

# RADAR MINS

21224

N1

## RADAR INSTRUMENT APPROACH MINIMUMS

### BISMARCK, ND

Amdt 3B, 26AUG10 (10238) (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	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-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	1820-1½	400	(400-1½)
			ABCDE	1820/40	392	(400-¾)				
			AB	1840-1	420	(500-1)	CDE	1840-1½	420	(500-1½)
			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 1½ SM.

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

09 SEP 2021 to 07 OCT 2021

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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 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 (21112) (FAA)

ELEV **1430**

**JOE FOSS FLD (FSD)**

RADAR-1 125.8 284.725 **T A**

			DA/ MDA-VIS	HAT/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS
ASR	<u>RWY</u>	<u>GP/TCH/RPI</u>	AB <b>1920-1</b>	498	(500-1)	CDE	<b>1920-1</b> <sup>3/8</sup>	498	(500-1 <sup>3/8</sup> )
	33		AB <b>1940/24</b>	516	(600-1/2)	CDE	<b>1940/55</b>	516	(600-1 <sup>1/4</sup> )
	21		AB <b>1960/24</b>	530	(600-1/2)	CDE	<b>1960/55</b>	530	(600-1 <sup>1/4</sup> )
	15		AB <b>1960-1</b>	531	(600-1)	CDE	<b>1960-1</b> <sup>1/2</sup>	531	(600-1 <sup>1/2</sup> )
CIR	ALL RWY		AB <b>1980-1</b>	550	(600-1)	C	<b>1980-1</b> <sup>1/2</sup>	550	(600-1 <sup>1/2</sup> )
			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 3/4 SM not authorized.

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

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

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