

**GENERAL****Operational Hours****ATS Hours:** H24**AD OPS Hours:** Attended continuously**Airport Information****RFF:** FAA Index D / CAT 8**Fuel:** Jet A**PCN:** RWY 17L/35R: 92/R/B/W/T  
RWY 17R/35L: 98/R/B/W/T**Operation****Preferential RWY**

LDG 0600-1200±: RWY 35L and 35R.

TKOF 0600-1200±: RWY 17R and 17L.

Cargo ACFT use RWY 17R/35L for TKOF/LDG.

**Traffic Note**

TFC to/from W is usually assigned to RWY 17R/35L.

TFC to/from E is usually assigned to RWY 17L/35R.

**Low Visibility Procedures**

When LVP in use contact TWR prior push-back; power-backs prohibited.

**TWY Restriction**

Terminal APN outer taxiway CLSD 0200-1400±.

TWY A MAX wingspan 52m / 171ft.

**Parking**

Stand 1-10 S part of APN in use as overnight stands. Stands arranged in order from E to W, facing N.

Stand 11-15 W part of APN for SKED FLTs. Stands arranged in order from S to N, facing E.

**Warnings**

Birds in vicinity of AD.

**ARRIVAL****Speed**

MAX IAS 250KT below 10000ft.

**Communication****COM Failure:** See CRAR.**Arrival Procedure****VFR Traffic Pattern:** RWY 17R, 35R right-hand circuit.

**ARRIVAL****Non-standard GP intercept position on  
RWY 17L**

GP intercepts RWY 17L at *355m / 1164ft* after landing threshold.

Remaining DIST beyond GP is *2388m / 7836ft*.

**RWY 17R**

GP intercepts RWY 17R at *343m / 1126ft* after landing threshold.

Remaining DIST beyond GP is *3391m / 11124ft*.

**RWY 35L**

GP intercepts RWY 35L at *314m / 1030ft* after landing threshold.

Remaining DIST beyond GP is *3420m / 11220ft*.

**DEPARTURE****Take-off Minima**

RWY		17L, 17R	
1+2 ENG	ft - ft/SM	0 - 5000R/1.0V	-
3+4 ENG		0 - 2400R/0.5V	-
RWY		35L, 35R	
1+2 ENG	ft - ft/SM	0 - 5000R/1.0V	all SIDs:
3+4 ENG		0 - 2400R/0.5V	MNM climb gradient 4.0% up to 2600

**Speed**

MAX IAS 250KT below 10000ft.

**Communication**

**COM Failure:** See CRAR.

**Departure Procedure****Noise Abatement Procedure**

0400-1200‡ DEP: MNM 4000ft before initial turn.

1200-0400‡ DEP: MNM 3000ft before initial turn.

**De-Icing**

De-Icing on the terminal APN occurs at the gates and inside the vehicle service road that circles the terminal building. Just outside of the vehicle service road is drain to catch run-off so de-icing is not allowed beyond the drain. De-Icing is also allowed anywhere on the cargo APN.

06-SEP-2018

AUS-KAUS

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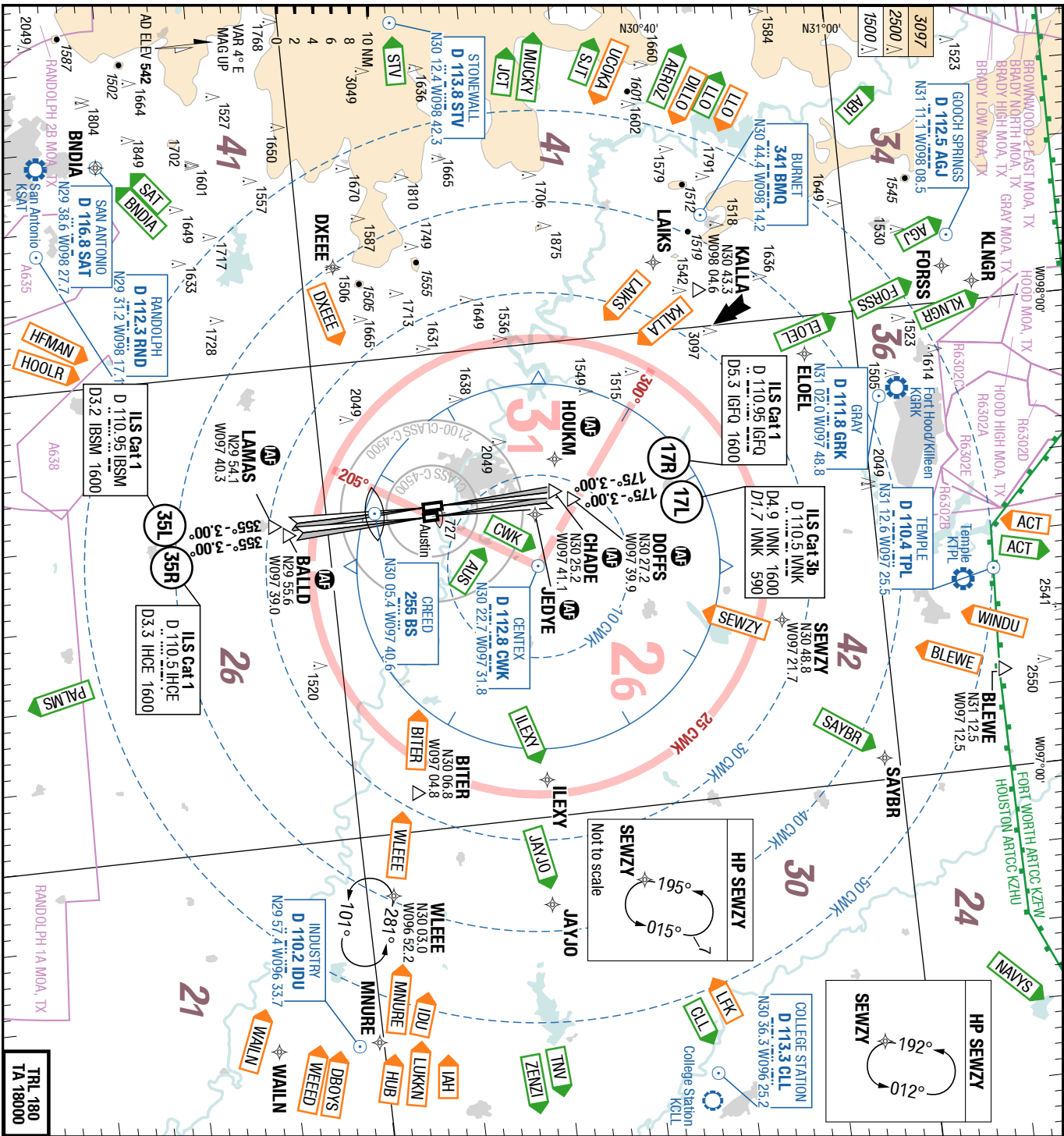
2-10

AFC

AFC

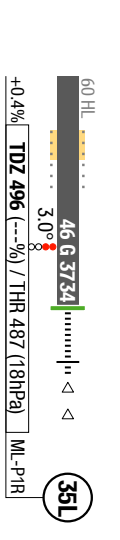
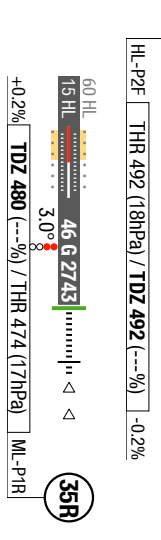
AFC

Austin Bergstrom Intl Austin United States



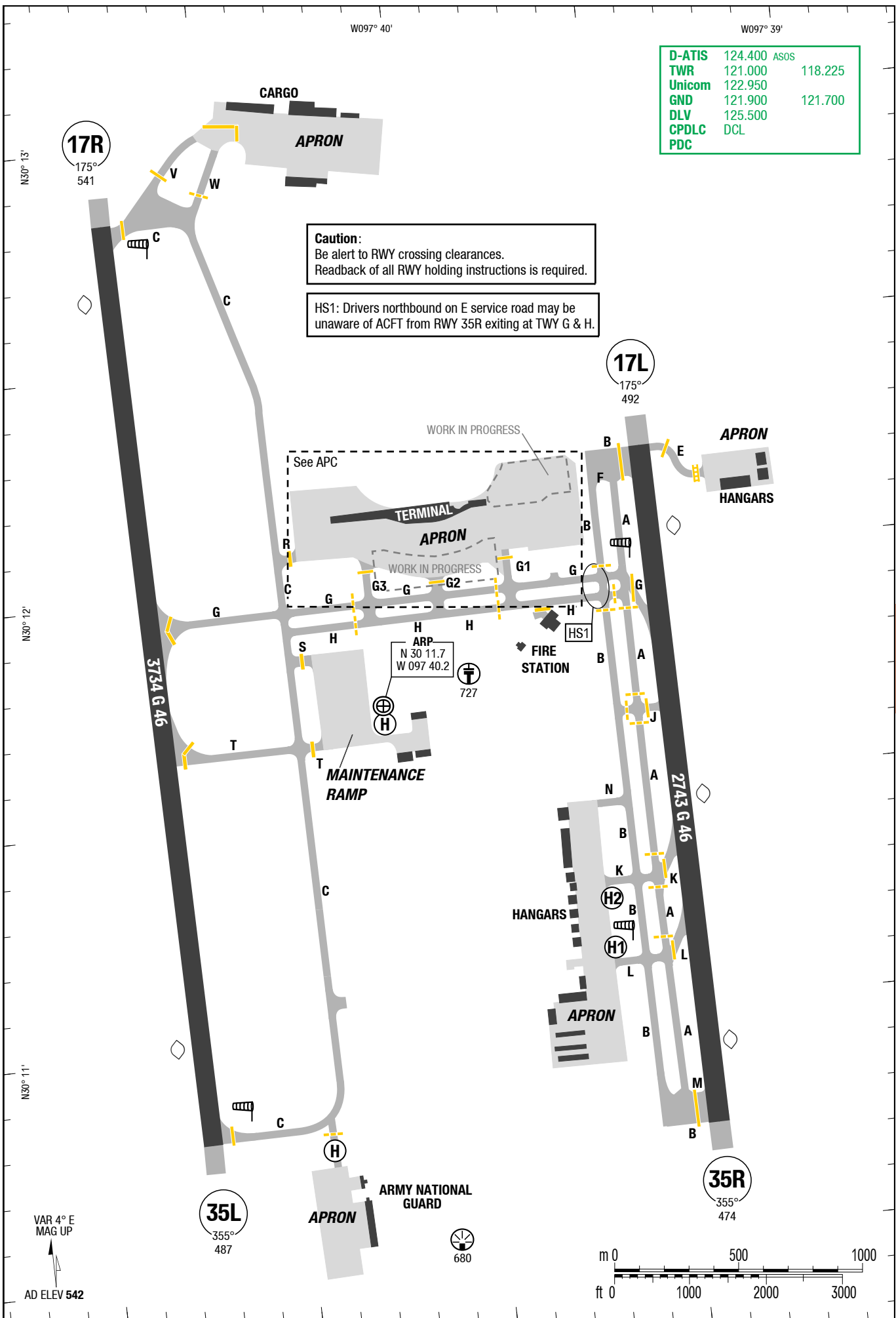
D-ATIS	124.400 ASOS
APP/DEP	127.225 East 120.875 South 119.000 West 125.325 Final
TWR	121.000 118.225
Unicom	122.950
GND	121.900 121.700
DLV	125.500
CPDLC	DCL
PDC	

Landing RWY system:



Changes: Nil

Changes: Helipad



31-JUL-2018/UFN

12-JUL-2018

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Tempo APC Phase 2

3-21

Tempo APC Phase 1

APC

APC

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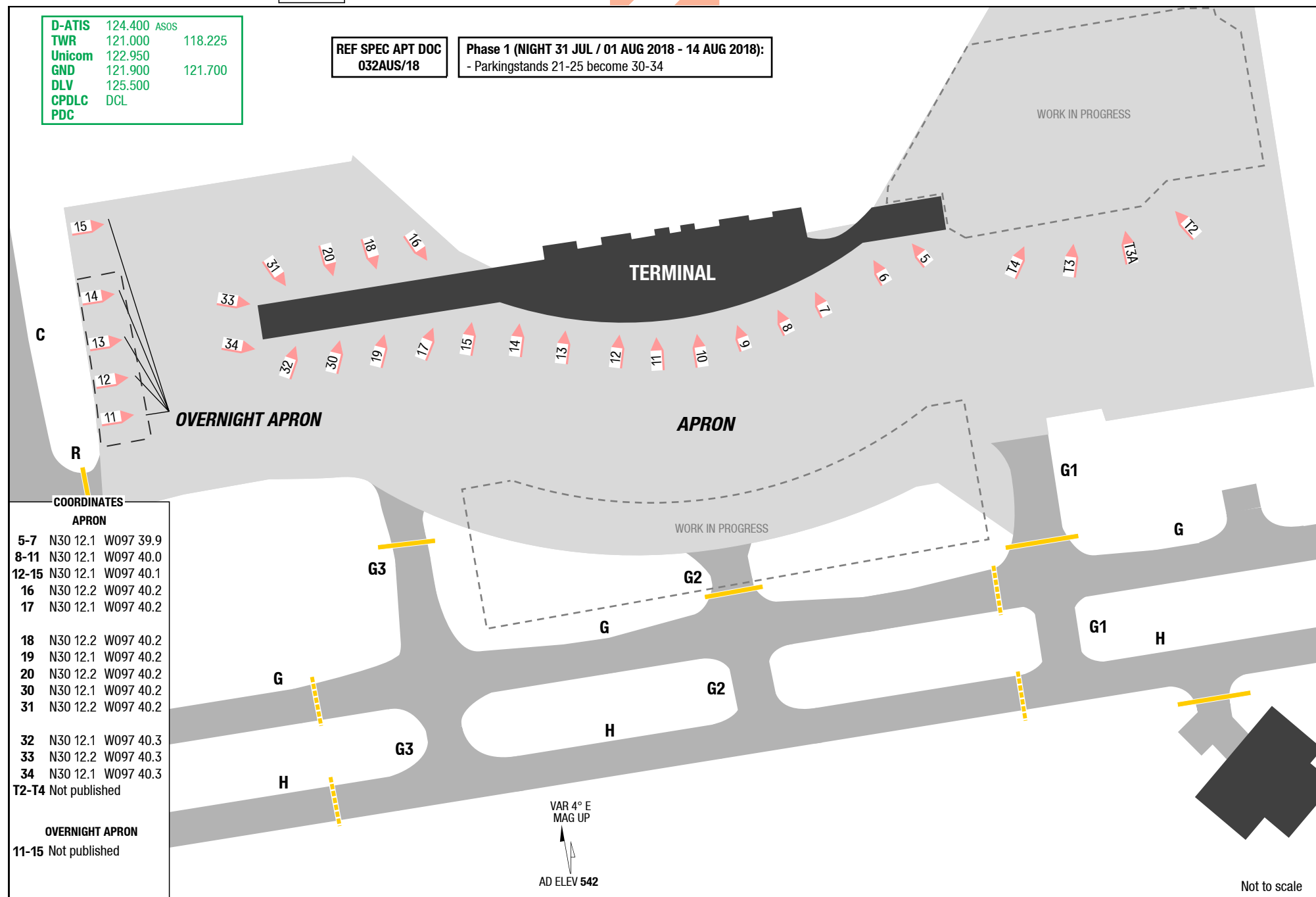
Tempo APC Phase 2

Tempo APC Phase 1

D-ATIS	124.400	ASOS
TWR	121.000	118.225
Unicom	122.950	
GND	121.900	121.700
DLV	125.500	
CPDLC	DCL	
PDC		

REF SPEC APT DOC  
032AUS/18

Phase 1 (NIGHT 31 JUL / 01 AUG 2018 - 14 AUG 2018):  
- Parkingstands 21-25 become 30-34

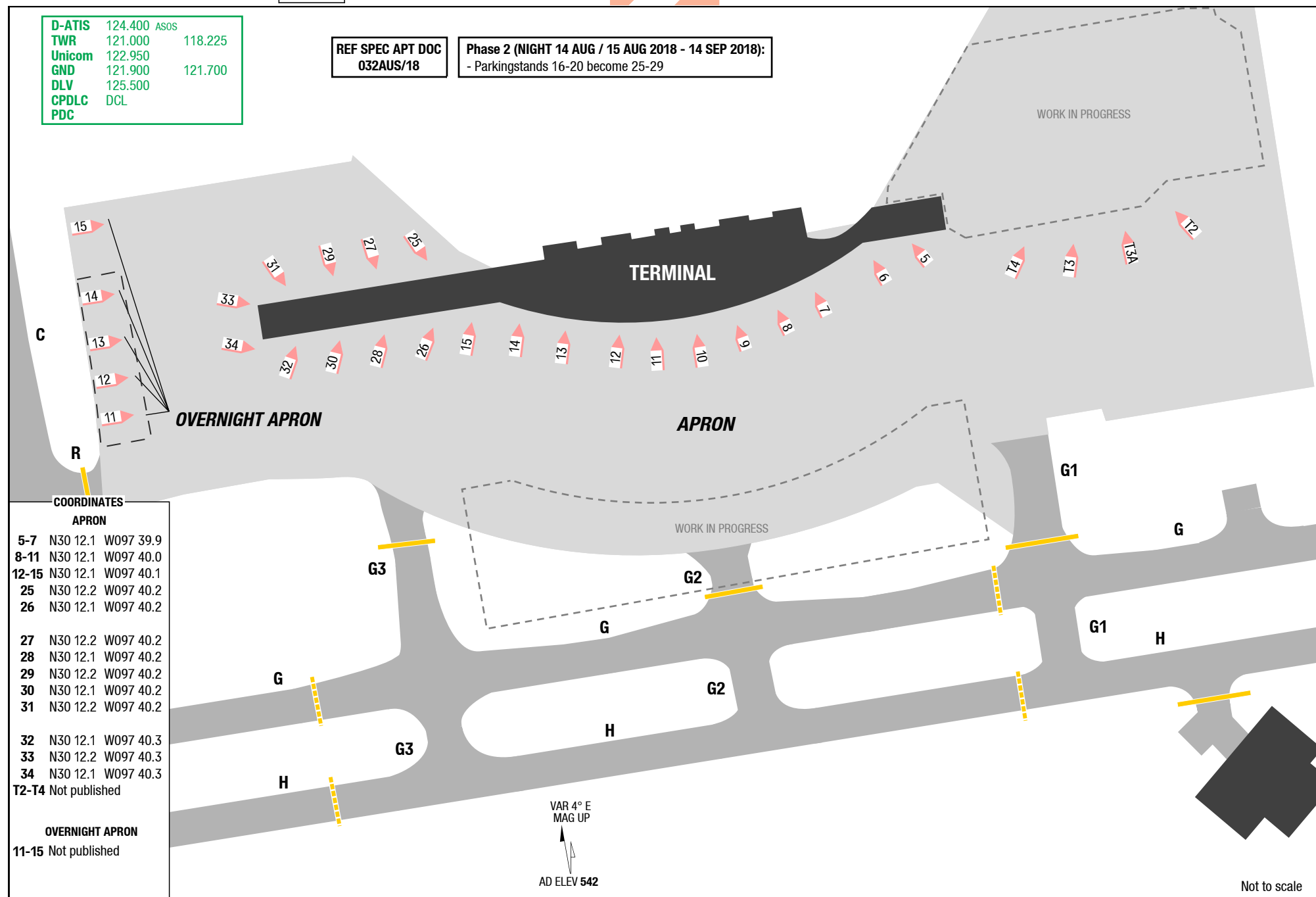


Changes: new

D-ATIS	124.400	ASOS
TWR	121.000	118.225
Unicom	122.950	
GND	121.900	121.700
DLV	125.500	
CPDLC	DCL	
PDC		

REF SPEC APT DOC  
032AUS/18

Phase 2 (NIGHT 14 AUG / 15 AUG 2018 - 14 SEP 2018):  
- Parkingstands 16-20 become 25-29



31-JUL-2018/UFN

12-JUL-2018

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Tempo APC Phase 4

3-28

Tempo APC Phase 3

APC

APC

Austin Bergstrom Intl Austin United States

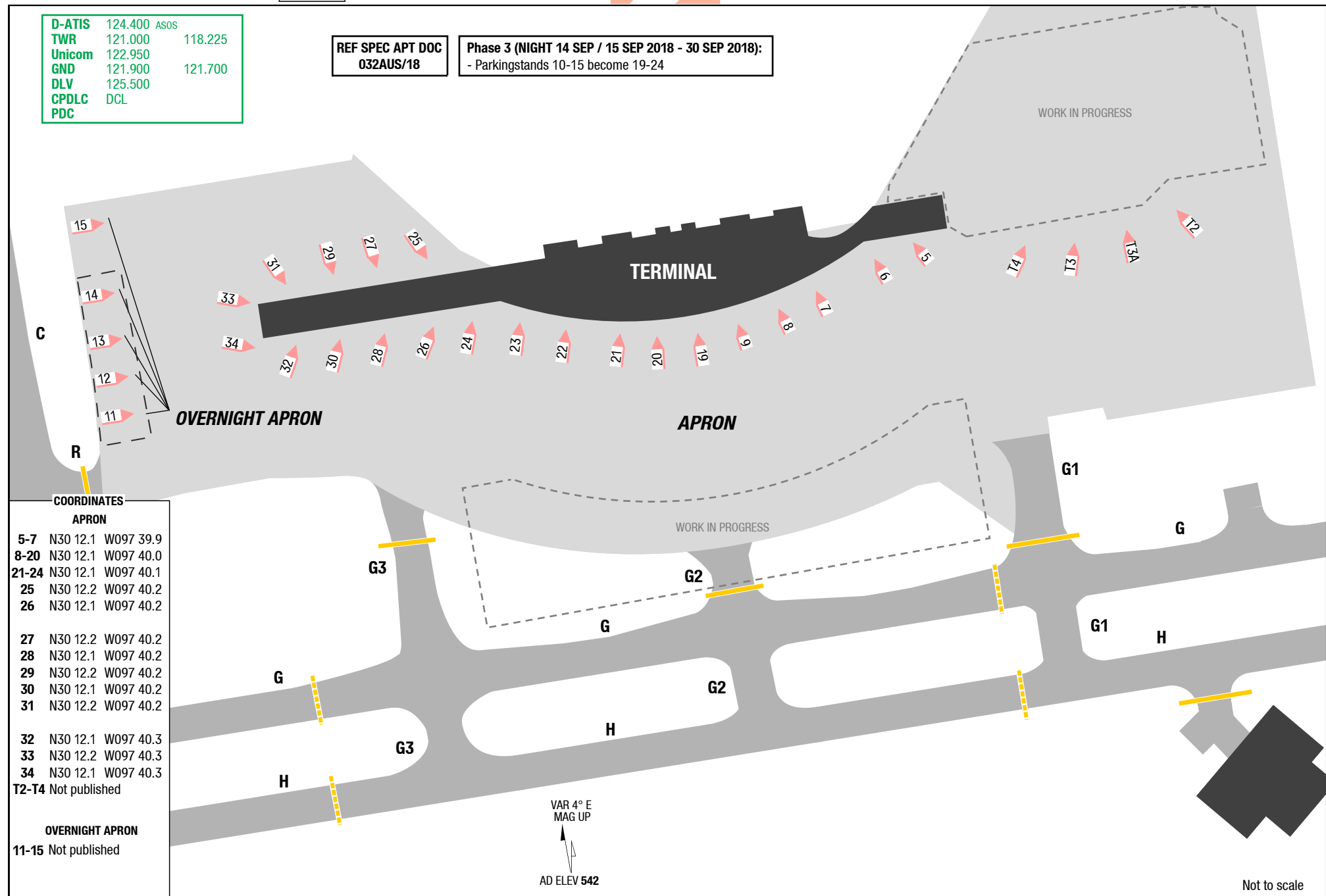
Tempo APC Phase 4

Tempo APC Phase 3

D-ATIS	124.400	ASOS
TWR	121.000	118.225
Unicom	122.950	
GND	121.900	121.700
DLV	125.500	
CPDLC	DCL	
PDC		

REF SPEC APT DOC  
032AUS/18

Phase 3 (NIGHT 14 SEP / 15 SEP 2018 - 30 SEP 2018):  
- Parkingstands 10-15 become 19-24



Changes: new

31-JUL-2018/UFN

12-JUL-2018

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APC

APC

Austin Bergstrom Intl Austin United States

3-29

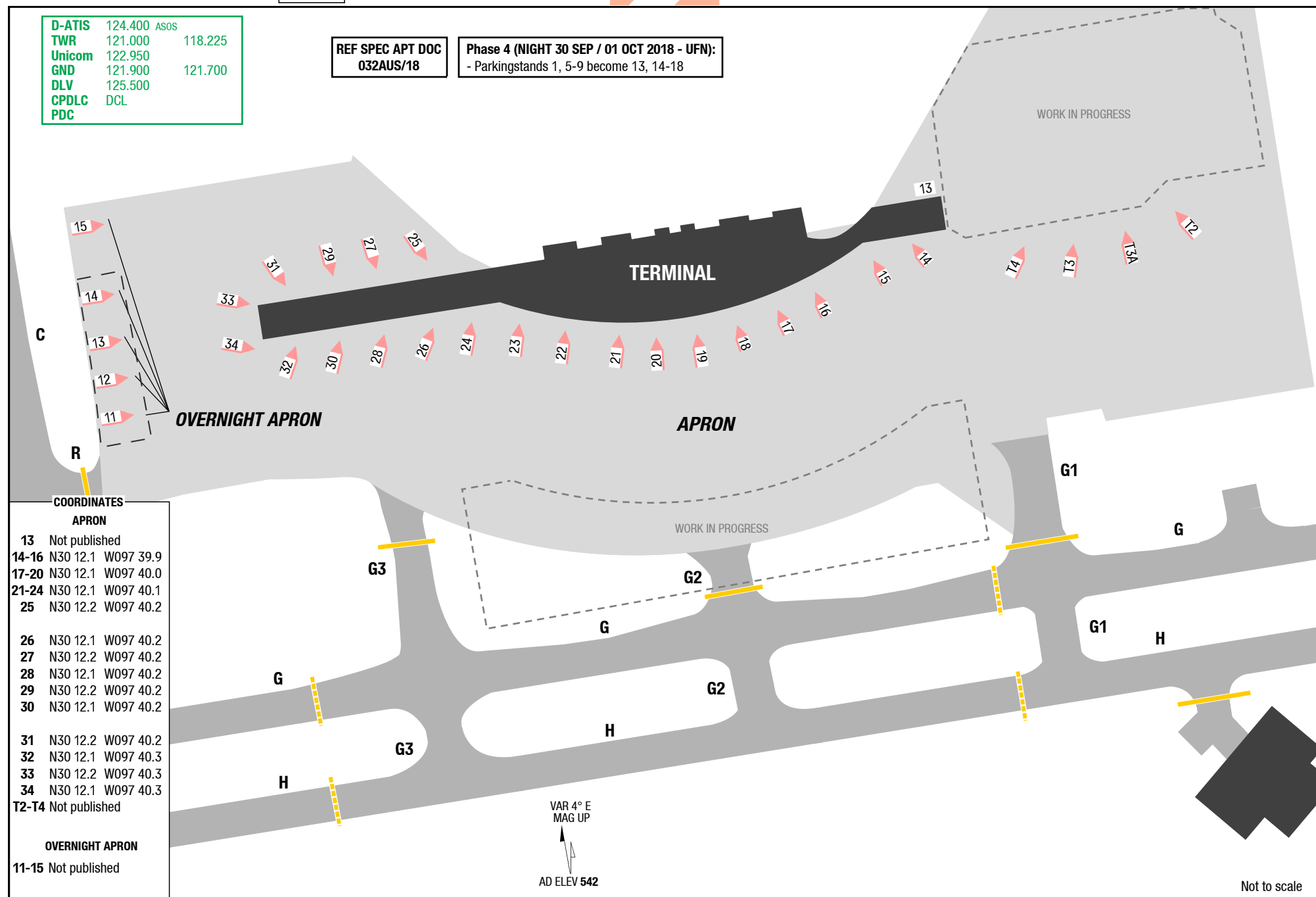
Tempo APC Phase 4

Tempo APC Phase 4

D-ATIS	124.400	ASOS
TWR	121.000	118.225
Unicom	122.950	
GND	121.900	121.700
DLV	125.500	
CPDLC	DCL	
PDC		

REF SPEC APT DOC  
032AUS/18

Phase 4 (NIGHT 30 SEP / 01 OCT 2018 - UFN):  
- Parkingstands 1, 5-9 become 13, 14-18

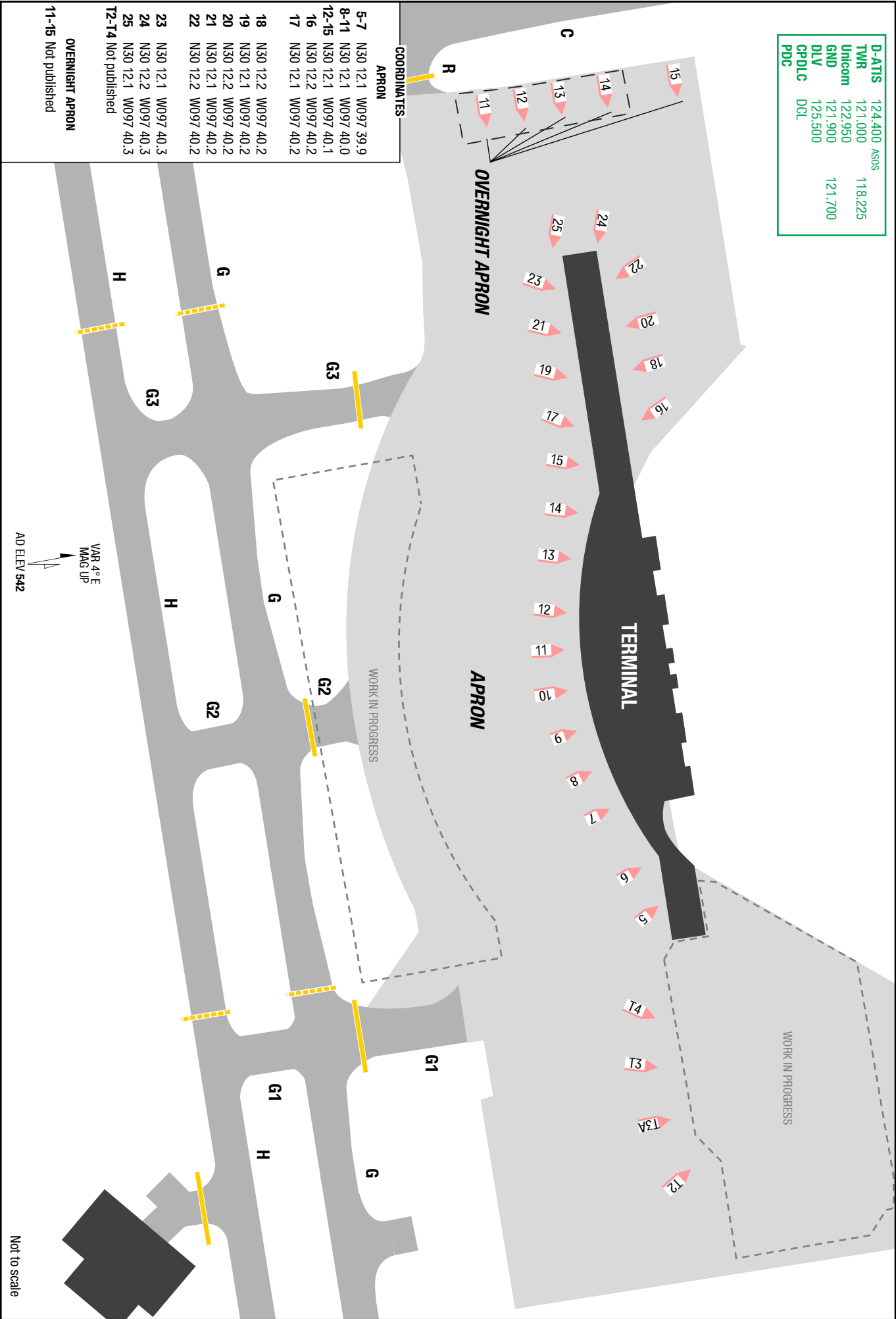


Changes: new

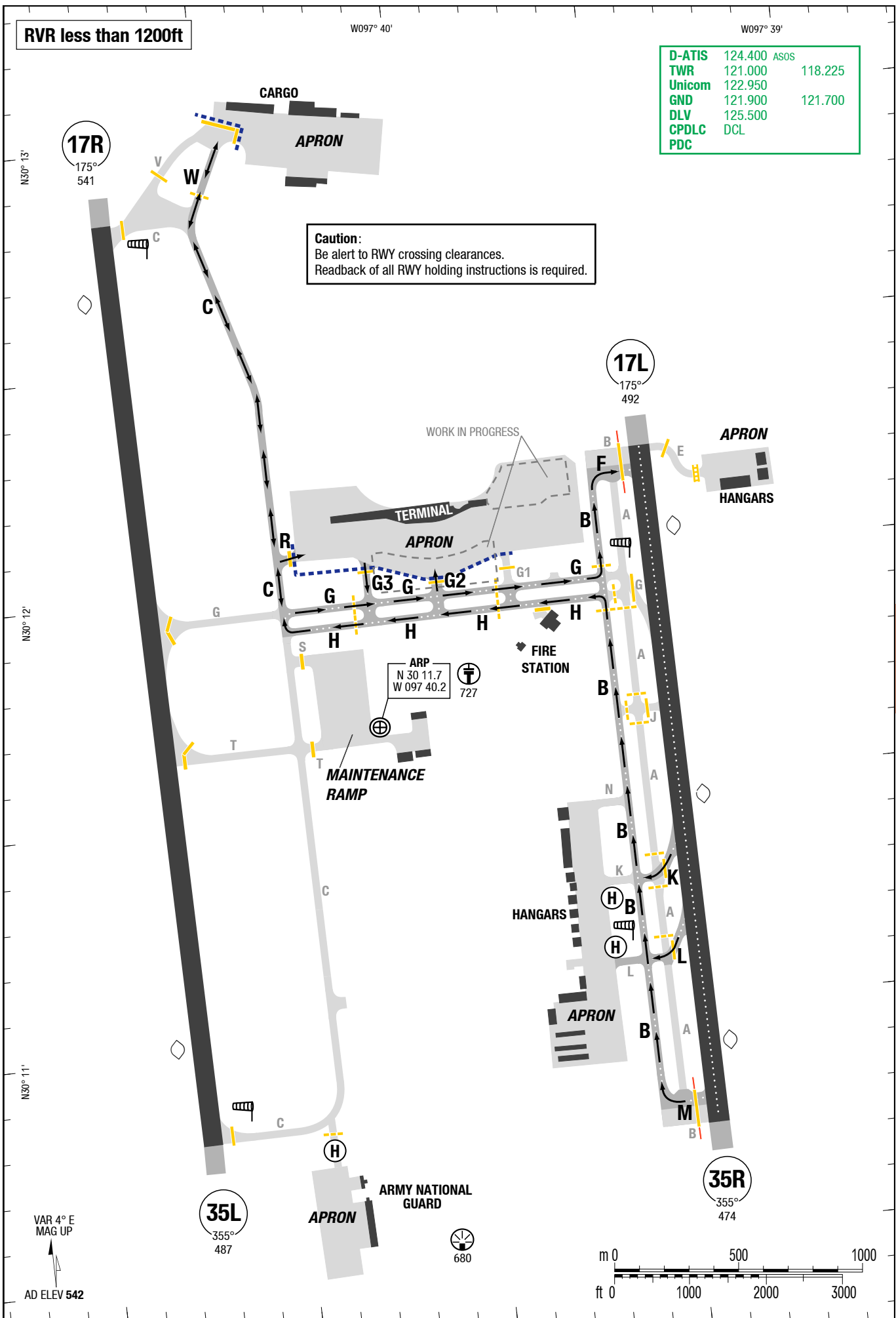


AUS-KAUS

D-ATIS	124.400	ASOS
TWR	121.000	118.225
Unicom	122.950	
GND	121.900	121.700
DLV	125.500	
CPDLC	DCL	
PDC		



Changes: FREQ



04-JAN-2018

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BNDIA 2 RNAV

4-10

AEROZ 1 RNAV

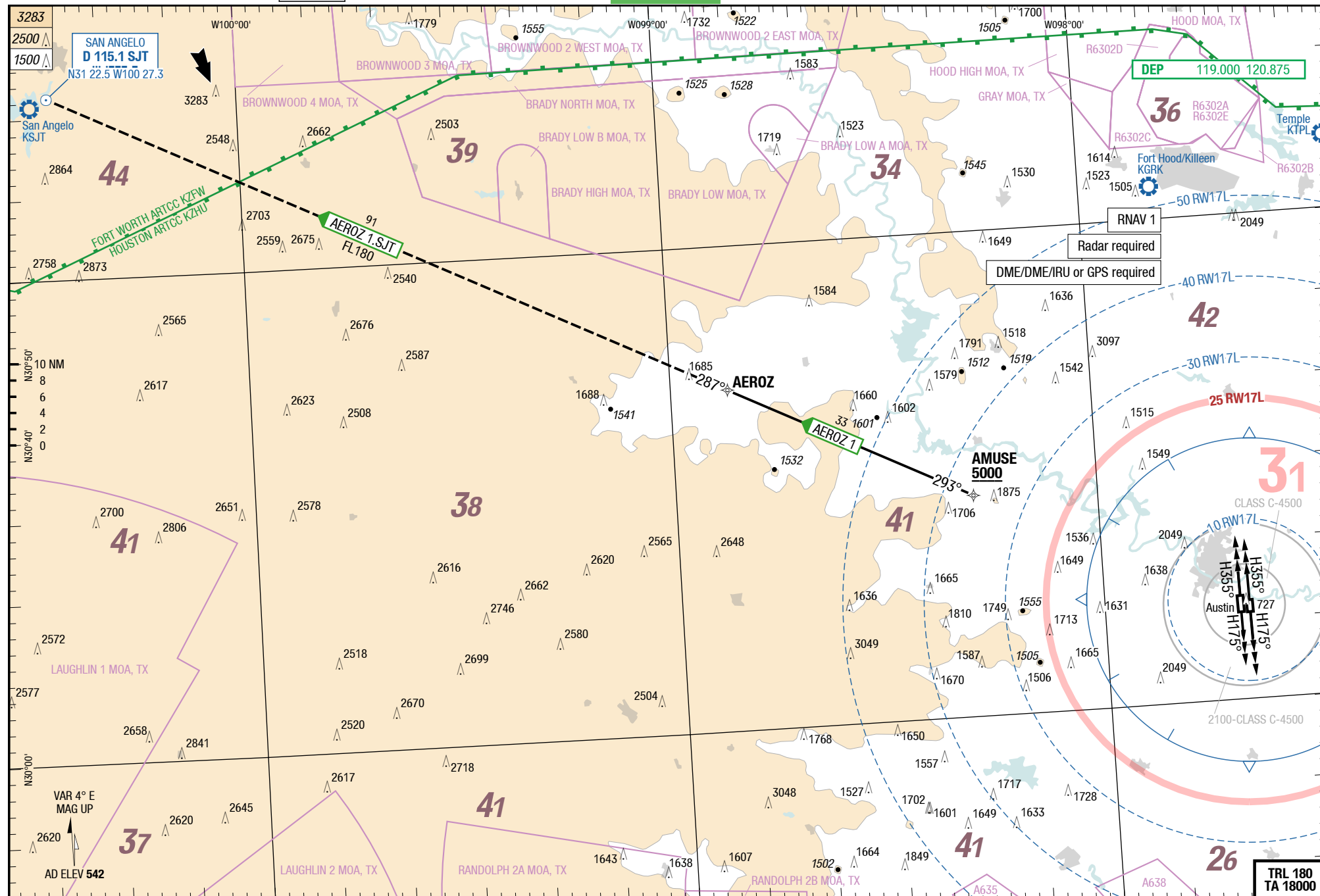
SID

SID

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BNDIA 2 RNAV

AEROZ 1 RNAV



Changes: FREQ, MGA, Editorial

04-JAN-2018

AUS-KAUS

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SID

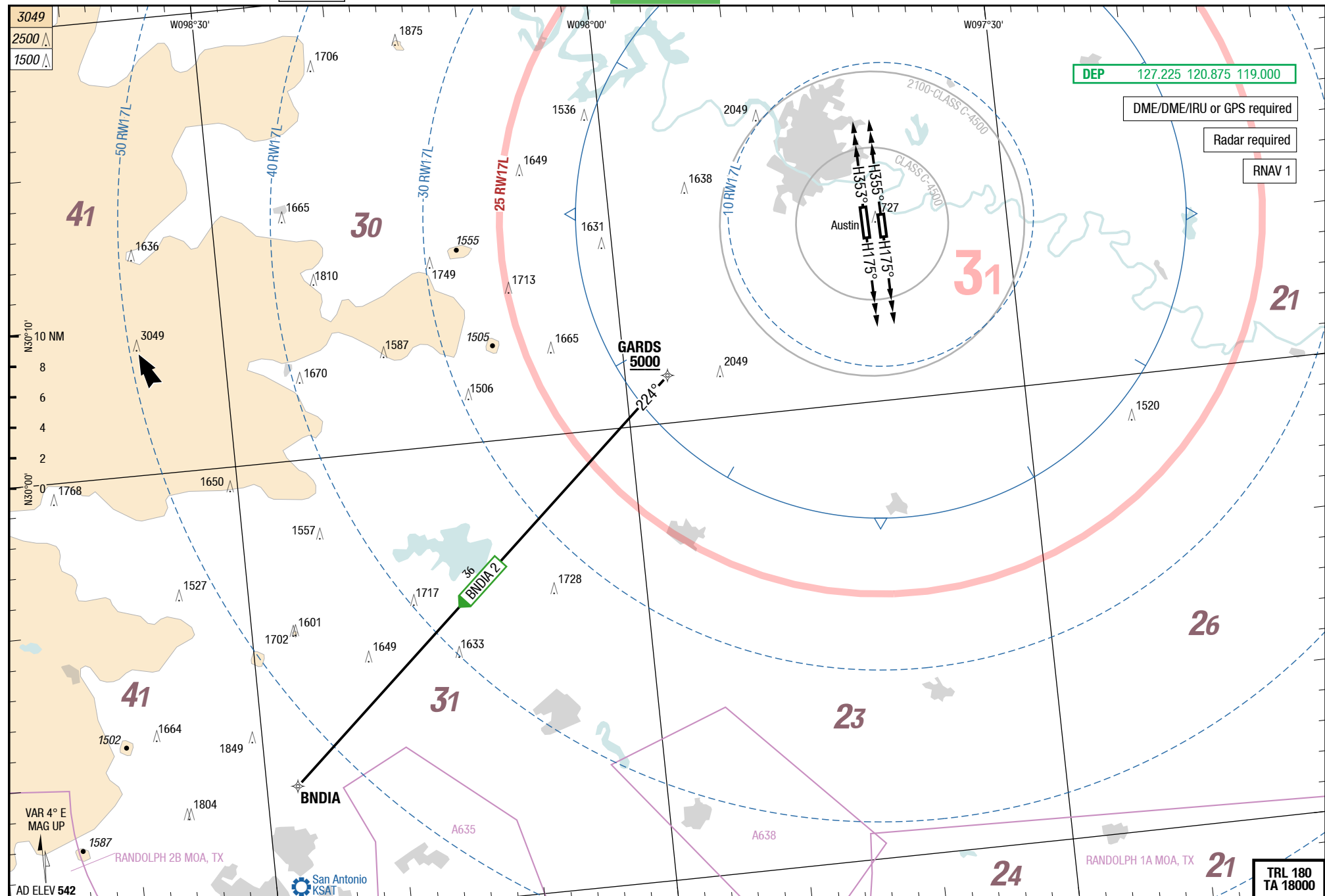
SID

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4-20

BNDIA 2 RNAV

BNDIA 2 RNAV



Changes: Reprint

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04-JAN-2018

AUS-KAUS

United States **Austin** Austin Bergstrom Intl

ILEXY 2 RNAV

ELOEL 2 RNAV

4-30

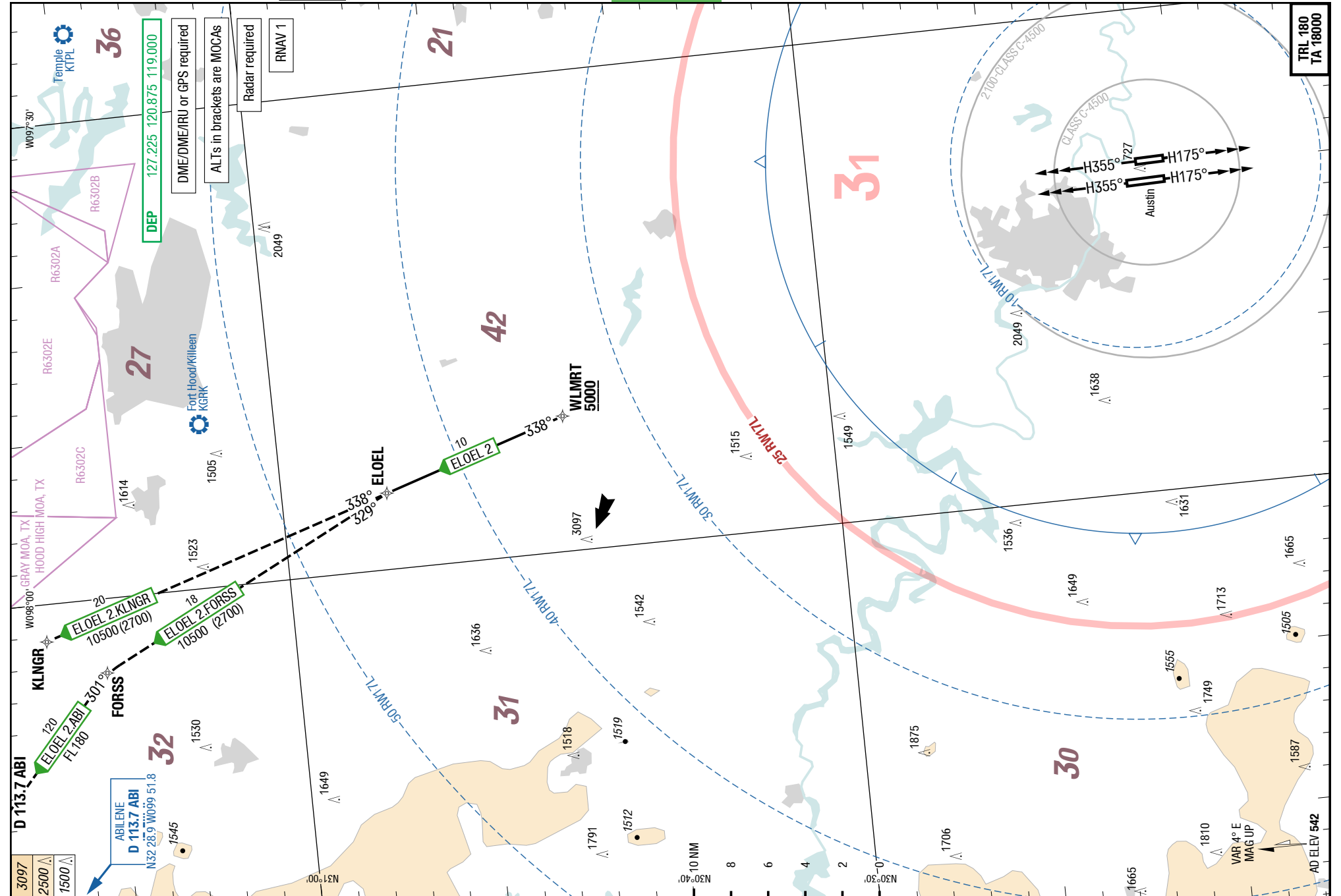
SID

SID

Austin Bergstrom Intl **Austin** United States

ILEXY 2 RNAV

ELOEL 2 RNAV



Changes: Reprint

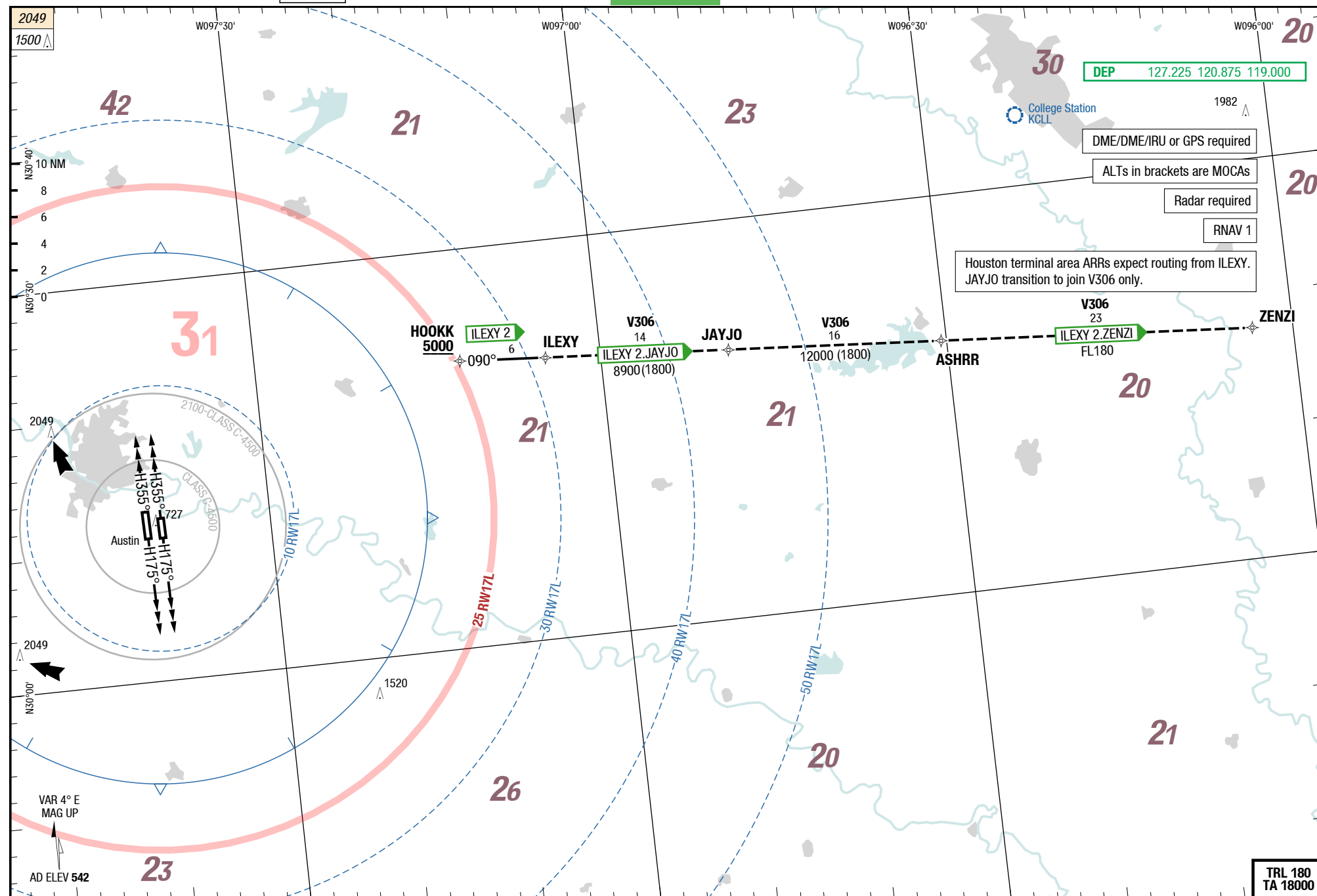
# AUS-KAUS

## ILEXY 2 RNAV

SID

SID

## ILEXY 2 RNAV



Changes: Reprint

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# AUS-KAUS

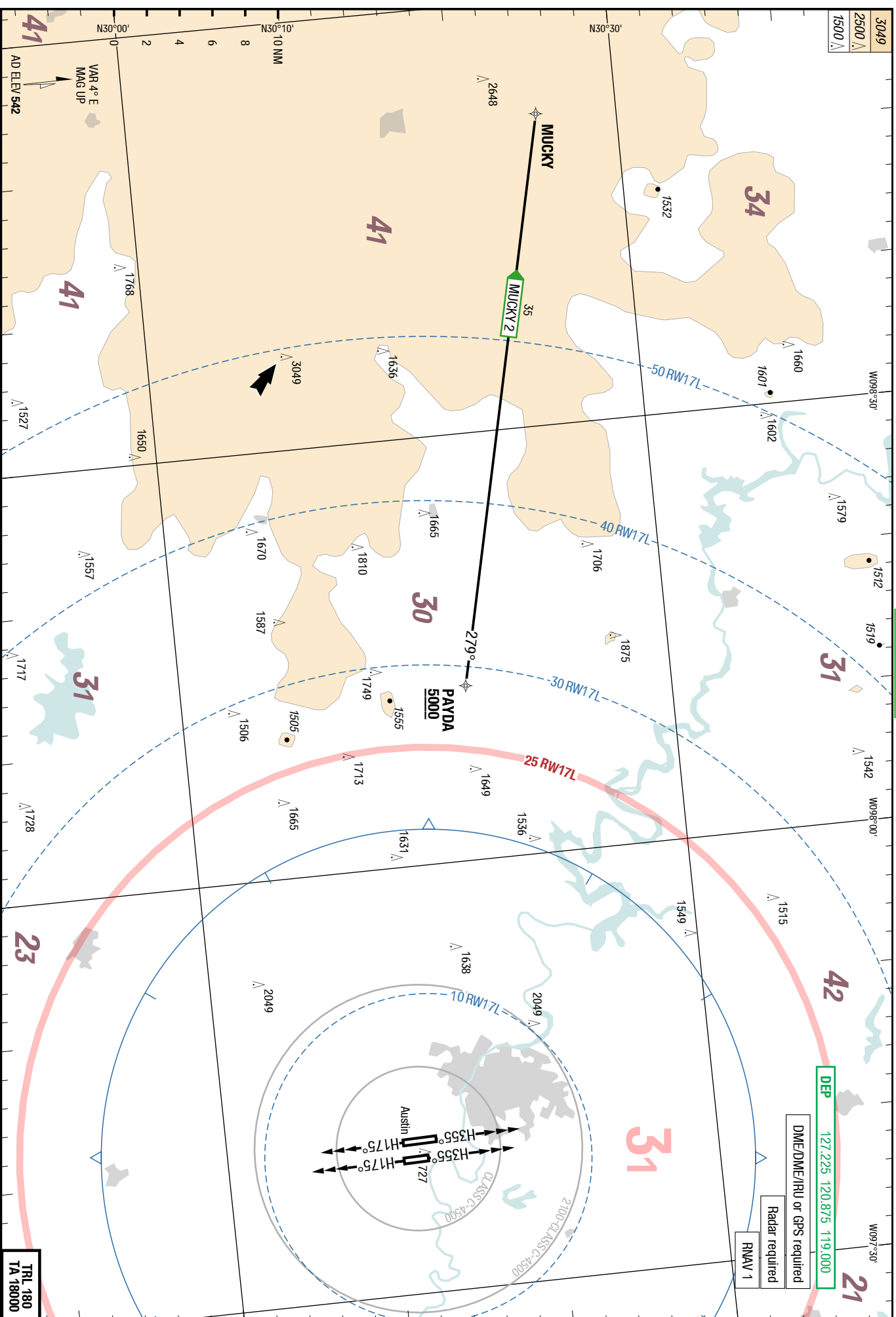
SAYBR 2 RNAV

# MUCKY 2 RNAV

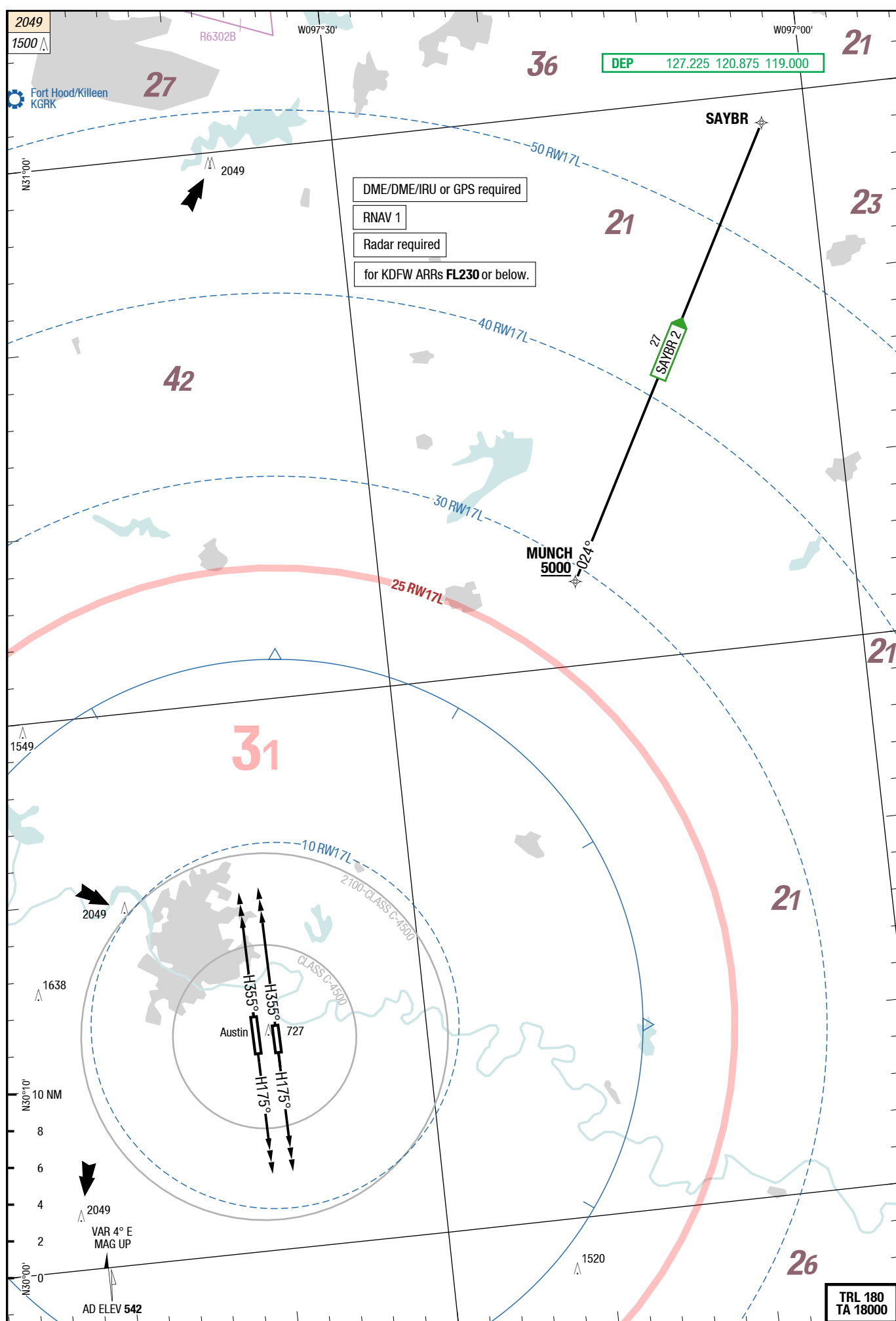
# SID

SAYBR 2 RNAV

# MUCKY 2 RNAV









# AUS-KAUS

CENTEX 6 (CWK6)

4-70

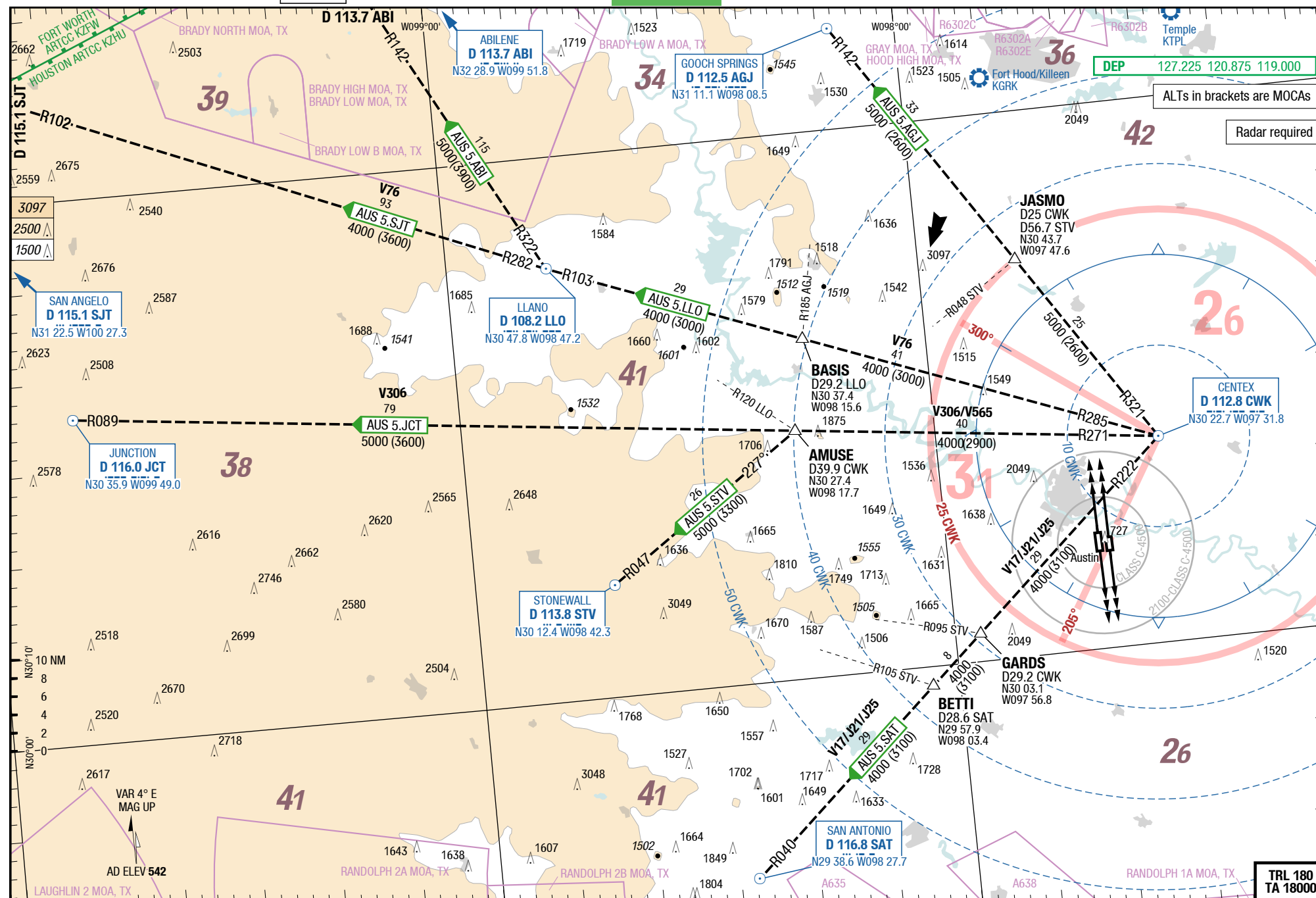
## AUSTIN 5 (AUS5)

SID

SID

CENTEX 6 (CWK6)

## AUSTIN 5 (AUS5)



Changes: MGA

TRL 180  
TA 18000

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# AUS-KAUS

4-80

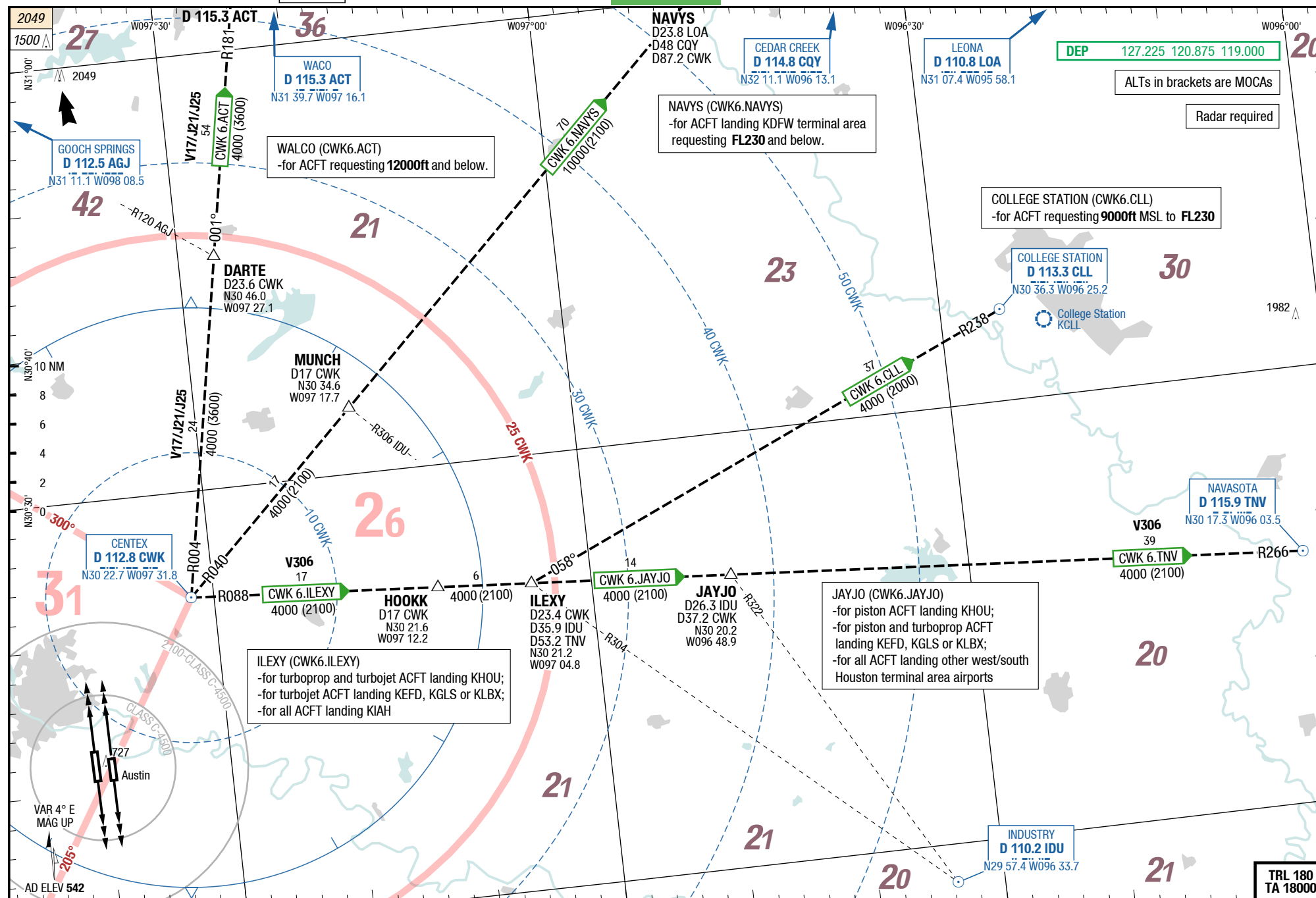
## CENTEX 6 (CWK6)

side

517

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## CENTEX 6 (CWK6)



Changes: Reprint

TRL 180  
TA 18000

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## AUS-KAUS



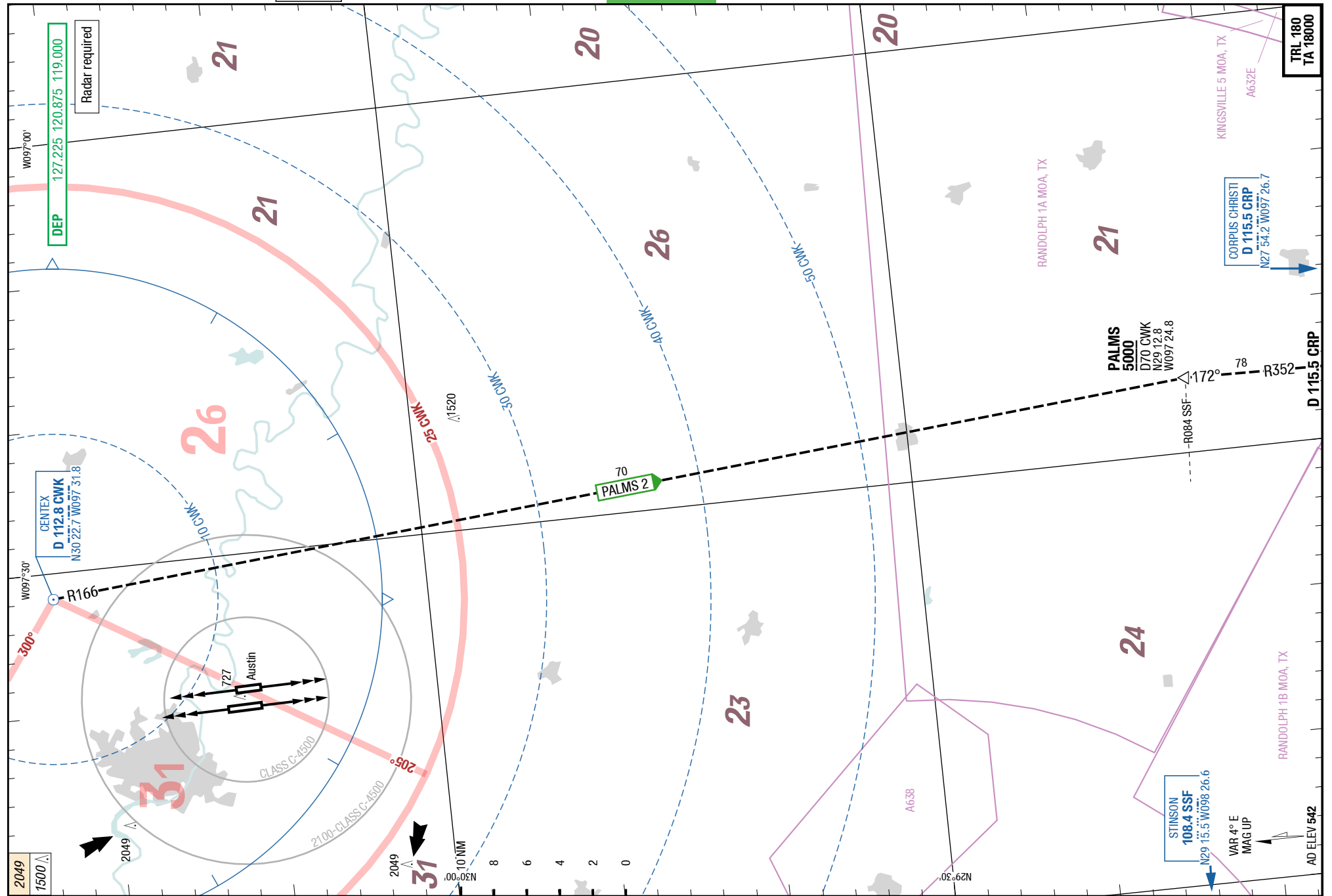
## PALMS 2

SID

SID

NIL

## PALMS 2



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**AEROZ 1**

RWYs 17L/R (175°) / 35L/R (355°)

DESIGNATOR	ROUTING	ALTITUDES
<b>AEROZ 1</b> <b>119.000</b> ①		AMUSE MNM <b>5000</b> <b>initial climb</b> by ATC
<b>RWY 17L</b>	H175° expect VECTORS - DCT AMUSE - AEROZ	
<b>RWY 17R</b>	H175° expect VECTORS - DCT AMUSE - AEROZ	
<b>RWY 35L</b>	H355° expect VECTORS - DCT AMUSE - AEROZ	
<b>RWY 35R</b>	H355° expect VECTORS - DCT AMUSE - AEROZ	
	<b>TRANSITION</b>	
	<b>SAN ANGELO (SJT)</b> AEROZ - SJT	

① Expect filed altitude 10 MIN after departure

**BNDIA 2**

RWYs 17L/R (175°) / 35L/R (355°)

DESIGNATOR	ROUTING	ALTITUDES
<b>BNDIA 2</b> <b>119.000</b> ①		GARDS MNM <b>5000</b> <b>initial climb</b> by ATC
<b>RWY 17L</b>	HDG 175° or as assigned - expect radar vectors to GARDS - BNDIA	
<b>RWY 17R</b>	HDG 175° or as assigned - expect radar vectors to GARDS - BNDIA	
<b>RWY 35L</b>	HDG 355° or as assigned - expect radar vectors to GARDS - BNDIA	
<b>RWY 35R</b>	HDG 355° or as assigned - expect radar vectors to GARDS - BNDIA	

① Expected filed altitude 10 min after departure

**ELOEL 2**

RWYs 17L/R (175°) / 35L/R (355°)

DESIGNATOR	ROUTING	ALTITUDES
<b>ELOEL 2</b> <b>119.000</b> ①		WLMRT MNM <b>5000</b> <b>initial climb</b> by ATC
<b>RWY 17L</b>	HDG 175° or as assigned - expect radar vectors to WLMRT - ELOEL	
<b>RWY 17R</b>	HDG 175° or as assigned - expect radar vectors to WLMRT - ELOEL	
<b>RWY 35L</b>	HDG 355° or as assigned - expect radar vectors to WLMRT - ELOEL	
<b>RWY 35R</b>	HDG 355° or as assigned - expect radar vectors to WLMRT - ELOEL	
	<b>TRANSITION</b>	
	<b>ABILENE (ABI)</b> ELOEL - FORSS - ABI	
	<b>FORSS</b> ELOEL - FORSS	
	<b>KLNGR</b> ELOEL - KLNGR	

① Expect filed altitude 10 min after departure.

**ILEXY 2**

RWYs 17L/R (175°) / 35L/R (355°)

DESIGNATOR	ROUTING	ALTITUDES
<b>ILEXY 2</b> <b>127.225</b> ①②		HOOKK MNM <b>5000</b> <b>initial climb</b> by ATC
<b>RWY 17L</b>	H175° expect VECTORS - DCT HOOKK - ILEXY	
<b>RWY 17R</b>	H175° expect VECTORS - DCT HOOKK - ILEXY	
<b>RWY 35L</b>	H355° expect VECTORS - DCT HOOKK - ILEXY	
<b>RWY 35R</b>	H355° expect VECTORS - DCT HOOKK - ILEXY	
	<b>TRANSITION</b>	
	<b>JAYJO</b> ILEXY - JAYJO - join AWY V306	
	<b>ZENZI</b> ILEXY - JAYJO - ASHRR - ZENZI	

① Expect filed altitude 10 min after departure.

② Houston terminal area arrivals expect routing from ILEXY

## MUCKY 2 RNAV



**SAYBR 2**

RWYs 17L/R (175°) / 35L/R (355°)

DESIGNATOR	ROUTING	ALTITUDES
<b>SAYBR 2</b> <b>127.225</b> ①②		MUNCH MNM <b>5000</b> <b>initial climb</b> by ATC
<b>RWY 17L</b>	H175° expect VECTORS- DCT MUNCH - SAYBR	
<b>RWY 17R</b>	H175° expect VECTORS- DCT MUNCH - SAYBR	
<b>RWY 35L</b>	H355° expect VECTORS - DCT MUNCH - SAYBR	
<b>RWY 35R</b>	H355° expect VECTORS - DCT MUNCH - SAYBR	

① Expect filed altitude 10 min after departure.

② For KDFW ARRs FL230 or below.

04-JAN-2018

United States **Austin** Austin Bergstrom Intl**AUS-KAUS**

5-70

**AUSTIN 5 (AUS5)****SIDPT****AUSTIN 5**

RWYs 17L/R (175°) / 35L/R (355°)

DESIGNATOR	ROUTING	ALTITUDES
<b>AUSTIN 5</b> <b>AUS 5</b> <b>119.000</b> ①		<b>initial climb</b> by ATC
<b>RWY 17L</b>	assigned HDG - expect vectors to assigned transition	
<b>RWY 17R</b>	assigned HDG - expect vectors to assigned transition	
<b>RWY 35L</b>	assigned HDG - expect vectors to assigned transition	
<b>RWY 35R</b>	assigned HDG - expect vectors to assigned transition	
	<b>TRANSITION</b>	
	<b>ABILENE (ABI)</b> <b>CWK - R285 CWK / R103 LLO to LLO - R322 LLO / R142 ABI to ABI</b>	
	<b>GOOCH SPRINGS (AGJ)</b> <b>CWK - R321 CWK / R142 AGJ to AGJ</b>	
	<b>JUNCTION (JCT)</b> <b>CWK - R271 CWK to AMUSE - intercept R089 JCT to JCT</b>	
	<b>LLANO (LLO)</b> <b>CWK - R285 CWK / R103 LLO to LLO</b>	
	<b>SAN ANGELO (SJT)</b> <b>CWK - R285 CWK/R103 LLO to LLO - R282 LLO / R102 SJT - to SJT</b>	
	<b>SAN ANTONIO (SAT)</b> <b>CWK - R222 CWK / R040 SAT to SAT</b>	
	<b>STONEWALL (STV)</b> <b>CWK - R271 CWK to AMUSE - intercept R047 STV to STV</b>	

① Expect filed altitude 10 min after departure

Changes: Nil

**CENTEX 6**

RWYs 17L/R (175°) / 35L/R (355°)

DESIGNATOR	ROUTING	ALTITUDES
<b>CENTEX 6</b> <b>CWK 6</b> <b>127.225</b> ①		<b>initial climb</b> by ATC
<b>RWY 17L</b>	assigned HDG - expect vectors to assigned transition	
<b>RWY 17R</b>	assigned HDG - expect vectors to assigned transition	
<b>RWY 35L</b>	assigned HDG - expect vectors to assigned transition	
<b>RWY 35R</b>	assigned HDG - expect vectors to assigned transition	
	<b>TRANSITION</b>	
	<b>COLLEGE STATION (CLL)</b> <b>CWK</b> - R088 <b>CWK</b> to ILEXY - intercept R238 <b>CLL</b> to <b>CLL</b> - (for ACFT requesting <b>9000ft</b> MSL to <b>FL230</b> )	
	<b>ILEXY</b> <b>CWK</b> - R088 <b>CWK</b> to ILEXY - (for turboprop and turbojet ACFT landing KHOU; for turbojet ACFT landing KEFD, KGLS or KLBX; for all ACFT landing KIAH)	
	<b>JAYJO</b> <b>CWK</b> - R088 <b>CWK</b> to JAYJO - (for piston ACFT landing KHOU; for piston and turboprop ACFT landing KEFD, KGLS or KLBX; for all ACFT landing other west/south Houston terminal area airports)	
	<b>NAVASOTA (TNV)</b> <b>CWK</b> - R088 <b>CWK</b> / R266 <b>TNV</b> to <b>TNV</b>	
	<b>NAVYS</b> <b>CWK</b> - R040 <b>CWK</b> to NAVYS - (for ACFT landing KDFW terminal area requesting <b>FL230</b> and below)	
	<b>WACO (ACT)</b> <b>CWK</b> - R004 <b>CWK</b> / R181 <b>ACT</b> to <b>ACT</b> - (for ACFT requesting <b>12000ft</b> MSL and below)	

① Expect filed altitude 10 min after departure

**AUS-KAUS**

5-90

**PALMS 2**

**PALMS 2**

RWYs 17L/R (175°) / 35L/R (355°)

DESIGNATOR	ROUTING	ALTITUDES
<b>PALMS 2</b> <b>120.875</b> ①		PALMS MNM <b>5000</b> <b>initial climb</b> by ATC
<b>RWY 17L</b>	assigned HDG expect vectors to <b>CWK</b> - R166 <b>CWK</b> - at PALMS intercept R352 <b>CRP</b> to <b>CRP</b>	
<b>RWY 17R</b>	assigned HDG expect vectors to <b>CWK</b> - R166 <b>CWK</b> - at PALMS intercept R352 <b>CRP</b> to <b>CRP</b>	
<b>RWY 35L</b>	assigned HDG expect vectors to <b>CWK</b> - R166 <b>CWK</b> - at PALMS intercept R352 <b>CRP</b> to <b>CRP</b>	
<b>RWY 35R</b>	assigned HDG expect vectors to <b>CWK</b> - R166 <b>CWK</b> - at PALMS intercept R352 <b>CRP</b> to <b>CRP</b>	

① Expect filed ALT 10 MIN after DEP

**AUS-KAUS**

**5-110**

**Obstacle Departure**

Obstacle Departure	
RWY	Routing
35L	Climb HDG 355° - at MNM 1700 LT
35R	Climb HDG 355° - at MNM 1300 LT
RWY	Notes
17L	Trees 497ft from DER, 576ft left of centerline, 507ft MSL. Tree 617ft from DER, 585ft right of centerline, 498ft MSL. Tree beginning 643ft from DER, 663ft left of centerline, up to 517ft MSL.
17R	Trees 1006ft from DER, 730ft right of centerline, 519ft MSL.
35R	Tree 816ft from DER, 663ft right of centerline, 528ft MSL.

# AUS-KAUS

LAIKS 2 RNAV

## DXEEE 1 RNAV

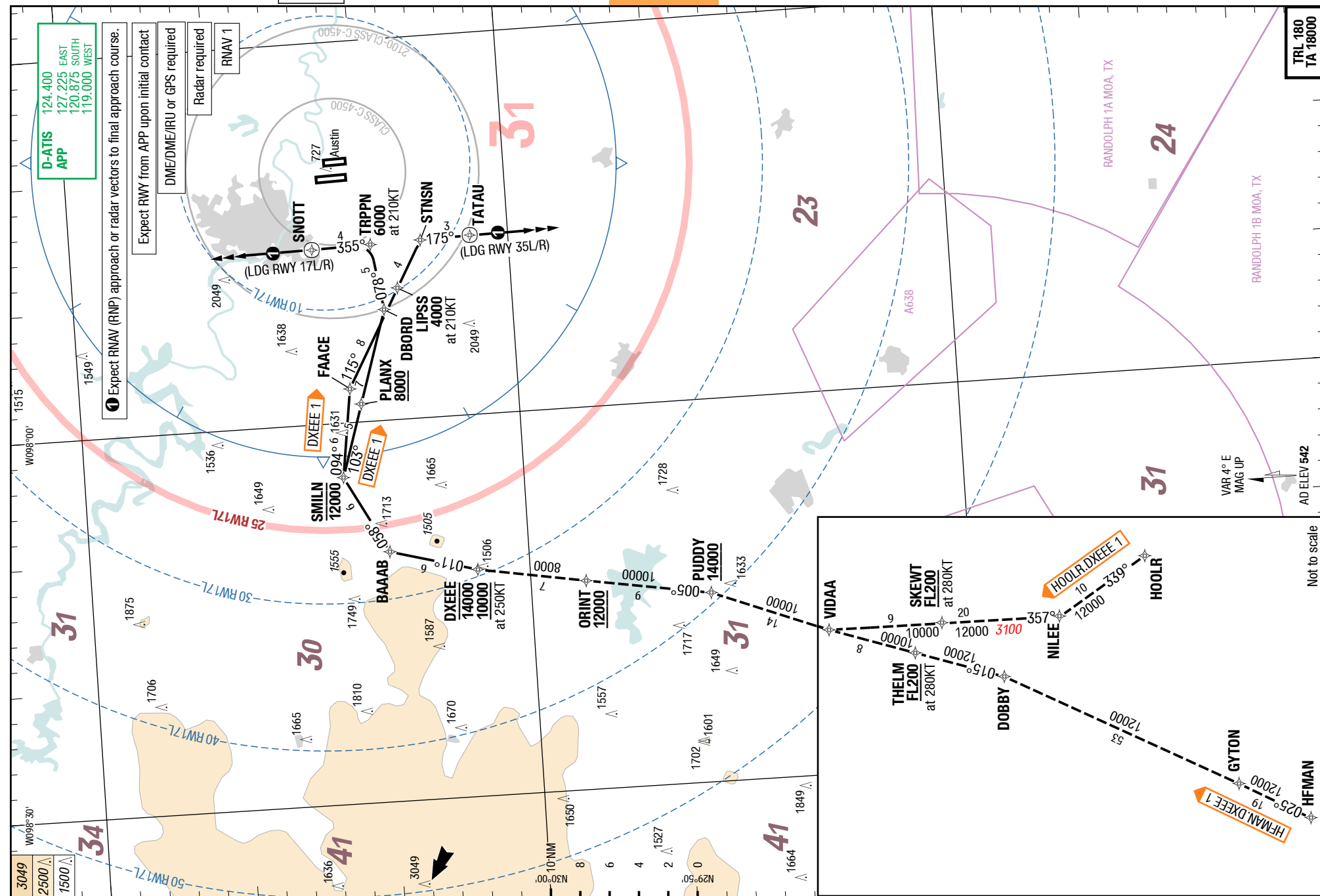
# STAR

# STAR

LAIKS 2 RNAV

## DXEEE 1 RNAV

**6-10**



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Changes: Nil

## LAIKS 2 RNAV



Changes: MGA

Effective 19-JUL-2018

12-JUL-2018

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WLEEE 5 RNAV

SEWZY 4 RNAV

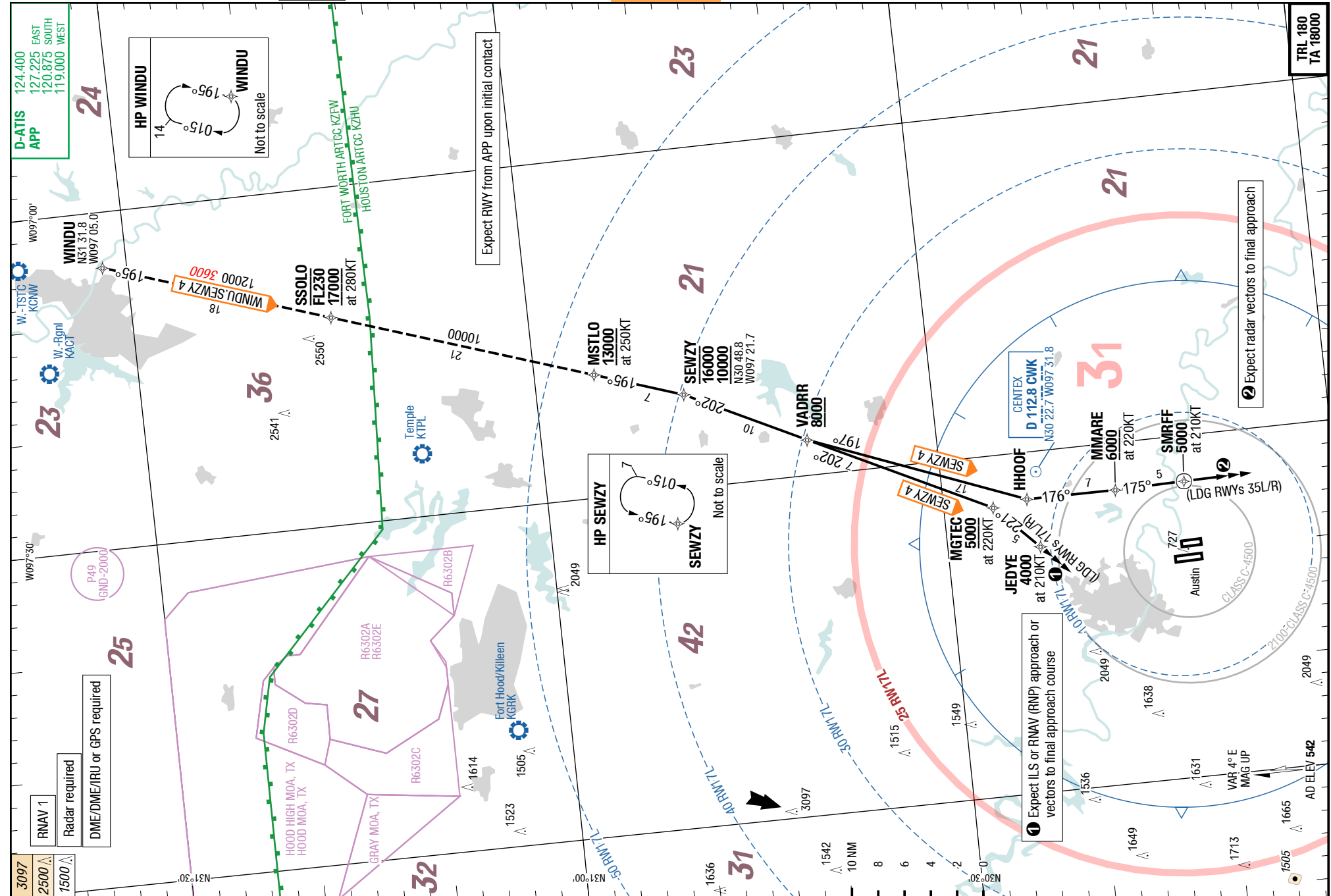
STAR

STAR

Austin Bergstrom Intl Austin United States

WLEEE 5 RNAV

SEWZY 4 RNAV





Effective 19-JUL-2018

12-JUL-2018

AUS-KAUS

United States Austin Austin Bergstrom Intl

6-40

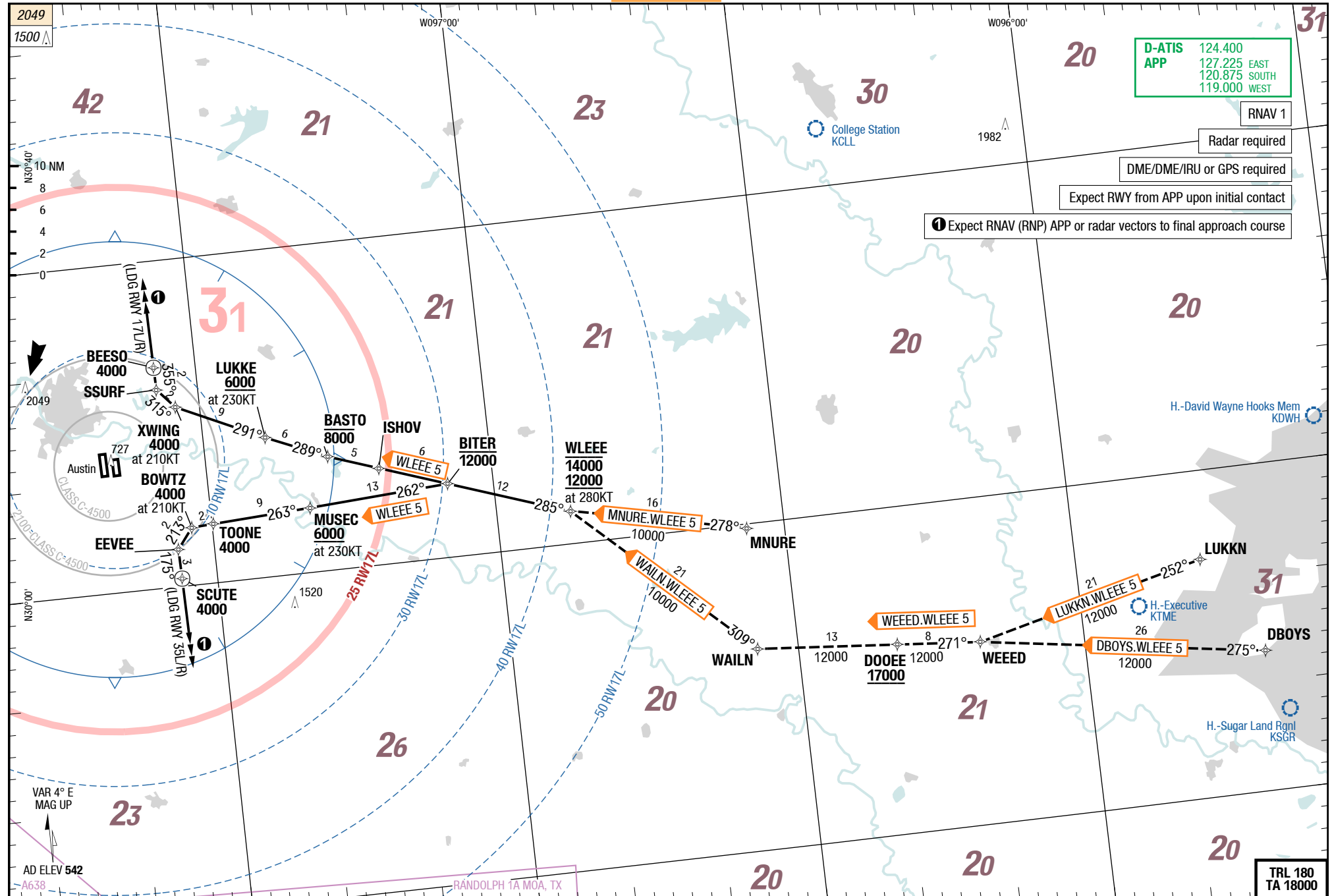
WLEEE 5 RNAV

STAR

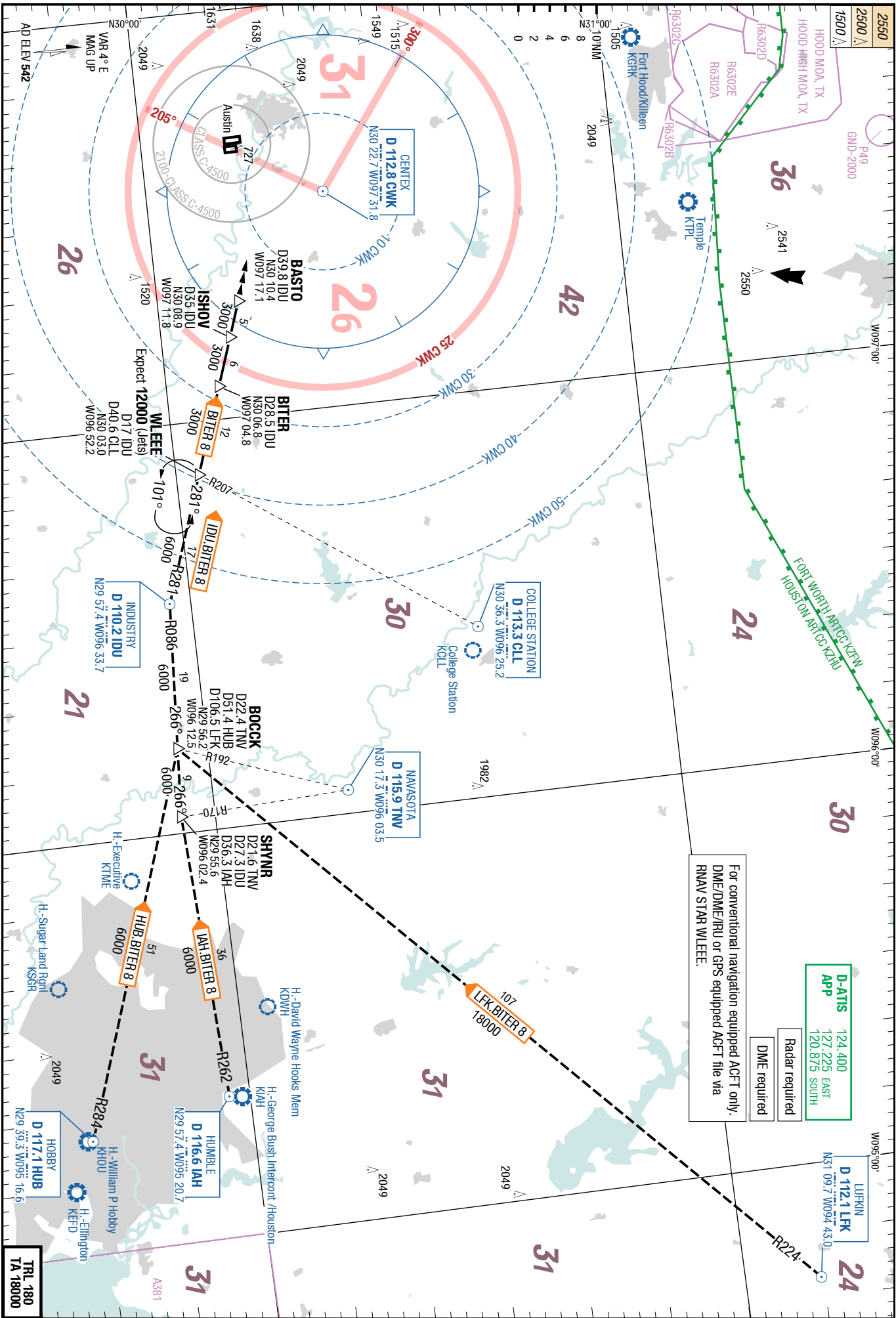
STAR

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WLEEE 5 RNAV



Changes: ALT, PROC renumbered



AUS-KAUS

6-60

BLEWE 4

STAR

STAR

BLEWE 4

TRL 180  
TA 18000

D-ATIS APP  
124.400  
127.225 EAST  
120.875 SOUTH  
119.000 WEST

Radar required

DME required

For conventional navigation equipped ACFT only.  
DME/DME/IRU or GPS equipped ACFT file via  
RNAV STAR SEWZY

WINDU  
D12.4 ACT  
D72.7 CWK  
D80.2 TTT  
N31 31.8  
W097 05.0

BLEWE  
D27.4 ACT  
D48 AGJ  
D52.3 CWK  
N31 12.5  
W097 12.5

SEWZY  
Expect 13000  
D27.4 CWK  
D46 AGJ  
N30 48.8  
W097 21.7

CENTEX  
D 112.8 CWK  
N30 22.7 W097 31.8

WACO  
D 115.3 ACT  
N31 39.7 W097 16.1

MAVERICK  
D 113.1 TTT  
N32 52.1 W097 02.4

HOOD MOA, TX  
HOOD HIGH MOA, TX

GOOCH SPRINGS  
D 112.5 AGJ  
N31 11.1 W098 08.5

Fort Hood/Killeen  
KGRK

Temple  
KTPL

AD ELEV 542

VAR 4° E  
MAG UP

3097  
2500  
1500

Effective 07-DEC-2017

30-NOV-2017

AUS-KAUS

United States Austin Austin Bergstrom Intl

NIL

KALLA 3

STAR

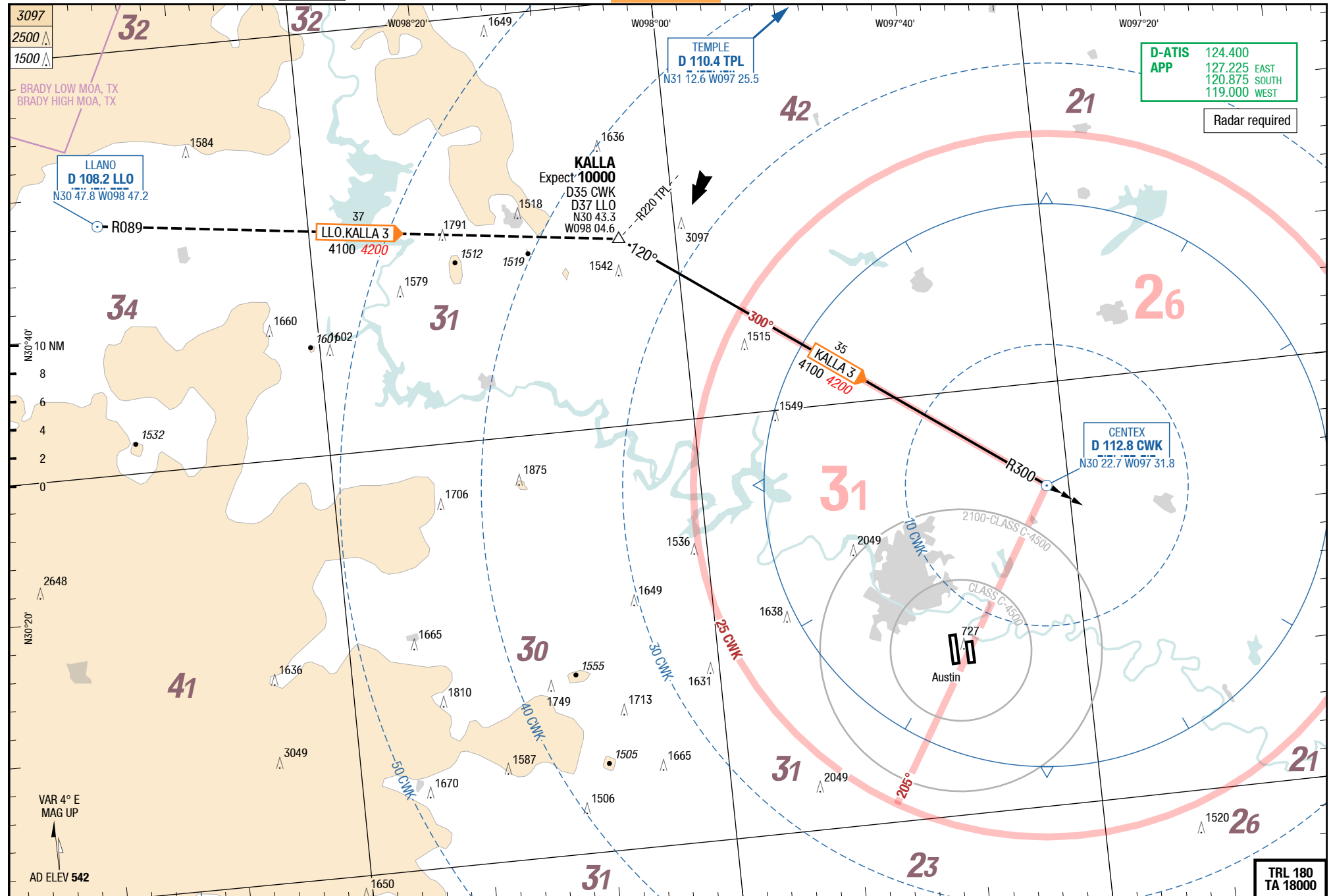
STAR

Austin Bergstrom Intl Austin United States

NIL

KALLA 3

6-70



Effective 19-JUL-2018

12-JUL-2018

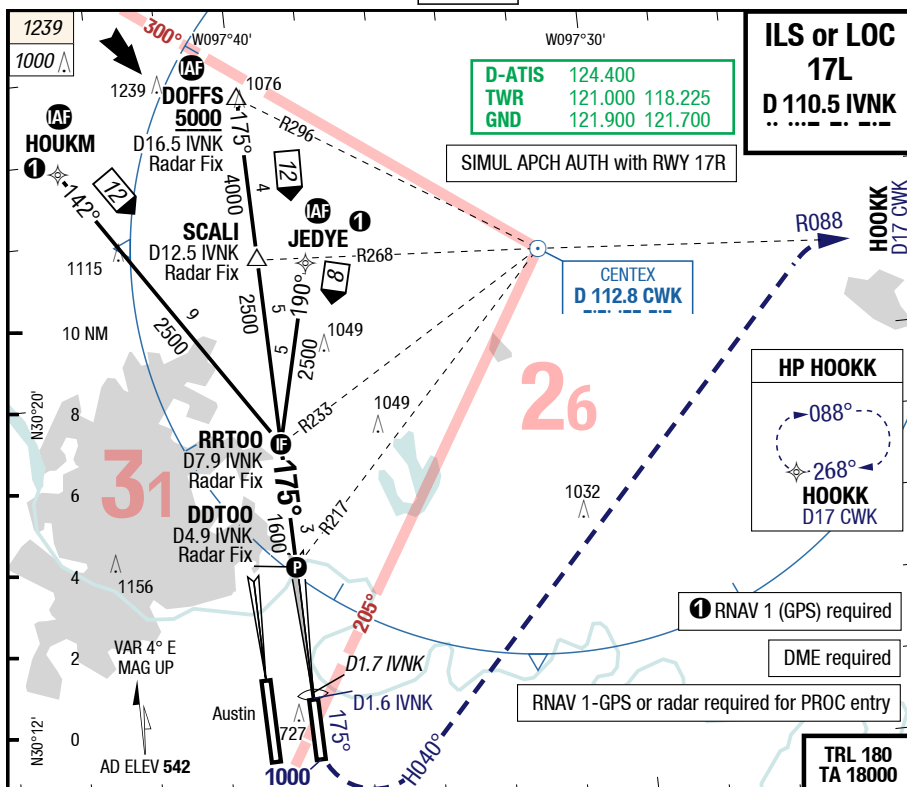
United States Austin Austin Bergstrom Intl

IAC

AUS-KAUS

7-10

ILS or LOC 17L



17L						Circling	
TERPS						TERPS	
C	ft - ft/SM	0 - 600R	100 - 1200R	200 - 1800R/0.5V	350 - 3000R/0.63V	660 - 1.75V	1200
		Company	105 RA	700	840		
D	ft - ft/SM	0 - 600R	100 - 1200R	200 - 1800R/0.5V	350 - 3000R/0.63V	700 - 2.25V	1250
		Company	105 RA	700	840		

Changes: ALT, Note, AMDT No

AMDT 3A

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Effective 19-JUL-2018

12-JUL-2018

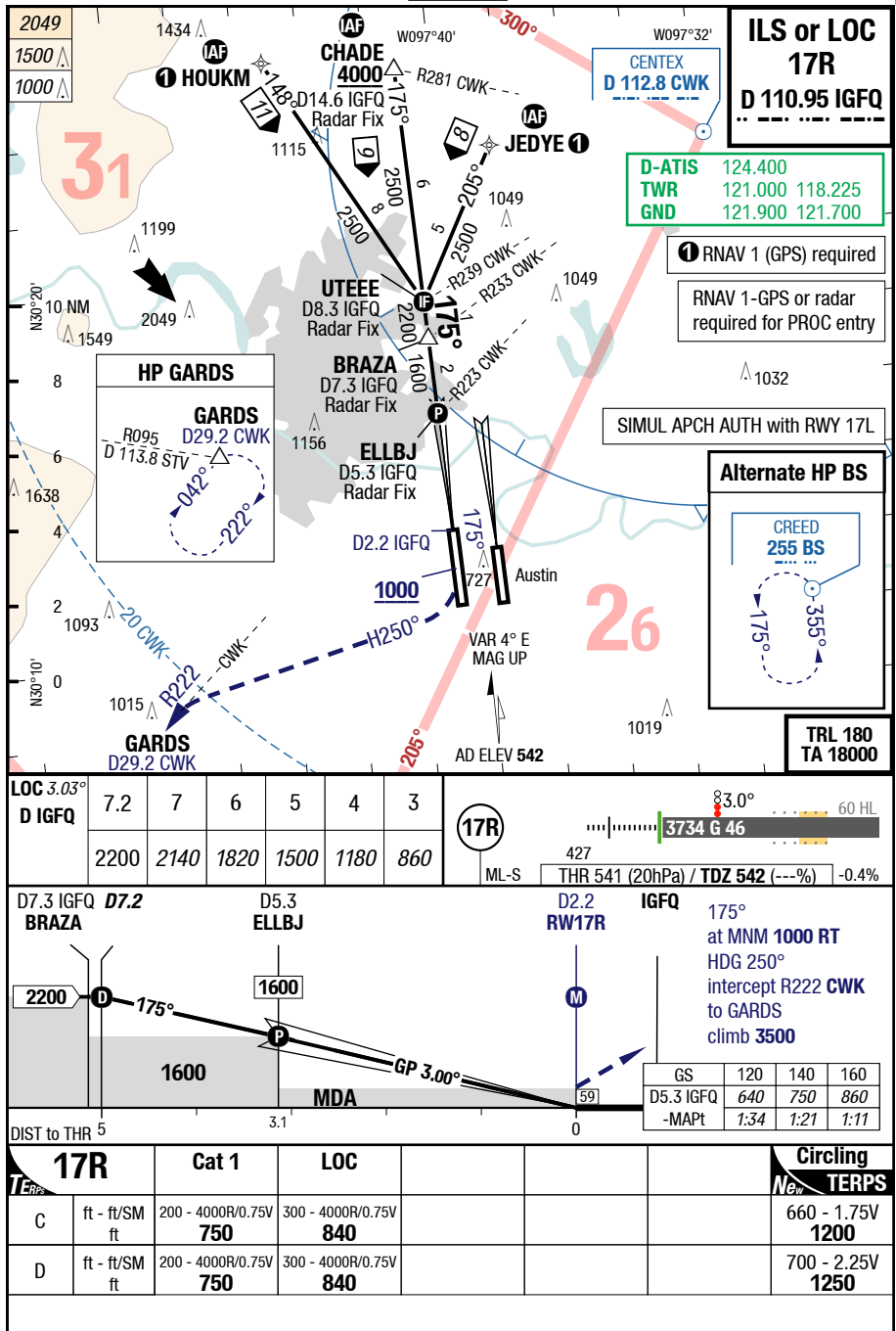
United States Austin Austin Bergstrom Intl

IAC

AUS-KAUS

7-20

ILS or LOC 17R



Changes: ALT, Note, AMDT No

AMDT 5A

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Effective 13-SEP-2018

06-SEP-2018

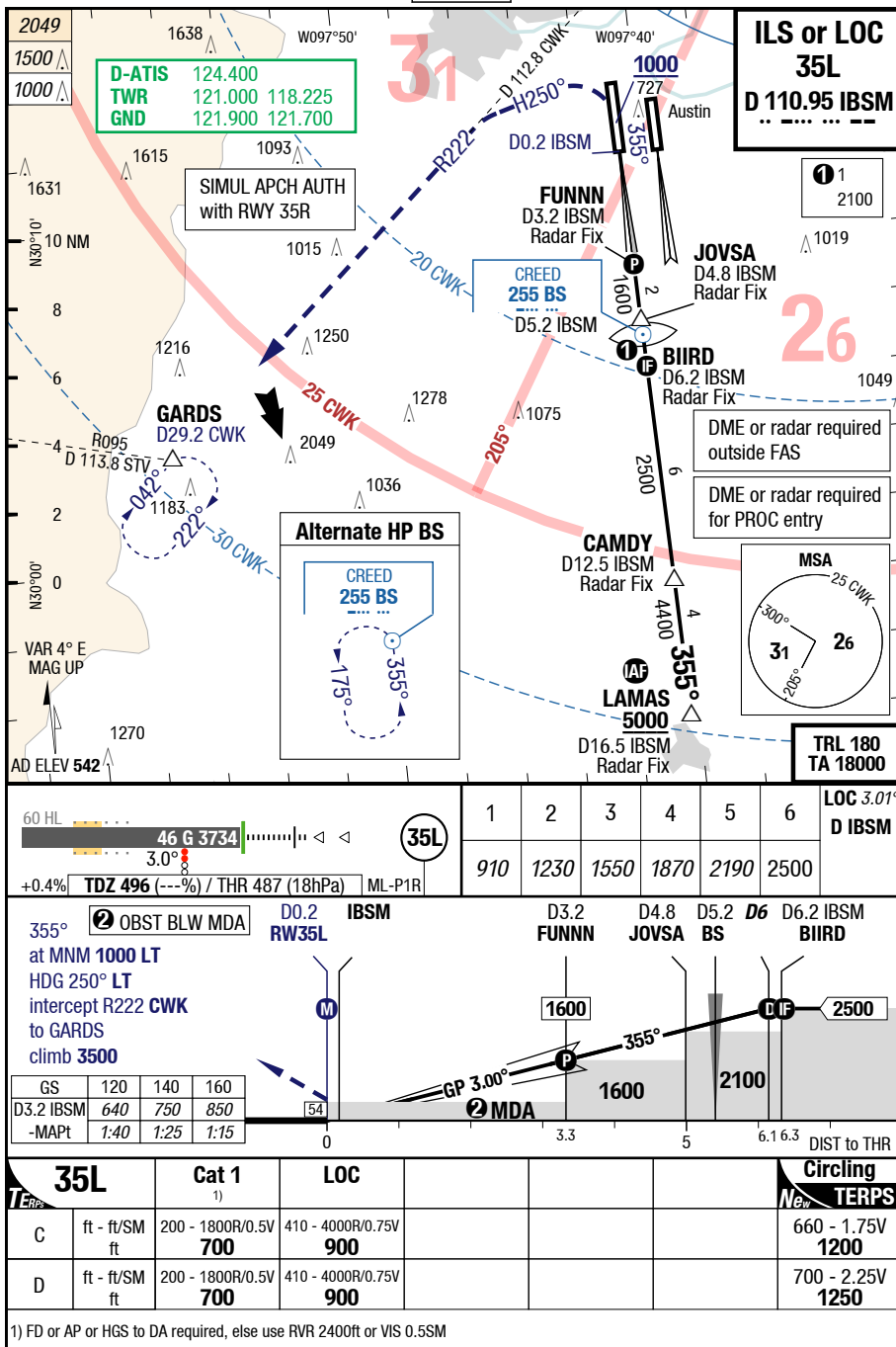
United States Austin Austin Bergstrom Intl

IAC

AUS-KAUS

7-30

ILS or LOC 35L



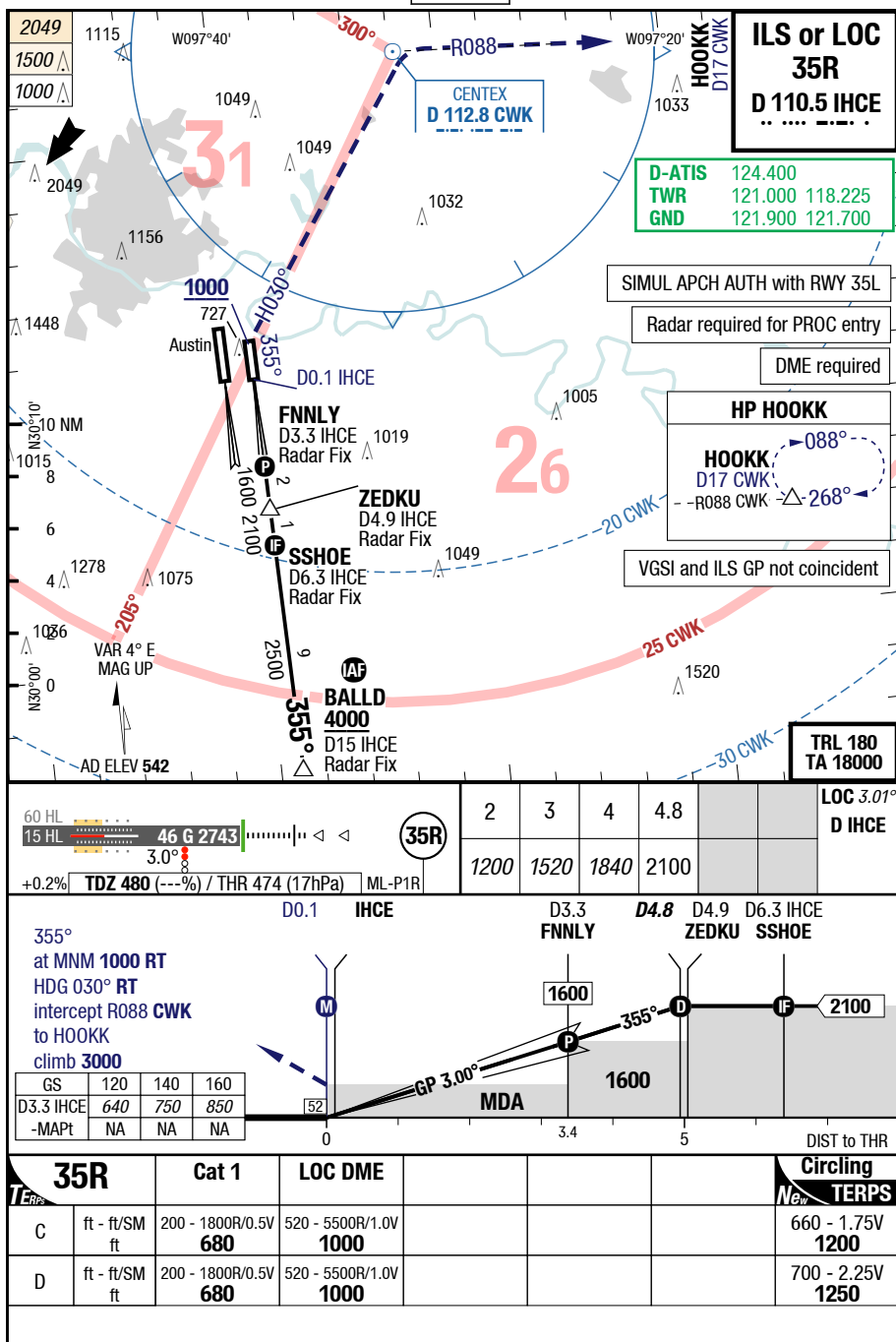
Changes: Profile, Note

AMDT 6A

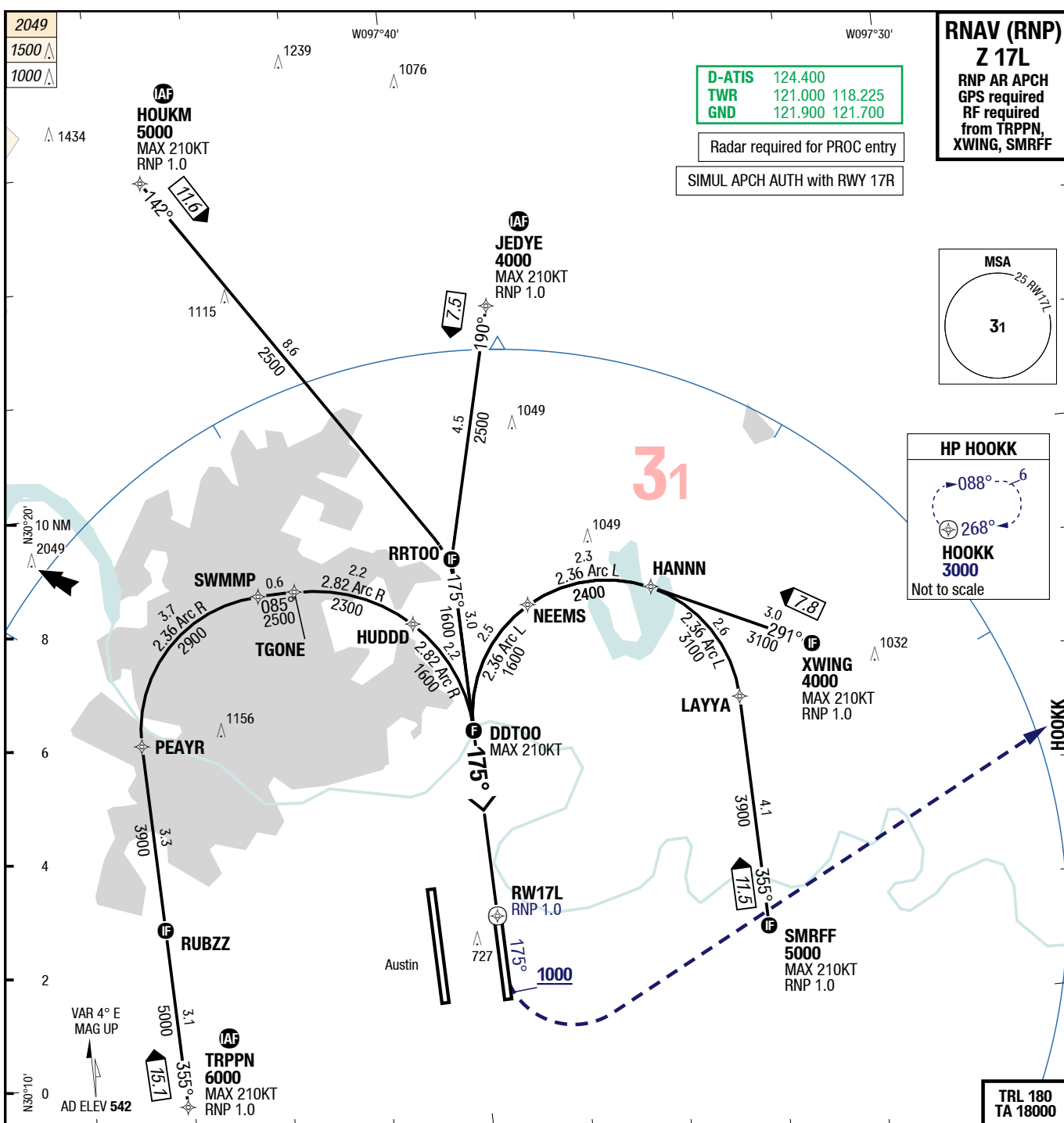
# AUS-KAUS

**7-40**

## ILS or LOC 35R

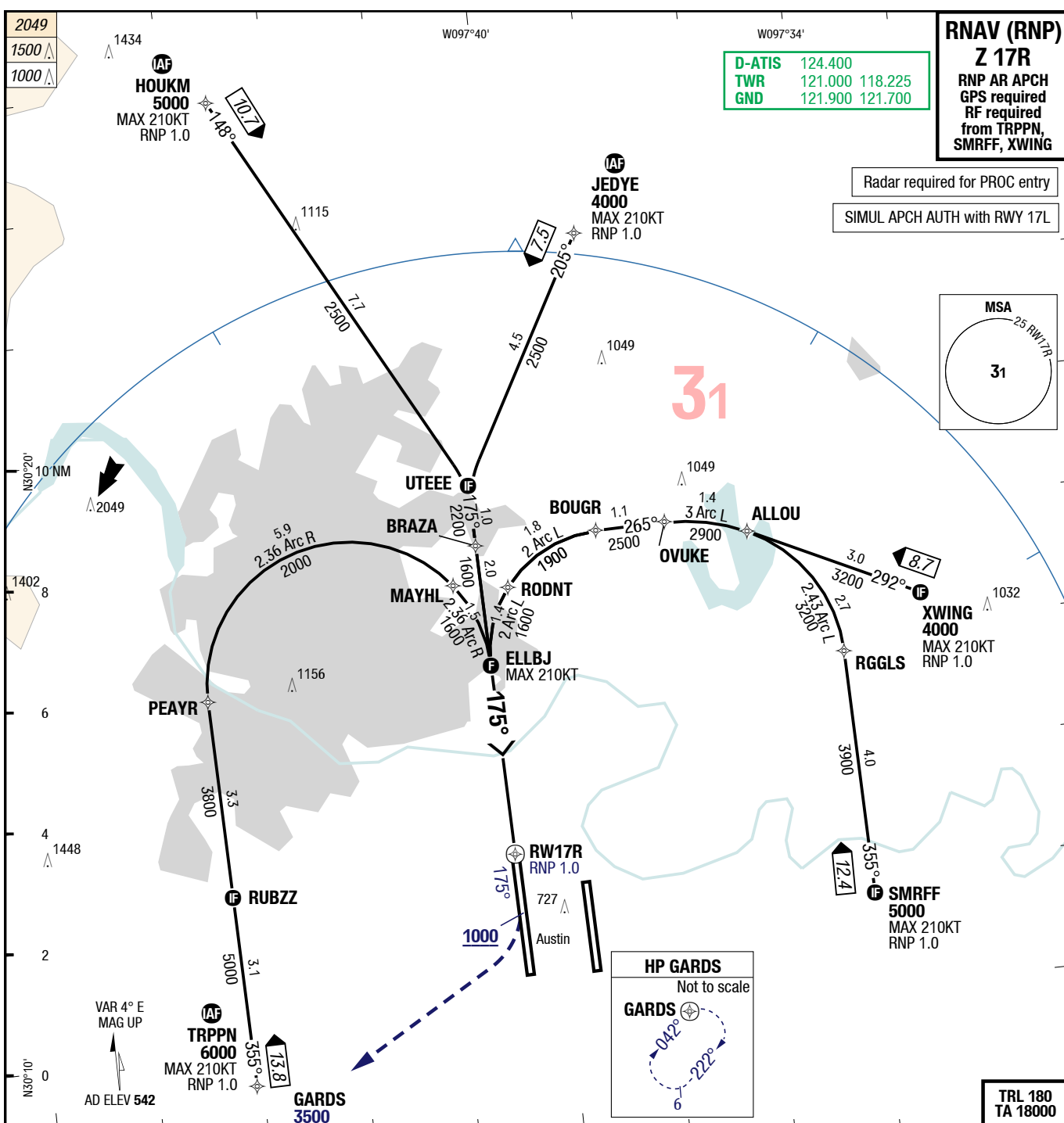






3.00° RW17L				3.3	3	2	<div>17L</div> <div>HL-P2F    THR 492 (18hPa) / TDZ 492 (---%)    -0.2%</div>	<div><div>8.3.0°</div><div>2743 G 46</div><div>60 HL 45 HL</div></div>								
				1600	1510	1190										
<div>3.3 RW17L DDT00</div>								<div>RW17L</div>								
<div><div>1600</div><div>F 175°</div><div>DA</div><div>61</div></div>								<div>175° at MNM 1000 LT direct HOOKK climb 3000</div>								
<div>RW17L N30 12.2 W097 39.5</div>				3.3				<table><tr><td>GS</td><td>120</td><td>140</td><td>160</td></tr><tr><td></td><td>640</td><td>740</td><td>850</td></tr></table>	GS	120	140	160		640	740	850
GS	120	140	160													
	640	740	850													
DIST to THR 5																
<div>17L</div> <div>TERPS</div>		<div>RNAV RNP 0.24 VNAV 1)</div>	<div>RNAV RNP 0.30 VNAV 1)</div>	<div>RNAV RNP 0.30 VNAV APL U/S 1)</div>			<div>Circling</div> <div>TERPS</div>									
	C	<div>ft - ft/SM ft</div> <div>340 - 3000R/0.75V 830</div>	<div>400 - 4500R/0.88V 890</div>	<div>400 - 1.25V 890</div>			Not published									
	D	<div>ft - ft/SM ft</div> <div>340 - 3000R/0.75V 830</div>	<div>400 - 4500R/0.88V 890</div>	<div>400 - 1.25V 890</div>			Not published									

1) Uncompensated BARO VNAV NA below -6°C (22°F) or above 54°C (130°F)



3.00° <b>RW17R</b>			3.1	3	2	1	<div> <div>17R</div> <div>ML-S</div> <div> <div>427</div> <div>THR 541 (20hPa) / <b>TDZ 542</b> (---%)</div> </div> <div>-0.4%</div> </div>
			1600	1560	1240	920	

**3.1 RW17R**  
**ELLBJ**

1600

1600

F

175°

DA

59

175°

at MNM 1000 RT

direct GARDS

climb **3500**

**RW17R**  
**N30 12.8**  
**W097 40.8**

DIST to THR 5

3.1

0

GS	120	140	160
	640	740	850

<b>17R</b>		<b>RNAV</b> RNP 0.30 VNAV 1)					<b>Circling TERPS</b>
C	ft - ft/SM ft	320 - 4000R/0.75V <b>870</b>					Not published
D	ft - ft/SM ft	320 - 4000R/0.75V <b>870</b>					Not published

1) Uncompensated BARO VNAV NA below -6°C (22°F) or above 54°C (130°F)

Effective 07-DEC-2017  
30-NOV-2017

AUS-KAUS

United States Austin Bergstrom Intl

RNAV (RNP) Z 35L

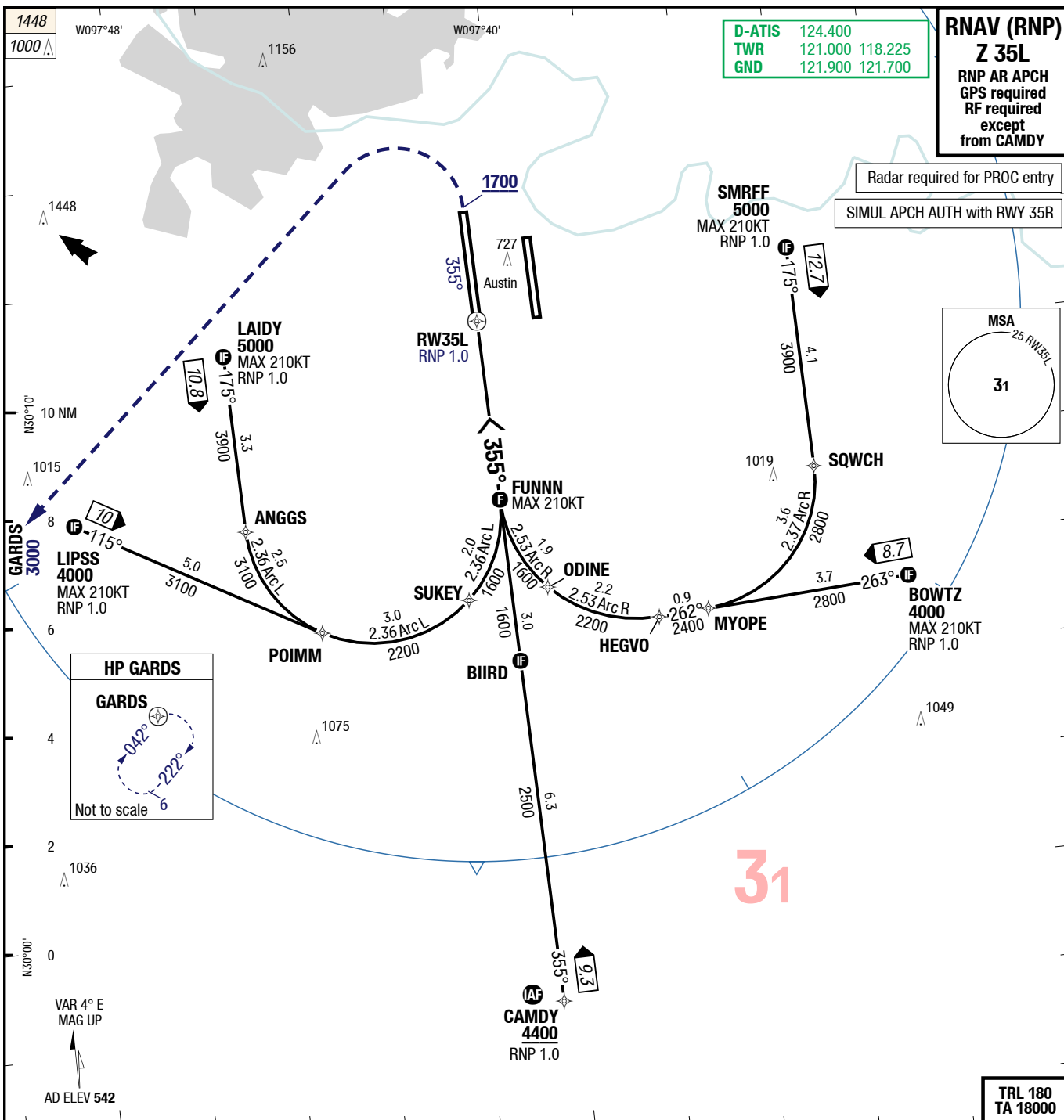
IAC

IAC

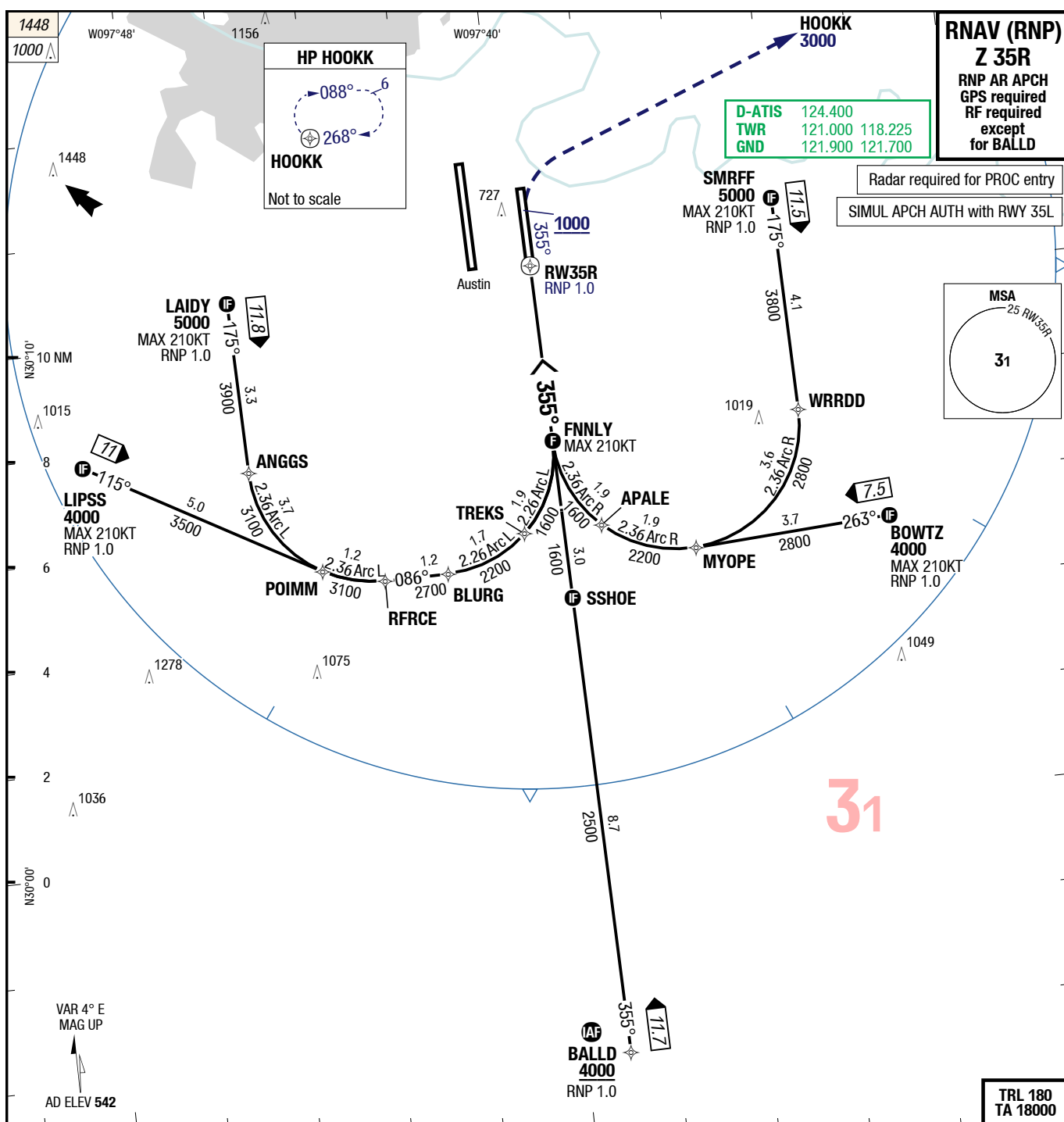
Austin Bergstrom Intl Austin United States

RNAV (RNP) Z 35L

Changes: MIN, DIST ALT table, FAT, PROC, VAR, AMDT No



AMDT 1



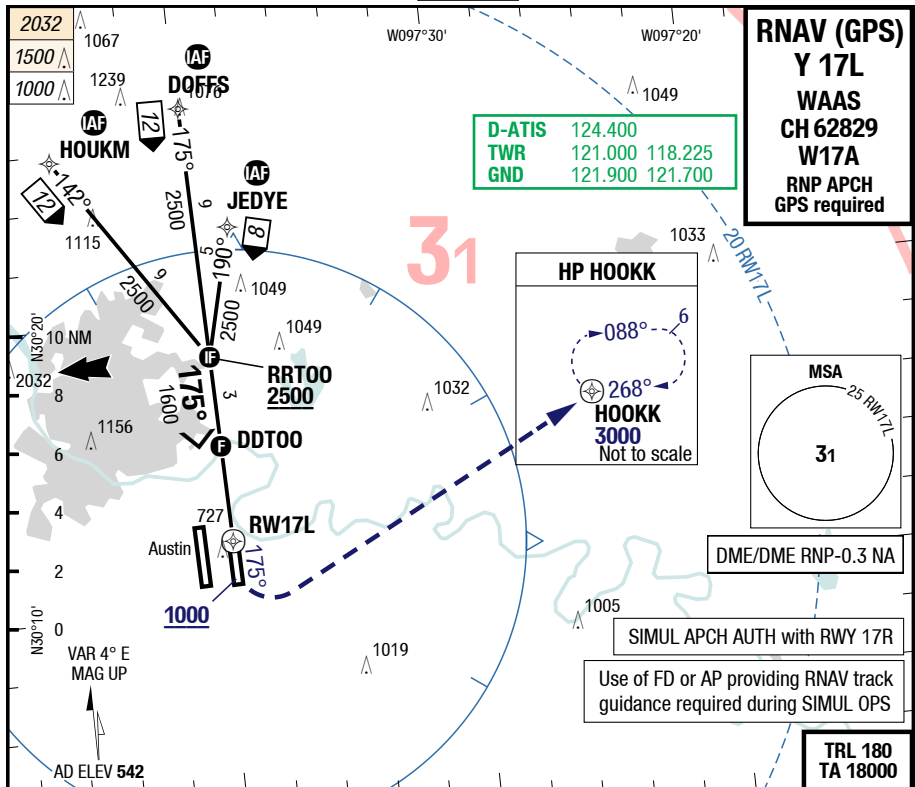
60 HL 15 HL <b>46 G 2743</b> 3.0° +0.2% <b>TDZ 480</b> (---%) / THR 474 (17hPa) ML-P1R				<div>35R</div> <div>23.4</div> <div>117014901600</div>				3.00° <b>RW35R</b>	
<b>RW35R</b>				3.4 RW35R <b>FNNLY</b>					
355° at MNM 1000 RT direct HOOKK climb 3000				<div>1600</div> <div>355°</div> <div>1600</div> <div>DA</div> <div>52</div> <div>03.45</div> <div>DIST to THR</div> <div>RW35R N30 10.7 W097 39.4</div>					
<b>35R</b> <b>TERR</b>		<b>RNAV</b> RNP 0.11 VNAV 1)	<b>RNAV</b> RNP 0.16 VNAV 1)	<b>RNAV</b> RNP 0.30 VNAV 1)			<b>Circling TERPS</b>		
C	ft - ft/SM ft	280 - 2400R/0.5V <b>760</b>	400 - 4500R/0.88V <b>880</b>	480 - 6000R/1.25V <b>960</b>			Not published		
D	ft - ft/SM ft	280 - 2400R/0.5V <b>760</b>	400 - 4500R/0.88V <b>880</b>	480 - 6000R/1.25V <b>960</b>			Not published		

1) Uncompensated BARO VNAV NA below -6°C (22°F) or above 54°C (130°F)

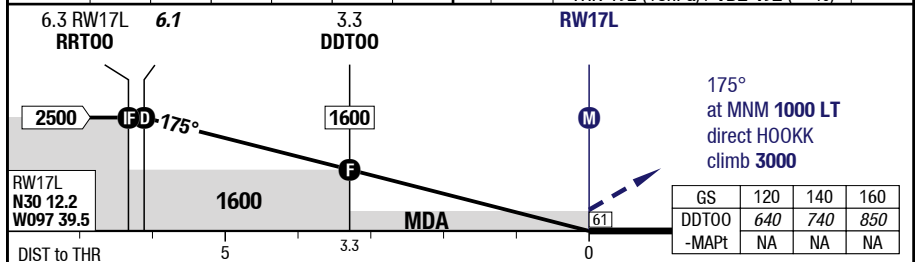
# AUS-KAUS

**7-90**

## RNAV (GPS) Y 17L



3.00° RW17L	6.1	6	5	4	3	2			
	2500	2470	2150	1830	1510	1190			



<b>17L</b>		<b>RNAV GPS</b> LPV	<b>RNAV GPS</b> VNAV 1)	<b>RNAV GPS</b> LNAV 2)			<b>Circling</b> <b>N<sub>1</sub></b>	<b>TERPS</b>
<b>C</b>	ft - ft/SM ft	200 - 1800R/0.5V <b>700</b>	420 - 4500R/0.88V <b>910</b>	390 - 3500R/0.63V <b>880</b>			660 - 1.75V <b>1200</b>	
<b>D</b>	ft - ft/SM ft	200 - 1800R/0.5V <b>700</b>	420 - 4500R/0.88V <b>910</b>	390 - 3500R/0.63V <b>880</b>			700 - 2.25V <b>1250</b>	

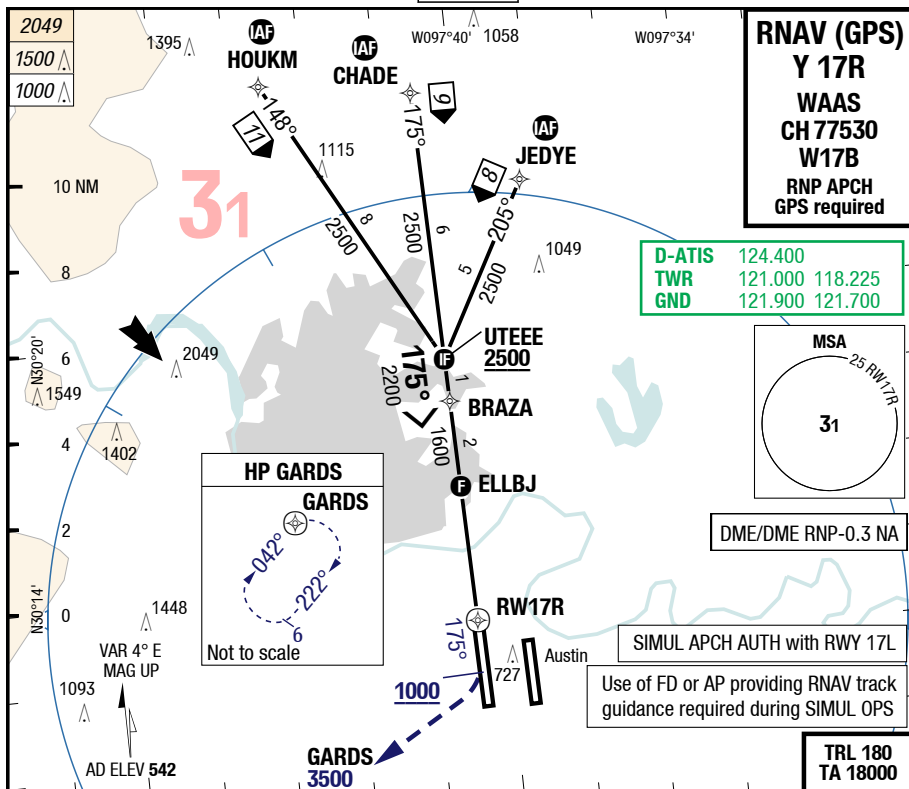
1) Uncompensated BARO VNAV NA below -6°C (22°F) or above 54°C (130°F)

2) NA during SIMUL OPS

# AUS-KAUS

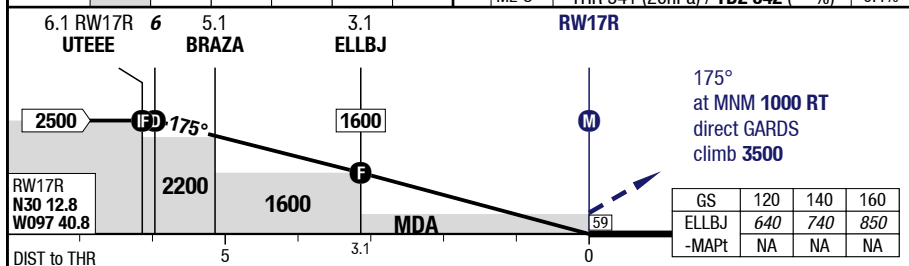
7-100

## RNAV (GPS) Y 17R



3.00° RW17R	6	5	4	3	2
	2500	2200	1880	1560	1240

17R ML-S



<b>17R</b>		<b>RNAV GPS</b> LPV	<b>RNAV GPS</b> VNAV 1)	<b>RNAV GPS</b> LNAV 2)			<b>Circling</b> <i>New</i> <b>TERPS</b>
<b>C</b>	ft - ft/SM ft	200 - 4000R/0.75V <b>750</b>	300 - 4000R/0.75V <b>840</b>	360 - 4000R/0.75V <b>900</b>			660 - 1.75V <b>1200</b>
<b>D</b>	ft - ft/SM ft	200 - 4000R/0.75V <b>750</b>	300 - 4000R/0.75V <b>840</b>	360 - 4000R/0.75V <b>900</b>			700 - 2.25V <b>1250</b>

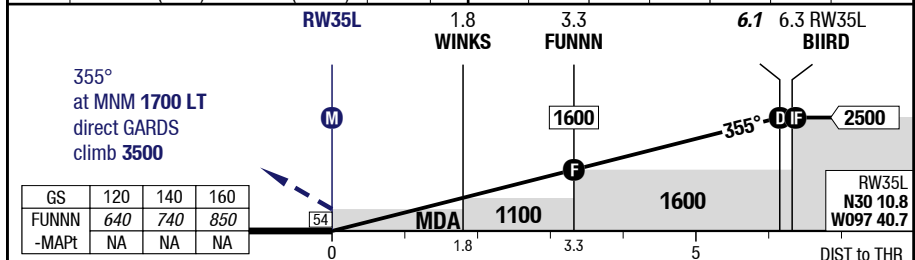
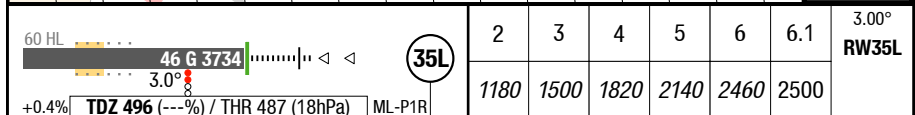
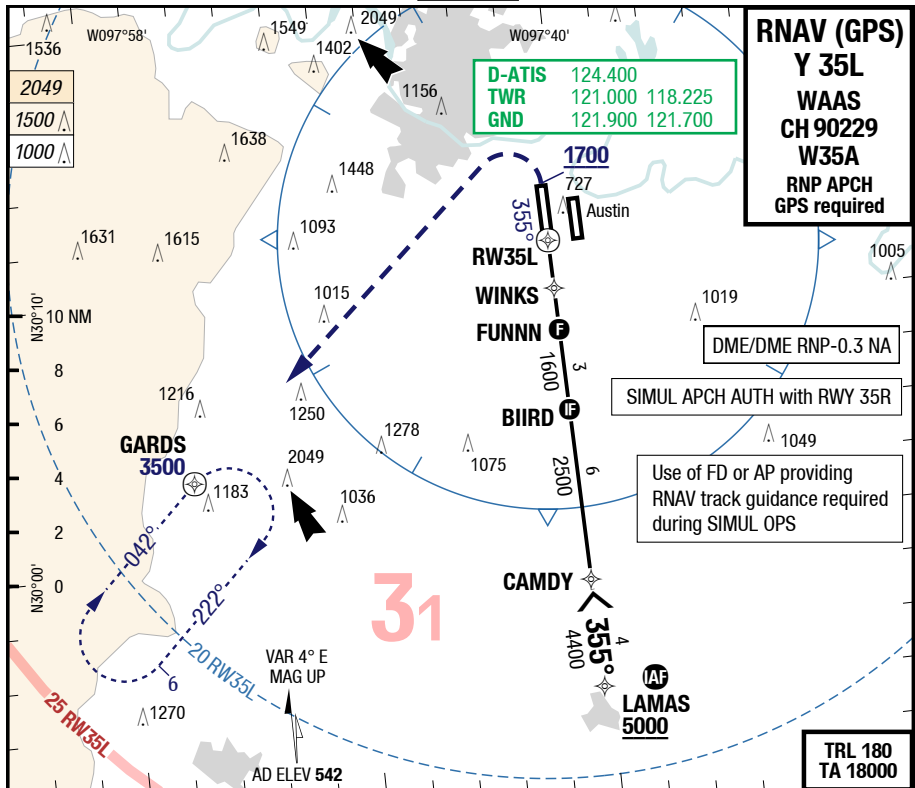
1) Uncompensated BARO VNAV NA below -6°C (22°F) or above 54°C (130°F)

2) NA during SIMUL OPS

# AUS-KAUS

**7-110**

## RNAV (GPS) Y 35L



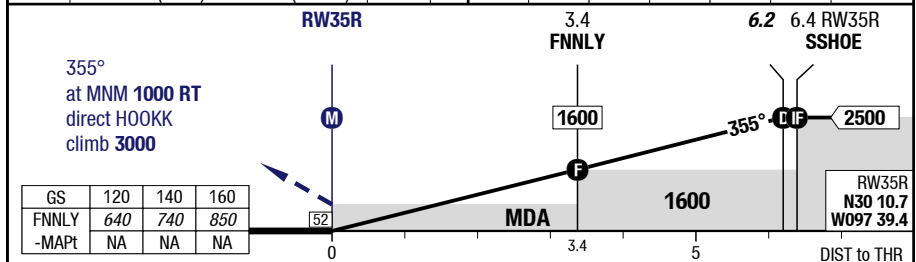
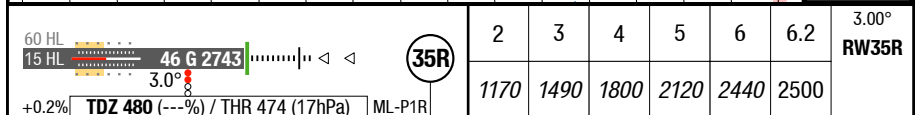
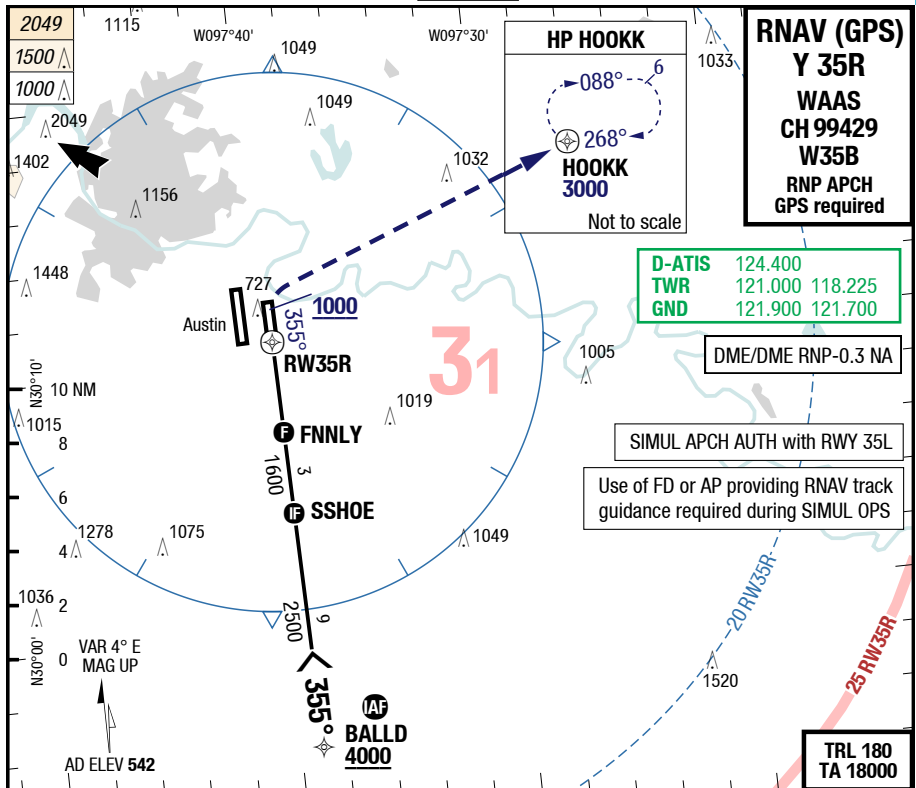
<b>35L</b>		<b>RNAV GPS</b> LPV 1)	<b>RNAV GPS</b> VNAV 2)	<b>RNAV GPS</b> LNAV 3)			<b>Circling</b> <b>TERPS</b>
<b>C</b>	ft - ft/SM ft	200 - 1800R/0.5V <b>700</b>	480 - 6000R/1.25V <b>980</b>	430 - 4500R/0.88V <b>920</b>			660 - 1.75V <b>1200</b>
<b>D</b>	ft - ft/SM ft	200 - 1800R/0.5V <b>700</b>	480 - 6000R/1.25V <b>980</b>	430 - 4500R/0.88V <b>920</b>			700 - 2.25V <b>1250</b>

1) FD or AP or HGS to DA required, else use 2400ft or 0.5SM 2) Uncompensated BARO VNAV NA below -6°C (22°F) or above 54°C (130°F)  
3) NA during SIMUL OPS

# AUS-KAUS

**7-120**

## RNAV (GPS) Y 35R



<b>35R</b>		<b>RNAV GPS</b> LPV	<b>RNAV GPS</b> VNAV 1)	<b>RNAV GPS</b> LNAV 2)		<b>Circling</b> <b>N<sub>1</sub></b> <b>TERPS</b>
<b>C</b>	ft - ft/SM ft	200 - 1800R/0.5V <b>680</b>	500 - 1.25V <b>980</b>	520 - 5500R/1.0V <b>1000</b>		660 - 1.75V <b>1200</b>
<b>D</b>	ft - ft/SM ft	200 - 1800R/0.5V <b>680</b>	500 - 1.25V <b>980</b>	520 - 5500R/1.0V <b>1000</b>		700 - 2.25V <b>1250</b>

1) Uncompensated BARO VNAV NA below -6°C (22°F) or above 54°C (130°F)

2) NA during SIMUL OPS