

LOC I-BZX 111.5	APP CRS 131°	Rwy Ldg 8794
		TDZE 1655
		Apt Elev 1661

ILS or LOC RWY 13
BISMARCK MUNI (BIS)

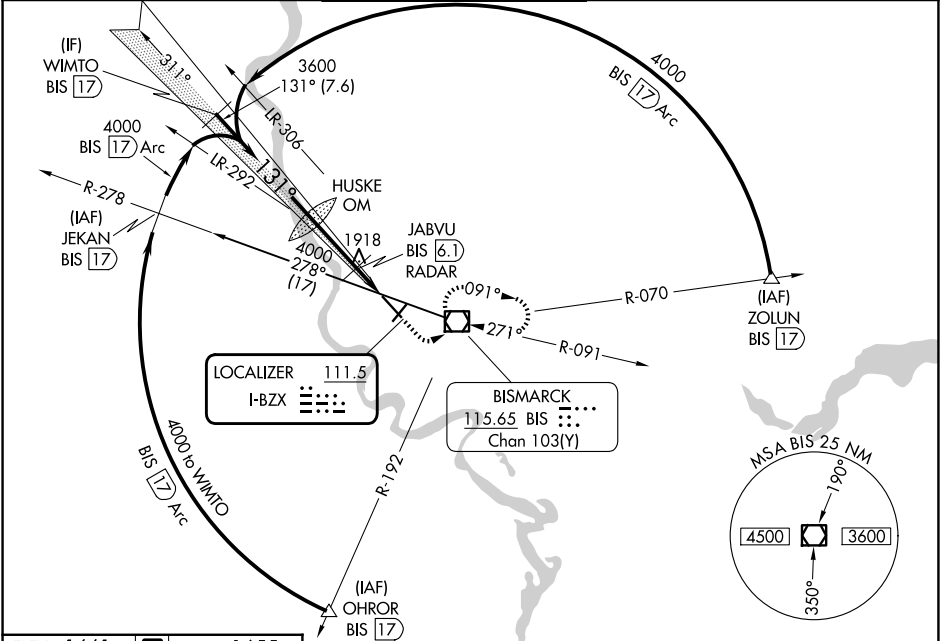
DME required for procedure entry. DME required.

⚠ Inop table does not apply to S-ILS 13. DME from BIS VOR/DME. Simultaneous reception of I-BZX and BIS DME required.
DME from BIS VOR/DME.

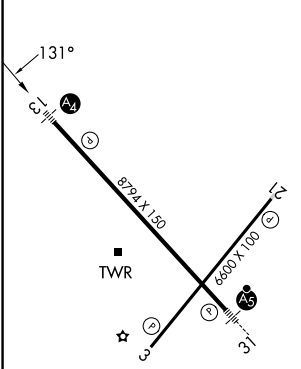


MISSED APPROACH: Climb to 2200 then climbing left turn to 3600 direct BIS VOR/DME and hold, continue climb-in-hold to 3600.

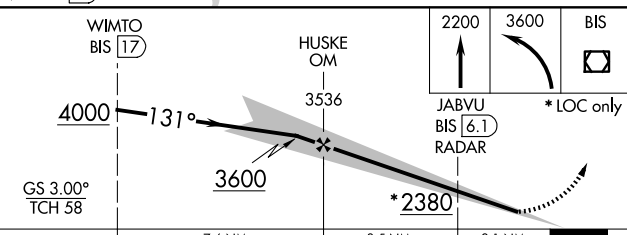
ATIS 119.35	BISMARCK APP CON ★ 126.3 298.9	BISMARCK TOWER ★ 118.3 (CTAF) 0257.8	GND CON 121.9	UNICOM 122.95
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ELEV 1661	D	TDZE 1655
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REIL Rwy 3 and 21 HIRL Rwy 3-21 and 13-31					
FAF to MAP 5.6 NM					
Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

 The diagram shows a flight path starting from the left, passing through a point marked with an asterisk, and ending at a point marked with a dot. The path is divided into three segments by vertical dashed lines. The first segment is 7.6 NM long, the second is 3.5 NM, and the third is 2.1 NM. The path is labeled with '4000', '131°', '3600', and '*2380'. A shaded area represents a 3.00° glide slope (TCH 58) starting from the 4000 ft point. A dashed line represents the Line of Control (LOC) starting from the 3600 ft point. A dotted line represents the LOC starting from the 2380 ft point. Various navigational aids are marked: WIMTO BIS 17, HUSKE OM, JABVU BIS 6.1 RADAR, and BIS. A compass rose shows a heading of 2200 and a distance of 3600. A small square icon is also present.								
CATEGORY	A		B		C		D	
S-ILS 13	1855-¾ 200 (200-¾)							
S-LOC 13	2380-¾		725 (800-¾)		2380-1¾		725 (800-1¾)	
CIRCLING	2380-1		719 (800-1)		2460-2¼		2460-2½	
# JABVU FIX MINIMUMS								
S-LOC 13	2180-¾		525 (600-¾)		2180-1¼		525 (600-1¼)	
CIRCLING	2200-1		539 (600-1)		2460-2¼		2460-2½	