

|   |                        |  |
|---|------------------------|--|
| LOC/DME I-DSM<br><b>110.3</b><br>Chan <b>40</b> | APP CRS<br><b>311°</b> | Rwy Idg<br>TDZE<br>Apt Elev<br><b>9001</b><br><b>958</b><br><b>958</b> |
|---|------------------------|--|

# ILS or LOC RWY 31

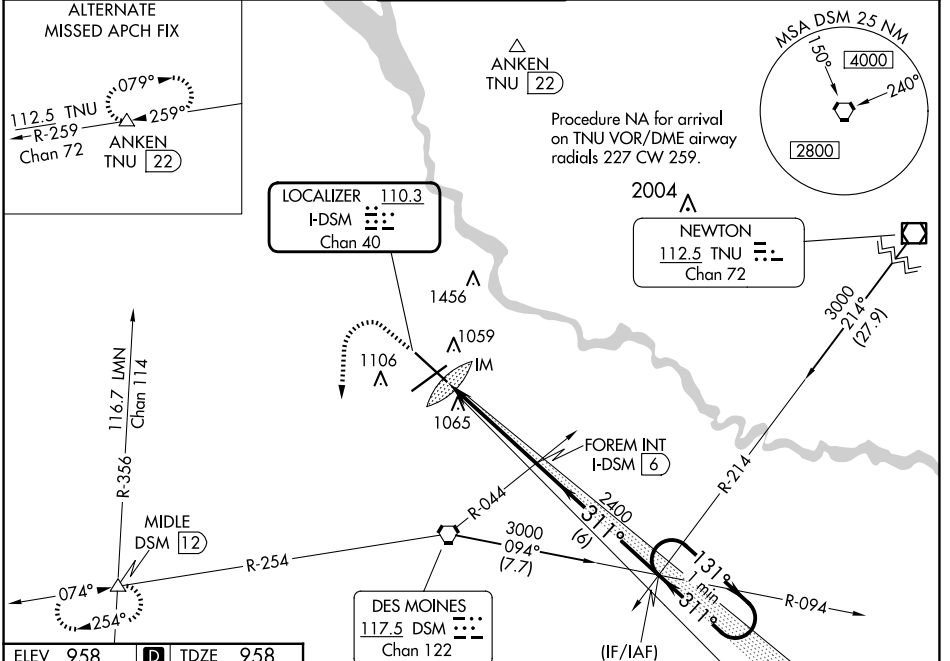
DES MOINES INTL (DSM)

**⚠** For inop ALS, increase S-ILS 31 Cat E visibility to RVR 4000 and S-LOC 31 Cat E visibility to RVR 6000.

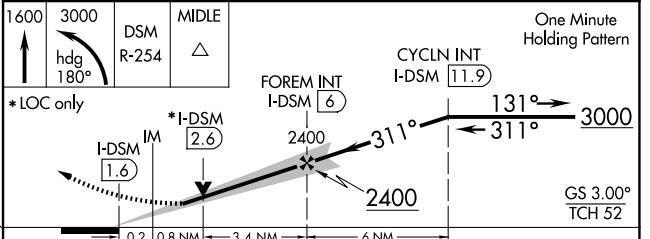
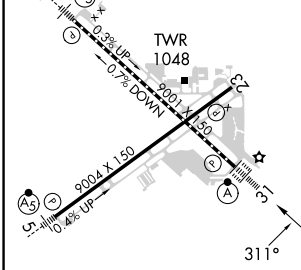
ALSIF-2

MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 on heading 180° and on DSM VORTAC R-254 to MIDDLE INT/12 DME and hold.

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



|          |          |          |
|----------|----------|----------|
| ELEV 958 | <b>D</b> | TDZE 958 |
|----------|----------|----------|



|  |   |              |              |              |         |         |      |      |              |              |              |
|--|---|--------------|--------------|--------------|---------|---------|------|------|--------------|--------------|--------------|
| REIL Rwy 5 and 23<br>TDZ/CL Rwy 31<br>HIRL Rwy 13-31 and 5-23<br>FAF to MAP 4.4 NM | <table border="1"> <tr> <td>60</td> <td>90</td> <td>120</td> <td>150</td> <td>180</td> </tr> <tr> <td>4:24</td> <td>2:56</td> <td>2:12</td> <td>1:46</td> <td>1:28</td> </tr> </table>  | 60           | 90           | 120          | 150     | 180     | 4:24 | 2:56 | 2:12         | 1:46         | 1:28         |
| 60   | 90  | 120          | 150          | 180          |         |         |      |      |              |              |              |
| 4:24   | 2:56  | 2:12         | 1:46         | 1:28         |         |         |      |      |              |              |              |
| <b>C</b> CIRCLING  | <table border="1"> <tr> <td>1420-1</td> <td>462 (500-1)</td> <td>1600-1½</td> <td>1760-2½</td> <td>1760-2¾</td> </tr> <tr> <td></td> <td></td> <td>642 (700-1½)</td> <td>802 (900-2½)</td> <td>802 (900-2¾)</td> </tr> </table> | 1420-1       | 462 (500-1)  | 1600-1½      | 1760-2½ | 1760-2¾ |      |      | 642 (700-1½) | 802 (900-2½) | 802 (900-2¾) |
| 1420-1   | 462 (500-1)   | 1600-1½      | 1760-2½      | 1760-2¾      |         |         |      |      |              |              |              |
|  |   | 642 (700-1½) | 802 (900-2½) | 802 (900-2¾) |         |         |      |      |              |              |              |

NC-3, 20 MAR 2025 to 17 APR 2025

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