

WAAS CH 40006 W18A	APP CRS 176°	Rwy Ldg 9001 TDZE 900 Apt Elev 901
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RNAV (GPS) RWY 18
HECTOR INTL (FAR)

RNP APCH.

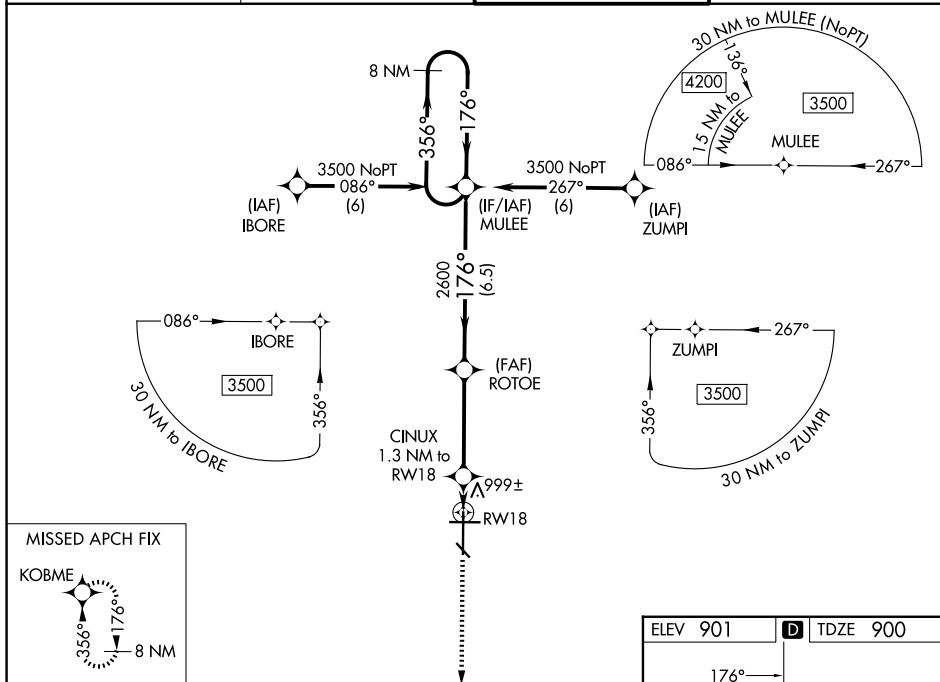
T For inoperative MALS R, increase LPV Cat E visibility to RVR 4000 and LNAV/VNAV Cat E and LNAV Cat D and E to RVR 6000. For unconfigured Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F).
A #RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR



MISSED APPROACH.
Climb to 3500 direct
KOBME and hold.

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

8 NM Holding Pattern

MULEE

ROTOE

CINUX 1.3 NM to RW18

RW18

3500

356°

176°

176°

2600

2600

1360

GP 3.00° TCH 51

VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 68).

3500

KOBME

*LNAV only.

CATEGORY		A	B	C	D	E
LPV	DA#	1100/24 200 (200-½)				
RNAV/ VNAV	DA	1272/40 372 (400-¾)				
RNAV	MDA	1260/24 360 (400-½)			1260/50 360 (400-1)	
CIRCLING		1380-1 479 (500-1)	1520-1¾ 619 (700-1¾)	1620-2¼ 719 (800-2¼)	1620-2½ 719 (700-2½)	

Diagram illustrating the intersection of HIRL Rwy 18-36, REIL Rwy 9 and 27, and MIRL Rwy 9-27 and 13-31. The diagram shows a vertical runway (18-36) and a horizontal runway (9-27) intersecting. A third runway (13-31) branches off the vertical runway at an angle. Various navigation aids (A5, A3, A1) and distances (81, 150, 360, 36) are marked. A star symbol is present near the intersection.