

# RADAR MINS

19171

N1



## RADAR INSTRUMENT APPROACH MINIMUMS

### BISMARCK, ND

Amdt 3B, 26AUG10 (10238) (FAA)

ELEV 1661

### BISMARCK MUNI (BIS)

RADAR-1 126.3 298.9  

	RWY	GP/TCH/RPI	CAT	DA/	HAT/	CEIL-VIS	CAT	DA/	HAT/	CEIL-VIS
				MDA-VIS	HAA			MDA-VIS	HATH/	
ASR	31		AB	2100/24	455	(500-½)	C	2100/40	455	(500-¾)
			D	2100/50	455	(500-1)				
	13		AB	2100-1	445	(500-1)	C	2100-1¼	445	(500-1¼)
			D	2100-1½	445	(500-1½)				
3	AB	2120-1	459	(500-1)	C	2120-1¼	459	(500-1¼)		
	D	2120-1½	459	(500-1½)						
21	AB	2120-1	459	(500-1)	C	2120-1¼	459	(500-1¼)		
	D	2120-1½	459	(500-1½)						
CIR	ALL RWY		A	2180-1	519	(600-1)	B	2220-1	539	(600-1)
			C	2220-1½	559	(600-1½)	D	2280-2	619	(700-2)



Inoperative table does not apply to MALS Rwy 13

### DULUTH, MN

Orig, 20JUN19 (19171) (FAA)

ELEV 1428

### DULUTH INTL (DLH)

RADAR-1 125.45 233.7  

	RWY	GP/TCH/RPI	CAT	DA/	HAT/	CEIL-VIS	CAT	DA/	HAT/	CEIL-VIS
				MDA-VIS	HAA			MDA-VIS	HATH/	
ASR	3		AB	1820-1	400	(400-1)	CDE	1820-1½	400	(400-1¼)
			ABCDE	1820/40	392	(400-¾)				
	9		AB	1840-1	420	(500-1)	CDE	1840-1½	420	(500-1½)
			21	AB	1880/40	459	(500-¾)	CD	1880/45	459
27	E	1800/45	459	(500-½)						
	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 1½ SM.

For inoperative ALS, increase ASR S-27 Cats A/B visibility to RVR 5500, Cats C/D/E to 1½ SM.

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### MANDAN, ND

Amdt 5A, 18AUG16 (16231) (FAA)

ELEV 1994

### MANDAN MUNI (Y19)

RADAR-1 126.3 298.9  

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

ASR S-13: Helicopter visibility reduction below  $\frac{3}{4}$  SM not authorized.

ASR S-31: Helicopter visibility reduction below  $\frac{3}{4}$  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  $\frac{1}{4}$  mile.


Circling to Rwy 4 and 22 NA.

### ROCHESTER, MN

Amdt 8A, 19JUL18 (18200) (FAA)

ELEV 1317

### ROCHESTER INTL (RST)

RADAR-1 119.8 251.125 

ASR	RWY	GP/TCH/RPI	CAT	DA/	HAT/	CEIL-VIS	CAT	DA/	HAT/	CEIL-VIS
				MDA-VIS	HAA			MDA-VIS	HAA	
ASR	13		ABC	1640/24	360	(400- $\frac{1}{2}$ )	D	1640/50	360	(400-1)
	31		ABC	1660/24	356	(400- $\frac{1}{2}$ )	D	1660/50	356	(400-1)
	2		ABC	1680-1	363	(400-1)	D	1680-1 $\frac{1}{4}$	363	(400-1 $\frac{1}{4}$ )
	20		ABC	1680-1	376	(400-1)	D	1680-1 $\frac{1}{4}$	376	(400-1 $\frac{1}{4}$ )
CIR	ALL RWY		A	1720-1	403	(500-1)	B	1780-1	463	(500-1)
			C	1780-1 $\frac{1}{2}$	463	(500-1 $\frac{1}{2}$ )	D	1880-2	563	(600-2)

When control tower closed, procedure NA.

For inoperative MALSR, increase S-13 and S-31 CAT D visibility to RVR 6000.

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## RADAR INSTRUMENT APPROACH MINIMUMS

**SIOUX FALLS, SD**

Amdt 10B, 06FEB14 (18144) (FAA)

ELEV **1430**

**JOE FOSS FIELD (FSD)**

RADAR-1 125.8 284.725 **T A**

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