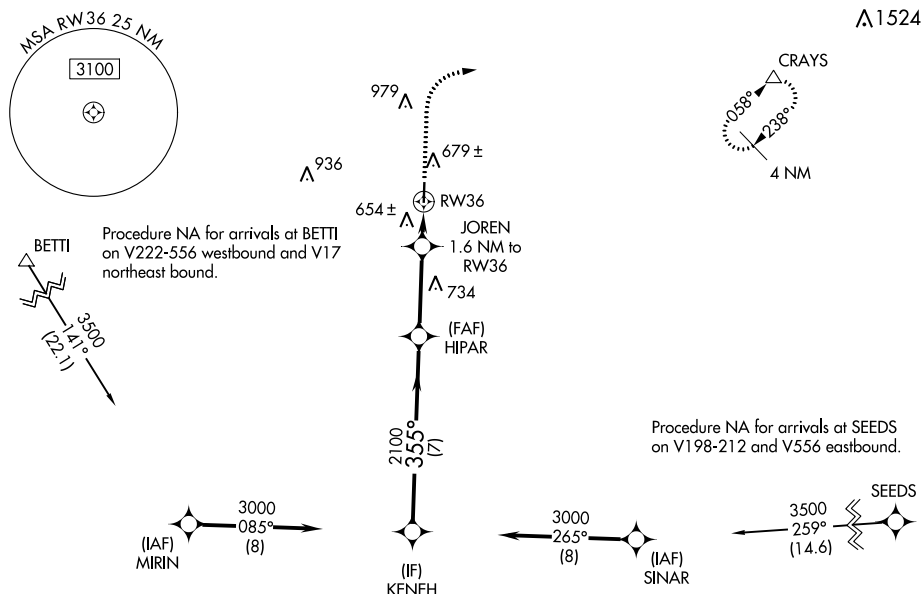


WAAS CH <b>53323</b> <b>W36A</b>	APP CRS <b>355°</b>	Rwy Idg TDZE Apt Elev	<b>4001</b> <b>530</b> <b>532</b>
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RNAV (GPS) RWY 36  
LOCKHART MUNI (50R)

RNP APCH.		<p>MISSED APPROACH: Climb to 1000, then climbing right turn to 3000 direct CRAYS and hold.</p>
<p><b>V</b> Baro-VNAV NA. Rwy 36 helicopter visibility reduction below <math>\frac{3}{4}</math> SM NA.  <b>NA</b> Use San Marcos altimeter setting, when not received, use Austin Bergstrom Intl altimeter setting and increase all DA 16 feet, all MDA 20 feet and increase LNAV Cat C visibility <math>\frac{1}{8}</math> mile.</p>		
<p>AUSTIN APP CON  <b>120.875 270.25</b></p>		<p>UNICOM  <b>122.8 (CTAF) 0</b></p>



VGS1 and RNAV glidepath not coincident (VGS1 Angle 3.00/TCH 25).

Diagram illustrating the VGS1 and RNAV glidepath not coincident. The diagram shows a 355° glidepath from KENEH (3000) to a point marked with an 'X' (2100), and a 1060° glidepath from the 'X' to JOREN (1.6 NM to RW36). The horizontal distance is divided into three segments: 7 NM (A), 3.2 NM (B), and 1.6 NM (C). A fourth segment (D) is shown as a thick black bar. A note indicates '\*LNAV only.'

CATEGORY	A	B	C	D
LPV DA	813-1	283 (300-1)		NA
LNAV/VNAV DA	863-1½	333 (400-1½)		NA
LNAV MDA	940-1	410 (500-1)	940-1½ 410 (500-1½)	NA