

LOC/DME I-BIS 110.3 Chan 40	APP CRS 311°	Rwy Idg 8794 TDZE 1645 Apt Elev 1661
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ILS or LOC RWY 31
BISMARCK MUNI (BIS)

DME required for procedure entry.

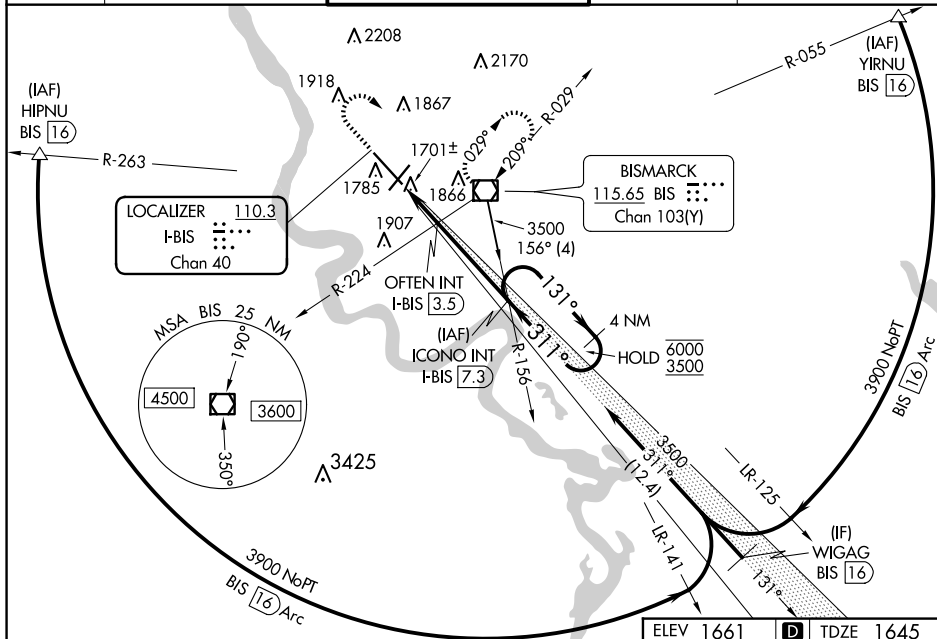


Autopilot coupled approach NA below 2680.
For inop ALS, increase S-LOC 31 OFTEN FIX Cat C/D
minimums visibility to RVR 5500.



MISSED APPROACH: Climb to 2800 then climbing right turn to 3600 direct **BIS VOR/DME** and hold.

ATIS 119.35	BISMARCK APP CON★ 126.3 298.9	BISMARCK TOWER★ 118.3 (CTAF) 0 257.8	GND CON 121.9	UNICOM 122.95
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The diagram illustrates a 4 NM Holding Pattern. Key features include:

- Navigation Aids:**
 - 2800:** A straight approach path.
 - 3600:** A curved approach path.
 - BIS:** Backscatter Indicator Symbol.
 - Use I-BIS DME when on the localizer course.**
 - ICONO IN I-BIS (7.3):** A specific I-BIS frequency.
 - 4 NM Holding Pattern:** The main holding area.
- Distances and Bearings:**
 - 1 NM:** Distance from the start of the holding pattern to the 2300* fix.
 - 0.9 NM:** Distance from the 2300* fix to the 3500 fix.
 - 3.8 NM:** Distance from the 3500 fix to the 6000/3500 fix.
 - 131°:** Bearing from the 3500 fix to the 6000/3500 fix.
 - 311°:** Bearing from the 6000/3500 fix to the 3500 fix.
 - 311°:** Bearing from the 3500 fix to the 2300* fix.
 - GS 3.00° TCH 48:** Ground speed and threshold crossing height.
- Other Labels:**
 - OFTEN INT I-BIS (3.5):** Often Intersect I-BIS frequency.
 - * I-BIS (2.6):** I-BIS frequency at the 2300* fix.
 - I-BIS (1.6):** I-BIS frequency at the start of the holding pattern.

