

WAAS CH 82601 W31A	APP CRS 313°	Rwy Idg 4999 TDZE 18 Apt Elev 18
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RNAV (GPS) RWY 31
INGLESIDE RGNL (TFP)

A Baro-VNAV NA when using Mustang Beach altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). **W** When local altimeter setting not received, use Mustang Beach altimeter setting; increase LPV DA to 292 feet; increase LNAV/VNAV DA to 534 feet; increase all MDAs 40 feet, LNAV and Circling visibility Cat C ½ SM. VDP NA when using Mustang Beach altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH:
Climb to 2100 direct
OLBE and hold.

AWOS-3 118.775	CORPUS APP CON 120.9 348.725	UNICOM 122.7 (CTAF) 0
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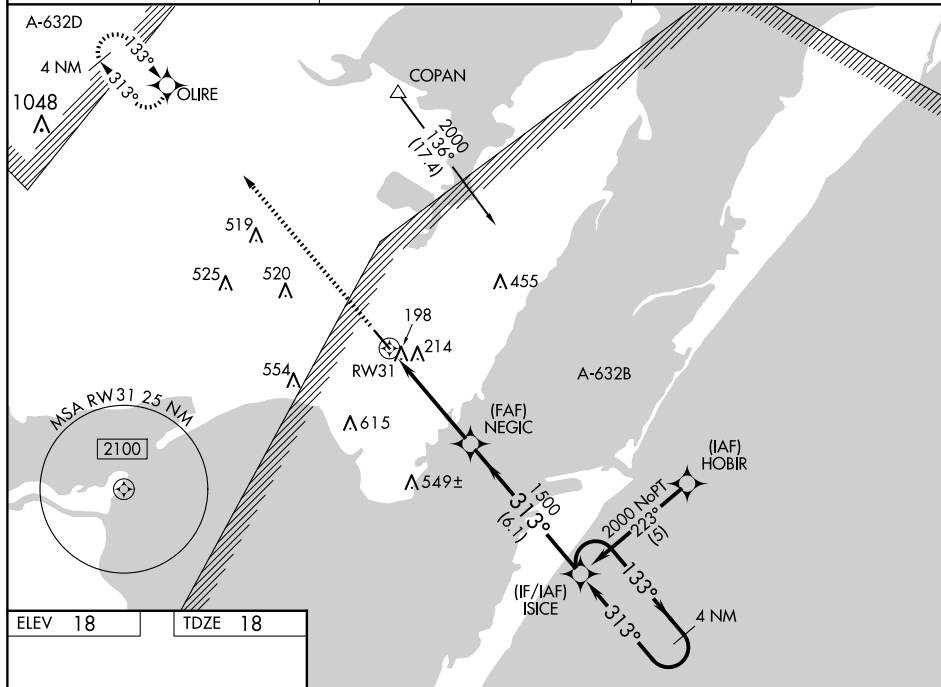


Diagram illustrating the MIRMIL 13-31 instrument approach chart. The chart shows a 4899' x 75' runway with a 313° heading. Key features include: MIRMIL Rwy 13-31 (M), REIL Rwy 13 and 31, and a 4 NM Holding Pattern. The approach is a VGSB (Visual Glide Slope Beam) with a 3.00° TCH. The chart includes a table of altitudes for various categories (A, B, C, D) and a table of altitudes for various categories (A, B, C, D).

CATEGORY	A	B	C	D
LPV DA	268-1	250 (300-1)		
LNNAV/VNAV DA	510-1 $\frac{3}{4}$	492 (500-1 $\frac{3}{4}$)		
LNNAV MDA	480-1	462 (500-1)	480-1 $\frac{1}{4}$ 462 (500-1 $\frac{1}{4}$)	480-1 $\frac{1}{2}$ 462 (500-1 $\frac{1}{2}$)
CIRCLING	520-1	502 (600-1)	860-2 $\frac{1}{2}$ 842 (900-2 $\frac{1}{2}$)	980-3 962 (1000-3)