

RADAR INSTRUMENT APPROACH MINIMUMS

BISMARCK, ND
BISMARCK MUNI (BIS)
RADAR-1 126.3 298.9

Amdt 3C, 02DEC21 (21336) (FAA)

ELEV 1661

	<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 D	2100/24 2100/50	454 454	(500-½) (500-1)	C	2100/40	454	(500-¾)
	13		AB D	2100-1 2100-1½	445 445	(500-1) (500-1½)	C	2100-1¼	445	(500-1¼)
	21		AB	2160-1	499	(500-1)	CD	2160-1¾	499	(500-1¾)
	3		AB	2220-1	559	(600-1)	CD	2220-1¾	559	(600-1¾)
CIR	ALL RWY		AB D	2220-1 2460-2½	559 799	(600-1) (800-2½)	C	2460-2¼	799	(800-2¼)

Inoperative table does not apply to ALS Rwy 13.

DULUTH, MN
DULUTH INTL (DLH)
RADAR-1 125.45 233.7

Orig-A, 30JAN20 (21112) (FAA)

ELEV 1428

	<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	1820-1⅝	400	(400-1⅝)
	9		ABCDE	1820/40	392	(400-¾)				
	21		AB	1840-1	420	(500-1)	CDE			
	27		AB	1880/40	459	(500-¾)	CDE			
CIR	ALL RWY		A	1880-1	452	(500-1)	B	1900-1	472	(500-1)
			C	1940-1½	512	(600-1½)	DE			

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 1⅝ SM.
For inoperative ALS, increase ASR S-27 Cats A/B visibility to RVR 5500, Cats C/D/E to 1⅝ SM.

07 AUG 2025 to 04 SEP 2025

07 AUG 2025 to 04 SEP 2025

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR INSTRUMENT APPROACH MINIMUMS

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	2440-1 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 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 Rwy 4 and 22 NA.

07 AUG 2025 to 04 SEP 2025

ROCHESTER, MN

Amdt 9, 20APR23 (23110) (FAA)

ELEV 1317

ROCHESTER INTL (RST)

RADAR-1 119.8 251.125

T

A


	RWY	GP/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS
ASR	13		AB	1660/24	380	(400-½)	CD	1660/35	380	(400-¾)
	31		AB	1680/24	376	(400-½)	CD	1680/35	376	(400-¾)
	3		ABCD	1680-1	363	(400-1)				
	21		ABCD	1680-1	375	(400-1)				
CIR	ALL RWY		A	1720-1	403	(500-1)	B	1780-1	463	(500-1)
			C	1900-1½	583	(600-1½)	D	1900-2	583	(600-2)

When control tower closed, procedure NA.
For inoperative ALS increase S-13 and S-31 CATs C and D visibility to RVR 5500.

07 AUG 2025 to 04 SEP 2025

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR INSTRUMENT APPROACH MINIMUMS

SIoux FALLS, SD
JOE FOSS FLD (FSD)
RADAR-1 125.8 284.725 

Amdt 10B, 06FEB14 (25051) (FAA)

ELEV 1430

	RWY	GP/TCH/RPI	DA/		HAT/		CAT	DA/		HAT/	
			CAT	MDA-VIS	HAA	CEIL-VIS		CAT	MDA-VIS	HAA	CEIL-VIS
ASR	33		AB	1920-1	498	(500-1)	CDE	1920-1½	498	(500-1½)	
	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 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.

07 AUG 2025 to 04 SEP 2025

07 AUG 2025 to 04 SEP 2025

RADAR INSTRUMENT APPROACH MINIMUMS