

WAAS CH 62829 W17A	APP CRS 175°	Rwy Idg 9000 TDZE 492 Apt Elev 542
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RNAV (GPS) Y RWY 17L
AUSTIN-BERGSTROM INTL (AUS)

RNP APCH.

RADAR required for procedure entry.

- T** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C or above 54°C.
A Simultaneous approach authorized. LNAV procedure NA during simultaneous operations.
 Use of FD or AP providing RNAV track guidance required during simultaneous operations.
 For inop ALS, increase visibility LPV Cat E to RVR 4000, LNAV/VNAV Cat E to 1½ SM
 and LNAV Cats C/D/E to 1½ SM.

ALSF-2



MISSED APPROACH:
Climb to 1000 then
climbing left turn to 3000
direct HOOKK 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)							

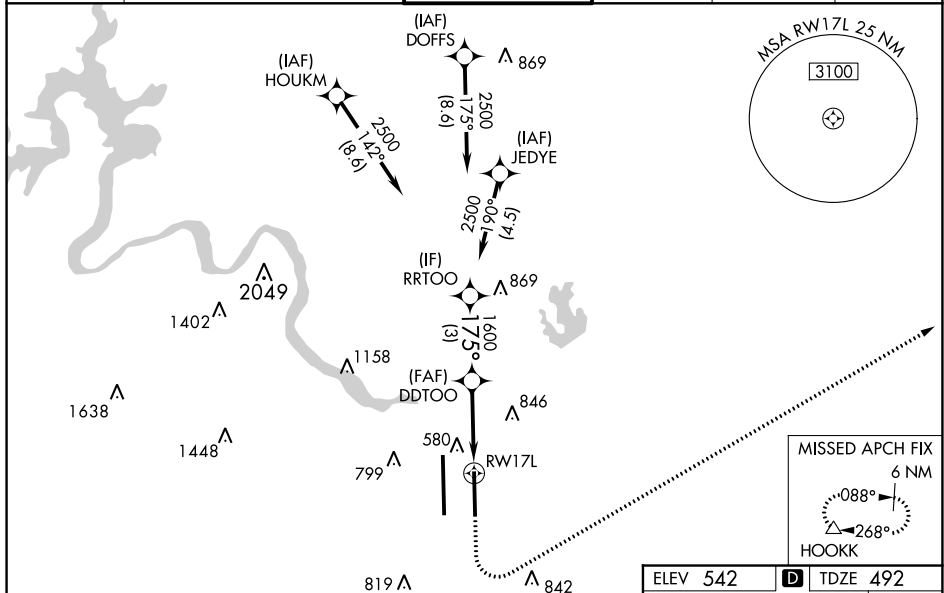


Diagram illustrating the RW17L approach procedure. The diagram shows a 175° approach from the south, starting at a 2500-foot altitude. The approach path is marked with a 1600-foot altitude at the start of the final descent. The final descent is 1.1 NM to RW17L. The diagram also shows the 3.00° TCH 61° glidepath and the 175° angle to RW17L. The diagram includes a table of approach minima and a diagram of the runway layout.

CATEGORY	A	B	C	D	E
LPV DA	692/18 200 (200-½)				
RNAV/VNAV DA	906/45 414 (400-¾)				
RNAV MDA	900/24 408 (400-½)		900/40 408 (400-¾)		
CIRCLING	1040-1 498 (500-1)	1100-1 558 (600-1)	1200-1¾ 658 (700-1¾)	1200-2 658 (700-2)	1520-3 978 (1000-3)

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