# ILS or LOC RWY 27

DULUTH INTL (DLH)

| LOC I-JUD | APP CRS | Rwy Idg | 10062 |
|---|---|---|---|
| 108.7 | 273° | TDZE | 1421 |
| | | Apt Elev | 1428 |

DME or RADAR required for procedure entry.

T A ASR Circling NA for Cat E southeast of Rwys 3 and 27. Inop table does not apply to S-ILS 27. For inop ALS, increase S-LOC 27 Cat E visibility to 1¼ SM.

MALSR (A5)

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 | DULUTH APP CON | DULUTH TOWER | GND CON |
|---|---|---|---|
| 124.1 270.1 | 125.45 233.7 | 118.3 257.8 | 121.9 348.6 |

ALTERNATE MISSED APCH FIX

093° 273° PYKLA DL 379 RADAR

116.55 HIB Chan 112 (Y) R-119

(IAF) FOSUP DLH 15

017° 197°

CHERL INT DLH 15

3200 NoPT FOSUP to WIRSA DLH 15 Arc

MSA DLH 25 NM 3100

LOCALIZER 108.7 I-JUD

R-009 R-017

(IAF) ANDOE OM/RADAR DLH 6.5

LOM PYKLA 379 DL RADAR

1569 1581

3200 273° (8.8)

LR-070 048° 228° 093°

2049± 2049

LR-086

(IF) WIRSA DLH 15

DULUTH 112.6 DLH Chan 73

3200 to ANDOE 066° (6.5)

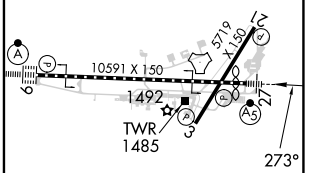
Procedure NA for arrival on DLH VORTAC airway radials 046 CW 116.

R-182

3200 NoPT DLH 15 Arc

(IAF) DAYAR DLH 15

ELEV 1428 D TDZE 1421



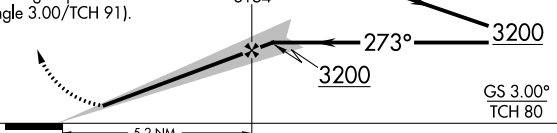

TDZ/CL Rwy 9
REIL Rwys 3 and 21
HIRL Rwys 9-27
MIRL Rwys 3-21

| 3000 | 4500 | DLH R-017 | CHERL INT |
|---|---|---|---|
| | hdg 060° | | |

ANDOE OM/RADAR

Remain within 15 NM

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 91).




| 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) | | |
| C CIRCLING | 1880-1 452 (500-1) | 1900-1 472 (500-1) | 1940-1½ 512 (600-1½) | 2400-3 972 (1000-3) | |

FAF to MAP 5.2 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:12 | 3:28 | 2:36 | 2:05 | 1:44 |



NC-1, 05 SEP 2024 to 03 OCT 2024
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