

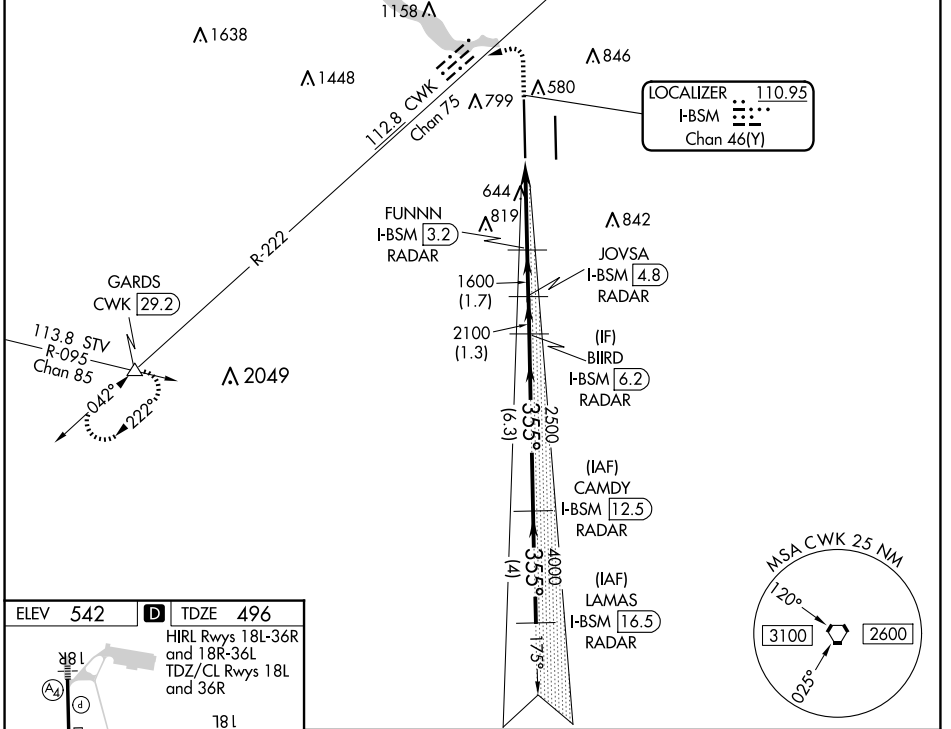
LOC/DME I-BSM <b>110.95</b> Chan <b>46(Y)</b>	APP CRS <b>355°</b>	Rwy Idg TDZE <b>496</b> Apt Elev <b>542</b>	<b>12250</b>
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# ILS or LOC RWY 36L

AUSTIN-BERGSTROM INTL (AUS)

DME or RADAR required.		MALS ⏏ (A4)	MISSED APPROACH: Climb to 1000 then climbing left turn to 3500 on heading 250° and CWK VORTAC R-222 to GARDS INT/CWK 29.2 DME and hold.		
<p>Simultaneous approach authorized. For inop ALS, increase S-LOC 36L Cats C/D/E visibility to RVR 6000. Inop table does not apply to S-ILS 36L all Cats.</p>					

D-ATIS <b>124.4</b>	AUSTIN APP CON <b>127.225 317.65</b> <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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SC-3, 20 FEB 2025 to 20 MAR 2025

SC-3, 20 FEB 2025 to 20 MAR 2025

ELEV <b>542</b>	<b>D</b> TDZE <b>496</b>
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HIRL Rwy 18L-36R and 18R-36L  
TDZ/CL Rwy 18L and 36R

Knots	60	90	120	150	180
Min:Sec	3:18	2:12	1:39	1:19	1:06

AUSTIN, TEXAS  
Amdt 7 22APR21

1000	3500	CWK R-222	GARDS	VGSi and ILS glidepath not coincident (VGSi Angle 3.00/TCH 60).	
↑	hdg 250°			BIIRD I-BSM [6.2] RADAR	LAMAS I-BSM [16.5] RADAR
		I-BSM DME ANTENNA	FUNNN I-BSM [3.2] RADAR	JOVSA I-BSM [4.8] RADAR	CAMDY I-BSM [12.5] RADAR
		I-BSM [0.2]	I-BSM [0.9]	1600	2100
				2500	4000
				5000	GS 3.00° TCH 54
		1.1 NM	2.2 NM	1.7 NM	1.3 NM
				6.3 NM	4 NM
CATEGORY	A	B	C	D	E
S-ILS 36L	696/40 200 (200-¾)				
S-LOC 36L	900/40	404 (400-¾)	900/50 404 (400-1)		