

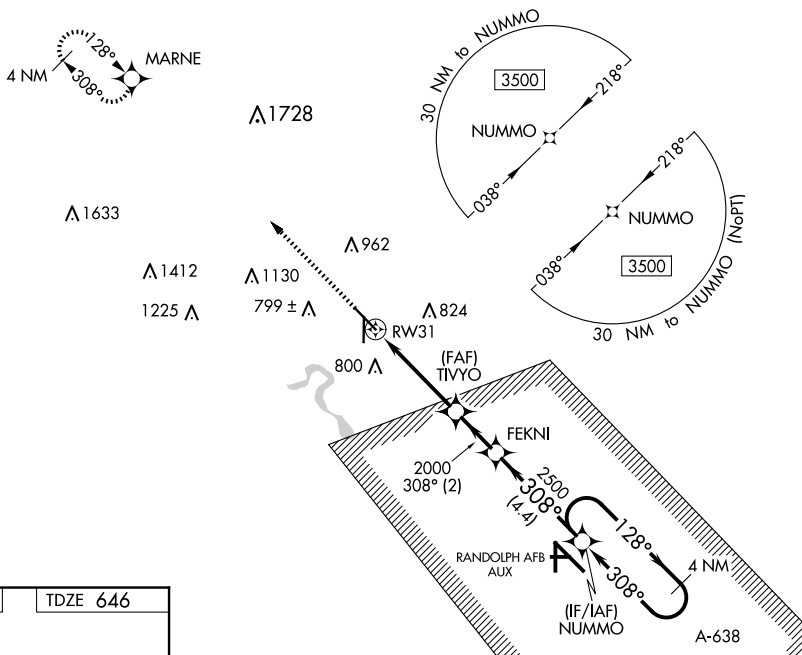
WAAS CH 86435 W31A	APP CRS 308°	Rwy Idg 6503 TDZE 646 Apt Elev 658
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RNAV (GPS) RWY 31
NEW BRAUNFELS NTL (BAZ)

▼ DME/DME RNP-0.3 NA. When local altimeter setting not received, use San Marcos altimeter setting and increase all DA 43 feet and all MDA 60 feet, and increase LPV all Cats, LNAV/VNAV all Cats, and Circling Cts C and D visibility $\frac{1}{2}$ mile, and LNAV Cts C and D visibility $\frac{1}{2}$ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -5°C (23°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using San Marcos altimeter setting. Helicopter visibility reduction below $\frac{3}{4}$ SM NA.

MISSED APPROACH:
Climb to 3100 direct
MARNE and hold.

ATIS 119.325	SAN ANTONIO APP CON 124.45 335.625	NEW BRAUNFELS TOWER* 127.05 (CTAF) 0 285.4	GND CON 120.175	CLNC DEL 134.75	CLNC DEL 134.75 (When twr closed)	UNICOM 122.7
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ELEV 658		TDZE 646
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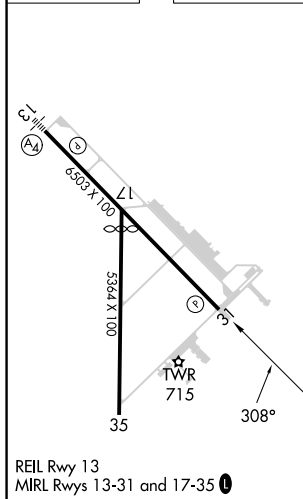


Diagram illustrating the VLSR Holding Pattern for RW31. The pattern is a series of turns around a fix (marked with a cross). The initial turn is 128° to the right, followed by a 308° turn to the left. The distance between turns is 1.2 NM. The pattern is labeled "4 NM Holding Pattern". The diagram also shows the VGS1 and RNAV glidepath not coincident (VGS1 Angle 3.00/TCH 50). The diagram includes a scale bar for 1.2 NM, 2.9 NM, 2 NM, and 4.4 NM. The diagram also shows the VGS1 and RNAV glidepath not coincident (VGS1 Angle 3.00/TCH 50).