

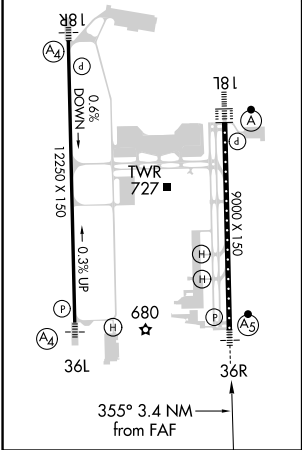
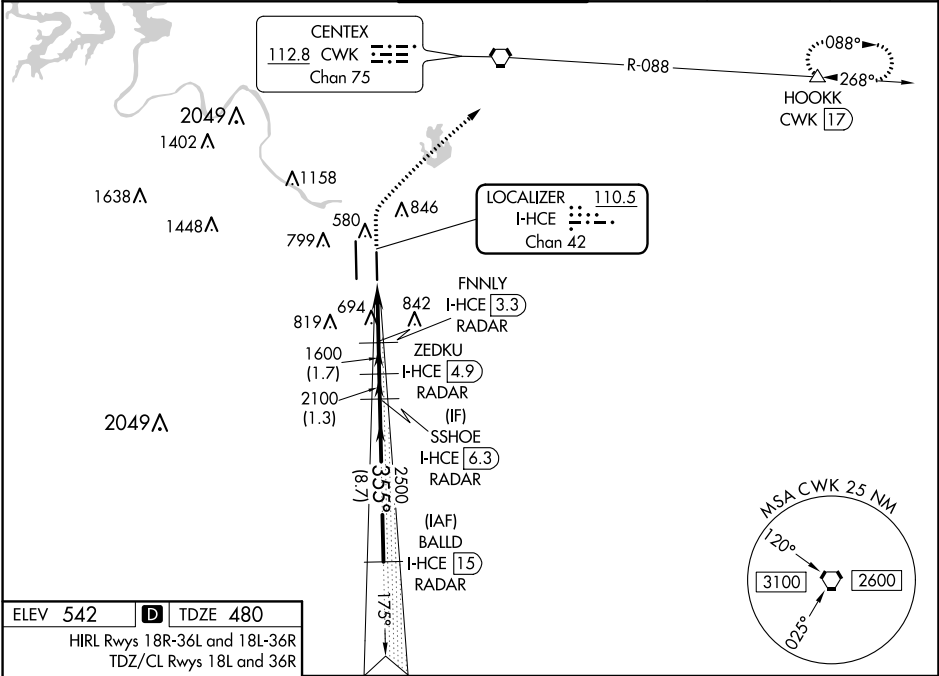


LOC/DME I-HCE <b>110.5</b> Chan <b>42</b>	APP CRS <b>355°</b>	Rwy Idg TDZE Apt Elev	<b>9000</b> <b>480</b> <b>542</b>
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ILS or LOC RWY 36R  
AUSTIN-BERGSTROM INTL (AUS)

DME required. RADAR required for procedure entry.		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.		
	Simultaneous approach authorized. For inop ALS, increase S-ILS 36R Cat E visibility to RVR 4000, S-LOC 36R Cats C/D/E visibility to 1 3/8 SM.				

D-ATIS <b>124.4</b>	AUSTIN APP CON <b>127.225 317.65</b> (EAST) <b>120.875 270.25</b> (SOUTH) <b>119.0 370.85</b> (WEST)	AUSTIN TOWER <b>121.0 281.5</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>125.5 263.0</b>	CPDLC
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ELEV 542 <b>D</b> TDZE 480		HIRL Rwys 18R-36L and 18L-36R TDZ/CL Rwy 18L and 36R		1000 3000 HOOKK CWK R-088		VGSi and ILS glidepath not coincident (VGSi Angle 3.00/TCH 59).		BALLD I-HCE 15 RADAR	
*LOC only.		I-HCE DME ANTENNA		FNNLY I-HCE 3.3 RADAR		ZEDKU I-HCE 4.9 RADAR		SSSHOE I-HCE 6.3 RADAR	
I-HCE 0.1		I-HCE 1.4		1600		2100		2500	
-1.5 NM		-1.9 NM		-1.7 NM		-1.3 NM		-8.7 NM	
CATEGORY		A		B		C		D	
S-ILS 36R		680/18		200 (200-1/2)					
S-LOC 36R		1000/24		520 (500-1/2)		1000/55		520 (500-1)	
<b>C</b> CIRCLING		1040-1 498 (500-1)		1100-1 558 (600-1)		1200-1 3/4 658 (700-1 3/4)		1200-2 658 (700-2)	
								1520-3 978 (1000-3)	