

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</u> FALLS INTL-EINARSON FIELD	<u>AIRPORT ID</u> KINL	<u>PROCEDURE NAME</u> ILS OR LOC RWY 31	<u>ORIGINAL/AMENDMENT</u> 10C	<u>CITY</u> INTERNATIONAL FALLS	<u>STATE</u> MN
<u>AIRPORT ELEVATION</u> 1185	<u>TDZE</u> 1166	<u>SUPERSEDED</u> ILS OR LOC RWY 31	<u>ORIGINAL/AMENDMENT</u> 10B	<u>DATED</u> 01/08/2015	<u>MAG VAR</u> 3E
<u>FACILITY</u> I-INL	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>CANCEL/SUSPEND</u>	<u>EPOCH YEAR</u> 1985

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>
INL VOR/DME		RAIZE LOM/INL 7.18 DME					129.14	7.18	3400
WANRI/INL 14.00 DME CCW	IAF	ZAVBA/INL 14.00 DME	NOPT				14.00 DME ARC (INL LR-138)		3400
CIVLU/INL 14.00 DME CW	IAF	ZAVBA/INL 14.00 DME	NOPT				14.00 DME ARC (INL LR-121)		3400
ZAVBA/INL 14.00 DME	IF	RAIZE LOM/INL 7.18 DME					312.91	6.82 (I-INL)	3400

MISSED APPROACH

MAP:

ILS: DA
LOC: 6.26 NM AFTER RAIZE LOM OR AT EKOJO/0.93 DME FIX

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 2500 THEN CLIMBING LEFT TURN TO 3400 DIRECT RAIZE LOM/INL 7.18 DME AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS (DO NOT CHART):

CLIMB TO 3300 ON INL VOR/DME R-310 TO HODEV/INL 14.00 DME AND HOLD NW, RT, 130.30 INBOUND.

PROFILE:

1. PT L **SIDE OF COURSE** 132.91 **OUTBOUND** 3400 **FT WITHIN** 10 **MILES OF** RAIZE LOM (IAF)

2.

3. **FAC:** 312.91 **FAF:** RAIZE LOM/INL 7.18 DME **DIST FAF TO MAP:** 6.26 **DIST FAF TO THLD:** 6.46

4. **MIN ALT:** RAIZE LOM/INL 7.18 DME 3400, ALETE/INL 2.22 DME 1620*

5. **DIST TO THLD FROM OM:** 6.46 **MM:** **IM:** **150 HAT:** **GS ANT:** 904

6. **MIN GS INCPT:** 3400 **GS ALT AT FAF :** **OM:** 3307 **MM:** **IM:**

7. **GP ANGLE:** 3.00 **34:1:** **20:1:** **TCH:** 45.1

8. **MSA FROM:** IN LOM 2800



EQUIPMENT REQUIREMENTS NOTES:

ADF REQUIRED.

NOTES:

CHART NOTE: AUTOPILOT COUPLED APPROACH NA BELOW 1731 FEET.
*LOC ONLY
CHART NOTE: CIRCLING RWY 4, 22 NA AT NIGHT.
CHART NOTE: CAUTION OPPOSING ILS CONTINUOUSLY ON.

ADDITIONAL FLIGHT DATA:

#DME FROM INL VOR/DME.
CHART INL R-176 AT WANRI.
CHART INL R-071 AT CIVLU.
CHART IN PLANVIEW: HODEV/INL 14.00 DME
CHART FAS OBST: 1233 TREE 483321N/0932260W.
CHART IN PLANVIEW: ALTERNATE MA HOLDING, HOLD NW HODEV/INL 14.00 DME, RT, 130.30 INBOUND.
HOLD SE, RT, 312.91 INBOUND

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

ALTERNATE: NA ☐ ILS: STANDARD; LOC: STANDARD

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 31	1366	1/2	200	1366	1/2	200	1366	1/2	200	1366	1/2	200			
S-LOC 31	1620	1/2	454	1620	1/2	454	1620	3/4	454	1620	1	454			
CIRCLING	1620	1	435	1680	1	495	1680	1 1/2	495	1780	2	595			
ALETE FIX MINIMUMS#															
S-LOC 31	1520	1/2	354	1520	1/2	354	1520	1/2	354	1520	3/4	354			
CIRCLING	1620	1	435	1680	1	495	1680	1 1/2	495	1780	2	595			

CHANGES - REASONS

1. CHANGED PROCEDURE NOTE FOR AUTOPILOT COUPLED APPROACH FROM: NA BELOW 2250 TO: NA BELOW 1731 - TO REMOVE NOTAM FDC: 8/5955, PER BATTLE CREEK FICO JEFF RANDALL, 269.967.1595.
2. TERMINAL ROUTE FIXES CHANGED FROM INL VORTAC TO INL VOR/DME, FROM: RAIZE LOM/INL VORTAC 7.18 DME TO: RAIZE LOM/INL 7.18 DME, FROM: WANRI/INL VORTAC 14.00 DME CCW TO: WANRI/INL 14.00 DME CCW, FROM: CIVLU/INL VORTAC 14.00 DME CW TO: CIVLU/INL 14.00 DME CW FROM: ZAVBA/INL VORTAC 14.00 DME TO: ZAVBA/INL 14.00 DME, FROM: EKOJO/INL VORTAC 0.93 DME TO: EKOJO/INL 0.93 DME, FROM: HODEV/INL VORTAC 14.00 DME TO: HODEV/INL 14.00 DME FROM: ALETE/INL VORTAC 2.22 DME TO: ALETE/INL 2.22 DME - PER 8260.19H, PARA 8-2-6, C(2).
3. MOVED BACK-UP ALTIMETER NOTE TO THE 8260-9 FOR CONTINGENCY PURPOSES. NO LONGER REQUIRED ON THE 8260-3.
4. ALTERNATE MINIMUMS NOW STANDARD. MOVED BACK-UP ALTIMETER DATA TO 8260-9 FOR CONTINGENCY OUTAGES.
5. UPDATED ALETE FIX MINIMUMS TO SHOW THE DME SOURCE IN ADDITIONAL FLIGHT DATA. ILS FREQUENCY IS NOT PAIRED TO THE DME CHANNEL.



COORDINATED WITH:

A4A ☒ **ALPA** ☒ **AOPA** ☒ **APA** ☒ **HAI** ☐ **NBAA** ☒ **OTHER:** ZMP, AMGR

FLIGHT CHECKED BY

PROCESSED IAW AIRCRAFT OPERATIONS GROUP (AJW-33) MEMO, OCTOBER 3, 2018, SUBJECT: *Digitally signed by*
FLIGHT INSPECTION REVIEW NOT REQUIRED

OFFICE

DATE

WARDELL HENNING

DEVELOPED BY

WARDELL HENNING (TODD BOWLING)

Digitally signed by Dec 07, 2018

OFFICE

DATE

WARDELL HENNING

AJV-5432

11/07/2018

APPROVED BY

PATRICK MULQUEEN

Digitally signed by

WARDELL HENNING

Dec 07, 2018

OFFICE

DATE

AJV-5430

TITLE

MANAGER

Dec 07, 2018

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

<u>AIRPORT</u>	<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>
FALLS INTL-EINARSON FIELD	KINL	ILS OR LOC RWY 31	10C	INTERNATIONAL FALLS	MN	1185	I-INL

PART A: OBSTRUCTION DATA SEGMENTS

FEEDER

<u>FROM</u>	<u>TO</u>
INL VOR/DME	RAIZE LOM/INL 7.18 DME

<u>RNP</u>	<u>DISTANCE</u> 7.18	<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>
1.TOWER (27-000736)	483423.00N/0931921.00W		1538	250	50	4D	1000				AT862	3400
2.TERRAIN	483423.00N/0931921.00W		1225 (1200)								AS1500	2700

COMPUTATIONS

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

SEGMENT REMARKS:

INITIAL: ARC

<u>FROM</u>	<u>TO</u>
WANRI/INL 14.00 DME CCW	ZAVBA/INL 14.00 DME

<u>RNP</u>	<u>DISTANCE</u> 14.00	<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>
3.AAO	481918.00N/0931342.00W		1539	164	98	4E	1000				AT861	3400
4.TERRAIN	481918.00N/0931342.00W		1339 (1300)								AS1500	2800

COMPUTATIONS

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

SEGMENT REMARKS:



INITIAL: ARC

FROM

CIVLU/INL 14.00 DME CW

TO

ZAVBA/INL 14.00 DME

<u>RNP</u>	<u>DISTANCE</u> 14.00	<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>
5.AAO	482557.00N/0930333.00W		1529	164	98	4E	1000				AT871	3400
6.TERRAIN	482557.00N/0930333.00W		1329 (1300)								AS1500	2800

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INTERMEDIATE

FROM

ZAVBA/INL 14.00 DME

TO

RAIZE LOM/INL 7.18 DME

<u>RNP</u>	<u>DISTANCE</u> 6.82	<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>
7.AAO	482630.00N/0930457.00W		1500	164	98	4E	500				AC98 AT1302	3400
8.TERRAIN	482357.00N/0931021.00W		1270 (1300)								AS1500	2800

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

RAIZE LOM/INL 7.18 DME

<u>RNP</u>	<u>DISTANCE</u> 10.00	<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>
9.AAO	481954.00N/0931109.00W		1490	500	50	5D	500				AT1410	3400
10.TERRAIN	481954.00N/0931109.00W		1290 (1300)								AS1500	2800

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

SEGMENT REMARKS:

FINAL: ILS

FROM

GP INTCP

TO

DA

<u>RNP</u>	<u>DISTANCE</u> 6.74	<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				1366

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

SEGMENT REMARKS:



FINAL: LOC

FROM

RAIZE LOM/INL 7.18 DME

TO

ALETE/INL 2.22 DME

<u>RNP</u>	<u>DISTANCE</u> 4.96	<u>PAT</u>	<u>MAP</u>	<u>HAT</u> 454	<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>
11.AAO	483049.49N/0932027.71W		1339	50	20	2C	250				XL23	1620

<u>COMPUTATIONS</u>	<u>ALT</u>	<u>KIAS</u>	<u>KTAS</u>	<u>HAA</u>	<u>VKTW</u>	<u>TR</u>	<u>BA</u>	<u>DTA</u>	<u>COURSE CHANGE</u>	<u>DVEB</u>	<u>VEB OCS</u>	<u>RF CENTER FIX/DISTANCE</u>
---------------------	------------	-------------	-------------	------------	-------------	-----------	-----------	------------	----------------------	-------------	----------------	-------------------------------

SEGMENT REMARKS:

FINAL: LOC STEPDOWN

FROM

ALETE/INL 2.22 DME

TO

6.26 NM AFTER RAIZE LOM OR AT EKOJO/0.93 DME FIX

<u>RNP</u>	<u>DISTANCE</u> 1.30	<u>PAT</u>	<u>MAP</u> 6.26 NM AFTER RAIZE LOM OR AT EKOJO/0.93 DME FIX	<u>HAT</u> 354	<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>
12.TREE (KINL0047)	483321.02N/0932259.97W		1233	20	3	1A	250				XP37	1520

<u>COMPUTATIONS</u>	<u>ALT</u>	<u>KIAS</u>	<u>KTAS</u>	<u>HAA</u>	<u>VKTW</u>	<u>TR</u>	<u>BA</u>	<u>DTA</u>	<u>COURSE CHANGE</u>	<u>DVEB</u>	<u>VEB OCS</u>	<u>RF CENTER FIX/DISTANCE</u>
---------------------	------------	-------------	-------------	------------	-------------	-----------	-----------	------------	----------------------	-------------	----------------	-------------------------------

SEGMENT REMARKS:

XP: STEPDOWN - ADJUSTMENT TO RETAIN PREVIOUS MDA.

PROCEDURE TURN

FROM

RAIZE LOM

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>
13.TOWER (27-000528)	482122.00N/0930035.00W		1745	500	50	5D	1000				AT655	3400
14.TERRAIN	481536.00N/0925957.00W		1457 (1500)								AS1500	3000

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

RAIZE LOM/INL 7.18 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u> 1201					
<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				3400
1.TOWER (27-000736)	483423.00N/0931921.00W		1538	250	50	4D	1000					2600
15.TERRAIN	483800.00N/0933127.00W		1221 (1200)								AS1500	2700

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MISSED APPROACH : LOC

FROM

6.26 NM AFTER RAIZE LOM/INL VORTAC 7.18 DME OR AT EKOJO/0.93 DME FIX

TO

RAIZE LOM/INL 7.18 DME

RNP	DISTANCE	PAT	MAP	HAT			HMAS				
							1270				
OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
							ASC				3400
1.TOWER (27-000736)	483423.00N/0931921.00W	1538	250	50	4D	1000					2600
15.TERRAIN	483800.00N/0933127.00W	1221 (1200)								AS1500	2700

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

HODEV/INL 14.00 DME

RNP	DISTANCE	PAT	MAP	HAT			HMAS				
							1201				
OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
							ASC				3300
16.TOWER (CA-002900)	484223.00N/0933713.00W	1687	250	50	4D	1000					2700
17.TERRAIN	484433.00N/0933215.00W	1313 (1300)								AS1500	2800

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

SEGMENT REMARKS:

HORIZONTAL AND VERTICAL VALUES PDF EDITED TO 250 AND 50. PRIOR FC VALIDATION.



MISSED APPROACH ALTERNATE : LOC

FROM

6.26 NM AFTER RAIZE LOM/INL VORTAC 7.18 DME OR AT EKOJO/0.93 DME FIX

TO

HODEV/INL 14.00 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u> 1270					
<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				3300
16.TOWER (CA-002900)	484223.00N/0933713.00W		1687	250	50	4D	1000					2700
17.TERRAIN	484433.00N/0933215.00W		1313 (1300)								AS1500	2800

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

HORIZONTAL AND VERTICAL VALUES PDF EDITED TO 250 AND 50. PRIOR FC VALIDATION.

CIRCLING

☐ ALL CATS

☒ CAT A

☒ CAT B

☒ CAT C

☒ CAT D

☐ CAT E

☐ NOT AUTHORIZED

OBSTRUCTION	COORDINATES	RADIUS	HAA	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
CATEGORY A											
18.TOWER (27-002585)	483528.68N/0932423.62W	1.30	435/435	1319	50	20	2C	300			1620/1620
CATEGORY B											
19.TOWER (27-001074)	483529.00N/0932304.00W	1.50	495/495	1330	500	50	5D	300		AC50	1680/1680
CATEGORY C											
19.TOWER (27-001074)	483529.00N/0932304.00W	1.70	495/495	1330	500	50	5D	300		AC50	1680/1680
CATEGORY D											
20.TOWER (CA-003619)	483553.00N/0932703.00W	2.30	595/595	1430	250	50	4D	300		AC50	1780/1780

CIRCLING REMARKS:



MSA

CENTER

IN LOM

RADIUS

25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	AAO	480803.00N/0924839.00W	135	28.0	1762	164	98	4E	1000			2800

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:



<u>AIRPORT</u>	<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>
FALLS INTL-EINARSON FIELD	KINL	ILS OR LOC RWY 31	10C	INTERNATIONAL FALLS	MN	1185	I-INL

and/or
5280-FT "PROCEED VFR" SEGMENT LEVEL SURFACE AREA PENETRATIONS

PART C: GENERAL REMARKS:

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

FOR CONTINGENCY PURPOSES: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE BAUDETTE ALTIMETER SETTING AND INCREASE DA 127 FEET AND S-ILS VISIBILITY 1/4 MILE ALL CATS; INCREASE ALL MDA 140 FEET AND INCREASE ALL CAT C/D VISIBILITY 1/4 MILE. MINIMUM ALTITUDE AT ALETE 1760 WHEN USING BAUDETTE ALTIMETER SETTING.

VEGETATION HEIGHT: 100 FT PER FPT.

CIRCLING NA AT NIGHT TO RWY 4/22, RUNWAY HAS NO LIGHTS.

ALTERNATE MINIMUMS: ILS AND LOC NA WHEN USING BAUDETTE ALTIMETER SETTING.



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	3.10
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	0.89
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	315.91
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	1175
DISTANCE FROM	THLD	TO 1500FT POINT	5.06
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.31
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	315.91
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	1175

THRESHOLD
COORDINATES
(IF STR-IN)

483329.81N/0932329.01W

ARP COORDINATES

483356.10N/0932407.80W

RUNWAY APCH END
AND DIST FURTHEST
FROM ARP

RUNWAY 31 DISTANCE 0.61 NM

FAF
COORDINATES

482851.29N/0931643.47W

FIX NAME
COORDINATES

IAF WANRI: 481958.15N/0932511.18W, IF ZAVBA: 482357.13N/0930937.05W, IAF CIVLU: 483700.71N/0930345.84W

REMARKS



<u>AIRPORT</u>	<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>
FALLS INTL-EINARSON FIELD	KINL	ILS OR LOC RWY 31	10C	INTERNATIONAL FALLS	MN	1185	I-INL

PART E: PREPARED BY

<u>NAME</u>	<u>OFFICE</u>	<u>DATE</u>	<u>TITLE</u>
WARDELL HENNING (TODD BOWLING)	AJV-5430	11/07/2018	AERONAUTICAL INFORMATION SPECIALIST

