

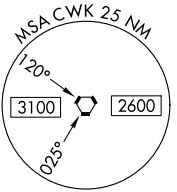
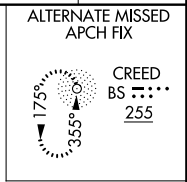
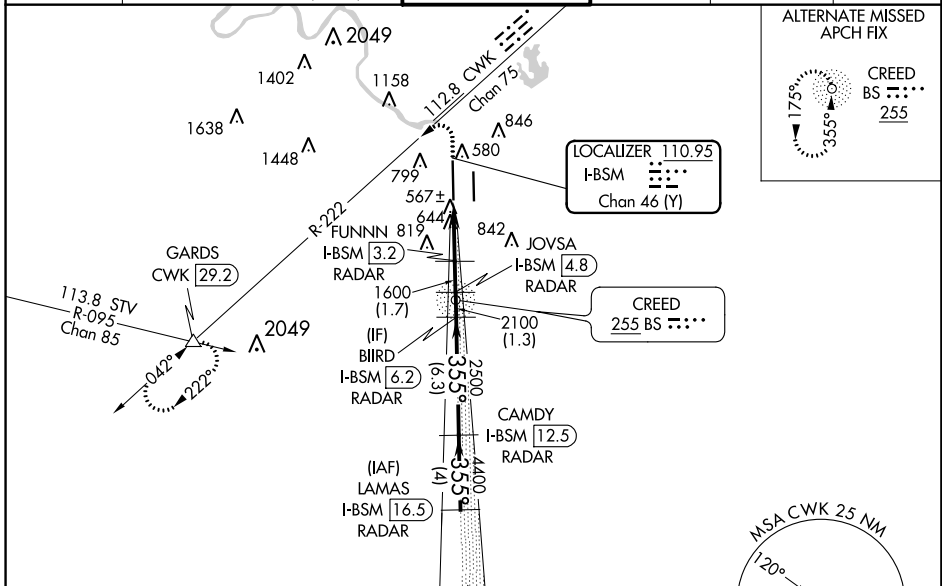
LOC/DME I-BSM <b>110.95</b> Chan <b>46</b> (Y)	APP CRS <b>355°</b>	Rwy Idg TDZE <b>496</b> Apt Elev <b>542</b>	<b>12250</b>
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# ILS or LOC RWY 35L

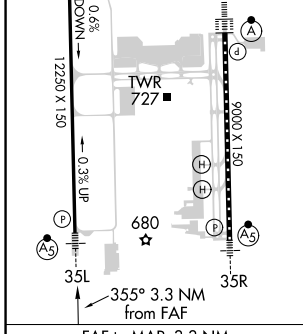
## AUSTIN-BERGSTROM INTL (AUS)

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><b>⚠</b> 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 3/4 SM NA. **RVR 1800 authorized with use of FD or AP or HUD to DA.</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 <b>542</b>	<b>D</b> TDZE <b>496</b>
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).	LAMAS
hdg 250°			JOVSA I-BSM [4.8] RADAR	CAMDY I-BSM [12.5] RADAR	LAMAS I-BSM [16.5] RADAR
*LOC only. I-BSM DME ANTENNA I-BSM [0.2] FUNN I-BSM [3.2] RADAR BIIRD I-BSM [6.2] RADAR					
<p>355° 5000</p> <p>4400</p> <p>2100 2500</p> <p>1600</p> <p>GS 3.00° TCH 54</p>					
<p>← 1.1 NM → 2.2 → 1.7 → 1.3 NM → 6.3 NM → 4 NM →</p>					

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

CATEGORY	A	B	C	D	E
S-ILS 35L**	696/24 200 (200-1/2)				
S-LOC 35L	900/24 404 (400-1/2)		900/40 404 (400-3/4)		

SC-3, 30 JAN 2020 to 27 FEB 2020

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