

# RADAR MINS

21336

N1

## RADAR INSTRUMENT APPROACH MINIMUMS

### BISMARCK, ND

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

ELEV 1661

### BISMARCK MUNI (BIS)

RADAR-1 126.3 298.9 **▽ ▲**

	<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 D	2100/24 2100/50	454 454	(500-½) (500-1)	C	2100/40	454	(500-¾)
	13		AB D	2100-1 2100-1½	445 445	(500-1) (500-1½)	C	2100-1¼	445	(500-1¼)
	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 D	2220-1 2460-2½	559 799	(600-1) (800-2½)	C	2460-2¼	799	(800-2¼)

Inoperative table does not apply to ALS Rwy 13.

### DULUTH, MN

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

ELEV 1428

### DULUTH INTL (DLH)

RADAR-1 125.45 233.7 **▽ ▲**

	<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	1820-1¾	400	(400-1¾)
	9		ABCDE	1820/40	392	(400-¾)				
	21		AB	1840-1	420	(500-1)	CDE	1840-1¾	420	(500-1¾)
	27		AB	1880/40	459	(500-¾)	CDE	1880/45	459	(500-¾)
<b>C</b> CIR	ALL RWY		A C	1880-1 1940-1½	452 512	(500-1) (600-1½)	B DE	1900-1 2400-3	472 972	(500-1) (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 1¾ SM.

For inoperative ALS, increase ASR S-27 Cats A/B visibility to RVR 5500, Cats C/D/E to 1¾ SM.

27 JAN 2022 to 24 FEB 2022

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## RADAR INSTRUMENT APPROACH MINIMUMS

### MANDAN, ND

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

ELEV 1994

### MANDAN RGNL/LAWLER FLD (Y19)

RADAR-1 126.3 298.9 **▽ ▲**

	<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	<b>2440-1</b>	499	(500-1)	CD	<b>2440-1<sup>3</sup>/<sub>8</sub></b>	499	(500-1 <sup>3</sup> / <sub>8</sub> )
	13		AB	<b>2460-1</b>	522	(600-1)	CD	<b>2460-1<sup>1</sup>/<sub>2</sub></b>	522	(600-1 <sup>1</sup> / <sub>2</sub> )
CIR	ALL RWY		AB	<b>2460-1</b>	516	(600-1)	C	<b>2460-1<sup>1</sup>/<sub>2</sub></b>	516	(600-1 <sup>1</sup> / <sub>2</sub> )
			D	<b>2560-2</b>	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 Rwys 4 and 22 NA.

### ROCHESTER, MN

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

ELEV 1317

### ROCHESTER INTL (RST)

RADAR-1 119.8 251.125 **▽**

	<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	13		ABC	<b>1640/24</b>	360	(400- $\frac{1}{2}$ )	D	<b>1640/50</b>	360	(400-1)
	31		ABC	<b>1660/24</b>	356	(400- $\frac{1}{2}$ )	D	<b>1660/50</b>	356	(400-1)
	2		ABC	<b>1680-1</b>	363	(400-1)	D	<b>1680-1<sup>1</sup>/<sub>4</sub></b>	363	(400-1 <sup>1</sup> / <sub>4</sub> )
	20		ABC	<b>1680-1</b>	376	(400-1)	D	<b>1680-1<sup>1</sup>/<sub>4</sub></b>	376	(400-1 <sup>1</sup> / <sub>4</sub> )
CIR	ALL RWY		A	<b>1720-1</b>	403	(500-1)	B	<b>1780-1</b>	463	(500-1)
			C	<b>1780-1<sup>1</sup>/<sub>2</sub></b>	463	(500-1 <sup>1</sup> / <sub>2</sub> )	D	<b>1880-2</b>	563	(600-2)

When control tower closed, procedure NA.

For nonoperative MALSRS, 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 (21112) (FAA)

ELEV **1430**

**JOE FOSS FLD (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/ HAA</u>	<u>CEIL-VIS</u>	<u>CAT</u>	<u>DA/ MDA-VIS</u>	<u>HAT/ HAA</u>	<u>CEIL-VIS</u>
ASR	33		AB	<b>1920-1</b>	498	(500-1)	CDE	<b>1920-1<sup>3</sup>/<sub>8</sub></b>	498	(500-1 <sup>3</sup> / <sub>8</sub> )
	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<sup>1</sup>/<sub>2</sub></b>	531	(600-1 <sup>1</sup> / <sub>2</sub> )
CIR	ALL RWY		AB	<b>1980-1</b>	550	(600-1)	C	<b>1980-1<sup>1</sup>/<sub>2</sub></b>	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>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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