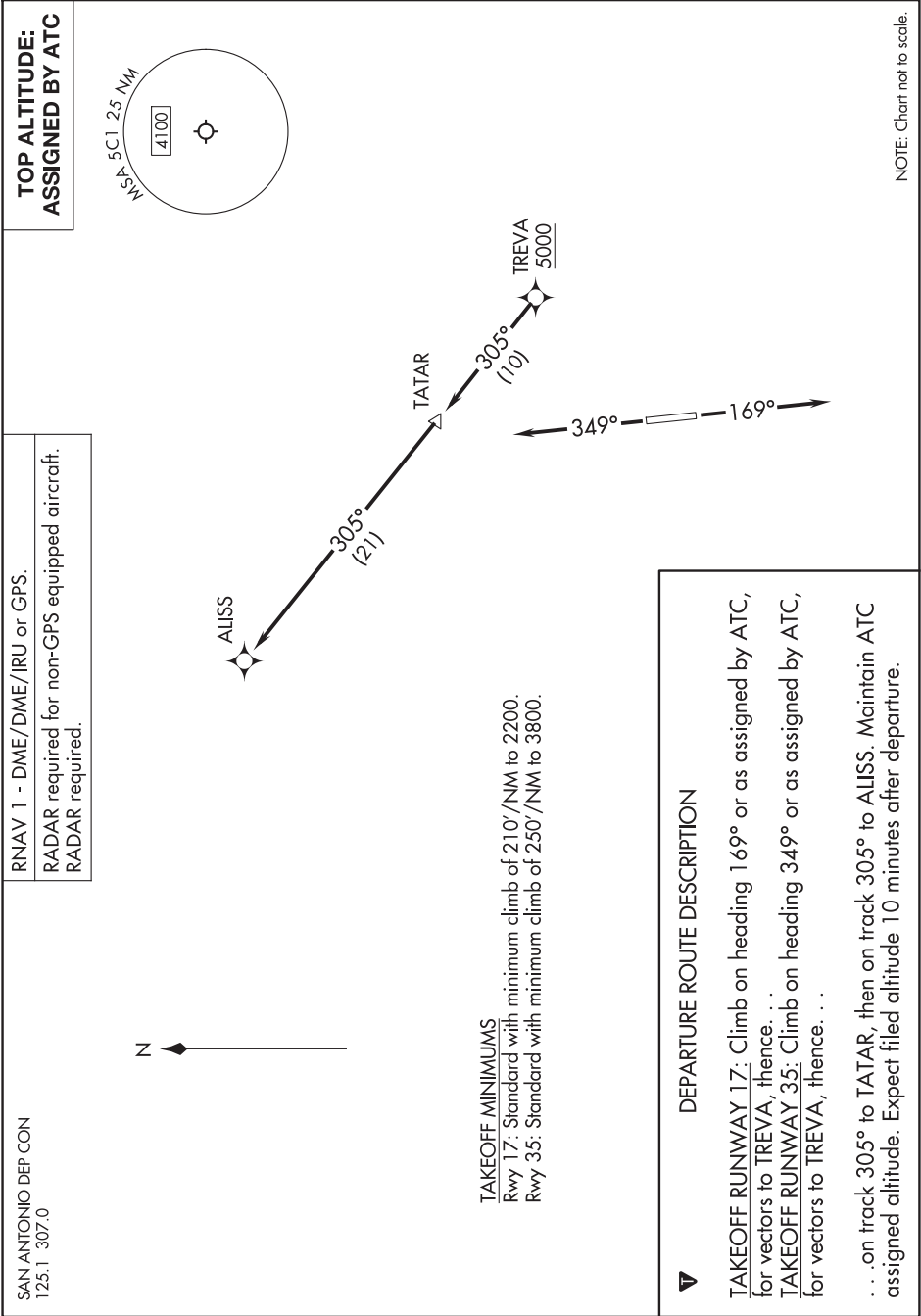
SC-3, 07 AUG 2025 to 02 OCT 2025



SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025



SC-3, 07 AUG 2025 to 02 OCT 2025

(SLENA2.SLENA) 25219

AL-10309 (FAA)

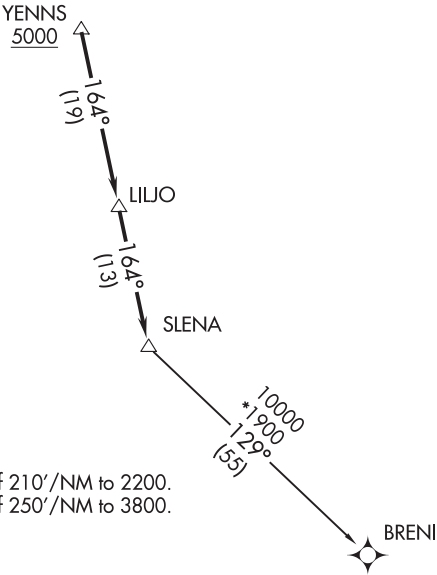
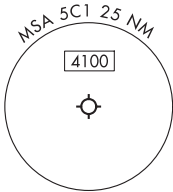
BOERNE STAGE AIRFIELD (5C1)  
SAN ANTONIO, TEXAS

SLENA TWO DEPARTURE (RNAV)

SAN ANTONIO DEP CON  
125.1 307.0

RNAV 1 - DME/DME/IRU or GPS.  
RADAR required for non-GPS equipped aircraft.  
RADAR required.

TOP ALTITUDE:  
ASSIGNED BY ATC



TAKEOFF MINIMUMS

Rwy 17: Standard with minimum climb of 210'/NM to 2200.  
Rwy 35: Standard with minimum climb of 250'/NM to 3800.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17: Climb on heading 169° or as assigned by ATC, for vectors to YENNS. Thence. . .  
TAKEOFF RUNWAY 35: Climb on heading 349° or as assigned by ATC, for vectors to YENNS. Thence. . .

. . .on track 164° to LILJO, then on track 164° to SLENA, then on transition. Maintain ATC assigned altitude. Expect filed altitude 10 minutes after departure.

BRENI TRANSITION (SLENA2.BRENI)

SLENA TWO DEPARTURE (RNAV)  
(SLENA2.SLENA) 07AUG25

SAN ANTONIO, TEXAS  
BOERNE STAGE AIRFIELD (5C1)

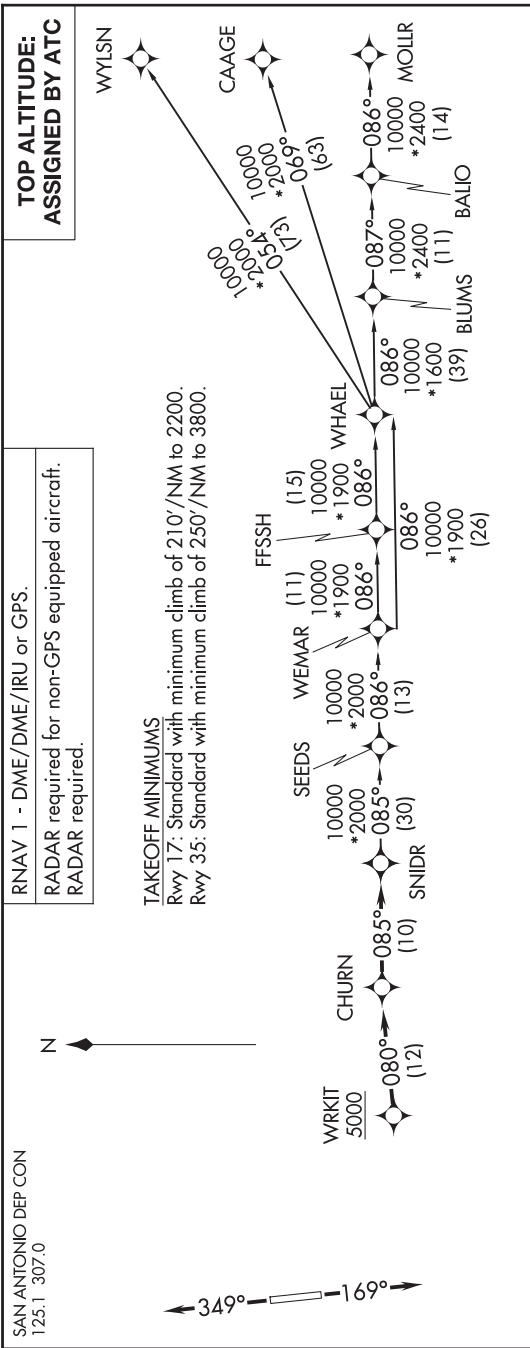
SAN ANTONIO DEP CON  
125.1 307.0

RNAV 1 - DME/DME/IRU or GPS.  
RADAR required for non-GPS equipped aircraft.  
RADAR required.

(SNIDR2.SNIDR) 25219  
SNIDR TWO DEPARTURE (RNAV)

AL-10309 (FAA)

BOERNE STAGE AIRFIELD (5C1)  
SAN ANTONIO, TEXAS

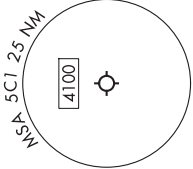


DEPARTURE ROUTE DESCRIPTION

**TAKEOFF RUNWAY 17:** Climb on heading 169° or as assigned by ATC, for vectors to WRKIT, thence. . .  
**TAKEOFF RUNWAY 35:** Climb on heading 349° or as assigned by ATC, for vectors to WRKIT, thence. . .

. . . on track 080° to CHURN, then on track 085° to SNIDR. Expect filed altitude 10 minutes after departure.

- BLUMS TRANSITION (SNIDR2.BLUMS)
- CAAGE TRANSITION (SNIDR2.CAAGE)
- FFSSH TRANSITION (SNIDR2.FFSSH)
- MOLLR TRANSITION (SNIDR2.MOLLR)
- SEEDS TRANSITION (SNIDR2.SEEDS)
- WEMAR TRANSITION (SNIDR2.WEMAR)
- WHAEL TRANSITION (SNIDR2.WHAEL)
- WYLSN TRANSITION (SNIDR2.WYLSN)



NOTE: Chart not to scale.

SNIDR TWO DEPARTURE (RNAV)  
(SNIDR2.SNIDR) 07AUG25

SAN ANTONIO, TEXAS  
BOERNE STAGE AIRFIELD (5C1)

(TJANO2.TJANO) 25219

AL-10309 (FAA)

BOERNE STAGE AIRFIELD (5C1)  
SAN ANTONIO, TEXAS

TJANO TWO DEPARTURE (RNAV)

SAN ANTONIO DEP CON  
125.1 307.0

RNAV 1 - DME/DME IRU or GPS.

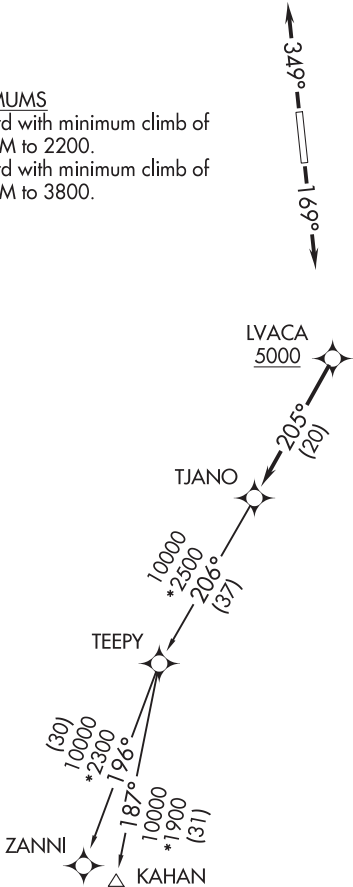
RADAR required for non-GPS equipped aircraft.  
RADAR required.

**TOP ALTITUDE:  
ASSIGNED BY ATC**

TAKEOFF MINIMUMS

Rwy 17: Standard with minimum climb of  
210' /NM to 2200.

Rwy 35: Standard with minimum climb of  
250' /NM to 3800.



NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17: Climb on heading 169° or as assigned by ATC, for vectors to LVACA, thence. . .

TAKEOFF RUNWAY 35: Climb on heading 349° or as assigned by ATC, for vectors to LVACA, thence. . .

. . .on track 205° to TJANO, then on transition. Maintain ATC assigned altitude.  
Expect filed altitude 10 minutes after departure.

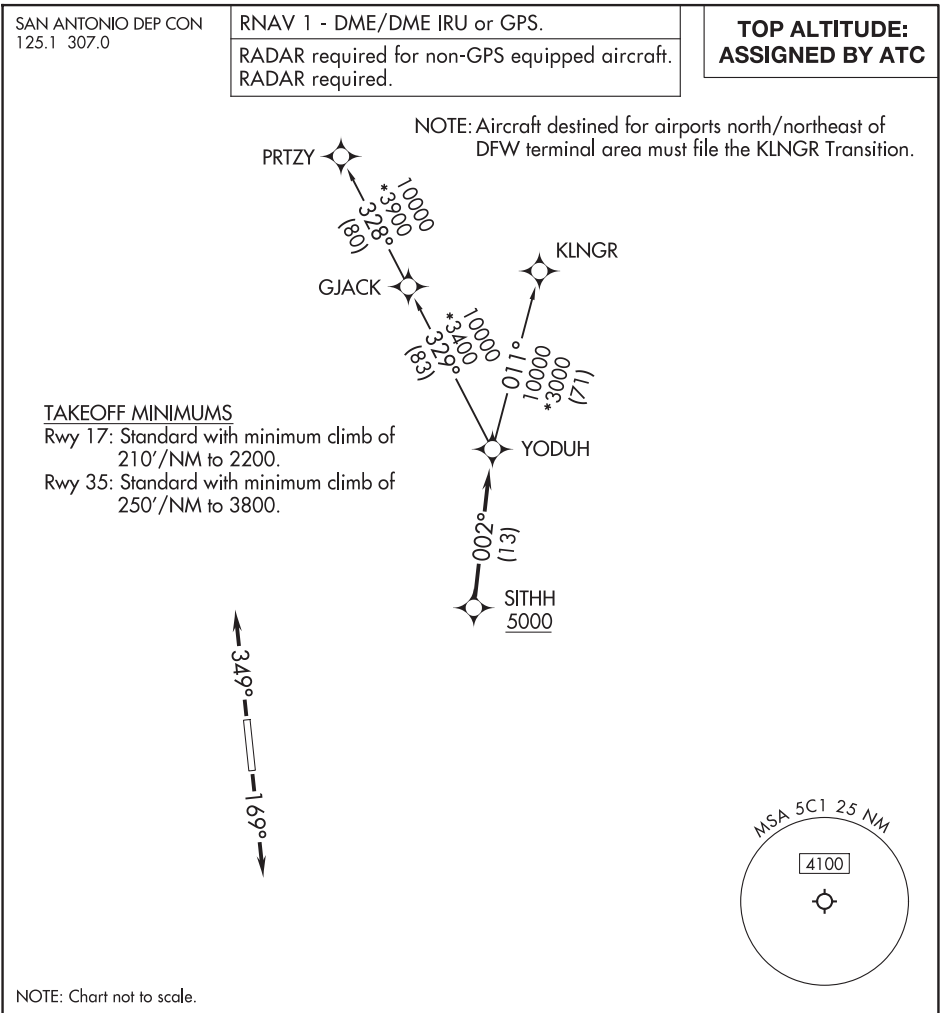
KAHAN TRANSITION (TJANO2.KAHAN)

ZANNI TRANSITION (TJANO2.ZANNI)

TJANO TWO DEPARTURE (RNAV)

(TJANO2.TJANO) 07AUG25

SAN ANTONIO, TEXAS  
BOERNE STAGE AIRFIELD (5C1)



▼

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17: Climb on heading 169° or as assigned by ATC, for vectors to SITHH, thence. . .

TAKEOFF RUNWAY 35: Climb on heading 349° or as assigned by ATC, for vectors to SITHH, thence. . .

. . .on track 002° to YODUH, then on transition. Maintain ATC assigned altitude. Expect filed altitude 10 minutes after departure.

KLNGR TRANSITION (YODUH2.KLNGR)



PRTZY TRANSITION (YODUH2.PRTZY)

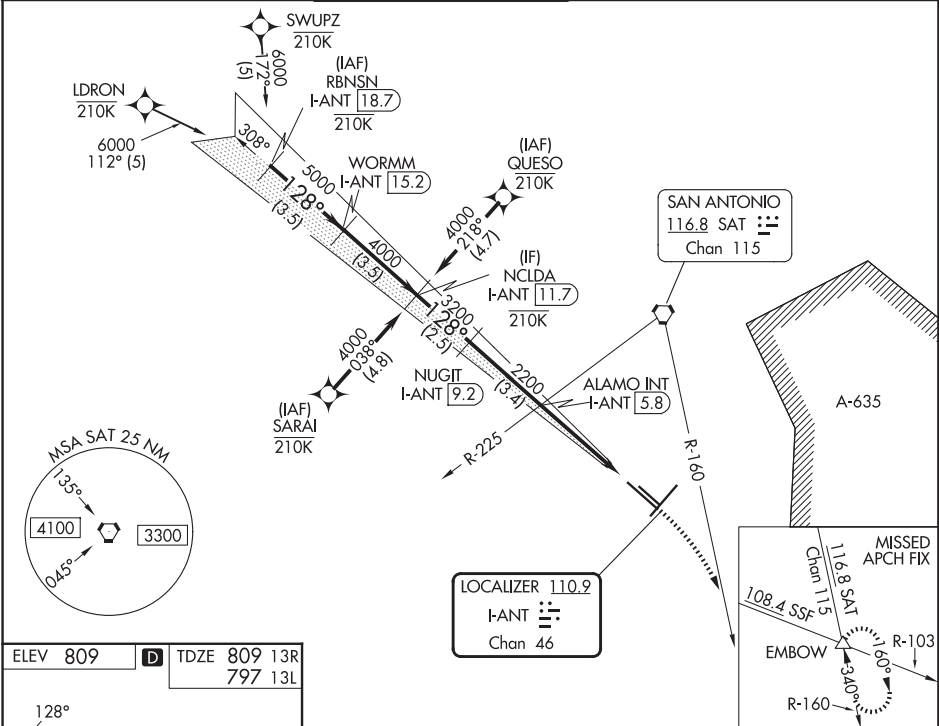




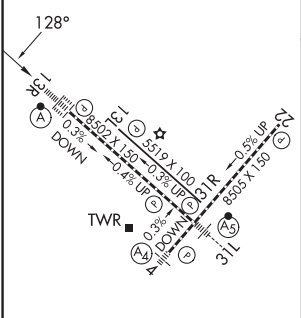
LOC/DME I-ANT <b>110.9</b> Chan <b>46</b>	APP CRS <b>128°</b>	Rwy 13R Ldg <b>8502</b> TDZE <b>809</b> Apt Elev <b>809</b>	Rwy 13L Ldg <b>5519</b> TDZE <b>797</b> Apt Elev <b>809</b>
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ILS or LOC RWY 13R  
SAN ANTONIO INTL (SAT)

RNP APCH-GPS. From LDRON, SWUPZ, SARAI, QUESO.		ALSF-2 	MISSED APPROACH: Climb to 3100 on heading 128° and SAT VORTAC R-160 to EMBOW INT and hold.		
RNAV 1-GPS or RADAR required for procedure entry. DME required.					
 Circling NA northwest of Rwy 4 and 13R.					
D-ATIS <b>118.9</b>	SAN ANTONIO APP CON <b>125.1 307.0</b>	SAN ANTONIO TOWER <b>119.8 257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>126.7</b>	CPDLC



ELEV <b>809</b>	D	TDZE <b>809 13R</b> <b>797 13L</b>
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TDZ/CL Rwy 13R REIL Rwy 13L, 22 and 31R HIRL Rwy 4-22 and 13R-31L MIRL Rwy 13L-31R					
FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 75).				
3100 hdg 128°				
SAT R-160				
EMBOW				
NCLDA I-ANT 11.7				
NUGIT I-ANT 9.2				
ALAMO INT I-ANT 5.8				
GS 3.00° TCH 58				
2.5 NM 3.4 NM 2.4 NM 1.8 NM				
CATEGORY	A B C D			
S-ILS 13R	1009/18 200 (200-½)			
S-LOC 13R	1460/24	651 (700-½)	1460-1⅓	651 (700-1⅓)
SIDESTEP 13L	1480-1	683 (700-1)	1480-2 683 (700-2)	1480-2¼ 683 (700-2¼)
CIRCLING	1480-1	671 (700-1)	1480-2 671 (700-2)	1520-2¼ 711 (800-2¼)

SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025

SAN ANTONIO, TEXAS

AL-369 (FAA)

25219



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

## SAN ANTONIO INTL (SAT)

RNP APCH - GPS.

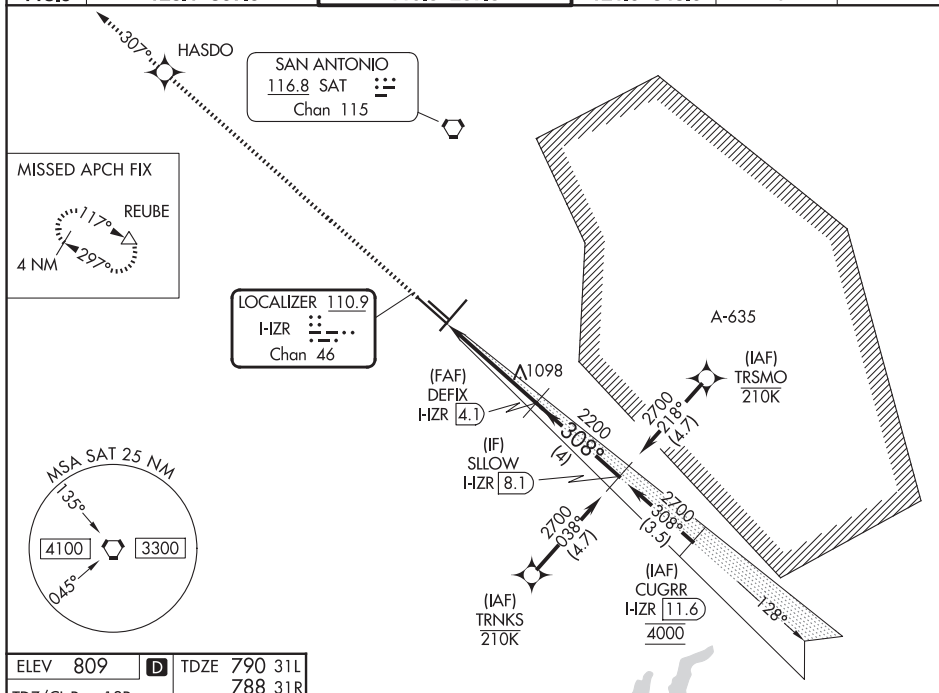
Aircraft not GPS equipped - RADAR required for procedure entry. DME required.

-  Circling NA northwest of Rwy 4 and 13R.  
 \*RVR 1800 authorized with use of FD or AP or HUD to DA.



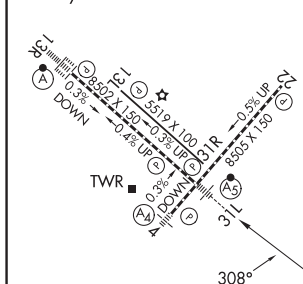
MISSED APPROACH: Climb to 4200 direct HASDO and track 307° to REUBE and hold.

D-ATIS <b>118.9</b>	SAN ANTONIO APP CON <b>125.1 307.0</b>	SAN ANTONIO TOWER <b>119.8 257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>126.7</b>	CPDLC
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ELEV <b>809</b>	<b>D</b>	TDZE <b>790 31L</b> <b>788 31R</b>
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TDZ/CL Rwy 13R  
 REIL Rwy 13L, 22 and 31R  
 HIRL Rwy 4-22 and 13R-31L  
 MIRL Rwy 13L-31R



4200	HASDO	tr 307°	REUBE	VGSI and ILS glidepath not coincident (VGSI Angle 3.00°/TCH 82).
H-ZR DME ANTENNA	H-ZR	DEFIX I-ZR	SLOW I-ZR	
H-ZR 0.2	H-ZR 1.4	I-ZR 4.1	I-ZR 8.1	
1.5 NM	2.8 NM	4 NM		
GS 3.00°				TCH 60
CATEGORY	A	B	C	D
S-ILS 31L *	990/24 200 (200-½)			
S-LOC 31L	1360/24 570 (600-½)		1360/60	570 (600-1¼)
SIDESTEP 31R	1360-1 572 (600-1)		1360-1½ 572 (600-1½)	1360-2 572 (600-2)
CIRCLING	1360-1 551 (600-1)		1420-1¾ 611 (700-1¾)	1520-2¼ 711 (800-2¼)

FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

SAN ANTONIO, TEXAS

Amdt 12 25JAN24

29°32'N-98°28'W

# SAN ANTONIO INTL (SAT)

## ILS or LOC RWY 31L

SC-3, 07 AUG 2025 to 02 OCT 2025

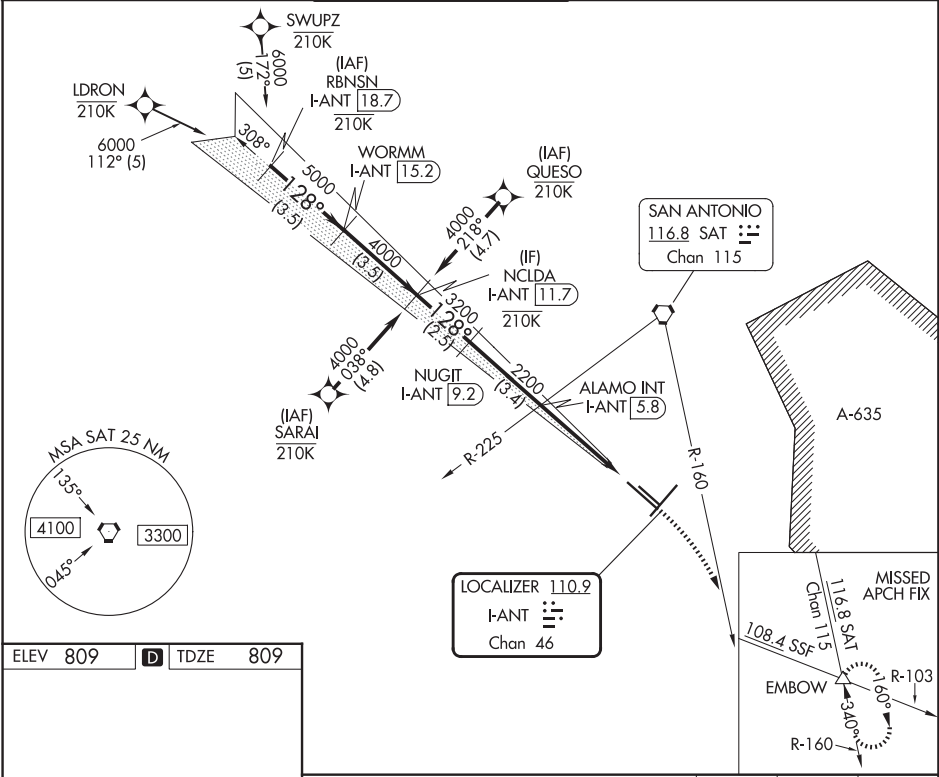
SC-3, 07 AUG 2025 to 02 OCT 2025

LOC/DME I-ANT <b>110.9</b> Chan <b>46</b>	APP CRS <b>128°</b>	Rwy 13R Ldg <b>8502</b> TDZE <b>809</b> Apt Elev <b>809</b>
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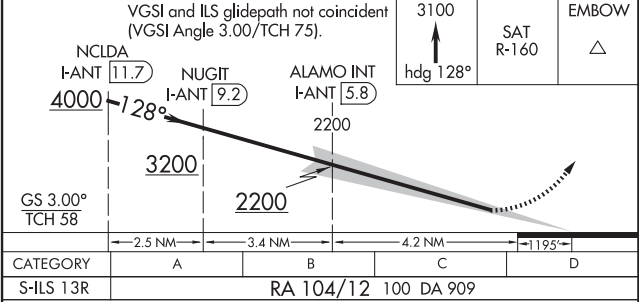
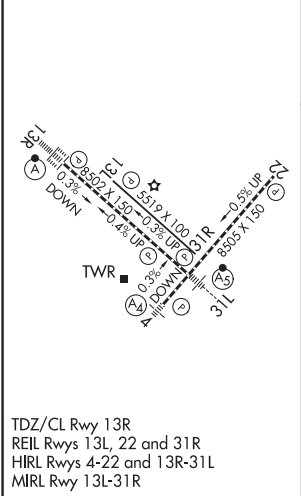
ILS RWY 13R (CAT II)  
SAN ANTONIO INTL (SAT)

RNP APCH-GPS. From LDRON, SWUPZ, SARAI, QUESO. RNAV 1-GPS or RADAR required for procedure entry. DME required.	ALSIF-2 	MISSED APPROACH: Climb to 3100 on heading 128° and SAT VORTAC R-160 to EMBOW INT and hold.
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D-ATIS <b>118.9</b>	SAN ANTONIO APP CON <b>125.1 307.0</b>	SAN ANTONIO TOWER <b>119.8 257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>126.7</b>	CPDLC
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ELEV <b>809</b>	<b>D</b>	TDZE <b>809</b>
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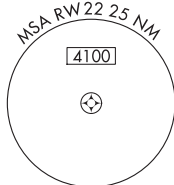
CATEGORY	A	B	C	D
S-ILS 13R	RA 104/12 100 DA 909			

CATEGORY II ILS - SPECIAL AIRCREW  
& AIRCRAFT CERTIFICATION REQUIRED

RNAV (RNP) X RWY 22  
SAN ANTONIO INTL (SAT)

MISSED APPROACH: (Do not exceed 195K until IMIKE)  
Climb to 3100 direct IMIKE and on track 137° EMBOW  
and hold.

D-ATIS <b>118.9</b>	SAN ANTONIO APP CON <b>125.1 307.0</b>	SAN ANTONIO TOWER <b>119.8 257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>126.7</b>	CPDLC
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IMIKE  
Max 195K  
IMIKE

3100

IMIKE

| tr | 137° |

EMBOW

△

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 85).

See planview  
IF locations.

for multiple  
K A

WERRD

12

9° 1.2  
3000

1000	
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GP 3.00  
TCH 55

Diagram illustrating the structure of the polymer, showing a backbone with various side chains. The side chains are labeled with their lengths: 2 NM, 1.4, 1.3 NM, 2.2, and 4.2 NM.

CATEGORY	A	B	C	D
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RNP 0.15 DA	1070-7/8	300 (300-7/8)
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RNP 0.30 DA	1222-1 <sup>3</sup> / <sub>8</sub>	452 (500-1 <sup>3</sup> / <sub>8</sub> )
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**AUTHORIZATION REQUIRED**

ELEV 809	<b>D</b>	TDZE 770
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**P**

1

II
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1

7F

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770

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TDZ/CL Rwy 13R  
REIL Rwys 13L, 22 and 31R  
HIRL Rwys 4-22 and 13R-31L  
MIRL Rwy 13L-31R

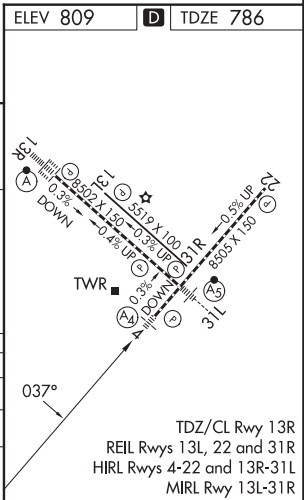
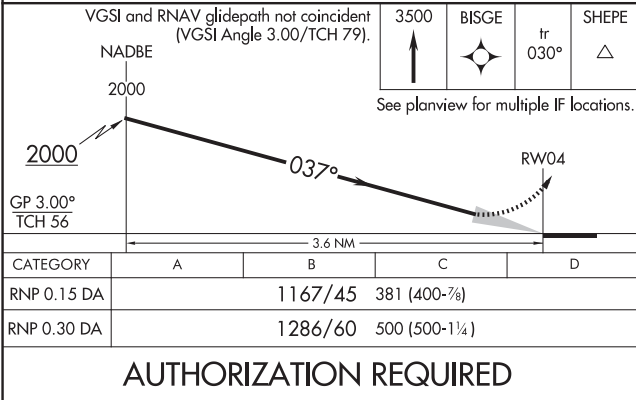
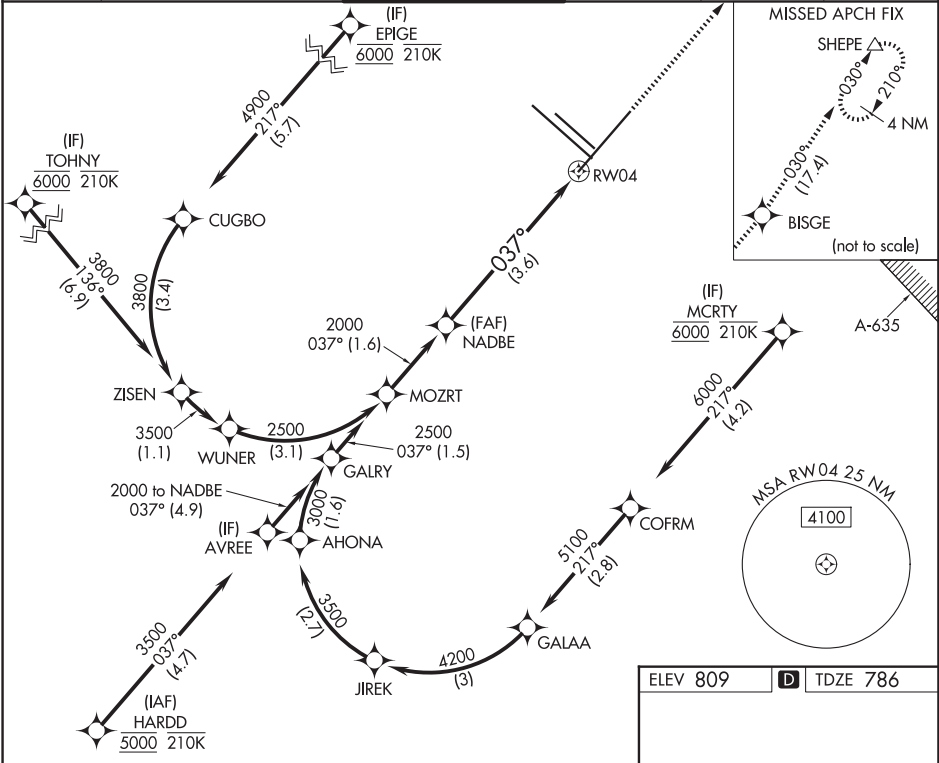
SAN ANTONIO INTL (SAT)

RNAV (RNP) X RWY 22

APP CRS	Rwy Ldg	8505
037°	TDZE	786
	Apt Elev	809

RNAV (RNP) Z RWY 4  
SAN ANTONIO INTL (SAT)

RNP AR APCH - GPS.			MALS	MISSED APPROACH: Climb to 3500 direct BISGE and track 030° to SHEPE and hold.	
▼ For uncompensated Baro-VNAV systems, procedure NA below -5°C or above 54°C.			Ⓜ		
D-ATIS	SAN ANTONIO APP CON	SAN ANTONIO TOWER	GND CON	CLNC DEL	CPDLC
118.9	125.1 307.0	119.8 257.8	121.9 348.6	126.7	



SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025

SAN ANTONIO, TEXAS

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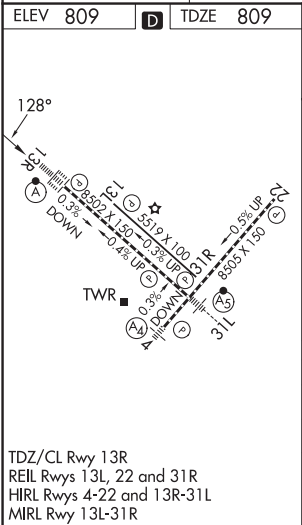
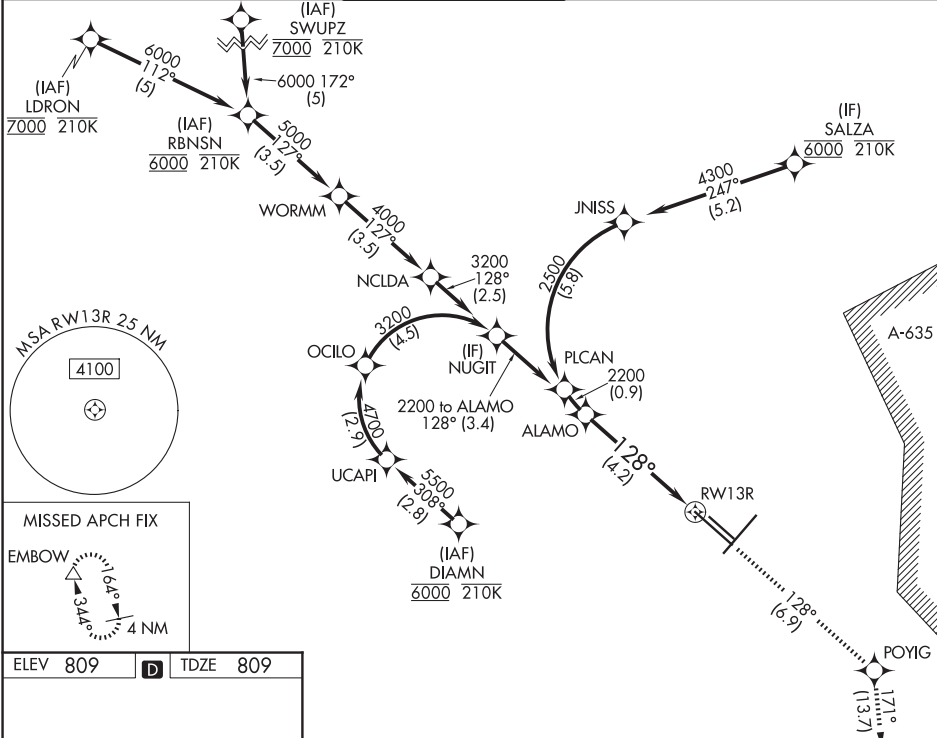
25219

APP CRS	Rwy Ldg	8502
128°	TDZE	809
	Apt Elev	809

# RNAV (RNP) Z RWY 13R

SAN ANTONIO INTL (SAT)

RNP AR APCH - GPS.			ALSIF-2	MISSED APPROACH: (Do not exceed 210K until POYIG) Climb to 3100 on track 128° to POYIG and track 171° to EMBOW and hold.	
For uncompensated Baro-VNAV systems, procedure NA below -5°C or above 54°C. For inop ALS, increase RNP 0.3 all Cats visibility to RVR 6000.					
D-ATIS	SAN ANTONIO APP CON	SAN ANTONIO TOWER	GND CON	CLNC DEL	CPDLC
118.9	125.1 307.0	119.8 257.8	121.9 348.6	126.7	



VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 75).			
ALAMO 2200		3100 POYIG	EMBOW
2200		tr 128°	tr 171°
See planview for multiple IF locations.			
GP 3.00° TCH 58			
4.2 NM			
CATEGORY	A	B	C
RNP 0.15 DA		1137/26	328 (400-½)
RNP 0.30 DA		1218/40	409 (500-¾)
AUTHORIZATION REQUIRED			

SAN ANTONIO, TEXAS  
Amdt 1 25JAN24

29°32'N-98°28'W

SAN ANTONIO INTL (SAT)  
RNAV (RNP) Z RWY 13R

SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025

SAN ANTONIO, TEXAS

AL-369 (FAA)

25219

APP CRS <b>217°</b>	Rwy Ldg TDZE Apt Elev	<b>8505</b> <b>770</b> <b>809</b>
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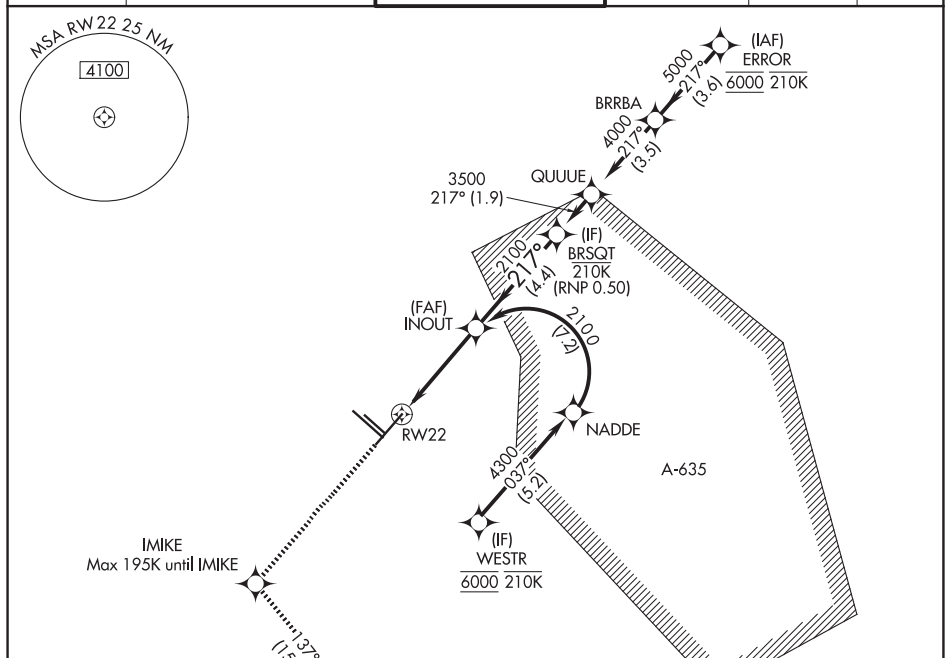
RNAV (RNP) Z RWY 22  
SAN ANTONIO INTL (SAT)

RNP AR APCH - GPS. Authorization required.  
From BRSQT: Min RNP 0.50. From NADDE: RF.



**MISSED APPROACH:** (Do not exceed 195K until IMIKE) Climb to 3100 direct IMIKE and on track 137° to EMBOW and hold.

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

D-ATIS <b>118.9</b>	SAN ANTONIO APP CON <b>125.1 307.0</b>	SAN ANTONIO TOWER <b>119.8 257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>126.7</b>	CPDLC
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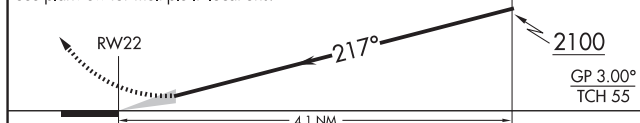


SC-3, 07 AUG 2025 to 02 OCT 2025

3100 ↑	IMIKE 	tr 137°	EMBOW 
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VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 85).

See planview for multiple IF locations.



CATEGORY	A	B	C	D
RNP 0.15 DA		1068- $\frac{7}{8}$	298 (300- $\frac{7}{8}$ )	
RNP 0.30 DA		1220- $\frac{13}{8}$	450 (500- $\frac{13}{8}$ )	

**AUTHORIZATION REQUIRED**

Diagram illustrating the runway layout and associated navigational aids for the TDZE 770. The diagram shows a V-shaped runway configuration with the following details:

- Runway 36-1:** Labeled "36-1" and "DOWN". Gradient: "0.3% UP".
- Runway 217°:** Labeled "217°" and "UP". Gradient: "0.5% UP".
- Central Taxiway:** Labeled "TWR" and "DOWN". Gradient: "0.3% DOWN".
- Runway 31L:** Labeled "31L".
- Runway 31R:** Labeled "31R".
- Distances and Markers:**
  - 8502 X 150
  - 8519 X 100
  - 8531 X 100
  - 8535 X 150
- Other Labels:** "A", "B", "C", "D", "E", "F", "G", "H", "I", "J", "K", "L", "M", "N", "O", "P", "Q", "R", "S", "T", "U", "V", "W", "X", "Y", "Z", "AA", "AB", "AC", "AD", "AE", "AF", "AG", "AH", "AI", "AJ", "AK", "AL", "AM", "AN", "AO", "AP", "AQ", "AR", "AS", "AT", "AU", "AV", "AW", "AX", "AY", "AZ", "BA", "BB", "BC", "BD", "BE", "BF", "BG", "BH", "BI", "BJ", "BK", "BL", "BM", "BN", "BO", "BP", "BQ", "BR", "BS", "BT", "BU", "BV", "BW", "BX", "BY", "BZ", "CA", "CB", "CC", "CD", "CE", "CF", "CG", "CH", "CI", "CJ", "CK", "CL", "CM", "CN", "CO", "CP", "CQ", "CR", "CS", "CT", "CU", "CV", "CW", "CX", "CY", "CZ", "DA", "DB", "DC", "DD", "DE", "DF", "DG", "DH", "DI", "DJ", "DK", "DL", "DM", "DN", "DO", "DP", "DQ", "DR", "DS", "DT", "DU", "DV", "DW", "DX", "DY", "DZ", "EA", "EB", "EC", "ED", "EE", "EF", "EG", "EH", "EI", "EJ", "EK", "EL", "EM", "EN", "EO", "EP", "EQ", "ER", "ES", "ET", "EU", "EV", "EW", "EX", "EY", "EZ", "FA", "FB", "FC", "FD", "FE", "FF", "FG", "FH", "FI", "FJ", "FK", "FL", "FM", "FN", "FO", "FP", "FQ", "FR", "FS", "FT", "FU", "FV", "FW", "FX", "FY", "FZ", "GA", "GB", "GC", "GD", "GE", "GF", "GG", "GH", "GI", "GJ", "GK", "GL", "GM", "GN", "GO", "GP", "GQ", "GR", "GS", "GT", "GU", "GV", "GW", "GX", "GY", "GZ", "HA", "HB", "HC", "HD", "HE", "HF", "HG", "HH", "HI", "HJ", "HK", "HL", "HM", "HN", "HO", "HP", "HQ", "HR", "HS", "HT", "HU", "HV", "HW", "HX", "HY", "HZ", "IA", "IB", "IC", "ID", "IE", "IF", "IG", "IH", "II", "IJ", "IK", "IL", "IM", "IN", "IO", "IP", "IQ", "IR", "IS", "IT", "IU", "IV", "IW", "IX", "IY", "IZ", "JA", "JB", "JC", "JD", "JE", "JF", "JG", "JH", "JI", "JJ", "JK", "JL", "JM", "JN", "JO", "JP", "JQ", "JR", "JS", "JT", "JU", "JV", "JW", "JX", "JY", "JZ", "KA", "KB", "KC", "KD", "KE", "KF", "KG", "KH", "KI", "KJ", "KK", "KL", "KM", "KN", "KO", "KP", "KQ", "KR", "KS", "KT", "KU", "KV", "KW", "KX", "KY", "KZ", "LA", "LB", "LC", "LD", "LE", "LF", "LG", "LH", "LI", "LJ", "LK", "LL", "LM", "LN", "LO", "LP", "LQ", "LR", "LS", "LT", "LU", "LV", "LW", "LX", "LY", "LZ", "MA", "MB", "MC", "MD", "ME", "MF", "MG", "MH", "MI", "MJ", "MK", "ML", "MM", "MN", "MO", "MP", "MQ", "MR", "MS", "MT", "MU", "MV", "MW", "MX", "MY", "MZ", "NA", "NB", "NC", "ND", "NE", "NF", "NG", "NH", "NI", "NJ", "NK", "NL", "NM", "NN", "NO", "NP", "NQ", "NR", "NS", "NT", "NU", "NV", "NW", "NX", "NY", "NZ", "OA", "OB", "OC", "OD", "OE", "OF", "OG", "OH", "OI", "OJ", "OK", "OL", "OM", "ON", "OO", "OP", "OQ", "OR", "OS", "OT", "OU", "OV", "OW", "OX", "OY", "OZ", "PA", "PB", "PC", "PD", "PE", "PF", "PG", "PH", "PI", "PJ", "PK", "PL", "PM", "PN", "PO", "PP", "PQ", "PR", "PS", "PT", "PU", "PV", "PW", "PX", "PY", "PZ", "QA", "QB", "QC", "QD", "QE", "QF", "QG", "QH", "QI", "QJ", "QK", "QL", "QM", "QN", "QO", "QP", "QQ", "QR", "QS", "QT", "QU", "QV", "QW", "QX", "QY", "QZ", "RA", "RB", "RC", "RD", "RE", "RF", "RG", "RH", "RI", "RJ", "RK", "RL", "RM", "RN", "RO", "RP", "RQ", "RR", "RS", "RT", "RU", "RV", "RW", "RX", "RY", "RZ", "SA", "SB", "SC", "SD", "SE", "SF", "SG", "SH", "SI", "SJ", "SK", "SL", "SM", "SN", "SO", "SP", "SQ", "SR", "SS", "ST", "SU", "SV", "SW", "SX", "SY", "SZ", "TA", "TB", "TC", "TD", "TE", "TF", "TG", "TH", "TI", "TJ", "TK", "TL", "TM", "TN", "TO", "TP", "TQ", "TR", "TS", "TT", "TU", "TV", "TW", "TX", "TY", "TZ", "UA", "UB", "UC", "UD", "UE", "UF", "UG", "UH", "UI", "UJ", "UK", "UL", "UM", "UN", "UO", "UP", "UQ", "UR", "US", "UT", "UU", "UV", "UW", "UX", "UY", "UZ", "VA", "VB", "VC", "VD", "VE", "VF", "VG", "VH", "VI", "VJ", "VK", "VL", "VM", "VN", "VO", "VP", "VQ", "VR", "VS", "VT", "VU", "VV", "VW", "VX", "VY", "VZ", "WA", "WB", "WC", "WD", "WE", "WF", "WG", "WH", "WI", "WJ", "WK", "WL", "WM", "WN", "WO", "WP", "WQ", "WR", "WS", "WT", "WU", "WV", "WW", "WX", "WY", "WZ", "XA", "XB", "XC", "XD", "XE", "XF", "XG", "XH", "XI", "XJ", "XK", "XL", "XM", "XN", "XO", "XP", "XQ", "XR", "XS", "XT", "XU", "XV", "XW", "XX", "XY", "XZ", "YA", "YB", "YC", "YD", "YE", "YF", "YG", "YH", "YI", "YJ", "YK", "YL", "YM", "YN", "YO", "YP", "YQ", "YR", "YS", "YT", "YU", "YV", "YW", "YX", "YY", "YZ", "ZA", "ZB", "ZC", "ZD", "ZE", "ZF", "ZG", "ZH", "ZI", "ZJ", "ZK", "ZL", "ZM", "ZN", "ZO", "ZP", "ZQ", "ZR", "ZS", "ZT", "ZU", "ZV", "ZW", "ZX", "ZY", "ZZ".

SAN ANTONIO, TEXAS  
Amdt 2 25JAN24

29°32'N-98°28'W  
423

SAN ANTONIO INTL (SAT)  
RNAV (RNP) Z RWY 22

SAN ANTONIO, TEXAS

AL-369 (FAA)

25219

APP CRS	Rwy Ldg	8502
308°	TDZE	790
	Apt Elev	809

# RNAV (RNP) Z RWY 31L

SAN ANTONIO INTL (SAT)

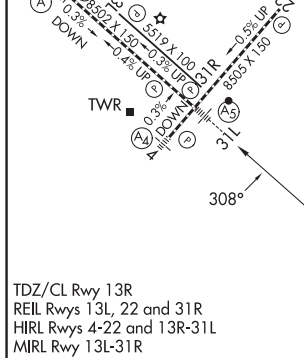
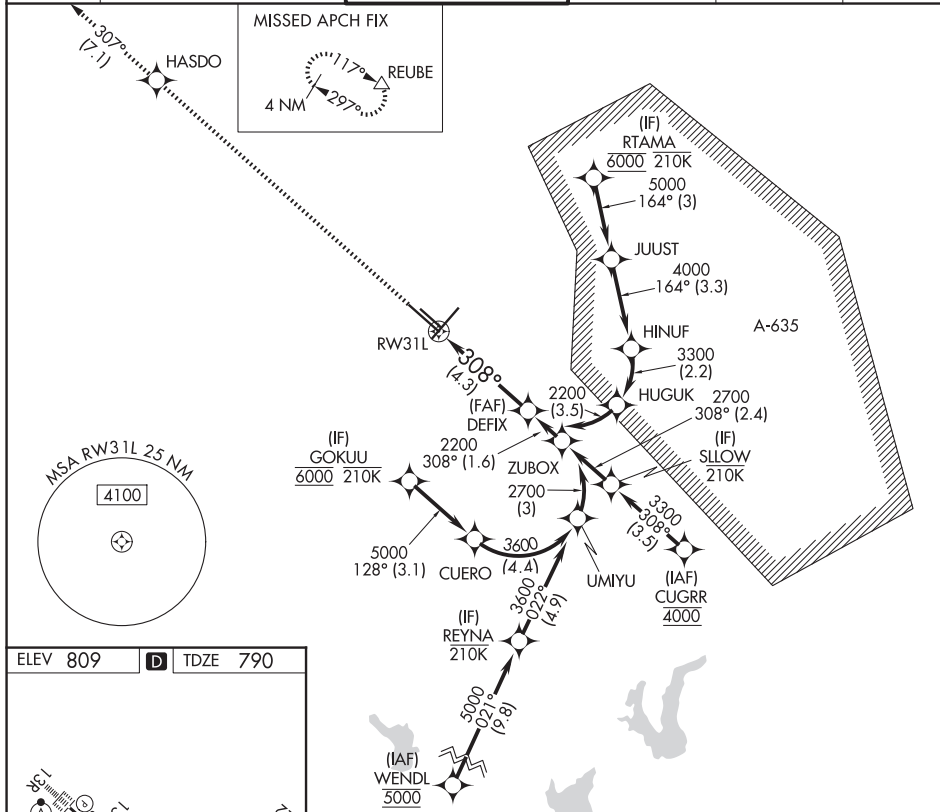
RNP AR APCH - GPS

For uncompensated Baro-VNAV systems, procedure NA below -5°C or above 54°C. For inop ALS, increase RNP 0.15 all Cats visibility to RVR 5500, increase RNP 0.30 all Cats visibility to RVR 6000.



MISSED APPROACH: Climb to 4200 direct HASDO and track 307° to REUBE and hold.

D-ATIS	SAN ANTONIO APP CON	SAN ANTONIO TOWER	GND CON	CLNC DEL	CPDLC
118.9	125.1 307.0	119.8 257.8	121.9 348.6	126.7	



ELEV 809	D	TDZE 790
4200	HASDO	REUBE
	tr 307°	
See planview for multiple IF locations.		
RW31L		
DEFIX		
2200		
GP 3.00°		
TCH 60		
4.3 NM		
CATEGORY	A	B
RNP 0.15 DA	1144/30	354 (400-%)
RNP 0.30 DA	1200/40	410 (400-¾)
AUTHORIZATION REQUIRED		

SAN ANTONIO, TEXAS  
Amdt 1 25JAN24

29°32'N-98°28'W

SAN ANTONIO INTL (SAT)  
RNP (RNP) Z RWY 31L


SC-3, 07 AUG 2025 to 02 OCT 2025

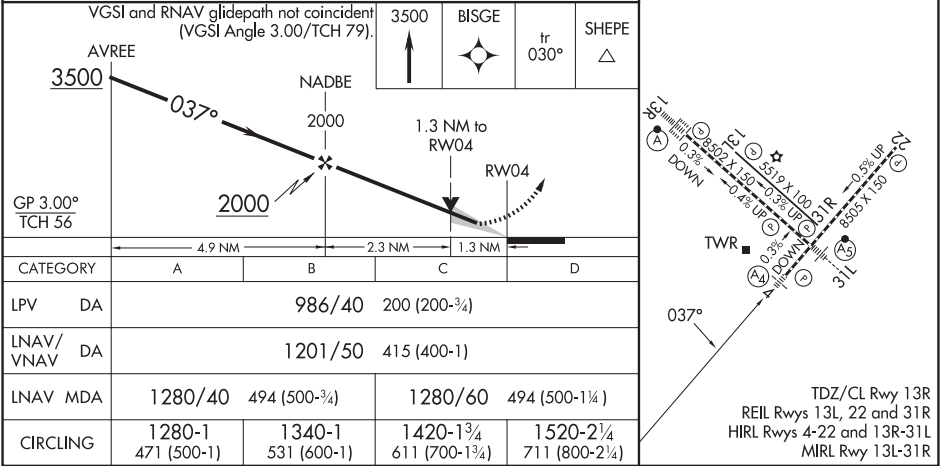
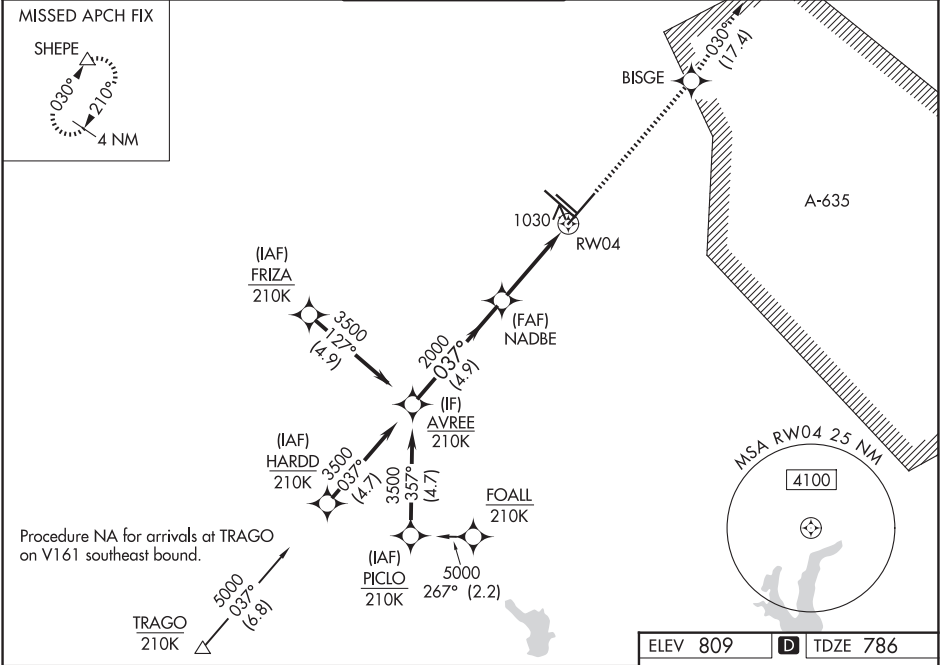
SC-3, 07 AUG 2025 to 02 OCT 2025



WAAS CH <b>77613</b> <b>W04A</b>	APP CRS <b>037°</b>	Rwy Ldg TDZE <b>786</b> Apt Elev <b>809</b>
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RNAV (GPS) Y RWY 4  
SAN ANTONIO INTL (SAT)

RNP APCH - GPS.			MALSS 	MISSED APPROACH: Climb to 3500 direct BISGE and track 030° to SHEPE and hold.	
<p><b>▼</b> Circling NA northwest of Rws 4 and 13R. Inop table does not apply to LPV. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -5°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cts visibility to RVR 6000. Increase LNAV Cts A/B visibility to RVR 5500 and LNAV Cts C/D visibility to 1% SM.</p>					
D-ATIS <b>118.9</b>	SAN ANTONIO APP CON <b>125.1 307.0</b>	SAN ANTONIO TOWER <b>119.8 257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>126.7</b>	CPDLC



SC-3, 07 AUG 2025 to 02 OCT 2025

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SAN ANTONIO, TEXAS

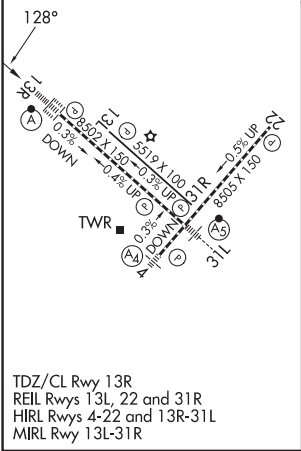
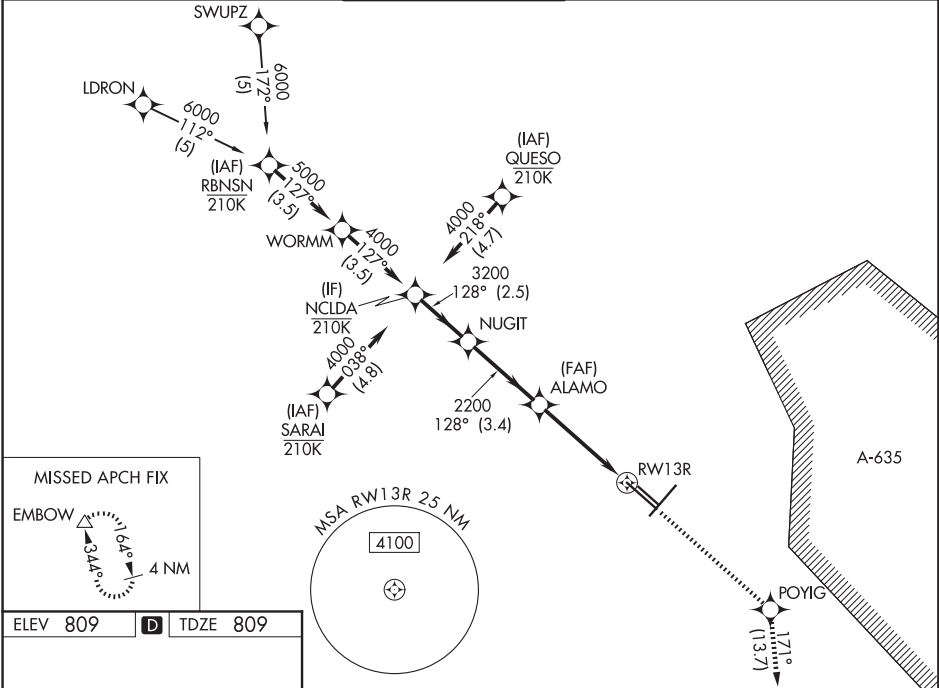
AL-369 (FAA)

25219

WAAS CH <b>82409</b> <b>W13A</b>	APP CRS <b>128°</b>	Rwy Ldg TDZE <b>809</b> Apt Elev <b>809</b>
--	------------------------	---

**RNAV (GPS) Y RWY 13R**  
SAN ANTONIO INTL (SAT)

RNP APCH - GPS.				ALSF-2 	MISSED APPROACH: Climb to 3100 direct POYIG and on track 171° to EMBOW and hold.	
 	Circling NA northwest of Rwy's 4 and 13R. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -5°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cts visibility to RVR 6000 and LNAV Cts C and D visibility to 1% SM.					
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	



VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 75).			
GP 3.00° TCH 58			
CATEGORY			
LPV DA			
LNAV/VNAV DA			
LNAV MDA			
CIRCLING			

SAN ANTONIO, TEXAS  
Amdt 2 25JAN24

29°32'N-98°28'W

**RNAV (GPS) Y RWY 13R**  
SAN ANTONIO INTL (SAT)

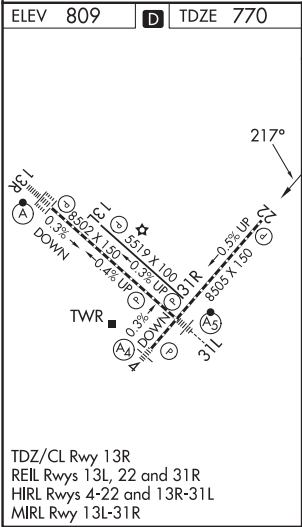
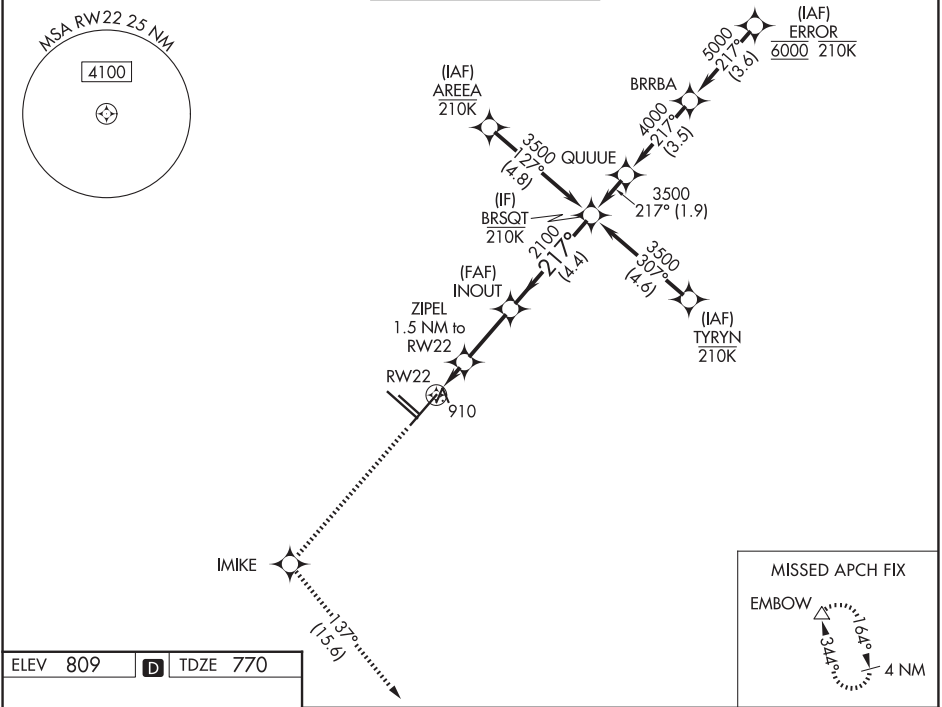
SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025

WAAS CH <b>69430</b> <b>W22A</b>	APP CRS <b>217°</b>	Rwy Ldg TDZE <b>770</b> Apt Elev <b>809</b>
--	------------------------	---

RNAV (GPS) Y RWY 22  
SAN ANTONIO INTL (SAT)

RNP APCH - GPS.			MISSED APPROACH: Climb to 3100 direct IMIKE and on track 137° to EMBOW and hold.		
<div><div></div><div></div></div>	Circling NA northwest of Rwy's 4 and 13R. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -5°C or above 54°C.				
D-ATIS 118.9	SAN ANTONIO APP CON 125.1 307.0	SAN ANTONIO TOWER 119.8 257.8	GND CON 121.9 348.6	CLNC DEL 126.7	CPDLC



ELEV 809 TDZE 770		3100 IMIKE tr 137°	EMBOW	VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 85).	
		ZIPEL 1.5 NM to RWY 22	INOUT 2100	BRSQT 3500	GP 3.00° TCH 55
		RWY 22	1300	2100	
		1.5 NM	2.5 NM	4.4 NM	
CATEGORY	A	B	C	D	
LPV DA	970-3/4		200 (200-3/4)		
LNAV/VNAV DA	1220-1 3/8		450 (500-1 3/8)		
LNAV MDA	1220-1	450 (500-1)	1220-1 3/8	450 (500-1 3/8)	
CIRCLING	1280-1 471 (500-1)	1340-1 531 (600-1)	1420-1 3/4 611 (700-1 3/4)	1520-2 1/4 711 (800-2 1/4)	

SAN ANTONIO, TEXAS


AL-369 (FAA)

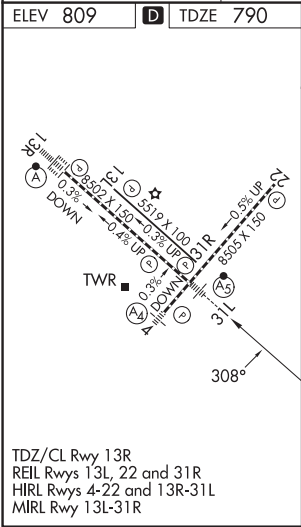
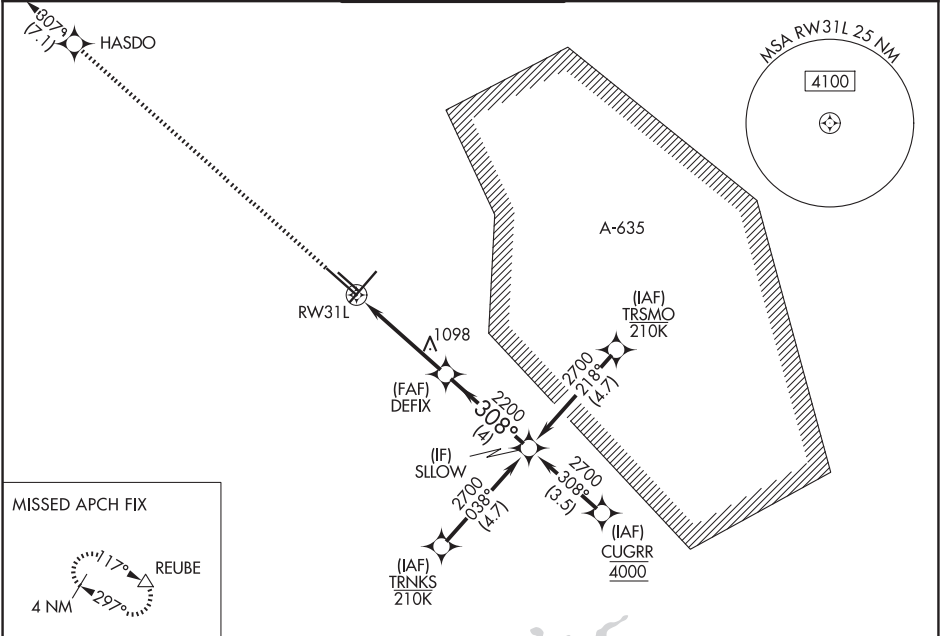
25219

WAAS CH <b>61209</b> <b>W31A</b>	APP CRS <b>308°</b>	Rwy Ldg TDZE <b>790</b> Apt Elev <b>809</b>
--	------------------------	---

RNAV (GPS) Y RWY 31L

SAN ANTONIO INTL (SAT)

RNP APCH - GPS.			<div>MALSR</div> <div></div>	MISSED APPROACH: Climb to 4200 direct HASDO and track 307° to REUBE and hold.	
<div><div><div><div></div><div></div></div><div></div></div><div>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -5°C or above 54°C. Circling NA northwest of Rwy 4 and 13R. * RVR 1800 authorized with use of FD or AP or HUD to DA.</div></div>					
<div>D-ATIS</div> <div>118.9</div>	<div>SAN ANTONIO APP CON</div> <div>125.1 307.0</div>	<div>SAN ANTONIO TOWER</div> <div>119.8 257.8</div>	<div>GND CON</div> <div>121.9 348.6</div>	<div>CLNC DEL</div> <div>126.7</div>	CPDLC



4200 HASDO		REUBE		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 82).	
↑		tr 307°		SLOW	
RW31L		1.5 NM to RW31L		DEFIX 2200	
2700		2200		308°	
1.5 NM		2.8 NM		4 NM	
CATEGORY		A		B	
LPV DA *		990/24		200 (200-½)	
LNAV/VNAV DA		1220/40		430 (500-¾)	
LNAV MDA		1360/24		570 (600-½)	
CIRCLING		1360-1		551 (600-1)	
				1420-1¾	
				611 (700-1¾)	
				1520-2¼	
				711 (800-2¼)	

SAN ANTONIO, TEXAS  
Amdt 2 25JAN24

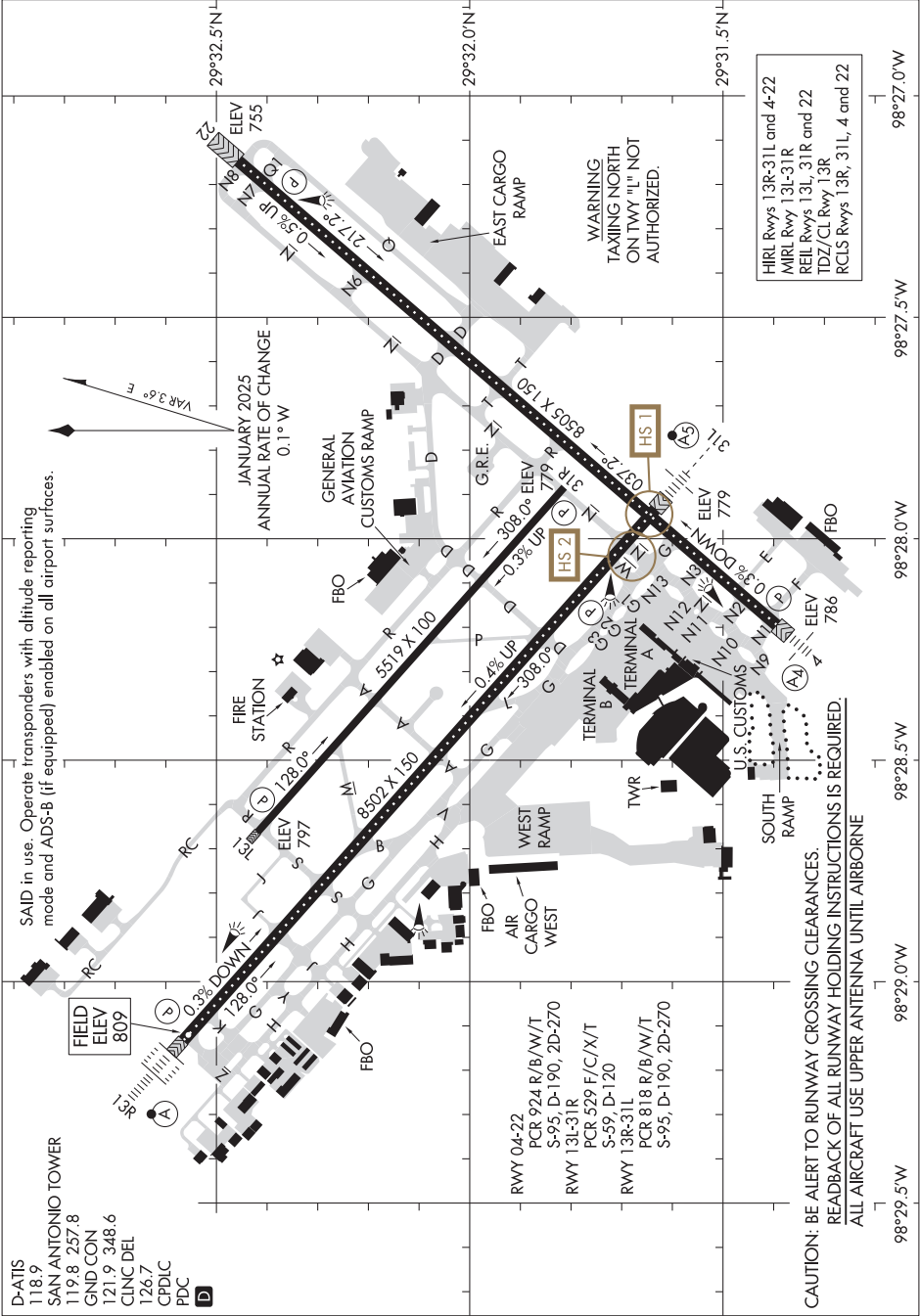
29°32'N-98°28'W

SAN ANTONIO INTL (SAT)

RNAV (GPS) Y RWY 31L

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SC-3, 07 AUG 2025 to 02 OCT 2025



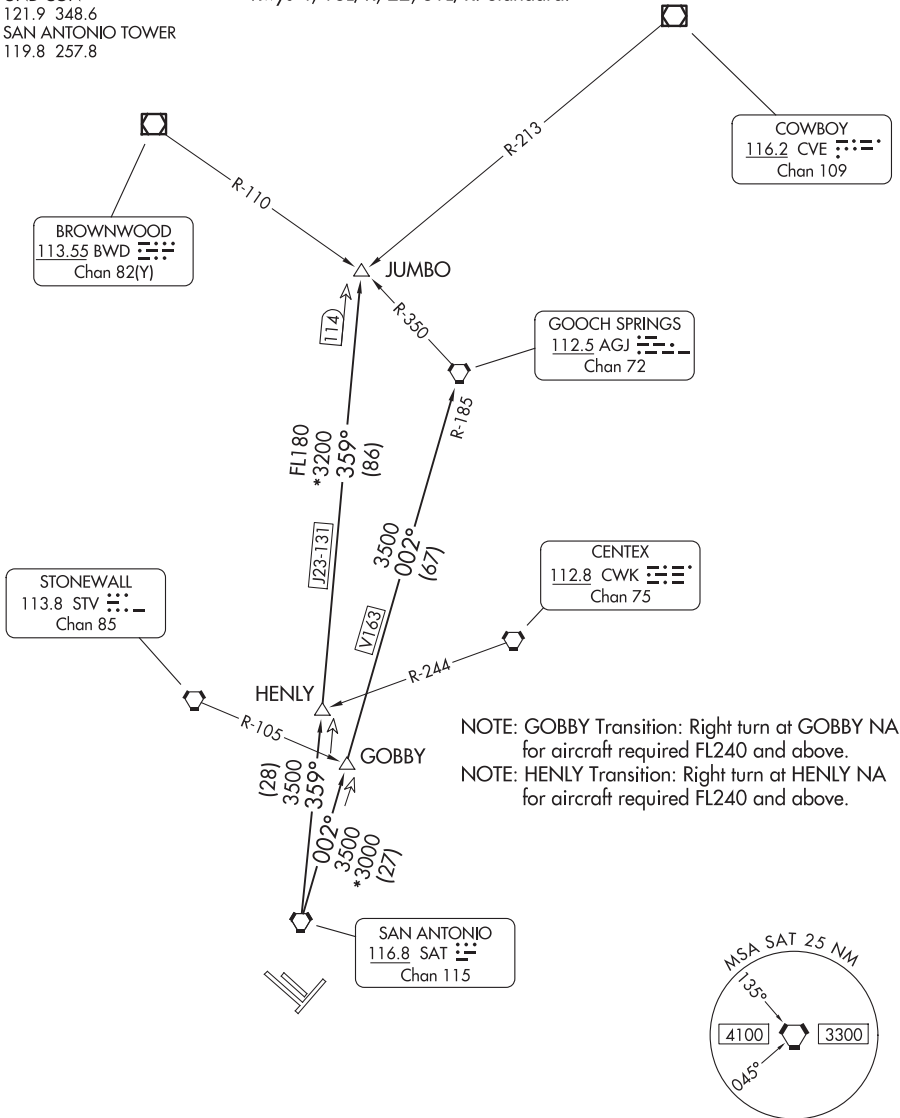
ALAMO FIVE DEPARTURE

SAN ANTONIO DEP CON  
125.1 307.0 (4, 22, 31)  
127.1 269.1 (13)  
D-ATIS  
118.9  
CLNC DEL  
126.7  
CPDLC  
GND CON  
121.9 348.6  
SAN ANTONIO TOWER  
119.8 257.8

RADAR required.

TOP ALTITUDE:  
5000

TAKEOFF MINIMUMS  
Rwys 4, 13L/R, 22, 31L/R: Standard.



NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

ALAMO FIVE DEPARTURE



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 4, 13L/R, 22, 31L/R: Climb on assigned heading for RADAR vectors to SAT VORTAC, maintain 5000, then on transition/route. Expect filed altitude 10 minutes after departure.

GOBBY TRANSITION (ALAMO5.GOBBY): From over SAT VORTAC on SAT R-002 to GOBBY.

GOOCH SPRINGS TRANSITION (ALAMO5.AGJ): From over SAT VORTAC on SAT R-002 to GOBBY, then on SAT R-002 and AGJ R-185 to AGJ VORTAC.

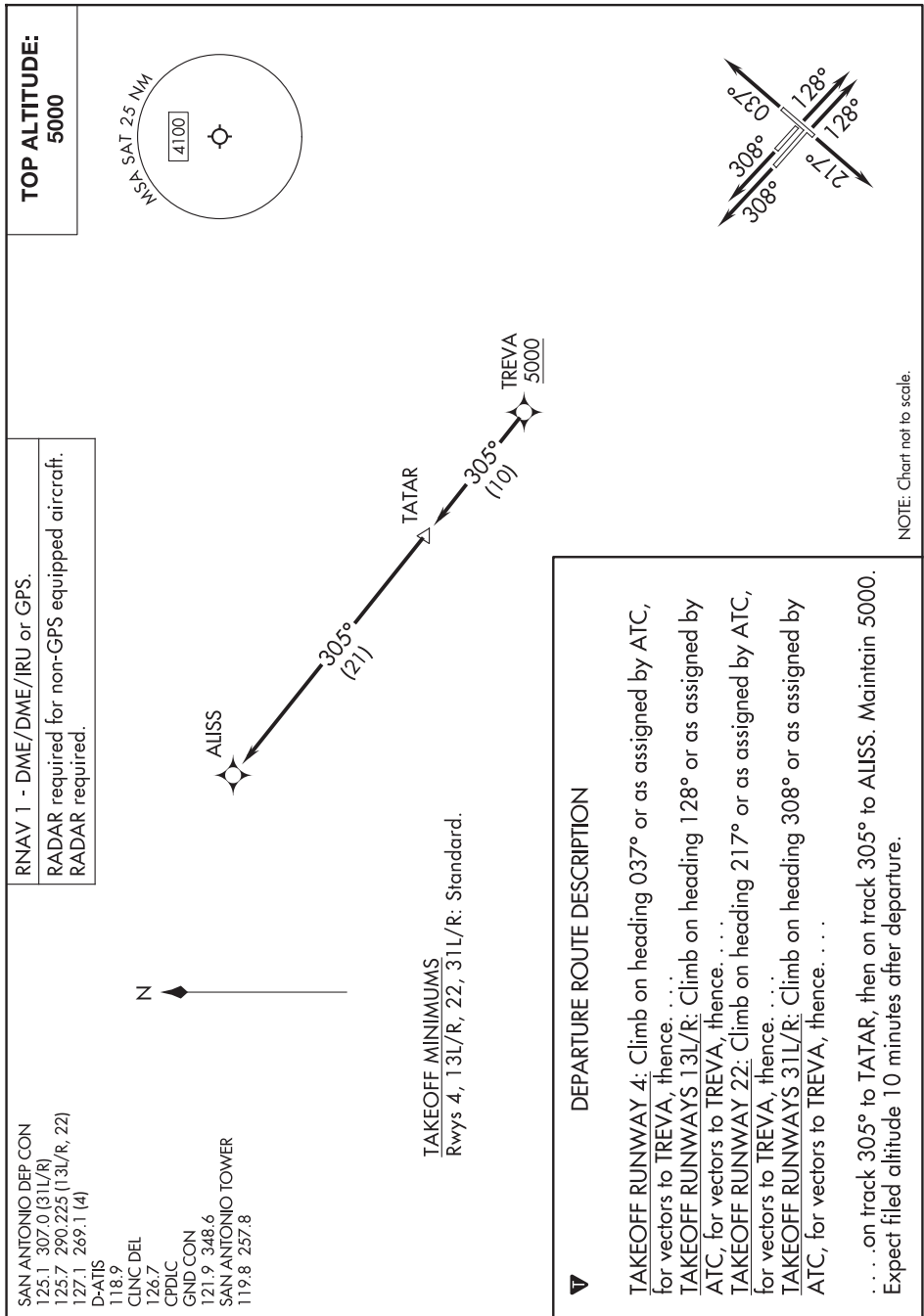
HENLY TRANSITION (ALAMO5.HENLY): From over SAT VORTAC on SAT R-359 to HENLY.

JUMBO TRANSITION (ALAMO5.JUMBO): From over SAT VORTAC on SAT R-359 to JUMBO.

SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025

## ALISS SEVEN DEPARTURE (RNAV)



NOTE: Chart not to scale.

SC-3, 07 AUG 2025 to 02 OCT 2025

## ALISS SEVEN DEPARTURE (RNAV)

(ALISS7.ALISS) 07AUG25

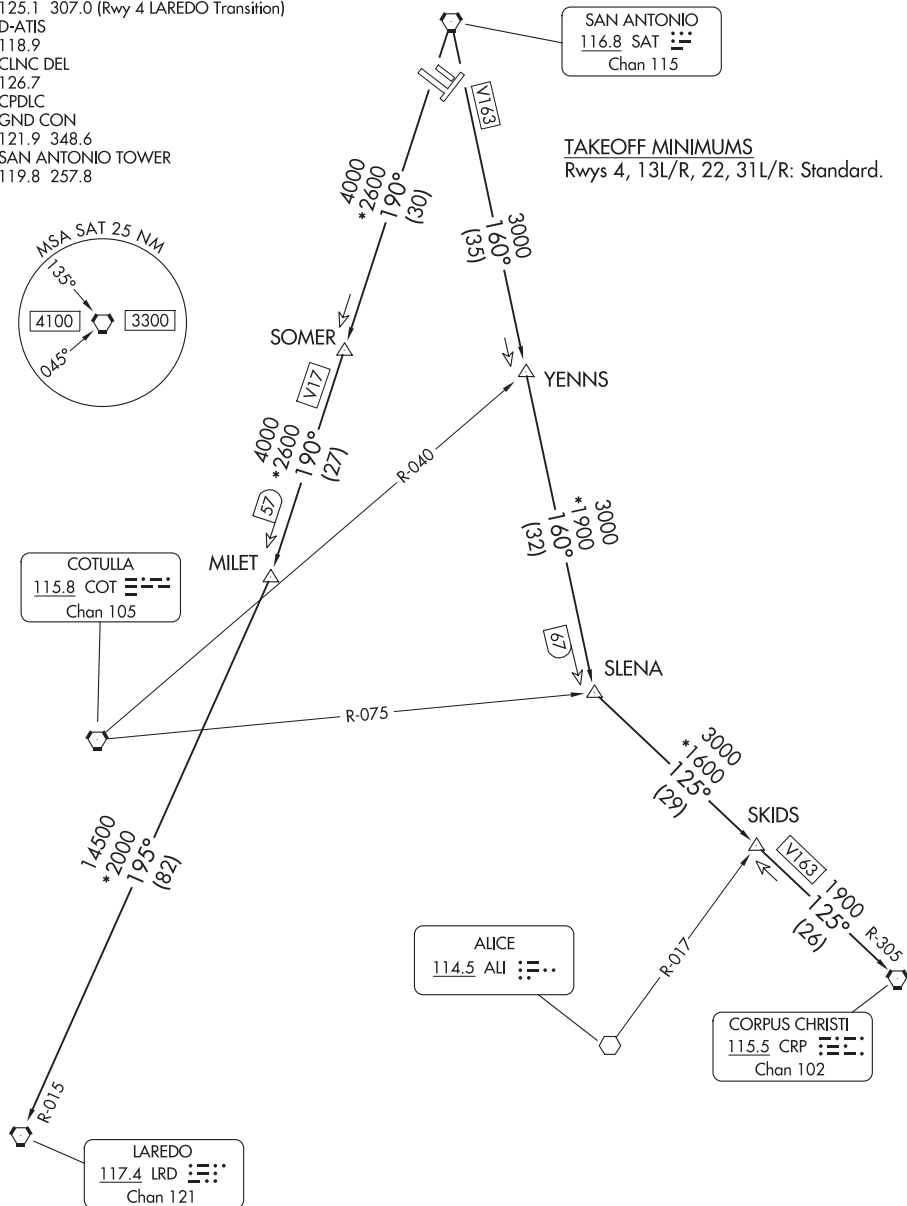
SAN ANTONIO, TEXAS

SAN ANTONIO INTL (SAT)



## BOWIE EIGHT DEPARTURE

**TOP ALTITUDE:**  
5000



(CONTINUED ON FOLLOWING PAGE)

## BOWIE EIGHT DEPARTURE

SAN ANTONIO, TEXAS  
SAN ANTONIO INTL (SAT)

SC-3, 07 AUG 2025 to 02 OCT 2025

BOWIE EIGHT DEPARTURE



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 4, 13L/R, 22, 31L/R: Climb on assigned heading for vectors to SAT VORTAC. Then on transition route, expect filed altitude 10 minutes after departure. Maintain 5000.

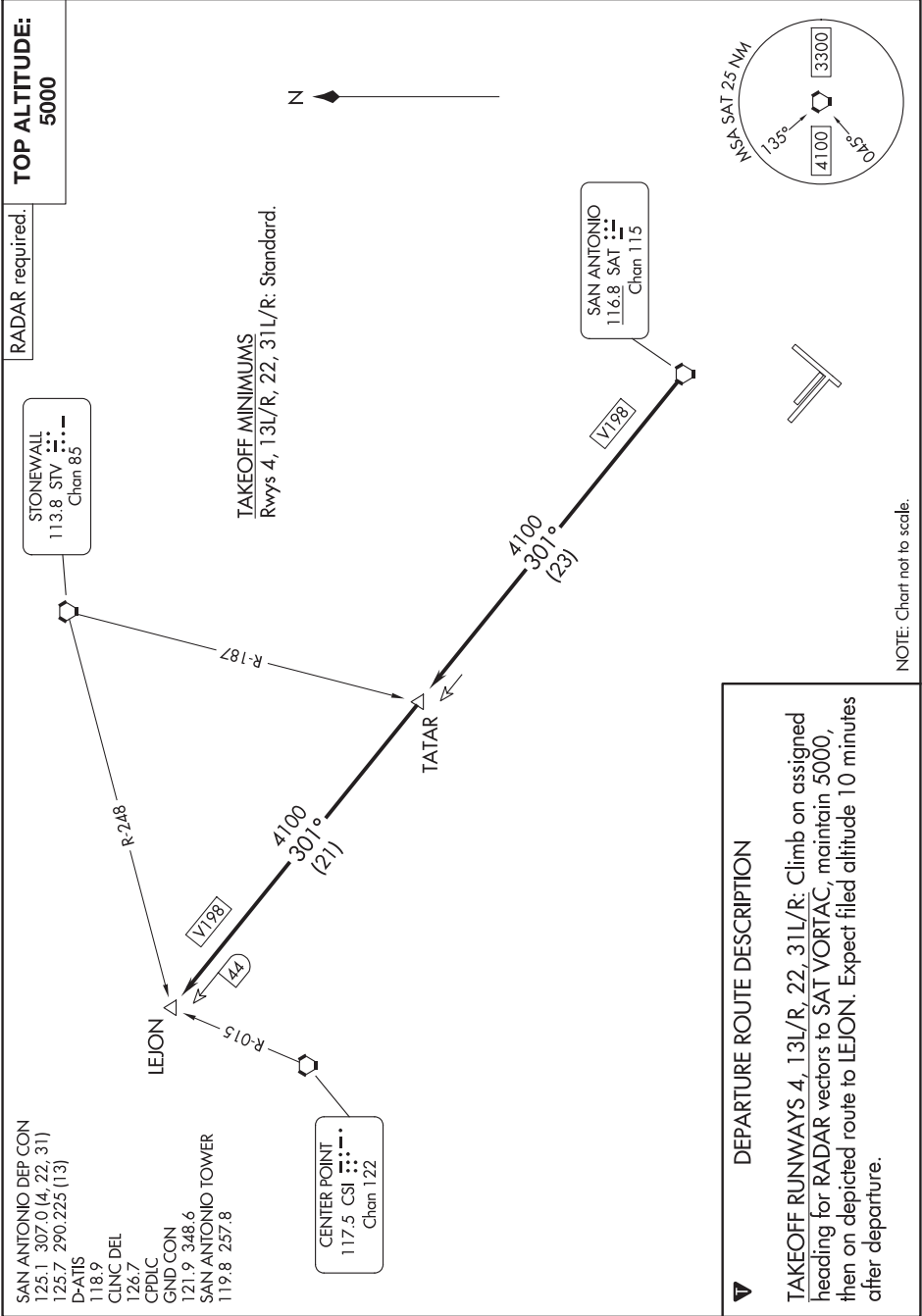
CORPUS CHRISTI TRANSITION (BOWIE8.CRP): From over SAT VORTAC on SAT R-160 to SLENA, then on CRP R-305 to CRP VORTAC.

LAREDO TRANSITION (BOWIE8.LRD): From over SAT VORTAC on SAT R-190 to MILET, then on LRD R-015 to LRD VORTAC.

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SC-3, 07 AUG 2025 to 02 OCT 2025



(SLENA2.SLENA) 25219

AL-369 (FAA)

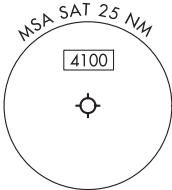
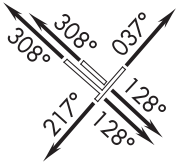
SAN ANTONIO INTL (SAT)  
SAN ANTONIO, TEXAS

SLENA TWO DEPARTURE (RNAV)

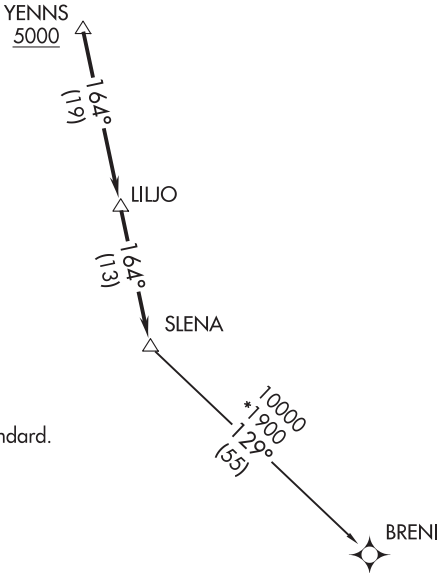
SAN ANTONIO DEP CON  
125.7 290.225 (13L/R, 22, 31L/R)  
127.1 269.1 (4)  
D-ATIS  
118.9  
CLNC DEL  
126.7  
CPDLC  
GND CON  
121.9 348.6  
SAN ANTONIO TOWER  
119.8 257.8

RNAV 1 - DME/DME/IRU or GPS.  
RADAR required for non-GPS  
equipped aircraft. RADAR required.

TOP ALTITUDE:  
5000



TAKEOFF MINIMUMS  
Rwys 4, 13L/R, 22, 31L/R: Standard.



NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

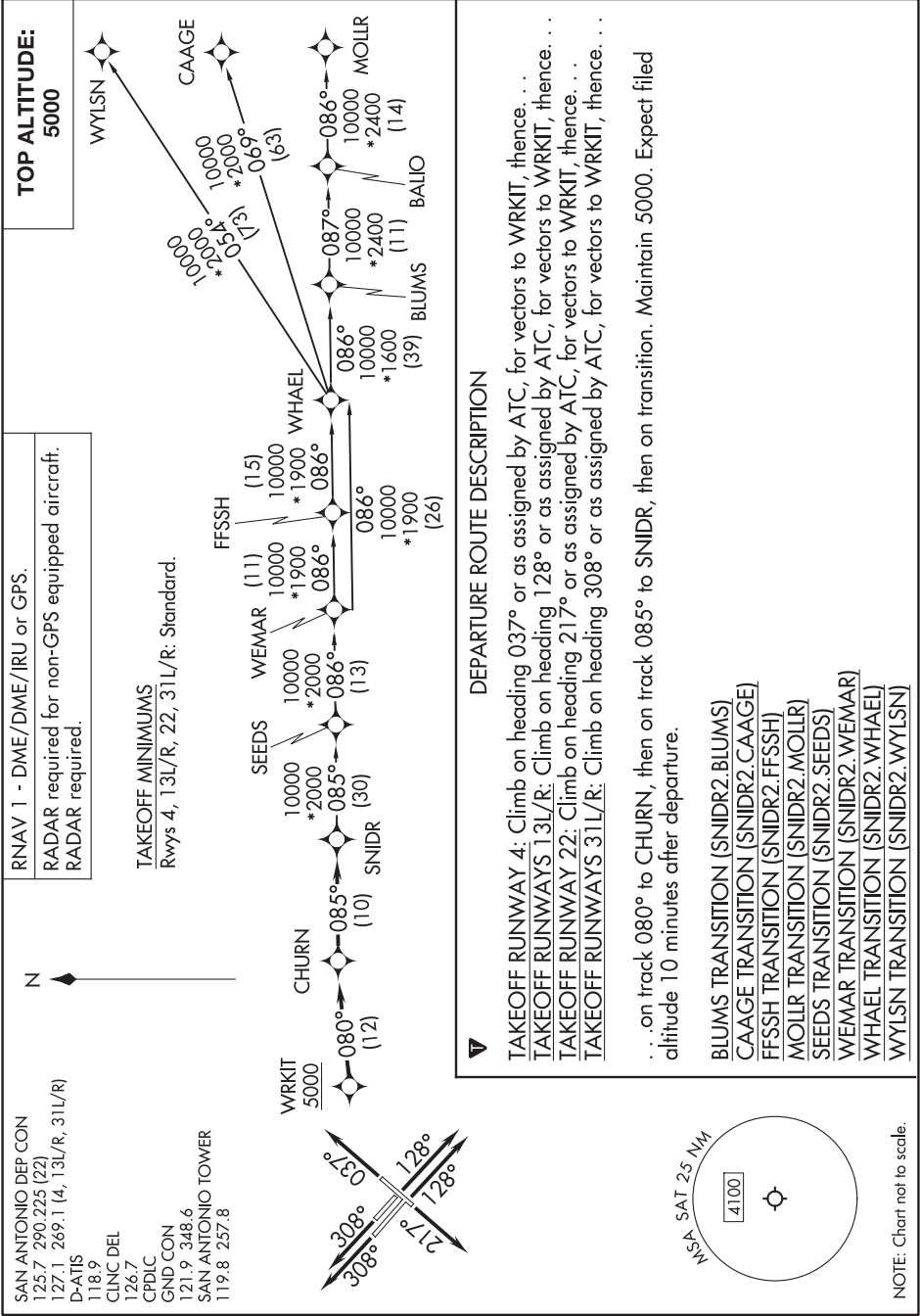
TAKEOFF RUNWAY 4: Climb on heading 037° or as assigned by ATC, for vectors to YENNS. Thence. . .  
TAKEOFF RUNWAYS 13L/R: Climb on heading 128° or as assigned by ATC, for vectors to YENNS. Thence. . .  
TAKEOFF RUNWAY 22: Climb on heading 217° or as assigned by ATC, for vectors to YENNS. Thence. . .  
TAKEOFF RUNWAYS 31L/R: Climb on heading 308° or as assigned by ATC, for vectors to YENNS. Thence. . .

. . .on track 164° to LILJO, then on track 164° to SLENA, then on transition.  
Maintain 5000. Expect filed altitude 10 minutes after departure.

BRENI TRANSITION (SLENA2.BRENI)

SLENA TWO DEPARTURE (RNAV)  
(SLENA2.SLENA) 07AUG25

SAN ANTONIO, TEXAS  
SAN ANTONIO INTL (SAT)



(TJANO2.TJANO) 25219

AL-369 (FAA)

SAN ANTONIO INTL (SAT)  
SAN ANTONIO, TEXAS

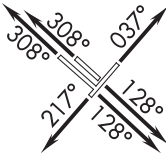
TJANO TWO DEPARTURE (RNAV)

SAN ANTONIO DEP COM  
125.7 290.225 (13L/R, 22, 31L/R)  
127.1 269.1 (4)  
D-ATIS  
118.9  
CLNC DEL  
126.7  
CPDLC  
GND CON  
121.9 348.6  
SAN ANTONIO TOWER  
119.8 257.8

RNAV 1 - DME/DME IRU or GPS.

RADAR required for non-GPS  
equipped aircraft. RADAR required.

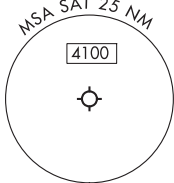
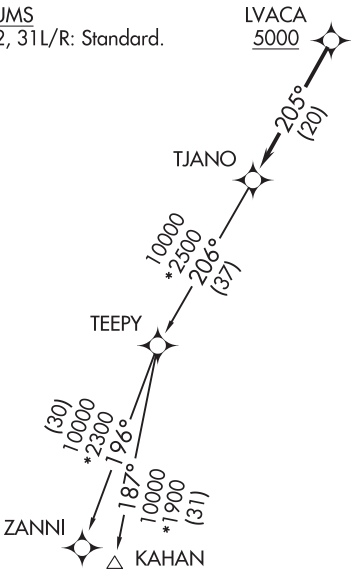
TOP ALTITUDE:  
5000



TAKEOFF MINIMUMS

Rwys 4, 13L/R, 22, 31L/R: Standard.

LVACA  
5000



NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 4: Climb on heading 037° or as assigned by ATC, for vectors to LVACA, thence. . .

TAKEOFF RUNWAYS 13L/R: Climb on heading 128° or as assigned by ATC, for vectors to LVACA, thence. . .

TAKEOFF RUNWAY 22: Climb on heading 217° or as assigned by ATC, for vectors to LVACA, thence. . .

TAKEOFF RUNWAYS 31L/R: Climb on heading 308° or as assigned by ATC, for vectors to LVACA, thence. . .

. . .on track 205° to TJANO, then on transition. Maintain 5000. Expect filed altitude 10 minutes after departure.

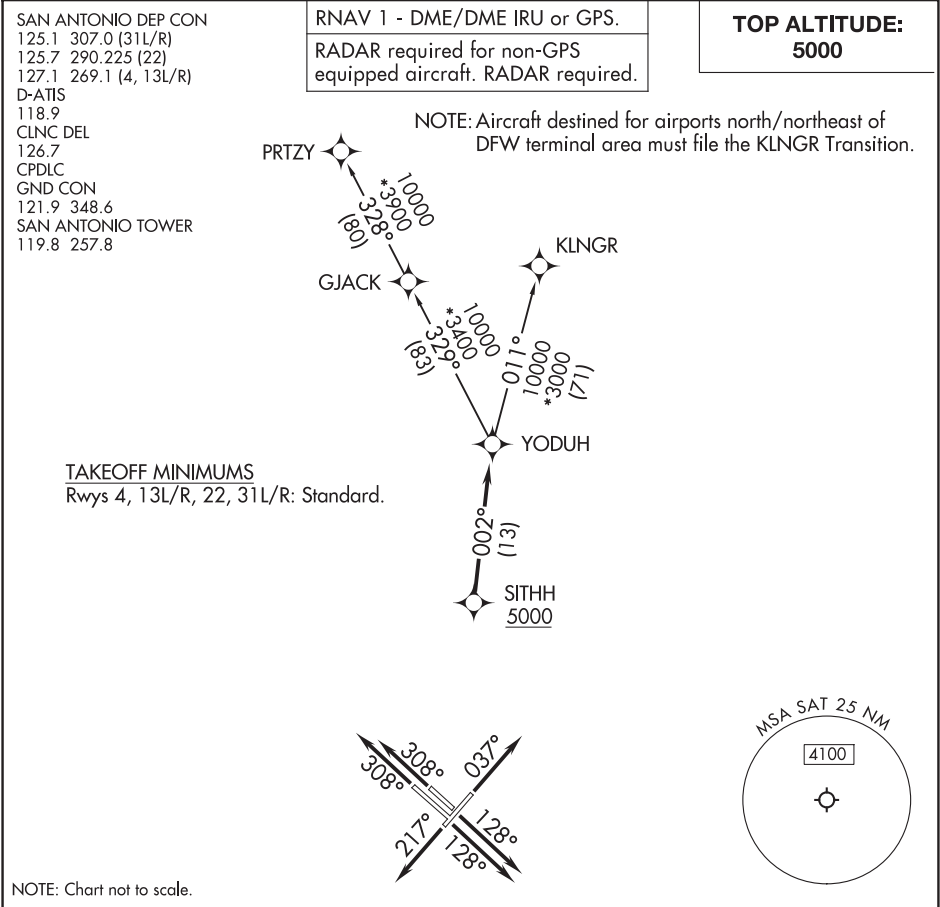
KAHAN TRANSITION (TJANO2.KAHAN)

ZANNI TRANSITION (TJANO2.ZANNI)

TJANO TWO DEPARTURE (RNAV)

(TJANO2.TJANO) 07AUG25

SAN ANTONIO, TEXAS  
SAN ANTONIO INTL (SAT)



<div><div>▼</div><div>DEPARTURE ROUTE DESCRIPTION</div><div><div>TAKEOFF RUNWAY 4:</div><div>Climb on heading 037° or as assigned by ATC, for vectors to SITHH, thence. . .</div></div><div><div>TAKEOFF RUNWAYS 13L/R:</div><div>Climb on heading 128° or as assigned by ATC, for vectors to SITHH, thence. . .</div></div><div><div>TAKEOFF RUNWAY 22:</div><div>Climb on heading 217° or as assigned by ATC, for vectors to SITHH, thence. . .</div></div><div><div>TAKEOFF RUNWAYS 31L/R:</div><div>Climb on heading 308° or as assigned by ATC, for vectors to SITHH, thence. . .</div></div><div><div>. . .on track 002° to YODUH, then on transition. Maintain 5000. Expect filed altitude 10 minutes after departure.</div></div><div><div>KLNGR TRANSITION (YODUH2.KLNGR)</div><div>PRTZY TRANSITION (YODUH2.PRTZY)</div></div></div>
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SAN ANTONIO, TEXAS

AL-372 (FAA)

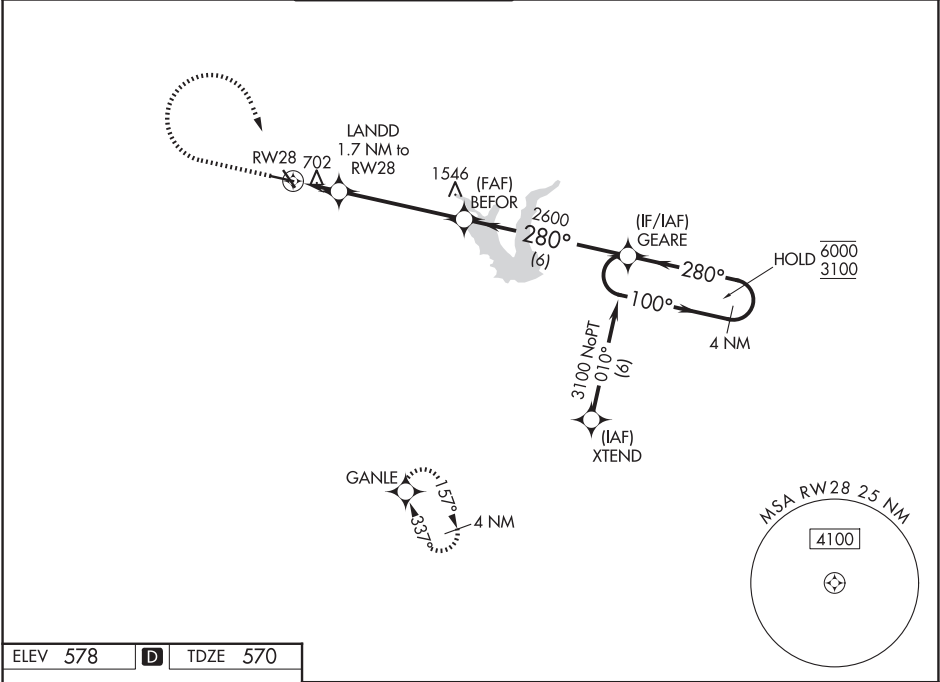
25219

WAAS CH <b>42747</b> <b>W28A</b>	APP CRS <b>280°</b>	Rwy Ldg TDZE <b>570</b> Apt Elev <b>578</b>
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RNAV (GPS) RWY 28

STINSON MUNI (SSF')

RNP APCH - GPS.				MISSED APPROACH: Climb to 1100 then climbing right turn to 3100 direct GANLE and hold.	
<div><div>▼</div> Circling Rwy 10 NA at night. Rwy 28 helicopter visibility reduction below ¾ SM NA.<div>▲</div> For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -4°C or above 54°C.</div>					
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	<b>D</b>	TDZE 570
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<div><div>1100</div><div>3100</div><div>GANLE</div></div> <div><div>4 NM</div><div>Holding Pattern</div></div> <div><div>GEARE</div><div>BEFOR</div><div>LANDD</div><div>RW28</div></div> <div><div>1.1 NM</div><div>0.6 NM</div><div>4.6 NM</div><div>6 NM</div></div> <div><div>1140</div><div>2600</div><div>2600</div><div>100°</div><div>280°</div><div>6000</div><div>3100</div><div>GP 3.00°</div><div>TCH 40'</div></div>				
CATEGORY	A	B	C	D
LPV DA	820-¾	250 (300-¾)		NA
LNAV/VNAV DA	900-1	330 (400-1)		NA
LNAV MDA	960-1	390 (400-1)	960-1⅛ 390 (400-1⅛)	NA
CIRCLING	1040-1 462 (500-1)	1120-1 542 (600-1)	1260-2 682 (700-2)	NA

MIRL Rwy 10-28 and 14-32  
RIEL Rwy 10, 14, 28, and 32

SAN ANTONIO, TEXAS  
Orig 07AUG25

29°20'N-98°28'W

STINSON MUNI (SSF')

RNAV (GPS) RWY 28



SC-3, 07 AUG 2025 to 02 OCT 2025

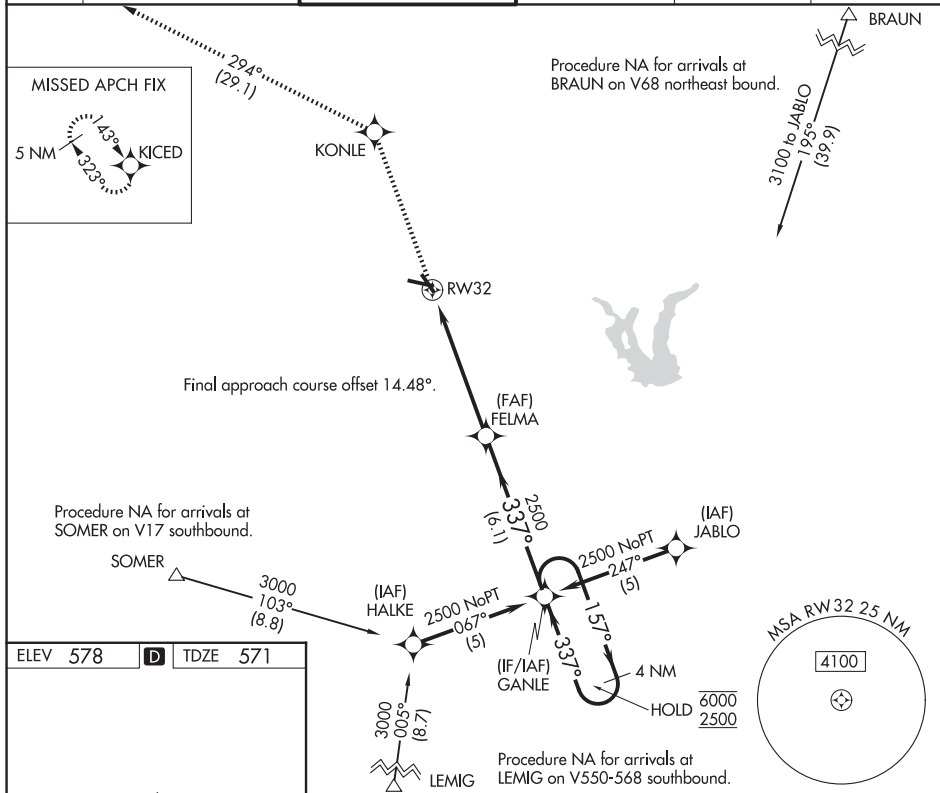
SC-3, 07 AUG 2025 to 02 OCT 2025



APP CRS <b>337°</b>	Rwy Ldg <b>3530</b> TDZE <b>571</b> Apt Elev <b>578</b>
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RNAV (GPS) RWY 32  
STINSON MUNI (SSF)

RNP APCH-GPS.			MISSED APPROACH: Climb to 4100 direct KONLE and on track 294° to KICED and hold.		
 Rwy 32 helicopter visibility reduction below ¾ SM NA.  Circling Rwy 10 NA at night.					
ATIS <b>128.8</b>	SAN ANTONIO APP CON <b>125.7 290.225</b>	STINSON TOWER ★ <b>118.2 (CTAF) 379.9</b>	GND CON <b>121.7 379.9</b>	CLNC DEL <b>121.7</b> (When twr closed)	UNICOM <b>122.95</b>



REIL Rwy's 10, 14, 28, and 32  
MIRL Rwy's 10-28 and 14-32

VGSI and descent angles not coincident  
(VGSI 3.00/TCH 40).

4 NM  
Holding Pattern

FELMA GANLE

1.3 NM to RW32

RW32

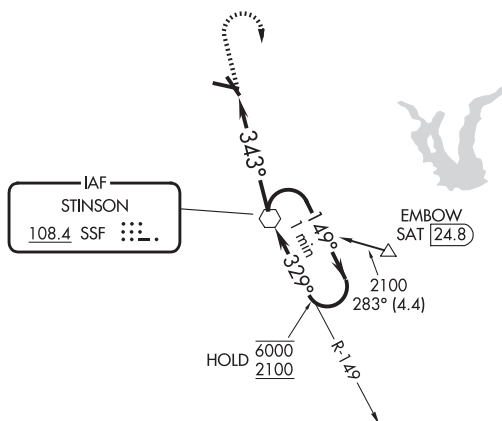
3.22°  
TCH 40

1.3 4.2 NM 6.1 NM

CATEGORY	A	B	C	D
LNAV MDA	1020-1	449 (500-1)	1020-1 $\frac{3}{8}$ 449 (500-1 $\frac{3}{8}$ )	NA
CIRCLING	1040-1 462 (500-1)	1120-1 542 (600-1)	1260-2 682 (700-2)	NA

VOR RWY 32  
STINSON MUNI (SSF)




**MISSED APPROACH:** Climb to 1400 then climbing right turn to 2500 direct SSF VOR and hold.

UNICOM  
122.95

REIL Rwy 10, 14, 28, and 32  
MIRL Rwy 10-28 and 14-32

FAF to MAP 4.6 NM

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

1400	2500	SSF
		

## One Minute Holding Pattern

CATEGORY	A	B	C	D
S-32	1020-1	449 (500-1)	1020-1 $\frac{3}{8}$ 449 (500-1 $\frac{3}{8}$ )	NA
CIRCLING	1040-1 462 (500-1)	1120-1 542 (600-1)	1260-2 682 (700-2)	NA

29°20'N-98°28'W

STINSON MUNI (SSF)  
VOR RWY 32

SC-3, 07 AUG 2025 to 02 OCT 2025



(ALAMO5.ALAMO) 25219

AL-372 (FAA)

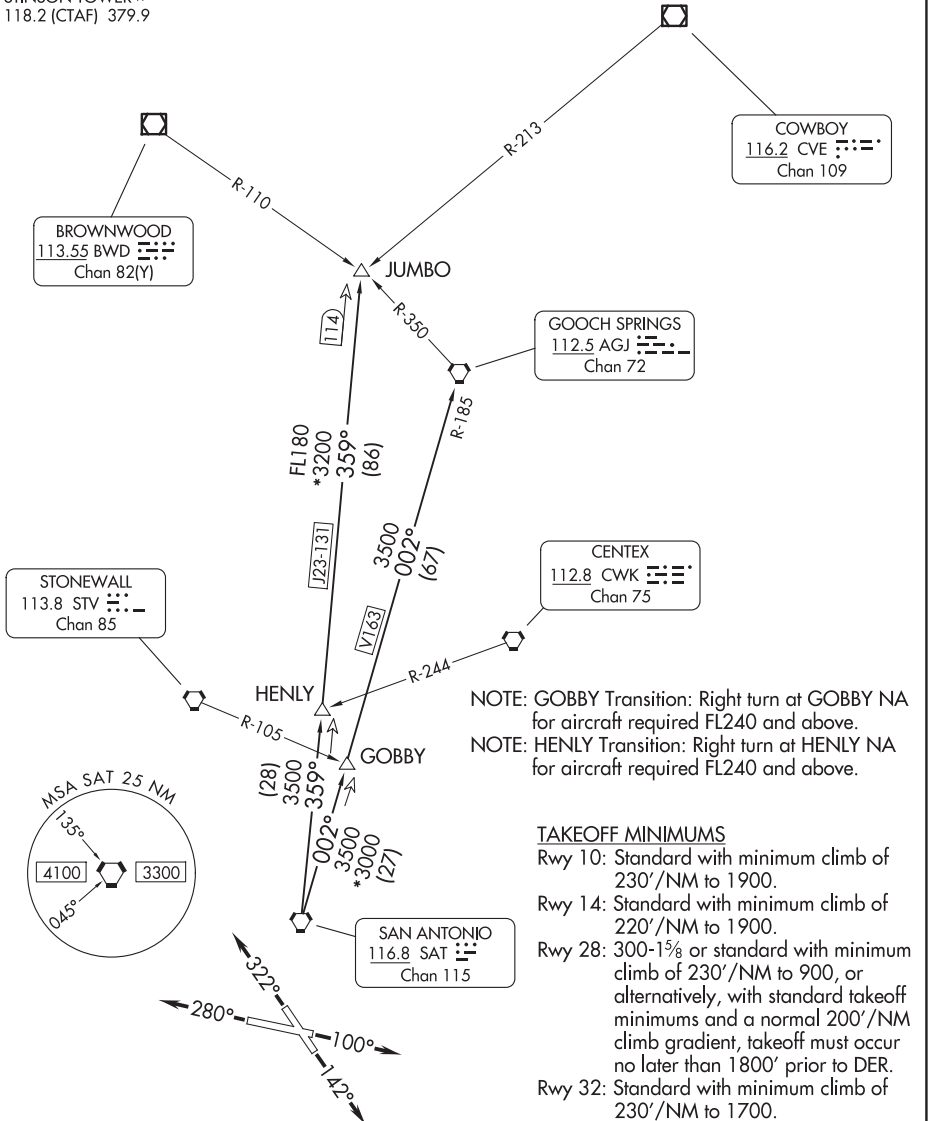
STINSON MUNI (SSF)  
SAN ANTONIO, TEXAS

## ALAMO FIVE DEPARTURE

RADAR required.

**TOP ALTITUDE:  
ASSIGNED BY ATC**

SAN ANTONIO DEP CON  
125.7 290.225  
ATIS  
128.8  
CLNC DEL (When twr closed)  
121.7  
GND CON  
121.7 379.9  
STINSON TOWER ★  
118.2 (CTAF) 379.9



NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

## ALAMO FIVE DEPARTURE

(ALAMO5.ALAMO) 07AUG25

SAN ANTONIO, TEXAS  
STINSON MUNI (SSF)



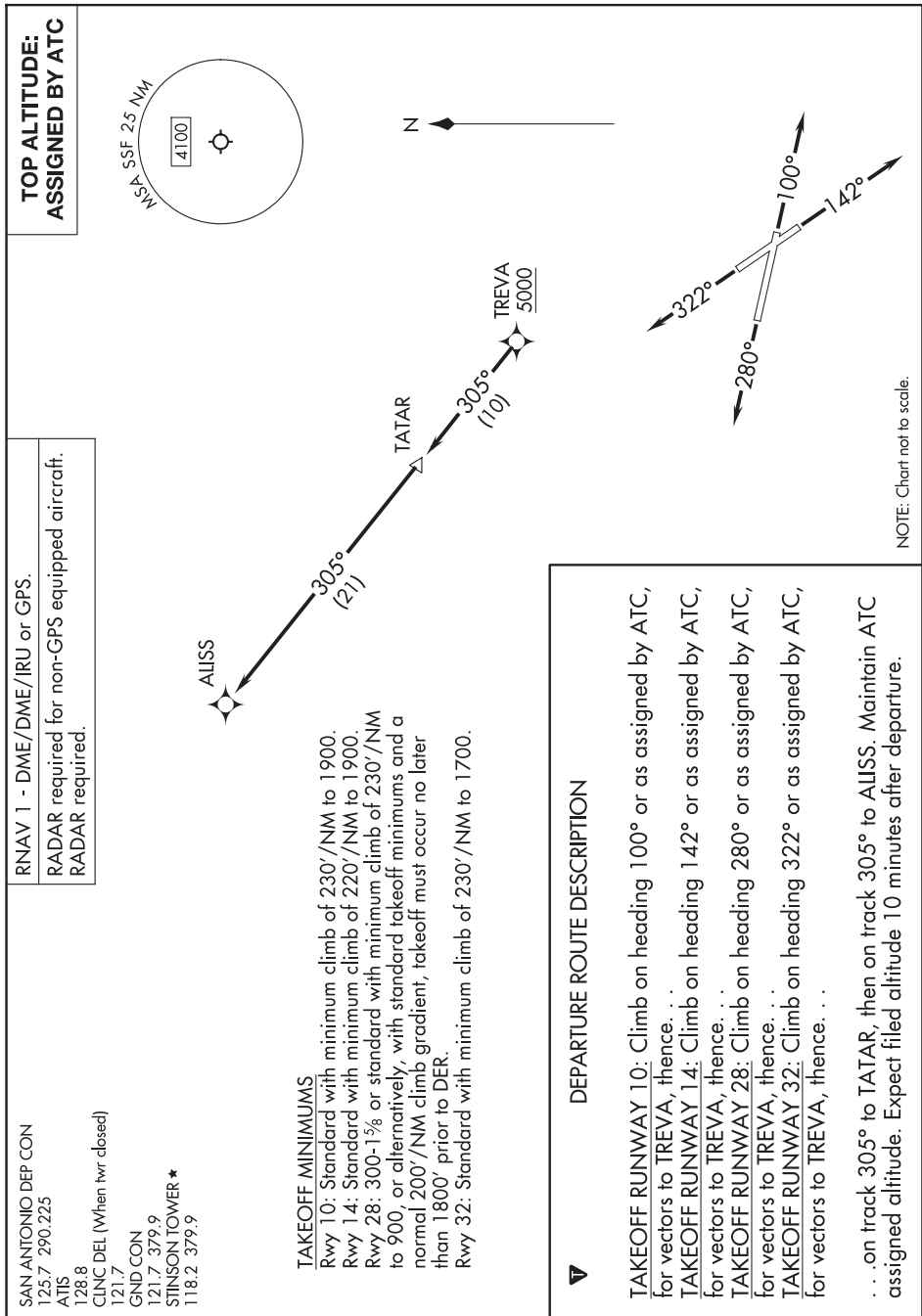
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 10: Climb on heading 100° or as assigned by ATC for RADAR vectors to SAT VORTAC, thence. . .  
TAKEOFF RUNWAY 14: Climb on heading 142° or as assigned by ATC for RADAR vectors to SAT VORTAC, thence. . .  
TAKEOFF RUNWAY 28: Climb on heading 280° or as assigned by ATC for RADAR vectors to SAT VORTAC, thence. . .  
TAKEOFF RUNWAY 32: Climb on heading 322° or as assigned by ATC for RADAR vectors to SAT VORTAC, thence. . .

. . .on transition/route. Maintain ATC assigned altitude. Expect filed altitude 10 minutes after departure.

GOBBY TRANSITION (ALAMO5.GOBBY): From over SAT VORTAC on SAT R-002 to GOBBY.  
GOOCH SPRINGS TRANSITION (ALAMO5.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 (ALAMO5.HENLY): From over SAT VORTAC on SAT R-359 to HENLY.  
JUMBO TRANSITION (ALAMO5.JUMBO): From over SAT VORTAC on SAT R-359 to JUMBO.

## ALISS SEVEN DEPARTURE (RNAV)



NOTE: Chart not to scale.

SC-3, 07 AUG 2025 to 02 OCT 2025

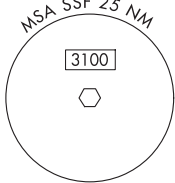
## ALISS SEVEN DEPARTURE (RNAV)

(ALISS7.ALISS) 07AUG25

SAN ANTONIO, TEXAS  
STINSON MUNI (SSF)

SAN ANTONIO DEP CON  
125.7 290.225  
ATIS  
128.8  
CLNC DEL (When twr closed)  
121.7  
GND CON  
121.7 379.9  
STINSON TOWER\*  
118.2 (CTAF) 379.9

RADAR required.  
DME required.



SAN ANTONIO  
116.8 SAT  
Chan 115

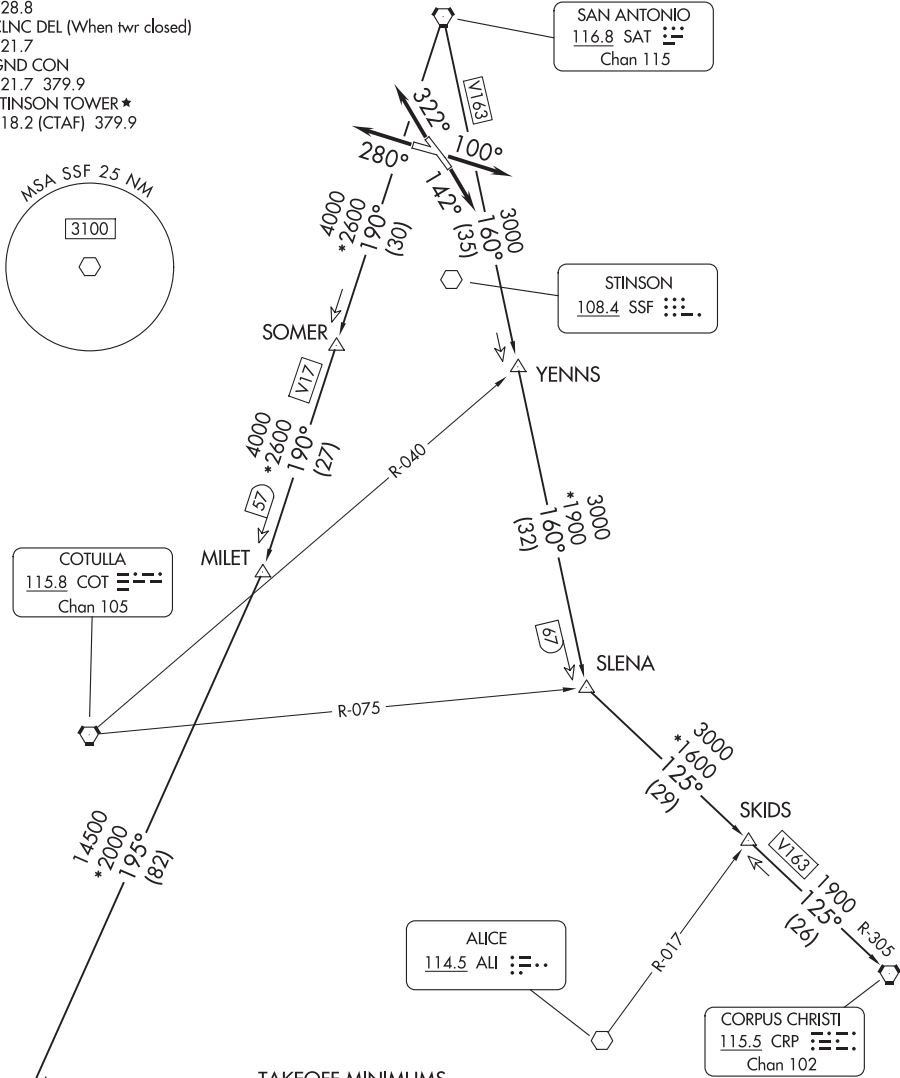
STINSON  
108.4 SSF

COTULLA  
115.8 COT  
Chan 105

Alice  
114.5 ALI

CORPUS CHRISTI  
115.5 CRP  
Chan 102

LAREDO  
117.4 LRD  
Chan 121



**TAKEOFF MINIMUMS**  
Rwy 10: Standard with minimum climb of 230'/NM to 1900.  
Rwy 14: Standard with minimum climb of 220'/NM to 1900.  
Rwy 28: 300-1½ or standard with minimum climb of 230'/NM to 900, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1800' prior to DER.  
Rwy 32: Standard with minimum climb of 230'/NM to 1700.

NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

▼DEPARTURE ROUTE DESCRIPTION	
<div>TAKEOFF RUNWAY 10: Climb on heading 100° or as assigned by ATC for vectors to SAT VORTAC, thence. . . .</div> <div>TAKEOFF RUNWAY 14: Climb on heading 142° or as assigned by ATC for vectors to SAT VORTAC, thence. . . .</div> <div>TAKEOFF RUNWAY 28: Climb on heading 280° or as assigned by ATC for vectors to SAT VORTAC, thence. . . .</div> <div>TAKEOFF RUNWAY 32: Climb on heading 322° or as assigned by ATC for vectors to SAT VORTAC, thence. . . .</div> <div>. . . .on transition/route. Maintain ATC assigned altitude. Expect filed altitude 10 minutes after departure.</div> <div>CORPUS CHRISTI TRANSITION (BOWIE8.CRP): From over SAT VORTAC on SAT R-160 to SLENA, then on CRP R-305 to CRP VORTAC.</div> <div>LAREDO TRANSITION (BOWIE8.LRD): From over SAT VORTAC on SAT R-190 to MILET, then on LRD R-015 to LRD VORTAC.</div>	

SC-3, 07 AUG 2025 to 02 OCT 2025

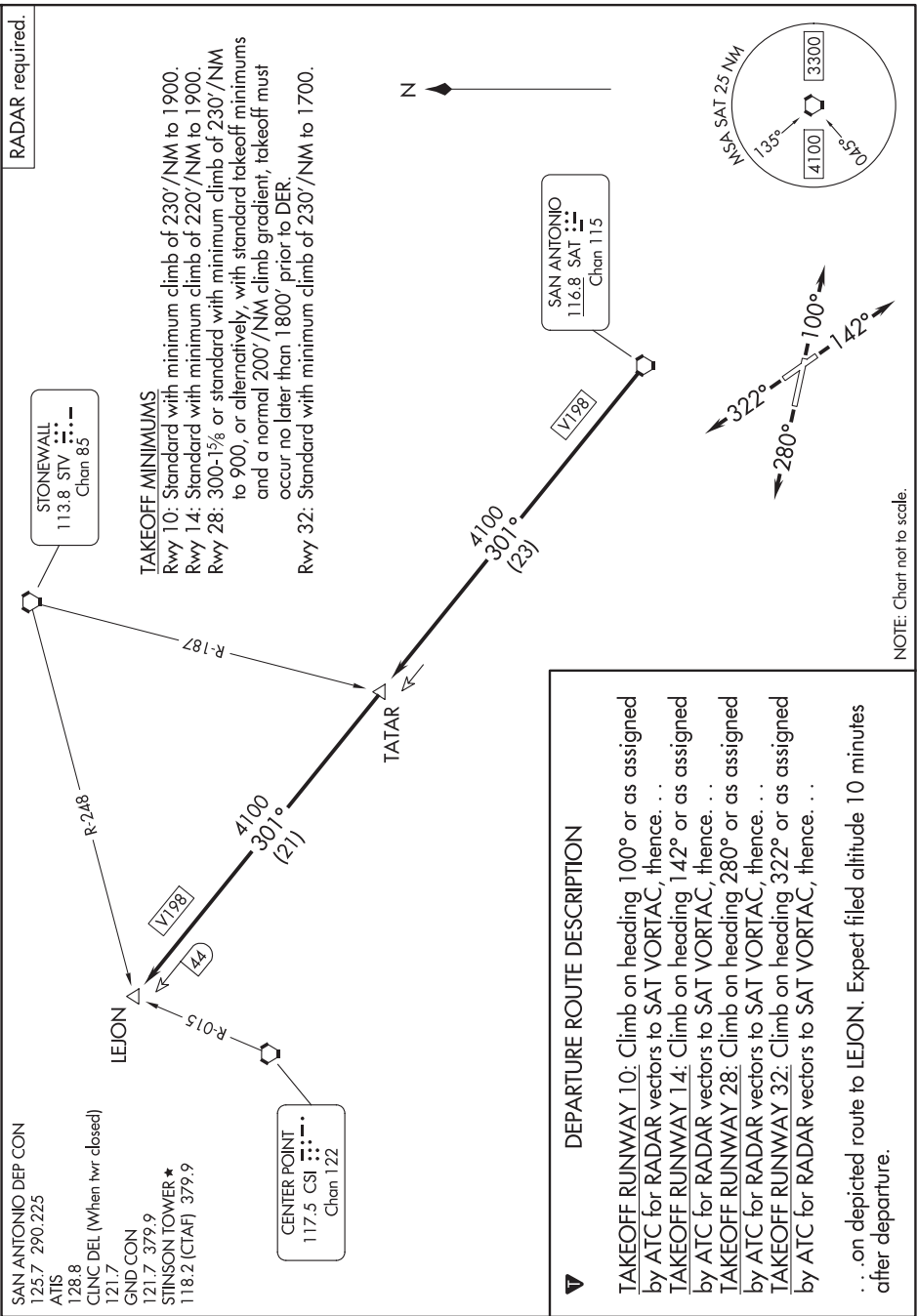
SC-3, 07 AUG 2025 to 02 OCT 2025



(LEJON5.LEJON) 25219  
LEJON FIVE DEPARTURE

AL-372 (FAA)

STINSON MUNI (SSF)  
SAN ANTONIO, TEXAS



LEJON FIVE DEPARTURE  
(LEJON5.LEJON) 07AUG25

SAN ANTONIO, TEXAS  
STINSON MUNI (SSF)

(SLENA2.SLENA) 25219

AL-372 (FAA)

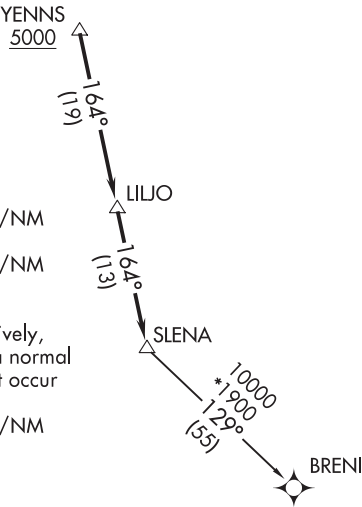
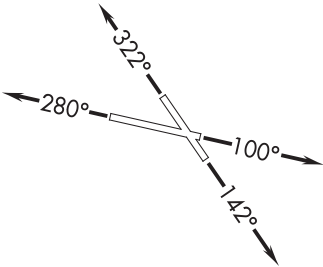
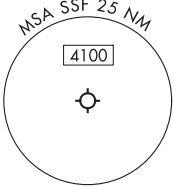
STINSON MUNI (SSF)  
SAN ANTONIO, TEXAS

SLENA TWO DEPARTURE (RNAV)

SAN ANTONIO DEP CON  
125.7 290.225  
ATIS  
128.8  
CLNC DEL (When twr closed)  
121.7  
GND CON  
121.7 379.9  
STINSON TOWER ★  
118.2 379.9

RNAV 1 - DME/DME/IRU or GPS.  
RADAR required for non-GPS equipped aircraft.  
RADAR required.

TOP ALTITUDE:  
ASSIGNED BY ATC



TAKEOFF MINIMUMS

- Rwy 10: Standard with minimum climb of 230’/NM to 1900.
- Rwy 14: Standard with minimum climb of 220’/NM to 1900.
- Rwy 28: 300-1½ or standard with minimum climb of 230’/NM to 900, or alternatively, with standard takeoff minimums and a normal 200’/NM climb gradient, takeoff must occur no later than 1800’ prior to DER.
- Rwy 32: Standard with minimum climb of 230’/NM to 1700.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

- TAKEOFF RUNWAY 10: Climb on heading 100° or as assigned by ATC, for vectors to YENNS. Thence. . .
- TAKEOFF RUNWAY 14: Climb on heading 142° or as assigned by ATC, for vectors to YENNS. Thence. . .
- TAKEOFF RUNWAY 28: Climb on heading 280° or as assigned by ATC, for vectors to YENNS. Thence. . .
- TAKEOFF RUNWAY 32: Climb on heading 322° or as assigned by ATC, for vectors to YENNS. Thence. . .

. . .on track 164° to LILJO, then on track 164° to SLENA, then on transition. Maintain ATC assigned altitude. Expect filed altitude 10 minutes after departure.

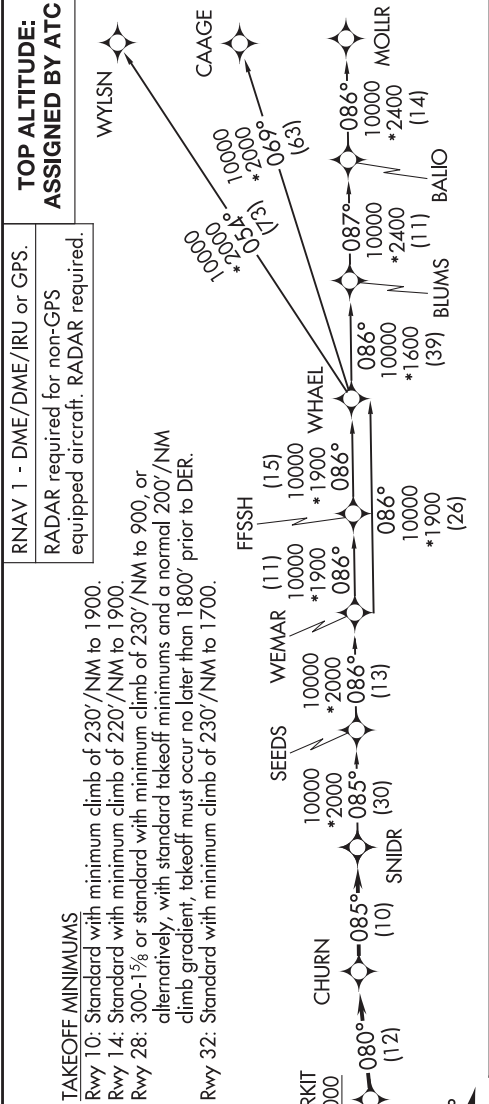
BRENI TRANSITION (SLENA2.BRENI)

SLENA TWO DEPARTURE (RNAV)  
(SLENA2.SLENA) 07AUG25

SAN ANTONIO, TEXAS  
STINSON MUNI (SSF)

SAN ANTONIO DEP CON  
125.7 290.225  
ATIS  
128.8  
CINC DEL (When twr closed)  
121.7  
GND CON  
121.7 379.9  
STINSON TOWER \*  
118.2 379.9

SNIDR TWO DEPARTURE (RNAV)  
(SNIDR2.SNIDR) 07AUG25



AL-372 (FAA)

STINSON MUNI (SSF)  
SAN ANTONIO, TEXAS

DEPARTURE ROUTE DESCRIPTION

**TAKEOFF RUNWAY 10:** Climb on heading 100° or as assigned by ATC, for vectors to WRKIT, thence. . .  
**TAKEOFF RUNWAY 14:** Climb on heading 142° or as assigned by ATC, for vectors to WRKIT, thence. . .  
**TAKEOFF RUNWAY 28:** Climb on heading 280° or as assigned by ATC, for vectors to WRKIT, thence. . .  
**TAKEOFF RUNWAY 32:** Climb on heading 322° or as assigned by ATC, for vectors to WRKIT, thence. . .  
... on track 080° to CHURN, then on track 085° to SNIDR. Expect filed altitude 10 minutes after departure.

- BLUMS TRANSITION (SNIDR2.BLUMS)
- CAAGE TRANSITION (SNIDR2.CAAGE)
- FFSSH TRANSITION (SNIDR2.FFSSH)
- MOLLR TRANSITION (SNIDR2.MOLLR)
- SEEDS TRANSITION (SNIDR2.SEEDS)
- WEMAR TRANSITION (SNIDR2.WEMAR)
- WHAEL TRANSITION (SNIDR2.WHAEL)
- WYLSN TRANSITION (SNIDR2.WYLSN)

NOTE: Chart not to scale.

SAN ANTONIO, TEXAS  
STINSON MUNI (SSF)

(TJANO2.TJANO) 25219

AL-372 (FAA)

STINSON MUNI (SSF)  
SAN ANTONIO, TEXAS

TJANO TWO DEPARTURE (RNAV)

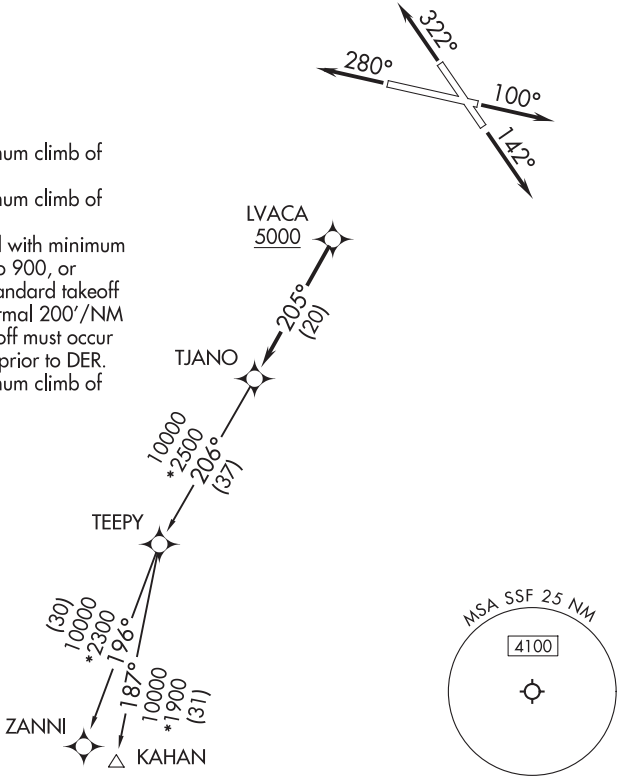
SAN ANTONIO DEP CON  
125.7 290.225  
ATIS  
128.8  
CLNC DEL (When twr closed)  
121.7  
GND CON  
121.7 379.9  
STINSON TOWER ★  
118.2 379.9

RNAV 1 - DME/DME IRU or GPS.  
RADAR required for non-GPS equipped aircraft.  
RADAR required.

TOP ALTITUDE:  
ASSIGNED BY ATC

TAKEOFF MINIMUMS

- Rwy 10: Standard with minimum climb of 230'/NM to 1900.
- Rwy 14: Standard with minimum climb of 220'/NM to 1900.
- Rwy 28: 300-1⅘ or standard with minimum climb of 230'/NM to 900, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1800' prior to DER.
- Rwy 32: Standard with minimum climb of 230'/NM to 1700.



NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

- TAKEOFF RUNWAY 10: Climb on heading 100° or as assigned by ATC, for vectors to LVACA, thence. . .
- TAKEOFF RUNWAY 14: Climb on heading 142° or as assigned by ATC, for vectors to LVACA, thence. . .
- TAKEOFF RUNWAY 28: Climb on heading 280° or as assigned by ATC, for vectors to LVACA, thence. . .
- TAKEOFF RUNWAY 32: Climb on heading 322° or as assigned by ATC, for vectors to LVACA, thence. . .

. . . on track 205° to TJANO, then on transition. Maintain ATC assigned altitude.  
Expect filed altitude 10 minutes after departure.

KAHAN TRANSITION (TJANO2.KAHAN)  
ZANNI TRANSITION (TJANO2.ZANNI)

TJANO TWO DEPARTURE (RNAV)

(TJANO2.TJANO) 07AUG25

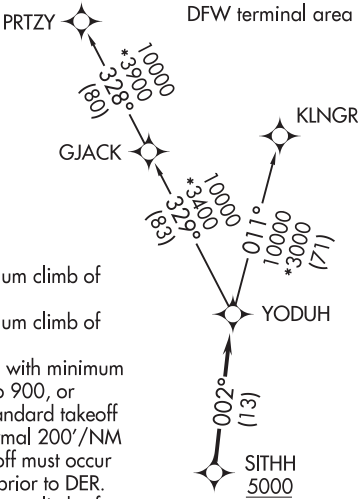
SAN ANTONIO, TEXAS  
STINSON MUNI (SSF)

SAN ANTONIO DEP CON  
125.7 290.225  
ATIS  
128.8  
CLNC DEL (When twr closed)  
121.7  
GND CON  
121.7 379.9  
STINSON TOWER ★  
118.2 379.9

RNAV 1 - DME/DME IRU or GPS.  
RADAR required for non-GPS equipped aircraft.  
RADAR required.

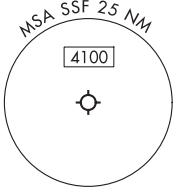
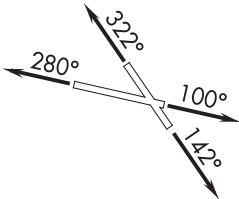
TOP ALTITUDE:  
ASSIGNED BY ATC

NOTE: Aircraft destined for airports north/northeast of DFW terminal area must file the KLNGR Transition.



TAKEOFF MINIMUMS

- Rwy 10: Standard with minimum climb of 230’/NM to 1900.
- Rwy 14: Standard with minimum climb of 220’/NM to 1900.
- Rwy 28: 300-1½ or standard with minimum climb of 230’/NM to 900, or alternatively, with standard takeoff minimums and a normal 200’/NM climb gradient, takeoff must occur no later than 1800’ prior to DER.
- Rwy 32: Standard with minimum climb of 230’/NM to 1700.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

- TAKEOFF RUNWAY 10: Climb on heading 100° or as assigned by ATC, for vectors to SITHH, thence. . .
- TAKEOFF RUNWAY 14: Climb on heading 142° or as assigned by ATC, for vectors to SITHH, thence. . .
- TAKEOFF RUNWAY 28: Climb on heading 280° or as assigned by ATC, for vectors to SITHH, thence. . .
- TAKEOFF RUNWAY 32: Climb on heading 322° or as assigned by ATC, for vectors to SITHH, thence. . .

. . .on track 002° to YODUH, then on transition. Maintain ATC assigned altitude. Expect filed altitude 10 minutes after departure.

KLNGR TRANSITION (YODUH2.KLNGR)  
PRTZY TRANSITION (YODUH2.PRTZY)

SAN SABA, TEXAS

AL-11829 (FAA)

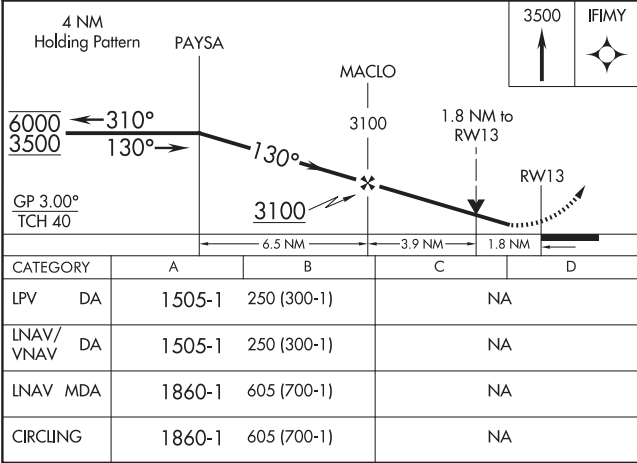
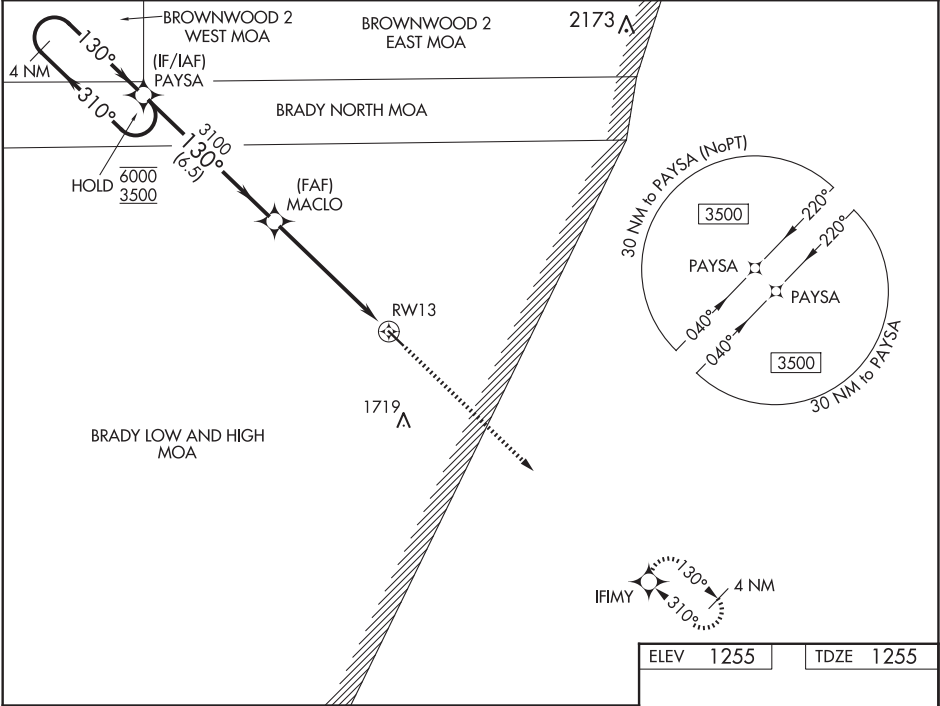
24193

WAAS CH <b>87144</b> <b>W13A</b>	APP CRS <b>130°</b>	Rwy Idg TDZE <b>1255</b> Apt Elev <b>1255</b>
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**RNAV (GPS) RWY 13**  
SAN SABA COUNTY MUNI (81R)

RNP APCH - GPS. ▼ Rwy 13 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 IFIMY and hold.
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AWOS-3P <b>120.525</b>	HOUSTON CENTER <b>132.35 317.5</b>	UNICOM <b>122.8 (CTAF) ①</b>
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ELEV	1255	TDZE	1255
------	------	------	------

CATEGORY	A	B	C	D
LPV DA	1505-1	250 (300-1)	NA	
LNAV/VNAV DA	1505-1	250 (300-1)	NA	
LNAV MDA	1860-1	605 (700-1)	NA	
CIRCLING	1860-1	605 (700-1)	NA	

MIRL Rwy 13-31 ①

SAN SABA, TEXAS  
Orig 30NOV23

31°14'N-98°43'W

SAN SABA COUNTY MUNI (81R)  
**RNAV (GPS) RWY 13**

SC-3, 07 AUG 2025 to 02 OCT 2025

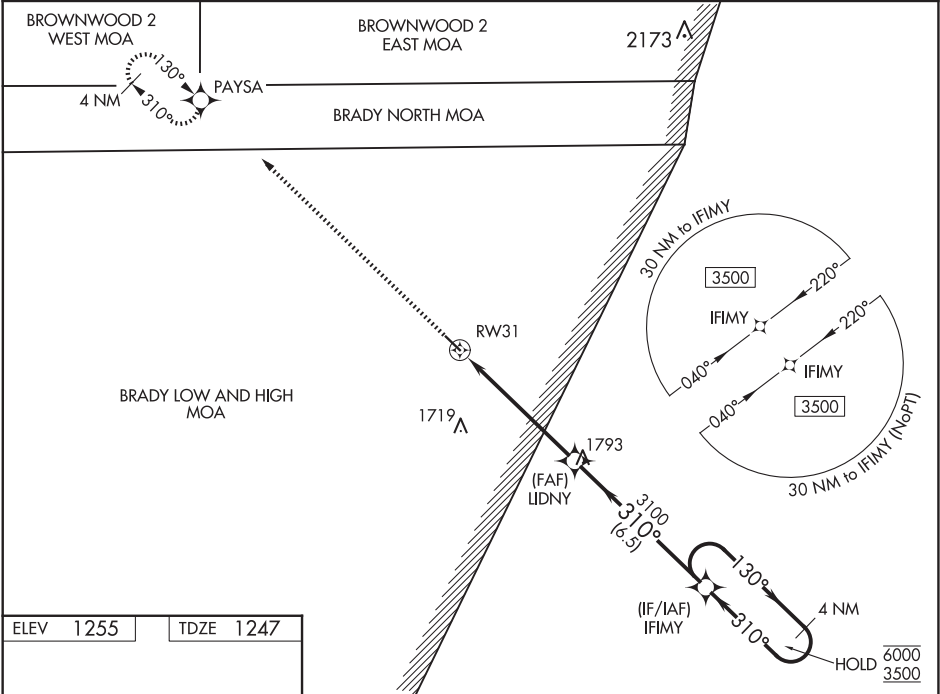
SC-3, 07 AUG 2025 to 02 OCT 2025

WAAS CH <b>42944</b> <b>W31A</b>	APP CRS <b>310°</b>	Rwy Idg TDZE <b>1247</b> Apt Elev <b>1255</b>	<b>4206</b>
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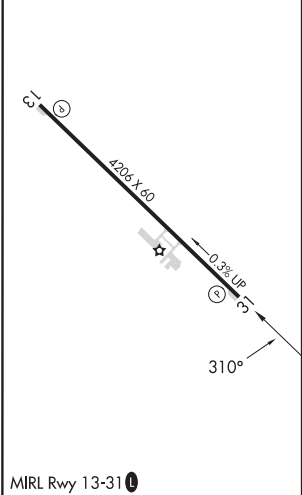
**RNAV (GPS) RWY 31**  
SAN SABA COUNTY MUNI (81R)

RNP APCH - GPS.	MISSED APPROACH: Climb to 3500 direct PAYSA and hold.
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AWOS-3P <b>120.525</b>	HOUSTON CENTER <b>132.35 317.5</b>	UNICOM <b>122.8 (CTAF) 0</b>
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ELEV 1255	TDZE 1247
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3500

↑

PAYSA

✦

4 NM Holding Pattern

IFIMY

130° → 6000

← 310° 3500

GP 3.00°

TCH 40

2.1 NM to RW31

↓

LIDNY

3100

310°

3100

2.1 NM

3.7 NM

6.5 NM

CATEGORY

A

B

C

D

LPV

DA

1497-1

250 (300-1)

NA

LNAV/VNAV

DA

1497-1

250 (300-1)

NA

LNAV

MDA

1940-1

693 (700-1)

NA

CIRCLING

1940-1

685 (700-1)

NA

SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025

SINTON, TEXAS

AL-5274 (FAA)

25219

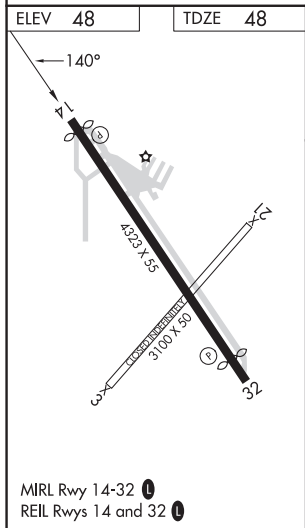
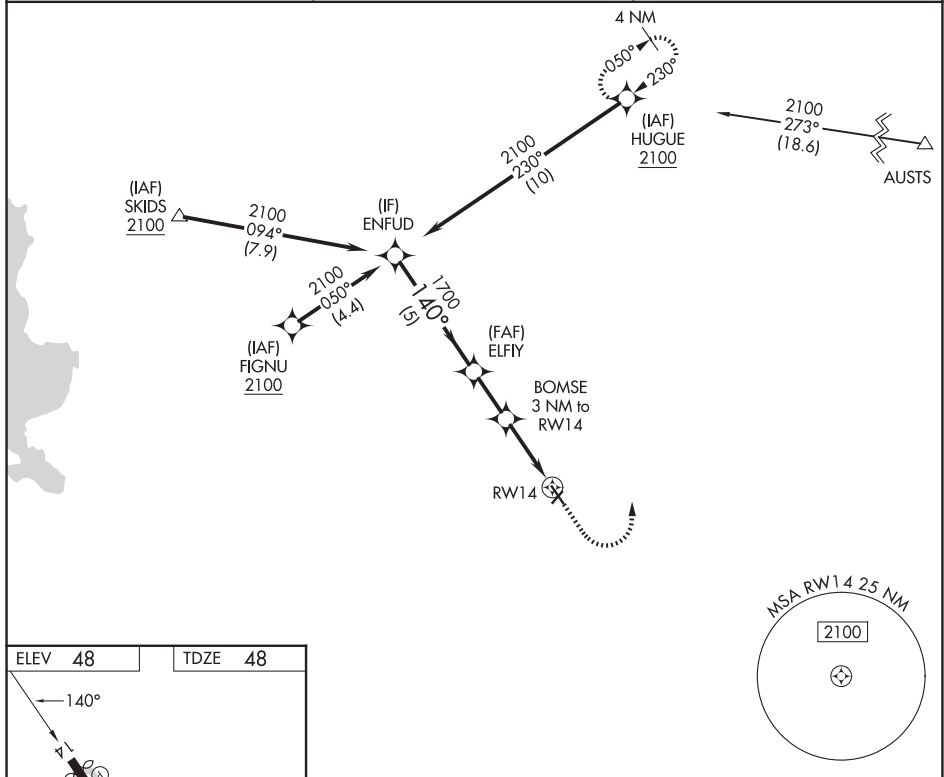
APP CRS	Rwy Ldg	4073
140°	TDZE	48
	Apt Elev	48




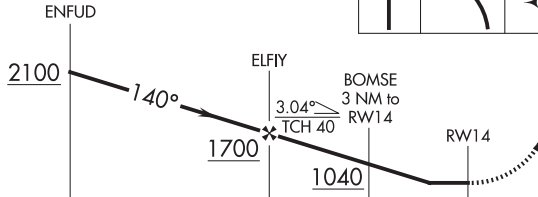
# RNAV (GPS) RWY 14

SINTON (T69)

RNP APCH - GPS.	MISSED APPROACH: Climb to 500 then climbing left turn to 2100 direct HUGUE and hold.
Rwy 14 helicopter visibility reduction below 1 SM NA. Procedure NA at night.	

AWOS-3 118.25	CORPUS APP CON 120.9 348.725	UNICOM 122.8 (CTAF) 0
------------------	---------------------------------	--------------------------



VGSi and descent angles not coincident (VGSi Angle 3.00/TCH 19).				500 	2100 	HUGUE 
						
CATEGORY	A		B	C		D
LNAV MDA	420-1			372 (400-1)		NA
CIRCLING	620-1 572 (600-1)		720-1 672 (700-1)		NA	

SINTON, TEXAS  
Amdt 1 07AUG25

28°02'N-97°33'W

# RNAV (GPS) RWY 14

SINTON (T69)

SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025

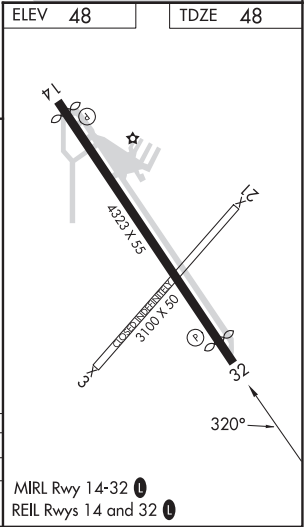
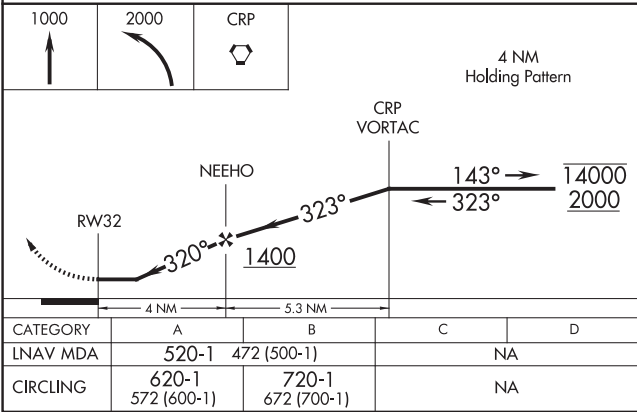
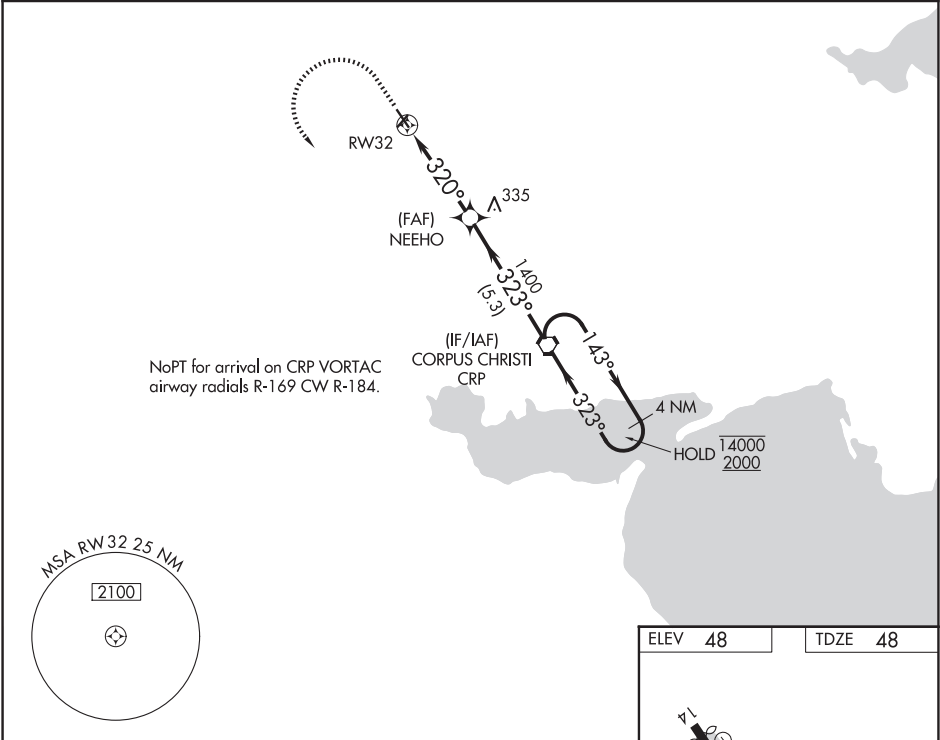


APP CRS	Rwy Ldg	3923
320°	TDZE	48
	Apt Elev	48

RNAV (GPS) RWY 32  
SINTON (T69)

RNP APCH.	MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct CRP VORTAC and hold.
<div>Procedure NA at night.</div> <div>Rwy 32 helicopter visibility reduction below 1 SM NA.</div>	

AWOS-3 118.25	CORPUS APP CON 120.9 348.725	UNICOM 122.8 (CTAF) 1
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SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025

SINTON, TEXAS

AL-5274 (FAA)

25219

VORTAC CRP <b>115.5</b>	APP CRS <b>138°</b>	Rwy Ldg TDZE <b>48</b>
Chan <b>102</b>		Apt Elev <b>48</b>

# VOR RWY 14

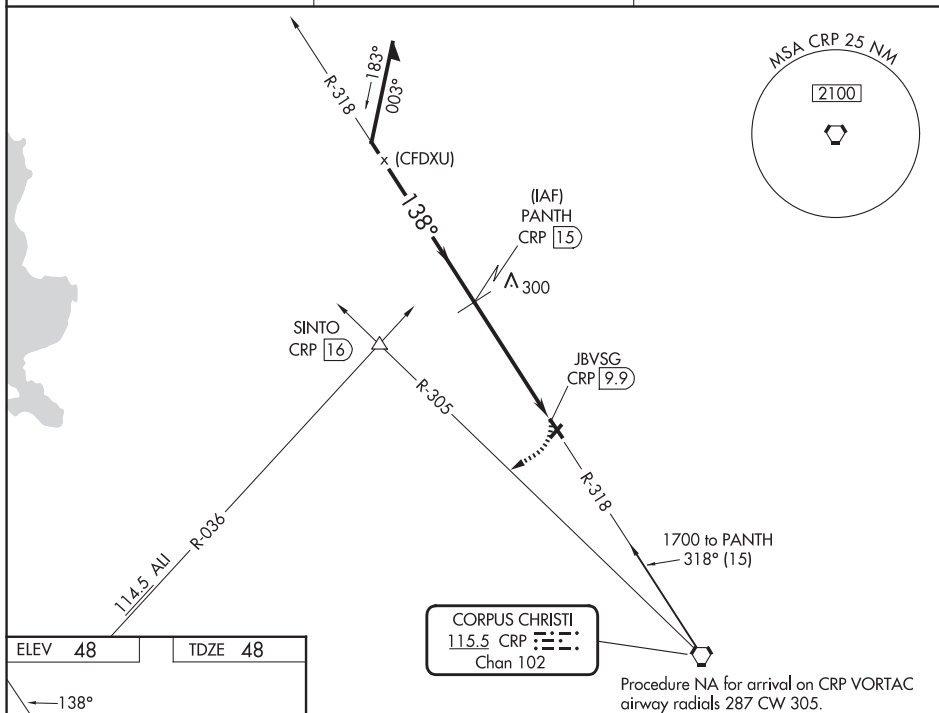
SINTON (T69)

DME required.

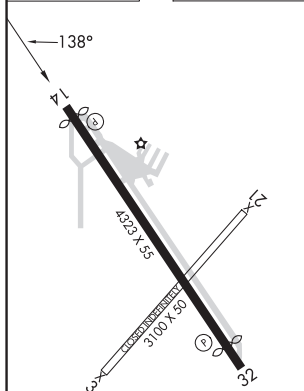
- Procedure NA at night.  
 Rwy 14 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing right turn to 1800 on heading 230° and CRP VORTAC R-305 to SINTO INT/CRP 16 DME.

AWOS-3 <b>118.25</b>	CORPUS APP CON <b>120.9 348.725</b>	UNICOM <b>122.8 (CTAF) 0</b>
-------------------------	--	---------------------------------



ELEV <b>48</b>	TDZE <b>48</b>
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VGSI and descent angles not coincident (VGSI Angle 3.00°/TCH 19).		1800 hdg 230°	CRP R-305	SINTO △
Remain within 10 NM		PANTH CRP 15		
1700		318°		
1700		138°		
		3.00° TCH 40		
		5.1 NM		
		JBVSG CRP 9.9		
CATEGORY	A	B	C	D
S-14	640-1	592 (600-1)	NA	
CIRCLING	640-1 592 (600-1)	720-1 672 (700-1)	NA	

SINTON, TEXAS

Amtd 1C 31DEC20

28°02' N-97°33' W

SINTON (T69)

# VOR RWY 14

SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025

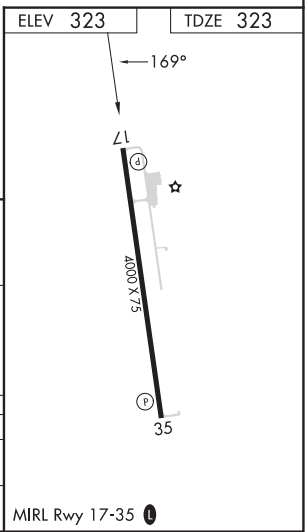
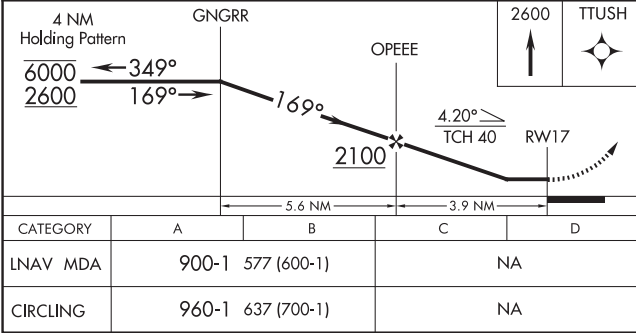
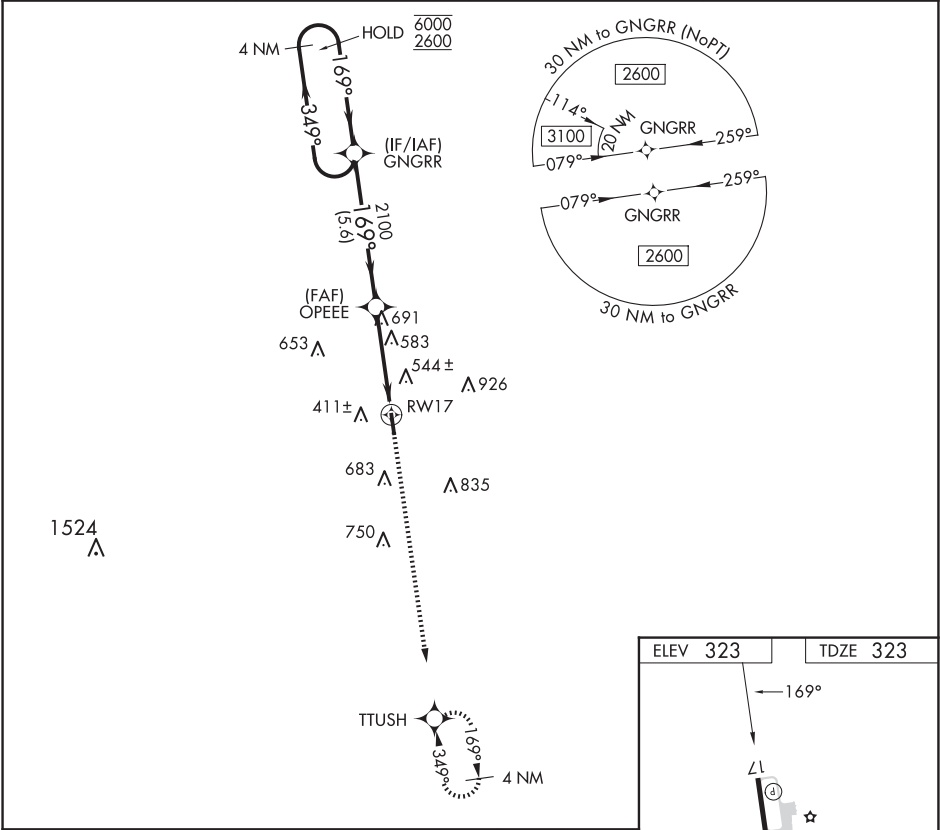
APP CRS	Rwy Idg	4000
169°	TDZE	323
	Apt Elev	323

RNAV (GPS) RWY 17

SMITHVILLE CRAWFORD MUNI (84R)

RNP APCH - GPS.	MISSED APPROACH: Climb to 2600 direct TTUSH and hold.
<div><div>▼</div><div>NA</div></div> <div>Rwy 17 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 17 NA at night, Circling Rwy 17 NA at night.</div>	

GYB AWOS-3 119.225	AUSTIN APP CON 120.875 270.25	CTAF 122.9	123.30
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SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025

SMITHVILLE, TEXAS

AL-9361 (FAA)

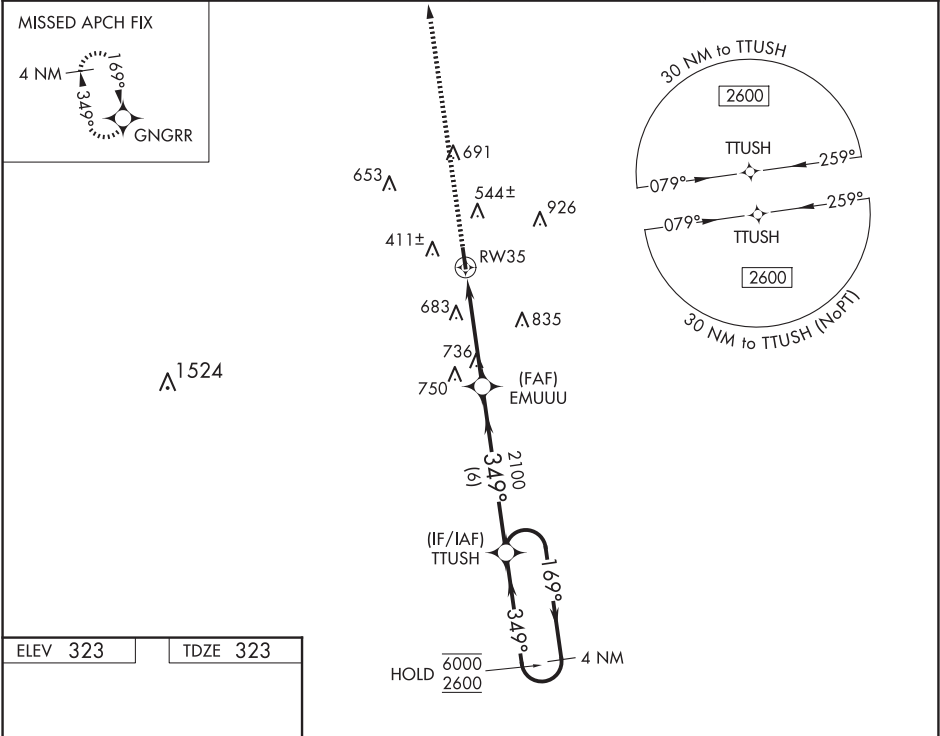
23166

WAAS CH <b>99744</b> <b>W35A</b>	APP CRS <b>349°</b>	Rwy Idg <b>4000</b> TDZE <b>323</b> Apt Elev <b>323</b>
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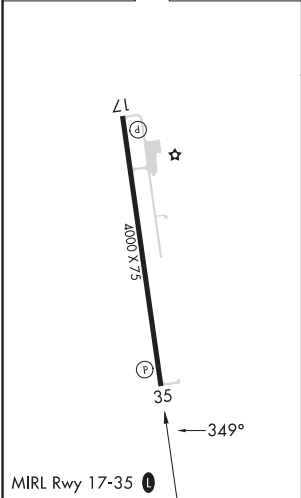
RNAV (GPS) RWY 35


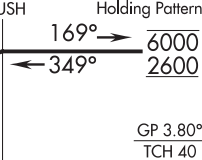
SMITHVILLE CRAWFORD MUNI (84R)

RNP APCH - GPS.		MISSED APPROACH: Climb to 2600 direct GNGRR and hold.	
<div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div></div><div></div></div></div></div> <div>NA</div>	Circling Rwy 17 NA at night. Rwy 35 helicopter visibility reduction below 1 SM NA. Baro-VNAV NA.		
GYB AWOS-3 119.225	AUSTIN APP CON 120.875 270.25	CTAF 122.9	123.30



ELEV 323	TDZE 323
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2600 GNGRR		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 40).		4 NM Holding Pattern	
		EMUUU			
RW35		2100		2100	
4.3 NM		6 NM			
CATEGORY	A	B	C	D	
LPV DA	648-1	325 (400-1)	NA		
LNAV/VNAV DA	827-1 $\frac{3}{8}$	504 (600-1 $\frac{3}{8}$ )	NA		
LNAV MDA	1040-1	717 (800-1)	NA		
CIRCLING	1040-1	717 (800-1)	NA		

SMITHVILLE, TEXAS  
Orig 15JUN23

30°02'N-97°10'W


SMITHVILLE CRAWFORD MUNI (84R)  
RNAV (GPS) RWY 35

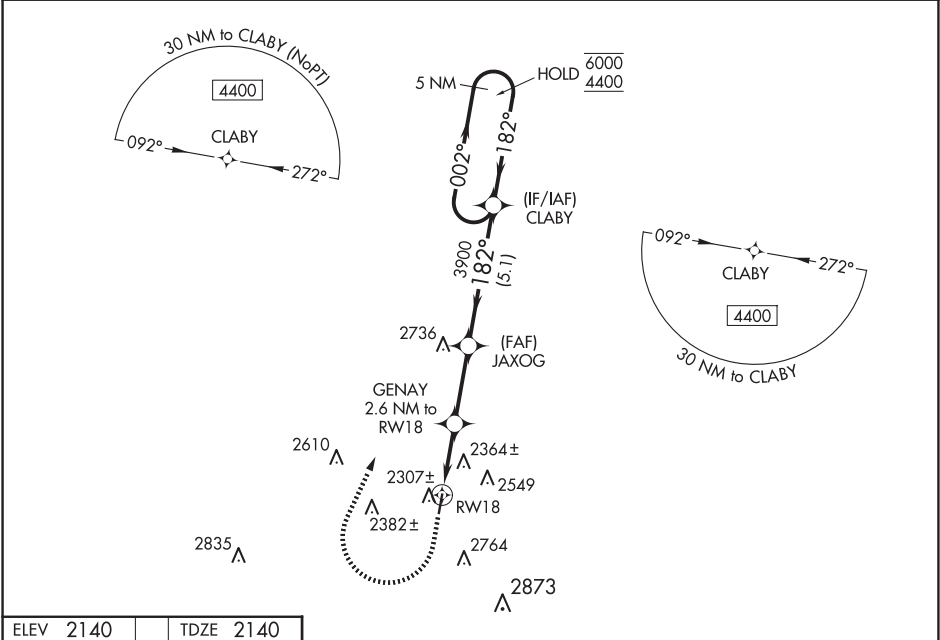
SC-3, 07 AUG 2025 to 02 OCT 2025

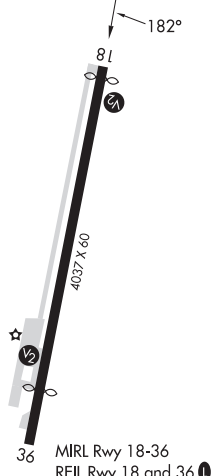




SC-3, 07 AUG 2025 to 02 OCT 2025

WAAS CH <b>72645</b> <b>W18A</b>	APP CRS <b>182°</b>	Rwy Idg <b>3944</b> TDZE <b>2140</b> Apt Elev <b>2140</b>
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RNAV (GPS) RWY 18  
SONORA MUNI (SOA)

RNP APCH-GPS.		MISSED APPROACH: Climb to 2700 then climbing right turn to 4400 direct CLABY and hold.
 Circling Rwy 36 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C.		
AWOS-3 <b>118.075</b>	HOUSTON CENTER <b>125.75 346.4</b>	UNICOM <b>122.8 (CTAF) 1</b>



ELEV 2140	TDZE 2140					
		<div><div><div></div><div></div><div></div></div><div>VGS1 and RNAV glidepath not coincident (VGS1 Angle 3.00/TCH 25).</div><div><div>5 NM Holding Pattern</div><div><div>CLABY</div><div>002° → 6000 ← 182° 4400</div></div><div><div>GP 3.00° TCH 40</div></div></div></div>				
		CATEGORY	A	B	C	D
		LPV DA	2425-1	285 (300-1)	NA	
		LNAV/ VNAV DA	2691-1 <sup>5</sup> / <sub>8</sub>	551 (600-1 <sup>5</sup> / <sub>8</sub> )	NA	
		LNAV MDA	2680-1	540 (600-1)	NA	
		 CIRCLING	3040-1 <sup>1</sup> / <sub>4</sub> 900 (900-1 <sup>1</sup> / <sub>4</sub> )	3080-1 <sup>1</sup> / <sub>4</sub> 940 (1000-1 <sup>1</sup> / <sub>4</sub> )	NA	

SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025

TAYLOR, TEXAS

AL-6938 (FAA)

21112

WAAS CH <b>90535</b> <b>W17A</b>	APP CRS <b>174°</b>	Rwy Idg <b>4000</b> TDZE <b>600</b> Apt Elev <b>600</b>
--	------------------------	---

RNAV (GPS) RWY 17

TAYLOR MUNI (T74)

RNP APCH

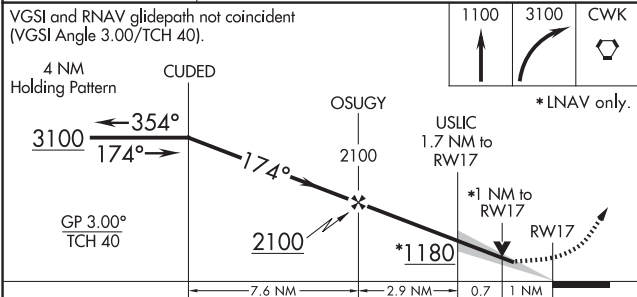
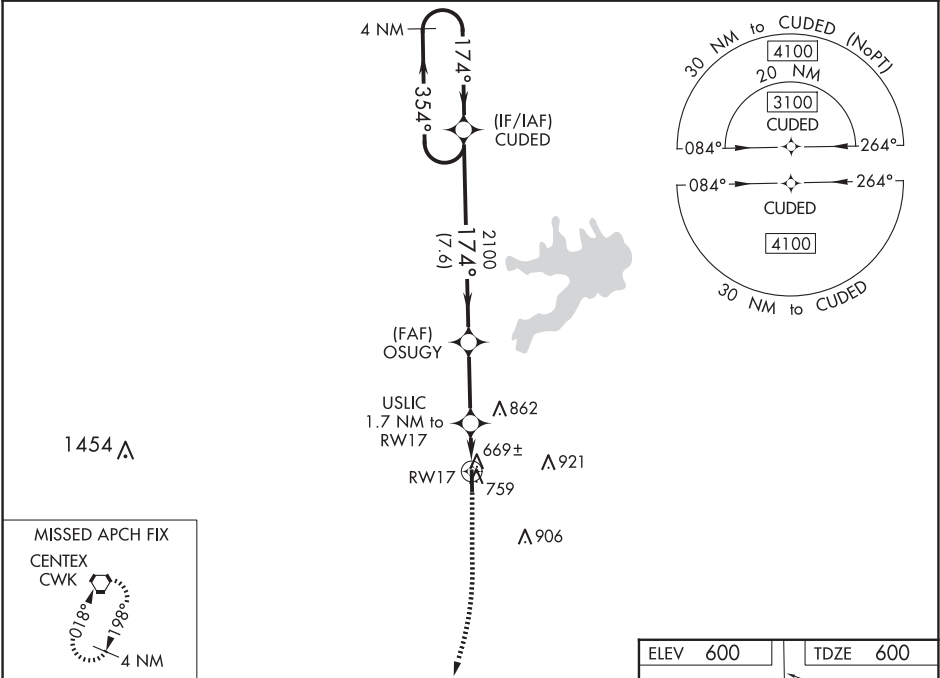
▼

▲

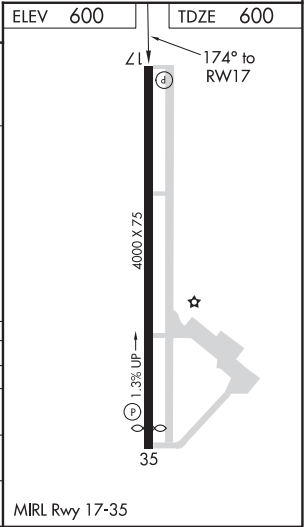
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16C or above 54C. When local altimeter setting not received, use Austin Exec altimeter setting and increase all DA to 914 feet and all MDA 40 feet. VDP and Baro-VNAV NA when using Austin Exec altimeter setting.

MISSED APPROACH: Climb to 1100 then climbing right turn to 3100 direct CWK VORTAC and hold.

AWOS-3PT <b>119.75</b>	AUSTIN APP CON <b>127.225 317.65</b>	UNICOM <b>122.8</b> (CTAF)
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CATEGORY	A	B	C	D
LPV DA	882-7/8	282 (300-7/8)		NA
LNAV/VNAV DA	882-7/8	282 (300-7/8)		NA
LNAV MDA	960-1	360 (400-1)		NA
CIRCLING	1100-1	500 (500-1)		NA



TAYLOR, TEXAS  
Orig-B 30JAN20

30°34' N-97°27'W

TAYLOR MUNI (T74)

RNAV (GPS) RWY 17

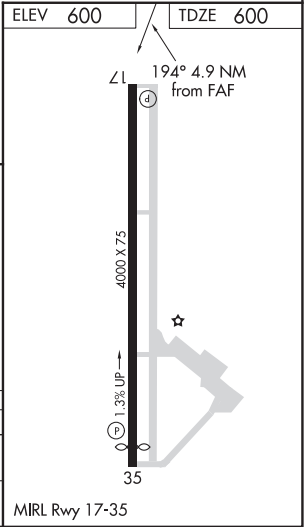
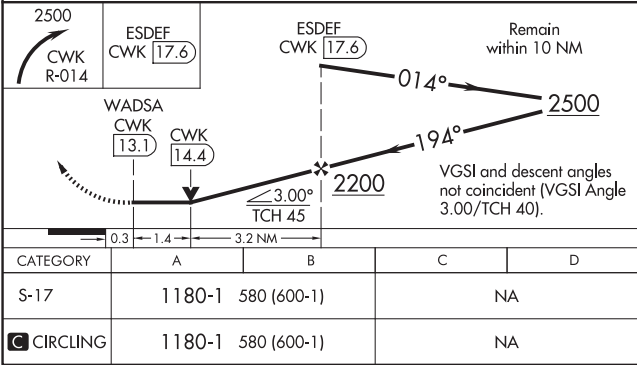
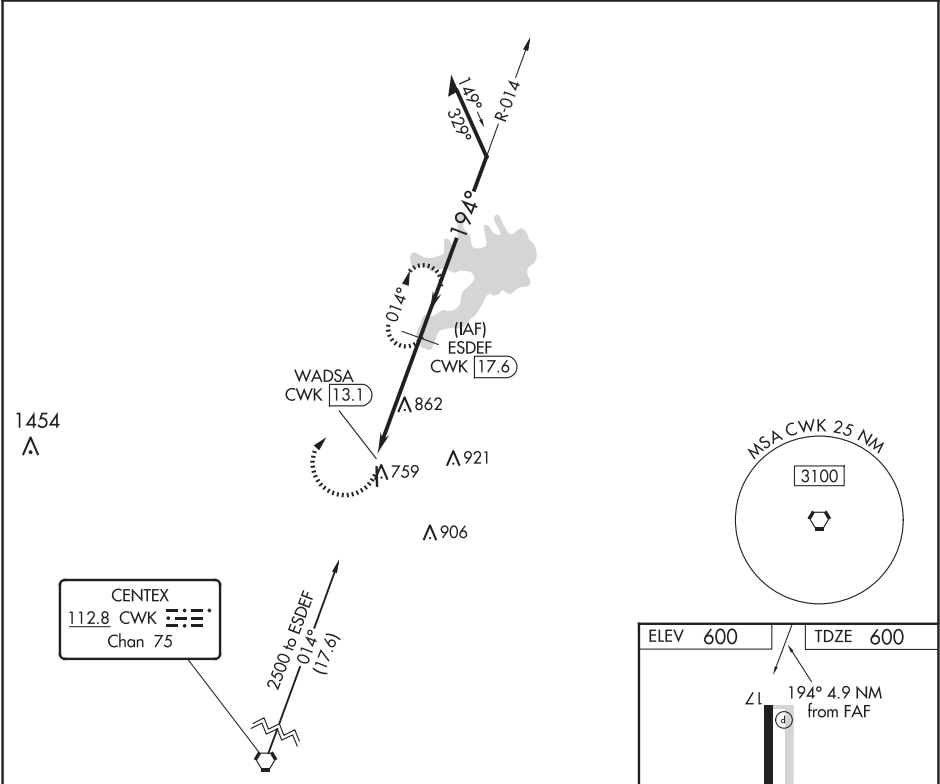
SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025

VORTAC CWK	APP CRS	Rwy Idg	4000
112.8	194°	TDZE	600
Chan 75		Apt Elev	600

VOR RWY 17  
TAYLOR MUNI (T74)

DME required. <div><div></div><div>Circling Rwy 35 NA at night. Rwy 17 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Austin Exec altimeter setting and increase all MDA 40 feet. VDP NA when using Austin Exec altimeter setting.</div></div>		MISSED APPROACH: Climbing right turn to 2500 on CWK VORTAC R-014 to ESDEF/17.6 DME and hold.
AWOS-3PT 119.75	AUSTIN APP CON 127.225 317.65	UNICOM 122.8 (CTAF)



SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025

(AEROZ2.AEROZ) 21112

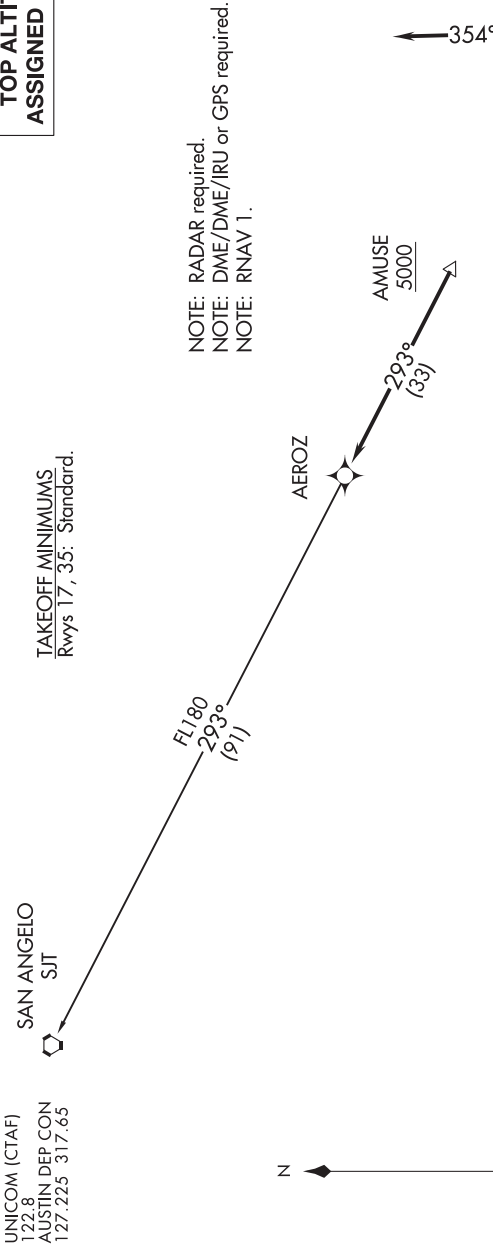
AEROZ TWO DEPARTURE (RNAV) AL-6938

TAYLOR MUNI (T74)

TAYLOR, TEXAS

SC-3, 07 AUG 2025 to 02 OCT 2025

TOP ALTITUDE:  
ASSIGNED BY ATC



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)

AEROZ TWO DEPARTURE (RNAV)

(AEROZ2.AEROZ) 22APR21

TAYLOR, TEXAS

TAYLOR MUNI (T74)

SC-3, 07 AUG 2025 to 02 OCT 2025



UNICOM (CTAF)  
122.8  
AUSTIN DEP CON  
127.225 317.65

TOP ALTITUDE:  
ASSIGNED BY ATC

TAKEOFF MINIMUMS:  
Rwys 17, 35: Standard.

GARDS  
5000



224°  
(36)



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

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17: Climb on heading 174° or as assigned by ATC for vectors to cross GARDS at or above 5000, thence....  
TAKEOFF RUNWAY 35: Climb on heading 354° or as assigned by ATC for vectors to cross GARDS at or above 5000, thence....

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

SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025

**TOP ALTITUDE:  
ASSIGNED BY ATC**

UNICOM (CTAF)  
122.8  
AUSTIN DEP CON  
127.225 317.65

TAKEOFF 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)

KLN GR TRANSITION (ELOEL3.KLN GR)

WLMRT  
5000

$\xrightarrow{354^\circ}$ 

 $\xrightarrow{174^\circ}$

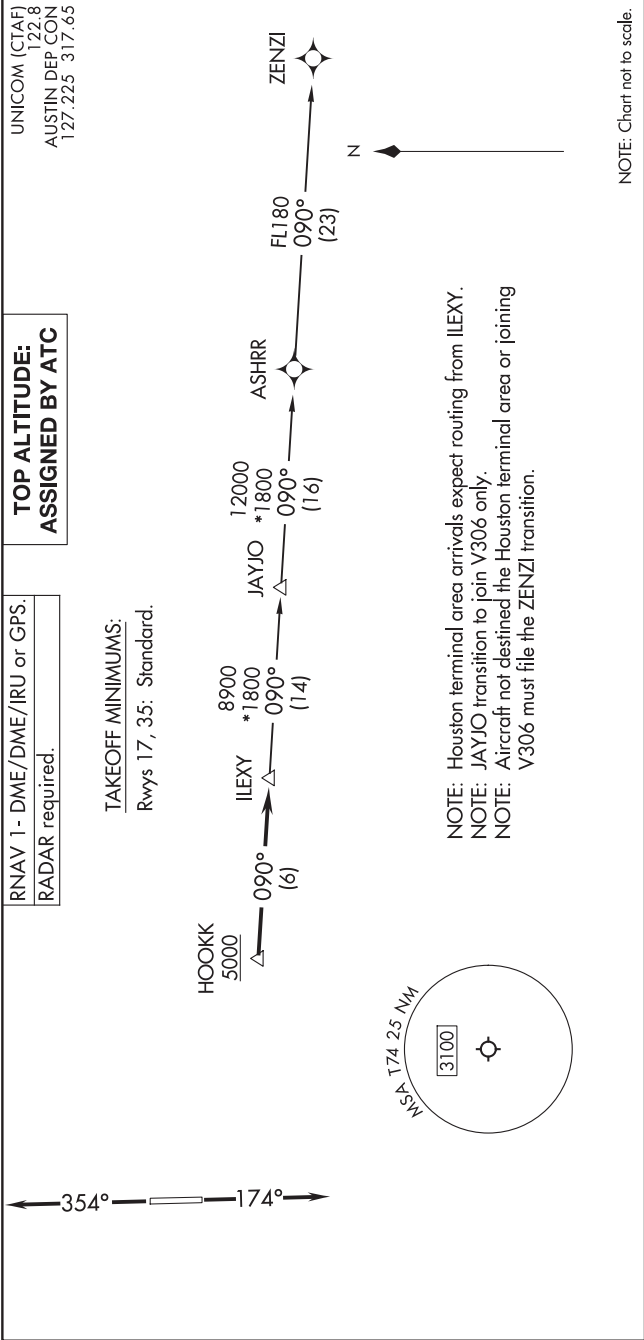
## ELOEL THREE DEPARTURE (RNAV)

(ELOEL3.ELOEL) 22APR21

TAYLOR, TEXAS

TAYLOR MUNI (T74)

SC-3, 07 AUG 2025 to 02 OCT 2025

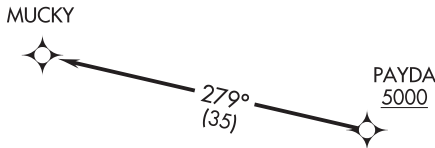


MUCKY THREE DEPARTURE (RNAV)

UNICOM (CTAF)  
122.8  
AUSTIN DEP CON  
127.225 317.65

TOP ALTITUDE:  
ASSIGNED BY ATC

TAKEOFF MINIMUMS:  
Rwys 17, 35: Standard.



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

NOTE: Chart not to scale.



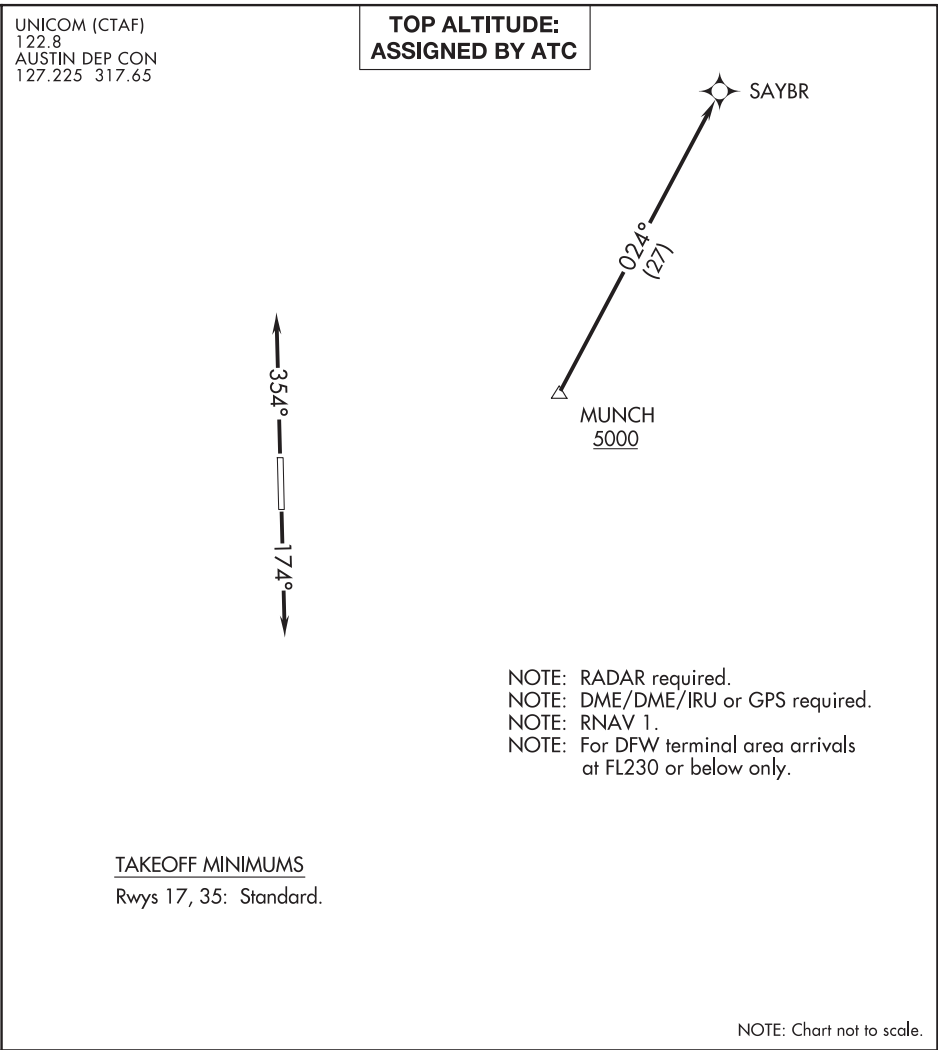
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17: Climb on heading 174° or as assigned by ATC for vectors to cross 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.

MUCKY THREE DEPARTURE (RNAV)



T

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.

TEMPLE, TEXAS

AL-809 (FAA)

23222

LOC/DME I-TPL <b>111.5</b> Chan <b>52</b>	APP CRS <b>160°</b>	Rwy Idg TDZE <b>682</b> Apt Elev <b>682</b>	<b>7000</b>
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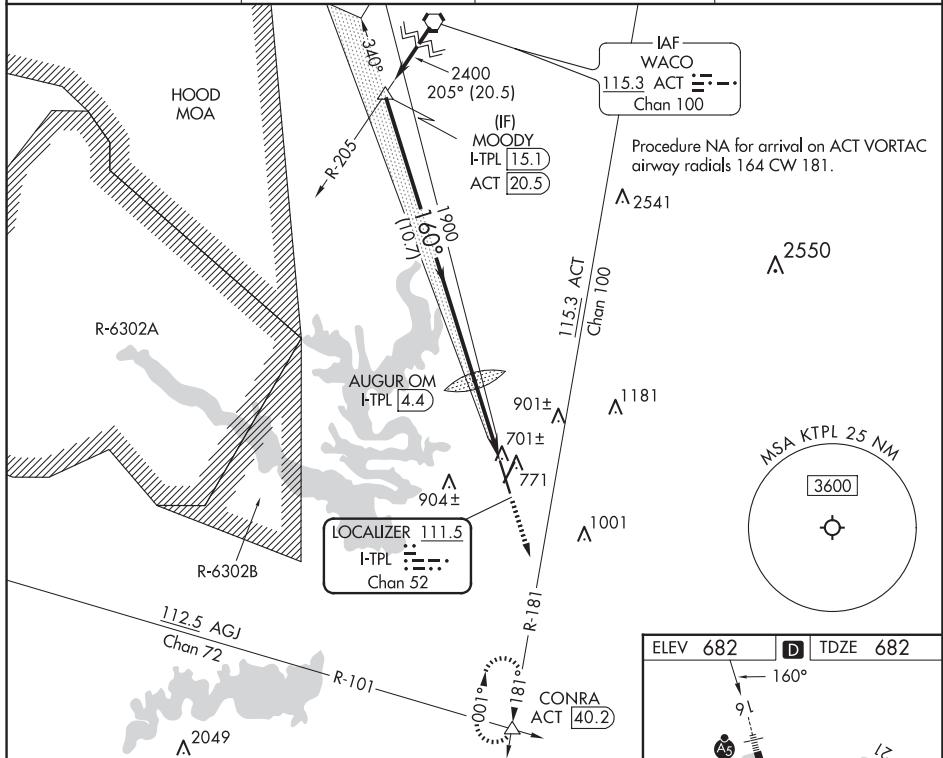
ILS or LOC RWY 16  
DRAUGHON-MILLER CENTRAL TEXAS RGNL (TPL)

**NA** Autopilot coupled approach NA below 990.  
For inop ALS, increase S-LOC 16 Cats C/D  
visibility to 1 SM.

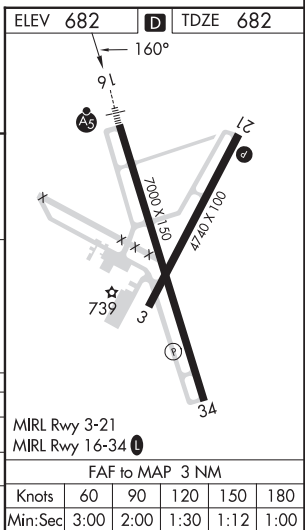


**MISSED APPROACH:** Climb to 1100 then continue  
climb to 3600 on heading 160° and on ACT VORTAC  
R-181 to CONRA INT/ACT 40.2 DME and hold,  
continue climb-in-hold to 3600.

AWOS-3PT <b>134.975</b>	GRAY APP CON <b>120.075 370.0</b>	CINC DEL <b>125.9</b>	UNICOM <b>123.0</b> (CTAF) <b>0</b>
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					MOODY I-TPL 15.1 ACT 20.5		AUGUR OM I-TPL 4.4		1100 3600 hdg 160°		CONRA ACT R-181 △	
GS 2.90° TCH 60					10.7 NM 2.4 NM 0.6 NM							
CATEGORY		A		B		C		D				
S-ILS 16		882-1½				200 (200-½)						
S-LOC 16		980-1½				298 (300-½)						
CIRCLING		1120-1 438 (500-1)		1180-1 498 (500-1)		1280-1½ 598 (600-1½)		1420-2¼ 738 (800-2¼)				



TEMPLE, TEXAS

Amdt 14 08SEP22

DRAUGHON-MILLER CENTRAL TEXAS RGNL (TPL)

31°09'N-97°24'W

ILS or LOC RWY 16

SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025

WAAS CH <b>78101</b> <b>W16A</b>	APP CRS <b>160°</b>	Rwy Idg TDZE Apt Elev	<b>7000</b> <b>682</b> <b>682</b>
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RNAV (GPS) RWY 16

DRAUGHON-MILLER CENTRAL TEXAS RGNL (TPL)

RNP APCH - GPS.

⚠

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 ¾ SM and LNAV Cats C/D visibility to ⅞ SM.

MALSR

MISSED APPROACH: Climb to 3600 direct FADXY and on track 074° to BARBA and hold, continue climb-in-hold to 3600.

AWOS-3PT <b>134.975</b>	GRAY APP CON <b>120.075 370.0</b>	CLNC DEL <b>125.9</b>	UNICOM <b>123.0</b> (CTAF)
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ELEV **682** TDZE **682**

MIRL Rwy 3-21  
MIRL Rwy 16-34

4 NM Holding Pattern		IHSAZ	IFDOH	3600	FADXY	tr 074°	BARBA
6000 ← 340°		3000 → 160°	2400	CUMIX 1.7 NM to RW16	0.7 NM to RW16		
GP 3.00°		TCH 45	2400	1260			
		6 NM	3.6 NM	1 NM	0.7		
CATEGORY	A	B	C	D			
LPV DA	882-½		200 (200-½)				
LNAV/VNAV DA	932-½		250 (300-½)				
LNAV MDA	960-½		278 (300-½)				
CIRCLING	1140-1 458 (500-1)	1200-1 518 (600-1)	1280-1½ 598 (600-1½)	1420-2¼ 738 (800-2¼)			

TEMPLE, TEXAS  
Amdt 3 08SEP22

DRAUGHON-MILLER CENTRAL TEXAS RGNL (TPL)

31°09'N-97°24'W

RNAV (GPS) RWY 16

471

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TEMPLE, TEXAS

AL-809 (FAA)

23222

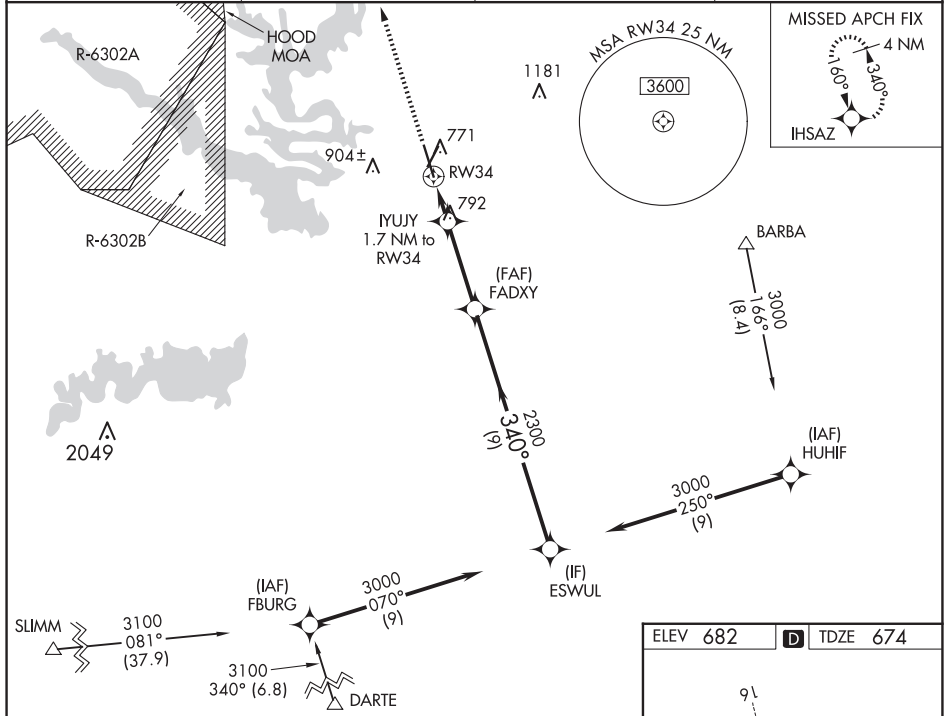
WAAS CH <b>82401</b> <b>W34A</b>	APP CRS <b>340°</b>	Rwy Idg TDZE Apt Elev	<b>7000</b> <b>674</b> <b>682</b>
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# RNAV (GPS) RWY 34

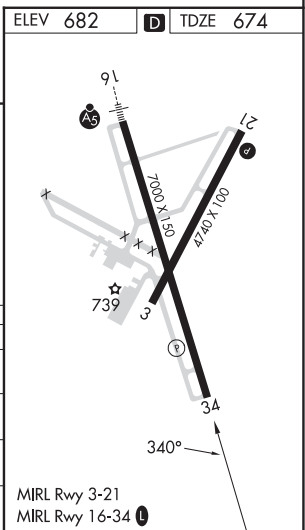
DRAUGHON-MILLER CENTRAL TEXAS RGNL (TPL)

RNP APCH.	MISSED APPROACH: Climb to 3000 direct ILSAZ and hold.
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C .	

AWOS-3PT <b>134.975</b>	GRAY APP CON <b>120.075 370.0</b>	CLNC DEL <b>125.9</b>	UNICOM <b>123.0 (CTAF) 0</b>
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3000 ILSAZ	VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 34).			
IYUJY 1.7 NM to RW34	FADXY 2300	ESWUL 3000	GP 3.00° TCH 50	
1.1 NM to RW34	0.6	3.3 NM	9 NM	
CATEGORY	A	B	C	D
LPV DA	874-¾ 200 (200-¾)			
LNAV/VNAV DA	924-¾ 250 (300-¾)			
LNAV MDA	1060-1	386 (400-1)	1060-1⅛	386 (400-1⅛)
CIRCLING	1140-1 458 (500-1)	1200-1 518 (600-1)	1280-1½ 598 (600-1½)	1420-2¼ 738 (800-2¼)



TEMPLE, TEXAS  
Amdt 3 08SEP22

DRAUGHON-MILLER CENTRAL TEXAS RGNL (TPL)  
31°09'N-97°24'W  
**RNAV (GPS) RWY 34**

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APP CRS 328°	Rwy Idg TDZE Apt Elev	5256 933 942
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RNAV (GPS) RWY 33

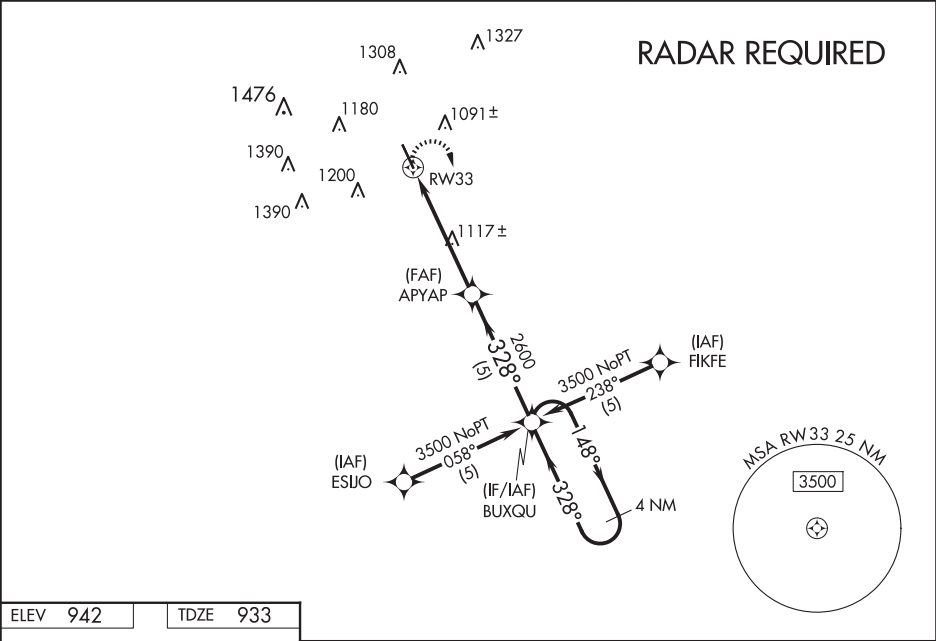
GARNER FLD (UVA)

⚠

When local altimeter setting not received, use South Texas Rgnl at Hondo altimeter setting and increase all MDA 100 feet; increase LNAV Cat C/D and Circling Cat C/D visibility ¼ SM. DME/DME RNP-0.3 NA.

MISSED APPROACH:  
Climbing right turn to 3500  
direct BUXQU WP and hold.

AWOS-3 124.175	HOUSTON CENTER 134.95 269.4	UNICOM 122.8 (CTAF) 0
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3500

3.255 X 100

0.33° Up

328° to RW33

REIL Rwy 15 and 33

MRL Rwy 15-33

3500

BUXQU

VGSI and descent angle not coincident  
(VGSI Angle 3.00/TCH 35).

4 NM  
Holding Pattern

RW33

APYAP

BUXQU

328°

148°

3500

2600

3.06°  
TCH 50

5 NM

5 NM

CATEGORY	A	B	C	D
GLS DA			NA	
LNAV/VNAV DA			NA	
LNAV MDA	1380-1 447 (500-1)		1380-1¼ 447 (500-1¼)	1380-1½ 447 (500-1½)
CIRCLING	1380-1 438 (500-1)	1460-1 518 (600-1)	1620-2 678 (700-2)	1620-2¼ 678 (700-2¼)

VAN HORN, TEXAS

AL-6227 (FAA)

24137

APP CRS  
**215°**

Rwy Idg  
TDZE  
**3939**

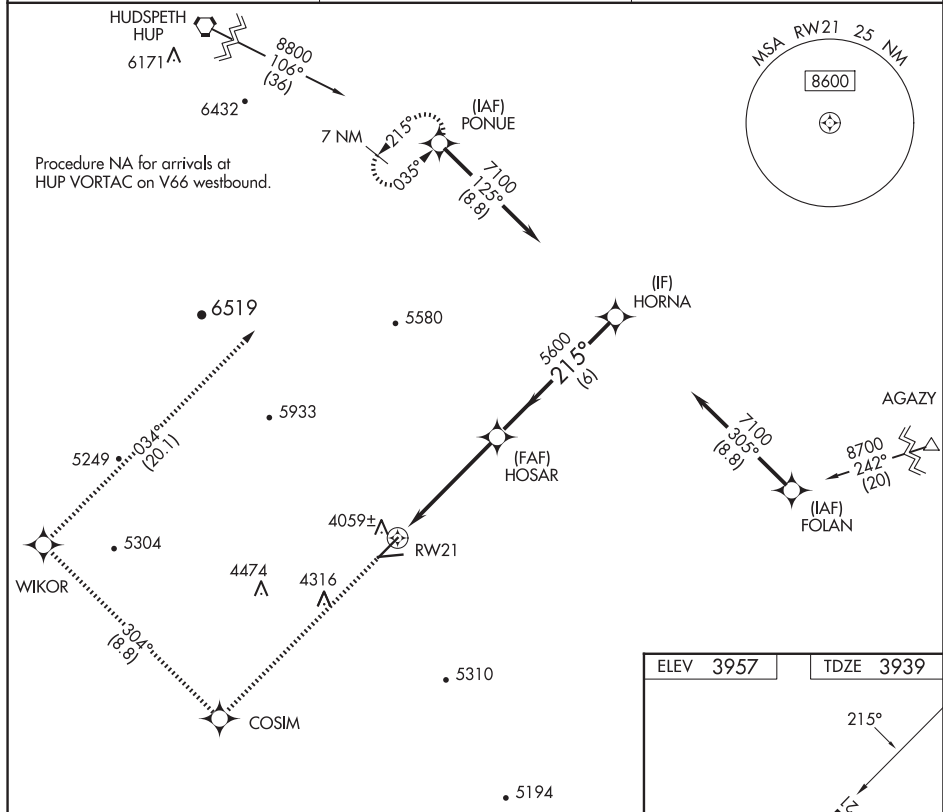
Apt Elev  
**3957**

**RNAV (GPS) RWY 21**  
CULBERSON COUNTY (VHN)

RNP APCH.  
▼ 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.

AWOS-3PT <b>119.925</b>	ALBUQUERQUE CENTER <b>135.875 292.15</b>	CTAF <b>122.9 0</b>
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8800 COSIM

↑

tr 304° WIKOR

tr 034° PONUE

HOSAR

1.4 NM to RW21

3.04° TCH 45

5600

215°

7100

HORNA

1.4 NM

3.7 NM

6 NM

CATEGORY	A	B	C	D
LNAV MDA	4400-1	461 (500-1)	4400-1 $\frac{3}{8}$	461 (500-1 $\frac{3}{8}$ )
CIRCLING	4440-1 483 (500-1)	4540-1 583 (600-1)	4640-2 683 (700-2)	5580-3 1623 (1700-3)

ELEV 3957    TDZE 3939

215°

6005 X 75

5353 X 75

0.9% UP

0.6% UP


25

MIRL Rwy 3-21 and 7-25 0



RNAV (GPS) RWY 35  
MC GREGOR EXEC (PWG)

**MISSED APPROACH:** Climb to 2500 direct BLDEE and on track 018° to ACT VORTAC and hold.

123.05 (CTAF) **L**

MIRL Rwy 17-35 **L**  
REIL Rwy 17 **L**

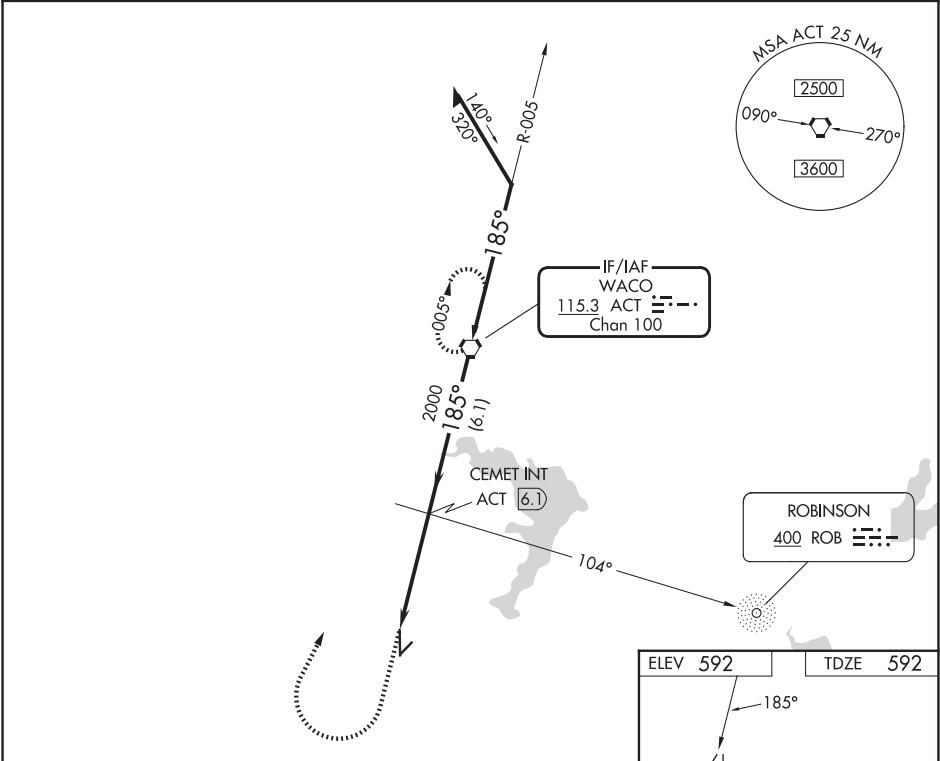
NA


MC GREGOR EXEC (PWG)  
RNAV (GPS) RWY 35

VORTAC ACT	APP CRS	Rwy Ldg	5501
115.3	185°	TDZE	592
Chan 100		Apt Elev	592

VOR RWY 17  
MC GREGOR EXEC (PWG)

ADF or DME required.		MISSED APPROACH: Climb to 1000 then climbing right turn to 4000 direct ACT VORTAC and hold, continue climb-in-hold to 4000.
ASR		
AWOS-3PT 135.525	WACO APP CON★ 127.65 352.0	UNICOM 123.05 (CTAF) 0



1000 ↑	4000 ↗	ACT 	VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 36).	
			Remain within 10 NM	
			CEMET INT ACT [6.1]	ACT VORTAC
			2000	2000
			3.00° TCH 45	005° 2100
			1.1	3.2 NM
CATEGORY	A	B	C	D
S-17	980-1	388 (400-1)	980-1 1/8 388 (400-1 1/8)	NA
CIRCLING	980-1 388 (400-1)	1060-1 468 (500-1)	1300-2 708 (800-2)	NA

ELEV 592	TDZE 592
185°	
Z1	
5501 X 75 0.4% Up	
35	
3484 X 55	
REIL Rwy 17 0	
MIRL Rwy 17-35 0	
FAF to MAP 4.3 NM	
Knots	60 90 120 150 180
Min:Sec	4:18 2:52 2:09 1:43 1:26

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SC-3, 07 AUG 2025 to 02 OCT 2025

WACO, TEXAS

AL-579 (FAA)

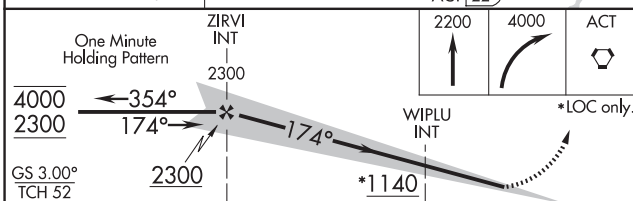
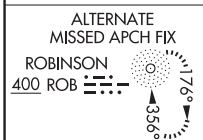
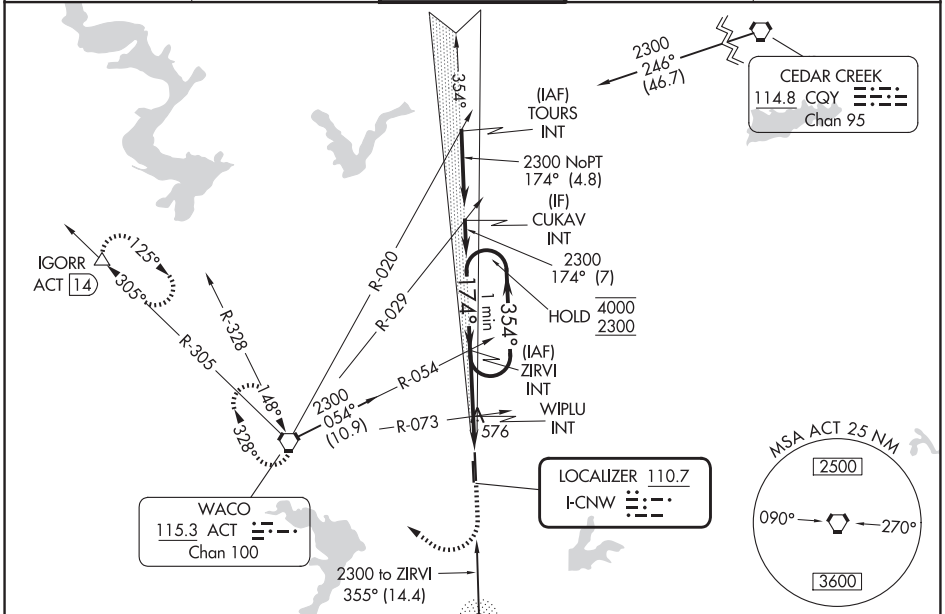
25219

LOC I-CNW <b>110.7</b>	APP CRS <b>174°</b>	Rwy Ldg TDZE Apt Elev <b>8600</b> <b>470</b> <b>470</b>
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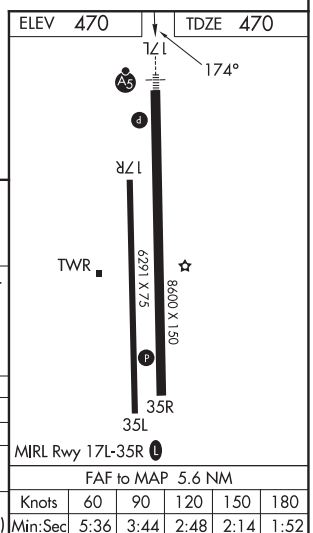
# ILS or LOC RWY 17L

TSTC WACO (CNW)

<div><div><div><div><div></div><div>NA</div></div><div><div>ASR</div></div></div><div>For inop ALS, increase S-ILS 17L Cat E visibility to ¾ SM, and S-LOC 17L Cat E to 1½ SM.</div></div></div>		<div><div><div><div></div><div>MALSR</div></div><div><div><div></div><div>AS</div></div><div><div></div><div></div><div></div><div></div><div></div><div></div></div></div></div></div>	<div>MISSED APPROACH: Climb to 2200 then climbing right turn to 4000 direct ACT VORTAC and hold. (TACAN aircraft continue on ACT VORTAC R-305 to IGORR /ACT 14 DME and hold SE, RT, 305° inbound)</div>	
<div>AWOS-3PT 134.225</div>	<div>WACO APP CON★ 127.65 227.125</div>	<div>TSTC TOWER★ 124.0(CTAF) 255.7</div>	<div>GND CON 121.70</div>	<div>UNICOM 122.95</div>



		3.6 NM		2 NM		
CATEGORY	A	B	C	D	E	
S-ILS 17L	670-½ 200 (200-½)					
S-LOC 17L	860-½ 390 (400-½)		860-⅝ 390 (400-⅝)			
CIRCLING	940-1	1040-1	1040-1½	1120-2	1180-2½	
	470 (500-1)	570 (600-1)	570 (600-1½)	650 (700-2)	710 (800-2½)	



WACO, TEXAS

Amdt 13D 30JAN20

31°38'N-97°04'W

TSTC WACO (CNW)

# ILS or LOC RWY 17L

SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025

WAAS CH <b>73020</b> <b>W17A</b>	APP CRS <b>174°</b>	Rwy Ldg TDZE Apt Elev	<b>8600</b> <b>470</b> <b>470</b>
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RNAV (GPS) RWY 17L

TSTC WACO (CNW)

RNP APCH.

⚠

ASR

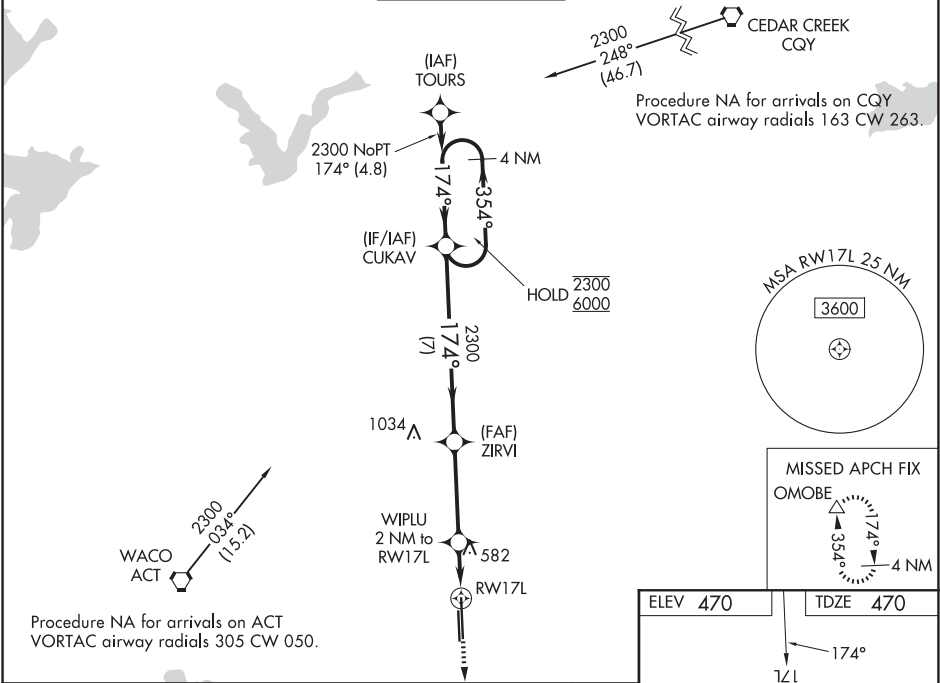
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to ¾ SM and LNAV Cats C/D visibility to 1 SM.

MALS R

AS

MISSED APPROACH: Climb to 2300 direct OMOBE and hold.

AWOS-3PT <b>134.225</b>	WACO APP CON ★ <b>127.65 227.125</b>	TSTC TOWER ★ <b>124.0 (CTAF) 255.7</b>	GND CON <b>121.7 0</b>	UNICOM <b>122.95</b>
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4 NM Holding Pattern

CUKAV

ZIRVI

2300

WPLU

2 NM to RWY17L

2300

OMOBE

△

\*LNAV only.

\*1140

\*1 NM to RWY17L

RWY17L

GP 3.00° TCH 52

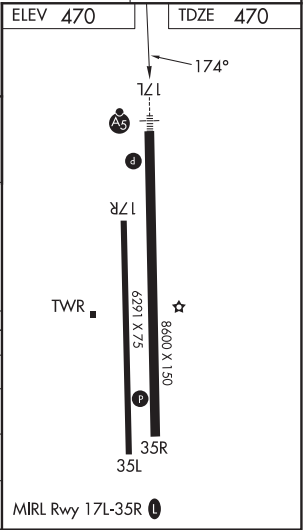
7 NM

3.6 NM

1 NM

1 NM

CATEGORY	A	B	C	D
LPV DA		670-½	200 (200-½)	
LNAV/VNAV DA		720-½	250 (300-½)	
LNAV MDA	840-½	370 (400-½)	840-⅝	370 (400-⅝)
CIRCLING	940-1 470 (500-1)	1040-1 570 (600-1)	1040-1½ 570 (600-1½)	1120-2 650 (700-2)



WACO, TEXAS

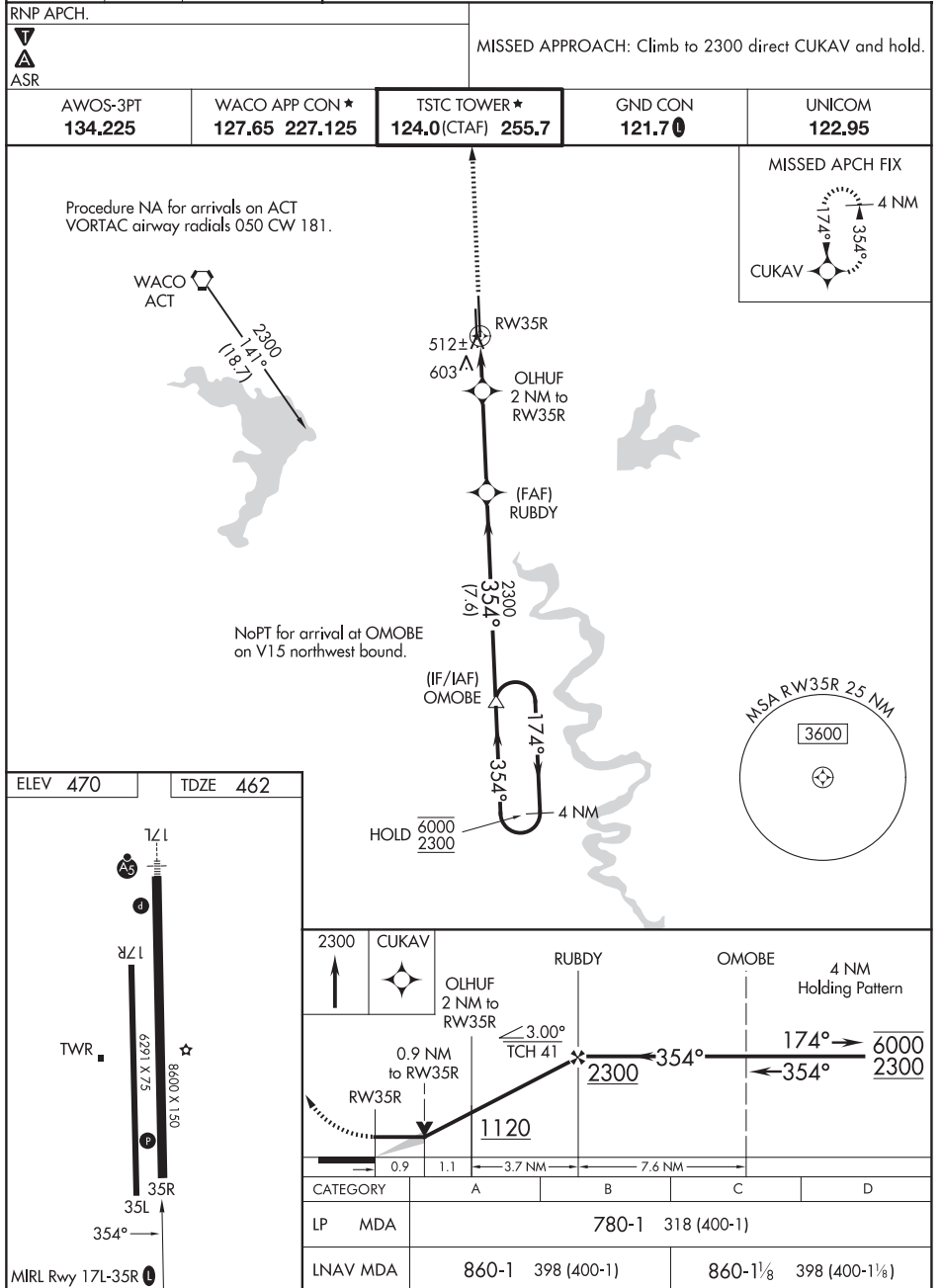
AL-579 (FAA)

25219

WAAS CH <b>82731</b> <b>W35A</b>	APP CRS <b>354°</b>	Rwy Ldg TDZE <b>462</b> Apt Elev <b>470</b>	<b>8600</b>
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# RNAV (GPS) RWY 35R

TSTC WACO (CNW)



WACO, TEXAS

Amdt 2A 05DEC19

31°38'N-97°04'W

TSTC WACO (CNW)

# RNAV (GPS) RWY 35R



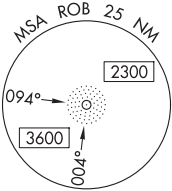
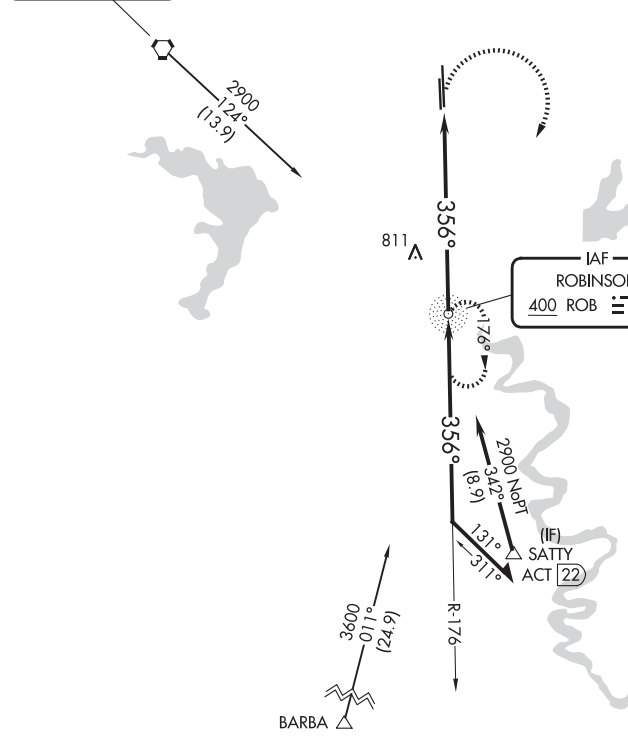
NDB ROB	APP CRS	Rwy Ldg	8600
400	356°	TDZE	462
		Apt Elev	470






NDB RWY 35R  
TSTC WACO (CNW)

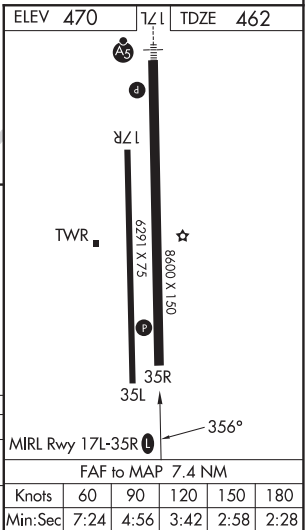
AWOS-3PT 134.225		WACO APP CON ★ 127.65 227.125		TSTC TOWER ★ 124.0 (CTAF) 255.7		GND CON 121.7 0	UNICOM 122.95
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MISSED APPROACH: Climbing right turn to 2900 direct  
ROB NDB and hold.

WACO  
115.3 ACT  
Chan 100



2900		ROB		ROB NDB		Remain within 10 NM	
							
		356°		356°		2900	
3.03°		TCH 41		7.4 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)	1200-2¼ 730 (800-2¼)			



SC-3, 07 AUG 2025 to 02 OCT 2025

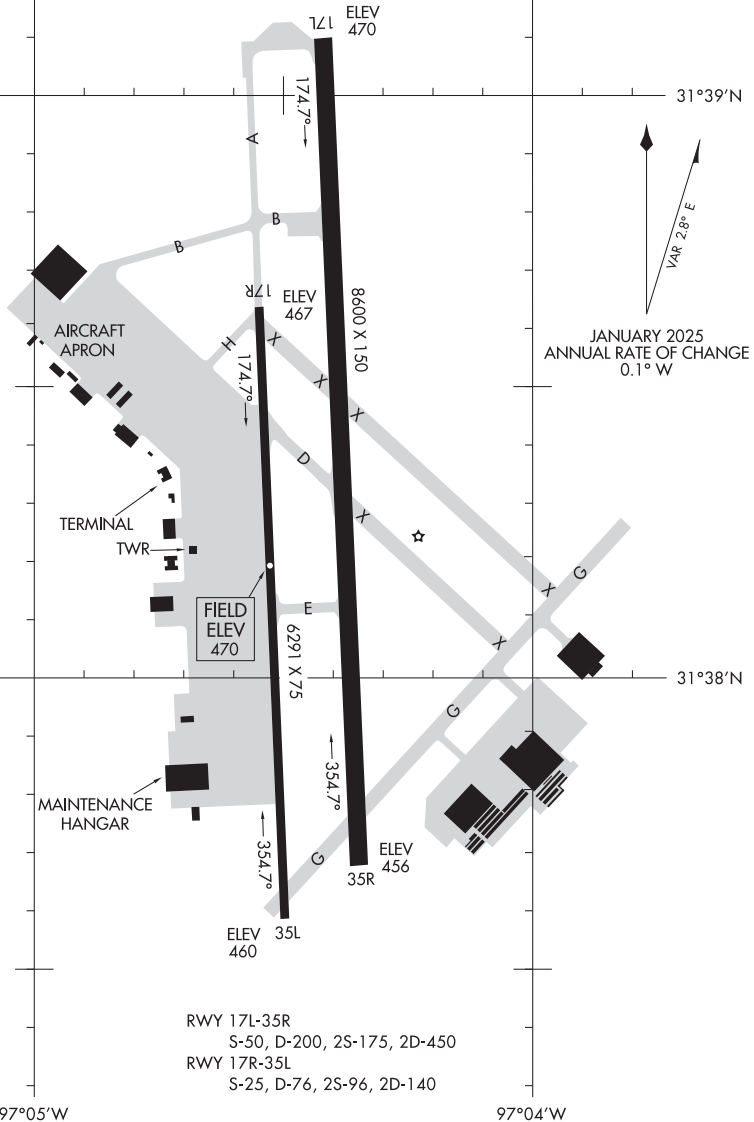
SC-3, 07 AUG 2025 to 02 OCT 2025

# AIRPORT DIAGRAM

AL-579 (FAA)

TSTC WACO (CNW)  
WACO, TEXAS

AWOS-3PT  
134.225  
TSTC TOWER ★  
124.0 255.7  
GND CON  
121.7



SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025

## AIRPORT DIAGRAM

25219

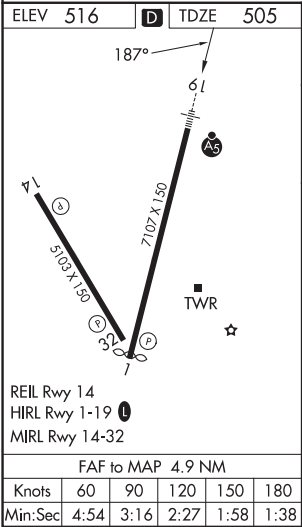
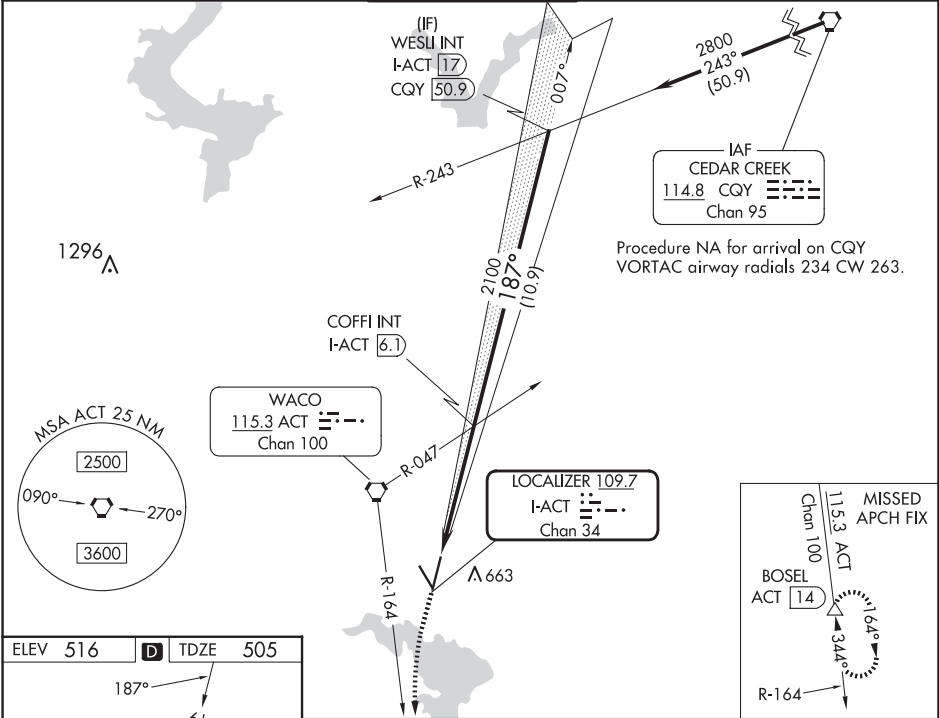
WACO, TEXAS  
TSTC WACO (CNW)

LOC/DME I-ACT	APP CRS	Rwy Ldg	6605
109.7	187°	TDZE	505
Chan 34		Apt Elev	516

ILS or LOC RWY 19  
WACO RGNL (ACT)



DME required.	MALSR	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.
ASR		

ATIS 123.85	WACO APP CON ★ 127.65 227.125	WACO TOWER ★ 119.3 (CTAF) 0 257.8	GND CON 121.9	UNICOM 122.95
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ELEV 516	TDZE 505	1500	4000	BOSEL	WESLI INT I-ACT 17
187°	61	ACT R-164	ACT 2.3	COFFI INT I-ACT 6.1	2800
7107 X 150	TWR	*LOC only.	I-ACT 1.3	2100	GS 3.00° TCH 55
REIL Rwy 14	HIRL Rwy 1-19				
MIRL Rwy 14-32					
FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38
CIRCLING	940-1	980-1	1020-1½	1160-2	
	424 (500-1)	464 (500-1)	504 (600-1½)	644 (700-2)	

RNAV (GPS) RWY 1  
WACO RGNL (ACT)

  ASR	<p>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -8°C or above 54°C. Baro-VNAV and VDP NA when using PWG altimeter setting. Rwy 1 helicopter visibility reduction below <math>\frac{3}{4}</math> SM NA. When local altimeter setting not received, use PWG altimeter setting and increase LPV DA to 792 feet and all visibilities <math>\frac{1}{2}</math> SM. Increase LNAV/VNAV DA to 813 feet; increase all MDAs 40 feet and LNAV visibility Cat C/D <math>\frac{1}{2}</math> SM, and Circling visibility Cat D <math>\frac{1}{4}</math> SM.</p>
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**MISSED APPROACH:**  
Climb to 3000 direct  
CHRUS and hold.

The chart depicts a flight path starting from a missed approach fix (4 NM, 187°, 007°) leading to a series of waypoints: WOXAD (1.7 NM to RW01), (FAF) URNA, and (IF) SHAIL. A final leg leads to SATTY (3000, 284°, 6.1) and then to XAFLE (3000, 277°, 7.8). A circular inset shows the MSA for RW01 at 2.5 NM with a 3600 ft MSL. A table at the bottom right provides elevation and TDZE data.

ELEV	516	<b>D</b>	TDZE	511
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WACO RGNL (ACT)  
RNAV (GPS) RWY 1

SC-3, 07 AUG 2025 to 02 OCT 2025

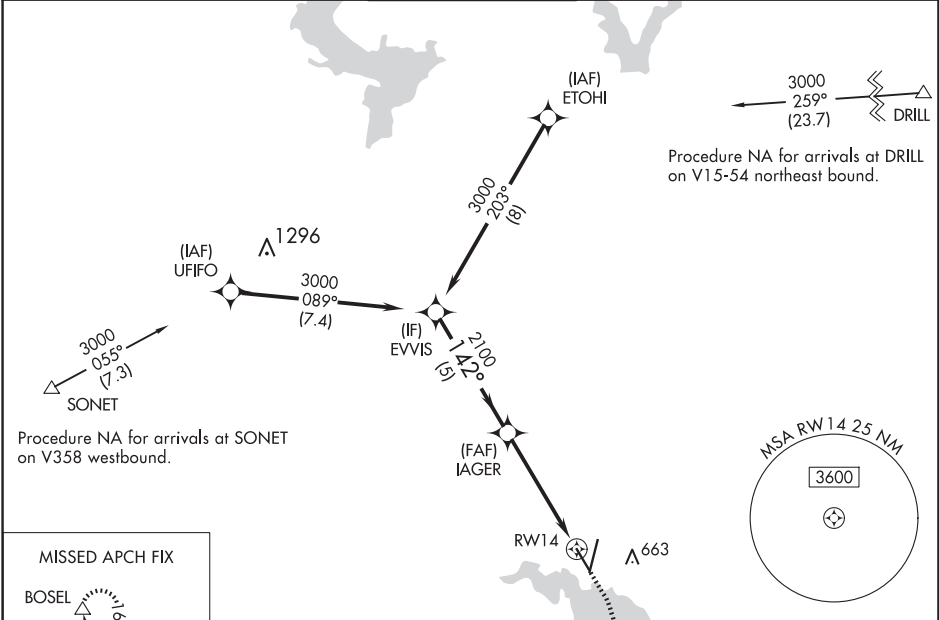
WAAS CH <b>56520</b> <b>W14A</b>	APP CRS <b>142°</b>	Rwy Ldg TDZE <b>513</b> Apt Elev <b>516</b>
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RNAV (GPS) RWY 14

WACO RGNL (ACT)

RNP APCH.	MISSED APPROACH: Climb to 1000 then climbing right turn to 4000 direct BOSEL and hold, continue climb-in-hold to 4000.
⚠ ASR Rwy 14 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, procedure NA below -8°C or above 54°C.	

ATIS <b>123.85</b>	WACO APP CON * <b>127.65 227.125</b>	WACO TOWER * <b>119.3 (CTAF) 0 257.8</b>	GND CON <b>121.9</b>	UNICOM <b>122.95</b>
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MISSED APCH FIX		ELEV 516		D TDZE 513	
BOSEL		VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 58).		BOSEL	
3000		142°		142°	
GP 3.00°		2100		2100	
TCH 55		5 NM		3.4 NM	
		3.4 NM		1.4 NM	
CATEGORY	A	B	C	D	
LPV DA	763-¾		250 (300-¾)		
LNAV/VNAV DA	763-¾		250 (300-¾)		
LNAV MDA	1020-1 507 (600-1)		1020-1¾ 507 (600-1¾)		
CIRCLING	1020-1 504 (600-1)		1020-1½ 504 (600-1½) 1160-2 644 (700-2)		
		REIL Rwy 14		HIRL Rwy 1-19 0	
		MIRL Rwy 14-32			

SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025

WACO, TEXAS


AL-439 (FAA)

25163

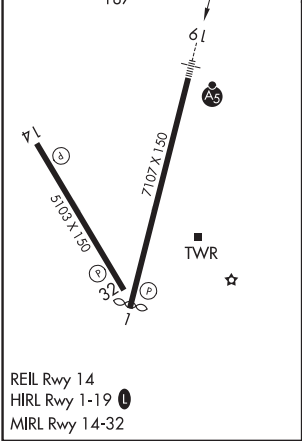
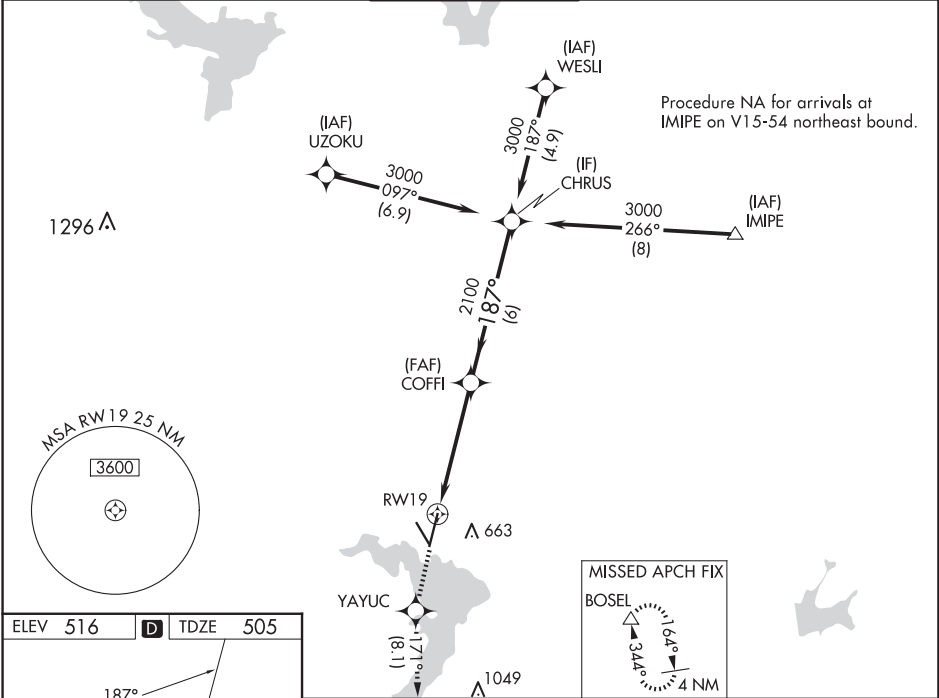
WAAS CH <b>82119</b> <b>W19A</b>	APP CRS <b>187°</b>	Rwy Ldg TDZE <b>505</b> Apt Elev <b>516</b>
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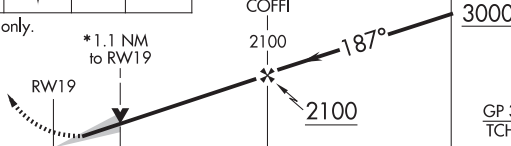
# RNAV (GPS) RWY 19

WACO RGNL (ACT)

RNP APCH - GPS.	MALSR 	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. ASR **RVR 1800 authorized with use of FD or AP or HUD to DA.		

ATIS <b>123.85</b>	WACO APP CON ★ <b>127.65 227.125</b>	WACO TOWER ★ <b>119.3 (CTAF) 0 257.8</b>	GND CON <b>121.9</b>	UNICOM <b>122.95</b>
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4000 ↑	YAYUC ✧	fr 171°	BOSEL △	
*LNAV only.				
				
CATEGORY	A	B	C	D
LPV DA**	705/24 200 (200-½)			
LNAV/VNAV DA	755/24 250 (300-½)			
LNAV MDA	900/24	395 (400-½)	900/35	395 (400-¾)
CIRCLING	940-1 424 (500-1)	980-1 464 (500-1)	1020-1½ 504 (600-1½)	1160-2 644 (700-2)

WACO, TEXAS  
Amdt 1A 10AUG23

31°37'N-97°14'W

# RNAV (GPS) RWY 19

SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025

WAAS CH <b>69420</b> <b>W32A</b>	APP CRS <b>322°</b>	Rwy Ldg <b>5103</b> TDZE <b>516</b> Apt Elev <b>516</b>
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RNAV (GPS) RWY 32  
WACO RGNL (ACT)

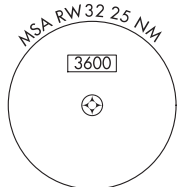
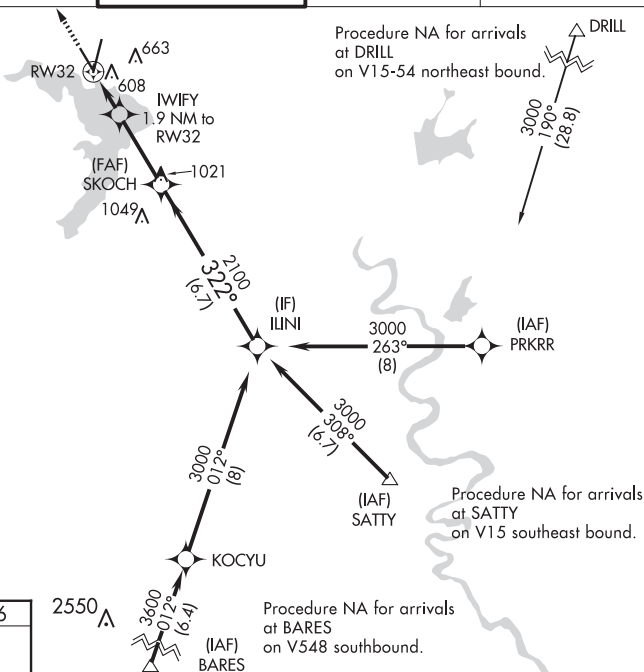
WACO RGNL (ACT)

**T** 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 and LNAV/VNAV all Cats and LNAV Cats C/D visibility  $\frac{1}{8}$  mile and Circling  
Cat D visibility  $\frac{1}{4}$  mile. For uncompensated Baro-VNAV systems, LNAV/VNAV  
NA below -13°C (9°F) or above 54°C (130°F). Baro-VNAV NA when using Mc Gregor  
Exec altimeter setting. VDP NA with Mc Gregor Exec altimeter setting.

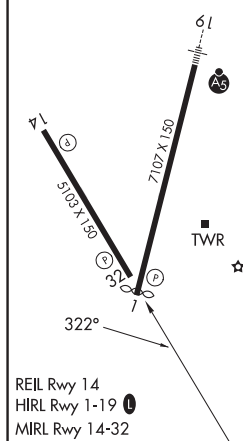
**MISSED APPROACH:**  
Climb to 4000 direct  
EVVIS and hold,  
continue climb-in-hold  
to 4000.

ATIS 123.85	WACO APP CON ★ 127.65 227.125	WACO TOWER ★ 119.3 (CTAF) 0 257.8	GND CON 121.9	UNICOM 122.95
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Procedure NA for arrivals  
at DRILL  
on V15-54 northeast bound.



ELEV 516	<b>D</b>	TDZE 516
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4000  
↑  
\*LNAV only.

EVIS

IWIFY  
1.9 NM to RW32

\*0.9 NM to RW32

RW32

SKOCH  
2100

322°

ILINI  
3000

GP 3.00°  
TCH 59

0.9 1.0 2.9 NM 6.7 NM

CATEGORY	A	B	C	D
LPV DA		766- $\frac{3}{4}$	250 (300- $\frac{3}{4}$ )	
LNAV/VNAV DA		773- $\frac{3}{4}$	257 (300- $\frac{3}{4}$ )	
LNAV MDA		860-1	344 (400-1)	
<b>C</b> CIRCLING	940-1 424 (500-1)	980-1 464 (500-1)	1020-1 $\frac{1}{2}$ 504 (600-1 $\frac{1}{2}$ )	1160-2 644 (700-2)

RNAV (GPS) RWY 32

VORTAC ACT <b>115.3</b> Chan <b>100</b>	APP CRS <b>321°</b>	Rwy Ldg <b>5103</b> TDZE <b>516</b> Apt Elev <b>516</b>
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VOR/DME RWY 32  
WACO RGNL (ACT)

**V** VDP NA with Mc Gregor Exec altimeter setting. When local altimeter setting  
**A** not received use Mc Gregor Exec altimeter setting and increase all MDA 40  
feet; increase S-32 Cats C/D visibility  $\frac{1}{8}$  mile and Circling Cat D visibility  $\frac{1}{4}$  mile.  
ASR

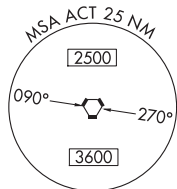
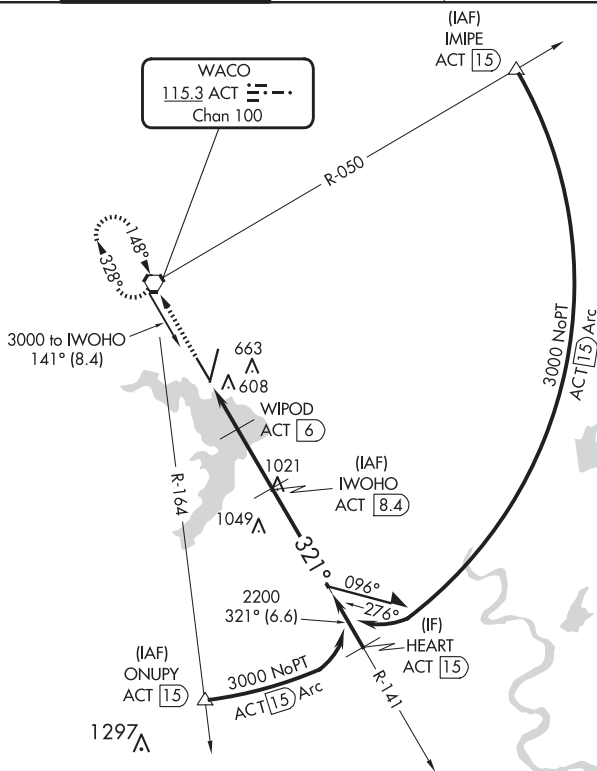
**MISSED APPROACH:** Climb to 3000 direct ACT VORTAC and hold, continue climb-in-hold to 3000.

ATIS  
123.85

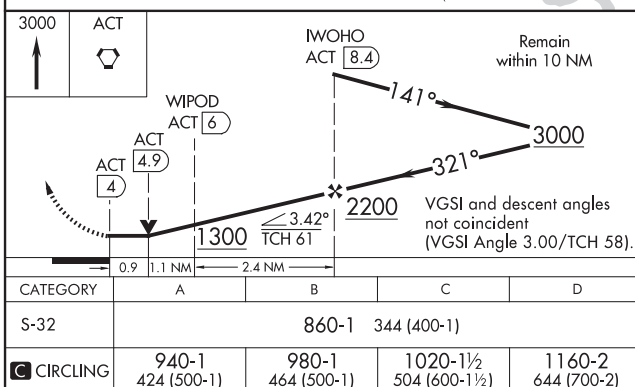
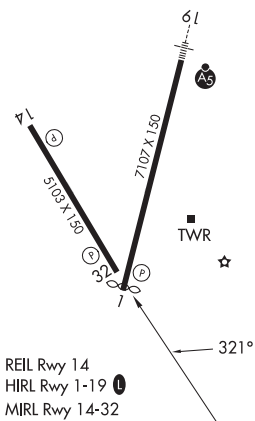
WACO APP CON★  
127.65 227.125

WACO TOWER ★  
119.3 (CTAF) **L** 257.8

GND CON  
**121.9**

UNICOM  
122.95

ELEV 516	<b>D</b>	TDZE 516
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WACO, TEXAS  
Amdt 15B 02APR15

31°37'N-97°14'W

WACO RGNL (ACT)  
VOR/DME RWY 32

SC-3, 07 AUG 2025 to 02 OCT 2025



VOR RWY 14  
WACO RGNL (ACT)

**ASR** Rwy 14 helicopter visibility reduction below  $\frac{3}{4}$  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  $\frac{1}{8}$  SM and Circling Cat D visibility  $\frac{1}{4}$  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.

WACO, TEXAS  
Amdt 23C 15AUG19  
31°37'N-97°14'W  
489  
WACO RGNL (ACT)  
VOR RWY 14

SC-3, 07 AUG 2025 to 02 OCT 2025

25219

# AIRPORT DIAGRAM

WACO RGNL (ACT)  
WACO, TEXAS

AL-439 (FAA)

ATIS  
123.85  
WACO TOWER ★  
119.3 257.8  
GND CON  
121.9

D

JANUARY 2025  
ANNUAL RATE OF CHANGE  
0.1° W

VAR 2.9° E

ELEV 502

ELEV 509

146.3°

7107 X 150

5103 X 150

FIELD  
ELEV 516

ELEV 512

ELEV 508

RWY 01-19  
PCR 547 F/B/W/T  
S-50, D-82, 2D/2D2-166  
RWY 14-32  
PCR 462 F/B/W/T  
S-50, D-82

TERMINAL

FBO

TWR

FIRE STATION

HS 1

HANGARS

HANGARS

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

97°14'W

97°13'W

# AIRPORT DIAGRAM

25219

WACO, TEXAS  
WACO RGNL (ACT)

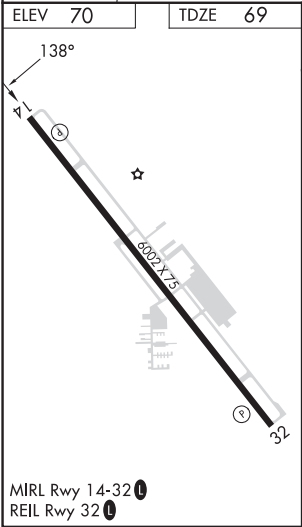
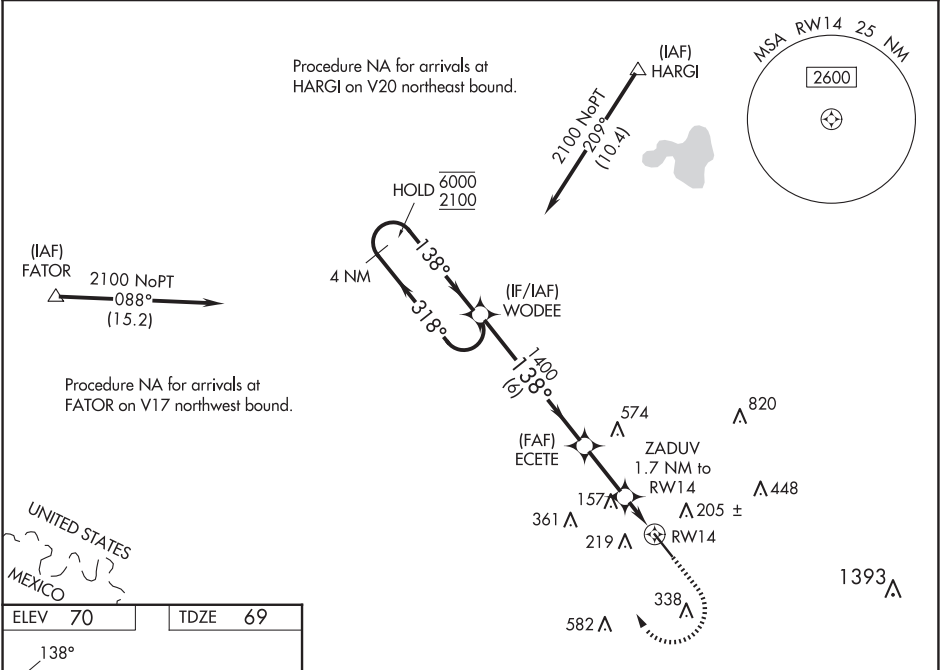
SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025

WAAS CH <b>70341</b> <b>W14A</b>	APP CRS <b>138°</b>	Rwy Idg TDZE Apt Elev	<b>6002</b> <b>69</b> <b>70</b>
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RNAV (GPS) RWY 14  
MID VALLEY (TXW)

RNP APCH.		MISSED APPROACH: Climb to 900 then climbing right turn to 2100 direct WODEE and hold.	
Rwy 14 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.			
AWOS-3PT <b>118.575</b>	VALLEY APP CON <b>126.55 377.2</b>	CLNC DEL <b>125.95</b>	UNICOM <b>122.8 (CTAF)</b>



4 NM Holding Pattern		WODEE	900	2100	WODEE
6000 2100		318° 138°	1400	ZADUV 1.7 NM to RW14	*LNAV only.
GP 3.00° TCH 50		1400	*660	*0.9 NM to RW14	RW14
6 NM		2.3 NM	0.8 NM	0.9 NM	
CATEGORY	A	B	C	D	
LPV DA	319-¾ 250 (300-¾)				
LNAV/VNAV DA	331-⅞ 262 (300-⅞)				
LNAV MDA	420-1 351 (400-1)				
CIRCLING	620-1	550 (600-1)	700-1¾ 630 (700-1¾)	940-2¾ 870 (900-2¾)	

VOR-A  
MID VALLEY (TXW)

**MISSED APPROACH:** Climb to 1000 then climbing left turn to 2000 direct MFE VOR/DME.

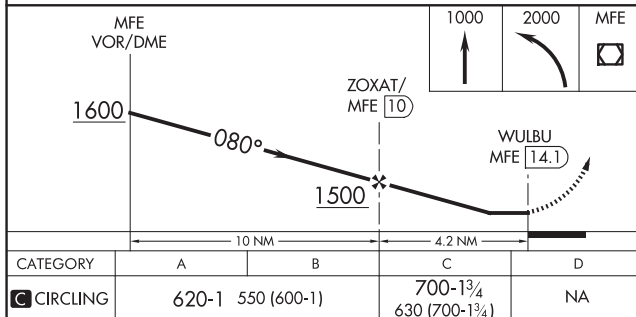
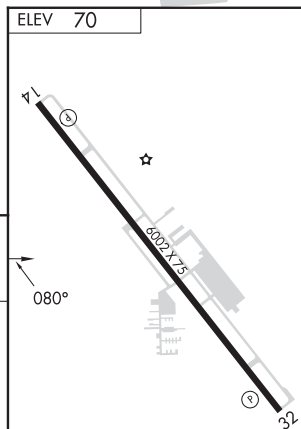
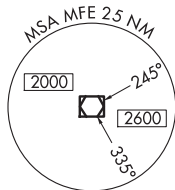
UNICOM  
122.8 (CTAF) **L**

The diagram shows a coordinate system with a horizontal axis representing distance in arcseconds (from 0 to 10). Objects are plotted as follows:

- ZOXAT/MFE**: Located at approximately 1.5 arcseconds.
- MFE**: Located at approximately 3.5 arcseconds.
- WULBU**: Located at approximately 4.5 arcseconds.
- Other labeled objects**: 820, 574, 1049, 448, 205 ±, 361, 219, 268, 582, 338, 1393, 1549, 1048.

A scale bar at the bottom indicates distances from 0 to 10 arcseconds.

UNITED STATES  
MEXICO



MIRL Rwy 14-32 **L**  
REIL Rwy 32 **L**

MID VALLEY (TXW)  
VOR-A

SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025

WINK, TEXAS

AL-461 (FAA)

25051

WAAS CH <b>93831</b> <b>W13A</b>	APP CRS <b>132°</b>	Rwy Idg <b>5003</b> TDZE <b>2822</b> Apt Elev <b>2822</b>
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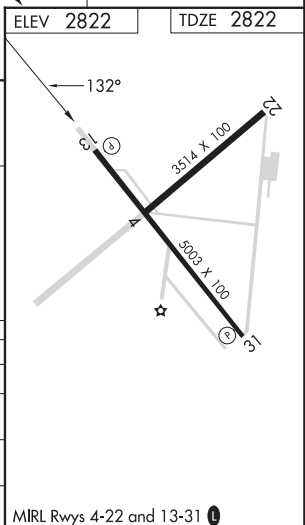
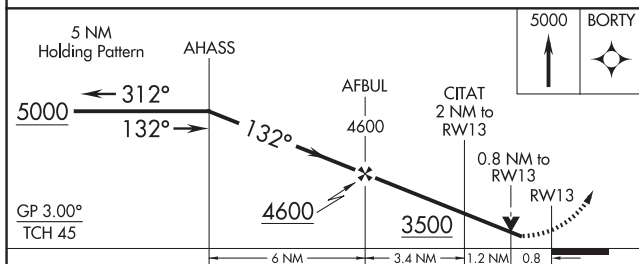
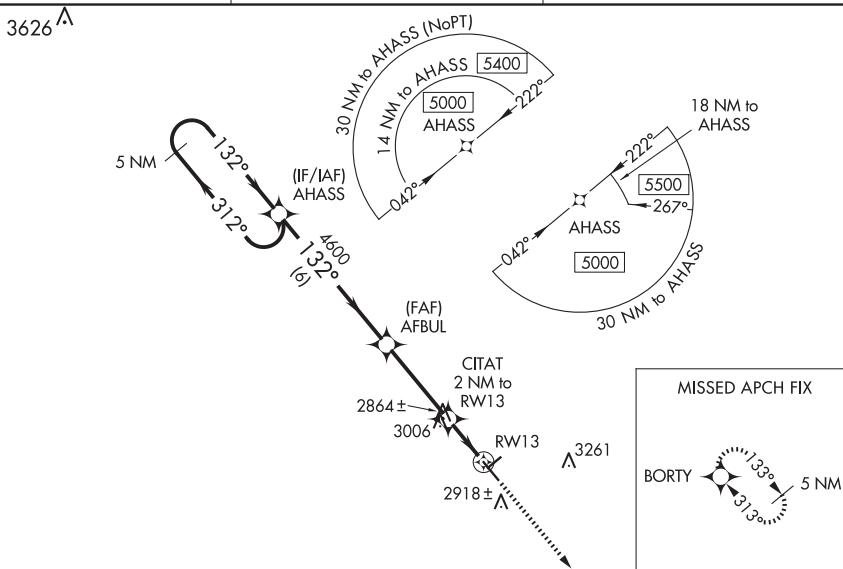
RNAV (GPS) RWY 13  
WINKLER COUNTY (INK)

RNP APCH - GPS.

**T** 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 ¼ SM NA. When local altimeter setting not received, use Pecos altimeter setting; increase LPV DA to 3167 feet and all Cats visibilities ¼ SM; increase LNAV/VNAV DA to 3167 feet and all Cats visibilities ¼ SM; increase all MDAs 100 feet and LNAV Cat C visibility ½ SM and Circling Cat C visibility ¼ SM.

**MISSED APPROACH:**  
Climb to 5000 direct  
BORTY and hold.

ASOS <b>118.325</b>	FORT WORTH CENTER <b>133.1 298.95</b>	UNICOM <b>123.0 (CTAF) 0</b>
------------------------	--	---------------------------------



CATEGORY		A		B		C		D	
LPV	DA	3072- $\frac{3}{4}$		250 (300- $\frac{3}{4}$ )				NA	
LNAV/ VNAV	DA	3072- $\frac{3}{4}$		250 (300- $\frac{3}{4}$ )				NA	
LNAV	MDA	3320-1	498 (500-1)			3320-1 $\frac{1}{8}$ 498 (500-1 $\frac{1}{8}$ )		NA	
CIRCLING		3320-1	498 (500-1)			3580-2 $\frac{1}{4}$ 758 (800-2 $\frac{1}{4}$ )		NA	

WINK, TEXAS  
Amdt 1D 20FEB25

31°47'N-103°12'W

WINKLER COUNTY (INK)  
RNAV (GPS) RWY 13

WINK, TEXAS

AL-461 (FAA)

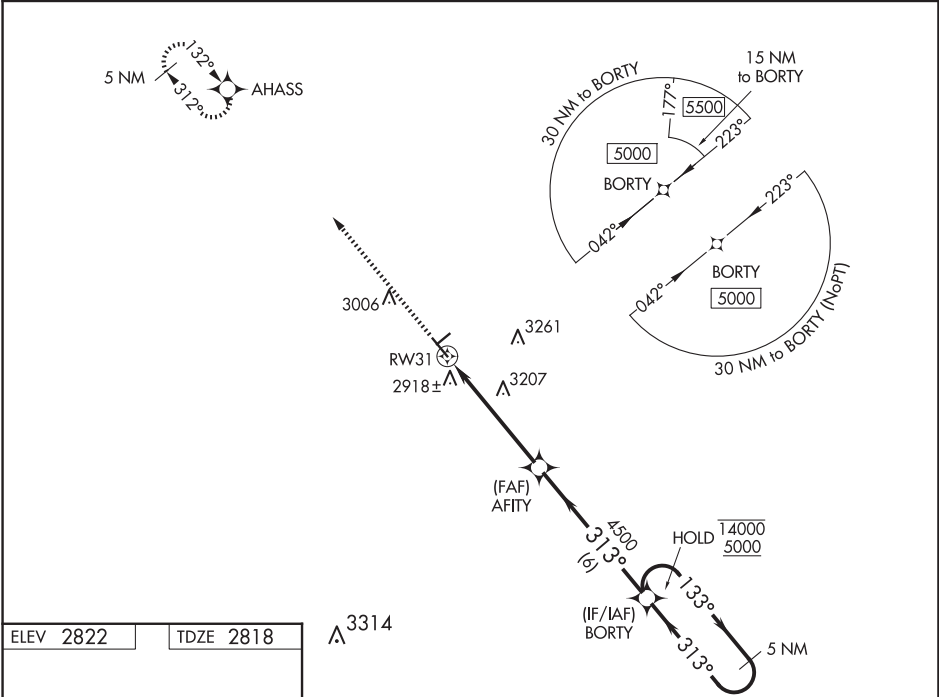
24361

WAAS CH <b>56233</b> <b>W31A</b>	APP CRS <b>313°</b>	Rwy Idg TDZE <b>5003</b> <b>2818</b> Apt Elev <b>2822</b>
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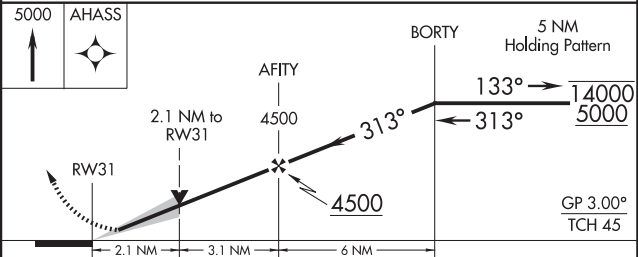
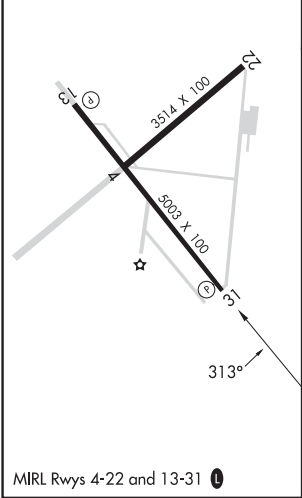
RNAV (GPS) RWY 31  
WINKLER COUNTY (INK)

RNP APCH - GPS.		MISSED APPROACH: Climb to 5000 direct AHASS and hold.
<div><div>▼</div><div>▲</div></div>	For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C.	

ASOS <b>118.325</b>	FORT WORTH CENTER <b>133.1 298.95</b>	UNICOM <b>123.0 (CTAF) 0</b>
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ELEV 2822	TDZE 2818
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CATEGORY	A	B	C	D
LPV DA	3068-3/4	250 (300-3/4)		NA
LNAV/VNAV DA	3253-1 1/4	435 (500-1 1/4)		NA
LNAV MDA	3520-1	702 (700-1)	3520-2 702 (700-2)	NA
CIRCLING	3520-1	698 (700-1)	3580-2 1/4 758 (800-2 1/4)	NA

WINK, TEXAS  
Amdt 1B 14JUL22

31°47'N-103°12'W

WINKLER COUNTY (INK)  
RNAV (GPS) RWY 31

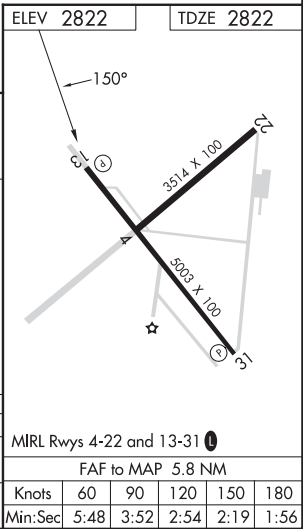
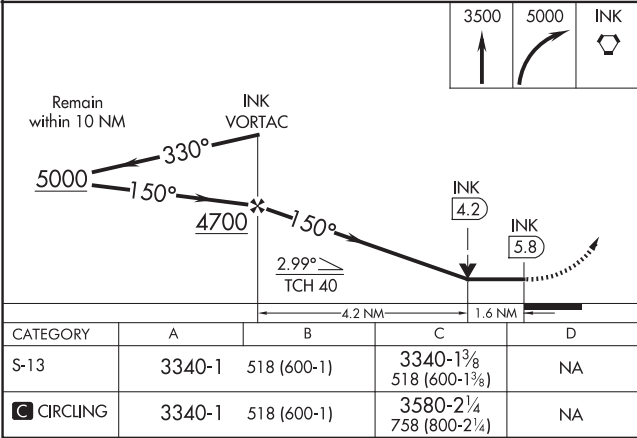
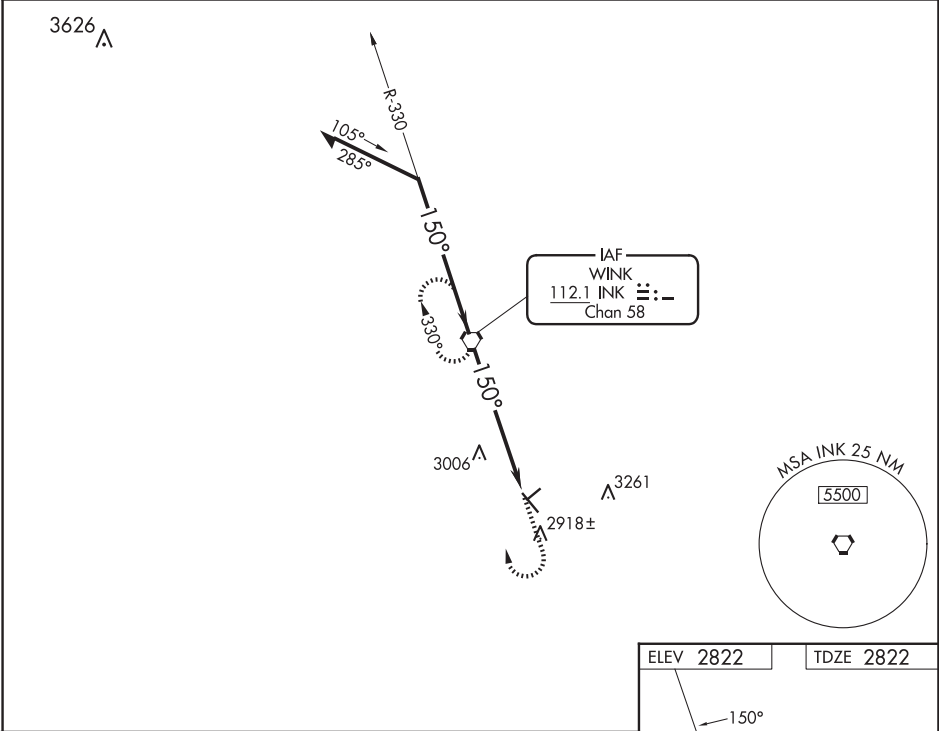
SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025

VORTAC INK	APP CRS	Rwy Idg	5003
112.1	150°	TDZE	2822
Chan 58		Apt Elev	2822

VOR RWY 13  
WINKLER COUNTY (INK)

<div><div>▼</div><div>▲</div></div>		MISSED APPROACH: Climb to 3500 then climbing right turn to 5000 direct INK VORTAC and hold, continue climb-in-hold to 5000.
ASOS 118.325	FORT WORTH CENTER 133.1 298.95	UNICOM 123.0 (CTAF) ①



WINTERS, TEXAS

AL-6639 (FAA)

25163

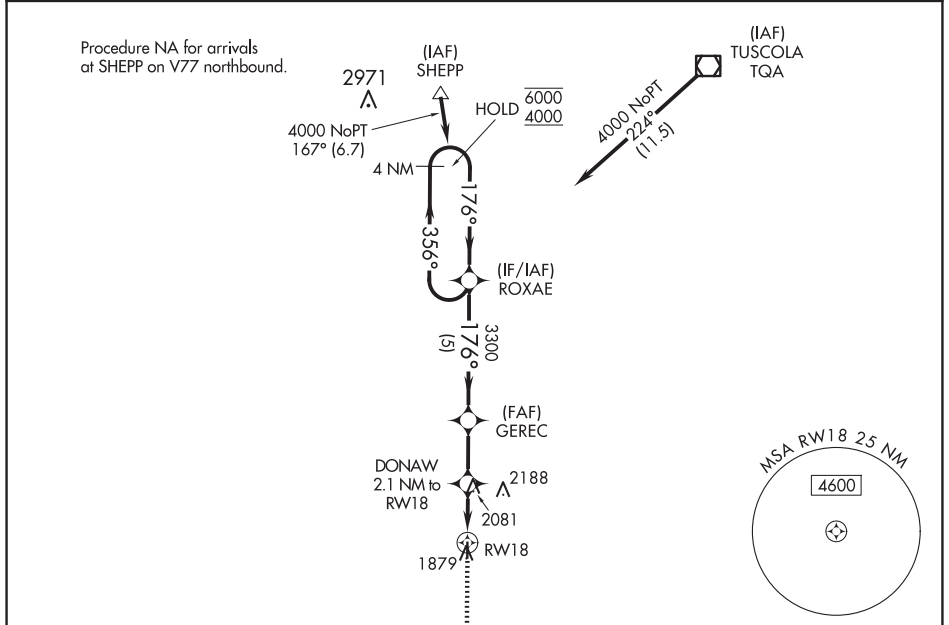
WAAS CH <b>93822</b> <b>W18A</b>	APP CRS <b>176°</b>	Rwy Ldg TDZE <b>1870</b> Apt Elev <b>1871</b>
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# RNAV (GPS) RWY 18

WINTERS MUNI (77F')

RNP APCH - GPS.	MISSED APPROACH: Climb to 3400 direct FILEP and hold.
NA Use ABI altimeter setting; when not received, use COM altimeter setting and increase all MDAs 20 feet.	

ABI ASOS <b>118.25</b>	ABILENE APP CON <b>127.2 282.3</b>	CTAF <b>122.9</b>
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MISSED APCH FIX		ELEV 1871		TDZE 1870	
4 NM Holding Pattern		ROXAE		3400 FILEP	
6000/4000		356°		176°	
3300		176°		3.00° TCH 40	
5 NM		2.3 NM		2.1 NM	
CATEGORY		A		B	
LP MDA		2480-1		610 (700-1)	
LNAV MDA		2480-1		610 (700-1)	
CATEGORY		C		D	
LP MDA		2480-1		610 (700-1)	
LNAV MDA		2480-1		610 (700-1)	

WINTERS, TEXAS

Amdt 1 12JUN25

31°57'N-99°59'W

# RNAV (GPS) RWY 18

WINTERS MUNI (77F')

LRL Rwy 18-36

SC-3, 07 AUG 2025 to 02 OCT 2025

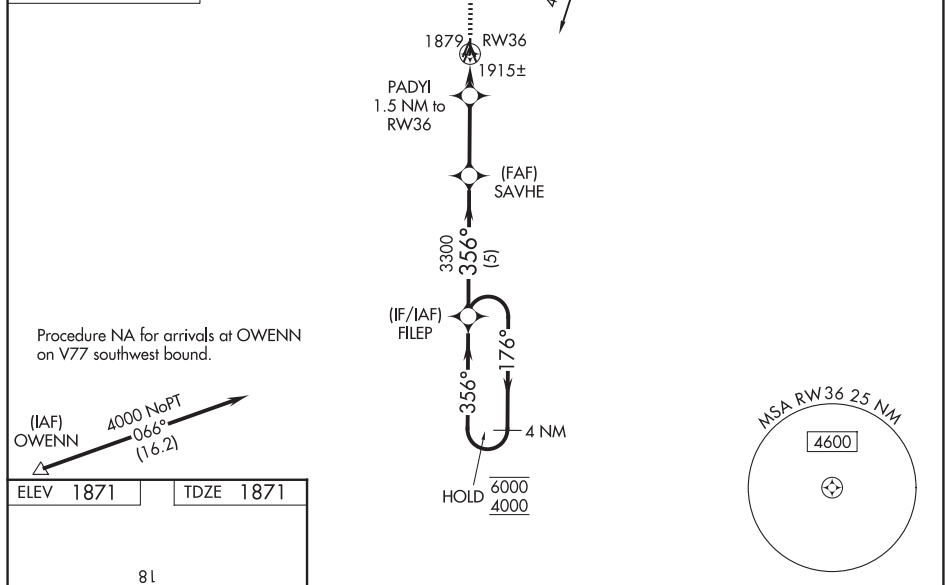


25163

RNAV (GPS) RWY 36  
WINTERS MUNI (77F)

**T**  
**A** NA Rwy 36 helicopter visibility reduction below 1 SM NA. Use ABI altimeter setting; when not received, use COM altimeter setting and increase all MDAs 20 feet. Straight-in/Circling Rwy 36 procedure NA at night.

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

[illegible]

WINTERS MUNI (77F)  
RNAV (GPS) RWY 36

SC-3, 07 AUG 2025 to 02 OCT 2025

YOAKUM, TEXAS

AL-6157 (FAA)

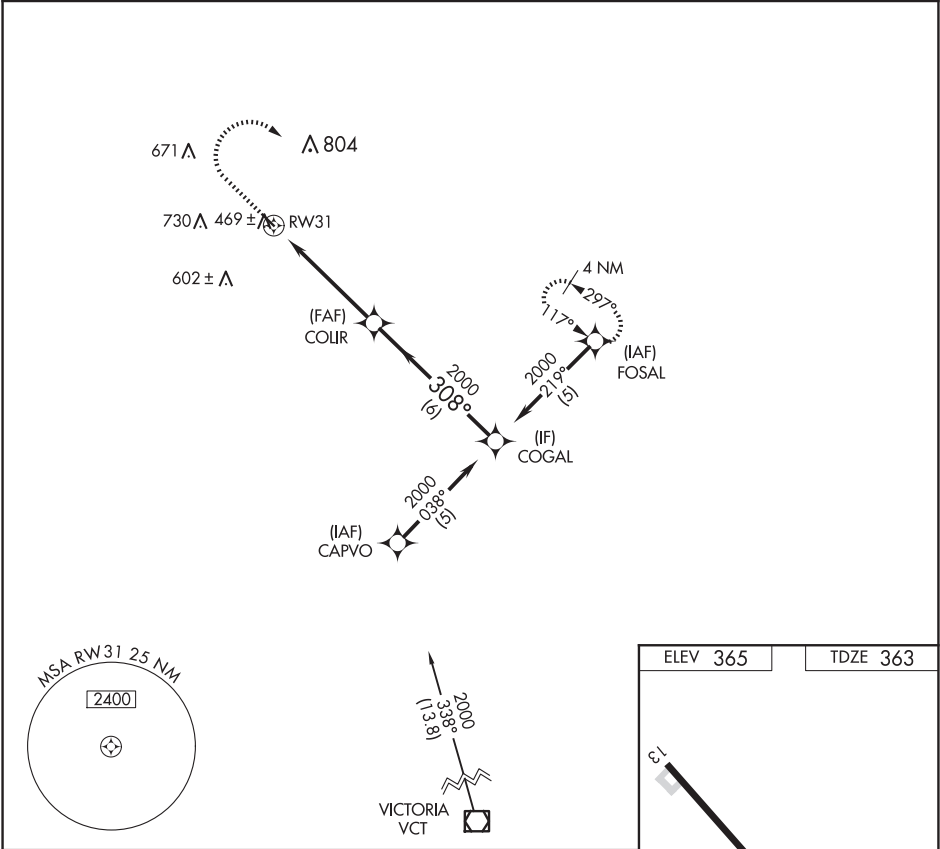
22363

APP CRS	Rwy Idg	3444
308°	TDZE	363
	Apt Elev	365

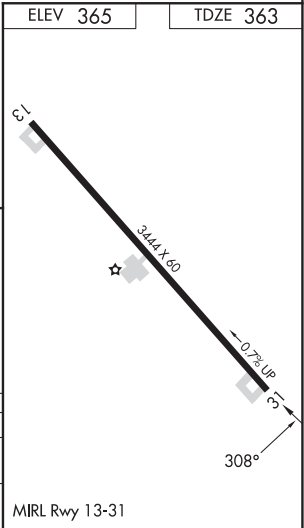
RNAV (GPS) RWY 31  
YOAKUM MUNI (T85)

RNP APCH-GPS.	MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 direct FOSAL and hold.
▼ Use Victoria Rgnl altimeter setting. Procedure NA at night.	
▲ NA Rwy 31 helicopter visibility reduction below ¾ SM NA.	

VCT ASOS 119.025	HOUSTON CENTER 132.8 343.7	CTAF 122.9
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1000	2000	FOSAL	COLR	COGAL	
↑	↷	✧			
CATEGORY	A	B	C	D	
RNAV MDA	840-1	477 (500-1)	840-1¼ 477 (500-1¼)	NA	
CIRCLING	920-1	555 (600-1)	1200-2½ 835 (900-2½)	NA	



YOAKUM, TEXAS  
Orig-D 29DEC22

29°19'N-097°08'W

YOAKUM MUNI (T85)  
RNAV (GPS) RWY 31

SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025

FORT CAVAZOS, TEXAS

COPTER RNAV (GPS) RWY 34

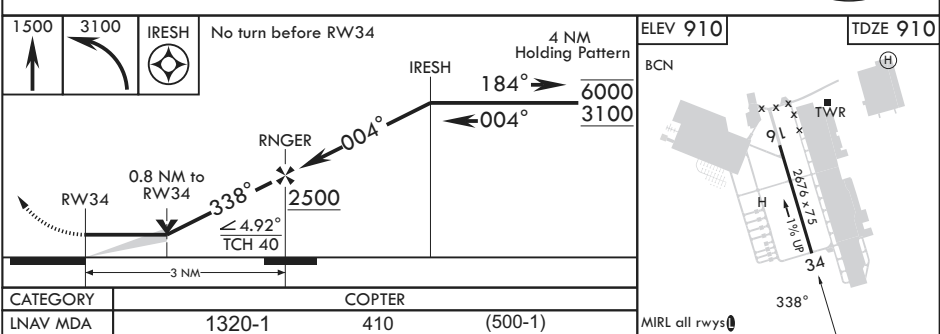
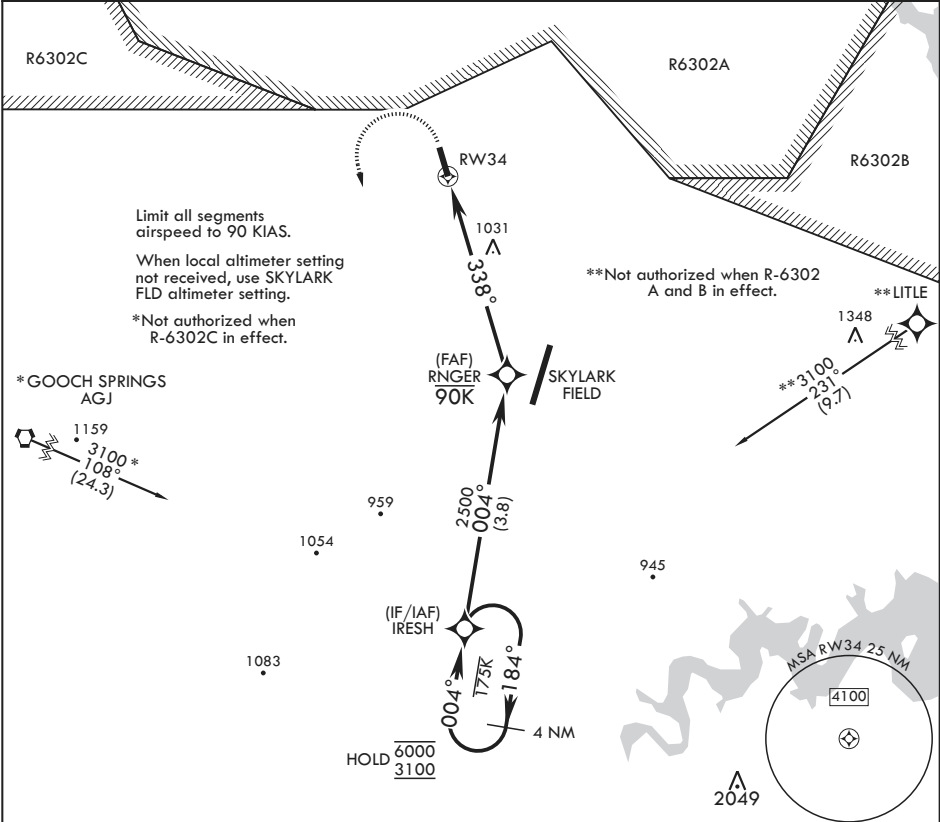
APCH CRS	Rwy Idg	2676
338°	TDZE	910
	Arpt Elev	910

-(USA)

YOAKUM DEFRENN AHP (KHLR)

RNP APCH – GPS	MISSED APPROACH: Climb to 1500 then climbing left turn to 3100 direct IRESH and hold.
RADAR required for missed approach.	
NA	

ATIS ★ 138.6	GRAY APP CON/DEP CON 120.075 323.15	TOWER ★ 119.65 269.45	GND CON 133.85 225.4	CLNC DEL 225.4
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PORT CAVAZOS, TEXAS	31°08'N - 97°43'W	YOAKUM DEFRENN AHP (KHLR)
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COPTER RNAV (GPS) RWY 34

Amdt 1 05OCT23

SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025

FORT CAVAZOS, TEXAS

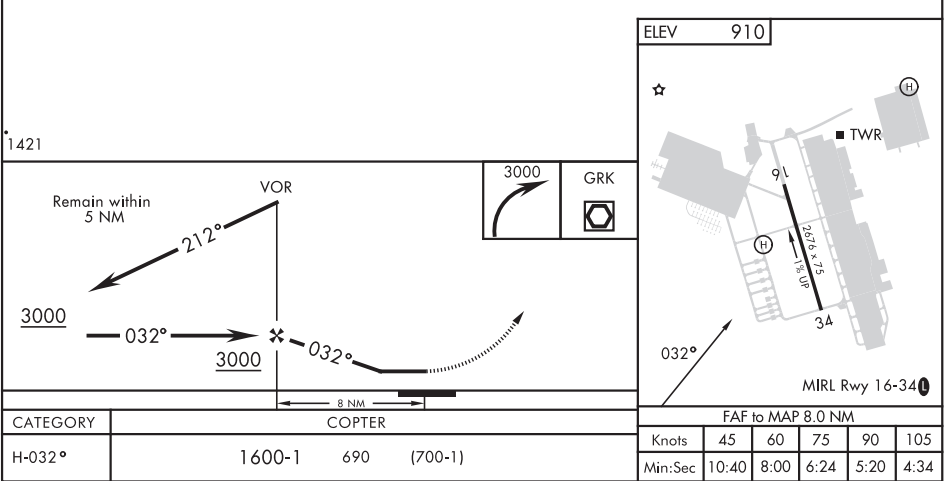
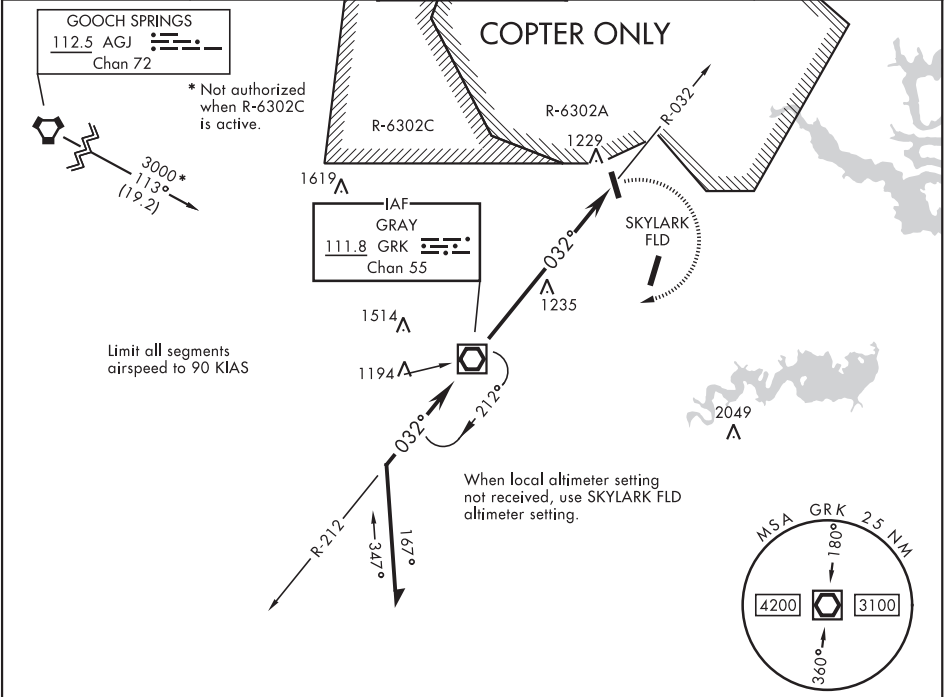
COPTER VOR 032°

VOR/DME GRK <b>111.8</b> Chan <b>55</b>	APCH CRS <b>032°</b>	Rwy Idg TDZE Arpt Elev <b>N/A</b> <b>N/A</b> <b>910</b>
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[USA]

YOAKUM DEFRENN AHP (KHLR)

RADAR required for missed approach.		MISSED APPROACH: Climbing right turn to 3000 direct to GRK VOR/DME and hold.		
ATIS ★ <b>138.6</b>	GRAY APP CON <b>120.075 323.15</b>	TOWER ★ <b>119.650 269.45</b>	GND CON <b>133.85 225.4</b>	CLNC DEL <b>225.4</b>



FORT CAVAZOS, TEXAS  
Amdt 4 05OCT23

31°08'N-97°43'W

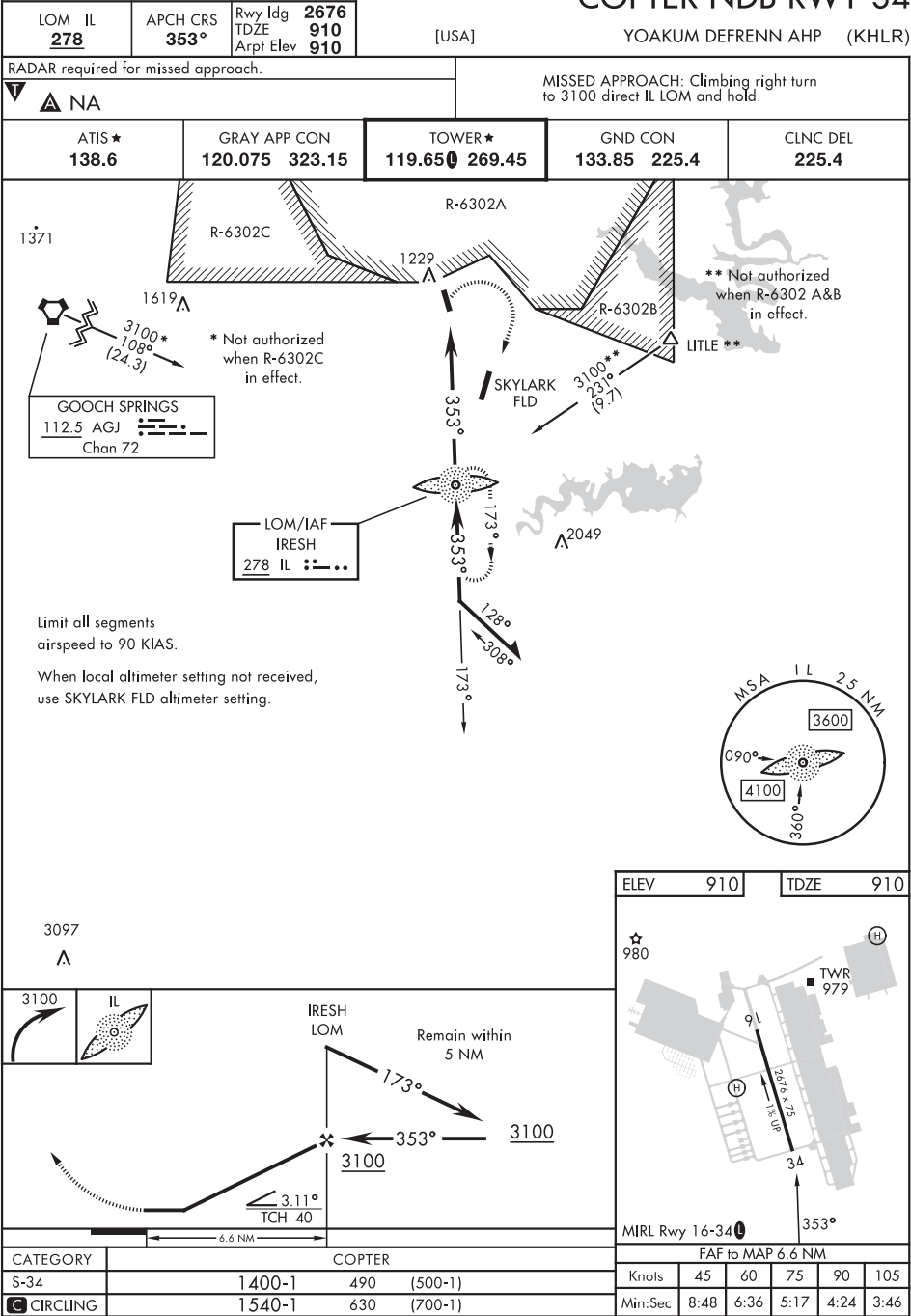
YOAKUM DEFRENN AHP (KHLR)

COPTER VOR 032°

SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025

COPTER NDB RWY 34



SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025

COPTER NDB RWY 34

## AIRPORT DIAGRAM

ATIS ★ 138.6  
 TOWER ★  
 119.65 269.45  
 GND CON  
 133.85 225.4  
 CLNC DEL  
 225.4

FIELD  
 ELEV  
 910

980

CONTROL  
 TOWER  
 979

EAST RAMP

WEST RAMP

NORTH RAMP

BASE  
OPSFIRE  
STATIONCENTER  
RAMP

SOUTH RAMP

ELEV  
 883

31°08'30"N

Rwy 16-34  
 PCN 9 F/C/W/T

VAR 3.3°E

JUNE 2023  
 ANNUAL RATE OF CHANGE  
 0.1°W

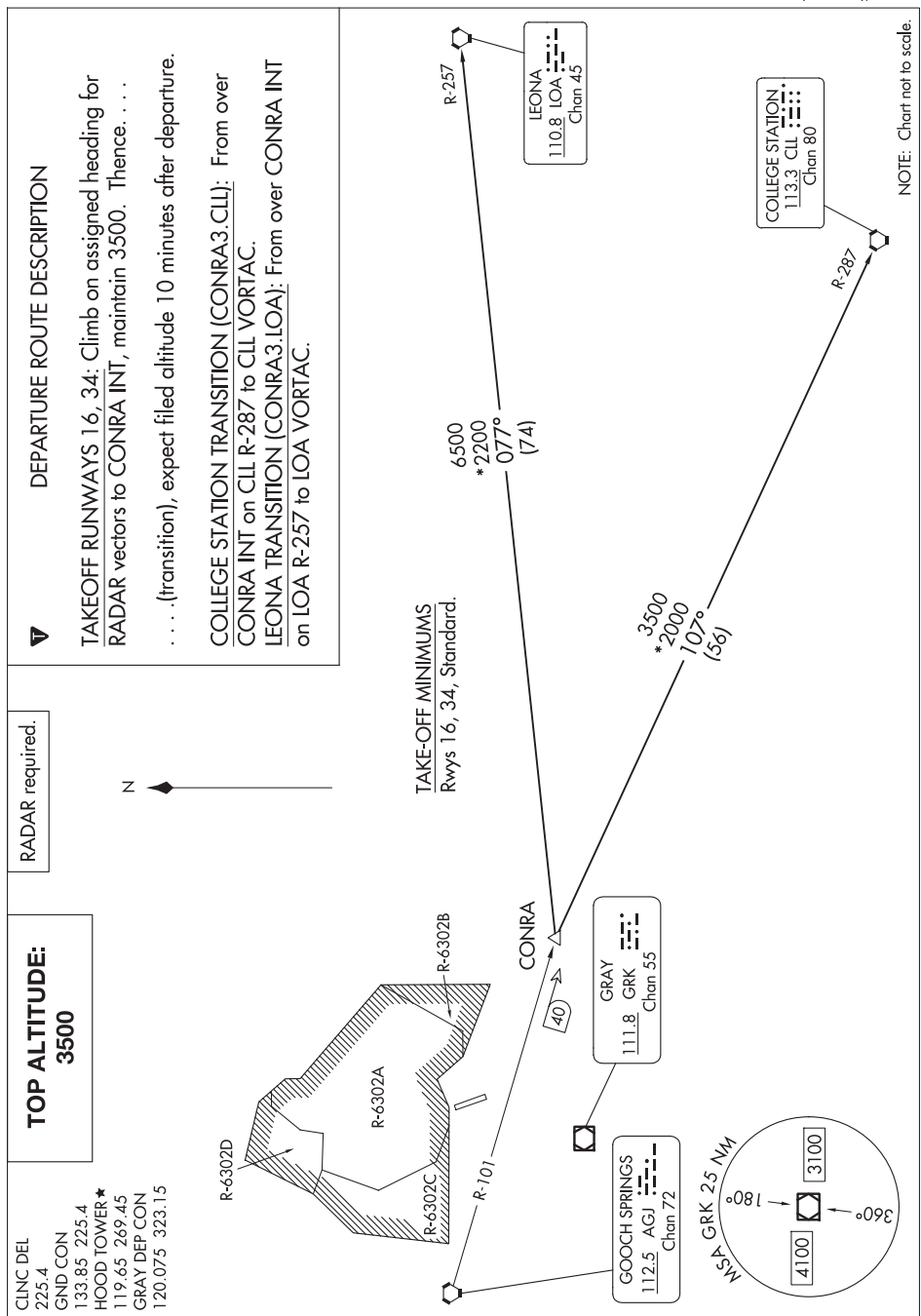
97°43'W

97°42'30"W

SC-3, 07 AUG 2025 to 02 OCT 2025

## AIRPORT DIAGRAM

## CONRA THREE DEPARTURE



NOTE: Chart not to scale.

SC-3, 07 AUG 2025 to 02 OCT 2025

(LAMPS8.AGJ) 25219  
LAMPS EIGHT DEPARTURE

504  
AL-5031 (FAA)

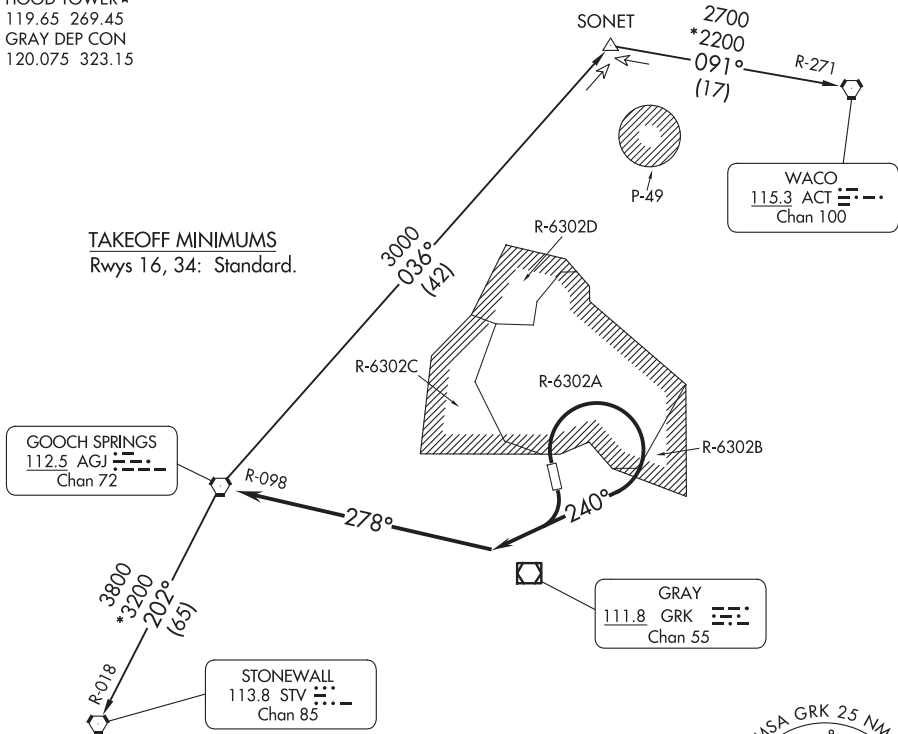
YOAKUM-DEFRENN AHP (KHLR)  
FORT CAVAZOS (KILLEEN), TEXAS

CLNC DEL  
225.4  
GND CON  
133.85 225.4  
HOOD TOWER★  
119.65 269.45  
GRAY DEP CON  
120.075 323.15

RADAR required.

TOP ALTITUDE:  
ASSIGNED BY ATC

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.

LAMPS EIGHT DEPARTURE  
(LAMPS8.AGJ) 30NOV23

FORT CAVAZOS (KILLEEN), TEXAS  
YOAKUM-DEFRENN AHP (KHLR)

SC-3, 07 AUG 2025 to 02 OCT 2025

SC-3, 07 AUG 2025 to 02 OCT 2025



INSIDE BACK COVER

INTENTIONALLY

LEFT

BLANK

FAA Product ID: BTPPSC3



EFF. DATE 25219

TERMxFAABTPPSC3

