

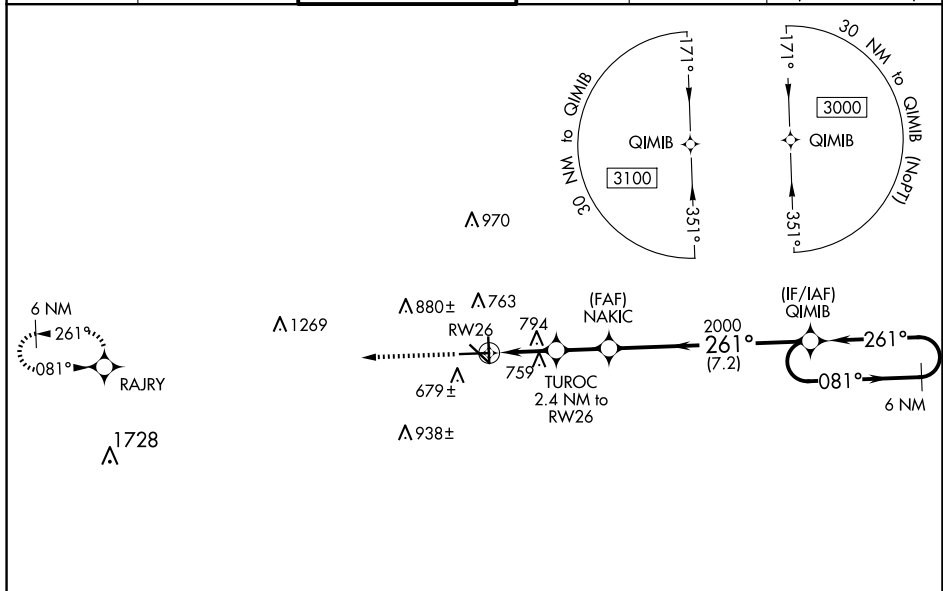
WAAS CH 78332 W26A	APP CRS 261°	Rwy Idg 6330 TDZE 587 Apt Elev 595
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RNAV (GPS) RWY 26
SAN MARCOS RGNL (HYI)

⚠ Baro-VNAV NA when using New Braunfels altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (3°F) or above 54°C (130°F). When local altimeter setting not received, use New Braunfels altimeter setting and increase all DA 43 feet and all MDA 60 feet; increase LPV and LNAV/VNAV all Cats, and LNAV Cat C/D/E visibility $\frac{1}{8}$ mile and Circling Cat C/D visibility $\frac{1}{4}$ mile. Circling NA for Cat E SW of Rwy 13-31. DME/DME RNP-0.3 NA. VDP NA with New Braunfels altimeter setting. Helicopter visibility reduction below $\frac{3}{4}$ SM NA.

MISSED APPROACH:
Climb to 3000 direct
RAJRY and hold.

ATIS 120.825	AUSTIN APP CON 119.0 370.85	SAN MARCOS TOWER★ 126.825 (CTAF) 0	GND CON 120.125	CLNC DEL 120.125	CLNC DEL 121.35 (when twr closed)
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ELEV 575 TDZE 587

Obstruction clearance chart for MIRA RWY 8-26. The chart shows a runway layout with a 261° heading. Key features include: a 6330 x 100 ft runway segment, a 1501 x 100 ft taxiway segment, and a 5714 x 100 ft runway segment. Obstruction symbols include a 35 ft obstruction (P4), a 26 ft obstruction (P5), and a 35 ft obstruction (P6). A 0.4% UP slope is indicated. A TWR (Tower) is located near the 6330 x 100 ft segment. The chart also shows a 261° heading and a 261° bearing.

3000 ↑ RAJRY ✧		6 NM Holding Pattern 081° → 3000 ← 261° QIMB				
*LNAV only.		TUROC 2.4 NM to RW26 NAKIC 2000 1400 2000 GP 3.00° TCH 55				
← RW26 1.3 NM 1.1 NM 1.9 NM 7.2 NM						
CATEGORY	A	B	C	D	E	
LPV DA	837-3/4 250 (300-3/4)					
LNAV/VNAV DA	866-7/8 279 (300-7/8)					
LNAV MDA	1060-1	473 (500-1)	1060-1 3/8 473 (500-1 3/8)			
C CIRCLING	1080-1 485 (500-1)	1120-1 525 (600-1)	1240-1 3/4 645 (700-1 3/4)	1320-2 1/4 725 (800-2 1/4)	1340-2 3/4 745 (800-2 3/4)	