BISMARCK, ND

Amdt 3C, 02DEC21 (21336) (FAA) ELEV **1661**

BISMARCK MUNI (BIS)

RADAR-1 126.3 298.9 T A

	RWY	GP/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS
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**-1⅜	499	(500-1⅜)
	3		AB	**2220**-1	559	(600-1)	CD	**2220**-1⅝	559	(600-1⅝)
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.

18 APR 2024 to 16 MAY 2024

DULUTH, MN

Orig-A, 30JAN20 (21112) (FAA) ELEV **1428**

DULUTH INTL (DLH)

RADAR-1 125.45 233.7 T A

	RWY	GP/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS
ASR	3		AB	**1820**-1	400	(400-1)	CDE	**1820**-1⅛	400	(400-1⅛)
	9		ABCDE	**1820**/40	392	(400-¾)				
	21		AB	**1840**-1	420	(500-1)	CDE	**1840**-1⅛	420	(500-1⅛)
	27		AB	**1880**/40	459	(500-¾)	CDE	**1880**/45	459	(500-⅞)
C 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 1⅛ SM.
For inoperative ALS, increase ASR S-27 Cats A/B visibility to RVR 5500, Cats C/D/E to 1⅜ SM.

18 APR 2024 to 16 MAY 2024

RADAR INSTRUMENT APPROACH MINIMUMS

MANDAN, ND

Amdt 5A, 18AUG16 (21224) (FAA) ELEV **1994**

MANDAN RGNL/LAWLER FLD (Y19)

RADAR-1 126.3 298.9 T A

	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**-1⅜	499	(500-1⅜)
	13		AB	**2460**-1	522	(600-1)	CD	**2460**-1½	522	(600-1½)
CIR	ALL RWY		AB	**2460**-1	516	(600-1)	C	**2460**-1½	516	(600-1½)
			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 Rwys 4 and 22 NA.

ROCHESTER, MN

Amdt 9, 20APR23 (23110) (FAA) ELEV **1317**

ROCHESTER INTL (RST)

RADAR-1 119.8 251.125 T A

	RWY	GP/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS
ASR	13		AB	**1660**/24	380	(400-½)	CD	**1660**/35	380	(400-⅝)
	31		AB	**1680**/24	376	(400-½)	CD	**1680**/35	376	(400-⅝)
	3		ABCD	**1680**-1	363	(400-1)				
	21		ABCD	**1680**-1	375	(400-1)				
CIR	ALL RWY		A	**1720**-1	403	(500-1)	B	**1780**-1	463	(500-1)
			C	**1900**-1½	583	(600-1½)	D	**1900**-2	583	(600-2)

When control tower closed, procedure NA.
For inoperative ALS increase S-13 and S-31 CATs C and D visibility to RVR 5500.

18 APR 2024 to 16 MAY 2024

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS
23110

N2

RADAR INSTRUMENT APPROACH MINIMUMS

SIOUX FALLS, SD

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

ELEV **1430**

JOE FOSS FLD (FSD)

RADAR-1 125.8 306.2 T A

	RWY	GP/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS
ASR	33		AB	**1920**-1	498	(500-1)	CDE	**1920**-1⅜	498	(500-1⅜)
	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 ¾ SM not authorized.
For inoperative MALSR, increase S-3 Cat C/D/E visibility to 1⅜ mile.
For inoperative MALSR, increase S-21 Cat C/D/E visibility to 1½ mile.

18 APR 2024 to 16 MAY 2024

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS
23110

N3