

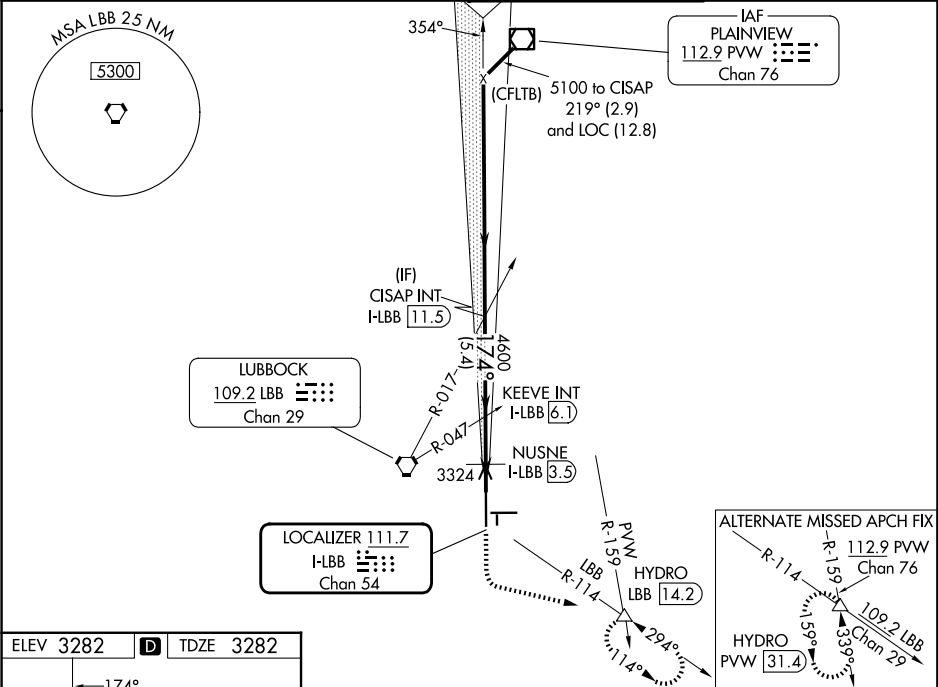
LOC/DME I-LBB	APP CRS	Rwy Ldg
111.7	174°	11500
Chan 54		TDZE 3282
		Apt Elev 3282

ILS or LOC RWY 17R
LUBBOCK PRESTON SMITH INTL (LBB)

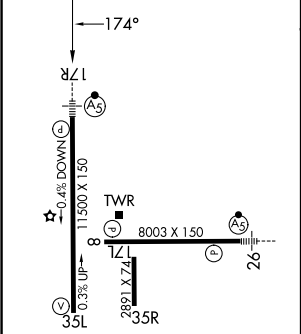
For inop MALSR, increase S-ILS 17R Cat E visibility to RVR 4000, S-LOC 17R Cat C/D/E visibility to 1½ mile, and NUSNE DME Fix Minimums, increase S-LOC 17R Cat C/D/E visibility to RVR 5000.
#RVR 1800 authorized with the use of FD or AP or HUD to DA.

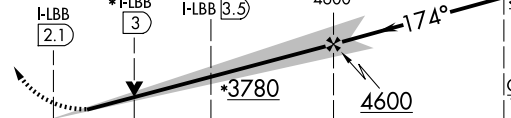
MALSR
MISSED APPROACH: Climb to 3700 then climbing left turn to 6000 via LBB VORTAC R-114 to HYDRO INT/LBB 14.2 DME and hold, continue climb-in-hold to 6000.

ATIS 125.3 270.275	LUBBOCK APP CON 119.2 351.8	LUBBOCK TOWER 120.5 239.3	GND CON 121.9 348.6
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ELEV 3282	D	TDZE 3282
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3700 ↑	6000 ↶ LBB R-114	HYDRO △	VGSI and ILS glidepath not coincident (VGSI Angle 3.00°/TCH 69°).		
*LOC only.			KEEVE INT I-LBB 6.1	CISAP INT I-LBB 11.5	
	I-LBB 2.1	*I-LBB 3	NUSNE I-LBB 3.5	4600	5100
			GS 3.00° TCH 53		
CATEGORY	A	B	C	D	E
S-ILS 17R	#3482/24 200 (200-½)				
S-LOC 17R	3780/24 498 (500-½)	3780/50 498 (500-1)			
CIRCLING	3780-1 498 (500-1)	3880-1½ 598 (600-1½)	3940-2 658 (700-2)	4100-3 818 (900-3)	
NUSNE FIX MINIMUMS (DME REQUIRED)					
S-LOC 17R	3620/24 338 (400-½)	3620/26 338 (400-½)			
CIRCLING	3720-1 438 (500-1)	3740-1 458 (500-1)	3880-1½ 598 (600-1½)	3940-2 658 (700-2)	4100-3 818 (900-3)

SC-2, 25 DEC 2025 to 22 JAN 2026

SC-2, 25 DEC 2025 to 22 JAN 2026