

Flight Procedures Cover Page	Task Action: Amendment	Task Type: SID	Estimated Chart Date: 06/12/2025	APWS Task ID: 1CDEC9F98F504B8A9A5829EE8CF7192C	APWS Project ID: B6A4A6C72B634360972F8A10FF56FE28
Procedure: YODUH TWO DEPARTURE (RNAV)		Enroute: YES	Specialist: Campbell, Richard		Agreement Number:
Airport ID: KSSF			Airport City: SAN ANTONIO		State: TX
Facility ID:	Facility Type:	Flight Inspection Remark Type:			
Procedure Comments: REASON FOR PROJECT: MV DATA FOR KSSF - MAG VAR CHANGED FROM 8E/1980 TO 3E/2025. EFFECTIVE CONCURRENT WITH ECD. KSSF RUNWAY NUMBERING CHANGED FROM 9/27 TO 10/28. KSSF RUNWAY HEADINGS CHANGED - RWY 10: FROM 094.53 TO 099.53, RWY 14: FROM 137.36 TO 142.36, RWY 28: FROM 274.53 TO 279.53, RWY 32: FROM 317.3 TO 322.3. PENDING DATA USED FOR KSSF. CONTACT ALLAN WILL 4059546103. QUALITY 38 CHECKED QUALITY 23 CHECKED					



Federal Aviation Administration

Memorandum

Date: January 31, 2023

To: Instrument Flight Procedure Service Providers
Digitally signed by WADE
EK TERRELL
WADE EK TERRELL
Date: 2023.01.31 09:21:16
-06'00'

From: Wade E.K. Terrell, Manager, Flight Procedures and Airspace Group

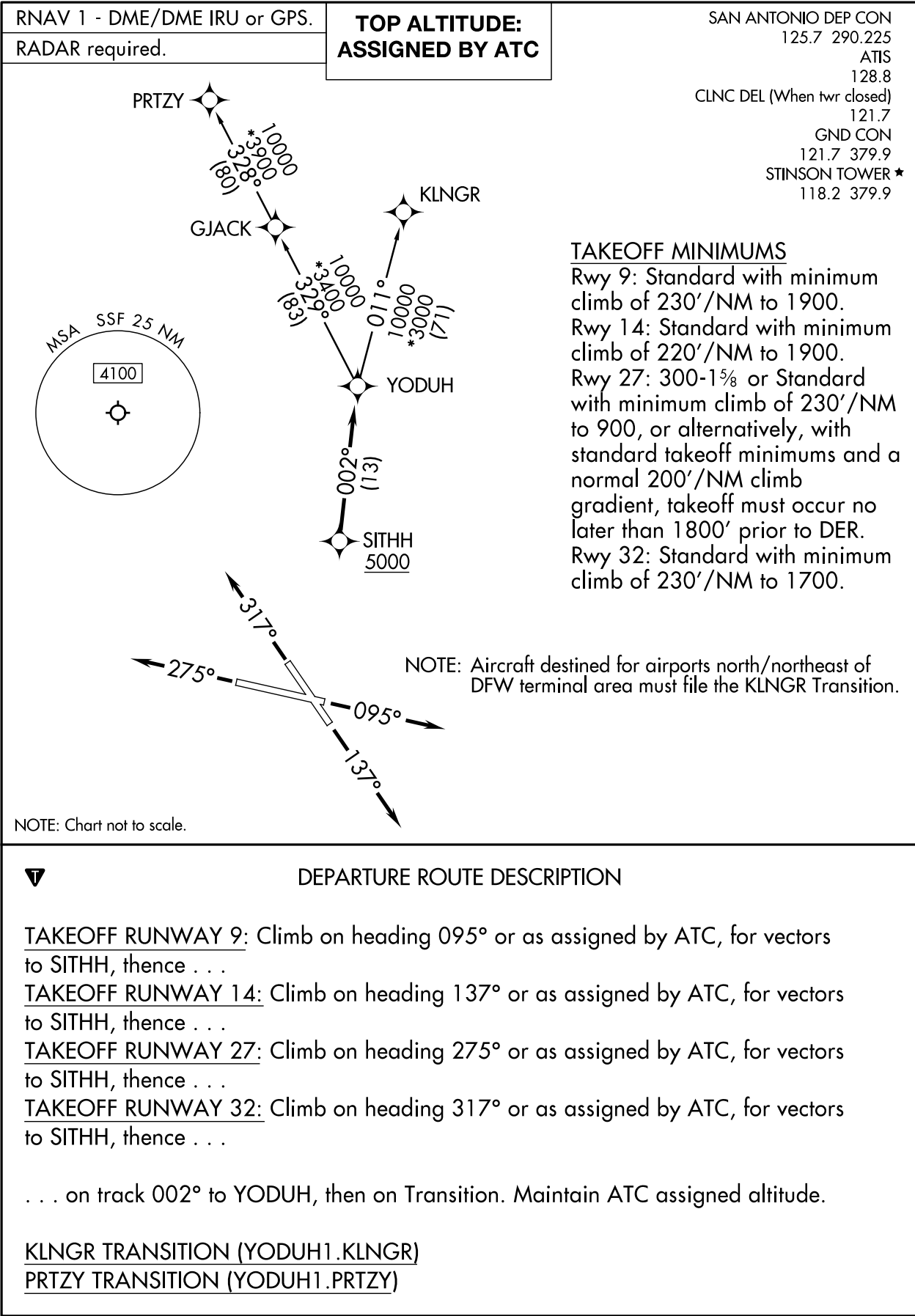
Subject: Waiver to FAA Order 8260.58C paragraph 1-2-5.c.(3), Maximum bank angle

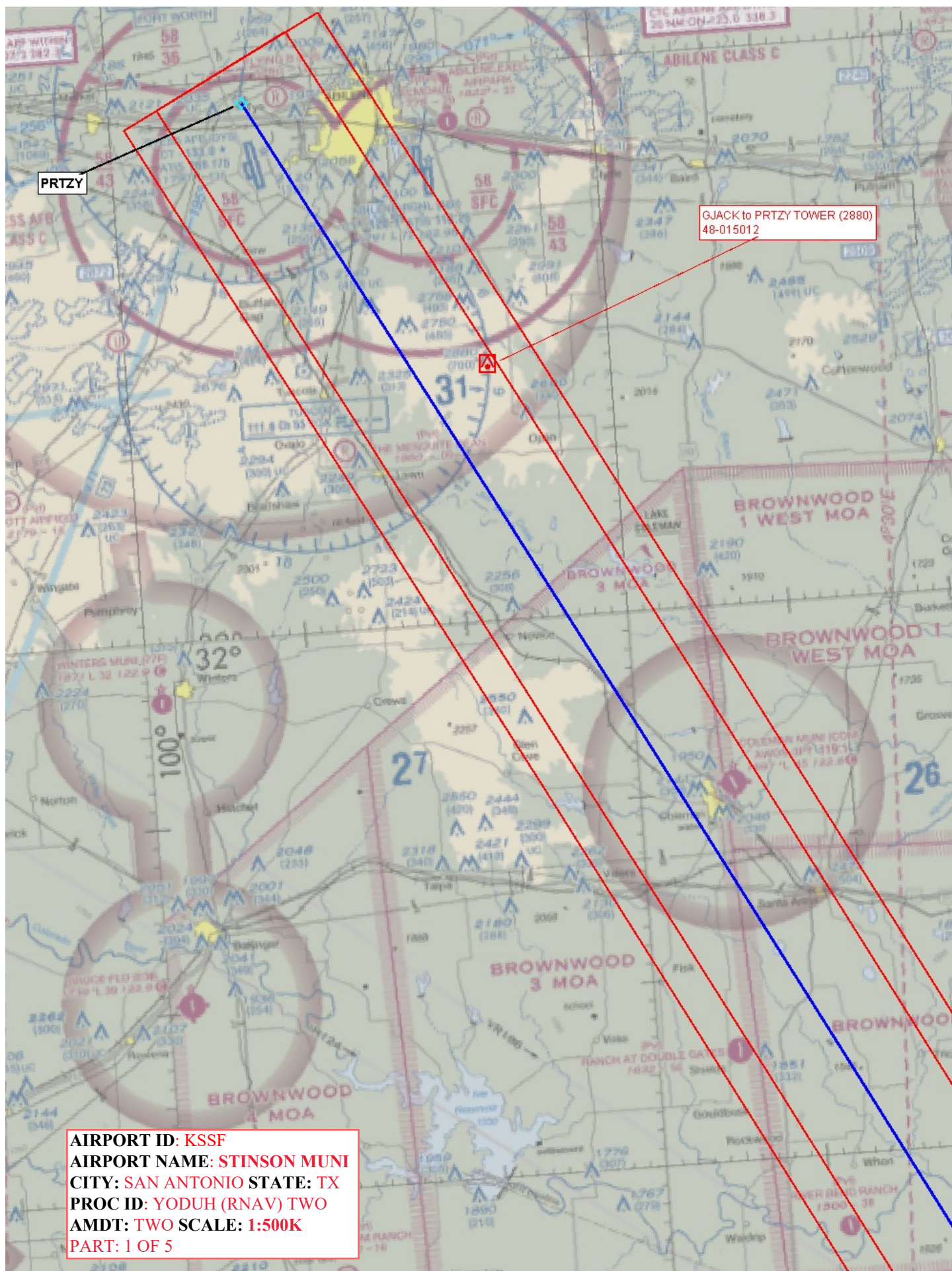
Background: The Performance Based Navigation (PBN) Aviation Rulemaking Committee (PARC) made a recommendation that the FAA adjust the turn parameters used in PBN instrument flight procedure (IFP) design to reflect modern avionics values. The Flight Procedures and Airspace Group analyzed current avionics specifications with the help of several FAA offices and RTCA SC-227 to identify the new bank angles necessary for current IFP design. The Flight Procedures and Airspace Group then conducted an Operational Safety Review (OSR) for this amendment to bank angle criteria. The outcome of the OSR was that no new hazard is introduced into the National Aerospace System (NAS).

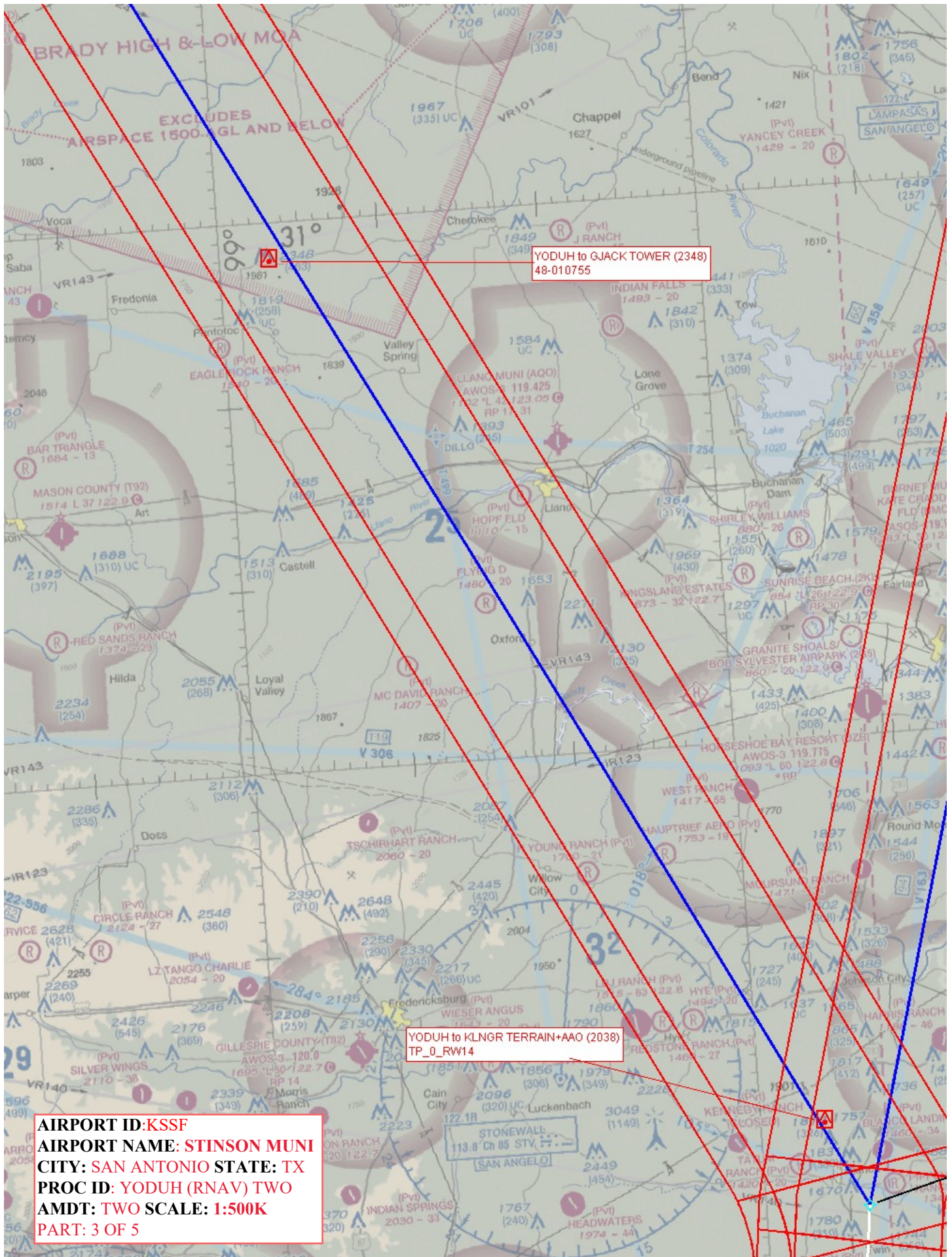
Purpose: This memorandum waives FAA Order 8260.58C, United States Standard for Performance Based Navigation (PBN) Instrument Procedure Design, paragraph 1-2-5.c.(3) and authorizes use of a maximum bank angle of 23 degrees above FL195 up to FL245 and a maximum bank angle of 16 degrees above FL245.

This waiver remains in effect until rescinded. No additional waiver request action is required. Please direct all inquiries to Thomas J. Nichols, Standards Section Manager, Flight Procedures and Airspace Group at 405-954-1171 or thomas.j.nichols@faa.gov

YODUH ONE DEPARTURE (RNAV)







KLNGR

AIRPORT ID:KSSF

AIRPORT NAME: STINSON MUNI

CITY: SAN ANTONIO STATE: TX

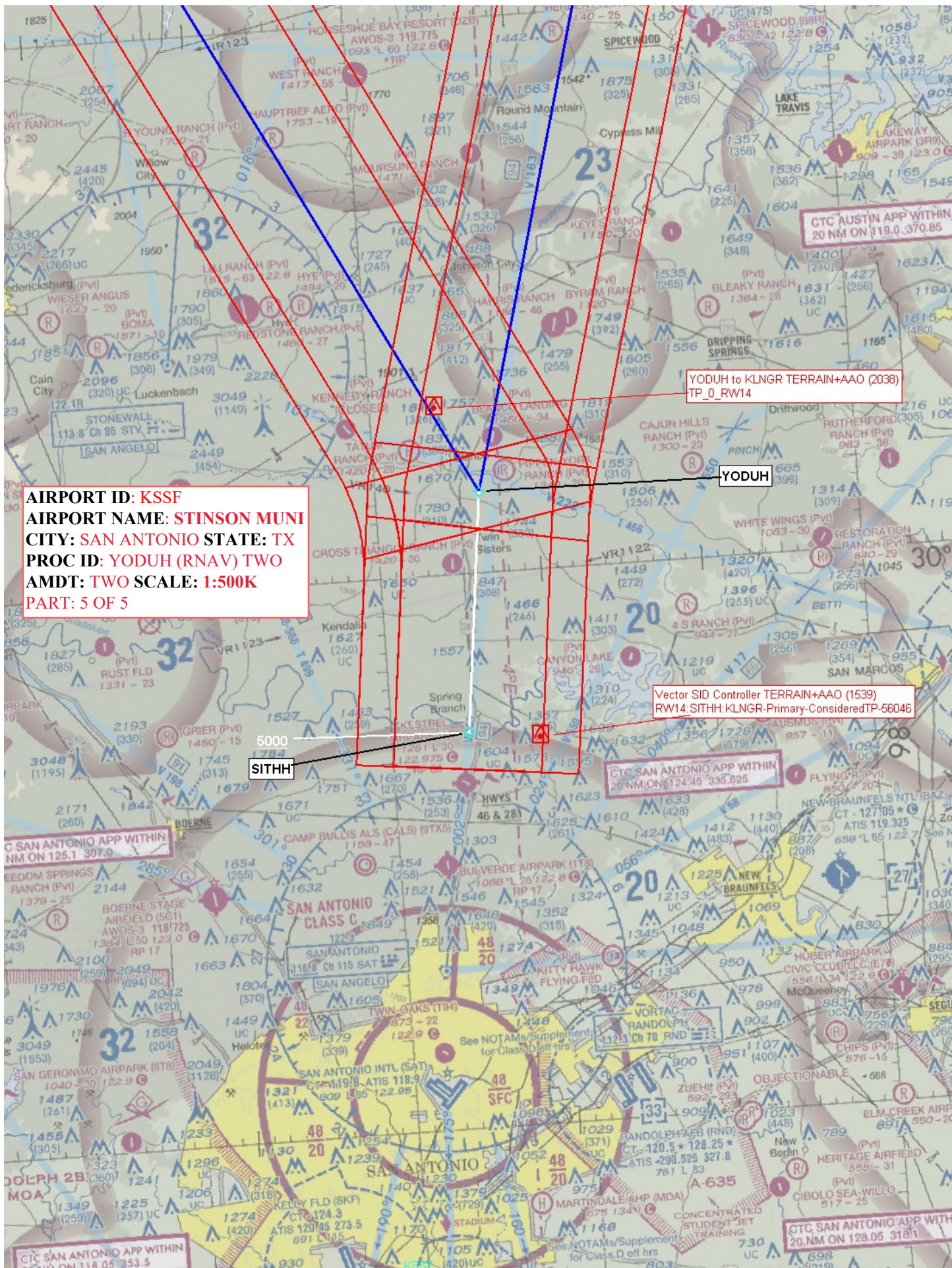
PROC ID: YODUH (RNAV) TWO

AMDT: TWO SCALE: 1:500K

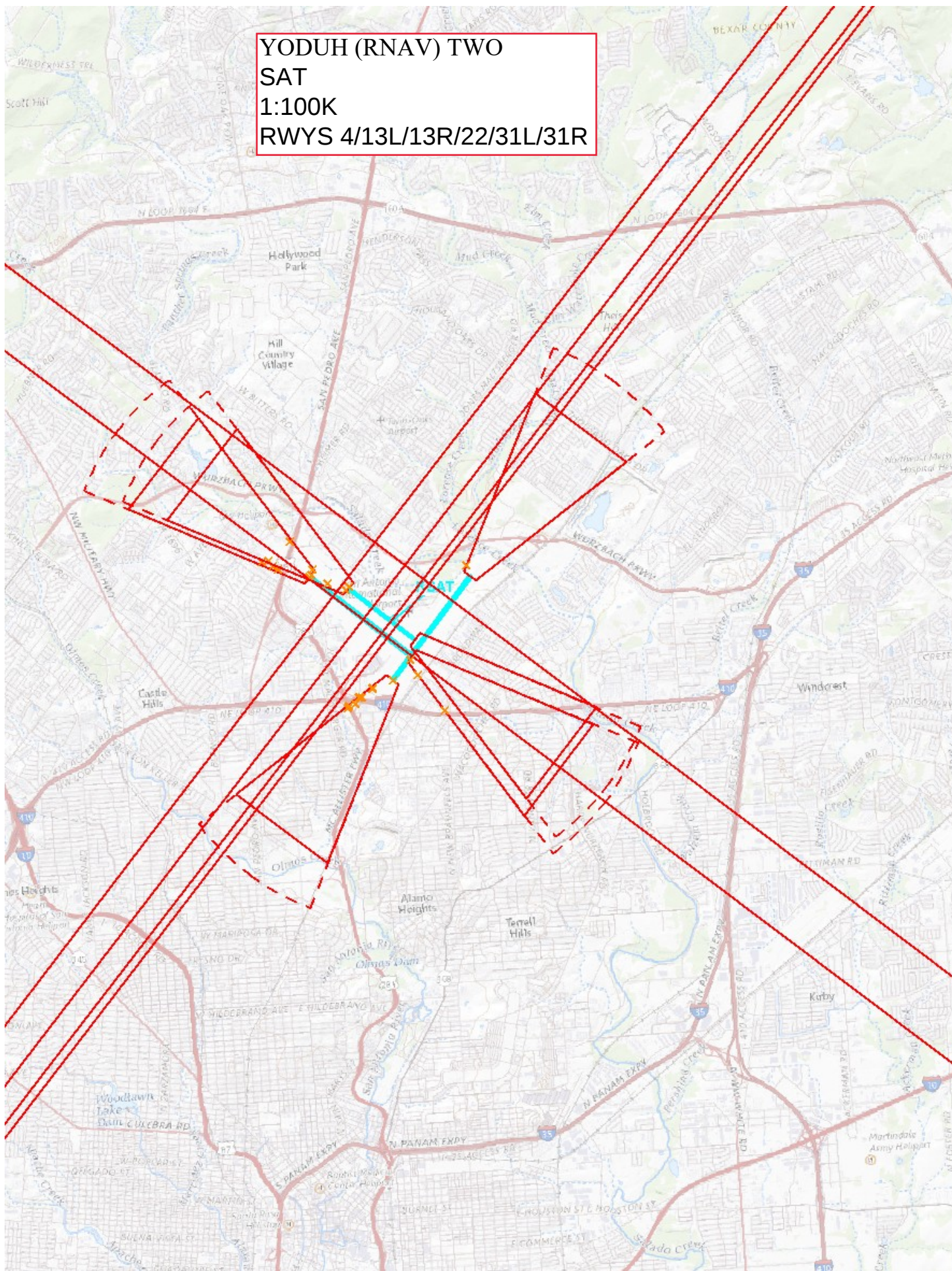
PART: 4 OF 5

YODUH to KLNGR TERRAIN+AAO (2038)
TP_0_RW14

CTC AUSTIN APP WITHIN
20 NM ON 119.0-370.85



YODUH (RNAV) TWO
SAT
1:100K
RWYS 4/13L/13R/22/31L/31R



YODUH (RNAV) TWO
SAT
1:500K
RWYS 4/13L/13R/22/31L/31R



YODUH (RNAV) TWO
5C1
1:500K
RWYS 17/35

CG/CGTA TOWER (3048)
48-005697

CG/CGTA AAO (1942)
5C1 RWY 17 AAO

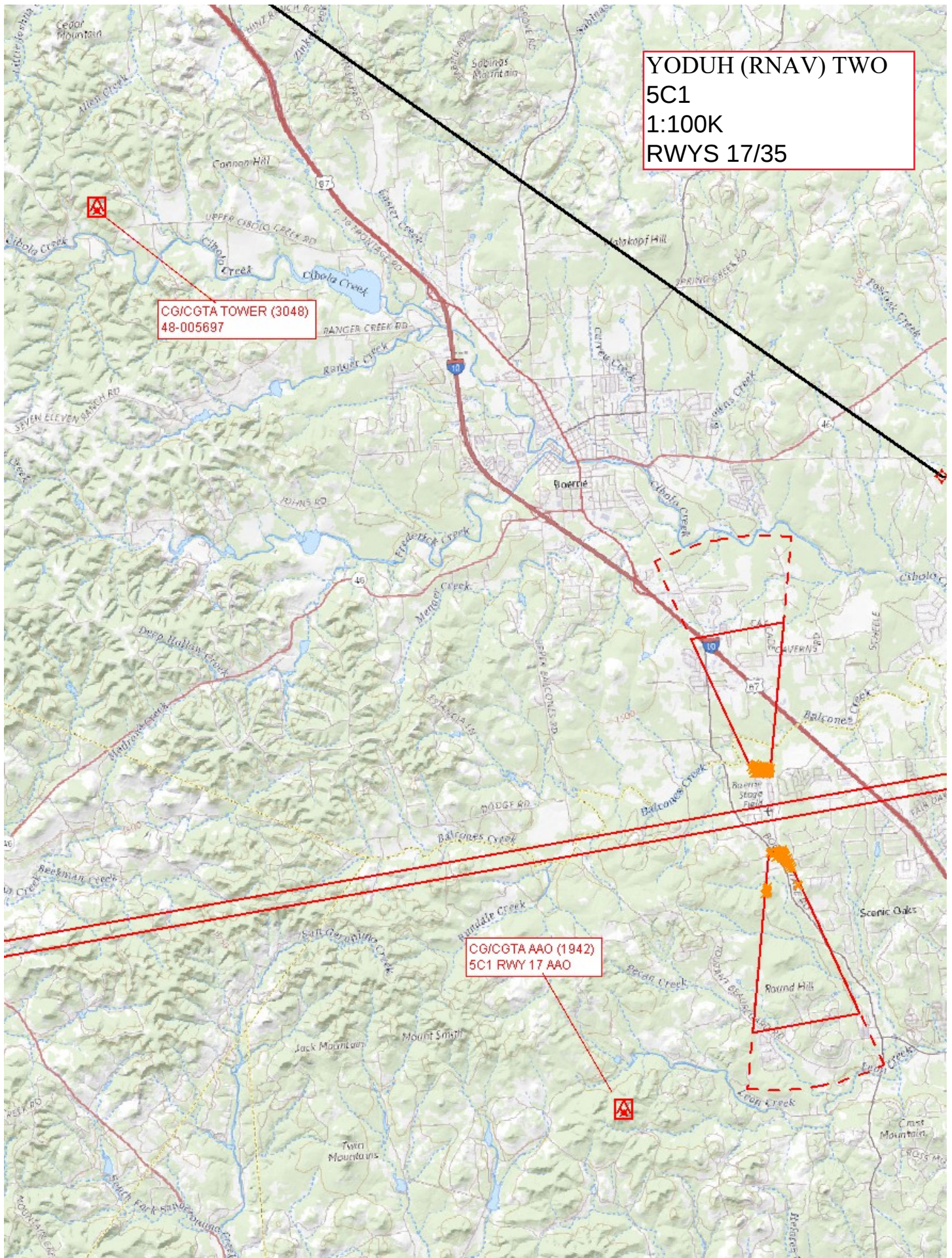
CTC SAN ANTONIO APP WITHIN
20 NM ON 118.05 353.5

5000

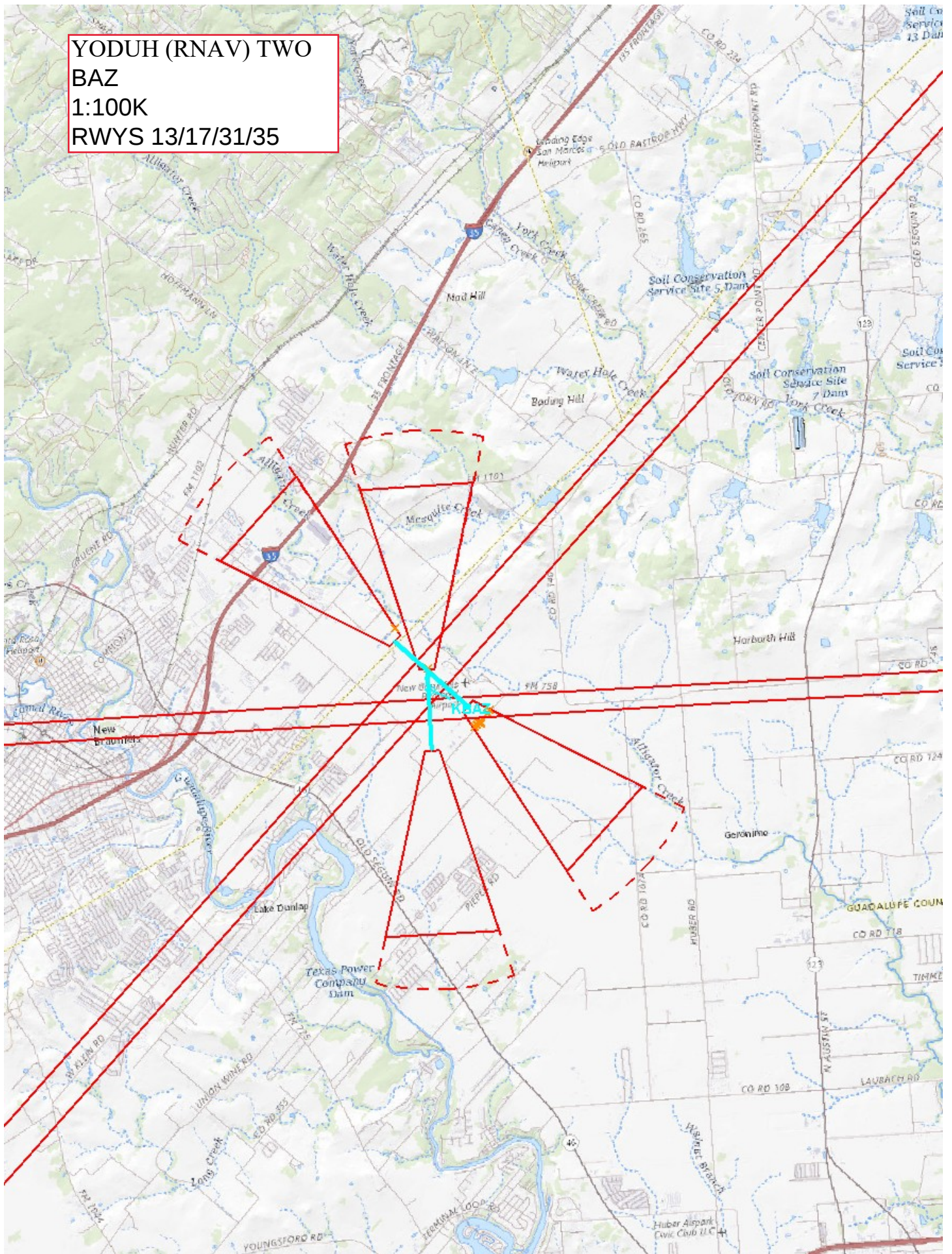
YODUH (RNAV) TWO
5C1
1:100K
RWYS 17/35

CG/CGTA TOWER (3048)
48-005697

CG/CGTA AAO (1942)
5C1 RWY 17 AAO

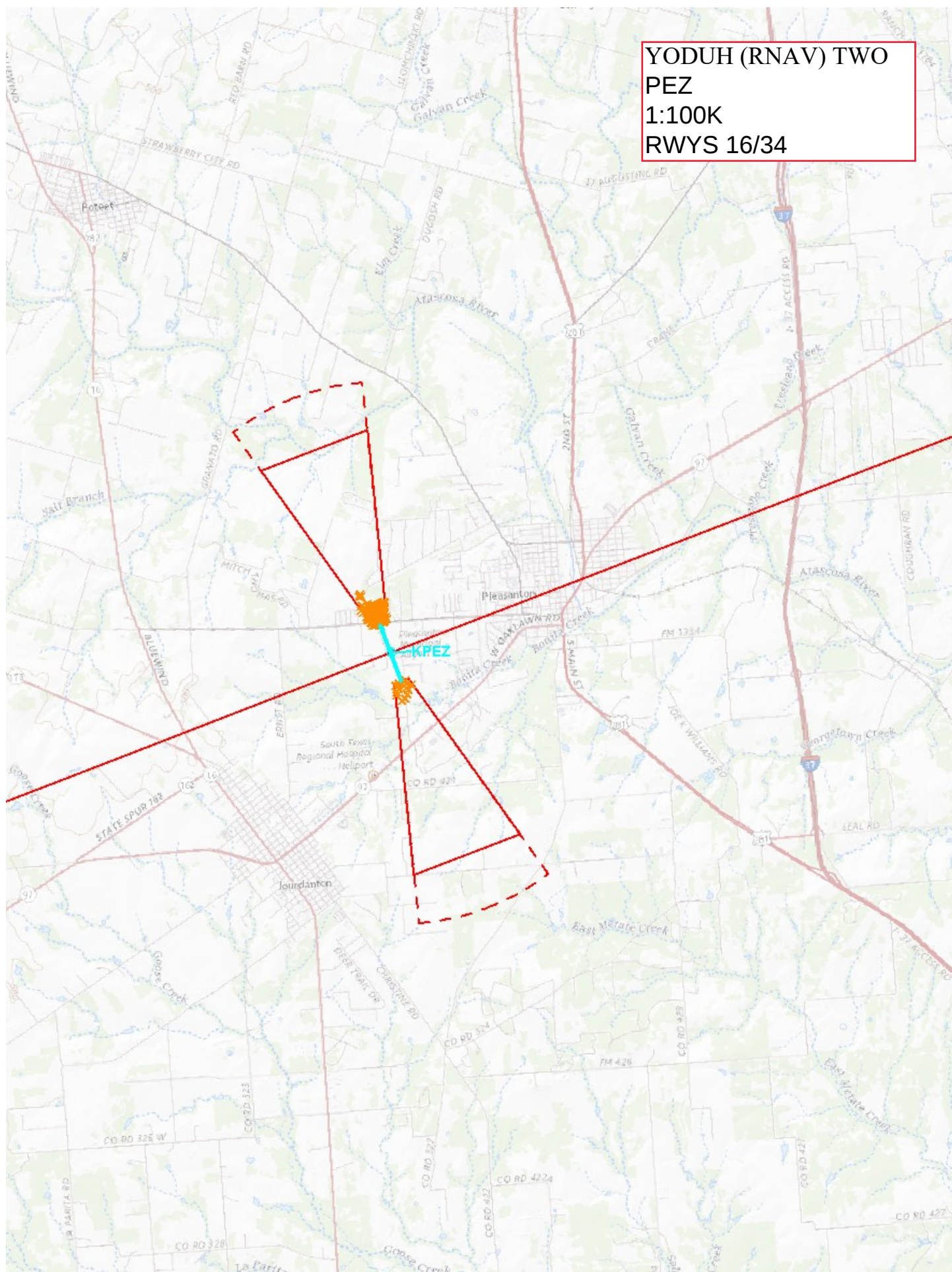


YODUH (RNAV) TWO
BAZ
1:100K
RWYS 13/17/31/35

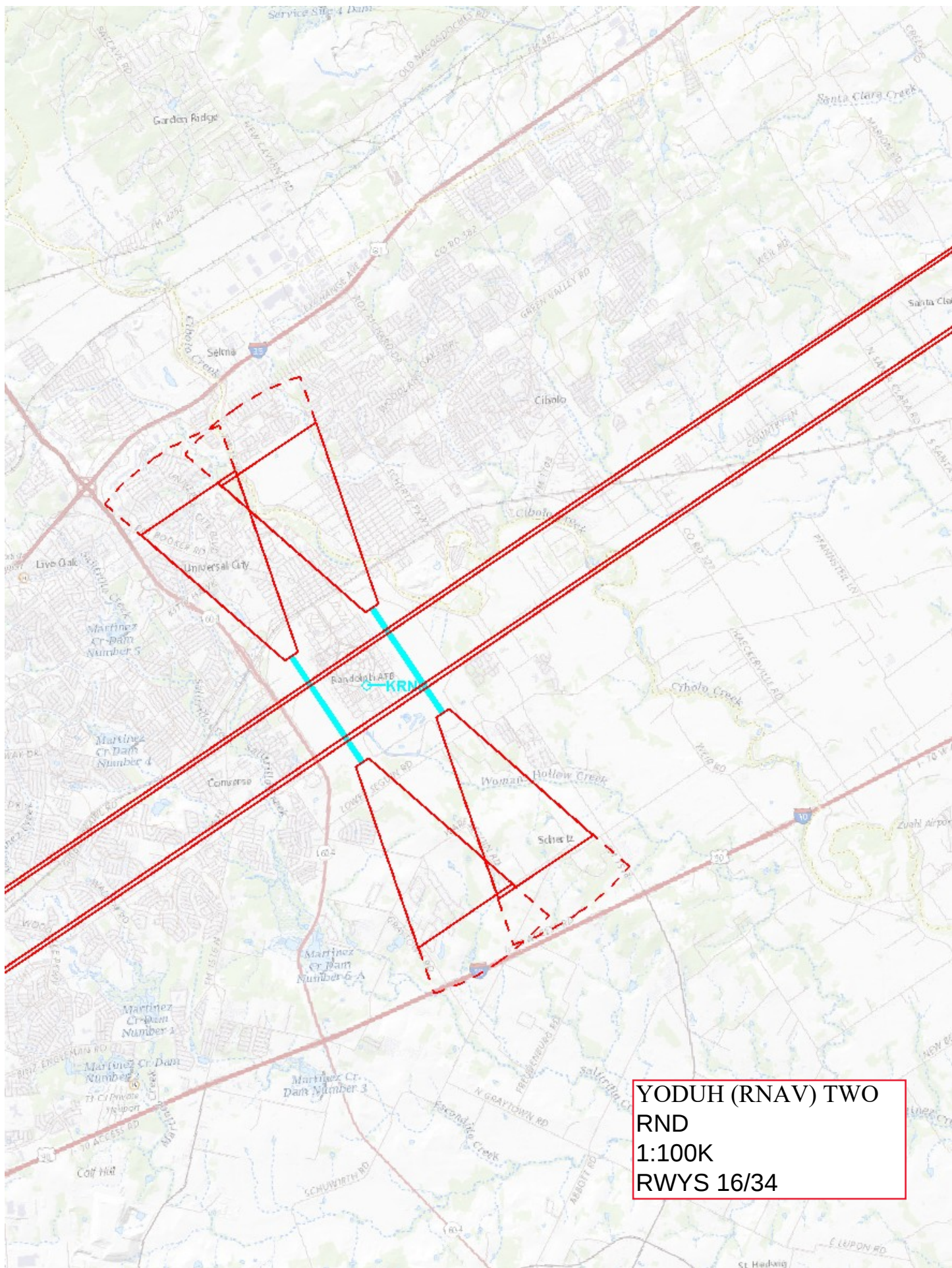


YODUH (RNAV) TWO
CVB
1:500K
RWYS 16/34

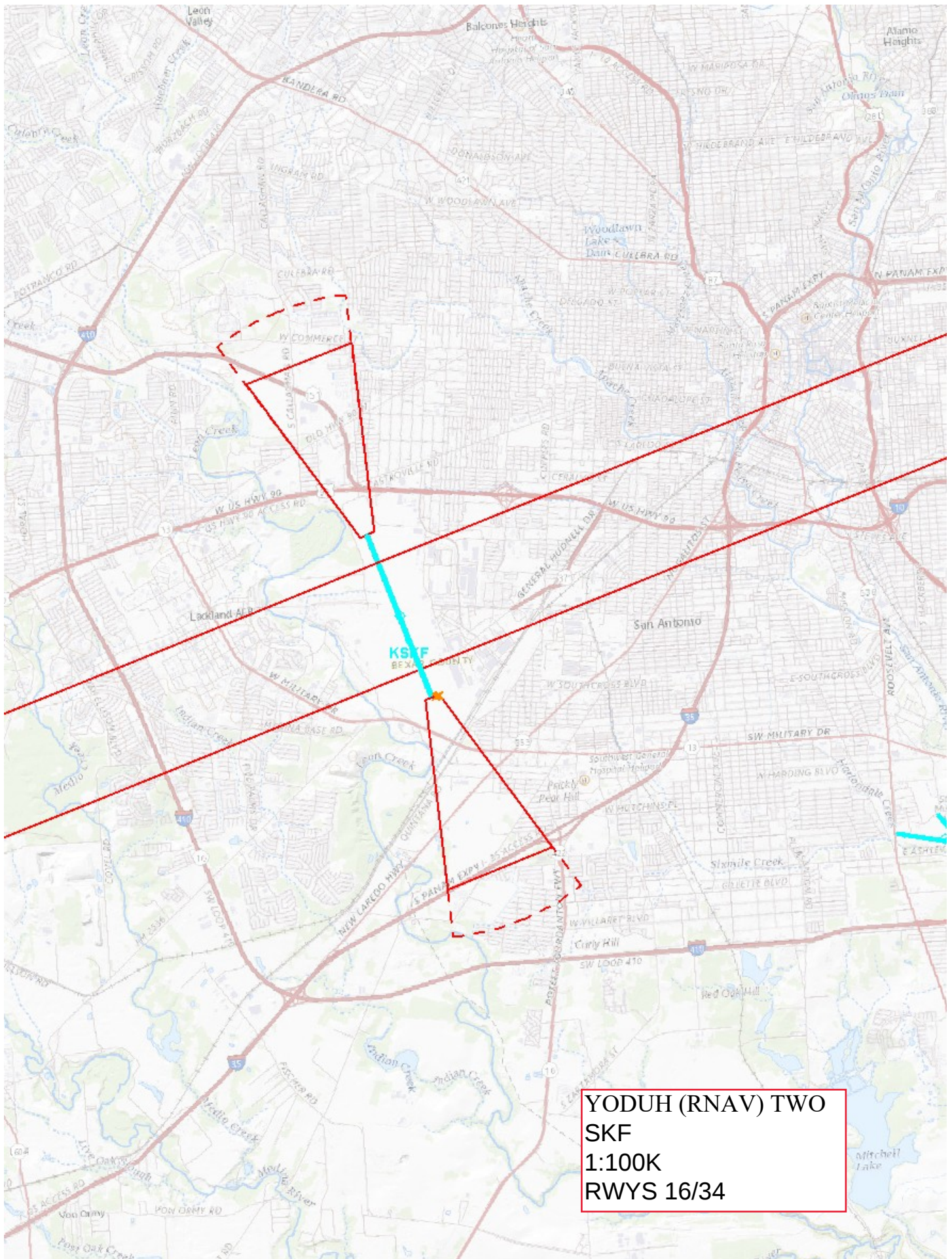
YODUH (RNAV) TWO
PEZ
1:100K
RWYS 16/34

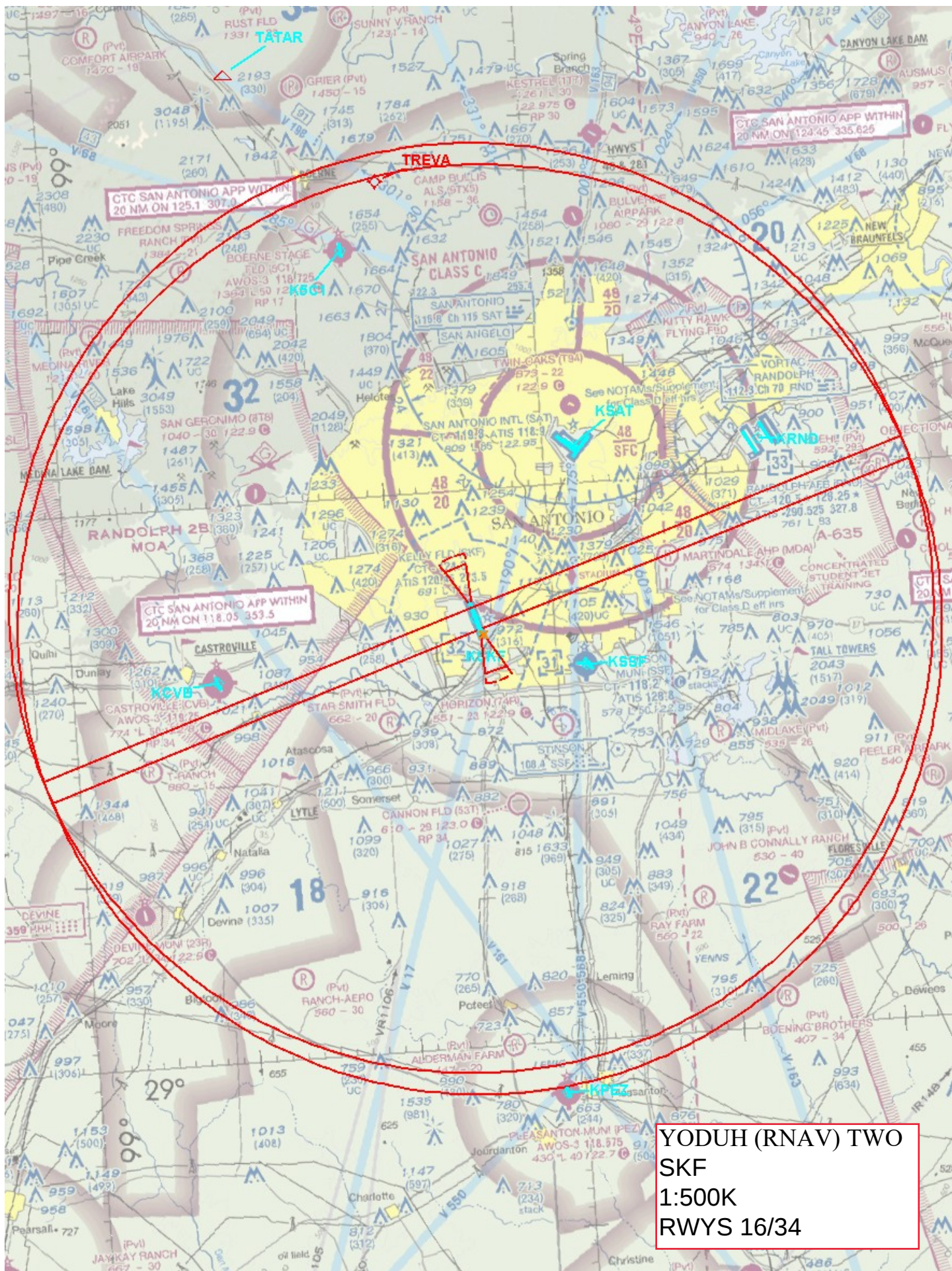


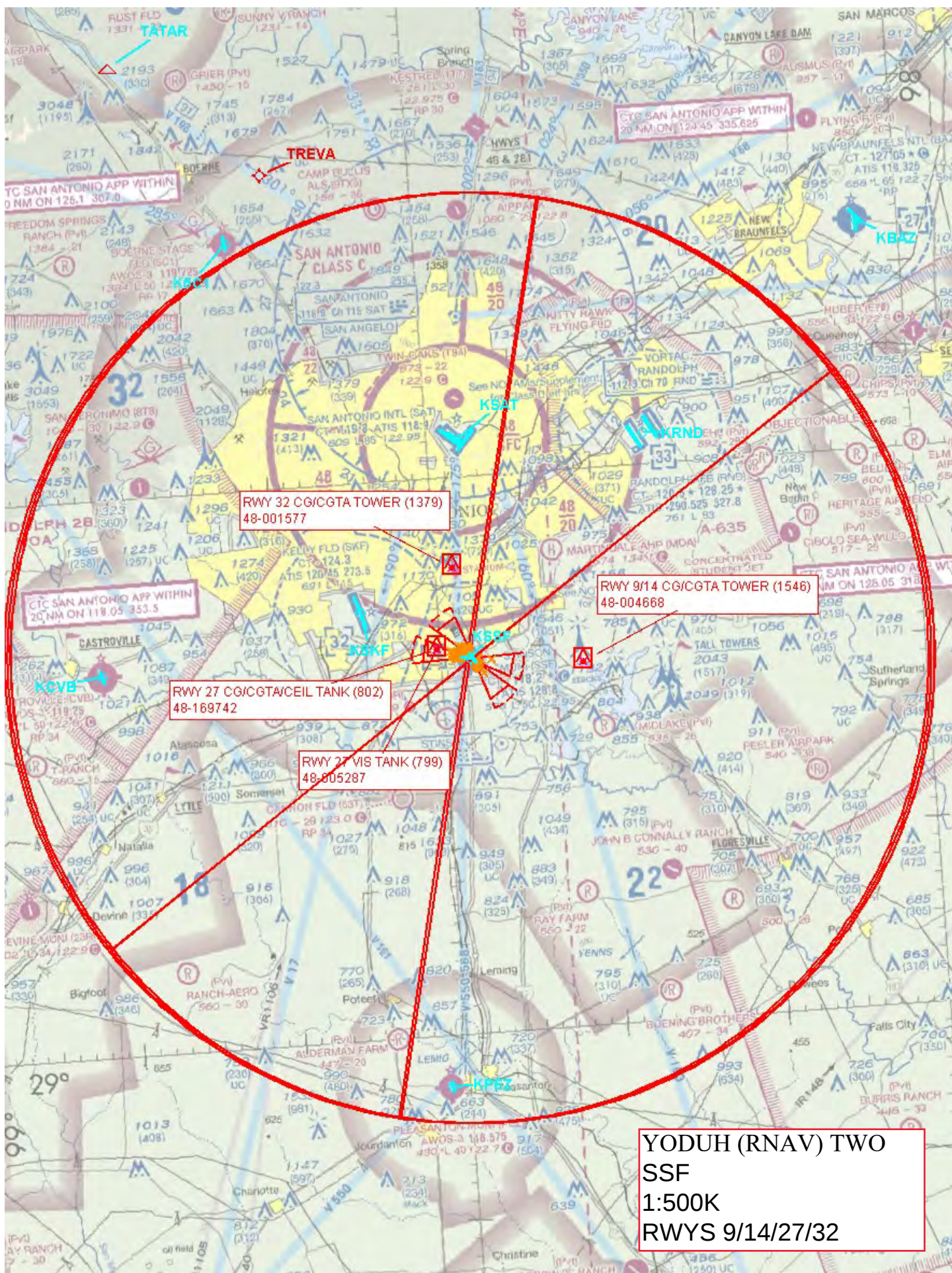












YODUH (RNAV) TWO
SSF
1:100K
RWYS 9/14/27/32

RWY 32 CG/CGTA TOWER (1379)
48-001577

RWY 9/14 CG/CGTA TOWER (1546)
48-004668

RWY 27 VIS TANK (799)
48-005287

RWY 27 CG/CGTA/CEIL TANK (802)
48-169742

