

LOC/DME I-VCT 111.5 Chan 52	APP CRS 128°	Rwy Idg 9111 TDZE 115 Apt Elev 115
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ILS or LOC/DME RWY 13L

VICTORIA RGNL (VCT)

▼

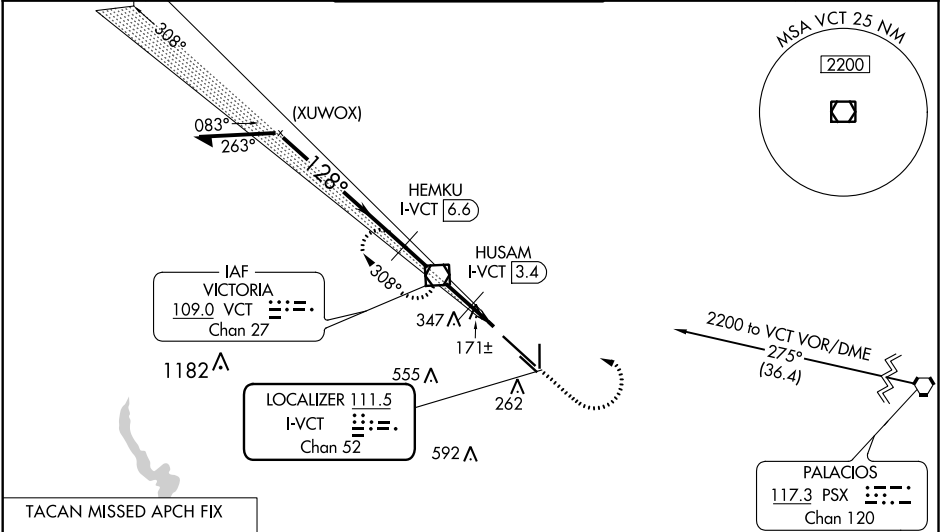
▲ NA

When local altimeter setting not received, use Port Lavaca altimeter setting and increase all DA 58 feet and all MDA 60 feet. increase S-LOC 13L Cat C/D/E visibility to ¾ mile. For inop MALSR, increase S-ILS 13L Cat E visibility to ¾ mile and S-LOC 13L Cat E visibility to 1 mile. VDP NA with Port Lavaca altimeter setting. For inop MALSR, when using Port Lavaca altimeter setting, increase S-ILS 13L Cat E visibility to ¾ mile and S-LOC 13L Cat C/D/E visibility to 1 ½ mile.

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 PSX VORTAC R-260 to GUDNY/14 DME and hold W, RT, 080° inbound.)

ATIS 119.025	HOUSTON CENTER 135.05 353.6	VICTORIA TOWER ★ 126.075 (CTAF) 257.95	GND CON 120.525 239.25	UNICOM 122.7
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ELEV 115

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TDZE 115

128° 4.8 NM from FAF

Remain within 15 NM

VCT VOR/DME

2100

VCT

Use I-VCT DME when on the localizer course.

2200

308°

HEMKU I-VCT 6.6

1700

128°

GS 3.00° TCH 53

1700

*660

*1-VCT 2.7

I-VCT 1.8

*LOC only.

3.2 NM

0.7 NM

0.9 NM

CATEGORY	A	B	C	D	E
S-ILS 13L		315-½	200 (200-½)		
S-LOC 13L		440-½	325 (400-½)		
CIRCLING	580-1	465 (500-1)	580-1½ 465 (500-1½)	680-2 565 (600-2)	NA

MIRL Rwy 18-36

REIL Rwy 18 and 36

HIRL Rwy 13L-31R