

WAAS CH 73046 W35A	APP CRS 347°	Rwy Idg 3176 TDZE 70 Apt Elev 70
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RNAV (GPS) RWY 35
UNIVERSITY (EDU)

RNP APCH - GPS.

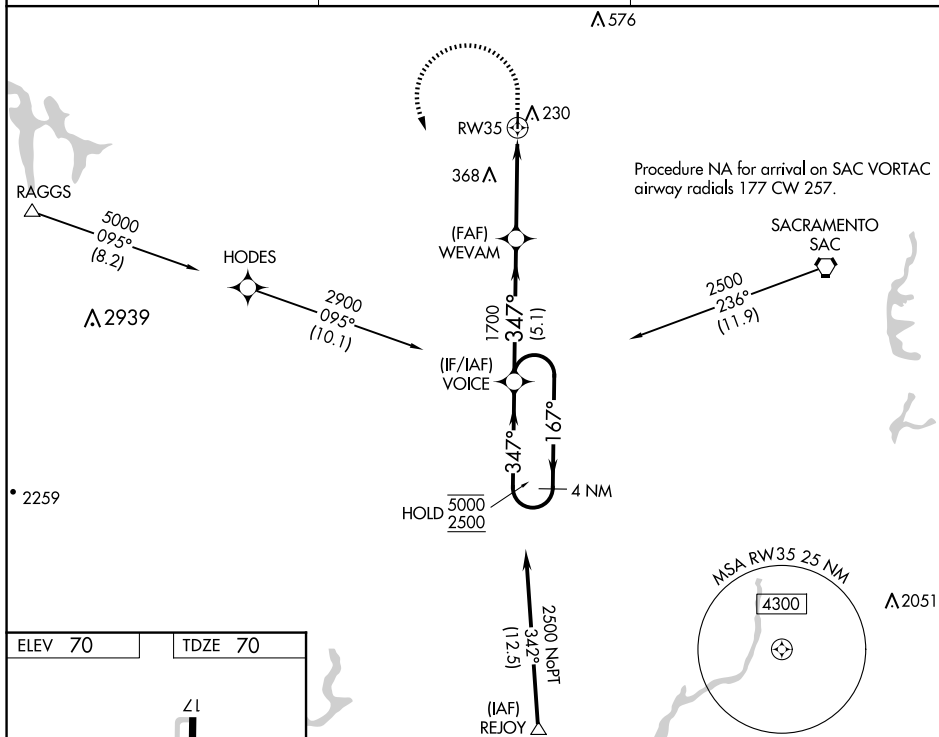
T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below
A -15°C or above 54°C. Procedure NA at night. Rwy 35 helicopter
 visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 540, then climbing left turn to 2500 direct VOICE and hold, continue climb-in-hold to 2500.

AWOS-3
119.025

TRAVIS APP CON
126.6 281.45

UNICOM
123.075 (CTAF) **L**



MIRL Rwy 17-35

REIL Rwy 17 and 35

Diagram illustrating the WEVAM instrument landing system (ILS) glidepath. The diagram shows a 4 NM Holding Pattern at 5000 and 2500 feet. The glidepath starts at 167° and 347° from the holding pattern, then turns 347° to a 1700-foot glidepath. The glidepath is 5.1 NM long, then turns 347° to a 1700-foot glidepath, and finally turns 347° to a 1700-foot glidepath. The glidepath ends at the RW35 runway. The diagram also shows the VGSB and RNAV glidepaths, which are not coincident. The VGSB glidepath is 3.25° and the RNAV glidepath is 3.3°.