

LOC/DME I-DSM <b>110.3</b> Chan 40	APP CRS <b>310°</b>	Rwy Idg THRE <b>958</b> Apt Elev <b>958</b>
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# ILS or LOC RWY 31

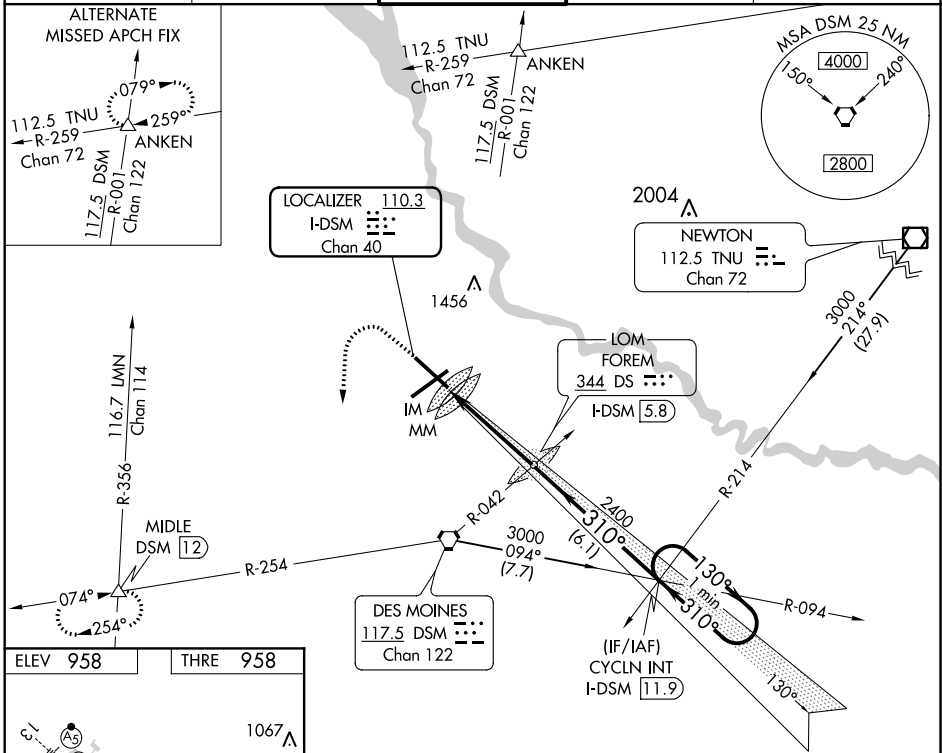
DES MOINES INTL (DSM)

**⚠** For inop ALSF, increase S-ILS 31 Cat E visibility to RVR 4000 and S-LOC 31 Cat E visibility to RVR 6000.

**ALSF-2**

**MISSED APPROACH:** Climb to 1600 then climbing left turn to 3000 on heading 180° and DSM VORTAC R-254 to MIDDLE INT/12 DME and hold.

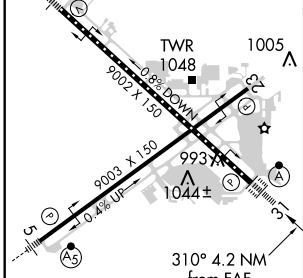
ATIS <b>119.55 251.05</b>	DES MOINES APP CON <b>123.9 307.15</b>	DES MOINES TOWER <b>118.3 257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>134.15 317.55</b>
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NC-3, 07 FEB 2013 to 07 MAR 2013

NC-3, 07 FEB 2013 to 07 MAR 2013

ELEV 958	THRE 958
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1600  $\uparrow$  3000  $\uparrow$  hdg 180°

DSM R-254

MIDDLE  $\Delta$

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 56).

One Minute Holding Pattern

FOREM LOM/INT I-DSM 5.8

CYCLN INT I-DSM 11.9

\*LOC only I-DSM 1.6

\*I-DSM 2.6

2365

310°

130°

3000

2400

GS 3.00° TCH 52

0.2 0.3 0.5 3.2 NM 6.1 NM

CATEGORY	A	B	C	D	E
S-ILS 31	1158/18 200 (200-½)				
S-LOC 31	1320/24	362 (400-½)	1320/35 362 (400-¾)		
CIRCLING	1420-1	462 (500-1)	1420-1½ 462 (500-1½)	1520-2 562 (600-2)	1760-2¾ 802 (900-2¾)