

ROCHESTER, MINNESOTA

AL-5041 (FAA)

24193

WAAS CH 49028 W31A	APP CRS 313°	Rwy Idg 9033 TDZE 1304 Apt Elev 1317
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RNAV (GPS) RWY 31
ROCHESTER INTL (RST)

RNP APCH - GPS.

T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4500.

ALSF-2



MISSED APPROACH: Climb to 3000 direct CORDY and hold.

ATIS
120.5

ROCHESTER APP CON★
119.8 251.125

ROCHESTER TOWER★
118.3 (CTAF) **L** 257.8

GND CON
121.9


UNICOM
122.95

MISSED APCH FIX

A diagram of a compass rose with the word "CORDY" at the top. The rose has markings for 55° and 335°. A line points from the center towards the 335° mark, labeled "4 NM".

(IAF)
^ EMORE

(IAF) –
GARDE



Δ 2499

ELEV 1317		TDZE 1304
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Diagram illustrating the intersection of TDZ/CL Rwy 13 and 31, showing HIRL (High Intensity Runway Lighting) and MIRL (Medium Intensity Runway Lighting) systems. The diagram includes runway centerlines, taxiway centerlines, and various lighting symbols like 'A', 'V', 'TWR', and '313°'. Dimensions like '9034 X 150' and '7301 X 150' are also shown.




3000	CORDY
	

Figure 1: Schematic diagram of the JEDUG and RW31 structures. The diagram shows a cross-section of a substrate with a 2.3 nm layer of JEDUG and a 0.9 nm layer of RW31. The RW31 layer is patterned into a series of rectangular blocks. The distance between the centers of adjacent RW31 blocks is 2.3 nm. The thickness of the RW31 layer is 0.9 nm. The substrate has a thickness of 2800 nm. The angle of the substrate surface is 313 degrees. The substrate is labeled GP 3.00% TCH 55.

CATEGORY		A		B		C		D	
LPV	DA	1504/18 200 (200-½)							
LNAV/ VNAV	DA	1579/24 275 (300-½)							
LNAV	MDA	1640/24 336 (400-½)				1640/26 336 (400-½)			
 CIRCLING		1720-1 403 (500-1)		1780-1 463 (500-1)		1900-1½ 583 (600-1½)		1900-2 583 (600-2)	

ROCHESTER, MINNESOTA

Amdt 3 11JUL24

43°54'N-92°30'W

ROCHESTER INTL (RST)

RNAV (GPS) RWY 31

NC-1, 10 JUL 2025 to 07 AUG 2025

NC-1, 10 JUL 2025 to 07 AUG 2025