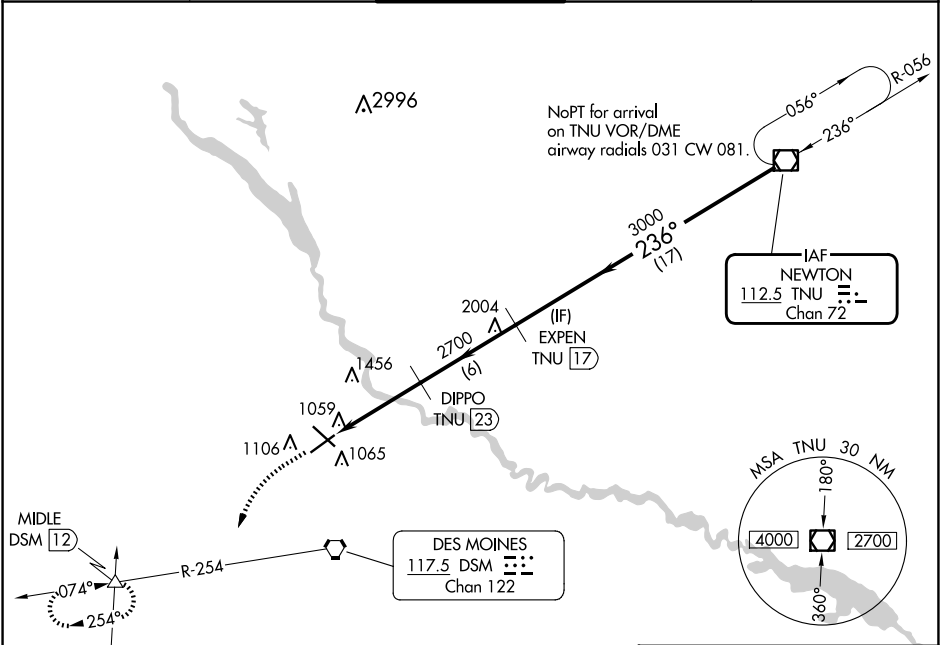


|             |         |          |      |
|-------------|---------|----------|------|
| VOR/DME TNU | APP CRS | Rwy Idg  | 9004 |
| 112.5       | 236°    | TDZE     | 939  |
| Chan 72     |         | Apt Elev | 958  |

VOR RWY 23  
DES MOINES INTL (DSM)

|                                                                                                                                         |                                                                                                                                               |
|-----------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------|
| DME required.                                                                                                                           | MISSED APPROACH: Climb to 3000 then climbing left turn to 3000 on heading 200° and on DSM VORTAC R-254 direct MIDDLE INT/DSM 12 DME and hold. |
|  Rwy 23 helicopter visibility reduction below 3/4 SM NA. |                                                                                                                                               |

|                |                                    |                                 |                        |                           |
|----------------|------------------------------------|---------------------------------|------------------------|---------------------------|
| ATIS<br>119.55 | DES MOINES APP CON<br>123.9 307.15 | DES MOINES TOWER<br>118.3 257.8 | GND CON<br>121.9 348.6 | CLNC DEL<br>134.15 317.55 |
|----------------|------------------------------------|---------------------------------|------------------------|---------------------------|



116.7 LMN  
R-356  
Chan 114

2000  
↑

3000  
hdg  
200°

DSM  
R-254

MIDDLE  
△

EXPEN  
TNU 17

TNU  
VOR/DME

Diagram details: The profile shows a descent from 3000 feet to 2700 feet (5.5 NM), then to 2500 feet (6 NM), and finally to 2360 feet (17 NM). Key points include TNU 28.5, DIPPO TNU 23, and TCH 56. The final segment is labeled 236° and 3000. A detailed inset map shows the airport layout with runways 5, 23, 31, and 35, and various navigational aids.

| CATEGORY                                                                             | A                     | B                       | C                       | D                       |
|--------------------------------------------------------------------------------------|-----------------------|-------------------------|-------------------------|-------------------------|
| S-23                                                                                 | 1720-1<br>781 (800-1) | 1720-1¼<br>781 (800-1¼) | 1720-2½<br>781 (800-2½) |                         |
| <span style="background-color: black; color: white; padding: 2px;">C</span> CIRCLING | 1720-1<br>762 (800-1) | 1720-1¼<br>762 (800-1¼) | 1720-2½<br>762 (800-2½) | 1760-2½<br>802 (900-2½) |

ELEV 958

D

TDZE 939

Diagram details: The profile shows a descent from 3000 feet to 2700 feet (5.5 NM), then to 2500 feet (6 NM), and finally to 2360 feet (17 NM). Key points include TNU 28.5, DIPPO TNU 23, and TCH 56. The final segment is labeled 236° and 3000. A detailed inset map shows the airport layout with runways 5, 23, 31, and 35, and various navigational aids.

| CATEGORY                                                                             | A                     | B                       | C                       | D                       |
|--------------------------------------------------------------------------------------|-----------------------|-------------------------|-------------------------|-------------------------|
| S-23                                                                                 | 1720-1<br>781 (800-1) | 1720-1¼<br>781 (800-1¼) | 1720-2½<br>781 (800-2½) |                         |
| <span style="background-color: black; color: white; padding: 2px;">C</span> CIRCLING | 1720-1<br>762 (800-1) | 1720-1¼<br>762 (800-1¼) | 1720-2½<br>762 (800-2½) | 1760-2½<br>802 (900-2½) |

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