

WAAS CH 56599 W31A	APP CRS 311°	Rwy Idg 8794 TDZE 1645 Apt Elev 1661
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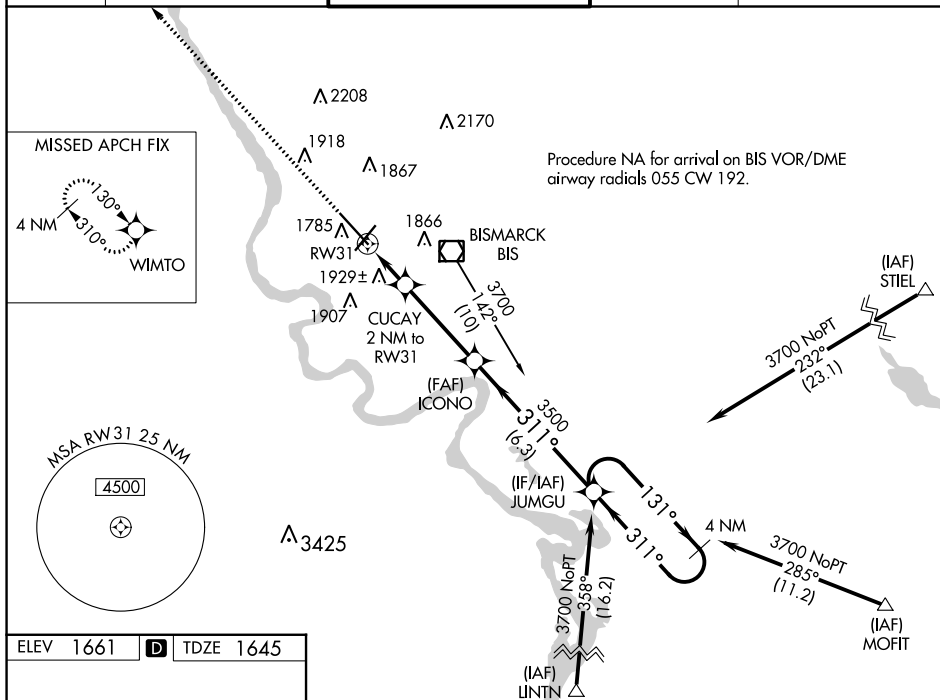
RNAV (GPS) RWY 31
BISMARCK MUNI (BIS)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA
below -18°C (0°F) or above 33°C (91°F). DME/DME RNP-0.3 NA.
** RVR 1800 authorized with use of FD or AP or HUD to DA.

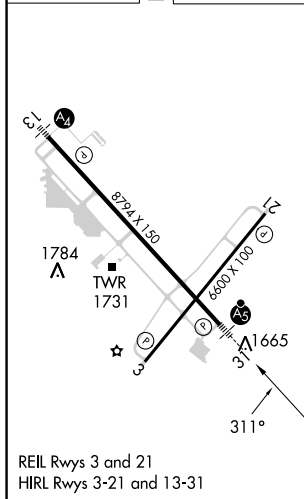
MALSR

MISSED APPROACH: Climb to 3800
direct WIMTO and hold.

ATIS 119.35	BISMARCK APP CON★ 126.3 298.9	BISMARCK TOWER★ 118.3 (CTAF) 0 257.8	GND CON 121.9	UNICOM 122.95
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ELEV 1661	D	TDZE 1645
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The diagram illustrates the RW31 instrument landing system approach procedure. It shows a three-segment approach starting from a holding pattern at 4 NM. The first segment descends from 3500 feet to 3320 feet (marked as 2320*) over a distance of 2 NM. The second segment continues the descent to 3500 feet over 3.7 NM. The third segment levels off at 3500 feet for 6.3 NM before reaching the runway. Key features include:

- WIMTO**: Visual reference point.
- CUCAY**: 2 NM to RW31.
- ICONO**: A fix located 3.7 NM from CUCAY.
- JUMGU**: A fix located 6.3 NM from ICONO.
- Holding Pattern**: Located 4 NM from JUMGU.
- GP 3.00° TCH 48'**: Ground profile and touchdown height information.
- *LNAV only**: Indicates that Lateral Navigation is required for this procedure.
- RW31**: Runway 31, indicated by a dashed arrow pointing towards the runway threshold.

CATEGORY	A	B	C	D
LPV DA	1845/24 200 (200-½)			
LNAV/ VNAV	2269-1¾ 624 (700-1¾)			
LNAV MDA	2180/24 535 (600-½)		2180/55 535 (600-1)	
C CIRCLING	2200-1 539 (600-1)		2460-2¼ 799 (800-2¼)	2460-2½ 799 (800-2½)