

LOC I-BRD 109.9	APP CRS 231°	Rwy Ldg TDZE Apt Elev	6512 1224 1232
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ILS or LOC RWY 23

A ADF required. When local altimeter setting not received, use Aitkin altimeter setting and increase all DAs 52 feet and all MDAs 60 feet. Increase S-LOC Cat C visibility to 1 SM and Circling Cat D visibility to 2¼ SM.

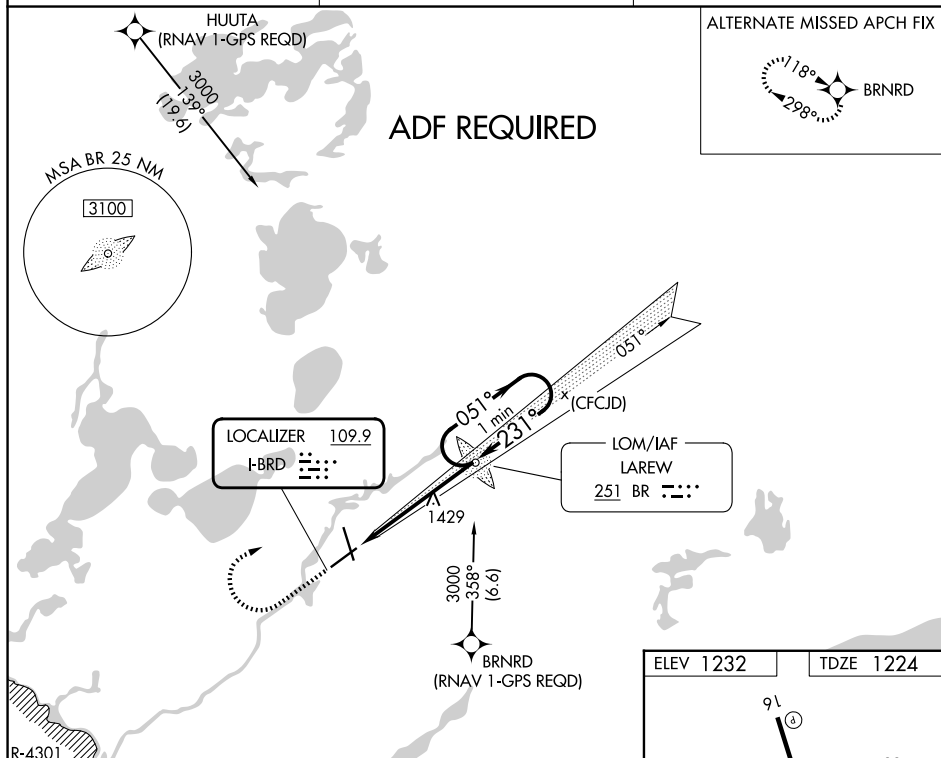
MALSR

A5

Diagram showing a vertical line with horizontal bars at the top, connected to a dashed line below it.

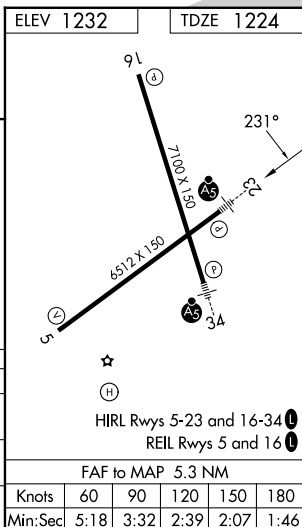
MISSED APPROACH: Climb to 2100 then climbing right turn to 3000 direct LAREW LOM and hold.

ASOS 126.775	MINNEAPOLIS CENTER 118.05 239.0	UNICOM 122.7(CTAF) 0
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The diagram illustrates a "One Minute Holding Pattern". It shows a holding pattern around a fix labeled "BR LOM" at elevation "2976". The aircraft enters from the bottom left, turns right to parallel the inbound leg, flies outbound for "5.3 NM", and then turns left to rejoin the inbound leg. Key angles shown are "051°" for the outbound heading and "231°" for the inbound heading. A speed of "3000" is indicated for both legs. In the top left corner, three symbols are defined: "2100" with an upward arrow, "3000" with a right turn arrow, and "BR" with a radar symbol. At the bottom right, the ground speed and terrain clearance are given as "GS 3.00°" and "TCH 50".

CATEGORY	A	B	C	D
S-ILS 23	1424-½ 200 (200-½)			
S-LOC 23	1680-½ 456 (500-½)		1680-⅞ 456 (500-⅞)	1680-1 456 (500-1)
CIRCLING	1760-1 528 (600-1)		1760-1½ 528 (600-1½)	1860-2 628 (700-2)



BRAINERD LAKES RGNL (BRD)
ILS or LOC RWY 23