

LOC I-EFD
111.1

APP CRS
354°

Rwy Ldg
TDZE
Apt Elev
9001
28
33

ILS Z or LOC Z RWY 35L

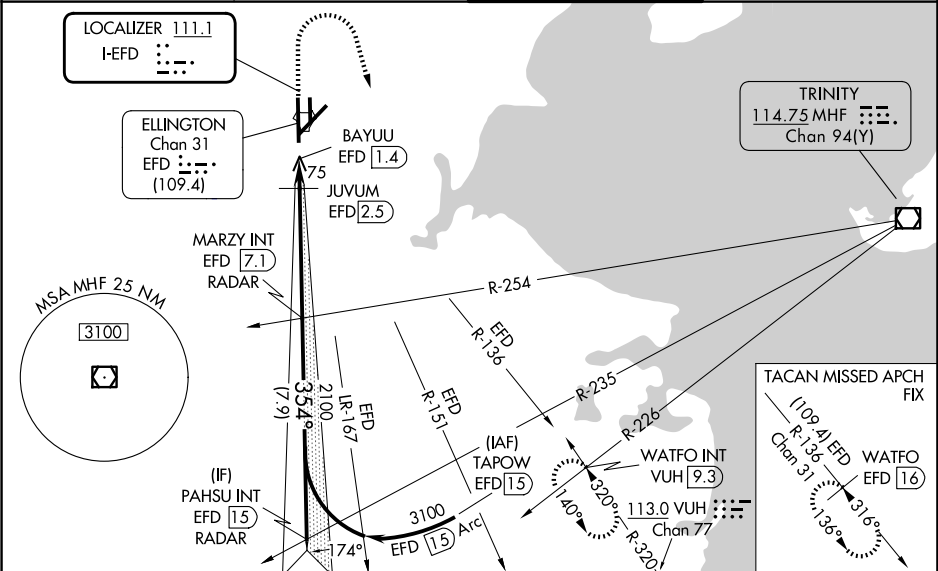
ELLINGTON (EFD)

⚠ Circling NA west of Rwy 17R-35L. DME from EFD TACAN. Simultaneous reception of I-EFD and EFD DME required. Inop table does not apply to S-ILS 35L. For inop ALS, increase S-LOC 35L Cat C/D/E visibility to 1½ SM. For inop ALS when using JUVUM fix minimums, increase S-LOC 35L Cat C/D/E visibility to RVR 6000.

MALSF

MISSED APPROACH: Climb to 700 then climbing right 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 right 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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ELEV 33

D TDZE 28

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

700 3100

WATFO INT

*LOC only.

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 32).

MARZY INT EFD 7.1 RADAR

PAHSU INT EFD 15 RADAR

JUVUM EFD 2.5

BAYUU EFD 1.4

2100 3100

354°

GS 3.00° TCH 54

CATEGORY	A	B	C	D	E
S-ILS 35L	228/40 200 (200-¾)				
S-LOC 35L	620/40	592 (600-¾)	620-1⅓	592 (600-1⅓)	
CIRCLING	620-1	587 (600-1)	620-1¾ 587 (600-1¾)	640-2 607 (700-2)	700-2¼ 667 (700-2¼)
JUVUM FIX MINIMUMS (DME REQUIRED)					
S-LOC 35L	440/40	412 (500-¾)	440/50	412 (500-1)	
CIRCLING	500-1	467 (500-1)	580-1½ 547 (600-1½)	640-2 607 (700-2)	700-2¼ 667 (700-2¼)

FAF to MAP 5.7 NM

Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54