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| US DEPARTMENT OF TRANSPORTATION<br>FEDERAL AVIATION ADMINISTRATION                                                                                                                                                                                                                                           |        |      |                                                          |        |      | ILS - STANDARD<br>INSTRUMENT APPROACH PROCEDURE<br>TITLE 14 CFR PART 97.29 |        |                                                                                 |          |        |       | Bearings, headings, courses, 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 in feet RVR.                                                                                                                                                                                                                                                                                                                                                                                                |        |                                      |         |  |  |
| TERMINAL ROUTES                                                                                                                                                                                                                                                                                              |        |      |                                                          |        |      |                                                                            |        |                                                                                 |          |        |       | MISSED APPROACH                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |        |                                      |         |  |  |
| FROM                                                                                                                                                                                                                                                                                                         |        |      | TO                                                       |        |      | COURSE AND DISTANCE                                                        |        |                                                                                 | ALTITUDE |        |       | ILS: DA<br>LOC: 5.80 NM AFTER OBTIE/I-FAR 7.53 DME/RADAR OR AT I-FAR 1.74 DME                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |        |                                      |         |  |  |
| KENIE LOM/FAR VOR/DME 15.44 DME                                                                                                                                                                                                                                                                              |        |      | FAR VOR/DME                                              |        |      | 181.55 / 15.42                                                             |        |                                                                                 | 2800     |        |       | CLIMB TO 2500 DIRECT KENIE LOM AND HOLD(DME AIRCRAFT CLIMB TO 4000 ON FAR VOR/DME R-358 TO GORGY/22.00 DME AND HOLD N, RT, 178.34 INBOUND, CONTINUE CLIMB-IN-HOLD TO 4000).<br><br><u>ALTERNATE MA (DO NOT CHART):</u> CLIMB TO 2000 THEN (SEE FORM 8260-10)<br><br>ADDITIONAL FLIGHT DATA:<br>HOLD N, RT, 176.47 INBOUND.<br>CHART IN PLANVIEW: ALTERNATE MA HOLDING, HOLD NE FAR VOR/DME, RT, 209.87 INBOUND.<br>FAS OBST: 1104 AAO 465103N/0964905W<br>CHART: 1340 TOWER 464902N/0964808W<br>CHART VDP AT 2.96 DME*<br>DISTANCE VDP TO THLD 1.22 NM.<br>*LOC ONLY.<br>CHART FAR BRG-210 AT DAYAV.<br>CHART CIRCLING ICON.<br>CHART: ASR<br>CHART IN PLANVIEW: GORGY/FAR 22.00 DME<br>CHART FAR 7.00 DME AT WOLUV.<br>CHART PLANVIEW NOTE: DME OR RADAR REQUIRED. |        |                                      |         |  |  |
| FAR VOR/DME                                                                                                                                                                                                                                                                                                  |        |      | DAYAV/FAR VOR/DME 7.00 DME                               |        |      | 209.88 / 7.00                                                              |        |                                                                                 | 2800     |        |       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |        |                                      |         |  |  |
| DAYAV/FAR VOR/DME 7.00 DME CCW (IAF)                                                                                                                                                                                                                                                                         |        |      | WOLUV/I-FAR 17.91 DME/RADAR                              |        |      | 7.00 DME ARC (FAR LR-177)                                                  |        |                                                                                 | 2800     |        |       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |        |                                      |         |  |  |
| WOLUV/I-FAR 17.91 DME/RADAR (IF)                                                                                                                                                                                                                                                                             |        |      | OBTIE/I-FAR 7.53 DME/RADAR                               |        |      | 356.47 / 10.37 (I-FAR)                                                     |        |                                                                                 | 2800     |        |       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |        |                                      |         |  |  |
| THIS IS A CORRECTED COPY OF A PROCEDURE ORIGINALLY PUBLISHED IN TL 17-19.                                                                                                                                                                                                                                    |        |      |                                                          |        |      |                                                                            |        |                                                                                 |          |        |       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |        |                                      |         |  |  |
| 1. PT _____ SIDE OF COURSE _____ OUTBOUND _____ FT WITHIN _____ MILES OF _____ (IAF)                                                                                                                                                                                                                         |        |      |                                                          |        |      |                                                                            |        |                                                                                 |          |        |       | MAG VAR: 4E EPOCH YEAR: 2005                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |        |                                      |         |  |  |
| 2. PROFILE STARTS AT WOLUV/I-FAR 17.91 DME/RADAR                                                                                                                                                                                                                                                             |        |      |                                                          |        |      |                                                                            |        |                                                                                 |          |        |       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |        |                                      |         |  |  |
| 3. FAC: 356.47 FAF: OBTIE/I-FAR 7.53 DME/RADAR DIST FAF TO MAP: 5.80 THLD: 5.80                                                                                                                                                                                                                              |        |      |                                                          |        |      |                                                                            |        |                                                                                 |          |        |       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |        |                                      |         |  |  |
| 4. MIN. ALT: WOLUV 2800, OBTIE 2800                                                                                                                                                                                                                                                                          |        |      |                                                          |        |      |                                                                            |        |                                                                                 |          |        |       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |        |                                      |         |  |  |
| 5. DIST TO THLD FROM OM: _____ MM: _____ IM: _____ 150 HAT: _____ 100 HAT: _____ GS ANT: 1053                                                                                                                                                                                                                |        |      |                                                          |        |      |                                                                            |        |                                                                                 |          |        |       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |        |                                      |         |  |  |
| 6. MIN GS INCPT: 2800 GS ALT AT: OBTIE 2800 OM: _____ MM: _____ IM: _____                                                                                                                                                                                                                                    |        |      |                                                          |        |      |                                                                            |        |                                                                                 |          |        |       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |        |                                      |         |  |  |
| 7. GS ANGLE: 3.00 TCH: 55.0                                                                                                                                                                                                                                                                                  |        |      |                                                          |        |      |                                                                            |        |                                                                                 |          |        |       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |        |                                      |         |  |  |
| 8. MSA FROM: FAR VOR/DME 180-270 2800, 270-360 3200, 360-180 3600                                                                                                                                                                                                                                            |        |      |                                                          |        |      |                                                                            |        |                                                                                 |          |        |       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |        |                                      |         |  |  |
| MINIMUMS                                                                                                                                                                                                                                                                                                     |        |      |                                                          |        |      |                                                                            |        |                                                                                 |          |        |       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |        |                                      |         |  |  |
| TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT                                                                                                                                                                                                                                                              |        |      |                                                          |        |      | ALTERNATE: N A                                                             |        | ILS: STANDARD #                                                                 |          |        |       | LOC: STANDARD @                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |        |                                      |         |  |  |
| CATEGORY =====>                                                                                                                                                                                                                                                                                              |        | A    |                                                          |        | B    |                                                                            |        | C                                                                               |          |        | D     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |        | E                                    |         |  |  |
|                                                                                                                                                                                                                                                                                                              | DH/MDA | VIS  | HAT/HAA                                                  | DH/MDA | VIS  | HAT/HAA                                                                    | DH/MDA | VIS                                                                             | HAT/HAA  | DH/MDA | VIS   | HAT/HAA                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | DH/MDA | VIS                                  | HAT/HAA |  |  |
| S-ILS 36** ←                                                                                                                                                                                                                                                                                                 | 1099 ← | 2400 | 200                                                      | 1099 ← | 2400 | 200                                                                        | 1099 ← | 2400                                                                            | 200      | 1099 ← | 2400  | 200                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | 1099 ← | 2400                                 | 200     |  |  |
| S-LOC 36                                                                                                                                                                                                                                                                                                     | 1360   | 2400 | 461                                                      | 1360   | 2400 | 461                                                                        | 1360   | 5000                                                                            | 461      | 1360   | 5000  | 461                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | 1360   | 5000                                 | 461     |  |  |
| CIRCLING                                                                                                                                                                                                                                                                                                     | 1380   | 1    | 479                                                      | 1380   | 1    | 479                                                                        | 1520   | 1 3/4                                                                           | 619      | 1620   | 2 1/4 | 719                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | 1620   | 2 1/2                                | 719     |  |  |
|                                                                                                                                                                                                                                                                                                              |        |      |                                                          |        |      |                                                                            |        |                                                                                 |          |        |       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |        |                                      |         |  |  |
|                                                                                                                                                                                                                                                                                                              |        |      |                                                          |        |      |                                                                            |        |                                                                                 |          |        |       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |        |                                      |         |  |  |
|                                                                                                                                                                                                                                                                                                              |        |      |                                                          |        |      |                                                                            |        |                                                                                 |          |        |       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |        |                                      |         |  |  |
| NOTES:<br>CHART NOTE: **RVR 1800 AUTHORIZED WITH USE OF FD OR AP OR HUD TO DA.<br>CHART NOTE: ADF OR DME REQUIRED.<br>CHART PROFILE NOTE: USE I-FAR DME WHEN ON THE LOCALIZER COURSE.<br>CHART PROFILE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).<br>(CONTINUED ON PAGE 2) |        |      |                                                          |        |      |                                                                            |        |                                                                                 |          |        |       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |        |                                      |         |  |  |
| CITY AND STATE<br>FARGO, ND                                                                                                                                                                                                                                                                                  |        |      | ELEVATION: 901 TDZE: 899<br>AIRPORT NAME:<br>HECTOR INTL |        |      | FACILITY IDENTIFIER:<br>I-FAR                                              |        | PROCEDURE NO./AMDT NO./EFFECTIVE DATE:<br>ILS OR LOC RWY 36, AMDT 2, 10/12/2017 |          |        |       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |        | SUP:<br>AMDT: 1C<br>DATED 11/10/2016 |         |  |  |

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| US DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION<br>ILS - STANDARD<br>INSTRUMENT APPROACH PROCEDURE - TITLE 14 CFR PART 97.29   |  |                                                | Bearings, headings, courses, 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 in feet RVR. |                               |                                                                                    |                   |
| MISSED APPROACH INSTRUCTIONS, (CONT.):<br>CLIMBING LEFT TURN TO 2800 DIRECT FAR VOR/DME AND HOLD.                                                |  |                                                |                                                                                                                                                                                                                                                                                                                                                                      |                               |                                                                                    |                   |
| NOTES, (CONT.):<br>CHART NOTE: FOR INOPERATIVE ALS INCREASE S-ILS 36 CAT E VISIBILITY TO RVR 4000 AND S-LOC 36 CAT C/D/E VISIBILITY TO 1 3/8 SM. |  |                                                |                                                                                                                                                                                                                                                                                                                                                                      |                               |                                                                                    |                   |
| <div>QUALITY<br/>10<br/>CHECKED</div>                                                                                                            |  |                                                |                                                                                                                                                                                                                                                                                                                                                                      |                               |                                                                                    |                   |
|                                                                                                                                                  |  |                                                |                                                                                                                                                                                                                                                                                                                                                                      |                               |                                                                                    |                   |
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|                                                                                                                                                  |  |                                                |                                                                                                                                                                                                                                                                                                                                                                      |                               |                                                                                    |                   |
| CITY AND STATE<br>FARGO, ND                                                                                                                      |  | ELEVATION: 901<br>AIRPORT NAME:<br>HECTOR INTL | TDZE: 899                                                                                                                                                                                                                                                                                                                                                            | FACILITY IDENTIFIER:<br>I-FAR | PROCEDURE NO./AMDT NO./EFFECTIVE DATE:<br>ILS OR LOC RWY 36, AMDT 2,<br>10/12/2017 | SUP:              |
|                                                                                                                                                  |  |                                                |                                                                                                                                                                                                                                                                                                                                                                      |                               |                                                                                    | AMDT: 1C          |
|                                                                                                                                                  |  |                                                |                                                                                                                                                                                                                                                                                                                                                                      |                               |                                                                                    | DATED: 11/10/2016 |