

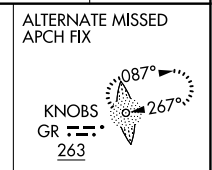
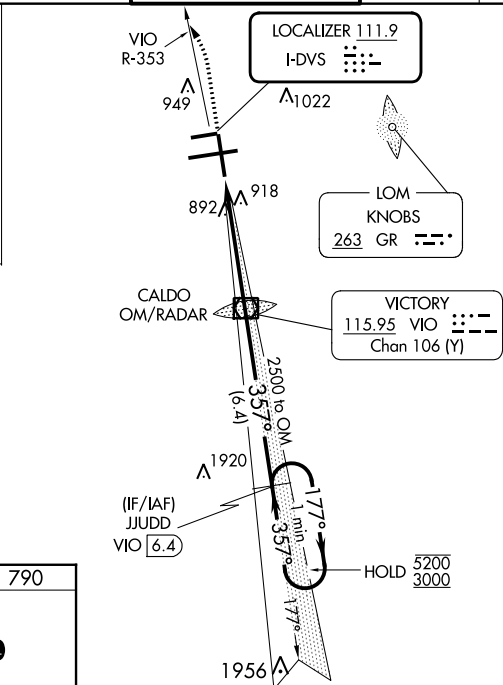
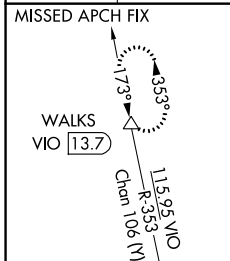
| | | | |
|---------------------------|------------------------|-----------------------------|---|
| LOC I-DVS 111.9 | APP CRS 357° | Rwy Idg TDZE Apt Elev | 8501 790 794 |
|---------------------------|------------------------|-----------------------------|---|

ILS RWY 35 (SA CAT I & II)

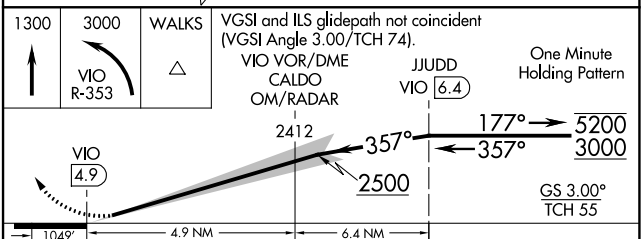
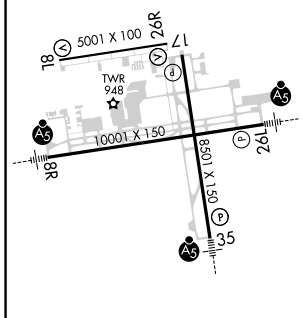
GERALD R FORD INTL (G.R.R)

| | | | |
|--|--|-----------|---|
| DME required. DME or RADAR required for procedure entry. | | MALSR | MISSED APPROACH: Climb to 1300 then climbing left turn to 3000 on VIO VOR/DME R-353 to WALKS 13.7 DME and hold. |
| <p>SA CAT I: Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.</p> <p>SA CAT II: Reduced lighting: requires specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.</p> <p>Procedure NA when tower closed.</p> | | | |

| | | | | | |
|------------------------|---|--|-------------------------|--------------------------|-------------------------|
| ATIS 118.725 | GREAT LAKES APP CON * 128.4 257.6 | GRAND RAPIDS TOWER * 135.65 (CTAF) 0 339.8 | GND CON 121.8 | CLNC DEL 119.3 | UNICOM 122.95 |
|------------------------|---|--|-------------------------|--------------------------|-------------------------|



| | | |
|----------------------------|----------|----------|
| ELEV 794 | D | TDZE 790 |
| MIRL Rwy 8L-26R | 1 | |
| REIL Rwys 8L, 17 and 26R | 1 | |
| HIRL Rwys 8R-26L and 17-35 | 1 | |



| | | | | |
|----------|--------------------------------|---|---|---|
| CATEGORY | A | B | C | D |
| S-ILS 35 | SA CAT I RA 160/14 150 DA 940 | | | |
| S-ILS 35 | SA CAT II RA 122/12 100 DA 890 | | | |

| | | | | | |
|-------------------|------|------|------|------|------|
| FAF to MAP 4.9 NM | | | | | |
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:54 | 3:16 | 2:27 | 1:58 | 1:38 |

SA CATEGORY I & II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED