

WAAS Ch 49199 W31A	APP CRS 310°	Rwy Idg 4559 TDZE 390 Apt Elev 390
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RNAV (GPS) RWY 31

TEXARKANA RGNL-WEBB FLD (TXK)

RNP APCH-GPS. ▼ Rwy 31 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use De Queen altimeter setting and increase all DA/MDA 100 feet, increase LPV and LNAV/VNAV all Cats, and LNAV Cat C and D visibility ¼ SM, and Circling Cat C and D visibility ¼ SM. Baro-VNAV and VDP NA when using De Queen altimeter setting. ▲	MISSED APPROACH: Climb to 2000 direct JELGA and hold.
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ATIS 120.2	FORT WORTH CENTER 123.925 269.475	TEXARKANA TOWER★ 123.875 (CTAF) 0 235.625	GND CON 119.225
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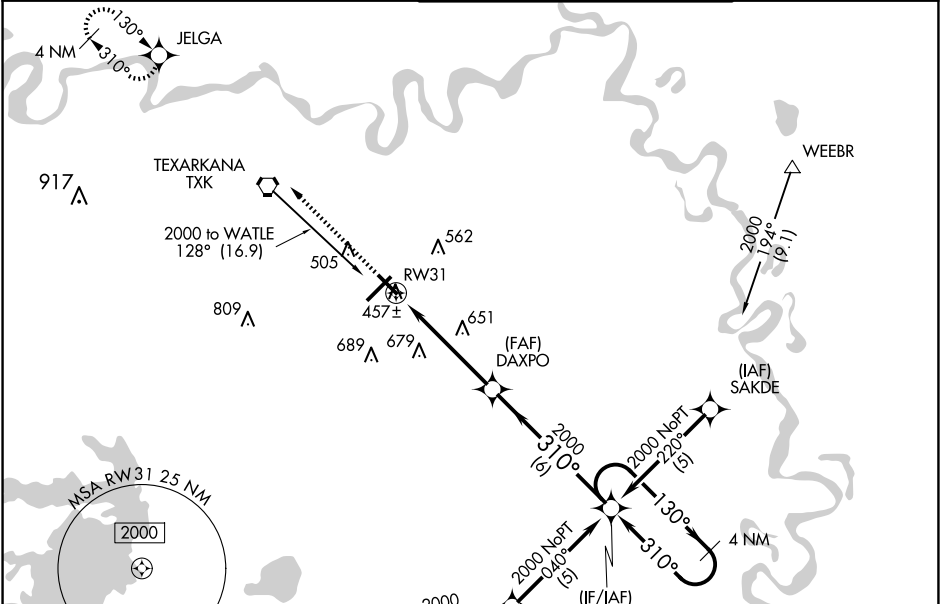


Diagram illustrating the 4 NM Holding Pattern for DAXPO (WATLE) at 2000 feet. The pattern is defined by the following distances and angles:

- Distance from RW31 to DAXPO: 1.6 NM
- Distance from DAXPO to WATLE: 6 NM
- Distance from WATLE to DAXPO: 3.3 NM
- Distance from DAXPO to RW31: 1.6 NM
- Holding Pattern Altitude: 2000
- GP 3.00° TCH 39

CATEGORY	A	B	C	D
LPV DA	645-1 255 (300-1)			
LNAV/VNAV DA	707-1¼ 317 (400-1¼)			
LNAV MDA	920-1 530 (600-1)	920-1½ 530 (600-1½)	920-1¾ 530 (600-1¾)	
CIRCLING	920-1 530 (600-1)	1000-1¾ 610 (700-1¾)	1080-2¼ 690 (700-2¼)	

Diagram illustrating the MIRL Rwy 13-31 and HIRL Rwy 4-22. The diagram shows the runway layout with the MIRL Rwy 13-31 and HIRL Rwy 4-22. The diagram includes a table with categories A, B, C, and D, and a table with categories A, B, C, and D.

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LNAV/VNAV DA	707-1¼ 317 (400-1¼)			
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CIRCLING	920-1 530 (600-1)	1000-1¾ 610 (700-1¾)	1080-2¼ 690 (700-2¼)	