

LOC I-FNF 110.1	APP CRS 219°	Rwy Idg TDZE Apt Elev	8001 31 33
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ILS Z or LOC Z RWY 22
ELLINGTON (EFD)

	RADAR required for procedure entry.
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T Circling NA west of Rwy 17R-35L. DME from EFD TACAN.
A Simultaneous reception of I-FNF and EFD DME required.
 For inop ALS, increase S-ILS 22 Cat E visibility to RVR
 4000 and S-LOC 22 Cat E visibility to 1½ 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/EFD 16 DME and hold southeast. left turn. 316° inbound.)

<p>ATIS</p> <p>135.575 269.9</p>	<p>HOUSTON APP CON</p> <p>134.45 284.0</p>	<p>ELLINGTON TOWER</p> <p>126.05 253.5</p>	<p>GND CON</p> <p>121.6 275.8</p>
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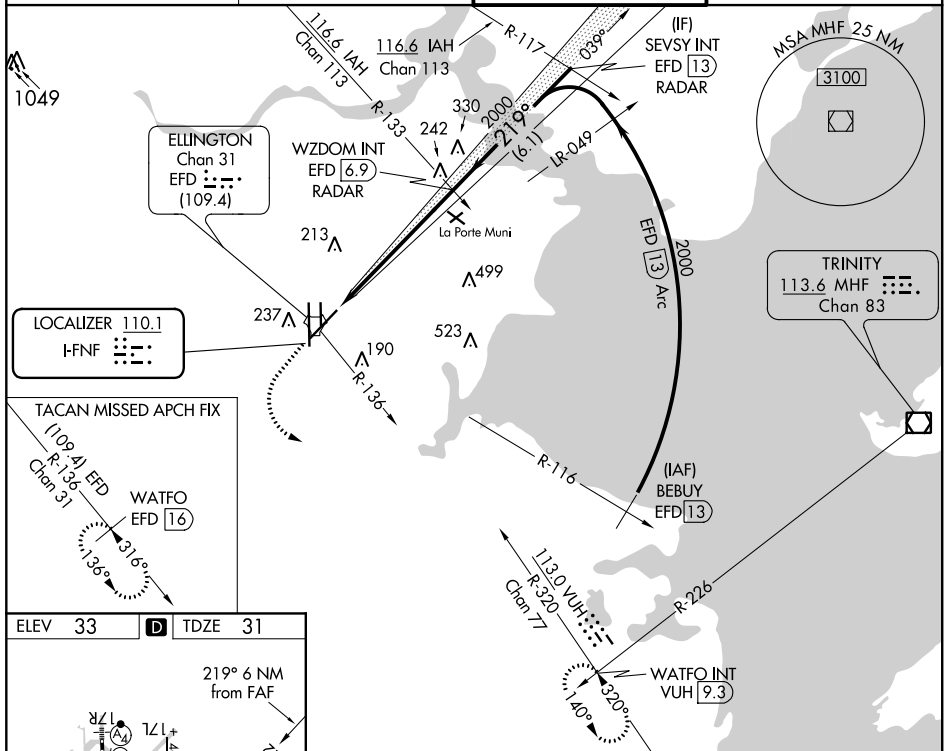


Diagram illustrating the HIRL Runway System for Runways 4-22 and 17R-35L. The diagram shows a complex intersection of runways with various markings including 'TWR 116', '9001 X 150', '609 X 75', '900 X 150', '35R', '35L', and '93'. It also includes a table for FAF to MAP 6 NM.

FAF to MAP 6 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

<div><div><div>700</div><div>↑</div></div><div><div>3100</div><div>VUH</div><div>R-320</div></div><div><div>WATFO</div><div>INT</div></div><div><div>WZDOM INT</div><div>EFD 6.9</div><div>RADAR</div></div><div><div>SEVSY INT</div><div>EFD 13</div><div>RADAR</div></div></div> <div><div>*LOC only.</div><div>EFD 0.9</div><div>*EFD 2.4</div><div>2000</div><div>219°</div><div>2000</div><div>VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 50).</div><div>GS 3.00° TCH 54</div><div>1.5 NM</div><div>4.5 NM</div><div>6.1 NM</div></div>					
CATEGORY	A	B	C	D	E
S-ILS 22	231/18 200 (200-½)				
S-LOC 22	560/24	529 (600-½)	560/55 529 (600-1)		
CIRCLING	560-1	527 (600-1)	580-1½ 547 (600-1½)	640-2 607 (700-2)	700-2¼ 667 (700-2¼)