

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

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.

MSA LBB 2.5 NM

IAF PLAINVIEW
112.9 PVW
Chan 76

5100 to CISAP
219° (2.9)
and LOC (12.8)

(CFLT B)

354°

(IF)
CISAP INT
I-LBB [11.5]

4600

LUBBOCK
109.2 LBB
Chan 29

R-017

R-047

KEEVE INT
I-LBB [6.1]

NUSNE
I-LBB [3.5]

3324

LOCALIZER 111.7
I-LBB
Chan 54

R-159

PWW
HYDRO
LBB [14.2]

R-114

294°

114°

ALTERNATE MISSED APCH FIX

R-114

R-159

112.9 PVW
Chan 76

109.2 LBB
Chan 29

HYDRO
PVW [31.4]

336°

ELEV 3282	D	TDZE 3282
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FAF to MAP 4 NM

Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

Diagram illustrating the NUSNE VORTIS 12.15 MHz VORTAC and its associated navigation aids. The VORTAC is located 0.8 NM from the S-LOC 17R and 0.6 NM from the CIRCLING. The S-LOC 17R is 2.6 NM from the CIRCLING. The CIRCLING is 5.4 NM from the NUSNE FIX. The NUSNE FIX is 17.4° from the S-LOC 17R. The NUSNE FIX is 11.5° from the CIRCLING. The NUSNE FIX is 11.5° from the CIRCLING. The NUSNE FIX is 11.5° from the CIRCLING.

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