

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	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

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	1820-1⅞	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.

RADAR INSTRUMENT APPROACH MINIMUMS

MANDAN, ND

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

ELEV 1994

MANDAN RGNL/LAWLER FLD (Y19)

RADAR-1 126.3 298.9 

	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 Rwy's 4 and 22 NA.

26 JAN 2023 to 23 FEB 2023

ROCHESTER, MN

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

ELEV 1317

ROCHESTER INTL (RST)

RADAR-1 119.8 251.125 

	RWY	GP/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS
ASR	13		ABC	1640/24	360	(400-½)	D	1640/50	360	(400-1)
	31		ABC	1660/24	356	(400-½)	D	1660/50	356	(400-1)
	2		ABC	1680-1	363	(400-1)	D	1680-1 ¹ / ₄	363	(400-1 ¹ / ₄)
	20		ABC	1680-1	376	(400-1)	D	1680-1 ¹ / ₄	376	(400-1 ¹ / ₄)
CIR	ALL RWY		A	1720-1	403	(500-1)	B	1780-1	463	(500-1)
			C	1780-1 ¹ / ₂	463	(500-1 ¹ / ₂)	D	1880-2	563	(600-2)

When control tower closed, procedure NA.

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

26 JAN 2023 to 23 FEB 2023

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SIoux FALLS, SD
JOE FOSS FLD (FSD)
RADAR-1 125.8 306.2 

Amdt 10B, 06FEB14 (22251) (FAA)

ELEV 1430

	RWY	GP/TCH/RPI	DA/		HAT/		CAT	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 ³/₄ SM not authorized.
For inoperative MALSR, increase S-3 Cat C/D/E visibility to 1³/₈ mile.
For inoperative MALSR, increase S-21 Cat C/D/E visibility to 1¹/₂ mile.

26 JAN 2023 to 23 FEB 2023

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