

LOC/DME I-CRP <u>110.3</u> Chan 40	APP CRS 132°	Rwy Idg 7510 TDZE 46 Apt Elev 46
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ILS or LOC RWY 13
CORPUS CHRISTI INTL (CRP)

- T** Autopilot coupled approach NA below 260.
A For inop ALS, increase S-ILS 13 Cat E visibility to RVR 4000 and S-LOC 13 Cats C, D, and E visibility to RVR 5500.
 *RVR 1800 authorized with use of FD or AP or HUD to DA.



MISSED APPROACH: Climb to 500 then climbing right turn to 2000 on heading 132° and CRP VORTAC R-169 to SOLON INT/CRP VORTAC 28 DME and hold.

ATIS 126.8	CORPUS APP CON 120.9 348.725	CORPUS TOWER 119.4 257.8	GND CON 121.9 269.15	CLNC DEL 118.55
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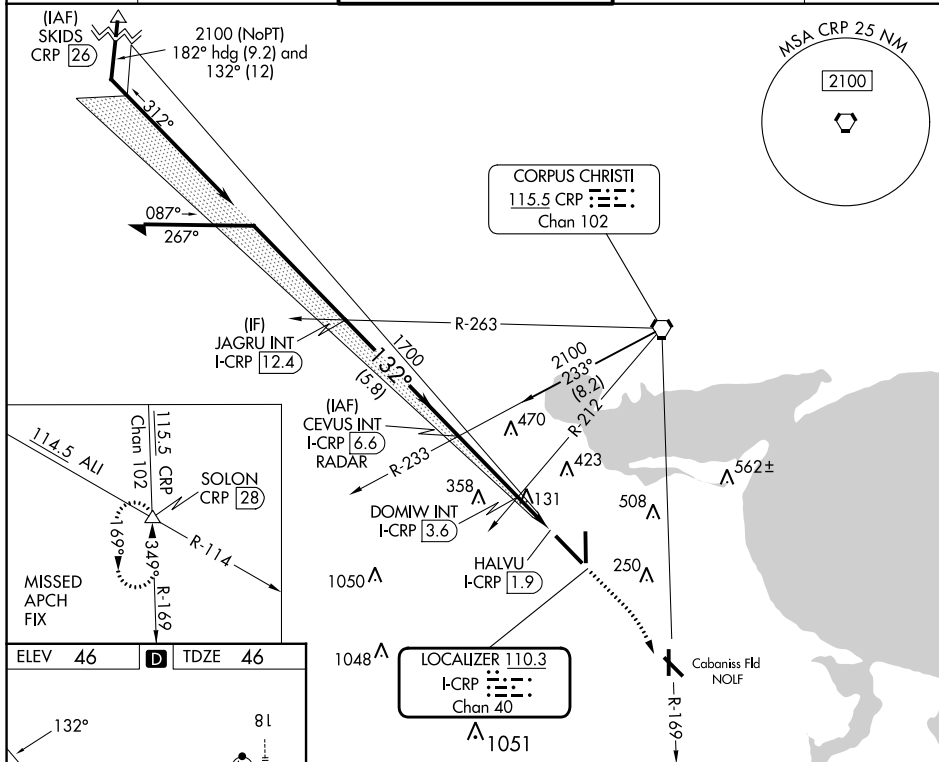


Diagram illustrating the layout of HIRL Runways 13-31 and 18-36. Runway 13-31 is 7510 x 150 feet. Runway 18-36 is 6080 x 150 feet. The diagram shows the intersection of the two runways, with various navigation aids and markers.

FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

Diagram illustrating a 500 Hz DME system. The diagram shows a 132° bearing from a 2100 kHz frequency. The diagram includes a 1700 kHz frequency, a 720 kHz frequency, and a 132-degree bearing. It also shows a 312-degree bearing from a 1700 kHz frequency. The diagram includes a 1700 kHz frequency, a 720 kHz frequency, and a 132-degree bearing. It also shows a 312-degree bearing from a 1700 kHz frequency.

CATEGORY	A	B	C	D	E
S-ILS 13*	246/24 200 (200-½)				
S-LOC 13	400/24	354 (400-½)	400/30 354 (400-⅝)		
C CIRCLING	500-1 454 (500-1)	780-1 734 (800-1)	820-2¼ 774 (800-2¼)	820-2½ 774 (800-2½)	820-2¾ 774 (800-2¾)