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ALL AFFECTED PROCEDURES REVIEWED? ☒ YES ☐ NO		COORDINATES OF FACILITIES		REQUIRED EFFECTIVE DATE ROUTINE *	
COORDINATED WITH:					
ATA ☐	AAT ☐	ALPA ☐	APA ☐	AOPA ☒	NBAA ☒
				OTHER (specify) ☒	ZHU CENTER, AIRPORT MANAGER, ST AV DIR
FLIGHT CHECKED BY					
NAME: STEVEN HINES				FIFO OKC	DATE: 05/12/98
DEVELOPED BY					
NAME: ANDRE P. LAROCQUE <i>Andre P. Larocque</i>				FIFO AVN-130	DATE: JAN 07 2000
APPROVED BY					
NAME: RICK A. WEBB <i>Rick A. Webb</i>				FIFO AVN-130	DATE: JAN 07 2000
RICK A. WEBB MANAGER					
CHANGES:					
1) AIRPORT MAG VAR 5E, 2000 VALUE. 2) RAISED PSX R-244/10 DME AND PSX R218/10 DME ARC INITIAL MINIMUM ALTITUDES TO 2000. 3) RAISED MDA TO 760. 4) RAISED CIRCLING MDA TO 760.					
REASONS:					
1) ADMINISTRATIVE UPDATE. 2) SEGMENT COMMONALITY. 3) PSX VORTAC SIGNAL RECEPTION PROBLEMS. SEE FLIGHT INSPECTION REPORT DATED 05/12/98. 4) STRAIGHT-IN MDA.					
THIS CANCELS FDC 8/2923.					
REMOVE "OR GPS" FROM THIS PROCEDURE CONCURRENT WITH THE PUBLICATION OF THE GPS RWY 14, ORIGINAL.					

STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD

PART - A OBSTRUCTION DATA

1. APP SEGMENT	FROM	TO	OBSTRUCTION	COORDINATES	ELEV. MSL	ROC	ALT. ADJUSTMENTS	MIN. ALT.
INITIAL	PSX VORTAC	PSX R-244/10 DME	1. AAO *	284709/962830	237 (4D)	1000	AT	2000
			2. TERRAIN	284709/962830	37		AS 1500	1500
INITIAL	PSX R-218/10 DME	PSX R-244/10 DME	3. PLANT (44-9963)	284145/963229	319 (4D)	1000	AT	2000
			4. TERRAIN	284645/962900	37		AS 1500	1500
INITIAL	PSX R-275/10 DME	PSX R-244/10 DME	5. TWR (44-4281)	284807/963310	1049 (5D)	1000		2000
			6. TERRAIN	284951/963339	40		AS 1500	1500
INTERMEDIATE	PSX R-244/10 DME	CATOS/PSX 15 DME	7. STACK (44-8348)	284157/963238	402 (5D)	1000	AT	1700
			8. TERRAIN	284630/963036	30		AS 1500	1500
FINAL	CATOS/PSX 15 DME	MAP	9. TWR (44-7053)	283823/963710	147 (4D)	250 &	AC 50, RA 52, MRA 273 #	760
2. PROCEDURE TURN	NA							
3. MISSED APPROACH	MAP: PSX R-244/20.70	CATOS/PSX 15 DME				ASC		1700
	ELEV: 458							
4. CIRCLING AREA	DISTANCE	H T. A B V. A R P T.						
CATEGORY A	1.3 NM	REQUIRED	350	ACTUAL	730	10. BEACON @	283912/964056	110 (2C)
CATEGORY B	1.5 NM		450		730	10.		110 (2C)
CATEGORY C	1.7 NM		450		730	10.		110 (2C)
CATEGORY D	2.3 NM		550		NA			
CATEGORY E	4.5 NM		550					
5. MINIMUM SAFE ALTITUDES	PRIMARY NAVAID: PSX VORTAC							
SECTOR	OBSTRUCTION	BRG / DIST	ELEVATION	M S A	SECTOR	OBSTRUCTION	BRG / DIST	ELEVATION (MSL)
070-160	BLN (44-8206)	092/18.6	15000	16000 (4D) +				
160-070	TWR (44-7967)	331/8.1	1049	2100 (4D)				
CITY AND STATE	AIRPORT & ELEVATION		30	FACILITY	PROCEDURE AND AMENDMENT NO:			REGION
PORT LAVACA	CALHOUN COUNTY			PSX VORTAC	VOR/DME OR GPS-A, AMDT 4			ASW

NOTES / EXPLANATIONS FROM OPPOSITE SIDE OF FORM:

SEE ATTACHED AIRSPACE DATA SHEET.

RASS ADJUSTMENT COMPUTATIONS:
DISTANCE BETWEEN ARP's: 17.25 NM
ADJUSTMENT FACTOR: 2.30
DISTANCE ADJUSTMENT: 54.37

HIGHEST TERRAIN (KVCT): 115.20 FT
LOWEST TERRAIN (KT97): 30.0 FT
ADJUSTMENT FACTOR: .14
ELEVATION ADJUSTMENT: 11.93 FT

TOTAL ADJUSTMENT: 51.61 (52) FT

* 200 FT ADVERSE ASSUMPTION OBSTACLE ADDED TO HIGHEST TERRAIN WITHIN THE SEGMENT.

& OBSTACLE LOCATED 425 FT IN SECONDARY. DUE TO 4D AC, OBSTACLE MOVED 250 FT CLOSER TO PRIMARY AREA:
 3646 (Ws) - 175 (d) / 3646 x 250 = 238 ROC.

FLT CK REPORT DATED 05/12/98 RAISED THE MDA TO 700 FT DUE TO SIGNAL RECEPTION PROBLEMS FROM PALACIOS VORTAC AT LOWER ALTITUDES (SEE ATTACHMENTS).

+ ACCURACY CODE PROVIDED BY FTW-FPO.

@ OBSTACLE LOCATION, MSL ELEVATION, AND ACCURACY CODE USED WERE OBTAINED FROM THE PREVIOUS AMENDMENT.

PART B - SUPPLEMENTAL DATA

1. COMMUNICATIONS WITH:		2. WEATHER SERVICE		3. ALTIMETER SETTING	
ZHU CENTER		☐ N W S ☒ F A A ☐ A / C		SOURCE: KVCT DISTANCE: 17.25 HOURS REMOTE OPERATION: 24 ADJUSTMENT: 51.61	
SATISFACTORY ON: ☒ V H F ☒ U H F ☐ H F		LOCATION: CXO FSS HRS OPTN: 24			
4. MONITOR STATUS	PRIMARY			SECONDARY	
	NAVAID: PSX VORTAC			NAVAID:	
	MONITOR POINT: ZHU CENTER			MONITOR POINT:	
	HRS	CAT 1	24	HRS	CAT 1
	OPTN:	CAT 3		OPTN:	CAT 3
5. AIRSPACE		FLOOR OF CONTROLLED AIRSPACE UNDER FAC		CONTROL AREA	
		CONTROL ZONE:		HOURS OPTN	☒ TRANSITION AREA
6. APPROACH & RUNWAY LIGHTING	ALS		REIL		
	(S) SALS		TDZ		
	MALS		C/LINE		
	HIRL		OTHER (Specify)		
	☒ MIRL 14-32	☒ PAPI 14			
7. RUNWAY MARKINGS			8. RUNWAY VISUAL RANGE		
ALL WEATHER			APPROACH		
INSTRUMENT NPI-P 14-32			ROLL OUT		
9. GLIDE SLOPE	G S ANGLE:		ELEV RWY THRESHOLD:		
	DISTANCE FROM RWY:		ELEV GS ANTENNA:		
			THRESHOLD CROSSING HEIGHT:		
10. FINAL APPROACH COURSE AIMING		RUNWAY THRESHOLD		F T. FROM THRESHOLD	
		ON CENTERLINE		F T. FROM CENTERLINE	
11. WAIVERS OF STANDARDS		NUMBER OF WAIVERS ON FILE		DATES OF APPROVAL	
		NONE			
PART C - REMARKS: RASS USES SIMILAR PRESSURE PATTERNS. DESCENT ANGLE AND VDP NA. CIRCLING ONLY PROCEDURE AND REMOTE ALTIMETER IN USE.					
PART D - PREPARED BY: ANDRE P. LAROCQUE				DATE: 09/02/99	
TITLE: AERONAUTICAL INFORMATION SPECIALIST				OFFICE: AVN-130	