

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

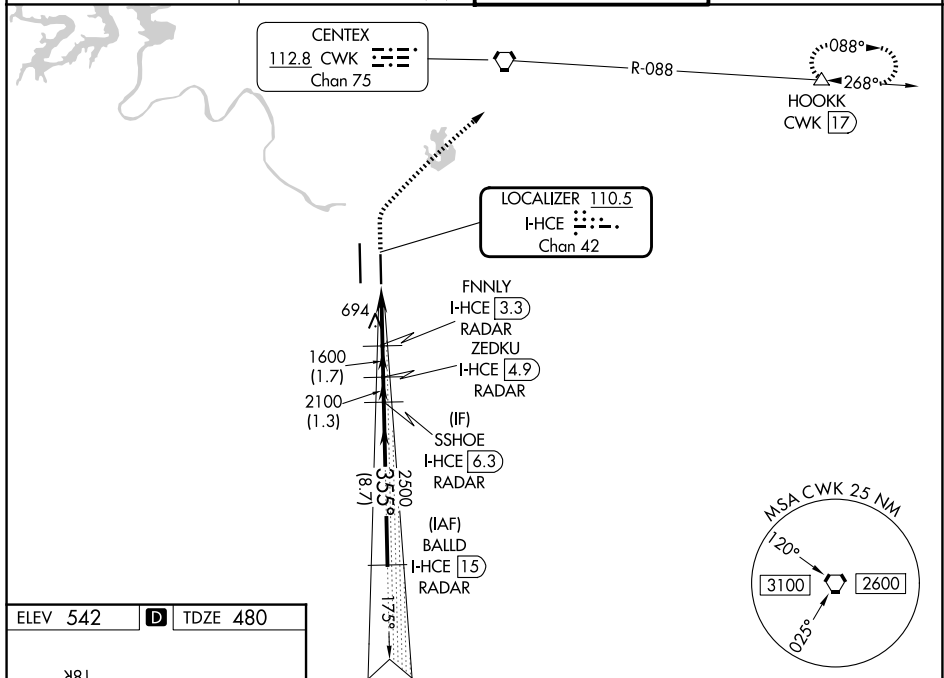
DME required. RADAR required for procedure entry.

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

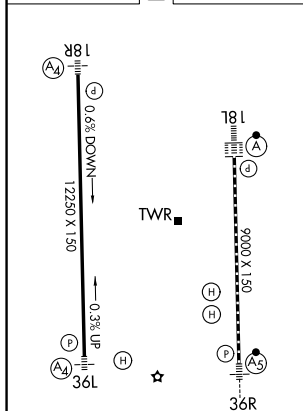
MALSR

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
124.4	127.225 317.65 (E)	121.0 281.5	121.9 348.6
	120.875 270.25 (S)		
	119.0 370.85 (W)		



ELEV 542	D	TDZE 480
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HIRL Rwy 18R-36L and 18L-36R
TDZL/RCLS Rwy 18L and 36R

1000 ↑	3000 hdg 030°	CWK R-088	HOOKK △	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 59).		BALLD I-HCE 115 RADAR
Diagram details: The diagram illustrates the S-ILS 36R approach. It shows a 355° glide slope starting from a 961' MSL elevation. Key altitudes and distances are marked: 1600 ft at 3.4 NM, 2100 ft at 1.7 NM, 2500 ft at 1.3 NM, and 4000 ft at 8.7 NM. Radar stations FNNLY I-HCE 3.3, ZEDKU I-HCE 4.9, and SSSHOE I-HCE 6.3 are indicated. The diagram also shows the 3.00° TCH 52 ground slope.						
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