

APP CRS 312°	Rwy Idg TDZE Apt Elev	7510 43 46
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RNAV (RNP) Z RWY 31
CORPUS CHRISTI INTL (CRP)

T For uncompensated Baro-VNAV systems, procedure NA below -1°C (31°F) or above 54°C (130°F). GPS and RF required. For inop MALSR, increase RNP 0.14 all Cats visibility to 7/8 mile.

*Missed approach requires minimum climb of 335 feet per NM to 500.

MALSR



MISSED APPROACH: Climb to 2000 on track 312° to ATHIS and hold.

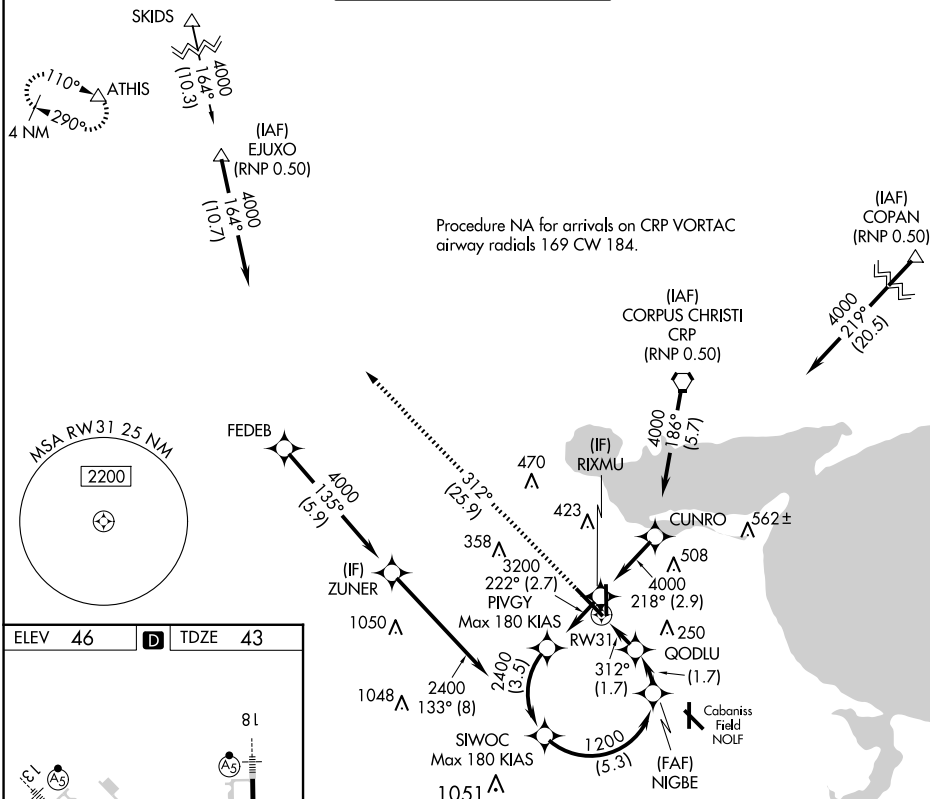
ATIS
126.8

CORPUS APP CON
120.9 348.725

CORPUS TOWER
119.4 257.8

GND CON
121.9 269.15

CLNC DEL
118.55



ELEV	46		TDZE	43
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Diagram illustrating the HIRL (High Intensity Runway Lighting) system for Runways 13-31 and 18-36. The diagram shows the runway layout, including Runway 13-31 (7510 X 150) and Runway 18-36 (6080 X 150). The diagram also shows the locations of A5, A6, and A7 lights, and the TWR 184 tower. The diagram is labeled with 81, 132°, 312°, and 36.

2000	ATHIS
	
tr 312°	

See planview for multiple IF locations

Figure 1 is a schematic diagram of the NIGBE structure. It shows a cross-section of a device with three main layers: GODLU, NIGBE, and SWOC. The GODLU layer has a thickness of 646 nm. The NIGBE layer has a thickness of 1200 nm. The SWOC layer has a thickness of 2400 nm. A 1200 nm layer is also indicated within the NIGBE region.

CATEGORY	A	B	C	D
RNP 0.14 DA*		303- $\frac{1}{2}$	260 (300- $\frac{1}{2}$)	
RNP 0.30 DA		384- $\frac{5}{8}$	341 (400- $\frac{5}{8}$)	

AUTHORIZATION REQUIRED

CORPUS CHRISTI, TEXAS
Amdt 1A 28NOV24

27°46'N-97°30'W

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