

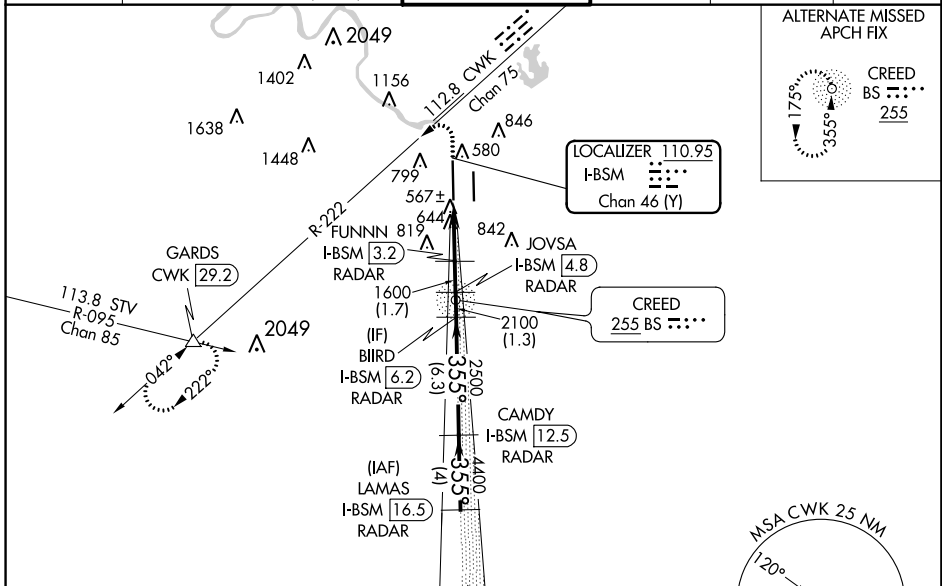
LOC/DME I-BSM 110.95 Chan 46 (Y)	APP CRS 355°	Rwy Idg TDZE 496 Apt Elev 542	12250
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ILS or LOC RWY 35L

AUSTIN-BERGSTROM INTL (AUS)

DME or RADAR required.	MALSR 	MISSED APPROACH: Climb to 1000 then climbing left turn to 3500 on heading 250° and CWK VORTAC R-222 to GARDS INTL/CWK 29.2 DME and hold.
<p>⚠ Simultaneous approach authorized. For inop ALS, increase S-ILS 35L Cat E visibility to RVR 4000, S-LOC 35L Cats C/D/E visibility to RVR 6000. Rwy 35L helicopter visibility reduction below ¾ SM NA. **RVR 1800 authorized with use of FD or AP or HUD to DA.</p>		

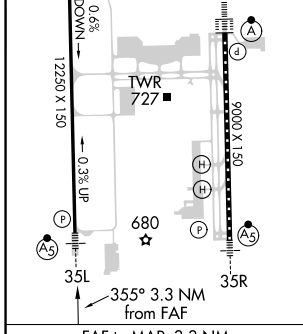
D-ATIS 124.4	AUSTIN APP CON 127.225 317.65 (EAST) 120.875 270.25 (SOUTH) 119.0 370.85 (WEST)	AUSTIN TOWER 121.0 281.5	GND CON 121.9 348.6	CLNC DEL 125.5 263.0	CPDLC
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SC-3, 07 NOV 2019 to 05 DEC 2019

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ELEV 542	D TDZE 496
HIRL Rwy 17L-35R and 17R-35L TDZ/CL Rwy 17L and 35R	



1000	3500	CWK R-222	GARDS	VGSi and ILS glidepath not coincident (VGSi Angle 3.00/TCH 60).	
↑	hdg 250°			JOVSA I-BSM [4.8] RADAR	LAMAS I-BSM [16.5] RADAR
*LOC only.		I-BSM DME ANTENNA	FUNN I-BSM [3.2] RADAR	BIIRD I-BSM [6.2] RADAR	CAMDY I-BSM [12.5] RADAR
		I-BSM [0.2]	*I-BSM [0.9]	1600	2100 2500 3500 5000
					GS 3.00° TCH 54
					→ 1.1 NM → 2.2 → 1.7 → 1.3 NM → 6.3 NM → 4 NM →

FAF to MAP 3.3 NM					
Knots	60	90	120	150	180
Min:Sec	3:18	2:12	1:39	1:19	1:06