

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/ 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	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/ 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	1820-1⅞	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	(500-¾)
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.

30 OCT 2025 to 27 NOV 2025

30 OCT 2025 to 27 NOV 2025

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR INSTRUMENT APPROACH MINIMUMS

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/ MDA-VIS	HAT/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS
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 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 Rwys 4 and 22 NA.

30 OCT 2025 to 27 NOV 2025

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/ MDA-VIS	HAT/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ 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	(400-¾)
	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.

30 OCT 2025 to 27 NOV 2025

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR INSTRUMENT APPROACH MINIMUMS

SIoux FALLS, SD

Amdt 11, 30OCT25 (25303) (FAA)

ELEV 1430

JOE FOSS FLD (FSD)

RADAR-1 125.8 284.725 

			DA/ HAT/				DA/ HAT/			
ASR	RWY	GP/TCH/RPI	CAT	MDA-VIS	HAA	CEIL-VIS	CAT	MDA-VIS	HAA	CEIL-VIS
	3		AB	1980/24	556	(600-½)	CDE	1980/60	556	(600-1¼)
	21		AB	2000/24	570	(600-½)	CDE	2000-1¼	570	(600-1¼)
	33		AB	2020-1	597	(600-1)	CDE	2020-1¼	597	(600-1¾)
	15		AB	2060-1	631	(700-1)	CDE	2060-1¼	631	(700-1¾)
CIR	ALL RWY		AB	2060-1	630	(700-1)	C	2060-1¼	630	(700-1¾)
			D	2200-2½	770	(800-2½)	E	2240-2¼	810	(900-2¾)

Rwy 15/33 helicopter visibility reduction below ¾ SM not authorized.
For inoperative ALS increase ASR-3 Cat E visibility to 1% SM.
For inoperative ALS increase ASR-21 Cat C, D and E visibility to 1% mile.

30 OCT 2025 to 27 NOV 2025

30 OCT 2025 to 27 NOV 2025