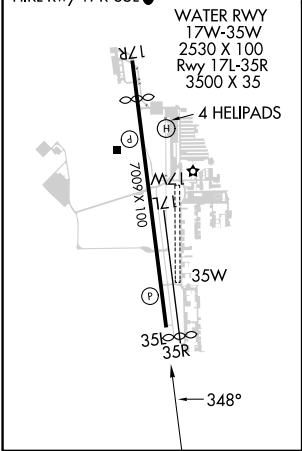
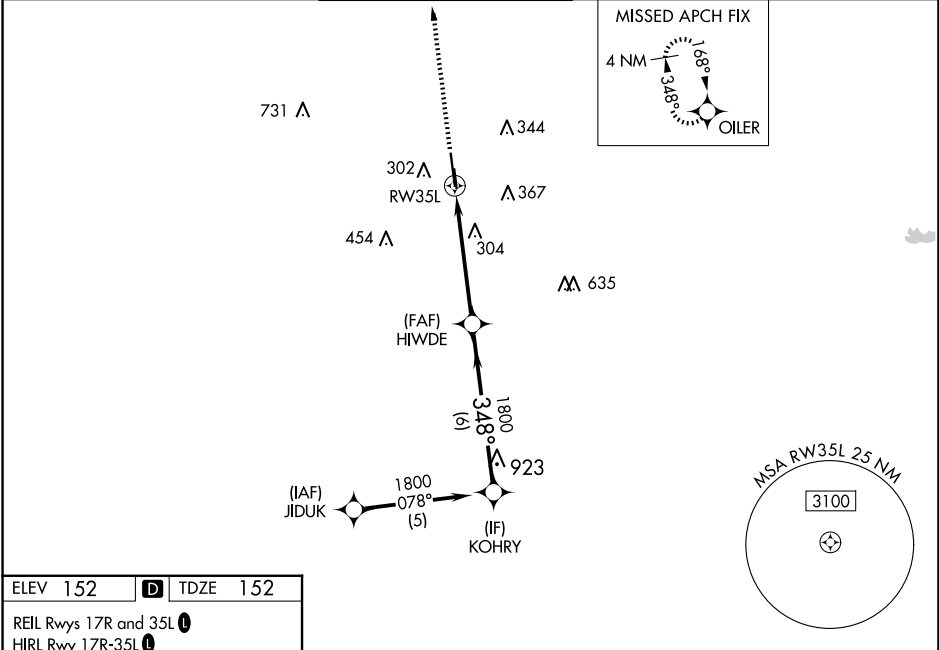


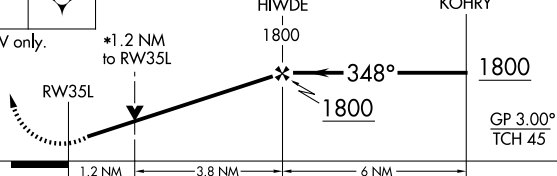



WAAS CH <b>45603</b> <b>W35A</b>	APP CRS <b>348°</b>	Rwy Idg <b>6700</b> TDZE <b>152</b> Apt Elev <b>152</b>
--	------------------------	---

RNAV (GPS) RWY 35L  
DAVID WAYNE HOOKS MEML (DWH)

RNP APCH-GPS. ▼ Baro-VNAV and VDP NA when using George Bush Intcntl/Houston altimeter setting. ▲ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -4°C or above 54°C. When local altimeter setting not received, use George Bush Intcntl/Houston altimeter setting and increase all DA 36 feet and all MDA 40 feet, increase LPV and LNAV/VNAV visibility all Cats ½ mile, LNAV visibility Cats C/D ¼ mile. Rwy 35L helicopter visibility reduction below ¾ SM NA. Circling NA to Rwys 17W and 35W. Circling Rwy 35R NA at night.					MISSED APPROACH: Climb to 2000 direct OILER and hold.	
ATIS <b>128.375</b>	HOUSTON APP CON <b>119.7 281.4</b>	HOOKS TOWER★ <b>127.4 354.1 (EAST)</b> <b>118.4 (CTAF) 0 354.1 (WEST)</b>		GND CON <b>121.8 239.0</b>	CLNC DEL <b>119.45</b>	UNICOM <b>122.95</b>



2000	OILER	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 41).			
					
*LNAV only.		*1.2 NM to RW35L	1800	348°	1800
		1.2 NM	3.8 NM	6 NM	GP 3.00° TCH 45°
CATEGORY	A	B	C	D	
LPV DA	451-1		299 (300-1)		
LNAV/ VNAV DA	552-1 <sup>3</sup> / <sub>8</sub>		400 (400-1 <sup>3</sup> / <sub>8</sub> )		
LNAV MDA	560-1 408 (500-1)		560-1 <sup>1</sup> / <sub>8</sub> 408 (500-1 <sup>1</sup> / <sub>8</sub> )		
 CIRCLING	640-1 488 (500-1)	660-1 508 (600-1)	680-1 <sup>1</sup> / <sub>2</sub> 528 (600-1 <sup>1</sup> / <sub>2</sub> )	780-2 628 (700-2)	