Flight Procedure Tracking Form	Action: FLIGHT CHECK	Task Type: IAP	Date Open: 01/04/2013	Task #: 2012012624320301008	Request #: 20120126243203
Procedure: VOR/DME-A AMDT 3		Airport ID: KAUM	Airport: AUSTIN MUNI		Reimbursable #:
City: AUSTIN	ST: MN	GPS #:		Estimated Chart Date: 06/27/2013	FICO #:
Fac ID: RST	Fac. Type: VDME	Specialist: JOHN HAZELTON			

Procedure Review

	Rec'd	Rel'd	Full Name	Comments
Lead:	12/18/2012	02/01/2013	JILL OLSON	
QA:	02/01/2013	02/05/2013	CASIMIR TABAKA	
Liaison:	02/05/2013		Spurlin	

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

Pg 2 of 2

AUSTIN, MN AUSTIN MUNI (KAUM) VOR/DME-A, AMDT 3 ENROUTE-NO FC: 5.14.13 PUB: 6.27.13

ATTACHED FORMS: 8260-5; 8260-9; 8260-2(S): HIPET-INT, REV 1; MAHES-INT, REV 2; ROCHESTER (RST) VDME, REV 17; SAPEL-INT, REV 2.

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

AUSTIN, MINNESOTA

VOR/DME RST	APP CRS	Rwy ldg	N/A
112.0	240°	TDZE	N/A
Chan 57		Apt Elev	1234

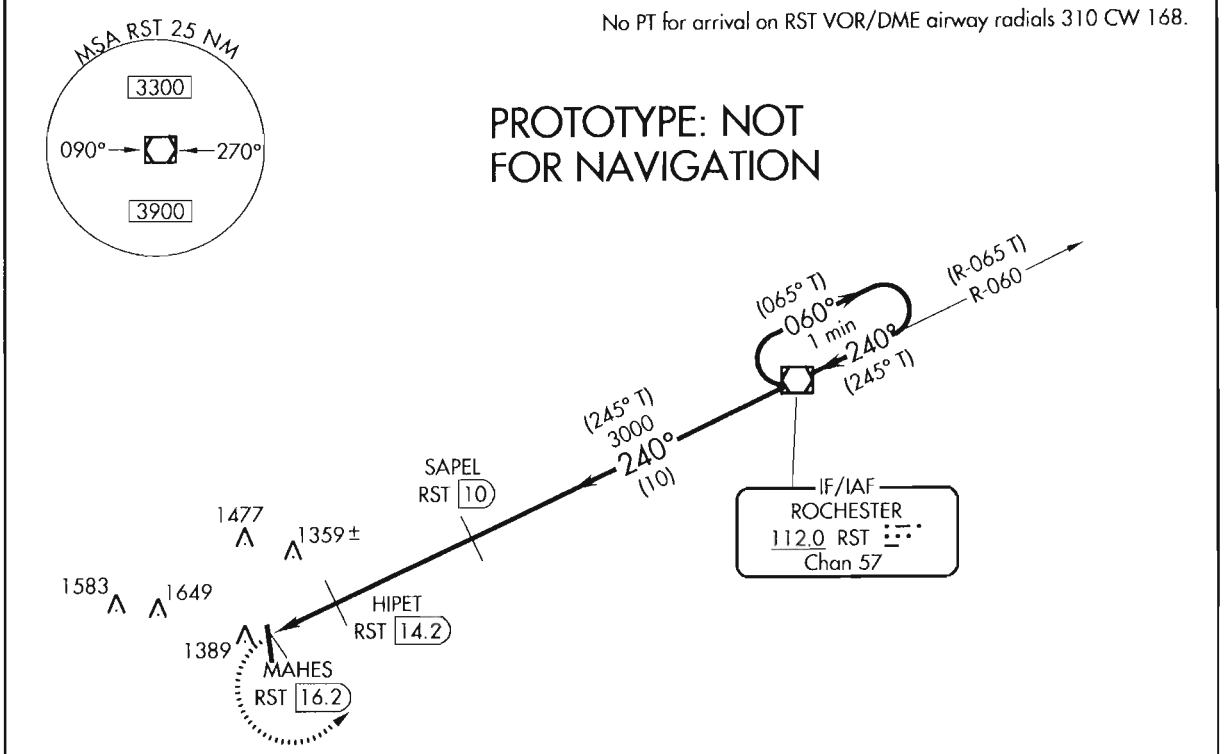
VOR/DME-A
AUSTIN MUNI (AUM)

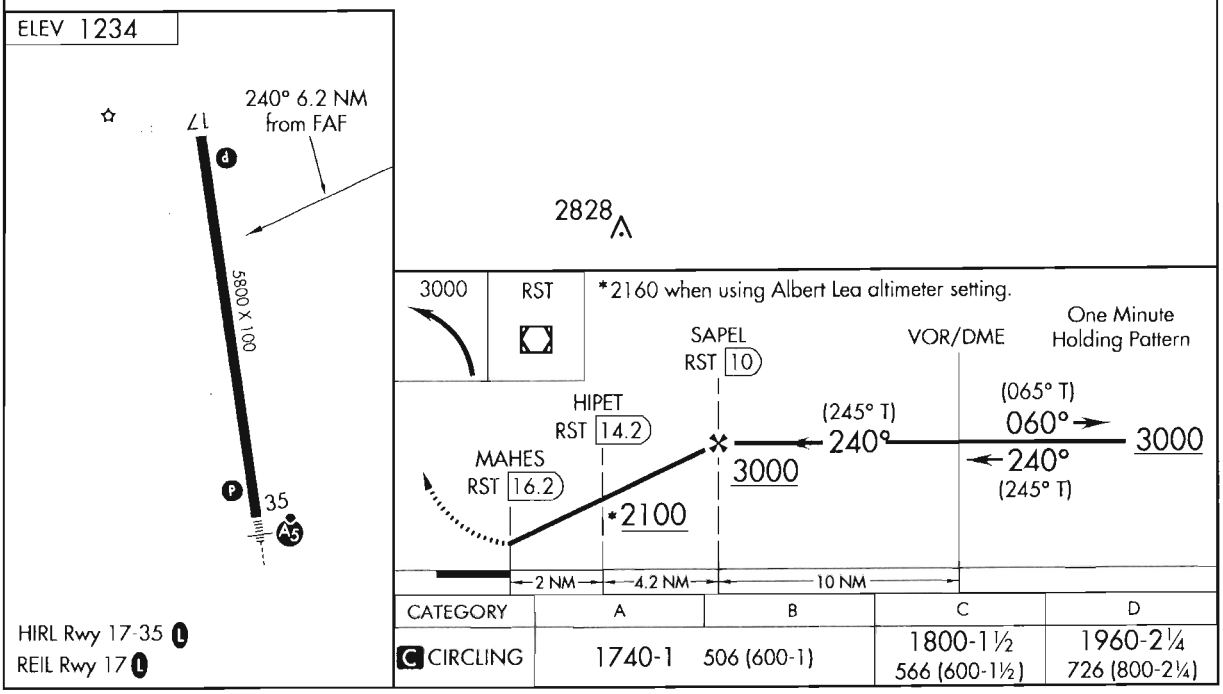
When local altimeter setting not received, use Albert Lea altimeter setting and increase all MDA 60 feet and Cat C and D visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 3000 direct RST VOR/DME and hold.

AWOS-3	ROCHESTER APP CON*	UNICOM
119.025	119.8 251.125	122.7 (CTAF) L

No PT for arrival on RST VOR/DME airway radials 310 CW 168.





CATEGORY	A	B	C	D
C CIRCLING	1740-1	506 (600-1)	1800-1½ 566 (600-1½)	1960-2¼ 726 (800-2¼)

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION

VOR/DME STANDARD INSTRUMENT APPROACH PROCEDURE

FLIGHT STANDARDS SERVICE - TITLE 14 CFR PART 97.23

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
RST VOR/DME (IF/IAF)	SAPEL/ 10.00 DME	239.64 / 10.00	3000

MISSED APPROACH

MAP: MAHES/ 16.16 DME

CLIMBING LEFT TURN TO 3000 DIRECT RST VOR/DME AND HOLD.

ADDITIONAL FLIGHT DATA:

CHART FAS OBST: 1359 TREE 434210N/0925505W
FAC CROSSES MID POINT OF RWY 17/35.
CHART CIRCLING ICON.

1. PT ____ SIDE OF COURSE ____ OUTBOUND ____ FT WITHIN ____ MILES OF ____ (IAF)
2. HOLD NE RST VOR/DME, RT, 239.64 INBOUND, 3000 FT. IN LIEU OF PT (IAF)
3. FAC 239.64 FAF SAPEL/ 10.00 DME DIST FAF TO MAP ____ THLD ____
4. MIN. ALT RST VOR/DME 3000, SAPEL/ 10.00 DME 3000, HIPET/ 14.16 DME 2100*
8. MSA FROM: RST VOR/DME 090-270 3900, 270-090 3300

MAG VAR: 5E EPOCH YEAR: 1965

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
CIRCLING	1740	1	506	1740	1	506	1800	1 1/2	566	1960	2 1/4	726			

NOTES:

CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE ALBERT LEA ALTIMETER SETTING AND INCREASE ALL MDA 60 FEET AND CAT C AND D VISIBILITY 1/4 MILE.
CHART PLANVIEW NOTE: NO PT FOR ARRIVAL ON RST VOR/DME AIRWAY RADIALS 310 CW 168.
CHART PROFILE NOTE: *2160 WHEN USING ALBERT LEA ALTIMETER SETTING.

@ CAT D 800-2 1/4
@ NA WHEN LOCAL WEATHER NOT AVAILABLE.

QUALITY 2 CHECKED

CITY AND STATE	ELEVATION: 1234 TDZE:	FACILITY IDENTIFIER:	PROCEDURE NO./AMDT NO./EFFECTIVE DATE:	SUP
AUSTIN, MN	AIRPORT NAME: AUSTIN MUNI	RST	VOR/DME-A, AMDT 3	AMDT 2
				DATE 02/14/2008

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] ZMP, AMGR, RST APP CON

FLIGHT CHECKED BY		
NAME:	FIFO	DATE:

DEVELOPED BY		
NAME: JILL OLSON (JOHN HAZELTON)	FIFO AJV-353	DATE: 01/25/2013

APPROVED BY		
NAME: LARRY H STROUT MANAGER	FIFO AJV-353	DATE:

CHANGES:

1. UPDATED RST VOR/DME TO SAPEL COURSE FROM 239.66 TO 239.64.
2. UPDATED HOLD NE RST VOR/DME, RT, 239.64 INBOUND, 3000 FT. IN LIEU OF PT (IAF) TO HOLD NE RST VOR/DME, RT, 239.64 INBOUND, 3000 FT. IN LIEU OF PT (IAF).
3. UPDATED FAC FROM 239.66 TO 239.64.
4. UPDATED MIN ALT HIPET/14.16 DME FROM 1840 TO 2100.
5. UPDATED MSA FROM RST VOR/DME 090-270 FROM 3800 TO 3900.
6. UPDATED CIRCLING MDA CAT C FROM 1740 TO 1800 AND CAT D FROM 1800 TO 1960.
7. UPDATED CAT D VISIBILITY FROM 2 TO 2 1/4.
8. ADDED @ CAT D 800-2 1/4.
9. UPDATED CHART NOTE CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE ALBERT LEA ALTIMETER SETTING AND INCREASE ALL MDAS 60 FEET TO WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE ALBERT LEA ALTIMETER SETTING AND INCREASE ALL MDA 60 FEET AND CAT C AND D VISIBILITY 1/4 MILE.
10. UPDATED CHART PROFILE NOTE: * 1900 WHEN USING ALBERT LEA ALTIMETER SETTING TO * 2160 WHEN USING ALBERT LEA ALTIMETER SETTING.

REASONS:

1, 2, 3. REVISED FAC.
4. FPT REQUEST/ NEW CONTROLLING OBSTACLE.
5. NEW CONTROLLING OBSTACLE.
6, 7, 8, 9. ORDER 8260.3, VOLUME 1, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.
10. HIGHER STEP-DOWN ALTITUDE.

PDF EDITS:
DELETED CIRCLING FROM STANDARD @.
UPDATED 3. ADJUSTMENT FROM 0/0 TO 0/48.

QUALITY 2 CHECKED

STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD

PART - A OBSTRUCTION DATA

1. APP SEGMENT	FROM	TO	OBSTRUCTION	COORDINATES	ELEV. MSL	ROC	ALT. ADJUSTMENTS	MIN. ALT.
INTERMEDIATE	RST VOR/DME	SAPEL/ 10.00 DME	1. W MILL (WTE2709OE)	434243.09N/0924747.33W	1842 (4D)	500		2400
	(IF/IAF)		2. TERRAIN	434409.00N/0924042.00W	1460 (1500)		AS1500	3000
FINAL	SAPEL/ 10.00 DME	HIPET/ 14.16 DME	1. W MILL (WTE2709OE)	434243.09N/0924747.33W	1842 (4D)	250		2100
FINAL: STEPDOWN	HIPET/ 14.16 DME	MAHES/ 16.16 DME	3. TREE	434209.68N/0925505.38W	1359 (2C)	250	XP131	1740
2. HOLD-IN-LIEU-OF-PT	RST VOR/DME	P-4	4. W MILL (27-020341)	434511.33N/0924053.51W	1809 (5D)	1000	AT191	3000
			5. TERRAIN	434448.00N/0924048.00W	1447 (1400)		AS1500	2900
3. MISSED APPROACH — MAP:	MAHES/ 16.16 DME	RST VOR/DME				ASC		3000
			6. TOWER (27-001665)	433823.00N/0923831.00W	1890 (5D)	1000		2900
ELEV:	1490		7. TERRAIN	434039.00N/0924100.00W	1477 (1500)		AS1500	3000

4. CIRCLING AREA	DISTANCE	HT. ABV. ARPT. REQUIRED	HT. ABV. ARPT. ACTUAL							
CATEGORY A	1.3 NM	350	506	8. W TWR (KAUMT0343)	433948.65N/0925653.20W	1389 (1A)	300	SI	1740
CATEGORY B	1.5 NM	450	506	8. W TWR (KAUMT0343)	433948.65N/0925653.20W	1389 (1A)	300	SI	1740
CATEGORY C	1.7 NM	450	566	9. C TWR (KAUMT0302)	434234.28N/0925650.43W	1482 (1A)	300		1800
CATEGORY D	2.3 NM	550	726	10. TOWER (27-000810)	434034.00N/0930012.00W	1649 (3C)	300		1960
CATEGORY E	4.5 NM	550							

5. MINIMUM SAFE ALTITUDES — PRIMARY NAVAID: RST VOR/DME

SECTOR	OBSTRUCTION	BRG/DIST	ELEVATION (MSL)	M S A	SECTOR	OBSTRUCTION	BRG/DIST	ELEVATION (MSL)	M S A
090-270	TWR (19-020063)	190/ 19.1	2828 (5D)	3900					
270-090	TWR (27-000201)	031/ 19.1	2239 (5E)	3300					

QUALITY CHECKED 2

CITY AND STATE	ELEVATION: 1234 / AIRPORT NAME:	FACILITY	PROCEDURE AND AMENDMENT NO:	REGION
AUSTIN, MN	AUSTIN MUNI	RST	VOR/DME-A, AMDT 3	AGL

PART B - SUPPLEMENTAL DATA

1. COMMUNICATIONS WITH:	2. WEATHER SERVICE		3. ALTIMETER SETTING
PNM FSS ZMP ARTCC RST APP CON	N W S	OTHER: AWOS-3	SOURCE: KAUM / KAEL
	F A A		DISTANCE: 0 / 18.99
SATISFACTORY ON:	A / C		HOURS REMOTE OPERATION:
X V H F X U H F H F	LOCATION: KAUM		ADJUSTMENT: 0/48

4. MONITOR STATUS		
PRIMARY NAVAID:	RST VOR/DME	
MONITOR POINT:	MOCC	
HRS OPTN:	CAT 1	24 HRS
	CAT 3	

5. APPROACH & RUNWAY LIGHTING	
	ALS
	(S) SALS
X	MALSR 35 (PCL)
X	HIRL 17 (PCL), 35 (PCL)
	MIRL
X	REIL 17 (PCL)
	TDZ
	C/LINE
X	OTHER (SPECIFY) PAPI-4L 17 (PCL), 35 (PCL)

6. RUNWAY MARKINGS	
BASIC	
ALL WEATHER	PIR-P 17, 35
INSTRUMENT	

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	FT. FROM THRESHOLD
		ON CENTERLINE	FT. FROM CENTERLINE

10. WAIVERS: NONE

PART D - PREPARED BY:	DATE:
JILL OLSON (JOHN HAZELTON)	01/25/2013
TITLE: AERONAUTICAL INFORMATION SPECIALIST	OFFICE: AJV-353

PART C - REMARKS:

VDP NOT ESTABLISHED - FINAL IS ALIGNED FOR CIRCLING ONLY.

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

SERVICE A: KAUM: YES/ KAEL: YES.
ORDER 8260.3, VOLUME 1, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.
CAT A: 1.31NM
CAT B: 1.85NM
CAT C: 2.91NM
CAT D: 3.80NM

9. FAC CROSSES MID POINT OF RWY 17/35.

SEE ATTACHED AIRSPACE LETTER.

RASS PRESSURE PATTERNS SAME.
KAUM 1233.5' KAEL 1261'.
RA = 47.53.

100' VEGETATION USED PER FPO.

XP-MATCH EXISTING MINIMUMS

QUALITY 2 CHECKED

RADIO FIX AND HOLDING DATA RECORD

NAME: HIPET **STATE:** MN **COUNTRY:** US

LATITUDE/LONGITUDE: 434053.28N/0925327.07W **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	DIST FROM FAC FEET	MRA	MAA
1	ROCHESTER	RST	VOR/DME	L	239.64	244.64	14.16	14.16		2000	17500

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

FIX USE:

USE TYPE	USE TITLE	FAC	PAT	AIRPORT IDENT	CITY	STATE
IAP	VOR/DME-A			KAUM	AUSTIN	MN (US)

REQUIRED CHARTING: IAP

COMPULSORY REPORTING POINT: NO

RECORD REVISION NUMBER: 1 **DATE OF REVISION:** 06/27/2013

REASON FOR REVISION:
UPDATED MRA FROM 1740 TO 2000.
UPDATED MAG/TRUE BRG FROM 239.66/244.66 TO 239.64/244.64.
ADDED DME AND DIST FROM FAC.
UPDATED FIX USE.

DEVELOPED BY: **DATE:** 01/08/2013 **OFFICE:** AJV-353 **NAME:** JILL OLSON (JOHN HAZELTON)

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

SIGNATURE:

DISTRIBUTION:
NFDC
FPO: CEN
ARTCC: ZMP
ATC FACILITY: RST APP CON
OTHER:

QUALITY 2 CHECKED

RADIO FIX AND HOLDING DATA RECORD

NAME: MAHES **STATE:** MN **COUNTRY:** US

LATITUDE/LONGITUDE: 434001.62N/0925555.89W **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	DIST FROM FAC FEET	MRA	MAA
1	ROCHESTER	RST	VOR/DME	L	239.64	244.64	16.16	16.16		1640	17500

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

FIX USE:

USE TYPE	USE TITLE	FAC	PAT	AIRPORT IDENT	CITY	STATE
IAP	VOR/DME-A			KAUM	AUSTIN	MN (US)

REQUIRED CHARTING: IAP

COMPULSORY REPORTING POINT: NO

RECORD REVISION NUMBER: 2 **DATE OF REVISION:** 06/27/2013

REASON FOR REVISION:
UPDATED MAG/TRUE BRG FROM 239.66/244.66 TO 239.64/244.64.
ADDED DME AND DIST FROM FAC.
UPDATED FIX USE.

DEVELOPED BY: **DATE:** 01/08/2013 **OFFICE:** AJV-353 **NAME:** JILL OLSON (JOHN HAZELTON)

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

SIGNATURE:

DISTRIBUTION:
NFDC
FPO: CEN
ARTCC: ZMP
ATC FACILITY: RST APP CON
OTHER:

QUALITY 2 CHECKED

RADIO FIX AND HOLDING DATA RECORD

NAME: ROCHESTER VOR/DME **STATE:** MN **COUNTRY:** US

LATITUDE/LONGITUDE: 434658.56N/0923548.98W **TYPE:**

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	ROCHESTER	RST	VOR/DME	L							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	SW	RST	VOR/DME	205.14	025.14	R	1		3000	6000	4	5
2	NE	RST	VOR/DME	059.64	239.64	R	1		3000	6000	4	5
3	NE		WP	060.00	240.00	R		4	2900	6000	5	6
4	SE	RST	VOR/DME	139.26	319.26	R	1		3000	6000	4	5

CONTROLLING OBSTRUCTIONS:

PAT	AIRSPEED	OBSTRUCTION	COORDINATES	ELEVATION	ACCURACY CODE
1	200	TOWER (27-001665)	433823.00N/0923831.00W	1890	5D
2	200	WINDMILL (27-020341)	434511.34N/0924053.51W	1809	5D
3	200	WINDMILL (27-020341)	434511.34N/0924053.51W	1809	5D
4	200	TOWER (27-001580)	433836.00N/0923139.00W	2549	4D

HOLDING RESTRICTIONS:
HOLDING LIMITED TO ESTABLISHED PATTERNS.

REMARKS:
PRECIPITOUS TERRAIN EVALUATION COMPLETED.
HOLDING PAT 4 OBSTRUCTION IS 3912.78 FT INTO THE SECONDARY AREA.

FIX USE:

USE TYPE	USE TITLE	FAC	PAT	AIRPORT IDENT	CITY	STATE
DP	ROCHESTER			KANE	MINNEAPOLIS	MN (US)
DP	ZMBRO			KANE	MINNEAPOLIS	MN (US)
DP	ROCHESTER			KFCM	MINNEAPOLIS	MN (US)
DP	ZMBRO			KFCM	MINNEAPOLIS	MN (US)
DP	MEADOW LAKE			KMSP	MINNEAPOLIS	MN (US)
DP	MINNEAPOLIS			KMSP	MINNEAPOLIS	MN (US)
DP	ROCHESTER			KMSP	MINNEAPOLIS	MN (US)
DP	ZMBRO			KMSP	MINNEAPOLIS	MN (US)
DP	ROCHESTER			KSTP	ST PAUL	MN (US)
DP	ZMBRO			KSTP	ST PAUL	MN (US)
EN ROUTE	V161					(US)
EN ROUTE	V170					(US)
EN ROUTE	V24					(US)
EN ROUTE	V24-398					(US)
EN ROUTE	V398-411					(US)
EN ROUTE	V411					(US)
EN ROUTE	V503					(US)
EN ROUTE	V67					(US)
EN ROUTE	V82-161					(US)
EN ROUTE	V82-170					(US)
IAP	RNAV (GPS) RWY 12			KCCY	CHARLES CITY	IA (US)
IAP	ILS OR LOC RWY 35 (ALT MISSED)		1	KAUM	AUSTIN	MN (US)
IAP	RNAV (GPS) RWY 17			KAUM	AUSTIN	MN (US)
IAP	RNAV (GPS) RWY 35			KAUM	AUSTIN	MN (US)
IAP	VOR RWY 17			KAUM	AUSTIN	MN (US)
IAP	VOR RWY 35			KAUM	AUSTIN	MN (US)
IAP	VOR/DME-A		2	KAUM	AUSTIN	MN (US)
IAP	RNAV (GPS) RWY 16			KTOB	DODGE CENTER	MN (US)
IAP	RNAV (GPS) RWY 34			KTOB	DODGE CENTER	MN (US)
IAP	VOR-A		4	KTOB	DODGE CENTER	MN (US)
IAP	ILS OR LOC RWY 30			KOWA	OWATONNA	MN (US)
IAP	RNAV (GPS) RWY 30			KOWA	OWATONNA	MN (US)
IAP	RNAV (GPS) RWY 11			KFKA	PRESTON	MN (US)
IAP	COPTER ILS OR LOC RWY 31		1	KRST	ROCHESTER	MN (US)
IAP	ILS OR LOC RWY 13		1	KRST	ROCHESTER	MN (US)
IAP	ILS OR LOC RWY 31		1	KRST	ROCHESTER	MN (US)
IAP	RADAR-1		1	KRST	ROCHESTER	MN (US)
IAP	RNAV (GPS) RWY 13		3	KRST	ROCHESTER	MN (US)
IAP	RNAV (GPS) RWY 20		3	KRST	ROCHESTER	MN (US)
IAP	VOR RWY 2		1	KRST	ROCHESTER	MN (US)
IAP	VOR/DME RWY 20		1	KRST	ROCHESTER	MN (US)
IAP	LOC RWY 30			KONA	WINONA	MN (US)
STAR	JANESVILLE			KORD	CHICAGO	IL (US)
STAR	KASPR			KMSP	MINNEAPOLIS	MN (US)

QUALITY 2 CHECKED

REQUIRED CHARTING: DP, STAR, IAP, CONTROLLER, EN ROUTE LOW, EN ROUTE HIGH

COMPULSORY REPORTING POINT: NO

RECORD REVISION NUMBER: 17 **DATE OF REVISION:** 06/27/2013

REASON FOR REVISION:
UPDATED HOLDING PAT 2 RAD/CRS/BRG FROM 059.66 TO 059.64 AND CRS INBOUND FROM 239.66 TO 239.64.

DEVELOPED BY:	**DATE:** 01/09/2013	**OFFICE:** AJV-353	**NAME:** JILL OLSON (JOHN HAZELTON)
APPROVED BY:	**DATE:**	**OFFICE:** AJV-353	**NAME:** LARRY STROUT
	SIGNATURE:		

DISTRIBUTION:
NFDC
FPO: CEN
ARTCC: ZMP
ATC FACILITY: RST APP CON
OTHER: RST ATCT

QUALITY 2 CHECKED

RADIO FIX AND HOLDING DATA RECORD

NAME: SAPEL **STATE:** MN **COUNTRY:** US

LATITUDE/LONGITUDE: 434240.80N/0924816.56W **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	DIST FROM FAC FEET	MRA	MAA
1	ROCHESTER	RST	VOR/DME	L	239.64	244.64	10.00	10.00	60767	3000	17500

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

FIX USE:

USE TYPE	USE TITLE	FAC	PAT	AIRPORT IDENT	CITY	STATE
IAP	VOR/DME-A			KAUM	AUSTIN	MN (US)

REQUIRED CHARTING: IAP

COMPULSORY REPORTING POINT: NO

RECORD REVISION NUMBER: 2 **DATE OF REVISION:** 06/27/2013

REASON FOR REVISION:
UPDATED MAG/TRUE BRG FROM 239.66/244.66 TO 239.64/244.64.
ADDED DME AND DIST FROM FAC.
UPDATED FIX USE.

DEVELOPED BY: **DATE:** 01/08/2013 **OFFICE:** AJV-353 **NAME:** JILL OLSON (JOHN HAZELTON)

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

SIGNATURE:

DISTRIBUTION:
NFDC
FPO: CEN
ARTCC: ZMP
ATC FACILITY: RST APP CON
OTHER:

QUALITY 2 CHECKED

TERMINAL AIRSPACE DATA REQUIREMENTS

CITY: AUSTIN STATE: MN

AIRPORT NAME: AUSTIN MUNI ID: KAUM

PROCEDURE: VOR/DME-A AMDT: 3

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 THLD to 1000' point 4.16
   (Enter THLD, FAF, ARP, FACILITY, as appropriate)
2. Width of FINAL segment at 1000' point 3.20
   (Enter appropriate segment , final, intermediate, etc.)
3. True Course of FINAL segment containing 1000' point 244.64
4. High Terrain in FINAL segment containing 1000' point 1388
5. Distance from THLD to 1500' point 5.96
   (If 1500' point in PT maneuvering area or holding pattern note in remarks)
6. Width of FINAL segment at 1500' point 3.02
7. True Course of FINAL segment containing 1500' point 244.64
8. High Terrain in FINAL segment containing 1500' point 1388
9. Threshold Coordinates (if straight-in) ... _____ / _____
10. ARP Coordinates ..... 433845.50N / 0925558.50W
11. Runway Approach End and distance furthest from ARP.....RWY 35
    Distance 0.48 NM
12. FAF Coordinates ..... 434240.80N / 0924816.56W
    (Click to Select)

REMARKS: