

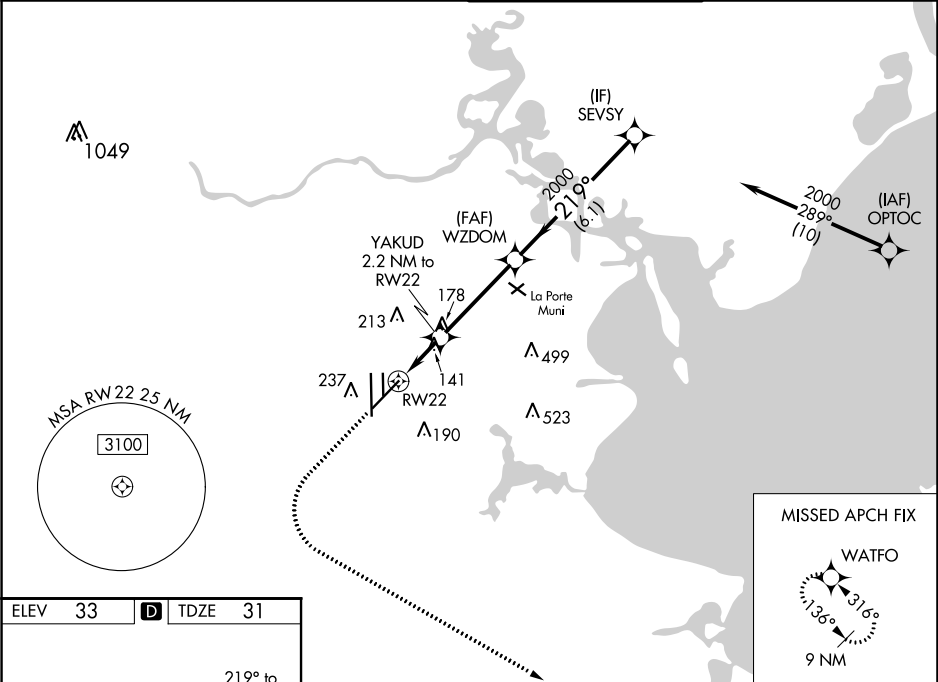
WAAS CH <b>61111</b> <b>W22A</b>	APP CRS <b>219°</b>	Rwy Idg <b>8001</b> TDZE <b>31</b> Apt Elev <b>33</b>
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RNAV (GPS) RWY 22

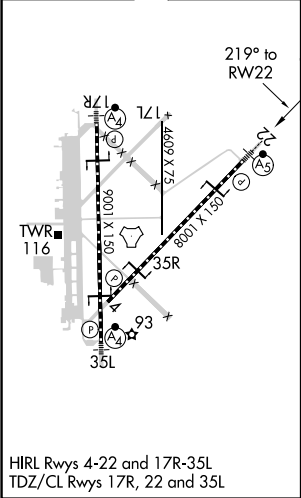
ELLINGTON (EFD)

RNP APCH.	MALSR	MISSED APPROACH: Climb to 500 then climbing left turn to 3100 direct WATFO and hold.
<div><div>T</div><div>A</div><div>Circling NA west of Rwy 17R - 35L. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. For inop ALS, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV all Cats visibility to RVR 4500, and LNAV Cats C/D/E visibility to RVR 5500.</div></div>	<div><div><div><div></div><div></div><div></div></div></div></div>	

ATIS <b>135.575 269.9</b>	HOUSTON APP CON <b>134.45 284.0</b>	ELLINGTON TOWER <b>126.05 253.5</b>	GND CON <b>121.6 275.8</b>
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ELEV 33	<b>D</b>	TDZE 31
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HIRL Rwy 4-22 and 17R-35L  
TDZ/CL Rwy 17R, 22 and 35L

500	3100	WATFO	VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 50).		
*LNAV only.		YAKUD 2.2 NM to RW22	WZDOM 2000	SEVSY 2000	GP 3.00° TCH 54
*1 NM to RW22		780*	2000		
1 NM		1.2 NM	3.8 NM	6.1 NM	
CATEGORY	A	B	C	D	E
LPV	DA	231/18		200 (200-½)	
LNAV/VNAV	DA	341/24		310 (400-½)	
LNAV	MDA	400/24	369 (400-½)	400/35	369 (400-½)
<div><div></div><div>CIRCLING</div></div>	500-1		580-1½	640-2	700-2¼
	467 (500-1)		547 (600-1½)	607 (700-2)	667 (700-2¼)