

LOC I-EBD <b>111.1</b>	APP CRS <b>354°</b>	Rwy Idg <b>9000</b> THRE <b>28</b> Apt Elev <b>33</b>
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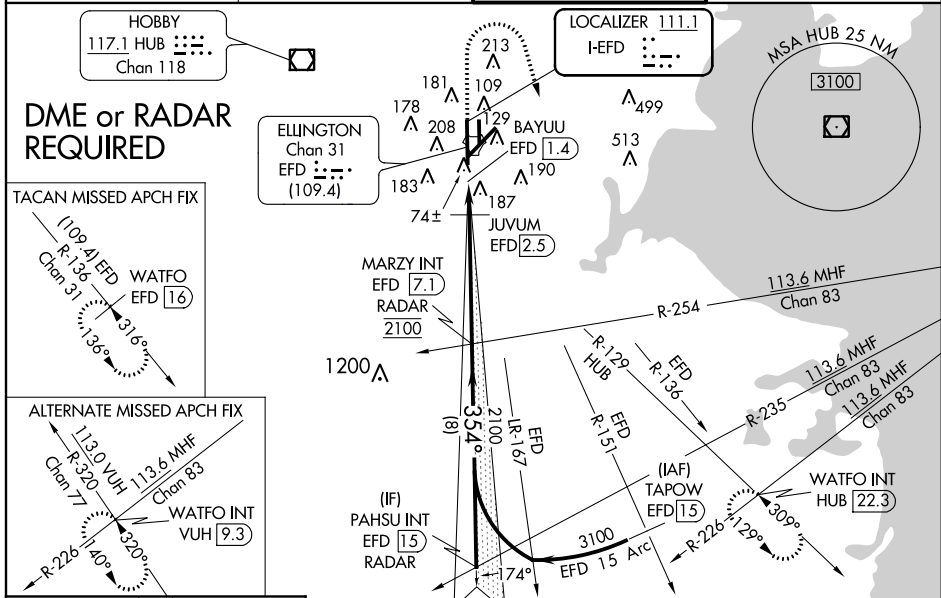
## ILS or LOC RWY 35L

HOUSTON/ELLINGTON (EFD)

**▼** For inop MALSf, increase S-LOC 35L Cats A/B visibility to RVR 5000, Cats C/D/E visibility to  $1\frac{3}{4}$  mile. For inop MALSf when using JUVUM fix minimums, increase S-LOC 35L Cats A/B visibility to RVR 5000, Cats C/D/E visibility to  $1\frac{1}{2}$  mile. Inop table does not apply to S-ILS 35L. Circling NA west of Rwy 17R-35L.

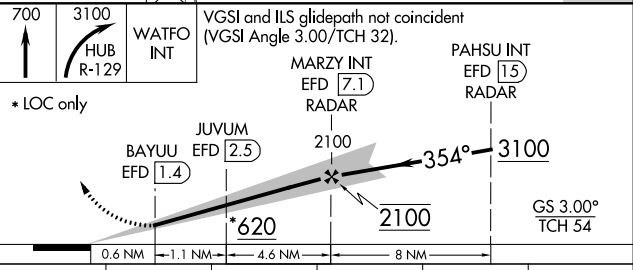
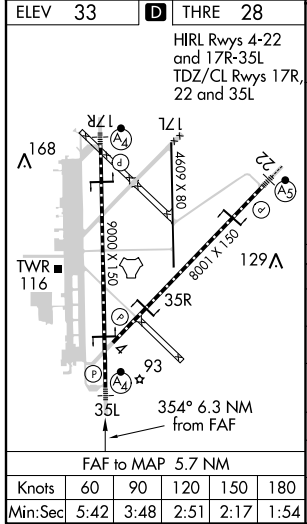
**MISSED APPROACH:** Climb to 700 then climbing right turn to 3100 on HUB VOR/DME R-129 to WATFO INT/HUB 22.3 DME and hold (TACAN aircraft climb to 700 then climbing right turn to 3100 on EFD TACAN R-136 to WATFO INT/EFD 16 DME and hold southeast, left turn, 316° inbound).

ATIS <b>135.575 269.9</b>	HOUSTON APP CON <b>134.45 284.0</b>	ELLINGTON TOWER <b>126.05 253.5</b>	GND CON <b>121.6 275.8</b>
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SC-5, 07 FEB 2013 to 07 MAR 2013

SC-5, 07 FEB 2013 to 07 MAR 2013



CATEGORY	A B C D E				
S-ILS 35L	228/40 200 (200- $\frac{3}{4}$ )				
S-LOC 35L	620/40	592 (600- $\frac{3}{4}$ )	620- $\frac{1}{8}$		592 (600- $\frac{1}{8}$ )
CIRCLING	620-1	587 (600-1)	620- $\frac{1}{4}$ 587 (600- $\frac{1}{4}$ )	620-2 587 (600-2)	660-2 $\frac{1}{4}$ 627 (700-2 $\frac{1}{4}$ )
JUVUM DME MINIMUMS					
S-LOC 35L	440/40	412 (500- $\frac{3}{4}$ )	440/50		412 (500-1)
CIRCLING	500-1	467 (500-1)	500-1 $\frac{1}{2}$ 467 (500-1 $\frac{1}{2}$ )	600-2 567 (600-2)	660-2 $\frac{1}{4}$ 627 (700-2 $\frac{1}{4}$ )