

RADAR MINS

23110

N1

RADAR INSTRUMENT APPROACH MINIMUMS

BISMARCK, ND

Amdt 3C, 02DEC21 (21336) (FAA)

ELEV 1661

BISMARCK MUNI (BIS)

RADAR-1 126.3 298.9 **▽ ▲**

| | <u>RWY</u> | <u>GP/TCH/RPI</u> | <u>CAT</u> | <u>DA/ MDA-VIS</u> | <u>HAT/ HAA</u> | <u>CEIL-VIS</u> | <u>CAT</u> | <u>DA/ MDA-VIS</u> | <u>HAT/ HAA</u> | <u>CEIL-VIS</u> |
|-----|------------|-------------------|------------|------------------------|---------------------|---------------------|------------|------------------------|---------------------|-----------------|
| ASR | 31 | | AB D | 2100/24 2100/50 | 454 454 | (500-½) (500-1) | C | 2100/40 | 454 | (500-¾) |
| | 13 | | AB D | 2100-1 2100-1½ | 445 445 | (500-1) (500-1½) | C | 2100-1¼ | 445 | (500-1¼) |
| | 21 | | AB | 2160-1 | 499 | (500-1) | CD | 2160-1¾ | 499 | (500-1¾) |
| | 3 | | AB | 2220-1 | 559 | (600-1) | CD | 2220-1¾ | 559 | (600-1¾) |
| CIR | ALL RWY | | AB D | 2220-1 2460-2½ | 559 799 | (600-1) (800-2½) | C | 2460-2¼ | 799 | (800-2¼) |

Inoperative table does not apply to ALS Rwy 13.

DULUTH, MN

Orig-A, 30JAN20 (21112) (FAA)

ELEV 1428

DULUTH INTL (DLH)

RADAR-1 125.45 233.7 **▽ ▲**

| | <u>RWY</u> | <u>GP/TCH/RPI</u> | <u>CAT</u> | <u>DA/ MDA-VIS</u> | <u>HAT/ HAA</u> | <u>CEIL-VIS</u> | <u>CAT</u> | <u>DA/ MDA-VIS</u> | <u>HAT/ HAA</u> | <u>CEIL-VIS</u> |
|--------------|------------|-------------------|------------|------------------------|---------------------|---------------------|------------|------------------------|---------------------|---------------------|
| ASR | 3 | | AB | 1820-1 | 400 | (400-1) | CDE | 1820-1¾ | 400 | (400-1¾) |
| | 9 | | ABCDE | 1820/40 | 392 | (400-¾) | | | | |
| | 21 | | AB | 1840-1 | 420 | (500-1) | CDE | 1840-1¾ | 420 | (500-1¾) |
| | 27 | | AB | 1880/40 | 459 | (500-¾) | CDE | 1880/45 | 459 | (500-¾) |
| C CIR | ALL RWY | | A C | 1880-1 1940-1½ | 452 512 | (500-1) (600-1½) | B DE | 1900-1 2400-3 | 472 972 | (500-1) (1000-3) |

Circling NA for CAT E SE of Rwys 3 and 27.

Rwy 3, 9, 21 helicopter visibility reduction below ¾ SM not authorized.

VGSI and descent angles not coincident.

For inoperative ALS, increase ASR S-09 Cats A/B visibility to RVR 5500, Cats C/D/E to 1¾ SM.

For inoperative ALS, increase ASR S-27 Cats A/B visibility to RVR 5500, Cats C/D/E to 1¾ SM.

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RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS

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NC-1

RADAR MINS

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N2

RADAR INSTRUMENT APPROACH MINIMUMS

MANDAN, ND

Amdt 5A, 18AUG16 (21224) (FAA)

ELEV 1994

MANDAN RGNL/LAWLER FLD (Y19)

RADAR-1 126.3 298.9 **▽ ▲**

| | <u>RWY</u> | <u>GP/TCH/RPI</u> | <u>CAT</u> | <u>DA/ MDA-VIS</u> | <u>HAT/ HAA</u> | <u>CEIL-VIS</u> | <u>CAT</u> | <u>DA/ MDA-VIS</u> | <u>HAT/ HAA</u> | <u>CEIL-VIS</u> |
|-----|------------|-------------------|------------|------------------------|---------------------|-----------------|------------|------------------------------------|---------------------|--------------------------------------|
| ASR | 31 | | AB | 2440-1 | 499 | (500-1) | CD | 2440-1 ³ / ₈ | 499 | (500-1 ³ / ₈) |
| | 13 | | AB | 2460-1 | 522 | (600-1) | CD | 2460-1 ¹ / ₂ | 522 | (600-1 ¹ / ₂) |
| CIR | ALL RWY | | AB | 2460-1 | 516 | (600-1) | C | 2460-1 ¹ / ₂ | 516 | (600-1 ¹ / ₂) |
| | | | D | 2560-2 | 616 | (700-2) | | | | |

ASR S-13: Helicopter visibility reduction below 3/4 SM not authorized.

ASR S-31: Helicopter visibility reduction below 3/4 SM not authorized.

When BIS control tower closed, ASR NA.

When local altimeter setting not received, use Bismarck altimeter setting and increase all MDA 60 feet, increase all CAT C/D visibility 1/4 mile.

Circling to Rwys 4 and 22 NA.

ROCHESTER, MN

Amdt 9, 20APR23 (23110) (FAA)

ELEV 1317

ROCHESTER INTL (RST)

RADAR-1 119.8 251.125 **▽ ▲**

| | <u>RWY</u> | <u>GP/TCH/RPI</u> | <u>CAT</u> | <u>DA/ MDA-VIS</u> | <u>HAT/ HAA</u> | <u>CEIL-VIS</u> | <u>CAT</u> | <u>DA/ MDA-VIS</u> | <u>HAT/ HAA</u> | <u>CEIL-VIS</u> |
|-----|------------|-------------------|------------|------------------------------------|---------------------|--------------------------------------|------------|------------------------|---------------------|-----------------|
| ASR | 13 | | AB | 1660/24 | 380 | (400-1/2) | CD | 1660/35 | 380 | (400-3/8) |
| | 31 | | AB | 1680/24 | 376 | (400-1/2) | CD | 1680/35 | 376 | (400-5/8) |
| | 3 | | ABCD | 1680-1 | 363 | (400-1) | | | | |
| | 21 | | ABCD | 1680-1 | 375 | (400-1) | | | | |
| CIR | ALL RWY | | A | 1720-1 | 403 | (500-1) | B | 1780-1 | 463 | (500-1) |
| | | | C | 1900-1 ¹ / ₂ | 583 | (600-1 ¹ / ₂) | | | | |

When control tower closed, procedure NA.

For operative ALS increase S-13 and S-31 CATs C and D visibility to RVR 5500.

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NC-1

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS

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N2

RADAR INSTRUMENT APPROACH MINIMUMS

SIOUX FALLS, SD
JOE FOSS FLD (FSD)

Amdt 10B, 06FEB14 (22251) (FAA)

ELEV 1430

RADAR-1 125.8 306.2 **▽ ▲**

| | <u>RWY</u> | <u>GP/TCH/RPI</u> | <u>CAT</u> | <u>DA/ MDA-VIS</u> | <u>HAT/ HAA</u> | <u>CEIL-VIS</u> | <u>CAT</u> | <u>DA/ MDA-VIS</u> | <u>HAT/ HAA</u> | <u>CEIL-VIS</u> |
|-----|------------|-------------------|------------|------------------------|---------------------|-------------------------------------|------------|------------------------------------|---------------------|--------------------------------------|
| ASR | 33 | | AB | 1920-1 | 498 | (500-1) | CDE | 1920-1 ³ / ₈ | 498 | (500-1 ³ / ₈) |
| | 3 | | AB | 1940/24 | 516 | (600- ¹ / ₂) | CDE | 1940/55 | 516 | (600-1 ¹ / ₄) |
| | 21 | | AB | 1960/24 | 530 | (600- ¹ / ₂) | CDE | 1960/55 | 530 | (600-1 ¹ / ₄) |
| | 15 | | AB | 1960-1 | 531 | (600-1) | CDE | 1960-1 ¹ / ₂ | 531 | (600-1 ¹ / ₂) |
| CIR | ALL RWY | | AB | 1980-1 | 550 | (600-1) | C | 1980-1 ¹ / ₂ | 550 | (600-1 ¹ / ₂) |
| | | | D | 2040-2 | 610 | (700-2) | E | 2300-3 | 870 | (900-3) |

When control tower closed, ASR NA.

Rwy 15/33 helicopter visibility reduction below ³/₄ SM not authorized.

For inoperative MALSR, increase S-3 Cat C/D/E visibility to 1³/₈ mile.

For inoperative MALSR, increase S-21 Cat C/D/E visibility to 1¹/₂ mile.

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