

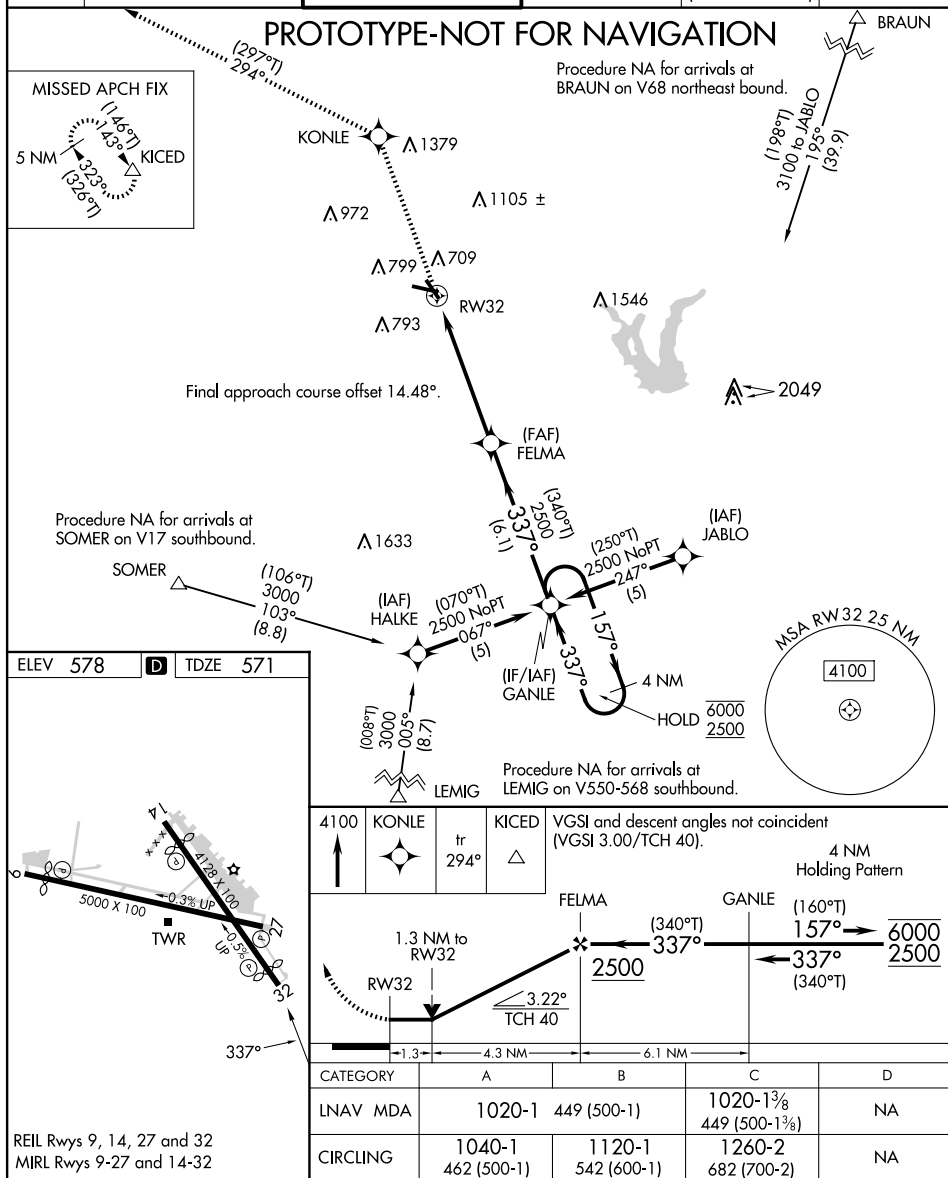


Flight Procedures Cover Page	Task Action: Abbreviated Amendment	Task Type: IAP	Estimated Chart Date: 06/12/2025	APWS Task ID: 6AA495A88F48497AB5360A01FD63FAF3	APWS Project ID: 74E9433C10034F9B9C941BD2B4C492B7
Procedure: RNAV (GPS) RWY 32 AMDT 0E		Enroute: NO	Specialist: Johnson, Raymond		Agreement Number:
Airport ID: KSSF			Airport City: SAN ANTONIO		State: TX
Facility ID:	Facility Type:	Flight Inspection Remark Type:			
<div>Procedure Comments: Concurrent with VOR RWY 32 AMENDMENT 14D DUE TO SSF VORTAC MAGVAR AND KSSF AIRPORT MAGVAR UPDATED</div> <div>LOA (1) VDA VERTICAL DESCENT ANGLE</div> <div>WAIVER (1) OFFSET 0.00 FEET FROM LTP.</div> <div>CONTACT: ALLAN WILL, AJV-A423, 405-954-6103.</div> <div><div>QUALITY 41 CHECKED</div><div>QUALITY 29 CHECKED</div></div>					

APP CRS 332°	Rwy Idg TDZE Apt Elev	3530 571 578
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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 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





Federal Aviation Administration

Memorandum

To: Manager, Flight Technologies and Procedures Division
THRU: Manager, Flight Procedures and Airspace Group

From: Bev Bordy, Manager, Instrument Flight Procedures (IFP) Coordination Team, AJV-A4

Subject: Approval Request: STINSON MUNI, RNAV (GPS) RWY 32

RNAV (GPS) RWY 32
STINSON MUNI (KSSF)

Request approval for 3.23° Vertical Descent Angle (VPA) for RWY 32. The difference between VDA and Visual Glide Slope Indicator (VGSI) angle exceeds 0.2°. FAA Order 8260.3G Paragraph 2-6-2 (a) states “approval is required to establish a GPA or VDA (of a procedure where the FAC is straight-in aligned) that is more that 0.2° greater than the glide path angle of a VGSI installed on the same runway”.

The purpose of this procedure amendment is to update the Magnetic Variation of KSSF. On the original design of this procedure, the higher VDA was for obstacle avoidance and to provide relief to Historic Parks in the area. The next full amendment of this procedure is scheduled for 10/2/2025 where flight paths are proposed to change. A redesign will take place and a new environment review will be conducted to determine the necessity of a VDA that is higher than the VGSI. If approval is not granted, the VDA would have to be addressed which might result delay the project.

1. FLIGHT PROCEDURE IDENTIFICATION:

SAN ANTONIO, TX
STINSON MUNI
RNAV (GPS) RWY 32

2. WAIVER REQUIRED AND APPLICABLE STANDARD:

REQUEST TO NOT CROSS RUNWAY CENTERLINE EXTENDED AT LEAST 3000 FEET PRIOR TO LTP (5200 FEET MAXIMUM). APPLICABLE STANDARD FAAO 8260.58C 3-2-2A(3): Offset > 10 degrees and = 20 degrees. The course must cross the runway centerline extended at least 3000 feet prior to LTP (5200 feet maximum).

3. REASON FOR WAIVER (JUSTIFICATION FOR NONSTANDARD TREATMENT):

The final approach course, offset by 14.483342086168534 degrees, intersects the runway centerline extended at 0.0 ft from the LTP. For Non-vertically guided finals, it must intersect in the area at or within 3000.0 ft and 5200.0 ft from the LTP

4. EQUIVALENT LEVEL FOR SAFETY PROVIDED:

FINAL OFFSET TO AVOID NATIONAL HISTORICAL PARK.

The purpose of this procedure amendment is to update the Magnetic Variation of KSSF. On the original design of this procedure, the offset was for obstacle avoidance and to provide relief to Historic Parks in the area. The next full amendment of this procedure is scheduled for 10/2/2025 where flight paths are proposed to change. A redesign will take place and a new environment review will be conducted to determine the necessity of an offset at 0.0 feet from the LTP. If approval is not granted, the VDA would have to be addressed which might result delay the project

5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:

NA

6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):

ZHU, SAT APP CON, AMGR

7: SUBMITTED BY:

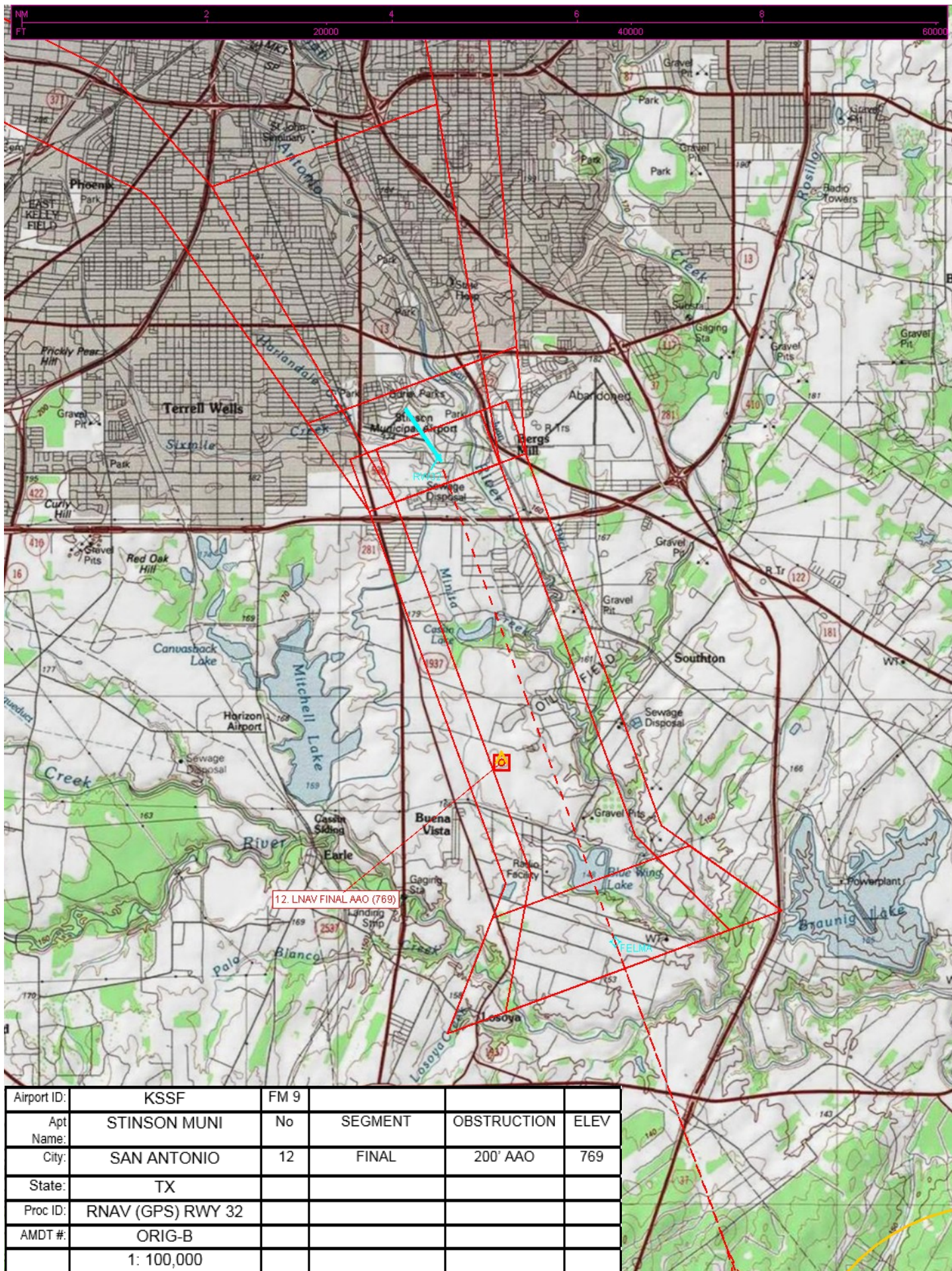
DATE	OFFICE IDENTIFICATION	TITLE	SIGNATURE
	AJV-A423	MGR	<i>Digitally signed by</i> ALLAN WILL Mar 03, 2025

8. AFS ACTIONS:

☐ APPROVED ☐ DISAPPROVED ☐ NOT REQUIRED

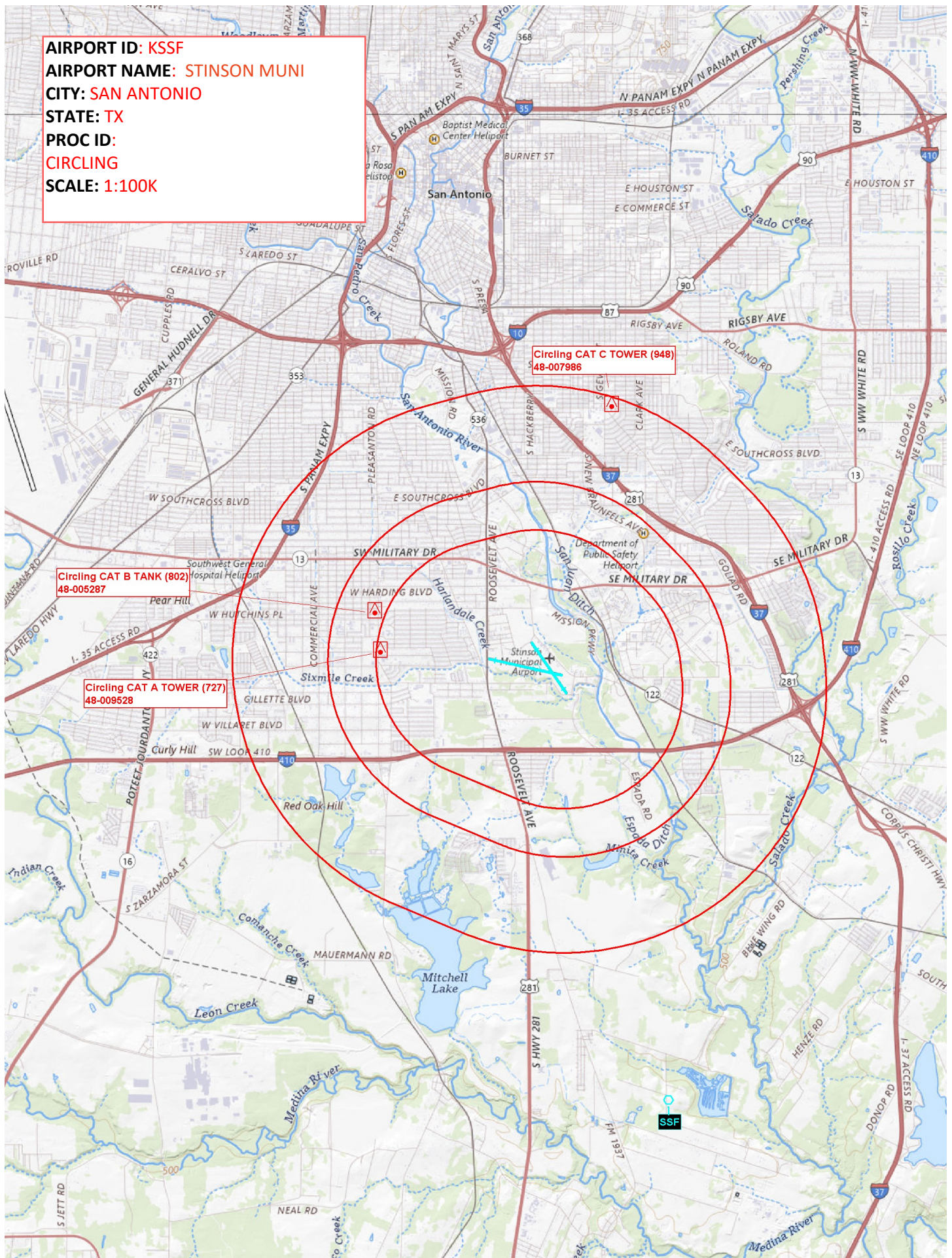
COMMENTS:

DATE	ROUTING SYMBOL	SIGNATURE
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Airport ID:	KSSF	FM 9			
Apt Name:	STINSON MUNI	No	SEGMENT	OBSTRUCTION	ELEV
City:	SAN ANTONIO	12	FINAL	200' AAO	769
State:	TX				
Proc ID:	RNAV (GPS) RWY 32				
AMDT #:	ORIG-B				
	1: 100,000				

AIRPORT ID: KSSF
AIRPORT NAME: STINSON MUNI
CITY: SAN ANTONIO
STATE: TX
PROC ID:
CIRCLING
SCALE: 1:100K

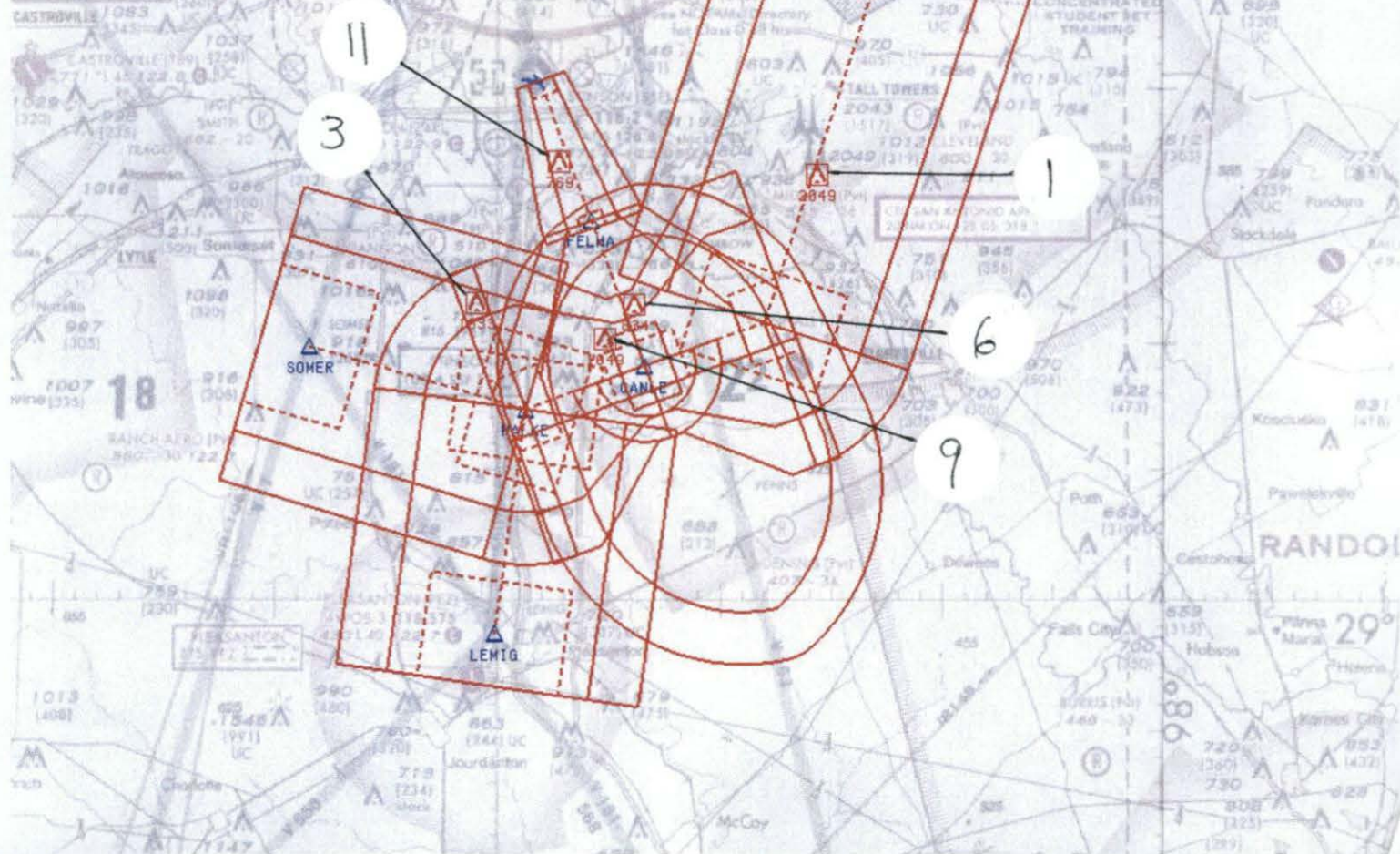


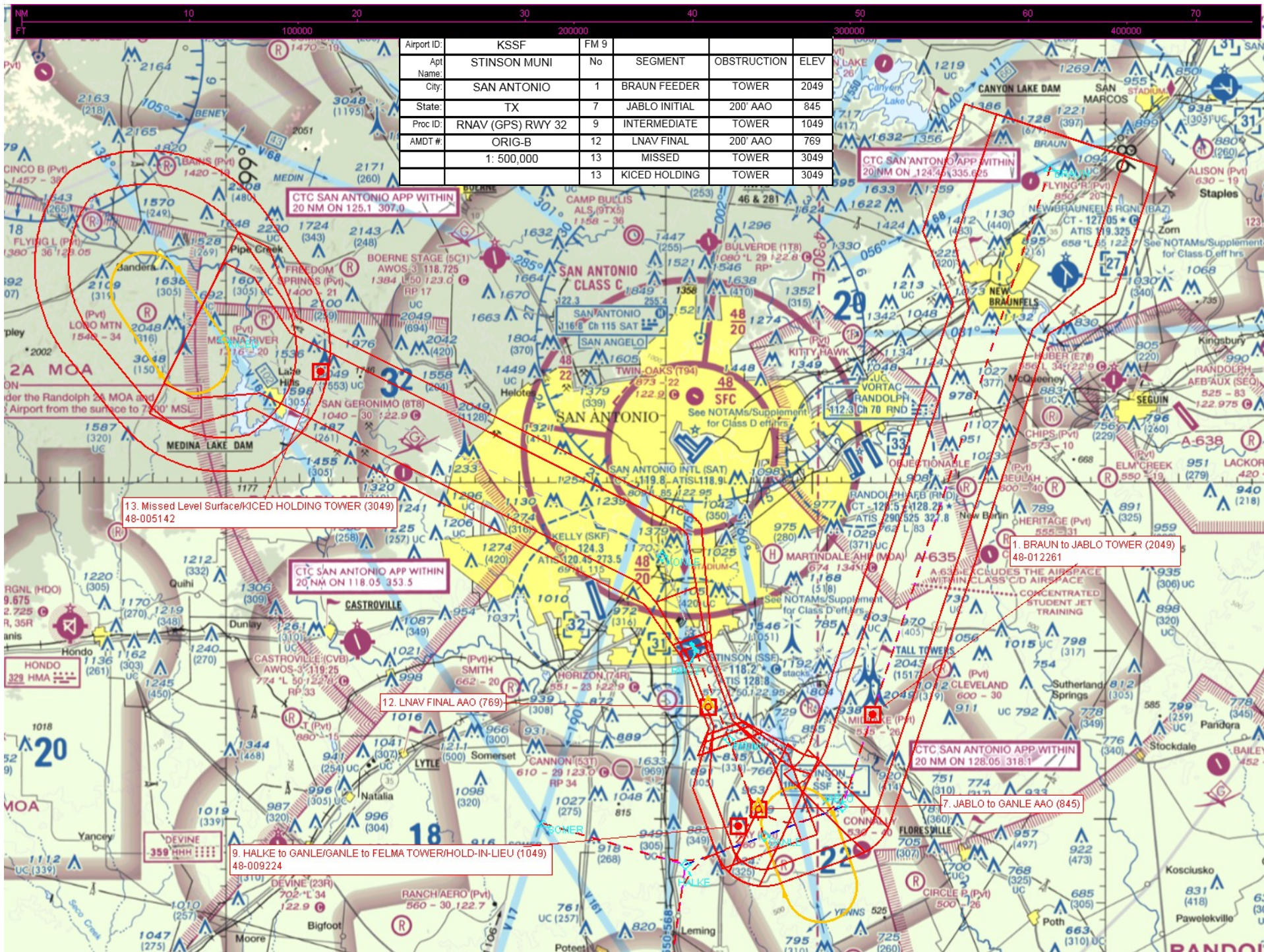
NM 7 14 21 28 42 49
 FT 42000 84000 126000 168000 210000 252000 294000

fpogrs | ssflnav32 (PROD) | 25 Jun 2007 09:20:59 | 1" = 41666.7 feet (MAP)

Airport ID:	KSSF
Apt Name:	STINSON MUNI
City:	SAN ANTONIO
State:	TEXAS
Proc ID:	RNAV (GPS) RWY 32
Amdt #:	ORIG
Date:	06/18/2007
Scale:	1:500,000

No	SEGMENT	OBSTRUCTION	ELEV
1	BRAUN FEEDER	TOWER (44-0901)	2049
3	LEMIG FEEDER SOMER FEEDER HALKE INITIAL	TOWER (44-4908)	1633
6	JABLO INITIAL	AAO	834
9	INTERMEDIATE HOLD-IN-LIEU-OF-PT	TOWER (44-9224)	1049
11	LNAV FINAL	AAO	769





Airport ID:	KSSF	FM 9			
Apt Name:	STINSON MUNI	No	SEGMENT	OBSTRUCTION	ELEV
City:	SAN ANTONIO	1	BRAUN FEEDER	TOWER	2049
State:	TX	7	JABLO INITIAL	200' AAO	845
Proc ID:	RNAV (GPS) RWY 32	9	INTERMEDIATE	TOWER	1049
AMDT #:	ORIG-B	12	RNAV FINAL	200' AAO	769
		13	MISSSED	TOWER	3049
		13	KICED HOLDING	TOWER	3049

CTC SAN ANTONIO APP WITHIN 20 NM ON 125.1 307.0

CTC SAN ANTONIO APP WITHIN 20 NM ON 124.45 335.625

13. Missed Level Surface/KICED HOLDING TOWER (3049) 48-005142

CTC SAN ANTONIO APP WITHIN 20 NM ON 118.05 333.5

12. RNAV FINAL AAO (769)

1. BRAUN to JABLO TOWER (2049) 48-012261

CTC SAN ANTONIO APP WITHIN 20 NM ON 128.05 318.1

9. HALKE to GANLE/GANLE to FELMA TOWER/HOLD-IN-LIEU (1049) 48-009224

7. JABLO to GANLE AAO (845)