


WAAS CH <b>97629</b> <b>W35A</b>	APP CRS <b>354°</b>	Rwy Idg <b>9001</b> TDZE <b>28</b> Apt Elev <b>33</b>
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# RNAV (GPS) RWY 35L

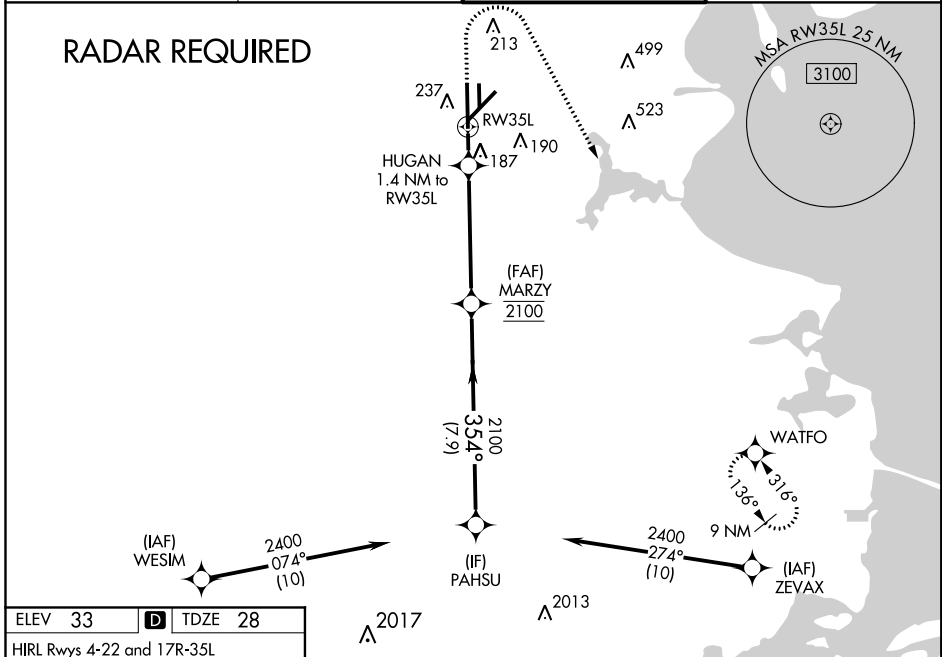
ELLINGTON (EFD)

**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 43°C (109°F). Circling NA west of Rwy 17R-35L. DME/DME RNP-0.3 NA. For inop MALSF, increase LNAV/VNAV all Cats visibility to 1½ mile, and LNAV Cats A and B visibility to 1 mile and Cats C, D and E visibility to 1½ mile. Inop table does not apply to LPV.

**MALSF** 

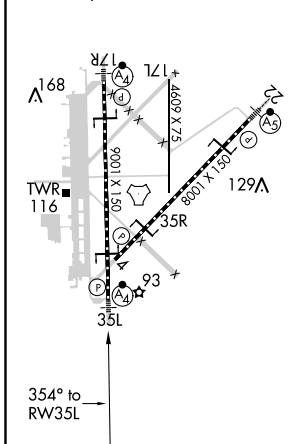
**MISSED APPROACH:** Climb to 1500 then climbing right turn to 3100 direct WATFO and hold.

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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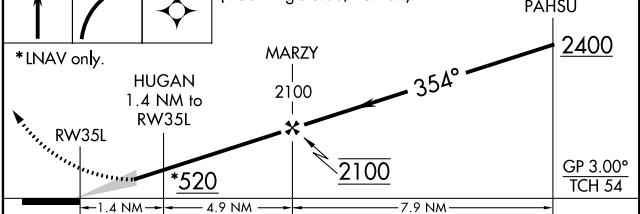


ELEV 33	<b>D</b>	TDZE 28
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HIRL Rws 4-22 and 17R-35L  
TDZ/CL Rws 17R, 22 and 35L



1500 3100 WATFO  
VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 32).



CATEGORY	A	B	C	D	E
LPV DA		228/40	200 (200-¾)		
LNAV/VNAV DA		499/60	471 (500-1¼)		
LNAV MDA	440/40	412 (500-¾)	440/50	412 (500-1)	
CIRCLING	500-1	468 (500-1)	500-1½ 468 (500-1½)	600-2 568 (600-2)	660-2¼ 628 (700-2¼)