

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

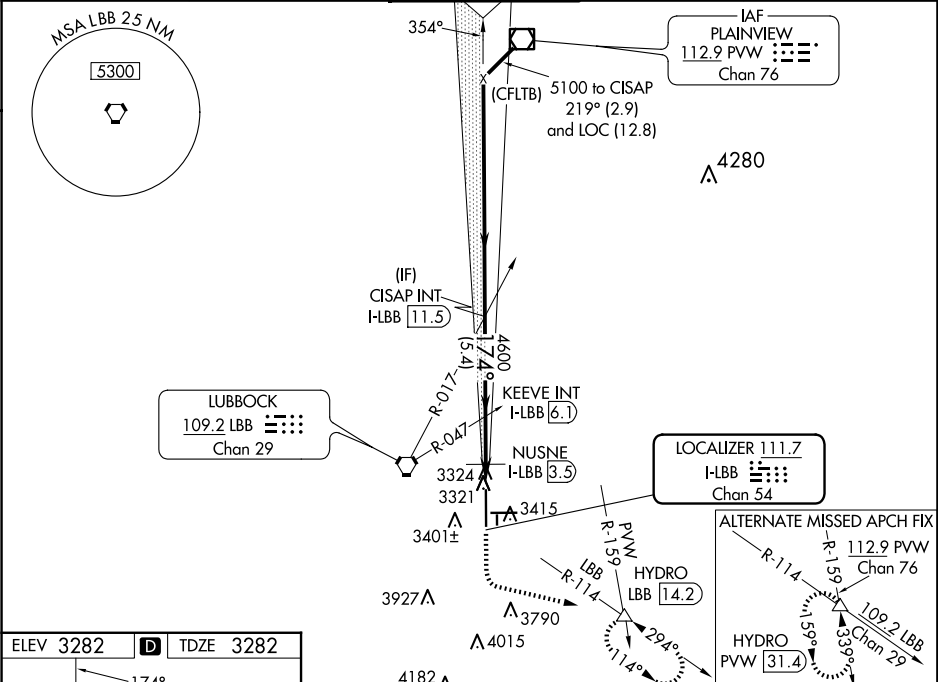
ILS or LOC Rwy 17R
LUBBOCK PRESTON SMITH INTL (LBB)

⚠ 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	CLNC DEL 125.8 281.55
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ELEV 3282	D	TDZE 3282
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174°

AS

3356

3379

8003 X 1.50

2801 X 741

35L

35R

REIL Rwy 8

HIRL Rwy 8-26 and 17R-35L

FAF to MAP 4 NM

Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

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

SC-2, 10 JUL 2025 to 07 AUG 2025

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