

LOC I-LSE <u>111.1</u>	APP CRS 180°	Rwy Idg 8536 TDZE 653 Apt Elev 655
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ILS or LOC RWY 18
LA CROSSE RGNL (LSE)

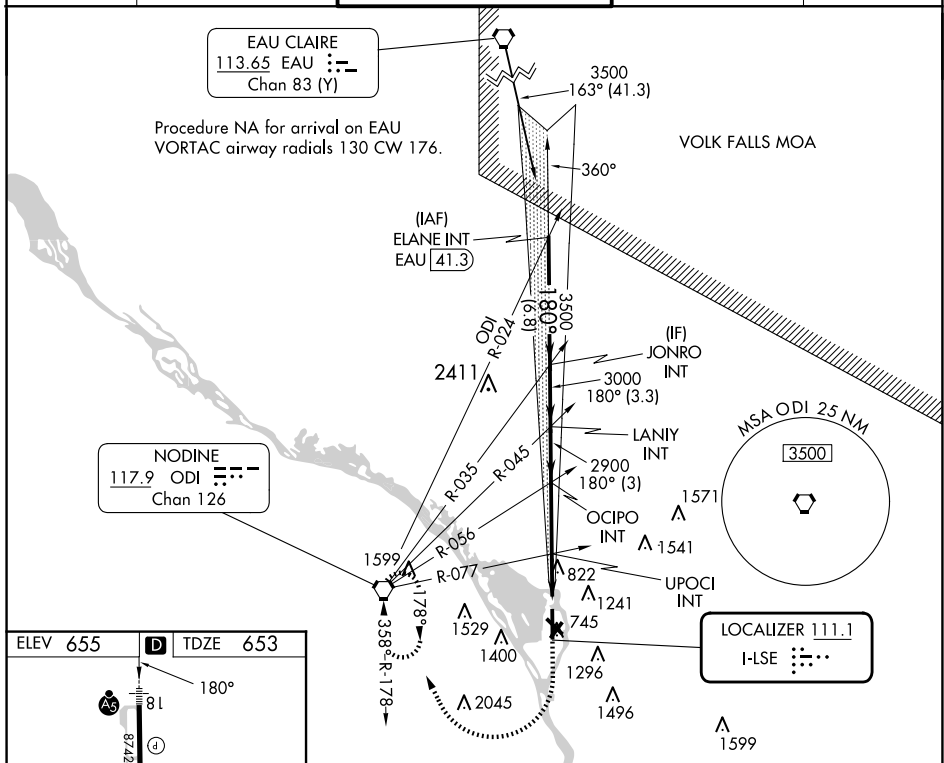
When local altimeter setting not received, use ONA altimeter setting and increase S-ILS 18 DA to 907 and increase all MDA 60 feet and S-LOC 18 visibility Cat C/D $\frac{1}{2}$ SM, and Circling visibility Cat B $\frac{1}{4}$ SM. For inop ALS increase S-LOC Cats C and D visibility to $\frac{1}{2}$ SM.

MALSR



MISSED APPROACH: Climb to 2400 then climbing right turn to 3400 direct ODI VORTAC and hold.

ATIS 124.95	MINNEAPOLIS CENTER 128.6 363.0	LA CROSSE TOWER ★ 118.45 (CTAF) 0 251.075	GND CON 121.8	UNICOM 122.95
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MIRL Rwy 13-31

HIRL Rwy 4-22 and 18-36

REIL Rwy 13, 31 and 36

FAF to MAP 6.9 NM

Knots	60	90	120	150	180
Min:Sec	6:54	4:36	3:27	2:46	2:18

Diagram illustrating a Circling Approach for a runway with a 3.00° glide slope (TCH 55'). The approach path is defined by a 180° turn from 3500' at JONRO INT to 3000' at LANIY INT, then a 2900' altitude at OCOPO INT, and finally a 1680' altitude at UPOCI INT. The distances between these points are 3.3 NM, 3 NM, 3.8 NM, and 3.1 NM respectively. The diagram also includes a 2400' and 3400' distance scale and a 2400' and 3400' distance scale.

CATEGORY	A	B	C	D
S-ILS 18	853-1/2 200 (200-1/2)			
S-LOC 18	1140-1/2 487 (500-1/2)	1140-1 487 (500-1)	1760-3 1105 (1200-3)	1820-3 1165 (1200-3)
C CIRCLING	1140-1 485 (500-1)	1460-1 805 (900-1)	1760-3 1105 (1200-3)	1820-3 1165 (1200-3)