

Flight Procedures Cover Page	Task Action: Amendment	Task Type: SID	Estimated Chart Date: 06/12/2025	APWS Task ID: 43E907F3E7D3493B9D2E5EBCE4AD705B	APWS Project ID: B6A4A6C72B634360972F8A10FF56FE28
Procedure: ALISS SEVEN 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 03E/2025. EFFECTIVE CONCURRENT WITH ECD. KSSF RUNWAY 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 317.36 TO 322.36. PENDING DATA USED FOR KSSF. CONTACT ALLAN WILL 4059546103. QUALITY 41 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This waiver remains in effect until rescinded.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

DME ESVs

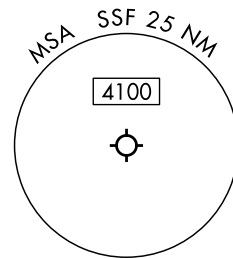
#	Name	Lat/Lon	MAGVAR	Range	Elevation [ft]	Frequency	Replaces	Status
1	CWK FAA 970907-42 CWK	N30° 22' 42.78", W097° 31' 47.45"	6.0 E	130	593.2	112.8	CWK FAA 970907-42	
ESV:		Bearing [True]: 235.0° to 251.0° Bearing [Mag]: 229.0° to 245.0°				Arc Distance: Out to 77.0 NM Altitude: 5000.0 to 15100.0 ft		
2	LLO LLO	N30° 47' 46.83", W098° 47' 14.60"	8.0 E	40	1206.6	108.2	LLO	
ESV:		Bearing [True]: 168.0° to 177.0° Bearing [Mag]: 160.0° to 169.0°				Arc Distance: Out to 66.0 NM Altitude: 4900.0 to 19300.0 ft		

(ALISS6.ALISS) 24025
ALISS SIX DEPARTURE (RNAV)

OLD
AL-372 (FAA)

STINSON MUNI (SSSF)
SAN ANTONIO, TEXAS

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

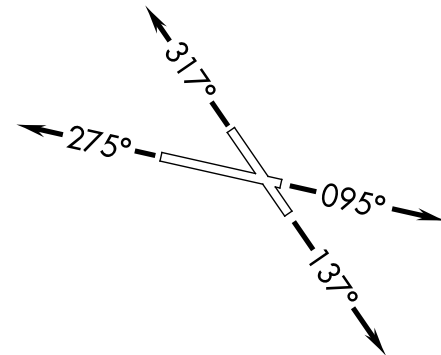
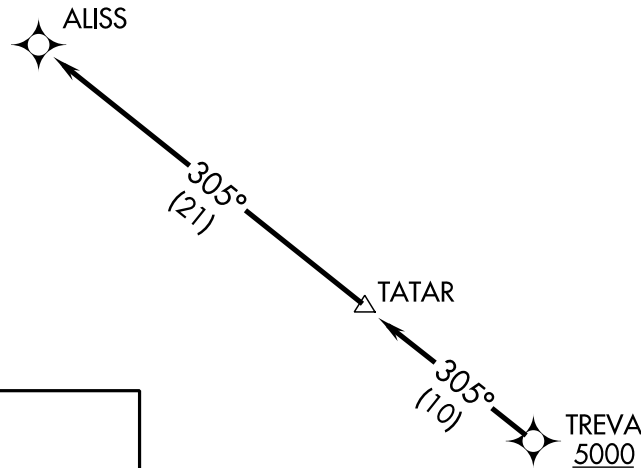


**TOP ALTITUDE:
ASSIGNED BY ATC**

RNAV 1 - GPS.
RADAR required.

TAKEOFF MINIMUMS

Rwy 9: Standard with minimum climb of 230'/NM to 1900.
Rwy 14: Standard with minimum climb of 220'/NM to 1900.
Rwy 27: 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 9: Climb on heading 095° or as assigned by ATC, for vectors to TREVA, thence . . .
TAKEOFF RUNWAY 14: Climb on heading 137° or as assigned by ATC, for vectors to TREVA, thence . . .
TAKEOFF RUNWAY 27: Climb on heading 275° or as assigned by ATC, for vectors to TREVA, thence . . .
TAKEOFF RUNWAY 32: Climb on heading 317° or as assigned by ATC, for vectors to TREVA, thence . . .

. . . on track 305° to TATAR, then on track 305° to ALISS.
Maintain ATC assigned altitude.

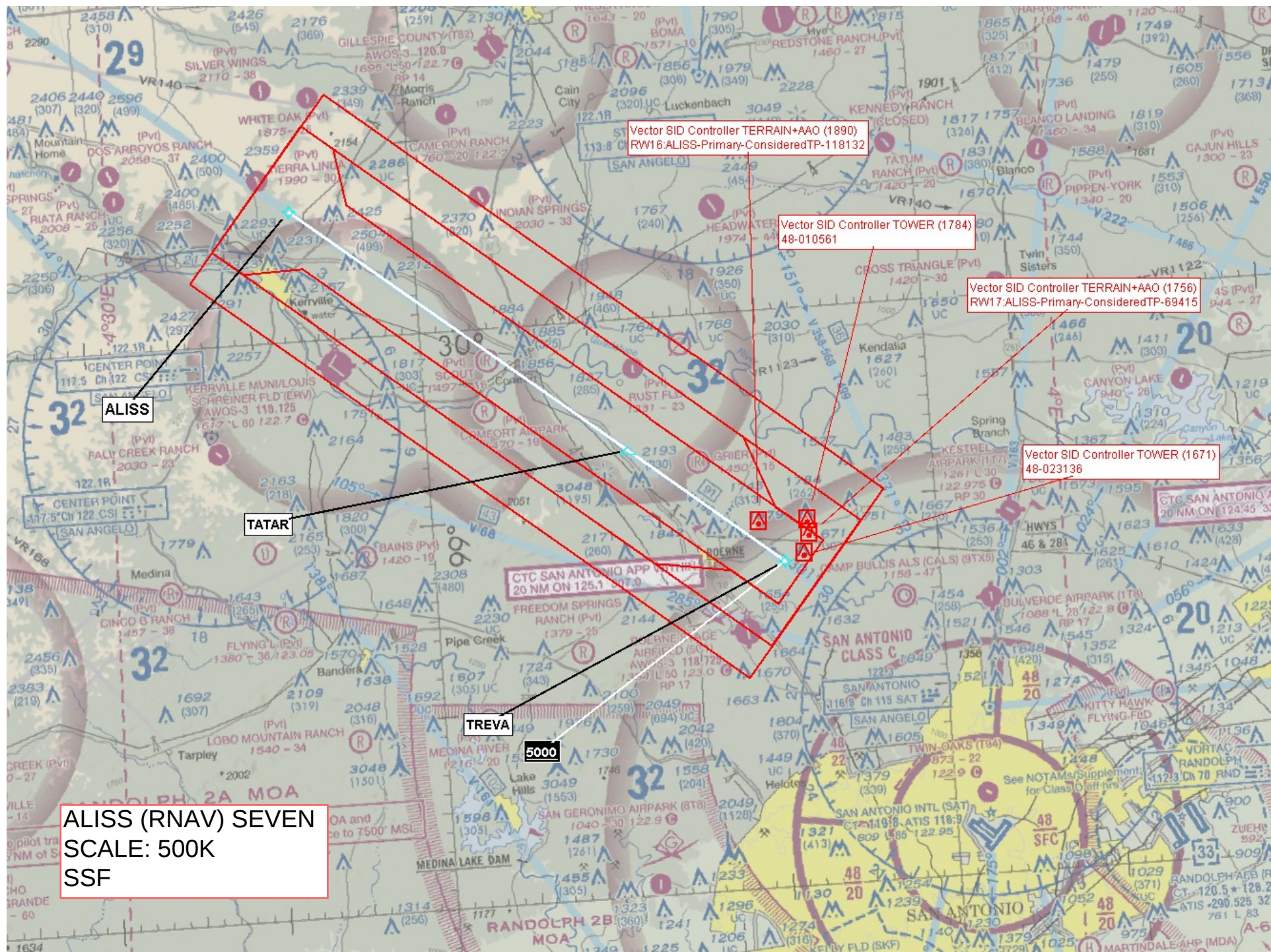
SC-3, 28 NOV 2024 to 26 DEC 2024

SC-3, 28 NOV 2024 to 26 DEC 2024

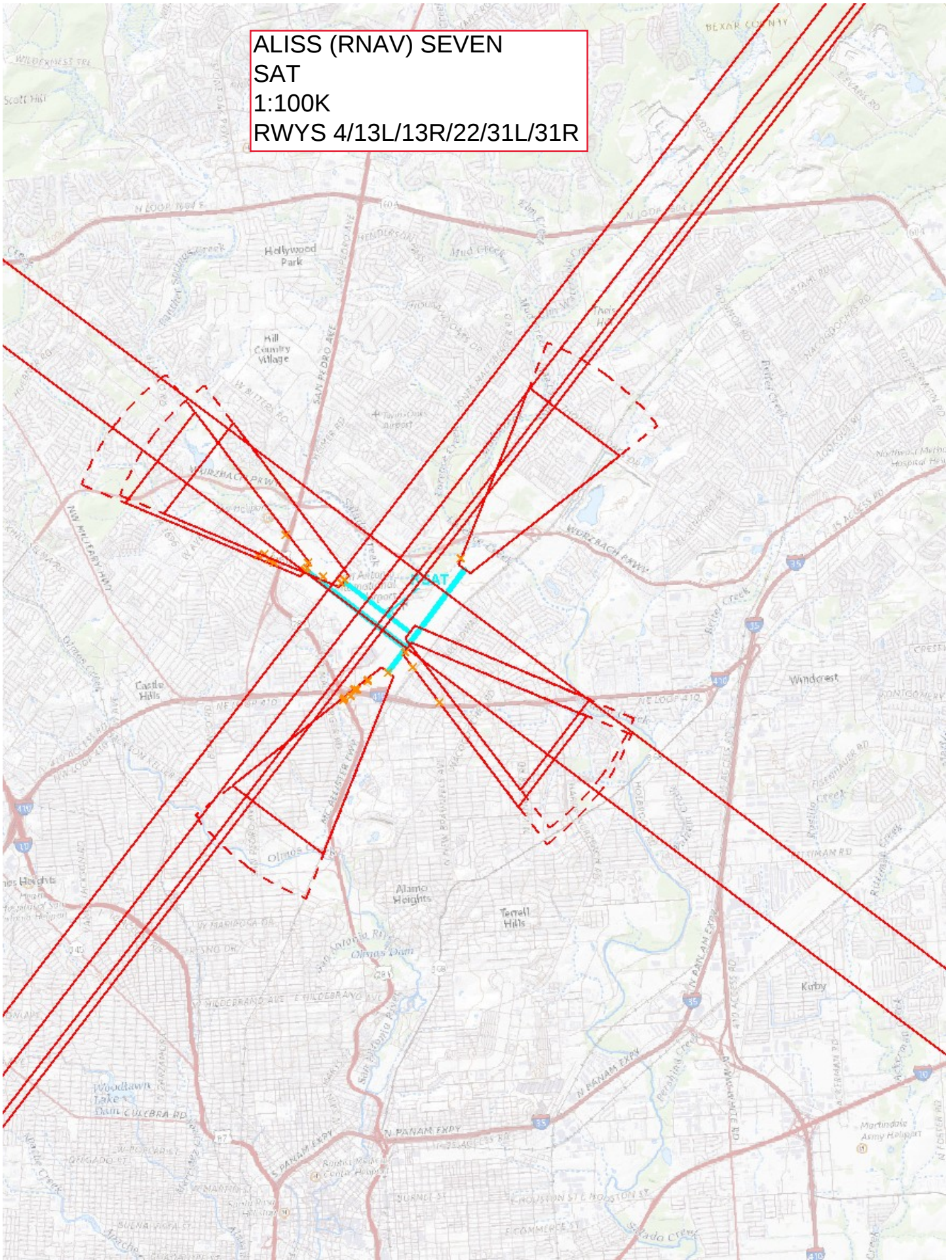
ALISS SIX DEPARTURE (RNAV)
(ALISS6.ALISS) 25JAN24

OLD

SAN ANTONIO, TEXAS
STINSON MUNI (SSSF)



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



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

ALISS (RNAV) SEVEN
5C1
1:500K
RWYS 17/35

CG/CGTA TOWER (3048)
48-005697

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

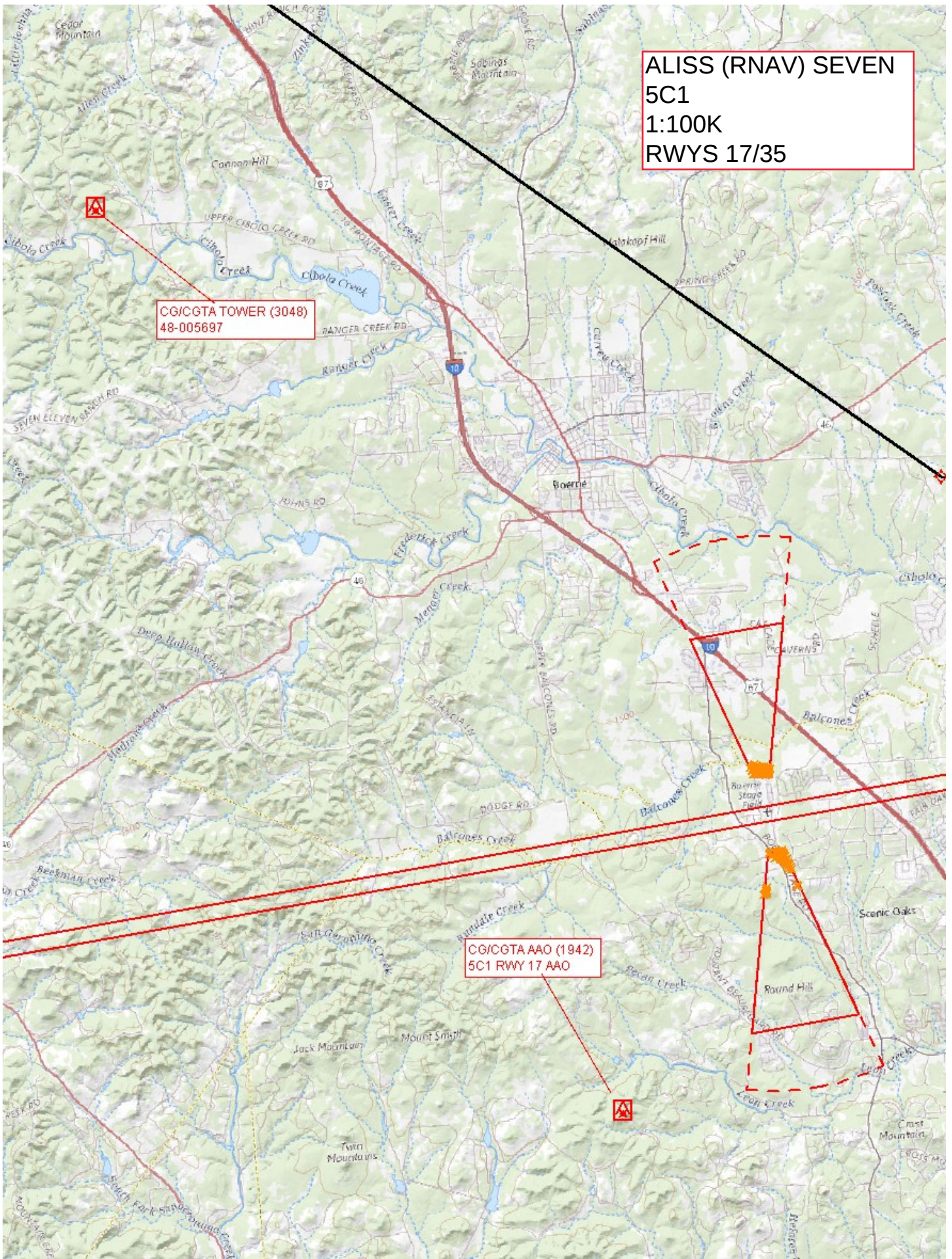
CTC SAN ANTONIO APP WITHIN
20 NM ON 118.05 353.5

5000

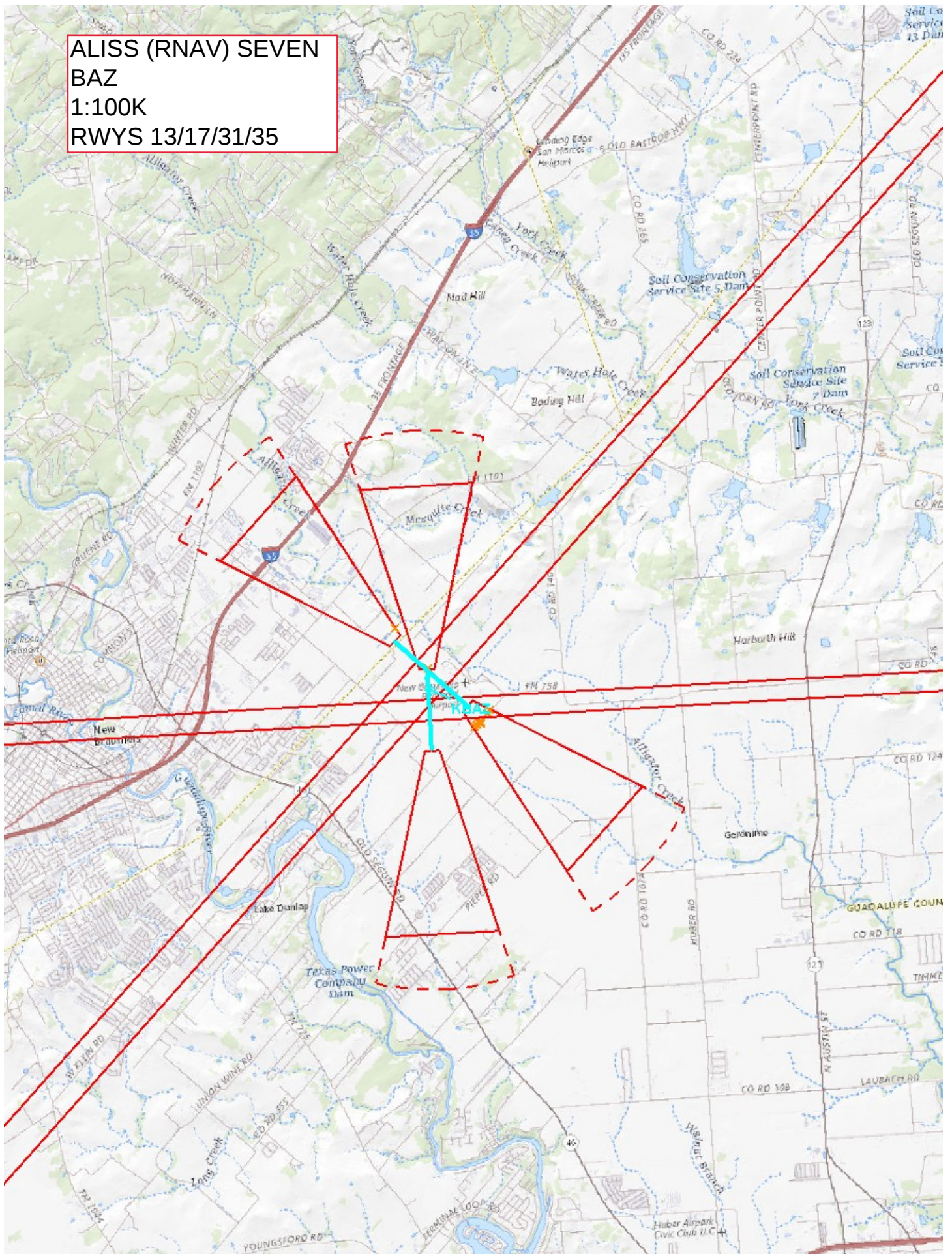
ALISS (RNAV) SEVEN
5C1
1:100K
RWYS 17/35

CG/CGTA TOWER (3048)
48-005697

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

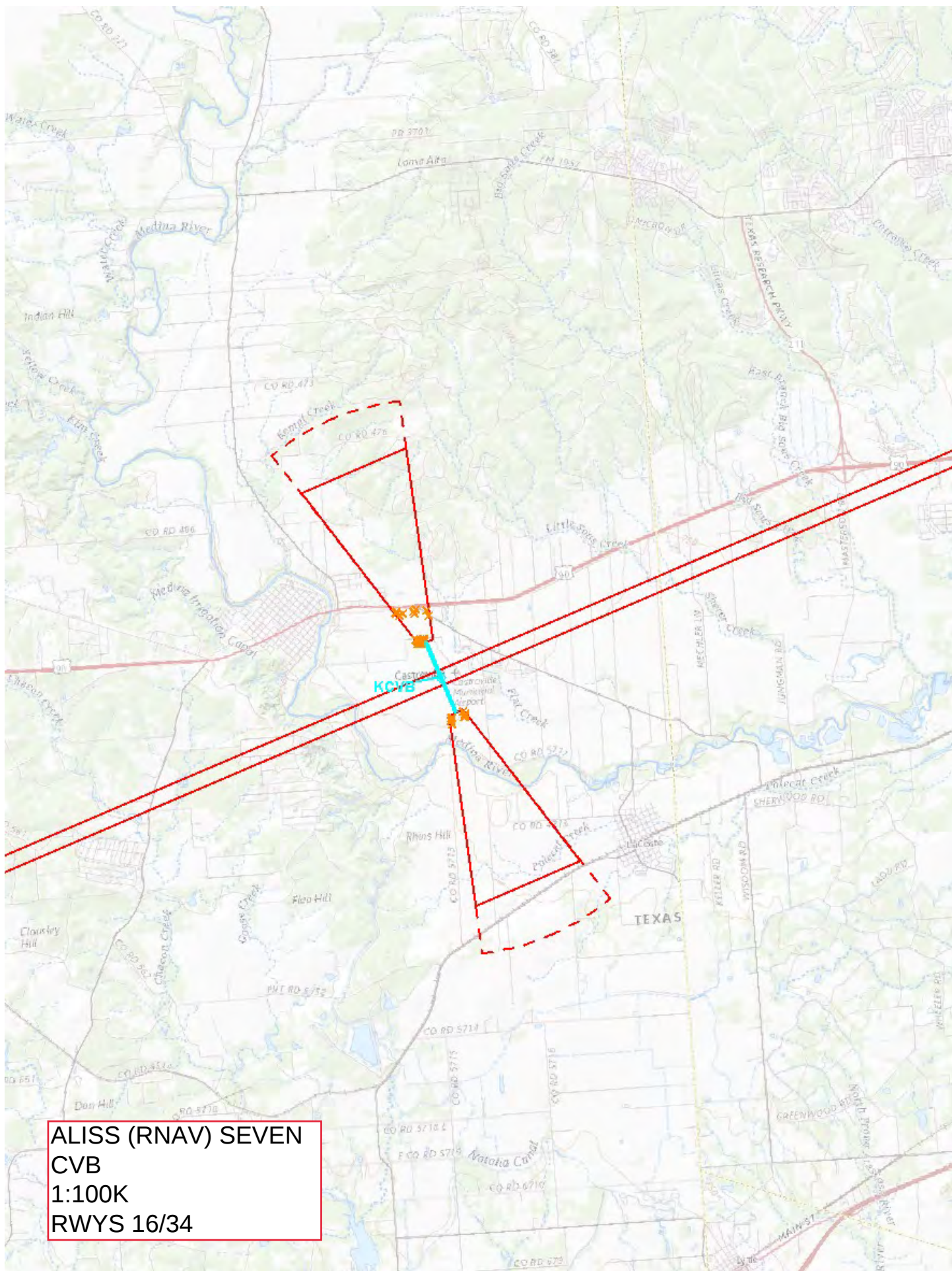


ALISS (RNAV) SEVEN
BAZ
1:100K
RWYS 13/17/31/35



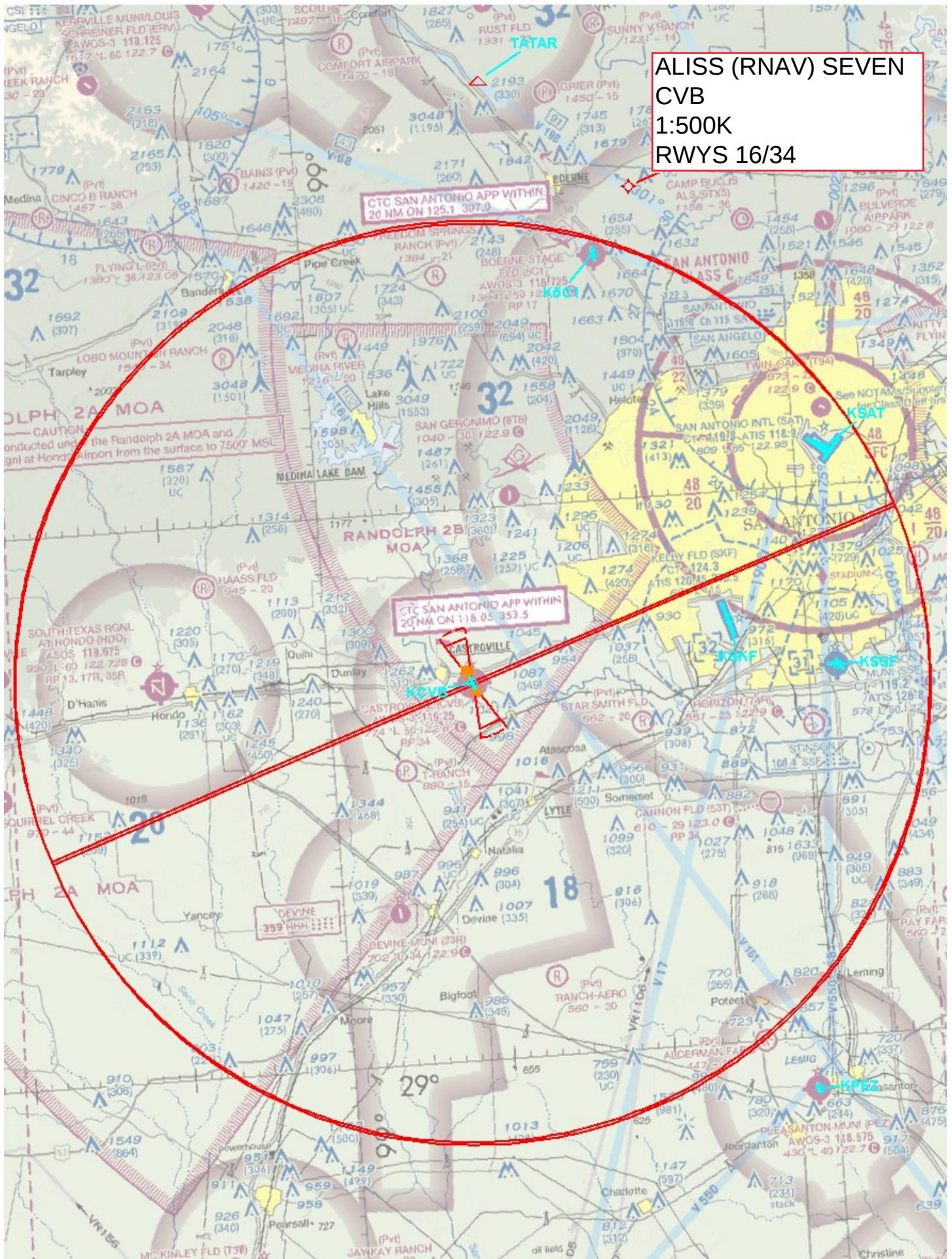


ALISS (RNAV) SEVEN
BAZ
1:500K
RWYS 13/17/31/35

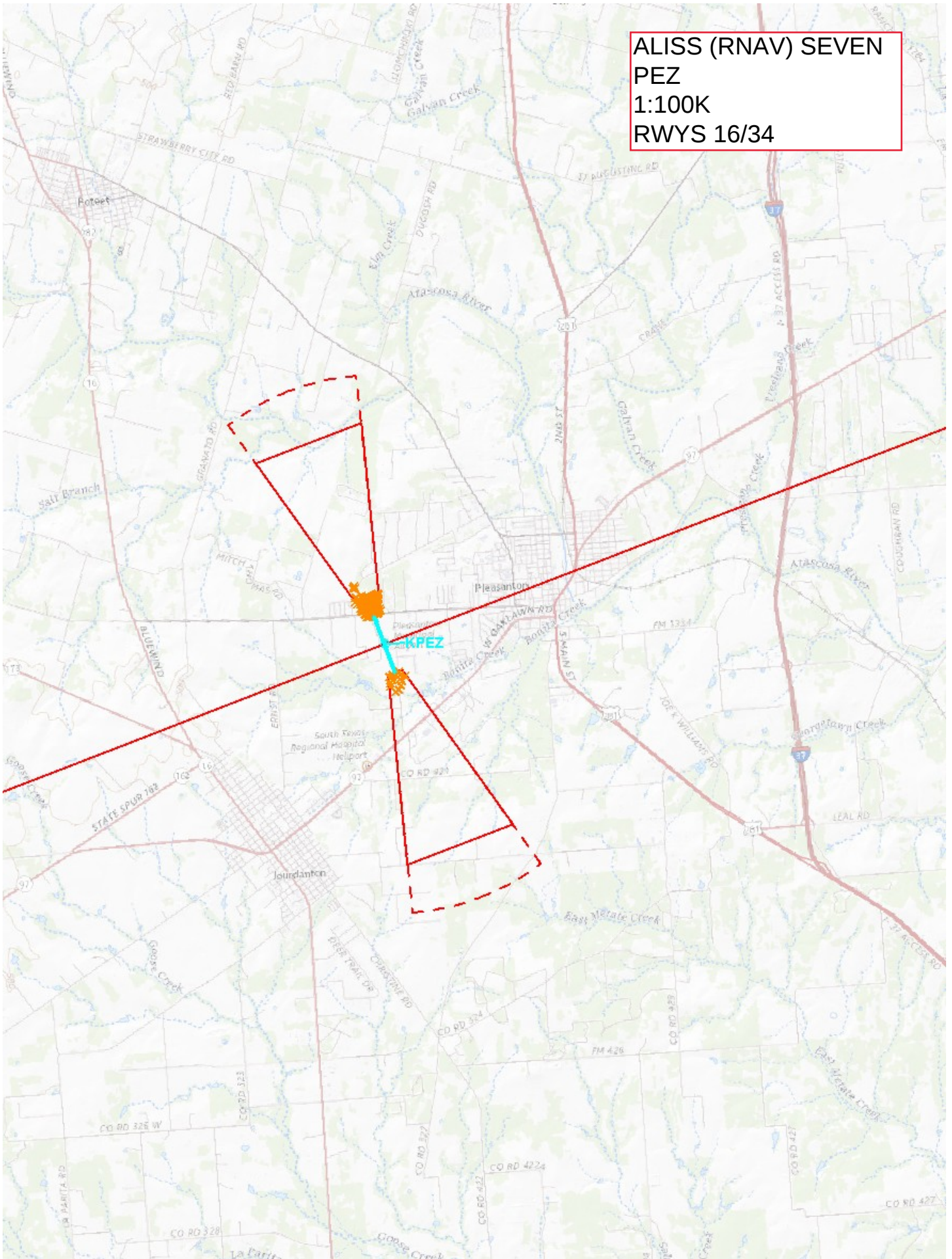


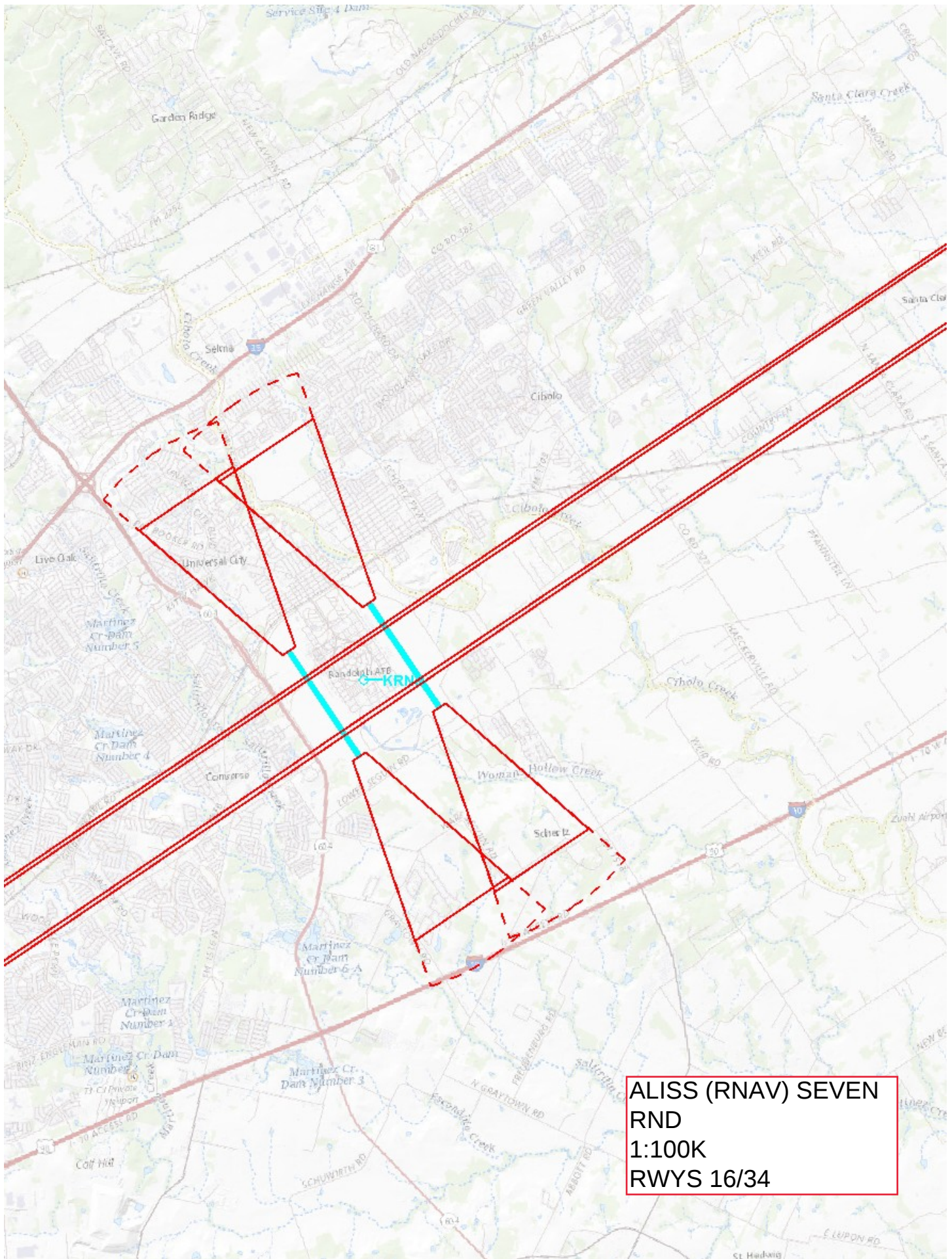
ALISS (RNAV) SEVEN
CVB
1:100K
RWYS 16/34

ALISS (RNAV) SEVEN
CVB
1:500K
RWYS 16/34

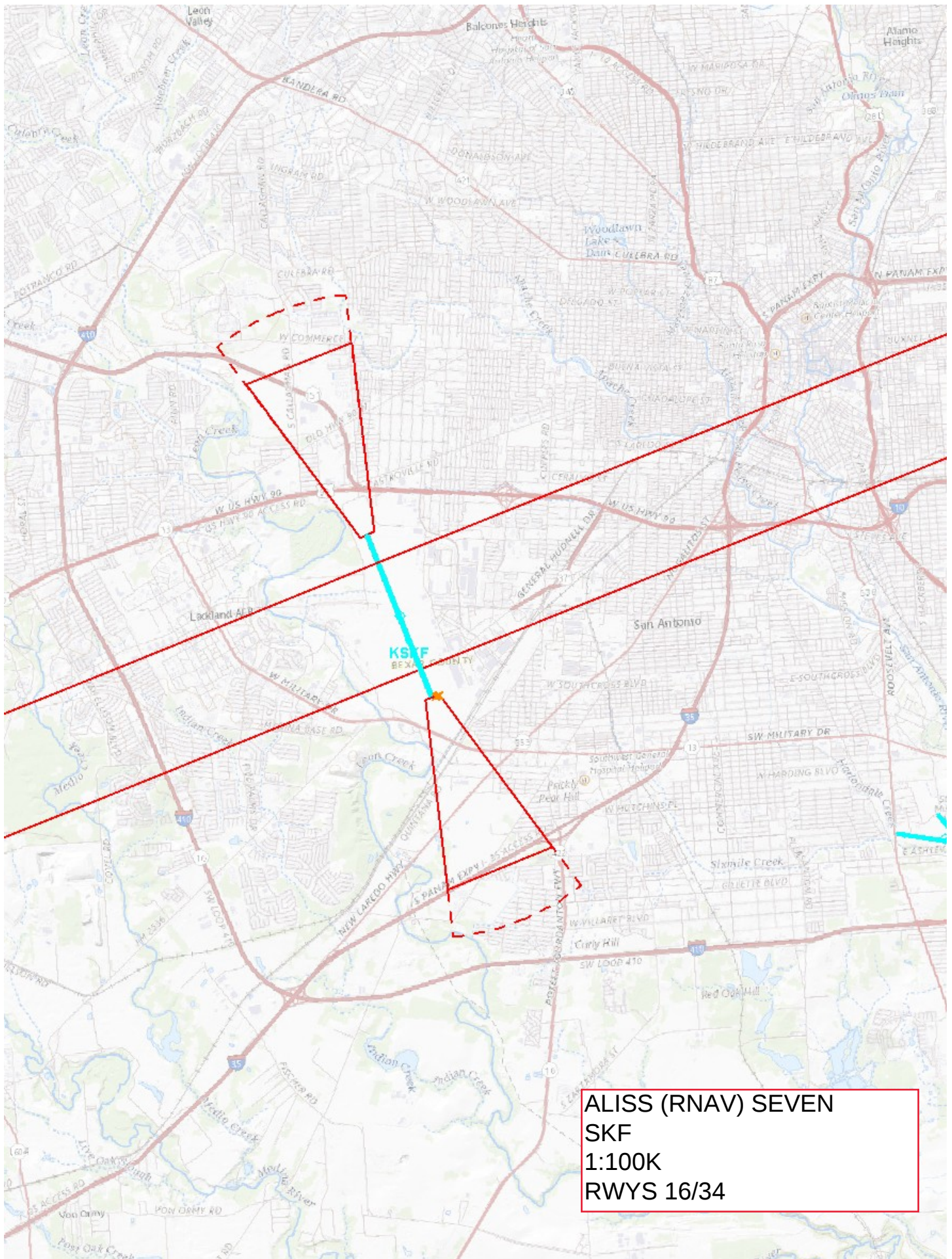


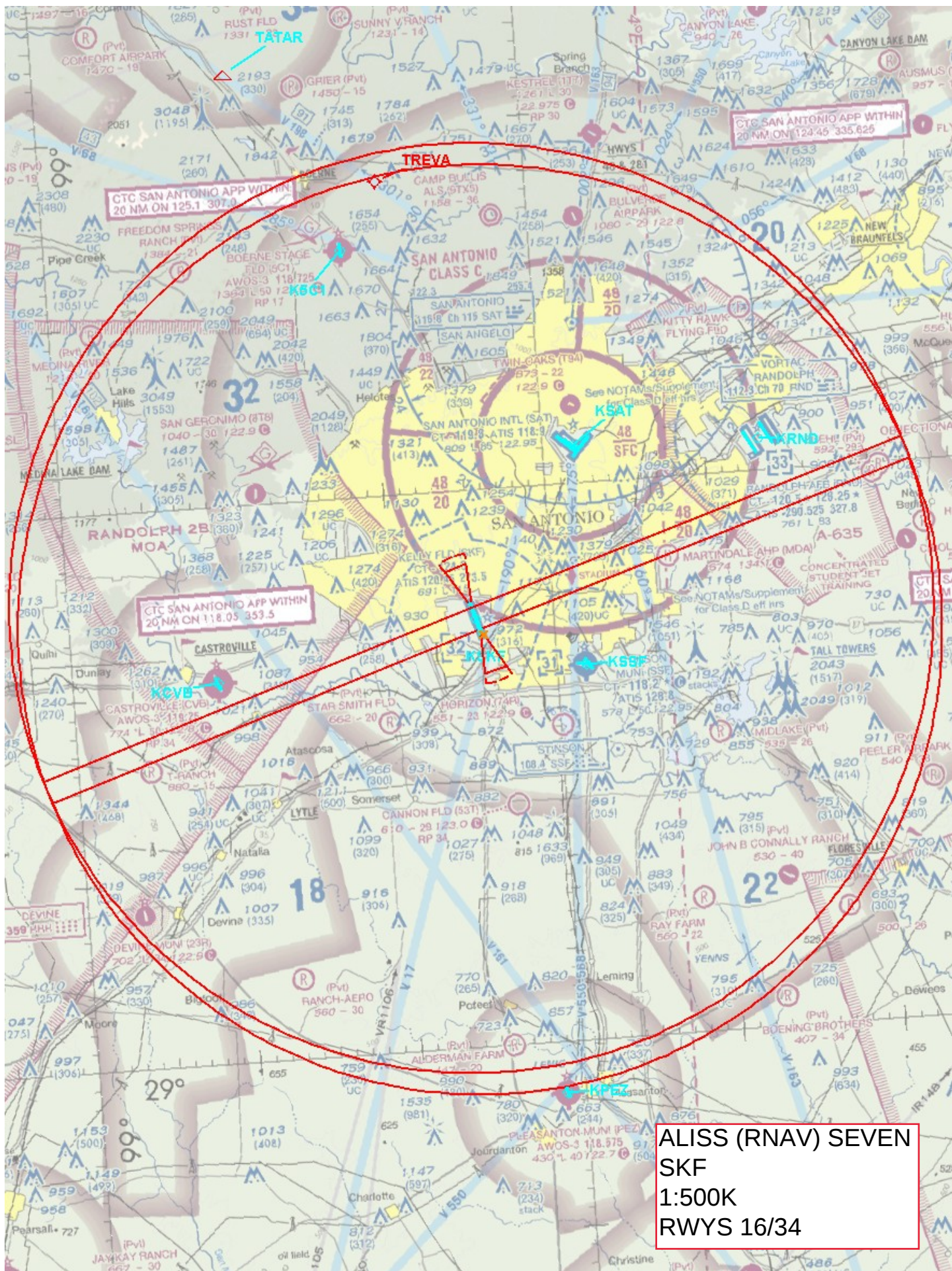
ALISS (RNAV) SEVEN
PEZ
1:100K
RWYS 16/34

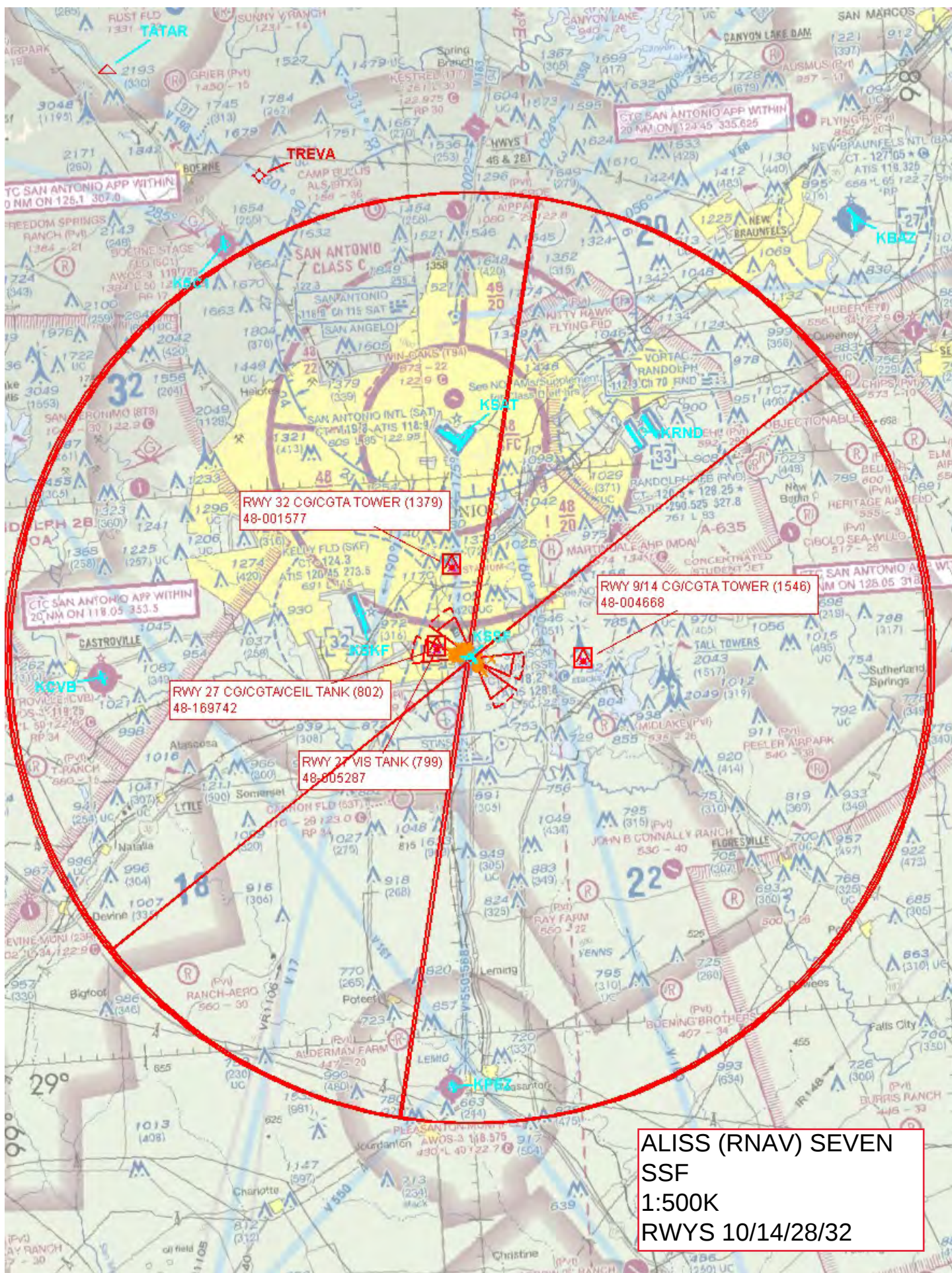












ALISS (RNAV) SEVEN
SSF
1:100K
RWYS 10/14/28/32

