

RADAR INSTRUMENT APPROACH MINIMUMS

BISMARCK, ND  
BISMARCK MUNI (BIS)  
RADAR-1 126.3 298.9

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

ELEV 1661

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

Inoperative table does not apply to ALS Rwy 13.

DULUTH, MN  
DULUTH INTL (DLH)  
RADAR-1 125.45 233.7

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

ELEV 1428

|     | <u>RWY</u> | <u>GP/TCH/RPI</u> | <u>CAT</u> | <u>DA/<br/>MDA-VIS</u> | <u>HAT/<br/>HAA</u> | <u>CEIL-VIS</u> | <u>CAT</u> | <u>DA/<br/>MDA-VIS</u> | <u>HAT/<br/>HAA</u> | <u>CEIL-VIS</u> |
|-----|------------|-------------------|------------|------------------------|---------------------|-----------------|------------|------------------------|---------------------|-----------------|
| ASR | 3          |                   | AB         | 1820-1                 | 400                 | (400-1)         | CDE        | 1820-1⅞                | 400                 | (400-1⅞)        |
|     | 9          |                   | ABCDE      | 1820/40                | 392                 | (400-¾)         |            |                        |                     |                 |
|     | 21         |                   | AB         | 1840-1                 | 420                 | (500-1)         | CDE        | 1840-1⅞                | 420                 | (500-1⅞)        |
|     | 27         |                   | AB         | 1880/40                | 459                 | (500-¾)         | CDE        | 1880/45                | 459                 | (500-⅞)         |
| CIR | ALL RWY    |                   | A          | 1880-1                 | 452                 | (500-1)         | B          | 1900-1                 | 472                 | (500-1)         |
|     |            |                   | C          | 1940-1½                | 512                 | (600-1½)        | DE         | 2400-3                 | 972                 | (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 1⅞ SM.  
For inoperative ALS, increase ASR S-27 Cats A/B visibility to RVR 5500, Cats C/D/E to 1⅞ SM.

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MANDAN, ND

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

ELEV 1994

MANDAN RGNL/LAWLER FLD (Y19)

RADAR-1 126.3 298.9 

T

A

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

ASR S-13: Helicopter visibility reduction below ¾ SM not authorized.

ASR S-31: Helicopter visibility reduction below ¾ 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 ¼ mile.

Circling to Rwy 4 and 22 NA.

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ROCHESTER, MN

Amdt 9, 20APR23 (23110) (FAA)

ELEV 1317

ROCHESTER INTL (RST)

RADAR-1 119.8 251.125 

T

A

|     | RWY     | GP/TCH/RPI | CAT  | DA/<br>MDA-VIS | HAT/<br>HAA | CEIL-VIS | CAT | DA/<br>MDA-VIS | HAT/<br>HAA | CEIL-VIS  |
|-----|---------|------------|------|----------------|-------------|----------|-----|----------------|-------------|-----------|
| ASR | 13      |            | AB   | 1660/24        | 380         | (400-½)  | CD  | 1660/35        | 380         | (400-¾)   |
|     | 31      |            | AB   | 1680/24        | 376         | (400-½)  | 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    | 1900-1½        | 583         | (600-1½) | D   | 1900-2         | 583         | (600-2)   |

When control tower closed, procedure NA.

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

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SIoux FALLS, SD

Amdt 10B, 06FEB14 (25051) (FAA)

ELEV 1430

JOE FOSS FLD (FSD)

RADAR-1 125.8 284.725 

|     | RWY     | GP/TCH/RPI | DA/ |         | HAT/ |          | DA/ |         | HAT/ |          |
|-----|---------|------------|-----|---------|------|----------|-----|---------|------|----------|
|     |         |            | CAT | MDA-VIS | HAA  | CEIL-VIS | CAT | MDA-VIS | HAA  | CEIL-VIS |
| ASR | 33      |            | AB  | 1920-1  | 498  | (500-1)  | CDE | 1920-1½ | 498  | (500-1½) |
|     | 3       |            | AB  | 1940/24 | 516  | (600-½)  | CDE | 1940/55 | 516  | (600-1¼) |
|     | 21      |            | AB  | 1960/24 | 530  | (600-½)  | CDE | 1960/55 | 530  | (600-1¼) |
|     | 15      |            | AB  | 1960-1  | 531  | (600-1)  | CDE | 1960-1½ | 531  | (600-1½) |
| CIR | ALL RWY |            | AB  | 1980-1  | 550  | (600-1)  | C   | 1980-1½ | 550  | (600-1½) |
|     |         |            | 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 <sup>3</sup>/<sub>4</sub> SM not authorized.

For inoperative MALSR, increase S-3 Cat C/D/E visibility to 1<sup>3</sup>/<sub>8</sub> mile.

For inoperative MALSR, increase S-21 Cat C/D/E visibility to 1<sup>1</sup>/<sub>2</sub> mile.

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