

LOC/DME I-GFK <b>109.1</b> Chan <b>28</b>	APP CRS <b>174°</b>	Rwy Idg <b>7351</b> TDZE <b>843</b> Apt Elev <b>845</b>
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# LOC BC RWY 17R

GRAND FORKS INTL (GFK)

DME or ADF or RADAR required.

**▽** When local altimeter setting not received, use Crookston altimeter setting and increase all MDA 80 feet; increase S-17R Cat C visibility  $\frac{1}{4}$  SM and Circling Cat C visibility  $\frac{1}{4}$  SM.  
**▲** Increase WUSIK fix minimums S-17R Cat C visibility and Circling Cat C visibility  $\frac{1}{4}$  SM.

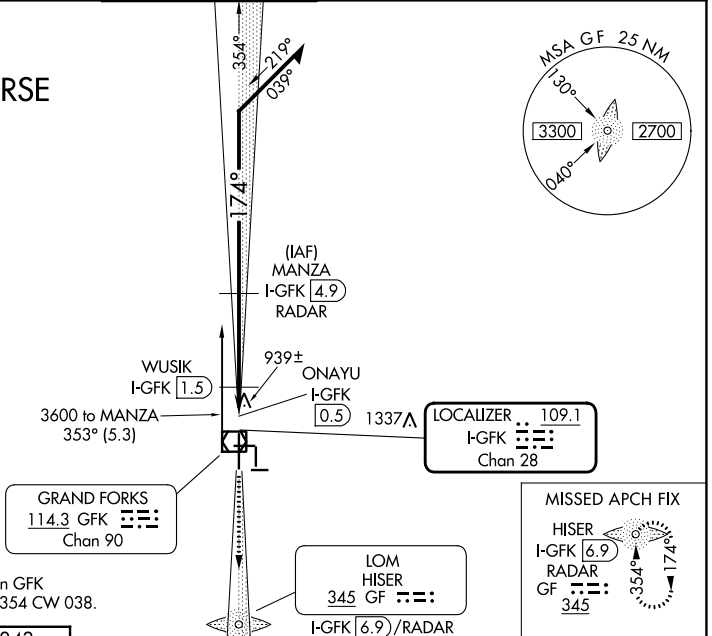
MISSED APPROACH: Climb to 2600 on I-GFK south course (174°) to HISER LOM/I-GFK 6.9 DME/RADAR and hold.

ATIS <b>119.4</b>	GRAND FORKS APP CON * <b>118.1 318.1</b>	GRAND FORKS TOWER * <b>118.4 (CTAF) 350.35</b>	GND CON <b>124.575</b>	CLNC DEL <b>135.725</b>	UNICOM <b>122.95</b>
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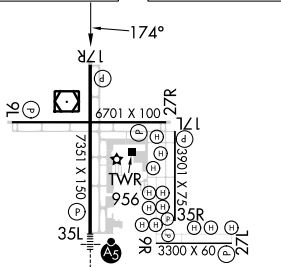
## BACK COURSE

▲1476

Procedure NA for arrival on GFK  
VOR/DME airway radials 354 CW 038.



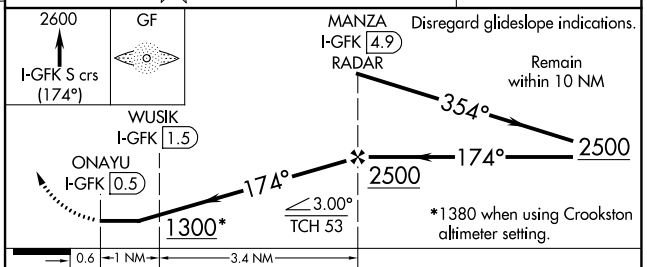
ELEV <b>845</b>	<b>D</b>	TDZE <b>843</b>
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MIRL Rwy 9L-27R  
MIRL Rwy 9R-27L and 17L-35R  
HIRL Rwy 17R-35L  
REIL Rwy 17R and 27R

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28



CATEGORY	A	B	C	D
S-17R	1300-1	457 (500-1)	1300-1 $\frac{3}{8}$ 457 (500-1 $\frac{3}{8}$ )	1300-1 $\frac{1}{2}$ 457 (500-1 $\frac{1}{2}$ )
<b>C</b> CIRCLING	1300-1	455 (500-1)	1400-1 $\frac{1}{2}$ 555 (600-1 $\frac{1}{2}$ )	1400-2 555 (600-2)
WUSIK FIX MINIMUMS				
S-17R	1200-1 357 (400-1)			1200-1 $\frac{1}{4}$ 357 (400-1 $\frac{1}{4}$ )
<b>C</b> CIRCLING	1260-1 415 (500-1)	1300-1 455 (500-1)	1400-1 $\frac{1}{2}$ 555 (500-1 $\frac{1}{2}$ )	1400-2 555 (600-2)