

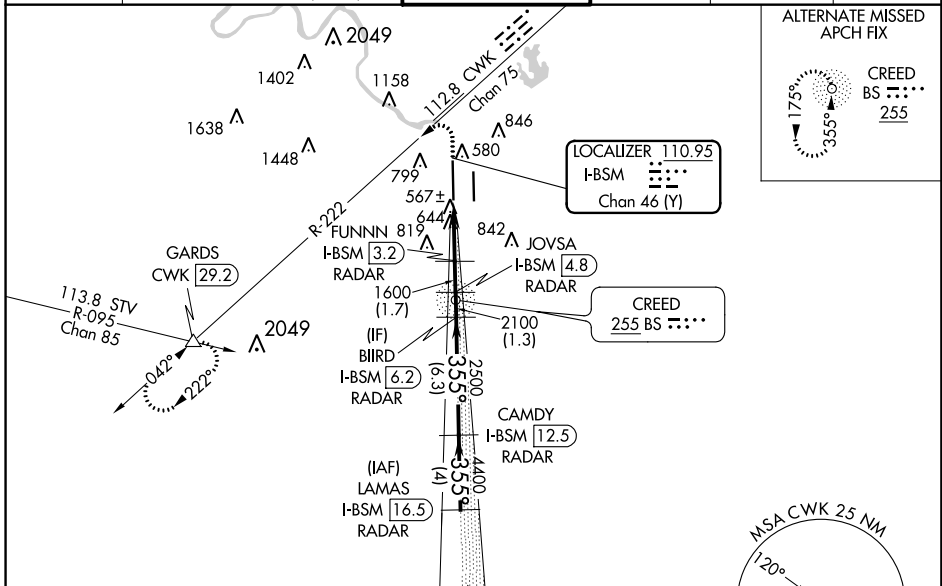
LOC/DME I-BSM <b>110.95</b> Chan <b>46 (Y)</b>	APP CRS <b>355°</b>	Rwy Idg TDZE <b>496</b> Apt Elev <b>542</b>	<b>12250</b>
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# ILS or LOC RWY 35L

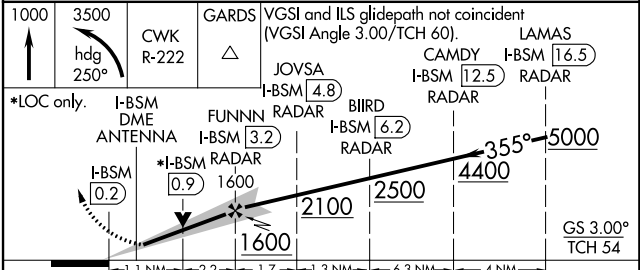
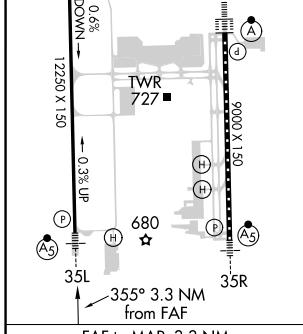
## AUSTIN-BERGSTROM INTL (AUS)

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 (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>
HIRL Rwy 17L-35R and 17R-35L TDZ/CL Rwy 17L and 35R	



FAF to MAP 3.3 NM	GS 3.00° TCH 54																														
<table border="1"> <tr> <th>Knots</th> <td>60</td> <td>90</td> <td>120</td> <td>150</td> <td>180</td> </tr> <tr> <th>Min:Sec</th> <td>3:18</td> <td>2:12</td> <td>1:39</td> <td>1:19</td> <td>1:06</td> </tr> </table>	Knots	60	90	120	150	180	Min:Sec	3:18	2:12	1:39	1:19	1:06	<table border="1"> <tr> <th>CATEGORY</th> <td>A</td> <td>B</td> <td>C</td> <td>D</td> <td>E</td> </tr> <tr> <th>S-ILS 35L**</th> <td colspan="5">696/24 200 (200-1/2)</td> </tr> <tr> <th>S-LOC 35L</th> <td colspan="2">900/24 404 (400-1/2)</td> <td colspan="3">900/40 404 (400-3/4)</td> </tr> </table>	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)		
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SC-3, 18 JUN 2020 to 16 JUL 2020

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