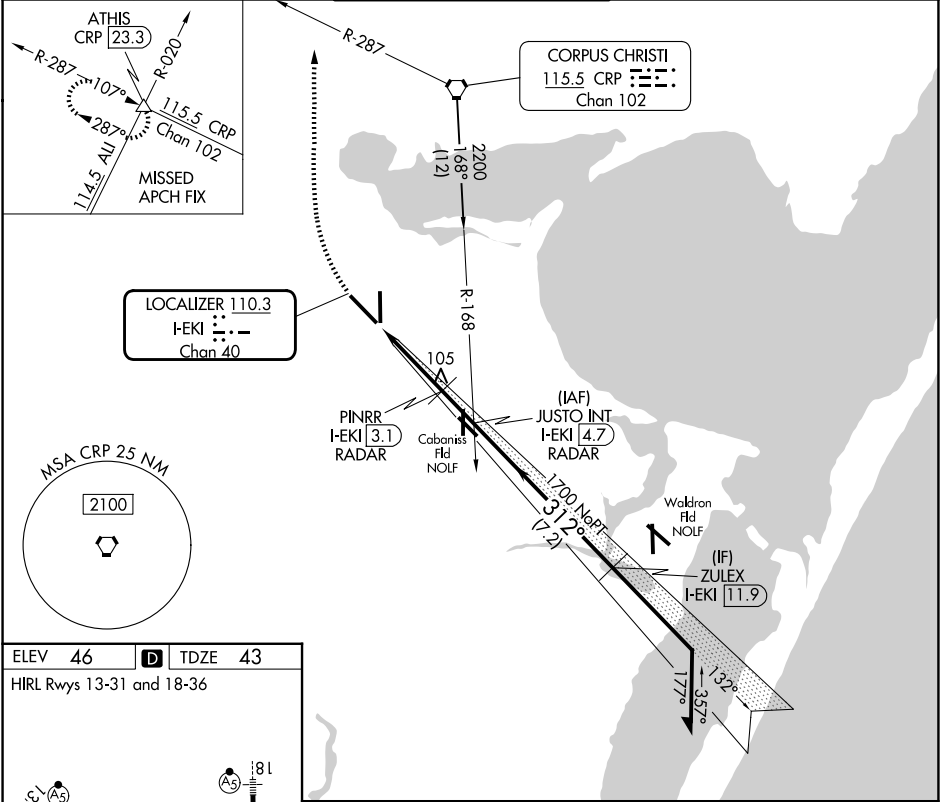


LOC/DME I-EKI 110.3 Chan 40	APP CRS 312°	Rwy Ldg TDZE 43 Apt Elev 46
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LOC RWY 31
CORPUS CHRISTI INTL (CRP)

DME or RADAR required. RADAR required for procedure entry at ZULEX. For inop ALS, increase S-LOC 31 Cts C, D, and E visibility to 1 SM.	MALSR AS	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.
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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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The diagram illustrates the layout of the HIRL (High Intensity Runway Lights) for Runway 13-31 and Runway 18-36. A thick black line represents the runway axis, with a width of 75.10 x 150 feet. The runway is oriented at 312°. A star symbol marks the intersection of the two runway segments. A 'TWR' (Tower) is located near the intersection. Two 'A5' (Approach Light) symbols are shown, one on each side of the runway. A '6080 x 150' dimension is indicated for the runway segment. A '312°' heading is marked at the end of the runway. A 'FAF to MAP 5.1 NM' label is present below the diagram.

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 hdg 335° CRP R-287	ATHIS △	JUSTO INT I-EKI 4.7 RADAR	Remain within 15 NM	
I-EKI DME Antenna I-EKI 0.3		I-EKI 0.6	PINRR I-EKI 3.1 RADAR	2200	
3.35° TCH 50		1300	1700	2000	
1		2.5 NM	1.6 NM	VGSI and descent angles not coincident (VGSI Angle 3.00/ TCH 50).	
CATEGORY	A	B	C	D	E
S-31	400-½	357 (400-½)	400-⅝	357 (400-⅝)	
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)

SC-3, 22 JAN 2026 to 19 FEB 2026

SC-3, 22 JAN 2026 to 19 FEB 2026