

LOC/DME I-RVZ	APP CRS	Rwy Idg	9400
<u>111.5</u>	358°	TDZE	36
Chan 52		Apt Elev	36

ILS or LOC RWY 36L
VALLEY INTL (HRL)

RNP APCH - GPS.

DME required.

A VDP NA when using PIL altimeter setting. When local altimeter setting not received, use Port Isabel altimeter setting and increase S-ILS 36L DA to 278 feet; increase all MDAs 60 feet and S-LOC 36L Cats C and D visibilities to RVR 5500 and Circling visibility Cats C and D $\frac{1}{4}$ SM. For inop ALS, increase S-LOC 36L Cat C/D visibility to $\frac{1}{8}$ SM.

MALSR



MISSED APPROACH:
Climb to 2000 direct
ZIVV and hold.

ATIS 124.85	VALLEY APP CON 120.7 279.5	HARLINGEN TOWER ★ 119.3 (CTAF) 0 317.6	GND CON 121.7	UNICOM 122.95
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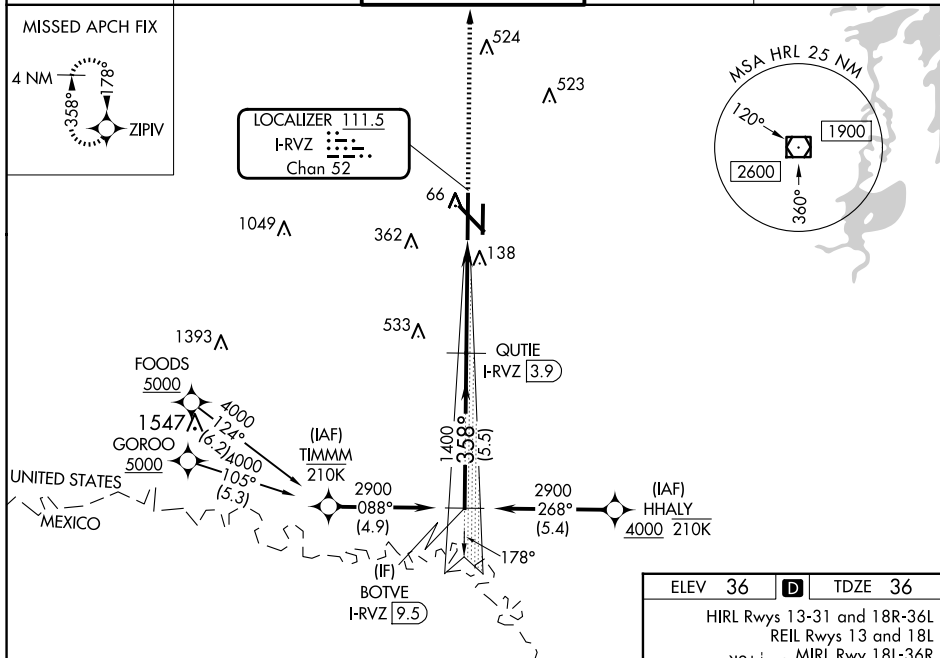
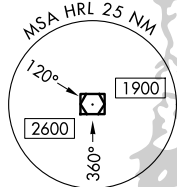
MISSED APCH FIX



LOCALIZER 111.5

FRVZ

Chan 52



VGSI and ILS glidepath not coincident
(VGSI Angle 3.00/TCH 74)

[illegible]

CATEGORY	A	B	C	D
S-ILS 36L *	236/24 200 (200-½)			
S-LOC 36L	500/24	464 (500-½)	500/50	464 (500-1)
CIRCLING	500-1 464 (500-1)	560-1 524 (600-1)	600-1¾ 564 (600-1¾)	680-2 644 (700-2)

Diagram illustrating the runway layout at HIRL, showing Runways 13-31, 18R-36L, and 18L-36R. The diagram includes a TWR (Tower) at 191, a 358° heading, and various runway dimensions and elevations.