

LOC/DME I-RVZ 111.5 Chn 52	APP CRS 358°	Rwy Ldg 9400 TDZE 36 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 $\frac{1}{2}$ SM.

* RVR 1800 authorized with use of FD or AP or HUD to DA (NA when using PIL altimeter setting).

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
-----------------------	--------------------------------------	--	-------------------------	-------------------------

MISSED APCH FIX



LOCALIZER 111.5

I-RVZ 50

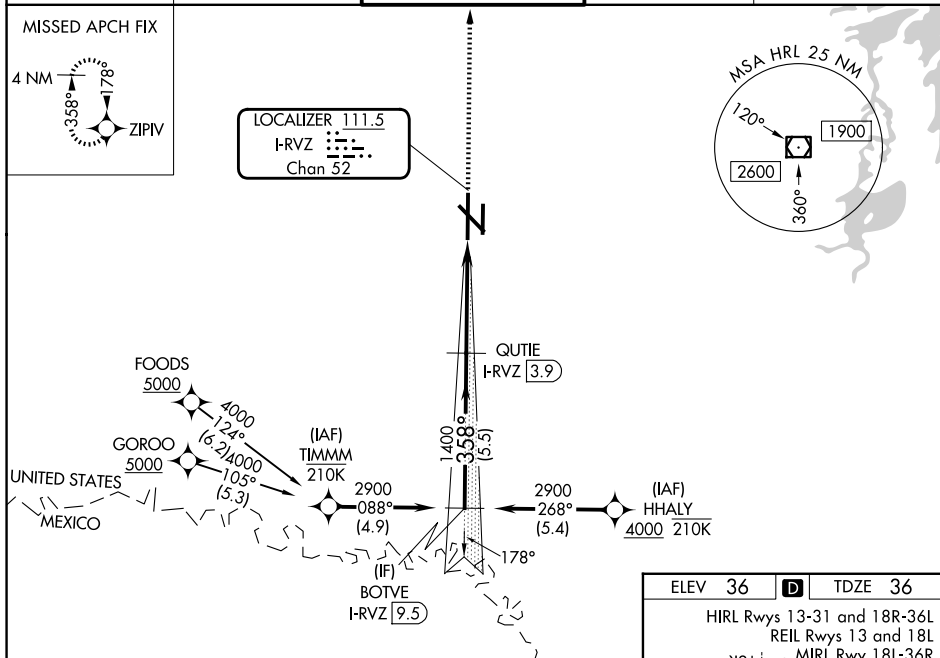
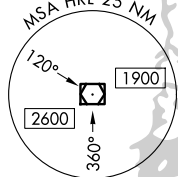


Diagram illustrating a non-precision approach for a runway with a 3.00° glide slope (TCH 55°). The diagram shows the glide path, decision height (DH) of 1400 ft, and various navigation aids. The approach is divided into four categories: A, B, C, and D. The diagram also shows the ILS and VGSi glidepaths not coincident, with a VGSi angle of 3.00°/TCH 74. The diagram includes a scale bar showing 5.5 NM, 2.8 NM, and 1.3 NM.

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)