

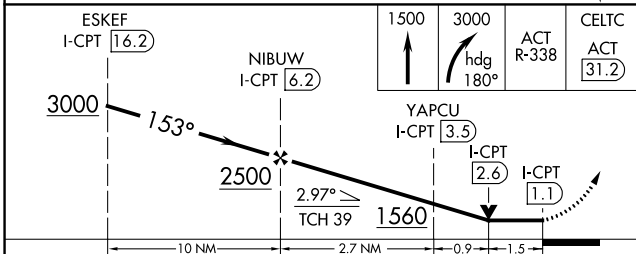
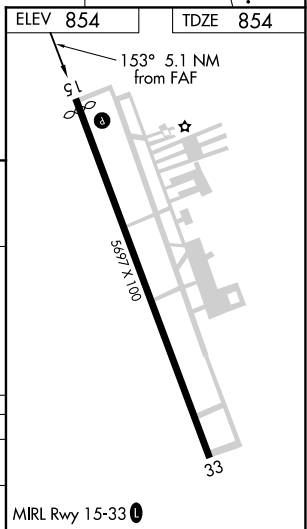
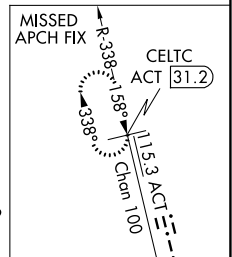
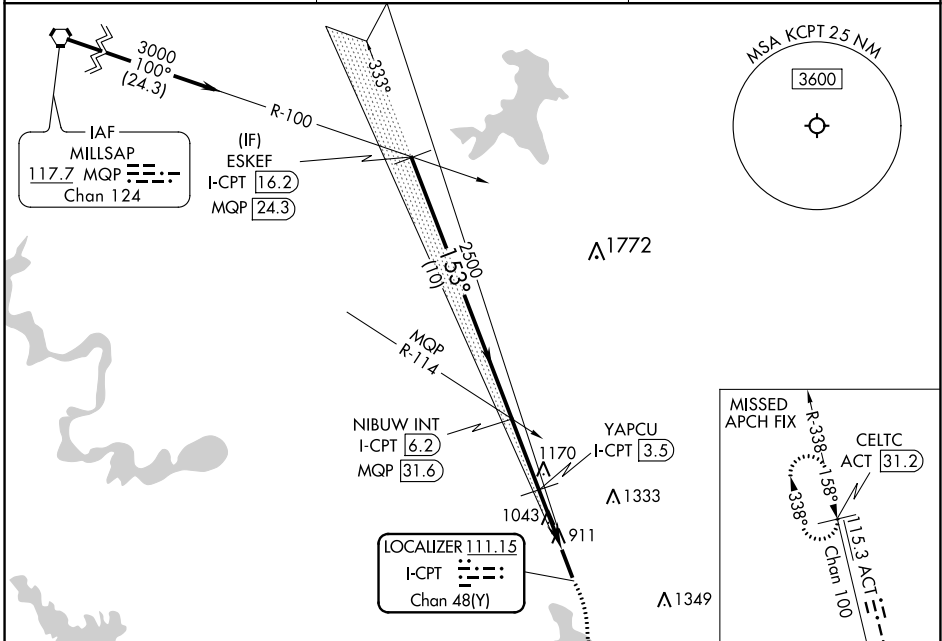
LOC I-CPT <b>111.15</b> Chan 48(Y)	APP CRS <b>153°</b>	Rwy Idg TDZE Apt Elev	<b>5512</b> <b>854</b> <b>854</b>
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# LOC RWY 15

CLEBURNE RGNL (CPT)

DME required.	MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 on heading 180° and ACT VORTAC R-338 to CELTC/ACT 31.2 DME.
▼ ▲ NA Rwy 15 helicopter visibility reduction below 3/4 SM NA.	

AWOS-3 <b>119.525</b>	REGIONAL APP CON <b>135.975 379.9</b>	UNICOM <b>122.8 (CTAF) 0</b>
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CATEGORY	A	B	C	D
S-15	1360-1	506 (600-1)	1360-1 3/8	506 (600-1 3/8)
CIRCLING	1400-1	546 (600-1)	1680-2 1/2 826 (900-2 1/2)	1700-2 3/4 846 (900-2 3/4)

SC-2, 22 APR 2021 to 20 MAY 2021

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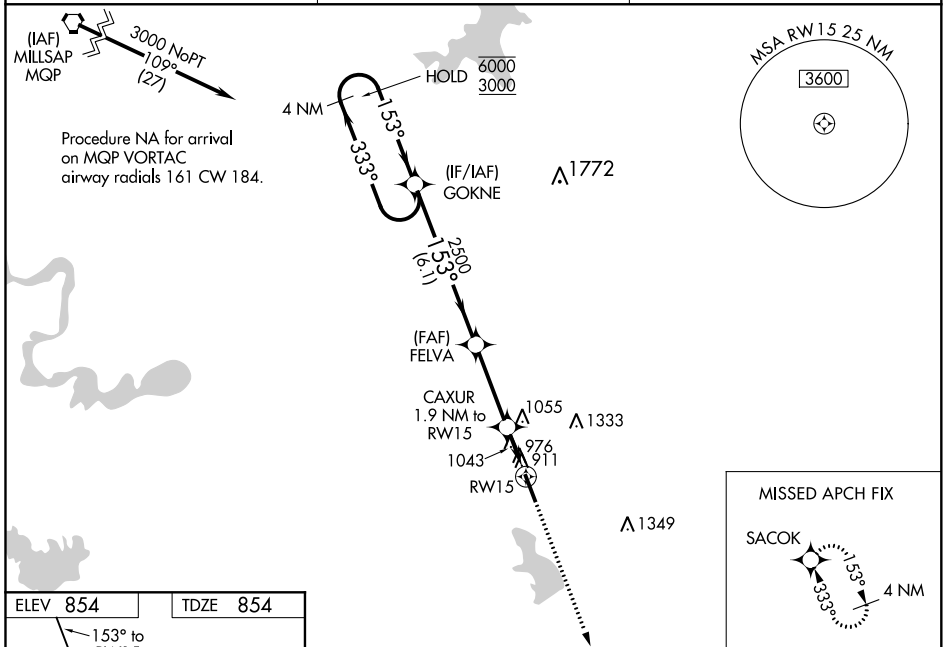
WAAS CH <b>61331</b> <b>W15A</b>	APP CRS <b>153°</b>	Rwy Idg TDZE Apt Elev	<b>5512</b> <b>854</b> <b>854</b>
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# RNAV (GPS) RWY 15

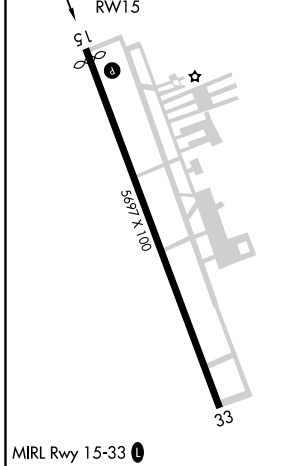
CLEBURNE RGNL (CPT)

RNP APCH.	MISSED APPROACH: Climb to 3000 direct SACOK and hold.
<p>▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Rwy 15 helicopter visibility reduction below ¾ SM NA.</p> <p>▲</p>	

AWOS-3 <b>119.525</b>	REGIONAL APP CON <b>135.975 379.9</b>	UNICOM <b>122.8 (CTAF) 0</b>
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ELEV <b>854</b>	TDZE <b>854</b>
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4 NM Holding Pattern	GOKNE	FELVA	CAXUR	SACOK																									
6000 3000	2500	2500	1.9 NM to RW15	4 NM																									
GP 3.00° TCH 39	153°	153°	153°	153°																									
	333°	333°	333°	333°																									
	6.1 NM	3.2 NM	1.9 NM																										
<table border="1"> <thead> <tr> <th>CATEGORY</th> <th>A</th> <th>B</th> <th>C</th> <th>D</th> </tr> </thead> <tbody> <tr> <td>LPV DA</td> <td></td> <td>1240-1<sup>3</sup>/<sub>8</sub></td> <td>386 (400-1<sup>3</sup>/<sub>8</sub>)</td> <td></td> </tr> <tr> <td>LNAV/VNAV DA</td> <td></td> <td>1397-1<sup>7</sup>/<sub>8</sub></td> <td>543 (600-1<sup>7</sup>/<sub>8</sub>)</td> <td></td> </tr> <tr> <td>LNAV MDA</td> <td>1360-1</td> <td>506 (600-1)</td> <td>1360-1<sup>3</sup>/<sub>8</sub></td> <td>506 (600-1<sup>3</sup>/<sub>8</sub>)</td> </tr> <tr> <td><b>C</b> CIRCLING</td> <td>1400-1</td> <td>546 (600-1)</td> <td>1680-2<sup>1</sup>/<sub>2</sub> 826 (900-2<sup>1</sup>/<sub>2</sub>)</td> <td>1700-2<sup>3</sup>/<sub>4</sub> 846 (900-2<sup>3</sup>/<sub>4</sub>)</td> </tr> </tbody> </table>	CATEGORY	A	B	C	D	LPV DA		1240-1 <sup>3</sup> / <sub>8</sub>	386 (400-1 <sup>3</sup> / <sub>8</sub> )		LNAV/VNAV DA		1397-1 <sup>7</sup> / <sub>8</sub>	543 (600-1 <sup>7</sup> / <sub>8</sub> )		LNAV MDA	1360-1	506 (600-1)	1360-1 <sup>3</sup> / <sub>8</sub>	506 (600-1 <sup>3</sup> / <sub>8</sub> )	<b>C</b> CIRCLING	1400-1	546 (600-1)	1680-2 <sup>1</sup> / <sub>2</sub> 826 (900-2 <sup>1</sup> / <sub>2</sub> )	1700-2 <sup>3</sup> / <sub>4</sub> 846 (900-2 <sup>3</sup> / <sub>4</sub> )				
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LPV DA		1240-1 <sup>3</sup> / <sub>8</sub>	386 (400-1 <sup>3</sup> / <sub>8</sub> )																										
LNAV/VNAV DA		1397-1 <sup>7</sup> / <sub>8</sub>	543 (600-1 <sup>7</sup> / <sub>8</sub> )																										
LNAV MDA	1360-1	506 (600-1)	1360-1 <sup>3</sup> / <sub>8</sub>	506 (600-1 <sup>3</sup> / <sub>8</sub> )																									
<b>C</b> CIRCLING	1400-1	546 (600-1)	1680-2 <sup>1</sup> / <sub>2</sub> 826 (900-2 <sup>1</sup> / <sub>2</sub> )	1700-2 <sup>3</sup> / <sub>4</sub> 846 (900-2 <sup>3</sup> / <sub>4</sub> )																									

SC-2, 22 APR 2021 to 20 MAY 2021

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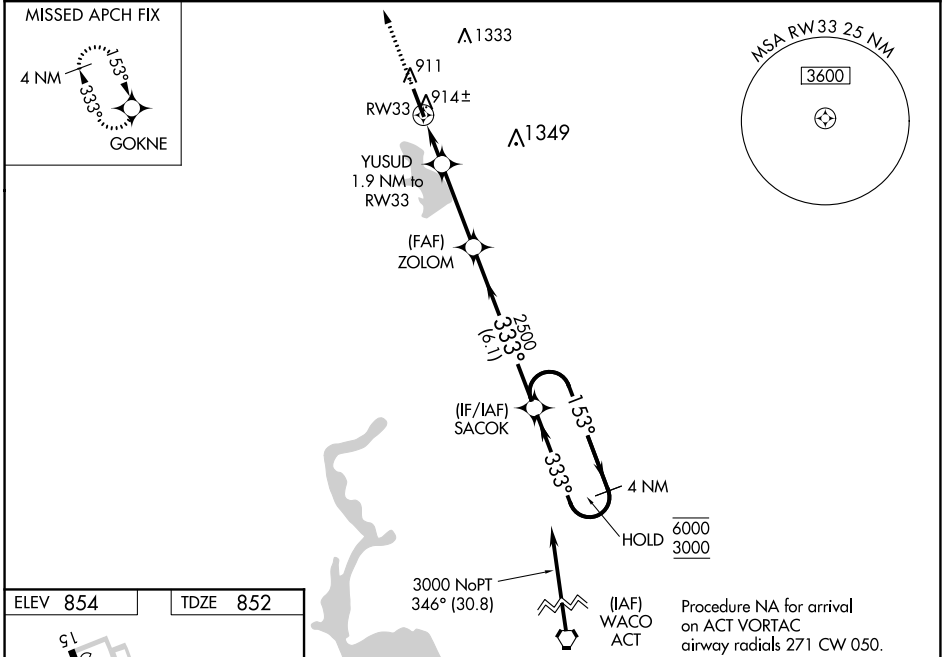
WAAS CH <b>82632</b> W <b>33A</b>	APP CRS <b>333°</b>	Rwy Idg TDZE Apt Elev	<b>5697</b> <b>852</b> <b>854</b>
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# RNAV (GPS) RWY 33

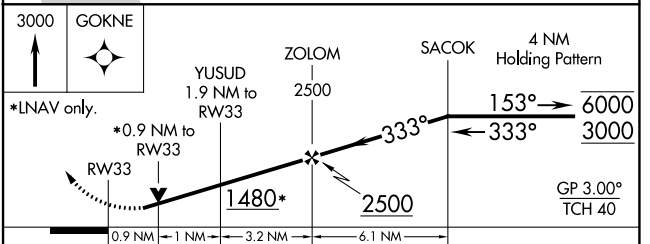
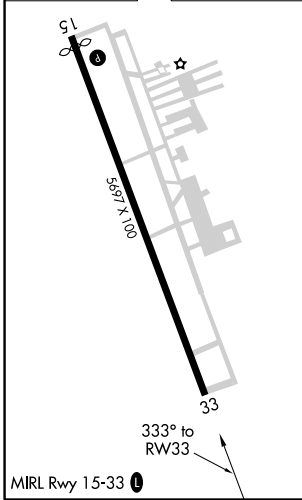
CLEBURNE RGNL (CPT)

RNP APCH.	MISSED APPROACH: Climb to 3000 direct GOKNE and hold.
<p>▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Rwy 33 helicopter visibility reduction below ¾ SM NA.</p> <p>▲</p>	

AWOS-3 <b>119.525</b>	REGIONAL APP CON <b>135.975 379.9</b>	UNICOM <b>122.8 (CTAF) 0</b>
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ELEV <b>854</b>	TDZE <b>852</b>
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CATEGORY	A	B	C	D
LPV DA		1102-7/8	250 (300-7/8)	
LNAV/VNAV DA		1102-7/8	250 (300-7/8)	
LNAV MDA		1180-1	328 (400-1)	
<b>C</b> CIRCLING	1400-1	546 (600-1)	1680-2½ 826 (900-2½)	1700-2¾ 846 (900-2¾)

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