

WAAS CH <b>90229</b> <b>W35A</b>	APP CRS <b>355°</b>	Rwy Idg <b>12250</b> TDZE <b>496</b> Apt Elev <b>542</b>
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# RNAV (GPS) Y RWY 35L

AUSTIN-BERGSTROM INTL (AUS)

RNP APCH

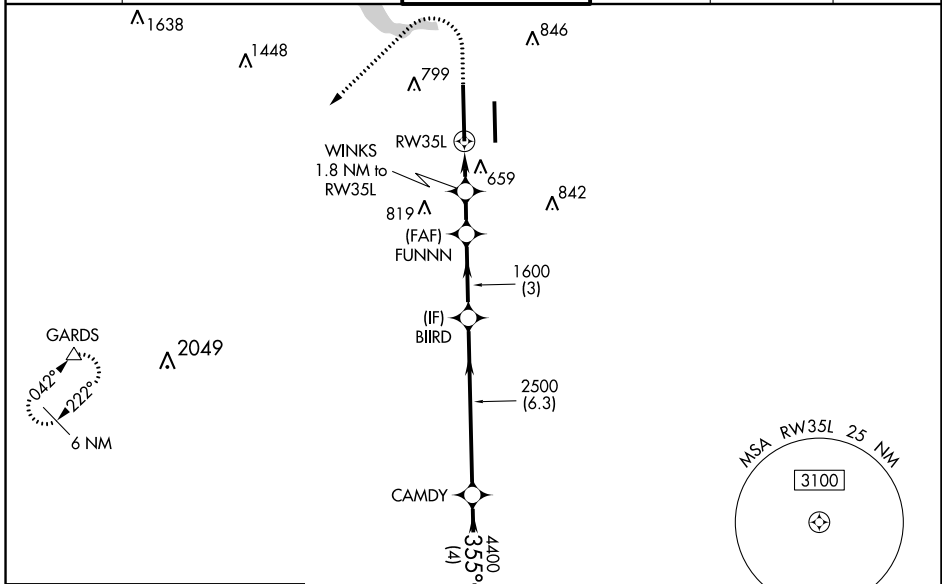
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C or above 54°C. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For inop ALS, increase visibility, LPV Cat E to RVR 4000, LNAV/VNAV Cat E to 1 1/8 SM, and LNAV Cat E to 1 1/4 SM. Rwy 35L helicopter visibility reduction below 3/4 SM NA. \*\* RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

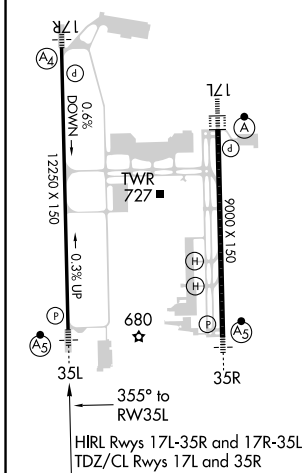


MISSED APPROACH:  
Climb to 1700 then climbing left turn to 3500 direct GARDS and hold.

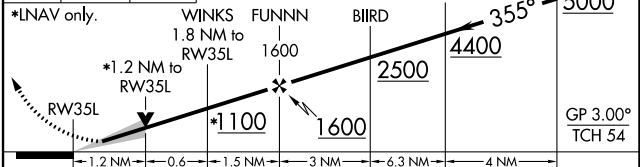
D-ATIS <b>124.4</b>	AUSTIN APP CON <b>127.225 317.65 (EAST)</b> <b>120.875 270.25 (SOUTH)</b> <b>119.0 370.85 (WEST)</b>	AUSTIN TOWER <b>121.0 281.5</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>125.5 263.0</b>	CPDLC
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ELEV <b>542</b>	<b>D</b>	TDZE <b>496</b>
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1700	3500	GARDS	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 60).
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CATEGORY	A	B	C	D	E
LPV DA **	696/24		200 (200-1/2)		
LNAV/VNAV DA	972/60		476 (500-1 1/4)		
LNAV MDA	920/24	424 (400-1/2)	920/40		424 (400-3/4)
<input checked="" type="checkbox"/> CIRCLING	1040-1 498 (500-1)	1100-1 558 (600-1)	1200-1 3/4 658 (700-1 1/4)	1200-2 658 (700-2)	1520-3 978 (1000-3)