

LOC I-DVS <b>111.9</b>	APP CRS <b>357°</b>	Rwy Idg TDZE Apt Elev	<b>8501</b> <b>790</b> <b>794</b>
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# ILS RWY 35 (SA CAT I & II)

GERALD R FORD INTL (G.R.)

DME required. DME or RADAR required for procedure entry.

**SA CAT I:** Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

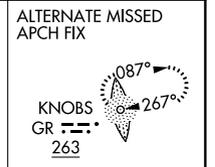
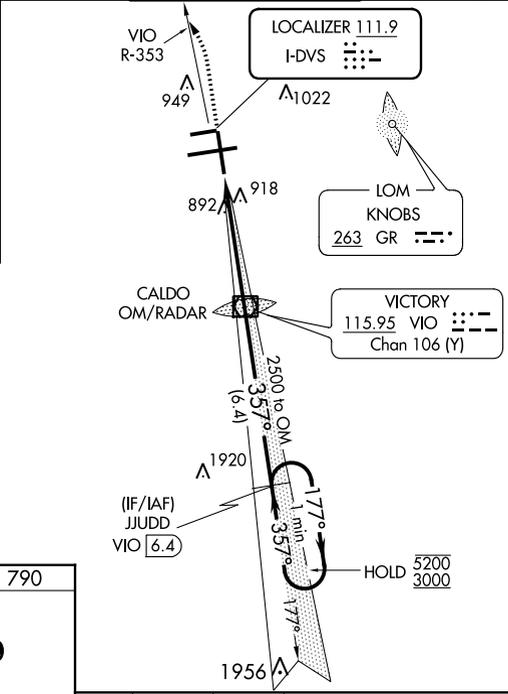
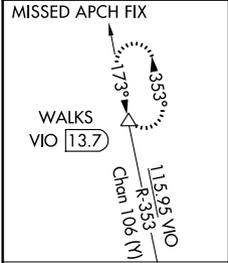
**SA CAT II:** Reduced lighting: requires specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

Procedure NA when tower closed.

**MALS R**

**MISSED APPROACH:** Climb to 1300 then climbing left turn to 3000 on VIO VOR/DME R-353 to WALKS 13.7 DME and hold.

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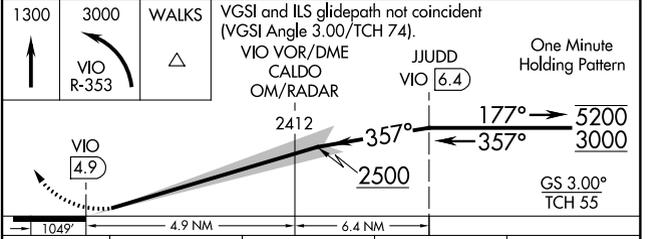
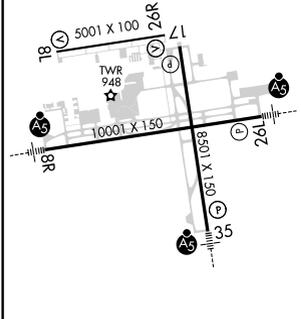


ELEV 794	<b>D</b>	TDZE 790
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MIRL Rwy 8L-26R **1**

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

EC-1, 22 FEB 2024 to 21 MAR 2024

EC-1, 22 FEB 2024 to 21 MAR 2024

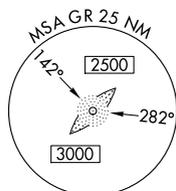
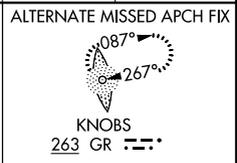
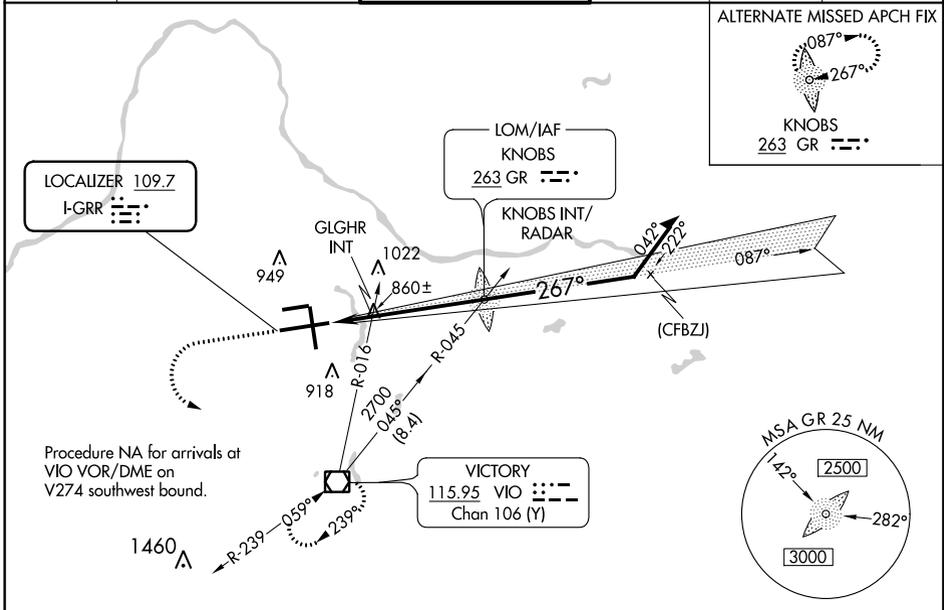
LOC I-GRR <b>109.7</b>	APP CRS <b>267°</b>	Rwy ldg <b>10001</b> TDZE <b>790</b> Apt Elev <b>794</b>
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# ILS or LOC RWY 26L

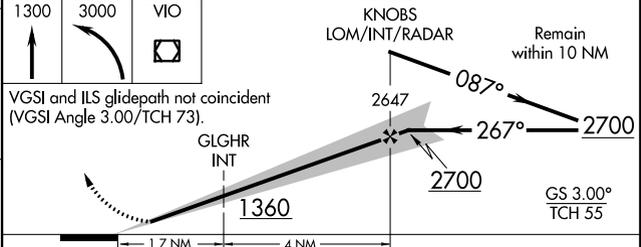
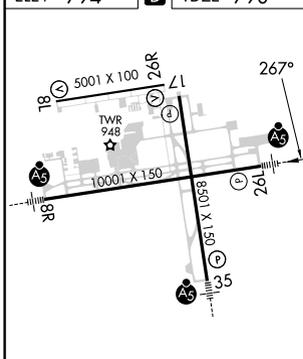
GERALD R FORD INTL (G.R.R)

<p><b>▽</b> <b>▲</b></p> <p>For inop ALS increase S-LOC 26L Cat C/D visibility to 1½ SM. * RVR 1800 authorized with use of FD or AP or HUD to DA.</p>	<p>MALSR</p>	<p>MISSED APPROACH: Climb to 1300 then climbing left turn to 3000 direct VIO VOR/DME and hold, continue climb in hold to 3000.</p>
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ATIS <b>118.725</b>	GREAT LAKES APP CON * <b>128.4 257.6</b>	GRAND RAPIDS TOWER * <b>135.65 (CTAF) 0 339.8</b>	GND CON <b>121.8</b>	CLNC DEL <b>119.3</b>	UNICOM <b>122.95</b>
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ELEV 794 **D** TDZE 790



CATEGORY	A	B	C	D
S-ILS 26L *	990/24 200 (200-½)			
S-LOC 26L	1360/24	570 (600-½)	1360-1¼	570 (600-1¼)
<b>C</b> CIRCLING	1360-1	566 (600-1)	1360-1½ 566 (600-1½)	1380-2 586 (600-2)
GLGHR INT MINIMUMS (DUAL VOR RECEIVERS REQUIRED)				
S-LOC 26L	1120/24	330 (400-½)	1120/26	330 (400-½)
<b>C</b> CIRCLING	1260-1	466 (500-1)	1340-1½ 546 (600-1½)	1380-2 586 (600-2)

MIRL Rwy 8L-26R **1**  
REIL Rwys 8L, 17 and 26R **1**  
HIRL Rwys 8R-26L and 17-35 **1**

FAF to MAP 5.7 NM

Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

EC-1, 22 FEB 2024 to 21 MAR 2024

EC-1, 22 FEB 2024 to 21 MAR 2024

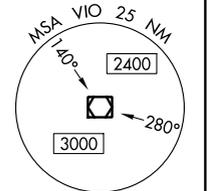
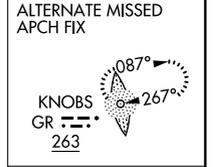
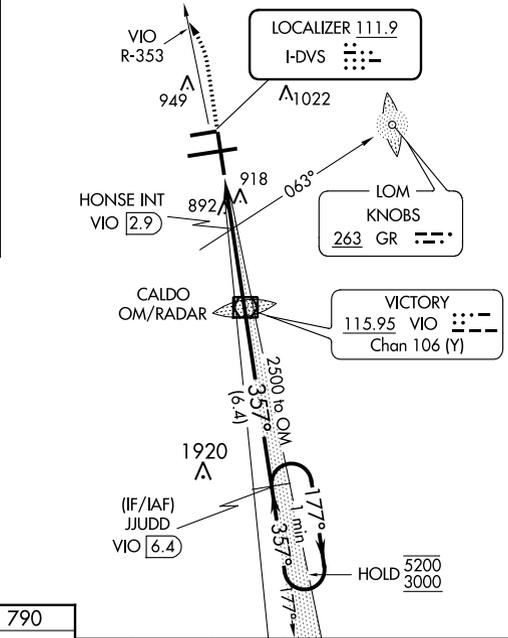
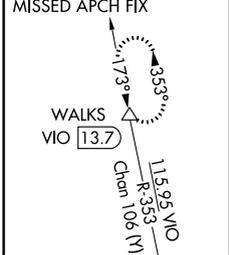
LOC I-DVS <b>111.9</b>	APP CRS <b>357°</b>	Rwy Idg TDZE Apt Elev	<b>8501</b> <b>790</b> <b>794</b>
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# ILS or LOC RWY 35

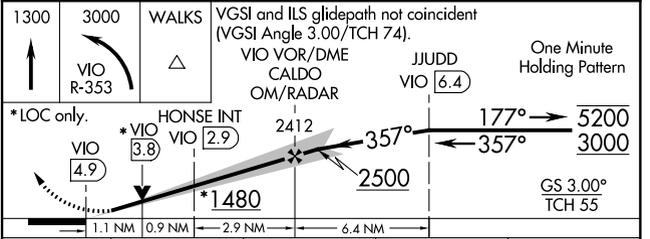
GERALD R FORD INTL (G.R.R.)

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.
HONSE fix minimums: for inop ALS, increase Cat C and D visibility to RVR 6000. ** RVR 1800 authorized with use of FD or AP or HUD to DA.			

ATIS <b>118.725</b>	GREAT LAKES APP CON * <b>128.4 257.6</b>	GRAND RAPIDS TOWER * <b>135.65 (CTAF) 0 339.8</b>	GND CON <b>121.8</b>	CLNC DEL <b>119.3</b>	UNICOM <b>122.95</b>
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ELEV 794	D	TDZE 790			
MIRL Rwy 8L-26R	REIL Rwys 8L, 17 and 26R	HIRL Rwys 8R-26L and 17-35			
FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38



CATEGORY	A	B	C	D
S-ILS 35**	990/24 200 (200-½)			
S-LOC 35	1480/24	690 (700-½)	1480-1½	690 (700-1½)
<b>C</b> CIRCLING	1480-1	686 (700-1)	1480-2	686 (700-2)
HONSE MINIMUMS (ADF OR DME REQUIRED)				
S-LOC 35	1200/24	410 (500-½)	1200/40	410 (500-¾)
<b>C</b> CIRCLING	1260-1	466 (500-1)	1340-1½	546 (600-1½)
			1360-2	566 (600-2)

EC-1, 22 FEB 2024 to 21 MAR 2024

EC-1, 22 FEB 2024 to 21 MAR 2024

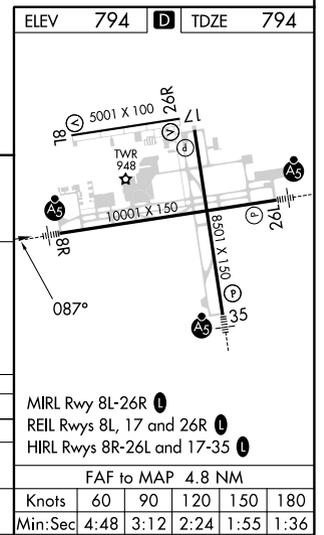
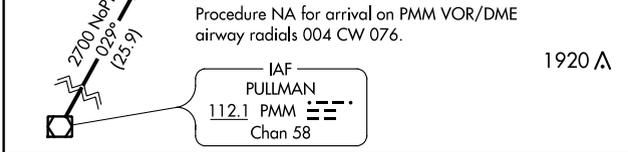
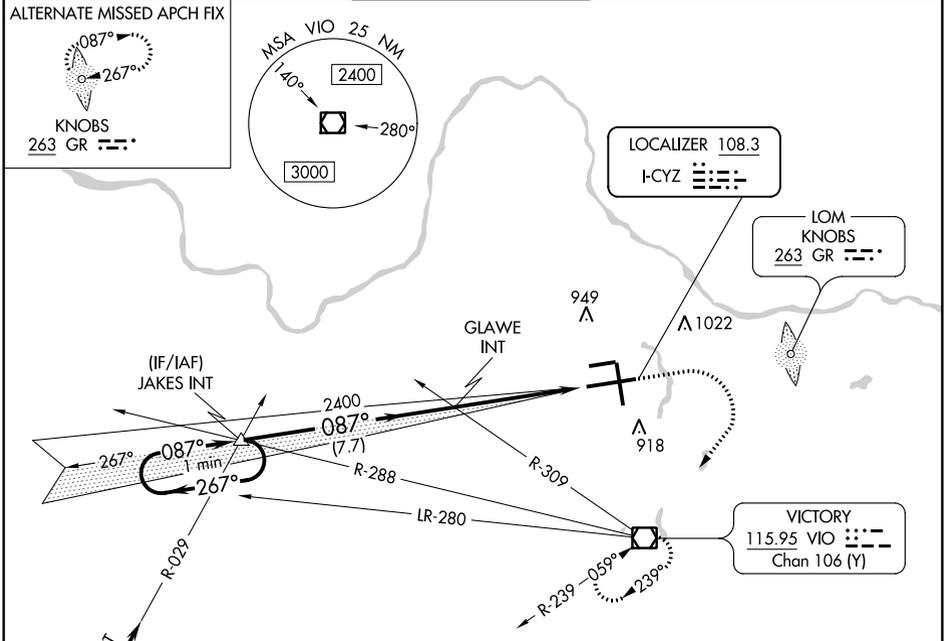
LOC I-CYZ <b>108.3</b>	APP CRS <b>087°</b>	Rwy Ldg TDZE Apt Elev	<b>10001</b> <b>794</b> <b>794</b>
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# ILS or LOC RWY 8R

GERALD R FORD INTL (G.R.R.)

<p><b>▽</b> *RVR 1800 authorized with the use of FD or AP or HUD to DA.</p>			<p>MALS R</p>	<p>MISSED APPROACH: Climb to 1300 then climbing right turn to 3000 direct VIO VOR/DME and hold.</p>	
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ATIS <b>118.725</b>	GREAT LAKES APP CON * <b>128.4 257.6</b>	GRAND RAPIDS TOWER * <b>135.65 (CTAF) 0 339.8</b>	GND CON <b>121.8</b>	CLNC DEL <b>119.3</b>	UNICOM <b>122.95</b>
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One Minute Holding Pattern	JAKES INT	GLAWE INT	1300	3000	VIO
2700	267°	087°	2400		
GS 3.00° TCH 51		2400			
CATEGORY	A	B	C	D	
S-ILS 8R		*994/24	200 (200-½)		
S-LOC 8R	1240/24	446 (500-½)	1240/45	446 (500-¾)	
CIRCLING	1260-1	466 (500-1)	1340-1½ 546 (600-1½)	1360-2 566 (600-2)	

EC-1, 22 FEB 2024 to 21 MAR 2024

EC-1, 22 FEB 2024 to 21 MAR 2024

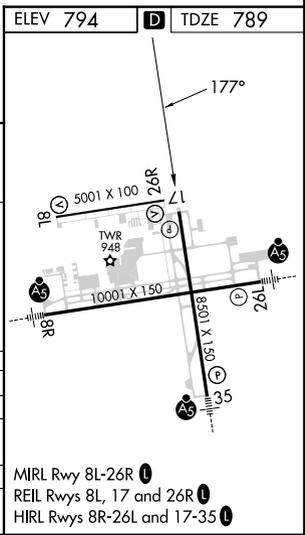
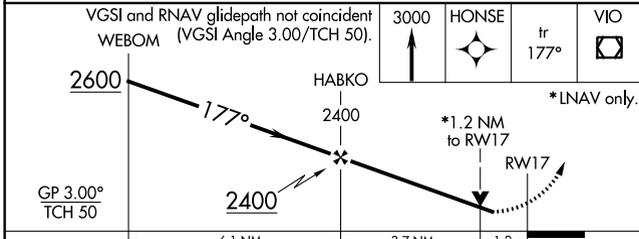
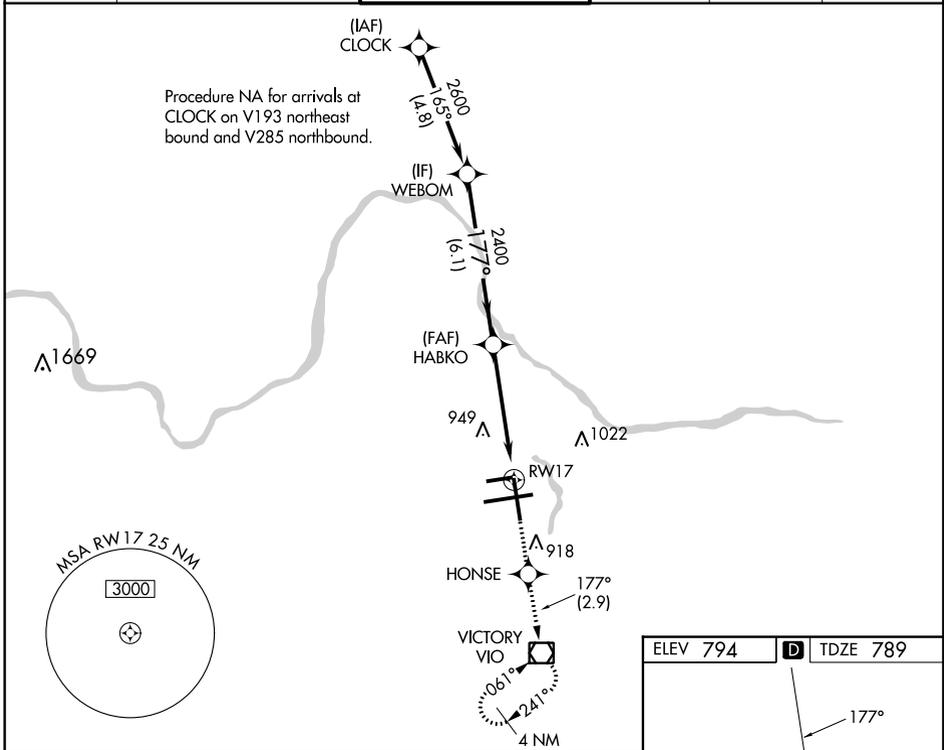
WAAS CH <b>93912</b> <b>W17A</b>	APP CRS <b>177°</b>	Rwy Idg <b>8501</b> TDZE <b>789</b> Apt Elev <b>794</b>
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# RNAV (GPS) RWY 17

GERALD R FORD INTL (G.R.R.)

RNP APCH.	MISSED APPROACH: Climb to 3000 direct HONSE and on track 177° to VJO VOR/DME and hold, continue climb-in-hold to 3000.
<p>▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Rwy 17 helicopter visibility reduction below ¾ SM NA.</p>	

ATIS <b>118.725</b>	GREAT LAKES APP CON ★ <b>128.4 257.6</b>	GRAND RAPIDS TOWER ★ <b>135.65 (CTAF) 339.8</b>	GND CON <b>121.8</b>	CLNC DEL <b>119.3</b>	UNICOM <b>122.95</b>
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	A		B		C		D	
CATEGORY	A		B		C		D	
LPV DA	1108/50		319 (400-1)					
LNAV/VNAV DA	1259-1¾		470 (500-1¾)					
LNAV MDA	1200/55 411 (500-1)		1200-1¼ 411 (500-1¼)					
CIRCLING	1260-1 466 (500-1)		1340-1½ 546 (600-1½)		1360-2 566 (600-2)			

EC-1, 22 FEB 2024 to 21 MAR 2024

EC-1, 22 FEB 2024 to 21 MAR 2024

WAAS CH <b>86713</b> <b>W26B</b>	APP CRS <b>267°</b>	Rwy Idg <b>10001</b> TDZE <b>790</b> Apt Elev <b>794</b>
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# RNAV (GPS) RWY 26L

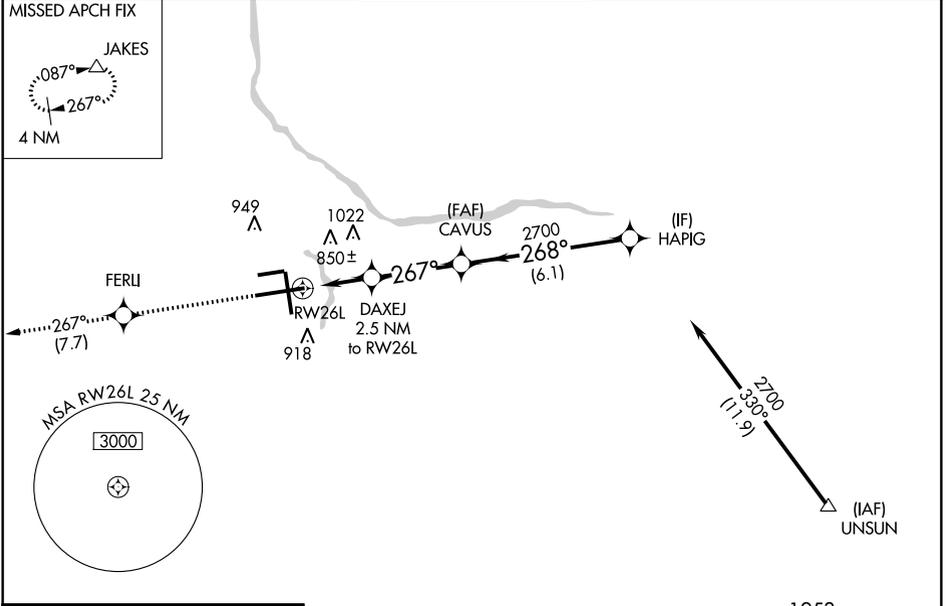
GERALD R FORD INTL (G.R.R)

**▼** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inoperative ALS, increase LNAV/VNAV Cat D visibility to RVR 5000.  
**\*\* RVR 1800 authorized with use of FD or AP or HUD to DA.**

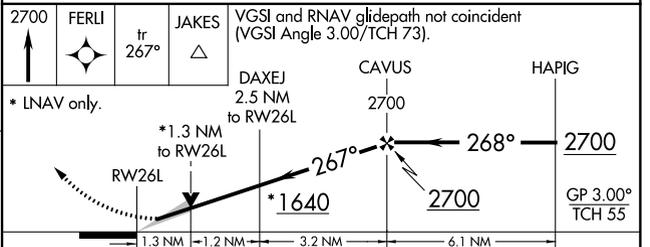
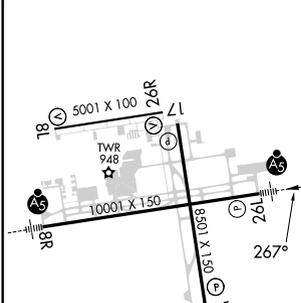
**MALSR**  


**MISSED APPROACH:**  
 Climb to 2700 direct FERLI and track 267° to JAKES and hold.

ATIS <b>118.725</b>	GREAT LAKES APP CON * <b>128.4 257.6</b>	GRAND RAPIDS TOWER * <b>135.65 (CTAF) 339.8</b>	GND CON <b>121.8</b>	CLNC DEL <b>119.3</b>	UNICOM <b>122.95</b>
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ELEV 794 **D** TDZE 790



CATEGORY	A	B	C	D
LPV DA **	990/24 200 (200-½)			
LNAV/VNAV DA	1114/24 324 (400-½)			1114/40 324 (400-¾)
LNAV MDA	1280/24	490 (500-½)	1280/40 490 (500-¾)	1280/50 490 (500-1)
<b>C</b> CIRCLING	1280-1	486 (500-1)	1340-1½ 546 (600-1½)	1360-2 566 (600-2)

MIRL Rwy 8L-26R **L**  
 REIL Rwy 8L, 17 and 26R **L**  
 HIRL Rwy 8R-26L and 17-35 **L**

EC-1, 22 FEB 2024 to 21 MAR 2024

EC-1, 22 FEB 2024 to 21 MAR 2024

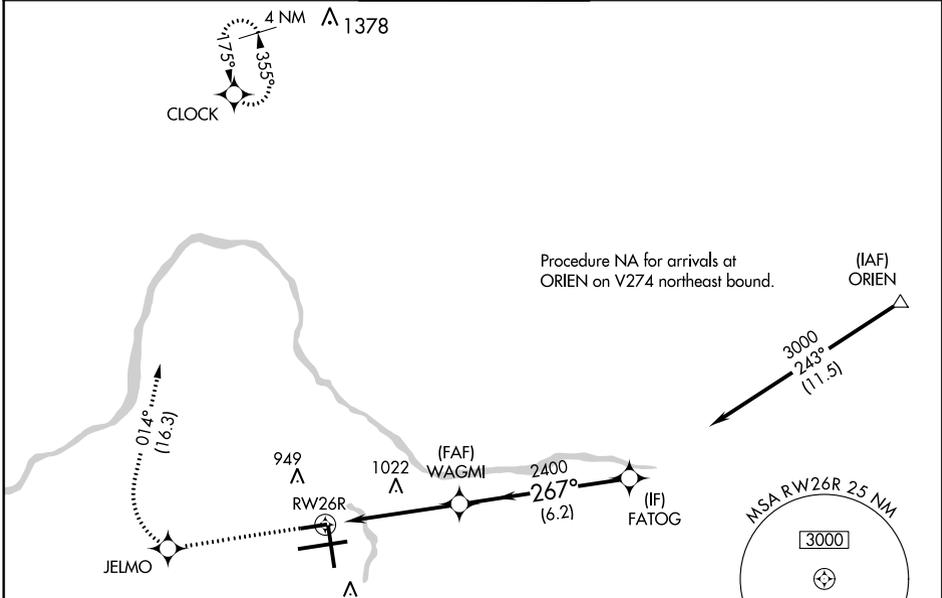
WAAS CH <b>82413</b> <b>W26A</b>	APP CRS <b>267°</b>	Rwy Idg <b>5001</b> TDZE <b>787</b> Apt Elev <b>794</b>
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# RNAV (GPS) RWY 26R

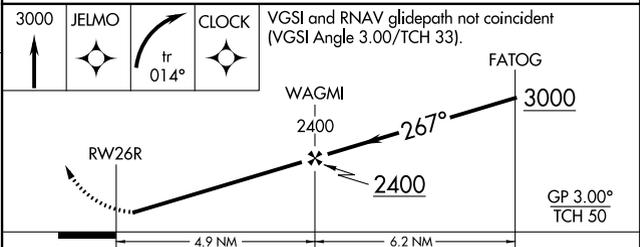
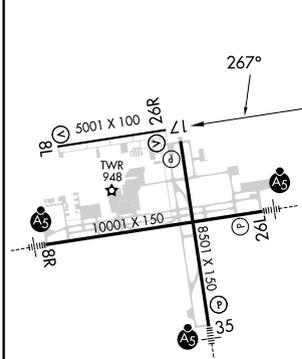
GERALD R FORD INTL (G.R.R.)

RNP APCH. ▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 47°C. Rwy 26R helicopter visibility reduction below 1 SM NA.		
ATIS <b>118.725</b>	GREAT LAKES APP CON ★ <b>128.4 257.6</b>	GRAND RAPIDS TOWER ★ <b>135.65 (CTAF) 339.8</b>

GND CON <b>121.8</b>	CLNC DEL <b>119.3</b>	UNICOM <b>122.95</b>
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ELEV 794	<b>D</b>	TDZE 787
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CATEGORY	A	B	C	D
LPV DA	1037-1 250 (300-1)			
LNAV/VNAV DA	1216-1½ 429 (500-1½)			
LNAV MDA	1280-1 493 (500-1)	1280-1⅜ 493 (500-1⅜)	1280-1½ 493 (500-1½)	1280-1½ 493 (500-1½)
<b>C</b> CIRCLING	1280-1 486 (500-1)	1340-1½ 546 (600-1½)	1360-2 566 (600-2)	1360-2 566 (600-2)

MIRL Rwy 8L-26R **L**  
REIL Rwy 8L, 17 and 26R **L**  
HIRL Rwy 8R-26L and 17-35 **L**

EC-1, 22 FEB 2024 to 21 MAR 2024

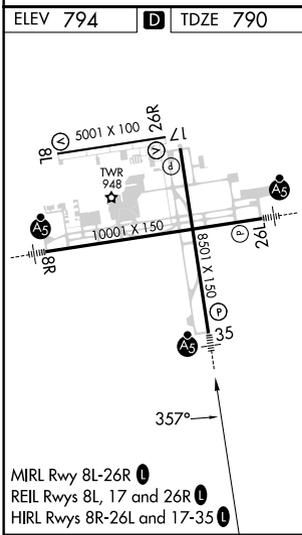
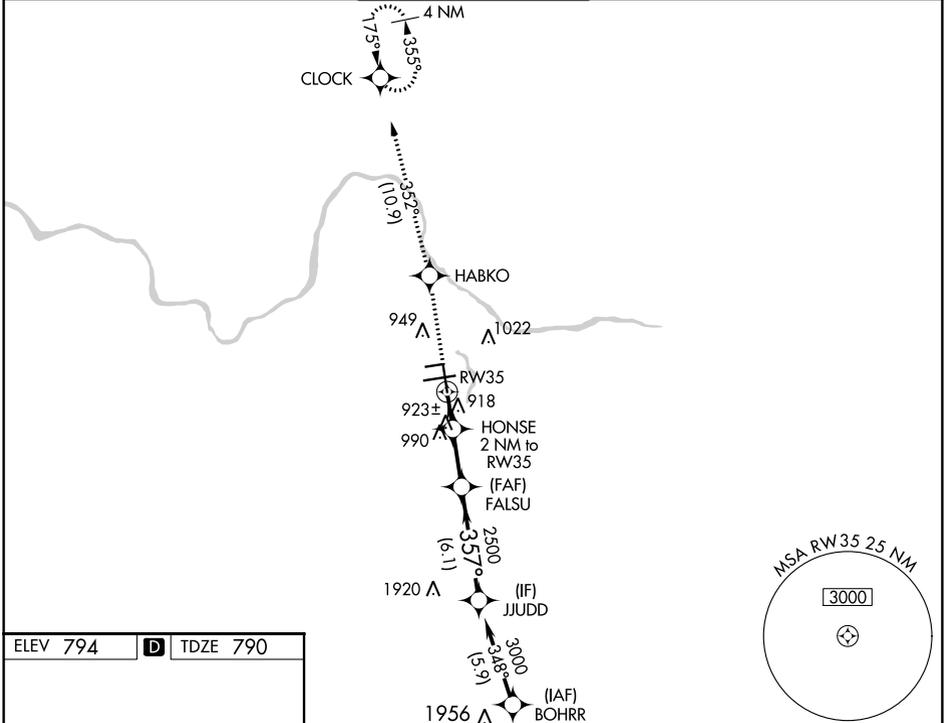
EC-1, 22 FEB 2024 to 21 MAR 2024

WAAS CH <b>87112</b> <b>W35A</b>	APP CRS <b>357°</b>	Rwy Idg <b>8501</b> TDZE <b>790</b> Apt Elev <b>794</b>
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# RNAV (GPS) RWY 35

GERALD R FORD INTL (G.R.R.)

RNP APCH - GPS.		RADAR required for procedure entry.		MALSR		MISSED APPROACH: Climb to 3000 direct HABKO and on track 352° to CLOCK and hold.	
<p><b>V</b> For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. For inop ALS, increase LNAV Cat D visibility to RVR 6000. * RVR 1800 authorized with use of FD or AP or HUD to DA.</p>							
ATIS <b>118.725</b>	GREAT LAKES APP CON * <b>128.4 257.6</b>	GRAND RAPIDS TOWER * <b>135.65 (CTAF) 0 339.8</b>	GND CON <b>121.8</b>	CLNC DEL <b>119.3</b>	UNICOM <b>122.95</b>		



3000	HABKO	CLOCK	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 74).	
↑	tr 352°		JJUDD	
	HONSE 2 NM to RW35	FALSU 2500	3000	GP 3.00° TCH 55
	RW35	1480	2500	
	1 NM to RW35	3.1 NM	6.1 NM	
CATEGORY	A	B	C	D
LPV DA*	990/24 200 (200-½)			
LNAV/VNAV DA	1236/50 446 (500-1)			
LNAV MDA	1180/24 390 (400-½)	1180/35 390 (400-¾)	1180/50 390 (400-1)	
<b>C</b> CIRCLING	1260-1 466 (500-1)	1340-1½ 546 (600-1½)	1360-2 566 (600-2)	

EC-1, 22 FEB 2024 to 21 MAR 2024

EC-1, 22 FEB 2024 to 21 MAR 2024



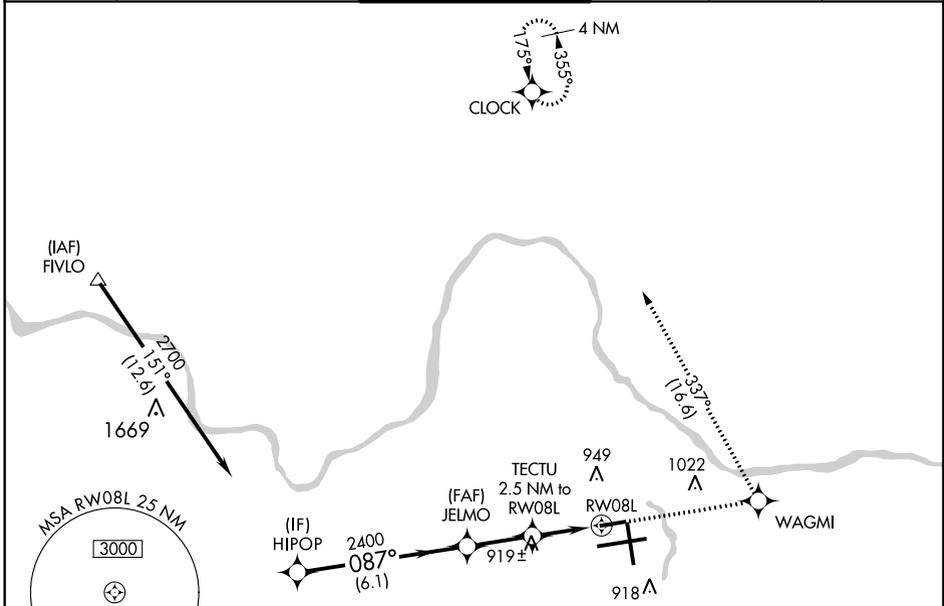
WAAS CH <b>40213</b> <b>W08A</b>	APP CRS <b>087°</b>	Rwy Idg TDZE Apt Elev	<b>5001</b> <b>786</b> <b>794</b>
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# RNAV (GPS) RWY 8L

GERALD R FORD INTL (G.R.)

RNP APCH.		MISSED APPROACH: Climb to 3000 direct WAGMI and left turn on track 337° to CLOCK and hold.	
<p><b>T</b> Rwy 8L helicopter visibility reduction below ¾ SM NA.  <b>A</b> For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.</p>			

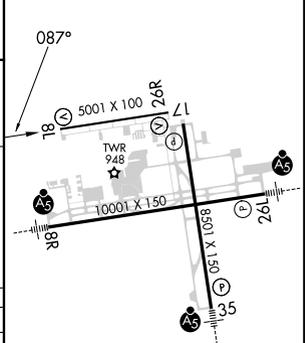
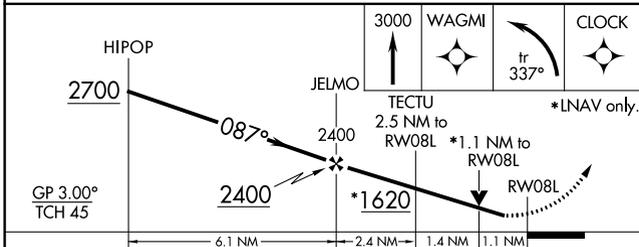
ATIS <b>118.725</b>	GREAT LAKES APP CON * <b>128.4 257.6</b>	GRAND RAPIDS TOWER * <b>135.65 (CTAF) 0 339.8</b>	GND CON <b>121.8</b>	CLNC DEL <b>119.3</b>	UNICOM <b>122.95</b>
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EC-1, 22 FEB 2024 to 21 MAR 2024

EC-1, 22 FEB 2024 to 21 MAR 2024

ELEV 794	<b>D</b> TDZE 786
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CATEGORY	A	B	C	D
LPV DA	1036-1 250 (300-1)			
LNAV/VNAV DA	1203-1½ 417 (500-1½)			
LNAV MDA	1180-1 394 (400-1)	1180-1½ 394 (400-1½)	1180-1¼ 394 (400-1¼)	1180-1¼ 394 (400-1¼)
<b>C</b> CIRCLING	1260-1 466 (500-1)	1340-1½ 546 (600-1½)	1360-2 566 (600-2)	1360-2 566 (600-2)

MIRL Rwy 8L-26R **1**  
 REIL Rws 8L, 17 and 26R **1**  
 HIRL Rws 8R-26L and 17-35 **1**

WAAS CH <b>40113</b> <b>W08B</b>	APP CRS <b>087°</b>	Rwy Idg <b>10001</b> TDZE <b>794</b> Apt Elev <b>794</b>
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# RNAV (GPS) RWY 8R

GERALD R FORD INTL (G.R.R.)

RNP APCH.

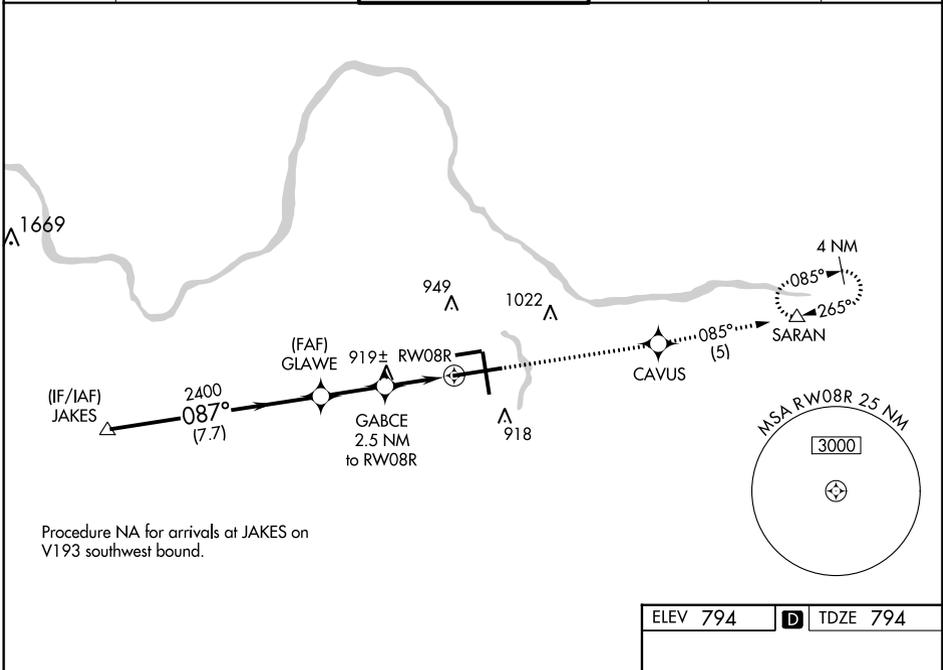
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 47°C. For inop ALS, increase LNAV Cat D visibility to RVR 6000.  
\*\* RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR



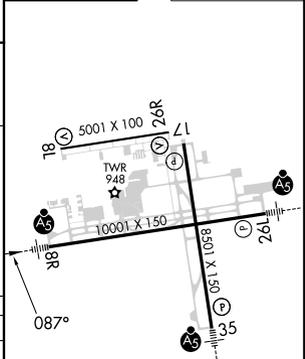
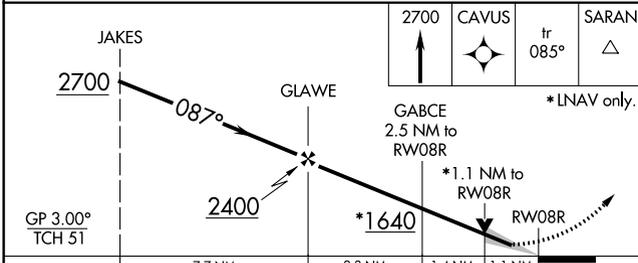
MISSED APPROACH:  
Climb to 2700 direct  
CAVUS and on track  
085° to SARAN and  
hold.

ATIS <b>118.725</b>	GREAT LAKES APP CON * <b>128.4 257.6</b>	GRAND RAPIDS TOWER * <b>135.65 (CTAF) 339.8</b>	GND CON <b>121.8</b>	CLNC DEL <b>119.3</b>	UNICOM <b>122.95</b>
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Procedure NA for arrivals at JAKES on V193 southwest bound.

ELEV 794	<b>D</b> TDZE 794
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CATEGORY	A	B	C	D
LPV DA **	994/24		200 (200-½)	
LNAV/VNAV DA	1297/50		503 (600-1)	
LNAV MDA	1180/24	386 (400-½)	1180/35 386 (400-¾)	1180/50 386 (400-1)
<b>C</b> CIRCLING	1260-1	466 (500-1)	1340-1½ 546 (600-1½)	1360-2 566 (600-2)

MIRL Rwy 8L-26R **1**  
REIL Rws 8L, 17 and 26R **1**  
HIRL Rws 8R-26L and 17-35 **1**

EC-1, 22 FEB 2024 to 21 MAR 2024

EC-1, 22 FEB 2024 to 21 MAR 2024

VOR/DME VIO	APP CRS	Rwy Idg	<b>8501</b>
<b>115.95</b>	<b>175°</b>	TDZE	<b>788</b>
Chan <b>106 (Y)</b>		Apt Elev	<b>794</b>

# VOR RWY 17

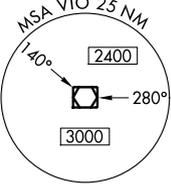
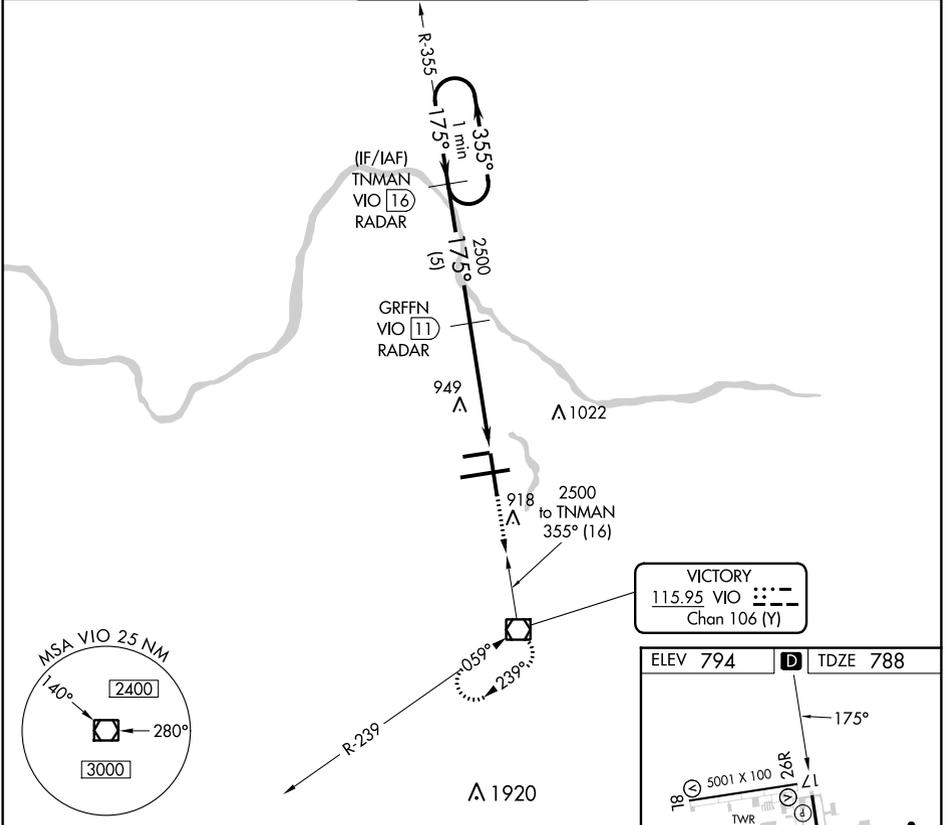
GERALD R FORD INTL (G.R.)

DME or RADAR required.

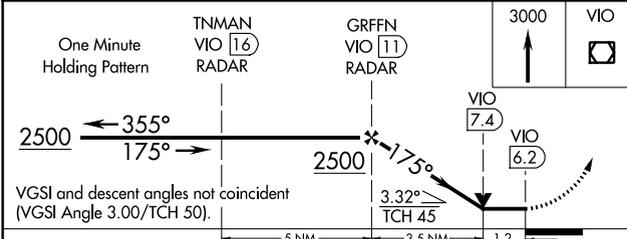
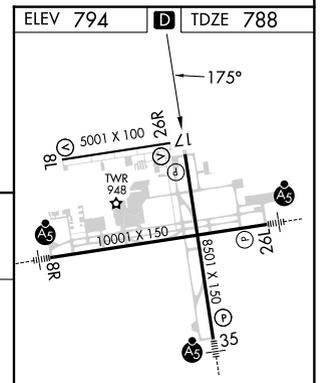
**⚠** When local altimeter setting not received, use Holland altimeter setting and increase all MDAs 80 feet and increase S-17 Cat D visibility ¼ SM. Rwy 17 helicopter visibility reduction below ¼ SM NA.

MISSED APPROACH: Climb to 3000 direct VIO VOR/DME and hold.

ATIS <b>118.725</b>	GREAT LAKES APP CON * <b>128.4 257.6</b>	GRAND RAPIDS TOWER * <b>135.65 (CTAF) 0 339.8</b>	GND CON <b>121.8</b>	CLNC DEL <b>119.3</b>	UNICOM <b>122.95</b>
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VICTORY  
115.95 VIO ---  
Chan 106 (Y)



One Minute Holding Pattern	TNMAN VIO 16 RADAR	GRFFN VIO 11 RADAR	3000	VIO
2500 ← 355°	→ 175°	2500	VIO 7.4	VIO 6.2
VGSi and descent angles not coincident (VGSi Angle 3.00/TCH 50).		3.32° TCH 45		
	5 NM	3.5 NM	1.2	

ELEV 794 TDZE 788

MIRL Rwy 8L-26R  
REIL Rws 8L, 26R and 17  
HIRL Rws 8R-26L and 17-35

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

EC-1, 22 FEB 2024 to 21 MAR 2024

EC-1, 22 FEB 2024 to 21 MAR 2024