

VOR/DME IDJ 110.0 Chan 37	APP CRS 126°	Rwy Idg 7002 TDZE 1391 Apt Elev 1391
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VOR/DME RWY 13
BEMIDJI RGNL (BJI)

V When local altimeter setting not received, use Park Rapids altimeter setting and increase all
A MDA 100 feet, increase S-13 Cat C and D visibility $\frac{1}{4}$ mile. VDP NA with Park Rapids
NA altimeter setting. For inoperative MALSR, increase S-13 Cat A and B visibility to 1 mile
and Cat C and D visibility to $1\frac{1}{2}$ mile. For inoperative MALSR when using Park Rapids
altimeter setting, increase S-13 Cat A and B visibility to 1 mile and Cat C and D visibility
to $1\frac{1}{2}$ mile. Helicopter visibility reduction below $\frac{3}{4}$ SM not authorized.

MAISR



MISSED APPROACH:
Climb to 3100 direct
IDJ VOR/DME and
hold, continue
climb-in-hold to 3100.

AWOS-3
119.275

MINNEAPOLIS CENTER
134.75 251.1

UNICOM
122.8 (CTAF) 

RADAR REQUIRED

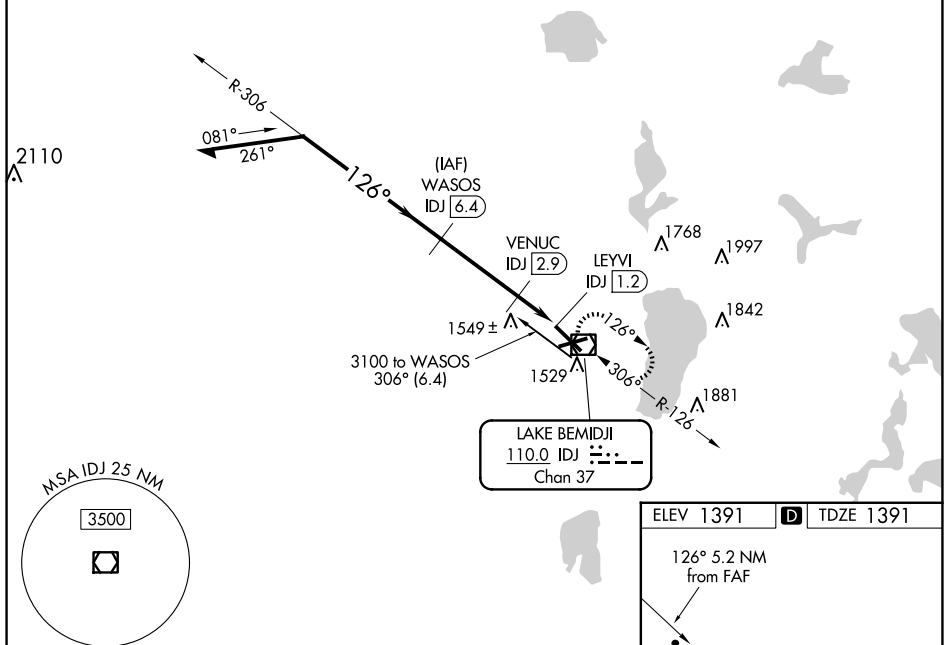
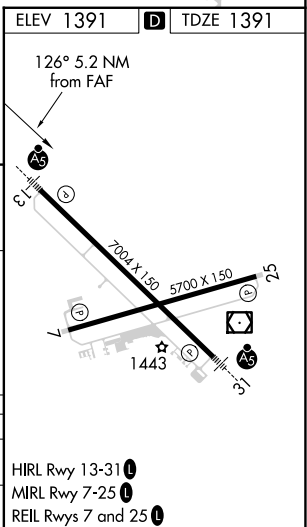


Figure 1 is a flight profile diagram showing altitude and heading changes. The profile starts at 3100 feet, turns 306 degrees, then 126 degrees, then 301 degrees (TCH 45), then 126 degrees, and finally 2000 feet. Waypoints include WASOS IDJ (6.4), VENUC IDJ (2.9), IDJ (2.3), and LEYVI IDJ (1.2). A legend indicates "Remain within 10 NM" and shows symbols for altitude and heading.

CATEGORY	A	B	C	D
S-13	1800- ³ / ₄ 409 (500- ³ / ₄)			
 CIRCLING	1840-1 449 (500-1)	1860-1 469 (500-1)	1860-1 ¹ / ₂ 469 (500-1 ¹ / ₂)	1960-2 569 (600-2)



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