

RADAR INSTRUMENT APPROACH MINIMUMS

BISMARCK, ND
BISMARCK MUNI (BIS)
RADAR-1 126.3 298.9 

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

	<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	2220-1⅝	559	(600-1⅝)
	ALL RWY		AB D	2220-1 2460-2½	559 799	(600-1) (800-2½)	C	2460-2¼	799	(800-2¼)
CIR										

Inoperative table does not apply to ALS Rwy 13.

DULUTH, MN
DULUTH INTL (DLH)
RADAR-1 125.45 233.7 

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

	<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.

12 JUN 2025 to 10 JUL 2025

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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 $\frac{3}{8}$	499	(500-1 $\frac{3}{8}$)
	13		AB	2460-1	522	(600-1)	CD	2460-1 $\frac{1}{2}$	522	(600-1 $\frac{1}{2}$)
CIR	ALL RWY		AB	2460-1	516	(600-1)	C	2460-1 $\frac{1}{2}$	516	(600-1 $\frac{1}{2}$)
			D	2560-2	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 Rwy 4 and 22 NA.

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ROCHESTER, MN

Amdt 9, 20APR23 (23110) (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		AB	1660/24	380	(400- $\frac{1}{2}$)	CD	1660/35	380	(400- $\frac{3}{8}$)
	31		AB	1680/24	376	(400- $\frac{1}{2}$)	CD	1680/35	376	(400- $\frac{5}{8}$)
	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	1900-1 $\frac{1}{2}$	583	(600-1 $\frac{1}{2}$)	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.

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SIoux FALLS, SD

Amdt 10B, 06FEB14 (25051) (FAA)

ELEV 1430

JOE FOSS FLD (FSD)

RADAR-1 125.8 284.725 

	RWY	GP/TCH/RPI	CAT	DA/	HAT/	CAT	DA/	HAT/	CAT	DA/	HAT/
				MDA-VIS	HAA		MDA-VIS	HAA		MDA-VIS	HAA
ASR	33		AB	1920-1	498	(500-1)	CDE	1920-1 ³ / ₈	498	(500-1 ³ / ₈)	
	3		AB	1940/24	516	(600- ¹ / ₂)	CDE	1940/55	516	(600-1 ¹ / ₄)	
	21		AB	1960/24	530	(600- ¹ / ₂)	CDE	1960/55	530	(600-1 ¹ / ₄)	
	15		AB	1960-1	531	(600-1)	CDE	1960-1 ¹ / ₂	531	(600-1 ¹ / ₂)	
CIR	ALL RWY		AB	1980-1	550	(600-1)	C	1980-1 ¹ / ₂	550	(600-1 ¹ / ₂)	
			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.

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