

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 05/14/2026	APWS Task ID: 340CEB88DFEC4064A498CEDF3A4C2FBE	APWS Project ID: 058F73A8FF1A44249DE407BF8689137D
Procedure: ILS OR LOC RWY 27 AMDT 12		Enroute: NO	Specialist: Johnsen, Daniel		Agreement Number:
Airport ID: KDLH			Airport City: DULUTH		State: MN
Facility ID: JUD	Facility Type: ILS	Flight Inspection Remark Type: New FC Slot			

Procedure Comments:

Full amendment using active data for DLH airport and runways.

Contact Casimer Tabaka, AJV-A432, (405) 954-7931.

3/4/26: This is an updated copy of the form developed on 10/8/25.

8260-2 ANDOE

1. Changed DLH mag/true course from "070.15/075.15" to "066.15/071.15" in fix make-up facilities.

8260-2 PYKLA LOM

1. Deleted remark "ACTUAL FACILITY LOCATION FOR OM PORTION IS 465044.84N/0922118.32W".



FIPC BASIC FORM

PROCEDURE: ILS OR LOC RWY 27 AMDT 12		AIRPORT NAME: DULUTH INTL		AIRPORT ID: KDLH	SPECIAL CONTROL NO: BP-02-050-26
FAC ID: JUD		CITY: DULUTH		ST: MN	ORIG CHART DATE: 05/14/2026
DFL TYPE: PROC/A	THIRD PARTY: <input type="checkbox"/> YES	EST. TIME ON SITE: 0.4	REIMB. NUMBER:	PTS TASK ID: 340CEB88DFEC4064A498CEDF3A4C2FBE	

PREFLIGHT NOTES

REVIEWER: scott wiebe			DATE: 02/27/2026		
COMMENTS:			CHECK ONE:		
			<input checked="" type="checkbox"/> FLT CK REQ <input type="checkbox"/> NFCR <input type="checkbox"/> REJECT		
			YES	NO	
			CPV COMPLETE?		X

PROCEDURE RESULTS

INSPECTION DATE: 02/27/2026	CREW #: VN219	N #: N83	INSTRUMENT PROCEDURE STATUS: <input type="checkbox"/> SAT <input checked="" type="checkbox"/> SAT W/CHANGES <input type="checkbox"/> UNSAT		ARINC CODING: <input type="checkbox"/> SAT <input type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT	
FLIGHT INSPECTOR SIGNATURE: scott wiebe @ 02/27/2026 15:26			PRINTED NAME: WIEBE, GREGORY SCOTT			NOTAM INITIATED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO

FLIGHT INSPECTOR REMARKS:
 SAT/Changes. Required changes:
 1. 8260-2 for ANDOE - Mag bearing off of DLH VORTAC should be 066, not 070. 8260-3 (and FIG) is correct. DLH R066 goes right through new ANDOE fix.
 2. VDP definition for VDP 1.19 from threshold (8260-3, pg 2 of 3) needs to specify LKI DME. FIG says I-JUD DME, which does not exist.
 3. PYKLA LOM 8260-2 (Rev 15) has 2 different "actual facility location lat/long" in remarks
 4. LKI TACAN DME will be of limited use. Paired frequency 135.4 cannot be tuned into standard VOR/ILS receivers. For instance, our Pro-Line 21 avionics can only tune in 108.0 to 117.95 MHz. It would require a special add-on modification in order to tune in other frequencies (133.0 to 135.95), which we do not have. LKI DME is accurate, we have a TACAN receiver (for flight check planes), but it will be of no use to most users. LKI DME is not required for the approach, and performed SAT. But near zero utility.

IN-FLIGHT OBSTACLE REPORT

OBSTRUCTION ID #:	COORDINATES OR LOCATION:	GNSS ALTITUDE (MSL):	BAROMETRIC ALTITUDE (MSL):	HEIGHT ABOVE GROUND LEVEL:
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LOC I-JUD **108.7** APP CRS **273°** Rwy ldg **10062** TDZE **1421** Apt Elev **1428**



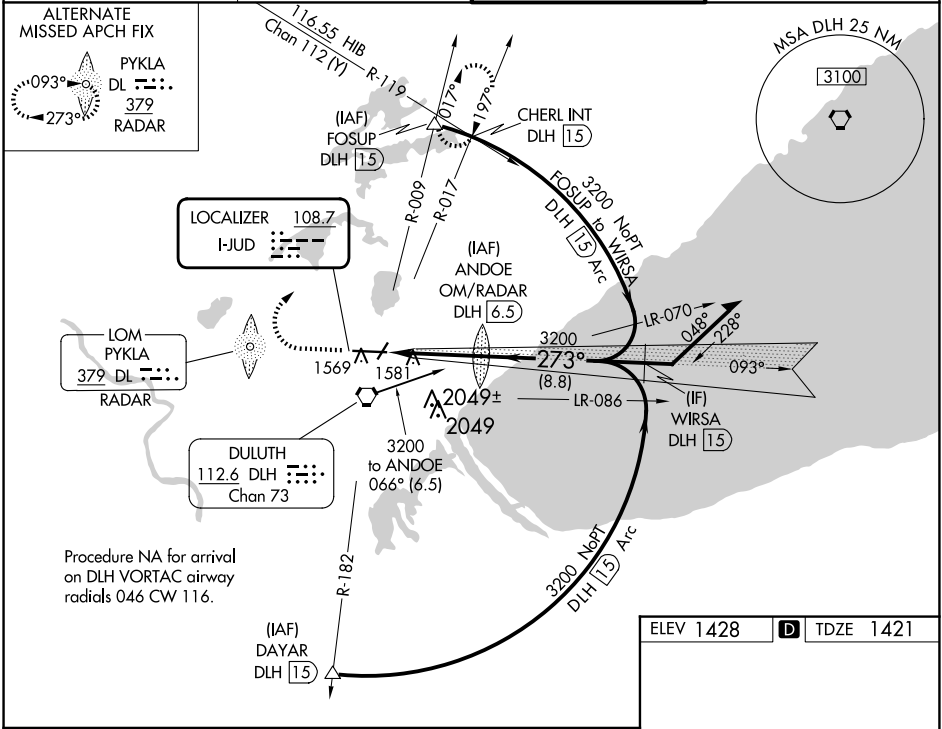
ILS or LOC RWY 27

DULUTH INTL (DLH)

DME or RADAR required for procedure entry.

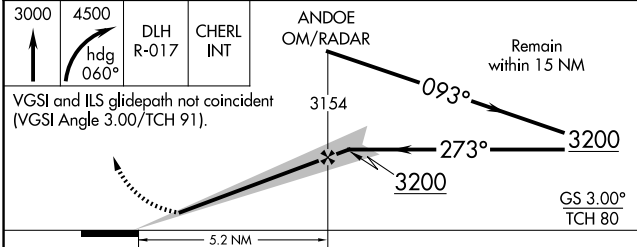
MALSRS MISSED APPROACH: Climb to 3000 then climbing right turn to 4500 on heading 060° and DLH VORTAC R-017 to CHERL INT/ DLH 15 DME and hold.

ATIS **124.1 270.1** DULUTH APP CON **125.45 233.7** DULUTH TOWER **118.3 257.8** GND CON **121.9 348.6**



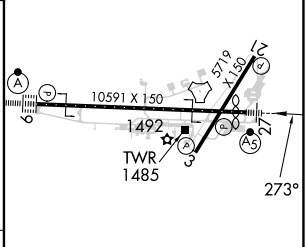
NC-1, 04 SEP 2025 to 02 OCT 2025

NC-1, 04 SEP 2025 to 02 OCT 2025



ELEV 1428 TDZE 1421

CATEGORY	A	B	C	D	E
S-ILS 27	1621/40	200 (200-¾)	1651/40	230 (300-¾)	
S-LOC 27	1860/24	439 (500-½)	1860/40	439 (500-¾)	
CIRCLING	1880-1 452 (500-1)	1900-1 472 (500-1)	1940-1½ 512 (600-1½)	2400-3	972 (1000-3)



FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

ILS or LOC RWY 27

DULUTH INTL (DLH)

LOC I-JUD 108.7	APP CRS 273°	Rwy Ldg 10062 TDZE 1421 Apt Elev 1428
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DME or RADAR required.

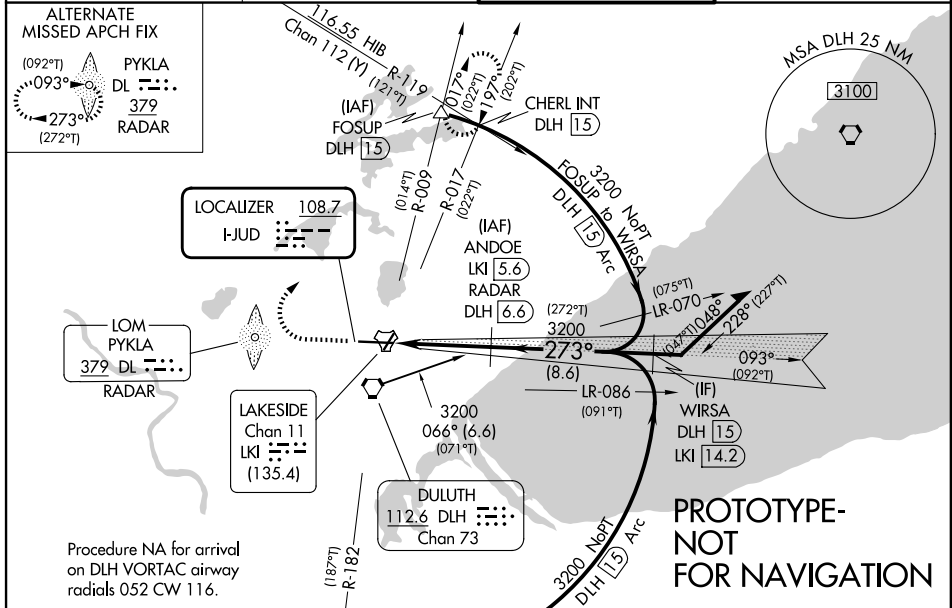
⚠ Circling NA for Cat E southeast of Rwy 3 and 27. Inop table does not apply to S-ILS 27. DME from LKI TACAN.
⚠ DME use requires simultaneous reception of I-JUD and LKI DME. For inop ALS, increase S-LOC 27 Cat E visibility to 1/4 SM.

MALSR



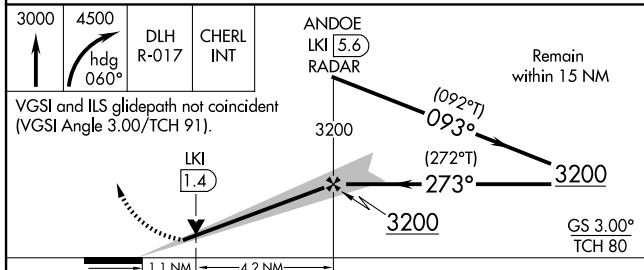
MISSED APPROACH: Climb to 3000 then climbing right turn to 4500 on heading 060° and DLH VORTAC R-017 to CHERL INT/DLH 15 DME and hold.

ATIS 124.1 270.1	DULUTH APP CON 125.45 233.7	DULUTH TOWER 118.3 257.8	GND CON 121.9 348.6
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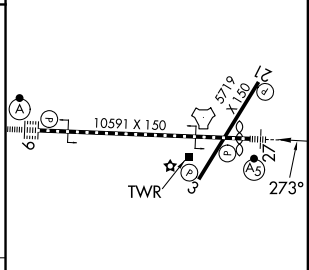


PROTOTYPE-NOT FOR NAVIGATION

ELEV 1428	D	TDZE 1421
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TDZL/RCLS Rwy 9	REIL Rwy 3 and 21	HIRL Rwy 9-27	MIRL Rwy 3-21
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CATEGORY	A	B	C	D	E
S-ILS 27	1621/40	200 (200-3/4)	1651/40	230 (300-3/4)	
S-LOC 27	1860/24	439 (500-1/2)	1860/40	439 (500-3/4)	
CIRCLING	1880-1 452 (500-1)	1900-1 472 (500-1)	1940-1 1/2 512 (600-1 1/2)	2400-3	972 (1000-3)

FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

1. FLIGHT PROCEDURE IDENTIFICATION:

Duluth, MN
Duluth Intl
ILS OR LOC RWY 27

2. WAIVER REQUIRED AND APPLICABLE STANDARD:

TCH of 80.197 feet exceeds 60 feet. FAAO 8260.3D, para 10-1-4b(1).

3. REASON FOR WAIVER (JUSTIFICATION FOR NONSTANDARD TREATMENT):

The glideslope cannot be relocated to improve the crossing height due to an intervening taxiway. Facility waiver for TCH approved 6/10/1974 for previous value of 85 feet.

4. EQUIVALENT LEVEL OF SAFETY PROVIDED:

Available runway length after ground point of intercept is 8532 feet.

Approach lighting system credit not authorized.

230 ft HAT published for Cat C/D/E based on previous waiver approval.

5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:

Relocation is not possible due to intervening taxiway.

6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):

7. SUBMITTED BY: Lonnie Everhart

DATE	OFFICE IDENTIFICATION	TITLE
	AJV-A	Manager

SIGNATURE

Digitally signed by

DAVID DANNER

Jul 12, 2019

8. AFS ACTIONS:

APPROVED DISAPPROVED NOT REQUIRED

COMMENTS:

DATE	ROUTING SYMBOL	SIGNATURE
		Wade Terrell Signed By: Wade Terrell Thu Oct 3 2019 10:42:27 GMT-05:00:00 (Central Standard Time)