

ILS Z or LOC Z RWY 17R
ELLINGTON (EFD)

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 INT/EFD 16 DME and hold southeast, left turn, 316° inbound).

[illegible]

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

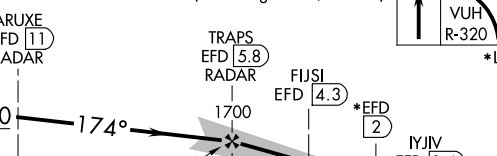


Diagram illustrating a non-precision instrument landing system (S-LOC) with a displaced threshold. The diagram shows a 3.00° glide path (GS 3.00° TCH 52) starting from a 2000-foot elevation and descending to a 1700-foot threshold. The glide path is displaced 5.2 NM from the start. A 1700-foot obstacle is located 1.5 NM from the start. A 1180-foot obstacle is located 2.4 NM from the start. A 1700-foot obstacle is located 0.7 NM from the start. A 1700-foot obstacle is located 0.6 NM from the start. The diagram also shows the ARUXE EFD 11 RADAR, TRAPS EFD 5.8 RADAR, FIJJSI EFD 4.3, and IYJIV EFD 1.4. The diagram includes a table with the following data:

CATEGORY	A	B	C	D	E
S-LOC 17R	232/40 200 (200-3/4)				
S-LOC 17R	480/40	448 (500-3/4)	480/55	448 (500-1)	
CIRCLING	500-1	467 (500-1)	580-1 1/2 547 (600-1 1/2)	640-2 607 (700-2)	700-2 1/4 667 (700-2 1/4)

The diagram also includes a note: "VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 48)."

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