

LOC/DME I-LRD	APP CRS	Rwy Idg	18R	18L
111.9	178°	TDZE	504	499
Chan 56		Apt Elev	508	508

ILS or LOC RWY 18R
LAREDO INTL (LRD)

 	Circling NA west of Rwy 14 and 36L. DME required. For inop ALS, increase S-ILS 18R Cat E visibility to 3/4 SM and increase S-LOC 18R Cat C/D/E visibility to 1 1/2 SM.		MALSR 	MISSED APPROACH: Climb to 1100 then climbing left turn to 2500 direct LRD VORTAC and on LRD VORTAC R-132 to ELKOS/LRD 15 DME and hold.	
	ATIS 125.775	HOUSTON CENTER 127.8 307.2	LAREDO TOWER ★ 120.1 (CTAF) 0 257.9	GND CON 121.8	UNICOM 122.95

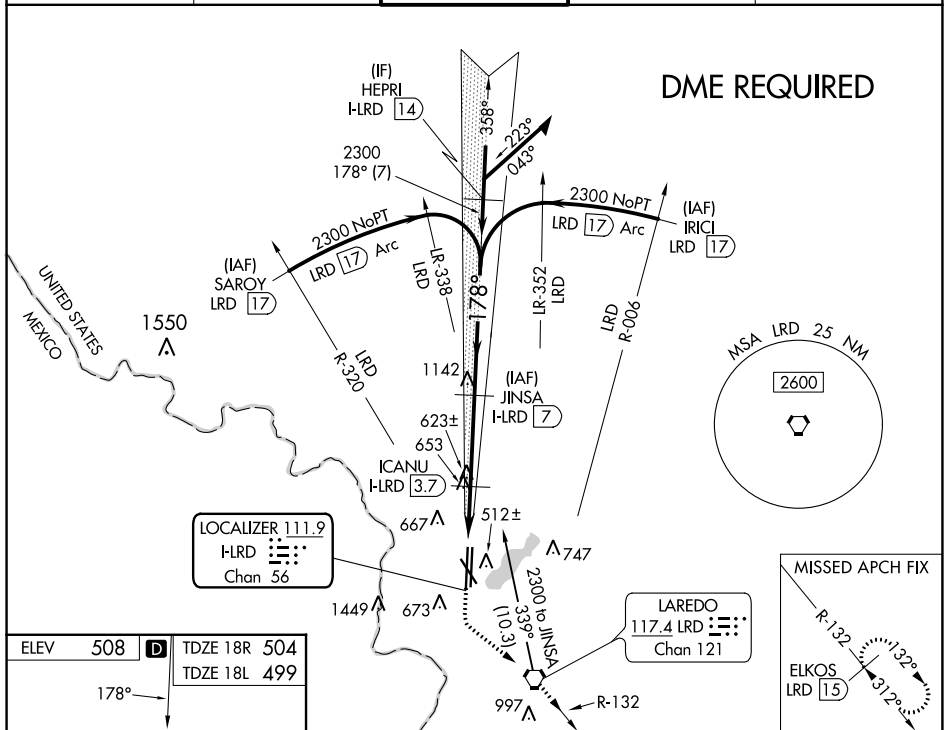


Diagram illustrating a non-ILS approach for Runway 14-32. The approach is labeled "I-LOC only" and "I-LRD 1.5". The diagram shows the runway layout, including Runway 14-32, Runway 18R-36L, and Runway 18L-36R. The approach is also labeled "36L" and "36R". The diagram includes a table for the approach, showing the category, the approach type, and the distances.

CATEGORY	A	B	C	D	E
S-ILS 18R	704- $\frac{1}{2}$ 200 (200- $\frac{1}{2}$)				
S-LOC 18R	920- $\frac{1}{2}$	416 (500- $\frac{1}{2}$)	920- $\frac{3}{4}$	416 (500- $\frac{3}{4}$)	
SIDESTEP 18L	920-1	421 (500-1)	920-1 $\frac{1}{2}$ 421 (500-1 $\frac{1}{2}$)	920-2	421 (500-2)
CIRCLING	940-1 432 (500-1)	980-1 472 (500-1)	1100-1 $\frac{1}{2}$ 592 (600-1 $\frac{1}{2}$)	1200-2 $\frac{1}{4}$ 692 (700-2 $\frac{1}{4}$)	1200-2 $\frac{1}{2}$ 692 (700-2 $\frac{1}{2}$)