

# ILS or LOC RWY 18

FARGO/HECTOR INTL (FAR)

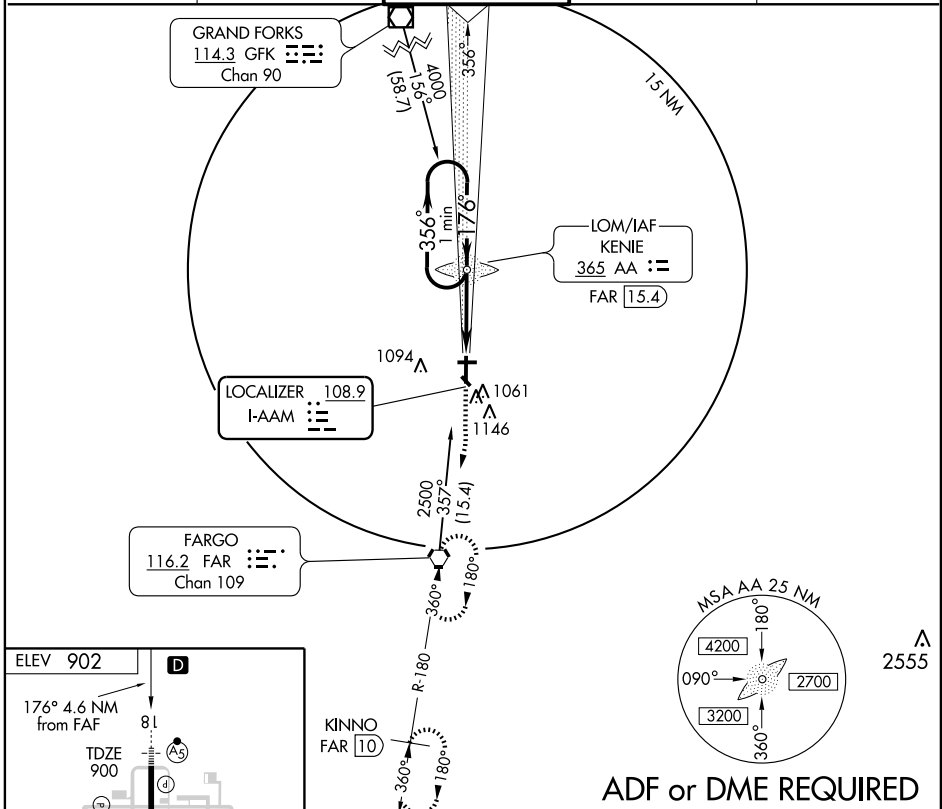
LOC I-AAM <b>108.9</b>	APP CRS <b>176°</b>	Rwy Idg TDZE Apt Elev	<b>9000</b> <b>900</b> <b>902</b>
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**▼** For inoperative MALSR, increase S-ILS 18 Cat E visibility to RVR 4000, and S-LOC 18 Cat E visibility to RVR 5000.  
**▲** \* Visibility CAT A/B/C/D RVR 1800 authorized with the use of FD or AP or HUD to DA.



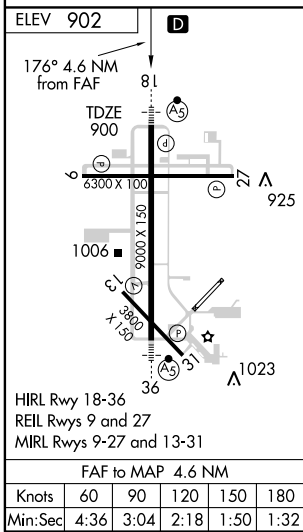
**MISSED APPROACH:** Climb to 2500 direct FAR VORTAC and hold. (TACAN aircraft climb to 3500 direct FAR VORTAC, then via FAR R-180 to KINNO/FAR 10 DME and hold S, RT, 360° inbound.)

ATIS <b>124.5 379.2</b>	FARGO APP CON* <b>120.4 377.15</b>	FARGO TOWER <b>133.8 290.4</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>121.9 348.6</b>
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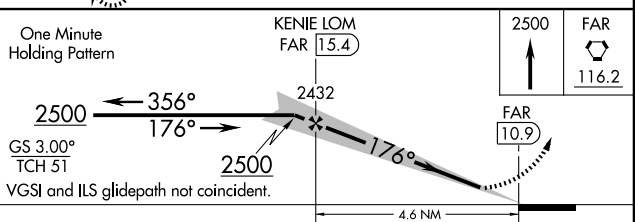


NC-1, 22 OCT 2009 to 19 NOV 2009

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FARGO, NORTH DAKOTA					
Orig-A 09295					



CATEGORY	A	B	C	D	E
S-ILS 18	*1100/24 200 (200-½)				
S-LOC 18	1260/24 360 (400-½)		1260/40 360 (400-¾)		
CIRCLING	1380-1 478 (500-1)		1380-1½ 478 (500-1½)	1500-2 598 (600-2)	1560-2¼ 658 (700-2¼)

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