

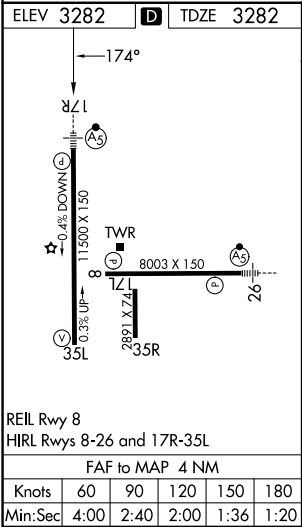
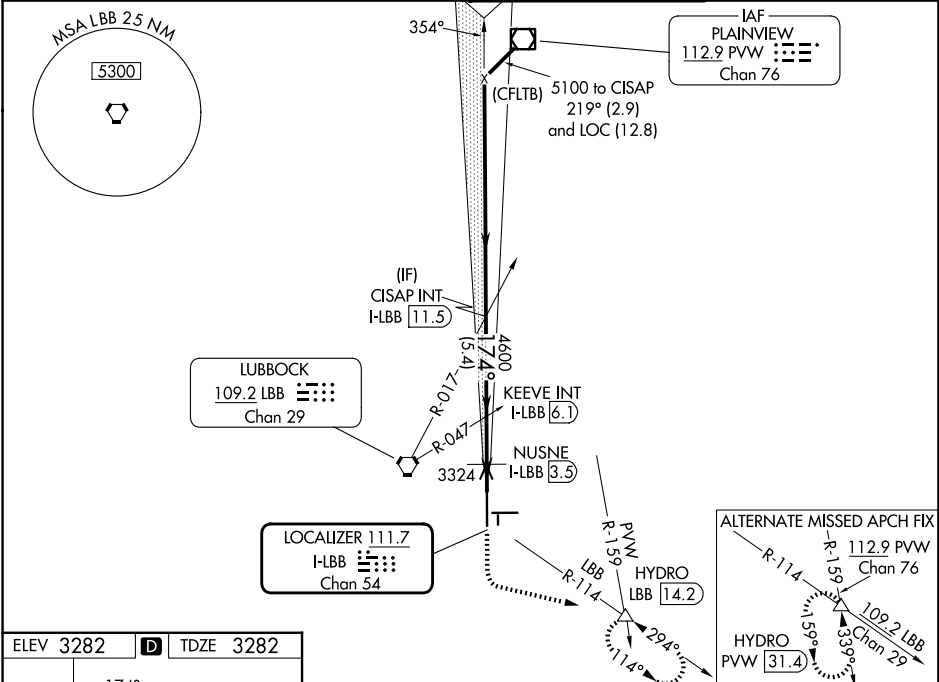
LOC/DME I-LBB	APP CRS	Rwy Ldg
111.7	174°	11500
Chan 54		TDZE 3282
		Apt Elev 3282

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
------------------------------	---------------------------------------	-------------------------------------	-------------------------------



3700 ↑	6000 ↖ LBB R-114	HYDRO △	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 69).		CISAP INT I-LBB 11.5
*LOC only.			NUSNE I-LBB 3.5	4600 KEEVE INT I-LBB 6.1	
I-LBB 2.1		*I-LBB 3	5100		
↖		*3780		174°	GS 3.00° TCH 53
0.8 NM		0.6 NM	2.6 NM	4600	5.4 NM
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)