

FEDERAL AVIATION ADMINISTRATION FLIGHT STANDARDS SERVICE RNAV (GPS) STANDARD INSTRUMENT APPROACH PROCEDURE TITLE 14 CFR PART 97.33

Bearings, headings, courses, tracks and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated.
Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or feet RVR.

<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>ORIGINAL/AMENDMENT</u>	<u>CITY</u>	<u>STATE</u>		
AUS	RNAV (GPS) Y RWY 36R	2C	AUSTIN	TX		
<u>AIRPORT ELEVATION</u>	<u>TDZE</u>	<u>SUPERSEDED</u>	<u>ORIGINAL/AMENDMENT</u>	<u>DATED</u>	<u>MAG VAR</u>	<u>EPOCH YEAR</u>
542	480	RNAV (GPS) Y RWY 36R	2B	07/14/2022	4E	2020
<u>FACILITY</u>	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u>	<u>CANCEL/SUSPEND</u>		
RNAV			ROUTINE			

TERMINAL ROUTES

<u>FROM</u>	<u>FIX TYPE</u>	<u>TO</u>	<u>FIX TYPE</u>	<u>LEG TYPE</u>	<u>FO/FB</u>	<u>RNP</u>	<u>COURSE</u>	<u>DISTANCE</u>	<u>ALTITUDE</u>
BALLD	IAF	SSHOE		TF	FB	1.00	354.70	8.73	2500
SSHOE	IF	FNNLY		TF	FB	1.00	354.70	3.02	1600
FNNLY	FAF	RW36R	MAP	TF	FO	0.30	354.70	3.37	
RW36R	MAP	1000 MSL		CA			354.70		1000
1000 MSL		HOOKK		DF	FO	1.00			3000

MISSED APPROACH

MAP:

LPV: DA
LNAV/VNAV: DA
LNAV: RW36R

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 1000 THEN CLIMBING RIGHT TURN TO 3000 DIRECT HOOKK AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

1. PT	SIDE OF COURSE	OUTBOUND	FT WITHIN	MILES OF	(IAF)
2. PROFILE STARTS AT BALLD					
3. FAC: 354.70	FAF: FNNLY		DIST FAF TO MAP: 3.37	DIST FAF TO THLD: 3.37	
4. MIN ALT: BALLD 4000, SSHOE 2500, FNNLY 1600					
5. DIST TO THLD FROM OM: MM: IM:			150 HAT: 200 HAT: 0.48	GS ANT: MM: IM:	
6. MIN GP INCPT: 1600 GP ALT AT PFAF: FNNLY 1600			OM: MM: IM:		
7. GP ANGLE: 3.00 34:1: IS CLEAR 20:1: IS CLEAR			TCH: 52.4		
8. MSA FROM: RW36R 3100					

QUALITY
10
CHECKED

PBN REQUIREMENTS NOTE:

RNP APCH - GPS.

NOTES:

CHART NOTE: USE OF FD OR AP REQUIRED DURING SIMULTANEOUS OPERATIONS.
CHART NOTE: SIMULTANEOUS APPROACH AUTHORIZED.
CHART NOTE: LNAV PROCEDURE NA DURING SIMULTANEOUS OPERATIONS.
CHART PROFILE NOTE: VGSI AND RNAV GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).
CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -5°C OR ABOVE 54°C.
CHART NOTE: FOR INOPERATIVE 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.

ADDITIONAL FLIGHT DATA:

800 AAO 300723N/0973900W
CHART CIRCLING ICON.

HOLD E, RT, 267.66 INBOUND.
CHART FAS OBST: 696 TRANSMISSION_LINE (48-024482) 300820N/0973949W.
CHART VDP AT 1.46 NM TO RW36R.
WAAS CHANNEL # 99429
REFERENCE PATH ID: W36B
LTP HAE: 118.3 M

MINIMUMS:

TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT

ALTERNATE: NA ☐ STANDARD

CATEGORY:	A			B			C			D			E		
FINAL TYPE	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA
LPV DA	680	1800	200	680	1800	200	680	1800	200	680	1800	200	680	1800	200
LNAV/VNAV DA	970	5000	490	970	5000	490	970	5000	490	970	5000	490	970	5000	490
LNAV MDA	1000	2400	520	1000	2400	520	1000	5500	520	1000	5500	520	1000	5500	520
CIRCLING	1040	1	498	1120	1	578	1200	1 3/4	658	1200	2	658		NA	

CHANGES - REASONS

1. INCORPORATED CHANGES FROM P-NOTAM 2/1577 INTO FORM – IAW 8260.19I, 8-3-4.C(3).
2. ADDITIONAL FLIGHT DATA: REMOVED “*LNAV ONLY” AND THE “*” FROM “CHART VDP...” – NO LONGER REQUIRED, IAW 8260.19I, 1-1-5.F(12).
3. MINIMUMS: REMOVED CAT E CIRCLING MINIMUMS, AND “CAT E 1000-3” FROM ALTERNATE MINIMUMS – CAT E CMDA ABOVE PFAF ALTITUDE, IAW 8260.3E, 3-2-1.G.



COORDINATED WITH:

A4A

X

ALPA

X

AOPA

X

APA

X

HAI

NBAA

X

OTHER:

ZHU, AUS APP CON, AUS ATCT, AMGR

FLIGHT CHECKED BY

PROCESSED IAW TECHNICAL SUPPORT GROUP (AJF-17) MEMO DATED 07/07/2021 GUIDANCE FOR PROCEDURAL CHANGES REQUIRING FLIGHT INSPECTION/VALIDATION

OFFICE

Digitally signed by

ERIC N SUSKI

Jul 01, 2024

DATE

DEVELOPED BY

ERIC N SUSKI (JOSHUA C. JUONI)

Digitally signed by

ERIC N SUSKI

Jun 18, 2024

OFFICE

AJV-A431

DATE

03/07/2024

APPROVED BY

ERIC N SUSKI

Digitally signed by

ERIC N SUSKI

Jun 18, 2024

OFFICE

AJV-A431

DATE

09/05/2024

TITLE

MANAGER



AIRPORT ID
AUS

PROCEDURE NAME
RNAV (GPS) Y RWY 36R

ORIGINAL/AMENDMENT
2C

CITY
AUSTIN

STATE
TX

FAS DATA BLOCK INFORMATION

<u>DATA FIELD</u>	<u>DATA</u>
OPERATION TYPE	0
SBAS SERVICE PROVIDER IDENTIFIER	0
AIRPORT IDENTIFIER	KAUS
RUNWAY	RW36R
APPROACH PERFORMANCE DESIGNATOR	0
ROUTE INDICATOR	Y
REFERENCE PATH DATA SELECTOR	0
REFERENCE PATH IDENTIFIER (APPROACH ID)	W36B
LTP/FTP LATITUDE	301044.7275N
LTP/FTP LONGITUDE	0973926.0760W
LTP/FTP ELLIPSOIDAL HEIGHT	+01183
FPAP LATITUDE	301214.0165N
FPAP LONGITUDE	0973928.4135W
THRESHOLD CROSSING HEIGHT (TCH)	00052.4
TCH UNITS SELECTOR (METERS OR FEET USED)	F
GLIDEPATH ANGLE (GPA)	03.00
COURSE WIDTH AT THRESHOLD	106.75
LENGTH OFFSET	0008
HORIZONTAL ALERT LIMIT (HAL)	40.0
VERTICAL ALERT LIMIT (VAL)	35.0

CRC REMAINDER	9DA864B4
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ADDITIONAL PATH POINT RECORD INFORMATION

ICAO CODE	K4
LTP ORTHOMETRIC HEIGHT	+01444
FPAP ORTHOMETRIC HEIGHT	+01444

QUALITY
10
CHECKED

<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>AMD'T NO.</u>	<u>CITY</u>	<u>STATE</u>	<u>AIRPORT ELEVATION</u>	<u>FACILITY</u>
AUS	RNAV (GPS) Y RWY 36R	2C	AUSTIN	TX	542	RNAV

[illegible]

<u>ALT</u>	<u>KIAS</u>	<u>KTAS</u>	<u>HAA</u>	<u>VKTW</u>	<u>TR</u>	<u>BA</u>	<u>DTA</u>	<u>COURSE CHANGE</u>	<u>DVEB</u>	<u>VEB OCS</u>	<u>RF CENTER FIX/DISTANCE</u>
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HMAS

[illegible]

<u>ALT</u>	<u>KIAS</u>	<u>KTAS</u>	<u>HAA</u>	<u>VKTW</u>	<u>TR</u>	<u>BA</u>	<u>DTA</u>	<u>COURSE CHANGE</u>	<u>DVEB</u>	<u>VEB OCS</u>	<u>RF CENTER FIX/DISTANCE</u>
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QUALITY
10
CHECKED

FINAL: LPV

FROM
FNNLY

TO
RW36R

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
0.30	3.37		DA	200	

<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
							ASC				680

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LNAV/VNAV

FROM
FNNLY

TO
RW36R

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
0.30	3.37		DA	490	

<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
5. T-L TOWER	300940.89N/0974001.90W	659	50	20	2C		22.29:1			AC20	970

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LNAV

FROM
FNNLY

TO
RW36R

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
0.30	3.37		RW36R	520	

<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
6. TRANSMISSION_LINE (48-024482)	300820.20N/0973948.90W	696	500	50	5D	250				AC50	1000

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MISSED APPROACH: LPV

FROM

DA

TO

HOOKK

<u>RNP</u> 0.30-1.00	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u> 511				
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
							ASC				3000
7. TOWER (48-023836)	302003.00N/0971926.00W	1033	250	50	4D	1000					2100
8. TERRAIN	301939.00N/0971136.00W	742 (700)								AS1500	2200

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH: LNAV/VNAV

FROM

DA

TO

HOOKK

<u>RNP</u> 0.30-1.00	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u> 809				
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
							ASC				3000
7. TOWER (48-023836)	302003.00N/0971926.00W	1033	250	50	4D	1000					2100
8. TERRAIN	301939.00N/0971136.00W	742 (700)								AS1500	2200

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MISSSED APPROACH: LNAV

FROM

RW36R

TO

HOOKK

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30-1.00											896
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
							ASC				3000
7. TOWER (48-023836)	302003.00N/0971926.00W	1033	250	50	4D	1000					2100
8. TERRAIN	301939.00N/0971136.00W	742 (700)								AS1500	2200

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

CIRCLING

☐ ALL CATS

☒ CAT A

☒ CAT B

☒ CAT C

☒ CAT D

☐ CAT E

☐ NOT AUTHORIZED

OBSTRUCTION	COORDINATES	RADIUS	HAA	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
CATEGORY A											
9. ATCT (48-014551)	301145.81N/0973956.35W	1.30	498	727	20	3	1A	300			1040
CATEGORY B											
10. TOWER (48-003560)	301235.56N/0974245.55W	1.82	578	802	20	3	1A	300			1120
CATEGORY C											
11. TOWER (48-014047)	301413.01N/0973754.38W	2.87	658	846	250	50	4D	300		AC50	1200
CATEGORY D											
12. AAO	300754.81N/0974316.28W	3.74	658	870	50	20	2C	300			1200

CIRCLING REMARKS:

MSA

CENTER

RW36R

RADIUS

25



SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	TWR (48-004143)	301913.00N/0974809.00W	314	11.3	2049	100	20	3C	1000			3100

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

TAA AND FEEDERS NOT USED PER ATC REQUEST.
90 DEGREE TURN TO FINAL NOT EVALUATED. MAX TURN TO FINAL 30 DEGREES PER ATC.
#5 T-L TOWER IS NOT A SURVEYED OBSTACLE. USED T-L TOWER HEIGHTS ON THE SAME POWERLINE FOR 100 FT AGL HEIGHT.
PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

AUS APP CON, AUS TOWER, ZHU ARTCC

<u>WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>SERVICE-A</u>	<u>ADJUSTMENTS</u>
ASOS	AUS	24	AUS	0	Y	0
<u>BACK-UP WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>SERVICE-A</u>	<u>ADJUSTMENTS</u>

WX REMARKS:

BACKUP ALTIMETER SOURCE NOT ESTABLISHED DUE TO REDUNDANT WEATHER SOURCES AT AIRPORT.

<u>PRIMARY NAVAID</u>	<u>MONITOR POINT</u>	<u>HRS OPERATION</u>	<u>CAT</u>
			3

<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>	<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
01H		
02H		
03H	BSC-G	
RW18L - ALSF-2, TDZ, HIRL, C/LINE, PAPI-4L	PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW18R - MALS, HIRL, PAPI-4L	PIR-G	APPROACH, ROLL OUT
RW36L - MALS, HIRL, PAPI-4L	PIR-G	APPROACH, ROLL OUT
RW36R - MALSR, HIRL, C/LINE, TDZ, PAPI-4L	PIR-G	APPROACH, MIDPOINT, ROLL OUT

<u>GLIDESLOPE ANGLE</u>	<u>ELEV RWY THRESHOLD</u>	<u>TCH</u>	<u>ELEV GS ANTENNA</u>	<u>DISTANCE FROM RWY</u>	<u>VGSI ANGLE</u>	<u>TCH</u>
3.00	473.6	52.4			3.00	59.0

FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	<input checked="" type="checkbox"/>	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE
ON CENTERLINE	<input checked="" type="checkbox"/>	FT FROM CENTERLINE	

CRITICAL TEMPERATURES

<u>CRITICAL LOW</u>	<u>CRITICAL HIGH</u>	<u>ACT</u>	<u>APT ISA</u>
-5C	+54C	-5C	+13.93C

CRITICAL TEMPERATURE REMARKS:

AVERAGE COLD TEMPERATURE DERIVED FROM 5-YEAR HISTORY (2015-2019).
CRITICAL LOW TEMPERATURE BASED ON ACT.
DESCENT RATE (FPM): STANDARD TEMP 1429 HIGH TEMP 1669.



"VISUAL PORTION OF FINAL" PENETRATIONS

HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS

and/or

5280-FT "PROCEED VFR" SEGMENT LEVEL SURFACE AREA PENETRATIONS

PENETRATIONS REMARKS:

PART C: GENERAL REMARKS:

PRECIPITOUS TERRAIN EVALUATION COMPLETED.
VEGETATION HEIGHT: 75 FT.
ORDER 8260.3 CHAPTER 2 APPLIED TO 800 AAO 300723N/0973900W
ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.



PART D: AIRSPACE

DOCKET #

ALL DISTANCES TO 1/100NM; ELEVATION TO NEAREST 100 FEET; COORDINATES TO 1/100 SECOND; DEG TO 1/100 DEGREE

DISTANCE FROM	THLD	TO 1000FT POINT	3.37
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	2.13
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	358.70
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	600
DISTANCE FROM	THLD	TO 1500FT POINT	5.59
WIDTH OF	INTERMEDIATE	SEGMENT AT 1500FT POINT	4.00
TRUE COURSE OF	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	358.70
HIGH TERRAIN IN	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	600

THRESHOLD COORDINATES (IF STR-IN)	301044.73N/0973926.08W
ARP COORDINATES	301140.30N/0974011.55W
RUNWAY APCH END AND DIST FURTHEST FROM ARP	RUNWAY 18R DISTANCE 1.24 NM
FAF COORDINATES	300721.94N/0973920.77W
FIX NAME COORDINATES	IF SSHOE 300420.55N/0973916.05W

REMARKS

NO ADDITIONAL AIRSPACE REQUIRED.



<u>AIRPORT ID</u> AUS	<u>PROCEDURE NAME</u> RNAV (GPS) Y RWY 36R	<u>AMDT NO.</u> 2C	<u>CITY</u> AUSTIN	<u>STATE</u> TX	<u>AIRPORT ELEVATION</u> 542	<u>FACILITY</u> RNAV
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PART E: PREPARED BY

<u>NAME</u> ERIC N SUSKI (JOSHUA C. JUONI)	<u>OFFICE</u> AJV-A431	<u>DATE</u> 03/07/2024	<u>TITLE</u> AERONAUTICAL INFORMATION SPECIALIST
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