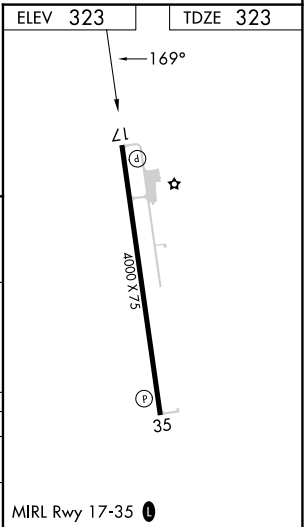
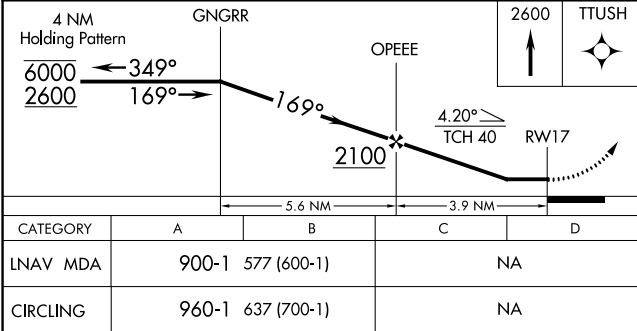
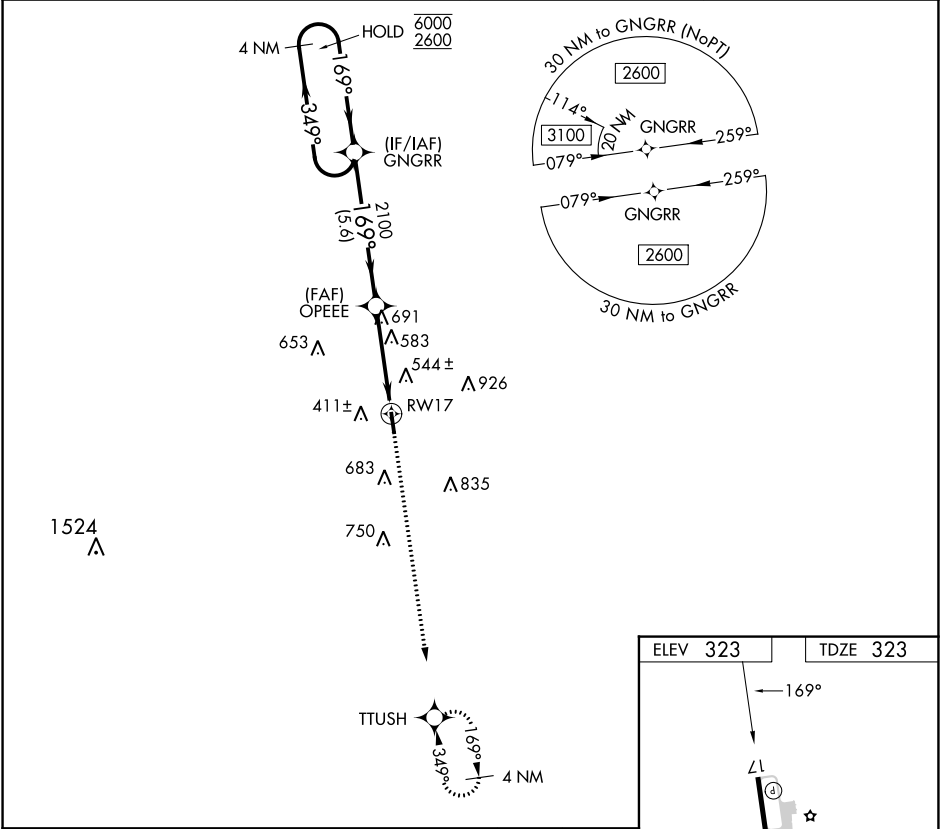


APP CRS	Rwy Idg	4000
169°	TDZE	323
	Apt Elev	323

RNAV (GPS) RWY 17

SMITHVILLE CRAWFORD MUNI (84R)

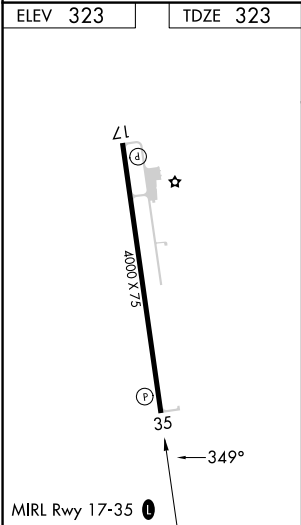
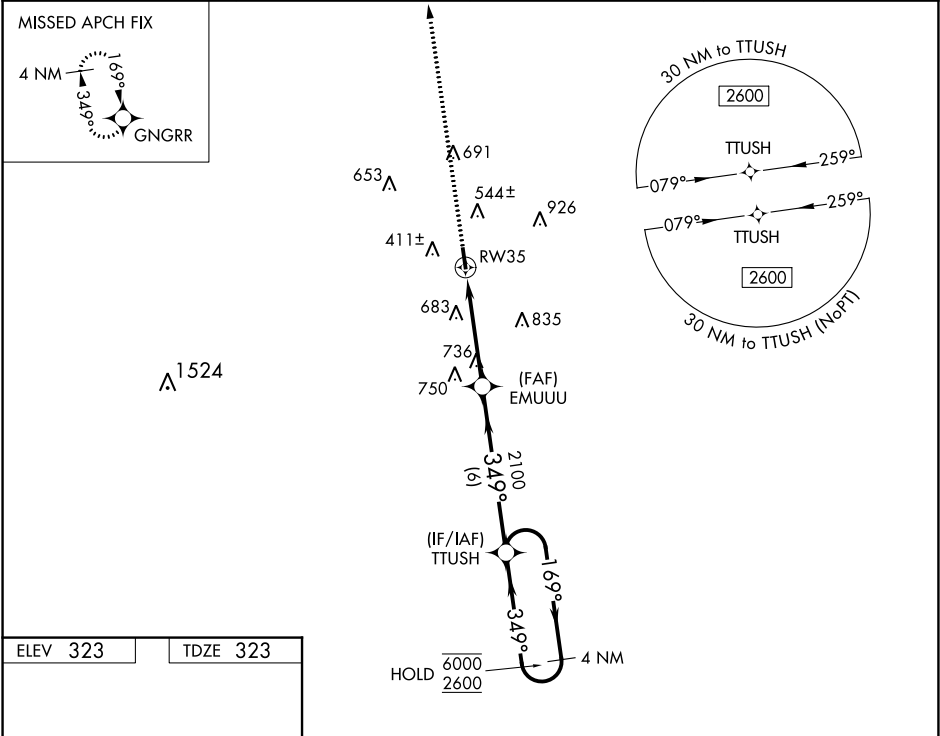
RNP APCH - GPS.			MISSED APPROACH: Climb to 2600 direct TTUSH and hold.
	Rwy 17 helicopter visibility reduction below 1 SM NA.		
	Straight-in Rwy 17 NA at night, Circling Rwy 17 NA at night.		
GYB AWOS-3 119.225	AUSTIN APP CON 120.875 270.25	CTAF 122.9	123.3 



WAAS CH 99744 W35A	APP CRS 349°	Rwy Idg 4000 TDZE 323 Apt Elev 323
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RNAV (GPS) RWY 35
SMITHVILLE CRAWFORD MUNI (84R)

RNP APCH - GPS.		MISSED APPROACH: Climb to 2600 direct GNGRR and hold.	
V NA Circling Rwy 17 NA at night. Rwy 35 helicopter visibility reduction below 1 SM NA. Baro-VNAV NA.			
GYB AWOS-3 119.225	AUSTIN APP CON 120.875 270.25	CTAF 122.9	123.30



2600 ↑		GNGRR 		VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 40).		4 NM Holding Pattern			
		RW35 		EMUUU 2100		TTUSH 169° → 6000 ← 349° 2600			
				349°					
		4.3 NM		6 NM		GP 3.80° TCH 40			
CATEGORY		A		B		C		D	
LPV DA		648-1		325 (400-1)				NA	
LNAV/VNAV DA		827-1 $\frac{3}{8}$		504 (600-1 $\frac{3}{8}$)				NA	
LNAV MDA		1040-1		717 (800-1)				NA	
CIRCLING		1040-1		717 (800-1)				NA	