

BISMARCK, NORTH DAKOTA

AL-51 (FAA)

22307

LOC/DME I-BIS <b>110.3</b> Chan <b>40</b>	APP CRS <b>311°</b>	Rwy Idg <b>8794</b> TDZE <b>1645</b> Apt Elev <b>1661</b>
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ILS or LOC RWY 31  
BISMARCK MUNI (BIS)

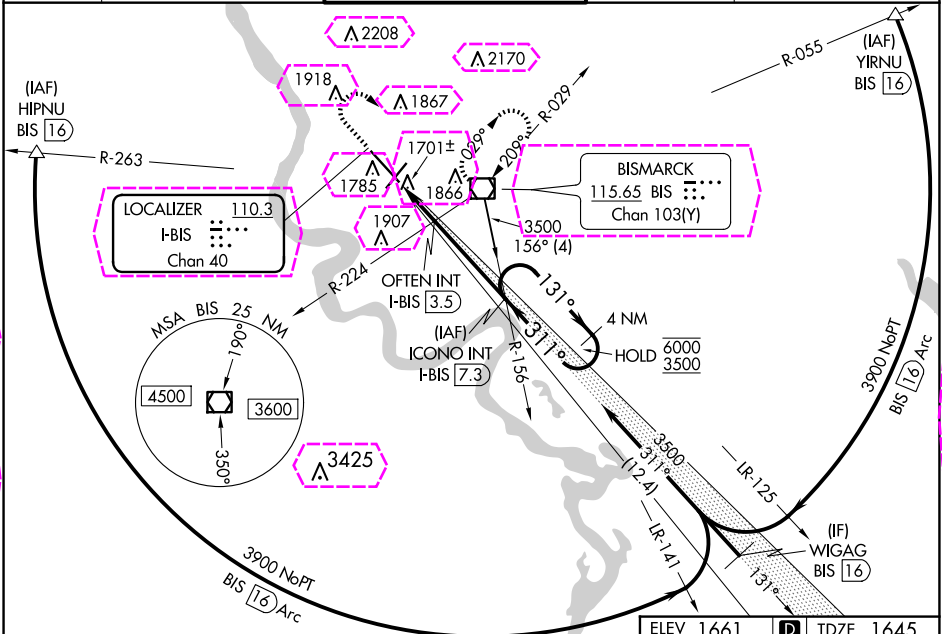
DME required for procedure entry.

Autopilot coupled approach NA below 2680.  
For inop ALS, increase S-LOC 31 OFTEN FIX Cat C/D  
minimums visibility to RVR 5500.

MALSR

MISSED APPROACH: Climb to 2800 then climbing  
right turn to 3600 direct BIS VOR/DME and hold.

ATIS <b>119.35</b>	BISMARCK APP CON★ <b>126.3 298.9</b>	BISMARCK TOWER★ <b>118.3 (CTAF) 0 257.8</b>	GND CON <b>121.9</b>	UNICOM <b>122.95</b>
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2800	3600	BIS	Use I-BIS DME when on the localizer course.	ICONO INT I-BIS 7.3	4 NM Holding Pattern
			OFTEN INT I-BIS 3.5	3500	
*LOC only.	*I-BIS 1.6	*I-BIS 2.6		131° → 6000 ← 311° 3500	GS 3.00° TCH 48
	1 NM	0.9 NM	3.8 NM		
CATEGORY	A	B	C	D	
S-ILS 31		1845/24	200 (200-½)		
S-LOC 31	2300/24	655 (700-½)	2300-1⅓	655 (700-1⅓)	
CIRCLING	2300-1	639 (700-1)	2460-2¼ 799 (800-2¼)	2460-2½ 799 (800-2½)	
OFTEN FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)					
S-LOC 31	2020/24	375 (400-½)	2020/35	375 (400-½)	
CIRCLING	2240-1	579 (600-1)	2460-2¼ 799 (800-2¼)	2460-2½ 799 (800-2½)	

ELEV 1661 D TDZE 1645

REIL Rwy 3 and 21  
HIRL Rwy 3-21 and 13-31  
FAF to MAP 5.7 NM

Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

BISMARCK, NORTH DAKOTA  
Amdt 34A 13SEP18

46°46'N-100°45'W

BISMARCK MUNI (BIS)  
ILS or LOC RWY 31

NC-1, 10 JUL 2025 to 07 AUG 2025

NC-1, 10 JUL 2025 to 07 AUG 2025

BISMARCK, NORTH DAKOTA

AL-51 (FAA)

25219

LOC/DME I-BIS <b>110.3</b> Chan <b>40</b>	APP CRS <b>311°</b>	Rwy Ldg TDZE Apt Elev	<b>8794</b> <b>1645</b> <b>1661</b>
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ILS or LOC RWY 31  
BISMARCK MUNI (BIS)

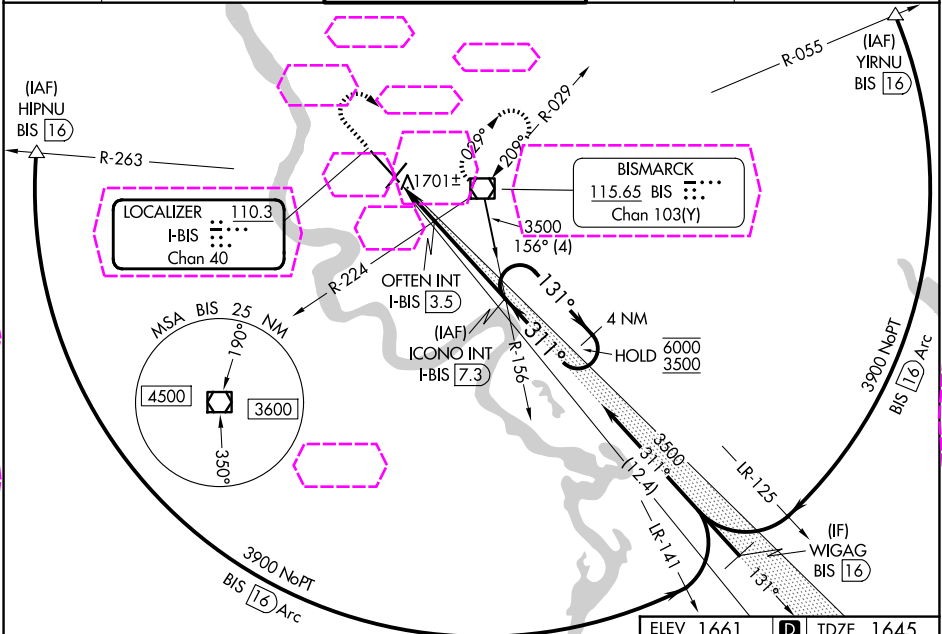
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NC-1, 07 AUG 2025 to 04 SEP 2025

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