

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 05/14/2026	APWS Task ID: EDF7685C90784D4F9F56B651B5E79A16	APWS Project ID: A1357C06227A4AAE954BC7DFDA770292
Procedure: HI - VOR Z OR TACAN RWY 21 AMDT 3		Enroute: NO	Specialist: Ulvestad, Arthur		Agreement Number:
Airport ID: KSJT			Airport City: SAN ANGELO		State: TX
Facility ID: SJT	Facility Type: VORTAC	Flight Inspection Remark Type: New FC Slot			
Procedure Comments: ACTIVE AIRPORT DATA USED WOOLE (SJ) LOM DECOMMISSIONED. APPROVAL LETTER REQUEST TO ESTABLISH 3.34 VDA. CONTACT: RAKE MCGRAW 405-954-8711 QUALITY 10 CHECKED					

FIPC BASIC FORM						
PROCEDURE: HI - VOR Z OR TACAN RWY 21 AMDT 3			AIRPORT NAME: SAN ANGELO RGNL/MATHIS FLD		AIRPORT ID: KSJT	SPECIAL CONTROL NO: OP-01-075-26
FAC ID: SJT		CITY: SAN ANGELO			ST: TX	ORIG CHART DATE: 05/14/2026
DFL TYPE: PROC/A	THIRD PARTY: ☐ YES	EST. TIME ON SITE: 0.4	REIMB. NUMBER:	PTS TASK ID: EDF7685C90784D4F9F56B651B5E79A16		
PREFLIGHT NOTES						
REVIEWER:					DATE:	
COMMENTS:					CHECK ONE: ☐ FLT CK REQ ☐ NFCR ☐ REJECT	
						YES
					CPV COMPLETE?	
					X	
PROCEDURE RESULTS						
INSPECTION DATE: 02/03/2026	CREW #: VN330	N #: N68	INSTRUMENT PROCEDURE STATUS: ☒ SAT ☐ SAT W/CHANGES ☐ UNSAT		ARINC CODING: ☐ SAT ☐ SAT/GOLD ☐ UNSAT	
FLIGHT INSPECTOR SIGNATURE: brian harrelson @ 02/03/2026 20:53			PRINTED NAME: HARRELSON, BRIAN DAVID			NOTAM INITIATED? ☐ YES ☒ NO
FLIGHT INSPECTOR REMARKS: Complete/SAT.						
IN-FLIGHT OBSTACLE REPORT						
OBSTRUCTION ID #:	COORDINATES OR LOCATION:	GNSS ALTITUDE (MSL):	BAROMETRIC ALTITUDE (MSL):	HEIGHT ABOVE GROUND LEVEL:		

VORTAC SJT 115.1 Chan 98	APCH CRS 235°	Rwy ldg 5939 TDZE 1906 Arpt Elev 1919
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OLD

HI-VOR Z or TACAN RWY 21

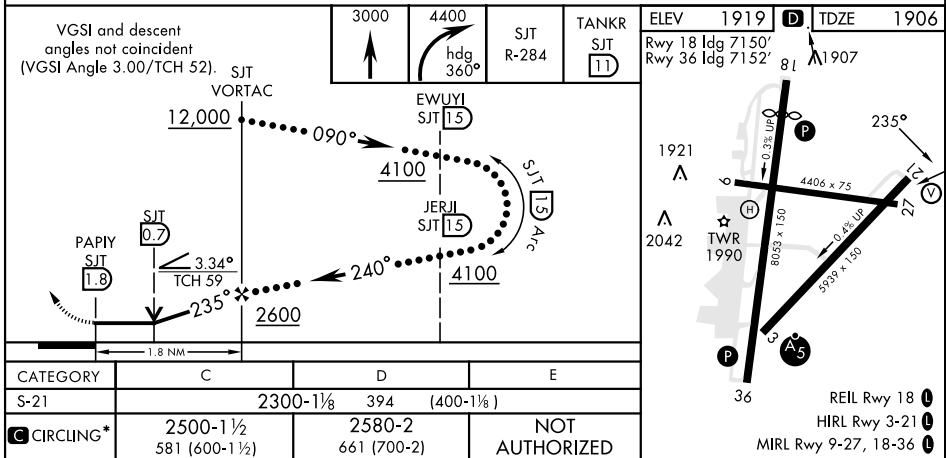
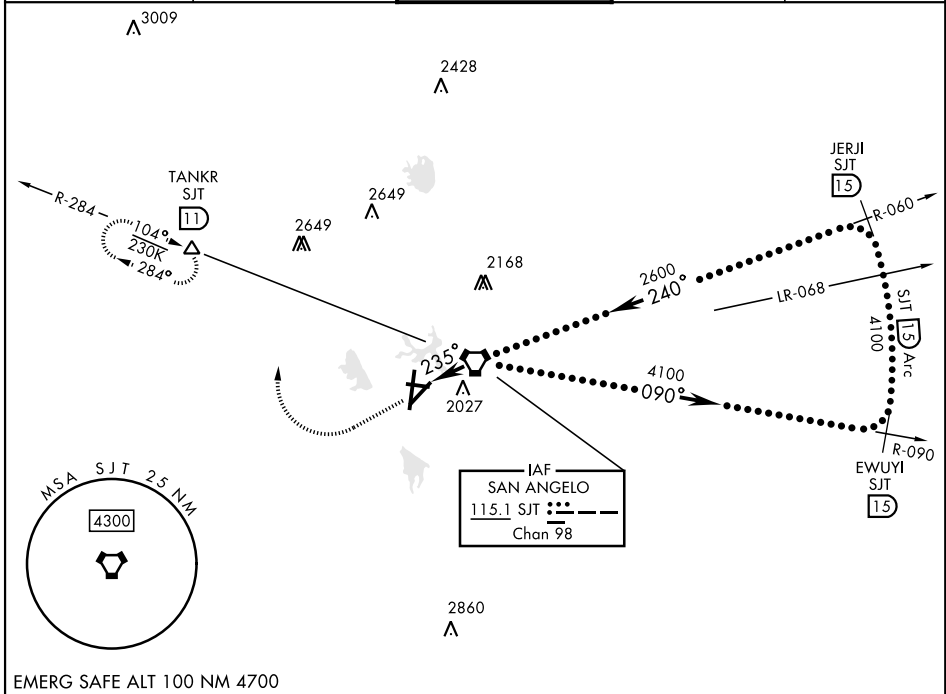
[USAF]

SAN ANGELO RGNL/MATHIS FLD (KSJT)

DME required
*Circling not authorized for CAT D W of Rwy 18-36.

MISSED APPROACH: Climb to 3000 then climbing right turn to 4400 on heading 360° and SJT VORTAC R-284 to TANKR INT/11 DME and hold, continue climb-in-hold to 4400.

ATIS 128.45 319.0	SAN ANGELO APP CON ★ 125.35 354.1	MATHIS TOWER ★ 118.3 (CTAF) 284.7	GND CON 121.9 348.6	UNICOM 122.95
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HI-VOR Z or TACAN RWY 21



Federal Aviation Administration

Memorandum

To: Manager, Flight Procedure Implementation and Oversight Branch

From: Beverly Bordy, Manager, Instrument Flight Procedures (IFP)
Coordination Team, AJV-A43

Subject: Approval Request: SAN ANGELO RGNL/MATHIS FLD, SAN ANGELO, TX, (SJT) HI-VOR Z OR TACAN RWY 21

FAAO 8260.3G, para 2-6-2a. Glidepath Angle (GPA) and Vertical Descent Angle (VDA). Flight Standards approval is required to establish a VDA (of a procedure where the FAC is straight-in aligned) that is more than 0.20 degrees greater than the glidepath angle of a VGSI installed to the same runway.

The HI-VOR Z OR TACAN RWY 21 procedure is a Cat C-E non-precision straight-in aligned approach with GPA of 3.34° and TCH of 59. TCH for procedure meets the minimum glidepath-to-wheel height for height group 4. The VGSI for Rwy 21 is aimed at 3.00 degrees and TCH of 52. Decreasing the procedure GPA to match the VGSI angle of 3.00 degrees would not be desired by the military users. The procedure will publish the following chart note: VGSI AND DESCENT ANGLES NOT COINCIDENT (VGSI ANGLE 3.00/ TCH 52). VDA is currently published and will remain published on the procedure.

The airport requests continuation of the higher GPA to accommodate military training flights that frequently use this procedure. Request approval to use the 3.34° GPA for the HI-VOR Z OR TACAN RWY 21. There are no future plans to change the GPA to match the VGSI angle. If approval for non-coincidence is not granted, military training flights from KRND and KDLF would be negatively impacted. There are no obstacles that penetrate the 20:1 surface.