Flight Procedure Tracking Form	Action: FLIGHT CHECK	Task Type: IAP	Date Open: 06/18/2008	Task #: 2008061719757349001	Request #: 20080617197573
Procedure: NDB RWY 15 AMDT 2		Airport ID: KULM	Airport: NEW ULM MUNI		Reimbursable #:
City: NEW ULM	ST: MN	GPS #:		Estimated Chart Date: 03/07/2013	FICO #:
Fac ID: ULM	Fac. Type: NDB/M	Specialist: ROSS BARTO			

Procedure Review

	Rec'd	Rel'd	Full Name	Comments
Lead:	09/05/2012	11/05/2012	JEREL PAWLEY	
QA:	11/05/2012	11/08/2012	CASIMIR TABAKA	
Liaison:	11/08/2012		Spurlin	MAGVAR

MAG VAR

P1

Procedure Comments: ENROUTE-NON **Remark Type:** INFORMATION

Pkg 3 of 5

NEW ULM, MN NEW ULM MUNI (KULM) NDB RWY 15, AMDT 2 ENROUTE-NO FC: 1.8.13 PUB: 3.7.13

ATTACHED FORMS: 8260-5; 8260-10; 8260-9; 8260-2(S): ECUJU-INT, REV 1; NEW ULM (ULM) NDB/DME, REV 6; (INFO ONLY) BEEGR-INT, REV 2.

CONTACT: JILL OLSON/STEVE BARNETT -AVJ-353 LEADS, 405.954.4014 / 405.954.9307.

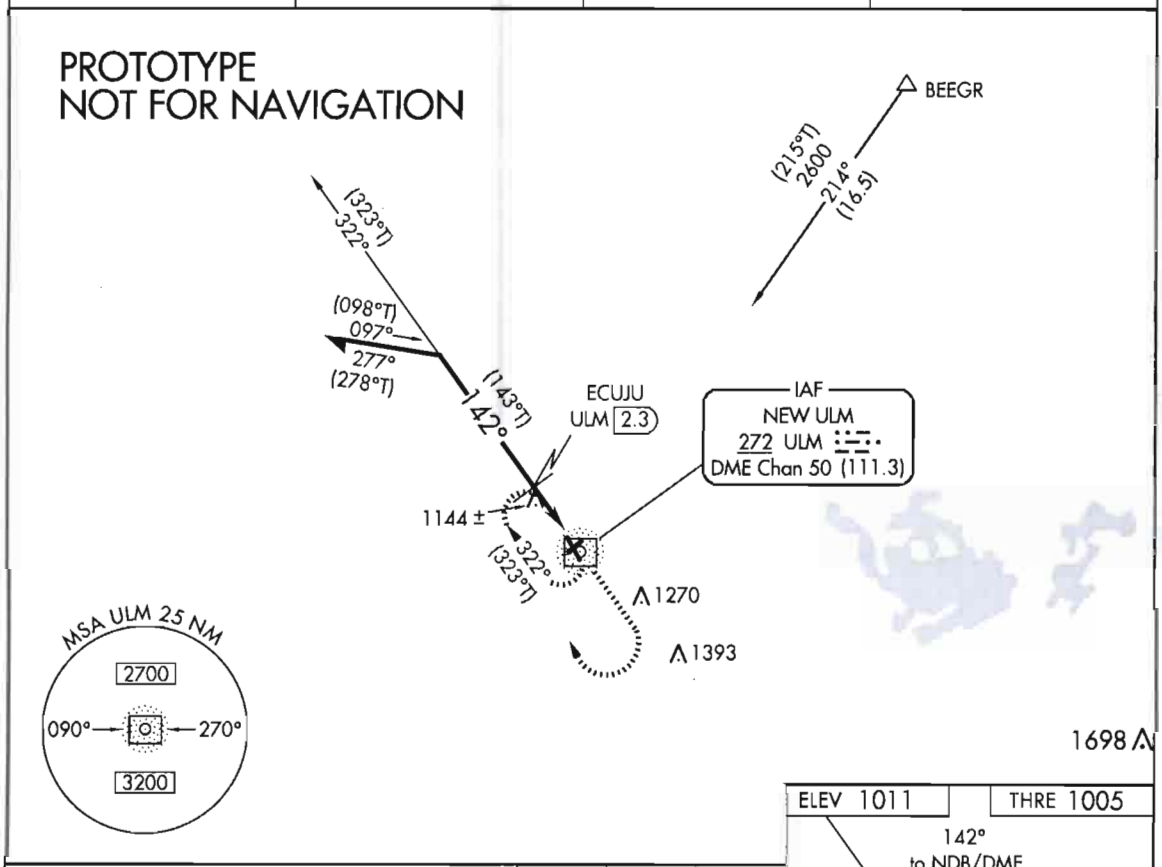
NDB/DME ULM 272 Chan 50 (111.3)	APP CRS 142°	Rwy ldg 4401 THRE 1005 Apt Elev 1011

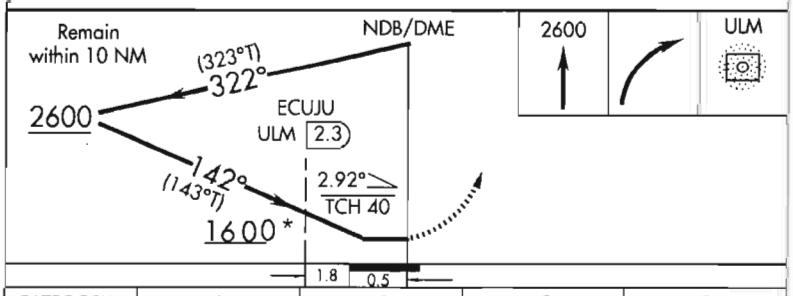
NDB RWY 15
NEW ULM MUNI (ULM)

When local altimeter setting not recieved, use St James altimeter setting and increase all MDA 60 feet; increase S-15 Cats C and D and Circling Cat C visibility 1/8 mile.
Rwy 15 Straight-in and Circling minimums NA at night. Helicopter visibility reduction below 1 SM NA.
*1660 When using St. James altimeter setting. ECUJU FIX MINIMUMS: When using St James altimeter setting, increase S-15 Cats C and D visibility 1/4 mile.

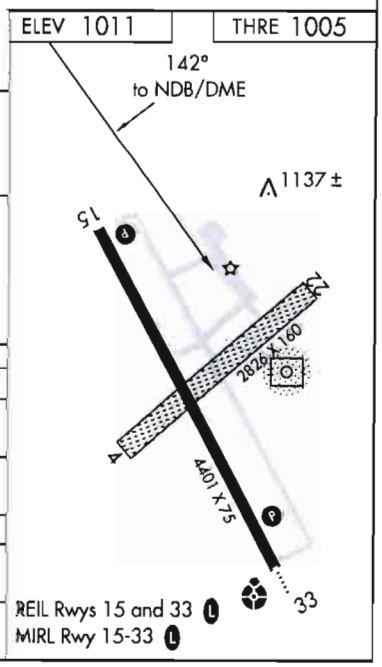
MISSED APPROACH: Climb to 2600 then right turn direct ULM NDB/DME and hold.

AWOS-3	MINNEAPOLIS CENTER	GCO	UNICOM
118.325	127.1 290.2	121.725	122.8 (CTAF) L





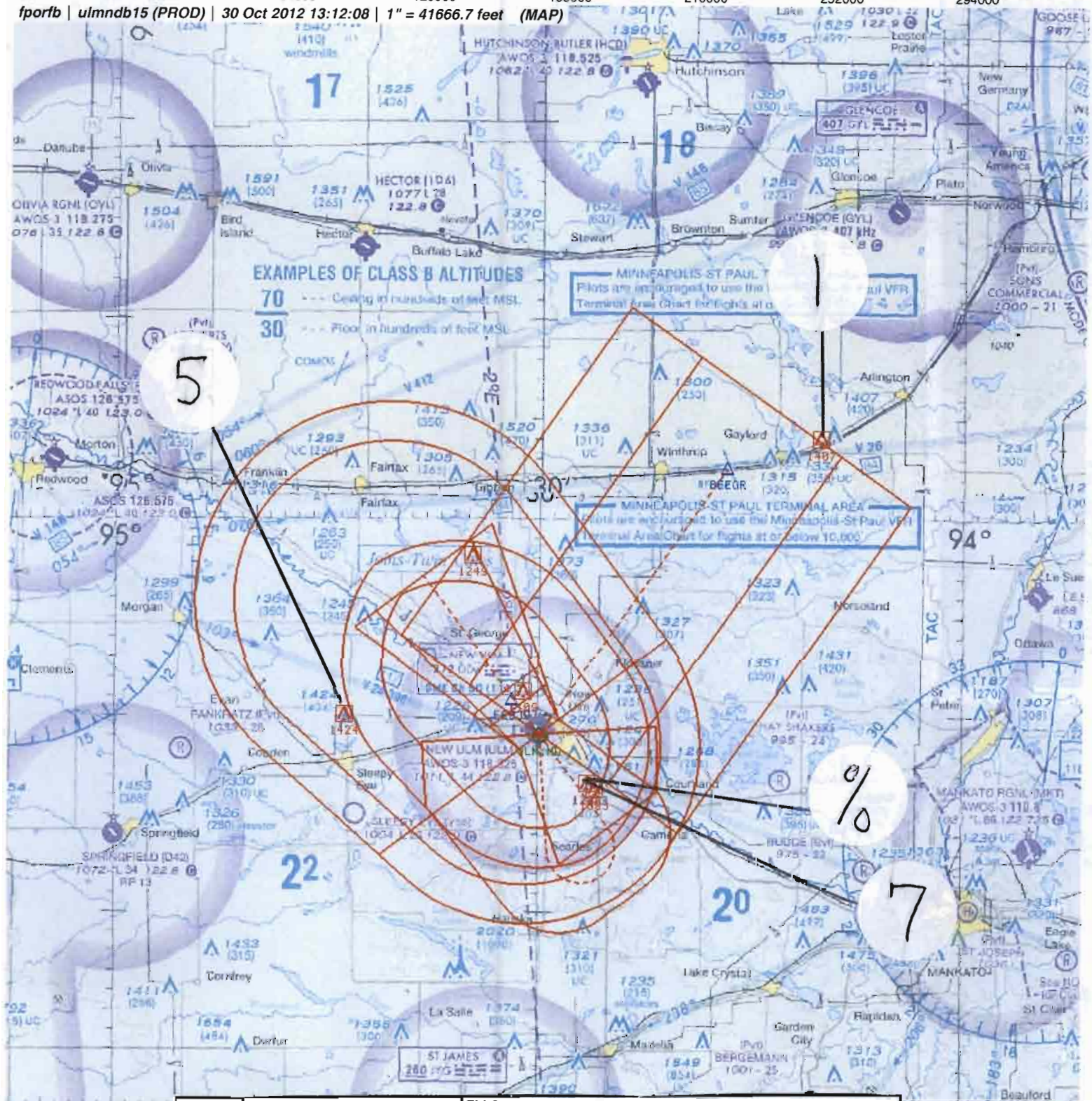
CATEGORY	A	B	C	D
S-15	1600-1	595 (600-1)	1600-1¾	595 (600-1¾)
CIRCLING	1600-1	589 (600-1)	1600-1¾ 589 (600-1¾)	1620-2 609 (700-2)
ECUJU FIX MINIMUMS (DME REQUIRED)				
S-15	1420-1 415 (500-1)		1420-1 1/8 415 (500-1 1/8)	
CIRCLING	1420-1 409 (500-1)	1480-1 469 (500-1)	1480-1½ 469 (500-1½)	1620-2 609 (700-2)



NM 7 14 21 28 35 42 49

FT 42000 84000 126000 168000 210000 252000 294000

fporfb | ulmndb15 (PROD) | 30 Oct 2012 13:12:08 | 1" = 41666.7 feet (MAP)

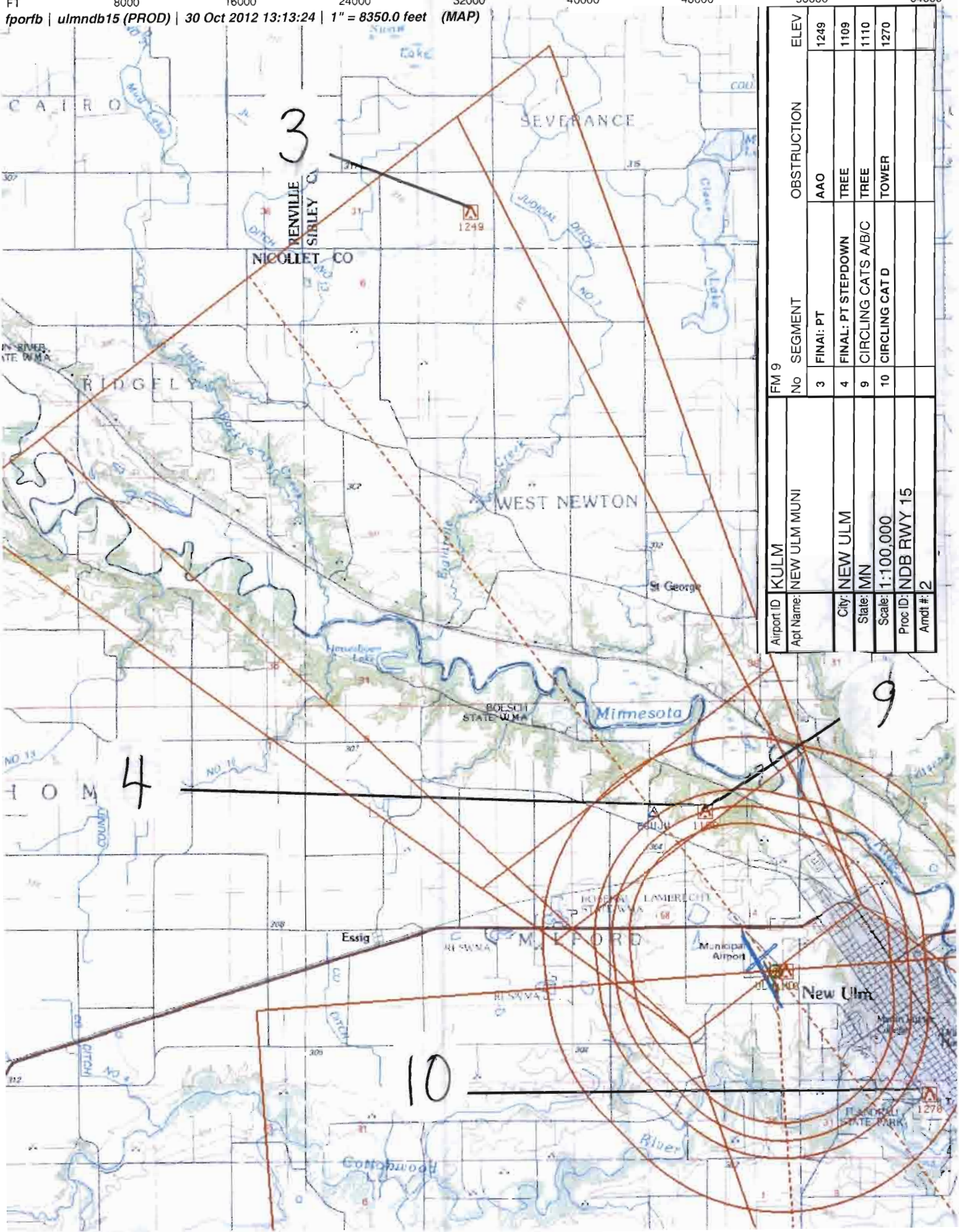


Airport ID:	KULM	FM 9			
Apt Name:	NEW ULM MUNI	No	SEGMENT	OBSTRUCTION	ELEV
		1	FEEDER	TOWER	1407
City	NEW ULM	5	PROCEDURE TURN	TOWER	1424
State:	MN	7	MISSED APP LVL SURFACE	TOWER	1393
SCALE	1:500,000	%	HOLDING	TOWER	1288
Proc ID:	NDB RWY 15				
AMDT#	2				

NM 1 2 3 4 5 6 7 8 9 10

FT 8000 16000 24000 32000 40000 48000 56000 64000

fporfb | ulmndb15 (PROD) | 30 Oct 2012 13:13:24 | 1" = 8350.0 feet (MAP)



Airport ID	KULM
Apt Name:	NEW ULM MUNI
City:	NEW ULM
State:	MN
Scale:	1:100,000
Proc ID:	NDB RWY 15
Amdt #:	2

FM 9

No	SEGMENT	OBSTRUCTION	ELEV
3	FINAL: PT	AAO	1249
4	FINAL: PT STEPDOWN	TREE	1109
9	CIRCLING CATS A/B/C	TREE	1110
10	CIRCLING CAT D	TOWER	1270

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION

NDB STANDARD INSTRUMENT APPROACH PROCEDURE

FLIGHT STANDARDS SERVICE - TITLE 14 CFR PART 97.27

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

FROM	TO	COURSE AND DISTANCE	ALTITUDE
BEEGR INT	ULM NDB/DME	213.94 / 16.48	2600

MISSED APPROACH

MAP: ULM NDB/DME

CLIMB TO 2600 THEN RIGHT TURN DIRECT ULM NDB AND HOLD.

ADDITIONAL FLIGHT DATA:

HOLD NW, RT, 142.00 INBOUND.
CHART FAS OBST: 1109 TREE 442050N/0943059W
ECUJU TO RW15: 2.92/40.
FAC CROSSES RWY C/L EXTENDED 3172 FROM THLD.

1. PT L SIDE OF COURSE 322.00 OUTBOUND 2600 FT WITHIN 10 MILES OF ULM NDB/DME (IAF)
2.
3. FAC 142.00 FAF DIST FAF TO MAP THLD
4. MIN. ALT ECUJU/ULM 2.30 DME 1600*
8. MSA FROM: ULM NDB/DME 090-270 3200, 270-090 2700

MAG VAR: 1E EPOCH YEAR:2015

MINIMUMS

TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT

ALTERNATE: N A

STANDARD @

CATEGORY =====>	A			B			C			D			E		
	MDA	VIS	HAT/HAA	MDA	VIS	HAT/HAA	MDA	VIS	HAT/HAA	MDA	VIS	HAT/HAA	MDA	VIS	HAT/HAA
S-15	1600	1	595	1600	1	595	1600	1 3/4	595	1600	1 3/4	595			
CIRCLING	1600	1	589	1600	1	589	1600	1 3/4	589	1620	2	609			
ECUJU FIX MINIMUMS (DME REQUIRED)															
S-15	1420	1	415	1420	1	415	1420	1 1/8	415	1420	1 1/8	415			
CIRCLING	1420	1	409	1480	1	469	1480	1 1/2	469	1620	2	609			

NOTES:

CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE ST JAMES ALTIMETER SETTING AND INCREASE ALL MDA 60 FT: INCREASE S-15 CATS C AND D AND CIRCLING CAT C VISIBILITY 1/8 MILES.
CHART NOTE: ECUJU FIX MINIMUMS: WHEN USING ST JAMES ALTIMETER SETTING, INCREASE S-15 CATS C AND D VISIBILITY 1/4 MILE.
(SEE FORM 8260-10)

@ NA WHEN LOCAL WEATHER NOT AVAILABLE.

QUALITY 2 CHECKED

CITY AND STATE	ELEVATION: 1011 THRE: 1005	FACILITY IDENTIFIER:	PROCEDURE NO./AMDT NO./EFFECTIVE DATE:	SUP NDB OR GPS RWY 15
NEW ULM, MN	AIRPORT NAME: NEW ULM MUNI	ULM	NDB RWY 15, AMDT 2	AMDT 1
				DATE 07/10/2003

ALL AFFECTED PROCEDURES REVIEWED?	COORDINATES OF FACILITIES	REQUIRED EFFECTIVE DATE
[ ] YES [X] NO		ROUTINE

COORDINATED WITH:

ATA	AAT	ALPA	APA	AOPA	NBAA	OTHER (specify)
X		X		X	X	X ZMP

FLIGHT CHECKED BY		
NAME:	FIFO	DATE:
DEVELOPED BY		
NAME: JILL OLSON (ROSS F. BARTO)	FIFO AJV-353	DATE: 09/20/2012
APPROVED BY		
NAME: LARRY H STROUT MANAGER	FIFO AJV-353	DATE:

CHANGES:

1. MINIMUMS BASED ON HEIGHT ABOVE THLD VS TOUCHDOWN.
2. ADDED BACK-UP ALTIMETER SETTING AND MINIMUMS NOTE.
3. ADDED ALTERNATE MINIMUMS AND NOTE.
4. REVISED FINAL COURSE FROM 140 TO 142.
5. RAISED S-15 MDA FROM 1500 TO 1600 AND S-15 STEPDOWN FROM 1440 TO 1420.
6. NAMED STEPDOWN FIX.
7. ADDED VDA.
8. UPDATED MAG VAR FROM 4E TO 1E.
9. RAISED CIRCLING CATS A/B/C MDA FROM 1440 TO 1600 AND LOWERED CAT D FROM 1740 TO 1620; ECUJU FIX MINIMUMS, LOWERED CAT A MDA FROM 1440 TO 1420 AND CAT D FROM 1740 TO 1620.
10. REMOVED "OR GPS" FROM SIAP NAME.
11. RAISED MSA SECTOR 270-090 MINIMUM ALTITUDE FROM 2600 TO 2700.
12. ADD NA AT NIGHT NOTE.
13. ADDED HELICOPTER NOTE.

SEE 8260-10

REASONS:

1. PER 8260.3, CH 20.
2. REQUIRED.
3. AUTHORIZED.
4. MAG VAR CHANGE AND MORE OPTIMUM COURSE.
5. NEW CONTROLLING OBSTACLES.
6. REQUIRED, DME FIX.
7. FROM STEPDOWN FIX TO RWY.
8. REQUIRED, CHANGE BY 3 DEGREES.

9/11. NEW CONTROLLING OBSTACLES.

10. DEVELOPED STAND ALONE RNAV (GPS) PROCEDURE.
12. PER FPT 20:1 PENETRATION.
13. 20:1 PENETRATION.
14. PREVIOUS CONTROLLING OBSTACLE REMOVED.

QUALITY 2 CHECKED

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 aiport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or in feet RVR.

NOTES, (CONT.):
CHART NOTE: RWY 15 STRAIGHT-IN AND CIRCLING MINIMUMS NA AT NIGHT.
CHART NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED.
***1660 WHEN USING ST JAMES ALTIMETER SETTING.**

QUALITY 2 CHECKED

CITY AND STATE	ELEVATION: 1011 THRE: 1005	FACILITY IDENTIFIER:	PROCEDURE NO./ AMDT NO./EFFECTIVE DATE:	SUP: NDB OR GPS RWY 15
NEW ULM, MN	AIRPORT NAME: NEW ULM MUNI	ULM	NDB RWY 15, AMDT 2	AMDT: 1
				DATED: 07/10/2003

ALL AFFECTED PROCEDURES REVIEWED?	COORDINATES OF FACILITIES	REQUIRED EFFECTIVE DATE
☐ YES ☐ NO		

COORDINATED WITH:

ATA	AAT	ALPA	APA	AOPA	NBAA	OTHER (specify)
☐	☐	☐	☐	☐	☐	☐ _____

FLIGHT CHECKED BY		
NAME:	FIFO	DATE:
DEVELOPED BY		
NAME:	FIFO	DATE:
APPROVED BY		
NAME:	FIFO	DATE:

CHANGES:

REASONS:

STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD

PART - A OBSTRUCTION DATA

1. APP SEGMENT	FROM	TO	OBSTRUCTION	COORDINATES	ELEV. MSL	ROC	ALT. ADJUSTMENTS	MIN. ALT.
FEEDER	BEEGR INT	ULM NDB/DME	1. TOWER (27-001511)	443339.00N/0941004.00W	1407 (5D)	1000		2500
			2. TERRAIN	443133.00N/0941933.00W	1109 (1100)		AS1500	2600
FINAL: PT	10 NM	ECUJU/ULM 2.30	3. AAO	442742.61N/0943443.28W	1249 (2C)	350		1600
		DME						
FINAL: PT STEPDOWN	ECUJU/ULM 2.30	ULM NDB/DME	4. TREE	442050.37N/0943058.92W	1109 (2C)	300		1420
	DME							
2. PROCEDURE TURN	ULM NDB/DME	10 NM	5. TOWER (27-001414)	441938.00N/0944343.00W	1424 (5D)	1000		2500
			6. TERRAIN	443257.00N/0944054.00W	1106 (1100)		AS1500	2600
3. MISSED APPROACH — MAP:	ULM NDB/DME	ULM ULM NDB/DME				ASC		2600
			7. TOWER (27-000288)	441556.00N/0942553.00W	1393 (5D)	1000		2400
ELEV:	1160		8. TERRAIN	441442.00N/0943339.00W	1080 (1100)		AS1500	2600

4. CIRCLING AREA	DISTANCE	HT. ABV. ARPT. REQUIRED	HT. ABV. ARPT. ACTUAL	OBSTRUCTION	COORDINATES	ELEV. MSL	ROC	ALT. ADJUSTMENTS	MIN. ALT.
CATEGORY A	1.3 NM	350	589 / 409	9. TREE	441859.23N/0942941.94W	1110 (2C)	300	SI	1600 / 1420
CATEGORY B	1.5 NM	450	589 / 469	9. TREE	441859.23N/0942941.94W	1110 (2C)	300	SI / HAA	1600 / 1480
CATEGORY C	1.7 NM	450	589 / 469	9. TREE	441859.23N/0942941.94W	1110 (2C)	300	SI / HAA	1600 / 1480
CATEGORY D	2.3 NM	550	609 / 609	10. TOWER (27-000117)	441736.00N/0942724.00W	1270 (5D)	300	AC50 / AC50	1620 / 1620
CATEGORY E	4.5 NM	550							

5. MINIMUM SAFE ALTITUDES — PRIMARY NAVAID: ULM NDB/DME

SECTOR	OBSTRUCTION	BRG/DIST	ELEVATION (MSL)	M S A	SECTOR	OBSTRUCTION	BRG/DIST	ELEVATION (MSL)	M S A
090-270	TWR (27-000016)	170/ 23.2	2166 (4D)	3200					
270-090	TWR (27-001462)	009/ 26.0	1672 (5D)	2700					

CITY AND STATE	ELEVATION: 1011 AIRPORT NAME:	FACILITY	PROCEDURE AND AMENDMENT NO:	REGION
NEW ULM, MN	NEW ULM MUNI	ULM	NDB RWY 15, AMDT 2	AGL

PART B - SUPPLEMENTAL DATA

1. COMMUNICATIONS WITH:	2. WEATHER SERVICE			3. ALTIMETER SETTING
ZMP ARTCC		N W S	OTHER: AWOS-3	SOURCE: KULM / KJYG
		F A A		DISTANCE: 0 / 20.15
SATISFACTORY ON:		A / C		HOURS REMOTE OPERATION: 0 / 24
X V H F X U H F H F	LOCATION: KULM			ADJUSTMENT: 0 / 55

4. MONITOR STATUS	PRIMARY NAVAID: ULM NDB	
	MONITOR POINT: MOCC	
	HRS OPTN: CAT 1	1
	HRS OPTN: CAT 3	

5. APPROACH & RUNWAY LIGHTING		ALS
		(S) SALS
	X	MALSF 33 (PCL)
		HIRL
	X	MIRL 33 (PCL), 15 (PCL)
	X	REIL 33 (PCL), 15 (PCL)
		TDZ
		C/LINE
	X	OTHER (SPECIFY) PAPI-4R 33 (PCL) PAPI-4L 15 (PCL)

6. RUNWAY MARKINGS	BASIC	
	ALL WEATHER	
	INSTRUMENT	NPI-G 33, 15
7. RUNWAY VISUAL RANGE	APPROACH	
	MIDFIELD	
	ROLL OUT	
8. GLIDE PATH	GP ANGLE:	ELEV RWY THRESHOLD:
	DISTANCE FROM RWY:	ELEV GP ANTENNA:
		THRESHOLD CROSSING HEIGHT:

9. FINAL APPROACH COURSE AIMING		RUNWAY THRESHOLD 3172	FT. FROM THRESHOLD
	X	ON CENTERLINE	FT. FROM CENTERLINE

10. WAIVERS: NONE

PART D - PREPARED BY: JILL OLSON (ROSS F. BARTO)	DATE: 09/20/2012
TITLE: AERONAUTICAL INFORMATION SPECIALIST	OFFICE: AJV-353

PART C - REMARKS:

VDP NOT ESTABLISHED - OBSTACLES PENETRATE VDP SURFACE.

PARA 251, 20:1 PENETRATION.

PARA 251, 34:1 PENETRATION.

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

USED 100' TREES PER FPT.

VGSI DATA: 3.00/40

TERPS VOLUME 1, "VISUAL PORTION OF FINAL" PENETRATIONS.

RWY 15
20:1 - 1034 TREE (KULMT003) 441934.03N/0943022.31W
(7.33)
34:1 - 1047 TREE (KULMT005) 441936.03N/0943040.69W
(4.75)

RASS PRESSURE PATTERNS SAME
KULM 1011, KJYG 1067
RA = 54.22.
SEE ATTACHED AIRSPACE LETTER.

QUALITY 2 CHECKED

RADIO FIX AND HOLDING DATA RECORD

NAME: ECUJU **STATE:** MN **COUNTRY:** US

LATITUDE/LONGITUDE: 442055.12N/0943148.68W **TYPE:** DME

AIRSPACE DOCKET: **FIX TYPE OF ACTION:** MODIFY

FIX MAKE-UP FACILITIES:

FAC	NAME	IDENT	TYPE	CLASS	MAG BRG	TRUE BRG	DME	DIST FROM FAC NM	FEET	MRA	MAA
1	NEW ULM	ULM	NDB/DME		322.00	323.00	2.30	2.30		1500	6000

HOLDING: **HOLDING TYPE OF ACTION:** NO CHANGE

REMARKS:
NEW ULM (FAC 1) USED TO ESTABLISH FIX COORDINATES

FIX USE:

USE TYPE	USE TITLE	FAC	PAT	AIRPORT IDENT	CITY	STATE
IAP	NDB RWY 15	1		KULM	NEW ULM	MN (US)

REQUIRED CHARTING: IAP

COMPULSORY REPORTING POINT: NO

RECORD REVISION NUMBER: 1 **DATE OF REVISION:** 03/07/2013

REASON FOR REVISION:
1. FIX CHANGED FROM A CNF TO A DME FIX.
2. FIX MOVED 1873.33 FT NORTHEAST.
3. REVISED FIX COORDINATES.
4. ADDED FIX USE.

DEVELOPED BY: **DATE:** 09/20/2012 **OFFICE:** AJV-353 **NAME:** JILL OLSON (ROSS BARTO)

APPROVED BY: **DATE:** **OFFICE:** AJV-353 **NAME:** LARRY STROUT

SIGNATURE:

DISTRIBUTION:
NFDC
FPO: CEN
ARTCC: ZMP
ATC FACILITY:
OTHER:

QUALITY 2 CHECKED

RADIO FIX AND HOLDING DATA RECORD

NAME: NEW ULM NDB/DME **STATE:** MN **COUNTRY:** US

LATITUDE/LONGITUDE: 441904.92N/0942952.94W **TYPE:**

AIRSPACE DOCKET: **FIX TYPE OF ACTION:** NO CHANGE

FIX MAKE-UP FACILITIES:

FAC	NAME	IDENT	TYPE	CLASS	MAG BRG	TRUE BRG	DME	DIST FROM FAC NM	DIST FROM FAC FEET	MRA	MAA
1	NEW ULM	ULM	NDB/DME								17500

HOLDING: **HOLDING TYPE OF ACTION:** MODIFY

PATTERNS:

PAT	DIR	IDENT	TYPE	RAD/CRS/BRG	CRS INBOUND	TURN (L OR R)	LEG LENGTH TIME	LEG LENGTH DME	HOLDING ALTITUDES MIN	HOLDING ALTITUDES MAX	TEMPLATES MIN	TEMPLATES MAX
1	NW	ULM	NDB	322.00	142.00	R	1		2600	6000	4	5
2	S	ULM	NDB	159.00	339.00	R	1		2600	6000	4	5

CONTROLLING OBSTRUCTIONS:

PAT	AIRSPEED	OBSTRUCTION	COORDINATES	ELEVATION	ACCURACY CODE
1	200	TOWER (27-001352)	441611.00N/0942623.00W	1288	5D
2	200	TOWER (27-000288)	441556.00N/0942553.00W	1393	5D

HOLDING RESTRICTIONS:
HOLDING LIMITED TO ESTABLISHED PATTERNS.

REMARKS:
PRECIPITOUS TERRAIN EVALUATION COMPLETED.

FIX USE:

USE TYPE	USE TITLE	FAC	PAT	AIRPORT IDENT	CITY	STATE
IAP	NDB RWY 15		1	KULM	NEW ULM	MN (US)
IAP	NDB RWY 33		2	KULM	NEW ULM	MN (US)

REQUIRED CHARTING: IAP, CONTROLLER, EN ROUTE LOW

COMPULSORY REPORTING POINT: NO

RECORD REVISION NUMBER: 6 **DATE OF REVISION:** 03/07/2013

REASON FOR REVISION:
1. REVISE HOLDING INBOUND COURSES, CONTROLLING OBSTACLES, MAXIMUM HOLDING ALTITUDE AND TEMPLATE SIZES.
2. UPDATED FIX USE.
3. ADDED PRECIPITOUS TERRAIN EVALUATION.
4. MOVED HOLDING LIMITED TO HOLDING RESTRICTIONS.

DEVELOPED BY: **DATE:** 09/20/2012 **OFFICE:** AJV-353 **NAME:** JILL OLSON (ROSS BARTO)

APPROVED BY: **DATE:** **OFFICE:** AJV-353 **NAME:** LARRY STROUT

SIGNATURE:

DISTRIBUTION: **NFDC**
FPO: CEN
ARTCC: ZMP
ATC FACILITY:
OTHER:

RADIO FIX AND HOLDING DATA RECORD

NAME: BEEGR **STATE:** MN **COUNTRY:** US

LATITUDE/LONGITUDE: 443234.58N/0941641.15W **TYPE:** INT, DME

AIRSPACE DOCKET: **FIX TYPE OF ACTION:** MODIFY

FIX MAKE-UP FACILITIES:

FAC	NAME	IDENT	TYPE	CLASS	MAG BRG	TRUE BRG	DME	DIST FROM FAC NM	DIST FROM FAC FEET	MRA	MAA
1	REDWOOD FALLS	RWF	VOR/DME	H	075.61	082.61	36.78	36.78		3000	17500
2	DARWIN	DWN	VORTAC	L	160.00	167.00		33.53		3000	17500

HOLDING: **HOLDING TYPE OF ACTION:** NO CHANGE

FIX USE:

USE TYPE	USE TITLE	FAC	PAT	AIRPORT IDENT	CITY	STATE
EN ROUTE	V26	1, 2				(US)
IAP	NDB RWY 31	1, 2		KGYL	GLENCOE	MN (US)
IAP	RNAV (GPS) RWY 31			KGYL	GLENCOE	MN (US)
IAP	RNAV (GPS) RWY 33			KHCD	HUTCHINSON	MN (US)
IAP	VOR/DME RWY 33	1, 2		KHCD	HUTCHINSON	MN (US)
IAP	NDB RWY 15			KULM	NEW ULM	MN (US)
IAP	NDB RWY 33			KULM	NEW ULM	MN (US)
IAP	RNAV (GPS) RWY 15			KULM	NEW ULM	MN (US)
IAP	RNAV (GPS) RWY 33			KULM	NEW ULM	MN (US)

REQUIRED CHARTING: IAP, CONTROLLER, EN ROUTE LOW

COMPULSORY REPORTING POINT: NO

RECORD REVISION NUMBER: 2 **DATE OF REVISION:** 02/11/2010

REASON FOR REVISION:
UPDATED FIX USE.
UPDATED FIX MAKE-UP DME/DIST FROM FAC.
CHANGED MRA FOR FAC 1 AND FAC 2 FROM 2600 TO 3000.

DEVELOPED BY: **DATE:** 09/21/2009 **OFFICE:** AVN-120 **NAME:** WADE TERRELL (LONNIE EVERHART)

APPROVED BY: **DATE:** 02/11/2010 **OFFICE:** AVN-120 **NAME:** SUE CRUMB

SIGNATURE:

DISTRIBUTION: **NFDC**
FPO: CEN
ARTCC: ZMP
ATC FACILITY:
OTHER:

INFO ONLY

QUALITY 2 CHECKED

TERMINAL AIRSPACE DATA REQUIREMENTS

CITY: **NEW ULM** STATE: **MN**

AIRPORT NAME: **NEW ULM MUNI** ID: **KULM**

PROCEDURE: **NDB RWY 15** AMDT: **2**

DOCKET # :
(96-AXX-X/Required/Not Required)

ALL DIST TO 1/100 NM; ELEV TO NEAREST FT; COORD TO 1/100 SEC; DEG TO 1/100 DG.

1. Distance from **ULM NDB/DME** to 1000' point **7.00**
   (Enter THLD, FAF, ARP, FACILITY, as appropriate)
2. Width of **FINAL** segment at 1000' point **4.95**
   (Enter appropriate segment , final, intermediate, etc.)
3. True Course of **FINAL** segment containing 1000' point **143.00**
4. High Terrain in **FINAL** segment containing 1000' point **1044**
5. Distance from **ULM NDB/DME** to 1500' point **7.00**
   (If 1500' point in PT maneuvering area or holding pattern note in remarks)
6. Width of **FINAL** segment at 1500' point **4.95**
7. True Course of **FINAL** segment containing 1500' point **143.00**
8. High Terrain in **FINAL** segment containing 1500' point **1044**
9. Threshold Coordinates (if straight-in) ... **441926.61N** / **0943023.10W**
10. ARP Coordinates ..... **441911.13N** / **0943008.40W**
11. Runway Approach End and distance furthest from ARP.....RWY **33**
    Distance **0.58** NM
12. FAF Coordinates ..... _____ / _____
    (Click to Select)

REMARKS: Approach/Drawing attached.

Federal Aviation Administration

Memorandum

Date:

To: Dick Powell Manager, National Flight Data Center, AJV-21

From: Larry H. Strout, Manager, Central Products Team, AJV-353

Subject: **ACTION:** Magnetic Variation Change for New Ulm, MN (ULM)

The Magnetic Variation (MV) data for the airport(s) and/or facility(s) listed under the "Airport/Facility" column will be revised effective concurrent with the publication of the procedure(s) listed below.

NDB RWY 15, AMDT 2
NDB RWY 33, AMDT 2
RNAV (GPS) RWY 15, ORIG
RNAV (GPS) RWY 33, ORIG
TAKE-OFF MINIMUMS AND OBSTACLE DEPARTURE PROCEDURE, ORIG

Estimated Chart Date: 03/07/2013

Please publish these changes in the National Flight Data Digest.

MINNESOTA

Location	Name	Airport /Facility	Identifier	Assigned Magnetic Variation Value	Epoch Year
New Ulm	New Ulm Muni	Airport	KULM/ULM	Old 4° East New 1° East	2015
New Ulm	New Ulm Muni	NBD/M	ULM	Old 4° East New 1° East	2015

If you have any questions please notify Larry H. Strout, larry.h.strout@faa.gov (405-954-5070).

cc: AJV-3rf
sjb:x7537:9-21-12: (U:\AVN100\PIT\MAGVAR\MAGVAR\MAGVAR Letters 2013\ MV Change Request for New Ulm, MN (KULM) 9-21-12.doc , Requestor: RBarto, Evaluated By: CZuest