

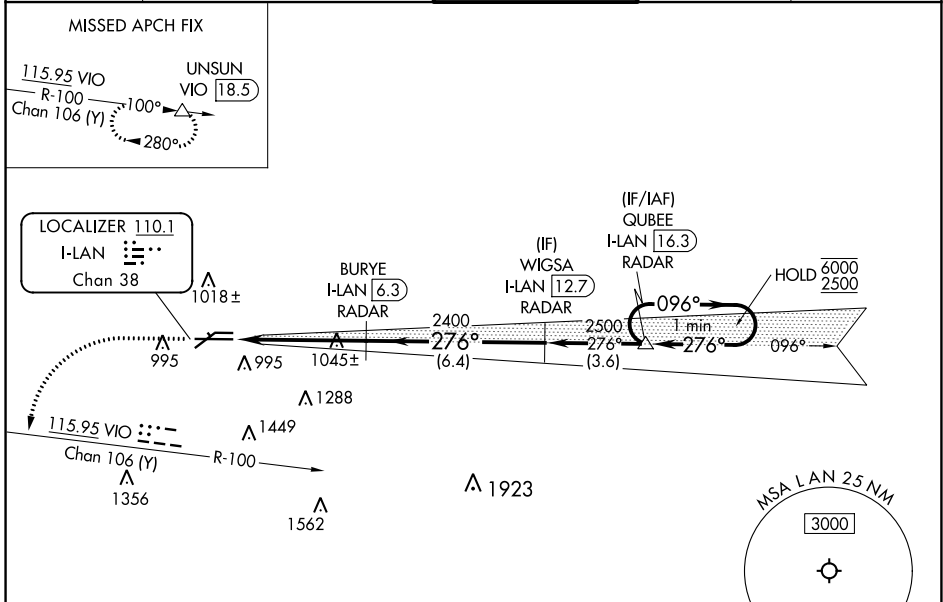
| | | |
|---|------------------------|---|
| LOC/DME I-LAN 110.1 Chan 38 | APP CRS 276° | Rwy ldg 8506 TDZE 852 Apt Elev 861 |
|---|------------------------|---|

ILS or LOC RWY 28L

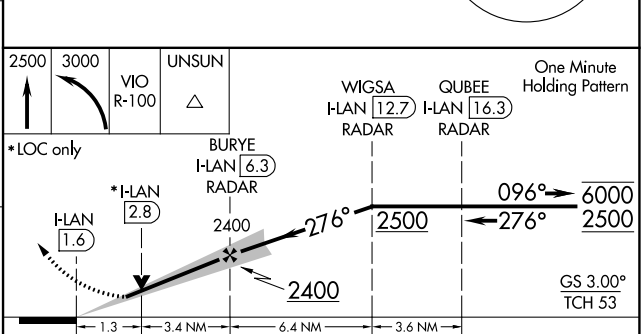
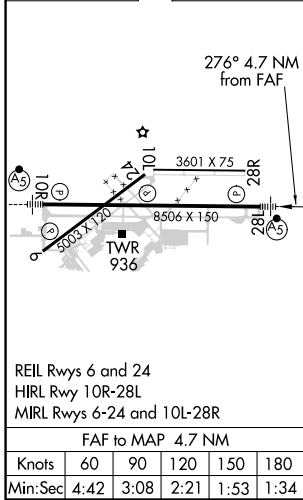
CAPITAL REGION INTL (LAN)

| | | | | |
|--|--|-----------|---|--|
| DME required. RADAR required for procedure entry. | | MALSR | MISSED APPROACH: Climb to 2500 then climbing left turn to 3000 on VIO VOR/DME R-100 to UNSUN/VIO 18.5 DME and hold. | |
| ** RVR 1800 authorized with use of FD or AP or HUD to DA. | | | | |

| | | | | |
|-----------------------|--|-------------------------------------|-------------------------|----------------------------|
| ATIS 119.75 | GREAT LAKES APP CON * 118.65 226.4 | LANSING TOWER 119.9 240.9 | GND CON 121.9 | CLNC DEL 123.675 |
|-----------------------|--|-------------------------------------|-------------------------|----------------------------|



| | | |
|----------|----------|----------|
| ELEV 861 | D | TDZE 852 |
|----------|----------|----------|



| | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|---|------------------------|------------------------|----------------------------|--|----------------------------|---------------------|-----------|-----------------------|--|-----------|---------------------|---------------------|--|--|-------------------|--------------------|--------------------|--------------------|--|--|------|--|--|--|--|
| REIL Rws 6 and 24 HIRL Rwy 10R-28L MIRL Rws 6-24 and 10L-28R FAF to MAP 4.7 NM | <table border="1"> <tr> <td>3000</td> <td>UNSUB</td> <td>WIGSA I-LAN 12.7 RADAR</td> <td>QUBEE I-LAN 16.3 RADAR</td> <td>One Minute Holding Pattern</td> </tr> <tr> <td>2500</td> <td>VIO R-100</td> <td>BURYE I-LAN 6.3 RADAR</td> <td></td> <td></td> </tr> <tr> <td>2400</td> <td>*I-LAN 2.8</td> <td></td> <td></td> <td></td> </tr> <tr> <td>2500</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>6000</td> <td></td> <td></td> <td></td> <td></td> </tr> </table> | 3000 | UNSUB | WIGSA I-LAN 12.7 RADAR | QUBEE I-LAN 16.3 RADAR | One Minute Holding Pattern | 2500 | VIO R-100 | BURYE I-LAN 6.3 RADAR | | | 2400 | *I-LAN 2.8 | | | | 2500 | | | | | 6000 | | | | |
| 3000 | UNSUB | WIGSA I-LAN 12.7 RADAR | QUBEE I-LAN 16.3 RADAR | One Minute Holding Pattern | | | | | | | | | | | | | | | | | | | | | | |
| 2500 | VIO R-100 | BURYE I-LAN 6.3 RADAR | | | | | | | | | | | | | | | | | | | | | | | | |
| 2400 | *I-LAN 2.8 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2500 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6000 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <table border="1"> <tr> <td>1.3</td> <td>3.4 NM</td> <td>6.4 NM</td> <td>3.6 NM</td> </tr> </table> | 1.3 | 3.4 NM | 6.4 NM | 3.6 NM | <table border="1"> <tr> <td>GS 3.00°</td> <td>TCH 53</td> </tr> </table> | GS 3.00° | TCH 53 | | | | | | | | | | | | | | | | | | | |
| 1.3 | 3.4 NM | 6.4 NM | 3.6 NM | | | | | | | | | | | | | | | | | | | | | | | |
| GS 3.00° | TCH 53 | | | | | | | | | | | | | | | | | | | | | | | | | |
| <table border="1"> <tr> <td>CATEGORY</td> <td>A</td> <td>B</td> <td>C</td> <td>D</td> </tr> <tr> <td>S-ILS 28L **</td> <td colspan="4">1052/24 200 (200-½)</td> </tr> <tr> <td>S-LOC 28L</td> <td>1300/24 448 (500-½)</td> <td colspan="3">1300/45 448 (500-¾)</td> </tr> <tr> <td>C CIRCLING</td> <td>1380-1 519 (600-1)</td> <td>1600-2 739 (800-2)</td> <td colspan="2">1760-3 899 (900-3)</td> </tr> </table> | CATEGORY | A | B | C | D | S-ILS 28L ** | 1052/24 200 (200-½) | | | | S-LOC 28L | 1300/24 448 (500-½) | 1300/45 448 (500-¾) | | | C CIRCLING | 1380-1 519 (600-1) | 1600-2 739 (800-2) | 1760-3 899 (900-3) | | | | | | | |
| CATEGORY | A | B | C | D | | | | | | | | | | | | | | | | | | | | | | |
| S-ILS 28L ** | 1052/24 200 (200-½) | | | | | | | | | | | | | | | | | | | | | | | | | |
| S-LOC 28L | 1300/24 448 (500-½) | 1300/45 448 (500-¾) | | | | | | | | | | | | | | | | | | | | | | | | |
| C CIRCLING | 1380-1 519 (600-1) | 1600-2 739 (800-2) | 1760-3 899 (900-3) | | | | | | | | | | | | | | | | | | | | | | | |

EC-1, 16 JUN 2022 to 14 JUL 2022

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