

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

DME required. RADAR required for procedure entry.

T Simultaneous approach authorized.
SA CAT I: Requires specific OPSPEC, MSPEC or LOA approval.
SA CAT II: Requires specific OPSPEC, MSPEC or LOA approval.

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.

D-ATIS	AUSTIN APP CON		AUSTIN TOWER		GND CON		CLNC DEL		CPDLC
124.4	127.225	317.65 (EAST)	121.0	281.5	121.9	348.6	125.5	263.0	
	120.875	270.25 (SOUTH)							
	119.0	370.85 (WEST)							

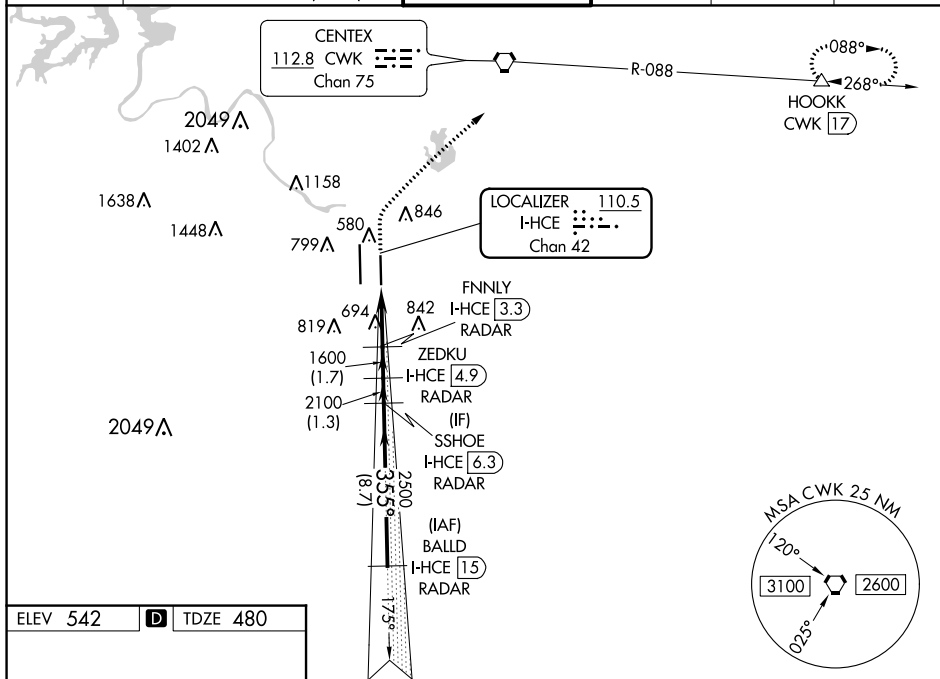
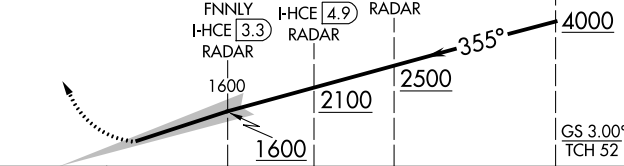


Diagram illustrating the proposed HIRL (High Intensity Runway Lighting) and TDZE (Touchdown Zone Elevation) for Runway 18L/36R at Kona International Airport. The diagram shows two parallel runways, 18L (left) and 18R (right), with a centerline (CL) between them. Runway 18L is 12,250 feet long and 150 feet wide, with a 0.6% downward slope. Runway 18R is 9,000 feet long and 150 feet wide, with a 0.3% upward slope. The diagram includes various navigational aids: a VOR station (A4) at the 18L end, a VORTAC station (A5) at the 18R end, and a TWR (Tower) at 727 feet. The diagram also shows the proposed HIRL and TDZE for Runway 18L/36R. The HIRL is shown as a series of lights along the runway edges, and the TDZE is shown as a series of lights along the runway centerline. The diagram includes a scale bar and a north arrow.

1000 ↑	3000 hdg 030°	CWK R-088	HOOK △	VGSI and ILS glidepath not coincident (VGSI Angle 3.00°/TCH 59°).			
							
CATEGORY	A	B	C	D			
S-ILS 36R	SA CAT I RA 185/14 150 DA 630						
S-ILS 36R	SA CAT II RA 110/12 100 DA 580						

SA CATEGORY I & II ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED