

LOC/DME I-DSM 110.3 Chan 40	APP CRS 311°	Rwy Ldg TDZE 958 Apt Elev 958	9001
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ILS or LOC RWY 31
DES MOINES INTL (DSM)

⚠ For inop ALS, 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 on DSM VORTAC R-254 to MIDDLE INT/12 DME and hold.

ATIS 119.55	DES MOINES APP CON 123.9 307.15	DES MOINES TOWER 118.3 257.8	GND CON 121.9 348.6
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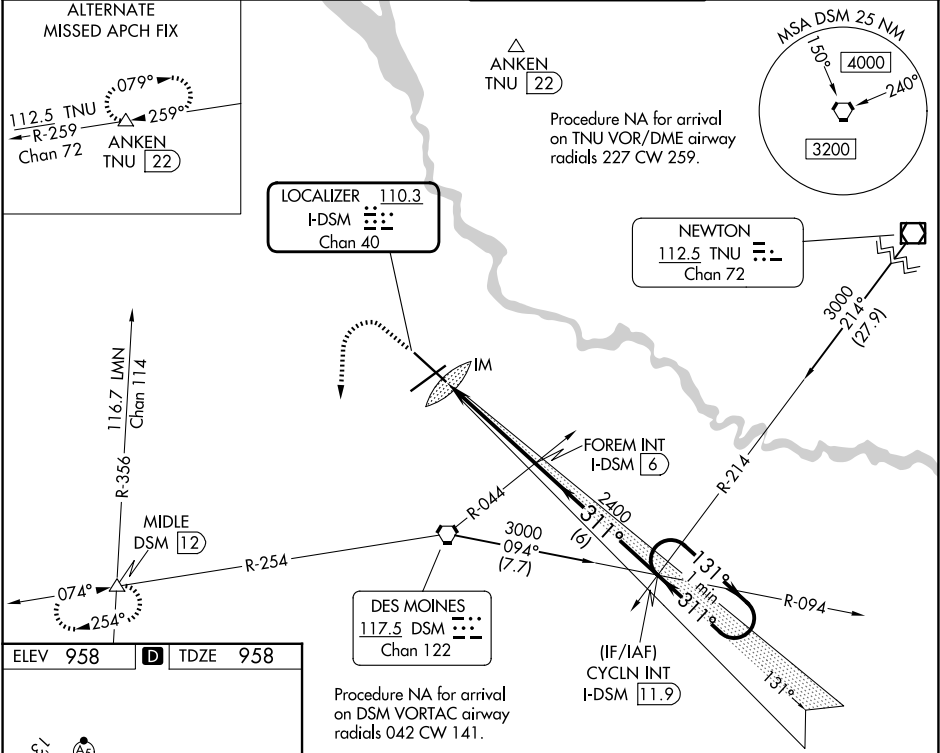


Diagram illustrating a runway layout and associated speed/time data. The diagram shows a runway system with Runway 5/23, Runway 31, and Runway 13-31/5-23. A vertical speed indicator (VSI) is shown with a climb rate of 0.3% UP and a descent rate of 0.7% DOWN. A heading indicator shows a heading of 311°. A table below the diagram provides speed and time data for the FAF to MAP 4.4 NM segment.

FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

REIL Rwy 5 and 23
TDZ/CL Rwy 31
HIRL Rwy 13-31 and 5-23

FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

CATEGORY	A	B	C	D	E
S-ILS 31	1158/18 200 (200-½)				
S-LOC 31	1340/24	382 (400-½)	1340/35	382 (400-¾)	
CIRCLING	1420-1	462 (500-1)	1600-1½ 642 (700-1½)	1760-2½ 802 (900-2½)	1760-2¾ 802 (900-2¾)

NC-3, 09 JUL 2026 to 06 AUG 2026

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