

|                                  |                        |                             |                                           |
|----------------------------------|------------------------|-----------------------------|-------------------------------------------|
| LOC I-GLR<br><b><u>111.1</u></b> | APP CRS<br><b>096°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>6579</b><br><b>1321</b><br><b>1328</b> |
|----------------------------------|------------------------|-----------------------------|-------------------------------------------|

ILS or LOC RWY 9  
GAYLORD RGNL (GLR)

**NA** When local altimeter setting not received, use Grayling altimeter setting and increase all DA 71 feet and all MDA 80 feet; increase S-LOC 9 and Circling Cat C/D visibility  $\frac{1}{4}$  mile. For inop MALS R when using Grayling altimeter setting, increase S-ILS all Cats visibility to  $\frac{3}{4}$  mile. Night landing: Rwy 18, 36 NA.

MALSR  
A5

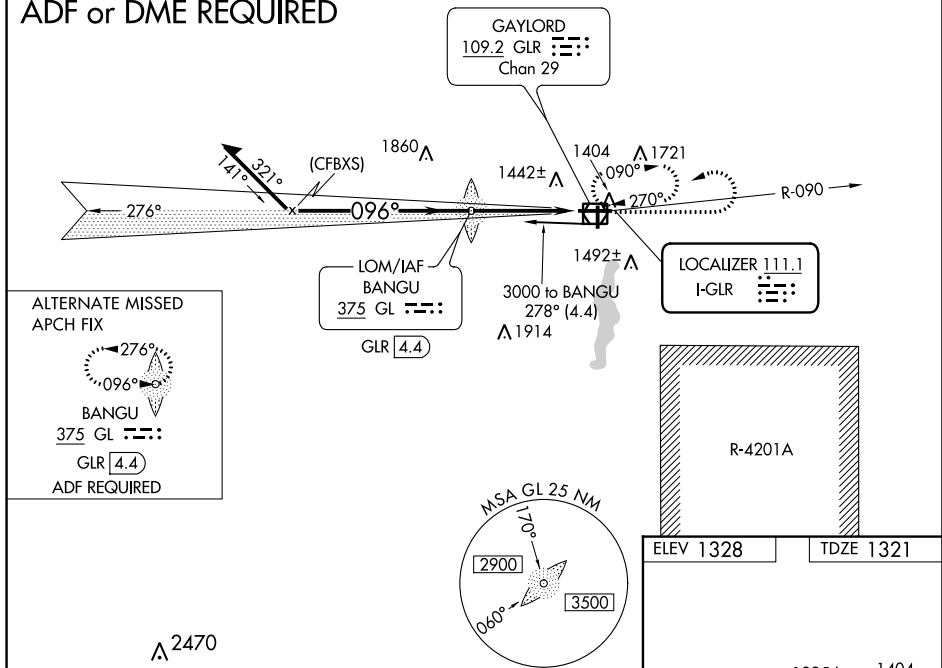
**MISSED APPROACH:**  
Climb to 3000 then left  
turn direct GLR VOR/  
DME and hold.

ASOS  
118.375

MINNEAPOLIS CENTER  
134.6 354.05

UNICOM  
122.8 (CTAF) **L**

ADF or DME REQUIRED



VGSI and ILS glidepath not coincident.  
(VGSI Angle 3.00/TCH 38)

BANGU LOM  
GLR (4.4)

3000

GLR

Remain  
within 10 NM

3000

GS 3.00°  
TCH 50

2700'

GLR  
0.6

Figure 1 is a map of the study area in the North Atlantic. The map shows a coastline with several locations marked: AS (Atlantic Station), 6579 X 150, 1335±, 1404, 27, 36, 4200 X 75, and 1341±. A dashed line indicates a distance of 096° 3.9 NM from FAF. A scale bar is provided at the bottom.

| CATEGORY | A                                             | B                     | C                     | D                                                  |
|----------|-----------------------------------------------|-----------------------|-----------------------|----------------------------------------------------|
| S-ILS 9  | 1521- $\frac{1}{2}$ 200 (200- $\frac{1}{2}$ ) |                       |                       |                                                    |
| S-LOC 9  | 1860- $\frac{1}{2}$ 539 (600- $\frac{1}{2}$ ) |                       | 1860-1 539 (600-1)    |                                                    |
| CIRCLING | 1860-1<br>532 (600-1)                         | 1940-1<br>612 (700-1) | 2040-2<br>712 (800-2) | 2080-2 $\frac{1}{2}$<br>752 (800-2 $\frac{1}{2}$ ) |

REIL Rwy 27, 18 and 36 **L**  
MIRL Rwy 18-36 **L**  
HIRL Rwy 9-27 **L**

FAF to MAP 3.9 NM

|         |      |      |      |      |      |
|---------|------|------|------|------|------|
| Knots   | 60   | 90   | 120  | 150  | 180  |
| Min:Sec | 3:54 | 2:36 | 1:57 | 1:34 | 1:18 |