

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

VICTORIA RGNL (VCT)

▼

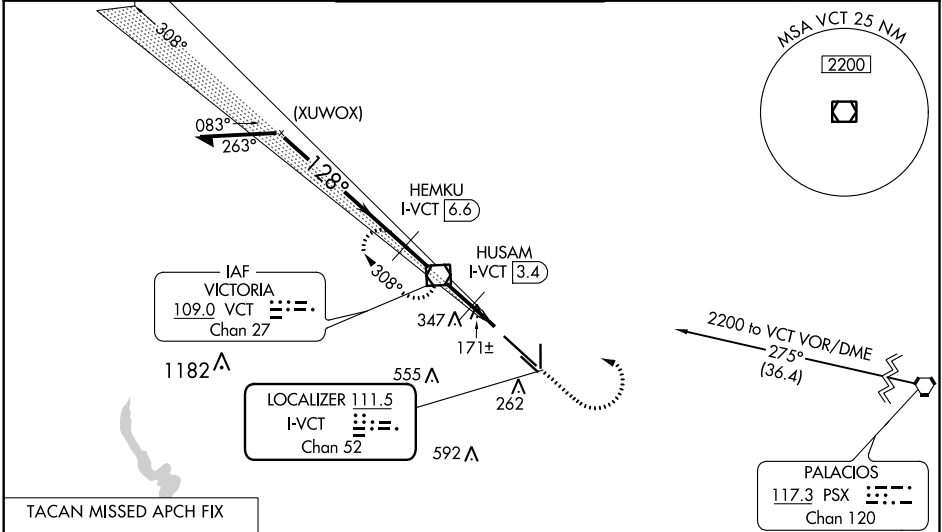
▲ NA

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 <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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ELEV 115 TDZE 115

128° 4.8 NM from FAF

Remain within 15 NM  
2200  
308°  
128°  
HEMKU I-VCT [6.6]  
HUSAM I-VCT [3.4]  
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  
2100 VCT  
Use I-VCT DME when on the localizer course.  
TWR 184  
9111 X 130  
8 L  
36  
4908 X 75  
31  
36

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