

FLYING



ISSUE 952

GILLESPIE COUNTY AIRPORT (T82) VOR/DME-A

This Fredericksburg, Texas, approach allows you to taxi to the hotel

BY JASON BLAIR

A NO GPS REQUIRED

Unlike many approaches, this one has no requirement to use a GPS-based navigation system to become established onto the approach, fly it, or execute the missed approach, assuming the pilot has DME equipment in the aircraft that is not derived from an IFR approved GPS-only system.

B BEGIN AT THE VOR

When flying this as a “full approach” if a pilot was not receiving vectors onto the final approach path, they would start at the Stonewall, Texas (STV) VOR. This would require the pilot to fly to the VOR, fly a course reversal using the published hold, and then turn inbound on a 274-degree inbound course.

A TRIP TO FREDERICKSBURG, Texas, should include a visit to the boutique 1940s aviation-themed Hangar Hotel at the Gillespie County Airport (T82). If the weather requires an approach, a pilot has the option to choose from RNAV GPS-based approaches, or they can opt to fly the VOR/DME-A.

C STEPDOWN AFTER VOR TO THE FAF

The pilot will cross the VOR at 4,100 feet and then descend to 3,500 as a stepdown on the way to the final approach fix. Only after passing the FAF at IBAVE at 6 DME from the VOR can the pilot descend to the applicable MDA.

D MISSED PAST THE VOR AT DME POINT

Note the missed approach point is not at the VOR. A pilot should transition inbound on the approach using the VOR, where a descent could begin from 4,100 feet down to the FAF, IBAVE, at 6 DME from

the VOR. The missed approach point is at 10.5 DME from the VOR (also designated as MAHUW) and is DME-based. Unlike some VOR approaches, time to the missed approach point is not given, so it must be based on received DME (or an IFR-approved GPS system) indications.

E NOT A STRAIGHT IN

Pilots should be aware that an “Alpha” approach, by definition, is not aligned with a specific runway. The approach angle of 274 degrees to the airport is slightly over 50 degrees off alignment with Runway 32 and over 130

degrees off of alignment from Runway 14. Instead, the pilot will need to circle to land from this approach. The lowest minimum available for circling, depending on the approach speed of the aircraft, is 2,440 feet msl (745 feet agl).

F MISSED BACK TO THE VOR

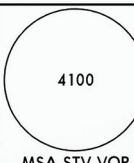
The missed approach is pretty straightforward. The pilot should initiate a climbing left turn to 4,100 msl and head back to the VOR if they aren’t able to land after flying the approach. Entering the hold, the pilot would expect to fly a standard one-minute holding pattern at the VOR until they go to an alternate or try the approach again.

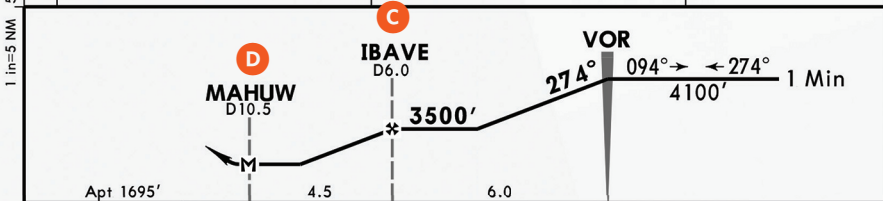
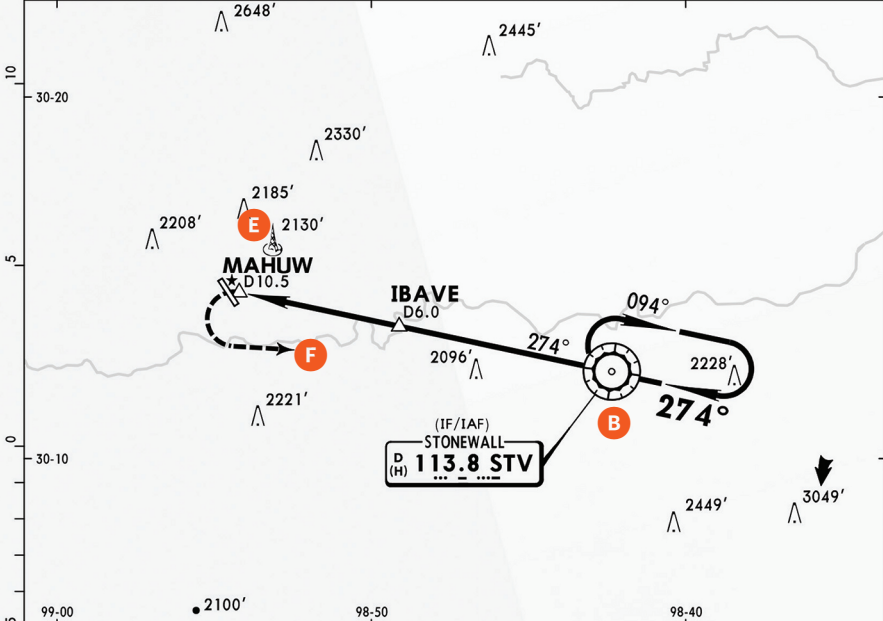
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T82
GILLESPIE CO

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24 DEC 21 (13-1)

FREDERICKSBURG, TEXAS
A CAT A, B & C VOR DME-A

AWOS-3 120.0		HOUSTON Center (R) 134.2		GILLESPIE CO UNICOM CTAF 122.7	
VOR STV 113.8	Final Apch Crs 274°	IBAVE 3500' (1805')	MDA(H) Refer to Minimums	Apt Elev 1695'	
MISSED APCH: Climbing LEFT turn to 4100' direct STV VOR and hold.					
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'	
1. Use local altimeter setting; if not received, use Kerrville altimeter setting. 2. Pilot controlled lighting 122.7.					



MAP at MAHUW	Lighting - Refer to Airport Chart	4100'	LT	STV 113.8
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		CIRCLE-TO-LAND	
		With Local Altimeter Setting	With Kerrville Altimeter Setting
	Max Kts	MDA(H)	MDA(H)
A	90	2440' (745') - 1	2500' (805') - 1
B	120	2440' (745') - 1 1/4	2500' (805') - 1 1/4
C	140	2520' (825') - 2 1/2	2580' (885') - 2 3/4
D		NA	NA

TERPS AMEND 3C 24 DEC 2021
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