

LOC/DME I-VCT <b>111.5</b> Chan <b>52</b>	APP CRS <b>128°</b>	Rwy Ldg <b>9111</b> TDZE <b>115</b> Apt Elev <b>115</b>
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# ILS or LOC RWY 13

VICTORIA RGNL (VCT)

DME required. RADAR required for TACAN aircraft.

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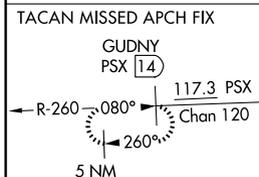
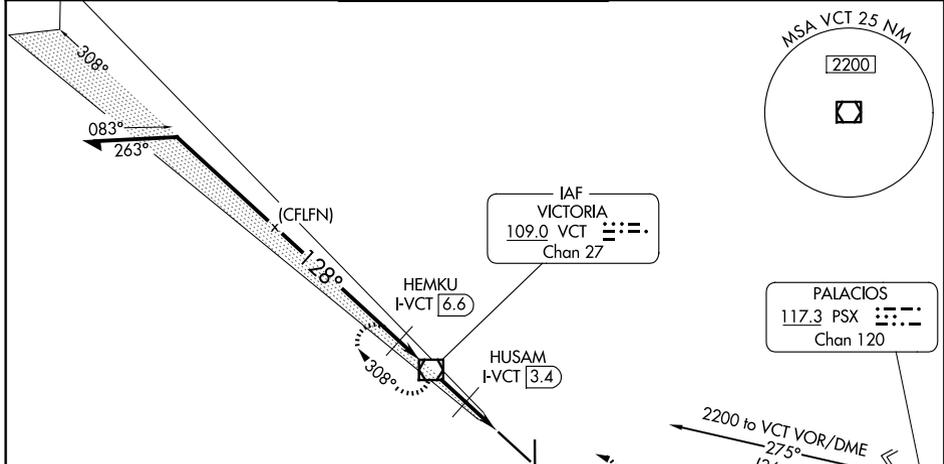
VDP NA when using PKV altimeter setting.  
For inop ALS, increase S-ILS 13 Cat E visibility to ¾ SM and S-LOC 13 Cat E visibility to 1 SM.

MALSR



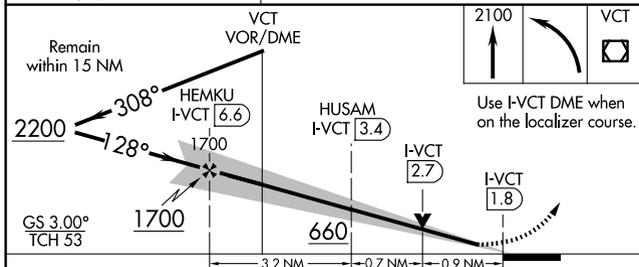
MISSED APPROACH: Climb to 2100 then left turn direct VCT VOR/DME and hold. (TACAN aircraft climb to 2100 then left turn on heading 120° and on PSX VORTAC R-260 to GUDNY/PSX 14 DME and hold W, RT, 080° inbound).

ATIS <b>119.025</b>	HOUSTON CENTER <b>135.05 353.6</b>	VICTORIA TOWER ★ <b>126.075 (CTAF) 257.95</b>	GND CON <b>120.525 239.25</b>	UNICOM <b>122.7</b>
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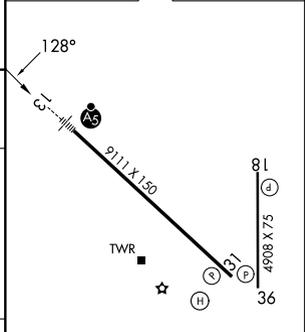
LOCALIZER 111.5  
I-VCT  
Chan 52

Procedure NA for arrival on PSX VORTAC airway radials 218 CW 233.



ELEV 115	<b>D</b>	TDZE 115
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CATEGORY	A	B	C	D	E
S-ILS 13		315-½	200 (200-½)		
S-LOC 13		440-½	325 (400-½)		
CIRCLING	580-1	465 (500-1)	820-2 705 (800-2)	880-2½ 765 (800-2½)	NA



MIRL Rwy 18-36  
REIL Rwy 18 and 36  
HIRL Rwy 13-31