

LOC I-JUD <u>108.7</u>	APP CRS 273°	Rwy Ldg 10062 TDZE 1421 Apt Elev 1428
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ILS or LOC RWY 27
DULUTH INTL (DLH)

DME or RADAR required.

T Circling NA for Cat E southeast of Rwy 3 and 27. Inop table
A does not apply to S-ILS 27. DME from LKI TACAN.
DME use requires simultaneous reception of I-JUD and LKI DME.
ASR For inop ALS, increase S-LOC 27 Cat E visibility to 1¼ SM.

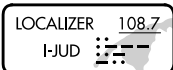
MALSR



MISSED APPROACH: Climb to 3000 then climbing right turn to 4500 on heading 060° and DLH VORTAC R-017 to CHERL INT/DLH 15 DME and hold.

ATIS 124.1 270.1	DULUTH APP CON 125.45 233.7	DULUTH TOWER 118.3 257.8	GND CON 121.9 348.6
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ALTERNATE
MISSED APCH FIX



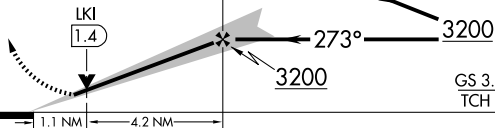
LAKE
Chan 11
LKI (135.4)

112.6 DLH
Chan 73

Procedure NA for arrival
on DLH VORTAC airway
radials 052 CW 116.

3000 ↑	4500 hdg 060°	DLH R-017	CHERL INT
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VGSI and ILS glidepath not coincident
(VGSI Angle 3.00/TCH 91).



Remain
within 1.5 NM

GS 3.00°
TCH 80

CATEGORY	A	B	C	D	E
S-ILS 27	1621/40	200 (200-¾)	1651/40	230 (300-¾)	
S-LOC 27	1860/24	439 (500-½)	1860/40	439 (500-¾)	
CIRCLING	1880-1 452 (500-1)	1900-1 472 (500-1)	1940-1½ 512 (600-1½)	2400-3	972 (1000-3)

ELEV 1428	D	TDZE 1421			
Diagram illustrating obstacle clearance data: - Horizontal distance: 10591 X 150 - Climb gradient: 1:50 - Bearing: 273° - Obstacle locations: TWR, 9, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27					
TDZL/RCLS Rwy 9 REIL Rwys 3 and 21 HIRL Rwy 9-27 MIRL Rwy 3-21					
FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46