

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

RNP APCH.



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

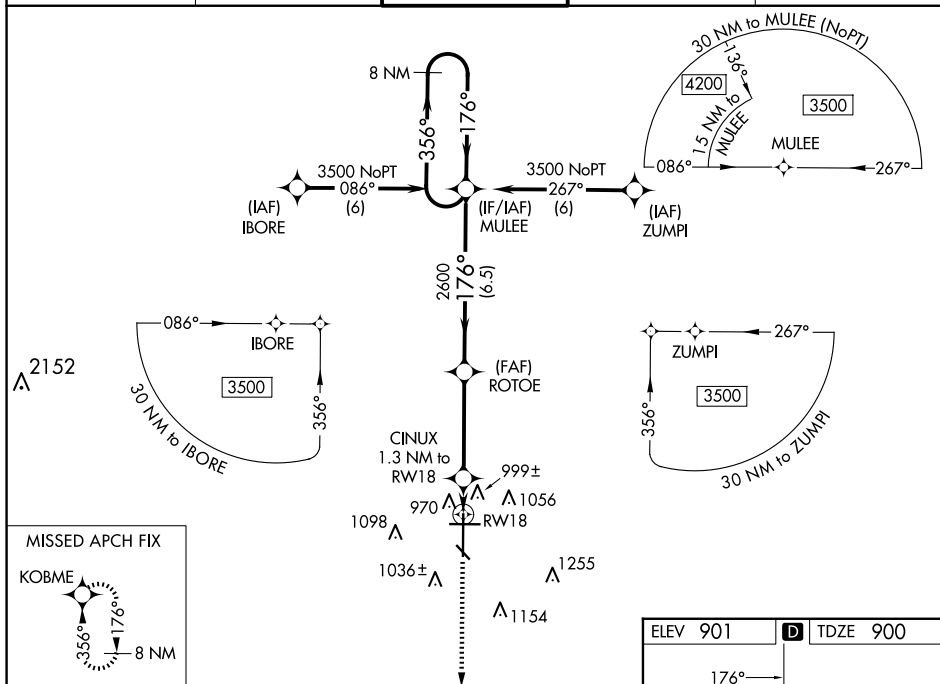
#RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

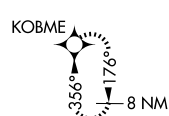


**MISSED APPROACH.**  
Climb to 3500 direct  
KOBME and hold.

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

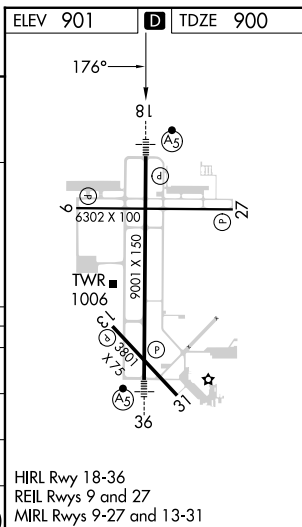


VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 68).

8 NM  
Holding Pattern

Figure 1 illustrates a flight plan with a ROTOE. The path starts at 3500, turns 356° left and 176° right, then 176° left to 2600. From 2600, it turns 1360° right to RW18. A ROTOE is marked at 2600. CINUX is 1.3 NM to RW18. A note indicates '\*LNAV only.' and another note specifies 'GP 3.00° TCH 51'.

		6.5 NM		3.8 NM		1.3 NM			
CATEGORY		A	B	C	D	E			
LPV	DA#	1100/24 200 (200-½)							
LNAV/ VNAV	DA	1272/40 372 (400-¾)							
LNAV	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)			



FARGO, NORTH DAKOTA

Amdt 1C 03JAN19

HECTOR INTL (FAR)

RNAV (GPS) RWY 18

46°55'N-96°49'W

NC-1, 10 JUL 2025 to 07 AUG 2025

NC-1, 10 JUL 2025 to 07 AUG 2025