

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |  |                                                                            |     |                                                                                                                                                                                                                                                                                                                                                                      |        |                               |         |                                                                                        |       |                                                                                                                                                                                                                                                                                                                                                                                                       |        |     |         |                                      |     |         |  |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|----------------------------------------------------------------------------|-----|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------|-------------------------------|---------|----------------------------------------------------------------------------------------|-------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------|-----|---------|--------------------------------------|-----|---------|--|
| 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: 5.09 NM AFTER DACAB INT                                                                                                                                                                                                                                                                                                                                                               |        |     |         |                                      |     |         |  |
| RST VOR/DME                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |  | FARUN INT                                                                  |     | 209.89 / 22.87                                                                                                                                                                                                                                                                                                                                                       |        |                               |         | 3800                                                                                   |       | CLIMB TO 1800 THEN CLIMBING RIGHT TURN TO 3800 ON HEADING 179 AND MCW VOR/DME R-034 TO FARUN INT AND HOLD, OR AS DIRECTED BY ATC.<br><br>ALTERNATE MA (DO NOT CHART): CLIMB TO 1800 THEN CLIMBING RIGHT TURN 3000 DIRECT RST VOR/DME AND HOLD.<br><br>ADDITIONAL FLIGHT DATA:<br>CHART IN PLANVIEW: ALTERNATE MA HOLDING, HOLD SW RST VOR/DME, RT, 025.14 INBOUND.<br>CHART IN PLANVIEW: RST VOR/DME. |        |     |         |                                      |     |         |  |
| MCW VOR/DME (IAF)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |  | FARUN INT (NOPT)                                                           |     | 034.03 / 29.45                                                                                                                                                                                                                                                                                                                                                       |        |                               |         | 3800                                                                                   |       |                                                                                                                                                                                                                                                                                                                                                                                                       |        |     |         |                                      |     |         |  |
| FARUN INT (IF/IAF)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |  | DACAB INT                                                                  |     | 351.13 / 6.11 (I-AUM)                                                                                                                                                                                                                                                                                                                                                |        |                               |         | 2900                                                                                   |       |                                                                                                                                                                                                                                                                                                                                                                                                       |        |     |         |                                      |     |         |  |
| 1. PT _____ SIDE OF COURSE _____ OUTBOUND _____ FT WITHIN _____ MILES OF _____ (IAF)<br>2. HOLD S FARUN, RT, 351.13 INBOUND, 3800 FT. IN LIEU OF PT (IAF)<br>3. FAC: 351.13 FAF: DACAB INT DIST FAF TO MAP: 5.09 THLD: 5.09<br>4. MIN. ALT: FARUN 3800, DACAB 2900<br>5. DIST TO THLD FROM OM: _____ MM: _____ IM: _____ 150 HAT: _____ 100 HAT: _____ GS ANT: 951<br>6. MIN GS INCPT: 2900 GS ALT AT: DACAB 2900 OM: _____ MM: _____ IM: _____<br>7. GS ANGLE: 3.00 TCH: 47.2<br>8. MSA FROM: JAY VOR/DME 030-210 3900, 210-030 3400 |  |                                                                            |     |                                                                                                                                                                                                                                                                                                                                                                      |        |                               |         |                                                                                        |       | MAG VAR: 1E EPOCH YEAR: 2005                                                                                                                                                                                                                                                                                                                                                                          |        |     |         |                                      |     |         |  |
| MINIMUMS                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |  |                                                                            |     |                                                                                                                                                                                                                                                                                                                                                                      |        |                               |         |                                                                                        |       |                                                                                                                                                                                                                                                                                                                                                                                                       |        |     |         |                                      |     |         |  |
| TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |  |                                                                            |     |                                                                                                                                                                                                                                                                                                                                                                      |        |                               |         |                                                                                        |       | ALTERNATE: N A X                                                                                                                                                                                                                                                                                                                                                                                      |        |     |         |                                      |     |         |  |
| 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 35                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |  | 1431                                                                       | 1/2 | 200                                                                                                                                                                                                                                                                                                                                                                  | 1431   | 1/2                           | 200     | 1431                                                                                   | 1/2   | 200                                                                                                                                                                                                                                                                                                                                                                                                   | 1431   | 1/2 | 200     |                                      |     |         |  |
| S-LOC 35                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |  | 1700                                                                       | 1/2 | 469                                                                                                                                                                                                                                                                                                                                                                  | 1700   | 1/2                           | 469     | 1700                                                                                   | 1     | 469                                                                                                                                                                                                                                                                                                                                                                                                   | 1700   | 1   | 469     |                                      |     |         |  |
| CIRCLING                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |  | 1740                                                                       | 1   | 506                                                                                                                                                                                                                                                                                                                                                                  | 1740   | 1                             | 506     | 1740                                                                                   | 1 1/2 | 506                                                                                                                                                                                                                                                                                                                                                                                                   | 1800   | 2   | 566     |                                      |     |         |  |
| NOTES:<br>CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVAL ON MCW VOR/DME AIRWAY RADIALS 343 CW 075.<br>CHART PROFILE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).<br>CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE ALBERT LEA ALTIMETER SETTING AND INCREASE ALL DA 48 FEET AND ALL MDA 60 FEET.<br>CHART NOTE: FOR INOPERATIVE MALSR, INCREASE S-LOC 35 CATS C AND D VISIBILITY TO 1 3/8 MILE.                                                                                            |  |                                                                            |     |                                                                                                                                                                                                                                                                                                                                                                      |        |                               |         |                                                                                        |       |                                                                                                                                                                                                                                                                                                                                                                                                       |        |     |         |                                      |     |         |  |
| CITY AND STATE<br>AUSTIN, MN                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |  | ELEVATION: 1234 TDZE: 1231<br>AIRPORT NAME:<br>AUSTIN MUNI                 |     |                                                                                                                                                                                                                                                                                                                                                                      |        | FACILITY IDENTIFIER:<br>I-AUM |         | PROCEDURE NO./AMDT NO./EFFECTIVE DATE:<br>ILS OR LOC RWY 35, AMDT 1B<br>5 JANUARY 2017 |       |                                                                                                                                                                                                                                                                                                                                                                                                       |        |     |         | SUP:<br>AMDT: 1A<br>DATED 05/29/2014 |     |         |  |

QUALITY  
24  
CHECKED