

LOC/DME I-FAR <u>110.3</u> Chan 40	APP CRS 356°	Rwy Ldg 9001 TDZE 899 Apt Elev 901
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ILS or LOC RWY 36
HECTOR INTL (FAR)

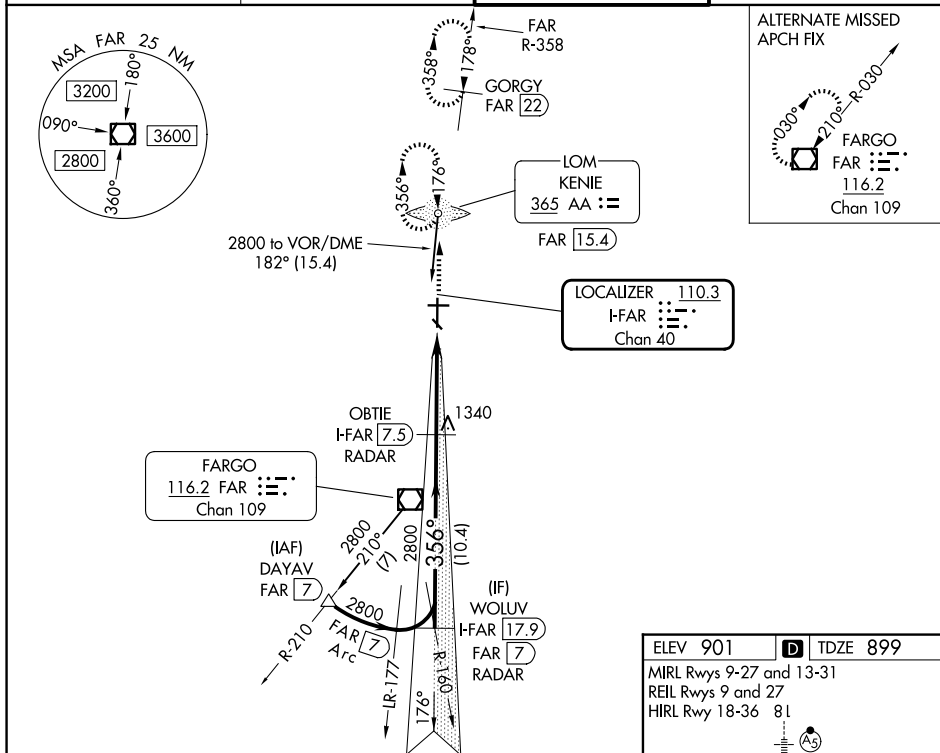
ADF or DME required for procedure entry. ADF or DME required.

MALSR

MISSED APPROACH: Climb to 2500 direct KENIE LOM and hold (DME aircraft climb to 4000 on FAR VOR/DME R-358 to GORGY/22 DME and hold N, RT, 178° inbound, continue climb-in-hold to 4000).

T For inop ALS increase S-ILS 36 Cat E visibility to RVR 4000
A and S-LOC 36 Cat C/D/E visibility to 1% SM.
 #RVR 1800 authorized with use of FD or AP or HUD to DA.

ATIS	FARGO APP CON	FARGO TOWER	GND CON
124.5 379.2	120.4 377.15	133.8 290.4	121.9 348.6



VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).

Diagram illustrating a DME arc crossing a VORTAC radial. The VORTAC is at the top, with a radial of 356° and a DME arc of 2800 feet. The DME arc is labeled "WOLUV I-FAR 17.9 RADAR" and "OBTIE I-FAR 7.5 RADAR". The arc is labeled "2800" and "GS 3.00° TCH 55". The distance from the VORTAC to the arc is 10.4 NM. The distance from the arc to the DME station is 4.6 NM. The distance from the DME station to the arc is 1.2 NM. The diagram also shows a "Use I-FAR DME when on the localizer course" instruction and a "LOC only" label.

CATEGORY	A	B	C	D	E
S-ILS 36 #	1099/24 200 (200-½)				
S-LOC 36	1360/24 461 (500-½)		1360/50 461 (500-1)		
CIRCLING	1380-1	479 (500-1)	1520-1¾ 619 (700-1¾)	1620-2¼ 719 (800-2¼)	1620-2½ 719 (800-2½)

ELEV 901 TDZE 899

MIRL Rwys 9-27 and 13-31

REIL Rwys 9 and 27

HIRL Rwy 18-36 8L

ILS or LOC RWY 36