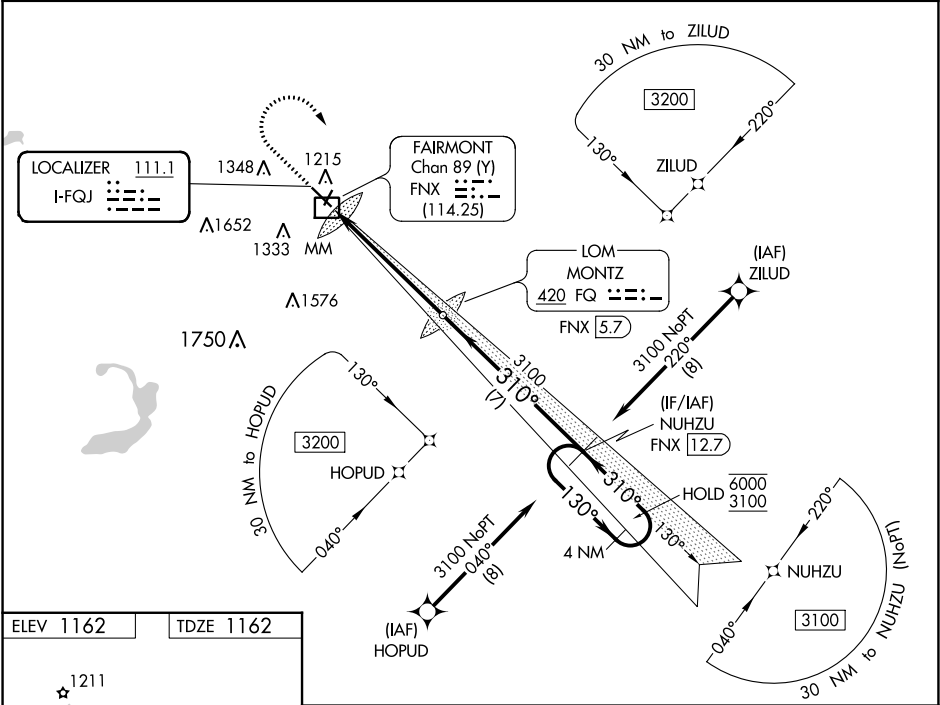


LOC I-FQJ 111.1	APP CRS 310°	Rwy Idg TDZE Apt Elev	5503 1162 1162
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ILS or LOC RWY 31
FAIRMONT MUNI (F.R.M)

RNP APCH-GPS. ADF or DME required, LOC only.		MALSR	MISSED APPROACH: Climb to 1800 then climbing right turn to 3100 direct NUHZU and hold.
NA	For inop ALS, increase S-ILS-31 all Cats visibility to ¾ SM and S-LOC 31 Cats C/D visibility to 1 ¾ SM. DME from FNX DME. DME use requires simultaneous reception of I-FQJ and FNX DME. Autopilot coupled approach NA below 1480 MSL.	AS	

AWOS-3PT 120.025	MINNEAPOLIS CENTER 127.75 257.7	UNICOM 122.8 (CTAF)
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ELEV 1162	TDZE 1162
HIRL Rwy 13-31 MRL Rwy 2-20 REIL Rwy 2, 13 and 20	
FAF to MAP 5.6 NM	
Knots	60 90 120 150 180
Min:Sec	5:36 3:44 2:48 2:14 1:52

1800	3100	NUHZU FNX 12.7	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 40).	
FQ LOM MONTZ FNX 5.7		NUHZU FNX 12.7	4 NM Holding Pattern	
MM		3005	310°	6000 3100
0.5 0.9 4.2 NM 7 NM			130°	GS 3.00° TCH 59
CATEGORY	A	B	C	D
S-ILS 31	1480-½ 318 (400-½)			
S-LOC 31	1640-½ 478 (500-½)		1640-1 478 (500-1)	
CIRCLING	1660-1 498 (500-1)		1980-2½ 818 (900-2½) 1980-2¾ 818 (900-2¾)	

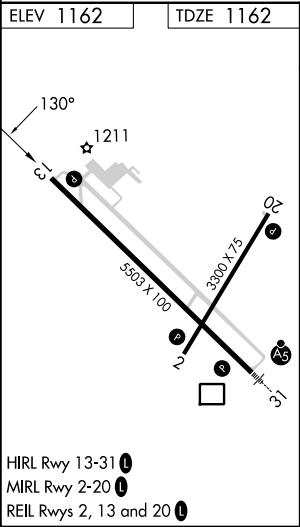
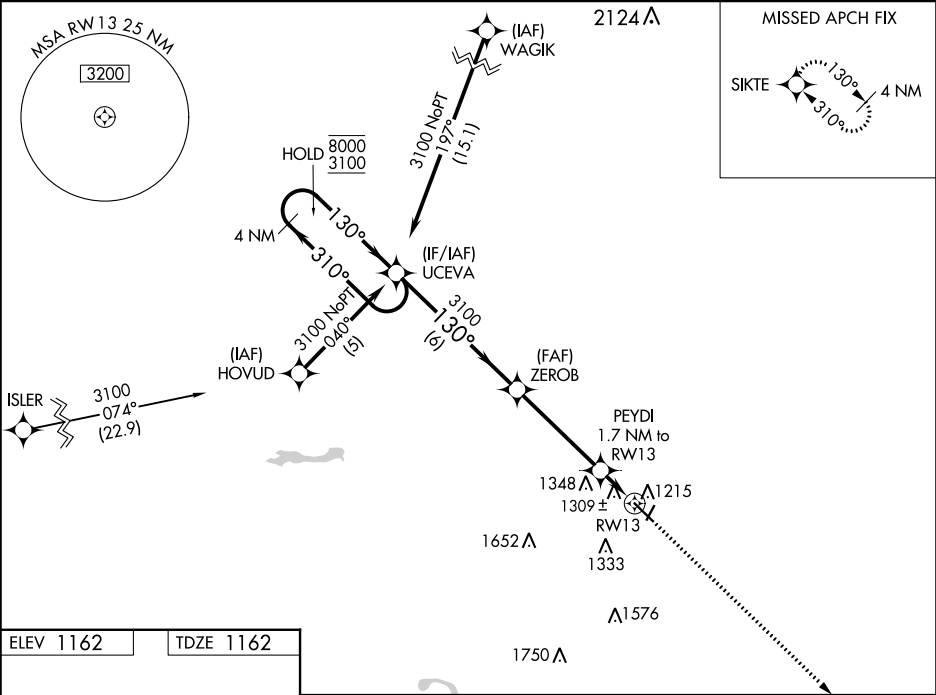
WAAS CH 45812 W13A	APP CRS 130°	Rwy Idg TDZE 1162 Apt Elev 1162
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RNAV (GPS) RWY 13

FAIRMONT MUNI (FRM)

RNP APCH-GPS.	MISSED APPROACH: Climb to 3100 direct SIKTE and hold.
For uncompensated Baro-VNAV systems, procedure NA below -17°C or above 54°C. Rwy 13 helicopter visibility reduction below ¾ SM NA.	

AWOS-3PT 120.025	MINNEAPOLIS CENTER 127.75 257.7	UNICOM 122.8 (CTAF) 0
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VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 43).				3100	SIKTE
4 NM Holding Pattern				UCEVA	ZEROB
8000 3100				3100	PEYDI 1.7 NM to RWY13
GP 3.00° TCH 48				1740	1.1 NM to RWY13
				6 NM	4.2 NM
CATEGORY	A	B	C	D	
LPV DA	1460-1 298 (300-1)				
LNAV/VNAV DA	1695-2 533 (600-2)				
LNAV MDA	1560-1 398 (400-1)	1560-1 398 (400-1 1/8)	1560-1 398 (400-1 1/4)		
CIRCLING	1660-1 498 (500-1)	1980-2 818 (900-2 1/2)	1980-2 818 (900-2 3/4)		

