
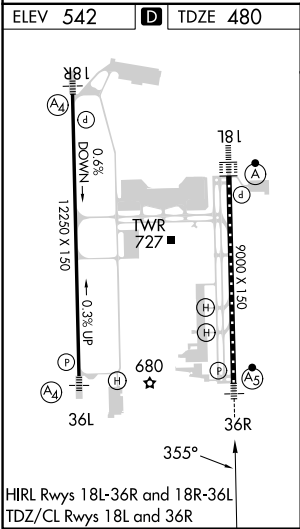
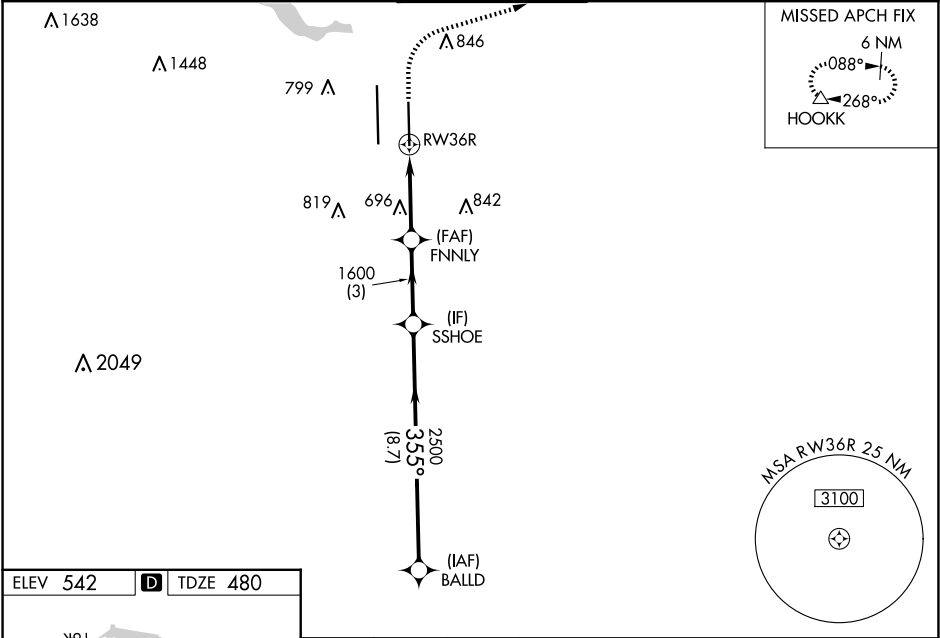




WAAS CH <b>99429</b> <b>W36B</b>	APP CRS <b>355°</b>	Rwy Idg TDZE <b>480</b> Apt Elev <b>542</b>
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RNAV (GPS) Y RWY 36R

AUSTIN-BERGSTROM INTL (AUS)

RNP APCH-GPS. ▼ Use of FD or AP required during simultaneous operations. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -5°C or above 54°C. For inop 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.			MALSRL 	MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 direct HOOKK 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



1000 ↑		3000 		HOOKK △		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 59).	
		FNNLY 1600		SSHOE		BALLD	
RW36R		1.5 NM to RW36R		35°		4000	
1.5 NM		1.9 NM		3 NM		8.7 NM	
CATEGORY		A		B		C	
LPV DA		680/18		200 (200-½)		D	
LNAV/VNAV DA		970/50		490 (500-1)		E	
LNAV MDA		1000/24		520 (500-½)		1000/55 520 (500-1)	
CIRCLING		1040-1 498 (500-1)		1120-1 578 (600-1)		1200-1 658 (700-1¼)	
						1200-2 658 (700-2)	
						NA	