


| | | | |
|---------------|---------|----------|------|
| LOC/DME I-SJT | APP CRS | Rwy Ldg | 5940 |
| 109.7 | 038° | TDZE | 1917 |
| Chan 34 | | Apt Elev | 1919 |

ILS or LOC RWY 3

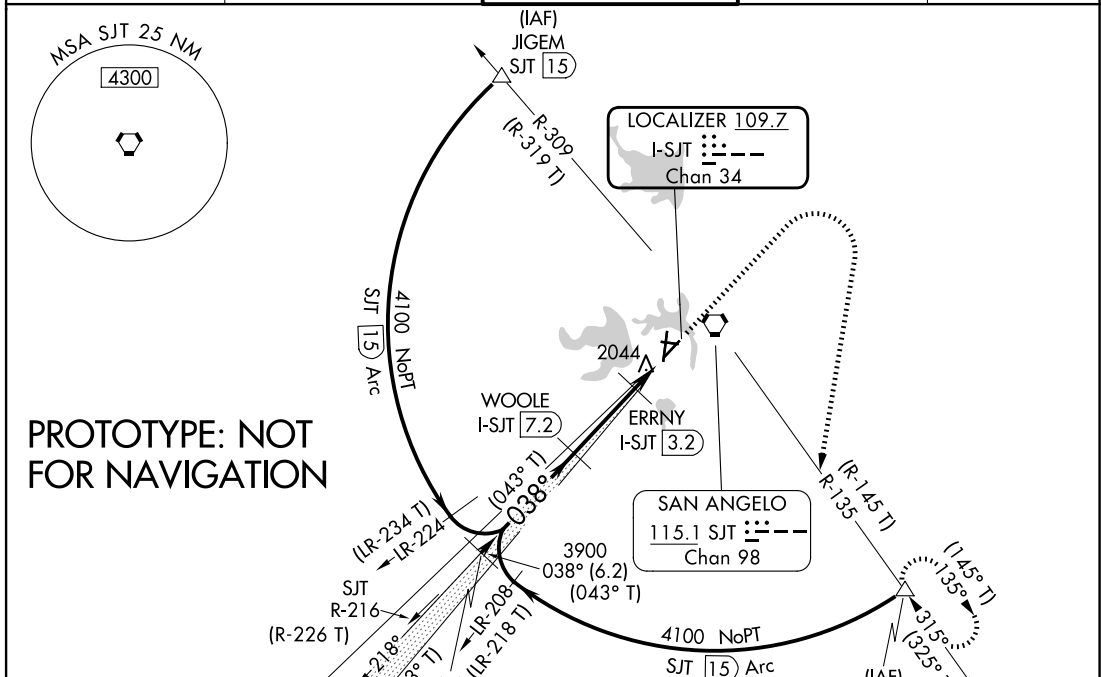
SAN ANGELO RGNL/MATHIS FLD (SJT)

DME required.

⚠ Autopilot coupled approach NA below 2685. Circling NA for Cats D and E west of Rwy 18-36. For inop ALS, increase S-ILS 3 Cat E visibility to RVR 4000, S-LOC 3 Cat E visibility to RVR 6000.
*RVR 1800 authorized with use of FD or AP or HUD to DA.

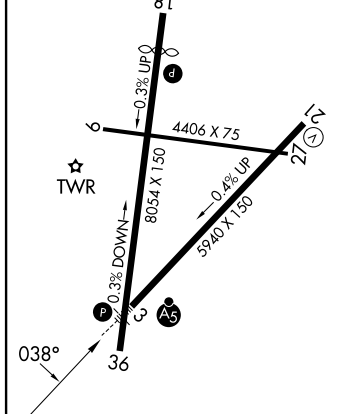
MALSR  MISSED APPROACH: Climb to 3000 then climbing right turn to 4000 on SJT R-135 to FELUV/SJT 15 DME and hold.

| | | | | |
|--------------|----------------------|-------------------|-------------|--------|
| ATIS | SAN ANGELO APP CON ★ | MATHIS TOWER ★ | GND CON | UNICOM |
| 128.45 319.0 | 125.35 354.1 | 118.3(CTAF) 284.7 | 121.9 348.6 | 122.95 |



PROTOTYPE: NOT FOR NAVIGATION

| | |
|--------------------------|-----------|
| ELEV 1919 | TDZE 1917 |
| MIRL Rwys 9-27 and 18-36 | |
| HIRL Rwy 3-21 | |
| REIL Rwy 18 | |



| | | | | | |
|---|---------------------|-----------------------|----------------------|----------------------|----------------------|
| Use I-SJT DME when on the localizer course. | | 3000 | 4000 | FELUV SJT 15 | |
| WOOLE 3900 | ERRNY I-SJT 3.2 | I-SJT 2.2 to RW03 | RW03 | | |
| GS 3.00° TCH 51 | 2620 | | | | |
| | 4 NM | 1 NM | 1 NM | | |
| CATEGORY | A | B | C | D | E |
| S-ILS 3* | 2117/24 200 (200-½) | | | | |
| S-LOC 3 | 2300/24 383 (400-½) | 2300/35 383 (400-5/6) | | | |
| CIRCLING | 2360-1 441 (500-1) | 2380-1 461 (500-1) | 2500-1½ 581 (600-1½) | 2580-2½ 661 (700-2½) | 2700-2¾ 781 (800-2¾) |

| | | | | | |
|-------------------|------|------|------|------|------|
| FAF to MAP 6.1 NM | | | | | |
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 6:06 | 4:04 | 3:03 | 2:26 | 2:02 |

AUTOMATED AL-367 ILS or LOC RWY 3

1:750000

SC-3
6 JAN 2025
COMPILER: CG
REVIEWER:
DBL CHKR:
EFF: FIG