ILS or LOC RWY 17R

HOUSTON/ELLINGTON (EFD)

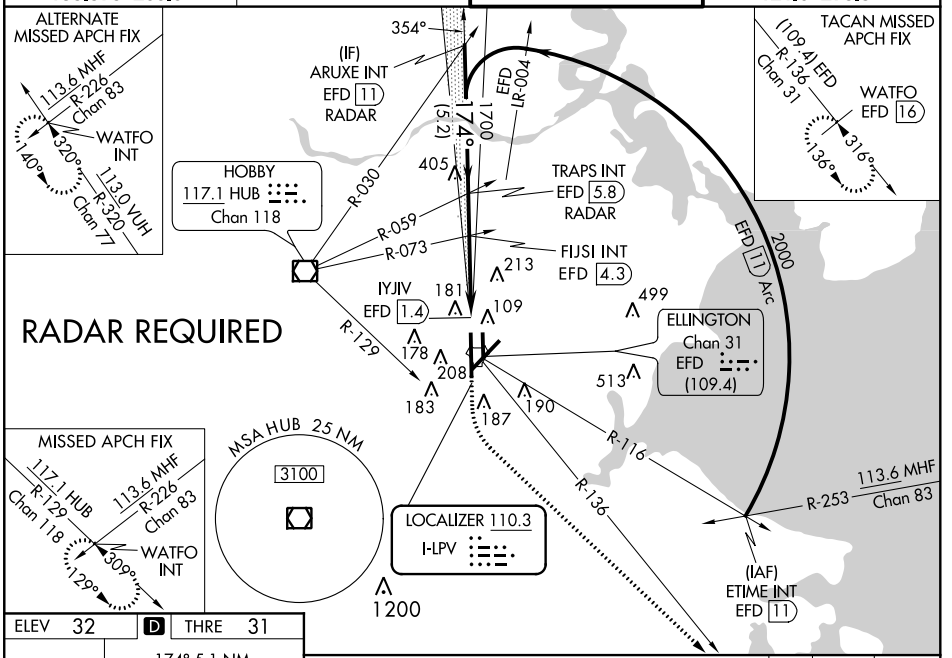
LOC I-LPV	APP CRS	Rwy Idg	9000
110.3	174°	THRE	31
		Apt Elev	32

Circling NA west of Rwy 17R-35L. Inoperative table does not apply to S-ILS 17R. For inoperative MALSF, increase S-LOC 17R Cat A visibility to RVR 6000, Cat B to 1½ miles and Cat E to 3 miles. FIJSI fix minimums: For inoperative MALSF, increase S-LOC 17R Cats A and B visibility to RVR 5500 and Cats C, D and E to RVR 6000.

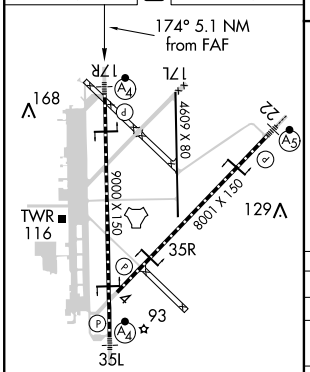
MALSF

MISSED APPROACH: Climb to 700 then climbing left turn to 3100 on HUB VOR/DME R-129 to WATFO INT and hold (TACAN aircraft climb to 700 then climbing left turn to 3100 on EFD TACAN R-136 to WATFO INT/ EFD 16 DME and hold southeast, left turn, 316° inbound).

ATIS	HOUSTON APP CON	ELLINGTON TOWER	GND CON
135.575 269.9	134.45 284.0	126.05 253.5	121.6 275.8



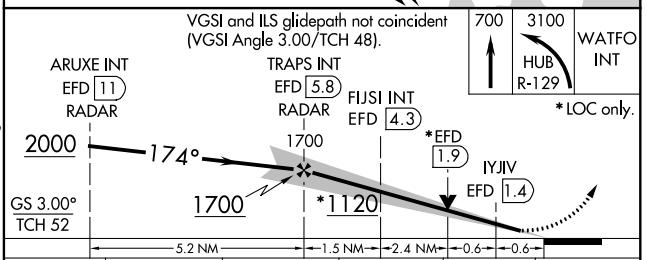
ELEV 32 | D | THRE 31



HIRL Rwys 4-22 and 17R-35L
TDZ/CL Rwys 17R, 22 and 35L

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 48).



CATEGORY	A	B	C	D	E
S-ILS 17R	231/40 200 (200-¾)				
S-LOC 17R	1120/55 1089 (1100-1¼)	1120/60 1089 (1100-1¼)	1120-2½ 1089 (1100-2½)		
CIRCLING	1120-1¼ 1088 (1100-1¼)	1120-1½ 1088 (1100-1½)	1120-3 1088 (1100-3)		
FIJSI FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)					
S-LOC 17R	440/40 409 (500-¾)		440/50 409 (500-1)		
CIRCLING	500-1 468 (500-1)		500-1½ 468 (500-1½)	600-2 568 (600-2)	660-2¼ 628 (700-2¼)

SC-5, 07 FEB 2013 to 07 MAR 2013
SC-5, 07 FEB 2013 to 07 MAR 2013