

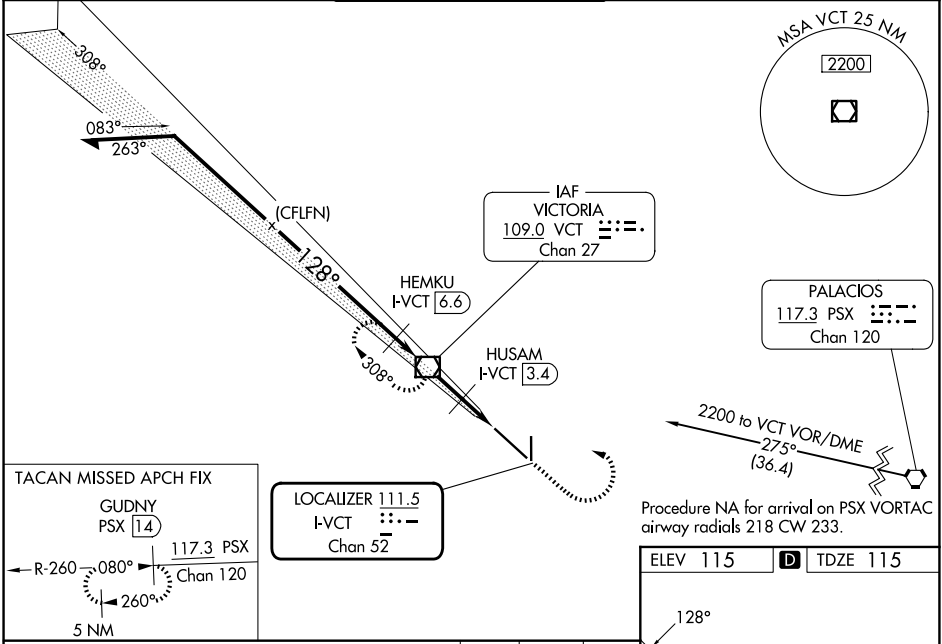
DME required. RADAR required for TACAN aircraft.

VDP NA when using PKV altimeter setting.
For inop ALS, increase S-ILS 13 Cat E visibility to ¾ SM and
S-LOC 13 Cat E visibility to 1 SM.

MALSR

MISSED APPROACH: Climb to 2100 then left turn direct VCT VOR/DME and hold. (TACAN aircraft climb to 2100 then left turn on heading 120° and on PSX VORTAC R-260 to GUDNY/PSX 14 DME and hold W, RT, 080° inbound).

ATIS 119.025	HOUSTON CENTER 135.05 353.6	VICTORIA TOWER ★ 126.075 (CTAF) 257.95	GND CON 120.525 239.25	UNICOM 122.7
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Remain within 15 NM

2200
308°
128°
1700
1700
660
3.2 NM
0.7 NM
0.9 NM

VCT VOR/DME

HEMKU I-VCT 6.6
HUSAM I-VCT 3.4
I-VCT 2.7
I-VCT 1.8

2100
VCT

Use I-VCT DME when on the localizer course.

GS 3.00°
TCH 53

128°
911 X 150
TWR
81
4908 X 75
36

CATEGORY	A	B	C	D	E
S-ILS 13	315-½ 200 (200-½)				
S-LOC 13	440-½ 325 (400-½)				
CIRCLING	580-1 465 (500-1)	820-2 705 (800-2)	880-2½ 765 (800-2½)	NA	

MIRL Rwy 18-36
REIL Rwy 18 and 36
HIRL Rwy 13-31