

FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
ILS STANDARD INSTRUMENT APPROACH PROCEDURE
TITLE 14 CFR PART 97.29

Bearings, headings, courses, tracks and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated.
Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or feet RVR.

<u>AIRPORT ID</u> GFK	<u>PROCEDURE NAME</u> ILS OR LOC RWY 35L	<u>ORIGINAL/AMENDMENT</u> 12E	<u>CITY</u> GRAND FORKS	<u>STATE</u> ND
<u>AIRPORT ELEVATION</u> 845	<u>TDZE</u> 845	<u>SUPERSEDED</u> ILS OR LOC RWY 35L	<u>ORIGINAL/AMENDMENT</u> 12D	<u>DATED</u> 12/26/2024
<u>FACILITY</u> I-GFK	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>MAG VAR</u> 6E
				<u>EPOCH YEAR</u> 1985
				<u>CANCEL/SUSPEND</u>

TERMINAL ROUTES

<u>FROM</u>	<u>FIX TYPE</u>	<u>TO</u>	<u>FIX TYPE</u>	<u>LEG TYPE</u>	<u>FO/FB</u>	<u>RNP</u>	<u>COURSE</u>	<u>DISTANCE</u>	<u>ALTITUDE</u>
GFK VOR/DME		HISER LOM/I-GFK 6.94 DME/RADAR					169.55	6.51	3600

MISSED APPROACH

MAP:
ILS: DA
LOC: 5.57 NM AFTER HISER LOM/I-GFK 6.94 DME/RADAR OR AT I-GFK 1.38 DME

MISSED APPROACH INSTRUCTIONS:
CLIMB TO 3600 THEN RIGHT TURN DIRECT GFK VOR/DME AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS (DO NOT CHART):
CLIMB TO 3600 THEN RIGHT TURN DIRECT HISER LOM/I-GFK 6.94 DME/RADAR AND HOLD (ADF REQUIRED).

PROFILE:

1. PT L SIDE OF COURSE 174.02 OUTBOUND 2600 FT WITHIN 10 MILES OF HISER LOM/I-GFK 6.94 DME/RADAR (IAF)
2.
3. FAC: 354.02 FAF: HISER LOM/I-GFK 6.94 DME/RADAR DIST FAF TO MAP: 5.57 DIST FAF TO THLD: 5.57
4. MIN ALT: HISER LOM/I-GFK 6.94 DME/RADAR 2600
5. DIST TO THLD FROM OM: 5.57 MM: IM: 150 HAT: GS ANT: 1289
6. MIN GS INCPT: 2600 GS ALT AT PFAF: OM: 2536 MM: IM:
7. GS ANGLE: 2.76 34:1: 20:1: TCH: 60.9
8. MSA FROM: HISER LOM 220-310 3300, 310-220 2700



PBN REQUIREMENTS NOTE:
ADF OR DME OR RADAR REQUIRED.

NOTES:
CHART NOTE: VDP NA WHEN USING CKN ALTIMETER SETTING.
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVAL ON GFK VOR/DME AIRWAY RADIALS 117 CW 230.
CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE CKN ALTIMETER SETTING AND INCREASE DA TO 1107 FEET AND ALL MDA 80 FEET; INCREASE S-LOC 35L CATS C/D/E VISIBILITY TO RVR 4000 AND CIRCLING CATS C AND E VISIBILITY 1/4 SM.
CHART NOTE: FOR INOPERATIVE ALS, INCREASE S-ILS 35L CAT E VISIBILITY TO RVR 4000 AND S-LOC 35L CAT E VISIBILITY TO RVR 5000.

CHART NOTE: FOR INOPERATIVE ALS WHEN USING CKN ALTIMETER SETTING, INCREASE S-ILS 35L ALL CATS VISIBILITY TO RVR 4500 AND S-LOC 35L CAT C/D/E VISIBILITY TO RVR 6000.
CHART NOTE: PROCEDURE TURN NA FOR CAT E AIRCRAFT, RADAR REQUIRED.

ADDITIONAL FLIGHT DATA:
HOLD N, LT, 178.00 INBOUND.
CHART IN PLANVIEW: ALTERNATE MA HOLDING, HOLD S HISER LOM/I-GFK 6.94 DME/RADAR, RT, 354.03 INBOUND.
CHART FAS OBST: 933 TREE (38-027226) 475452N/0971042W.
CHART VDP AT 2.31 DME.
DISTANCE VDP TO THLD 0.93 NM.
CHART IN PLANVIEW: HISER LOM/I-GFK 6.94 DME/RADAR.
CHART CIRCLING ICON.

MINIMUMS:
TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT

ALTERNATE: NA ☐ ILS: STANDARD - NA WHEN CONTROL TOWER CLOSED., NA WHEN LOCAL WEATHER NOT AVAILABLE.; LOC: STANDARD - CAT E 800-2 1/2, NA WHEN CONTROL TOWER CLOSED., NA WHEN LOCAL WEATHER NOT AVAILABLE.

CATEGORY:	A			B			C			D			E		
FINAL TYPE	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA
S-ILS 35L	1045	2400	200	1045	2400	200	1045	2400	200	1045	2400	200	1045	2400	200
S-LOC 35L	1200	2400	355	1200	2400	355	1200	3000	355	1200	3000	355	1200	3000	355
CIRCLING	1260	1	415	1300	1	455	1400	1 1/2	555	1420	2	575	1520	2 1/2	675

- CHANGES - REASONS**
1. CHART NOTE: CHANGED FROM "VDP NA WITH CROOKSTON ALTIMETER SETTING." TO "VDP NA WHEN USING CKN ALTIMETER SETTING." - 8260.19J 8-6-10 E (9)
2. ADDITIONAL FLIGHT DATA: CHART FAS OBST CHANGED FROM: "930 TREE 475525N/0971102W." TO "933 TREE (38-027226) 475452N/0971042W." - 8260.19J 8-6-11 C
3. S-LOC 35L MDA/HAT CHANGED FROM "1180/335" TO "1200/355" - NEW CONTROLLING OBSTACLE CLEARS NOTAM FDC 4/8724.
4. S-LOC 35L VIS CATS C/D/E RVR CHANGED FROM "2600" TO "3000" - NEW CONTROLLING OBSTACLE 8260.3F TABLE 3-3-1 CLEARS NOTAM FDC 4/8724



COORDINATED WITH:

A4A

☒

ALPA

☒

AOPA

☒

APA

☒

HAI

☐

NBAA

☒

OTHER: GFK ATCT, GFK APP CON, AMGR

FLIGHT CHECKED BY

KENNET E JACK

Digitally signed by

CASEY D HILL

Apr 07, 2025

OFFICE

AJF

DATE

04/03/2025

DEVELOPED BY

COLE NESBITT

Digitally signed by

CASEY D HILL

Apr 07, 2025

OFFICE

AJV-33

DATE

10/31/2024

APPROVED BY

JOHN BORDY

Digitally signed by

CASEY D HILL

Apr 07, 2025

OFFICE

AJV-33

DATE

TITLE

MANAGER



**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD**

<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>AMDT NO.</u>	<u>CITY</u>	<u>STATE</u>	<u>AIRPORT ELEVATION</u>	<u>FACILITY</u>
GFK	ILS OR LOC RWY 35L	12E	GRAND FORKS	ND	845	I-GFK

PART A: OBSTRUCTION DATA SEGMENTS

FEEDER

FROM GFK VOR/DME **TO** HISER LOM/I-GFK 6.94 DME/RADAR

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
	6.51				

<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
1. TOWER (38-000772)	475532.64N/0971632.61W	1119	20	3	1A	1000				AT1481	3600
2. TERRAIN	475200.00N/0971645.00W	909 (900)								AS1500	2400

COMPUTATIONS

ALT KIAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INTERMEDIATE: PT

FROM 10 NM **TO** HISER LOM/I-GFK 6.94 DME/RADAR

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
	10.00				

<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
3. AAO	474200.00N/0971612.00W	1218	164	98	4E	500				AC98 AT784	2600
4. TERRAIN	474200.00N/0971612.00W	1018 (1000)								AS1500	2500

COMPUTATIONS

ALT KIAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

QUALITY
10
CHECKED

FINAL: ILS

FROM

GP INTCP

TO

RW35L

<u>RNP</u>	<u>DISTANCE</u> 5.57	<u>PAT</u>	<u>MAP</u> DA	<u>HAT</u> 200	<u>HMAS</u>						
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
							ASC				1045

COMPUTATIONS

ALTKIASKTASHAAVKTWTRBADTACOURSE CHANGEDVEBVEB OCSRF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LOC

FROM

HISER LOM/I-GFK 6.94 DME/RADAR

TO

5.57 NM AFTER HISER LOM/I-GFK 6.94 DME/RADAR OR AT I-GFK 1.38 DME

<u>RNP</u>	<u>DISTANCE</u> 5.57	<u>PAT</u>	<u>MAP</u> 5.57 NM AFTER HISER LOM/I-GFK 6.94 DME/RADAR OR AT I-GFK 1.38 DME				<u>HAT</u> 355	<u>HMAS</u>			
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TREE (38-027226)	475451.88N/0971041.66W	933	20	3	1A	250					1200

COMPUTATIONS

ALTKIASKTASHAAVKTWTRBADTACOURSE CHANGEDVEBVEB OCSRF CENTER FIX/DISTANCE

SEGMENT REMARKS:



PROCEDURE TURN

FROM

HISER LOM/I-GFK 6.94 DME/RADAR

TO

10 NM

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>			<u>HMAS</u>		
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
6. AAO	474209.00N/0971648.00W	1234	164	98	4E	1000				AT366	2600
7. TERRAIN	474209.00N/0971648.00W	1034 (1000)								AS1500	2500

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH: ILS

FROM

DA

TO

GFK VOR/DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
										877	
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
							ASC				3600
8. TOWER (27-000937)	480723.00N/0970423.00W	1313	100	20	3C	1000					2400
9. TERRAIN	480948.00N/0965515.00W	883 (900)								AS1500	2400

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MISSED APPROACH ALTERNATE: ILS

FROM
DA

TO
HISER LOM/I-GFK 6.94 DME/RADAR

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
							877				
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
							ASC				3600
10. TOWER (27-000979)	475752.17N/0970146.82W	1337	20	3	1A	1000					2400
11. TERRAIN	475200.00N/0971645.00W	909 (900)								AS1500	2400

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

CIRCLING

☒ ALL CATS

☒ CAT A

☒ CAT B

☒ CAT C

☒ CAT D

☒ CAT E

☐ NOT AUTHORIZED

<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>RADIUS</u>	<u>HAA</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
CATEGORY A											
12. CONTROL_TOWER (38-022326)	475655.94N/0971025.81W	1.30	415	956	20	3	1A	300			1260
CATEGORY B											
13. TOWER (38-022999)	475509.52N/0970747.56W	1.83	455	995	20	3	1A	300			1300
CATEGORY C											
14. TOWER (38-006051)	475544.00N/0970517.00W	2.89	555	1034	250	50	4D	300		AC50	1400
CATEGORY D											
TOWER (38-000772)	475532.64N/0971632.61W	3.77	575	1119	20	3	1A	300			1420
CATEGORY E											
15. TOWER (38-000117)	480018.00N/0970631.00W	4.71	675	1158	250	50	4D	300		AC50	1520

CIRCLING REMARKS:



MSA

CENTER

HISER LOM

RADIUS

25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
220-310	TOWER (38-000626)	475739.63N/0975206.93W	278	28.6	2226	20	3	1A	1000			3300
310-220	TOWER (27-002161)	475838.00N/0963619.00W	065	24.5	1655	500	50	5D	1000			2700

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

UNABLE TO BUILD PUBLISHED PRIMARY AND ALTERNATE MISSED APPROACHES IN TARGETS 6.0. SECTIONS 1 AND 2 EVALUATIONS ACCOMPLISHED WITH NORMAL STRAIGHT-OUT CLIMB TO 3600. TURN AND RETURN LEG TO GFK VOR/DME AND HISER LOM RESPECTIVELY WERE CONSTRUCTED USING TARGETS AIRSPACE AND PROJECTION TOOLS FOLLOWED BY MANUAL OBSTACLE AND TERRAIN ANALYSIS TO DETERMINE MISSED LEVEL SURFACE OBSTRUCTION AND HIGHEST TERRAIN.



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

GFK APP CON, GFK TOWER, ZMP ARTCC

<u>WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>WMSCR</u>	<u>ADJUSTMENTS</u>
ASOS	GFK	24	GFK	0	Y	0
<u>BACK-UP WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>WMSCR</u>	<u>ADJUSTMENTS</u>
AWOS-3	CKN	24	CKN	23.19	Y	61.2

WX REMARKS:

<u>PRIMARY NAVAID</u>	<u>MONITOR POINT</u>	<u>HRS OPERATION</u>	<u>CAT</u>
I-GFK	GFK ATCT	CONTROL TOWER OPEN	1
		CONTROL TOWER CLOSED	3

<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>	<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
RW09R - MIRL, PAPI-2L	BSC-G	
RW27L - MIRL, PAPI-2L	BSC-G	
09H	H-null	
05H	H-null	
03H	H-null	
08H	H-null	
01H	H-null	
06H	H-null	
11H	H-null	
10H	H-null	
12H	H-null	
04H	H-null	
07H	H-null	
02H	H-null	
RW09L - MIRL (PCL), REIL (PCL), PAPI-4L	NPI-G	
RW17L - MIRL, PAPI-4L	NPI-G	
RW27R - REIL (PCL), MIRL (PCL), PAPI-4L	NPI-G	
RW35R - MIRL, PAPI-4L	NPI-G	
RW17R - REIL (PCL), HIRL (PCL), PAPI-4L	PIR-G	ROLL OUT
RW35L - MALSR (PCL), HIRL (PCL), PAPI-4L	PIR-G	APPROACH



<u>GLIDESLOPE ANGLE</u>	<u>ELEV RWY THRESHOLD</u>	<u>TCH</u>	<u>ELEV GS ANTENNA</u>	<u>DISTANCE FROM RWY</u>	<u>VGSI ANGLE</u>	<u>TCH</u>
2.76	844.6	60.9	839.8	1289	2.76	61.0

FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	X	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE
ON CENTERLINE	X	FT FROM CENTERLINE	

CRITICAL TEMPERATURES

CRITICAL LOW

CRITICAL HIGH

ACT

APT ISA

CRITICAL TEMPERATURE REMARKS:

"VISUAL PORTION OF FINAL" PENETRATIONS

HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS

and/or

5280-FT "PROCEED VFR" SEGMENT LEVEL SURFACE AREA PENETRATIONS

PENETRATIONS REMARKS:

PART C: GENERAL REMARKS:

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

60 FT VEGETATION HEIGHT USED PER RNAV (GPS) RWY 17R BUILD.

ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.



<u>AIRPORT ID</u> GFK	<u>PROCEDURE NAME</u> ILS OR LOC RWY 35L	<u>AMDT NO.</u> 12E	<u>CITY</u> GRAND FORKS	<u>STATE</u> ND	<u>AIRPORT ELEVATION</u> 845	<u>FACILITY</u> I-GFK
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PART D: AIRSPACE

DOCKET #

ALL DISTANCES TO 1/100NM; ELEVATION TO NEAREST 100 FEET; COORDINATES TO 1/100 SECOND; DEG TO 1/100 DEGREE

DISTANCE FROM	THLD	TO 1000FT POINT	3.40
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	0.95
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	000.02
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	900
DISTANCE FROM	THLD	TO 1500FT POINT	5.17
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.34
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	000.02
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	900

THRESHOLD COORDINATES (IF STR-IN)475620.74N/0971052.46W

ARP COORDINATES475652.33N/0971032.49W

RUNWAY APCH END AND DIST FURTHEST FROM ARP

FAF COORDINATES

FIX NAME COORDINATES

RUNWAY 27R DISTANCE 0.90 NM

475047.02N/0971052.72W

REMARKS

NO ADDITIONAL AIRSPACE REQUIRED

PART E: PREPARED BY

<u>NAME</u>	<u>OFFICE</u>	<u>DATE</u>	<u>TITLE</u>
COLE NESBITT	AJV-33	10/31/2024	AERONAUTICAL INFORMATION SPECIALIST

