

LANGDON, NORTH DAKOTA




AL-9432 (FAA)

23222

APP CRS	Rwy Idg	3600
133°	TDZE	1606
	Apt Elev	1608

RNAV (GPS) RWY 14
ROBERTSON FLD (D55)

RNP APCH - GPS.

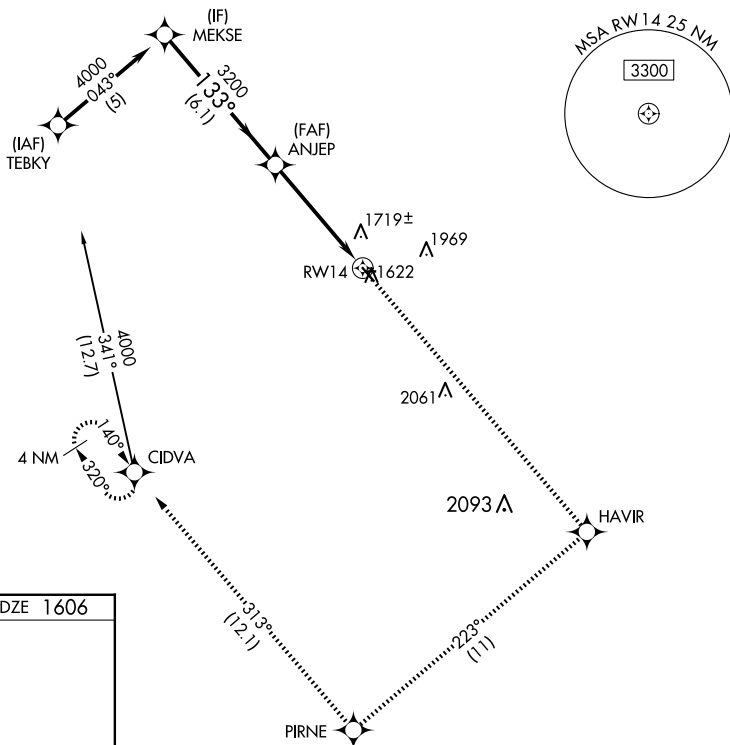
   -35°C	Circling NA to Rwy 8 and 26. Rwy 14 helicopter visibility reduction below $\frac{3}{4}$ SM NA. When local altimeter setting not received, use Devils Lake altimeter setting and increase all MDAs 140 feet and LNAV visibility Cat C $\frac{3}{8}$ SM, and Circling visibility Cat C $\frac{1}{2}$ SM.
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MISSED APPROACH: Climb to 4000 direct HAVIR and on track 223° to PIRNE on track 313° to CIDVA and hold.

AWOS-3
118.225

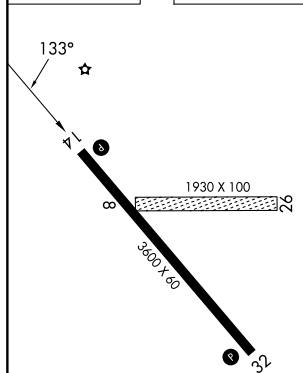
MINNEAPOLIS CENTER
132.15 269.6

UNICOM
122.8 (CTAF) **L**



NC-1, 10 JUL 2025 to 07 AUG 2025

ELEV 1608		TDZE 1606
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MIRL Rwy 14-32 **L**

LANGDON, NORTH DAKOTA

Orig-B 10AUG23

48°45'N-98°24'W

ROBERTSON FLD (D55)

RNAV (GPS) RWY 14

Diagram illustrating a non-parallel runway configuration. The diagram shows a runway layout with a 4000m segment, a 3200m segment, and a 3000m segment. The angle between the 4000m and 3200m segments is 133°. The angle between the 3200m and 3000m segments is 3.04°. The distance between the 4000m and 3200m segments is 6.1 NM. The distance between the 3200m and 3000m segments is 3.8 NM. The distance between the 3000m and the end of the runway is 1 NM. The diagram also shows the VGSIs and descent angles for the runway. The VGSIs are 4000, HAVIR, tr 223°, PIRNE, tr 313°, and CIDVA. The descent angles are 133° and 3.04°. The diagram also shows the VGSIs and descent angles for the runway. The VGSIs are 4000, HAVIR, tr 223°, PIRNE, tr 313°, and CIDVA. The descent angles are 133° and 3.04°.

CATEGORY	A	B	C	D
RNAV MDA	2100-1	494 (500-1)	2100-1 $\frac{1}{8}$ 494 (500-1 $\frac{1}{8}$)	NA
CIRCLING	2240-1	632 (700-1)	2320-2 712 (800-2)	NA

NC-1, 10 JUL 2025 to 07 AUG 2025