





WAAS CH <b>82119</b> <b>W19A</b>	APP CRS <b>187°</b>	Rwy Idg <b>6605</b> TDZE <b>505</b> Apt Elev <b>516</b>
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RNAV (GPS) RWY 19  
WACO RGNL (ACT)

RNP APCH.	MALSR	MISSED APPROACH: Climb to 4000 direct YAYUC and on track 171° to BOSEL and hold, continue climb-in-hold to 4000.
<p> For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -8°C or above 54°C. For inop ALS, increase LNAV/VNAV visibility all Cats to RVR 4000.</p> <p> ASR **RVR 1800 authorized with use of FD or AP or HUD to DA.</p>	 	

ATIS <b>123.85</b>	WACO APP CON ★ <b>127.65 227.125</b>	WACO TOWER ★ <b>119.3 (CTAF) 0 257.8</b>	GND CON <b>121.9</b>	UNICOM <b>122.95</b>
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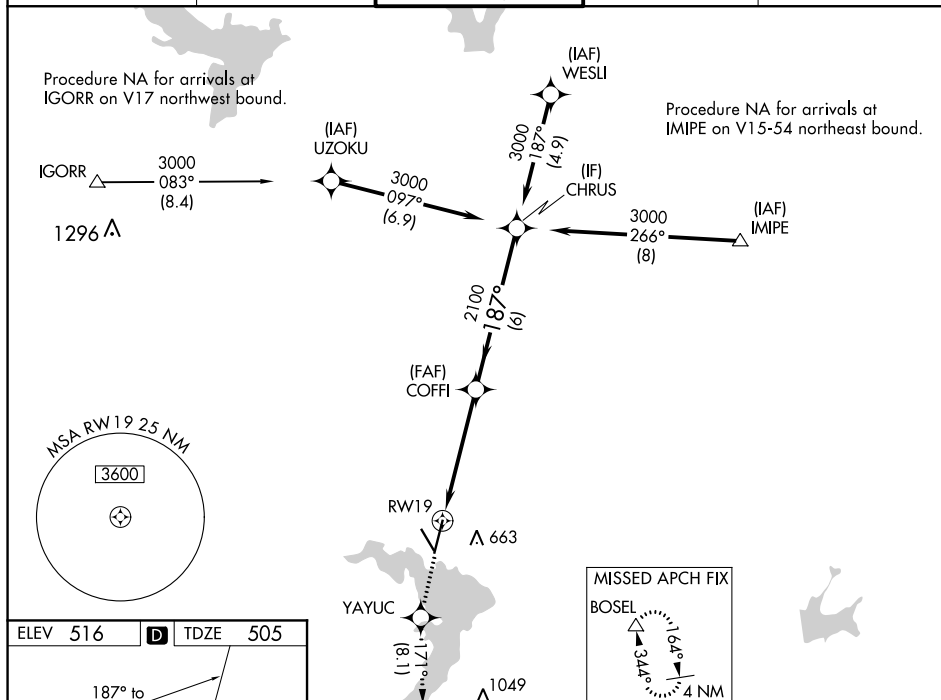


Diagram illustrating the RW19 instrument approach procedure. The diagram shows a VOR station at 556 kHz, a TWR at 589 MHz, and a runway (RW19) with a length of 1.1 NM. The approach is a 187-degree turn from a 2100-foot altitude to a 3000-foot altitude. The procedure includes a 1.1 NM segment to RW19, a 3.8 NM segment, and a 6 NM segment. The diagram also shows the RW19 instrument approach procedure with a 1.1 NM segment to RW19, a 3.8 NM segment, and a 6 NM segment. The diagram includes a table with the following data:

CATEGORY	A	B	C	D
LPV DA **	705/24	200 (200-1/2)		
LNAV/VNAV DA	755/24	250 (300-1/2)		
LNAV MDA	900/24	395 (400-1/2)	900/35	395 (400-5/8)
CIRCLING	940-1 424 (500-1)	980-1 464 (500-1)	1020-1 1/2 504 (600-1 1/2)	1160-2 644 (700-2)