

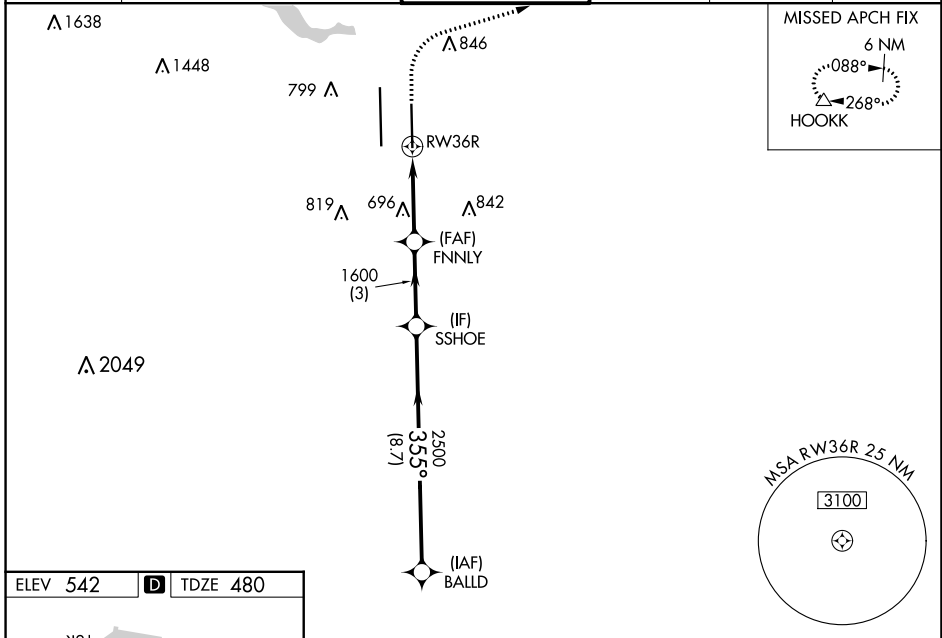
WAAS CH <b>99429</b> <b>W36B</b>	APP CRS <b>355°</b>	Rwy Idg TDZE Apt Elev	<b>9000</b> <b>480</b> <b>542</b>
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# RNAV (GPS) Y RWY 36R

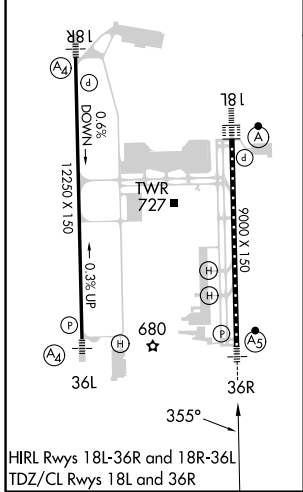
AUSTIN-BERGSTROM INTL (AUS)

RNP APCH-GPS.	MALSRL 	MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 direct HOOKK and hold.
<p>▼ Use of FD or AP required during simultaneous operations. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -5°C or above 54°C. For inop ALS increase LPV Cat E visibility to RVR 4000, LNAV/VNAV all Cats visibility to 1 3/8 SM and LNAV Cat C/D/E visibility to 1 3/8 SM.</p>		

D-ATIS <b>124.4</b>	AUSTIN APP CON <b>127.225 317.65</b> (EAST) <b>120.875 270.25</b> (SOUTH) <b>119.0 370.85</b> (WEST)	AUSTIN TOWER <b>121.0 281.5</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>125.5 263.0</b>	CPDLC
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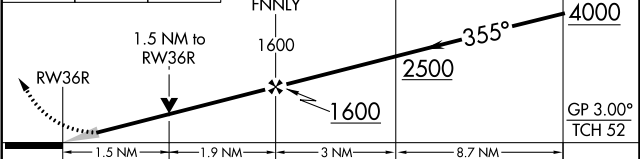


ELEV 542	<b>D</b>	TDZE 480
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HIRL Rwy 18L-36R and 18R-36L  
TDZ/CL Rwy 18L and 36R

1000	3000	HOOKK	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 59).
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CATEGORY	A	B	C	D	E
LPV DA	680/18 200 (200-1/2)				
LNAV/VNAV DA	970/50 490 (500-1)				
LNAV MDA	1000/24	520 (500-1/2)	1000/55		520 (500-1)
<b>C</b> CIRCLING	1040-1 498 (500-1)	1120-1 578 (600-1)	1200-1 3/4 658 (700-1 3/4)	1200-2 658 (700-2)	NA

SC-3, 05 SEP 2024 to 03 OCT 2024

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