BISMARCK, ND

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

BISMARCK MUNI (BIS)

RADAR-1 126.3 298.9 T A

	RWY	GP/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS
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**-1⅜	499	(500-1⅜)
	3		AB	**2220**-1	559	(600-1)	CD	**2220**-1⅝	559	(600-1⅝)
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.

24 MAR 2022 to 21 APR 2022

DULUTH, MN

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

DULUTH INTL (DLH)

RADAR-1 125.45 233.7 T A

	RWY	GP/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS
ASR	3		AB	**1820**-1	400	(400-1)	CDE	**1820**-1⅛	400	(400-1⅛)
	9		ABCDE	**1820**/40	392	(400-¾)				
	21		AB	**1840**-1	420	(500-1)	CDE	**1840**-1⅛	420	(500-1⅛)
	27		AB	**1880**/40	459	(500-¾)	CDE	**1880**/45	459	(500-⅞)
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 1⅛ SM.
For inoperative ALS, increase ASR S-27 Cats A/B visibility to RVR 5500, Cats C/D/E to 1⅜ SM.

24 MAR 2022 to 21 APR 2022

MANDAN, ND

Amdt 5A, 18AUG16 (21224) (FAA) ELEV **1994**

MANDAN RGNL/LAWLER FLD (Y19)

RADAR-1 126.3 298.9 T A

	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**-1⅜	499	(500-1⅜)
	13		AB	**2460**-1	522	(600-1)	CD	**2460**-1½	522	(600-1½)
CIR	ALL RWY		AB	**2460**-1	516	(600-1)	C	**2460**-1½	516	(600-1½)
			D	**2560**-2	616	(700-2)				

ASR S-13: Helicopter visibility reduction below ¾ SM not authorized.
ASR S-31: Helicopter visibility reduction below ¾ 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 ¼ mile.
Circling to Rwys 4 and 22 NA.

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24 MAR 2022 to 21 APR 2022

ROCHESTER, MN

Amdt 8A, 19JUL18 (18200) (FAA) ELEV **1317**

ROCHESTER INTL (RST)

RADAR-1 119.8 251.125 T

	RWY	GP/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS
ASR	13		ABC	**1640**/24	360	(400-½)	D	**1640**/50	360	(400-1)
	31		ABC	**1660**/24	356	(400-½)	D	**1660**/50	356	(400-1)
	2		ABC	**1680**-1	363	(400-1)	D	**1680**-1¼	363	(400-1¼)
	20		ABC	**1680**-1	376	(400-1)	D	**1680**-1¼	376	(400-1¼)
CIR	ALL RWY		A	**1720**-1	403	(500-1)	B	**1780**-1	463	(500-1)
			C	**1780**-1½	463	(500-1½)	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.

SIOUX FALLS, SD

Amdt 10B, 06FEB14 (21112) (FAA)

ELEV **1430**

JOE FOSS FLD (FSD)

RADAR-1 125.8 284.725 T A

	RWY	GP/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS
ASR	33		AB	**1920**-1	498	(500-1)	CDE	**1920**-1⅜	498	(500-1⅜)
	3		AB	**1940**/24	516	(600-½)	CDE	**1940**/55	516	(600-1¼)
	21		AB	**1960**/24	530	(600-½)	CDE	**1960**/55	530	(600-1¼)
	15		AB	**1960**-1	531	(600-1)	CDE	**1960**-1½	531	(600-1½)
CIR	ALL RWY		AB	**1980**-1	550	(600-1)	C	**1980**-1½	550	(600-1½)
			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 ¾ SM not authorized.
For inoperative MALSR, increase S-3 Cat C/D/E visibility to 1⅜ mile.
For inoperative MALSR, increase S-21 Cat C/D/E visibility to 1½ mile.

24 MAR 2022 to 21 APR 2022

24 MAR 2022 to 21 APR 2022