

LOC I-FNF 110.1	APP CRS 219°	Rwy Ldg TDZE Apt Elev	8001 31 33
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ILS Z or LOC Z RWY 22
ELLINGTON (EFD)

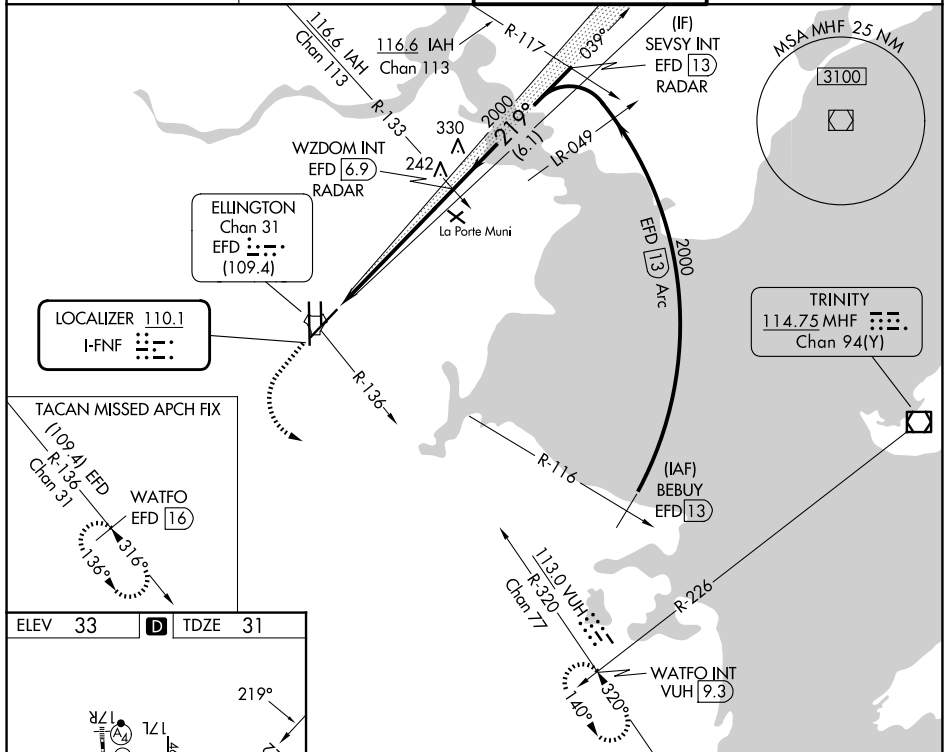
RADAR required for procedure entry.

T Circling NA west of Rwy 17R-35L. DME from EFD TACAN.
A Simultaneous reception of I-FNF and EFD DME required.
 For inop ALS, increase S-ILS 22 Cat E visibility to RVR
 4000 and S-LOC 22 Cat E visibility to 1½ SM.



MISSED APPROACH: Climb to 700 then climbing left turn to 3100 on VUH VOR/DME R-320 to WATFO INT/VUH 9.3 DME and hold. (TACAN aircraft climb to 700 then climbing left turn to 3100 on EFD TACAN R-136 to WATFO/EFD 16 DME and hold southeast. left turn. 316° inbound.)

ATIS 135.575 269.9	HOUSTON APP CON 134.45 284.0	ELLINGTON TOWER 126.05 253.5	GND CON 121.6 275.8
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The diagram shows a plan view of two intersecting runway systems. The horizontal system consists of Runway 4-22 and Taxiway 35L. The diagonal system consists of Runway 17R-35L and Taxiway 35R. Key features include:
 - Taxiway 9001 X 150 running parallel to Runway 4-22.
 - Taxiway 609 X 75 connecting the horizontal and diagonal systems.
 - Distances along Runway 17R-35L: 150' from the intersection to the start of the runway, and 800' X 150' further along.
 - Various navigation aids are indicated by symbols like circles with letters (A, B, C) and stars.

HIRL Rwy's 4-22 and 17R-35L
 TDZ/CL Rwy's 17R, 22 and 35L

FAF to MAP 6 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

700 ↑ 3100 VUH R-320 WATFO INT WZDOM INT EFD (6.9) RADAR 2000 SEVSY INT EFD (13) RADAR 2000 *LOC only. EFD (0.9) *EFD (2.4) 219° 2000 VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 50). GS 3.00° TCH 54 1.5 NM 4.5 NM 6.1 NM <tr><td>CATEGORY</td><td colspan="2">A</td><td>B</td><td>C</td><td>D</td><td>E</td></tr> <tr><td>S-ILS 22</td><td colspan="6">231/18 200 (200-½)</td></tr> <tr><td>S-LOC 22</td><td>560/24</td><td>529 (600-½)</td><td colspan="4">560/55 529 (600-1)</td></tr> <tr><td>CIRCLING</td><td>560-1</td><td>527 (600-1)</td><td>580-1½ 547 (600-1½)</td><td>640-2 607 (700-2)</td><td colspan="2">700-2¼ 667 (700-2¼)</td></tr>						CATEGORY	A		B	C	D	E	S-ILS 22	231/18 200 (200-½)						S-LOC 22	560/24	529 (600-½)	560/55 529 (600-1)				CIRCLING	560-1	527 (600-1)	580-1½ 547 (600-1½)	640-2 607 (700-2)	700-2¼ 667 (700-2¼)	
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