

**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
LOC BC STANDARD INSTRUMENT APPROACH PROCEDURE
TITLE 14 CFR PART 97.25**

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</u> GRAND FORKS INTL	<u>AIRPORT ID</u> KGFK	<u>PROCEDURE NAME</u> LOC BC RWY 17R	<u>ORIGINAL/AMENDMENT</u> 13A	<u>CITY</u> GRAND FORKS	<u>STATE</u> ND	
<u>AIRPORT ELEVATION</u> 845	<u>TDZE</u> 843	<u>SUPERSEDED</u> LOC BC RWY 17R	<u>ORIGINAL/AMENDMENT</u> 13	<u>DATED</u> 06/03/2010	<u>MAG VAR</u> 6E	<u>EPOCH YEAR</u> 1985
<u>FACILITY</u> I-GFK	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u> 26 MARCH 2020	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>CANCEL/SUSPEND</u>		

TERMINAL ROUTES

FROM	FIX TYPE	TO	FIX TYPE	LEG TYPE	FO/FB	RNP	COURSE	DISTANCE	ALTITUDE
GFK VOR/DME		MANZA/I-GFK 4.87 DME/RADAR					352.83	5.30 (GFK)	3600

MISSED APPROACH

MAP:

4.37 NM AFTER MANZA/I-GFK 4.87 DME/RADAR OR AT ONAYU/0.50 DME FIX

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 2600 ON I-GFK LOCALIZER S COURSE (174) TO HISER LOM/I-GFK 6.94 DME/RADAR AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS (DO NOT CHART):

CLIMB TO 2600 THEN CLIMBING LEFT TURN TO 3600 DIRECT GFK VOR/DME AND HOLD, CONTINUE CLIMB-IN-HOLD TO 3600.

PROFILE:

1. PT R **SIDE OF COURSE** 354.03 **OUTBOUND** 2500 **FT WITHIN** 10 **MILES OF** MANZA/RADAR (IAF)
- 2.
3. **FAC:** 174.03 **FAF:** MANZA/4.87 DME/RADAR **DIST FAF TO MAP:** 4.37 **DIST FAF TO THLD:** 5.03
4. **MIN ALT:** MANZA/4.87 DME/RADAR 2500, WUSIK/1.52 DME 1300*
8. **MSA FROM:** HISER LOM 220-310 3300, 310-220 2700

EQUIPMENT REQUIREMENTS NOTES:

DME OR ADF OR RADAR REQUIRED.

NOTES:

CHART PROFILE NOTE: DISREGARD GS INDICATIONS.

CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVAL ON GFK VOR/DME AIRWAY RADIALS 354 CW 038.

*1380 WHEN USING CROOKSTON ALTIMETER SETTING.

CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE CROOKSTON ALTIMETER SETTING AND INCREASE ALL MDA 80 FEET; INCREASE S-17R CAT C VISIBILITY 1/8 SM AND CIRCLING CAT C VISIBILITY 1/4 SM. INCREASE WUSIK FIX MINIMUMS S-17R CAT C VISIBILITY AND CIRCLING CAT C VISIBILITY 1/4 SM.



ADDITIONAL FLIGHT DATA:

CHART CIRCLING ICON.
MANZA TO RW17R: 3.00/53.
CHART FAS OBST: 939 TREE 475835N/0971035W.
HOLD S, RT, 354.03 INBOUND

MINIMUMS:

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

ALTERNATE: NA ☐ STANDARD - NA WHEN LOCAL WEATHER NOT AVAILABLE., NA WHEN CONTROL TOWER CLOSED.

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-17R	1300	1	457	1300	1	457	1300	1 3/8	457	1300	1 1/2	457			
CIRCLING	1300	1	455	1300	1	455	1400	1 1/2	555	1400	2	555			
WUSIK FIX MINIMUMS															
S-17R	1200	1	357	1200	1	357	1200	1	357	1200	1 1/4	357			
CIRCLING	1260	1	415	1300	1	455	1400	1 1/2	555	1400	2	555			

CHANGES - REASONS

1. ADDED EQUIPMENT REQUIREMENT NOTE: ADF OR DME OR RADAR REQUIRED - PER 8260.19H, PARA. 8-6-8A(1).
2. REMOVED NOTE 'VISIBILITY REDUCTION BY HELICOPTERS NA' - PREVIOUS 34:1/20:1 PENETRATIONS NO LONGER APPLY.
3. REMOVED NOTE 'DME OR RADAR OR ADF REQUIRED' AND PLANVIEW NOTE 'BACK COURSE DME OR RADAR REQUIRED' - REPLACED BY EQUIPMENT REQUIREMENT NOTE: ADF OR DME OR RADAR REQUIRED.
4. CHANGED BACK-UP ALTIMETER NOTE FROM 'WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE CROOKSTON ALTIMETER SETTING AND INCREASE ALL MDA 80 FEET, INCREASE S-17R CATS C/D VISIBILITY AND WUSIK FIX MINIMUMS S-17R CATS C/D VISIBILITY 1/4 MILE' TO 'CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE CROOKSTON ALTIMETER SETTING AND INCREASE ALL MDA 80 FEET; INCREASE S-17R CATS C VISIBILITY 1/8 SM AND CIRCLING CAT C VISIBILITY 1/4 SM. INCREASE S-17R WUSIK FIX MINIMUMS CAT C VISIBILITY AND CIRCLING CAT C VISIBILITY 1/4 SM.' - PER 8260.3D CH. 3 VISIBILITY TABLES.
5. CHANGED PRIMARY MISSED APPROACH INSTRUCTIONS FROM 'CLIMB TO 2600 VIA I-GFK SOUTH COURSE TO HISER LOM/I-GFK 6.94 DME/RADAR AND HOLD' TO 'CLIMB TO 2600 ON I-GFK LOCALIZER S COURSE (174) TO HISER LOM/I-GFK 6.94 DME/RADAR AND HOLD' - PER 8260.19H PARA. 8-6-6D(9).
6. ADDED 'CONTINUE CLIMB-IN-HOLD' TO ALTERNATE MISSED APPROACH INSTRUCTIONS - PER TARGETS BUILD EVALUATION.
7. REPLACED PLANVIEW NOTE 'PROCEDURE NA FOR ARRIVALS AT GFK VOR/DME VIA V55 NORTHEAST BOUND' WITH 'PROCEDURE NA FOR ARRIVALS AT GFK VOR/DME AIRWAY RADIALS 354 CW 038' - PER 8260.19H PARA. 8-2-5E EXAMPLES.
8. INCREASED FAF ALTITUDE FROM 2400 TO 2500 AND RAISED DESCENT ANGLE FROM 2.82 TO 3.00 - TO ALIGN DESCENT ANGLE WITH VGSI ANGLE 3.00 (CHANGED SINCE PREVIOUS AMENDMENT).
9. INCREASED PT COMPLETION ALTITUDE FROM 2400 TO 2500 - TO ALIGN WITH NEW FAF ALTITUDE.
10. MATCHED WUSIK CIRCLING CAT A AND C MINIMUMS TO MATCH FLIGHT CHECKED VALUES OF RNAV (GPS) RWY 17R - 8260.3D TABLE 3-3-7.
11. INCREASED S-17R CAT C VISIBILITY FROM 1 1/4 SM TO 1 3/8 SM - 8260.3D TABLE 3-3-1.
12. ADDED CIRCLING ICON - NEW CIRCLING ADDED THAT MATCHES UPDATED AND FLIGHT CHECKED RNAV (GPS) 17R CIRCLING.



AIRPORT
GRAND FORKS INTL

AIRPORT ID
KGFK

PROCEDURE NAME
LOC BC RWY 17R

ORIGINAL/AMENDMENT
13A

CITY
GRAND FORKS

STATE
ND

COORDINATED WITH:

A4A ☒ **ALPA** ☒ **AOPA** ☒ **APA** ☒ **HAI** ☐ **NBAA** ☒ **OTHER:** ZMP, GFK APP CON, GFK ATCT, ARPT MGR

FLIGHT CHECKED BY
SCOTT KNERR

Digitally signed by
DAVID DANNER
Feb 10, 2020

OFFICE
FICO

DATE
1/22/20

DEVELOPED BY
RALPH DUMAR

Digitally signed by
RALPH DUMAR
Dec 13, 2019

OFFICE
AJV-5422

DATE
11/12/2019

APPROVED BY
MARLON ROBINSON

Digitally signed by
DAVID DANNER
Feb 10, 2020

OFFICE
AJV-5420

DATE

TITLE
MANAGER