

LOC I-RGK <u>110.1</u>	APP CRS 091°	Rwy Idg TDZE Apt Elev	5010 778 778
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ILS or LOC RWY 9
RED WING RGNL (RGK)

ADF Required. When local allimeter setting not received, use South St. Paul allimeter setting; increase S-ILS 9 DA to 1050 feet; increase all MDA 80 feet and visibility S-LOC 9 Cat C/D $\frac{1}{8}$ SM and Circling Cat B/C $\frac{1}{4}$ SM. For inop MALSR, increase S-LOC 9 Cat C/D visibility $\frac{1}{4}$ mile. For inop MALSR when using South St. Paul allimeter setting, increase S-ILS 9 all Cats visibility $\frac{3}{8}$ mile, and S-LOC 9 Cat C/D visibility $\frac{1}{4}$ mile.

MALSR

MISSED APPROACH:
Climb to 2000 then
climbing right turn to
3000 direct REGUE
LOM and hold.

AWOS-3
119.25

MINNEAPOLIS APP CON
121.2 335.65

UNICOM
123.05 (CTAF) **L**

ALTERNATE MISSED
APCH FIX

FARMINGTON
115.7 FGT 
Chan 104

265° R-085 →

GOPHER
3 GEP :--:
Chan 120

ADF REQUIRED

LOCALIZER 110.1
L-RGK $\frac{1}{2}$ - $\frac{1}{2}$

FARMINGTON
15.7 FGT $\frac{\cdot\cdot}{\cdot\cdot} =$
Chan 104

— LOM/IAF —
REGUE
274 RG $\ddot{=}\ddot{=}$.

MSA RG 25 NM

2800

One Minute Holding Pattern

REGUE
RG IOM

2000	3000
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GS 3.00°
TCH 50

ELEV 778

TDZE 778

091° 6.6 NM
from FAF

CATEGORY	A	B	C	D
S-ILS 9	978- $\frac{1}{2}$ 200 (200- $\frac{1}{2}$)			
S-LOC 9	1520- $\frac{1}{2}$ 742 (800- $\frac{1}{2}$)	1520- $\frac{3}{4}$ 742 (800- $\frac{3}{4}$)	1520-1 $\frac{3}{4}$ 742 (800-1 $\frac{3}{4}$)	
CIRCLING	1520-1 742 (800-1)	1640-2 $\frac{1}{2}$ 862 (900-2 $\frac{1}{2}$)	1780-3 1002 (1100-3)	

HIRL Rwy 9-27 **L**

FAF to MAP 6.6 NM

Knots	60	90	120	150	180
Min:Sec	6:36	4:24	3:18	2:38	2:12