ILS Z or LOC Z RWY 35L

ELLINGTON (EFD)

LOC I-EFD	APP CRS	Rwy Idg	9001
111.1	354°	TDZE	28
		Apt Elev	33

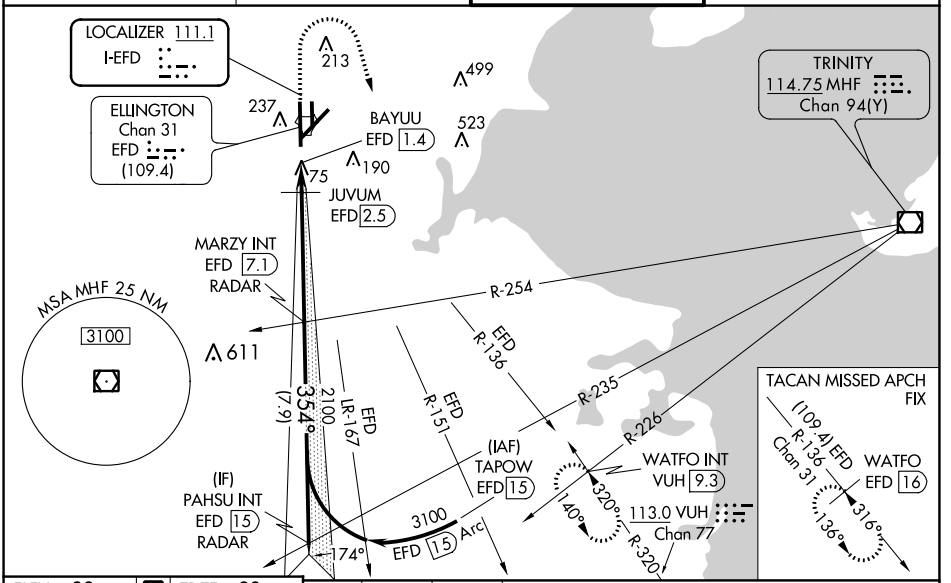
RADAR required for procedure entry.

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 1¾ SM. For inop ALS when using JUVUM fix minimums, increase S-LOC 35L Cat C/D/E visibility to RVR 6000.

MALSF

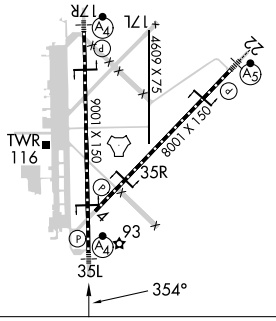
MISSED APPROACH: Climb to 700 then climbing right turn to 3100 on VUH VOR/DME R-320 to WATFO INT/VUH 9.3 DME and hold. (TACAN aircraft climb to 700 then climbing right turn to 3100 on EFD TACAN R-136 to WATFO/EFD 16 DME and hold southeast, left turn, 316° inbound).

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



ELEV 33 | D | TDZE 28

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



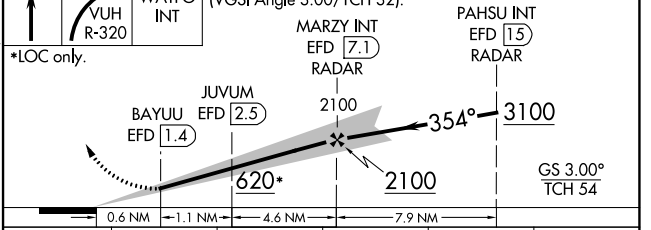
FAF to MAP 5.7 NM

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

700	3100	WATFO INT
	VUH R-320	

*LOC only.

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



CATEGORY	A	B	C	D	E
S-ILS 35L	228/40	200 (200-¾)			
S-LOC 35L	620/40	592 (600-¾)	620-1⅜	592 (600-1⅜)	
C 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)	
C CIRCLING	500-1	467 (500-1)	580-1½ 547 (600-1½)	640-2 607 (700-2)	700-2¼ 667 (700-2¼)

SC-5, 18 APR 2024 to 16 MAY 2024
SC-5, 18 APR 2024 to 16 MAY 2024