

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	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
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.

03 SEP 2026 to 01 OCT 2026

03 SEP 2026 to 01 OCT 2026

RADAR INSTRUMENT APPROACH MINIMUMS

MANDAN, ND

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

ELEV 1994

MANDAN RGNL/LAWLER FLD (Y19)

RADAR-1 126.3 298.9

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	<u>RWY</u>	<u>GP/TCH/RPI</u>	<u>CAT</u>	<u>DA/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HAA</u>	<u>CEIL-VIS</u>	<u>CAT</u>	<u>DA/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HAA</u>	<u>CEIL-VIS</u>
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.

03 SEP 2026 to 01 OCT 2026

SIoux FALLS, SD

Amdt 11A, 25DEC25 (25359) (FAA)

ELEV 1430

JOE FOSS FLD (FSD)

RADAR-1 125.8 284.725

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	<u>RWY</u>	<u>GP/TCH/RPI</u>	<u>CAT</u>	<u>DA/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HAA</u>	<u>CEIL-VIS</u>	<u>CAT</u>	<u>DA/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HAA</u>	<u>CEIL-VIS</u>
ASR	3		AB	1980/24	556	(600- $\frac{1}{2}$)	CDE	1980/60	556	(600-1 $\frac{1}{4}$)
	21		AB	2000/24	570	(600- $\frac{1}{2}$)	CDE	2000-1 $\frac{1}{4}$	570	(600-1 $\frac{1}{4}$)
	33		AB	2020-1	597	(600-1)	CDE	2020-1 $\frac{1}{4}$	597	(600-1 $\frac{1}{4}$)
	15		AB	2060-1	631	(700-1)	CDE	2060-1 $\frac{3}{4}$	631	(700-1 $\frac{3}{4}$)
CIR	ALL RWY		AB	2060-1	630	(700-1)	C	2060-1 $\frac{3}{4}$	630	(700-1 $\frac{3}{4}$)
			D	2200-2 $\frac{1}{2}$	770	(800-2 $\frac{1}{2}$)	E	2240-2 $\frac{3}{4}$	810	(900-2 $\frac{3}{4}$)

When control tower closed, ASR NA.
Rwy 15/33 helicopter visibility reduction below $\frac{3}{4}$ SM not authorized.
For inoperative ALS increase ASR-3 Cat E visibility to 1 $\frac{1}{2}$ SM.
For inoperative ALS increase ASR-21 Cat C, D and E visibility to 1 $\frac{1}{2}$ mile.

03 SEP 2026 to 01 OCT 2026

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