

LOC I-JAE 111.75	APP CRS 130°	Rwy Ldg TDZE Apt Elev	6758 1354 1354
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ILS or LOC RWY 13

RANGE RGNL (HIB)

DME required.

Autopilot coupled approach NA below 2515. VDP NA when using Eveleth altimeter setting. Caution opposing ILS continuously on. When local altimeter setting not received, use Eveleth altimeter setting and increase S-ILS 13 DA to 1590 feet; increase all MDAs 40 feet and S-LOC 13 visibility Cat B/C/D ¼ SM, and Circling visibility Cat B/C/D ¼ SM. For inop ALS, increase S-LOC 13 Cat C/D visibility to 2 SM. For inop ALS when using Eveleth altimeter setting, increase S-LOC 13 Cat C/D visibility to 2 SM.

-40°C

MALSRL

MISSED APPROACH:
Climb to 3600 direct
HIB VOR/DME and
hold.

ASOS 126.425	DULUTH APP CON 125.45 233.7	UNICOM 123.0 (CTAF) 1
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The diagram illustrates the ILS/LOC RWY 13 approach. It starts with a HOLD at 6000/3500 feet, followed by a 1-minute holding pattern. The approach path is defined by a 310° heading. Key altitudes include 1750 feet at the PUPCI (13.8) and 3300 feet at the HIB (10) and HIB (8) fixes. The LOCALIZER frequency is 111.75 I-JAE. The HIBBING VOR/DME frequency is 116.55 HIB, Channel 112(Y). A circular inset shows the MSA HIB 25 NM with a 3400-foot MSL.

The diagram shows the HIRL Rwy 13-31 layout. It includes the runway centerline, taxiway, and various altitudes. Key altitudes include 1354 feet for the runway end, 3400 feet for the MSA, and 6758 feet for the HIRL. The diagram also shows the 130° heading and the 310° heading for the approach.

		PUPCI HIB 13.8		3600 HIB
	One Minute Holding Pattern	3300		
	6000 3500	310° 130°	3300	130°
			HIB 10	HIB 8
			3.8 NM	2.1 NM
GS 3.00° TCH 48				
CATEGORY	A	B	C	D
S-ILS 13	1554-½ 200 (200-½)			
S-LOC 13	2060-½ 706 (800-½)		2060-1½ 706 (800-1½)	
CIRCLING	2060-1 706 (800-1)		2060-2 706 (800-2)	2060-2¼ 706 (800-2¼)

HIBBING, MINNESOTA

Amdt 1B 21MAR24

47°23'N-92°50'W

RANGE RGNL (HIB)

ILS or LOC RWY 13