

RADAR MINS

20030

N1

RADAR INSTRUMENT APPROACH MINIMUMS

BISMARCK, ND

Amdt 3B, 26AUG10 (10238) (FAA)

ELEV 1661

BISMARCK MUNI (BIS)

RADAR-1 126.3 298.9 **T A**

	<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	455	(500-½)	C	2100/40	455	(500-¾)
			D	2100/50	455	(500-1)				
	13		AB	2100-1	445	(500-1)	C	2100-1¼	445	(500-1¼)
			D	2100-1½	445	(500-1½)				
	3		AB	2120-1	459	(500-1)	C	2120-1¼	459	(500-1¼)
			D	2120-1½	459	(500-1½)				
	21		AB	2120-1	459	(500-1)	C	2120-1¼	459	(500-1¼)
			D	2120-1½	459	(500-1½)				
CIR	ALL RWY		A	2180-1	519	(600-1)	B	2220-1	539	(600-1)
			C	2220-1½	559	(600-1½)	D	2280-2	619	(700-2)

Inoperative table does not apply to MALS Rwy 13

DULUTH, MN

Orig-A, 30JAN20 (20030) (FAA)

ELEV 1428

DULUTH INTL (DLH)

RADAR-1 125.45 233.7 **T A**

	<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	1820-1½	400	(400-1½)
	9		ABCDE	1820/40	392	(400-¾)				
	21		AB	1840-1	420	(500-1)	CDE	1840-1½	420	(500-1½)
	27		AB	1880/40	459	(500-¾)	CDE	1880/45	459	(500-¾)
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 1½ SM.

For inoperative ALS, increase ASR S-27 Cats A/B visibility to RVR 5500, Cats C/D/E to 1½ SM.

25 FEB 2021 to 25 MAR 2021

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MANDAN, ND MANDAN MUNI (Y19)

Amdt 5A, 18AUG16 (16231) (FAA)

ELEV 1994

RADAR-1 126.3 298.9 **▽** **A**

	<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	2440-1	499	(500-1)	CD	2440-1 ³ / ₈	499	(500-1 ³ / ₈)
	13		AB	2460-1	522	(600-1)	CD	2460-1 ¹ / ₂	522	(600-1 ¹ / ₂)
CIR	ALL RWY		AB	2460-1	516	(600-1)	C	2460-1 ¹ / ₂	516	(600-1 ¹ / ₂)
			D	2560-2	616	(700-2)				

ASR S-13: Helicopter visibility reduction below ³/₄ SM not authorized.

ASR S-31: Helicopter visibility reduction below 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 ¹/₄ mile.

Circling to Rwys 4 and 22 NA.

ROCHESTER, MN

Amdt 8A, 19JUL18 (18200) (FAA)

ELEV 1317

ROCHESTER INTL (RST)

RADAR-1 119.8 251.125 **▽**

	<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	13		ABC	1640/24	360	(400- ¹ / ₂)	D	1640/50	360	(400-1)
	31		ABC	1660/24	356	(400- ¹ / ₂)	D	1660/50	356	(400-1)
	2		ABC	1680-1	363	(400-1)	D	1680-1 ¹ / ₄	363	(400-1 ¹ / ₄)
	20		ABC	1680-1	376	(400-1)	D	1680-1 ¹ / ₄	376	(400-1 ¹ / ₄)
CIR	ALL RWY		A	1720-1	403	(500-1)	B	1780-1	463	(500-1)
			C	1780-1 ¹ / ₂	463	(500-1 ¹ / ₂)	D	1880-2	563	(600-2)

When control tower closed, procedure NA.

For inoperative MALSR, increase S-13 and S-31 CAT D visibility to RVR 6000.

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SIOUX FALLS, SD

Amdt 10B, 06FEB14 (18144) (FAA)

ELEV 1430

JOE FOSS FIELD (FSD)

RADAR-1 125.8 284.725 **T A**

	<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	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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