

**FEDERAL AVIATION ADMINISTRATION  
FLIGHT STANDARDS SERVICE  
RADAR - STANDARD INSTRUMENT APPROACH PROCEDURE  
TITLE 14 CFR PART 97.31**

Bearings, headings, courses, tracks and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated.  
Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or feet RVR.

Initial approach minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below. Positive identification must be established with the radar controller. From initial contact with radar to final authorized landing minimums, the instructions of the radar controller are mandatory except when; (A) Visual contact is established on final approach at or before descent to the authorized landing minimums; or (B) at pilot's discretion if it appears desirable to discontinue the approach. Except when the radar controller may direct otherwise prior to final approach, a missed approach shall be executed as provided below when; (A) communications on final approach is lost for more than 5 seconds during a precision approach, or for more than 30 seconds during a surveillance approach; (B) directed by radar controllers; (C) visual contact is not established upon descent to authorized landing minimums; or (D) if landing is not accomplished.

<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>ORIGINAL/AMENDMENT</u>	<u>CITY</u>	<u>STATE</u>		
KRST	RADAR-1	9	ROCHESTER	MN		
<u>AIRPORT ELEVATION</u>	<u>TDZE</u>	<u>SUPERSEDED</u>	<u>ORIGINAL/AMENDMENT</u>	<u>DATED</u>	<u>MAG VAR</u>	<u>EPOCH YEAR</u>
1317		RADAR-1	8A	07/19/2018	3E	1985
<u>FACILITY</u>	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u>			
RST ASR		20 APRIL 2023	ROUTINE			

**RADAR TERMINAL AREA MANEUVERING SECTORS AND ALTITUDES** *(Sectors and distances measured from radar antenna)*

<u>FROM</u>	<u>TO</u>	<u>DISTANCE</u>	<u>ALTITUDE</u>	<u>DISTANCE</u>	<u>ALTITUDE</u>	<u>DISTANCE</u>	<u>ALTITUDE</u>	<u>DISTANCE</u>	<u>ALTITUDE</u>	<u>DISTANCE</u>	<u>ALTITUDE</u>
AS ESTABLISHED BY THE CURRENT ROCHESTER ASR MINIMUM VECTORING ALTITUDE											

**MISSED APPROACH**

**MAP:**

RWY 3, 13, 21, 31 AT THRESHOLD.

**MISSED APPROACH INSTRUCTIONS:**

RWY 3: CLIMB TO 4000, EXPECT RADAR VECTORS.

RWY 13: CLIMB TO 4000, EXPECT RADAR VECTORS.

RWY 21: CLIMB TO 4000, EXPECT RADAR VECTORS.

RWY 31: CLIMB TO 4000, EXPECT RADAR VECTORS.

**ALTERNATE MISSED APPROACH INSTRUCTIONS (DO NOT CHART):**



**NOTES:**

RWY 3: FAF 4.8 NM FROM THRESHOLD, MINIMUM ALTITUDE 2900; MINIMUM ALTITUDE 2.8 NM FIX 2260; FINAL APPROACH COURSE: 023.  
RECOMMENDED ALTITUDE: 4 NM 2640; 3 NM 2320; 2 NM 2000, 1 NM 1680.

RWY 13: FAF 5 NM FROM THRESHOLD, MINIMUM ALTITUDE 2900; MINIMUM ALTITUDE 3.7 NM FIX 2480; FINAL APPROACH COURSE: 129.  
RECOMMENDED ALTITUDE: 4 NM 2600; 3 NM 2280; 2 NM 1960.

RWY 21: FAF 4.8 NM FROM THRESHOLD, MINIMUM ALTITUDE 2900; MINIMUM ALTITUDE 3.6 NM FIX 2480; FINAL APPROACH COURSE: 204.  
RECOMMENDED ALTITUDE: 4 NM 2620; 3 NM 2300; 2 NM 1980.

RWY 31: FAF 4.8 NM FROM THRESHOLD, MINIMUM ALTITUDE 2900; MINIMUM ALTITUDE 3.6 NM FIX 2500; FINAL APPROACH COURSE: 309.  
RECOMMENDED ALTITUDE: 4 NM 2640; 3 NM 2320; 2 NM 2000.

CHART NOTE: WHEN CONTROL TOWER CLOSED, PROCEDURE NA.

CHART NOTE: FOR INOPERATIVE ALS INCREASE S-13 AND S-31 CATS C AND D VISIBILITY TO RVR 5500.

**LOST COMMUNICATIONS (ALL RWYS):** AS DIRECTED BY ATC ON INITIAL CONTACT.

**ADDITIONAL FLIGHT DATA:**

**TDZE:** 1317.4    **RWY:** 3    **TDZE:** 1280.3    **RWY:** 13    **TDZE:** 1304.6    **RWY:** 21    **TDZE:** 1304.1    **RWY:** 31

FAS OBST: RWY 3: 1428 TANK (27-001544) 435211N/0922953W.

FAS OBST: RWY 13: 1400 TREE 435453N/0923138W.

FAS OBST: RWY 21: 1419 TANK (27-026583) 435514N/0922844W.

FAS OBST: RWY 31: 1419 TREE 435345.83N/0922932.96W.

RWY 13: 1460 AAO 435646N/0923553W, RWY 21: 1440 AAO 435842N/0922907W, RWY 31: 1500 AAO 435014N/0922504W, 1480 AAO 435235N/0922424W.

**MINIMUMS:**

**TAKEOFF:** SEE FAA FORM 8260-15A FOR THIS AIRPORT

**ALTERNATE:** NA ☐ STANDARD. NA WHEN CONTROL TOWER CLOSED.



CATEGORY:															
FINAL TYPE	DA/MDA	A VIS	HAT/HAA	DA/MDA	B VIS	HAT/HAA	DA/MDA	C VIS	HAT/HAA	DA/MDA	D VIS	HAT/HAA	DA/MDA	E VIS	HAT/HAA
ASR S-3	1680	1	363	1680	1	363	1680	1	363	1680	1	363			
ASR S-13	1660	2400	380	1660	2400	380	1660	3500	380	1660	3500	380			
ASR S-21	1680	1	375	1680	1	375	1680	1	375	1680	1	375			
ASR S-31	1680	2400	376	1680	2400	376	1680	3500	376	1680	3500	376			
CIRCLING	1720	1	403	1780	1	463	1900	1 1/2	583	1900	2	583			



**CHANGES - REASONS:**

1. INCORPORATED P-NOTAM AMENDMENT: AMDT 8A NOTAM 8/2046.
2. ALL RWY REFERENCES UPDATED FROM RWY 2/20 TO 3/21 - AIRPORT RENUMBERING RWY DUE TO MAGVAR UPDATE.
3. MISSED APPROACH INSTRUCTIONS: RWY 3: CHANGED FROM "CLIMB TO 3500 THEN CLIMBING RIGHT TURN TO 4800 VIA ODI R-282 TO EYATE/UKN 55.46 DME AND HOLD. HOLD SE, AT, 320.35 INBOUND. (DME REQUIRED)" TO "CLIMB TO 4000, EXPECT RADAR VECTORS" - ATC REQUESTED
4. MISSED APPROACH INSTRUCTIONS: RWY 21: CHANGED FROM "CLIMB TO 3000, DIRECT RST VOR/DME AND HOLD. HOLD SW, AT, 025.14 INBOUND" TO "CLIMB TO 4000, EXPECT RADAR VECTORS" - ATC REQUESTED.
5. MISSED APPROACH INSTRUCTIONS: RWY 13: CHANGED FROM "CLIMB TO 2000 THEN CLIMBING LEFT TURN TO 3000 VIA HEADING 105 AND ODI R-260 TO DLANY INT AND HOLD. HOLD, AT, 260.39 INBOUND" TO "CLIMB TO 4000, EXPECT RADAR VECTORS" - ATC REQUESTED.
6. MISSED APPROACH INSTRUCTIONS: RWY 31: CHANGED FROM "CLIMB TO 2000 THEN CLIMBING LEFT TURN TO 3000 DIRECT RST VOR/DME AND HOLD. HOLD SW, RT, 025.14 INBOUND" TO "CLIMB TO 4000, EXPECT RADAR VECTORS" - ATC REQUESTED.
7. NOTES: RWY 3 NOTE UPDATED FROM "FAF 5.00 MILES FROM THRESHOLD. MINIMUM ALTITUDE 2900; FINAL APPROACH COURSE 023.42. RECOMMENDED ALTITUDE 4 MILES 2580, 3 MILES 2260, 2 MILES 1940" TO "FAF 4.8 NM FROM THRESHOLD, MINIMUM ALTITUDE 2900; MINIMUM ALTITUDE 2.8 NM FIX 2260; FINAL APPROACH COURSE: 023. RECOMMENDED ALTITUDE: 4 NM 2640; 3 NM 2320; 2 NM 2000, 1 NM 1680" - SDF ADDED/UPDATED EVALUATION.
8. NOTES: RWY 13 NOTE UPDATED FROM "RWY 13: FAF 5.00 MILES FROM THRESHOLD. MINIMUM ALTITUDE 2900; FINAL APPROACH COURSE 129.06. RECOMMENDED ALTITUDE 4 MILES 2580, 3 MILES 2240, 2 MILES 1920." TO "FAF 5 NM FROM THRESHOLD, MINIMUM ALTITUDE 2900; MINIMUM ALTITUDE 3.7 NM FIX 2480; FINAL APPROACH COURSE: 129. RECOMMENDED ALTITUDE: 4 NM 2600; 3 NM 2280; 2 NM 1960" - SDF ADDED/UPDATED EVALUATION.
9. NOTES: RWY 21 NOTE UPDATED FROM "FAF 5.00 MILES FROM THRESHOLD. MINIMUM ALTITUDE 2900; FINAL APPROACH COURSE 203.51. RECOMMENDED ALTITUDE 4 MILES 2580, 3 MILES 2260, 2 MILES 1920" TO "FAF 4.8 NM FROM THRESHOLD, MINIMUM ALTITUDE 2900; MINIMUM ALTITUDE 3.6 NM FIX 2480; FINAL APPROACH COURSE: 204. RECOMMENDED ALTITUDE: 4 NM 2620; 3 NM 2300; 2 NM 1980" - SDF ADDED/UPDATED EVALUATION.
10. NOTES: RWY 31 NOTE UPDATED FROM "FAF 5.00 MILES FROM THRESHOLD. MINIMUM ALTITUDE 2900; FINAL APPROACH COURSE 309.20. RECOMMENDED ALTITUDE 4 MILES 2580, 3 MILES 2260, 2 MILES 1940" TO "FAF 4.8 NM FROM THRESHOLD, MINIMUM ALTITUDE 2900; MINIMUM ALTITUDE 3.6 NM FIX 2500; FINAL APPROACH COURSE: 309. RECOMMENDED ALTITUDE: 4 NM 2640; 3 NM 2320; 2 NM 2000 - SDF ADDED/UPDATED EVALUATION.
11. NOTES: INOP NOTE CHANGED FROM "FOR INOPERATIVE MALSR INCREASE S-13 AND S-31 CAT D VISIBILITY TO RVR 6000." TO "FOR INOPERATIVE ALS INCREASE S-13 AND S-31 CATS C AND D VISIBILITY TO RVR 5500" - UPDATED EVALUATION/VISIBILITY CRITERIA.
12. MINIMUMS: S-3 CAT D VIS UPDATED FROM 1 1/4 TO 1 - UPDATED VISIBILITY CRITERIA.
10. MINIMUMS: S-21 HAT ALL CATS UPDATED FROM 376 TO 375 AND CAT D VIS UPDATED FROM 1 1/4 TO 1 - UPDATED TDZE AND VISIBILITY CRITERIA.
13. MINIMUMS: S-13 MDA/HAT ALL CATS UPDATED FROM 1640/360 TO 1660/380; CAT C/D VIS UPDATED FROM 2400/5000 TO 3500/3500 - UPDATED OBST EVALUATION/VISIBILITY CRITERIA.
14. MINIMUMS: S-31 MDA/HAT ALL CATS UPDATED FROM 1660/356 TO 1680/376; CAT C/D VIS UPDATED FROM 2400/5000 TO 3500/3500 - UPDATED VISIBILITY CRITERIA AND OBSTACLE EVALUATION.
15. TDZE: RWY 3 UPDATED FROM 1317.2 TO 1317.4; RWY 13 UPDATED FROM 1280.1 TO 1280.3; RWY 21 UPDATED FROM 1304.4 TO 1304.6; RWY 31 UPDATED FROM 1340.0 TO 1304.1 - UPDATE AIRPORT SURVEY.
16. FAS OBSTACLES: RWY 3 UPDATED FROM "1428 TANK 435211N/0922953W" TO "1428 TANK (27-001544) 435211N/0922953W"; RWY 13 UPDATED FROM "1389 TREE 435536N/0923142W" TO "1400 TREE 435453N/0923138W"; RWY 21 UPDATED FROM "1409 TREE 435527N/0922842W" TO "1419 TANK (27-026583) 435514N/0922844W" AND RWY 31 FROM "1389 TREE 435318N/0922819W" TO "1419 TREE 435346N/0922933W" - UPDATED MAP STUDY.
17. UPDATED 7:1 OBSTACLES FROM "RWY 3: 1549 AAO 434933N/0923421W, RWY 21: CHART 1566 TOWER 435816N/0922455W, RWY 13: 1459 AAO 435745N/0923522W, RWY 31: 1519 AAO 435114N/0922326W." TO "RWY 13: 1460 AAO 435646N/0923553W, RWY 21: 1440 AAO 435842N/0922907W, RWY 31: 1500 AAO 435014N/0922504W, 1480 AAO 435235N/0922424W" - SDF ADDED AND UPDATED MAP STUDY.

COORDINATED WITH:

A4A

ALPA

AOPA

APA

HAI

NBAA

OTHER: RST APP CON, RST ATCT, APT MGR, ZMP

FLIGHT CHECKED BY  
MICHAEL A GREENWOOD

*Digitally signed by*  
**ALLAN WILL**  
Feb 06, 2023

OFFICE  
FPO

DATE  
02/02/2023

DEVELOPED BY  
PATRICK COMBS

*Digitally signed by*  
**PATRICK W COMBS**  
Jan 06, 2023

OFFICE  
AJV-A423

DATE  
12/08/2022

APPROVED BY  
MARLON ROBINSON

*Digitally signed by*  
**ALLAN WILL**  
Feb 06, 2023

OFFICE  
AJV-A420

TITLE  
MANAGER

