

LOC/DME I-HCE 110.5 Chan 42	APP CRS 355°	Rwy Idg 9000 TDZE 480 Apt Elev 542
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ILS RWY 36R (SA CAT I & II)
AUSTIN-BERGSTROM INTL (AUS)

DME required. RADAR required for procedure entry.

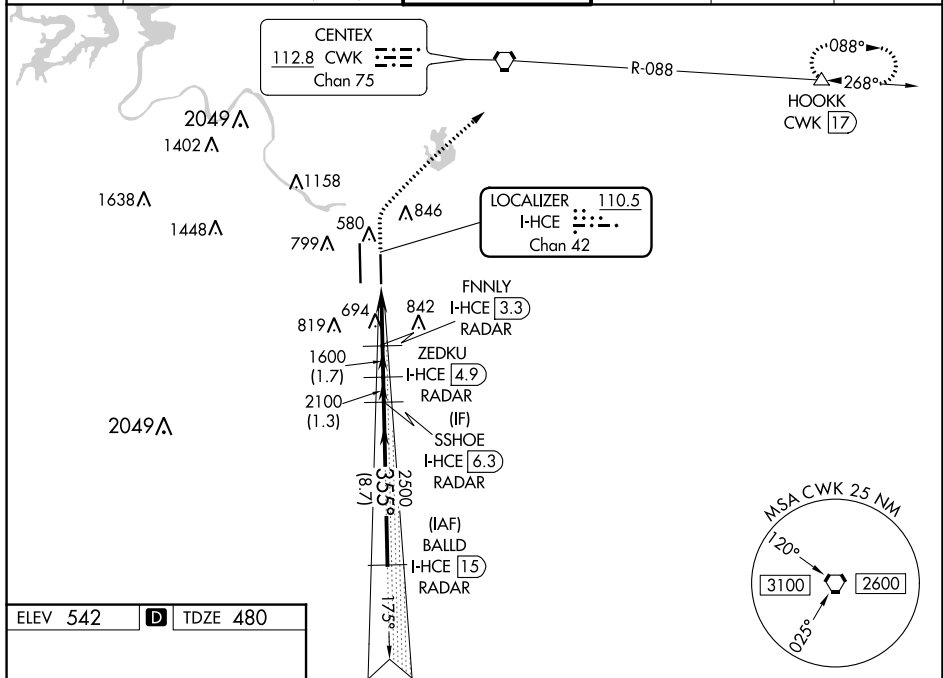
T Simultaneous approach authorized.
SA CAT I: Requires specific OPSPEC, MSPEC or LOA approval.
SA CAT II: Requires specific OPSPEC, MSPEC or LOA approval.

MALSR

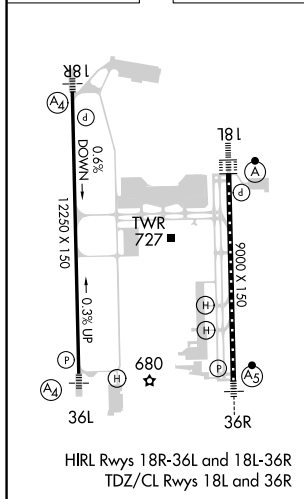


MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 on heading 030° and CWK VORTAC R-088 to HOOKK/CWK 17 DME and hold.

D-ATIS	AUSTIN APP CON		AUSTIN TOWER		GND CON		CLNC DEL		CPDLC
124.4	127.225	317.65 (EAST)	121.0	281.5	121.9	348.6	125.5	263.0	
	120.875	270.25 (SOUTH)							
	119.0	370.85 (WEST)							



ELEV 542	D	TDZE 480
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1000 ↑	3000 hdg 030°	CWK R-088 △	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 59).		BALD I-HCE <u>15</u> RADAR
The diagram illustrates the ILS glide path starting from a 961' elevation. The path is defined by a 355° angle. Key altitudes along the path are 1600, 2100, 2500, and 4000 feet. Radar stations are located at various distances: FNNLY (3.4 NM), I-HCE (1.7 NM), ZEDKU (1.3 NM), SSSHOE (8.7 NM), and BALD (15 NM). The diagram also shows a 3.00° TCH 52 glide path.					
CATEGORY	A	B	C	D	
S-ILS 36R	SA CAT I RA 185/14 150 DA 630				
S-ILS 36R	SA CAT II RA 110/12 100 DA 580				

SA CATEGORY I & II ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED