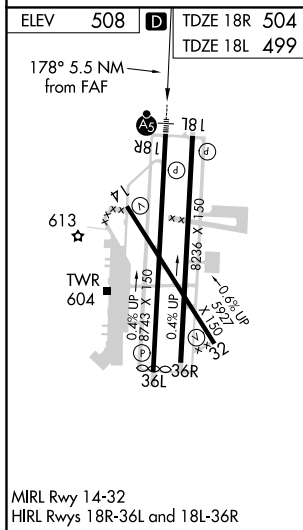
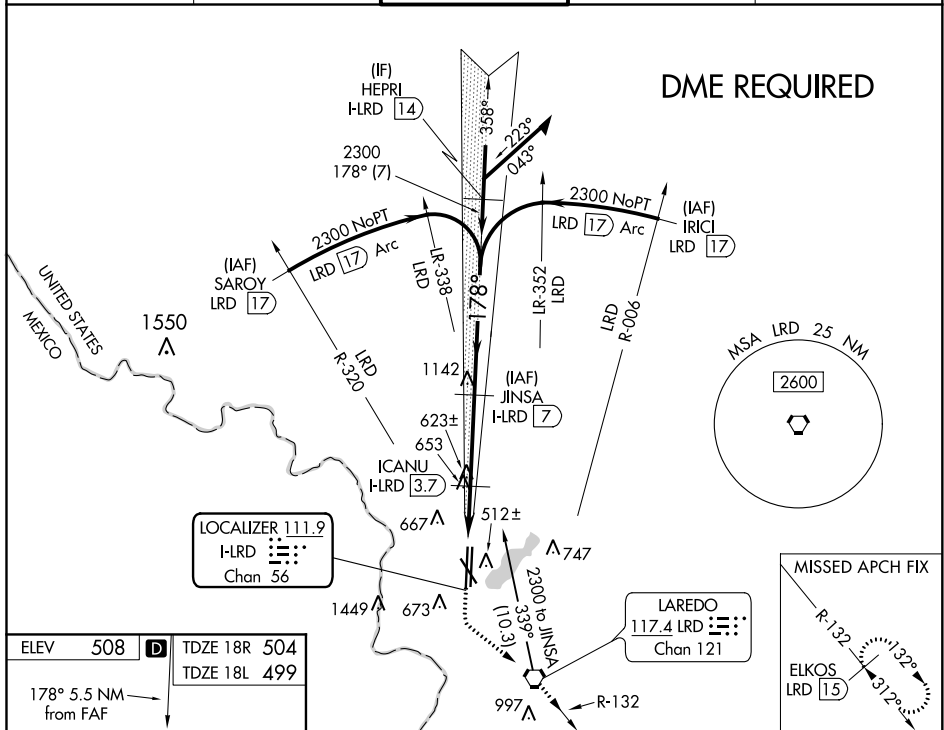


ILS or LOC RWY 18R  
LAREDO INTL (LRD)

ATIS 125.775	HOUSTON CENTER 127.8 307.2	LAREDO TOWER ★ 120.1 (CTAF) 0 257.9	GND CON 121.8	UNICOM 122.95
-----------------	-------------------------------	--	------------------	------------------



<div><div>1100</div><div>2500</div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div>LRD</div><div>ELKOS</div><div>LRD 1.5</div></div></div> <div><div>VGSI and ILS glidepath not coincident</div><div>(VGSI Angle 3.00/TCH 50).</div></div> <div><div><div>JINSA</div><div>I-LRD 7</div></div><div><div>Remain within 15 NM</div></div></div> <tr><td><div>Use I-LRD DME when on the localizer course.</div><div><div>*LOC only</div><div><div>I-LRD 1.5</div><div>ICANU I-LRD 3.7</div></div><div><div>2300</div><div>358°</div><div>178°</div><div>2300</div></div><div><div>GS 3.00°</div><div>TCH 57</div></div></div><tr><td><div><div>1.2 NM</div><div>1.1 NM</div><div>3.3 NM</div></div></td></tr><tr><td><div><div>CATEGORY</div><div>A</div><div>B</div><div>C</div><div>D</div><div>E</div></div></td></tr><tr><td><div><div>S-ILS 18R</div><div>704-½</div><div>200 (200-½)</div></div></td></tr><tr><td><div><div>S-LOC 18R</div><div>920-½</div><div>416 (500-½)</div><div>920-¾</div><div>416 (500-¾)</div></div></td></tr><tr><td><div><div>SIDESTEP 18L</div><div>920-1</div><div>421 (500-1)</div><div>920-1½</div><div>421 (500-1½)</div><div>920-2</div><div>421 (500-2)</div></div></td></tr><tr><td><div><div>CIRCLING</div><div>940-1</div><div>432 (500-1)</div><div>980-1</div><div>472 (500-1)</div><div>1100-1½</div><div>592 (600-1½)</div><div>1200-2¼</div><div>692 (700-2¼)</div><div>1200-2½</div><div>692 (700-2½)</div></div></td></tr></td></tr>	<div>Use I-LRD DME when on the localizer course.</div> <div><div>*LOC only</div><div><div>I-LRD 1.5</div><div>ICANU I-LRD 3.7</div></div><div><div>2300</div><div>358°</div><div>178°</div><div>2300</div></div><div><div>GS 3.00°</div><div>TCH 57</div></div></div> <tr><td><div><div>1.2 NM</div><div>1.1 NM</div><div>3.3 NM</div></div></td></tr> <tr><td><div><div>CATEGORY</div><div>A</div><div>B</div><div>C</div><div>D</div><div>E</div></div></td></tr> <tr><td><div><div>S-ILS 18R</div><div>704-½</div><div>200 (200-½)</div></div></td></tr> <tr><td><div><div>S-LOC 18R</div><div>920-½</div><div>416 (500-½)</div><div>920-¾</div><div>416 (500-¾)</div></div></td></tr> <tr><td><div><div>SIDESTEP 18L</div><div>920-1</div><div>421 (500-1)</div><div>920-1½</div><div>421 (500-1½)</div><div>920-2</div><div>421 (500-2)</div></div></td></tr> <tr><td><div><div>CIRCLING</div><div>940-1</div><div>432 (500-1)</div><div>980-1</div><div>472 (500-1)</div><div>1100-1½</div><div>592 (600-1½)</div><div>1200-2¼</div><div>692 (700-2¼)</div><div>1200-2½</div><div>692 (700-2½)</div></div></td></tr>	<div><div>1.2 NM</div><div>1.1 NM</div><div>3.3 NM</div></div>	<div><div>CATEGORY</div><div>A</div><div>B</div><div>C</div><div>D</div><div>E</div></div>	<div><div>S-ILS 18R</div><div>704-½</div><div>200 (200-½)</div></div>	<div><div>S-LOC 18R</div><div>920-½</div><div>416 (500-½)</div><div>920-¾</div><div>416 (500-¾)</div></div>	<div><div>SIDESTEP 18L</div><div>920-1</div><div>421 (500-1)</div><div>920-1½</div><div>421 (500-1½)</div><div>920-2</div><div>421 (500-2)</div></div>	<div><div>CIRCLING</div><div>940-1</div><div>432 (500-1)</div><div>980-1</div><div>472 (500-1)</div><div>1100-1½</div><div>592 (600-1½)</div><div>1200-2¼</div><div>692 (700-2¼)</div><div>1200-2½</div><div>692 (700-2½)</div></div>
<div>Use I-LRD DME when on the localizer course.</div> <div><div>*LOC only</div><div><div>I-LRD 1.5</div><div>ICANU I-LRD 3.7</div></div><div><div>2300</div><div>358°</div><div>178°</div><div>2300</div></div><div><div>GS 3.00°</div><div>TCH 57</div></div></div> <tr><td><div><div>1.2 NM</div><div>1.1 NM</div><div>3.3 NM</div></div></td></tr> <tr><td><div><div>CATEGORY</div><div>A</div><div>B</div><div>C</div><div>D</div><div>E</div></div></td></tr> <tr><td><div><div>S-ILS 18R</div><div>704-½</div><div>200 (200-½)</div></div></td></tr> <tr><td><div><div>S-LOC 18R</div><div>920-½</div><div>416 (500-½)</div><div>920-¾</div><div>416 (500-¾)</div></div></td></tr> <tr><td><div><div>SIDESTEP 18L</div><div>920-1</div><div>421 (500-1)</div><div>920-1½</div><div>421 (500-1½)</div><div>920-2</div><div>421 (500-2)</div></div></td></tr> <tr><td><div><div>CIRCLING</div><div>940-1</div><div>432 (500-1)</div><div>980-1</div><div>472 (500-1)</div><div>1100-1½</div><div>592 (600-1½)</div><div>1200-2¼</div><div>692 (700-2¼)</div><div>1200-2½</div><div>692 (700-2½)</div></div></td></tr>	<div><div>1.2 NM</div><div>1.1 NM</div><div>3.3 NM</div></div>	<div><div>CATEGORY</div><div>A</div><div>B</div><div>C</div><div>D</div><div>E</div></div>	<div><div>S-ILS 18R</div><div>704-½</div><div>200 (200-½)</div></div>	<div><div>S-LOC 18R</div><div>920-½</div><div>416 (500-½)</div><div>920-¾</div><div>416 (500-¾)</div></div>	<div><div>SIDESTEP 18L</div><div>920-1</div><div>421 (500-1)</div><div>920-1½</div><div>421 (500-1½)</div><div>920-2</div><div>421 (500-2)</div></div>	<div><div>CIRCLING</div><div>940-1</div><div>432 (500-1)</div><div>980-1</div><div>472 (500-1)</div><div>1100-1½</div><div>592 (600-1½)</div><div>1200-2¼</div><div>692 (700-2¼)</div><div>1200-2½</div><div>692 (700-2½)</div></div>	
<div><div>1.2 NM</div><div>1.1 NM</div><div>3.3 NM</div></div>							
<div><div>CATEGORY</div><div>A</div><div>B</div><div>C</div><div>D</div><div>E</div></div>							
<div><div>S-ILS 18R</div><div>704-½</div><div>200 (200-½)</div></div>							
<div><div>S-LOC 18R</div><div>920-½</div><div>416 (500-½)</div><div>920-¾</div><div>416 (500-¾)</div></div>							
<div><div>SIDESTEP 18L</div><div>920-1</div><div>421 (500-1)</div><div>920-1½</div><div>421 (500-1½)</div><div>920-2</div><div>421 (500-2)</div></div>							
<div><div>CIRCLING</div><div>940-1</div><div>432 (500-1)</div><div>980-1</div><div>472 (500-1)</div><div>1100-1½</div><div>592 (600-1½)</div><div>1200-2¼</div><div>692 (700-2¼)</div><div>1200-2½</div><div>692 (700-2½)</div></div>							

SC-3 31 DEC 2020 to 28 JAN 2021