

ILS Z or LOC Z RWY 17R
ELLINGTON (EFD)

T Circling NA west of Rwy 17R-35L. DME from EFD TACAN.
A Simultaneous reception of I-LPV and EFD DME required.
 Inop table does not apply to S-ILS 17R. For inop ALS,
 increase S-LOC 17R Cats C/D/E visibility to $1\frac{3}{8}$ SM.

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).

354° (IF)
ARUXE
EFD [11]
RADAR

174° 5.1 NM from FAF

1700
LR-004
EFD

TRAPS
EFD [5.8]
RADAR

FIJSL
EFD [4.3]

Δ 213
170

IYJIV
EFD [1.4]

237Δ

499Δ

523Δ

ELLINGTON
Chan 31
EFD [109.4]

LOCALIZER 110.3
I-LPV

MSA MHF 25 NM
[3100]

1049

2000
EFD [11] Arc

R-116

R-136

R-320

1130 VUH Chan 77

(IAF)
ETIME INT
EFD [11]

R-253

WATFO
EFD [16]

TACAN MISSED
APCH FIX

(109.4) EFD
R-136
Chan 31

316°

136°

TRINITY
113.6 MHF
Chan 83

1130 VUH Chan 77

1136 MHF
R-226
Chan 83

WATFO INT
VUH [9.3]

MISSED
APCH FIX

140°

320°

ELEV 33 TDZE 32

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

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

ARUXE EFD 11 RADAR

TRAPS EFD 5.8 RADAR

FIJJSI EFD 4.3

IYJIV EFD 1.4

2000

1700

1180

5.2 NM

1.5 NM

2.4

0.7

0.6

700

3100

VUH R-320

WATFO INT

*LOC only.

CATEGORY	A	B	C	D	E
S-ILS 17R	232/40		200 (200-¾)		
S-LOC 17R	480/40	448 (500-¾)	480/55	448 (500-1)	
CIRCLING	500-1	467 (500-1)	580-1½ 547 (600-1½)	640-2 607 (700-2)	700-2¼ 667 (700-2¼)