

LOC I-GTR <b><u>110.7</u></b>	APP CRS <b>182°</b>	Rwy Idg <b>8003</b> TDZE <b>264</b> Apt Elev <b>264</b>
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ILS or LOC RWY 18  
GOLDEN TRIANGLE RGWL (GTR)

**A** For inop MALSRS, increase S-ILS 18 Cat E visibility to  $\frac{3}{4}$  mile, S-LOC 18 Cat E visibility to  $\frac{1}{8}$  mile. When local altimeter setting not received, use Columbus AFB altimeter setting and increase DA 39 feet and all MDA 40 feet; increase S-LOC 18 Cats C/D/E visibility to  $\frac{3}{4}$  mile. For inop MALSRS when using Columbus AFB altimeter setting, increase S-ILS 18 Cat E visibility to  $\frac{3}{4}$  mile, S-LOC 18 Cat E visibility to  $\frac{1}{4}$  mile.



**MISSED APPROACH:** Climb to 800 then climbing left turn to 2100 on heading 090° and on IGB R-180 to IGB VORTAC and hold.

ATIS 126.375	COLUMBUS APP CON ★ 135.6 323.275	GOLDEN TRIANGLE TOWER ★ 118.2 (CTAF) 0 298.875	GND CON 135.375 322.475	CLNC DEL 135.375 322.475
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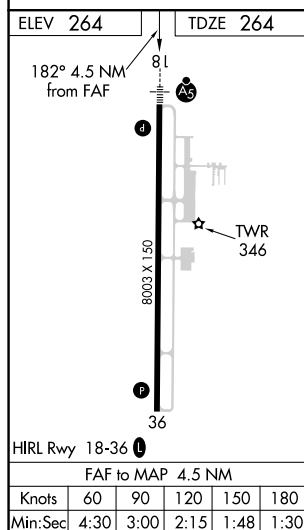
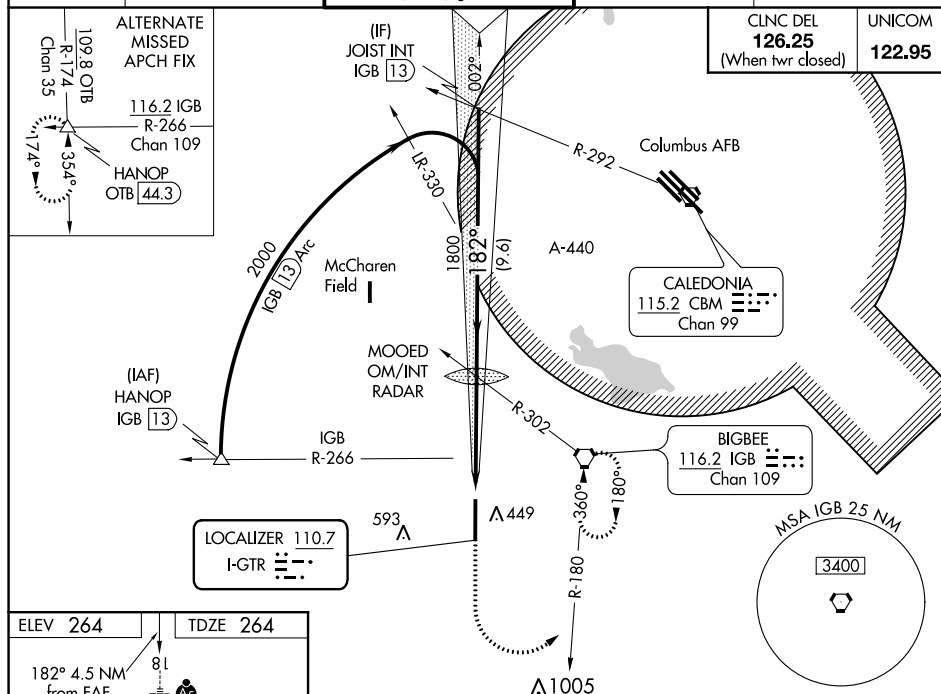


Diagram illustrating the ILS glidepath and approach procedure for Runway 18. The diagram shows the glidepath angle (3.00°) and the distance to the JOINT INT (13.1 NM). The diagram also shows the ILS frequency (113.1) and the VGSB frequency (113.1).

CATEGORY	A	B	C	D	E
S-ILS 18		464- $\frac{1}{2}$	200 (200- $\frac{1}{2}$ )		
S-LOC 18	660- $\frac{1}{2}$	396 (400- $\frac{1}{2}$ )	660- $\frac{5}{8}$	396 (400- $\frac{5}{8}$ )	
CIRCLING	760-1	496 (500-1)	960-2 696 (700-2)	960-2 $\frac{1}{4}$ 696 (700-2 $\frac{1}{4}$ )	960-2 $\frac{1}{2}$ 696 (700-2 $\frac{1}{2}$ )