

WAAS CH 90229 W36A	APP CRS 355°	Rwy Ldg 12250 TDZE 496 Apt Elev 542
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RNAV (GPS) Y RWY 36L

AUSTIN-BERGSTROM INTL (AUS)

RNP APCH-GPS.

T Simultaneous approach authorized. Use of FD or AP required during simultaneous operations. LNAV procedure NA during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -5°C or above 54°C. Inop table does not apply to LPV all Cats. For inop ALS, increase LNAV/VNAV Cat E visibility to 1½ SM, LNAV Cat E visibility to 1¼ SM.

MALS

MISSED APPROACH: Climb to 1700 then climbing left turn to 3500 direct GARDS and hold.

D-ATIS	AUSTIN APP CON 127.225 317.65 (E)	AUSTIN TOWER	GND CON
124.4	120.875 270.25 (S)	121.0 281.5	121.9 348.6
	119.0 370.85 (W)		

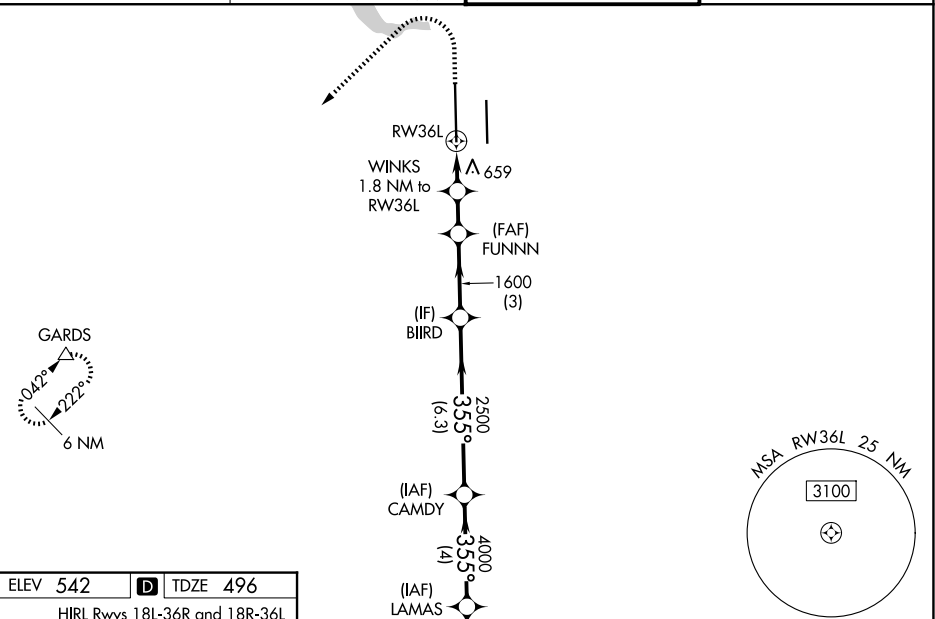


Diagram illustrating the HIRL (High Intensity Runway Lighting) and TDZL/RCLS (Touchdown Zone and Runway Center Line System) for Runway 18L/36L and Runway 18R/36R.

The diagram shows two parallel runways, 18L/36L and 18R/36R, separated by a TWR (Tower) and a 355° heading line.

Key dimensions and features:

- Runway 18L/36L: 12250 X 150, 0.65 DOWN, 0.38 UP.
- Runway 18R/36R: 9000 X 150.
- Navigation aids: A4, A5, P, H, and stars.

1700 ↑	3500 ↘	GARDS △	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 60).				LAMAS
CATEGORY		A	B	C	D	E	
LPV	DA	696/40 200 (200-¾)					
LNAV/ RNAV	DA	970/60 474 (500-1¼)					
LNAV	MDA	920/40 424 (400-¾)		920/50 424 (400-1)			
CIRCLING		1040-1 498 (500-1)	1120-1 578 (600-1)	1200-1¾ 658 (700-1¼)	1200-2 658 (700-2)	NA	