

**FEDERAL AVIATION ADMINISTRATION  
FLIGHT STANDARDS SERVICE  
RNAV (GPS) STANDARD INSTRUMENT APPROACH PROCEDURE  
TITLE 14 CFR PART 97.33**

Bearings, headings, courses, tracks and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated.  
Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or feet RVR.

|                                |                                            |                                        |                                           |                            |
|--------------------------------|--------------------------------------------|----------------------------------------|-------------------------------------------|----------------------------|
| <u>AIRPORT ID</u><br>LBX       | <u>PROCEDURE NAME</u><br>RNAV (GPS) RWY 17 | <u>ORIGINAL/AMENDMENT</u><br>2D        | <u>CITY</u><br>ANGLETON/LAKE JACKSON      | <u>STATE</u><br>TX         |
| <u>AIRPORT ELEVATION</u><br>25 | <u>TDZE</u><br>25                          | <u>SUPERSEDED</u><br>RNAV (GPS) RWY 17 | <u>ORIGINAL/AMENDMENT</u><br>2C           | <u>DATED</u><br>12/28/2023 |
| <u>FACILITY</u><br>RNAV        | <u>COORDINATES OF FACILITIES</u>           | <u>ACTUAL EFFECTIVE DATE</u>           | <u>REQUIRED EFFECTIVE DATE</u><br>ROUTINE | <u>MAG VAR</u><br>5E       |
|                                |                                            |                                        |                                           | <u>EPOCH YEAR</u><br>2000  |
|                                |                                            |                                        |                                           | <u>CANCEL/SUSPEND</u>      |

**TERMINAL ROUTES**

| <u>FROM</u> | <u>FIX TYPE</u> | <u>TO</u> | <u>FIX TYPE</u> | <u>LEG TYPE</u> | <u>FO/FB</u> | <u>RNP</u> | <u>COURSE</u> | <u>DISTANCE</u> | <u>ALTITUDE</u> |
|-------------|-----------------|-----------|-----------------|-----------------|--------------|------------|---------------|-----------------|-----------------|
| KEEDS       | IAF             | KAVCY     |                 | TF              | FB           | 1.00       | 112.44        | 8.94            | 2000            |
| KAVCY       | IF              | PLOIT     |                 | TF              | FB           | 1.00       | 174.93        | 6.01            | 1600            |
| PLOIT       | FAF             | RW17      | MAP             | TF              | FO           | 0.30       | 174.93        | 4.72            |                 |
| RW17        | MAP             | 282 MSL   |                 | CA              |              |            | 174.93        |                 |                 |
| 282 MSL     |                 | ACKLE     |                 | DF              | FO           | 1.00       |               |                 | 2000            |

**MISSED APPROACH**

**MAP:**

LPV: DA  
LNAV/VNAV: DA  
LNAV: RW17

**MISSED APPROACH INSTRUCTIONS:**

CLIMB TO 2000 DIRECT ACKLE AND HOLD.

**ALTERNATE MISSED APPROACH INSTRUCTIONS:**

**PROFILE:**

|                                    |                            |                |                        |                        |       |
|------------------------------------|----------------------------|----------------|------------------------|------------------------|-------|
| 1. PT                              | SIDE OF COURSE             | OUTBOUND       | FT WITHIN              | MILES OF               | (IAF) |
| 2. PROFILE STARTS AT KAVCY         |                            |                |                        |                        |       |
| 3. FAC: 174.93                     | FAF: PLOIT                 |                | DIST FAF TO MAP: 4.72  | DIST FAF TO THLD: 4.72 |       |
| 4. MIN ALT: KAVCY 2000, PLOIT 1600 |                            |                |                        |                        |       |
| 5. DIST TO THLD FROM OM: MM: IM:   |                            |                | 150 HAT: 257 HAT: 0.65 | GS ANT: MM: IM:        |       |
| 6. MIN GP INCPT: 1600              | GP ALT AT PFAF: PLOIT 1600 |                | OM:                    |                        |       |
| 7. GP ANGLE: 3.00                  | 34:1: IS CLEAR             | 20:1: IS CLEAR | TCH: 50.0              |                        |       |
| 8. MSA FROM: RW17 3100             |                            |                |                        |                        |       |



PBN REQUIREMENTS NOTE:

RNP APCH - GPS.

NOTES:

CHART NOTE: CIRCLING NA E OF RWY 17-35.  
CHART NOTE: BARO-VNAV AND VDP NA WHEN USING HOU ALTIMETER SETTING.  
CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -16°C OR ABOVE 54°C.  
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT KEEDS ON T224 SOUTHWEST BOUND AND T466 WESTBOUND.  
CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE HOU ALTIMETER SETTING AND INCREASE LPV DA TO 363 FEET; INCREASE LNAV/VNAV DA TO 441 FEET AND ALL VISIBILITIES 1/4 SM; INCREASE ALL MDAS 100 FEET AND LNAV VISIBILITY CAT C/D 3/8 SM, AND CIRCLING VISIBILITY CAT D 1/4 SM.

ADDITIONAL FLIGHT DATA:

HOLD N, RT, 174.93 INBOUND.  
CHART FAS OBST: 120 TOWER (44-3770) 290843N/0952713W.  
CHART 139 TREE 291148N/0952745W.  
CHART VDP AT 1.12 NM TO RW17.  
WAAS CHANNEL # 70316  
REFERENCE PATH ID: W17A  
CHART CIRCLING ICON.  
LTP HAE: -18.9 M

MINIMUMS:

TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT

ALTERNATE: NA ☐ STANDARD - NA WHEN LOCAL WEATHER NOT AVAILABLE.

| CATEGORY:    | A      |     |         | B      |     |         | C      |       |         | D      |     |         | E      |     |         |
|--------------|--------|-----|---------|--------|-----|---------|--------|-------|---------|--------|-----|---------|--------|-----|---------|
| FINAL TYPE   | DA/MDA | VIS | HAT/HAA | DA/MDA | VIS | HAT/HAA | DA/MDA | VIS   | HAT/HAA | DA/MDA | VIS | HAT/HAA | DA/MDA | VIS | HAT/HAA |
| LPV DA       | 282    | 1/2 | 257     | 282    | 1/2 | 257     | 282    | 1/2   | 257     | 282    | 1/2 | 257     |        |     |         |
| LNAV/VNAV DA | 360    | 1/2 | 335     | 360    | 1/2 | 335     | 360    | 1/2   | 335     | 360    | 1/2 | 335     |        |     |         |
| LNAV MDA     | 420    | 1/2 | 395     | 420    | 1/2 | 395     | 420    | 5/8   | 395     | 420    | 5/8 | 395     |        |     |         |
| CIRCLING     | 480    | 1   | 455     | 500    | 1   | 475     | 500    | 1 1/2 | 475     | 620    | 2   | 595     |        |     |         |

CHANGES - REASONS

- NOTES: UPDATED "CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT KEEDS ON T466 WESTBOUND" TO "CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT KEEDS ON T224 SOUTHWEST BOUND AND T466 WESTBOUND" - TURN IS OVER 90 DEGREES IAW 8260.3F 2-2-4 AND 8260.19J 8-2-5.E.2.
- NOTES: UPDATED "CHART NOTE: BARO-VNAV AND VDP NA WHEN USING WILLIAM P. HOBBY ALTIMETER SETTING" TO "CHART NOTE: BARO-VNAV AND VDP NA WHEN USING HOU ALTIMETER SETTING" - IAW 8260.19J 8-6-10.E.8
- NOTES: UPDATED "CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE WILLIAM P HOBBY ALTIMETER SETTING AND INCREASE LPV DA TO 363 FEET; INCREASE LNAV/VNAV DA TO 441 FEET AND ALL VISIBILITIES 1/4 SM; INCREASE ALL MDAS 100 FEET AND LNAV VISIBILITY CAT C/D 3/8 SM, AND CIRCLING VISIBILITY CAT D 1/4 SM" TO "CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE HOU ALTIMETER SETTING AND INCREASE LPV DA TO 363 FEET; INCREASE LNAV/VNAV DA TO 441 FEET AND ALL VISIBILITIES 1/4 SM; INCREASE ALL MDAS 100 FEET AND LNAV VISIBILITY CAT C/D 3/8 SM, AND CIRCLING VISIBILITY CAT D 1/4 SM" - IAW 8260.19J 8-6-10.F.
- ALTERNATE MINS: REMOVED THE SECOND STANDARD - NOT REQUIRED.



COORDINATED WITH:

A4A

X

ALPA

X

AOPA

X

APA

HAI

NBAA

X

OTHER:

ZHU, I90 APP CON, AMGR

FLIGHT CHECKED BY

PROCESSED IAW TECHNICAL SUPPORT GROUP (AJF-17) MEMO DATED 07/07/2021 GUIDANCE  
FOR PROCEDURAL CHANGES REQUIRING FLIGHT INSPECTION/VALIDATION

Digitally signed by  
ROBERT G HAMILTON

OFFICE

DATE

DEVELOPED BY

ROBERT G HAMILTON (MATTHEW W.TOWNSEND)

Digitally signed by  
ROBERT G HAMILTON

Apr 15, 2025

OFFICE

DATE

AJV-A433

01/31/2025

APPROVED BY

ROBERT G HAMILTON

Digitally signed by  
ROBERT G HAMILTON

Apr 15, 2025

OFFICE

DATE

TITLE  
MANAGER

AJV-A433

FAS DATA BLOCK INFORMATION

| DATA FIELD                               | DATA          |
|------------------------------------------|---------------|
| OPERATION TYPE                           | 0             |
| SBAS SERVICE PROVIDER IDENTIFIER         | 0             |
| AIRPORT IDENTIFIER                       | KLBX          |
| RUNWAY                                   | RW17          |
| APPROACH PERFORMANCE DESIGNATOR          | 0             |
| ROUTE INDICATOR                          |               |
| REFERENCE PATH DATA SELECTOR             | 0             |
| REFERENCE PATH IDENTIFIER (APPROACH ID)  | W17A          |
| LTP/FTP LATITUDE                         | 290705.7605N  |
| LTP/FTP LONGITUDE                        | 0952743.5890W |
| LTP/FTP ELLIPSOIDAL HEIGHT               | -00189        |
| FPAP LATITUDE                            | 290536.4300N  |
| FPAP LONGITUDE                           | 0952743.4700W |
| THRESHOLD CROSSING HEIGHT (TCH)          | 00050.0       |
| TCH UNITS SELECTOR (METERS OR FEET USED) | F             |
| GLIDEPATH ANGLE (GPA)                    | 03.00         |
| COURSE WIDTH AT THRESHOLD                | 106.75        |
| LENGTH OFFSET                            | 0616          |
| HORIZONTAL ALERT LIMIT (HAL)             | 40.0          |
| VERTICAL ALERT LIMIT (VAL)               | 50.0          |
| CRC REMAINDER                            | F93D4DE7      |

ADDITIONAL PATH POINT RECORD INFORMATION

|                         |        |
|-------------------------|--------|
| ICAO CODE               | K4     |
| LTP ORTHOMETRIC HEIGHT  | +00076 |
| FPAP ORTHOMETRIC HEIGHT | +00076 |



**FEDERAL AVIATION ADMINISTRATION  
FLIGHT STANDARDS SERVICE  
STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD**

| <u>AIRPORT ID</u> | <u>PROCEDURE NAME</u> | <u>AMDT NO.</u> | <u>CITY</u>           | <u>STATE</u> | <u>AIRPORT ELEVATION</u> | <u>FACILITY</u> |
|-------------------|-----------------------|-----------------|-----------------------|--------------|--------------------------|-----------------|
| LBX               | RNAV (GPS) RWY 17     | 2D              | ANGLETON/LAKE JACKSON | TX           | 25                       | RNAV            |

**PART A: OBSTRUCTION DATA SEGMENTS**

**INITIAL**

**FROM** **TO**  
KEEDS KAVCY

**RNP** **DISTANCE** **PAT** **MAP** **HAT** **HMAS**  
1.00 8.94

| <u>OBSTRUCTION</u> | <u>COORDINATES</u>     | <u>ELEV MSL</u> | <u>HORZ</u> | <u>VERT</u> | <u>AC</u> | <u>ROC</u> | <u>OCS</u> | <u>CG</u> | <u>CGTA</u> | <u>ADJUSTMENTS</u> | <u>MIN ALT</u> |
|--------------------|------------------------|-----------------|-------------|-------------|-----------|------------|------------|-----------|-------------|--------------------|----------------|
| TOWER (44-C471)    | 292119.00N/0953201.00W | 458             | 50          | 20          | 2C        | 1000       |            |           |             | AT542              | 2000           |
| TERRAIN            | 292512.00N/0953357.00W | 56 (100)        |             |             |           |            |            |           |             | AS1500             | 1600           |

**COMPUTATIONS**

**ALT** **KIAS** **KTAS** **HAA** **VKTW** **TR** **BA** **DTA** **COURSE CHANGE** **DVEB** **VEB OCS** **RF CENTER FIX/DISTANCE**

**SEGMENT REMARKS:**

**INTERMEDIATE**

**FROM** **TO**  
KAVCY PLOIT

**RNP** **DISTANCE** **PAT** **MAP** **HAT** **HMAS**  
1.00 6.01

| <u>OBSTRUCTION</u> | <u>COORDINATES</u>     | <u>ELEV MSL</u> | <u>HORZ</u> | <u>VERT</u> | <u>AC</u> | <u>ROC</u> | <u>OCS</u> | <u>CG</u> | <u>CGTA</u> | <u>ADJUSTMENTS</u> | <u>MIN ALT</u> |
|--------------------|------------------------|-----------------|-------------|-------------|-----------|------------|------------|-----------|-------------|--------------------|----------------|
| TOWER (44-1032)    | 291419.00N/0952640.00W | 355             | 500         | 50          | 5D        | 500        |            |           |             | AT745              | 1600           |
| TERRAIN            | 291751.00N/0952839.00W | 46 (0)          |             |             |           |            |            |           |             | AS1500             | 1500           |

**COMPUTATIONS**

**ALT** **KIAS** **KTAS** **HAA** **VKTW** **TR** **BA** **DTA** **COURSE CHANGE** **DVEB** **VEB OCS** **RF CENTER FIX/DISTANCE**

**SEGMENT REMARKS:**

QUALITY  
34  
CHECKED

FINAL: LPV

FROM

PLOIT

TO

RW17

| <u>RNP</u>         | <u>DISTANCE</u>        | <u>PAT</u>      | <u>MAP</u>  |             |           |            | <u>HAT</u> | <u>HMAS</u> |             |                    |                |
|--------------------|------------------------|-----------------|-------------|-------------|-----------|------------|------------|-------------|-------------|--------------------|----------------|
| 0.30               | 4.72                   |                 | DA          |             |           |            | 257        |             |             |                    |                |
| <u>OBSTRUCTION</u> | <u>COORDINATES</u>     | <u>ELEV MSL</u> | <u>HORZ</u> | <u>VERT</u> | <u>AC</u> | <u>ROC</u> | <u>OCS</u> | <u>CG</u>   | <u>CGTA</u> | <u>ADJUSTMENTS</u> | <u>MIN ALT</u> |
| TREE (KLBXA015)    | 290732.01N/0952738.98W | 75              | 20          | 3           | 1A        |            | ASC        |             |             |                    | 282            |

COMPUTATIONS

ALT    KIAS    KTAS    HAA    VKTW    TR    BA    DTA    COURSE CHANGE    DVEB    VEB OCS    RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LNAV/VNAV

FROM

PLOIT

TO

RW17

| <u>RNP</u>         | <u>DISTANCE</u>        | <u>PAT</u>      | <u>MAP</u>  |             |           |            | <u>HAT</u> | <u>HMAS</u> |             |                    |                |
|--------------------|------------------------|-----------------|-------------|-------------|-----------|------------|------------|-------------|-------------|--------------------|----------------|
| 0.30               | 4.72                   |                 | DA          |             |           |            | 335        |             |             |                    |                |
| <u>OBSTRUCTION</u> | <u>COORDINATES</u>     | <u>ELEV MSL</u> | <u>HORZ</u> | <u>VERT</u> | <u>AC</u> | <u>ROC</u> | <u>OCS</u> | <u>CG</u>   | <u>CGTA</u> | <u>ADJUSTMENTS</u> | <u>MIN ALT</u> |
| TREE (KLBXA013)    | 290717.50N/0952730.45W | 92              | 20          | 3           | 1A        | 250        |            |             |             | AT18               | 360            |

COMPUTATIONS

ALT    KIAS    KTAS    HAA    VKTW    TR    BA    DTA    COURSE CHANGE    DVEB    VEB OCS    RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LNAV

FROM

PLOIT

TO

RW17

| <u>RNP</u>         | <u>DISTANCE</u>        | <u>PAT</u>      | <u>MAP</u>  |             |           |            | <u>HAT</u> | <u>HMAS</u> |             |                    |                |
|--------------------|------------------------|-----------------|-------------|-------------|-----------|------------|------------|-------------|-------------|--------------------|----------------|
| 0.30               | 4.72                   |                 | RW17        |             |           |            | 395        |             |             |                    |                |
| <u>OBSTRUCTION</u> | <u>COORDINATES</u>     | <u>ELEV MSL</u> | <u>HORZ</u> | <u>VERT</u> | <u>AC</u> | <u>ROC</u> | <u>OCS</u> | <u>CG</u>   | <u>CGTA</u> | <u>ADJUSTMENTS</u> | <u>MIN ALT</u> |
| TOWER (44-3770)    | 290843.00N/0952713.00W | 120             | 500         | 50          | 5D        | 250        |            |             |             | AC50               | 420            |

COMPUTATIONS

ALT    KIAS    KTAS    HAA    VKTW    TR    BA    DTA    COURSE CHANGE    DVEB    VEB OCS    RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MISSED APPROACH: LPV

FROM

DA

TO

ACKLE

| <u>RNP</u>         | <u>DISTANCE</u>        | <u>PAT</u>      | <u>MAP</u>  |             |           | <u>HAT</u> | <u>HMAS</u> |           |             |                    |                |
|--------------------|------------------------|-----------------|-------------|-------------|-----------|------------|-------------|-----------|-------------|--------------------|----------------|
| 0.30               |                        |                 |             |             |           |            | 75          |           |             |                    |                |
| <u>OBSTRUCTION</u> | <u>COORDINATES</u>     | <u>ELEV MSL</u> | <u>HORZ</u> | <u>VERT</u> | <u>AC</u> | <u>ROC</u> | <u>OCS</u>  | <u>CG</u> | <u>CGTA</u> | <u>ADJUSTMENTS</u> | <u>MIN ALT</u> |
|                    |                        |                 |             |             |           |            | ASC         |           |             |                    | 2000           |
| TOWER (44-8963)    | 285700.00N/0952546.00W | 325             | 500         | 50          | 5D        | 1000       |             |           |             |                    | 1400           |
| TERRAIN            | 290000.00N/0953309.00W | 27 (0)          |             |             |           |            |             |           |             | AS1500             | 1500           |

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH: LNAV/VNAV

FROM

DA

TO

ACKLE

| <u>RNP</u>         | <u>DISTANCE</u>        | <u>PAT</u>      | <u>MAP</u>  |             |           | <u>HAT</u> | <u>HMAS</u> |           |             |                    |                |
|--------------------|------------------------|-----------------|-------------|-------------|-----------|------------|-------------|-----------|-------------|--------------------|----------------|
| 0.30               |                        |                 |             |             |           |            | 95          |           |             |                    |                |
| <u>OBSTRUCTION</u> | <u>COORDINATES</u>     | <u>ELEV MSL</u> | <u>HORZ</u> | <u>VERT</u> | <u>AC</u> | <u>ROC</u> | <u>OCS</u>  | <u>CG</u> | <u>CGTA</u> | <u>ADJUSTMENTS</u> | <u>MIN ALT</u> |
|                    |                        |                 |             |             |           |            | ASC         |           |             |                    | 2000           |
| TOWER (44-8963)    | 285700.00N/0952546.00W | 325             | 500         | 50          | 5D        | 1000       |             |           |             |                    | 1400           |
| TERRAIN            | 290000.00N/0953309.00W | 27 (0)          |             |             |           |            |             |           |             | AS1500             | 1500           |

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MISSSED APPROACH: LNAV

FROM

RW17

TO

ACKLE

| <u>RNP</u><br>0.30-1.00 | <u>DISTANCE</u>        | <u>PAT</u>      | <u>MAP</u>  |             |           | <u>HAT</u> | <u>HMAS</u><br>170 |           |             |                    |                |
|-------------------------|------------------------|-----------------|-------------|-------------|-----------|------------|--------------------|-----------|-------------|--------------------|----------------|
| <u>OBSTRUCTION</u>      | <u>COORDINATES</u>     | <u>ELEV MSL</u> | <u>HORZ</u> | <u>VERT</u> | <u>AC</u> | <u>ROC</u> | <u>OCS</u>         | <u>CG</u> | <u>CGTA</u> | <u>ADJUSTMENTS</u> | <u>MIN ALT</u> |
|                         |                        |                 |             |             |           |            | ASC                |           |             |                    | 2000           |
| TOWER (44-8963)         | 285700.00N/0952546.00W | 325             | 500         | 50          | 5D        | 1000       |                    |           |             |                    | 1400           |
| TERRAIN                 | 290000.00N/0953309.00W | 27 (0)          |             |             |           |            |                    |           |             | AS1500             | 1500           |

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

CIRCLING

☐ ALL CATS

☒ CAT A

☒ CAT B

☒ CAT C

☒ CAT D

☐ CAT E

☐ NOT AUTHORIZED

| OBSTRUCTION       | COORDINATES            | RADIUS | HAA | ELEV MSL | HORZ | VERT | AC | ROC | OCS | ADJUSTMENTS | MIN ALT |
|-------------------|------------------------|--------|-----|----------|------|------|----|-----|-----|-------------|---------|
| CATEGORY A        |                        |        |     |          |      |      |    |     |     |             |         |
| TANK (48-005318)  | 290534.71N/0952847.67W | 1.30   | 455 | 178      | 50   | 20   | 2C | 300 |     |             | 480     |
| CATEGORY B        |                        |        |     |          |      |      |    |     |     |             |         |
| RIG (48-029334)   | 290631.37N/0952917.22W | 1.81   | 475 | 200      | 50   | 20   | 2C | 300 |     |             | 500     |
| CATEGORY C        |                        |        |     |          |      |      |    |     |     |             |         |
| RIG (48-029334)   | 290631.37N/0952917.22W | 2.84   | 475 | 200      | 50   | 20   | 2C | 300 |     |             | 500     |
| CATEGORY D        |                        |        |     |          |      |      |    |     |     |             |         |
| TOWER (48-008843) | 290256.00N/0952918.00W | 3.70   | 595 | 265      | 500  | 50   | 5D | 300 |     | HA50        | 620     |

CIRCLING REMARKS:

MSA

CENTER

RW17

RADIUS

25

| SECTOR  | OBSTRUCTION   | COORDINATES            | BEARING | DISTANCE | ELEV MSL | HORZ | VERT | AC | ROC  | OCS | ADJUSTMENTS | MIN ALT |
|---------|---------------|------------------------|---------|----------|----------|------|------|----|------|-----|-------------|---------|
| 360-360 | TWR (44-4884) | 293407.00N/0952958.00W | 356     | 27.0     | 2049     | 500  | 50   | 5D | 1000 |     | AC50        | 3100    |

MSA REMARKS:



NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

HOUSTON APP CON

| <u>WX SERVICE</u>         | <u>LOCATION</u> | <u>HRS OPERATION</u> | <u>ALTIMETER SOURCE</u> | <u>DISTANCE</u> | <u>WMSCR</u> | <u>ADJUSTMENTS</u> |
|---------------------------|-----------------|----------------------|-------------------------|-----------------|--------------|--------------------|
| ASOS                      | LBX             | 24                   | LBX                     | 0               | Y            | 0                  |
| <u>BACK-UP WX SERVICE</u> | <u>LOCATION</u> | <u>HRS OPERATION</u> | <u>ALTIMETER SOURCE</u> | <u>DISTANCE</u> | <u>WMSCR</u> | <u>ADJUSTMENTS</u> |
| ASOS                      | HOU             | 24                   | HOU                     | 33.62           | Y            | 81                 |

WX REMARKS:

RASS PRESSURE PATTERNS THE SAME  
LBX 25.20, HOU 45.93  
RA = 80.02.

| <u>PRIMARY NAVAID</u>                      | <u>MONITOR POINT</u> | <u>HRS OPERATION</u>   | <u>CAT</u>                 |
|--------------------------------------------|----------------------|------------------------|----------------------------|
| <u>APPROACH AND RUNWAY LIGHTING SYSTEM</u> |                      | <u>RUNWAY MARKINGS</u> | <u>RUNWAY VISUAL RANGE</u> |
| RW35 - MIRL (PCL), PAPI-4L                 |                      | NPI-G                  |                            |
| RW17 - MALSR (PCL), MIRL (PCL), PAPI-4L    |                      | PIR-G                  |                            |

| <u>GLIDESLOPE ANGLE</u> | <u>ELEV RWY THRESHOLD</u> | <u>TCH</u> | <u>ELEV GS ANTENNA</u> | <u>DISTANCE FROM RWY</u> | <u>VGSI ANGLE</u> | <u>TCH</u> |
|-------------------------|---------------------------|------------|------------------------|--------------------------|-------------------|------------|
| 3.00                    | 24.9                      | 50.0       |                        |                          | 3.00              | 52.0       |

FINAL APPROACH COURSE AIMING

|                  |              |                    |                              |
|------------------|--------------|--------------------|------------------------------|
| RUNWAY THRESHOLD | <div>X</div> | FT FROM THRESHOLD  | DISPLACED THRESHOLD DISTANCE |
| ON CENTERLINE    | <div>X</div> | FT FROM CENTERLINE |                              |

CRITICAL TEMPERATURES

| <u>CRITICAL LOW</u> | <u>CRITICAL HIGH</u> | <u>ACT</u> | <u>APT ISA</u> |
|---------------------|----------------------|------------|----------------|
| -16C                | +54C                 | -16C       | -30C           |

CRITICAL TEMPERATURE REMARKS:

AVERAGE COLD TEMPERATURE DERIVED FROM STANDARD -30C ISA DEVIATION.  
CRITICAL LOW TEMPERATURE BASED ON ACT.  
DESCENT RATE (FPM): STANDARD TEMP 955 HIGH TEMP 1079.

"VISUAL PORTION OF FINAL" PENETRATIONS



HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS

and/or

5280-FT "PROCEED VFR" SEGMENT LEVEL SURFACE AREA PENETRATIONS

PENETRATIONS REMARKS:

PART C: GENERAL REMARKS:

TAA NOT DEVELOPED AT ATC REQUEST.  
PRECIPITOUS TERRAIN EVALUATION COMPLETED.

ORDER 8260.3 CHAPTER 2 APPLIED TO 139 TREE 291148.00N/0952745.00W.  
ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.

PART D: AIRSPACE

DOCKET #

ALL DISTANCES TO 1/100NM; ELEVATION TO NEAREST 100 FEET; COORDINATES TO 1/100 SECOND; DEG TO 1/100 DEGREE

|                 |       |                                 |        |
|-----------------|-------|---------------------------------|--------|
| DISTANCE FROM   | THLD  | TO 1000FT POINT                 | 2.72   |
| WIDTH OF        | FINAL | SEGMENT AT 1000FT POINT         | 1.64   |
| TRUE COURSE OF  | FINAL | SEGMENT CONTAINING 1000FT POINT | 179.93 |
| HIGH TERRAIN IN | FINAL | SEGMENT CONTAINING 1000FT POINT | 0      |
| DISTANCE FROM   | THLD  | TO 1500FT POINT                 | 4.52   |
| WIDTH OF        | FINAL | SEGMENT AT 1500FT POINT         | 2.00   |
| TRUE COURSE OF  | FINAL | SEGMENT CONTAINING 1500FT POINT | 179.93 |
| HIGH TERRAIN IN | FINAL | SEGMENT CONTAINING 1500FT POINT | 0      |

|                                            |                            |
|--------------------------------------------|----------------------------|
| THRESHOLD COORDINATES (IF STR-IN)          | 290705.76N/0952743.59W     |
| ARP COORDINATES                            | 290631.10N/0952743.50W     |
| RUNWAY APCH END AND DIST FURTHEST FROM ARP | RUNWAY 17 DISTANCE 0.58 NM |
| FAF COORDINATES                            | 291149.85N/0952743.99W     |
| FIX NAME COORDINATES                       |                            |

REMARKS  
NO ADDITIONAL AIRSPACE REQUIRED.

PART E: PREPARED BY

|                                        |          |            |                                     |
|----------------------------------------|----------|------------|-------------------------------------|
| NAME                                   | OFFICE   | DATE       | TITLE                               |
| ROBERT G HAMILTON (MATTHEW W.TOWNSEND) | AJV-A433 | 01/31/2025 | AERONAUTICAL INFORMATION SPECIALIST |

