

LOC/DME I-HCE 110.5 Chan 42	APP CRS 355°	Rwy Idg 9000 TDZE 480 Apt Elev 542
---	------------------------	---

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)							

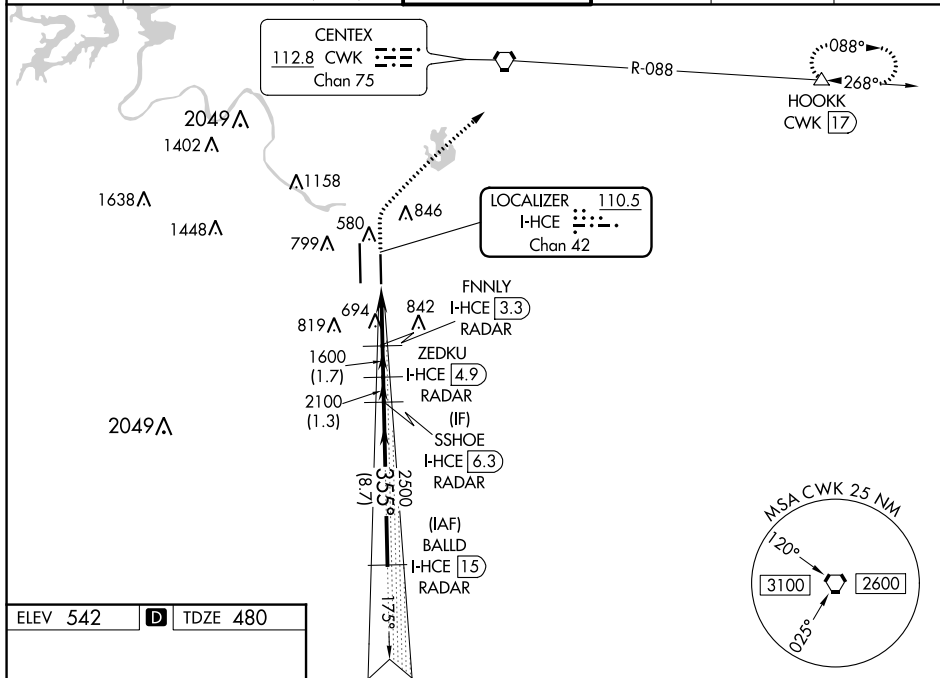


Diagram illustrating the proposed HIRL (High Intensity Runway Lighting) and TDZE (Touchdown Zone Elevation) for Runway 18L/36R at Kona International Airport. The diagram shows two parallel runways, 18L (left) and 18R (right), with their respective centerlines and edges. Runway 18L is 12,250 feet long 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 also shows the proposed HIRL (High Intensity Runway Lighting) and TDZE (Touchdown Zone Elevation) for Runway 18L/36R. The HIRL is shown as a series of 'H' markers along the centerline and edges. The TDZE is shown as a series of 'P' markers along the centerline. The diagram includes a scale bar for 100 feet and a north arrow. The diagram is labeled 'ELEV 542' and 'TDZE 480'.

1000 ↑	3000 hdg 030°	CWK R-088	HOOK △	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 59).				SSHOE I-HCE [6.3] RADAR	BALD I-HCE [15] RADAR
GS 3.00° TCH 52									
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									