

ILS Z or LOC Z RWY 17R
EIJINGTON (EED)

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).

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

Diagram illustrating a non-parallel glidepath (VGSI) and localizer (LOC) system. The VGSI glidepath is at 3.00° TCH 52, and the LOC glidepath is at 3.00° TCH 48. The two glidepaths are not coincident, with a vertical separation of 1180 feet at a distance of 1.5 NM from the runway. The diagram includes various radar stations: ARUXE EFD 11 RADAR, TRAPS EFD 5.8 RADAR, FIJJSI EFD 4.3, and IYJIV EFD 1.4. A VUH R-320 aircraft is shown on the LOC glidepath. The diagram also shows the 2000-foot and 1700-foot altitudes. The distance from the 2000-foot altitude to the runway is 5.2 NM. The distance from the 1700-foot altitude to the runway is 1.5 NM. The distance from the 1180-foot altitude to the runway is 0.7 NM. The distance from the 1700-foot altitude to the 1180-foot altitude is 2.4 NM. The distance from the 1180-foot altitude to the runway is 0.6 NM. The diagram includes a table with the following data:

CATEGORY	A	B	C	D	E
S-ILS 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)

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