

WAAS CH 90229 W36A	APP CRS 355°	Rwy Ldg 12250 TDZE 496 Apt Elev 542
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RNAV (GPS) Y RWY 36L

AUSTIN-BERGSTROM INTL (AUS)

RNP APCH-GPS.

T Simultaneous approach authorized. Use of FD or AP required during simultaneous operations. LNAV procedure NA during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -5°C or above 54°C. Inop table does not apply to LPV all Cats. For inop ALS, increase LNAV/VNAV Cat E visibility to 1½ SM, LNAV Cat E visibility to 1¼ SM.

MALS



MISSED APPROACH: Climb to 1700 then climbing left turn to 3500 direct GARDS and hold.

D-ATIS	AUSTIN APP CON 127.225 317.65 (E)	AUSTIN TOWER	GND CON
124.4	120.875 270.25 (S)	121.0 281.5	121.9 348.6
	119.0 370.85 (W)		

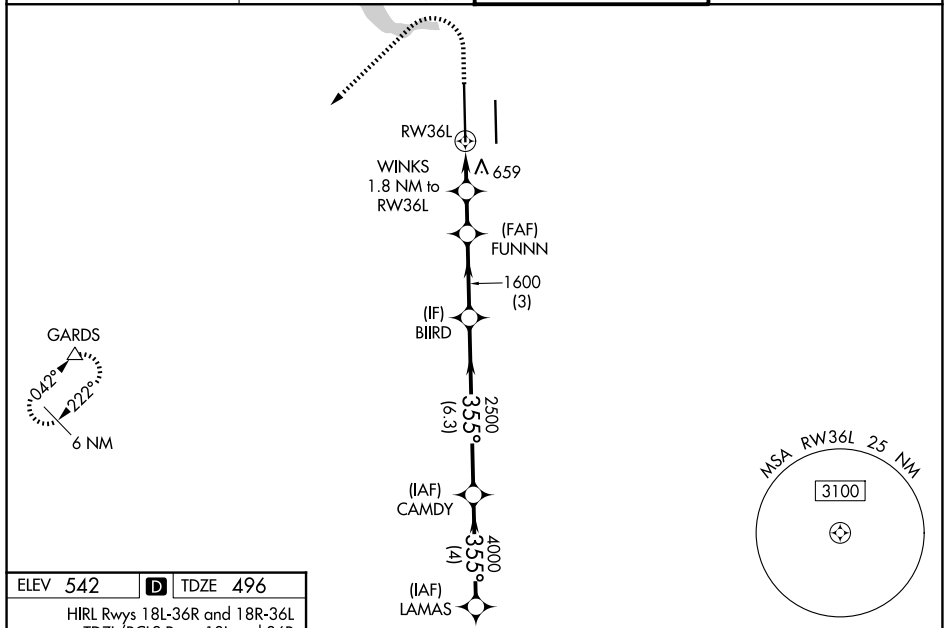


Diagram illustrating the HIRL (High Intensity Runway Lighting) and TDZL/RCLS (Touchdown and Rollout/Runway Center Line System) for Runway 18L/36R. The diagram shows two parallel runways, 18L and 36L, separated by a grassy area. Runway 18L is 12250 x 150 feet, and Runway 36L is 12250 x 150 feet. The slope of Runway 18L is 0.6% DOWN, and the slope of Runway 36L is 0.3% UP. A 355° heading is indicated. The TDZL/RCLS for Runway 18L/36R is shown as a dashed line, 9000 x 150 feet. A TWR (Tower) is located between the runways. Various navigation aids are marked: A4, A5, H, P, and a star symbol.

1700 ↑	3500 ↘	GARDS △	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 60).					LAMAS
CATEGORY	A	B	C	D	E			
LPV DA	696/40 200 (200-¾)							
LNAV/ VNAV DA	970/60 474 (500-1¼)							
LNAV MDA	920/40 424 (400-¾)		920/50 424 (400-1)					
CIRCLING	1040-1 498 (500-1)	1120-1 578 (600-1)	1200-1¼ 658 (700-1¼)	1200-2 658 (700-2)	NA			